

MIDLAND MAIL

THE JOURNAL OF THE MIDLAND GB POSTAL HISTORY SOCIETY

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Number 144, March 2006

FORTHCOMING MEETINGS

On 29th April we hold our Annual General Meeting and Auction at St Germain's Church Hall, Portland Road, Birmingham. Full details are given in the auction catalogue.

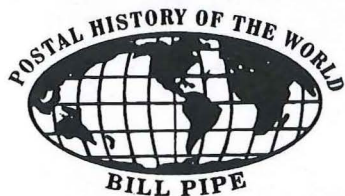
Oldbury Park Primary School, Worcester is the venue for our meeting on 13th May when members are invited to display "Temporary Handstamps". The meeting which begins at 1.30 p.m. is held in conjunction with the Worcester Society's Annual Fair.

HAROLD WILSON and DAVID SCOTT

It is with great sadness that we report the deaths of Harold Wilson and David Scott. It is hoped that a full obituary for both will be included in the next issue.

BOOK SALES

Two-thirds of the Society's members now have a copy of the new book. If you are among the three dozen members who have yet to take the plunge and can be persuaded to help both the Society and themselves, please phone 01249 758148 and a copy will be sent promptly, with an invoice.



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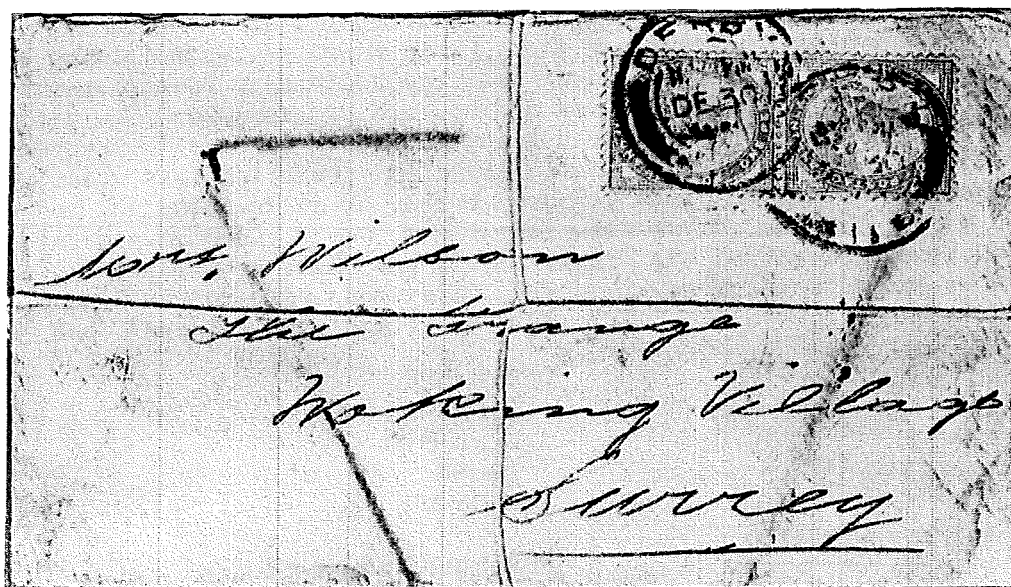
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THE JANUARY MEETING

The Chairman was overheard to say he had never found an afternoon of members' displays disappointing. Again, the Society didn't fail him. The chosen subject for the January meeting was "Railway Covers", the Chairman maintaining that *everyone* had some railway material in their collection. Those of us who thought they didn't - about half the sixteen members present - cringed with embarrassment but enjoyed the offerings of the eight who knew they did. Before the meeting proper began, however, the Society had the chance to view the excellent 35 minutes video of the August book launch, including unusually detailed coverage of the mail coach on display. (This video and that of the launch of the Local Posts book are available on one tape from the Society library.) We also signed a card for Elizabeth, out Treasurer and past President, who has been unlucky enough to break her leg in two places, wishing her a complete and speedy recovery.

RICHARD FARMAN told us that his display would be of railway material where you might least expect to find it. The first item, from 1900, certainly fitted that description for it was a letter recovered from a train looted in the Boer War. Moving on a few years, we were told of the WWI Brocton Camp and its railway system, one that needed a colliery locomotive to help trains cope with a particularly steep gradient. There was a 1915 postcard of the camp (which housed 50,000 soldiers) and a unique picture of locos at work on the camp. There was another postcard showing the railway at Rugeley Camp and, finally, a 6d rate letter to India from Bagnall's, a railway-related manufacturer.

ERIC LEWIS said he didn't have a specific railway collection (surprise, surprise!) but he had brought relevant parcel post items. Who else but Eric could produce a complete package sent by the GWR in 1846 with the earliest type of GWR Unpaid parcel label (when the railway had a Gresham Street address)? He matched that with a first type Paid label and second type labels, both Paid and Unpaid, after the company had moved to King St, Cheapside. Perhaps the highlight was a letter tied with string, still complete, used pre-1891 to legitimise carriage of a letter by train by effectively turning it into a parcel. (That the item was found in a box of material assembled for a Blue Peter auction only added to its charm.) There was a copy of the 1882 Act of Parliament authorising the GWR parcel service which, when opened out - yes, he had not one but two copies, of course - included a list of no fewer than 81 railway companies authorised to carry parcels (and therefore letters tied with string).



A letter tied with string to enable it to be sent legally by rail prior to 1891, displayed by Eric Lewis.

COLIN FOUNTAIN, one of our Gloucestershire enthusiasts, provided a comprehensive display of Gloucester Station material. He explained that the office was originally at Gloucester's GWR station but moved to the nearby Midland Railway station when it was enlarged. We were shown the first double arc handstamp of 1844 and a letter that must have travelled on the railway between Gloucester and London at least four times, with two Gloucester Station marks and an unrecorded Norton UDC for good measure. The Gloucester Station single ring mark was on a letter sent from Ledbury to Gloucester and back to Much Marcle. There was a series of (slightly different) duplex marks with the '312' numeral and an example of the unique 'E94' incorporated into only one stamp, Gloucester being the only station to use two different numbers. A fine squared circle of February 1884 rounded-off the display.

DEREK SMEATHERS concentrated on the Northampton firm of Basset-Lowke, best known for their superb models of locomotives and ships. The first card acknowledged an order, advising the customer that part of the order would be despatched the same day and the remainder the next day. (No "allow 28 days" nonsense at Basset-Lowke.) There was an attractive advertising card, "Ready to Run", a censored envelope sent to Switzerland during WWI and rare correct usage of a single ½d postage due stamp on a 1935 envelope from France. Derek then moved on to discuss the various 'correspondence centres of the Northamptonshire railways at such towns as Northampton (no.4) and Kettering (no.58).

PAUL BRADSHAW ventured into the esoteric with an undated letter sent as a parcel by the Northampton Corporation Tramways Service in the 1880s and gave some information about the service. From tramways he continued, in the same area, to the railways and pointed out that a 1d LNWR railway stamp on a letter to a local Northampton insurance company would equate to a charge in excess of 50p nowadays. A 1909 Letter from Northampton to London was franked with a 2d railway stamp and a 1d postage stamp.

GUY BRIDGES took us to the other side of the country and an 1852 engraving of Queen Victoria arriving at Shrewsbury railway station. A letter of 1858 from the Duke of Cleveland concerned a proposal to build the Castle (railway) Hotel. However, his principal items concerned the horrific crash of a milk train from Crewe outside Shrewsbury station on 15th October 1907. It carried no passengers but it did include a TPO, some of the post office staff dying in the accident. We were shown the funeral programme, a large postcard of the funeral procession and a picture of the monument at the post office opposite the crash site. Most remarkable and macabre was a picture postcard of the crash scene sent from Whitchurch *on the day of the crash* with the text making reference to the tragedy.

CHRIS JACKSON (who, at that point, thought his was the last display of the afternoon) showed items with both Worcestershire and railway connections. For example, a letter from Malvern to Siberia *must* have travelled by train at the time. More specifically, there was a Millwards (the Redditch needle manufacturers) card making clear that goods had been sent to the wrong station. He also had a GWR card concerning a wagon to be sent back from Dudley and a 1905 letter to London from Alvechurch, addressed to Ewen's Weekly News, with a 2d Midland Railway Stamp.

JAN YOUNG then took us all by surprise, having hidden her light under a bushel until after the tea break. Jan doesn't collect letters but she has a fine collection of picture postcards and she had selected those showing the railway at Bromsgrove. There was a card of Bromsgrove Station (built 1840) dating from 1910 and another, from the WWI period, of soldiers marching to the same station. She told us of the huge wagon works at Bromsgrove, demolished in 1981, but her piece de resistance was probably the story of 'Big Berth' the Lickey 'banker', a unique 0-10-0 locomotive built in 1919 to assist trains up the notorious Lickey Bank, near Bromsgrove. This formidable incline has a 1 in 37 gradient and Jan gave a cogent explanation of exactly what '1 in 37' means. (No, only joking, she didn't really.)

Guy told us about the Uttoxeter Railway, later to become the Shropshire & Montgomeryshire Railway (with examples of its railway stamps), which was reborn in WWII to service the vast Kinnerley Depot. Derek introduced us to the Blisworth Hill Railway of 1800 - no steam, of course - and explained why there was, in 1856, the need for a Leicester & Hitchin Railway to divert trains on to the mainline into Kings Cross, before the Midland Railway and St Pancras station were complete. Eric had items from the Railex service of the 1930s and invoices for items sent to Morris's of Knighton (Herefordshire) that were carried by rail part way (say, to Worcester in 1848) and then completed their journey by carrier. Richard had a mere four boards of extra sheets concerning the railways of Staffordshire, including mail handled at Whitmore Station (one of only two stations with a UDC handstamp). There were the circular date-stamps of Stoke upon Trent Station and, later, Stoke Station but the intriguing items are the many letters bearing a Stafford Station strike that should not have gone anywhere near Stafford Station. If these were 'mis-sent' marks, the word 'missent' is never found on them. They remain as perplexing as ever.

Our Chairman thanked those who had given displays for the splendid and varied material they had shown.

THE FEBRUARY MEETING

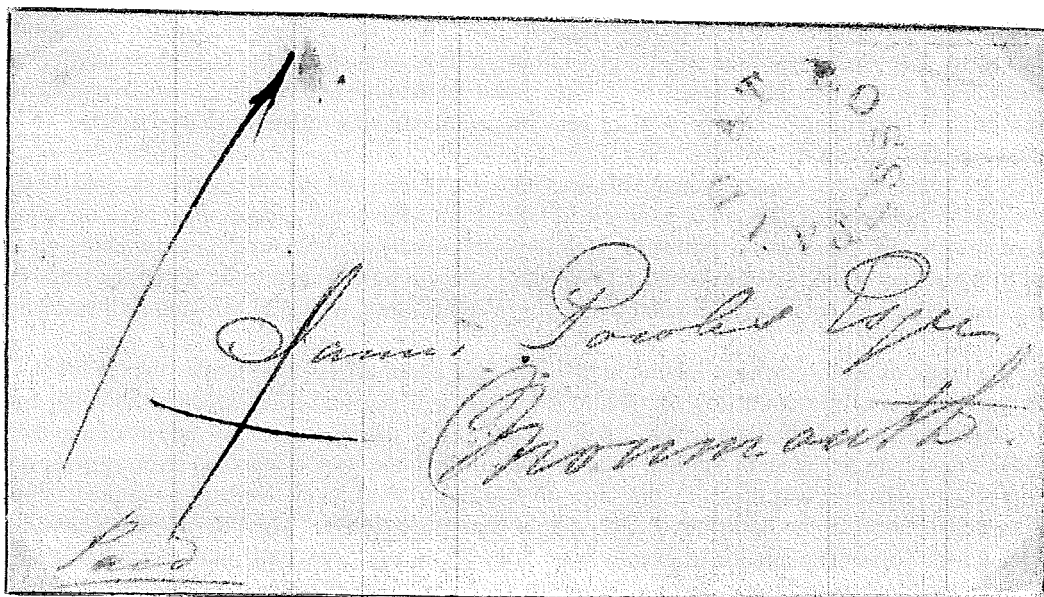
On 11th February, our Society met jointly with the Society of Postal Historians at the Foley Arms Hotel, Malvern. Roger Broomfield who had convened the meeting provided a standing display of the postal history of Ross-on-Wye for those present to view prior to the opening of the meeting. One of these items is shown below.

The President of the SPH welcomed those present, but his first duty was the sad announcement of the deaths of four members of the SPH, one of whom was Harold Wilson, a long-standing member of our Society. Those present stood in solemn silence in their memory.

There were two main speakers for this meeting both of whom are well known members of the Midland Society - Richard Farman who gave a superb display of very early Staffordshire material, and Gerald Marriner whose magnificent display of "Channel Islands Postage Dues" was very warmly received despite being in the "graveyard" spot just after a splendid roast beef lunch.

Members of our Society who gave two-frame displays were Chris Jackson who showed Malvern postal history, and Dave Tarry who displayed material from Newport, Shropshire.

The letter below shows a strike in red ink of the "PAID AT ROSS" handstamp, the issue of which is not recorded in the Proof Books. It is considered to be one of the rarest of Herefordshire postmarks. On the reverse of the letter is a strike of the circular handstamp of Ross dated for 26th September 1838.



THE MARCH MEETING

On 11th March we paid our second visit to the Black Country Museum where we were provided with an excellent room in which to see Roger Broomfield's display of "Herefordshire". Roger began by saying that although a few of the early postmasters had ended up behind bars, Herefordshire was something of a backwater as there was not much that was exciting in its postal history. This statement was belied by the superb display that followed.

The first items that Roger produced were examples of Cary's maps of 1792 and 1806 which showed the mailcoach routes. These were followed by a letter sent from Brampton Brian in 1636. A letter sent from Ledbury in 1713 showed no trace of a town handstamp. However, we did see a straight-line mark of Ross used in 1738, the two-line handstamp of Bromyard of 1739 as well as a two-line mark of Ledbury with much larger letters. The first type mileage marks were well represented.

Roger then showed us the two different straight-line marks of Ross which were illustrated in MM143/15. We saw the "BROOMYARD" mark used in 1797 and then again in 1820. Another mark from Bromyard was the horseshoe type - the only one from Herefordshire - used in 1799. We then came to the boxed mileage marks. Those of Hereford showed two distances - 149 in 1801 and 1803, but 141 in 1804. Hereford also used large circular mileage marks; we saw examples from 1809 and 1818. On the other hand, the mileage mark that Ledbury used in 1823 was a small undated circle. It was unusual to find a straight line mark "KINGTON H" being used in 1811, during the era of the mileage marks. It was also surprising to find that the mileage removed marks of Ross were made from the boxed type as well as the later circular type. Of particular note in this part of the display was a lovely cover of 1834 with the UDC of Bromyard struck in bright green.

Among the penny post items were a letter sent through the Leominster Penny Post and then the Hereford Penny Post, and a cover of 1826 which was put into the post at Great Malvern so passed through the Malvern Penny Post before ending its journey in the Ledbury Penny Post.. Ross was the only town in Herefordshire to use a "Paid At" mark. Roger then went on to show us some early skeletons - from both Ledbury and Kington in 1839.

Next came a whole section of material from the period of postal reforms of 1839-40, beginning with a "Free" sent from Hereford on 5th December 1839. This was followed by covers showing the handstruck '4's of Leominster and Kington. We saw a letter sent from Kington on the first day of Uniform Penny Postage, the handstruck '1' of Ledbury, and a penny black cover from each of the post towns in the county. One letter not only had a penny black which had been cut in two but also a strike of a Hereford skeleton used in July 1840. Examples of the handstruck '2's used on unpaid mail came from Leominster and Hereford. There were two covers both of which showed a strike of the Skeleton used at Ross in 1844. However, one was dated JA 13 but the other JA I3. A case of a missing number?

Roger ended the first part of his display with a bill for the repair of a phaeton sent from Hereford in 1846 which was endorsed, *"please pay the amount to me or Mr Davies Coach Builder on or before Saturday next the 31st inst to prevent anything unpleasant occurring."*

The second half of the display began with a great variety of UDCs from the period 1848 to 1860. Berrow came in four different colours, while Cradley had two different types. Roger showed us three covers each with strikes of two different UDCs. A registered letter of 1848 carried the marks of Kingsland and Wigmore, while a cover of 1854 showed strikes of the UDCs of Credenhill and Kings-Acre. Another item carried the marks of Woolhope and The Trumpet. Two Mulreadies caught the eye - one showed the handstamp of the Letton Penny Post, the other was from Penybont (in Radnorshire but under Kington).

Two letters sent to India in 1861 had the adhesives cancelled with the 446 of Ledbury. Also from Ledbury came covers showing the handstruck '2' used in 1862 and 1864. It was at this point that a postman of 1912 paid a short visit to the meeting. (A member of the museum staff in a uniform of 1912.) Next, we saw a range of parcel post labels, including the first type of label. Roger rounded off his display with a selection of postcards showing post offices in the county from places such as Bodenham and Leintwardine. Of particular note were two cards from Leominster with one showing the post office football team, the other Leominster postmen on motorcycles. The final item was possibly an early piece of rocket mail for it was sent to a black hole. The cover of 1837, which showed a strike of the boxed Hereford Penny Post mark was addressed to "The Black Hole, Kings Pion".

We had been treated to a superb display of postal history with a number of very scarce covers, and Eric Lewis in proposing the vote of thanks commented that it was interesting to see the material arranged by type instead of grouping together all the material from a particular post town.

SKELETON POSTMARKS OF ENGLAND & WALES

Third Edition 2006 compiled by Patrick G Awcock and John Frost

One certainty with this book is that you will be able to pick it out from your other books because of its bright pink cover, a useful asset.

Patrick Awcock and John Frost have done a really good job on this the third edition of the standard reference book on skeleton postmarks. It might have been expected to be a simple update of new finds and date extensions, but this is not the case.

The introductory pages have been completely rewritten and contain a very useful "How does one recognise a skeleton stamp" section. The first section of data which previously was in a two column format with very small type, always a difficulty for ageing eyes, has been reprinted in the same single column format with larger type as in the rest of the book.

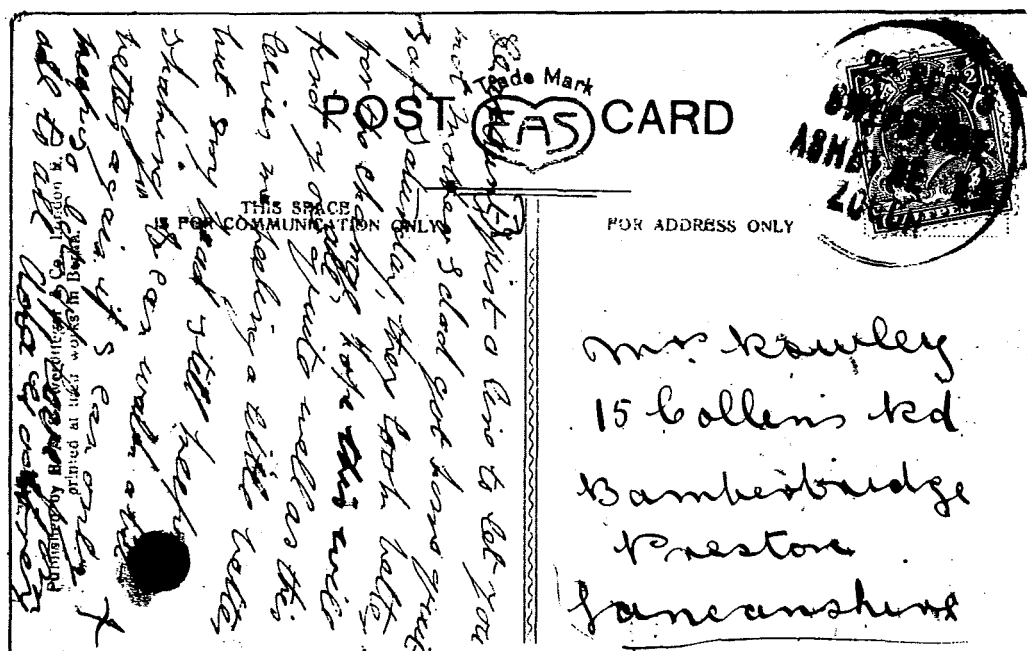
Amendments are clearly identified with hash, asterisk and plus signs to make it clear in which revision of the book each amendment was first recorded. The book now has separate sections with their own introductions for the 1869 handstamp, rubber skeletons and 'paid' skeletons. This is of great assistance when dealing with these particular marks.

The publishers make it very clear that they see this edition as one in an ongoing series as further reports are made and indeed they ask collectors and dealers to send them photocopies of any new finds or date extensions.

A refreshing new edition of an essential reference work for every collector of skeleton handstamps from whichever period.

C.J

One can almost guarantee that as soon as any book on postmarks is published a previously unrecorded item will emerge. So, I was not surprised to find the item illustrated below shortly after the issue of the book reviewed above.



BOOK REVIEW

'CARRIERS & COACHMASTERS - Trade and Travel before the Turnpikes', Dorian Gerhold, published by Phillimore & Co., 2005, ISBN 1 86077 327 3, £19-99.

This is a book that might appear to have little relevance to postal history. However, it would be a great mistake to dismiss it. Divided into two principal sections, Carriers and Stage-Coaches, it provides a mass of useful information that can be read across, firstly to postboys on horseback and then to the operation of mailcoaches, albeit not an era covered. Mr Gerhold, a Clerk to many House of Commons select committees, is a former chairman of the Transport History Research Trust. He has produced a remarkable work.

The book looks at the period from 1650, when the first stage-coaches appeared, to the 1760s, when most major roads had been turnpiked. Many of us believe pre-turnpike roads to have been dreadful, with little hope of running a regular carrier or coach service in the winter months. In fact, as the author shows, England had a large network of road services, mostly using wheeled vehicles, that were reliable and regular throughout the year. Yes, stage-coaches ran to a different timetable in the winter and summer so, if a coach ran from London to York in four days in summer, it was given six days in winter but much of the difference can be accounted for by the shorter daylight hours. It was rather surprising to discover that in summer months, some stage-coach operators expected the passengers to be ready to roll at 3.30am!

What is made abundantly clear is that it was the size and strength of the available horses in the 17th century and, indeed, in the first half of the 18th century that was critical. Medieval horses were generally between 12½ and 15 hands. (A modern police-horse is 18 hands.) Winter conditions led to more strain on the animals. Reducing the speed of a coach increased the draught power of each horse, enabling it to work more hours in a week and eat less. Even in summer, stage coaches travelled at little more than walking speed and it is amazing to read of a lady travelling south from York with her footman jogging alongside the coach where, as she said, "hee was very useful to all in itt".

Before 1700, the carriers held sway. They certainly used pack horses but more commonly four wheeled waggon or coach-waggon (to carry passengers). It should be remembered that, unlike a motor vehicle, a horse consumes fuel even when it is not working and the availability of regular work was very important. No wonder, a number of early carriers were farmers and able to use their horses for other work. When you read of postboys complaining that post masters brought them a horse from working in a field, it rings true. We learn that the average speed of a carrier's horses was 2mph. Postboys were often required to travel at some 6mph, on fear of dismissal if they failed to do so.

It becomes clear, as the story unfolds, that any attempt to introduce a mailcoach service 30 or 40 years earlier would not have achieved the result it did. This might have been expected to be because fewer roads were turnpiked or because 'flying' coaches (those that changed horses during a day) were relatively rare but there was more to it than that. New bloodlines from abroad, better roads and steel springing - when 'flying coaches' became 'flying machines' - in combination led to the successful establishment of the mailcoach service.

This is a book likely to be referred to again and again. One would have to be a reverend gentleman from Staffordshire to absorb a fraction of the information. Replete with useful tables and appendices, it can fill a glaring void in the average postal historian's knowledge.

Type of transport	Typical miles per day	Miles per hour (approx.)	Cost (pence per mile)
1 Post horse	40-50	Up to 7	0.8
2 Horse stage coach	30-40	4-5	2.0-2.5
3 Four wheel	20-30	4-5	1.0-1.5
4 Horse coach	10-15	4	1.5-2.0
5 Horse	10-15	4	1
6 Private coach	20-30	4	1
7 Horse hired from a carrier	10-15	4	0.8-1.0
8 Coach-hire from a carrier	10-15	4	1.0-1.5
9 Waggon	10-15	4	0.5-1.0

Costs and speeds of passenger transport in summer in the late 17th and early 18th centuries.

W.J.C

A VICTORIAN WALLBOX WITH A DIFFERENCE

By Mel Matthews

The wallbox in question is a Victorian Wallbox Type "C", low aperture. It was manufactured by W.T. Allen & Co of London between 1886 and 1901.

The box is in the wall of what was an isolation hospital in Yardley Green Road, Birmingham. It has an aperture, at the front, facing the road, for postings by the public, and could also be opened from the front for collections by a postman. The rear panel could not be opened but contained an aperture so that patients in the hospital could post letters.

View from the road



View from inside the hospital grounds



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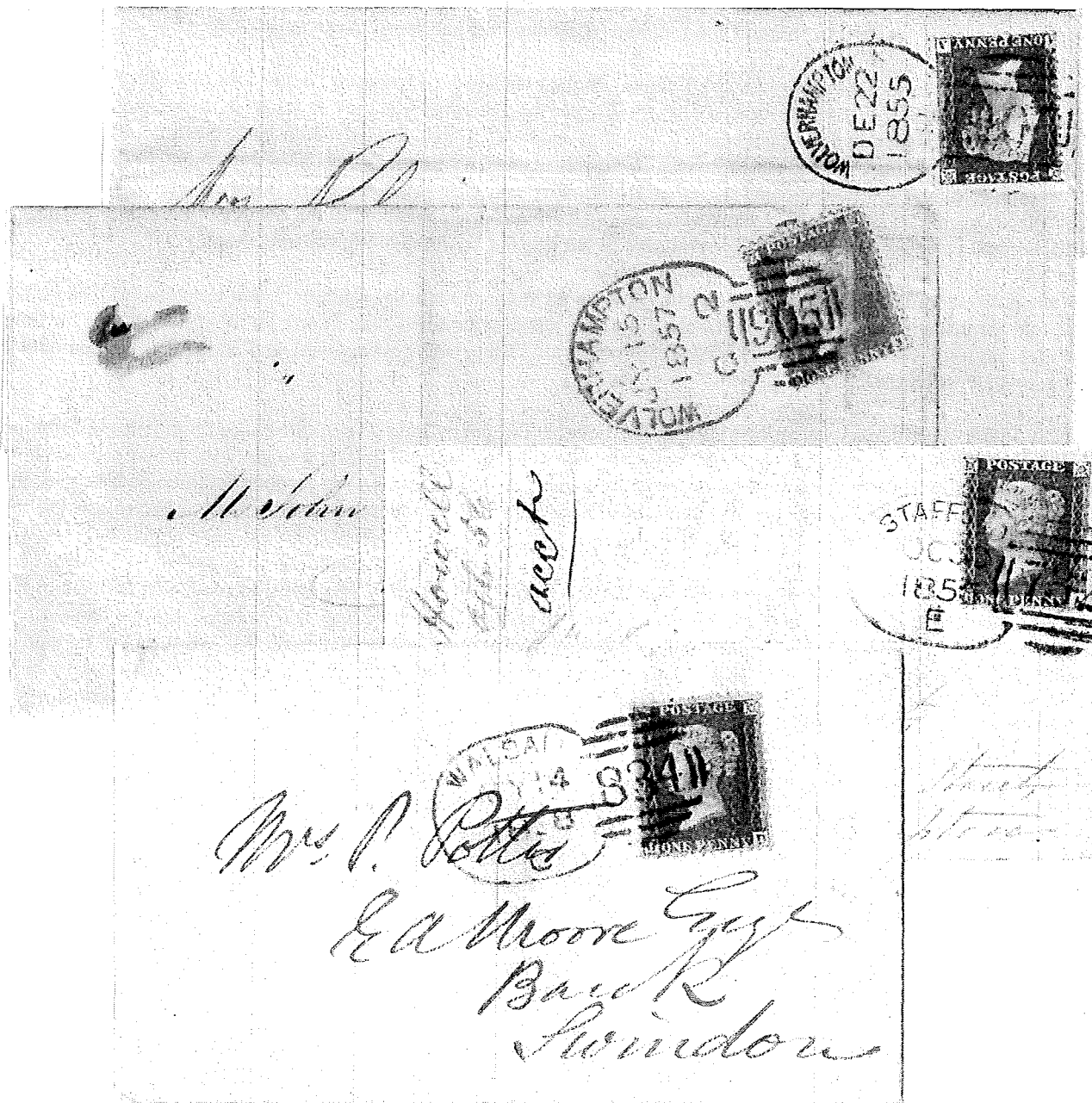
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INNOCENT! - but guilty, as charged.

By John Calladine

This sorry tale is not about the Midlands but has a remote Midland connection. The background to the story is the London Twopenny Post. Londoners had been paying 1d for letters delivered within the city for more than a hundred years but, with the onset of the Napoleonic Wars and the consequent inflation, the charge was raised to 2d from 1801. Thereafter the London Penny Post became the London Twopenny Post and remained so until 1839.

On 31st October 1836, a Mrs Halls of Coleshill Road, Pimlico enclosed a £5 note in a letter sent to a Mrs Whitmore at Bath Street, Leamington. It was not intended it would enter the London Twopenny Post, for its destination was in the Midlands. On 12th November, that selfsame £5 note was 'negotiated' at a draper's shop in Shoreditch by a lady who gave her name and address as Mrs Westbrooke of 6 Powell Place, City Road. When it became apparent the letter and note were missing and the note traced, enquiries at the address in City Road (given to the shop) found no lady at 6 Powell Place called Mrs Westbrooke. However, subsequent investigation resulted in the owners of the shop identifying a lady who was, indeed, called Mrs Westbrooke. She didn't live in City Road but in Hackney Road.

When the police asked Mrs Westbrooke how she came by the note, she initially replied "I don't recollect". The police officer told her that she must know where it came from and, again, she replied "No, I don't know; you must give me time to recollect myself". Ten minutes later, Mrs Westbrooke said "I received it of my son" and added that her son held a position in the Post Office.

In fact, William Westbrooke was an Inspector in the London Twopenny Post. The police asked him if it were true he had given his mother a £5 note. He replied "no". He was asked again and continued to deny it. When a senior Post Office representative pressed him, pointing out what a parlous position he was in, Westbrooke admitted he had given his mother the note. When asked where it had come from he said he had forgotten because he had omitted to endorse the note and therefore could not tell.

This latter admission was critical because the Postmaster General had issued a very specific order that officers of the Post Office who received a bank note for any reason were to endorse it both with their own name *and* the name of the person who had given them the note. The penalty for failing to do so was instant dismissal. Mr Westbrooke was said to be thoroughly familiar with that instruction. Bank notes, at that time, were much like cheques drawn on a named bank and, to be negotiated, had to be endorsed by the person using the note. (The same procedure was adopted when personal cheques came into use later in the 19th century.)

On the direction of the Attorney General, William Westbrooke was charged with "feloniously secreting a letter containing a £5 bank note" and his mother, Martha Westbrooke with "receiving such note, knowing it to be stolen". They appeared before a Grand Jury at the Old Bailey on 14th December 1836.

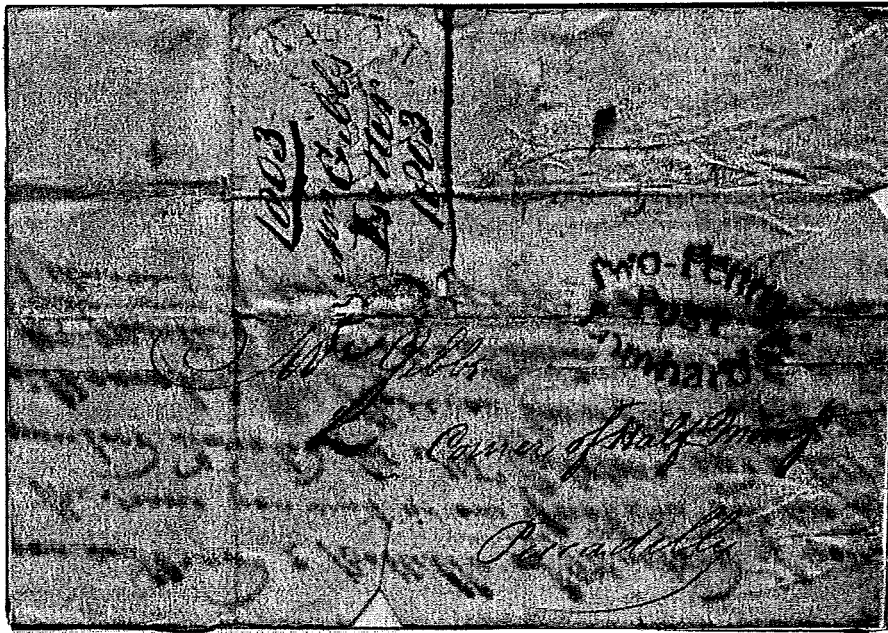
The case against the two defendants was put to the jury who then retired for two hours to consider their verdict. They eventually returned to Court, finding the defendants "Not Guilty".

When the Post Office Solicitor reported the proceedings to Colonel Maberly, Secretary to the Post Office at this time, he factually reported the acquittal but continued:

"It is supposed the letter was missent from the Inland Office among the Twopenny Post letters to the Twopenny Post Office and that Westbrooke there purloined it. I humbly submit that he should be at once dismissed the Service".

The simple fact that William Westbrooke and his mother had been declared innocent of any crime was not allowed to cloud the issue!

On 16th December, William Westbrooke, advised of his impending dismissal, petitioned the Postmaster General, the Earl of Lichfield. He pointed out that he had discharged his duties in the Twopenny Post Office for more than seventeen years, to the complete satisfaction of his superiors. He had been wrongfully charged with stealing a letter only because his mother had changed a £5 note he had accidentally omitted to endorse. Of that charge he had been acquitted at the Old Bailey. The reason for this trumped-up charge was that, as an Inspector, he had detected various malpractices at the Twopenny Post Office and had consequently made many enemies.



A letter carried in the London Twopenny Post

Westbrooke also looked for sympathy. He said, when he was a stamper, he stamped a letter that exploded and he sustained severe injuries. As a result, he was now incapable of manual labour and yet had a wife and four small children to support. Appreciating he was almost certain to be dismissed, whatever the injustice, he asked the Postmaster General to grant him some payment in recognition of his long service and grievous injuries.

Colonel Maberly wrote to the Postmaster General on 20th December. He admitted that Westbrooke had been acquitted but said he had no doubt of his guilt. He had asked two of his senior staff to report on the case and it was said that Westbrooke himself, on the day of the trial, had admitted he knew of the order to endorse all bank notes. (As an Inspector, he had repeatedly pointed out to letter carriers where the endorsement should be written on the note.) Maberly strongly recommended, in spite of the acquittal, Westbrooke should no longer be retained in the Public Service. Furthermore, he hoped his Lordship would authorise him to inform Westbrooke that his request for financial compensation could not be entertained.

It might have been hard for the Post Office to dismiss Westbrooke for theft when he had been found 'Not guilty' at the Old Bailey but they believed they could dismiss him for contravening the regulation requiring all bank notes to be endorsed. Even the case against him on this charge was not as clear-cut as the authorities suggested. Although, as an Inspector, he told letter carriers how to endorse notes, that was not the same as appreciating that *all* notes had to be endorsed, whatever their source. One of the senior staff consulted by Colonel Maberly, a Mr Smith, the head of Westbrooke's department, admitted that, since he had supervised the department, the order to endorse notes had not been drawn to the staff's attention. However, since it had been in force for so many years, it was "generally understood" and he was satisfied Westbrooke was aware of it. It was his intention to have the order entered in "the book" (the Order Book) and require each officer to sign that he had read it. He would also add it to the letter carriers' General Instructions. That closed the stable door but did William Westbrooke no good. In those harsh times, one dreads to think what became of him.

MORE BAD WINTERS OF THE MAILCOACH ERA

by John Calladine

Following the piece in 'Midland Mail' Number 143, telling of the three worst winters of the mailcoach era (1795, 1814 and 1836), leaflets from the 'Chris Beaver Archive' - housed in my garden shed! - are a reminder that severe winters were no rarity during the mailcoach era and that only the most extreme conditions were brought to the attention of the Postmaster General.

The 'Gentleman's Magazine' provides compelling evidence of the hazards of winter travel by mail (or stage) coach. The issue of March 1799 reported on conditions encountered on 8th/9th February of that same year, providing a starker picture than anything included in official minutes:

"The mail guards who arrived in town declare they never experienced so severe a night as that of February 8th. The storm of hail was so driven against their faces as to benumb and swell them. A gentleman, who should have arrived by the Chester Mail, relates that from Northampton, which he left on Friday night, he got on tolerably well, notwithstanding the violence of the driving snow, to Broughton-field, whence the guard, for two miles, explored a passage for the horses, which could with difficulty be made to face the storm. At length, arriving at Hockliff, he found, among other coaches, the Manchester Mail; and was told by persons who had returned with the heavy Coventry and Chester coaches, that they and their passengers were stuck fast in the snow on Chalk-hill. The dawn by this time having broken, he, with one of the superintendents of the Post-office and the guard set off on horses to Dunstable and, taking a chaise with six horses from thence, they arrived with the mail at the General Post Office at half past twelve on Sunday."

The guard taking the bags from a mailcoach, in severe weather, and riding to the next town on one of the horses from the coach, was another favourite subject of the painter James Pollard. (Our more geriatric members may remember a picture of the Derby Mail stuck in snow, apparently with the guard leaving on horseback, illustrated in 'Midland Mail' No. 49!) The horse would probably not be provided with a riding saddle and, encumbered by heavy mail bags, the difficulty of doing this is unimaginable. In the instance related above, all the horses from the coach were probably used. Reading of the conditions faced by the guard in a hail storm, it is whimsical to recall that, at this time, the driver of a mailcoach was not provided with any springing on the front of his vehicle so he wouldn't be inclined to dose-off in comfort!

From the 'Gentleman's Magazine' of February 1808, came a report of conditions on 11th February 1808 and these were, if possible, even more disturbing:

"The snow storm of this night was the severest experienced for a length of time. The accounts received from various parts of the interior are very distressing. Many persons have lost their lives, some of whom were frozen to death, and others killed by carriages upsetting. The fall of snow was particularly heavy upon the North Road; in many parts it drifted from forty to fifty feet deep. In every direction it was found necessary to put an additional number of horses to the coaches, but in few instances only was the difficulty thus overcome. In the vicinity of Biggleswade, the Newcastle and several other Mail-coaches were completely buried in the snow; and it was only by the greatest labour and exertions that the passengers were rescued from their perilous situation."

The report doesn't make it clear whether the coaches that toppled over were stage-coaches or mail coaches. A feature of mailcoach design until the mid-1830s was the straight 'perch', the undercarriage bar joining the fore axle section to the rigid rear axle. This caused the centre of gravity of mailcoaches to be relatively high and, even in normal driving conditions, drivers needed to negotiate corners with care. With four or more passengers seated on the top of the coach and luggage stored high, the problem must have been accentuated. The average weight of twelve passengers and their luggage on a stage-coach was one ton. Such coaches were twice the weight of the lighter, faster mailcoaches but, nevertheless, the need to reduce the height of the centre of gravity was evident and curved perches were introduced on stage-coaches many years before the design of patent mailcoaches was changed.

* * * * *

FROM THE SNOW BOOK

As a follow-up to the previous article, it is very appropriate to show the item below for which I am indebted to Eric Lewis. Eric writes that an entry had to be made in this book by the guard in the event of the coach being stuck in snow. Sometimes he had to abandon the coach and take the leading horse with the mailbags. On other occasions, if the horses were not suitable to be used, he had to trudge to the nearest stable and hire a mount. He had to fill in all the details in the Snow Book as well as filling in the Time Bill. There are instances of the guard being frozen to death trying to get the mail through. One of the worst winters was in 1836 when all mail across the land was suspended for three days.

GENERAL POST OFFICE

DECEMBER 1830

SNOW BOOK

In this book the Guard will carefully fill up the columns, either when Leaders are used for the Mails or Chaises, or Saddle Horses are taken in this Winter on account of Snow.

The duty of the Guard is always to keep the Mail Coach going in its regular manner, unless he sees a necessity of Assistance to prevent great loss of time. It will be the particular duty of the Guard to make a good arrival in London. When the time can be tolerably kept with the Leaders, it is the proper mode to take them, and never to have a chaise, unless the Coach, with its whole Load, cannot travel at all.

The Guard is still to mark on the Time Bills in the usual manner when Horses are had, and is to keep this Book the better to enable Mr. Johnson to cheque the Bills when received. A copy of the Book, twice a week, is to be sent to Mr. Johnson.

Date	From what Place	To what Place	No of Miles	By whom Supplied and whether Leaders or otherwise	Reason	By Guards order or not	For Guards Signature and any Remarks

A PROPOSED SUMMER OUTING

As something very different from our normal activity, a Society summer outing is proposed. Following the work we have done on mailcoach schedules and mailcoach routes, not to mention the appearance of a mailcoach at our book launch, members might like to experience authentic coach travel. The proposal is to hire a stage coach and four-in-hand to take us from Darley Dale, Matlock, to Chatsworth. The trip would be arranged on a summer weekday of mutual choice, possibly in late July.

The plan of campaign would be to arrive at the Red House Stables, Darley Dale, at about 11 am, ready for an 11.30 am departure. The coach would travel through the country lanes to Chatsworth Park, calling en-route at a local hostelry. At Chatsworth, we would have an hour's break to give the horses a breather and, optionally, to enable us to purchase lunch from the Duke's Restaurant before the journey back to Darley Dale, where we would expect to arrive between 3 pm and 3.30 pm.

The coach can accommodate ten passengers who, in keeping with coaching tradition, would be requested to wear suitable headgear. (There will be a selection of period hats to choose from at the Stables.) Just in case the July weather is less than tropical, knee rugs are provided (and, if the forecast were truly awful, the trip would be re-arranged). The cost would be £75 a head, not cheap but excellent value if you consider what is involved.

For those who might like to stay overnight in the area - and that can be arranged at Darley Dale, if desired - there are several other nearby attractions, not least the Crich Tram Museum. Otherwise, the timing should enable anyone who would like to join the outing to travel to darley dale and back in the day.

If you are interested (or possibly interested) in joining the fun, please phone John Calladine on 01249 758148 as soon as convenient.

THE NEXT MIDLAND MAIL

It is anticipated that this will appear by early June. It will contain all the usual features, and while I have some material in hand, much will depend on what is sent to:

John Soer, 51d Barkham Road, Wokingham RG41 2RG

AMENDMENTS TO THE USAGE PAGES OF THE SOCIETY'S UDC BOOK

It had been anticipated that the Birmingham amendments would appear in this edition of 'Midland Mail'. However, with Eric heavily involved in the production of the Society's auction catalogue, the county of Shropshire has been selected. It has required an extra page - numbered 117a - because of the quantity of new information, there being records of almost 200 new dates. Guy Bridges and the Shropshire enthusiasts are to be congratulated on their work.

The Co-ordinating Editor has a small number of extra copies of the amended pages for each county (and can photocopy more if necessary) for the benefit of members who eventually decide they would like to bind them separately and yet retain the amended pages in their copies of 'Midland Mail'.

SHROPSHIRE

WOORE	C3C	25?			B	13JUN29-17OCT48
WHITCHURCH-S	C2*	29OCT27	Whitchurch	1/202	B	<u>10DEC27-23OCT39</u>
CAN-OFFICE	C3A	21JUN28	Can Office	1/25	B	<u>17AUG40-25FEB58</u>
					GR	<u>23FEB56</u>
BRIDGENORTH	C2*	22MAY29	Bridgnorth	1/18	B	<u>11DEC29- 9DEC39</u>
KNIGHTON	C2*	11MAR30		1/92	B	<u>8SEP36-20MAR51</u>
					Y	<u>9APR45- 1DEC45</u>
WEM	C2*	9AUG36	Wem	2/157	R	<u>23JAN37-30SEP37</u>
					B	<u>26DEC37-13FEB49</u>
					BL	42- 2APR44
NEWPORT-SALOP	C2	26SEP36	Newport	2/102	B	<u>11NOV36-19NOV39</u>
ELLESMERE	C2	8MAR37	Ellesmere	2/37	B	<u>4JUL37-27NOV39</u>
BROSELEY	C2	15FEB38	Shifnal	2/16	B	<u>9JUL38-21JUN43</u>
IRON-BRIDGE	C2	15FEB38	Ironbridge	2/70	B	<u>1JAN40- 2JAN40</u>
MADELEY	C2	15FEB38	Shifnal	2/92	B	<u>25MAY38-16NOV48</u>
					GR	<u>19FEB47- 4JUN47</u>
WENLOCK	C2	15FEB38	Shifnal	2/159	R/BR	<u>8MAR38-20APR38</u>
					BL	<u>9MAY38-22DEC40</u>
					B	<u>12FEB41-22APR45</u>
CHURCHSTOKE	C2	13MAR38	Oswestry	2/27	BR/B	<u>25NOV41</u>
					B	<u>30JAN42-26APR50</u>
					GR	<u>28OCT54</u>
CHIRBURY	C2	13MAR38	Welshpool	2/27	B	<u>27DEC44- 9AUG55</u>
					BL	<u>17JUN49-26SEP49</u>
					GR	<u>4NOV49-21JAN57</u>
IRONBRIDGE	C2	21MAR38	Ironbridge	2/70	B	<u>17OCT38-10DEC39</u>
ALBRIGHTON	C2	30MAR39	Wolverhampton	4/106	B	<u>20SEP39- 2SEP48</u>
					R	<u>22APR41</u>
WARFIELD	C2	23APR42	Wolverhampton	5/88		Note 1.
WORFIELD	C2	26JUL42	Bracknell	5/108		Sent in error.
WORFIELD	C2	3SEP42	Wolverhampton	5/113	B	<u>10SEP42- 30OCT49</u>
LLANFYLLIN	C2	13SEP42	Shrewsbury	5/115	R	<u>22FEB43-12JAN45</u>
					BR	<u>6MAY46</u>
					BL/GR	<u>14OCT47</u>
					BL	<u>24MAY48-14DEC50</u>
LLANRHAIADR	C2	13SEP42	Shrewsbury	5/115	B	<u>27DEC43-18APR50</u>
LLANSAINTFRAID	C2	13SEP42	Shrewsbury	5/115	B	<u>28MAR43-10APR43</u>
					BL	<u>27JUL48</u> Note 1.
					GR	<u>1SEP53</u>
LLAN-Y-BLODWELL	C2	13SEP42	Shrewsbury	5/115		
LLANYMYNECH	C2	13SEP42	Shrewsbury	5/115	B	<u>7FEB43-18AUG53</u>
					BL	<u>27NOV47- 2JAN48</u>
					R	<u>11DEC44</u>
ONIBURY	C2	7NOV42	Ludlow	5/123	B	<u>5NOV44- 6JUL55</u>
					Drab	<u>7FEB49-27JUL49</u>
KETLEY	C2	27JUL43	Wellington	5/171	B	<u>15APR44- 2AUG56</u>
					GR	<u>2AUG56- 8OCT56</u>
OAKEN-GATES	C2	27JUL43	Wellington	5/171	B	<u>9MAR44-24FEB54</u>
PONTESBURY	C2	19SEP43	Shrewsbury	5/182	B	<u>23NOV43-10JAN54</u>
MUCH-WENLOCK	C2	28SEP43	Ironbridge	5/183	B	<u>5OCT43-17AUG44</u>
SHAWBURY	C2	16NOV43	Shrewsbury	5/197	B	<u>18DEC43- 4JAN51</u>
					BL	<u>27DEC52</u>
PREES	C2	13DEC43	Shrewsbury	7/5	B	<u>2MAR45-21APR57</u>
LLANSAINTFRAID	C2	21DEC43	Oswestry	7/8	BL	<u>27NOV47- 9MAY49</u>
ACTON-BURNELL	C2	13JAN44	Shrewsbury	7/16	B	<u>28JUL45-22APR49</u>
DORRINGTON	C2	13JAN44	Shrewsbury	7/16	B	<u>20MAR44-12SEP56</u>
					GR	<u>19JAN56</u>
					BL/GR	<u>24SEP57</u>
HIGH-ERCALL	C2	13JAN44	Wellington	7/16	B	<u>1OCT44- 59</u>
MINSTERLEY	C2	13JAN44	Shrewsbury	7/16	B	<u>16JAN45-28JAN48</u>
					BL	<u>56</u>

Notes:

1. Spelling error - see correction below.

LLANBRYNMAIR	C2	13JAN44	Newtown	7/17	Drab	29MAR45
BRAMPTON-BRYAN	C2	2FEB44	Ludlow	7/24	B	3APR44-28JAN54
					BR	10SEP52- 2FEB53
					BL/GR	26SEP53-27MAR55
					R	23DEC55-14JAN56
LYDBURY-NORTH	C2	18MAR44	Ludlow	7/41	B	28JUL45- 3MAR51
					GR	16JAN56
					BL/GR	19JAN57- 7DEC57
BROSELEY	C1	1MAY44	Shifnal	7/50	B	20JUN44- 51
ASTON	C1	17MAY44	Ludlow	7/62	B	16APR45-29MAY50
CLUN	C1	17MAY44	Ludlow	7/62	B	4MAY45-16AUG55
HODNET	C1	31MAY44	Market Drayton	7/66	B	31OCT45- 7APR51
PATTINGHAM	C1	31MAY44	Wolverhampton	7/66	OR	3NOV48-12JUN50
LLANRWST	C1	3JUL44	Oswestry	7/78	B	13AUG44- 9DEC47.
GARTHMILL	C1	28FEB45	Welshpool	7/130	B	17SEP45
					BL	25APR48-15MAY49
FELTON	C1	8MAY45	Oswestry	7/142	BL	19FEB47-25AUG55
WROXETER	C1	7JUL45	Shrewsbury	7/162	B	2JAN47-20OCT54
					BL	15JAN59
DONINGTON	C1	17JUL45	Newport, Salop	7/164	B	18JUN46-13JUL51.
					GR	25JAN57
CLAVERLEY	C1	25AUG45	Wolverhampton	7/171	OR/R	25AUG45-10SEP48
					B	12JAN49-20SEP53
BECKBURY	C1	26SEP45	Shifnal	7/179	R	18JUL47- 4FEB55
					B	11NOV48
MONK-HOPTON	C1	20OCT45	Bridgnorth	7/181	BL	8FEB54-20MAR54
					B	18JAN55-28NOV57
NESCLIFFE	C1	18NOV45	Shrewsbury	7/190	B	22DEC46- 7JUN59.
					BL	17APR50- 9JUL59
					GR	53-15JUL57
CRESSAGE	C1	25NOV45	Shrewsbury	7/194	B	5MAY46-16SEP57
					BR	30JUL52-16MAY56
					BL	2DEC53-12APR58
					GR	7JUN58- 4NOV58
NORTON	C1	25NOV45	Shifnal	7/194	R	3JUN48-15JAN55
UPPINGTON	C1	26APR46	Wellington	7/230	B	48- 9JAN53.
					BL	20MAY56
ALVELEY	C1	27JUN46	Bridgnorth	7/246	R	9FEB48
					GR	25FEB56
BROOMFIELD	C1	27JUN46	Ludlow	7/246	GR	22AUG48- 8DEC55
					B	18JUL49-23SEP53
					R	5APR55-28JAN57
DIDDLEBURY	C1	27JUN46	Ludlow	7/246	B	1AUG46-14AUG57
					BL	22AUG48- 9OCT55
					GR	16OCT48-23SEP53.
					R	14JAN57-28MAR57
LLANDINAM	C1	27NOV46	Newtown	7/281		
CORRIS	C1	27NOV46	Machynlleth	7/281		
LLANSILLIN	C1	24MAY47	Oswestry	9/43		
LLANSILLIN	C1				BL	Note 1.
MIDDLE	C1	24MAY47	Shrewsbury	9/44	B	15MAR50-25DEC53
					GR	1JUL48-14APR59
					BL	20JUN56-31AUG58
PULVERBATCH	C1	24MAY47	Shrewsbury	9/44	B	16JUL57- 8SEP59
					BL	13JUN48- 2MAY55
					BL	17JUL56
ALBERBURY	C1	15JUN47	Shrewsbury	9/53	B	27OCT50- 3NOV50
					BL	22JUN52-13DEC55
FORD	C1	15JUN47	Shrewsbury	9/54	B	10MAY50- 7APR59.
TALIESIN	C1	15JUN47	Welshpool	9/54	B	22AUG52
					GR	10OCT56
					BL	11AUG59
LLANDRINIO	C1	15JUN47	Oswestry	9/55	B	9NOV49-25NOV58
BRIDGENORTH-	C1	3SEP47	Bridgnorth	9/75	B	28SEP47-11JUL48
LOW-TOWN					BL	21FEB49- 57.
					GR	59

DAWLEY-GREEN	C1	3SEP47	Shifnal	9/76	Y	19JAN48-18MAR48
					BR	10MAR48- 57
ASHLEY	C1	11SEP47	Market Drayton	9/78	R	30MAY51
					BR/R	12JAN52-16JUL55
					GR	11APR59-10SEP59
CLEE-HILL	C1	10OCT47	Ludlow	9/85	BL	18JUL48- 3APR58
ABBEY-FOREGATE	C1	5OCT47	Shrewsbury	9/86	B	25NOV47-15NOV48
					BL	10DEC48-13MAY58
					GY	6APR52-14OCT52
					GR	27AUG53-21JUL57.
CASTLE-FOREGATE	C1	5OCT47	Shrewsbury	9/86	B	9JUL49
					GR	9JUN58
COLEHAM		5OCT47	Shrewsbury	9/86	B	1DEC47-25MAR59
FRANKWELL	C1	5OCT47	Shrewsbury	9/86	B	16JUN48- 7OCT58
					GR/BR	10MAY49
BRIMFIELD	C1	19OCT47	Ludlow	9/92	R	21SEP53-29NOV54
					BL	58-14MAY59
CHURCH-STRETTON	C1	9NOV47	Shrewsbury	9/96	B	31JAN48-12AUG49
					B/GR	9APR49-22JAN54
WINSTANSTOW	C1	12NOV47	Shrewsbury	9/97	BL	29JUN48- 8OCT49
RODINGTON	C1	12NOV47	Shrewsbury	9/98	GR	20MAY48-29JUL51
CHESWARDINE	C1	16DEC47	Market Drayton	9/107	B	15MAY48- 2DEC53
					BL	10DEC58-28AUG59
HINSTOCK	C1	16DEC47	Market Drayton	9/107	B	10FEB51-14JUL53.
					GR	22FEB58
MARBURY	C1	3MAR48	Whitchurch	9/129		
SMETHCOTT	C1	3MAR48	Shrewsbury	9/129		
KINNERLEY	C1	9MAR48	Oswestry	9/131	B	18DEC50-29JAN58
MUNSLow	C1	3JUN48	Shrewsbury	9/155	B	49-29APR58
CALVERHALL	C1	28AUG48	Whitchurch	9/177		
CHELMARSH	C1	28AUG48	Bridgnorth	9/178	B	17JUL49- 8AUG51.
					GR	27FEB56- 5MAY56
HANMER	C1	28AUG48	Whitchurch	9/178	B	8JAN49- 7MAY50
					BL	19JAN53- 3JAN55
DAWLEY	C1	11OCT48	Shifnal	9/186	R/BR	9NOV48-30SEP49
					Y	1MAY49- 5FEB51
WOORE	C1	15DEC48	Market Drayton	9/199	B	7MAY50- 54
					BL	20JAN59
MONTFORD	C1	24JAN49	Shrewsbury	9/207A	GR	7MAR57
LOPPINGTON	C1	31MAY49	Shrewsbury	10/2	BL	21JAN50
					GR	13NOV55- 3APR56
					B	15MAY58-19SEP59
TREGYNON	C1	4JUN49	Newtown	10/6	B	7MAY50- 7APR57
WORFIELD	C1	13JUN49	Wolverhampton	10/14	B	30OCT49-15JAN51.
					BL	12MAY53
WISTANSTOW	C1	26SEP49	Shrewsbury	10/42	BL	17JAN50-12JUL53
					GR	22MAR54-20MAR55
					BL	13MAR50- 7JUL56
WHITTINGTON	C1	15FEB50	Oswestry	10/66		
GARTHILL	C1	15FEB50	Shrewsbury	10/68		
WESTON	C1	28MAR50	Shrewsbury	10/78		
DUDLESTON	C1	1MAY50	Ruabon	10/87	B	13JUL50-26AUG56.
ST-MARTINS	C1	1MAY50	Ruabon	10/87	GR	?
ASTON-ON-CLUN	C1	11JUN50	Shrewsbury	10/92	B	22JUL50-15MAR51
BORTH	C1	6AUG50	Aberystwyth	10/103		
COCKSHUTT	C1	8NOV50	Ellesmere	10/119	BL	30SEP55
					GR	13MAR56
WORTHEN	C1	18NOV50	Shrewsbury	10/122	B	15DEC52- 8APR59.
					BL	16MAY54- 3FEB55
					GR	13OCT57-14OCT57
YOCKLETON	C1	18NOV50	Shrewsbury	10/122		
HOPTON-CASTLE	C1	12FEB51	Ludlow	10/153	BL	12FEB53- NOV53

RICHARDS-CASTLE	C1	12FEB51	Ludlow	10/153		
TILSTOCK	C1	19MAR51	Whitchurch	10/176	BL	29JUN51
					B	23OCT59
NEWTON	C1	24APR51	Shrewbury	10/91	B	57
NEWTON-SALOP	C1	24APR51	Shrewsbury	10/191	GR	<u>12DEC55-16JUL58</u>
					B	<u>3JUL57</u>
WESTBURY-SALOP	C1	24APR51	Shrewsbury	10/191	Y	<u>7OCT52-</u> 54
					BL	<u>11MAY55- 2MAY56</u>
ABERMULE	C1	28APR52	Newtown	11/45		
LLANWDDYN	C1	28APR52	Oswestry	11/45		
HADLEY	C1	18MAY52	Wellington	11/50	GR	3NOV56
					BL	9JUL58
KINNERSLEY	C1	18MAY52	Wellington	11/50	B	<u>4NOV54-30MAR56.</u>
					GR	20MAR58
THE-LODGE	C1	18MAY52	Ruabon	11/50	BL	30SEP53
					<u>GR</u>	<u>30APR56</u>
LLANGEDWIN	C1	18MAY52	Oswestry	11/51		
LLANDYSSIL	C1	18MAY52	Welshpool	11/52		
EGLWYSFACH	C1	18MAY52	Welshpool	11/52		
LLANEGRYN	C1	18MAY52	Welshpool	11/52		
PENNAL	C1	18MAY52	Welshpool	11/52		
TALLYLLYN	C1	18MAY52	Welshpool	11/52		
DINAS-MOWDDY	C1	5JUN52	Shrewsbury	11/62	B	30DEC52- 30OCT54.
COALBROOKDALE	C1	JUL52	Wellington	11/82	B	52-17AUG59
					BL	<u>6MAY58-12JAN59</u>
CAERWYS	C1	JUL52	Newtown	11/82	<u>B</u>	<u>30MAR53</u>
CARNO	C1	JUL52	Newtown	11/82		
LITTLE-BROMPTON	C1	DEC52	Shrewsbury	11/124	<u>Drab</u>	<u>15NOV57</u>
RUSHBURY	C1	DEC52	Shrewsbury	11/124	GR	1JUL58
BAYSTON-HILL	C1	JAN53	Shrewsbury	11/132	GR	12SEP54
HANWOOD	C1	JAN53	Shrewsbury	11/132	B	<u>11JAN55</u>
PONTESBURY	C1	JAN53	Shrewsbury	11/132		
EDGMOND	C1	FEB53	Newport	11/137		
LITTLE-BROMPTON	C1	FEB53	Shrewsbury	11/147	<u>B</u>	<u>23AUG55</u>
					<u>GR</u>	<u>20MAR56</u>
					<u>Drab</u>	<u>28MAY56</u>
LLYNCLYS	C1	APR53	Oswestry	11/157	B	23JUN54
SELATTYN	C1	APR53	Oswestry	11/158	GR	<u>20AUG56-</u> 57.
GARTHMILL	C1	APR53	Shrewsbury	11/159	BL	<u>6OCT53-31OCT58</u>
BICKERTON	C1	APR53	Whitchurch	11/160	BL	20FEB60
BERRIEW	C1	MAY53	Shrewsbury	11/173	<u>GR</u>	<u>29JAN55</u>
					B	<u>7APR57</u>
					BL	<u>21AUG58-20NOV58.</u>
NEW-MILLS	C1	JUN53	Newtown	11/189		
LLANRHAIADR-YN-						
MOCHNANT	C1	OCT53	Oswestry	11/230		
LLANSAINTFFRAID-	C1	OCT53	Oswestry	11/230	BL	15OCT53-15OCT56
YN-MECHAN					GR	<u>3APR56- 6MAY59</u>
					<u>BL/B</u>	<u>3NOV57-25OCT58</u>
LLANYBLODWELL	C1	OCT53	Oswestry	11/230		
LLANYMYNECH	C1	OCT53	Oswestry	11/230	B	<u>24DEC54-24DEC54</u>
					GR	<u>3SEP56.</u>
STANTON-LACEY	C1	OCT53	Ludlow	11/241		
ALVERLEY	C1	OCT53	Bridgnorth	11/244	GR	25FEB56
BURWARTON	C1	OCT53	Bridgnorth	11/244	GR	<u>16NOV53-27FEB54</u>
					Y	<u>27JUL54-13NOV56</u>
					<u>BL</u>	<u>5MAY57- 2JUL58.</u>
CLAVERLEY	C1	OCT53	Bridgnorth	11/244		
BURLTON	C1	OCT53	Shrewsbury	11/248	<u>GR</u>	<u>6MAY55</u>

LLANFECHAM	C1	OCT53	Oswestry	11/248		
MARSH-BROOK	C1	OCT53	Shrewsbury	11/248	GR	<u>16JAN54-30SEP56</u>
PENLEY	C1	OCT53	Shrewsbury	11/248		
BERRINGTON	C1	JAN54	Shrewsbury	12/20	GR	<u>17MAR54-19JAN56</u>
					BL	<u>14MAY57</u>
BURLTON	C1	JAN54	Shrewsbury	12/20	B	<u>21FEB55</u>
					GR	<u>6MAR55</u>
LEBOTWOOD	C1	JAN54	Shrewsbury	12/20	BL	<u>16MAR57- 7SEP59</u>
PRESTON•GOBBALDS	C1	JAN54	Shrewsbury	12/20		Note 2.
PRESTON•GUBBALLS	C1				GR	<u>30JUN54-10AUG57</u>
STAPLETON	C1	JAN54	Shrewsbury	12/20	B	<u>25SEP55</u>
UPTON•MAGNA	C1	JAN54	Shrewsbury	12/20		
CRIGGION	C1	JAN54	Shrewsbury	12/21		
YOCKLETON	C1	JAN54	Shrewsbury	12/21		
GRINSHILL	C1	FEB54	Shrewsbury	12/27		
TALYBONT	C1	FEB54	Aberystwyth	12/27	GY	<u>8JUL59</u>
COALPORT	C1	APR54	Wellington	12/47	B	<u>15JAN55</u>
SHERIFF-HALES	C1	APR54	Newport	12/48	B	<u>4JUN54.</u>
ADDERLEY	C1	APR54	Market Drayton	12/50		
MORDA	C1	MAY54	Oswestry	12/57	BL	<u>5JUL55- 3JAN57</u>
					GR	<u>10JUL57</u>
					B	<u>7APR59-12SEP59</u>
EASTHOPE	C1	JUN54	Shrewsbury	12/74	B	<u>8SEP54</u>
					BR	<u>10SEP54-</u> 57
WATERS-UPTON	C1	JUN54	Wellington	12/74		
CROSS-HOUSES	C1	JUN54	Shrewsbury	12/76		
DITTON	C1	JUN54	Bewdley	12/80a	BR	57
TONG	C1	AUG54		12/98	GR	<u>17MAR56</u>
WESTON	C1	AUG54		12/98		
CONDOVER	C1	<u>SEP54</u>	Shrewsbury	12/108	GR	<u>21MAR55-29DEC56</u>
					BL	<u>20JUL57- 3DEC57</u>
					GR/BL	<u>29NOV57</u>
					BL/B	<u>12APR58- 8FEB59.</u>
					B	<u>13SEP58</u>
SILVERDALE	C1	27OCT54	"To Mr Beaufort	12/129	B	<u>19FEB57</u>
			Oswestry"			Note 3.
GLAZELEY	C1	15NOV54	Bridgnorth	12/136		
BOW•ST	C1	27JAN55	Aberystwyth	12/153	BL	<u>22JUL55-27JUN59</u>
					GR/B	<u>26NOV57-21JAN58</u>
BICTON-HEATH	C1	10MAR55	Shrewsbury	12/169	GR	<u>57-23SEP59.</u>
					BL/B	<u>5NOV58- 6JUL59</u>
CHILDS-ERCAL	C1	20MAR55	Market Drayton	12/173	GR/BL	<u>22FEB58</u>
HARLEY	C1	25MAR55	Wellington	12/176		
ADBASTON	C1	30MAR55	Newport	12/180		
LLANGYNOG	C1	30MAR55	Oswestry	12/188		
CLUNGUNFORD	C1	20APR55	Shrewsbury	12/189	BL	<u>27SEP55- 6OCT55</u>
LLWYDIARTH	C1	2MAY55	Oswestry	12/190		
GOBOWEN	C1	2MAY55	Oswestry	12/191	BL	<u>15DEC57-29SEP58</u>
PRIORS-LEE	C1	2MAY55	Shifnal	12/191	GR	57
DAWLEY-BANK	C1	2MAY55	Wellington	12/192	BL	<u>12DEC57</u>
					GR	<u>27APR59</u>
HORSEHAYS	C1	2MAY55	Wellington	12/192	B	<u>29APR57- 1APR58.</u>
LITTLE-DAWLEY	C1	2MAY55	Wellington	12/192		
BOMERE-HEATH	C1	15JUN55	Shrewsbury	12/210	BL	<u>9AUG55-15FEB59</u>
BASCHURCH	C1	15JUN55	Shrewsbury	12/213	GR	<u>22AUG55-31DEC58</u>
					B	<u>57-17JUL58</u>
					BL	<u>22FEB58- 1JUL58</u>

Notes:

2. Probably not used - see below (a re-cut?)

3. Sent to the surveyor - a Staffs office.

HADNALL	C1	21JUN55	Shrewsbury	12/229	GR	2MAR58
ALBRIGHTON	C1	10AUG55	Shrewsbury	12/231		
GRAVEL	C1	10AUG55	Shrewsbury	12/231		
HALF-WAY•HOUSE	C1	10AUG55	Shrewsbury	12/231	BL B	56-20JUL57 <u>13OCT57- 8APR59.</u>
LEA-CROSS	C1	10AUG55	Shrewsbury	12/231		
PONTESFORD•BRIDGE	C1	10AUG55	Shrewsbury	12/231	B BL	4JAN57-30JUL58 6JAN57
WYKEN	C1	1SEP55	Bridgnorth	12/235		
MIDDLETON	C1	8SEP55	Ludlow	12/241		
CEMMAES	C1	8NOV55	Shrewsbury	12/266	GR BL	31DEC55 8JUL57
SHAWBURY	C1	8NOV55	Shrewsbury	12/266		
EATON-CONSTANTINE	C1	30NOV55	Wellington	12/274	BL BL/GR	<u>29APR57- 1APR58</u> 7JUL58
CLEE-HILL	C1	17DEC55	Ludlow	12/278	BR BL	3JAN57 <u>13NOV57- 3APR58</u>
JACKFIELD	C1	26DEC55	Wellington	12/287		
PONTFATHEW	C1	28DEC55	Welshpool	12/288		
CAERSWS	C1	5JAN56	Newtown	12/292	BL	22APR58
HARMER-HILL	C1	8JAN56	Shrewsbury	12/294		
ASHFORD-CARBONEL	C1	27FEB56	Ludlow	12/317		
MORETON	C1	27FEB56	Newport	12/317	GR	11NOV56-25JAN59.
ORLETON	C1	27FEB56	Ludlow	12/317	B	2FEB58-14SEP58
CLUN	C1	22MAR56	Shrewsbury	12/325		
LYDBURY-NORTH	C1	22MAR56	Shrewsbury	12/325		
GRINDLEY-BROOK	C1	23MAR56	Whitchurch	12/330	BL	57- 9APR59.
STOTTESDON	C1	3JUN56	Bewdley	13/15	R B	2DEC56 19JAN58
WENTNOR	C1	27JUN56	Shrewsbury	13/30		
PENEGOES	C1	27JUN56	Shrewsbury	13/35		
FRODESLEY	C1	12SEP56	Shrewsbury	13/63		
LLANSILIN	C1	12SEP56	Oswestry	13/63	GY/BL BL	<u>22JUN58-18APR59.</u> 4MAY59
LLYNCLYS	C1	12SEP56	Oswestry	13/63	BL	6MAR57-19JUN58
STANTON	C1	12SEP56	Shrewsbury	13/64		
LLANRHAIADR-YN -MOCHNANT	C1	12SEP56	Oswestry	13/69	BL	9FEB57-18JAN59
WEST-FELTON	C1	14OCT56	Shrewsbury	13/85	BL/GR	<u>1MAY57</u>
KINNERLEY	C1	8NOV56	Oswestry	13/91	GR	29JAN58
LLANYMYNECH	C1	8NOV56	Oswestry	13/91	GR BL/B	15MAR57 15JUL58-15AUG58
WORFIELD	C1	9DEC56	Bridgnorth	13/106	B	57-23MAR58
LLANVAIR	C1	17DEC56	Ludlow	13/111		
ALVELEY	C1	1JAN57	Bridgnorth	13/116		
MUNSLOW	C1	1JAN57	Shrewsbury	13/122	BL B	<u>26AUG57</u> <u>31MAY58-31AUG58</u>
PAINS•LANE	C1	4MAR57	Wellington	13/162		
ACTON-BURNELL	C1	12MAR57	Shrewsbury	13/169	B	?
DINAS-MOWDDY	C1	17MAR57	Shrewsbury	13/180	BL	15SEP59
BICTON-HEATH	C1	23MAR57	Shrewsbury	13/191	B GR/BL	<u>11MAY57-27SEP59</u> <u>2NOV58-21APR59</u>
RUYTON	C1	7APR57	Shrewsbury	13/208	BL/B	<u>20SEP57-26SEP59.</u>
ACKLETON	C1*	12APR57	Bridgnorth	13/213	BL/B	<u>11SEP58</u>
BILLINGSLEY	C1*	12APR57	Bridgnorth	13/213		
HARPSWOOD	C1*	12APR57	Bridgnorth	13/213		
HIGLEY	C1*	12APR57	Bridgnorth	13/213		
NEWTON	C1*	12APR57	Bridgnorth	13/213		
OLDBURY	C1*	12APR57	Bridgnorth	13/213		
QUAT	C1*	12APR57	Bridgnorth	13/213		

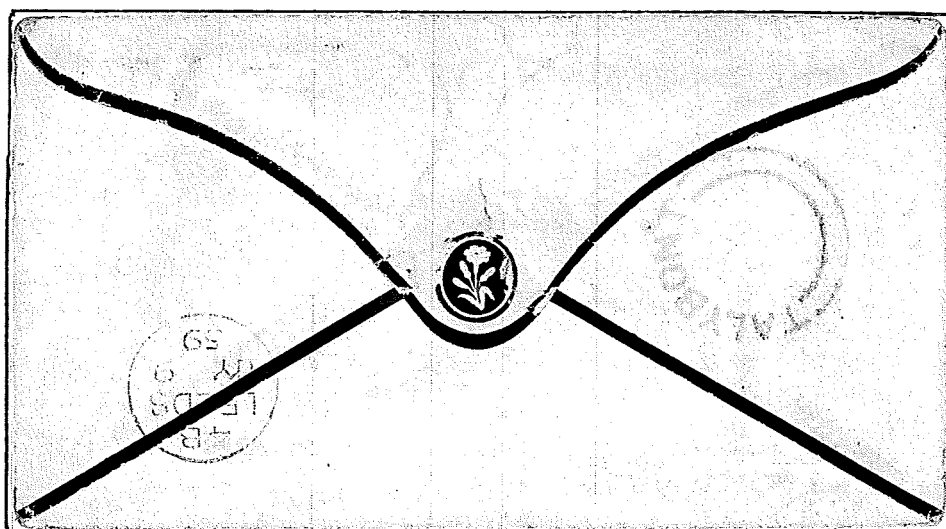
QUATFORD	C1*	12APR57	Bridgnorth	13/213		
MORVILLE	C1*	12APR57	Bridgnorth	13/214	B	3SEP58- 4SEP58.
WILLEY	C1*	12APR57	Bridgnorth	13/214		
NORTON	C1*	12APR57	Market Drayton	13/214		
GRAVEL	C1*	23APR57	Shrewsbury	13/216		
LLANDINARN	C1*	23APR57	Shrewsbury	13/216		
PRESTON-GOBALDS	C1*	23APR57	Shrewsbury	13/216		Note 4.
PRESTON-GUBBALLS	C1*				GR	10AUG57- 58
SHAWBURY	C1*	23APR57	Shrewsbury	13/216		
ALBERBURY	C1*	4MAY57	Shrewsbury	13/227	BL	13APR59
NEENTON	C1*	16MAY57	Bridgnorth	13/231	GR	28APR58-20JUL58.
BAYSTON-HILL	C1*	5JUN57	Shrewsbury	13/249	B	57-20SEP59.
OLD-HALL	C1*	13JUN57	Ludlow	13/258		
BEGUILDY	C1*	13JUN57	Ludlow	13/258		
BROMFIELD	C1*	13JUN57	Ludlow	13/258		
FELINDRE	C1*	14JUL57	Ludlow	13/271		
BRONYGRATH	C1*	10JUL57	Ruabon	13/277		
LLWYNGWRIL	C4	7AUG57	Caernarvon	14/8		Note 5.
MEOLE-BRACE	C4	28SEP57	Shrewsbury	14/37		
CAPEL-ARTHOG	C4	22OCT57	Corwen	14/61		
PENLEY	C4	3NOV57	Shrewsbury	14/69		
CUMMINS-COCH	C4	24NOV57	Shrewsbury	14/86		
PRESTON BROCKHURST	C4	24NOV57	Shrewsbury	14/86		
ADMASTON	C4	28NOV57	Wellington	14/90	BL	9DEC58.
GREAT-BOLAS	C4	28NOV57	Wellington	14/90		
LONG STANTON	C4	28NOV57	Wellington	14/90		
WROKWARDINE	C4	28NOV57	Wellington	14/90		
TRENCH-LANE	C4	28NOV57	Wellington	14/90		
BURTON	D4	30NOV57	Wellington	14/91		
EYTON	D4	30NOV57	Wellington	14/91		
LEIGHTON	D4	30NOV57	Wellington	14/91	BL/B	14MAY59-18MAY59.
MARBURY	D4	30NOV57	Whitchurch	14/91		
PRESTON	D4	30NOV57	Wellington	14/91		
LILLIES-HALL	C4	14JAN58	Newport	14/124		
BUCKNELL	C4	27JAN58	Shrewsbury	14/132		
MANAUGHTY	D1	31MAR58	Shrewsbury	14/177		
PERKINS-GREEN	D1	3MAR58	Shrewsbury	14/177		
DORRINGTON	D1	22APR58	Shrewsbury	14/204	BL BL	26MAR59-16SEP59. 16SEP59
ASH	D4	22JUL58	Whitchurch	16/2		
BETTISFIELD	D1	22JUL58	Whitchurch	16/2		
CHORLTON	D1	22JUL58	Whitchurch	16/2		
REDBROOK	D1	22JUL58	Whitchurch	16/2		
CARDINGTON	D1	28AUG58	Shrewsbury	16/26		
CHIRBURY	D1	20SEP58	Shrewsbury	16/48		
CALVERHALL	D1	24SEP58	Whitchurch	16/49		
CRESSAGE	D1	23OCT58	Shrewsbury	16/64	GR BL B	25OCT58-11NOV58 18NOV58-18MAR59 15SEP59.
LLANBRYNMAIR	D1	25OCT58	Shrewsbury	16/68		
CASTLE-FOREGATE	D1	5NOV58	Shrewsbury	16/83	BL	11FEB59
LLANYMAWDDY	D1	8NOV58	Shrewsbury	16/84	B	15SEP59
WESTBURY SALOP	D2	7JAN59	Shrewsbury	16/134		
THE-BRIDGES	D1	27JAN59	Shrewsbury	16/149		
CHURCH-STOKE	D1	16FEB59	Shrewsbury	16/160		
MORETON SALOP	D2	15APR59	Newport	18/28		
CROSS-HOUSES	D1	25APR59	Shrewsbury	18/33		

Notes:

4. Probably not used - see below.

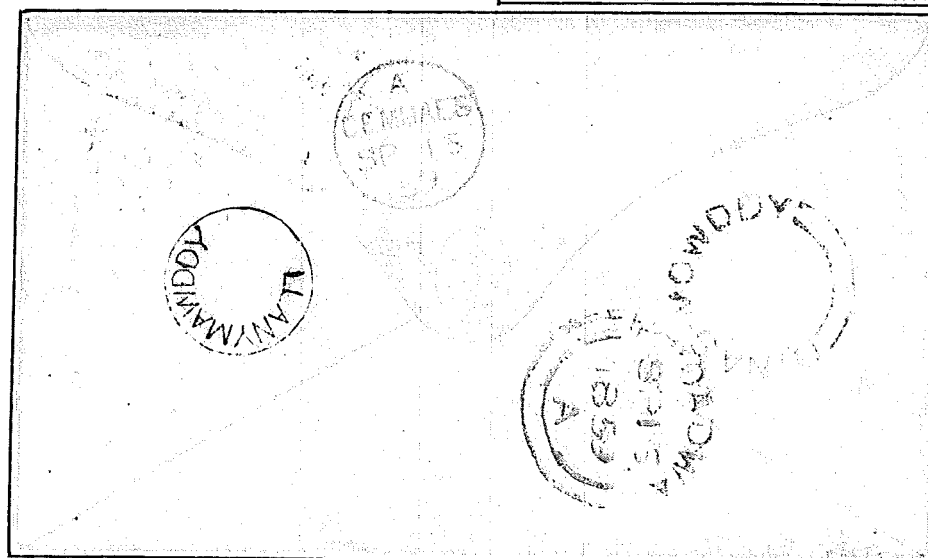
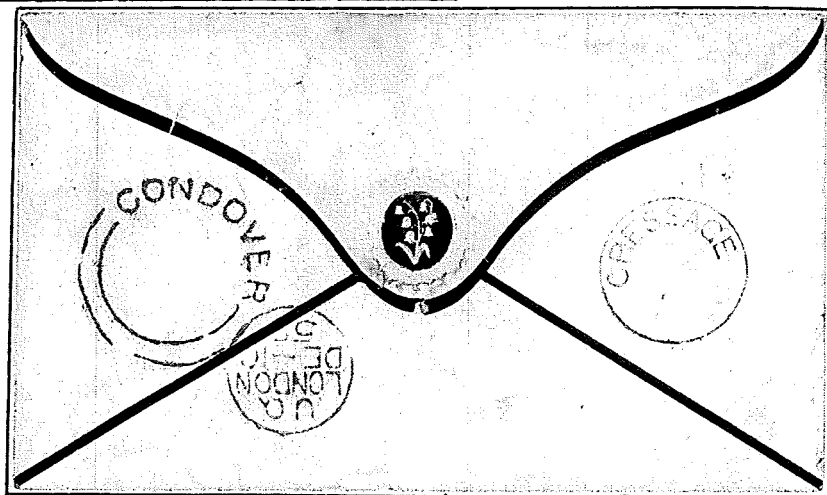
5. Probably intended for Corwen.

EDSTASTON	D1	14MAY59	Shrewsbury	18/42
DIDDLEBURY	D1	4JUN59	Ludlow	18/54
WIXHALL•SALOP	D1	23JUL59	Whitchurch	18/81
MAESBURY	D1	28JUL59	Oswestry	18/83
PENYBONT•FAWR	D1	28JUL59	Oswestry	18/83
RHYDYCROESAN	D1	28JUL59	Oswestry	18/83
WELCH•FRANKTON	D1	28JUL59	Oswestry	18/83
ARLEEN	D4	28JUL59	Oswestry	18/84
HENGOED	D4	28JUL59	Oswestry	18/84
KNOCKIN	D4	28JUL59	Oswestry	18/84
PANT	D4	28JUL59	Oswestry	18/84
SARNAN	D4	28JUL59	Oswestry	18/84
TREFONNEN	D1	3AUG59	Oswestry	18/84
DELIFE	D4	3AUG59	Newport, Mon	18/85



TALYBONT (12/27)

CONDOVER (12/108) &
CRESSAGE (16/64)



DINAS-MOWDDY (13/180)
& LLANYMAUDDY (16/84)