



MIDLAND (G.B.) POSTAL HISTORY SOCIETY 1975



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BULLETIN NO. 11 AUGUST 78

Editorial

OFF AGAIN TO ANOTHER SEASON

Now that our holidays are behind us ? we can settle down once again to our real interest i.e. 'messing about with postal history', we can now sit down and write that short piece for the Bulletin which we have been promising to do, we can settle down and see what Duplex and C.D.S. postmarks of Midland Towns we have and let our Chairman or Secretary have a list of the findings; we can let the Bulletin Ed. publish a list of our Wants and Exchanges in a future issue of the Bulletin and above all introduce the wonders of the Society to a new member. Our aim is to reach the half century mark this year.

BUT FIRST we can note the dates of the coming Season's meetings and mount our recent acquisitions to enable fellow members to see what is still about.

SOCIETY MEETINGS

23rd September NINE SHEETS FROM MEMBERS	Hinckley Stamp Fair St. John Ambulance Hall Brunel Road Hinckley Leics. (off M 69)	Stamp Fair 10 - 5 12 Dealers Stands including P.H. Society Meeting from 2pm until 4-30
November DUPLEX MARKS (Members to bring material along for listing)	Coventry Stamp Fair Sibree Hall Warwick Row Coventry (off M6)	Stamp Fair 10 - 5 including P.H. stands Society Meeting 2 pm until 4-30
2nd December RENOVATION OF P.H. MATERIAL	Bass Museum Burton on Trent Staffs. A 38	Museum Visit and lunch starts at 11 am Society Meeting 2 pm
10th February NINE SHEETS FROM MEMBERS	Midland Institute Birmingham	2 pm until 4-30 pm Best Display for Society Shield
17th March	Venue to be decid	Members Choice
14th April AUCTION & AGM	Midland Institute Birmingham	2 pm until 4-30

Note If any member knows of a Stamp Fair in Midland Area to be held on 17th March 1979 please let the Chairman know.
All meetings are held on a Saturday and guests are always welcomed. Start putting material to one side for our Annual Auction.

SCOTTISH NOTES

SUBSCRIPTIONS

- Minutes of last AGM are attached and you will note the annual subscription remains at £1.50 AND IS NOW DUE. Treasurer will be pleased to receive subs.as soon as possible.

Library Visit

Did you visit your Local Library or County Archivist over Summer holiday period as suggested in Bulletin No.10 ? If you found anything of interest let the Bulletin Editor know so that a 'list' can be published for future researchers.

MARCH QUIZ

Remember the little heart shaped strikes - well they were either too easy or too hard. The query as to what they were fell on stony ground - look up your last Bulletin a prize still awaits the first correct answer.

Fellow Members

A list of Society members will be published in the next issue of Bulletin. Try and make it a long list please.

Philatelic Book Review

If promises are kept, attached to this issue should be a review of recent philatelic publications. Most notable being the long awaited British County Catalogue 1 by Willcocks and Jay. Editor must express a certain disappointment in this publication. Would have thought that the 'County Editors' introductory remarks to each County could have been more comprehensive and the illustrations of standard types should be a 'loose leaf'.
Editor
Jon Baker
13 Station Road Hinckley
Leicestershire

THE KINGS ENGLISH

contributed by Dennis Humphreys

Contents of a letter - the actual letter is not exciting from a postal point of view, having a Brandon double arc date stamp dated 19 Jun 1849 with a Nottingham cds in green, a circular paid mark in red and a m/s 1. The letter was sent from Peterborough to Nottingham and reads :

Mr. Simpking,

I am sorry to say that I was able to com and pay you before I left Colwick butt my Master gave me so little warning that I was able to settel with you but I am coming to Nottingham in a short tim and I shall pay you for I am going to set up horse breaking & Dealing and I hope I shall have good luck and com to Nottingham and pay you. My Master behaved varry shabby to me for I went to Lenton Fair with a horse of is to sell and I sold it for a good prise and then he said I was drunk with was untruth and he gave me warning but I sertinly shall pay you

yours humbly

W. Hall

The letter was addressed to a Mr. Simpking - who was a Butcher in Lenton, Nr. Nottingham. The writer was obviously concerned about the money he owed and the possible consequences of not paying.

The writers' 'ables' should read 'unable'.

THE HOLYHEAD MAIL THROUGH WARWICKSHIRE 1830-1838

by G. Parker

The Holyhead mail routes have varied considerably since the innovation of Palmer's Mail Coaches. The biggest contributory factor being the so called 'Colossus of Roads' Thomas Telford. His re-routing and many improvements of the highways was quite remarkable and had astonishing effects on times taken by the Mail Coaches. There were however, not too many changes with the Warwickshire boundaries. The main one being in 1817 when at the Stonebridge junction to Mail Coaches no longer turned right for Lichfield but went on to Birmingham and followed the old 1808 route to Shrewsbury.

Incidentally it was on the Telford road that the fastest time ever recorded was put up by the private stage coach, the independant 'Tally Ho'. It covered the distance from London to Birmingham at an average speed of over 14 mph. (Coventry Chronicle May 8th 1830).

In 1830 the Holyhead Mail Coach left the 'Swan with Two Necks' in Lad Lane, London, paused at the side entrance of the new GPO in St. Martins le Grand just long enough to collect the mails and then went on its way.

The Holyhead Mail first entered Warwickshire by the village of Willoughby where there used to stand an Inn called 'The Three Crosses'. An un-licensed Inn now occupies the site, not being built until 1898. From there the coach went to Dunchurch. There stands the 'Dun Cow' Inn. As many as 20 coaches a day changed horses there at the peak of the coaching era. The stables and cobbled yard remains today along with such past relics as the stone mounting blocks. Local history books at Rugby suggest that Mail changed horses there, this may not be true because there was another coaching inn on the opposite side of the road. It is more likely that one Inn was used for "up" coaches and the other for "down". There was certainly a Post Office at this period and straight line hand stamps are known in red (see illustration).

The present office is in a picturesque cottage as part of a general store but so far it has not been possible to determine whether it was in the same location in the 1830's.

Three miles from Dunchurch en route for Coventry there used to stand an Inn known as the 'Blue Boar'. In 1829 a coach called Eclipse stopped there carrying a number of Convicts. Apparently these worthies over-powered the crew and made off with the horses **

In those days Dunsmore Heath was a desolate place and was to be avoided, there are many recorded incidents of coaches being waylaid by highwaymen and robbers. The Mail Guard presented a formidable target though with his pistols, cutlass etc. There still stands today a tribute to Telford's excellent roads in the shape of a monument situated between the carriageway of the present A 45.

It is interesting to note that Telford was not always successful in his efforts to improve the roads. The route through Coventry was most unsatisfactory and he failed in his attempts to modernise it. Not through any engineering problems but due to hostility from tradesmen and the local authority **

continued on page 4

The result was that mail came from the London Road through what was New Gate, down Much Park Street, Earle Street and High Street to Broadgate. It then picked up mails from Head Office, which was then located in Smithford Street, where the Postmaster was a Samuel Vale. There had been a Post Office in the Smithford Street area since 1748 - but a Coventry date stamp is reputed to exist since 1701. It is known that the Post Office was still in that Street in 1830 and that mail was despatched for London at 11 am which arrived at 6 pm.

The picture regarding Mailcoach Inns in Coventry is somewhat confusing. It is known that the CrossPost from Leicester to Birmingham changed horses at the 'Craven Arms' in High Street after leaving the 'Bull Hotel' at Nuneaton.

The Holyhead mail appeared to have used various Inns at different times. Those listed include 'Kings Head', presumably the one at the corner of Smithford Street and Hertford Street; 'City Arms' and others depending on which directory one refers to. This aspect is still the subject of further research.

About this time the GPO issued orders to erase any incorrect mileages on town stamps and there are several different figures given for the distance from Coventry to London on mail sent from Coventry i.e. 91 and 92 miles.

The coaches left Coventry via Fleet Street, Spon Gate and on to the Birmingham Road via Allesley. Eventually Telford built a 'two mile straight and level' road leading off Fleet Street - known locally as Holyhead Road (now bisected by a new Inner Ring Road). A local Penny Post at Allesley in the early 1840's and handstamps are known.

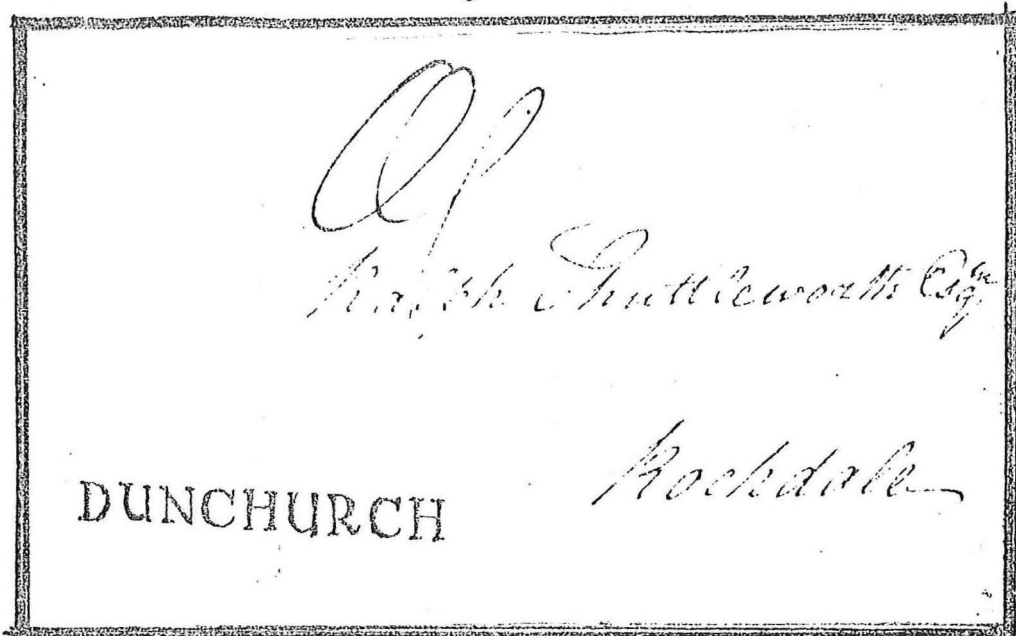
The next major stop was at Meriden. Unfortunately very little of the original route is now left due to major road schemes, what little there is gets very little use. It is known from records that a Penny Post receiving office was established at Meriden, but it is not certain that in fact it was actually in operation. This 'fact' is treated with some suspicion until an actual example of a handstamp comes too light. At Meriden there was a magnificent coaching inn 'Bulls Head' which apparently had all sorts of amenities, fish pools, well laid out grounds and the like. It was much thought of by the travelling gentry and is referred to in many coaching books.

The Mails were then conveyed to Stonebridge where there was almost certainly an office, although a Penny Post is not known until the 1840's. As previously stated the route at one time went right via Colleshill and Lichfield until Telford built the new road to Birmingham.

Birmingham was the last major halt in Warwickshire, the Mails being exchanged at the Head Office in New Street and horses changed at the nearby 'Hen & Chicken' Inn. This famous Inn was rebuilt and modified many times.

Illustrations relating to this article are on page 5.

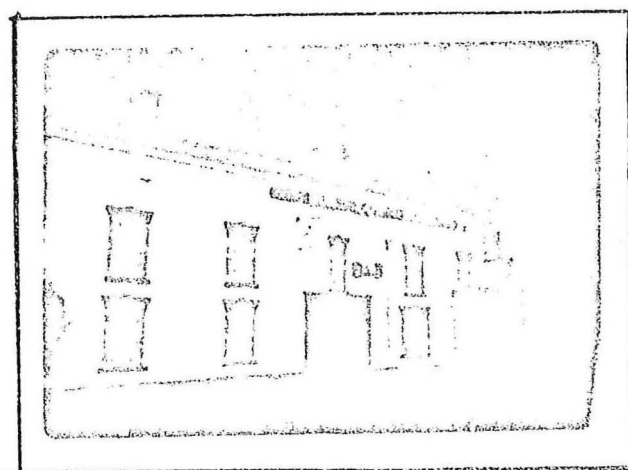
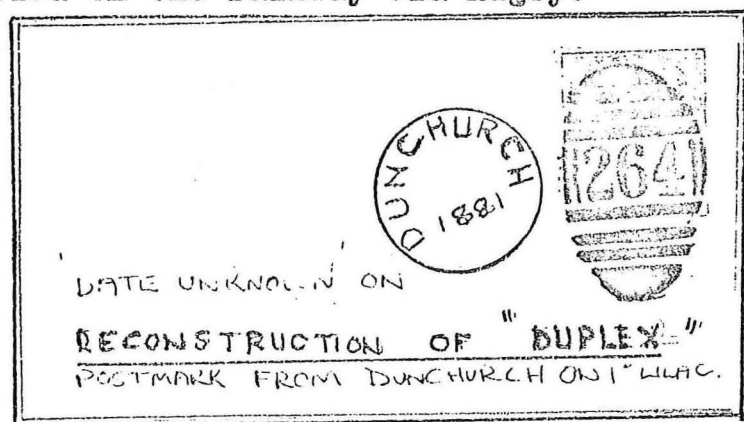
This article was written over a period of time as information came to light. The writer would welcome constructive criticism and any new information.



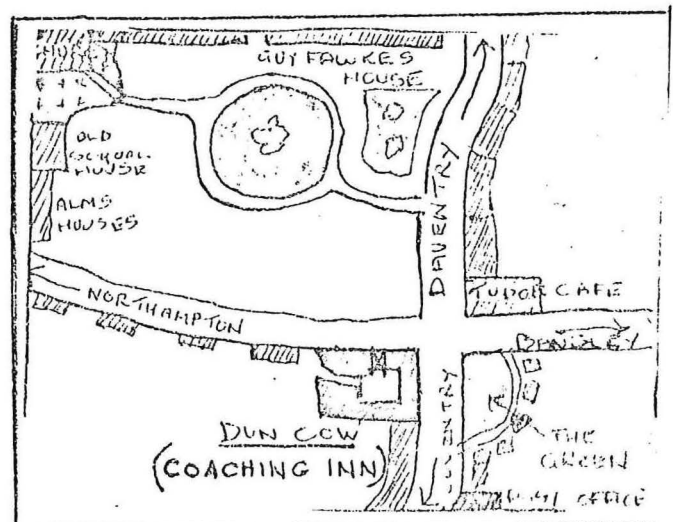
The old Coaching Inn 'THE DUN COW' at Dunchurch is still a thriving business and the stables and much of the interior is little changed.

The Inn was used as a Post Stage in the 16th Century when the horse post was in operation. The map of 1756 indicates a daily post from London to Chester passing through Dunchurch. So it would have been a busy village.

The map of mail coach routes of 1835 shows the post still passing through the village. It was probably used as a post route until the middle of the 19th century when the mails were carried on the railway via Rugby.



The 'Dun Cow' from the front



Sketch of present Village

A new Postal Museum for Bath

THOSE two 18th century giants of the English postal service, Ralph Allen and John Palmer, have inspired the foundation of a new postal museum and the promoters claim that there is only one location which can claim the right to this distinction—Bath.

Ralph Allen not only spent most of his life in Bath but he also, with his wide vision and administrative gifts, transformed, throughout half a century of unremitting effort, the whole inland postal system, by revitalising and reorganising the "cross" and "bye" posts, which he "farmed" from Their Lordships, the Postmasters-General.

John Palmer was a native of Bath, and when he succeeded in getting an experimental run of sending the mails by fast coach, from Bristol to London, his route naturally lay through Bath.

The late Major Adrian Hopkins of Bath, a friend and colleague of so many postal historians, will have a section devoted to him, recording the valuable contribution he made in the furtherance of the study of the postal system, and for the affection he had for Bath itself. His widow, Mrs Adrian Hopkins has been aware of, and interested in, the idea of the Museum, almost from its concept, and has agreed to be its first Patron.

Legal and private consultations are proceeding in order to set up a body of trustees with formal constitution.

One of the potential trustees, Mr. Maurice Hewlett, an ex-President of Bath Philatelic Society (and its present Librarian) has a complete set of *The Stamp Collectors' Magazine*, the first regular philatelic magazine, published by the brothers Smith, also of Bath. He has kindly offered to lend them to the Museum and Mrs. Aubrey Emonet has kindly offered to augment the permanent display, from time to time, with part of her Bath collection. Other well-known collectors of Bath postal history, early post-

cards and ephemera have agreed to lend items of interest. It is hoped to maintain interest in the exhibition with constantly changing material. Next year the organisers hope to equip a room for films and slide shows.

The setting is a house dated 1797 situated at No. 51 in Bath's Great Pulteney Street which, by chance, already has its own postal associations. It was just over the border of the city free delivery. Consequently, after the introduction of the 1810 Penny Post the residents at number 51 would have been charged the additional penny in company with, incidentally, Jane Austen and her parents, who resided not a stone's throw away. Fortunately, on the pavement outside is a Penfold pillar box!

Help is sought from all postal historians to look out for any material which may be of interest, most particularly in connection with the Bath personalities mentioned here, and not forgetting the Bath Postmaster and his wife who contrived to post the first (pre-release) Penny Black ever used on a letter, from Bath. Then will come the more difficult task of asking for the loan of these items for mutually convenient periods.

The Trust who will be responsible for the whole project will naturally be very pleased to receive either donations or information regarding the whereabouts of items of interest.

It is hoped that postal historians throughout the country will feel that this Exhibition/Museum, thought to be the first of its kind, will belong in a small way to each and every one of them.

Donations, information, advice or anything else helpful should be addressed to: The Secretary, Bath Postal Museum, 51 Great Pulteney Street, Bath BA2 4DP.

Anyone wishing to become a Friend of the Bath Postal Museum and receive a Newsletter about its development, may do so on payment of a donation of not less than £5.

NEW CARD FOR OLDEST POSTBOX

Britain's oldest working postbox became the subject of a new picture postcard issued by the Post Office's South-West Postal Region on May 17th. Also on the card is a local postman, Stephen Whittle (24), in the top hat and blue tail-coat of a postman's uniform of the 1850s.

Sited at Barnes Cross, Holwell, near Sherborne in Dorset, the box was made between 1853 and 1856 at the time of the Crimean War and has already earned Holwell a place in the *Guinness Book of Records*.

This octagonal box is about 5ft high and its vertical letter slot, which has a hinged flap, is less than an inch wide and is 5½ inches deep. The door is wider than on present-day boxes and the collection plate is white. The box bears the name of its makers, J. N. Butt & Co. of Gloucester, and that of G. H. Cresswell who was the Post Office surveyor of the time for the Western District of England.

The new card is on sale at the main post office counters in Weymouth, Sherborne, Dorchester, Blandford Forum, and Bridport, price 5p.

The new card is one of several produced by the South-West Postal Region. Others are the John Palmer Mail Coach, Gloucester Coffee House, Exeter Mail Coach, Russell's Wagon—Falmouth to London, Ralph Allen—portrait of Bath Postmaster 1713-1764, Dorchester mural and Weymouth mural all at 5p each. There is also a jumbo-sized John Palmer Mail Coach card available at 7p.

All or any of these cards can be obtained by post from the Philatelic Counter, Merchant Street Post Office, Bristol BS1 3EJ. Orders should be accompanied by postal orders to the value of the cards plus 15p for postage and handling for up to 20 cards; 25p for 21-100 cards or 50p for more

A HITHERTO UNRECORDED WWII POSTMARK?



RECEIVED FROM
H.M.SHIPS

(Reduced from 82mm)

Illustrated above is a Krag machine with a LONDON GREAT BRITAIN PAID F die with RECEIVED FROM H.M.SHIPS, in red dated "8 Feb 1940".

This is reported by John Little of Solihull, in Newsletter No. 148 of the Forces Postal History Society and appears never to have been recorded. All the WWII London machine cancellations with Received from H.M.Ships replacing the bars recorded by John Goldup in his book "Naval Mails 1939-1949" are from Universal machines with circular dies.

WELSH PONY "EXPRESS" COVERS

The Welsh Pony and Cobb Society is to produce its own specially designed first day cover for the 11p value of the forthcoming horses stamps to be issued on July 5th. All such covers, serviced by the Society, will be carried from the offices at Aberystwyth by a Welsh Pony to the Head Post Office (Aberystwyth) for cancellation by the bilingual first-day-of-issue handstamp. Each cover will bear a cachet "Posted by Welsh Pony Express". The cost is 50p (inclusive of the 11p stamp). Covers signed by Patrick Oxenham, the designer of the stamp, and the Society Secretary will cost £2.50 each (200 only available).

Orders with remittance and names and addresses to which the covers are to be sent must reach The Secretary, Welsh Pony and Cob Soc-

BRISTOL TO BIRMINGHAM MAILCOACH RUN

Guarded by a postman in genuine 1790s costume, the 18th century "Comet" mail coach travelled between April 3rd and 6th from Dodington Carriage Museum to Birmingham with a cargo of special commemorative covers. Derek Vickers of the Bristol postal service accompanied the mail (to protect it from highwaymen and footpads!), wearing the top hat and tailcoat of the postmen of the 1790s. The "Comet" carried 5,000 commemorative covers bearing a line drawing of the famous Comet in full flight, and the four Historic Buildings stamps issued on March 1st. Among the mail was a letter from the Lord Mayor of Bristol to the Lord Mayor of Birmingham.

A special oval handstamp, "Comet Mailcoach, Bristol to Birmingham, Bristol 6th April 1978" and a cachet reading "Carried on the Comet Mailcoach April 3 - 6 1978" were applied to each cover.

Subject to availability, the covers can be purchased at £1 each from Dodington Developments Ltd., Carriage Museum, Dodington House, Bristol.

Postal History Records

Are your readers aware of a possible disaster for postal historians? I refer to the idea that the postal records at present housed in the accessible central records room at St. Martin-le-Grand being moved and/or split to Kew!

The current users such as "lunch-hour" students who work in Central London, the provincial postal historians who come up for several hours work on day tickets, the business trips to the capital that enable a little time to be snatched for a records search, the London residents, will disappear. The additional cost in time and money of getting to Kew will prevent the records being used. For every researcher, many hundreds more read the results in the many journals published by postal history societies up and down the country. If the source of information dries up the societies will wither and perhaps die.

May I ask readers who think that this matters to tell their society secretaries, M.P.'s (as I have done) and members of the Post Office who may help. A Whitehall veil of secrecy has hung over this proposal, so let us get it out in the open with the users of these records aware of what is likely to happen before it is a *fait accompli*.

(Mrs.) Vivien J. Sussex

Editor, East Anglia P.H.S.C.

PHILATELIC CENTRE TO OPEN IN WARWICK

Britain is to have a new philatelic centre situated in a 17th century William and Mary building in Warwick's famous historic High Street, the centre will offer a wide range of philatelic facilities.

Conference and seminar facilities, oak panelled exhibition halls and a Rare Stamp Gallery, will form an integral part of this National Philatelic Centre.

Behind the project is the stamp auctioneer, Graham Warwick, managing director of Warwick & Warwick (Philately) Ltd., of Rugby.

U.P.W. Covers

During the Union of Post Office Workers' Annual Conference in Blackpool from May 22nd-26th, all mail posted in the Conference posting box will receive a special handstamp. Serviced covers can be ordered at 25p each and serviced postcards at 15p each. The U.P.W. handstamp will also be used on May 31st when the Coronation Coach stamp in the commemoratives due that day will be used on the cover (serviced, 25p each). Orders should be sent with remittance to: John Oates P.H.G., U.P.W. Commemorative Cover, Head Post Office, Blackpool, Lancs. FY1 1AA.

CANADIAN MUSEUM CANCELLATION

Canada's National Postal Museum introduced a new cancellation (for all mail posted at the Museum) from May 1st. It is smaller than its predecessor and shows the date in a curved line.



A competition, open to Canadian citizens and non-Canadian residents of the country, has been announced with a view to finding a new cancellation for use when the Museum moves to its new location at Wellington Street, Ottawa. Details of the competition (open until

cards plus 15p for postage and handling
20 cards; 25p for 21-100 cards or 50p for more
than 100 cards.

addresses to which the covers are to be sent must
reach The Secretary, Welsh Pony and Cob Soc-
iety, 6 Chalybeate Street, Aberystwyth, Dyfed
SY23 1 HS, by May 31st.

moves to its new location at Wellington Street,
Ottawa. Details of the competition (open until
September 1st) can be obtained from the National
Postal Museum, Confederation Heights, Ottawa,
Ontario K1A 0B1, Canada.

All-Up Air mail. By John C. W. Field. (Price £2. Inquiries to: Francis J. Field Ltd., Sutton Coldfield, West Midlands, B73 6BJ.) One of the Field 'Popular Pamphlets' reprinted from *The Aero Field*, this 24-page booklet relates the development of 'All-Up' airmail services—the carriage of mail by air without surcharge, introduced between 1936 and 1938. Detailed historical account from the 'bad old days' of 1919 to 1935, when all airmails were subject to a special charge, to the present day. Fully illustrated.

Automatic Letter Sorting in the United Kingdom. By Patrick Awcock. (Price £1 postpaid from the author at: 'Smallacre', Chelwood Gate, Haywards Heath, West Sussex RH17 7LY.) Records the philatelic markings applied to mail by the Transorma and Elsie mechanical sorting machines, and the more recent coding desks used in connection with electronic sorting. This second edition adds many new listings of ident markings. Duplicated. Looseleaf with clip binding. 43 pages.

The Circular Name Stamps of Scotland by James A. Mackay
Available as above at £1.50
This book describes some 29 types of circular undated postmarks used by the Scottish provincial post offices from 1740 to 1840. First the various postmarks are described briefly, followed by a more detailed listing with the offices of use.

Collect Channel Islands Stamps
Collect Isle of Man Stamps
Published by Stanley Gibbons Ltd, 391 Strand, London WC2R 0LX
95p each
The mixture is as before: the stamps listed in simplified form and illustrated in colour, plus a resumé of the pre-stamp markings. Prices of stamps seem to show little rise in price, although the same is not true of postal history items (prices realised by Gibbons auction in Frankfurt of part of the O. W. Newport collection of Channel Islands surprised many collectors by the high levels which they reached).

Continental Mail Service 1793-1815. By Vivien J. Sussex and Sidney S. Shelton. (Price £2.50 plus 30p postage from: Peter Forrester-Smith, 24 Dovercourt Road, Dulwich, London SE22 8ST.) Monograph subtitled 'Especially by Yarmouth Packet Boat', published by the East Anglia Postal History Study Circle. Chapters on the Yarmouth mails, the *Bullion* and the reopening of Harwich, the capture of Hamburg and alternative routes, and the services from 1807 to 1815, with details of accounts and ship-letter and town marks for Yarmouth. Local postal history with a salty flavour. Large format. Ring binding. Illustrated. Appendix. Index, 96 pages.

The Parcel Post Labels of Great Britain: Part 2—Yorkshire. By Lt Cdr J. O. A. Arkell, RN, FRPSL. (Price £4, or £4.25 postpaid from the publisher: Harry Hayes, 48 Trafalgar Street, Batley, West Yorks. WF17 7HA). The late Commander Arkell possessed a specialised collection of more than 72,000 official Post Office labels, and this work is the first definitive study ever to be published on the subject. Hundreds of towns, villages and hamlets feature in the book which illustrates 28 different types of labels. 80 pages. Soft cover.

Scottish Postmarks
by James A. Mackay
Published by the author at 11 Newall Terrace, Dumfries DG1 1LN
Available in two volumes at £4.50 (plus 50p postage)
The first volume describes the various postmarks from the Bishop marks of 1693 up to present day Mechanised Letter Office markings used at Aberdeen; included are: postmarks used at Edinburgh; Provincial posts; Duplex cancellations; Skeleton stamps; machine cancellations; Paid marks; parcel, Registered, Express Delivery marks and so on; railway postmarks. A very full account well worth reading.

Volume two illustrates nearly 2,000 postmarks, actual size, and with a rarity guide.

The Exhibitions. By Donald R. Knight. (Price £2.25 postpaid, or limited edition in hardback, £5.50, from the author at: 2 Crescent Road, New Barnet, Herts.). Detailed and comprehensive history of the Great White City, Shepherds Bush, London, scene of the great Franco-British Exhibition and the Olympic Games of 1908, and subsequent exhibitions and fairs, marking its 70th anniversary. The Franco-British show is described virtually inch by inch and hall by hall from its creation until its ultimate closing on 31 October 1908, with many facts and figures, photographs—two in colour—and a map, and details of royal visits, the 'Flip-Flap' and the scenic railway, exhibition 'stickers', picture postcards and postmarks. 72 pages. Recommended.

Discovering Picture Postcards. By C. W. Hill. Revised Edition. 64pp. Published by Shire Publications Ltd. Price 70p plus postage from the publishers at Cromwell House, Church St., Princes Risborough, Aylesbury HP17 9AJ.

The sustained revival of interest in picture postcards and their evolution, is doubtless responsible for this revised edition of a popular introduction to the subject first published eight years ago. Mr. Hill, a historian and philatelist who has a number of handbooks to his credit, here briefly summarises the history of the postcard and its various uses, and describes some of the most outstanding examples of these social documents emanating from the United Kingdom and elsewhere.

The book contains thirty-one illustrations of items from the author's own collection, and also a bibliography listing eight notable reference works certain to be of interest to those readers wishing to pursue the study further.

Isle of Man Postmarks—Surface and Air. By A. J. P. Massy. 119pp. 377 illustrations. Published by Harry Hayes. £5.

This highly detailed study must surely be the most comprehensive work on Isle of Man postmarks yet to appear, and apparently grew out of the author's original booklets on the subject published by the Manx Philatelic Society in 1968 and 1969.

No pains have been spared in assembling the maximum of relevant information and, thus, in offering a standard reference work for the specialist. The illustrations include all the rubber and steel impressions of postmarks and airmail cachets, and also some excellent photographs of aircraft used for carrying mail in the now far off pioneer days. Three maps show post office locations, and there are photographs of certain historic offices. Reproductions of newspaper cuttings give contemporary and illustrated accounts of the growth of the airmail services in the 1930's and are of course in themselves historic documents.

The names of Receiving House Keepers, Sub-postmasters and Head Postmasters are shown for each office. Appendices include a wealth of data relating to the evolution of the Island's postal services and to the sources from which such information is derived. The volume is splendidly indexed, and a bibliography tables 32 references.

The Worthing Mail. By Derek Walker. 15pp. Published by the Worthing Philatelic Society, price £1.10.

An interesting cameo of local postal history, appropriately published in 1978, the year in which Worthing has played host to the 60th Philatelic Congress.

The first letter-receiving office at Worthing, Mr. Walker tells us, was opened in 1798, before which a letter-carrying service was operated by a private company between Worthing and Steyning—probably by the postmaster of Steyning—with the blessing, or at least the agreement, of the authorities in London. Worthing's first post office proper was opened in 1806.

The mail to Worthing from London is mentioned in the London and Steyning Time Bill of 1797. The coach left the GPO at 8 p.m. and travelled through the night via Croydon, Godstone, East Grinstead and Lewes, reaching Brighton (then called Brighthelmstone) at 6.15 a.m., Shoreham at 7.30 a.m. and finally, at 8.25 a.m., Steyning, where the Worthing letters would be left. The return journey started at 5 p.m., and the coach was timed to arrive at the GPO at 5.25 a.m. next morning.

A considerable amount of detail is given in this booklet, relating to the development of the posts in the Worthing area and to how some of the personalities involved carried out their duties. There is a well drawn schematic route map, a plan showing the sites occupied by the Worthing post office from 1798 onwards to 1978, a page of postal markings, and three statistical tables.

BULLOCK, Gerry - 'A "new" Tristan da Cunha cachet identified.' - Philatelic Magazine, July 1978; pp 691, 693, 699. 5 illus; bibliography

DEHN, Roy A. - 'The postal history of San Marino' - Philatelic Magazine, June 1978; pp 603, 605, 607, 611; 3 illus.

FIELD, J. Francis - 'Historic Air Ports of the World' - Gibbons Stamp Monthly, May 1978; pp 53-55; 8 illus.

Back Page

WANTED AD

(published free - send copy to Bulletin Editor
13 Station Road, Hinckley, Leics)

LEDDBURY Postal history material

Required before 1782, Ledbury Penny Post, Ledbury sub post
offices and any fine Ledbury strikes of any
date are of interest.

Details to F.A.S. Page, White House, Bosbury, Ledbury
HEREFORDSHIRE.

WANTED : Telegrams (ordinary and greetings),
envelopes, cards of anything to do with
the Telegraph service.
P.Gray, 5 Westminster Close, Stafford.

EVMSHAM & ENVIRONS - postal history and postcards wanted.
Will buy or exchange.
Andrew Watton, 6 Victoria Close, Thornbury
BRISTOL

BURTON ON TRENT and district (consisting of Horniglow,
Westmore, Stapenhill, Winshill, Branston,
Shobnall, Outwoods). Any picture postcards
(picture of pmks) of the same area and any
type of card connected with the area.
Postal History items etc. of Burton etc.
Richard Farman, 124 Henhurst Hill, Burton
STAFFORDSHIRE

LEICESTERSHIRE - any postal history items.
Exchange or purchase. Your details to
Jon Baker, 13 Station Road, Hinckley, Leics.

Correspondence

In reply to the letter by Mr. Frank Peach in Bulletin No.10

Dear Editor,

I am grateful to Mr. Peach for drawing my attention
to the question of the Serif, and I dare say, so will many other
readers. On making enquiries from Martin Willcocks he states "it is
best to omit the serif (when measuring) because they are rarely
consistent in the strike, it depends on how they are struck, some show
and others don't, all this can make up to 2 mm. difference in the
measurement, therefore it is wiser to go for the solid part and ignore
the serif". Martin Willcocks' book is the postal historians bible,
therefore we do not measure the Serif.

Unfortunately this was not made known to me in time
to make alterations to the British County Catalogue, therefore all my
measurements of Warwickshire include the Serif.

As for Shadowgraphs (there are different types) these
are used for precision engineering (measure to less than a thousandth
part of an inch) and do not distort. I cannot see anything wrong in
using a modern technique, if it can save time and give accurate results.

W.S.Chester

Any views from members on using Shadowgraphs for measuring ?? Editor.
13 Station Road, Hinckley, Leicestershire.