

MIDLAND MAIL

THE JOURNAL OF THE MIDLAND (GB) POSTAL HISTORY SOCIETY

www.midlandphs.org.uk



Chairman:
Chris Jackson
(01527 544722)

President: John Calladine

Secretary:
Mick Gill
(01636 672868)



Treasurer:
Alan Godfrey
(01789 765385)

Programme Secretary:
Mel Matthews
(0121 6898147)

Editor Midland Mail:
Brian Atkins
(01948 258918)
sniktab@gmail.com

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See Alan Godfrey's report of his display at WORPEX on page 5 for a description of this lovely cover

Editorial 1 - Only 51.4% of lots were sold at the 2015 auction and only 55.2% in 2014. This seems staggeringly low as does the amount received in commission by the society, £288.60 in 2015, compared to £406.70 in 2014, for the amount of work involved. It was noticeable at the auction that some prices being requested were very high with bidding starting only a few pounds below the asked price. Why so many unsold lots on both occasions and why was everything (except items given to the society for society funds) considerably down in 2015? Correspondence welcome!

It is with great sadness that we announce the passing of member Tony Plowright and send condolences to his family.

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FORTY YEARS OF THE MIDLAND (GB) POSTAL HISTORY SOCIETY

by John Soer

One of the aims of the Midland Philatelic Federation, founded by Mr W.S. Chester ("Ches") of the Coventry Society, was the study of local postal history. Ches realised that no society existed to do that, so he used Federation funds to hire a room at the Birmingham and Midland Institute in Margaret Street with the aim of forming such a group. Ten people turned up to the inaugural meeting on 19th April 1975 and the Midland (GB) Postal History Society was born, with Steph Stobbs as Chairman, "Ches" as Secretary and Peter Baxter as Treasurer. There were two "County Recorders" – Steph Stobbs (Shropshire) and "Ches" (Warwickshire). The annual subscription was £1. Of those ten attendees at the inaugural meeting only Eric Lewis is still a member, though John Calladine and Richard Farman also joined in 1975.

The early meetings were not held as frequently as they are today. The second meeting did not take place until nearly seven months later on 8th November 1975 when eighteen people were present. Among the displays, each of twelve sheets, were *Lichfield Postal History* (Eric Lewis), *Nuneaton Postal History* (Gay Parker) and *Coventry Machine Marks* (Ches). Fourteen members attended the third meeting held on 14th February 1976, when displays included *Worcestershire Postal History* (Elizabeth Lewis), *Postal History of Burton-on-Trent* (Richard Farman), *Straight Line Marks of Birmingham TSOs* (Eric Lewis) and *Staffordshire Postal History* (Arthur Lloyd).

There is some doubt as to when the next meeting took place for the second issue of *Midland Mail* states that the AGM was to be held on 3rd April 1976. However, this event is not recorded in the attendance sheets of the early meetings. Up to this point, all the meetings had been held at the Birmingham and Midland Institute, but on 20th November 1976 twenty of the thirty members were present at a meeting held in Coventry in conjunction with the annual exhibition of the Coventry Philatelic Society.

The last four months of 1977 saw the addition of two new venues with meetings at Hinckley in September, and the Bass Museum at Burton-on-Trent in December as well as one at Coventry in the November. In fact, the Society has held its December meeting in Burton-on-Trent every year since 1977, apart from 2007 and 2008 when the museum was closed and we relocated to Sharpe's Pottery Museum in Swadlincote. Meetings at the BMI in February and April completed the year's activities. This remained largely the pattern of events for the next four years or so. However, by the time of the 1982-83 season all the meetings, apart from that at Burton-on-Trent, were in Birmingham, mainly at Dr Johnson House in Bull Street. The Society then met monthly from September to April with the exception of November.

An increase in the cost of hiring a room at Dr Johnson House caused the Society to move its 'headquarters' to the Carrs Lane Church Centre in 1988. A move to the premises of St Germain's Church, Smethwick took place in October 2002, first of all to the Scout Hut where we were able to recline in armchairs while listening to the speaker, and then, in November 2004, to the church hall.

Although the majority of meetings continue to be held in Birmingham, over the years other venues have become part of the annual programme. In the autumn, usually in October, a meeting has been held since 1999 in Warwick at the premises of Messrs Warwick & Warwick. December, as already mentioned, sees a visit to Burton-on-Trent. Our first meeting at the Black Country Museum, where the Society now usually meets in February, was in March 2005. Since 20th February 1988 when we held a meeting in conjunction with the fair organised by the Worcester Philatelic Society in the Worcester Guildhall – a wonderful building – we have held a meeting in that city. Since then the meeting has been held at three other venues and now takes place in conjunction with Worpex in May.

There have been over the years a number of meetings with other societies such as The Postal History Society, the Forces Postal History Society, the Lancashire & Cheshire Society and several with the Northampton Philatelic Society. However, the most memorable of all have been those held with the Somerset & Dorset Society, arranged by John Calladine and held in Cranham (1992, 1994 and 1999) or Kington St Michael (2002, 2004, 2006, 2008, 2010 and 2013).

Such is the high-standing of the Society that a number of eminent postal historians have been willing to give displays to us. Examples that come to mind are Michael Champness, Frank Bottomley, Malcolm Ray-Smith, Michael Scott-Archer, Vivien Sussex and Martin Willcocks who gave two displays, in January 1983 and March 1984. The fact that we have seen some outstanding displays from our own members such as Gavin Littaur, James Grimwood-Taylor, Harold Wilson, Mike Young and many others must not be forgotten. Those that were privileged to be there will surely remember the display given by Jon Baker; such was the energy and enthusiasm that he showed, it still seems inconceivable that he died a few days later.

Although the majority of the members live in the Midlands, a significant number live elsewhere, including abroad. The 'cement' that holds this scattered membership together is the journal of the Society, *Midland Mail*. The Society's bulletin did not receive the name *Midland Mail* until issue 34 in 1984. Up to then it had merely been called the Bulletin of the Midland (G.B.) Postal History Society.

The first four issues of the Bulletin consisted of no more than one or two single-sided sheets clearly produced on a spirit duplicator. The fifth edition was of five sides and contained the first article to appear in the Bulletin – *The Circular Datestamps of Stourbridge* by John Calladine. It even contained illustrations. In the early issues it is clear that the illustrations had been stuck in by hand, clearly a labour of love on the part of the Editor. There were seven pages in the ninth edition (February 1978) and the Bulletin remained within one or two pages of this length until number 26 in August 1982. That ninth issue contained what has become a not infrequent feature of *Midland Mail* ever since – an appeal for articles, with Jon Baker commenting that a previous appeal had fallen on stony ground. Since number 43 (January 1986) the usual length of *Midland Mail* has, until recently, been about twenty pages. The early issues appeared at irregular intervals, with only twenty issues in the first six years. However, from the 1981/2 season there were five issues a year until 2013 when, so as to take advantage of the change in weight of the basic letter rate, the number was reduced to four each year, each issue being over twenty pages in length.

The first Bulletin Editor, Mr. P. Bidmead had to resign before an issue had been published as he was moving to another part of the country. Mr J. Ward then published the first issue in January 1976, but had to resign for the same reason as Mr Bidmead after the production of the second edition. The Secretary, Mr Chester, produced a single sheet newsletter for number three before Jon Baker took over the editorship. Jon produced issues four to twenty-four before handing over to John Calladine who was responsible for numbers twenty-five to forty-five. Another John, John Soer took over in 1986 and held the post for twenty-five years, producing 125 editions. Sadly, the tenure of Sadie Cole was all too short; she had published but five issues before illness caused her to relinquish the editorship. John Soer then returned to the Editor's chair until Brian Atkins assumed the editorship in 2014 with number 183.

If *Midland Mail* is the cement that binds the membership together, then it is the County Editors that form the 'backbone' of the Society. Initially there were two 'County Recorders' – Steph Stobbs (Shropshire) and Mr Chester (Warwickshire). By December 1976 the number of counties covered had increased to six; the above two gentlemen had been joined by Richard Farman (Staffordshire), Elizabeth Lewis (Worcestershire & Herefordshire) and Peter Baxter (Birmingham). The title had changed to that of 'County Organisers' whose task was to collate information on postal cancellations post-1840. In September 1981, *Midland Mail* contains a mention of the appointment of four 'County Editors', those for Birmingham, Worcestershire, Shropshire and Staffordshire & Derbyshire with the editors mentioned above. The emphasis was on the collection of information on the duplex marks of those counties. However, the meetings in the following January and March were to be given over to displays of the UDCs of Birmingham and Warwickshire. The omission of the other counties in the Midlands is rather surprising for, apart from Oxfordshire, the membership contained representatives of those other counties. This situation must have been remedied within the following two or three years for 1985 saw the Society's first book – '*The Undated Circular Marks of the Midland Counties*' which, along with *Midland Mail* was awarded a bronze-silver medal at Stampex in 1986. The UDC book evolved through four editions, each more detailed than the one before. It was the fourth edition (April 1996) that saw the inclusion of Oxfordshire for the first time in one of the Society's publications. *The Undated Straight Line and Numbered Receiving House Marks of The Midland Counties, 1840 – 1860* published in December 1988 acted as a companion volume to the UDC book.

The amount of research involved in producing the next book, *The Local Posts of the Midland Counties*, meant that it was nearly another five years before it appeared in print in 1993. It was this publication that led to the Society winning the Rowland Hill Award for research in 1996. If that Award had still been available in 2005 when *The Midland Counties Mileage Marks and Mail Routes to London, 1784-1840* appeared, then surely the Society would have won it again. And would it have been a hat-trick in 2013 when *The British County Catalogue of Postal History – Midlands Edition* was published?

The first annual auction was held in conjunction with the second AGM in 1977; there were 104 lots and the sales totalled £44.55, less than each of nine items raised in the 2014 auction.

Although over the years we have lost some very notable postal historians, such as Jon Baker, Chris Beaver, Denis Salt, Harold Wilson and Mike Young, the Society has continued to flourish with the membership now standing at about one hundred, and can look forward with confidence to reaching its half century. The founder members would surely agree that in these forty years the Society has fully achieved its aims which are:

- to promote the study of British postal history with an emphasis on local postal history within the area covered by the Midland Philatelic Federation;
- to hold regular meetings where postal history can be displayed and discussed;
- to record all knowledge and to publish it for the benefit of members;
- to study postal history, in its widest aspect, up to the present day.

THE APRIL MEETING – MINUTES of the AGM and AUCTION REPORT

The 2015 Annual General Meeting was held on 25 April 2014 at St Germain's Church Hall, Birmingham with 21 members and three visitors present. Apologies were received from Ian Baker, Paul Bradshaw, Stuart Geddes, Mel Matthews, Ian May, Tony Plowright and John Soer. The minutes of the 2014 AGM as published in Midland Mail No 183 were accepted as a correct record with no matters arising.

The chairman said the new venue for WORPEX had been excellent although the car parking arrangements had been a problem. The meeting saw members produce some excellent displays and what was probably the year's best attendance. Meetings throughout the year had followed the established pattern with specialist displays interspersed with members' displays. The new venue, The Ladybird Inn in Aston Fields, Bromsgrove, had proved popular, especially with members who travel by train as the venue was next door. In October, Colin Such not only allowed us to use his premises at Warwick but gave an entertaining talk about his experiences as an auctioneer. Ian May made the journey from Scotland to Birmingham in November to give an excellent display of Warwickshire Postal History, whilst Julian Tweed produced an exceptional display of Express Mail for the Christmas meeting at the Bass Museum.

He wished to thank all the officers, managers and committee members for their support during the year, particularly Mick Gill for his work as Secretary and Mel Matthews with the always difficult job of Programme Secretary. Three long-serving officers stood down at the last AGM and their replacements had all made an excellent job of seamlessly moving into their new posts. Brian Atkins had proved to be a very capable editor of Midland Mail, whilst Alan Godfrey had taken the Treasurer's job in his stride. As the new Co-ordinating editor, the most daunting job in the Society, Martin Scroggs was following his predecessor in keeping the County Editors on their toes.

It had been good to note a few more members attending meetings and he encouraged everyone to impress upon other members just how good meetings are. Those members who attend regularly enjoy them immensely but those that don't are clearly missing out. He ended by saying that in January, when he was in Australia, he had been led to believe this was his final year as chairman but thanks to the records held by the secretary, a 'Coup d'état' had been avoided and the society was stuck with him for another year. He stressed that he enjoyed the job and thanked members for allowing him to be chairman.

The Treasurer said that the year had ended with a surplus of £148.04. Income - there was a slight increase in subscriptions but this included some for the coming year, income from adverts in Midland Mail was slightly down as was the commission from last year's auction. Income from the sale of the Midland County Catalogue was down although sales during the year had amounted to £353.50. Interest on the current account had reduced and would disappear altogether as the Co-operative Bank was to cease paying interests on such accounts. Expenditure - the cost of hiring rooms and printing and postage were slightly down. Auction expenses had reduced as had the cost of production and distribution of Midland Mail due to only three editions falling within the year. Other expenses included the cost of the MIDPEX stand and the setting up of the society website. He explained that the membership had reduced to 92. There would be an increase in income this year from the full-page Cavendish adverts in Midland Mail and he anticipated a small increase in the cost of quarter-page adverts to other advertisers. Richard Farman proposed thanks to the Treasurer for his work while the chairman thanked Gordon Hardy for examining the accounts. Acceptance of the accounts was proposed by Richard and seconded by Brian Atkins and agreed by members.

The Editor had brought Midland Mail No 186 for distribution. This was the fourth edition he had edited and feedback had been favourable. The use of more colour had been welcomed and the 12-page article by John Hine had been well received, one comment being 'Why split it and spoil a jolly good read'. On contacting writers he had often had the comment 'You are the editor, do as you deem fit'! In response to suggestions he intended to include a contents section on the front page of the next (July) issue. He accepted that not everyone was pleased with change but asked that members wait and see how things turned out. He wished to thank members who produced résumés of their displays at meetings. He stressed this was not laziness but ensured accuracy as he had taken notes of one display only to find they were quite different from those provided. The number of articles being submitted had now slowed and he asked that members fire-up their laptops or get out the ink and write. He had set out his preferred parameters for submission of articles, which would save the need for reformatting and help avoid mistakes. The next Midland Mail would be 20 pages to keep postage costs down as the programme for the year would be sent out with it. Finally he said his address may change at the end of May but he would endeavour to inform everyone as soon as possible.

Richard asked if colour could be extended to the whole of Midland Mail, a prospect with which Malcolm Allinson agreed. The chairman said as the committee had already given Brian scope to include between five and seven pages of colour per issue any extension would need to be considered in the light of the total cost and/or number of issues. It was agreed the secretary include the matter on the agenda for the next committee meeting. The Editor explained that Cavendish had met the full cost of their full-page colour advert.

The Co-ordinating editor announced that the Society's next project would be to compile a list of all the different parcel post labels used in the Midland Counties. He had been working on documents to describe the different label designs and the details that would be needed to be recorded. Although these had now been issued to all County Editors there had been some delay due to discussions with Bill Toye who would clearly like to run the project his way. Hopefully Bill will provide details of his collection of data for the project. For county boundaries – generally the rule will be to list only those labels from places within a county at the time of use, for example Caversham was in Oxfordshire until 1896 so labels in use to that time would be included but those after excluded. There was no time scale for the project but he asked that County Editors look out for unusual labels and aim to have their data ready by the end of the year. The consensus was that there was no need for a County Editors meeting and that questions could be dealt with by e-mail, post or telephone. The reaction from County Editors had been positive and this had been appreciated. The Chairman thanks Martin for his work to date and stressed that this was a Society-run project.

On behalf of the Publicity Manager John Calladine explained that John Soer had submitted items to Gibbons Monthly and to the ABPS. Hopefully John would be well enough to attend the meeting at Worcester next month. Alan Godfrey stated that the ABPS had appointed Maurice Buxton as its new webmaster and that the website would be updated and improved. A revised directory and speakers' list was being prepared and would be issued shortly. Finally the ABPS was to hold a postal history competition at the York Stamp Fair in July.

The Chairman explained he would hold office until the AGM 2016, the President until 2017 and the Secretary until 2018. As no Officer, Manager, Representative or County Editor had indicated they wished to stand down he proposed all be re-elected en-bloc; this was proposed by Malcolm Allinson, seconded by Richard Farman and agreed by members. The re-election of Gordon Hardy as Examiner of Accounts was proposed by Alan Marshall, seconded by Alan Godfrey and agreed.

In the absence of the Programme Secretary, the Secretary gave details of the programme for 2015/16 viz:

- | | |
|--------------------------------|---|
| 5 th September 2015 | Society's 40 th Anniversary, Great Central Railway, Lovett House, Loughborough, LE11 1RW.
11am, John Scott ' <i>History of Writing Paper</i> '.
1pm buffet lunch on Great Central Railway steam train. |
| 17 th October 2015 | St. Benedict's School, Alcester, B49 6PX
1.30pm Members One Board Displays ' <i>The 80s</i> '.
Organised by Redditch Philatelic Society along with the MPF Autumn Convention. |
| 7 th November 2015 | Warwick and Warwick, CV34 5DB
11.00am Committee Meeting.
1.30pm John Soer ' <i>Midland Railway Miscellany</i> '. |
| 12 th December 2015 | National Brewery Centre, Burton-on-Trent, DE14 1NG
10.30am Members' Standing Displays ' <i>Carried on the Cross Posts before 1800</i> '.
2.00pm Michael Lockton ' <i>Exeter postal history and reference to the Great Cross Post</i> '. |
| 9 th January 2016 | The Ladybird Inn, Finstall Road, Bromsgrove, B60 2DZ
Members' One Board Displays ' <i>Parcel Post</i> '. |
| 13 th February 2016 | Black Country Museum, Dudley DY1 4SQ
1.30pm Richard Farman ' <i>Origin and Development of Picture Postcards</i> '.
Members' One Board Displays of ' <i>Early Post Cards</i> '. |
| 12 th March 2016 | St Germain's Church Hall, Birmingham, B16 9TD,
11.00am Committee Meeting.
1.30pm Members' One Board Displays ' <i>Multi-directed and Dead Letter Mail</i> '. |
| 23 rd April 2016 | St Germain's Church Hall, Birmingham, B16 9TD, AGM and Auction.
11.00am Viewing of Lots
1.00pm Annual General Meeting
1.30pm Auction |
| 14 th May 2016 | WORPEX, Tudor Grange Academy, Worcester, WR3 8HN
Members' One Board Displays ' <i>Choose your own Subject</i> '. |

The Editor announced John Hine as winner of the Jon Baker Trophy for his article on Gloucester Station postmarks. John Calladine accepted the trophy on behalf of John who was planning to attend the September meeting.

Other Business – Richard Farman pointed out there had been discontent with WORPEX over car parking and minibus arrangements. The Chairman confirmed the Worcester Society had problems but added that visitors would have to see how the planned arrangements worked in practice.

The meeting closed at 1.35pm and, after a short break, the Annual Auction commenced.

Prices Realised for the Auction held on 25th April 2015

Items provided to the Society for Society funds. First figure auction number / letter, second figure price

A	3	B	4	D	6	H	13	J	7	L	11
M	11	N	9								

Auction items (if a number is not present then that item didn't sell).

2	2	3	7	6	13	7	11	11	5	12	3
13	26	14	7	15	11	17	8	18	4	20	9
22	3	23	6	24	48	25	3	26	9	28	9
29	4	32	3	33	5	34	3	35	3	36	3
37	40	38	26	39	44	40	3	41	3	43	32
44	32	45	12	46	8	47	3	48	4	50	9
52	32	53	5	54	8	55	6	56	8	57	14
58	8	60	7	61	6	62	7	63	3	65	8
66	50	69	55	70	5	71	4	72	20	73	3
76	12	79	28	80	14	87	4	88	8	89	5
92	20	94	3	95	3	97	7	98	6	99	22
103	13	112	24	113	5	115	5	130	28	131	6
137	3	140	6	142	7	145	13	148	9	149	24
154	8	155	24	157	14	159	8	160	30	162	3
163	12	164	12	165	22	166	24	167	8	170	3
171	22	172	3	173	10	174	5	175	5	176	5
178	12	179	22	180	6	185	7	186	6	188	6
189	12	192	16	195	3	196	3	202	70	203	8
204	15	207	7	209	30	210	13	213	6	214	6
221	8	226	7	230	36	231	8	233	13	235	15
236	12	238	9	239	5	241	12	242	6	250	3
251	7	252	8	254	26	261	17	262	5	263	5
264	11	265	13	266	5	267	13	268	9	269	24
270	20	271	5	273	5	274	13	275	12	276	12
277	3	278	6	280	6	282	15	284	14	285	8
286	15	287	15	289	15	290	32	292	12	295	6
296	3	298	9	300	4	302	4	304	10	305	3
306	7	307	7	308	13	309	7	310	13	311	4
312	7	315	5	316	12	317	5	322	5	323	36
326	7	327	15	328	15	330	9	331	9	338	13
340	7	344	3	347	3	353	20	355	13		

Alan Godfrey reported total sales of £2,232.00 (51.4% of lots sold); 37 successful bidders (19 room, 18 postal) and 14 vendors. Commission to the society (including lotting fees) was £288.60 with lots sold for society funds realising £64.00 (*the only increase over 2014 - Ed*). Many thanks to all those who attended the AGM and auction and also to all who bought and sold. A lot of time and effort goes in to producing an efficient, successful auction; it is a pity after all that work that so many lots were unsold as nobody benefits from unsold lots.

THE MAY MEETING AT WORPEX of the Worcester Philatelic and Postcard Society

Our meeting in Worcester on 9th May is all the more welcome as it not only gives us the fellowship of a meeting but it also gives us the opportunity to examine the stock of a few dealers to add to our collections. 22 members were present to show their one-board displays on any topic of interest to them, not necessarily Midlands postal history.

Chris Jackson was first up and provided the following report: Until 1931 Shipston on Stour was situated within a detached part of Worcestershire to the south east of the county, eleven miles south of Stratford on Avon. From 1931 it has been within the county of Warwickshire. The display started with the earliest recorded mark of Shipston, 25th December 1736, and included all of the SHIPSTON straight line hand stamps recorded in our Midland Counties B.C.C., plus all the hand stamps used from 1840 until 1931. It included a locally used Mulready and Penny black cover. Of particular note was the cover from Shipston to Chipping Norton which has two different types of traveller hand stamp, one from each town both in use on the same day in 1851.

In the second half Chris showed a selection of postcards all from Redditch depicting troops, training and equipment for WW1 and a separate part of the fund raising tank when it visited the town in April 1918. It included a card of the tank with the crew outside signed by the Captain and by the Home Office official who dealt with fund raising.

Brian Atkins produced 9 covers of his 'second' collection of UK (non-Shropshire) to India etc via Brindisi. The first Brindisi to Alexandria sailing was on 6th October 1869 using Italian packets at a rate of 1/4 per ½oz. but he has yet to find a cover from this 14-month period! On 16th December 1870 the rate reduced to 1/- and the P&O took over; an 1874 cover from London to Galle, Ceylon carried to Alexandria on the P&O *Malta* was shown. When British India entered the GPU the rate fell again to 8d, demonstrated by a cover from North Berwick to Tonghoo, Burma franked by a 6d grey, plate 15 and a 2d blue, plate 15. The 1st April 1879 UPU further reduced the rate to 6d evidenced by a 10th April 1879 cover from London to Calcutta paid by a 1d red, plate 209 and two 2½d rosy-mauves, plate 13. The rate reduced to 5d on 31st January 1880, 1881 Ipswich to Bombay with two 2½d blue, plate 21 and 1885 Earls Court to Bombay, 5d dull green. The rate reduction continued to 2½d per ½oz on 1st October 1891 with postal items now easier to find; 1892 uprated Letter Card from Brixton to Saharanpur, 1893 uprated ½d QV postal stationery Wandsworth to Ahmednagar, 1895 London to Bombay 2½d 'jubilee', finally two different 2½d QV postal stationery envelopes (Huggins EP34D and EP35L), Penrith to Bombay and London to Calcutta.

Alan Godfrey displayed sheets from one of his other collections: polar exploration, and in particular the expeditions of George (later Sir Hubert) Wilkins. **Sheet 1:** Letter on RYS Quest headed notepaper from Shackleton-Rowett Expedition Geo Wilkins, Naturalist posted in Sheerness on 8th September 1921 and sent to Currie near Edinburgh. **Sheet 2:** Rare inward mail addressed to Captain George Wilkins MC Shackleton-Rowett Expedition, Quest RYS from Rev A Martyn Rogers, the Anglican priest on Tristan da Cunha. **Sheet 3:** Postmarked at Barrow, Alaska dated 30 April 1927 with the handstamp of *Detroit News Wilkins Arctic Expedition* and with manuscript 1200 miles by airplane Lat 77° 45' N Long 175° 100 miles on foot to shore. **Sheet 4:** Written in Wilkins' hand to Haddonfield NJ, USA bears ½d and 2d Falklands definitives cancelled SOUTH GEORGIA on 26th March 1929. **Sheet 5:** Posted in Montevideo, Uruguay to Capt Wilkins on 31st October 1929, forwarded from Port Stanley, Falkland Islands on 6th November 1929 and then arrived on Deception Island, South Shetlands on 6th January 1930. Carries purple cachet *Wilkins Antarctic Expedition / Deception Island*. **Sheet 6:** Sent to Fenton, Michigan bears cancellation of Sheepshead Bay Station, Brooklyn, NJ. **Sheet 7:** Cover showing the *Wilkins-Ellsworth Trans-arctic Submarine Expedition 1931* and *Bergen to North Pole* cachets, postmarked in Bergen on 3rd July 1931. Unusually this cover has been signed by Wilkins, Sloan Danenhower (submarine captain) and Lincoln Ellsworth (millionaire sponsor). **Sheet 8:** Envelope with printed *Luftschiff Hindenburg* posted aboard the airship on 8th May 1936 addressed to Sir Hubert Wilkins at New York City. **Sheet 9:** US Army, Office of the Quartermaster General envelope addressed by Wilkins to his wife in New York and sent from 1st Arctic Test Detachment, Churchill, Manitoba, Canada on 4th November 1950. **Front page** Commemorative illustrated airmail cover addressed to New York, mailed from Port Stanley, Falkland Islands 29th October 1928, signed by Wilkins and co-pilot Carl Ben Eielson and with cachet *Wilkins Antarctic Expedition / Deception Island*. As part of Wilkins' later expedition to sail under the North Pole by submarine, the cover was mailed from New York on 1st June 1931 and again from England on 5th Oct 1931 back to NY; cachet *Wilkins-Ellsworth Trans-Arctic Expedition 1931* and *NEW YORK TO NORTH POLE*. Only 150 of these covers produced. Sir Hubert Wilkins died in Framingham, Massachusetts on 30th November 1958.

Clive Jones The Railways Commeth – 1830 Irvine, Scotland to Manchester, by coach, high expenses sheet, 1825 a purchase of shares in Stockton to Darlington Railway, 1830, a land purchase in shares for the Leeds to Selby Railway, opened 1834, 1834, Lord Chesterfields land valuation, 1837/38 three different types of London & Birmingham stationery, 1845, London & Birmingham Railway with chamfered PAID, 1838 Newark to London by rail but in March 1838 only Tring to London open.

For his second effort Clive showed more railway letters. One letter related to building the Wolverhampton and Dudley Railway on the route of what is now the Midland Metro. A letter carried on the Stockton & Darlington, and

one carried on the first Trans-Pennine route with date stamps on consecutive days showing it had been held overnight for the following day's train. An application for 1000 shares in the Lancashire and North Yorkshire Railway was from the engine maker showing his confidence in the scheme. Finally Clive showed a list of railway companies in 1840 showing the price of each company's shares and the dividends that they had paid.

Mick Gill produced another selection of his postcards of Nottinghamshire Post Offices, a theme prompted by the extensive work in locating the offices undertaken by former member Denis Humphreys. We started at Harby in the north east, an office Mick remembered auditing many years ago, moved on to Finningly in the north and now in South Yorkshire, and to Wiseton an estate office. We continued to Cuckney, where the office was in 11, Ten Row and then moved to 5, Ten Row. The unusual address resulting from two houses added to the original row of ten! Next came Langwith in the north-west, where the office started life in Notts, moved over the border to Whaley Thorns in Derbys, back to Notts and finally back to Derbys! We saw an early postcard of Langwith office when it was in the London Stores in Whaley Thorns, home to Whaley Thorns office since 2000. Pleasley followed, also in Derbys, although the office from 1889 until its recent closure was actually on the Notts side of the River Meden and, thus, technically in Pleasley Hill. Recently acquired postcards of Stanton Hill, Selston and Jacksdale post offices in the west completed Mick's display.

For his second display Mick started with postcards of offices in the Trent Valley. We saw the post offices at Fiskerton, Epperstone and a delightful one of Gonalstone. A postcard of Hoveringham office, clearly showed the large clock above the entrance. We continued to Gunthorpe with a card from the *SS Flame, Somewhere under the Trent* – had the boat sunk? We, then, went over the river to East Bridgford, Radcliffe-on-Trent and finally West Bridgford where we saw West Bridgford office itself with an Urban District Council omnibus outside, and Radcliffe office at the south end of Trent Bridge.

Alan Marshall's display had the title *The Swallow on Stamps*. 1881 Hand painted from a Japanese wood block, 1887 letter head and envelope, c1910 early natural history postcard, 1937 Post Office greetings telegram, 1937 envelope from Brazil, 1949 Registered envelope Paris to Nottingham, 1926 Lithuania earliest swallow set of air mail stamps with varieties, inverted centre, C for L, and imperforates both horizontal and vertical, 1950 unfinished die-proof of the Austrian 1s (airmail set).

In the second half Alan showed *A pot-pourri of birds*, beginning with an 1837 wrapper from Mexico to London, double rated at 6/2 carried by the *Nightingale* packet, 1863 Bolivian entire with a *Condor Feather* strike, 1878 London with hand drawn storks (baby birth), 1895 envelope West Australia to Nottingham with 5 x 1d revenue stamps, 1912 German postcard of Rhine Local Post, 1929 German catapult mail, 1931 GB first-flight to Cairo, 1942 Monaco coloured die-proof of one of 6 air mail stamps, 1968 Registered DDR fdc Maxim Gorky birth centenary.

Pete Elms had an ingenious display of the A38 Bristol Road walk from Lickey Hills to Bourne Brook on postcards. There were postcards of The King George Fifth pub, view down Pigeon Hill, Toll House entering Northfield, first petrol station, Black Horse pub, Bell Hotel (now demolished), Victoria Park, Travellers' Rest (Quaker Meeting House, also now demolished), Woodlands, known as Royal Orthopaedic Hospital and Westhill Training College.

John Calladine chose to display material from a Midland sub-office rather than a post town. The chosen office was Hagley, eleven miles from Birmingham and two and a half miles from Stourbridge (its post town). The village was in two parts, Upper Hagley, the historical village and Lower Hagley, developed when the railway arrived in 1852, a mile apart. Hagley has Saxon origins, the name derived from "haga", a house, and "lega", a place. Hagley Hall and its grounds, Hagley Park, are inextricably linked to the Lyttleton family. Thomas de Lyttleton, of South Littleton in Worcestershire, married the heiress to the Frankly estate, five miles from Hagley early in the 13th century. In 1564, Sir John Lyttleton, knighted by Queen Elizabeth, acquired the Hagley estate (in addition to Frankley). The landscaped park, one of the first in the country, was built from 1747 by George Lyttleton in memory of his wife Lucy, two American presidents made visits. The present Hagley Hall was built between 1754 and 1760 in the Palladian style. In December 1793, the Post Office discovered that delays to mail coaches at Worcester and Wolverhampton were caused by delays to the Birmingham-Worcester ride, where the messenger was diverting from his route to take Lord Lyttleton's bag to Hagley. Thereafter the diversion was stopped but we saw a letter of 1781 with an unofficial "Hagley" name stamp, used in the pre-1793 era. A letter of 1825 to Clent, a mile and half beyond Hagley and in the same parish, bore a "Stourbridge/Penny Post" hand stamp, even though there was still no official post at Hagley it was not until 1843 that an official post came to the village. A serifed undated hand stamp was issued immediately and is known struck in eight different coloured inks – we saw four. A type D4 UDC, with the name of Hagley across the diameter, was issued in February 1858 but is unrecorded in use. This is unsurprising because a dated stamp, of similar form, the first of three, was issued on 30th March. We saw the last of the three, used in 1869, followed by two examples of the stamp issued in 1880, with the office name around the circumference. By this time, Lower Hagley was growing and had a similar namestamp of its own. The railway bridge at Lower (now West) Hagley was completed in 1884 and is known around the world as the Hornby model railway bridge.

Robin Jarman showed a small part of his Chilean Airmail collection concerning the 1928 to 1930 French Aeropostale service which connected Chile, Argentina and Brasil with Europe across the South Atlantic from Natal in north Brasil to Dakar in Senegal. The first cover was from the first day of usage of the service from Chile on 6th March 1928, using the Transandean Express train service over the Andes. Subsequent sheets displayed various first flights over the Andes abolishing the train service. One 1930 cover should have been the first return flight across the South Atlantic by the great French flyer Jean Mermoz but the plane would not get airborne and it was another month before the flight took place and even that was unsuccessful when the aircraft had to ditch with the crew and mail being rescued. Robin also showed a large multi-stamped cover which had started him collecting. He finished with an Aeropostale route map and a supposed first flight cover from the short-lived Arica to La Paz service.

Eric Lewis stated it is 70 years since VE Day, so he showed Birmingham Post Office in WW2. 1940 cover delayed by enemy action, Birmingham Post Office 'bombed out', 1941 temporary hand stamp, July 1942 delayed action bomb cover couldn't be delivered, July 1943 Business Reply service suspended, 1943 / 44 the Post Office produced a 'greetings airgraph' for colleagues involved in the war and finally he proudly showed the efforts his grandson had gone to provide 'The World's First Postage Stamp' for a school project. Wonderful!

Gordon Hardy stated that Wirksworth was an important centre for the lead industry and the ancient Moot courts are still held there. He showed a 1678 entire letter to Sir John Moore a lead merchant, 1786 WIRKSWORTH straight line 4d rated to Leek, Two entires dated 15 August 1791 and 1 July 1790 with WIRKS / WORTH neither with charge marks, both to Duffield, 7 miles south of Wirksworth, a 1825 WIRKSWORTH Penny Post & No2 of Matlock, WIRKSWORTH boxed mileage with 1d charge to Duffield and 4th Sep 1833 Baltimore, USA to Bonsall, received 17th Feb 1834, charged 9d from Liverpool but a 1d charge was made, with 2d for delivery.

Jan Young, as well as collecting postcards of Snowdonia and Bromsgrove, has a passion for Dickensware Royal Doulton China, which depicts the characters of Charles Dickens' stories. They were introduced in 1912 to celebrate Dickens 100th birthday and continued until 1930. She recently obtained stamps which also show characters from Dickens and she is now looking for postcards showing the same but she stated that they are not so easy to find, or maybe she wasn't looking in the right places! Despite all the above Jan claimed not to like Dickens' stories!

Richard Farman showed early Staffordshire items, 1748 Lichfield to Brussels, Paris to Lichfield (Bagots), 1805 prepaid Lawton Hall to the United States at 2/1, 1840 Liverpool Ship Letter from Philadelphia at 8d ship letter rate, 1852 Shelton to Canada, Lane End to Newcastle-under-Lyne, 4th December 1839 last day of mileage marks, Uttoxeter Penny Posts with No1 and No5 Receiving Houses, not previously recorded.

Mel Matthews display was *The introduction of self-adhesive stamps into the British Postal Service*. They were first introduced into countries with a tropical climate, Sierra Leone (February 1964) and Tonga (April 1969). The first self-adhesive postage stamps issued by Sierra Leone to celebrate the World's Fair in New York were shown. In the House of Lords in 1973, Lord Clifford of Chudleigh suggested that the Post Office should encourage the introduction of self-adhesive postage stamps on health grounds, as users could be contaminated by licking the gum. Two philatelic entrepreneurs realized that Her Majesty's Stationery Office could impress private postal stationery with the octagonal die found on standard postal stationery. Derek Worboys and John Daynes submitted orders for these die stamped designs to be produced on self-adhesive paper, not on postal stationery. Worboys produced a first series of five values in February 1974 and a second series of two values in June 1974. A series of nine values was produced by John Daynes. Copies of all these stamps, which are still valid, were shown. The Post Office finally agreed to issue self-adhesive postage stamps in booklets of twenty in October 1993 on an experimental basis in the Tyne Tees area. The stamps were in a horizontal format, with special die-cut perforations to maintain security; a copy of the booklet was shown. In 1997, a second trial took place in Scotland and Northern Ireland. The 1st and 2nd class stamps were issued in specially designed boxes in horizontal format in rolls of 100, allowing the stamps to be easily dispensed for use, copies of the stamps and boxes were shown. The experiment proved to be a great success and the boxes were made nationally available in 1998. The Post Office was satisfied there was a need for self-adhesive stamps and they reverted to the usual vertical format with the stamps issued in sheets of 100. The trend towards self-adhesive stamps continued and they can now be purchased in the form of sheets, booklets, special issues, Christmas stamps, etc.

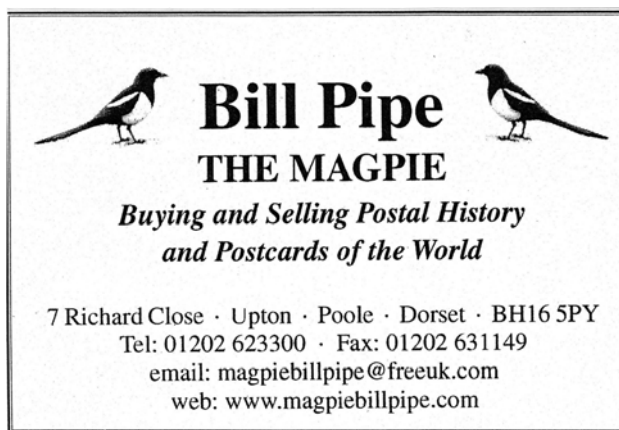
Roy Summers first display was of Advertising covers and Billheads of companies from Wolverhampton, including an entire to Geneva from Loberidge and Shoolbred, general japanners. A billhead from A. E. Ulett, Coffin Maker and Undertaker, the bill being for a complete funeral including coffin, shroud, hearse, bearers and grave fees – a total of £13·10·0 (April 1921). Next came J & E Bates and Sons Ltd, brassfounders, the envelope showing some of their products. Hobart, Bird & Co., makers of the world-renowned Hobart Cycles and finishing with two covers from S. Griffiths & Co., makers of vermin, game and animal traps both addressed to a gunsmith in Stirling. In the second half, Roy's display was mainly of items from Wolverhampton sub-offices including a Trysull Penny Post hand stamp on entire, a Chapel Ash udc on entire and parcel post labels from Darlington St and from Oxley.

EDITORIAL 2

New address for editor – I must apologise for the late arrival of this edition of Midland Mail. Angela and I have just experienced the move from Hell. Having eventually sold her 1874 stone cottage in Ruabon, with a long chain, we purchased a 1998 - built house in Whitchurch (the Shropshire one, of course!). We liked the house for a number of reasons and when we saw it we realised it would necessitate 'some clean-up' but it's only when all the furniture has gone do you realise how much clean-up is needed. Talk about mucky, even filthy, we took down a bathroom light thinking it had been painted to find it had several years of accumulated grime, in fact it has washed up very well and revealed to be green tinted glass and very fancy indeed! We spent two weeks driving between Whitchurch and Llangollen, staying with understanding family! That we have energy spent would be an understatement! My e-mail remains the same and for those members who mail accounts of their displays or articles the address is: **37, Greenfields Rise, Whitchurch, Shropshire, SY13 1 EP, and telephone 01948 258918 (also on front page).**

Programme – You will find the 2015 / 2016 Programme enclosed with this edition. One important piece of information was not added, so John Calladine has asked me to inform the membership that the 40th Anniversary meeting at the Great Central Railway, Loughborough on 5th September is only open to those who have pre-booked – that also includes the display, so please DO NOT TURN UP unless you have pre-booked and paid. Secondly the gremlins crept in to the title of John Soer's talk on 7th November at Warwick, which should read *Midland Railway Miscellany* – there should be no letter s after Railway. You will notice, I trust, that it is correct on page 12 herein.

Feedback – Readers will notice a short CONTENTS list on the front page. Introduced as a few members stated they had had to thumb through pages and pages to find articles in a particular edition and they thought a contents list would help that search. What do you think of the contents and 'candelabra logo', a go or a no-go for the logo?



MAIL ON THE MIDLAND RAILWAY AND ITS CONSTITUENTS, 1840-1875

PART 5

by John Soer

In the first seven months of 1859, the matter of T.P.O. vehicles is mentioned three times in the Railway Letter Copy Books in Post 11. The first of these letters²⁶ stated that on and from 22nd February one of the recently constructed District Sorting Carriages, recently constructed by the Midland Railway, would run in the night mail train between Rugby and Normanton in addition to the tender on every night except Sunday from London, and every night except Saturday from Normanton. The additional tender for Lincoln which ran between London and Derby on Fridays was to be withdrawn after that date.

On 16th February Mr Page responded to a letter from Mr Newcombe in which it had been suggested that one of the old R.P.O. carriages should be used in the night mail train between Derby and Lincoln, by saying that the matter would be carefully considered, but even if the suggestion were adopted, it would not be possible to carry out this alteration for some time²⁷. I cannot find any other mention of this happening.

Then, on 22nd July Mr Page complained about the serious inconvenience caused when either of the two larger sorting carriages used in the night mail between Newcastle and Bristol was withdrawn for repairs, as the spare carriage which had to be used was far too small for the sorting duty that had to be carried out. He went on to say that it was very important that the Company should provide another carriage 'of the largest practicable size' at 'an early date'. He asked that an Inspector of Mails should, if possible, see the Company's coach builder before construction of the shell of the carriage was started²⁸.

The increasing number of routes available to the Post Office for the sending of mail is reflected in a letter²⁹ which states that from 1st June 1859 a number of bags would be forwarded from Worcester to Gloucester by the 8.43 p.m. train. There is nothing surprising in that, but the bags were Liverpool & Gloucester, Liverpool & Gt Western R.P.O. Up and Liverpool & Gt Western R.P.O. Down, along with three similar bags from Manchester. These arrived in Worcester at 8.35 p.m. by a train of the Oxford, Worcester & Wolverhampton Railway. I wonder why they were not routed through Birmingham.

On 7th February 1860 the 2.40 a.m. train from Birmingham had to stop at Ashchurch, Stonehouse and Charfield to exchange mail bags as the apparatus was not attached to the sorting carriage, having been broken north of Derby.³⁰

The Contract of 1860³¹

In response to a memo from Mr Page, pointing out that the contract with the Midland Railway would expire on 1st September 1859, Rowland Hill wrote on 30th December 1858 to those surveyors whose district was traversed by any of the lines of that company, asking them to report what services were performed under the contract of 1852 and which of those might be dispensed with should the contract not be extended for a further period. Their responses are shown in tabular form in Appendix F.

Mr Milliken, the surveyor of the Midland District, writing from Derby, prefaced his report with the following comment:

“My Report upon the Agreement with this Company will be very different to that recently made upon the Manchester, Sheffield and Lincolnshire Contract, which is also about to expire. I had then to show how the services of that Company might be dispensed with or superseded, and to point out that their few and slow and irregular Trains were of comparatively little value to the Department.

In this case I have to remark that the Midland Company’s comprehensive scheme so entirely occupies this part of the country, to the exclusion of all other lines and modes of conveyance, that the Post Office is in fact dependent upon it for all the larger Mail Services, while the many smaller ones for which this Railway is made available could not be nearly so well provided for by any other means.

This Company’s trains are so numerous, so frequent and so well appointed, that an agreement for the general use of them is most valuable & almost indispensable to the department, and I venture to assume that the Postmaster General will always continue to demand this right under any fresh agreement.

I am bound to bear testimony also to the extremely courteous and liberal manner in which the Post Office is treated by the Managers of the Line, both in regard to arrangements and alterations of Trains, the care of Mail Bags and other matters of constant occurrence – so different to the conduct of some other Companies whose Trains carrying Mail Bags are often altered without any reference or even notice to the officers of the Department, and who exhibit great indifference to the Post Office service altogether.”

Mr Page produced two documents showing the annual payments made to the Midland Railway by the Post Office.

Services	Rate of Payment	Annual Amount/£
General Contract	£23,000 a year	23,000
For conveyance of Mails four times a day, six days a week over Loop Line of Oxford, Worcester and Wolverhampton Railway	1/- per train per day	62.12.00
Use of Loop Line for Night Mail	£90 a year	90
Services between Skipton and Lancaster	£250 a year	250
From Doncaster to Swinton	£10 a year	10
Between Bristol and Gloucester	1s/8½d a mile	2338.05.07
Between Tamworth and Derby	1s/7½d a mile	1423.10.00
From Kettering to Wellingborough	Parcel Rates	7.16.06
Total		27,182.04.01

To this was added a number of miscellaneous items, bringing the total annual payment to approximately £27,260

Services	Rate of Payment	Annual Amount
For privilege of fixing the apparatus at stations.	2s/6d a year	0.02.06
Cleaning and oiling apparatus at 9 stations	£3.02.00 each station	27.18.00
Keeping apparatus in order attached to 4 carriages	£3.02.00 each carriage	12.08.00
Rent of Room at Rugby	£5 a year	5.00.00
Rent of Room at Gloucester	£20 a year	20.00.00
Rent of Room at Derby	£8.15.00 a year	8.15.00
Gas for the room at Derby	£1.10.00 a year	1.10.00
Fires for the room at Derby	£3.05.00 a year	3.05.00
Total		78.18.06

In a minute dated 19th July 1859 Frederic Hill reported these figures to the P.M.G. He went on to say that he had consulted Mr Gregory, who had acted for the Post Office in the arbitration of 1858, as to the possible payment expected on arbitration. Mr Gregory had responded that such calculations were ‘open to doubt’ on account of the great variation in the rates awarded by different umpires. Nevertheless, an award of £42,500 for the services under notice and £5650 for services by ordinary trains – a total of £48,150 p.a. – was not improbable.

He added that the contract when entered into was a very advantageous agreement for the Post Office and had become more so in the last two or three years because of the very extensive use made of the ordinary trains. Also, the additional trains required by the Post Office had been provided at ‘bare cost’ instead of a sum that would have given a good profit to the company.

Mr Hill then negotiated with Mr Beale a new contract, subject to ratification by the P.M.G. and the board of the Midland Company. After some small alterations to this draft the contract was eventually signed on 29th May 1860. It was similar to that already existing with a few exceptions, the main ones of which listed below.

1. In addition to the services already provided the contract was to extend to all lines leased by or owned by the Midland Railway on 1st September 1859, those being constructed, and all lines over which the Midland ran trains e.g. London and Hitchin;
2. The small payment made for the privilege of erecting the bag apparatus at stations was to cease and a clause inserted allowing the Post Office to erect such apparatus at any station where it chose to do so. The P.M.G. had commented that this hardly seemed necessary as the Midland had always cooperated in this respect. Mr Hill’s reply was that such a clause had been inserted in contracts since the G.W.R. had always refused to allow apparatus to be erected at its stations until this clause had been put into their contract
3. The annual payment was to be £35,000, payable with effect from 1st September 1859;
4. The contract was to be terminable on one year’s notice by either side, but in the event of any alteration in the services by trains under notice, it was open to either party to invite the other to make an alteration in the amount paid without resorting to giving notice.

A comparison with the contract of 1852 shows that in the schedule of services under notice the night mail services between Gloucester and Tamworth and between Derby and Lincoln were replaced by a Tamworth and Bristol night mail and a Tamworth and Lincoln night mail.

References

- | | | | | | |
|-----|---------------------------------------|--------|-----|--|---------|
| 26. | Post 11/107 Railway Letter Copy Books | p. 49 | 27. | As Reference 26 | p. 54. |
| 28. | As Reference 26 | p. 295 | 29. | As Reference 26 | p. 174. |
| 30. | As Reference 26 | p. 616 | 31. | Post 30/138D, Midland Railway Contract, 1860 | |

APPENDIX F - MIDLAND TRAINS CARRYING MAIL IN MARCH 1859

This has been compiled from the reports made by the various surveyors, mainly in March 1859, for the negotiations leading to the contract of 1860.

† Denotes a train ‘under notice’.

Times given in small italics denote mail transferred by the lineside apparatus. Times are given for only those stations where mail bags were taken up or put down. Also, the times shown are those for Monday to Saturday. . Times from midnight to noon are shown by a ‘.’ between the hour and minute while times after midday have a ‘/’. A vertical line was more commonly used, but on my computer it is much easier to use a ‘/’.

BRISTOL-DERBY

Train Number	1†	3	4	5	6	7	8	9†	10
Bristol	12.45				11.10	1/15	3/00	6/50	
Charfield						2/00			
Berkeley Road								7.44	
Stonehouse	1.39				12/24			7/53	11/33
Gloucester	2.00	2.30	3.15		12/55		4/10	8/22	12. 5
Cheltenham	-----				1/17		4/27	8/39	
Ashchurch				9.58	1/32			8/52	
Ashchurch d					1/37				
Tewkesbury a					1/45				
Tewkesbury d				9.45				8/40	
Ashchurch a				9.53				8/48	
Defford		3.44	4.24		1/44			9/ 4	
Worcester			5. 5	10.29	2/11		5/ 6	9/27	
Droitwich			-----	10.38	2/23			9/39	
Bromsgrove		4.54		10.54	2/41		5/30	9/36	
Birmingham a		5.55		11.30	3/30	5/45	6/ 5	10/30	
d	2†			11.50				11/25	
Tamworth	2. 5			12/22				12. 2	
Burton-on-Trent	2.46			12/49				12.24	
Derby a	3. 4			1/10				12.41	

1. Night Mail from London by GWR. 2. Train to Lincoln – see train 38. 3. Goods train to Camp Hill, from Great Western up night mail. 4. Goods train from GWR up night mail at 2.00. 5. Carries bags from south of Birmingham to go forward to the down day mail and the 12 noon mail to London. Takes letters to Derby for the down Rugby & Leeds Mail as well as a down London day mail bag to Burton from Tamworth. 6. Carries local bags. 7. Takes a day mail to Wotton-under-Edge via Charfield and a bag from Wotton to Birmingham. 8. Day mails from Bristol and to Birmingham and as well as mail to Ireland. 9. Night mail to the North. Goes forward from Derby as train 27. 10. Bags from Stroud for down night mail to South Wales.

DERBY-BRISTOL

	11†	12	13	14	15	16	17†
Derby	12.33	7.00		10.35			10/14
Burton-on-Trent	12.53	7.38		11.09			10/36
Tamworth	1.24	8.17		11.50			10/57
Birmingham a	2.00	9.20		12/55			
d	2.40	9.40	10.20	1/15	7/10	9/10	
Bromsgrove	3.13	10.15		2/ 0	8/ 6	10/ 8	
Droitwich	3.24			2/16	8/27		
Worcester	3.36	10.40	11.40	2/35	8/48		
Defford	3.54			2/56	9/13	11/13	
Ashchurch				3/ 9	9/30		
Ashchurch d				3/12	9/37		
Tewkesbury a				3/20	9/45		
Tewkesbury d					8/40		
Ashchurch a					8/48		
Cheltenham	4.21	11.18			9/54	12/05	18†
.Gloucester	4.40	11.40	1/ 5		10/15	12/30	11/ 5
Stonehouse	4.56						11/23
Berkeley Road	5. 10						
Charfield	5.19		1/50				
Bristol a	5.50	12/40	2/35				12.20

11. Night mail from the North. See train 37. 12. Mail from up Leeds & Rugby (train 31) and mail from Ireland taken up at Birmingham. 13. Carries mail from the 9.20 arrival. A note says that the Post Office could dispense with the use of either the 9.40 or 10.20 departure from Birmingham. 14. Takes letters from Derby and Burton for the down day mail, and from Birmingham carries bags from down day mail. 15. To 11/5 express from Gloucester falling into down GWR night mail. 16. Goods train from Camp Hill to down night mail to South Wales. Also with bags from Liverpool and Manchester. 17. Train from Lincoln (See Train 49.) to the down Special T.P.O. 18. Night mail to London by GWR

RUGBY-LEEDS

Train Number	19	21	22†	23	24	27†
Rugby	2.25	8.30	11.40			11/20
Ullesthorpe		8.47	11.53			
Leicester		9.13	12/23		8/15	11/58
Syston		9.24				
Loughborough	<u>3.51</u>	9.42	12/40		8/35	12.21
Kegworth		9.54				
Derby a		10.20	1/16		<u>9/15</u>	<u>12.50</u>
d		10.30	1/25			12.55
Belper		10.49				
Wingfield	20	11. 4				
Chesterfield	7.45	11.28	2/ 6	8/49		1.31
Eckington	<u>a 8.02</u>	11.42				
Masborough		12/ 6	2/26	9/18		1.59
Masborough d			2/30			2.00
Sheffield a			2/50			2.15
Sheffield d		11.30	2/ 5	8/55		1.30
Masborough a		11.50	2/20	9/10		1.45
Swinton		12/15			25	
Cudworth		12/30	2/47		7/31	
Normanton a		12/53	3/ 3		<u>8/00</u>	28†
d		12/58	3/ 5	9/53	26	3.10
Woodlesford		1/ 8			7/33	
Leeds a		1/25	3/30		7/50	3.35

19. Express Goods with bags from the northwest to Loughborough. This surely had been made redundant by the introduction of train **30**.

20. Rural Post from Up Day Mail at 4.45.

21. Day mail fitted to G.N.R. down day mail at Milford Junction.

22. Day mail from London.

23. To Leeds and Bangor T.P.O. with bags for the northwest and Ireland.

24. Bags for the northwest which go forward at 10/14 by train **17**.

25. Carries a bags from Barnsley for Normanton and the Leeds-Bangor RPO (West)

26. Rural Post with bags from 3 S.O.s

27. Night Mail from London. See train **9**.

28. Night Mail from London etc arrived Normanton at 2.39.

LEEDS-RUGBY

Train Number	29	31†	32	34	36†
Leeds	1.30	3. 0	6. 0	12/35	9/55
Woodlesford			<u>6.20</u>		
Normanton a	<u>2.00</u>			1/ 9	10/25
					37†
Normanton d		3.35			10/38
Cudworth					
Swinton					
Masborough		4.25			11/15
Masborough d		4.30			11/20
Sheffield a		4.45		2/30	11/40
Sheffield d		1.30			10/50
Masborough a		1.45		35	11/ 5
Eckington			33	6/51	
Chesterfield		4.55	10.45	7/11	11/40
Wingfield			11. 2	7/46	
Belper		5.23	11.23		
Derby a	30	5.45	11.40	8/30	<u>12.22</u>
Derby d	3.40	6. 0	11.50		12.35
Kegworth		6.31	12.14		
Loughborough	4.35	6.40	12.23		1.10
Syston		6.52			
Leicester	5.25	7.15	12.48		1.40
Ullesthorpe		7.35			
Rugby a		8. 0	1.30		2.21

29. Goods train to down night mail, train **27**

30. Goods train with mail from Up Special at Tamworth. Bag thrown from the train at Loughborough.

31. Up day mail to London.

32. Rural Post with bags for 3 S.O.s

33. Second day mail to London. At Kegworth picks up bags from Lincoln, Newark and Nottingham. Train from Leeds at 8.30.

34. Bags from Bradford and Leeds for Sheffield, Barnsley and Wakefield. Also for York and Hull via the down day mail, train **21**.

35. From Eckington to up night mail at Chesterfield and from Alfreton (via Wingfield) at Derby.

36. To the up night mail.

37. Up night mail. Goes forward to Bristol as train **11**.

DERBY-LINCOLN

Train Number	38†	39	40	41	43
Derby	3. 5	6.50			
Sawley		7.13			
Long Eaton		7.20			
Kegworth				12/51	
Beeston					6/55
Nottingham a	3.39			1/10	7/ 5
				42	
d	3.49	7.50	11.10	3/50	
Burton Joyce		8. 7			
Lowdham		8.14			
Fiskerton	4.14			4/25	
Newark	4.31		11.57	4/37	
Lincoln a	5. 9		12/40	5/20	

LINCOLN-DERBY

Train Number	44	45	46	47	49†
Lincoln d		10. 0			8/19
Newark		10.36			8/51
Fiskerton					9/ 0
Lowdham				5/ 4	
Burton Joyce				5/10	
Nottingham a		11.20		5/25	9/24
d	6.15	11.30	1/50		9/34
Beeston	6.24		1/59		
Kegworth d		12/14		48	
Long Eaton				7/10	
Sawley				7/16	
Derby a				7/30	10/ 9

NOTTINGHAM-MANSFIELD

Train Number	50	51	52
Nottingham	8.10	1/45	6/40
Old Basford	8.23		
Bulwell	8.28		
Hucknell Torkard	8.37		
Linby	8.41		
Ilkeston			7/ 2
Sutton-in-Ashfield			
Mansfield		2/45	

MANSFIELD-NOTTINGHAM

Train Number	53	54	55	56
Mansfield		12. 0	5/25	
Sutton-in-Ashfield		12/ 8	5/35	
Ilkeston	8.28			
Linby				5/48
Hucknell Torkard				5/52
Bulwell				6/ 1
Old Basford				6/ 5
Nottingham	9.20	1/ 0		6/25

LEICESTER-HITCHIN

Train Number	57
Kettering	11. 1
Wellingborough	11.20

38. Train from Tamworth. See Train 2.

39. Rural Posts from Nottingham and Derby.

40. From the mail cart from Derby at 8.20 with letters for Newark and Lincoln from the up day mail.

41. From the down London day mail. A further entry shows a train from Loughborough (d 12/40) which arrived in Nottingham at 1/10. This is confirmed by a letter of 12th May 1859 in which the Post Office consents to the down day mail (Train 23) stopping at Loughborough instead of Kegworth.

42. Mail from Train 42 going forward.

43. Rural Post.

44. Rural Post.

45. To the second day mail to London (Train 34) at Kegworth at 12/14.

46. Rural Post. From the down day mail at 1/10.

47. Rural Post.

48. Rural Post.

49. To the down Special TPO at Tamworth. See Train 17.

50. Rural Post.

51. From the down London day mail at 1/10.

52. From the down London day mail at 1/10.

53. To the second up London day mail at 10.45. (This should surely be at 11.30.)

54. To the Nottingham 'midday' delivery.

55. From the down day mail at 2/45.

56. Rural Post.

57. Day mail to London via the LNWR.

BURTON-LEICESTER-PETERBOROUGH

Train Number	58	59	60	61
Burton-on-Trent		11.25		
Ashby-de-la-Zouch				
Leicester a		12/40		
d	7.10		2/50	7/10
Syston	7.24			
Rearsby				
Melton Mowbray	7.55		3/38	7/58
Oakham	8.27		4/10	8/29
Luffenham	8.47			
Stamford	9. 3		4/47	9/ 2
Peterborough a	9.33		5/19	9/25

58. From the up London day mail (Train 32) at Syston at 6.48, and from the train from Derby at Leicester at 5.25 (Train 31). Also carries rural post bags from Leicester for Rearsby and Luffenham.

59. 'Midday' mail to London.

60. From the down London day mail (train 23).

61. Carries mail from Stamford for up London night mail at Peterborough and mail from Leicester, Melton and Oakham for the Eastern Counties.

PETERBOROUGH-LEICESTER-BURTON

Train Number	62	63	64	65	66
Peterborough	6.44		12/44		8/14
Stamford	7.20		1/14		8/44
Luffenham				4/53	
Oakham	7.58		1/49		9/19
Melton Mowbray	8.26		2/15	5/45	9/45
Rearsby					
Syston					
Leicester a	9.20			6/30	10/20
d		12/25			
Ashby-de-la-		1/ 3			
Burton-on-Trent a					

62. From the down London night mail at Peterborough at 1.50

63. Day mail from London. (See train 23.)

64. From the down London day mail at 11.10.

65. Rural Post. Also carries mail from Melton Mowbray for the northwest to go forward by train 25.

66. Carries mail from all four towns as well as Kings Lynn and Wisbech for the down night mail (train 27).

LEEDS-BRADFORD-SKIPTON-LANCASTER

Train No.	67†	68	69	70	71	72	73
Leeds d	6. 0	12.00	1/40	2/45	3/50	5/ 0	5/40
Armley						5/ 6	
Kirkstall				2/55			
Bradford a		12/35			4/30		
Bradford d	6. 0		1/55				
Shipley a	6.10						
Shipley	6.30		2/ 7				
Keighley	6.50		2/20				
Skipton a	7.15		2/45				7/ 5
							74
Skipton d	7.20		2/50				7/13
Gargrave							7/23
Hellifield							7/38
Long Preston	7.50						7/43
Settle	8. 0						7/53
Lancaster a			4/ 5				9/ 0

67. Night mail from London. Also bags from Leeds for 15 SO's, from Keighley for 3 SO's and from Skipton for four SO's. The SO's at Shipley, Bingley and Cross Hills receive bags from Bradford.

68. Local mail.

69. Bags from Leeds, Bradford and Skipton for down day mail on LNWR, and a bag from Skipton to Lancaster.

70. Bags for the SO's of Armley and Kirkstall

71. Local mail.

72. Bag for Armley SO

73. Bags from Leeds and down London day mail to Skipton.

74. Up Night Mail to London from Clapham, Bentham, Hornby, Caton and Halton as well as the stations shown.

LANCASTER-SKIPTON-BRADFORD-LEEDS

Train	75	76	77	78†	79	81
Lancaster d	7. 5					
Settle	8. 9		4/16			
Long Preston					7/36	
Hellifield						
Gargrave						
Skipton			4/55	7/ 0	8/ 5	
Keighley				7/27		
Shipley d			7/55			
Bradford a			8/ 5		80	
Bradford d		1/40			9/ 0	10/30
Shipley				7/55		
Leeds a		2/30	6/ 5	8/20	9/40	11/10

75. Down night mail from London for Halton, Caton, Hornby, Bentham, Clapham and Settle. Also carries empty bags for Long Preston, Hellifield, Gargrave and Skipton which are sent forward by train 77.

76. Local Mail

77. Letters for the evening delivery in Leeds. Also carries bags from Cross Hills, Bingley and Shipley for Bradford.

78. Bags for the London up night mail.

79. Bags from 3 SO's to the Skipton Head Office.

80. Bags for the London up night mail.

81. Bags for the London day mail up.

EARLY AIR CRASH AT PETERBOROUGH

by Derek Smeathers

Friday 28th June 1912 was planned as a red-letter day at Peterborough when W. H. Ewen had arranged to fly his Caudron biplane from North London to Marholm, near Peterborough. His widely advertised event (organised by the *Daily Mail*) attracted considerable local interest, following similar happenings in various parts of Britain. William Hugh Ewen was born in Shanghai on 1st December 1879 of Scottish Missionary parents and was the first to fly across the Firth of Forth on 30th August 1911 in a Deperdussin monoplane, powered by an Anzani engine.



Fig 1, Presentation to Daily Mail Airman at Peterborough



Fig 2, Clearly a large crowd had gathered

Many preparations were made in Peterborough, including flying large kites to several hundred feet to indicate the landing site, cutting the grass and fixing huge arrows to show the direction for landing. For many Peterborough folk, this would be their first close encounter with aeroplanes and several thousand people turned up that Friday morning for the anticipated arrival. Unfortunately Mr. Ewen had some engine trouble on the way and had to land near St. Neots – some 30 miles short of his destination – but later in the day he was able to complete the flight to Peterborough. The next day, the biplane made several flights to entertain the large crowds assembled in the field and Mr. Ewen also flew his machine over the city. Later in the afternoon, a representative of Peterborough City Council made a ceremonial presentation to Mr. Ewen, shown on the rather faded postcard below. There were other tokens of appreciation conferred on the flyer. The visit had been a great success....so far! Mr. Ewen had planned to leave Peterborough on Monday 1st July, but as he took off for the flight to Lincoln, there was more trouble with the Caudron and in trying to clear trees at the end of the field it crash-landed, though Mr. Ewen and his passenger mechanic were unhurt.

The scene was captured on many photographs including postcards. The one shown below had to be made up, printed, stamped and posted – all before 7.15pm that day 1st July 1912 and although this one appears somewhat nibbled and worn, after 100 years we can still pay tribute to what was achieved in those few hours!

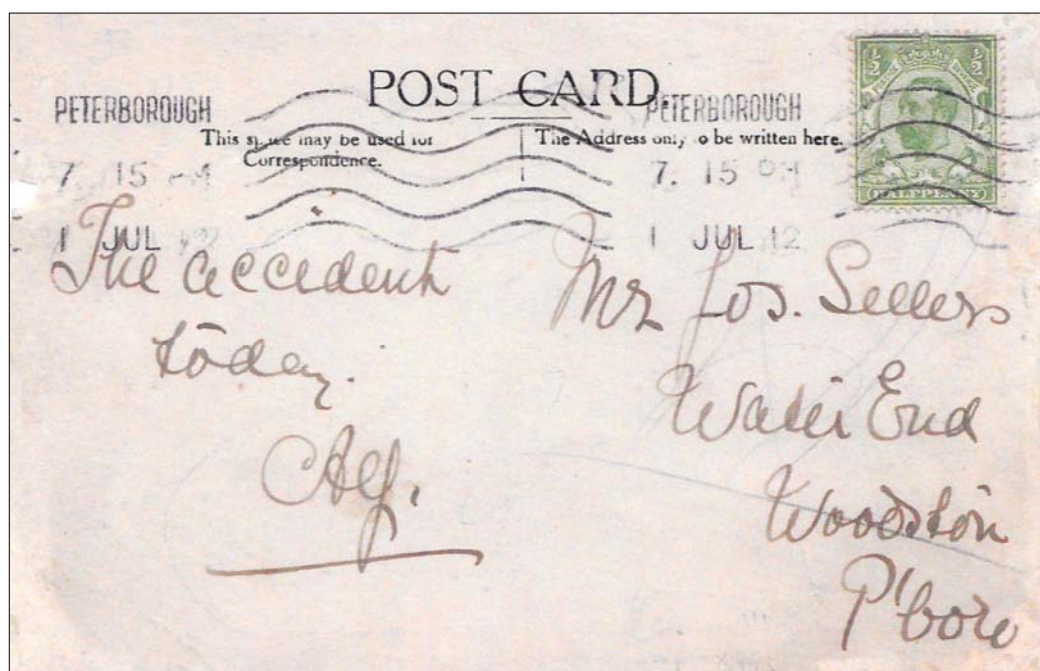


Fig 3, Reverse of Fig 2. No publisher given on the card.

It was thought that W. H. Ewen was the first Scotsman to fly, but he was the fifth, or sixth if you include Captain Bertram Dickson, who held the French Aero Club certificate no 71. In September 1911 Ewen opened the Lanark Flying School before opening a similar school at Hendon. He taught many to fly before becoming a Lieutenant in the Royal Flying Corps (15th November 1915) and transferring as a Major to the Royal Air Force on the 1st April 1918.

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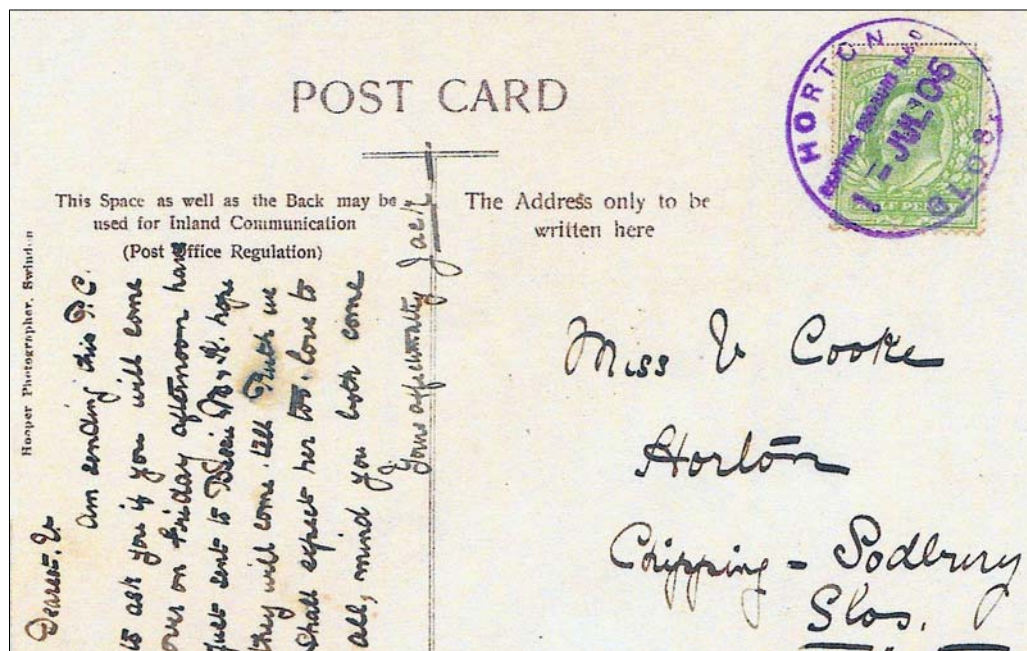
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A RECENT ACQUISITION – A NEW DISCOVERY

by Brian Purcell

Locally used picture postcard cancelled HORTON / CHIPPING SODBURY RSO / 1 - JUL 1906 / GLOS. rubber date stamp in violet as per the figure below.



Brian reports that this is the first recorded example of this RSO postmark and will be listed in the next edition of Collect British Postmarks

ANOTHER RECENT ACQUISITION AND NEW DISCOVERY

by Richard Farman

Richard writes that he has discovered a postcard mailed with a 1 OCT 12 / WALL / LICHFIELD rubber skeleton. A rubber canceller was issue in 1897 but the post office didn't open; it was re-issued on 9th June 1906. No other items have been recorded from Wall post office, 2 miles SW of Lichfield. *I understand that since Richard reported this, another card, with a rubber cancel to the same address has appeared and Richard has obtained it - Ed.*



MOUNTSORREL

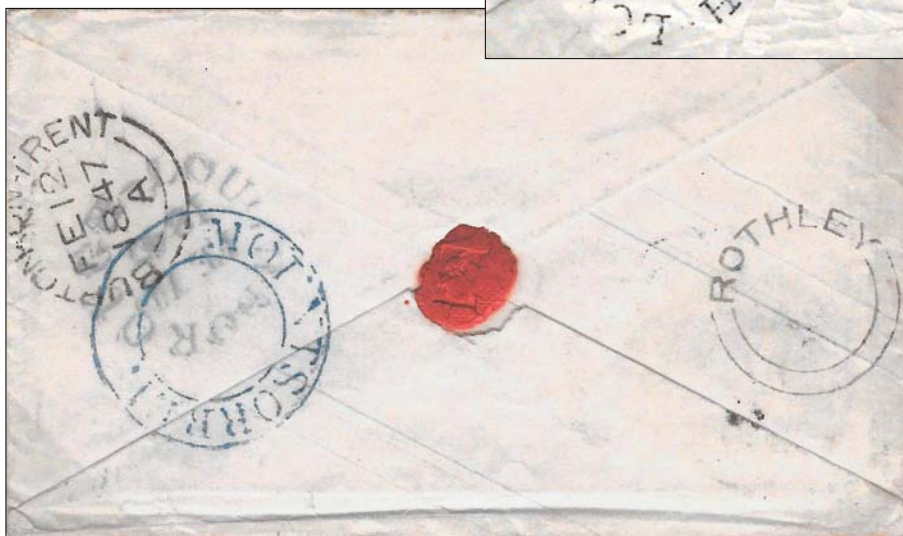
by Richard Farman

Attached are two Mountsorrel items sent to the same address in 1846 and 1847. Both postal stationery covers were cancelled with the **476** of Mountsorrel, which may be previously unrecorded. From Mountsorrel they went to Loughborough and from there to Burton-on-Trent, from where they were sent out to Walton-on-Trent. The undated MOUNTSORREL was issued on 25th May 1838 and is recorded in black, blue and green from 1838 to 1855.



Fig 1, The two 1d pink stationery covers are different in size but similar in that each has the embossed stamp cancelled by a clear **476** of the Mountsorrel office.

Fig 2, The MOUNTSORREL udc in black to Walton-on-Trent (the reverse of the above cover) dated in Loughborough on 9th May 1845.



The **476** cancel on the 1847 cover at left

Fig 3, MOUNTSORREL in blue 11th February 1847 on the reverse of a cover to the same address.

The undated ROTHLEY was issued on 28th June 1845 (Proof Book Volume 7 page 159) and was recorded in black from 27 MAY 1849 to 13 DEC 1852, but the example above brings forward the earliest date.



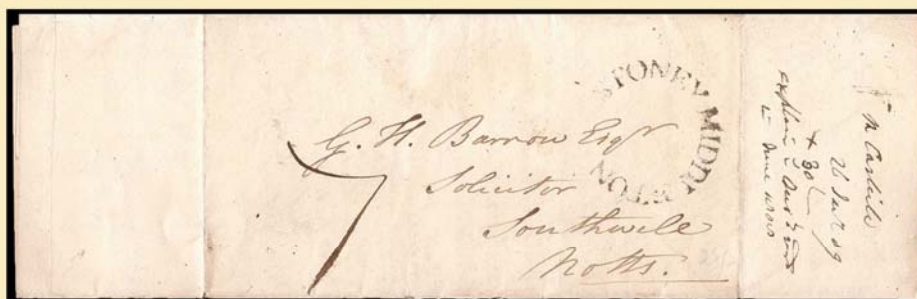
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BISHOPS CASTLE BAG SEAL USED IN 1846

by Guy Bridges

Illustrated is a letter written at Birmingham on 3rd December 1846, in which it is stated that enclosed are a post office order for £1 – 9s – 8d as well as two dividends of 15 shillings each, though it does not state why the post office order was issued. The addressee, Thomas Griffiths, Esq., was a solicitor in Bishops Castle. The letter was prepaid in cash (manuscript 1) and forwarded from Birmingham to Ludlow, arriving there on 4th December as witnessed by a very weak strike of the scarce LUDLOW / 5 skeleton-type date stamp (SH267, recorded from 4th to 8th December 1846).



Fig 1, December 1846 cover showing the BISHOPS CASTLE bag seal.

Arriving in Bishops Castle on 5th December (date stamp SH34, in blue); two strikes of the BISHOPS CASTLE bag seal were also applied in the same blue ink. (*The image above was taken from the black and white photocopy supplied - Ed*). The postmaster at Bishops Castle at that time was Edward Griffiths, a relation of the addressee, who may have been made aware of the valuable enclosures and consequently struck the bag seal to make everyone aware that something of value was enclosed. Was this the next best thing to registration? It seems rather unusual that the letter was treated in such a way; one can only surmise that the sender did not want to pay the extra 1/- for the registration fee, which became available from 6th January 1841.