

MIDLAND MAIL

THE BULLETIN OF THE MIDLAND (G.B.) POSTAL HISTORY SOCIETY



President: Mr. W.J. Calladine

Chairman:
Mike Young

Treasurer:
Trevor Clewley

Secretary:
Elizabeth Lewis

NUMBER 70, MAY 1991

This must be the first edition of Midland Mail which has not included Richard Farman's name amongst the list of officers of the Society. He has served the Society as both Chairman and Secretary in which roles his many contacts have benefited us. He was also responsible for what was often the highlight of our year the Christmas meeting at Burton-on-Trent, and I am sure that tradition will continue. I would like to offer a warm welcome to our new Chairman, Mike Young.

In his final Chairman's report Richard commented on the fact that the attendance at meetings dropped last season. There may be a number of reasons for this such as illness or members moving away from the Midlands. Whilst our membership has increased we have lost some members from the Birmingham area. However your committee would welcome comments on the programme of meetings. Are the topics covered suitable? Should we find a venue other than central Birmingham? But next season it is intended to hold meetings in Stafford, Shrewsbury, Worcester, and possibly London in addition to Burton and Birmingham. Let us know what you want. The new season will begin in September with nine sheet displays by members on the topic of "Recent Acquisitions or Nine Different Sheets." We would like to stress that when we have these "nine sheet" meetings, if you have only one suitable sheet then do not be frightened to bring it along.

To a certain extent what appears on page 8 answers the question that has been in my mind for some time. Is the present circulation system of the Post Office immutable? A look at the "Transfer List" in the UDC book will show that changes in circulation were not uncommon in the last century. And a look at the Post Office Circular for the first half of this century will reveal a number in each year. Yet I cannot recollect one in the Midlands since the break up of the Rugby Postal District in 1973. Recently in a copy of a newspaper from 1975 I saw a report that was virtually the same as one that I saw in the same paper last September. The people of Market Bosworth were asking that they be moved from the Coventry Postal District to that of Leicester, as confusion was often caused by their postal address of Coventry, Warwickshire when the town is well inside Leicestershire. There were good reasons in 1894 for making Nuneaton (gobbled up by Coventry some time ago) the post town. I doubt if those reasons still apply. I suspect that the only bar to what appears to be a sensible change is that the postcodes would have to be changed. Is this the reason we see few changes of post town today?

THE ANNUAL GENERAL MEETING

Fifteen members were present at the Annual General Meeting and Auction which was held on 27th April. After the apologies for absence had been noted, and the minutes of the previous meeting taken as read the Officers of the Society gave their reports.

In his last report as Chairman, Richard Farman said that it had been another very enjoyable season but he expressed concern at the fact that the attendance at meetings had declined. He felt that we must take a good look at ourselves to make sure that we are covering the interests of our members.

Our Treasurer, Trevor Clewley took members through the accounts for the previous year. He was able to report a modest surplus so the subscription would be unchanged at £5. He thanked Eric Lewis for auditing the accounts.

The Editor reported that since the last AGM there had been five editions of Midland Mail each of twenty pages. He was not entirely happy with the standard as domestic matters had meant that it had often been produced in a hurry. It is his ambition to produce an edition where he does not find an error as soon as it is printed.

John Calladine, Co-ordinating Editor reported satisfactory progress on the local posts publication, the first drafts of which were now in his hands, and the sketch maps were now being drawn. There had been two very useful meetings of the County Editors.

As Richard's term of office had come to an end, there was a need to elect a new Chairman. Mike Young was proposed and duly elected. All the other Officers and County Editors were re-elected.

The final part of the AGM was the presentation of the awards. The trophies for pre-1840 and pre-1939 material went to Mike Young, that for post-1939 to David Hardwick. The Jon Baker Rosebowl went to Harold Wilson for his book on Derby.

We then proceeded to the auction, the realisations for which, as recorded by your roving reporter, are given below.

A	3.40	B	7.50	C	0.60	D	0.90
E	2.50	F	5.00	G	6.00	K	0.50
L	0.75	M	1.50	N	0.80	O	0.80
P	0.70	Q	0.50	R	0.70	S	0.70
T	6.00						
3	4.00	6	11.00	7	2.50	8	1.50
9	4.50	10	4.50	11	30.00	12	8.50
13	26.00	14	4.50	15	5.50	16	2.00
17	5.00	18	3.80	19	3.20	20	4.50
21	1.20	22	12.00	23	4.00	24	2.00
26	1.00	27	4.00	29	2.00	30	3.60
31	4.00	32	6.50	33	3.60	35	6.00
36	5.75	37	4.25	38	2.00	39	5.00
41	5.30	42	2.30	43	1.00	45	9.00
46	1.30	47	4.75	48	1.50	50	2.80
51	2.00	52	13.00	53	3.50	54	3.50
55	1.75	56	7.00	57	16.00	58	0.80
59	12.00	60	6.50	62	3.25	63	13.00
66	1.20	67	6.75	71	11.00	72	4.50
73	4.00	74	2.60	76	26.00	78	2.25

81	3.50	82	2.80	83	2.00	84	2.75
88	2.25	91	3.75	94	6.50	99	2.60
100	0.90	107	2.75	108	3.60	110	3.20
111	2.00	112	3.40	113	10.50	114	4.20
115	3.00	116	2.00	117	4.75	118	4.20
119	2.70	120	9.00	122	5.50	125	2.50
126	18.00	128	7.00	130	1.75	134	16.00
135	4.00	136	8.00	142	8.00	145	6.00
146	4.20	148	3.20	149	2.00	150	6.00
151	3.00	153	0.30	154	3.20	155	2.50
159	0.50	160	2.80	163	0.75	165	0.40
166	0.40	171	2.00	172	10.00	176	3.75
177	11.50	178	2.50	179	2.50	180	3.20
181	2.20	182	1.25	183	2.25	186	2.00
188	1.10	189	1.25	191	1.25	192	2.50
193	2.00	194	1.45	201	5.25	202	7.00
203	2.40	204	1.90				

Our thanks are due to the team who officiate in the auction room, but especially to Elizabeth and Eric. It must take a considerable amount of time and effort to sort the material and type the catalogue for such an extensive auction. Without their efforts there would be no auction.



AUCTIONEERS OF
FINE STAMPS, COLLECTIONS, POSTAL HISTORY
AND ALL TYPES OF PHILATELIC MATERIAL

SITWELL STREET, DERBY DE1 2JP

TELEPHONE: (0332) 46753

FAX : (0332) 294440 : FAX

ESTABLISHED IN 1952

**40 years
of Auctioneering**

Members

B.P.F., P.T.S., A.P.S., &
AUSTRALIAN S.D.A.



Sir Geo. Williamson, BNA.; Kenneth Perrin, Hong Kong Treaty Ports; Harold Macmillan, West Africa, BWI. and General; Dr. Mathew Carstairs, World Postal History; Stanley Cohen, Canada; Sir John Fitzherbert, West Indies Postal History; Stephenson Stobbs, Boer War Postal History; John Dodd, Morocco Agencies and Crimean War Postal History; The 'Cymru' Collection of Wales; The 'Mermaid' Collection of Ireland; The 'Zurich' Collection of Newfoundland.

— These are but some of the more celebrated collections entrusted to us in recent years — and one of the reasons why so many of the world's leading collectors and top buyers are subscribers to our Catalogues.

If you are thinking of selling, send for our brochure today.

Selling? — Think Cavendish

PREMIUM PARCEL TRAINS

by DAVID HARDWICK

Recently I have become very interested in mailbag labels, and the more I find the more interested I become. A recent label included the words "VIA LIVERPOOL/DOVER PPT" which sounded like a railway route but which was new to me. Enquiry at the Daventry sorting office followed by correspondence with the Coventry Customer Care Business Centre confirmed my suspicions; PPT stands for Premium Parcel Train. My contact in Daventry suggested that this train ran from Liverpool to Dover and picked up and dropped off parcels along the way and that it was primarily intended to provide a quicker than normal service to the Continent.

I suspect that this was the original purpose of the train. However my contact in Coventry advised me that this is one of a number of trains used by the Post Office to convey mostly second class and Mail-sort traffic with a small amount of first class mail but with no sorting facilities on the train. Red Star Parcels are also conveyed on these trains which are not used by Parcelforce who make limited use of Freightliner rail services but no other routes.

A number of these PPT trains have TPO coaches attached. This is not to allow sorting on the PPT but for later use. For example the 16.44 Newcastle to Penzance PPT becomes the 21.05 Derby to Penzance TPO so sorting only commences on the train at Derby.

Opposite are copies of four Coventry bag labels all routed via PPTs. Below is a list of PPTs, as of March 1991, provided by Royal Mail in Coventry. This only serves to confuse the issue as the routes on the bag labels do not appear on the list below. I am seeking clarification of this and hope to report in a future issue.

Editor's Note: Since receiving David's article I have looked more closely at a parcels train which arrives in Reading in the late afternoon. The labels on the vans indicate that they contain parcels plus GPO items. This particular train starts from Tonbridge.

TRAIN NO:	TRAIN DESCRIPTION	TRAIN NO:	TRAIN DESCRIPTION
A1	Paddington-Swansea	B1a	Paddington-Plymouth
B1b	Paddington-Bristol	B1c	Paddington-Swansea
A3	Swindon-Bristol	B3	Swindon-Crewe
A2	Bristol-Paddington	B2	Bristol-Paddington
B4	Swansea-Paddington	B5	Worcester-Paddington
A6	Reading-Bournemouth	B6	Reading-Bournemouth
A13	Tonbridge-Preston	B14	Tonbridge-Crewe
A20	Bletchley-Northampton	B20	Bletchley-Northampton
A21	Northampton-Bedford	B21	Northampton-Leicester
A22	Northampton-Dover	A23	Northampton-Preston
B24	Northampton-Birmingham	A25	Nottingham-Leicester
A26	Nottingham-Leicester	A27	St Pancras-Leeds
B27	St Pancras-Derby	A30	Leeds-Kings Cross
B30	Bradford-Kings Cross	A31	Kings Cross-Newcastle
B31	Kings Cross-York	B32	Leeds-York
B29	Kings Cross-Edinburgh	A33	Bradford-Leeds
B33	Bradford-Leeds	B34	Leeds-St Pancras
A40	Bolton-Bristol	B40	Bolton-Cardiff
A42	Bolton-St Pancras	B44	Bolton-Preston
A46	Crewe-Dover	B46	Preston-Redhill

T		COVENTRY	2200 SX
P		SCARBOROUGH	
E		VIA DERBY OMV & BS/YO PPT	6
		CON 132775/080 10/89 AS	P471C

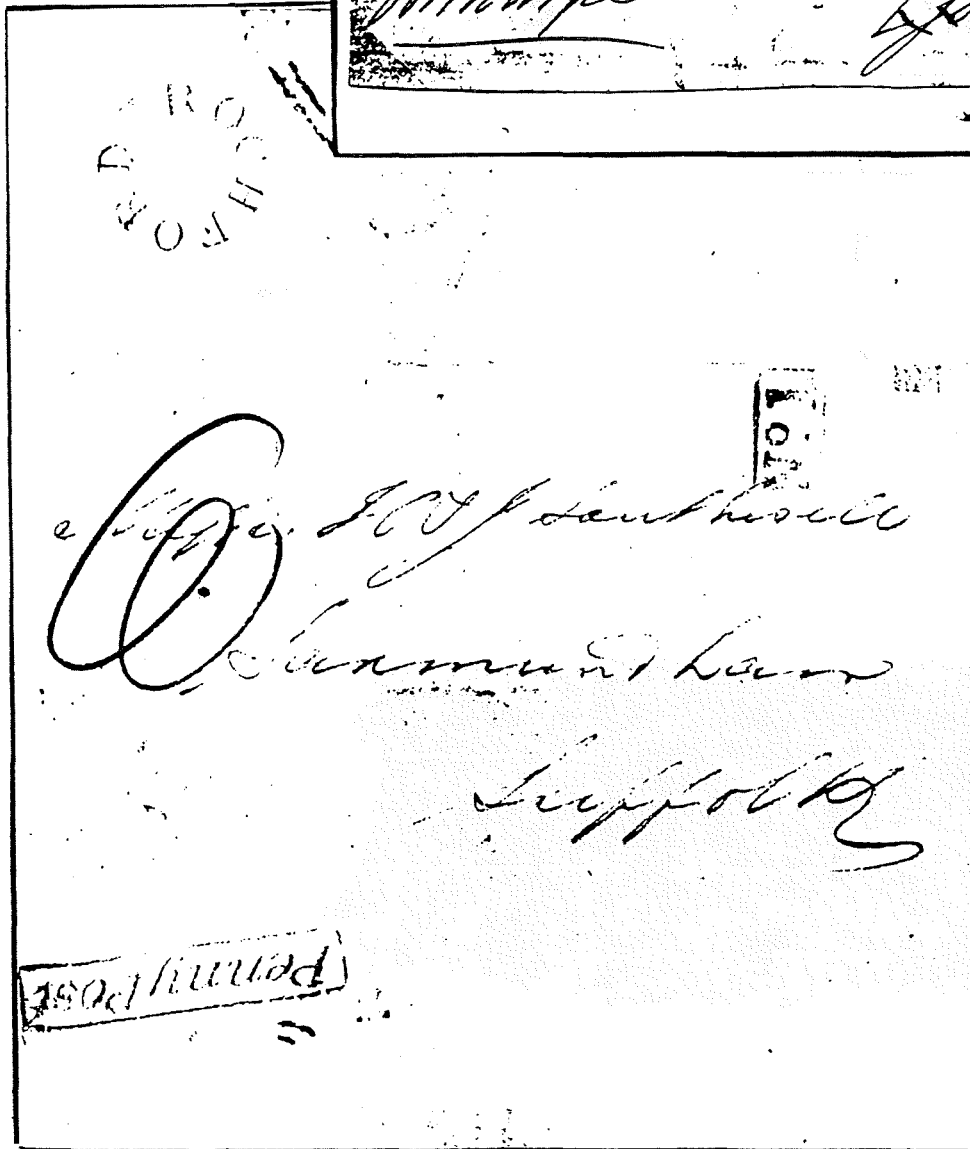
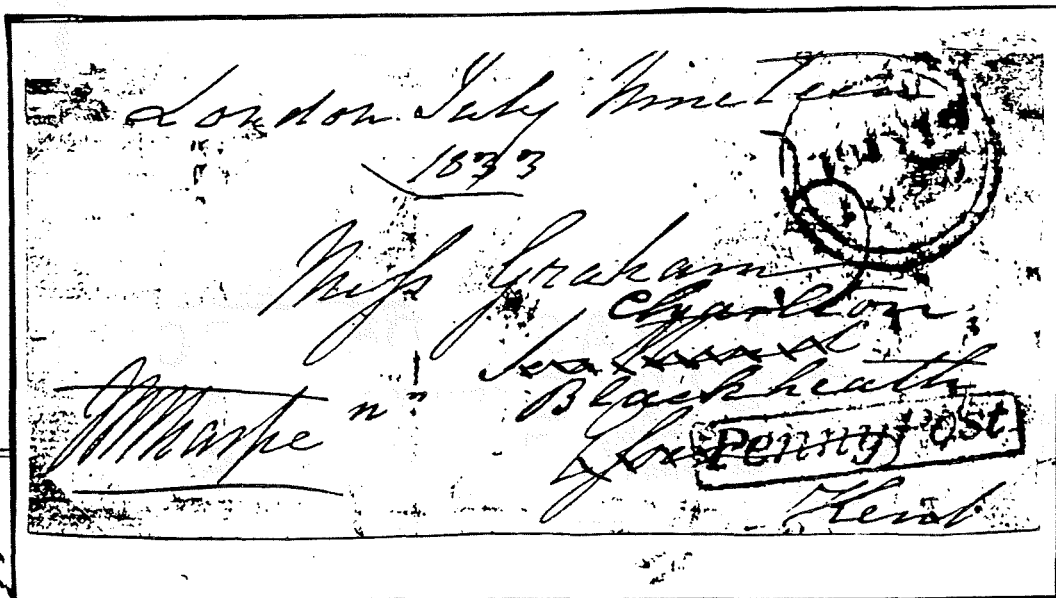
T		COVENTRY	2200 SX
P		N EAST DN TPO	
E		DIV 2 (SUNDERLAND CORR)	
		VIA DERBY OMV, BS-YORK PPT	6
		CON 132775/080 10/89 AS P0703C	

T		COVENTRY	1930 SX
P		READING	
E		(BUCKS)	
		VIA LIVERPOOL/DOVER PPT	
		CON 132796/073 02/90 FC	P534C

T		COVENTRY	2200 SX
P		COLCHESTER	
E		VIA SY/LOD PPT	
		O/A LATHFORD	4
		CON 132780/080 10/89 AS	P471C

A PENNY POST MARK

At the March meeting Robert Seamen displayed a boxed "Penny Post" mark without a town name which was used at Rochford in Essex. Robert has now kindly sent photocopies of that item and another which has since come to light, and they are shown below. The lower item is from 1834.



DEAD OR ALIVE?

by John Calladine

As budding postal historians, we are probably well used to the term 'dead letter'. In his 'Postmarks of England and Wales', James Mackay tells us that the Dead Letter Office was established in London in 1784 to deal with letters which were undeliverable or had been refused by the addressee. Such letters were usually returned to the sender, marked in manuscript or bearing an explanatory stamp.

Postmasters had available to them 'Dead Letter Instructions' in which the precise reasons for non-delivery (e.g. 'refused', 'Gone away, not known where') were categorised. Not surprisingly, these instructions were often overlooked and the letter was returned to the sender simply marked "Dead".

In a minute of 1827 (Post 42/99/1827) it was made clear that this sloppy practice was having consequences beyond the expectation of the average postmaster. It came as a dreadful shock to the correspondent to hear, in this casual manner, that his friend or relative had passed on. In some instances, it must have been devastating.

So seriously were these "mistakes" taken, that the Post Office sent a circular to the Surveyors requiring them to suggest the best method of bringing this matter to the attention of the postmasters. As a result of that circular, a further circular was authorised to be sent to every postmaster in the land (with sufficient extra copies for distribution to the receivers of the minor offices), calling their special attention to the Article in the Dead Letter Instructions and advising them not to depend on the accuracy of the information they received from their letter carriers. If an addressee was 'not to be found', the letter might be 'dead' to a post office employee but he had better be careful to be more precise. To the layman, 'dead' meant dead.

G.B. COVERS

Do you see my lists of GB cover material? If you don't and are a member of The Midland (GB) Postal History Society, you should! They contain a wide selection of interesting and unusual items - county material, difficult values and rates- from 1840 to date. Send for a copy of my latest list today. All 'Wants Lists' for specific items or county material will receive my personal attention.

ROGER HUDSON



P.O. Box 172,
COVENTRY CV6 6NF

Phone: 0203 686613

A NEW POST TOWN

I am indebted to the Customer Services Manager of the North Midlands District Office of P.O. Counters Ltd for the following information.

With effect from 18th March 1991 Swadlincote ceased to be a dependent Postal Delivery Office under Burton-on-Trent and became an independent Inward Vouching Office and a full post town covering the post-code areas DE11 and DE12.

The postal address changed from "Swadlincote, BURTON-ON-TRENT, Staffs" to "SWADLINCOTE, Derbyshire", and the following sub-offices whose datestamps are in the process of being changed are also involved.

Albert Village	Donisthorpe	Moirs	Snarestone
Appleby Magna	Hartshorne	Netherseal	Walton on Trent
Blackfordby	Linton	Newhall	Woodville
Castle Gresley	Lullington	Oakthorpe	
Church Gresley	Measham	Overseal	
Coton-in-the-Elms	Midway	Rosliston	

I hope to report on the datestamps in use at the Leicestershire offices at a later date. Are there any volunteers for those in Derbyshire? Should anyone be intending to do a tour of these offices, it may be useful to know that at the moment the office at Oakthorpe only opens on Thursdays from 9.00 a.m. until 1 p.m.

A sentence in an article on this elevation of Swadlincote which appears in the April edition of the Midlands Courier intrigues me. It states that the Town's mail is being re-routed through Derby instead of Birmingham and Burton-on-Trent to speed up delivery times. Since this area has a DE postcode, I imagined that all of its mail would have gone through Derby, and that the only change is that mail would now go directly from Derby to Swadlincote, missing out Burton. Certainly outgoing mail from the sub-offices in Leicestershire has for some time been cancelled at Derby. Can anyone explain the reference to Birmingham? I am less than enamoured of a phrase which appears in the same article in the Courier; it refers to "the chain of sortation of letters from other parts of the country." I wonder what Freeling would have thought of that.

FOR POSTAL HISTORY
ESPECIALLY G.B., TRANSATLANTIC, MARITIME, WESTERN EUROPE, PRE 1900

CONTACT MICHAEL JACKSON (PHILATELISTS) LTD
AT P.O. BOX 77, HUNTINGDON, CAMBS., PE18 6TZ
PHONE 0480 456254 (24 HRS.)
FAX 0480 456255

VISITORS VERY WELCOME BY APPOINTMENT AT BRIDGEFOOT HOUSE
BY THE OLD RIVER BRIDGE AT HUNTINGDON

NOTICES OF OBJECTION

John Hine has responded to Alan Ward's query in the last issue by very kindly sending an article written by W.G. Stitt-Dibden and which appeared in the Stamp Magazine for June 1956. The information which appears here has been extracted from that source.

The "Parliamentary Voters' Registration Act" of 1843 sought to tidy up earlier legislation on this subject. It also produced a registration scheme at a cost of 2d. for what are known as "Notices of Objection" and laid down a timetable for the procedures to be followed.

Town Clerks of Boroughs and Clerks of the Peace in Counties were required to have forms of precept printed and delivered to the Overseers of the Poor in each parish on or before 10th June each year. The Overseers were then required to publish by 20th June a notice to the effect that no person was entitled to be listed as an elector in respect of premises of yearly value £10 or more unless all rates and taxes payable in the previous financial had been paid.

On or before the last day of July the Overseer was then required to publish a list of those entitled to vote. "Notices of Objection" had to be lodged with the Overseer before 25th August. The 1843 Act not only permitted the notices to be posted but also laid down the procedure to be used by the Post Office. The notices had to be presented in duplicate and unsealed with the normal postage and registration fee of 2d. The postmaster had then to compare the notice with the copy and "on being satisfied that they were alike in address and contents" to stamp the copy with the office stamp and return it, accepting the original for forwarding. The copy properly stamped was deemed a legal proof of posting of the original. It appears from Alan's examples and one in my collection that some postmasters stamped the original too.

After 25th August when all the objection notices were deposited the Overseer was required to publish by 1st September a list of names objected to, and a copy of this list was forwarded to the Town Clerk or Clerk of the Peace who then sent an abstract to the Revising Barrister. Covers with dates prior to 30th July and after 25th August will be found not to be "Notices of Objection" but appeals for a name to be entered on the list before it was finalised. These appeals usually occurred where the person had recently acquired qualifying property. The appeal was still, however, entitled to the 2d. registration rate. Other types of official forms such as Jury Summons were also permitted to go at the low registration fee.

Special handstamps were issued for use on these forms. Fig. 1 was used at Manchester; Fig. 2 was used at Charing Cross; Figs. 3 and 4 are usually found used together.

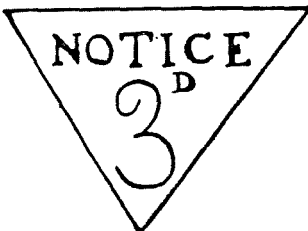


Fig. 1

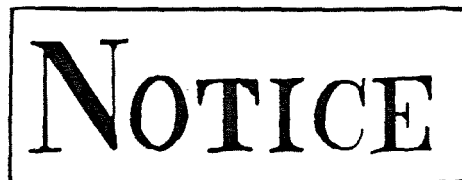


Fig. 3



Fig. 4



Fig. 2

THE WIDER INTRODUCTION OF DATESTAMPS

I am grateful to John Calladine for sending a copy of the minute (Post 35/581/1837) which reveals the thinking behind the decision to issue datestamps to a greater number of offices than had thitherto been the case.

"It has been the practice of the Office hitherto to confine the supply of dated stamps to Post Offices, the revenue of which was not less than £1,000 per an;; this regulation has of course excluded a very large portion of Post Towns of considerable correspondence & importance from many of which applications have been received for the supply of a dated stamp. The arguments against the further extension of the use of dates have been, 1st the additional expence & 2nd that at the smaller offices we could not depend upon the Postmasters correctly & punctually changing the figures and consequently that their inattention might lead to the embarrassment & difficulty the use of the dated stamp was intended to obviate. I conceive however that neither of these arguments have much weight. That the expence cannot in any degree countervail the convenience & advantage of having a sure reference to the date on which a letter is actually put into the Post Office, & that we ought to consider the correctly dating the letters daily as a very important part of the Deputy's duty, which he is required to perform as regularly & as punctually as any other part of his official duties.

I would therefore beg to submit for your Lordship's consideration whether it may not be right to prevent any further remonstrances on this subject, by ordering that the dated stamps shall be supplied hereafter to all Post Towns, whatever may be their revenue, that they should be accompanied by a printed instruction as to their use & strictly insisting upon attention to the duty. I do not mean that this supply should be made at once but that the stamps with dates should be substituted for the present undated stamps whenever new ones are required gradually.

There may be also some cases of considerable places, not regular post towns, but sub offices where dates stamps may be advantageously used, these cases may be specially considered as they occur but I feel assured that the recommendation I have now submitted will be felt as a great public convenience, has long been desired & will be purchased at a very considerable expence.

W.L. Maberley
3 March 1837."

The Postmaster General, Lord Lichfield commented:

"I have had many applications on this very subject & I confess I never could see any good grounds for maintaining the present system, the plan herein proposed is a very good one & the sooner we begin to adopt it the better."

I assume that the last phrase of Maberly's minute contains a transcription error made by a clerk.

CROSSPOSTS FROM BIRMINGHAM

In May 1793 the surveyor, Mr Woodcock, reported that he was unable to find anyone in to undertake, at the rates being paid, the rides annexed to the Birmingham office. Consequently he proposed a new arrangement.

The Lichfield stage was to be operated by Mr Heywood, the postmaster of Lichfield. This was a more convenient arrangement as the rider and horse would spend the night at home, so saving an allowance paid to the Birmingham postmaster for the rider waiting at Lichfield.

In the other direction the Birmingham-Bewdley-Worcester section was to be worked by the three postmasters. The Worcester rider was to take the cross-road bags to Bewdley in the morning, and was to wait there from about 8 a.m. until 5 p.m. An allowance of about 6d. a day was to be paid for stabling. The Bewdley rider was to take the mail to Stourbridge in the morning, and return the same afternoon, having stopped there about four hours. The ride between Stourbridge and Birmingham was to be operated by the postmaster at the latter place. The rider from Birmingham was to take the mail down to Stourbridge, wait all night and return the next morning. Mr Woodcock stated that there was not time for a rider to come up from Stourbridge and return the same day as the down rider was often ready to set off before the up mail arrived. However in the event Mr Woodcock found that the cheapest way of getting these rides done was to give the Stourbridge postmaster the contract for whole of the ground between Birmingham and Bewdley.

Whilst I was looking for a reference in Post 40 I came across a set of six way-bills for the Birmingham to Newark crosspost, dating from 1796. Two of these are reproduced on following pages; they show the date of change of the type of bill used. Why had these bills been kept?

The accompanying papers showed that the reason was the poor performance of the ride between Nottingham and Derby. Some four to five hours were being taken to go from Nottingham to Derby, instead of the scheduled two hours and forty minutes. As a result the rider did not arrive in Birmingham until 8.30 a.m. instead of before 4 a.m. This meant that the horse and rider had little more than an hour to wait before the return to Lichfield. As a consequence Mr Heywood's horses were becoming so jaded as to be unable to do their work.

Another result of the arrival in Birmingham at 8.30 a.m., by which time the mail from Bristol should have arrived, was that the clerks were too hurried to attend properly to the retaxing etc of the letters, and the business was so compressed that the public suffered.

The solution proposed was the provision of another rider and horse between Nottingham and Derby who was to be absent from home for twenty-three hours.

I have also found a mention of this crosspost in Mr Western's Journal for November 1800 where he mentions "the new circulation of letters out of Yorkshire for Birmingham & Warwickshire, Worcestershire etc to discontinue the sending them through Newark and Lichfield, and to circulate them through Manchester that they might have the benefit of a mailcoach conveyance all the way. However it does appear that by 1798 letters between Sheffield and Birmingham went by a circuitous route through Buxton and Knutsford. All that was to change in 1801 with the introduction of a mailcoach between the two cities.



Newark and Birmingham WAY-BILL.

Miles	Time allowed. H. M.	DISPATCHED from Birmingham, the 18 th Day of <i>Sept</i> 1796 at 10 - 57 th <i>Notworth</i> o'Clock A. M.
Postmaster Birmingham. 16	2 40	Received at Litchfield, at and sent away at
Postmaster Litchfield. 12	2	Received at Burton, at <i>1/2 past 12</i> and sent away immediately. <i>W. Wilson</i>
Postmaster Burton. 11	1 50	Received at Derby, at <i>2 past 12</i> and sent away immediately. <i>ll</i>
Postmaster Nottingham. 16	2 40	Received at Nottingham, at <i>12</i> and sent away at <i>1/2 past 12</i> <i>19th June</i> Day of <i>Jan</i>
Postmaster Nottingham. 20	3 20	Received at Newark, at <i>1/2 past 12</i> and the Coach from the North, at <i>1/2 past 12</i> RETURNED to Nottingham, at <i>1/2 past 12</i>
Postmaster Nottingham. 20	3 20	Received at Nottingham, at <i>1/4 past 1</i> and sent away immediately. <i>L. Simes</i>
Postmaster Nottingham. 16	2 40	Received at Derby, at <i>1/4 past 1</i> and sent away immediately. <i>ll</i>
Postmaster Burton. 11	1 50	Received at Burton, at <i>1/2 past 1</i> and sent away immediately. <i>at 10th W. Wilson</i>
Postmaster Litchfield. 12	2	Received at Litchfield, at and sent away immediately.
Postmaster Birmingham. 16	2 40	Received at Birmingham, at <i>8 = 30</i> <i>J. Selworthy</i>

Newark and Birmingham WAY-BILL.

	Miles	Time allowed H. M.	DISPATCHED from Birmingham, the Day of <i>Jan</i> 19 796 at 10 20 o'Clock A. M. <i>Postally</i>
Postmaster Birmingham.	15	2 40	Received at Litchfield, at <i>1-10</i> and sent away at <i>4-15</i> <i>R. Haywood</i>
Postmaster Litchfield.	12	2	Received at Burton, at <i>1/4 past 10</i> and sent away immediately. <i>W. Wilson</i>
Postmaster Burton.	11	1 50	Received at Derby, at <i>2 past 10</i> and sent away immediately. <i>El</i>
Postmaster Nottingham.	15	2 40	Received at Nottingham, at <i>Twelve</i> and sent away at <i>1/2 past Five</i> the <i>20th</i> Day of <i>Jan</i> <i>Elmer</i>
Postmaster Nottingham.	20	3 20	Received at Newark, at <i>1/2 past 11</i> and the Coach from the North, at <i>20 m p m</i> RETURNED to Nottingham, at <i>1/2 past Two</i> <i>El</i>
Postmaster Nottingham.	20	3 20	Received at Nottingham, at <i>10</i> and sent away immediately. <i>Elmer</i>
Postmaster Nottingham.	16	2 40	Received at Derby, at <i>10 ten</i> and sent away immediately. <i>El</i>
Postmaster Burton.	11	1 50	Received at Burton, at <i>1/4 past 10</i> and sent away immediately. <i>1/4 past 10 W. Wilson</i>
Postmaster Litchfield.	12	2	Received at Litchfield, at <i>1/2 past Three</i> and sent away immediately. <i>Four R. Haywood</i>
Postmaster Birmingham.	16	2 40	Received at Birmingham, at <i>5 10</i> <i>Postally</i>

PONY EXPRESS

A piece of postal history that would cause problems in storage and display was described in the Leicester Mercury in October 1957.

"Quorn sub-postmaster Mr G. Smith has just carried out the strangest duty of his life. He delivered a four-year-old Shetland pony sent through the post. Leading the pony by a halter, he tramped five miles along the country lanes from Quorn to its destination at Woodhouse Eaves. Firmly stuck to the pony's hindquarters was a scarlet Post Office "express delivery" stamp. And dangling from its halter was another official label.

The "pony express" service was ordered by Mr R. Roden, headmaster of the Maplewell Hall School, Woodhouse Eaves, under a century old G.P.O. regulation. He decided to obtain a pony for the school's pet corner, which already has rabbits, goats and pigs. Then browsing through an old Post Office book he found a paragraph about sending animals through the post. It dated back to the 19th century and listed the charge as one shilling a mile.

So the pony "Tommy," bought from Mr Tom Long who has a smallholding behind the Bull's Head Hotel, Quorn, was solemnly delivered to the village post office. Minutes later, Mr Smith, dressed in a comfortable windcheater, and accompanied by his wife set off. Before long he was perspiring freely, but "Tommy" was well behaved. He only shied once - at a double-decker bus.

Two hours later and with five long miles behind him, Mr Smith arrived at the hall, watched by a smiling group of villagers and children. But he was far from embarrassed. He grinned back just as broadly and patted the pony, taking care to avoid the scarlet stamp.

"He's a grand lad. Been as quiet as a lamb," he said. Then turning to a Leicester Mercury reporter, he added: "Sorry I can't talk about it. Post Office regulations forbid me to talk about articles sent through the post."

The school caretaker, Mr Cyril Dean, formally signed - across a stamp - for the pony, paid the 5s. fee, and Mr Smith's messenger job was over.

Mr Joseph McCartney, who lives near the school, said: "I understand the order gave the Post Office authorities quite a shock. But then they agreed it was a service they had to carry out."

Footnote: For a job which took two hours, the only recompense to the sub-postmaster was the credit for the sale of 5s worth of stamps and a casual messenger's fee."

TOWN STAMPS

Shown opposite is a listing of the surviving town handstamps, held at the National Postal Museum, but which forms Post Class 144 of Post Office Archives. The only item of Midlands interest is 005 from Sutton Coldfield. My thanks to Chris Beaver for sending this. The manuscript comments are his.

Post 144, at N.P.M.

HS/TN TOWN STAMPS

No dated stamps pre-1840 appear to have survived

Serial No.	Access No.	Location	Type of Stamp	Place	Impression
001	-	HS. A1	Wooden, two line 2d post	Chislehurst	Chislehurst 2py P Paid
002	-	HS. A1	Metal, two line Penny Post	Hounslow Middx. post-town	Hounslow Penny Post
003	-	HS. A1	Metal, two line Penny Post	Libberton Leamingshire	LIBBERTON PENNY POST
004	-	HS. A1	Wooden, single line 1d Post	(Wadhurst) Sussex (under Elmwell)	P1
005	-	HS. A1	Provincial (?) Metal, two line Provisional Penny Post no handle.	Birmingham - Sutton (old field)	PP19 PAID
006	-	HS. A1	Metal, two line Penny Post	Aycliffe Co Durham (under Darlington)	Aycliffe Penny Post
007	-	HS. A1	Metal, Barred oval, vertical '23' in circle	Bexley	23
008	-	HS. A1	Metal. Barred oval, vertical '293'	Farringdon, Berks	293
009	-	HS. A1	Metal. Barred oval, vertical '340'	Harwich	340
010	-	HS. A1	Metal. Barred oval, vertical '498'	Manchester	498

THE PEOVER PAPERS
AND THE MIDLAND COUNTIESFrom the work of Dr. J.W.M. Stone, M.B.

Part Seven

Since it is three years since Dr. Stone was able to send extracts from the Peover Papers a reminder about the nature of each entry is in order. Each reference is numbered with a prefix to denote the principal road ('C' for the Chester Road, 'Cd' for the Derby Road, 'N' for the North Road and 'Bg' for the Gloucester & South Wales Road). This is followed by the date and reference in the Peover papers. Should any member who has joined in the last three years want copies of the first six parts, if they let me know I will send copies with the next issue.

Cd10 15OCT74 Vol Two, p411. To Mr Holled (re the Wellingborough branch). He is sorry that Mr Holled's demands are so unreasonable, which Disappoints RW's designs of the Wellingborough branch. He is to let RW know what share of the letters from there and the towns beyond would content him.

N3 7NOV74 Vol Two, p420. To Mr Baldocke at Newark. He thanks him for his care in the safe conveyance of the mails over the water.

Cd11 17DEC74 Vol Two, p429. Again to Mr Holled saying that his brother and RW have agreed for the Wellingborough branch that Mr Holled should have a third part of all the letters up (with the bye-letters of the branch) for managing the business; his bag shall be sealed and sent in the Northampton bag to Mr Ives, to be just to him in delivery and receipt of it. He is to give security for the money he receives and, if he desires it, hemay have a deputation. To begin on 2nd January.

Cd12 19DEC74 Vol Two, p440. To Mr Ives at Northampton informing him that he has agreed with Holled to manage the branch at Wellingborough (with the villages in that way); RW will send H's bag sealed up in his to deliver to his hands, and he is to receive and make up H's bag in his own for London.

C45 23JAN75 Vol Two, p474. To Mr Cranke at Birmingham saying that perhaps he (RW) gives some of his deputies benefit of the by-letters and saves other salaries. Cannot accept less than 20 for them.

C46 30JAN75 Vol Two, p475. To Mr Rathbone at Lichfield complaining that he cannot but observe that his riders are oftener lost in the night and have more unfortunate accidents than half England besides.

C47 4FEB75 Vol Two, p482. Another letter to Mr Cranke saying that he hopes he has a good bargain at 20 p.a. (for the by-letters).

Bg17 16FEB75 Vol Two, p493. To Mr Phillpotts at Hereford informing him that RW is content to let him have the by-letters for £8 p.a.; if not (RW?) must be forced to set up other offices in his stage.

N4 16FEB75 Vol Two, p494. To Mr Johnson at Bawtry saying that he has his with enclosed certificate and cannot but give credit to what he says, and shall make a favourable report to his HM's PMG or the Secretary of State.

Bg18 18FEB75 Vol Two, p495. He tells Mr Powell at Cirencester that he is still apt to believe that the Farrington boy was in the right, otherwise Mr Powell would have better observed the instructions RW had lately given him in accling(?) the postilion that brought the mail and some other witnesses to see him date the label.

C48 20FEB75 Vol Two, p498. He informs Mr Cranke that there has been with RW one William Tintrill who is understood to be long employed in the post-office at Wattling-Street, whom without just cause Mr Cranke has dismissed only to appease the passion of some friend. Sir Richard Temple came with him and gives him the character of a very honest man, so RW must desire Mr Cranke to restore him.

Bg19 23FEB75 Vol Two, p499. To Mr Webley at Gloucester. He condescending to pay 12 p.a. for the by-letters, RW encloses a contract, the first payment to be made at Lady day, the contract beginning Christmas last.

Bg20 9MAR75 Vol Two, p503. A further letter to Mr Webley with a contract for by-letters to commence Lady day at 12 p.a.

Bg21 13MAR75 Vol Two, p508. He says to Mr Phillpotts that he has had great complaints against his neglects & exactions in his branch, Knighton, Keniton, Lemster, Prestaine &c.

C49 18MAR75 Vol Two, p514. He informs Mr Cranke that Sir Richard Temple is very unsatisfied he has dismissed his servant Futrill and desires to know how he came into Mr Cranke's debt and what he demands of him. Also what time it was Futrill was taxed with opening letters and who informed against him. Expects a speedy and clear answer.

C50 4MAR75 Vol One, p439. To Mr Chettwood at Whitchurch saying that he cannot compel gentlemen to use what RW pleases to bring their letters or fetch them from the next stage.

Bg22 1APR75 Vol Two, 522. A further letter to Mr Phillpotts who is to let RW know what salary he expects to carry the Pembroke bag twice a week to Hay & back. He is already obliged to carry near it if he sends duly to all his branches; to consider what towns to take in his way (especially those in his district who complain much of being neglected and exacted upon).

N5 10APR75 Vol Two, p528. He tells Mr Baldocke that he is informed by Nottingham that they are so unsatisfied with his management (particularly the excess of 1d a letter by him & his agent) they intend to petition Parliament for relief and sue him for extortion. He desires to know the true state of affairs - Must not forget to thank him for his kind present.

Bg23 13APR75 Vol Two, p530. RW proposes to Mr Phillpotts that he shall have all the by-letters of his stage & branches for riding to Hay twice a week.

Bg24 29APR75 Vol Two, p537. Again to Mr Phillpotts saying that he will give him all his by-letters and 5 a year (over) to carry thrice a week betwixt Hereford & Ludlow. It is not above 15 miles and a good town (of his branch) in the way.

(to be continued)

CROSS ROADS IN ENGLAND AND WALES, 1742

Mr Bryan Wood has kindly sent the chart below. Although few of these roads were used to carry mail, I am sure this document will be of interest to members.

[illegible]

70/19

PAY THE PORTER

My thanks to Elizabeth and Eric for sending a copy of a fascinating item. The 2/6d plus the 1/2d written on presumably as a carriage charge only totals 3/8d. Why therefore does the manuscript note state that 4/8d was paid for the parcel. (Editor: perhaps innumerate school leavers are not a recent "invention".)

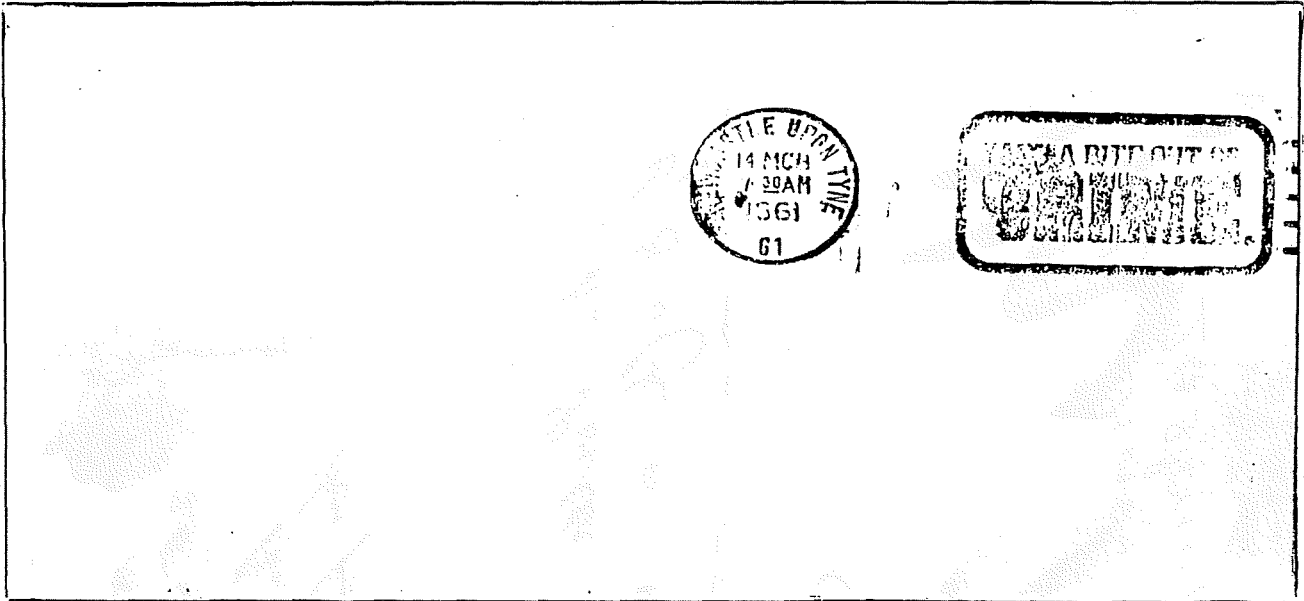
at
25 January 1846.
Paid 4/8 for
the parcel. May.
The Porter to be paid 2/6 for hire of this vehicle
4/8 on Sunday morning

John Hay at Esq
(Gladstone)
Angel Hotel
St Clements
London

1/2d
By Road
1846.

TAILPIECE

David Hardwick has sent a copy of what he suspects to be a previously unrecorded 17th century Newcastle missent mark.

THE NEXT MIDLAND MAIL

I hope that this will appear in August, but failing that it should be with members before the first meeting of the new season which is provisionally scheduled for 14th September. It will contain full details of next season's programme plus more from the Peover Papers, more on mileage marks and a major article on the postal history of a Midland town. However there is room for more, so all contributions to: John Soer, 51d, Barkham Road, Wokingham, Berkshire RG11 2RG.

G.B. POSTAL HISTORY

ALSO: Some Foreign, Ephemera, Post Boxes - etc.

Wants Lists - for specific items or for general interests - will receive my personal attention

JIM HAMMOND

5 Staverton Rd, Daventry
Northants. NN11 4HL.
Tel. Daventry (0327) 71842