

MIDLAND MAIL

THE JOURNAL OF THE MIDLAND (GB) POSTAL HISTORY SOCIETY

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FORTHCOMING MEETINGS

Our President, Eric Lewis, will open "*Box 13*" as the President's display on **20th January at St Germain's Church Hall, Birmingham**, starting at 1.30 pm. We can always rely upon Eric to come up with something unusual so it promises to be an entertaining afternoon.

On **10th February** we pay another visit to the **Black Country Museum** where Frank Bennett will display "*Hereford City*", starting at 1.30 pm.

Members' displays of "*Redirected, Misdirected and Missent Mail*" will be shown on 10th March when we visit the **Collingwood Centre, Great Barr, Birmingham**. This meeting is held in conjunction with the Streetly Society's Annual Fair which opens at 10 am with many dealers. Our meeting begins at the usual time of 1.30 pm.

Our Annual General Meeting and Auction will be held on **21st April at St Germain's Church Hall, Portland Road, Birmingham**. The AGM is scheduled to begin at 1.15 p.m. but full details of the day will be issued with the auction catalogue.

THE ANNUAL AUCTION

This will be held on 21st April 2007, starting at 1.45 p.m. In order to distribute the catalogues in good time, particularly to our overseas members, it is necessary that lots are handed to Eric preferably at the meeting on 20th January but by the latest at the meeting on 10th February. Alternatively, they may be sent to Mrs E Lewis at 27 Rathbone Road, Smethwick B67 5JG by 10th February. Please give full descriptions together with estimated market values and your reserve price.

Please note that at the committee meeting on 14th October it was decided, in order to improve the efficiency of the auction that there will be a **minimum reserve price of £3**. Also the increments in the bidding will now be: up to £10 - 50p; from £10 to £20 - £1; from £20 to £50 - £2; from £50 to £100 - £5; over £100 - £10.

A gift of surplus material that you may care give to sell for Society funds would be much appreciated. The money raised by the auction not only gives us an opportunity to dispose of surplus material or to acquire items for our collections, but also raises a valuable amount of money, so keeping subscriptions down.

THE JON BAKER TROPHY

The Editor would be grateful if members could look back through their copies of *Midland Mail* for 2006 and decide which article was the best to be published during the year. Nominations should then be sent to the Editor as soon as possible, but certainly by the date of the March meeting.

THE NOVEMBER MEETING

There was a good attendance of some twenty members at St Germain's Church Hall on 11th November, aware that this was to be a somewhat unusual occasion. Instead of the customary display of postal history material by a visiting speaker, we were to be given a talk – no covers, no slides. As anticipated, the day proved very successful.

Just in case we were to suffer from display deprivation, Eric Lewis introduced the speaker by showing 24 postal items with "Addresses which may have intrigued or confused the postman". Only Eric can produce displays of this kind. His first cover of 1854 had been addressed to "Warley Wighorn, Halesowen" and consequently it had been taken out to Halesowen, Langley and Quinton in turn before someone with local knowledge had correctly annotated it 'Near Smethwick Chapel' and it had been correctly delivered. Among its eleven postal markings were the only recorded examples of the Langley and Quinton undated circular marks. There was a letter addressed to "In Harding", which had miraculously found its way to the intended Henley in Arden, and another to a solicitor at "Tin Bridge", less obscurely intended as Ironbridge. A series of letters sent variously to "Bewdley, Birmingham" and 'Worcestershire' had originally collected 'mis-sent' marks before the post office recognised the addressee and delivered the later letters without difficulty.

Further variety was provided by a Valentine addressed using newspaper cuttings and two letters with the addresses compressed horizontally and stretched vertically so that they could only be deciphered (and then with considerable difficulty) by tilting the envelope. A postcard with a simple sketch of the Corporation Street area of Birmingham was addressed "To the manager of the shop which is marked with the red spot where everything in the window is marked 3/-". If that was vague, how about letters sent overseas to an addressee in "New South Wales or elsewhere" and, better still in 1899, to 'Miss Helen Stewart residing in New Zealand or elsewhere abroad'?

A letter of 1853 was addressed in rhyme; "For the Rev H. Morton this letter is meant, so to Pillerton Vicarage let it be sent, about 3 miles from Kineton the house may be found, and 11 from Warwick in history renowned". A hundred and twenty years later, in 1973, an apparent April Fool prankster posted a letter to a firm – but with no address and no stamp. The next day he sent another card saying he had inadvertently posted the letter to H.Tiffin & Son Ltd incompletely addressed and without a stamp. It was apparently intended for New St, Lymington and he belatedly attached the intended adhesive stamp!

Such items were an ideal prelude to the talk by David Yates, who was described as a retired Smethwick postman. While it was true that David had spent 30 years as such, it was soon apparent that he was much more than that and it appears his postal duties provided a regular salary for a skilled graphic designer. He titled his talk 'Dangerous Customers' and it was indeed a 30 years anecdotal history of behind-the-scenes life on the Smethwick delivery rounds. He began by explaining how devotion to duty had been impressed on him and his colleagues with knowledge that, in the late 1700s, the horses and crew of a stranded mailcoach had died in the line of duty but not before they had ensured the mail bags had been safely secured to the branches of a high tree. In the snowstorms of the early 1970s, local postmen had also endured fearsome snowdrifts, even in Birmingham, and Alan, carrying two pouches in outstretched arms, slid under a drift with only his head and the pouches in view. A passer-by contended himself with the remarks "You're having it rough, postman" and it wasn't until two ladies drew back their curtains some hours later that he was finally rescued.

Customers with dogs can be particularly dangerous! Tony was putting mail through a low-level door aperture when, through the neighbouring glass panel, he saw a large dog hurtling at the door from the other end of the hall. "Surely", he thought, "it can't get to me" a split-second before it smashed through the glass and Tony made his escape over the nearest wall. A female customer complained vehemently about the dog attacking her mail *after* it had been delivered. A suggestion that she should fit a cage behind the door was ignored until a relation delivered an important note and the note suffered the same fate as the mail. If that complaint had been spurious, Stan, an old soldier, suffered constant unfounded complaints from one particular customer. Stan bided his time and, after seeing the customer's devotion to his bedding plants in the back garden, eventually found it necessary to open a side gate for the customer's compliant bitch to be let in, accompanied by a throng of eager suitors. He later described the garden as looking "like a b***** battlefield".

Thirty years ago there were many ex-military men in postal employment. One, after a dressing down from the postmaster, found a perfect opportunity to lock the postmaster in his private loo and to 'lose' the key at the bottom of the canal. Another, Bert, popular with customers and noted for his Christmas conviviality, was found asleep in a garden during the festive season. His customers not only delivered all his remaining mail but gently conveyed him to his home to sober-up.

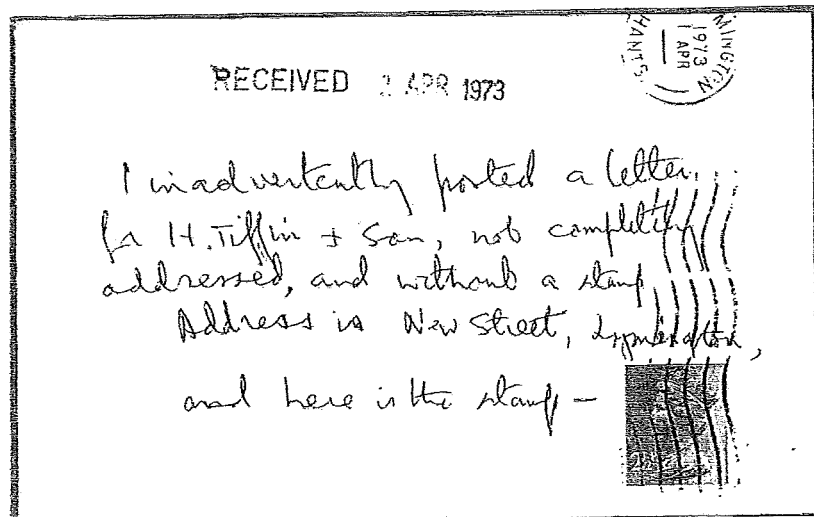
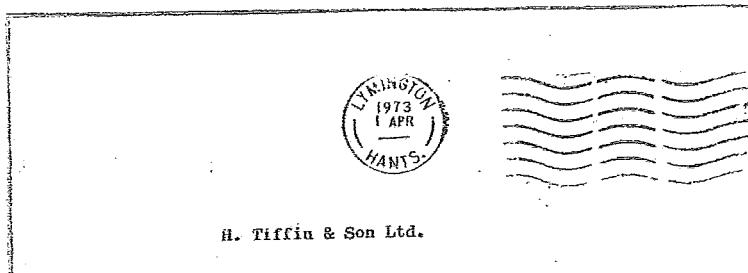
The opportunity to take advantage of a novice postman was never better executed than in the story of the 'Ghost of Cross Street'. The regulars knew there was a poor demented lady in that street who sometimes escaped from her home during the night, clad only in her nightdress, and wandered the area letting out shrieks. The staff told the novice postie a tale of a lady being murdered in Cross Street and that her ghost had been seen more than once. At 4.30 one morning, cold and damp, the novice *did* see the 'ghost' rounding a corner ahead of him. He arrived at the sorting office breathless and alarmed telling all he had "seen her"!

One of George's customers took delivery of a package regularly each week. George inevitably arrived at his door when he was taking his morning bath. Undaunted, the customer would open the door stark naked before returning to his bath. Perhaps it was a little unfair that George didn't mention that Jane would be taking over his round . . .

As Eric's display had suggested, postman took pride in delivering letters with incomplete or baffling addresses. However, "Jane, Smethwick" was perhaps a little imprecise and, whereas "Adkins & Co, Smethwick" might have been sufficient in the 1870s, the company had gone out of business at that time. Postman couldn't be sure that what they found in pillar boxes were letters, however addressed. Credit cards, bunches of keys and disposable nappies had all been included with the letters and the postman who found a six inch tropical spider could only thank his lucky stars it had already expired.

These and many, many more tales can only give a flavour of David's behind-the-doors experiences. He was warmly thanked by our Chairman and presented with the Society's certificate of appreciation.

It being 11th November, the meeting was most aptly concluded by Jan Young, who showed a postcard mailed exactly 88 years earlier, on 11th November 1918, Armistice Day. It was sent to a soldier in France, a gunner, and told of the bells pealing at home to celebrate the great "victory". One can only imagine how those on the front line must have felt.



THE DECEMBER MEETING

More than thirty members and guests gathered at Burton on the Trent on 9th December for the Society's 30th annual Christmas meeting at the Museum of Brewing. (No other organisation has met here over a comparable period.) There were some fine standing displays on the chosen topic of 'Mail by Ship' and one noted, among many others, interesting items to and from Staffordshire, Worcestershire, Shropshire and Aden – yes, Aden. The Christmas lunch, organised (as it has always been) by Richard Farman, was thoroughly enjoyable.

At the Burton meeting, we have become used to seeing stunning displays but this year's display by the eminent philatelist, Hugh Feldman, was among the very best. Unfortunately, the Journal Editor, who can be relied upon to write lucid and knowledgeable reports of these events, was indisposed and, in the absence of anyone else eagerly picking up pen and paper, your scribe felt compelled to do what he could to convey a flavour of the event. The subject of Hugh's display was 'Mail by Water in America' and the two halves covered very different but related aspects of the topic. The first subject was 'Inland Waterways' and if anyone thought the scope of this might be quite narrow, they had their eyes opened wide. Hugh used a professional 'Powerpoint' presentation so that he could lucidly explain the subject and highlight the most important items. It is fortunate he did, for the first half display on the boards must have involved more than 130 sheets, nearly all with two stunning items mounted on them. Anyone who has seen Mr Feldman's book on 'The Letter Receivers of London' will know that he can persuade a computer to do almost anything and will not have been surprised by the clarity and attractiveness of each sheet. Nor will those who have seen other displays on quite different topics, have been surprised at Hugh's depth of knowledge of the chosen subject and the quality of his presentation.

The display began with a map of 1840 showing the inland waterway mail routes. The first contracts covered the Hudson River and Lake Champlain. The first commercial steamboat on the American waterways was the 'Clermont' in 1808 and early letters were carried privately. We saw an example of 1814 sent by water from New York to Albany and then overland to Detroit. A charge of 2 cents was made for these 'ship letters'. A second letter of 1817 was endorsed 'SB', i.e. 'steamboat'. In 1823 the American Congress designated rivers as 'post roads' and we were shown an 1830 'Steamboat' endorsement. From the 1840s, Congress renewed mail contracts every four years. In 1842, route agents' handstamps were introduced at New York and Albany. There was still a lot of illegal mail carriage at this time and, to encourage, the use of official carriage, agents included such terms as "Express Mail" in the handstamps although it was nonsensical to suggest their letters travelled faster. 'Name of Vessel' cachets were used elsewhere from c1817 but only later on the inland waterways. Although American adhesive postage stamps appeared in 1847, early adhesives are rarely found on riverboat letters.

Letters carried on the Mississippi before 1840 are very rare. However Hugh was able to show us one from 1827. There were no official routes at that time, just casual carriage. From the 1850s to 1880s, however competition to carry passengers, cargo and mail was intense. Leathers was the owner of a series of boats called the "Natchez" and its great rival was the steamboat 'Robert E Lee'. For eight years, Leathers used a handstamp showing the route numbers. We saw examples of route 7309 (1855) and 8145 (1850) and then two cachets for the 'Robert E Lee'. Freight contracts on the Mississippi were of crucial importance. (When a steamboat was laden with cotton, the passengers had little view of anything beyond the bales.) We saw an 1859 Bill of Lading for cotton on the Mississippi and a St Louis freight agent's notice of mileages from St Louis in about 1860. At that time, there were no fewer than 2500 steamboats plying what were known as the "western" waters, although the Mississippi and its tributaries are not what we would think of as the American 'West'.

There followed a string of most attractive cachets applied to steamboat letters. Among them was an 1861 example of the 'Louis d'Or' on a postal stationery item carried privately to New Orleans, a fancy cachet incorporating a cotton bale (1853), a cachet with an image of a horse and another showing the Bunker Hill monument. These were followed by an 1853 route agent's stamp used on the Louisville-Cincinnati route and an 1859 advert on a letter for a Louisville hotel. Some owners had postal stationery overprinted with these attractive 'corner card cachets'. When the railways became established in America, the railway companies started buying-up the steamboats and we were shown, firstly, an 1859 envelope from a boat owned by one of the railways and then an 1868 letter with a railway advertisement on the back.

Many of the fancy cachets were struck in red ink. After 1853, letters were also likely to bear a 3 cents adhesive stamp as it had become illegal to carry mail by steamboat on the Mississippi unless that sum had been paid to the US Post Office. Among the umpteen noteworthy items on Hugh's display boards, one noted a corner card cachet for the 'Yazoo and Tallahatchie' river route 7202 and covers from New Orleans in the American Civil War 'Confederate period' when the city was, of course, held by the rebels. (It fell to the US Navy on 25th April 1862.) It was fascinating to see both Confederate handstamps and adhesives on steamboat letters.

Hugh's first half display was completed with items from the true American 'West', California. On its third voyage, the 'Winfield Scott' was wrecked off Santa Barbara in December 1853. Some mailbags were recovered dry and there was a letter from one of these. Carriage by water in California was highly profitable and Aspinwall, the owner of the Pacific Mail Steamship Co, became a very wealthy man. Interestingly, there seemed to be no parallel use of, particularly, inland waterway mail routes in the United Kingdom or Europe.

The second half of Mr Feldman's display, 'Steam Transport on the Oceans', principally covered the pioneer period of transatlantic mail carriage and this time he confined himself to a display of a mere 50 or so covers! The transatlantic pioneer period of mail carriage began with carriage by sailing ships and we saw covers carried by sail between 1818 and the 1830s with interesting cachets. Because of the risk of a sailing ship being wrecked, it was common practice in that era to send duplicate letters by different ships.

Hugh stressed how much American postal practices were based on those of the British Post Office. Benjamin Franklin was Postmaster up to and beyond American Independence. We were able to see a letter sent from Staten Island to Falmouth in 1779, just before 'rebel' forces occupied Staten Island. There followed another sent to Falmouth in 1783, when service between the two countries was restored.

Pioneer steam ship letters included one sent on the 'Sirius' and others on the 'Great Western' in 1839 and on the 'Great Britain' in 1845. Many early transatlantic ship operations failed, including Brunel's, because the income simply could not match the cost. The Americans were slow to introduce American-built steam ships and, until 1848, Cunard more-or-less had the field to themselves. Consequently, there was resentment when American ships appeared and the British chose to ignore the 24 cents already paid in America – the equivalent of the agreed 1/- charge – and surcharged such American letters. The Americans retaliated and surcharged British letters. The tit-for-tat continued for eight months and, inevitably, we were able to see letters of the 'Retaliatory Period', those with the 'Restored Rate' (before Congress ratified a new agreement) and with the eventual 'Treaty Rate'.

However, the Americans also operated an interim arrangement for 'Freight Money Letters' whereby the US port authorities agreed to provide a transatlantic service on any suitable ship, sometimes even a Cunarder. They charged 12½ cents a sheet for a crossing by sail and 25 cents for use of a steam ship. We saw examples of letters carried on other shipping lines including those that continued to Bremen, Hamburg or a French port. Not until the end of 1870 was a formal US/British/ French treaty agreed for letters landed in Britain and taken on to France.

An interesting aspect of transatlantic mail carriage was the so-called 'Phantom Rate' of a reduced charge for letters weighing less than one third of an ounce. American post offices only had ¼ ounce weights so the reduction of postage from 15 cents to 10 cents was never promulgated! However, those 'in the know' used it.

Only one named cachet was ever used on transatlantic mail and that was on the ship 'Franklin'. There were cachets applied by T.W.Ward, the agent in Boston, showing the name of the ship that a particular letter was intended to travel on but these are not the same thing. New York, we learned, employed at least eleven 'Ship' handstamps between 1803 and 1844.

Our Chairman, Chris Jackson, gave a fulsome vote of thanks and presented Hugh with the Society's certificate of appreciation but he, like your reporter, admitted to being overwhelmed by the sheer quantity and quality of the material displayed. Richard was thanked for, once again, arranging our splendid day out.

Editor's Note: I would like to thank John Calladine enormously for the superb reports of the November and December meetings.



SOCIETY PUBLICATION – FUTURE INTENTIONS

by the Co-ordinating Editor for Publications

On 31st August, a special meeting of the Society's County Editors was held to discuss the future of the Society's publications. The principal topic was the possibility of producing a 'Midland Counties' version of the British County Catalogue of Postal History, to include all the Midland counties contained in Volumes 1, 2, 4 and 5 of the current BCC series, for which Professor Barrie Jay is now responsible. It had become common knowledge that there were no plans to update Volumes 4 and 5, notwithstanding the recent appearance of a second edition of Volume 3 (London). The meeting resolved that the production of such a catalogue should be the Society's priority.

Subsequent to the meeting, a letter was sent to Barrie Jay outlining our proposals. It was explained that we would eventually hope to produce the catalogue in two parts, the first part covering the period up to the introduction of penny postage. We would wish to retain the existing BCC numbers and to add to them or delete them, but not to alter any existing numbers. The layout would be similar to the present BCC catalogues and the likelihood is that it would again be produced in A5 size (rather than A4), a small catalogue being expected to have more commercial attraction. Professor Jay replied that he was entirely happy with our proposals and wished the Society "the very best" in our publishing project.

The present Co-ordinating Editor will resign in April 2008 and the new work will therefore largely be in the hands of his replacement. Computer generated 'templates' will be provided to the County Editors, to make the production of the book more straightforward. However, there will be a considerable quantity of new information to assimilate and it is anticipated that the new publication will take up to four years to come to fruition.

In the meantime, there is the future of the Society's five existing publications to consider and, in particular, the three earlier collaborative projects (the 'undated circles', 'undated straight lines' and 'local posts'), which resulted in typewritten publications. Members will be aware that the usage data in the Society's UDC book is currently being updated in successive issues of 'Midland Mail' and this can form the basis of an eventual 5th edition of the 'UDC book'. Experiments have been made and it appears perfectly feasible to scan the typewritten text into a computer but it is likely to require careful checking and some manual correction. However, the first priority (after the 'Midland Counties BCC') will be to update the information in the 'straight line' book and, perhaps, to produce a 2nd edition. It has been suggested that the 'UDC' and 'straight line' books could be amalgamated. However, they are currently in very different forms and it may prove simpler to retain their separation, notwithstanding any theoretical preferences.

The 'local posts' book was published before the Society found an Oxfordshire County Editor and the local posts of that county are therefore not included in our book. After consultations between the Oxfordshire County Editor, the present Co-ordinating Editor and the Editor of 'Midland Mail', it has been agreed that it should be possible to cover the local posts of Oxfordshire in about a dozen issues of 'Midland Mail' beginning next year. The same format used for the other counties in the 'local posts' book would be employed, beginning with a county introduction. Fortunately, in view of the current restrictions placed on photocopying at the Royal Mail Archive, the Society already holds the information it needs. In due course, an appeal will be made to members to report any examples of Oxfordshire local posts marks they own or are aware of.

The County Editors agreed that no immediate action is needed to update the Society's latest 'mileage marks' book but members are encouraged to report any new information. It will be held on file and, as with the UDC updates, eventually used to update the publication.

Members wishing to comment on any of the proposals for the Society's publications (and particularly the 'Midland Counties BCC') are encouraged to do so.

DENBIGH HALL

Where was it? What was it?

by John Calladine

In the 1960s, Shire Publications produced a series of booklets as guides to the mailcoach roads of Britain. Through the good offices of John Hine, the booklet "Discovering the Birmingham Road", has come to hand and it includes, at its centre, a photograph of Denbigh Hall as it appeared in 1968. The author, Jack Gould, showed commendable foresight when writing of the Fenny Stratford area, where Denbigh Hall is located, and the plans then afoot for a new city to be called Milton Keynes. "By the end of the (20th) century", he wrote, "if plans are fulfilled, a quarter of a million people will be living between here and Stony Stratford, a thought calculated to depress anyone who lives in the agreeable semi-rural area it now is." Did he dream of those notorious concrete cows?

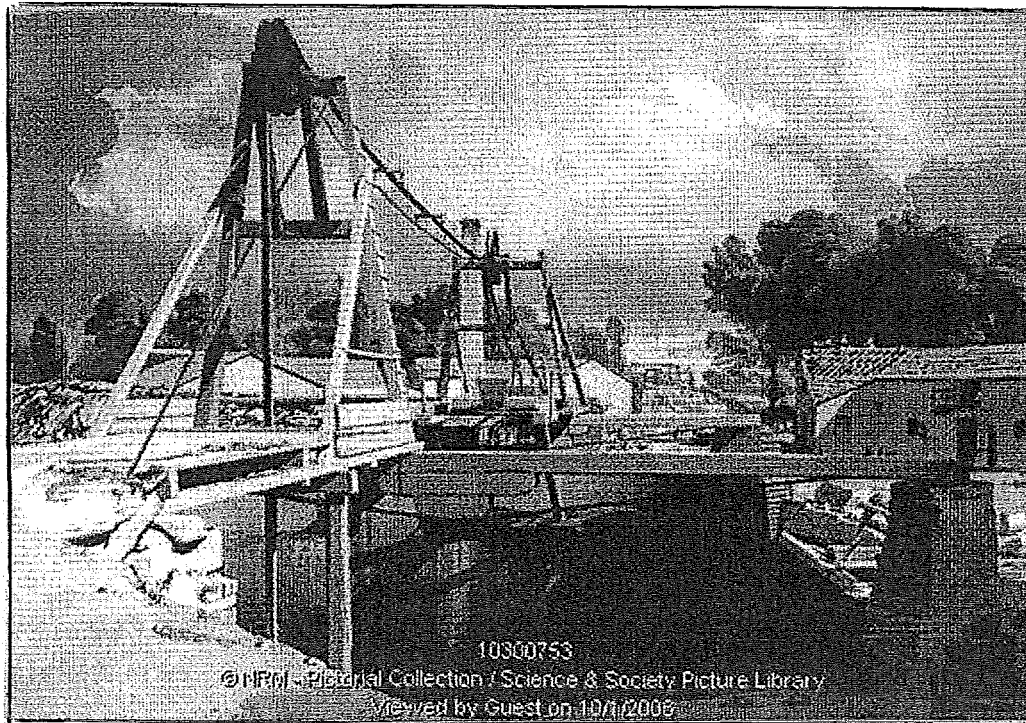
What is our interest in Denbigh Hall? Chris Beaver's list of London Mailcoaches (GB Journal, Volume 41, Number 2) and his list of mailcoaches in the Society's 'mileage mark' book both include mention of Denbigh Hall. Mailcoach services were established on 21st May 1838 from Denbigh Hall to Holyhead and from Denbigh Hall to Birmingham. Those services ran for just four months until the end of September 1838 and then, just as suddenly, ceased.

Something of the reason for the existence of Denbigh Hall as a mailcoach terminal is included in the Northamptonshire texts in the mileage mark book but the story is worth a somewhat fuller account. It is of contemporary relevance because of the recent restoration of a stone plaque commemorating Denbigh Hall's moment of glory. Any idea that Denbigh Hall was one of England's stately homes or the setting for a Jane Austen novel can be summarily dismissed. Denbigh Hall was the name of an inn. Furthermore, it was not a gracious inn but, as one traveller described it, "a mean-looking beer shop"! Until the railway arrived, it had been known as the 'Pig and Whistle'. It survived until the 1950s as a "lorry drivers' kip". The name continues because of what is there: a skew bridge carrying the London-Rugby railway line over what was once Watling Street.

The railway bridge at Denbigh Hall is a legacy of the London and Birmingham Railway, the route of which was surveyed in 1831 by Robert Stephenson who, in 1833, was appointed Chief Engineer of the line when the bill passed through Parliament. As was usual in the early days of the railway system, many landowners were vehemently opposed to a railway line crossing their land. It is said that half a million pounds was paid out in 'sweeteners', a prodigious amount of money at the time, but landowners near Northampton still succeeded in forcing the railway away from the town. A consequence of their action and of the new line taken by the railway was that Stephenson was faced with the prospect of building a tunnel through Kilsby Ridge. The tunnel was to be 2,426 yards long and it goes without saying that no tunnel of this length for steam engines had been attempted before. (Brunel's tunnel at Box in Wiltshire, two miles long, was not begun until 1836 and not completed until 1841.) Because of its great length, Stephenson believed passengers would become frightened during the transit of Kilsby Tunnel and he therefore decided to build it with a remarkable internal height of 28 feet. Nowadays one would know little of the height of a tunnel during a railway journey but, in an open carriage, it was surely a legitimate fear. In fact, even when the Box Tunnel was built, passengers were given the option of dismounting before the tunnel, to be transported by coach to the other end.

More than a thousand navvies were brought in to dig Kilsby Tunnel. Work had not progressed far when the roof collapsed and water burst into the workings. Stephenson discovered that the problem was a layer of quicksand underneath forty feet of clay. He feared he would have to abandon the tunnel completely. However, after consultation with his illustrious father, George Stephenson, it was decided to use pumps to remove the water and eventually thirteen were installed above the tunnel, with shafts bored from each pump. There were also two huge sixty feet diameter ventilation shafts, still visible today from nearby roads.

In the end, Kilsby Tunnel cost more than three times the estimated £99,000 to construct. It delayed the completion of the line between London and Birmingham until late September 1838 but with the section from Rugby to Birmingham and the southern section from Euston Grove to the vicinity of Bletchley ready, it was decided to open the line earlier. To accomplish this, a temporary station was built at, yes, Denbigh Hall and rail passengers were taken by coach to Rugby, where they re-joined the railway.



Ventilating shafts and headgear at Kilsby Tunnel in 1837

Mailcoaches to Holyhead and Birmingham travelled north from London along Watling Street and therefore passed immediately by the location of Denbigh Hall station. It was apparent that worthwhile time could be saved if the mail travelled by train as far as Denbigh Hall, where it would be transferred to mailcoaches for the completion of the journeys. No further time would be saved if the Birmingham mail were returned to the railway at Rugby and the remaining part of this (and the Holyhead route) was therefore undertaken by coach. The Holyhead Mail travelled from Denbigh Hall via Towcester, Daventry, Coventry, Birmingham, Shrewsbury and Bangor. The three mailcoaches that ran from Denbigh Hall to Birmingham, also via Towcester, Daventry and Coventry, continued as branch mailcoaches from Birmingham to Carlisle, Liverpool and Manchester. The Liverpool Mail became a day mail from 22nd June (1838).

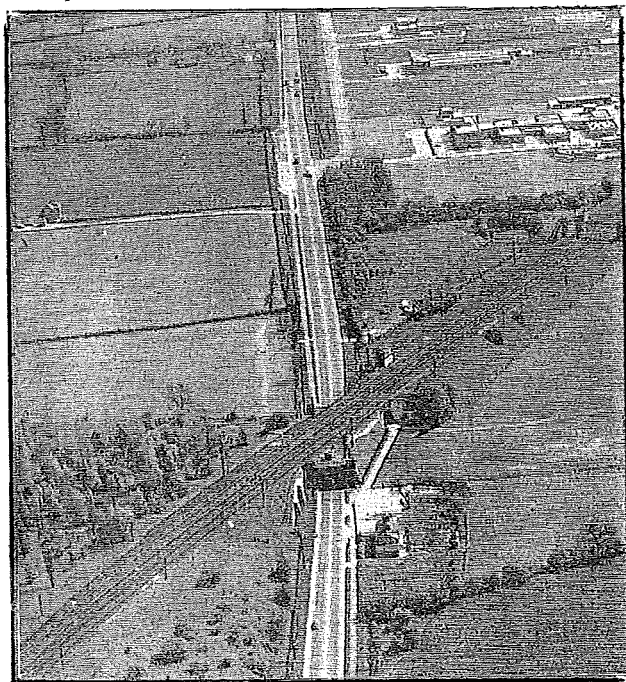
No pictures are known to have survived showing us what the temporary station at Denbigh Bridge may have looked like. There would surely have been wooden platforms but what sidings there may have been or what likelihood there was of a facility to turn the steam locomotives is unknown. Although the line is now raised on an embankment to cross Watling Street, it may not have been before the bridge was built and, notwithstanding, there was plenty of room in the fields on either side of the road to construct a temporary station on level ground. In 1911 it was decided to place a stone, engraved plaque on the railway bridge to commemorate its temporary importance as a rail terminus. It reads:

Prior to September 1838, the southern portion of this railway terminated at this bridge, whence passengers were conveyed by coach to Rugby, where they rejoined the railway for Birmingham.



Over the years, the lettering had become very worn and some letters were illegible. In 2004, the Bletchley Community Heritage Initiative commissioned a local monumental mason to restore the plaque and a tree surgeon to improve its

visibility. The illustrations show the commemorative plaque and give some indication of the appearance of the bridge site in 1968 and 2006. Denbigh Hall provides no more than a footnote in postal history but it is to be welcomed that its brief significance has not been entirely overlooked.



The site of Denbigh Hall station as it was c1968

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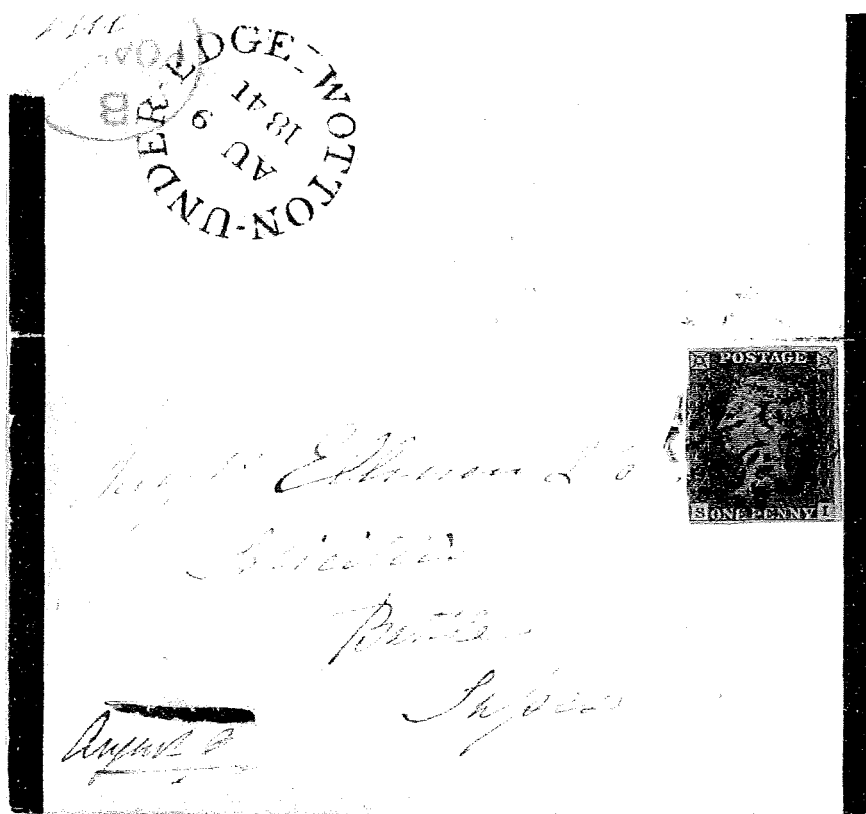
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MIDLAND POST OFFICES OPENED OR CLOSED DURING 2006

by Ken Smith

BIRMINGHAM

The Firs (TSO)	closed 1/3/2006	Was at 36, Chipperfield Road B36 8BL.
The Firs (TSO)	reopened 22/5/2006	At 12, Ermington Crescent.

DERBYSHIRE

Bakewell	closed 22/6/2006	CFPO opened 31/7/2006
Dove Holes, Buxton	reopened 9/3/2006.	In Methodist Church. Had closed 31/12/2004.
Higham, Derby	reopened 5/7/2006	At the Crown Inn. Had closed 25/5/2005
Nether Heage, Belper	closed 16/12/2006	
New Brimington, Chesterfield	closed 19/5/2006	At 76, Queen Street
Stanton-in-Peak, Matlock	closed 7/6/2006	To reopen in January 2007.
Oaklands Avenue (TSO), Derby	closed 22/3/2006	

GLOUCESTERSHIRE

Alvington, Lydney	closed 20/1/2006	
Bledington, Chipping Norton	closed 21/2/2006	Reopened 12/10/2006 in King's Head with Adlestrop ds.
Chalford Hill, Stroud	closed 10/7/2006	
Nympsfield, Stonehouse	closed 4/9/2006	
Whitminster, Gloucester	closed c 5/2006	
Abbeydale (TSO), Gloucester	closed 4/8/2006	

HEREFORDSHIRE

Bosbury, Ledbury	closed 27/2/2006	Reopened 14/9/2006 (c/o Bromsberrow).
Cleghonger, Hereford	closed by 19/7/2006	Reopened 12/10/2006
Newton St Margaret's, Hereford	closed 27/7/2006	
Whitbourne, Worcester	closed 13/9/2006	
Whitecross Road (TSO), Hereford	closed 27/11/2006	

LEICESTERSHIRE

Belton, Loughborough	closed 19/10/2006	
Eaton, Grantham	reopened 31/1/2006	In Village Hall. Had closed 19/8/2005.
Lubenham, Market Harborough	closed 15/3/2006	At Badger Motor Services
Moira, Swadlincote	closed 19/10/2006	
Normanton-le-Heath, Coalville	reopened 21/2/2006	In Holy Trinity Church, c/o Heather P.O.
Swannington, Leicester	closed 19/6/2006	
Thurlaston, Leicester	closed 9/12/2006	
Thrussington, Leicester	closed 2/6/2006	

NORTHAMPTONSHIRE

Corby	6/4/2006 - change of status from BO to CFPO	
Cottingham, Market Harborough	closed 15/12/2005	
Guilsborough, Northampton	closed 23/6/2006	Reopened 11/8/2006 at the Old Surgery.
Harpole, Northampton	closed 1/11/2006	Retirement of sub-postmaster
Moreton Pinkney, Daventry	closed 28/2/2006	
Preston Capes, Daventry	closed 3 /4/2006	
Westbury, Brackley	closed 8/6/2006	In Buckinghamshire

NOTTINGHAMSHIRE

Bingham, Nottingham	relocated 31/5/2006	
Kirton, Newark	closed 20/6/2006	Served from Tuxford.
North Muskham, Newark	closed 29/11/2006	
Stanton Hill, Sutton-in-Ashfield	closed 9/8/2006	

OXFORDSHIRE

Aston Tirrold, Didcot	closed 20/10/2006	
Harwell, Didcot	closed 25/4/2006	
Leafield, Witney	reopened 15/5/2006	Had closed 23/9/2004.
Nuneham Courtenay, Oxford	closed 19/1/2006	
South Moreton, Didcot	closed 20/10/2006	In the Crown Inn. Served from Aston Tirrold.
Banbury Road (TSO), Oxford	closed 23/9/2006	
North Parade (TSO), Oxford	closed 15/6/2006	
Park Street (TSO), Thame	closed 10/5/2006	

RUTLAND

Langham, Oakham	closed 26/10/2006	
South Luffenham, Oakham	closed 25/4/2006	Reopened 15/5/2006 in the v. hall c/o Wing PO.
West End (TSO), Oakham	closed 20/4/2006	

SHROPSHIRE

Calverhall, Whitchurch	closed 7/12/2006	c/o Ightfield PO, using Ightfield datestamp.
Coton, Whitchurch	opened 23/1/2006	New office.
Gobowen, Oswestry	closed 17/5/2006	
Lawley, Telford	closed 23/6/2006	
Maesbury Marsh, Oswestry	reopened 1/8/2006	At Canal Centre. Closed 28/10/2003
Middleton Scriven, Bridgnorth	reopened 31/5/2006	Had closed 2/12/2005.
Oreton, Kidderminster	closed 26/8/2006	
Shrewsbury	21/9/2006 change of status from BO to CFPO in WH Smith	
Tibberton, Newport	closed 25/3/2006	
Treflach, Oswestry	closed 31/3/2006.	Opened 23/3/1995
Trefonen, Oswestry	closed 24/8/2006	
Yockleton, Shrewsbury	closed 6/6/2006	In recent years only open Thurs 10-11 am.

STAFFORDSHIRE

Elford, Tamworth	closed 20/9/2006	
Ellastone, Ashbourne	closed 13/4/2006	Reopened 7/6/2006 in the Church Hall.
Amington (TSO), Tamworth	reopened 27/2/2006	At 244, Tamworth Rd.. Had closed 19/1/2005.

WARWICKSHIRE

Barford, Warwick	reopened 4/12/2006	In Memorial Hall. Had closed 24/2/2005
Bearley, Stratford-on-Avon	closed 8/12/2005	
Birdingbury, Rugby	closed 31/8/2006	
Halford, Shipston-on-Stour	closed 26/9/2006	
Lapworth, Solihull	closed 24/1/2006	Reopened 24/7/2006.
Monks Kirby, Rugby	closed 14/7/2006	
Cedar Road (TSO), Nuneaton	closed 13/5/2006	Reopened 23/11/2006 at no. 440.
Furnace Fields (TSO), Bedworth	reopened 28/6/2006	At 13, Pine Tree Road.
Nuneaton	10/8/2006 - change of status from BO (to CFPO at 10, Harefield Rd)	

WORCESTERSHIRE

Upper Welland (TSO), Malvern	reopened 16/1/2006	In Village Stores. Had closed 6/11/2003
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WEST MIDLANDS

Bridle Lane (TSO), Sutton Coldfield	closed 4/1/2006	Reopened 6/4/2006 at 75, Blackwood Rd.
Stourbridge	17/8/2006 - change of status from BO to CFPO at 45, High Street.	
West Bromwich	reopened 26/6/2006	Had closed 22/6/2005.

The following offices are no longer listed on the PO website so they have probably closed since 1/2005:

Clugunford, Craven Arms; Cheswardine, Market Drayton; Hordley, Ellesmere (probably 17/7/2005);
 Ightfield, Whit church (possibly closed at the same time as Calverhall - see above).

HOW IT WAS REPORTED

I am indebted to David Hardwick for the following cutting from the Rugby Advertiser of November 1847:

"POSTAGE STAMPS - We are likely to have postage stamps so produced by machinery that, while they will adhere to each other in the sheet form, they may be easily separated, without cutting, for use. This invention will greatly facilitate postal operations. The paper between the stamps is to be sufficiently indented to allow a stamp or stamps to be immediately snatched from attachment."

The Times of 23rd August 1821 contained the following item:

"The Post-office, which of late years has quickened the principal mails so much, is steadily pursuing the important object of still further accelerating them, in proportion to the improvement of the roads and the spirit of the times, but having a due regard in each case to the necessary combinations of the several lines of post with each other. We lately noticed the acceleration on the western road. This week the mails to Manchester and Liverpool will travel about nine an hour on the greater part of the routes. Such a speed will be highly beneficial to correspondents, and can be accomplished without any danger to the passengers, the mail-coaches being constructed on very safe principles, and also carrying so small a number outside. Nor, under proper regulations, will there be any unfair pressure on the horses, which to persons of humanity, will always be a great consideration."

THE NEXT MIDLAND MAIL

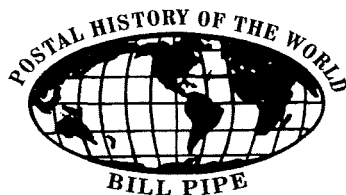
It is intended that this will be published during the first half of March. While I have some material in hand, there is plenty of room for further articles which should be sent to:

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

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

The amendments in this issue are to the Worcestershire pages. Since the 4th Edition was published in 1996, a considerable amount of Worcestershire material has appeared on the market, either as new finds or, more likely, as material from collections not available to us to include in the 4th Edition.

No fewer than fifteen collectors or dealers have contributed to this update. There have not been any new marks to record in the one hundred and twelve amendments but the amendments do include twenty-one new colours and some eighty Worcestershire offices are affected.



THE MAGPIE

POSTAL AUCTIONS & LISTS
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PAPER COLLECTABLES
POSTAL HISTORY

W.T. PIPE
7 Richard Close
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Dorset
BH16 5PY

Tel: 01202 623300
Fax: 01202 631149
Web: www.magpiebillpipe.com
Email: magpiebillpipe@free.uk.com

WORCESTERSHIRE

PERSHORE	C2*				B	28- 38
					BL	<u>1DEC37- 8JUL39</u>
DUDLEY	C2*	4MAY29	Dudley	1/33	B	<u>15FEB32-23MAY38</u>
AULCESTER	C2*	22MAY29	Alcester	1/2	OR/R	<u>16OCT29-13AUG40</u>
					B	<u>28MAY41- 5NOV45</u>
					BR	<u>22MAY44</u>
BROOMSGROVE	C3A	11AUG29	Bromsgrove	1/18	B	<u>17SEP30-13SEP36.</u>
SHIPSTONE ON STOUR	C3A	7SEP29	Shipston on S	1/177	B	<u>6APR31-10AUG36</u>
REDDITCH	C2*	24SEP29	Redditch	1/163	R	<u>31OCT29-14AUG38</u>
					B	<u>29OCT40- 3MAY44.</u>
UPTON	C2*				B	<u>13JAN30-20MAY45</u>
STOURPORT	C2*	11MAR30	Stourport	1/177	B	<u>8NOV32- 40</u>
					drab	<u>2SEP33- 9OCT33</u>
BROADWAY	C2	16MAR33	Broadway	2/11	B	<u>23MAY33- 36</u>
TENBURY	C2*	9DEC33	Tenbury	2/139	B	<u>18OCT34-20AUG38</u>
DROITWICH	C2*				B	<u>8JAN37-17JUN37</u>
GORNAL	C2	12OCT37	Wolverhampton	2/50	B	<u>10MAY40</u>
ST JOHN'S-WORCESTER	C2	3MAR41	Worcester	4/111	B	<u>24JUL41- 4JUL49</u>
LONDON-RD	C2	3MAR41	Worcester	4/111	B	<u>27MAY41- 48</u>
-WORCESTER					BL	<u>27MAY49-23FEB59</u>
					GR	<u>5JUN55</u>
KEMPSEY	C2	3MAR41	Worcester	4/111	B	<u>41-20SEP48.</u>
					BL	<u>19MAR49- 5JUL59</u>
					BL/GR	<u>27APR49-19OCT51</u>
					R	<u>30AUG56-10SEP56</u>
					dkGR	<u>19APR58</u>
OMBERSLEY	C2	3MAR41	Worcester	4/111	B	<u>2JUN41-10NOV50.</u>
POWICK	C2	3MAR41	Worcester	4/111	B	<u>14NOV41-14AUG46</u>
					GR	<u>22FEB52</u>
STUDLEY	C2	30SEP41	Stratford on A	5/32	B	<u>10NOV41- 8JUN48</u>
					BL	<u>4JUL49-27NOV52</u>
GORNAL	C2	18OCT41	Dudley	5/38	B	<u>20AUG42-29SEP51.</u>
BRAILES	C2	25FEB42	Shipston on S	5/76	B	<u>27MAY44</u>
					BL	<u>20SEP50-15JUL54</u>
					BL/GR	<u>16JUL54</u>
CHERRINGTON	C2	25FEB42	Shipston on S	5/76	B	<u>12MAY43</u>
					BL	<u>16MAY54-27JAN55</u>
BLOCKLEY	C2	4JUN42	Moreton Marsh	5/101	OR/R	<u>24AUG43-10AUG50</u>
					BR	<u>3MAR48-27OCT49</u>
					GR/BL	<u>21OCT52-26JAN53</u>
					GR	<u>26MAR55- 56.</u>
REDMARLEY	C2	13MAY43	Gloucester	5/159	R	<u>28NOV43</u>
BIDFORD	C2	4JUL43	Stratford on A	5/167	B	<u>21OCT43-30MAR47</u>
LONG COMPTON	C2	5JUL43	Chipping Norton	5/168	B	<u>8NOV44-20JUL46</u>
					BL	<u>22NOV56</u>
BELLBROUGHTON	C2	30AUG43	Stourbridge	5/179	B	<u>28JUN44-20SEP55</u>
					R	<u>31MAY56</u>
HAGLEY	C2	30AUG43	Stourbridge	5/179	R	<u>16JUL44- 1OCT51.</u>
					OR	<u>13AUG50-26DEC50</u>
					R/OR	<u>25AUG51-11NOV56</u>
					dkBL	<u>5AUG52</u>
					BL/GR	<u>2FEB54</u>
					B	<u>8JUN54</u>
					BL	<u>4OCT55</u>
					GR	<u>3SEP56</u>
KINGSWINFORD	C2	19SEP43	Dudley	5/182	R	<u>29SEP44-17OCT45</u>
					B	<u>21FEB47-20OCT50.</u>

SEVERN-STOKE	C2	23OCT43	Worcester	5/188	R R/B B BR OR GR BL/B	30OCT45-25FEB51 9OCT45 10APR51- 7MAR55 10SEP51 24APR56 1NOV57- 8MAR58 11NOV57
ROBERTSEND-ST	C2	8NOV43	Worcester	5/194	B BL GR OR/R	8NOV43-28MAY47 49-16JUN55 15JUN55 19MAR57
BROADWAS	C2	13JAN44	Worcester	7/15	BR R	8AUG46- 5OCT46 16JUN47-15AUG53
DUMBLETON	C2	20JAN44	Evesham	7/21	B BL	2MAR45-15JAN48 20DEC54
LONGDON	C2	26FEB44	Tewkesbury	7/33	R BR BL	23MAY47 20DEC53 5DEC51
CHADDESLEY-CORBELL	C2	18MAR44	Kidderminster	7/40		Note 1.
BOSBURY	C1	15APR44	Great Malvern	7/44	B BL R BL/B	26DEC47 19APR55-24OCT55 25APR56-25NOV56 8SEP59
COLWALL	C1	15APR44	Great Malvern	7/44	B BL B/GR	23DEC46- 6OCT57 9MAY49- 8DEC53. 6OCT57
MALVERN-LINK	C1	19APR44	Great Malvern	7/49	B BL OR/R	24MAY46 5NOV46- 1JAN55 13FEB50- 1FEB57
CRADLEY	C1	19APR44	Great Malvern	7/49	B GR BL R OR	22NOV44-21MAR50 16JUN49 13JAN52-16SEP52 30JAN56-28JUL56. 26MAR57
COOKLEY	C1	11MAY44	Kidderminster	7/53		
ECKINGTON	C1	8JUN44	Pershore	7/70	R B	17SEP56 29NOV59
ALVECHURCH	C1	1JUL44	Bromsgrove	7/77	R GR BR BL/B	3JAN45 27APR48-23MAR55. 23APR49 23JUL53
STRENSHAM	C1	10JUL44	Tewkesbury	7/79	B	20APR50
MALVERN-WELLS	C1	13AUG44	Malvern	7/87	OR R B GR BL	14DEC44-21JUL57 8SEP48-24JAN57 15AUG48 19AUG49- 7NOV57 1SEP51-11AUG54
REDMARLEY	C1	22AUG44	Ledbury	7/92	B BR BL	15AUG45-15AUG55 26SEP46- 2FEB47 11DEC58
CHADDESLEY-CORBETT	C2	20MAR45	Kidderminster	7/133	BL R B	7APR51- 3APR55 22NOV55-17OCT57. 6AUG59- 1OCT59
ROWLEY-REGIS	C1	8MAY45	Dudley	7/142	B OR	7MAR46- 8JUL59 7AUG48-16DEC49
HANBURY	C1	14MAY45	Bromsgrove	7/146	BL	2APR52
STOKE-PRIOR	C1	14MAY45	Bromsgrove	7/146	B GR OR	15FEB48 25AUG55 8DEC55
GREAT-WITLEY	C1	14JUN45	Worcester	7/152	B BL/GR R	5AUG46- 4DEC47 22FEB51-29MAY57 21APR58

Notes:

1. Spelling error - see 7/133.

FERNHILL-HEATH	C1	28JUN45	Worcester	7/158		
PENSNETT	C1	7JUL45	Dudley	7/161	B	29SEP47-18SEP48
					GR	13JUN55-14DEC57.
STAUNTON	C1	16JUL45	Gloucester	7/163		
OLD-HILL	C1	25AUG45	Dudley	7/171	R	6MAY46
					BR	4NOV52
					R/BR	19MAY54
					B	18SEP58
STOCKTON	C1	10OCT45	Worcester	7/182	GR	22JUL53-16SEP54
					R	14MAR55
ENVILLE	C1	5JAN46	Stourbridge	7/204	B	25FEB46-27JUL49.
CRADLEY	C1	10JAN46	Stourbridge	7/205	B	7MAY47-18NOV50
					BR	18SEP53
LYE	C1	10JAN46	Stourbridge	7/205	B	24AUG47- 51
HALLOW	C1	13MAR46	Worcester	7/220	B	5JAN47- 53.
					BL	17OCT59
CROPTHORNE	C1	17MAR46	Pershore	7/222	R	25APR56-20JUL57
					B	5MAR47-23FEB59
					BL	11NOV54- 59
FLADBURY	C1	17MAR46	Pershore	7/222	GR	27JUL50
CLIFTON-ON-TEME	C1	17MAR46	Worcester	7/222	B	3SEP46-25JAN50
					BL	8JUN50-10MAR55
					R	2JAN56
HAWFORD	C1	20MAR46	Worcester	7/223	BL/GR	21JUL53
WOLVERLEY	C1	10MAY46	Kidderminster	7/236	B	14FEB47- 7SEP50
					BL	14DEC47-26FEB56.
BOCKLETON	C1	27JUN46	Tenbury	7/247	B	24JUN49
					Y	30AUG59
LEIGH	C1	10OCT46	Worcester	7/273		
HALESOWEN	C1	1JAN47	Birmingham	9/1	B	8FEB47-20JUN49
HARVINGTON	C1	1JAN47	Evesham	9/2	B	21JUN48
					BL	24DEC49-14NOV53.
					R	11AUG51
					BL/GR	10SEP55
					OR	14MAY57- 2JUN57
SOUTH-LITTLETON	C1	1JAN47	Evesham	9/2		
BECKFORD	C1	12JAN47	Tewkesbury	9/4	GR	23MAR55
KEMERTON	C1	12JAN47	Tewkesbury	9/4	B	19AUG47-20AUG47
					GR	22NOV49- 5NOV55.
NETHERTON	C1	28JAN47	Dudley	9/7	B	9AUG47
CROWLE	C1	24MAY47	Worcester	9/43	GR	49-21MAR51
					R	14MAY57
SAPEYBRIDGE	C1	1JUN47	Worcester	9/47	B	9MAY49-19APR54
					GR	20JUL50
					BL	30JUN52-11APR53
DEFFORD	C1	7JUN47	Pershore	9/49	B	1AUG48
					BL/GR	15OCT55
BIRLINGHAM	C1	7JUN47	Pershore	9/49	R	20AUG57
					B	20SEP58
TITHING	C1	30JUN47	Worcester	9/57	BL	14JUN49-17JAN56
					BL/B	3JUL57
					B	6JUL57-25JUL57.
BRIDGE-ST	C1	30JUN47	Worcester	9/57	R	6AUG48-23JUL49
					OR	16AUG48
					BR	11DEC49
					BL	18AUG52- MAY58
CLASS-GATE	C1	30JUN47	Worcester	9/57	B	24DEC47- 8MAR49
SIDBURY	C1	30JUN47	Worcester	9/57	B	1MAY48- 4NOV51
					BL	3AUG49-21MAR59.
					R	4JUL56-10MAR57
SEDGELEY	C1	24JUL47	Dudley	9/64		
OVERBURY	C1	13AUG47	Tewkesbury	9/70		

SHRAWLEY	C1	11SEP47	Stourport	9/77	BL	17NOV50- 7NOV59.
ELMLEY	C1	19OCT47	Pershore	9/92		
SEDG LEY	C1	19OCT47	Dudley	9/92	B	<u>1SEP48-14MAR54</u>
					GR	<u>12JAN56</u> Note 2.
LEIGHSINTON	C1	26NOV47	Great Malvern	9/103	B	20JUN48
					BL	19JUN51-28JUN55
MICKLETON	C1	20JUN48	Campden	9/160	B	7JAN49-21JUL55
					BL/B	22JAN50
					BL	27APR50
					R	<u>2APR57- 3JUL57</u>
BREDON	C1	29JUL48	Tewkesbury	9/170	B	<u>10NOV48-21JAN53</u>
					BR	<u>20DEC53</u>
RIPPLE	C1	3SEP49	Worcester	10/35		
UPPER-ARLEY	C1	1NOV49	Bewdley	10/47		
FECKENHAM	C1	13DEC49	Bromsgrove	10/54	GR	<u>4JUL50-17NOV50</u>
BLOCKLEY	C1	31JAN50	Moreton Marsh	10/65		Note 3.
MARTLEY	C1	9MAR50	Worcester	10/74	R	5SEP56
KATES-HILL	C1	14JUN50	Dudley	10/95	B	25MAY58
STOULTON	C1	6AUG50	Worcester	10/103	BL	16SEP54-31DEC58
					BL/GR	<u>13SEP59</u>
ST-JOHNS	C1	18NOV50	Worcester	10/121	B	<u>15APR51-23OCT58.</u>
					R	<u>4DEC55-15NOV57</u>
					BL	26MAY59
SALFORD-PRIOR	C1	29JAN51	Evesham	10/146	BL	30APR58
					B	5DEC58.
HIMLEY	C1	12FEB51	Dudley	10/153	GR	8JAN56
STANTON	C1	1MAR51	Broadway	10/163	BL	12JUN51-20MAY55
					GR	<u>9JAN52</u>
WORDSLEY	C1	19MAR51	Stourbridge	10/176	BL	<u>12DEC54</u>
					B	6MAY55
DUNLEY	C1	12APR51	Stourport	10/188	R	<u>26MAR54- 1APR56</u>
					BR	13MAR55
WESTON-SUB-EDGE	C1	18MAY51	Broadway	10/198	BL	23JUN51
HOLT	C1	24JUN51	Stourport	10/211	GR	27OCT59- 7NOV59.
BISHOPS-FROME	C1	5OCT51	Bromyard	10/267	BL	8MAR52-30MAY55
					BL/GR	6JUN55
ASTWOOD-BANK	C1	21NOV51	Bromsgrove	11/2	B	11MAY55- 9NOV59
					GR	11MAY55
					BL	58- <u>5FEB59</u>
ABBOTS-MORTON	C1	OCT57	Bromsgrove	11/114		
WIRE-PIDDLE	C1	JAN53	Pershore	11/130	BL	19JAN54-24JAN59
					R	<u>4DEC55-25JAN58.</u>
					B	<u>28SEP58</u>
TREDINGTON	C1	JAN53	Shipston on S	11/135		
INKBERROW	C1	FEB53	Bromsgrove	11/138	R	28DEC54
ABBERLEY	C1	MAR53	Stourport	11/152		
HARTLEBURY	C1	APR53	Stourport	11/156	BL	28AUG54-17FEB59
					B	<u>3JAN60-14FEB60</u>
FARFIELD	C1	APR53	Kidderminster	11/159	BL	<u>12MAR54</u>
BLAKEBROOK	C1	APR53	Kidderminster	11/159	BL	25MAR59
WOLLASTON	C1	APR53	Stourbridge	11/161		
OLD-SWINFORD	C1	APR53	Stourbridge	11/161	B	19AUG58
WORCESTER-RD	C1	SEP53	Evesham	11/225		
HEADLESS-CROSS	C1	OCT53	Bromsgrove	11/229	B	18JUN58-21JUN58
TARDEBIGG	C1	OCT53	Bromsgrove	11/229	R	9JUN57
					BL	58-28JUN59
					B	<u>15FEB58- 7NOV59.</u>
BROMSGROVE-STATION	C1	OCT53	Bromsgrove	11/229		
THE-LICKEY-END	C1	OCT53	Bromsgrove	11/229		

Notes:

2. 9/64 with the second 'E' filed out.
3. See usage of the C2 mark - 5/101.

CATSHILL	C1	OCT53	Bromsgrove	11/229	B	13DEC58
WICHBOLD	C1	OCT53	Bromsgrove	11/229		
HADZOR	C1	OCT53	Droitwich	11/229		
EMLEY-LOVETT	C1	OCT53	Droitwich	11/229		
GREENHILL	C1	OCT53	Evesham	11/229	B	19OCT58
HAMPTON	C1	OCT53	Evesham	11/229	R	3MAY55
QUARRY-BANK	C1	OCT53	Stourbridge	11/229		
STOURTON	C1	OCT53	Stourbridge	11/229	BL/GR	59
LOWER-CLENT	C1	OCT53	Stourbridge	11/229	GR	25MAR54
					R	20NOV56
CRABBS-CROSS	C1	OCT53	Bromsgrove	11/230	GR	17JUL55-22SEP58
					BL	22SEP55-17DEC58
					R	4JUL56-16JUL56
					B	23AUG58- 9APR59
STONE	C1	OCT53	Kidderminster	11/241	BL	19MAY55
					B	10NOV58
FRANCHE	C1	OCT53	Kidderminster	11/241	BL	11OCT57-29JUL59
BROADWATER	C1	OCT53	Kidderminster	11/241		
CHURCHILL	C1	OCT53	Kidderminster	11/241		
BENGWORTH	C1	OCT53	Evesham	11/241	R	3NOV53-16NOV55.
					BR	14JUL57
					BL	17DEC57
					B	6FEB58- 6JAN59.
SALWARPE	C1	DEC53	Worcester	12/3	R	22JAN57
					B	29AUG59
SPETCHLEY	C1	DEC53	Worcester	12/3	R	5JUL54-14JUL57
					B	1APR59-27OCT59
					BL	28MAY59
HENWICK	C1	DEC53	Worcester	12/3	R	19JUL54-23APR55
					B	13JAN60
LOWER-WICK	C1	DEC53	Worcester	12/3	R	31MAR56- 58.
					BL	30MAR59
					B	15MAY59-15JUN59
ALFRICK	C1	DEC53	Worcester	12/3	R/OR	21SEP54- 2NOV57
COTHERIDGE	C1	DEC53	Worcester	12/3	B	25NOV57
UPPER-SAPEY	C1	DEC53	Worcester	12/3	R	16MAY57-29SEP57
					B	24AUG58-18NOV58
TEDSTONE-WAFER	C1	DEC53	Worcester	12/6	R/BR	15OCT56-11AUG57
					BL	24AUG58
EARLS-CROOME	C1	DEC53	Worcester	12/6	B	MAR55-27APR59.
					OR	22APR56
					GR	11MAY58
PIRTON	C1	DEC53	Worcester	12/6	R	10SEP55
WELLAND	C1	DEC53	Worcester	12/6	B	9JUN58- 5DEC59
BAYTON	C1	JAN54	Bewdley	12/14	B	3JAN60
LEMBROOK	C1	JAN54	Bewdley	12/14		
WRIBBENHALL	C1	JAN54	Bewdley	12/14	BL	8OCT57
KYRE	C1	JAN54	Tenbury	12/15		
LITTLE-HEREFORD	C1	JAN54	Tenbury	12/15	GR	3MAY57
BRETTEL-LANE	C1	MAR54	Stourbridge	12/37	OR	26DEC56
					B	19NOV57- 8SEP58
					BL/B	15FEB58- 4OCT58.
SWINDON	C1	APR54	Dudley	12/50		
CORNMARKET	C1	JUN54	Worcester	12/77	R	25MAY56
					B	21JAN58
					BL	21APR58
GRIMLEY	C1	JUN54	Worcester	12/77		
BROADWAS	C1	JUN54	Worcester	12/77	R	10NOV54
DITTON	C1	JUN54		12/80a	BR	57 Note 4.
WALL-HEATH	C1	JUN54		12/83	BL	23FEB56
NORTH-MALVERN	C1	DEC54	Malvern	12/92	OR/R	14MAY56-22OCT56
NEWLAND-GREEN	C1	DEC54	Malvern	12/92	R	15MAY55- 4AUG56

Notes:

4. Probably sent to Bewdley.

STIFFORD-BRIDGE	C1	DEC54	Malvern	12/92	R	3JAN55
					OR/R	5MAY57
BARNARDS-GREEN	C1	DEC54	Malvern	12/92	R	30CT56
SAPEY-BRIDGE	C1	12AUG54	Worcester	12/99	B	55-26JAN59
					R	9MAR56- 20CT56
					BL	10MAR55-28DEC57.
MUCH-COWARNE	C1	22AUG54		12/106		
BLACKHEATH	C1	1FEB55	Dudley	12/155		
STANFORD-BRIDGE	C1	24MAY55	Worcester	12/203	BL	2AUG55
					R	9MAR56
HOLLY-HALL	C1	10AUG55	Dudley	12/231		
CALLOW-HILL	C1	11AUG55	Bromsgrove	12/232		
LOWER-GORNAL	C1	50CT55	Dudley	12/252		
LOWER-GORNAL	C1	5NOV55	Dudley	12/261		
PEOPLETON	C1	13NOV55	Pershore	12/267		
FRANCH	C1	17FEB56	Kidderminster	12/313	BL	59
BREDON	C1	17FEB56	Tewkesbury	12/315	B	15NOV57-16JUN58
STRENSHAM	C1	17FEB56	Tewkesbury	12/315		
COUGHTON	C1	22MAR56	Bromsgrove	12/324	B	9FEB58-25FEB59
WOODSETTON	C1	3APR56	Dudley	12/336		
GORNAL	C1	3APR56	Dudley	12/337		
FLADBURY	C1	2MAY56	Pershore	13/4	GR	27JUL56-13SEP58.
					R	30JAN57
					BL	2MAR59
STOTTESDON	C1	3JUN56	Bewdley	13/15	R	2DEC56
					B	19JAN58
CLIFTON-ON-TEME	C1	11JUN56	Worcester	13/20	R	20JUN56- 60CT56
					B	26JAN59
WICHBOLD	C1	27JUN56	Bromsgrove	13/36		
REDNAL	C1	12SEP56	Bromsgrove	13/69	BL	9FEB59
LEIGH	C1	14FEB57	Worcester	13/149	B	23AUG59
FERNHILL-HEATH	C1	14FEB57	Worcester	13/149		
ROCK	C1*	9MAY57	Bewdley	13/230	B	1JUL58
					BL	18DEC59
BURMINGTON	C1*	16MAY57	Shipston on S	13/236		
SIDBURY	C1*	13JUN57	Worcester	13/258	BL	12OCT58-21MAR59
					B	25MAR59-21MAY59
LINDRIDGE	C1*	14JUL57	Tenbury	13/271		
EARDESTON	C1*	14JUL57	Tenbury	13/271		
DUMBLETON	C4	15JUL57	Evesham	13/281	B	11SEP58-19APR59.
ACTON-BEAUCHAMP	C4	25JUL57	Worcester	13/287		
POWICK	C4	7AUG57	Worcester	14/7	GR	52
					BL	58
					B	21DEC58-18JAN60
EARDESTON	C4	27AUG57	Tenbury	14/12	BL	12NOV57
CLEEVE-PRIOR	C4	60CT57	Evesham	14/44		
STANBROOK	D4	150CT57	Stanbrook	14/57		
CRADLEY	D4	10NOV57	Great Malvern	14/70	BL	11FEB59-24FEB59
COLWALL-GREEN	D1	10NOV57	Great Malvern	14/70		
LYE	D4	10NOV57	Stourbridge	14/70		
WEST-MALVERN	D1	27NOV57	Great Malvern	14/87	B	23JUL58
					BL	28DEC58-16JUL59.
STAUNTON	C4	27NOV57	Gloucester	14/90	B	28JAN59- 8APR59
ELMLEY-LOVETT	D1	10DEC57	Droitwich	14/104		
MALVERN LINK	D1	10DEC57	Malvern	14/105	BL	58-15JAN59
					B	2JAN58-28JAN60
COOKLEY	D4	23DEC57	Kidderminster	14/111		
WOLVERLEY	D4	23DEC57	Kidderminster	14/111	B	MAY5?
TYTHING R.O.	D5	5FEB58	Worcester	14/139	B	31MAY58-17FEB59
					BL	15AUG58- 1FEB59
BELBROUGHTON	D1	18FEB58	Stourbridge	14/149	B	25AUG58-18OCT59.

LOWER CLENT	D1	18FEB58	Stourbridge	14/149	B	7DEC58-12MAY59
WOLLASTON	D1	18FEB58	Stourbridge	14/149		
WORDESLEY	D1	18FEB58	Stourbridge	14/149		
HAGLEY	D4	20FEB58	Stourbridge	14/151		
STOURTON	D4	20FEB58	Stourbridge	14/151	BL	5MAR60
STOKE LACEY	D1	25FEB58	Worcester	14/154		
ROCHFORD	D1	22APR58	Tenbury	14/204	BL	1MAR59
NEWBOLD	D4	22APR58	Shipston on S	14/212		
STANFORD-BRIDGE	D1	22APR58	Worcester	14/212	BL	11NOV58-18JAN59
ILMINGTON	D1	22APR58	Shipston on S	14/212		
BROOM	D4	15JUN58	Kidderminster	14/258		Note 5.
WINTERFIELD	D1	15JUN58	Kidderminster	14/258		Note 5.
LEIGHSINTON	D1	29JUN58	Malvern	14/270		Note 6.
FAIRFIELD	D1	9JUL58	Bromsgrove	14/275	B	3NOV59-29NOV59
ELDERSFIELD	D1	14JUL58	Tewkesbury	14/277		
LEIGH-SINTON	D1	7AUG58	Malvern	16/13	B	24AUG58-26AUG58
CARELESS-GREEN	D1	7AUG58	Stourbridge	16/16		
KNIGHTSFORD-BRIDGE	D1	4SEP58	Worcester	16/29	BL	9JAN59
KEMERTON	D1	7OCT58	Tewkesbury	16/57	B	14NOV58-29FEB60.
BREDON	D4	12OCT58	Tewkesbury	16/58	B	29JUL59
LONGDON	D4	12OCT58	Tewkesbury	16/58		
OVERBURY	D1	12OCT58	Tewkesbury	16/58		
STRENSHAM	D1	12OCT58	Tewkesbury	16/58		
HANBURY	D4	23NOV58	Bromsgrove	16/88		
BIDFORD	D4	23NOV58	Bromsgrove	16/88		
STOKE-PRIOR	D1	23NOV58	Bromsgrove	16/88		
ABBOTS-MORTON	D1	23NOV58	Bromsgrove	16/88		
ROBERTSEND STREET	D1	14DEC58	Worcester	16/113	BL	30JUN59- 2FEB60.
SEVERNSTOKE	D1	14DEC58	Worcester	16/113	B	27APR59
BROADWAS	D1	14DEC58	Worcester	16/113		
CRADLEY	D4	18DEC58	Brierley Hill	16/118		
NETHERTON	D1	12JAN59	Dudley	16/137	B	8FEB59
HIMLEY	D4	21JAN59	Dudley	16/141		
HAMPTON	D4	21JAN59	Evesham	16/141		
KATES-HILL	D1	21JAN59	Dudley	16/142		
OLD-HILL	D1	21JAN59	Dudley	16/142		
FINSTAL	D4	21JAN59	Bromsgrove	16/143	B	27JUL59
COALBURN-BROOK	D1	21JAN59	Stourbridge	16/144		Note 7.
BENGWORTH	D1	27JAN59	Evesham	16/148	B	16MAR59-21OCT59
					BL	23MAY60
HARVINGTON	D1	27JAN59	Evesham	16/148	B	30NOV59
COALBOURN-BROOK	D1	12FEB59	Stourbridge	16/158	BL	15SEP59
TREDINGTON	D1	18FEB59	Shipston on S	16/161		
CHERRINGTON	D1	18FEB59	Shipston on S	16/161		
LOWER-BRAILES	D1	18FEB59	Shipston on S	16/161		
LONG-COMPTON	D1	18FEB59	Shipston on S	16/161		
BIRLINGHAM	D1	23FEB59	Pershore	16/163		
FLADBURY	D1	23FEB59	Pershore	16/163		
PEOPLETON	D1	23FEB59	Pershore	16/163		
WYRE-PIDDLE	D1	23FEB59	Pershore	16/163	B	11AUG59
ELMLEY-CASTLE	D1	23FEB59	Pershore	16/163		
DEFFORD	D4	1MAR59	Pershore	16/167	BL/B	59
				B		22NOV59
NEWLAND-GREEN	D1	9APR59	Malvern	18/24		
ENVILLE	D4	14MAY59	Stourbridge	18/43		
BEVERE-GREEN	D1	21MAY59	Worcester	18/46		

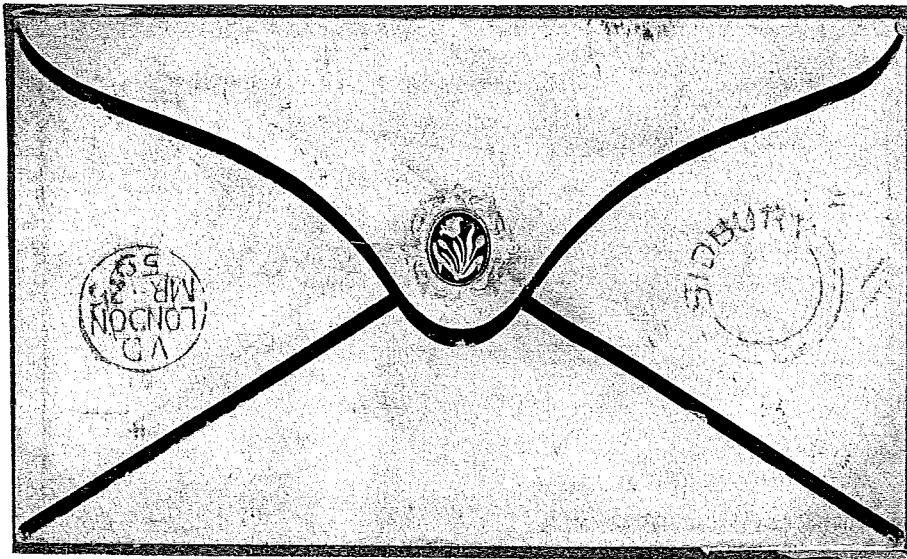
Notes:

5. "These two stamps were returned to this office on 31Aug by the Postmaster of Kidderminster who stated he had been instructed to do so . . . "
6. See 16/13 - probably a correction.
7. Spelling error - see 16/158.

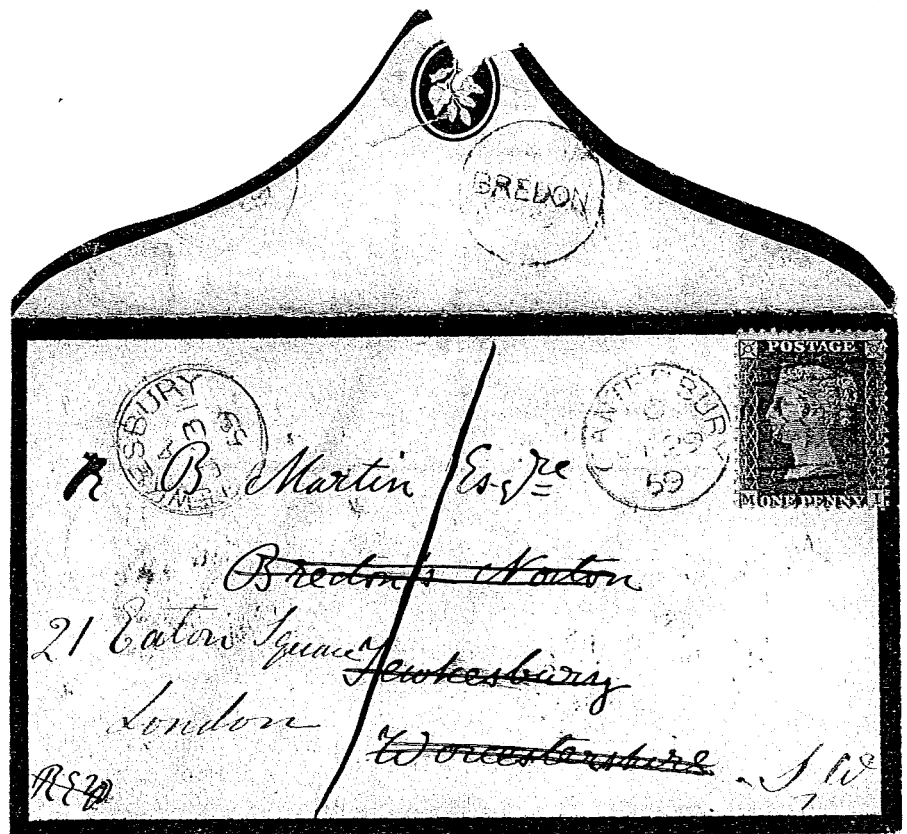
TIBBERTON	D1	6JUN59	Droitwich	18/53
HIMBLETON	D1	8JUN59	Droitwich	18/57
WICK-WORC	D1	5JUL59	Pershore	18/67
PENCOMBE	D1	28JUL59	Worcester	18/82
WICK WORCESTERSHIRE	D2	17AUG59	Pershore	18/95
REDDITCH	D1	19AUG59	Bromsgrove	18/96

Note 8.

Notes: 8. Probably not used - see 18/95.



SIDBURY (13/258)



BREDON (16/58)