

MIDLAND MAIL

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



President: Mr. W.S. Chester

Chairman:
Richard Farman

Treasurer:
Trevor Clewley

Secretary:
Elizabeth Lewis

NUMBER 55, MAY 1988

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That is enough of serious matters. May I wish all members an enjoyable summer break, and I hope you find some of those covers that have eluded you for so long.

PICTORIAL ENVELOPE COMPETITION

No answers were received, for the competition in the last issue, other than one person who said that it was far too difficult to fathom out. Was this the case with other members or did they think that there would be a flood of entries. (Editor: I was utterly baffled.) The part that Eric and Elizabeth thought would present some problem was the final picture of a hen and a bee which represented 'N.B.' for North Britain. The full address should read :-

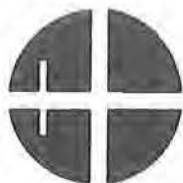
Byham Shaw Esq., The Cottages, Dumfries House, Cumnock, N.B.

NEW VENUE

An increase in rates for the hire of rooms has led the committee to look for alternative accommodation near the centre of Birmingham. Next season our Birmingham meetings, apart from that at the Birmingham & Midland Institute, will be held at the Carrs Lane Church Centre. The next issue will include full details along with a map.

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THE MARCH MEETING

The fourteen members who were present on our competition afternoon saw twenty exhibits covering an enormous range of postal history. In addition Harold Wilson entertained those present, whilst the judges were at work with a display of "Crash Covers". The volunteer (or should it be pressganged?) judges for the afternoon were Messrs. Fieldhouse and Keen

David Hardwick started the pre-1840 competition with Rugby material including a 1718 straight line RUGBY, various mileage marks and a letter showing a 3d. local charge for carriage from Rugby to Hillmorton. Derby Local Posts was Harold Wilson's topic. In addition to covers illustrating unofficial penny posts, we saw examples of two-penny charges from Cavendish Bridge and Kegworth. Then Denis Salt's Cross Posts in Shropshire illustrated the cross-post set up by Joseph Quash. Not only were there letters carried by the main route such as 1716 Bridgnorth to Wotton under Edge, but also one sent from Shrewsbury in 1769 and carried in the branch from Bristol to Oxford. Of particular note in Steph Stobbs' Oswestry 1692-1827 was a letter sent in 1758 from Oswestry to Caerwys marked "X post from Salop to Chester". The catholic nature of the member's interests was shown by Ches's Scottish Route Areas and Mileage Marks. We were shown covers from each of the areas which were illustrated on a map. "Buyer Beware" was Eric's contribution. This consisted of covers, best described as "less than perfect", along with comments such as one might read in an auction catalogue. Full marks for entertainment value; condition - no comment. Finally, in this section, Elizabeth displayed nine sheets on The Foreign Branch of the G.P.O. These included a letter sent from France to London in 1702, various datestamps, the framed BRITISH/FOREIGN and an Inspector's Crown. The judges announced that the winning entry was that of Elizabeth.

Harold Wilson began the second competition with nine sheets of Crash Mail. Amongst a variety of items were covers carried by Imperial Airways Flying Boats 1935-37 and a number of different DAMAGED BY SEA WATER handstamps. To show that there was life in Wales before the Shrewsbury post office took over the area, Roger Broomfield illustrated the various routes from Aberystwyth in his Aberystwyth Roads. Eric's display was devoted to the life and work of Sydney Raine. Then Steph showed nine sheets of Shropshire Mulreadies. This almost reduced the editor to tears since he cannot find enough from his area of study to fill one sheet. Registered Mail rates up to 1920, largely illustrated by covers from Staffordshire, was Chris Beaver's entry. John Calladine chose as his theme Postal History & Sir Thomas Phillips. On display were a number of missent items including the missent handstamps of Birmingham and Worcester along with a manuscript missent to Evesham. When the judges returned they announced that the winner was Roger Broomfield.

In the competition for post-1938 material there were seven entries beginning with David Hardwick's Rugby - Redirected Mail. This consisted a items from the early 1970s. North Atlantic Air Service was the title of Harold Wilson's entry. We were shown a cover from the first east-to-west regular transatlantic service of 1939, and salvaged mail from the Prestwick crash of 1954. John Soer showed Printed Paper Rates 1940-68. Then Ches produced nine sheets on Postal Disputes, containing material from various strikes in 1962, 1964, 1969, 1971 and 1985. Of particular interest was the service provided in some villages near Rugby, whereby non-striking staff were allowed to provide a delivery within their own village. The Shrewsbury Floral Fete was well illustrated in Steph's Shrewsbury Mobile Post Offices. Chris Beaver's Registered Mail Rates was followed by a look at The Birmingham Post Office in W.W. II which included several items of official stationery. When the judges had completed their deliberations, the winner announced as Harold Wilson.

THE APRIL MEETING

Eighteen members attended the Annual General Meeting on 23rd. April. After the apologies for absence had been recorded the Secretary read out the minutes of the last meeting. Then Elizabeth began her Chairman's report by saying that the past season had been a year of visits. We began our season with a visit from Sid Bowen and his wife from P.O. Archives. The following month we were the guests of the Forces Postal History Society. December saw us making our annual pilgrimage to Burton. Then we travelled to London for the visit to P.O. Archives, followed, the next month, by a journey to Worcester where we were the guests of the local philatelic society. March saw us once more back in Birmingham for our competitions. Elizabeth then went on to thank the officers of the Society. Richard especially for arranging the Burton visit; Trevor for keeping us solvent; the Editor for the production of Midland Mail; also John Calladine for his continuing work with the Society's publications. Finally she thanked anyone who had helped the Society in anyway, especially Messrs. Fieldhouse and Keen for judging the competitions at a moments notice. Elizabeth ended by saying that as this was her last report as Chairman she wished the Society every success in the future and hoped that her successor enjoy the task as much as she had.

Richard said that the Secretary's report would be brief since Elizabeth had already mentioned most of the points he wished to cover. He wished to emphasise that members should not feel that they had to stick to the theme chosen for our nine sheet displays.

The Treasurer distributed copies of the audited balance sheet. He was pleased to record a surplus for the year so the subscriptions would remain at £4.50. The cost of Midland Mail was appreciably less than the year before. This was probably due to one fewer edition being included in this year's accounts and the use of a previously purchased stock of stamps. The income from subscriptions was down since some members who intended to pay had not yet done so.

The Editor reported that so far four editions of twenty pages each had been produced, and it was hoped the final issue of the season would be of the same length. The reason for this number of pages was that it was comfortably less than 60g. so avoiding extra postage. In one edition it is impossible to strike a fair balance between the varied interests of members but he hoped to do so over the course of a year. He mentioned that twelve members would have provided material by the end of the season, and thanked those who had contributed in any way.

After Peter Sharpe had proposed a vote of thanks, seconded by Roger Broomfield, to the Officers for their reports, Elizabeth said that for some time there had been a feeling that we should have a President. She wished to nominate Mr. Chester since it had been his idea to start the Society. This was carried unanimously. Although somewhat lost for words Ches took over the chair at this point, and proceeded to the election of the Officers.

Richard Farman was elected unanimously as Chairman. Elizabeth Lewis was similarly elected as Secretary - Ches remarked "so that she could do some work for a change." In the absence of any other nominations, the Treasurer, the Editor and the County Editors were all re-elected. Eric Lewis was re-appointed as Auditor.

In any other business Elizabeth proposed, seconded by Richard, that the Chairman should serve for a maximum of three years and the Secretary for a maximum of five years. It would encourage members to stand for office if they knew that there was a limit to their time in office. Also it is good for the health of the Society that the Officers change at regular intervals. This was carried nem. con.

Richard announced the dates for the meetings for next season as: 24th. September, 29th. October, 10th. December, 14th. January 1989, 18th. February, 11th. March and 22nd. April. Full details will be in the next issue.

To conclude the first part of the meeting the trophies for the various competitions were presented. They were:

Pre-1840: Elizabeth Lewis;
 Post-1840: Roger Broomfield;
 Post-1938: Harold Wilson;
 Jon Baker Trophy: Chris Beaver.

The Annual Auction, impeccably conducted by Richard Farman, and efficiently organised by Elisabeth and Eric Lewis, was a great success. There were few unsold lots and some attracted spirited bidding. The realisations were as follows:

A 4.00	B 4.00	C 5.50	D 3.50	E 0.75
F 0.40	G 1.00	H 0.50	I 1.90	J 9.00
K 1.00	L 1.00	M 0.75		
1 8.50	2 10.00	3 10.00	4 10.00	5 10.50
6 5.00	8 8.00	9 3.50	10 3.00	11 25.00
12 0.75	13 0.75	14 0.75	15 3.40	16 2.00
17 3.50	18 4.20	19 4.20	20 4.00	21 5.00
22 1.50	23 5.00	25 3.20	26 4.00	27 1.00
28 1.00	30 5.00	31 1.10	32 1.00	33 0.80
34 9.50	38 0.80	40 1.40	41 2.80	42 2.80
43 3.20	44 3.30	45 4.00	46 7.50	47 7.50
48 14.50	49 20.00	50 12.00	52 2.00	54 10.00
55 8.00	56 3.00	57 2.25	58 6.00	59 15.00
60 9.50	62 24.00	63 62.00	65 5.50	66 2.20
67 8.00	68 4.60	69 7.20	70 1.10	71 18.50
74 1.60	77 2.20	78 0.60	79 62.00	80 16.00
81 1.00	82 2.20	83 2.70	84 4.00	86 5.20
88 0.50	89 0.50	90 0.50	91 0.50	94 0.60
97 0.50	99 2.60			

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THE LAST OF THE THIMBLES?

In the early thirties, it became policy to replace datestamps showing just the name of the village by those showing the full postal address. Has anyone seen a thimble of a later date than 15 June 1933 shown on the Countesthorpe handstamp shown below? Its days were numbered, for a double circle was in use by the following April.



EVEN MORE ON REDIRECTED PACKETS

The contribution in MM51/3 has proved to be not quite the end of this particular saga. Illustrated below is the label currently in use on M.P.'s redirected mail. The colour is similar to that of the ordinary type except that it has a purple border and the box containing the words "Delivery Office...." is white. Does anyone know what the letters RMSD stand for. I am very much indebted to Roger Knapman, M.P., the Conservative member for Stroud for supplying the example shown. It is remarkable that he should remember, let alone respond to, such an esoteric request from John Calladine.

"M.P's MAIL" URGENT TREAT AS RMSD		
Special Delivery REDIRECTED PACKETS THIS BUNDLE MUST BE DELIVERED UNOPENED TO:- <i>R KNAPMAN MP</i> <i>PO STRUD COV A51N</i> <i>CALLADINE GDS</i> <i>LODGE RD STROUD</i>	URGENT "M.P's MAIL" REDIRECTED PACKETS THIS BUNDLE MUST NOT BE CUT OPEN	
	<table border="1"> <tr> <td> Delivery Office for immediate delivery If necessary by special delivery </td> <td> Made up by <i>[Signature]</i> Date Stamp of Name of office <i>[Stamp]</i> 6 JUN 1933 12-15 PM </td> </tr> </table>	Delivery Office for immediate delivery If necessary by special delivery
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TREAT AS RMSD URGENT "M.P's MAIL"		

LETTERS TO THE EDITOR

Bob Flamank writes:

I have two items which may be of interest to my fellow members. First of all, I have a "Free" letter dated 22nd. January 1836, from Fazeley to Messrs Snow & Co, Bankers, in London and the franker is Peel. It does not seem to be Robert Peel from comparing it with other autographs, but of course the Peel family connection with the Tamworth area was very strong so possibly it was his brother William.

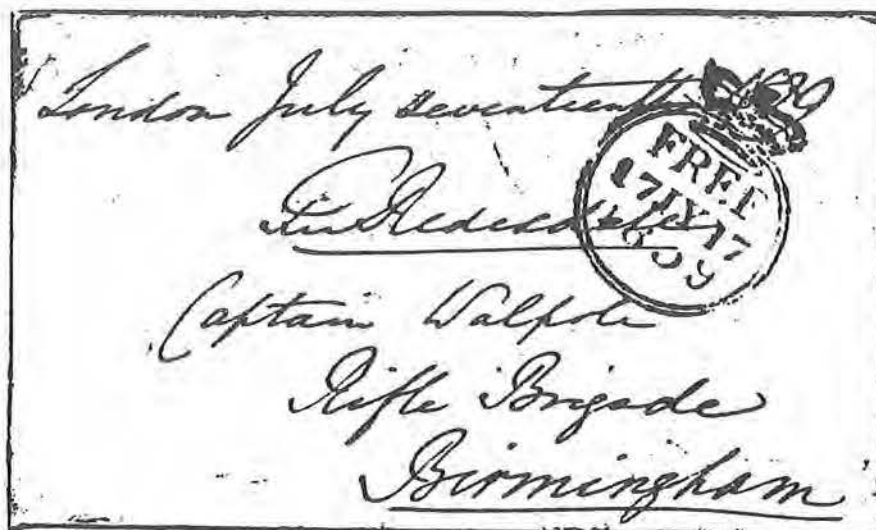
The letter is clearly written by the franker in compliance with the law at that time. The content of the letter which is written from Drayton Rectory, is all in the third person, i.e. "Dr. Lally presents his compliments to Messrs Snow & Co and encloses a bill on Messrs Drummonds which he will thank them to receive for him" etc. etc.

I have come after all this start to the interesting factor which is that the back stamp Fazeley in the form of an undated circle is clearly an albino - it had not seen the ink pad for a day or two, I should say, and has been pressed so firmly that it has gone through to the third sheet of paper as put together. (Editor's Note: The postmark can be seen in the top lefthand corner of the copy below with the "F" in the "three o'clock position".)



The second item on the face of it is extremely simple and normal. It is again another "Free" from London dated 17th. July 1839, and it has been signed as franker by Mr. Redesdale. It carries a Vere Street Maltese Cross type postmark of the same date and is addressed to Captain Walpole of the Rifle Brigade in Birmingham.

So far so good, and as I say, very normal, but it occurred to me that it was unusual as Birmingham was not a garrison town to find a letter addressed to military officers in Birmingham. A little research gave me what I consider to be the answer in that there were riots in Birmingham, in July 1839, known as the "Bull Ring Riots" connected with various Chartist demonstrations, and I formed the opinion, which other members of the Society might like to consider and comment on, that a detachment of the Rifle Brigade had been sent to Birmingham, in view of the serious situation, to support the Civil Power.



SHREWSBURY LOCAL DELIVERIES PRIOR TO 1840

by Denis Salt

Harold Wilson's copy of Churchill's circular letter dated 21st. September 1837 is most interesting, particularly so as Churchill's District included all the Shropshire Post Towns except Ludlow and Bishop's Castle. Shrewsbury had an extensive Local Service (see MM33). In this note I am excluding all letters going into or coming from the General Post, and also letters prior to 1814, as I have only a few pre-1814 letters in my local collection. Between 1814 and 1839 I have forty letters, all of them from or to Shrewsbury, to or from one of the outlying villages (within about ten miles). All these letters have a manuscript "1" on them, and also the Shrewsbury town stamp of the day, and all are prior to 6th. October 1837.

It seems probable from the above that this unofficial local service in fact ceased in October 1837, though how local letters after that date were marked is not indicated. I would have expected the same method of stamping and charging the letters to have continued, and perhaps it did, but if so I have not found any. This of course proves nothing, but it is curious that I should have none after 6th. October 1837, though I have forty in the previous twenty-three years.

BRINGING THE PENNY LETTERS TO ACCOUNT

by Rev Christopher Beaver

Geoffrey Oxley's "English Provincial Local Posts" (1973; corrections in Postal History No. 189, pp. 28-34, 1975; revised edition in contemplation) lists only those Penny and Fifth Clause Posts for which handstamps are known to have existed, whether used at the post-town or sub post-town or at a receiving office, or known to have been issued but not recorded in use. There are very few towns where such stamps were used under which no subordinate office at all is identified. The particular reason for Middlewich needing a stamp has been discovered, that is for letters from the 5th. clause offices in the Potteries not passing through Newcastle-under-Lyme, their post-town, so that almost all the offices listed under Uttoxeter should also be listed under Middlewich, in both instances 1815-17, cf. MM38/5-6. Leicester is another exception; here the penny post stamp of 1839 is very rare but was possibly intended for use on local unpaid letters from unofficial posts set up by the postmaster. However it should be added that the status of receiving offices at Great Glen, Wigston and Rearsby is not clear. Similar issues are for Brackley in 1837, Chipping Campden 1838, Buckingham, Ludlow, Luton and Ringwood all 1839, none having established receiving offices and only the last recorded in use. Attention is also drawn to Oxley's article "The Early Unofficial Local Posts of England" (Postal History No. 166 pp. 73-4 and 76, 1970).

Michael Scott Archer's "Penny Posts of Wales before 1840" (privately reprinted from Postal History Nos. 159 and 160) covers for that country similar ground to Oxley's book, but also includes the post and sub post-towns which had no stamps other than the ordinary "town" stamps and no receiving offices. There is a column for such places headed "Receipt: year ending 3.11.1837". The receipts are it must be assumed for only one month from 6th. October when the regulation referred to at length in the circular to postmasters in the North Wales District (MM54/11) commenced; several totals are less than a shilling, only Holywell exceeding £1. Before that date no check was made of those local posts, and they were unofficial in the sense that they were not established by the G.P.O. under the authority of the P.M.G. Whatever the charge previously made all local letters "are to be charged with Penny Postage, which is to be carried to the account of the Revenue", from that date.

The source for the figures given in the column referred to is the Second Report of the Committee on Postage, Appendix E, No. 23. Detailed lists of figures for each town do not seem to have been compiled for the remaining years to 1840. The First Report had given figures of Gross Revenue, Expenses, and Net Revenue for each "official" local post for the year ended 3.7.1836, dates of establishment too where they could be discovered, and this listing is a primary source of Oxley's book though the figures are not quoted (as they also are by Scott Archer). Having stated that "in 1837 all post towns were established as penny posts", Oxley does point out that the listing in his book "includes only those post towns which had at least one receiving office in the area served or where a penny post handstamp is known to have been used or issued", though it is clear he means post or sub post-towns and penny post or fifth clause handstamps. If the decision to bring local charges into the revenue resulted from legal opinion that unaccounted delivery charges were illegal, the date given by Oxley, page 18 6th. paragraph, must be incorrect. This is not only supported by the date of the circular in MM54, but also two minutes of 1837. In the first (35/702Y/1837), dated 12 May 1837, it was stated that it was the opinion of a Post Office lawyer that the charges on local letters (those put in for distribution within the free delivery of a post-town) were legally a part of the revenue. Returns from the surveyors suggested that the amount involved was as much as £3741 p.a. Birmingham was reported to be one of twelve towns where these charges accrued to the public revenue. Then in a minute of 23 August 1837 (35/703Y/1837) it was reported that the legal opinion referred to had been mislaid and the person concerned had had second thoughts. He now doubted whether the Post Office could legally demand these charges unless the towns concerned were declared penny posts. This the P.M.G. was allowed to do by virtue of the authority conferred upon him by Act of Parliament.

Accordingly a circular was to be sent to the surveyors informing them that the P.M.G. had made all post-towns and sub-offices (where penny posts had not already been set up) penny posts for the local letters. Further conclusive proof is given by a letter sent by the surveyor, Mr. Churchill, to the postmaster of Uttoxeter in November 1838:

"Sir,

It gives me pleasure to inform you that the Postmaster General has authorised the payment of £2 per Annum as compensation for the loss of pence upon letters put into the Uttoxeter Post Office and delivered within the town to commence from the 5th October 1837.

I am Sir..."

Martin Willcock's "England's Postal History" touches on our subject pp. 98-99 in a discussion of types of penny post handstamps. Here it is mentioned that Colonel Maberly stated in 1837 that "some cities which had no penny post system would be issued with stamps for letters collected by carriers on their rounds, the pence from these letters being frequently pocketed". For the statement "Suddenly in 1837 more than 250 towns and cities were given penny post stamps, and every one was a post town in its own right" there is no apparent justification; at least the meaning is obscure and with this the author agrees. It was probably meant to refer to penny post stamps issued as replacements for numbers previously used at receiving offices, and to similar so-called "village-type" stamps for the post and sub post-towns. (See the letter following this article.)

At the end of this article are the details, for a number of Midlands towns, of the first month's revenue resulting from the regulation "bringing the Penny Letters to account" from 8th. October 1837, on the assumption that where no receiving office is mentioned no income from earlier in the year is included in almost all the returns. Although Oxley lists receiving offices, established prior to this date, for Ashbourne, Banbury, Mansfield and Nottingham, no such offices are listed in the Appendix to which reference has been made. (Such towns are included under the heading "Penny Posts" mixed among the towns with receiving offices named and for which a full year's receipts are given, e.g. £1809. 3. 6. from Birmingham, by far the largest in the Midlands with then twenty-two subordinate offices).

What perhaps needs stressing is that this extension of Penny Posts in 1837 concerns local letters, without reference to number of sheets or weight, and neither Maberly's directive to Churchill nor Churchill's to his postmasters makes reference to letters received from or sent forward by the General Post.

	£.	s.	d.		£.	s.	d.
Ashbourne	-.	13.	1	Banbury	-.	10.	7
Belper	-.	—.	6	Bishop's Castle	-.	2.	6
Brackley	-.	4.	6	Bridgenorth	-.	8.	8
Broadway	-.	1.	0	Bromyard	-.	9.	10
Buxton	-.	1.	0	Campden	-.	1.	5
Cheadle	-.	2.	6	Droitwich	-.	—.	7
Eccleshall	-.	1.	5	Evesham	-.	4.	10
Higham Ferrers	-.	—.	11	Kidderminster	-.	6.	2
Kington	-.	7.	4	Lawton	-.	2.	2
Leek	-.	9.	9	Leicester	6.	2.	10
Loughborough	1.	16.	10	Ludlow	-.	19.	11
Lutterworth	-.	5.	1	Mansfield	-.	13.	9
(Middlewich	-.	4.	9)	Newport	-.	3.	2
Northampton	2.	7.	1	Northleach	-.	—.	4
Nottingham	11.	7.	2	Oakham	-.	2.	7
Oundle	-.	7.	2	Penkridge	-.	—.	2
Pershore	-.	2.	9	Presteigne	-.	—.	9
Retford	-.	9.	1	Rugby	-.	3.	3
Rugeley	-.	7.	11	Southam	-.	1.	4
Stone	-.	2.	1	Stroud	-.	17.	5
Tamworth	-.	5.	10	Tetbury	-.	2.	5
Towcester	-.	4.	9	Uppingham	-.	1.	5
Uttoxeter	-.	3.	5	Wednesbury	-.	2.	9
Welford	-.	—.	3	Wellingbrough	-.	2.	5

Oswentry, April 2nd, 1838.

Sir,

I beg you will immediately inform me whether there are any Penny-Posts or Sub-Offices, under *Uttoseter* which are not supplied with Stamps, bearing the name of the place. The Postmaster General having decided that the numbered Stamps which are at present in use at some of the Country Offices, shall be done away with, and superseded by Stamps bearing the name of the place at which the Office is established.

It is also necessary for you to state, whether any Messenger is employed at your Office, to Collect and Deliver Penny-Post Letters, without passing through a Receiving House, so that all Letters of this description may be Stamped with the name of your own Town with "Penny-Post," added to it.

I am, Sir,

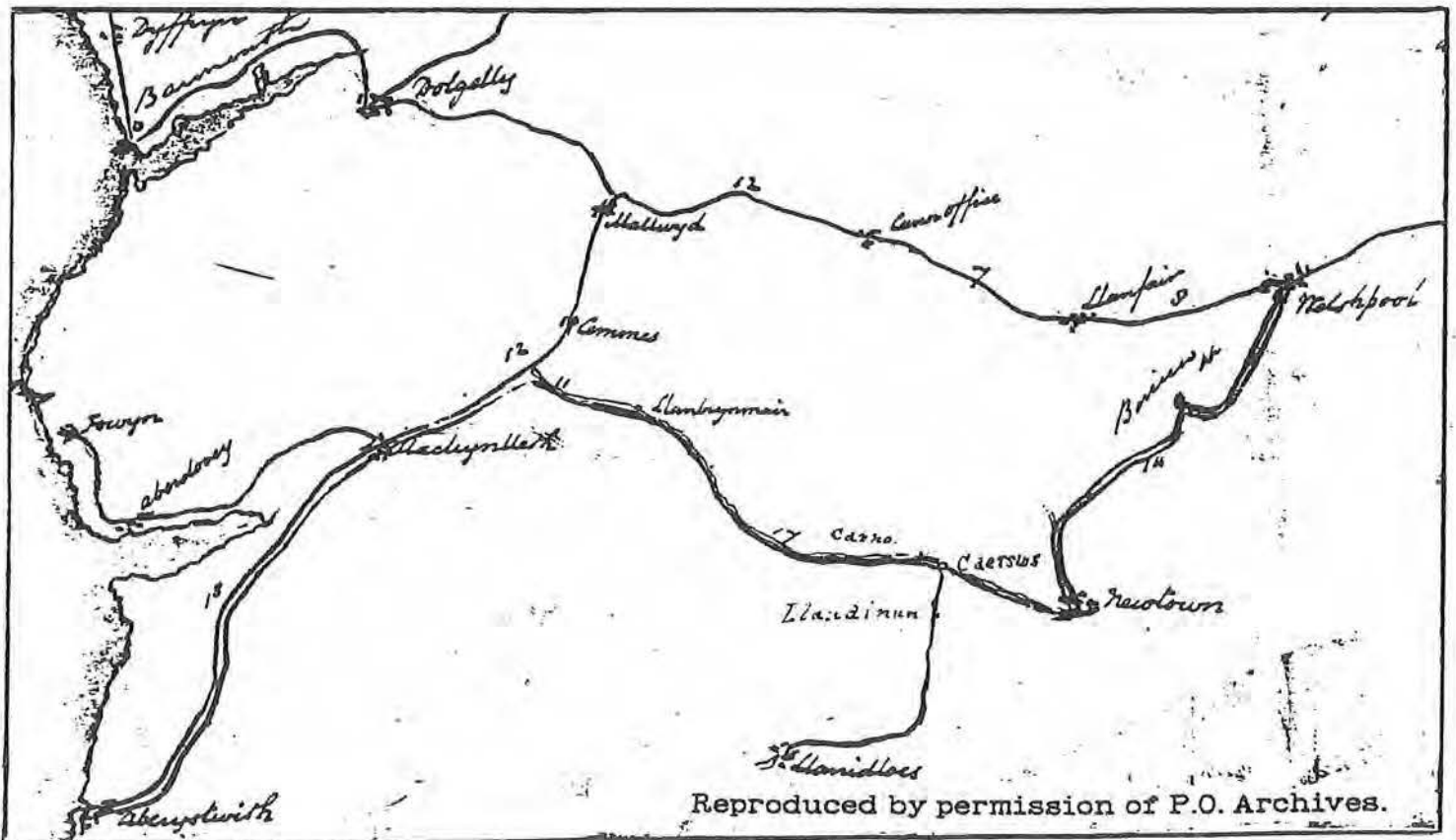
Your obedient Servant,

B. Churchill,

Surveyor of the General Post Office.

Postmaster of
Uttoseter

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SHREWSBURY - ABERYSTWYTH, 1840-64

Surprise has been expressed by a number of people that during the 1850s and 1860s a number of offices in Wales, some of them on the coast, came under Shrewsbury for the purpose of sorting mail. The following notes are offered in the hope that they may stimulate further discussion, and are far from providing a complete answer to the problems that have arisen.

A mail coach between Shrewsbury and Aberystwyth was running in 1814 but by the late 1830s it had been replaced by a series of rides. West of Welshpool there was a number of possible routes. The northernmost ran through Llanfair, Mallwyd and Cemmaes to Machynlleth. Alternative routes ran through Newtown from which roads ran through Llanbrynmair to join the previous route a little to the south of Cemmaes at the Tyn-y-rhos toll-gate (Cemmaes Road today?), or through Llanidloes to Llangurig on the road from Gloucester to Aberystwyth.

When a Shrewsbury to Aberystwyth mail-coach was reintroduced in 1840, there was "a great struggle" between the first two routes, but it was felt that the road through Cann Office and Mallwyd was more important than that through Newtown and Llanbrynmair. In the documents in Post 30, Ref 82, it is not clear if the coach ran through to Shrewsbury or if it terminated at Welshpool where it connected with the Shrewsbury - Newtown mailcoach. However, Slater's Shropshire Directory for 1844 mentions a mail-coach to Aberystwyth from Shrewsbury giving the times of departure from and arrival at Shrewsbury as 6.45 a.m. and 3.30 p.m.

In December 1845 the contractors stated that they were unhappy with their terms and asked for an increase in pay as well as being allowed to take the route through Llanbrynmair. The latter was supported by petitions from Machynlleth and Newtown. That from Newtown said that they had a population of "8,000 souls" whereas that of Llanfair was only 800; they were the chief centre for the manufacture of Welsh Flannel (!) and the route through Newtown was more level. The surveyor refused their request. He pointed out the importance of Mallwyd from which a branch post had been established, the previous April, to Dolgelly, Harlech, Portmadoc and Bangor; this connected with the Shrewsbury mail-coach in both directions and so provide a postal connection between North and South Wales. Also Newtown already had a mail-coach from Shrewsbury. The surveyor explored the possibility of replacing the coach by rides. In the event the contractors continued to work the coach on more-or-less the same terms as before.

It was the turn of Llanidloes to join the petitioners in 1848. They had heard that the Shrewsbury to Newtown coach was to be replaced with a single-horse cart. They asked for the Shrewsbury - Aberystwyth coach to run through Newtown, Llanidloes and Llangurig, giving as reasons a more level route which passed through a more populous district (Newtown 8000, Llanidloes 5000 and Llangurig 2000 as against Llanfair 1000 and Machynlleth 3000). Also a letter to Rhayder, fourteen miles away, took three days to go through Shrewsbury and Hereford. As is to be expected the inhabitants of Newtown supported them with a further petition.

When, in the following year, the P.M.G. was minuted to the effect that the applications were to be refused, he asked that the matter examined in detail again since such a change would enable a populous mining district to answer letters by return of post, and on the map Newtown and Llanidloes appeared to be the most natural route. In addition the opening of the Stafford to Shrewsbury railway might have altered the circumstances. A further investigation showed that the change would have involved an increased expenditure of £203, so the route remained unchanged.

The Stafford - Shrewsbury railway opened on 1st. June 1849. On 17th. June the surveyor reported, "The alteration in time of the present mail coach on adopting the Stafford - Shrewsbury line of railway ...gives Newtown 8 hours to reply instead of 1 hour.." In 1845 the coach arrived in Aberystwyth at 4.35 p.m. and departed at 8 a.m. By 1850 these times were 1.47 p.m. and 11.22 a.m. I have not been able to find any evidence but I am sure that a number of changes of post-town which took place later in 1849 were related to this change of times.

On 9th. July the order was given to the Inland Office that letters for Machynlleth, Llanfair and Llanidloes were to be sent to Shrewsbury instead of Welshpool. On 10th. December orders were given for letters to Aberdovey and Towyn to be sent to Shrewsbury. I imagine that it was advantageous to have the mail sorted at Shrewsbury rather than delay the coach at intermediate points. However, on the down journey there was a stop of twenty-five minutes at Welshpool.

The frequently requested changes finally took place in 1852. In a report of March 1851, following further applications from Newtown etc., Mr. Churchill had no hesitation in saying that the Mail should travel on 'the more important line through Newtown, Caersws, Carno, Llanbrynmair and Machynlleth'. We can only speculate to what extent he was influenced by the fact that at a meeting in Shrewsbury the previous week the coach proprietors had decided to give notice to quit unless the route was altered. By the autumn tenders were being sought for a coach on the Llanbrynmair route to begin on 6th. April 1852.

Inevitably there were a number of changes which accompanied this alteration. Llanfair and Cann Office were served by mail-cart from Welshpool; Cemmaes and Mallwyd by a messenger from Tyn-y-rhos where the gatekeeper was to be paid for taking charge of the bags between the arrival of the up and down mail; Llanidloes by a mail-cart from Caersws instead of Newtown; and the messenger from Newtown to Llanbrynmair was withdrawn. All of which would explain the orders given that from 5th. April 1852 letters for Caersws, Carno, Llanbrynmair and Llandinam were to be sent to Shrewsbury instead of Newtown; and that from 14th. April letters for Llanfair and Cann were to be sent to Welshpool instead of Shrewsbury.

At about the same time a number of offices were opened on various branch posts from Machynlleth. Also an office was authorised at Eglwysfach for which the bag was to be conveyed by the mail-coach from Shrewsbury. A glance at the time bill will show that for Eglwysfach and other sub-offices near the coast such as Bow Street (MM49/4) it was more sensible for the mail, other than that originating at Aberystwyth and beyond, to come from Shrewsbury rather than Aberystwyth.

That Shrewsbury was to be the post-town (as far as mail was concerned) for the offices mentioned was emphasised in an order of 5th. February 1854: "Letters for Carno, Caersws, Llanbrynmair, Llandinam, Llanidloes, Dinas, Cemmaes, Machynlleth, Taliesin, Eglwysfach now sent partly to Newtown and partly to Shrewsbury are to be sent to Shrewsbury only."

Another place on the road which was to receive its mail directly from Shrewsbury was Abermule. Before 1856 it received its mail from Newtown but from 25th. February the bag was dropped off by the coach. A further example of the desire to speed up delivery of the mail by avoiding sorting at intermediate points was a branch post from Welshpool to Churchstoke which connected with the mail-coach. It was specified that there was to be no sorting at Welshpool.

In the autumn of 1856 the proprietors were given permission to convey the mail, during the winter months, between Newtown and Aberystwyth by a mail-cart four days a week and a pair-horse coach three days a week instead of a four-horse coach. Still its days were numbered. Within eight years most of the places mentioned would be R.S.Os, whose mail would be carried on the Shrewsbury & Aberystwyth line from which it would be transferred to the Shrewsbury and Tamworth T.P.O.



GENERAL POST OFFICE.

ULICK JOHN, MARQUIS OF CLANRICARDE, Her Majesty's Postmaster-General.

Stafford, Shrewsbury and Aberystwith ^{present} ^{proposed} TIME BILL.

Contractor's Names	Number of Passengers.		M.	F.	Time allowed.	Despatched from the Post-Office, Stafford, the 185 , at	of	by Time-Piece
	In.	Out.						
Shropshire Union Railway			13..0	35		Arrived at the Railway Station, at 10		
						Train from London, at 12	Off at 1. 22	
			7..4	25		Arrived at Newport, at 1 57		
						Arrived at Wellington, at 2 32		
			0..4	35		Arrived at the Station, Shrewsbury, at 2 57		
Whitehall & Co.			30..0	10		Arrived at the Post-Office, at 3 7		
						2. 53	Twenty-five Minutes allowed.	Off at 6. 0 PM
			19..0	2		Arrived at Welchpool, at 6 12	8. 6	
						25	Twenty-five Minutes allowed.	
			15..5	1		Arrived at Cann Office, at 8 33	Newtown 9 36	
W. & G. Smith			17..0	1		Arrived at Mallday, at 9 52	Denbrynmair 11 29	
R. Owen			11..0	1		Arrived at Machynlleth, at 11 22	12. 42	
E. Edwards .			11..0	1		10	Ten Minutes allowed.	Off 12 52
C. Lloyd			9..0	1		Arrived at Halfway House, at 12. 39	1. 52	
C. Marshall .			9..0	1		Arrived at the Post-Office, Aberystwith, the 185 , at 1. 47 PM	2 52 PM	by Time-Piece
			105..2	12				Delivered the Time-Piece safe
			10..4	12				No. to

RETURNED.

Contractor's Names	Number of Passengers.		M.	F.	Time allowed.	Despatched from the Post-Office, Aberystwith, the 185 , at	of	by Time-Piece
	In.	Out.						
C. Marshall .			9..0	1		Arrived at Halfway House, at 12 30	1. 10	
			9..0	1		Arrived at Machynlleth, at 1. 37	2. 10	
						10	Ten Minutes allowed.	Off 2. 20
			11..0	1		Arrived at Mallday, at 3 15	Denbrynmair 3. 32	
			11..0	1		Arrived at Cann Office, at 4 36	Newtown 5 18	
R. Owen			13..4	1		Arrived at Welchpool, at 6 22	6. 58	
W. & G. Smith			15..5	1		15	Fifteen Minutes allowed.	
Whitehall & Co.			19..0	2		Arrived at the Post-Office, Shrewsbury, at 9. 2		
						50	Fifty Minutes allowed.	Off 9 52
			10..4	10		Arrived at the Railway Station, at 10 2	10 3	Off at
			9..4	35		Arrived at Wellington, at 10 57	10 57	
			7..4	25		Arrived at Newport, at 11. 2	11 2	
Shropshire Union Railway			13..0	35		Arrived at the Station, Stafford, at 11. 37		
						Train from Carlisle, at 11 37		
						Off to London, at 11 37		
						Arrived at the Post-Office, Stafford, the 185 , at 11. 59 PM	11. 59 PM	by Time-Piece
			105..2	12				Delivered the Time-Piece safe
			10..4	11				No. to

The Postmaster to give a Fortnight's Notice when a further Supply is required.

THE Time of working each Stage is to be reckoned from the Coach's Arrival; and as any Time lost is to be recovered in the course of the Stage, it is the Coachman's duty to be as expeditious as possible, and to report the Horse-keepers if they are not always ready when the Coach arrives, and active in getting it off. The Guard is to give his best assistance in changing whenever his Official Duties do not prevent it.

By Command of the Postmaster-General,

GEORGE STOW,

Surveyor and Superintendent.

EIGHTEENTH CENTURY MAIL-COACH ROUTES

by Rev Christopher Beaver

PART A. SOURCES AND NOTESSOURCES

Dates of establishment in 1784-6 are from the Daily Universal Register; later dates from G.P.O. notices in other newspapers.

"1789 W" is from "Annual Account of Mileage paid for conveying the Mails by the Mail Coaches 1789." (Post 97/4/91). (N.B. W = Warrant).

"5.1.91 List" is taken from "Abstract of Mileage Warrants for Quarter ended 5th. January 1791." (Post 97/4/587).

"Mail Coach Routes 1791" are given on page 111 of Copeland: "Roads and their Traffic 1750-1850" (where two place names have been mis-read); though the source of this is not identified, distances coincide with the collection of "Bonnor" time-bills at P.O. Archives.

An "Abstract of 10 April 1792" gives miles according to current time-bills, and for most routes, miles by warrant as well (Post 42/43/1792).

"3.6.94 List" is a list of mail-coaches in the King's birthday procession taken from the Evening Mail of 4.6.94; the titles Bath, Chester, York and Ipswich are apparently not destinations.

"1796 List" is from two identical lists of mileage warrants authorised "for this quarter" dated 8th. July and 11th. October 1796; however no London mail-coaches are included (Post 10/27/36 and 198).

"1797 T.B." is from the "Hasker" time-bills at Bruce Castle Museum, Tottenham; they are substantially reproduced in Vale's "Mail Coach Men of the Late Eighteenth Century" with Thomas Hasker's comments as he inspected and reported. The London to Hastings and London to Steyning mail-coaches listed by Vale did not exist; these posts were probably operated by mail-cart. (Editor's Note: This point will be covered in a future edition.)

ROYAL MAIL-COACHES

Daily mail-coaches were specially sent between London and Cheltenham while the King was taking the waters in 1788, at least, and similarly between London and Weymouth in several summer seasons including 1795, 1796 and 1797.

FOREIGN MAILS

Ordinary stage-coaches were generally used to convey these including London to Dover in 1792-3, London to Harwich from 1793, and London to Yarmouth a year or two later (the changes were due to fortunes of war with France). In 1797 a similar use of stage-coaches is mentioned between London and Exeter for the less frequent and regular Falmouth packet mails; whether a cart rather than a coach had to be used beyond Exeter is not stated.

MILEAGE

Where the time-bill and warrant distances differ, it should be borne in mind that the contractors continued to be paid for an agreed distance though the measured distance did not always agree with this figure.

B. FROM LONDON

	First Established	1789 M	5.1.91 List	1791 T.B.	4.1792 T.B. W.	3.6.94 List	1797 T.B.	
1. DOVER via Canterbury	31.10.1785	74	Yes	74	74 74	Yes	74	
2. PORTSMOUTH via Petersfield	8. 8.1785	74	Yes	72	72 74	Yes	72	
3. POOLE via Bagshot & Southampton	8. 8.1785		Yes	119	119 118	Yes	118.5	
4. EXETER via Sarum & Dorchester	24.10.1785	180	Yes	179	179 180	Yes	179	
5. EXETER via Andover, Frome, Amesbury and Taunton	7.11.1785	-	-	-	- -	-	-	See 6
6. EXETER via Bath and Taunton		195	Yes	195	195 195	Yes	196.5	
7. BRISTOL via Andover and Bath	29. 9.1785	-	-	-	- -	-	-	
8. BRISTOL by Marlborough & Bath	2. 8.1784	125	Yes	125	125 125	Yes	123.5	
9. GLOUCESTER via Oxford; - HUBBERSTONE via Hereford and Carmarthen	22. 8.1785 31.10.1785	- -	- -	- -	- -	Yes -	- -	See 38 See 34 & 37
- SWANSEA(31.10.85)-CARMARTHEN	5.11.1785	-	-	-	- -	-	-	See 34
10. STROUD via Abingdon & Cirencester	12. 9.1785	-	-	-	- -	-	-	
11. WINDSOR	9.1785	-	-	-	- -	-	-	Note a
12. LUDLOW via Oxford and Worcester	29. 8.1785	-	-	-	- -	-	-	See 13 & 41
13. WORCESTER via Oxford	by 11.1786	118	Yes	118	118 118	Yes	118	c.f. 12
14. SHRENSBURY via Oxford & Birmingham	5. 9.1785	164	Yes	165.5	165 164	Yes	165.5	
15. BIRMINGHAM via Coventry	22. 8.1785	-	-	-	- -	-	-	Note b
16. HOLYHEAD via Chester	10.10.1785	279	Yes	279.5	190 +89 186 +92	Yes	278.75	Note c
17. LIVERPOOL via Coventry	25. 7.1785	205	Yes	207.5	207 205	Yes	207.75	
18. MANCHESTER via Derby; - CARLISLE via Preston	25. 7.1785 10.10.1785	185 +122	Yes Yes	309	189 +120 185 +120	Yes Yes	309	
19. LEEDS via Leicester; - CARLISLE via Appleby	25. 7.1785 10.10.1785	195 -	Yes -	198.5 -	198 - 195 -	Yes -	198 -	See 54 & 20
20. GLASGOW via Ferrybridge & Carlisle		-	-	-	- -	-	405.75	See 54
21. EDINBURGH via York & Newcastle	27.11.1786	193+80 +117	Yes	395.5	195+80 +122 193+80 +117	Yes	396	
22. WISBE(A)CH via Cambridge		-	-	97	97	Yes	97.5	
23. YARMOUTH by Newmarket & Norwich	25. 3.1785	138	Yes	-	138 138	-	-	See 51 & 24
24. NORWICH via Newmarket		-	-	112	- -	Yes	112	See 51 & 23
25. NORWICH via Ipswich	25. 3.1785	117	Yes	115	115 117	Yes	114.5	See 52

NOTES

a. Was this a service for the King's Court? See the introductory notes.

b. Ceased 8. 7.1787? See 42.

c. Initially via Coventry and Stone, but by Northampton, Lutterworth and Stafford from 5. 4.1788.

C. BYE AND CROSS MAILS

	First Established	1789 W	5.1.91 List	1791 T.B.	4.1792 T.B.	W.	1796 List	1797 T.B.	
26. CANTERBURY - MARGATE	1792	-	-	-	-	-	-	17	Note d
27. PORTSMOUTH - BRISTOL via Southampton, Sarum, Bath	9. 5.1785	-	-	-	-	-	-	-	See 28
28. CHICHESTER - BRISTOL via Portsmouth etc.		120	-	-	-	-	-	-	
29. PORTSMOUTH - CHICHESTER		-	-	-	18		Yes	18	
30. SOUTHAMPTON - LYNINGTON			Yes	18	18		Yes	18	
31. DORCHESTER - WEYMOUTH	10.10.1794	-	-	-	-	-	Yes	8	
32. EXETER - PLYMOUTH		44	Discoached by Palmer in 1790; re-established 5.4.1800						
33. EXETER - FALMOUTH		99	Discoached by Palmer in 1790; re-established 5.7.1799						
34. BRISTOL - MILFORD via Swansea and Carmarthen	5. 7.1787	161	Yes	151	151	161	Yes	151	Note e & j cf. 9
35. BRISTOL - BIRMINGHAM by Gloucester	6. 7.1787	86	Yes	88	88	86	Yes	88	
36. BRISTOL - OXFORD		86	Yes	-	-	-	Yes	83	Note n
37. GLOUCESTER - CARMARTHEN	5. 4.1797	-	-	-	-	-	-	-	cf. 9
38. GLOUCESTER - OXFORD	6. 4.1794	-	-	-	-	-	-	50	cf. 9
39. WORCESTER - HEREFORD	5. 3.1794	-	-	-	-	-	Yes	32	Note k
40. WORCESTER - UPTON		-	-	-	-	-	Yes	-	
41. WORCESTER - LUDLOW		29	Yes	-	32	-	Yes	32	See 12 & g
42. BIRMINGHAM - COVENTRY	9. 7.87 ?	-	-	21	20	-	-	20	Note h
43. BIRMINGHAM - LICHFIELD	10.1796	-	-	-	-	-	-	Yes	
44. BIRMINGHAM - MANCHESTER	10.10.1800	-	-	-	-	-	-	-	
45. LIVERPOOL - PRESTON	10.10.1785	-	-	-	-	-	-	-	
46. LIVERPOOL - YORK via Manchester and Leeds		-	-	-	-	-	Yes	-	See 47
47. LIVERPOOL - HULL via York		-	-	-	-	-	-	146	
48. YORK - HULL		40	Yes	40	38	-	Yes	-	See 47
49. YORK - WHITBY via Malton	10.10.1795	-	-	-	-	-	Yes	48	Note f
50. YORK - SCARBOROUGH via Malton	10.10.95 ?	-	-	-	-	-	Yes	40	Note i
51. NORWICH - YARMOUTH		-	-	-	-	-	Yes	-	See 23
52. IPSWICH - YARMOUTH		-	-	53	52	-	Yes	53	Note e
53. CARLISLE - DUMFRIES		-	-	40	40	-	-	-	
54. GLASGOW - FERRYBRIDGE via Carlisle	1788	228	Yes +Yes	227.5	103 +123	104 +124	Yes +Yes	-	See 20
55. GLASGOW - AYR		-	-	36	35	36	Yes	35	
56. GLASGOW - PAISLEY		-	-	14	-	-	-	-	
57. EDINBURGH - ABERDEEN	1. 8.1798	-	-	-	-	-	-	-	

NOTES

d. "18 or 20 weeks in summer".

e. In 1797 a non-patent coach.

f. In 1797, three days a week.

g. Connection with 13. Also see 12.

h. Connection with 17. Also see 13.

i. In 1797, four days a week.

j. Milford (later called Milford Haven) was "Hubberston(e)" pre-1796. It was developed into a port, especially to S. Ireland, and named during the decade.

k. The surviving 1797 way-bill appears to be for a mail-cart though a note on it states "This coach is 3 days a week".

THE UNDATED STRAIGHT LINE & NUMBERED RECEIVING HOUSE MARKS OF THE MIDLAND COUNTIES, 1840-1860.

We now have an agreed title for the Society's new book which should be published in time for Santa to include in your Christmas stocking. (If the title seems over-long, consider any alternative that might describe the content both accurately and completely.) So far, the help of the membership has been sought twice during the preparation of the book. Firstly, in 'Midland Mail' No.43, we printed a provisional list of the straight line marks of the town sub-offices (the P/MSL list) and asked for usage data. Then, in 'Midland Mail' No.50, members were invited to forward photocopies of any other undated marks seen used after 1840 (excluding UDCs, of course). Both exercises produced much useful information but the first had an advantage over the second in that we were able to offer a draft to shoot at since most marks were to be found in the Steel Impression Books. In the second exercise, we were feeling our way, believing that many of the stamps would have pre-dated or eluded the proof books. Now we can do better and, as a result of that exercise and the work done elsewhere for Martin Willcocks' 'British County Catalogue of Postal History', it is possible to offer a draft list of other undated marks comparable to our P/MSL list. It is hoped that members and friends who have not already submitted reports or photocopies will find it easier to do so when they can see exactly what it is we need. In some cases we would like confirmation that a mark is known used before 1840, in some cases we need a photocopy to illustrate the mark, and in all cases we need post-1840 usage data (giving the full date and the ink colour) if it has not already been reported. Finally, if you believe that, in spite of our best efforts, there is a mark that should be on our list and isn't, please tell us about that too.

Unlike the P/MSL list, it is not really practical to illustrate the marks in 'Midland Mail' (but each and every one will be illustrated in the book) and we have therefore used the 'Champness system' to describe them. For those unfamiliar with it, the relevant classification is as follows:

- Group A Straight line upright serif capitals in one line (A1) or two lines (A2). Most stamps in this group were in our P/MSL list but there are a few late additions here.
- Group B Straight line upright sans-serif capitals in one line (B1) or two lines (B2). Again, most marks in this group were in the P/MSL list.
- Group E Straight line italic capitals, sans-serif (E1) or serif (E2) or lower case in one line (E3), in two lines (E4) or in a rectangular frame (E5). E3 marks are frequently 'penny post removed'.
- Group G Miscellaneous types comprising unframed penny post stamps (G1), framed penny post stamps (G1A) straight line mileage marks (G2) and straight line 'mileage removed' marks (G2A).
- Group N Numbered receiving house marks, normally prefixed 'N^O.'
 - N1 Unframed upright serif figure
 - N1A Unframed italic serif figure
 - N2 Rectangular-framed upright serif figure
 - N2A Rectangular-framed italic serif figure
 - N3 Upright numeral in circular frame
 - N4 Serif figure but without the prefix 'No.'
 - N5 Rectangular-framed upright type in two lines with 'PyP' and RH number

Armed with this guide, it should be possible to identify the marks on the following list which is an approximate county order only.

G1	Glossop PP	We have no usage data and no illustration
G1	Hathersage/Penny Post	As above
E3	Hathersage	Was it used before 1840?
E3	Sudbury-D	Was it used before 1840?
G1	Brookend/Penny Post	
G1	Cambridge Glou ^C /Penny Post	
G1	Coleford/Penny Post	Used before 1840? Illustration needed.

G1	Frampton on Seveon/Penny Post	
E5	Lea	
G1A	M.Dean/Py Post	
G2	Newent/117	Illustration needed
G2A	Painswick	
G1	Cheltenham/Penny Post	
G1	Stroud/Penny Post	
G1	Whitminster/Penny Post	
E2	Pittville	
E2	Mountpellier	
E2	Tewkesbury-Rd	
E2	St Pauls	
E2	Bath=Road	
E2	London=Road	
E1	Bath Road	
N2	No.1 (of Cheltenham)	Illustration needed
N2	No.2 "	
N1A	No.4 "	No usage data yet
N1A	No.5 "	
A2	Eastgate/Gloucester	
A2	Westgate/Gloucester	
A2	Southgate/Gloucester	
A2	Northgate/Gloucester	
B1	New-Inn	Illustration needed and more data
B1	Southgate-St	
B1	Northgate-St	
B1	Eastgate-St	
E3	Eardisley	Was it used before 1840?
G1	Kentchurch/Penny Post	As above
G1	Letton/Penny Post	As above
G1	Pencraig/Penny Post	As above
G1	Peterchurch/Penny Post	As above
G1	Whitchurch Herefords/Penny Post	As above
G1	Weobley/Penny Post	As above
G2A	Llanrwst	
G2A	Penybont	
G2A	Radnor	
G1	Appleby Leicester/Penny Post	
G2	Cavendish Bridge/109	No post-1840 usage yet confirmed
G2	Kegworth/109	Illustration needed
G1	Leicester/Penny Post	No usage data yet
G1	Measham/Penny Post	
G1	Overseal/Penny Post	
E3	Overseal	
G1	Sheepy/Penny Post	
G1	Twycross/Penny Post	
E3	Bozeat	Was it used before 1840?
E3	Brannston	
G1	Daventry/Penny Post	
G1	Kilsby/Penny Post	Confirmation of pre-40 use needed
E3	Long Buckly	
G1	Peter/borough/Penny/Post	
N2	No.1 (Whittlesea)	
G1	Thrapstone/Penny Post	
E3	West Haddon	
G1	Newark/Penny Post	No usage data, no illustration & no other Notts marks
G1	Baschurch/Penny Post	Was it used before 1840?
G1	Burwaston/Penny Post	Was it used before 1840?
G1	Burwarton/Penny Post	

G2 Church-Stretton/153	
G1 Dawley Green/Penny Post	Was it used before 1840?
G2 Halesowen/128	
G1 Ironbridge/Penny Post	Confirmation of post-1840 usage sought
G1 Ruyton/Penny Post	Was it used before 1840?
G1 Westbury Salop/Penny Post	Was it used before 1840?
G1 Whittington/Penny Post	Was it used before 1840?
N2 No.2 (Westbury)	
E3 Alrewas	Illustration needed
E3 Barton	Illustration needed
? Breewood	Non-standard type. Confirmation of post-1840 use sought
E3 Longdon	Was it used before 1840?
E3 Shirleywich	Illustration needed
G1 Trysall/Penny Post	Was it used before 1840?
G1 Barford/Penny Post	Was it used before 1840?
G1 Kenilworth/Penny Post	Was it used before 1840?
E2 Kenilworth	We have no usage data
G1 Leamington/Penny Post	Used before 1840? Illustration needed
G1 Stretton/Penny Post	Was it used before 1840?
A1 Studley	
G1 Wolston/Penny Post	Was it used before 1840?
N2 No.1 (Nuneaton)	Confirmation of pre-1840 use sought
N1A No.1 (Kenilworth)	Confirmation of pre-1840 use sought
N2 No.6 (Stonebridge)	Confirmation of pre-1840 use sought
G1 Curdworth PP	Was it used before 1840? Illustration needed
G1A Edgbaston/Penny Post	Was it used before 1840?
G1A Elmdon P.P	Was it used before 1840?
G1 Erdington PP	
G1A Great Barr P.P	Was it used before 1840?
G1 Hockley/Penny Post	Was it used before 1840?
G1A Kings Norton PP	No usage data. Illustration needed
G1A Northfield PP	Was it used before 1840?
G1A Shirley Street/PP	Was it used before 1840?
G1 Smethwick/Py Post	Was it used before 1840?
? PP/Paid (Identifying Edgbaston)	Was it used before 1840?
N5 Py P/No.15	
N2 No.6	Confirmation of pre-1840 use sought
N2 No.7	As above
G1 Brittel Lane/Penny Post	Was it used before 1840?
B1 Chaddesley	Appears to be an 18c mark - have you seen it?
G1 Cleobury/Penny Post	
G1 Feckenham/Penny Post	Was it used before 1840?
G1 Hartlebury/Penny Post	As above
G1 Kinvar/Penny Post	
G1 Wordesly/Penny Post	Was it used before 1840?
N2 No.2 (of Worcester)	Confirmation of post-1840 usage sought

Please send information concerning the marks on this list or marks that should be added to it to:-

John Calladine
Dunley House
Cranham
Gloucester GL4 8HQ

or, if you wish to discuss a query, phone .0452-862218.

TAILPIECE - OR THROUGH THE MAGNIFYING GLASS

Eric and Elizabeth who have contributed this item say that the 1 is, of course, impressed in red ink.

THE NEXT MIDLAND MAIL

This will appear in late August or early September. In addition to details of next season's programme, there will be an article on Post Offices and Inns. Possibly there will be something on mileage marks as well as a look at time-bills. Articles of any length will be gladly received by:

John Soer 51D, Barkham Road, Wokingham, Berkshire RG11 2RG.

Great Britain Postal History

from 1840 to date. County material,

FDCs and the unusual. Send for my latest list.

ROGER HUDSON
P.O. BOX 172
COVENTRY
CV6 6NF