



MIDLAND MAIL

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



Chairman:
Elizabeth Lewis

Treasurer:
Trevor Clewley

Secretary:
Richard Farman

NUMBER 52, OCTOBER 1987

So we are to be provided with wall-to-wall carpeting and various other "mod cons" while we wait in the queue to post our parcels. Although we shall be able to pop along to W.H. Smith's when we need stamps, if we want to send a registered letter it will be a matter of waiting behind someone wanting their pension, two television stamps, three telephone stamps, five premium bonds, a British Visitor's Passport and a road tax disc. Why is it not possible to have one position in each main post office devoted entirely to the business of the Royal Mail?

However I will write a little in defence of the Post Office who are often accused of seeking to close sub-offices in rural areas. My research in Leicestershire suggests that this criticism is unfair. Whilst it has been deliberate policy to close a number of town sub-offices, justifiably so in most instances given the close proximity of other offices, attempts have been made to keep open village sub-offices. There are at least a dozen villages in the county which have lost their sub-offices in the last two or three years. This is not because the authorities have deliberately closed them but because no suitable applicant could be found following the death or retirement from business of the incumbent. Also the demise of the village shop, in many areas, must be a contributory factor. So as to provide some form of service, the Post Office has sanctioned the operation of parttime sub-offices in private homes. In one office the date stamp and pad are kept in a beautifully polished wooden box which stands proudly on top of the piano. In that and many other offices the letters are still weighed using the old-fashioned scales with brass weights. It can be a very pleasant way of spending a summer's afternoon seeking out sub-offices in the depths of the countryside. As I have said before, we should not let our preoccupation with the routes and rates of the previous centuries prevent us recording what is around us. It may disappear before we realise it. A possible pointer to the future is that, in this area, plans are well advanced to open the first post office in a hypermarket in this country. This despite the fact that there is a sub-office less than a mile away. I doubt if there will be the same pleasure in obtaining a copy of the single circle of Sava-Centre, Reading as there is in finding Goadby Marwood or Frisby-on-the-Wreake.

My thanks to all of you who wrote concerning the articles in MM 51. Apparently two of the Shrewsbury "Posted in Advance for Xmas" are now known. The mine at Dylife is mentioned in Borrow's "Wild Wales"; the top of the page is even headed "The Old Postman". One correspondent has suggested that Midland Mail should contain a "Letters to the Editor" page in which members ask for help with problem material. It is an idea which I would be only too pleased to put into effect.

THE SEPTEMBER MEETING

The first meeting of the new season consisted largely of a talk by Mr. Sid Bowen of P.O. Archives. Mr. Bowen started by covering the background to the Archives which are a part of the Public Record Office. However the Post Office is allowed to keep its own records separate from those at Kew. The papers are reviewed every five, twenty-five and thirty years. After that they are open to public inspection. Material which has already been published such as Post Office Guides is the only exception to this rule. The records range back some three hundred years, but not to 1635 since in the early days many of the services were farmed out. Also available are telecommunications files prior to 1969.

Mr. Bowen then went on to discuss the use of the records by people engaged in genealogical research. He did not say what the reaction of a person was when they found that an ancestor was dismissed for drunkenness. The various series of minute books were then discussed. The extensive reference library which is available to researchers was mentioned. Mr. Bowen then finished by paying tribute to Jean Farrugia for all her help and encouragement.

There then followed a lively question and answer session. Such was the interest shown that there was great danger of the Dr. Johnson House cup of tea becoming stewed. Fortunately the Secretary realised the danger in the nick of time.

After the break a number of members showed "an historic letter". A letter of 1720 about the South Sea Bubble shown by John Soer was followed by Trevor Clewley's, which was addressed to Edmund Wigley M.P. and gave details of his land in Warwick. The first trial of a "Flag Cancel" was shown by John Calladine. This was probably carried out soon after the Post Office acquired the machine since it carried the Montreal flag but no London date die. Ches produced a letter addressed to Mr. Bosworth endorsed "by Coventry Bagg". Needless to say a letter sheet advertising a mashing machine for beermaking, along with a copy of the original patent, were contributed by Richard Farman. A petition to the mayor of Shrewsbury concerning a meeting to promote the introduction of uniform penny postage was shown by Steph Stobbs. Possibly related to this was Roger Broomfield's letter sent from Ledbury to Perkin and Bacon. Denis Salt treated us to a letter sent by a captain in the Army from Egypt along with a Chatham Ship Letter mark. Eric Lewis produced a letter concerning the Chartist riots of 1839, and then Elizabeth's cover from the first day of the fourpenny post rounded off a varied and interesting afternoon.

New Competition

It was decided at the September meeting, following a suggestion from a member, to hold on a trial basis this year a competition for material from after 1938.

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FORTHCOMING MEETINGS

The next meeting will be on 21st October at the Birmingham and Midland Institute, and will be a joint meeting with the Forces Postal History Society.

Our annual gathering at the Bass Museum, Burton-on-Trent will take place on 12th December and will be a joint meeting with the Shropshire Postal History Society. The museum opens at 11 a.m. for those who would like to view the exhibits. Otherwise it is suggested that we assemble at 12.00 for 12.45 p.m. The lunch will cost approximately £3. If you would like to join the lunch please contact Richard Farman on 0283 66515. The meeting will begin at 2 p.m. when Mr. Frank Thompson will talk on "Penny Posts since 1680".

The Society will be breaking new ground on Saturday, 16th January when a visit to Post Archives in London will take place. Jean Farrugia, the Senior Archivist, and her colleagues have kindly agreed to conduct a group of our members through the Post Office's collection of records. They will then help us to find and examine items of particular individual interest. The Archives will open for this visit at 11.00 a.m. and close at 4.00 p.m. The conducted tour will begin at approximately 11.30 a.m.

Because of floor loading limits in Freeling House, the number of members who can be accommodated must be limited to about 15, priority being given to those who attended the September meeting. It is likely that a group will travel on the 9.18 a.m. from Birmingham (9.28 from Birmingham International, 9.40 from Coventry), and if this group numbers more than 10, a reduced fare can be negotiated. The January sales will be in progress and some member's spouses may wish to take advantage of the visit so helping further to reduce the rail fare. The return journey will be provisionally on the 5.40 train, reaching New Street at 7.16 p.m.

To save time during the visit, it is recommended that members take a packed lunch and a room will be made available at lunchtime. However, there are two public houses within walking distance. Anyone wishing to be included in this visit is requested to contact John Calladine (0452 862218) before 15th December.

CHANGES AT BURTON

Mail from Burton-on-Trent was concentrated onto Derby MLO on 10th November 1986. Although ordinary, outgoing mail is no longer cancelled at Burton, a machine is retained there for cancelling local items, culled from the morning collection, for the second delivery.

Also the delivery work is being transferred from eighteen sub-offices in the area onto either Burton or Swadlincote. The dates of transfer are given below.

Concentrated onto Burton-on-Trent

Yoxall, Newborough, Hoar Cross - 24 August 1987.
 Alrewas, King's Bromley, Rolleston-on-Dove - 1 September 1987.
 Tutbury, Hanbury - 5 October 1987.
 Barton-under-Needwood - 26 October 1987.

Concentrated onto Swadlincote

Measham, Appleby Magna, Snarestone - 24 August 1987.
 Donisthorpe, Oakthorpe - 1 September 1987.
 Moira - 21 September 1987. Linton - 28 September 1987.
 Overseal - 12 October 1987.

JULY AND SEPTEMBER

In response to the piece in MM 50, I am told that some years ago (possibly late sixties or early seventies), the letters in steel handstamps for July were changed to JL from JY since it was felt that the latter might be thought to stand for January. So plugs issued since then should be JL. This is borne out by the Measham marks below.

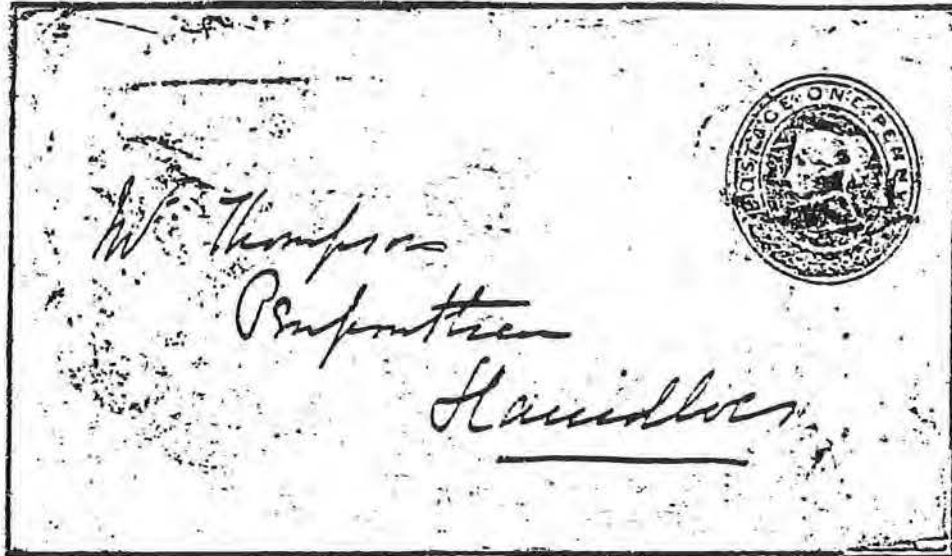


Any office using JU had probably failed to change the plug at the end of June. Also the letters for September have been changed in recent years from SP

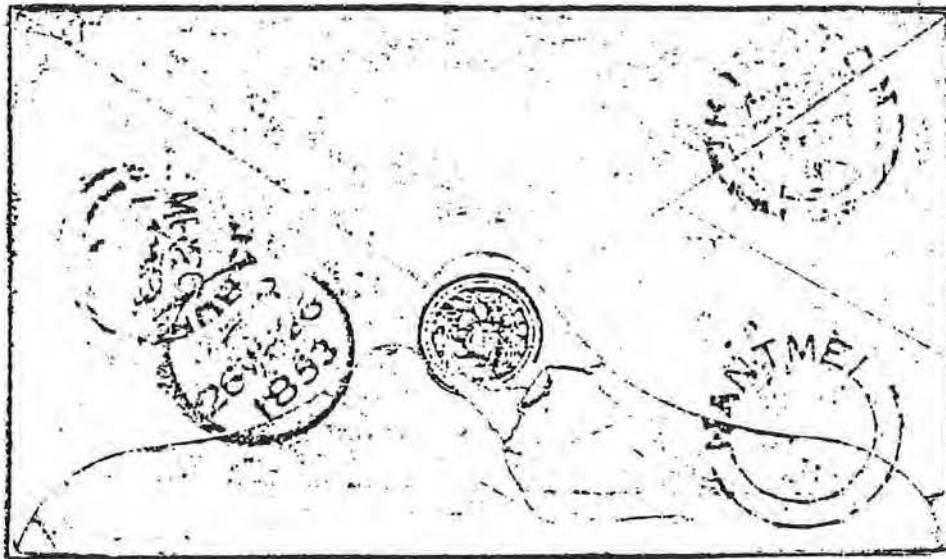
AS THE CROW DOESN'T FLY
(or how far is ten miles?)

by Roger Broomfield

The pursuit of the undated circle is relentless, but at the recent Stampex, this item did not look particularly inspiring -



Hardly an intelligible obliteration, not that this mattered at the time of application. But, turn over -



and there it is - NANTMEL - the first record for the book, and not a bad strike really. And yes, the post-town is Kington - not very clear, but Kington nonetheless. A Herefordshire item !!!

Now the envelope is addressed to Llanidloes - about ten miles from Nantmel (itself only four miles from the post-town of Rhayader, but fourteen from Kington) - and there to be seen is a London mark not to mention the just-legible Shrewsbury transit mark.

So ten miles is a long way - 170 miles from Nantmel to London via Kington, 150 miles from London to Shrewsbury and another 45 or so to Llanidloes. Not far short of 400 miles for 1d. Not bad eh?

THE LONE SURVIVOR

by Rev. Christopher Beaver

One by one from, it is thought, sometime in 1787 John Besant entered into contracts to supply and maintain a specified number of his Patent Coaches for each London-based mail service. A letter to the Times was a rare feature in the early years of its publication. Fellow-scientists will not be alone in appreciating the point made by a pseudonymous Archimede whose observations were printed on 5th. August 1788, provided it is realised the boot of a vehicle is not necessarily positioned at its rear.

"YORK MAIL COACH. Having made many remarks on the Mail Coaches, I have attended many evenings at the General Post Office in Lombard Street to see them off. Those on the new construction by Mr. Besant appear upon an exceeding good principle and have but few faults. It is a compliment I cannot pay the York Coach on the old construction. The front wheel is under four feet high and yet all the weight is upon it. The replacing the luggage in the boot is tedious and displeases the passengers who cannot conceive from whence arises the delay. The greatest weights should be on the high hind wheel. The splinter bar and the point of the pole of the coach should be on a level with the front axle as near as convenient."

A CASE OF INDUSTRIAL ESPIONAGE ?

The following London press report of 7th April 1788 is taken from the Leicester Chronicle of that week:-

On Thursday last the official scrutor of Mr. Bonnor, Deputy Comptroller General of the Post Office, was broke open, and robbed of a Morocco book, containing the scheme, arrangement, and estimate of the present plan of conveying the mails; with the official annotations of the Comptroller and his Deputy, as far as was necessary to the improveable regulation thereof. It is remarkable, that the country remittances in bills, which were to a considerable amount, and also several banknotes, were untouched.

The suspicion fell on some person or persons in office; and in consequence a search was made in the apartments of the various clerks and others, but without success.

Was this incident related to "Bonnor's doubtful dealings" mentioned in England's Postal History, page 66 ?

WORCESTER — WOLVERHAMPTON TIME BILL

In mid-1825 concern was expressed about the performance of the ride between Worcester and Wolverhampton which carried a large amount of correspondence that was transferred, at Wolverhampton, to the Birmingham to Manchester mail coach. From 9th. August this coach was due to arrive earlier in Wolverhampton, somewhat before 8 a.m. The time of departure of the ride from Worcester was fixed since it waited there for the arrival of the Bristol to Birmingham coach.

The problem was resolved by the offices below Worcester opening vouchers with those beyond there, so no sorting of mail from the coach was needed at Worcester. Also the ride was accelerated, giving an arrival in Wolverhampton at a little before 7 a.m. (Ref. Post 40/499/1825).



GENERAL POST-OFFICE.

The Right Hon. the EARL of CHICHESTER, Postmaster-General.

Worcester and Wolverhampton

TIME BILL.

DAILY.

Miles.	Time allowed. H. M.		Hours.	Minutes after.
The 27 of June 1825				
		Mail from Bristol arrived at	2	19
		Dispatched from the Post-Office, Worcester, at	3	4
		A. M. } 21 Postmaster.		
		Arrived at Stourport, at	4	48
		22 Postmaster.		
16	2 15	Arrived at Kidderminster, at	5	30
		23 Postmaster.		
7	1 0	Arrived at Stourbridge, at	6	30
	0 3	Allowed for sorting	6	33
		M. Q. 17 Postmaster.		
11	1 40	Arrived at Wolverhampton, at	8	10
		Manchester Mail arrived at		
34	4 58	Postmaster.		
Returned.				
		Dispatched from Wolverhampton, at, (A. M.)		
		Postmaster.		
11	1 40	Arrived at Stourbridge, at	11	40
	0 3	Allowed for Sorting	11	45
		M. Q. Postmaster.		
7	1 0	Arrived at Kidderminster, at	12	45
		W Postmaster.		
4	0 35	Arrived at Stourport, at	1	29
		Dispatched at	5	1
		Postmaster.		
12	1 40	Arrived at Worcester, at	6	29
		Postmaster.		
34	4 58			

When any material Loss of Time occurs, the Deputy is to write the Cause of it upon the Time Bill.

The Time must be punctually observed, and the Bills correctly dated. On any particular irregularity happening, the Bill to be sent by the first Post to the Surveyor of the District, the others by every Monday's Post, and one Month before they are expended, notice to be given, and one enclosed to him. If these Bills are misapplied, and it should be necessary to re-print them before Twelve Months, it will be done at the Postmaster's expence.—April, 1825.—380.

56/0

RECENT DISCOVERIES

by Harold Wilson

In the course of my researches into the Postal History of Derby I have been able to see the "Coke" correspondence at Melbourne Hall. By the courtesy of Lord Kern, the following items are reproduced.

Fig. 1 shows a cover from London to Melbourne in March 1654. The interest lies in the endorsement "1d for the post of Derby". Is this a local unofficial postage charge for delivery from Derby? There are other letters from 1654 showing "Post Paid 3" and "Post Paid 6" without any endorsement.

Fig. 2 shows a hitherto unrecorded DERBY of 26 June 1710. There were other examples from 1708 - 1709.

Fig. 3 shows a BURTON for 2 September 1706.

Fig. 4 shows a CHESTERFIELD, not in Willcocks's County Catalogue, for 1 April 1706.

Fig. 5 shows a LOU-BOROU, not in the County Catalogue, for 29 February 1708.



Fig. 1

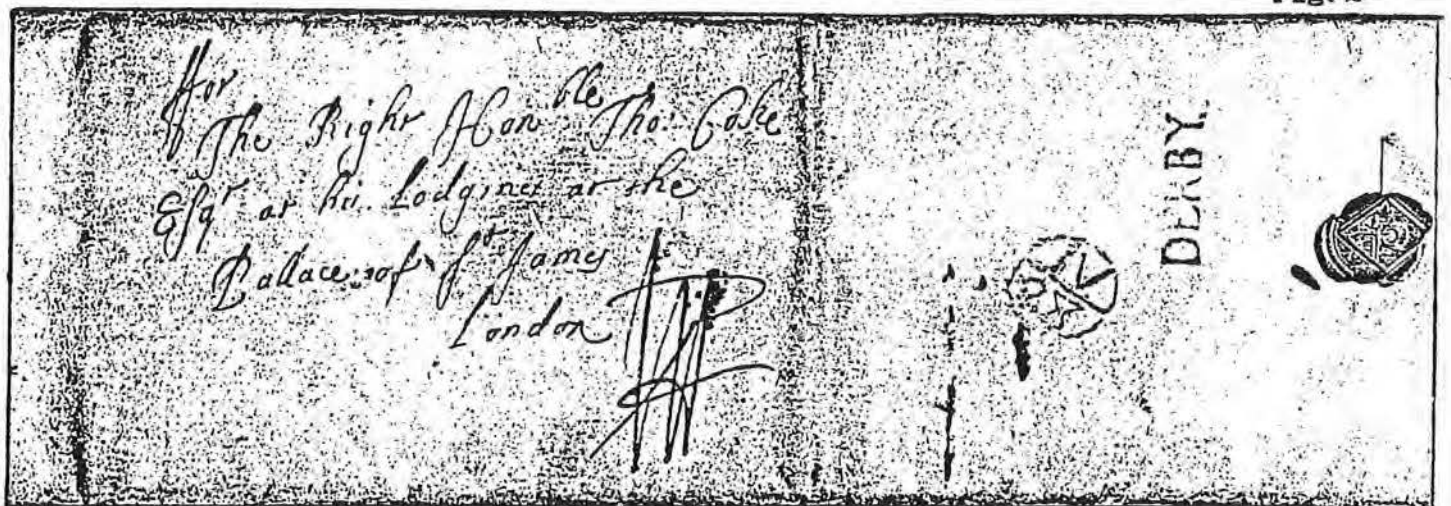


Fig. 2

Fig. 3

For Thomas Coke Esq
At his house in St James place

London

[Handwritten signature]

God Bless
Oct 1st 1706.

Fig. 4

BURTON

CHES. CO. LTD.

Thomas Coke

at his house in St James

[Handwritten signature]

W. B. Burton

Fig. 5

For
The Right Hon^{ble} the
Vice chamberlain arhu
House in St James Place
[Handwritten signature] London

[Handwritten signature]

PRISONER OF WAR CAMP, SHREWSBURY

by Steph Stobbs

When the First World War broke out in August 1914, the authorities were faced with finding quickly sites where prisoners of war could be housed. One of the first places to be selected was alongside the Shrewsbury and Hereford Railway viaduct in Abbey Foregate, quite near the Abbey Church.

The earliest item which I have seen from this camp is a card dated 26th. October 1914. At this date the censor had not received a censor's cachet, so he was forced to mark the card in red crayon:-

"PC/Shrewsbury/CJH"

In addition the card bears the oval official cachet "Prisoners of War / Information Bureau" with a crown in the centre, as well as the London Official Paid postmark (fig. 1).

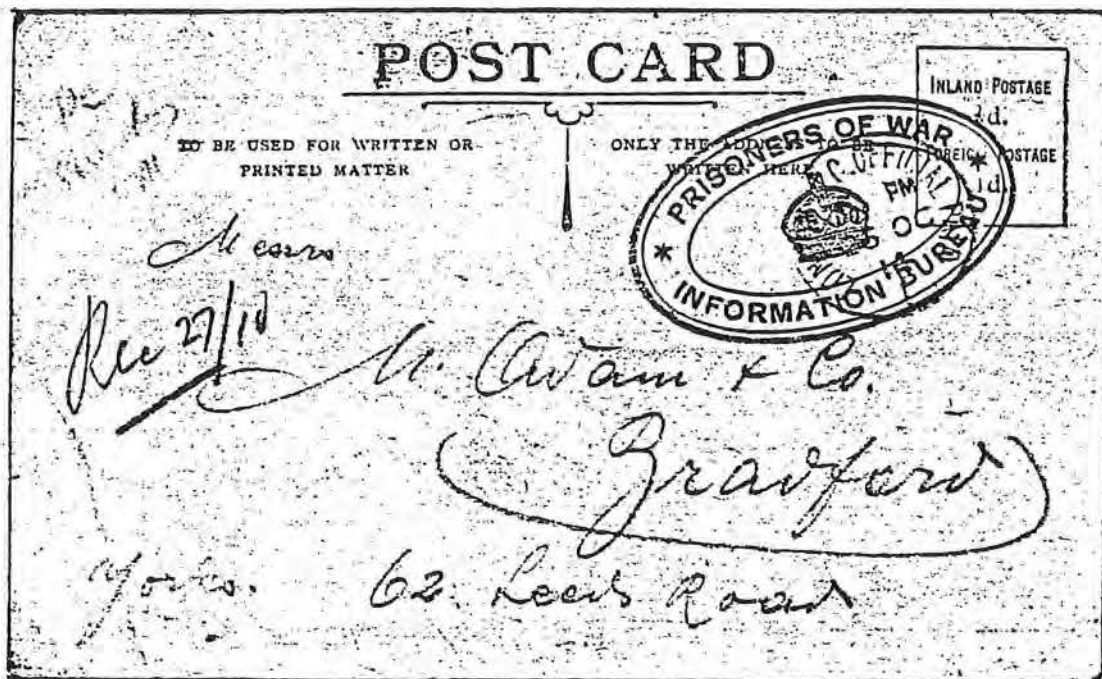


Fig. 1

By March 1916 the camp had official stationery with envelopes headed with a clear, printed "Prisoners of War". The censor had received a proper cachet (fig. 2) which was applied to the mail in bright red:-

P.C.
SHREWSBURY

The same year the camp had its own Easter greetings card (fig. 2). It should be mentioned that these cards, from this camp, are rarely encountered.

The following year saw a change in the censor's cachet from the straight line type to a single ring, with "POST FREE" at the top, "Prisoners of War" at the bottom and a large "P.C." in the centre (fig. 3). Again it was applied in red ink.

P.C.
SHREWSBURY

POST CARD.

THE ADDRESS TO BE WRITTEN ON THIS SIDE.

A
HALF PENNY
STAMP TO
BE PLACED
HERE.

Familie Berthold Groeger

Grumburg

Germany

Wallstr. 19

Fig. 2

Herzliche Ostergrüsse.

SENDET

Hans Tachauer

SHREWSBURY.

England

Prisoner of War No. 820

Mr. W. Tachauer
Prisoner of War No. 820
Shrewsbury, England

Fig. 3

Prisoners of War. No. 824

No
Stamp
Required

From Mr. Tachauer

Germany

Berlin N 66

Mar. 21/1918

W.L.

INCIDENT AT ELMSTHORPE

So far a search of the local papers of the time has failed to yield an answer to David Hardwick's question about the railway accident at Market Harborough (MM44/18). All I can offer, instead, is the following newspaper report of 31st. October 1873:-

A somewhat singular accident occurred on Wednesday night at the Elmsthorpe Station on the South Leicestershire branch of the London and North-Western Railway. It appears that the Midland Railway Company have running powers over the line in question, and about half-past nine o'clock on Wednesday night a London and North-Western goods train was shunting at Elmsthorpe Station when a light Midland engine came up and ran into it, knocking several wagons off the line, and doing considerable damage to the road. Shortly after ten o'clock the Midland mail train from Leicester to Birmingham came up, and the driver being unable from the foggy state of the night to notice the danger signals in time it also ran into the luggage train. Fortunately the train did not contain a single passenger, as is very often the case, it being principally run for the conveyance of the Leicester and Birmingham mails, the driver and guard being the only occupants, and they escaped unhurt. Much further injury was also done to the line by this collision, which caused it to be blocked up for some time, causing great delay to the mail train between Birmingham and Leicester.

This report bears out the assertion, often made by the railway companies in negotiations with the Post Office, that the revenue from passengers on mail trains was minimal due to their running at night. Surely there would have been a fireman on the train, or was there single manning in 1873?

GENERAL POST OFFICE.		Leicester and Nuneaton TIME BILL.		Proper Times		Time by Road		Time by Rail		Time by P.O. Vehicle		Time by P.O. Vehicle		Time by P.O. Vehicle	
Edward's Remarks as to Delay, &c.				M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.
To leave the Railway Station, Leicester ..		at 10 0 P.M.													
{ Bags safe in charge of															
To arrive at Wigston Junc. at 10 6															
" Narborough .. at 10 13															
" Elmesthorpe .. at 10 23															
" Hinckley at 10 33															
" Nuneaton Junc. at 10 40															
To arrive at Nuneaton Bridge at 10 45 P.M.															

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

Mail Messenger having charge of the Mails will insert the Times of Arrival at each of the above Stations, and deliver up this Time Bill with the Bags on his arrival at Leicester on the return Journey.

By command of the Postmaster-General,
EDWARD J. PAGE, Inspector-General of Mails.

200 12/86

SHORT LETTERS

Whilst in P.O. Archives this summer, Chris Beaver drew my attention to the following extract from Post 68. It is in a document "Instructions to Surveyors", apparently dated 6 May 1811.

"In circumstances of two large towns, having constant intercourse with each other, and being situated within a distance of 3 or 4 miles, the Postmaster General has authorized a local Twopenny Post Bag to be set up between them, the letters being charged 2d each only (under the weight of 4 ounces) instead of the Short Letter Rate."

Has anyone a cover which shows this rate ?

Alan Spencer writes that regarding the article "short Letters", it would appear from the article, and a cover in his collection, that about 1809/1810 there was a general tightening up in accounting procedures.

The cover in question, dated 17 January 1810, is from the postmaster of Fochabers to the postmaster at Elgin. The letter reads:-

"The Bills that you wish for are enclosed - Inquiry, it seems, is the order of the day, even with us - I hope you will be able to find out, where the imposition was practised."

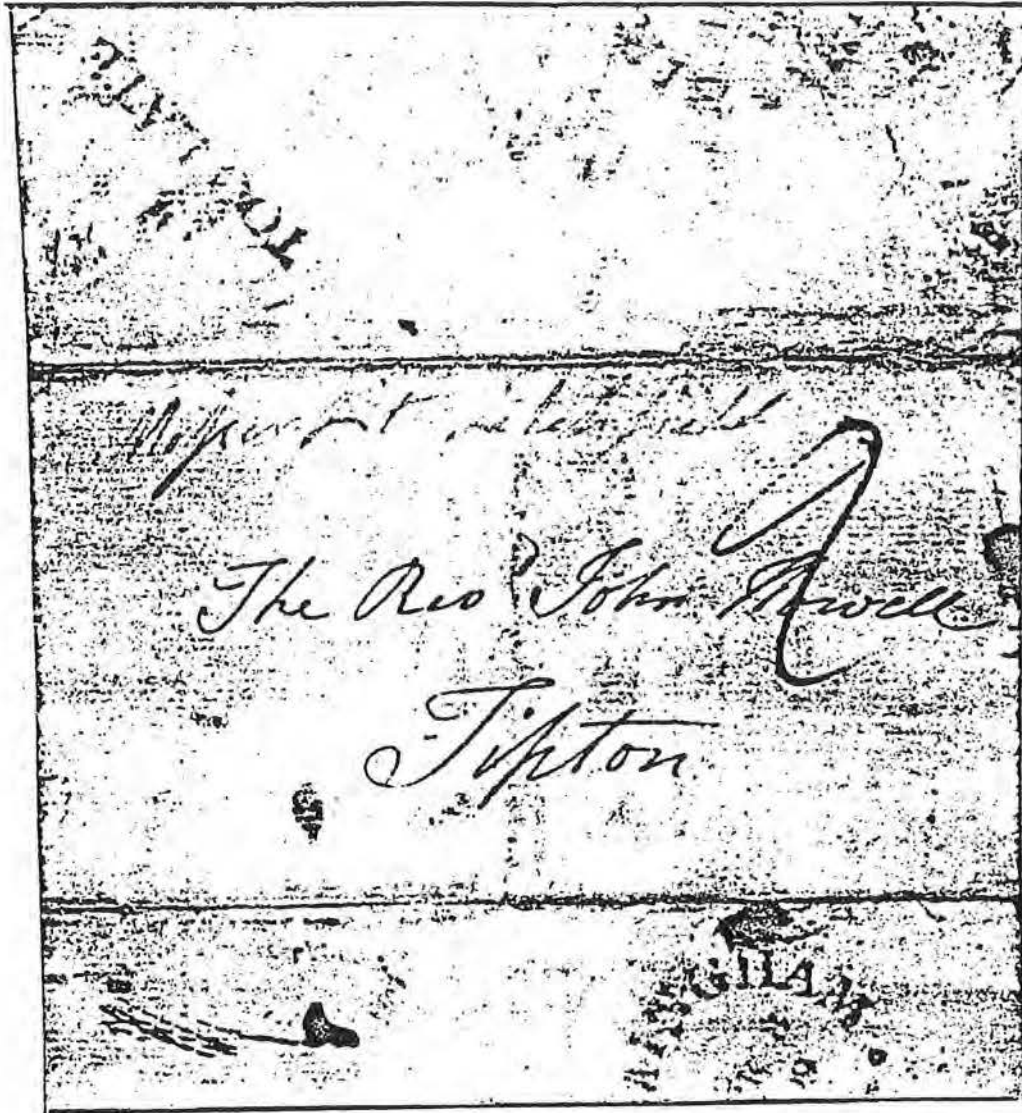
Enclosed with the letter were three bye-letter account forms. The cover itself has a rather weak Fochabers mileage mark, and is endorsed "On official business". There are of course no charge marks.

Post Office <i>Turriff</i>			
the <i>1</i> Day of <i>July</i> 18 <i>10</i>			
Amount of BYE LETTERS Sent to <i>Fochabers</i>			
Unpaid, ...	£	s.	d.
Paid, ...		<i>1</i>	
Forward Letters amounting in Number to <i>R</i>			

Post Office <i>Turriff</i>			
the <i>13</i> Day of <i>Janry</i> 18 <i>10</i>			
Amount of BYE LETTERS Sent to <i>Fochabers</i>			
Unpaid, ...	£	s.	d.
Paid, ...			
Forward Letters amounting in Number to <i>1 R</i>			

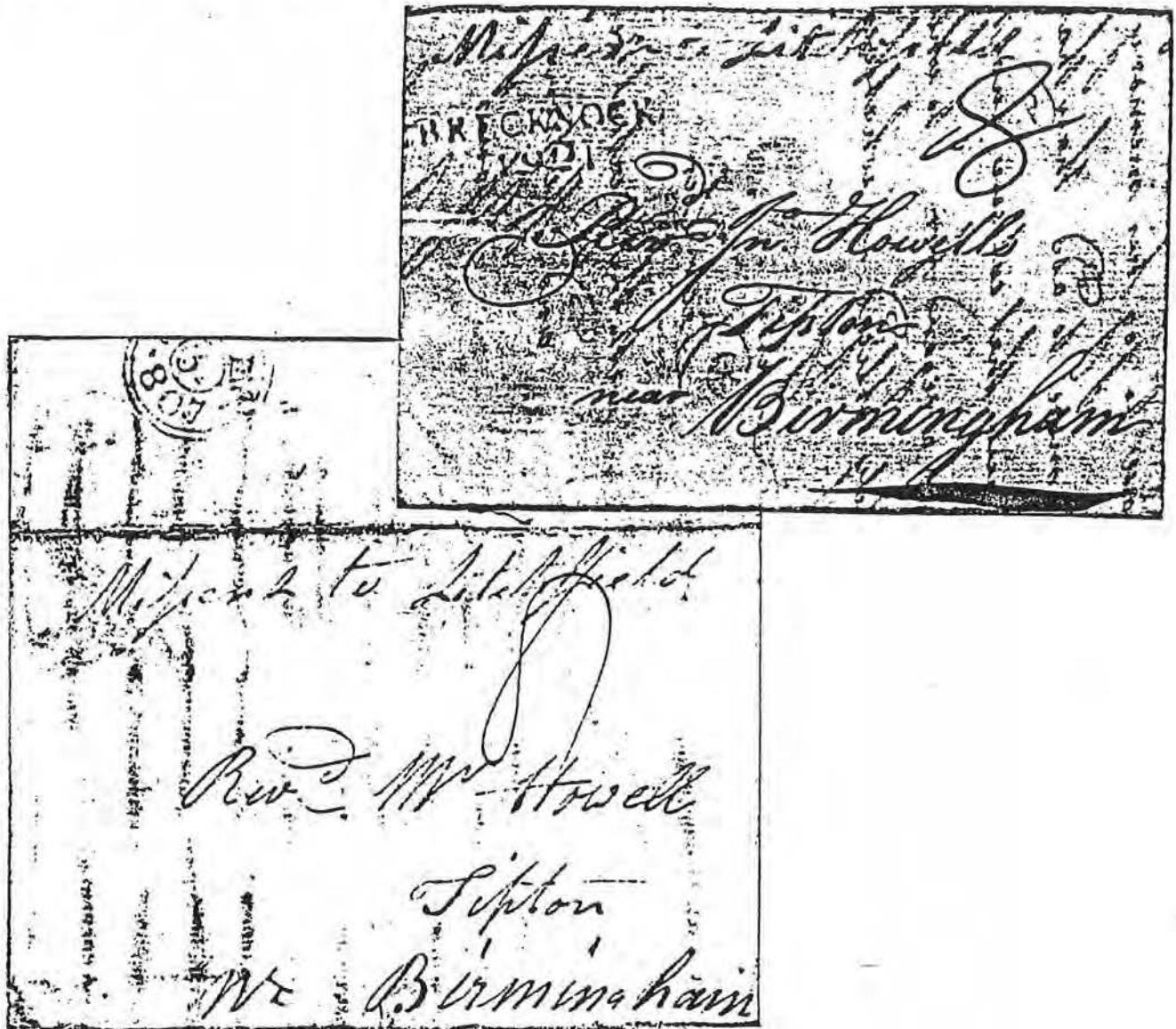
MISSSENT TO LITCHFIELD

On 12th. April 1809, the Rev. John Howell of Tipton had some rather unexpected guests, a Mr. Rowlinson and his family. Mr. Rowlinson had written from Birmingham on 8th. April inviting himself and his family to the Rev. Howell's for dinner on the twelfth. The letter was posted too late for that day's mail so it was marked with the "TOO LATE" stamp. It left by the Shrewsbury mail the next day and would have been at West Bromwich by about three o'clock. However the Rev. Howell did not receive it until the twelfth, after Mr. Rowlinson and his family had arrived. The reason for the delay was apparently explained by the manuscript endorsement "Missent to Litchfield" (fig. 1).



No doubt it was the domestic hiatus and embarrassment, which had been caused, that prompted the Rev. Howell to complain to Mr. Gottwaltz, the postmaster at Birmingham, that during the previous year he had received many delayed letters marked "Missent to Litchfield", some of which he enclosed (fig. 2). Mr. Gottwaltz contacted the postmaster at Lichfield who denied that the endorsement in red ink had been put on at Lichfield, and that the letter had ever been there. He then wrote to the penny post receiver at West Bromwich, Mrs. Hannah Sutton, asking for an explanation. In one reply (fig 3), the handwriting of the word "Litchfield" matched that on the letters. The surveyor concluded that the receiver had been guilty of detaining letters and writing "Missent to Litchfield" on them as an excuse. Consequently the Postmaster General ordered that she be dismissed.

It then transpired that the handwriting was that of Mrs Sutton's brother-in-law who was employed by her. The inhabitants of West Bromwich and Tipton petitioned the P.M.G. for her reinstatement. They stated that she had been the receiver for twenty-eight years, and her parents and grandparents for fifty-six years before her. The authorities were not to be moved. Mr. Saverland, the surveyor, stated that even if she did not write upon the letters, it must have been done with her concurrence.



269
 Sir you say the Letter was sent not
 wrote. Missem to Litchfield but
 I say it was for it. Never was in
 Nobodys Hands but. Mine till

COVENTRY RURAL POSTS

The following is a list of the proposed posts listed in the revision of rural posts under Coventry, dated 16th. July 1856. (Post 14. Ref. 227, p. 439ff.). The document ends with :—

"The New Mail Cart Service between Birmingham and Coleshill to be advertised. That between Coventry and Hampton in Arden to be offered to the present contractor for the Coventry and Coleshill Mail Cart. The present messenger from Birmingham to Castle Bromwich to be offered the similar appointment between Coventry and Shilton." On 19th. November 1856, the offices at Coleshill, Lea Marston and Whitacre were transferred from the control of Coventry to that of Birmingham. Three years later Hampton in Arden was treated in the same way.

Coventry - Princethorpe

Whitley Abbey, Willenhall, Ryton-on-Dunsmore, Black Dog Inn, Stretton-on-Dunsmore, Princethorpe.

By messenger daily, delivering all the letters except at Ryton and Stretton.

Coventry - Wolston

Stivichall, Baginton, Brandon, Wolston.

By messenger daily, delivering all the letters except at Wolston.

Coventry - Brinklow

Stoke Green, Binley, Coombe Abbey, Brinklow.

By messenger daily, delivering all the letters.

Coventry - Withybrook

Stoke, Sowe, Ansty, Hoppesford, Withybrook.

By messenger six days a week, delivering all the letters except at Sowe.

Coventry - Exhall

Lockers Lane, Longford, Exhall with circular delivery at Exhall Hall, Exhall Church, Idle Lane, Upper Green Lane and Hawkesbury.

By messenger daily, delivering all the letters except at Longford.

Coventry - Shilton

Foleshill (Brick Kiln Lane, Bell Green, Church Lane, Hall Green, Little Heath), Alderman's Green, Hawkesbury Lane and Hall, Barnacle, Shilton.

By messenger daily, delivering all the letters except at Bell Green etc.

Coventry - Arley

Radford, Carsley (Brownshill Green, Coundon, Carsley Hill, Whitmore Park.), Corley, Fillongley, The Lodge, Arley.

By messenger daily, delivering all the letters except at Carsley and Fillongley.

Coventry - Erlsdon

Erlsdon

Conveyance of bag to and from Coventry by sub-pmr Erlsdon.

Coventry - Hampton-in-Arden

Allesley, Meriden, Hampton-in-Arden.

By Mail Cart from Coventry, delivery at each place by sub-pmr.

Meriden - Escote

Berkswell, Docker's Lane, Barston, Escote.

By Mail Cart from Coventry to Meriden, thence by messenger daily delivering all the letters except at Berkswell.

Meriden - Maxstoke Hall

Packington Hall, Stonebridge, Little Packington, Maxstoke, Maxstoke Hall.

By Mail Cart to Meriden, thence by messenger daily delivering all the letters.

Birmingham - Coleshill

Saltley (Little Bromwich, Stechford, Washwood Heath), Castle Bromwich (Hodge Hill, Hay Hall), Minworth (Plantsbrook Forge), Water Orton, Coleshill.

By Mail Cart daily with delivery by sub-pmrs.

Birmingham (Minworth) - Marston

Curdworth, Newlands, Hams Hall, Lea Marston, Marston.

By messenger daily delivering all the letters.

Birmingham (Erdington) - Wishaw

Penns Hall, Warmley Ash, Hurst Green, Wigginshill, Over Green, Wishaw.

By Sutton Coldfield Mail Cart to Erdington, thence by messenger daily delivering all the letters except at Penns.

Birmingham (Erdington) - Erdington Hall

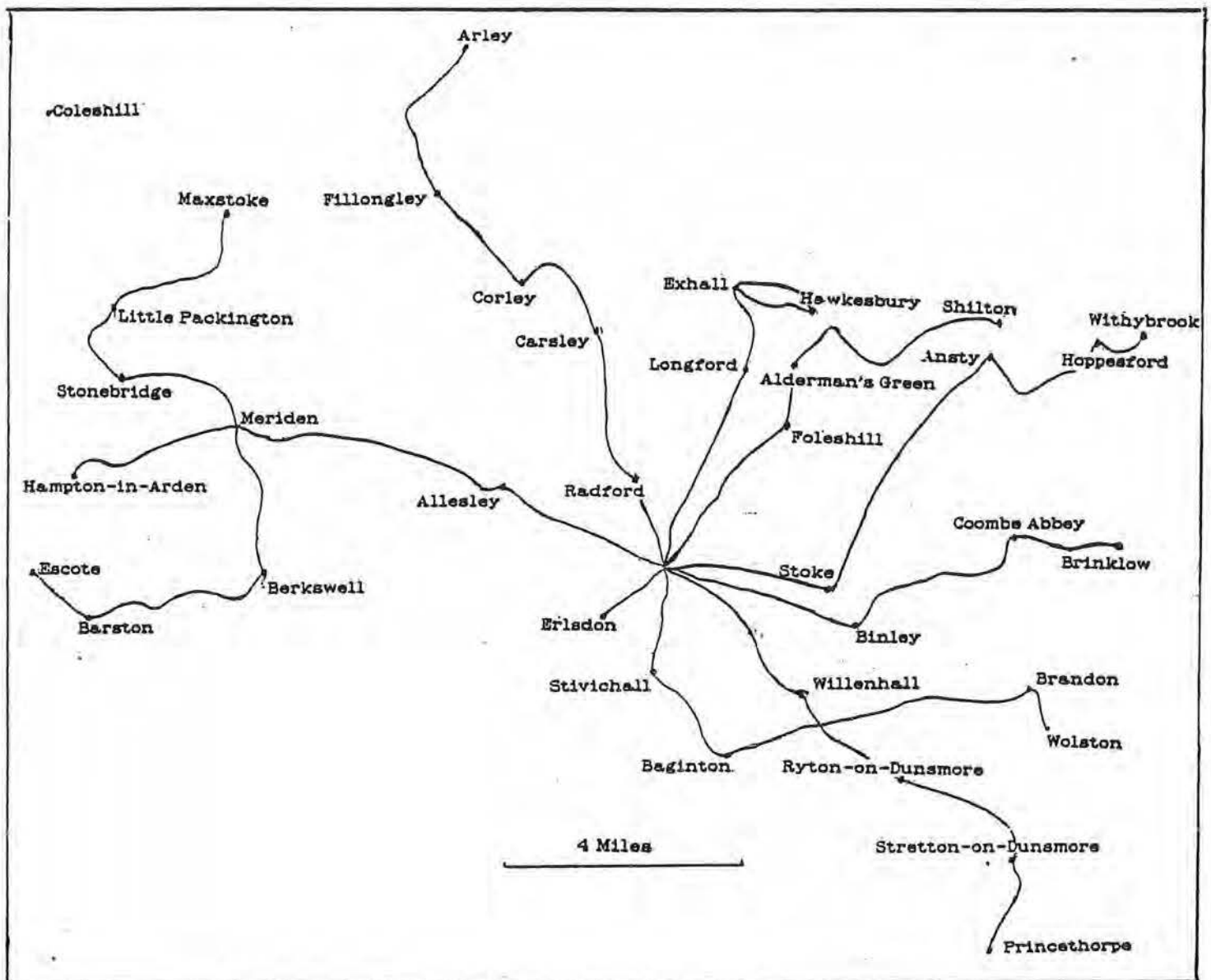
Bromyard Forge, Erdington Hall.

By Erdington Letter Carrier.

Birmingham (Coleshill) - Whitacre

Blythe End, Shustoke, Over Whitacre, Nether Whitacre, Whitacre S.O.

By Birmingham Mail Cart to Coleshill thence by messenger 6 days a week, delivering all the letters.



BIRMINGHAM TOWN OFFICES, 1892-1918

For the entertainment of members who enjoy Birmingham postmarks and particularly those who covet single rings (yes, seriously, some do; our treasurer once displayed 4,011 of them on 9 pages, here is a selection of them taken from parcel post labels.

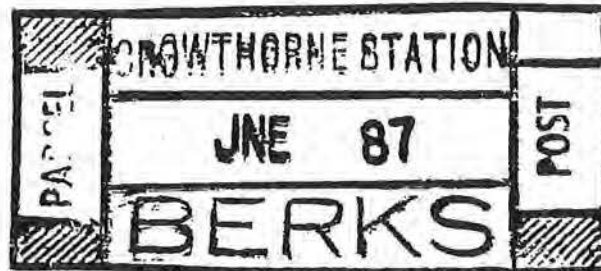




Of course, that's not the whole story by any means: there were offices at Aston Road, Aston Street, Balsall Heath, Bloomsbury, Boldmere Road, Bromsgrove Street etc etc. No, Steph, none were ever under Shrewsbury.
(submitted by John Calladine)

ONE FROM BERKSHIRE

Although the postmark below is not from the Midlands, I know that several members are interested in those related to railways. Since I have used the sub-office for seventeen years and have only recently become aware of this postmark, it is not surprising that it is not recorded by Whitney and presumably Goodbody too.

BRIEF AND TO THE POINT

It was said that the introduction of the postcard in 1870 would cause people to write briefer messages and possibly lose the art of letter writing. It was surely not possible to write a briefer note than that below on such a subject. (Contributed by Elizabeth and Eric).

Beckshall Sep 13/76
I have decided not
to send any more to school
again
Thos. Saverland

THE NEXT MIDLAND MAIL

This will appear in January and will contain reports of the October and December meetings. There will be another listing of rural posts. This time, and in the remaining editions of this season, from a town on the fringe of the area covered by the Society. Why Mr. Saverland spent a week in Birmingham during May 1796 will be explained. Also there will be a further extract from the Peover Papers which arrived too late to include in this edition. Although I have one or two articles in the course of preparation, I am relying on a deluge of articles being sent to:

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