

MIDLAND MAIL

THE JOURNAL OF THE MIDLAND (GB) POSTAL HISTORY SOCIETY

www.midlandphs.org.uk



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October 1852 cover addressed to Sir Thomas Phillips, Bt., Worcester but Sir Thomas (whose name was actually Phillpps) lived at Broadway, so the cover attracted a boxed MISSENT / TO / WORCESTER. See page 3 for a report on the February meeting where there were references to other covers addressed to Sir Thomas and to Missent and Redirected covers in general.

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200th Edition of Midland Mail – Coming at the end of October edition. To celebrate we are asking members to email a 300dpi scan to the editor or regular mail a photocopy if scanning is not an option, of ‘*My Favourite Cover*’ with a *brief* note about *why* it is your favourite, not just a description of the cover. I will do my best to publish ALL responses, the only proviso being that Midland Mail is printed in units of 4 pages!

Ian Baker writes: In the recent Midland Mail articles concerning Brian Atkins’ 1796 Boston to Ludlow cover (October 2017 page 21 and January 2018 pages 18-19) reference was made to ‘**for the PORT & CARRIAGE of LETTERS**’ by David Robinson. Covering the period 1570 to 1840, the book is considered the most detailed and helpful work on this period. The Scottish Postal History Society has completed a reprint and some copies are still available, costing £25 plus £4 post and packing. If you would like a copy please send a cheque payable to Mrs Lyn Robinson at: 25 Myreton Avenue, KILMACOLM, Renfrewshire, PA13 4LL. *See also page 8 - Ed*

If sending articles to Midland Mail by email *please* use:

Microsoft WORD	I have opened all versions sent
Font	Times New Roman, Font Size 10
Margins	2.54cms (Top), 2.2cms (Right, Left, Bottom)

Peter Martin, our member in Singapore writes that he is writing a novel! He goes on to say ‘*I got the idea for the book principally because of the frustration of not finding any 19th century material for the postal history of my home village, Clowne, in north-east Derbyshire. At the same time one of my cousins sent me our family tree going back to 1660. I thought it would be great to have a time machine to travel back to find the stamps I wanted as well as find out more about the life of my ancestors. Since this wasn’t possible, I decided to write a story on that theme*’.

Peter has provided us with a ‘snippet’: *Mark was in Chesterfield post office the minute they opened on the sixth of May to buy the world’s first postage stamps. He bought a hundred and twenty penny blacks for ten shillings and spent the rest of the day riding around the area posting letters he had prepared. He kept two corner blocks of eight, one with the plate number, and another strip of twelve from the upper row showing the instructions on how to use them. Two days later Mark was out again posting letters with the two-penny blue stamps, with extra penny black stamps on deliberately overweight letters.* We look forward to hearing more about this venture.

THE POSTAL MARKINGS of SHROPSHIRE – SECOND EDITION, AVAILABLE NOW @ £15

The Shropshire Postal History Society has produced a second edition of its postmark reference book. It has been completely updated with new finds added (an 1843 SHIFFNAL / + skeleton for example), all reported updates included, parts of it ‘reorganised’ for clarity and most illustrations now in colour, including some new ones. It is multi-ring bound for ease of opening and has the records of approximately 1200 marks – an invaluable reference for all Midland postal history collectors. It is available for £15, postage extra, from Guy Bridges or Brian Atkins.



Our Chairman, Malcolm Allinson, opening the joint meeting with the GBPS at WORPEX in May 2017.

We understand that the 12th May 2018 meeting at WORPEX will again be a joint meeting with the GBPS, though there is a new venue:

The Perdiswell Leisure Centre,
Bilford Road, Worcester,
WR3 8DX.
Plenty of free parking according to the website.

THE FEBRUARY MEETING at COTTERIDGE, BIRMINGHAM – The Theme being *Missent & Redirected*

The Friends Meeting House, a new venue for our 10th February meeting was a very short walk from Kings Norton station with trains every 10 minutes from and to New Street. The room was warm and bright with large windows looking onto a small garden and it easily accommodated the 14 members present with plenty of space for more.

Gordon Hardy's display started with a free front, dated 29 June 1831, from Dublin to Ashbourne, England but missent to Ashbourne, Ireland, with a manuscript *Missent to* and an ASHBOURNE / 10 mileage. On return to Dublin it was forwarded to Tissington Hall, Ashbourne, Derbyshire and then redirected to the *Post Office, Ashby de la Zouch, Leicestershire*. Another free from London on the 29 APR 1827 to Sir Henry FitzHerbert, B^t at Tissington Hall, Ashbourne, was redirected back to London, and a 10d charge added. As Sir Richard was a member of the House of Lords the carriage in both directions should have been free, why was it charged? An 1845 entire from Mottram, Cheshire addressed to New Mills, Chapel en le Frith went via Manchester, Stockport and Buxton, where a BUXTON AU 16 1845 skeleton was applied with "Chapel en le Frith" inked out and "Stockport" added. The letter then went directly to New Mills. Next followed three *Missent to* / Derby R.O. in blue (1845) and black (1854 & 1855). The last item was a 1892 letter with the original postage and the redirection fee both being paid by 1d lilacs.

Mick Gill showed a 1788 letter from Mansfield to Mr Fortnum's, London with the writer promoting the education of 18 year-old Reginald Spofforth, who became a music teacher, conductor and organist, also remembered as a notable glee song composer (for unaccompanied voices). An 1815 letter from Newcastle-on-Tyne to Newark was redirected to Cheltenham attracting an *In All* charge of 1/8. An 1825 letter from Ollerton to Halifax was endorsed *Missent to* with a WORKSOP / 146 mileage but a letter from Worksop to Waterford was redirected to Wexford and charged 1/5 in total which included 2d for the Holyhead-Howth packet and 1d each for the Conway and Menai Bridge tolls. A 1d black wrapper from Newcastle-on-Tyne to Retford redirected to London had a second 1d black to pay the postage.

Richard Farman included a number of Mulready covers, the first from Liverpool to Stone dated 8 May 1840 with Inspector's star, the second a front with a stunning *Missent to* Stafford, the third to Clown, near Chesterfield had *Try Derby* and was reused 8 days later to Uttoxeter. 1d black covers included one from Barton-under-Needwood with *Refused* and an 1841 cover to Mansfield with *Missent to Burton-on-Trent*.

John Calladine re-introduced us to the notorious Sir Thomas Phillipps Bt, the manic 19th century collector of books and manuscripts whose home was at Middle Hill, Broadway, Worcs. Obsessed with his own self-importance, he apparently never advised his many correspondents that an address of "Middle Hill, Worcester" was both inadequate and inaccurate. Consequently mis-sent and mis-directed letters to Sir Thomas are rife and "*Missent to Worcester*" handstamps commonly found. We saw examples of several types of Worcester marks but also Phillipps' letters mis-sent or mis-directed to Birmingham, Shipston on Stour, Bewdley, Stourbridge, Evesham and Bromsgrove.

Brian Purcell brought one amazing cover with MISSENT TO / BRISTOL STATION of 1851 in blue (only the second recorded in blue). It was sent from Ottery St Mary to London via Exeter and Bristol. Brian explained that the BRISTOL STATION cds on the reverse is only found on missent covers.



1851 cover from Ottery St Mary showing the MISSENT - TO / BRISTOL STATION in blue

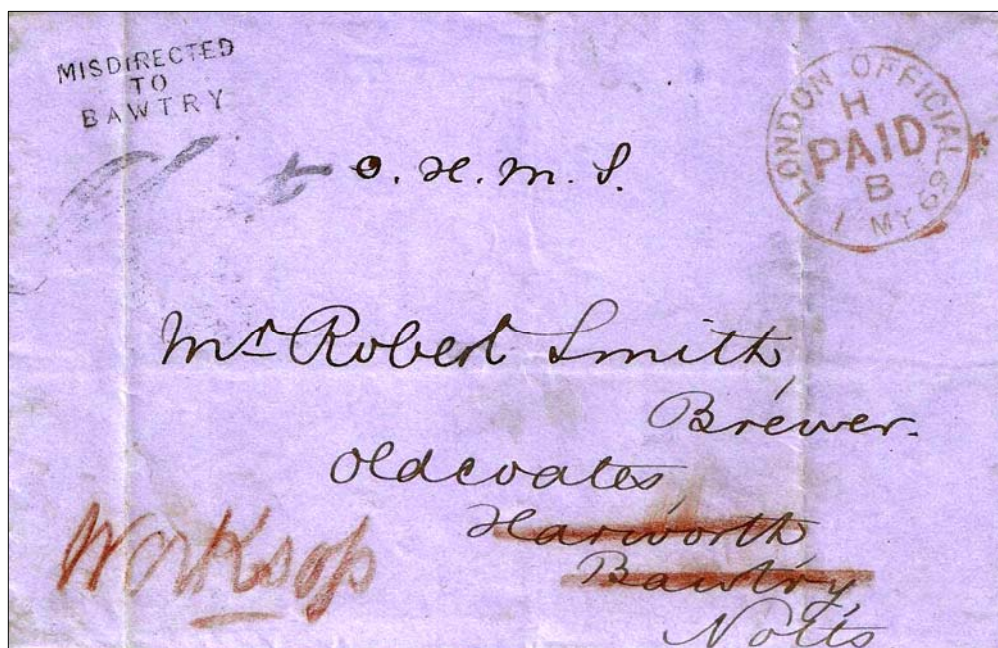
Alan Godfrey displayed Missent to Warwick in green (1853), blue (1828 and 1850), black (1859) and red (undated piece), Missent to Stratford in red (1830), black (1841) and blue (1851). There was also an oval MISSENT TO LEAMINGTON SPA (1852), a Missent to Rugby in green (1850) and a manuscript *Missent to ATHERSTONE* (c1833) on an 1833 front.



Chris Jackson began with what turned out to be the earliest cover on display during the day, a 12th June 1772 *Mifst* to WORCES / TER (see left, reduced) on a letter from Bath to Elsmere (sic), Shropshire (*the earliest known cover addressed to Elsmere that I am aware of – Ed*). This was followed by a 1790 Missent to WORCESTER. He then showed examples of *Missent to Worcester* in manuscript and with a variety of hand stamps including straight lines, horseshoes and circular date stamps. In 1826 a MISSENT TO WORCESTER framed handstamp with concave corners came into use and the only two recorded examples were shown together with the later 1850's hand stamp which had rounded corners and was shown in six different colours.

Prior to 1973 a facility was available through Her Majesty's Stationary Office whereby private postal stationery could be impressed with the octagonal die found on standard postal stationery. **Mel Matthews** showed the Derek Warboys' first issue of 5 stamps on self-adhesive paper, together with a postally used ½p and the second issue of 2 stamps. The third issue of 8 stamps was produced for John Daynes all with an octagonal Machin Head.

Clive Jones showed a selection of Yorkshire's finest missent mail from 1779 onwards, including most of the distinctive marks of the county. A highlight was a rare pair of **Misdirected to** marks for Doncaster and Bawtry, the latter being known used from 1866 to 1870 only. An OHMS letter chasing death duties addressed to Oldcotes, Harworth, Bawtry, Notts, sent from London on 1st May 1869, was not now correct. Oldcotes was transferred from Bawtry to Worksop in 1867, hence the use of the MISDIRECTED / TO / BAWTRY mark. The letter was back stamped at Bawtry on 2nd May, and Worksop on 3rd May (see below).

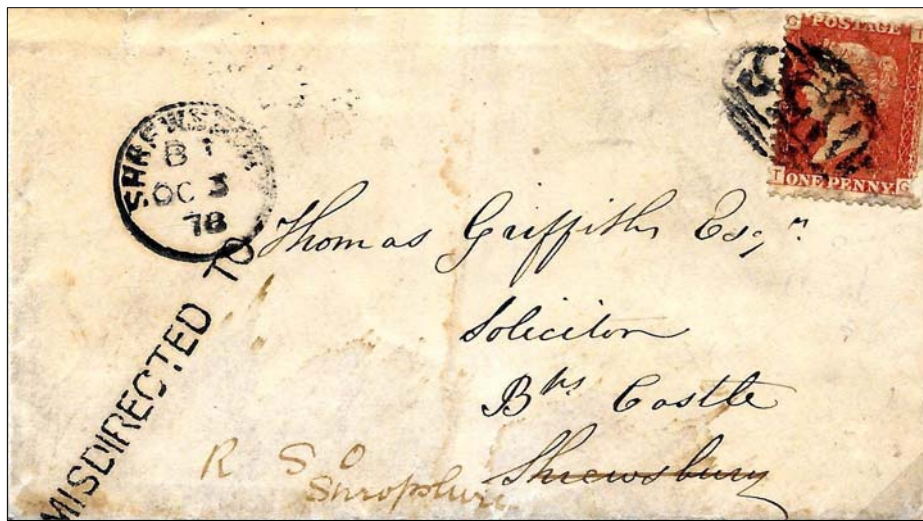


The 1869 cover with MISDIRECTED / TO / BAWTRY

After a fascinating beginning to the day's displays we were allowed a respite from the wonderful items on view to refresh ourselves with a cup of tea and a biscuit (or two!).

Mick Gill's second frame began with an 1895 cover to Sutton on Trent redirected to Skegness, a 1902 cover to Ollerton redirected to Westminster and 1904 postcards, one from Italy to Southwell redirected to Cromer and one from Nottingham to the Dutch West Indies redirected to Brooklyn, NY. A 1905 postcard from the USA to Retford was redirected to Dunkeld with a superb RETFORD square circle, whilst a 1905 card from Biarritz to Radcliffe on Trent had been redirected to London. A loan statement from Manchester to Knipoch, Oban had been redirected to Barby Moor, Retford and back again to Oban. An exotic item followed, a cover flown from Baghdad to Karachi during the 1928/9 round the world flight by Vicomt Jaques de Sibour and his wife. A five-week delay in posting the cover again in Karachi was explained by the Vicomt being indisposed with appendicitis in Teheran!

Brian Atkins was allowed to show his two frames at one standing (*pure favouritism, I say – Ed*). He began with the scarce MISDIRECTED TO with SHREWSBURY date stamp on an 1878 letter addressed Bishops Castle, Shrewsbury instead of Bishops Castle, RSO, Shropshire (below). The earliest (1809) and latest (1845) recorded boxed MISSENT / TO / SHREWSBURY followed. An 1837 circular MISSENT to SHIFFNAL (four known) was followed by a



manuscript *Missent to Shiffnal* (1844, red ink) – why was the circular stamp no longer used? In 1844 Oswestry used a Missent To with OSWESTRY date stamp with two known, but an 1853 MISSENT / TO / OSWESTRY in green was shown, with only two others known. He finished his first frame with manuscript Missent to Wenlock (1834), Ludlow (1851) and Lydbury North (1882), this on a 5¢ small queen cover from Toronto to Ledbury.

1878 MISDIRECTED TO Shrewsbury from Churchstoke, Montgomeryshire, 856 cancel

His second frame began with a WELLINGTON theme with an 1841 manuscript *Mist to Well Salop* and 1851 *Misst to WELLINGTON* (date stamp) both covers to Fox Bros, Wellington, Somerset. Three much redirected covers of 1855, 1873 and 1905 had the 1873 one with 8 postman's initials as they attempted to deliver it in Shrewsbury. The final three covers were 1841 Shrewsbury to Calcutta, redirected to Singapore, 1847 from Nuseerabad (sic) to Wem redirected to Spalding and then Boston, Lincs and 1901 from Ludlow to India and back to Ludlow in 10 weeks!

Richard Farman was permitted a second showing which included an 1842 Missent to Lichfield, an 1834 boxed MISSENT TO STAFFORD and an 1839 Missent to Stafford. A yellowish MISSENT TO LICHFIELD of 1818 was followed by an 1841 cover from Shifnal to Wolverhampton, which had been *Refused*, sent to the Dead Letter Office and, eventually, returned to Wace, solicitor, Shrewsbury. Finally Richard put up an 1824 Local Militia Soldier's Letter.

Alan Godfrey produced four redirected items, the first being an 1833 entire from London to the Undersheriff at Warwick, forwarded, originally charged 1/6, amended to 2/4 to pay the forwarding. Then came a 1787 Stratford to Marlow, redirected to Brighton and a cover from Malvern to Henley which had visited all variations such as Hanley and a 1900 cover redirected many times including to seven Sherbornes.

Chris Jackson ended proceedings with a large MISSENT-TO WORCESTER in red (1855), blue (1858) and black (1857) as well as a 1934 *Misdirected to* with WORCESTER date stamp. He continued with an oval, framed MISSENT TO BEWDLEY (1824), a Missent to Gt Malvern (1858) as well as a *Missent to* and GT MALVERN (1854 date stamp). A manuscript *Missent to Kidderminster* of 1818 and an oval framed MISSENT TO KIDDERMINSTER (1831) were also in evidence. An unusual manuscript *Missent to* had a STOURPORT / 128 mileage attached (1815) and 1818 and 1851 versions of an oval framed MISSENT / TO / STOURPORT were represented. Chris also offered an 1846 manuscript *Missent to* with an undated TENBURY. A fun item was the envelope from Boston Mass which was addressed to Worcester England but had been missent to Worcester, Mass!

THE MARCH MEETING at BROMSGROVE – The Theme being *Updates to the county catalogue*

The refurbished Ladybird Inn at Bromsgrove was once again the venue for the 10th March meeting. After the earlier committee meeting and a break for lunch for those in attendance, 18 members gathered for the theme of the day.

Chris Jackson began proceedings with an 1830 Missent to Worcester with convex corners. The MISSENT / TO / STOURPORT, WO712, now has a full earliest date of 29 JUL 1818. Two type 77s of MISSENT / TO / BEWDLEY (1824 & 1826) had a double outline rather than a single one. The 1776 WORCES / TER (WO838) showed a new late date. These were followed by unique undated circles of CATSHILL, COLWALL, EARDESTON and FINSTAL.

Alan Godfrey began with an 1807 new late date for the SHIPTON / 86 (note spelling) mileage (WO622). His Shipston marks continued with a dated double arc in red (new colour) and a traveller of new early date. Warwickshire marks included a new late date (1846) for the CHERRINGTON udc and new colour black for the Coventry / Py Post (1832 & 1838, WA130) and a larger mark in green of PARK-ST (August 1858, under Coventry). An 1853 KEINTON type 16 in blue was a new colour as was a black UPPER PARADE / LEAMINGTON (WA212).

Brian Purcell brought a 5 FEB 1789 BEWDLEY, which was a new late date as was an 1805 LEOMINSTER, which was an incomplete strike but a possible new size.

Ian Baker began by noting that the earliest known date of use of the ‘Chandelier’ (BM 47) should read 12 December 1772 and that there were forty other Birmingham updates recorded since the Midlands edition was published. Those shown included a 2nd copy of BIRMING / HAM (BM 50) the latest known date, several new dates of the experimental receiving handstamps introduced in 1857-58 and a new record of SAND-PITS (BM 343b) noted as ‘Proof’ only in the book. Also copies of WELLINGTON·R^D in serif script (Type 19) have now been recorded, it is possible that Type 22 (BM 355) was allocated in error in the book. Can all members with examples of this mark check and confirm, via the Editor, the date and colour and whether their copies are Type 19 or 22.

Mick Gill gave us udc of BECKINGHAM (LN60, 24 OCT 1844) in green, a new colour and blue, 11 SEP 1846, a new early date. Another new colour was the red udc of CARLTON-UPON-TRENT dated 3 SEP 1848. Continuing with udc we saw a new early date of 28 NOV 1842 for GRINGLEY-ON-THE-HILL in black as well as the latest known use in green dated 1 SEP 1857. A straight-line MANSFIELD (NG48) dated 1 MAY 1788 was a new early date and 3 MAR 1794 a new late date. An undated FREE wrapper had a previously unrecorded NEWTON (Lincs) with various features pointing to a date between 1780 & 1788. Finally a new late date in blue of the OLLERTON date stamp (NG220) dated 9 DEC 1853, a plea for financial help from the Earl of Scarborough for a debtor in prison.

As a change from catalogue updates, for his two displays, **Clive Jones** showed a comprehensive collection of mail to and from Australasia from the first ‘ARM’ steamer packet outbound in June 1852, to the return to the UK of the last P&O and ‘General Screw’ packets in early 1855, prior to these steamers being commandeered for the Crimean War effort. The display including incoming mail to Worksop and Rugby, but was more interesting from an historical and social point of view, including highlighting the key problem of coaling the early steamships in mid-voyage.

Alan Marshall concentrated on Bingham with a new earliest date of 7 APR 1794 for BINGHAM, NG12. An example of NG16 dated 30 MAY 1839 has the M of Bingham missing; Alan suggested it should be a new entry of NG17. He followed with a new earliest and latest of NG18 and new latest of NG20 & 21 with only two known of NG21. A new seriffed NG26 ‘Missent to’ with cds was shown with NG26 not in the catalogue, so very new.

Guy Bridges showed an 1850 *Cleobury / Penny Post* in dark blue, a new colour. A seriffed LLANYBLODWELL udc was new to the catalogue. PONTESBURY and PREES udc in green were new colours and a LUDLOW 1st-type mileage (SH234) dated 10 JUL 1787 had previously only had the earliest year of use recorded. A Halesowen hand struck 2 charge mark in black was also new to the catalogue as was a SHIFFNAL 1843 skeleton. Some members may not realise that Halesowen was once a detached part of Shropshire but was incorporated into Worcestershire in 1844 by the Counties (Detached Parts) Act.

All this updating had definitely brought on a thirst, so a little light refreshment was needed before the second half.

Gordon Hardy began the second half with a letter from Castleton to Market Harborough with a CASTLETON-DERBY^{SH} udc (DY 80), latest recorded date, to Bakewell with the adhesive cancelled with a 41 numeral and a blue sans-serif BAKEWELL dated 8 MAR 1854 and a blue serif MARKET HARBOROUGH (LC142) dated 9 MAR 1854, the earliest recorded date for this Leicestershire mark in blue. A 27 OCT 1847 letter to Derby had the **Hathersage** “Penny Post erased” (DY181), the latest recorded in blue. An entire from Dunstan Hall to Leek with a CHESTERFIELD/151 mileage mark (DY103) dated 13 MAY 1820 was the latest recorded date. An entire dated 25

JAN 1799 had the latest recorded undated **CHESTERFIELD** horseshoe (DY100). An entire from Cutthorpe dated 12 AUG 1787 to Leek had a **CHESTER/FIELD** (DY96b) mark in black (latest recorded date). A 16 OC 1844 letter to Derby had a green serif **BAKEWELL** (DY 55), which was the earliest recorded date. Finally an outer cover from Bakewell to Donnington Part, Leicestershire dated 1 DEC 1804 had a fine **BAKEWELL/152** boxed mileage (DY29) in black which is 16 years earlier than previously recorded.

Stuart Geddes was his usual economical self and showed just the one main cover from Whitchurch (Shropshire) to Bangor, north Wales, the straight-line BANGOR being a new early date.

Richard Farman produced some 1st-type mileages, which included 136 / STAFFORD (two dated 1785), 137 UTTOX / ESTER of 1787 and that isn't a typo it was ESTER and not EXTER! A 131 / BURTON / ON TRENT to Bridgnorth had two strikes of the mileage; in total three were shown dated 1784, 1789 (see below) and one undated. A 1784 example of the 149 / NEWCASTLE UND (ST413) was unusual for the UND at the end, short, one assumes for UNDER LYNE. A 1792 example of the 104 COLES / HILL was the only one recorded (WA58). 1785 and 1786 examples of the 140 STONE may be different. These were followed by a 1786 example of the 127 DERBY and two examples of the 145 ASH / BORN dated in 1785 and 1786, both to London. Finally we were shown the WOLVER / HAMPTON 133 (ST919) and the CHEADLE / 147 which Richard suggested may have been hand made.



Fig 1, 2nd December 1789 Burton-on-Trent entire to Stafford redirected to Birmingham, with the latest known use of the Burton 1st-type mileage (ST77) together with a straight-line STAFFORD measuring 47mm x 5mm (ST574). The 3d charge from Burton to Stafford was deleted but the entire was recharged another 3d for Stafford to Birmingham.

Chris Jackson exhibited a range of undated circle stamps. They included HANBURY, HARRINGTON, KNIGHTSFORD BRIDGE, NETHERTON, REDNAL, ROCHFORD, SEVERN STOKE, and STOURTON.

Mick Gill's second display took us to Retford with two examples of the two-line stamp (NG226), the first dated 23 JUN 1744 giving a full date to the current earliest year only entry and the second, undated but in the same handwriting, giving a date of c1745. Mick thought that from the write-up that came with the item it was the 1760 entry in the catalogue. A Retford straight-line dated 14 NOV 1771 (NG230) also gave a full date to the current year only entry, whilst an example of the RETFORD double-arc date stamp dated 11 OCT 1840 advanced the earliest date by 4 months. A wrapper to Hitchin in 1841 carried two earlier and one later date than recorded as follows; a SOUTHWELL udc (NG268) in black dated 15 February, 3 months later, a Missent to Birmingham double oval hand stamp (BM170) in black, 3 months earlier and a Birmingham double-arc date stamp (BM137) in black dated 16 February, one week earlier. Finally from Worksop we saw a convex hand stamp (NG300) dated 10 APR 1799, adding a full date to the year only date. Two examples of a WORKSOP / 146 lined mileage mark (NG309) followed, both clearly revising the size to 34mm x 11mm, the first, dated 2 OCT 1823, (not 7 October as recorded), the second dated 19 November that year adding a latest use date. Another lined mileage (NG311) dated 22 APR 1825 advanced the earliest date by 6 weeks whilst a double-arc date stamp (NG317) in black dated 28 OCT 1840 advanced the earliest use by one whole day!

POSTAL RATES CHARGED ON COUNTRY LETTERS, 1784-1801

by Ian M May

Two articles in *Midland Mail*^{[1][2]} concerned with postal rates in the period 1784 to 1797 have identified some confusion about how the 1784 Act was applied in practice to the charging of letters and the date at which 'in-alling' of distance, rather than 'in-alling' of the charges, started. Two conflicting dates have been given for the introduction of the charging of country letters, ie those passing through London from one provincial office to another provincial office, based on the total distance carried. Sanford and Salt^[3] and our society's mileage mark book^[4] quote 1784, while the correct year is 1797 according to Robinson^[5] and the Great Britain Philatelic Society website^[6]. It is the object of this article to clarify the position and also to encourage readers to look through their covers to help ascertain the charging practices.

Many letters could be sent from a post town on one of the six post roads to London or vice-versa. Some towns, not on a post road, had a connection to the nearest post road and letters could be sent directly to or from that town: such letters were known as **bye letters**. **Cross-post letters** were sent from a town on a post road to a destination town on a different post road, but did not pass through London. The charging of all the above letters was carried out as defined in the relevant Acts, eg Table 1^{[6][7]} and the only possible problem for the postal historian is to identify the route the letter took. The final group of letters were the **country letters**, those that went through London in order to reach their destination. It is these which will be discussed in some detail in this article.

Table 1, Postage rates in England and Wales 1765^[6]

	Single	Double	Treble	Ounce	Each addl ¼oz
One post stage	1d	2d	3d	4d	+1d
Two post stages	2d	4d	6d	8d	+2d
Up to 80 miles	3d	6d	9d	1s	+3d
Above 80 miles	4d	8d	1s	1s 4d	+4d

The rates given in the 1765, the 1784^[8] and the 1796^[9] Acts applied to England and Wales only. Scotland and Ireland had different rates at this time. Copies of all relevant Acts and rates are available on the Great Britain Philatelic Society's website. The 1801^[10] Act applied to Great Britain.

Prior to the 1784 Act the charging of country letters was relatively simple if sometimes unfair. The letter was charged

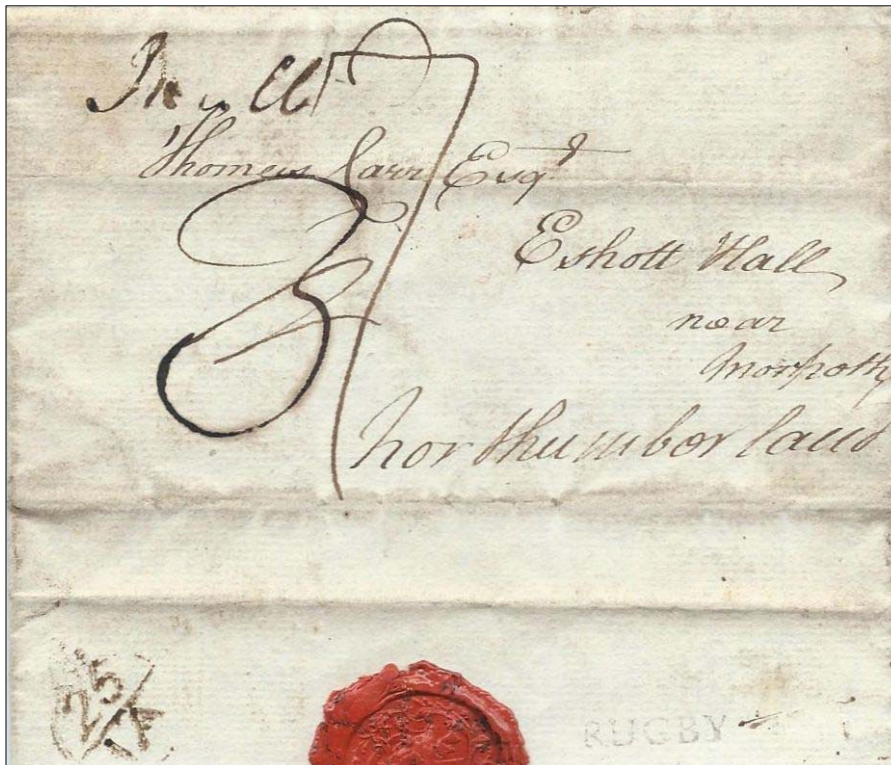


Fig 1, Rugby to Morpeth, 21 January 1779

for its carriage to London at its town of origin. On reaching London a second charge was raised for its carriage from London to its destination. The first charge was cancelled and a new charge, being the total of the charges to and from London, was now written on the cover. The rates for the 1765 Act are shown in Table 1. The unfairness arose because, for example, a letter from a town more than 80 miles from London to a destination more than 80 miles from London would, prior to the 1784 Act, be charged a total of 8d, ie 4d to London and 4d from London to its destination, whereas any letter travelling more than 80 miles not going through London would have been charged only 4d. Typical examples are shown in Figs. 1 and 2.

Fig.1 is a cover sent from Rugby to Morpeth via London on 21st January 1779 that shows the use of a hand-stamp 'In all'. Often the 'In all' was in manuscript. The charge markings are 3(d), the rate for less than 80 miles. In London the charge to Morpeth, 4(d), the rate for over 80 miles, was added and the hand-stamp 'In all' added and 7(d) marked. Later, the 'in all' was dropped and Fig. 2 is a cover sent from Coventry to Aylesbury via London on 30th March 1782, charged at 4(d) to London for above 80 miles, see Table 1, the actual distance being 92 miles. In London the charge to Aylesbury 3(d) for less than 80 miles, actual distance 39 miles, was added and the manuscript 7 marked on the cover. A look at a map shows that to get to London from Coventry the post went reasonably close to Aylesbury!

The exact intention of the 1784 Act^[8] is unclear. Whereas the majority of acts gave the rate bands and the new rates, the 1784 Act simply gave increases in the rates. The increase was 1d in each rate up to 150 miles when the increase was to be 2d, see Table 2. These were applied with no problems to all letters other than country letters, ie: those passing through London.

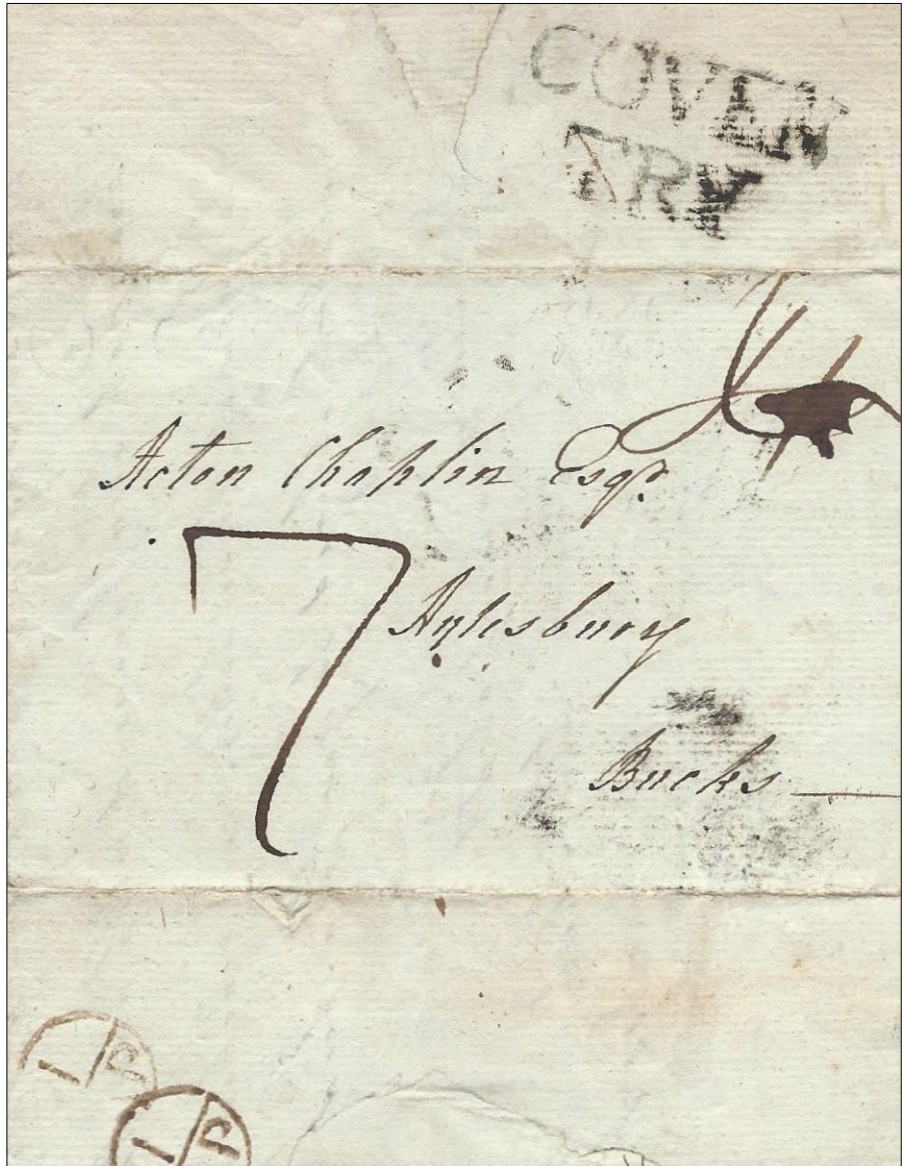


Fig 2, Coventry to Aylesbury via London on 30th March 1782

Table 2, Postage rates in England and Wales 1784^{[6][8]}

	Single	Double	Treble	Ounce	Each addl oz
One post stage	2d	4d	6d	8d	+2d
Two post stages	3d	6d	9d	1s	+3d
Up to 80 miles	4d	8d	1s	1s 4d	+4d
80-150 miles	5d	10d	1s 3d	1s 8d	+5d
Above 150 miles	6d	1s	1s 6d	2s	+6d

The confusion with country letters arose because the Act expressed the changes in the rate bands in the form

“And for the Port and Conveyance of every single Letter, conveyed or carried by the Post above two Post Stages, and not exceeding Eighty English Miles, distant from the Office where such Letter may be put in, within that Part of the said Kingdom of Great Britain called England, the Sum of one Penny”

For provincial offices this meant that all rate bands up to 150 miles should be increased by 1d and a new band for mileages greater than 150 miles was introduced with a charge of 6d, Table 2.

Robinson^[5] discusses the possible confusion for country letters. One interpretation of the Act, based on historical charging, was that the charge would be increased for both the charge to London and the charge from London to the letters destination. Fig. 3, a cover from Coventry to Ryde, Isle of Wight, sent on 8th August 1789 illustrates this interpretation. The charges, taken from Table 2 are 5(d) for Coventry to London (80 to 150 miles), actual mileage 92 miles. In London the charge of 4(d) for less than 80 miles to Ryde, actual mileage 63 miles, was added and a charge of 9(d) marked on the cover. Thus the charges were based on the first interpretation.



Fig 3, Coventry to Ryde, Isle of Wight, 8th August 1789

this interpretation because, simultaneously, first type mileage marks were issued to many provincial towns. The clerks in the London Office sorted letters according to the road on which they were to be carried and would therefore only deal with a limited number of destination offices. They would be familiar with the mileages from London to these towns. However, when dealing with country letters, these could have arrived from a town from which they did not know the mileage to London. Thus, with mileage of the town of origin included in its handstamp and knowing the mileage to the destination town, they could ascertain the total mileage and hence charge.

A second interpretation was that for country letters the increase would depend on the total mileage that the letter was carried, such that if the total mileage was less than 150 miles it would attract an additional 1d and if the mileage was greater than 150 miles then it would attract an additional 2d. Further possible credence is given to

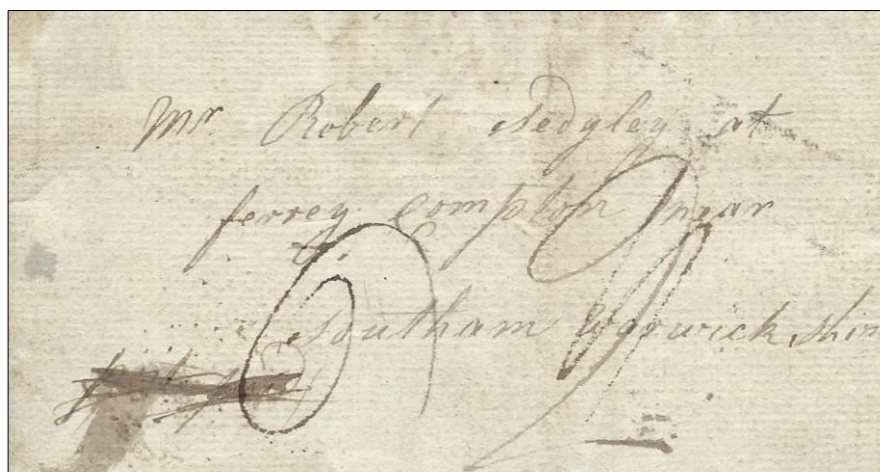


Fig 4, Hertfordshire to Southam, 6th December 1794

Fig. 4 shows a cover sent from Hertfordshire to Southam sent on 6th December 1794. The charge, taken from Table 2 is 2(d) for Hertfordshire to London (for 1 post stage). In London the charge of 4(d) was raised for more than 80 miles to Southam, actual mileage 83 miles, taken from Table 1. The charges were added and a charge of 6(d) marked on the cover. The total charge was 1d more than it would have been under the 1765 Act and so is based on the second interpretation. Further examples of the use of both interpretations are given in reference 2. The use of the two interpretations of the 1784 Act is worth further research and a survey of examples in members' collections is therefore being sought.

The 1796 Act, Table 3, which brought in the changes to charging of mail in 1797, introduced two important changes. The first was that it removed rates for one and two post stages and based all the rates on mileage bands. The second change was that country letters were now quite clearly charged by total mileage.

Table 3, Postage rates in England and Wales 1797^{[6][9]}

	Single	Double	Treble	Ounce	Each addl oz
Up to 15 miles	3d	6d	9d	1s	+3d
15-30 miles	4d	8d	1s	1s 4d	+4d
30-60 miles	5d	10d	1s 3d	1s 8d	+5d
60-100 miles	6d	1s	1s 6d	2s	+6d
100-150 miles	7d	1s 2d	1s 9d	2s 4d	+7d
Above 150 miles	8d	1s 4d	2s	2s 8d	+8d

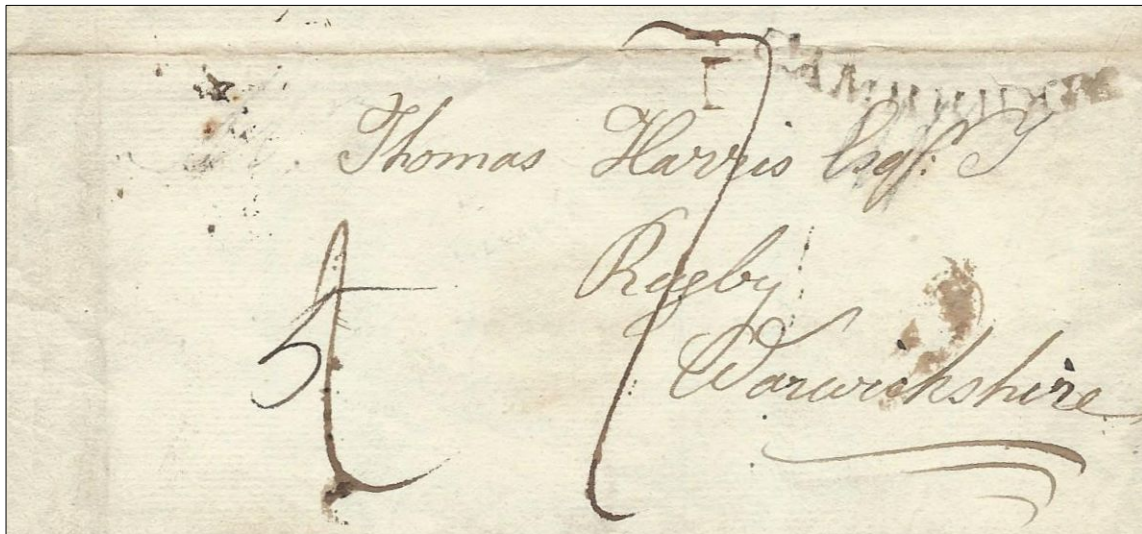


Fig 5, Cambridge to Rugby, 17th May 1798

Fig. 5 shows a cover sent from Cambridge to Rugby on 17th May 1798. The charge, taken from Table 3, is 5(d) for Cambridge to London (30 - 60 miles), actual distance 51 miles. In London the 5 was erased and a charge of 7(d) for 100 -150 miles marked on the cover. The actual distance of Rugby from London is 85 miles and thus the total mileage from Cambridge is 136 miles. The first type mileage marks had been generally withdrawn by 1788, possibly due to the public's lack of confidence in the mileages on them but there is no evidence for this.

A further Act was introduced in 1801^[10], Table 4, and applied to Great Britain, Ireland not being included until 1827. Not only was Scotland included but there were more bands and higher charges. John Cary had carried out a survey of the post roads on behalf of the Postmaster General and these more accurate measurements were used in the mileage marks introduced in 1801.

Table 4, Postage rates in Great Britain 1801^{[10][11]}

	Single	Double	Treble	Ounce	Each addl oz
Up to 15 miles	3d	6d	9d	1s	+3d
15-30 miles	4d	8d	1s	1s 4d	+4d
30-50 miles	5d	10d	1s 3d	1s 8d	+5d
50-80 miles	6d	1s	1s 6d	2s	+6d
80-120 miles	7d	1s 2d	1s 9d	2s 4d	+7d
120-170 miles	8d	1s 4d	2s	2s 8d	+8d
170-230 miles	9d	1s 6d	2s 3d	3s	+9d
230-300 miles	10d	1s 8d	2s 6d	3s 4d	+10d
Each extra 100 miles	+1d	+2d	+3d	+4d	+1d

The main conclusion is that there is little doubt the charging of letters by total mileage was introduced with the 1797 Act. References to charging of letters by total mileage being introduced by the 1784 Act in Sandford and Salt and the

Society's mileage mark book are incorrect in that the only time mileage was 'in all' was to ascertain whether the total distance was above or below 150 miles and then only if the second interpretation (see above) of the 1784 Act was employed.

It would be useful if readers of this article could kindly advise me, through the Editor if necessary, of any country letters they have in their collection sent between 1784 and, say, 1803. I would like to know the full date of the letter, the office of origin, the destination and, most importantly, the original charge marked on it (and deleted in London) and the total charge applied at the Inland Office in London. We will then hopefully have further confirmation that the substance of this article is correct.

Acknowledgement: The Author would like to acknowledge the advice and assistance given by John Calladine in writing this article.

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AN EVESHAM TRAVELLER (SKELETON)



Chris Jackson reports that shortly before the final submissions for the BCC Midlands Edition a well known dealer's auction included an unrecorded EVESHAM traveller (skeleton); the details were obtained and added into the data for the book. The auction took place and despite my best efforts I was unsuccessful, still we now knew that for the first time, a traveller had been used at Evesham and it was possible another may appear one day.

The cover shown is an entire letter written from Evesham on 26th March 1847 which has been prepaid 1d postage and stamped with a type 18 traveller EVESHAM/MR26/1847/5/- exactly the same as the one which I refer to above but used the following day. So now we have two examples on consecutive days, another amendment to the BCC! My thanks to Clive Jones for finding the cover in a collection of Yorkshire material. If anyone can shed any light on the red marking which runs across the cover I would be pleased to hear from them.

MAIL ON THE MIDLAND RAILWAY AND ITS CONSTITUENTS, 1840-1875 PART 6

by John Soer

The branch from Barnt Green, on the Birmingham – Gloucester line, to Redditch opened to passengers on 19th September 1859. Although the line was operated by the Midland, the Post Office did not have the right to use it under the terms of the contract as it was owned by a separate company. However, the Midland was willing to give the Post Office the right to use all the trains on the branch for an annual payment of £20. Authority was given in July 1860 for a down day mail with an allowance of 3/- a week to the letter carrier at Redditch for meeting the train and delivering the letters. A timetable published in December 1861³² shows mail arriving there on a train at 3.10 p.m. while mail was taken out by trains at 10 a.m. and 7.40 p.m.

Although the line from Leicester to Burton-on-Trent had opened in 1849, it was not used to carry mail until the introduction, in September 1856, of a day mail from London to Ashby-de-la-Zouch. Further use was made of this line from August 1862 to carry bags between Ashby, Coalville and Leicester³³. Also, from 29th December 1862, a bag from Birmingham to Leicester which had gone via Rugby rather surprisingly came via Burton, leaving Birmingham at 11.30 a.m. and Burton at 1.45 p.m.³⁴.

At a meeting of the surveyors in December 1859 about an acceleration of the Irish Mail³⁵, it was proposed to accelerate the night mail from Bristol as far as Birmingham so that the mail could fall into the down mail to Ireland at Stafford. Both the Midland and the L.N.W.R. refused to accelerate the trains involved. The Midland also refused to accelerate the mail train from Lincoln to Tamworth, saying that to do so involved ‘an acceleration of speed beyond what can legally be required’. The solution was for the train to leave Lincoln nine minutes earlier at 8.10 p.m., giving an arrival in Tamworth at 10.42 p.m. in time for the down mail to Ireland at 11.10 p.m. An earlier departure from Bristol was not possible as the train had to wait for trains from Exeter and South Wales.

However, a minute of January 1861 records that the Midland had agreed to accelerate the train from Bristol. Mention was made of withdrawing the stop at Ashchurch but a timebill from 1863 shows a stop there, and the lineside apparatus being used at Defford and Droitwich. Lineside apparatus had been erected at Defford in early 1859 so that, from 10th February, the 6.55 p.m. mail train from Bristol did not need to stop there.³⁶



Ashchurch Junction c. 1905

The train is on the line from Birmingham. The branch to Malvern is on the left; that to Evesham on the right.

The Post Office made use of the Leicester to Hitchin line in addition to that described in Part 4.³⁷ From 17th June 1861, day mail bags from Kettering and Wellingborough left those places by a train at 10.48 a.m. and 11.10 a.m. respectively, arriving in Kings Cross at 1.35 p.m.³⁸ This replaced the use of an L.N.W.R. train from

Wellingborough. A letter giving details of a number of trains, serving Kettering and Wellingborough with mail, sent to Mr Allport in July 1861 reads, “A Mail Bag from London for Kettering will be sent by the goods train which leaves Maiden Lane Station at 10.10 pm. It will be left with the Bedford Bag (which is despatched by a later Goods Train) in charge of the Clerk in the Goods Office to be sent by him by the train in question, and (in accordance with an understanding already come to with the Co.) it is to be dropped by the Guard as the Train passes through the Station ...”.³⁹

This was not an isolated instance of a mail bag being thrown from a moving train. The Post Office asked the Midland to allow their guards to throw out at Cudworth the London bag for Barnsley carried by the 1.25 p.m. train from Derby, after 1st June 1862. This was necessary as it was intended to stop using the lineside apparatus by the down day mail train after that date.⁴⁰ Also, from 1st October 1863, a bag for Countesthorpe was thrown from the 7.15 a.m. train from Leicester which did not stop there.⁴¹

Nor was it an isolated instance of mail being sent by a goods train as can be seen from the tables in Appendix A in MM 187/13. A minute of October 1861 records that the goods train from Birmingham (train 16 in the tables) used to carry bags for towns in South Wales and which had been withdrawn in May, had been reinstated on 1st August. Entries in the Railway Letter Copy Books show that the working of this train had been altered with the starting point being at Lawley Street. A letter of 8th August mentions that a Mr Tetlow of the goods department in Birmingham had said that it was too dangerous for a Post Office employee to cross the rails at Lawley Street to hand the bags to the guard.⁴² Mr Page asked if it was possible to slow down the train as it passed through Camp Hill station so as to allow the bags to be transferred there. In the event, it appears that a Midland employee, rather than a postman, took the bags to the train at Lawley Street.

A letter dated 11th August 1863 mentions a bag for Leeds leaving Gloucester on the 2.20 a.m. ‘Goods Mail Train’.⁴³ The top left-hand corner of the timebill for the train which left the Midland station in Bristol at 10 p.m. for Gloucester carries the words ‘Goods Train’, rather than the more usual ‘Night Mail’ or ‘Day Mail’. There are other instances of mail being carried on Midland goods trains to be found in the volumes of the Railway Letter Copy Books. They were sufficient in number for the company to produce an instruction leaflet on the handling of mail bags on goods trains.⁴⁴

This series of articles may give the impression that the railways carried only mail between posttowns. Yet, there are instances of rural posts being operated by rail. One such was described in a letter of December 1862. On and from 15th December bags for Kibworth were to be sent from Leicester by trains at 7.10 a.m. and 1.35 p.m. In the opposite direction a bag left Kibworth at 6.54 p.m.⁴⁵

When the contractor for the mailcart running between Leicester, Uppingham and Rockingham gave notice to quit in September 1863, the Post Office negotiated with the Midland for the use of the Leicester – Peterborough line to carry the night mails for Melton Mowbray, Oakham and Uppingham. As times of the existing trains were not suitable for Post Office purposes, the Company offered to alter the times of two goods trains for £150 p.a. One train left Leicester at 3 a.m. (2.15 a.m. on Sundays), while the other was to leave Peterborough at 2.10 a.m. and arrive in Syston at 4.45 a.m. It is not clear how the bags were then transferred to Leicester. The trains were to run for the first time on 1st November 1863. However the fifth of the points in Mr Allport’s proposal of July 1864 (see below) suggests that the train from Peterborough did not start as initially intended in 1863. This is supported by the fact that a statement of payments made by the Post Office to the Midland Railway, drawn up in July 1864, mentions only the Leicester and Peterborough goods train.

About a week before the opening of Trent Station on 1st May 1862, the P.M.G. authorised changes to the running of the mail trains on the opening of that station, though no details were given. The day before the station opened Mr Page wrote to Mr Allport asking if the proposed running of a train in conjunction with the up and down night mails, leaving Nottingham at 12.15 a.m. and returning at 1.15 a.m., was likely to be made permanent. The fact that Trent was a station at which to change trains, rather than a destination in itself, was reflected in the fact that in February 1863 it was reported that a wooden letter box was to be erected in the waiting room.

On 12th June 1863 Mr Page wrote to Mr Allport asking if the Post Office had the power to use the newly opened line between Rowsley and Buxton under the provisions of the 3rd clause of the general contract i.e. to use the trains without further payment.⁴⁷ Clearly, he was told not, for two weeks later he was asking on what grounds they were not allowed to use the trains on those provisions. I am not sure if the reason was that the Midland was a joint lessee of the line between Rowsley and Ambergate, but on the 31st July Mr Page offered £20 p.a. for the general use of trains on the new line which was accepted by the Midland.⁴⁸



Contract of 1865⁴⁹

In a letter of 18th November 1863, Mr Allport expressed dissatisfaction with the sum agreed upon in the 1860 contract. He said that the trains under notice covered 7430 miles per week and the ordinary passenger and goods trains carried mail bags 29,122 miles per week. Since the receipts of the mail trains were very small, a charge of 3/- a mile was reasonable as was 3d a mile for ordinary trains. This equated to almost £80,000 p.a. - £45,000 more than the Post Office then paid.

Three weeks later he did correct these figures, quoting annual distances of 386,360 miles under notice and 1,359,878 miles for trains not under notice. During the following three months Mr Allport and Mr Page met several times regarding what the Midland felt was the insufficiency of the £35,000 p.a. paid by the Post Office. Mr Allport eventually said that if the Post Office were not willing to increase the payment, the directors had authorised him to serve the requisite twelve months notice to terminate the contract. Mr Page's response was that considering 'the friendly arrangement so long existing between the Post Office and the Company', he felt that the Midland should make a formal proposal to the Post Office.

Meanwhile some of the Post Office surveyors held a meeting at Bedford on 7th April 1864 to consider if it was possible to dispense with any of the trains under notice provided by the Midland. Although it was felt that the notices could be removed from the up night mail from Derby to Rugby, provided that the down mail was accelerated to reach Derby to connect with the mail to Bristol and that from Skipton to Leeds, these changes did not take place. However, mention was made of the possible introduction of a mail train between Kings Cross and Leicester, as well as a train from Peterborough to Leicester, to leave the former place some time after the arrival of the night mail from Ely. The "Goods Mail Train" from Leicester to Peterborough was to be retained.

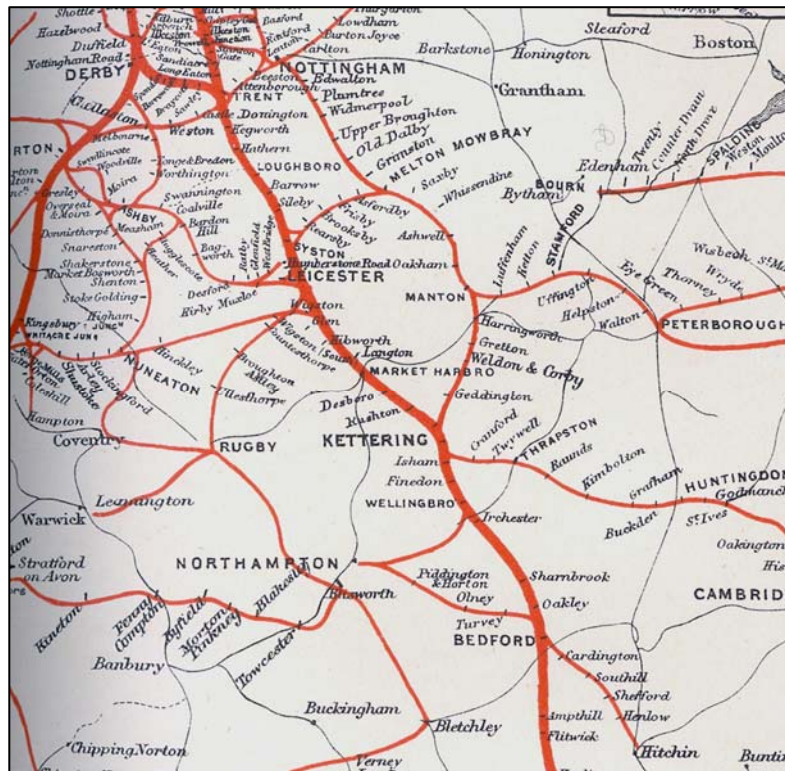
It is possible that Mr Allport heard of this for these points were included in a proposal that he made on 16th July 1864. The contract was to be as before with the following alterations:

- The contract was to include all the lines exclusively owned by or leased by the Company including those planned or in the process of construction; all lines partly owned by or leased by the Company over which it could run its own trains; and those lines neither owned by or leased by the Company but over which it had running powers. These lines were listed in schedules 3, 4 and 5 respectively at the end of the contract.
- The Company was to provide a room for sorting letters at junction stations owned solely by the Midland, and to provide gaslight and fuel in all such rooms. Also, these were to be provided in the huts used by the men attending the mail bag apparatus. The Company was to provide a post office at Normanton in conjunction with the changes there;
- The Post Office was to have the right to erect lamps for lighting the apparatus standards and receiving nets at the various stations;
- The Company was to provide all sorting carriages with such lamps as were satisfactory to the Post Office, in lieu of those in use;

- All the trains under legal notice would remain so. The 3 a.m. goods train from Leicester to Peterborough would continue to run, and a train would be introduced to leave Peterborough no earlier than 2 a.m. and reach Syston no later than 6.15 a.m. The times of these trains were not to be changed without the consent of the P.M.G;
- The down night mail train from Rugby to Derby was to leave Rugby immediately after the arrival of the Down Limited Scotch Mail, without waiting for the arrival of any passenger trains from London;
- The Company was to undertake to run mail trains between King's Cross and Leicester, connecting with the London night mail trains at Leicester;
- The word 'additional' to be inserted in Clause 20 between the words 'bare' and 'cost';
- The contract was to run for seven years;
- Payment – £44,000 p.a. made up of £39,000 for all trains under legal notice and £5,000 for the use of all other trains.
- The contract was to take effect from 1st October 1864.

So as not to give the GNR any claim to part of the £39,000, the mail train running between King's Cross and Leicester was referred to in the contract as 'Hitchin and Leicester' mail train. The contract also contained the condition that as soon as the Midland's own line from Bedford to London was open to passenger traffic the King's Cross train would be transferred to that line.

The signing of the contract did not take place until 20th September 1865 as there was quibbling over the exact wording to cover instances of the Midland carrying mail over the lines of other companies, e.g. the Worcester loop line. However, this delay did not stop the Post Office taking advantage of the provisions of the contract.



A mail train between King's Cross and Leicester ran for the first time on 1st October 1864.⁵⁰ This train left King's Cross at 9.5 p.m., called at Bedford, Wellingborough, Kettering and Market Harborough, and arrived in Leicester at 1.45 a.m. where it connected with the night mail train from London to Derby via Rugby. The departure from Leicester was at 1.45 a.m., ten minutes after the arrival of the mail train from Derby to London via Rugby, arriving in King's Cross at 4.15 a.m. As the Post Office did not intend to meet this train at King's Cross, it did not carry any bags for London. Instead, the London bags from Bedford etc. were sent down to Leicester to go on the train via Rugby. This is reflected in the timebill in that instead of giving up the timebill with the bags on arrival, the guard was ordered to post it on arrival at King's Cross. However, a pencilled footnote in the margin of the minute authorising this train read, 'When the Bedford - Newport Pagnell Mail Cart is withdrawn it will be necessary to meet the train.' This had happened by April 1865 for the timebill now read, 'The Bags are to be transferred to the mail van as soon as possible.'

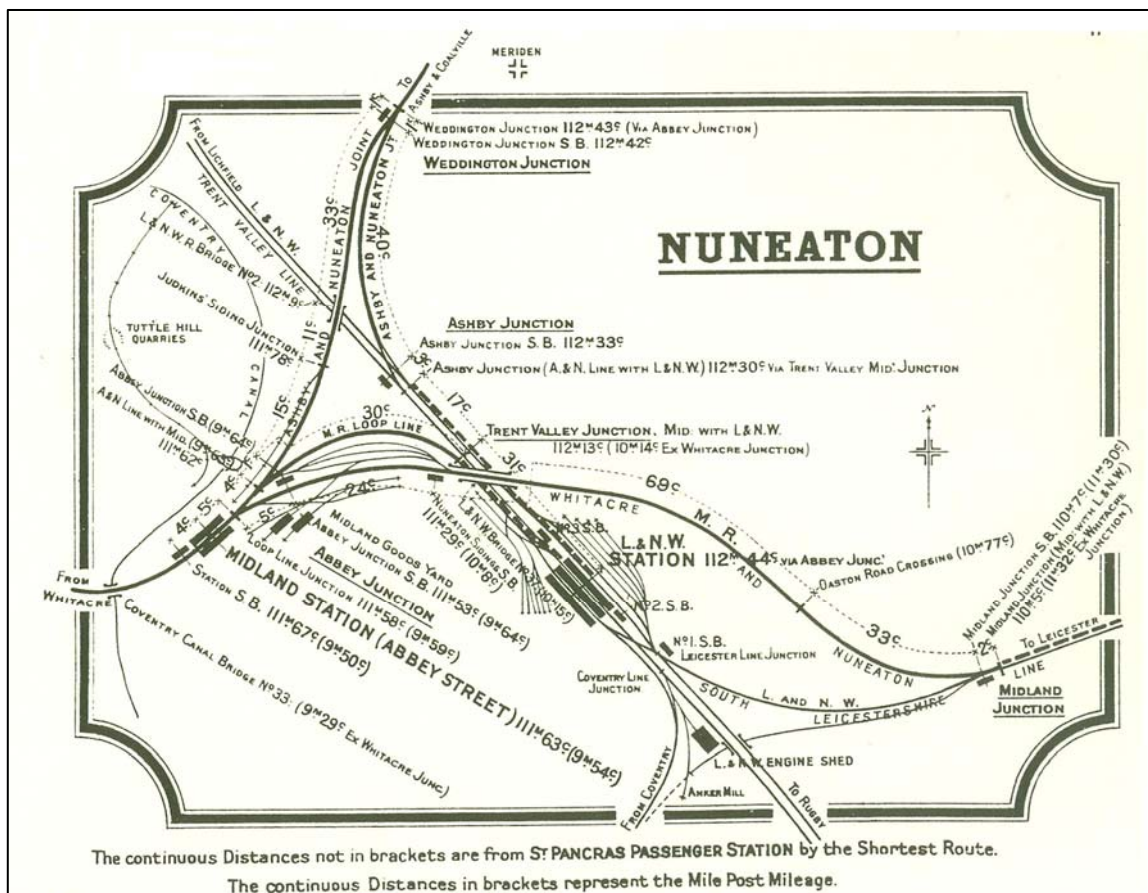
On 20th July 1864, the Secretary wrote to the PMG saying that there was no longer any reason for delaying the use of the 7.20 p.m. train from Bakewell [to Derby?] which would benefit the dispatch of about 1200 letters a week and the only expense would be £2 p.a. for station service.

I find it very strange how, in the eighteenth and nineteenth centuries, the senior officials of the Post Office were concerned with the minutiae of running the organisation. For instance, in January 1865, Mr Page, Inspector General of Mails, wrote to Mr Allport stating that it would be great convenience to people living near Bromsgrove station as well as employees of the Midland if a letter box were fixed to the wall of the station. Was there any objection to this? ⁵¹

Some small relief was given to the footplate crew of the Tamworth – Lincoln mail when, in 1864, a turntable was erected at Tamworth, so the engine did not have to run tender first as far as Burton. This gave arrival earlier by eight minutes at both Derby and Lincoln. ⁵²

In May 1865, a minute recorded that there was an urgent need for better postal communication between a number of towns in the East Midlands and the North of England and Scotland. The same was needed between some villages near Melton Mowbray and some in the vicinity of Hinckley, as letters took two days between these two sets of villages, despite the fact that they were only a few miles apart. This could be remedied by establishing a mail train between Leicester and Nuneaton, connecting at the latter place with the mail trains to and from the North.

However, that was not to be achieved easily for the Midland did not own the line from Leicester to Nuneaton. In 1864, the South Leicestershire Railway opened the extension of their Nuneaton–Hinckley line through to Wigston Magna on the Midland, just to the south of Leicester. Although this line was operated by the LNWR, and eventually passed into their ownership, the Midland did have running powers over it. Also, when first built the line did not connect with the LNWR's Trent Valley line, but joined the Midland line to Birmingham and then passed over the LNWR by means of a bridge. A spur joining the two opened in 1880.



The diagram dates from 1916. At the time covered by this article, neither the links to L.N.W.R nor the line to Ashby existed. Also, Abbey Street station was a little to the northeast of the position shown.

Although the PMG accepted in June 1865 an offer by the Midland to run a night mail train from Leicester to the bridge over the LNWR in Nuneaton of £600 p.a., the introduction of this service was delayed at least twice and eventually ran for the first time on 1st March 1866. The contract⁵³ specified that the train should leave Leicester at 10 p.m. and arrive at the bridge in Nuneaton at 10.45 p.m. The return was to leave Nuneaton at 2.15 a.m., arriving in Leicester at 3 a.m. Why a passenger train was provided instead of a goods train which would have cost the Post Office less is not clear. A passenger train was not likely to attract much custom at that time of day. [See MM 52/12] At first it was suggested that a simple crane could be constructed on the bridge to lower and lift mail bags between the Midland and LNWR⁵⁴. However, in January 1866 it was decided to construct, ‘*a rough flight of wooden steps, with a handrail, ...on the embankment to admit of the mail messengers passing down to the North Western Line to suspend some of the bags to the apparatus standard.*’⁵⁵

A minute of January 1867 emphasised the importance of the 7.45 p.m. train from Peterborough which the Midland would have withdrawn on 1st November 1866, had the Post Office not urged that it be maintained until some other arrangement could be made, as the train carried ‘*important bags from the Eastern Counties and places between Peterborough and Leicester for the Midland and London North Western lines of railway.*’ A contract dated 28th January 1867⁵³ emphasised that for £250 p.a., payable from 1st November 1866, every effort should be made to ensure a punctual arrival at Leicester as well as a punctual departure from Peterborough.

This train worked in conjunction with the train to Nuneaton, which went on to Birmingham, giving an important cross-country mail service as can be seen from the following times:

Peterborough	d. 7.45p.m.	Nuneaton Bridge	d. 2.15a.m.
Leicester	a. 9.52p.m.	Leicester	a. 3.00a.m.
Leicester	d. 10.00p.m.	Leicester	d. 3.10a.m.
Nuneaton Bridge	a. 10.45p.m.	Peterborough	a. 6.15a.m.

The importance of these mails was mentioned again in a minute of December 1867 as far as possible the bags should be in the care of a Post Official, particularly on that from Leicester to Peterborough which was a goods train. It was proposed that the messenger who travelled between Leicester and Nuneaton should carry out his usual duties, but on his return to Leicester, having been helped with the bags by a railway porter, should travel on the Peterborough train as far as Stamford, beyond where he was not needed. He was to return by train to Leicester, arriving there at 9 a.m. by which time he would have been on duty for nearly twelve hours. However, the work was said to be, ‘not very onerous’. [I wonder if he was paid overtime.]

In assenting the P.M.G. commented, ‘I have always been surprised that the Bags entrusted to Train Guards on luggage trains have been as safe as they have been.’ [Is Matthew 8.26 applicable?]

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39. Post 11/108, Railway Letter Copy Books, p. 108.
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41. Post 11/111, Railway Letter Copy Books, p. 507.
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46. Post 11/108, Railway Letter Copy Books, p. 702.
47. Post 11/110, Railway Letter Copy Books, p. 211
48. Post 11/111, Railway Letter Copy Books, p. 158.
49. Post 30/252, Midland Railway Contract (Most of the material in this file deals with the negotiations concerned with the 1875 contract, but a significant amount relates to that of 1865.)
50. Post 11/114, Railway Letter Copy Books, p. 447
51. Post 11/115, Railway Letter Copy Books, p. 380.
52. Post 11/115, Railway Letter Copy Books, p. 118
53. RAIL 491/538 Midland Railway Contracts
54. Post 11/117, Railway Letter Copy Books, p. 641
55. Post 11/117, Railway Letter Copy Books, p. 106.

APPENDIX C. Trains under notice in the 1865 contract.

Service	Depart	Arrive	Accommodation to be provided by the Contractors
Rugby and Leeds Day Mail	Rugby 11.30a.m.	Leeds 3.35p.m.	The Contractors guards to take charge of the mails forwarded by this dispatch.
	Leeds 3.0 a.m.	Rugby 8.00a.m.	Between Leeds and Normanton and Derby and Rugby the Contractors Guards to take charge of the mails. Between Normanton and Derby a sufficient number of Post Office carriages fitted up as the Postmaster General requires.
Ditto (Sundays)	Leeds 2.35a.m.	Derby 5.20 a.m.	
	Derby 7.10a.m.	Rugby 9.30a.m.	
Rugby and Derby Night Mail	Rugby 10.49 p.m.	Derby 12.18 a.m.	A sufficient number of separate or Post Office carriages fitted up as the Postmaster General shall require. Also a letter-bag carriage or van.
	Derby 12.32a.m.	Rugby 2.21a.m.	
Tamworth and Normanton Night Mail	Tamworth 11.56p.m.	Normanton 2.33a.m.	Ditto
	Normanton 10.38p.m.	Tamworth 1.19a.m.	
Normanton and Leeds Night Mail	Normanton 2.40a.m.	Leeds 3.0a.m.	Ditto
	Leeds 10.5p.m.	Normanton 10.25p.m.	
Tamworth and Bristol Night Mail	Tamworth 1.24a.m.	Bristol 5.55a.m.	Ditto
	Bristol 7.0p.m.	Tamworth 11.51a.m.	
Tamworth and Lincoln Night Mail	Tamworth 2.20a.m.	Lincoln 4.55a.m.	A letter-bag carriage or van with each of these dispatches fitted up as the Postmaster General shall require.
	Lincoln 8.30p.m.	Tamworth 10.45p.m.	
Bristol and Gloucester Night Mail	Bristol 12.45a.m.	Gloucester 2.0a.m.	Ditto
	Gloucester 11.15 p.m.	Bristol 12.20a.m.	
Leeds and Skipton Night Mail	Leeds 5.35a.m.	Skipton 6.50a.m.	The Contractors Guards to take charge of the Mails forwarded by these dispatches.
	Skipton 7.10p.m.	Leeds 8.35p.m.	

Trains listed in Schedule 2 of 1865 contract. (Only to be altered on giving one month's notice.)

Service	Depart	Arrive	Accommodation to be provided by the Company
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Peterborough to Syston Goods Train	Peterborough 2.10a.m.	Syston 4.45a.m.	Ditto
Hitchin to Leicester	Hitchin 9.49p.m.	Leicester 11.24p.m.	One or more sorting carriages or vans fitted up in such a manner as the Postmaster General shall require.
Leicester to Hitchin	Leicester 1.45a.m.	Hitchin 3.25a.m.	



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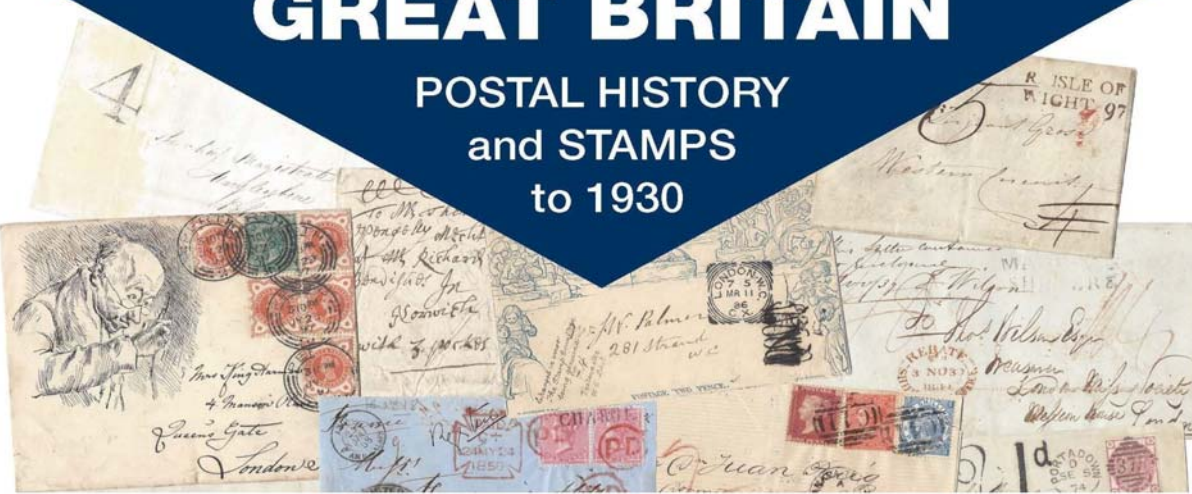
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LONDON to CHATHAM PARCEL MAIL COACH c.1905



MAIL COACHES			
SUBJECT	LONDON- CHATHAM PARCEL MAIL COACH, c. 1905	FILE	46
P5678	Driver Miller - coach taken off the road 1908	DATE	Nov 1952

GENERAL POST OFFICE

NEGATIVE NO. *P5678*

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The picture above is courtesy of **Pete Elms**, who writes that in 2012 he bought the negative of a photo of the London to Chatham Parcel Mail coach. He continues '*Recently I came across it again and I thought a picture of this might appeal to members of the society. However I have since acquired a photographic print of the negative, which also has information on the back showing that the coach was in service in c1905 and was taken off the road in 1908 when this picture was taken. It has also been stamped by the GENERAL POST OFFICE in November 1952 explaining that the photo is Crown copyright and giving permission for it to be reproduced*'.

Thanks to Alan Godfrey for 'enhancing' the scan from the very dark, original photograph so that we were able to publish it.

MISSENT TO WELLINGTON, SALOP

by Brian Atkins

Three MISSENT marks exist for Shrewsbury, SH692, SH693 and SH694 in the County Catalogue with the last two having one example of each recorded, both in 1856. Oswestry used two missent marks, a Missent.To with date stamp (SH464) and a MISSENT / TO / OSWESTRY (SH465) of which there are now 4 records in three different colours. An italic *Missent to Market Drayton* (SH319) is said to exist on a piece dated in April 1850 but, as far as I am aware, nobody in the Shropshire PHS has seen it; it was reported many years ago by the late Steph Stobbs. It is not illustrated in the second edition of *The Postal Markings of Shropshire* just published at £15. Largely because of the town of Newport, Monmouthshire, a MISSENT / TO / NEWPORT exists (SH380), known used in black from May 1834 to October 1841 and in red in January 1841. However it is surprising that since the town name of Wellington is also known in Somerset that no Missent to Wellington, Shropshire (or Salop) has been found.....until now.



Fig 1, August 1842 cover showing a non-standard **MISSENT TO / Wellington,Sp** and the relevant date stamps

The cover entered the mails in Worcester on 20th August 1842, the code F of the date stamp suggesting a late collection. It was addressed to Warrington, which was misread as Wellington, where it arrived on 22nd August, gaining the Missent stamp and forwarded to Warrington, where it arrived on 23rd August.

The Missent stamp appears to be a non-standard form of lettering, with the **Sp**, presumably short for Salop. One wonders if the stamp was locally made. But what is most surprising is that this stamp should be so rare (I think I can call it that with it being the only record of use, though rare is vastly overused) and also that the cover was NOT addressed to Messrs Fox Brothers, Wool Merchants, Wellington, Somerset as there are many examples of letters to Fox, Brothers being Missent to Wellington, Shropshire as per the two covers illustrated on the next page, neither of which show the hand stamp.

The first cover, dated 23 DEC 1841, is from Peterborough to Fox Brothers and has a manuscript *Mifst to Well / Salop* in red ink, only 8 months prior to the Missent stamp used in the illustration. Another cover in the possession of the writer, also to Fox, Brothers & Co has a manuscript *Missent to*, also in red ink, together with a WELLINGTON date stamp in blue dated MAY 30 1851. There are a number of other examples in the collections of members of the Shropshire Postal History Society, all of them showing different ways of expressing the missent nature of the cover and many (all?) of them originally addressed to Somerset. For example, our member Jim Ball has an 1851 cover

from Tewkesbury to Somerset, missent to Wellington, Shropshire but this cover has manuscripts *Not Salop* and *Try Somerset* but no adjacent WELLINGTON, SALOP date stamp!



Fig 2, December 1841 cover from Peterborough to Fox, Bros, Summersetshire (sic) missent to Wellington, Salop

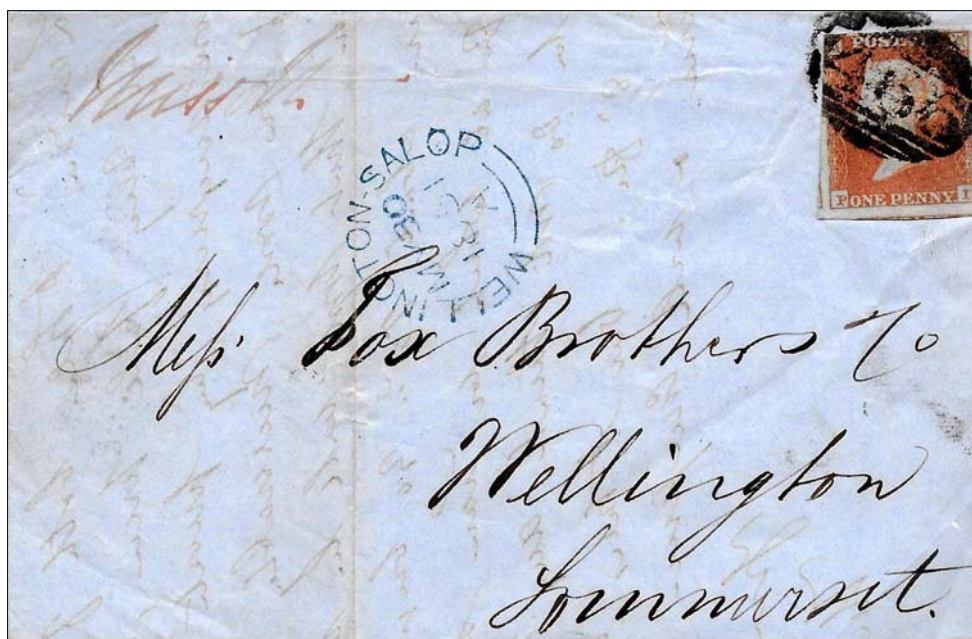


Fig 3, May 1851 cover from Liverpool to Wellington, Summerset (sic) but missent to Wellington Salop

Interesting spellings of Somerset! The hand stamp does not appear in the proof books; the only ones that do are the two later ones of Shrewsbury (SH693, 694). So now the questions should be, why is the MISSENT TO / Wellington so scarce (rare?) and was the abbreviation **Sp** used instead of Salop to save money or was it used because adding Salop would make the stamp longer across the bottom and thus be 'unbalanced' (also note there is no space after the comma) and possibly snap if heavily applied at the wrong angle? On proof-reading the article Ian Baker noticed that the vertical spacing between the capitals M and W is less than the distance between O and S, even allowing for the under-inking of the top of the S; a further indication that it was made locally? Or is there another reason? It would be helpful to know if there was a directive from the Post Office which stated that the use of locally made (typeset by a local newspaper?) non-standard hand stamps was prohibited, though how the Post Office in London would find out one was being used would, one assumes, only occur if someone complained, which, of course, could be Fox Brothers complaining about the number of letters addressed to them which were going to Wellington, Shropshire. If a pile were sent to London, some of which had shown the hand stamp, then all might be revealed. A surveyor might discover its use, of course, and report same. If anyone is digging around in P. O. Archives in the next few weeks, perhaps they could have a look for a directive or does anyone know of one??? Of course, it may have been broken! I would further suggest that the stamp should enter the British County Catalogue of Postal History as SH734.



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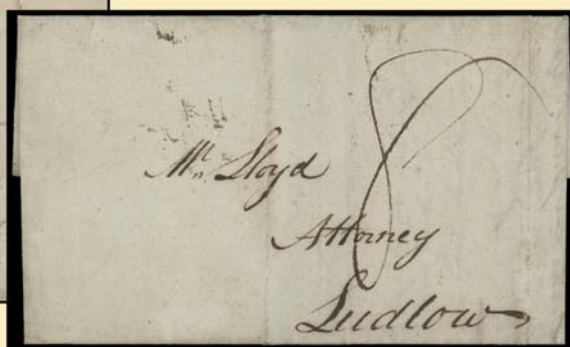
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