

MIDLAND MAIL

THE JOURNAL OF THE MIDLAND (GB) POSTAL HISTORY SOCIETY

www.midlandphs.org.uk



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Number 195, July 2017



Cover carried on the return voyage of the clipper *James Baines* from Melbourne 11 March 1855. The recipient paid a surcharge of 6d in retaliation for the colony of Victoria not accepting the *All In* 6d rate from 1st October 1854 as they charged 1/- for outgoing items – see page 7 for an account of Clive Jones' display at the meeting at Worpex.

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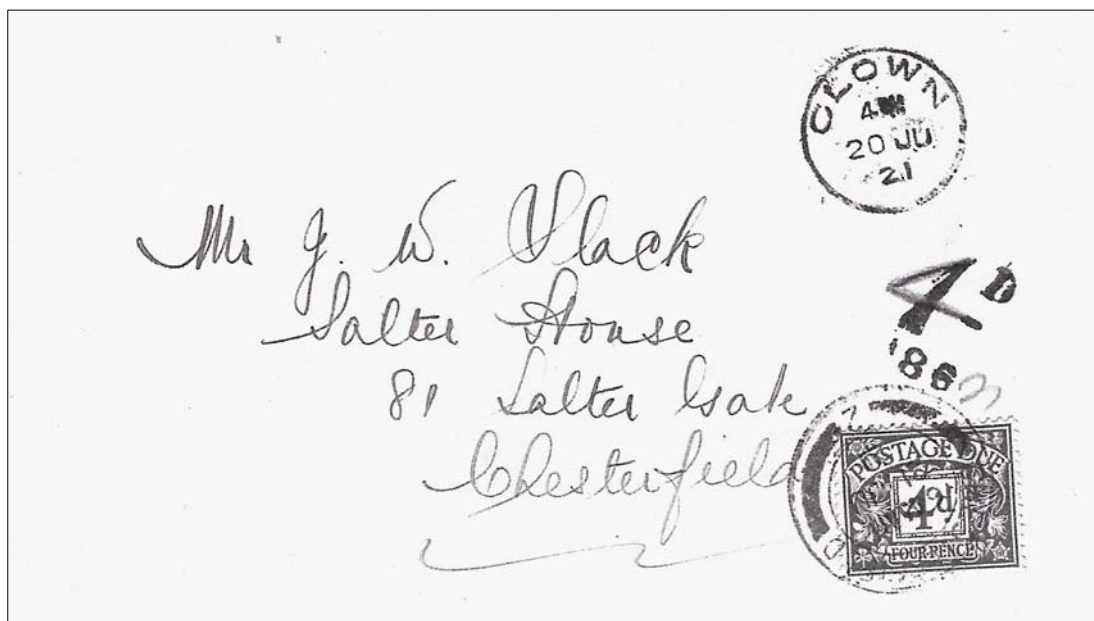
We welcome a new member, Mr **D John Chapman** of Halesowen. John ran the post office in Bletchley Park with ten volunteers for 21 years but has retired. He is interested in links to the UK Military as he lectures on codes and ciphers, Churchill and the SOE.

Alan Marshall writes in response to the review of his book: As an engineering draughtsman, correctness is important to me. Therefore my approach to the appearance of cancellation marks is towards how they should really look rather than how they are made to look in practice. When I moved into postal history from stamp collecting, I found the use of Hall's 1947 book, *The Post Office at Nottingham*, along with the Willcocks and Jay county catalogue quite difficult and confusing. Copies of marks in Hall were often misleading when compared with copies I had found. Subsequently, my decision to produce marks as they should look meant that I had to trace and superimpose good quality examples to obtain the correct result. However, there was a need to use bits of more than one example to achieve the desired result and it soon became obvious that measurement and disposition of the top row letters with the bottom row letters / numbers was of critical importance. To satisfy the need required an accurately machine engraved metric scale along with magnification and, to be precise, it also required the horizontal measurement to include serifs where applicable. This principle (see bottom of first page of preface of my book) was agreed and requested to the nearest rounded-up millimetre by the Midland (GB) Postal History Society for the production of the catalogue, the British County Catalogue of Postal History, Midland Edition 2013.

Ian Baker writes: May I advise that the new 'Additional ½' book, updating Hodgson & Sedgewick's 2nd edition of 1984, was officially published in April at the SPHS AGM weekend in Edinburgh. Entitled "The Scottish Additional Halfpenny Mail Tax 1813-1839 & The Welsh Additional Halfpenny Mail Tax 1836-1839" it was compiled by Ian Baker, David Graham, Michael Sanig and Bill Shand. The A4 size book of 385 pages includes chapters with new information on the 'Exempt Towns' and the 'Carlisle Red' handstamp. The catalogue sections illustrate most of the handstamps on cover, in addition to including new marks and updating dates of use. The Appendix sections cover the mailcoach services from Edinburgh, Glasgow and some other routes and also include a wealth of information from major Scottish city directories for the mid-1830s. Copies are available to non-members of the SPHS for £28.00 plus £4.00 P & P from: Mrs Lyn Robinson, 25 Myreton Avenue, KILMACOLM, Renfrewshire PA13 4LL. Please make cheques payable to: 'Scottish Postal History Society'.

In response to **Malcolm Allinson's** query in the previous issue of Midland Mail (MM 194 / 2), **John Soer** writes that he has 'an old Information Sheet (No 10) from Post Office Records which gives a variety of inland postage rates up to 1977 (I suspect that is when it was produced). It records that the Treasury was empowered to abolish the limit of weight on letters, and subsequent entries state that there was no limit of weight. That is until the introduction of the two tier system in 1968 when the maximum weight for a 2nd class letter was 11b 8oz. There was no limit of weight for first class letters. The change to metric weight scales in 1975 saw the weight limit for 2nd class letters changed to 750g. There was a limit to the size of a letter throughout this period. I think that there is a weight limit now, but cannot put my hands on the appropriate pamphlet that is buried somewhere amongst all my rubbish'!

John Paulson writes that he thinks the photocopy below may add a little to the saga in previous issues of Midland Mail concerning CLOWN(E) in Derbyshire. Over to you, **Peter Martin** in Singapore!



MINUTES of the AGM and AUCTION REPORT

St. Germaine's Church Hall, Birmingham was the venue for the Annual General Meeting on 29 April 2017 with 21 members and 3 visitors present. Apologies were received from Derek Smeathers, Stuart Geddes, Clive Jones, Pete Elms, Martin Scroggs and Robin Jarman. The minutes of the AGM 2016, as published in Midland Mail No 191, were accepted as a correct record. Acceptance of the minutes was proposed by Richard Farman, seconded by Brian Atkins and agreed by members.

The Chairman said that he hoped the first year had repaid the confidence shown in his appointment. There was a lot of experience around the membership and always someone willing to provide a particular answer. He was especially impressed that everyone gets on and does things without being asked – surely one of the best things about a vibrant and coherent society.

He wished to congratulate Mel Matthews for an excellent programme for the year which produced good attendances at meetings and a lot of material both old and new. Claire Scott's display 'Death by Post' at Kington St. Michael, which gained an Open Class International Gold Medal, was most interesting and intriguing with unusual and rare material, for which thanks were due to John Calladine for making the arrangements. The standing displays at Burton at Christmas were gems, followed by an excellent lunch and Nick Wraith's afternoon of Parcel Post material, for which thanks were due to Richard Farman for the 30th time.

Richard Farman's 'Large Items' produced a truly amazing collection of oddball and unusual packages, while Brian Atkins' 'Mail between Shropshire and North America' had many different items and unusual rates. Members' display meetings to a specific subject provided an excellent vehicle for everyone to participate and bring along something for all to share, some material fitting the subject and some not!

As the Society's 8th book on Parcel Post Labels was nearing completion he wished to thank Martin Scroggs for his work as Co-ordinating editor and the County Editors for their excellent contributions. Early drafts of the content and layout looked stunning and would ensure the book maintained the high standard of previous publications.

The Annual Auction continued to provide the society with welcome funds. The changes over recent years had made things more efficient for both buyers and sellers and those who run the auction. Eric Lewis was to be congratulated for his erudite descriptions of the lots and collating the postal bids whilst Chris Jackson deserved both thanks for his work translating Eric's manuscript into a cohesive catalogue and work as auctioneer. He also wished to thank Alan Godfrey for keeping a good account of society funds and Gordon Hardy for scrutinising the accounts at the end of the year.

Midland Mail continued to be a quality publication thanks to the editor, Brian Atkins, who ably turned member's articles into something that is read far beyond society membership. To assist Brian he asked members to continue to submit articles for future editions and that those who display material at future meetings put together a brief summary for Brian for Midland Mail. Thanks were also due to John Soer for his updated index for Midland Mails, a task with which John was now very familiar.

He explained that in accordance with the constitution John Calladine was to stand down as President. John had been inspirational to the society and members over many years and was the only member to have served two terms as President. He was grateful to John for his advice and experience over the past year and hoped that, despite repeated protestations to the contrary, John would continue to make his usual positive and sage contributions at future meetings. Finally he wished to thank everyone for their support of himself and the committee over the past year and, more importantly, their support for the society.

The treasurer distributed copies of the audited balance sheet (see page 5). This showed income of £2,248.16 against expenditure of £2359.12, a deficit of £110.96. Membership currently stood at 92 plus three honorary members. Subscriptions were a little lower as some members paid more than one year at a time. Income from advertisements in Midland Mail included £100 from invoices held over from the previous year. Sales of the Midland County Catalogue were strong, one dealer spending £128. Room hire was lower which reflected the additional cost of the 40th Anniversary celebrations last year. Speaker expenses were also lower. Administration costs were higher but included postage for some County Catalogues sent by post. Overall funds stood at £5,053.68 and generally remained strong and therefore he did not propose an increase in subscriptions. Acceptance of the accounts was proposed by Chris Jackson and seconded by Richard Farman and agreed by members.

The editor had brought Midland Mail No 194 for distribution. He wished to thank all members who had submitted articles and those who had provided reports of their displays at meetings. Display reports were particularly helpful as

he often found that in trying to take notes he missed important points of detail. He said that although the originals of some illustrations in Midland Mail were white the printing process could result in them having a yellow tinge – something he had noticed in other society magazines. Overall he considered the printer did an excellent job. Both Cavendish and Bill Barrell liked the quality of their adverts which he was alternating between an inside page and the back page. The chairman thanked the editor for his commitment.

On behalf of the Co-ordinating Editor who was attending hospital, John Calladine explained that the Parcel Post label book was at an advanced stage. Both the Staffordshire and Worcestershire county editors were to visit Martin to finalise their submissions. He explained that once the illustrations had been worked into the pages it would be extremely difficult to include additional information. Some better illustrations were still required from the PO Archives. The book would have around 250 pages and it was still hoped it would be ready by Christmas.

There was no report from the Publications Manager. Alan Godfrey said the biggest change to the ABPS had been a change in the leading personnel and that he was now the communications officer. Improvements to the website were in hand and the ABPS was actively helping the Philatelic Traders Association with their *Stamps in the Attic* project.

The Chairman said that the committee had unanimously proposed Chris Jackson as John Calladine's replacement as President. This was seconded by John Paulson and agreed by members. The committee had also proposed Richard Farman to take over as Programme Secretary and Alan Godfrey as MPF Representative. Both appointments were seconded by Gordon Hardy and agreed by members. The Chairman was due to serve until 2019 and the Secretary until 2018. As none of the other Officers, Managers, Representatives and County Editors had indicated they wished to stand down he proposed all be re-elected en-bloc. This was seconded by John Paulson and agreed by members. The re-election of Gordon Hardy as Examiner of Accounts was proposed by Malcolm Allinson and seconded by Brian Atkins and agreed by members.

The Programme Secretary said that the cost of room hire was now a problem and he was working with the Chairman and Chris to draw up a programme which suited both members who came by car and those who relied on public transport. He distributed details of the **provisional** programme for 2017 -2018, viz:

09 SEP 2017	Whitchurch, Shrops – joint meeting with the Shropshire PHS (<i>now not in Whitchurch – Ed</i>)
28 OCT	Banbury – Festival of Stamps
11 NOV	Warwick & Warwick
02 DEC	Brewery Museum, Burton
13 JAN 2018	Friends Meeting House, Cotteridge, next to Kings Norton station
10 FEB	Ladybird Inn, Bromsgrove, next to station
10 MAR	Friends Meeting House, Cotteridge, next to Kings Norton station
14 APR	AGM and Auction
12 MAY	WORPEX

The editor of Midland Mail announced that 15 votes had been cast for the Jon Baker Trophy and that the winner was John Calladine for his article 'A Yard of Tin'. The trophy was presented to John.

As to other business Richard asked if Midland Mails were available on the website. The Chairman said that thanks to the generosity of the Royal Philatelic Society, London and in particular their President, Frank Walton, they soon will be. He had written an article setting out the current position in the latest edition of Midland Mail.

The meeting closed at 1.40pm and after a short break the annual auction commenced.




Bill Pipe

THE MAGPIE

*Buying and Selling Postal History
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MIDLAND (GB) POSTAL HISTORY SOCIETY
INCOME AND EXPENDITURE ACCOUNT FOR THE YEAR ENDING 31st MARCH 2017

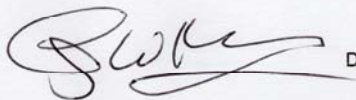
INCOME			EXPENDITURE		
2016 £		2017 £	2016 £		2017 £
955.56	Subscriptions including those received in advance	885.00	1,008.72	Hire of Rooms & Refreshments	676.68
-	Adverts in 'Midland Mail'	520.00	1,121.48	Production and Distribution of 'Midland Mail'	1,252.77
356.19	Society's commission on Annual Auction	412.06	72.00	Auction Expenses	41.26
64.00	Gifts to the Society, sold in Annual Auction	18.00	110.00	Speakers Expenses	60.00
134.00	Sales of Midland Edition - BCC	383.10	48.82	Printing, Stationery, Postage and Telephone	122.16
1.94	Interest on Current Account (Net)	-	25.00	MPF Affiliation Fee	25.00
10.95	Donations Received	30.00	110.00	ABPS Affiliation Fee	106.25
			-	MIDPEX 2017 Stand Cost	25.00
			-	Website Expenses	50.00
			(973.38)	Surplus/ (Deficit) of Income over Expenditure	(110.96)
<u>1,522.64</u>		<u>£ 2,248.16</u>	<u>1,522.64</u>		<u>£ 2,248.16</u>

BALANCE SHEET as at 31st MARCH 2017

	£		£
Accumulated Fund:		Represented by:	
Balance brought forward 1st April 2016	5,324.64	Co-op Bank Current Account	5,078.68
Deficit of Income over Expenditure for the year	(110.96)	<u>Less</u> Uncleared Cheque Payments	(25.00)
Prepayment - Advance Rent for Auction 2017	(160.00)	<u>Add</u> Cash in Transit	0.00
	<u>£ 5,053.68</u>		<u>£ 5,053.68</u>

I have examined the Account Books shown to me and received all information that I have requested from the Treasurer.
I confirm that in my opinion these figures show the true financial position of the Society at 31st March 2017.

Signed:



Date:

21-04-17

G Hardy
Accounts Examiner

Income and Expenditure Account for the year ending 31st March 2017 as supplied by the treasurer at the AGM

Prices Realised for the Auction held on 29th April 2017

Items provided to the Society for Society funds. Top row auction lot, second row selling price:

Lot	B	C	E	F	G	J	K	L	M	N	O	P	Q	R
Bid £	10	13	3	11	17	11	17	6	14	16	8	4	7	7

Auction items (if a number is not present then that item failed to sell):

Lot	Bid £	Lot	Bid £	Lot	Bid £	Lot	Bid £	Lot	Bid £	Lot	Bid £	Lot	Bid £
2	13	42	8	67	8	99	8	131	10	156	4	194	13
3	8	46	22	69	3	100	16	132	14	158	5	195	15
4	150	48	13	70	10	106	7	133	6	159	3	196	7
10	30	49	24	71	3	107	8	134	5	160	5	199	8
12	7	51	10	74	8	109	6	136	9	161	3	201	4
17	16	52	9	75	16	116	5	137	160	163	5	202	4
21	10	53	36	78	10	117	10	138	12	164	9	208	4
23	3	54	24	80	10	118	44	139	30	165	16	212	8
24	6	55	6	81	19	119	46	140	24	169	9	214	4
25	3	56	19	82	10	120	16	141	24	173	10	217	4
28	6	57	16	83	9	121	18	143	4	175	3	218	8
29	16	58	15	84	6	122	26	144	24	176	6	219	220
30	13	59	50	85	3	123	10	145	4	177	11	220	42
31	10	60	11	86	10	124	10	147	9	178	4		
32	12	61	13	88	16	125	3	148	11	181	12		
33	28	62	15	89	6	127	55	149	22	182	4		
39	3	63	9	92	6	128	3	150	10	183	4		
40	17	64	6	95	16	129	42	152	24	185	9		
41	11	65	6	97	4	130	10	155	6	186	4		

Alan Godfrey reported total sales of £2,209 (57.7% of lots sold); 34 successful bidders (20 room, 14 postal) and 8 vendors. Commission to the society (including lotting fees) was £250.50 with 14 lots sold for society funds realising £144.00. Many thanks to all those who attended the AGM and auction. A special thank you to those members who donated club lots and, especially, to those of you who were purchasers. A lot of time and effort goes in to producing an efficient, successful auction.

From the editor – On the front page of Midland Mail 187, August 2015 issue, I wrote that 51.4% of lots were sold in the 2015 auction and 55.2% in 2016; the figure of 57.7% of lots sold in the latest 2017 auction is a slight improvement but when one realises that those lots generated £250.50, which is lower than the £288.60 received in 2015, one wonders if it is worth the effort. Adding the £144 generated from sales of items donated to the society brings the auction income to £394.50. Anyone who attended the auction will surely testify to the great amount of work and organisation that went into it. Certainly it is a way of members adding items to their collection at a cost less than they would pay a dealer or an auction house but when one considers that raising the subscription by £5 a year, not exactly a princely sum, would generate approximately £460 per annum one asks again whether an auction is worth all the effort. Has anyone any thoughts on this?

STOP PRESS 1: The date of the proposed meeting at Shrewsbury has been changed from the proposed date of 9th September to the 16th September, which means your editor will not be available to attend. It would be a great help and be much appreciated if someone would volunteer to take notes of the displays for the October issue of Midland Mail.

STOP PRESS 2, New Member - We welcome to the society **Andrew Chappell** (QVPennies dealer) of Broadway, Worcs, who enrolled at Midpex. A brief account of the society's activities at Midpex will appear in the October issue.

THE MAY MEETING at WORPEX (Worcester Philatelic & Postcard Society)

15 society members and 2 guests took part in the joint meeting with 11 members of the Great Britain Philatelic Society (GBPS) at Worcester on 13th May. There were many excellent displays on a variety of subjects.

Chris Jackson began by showing items from the Worcester sub-office of Sydbury including a Bill Head from John Stanley, sub-postmaster in the 1850s; examples in black, green and red of the 1848 issued undated circle followed. A ½d bantam cancelled with the first date stamp was next and Chris finished with an Official Remittance from John Stanley.

Brian Atkins brought Shropshire items (what else?) illustrating the changes that took place in 1839 / 40 and beyond. He began with a Last Day of High Postal Rates dated 4 December 1839 from Oswestry to London, initially charged 11d erased by a crown and amended to 1/10 to account for an enclosure, depending on its weight the letter may have been charged 4d a day later! This was followed by a Christmas Day Uniform Fourpenny Post entire from Shrewsbury to Addiscombe. A first day Uniform Penny Post from Wenlock to London was charged 2d postage due; payment other than cash was represented by a 9 May 1840 1d Mulready and a 2d Mulready to Shrewsbury from Caernarvon dated March 1842 with Britannia not cancelled and he finished with a Shrewsbury October 1840 plate 7 1d black entire, a 2d blue plate 2 used to Ellesmere (February 1842) and 1d reds on covers from black plates 8 and 9.

Alan Godfrey produced (in his words) a 'collection of odds and ends'! He began with a 1912 picture of a Wilkinson machine for generating 1d stamps followed by a Totometer for dealing with bulk postings and items paying cash in advance. Examples of the Rideout machine, on trial in 1858 until 1867 were in evidence. He then produced a 1993 Machin forgery. Machines to cancel stamps on large envelopes were seen used at Norwich in 1960 and in Manchester, this machine exhibiting larger slogans. He finished with three missent marks from Warwickshire villages from 1996 and 1998 – mostly missent post codes.

Our secretary, **Mick Gill**, gave us another selection of his postcards featuring Nottinghamshire post offices. From the north of the county we saw unused postcards of the offices at Bircotes (opened 1925), Blyth (1950s), Everton (1920s) and Harworth (a reproduction card from 1977). A card of Misterton post office shown at our 2010 meeting, and featured in a Nottinghamshire postcard book, had proved to be of Misterton, near Crewkerne, Somerset. Mick set matters right with an unused card of Misterton, Notts. A card of North Wheatley (unused 1920s) and one of Worksop Head Post Office, now demolished. Next came an unused card of Mansfield Head Post Office in Market Street decorated for the Coronation of George V in 1910 and one of its replacement in Church Street (posted 1924). Finally we saw an unused card of Fortune Farm, home of Kneesall post office from 1924 to 1954.

Alan Marshall produced a display of the cigarette manufacturing company, John Player & Sons of Nottingham with preprinted envelopes over the period 1939 to 1965, which, in the main, display the Player's Navy Cut circular sailor printed cachet. They included a 1939 unused envelope with purple emblem and JP&S perfin stamp with the unusual Players Please Sailor; a 1943 envelope to the USA with a large red emblem and a vignette label by Bradbury Wilkinson of 1890; 1953 to Players with 2d To Pay and 2d postage due; a 1955 envelope with red emblem and boxed 5d To Pay with 5d postage due; a 1956 window envelope, black emblem and machine printed label; a 1957 envelope with a red emblem and QEII perfin stamp also two KEVII full PLAYER perfins; a 1959 envelope with red emblem and QEII perfin unused; 1961 & 1965 window envelopes with blue emblems and machine printed stamps and finally the odd one – a military censored envelope to Players during WW1, requesting or thanking for cigarettes.

Paul Bradshaw showed the following: 1823 entire from Braunston to Banbury in the local post Braunston to Daventry; 1850 mourning envelope used in the last year of the Brannston mis-spelt hand stamp; 1745 entire from Lord Compton at Castle Ashby to London endorsed **P** for Privilege with an albino CSATLE / ASHBY and Bishop mark; Undated outer to London endorsed **P** with CASTLE / ASHBY and Bishop mark; 1737 entire from London to Castle Ashby endorsed by *Ashby Bagg* with 3 deleted with Bishop mark and Dockwra type Penny Post; 1824 free front from James Abercrombie 1st Baron Dunfermline, Bantry to Duston West of Northampton listing all the Baron's credentials; c1920 postcard of Main Road, Duston; 1678 entire from Ecton (east of Northampton) to North Crawley, no postal markings but a manuscript endorsement that it arrived next day; 1846 envelope showing GREAT CREATON udc (9 miles north west of Northampton) to Australia with various ship letter and additional marks but finishing in the Dead Letter Box in Sydney.

Clive Jones showed clipper mail sailings from Liverpool to Australia in the Crimea War period when the clippers were reused as the steamers had been commandeered by the Admiralty for the war effort. The first item was the first sailing of the *James Baines*, which took 90 tons of mail from Liverpool on 9 December 1854 and arrived in Melbourne on 12 February 1855, taking 64 days, a record never since beaten by a sailing packet. Her 70 day return voyage, Melbourne on 11 March to Liverpool on 20 May 1855 was also the fastest ever by a sailing packet (see

cover addressed to Ross, Herefordshire on front page). Clive went on further to show some of the issues concerning the emergency supply of clipper ships during the Crimean war on mail to & from Australasia, from the end of 1854 to late 1856. This included emergency hirings for single sailings, difficult to understand postal rates, sailing mishaps and included death on board of both the captain and the surgeon.

John Soer's display consisted of items from his railway material, the first of which was a railway letter which was actually a postcard, sent in 1915 from Edale to Manchester but went via Sheffield where the ½d adhesive was cancelled at 1am. Next came two more railway letters carried by the LMSR, the first sent from Tilbury Riverside in 1932 to Fenchurch Street Station, the second from Radlett to London. These were followed by various stationery items from the Midland Railway hotels, including a letter to USA which mentioned meeting a Mr Churchill. One of two postcards of Barnt Green Station seemed to arouse the interest of some of our Worcestershire members.

At this point your editor had to leave to catch a train for the 2½-hour journey back to Whitchurch to attend a family function. Mick Gill provided a report of his second display and I have been informed of one other member who gave a second display but I have no report of that. I apologise if anyone has been missed.

Mick Gill's second display took us to the Vale of Belvoir (pronounced Beevor) with two cards of Orston post office (posted in 1910 and 1925) and one of the Griffin's Head Inn, Whatton, home to the village post office from 1845 to around 1933. From the far south east of the county came cards of Hickling (posted 1921) and Upper Broughton (unused 1950s), both under Melton Mowbray. From Nottingham we saw cards of workers leaving the Lace Market with Carlton Street office (posted 1904) and Stoney Street (unused). Cards of Carlton (posted 1926) and Highbury Vale (unused early 1900s) in the suburbs were followed by a card issued in 2015 to mark the extension of the Nottingham tram system. This showed a tram passing Beeston post office, one of only two Crown Counters remaining in the county, the other being Nottingham BO in Queen Street in the city centre.

Chris Jackson gave a second display of 'Worcester City'.

The GBPS members present showed the following:

Andy Donaldson	GB Protective Overprints & Underprints.
John Davies	1890 Elliot Envelope
Howard Hughes	Midland Maltese Crosses
Maurice Buxton	Parcels & General Assurance Association
Jean Alexander	Royal Academy type packs.
Jean Alexander	Small American type booklets
Phil Waud	Line-Engraved revisiting the region
Nick Bridgwater	Early Bristol udes in Gloucestershire
John Forbes-Nixon	Covers that tell a story
Toby Mottram	Maltese Cross of Leamington Spa
David Venables	The Derby Bristol TPO
John Roe	Ludlow Postal History

Toby Mottram, who is a member of both the GBPS and the Midland (GB) PHS sent an account of his display as follows:

The 12 sheets presented were based on a 15 year survey for the usage of the Maltese Cross cancellation at Leamington Spa, Warwickshire from May 1840 to May 1844. Of 225 genuine known examples, 60 are on 1d blacks (with 35 having a red coloured cross) and, with a Hume's comic and a Southgate No. 1 envelope (with 1d black), 5 are on 2d blues (1840 (two with the black cross) & 1841 (one in the Phillips Collection with British Library)), 125 are on 1d reds (no red crosses and 20 on black plate stamps), 8 are on Mulready envelopes and sheets, and 24 are on 1d pinks. There are 2 of unknown payment. The display has 9 sheets for 11 examples having black and red 1d stamps and three handstamps for receiving house receipt, a starting sheet with first and last dates and the last two sheets showing how the cancellation imprint changed over the four years of usage. The survey and display assists in identifying dates for changes in postal operation, such as putting the date stamp on front or for the change in February 1841 from red ink to black ink for the postage paid cancellation.

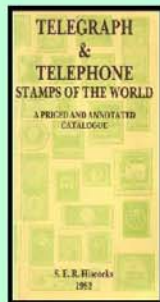
There were no other detailed accounts provided by members of the GBPS.

BILL BARRELL LTD

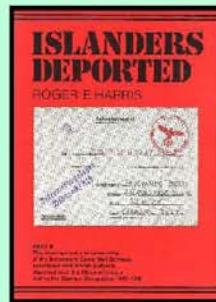
"I am not young enough to know everything" Oscar Wilde.

For those in quest of philatelic knowledge and which philatelist or postal historian is not, we have an excellent stock of philatelic literature - mostly GB related but not exclusively. Books on printing, plating, cancellations, postal routes and rates and much more - check out our website:

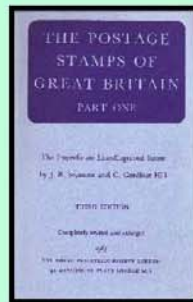
www.barrell.co.uk/collections/all-book-stock



£35.00



£17.50



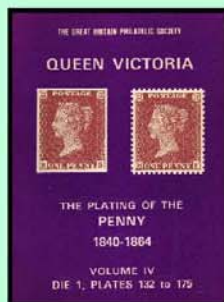
£50.00



£50.00



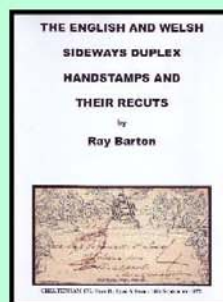
£55.00



£25.00



£25.00



£30.00



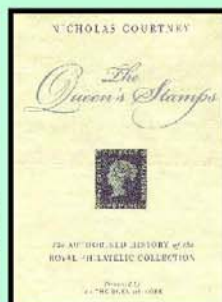
£15.00



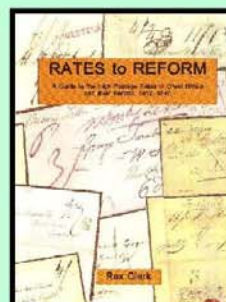
£50.00



£25.00



£25.00



£25.00



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A RUDDINGTON CONTRIBUTION

by Alan Marshall

Ruddington, immediately to the south of Nottingham, was at one time a stop on the last Great Central Railway line to be built in the early 1900s; it subsequently became the first line under the Beeching axe in the 1960s. At the start of WW2, a one-square mile area on the edge of the village was requisitioned by the War Office to become the largest of ten bomb filling munitions operations in the country. It was served by a branch line and sidings from the Great Central line and used for munitions transportation and a halt was created to bring in the mainly female employees. In July 1946 the Ruddington Royal Ordnance Factory and Supply Depot became the largest Ministry of Supply Auction Depot in the country for the sale of redundant military vehicles. It was eventually turned into a country park and railway museum with a volunteer operated service for visitors, which, subject to current bridge development at Loughborough will be operable as far as Leicester.

Through its lace trade in the 19th century, Nottingham was the centre and starting point of the Luddite riots upheaval. Mr T. I. Burkin (1831 – 1922) of T. I. Burkin & Co. of Nottingham lived at Ruddington Grange, the family home. He later became Sir Thomas Isaac Burkin, Bart, and developed his father's lace business to become the largest of its class with extensions abroad. He was a JP, a juror at the 1878 Paris Exhibition, Deputy Lieutenant and High Sheriff of Nottingham in 1892, a Director of the Great Northern Railway and a Commander of the Robin Hoods from 1850. His father, Richard Berkin, originally of Apsley Hall, started the company in the 1820s; he was also a JP, four times Mayor of Nottingham and a Director of the Midland Railway.



Fig 1 25th Nov 1855 unpaid entire from Boston, Mass to Nottingham with 5cents due to the US for inland postage and 1/- to be collected. Cunard *Europa* from New York 26th November, Liverpool 8th December 1856.

The entire is from sales representative Joseph Watson, who advises not to expect many blend lace orders from Philadelphia, St. Louis and Cincinnati as they generally want cotton lace; also the cheap plain nets for cape and bonnet linings are wanted very stiff.

Nowadays Ruddington proudly promotes a Frame Knitters Museum in an original manufacturing building. An illustrated envelope displays a Frame Knitter posted at Hucknall on 13th July 1926 (see Fig 2, next page). Coincidentally a public house on the High Street, for decades named The Bricklayers Arms, has been renovated within the past year and renamed The Frame Breakers. There is also a Parkyns Street in Ruddington (see next page for explanation).

At the time of the Luddite riots, Lord Rancliffe had been selected as MP for Nottingham, a post in which he continued for many years. His selection was a success for the left-wing opinion as he was a determined opponent of Tory domination and an unceasing advocate of civil and religious liberty. He was nominated by the working men of the Nottingham lace trade, three of whom were dispatched in a post-chaise to Bunny to obtain his agreement. The initial Lord Rancliffe (as Sir Thomas Parkyns – 3rd baronet) was granted a Peerage of Ireland as a reward for his political support of the 3rd Duke of Portland.



Fig 2 July 1926 cover from HUCKNALL NOTTINGHAM showing a Frame Knitter

In 1794 Sir Thomas Parkyn (2nd baronet) of Bunny Hall produced a book containing 79 different occupations from labourers to skilled craftsmen and their wages. The list of rates identified piece workers, daily, weekly and yearly rates and the variables affecting them such as gender, time of year, length of working day and allowances for food and clothing. This exercise was carried out for the benefit of both employers and employees since early industrialisation was creating a breakdown of the relationship of master and servant. Clearly it can be argued that the Parkyn / Rancliffe names and the lace industry were intrinsic to the start of the trade union movement.

From 1846 to 1859 Ruddington used a type C2 undated stamp recorded in red (26 MAY 1846 to 19 NOV 1849), black (5 APR 1855 to 7 NOV 1857) and blue (29 OCT 1859 to 3 DEC 1859). A 6th January 1857 turned cover from Nottingham has two undated RUDDINGTONs in black. Three other examples in black appear on covers from London to Sir Thomas Parkyn (5th baronet) at Ruddington Manor, a baronetcy inherited on the death of his cousin, the 2nd Lord Rancliffe of Bunny Hall. The latest recording in blue (Fig 3) appears on a cover, which has two 1d red stars with manuscript cancels.



Fig 3 3 DEC 1859 cover dated from the 19mm Nottingham cds on reverse (reduced in length).

An instruction to postmasters dated 26th Dec 1857 states ‘The decision whether stamps have been previously used must be left to yourself. Suspected stamps must not be obliterated but must be carefully marked across with a pen and ordinary ink so that the work may not be an obstacle to any subsequent enquiry’. Was this pair of stamps considered suspect – was it a question of reuse?

Further items of particular interest to or from Ruddington are as follows:

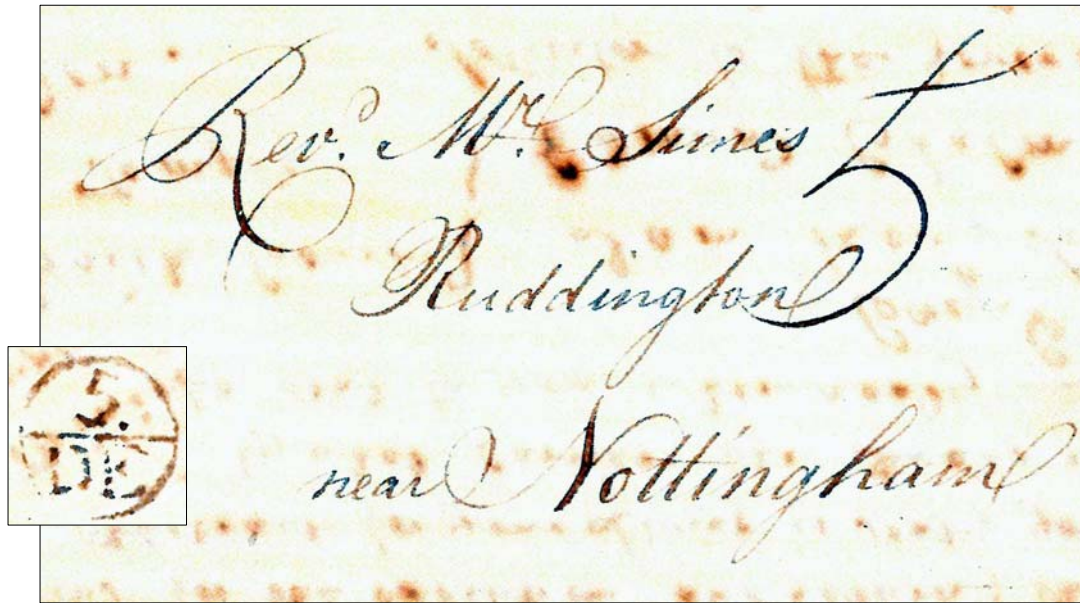


Fig 4 A Queen Anne's Bounty entire dated 5 DEC 1785 advising that the purchase of the estate for the Ruddington living of Rev^d Simes has been approved and requests which carrier to use to deliver the Deeds of Conveyance.



Fig 5 A 19 JAN 1804 entire carries the earliest recording of the RETFORD / 141 boxed mileage mark. The entire contains a list of 29 items of new clothing and repair work carried out for a grand total of £1 – 17s – 0d from 1798 to 1800 including a new coat at 4/-, two pairs of breeches at 5/-, two waistcoats at 5/- and eight pairs of gaiters at 1/3.

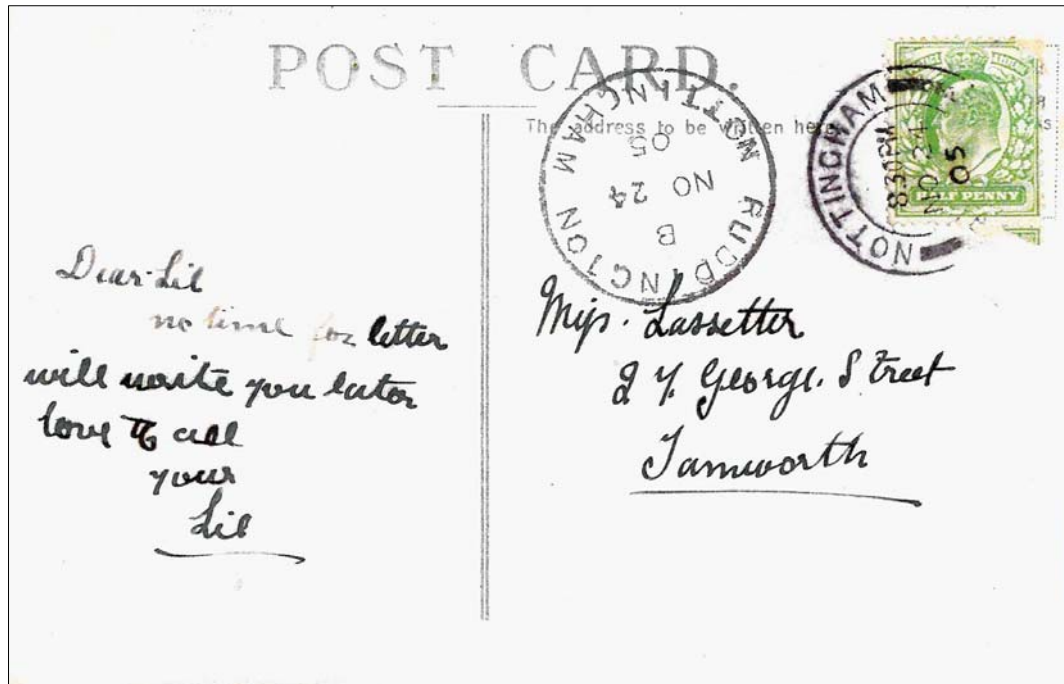


Fig 6 24 NOV 1905 postcard with one of two known RUDDINGTON / NOTTINGHAM skeletons, the other dated 19 DEC 1905, on a postcard to Tamworth.



Fig 7 22 July 1925 Registered Air Mail BRITISH EMPIRE EXHIBITION cover from Ruddington to Paris with a total franking of 7½d. Early air rates to European countries were given as fees per ounce added to the surface rate. In this case the fee to France was 2d (from 7th May 1925) added to the ordinary letter rate of 2½d (from 14th May 1923), the registration rate was 3d from 13th June 1921, a total of 7½d.

Editor's note: In case you missed it, on page 2 in this edition of Midland Mail you will find a reply by Alan to the review in MM 194 of his book *Nottingham Mail 1700 – 1900, Its Postmarks and inclusive Postal History*.

SHROPSHIRE, THE ALPS, A RAILWAY, A TUNNEL, THE SEA TO ITALY AND BEYOND

by Brian Atkins

Letters to the East India Company in India are known to have been taken through Marseilles since the 17th century. Sidebottom states John Halworthy was an ‘agent’ in Marseilles from 1653 to 1658, though he stops short of calling him a mail agent^[1]. In October 1829 Waghorn, that indomitable pioneer of the overland route through Egypt to India, was preparing to travel to the east via Marseilles but changed his plans when the cost of a ‘steamer’ became too high. But as the Simplon Pass was closed by an avalanche he ended up going to Trieste via the Col du Mont Cenis Road through Italy^[1], a road that was opened from Lanslebourg (France) to Susa (Italy) in 1808. It was served by French diligences, the equivalent of our stagecoaches but larger. At 6,827ft crossing the Col du Mont Cenis, even in summer, was never easy and in winter the coach bodies were mounted on sledge runners^{[2][3]}. It is more than possible that the entire in Fig 1 was sent on this route as it was charged under the Additional Articles of the Anglo-French Convention of 1st April 1844, which stated a rate of 1s 3d via France to the Two Sicilies, of which the Kingdom of Naples was part. The letter is dated in Naples 26th November 1844 and arrived in Oswestry on 10th December, a very quick journey considering the era and time of year. The paper of the letter is waxy and the strikes of the postmarks have not absorbed into the paper and are not easy to read but a NAPOLI and ROMA POSTA DI NAPOLI (transit mark through the Papal States) can be determined by adjusting the brightness and contrast but a brighter, red double circle mark towards the bottom right, typical of the French (and, it must be said, Swiss) type cannot be read.

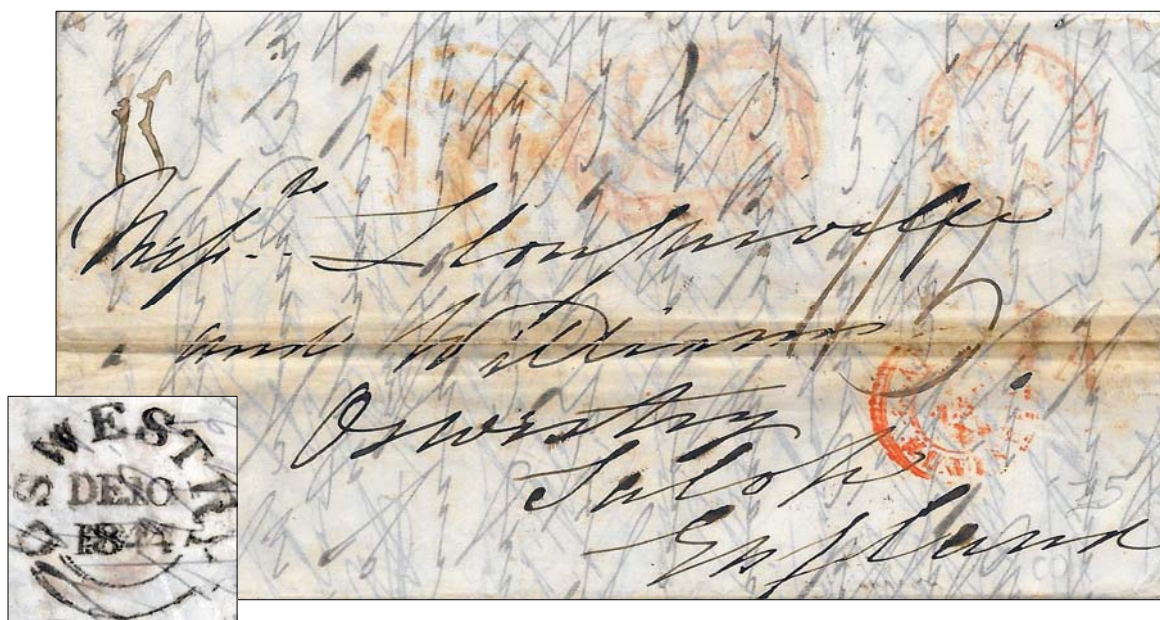


Fig 1, 1844 entire from Naples to Oswestry through the Papal States



(a)



(b)



(c)

Fig 2, ‘Adjusted’ marks: (a) Unknown, can anyone decipher? (b) NAPOLI / 26 NOV, (c) ROMA POSTA DI NAPOLI.

Twenty years later we can be absolutely certain that the October 1864 cover from Shrewsbury to Leghorn (Fig 3, next page) went over the Col du Mont Cenis as there is a SUSA A TORINO / 29 OCT 1864 TPO postmark to prove it; there was no other way of reaching Susa, in Italy (see map next page), directly from France. Leghorn is the name the English give to the city of Livorno on the west coast of Italy and 90kms west of Florence, nowadays on the railway line from Genoa, via La Spezia to Rome. The cover is part of the Eliza Margaret Orde correspondence as she was undertaking her Grand Tour (see MM 135 / 10 and 170 / 12 and the final page of this article).



Fig 3, October 1864 Shrewsbury to Leghorn (Livorno) with DA SUSA A TORINO TPO mark on reverse.

There are no French markings on the cover indicating it was sent in a closed bag over the Col to Susa where the bag was put onto the TPO to Turin and opened to begin the distribution of the letters, this one going on to Genoa (29 OCT 1864), to arrive at Livorno on 30th October, the letter having left London on 26th October. This is a rapid transit considering there was only one train a day from Lyons to Mâcon, travelling at 30mph, whereas beyond Mâcon the rate reduced to 15mph and the railway terminated at St Jean de Maurienne. Once the train reached St Jean passengers, merchandise and mail were painstakingly offloaded and then reloaded onto the cumbersome diligences, which were drawn by 4 or 6 horses with teams of mules hitched on as the zig-zags began after Lanslebourg. Often the driver walked alongside and the passengers '*dismounted and stretched their legs by cutting the curves*'. The diligences plied between the railheads at St Michel and Susa and were allowed 9 hours in summer and 10½ in winter^[3] but on one day in January 1866 the whole passage took 48½ hours^[5]. The final 30 miles from Susa to Turin required another upheaval with a railway journey involving stops at the innumerable small stations along the line. However plans were being put into place to construct a railway from Modane to Lanslebourg and over the Col to Susa, a pass used by pilgrims to Rome since the Middle Ages and, possibly, partly used by Hannibal!

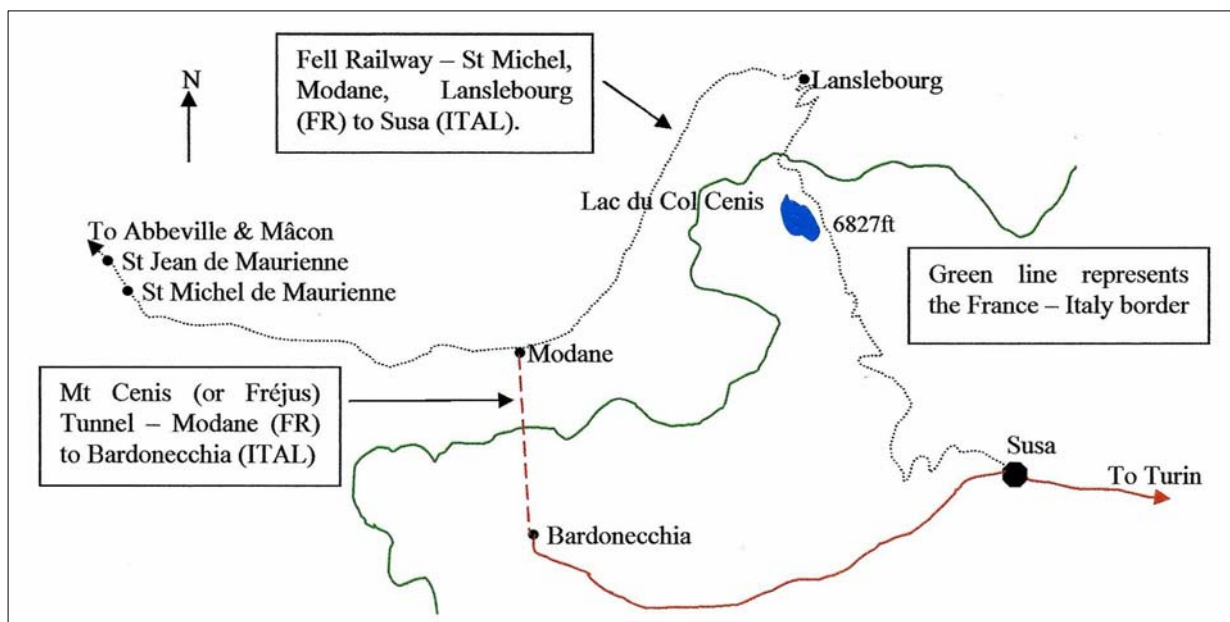


Fig4, Sketch map (not to scale) showing the relative locations of the Mont Cenis Railway and Fréjus Tunnel

The area we are talking about, Savoy, was then part of Sardinia but in 1860 it was ceded to France and in 1862 the French side of the Victor Emmanuel Railway as far as St Jean de Maurienne (built in 1856) was transferred to the

Paris, Lyon, Méditerranée Railway (PLM). The Italian part of the Victor Emmanuel Railway had been extended from Turin to Susa in 1854^[2]. The idea was to join the railways over the Col.

By the early 1860s most of the 1,400-mile rail connection between Calais and Brindisi had been built, much of it by Thomas Brassey and John Barraclough Fell, except for the 48 miles along the Maurienne valley and over the Col du Mont Cenis to Susa. A full rail service from Calais to Brindisi, continuing by sea to Alexandria, Egypt, would take as much as 36 hours off the journey time from Britain to India, China and Australasia compared with the option in use, that of Calais to Marseilles by rail and onwards by sea to Egypt. In April 1864 the Mont Cenis Railway (MCR) Concessionary Company was formed in Britain under the third Duke of Sutherland, with Brassey and Fell among the subscribers, to promote a railway line over the summit of Mont Cenis and down to Susa to bring a full rail connection to Brindisi. Concessions were granted by the French and Italian governments by the end of 1865 and the MCR was incorporated in February 1866 with construction of the 80km route beginning a month later. The PLM railway was extended to St Michel de Maurienne to connect with the MCR with a through route to Modane up to Lanslebourg and over the border into Italy^[2].

The line and the locomotives were the brainchild of the aforesaid John Barraclough Fell of Ulverston (historically in Lancashire but now in Cumbria); the line becoming known as the 'Fell' or 'Summit' Railway. Fell trialled the type of line he was to use in England during 1863 / 1864 near Whaley Bridge on an incline of the Cromford and High Peak Railway by permission of the lessees, the London and North Western Railway and on an experimental stretch from Lanslebourg to the summit, a distance of 1¼ miles with the experiment successfully completed by 23rd January 1865^[4]. The permanent way, which had a gauge of 3ft 7½in (1.1m)^[3] was finally laid on 13ft of the original 1808 30ft wide Napoleonic road. A three-rail system had a raised central line gripped by two pairs of *horizontal* wheels with springs which could be drawn together against the wheels to provide extra traction. Construction took a little longer than expected, though at a cost (£392,026) in line with the budget^[3]; the consensus is that the line opened on 15th June 1868^[3]. The cover at Fig 5 was carried by the Fell railway on its way from Rome to Condoxer, 5 miles south of Shrewsbury. É. PONT in the S^t MICHEL cancel is the French abbreviation for the Papal States (États PONTificaux) and signifies the point of origin of the letter; St Michel de Maurienne was the French exchange office, where mail was transferred to the PLM railway^[7].



Fig 5, February 1870 cover Rome to Shrewsbury, Papal States 55c rate

The Fell railway was used for the 2 October 1869 outward mail from London to India via Brindisi^[5] and the directors hoped it would be used for some time but a **Tunnel** Railway had been authorised in 1857 with work starting on 31st August 1858^[5]. In August 1867 Alexander Brogden, one of the directors of the MCR, reported that the tunnel should be pierced in three years and ready in four, much earlier than anticipated; the MCR directors had thought it would take longer^[4]. The tunnel ran from Modane to Bardonnèche in Italy under the Col de Fréjus, not Col du Mont Cenis. On 26 December 1870 French and Italian workers shook hands as they met halfway; the tunnel opened for traffic on 17 September 1871. The line was also affected by the Franco-Prussian War; by October 1870 the whole continental portion of the eastern mail was routed through Belgium, Germany and Italy to Brindisi^{[3][6]}. Though the war ended in May 1871, the tunnel opening with full service on 16th October 1871 meant the days of the Fell railway were over and its service ended on 15th October 1871, the day before the full service through the tunnel began^[4].

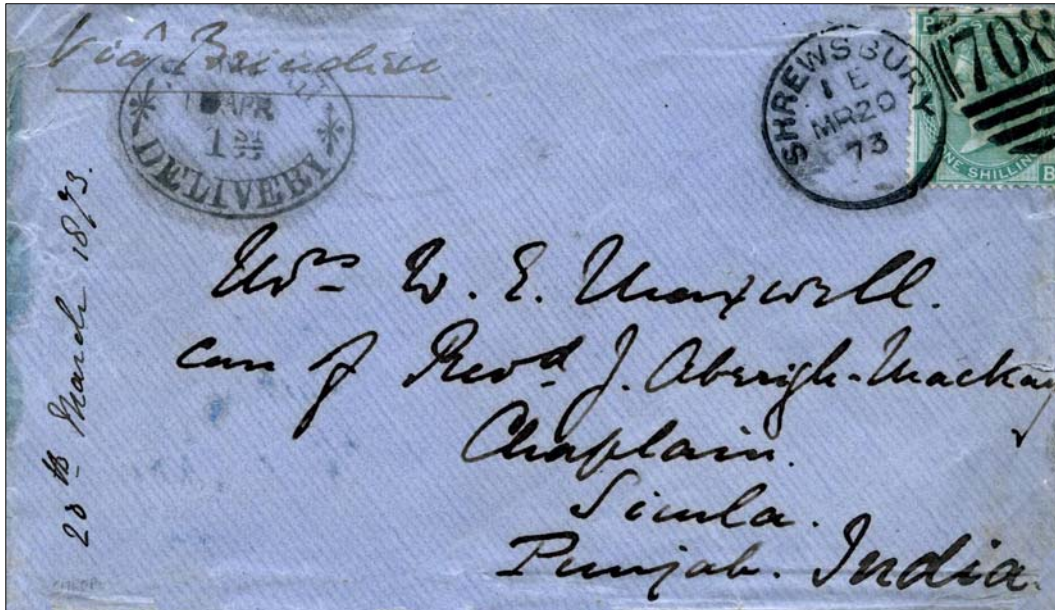


Fig 6, March 1873 cover from Shrewsbury to Simla, India

The cover at Fig 6 is the earliest I have that would have travelled through the Fréjus tunnel. GPO Notice 24/69 of 2nd October 1869 stated the Italian Post Office was willing to convey British supplementary mails for the East Indies etc, by its new train service and using Italian packets^[5]. Thus began the Brindisi mail made up on the Saturday morning after the Friday evening Marseilles mail. At first covers via Brindisi were to be prepaid at 1/4 per 1/2oz^[6] but they are scarce as the initial take-up was poor with only 46 letters for Egypt, Aden & Bombay on the first mail from Brindisi on 5th October 1869^[5]. In December 1870 the postage was reduced to 1/- and the Italian packets to Alexandria were replaced by those of the P&O^[6] with a considerable increase in the mail.



Fig 7, December 1864 Shrewsbury to Rome (Papal States) at correct 11d rate, from 1st January 1857.

At this time there was also a sea route to Rome via Paris and Marseille, thence by the French packet (possibly the *Quirinale*) to Civitavecchia, the port for Rome and 82kms to the north-west. **CIVITAVECCHIA DALLA VIA DI MARE** is a maritime receiving mark literally translating as CIVITAVECCHIA BY WAY OF THE SEA.

- 1) The Overland Mail, Sidebottom, George Allen & Unwin (for the PHS), 1945
- 2) Mont Cenis Railway, Steve Ellis, in Postal History, Journal of the Postal History Society, December 2014
- 3) The Mont Cenis Fell Railway, Ransom, Twelveheads Press, Truro, 1999
- 4) https://en.wikipedia.org/wiki/Mont_Cenis_Pass_Railway
- 5) Australian Mails via Suez 1852 to 1926, Kirk, PHS, 1989
- 6) United Kingdom Letter Rates Inland and Overseas 1635 to 1900, Tabcart, 2nd Edition, HH Sales Ltd, 2003
- 7) Steve Ellis, Personal communication

WHATEVER HAPPENED TO THE FILLONGLEY NO 9 HAND-STAMP?

by Ian M May

In the Society's publication, *The Local Posts of the Midlands Counties to 1840*^[1], the Coventry Penny Post is shown as having 12 Receiving Houses. The first eight to open were each allocated a number from 1 to 8. Hand-stamps were provided for each of them and all have been recorded, some being quite common whilst others are somewhat rare with only 1 or 2 examples being recorded. The ninth Receiving House to open was at Fillongley, opening in June 1836^[1].

The first Receiving Houses to open were at Nuneaton and Kenilworth both opening in 1810 and having the numbers 1 and 2 respectively. In 1838 a second Receiving House, Castle End, was opened in Kenilworth, which was thus the tenth Receiving House in the Coventry Penny Post and was, as Nuneaton, also given the number 1, but the hand-stamp was very distinctive so it would not be confused with the Nuneaton hand-stamp. Both of the Kenilworth Receiving Houses were also in the Warwick and Leamington penny posts. This was not unusual as Nuneaton was also a Receiving House in the Atherstone and Hinckley Penny Posts and Bedworth, another of the Receiving Houses in the Coventry Penny Post, was also a Receiving House in the Hinckley Penny Post.

The two final Receiving Houses to be opened in the Coventry Penny Post were Stretton and Wolston in 1839, both were allocated hand-stamps inscribed with the name of the village on one line with Penny Post below. Oxley, in *The English provincial Local Posts 1765 – 1840*^[2] states that they were of the type of hand-stamp issued to Receiving Houses opening after 1837, and that they “*were identical to those issued to the Post Town Offices*”.

Returning to the Fillongley Receiving House, it would be expected that it would have been issued with the number 9 and received a numeral hand-stamp. However, no copy of any such hand-stamp has been recorded, but what has been recorded are copies of the number 9 in manuscript. The earliest being 4th November 1838, Figure 1, just over 2 years after the office opened. The manuscript 9 was in use after the establishment of Uniform Penny Postage in 1840, Figure 2, and it is probable that it was in use until Fillongley was issued an undated circular mark in June 1843^[3]. It is likely that other copies exist.

But questions remain, was Fillongley ever issued with a number 9 hand-stamp, if not why not? If it was issued with one what happened to it and will a cover with a number 9 hand-stamp on turn up, or is one residing in your collection?



Fig 1, 7th October 1839, Corley Ash, Fillongley to Coventry. Manuscript No 9, Coventry / Penny Post, rate 1d, penny post charge, pre-paid.

Postscript.

This article had been submitted to the Editor just prior to issue of *Midland Mail* number 193 which contained John Hine's excellent article on hand written penny post stamps. I realised then that I should have checked if there were any other manuscript Penny Post and Receiving House marks recorded for the Midland Counties. In *The Local Posts of the Midlands Counties to 1840*, reference 1 in the article I discovered the following manuscript, or hand written

stamps, MLP072 Erdington PP, MLP247 Py Post beneath a Tewksbury straight line hand-stamp, MLP 841, Stone Penny Post and MLP 842 Stone P Post, in addition to MLP745 Handley Penny Post. The only Receiving House with a manuscript number recorded is the Fillongley number 9. However, having written the above I am aware that I may have missed a record and other marks may have appeared since the publication of reference 1.



Fig 2, 29th February 1840, London to Arley, Fillongley re-directed to Netherseal, Atherstone. Manuscript No 9, Coventry dated circle on back, pre-paid 1d. A Leap Year cover!!

References

- 1 The Local Posts of the Midlands Counties to 1840, (1993), The Midland GB Postal History Society, No 3.
- 2 The English Provincial Local Posts 1765-1840, Oxley G. F., (1973), The Postal History Society.
- 3 The Undated Circular Marks of the Midlands Counties, (1986), The Midland GB PHS, Publication No 1.

ROYAL SHOW AGAIN

by Alan Godfrey

I have just acquired a cover with a previously unrecorded Stoneleigh UDC in green. This handstamp (type C1) appears in the Society's 'Undated Circular Marks of the Midland Counties' book as reference 12/170 which was issued to Kenilworth on 20th March 1855 according to the Steel Impression Books. This cover (below) was posted in Stoneleigh on 3rd July 1856 by the Estate Office at Stoneleigh Park, the estate owned by William Henry, second Baron Leigh of Stoneleigh, then carried to Kenilworth where it received a green twin-arc dated handstamp and the '950' numeral cancellation of Kenilworth, before being delivered to George Moore, solicitor, in Warwick the following day.



Fig 1, The front and back of the 1856 cover from Stoneleigh via Kenilworth to Warwick

THE NOTTINGHAM AIR MAIL SERVICE

by Mick Gill

Ian May's excellent article **The Midlands and Internal Air Mail Service until 1940** (MM 194 / 7), detailed the first air mail service from Nottingham to London on 23 May 1934. The London, Scottish & Provincial Airways arranged the flight at the request of the Post Office to coincide with the opening of a Post Office Exhibition in the city the same afternoon. The exhibition comprised a 'Post Office Shop' set up in 5, 6 and 7 South Parade in Nottingham's Old Market Square to give the public an insight into some of the recent developments of the Post Office to increase its efficiency¹. The Posts, Telegraphs, Savings Bank and Engineering were all represented. The free exhibition was opened by the Lord Mayor, John Farr, on the afternoon of 23 May². Also in attendance were Sir Edward Campbell, MP and Sir Stephen Tallents, Parliamentary Secretary to the Postmaster General. Both had travelled to Tollerton Aerodrome, 3½ miles south east of Nottingham, in the aeroplane which was to convey the mail to Radlett, Herts, en route to London later that day³. The public were admitted from 5pm and the exhibition ran until the 23 June.

The Lord Mayor posted a letter to Sir Kingsley Wood, the Postmaster General, in a special air mail box, which, with others charged 4d, was rushed by road to Tollerton. The letters would have been cancelled at the exhibition using the machine on display. The aeroplane, Air Speed Courier G-ACSZ⁴, was waiting for the 115-mile flight to Radlett. It arrived 42 minutes later and was met by an air mail van which took the letters to London, illustrated in Fig 1.



Fig 1, The Nottingham-London mail being transferred from aircraft to postal van

Passengers on the flight to Radlett included A. Caporn, MP for Nottingham West and Oliver Simmons, MP for Duddleston³. The pilot was F. Jacques. The PMG's reply to the Lord Mayor's letter was received in Nottingham by Telex 1 hour and 33 minutes after posting²!

The number of covers flown is not given in the Nottingham newspapers but there were at least six – the one to the PMG, one to Oliver Simmons (Fig 7a in Ian's article) and one sold at auction in Dec 2016, addressed to N. Jacques, Cricklewood, London, possibly the pilot's son⁵. To these can be added the following which have come my way:

a second cover to Oliver Simmons, Ashted, Surrey, with a typed validation on the reverse signed A. E. Squirrell, Head Postmaster, Nottingham:

a cover addressed in pencil to the Worshipful Master, Cordwainer's Hall, London, EC, also with a typed and signed validation on the reverse, and signed by the pilot, F. Jacques, on the front (Fig 2):

and a cover addressed to Master Dean Taylor, East Circus Street, Nottingham, which has a hand-written validation on the reverse (Fig 3).

Given the inclusion in the mail of a cover addressed to Nottingham, it could well be that other local people present at the official opening also posted covers to be flown to London, which found their way back by the normal post.

Regarding the aeroplane, unfortunately it crashed at a later date on a flight to Paris⁴.

NOTE: A third cover addressed to Oliver Simmons was spotted at the Stafford Fair at the Staffordshire County Showground on 16 June, this year. The total number of known covers is now seven. Does anyone know of others?

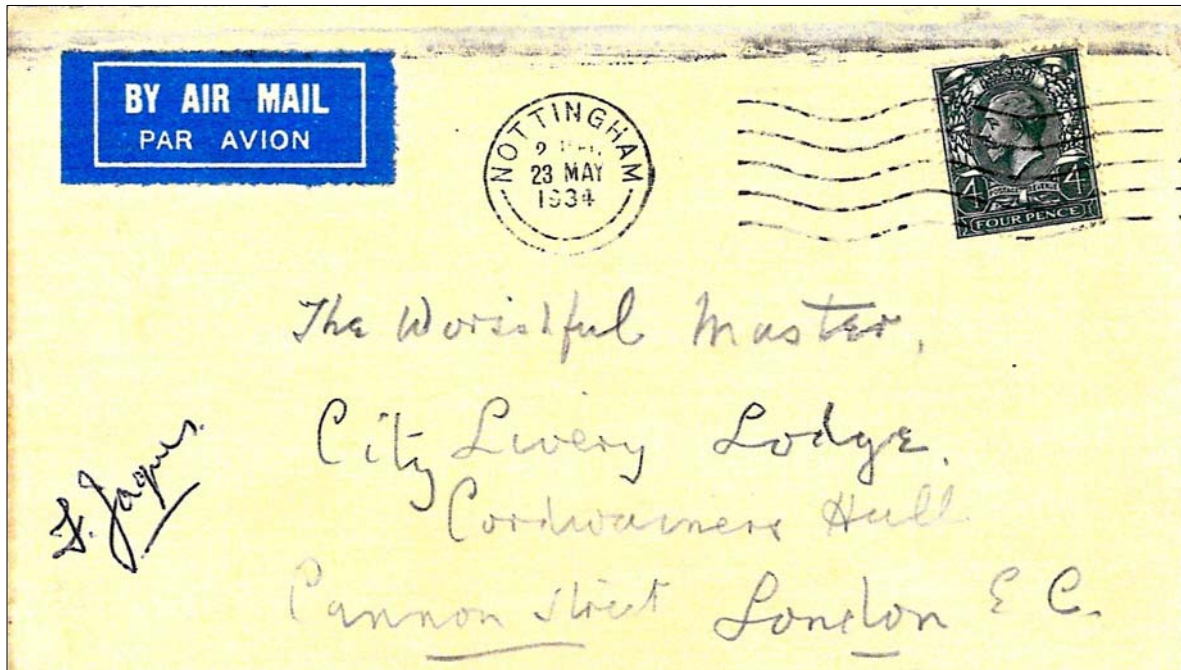


Fig 2, The cover addressed to the Cordwainers Hall, London EC, signed by the pilot

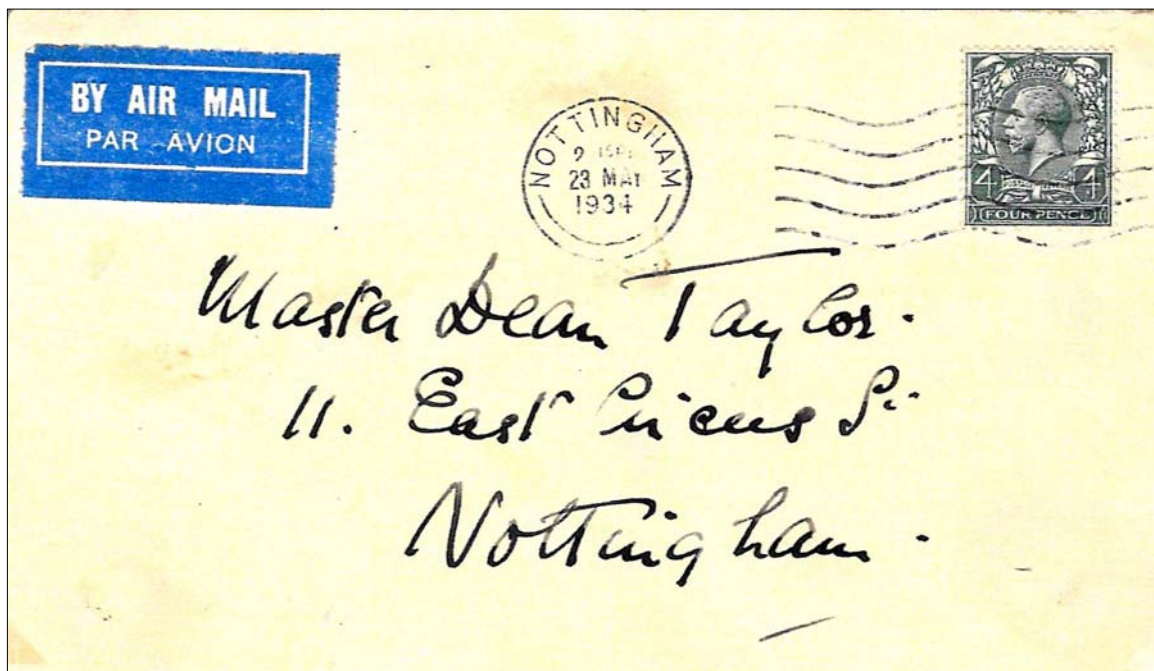


Fig 3, Front of flight cover from Nottingham to London on 23 May 1934, returned by normal post

References:

- 1) Nottingham Evening Post, 23 May 1934
- 2) Nottingham Guardian, 24 May 1934
- 3) Daily Herald, 24 May 1934
- 4) Chapter IX from unidentified book with envelope to Oliver Simmons
- 5) Lot 1188, Cavendish Philatelic Auctions, December 7th, 8th 2016

A 1938 CALPURNIA CRASH COVER FROM RUSHDEN, NORTANTS

by Derek Smeathers

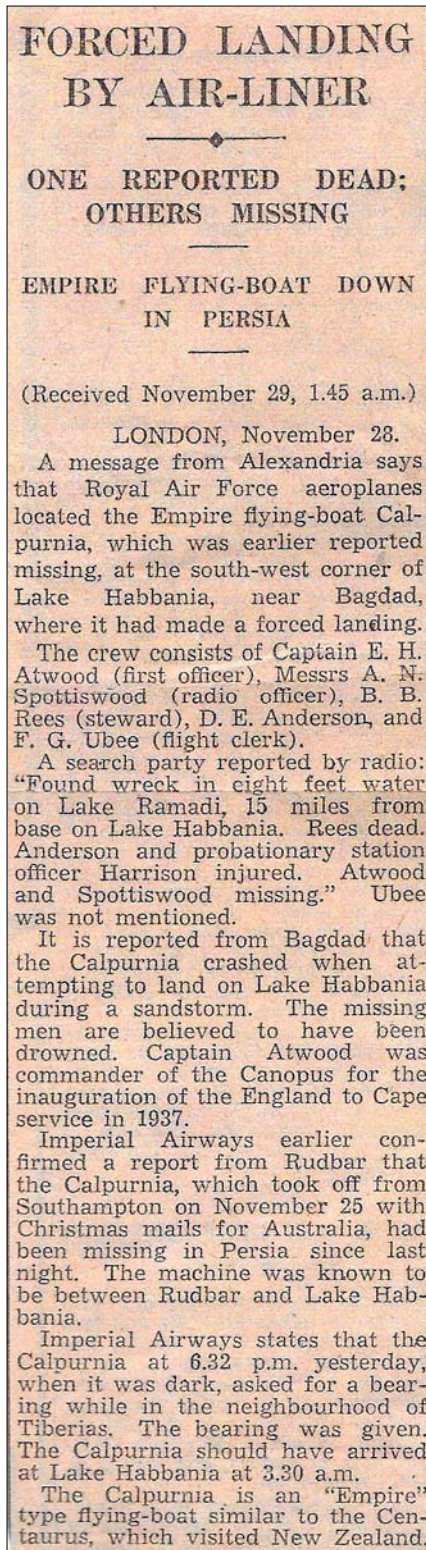


Fig 2, Contemporary newspaper article

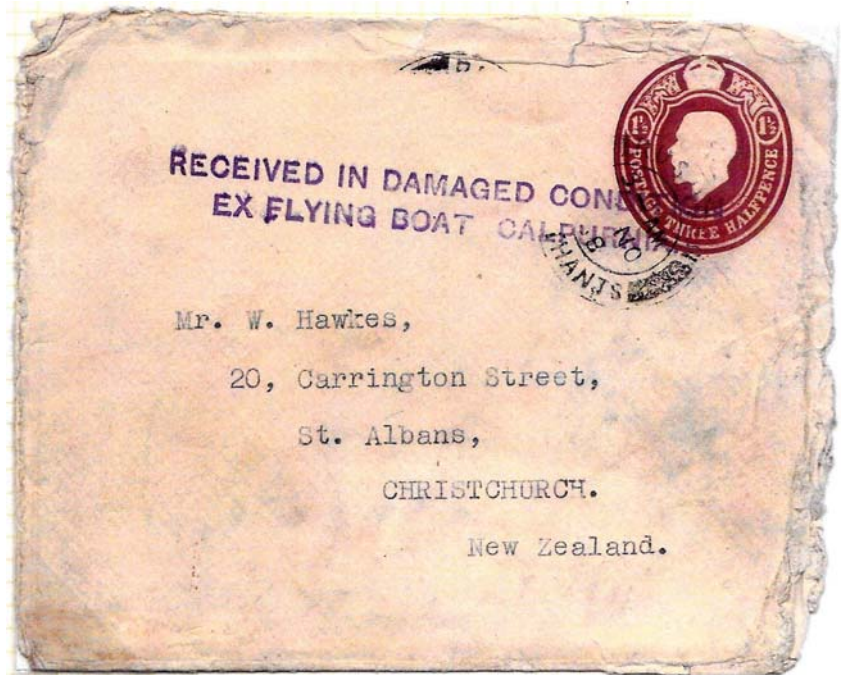
Fig 1, 21st November 1938 cover from RUSHDEN (reduced)

Fig 1 shows the damaged postal stationery cover (Huggins EP61) resulting from the crash of the *Calpurnia* flying boat in Iraq – see the newspaper report (Fig 2) for more detail. Furfie (British Civilian Postage Rates of the 20th Century) reports the *All Up* air rate to New Zealand as 1½d per ½oz from 24 July 1938, presumably the part RUSHDEN mark to the left cancelled a 1½d stamp for extra weight and was washed off in the water.

The first officer, Captain Earnest 'Tich' Attwood was born in Birmingham on 6 Mar 1899; he joined the RFC in 1917, saw active service in Egypt and then became a training instructor at No 5 RAF Flying School in Sealand, Cheshire. He joined Imperial Airways in November 1926 but was killed when piloting the Empire Flying Boat G-AETW *Calpurnia* which hit bad weather, crashed and sank in Lake Ramadi, 15 miles short of the Imperial Airways base at Habbaniyah, Iraq. Four of the crew of six were killed; there were no passengers¹.

The *Calpurnia* was carrying mail, a large part of which the RAF retrieved, including 60 of the 69 mailbags for New Zealand. An attempt was made to dry the mail before it was sent to Sydney. The New Zealand mail was sent on to Auckland where it was dried further. Several different cachets were applied in New Zealand, at Auckland, Christchurch and three at Wellington; the example cover has one of the Wellington cachets² **RECEIVED IN DAMAGED CONDITION EX FLYING BOAT CALPURNIA**.

Fred Hawkes Refrigeration is a large international business with headquarters in Rushden, any connection to the addressee I wonder?

- References:
- 1) <http://afleetingpeace.org/index.php/business-pleasure/14-business-and-pleasure/167-the-pilots-of-imperial-airways>
 - 2) <http://www.nzstamps.org.uk/air/empire/calpurnia.html>

A DUPLEX ON A REDIRECTED ITEM.

By Ian May

Here goes, I am going to stick my neck out. Occasionally one comes across an unusual item only to be made aware that it is one of many such items!

The figure shows the front of an envelope which was posted in London, indicated by the London hand-stamp, dated 5th May cancelling a 1d lilac. The envelope is addressed to Atherstone and reached there on 6th May indicated by an Atherstone single circle hand-stamp code A. It was then re-directed to The Plas, Tan y Bwlch, North Wales and, this is what I consider to be somewhat unusual, received an Atherstone duplex as a forwarding mark. But if this proves to be common the item still holds considerable interest. It is addressed to William Edward Oakeley, Cliffe House, Atherstone before being re-directed to Tan y Bwlch.

William Oakeley (1828–1912) was the owner of the Oakeley Quarry in Blaenau Ffestiniog, the largest underground slate mine in the world. His main home was Cliffe House, Twycross, Atherstone^[1]. He inherited the Tan y Bwlch Estate and not only managed the quarries but improved the poor agricultural land in the valley below the Plas by building nearly a mile of embankments^[2]. Plas Tan y Bwlch is now the Snowdonia National Park environmental studies centre^[3]. Plas Halt on the Ffestiniog Railway^[4] serves Plas Tan y Bwlch, and its gardens which are open to the public. There is much more information about Plas Tan y Bwlch and William Oakeley in the references below.

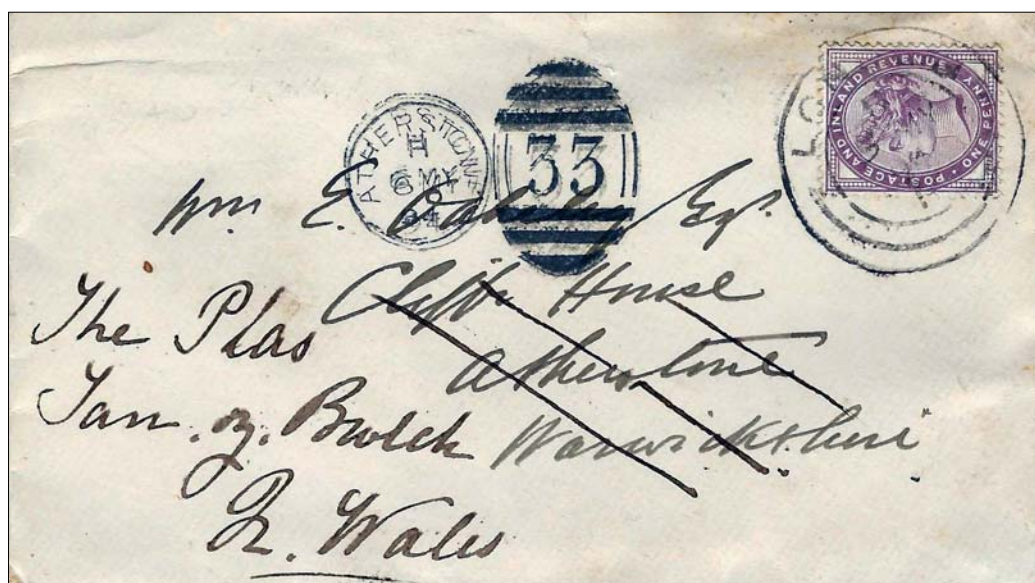


Fig 1, Front of envelope redirected from Atherstone to North Wales

References.

- 1) https://en.wikipedia.org/wiki/William_Edward_Oakeley
- 2) <http://www.eryri-npa.gov.uk/study-centre/history>
- 3) https://en.wikipedia.org/wiki/Plas_Tan_y_Bwlch
- 4) <http://www.festrail.co.uk/>

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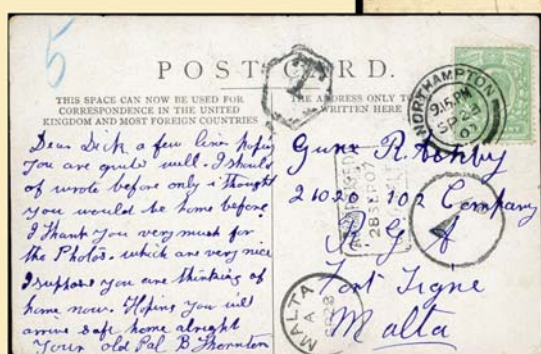
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