

MIDLAND MAIL

THE JOURNAL OF THE MIDLAND (GB) POSTAL HISTORY SOCIETY

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Number 141, August 2005

NEW MEMBERS

We offer a cordial welcome to Robert Danzig who joined in April, as well as to John Darnell of Dawlish whose postal history interests include Retford, Dawlish and the Levant, and to John Wilkins of Retford whose interests are the postal history of the Newark and Retford areas.

CONGRATULATIONS

Sadie Cole who was asked to represent the Society in the postal history section of the Midland Federation's competitions at Worcester in May came first with her entry 'Postal Markings of Radnorshire, 1790 to 1850'. Sadie's entry received 80 marks which represents a silver-gilt award. This was a superb effort on Sadie's part as the postal history section always attracts very good entries, and this year was no exception.

FORTHCOMING MEETINGS

The first meeting of the season will be held at The Abbey Centre, Overslade Close, Northampton on 10th September. Refreshments will be served from 10.15, and the meeting proper begins at 10.45 a.m. when Bob Ricketts will give a display on 'Bedfordshire'. After that, Dr Simon Kelly will give a talk on 'Henry Fawcett, the blind Postmaster-General' and then display material from the Cambridge Philatelic Society's collection of local postal history. If you are going to be at the meeting could you please return the booking form, which was issued with the last Midland Mail, to Derek Smeathers as soon as possible, but certainly by 3rd September. The afternoon will consist of members' displays of a maximum of twenty sheets.

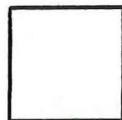
We meet in Warwick on 15th October at the premises of Warwick & Warwick. The meeting which begins at 1.30 p.m. will consist of members' displays of 'Rubber Cancellations'. It will be preceded by a Committee Meeting at 11 a.m.

THE PHILLIPS COLLECTION

The latest newsletter of The British Postal Museum and Archive reports that the Heritage Lottery Fund a grant of £47,000 to enable the Phillips Collection - the world's most extensive collection of Victorian postal history and which occupies more than 2,500 pages - to be made available 'on-line' in a digital version. No date is given for the completion of this project but watch this space.

SUBSCRIPTIONS

If the space below contains a X, then your subscription for 2005-6 is due. Please send a cheque for £8 to Elizabeth Lewis at 27, Rathbone Road, Smethwick B67 5JG at your earliest convenience.



THE LAUNCH OF THE SOCIETY'S LATEST PUBLICATION

Visitors to The Birmingham Botanical Gardens on the morning of 14th August were treated to the unusual sight of a mail-coach standing by the entrance. It had been provided by the Red House Stables Working Carriage Museum of Darley Dale, Matlock (01629 733583), and was there to mark the launch of our latest book "*The Midland Counties Mileage Marks and Mail Routes to London, 1784-1840*". We were honoured to have as our guests the Lord Mayor of Birmingham, Cllr John Hood together with his wife, and Steve McLean, the Post Office manager for the Midlands. Royal Mail have always been very supportive of our research and we are very grateful to them for sponsoring the launch of our new book. They also provided a magnificent model of a mail coach which graced the room in which we met.

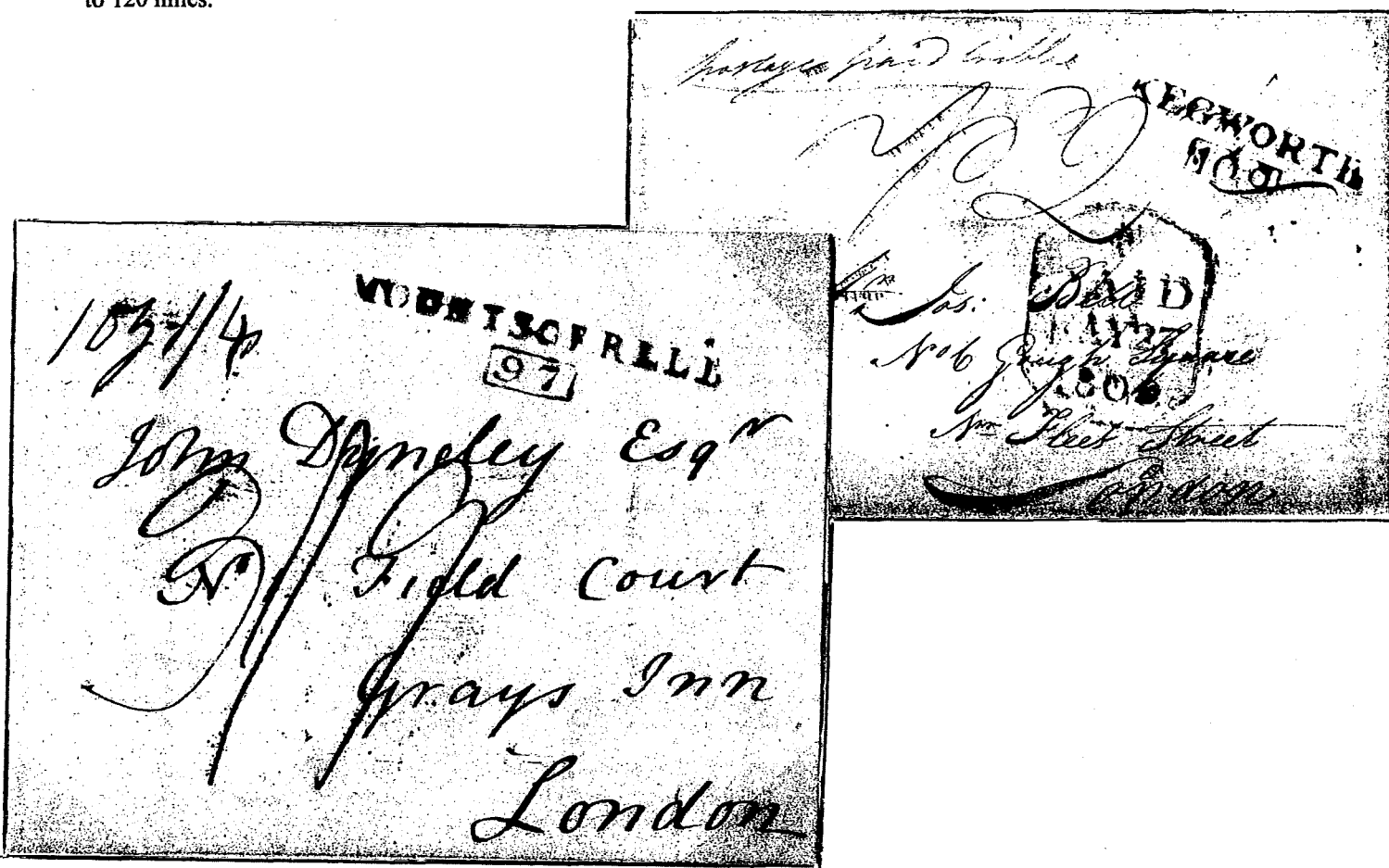
After members and guests had viewed the display of mileage marks, we sat down to an excellent lunch. Afterwards John Calladine explained the content of the book to our guests and the spouses of members. Before beginning his address, our Chairman, Chris Jackson, presented a copy of the book to the Lord Mayor. Chris was most reluctant to hand over the book as it was the only copy he had touched. Chris began his speech with a definition of postal history: "Post history is the humanity of the hobby of stamp collecting of which philately is the science." He then thanked John Calladine for making sure that the project reached completion and for the "gentlemanly" way he had kept the county editors in order. Chris went on to say that the key to this project was one man - sadly no longer with us - Rev Christopher Beaver - without whose knowledge and dogged research we could never have completed the project. We were delighted to have Chris' widow, Jeanette, and his daughter, Rosemary, with us and Chris presented a bouquet to Jeanette as a small token of the Society's appreciation.

It was then time for the distribution of the books, which had been kept well hidden until then, to the members present who proceeded to acquire the signatures of the county editors. After photographs had been taken, there was time for most to explore the superb grounds of the Botanical Gardens.

Our thanks are due to John Calladine for arranging such a superb launch, and not giving up when confronted with a multiplicity of problems!

TWO MILEAGE MARKS/HIGH CHARGES

Illustrated below are two mileage marks used at unofficial receiving offices. That from Kegworth shows the earliest recorded usage of the Kegworth/109 mark, the 109 being the mileage of Loughborough. The letter of two sheets contained a bill so attracted a charge of two shillings - three times the single rate of eight pence. The letter showing the Mountsorrell/97 mark was posted in August 1814, and weighed 1¼ ounces so was charged 3s. 9d. For a distance from 80 to 120 miles.



FROM THE BEAVER ARCHIVES - MIDLAND MAILCOACHES 1837-54

After the death of Rev Christopher Beaver, his copious research notes were given to the Society with the intention that they should be used as the basis for articles in Midland Mail and other publications. It feels that it is appropriate that as the Society publishes a book the production of which would not have been possible without his very detailed research, we publish more of his work.

What follows is taken from notes that Chris made from Post 6 and Post 9/142-143. Despite the fact that there will be considerable overlap with the article that appeared in MM101/4ff, I have chosen to start in July 1837, as this is the point at which the railways began to replace the mail coaches, and the list can then be used in conjunction with the articles on "*Mail by Rail in the Midlands*." The end date arises because Post 9/143 ends at June 1854 and no succeeding volume contains information of this type for the rest of 1854 onwards. However, by that time, mailcoaches were confined to Scotland and the Celtic fringes of the Midlands. For all I know they could still be operating in the latter area.

I imagine that the order in which the entries appear in the notes made by Chris is the order in which they appear in Post 6, that is largely chronological. I have tried to group together those coaches whose existence bore some relationship. I have not shown the mileages mainly for the reason that they were no longer relevant to postal charges. The numbers in square brackets refer to the route numbers used by Chris in MM101.

No doubt, there are omissions from this list. The reason for this is probably the fact that in this period a number of coaches that were used to carry mail were not patent mailcoaches but were stage coaches, the proprietors of which carried the mail for freedom from paying tolls, and, in some instances, did not receive any payment from the Post Office. It appears that not all of these were recorded in either Post 6 or Post 9. Evidence for their existence and those operating after 1854 will probably appear in post 35 and other sources, and it is clear from his notes that Chris intended to carry out more research, particularly in the former. I hope that I can finish that in the future, and I pray that what follows will do justice in a small way to Chris' efforts. The numbers in square brackets refer to the route numbers used by Chris in MM101.

ROUTE	STARTED	CEASED	NOTES
200 CHELTENHAM-HEREFORD	1MAR1829	5JUL1837	[23]
201 BIRMINGHAM-LIVERPOOL	22JUL1822	10JUL1837	[95]
202 LONDON-LIVERPOOL	25JUL1785	5JUL1837	[107] via Coventry.
203 LONDON-MANCHESTER	25JUL1785	5JUL1837	[133] via Derby and Leek.
204 LONDON-BIRMINGHAM	3/5JUL1837	21MAY1838	[99] Three MC's for Grand Junction R'way.
205 LONDON-DERBY	5JUL1837	28AUG1840	[133a]
206 LONDON-HOLYHEAD	5AUG1817	21MAY1838	[102] via Coventry and Birmingham.
207 DENBIGH HALL-BIRMINGHAM	21MAY1838	30SEP1838	[101] Three MC's via Coventry for GJR.
208 DENBIGH HALL-HOLYHEAD	21MAY1838	30SEP1838	[103]
209 BIRMINGHAM-HOLYHEAD	1OCT1838	5OCT1847	[104]
210 BIRMINGHAM-SHREWSBURY	6OCT1847	9JUL1849	Via Shifnal. See 216
211 LONDON-WOODSIDE	5JUL1835	5APR1838	[120] via Northampton and Hinckley.
212 DENBIGH HALL-LICHFIELD	21MAY1838	30SEP1838	[123] via Northampton and Hinckley.
213 LONDON-BIRMINGHAM	5JUL1823	30SEP1838	[67] via Bicester, Banbury and Warwick.
214 WOLVERTON-BANBURY	29OCT1838	30JUL1850	[68]
215 BIRMINGHAM-TAMWORTH	6JAN1827	29OCT1838	[93]
216 BIRMINGHAM-SHREWSBURY	10NOV1834	5APR1838	[73] via Ironbridge. See 286.
217 GLOUCESTER-CHEPSTOW	2OCT1838	5JUL1839	[25]
218 GLOUCESTER-CHEPSTOW	24FEB1840	5JAN1845	Replaced a mail cart.
219 WORCESTER-KINGTON	16DEC1822	5JAN1838	
	5APR1838	30JUN1838	[40]
	5JAN1839	5APR1839	[49]
220 HEREFORD-ABERGAVENNY	8OCT1838	5JAN1843	[50]
221 LIVERPOOL-SHREWSBURY	10DEC1837	19JUL1841	[129]
222 SHREWSBURY-CHESTER	20JUL1841	5APR1843	

223	SHREWSBURY-HEREFORD	29JUN1838	5OCT1847	[130] Note different end date from MM101.
224	HEREFORD-BRISTOL	19JUN1838	25JUN1846	[131] Note different end date from MM101. Replaced by a Bristol-Monmouth coach.
225	BIRMINGHAM-LEAMINGTON	byJUN1835	28FEB1839	[69]
226	WOLVERHAMPTON-BRIDGNORTH	24FEB1839	5JUL1843	[97]
227	LONDON-HALIFAX	19JUN1836	4APR1839	[165] via Leicester.
228	BIRMINGHAM-CHIPPING NORTON	5JUL1839	5JUL1842	[60] Replaced a horse post.
229	BIRMINGHAM-OXFORD	6JUL1842	5JUL1843	Via Chipping Norton
230	LEICESTER- BURTON-ON-TRENT	5JUL1831	5JUL1840	
231	BEWDLEY-LUDLOW	18AUG1839	6DEC1840	[84]
232	BIRMINGHAM-STOURPORT	5JAN1827	7DEC1840	[83] Post 9/142 has 6DEC for withdrawal.
233	BIRMINGHAM-LUDLOW	7DEC1840	?	See 302.
234	STAFFORD-LICHFIELD	6DEC1839	DEC1847?	[124]
235	LONDON-CHEL TENHAM	22NOV1839		Day Mail
236	TWYFORD-CHEL TENHAM	17DEC1839	22JUN1840	
237	STEVENTON-CHEL TENHAM	23JUN1840	15JUL1841	Day Mail
238	STEVENTON-OXFORD	15JUL1841	23JUN1844	Twice daily.
239	OXFORD-CHEL TENHAM	15JUL1841	10OCT1845	Twice daily via Witney.
240	LONDON-GLOUCESTER	5AUG1806	2FEB1840	[13] "Half a journey" on 3FEB paid for.
241	TWYFORD-GLOUCESTER	4FEB1840	21JUN1840	Payment for "half a journey" on 22JUN.
242	STEVENTON-GLOUCESTER	23JUN1840	15JUL1841	
243	CIRENCESTER-CHEL TENHAM	15JUL1841	11MAY1845	Night & Day Mails
244	CHEL TENHAM-GLOUCESTER	15JUL1841	21DEC1847	Night & Day Mails. Day ceased 2/11/45 Note [22] in MM101/5
245	LONDON-STROUD	5AUG1806	2FEB1840	[13] "Half a journey" on 3FEB paid for.
246	TWYFORD-STROUD	4FEB1840	21JUN1840	Payment for "half a journey" on 22JUN.
247	STEVENTON-STROUD	23JUN1840	13DEC1840	
248	FARINGDON ROAD-STROUD	14DEC1840	26JUN1841	Started from Stroud on 13DEC.
249	CIRENCESTER-STROUD	27JUN1841	9APR1845	Replaced by a mail cart which ceased when railway ran to Gloucester on 12MAY1845.
250	CHALFORD-WOTTON	5JAN1831	5APR1840	[31]
251	STROUD - WOTTON-UNDER-EDGE	6APR1840	10OCT1840	
252	STROUD-BRISTOL	11OCT1840	17AUG1844	
253	BIRMINGHAM-SHEFFIELD	5JUL1801	5APR1840	[89]
254	DERBY-SHEFFIELD	6APR1840	16JUN1840	But Post 9 gives 5JUN1840
255	LONDON-LEEDS	5JUL1807	27AUG1840	[159] Via Bedford & Melton Mowbray
256	LONDON-MELTON MOWBRAY	27AUG1840	22AUG1842	
257	COVENTRY-STRATFORD	20DEC1838	5JUL1840	[105]
258	COVENTRY-WARWICK	5JUL1840	5APR1845	[106]
259	BIRMINGHAM-STOURPORT	5JAN1827	6DEC1840	[83]
260	BEWDLEY-LUDLOW	18AUG1839	6DEC1840	[84]
261	BIRMINGHAM-LUDLOW	7DEC1840	31DEC1849	
262	BIRMINGHAM-BEWDLEY	1JAN1850	5MAR1851	

263	BRISTOL-BIRMINGHAM	12JUL1837	5FEB1841	[8] Replaced Bristol-Manchester coach [9]. Post 6 has 7MAR1841 for withdrawal date.
(The Birmingham & Gloucester Railway was first used to carry mail on 6 th February 1841.)				
264	BIRMINGHAM-BATH	20AUG1839	5FEB1841	[10] Note definite date of withdrawal.
265	BRISTOL-GLOUCESTER		5FEB1841	
266	BATH-GLOUCESTER	6FEB1841	5APR1841	Via Bristol
267	BRISTOL-GLOUCESTER	6APR1841	21JUL1844	
268	BIRMINGHAM-WORCESTER	3DEC1834	5FEB1841	[34]
269	WORCESTER- UPTON-ON-SEVERN	5APR1841	5APR1842	Replaced by a mail cart
270	NOTTINGHAM-LINCOLN	7APR1841	30JUN1846	
271	STILTON-DONCASTER	7APR1841	9AUG1846	Stage coach. Extended to Leeds 11/9/41.
272	DERBY-MANCHESTER	6DEC1834	5JUL1841	[145] Via Buxton
273	CHESTERFIELD-BUXTON	5JUL1841	5JUL1842	Via Bakewell.
274	DERBY-MANCHESTER	1FEB1843	SEP1855?	Via Buxton
275	BATH-CHELTENHAM	5JUL1828	5APR1842	[12]
276	LONDON-WORCESTER	5APR1830	5JUL1842	
277	MANCHESTER-GLOSSOP	5JUL1832	5APR1842	
278	BIRMINGHAM-YARMOUTH	5JUL1835	4JUL1842	[151] Via Grantham
279	LEICESTER-YARMOUTH	6JUL1842	5APR1846	
280	SYSTON-GRANTHAM	6APR1846	20AUG1848	
281	MELTON-GRANTHAM	21AUG1848	17AUG1851	
282	DERBY-NOTTINGHAM	3SEP1842	31JAN1846	
283	WORCESTER-LEOMINSTER	30JUN1838	11SEP1842	[38]
284	WORCESTER-LUDLOW	5APR1830	22NOV1842?	[34] But still running in 1844-51
285	LEICESTER-STAMFORD	28NOV1842	5OCT1848	A stage coach
286	BIRMINGHAM-SHREWSBURY	6JAN1845	5OCT1848	Via Ironbridge
287	OXFORD-WORCESTER	19JAN1845	16AUG1845	
288	OXFORD-WORCESTER	5JUN1848		
289	CHELTENHAM-ABERYSTWYTH	5JUL1837	29DEC1845	[47]
290	GLOUCESTER-HEREFORD	30DEC1845	19MAR1854?	
291	GLOUCESTER-ABERYSTWYTH	30DEC1845	19MAR1854	Via Ledbury
292	GLOUCESTER-ABERYSTWYTH	20MAR1854	6JUN1855	Via Ross and Hereford
293	LONDON-NEW HOLLAND	5APR1836	5JUL1845	
294	PETERBOROUGH-NEW HOLLAND	5JUL1845	5JUL1846	
295	LONDON-LOUTH	5JUL1835	18DEC1845	[191] "Half a journey" on 19DEC paid for.
296	PETERBOROUGH-LOUTH	20DEC1845	14NOV1846	
297	PETERBOROUGH-BOSTON	15NOV1846	14NOV1847	
298	NOTTINGHAM-GRANTHAM	6AUG1835	17AUG1843	[163]
299	NOTTINGHAM-STAMFORD	18AUG1843	5APR1847	[163] But Sundays 21/2/48-30/9/48.
300	NEWARK-STAMFORD	1OCT1848	cOCT1852	
301	NOTTINGHAM-SHEFFIELD	3SEP1842	late 1854?	
302	OXFORD-TOWCESTER	1AUG1846	5OCT1847	Replaced by a mail cart.
303	GLOUCESTER-CARMARTHEN	1SEP1845	17DEC1850	Via Ross and Brecon. See 309
304	GLOUCESTER-LLANDOVERY	18DEC1850	5APR1853	
305	GLOUCESTER-BRECON	6APR1853	5MAY1853	Continued on Sundays. But a further entry:
	GLOUCESTER-BRECON (London Mail)		19MAR1854	
306	GLOUCESTER-ABERGAVENNY	5MAY 1853	c1855	Via Ross and Monmouth.

307 GLOUCESTER-PEMBROKE	1SEP1845	25OCT1849	
308 GLOUCESTER-SWANSEA	26OCT1849	26JUL1850	
309 GLOUCESTER-CARMARTHEN	1SEP1854	5APR1852	Via Swansea
310 CHELTENHAM-ABERYSTWYTH	5JUL1837	29DEC1845	[47]
311 GLOUCESTER-HEREFORD	30DEC1845	19MAR1854?	
312 GLOUCESTER-ABERYSTWYTH	30DEC1845	19MAR1854	Via Ledbury
313 GLOUCESTER-ABERYSTWYTH	20MAR1854	6JUN1855	Via Ross and Hereford
314 GLOUCESTER-LYDNEY	MAR1847		Day Mail
315 AYLESBURY-THAME	MAR1847		
316 DERBY-ALFRETON	26FEB1841	21JUN1842	
317 STAFFORD-WELLINGTON	6AUG1842	11OCT1842?	Replaced by Shifnal-Newport ride.
318 BIRMINGHAM-LUDLOW	20SEP1847	c1852?	Day Mail

THE BIRMINGHAM AND LUDLOW DAY MAIL

In August 1847, Maberly reported to the Postmaster General:

"I beg to inform your Lordship the reports which I have received from Mr Churchill and Mr Rideout on the subject of the arrangements which will be necessary in their respective districts, on the employment of the Red Rover Coach, for the conveyance of Day Bags from Birmingham to Ludlow.

"It appears from Mr Churchill's report that Dudley is the only Town in his District through which the coach passes and as the letter carriers there are already well paid he does not recommend any increase of their wages for the second delivery of letters which they will be required to make in future.

"At Stourbridge, Mr Rideout recommends the establishment of a second letter carrier at wages of 12/- a week whose duty it will be to assist the present letter carrier in the morning delivery by which means it will be accelerated to a considerable extent, and afterwards by the joint services of both men, the delivery of the Day Mail Letters which will commence at 4.20 p.m. may be effected in time to allow a reply being made the same day before the box is closed for the night despatch. As Stourbridge is a large and populous manufacturing town, I think it is fully entitled to this accommodation and I submit the additional letter carrier should be authorised.

"It will be necessary to employ two assistant letter carriers at Kidderminster to assist the present letter carriers in effecting a delivery of the Day Mail Letters as the duties now performed are so laborious as to render it impossible without help to undertake the additional delivery. The expense will be 6/- a week to each of the assistant letter carriers.

"At Bewdley no alteration is requisite as the Letters by Day Mail will be delivered with those brought from Ludlow at 7.30 p.m.

"No expense will be requisite at Tenbury for an additional delivery as the Surveyor proposes to defer the present afternoon delivery from 3.30 p.m. to 7.30 p.m. after the arrival of the Day Mail. By this arrangement the letter carriers' duties will continue nearly the same as they now are. It appears however that the coach does not pass through Tenbury and on this account a messenger will be required for the conveyance of the bags between the Post Office and the Swan Inn for which duty Mr Rideout recommends an allowance of £7.16.5 a year.

"The total annual cost of these various alterations will amount to £70.7.9

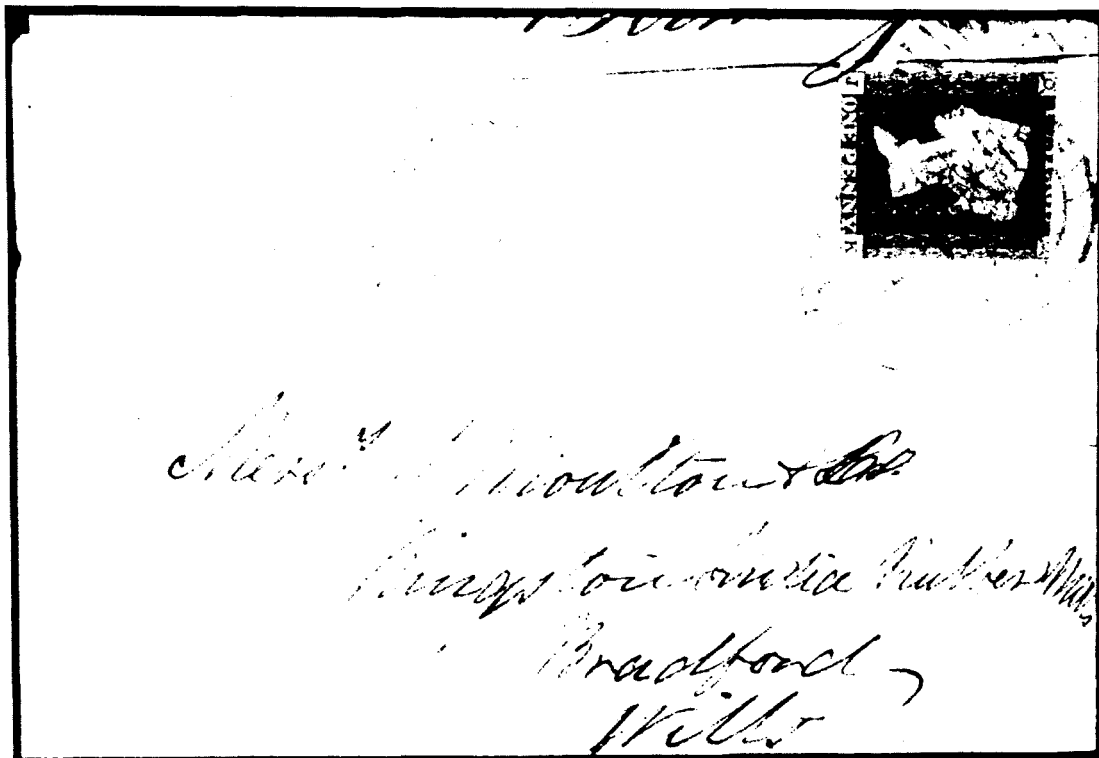
"It will be seen from Mr Stow's report that this coach does not work to the up Day Mail at Birmingham, but it will notwithstanding, afford at its present hours a good local communication between the several towns on the line of road."

[Ref: Post 35/5856/1847]

Midlands Postal History at Cavendish Auctions

Next sale: 22nd & 23rd September.

Blue Birmingham c.d.s. cancelling imperf. 1d Red, 1852



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HOSPITAL LETTER BOXES

by Derek Smeathers

At the meeting in Kington St. Michael in September 2004, one of our members kindly gave me a photograph of a very smart wooden letter-box which he said was at St. Andrew's Hospital, Northampton. This is not the usual Royal Mail metal receptacle in "pillar-box red" and as the photograph was not clear enough to show the front 'plate', I decided to visit the hospital and take some more photographs to show its location and detail. I walked around the main building which dates from about 1836 but could find no sign of the box, so I went into the main reception desk and asked where it was. A lady behind the desk curtly informed me that I had no right to be on the premises unless it was on business; that I would have to check in (and out) if I had business there; and that photography was strictly forbidden anyway. In her words "this is a secure hospital".

This establishment was originally called a "lunatic asylum" and in its first years was home to the famous poet John Clare. A magnificent stone building, standing in twenty-five acres of parkland, it was then almost a mile from the Town. In those days, it clearly was a closed community - established under an Act of George III "... for the better care and maintenance of lunatics being paupers or criminals in England" according to a history of Northampton Hospitals published in 1974. In the twentieth century, St. Andrews developed into a specialist centre for the treatment of nervous and psychiatric diseases - both World Wars adding to its work load. The superb parkland setting no doubt helped the treatment, while Northampton slowly expanded all around and beyond it.

Today, it has croquet lawns and a golf course, and many subsidiary buildings. It was news to me that the public are not allowed in these grounds. I have frequently walked there, attended meetings in the Great Hall, and parked my car in the car park, but apparently it is still a "secure" hospital and many local dog-walkers are as ignorant as I was. So I officially approached the Chief Executive and Medical Officer for permission to visit and to take photographs. I was introduced to the hospital archivist and found that there are two of these letter boxes, but no record of when or by whom they were put in place. One I had already spotted on my original visit, just behind the main reception, while I was being admonished by the lady receptionist. The other is in another part of the hospital - a modern building known as Isham House - some distance away across the park. Both boxes are similar in appearance, but not identical, with collection times shown on the front of one only. Each collection is made by a Royal Mail van. I was accompanied by the Archivist as I visited and photographed both boxes - see illustrations.

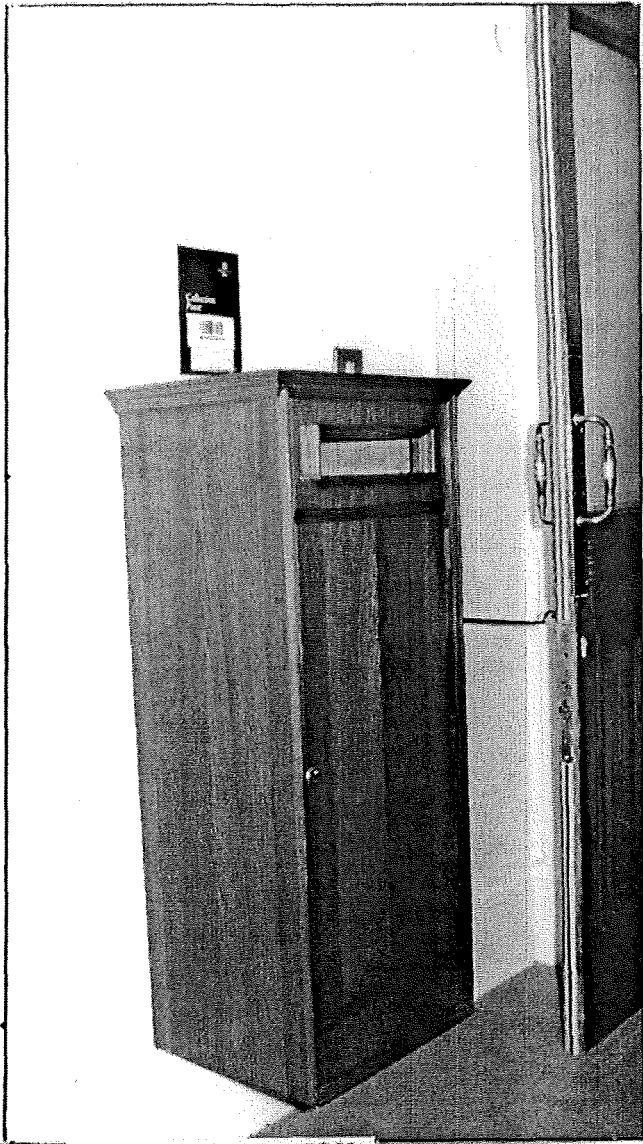
Have any other members checked their local hospitals for unusual boxes?

SHAW'S BUNTINGFORD AUCTION

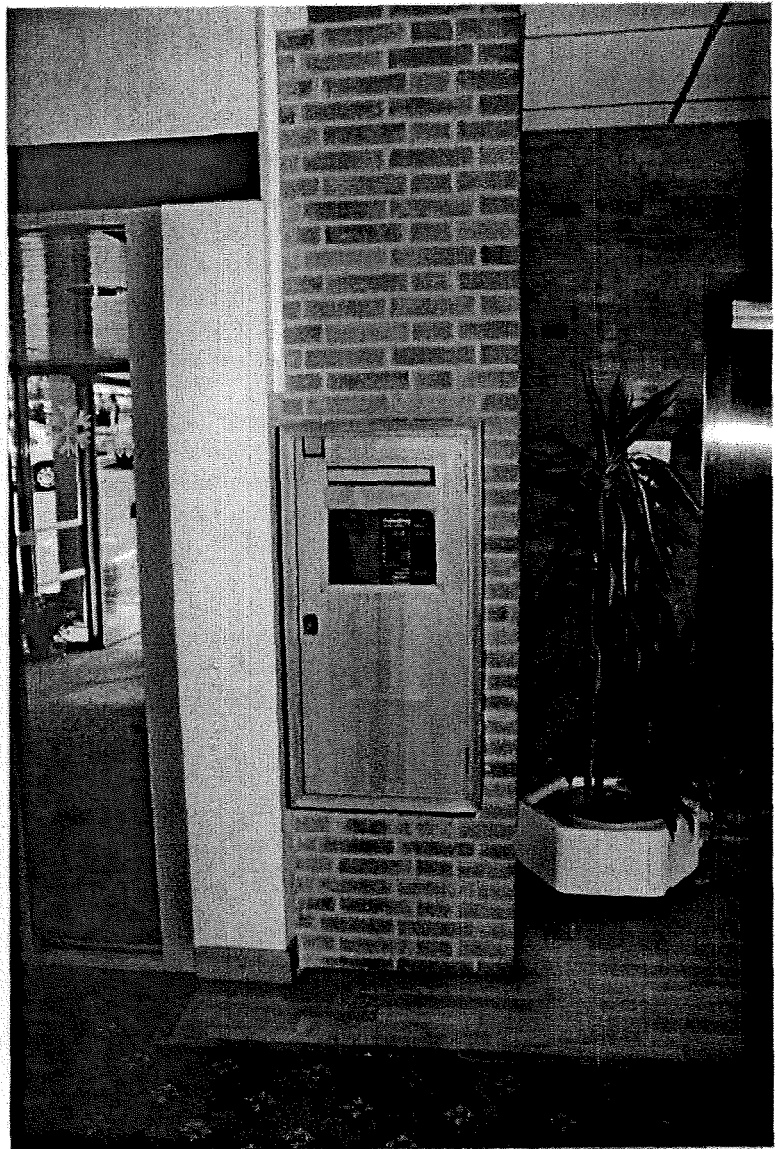
G.B. & WORLD POSTAL HISTORY

**Maritime & Naval, T.P.O., Railways, Air Mail,
Postal Stationery, Military & Censored,
Mechanised Mail, Cinderella, etc.**

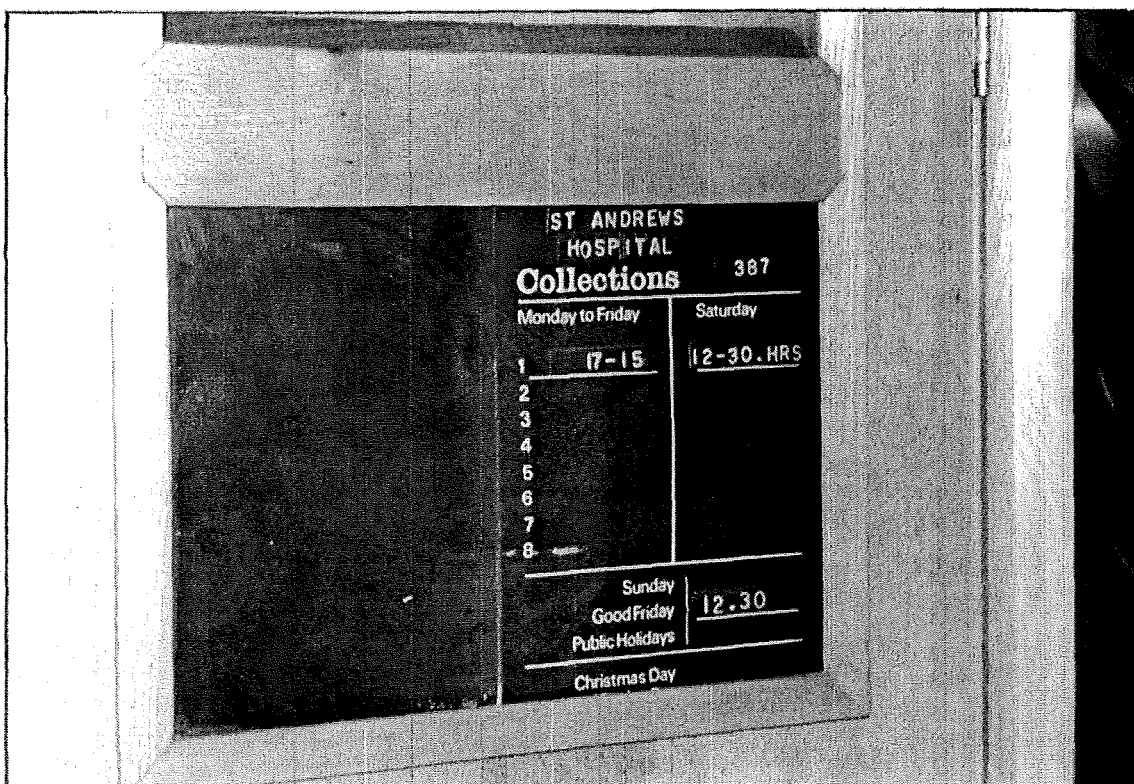
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MAIN RECEPTION



ISHAM HOUSE



INDUSTRIAL ACTION AT NORTHAMPTON

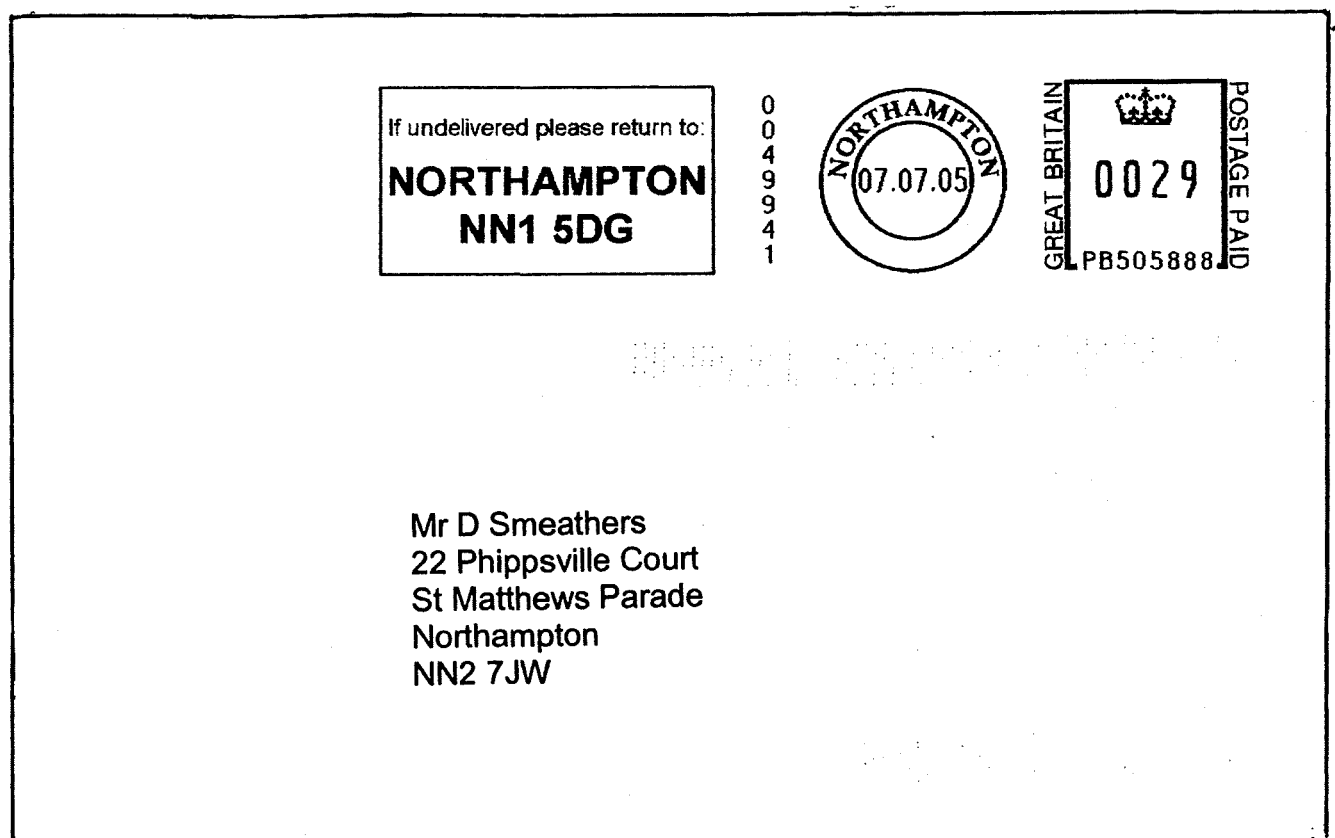
by Derek Smeathers

Since the disastrous fire at Northampton Post Office Headquarters in September 2003 which put all their facilities out of use, mail deliveries in and around the town have suffered many further disruptions culminating in a complete stoppage on 7th July 2005. Between five-hundred and six-hundred of their staff walked out on unofficial strike because of work changes which had been brought in without consulting the Communication Workers Union. This meant a total failure of all deliveries in a wide area around Northampton and Wellingborough. After four days of negotiations, the staff agreed to go back to work on 12th July, but they faced a huge backlog of mail. Although a promise was made to deliver all mail by 16th, in actual fact very little was cleared by that date. First class letters posted in the area on the 6th or 7th were not delivered until the 18th or 19th July. Fig. 1 shows such an item which was actually received on the 18th.

It is now clear that Royal Mail had sent some bags of mail posted in the town during the stoppage to other towns and cities for sorting and cancelling. These appear to have fared slightly better than those retained in Northampton. One such cover is shown in fig. 2; it is known that this item was posted in a pillar-box near Abington Park, Northampton on 6th July to a local address. Six days later it was in Birmingham where the machine cancel shows a clear date and time. The letter was actually delivered shortly after 1 p.m. on 15th July. Another first class letter posted in Northampton on the 12th was not delivered until 16th July.

Mail from outside Northants had delays of several days once it arrived in Northampton before delivery locally. For example, a first class letter posted in Bournemouth on the 8th July was delivered on the 16th. What passes for "normal service" in Northampton these days was not fully restored until 20th July.

Fig. 1



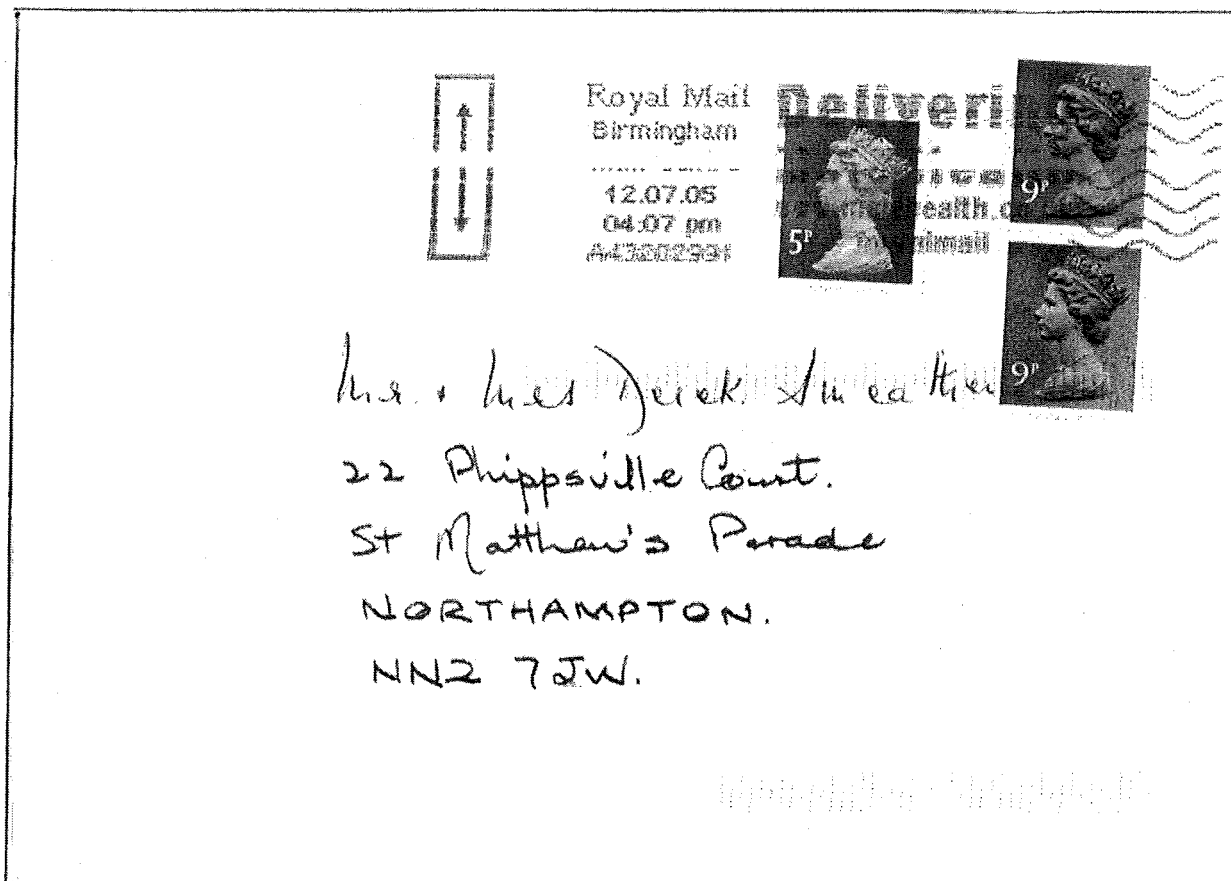


Fig. 2

POSTINGS offering



**POSTAL HISTORY of MIDLANDS
& other Counties**

SUBJECT/ THEME covers with
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AN UNRECORDED UDC

by Chris Jackson

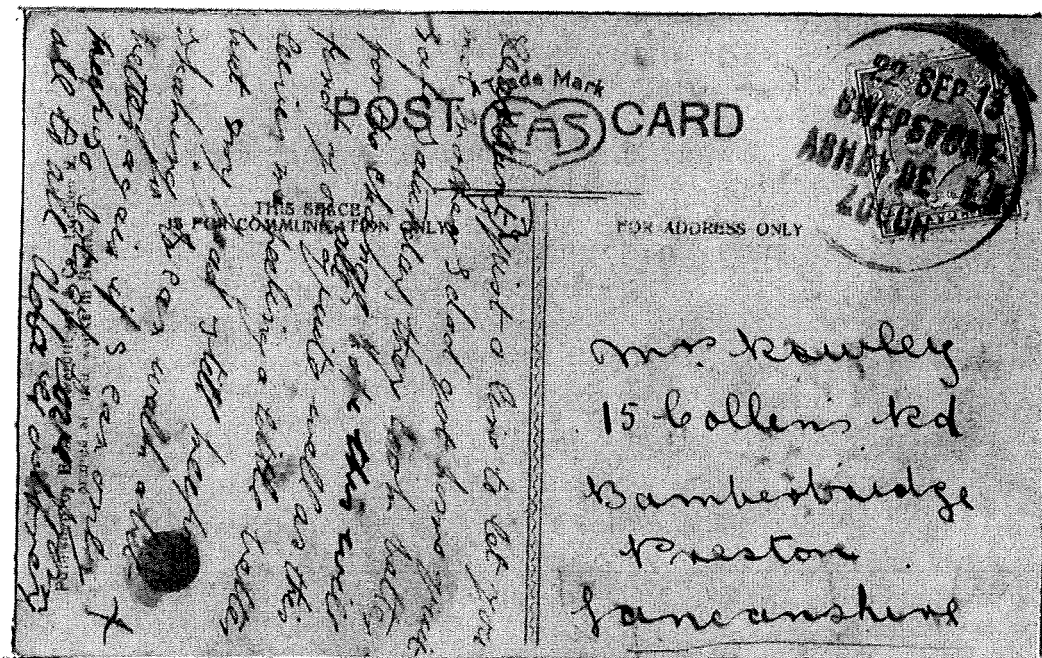
I have always been interested in the small UDCs that were issued in the late 1850s just before the UDCs were withdrawn from use, and at the fair held in York in July I came across a cover with a good strike of a D4 that I recognised as one which had no recorded usage. Unfortunately, the dealer had obviously referred to our UDC book and had noted the fact that it was not recorded as used. Consequently, it was not the cheapest item on his stall, but it does make a nice addition to the collection.

BREDON issued 12th October 1858
Used July 1859



A MIDPEX FIND

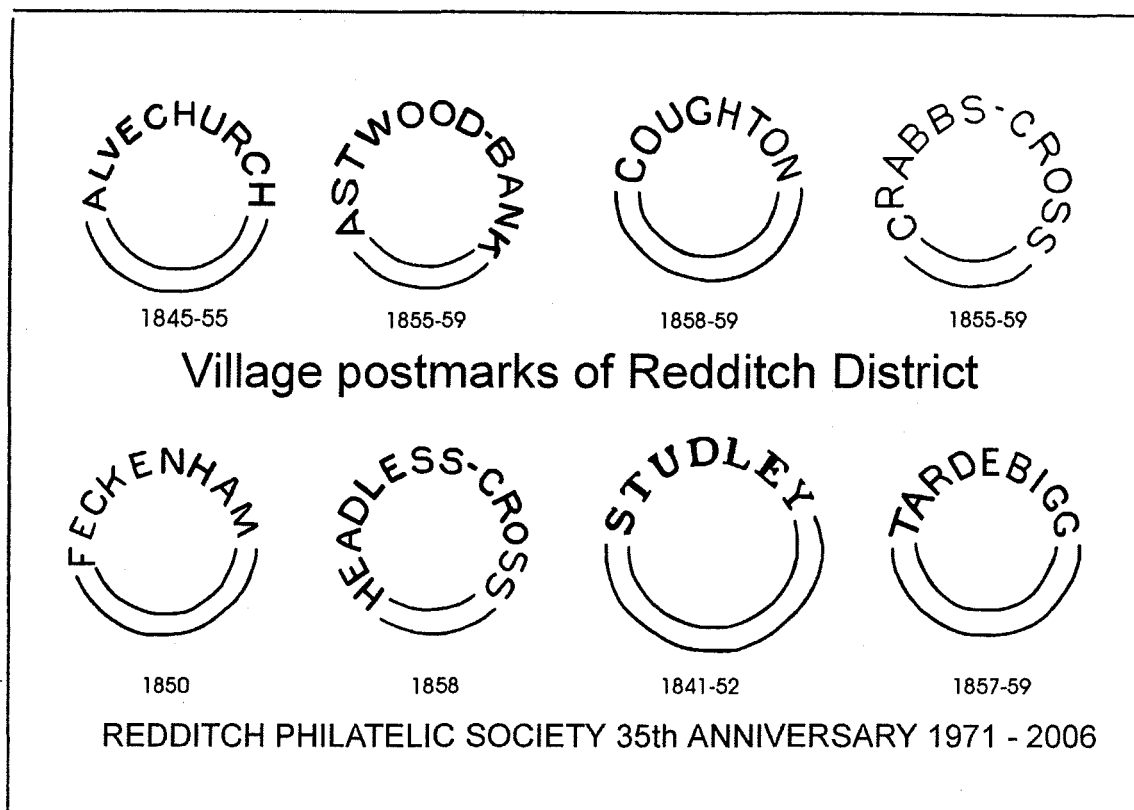
The skeleton handstamps have always fascinated me as one is never sure just what exists. So, I was particularly delighted to find the card illustrated below.



VILLAGE POSTMARKS OF REDDITCH DISTRICT

The Society's November meeting will be on Saturday 12th November at the Trinity High School, Redditch where the local philatelic society is holding their 35th Anniversary Fair. Twenty dealers will be in attendance and our meeting will consist of four short displays by Redditch members of our Society.

Redditch Philatelic Society has published a postcard to commemorate the event. It features some of the UDCs used at the local villages - Alvechurch, Astwood Bank, Coughton, Crabbs Cross, Feckenham, Headless Cross, Studley and Tardebigg. The card will be on sale at the Redditch fair. Alternatively, they can be obtained for 80p, including postage, from Alan Godfrey, 8 Gerard Road, Alcester, Warwickshire B49 6QB. The society still has available a number of the postcards produced for their 25th anniversary and which depicted Redditch town marks.



THE NEXT MIDLAND MAIL

I hope that the next issue will appear at the start of November. It will contain all the usual reports plus some material, including the long promised article on mail by rail, held over from this issue. However, there will be plenty of room for other articles which should be sent to:

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

AMENDING THE SOCIETY'S UDC BOOK

Herefordshire is the second county to be updated, Northamptonshire's updated usage pages appearing in 'Midland Mail' No. 140, pages 17-22. Again all new information has been underlined. Herefordshire is a relatively small county but, in the following five pages, there are some seventy-five newly recorded usage dates, testimony to the County Editor's diligence. It is anticipated that amended usage pages for either one or two counties will appear in each issue of 'Midland Mail' until all counties have been covered.

HEREFORDSHIRE

BUNTLESS	C2*	26MAR28	Buntless	1/174		Note 1.
BROMYARD	C2*	5MAY28	Bromyard	1/15	B	13OCT28-21FEB38
					Y	29-33
					GR	22NOV30-30MAR34
					BR	21MAY31-13MAY33.
GLASBURY	C2*	5MAY28	Glasbury	1/62	R	1FEB38-13MAY40
					B	21SEP44-11SEP53
					GR	9APR58
					Grey	28APR58- 2MAR59
KINGTON	C2*	9MAR29	Kington	1/92	B	29-29DEC38
BROYNTLISS	<u>C3A</u>	10JUN29	Broyntliss	1/18	R	13AUG29-31DEC33
					B	20JAN39-21JAN40
						Note 1.
LEDBURY	C2*	7DEC29	Ledbury	1/104	R	7JAN30-15AUG39
LEOMINSTER	C2M?	27NOV39	Leominster	4/58		
CREDENHILL	C2	20AUG42	Hereford	5/113	B	12NOV43-22APR44
BRYNNLLIS	C2	5OCT42	Hay	5/120	B	6JUL45-11OCT48
LEA	C2	13MAY43	Gloucester	5/159	B	15JUL44-11SEP45
REDMARLEY	C2	13MAY43	Gloucester	5/159		
LYDBROOK	C2	3JAN44	Ross	7/13	B	5FEB48-17MAY50.
					BL	25AUG52
					GR	7DEC52-11JAN53
					R	10APR55
					BL/B	2JUL58
WORMBRIDGE	C2	2FEB44	Hereford	7/24	B	8AUG46-28DEC50
BRAMPTON-BRYAN	C2	2FEB44	Ludlow	7/24	B	3APR44-28JAN54.
					BR	11JAN53- 2FEB53
					BL/GR	26SEP53-29JAN54
BOSBURY	C1	15APR44	Great Malvern	7/44	B	14OCT47-26DEC47
					BL	19APR55-24OCT55
					R	25APR56-25NOV56
					BL/B	8SEP59
COLWALL	C1	15APR44	Great Malvern	7/44	B	23DEC46- 6OCT57
					BL	9MAY49- 9MAR50
					B/GR	6OCT57
CRADLEY	C1	19APR44	Great Malvern	7/49	B	11MAR45-21MAR50
					GR	16JUN49
					BL	13JAN52-16SEP52
					R	20JUL54-28JUL56
					OR	26MAR57 Note 2.
EARDISLEY	C1	1JUL44	Hereford	7/77	B	2JAN46- 6FEB46.
					BL	15JUN49
FOWNHOPE	C1	25JUL44	Hereford	7/83	B	21DEC45- 9APR47
					BL	11JAN51
REDMARLEY	C1	22AUG44	Ledbury	7/92	BR	26SEP46- 2FEB47
					B	15AUG45-15AUG55
					BL	11DEC58
DYMOCK	C1	2JUN45	Ledbury	7/151	B	12MAY49-16AUG59
					BR/B	25JUL50
					R	23JAN56- 4OCT56
					BL/B	16AUG57-15DEC58
MUCH-MARCLE	C1	2JUN45	Ledbury	7/151	B	15NOV46-10MAR50
					BL	10JUL51-16AUG57
					R	14MAR56
					BL/B	15DEC58

Notes:

1. Probably intended as Bruntless/Bronllys.
See also 5/120 and 14/205.
2. There is another Cradley in Worcs.

WESTON•UNDER• PENYARD	C1	9SEP45	Gloucester	7/174	B BL/B R	26SEP46–14JAN54 <u>13JAN51–16AUG59</u> 2APR56
WHITCHURCH	C1	10NOV45	Ross	7/187	B	26NOV45–30JAN46
PENCRAIG	C1	10NOV45	Ross	7/187	BL R	<u>21OCT53</u> 4AUG56
HAREWOOD–END	C1	10NOV45	Ross	7/187	B BL	3JUN50 3NOV58
GOODRICH	C1	10NOV45	Ross	7/187	R	15NOV46–18OCT52
BIRCH	C1	10NOV45	Ross	7/187	BL	5NOV57–19NOV59
LINTON	C1	10JAN46	Ross	7/205	B BL/B	<u>31AUG46–30OCT48</u> 1FEB60
MADLEY	C1	10JAN46	Hereford	7/205	R B Grey	16SEP47–27MAR48 8FEB53–22JAN55. <u>24MAY58</u>
WEST-HIDE	C1	27JUN46	Hereford	7/247	B BL/GR BL	<u>27JAN48–27DEC48</u> 29JAN50 23JUL55
TARRINGTON	C1	30JUN46	Ledbury	7/249	B BL/B B/GR OR/R	<u>16DEC47–27MAR48</u> <u>14JUN49–18SEP50</u> 29AUG53 7DEC57–10DEC57
BERROW	C1	13JUL46	Ledbury	7/252	GR R BL/B BL	31MAY54 11DEC55–28DEC57 2AUG58 29NOV58
WIGMORE	C1	15JUL46	Leominster	7/255	B B R	17JAN59– 4OCT59. <u>20AUG48–27JUL54</u> 3DEC55
KINGSLAND	C1	15JUL46	Leominster	7/255	B R BL/B	3JUL48–27JUL56. 16JUN56–17MAR57 31DEC57– 8JAN59
CREDENHILL	C1	1MAY47	Hereford	9/33	B B/R	30MAR54–31JUL54. 22DEC56
SUTTON-ST-NICHOLAS	C1	6MAY47	Hereford	9/36		
HOLME-LACEY	C1	23MAY47	Hereford	9/39		
MARDEN	C1	1JUN47	Hereford	9/47	B	3SEP49–19APR55
SAPEYBRIDGE	C1	1JUN47	Worcester	9/47	B GR BL	<u>9MAY49–19APR54</u> <u>20JUL50</u> <u>30JUN52–11APR53</u>
WEOBLY	C1	13SEP47	Hereford	9/80	B	<u>19DEC47–26NOV50</u>
LETTON	C1	10OCT47	Hereford	9/84	B	25JAN48
BRIMFIELD	C1	19OCT47	Ludlow	9/92	B	58–14MAY59.
ST-WEONARDS	C1	16DEC47	Ross	9/107	R BL/B B	4MAR57–16MAR57 14FEB59 15FEB59
DILWYN	C1	24DEC47	Leominster	9/111	BL R	8FEB53 ?
EIGN-ST	C1	12FEB48	Hereford	9/125	B Purple	5MAR50–18JUL58 56
BRIDGE-ST	C1	12FEB48	Hereford	9/125	R	<u>25FEB56–28SEP56</u>
HIGH-TOWN	C1	12FEB48	Hereford	9/125	B B B/GR BR BL R	<u>24MAR51– 8JUL51</u> <u>27AUG48– 3OCT57.</u> 10MAR49– 8FEB50 23MAR50–12APR51 7AUG54– 9APR59 31MAY56– 7NOV56
SUGWAS–POOL	C1	12FEB48	Hereford	9/125		Note 3.
STAUNTON–ON–WYE	C1	12FEB48	Hereford	9/125		Note 3.

Note:

3. Issue in doubt as entry in Proof Book
is marked 'cancelled'.

ABBEY-DORE	C1	17FEB48	Hereford	9/126		
NEWBRIDGE-ON-WYE	C1	17FEB48	Rhayader	9/126		
EARDISLAND	C1	3MAR48	Leominster	9/129	B	<u>21MAR50</u> -14NOV54
SHOBDEN	C1	3MAR48	Leominster	9/129	BL	50- 4MAY52 Note 4.
PEMBRIGDE	C1	3MAR48	Leominster	9/129		
PEMBRIDGE	C1	19MAR48	Leominster	9/135	BL	31MAR51-14MAY51
	<u>C1M?</u>				R	<u>6JUN53</u>
DOCKLOW	C1	4MAY48	Leominster	9/146	BL/B	53-25JUN57
HOPE-MANSELL	C1	24AUG58	Gloucester	9/175		
COCK-GATE	C1	24AUG48	Leominster	9/176	GR/BR	50OCT54
					Grey	15DEC54.
SKENFRITH	C1	8AUG49	Hereford	10/30	B	1AUG50
					GR	30JUN51
WALTON	C1	14JAN50	Kington	10/61	BL	<u>13OCT50</u> - 50OCT53
					B	30OCT51-11JUL59
BORLESTREE	C1	15FEB50	Hereford	10/67		
BODENHAM	C1	15FEB50	Leominster	10/68	BL/GR	?
TITLEY	C1	17APR50	Kington	10/84	BL/B	26JUL50
					R	11OCT52
					R/BR	22JUN53-22APR54.
LETTON	C1M	26DEC50	Hereford	10/130	B	30SEP58
RICHARDS-CASTLE	C1	12FEB51	Ludlow	10/153		
CROW-HALL	C1	1MAR51	Ross	10/162		
CROW-HILL	C1				BL	10FEB52-14OCT54
					R	<u>14FEB53</u>
					<u>BL/B</u>	<u>29MAY58</u>
CANON-PYON	C1	1MAR51	Hereford	10/163	BL	12AUG51- 55
					B	16FEB52-21DEC57.
					R	<u>10JUL56</u>
WALFORD	C1	5AUG51	Ross	10/224	BL	AUG55
					BL/B	10AUG55
					R	30AUG56
PETERCHURCH	C1	29SEP51	Hereford	10/255	B	8AUG57
BISHOPS-FROME	C1	5OCT51	Bromyard	10/267	BL	8MAR52- <u>4SEP55</u>
					BL/GR	6JUN55
BARTESTREE	C1	6OCT51	Hereford	10/274	BL	13JUL55- <u>4SEP55</u>
					R	12MAR56- 9AUG56.
HOARWITHY	C1	6FEB52	Ross	11/19		
POOLL-HILL	C1	6FEB52	Ross	11/19		
NANTMEL	C1	28APR52	Kington	11/47	BL	25MAR53
MORETON-ON-LUG	C1	15JUN52	Hereford	11/64		
LLYSWEN	C1	SEP52	Brecon	11/96		
LONGTOWN-HERE	C1	SEP52	Abergavenny	11/101		
LLANWRTYD	C1	JAN53	Llandovery	11/135		
HOLMER	C1	FEB53	Hereford	11/150	BL	11JUL53-10MAY55.
					B	29MAR58- 1JUL59
BISHOPSTONE	C1	MAY53	Hereford	11/171		
PORTWAY	C1	MAY53	Hereford	11/171	B	<u>16AUG54</u>
					R	<u>10DEC55</u>
WELCH-NEWTON	<u>C1</u>	<u>MAY53</u>	<u>Monmouth</u>	<u>11/172</u>		
LLANGARRAN	C1	JUN53	Ross	11/191	R	4AUG56- 4MAY58.
HOW-CAPLE	C1	OCT53	Ross	11/241	GR	5DEC54
					R	19DEC55-20DEC56
					BL/B	<u>3DEC57</u> - 3NOV58
KINGS-CAPLE	C1	OCT53	Ross	11/241		
CAREY	C1	OCT53	Ross	11/241	BL	3DEC57
WILTON	C1	OCT53	Ross	11/241		
MUCH-DEWCHURCH	C1	OCT53	Ross	11/241		
LLANGROVE-COMMON	C1	OCT53	Ross	11/241		

Note:

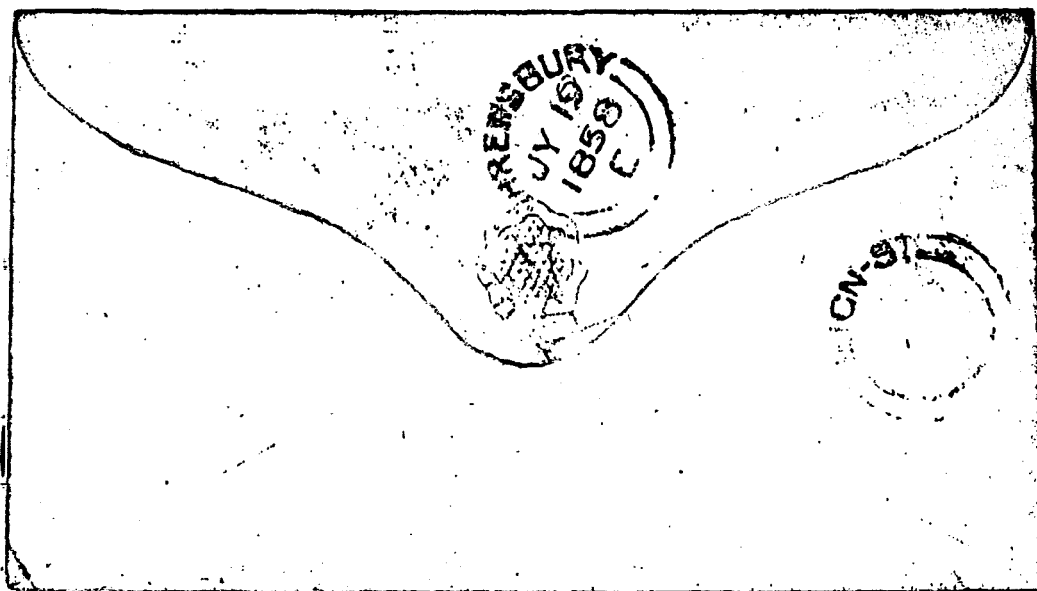
4. See also C1 Shobdon (12/271).

UPPER-SAPEY	C1	DEC53	Worcester	12/3	R BL/B B	19MAR56-29SEP57 1JUN58 18NOV58
TEDSTONE-WAFER	C1	DEC53	Worcester	12/6	R BL	11OCT56-11AUG57 58
CLIFFORD	C1	JAN54	Hereford	12/14	B BL/B	31OCT55-12AUG58 31MAY59.
NORTON-CANNON	C1	JAN54	Hereford	12/14		
WOONTON	C1	JAN54	Hereford	12/14	B	14MAR59-17MAR59.
WELLINGTON	C1	JAN54	Hereford	12/14		
ALLENSMORE	C1	JAN54	Hereford	12/14	BL/B B	17MAR58-23SEP58 31DEC58
PONTRILAS	C1	JAN54	Hereford	12/14	R B	7APR55-22JUN56 12MAY55-22MAR58
BLACKMARSTON	C1	JAN54	Hereford	12/14		Note 5.
KINGS-ACRE	C1	JAN54	Hereford	12/14	R BL/B	10JUL56-19MAY57 22MAR58-14JUL59
BREDWARDINE	C1	JAN54	Hereford	12/14		
WHITNEY	C1	JAN54	Hereford	12/14	B	12JUL58
LIONSHALL	C1	JAN54	Hereford	12/14	BL R B	4APR55-10AUG55 27FEB56- 3MAY56 23APR59-25MAY59
LITTLE-HEREFORD	C1	JAN54	Tenbury	12/15	GR	3MAY57
CLYRO	C1	JAN54	Hay	12/16	R B/GR	17FEB55-23JAN57 13MAY59-18AUG59
THE-TRUMPET	C1	cJUN54		12/82	B/GR GR/BR R BL/B BL	23JUN54-21APR55 9NOV54 15OCT56-16MAR58 21OCT58-28OCT59. 15OCT59 Note 6.
WOOLHOPE	C1	cJUN54		12/82	GR	16MAR58 Note 6.
STIFFORD-BRIDGE	C1	cJUL54		12/92	R OR/R	3JAN55 5MAY57 Note 7.
BISHOPSTONE	C1	12AUG54		12/97		Note 8.
SAPEY-BRIDGE	C1	12AUG54		12/99	B R BL	55- 3MAR59 2JUN56- 2OCT56 10MAR55-28DEC57
MUCH-COWARNE	C1	22AUG54		12/106		Note 9.
EIGN	C1	OCT54	Hereford	12/121		
BLACKMARSTONE	C1	27FEB55	Hereford	12/166		
GROSMONT	C1	30MAR55	Hereford	12/180	R GR/B BL/B BL B	4AUG56-20FEB57 14AUG57-15SEP57 27AUG57- 8AUG59 10SEP57 14AUG58
PEN-Y-BONT	C1M	5MAY55	Kington	12/192		
LLANBADWRNFYNYDD	C1	17MAY55	Kington	12/199		Note 10.
ERWOOD	C1	26JUL55	Hay	12/222		
GREENWAY	C1	5OCT55	Ledbury	12/251	R	1OCT57
SHOBDON	C1	24NOV55	Leominster	12/271	B	1JAN59
STAUNTON-ARROW	C1	31JAN56	Leominster	12/304	BL/B	21SEP57.
EYE	C1	31JAN56	Leominster	12/304		
THE-BROAD	C1	31JAN56	Leominster	12/304		
LOWER-EAGLETON	C1	31JAN56	Ledbury	12/304		
LITTLE-MARCLE	C1	31JAN56	Ledbury	12/304		
GARWAY-COMMON	C1	31JAN56	Ross	12/308	R	4MAR57
ORLETON	C1	27FEB56	Ludlow	12/317	B	2FEB58-14SEP58.

Notes:

5. See also C1 Blackmarstone (12/166).
6. Probably sent to Ledbury.
7. Probably sent to Malvern.
8. May not be a Herefs UDC.
9. Probably sent to Worcester.
10. See also C4 Llanbadarn-Fynydd (14/103).

WORMBRIDGE	C1	22MAR56	Hereford	12/329		
BEULAH	C1	3JUN56	Builth	13/15		
LLANGAMMARCH	C1	3JUN56	Brecon	13/15		
SHUCKNELL	C1	27JUN56	Ledbury	13/35		
LEA	C1	25MAR57	Ross	13/194		
DORMINGTON	C1*	14JUL57	Hereford	13/271		
EVENJOBB	C4	29AUG57	Kington	14/56		
CRADLEY	D4	10NOV57	Great Malvern	14/70	BL	11FEB59-24FEB59.
COLWALL-GREEN	D1	10NOV57	Great Malvern	14/70		
LLANBADARN-FYNYDD	C4	10NOV57	Kington	14/103		
STOKE LACEY	D1	25FEB58	Worcester	14/154		
BRONLLYS	D1	22APR58	Hereford	14/205		
MADLEY	D4	10MAY58	Hereford	14/222		
BREDWARDINE	D1	12MAY58	Hereford	14/225	BL B	26MAY58 7SEP58-12FEB59.
HAMPTON-BISHOP	D1	31MAY58	Hereford	14/244		
WITHINGTON	D1	31MAY58	Hereford	14/244	B	31AUG58
GOODRICH	D1	9JUN58	Ross	14/253		
LLANGORSE	D1	9JUN58	Hereford	14/254		
BURGHILL	D1	23OCT58	Hereford	16/64	B	4JUL59
EATON-BISHOP	D1	1NOV58	Hereford	16/80		
VOWCHURCH	D1				B	?
TARRINGTON	D1	7DEC58	Ledbury	16/103	B/Olive	20FEB60
HUNDRED-HOUSE	D1	8DEC58	Kington	16/105		
STOKE-PRIOR HEREF	D2	9MAR59	Leominster	16/173		
SKENFRITH	D1	19JUL59	Monmouth	18/79		
PENCOMBE	D1	28JUL59	Worcester	18/82		
EASTNOR	D4	8SEP59	Ledbury	18/103		



EIGN-ST (9/125) used on 18th July 1858.