

MIDLAND MAIL

THE JOURNAL OF THE MIDLAND (GB) POSTAL HISTORY SOCIETY

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Number 146, August 2006

NEW MEMBERS

We extend a cordial welcome to Mr D.A. Simmonds of Melton Mowbray whose main interests are Coaching and Coaching Routes along with the Royal Mail structures to support coaching routes.

CONGRATULATIONS

Congratulations to Richard Farman whose entry, representing our Society, won the postal history section of the Midland Federation's inter-society competition and at the same time was awarded a gold. Also, Alan Godfrey won the thematic section.

FORTHCOMING MEETINGS

Our first meeting of the season will be held in conjunction with the Somerset & Dorset PH Group on **23rd September** at **Kington St Michael**. The speaker in the morning will be Bryan Wood whose topic is "*British Postal History 1485 - 1900*"; the afternoon will be devoted to members' displays on "*The Eighteenth Century*". Full details of the day are enclosed with this issue.

On **14th October** we meet at the premises of **Warwick and Warwick**. The meeting which starts at 1.30 pm will consist of members' displays of "*Postal History Ephemera or Postal Artefacts*." There will be a committee meeting at 1.30 pm.

ADDITIONS TO THE LIBRARY

The following items have been added to the Society's library:

Carriers & Coachmasters by Gerhold (See MM 144/7);

England's Mail Two Millennia of Letter Writing by Philip Beale;

Skeleton Postmarks of England and Wales - third edition;

A video showing the launch of the mileage book as well as the launch of the local posts book.

If you would like to borrow any of them, or any other books in the library, please contact Eric Lewis on 0121 4291222.

SUBSCRIPTIONS

If there is a cross in the box below, your subscription is due. Our Treasurer would be grateful if you could send a cheque for £10 as soon as possible to Elizabeth Lewis, 27 Rathbone Road, Smethwick B67 5JG.



HAROLD WILSON

Those of us who were present at the meeting in October 2002 will surely remember Harold's display of "Railways and the Mail". Not only did we see much very rare material but it was superbly presented too. We did not realise it at the time but, sadly, that was the last display that Harold was to give to our Society, ill health preventing him from attending any other meetings.

If it was not before I joined this Society, it was certainly before I came to know Harold that at Stampex I came across an absolutely marvellous display of Derby postal history, and doubted that I could ever put together an exhibit of such quality. In addition to the two areas already mentioned Harold's interests were wide-ranging, including Air Mails, Australian States TPOs and GB Machine Cancellations as well as collections of the stamps of Great Britain and Morocco.

Harold was one of those people to whom we all owe a considerable debt in that he was prepared to share the results of his research with others. While he is probably most well-known for his definitive books on British TPOs, Harold also wrote "*Postal History of Matlock*" and "*History of the Post in Derby*". He was the editor of the "*Derbyshire Messenger*" for thirteen years, appearing to be the only contributor to some issues. Also he has been a major contributor to our publications as well as the Derbyshire editor of the County Catalogues.

Although we collected material from different counties, our interests did coincide regarding the local posts in the Cavendish Bridge/Shardlow area. It was typical of Harold that he was always ready to share his knowledge of that subject with me, and I shall miss his thoughtful and questioning approach.

Harold was truly a stalwart of this Society and we extend our condolences to his family.

DAVID SCOTT

It was John Bradnock who got David interested in GB postal history and introduced him to this Society. To me David will always be "*Mr Perfin*". His main interest over many years was the study of "perfin" adhesives, on and off cover which he displayed to many societies in the Midlands over the years. It was at the meeting in Northampton last September that David showed us a fascinating range of material some of which was very rare indeed.

David's main postal history interest was the postal history of London and he was building up a collection of the various district marks which sadly we shall now not see.

Although the above were his two main collecting areas, David, a quiet unassuming gentleman, could always be relied upon to bring a fascinating material from a number of areas to those meetings devoted to members' displays.

We extend our deepest sympathy to his wife and family.

THE JULY MEETING

Our 2005-6 programme ended with the "extra" meeting on 1st July at the stamp fair organised by the Streetly Society in conjunction with the meeting of the Midland Philatelic Federation. A later-than-usual starting time of 2.15 pm meant that we were just able to fit in a double helping of "Favourite Items" from the dozen members attending.

Derek Smeathers kicked off with a pot-pourri of Northants, including part of an oil painting showing a local post letter-carrier in central Northampton in the 1820s. Paul Bradshaw continued the Northampton theme with some superb strikes of the mileage marks of the town, together with an eighteenth century item written in longhand by Dr Doddridge who normally wrote in shorthand. Guy Bridges then presented a fine display of World War I POW camp material from Shrewsbury, and was followed by Richard Farman whose current favourite is "Free" mail. He showed a number of unusual items, ending with some research into H.M.S. Cabbala which turned out to be at Eccleshall. Alan Marshall produced some excellent Nottingham social history - delighting us with the handstruck 4 on a cover of 9th December 1839. Roy Summers had a whole frame of photographed post offices in Staffordshire, each one matched on the same page with a handstamp of the period on covers or postcards. Alan Godfrey concentrated on the town of Alcester with some fine 18th and 19th century letters, including a picture of the building at 9, Church Street which was the post office and the postmaster's home. He topped the lot by ending with a Commonwealth letter of 1651.

Eric Lewis chose as his favourite items a series of unusual ratings on letters, including late fees and over-weight items. Chris Jackson produced a true chairman's display of quality, including a handstruck 4 of Worcester, a cover with a Penny Black lettered C J, some excellent engraved letter-heads and, as he put it, "a couple of 2d blue covers"! Oh, and there were some pins-and needles too! Jan Young brought the first half to a close with her favourite, Lady's Hats! There were beautifully framed stamp enlargements, postcards and prints - but Jan told us "they are of no value at all". Whoever heard of ladies with hats of no value??

After a short tea break Guy Bridges showed some real; "temporary" handstamps, used in emergencies. Richard Farman followed with more "Frees", including a local M.P.'s letter disallowed and charged 2/6d! Derek Smeathers showed some "Printed Paper Rate" items, and Alan Marshall showed us Nottingham gaol missives as well as a first-year telegram of 1871. Chris Jackson filled the last frame with more goodies such as a royal messenger's warrant of 1567, and small, later-type undated circles - each one being the only recorded example. Chris then closed the proceedings with thanks to everyone for such an entertaining and enjoyable afternoon.

Editor's Note: I would like to thank Derek Smeathers for kindly providing this report.

MOVING THE MAIL: HORSES TO HORSEPOWER

This is the title of an exhibition arranged by the BPMA at Coventry Transport Museum from 5th August to 24th October. Admission to the exhibition, which is open daily 10 am to 5 pm, is free. Coventry Transport Museum is located at Millenium Place, Hales Street, Coventry. For more information please visit www.transport-museum.com or ring 02476234270.

Moving the Mail: Horses to Horsepower

Presented by the BPMA at Coventry Transport Museum

5 August - 24 October 2006

10.00am - 5.00pm daily, admission is free

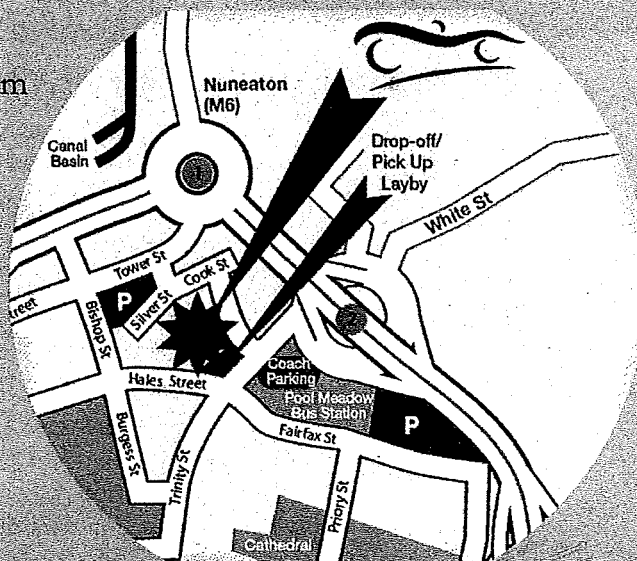


Coventry Transport Museum
Millennium Place, Hales Street
Coventry CV1 1PN
Tel. 024 7623 4270

The Museum is located in the heart of Coventry.

It is 15 minutes walk from the railway station and easily accessible by car, bus and bicycle.

For more travel information to Coventry Transport Museum please visit www.transport-museum.com



ARE THERE ANY SURVIVING MAILCOACHES?

by John Calladine

*To Palmer many thanks I owe
For his most rare invention:
My bones will ache from top to toe,
Whene'er his name they mention*

*May he (to wish it is no sin)
When he to Bath approaches
Be pummel'd just as I have been
By one of his mail coaches*

At the launch of the Society's latest book, in August 2005, the Society arranged to borrow what was believed to be the only surviving genuine 19th century mail coach from the Red House Stables Working Carriage Museum in Derbyshire. It is painted in the livery of the Holyhead Mail and numbered '107'. It is one of a small number of surviving horse-drawn coaches claiming to have been mail coaches. Perhaps the best known is the coach driven by John Parker, painted as 'Norwich Mail, No. 205' and, for many years, sponsored by 'Norwich Union' (although no longer). This coach was used, in 1996, for the commemoration of the 150th anniversary of the last mail coach to leave London, the Norwich Mail in 1846. An earlier run by John Parker, the 1984 re-creation of the first Bath Mail, used a coach owned by Royal Mail, also kept at John Parker's stables at Wingfield, Norfolk. (Both events were witnessed and reported in 'Midland Mail'.) A fourth well-known mail coach is that owned by the Science Museum and painted as the 'York Mail, No. 14'. Perhaps less well known, is a coach that survives in the Mossman Collection at Luton. This is also painted as a York Mail and carries the number '105'. Finally, there are two more surviving coaches with some claim to have been mail coaches. One is in the Glasgow Transport Museum and is believed to date from about 1840. The other was rumoured to be in the private coach house of Hotham Hall in East Yorkshire.

'Mail coaches', in their broadest definition came in four classes. What we usually think of as mail coaches are the first and second class mail coaches, the so-called "Patent" coaches. These were not owned by the Post Office, or by the contractors who operated the routes, but were built and maintained by a single contractor (until 1836) and hired to the Royal Mail. The difference between the classes was that first class coaches allowed four inside and two outside passengers while second class coaches allowed four 'outsides'. No second class coaches ran from London. Third class coaches were effectively stagecoaches owned by contractors that were permitted to carry mail. The only third class coaches running from London were the Exeter Foreign coach, for Falmouth, that ran either once or twice a week between 1793 and 1814, a Birmingham coach through St Albans and Towcester that probably ran for just two years from 1785 and another special coach, the Harwich Foreign, that also probably ran twice a week between 1792 and 1795 and between 1802 and 1834. Fourth class coaches were on routes set up by the surveyors, using contractors' vehicles, and had largely disappeared by 1812.

The Post Office gave the contract for patent mail coaches to John Besant, in partnership with John Vidler. Besant's early coach, described as a 'Patent Improved Wheel Carriage', had both the driver and the guard sitting at the front of the coach on what was known as a 'Salisbury Boot', an unsprung leather-covered, iron-framed fore-boot. Leather belts from the Salisbury Boot supported the front of the coach body, which carried no outside passengers, and a transverse leather strap supported the rear. It was a ride in one of these coaches that inspired the little rhyme above. Besant died in 1791 and the contract was handed over to Vidler. By 1797, his coaches, while retaining the Salisbury Boot, also had a rear boot for the mail, on which there was a single seat for the guard. Probably before 1807, the Salisbury Boot was abandoned and a box-shaped fore-boot attached to the body of the coach. It was at this time that hand-holds were provided on the roof of the coach and it became possible to carry outside passengers.

John Vidler died in 1810 and his son, John Vidler Junr, further developed the mail coach, providing a flat roof seat (albeit without a back support) and enlarging the rear boot, as necessary, to accommodate the mail carried on particular routes. Further progressive improvements were made in succeeding years but, by the 1820s, the design of the mail coaches was becoming more uniform. A coach cost £140 to build and they had an average life of seven years.

On the underside of a coach there is a bar joining the fore-axle section to the rigid rear axle. This is known as the 'perch'. Throughout all the changes in design up to the early 1830s, the feature of Vidler's coaches that remained unchanged was the straight perch. With the body of the coach held above the perch, it is apparent that the centre of gravity of the coach would have been relatively high. Turning the coach needed care. One of the stagecoach constructors, John Waude, lowered the centre of gravity of his coaches by using a curved perch and a type of steel spring known as a 'Telegraph spring', so called because it was first used on the Manchester Telegraph stage coach.. The success of his design came to the attention of the Post Office and, before renewing the patent mail coach contract in 1836, they decided to hold a competition. Rather like the later competition to design a postage stamp, no one competitor was successful but, rather, a specification was drawn up using the best ideas, together with scientific advice on weight ratios and wheel design. Importantly, when considering the date of surviving coaches, the front wheels were thereafter to be 42 inches in diameter, the rear wheels 54 inches diameter, the track 61 inches and the wheelbase 6 feet 6 inches. The overall weight was not to exceed 18 cwt, remarkably light for a coach of this size.

At this point, Vidlers' relinquished the contract, over a period of eighteen months in 1836 and 1837, and the mail coach contract was subsequently split. The Southern and Midland district contract was awarded to Wright, Horne and Williams and the Northern district to Croall and Wallace.

There are no surviving manufacturer's drawings of the Vidler mail coaches and we must depend on contemporary paintings. Mail coaches were the popular subjects of several Victorian artists and they soon became imbued with a romance of their own. Many pictures were painted late in the century, some by artists born long after the last London mail coach. However, there are a number of artists who can be regarded as reliable. Foremost of these is James Pollard (1792-1867) whose work is regarded as completely authentic by the carriage driving fraternity, who even accept the colour of the horses' harness, black or brown, as accurate. Other contemporary artists include Charles Cooper Henderson (1803-1877), William Shayler (1787-1879) and John F. Herring, Snr. Two of Pollard's dated paintings, 'The Royal Mail Coaches for the North leaving the Angel, Islington', 1827' and 'The Quick Silver Royal Mail Coach', 1835' are particularly revealing and the straight perch (see above) is crystal clear on both pictures. Herring's painting of 'The Edinburgh and London Royal Mail Coach, 1838' also appears to show a coach with a straight perch (probably a Vidler survivor) while Shaylers's of 'The London and Brighton Royal Mail Coach, 1839' has a coach with a curved perch. They emphasize how important the shape of the perch is in identifying a Vidler patent coach.

None of the surviving coaches has a straight perch. In itself, that probably eliminates the possibility of any surviving coach being a pre-1836 patent mail coach. What has become evident during this little investigation, however, is that the history of all the coaches could best be described as 'murky'. The London-Norwich Royal Mail Coach operated by John Parker has been authorised to carry mail since 1967. Its livery, although traditional, includes the crown of the current Queen on its door, not a monarch of the mail coach era. Some trouble has been taken to investigate the history of this coach, which can be traced back to 1870, but no further with any certainty. On the axle and hub, it bears the name of 'Cowlard and Selby'. Even the existence of this firm is difficult to verify and the two partners probably worked together for only a brief period, perhaps no more than three years. Furthermore it has been suggested that, in their premises, they were incapable of building a coach of this size and possibly bought it in. The Norwich-London mail coach weighs one and a quarter tons and is therefore much heavier than the Post Office post-1835 specification would have allowed. There is little doubt this was an important coach during the coaching revival of the 1880s but it was not an early mail coach.

Also housed at Mr Parker's Swingletree stable is Royal Mail's own coach, used for the 1984 Bath Mail 200th anniversary re-enactment. This is a particularly difficult coach to date. The body of the coach was re-built for the 1984 event and no more than 30% is original. It was beautifully restored in collaboration with the then Post Office Archives and its appearance is as close to that of a patent coach as possible. However, the coachbuilder's name does not appear on it and only the curved perch and Telegraph springs give any clue to its date. The wheel diameters (40 inches and 50 inches) do not match the post-1835 specification for a patent coach, which is not surprising, but neither does the wheelbase (73 inches rather than 78 inches) nor the track (68 inches rather than 61 inches). The wheelbase is, in fact, much shorter than usual. The curved perch on this coach is virtually identical to that on John Parker's own coach and one would hazard a guess that it is from a relatively late era. The British Postal Museum and Archive now describe it as an "1850s mail coach", although it is less than clear whether it has been accurately dated. The coach has a box below the guard's feet into which the mailbags could be dropped (rather than with a rear-opening box) but, in view of the heavy restoration, this early feature can be discounted.

Little is known with any certainty of the history of the coach in the Science museum. It was offered to the Museum by Messrs Holland & Holland, coachbuilders (see later) in 1912 and bought for the princely sum of £25. It was not built by Holland & Holland but acquired by them at some time after 1866 and it operated as a private coach until 1894. At some time after 1866, the coach was modified to carry more passengers and the firm supposedly returned it to its "original condition" between 1896, when it appeared at an exhibition, and 1912. It bears plates of 'Waude & Co. London 1820'. However, these plates were not put on until 1920, when the coach was repainted to appear at the International Horse Show and its boot altered "to its original condition, opening at the top". The name of John Waude was mentioned earlier as the first coachbuilder to introduce a curved perch and Telegraph spring. The perch appears similar to the coach in the Red House Stables Carriage Museum but the wheelbase is a little shorter. Apart from the curved perch and Telegraph springs, there is nothing to suggest either a manufacturer or a date of manufacture. The Museum sometimes gives its date as 1820 and sometimes as 1827 but it would not be surprising if it was of a later date. It may have been a third class mail coach, a stagecoach that carried mail. If so, its London-York livery is a nonsense as no third class coach ever operated on that complete route. During the 1840s, when the railways were being built from London outwards, there were brief periods when mail was carried by train (not in a horse drawn coach) for only a part of its journey. It was then taken from the most recently constructed station on the line, or from a temporary station, to its final destination. This may have been a period when third class coaches came into their own but there is no direct evidence and suggestions that a particular coach was used for this kind of work can only be speculative. The front wheel diameter of the Science Museum's coach is 37 inches - not the 42 inches specified after 1835 - and the rear wheel diameter is only 4 feet (not 4ft 6ins) but these are not the original wheels, the staggered spokes suggesting they were fitted late in the 19th century. The wheelbase is 6ft 6½ ins, close to the 1836 specification. The track, measured to the outside of the felloes, is variously (depending where it is measured) 62½ inches and 64 inches, a little wider than specification.

The Mossman Carriage Collection is described as the largest and most significant vehicle collection of its kind in the country. In fact, it is the largest carriage collection on public display in Europe. The coaches were assembled by George Mossman immediately after the Second World War, restored by him and a team of craftsmen to a road-worthy condition and eventually given to Luton Museum Service in 1991. Much of the information about the background to the individual vehicles unfortunately died with Mr Mossman. For many years, he was one of two carriage owners who had a virtual monopoly of film work in this country and he built replicas of horse-drawn carriages no longer available. However, George Mossman, whose interest in horse drawn vehicles had begun in the 1920s, was often able to buy genuine carriages or, more often, parts of carriages for a pittance and a body bought in one place might be matched with wheels from a different source. His collection is handsomely displayed in a purpose-built building at Stockwood Park, Luton, itself something of an undiscovered treasure.

The mail coach displayed there is of late construction and is described as being c1840. Its current livery is of a London-York Mail, no.105. The wheels are significantly smaller than the post-1836 Post Office specification (front 34 inches and rear 48 inches, compared with the specified 42" and 54") but these are very unlikely to be the original wheels and the difference unimportant. Perhaps more important, the wheelbase is the specified 6ft 6ins and the track is close to, or matching, specification. The wheels are correctly secured to the hubs by three bolts. The suspension of the coach is more sophisticated than most of the other surviving coaches and the perch is curved, as one would expect of a coach of the period. The box for the mail bags is not accessed by a trapdoor under the guard's feet but by a 'carriage lock' at the rear. Nothing appears to be known of the coachbuilder and therefore there is nothing to confirm or deny construction by one of the Post Office's selected contractors.

The coach at the Glasgow Transport Museum is said to be a Holland & Holland coach of c1840, although there is no positive proof of this. Holland & Holland were an important coach building and retailing firm (mentioned above in connection with the Science Museum's coach) but never gained the mail coach contract. In 1883, they spent no less than £17,000 at their 479-483 Oxford Street showrooms installing a lift capable of taking the heaviest coaches from the basement to the second floor. They probably ended construction of their own coaches in the early 1870s, for the company's Stock in Trade and Effects were sold at auction in March 1873. Enquiries at the Glasgow Transport Museum were not promising for their response began with the cautionary words "We are unable to tell you if the coach carried mail before it came into our collection". It was acquired in the 1970s but the source of their purchase remains confidential. It is a handsome vehicle, painted as "Glasgow and London Royal Mail" coach No.25. The Museum suggested there has been a degree of restoration they would not consider appropriate today. A photograph of the coach suggests it may have carried six outside passengers and there is no individual guard's seat at the rear.

The sixth of the seven surviving coaches being considered was thought to be at Hotham Hall in East Yorkshire. A 1976 source wrote that this coach was an original Devonport Mail, bought by a Colonel J.B. Stracey-Edwards of Hotham Hall during the coaching revival of the 1880s. It was on loan to the Museum of Transport at Hull for forty years or more. It was apparently reclaimed by the family in 1976 and moved to a coach house at Hotham Hall. The Devonport Mail from London ran between September 1827 and December 1840 but the route changed in August 1836. There was a Bath-Devonport Mail over a similar period. It is believed that patent mail coaches were exclusively used on both routes.

The great-granddaughter of J.B. Stracey-Edwards has been traced. She has confirmed that the coach was painted as the 'Quicksilver' Devonport Mail, the only 'named' mail coach'. She sold the coach at a Reading auction in 1982. She was able to provide a photograph of the coach at that time and also a copy of the sale announcement. (It appears very similar to the Science Museum's coach, but with the 'GR' Royal Cypher and the number '209'.) She said there were questions about its authenticity when it was sold. This is unsurprising as the photograph suggests it is of late construction and very unlikely to be a patent coach. It may be something of a hybrid. It was one of three 'mail' coaches paraded at an International Horse Show in 1920 (with the Science Museum coach and the coach now at Red House Stables) and may have been painted as the 'Quicksilver' specifically for that occasion. Mr Stracey-Edwards used to refer to it simply as "his old coach". It is known who bought the coach in 1982 but the buyer has shunned publicity and efforts to trace the coach's present whereabouts have been unsuccessful, in spite of help from the auctioneers. Inevitably, it has not been possible to make any measurements of its critical dimensions.

Last but by no means least is the mail coach displayed at the Red House Stables Working Carriage Museum and shown to our members at our book launch in August 2005. The front wheels are 2 inches larger than those of the Science Museum's coach and the rear wheels 3 inches larger. (A brief description of the coach and its known history appeared in 'Midland Mail' No. 135.) During the coaching revival of the 1880s, it was reported that "*Mr Chandos Pole bought at Gloucester what was probably the last of the old patent mails*". This is, with little doubt, the coach now at the Red House Stables and still owned by the Chandos-Pole family of Radbourne Hall, Derby. Hearsay suggested it had been built in 1827 and its Holyhead Mail livery, with a crest of George IV on the front boot, tallied with that date. However, a data sheet provided by the Society at the book launch, was intended to provide a cogent argument for the coach having built in 1837. It pointed out that the average life of a mail coach was only seven years - a mail coach built in 1827 would have been worn out long before the Holyhead Mail ceased - and that errors in the livery could have been made during re-decoration in the 20th century.

The explanation may have been convincing but it has proved to be totally untrue, holed below the waterline by the discovery, inside the coach, of a contemporary label saying simply "Williams Bristol 1826". In itself, that disposes of any hope that this might indeed have been a coach used on the Holyhead Mail. 1826 is during the 'Vidler era' and this is not a patent mail coach, whatever may have been thought when it was bought in 1860. However, the source quoted above, referring to the 1860 sale, continued; "*It had been newly done up and lettered for Gloucester and Carmarthen, the continuation of the old London and Gloucester Mail. . .*". In fact, the Gloucester and Carmarthen Mail, which ran between 1797 and 1852, was a second class patent coach and it is impossible to believe the Red House Stables coach ran on any part of that route. Perhaps more relevant, there was also a stagecoach service between London and Carmarthen, via Gloucester, known as the 'Paul Pry'. ('Paul Pry' was a popular name in the 1820s and '30s following the creation in 1825, by the leading comic actor of the era, of his masterpiece character, "Paul Pry", a man unable to mind his own business.) Between 1845 and 1850 (and after the London-Gloucester mail coach had been withdrawn in 1840), two mail services were provided each day between Gloucester and Carmarthen, mail being carried on the 'Paul Pry', serving as a third class mail coach. Could it be that, twenty years after its construction, the coach was used on the 'Paul Pry' service, carrying mail? We may be clutching at straws but, unlike some other options, it is not impossible.

A Post Office Notice of 14th July 1835 announced that tenders were to be sought for the supply and maintenance of mail coaches for a seven year period beginning on 5th January 1836. Mail coach operation was divided into three districts, viz Southern (3000 miles daily), Midland (4000 miles) and Northern (2500 miles). Tenders could be for one or more district. In the event, as we have seen, the Post Office split the mail coach contract between two coachbuilders, the Southern and Midland contracts being awarded to Wright, Horne and Williams. The Northern district contract was awarded to Croall and Wallace.

Information about early 19th century coachbuilders is very difficult to find. There were two coachbuilders in Bristol in 1827 called Williams. William Williams had premises in Bedminster and Walter Williams in Temple Gate. Walter described himself as "*coach builder and harness maker*" while William was a "*coach and gig maker*". For good measure, there was also a William Williams Jnr who was a "*wheelwright, gig, tax-cart and bent timber manufacturer, dealer in lancewood, spars, bent lancewood and ash shafts, gig heads, backrails etc*" and his premises were said to be on Lampblack Hill, Stoke's Croft. Which of the first two named built the Red House Stables coach is anyone's guess.

It would be useful to know if the 'Bristol Williams' then became part of the 'Wright, Horne and Williams' company that secured part of the patent mail coach contract. Since no mention of a company of that name can be found in contemporary Bristol directories, the chances are there is no connection.

An entry in the 1837 Post Office London Directory successfully locates the Southern & Midland district contractor and builder of the patent mail coaches. The company is listed as "Wright and Horne" - with no mention of Williams. They are described as "*Royal Mail & Stage Coach Build(ers). & Contract(or)s.*" with premises at 25 Great New Street, Gough Square, behind Fleet Street, and Gough Street, Grays Inn Lane, close to the present Mount Pleasant Sorting Office. In an 1840 directory, even 'Horne' has been shed and it is just Joseph Wright at the same premises. He is also at Munster Street, Regents Park (probably the present day Munster Square) and at Turnmill Street, Clerkenwell, not far from the Gough Lane premises. Joseph Wright has proved to be a significant figure with an important Midland connection. He was not only the contractor for the Royal Mails but the owner of most of the stagecoaches running between London and Birmingham. Moreover he was one of the first men to realise that the era of stagecoaches was drawing to a close and, in the early 1840s, he used his coachbuilding experience to begin the construction of railway carriages. Joseph Wright also appreciated that his premises in Gough Lane were inadequate and that he needed an unrestrained space in the provinces. Where better to go than Birmingham, the city he would have known well from his stagecoach connections? In 1845 he leased six acres of land in Saltley, then said to be a charming old world village on the outskirts of town, and established the Metropolitan railway works. He sold his London premises but, rather boldly, continued to use the Royal Crest on his early railway advertisements. Joseph died in 1859 and, in 1862, his son transformed the business into the Metropolitan Railway Carriage & Wagon Company Ltd. This company was, in turn, acquired by Vickers in 1919 and in 1929, after an amalgamation with Cammell Laird, became Metro-Cammell, the great railway construction company of the 20th century.

If the firm that won the Southern and Midland district contracts was not immediately found, because of its unexpected name, the firm with the Northern district contract was no less elusive. Whereas the Southern & Midland contractor was always likely to be in London, the Northern contractor could have been anywhere in the north of England or Scotland. However, examination of the relevant Post Office Notice showed that, for the purpose of the contracts, the Northern district only covered coaches operating in Scotland and in an area of England north of a line through Liverpool, Manchester, Leeds and York, not London coaches running to those cities. This narrowed the likely field and enquiries in Scotland provided the name of a company in Edinburgh in 1820 called Croall and Sons. Originally funeral undertakers, the company appeared in the Edinburgh and Leith Post Office Directories of the 1830s as J&W Croall & Sons, coachbuilders, of York Lane, Edinburgh. In the 1840 directory, the entry read "*John Croall, (Royal Mail Coach Manufactory) 10 Leith Walk, Edinburgh*". As in London, where the name "Williams" is absent, there is no mention here of "Wallace". It seems John Croall, like Joseph Wright, also operated stagecoaches, for his name appears in Glasgow directories between 1839 and 1841 as having coach offices at 78 Trongate and 1 Dunlop Street. Unlike Wright's, the Croalls developed into car body (rather than railway carriage) manufacturers and, in 1906, became Rolls Royce specialist retailers. The company was finally taken over as recently as 1961 when a newspaper enthusiastically but inaccurately claimed the company had been making mail coaches in 1829. The heading of one of the company's invoices from 1915 has been illustrated.

In *The Scotsman* newspaper of Wednesday May 10 1837, there is a comprehensive report of a new braking system for mail coaches, headed "Improvement in the Fitting of the Mail-Coaches". In place of the clumsy chock-like 'drag' placed under a rear wheel by the guard when a coach descended a steep hill (and removed again at the bottom of the hill), a Mr John Robinson, Secretary to the Royal Society, had suggested a radically new coach brake. This utilised a bar behind the rear wheels and slightly below the rear boot, fitted with curved blocks, that could be pressed against the wheels with varying degrees of force. Unlike the 'drag', which prevented a wheel turning, the new brake acted progressively and had the additional advantage that the coach did not have to stop, often in darkness, for the guard to dismount and fit or remove the 'drag'. Sir H. Parnell was said to have turned Robinson's principle into a practical design and "*the workmanship had been effected by Mr Croall with accustomed neatness and efficiency*". The new brake was successfully tested on 2nd May in Duke Street, Edinburgh, said to be among the steepest streets in Europe. The mechanism was commended for its simplicity and lightness (about half a hundredweight) and the skill of Mr Croall was highlighted.

What conclusions can we draw from the available evidence summarised above? It could be dangerous and foolish for an amateur to draw hard and fast conclusions. However, it seems very unlikely that *any* of the surviving coaches is a patent mail coach. The coach at the Red House Stables is undoubtedly the most original but, having been built by Williams of Bristol in 1826, can be ruled out as a patent coach. Several of the surviving coaches *may* have carried mail at some time, not least the Red House Stables coach. John Parker's 'Norwich Mail' is one of only two coaches currently licensed to carry mail but there is no serious claim that it carried mail during the 18th/19th century mail coach era. The

background to the remaining coaches is obscure. Even Colonel Stracey-Edwards, the owner of the coach previously at Hotham Hall, made no known claim to it having been a patent mail coach. The coaches at Glasgow and in the Mossman Collection at Luton are of quite late and sophisticated design. The Science Museum's coach was said, by those who sold it to the Museum in 1912, to have been restored to the condition in which it reached them but who can say whether that was strictly true after an interval of 30 or 40 years. It has been so greatly modified, it is difficult to draw any conclusion. The suggestion that it was built by John Waude probably arose because it used Telegraph springs. It would have been something of a coup if the coach displayed at Glasgow Transport Museum had been built by John Croall but it is said to have been constructed by Holland & Holland. (As we have seen, Holland & Holland also bought-in coaches built by other companies during the late 19th century coaching revival.) Finally, there is Royal Mail's own vehicle. It has been extensively and authentically re-built, with the benefit of expert advice, and John Parker believes its chassis to be relatively old. However, one's instinct is that it is of the 1840s and nothing about its construction suggests it is a patent coach. It, like several of the other surviving coaches, could have served for a short period as a stagecoach carrying mail, particularly during the period in the 1840s when the railway system was incomplete. It is also true that some provincial coaches continued to carry mail long after the last of the London mail coaches had been withdrawn.

What can be said with certainty is that the coaches on public display are well worth seeing. The purpose-built facility at Stockwood Park has been highlighted above and the mail coach is displayed complete with its team of four horses and a guard. This must be the very best display to visit. The coach at the Science Museum may currently (2006) be found on the ground floor, on the right hand side, but, in the past, spent some time in the reserve collection at Wroughton. Many Society members have had the opportunity of seeing the Red House Stables coach at our latest book launch but its home in Derbyshire is enlivened by the presence of real horses for, above all else, it is a working museum. The coaches at Swingletree may only be seen by appointment (unless they are out on the road) and the Glasgow Transport Museum will probably be exclusively convenient to our Scottish members. (The museum is due to move into a magnificent new building on the Clyde next year.) We can be grateful that such coaches have been preserved and, in many cases, most beautifully and accurately restored. Who would wish to nit-pick and question their total authenticity?

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<http://metcam.co.uk/nstempintl.com/history.htm>.
10. 'John Parker - London-Norwich Royal Mail Coach'. <http://www.swingletree.co.uk/coach.htm>.
11. 'Midland Mail', 135/13.

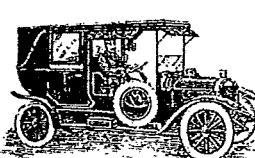
2536

Stewart Clark & Co. Dundee & Co. Ltd

To JOHN CROALL & SONS Limited

JOB & POST MASTERS

MOTOR & TAXI-CAB HIRERS.



ROYAL HORSE BAZAAR

REGISTERED OFFICE

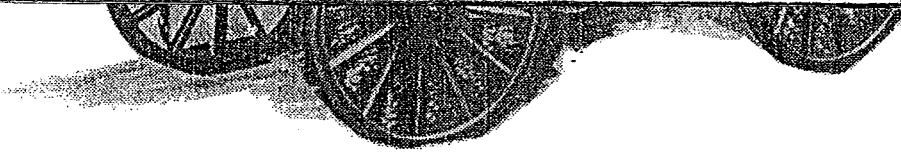
CASTLE TERRACE

EDINBURGH.

TELEPHONE NUMBERS 18 & 4082
TELEGRAMS: BAZAAR, EDINBURGH.

1915

An invoice of 1915 from John Croall & Sons, builders of mailcoaches from 1837.



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and the only Royal Mail to carry a name: previously in the Museum of Transport, Hull

is to be offered for sale by

Thimbleby & Shorland

(by auction on 25th June or 22nd September or by private treaty)

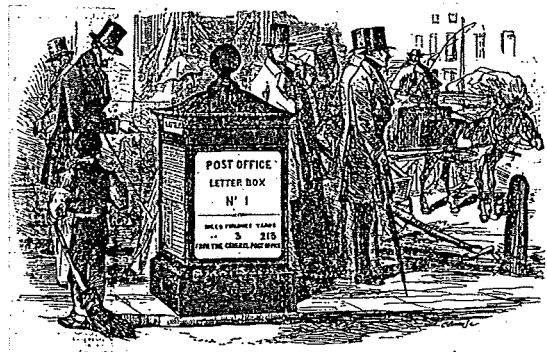
A part of the preliminary sale notice for the 'Hotham Hall mailcoach' in 1982.

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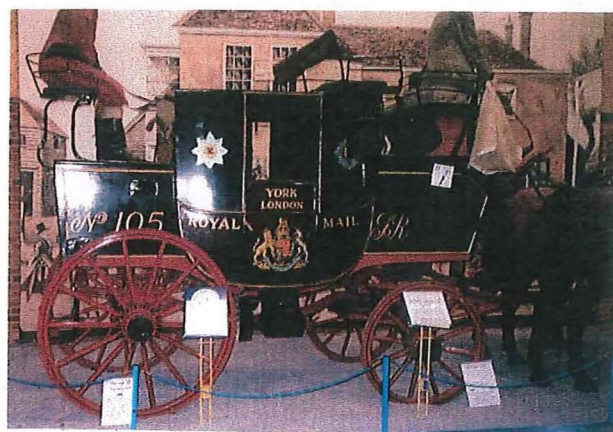
PO BOX 1, OXTED, SURREY RH8 0FD
Tel:Fax 01883 722646 Est 1992 Member PTS PHS APS

Valuations for Probate - contact Ray Haffner

THE MAILCOACHES



The coach currently on display at the Science Museum, London



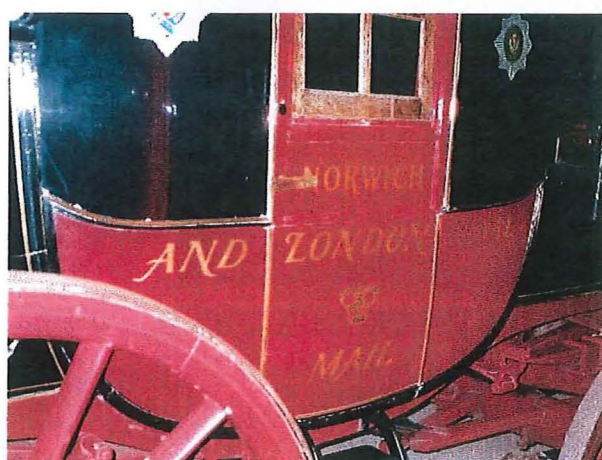
The Mossman Collection's mailcoach at Stockwood Park, Luton.



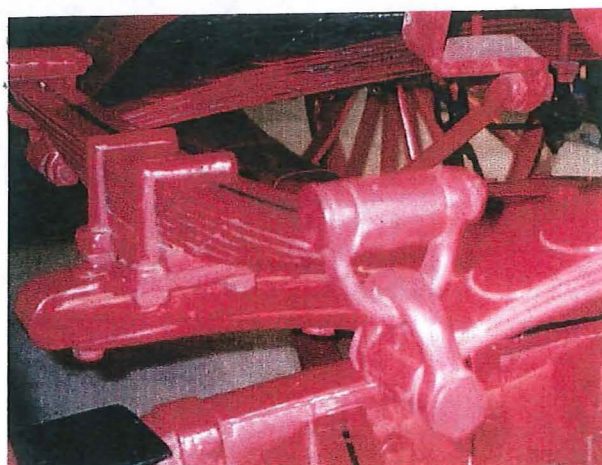
The Red House Stables' coach at the Society's Book launch in August 2005.



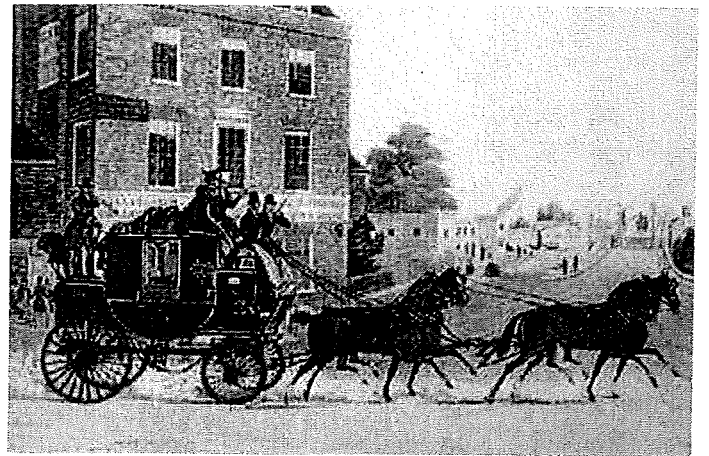
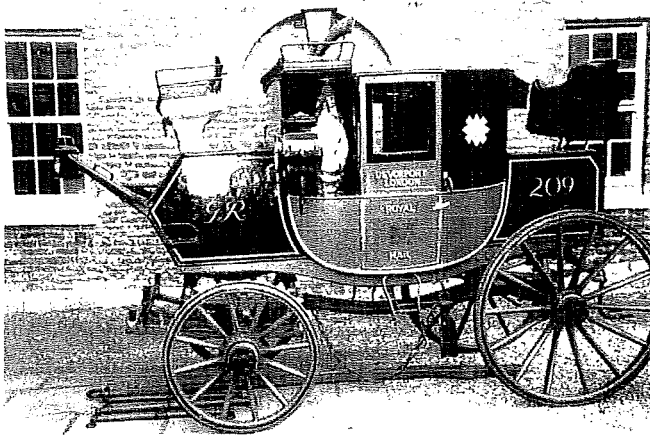
The coach at the Glasgow Transport Museum
(Reproduced by kind permission of Glasgow City Council (Museums).)



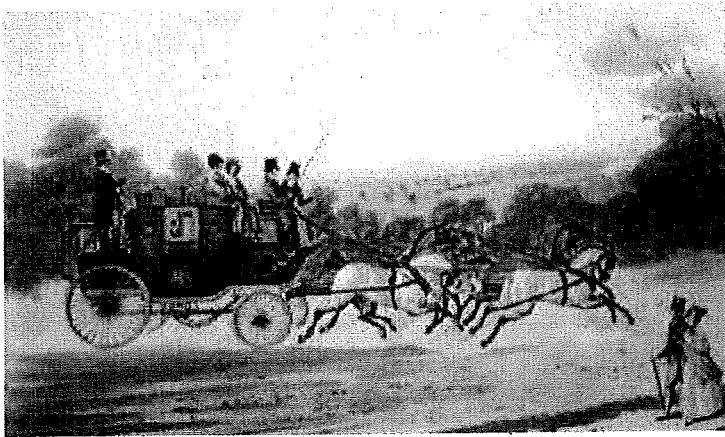
The door of John Parker's Norwich mailcoach at Swingletree Stables, Norfolk, showing its QE2 Royal Cypher.



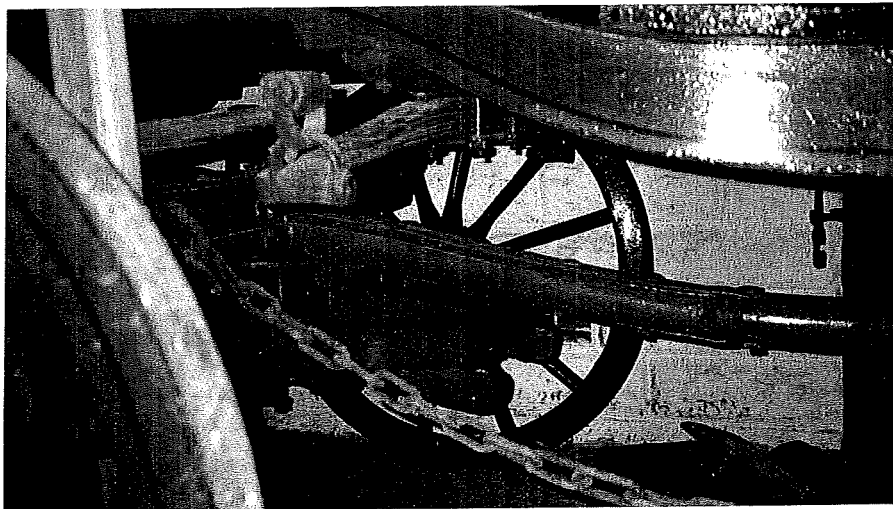
A detail of the springing of Royal Mail's coach that re-enacted the 1784 Bath Mail run.



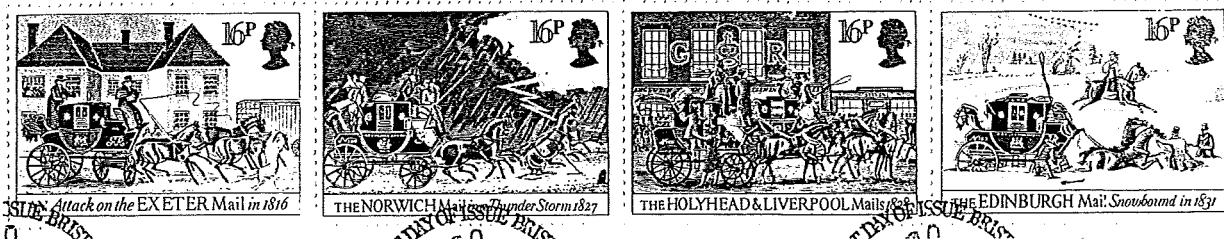
The 'Quicksilver' mailcoach, previously at Hotham Hall, and Pollard's painting of the same coach.



Details from James Pollard's paintings of the 'New London Royal Mail' and the London-Hastings mailcoach



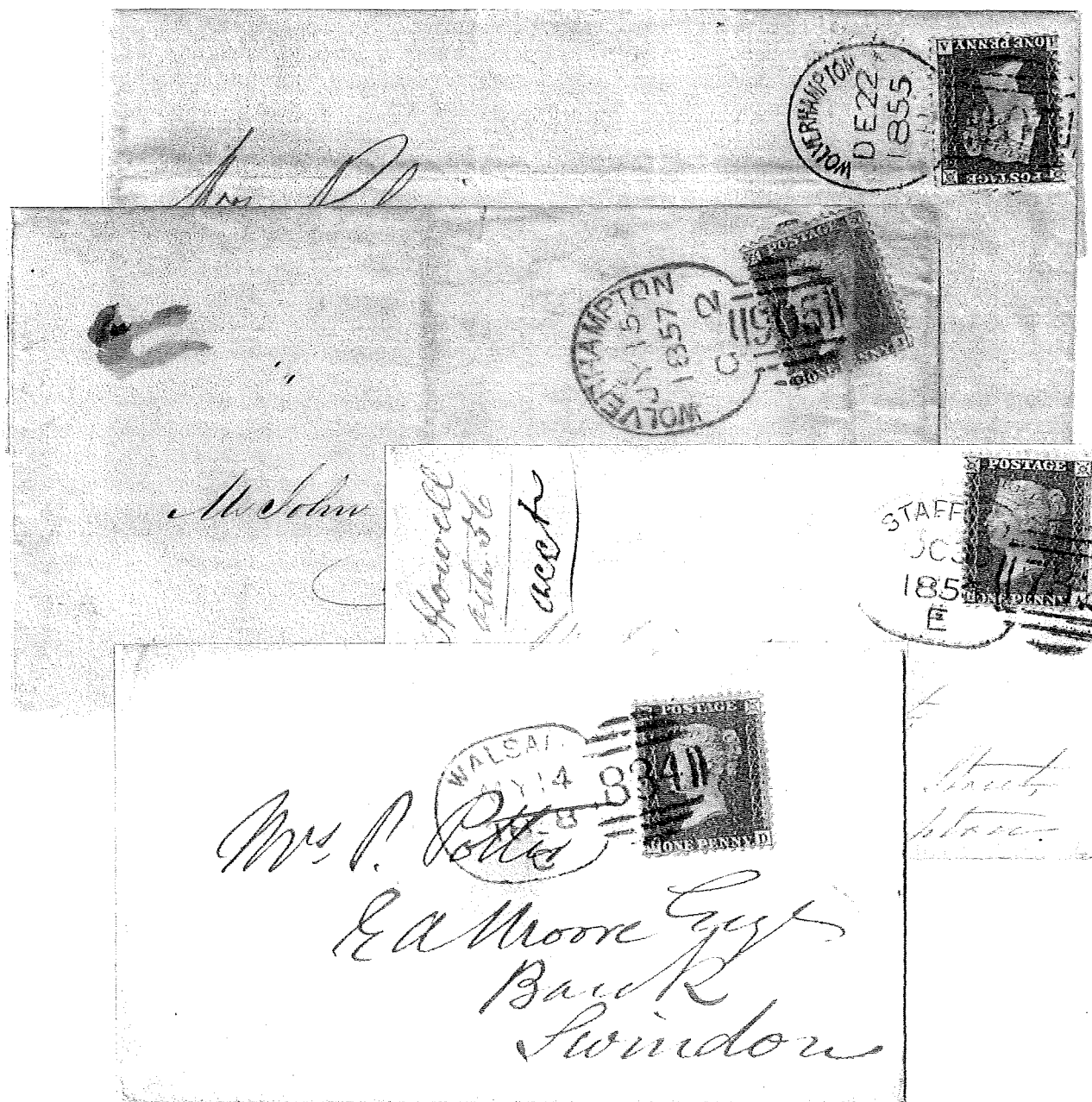
The curved perch of the Red House Stables' mailcoach, similar to other surviving coaches.



Royal Mail's 1984 stamp issue showing coaches of 1816, 1827, 1828 and 1831. Note the straight perch of each coach.

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TWICE TURNED

by John Calladine

'Turned letters' are usually interesting. If the term is unfamiliar, it refers to an entire of the pre-envelope era that has been sent through the post more than once, usually by turning the paper over, writing on it again, re-folding it and putting it into the post for a second time. If you are lucky, it collects desirable postal markings and charge marks on each side.

Today's entire is doubly interesting because it was turned, not once but twice. The subject is the speculative purchase of shares in various railway companies and it is apparent there was a need to take action quickly. Among the shares mentioned are those of "the Gloster & Birmingham Rails", "the Merthyr Road", the "Bristol and Exeter" and the "Dudley & W.Hampton" railways. There is also talk of "Swindons" and "Cheltenham". However, much of the urgency appears to have concerned a previous purchase of "Great Northern" shares. Because of a failure to comply with standing orders, the bill for the line could not be dealt with during the current session of parliament. This gave the competing line of the "North Eastern" an advantage and the advice was to dispose of the former company's shares immediately at "anything above par" and to buy the latter which, the writer advised, "must go up now".

The sender was a Mr George Brown of Change Alley, London. The addressee was Humphrey Brown of Messrs H.Brown & Co. at Gloucester. The letter was dated 26th March 1836 and it received a London datestamp coded 'EX' on the same day, a stamp that was used to denote outgoing stamping at an 'extra table' in the Inland Office. Although marked "Single only" by the sender, the annotation has been deleted and a charge of 1/6d made for a double letter.

Humphrey Brown turned the letter and forwarded it Mr Henry Bliss at Nailsworth, Gloucestershire. Mr Brown mentions having received it that morning (27th March) and he asks Mr Bliss to "send it back certain by return of post". The letter was datestamped at Gloucester on 27th, charged 4d but delivered to Nailsworth from Chalford through the Chalford Penny Post, thus costing the recipient a total of 5d. The Chalford Penny Post had recently been established, replacing the Minchinhampton Penny Post because the London mail now passed through Chalford, instead of Minchinhampton, and the two offices had exchanged roles. The letter was struck with the unframed type 4 Chalford Penny Post handstamp, it being usual in Gloucestershire to strike penny post stamps on both outgoing and incoming letters. The only previous recorded strike of this type 4 stamp was on 5th March.

Mr Bliss added a few words but a section of his text is now missing. However, he does conclude with the words "What do you think of the 'Portsmouth Junction'?" Mr Bliss turned the letter for a second time and re-wrote H.Brown & Co.'s address on the side previously used when the letter was sent from London. Again it was charged 5d but, this time, the full charge was written on the front. The route was the same, via the Chalford Penny Post from Nailsworth to Chalford and then onward to Gloucester in the General Post. Although incomplete, the penny post stamp can be recognised as a framed type 2 Chalford Penny Post mark. Gloucester did not datestamp incoming letters so no Gloucester stamp is evident.

The Chalford Penny Post handstamps require some explaining. Why was the office using two different stamps and why, in particular, was it using a type 2 stamp, not issued after 1827, in a penny post not established until 1836? Furthermore, the type 2 stamp continued in use after 1836, some ten examples having been recorded between 1837 and 1839. An attempt at an explanation was provided in the Society's 'local posts' book and, while part of the explanation may remain valid, new evidence has proved other parts to be quite wrong.

It had been assumed that, despite its earlier origin, the framed type 2 stamp was brought into use at Chalford to replace the type 4 stamp. If that had been so, this turned letter would have been the perfect "proof" that the changeover took place on 27th March. Nothing is as simple. An example of the type 2 stamp is now known from 5th March 1836, coincidentally the same date as that of the only previous recorded strike of the type 4 unframed mark. What is clear is that the three recorded examples of the framed mark in 1836 are on *outgoing* letters and the 10 later examples are similarly struck on outgoing letters. The only two recorded examples of the unframed mark are on *incoming* letters. There is, as yet, no record of incoming letters after 1836 and therefore no evidence that the unframed mark continued to be used on incoming correspondence.

For those who have not devoted their waking hours to reading the Gloucestershire section of the 'local posts' book, the likely explanation for Chalford having a penny post stamp in 1836, of a type not issued after 1827, was that the Postmaster General had approved a proposal for Chalford to be given post town status in 1827. This was consequent to the re-establishment of a direct mailcoach between London and Stroud in August of that year, routed through Chalford

Figure 1

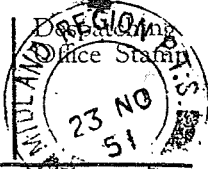
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[illegible]

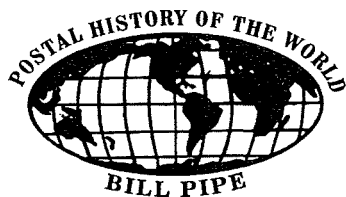
Downloaded from <http://ajphaphysocpharm.sagepub.com/>

P.T.S.

Our member, Ian Baker, who collects Birmingham postal history and postmarks has sent a copy of what appears to be a form that was used by the GPO for the recording the transmission of registered mail. Does anyone know what the letters "P.T.S." in the handstamp stand for?

HIGH VALUE PACKETS			
For..... <i>Bristol</i>			
Despatched at..... <i>4 pm</i> M			
	OFFICE of POSTING	Registration No.	Details of Receiving or Transfer Officer
1	<i>Birmingham</i>	<i>3413</i>	
2			
3			
4			
5			
6			
TOTAL (in words)	<i>one</i>		
Registered Enclosure Officer..... <i>R.Y.</i>			
Despatching Officer.....		Receiving Officer.....	

P 1098G

**THE MAGPIE**

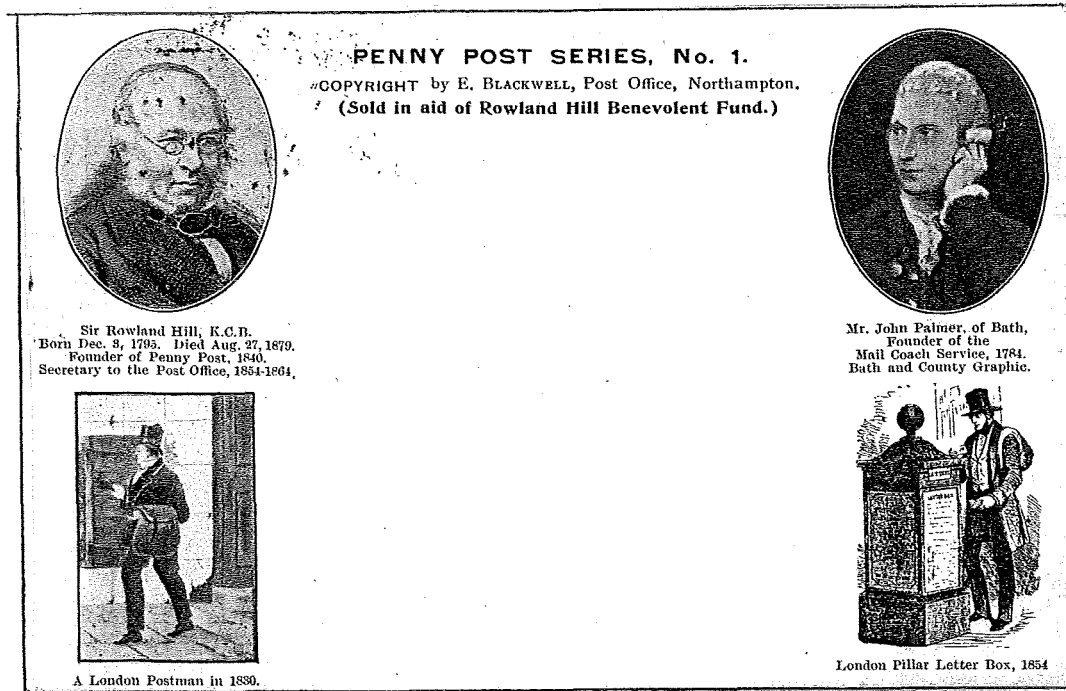
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EARLY TECHNOLOGY

I am indebted to Derek Smeathers for sending a copy of a postcard, from a series illustrating postal history, that appears to indicate technology having a much earlier start than modernists would have us believe. At upper right, John Palmer is clearly deep in conversation on his mobile, while at lower left a postman reads a text message received as he delivers the mail in London.



THE NEXT MIDLAND MAIL

I intend that this will be published on about the 28th October which gives members several weeks to look out some interesting items in their collections and write a few lines about them. All articles should be sent to:

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

AMENDMENTS TO THE USAGE PAGES OF THE SOCIETY'S UDC BOOK

This time, the list is for Oxfordshire and it will be seen that the County Editor has listed over seventy new dates and colours etc.

OXFORDSHIRE

WITNEY	C2*	26MAR28	Witney	1/203	B	<u>2JUN29-19NOV33</u>
CHIPPING·NORTON	C2*	26MAY28	Chipping Norton	1/25	B	<u>12JUN28-30APR39</u>
HENLEY-ON-THAMES	C2*	2MAR29	Henley-on-T	1/75	B	<u>12MAY29-13AUG39</u>
TETSWORTH	C2*	7SEP29	Tetsworth	1/75	B	<u>22JAN30-23DEC31</u>
ENSTONE	C2*	20MAR30	Enstone	1/41	B	<u>29JAN31-21MAR38.</u>
WHEATLEY	C2	31MAY30	Wheatley	1/207		
WOODSTOCK	C2	17AUG30	Woodstock	1/208	B	<u>19JUL33-18OCT39</u>
STOKENCHURCH	C2	30AUG30	Stokenchurch	1/210		
NETTLEBED	C2*	28OCT31	Nettlebed	1/126	B	<u>7AUG34-10JUN36</u>
TETSWORTH	C3A	5OCT32	Tetsworth	2/139	B	<u>24OCT32-14FEB38</u>
WHEATLEY	C3A	5OCT32	Wheatley	2/155	B	<u>28AUG33-11AUG39.</u>
BENSON	C2M	22JUL37	Benson	1/20	B	<u>18NOV46</u>
					BL	<u>29JUN53</u>
					GR	<u>1MAY57- 2JAN58</u>
WHITCHURCH-OXON	C2	16OCT41	Reading	5/37	OR	<u>7FEB42</u>
					B	<u>25MAR49</u>
					BL	<u>29JAN52- 7APR59</u>
ADDERBURY	C2	20JUN42	Woodstock	5/102	B	<u>29FEB44-26FEB46</u>
HOLT	C2	20JUN42	Woodstock	5/102	R	<u>1SEP42</u>
CHARLBURY	C2	20JUN42	Enstone	5/103	OR	<u>29APR43- 4AUG47.</u>
					BL	<u>16AUG50</u>
OAKLEY	C2	13SEP42	Tetsworth	5/117	GR	<u>21MAY58</u>
WATLINGTON	C2	13SEP42	Tetsworth	5/117	R	<u>16APR43- 5NOV46</u>
BRILL	C2	13SEP42	Thame	5/117	R	<u>8NOV44-19MAY51</u>
LONG-CRENDON	C2	20SEP42	Thame	5/118	BL/B	<u>5JUL44</u>
					Purp	<u>24SEP48</u>
CHECKENDON	C2	13MAY43	Henley-on-T	5/159	B	<u>2JUL44-31JUL49</u>
ROTHERFIELD-PEPPARD	C2	13MAY43	Henley-on-T	5/159	B	<u>21JUL43- 5FEB44</u>
TURVILLE	C2	13MAY43	Henley-on-T	5/159		
WARGRAVE	C2	13MAY43	Henley-on-T	5/159	B	<u>5MAY45</u>
					GR	<u>16MAR58</u>
HAMBLEDON	C2	23MAY43	Henley-on-T	5/161		
LONG-COMPTON	C2	5JUL43	Chipping Norton	5/168	B	<u>8NOV44-20JUL46.</u>
					BL	<u>22NOV56</u>
BECKLEY	C2	9NOV43	Oxford	5/194	BL/B	<u>16NOV58</u>
HEADINGTON	C2	9NOV43	Oxford	5/194	B	<u>21SEP53-23MAY59</u>
STCLEMENTS	C2	9NOV43	Oxford	5/194	B	<u>16NOV51</u>
HOOK-NORTON	C2	29NOV43	Chipping Norton	7/2	BL	<u>1SEP49-18JAN55</u>
					GR	<u>27MAY52-26OCT52</u>
CULWORTH	C2	3JAN44	Banbury	7/12	R	<u>19JAN56-11MAR58</u>
					BL	<u>9FEB59-13DEC59</u>
MIDDLETON-CHENEY	C2	3JAN44	Banbury	7/12	OR	<u>17MAY46- 5JUL46</u>
					BL	<u>21OCT52</u>
					GR	<u>31MAR54</u>
SHENNINGTON	C2	3JAN44	Banbury	7/12		Note 1.
WROXTON	C2	3JAN44	Banbury	7/12		
SIBFORD	C2	19JAN44	Banbury	7/20		
ENSHAM	C2	29JAN44	Oxford	7/22	B	<u>7JUN44- 7JUL46</u>
GOSFORD	C2	29JAN44	Oxford	7/22	B	<u>7AUG44-19AUG48</u>
IFFLEY	C2	29JAN44	Oxford	7/22	B	<u>27MAR48- 3JUN55</u>
NUNEHAM	C2	29JAN44	Oxford	7/22	B	<u>6JUL45-18APR53.</u>
SOUTH-NEWINGTON	C2	2FEB44	Banbury	7/23	BL	<u>21MAR53</u>
CHINNOR	C2	26FEB44	Tetsworth	7/33	OR	<u>14MAR51</u>
					BL	<u>9FEB58</u>
KINGSTONE-BLOUNT	C2	26FEB44	Tetsworth	7/33	OR	<u>22JUN45-20MAR47</u>
GREAT-HAZELEY	C2	26FEB44	Wheatley	7/33	B	<u>30DEC45- 9SEP49.</u>
WATERSTOCK	C2	26FEB44	Wheatley	7/33	B	<u>15AUG47</u>
SHENINGTON	C2	29FEB44	Banbury	7/34		

Note:

1. Spelling error - Shenington (see 7/34 below).

STADHAMPTON	C1	8APR44	Wallingford	7/46		
WARBOROUGH	C1	8APR44	Wallingford	7/46		
ALVESCOT	C1	11MAY44	Lechlade	7/53	B	15FEB?? ??A??55
DEDDINGTON	C1	8JUN44	Woodstock	7/69	B	<u>2MAY45</u> - 1JAN47
STANDLAKE	C1	30OCT44	Witney	7/103	BL	15JUL51
ISLIP	C1	6NOV44	Oxford	7/105	B	<u>31AUG48</u> - 4JUN49
CAVERSHAM	C1	19NOV44	Reading	7/109	<u>B</u>	<u>8AUG48</u>
					<u>BL</u>	<u>16JAN53</u> - <u>6FEB54</u>
GREAT-TEW	C1	5APR45	Enstone	7/136	B	<u>18JUN47</u>
					BL	10DEC54
SOMMERSTOWN	C1	7APR45	Oxford	7/136	B	<u>23OCT46</u> - 1MAY49.
					<u>R</u>	<u>26NOV56</u>
WYTHAM	C1	7APR45	Oxford	7/136		
EWELME	C1	29MAY45	Wallingford	7/150	<u>R</u>	<u>12MAR46</u> - <u>3JAN48</u>
					<u>BL</u>	<u>6JUN50</u> - <u>28JUL51</u>
MIDDLETON-STONEY	C1	14FEB46	Oxford	7/211	R	<u>13FEB47</u> - <u>7JAN57</u>
					BR	24FEB57
					<u>B</u>	<u>17DEC57</u>
CHALGROVE	C1	5MAR46	Tetsworth	7/217	<u>R</u>	<u>28JUL51</u>
CUXHAM	C1	5MAR46	Tetsworth	7/217	R	16MAY47
					BL	5OCT55
WATLINGTON	C1	13MAR46	Tetsworth	7/221	R	<u>27DEC49</u> - <u>22JAN50</u>
SANDFORD	C1	13MAR46	Woodstock	7/221	<u>B</u>	<u>18AUG48</u>
CUMNOR	C1	20MAR46	Abingdon	7/223		
HADDENHAM	C1	7APR46	Aylesbury	7/226	<u>GR</u>	<u>22MAY58</u>
BAMPTON-OXON	C1	27JUN46	Witney	7/247	<u>B</u>	<u>13AUG46</u> - <u>23JUL48</u> .
					BL	23JUL49
CHIPPING-WARDEN	C1	30JUN46	Banbury	7/249		
TACKLEY	C1	30JUN46	Oxford	7/249		
DORCHESTER	C1	4JUL46	Wallingford	7/251	OR	17SEP46-24NOV46.
CUDDSDEN	C1	25AUG46	Wheatley	7/262	<u>BL/B</u>	<u>28OCT57</u> - <u>7FEB60</u>
MAPLE-DURHAM	C1	18NOV46	Reading	7/279	BL	21JUN54
HEYFORD-WARREN	C1	27NOV46	Woodstock	7/281		
NORTH-ASTON	C1	27NOV46	Woodstock	7/281	<u>BL/B</u>	<u>7NOV50</u> - <u>11SEP51</u>
NORTH-STOKE	C1	9FEB47	Wallingford	9/8		
SOUTH-STOKE	C1	9FEB47	Wallingford	9/8		
LITTLEMORE	C1	24FEB47	Oxford	9/16	B	<u>29AUG49</u> - 7JAN59.
HETHE	C1	29MAR47	Bicester	9/24	B	<u>24MAY55</u>
					R	<u>5DEC55</u> - <u>21FEB56</u>
SHIPTON-UNDER- WICHWOOD	C1	9JUL47	Chipping Norton	9/61	<u>B</u>	<u>29DEC47</u>
STONESFIELD	C1	22JUL47	Woodstock	9/63		
CHURCHILL	C1	26JUL47	Chipping Norton	9/67		
GORING	C1	13AUG47	Reading	9/70	<u>BL</u>	<u>?JAN55</u>
ASCOT-WYCHWOOD	C1	8JAN48	Enstone	9/113		
LEAFIELD	C1	8JAN48	Witney	9/113		
BODICOTT	C1	29MAR48	Banbury	9/138	BL	1AUG51
CLAYDON	C1	29MAR48	Banbury	9/139	Y	5MAR49
CROPEY	C1	29MAR48	Banbury	9/139		Note 2.
CROPREDY	C1	24APR48	Banbury	9/142	BL	<u>12OCT49</u> - <u>24MAR54</u>
AVON-DASSETT	C1	24MAY48	Bristol	9/150	B	<u>27MAR49</u>
					BL	<u>17MAR57</u> Note 3.
IBSTON	C1	3JUN48	High Wycombe	9/155		
LANE-END	C1	3JUN48	High Wycombe	9/155		
CLIFTON-HAMPDEN	C1	9JUN48	Abingdon	9/160	B	23SEP49

Notes:

2. Spelling error - Cropredy (see 9/142 below).
3. Sent to Bristol in error - should be Banbury.

BLOXHAM	C1	29JUN48	Banbury	9/163	BL	20NOV49- <u>7JUN58</u>
ODDINGTON	C1	29JUN48	Chipping Norton	9/164		
WARDINGTON	C1	15JUL48	Banbury	9/168	<u>B</u>	<u>6MAY59</u>
CHARLTON	C1	1FEB49	Woodstock	9/210	<u>R</u>	<u>4FEB56</u>
BRIZE-NORTON	C1	14FEB49	Witney	9/219	BL	11JAN51-22SEP54
CHARTERVILLE	C1	14FEB49	Witney	9/219		
SHILTON	C1	14FEB49	Witney	9/219		
STANTON-HARCOURT	C1	5JUL49	Witney	10/20		
WOODCOTE	C1	23AUG49	Henley-on-T	10/34		
ENSHAM	C1	3SEP49	Oxford	10/35		
PARK-CORNER	C1	13DEC49	Henley-on-T	10/58		
SOULDERN	C1	15FEB50	Brackley	10/67		
LITTLE-RISSINGTON	C1	21FEB50	Burford	10/70		
FIFIELD	C1	17APR50	Chipping Norton	10/84		
MIXBURY	C1	10JUL50	Buckingham	10/97		
RADWAY	C1	6AUG50	Banbury	10/100		
HORSEPATH	C1	20CT50	Wheatley	10/111	<u>GR</u>	<u>10DEC58</u>
RAMSDEN	C1	26DEC50	Witney	10/129		
KINGHAM	C1	12FEB51	Chipping Norton	10/153		
SHIPLAKE-ROW	C1	25FEB51	Reading	10/159	BL/B	20NOV51
LOWER-HEYFORD	C1	1MAR51	Woodstock	10/162	<u>BL/B</u>	<u>16JAN54</u>
STEEPLE-ASTON	C1	1MAR51	Woodstock	10/162	<u>BL/B</u> <u>R</u>	<u>16JAN54- 5SEP54.</u> <u>12MAR57</u>
KIDLINGTON	C1	12APR51	Oxford	10/188		
MARSH-GIBBON	C1	24APR51	Bicester	10/190		
ADDERBURY	C1	18MAY51	Woodstock	10/198	B OR	7JAN54- <u>17DEC59</u> 4FEB56
WESTON-ON-THE-GREEN	C1	4JUL51	Oxford	10/213		
LOWER-MILTON	C1	29SEP51	Chipping Norton	10/247	B	24SEP55-30SEP55 Note 4.
LONG-CRENDON	C1	6OCT51	Thame	10/269		
LEW	C1	6MAR52	Witney	11/25		
GORING-HEATH	C1	18MAY52	Reading	11/54		
YARNDON	C1	SEP52	Oxford	11/96		Note 5.
ICKFORD	C1	NOV52	Tetsworth	11/118	B BL/B	10AUG55 21JAN57
WARMINGTON	C1	DEC52	Banbury	11/121		
FILKINS	C1	MAR53	Faringdon	11/152		
BLACKTHORN	C1	APR53	Bicester	11/166	<u>BL</u>	<u>12OCT53</u>
FRITWELL	C1	APR53	Bicester	11/166	<u>BL</u>	<u>11OCT53.</u>
KIDMORE-END	C1	JUN53	Reading	11/185		
BARRINGTON	C1	JUN53	Burford	11/186		
SWINBROOK	C1	JUN53	Burford	11/186		
FARNBOROUGH	C1	JUN53	Banbury	11/191	BL/GR	21OCT57
FENNY-COMPTON	C1	JUN53	Banbury	11/191	B	25OCT59.
NEITHROP	C1	JUN53	Banbury	11/191		
NORTH-NEWINGTON	C1	JUN53	Banbury	11/191		
THORPE-MANDEVILLE	C1	JUN53	Banbury	11/191		
BLADON	C1	JUN53	Woodstock	11/191		
KIDDINGTON	C1	JUN53	Woodstock	11/191		
UPPER-WORTON	C1	JUN53	Woodstock	11/191	BL/B	4SEP54- 5SEP54.
WOOTON	C1	JUN53	Woodstock	11/191		
PARKEND-ST	C1	AUG53	Oxford	11/202	B	18DEC54
CARLBIDGE	C1	AUG53	Witney	11/202		Note 6.
MINSTER-LOVELL	C1	AUG53	Witney	11/202		
NORTH-LEIGH	C1	AUG53	Witney	11/202		
STOKE-ROW	C1	AUG53	Henley-on-T	11/206		
STRATTON-AUDLEY	C1	AUG53	Bicester	11/208		

Notes:

4. Known later as Milton-under-Wychwood.
5. Spelling error - Yarnton (see 16/54).
6. The old name for Curbridge.

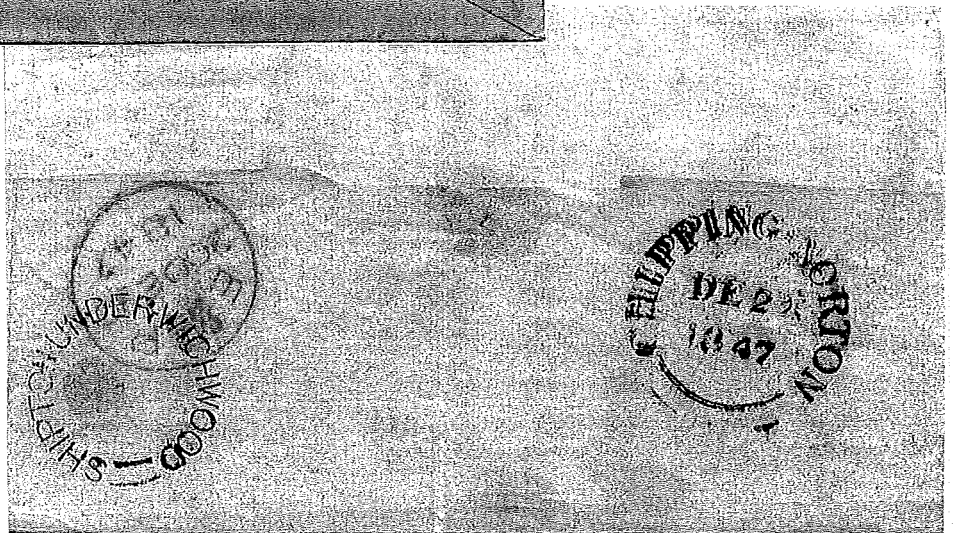
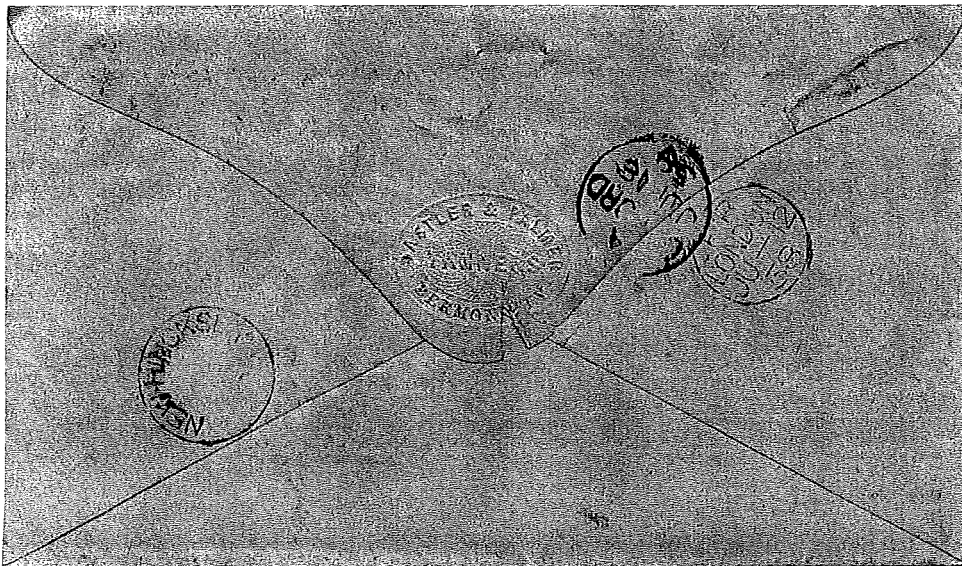
CLANFIELD	C1	JUN54	Witney	12/70			
KNOT.MILL	C1	JUN54	Witney	12/70			Note 7.
BINGFIELD-HEATH	C1	AUG54		12/109	<u>BL/B</u>	<u>23MAR59</u>	Note 8.
SHIPLAKE	C1	AUG54		12/109			Note 8.
KIRTLINGTON	C1	SEP54		12/112			Note 9.
BLETCHINGTON	C1	7DEC54	Oxford	12/137			
BRITWELL-SALOME	C1	20MAR55	Wallingford	12/173			
HOLYWELL-ST	C1	28MAR55	Oxford	12/183	BL	3APR55-	<u>7JUN59</u>
PARK-END-ST	C1	28MAR55	Oxford	12/183	<u>Purp</u>	<u>20MAR57</u>	
ST-CLEMENTS	C1	28MAR55	Oxford	12/183			
ST-GILES	C1	28MAR55	Oxford	12/183	<u>B</u>	<u>1AUG55</u>	
					<u>BR</u>	<u>9FEB56</u>	
GREAT-MILTON	C1	17MAY55	Wheatley	12/198	B	10DEC58.	
TACKLEY	C1	5OCT55	Oxford	12/251			
REMENHAM-HILL	C1	31JAN56	Henley-on-T	12/307	B	19OCT56	
ROTHERFIELD-GREYS	C1	31JAN56	Henley-on-T	12/307			
UPPER-ASSENDON	C1	31JAN56	Henley-on-T	12/307			
CROWMARSH	C1	31JAN56	Wallingford	12/307			
IPSDEN	C1	31JAN56	Wallingford	12/307	<u>BL/GR</u>	<u>23MAY58</u>	
					<u>B</u>	<u>20APR59.</u>	
DRAYTON-OXON	C1	31JAN56	Wallingford	12/308			
CAVERSHAM-HILL	C1	17FEB56	Reading	12/313			
STANTON-ST-JOHN	C1	27FEB56	Wheatley	12/319			
CHALGROVE	C1	25MAR56	Tetsworth	12/333	<u>BL</u>	<u>29APR58.</u>	
GARSINGTON	C1	16APR56	Wheatley	12/339			
CHILTON	C1	29APR56	Tetsworth	13/3			
LEWKNOR	C1	29APR56	Tetsworth	13/3	BL	23AUG58.	
NUNEHAM	C1	21JUN56	Oxford	13/24			
CAVERSHAM	C1	15JUL56	Reading	13/42	BL/GR	3AUG57	
NORTH-LEIGH	C1	3FEB57	Witney	13/134			
CHADLINGTON	C1	3FEB57	Enstone	13/135			
UPPER-WOLVERCOTE	C1	17MAR57	Oxford	13/173			
HEATH	C1	17MAR57	Bicester	13/174			Note 10.
WROXTON	C1	25MAR57	Banbury	13/192			
KINGS-SUTTON	C1*	29APR57	Woodstock	13/221	<u>BL/B</u>	<u>21SEP58-</u>	3DEC58
STADHAMPTON	C1*	9MAY57	Wallingford	13/230	<u>B</u>	<u>12JUL58</u>	
SWYNCOMBE	C4	25JUL57	Henley-on-T	13/288			
KINGS-SUTTON	C4	1SEP57	Banbury	14/11			
IFFLEY	C4	6OCT57	Oxford	14/43			
ST-GILES-ST	C4	6OCT57	Oxford	14/43	B	4SEP58-30MAR59	
BOTLEY-GREEN	D1	31MAR58	Oxford	14/177			Note 11.
NEW-HINCKLEY	D1	31MAR58	Oxford	14/177			Note 12.
LUDGERSHALL BUCKS	D2	1APR58	Tetsworth	14/188	<u>BL</u>	<u>22SEP58</u>	
BOTLEY BERKS	D2	10MAY58	Oxford	14/221	<u>B</u>	<u>9JUL59</u>	
NEW-HINCKSEY	<u>D1</u>	10MAY58	Oxford	14/221	<u>BL/B</u>	<u>13JUN58-</u>	<u>27JUN58</u>
SWINBROOK	<u>D1</u>	1JUN58	Cheltenham	14/245	<u>B</u>	<u>30JUN58</u>	
CHURCHILL OXON	D2	9JUL58	Chipping Norton	14/275			
MILTON-UNDER- WYCHWOOD.	D1	9JUL58	Chipping Norton	14/275			
ODDINGTON	D1	9JUL58	Chipping Norton	14/275			
SHIPTON-UNDER- WYCHWOOD	D1	9JUL58	Chipping Norton	14/275			

Notes:

7. Unknown location - probably sent in error.
8. Unallocated but under Reading.
9. Unallocated but under Oxford.
10. Unknown location - probably sent in error.
11. Incorrect name for Botley (see 14/221 below)
12. Spelling error - New Hincksey (see 14/221).

THORPE.MANDEVILLE	D1	7AUG58	Banbury	16/16		
SOULDERN	D1	7OCT58	Brackley	16/56		
MIDDLETON-STONEY	D1	7OCT58	Bicester	16/57	BL	5JAN60- <u>13FEB60</u>
LONG-CRENDON	D1	7OCT58	Tetsworth	16/57		
OAKLEY-BUCKS	D1	7OCT58	Tetsworth	16/57		
SUMMER-TOWN	D1	16OCT58	Oxford	16/60		
WOLVERCOT	D1	16OCT58	Oxford	16/62		
YARNTON	D4	21OCT58	Oxford	16/64		
CURBRIDGE	D1	5NOV58	Witney	16/82	<u>B</u>	<u>6AUG59.</u>
BENSON	D4	25NOV58	Wallingford	16/91		
STADHAMPTON	D1	25NOV58	Wallingford	16/91		
HETHE	D4	2DEC58	Bicester	16/96		
EWELME	D4	7DEC58	Wallingford	16/104		
NEWLAND.GLOS	D1	4MAR59	Witney	16/169		Note 13.
NEWLAND.OXON	D2	19MAR59	Witney	18/5		

Note: 13. Error in county - see 18/5 below.



SHIPTON-UNDER-WICHWOOD (9/61) and NEW-HINCKSEY (14/221)