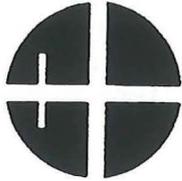


MIDLAND MAIL



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



President: Elizabeth Lewis

Chairman:
Chris Jackson

Treasurer:
Elizabeth Lewis

Secretary:
Eric Lewis

Number 115, June 2000

Over the last two or three years, the attendance at our competitions has not been as good as that at other meetings. In fact, it has been poor. I do not know the reason for this as some of our best meetings are those devoted to nine sheet displays by members. Is it that members do not want to be bound by the restrictions imposed by competition rules, or do they not have the time to reorganise their sheets? Whatever the reason, the committee have decided not to hold a competitions meeting next year. This decision will be reviewed at the next A.G.M. In the meantime, your comments would be welcomed by the committee.

NEW MEMBER

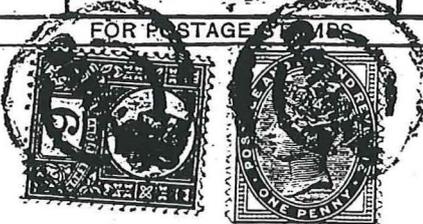
We extend a warm welcome to Malcolm Allinson of Redditch who collects general G.B. postal history.

AWARDS

Two of our members were awarded Large Vermeils at The Stamp Show 2000. They were James Grimwood-Taylor for his 'Postal History Of Britain's Offshore Islands, 1660-1890' and Harold Wilson for his 'Early T.P.Os of Great Britain'. Congratulations to both of them for two superb displays. There really was some outstanding postal history to be seen at the exhibition.

REMINDER

Please remember to return the form about the Northampton meeting to Derek Smeathers if you intend to be at that meeting.

PARCEL  POST.		X LIST Letter and Number	S.	D.
SOMERBY (SOB) (Under Oakham)		Postage.		7
FOR POSTAGE STAMPS		Fee paid on Registration.		
		OFFICE STAMP.		
				

PARCEL  POST.		X LIST Letter and Number	POSTAGE.	
Redmile (RMF) (under Nottingham)			S.	D.
FOR POSTAGE STAMPS.		Registration and Express Fees.		
		DATE OF STAMP.		
				

THE MARCH MEETING

The small number of members that attended our annual competition day were treated to a fine display by the judge for the day, Don Keen of the Birmingham Society, who showed Thailand postal history. The display was very comprehensive covering all the main routes including the horseshoe route - items that went via Germany, Siberia and Japan.

As far as the competitions were concerned six members submitted a total of eight entries:-

Pre-1840

Eric Lewis	Coffee House Mail
Chris Jackson	Uniform Postage, The Pre-stamp Period

1840-1940

Tom Poynton	Postal History of Sutton Coldfield
Elizabeth Lewis	Birmingham Surcharges
Alan Godfrey	Barred Numerals of Warwick and Leamington Spa
Eric Lewis	Prices Patent Candle Co

Post-1940

Alan Godfrey	Postage Due
Derek Smeathers	Returned to Sender

The winners in each section were respectively Chris, Eric and Derek with Chris' entry being chosen as the one to represent the Society at the Midland Federation Spring Convention.

The Chairman concluded the meeting by thanking Don for both his most interesting display and for judging the competitions.

THE ANNUAL GENERAL MEETING

After apologies for absence had been noted and the minutes of the last meeting taken as read, our Chairman, Chris Jackson began his report by saying that there had been two types of meeting in the year: the first on a wide-ranging subject such as Patrick Frost's display and then those devoted to a particular locality. Both sorts had been successful. For the meeting at Cranham there had been so many people willing to display that some had been asked to withdraw. As the competition day continued to be poorly supported it had been decided at the committee meeting not to hold such a meeting next season. There had been an excellent attendance at Worcester and we would continue to hold meetings out of Birmingham. Chris ended by thanking all the Officers and especially Eric and Elizabeth for acting as the anchor of the Society.

Copies of the balance sheet for the year ending 31st March 2000 were then circulated and commented upon. The financial position of the Society is sound and it was recommended that there should be no change in the subscriptions. However, it was pointed out that a substantial sum will be needed to finance the publishing of our current project.

The Editor said that the usual five copies of Midland Mail had been distributed in the year. He said that the series 'The Surveyors' Journals' had come to an end so there was a need for members to submit articles. He thanked all those who had contributed in any way to the production of Midland Mail.

Our M.P.F. and A.B.P.S. representative, Tom Poynton gave an account of the activities of those two bodies and gave a plug to Glasgow 2000.

Next it was proposed to leave the annual subscription unchanged at £8. All those present were in favour.

Our Coordinating Editor, John Calladine, then spoke about the state of the 'Mail Routes and Mileage Marks' project, the aim of which is to justify all the mileage marks used in the Midlands. He again appealed to members to send details of the mileage marks in their collections either to him or the appropriate County Editor.

Eric Lewis then gave details of the programme for 2000-2001. Please note the following dates of meetings: 16th September (Northampton), 21st October, 4th November (Warwick), 9th December (Burton-on-Trent) our 25th Anniversary Meeting, 13th January, 17th February (Worcester), 10th March, and 21st April. On 15th September 2001, a meeting will be held at Burton-on-Trent in conjunction with the Lancashire and Cheshire Society. Please make a note of these dates in your diary. Also please note that Midpex will take place on 30th June 2001.

In any other business, Sharon was thanked for continuing to provide the refreshments at meetings.

THE ANNUAL AUCTION

A list of realisations is given below.

A	3.00	B	-	C	2.50	D	1.50	E	1.00
F	10.50	G	3.25	H	1.50	J	0.75	K	1.50
L	-	M	3.50	N	5.25	O	15.00	P	7.00
Q	16.00	R	3.00	S	10.00	T	10.00	U	7.00
V	28.00	W	2.50	X	14.00	Y	11.00	Z	3.00
1	10.00	2	4.50	3	5.00	4	3.50	5	3.50
6	12.00	7	16.00	8	11.00	9	16.00	10	16.00
11	12.00	12	22.00	13	4.50	14	6.00	15	21.00
16	5.00	17	13.00	18	-	19	22.00	20	24.00
21	4.50	22	3.00	23	3.00	24	4.00	25	5.50
26	6.00	27	5.00	28	2.00	29	4.00	30	4.00
31	2.25	32	19.00	33	6.50	34	7.50	35	-
36	18.00	37	9.00	38	-	39	0.75	40	2.75
41	48.00	42	22.00	43	17.00	44	2.75	45	6.00
46	10.50	47	8.00	48	3.25	49	12.00	50	8.00
51	2.50	52	17.00	53	15.00	54	16.00	55	19.00
56	11.00	57	46.00	58	3.50	59	5.50	60	6.50
61	2.25	62	3.00	63	4.25	64	7.00	65	3.25
66	12.00	67	10.00	68	19.00	69	6.50	70	5.50
71	3.50	72	-	73	-	74	-	75	-
76	1.25	77	3.25	78	5.50	79	5.50	80	1.25
81	3.25	82	3.00	83	3.00	84	1.00	85	2.50
86	1.25	87	1.00	88	2.75	89	1.75	90	3.50
91	2.50	92	2.50	93	4.00	94	0.25	95	2.00
96	11.00	97	15.00	98	20.00	99	3.00	100	19.00
101	16.00	102	wtd	103	16.00	104	4.75	105	6.00
106	3.50	107	7.50	108	10.00	109	14.00	110	-
111	5.50	112	13.00	113	13.00	114	9.00	115	4.50
116	5.50	117	3.75	118	8.50	119	5.50	120	20.00
121	5.00	122	4.25	123	9.50	124	4.50	125	12.00
126	13.00	127	15.00	128	8.50	129	11.00	130	23.00
131	7.50	132	38.00	133	24.00	134	13.00	135	9.50
136	11.00	137	16.00	138	6.00	139	13.00	140	20.00
141	38.00	142	42.00	143	60.00	144	44.00	145	32.00
146	6.00	147	4.00	148	32.00	149	20.00	150	23.00
151	42.00	152	14.00	153	32.00	154	5.50	155	7.00
156	18.00	157	13.00	158	5.50	159	11.00	160	9.50
161	11.00	162	16.00	163	22.00	164	9.50	165	12.00
166	11.00	167	12.50	168	32.00	169	18.00	170	2.25
171	12.00	172	24.00	173	15.00	174	14.00	175	26.00
176	18.00	177	30.00	178	10.00	179	34.00	180	32.00
181	11.00	182	26.00	183	11.00	184	11.00	185	26.00
186	8.50	187	8.50	188	8.00	189	-	190	50.00
191	50.00	192	8.50	193	26.00	194	9.00	195	6.00
196	4.00	197	9.50	198	14.00	199	-	200	13.00
201	14.00	202	15.00	203	26.00	204	-	205	26.00
206	32.00	207	-	208	1.50	209	11.00	210	4.25
211	12.00	212	2.75	213	7.00	214	3.75	215	40.00
216	11.00	217	7.00	218	-	219	5.00	220	8.50
221	17.00	222	32.00	223	15.00	224	8.00	225	5.00
226	7.50	227	-	228	3.00	229	-	230	5.00
231	-	232	-	233	-	234	9.00	235	12.00
236	12.00	237	22.00	238	-	239	3.00	240	22.00
241	7.50	242	7.50	243	9.50	244	2.00	245	1.00
246	5.50	247	14.00						

As can be seen from the above realisations it was an excellent auction with very few unsold lots and with many high prices reached. Our thanks are due to Elizabeth and Eric for arranging all of this for the Society.

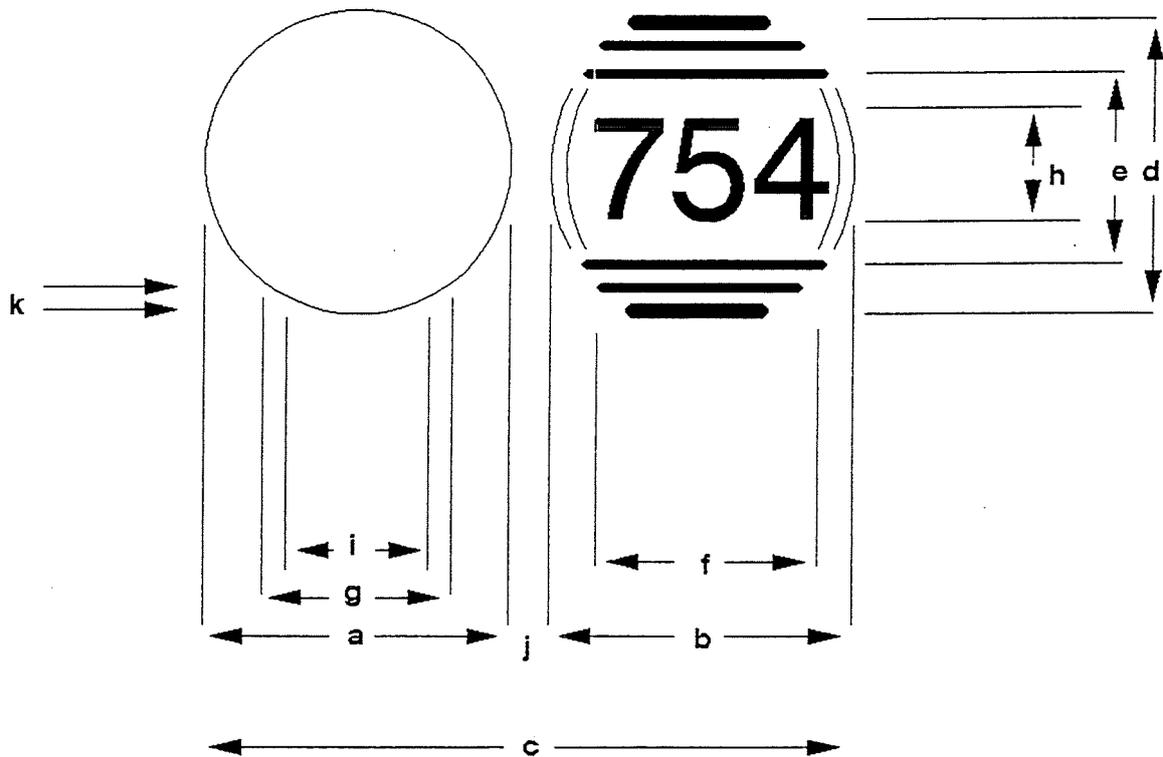
STRATFORD-ON-AVON 754 DUPLEX MARKS

by Bryan A Jones

It is easy to be dismissive of the duplex markings of the late 19th and early 20th centuries, possibly because of the relative ease with which they can be obtained, reflecting the lengthy period during which they were in use. However, as I have found, this familiarity can be somewhat misleading as the following study of the Stratford-on-Avon 754 double cancellations clearly demonstrates.

My investigations show that these marks were in use at Stratford-on-Avon for a period of at least forty-three years, covering the years from mid-1864 through late 1907, and that during this period no fewer than eleven different duplex markings were used.

As the differences between some of the different marks are relatively minor, it was necessary to establish a framework within which a range of measurements could be made so as to distinguish between the different varieties of duplex marks. I therefore built up the following master as a base from which a wide variety of different measurements could be recorded as the basis for identification.



a - diameter of dater element

c - total width of duplex

e - distance between bars above/below number

g - width of date

i - distance between S and N (Avon)

k - distance from bottom of year numbers to outer rim of dater.

b - diameter of numeral obliterator

d - height of obliterator element

f - width of 754

h - height of 754

j - distance between dater and obliterator elements

The Stratford-on-Avon Duplex Marks and their Significant Features

The First Duplex - Type D1.

Recorded in use from February 1864 until August 1873

Characteristics:-

- round obliterator element - 3 lines above and below the 754;
- gap between dater and obliterator elements - 1 mm;
- 754 - 7.5mm in height, within 11 mm gap between bars.



The Second Duplex - Type D2.

Recorded in use only in July 1871.

Characteristics:-

- first appearance of the oval obliterator - 4 lines above and below 754;
- smaller 754 measuring 6mm in height, within 8mm gap between bars;
- gap between dater and obliterator elements - 3 mm;
- two digit year positioned 3mm above outer rim;
- narrow "O" in 'Stratford' and 'On' - wide "O" in 'Avon'.

Used in parallel with type D1, towards the end of the period of use of type D1.



The Third Duplex - Type D3.

Recorded in use from May 1878 until March 1879.

Characteristics:-

- very similar to type D2, but differences can be seen primarily in the lettering of the dater element:
- very narrow "O" in 'Stratford' and 'On', slightly wider "O" in 'Avon';
- narrow first and second "R" in 'Stratford';
- short lower bar in "F" of 'Stratford'.



The Fourth Duplex - Type D4.

Recorded in use February 1881 until July 1884.

Characteristics:-

- round obliterator - 3 lines above and below 754;
- no gap between dater and obliterator elements;
- large 754 - 8mm in height, within 10mm gap between lines;
- smaller letters in dater element.

Although initially featuring a letter time code above the date, a numerical time code appears to have been introduced towards the end of the life of this duplex.



The Fifth Duplex - Type D5.

Recorded in use from January 1887 until December 1889.

Characteristics:-

- reappearance of oval obliterator with small 754;
- revamped dater element with larger lettering;
- year positioned 4mm above outer rim.

This duplex is similar in style to type D2. However, there are clearly identifiable differences, particularly within the dater element.



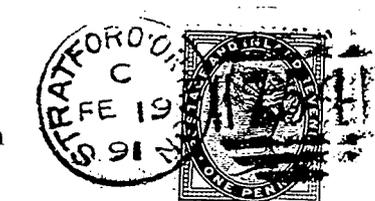
The Sixth Duplex - Type D6.

Recorded in use from August 1887 until July 1893.

Characteristics:-

- round obliterator - 3 lines above and below 754.

Similar in style to type D4 but with smaller numbers in the 754, together with various identifiable differences in the dater element. In use parallel with type D5.



The Seventh Duplex - Type D7.

Recorded in use only during December 1893.

Characteristics:-

- oval obliterator - 3 bars above and below 754;
- smallest diameter dater element so far recorded - larger lettering gives cluttered appearance;
- 0.5mm gap between dater and obliterator elements.



The Eighth Duplex - Type D8.

Recorded in use only in July and August 1895.

Characteristics:-

- oval obliterator - 4 bars above and below 754;
- 2mm gap between dater and obliterator elements;
- two digit year positioned 6mm above outer rim;
- first appearance of coded time above the date.

The oval obliterator in this type is wider than those which preceded it. The inclusion of smaller size lettering in the dater gives a much neater appearance.

**The Ninth Duplex - Type D9.**

Recorded in use from February 1896 until October 1900.

Characteristics:-

- oval obliterator - 3 bars above and below 754;
- 0.5mm gap between dater and obliterator elements;
- small dater element - 21mm diameter, small letters - 2mm in height;
- introduction of time "in clear".

Although this type is similar at a first glance to types D7 and D11, it can be distinguished by the inclusion of the very small letters in the dater element, together with the first appearance of time "in clear". For the first time there is evidence of variation in the order of day and month in the dater element as sightings of this duplex during the first year of its recorded use show the day preceding the month; this subsequently is reversed.

During the early months of use of this particular duplex a distortion of the outer rim of the dater element at the nearest point to the obliterator becomes apparent quite quickly, and remains for most of the life of this duplex type. However, examples from the final year of recorded use show that the outer circle has been restored to its original state, with the distortion removed.

The outer rim of the dater element also shows another area of distortion, this time above the "TFO" of Stratford. This is evident in early examples of this duplex and remains throughout the period of recorded use.

The Tenth Duplex - Type D10.

Recorded in use only in April 1901.

Characteristics:-

- round obliterator - 3 bars above and below 754;
- dater element - 23mm diameter, letters 3mm in height;
- no gap between dater and obliterator elements;
- two digit year positioned 2.5mm above the outer rim;
- reversion to letter code above the date.

This type is similar to both D4 and D6 but a close comparison reveals a number of clearly identifiable differences in both the dater and obliterator elements. The convention of showing the day before the month, first apparent for a period in 1900, continues.



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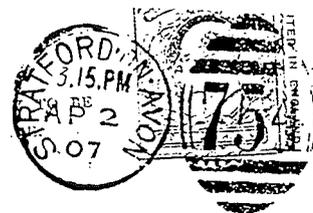
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The Eleventh Duplex - Type D11.

Recorded in use from May 1901 until April 1907.

Characteristics:-

- narrow oval obliterator - 3 bars above and below 754;
- very tall '754' - 9mm in height, the tallest of all types;
- 1mm gap between the dater and obliterator elements;
- dater element - 18mm diameter, with larger letters;
- return of time "in clear".



This final type of duplex exhibits the tallest 754 of any of the types recorded along with the smallest diameter dater element. A break in the outer rim of the dater, situated between the "T" and "F" of Stratford, is evident from the earliest recorded examples of this duplex, and remains throughout its seven year life. While this starts out as a simple break some distortion of the rim in the area of the break begins to appear as time progresses.

STRATFORD-ON-AVON.

The "754" Duplex Cancellation.

Type Numbers, Recorded Dates of Use, and Key Feature Dimensions (in mm's).

Type	Earliest Date	Latest Date	Bars	Shape	a	b	c	d	e	f	g	h	i	j	k	Codes	Comments
D1	5/2/64	6/8/73	3	Round	22	21	44	23	11	14	12	7	11	2	1	C;E	
D2	15/7/71		4	Oval	23	20	46	28	8	13	11	6	10	3	4	B	Round "O" in Avon
D3	12/1/79	15/3/79	4	Oval	23	20	46	26	8	12	11	6	11	3	4	E	Narrow "O" in Avon
D4	16/2/81	27/7/84	3	Round	23	22	45	23	10	14	12	8	11	-	2	D;E;5	
D5	26/1/87	12/12/89	4	Oval	22	20	46	26	8	13	11	6	11	4	4	C;D;E;F	Similar to D2, Narrow "O" in Avon
D6	27/8/87	13/7/93	3	Round	23	23	46	23	10	15	11	8	10	-	3	C;E;F;1	
D7	27/12/93		3	Oval	21	19	41	28	11	12	10	8	8	.5	3	L	
D8	20/9/94	2/8/95	4	Oval	22	20	44	28	10	14	11	8	11	2	6	Time	Time entered as Code
D9	2/2/96	5/10/00	3	Oval	21	19	41	28	11	12	10	8	11	.5	3	Time	Smaller letters than D7
D10	24/4/01		3	Round	22.5	22	45	24	10	15	12	8	11	-	2	K	
D11	18/12/03	19/4/07	3	Oval	20	18	40	27	11	14	10	9	13	1	3	Time	Time offset in 1907.

Conclusion

The creation of a "Duplex Master" as shown above will allow me to prepare similar tables of measurements for any other duplex markings within my areas of interest, particularly Warwick (848) and Shipston-on-Stour (706), it would be nice to think that others may find it a useful aid in measuring and categorising similar marks from their own area of interest.

The details, as shown in the table above, have been compiled from around fifty examples. However, further input, with photocopies wherever possible would be welcomed in order to refine dates of use etc. It is clear that some of the types are extremely difficult to find, and may have only enjoyed a very short life.

Comments and additional input, please to Bryan A Jones, 73 Neville Road, Shirley, Solihull B90 2QN.

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BIRMINGHAM'S POSTS 1748-1785 - INTERPRETING SOME OF THE EVIDENCE

by Christopher Beaver

Previous numbers of *Midland Mail* have included reproductions of three primary sources that give much detail concerning Birmingham's complex postal arrangements during the often obscure period between 1748 (when a thrice weekly post through Oxford to London was added to the thrice weekly one through Coleshill where it met the Chester Road) and 1785, the beginning of the mailcoach era for the Midlands. These sources merit close study and comparison with one another and the British Library postal map of 1769/70. As an example consider just the routes to the south and south-east.

Earliest of the three, an 'Account of the Post into and out from Birmingham' printed by Aris in 1751 and sold by Ralph Taylor P.O. clerk and letter deliverer is in MM51/7. The latest, from Samuel Woodcock's volume at Gloucester Library, a page of 'Arrivals and Departures of the Post' at Birmingham 'Before Mr. Palmer's Post Plan', is in MM71/10. Aris's Gazette made mention of other such lists being newly published in March 1758 and August 1773, neither of which has yet been seen.

The Account reproduced in MM95/15 without any comment, there headed 'Birmingham's Posts in 1780', adds a good deal of fresh information including a number of changes since what is depicted on the c. 1770 map of postal routes (introduced in MM97/2). Those four pages are the only postal information in a Directory of Birmingham, Wolverhampton, Walsall, Dudley, Bilston and Willenhall, published by Pearson and Rollaston, dated 1780. Precise times of the departures and arrivals are not given as they are by Woodcock, but the Directory is much clearer than Woodcock (or the map of course) about what mail was carried by each of the posts.

The map shows the route between Birmingham and London on General Post Days as via Coleshill and the Chester Road, whereas on the Bye Days it is via Stratford-on-Avon, Oxford and High Wickham. Birmingham to Coventry through Stonebridge is shown as a Cross-Post, and Coventry's Bye Day connection with London is via Daventry and Northampton, not directly on the Chester Road.

Look now at the Account of Birmingham's Posts in 1780 for Coleshill and for London, for Stratford and for Oxford; notice too that many places named are not posttowns. There is a five times a week post via Castle Bromwich to Coleshill taking mail no further, and returning only four times. The post for London is six times a week via Meriden and Coventry then direct up the Chester Road; it takes mail for just half a dozen Midland towns off that Road - but there is also a lengthy list of places whose mail goes through London, and it is known a cart was used on the Chester Road by this date. The return is six days too. Clearly London mail does not now go from Birmingham through either Coleshill or Oxford.

Much of Warwickshire and all of Oxfordshire are in the last 'Upwards' list which begins with Northampton and ends with Malmesbury, all three times a week each way. (Another connection between Stratford and Birmingham is mentioned at the end of the 'West' post.) It is reasonable to suppose that this 'Upward' list is a conflation of two distinct posts, the one ending at Woburn, the second beginning with Henley (in Arden). However consider next Samuel Woodcock's list of the Birmingham Post 'Before Mr. Palmer's Post Plan' - which means early 1785. He distinguishes one 'To Oxford Coventry etc' at 11 at night from another 'To Stratford on Avon at 12 at night', the days being the same as one another and as the 1780 Upward posts referred to. Would that he listed the places served! Must not the first reach Oxford via Northampton, or at least probably so?

In support of this idea may be cited the evidence of a London Gazette notice of a major robbery near Long Compton one foggy Saturday night in February 1779. The 'whole Mail' was stolen and the list of its thirty-five bags includes those for Shipstone, Stratford, Warwick, Worcester, Hereford, Wolverhampton, Shrewsbury, Manchester, Kendal, Liverpool, Chester, Conway, Holyhead and the Irish Mail. There is no Birmingham bag, though this Bye Day Mail has come from London through Oxford. The notice was repeated again and again until August.

There is no Oxford to Northampton ride on the c.1770 map. The only clues seen to dating changes to Birmingham's posts during the 1770s are two notices in Aris's Gazette, one of 9th August 1773, already mentioned, stating that 'new and correct lists of the Posts coming into and going out of this Town are printed and may be had at the Post Office', the other that from the 8th April 1774 mail 'from London on the Bye Days viz. Sunday Wednesday and Friday will certainly arrive much earlier and more regularly than for some time past.' (See MM45/12 and 46/3). The expectation is that at least the alteration of Birmingham's mail from London arriving on these days to come via Coventry instead of Oxford (and the corresponding up mail) occurred in April 1774. If so, had the General Days post to and from London ceased to be through Coleshill the previous year?

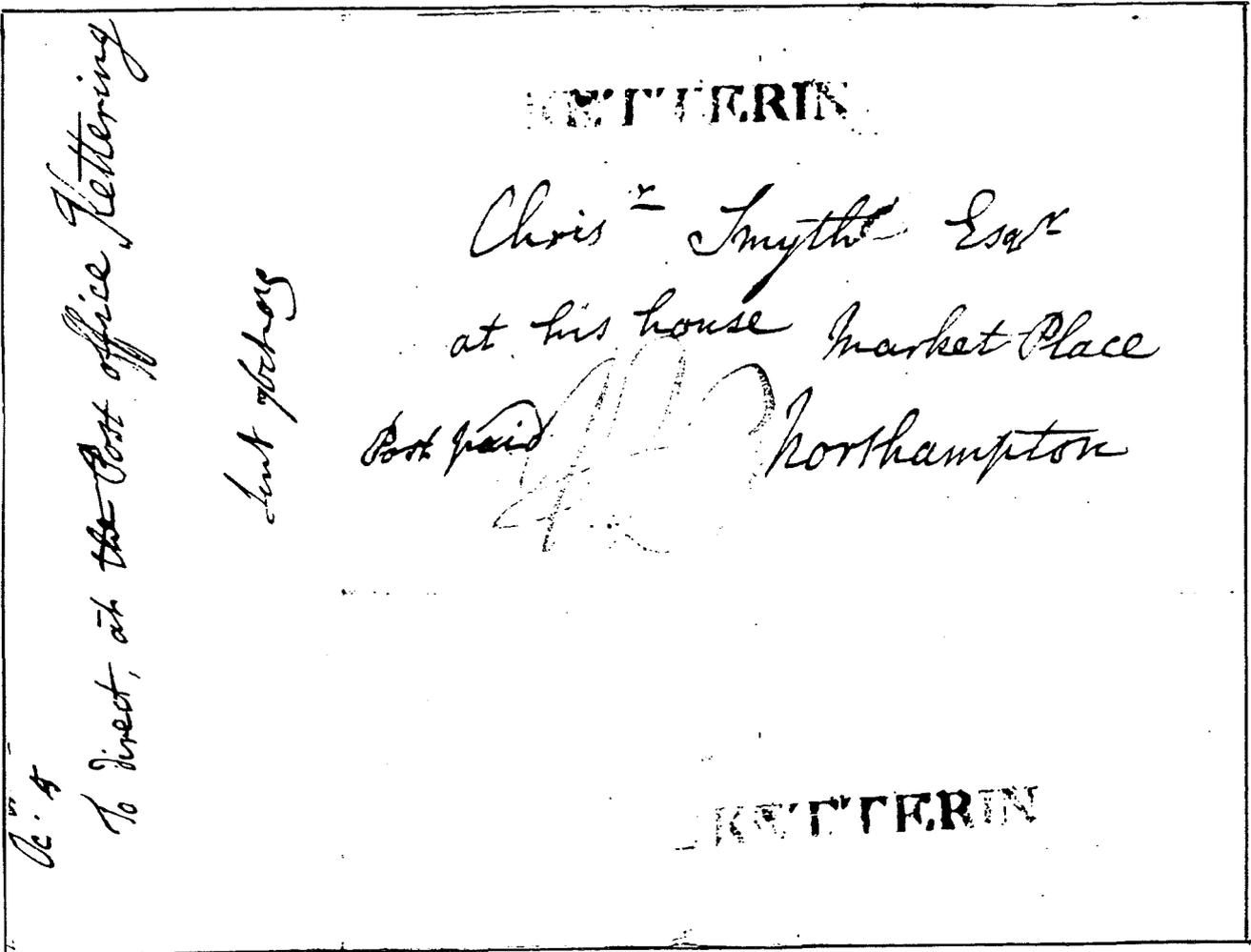
One thing that does appear to be certain is that Birmingham's London post went the same way six times a week in both 1780 and before the mailcoaches began in August and September 1785, and that way was direct to Coventry and then on the Chester Road. A 111 mileage stamp known in March 1785 confirms that it was this route then. The evidence leaves no explanation apart from error for the fact that Towcester (along with Stoney Stratford and Fenny Stratford which may not have been posttowns) does not appear on lists of places having a six-day post with London, not in 1775 nor in 1782. Like Coleshill, Towcester was included for the first time on the 1786 list, when the mailcoaches were running everyday though not taking London bags in or out of the capital on Sundays.

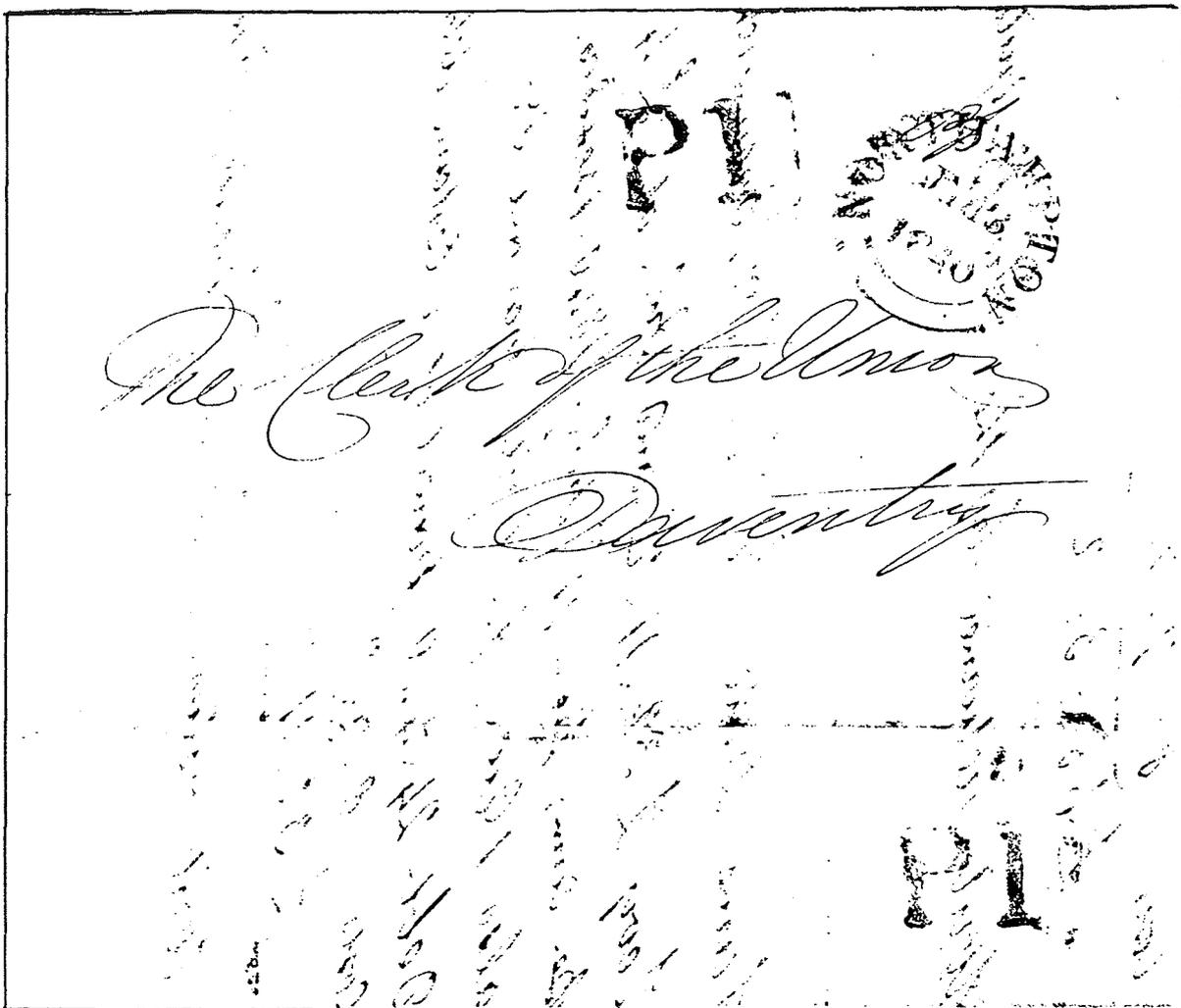
MORE DOUBLE-STAMPED

contributed by Derek Smeathers

Derek writes that he was intrigued by the article in MM114/4ff. He has sent a copy of a wrapper dated 5th October 1789 on which there are two strikes of **KETTERIN** (note the absence of the final G). Derek had assumed that this was a mistake - being more interested in the missing G at the time he bought it. Since then, Derek has seen another example of the missing G dated two days earlier (and NOT double-stamped). The wrapper is pre-paid 3d and correctly marked in red ink P3 (though being a wrapper it should have been charged double). Derek asks can anyone see any other reason for the double-stamping?

Derek has also sent a copy of a further double-stamped item. This is a letter of July 1840 with TWO strikes of the 3rd UPP handstamp **P1** - one on the front, another on the reverse. As the letter contained at least two other legal documents Derek feels it was over-weight and charged 2x1d - hence two handstamps, but he may be wrong??? The UPP handstamps are both in RED ink.





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STRAIGHT-LINE NOTTINGHAM 124 MILEAGE MARKS

By Alan Marshall

A study of the straight-line Nottingham mileage marks in use from 1800 to 1820 has been undertaken for the new publication on mileage marks being produced by this Society. I found that reliably correct identification from the County Catalogue was not possible.

This article therefore is an attempt to produce a more detailed listing by comparing entries in the County Catalogue and Hall's book 'The Post Office at Nottingham' (1947) with material owned by the writer.

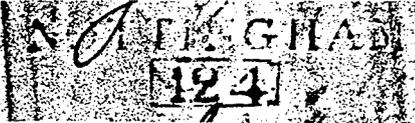
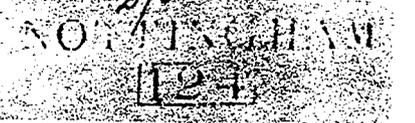
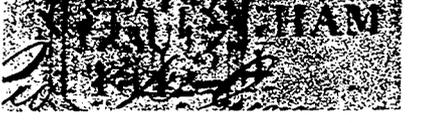
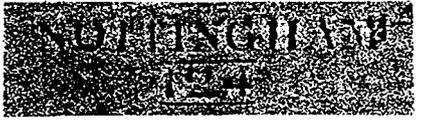
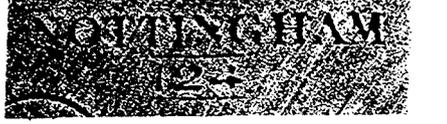
Unfortunately the quality of the strikes during this period are generally poor. However, it is possible with the use of a number of copies of the same mark to build up a template of what the stamp could look like. It is these reconstructions that are shown and which should assist with making a more accurate identification. Along side the reconstructions are examples from Hall's book and the writer's material.

The information in Hall's book provided the basis for the listing in the County Catalogue but it should be noted that although Hall illustrates eleven different stamps, the County Catalogue lists only ten.

HALL'S BOOK

RECONSTRUCTED

AM

106 NOTTINGHAM <u>124</u> 124	160	NOTTINGHAM <u>124</u>	
NOTTINGHAM <u>124</u>	162	NOTTINGHAM <u>124</u>	
NOTTINGHAM <u>124</u>	164	NOTTINGHAM <u>124</u>	
NOTTINGHAM <u>124</u>	166	NOTTINGHAM <u>124</u>	
NOTTINGHAM <u>124</u>	168	NOTTINGHAM <u>124</u>	
NOTTINGHAM <u>124</u>	170	NOTTINGHAM <u>124</u>	
NOTTINGHAM <u>124</u>	172	NOTTINGHAM <u>124</u>	
NOTTINGHAM <u>124</u>	(173)	NOTTINGHAM <u>124</u>	
NOTTINGHAM <u>124</u>	174	NOTTINGHAM <u>124</u>	
NOTTINGHAM <u>124</u>	176	NOTTINGHAM <u>124</u>	
NOTTINGHAM <u>124</u>	178	NOTTINGHAM <u>124</u>	

CC No	Recorded Dates		Stamp Size mm			Detail Comments		
	CC	Hall/A.M.	CC	Hall	A.M.	CC	Hall	A.M.
160 (Purple)	1801 - 03	13-6-01 to 26-3-03	48 x 12	48	48 x 11.5	-	Letters 4mm Figure In oblong frame	Letters 4 Figures 4 & Boxed
162 (Purple)	1803 - 05	6-8-03 to 28-12-05	44.5 x 12	45	44.5 x 11	-	Letters 3.5 Figs in oblong frame	Letters 3.5 Figures 4 & Boxed
164 (Black)	1806 - 08	10-3-06 to 23-6-08	41 x 12	42	42 x 11.5	Figures 4	Letters 3.5/4 lines above & below figures	Letters 3.5 Figures 3 & lines above and below
166 (Black)	1808 - 14	16-8-08 to 1814	44 x 12	44	44 x 11	Figures 5	Letters 4 figs larger lines above & below figs or below only	Letters 4 Figures 4 Figure 1 leans to right. Part line below figures
168 (Black)	1809 - 18	12-1-10 to 11-9-18	44 x 11	44	44 x 11	1 & 2 Widely Spaced	Letters 3.5 Figures 5.5 Lines above & below figures or none	Letters 3.5 Figures 4.5 & Lines above & below. 1 & 2 Widely spaced. 1 Taller
170 (Black)	1810	18-5-10 to Oct 1812	48 x 12	48	48 x 11.5	Figures 4	Letters 4 Lines above and below figures	Letters 4 Figures 4 & lines above & below. Figure 1 leans to right. 1 & 2 widely spaced
172 (Black)	1813 - 18	8-9-13 to 19-6-18	42 x 11	42	43 x 11	Figures 3.5	Letters 3.5 Figures smaller Lines above & below figures or none	Letters 3.5 Figures 3.5 & lines above & below
173 (Black)	—	13-12-9 to 9-1-15		45/6	45 x 10.5		Letters 4 Lines above and below figures	Letters 3.5 Figures 3 & lines above & below
174 (Black)	1814 - 27	23-11-18 to 20-11-27	52 x 12	52	52 x 12	Figures 5 No lines	Letters 4 No lines	Letters 4 Figures 5. No lines
Purple		14-5-28 to 31-5-28						
176 (Black)	1816 - 18	15-9-16 to 8-4-18	43 x 11	43	43 x 11	Figures 4.5	Letters 4 Figures 4.5 Lines above & below Figures	Letters 4 Figures 4.5 & lines above & below
178 (Black)	1818 - 20	14-12-18 to 14-11-20	52 x 12	52	52 x 12	Finer & Bolder Than 174	Letters 5 Figures 5 Lines above & below figures Much bolder well cut stamp	Letters 4.5 Figures 4.5 & lines above & below Finer & Bolder than 174.

LEDBURY-HEREFORD

At the end of March 1832, the Clerk to the Ledbury Turnpike Trust wrote to Freeling stating that the "mail road" between Ledbury and Hereford had been reduced in length so that the distance between the two post offices was less than fifteen miles.

The surveyor, Mr Rideout, confirmed that the distance from the post office in Ledbury to the Market House, Hereford was 14 miles 4 furlongs and 200 yards and it was no more than another 100 yards to the post office in Hereford. Therefore the postage between the two towns had to be reduced to fourpence.

[Ref: Post 40/306/1832]

SOME POST OFFICES IN 1832

In January 1832, Freeling sent out a circular to the surveyors asking if there were any offices in their districts where the postmaster did not live on the premises. In the replies five towns in the Midlands were mentioned.

The postmaster at **Coventry** lived in a house which was near one end of the city so the office was held in a more central position in a house occupied by the postmaster's clerk.

At **Shrewsbury** the office was at the house of the principal clerk as the postmaster, a single man, lived in lodgings which, however, were within two minutes walk of the office. The attendance of the postmaster to his duties was said to be exemplary.

The postmaster of **Wolverhampton** rented for an office a house where his clerk lived in a very convenient part of the town. The postmaster who was a banker, himself, lived two miles out of the town but attended at the office twice every day on his way to and from the bank where he could be contacted between 10 a.m. and 4 p.m.

Mr Rideout reported that at **Cheltenham** the rents were so high that it would have been impossible for the postmaster to reside in a house situated in a suitable position for an office. He therefore provided an office in a situation which was convenient both for the inhabitants and visitors. Although Mr Rideout did not state the nature of the building, the implication was that it was in premises smaller than a residential property.

At **Hereford** the postmaster's residence was not conveniently situated so he rented a small office in a central position and in which his clerk lived.

[Ref: Post 40/195/1832]

THE BRIDGNORTH - WOLVERHAMPTON RIDE

Mr Churchill reported in September 1832 that Bridgnorth was served by a daily horsepost to and from Wolverhampton fifteen miles away. The ride left Bridgnorth at 5 a.m. and reached Wolverhampton in time for both the mailcoach going to Manchester (from Birmingham) and that to Shrewsbury and Holyhead. However, the bag for London remained at Wolverhampton, occasioning a considerable delay to the correspondence.

The horsepost returned from Wolverhampton at 10 a.m. and reached Bridgnorth at noon with the letters brought by the down London mailcoach as well as those arriving overnight by the mailcoaches from Holyhead and Manchester.

The inhabitants of Bridgnorth asked that instead of the mail leaving Bridgnorth at 5 a.m. it should start from Wolverhampton as soon as possible after the arrival of the mailcoach from London, and return to Wolverhampton in the afternoon in time for the mail going to London.

Mr Churchill said that this could be done but there would not be enough time for London letters to be answered the same day unless called for at the office. The London mail arrived at Wolverhampton at 9.32 a.m. so the ride could not be dispatched before 9.45 a.m. and so would not reach Bridgnorth until 11.45 a.m. In order to allow time for sorting the letters the ride would have to be back in Wolverhampton by 3 p.m. so would have to leave Bridgnorth no later than 1 p.m.

While the alteration would not affect the bye-letters sent to Bridgnorth it would delay some of those sent *from* Bridgnorth. Those for Manchester and Liverpool as well as those for Shrewsbury and Holyhead would not have reached Wolverhampton until 3 p.m. instead of 7 a.m. with the result that those to Liverpool and Manchester which arrived there the same evening would not arrive until 6 a.m. the next day, and those for Shrewsbury instead of reaching there at 1 p.m. on the same day would not arrive until the same time on the following day.

Mr Churchill went on to say that the number of letters that would be so detained was not very great - about one third of the bye-letters sent from Bridgnorth. And since the dispatch of these letters from Bridgnorth would be eight hours later the request was granted.

[Ref: Post 40/764/1832]

GENERAL POST OFFICE,

January, 1809.

Persons under Sixteen Years of Age, not to be employed in any
Business of the Post-Office.

ON Account of the Distress occasioned by the Prosecution of very young Persons for Capital Offences committed in Post Offices, the Postmaster General some Years ago made it a standing Order, that no Person under the Age of SIXTEEN YEARS should be employed to assist in any Part of the Business, or to have any access to the Letters—That Order has been circulated by the Surveyors to every Postmaster, and his Acknowledgement of its Receipt is recorded.—They are hereby reminded of the Circumstance, and informed, that several respectable Postmasters have been removed from Office for no other Cause than a Breach of this Order of the Board.

FRANCIS FREELING.

Secretary & Resident Surveyor.

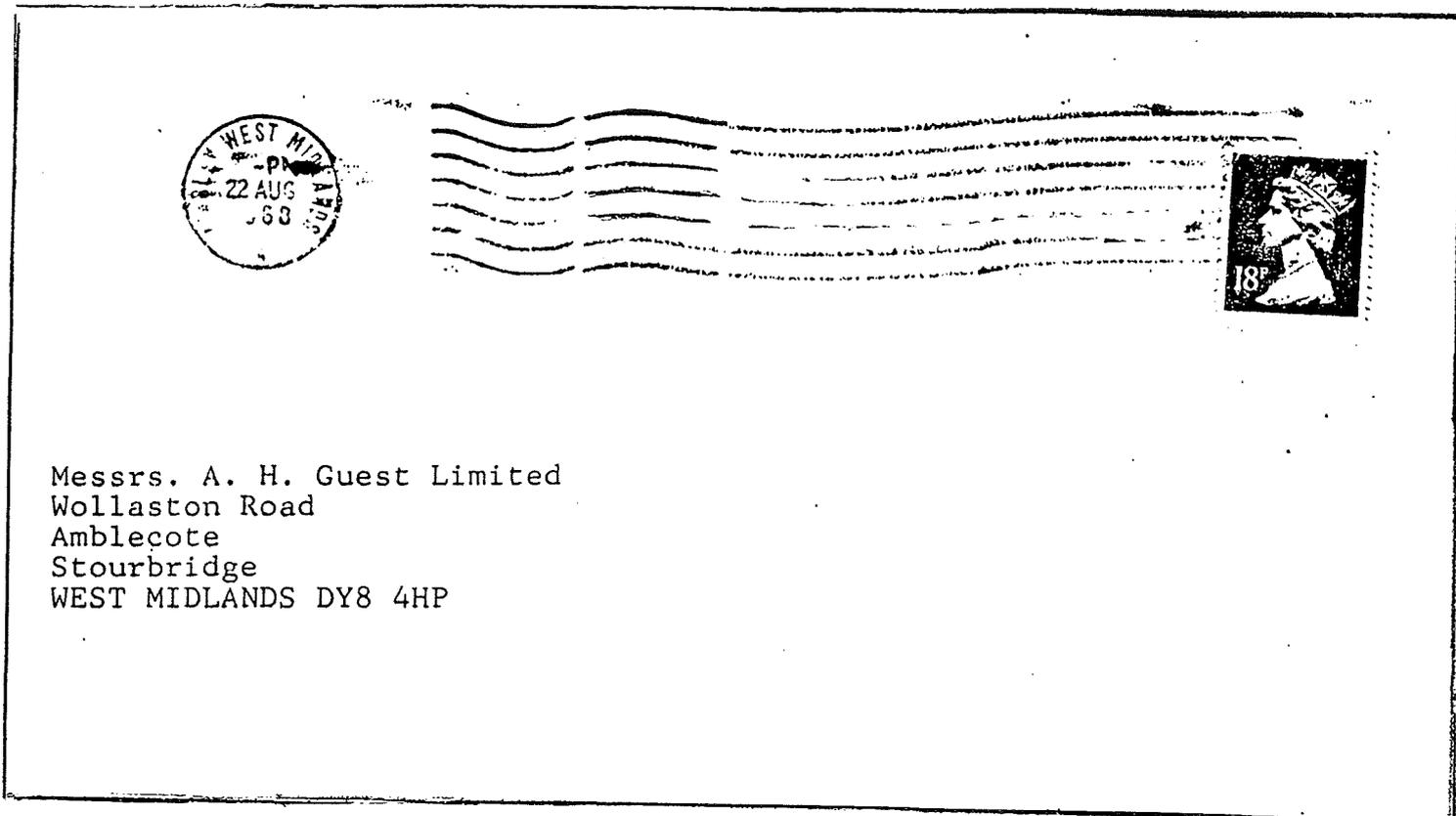
February, 1811.

Note. The above order is reprinted for the purpose of informing the Postmaster General's Deputies, that their Lordships have been under the necessity of dismissing the Postmaster of Brentwood for a breach of it. His offence consisted in suffering the Letters to lie in a Room where a young Girl had access to them, who opened one containing Bills. Although this Postmaster was of most respectable Character, and had done his Public Duties well in all other Respects, their Lordships found it impossible to retain him in his Office.

The Postmaster on receiving this numbered Paper, is to send his written Acknowledgement of it to the Surveyor of his District.

ANOTHER ELONGATED MARK

In response to Derek Smeather's illustration of an elongated postmark in the last issue, Eric and Elizabeth have sent a copy of an item which they have written up as "Elongated to reach the Adhesive".



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THE NEXT MIDLAND MAIL

It is hoped that this will appear towards the end of August. Whilst I have a number of pieces in hand there is a need for even more items. So please send articles, short or long, to:

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

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