

## NOTEBOOK

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Editor: Peter Forrestier Smith  
24 Dovercourt Road, Dulwich, SE 22 8ST.

### RE-OPENING OF POST OFFICE ARCHIVES

The Search Room has now re-opened in the new premises at

Freeling House,  
23 Glasshill Street,  
London SE1 0BQ  
(Tel: 01-261 1145)

Members are warmly recommended to visit the new premises and resume their re-search for their benefit and for the readers of ' Notebook '.

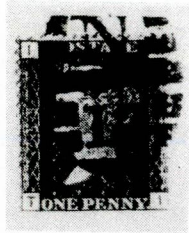
Glasshill Street is between Blackfriars Road and Southwark Bridge Road, off Webber Street. The nearest tube station is at Borough, with main line and tubes rather further away at London Bridge and Waterloo. No.25 is rather overshadowed by the Cable and Wireless offices but if visitors locate those premises first, there should be no problems. Parking is on meters with traffic wardens active, so public transport is better for a long visit.

NORTHERN DISTRICT DISCOVERY, from Charless Hahn

According to Dubus and the Handbook, the Northern District Dubus type 9, fig. 81, Handbook 12D9, has never been recorded. I show an example used to cancel a penny plate on a printed circular, in Spanish, addressed from 22, Moorgate Street, Londres and dated 1 de Julio de 1874. This use is a little wider than NPB suggested by Dubus, but it may be that the bulk mailing of 1d rated material was handled by that unit.

A trimmed version of the circular with the cancellation inserted is shown here.

ZULUETA Y CIA.



22, MOORGATE STREET, LONDRES,

1º de Julio de 1874.

Muy S. S.ñros

A consecuencia de la dolorosa perdida que ha experimentado esta casa, con el fallecimiento de nuestro hermano y socio DON JOSÉ SERVANDO DE ZULUETA (q. s. g. g.), acaecido en esta el 15 de Febrero ultimo, tenemos que participar á V.ª, haber sido admitidos como socios en la misma, DON BRODIE MANUEL DE ZULUETA, el cual ha tenido la firma desde 1865, y DON JOSÉ MARIA DE ZULUETA, asistente en ella hace ya algunos años, hijos ambos de nuestro gefe.

La casa se ocupará del mismo giro de negocios, propios y en comision de corresponsales, como desde su fundacion en esta plaza en 1825.

Las firmas de los socios que desde hoy la componen son á continuacion.

Quedamos á sus ordenes Atentos Seguros Servidores.

q. s. m. h.

*Zulueta y Cia.*

PEDRO JOSÉ DE ZULUETA }  
CONDE DE TORRE DIAZ }

firmará.

*Zulueta y Cia.*

MARIANO DE ZULUETA

„

*Zulueta y Cia.*

BRODIE MANUEL DE ZULUETA

„

*Zulueta y Cia.*

JOSÉ MARIA DE ZULUETA

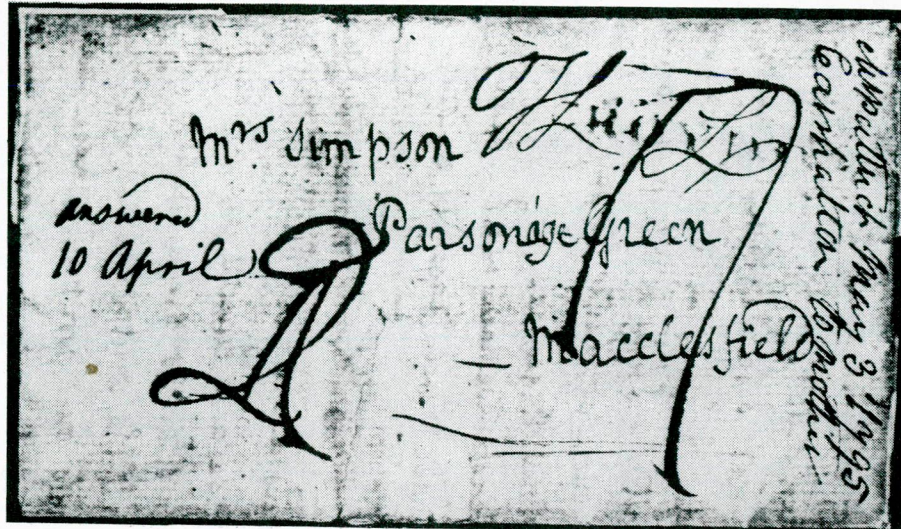
„

*Zulueta y Cia.*



A LETTER FROM CROYDON, by Don Franks

The title is, strictly speaking, not true since the letter was written on the 3rd. May, 1795 from Carshalton, my excuse ( if one is needed ) for it being in my collection.



As can be seen from the very clear address, it went to Parsonage Green, Macclesfield. Presumably this was, at that time, a locality adjacent to Macclesfield but it does not appear in a modern gazetteer nor in Oxley's Penny Post book, so must have been either minute or quickly absorbed into a growing town.

One can discern the straight line CROYDON of the General Post and over this an endorsement of some sort, in the hand of neither the writer nor the addressee, Mrs Simpson. It is unclear to me : perhaps a reader can offer an explanation .

The postal charges are likewise confusing. To the left is a 2, deleted by the looks of it with what might be an 11 scrawled over the address. However, consider for the moment the postal rates in 1795.

The letter went straight into the General Post, so presumably would be rated from Croydon to London, then London to Macclesfield. Croydon must have been the ' over one, not more than two stage ' rate of 2d. Hence the " 2 ". From London to Macclesfield a 167 miles, so it fell into the over 150 miles surcharge of the Act of 1784, which was added to the over 80 miles rate of 4d demanded by the Act of 1711. The 1765 Act affected only the post stage 1 and not over 2 already mentioned. So far there is just 8d accounted for : what is the extra 3d meant to cover ? I would like some reasoned explanation - the page awaits the write-up .

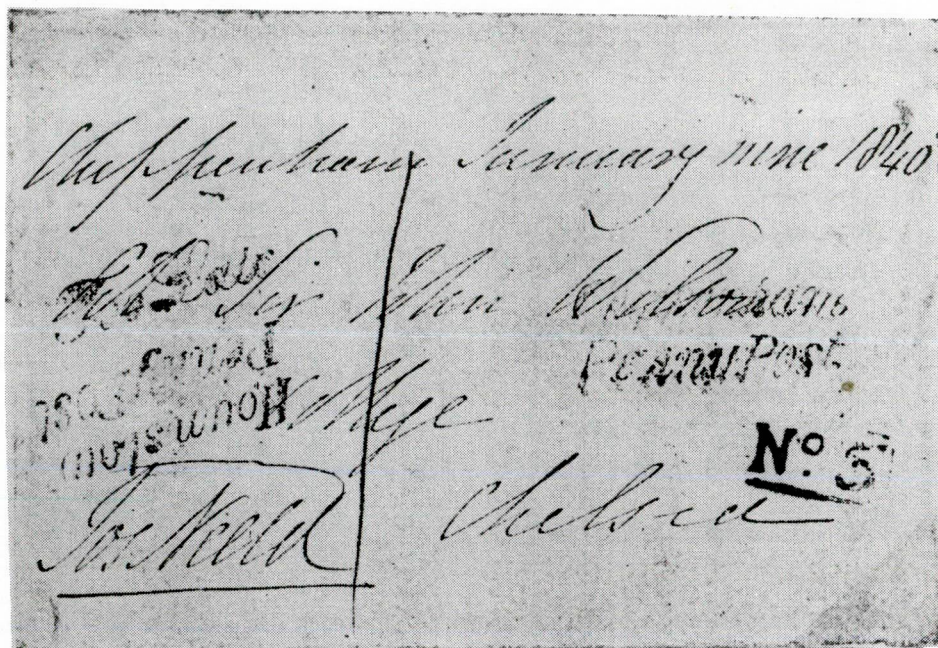
-0-0-0-0-0-0-0-0-

### CROSS POST AND FRANKING

A most interesting item from Michael Jackson. Posted at the No.3 Receiving House of Chippenham and addressed to Chelsea, this was handled through the well established Cross Post system.

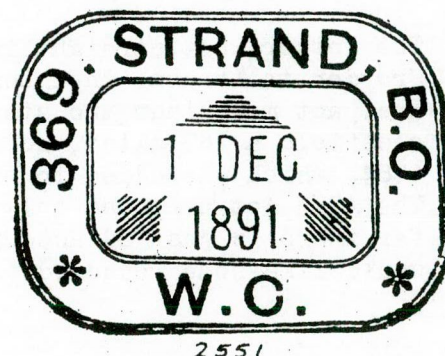
The endorsement of place and date at the top and signature at lower left indicates the writer intended the item to pass through the General Post free of charge. What may have escaped his notice was that it was the last day of the Uniform Fourpenny Post period and that local London mail was already going for one penny, which would still have to be paid, franking or no.



Cross Post and Franking...

The obverse carries also the Penny Post, village type, for both Chippenham and Hounslow and a manuscript " 1 ". The use of the " Too Late " mark, applied at Chippenham, adds further interest to an very desirable item, the writer of which adds the final touch with comments on the Franking system.

-O-O-O-O-O-O-O-O-

PARCEL POST CANCELLATION from Dr. Champion

James Mackay records a large rubber datestamp with the inscription between chambered rectangles, issued to the Strand branch office in December 1891; he states the impression ( reproduced above ) is taken from the proof impression book and records " I have not seen an actual impression ".

The five shillings adhesive shown also is clearly from the same stable and the office is construed to be FLEET ST. and the dating November ? 1891 ( could be the 11th. ) which predated the Mackay recording.

It surely cannot be that the survival rate is so poor that the only partial example is the part strike for Fleet Street.

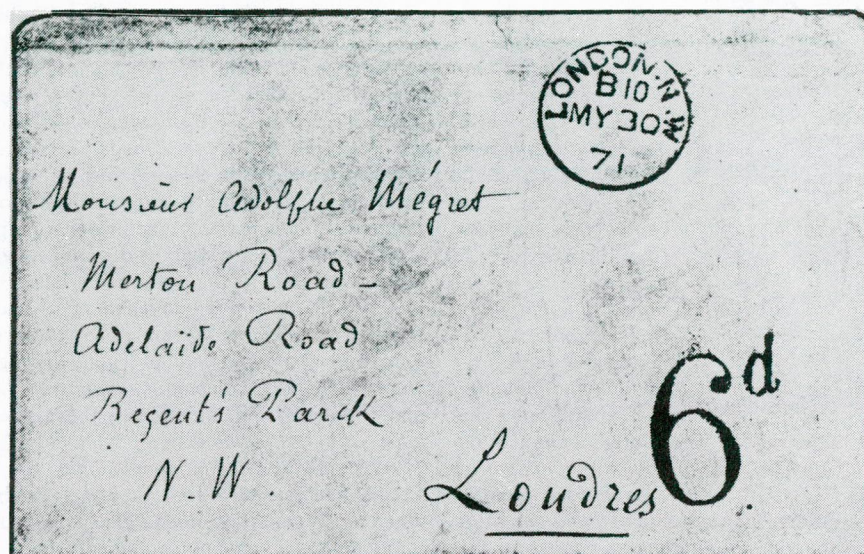
The illustration is from Mackay's " English & Welsh Postmarks Since 1840 " and is shown here with thanks.

-O-O-O-O-O-O-O-O-



**POSTAGE DUE**, from Keith Romig

Judging from the address, this must have originated in France or Belgium, though it carries no backstamps, which is most unusual. The only postal stamp is for London N W, again unusual since one would expect the first postal marking to be London or possibly London EC as it first came in. In any event, the fine hand-struck 6d was applied, which means the Post Office took it to have been handled through a foreign post office and not, as one might suppose, written abroad and posted in London.



The second item has a strip of three penny lilacs, each cancelled by an inverted 28 single upright oval (28D9). On the reverse is the London NW date stamp for April 28th., 1882, which is useful since the Handbook shows the mark as unrecorded. What is the hand struck 4d to signify, other than the amount due, that is, why was it applied? Assume it is a double deficiency mark, the total postage due would be the 3d. already paid plus 2d deficient. In 1882, the inland postal charge was

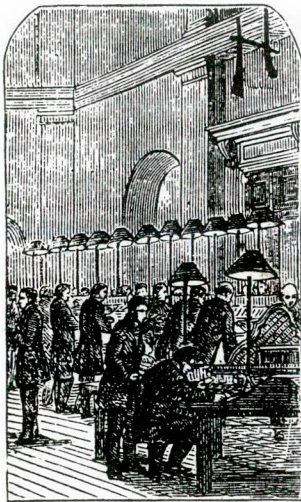
1 oz	1d
2 oz	1½d
then ½d for each 2 oz up to 12 oz	

which final weight would cost 5d. What could have been in such a small envelope?



## HER MAJESTY'S MAILS.

BY THE AUTHOR OF "HER MAJESTY'S MINISTERS," ETC.



HER Majesty's mails delivered throughout the United Kingdom last year more letters, post-cards, and book-packets than there were human beings then in the world. The latest estimate of the population of the globe puts the number at one thousand four hundred and fifty-five millions, nine hundred and twenty-three thousand, five hundred; and the Postmaster-General's last report shows that

(not counting newspapers) the correspondence delivered by the British Post-Office within the year reached a grand total of one thousand four hundred and fifty-six millions, four hundred and eighteen thousand, nine hundred. Supposing, therefore, that the postal arrangements of all the countries on the face of the earth had been under the control of the Postmaster-General, he would have had a communication of some sort for every man, woman, and child living, and nearly half a million of them might have had a second letter before all the letter-bags would have been quite empty! Taking together the correspondence of all kinds, including newspapers, the number was actually one thousand five hundred and eighty-six millions, nine hundred and thirty-seven thousand, three hundred; so that if this vast mass of letters, and post-cards, and books, and newspapers had been equally divided among all the inhabitants of Great Britain and Ireland, everybody would have received about forty-six communications during the year.

We have made these calculations for the sake of *helping* our readers to understand what an enormous amount of work is got through in the British Post-Office in one year, but of course it is utterly impossible for any human mind to form an adequate conception of the greatness of the work. It is easy enough to set down the figures and *talk* about the 1,127,997,500 letters, the 114,458,400 post-cards, the 213,963,000 book-packets and circulars, and the 130,518,400 newspapers that passed through the Post-Office within twelve months, but it is quite another matter to endeavour to realise what these figures involve. Let any one just follow in thought the successive steps taken by every letter, from the time it is dropped into the letter-box or pillar-post, to the time it is delivered to the person addressed, and then consider that the same process is gone through as regards every single

communication of all these 1,586,000,000, and he will begin to wonder how it can be possible for such a prodigious task to be accomplished as it is in such a wonderfully perfect manner. Clearly, the work could not be done at all without organisation of the most complete kind; and it may be said without fear of contradiction that the British Post-Office is not only the most gigantic establishment in the world, but is the most elaborately organised. It makes comparatively little use of machinery, and yet it does its work with all the regularity and precision of the most ingeniously constructed machine. It employs (in the postal department) about 35,000 officers of all grades, and every man in the great army has his work to do at a certain hour every day and in a certain way, and he does it. There is rarely any failure: the vast human machine but seldom "goes wrong," so nicely are all its parts adjusted, so systematically are all its manifold operations directed by those who are responsible for its proper working.

It is well known, of course, that the plans upon which the Post-Office is worked are not the product of any one mind. The Post-Office is a growth—a very marvellous growth, too; and many busy brains have been employed in developing the system and bringing it to its present all but faultless state.

Sir Rowland Hill's great idea of a uniform "penny postage," as soon as it was adopted, necessitated great changes in the mode of carrying on the business of the Post-Office, as, instead of 82½ millions, it had 169 millions of letters to deliver during the first year of "penny postage." All these changes were worked out by him to their utmost details with an amount of patience, forethought, and perseverance which few can fully appreciate, but which all must admire.

There were postal reformers, however, before Rowland Hill, who effected improvements in the conveyance of Her Majesty's mails, without which even his great schemes must have proved comparative failures. There was Ralph Allen, immortalised by Pope in the lines—

"Let humble Allen, with an awkward shame,  
Do good by stealth, and blush to find it fame."

He was the originator of the system of cross-posts between Exeter and Chester, going by way of Bristol, Gloucester, and Worcester, thus connecting the West of England with the Lancashire districts. The Government gave him a lease of the cross-posts for life, at a fixed rental of £6,000 per year. The service was from time to time extended, much to the public advantage, and not a little to Allen's benefit too, he himself estimating the net profits of his contract at £10,000 a year. At his death therefore, in 1764, the Post-Office found cross-posts established in all parts of the country, the whole of which were then brought



under the control of the Postmaster-General. It may be said, in passing, that Allen made generous use of his wealth, as he spent a large part of his income in supporting and encouraging deserving literary men.

More than half a century before the days of "penny postage," a great improvement was effected in the working of the mails by the establishment of what were long known and widely famed as Palmer's mail-coaches. Palmer's scheme was the substitution of mail-coaches for the solitary "mail-cart" or "post-horse" upon which the Department had hitherto relied for the conveyance of letters. The advantages of sending the mails by coaches which would also convey passengers, and would besides be well guarded, were obvious; and Pitt, to whom the scheme was submitted, having sanctioned it, Palmer was forthwith installed as Controller-General of the Mails. The rates of postage were slightly raised, but the number of letters rapidly increased, owing to the greater safety, regularity, and speed which Palmer's mail-coaches insured, and many of the principal towns petitioned the authorities to establish mail-coaches in their districts.

Palmer's plans were so successful that the revenue of the Post-Office rose in twenty years from a quarter of a million to a million and a half; the mails not only travelled more quickly, but were greatly increased in number: 380 towns which had formerly only three deliveries a week, had a daily delivery before the end of the century. In 1836 there were fifty-four four-horse mail-coaches running in England, but (although some use had been made of the then existing railways, it was not until the years 1838 and 1839 that Acts of Parliament were passed to provide for the conveyance of the mails by the railway companies. Since that date the Post-Office has used the railway system of the country to the fullest possible extent, but the "missing links" of connections between many towns and villages are still supplied by means of mail-carts and coaches.

The sweeping changes proposed by Sir Rowland (then Mr.) Hill were stoutly resisted by the Post-Office authorities. Colonel Maberley, who had just been appointed Secretary to the Post-Office, not only predicted that if the penny rate were adopted the revenue of the Department would not recover itself within forty or fifty years, but openly declared that the whole scheme was an absurdity and an impossibility. Fortunately the Government of that day was more enterprising than some of its own servants, and had as great a contempt for impossibilities as had the great Pitt when he was told his orders could not be executed because they were impossible. Returning the orders to the messenger, he exclaimed, "Tell your chief that these orders are given by one who treads upon impossibilities." In this spirit the Lords of the Treasury sanctioned the new scheme, and it was immediately brought into operation. For a few months the metropolis alone had the benefit of the reduction, but at the beginning of 1840 a penny postage for the whole of Great Britain and Ireland became an established fact. The immediate result of the changes introduced was an enormous increase in the amount of correspondence, but for some years there was an actual deficit

in the revenues of the Post-Office. Sir Rowland Hill anticipated that *ultimately* the net revenue would recover itself within £300,000 of the amount realised by the higher rates which had hitherto prevailed, and that his system would produce a five-fold increase of letters. We have already shown how far his expectations have been surpassed as to the increase in the number of letters; and as to the financial results, it will be seen that even he was not so sanguine as he might have been, when we state that last year the gross revenue of the Post-Office (reckoning postage and money-order commission only) was £6,300,730, as against £2,346,000 in 1839, and that the net revenue (or profit) was £2,497,687, as against £1,660,000 in the last year of the old system. Comparing the two years 1839 and 1879, it appears that the Post-Office delivered in the latter year nearly eighteen times the number of letters, &c., that it delivered forty years ago, and though the postage is less than one-ninth of the average charge then made, the national exchequer is richer by £800,000 per annum.

According to the latest returns, the number of post-offices open in the United Kingdom on the 31st of March, 1880, was 14,212, of which 912 were head offices and 13,300 sub-offices. Besides these, there were 12,541 letter-boxes and pillar-posts in streets, roads, &c., making a total of 26,753 places at which letters may be posted, 2,012 of these places being in London. The staff of the Post-Office (not reckoning those engaged exclusively on telegraph duties) consists of 13,882 postmasters, 3,803 clerks, 16,883 letter-carriers, sorters, &c., 28 mail-guards and porters, besides the secretaries and superior officers, who number 44, and the Postmaster-General. The service of the three kingdoms is managed—of course, under the direction of the Postmaster-General and the Secretary—in their respective capitals, at each of which there is a chief office, with a secretarial and other departmental staffs; and the working arrangements of each office are the same, on a smaller scale, as those adopted at the General Post-Office in London.

Of the several Departments into which the Office is divided, one of the most important, undoubtedly, is the Mail-Office, which deals with all matters relating to the transmission of the mails. There are 617 mails daily between London and other post-towns in England and Wales; 250 towns have two mails from London daily, 162 towns have three, 96 have four, 63 have five, and 20 towns have actually six mails every day. The work of making up and forwarding these mails is done as follows:—After all letters received at the General Post-Office have been placed address uppermost and stamped, they are sorted into twenty great divisions, letters intended for a particular series of roads forming one division; they are then classified according to separate roads or districts, and finally according to different post-towns. The bags are then made up and sealed, and at the appointed time they are conveyed by mail-carts and omnibuses to the railway stations, where they are taken charge of by the officers of the



Travelling Post-Office. The railway mail-coach is literally a post-office on wheels. It is a large commodious vehicle, well lighted and ventilated (well padded, too, in case of accident), and fitted with counters, pigeon-holes, and, indeed, every possible contrivance that can facilitate the business to be done. This business consists of receiving letter-bags from all the towns through which the train passes, emptying them, and dealing with their contents precisely as they would be dealt with at a town post-office—i.e., the letters are sorted and placed in divisions, then in "towns," and finally made up in fresh bags, ready to be given out as the several towns are reached. Mail-trains make few stoppages; when they do, great heaps of bags are quickly turned out of the van, and other heaps taken in; the train moves on again, the work of sorting begins afresh, and new bags are made up. Many of the bags are given out and taken up without stopping the train at all. This is done by means of an ingenious contrivance called the bag-net or pouch apparatus. Letter-bags are suspended from a cross-post fixed close to the line, and these bags are caught up by a rod projected from the van as the train whizzes past, while at the same instant the bags to be left are caught off the van-side by a projecting iron arm fixed in the cross-post, and dropped into a bag-net underneath, from which they are taken by a post-office collector. This wonderful piece of mechanism does its work so well that it is a very rare occurrence indeed for any cross-post to be passed without the bags being safely exchanged exactly as they should be. The Railway Post-Office makes up bags for upwards of fifty towns, and takes up by the day mail and the night mail together more than 500 bags of letters.

Most of the letters for London are sorted in the

Travelling Post-Office, and are made up in bags for the different London district offices; and on arrival the bags are forwarded direct to the head office of each district, to be there sorted ready for delivery by the letter-carriers. The business of delivering the morning mail at the General Post-Office commences every morning at six o'clock, at which time upwards of a thousand bags have to be dealt with. This work is done with astonishing expedition, an expert clerk being able to open a bag and check the account of its contents in about a minute and a half. The manner in which the letters are sorted and prepared for delivery, either at the private letter-boxes or by the letter-carriers, is too well known to need description here.

All correspondence for Ireland is sent in bags direct to Holyhead, where they are taken on board a steamer which is fitted up as a floating post-office. A staff of clerks is in readiness to empty the bags and sort the contents during the run across the channel, so that on arrival at Kingstown the bags are ready to be forwarded by rail to all the principal towns. This special Irish service costs the Post-Office £85,900 per annum; the "contract time" for the whole journey of 330 miles (sixty-three miles of which are by water) is eleven hours only, a penalty of 34s. per minute being incurred if this time is exceeded. A service of a novel kind has recently been established on the Clyde by placing a post-office on board the *Columba* steam-vessel, which plies between Greenock and Ardrishaig. In this vessel all the ordinary work of a post-office, excepting money order business, is performed; even messages for transmission by telegraph are received on board and despatched at each place at which the vessel calls.

J. T. G.

This comes from **Cassells' Family Magazine for June 1881** and is contributed by Terence Jeram

-O-O-O-O-O-O-

#### BRANCH OFFICE STAMPS

One not listed in Notebook 65 is OLD CAVENDISH ST BRANCH / W, struck in blue-green on the obverse of an envelope addressed to Grosvenor Crescent SW, Earl of Clarence. The adhesive is cancelled with the Inland 16 in diamond, wrong processing for a local item. The reverse of the envelope carries " IV / MY-19 / 1857 " General Post datestamp in black and the local office stamps " 1857 / MY 20 / 8 Mg 8 / B " and " 8 NT 8 / MY 19 / 1857 / O ", these being in red.

-O-O-O-O-O-O-

#### MARITIME MAIL RESEARCH

The Editor hopes to return to preparing the Handbook section dealing with London Maritime Mail in the very near future. Many readers will have material which ought to be recorded before publication, rather than after, when it will have to wait on the issue of a supplement.

Please send full details of all the material you have, using - where possible - the Robertson references, these being rather more precise in identifying the item.

-O-O-O-O-O-O-



Modern Fancy Cancellations, by Jack Peach

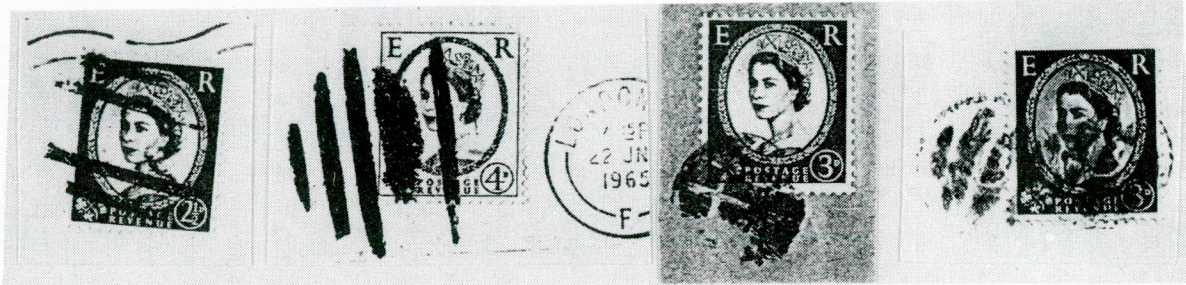
In Notebook No.70 there is an article by Mike Bavin in which examples of modern fancy cancellations were requested. Photocopies of one or two I have are submitted as my contribution to the subject. I have assumed modern means post-war that is to say, the last forty years.

As I understand it, these 'fancy' cancellations are generally applied by the Special Taxing Duty to letters which have been diverted to that duty. Normally these would be letters which are thought to be not properly prepaid or where stamps have not been cancelled by machine.

The types of mark used have included ( no doubt among many other ! ) : -

A. Dumb Barred Ovals

These are similar to those used years ago by, I believe, the Newspaper Branch. There would seem to be a number of detailed types - the extremities of the bars form more or less oval outline. The bars can be parallel to either the major or minor axis of the oval. Those I have seen were applied at London EC.



A 1

A 2

B 1

B 2

B. Small Dumb Circular Types

Type B1 ( also applied at London EC ) seems to have been made by cutting slots in the end of a piece of circular dowelling. Type B2 has distinct bars of the 'cork' types but a circular outline.

C. Other 'Dumb' Shapes

C1 has cuts similar to type B1 but is triangular in overall shape - could it be the end of a triangular draughtsman's scale ? Except for the white lines (which are normally horizontal). I would have said type C2 was a thumb print - perhaps a big thumb sideways !!



C 1

C 2

D 1

D. Miscellaneous Dumb

D1 is probably a worn out registration stamp. The Postage Due labels are cancelled " Station S.O. Bournemouth " so presumably that is where the mark was applied.



**Modern Fancy Cancellations....****E. Dumb Circular ' Packet ' Stamps**

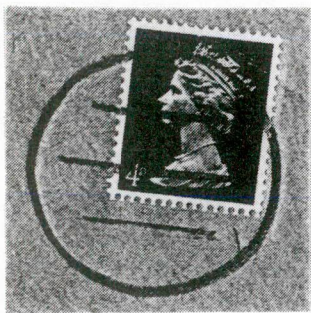
- E1. This is similar to ' Maritime Mail ' packet stamps, except it is dumb.  
 E2. Rather like the dumb naval obliterations of the first World War. Presumably applied at Aberdeen, so it could be a relic.

**F. Packet Stamps**

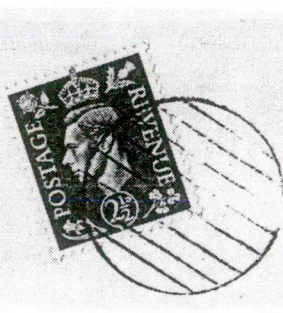
- F1. This is a SWDO packet stamp applied at London SW.

**G. Small Triangles**

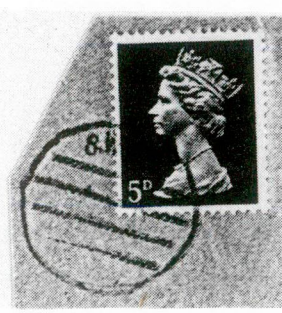
- G1. This is the type used mainly in Edwardian times at London Inland Office as missort marks. Apex at bottom. G2. Similar, but I.S. for Inland Section. G3. Similar, but 655 for Rotherham, Yorks. ( G 2 and G 3, apex up )



E 1



E 2



F 1



G 1



G 2



G 3



H 1



H 2

**H. Hexagonal - Numbered**

- H 1. ' 498 ' used at Manchester. H2. ' 498D ' One of a series with the Manchester number and a die letter. Probably used on mail from Manchester districts.

**I. Other Numbered Types**

- I 1. Square with ' 635 ', Reading. I 2. Barred 'half duplex ' with the 727 of Spalding, Lincs.



I 1



I 2



Modern Fancy Cancellations.....J. Normal Special Taxing Duty Triangles

J 1. Type used for a number of years at Mount Pleasant. Often struck in green but I have been told the color has no significance. Green is, of course, often used for postage due explanatory marks, so green ink pads would be readily available in the office.

J 2. Similar but SE 19. J 3. Current type at Mount Pleasant - since its conversion to a mechanised letter office.



J 1



J 2



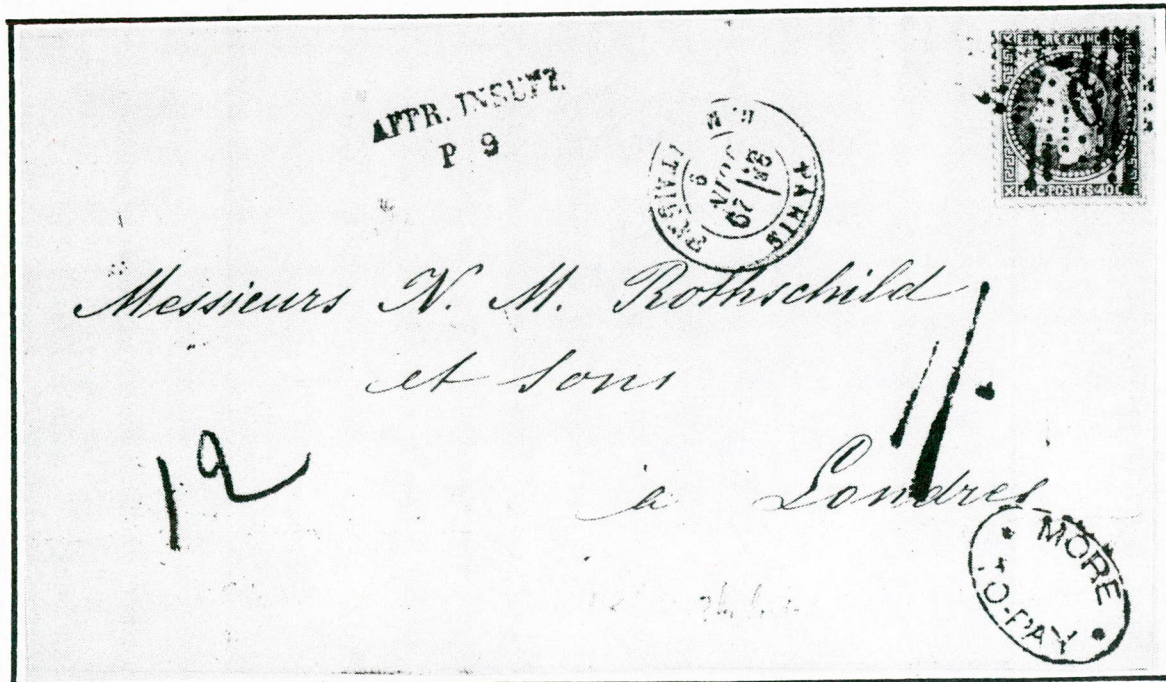
J 3

I have tried to show a range, progressing from the 'home - made' dumb mark to the fully 'purpose - made' type. No doubt others will be in readers collections and will serve to increase the record. I hope these few examples will be of interest.

-O-O-O-O-O-O-O-O-

MORE TO PAY

Although the More to pay stamp shown below is illustrated by James Mackay, his figure 2932, modified, it is rarely seen on a London item. Martin Willcocks, who supplied the photocopy, would be interested to hear from any reader who has one used anywhere in the U.K. or who perhaps has one on a colonial item which never came near GB.

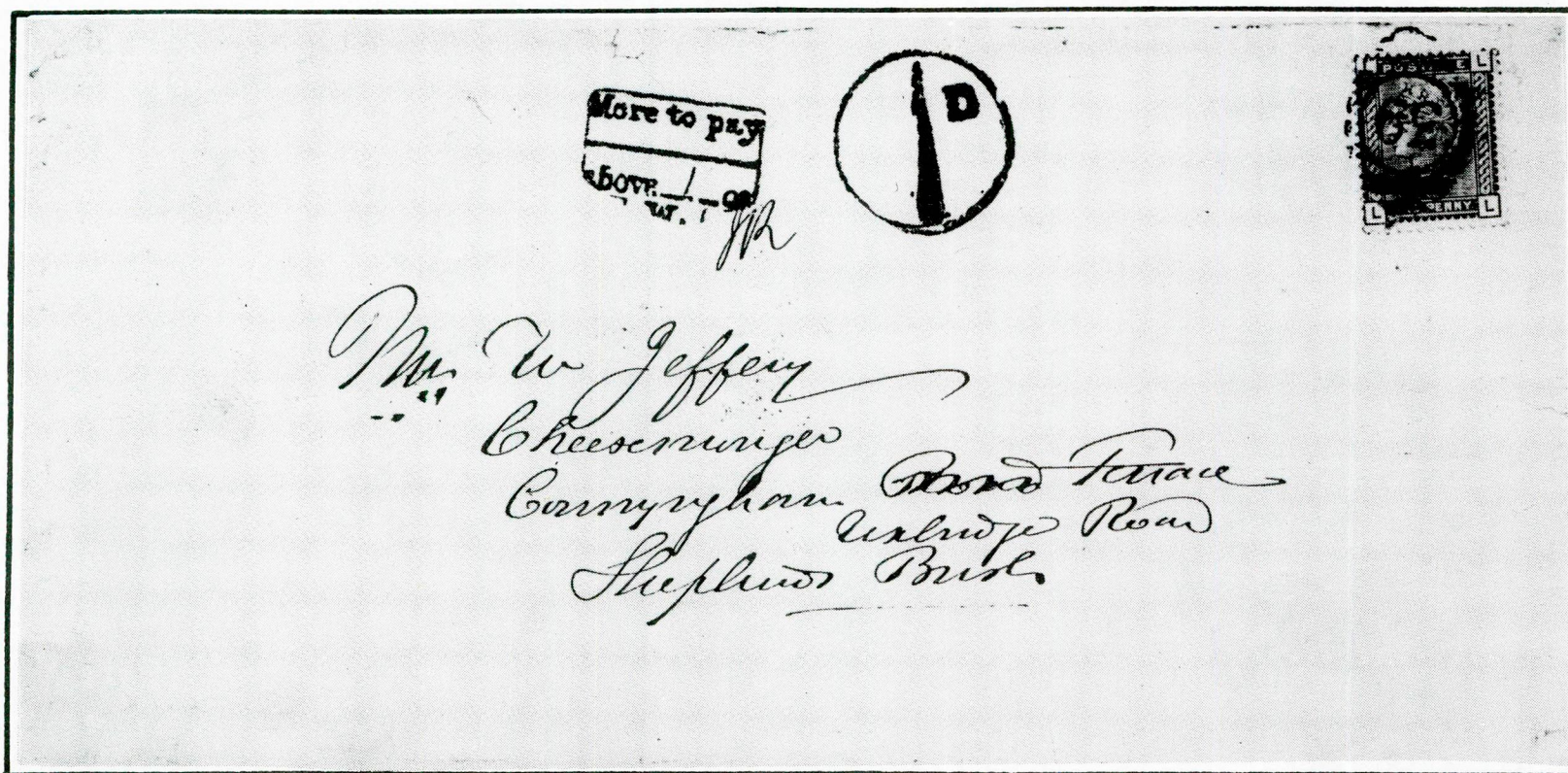


This item came from Paris to London in June 1869, carries the French advice of underpayment and, presumably applied in the Foreign Branch, the 1/- and oval MORE / TO-PAY, slightly smaller than fig.2932 but with (smudged) crosses.

-O-O-O-O-O-O-O-O-



A NICE FIND. by Keith Romig



71/12

What first attracted me to this cover was the first class 1d. in circle postage due and the rather fragile " More to pay / above 1 oz / W " handstamps, with the associated " JR " initials. On checking the 39 cancelling the 1d. adhesive in Section K of the Handbook " London's Postal History ", it was gratifying to find it listed as K W39D, which is first listed in the Proof Books for April, 1876, though not shown as recorded on cover. Happily, the cover carries a date stamp on the reverse. A red circular HAMMERSMITH OC 13 80 W.

-O-O-O-O-O-O-O-O-



**THE AZEMAR MACHINE**

When we invited members to send in information on the Azemar cancellations in their collections, the interest was centred on getting a span of dates for the periods of use. Several sent in details of the bars and Derek Holliday has sent in a detailed listing.

These bars comprise five sections, which are illustrated below and have the following features :

- C1 Top and bottom bars chamfered at left hand ends. Centre bar notched at right hand end.
- C2 Number A1 in diamond.
- C3 Centre bar notched at right hand end.
- C4 Centre bar notched at right hand end.
- C5 Top and Bottom bars chamfered at right hand ends. Centre bar notched at left hand end.

There is a variation on C3 with the centre bar additionally chamfered at the left hand end.

Table listing periods of use with types of segments.

	Earliest	Latest	Order of Segments
First Period	30. 3.69	2. 4.69	3 2 5
	6. 4.69	7. 4.69	1 2 4 3 2 5
	16. 4.69	19. 5.69	1 3 2 4 5
	27. 5.69		1 2 3 2 5
	31. 5.69		1 3 4 2 4 5
	31. 5.69	4. 4.69	1 3 2 2 5
	4. 6.69	6. 6.69	1 2 3 2 5
	7. 6.69	9. 6.69	1 3 4 2 4 5
	9. 6.69		1 2 3 2 5
	18. 6.69		1 3 2 2
	12. 7.69		1 2 4 3 5
Second Period	15. 5.71	12. 7.71	1 2 4 3 5
	12. 7.71		1 2 3 4 5
	20. 7.71		1 2 4 3 5
	24. 7.71		1 2 3 4 5
	27. 7.71	29. 8.71	1 2 4 3 5
	8. 9.71		1 2 3 4 5
	11. 9.71		1 2 4 3 5
	12. 9.71		1 2 3 2 ?
	15. 9.71		1 2 3 4 5
	18. 9.71	26. 9.71	1 2 3 2 ?
	29. 9.71		1 2 4 3 5
	6.10.71		1 2 3 2
	12.10.71		1 2 2 5
	17.10.71		1 2 3 ?
	20.10.71		1 2 2 3
	25.10.71		1 2 3 4
	26.10.71	8.11.71	1 2 3 3
	8.11.71		1 2 3 5
	8.11.71	10.11.71	1 2 4 5
	10.11.71		1 2 3 3
	20.11.71	22.11.71	1 2 3 5
	23.11.71		1 2 4 5
	24.11.71		1 2 3 5
	28.11.71		1 2 3 3
	1.12.71		1 2 3 4
	1.12.71		1 2 3 5
	5.12.71	7.12.71	1 2 4 5



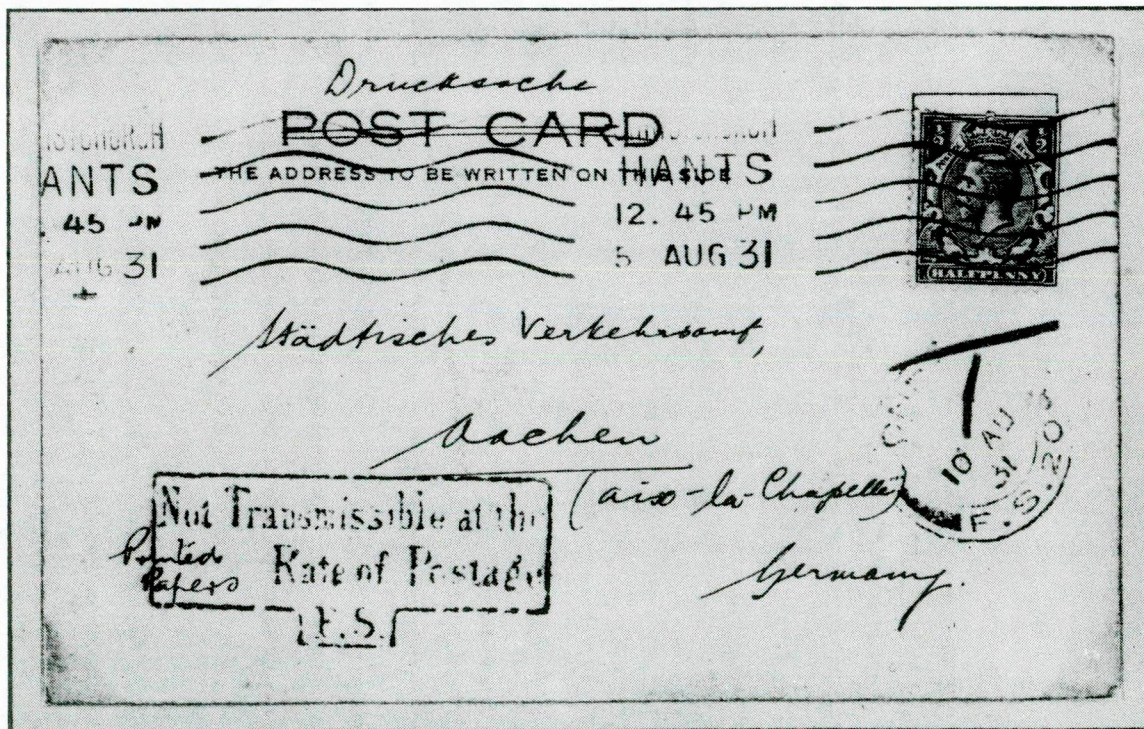
The Azemar Machine....

	Earliest	Latest	Order of Segments			
Second Period, continued	8.12.71		1	2	3	5
Third Period	18. 5.71		1	2	3	5
	29. 5.72		1	4	2	5
	10. 6.72		1	2	4	?
	1. 7.72		1	2	3	4
	10. 7.72		1	2	4	5
	18. 7.72	22. 7.72	1	2	3	3
	22. 7.72		1	2	3	5
	23. 7.72		1	4	2	5
	19. 8.72		1	2	?	5
	27. 8.72		1	2	3	5
	16. 9.72	30. 9.72	1	2	4	5
	20.10.72		1	2	?	?

-0-0-0-0-0-0-0-0-0-0-0-0-

UNDERPAID MAIL GOING ABROAD, from Robert Johnson

Collectors of Foreign Section cancellations may well recall the several items which have appeared in Notebook featuring the FS 20 handstamp. The general view appears to be there is a specific relationship between the use of this stamp and some special treatment required of the mail concerned. It can be a returned item from abroad, a delayed item, surcharged, or similar.



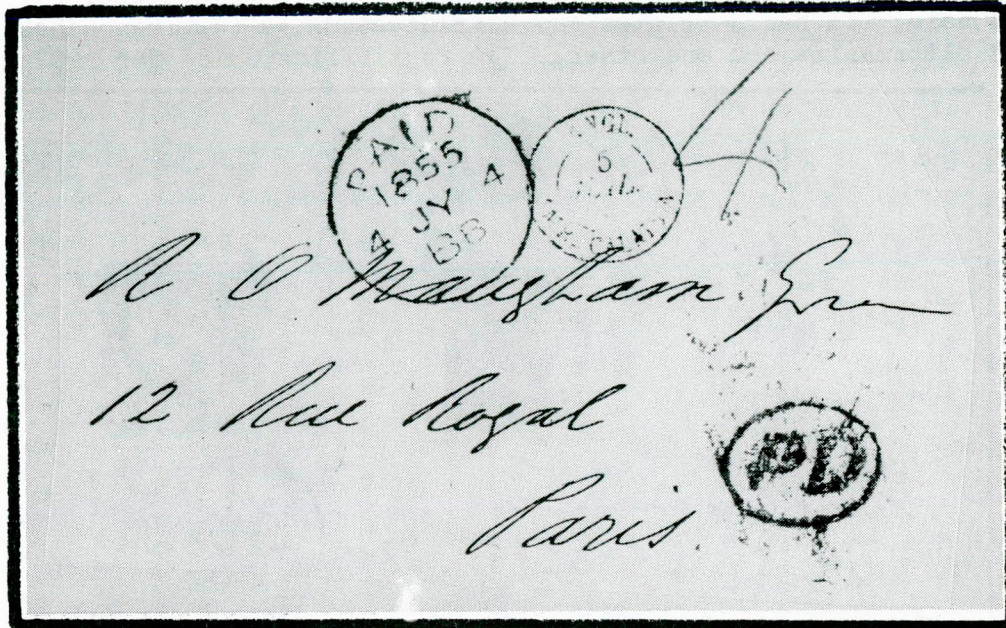
On the item shown here it was used on the 10th. August, 1931 on a post card addressed to Germany, being prepaid with a halfpenny stamp. The sender had endorsed the card " Drucksache " for " Printed Papers " and as the Post Office stamp states " Not Transmissible at the / Printed Papers Rate of Postage / F.S. ", with " Printed Papers " being inserted in the multi-purpose stamp. Post cards going abroad had their own UPU rate of 1d.

-0-0-0-0-0-0-0-0-0-0-



PAID DATESTAMP OF 1851

Maurice Barette sent an example of the Paid datestamp with the year appearing above the rest of the date and the code below, a reversal of the usual layout. Although



not an uncommon stamp, its use must be limited compared with the bulk of surviving material. According to Alcock and Holland, their fig 700 refers, the explanation is :

" About 1851 stamps with single rim and the year above the rest of the date were introduced for use on intermediate duty between the main morning and evening duty. "

A & H continue with the remark that the index letters correspond with those of the morning stamps and that fig.700, with others, are found in use until 1858. On the 1st. August, 1852 prepayment of letters in money ceased in London, except at the Chief Office and even there from 1855 it was restricted to letters posted in bulk under certain conditions. It follows the use of the Paid stamps declined from 1852 and A & H conclude with the remark that from 1855 examples are probably on official letters.

There is no obvious official connection with this example of 4th. July, 1855.

It may be noted James MacKay is a little more specific in stating this Paid stamp is for the mid-day duty.

-O-O-O-O-O-O-

LONDON FOREIGN SECTION DATESTAMP

Some time since, Michael Goodman sent a copy of a most unusual Foreign Section datestamp. As can be seen from the illustration and that of the FS 22 the difference is quite striking.

Despite searching diligently for several months, the Editor has to report he has found no other copies.

Perhaps a reader can assist.





AN OVERWEIGHT NEWSPAPER, by Keith Romig

My initial reaction on seeing this wrapper was " what a pity somebody had removed the adhesive originally affixed between the  $\frac{1}{2}$ d. and 5d." However, on further inspection, I am not so sure it is not a genuine official stamp removal.

The wrapper was originally sent from Newcastle-on-Tyne on October 27, 1902 to Odessa, Russia. It had a printed 1d. scarlet stamp, a  $\frac{1}{2}$ d green adhesive, a 5d. lilac and ultramarine and one other. The Post Office Guide for 1902 gives a








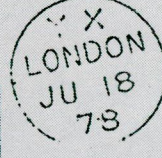










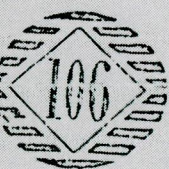




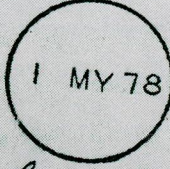
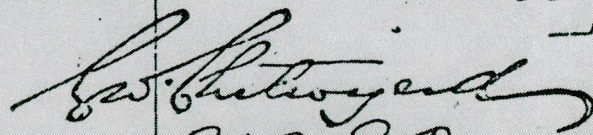
maximum weight for newspapers to foreign countries as 4 lbs. When this particular package arrived in London, in transit, it was found to weigh more than this limit and was stamped accordingly with the boxed " EXCEEDS AUTHORISED / WEIGHT OF " , with 4lbs inserted and beneath " Exceeds 4lb " in ms. Normally, I imagine, such an item would be returned to the sender and this package went to the Returned Letter Office. From here on it is supposition on my part.

As the package had been accepted by the Post Office in Newcastle and the stamps cancelled, an official at the RLO had the brilliant idea to take out some of the newspapers and make another package of these. One of the stamps was removed from the original package and stuck on the second to show all postage was paid. The original was endorsed " Divided in the RLO London " and the ' overweight ' handstamp was deleted in blue, as was also the manuscript " Exceeds 4lb " .



**THE UNFRAMED ' L ' OF LONDON**

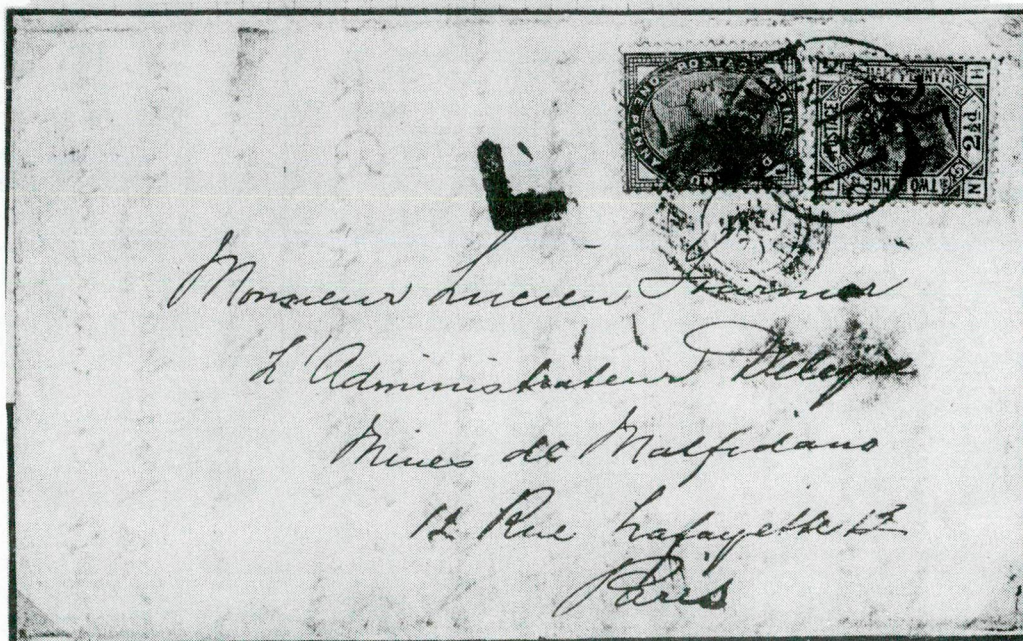
There has been a good response to Charless Hahn's " Another ' L ' " in Notebook number 70. To start, John Forbes-Nixon sent a copy of the Proof Impression Book which shows the issue of such a stamp to the Inland Branch on the 11th. July, 1878.

To what Place.	Date when sent.	Stamps.
	<i>By Procuration for Her Majesty's</i> <i>Postmaster General.</i> <i>The Cashier</i> <i>18 March 1878.</i>	 
 	<b>CONTRARY TO REGULATIONS</b>	 
 	<b>CONTRARY TO REGULATIONS</b>	 
 	<b>INSUFFICIENTLY PREPAID.</b>	<i>Inland Branch</i> <i>19 June 1878.</i>
	<b>INSUFFICIENTLY PREPAID.</b>	
 	<b>OVER OZS</b>	<i>Inland Branch</i> <i>11 July 1878</i>
	<b>OVER OZS</b>	 
 	<b>R.L.B. LIVERPOOL RETURNED TO</b>	<i>Controller C.D.</i> <i>13 Aug 1878.</i>
	<b>R.L.B. MANCHESTER RETURNED TO</b>	
	<i>Returned to office</i> <i>26 April 1878.</i>	<i>R. &amp; A. G. O.</i> <i>17 Sep 1878.</i>
	<i>12 April 1878</i>	
	<i>Sent to M.O.O.</i> <i>2 May 1878</i>	



The Unframed 'L' of London...

However, by way of demonstrating there are more stamps than you or I have dreamed of, Horatio, John offers two quite different sizes.

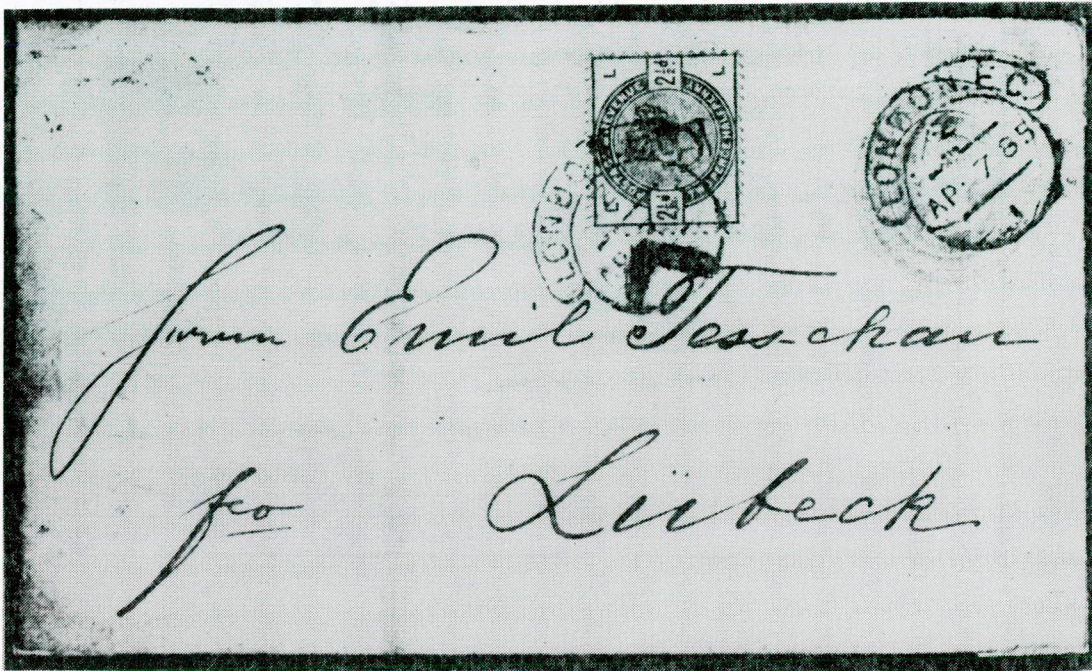


Two distinctive late stamps of the E.C.D.O. used on mail to France in 1880 and 1884



The Unframed 'L' of London..

Bob Preston offers an item dated April 1885 on an envelope prepared 3½d, to deal with the normal 2½d rate to Germany, plus the 1d late fee. The scroll carries a 'Z' code.



An unsigned contribution, from some time since and discovered whilst checking through material, is from from Alf Kirk. It is a PSPC sent from Queen Victoria st., London E.C., to Bavaria. The adhesive is cancelled by the London EC cds for 16th. June, 1882, code Z, with 'K' at the base. The mark in itself quite unusual. The PC also shows the TOO LATE/G.P.O., which is curious. There is a ms 10 in blue crayon, no doubt pfennig, and the 'T' does not look English. The 'L' is struck with some force, enough to cut into the card and shows on the back.



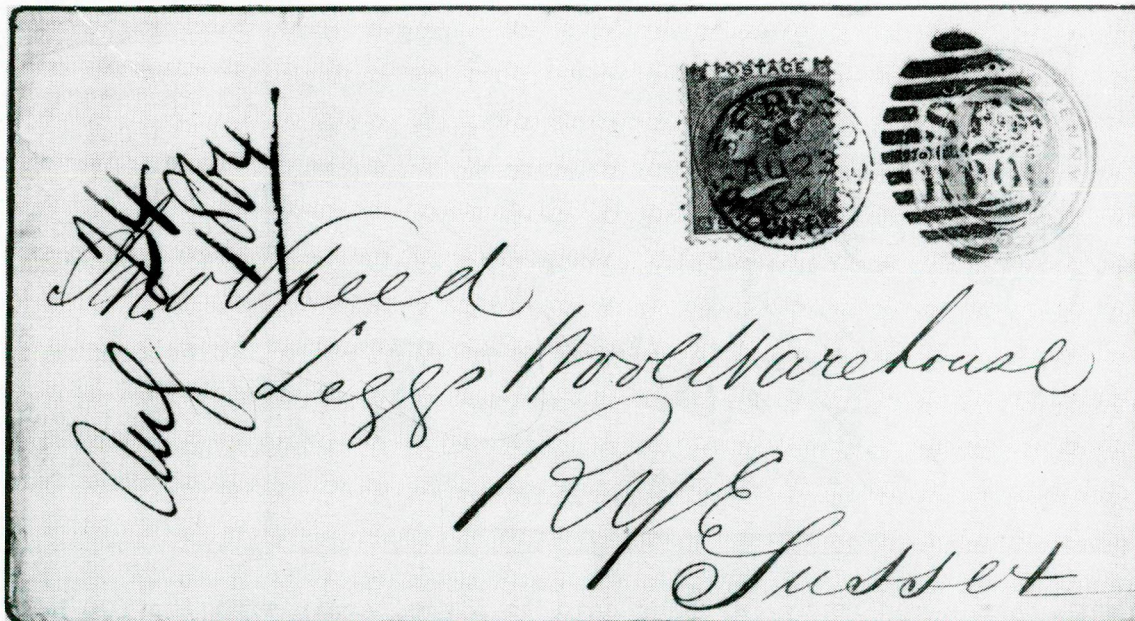
On the next page a One Penny Farthing card to Liege, again with the TOO LATE/GPO. As before, the cds, albeit faint, does read with code 'Z' and has a 'K' at the base. Alf Kirk wondered if this 'K' duty stamp was a special for use on post cards. This further example from Keith Romig lends support to that theory and the mixture of the 'Z' time slug, the 'L' and a 'Too Late'.

It is very pleasing to get this response to an item in Notebook : are there any more to be recorded ?



The Unframed 'L' of London.....RAILWAY STATION POSTMARKS, by Keith Romig

One postmark not mentioned in Notebook No.63 is that of the South-Eastern Railway P.O. London Bridge. It is of the duplex type, with SE / TPO instead of numbers. The dater reads S.E.R<sup>Y</sup>.P.O. LONDON BRIDGE. The cover in question is



a late fee item, with a 6d. lilac paying the late fee and postage paid with a 1d. pink embossed stamp. The Post Office Guide for 1864 states - " South Eastern Railway Station, London Bridge - Letters and newspapers are received at this station to be despatched by the Night Mail Train to all the principle towns the correspondence for which is conveyed by the S.E.R. or by lines branching from it. A fee of sixpence in addition to the postage is charged upon each letter; this fee, as well as the postage, must be paid in stamps. A box for the receipt of letters is opened at the station every evening ( except Sunday ) from 6.30 p.m. to 8.15 p.m. "