

NOTEBOOK

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EDITORIAL

We are reverting to type rather with the later than planned production of this issue but it is hoped to catch up during the next three months. This, however, depends very much on members continuing to send in material, be it a photocopy of an item which they find of interest with minimum write up, to a full blown multi page effort. Do put pen to paper. digit to keyboard, as applicable.

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LONDON'S TWOPENNY POST : ERASURE STAMP

Unrecorded Westminster Office Mark

The erasure star is similar to L645 but measures 30mm and is dated for 20th. June, 1803, some years earlier. A copy was sent to Barrie Jay, who confirmed it appeared to be a new find and differs from his example of the Westminster Office mark.



Posted at the New Street Covent Garden Receiving House (L499), the handstruck "2" was cancelled with this new mark and replaced by the "3" for the Country rate, applicable for an address in Chelsea.

The time stamps of the Westminster Office reflect a delay, being for 2 afternoon and 4 evening.

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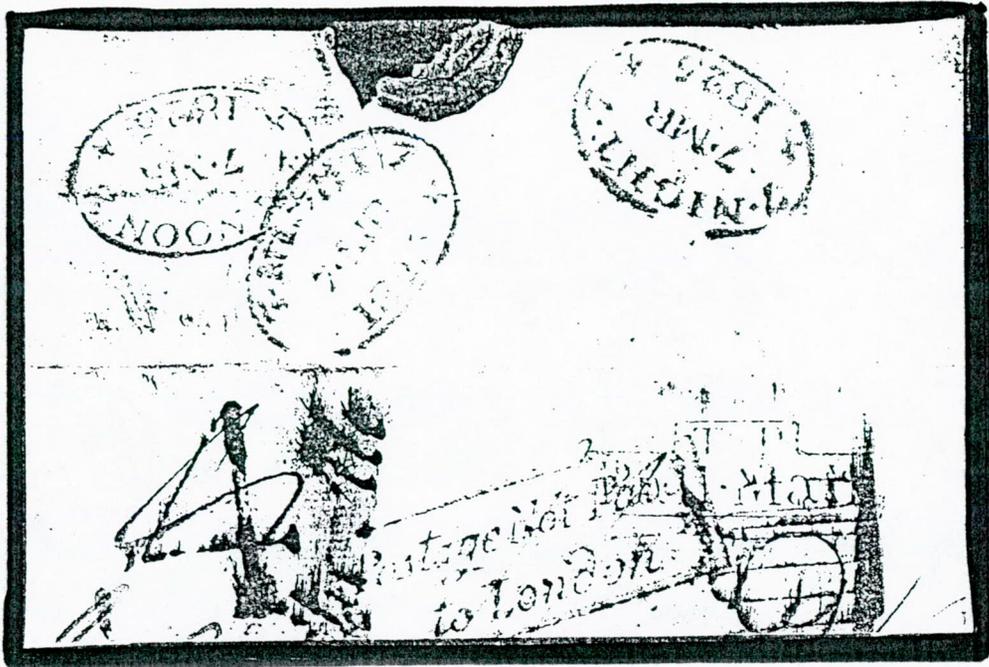
LONDON'S TWOPENNY POST : CHARGE MARKS

Rewriting a collection often results in a revision to the existing information and the example shown overleaf was no exception. Any changes to the description would be appreciated. It carries the London time stamps for 7th. March, 1825 2 A.Noon and 7 Night.

Without the whole cover one can but speculate a little and the description must be read in that light.

Apparently it was posted outside London, shown by the framed Postage Not paid / to London (L273)

Large dated piece showing the "4" stamp (L624)



The deleted "2" charged for delivery by the Twopenny Post. Redirected within London, hence the "4" (L624); first year recorded.

Further redirection, resulting in the deletion of the "4" and the application of an "In All" (L638); recorded 1810-1832.

The TP Pall Mall (in blue) possibly the place at which second redirection was made.

LONDON'S TWOPENNY POST : CHARGE MARKS (II)

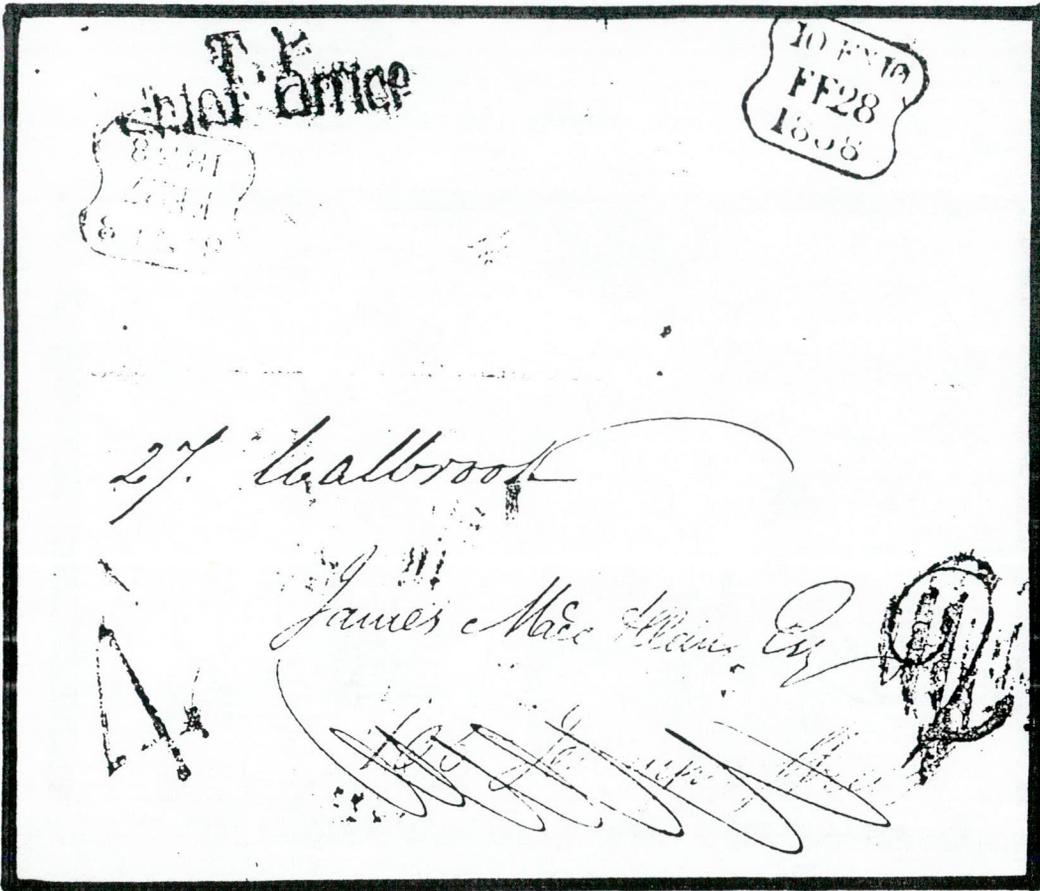
It is interesting to compare the use of a handstamp performing two different duties, albeit indicating to the recipient a payment of four pence is due.

The first is the handstruck "4" (L626) applied on re-direction on February 28th, 1838 and the second example to show the non-payment of postage on a heavier letter of 16th. May, 1840.

Posted at the Chief Office on 27th. February. 1838, the first letter received the 8 Night timestamp.

Initially addressed to Jermyn Street, the letter was then redirected to 27 Walbrook. The "2" cancelled by what appears to be a series of thick lines and the "4" applied on re-direction.

This cover is shown on the top of page 4.



On Her Majesty's Service.

clearly carried no exemption from the prepayment of postage if posted individually into the Post Office system. A circular letter was issued on the 10th. January, 1840 (quite a lot happened that day) from the General Post Office requiring official mail to be sent to the Post office in a Departmental bag to secure "Official paid" status.



Timestamp on reverse for 4 Eg 4 / MY 16 / 1840 (red) ,it was posted at the Charing Cross office unpaid, in contravention to Post Office requirements and consequently the Postage Due charge mark was applied.

CROYDON UNIFORM PENNY RATE

by A.F. Moyles

For many years, Volume 1 , Part 1 of "The Encyclopedia of British Empire Postage Stamps" by Robson Lowe has been the main source of information on the stamps of the Uniform Penny rate.



The listing of Handstruck Stamps shows Croydon with a stamp reading "P1". However, I have three covers showing this mark which are all from Thornton Heath. Except for one cover, there is no indication of prepayment other than the "P 1". The covers I have from Croydon itself for the same period do not show this stamp.

Was this mark, therefore, applied at Thornton Heath or at Croydon ? Mail from Thornton Heath would go through the Croydon office so it might have been applied at the Croydon office. Could it, though, have been applied by the Thornton Heath office, a conceit of the local official ?

This is a scarce mark, as is the material for this period (RL show only 1840 usage). The three covers I have come from the same run of correspondence, letters to a Mrs Sewell, Bank, Brighton, from her daughter.

Is a reader able to produce any Croydon material for the 1840 plus period, with or without the "P1". Obviously any Thornton Heath originated letters would be of the greatest interest. A photocopy plus full details to the Editor please !

.....
KENNETH SYDNEY SARGEANT

Obituary

It is with deep regret we have to record the death, on the 30th May, of Kenneth Sydney Sargeant.

Ken had been an LPHG member for many years and a contributor to "Notebook" with a selection from odd items which came his way. I first met him at his shop in Susans Road Eastbourne, when on leave from Nigeria, over thirty years ago. One of my earliest purchases was a series of letters from South Africa during the Boer War period for the princely sum of 15/-. These received the same thoughtful comment and appreciation as any item selling for a hundred times this amount, a typical action by a man who enjoyed his business as much as his customers enjoyed his material.

Ken's collecting interests included Eastbourne postal history and post cards, wreck and crash covers, airgraphs and wartime air routings. In addition to the LPHG he was a member of the Postal History Society, a Fellow of the Society of Postal Historians, a past President of the Eastbourne and South Downs Philatelic Society and a member of the Philatelic Traders Society.

On behalf of his many friends in the LPHG, our deepest sympathy to his daughter Janet and son Charles.

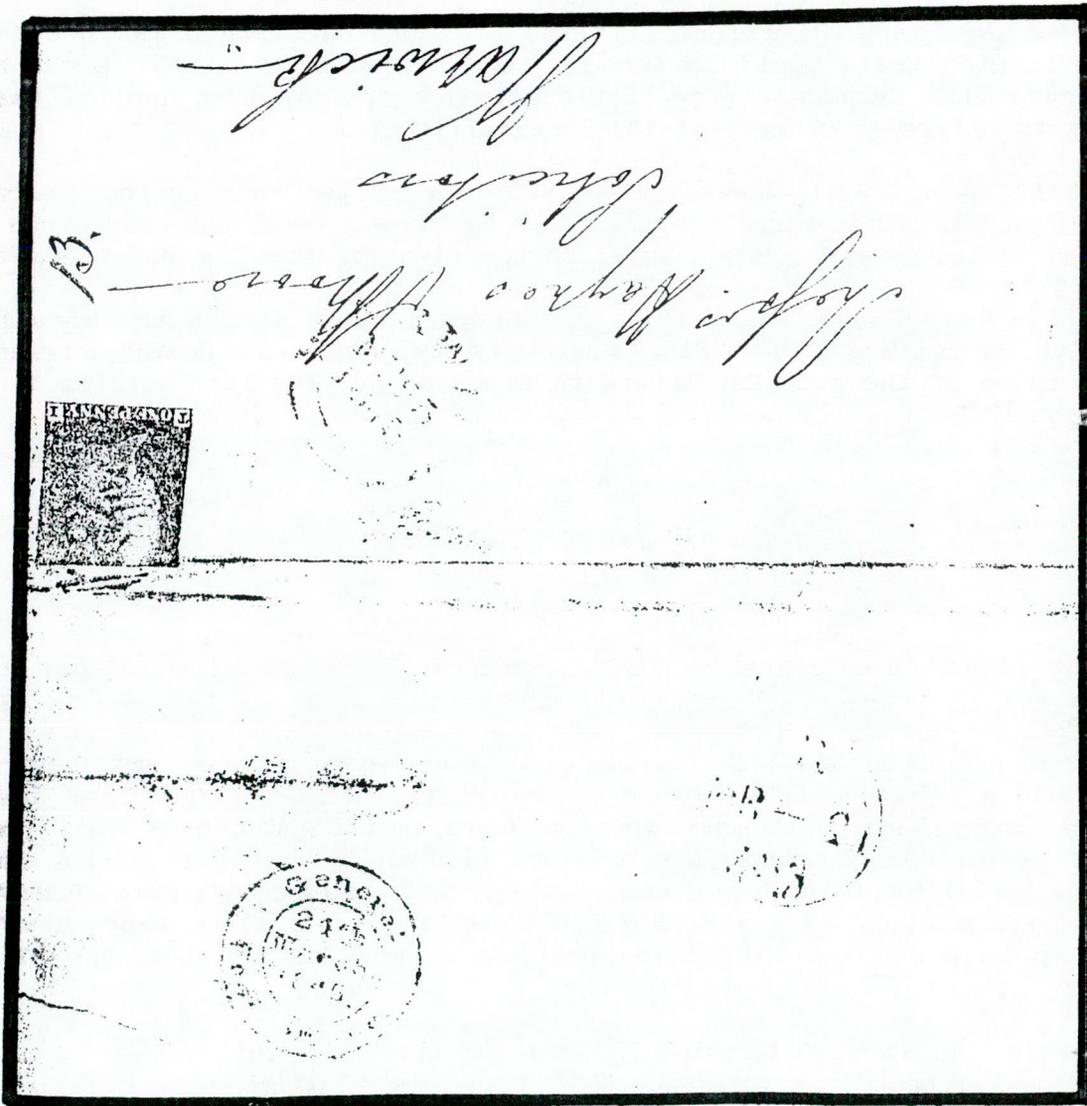
P.F.S.

MYSTERY GENERAL POST OFFICE DATESTAMP

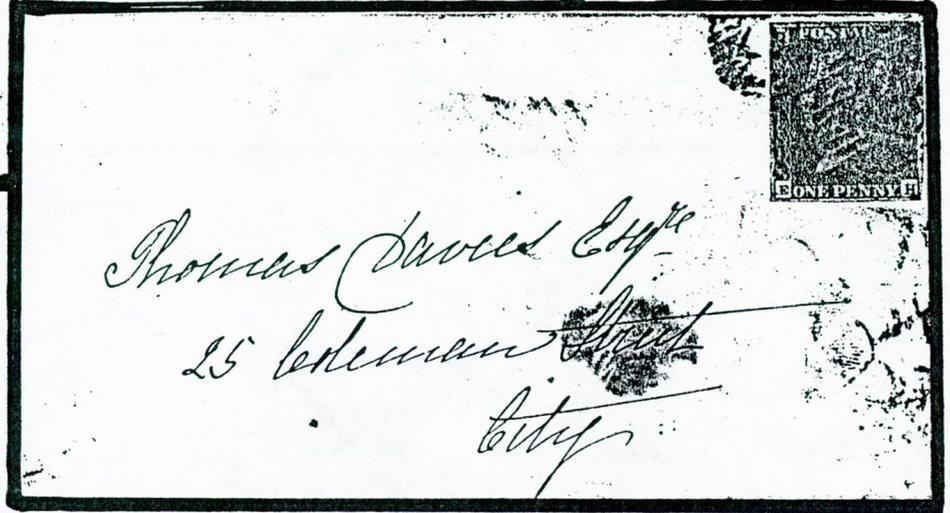
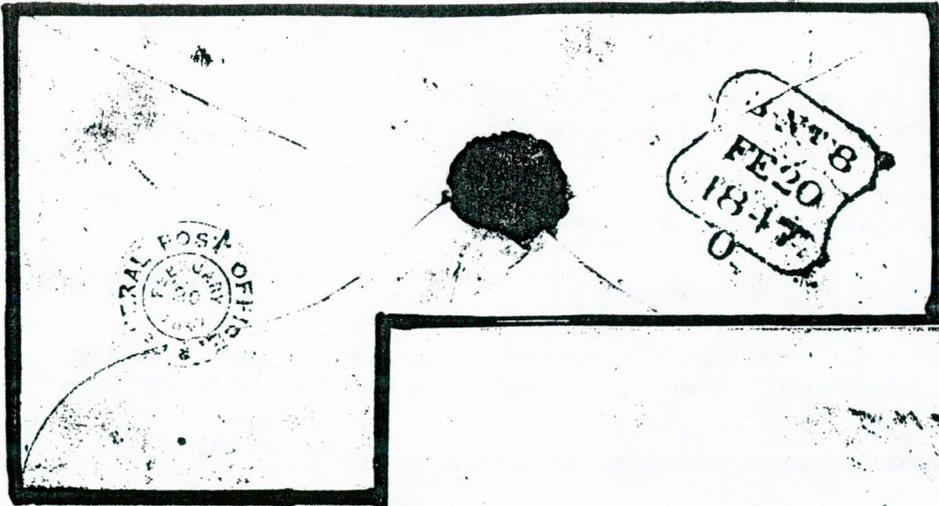
Michael Goodman has sent in three items showing General Post Office date stamps which look somehow familiar but, nevertheless, no firm information can be traced.

The first is prepaid by a penny imperf, cancelled, as it should be in London, by the Inland Office diamond, apparently "6". It carries the normal General Post date stamp R / MR - 24 / 1845, the Warwick arrival stamp for the following day AND the double rim date stamp which is causing the problem.

The diameters of the rings are 17mm and 27mm, within which "General / Post Office" appear. The date, rendered as 24th / March / 1845, is in the centre. Struck in black, its purpose and origin are not known.



The second cover is addressed to the City, posted in London and should have been handled throughout by the London District Post. However, it was initially processed through the General Post, the prepaying penny adhesive being cancelled, twice, by the Inland Office "14". The London District Post time stamp for 8 night on 20th. February, 1847 (code 0) is struck on the reverse.



Much smaller, with ring diameters of 12mm and 20mm, the lettering differs reading GENERAL POST OFFICE right round the inner rim, a small ornament dividing the "G" of "General" and the "E" of "Office". Further, the date is given as FEBRUARY / 1847 with the 20 in the centre.



For the third we have the same date, 20th. February, 1847 but this is a General Post item, being addressed to Leek, Staffordshire.

Can a reader offer any previously noted reports of these stamps and/or an explanation? Could they be the writer's private date stamp which also indicates the service to be used?

UNPAID MAIL FROM ABROAD

from R.I. Johnson

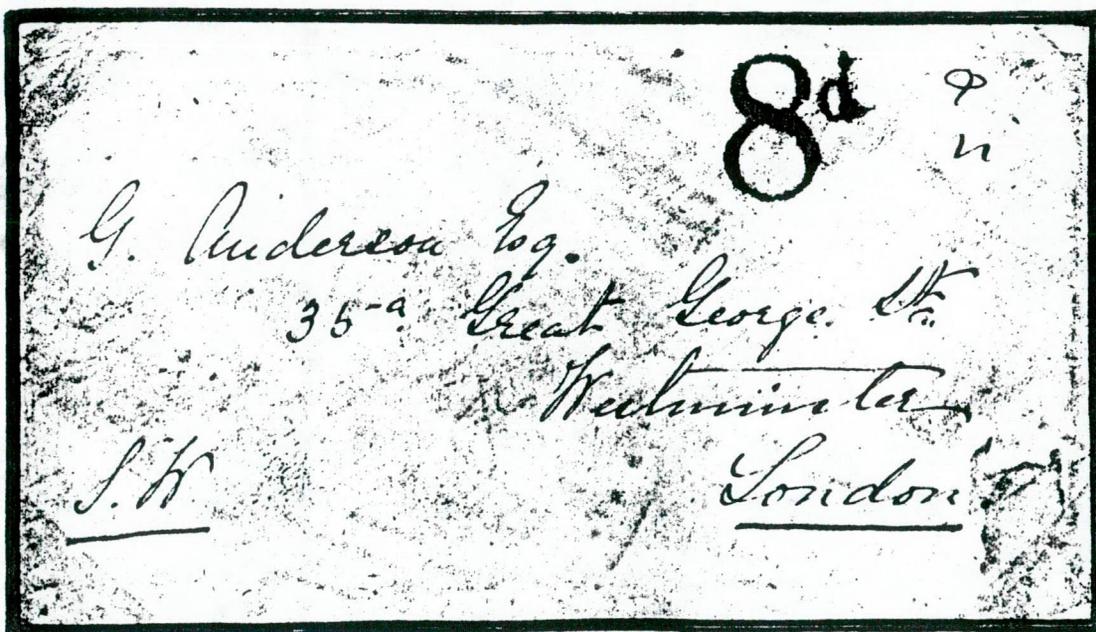
This sequence of three covers have an eightpence charge in common, though the detail and time span of nearly fifty years show how different the cause for the use of a stamp can be.



Mail to this country from the Netherlands unpaid was charged at the same rate as unpaid mail to the Netherlands. Mail could be sent paid or unpaid and there was no penalty for non prepayment.

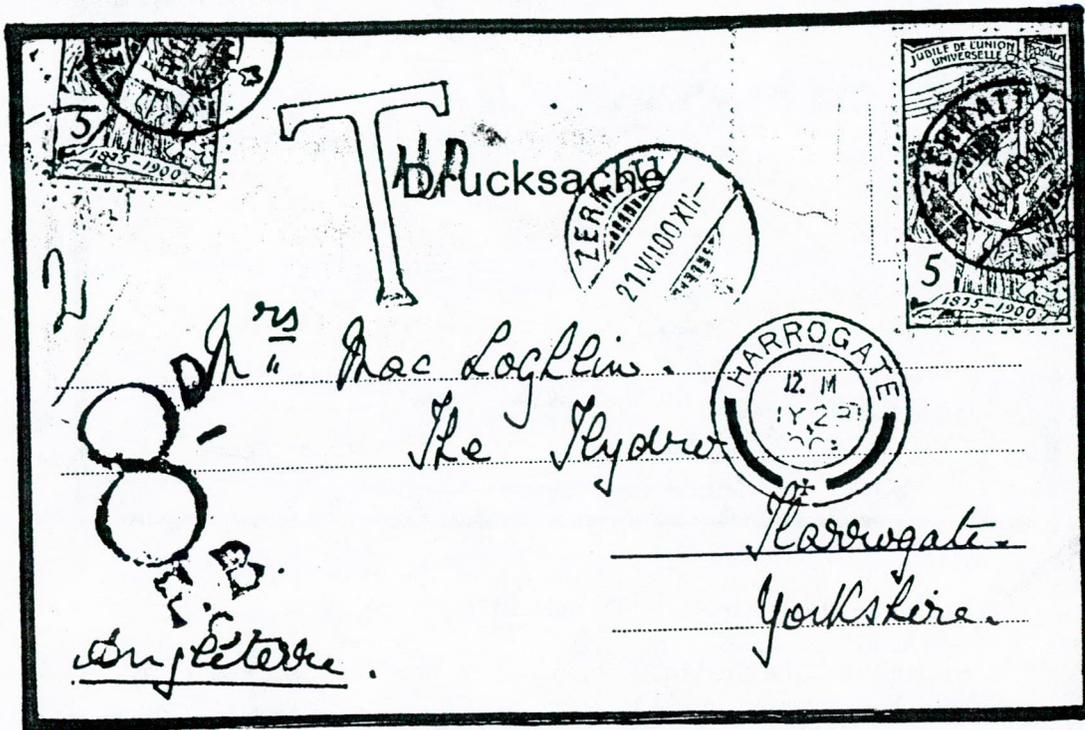
The rates in 1856 were: for letters up to ½ oz in the closed mail via Belgium or by private ship 8d; for letters up to ¼ oz via France 8d.

This item is endorsed "With Speed", posted in Schiedam on 31st. October, arrived London 3rd. November, 1856. The handstruck "8" in watery ink was issued to the Inland Office in London in September, 1854.



There is no indication of the origin of the second cover, on the previous page, received in London in October 1882.

The rate for Group B countries in the U.P.U. was 4d. Double this was charged on unpaid letters. Group B countries, at this date, were in the West Indies, South America, the west coast of America and China via the United States.



The third item is dated July 1900. It is a panorama post card which should have been charged two rates.

It was marked "2" and "40" by the Swiss post office. The charge in Switzerland and England was based on the single foreign letter rate of 2½d. The 8d due comprised twice this 2½d, less the 10 centimes prepaid, taken as 1d, giving 4d underpaid, doubled to cover the penalty.

LONDON DISTRICT POST

An Unrecorded "PAID" Stamp

The cover illustrated overleaf was purchased for the Office Initials which appear, hand stamps and manuscript. Not until it was examined closely were two other marks discovered which added greatly to the pleasure of ownership !

The various marks appearing are the following :

Four time stamps of the District Post on the reverse.

- 8 N^T 8 / OC 18 / 1856 / - C -
- 1856 / OC 20 / 8 Mg 8 / - A -
- 10 F^N 10 / OC 20 / 1856 / -H-
- 5 E^V 5 / OC 20 / 1856 / - C -

On the obverse we have :

PAID / 1856 / 18 OC 18 / 00 . The final part is the date/duty code and not too clear.



The encircled "L" indicating a delay

The missort Office Initials for CX ; SK and in mss, Westr PB

There are two further marks to be noted

Overstriking the PAID date stamp is a fancy "C", which appears to be an example of the "A B C" series of the Branch Offices, possibly Charing Cross.

The unrecorded stamp is a feint PAID in a standard red brown, overstruck by the "CX" and clipped by the encircled "L". The colour is like that of the "C", rather than the other stamps.

Due to both the colour and the feint impression, it has been necessary to assist the photocopy.

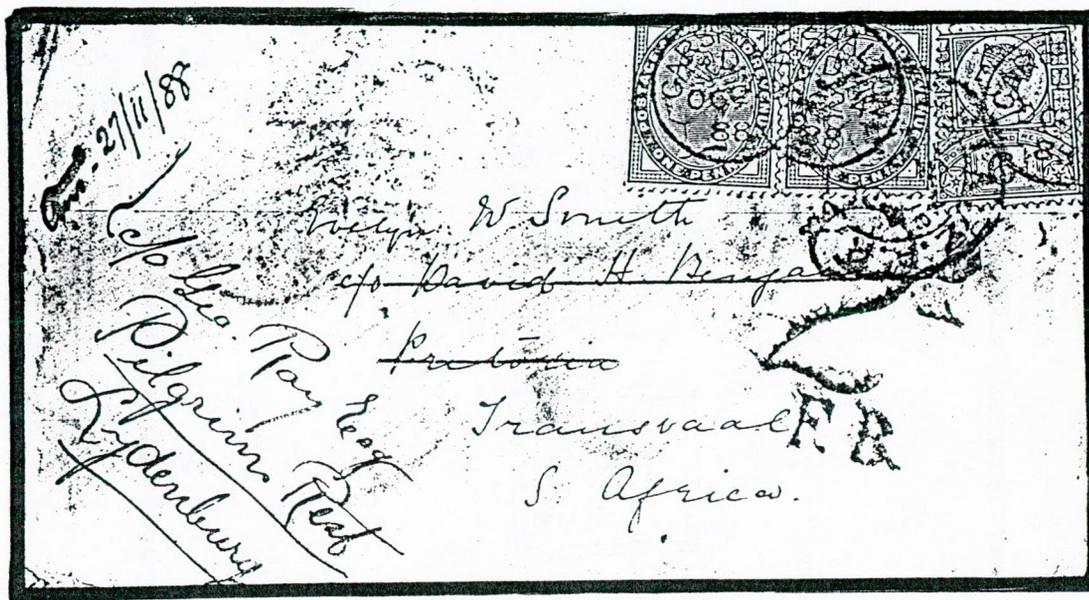
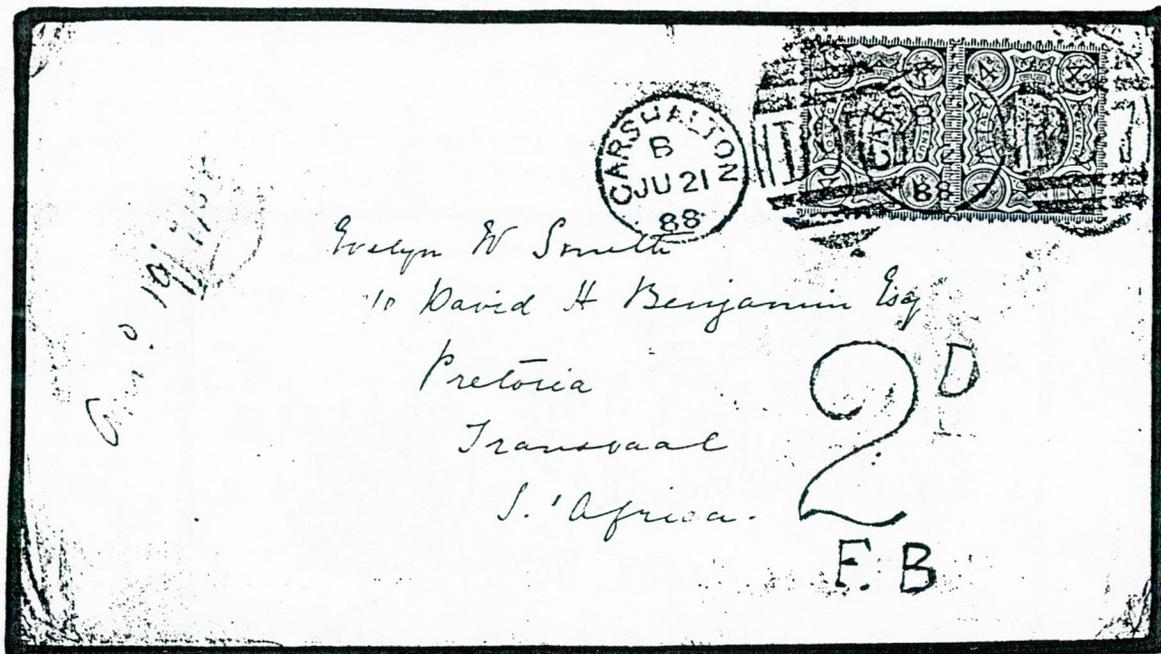
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TWOPENCE FB ACCOUNTANCY STAMP

Two covers (shown on page 11) dated June and October 1881, addressed to South Africa from Carshalton bear a 2^d / F.B. stamp in red, presumably a charge mark used as an accountancy stamp in these instances.

Postal agreements between foreign postal authorities and that of the UK deciding the share of the postage paid are well known but the use of charge marks to indicate the share of the prepaid 8d. is unusual. It is thought there were several other covers in the cache from which these two are taken. Does a reader have any examples and, even more helpful, the details of the agreement between the UK , Transvaal Republic the Cape Colony post offices ?

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LONDON EC COLLECTION

An example of an incorrectly dated meter mark and its treatment.

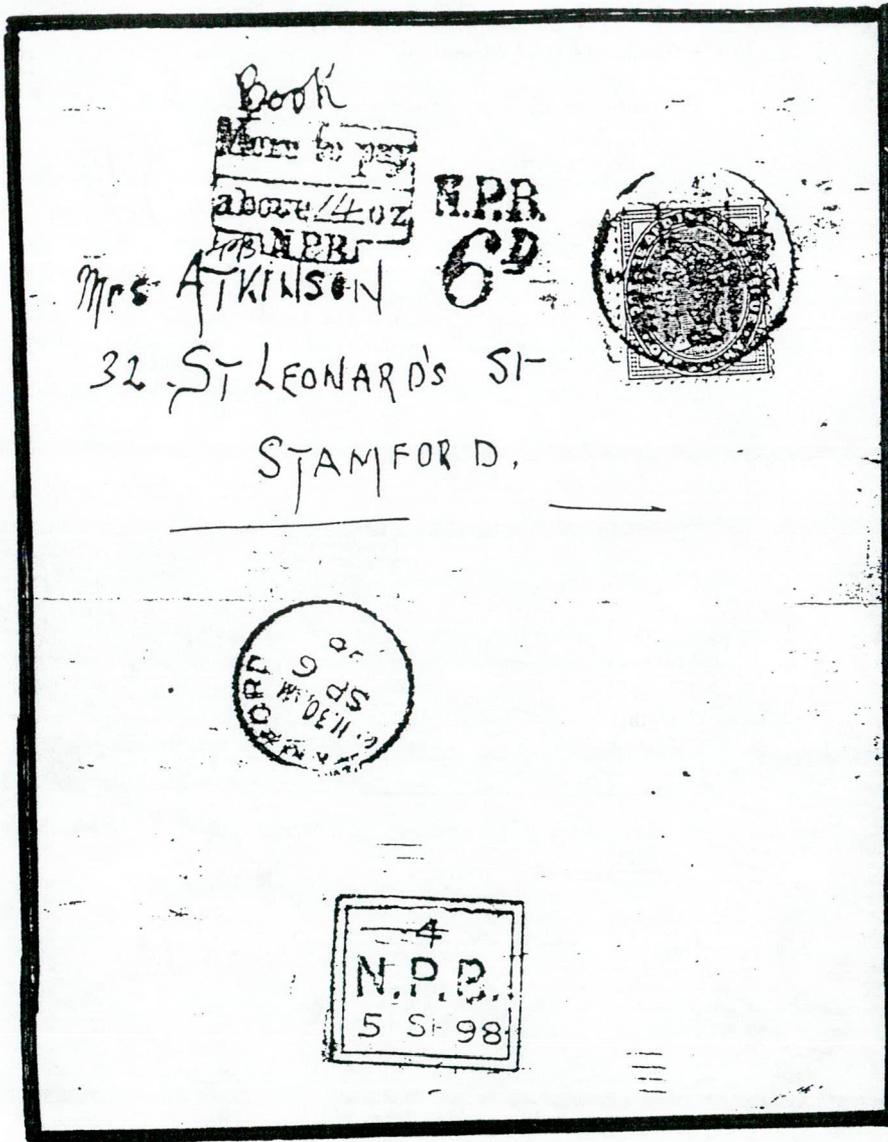


The franking machine still carried the date for the 15th. November, 1992 and an eagle eyed postal clerk used the LONDON E.C. / COLLECTION date stamp for the 18th. to rectify the impression of a delay in the post which might otherwise arise.

NEWSPAPER BRANCH CHARGE MARK

from Michael Goodman

The delightful cover illustrated here comes from Michael though the explanation is the Editor's responsibility (and probably wrong !!)



The sender headed the item "Book" and prepaid with the 1d. adhesive, which from 22nd June, 1897 covered up to 2 oz only, this being the maximum weight allowed under the service. (The 1d appears to be cancelled with the Halfpenny Book Post stamp for Mitcham, a 29.)

Parcel Post, from the 1st. June, 1897 was only 3d for a full 16 oz but for some reason it was decided the item should be handled by the ordinary letter post. The rates here, from 22nd June 1897, were up to 4 oz then ½d for each addl 2 oz.

The "More to pay / above 14 oz . N.P.B." stamp indicated six additional units were to be charged, threepence, which doubled because of the penalty, gives the sixpence, reflected by the "N.P.B./6^d" stamp.

Also shown is the double framed NPB date stamp for the 5th. September 1898 and the Stamford arrival mark for 11.30 am the following morning.

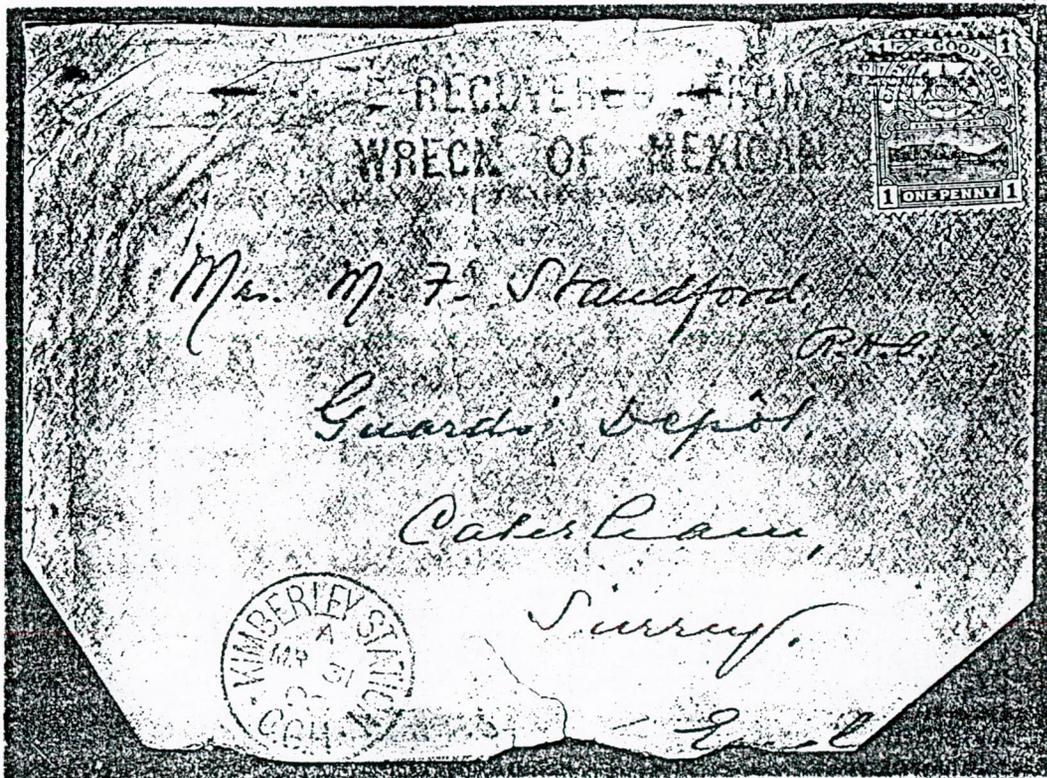
LONDON MARITIME MAIL : WRECK COVER

The " Mexican "

The Union-Castle liner *Mexican* which left Table Bay on the 4th. April, 1900 for Southampton with mails and passengers, was sunk by collision with the British transport *Winkfield* during a thick fog when 80 miles from port at 2 a.m. on the 5th. April, 1900. All the crew and passengers were saved and returned to Capetown on board the *Winkfield*, which vessel had her bows smashed. An official notice issued by the Post office at Capetown stated all the mails were saved except one bag of registered letters for London, one of English addresses and 145 bags of newspapers.

Hopkins* records two covers in his possession. One addressed to Carlisle had the adhesive washed off and the only identification mark is the arrival mark *CARLISLE AP 28 00*. The other bears a NATAL 1d adhesive postmarked *PORT.NATAL MR 26 00* and is addressed to Stoke on Trent. It bears the transit mark of *DURBAN NATAL MR 26 00* and the arrival mark *STOKE ON TRENT AP 28 00*.

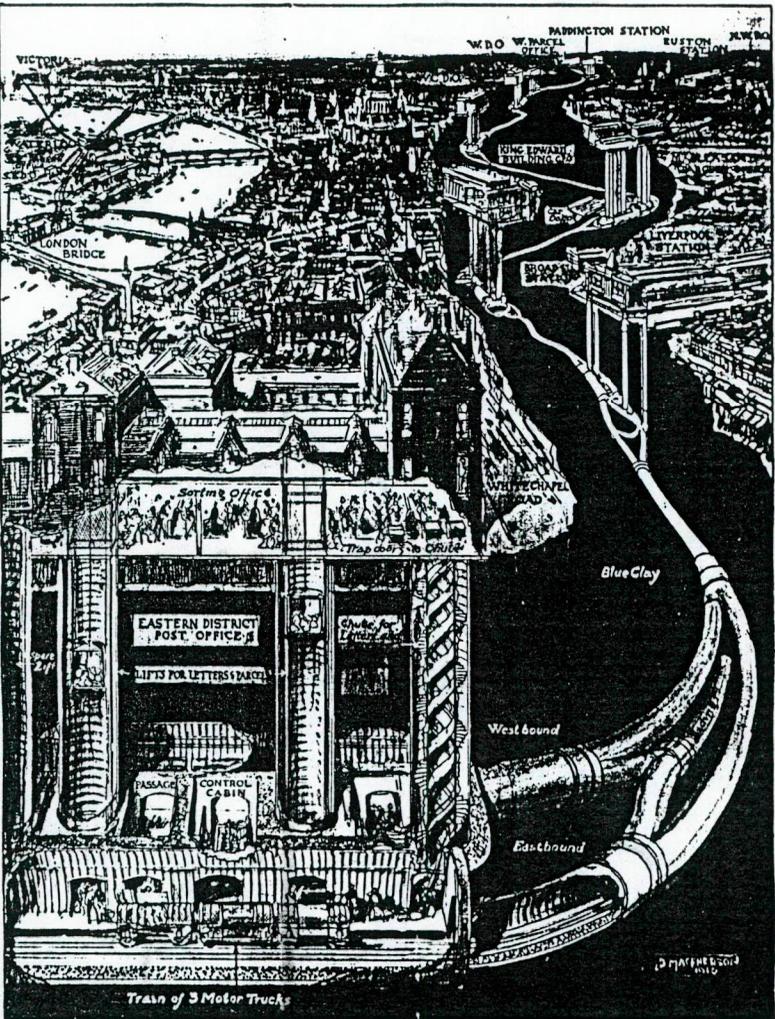
A German salvage mark is noted by Hopkins.



This example bears the squared circle of *KIMBERLEY/J/MR 31/00/C.G.H.* and on the obverse the transit mark of *KIMBERLEY STATION /A/MR 31/00/C.G.H.* The arrival stamp is of *CATERHAM VALLEY/10 AM/AP 28/00*.

*"A History of Wreck Covers" by A.E. Hopkins
Published by
Robson Lowe Ltd
(Third Edition)

POST OFFICE (LONDON) RLY.



Our Engineers are now installing **MARRYAT-SCOTT**
 30 Cwt. High-Speed Lifts to serve this Railway at
THE EASTERN DISTRICT POST OFFICE, KING EDWARD'S BUILDING,
LIVERPOOL STREET STATION. MOUNT PLEASANT

"Lilwhite" (Registered) Ltd.—Copyright Real Photo—Triangle—Yks.

ILLUSTRATED ADVERTISING CARD

from George Crabb

PRINTED MATTER:

4th Oct. 1927.
 Our Ref., LJG/ER.



Dear Sir,

Have you a LIFT enquiry?
 A 'phone call brings our
 representative in
 TWENTY MINUTES.

Particulars can be taken in
 FIVE MINUTES.
 Our estimate reaches you in
 TWENTY-FOUR HOURS.
 Quick estimate service phone
 Holborn 5686, Ref. S.P.

Yours faithfully,

MARRYAT & SCOTT LTD.,

M. Scott

ILLUSTRATION RE PRODUCED BY KIND PERMISSION OF 'THE GRAPHIC'.

Messrs.
 Farrow & Turner, F.R.I., B.A.,

Amberley Hse.,
 Norfolk St.,

Strand, W.C.2.

The publication of the special Notebook on the Post Office Tube reminded me of an advertising card which had been in my possession for many years. The illustration (page 14) is from the pages of "The Graphic" and is probably known to many readers. What is unusual is its use here.

It maybe of interest to know that the "Turner" in the address was the late S.R. Turner, when he was in practice after WWI, and was just the sort of "junk" mail he was bound to keep.

BEXLEY HEATH AND DISTRICT TRAM BOX 1932

On the basis of it being in the Twopenny Post at one stage in its history, we reproduce a page from the Bexley Heath and District Local handbook for 1932. No doubt tram boxes were a feature of the period and someone should have written an article or a book on the subject. Information requested.

HANDBOOK, 1932.		35
GOFFS	For High Class Gloves for Ladies, Men and Boys. Large selection of Motoring Gloves.	292, BROADWAY, BEXLEYHEATH.
	POSTAL INFORMATION.	
<p>Post Offices in the Bexley Urban District.</p> <p>Bexley S. O. (S.)—Money Order, Savings Bank, Telegraph, Telephone, Express Delivery.</p> <p>Maypole Estate T.S.O.—Money Order, Savings Bank, Telephone.</p> <p>Barnehurst T.S.O.—Midfield Avenue. Money Order, Savings Bank, Postal Order, etc.</p> <p>Bexleyheath S.O. (S.)—Money Order, Savings Bank, Telegraph, Telephone, Express Delivery.</p> <p>Crook Log T.S.O.—Money Order, Savings Bank, Telegraph, Telephone.</p> <p>Erith Road T.S.O.—Money Order, Savings Bank.</p> <p>Pickford Lane, Bexleyheath.—Money Order, Savings Bank.</p> <p>Central Avenue, Welling.—Money Order, Savings Bank.</p> <p>Snowdrop Road T.S.O.—Postal Order, etc., only.</p> <p>Welling S. O.—Money Order, etc., only.</p> <p>Welling High Street T.S.O.—Money Order, Savings Bank, Telephone.</p>		
<p>Bexley Post Office. Postmaster—Mr. W. H. Noble. Office open for general business 8 a.m. to 7.30 p.m. Deliveries, 6.45 & 10.15 a.m. & 4 p.m. Letter Despatches (week-days): Dartford, London and all parts, 6 a.m.; Bexleyheath, 9 a.m.; London & all parts, 10 a.m., 4 & 8.45 p.m.; Dartford 3.15 and 8.0 p.m.; Bexleyheath, 3.15 p.m. Sundays, 6.40 p.m. Parcel Despatches: Bexleyheath, 9 a.m.; Dartford 3.15 & 7.30 p.m.; Bexleyheath, 3.15 p.m.; General, 4 & 7.30 p.m. Money Orders: 8 a.m. to 7.30 p.m. Telegraph messages received and despatched from 8 a.m. to 7.30 p.m. Telephone Call Office, and Express Delivery Office 8 a.m. to 7.30 p.m.</p>		
<p>Bexleyheath Post Office. Postmaster—Mr. G. E. Sands. Sundays—The Office is open to the</p>		
HOSPITALS, Etc.		
<p>Bexley Cottage Hospital and Provident Dispensary. 14, Upton Road, Bexleyheath. President—Mr. F. J. L. Fish, "Stonehurst," Bexleyheath. Hon. Medical Staff—Messrs. S. T. Barrett, M.R.C.S. (Eng.), L.R.C.P., C. Kinsley Carroll, M.C., L.R.C.P. & S. (Edin.), C. Collins, M.B., B.Ch., B.A.O., W. R. Cumming, M.A., M.B., Ch.B. (Glasgow), E. H. MacWilliam, M.B., B.Ch., B.A.O., W. A. Rogerson, M.R.C.S. (Eng.). Hon. Consulting and Visiting Surgeons—Messrs. C. F. Beevor, M.B., B.Ch.,</p>		
SHOP LOCALLY AND SHOP WELL		

Reprinted, with permission, from Gibbons Stamp Monthly for September, 1939
The advantage of 20-20 hindsight and the Editor's sense of humour added
to his enjoyment, as it is hoped, to yours.
We suspect the GSM contributor also wrote headlines for the "Daily Express"
at this time.

P. M. G. REFUSES TO PROTECT MAILS
ANOTHER BLOT ON THE WILLY-NILLY EMPIRE AIR SERVICE

This compulsory all-up air mail business goes from bad to worse. Hardly had we finished contemplating the ruins of the selections of stamps retrieved from the wreck of the *Calpurnia* (some of which were illustrated in *G.S.M.* last April) than more salvage, equally valueless to us after its salt-water bath, started coming back from the mail carried by the *Challenger*, which was wrecked at Mozambique, in May. There was a short interval and then more damaged selections began to arrive, this time from the *Centurian*, which took an involuntary bath in the Hoogly River, near Calcutta, early in June. Imperial Airways, themselves, in a recent statement, refer to their losses of aircraft as "singularly unfortunate" - a term which those who are suffering losses such as ours will heartily agree.

The Post Office refuses compensation in such cases. of course, in spite of the fact that the public are compelled to send their correspondence and valuable goods by air, though the records prove conclusively that the risk of loss or damage is far greater by this method.

On the loss of the *Challenger*, we wrote to the Postmaster-General, with whom we had previously been in communication on the whole subject of the Empire air mails and asked whether, in view of the fact that in cases where the mails were salvaged, there would have been no damage to them if they had been placed in watertight bags, the postal authorities had any intention of protecting future mails in that way.

The reply we received can only be regarded as amazing. It stated that having regard to the limited carrying capacity of aircraft it is of considerable importance that the weight of containers for correspondence should be kept to a minimum and the adoption of containers heavier than the special light-weight canvas bags at present in use would be a disadvantage.

The letter went on to say, rather obviously, that a waterproof bag would not be waterproof unless water could be preventing from entering the neck of the bag and that this would probably not be a simple matter in actual practice.

The question of bursting of mail containers, due to forced landing and of damage by fire, neither of which we raised, were brought in, by way of proof that the taking of measures to meet these risks in addition to the risk of damage by water would increase substantially the weight of the containers and consequently the cost of carrying the air mails and that the cost to the public would have to pay by means of increased postage rates.

Before concluding with a direct refusal to provide special protection for mails carried by air, the letter remarked: "It has to be borne in mind that possible damage from fire and water are risks to which any form of transport is unfortunately liable".

The Postmaster-General, in replying thus, seems to have overlooked the fact that in addition to conveying the mails, it is also his duty to protect them. It may be of importance that weight *should* be cut down but it is also of importance to the public that their correspondence should not be rendered illegible

and that their goods should not be ruined. It may be that the use of different bags *would* be a disadvantage from the Post Office point of view but there are many members of the public who think that it a distinct disadvantage that their property should frequently be soaked in salt water against their will.

As for the difficulty of waterproofing the mails, everyone knows that you can keep water from entering through the neck of a waterproof bag by twisting its neck and, if the bag method is not feasible, it should not be difficult to provide a watertight compartment for mails in each of the mail-planes.

The public might even, in its presumption, go so far as to ask that its property should be sent by the safe sea route until it is possible to build aeroplanes which will carry the mails with the same reliability as the railway train and steam-ship, for it is simply ludicrous for the P.M.G. to talk about all forms of transport being subject to the same risks when the air mails are being damaged at frequent intervals and, for years past, damage to or loss of mails carried by other methods has been so infrequent as to cause almost a sensation when it happens.

The Post Office cannot plead, as some departments might: "We have always done certain things in a certain way and are incapable of thinking of new ways of doing them," for every day it is performing miracles and this being so, it is obvious that, when it refuses to do something which does not require scientific miracles but only the exercise of a little commonsense, it is not a question of cannot but WILL NOT.

To summarise the present position :-

- (1) Air transit exposes the mails to very much greater risk than any other method of transmission. The Postmaster-General now refuses categorically to protect the mails against this risk.
- (2) In spite of this the public are forced to send all their letter mail by air to countries served by the Empire routes.
- (3) When damage occurs to goods carried by letter mail in this way, the Post Office refuses compensation.
- (4) Where important original legal or commercial documents, or personal souvenirs, are concerned, the loss is irrevocable.
- (5) In the case of stamp dealers, special factors apply :-
 - (a) The goods in which they deal are nearly always sent by letter post.
 - (b) The approval system, which is the main method of selling stamps, involves sending through the post very many times the value of the stamps actually sold.
 - (c) If stamps are immersed in water and particularly sea-water, they are in most cases ruined and become valueless.
 - (d) If all stamps sent on approval had to be insured to guard against loss through the dangers of air mail, the cost of insurance would be an extremely heavy charge on the sales actually made and, in many cases, would eliminate profit altogether.

- (e) Apart from the risk, the increased postage payable on selections of stamps sent on approval by air is so considerable that it hits firms who do a considerable Empire trade in stamps very badly. In addition, customers tend to reduce their purchases in order to cover the increased cost of the return postage they have to pay.

If the Post Office would open its mind to a reconsideration of the problem instead of standing doggedly by an original decision which was taken without due regard for the public interest, it would see that only a very slight adjustment is necessary to the present arrangements and this adjustment would not interfere with the finances of a scheme which is, in any case, admitted to be financially unsound.

The Post Office says that 75 per cent of the mails carried by the sea route before the inauguration of the compulsory air mail service were under the weight limit in any case and are therefore paying no extra postage. They do not, therefore, enter into the matter (except that they are entitled, as all mails are, to proper protection). We are, therefore, left with 25 per cent of the total mail and of this it is obvious that a very large proportion would be sent by air even if there were another alternative available, as the speed of air mail, where it is operating effectively, is an undoubted advantage to many correspondents, even if there is a risk of loss.

There remains a very small proportion which can be divided into two classes :-

- (i) Letters above the unit weight which cannot really afford to pay the air mail rate and which require a cheaper means of transit.
- (ii) Letters which contain articles which the senders do not want exposed to risk.

We state with conviction that there is no reason in the world why these two very small classes should not be given the option of going by sea and a great public department which sticks to an unfair decision (for apart from everything else, the extra cost of air mail is being borne by only 25 per cent of the correspondence) and also refuses to fulfil its primary task of protecting the property of the public while in its care, is failing in its duty and adopting methods which, however familiar they may now be abroad, are unsuited to this country and objectionable to the public.

Only public activity can cure official obstruction. All who have suffered loss or inconvenience through the air mail, or who have any interest in stamps, or who are concerned that the public should have fair play in an important matter, should write to their Member of Parliament at once and also bring what pressure they can to bear through trade associations, etc. Every member of the stamp trade who does business abroad is being penalised by the present system and so is every stamp collector living on the air mail routes. Apart from this, we are receiving a growing volume of correspondence from members of the public not interested in stamps, whose letters have been lost, damaged or delayed through the dangers of the air mail.

There are two things to insist on : (1) that the mails should be adequately protected and (2) that the use of the air mail be made optional in future.

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CHANGES OF STATUS OF POST OFFICES
Year to June 1993

For the benefit of readers who forget, or never knew, some of the initials to be found when reporting current events:

FPO a Franchised Post Office, that is, controlled by a company owning the store in which the post office is located, Boots, Safeways etc. Handstamps may be inscribed "Post Office".

MSPO a Modified Sub Post Office, that is, controlled by an individual in another store, local grocer, stationer etc. Handstamps may be inscribed "MSPO".

Upper Tooting BO, London SW17,	reopened as MSPO	07/09/92
Shoreditch BO, London E1,	reopened as MSPO in same premises	26/10/92
Charlton BO, London SE7,	converted to MSPO in old PO building	22/02/93
Streatham Hill BO, London SW2,	converted to MSPO	12/06/93
Portman Square BO, London W1,	closed	06/01/93
- do -	reopened as FPO	12/06/93

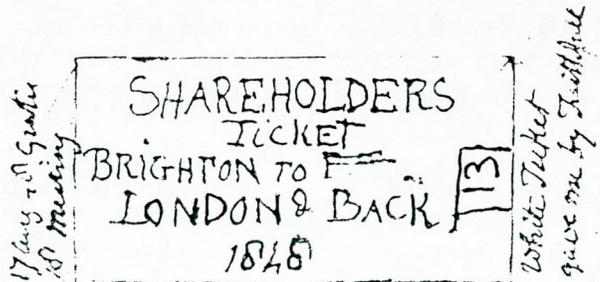
This information has been culled from the mass of detail to be found in the pages of the British Postmark Society Quarterly Bulletin, for which many thanks and acknowledgement.

If you discover changes to the status of offices in your area, please advise the Editor, who will pass on the information to the most appropriate journal for publication.

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LONDON BRIGHTON AND SOUTH COAST RAILWAY

One can get parts of Railway Dividend Warrants from time to time but a recent find afforded a "first". Addressed to John Knapp Esq, 32 Duke Street, Brighton and posted by the LBSCR at the Tooley Street receivers on the 15th August, 1848, said John carefully made a full copy of the printed page on the opposite plain page. What is of particular interest is the copy of a shareholder's perk in the form of a Shareholder's Ticket. Although several LBSCR tickets have come to hand over the years, an example of one of these Shareholder's Tickets has never surfaced.



Can a reader provide the Editor with an example or, for that matter, anything relating to the LBSCR. Of particular interest is material from the stations on the Lewes - East Grinstead route, now known as the Bluebell Railway. Stations are Barcombe, Newick and Chailey, Sheffield Park, Horsted Keynes, West Hoathly and Kingscote.

COLLECT BRITISH POSTMARKS

The publication of this useful work, started by the late Dr J.T. Whitney, continues under the editorship of Colin Peachey and Brian Crookes, carrying the publishers mark of the British Postmark Society. They are to be warmly commended in undertaking the venture.

The sixth edition arrives in a larger size than previous issues, about 9½" x 7" (80% of A4), which makes it too big for the jacket pocket. Despite this disadvantage, it carries more pages than before, with both the quantity and quality of information between the flexible covers "repaying close inspection".

As reported in the foreword, several chapters have been updated and there has been the major development of including a listing of towns using machines from 1933 to 1992. Some material has been omitted, Christmas and Letter Box postmarks for example. Prices have been revised, though it was not a little alarming to see, almost at the first opening, a "Partington" priced at £60, which one can but hope is an aberration and not indicative of price accuracy throughout.

Given this publication continues in the laudable attempt to give at least a general idea of the whole range of (priced) postal markings to be found in British postmarks, at £12.50 it really is a bargain which you should have on your bookshelf. For a change, it is not suggested you borrow a copy from the library first, *JUST GO OUT AND BUY ONE.*

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PROGRAMME 1994

The Leatham Room in the Union Jack Club has been booked for the 1994 dates and members might care to make a note of these in anticipation of getting their 1994 diary.

Several members suggested we had a geographical/location subject for some meetings and since their are convenient sections to fill four meetings, it is proposed to have a County in London theme through the year. Your reactions are invited.

All meetings on Saturday afternoons, Leatham Room available from 1p.m., meetings start about 2.30, finishing by 5 at the latest. bring and buy bourse before the start at 2.30 p.m.

8th. January	Middlesex in London
12th. March	Kent in London
21st. May	Annual Auction
9th. July	Essex in London
10th. September	Surrey in London
19th. November	Members favourite sheets

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