

No. 2

Priced Catalogue

of the

Railway Letter Stamps

of the

United Kingdom,

1891-1904.

Compiled by

H. L'Estrange Ewen.



PRICED
CATALOGUE
OF THE
RAILWAY LETTER STAMPS
OF THE
UNITED KINGDOM.

ISSUED FROM FEBRUARY 1ST, 1891,
TO OCTOBER, 1904.

COMPILED BY H. L'ESTRANGE EWEN.

Published by EWEN'S COLONIAL STAMP MARKET, LTD.,
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Entered at Stationers' Hall.

PREFACE.

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IN the compilation of this Catalogue I have followed the popular fashion of the present day and classified the various issues first according to design and secondly according to perforation, although I am strongly of opinion that the only scientific method of collecting Railway Letter Stamps is according to issues (*i.e.*, supplies as received from printers) and printings.

Every stamp, with the sole exception of those of which no copies are known, has been given a valuation, both in the used and in the unused state, and I believe that this will render the Catalogue of special value to collectors who are interested, not only in "counting their collections," but in totalling the "catalogue value" of them. The values are based on the number of specimens known to be in the hands of collectors and in no case on the numbers issued, which are no criterion whatever. Of course, should any finds be made, the values of the particular varieties are liable to fall, but so far as unused specimens are concerned this is unlikely, as previous to 1898 such had but very rarely been sold to the public. The comparatively high valuation of many modern and even current issues is due to the restrictions placed on their sale by the issuing Companies.

It will perhaps surprise collectors who have not hitherto taken any interest in Railway Letter Stamps to know that of the 637* varieties described in this Catalogue, no fewer than 21† are completely unknown and something like 100 others are in unused condition as rare as or rarer than the two famous "Post Office" Mauritius stamps, of which a pair are reported to have been recently sold for £2600. In the system of valuation adopted for this Catalogue I have taken £25 as about the maximum value at the present day of the rarest Railway Letter Stamp, but in two instances where the issue in question was the sole known issue of a Company which has ceased to exist and of which there is but the remotest possibility of any further examples being found—I allude to the Barry Dock and Finn Valley Railway Companies—have ventured as high as £75 and £50, and think that, if at all, I have erred on the side of moderation. Most of the minor varieties—printings which are distinguishable only by slight varieties in shades—I have limited to £10‡, even though only a single copy is known, but in some few cases I have exceeded this where there is but little likelihood of further copies being found. The following analysis of the values, in unused state, of Railway letter fee stamps may be of interest.

* The total was 570 in the first edition (1903).

† The total was 29 in the first edition (1903).

‡ The limit was £5 in the first edition.

ANALYSIS OF CATALOGUE VALUE
OF UNUSED RAILWAY LETTER STAMPS.

£75	1	80/-	7	7/6	19	9d.	16
£50	1	60/-	25	5/-	55	6d.	19
£25	15	40/-	31	4/-	27	New Issues	
£20	11	30/-	23	3/-	52	Unseen	3
£15	27	20/-	28	2/-	65	Obsolete &	
£10	46	15/-	14	1/6	17	Unknown	21
£5	51	10/-	35	1/-	28		637

The 100 cheapest varieties are valued at	£5 15 0
The 200 " " " "	£18 13 0
The 300 " " " "	£45 6 6
The 400 " " " "	£138 16 6
The 500 " " " "	£494 16 6
The 613 known varieties are valued at	£2139 16 6

As illustrating the difficulty of collecting railway letter stamps, it may be mentioned that the most complete collection now in existence contains, in unused condition, only about 550 of the 637 varieties known to have been issued.

The 637 issues were made in the following years :

1891	108	1895	39	1899	49	1903	36
1892	38	1896	47	1900	45	1904	18
1893	39	1897	42	1901	32		
1894	42	1898	67	1902	35	Total	637

The sudden demand in 1898, on the part of collectors, caused many Companies to have new printings; since then, the tendency has been to order larger supplies and consequently less frequently.

Of the 637 issues, 636 were of the face value of 2d. and one of 1d.; 603 were printed in green, 3 in blue and 31 in red or carmine; 587 were perforated, 10 left imperforate and 40 rouletted; 424 were un-numbered, 1 was numbered in manuscript and 212 had printed numbers.

The largest number of stamps issued by any one Company to date is the 227000 of the North Eastern Railway Company; the largest number of varieties, the 80 of the same Company. The smallest number of stamps printed for a Company is 200, for the North Pembrokeshire and Fishguard Railway. The largest number of stamps ever printed at one time for a Company is 120,000, for the Great Western Railway; the smallest, about 60, for the East London Railway. The largest sheets in which railway letter stamps are printed contain only 60 stamps; the smallest, 2; the stamps of one Company are not sold in sheets but are bound into small books with counterfoils.

Although the stamps are generally delivered to the Railway Companies in sheets of 12, the printers often lithograph them in larger sheets, sometimes containing four or more "panes." Consequently an entire sheet as issued does not necessarily contain all the known types. The following table shows the number of sheet-varieties or types which as near as can be estimated could exist.

Size of sheets as printed, not as issued.

			Types				Types
7 sheets of 2			14	4 sheets of 27			108
1 .. 4			4	89 .. 30			2670
10 .. 6			60	8 .. 36			288
6 .. 8			48	1 .. 40			40
58 .. 9			522	1 .. 42			42
15 .. 10			150	10 .. 48			480
177 .. 12			2124	2 .. 54			108
4 .. 18			72	58 .. 60			3480
7 .. 20			140				
171 .. 24			4104				
8 .. 25			200				
				637 Issues			
				No. of known types 14654			

For some seven years the Author has been trying to re-construct sheets showing all these type varieties and now possesses about 8000 or 9000 of them, but it is to be feared most of the others are no longer extant. The above figures are, of course, only approximate, as in a certain number of cases the size of sheets as printed is not known. In certain cases, although the number of types is known with tolerable certainty, their exact order on the sheet has not yet been determined.

The highest price for which a collection of Railway Letter Stamps alone was ever sold is £1500; the highest price ever paid separately for a single specimen, £16, but no specimens of the great rarities have yet been offered for sale. These figures need not, however, discourage anyone from attempting a collection of these most interesting stamps. There are still numbers of bargains to be picked up and one may sometimes find the scarce varieties at out-of-the-way stations. Although the most complete collection ever formed contains only 550 of the 613 known varieties in unused condition, over 500 varieties may be obtained by almost any diligent collector, if used specimens are accepted, and the cost will probably not exceed £100 if favourable opportunities of buying are taken.

I hope that the publication of this catalogue will lead to a considerable increase of the attention devoted to Railway Letter Stamps, which are indisputably one of the most interesting groups in British Philately.

H. L'ESTRANGE EWEN.

Norwood, 18.10.04.

The most valuable and rarest known Railway Letter Stamp.
Strip of three, valued at £225.



RAILWAY COMPANIES

—OF—

ENGLAND AND WALES.

AYLESBURY AND BUCKINGHAM RAILWAY.

February to June, 1891 (when the line was purchased by the Metropolitan Railway Company). Printed by Messrs. McCorquodale and Co., Ltd., London, in sheets of 12, 2 rows of 6.

	Unused.	Used.
	<i>s. d.</i>	<i>s. d.</i>
2d. green, rouletted.		
(1st) 2.91, control Nos. 1 to 600	7 6	40 0

BARRY DOCK AND RAILWAYS.

February, 1891, to September, 1895 (when the title was altered to Barry Railway). Printed by Messrs. McCorquodale & Co., Ltd., London, in sheets of 12, 2 rows of 6.

2d. yellow-green, rouletted.		
(1st) 2.91, Nos. 1 to 500	£75	£15
2d. green, perf. 12?		
(2nd) 3.94, Nos. 501 to 1000	(Unknown)	

BARRY RAILWAY.

September, 1895. Printed by Messrs. McCorquodale & Co., Ltd., London, in sheets of 12, 2 rows of 6.

2d. green (shades), perf. 12.		
(1st) 9.95, Nos. 1001 to 1600, green ...	£25	£10
(2nd) 10.96, Nos. 1601 to 2800, dull green ...	5 0	5 0
(3rd) 3.98, Nos. 2801 to 4000, yellow-green ...	1 6	1 6
(4th) 3.99, Nos. 4001 to 6400, yellow-green ...	£5	20 0
2d. green, perf. 11.		
(5th) 2.01, Nos. 6401 to 8800, olive green ...	40 0	5 0
(6th) —.02, Nos. 8801 to 13600? dull yellow-green	40 0	1 0

Note.—The 1st issue has slightly larger control letters than the others. The plate contains 6 types only, two impressions being necessary to print each sheet of 12 stamps.

The Principal Types of Railway Letter Stamps.

McCorquodale & Co.,
London and Newton.

McCorquodale & Co.,
Glasgow.



Waterlow & Sons,
London.



Hemrose & Sons,
Derby.



Blacklock & Co.,
Manchester.



Sealy, Bryers & Walker,
Dublin.



BRECON AND MERTHYR RAILWAY.

February, 1891. Lithographed by Messrs. Bemrose & Sons, in sheets of 60, 6 rows of 10.

	UNUSED.	USED.
	s. d.	s. d.
2d. green, perf. 11.		
(1st) 2.91, dull green, white gum	1 0	0 9

CAMBRIAN RAILWAYS.

February, 1891. Type I., with white spot on figure "2." Lithographed in sheets of 12, 3 rows of 4. Two transfers (I., II.)

2d. green (shades), perf. 12½.

(1st) 2.91, I., each row printed separately	20 0	15 0
(2nd) .92? II., sheet printed at one operation, rows close together ...	£10	60 0

About 1894? Type II., without white spot. Lithographed in sheets of 12, 3 rows of 4. Two transfers (III., IV.)

2d. green (shades), perf. 12.

(3rd) .94? III, dark green, thin white paper	£5	20 0
(4th) .95? III, pale green, surfaced paper	£5	20 0
(5th) .97? IV, pale green, thin paper ...	0 6	0 9

CHESHIRE LINES COMMITTEE.

February, 1891. Lithographed by Messrs. Bemrose & Sons, in sheets of 24, 6 rows of 4. One transfer only.

2d. green, perf. 10.

(1st) 1.2.91, dull green, white gum	5 0	1 0
(2nd) 2.9.96, dull green, brown gum	0 6	0 9

CLEATOR AND WORKINGTON JUNCTION RAILWAY.

February, 1891. Lithographed by Messrs. W. H. Moss & Sons, Ltd., of Whitehaven, in sheets of 12, 4 rows of 3.

2d. green, perf. 12.

(1st) 2.91, bright green	0 6	0 9
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COCKERMOUTH, KESWICK AND PENRITH RAILWAY.

February, 1891. Lithographed by Messrs. McCorquodale & Co., Ltd., of Glasgow, in sheets of 12, arranged in the first printing in 3 rows of 4, and in the second in 4 rows of 3.

2d. green, perf. 12.

(1st) 2.91, dark olive-green, thick paper ...	40 0	25 0
(2nd) 8.96, pale yellow-green, thin paper ...	0 6	0 9

2d. green, perf. 11.

(3rd) 9.03, yellow-green	0 6	0 9
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COLNE VALLEY RAILWAY.

February, 1891. Lithographed by Messrs. S. H. Cowell & Co., of Ipswich, in sheets of 12, 4 rows of 3.

		UNUSED.	USED.
		s. d.	s. d.
2d. green, perf. 11.			
(1st) 2.91, yellow-green	... ..	0 6	0 9

EAST AND WEST JUNCTION RAILWAY.

February, 1891. Lithographed by Messrs. Bemrose & Sons, of Derby, in sheets of 24, and issued in sheets of 12, 3 rows of 4. Large black control numbers placed vertically at the left side of each stamp.

2d. green, perf. 10.			
(1st) 2.91, Nos. 1 to 1000	... ..	£20	£10
(2nd) 8.93, Nos. 1000 to 2999	... ..	5 0	1 0
2d. claret on yellow, perf. 10.			
(3rd) 4.99, Nos. 3000 to 5999	... ..	5 0	0 9

EASTERN AND MIDLANDS RAILWAY.

February, 1891, to May, 1894 (the Company having been amalgamated with the Midland and Great Northern Joint in 1893). Lithographed by Messrs. Waterlow & Son, in sheets of 30, 6 rows of 5.

2d. green, perf. 11½.			
(1st) 2.91, green (shades)	... ..	3 0	2 0

EAST LONDON RAILWAY.

March (?) 1891. Lithographed by Messrs. Waterlow & Son, in sheets of 2, and issued in singles, imperforate. One transfer only (2 types, small and large R in "Railway").

2d. rose-red (shades) imperf.			
(1st) 3.91 ? very pale pink	... ..	£20	20 0
(2nd) 4.98, pale salmon	... ..	£5	2 0
(3rd) 5.98, bright salmon	... ..	£5	10 0
(4th) 5.98, orange-brown	... ..	10 0	1 0
(5th) 10.98, red-brown, brick-red	... ..	40 0	5 0
(6th) —.99 ? pink	... ..	20 0	1 6
(7th) —.02 ? deep rose-red, pale rose	... ..	20 0	1 6

THE FURNESS RAILWAYS.

February, 1891, to January, 1897 (when the title was altered to "The Furness Railway"). Printed by Messrs. McCorquodale & Co., Ltd., of Newton-le-Willows, in sheets of 10, 2 rows of 5. One plate only.

2d. green, rouletted in colour.			
(1st) 2.91, dark green (1000 stamps)	... ..	80 0	40 0
(2nd) 7.91, green, surfaced paper (2000)	... ..	£5	80 0
(3rd) 9.93, green (2000 stamps)	... ..	30 0	20 0

(Title changed to "THE FURNESS RAILWAY.")

January, 1897, to February, 1900 (when the title was altered to "Furness Railway.") Printed by Messrs. McCorquodale & Co., Ltd. of Newton-le-Willows, in sheets of 10, 2 rows of 5. One printing only, part of which was numbered consecutively in black in August, 1898.

	UNUSED.		USED.	
	s.	d.	s.	d.
2d. green, rouletted in colour.				
(4th) 1.97, unnumbered (680 stamps) ...	2	0	1	6
2d. green, same, numbered.				
(5th) 8.98, Nos. 1 to 1320 ...	3	0	3	0

(Title changed to "FURNESS RAILWAY.")

February, 1900. Printed by Messrs. McCorquodale & Co., Ltd., of Newton-le-Willows, in sheets of 10, 2 rows of 5.

2d. green, rouletted in colour, numbered.				
(6th) 2.00, dark green, Nos. 1201-1950 ? ...	4	0	2	0
(7th) .02, yellow-green, Nos. 1951-3200 ? ...	2	0	0	9

Note.—These two printings form one issue of 2000 stamps supplied by the printers in February, 1900.

CARSTANG AND KNOT END RAILWAY.

February, 1891. Printed by Messrs. McCorquodale & Co., Ltd., of London, in sheets of 12, 2 rows of 6.

2d. green, rouletted.				
(1st) 2.91, yellow-green, Nos. 1 to 1000 ...	1	0	0	9

GREAT CENTRAL RAILWAY COMPANY.

July, 12, 1897. Lithographed by Messrs. Henry Blacklock & Co., Ltd., in sheets of various sizes, and issued in sheets of 12, either 4 rows of 3 or 2 rows of 6 (the latter arrangement in the 2nd issue only).

2d. green (shades), perf. 12.				
(1st) 7.97, I., faint outer line (24 types ?) ...	4	0	2	0
(2nd) 6.98, I., no outer line (36 types ?) ...	2	0	1	0
(3rd) 1.99, II., clear outer line, dull green (24 types ?) ...	5	0	1	0
(4th) 7.00, II., deep green (36 types ?) ...	2	0	0	9
(5th) —.01 ? II., grey-green (12 types ?) ...	5	0	1	6
(6th) —.02 ? II., olive-green (24 types ?) ...	5	0	1	6
(7th) 9.03 ? II., grey-green ? ...	2	0	0	9

Two transfers, each of six types, were made use of (for description of types see Ewen's *History of Railway Letter Stamps*, pp. 47, 48). These six types were transferred to the machining stone two or more times, each duplication originating a secondary set of marks by which the sub-types are distinguishable. Transfer I. was employed for the first two printings only.

GREAT EASTERN RAILWAY.

February, 1891. Type I., lithographed by Messrs. Waterlow & Son, of London, in sheets of 60, and issued in sheets of 30, 6 rows of 5. It is not known how many printings there were, but examples of the following have been met with, all made from the same transfer (42 of the 60 types composing which have now been identified). About 250 sheets of 30 estimated to each printing.

	USED.	USED.
	s. d.	s. d.
2d. green, perf. 11½. Transfer I.		
(1st) 1891, green, dull green	15 0	2 0
(2nd ?) 1892 ? deep green, grey-green	80 0	5 0
(3rd ?) 1893 ? bright green	80 0	5 0
2d. green, perf. 14½.		
(4th ?) 1893 ? yellow-green, green	60 0	20 0
2d. green, perf. 11½.		
(5th ?) 1894 ? pale green	£5	20 0

About 1894. Type II. (no stop between "Railway" and "Fee"). Lithographed by the Great Eastern Railway Company, in sheets of 30, 6 rows of 5. Separate transfer (II. to VI.) of 30 types for each printing (no types of transfer II. have yet been identified).

2d. green (shades), perf. 12.			
(6th ?) 1895 ? emerald green (II.)	60 0	5 0	
(7th ?) 1897 ? green (III.)	1 0	0 4	
(8th ?) .. yellow-green (III.)	1 0	0 4	
2d. green, perf. 11.			
(9th) 1900, yellow-green (IV.)	1 0	0 4	
(10th) 1902 ? blue-green (V)	1 0	0 6	
(11th) 1904 ? emerald green (VI)	0 6	0 6	

Note.—The sheets are consecutively numbered in manuscript. The highest and lowest numbers of each printing which have been observed are—7th, 8th, mixed 835-1145, 9th 1445-1922, 10th 2247-2523, 11th 2686-2734. The 7th and 8th printings were made at the same time and are probably really only one printing for which the ink has been mixed twice, but as the two shades are quite distinct we separate them.

GREAT NORTHERN RAILWAY.

February, 1891. Type I. (with stop at foot, between "Railway" and "Fee"). Lithographed by Messrs. Waterlow & Son, of London, in sheets of 60, 6 rows of 10. One transfer only.

2d. green, perf. 11½.			
(1st) 1.91, green, deep green	7 6	2 0	
(2nd) 3.92, bright green ?	10 0	3 0	
(3rd) 7.94, yellow-green ?	10 0	3 0	
2d. green, perf. 10, 10½.			
(4th) 9.97, green	2 0	1 0	

Note.—It is generally a very difficult matter to satisfactorily identify the three printings of the perf. 11½ issues. They are of considerable rarity in blocks and in no case is an entire sheet known to exist. Even of the 4th issue only one entire sheet is known, although blocks are more common.

Variety.—On all sheets of the above four printings, nine stamps, Nos. 14, 22, 23, 24, 38, 40, 55, 56 and 57, show a variety, with no stop between "Railway" and "Fee."

July, 1900. Type II. (with "decimal" point between "Railway" and "Fee" and rectangular bar in "2d.") Lithographed by Sir Joseph Causton & Sons, Ltd., in sheets of 60, 6 rows of 10.

	UNUSED.	USED.
	s. d.	s. d.
2d. green, perf. 10.		
(5th) 7.00, pale olive-green	1 0	0 6
(6th) —.04 ? pale grey-green	0 6	0 6

GREAT NORTHERN AND GREAT CENTRAL RAILWAYS.

August, 1899. Lithographed by Messrs. Waterlow & Son, Ltd., London, in sheets of 60, 6 rows of 10.

2d. green, perf. 10.		
(1st) 8.99, bright green	1 0	0 9

GREAT WESTERN RAILWAY.

February, 1891. Type I. (roughly drawn, stop just before "Fee"). Name of lithographers unknown. Issued in sheets of 60, 10 rows of 6 (about 30 of the 60 types have been identified.)

2d. green, perf. 12.		
(1st) 2.91, brown or white gum	10 0	2 0

About 1893. Type II. (neatly drawn, no stop between "Railway" and "Fee"). Lithographed by the Great Western Railway Company (?), in sheets of 60, 6 rows of 10. Two printings, different transfers.

2d. green, perf. 12.		
(2nd) —.93 ? bluish-green	0 6	0 4
2d. green, perf. 11.		
(3rd) 8.00 ? emerald green	0 6	0 4

Note.—The Great Western Railway state that only two supplies were ordered, 1.91 and 8.00, and that the latter consisted of 2000 sheets. Three printings exist, however.

GREAT WESTERN AND GREAT CENTRAL JOINT.

About 1902. Stamps of the Great Western Railway surcharged in fancy type with a rubber handstamp, "GW & GC JT" in violet.

2d. emerald-green (G.W.R. 3rd issue)	2 0	1 0
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HULL AND BARNSELY COMPANY.

February, 1891. Lithographed in Hull in sheets of 10, 5 rows of 2 (?) and issued in books of 20 stamps, with counterfoils, one stamp to each page, perf. 12 on the left and imperforate on the other three sides.

2d green (shades).		
(1st) 2.91, yellow-green	20 0	5 0
(2nd) 3.97, dull green	4 0	1 0
(3rd) 29.10.02 (not yet seen)	20 0	0 9

Cleator & Workington.



Colne Valley Railway.

Great Western.
Type I.Great Western.
Type II.

Hull and Barnsley.

Lancashire, Derbyshire
and East Coast.

ISLE OF WIGHT RAILWAY.

January, 1899. Lithographed by Messrs. Waterlow & Son, in sheets of 12, 3 rows of 4.

	UNUSED.		USED.	
	s.	d.	s.	d.
2d. green, perf. 12.				
(1st) 1.99, bright green	0	6	0	9

ISLE OF WIGHT CENTRAL RAILWAY.

February, 1899. Printed by Messrs. McCorquodale & Co., Ltd., in sheets of 12, 3 rows of 4.

2d. green, rouletted. One plate.				
(1st) 2.99, dull yellowish-green	2	0	1	0
(2nd) 4.01, green	0	6	0	9

LANCASHIRE AND YORKSHIRE RAILWAY.

February, 1891. Lithographed by Messrs. H. Blacklock & Co., Ltd., of Manchester, in sheets of various sizes, and issued in sheets of 6, 2 rows of 3.

2d. green, un-numbered.				
(1st) 2.91, I., with faint outline (36 types ?)	10	0	2	0
(2nd) 7.94, I., (24 types ?)	15	0	3	0
(3rd) 9.97, I., no outer line (36 types ?)	3	0	1	6
2d. green, numbered.				
(4th) —.98, I., Nos. 1 to 3750	2	0	1	6
(5th) 1.00, I., Nos. 3751 to 5000? (36 types ?)	15	0	5	0
(6th) —.01? II., Nos. 5000? to 8748 (54 types ?)	1	6	1	0
(7th) 2.5.01, II., Nos. 8749 to 13752 (large fig's)	2	0	0	9
(8th) —.04, Not yet seen	1	6	0	9

Note.—It is a difficult matter to distinguish between the two first printings. Sometime during 1898 the stock on hand of the 3rd printing was numbered and since then all issues have had consecutive numbers. The 5th issue was partly printed from a new transfer on a thicker surfaced paper, but the exact proportion of impressions taken from transfers I. and II. is unknown. The 6th and 7th issues (from transfer II.) are identical except for the size of the control figures.

Variety.—In the first five printings, for which transfer I. was used, a variety occurs on stamp No. 3 of each sheet, "rot" being spelt "rct."

LANCASHIRE, DERBYSHIRE & EAST COAST RAILWAY.

December, 1896. Lithographed by Messrs. Benrose & Sons in sheets of 24, 6 rows of 4. Large black control numbers.

2d. green, perf. 10. Two printings.				
(1st) 12.96, Nos. 1 to 576	7	6	2	0
(2nd) 1.99, Nos. 577 to 1076	£5		15	0
2d. emerald green, perf. 11. One printing.				
(3rd) 10.00, Nos. 1077 to 1577 ?	10	0	3	0
(4th) 12.02, Nos. 1577 to 2076	7	6	0	9

LIVERPOOL, ST. HELEN'S AND SOUTH LANCASHIRE RAILWAY.

October, 1899. Lithographed by Messrs. Henry Blacklock & Co., Ltd., of Manchester, and issued in sheets of 12, 4 rows of 3.

	UNUSED.		USED.	
	s.	d.	s.	d.
2d. green, perf. 12.				
(1st) 10.99, deep green	2 0	1 0

LONDON AND NORTH WESTERN RAILWAY.

February, 1891. Printed by Messrs. McCorquodale & Co., Ltd., of London, in sheets of 60, 10 rows of 6, with black control numbers.

2d. green, rouletted.					
(1st)	2.91, Nos. 1 to 50000	...	...	10 0	2 0
(2nd)	4.93, Nos. 50001 to 70000	...	...	40 0	7 6
(3rd)	7.94, Nos. 70001 to 100000	...	...	20 0	3 0
(4th)	9.96, Nos. 100001 to 130000	...	...	1 0	0 4
(5th)	11.7.99, Nos. 130001 to 160000	...	...	0 9	0 4
(6th)	11.6.02, Nos. 160001 to 190000	...	...	0 6	0 6

Note.—Entire sheets of the first three printings are now unknown to exist and only two or three entire sheets each of the 4th and 5th printings are believed to have survived.

LONDON AND SOUTH WESTERN RAILWAY.

February, 1891. Lithographed by Messrs. Waterlow & Son, of London, in sheets of 24 or 12 and issued in sheets of 12, 4 rows of 3 or 3 rows of 4.

Except as regards the perforation, the numerous printings of the L. & S.W.R. appear more or less alike to the inexperienced collector, but the expert is readily able to distinguish them all, although the exact order in which they were issued is not yet definitely known. A study of the marks of wear shows that from time to time six transfers have been employed and enables the order of printing to be fairly accurately determined where sufficient material is at hand for examination. The six transfers were as follows:—

- Transfer I., 1891. Used for first printing only. (24 types, of which Nos. 1 to 8, 10 to 18, have been identified).
- Transfer II., 1891. Used for second printing only. (24 types, not yet identified).
- Transfer III., 1891. Used for printings 3 to 8. (24 types, approximately identified).
- Transfer IV., 1894. Used for all other printings except Nos. 27, 38 and 39. There are various "states":—
- A. Bar attached to left side of O of "South."
 - B. Scratches originate on several stamps on the transfer.
 - BC. Bars partly removed from O of "South."
 - C. Bars almost entirely removed.
 - D. White dots on type 22 obliterated.
 - E. White circles round shield redrawn.
 - F. Scratch originates on type 9.
- Transfer V., 1900. Used for 27th printing only. Sheets of 12 only, 3 rows of 4.
- Transfer VI., 1902. Used for 38th and 39th printings. Sheets of 12 only, 3 rows of 4.

For further particulars of how to identify the types in each transfer see Ewen's *History of Railway Letter Stamps*, pp. 80 to 97. The following list of printings is only approximately correct.

	used.	used.
	s. d.	s. d.
2d. green, perf. 11 to 11½.		
(1st) —, 1.91, I., green	60 0	15 0
(2nd) —, 6.91, II., green	£10	30 0
(3rd) 19.11.91, III., green	£10	10 0
(4th) 26. 3.92, III., green	£5	10 0
(5th) 15. 8.92, III., yellow-green (pale to dark)	£5	10 0
(6th) 14. 1.93, III., dark green, faint triangles	£5	20 0
(7th) 12. 6.93, III., light green, thick paper	£10	30 0
(8th) 27. 9.93, III., grey-green	£10	30 0
(9th) 20. 2.94, IVa., dark green	£10	15 0
(10th) 13. 7.94, IVa., light green, surfaced ...	£10	15 0
2d. green, perf. 14, 14½.		
(11th) 15.11.94, IVa., deep green	60 0	15 0
(12th) 15. 5.95, IVa., pale yellow-green ...	£10	20 0
(13th) 29. 8.95, IVa., dark green	60 0	20 0
2d. green, perf. 14 or 14 × 12½, 13.		
(14th) 11. 1.96, IVb., yellow-green	10 0	5 0
2d. green, perf. 12.		
(15th) 17. 6.96, IVb., dull green, light green	10 0	2 6
2d. green, perf. 10.		
(16th) 8.10.96, IVb., dull green	15 0	5 0
2d. green, perf. 11 to 11½.		
(17th) 22. 3.97, IVbc., yellow-green	5 0	1 6
2d. green, perf. 12.		
(18th) 30. 7.97, IVbc., yellowish-green ...	10 0	4 0
(19th) 7.12.97, IVbc., dark green	5 0	2 6
(20th) 21. 4.98, IVbc., green (dark, pale) ...	10 0	5 0
(21st) 21. 7.98, has not been identified. It may have consisted of remainders of above issues, especially of the 14th and 19th.		

Early in 1898 two printings were made, neither of which, as far as is known, was brought into use until several years afterwards. The first of these reserve supplies was apparently made use of for the 27th issue (1901), which the second appeared in 1902, perf. 11 or 10·11, as part of the 34th, and in 1905, perf. 10, as the 37th issue. For convenience, they are described as 27th and 27th issues.

2d. green, perf. 10. Printed 3.98 ?		
(27th) 17.4.00, V., grey-green, (a) pale, (b) dark	10 0	3 0
2d. green, perf. 10, 11 and compound.		
(37th) 5.11.02, IVbc., grey-green.		
(a) Perf. 11	40 0	10 0
(b) .. 10 × 11	4 0	3 0
(c) .. 10	4 0	3 0

Note.—Both the above printings are on the same thick paper as the L.B. & S.C. issue of 3.98 and the two shades of the 27th issue correspond to the two shades of this L.B. & S.C. issue. Before printing the 22nd issue, the transfer was considerably touched.

London & South Western Railway—continued.

			UNUSED.		USED.	
			s.	d.	s.	d.
2d. green, perf. 10.						
(22nd)	7.10.98, IVc., pale green	...	5	0	1	6
(23rd)	7. 2.99, IVc., bright green	...	4	0	1	0
(24th)	11. 5.99, IVc., dark green	...	7	6	1	6
(25th)	18. 8.99, IVc., emerald green	...	7	6	1	6
(26th)	21.12.99, IVc., bluish green...	...	5	0	1	0
(27th)	17. 4.00, (see above)					
(28th)	13. 7.00, IVd., dark green	...	2	0	0	9
(29th)	22.10.00, IVd., yellow-green	...	1	6	0	6
2d. green, perf. 11.						
(30th)	18. 2.01, IVe., yellow-green	...	1	6	0	9
2d. green, perf. 10, margins perforated.						
(31st)	17. 6.01, IVe., pale green	...	2	0	0	9
2d. green, perf. 11.						
(32nd)	18. 8.01, IVe., dark green (shades)	...	1	6	0	9
(33rd)	30.11.01, IVe., bright green	...	2	0	0	9
2d. green, perf. 10.						
(34th)	17. 3.02, IVe., yellow-green	...	3	0	1	0
(35th)	12. 6.02, IVe., grey-green (dark to very pale)	... ..	3	0	1	0
(36th)	9. 9.02, IVe., dull yellow-green	...	3	0	1	0
(37th)	5.11.02 (see above)					

Transfer VI. (3 rows of 4 stamps).

(For some unknown reason, transfer IV was not used during 1903, a new transfer VI, consisting of 12 stamps only, arranged as in transfer V., being requisitioned. Eleven of the twelve types have two or three white dots on the body of the figure 2 of 2d. For further details, see "Even's Weekly Stamp News," No. 249).

2d. green, perf. 10.

(38th)	5. 3.03, VI., yellow-green	...	5	0	2	0
(39th)	—, 6.03, VI.,					
	(a) yellowish-green	...	5	0	2	0
	(b) grey-green	...	5	0	2	0
	(c) deep green	...	5	0	2	0
(40th)	—, 9.03?	Apparently consisted of remainders of 39th issue, but the sheets measure $5\frac{7}{16} \times 4\frac{1}{8}$ instead of $5\frac{9}{16} \times 4\frac{1}{8}$ in.				
(41st)	12.03?	Apparently consisted of remainders of 39th issue, but the sheets measure $5\frac{7}{16} \times 4\frac{1}{8}$ in.				

Note.—Remainders of the 39th printing continued to appear during 1904, a number having been issued during the summer. The above description of the 40th and 41st issues is only offered tentatively. In the absence of control numbers it is impossible to decide the exact order of issue. Early in 1904 Transfer IV was restored.

Transfer IV. restored. (24 types).

The transfer was slightly retouched; for description see Ewen's Weekly Stamp News, No. 249.

	UNUSED.		USED.	
	s.	d.	s.	d.
2d. green, perf 10.				
(42nd) 3.04 ? IVF., green, (shades)	2 0	1 0
(43rd) 6.04 ? (not yet seen)		
(44th) 9.04 ? (not yet seen)		

Note.—An almost entire imperforate sheet is known of the 12th issue and although 'printer's waste,' it is of the greatest value, as no other sheets or even blocks printed from Transfer IV., state A, are known to exist.

LONDON, BRIGHTON AND SOUTH COAST RAILWAY.

February, 1891. Lithographed by Messrs. Waterlow & Son, of London, in sheets of 24 or 12 and issued in sheets of 12, 4 rows of 3 or 3 rows of 4.

The first eleven printings have not yet been satisfactorily identified, owing to the extreme rarity of specimens. Of none of them is an entire pane of 12 known to exist, and owing to the scarcity of blocks and the very few traces of wear exhibited by the transfer, it has not yet been possible to reconstruct a sheet with absolute certainty. Four transfers have been used down to the present time.

First transfer, 1891, 24 types arranged in 2 panes of of 12, each 4 rows of 3.

Second transfer, 1897, 12 types, 3 rows of 4.

Third transfer, 1898, 12 types, 3 rows of 4.

Fourth transfer, 1898, 12 types, 4 rows of 3.

The types of the three later transfers can all be readily distinguished; see Ewen's *History of Railway Letter Stamps*, pages 104 to 110.

The order given for the printings below is approximate.

2d. green, perf. 11 to 11½.				
(1st) 26. 1.91, l., dull pale green ...	...	...	20 0	7 6
(2nd) 24. 4.91, l., dull green ...	...	...	£10	20 0
(3rd) 14. 9.91, l., pale green ...	...	...	£10	5 0
(4th) 5. 5.92, l., dull green ...	...	...	£10	10 0
(5th) 21.11.92, l., green (the first five print- ings are on surfaced paper)	...	...	£10	20 0
(6th) 2. 5.93, l., deep yellow green ...	...	...	£5	20 0
(7th) 22. 3.94, l., bright yellow-green ...	...	...	20 0	5 0
(8th) 19.11.94, l., green ...	...	...	30 0	10 0
2d. green, perf. 12.				
(9th) 31. 7.95, l., dark green ...	...	...	20 0	10 0
(10th) 1. 5.96, l., yellow-green ...	...	...	40 0	10 0
2d. green, perf. 11½, 10, and compound.				
(11th) 23.12.96, l., dark green.				
(a) Perf. 11½ ...	...	...	30 0	10 0
(b) ,, 10 ...	...	...	40 0	20 0

London, Brighton & South Coast—continued.		USED.		USED.	
		s.	d.	s.	d.
(12th)	31. 8.97. II., dark green.				
	(a) Perf. 11½	20	0	5	0
	(b) .. 10	15	0	4	0
	(c) .. 10 × 11½	60	0	20	0
2d. green, perf. 10.					
(13th)	9. 3.98. III.				
	(a) dull shade, faint triangles ...	£5		20	0
	(b) pale yellow green, III. retouched	10	0		2
<i>(The 13th and 13th printings, transfers II. and III. were in sheets of 12 stamps arranged in 3 rows of 4. Commencing with the 11th issue, the old arrangement was restored. The 13th printing was probably made at the same time as the 27th of the L. & S.W.R.)</i>					
2d. green, perf. 11½.					
(14th)	26. 9.98. IV., dark green	7	6	2	6
2d. green, perf. 10.					
(15th)	10. 5.99. IV., dark yellow-green ...	10	0	2	6
(16th)	28.10.99. IV., bright green	10	0	1	6
(17th)	22. 6.00. IV., (a) yellow-green ...	2	0	0	9
	(b) light yellow-green... ..	5	0	1	6
(18th)	4. 1.01. IV., dark green	1	6	0	9
2d. green, perf. 11.					
(19th)	24. 8.01. IVb., dark green	3	0	1	0
(20th)	12. 3.02. IVb., bright green	5	0	2	6
2d. green, perf. 10, 11 and compound.					
(21st)	23. 7.02. IVb., dull green.				
	(a) perf. 11	2	0	0	9
	(b) perf. 10, 11 mixed	4	0	1	6

Note.—Sheets are unknown to exist in the first eleven printings and even blocks are of extreme rarity. Sheets of the 1897-99 issues are also somewhat scarce.

Varieties.—Part of an imperforate proof sheet of the 16th printing is known.

States of Transfer.—State B of Transfer IV. has a faint scratch across the figure 2 of "2d." on type 2.

NUMBERED ISSUES.

Commencing with the 22nd issue all stamps have been numbered consecutively on the back. The unnumbered issues amounted to 111,000 stamps (7 issues at 3600 and 16 at 6000). The 22nd issue was composed chiefly of remainders left over from preceding printings and it is not known if the following list is complete).

2d. green, numbered on back.

(22nd) 10. 1.03. IVb., dull green (1-6000).

	Print.	Lowest No. seen.	Highest No. seen.	Perf.			
(a)	19	25	804	11	10	0	2
(b)	17a	961	1085	10	20	0	5
(c)	15	1165	2280	10	10	0	2
(d)	20	2353	2964	11	10	0	2
(e)	21	3133	3444	11 × 10	30	0	10
(f)	15	3553	3684	10	20	0	5
(g)	20	3903	3936	11	20	0	5
(h)	17a	3973	4368	10	15	0	5
(j)	22	4645	4914	11½	40	0	2
(k)	21	5341	5784	10	40	0	2

London, Brighton & South Coast—continued.		UNUSED.		USED.	
		s.	d.	s.	d.
(23rd)	.03, Nos. 6001-12000 (apparently solely remainders of 22nd printing)	10	0	1	6
(24th)	.04, Nos. 12001-18000, IVc., pale yellowish green.				
(a)	23 12001? 12300? IVc., bright pale green.	10	3	0	1
(b)	24 16600? 18000?	10	4	0	1

Note. Variety (a) is described as 23rd printing because it may have formed part of the 23rd issue and is numbered with the same type of control figures. Variety (b) is numbered with taller and thinner figures.

LONDON, CHATHAM & DOVER RAILWAY.

February 4th, 1891, to June, 1899, (when the Company was amalgamated with the South Eastern). Lithographed in sheets of 12, 4 rows of 3. The first three printings were issued in singles.

The early issues of this railway are of such extreme rarity, that it has been impossible to say definitely how many transfers were used, and the arrangement of the printings is only tentative, the dates being those of the earliest copies which have come under notice.

The original transfer consisted of 3 types side by side, and this was usually duplicated 4 times to make the transfers for use.

First and Second Transfers. Types not yet identified.

Third Transfer. Types 1, 2, 3 arranged regularly in four rows.

Fourth Transfer (1894?). Types 1, 2, 3 arranged irregularly, together with two types unknown.

Fifth Transfer (1897?). Types 1, 2, 3 arranged regularly in four rows.

It is not known how many issues were made, nor are any official particulars forthcoming. The following list is compiled on somewhat slight evidence.

2d. green, imperforate.			
(1st ?) 4.2.91, I., wide margins	...	£20	£15
(2nd ?) —2.91, II., narrow margins	...	£10	£5
(3rd ?) —.91 ? III., no margins	...	£20	£15
2d. green, perf. 11½.			
(4th ?) —.91 ? III., green	...	£10	40 0
(5th ?) 9.91 ? III., deep green	...	£10	40 0
(6th ?) 2.92 ? III., green	...	£10	40 0
(7th ?) —.92 ? III., dark green	...	£10	40 0
(8th ?) —.93 ? III., dark green	...	£10	40 0
(9th ?) —.93 ? III., dull green	...	£10	40 0
(10th ?) 11.93 ? III., bright deep green	...	60 0	40 0
(11th ?) —.94 ? III., deep dark green...	...	£5	40 0
(12th ?) —.94 ? IV., deep green	...	£10	40 0
(13th ?) —.95 ? IV., blue-green	...	£10	40 0
(14th ?) —.95 ? IV., emerald-green	...	£10	40 0
(15th ?) 8.95 ? IV., dull bluish-green	...	£10	30 0
2d. green, perf. 10½.			
(16th ?) 6.96 ? IV., green, thick soft paper	...	60 0	30 0
(17th ?) —.96 ? IV., dark green	...	£10	30 0

London, Chatham & Dover—continued.

	UNUSED.		USED.	
	s.	d.	s.	d.
2d. green, perf. 11½.				
(18th ?) —.96? IV., deep bright green	...	£10	40	0
(19th ?) —.97? IV., bright green	...	£10	30	0
2d. green, perf. 10½.				
(20th) —.97? V., deep green	...	£10	40	0
(21st) 4.98? V., green, thick hard p.	...	20	0	5
(22nd) 10.98? V., green, thinner p.	...	10	0	4
(23rd) 5.99? V., black-green	...	15	0	5

Note.—Entire sheets of the last three printings (transfer V.) are known to exist, also a block of 10 of the 10th issue transfer III. For details of transfer III. see *Exon's Weekly Stamp News*, No. 192.

Variety.—A sheet of the 21st issue is known imperforate vertically.

LONDON, TILBURY & SOUTHBEND RAILWAY.

February, 1891. Lithographed by Messrs. Waterlow & Son, of London, in sheets of 24, 4 rows of 6 or 6 rows of 4.

2d. green, perf. 11 to 12, un-numbered. One transfer.

(1st) 1891, l., perf. 11 to 11½, green	...	15	0	5	0
(2nd) 1894, l., perf. 11 to 11½, green	...	15	0	5	0
(3rd) 1897, l., perf. 11½ to 12, yellow-green	...	3	0	2	0

(In 1898 the size of the sheets was changed from 4 rows of 6 to 6 rows of 4, thus necessitating a new Transfer (11.) Transfer 11. was retouched in 1900, the white circle round the shield of each stamp being redrawn.—11b.)

2d. green, perf. 10, un-numbered.

(4th) 6.99, ll., yellow-green, sheets have perforated margins	...	5	0	2	6
(5th) —.00? ll., green to yellow-green, sheets have imperf. margins	...	2	0	1	6
(6th) 5.01? 11b., green, imperf. margins	...	5	0	2	6

2d. green, perf. 11, numbered.

(7th) 10.01, 11b., Nos. 1/1 to 1/2400	...	3	0	1	0
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2d. green, perf. 10, numbered.

(8th) 3.6.03, 11b., Nos. 1/2401 to 1/4800	...	3	0	1	0
(9th) 6.04, 11b., Nos. 1/4801 to 1/7200	...	1	0	0	9

Note.—The 9th issue was chronicled and described in *Exon's Weekly Stamp News*, No. 257.

MAGGLESFIELD COMMITTEE.

February, 1901. Lithographed by Messrs. Henry Blacklock & Co., Ltd., of Manchester, and issued in sheets of 6, 2 rows of 3, or sheets of 12, 4 rows of 3.

2d. green, perf. 12.

(1st) 9.1.91, deep grey-green (6 types)	...	£25	£15	
(2nd) 1.6.91, ...	...		(Unknown)	
(3rd) 4.5.94, grey-green (12 types)	...	2	0	0
(4th) 26.1.99, dull green, very clear outer line (12 types)	...	5	0	1

Note.—For distinguishing marks of the types of the 1st printing see *Exon's Weekly Stamp News*, Nos. 208 and 265.

MANCHESTER & MILFORD RAILWAY.

February, 1891. Printed by Messrs. McCorquodale & Co., Ltd., of London, in sheets of 12, 2 rows of 6. With black control numbers.

	UNUSED.		USED.	
	s.	d.	s.	d.
2d. green, rouletted.				
(1st) 1891, Nos. 1 to 3000, yellow-green	5	0	2	0
(2nd) 1897, Nos. 1 to 2000, dull green	1	0	0	9

MANCHESTER, SHEFFIELD & LINCOLNSHIRE RAILWAY.

February, 1891 to July 1897. (On August 1st, 1897, the title of the Company was changed to Great Central Railway). Lithographed by Messrs. Henry Blacklock & Co., Ltd., of Manchester, in sheets of various sizes, and issued in sheets of 6, 2 rows of 3, or sheets of 12, 4 rows of 3 or 2 rows of 6.

The first seven issues are now of extreme rarity and have never been properly identified. Sheets are not known to exist, and only in a few instances blocks. The following is an approximate list. One transfer of 6 types served for all the printings and was then adapted and used for those of the North Wales and Liverpool Railway. It was however duplicated several times on the machining stone, with the result that probably 24 to 48 sub-types of each issue exist. The transfer of 6 types was several times retouched.

2d. green, perf. 12. Ten printings, all with outer line except the 9th and 10th.					
(1st) 9.	1.91, 1A.,	dark green	...	40 0	10 0
(2nd) 6.	3.91, 1B.,	green	...	£5	40 0
(3rd) 1.	6.91, 1C.,	olive-green	...	£5	40 0
(4th) 3.	11.91, 1D.,	dark grey-green	...	£5	40 0
(5th) 21.	4.92, 1E.,	green	...	£10	40 0
(6th) 18.	10.92, 1F.,	pale grey-green	...	£10	40 0
(7th) 18.	7.93, 1G.,	deep green	...	£5	40 0
(8th) 4.	5.94, 1H.,	grey-green	...	20 0	10 0
(9th) 15.	3.95, 1I.,	black-green	...	60 0	20 0
(10th) 12.	6.96, 1J.,	grey-green	...	7 6	5 0

Variety.—The sheets are made up of one or more blocks of six types of which No. 4 has only one line above "Manchester, Sheffield" instead of two.

States of the Transfer.—The first printing was issued in sheets of six stamps (types 1 to 6 in regular order) like the 1st issue of the Lancashire and Yorkshire, which it also resembles in paper and colour. The guide line round each stamp is distinct (state 1A.) The 2nd to 7th issues were also issued in sheets of 6, but in the 2nd, 3rd and 5th issues the types were misplaced (see Ewen's *History of Railway Letter Stamps*, pp. 127 to 133). In issues 2 to 5 (?) type 2 has only a faint guide line at top (state 1B.), whilst in issues 6 to 9 it is very thick for about 4mm. at the left-hand end (state 1C.) For the 9th issue the guide lines were almost entirely removed from all the stamps, but the thick dash on type 2 was left. Although this operation was probably performed on the machining stone, we call it state 1D. for convenience. For the 10th issue the guide lines were wholly removed from the transfer itself (state 1E.) In states 1A. to 1C. the white circle of type 2 is broken under the lowest tip of the shield. In the 3rd issue, type 2 has a blot under E. of "Single."

Manchester, South Junction and Altrincham Railway.

First Printing.

Second Printing.



Second Printing.

Metropolitan Railway.

Third Printing.



“Midland Railway” at top and bottom.

Large Control Figures.

Small Control Figures.



MANCHESTER, SOUTH JUNC. & ALTRINCHAM RAILWAY.

February, 1891. Lithographed by Henry Blacklock & Co., Ltd., and issued in sheets of 12, 2 rows of 6, or sheets of 25, 5 rows of 5,

	UNUSED.		USED.	
	s.	d.	s.	d.
2d. green, perf. 12, unnumbered.				
(1st) 1.91, dull green	£25		£15	
(2nd) 12.91, dull green	£25		£15	
2d. green, perf. 12, numbered in manuscript.				
(3rd) —.93, Nos. 301 to 500	(Unknown)			
2d. green, perf. 12, numbered.				
(4th) 8.94, Nos. 501 to 1000... ..	£25		£15	
(5th) 10.95, Nos. 1001 to 2000... ..	5	0	4	0
(6th) 4.98, Nos. 2001 to 3000... ..	2	0	2	0
(7th) 9.99, Nos. 3001 to 4000... ..	3	0	3	0
(8th) 4.02, Nos. 4001 to 5000... ..	2	0	2	0
(9th) —.03, Nos. 5001 to 6000... ..	1	0	0	9

Note. It is rather difficult to distinguish between the first two issues. The earliest is in sheets of 12, 2 rows of 6, and stamps are in consequence always imperforate at top or bottom. The second issue was made in sheets of 25, of which only ten stamps were imperforate at top or bottom. It consisted of 20 sheets, the stamps of 8 of which were numbered 301 to 500 in manuscript.

The 8th and 9th issues appear to be of the same printing.

MARYPORT AND CARLISLE RAILWAY COMPANY.

February, 1891. Lithographed by Messrs. McCorquodale & Co., Ltd., of Glasgow, and issued in sheets of 12, 3 rows of 4.

2d. green, perf. 12.				
(1st) 2.91, olive-green	£5		40	0
(2nd) —. ? deep green	£5		40	0
(3rd) 7.94, deep green, thin paper	5	0	3	0
(4th) 4.98, yellow-green	3	0	1	6
2d. green, perf. 11.				
(5th) 30.10.00, yellow-green	0	6	0	9

METROPOLITAN RAILWAY.

July, 1895. Lithographed by Messrs. Waterlow & Son, of London, in sheets of 60, 6 rows of 10. Black control numbers—one transfer only.

2d. lilac-rose, perf. 11½.				
(1st) 7.95, Nos. 1 to 600	£15		20	0
(2nd) 3.96, Nos. 601 to 1200	£25		£5	
(3rd) 12.96, Nos. 1201 to 1800	£25		£5	
(4th) 7.97, Nos. 1801 to 2400	£25		£5	
2d. rose, carmine, perf. 10.				
(5th) 12.97, Nos. 2401 to 3000	60	0	5	0
2d. rose, perf. 11½.				
(6th) 3.98, Nos. 3001 to 3600	30	0	4	0
(7th) 7.98, Nos. 3601 to 4800	£5		4	0

Metropolitan—continued.

		UNUSED.		USED.	
		s.	d.	s.	d.
2d. rose, perf. 10.					
(8th)	3.99, Nos. 4801 to 6000	...	...	£5	1 0
2d. rose, perf. 11½.					
(9th)	7.99, Nos. 6001 to 7200	...	...	£5	5 0
2d. rose, perf. 10.					
(10th)	4.00, Nos. 7201 to 8400	...	...	£5	7 6
(11th)	10.00, Nos. 8401 to 9600	...	...	£5	7 6
(12th)	5.01, Nos. 9601 to 10800	...	...	£5	4 0
(13th)	10.01, Nos. 10801 to 12000	...	...	£5	10 0
(14th)	5.02, Nos. 12001 to 13200	...	...	£5	10 0
(15th)	12.02, Nos. 13201 to 14400	...	...	£5	4 0
(16th)	6.03 ? Nos. 14401 to 15600	...	...	60 0	3 0
(17th)	1.04 ? Nos. 15601 to 16800	...	...	£5	4 0
(18th)	9.04 ? Nos. 16801 to 18000	...	...	£5	1 0

MIDLAND RAILWAY.

February, 1891. Lithographed by Messrs. H. Bemrose & Sons, in sheets of 24, and issued in sheets of 12, 3 rows of 4. Black control numbers.

2d. green, perf. 10.

2d. green, perf. 11.

Printings from Transfer I. (24 types).

Date.	Highest No.	Control No.	Printing Perf.	UNUSED.		USED.	
				s.	d.	s.	d.
(1st) 25. 1.91	6000	Small	A ? 10	40	0	5	0
(2nd) 18. 4.91	12000	"	A ? 11	60	0	5	0
(3rd) 5.10.91	18000	"	B ? 11	60	0	4	0
(4th) 28. 4.92	(18528 ?	Large	C ? 11	£5		20	0
	(24000	"	C ? 10	60	0	7	6
(5th) 7.10.92	20000	Small	D ? 11	30	0	7	6
(6th) 12. 5.93	(33000	"	E ? 10	60	0	5	0
	(36000	"	E ? 11	60	0	5	0
(7th) 12.12.93	42000	"	E ? 11	£10		5	0
	(45000	"	E ? 10	40	0	5	0
(8th) 18. 7.94	(48000	"	E ? 11	40	0	5	0
	(50000	Large	F 10	£10		10	0
(9th) 27. 2.95	(54000	Small	F 10	40	0	5	0
(10th) 20. 9.95	60000	Large	G 10	30	0	5	0
			(A 10	£5		20	0
			(B ? 10	£5		20	0
(11th) 25. 4.96	66000	Small	F 10	30	0	5	0
			(G 10	40	0	7	6
			(H 10	30	0	5	0

Note.—The above eleven issues are all from transfer I. During 1891-1895 it had evidently been the practice to print more sheets than actually required, the surplus being put on one side. In 1896 these oddments were cleared out and formed the greater part of the 11th supply. Subsequently the exact quantity required for each supply appears to have been printed.

Printings from Transfer II. (24 types).

	Date.	Highest No.	Control No.	Printing.	Perf.	UNUSED.		USED.	
						s.	d.	s.	d.
(12th)	5.12.96	72000	Small	J	11	30	0	5	0
(13th)	11. 8.97	78000	Large	K	10	20	0	3	0
(14th)	8. 3.98	90000	Small	L	10	1	6	0	6
(15th)	24. 2.99	102000	"	M	10	1	6	0	6
(16th)	21. 3.00	114000	"	N	10	2	0	0	6
					11	40	0	10	0
(17th)	6. 4.01	126000	"	O	11	4	0	0	6
					10	5	0	1	6

Printings from Transfer III. (21 types).

(18th)	10. 5.02	138000	Large	P	11	1	0	0	6
(19th)	6.03?	150000	Small	Q	10	3	0	0	6

MIDLAND & GREAT NORTHERN JOINT RAILWAYS.

May 21st, 1894. Lithographed by Messrs. Waterlow & Son, of London, in sheets of 60, 6 rows of 10.

2d. green, perf. 11½.

(1st) 21.5.94, green, deep to pale ... 0 9 0 9

MIDLAND & SOUTH-WESTERN JUNCTION RAILWAY.

About 1891? Lithographed by Messrs. Waterlow & Son, of London, in sheets of 24, 6 rows of 4.

2d. green, perf. 11½.

(1st) —.91? green to greyish-green... 0 9 0 9

NEATH AND BRECON RAILWAY.

February, 1891. Type I. (lined triangles in spandrels and no stop after "RAILWAY"). Lithographed by Messrs. Waterlow & Son, in sheets of 12, 4 rows of 3.

2d. green, perf. 11½.

(1st) 2.91, green, thin or surfaced paper ... 60 0 30 0

Note.—For distinguishing marks of types of 1st issue see *Even's Weekly Stamp News*, No. 250.

April, 1897. Type II. (foliate triangles in spandrels and stop after "RAILWAY"). Printed by Messrs. McCorquodale & Co., Ltd., of London, in sheets of 12, 2 rows of 6 or sheets of 8, 2 rows of 4.

Printings from Plate I. (12 types).

2d. green, perf. 12, un-numbered.

(2nd) 4.97, dull yellow-green ... 4 0 1 0

(3rd) 9.98, bluish-green ... 40 0 15 0

3d. green, perf. 11, un-numbered.

(4th) 3.00, deep green... 5 0 5 0

North Eastern Railway.

Type I.
Vertical Figures.Type II.
Vertical Figures.Type II.
Horizontal Figures.Type II.
Large Control Figures.

Printings from Plate I., cut down (8 types).

		UNUSED.	USED.
		s. d.	s. d.
2d. green, rouletted, un numbered.			
(5th) 3.01, black-green	... ..	10 0	10 0
2d. green, perf. 11, numbered.			
(6th) 10.01, Nos. 001 to ?	... ..	3 0	0 9

NORTHAMPTON AND BANBURY JUNCTION RAILWAY.

February, 1891. Lithographed by Messrs. Waterlow & Son, of London, in sheets of 12, 4 rows of 3. Three transfers.

2d. green, perf. 11½.			
(1st) 1891, I., thick surfaced paper...	... ..	15 0	10 0
(2nd) 1896? II., dark green on thin ...	... ..	40 0	20 0
(3rd) 1899? III., yellowish-green, ditto	... ..	0 9	0 9

NORTH EASTERN RAILWAY.*Type I.*

Inscribed "To be used only for letters bearing a postage stamp".

February, 1891. Lithographed in Newcastle-on-Tyne, in sheets of 30, 5 rows of 6. Large vertically placed control numbers.

2d. vermilion (type I.), perf. 12.			
(1st) 1.2.91, Nos. 1 to 17460	... ..	5 0	4 0

Type II.

Inscribed "Fee for conveyance of single post letters by railway." Letters of circular inscription 14mm. high.

March, 1891. Lithographed in Newcastle-on-Tyne in sheets of 30, 5 rows of 6. Large vertically-placed control numbers.

2d. green (type II.), perf. 12.			
(2nd) 3.91, Nos. 17461 to 20000.	... ..	£25	£10

May, 1891. Same, but with horizontally-placed control numbers.

Date.	Highest No.	Control Figures.	Transfer & Printing.	£20	£5
(3rd) 5.91	24000	Medium	II. C	£20	£5
(4th) 8.91	30000	"	II. D	60 0	15 0
(5th) 12.91	33000	"	II. D	£5	15 0
(6th) 3.92	36000	"	II. D	60 0	10 0
(7th) 5.92	42000	"	II. D	60 0	10 0
(8th) 9.92	48000	"	II. E	20 0	7 6
(9th) 2.93	51000	"	II. E	40 0	15 0
(10th) 4.93	54000	"	II. F	£20	60 0
(11th) 7.93	57000	"	II. FF	40 0	10 0
(12th) 9.93	60000	"	II. F	40 0	10 0
			FF	40 0	10 0
(13th) 11.93	63000	Thick	II. F	60 0	10 0
			FF	40 0	10 0
(14th) 2.94	66000	Large	II. G	20 0	7 6

Date.	Highest No.	Control Figures.	Transfer & Printing.	USED. s. d.	USED. s. d.
(15th) 4.94	70000	"	II. (F)	30 0	7 6
(16th) 7.94	73000	"	II. (G)	30 0	7 6
(17th) 9.94	76000	Medium	II. G	20 0	7 6
(18th) 11.94	79000	"	II. H	7 6	5 0
(19th) 3.95	82000	"	II. H	40 0	5 0
(20th) 5.95	85000	"	II. H	5 0	3 0
(21st) 7.95	88000	Round	II. H	4 0	3 0
(22nd) 9.95	91000	Medium	II. H	5 0	3 0
(23rd) 12.95	94000	"	II. J	4 0	3 0
(24th) 3.96	97000	"	II. J	10 0	3 0
(25th) 6.96	100000	"	II. J	10 0	3 0
(26th) 8.96	103000	"	II. K	10 0	3 0
(27th) 10.96	106000	"	II. K	2 0	2 0
(28th) 2.97	109000	"	II. K	2 0	2 0
(29th) 5.97	112000	"	II. J	3 0	2 0
(30th) 8.97	115000	"	II. K	40 0	20 0
(31st) 10.97	118000	"	II. K	4 0	2 0
(32nd) 1.98	121000	"	II. K	5 0	2 0
(33rd) 4.98	124000	"	II. H	30 0	5 0
(34th) 6.98	127000	"	II. K	5 0	2 0
(35th) 7.98	130000	"	II. L	7 6	3 0
(36th) 10.98	133000	Round	II. H	£5	20 0
(37th) 12.98	136000	"	II. L	2 0	2 0
(38th) 1.99	139000	"	II. L	2 0	2 0
(39th) 3.99	142000	Medium	III. M	2 0	2 0
(40th) 6.99	145000	"	III. M	2 0	2 0
(41st) 8.99	148000	"	III. M	2 0	2 0
(42nd) 10.99	151000	Small	III. L	£5	15 0
(43rd) 1.00	154000	Medium	III. M	1 0	1 0
2d. green, perf. 11 (type II.)			III. M	1 6	1 0
(44th) 3.00	157000	Small	III. M	1 6	1 0
(45th) 6.00	160000	"	III. M	3 0	1 6
(46th) 7.00	163000	"	III. M	3 0	1 6
(47th) 10.00	166000	"	III. M	3 0	1 6
2d. green, perf. 12 (type II.)—continued.			III. M	5 0	1 6
(48th) 12.00	169000	Small	III. M	4 0	1 6
2d. green, perf. 11 (type II.) continued.			III. M	3 0	1 6
(49th) 3.01	172000	Medium	IV. N	3 0	1 0
(50th) 5.01	175000	"	IV. N	2 0	1 0
(51st) 7.01	178000	"	IV. N	2 0	1 0
(52nd) 9.01 ?	181000	"	IV. O	5 0	1 0
(53rd) 11.01	184000	"	IV. O	2 0	1 0

North Eastern Railway—continued.

	Date.	Highest No.	Control Figures.	Transfer & Printing.	UNUSED.		USED.	
					s.	d.	s.	d.
(54th)	2.02 ?	187000	Round	IV. O	3	0	1	0
(55th)	4.02 ?	190000	Medium	IV. O	3	0	1	0
(56th)	6.02 ?	193000	Round	IV. P	3	0	1	0
(57th)	8.02 ?	196000	"	IV. P	2	0	1	0
(58th)	10.02 ?	199000	Medium	IV. P	2	0	1	0

Note.—Part of a sheet (20 stamps) of the 15th issue was delivered to the Company by the printers, unnumbered, and such specimens have come into the hands of collectors, and are valued at about 40/.

Type III. (similar to type II., but entirely redrawn, inscriptions in larger lettering 1½mm. tall.)

January ? 1903. Type III. Lithographed in sheets of 30, 5 rows of 6.

2d. green, perf. 11.

(58th, Part of) 1903	—	Medium	V.	Q	60	0	60	0	
(59th)	1.03 ?	202000	"	V.	R	3	0	2	0
(60th)	4.03 ?	205000	"	V.	S	3	0	0	9
(61st)	6.03 ?	208000	"	V.	T	15	0	2	6
(62nd)	8.03 ?	211000	"	V.	U	3	0	1	0
			"	V.	V	3	0	1	0

Note.—The colours of the printings are as follows:—Q, yellow-green; R, bright green on thin paper; S, bright green on surfaced; T, dark green on surfaced; U, bright green on thin; V, yellow-green on surfaced or thin and pale yellow-green on thin.

Type IV. (similar design, but again re-drawn, lettering slightly enlarged again, 2mm. tall.)

October ? 1903. Type IV. Lithographed in sheets of 30, 5 rows of 6 (a) or 6 rows of 5 (b).

2d. green, perf. 11.

(63rd)	10.03 ?	214000	Thick	Vla.	W	3	0	1	0
(64th)	12.03 ?	217000	"	VIIa.	X	2	0	1	0
(65th)	2.04 ?	220000	"	VIIIb.	Y	2	0	1	0
(66th)	5.04 ?	223000	"	IXa.	Z	2	0	1	0
(67th)	8.04	226000	"	Xb.	AA	2	0	1	0
(68th)	10.04	229000	"	XIb.	AB	2	0	1	0

Note.—The colours of the printings are as follows:—W, yellow-green; X, dark blue-green; Y, bright yellow-green; Z, pale yellow-green shading to yellow-green and bright green; AA, light green; AB, yellow-green.

NORTH LONDON RAILWAY.

February, 1891. Printed by Messrs. McCorquodale & Co., Ltd., of London, in sheets of 12, 2 rows of 6. Horizontal control numbers. One plate only.

2d. green, rouletted.

(1st) 2.91, Nos. 1 to 960, yellow-green ... £5 5 0

2d. green, perf. 12.

(2nd) —.96 ? Nos. 961 to 1920, green ... £5 0 9

NORTH PEMBROKESHIRE AND FISHCUARD RAILWAY.

January to August, 1898 (when the line was acquired by the Great Western Railway Company). Issued in blocks of 8 stamps, 2 rows of 4, no margins.

	UNUSED.		USED.	
	s.	d.	s.	d.
2d. green, perf. 12.				
(1st) 1.98, green	10	0	10	0

NORTH STAFFORDSHIRE RAILWAY.

February, 1891. Type I. (three lines under "Railway" at foot). Lithographed by Messrs. Allbut & Daniel, Hanley, in sheets of 20, 4 rows of 5.

2d. green, perf. 12.				
(1st) 1891 ? bright green	1	0	2	6
(2nd) 1895, olive green	1	0	2	6
2d. green, perf. 11.				
(3rd) 1897, grey-green	1	0	2	6

August, 1898. Type II. (four lines under "Railway" and stop after "North Staffordshire"). Printed by Messrs. McCorquodale and Co., Ltd., of Newton-le-Willows, in sheets of 8, 2 rows of 4, or sheets of 20, 4 rows of 5.

2d. green, perf. 11.				
(4th) 22. 8.98, bright yellow-green (sheets of 8)	0	9	1	6
(5th) 30. 11.98, dark blue-green (sheets of 20)	2	0	1	6
(6th) 19. 12.98, bright green (sheets of 20)	2	0	1	6

November, 1899. Type II. retouched (as before, but no stop after "North Staffordshire").

2d. green, perf. 11.				
(7th) 17. 11.99, sage-green (sheets of 20)	0	9	1	0
2d. green, perf. 10.				
(8th) 1902, sage-green (sheets of 20)	1	0	1	0

Varieties.—The 5th issue is known imperforate vertically, and proofs in black of the 7th issue occur.

NORTH WALES AND LIVERPOOL RAILWAY COMMITTEE.

July, 1896. Lithographed by Messrs. H. Blacklock & Co., Ltd. of Manchester, and issued in sheets of 12, 2 rows of 6 or 4 rows of 3.

2d. green, perf. 12. Three printings.				
(1st) 1.7.96, deep green (24 types known)	2	0	1	0
(2nd) 27.9.98, blue-green (12 types)...	4	0	1	0
(3rd) 27.4.99. ?... ..				(Unknown)

Varieties.—The sheets are made up of blocks of 6 types duplicated. Of these type 4 shows a variety, having only one line at top instead of two. The first issue is known in pairs imperforate between.

OLDHAM, ASHTON & GUIDE BRIDGE RAILWAY.

February, 1891. Lithographed by Messrs. Henry Blacklock & Co., Ltd., of Manchester, and issued in sheets of 6, 2 rows of 3 or sheets of 12, 4 rows of 3.

		UNUSED.	USED.
		s. d.	s. d.
2d. green, perf. 12.			
(1st) 9. 1.91, deep green (6 types) ...	£10	60	0
(2nd) 1. 6.91, olive-green (6 types) ...	2	0	1 6
(3rd) 5.11.98, grey-green, clear outer line (12 types ?) ...	30	0	5 0
(4th) 27. 4.99, deep green, ditto (12 types ?)	5	0	0 9

Two transfers of six types were used, but the second was duplicated at least twice on the machining stone before printing. In transfer I, the outer "guide" line of the stamps are faint and sometimes missing; in transfer II, they are drawn clearly, as if part of the design of the stamp. Type 5 of transfer I, has a white circle on the top bar in the left pillar.

PEMBROKE & TENBY RAILWAY.

February, 1891, to 1896 (when the line was acquired by the Great Western Railway). Printed by Messrs. McCorquodale & Co., Ltd., of London, in sheets of 12, 2 rows of 6. Horizontal control numbers.

2d. green, rouletted.			
(1st) 27. 1.91, Nos. 1 to 1000 ...			(Unknown).
2d. green, perf. 12.			
(2nd) 15.12.93, Nos. 1001 to 2000 ...	10	0	20 0

Note.—The first issue is at present unknown, although two unused specimens were sold in 1891 for inclusion in a collection.

PORT TALBOT RAILWAY & DOCKS COMPANY.

February, 1901. Printed by Messrs. McCorquodale & Co., Ltd., of London, in sheets of 24, 4 rows of 6. Horizontal control numbers.

2d. green, rouletted.			
(1st) 2.01, blue-green, Nos. 1 to 500 ...	0	6	0 9

RHONDDA & SWANSEA BAY RAILWAY.

February, 1891. Lithographed by Messrs. Waterlow & Son, Ltd., of London, in sheets of 24, 4 rows of 6.

2d. green, perf. 11½.			
(1st) — 2.91, deep-green, surfaced paper ...	5	0	2 0
2d. green, perf. 10.			
(2nd) . . . 39? bright green ...	0	9	0 9

Note.—Only one entire sheet of the first printing is now in existence.

Somerset and Dorset Joint Line.
First Issue (1891).



Third Issue (1893).

Fourth Issue (1895).



Fifth Issue (1898).



RHYMNEY RAILWAY.

February, 1891. Printed by Messrs. McCorquodale & Co., Ltd., of London, in sheets of 60, 10 rows of 6. Horizontal control numbers.

			UNUSED.	USED.
			s. d.	s. d.
2d. green, rouletted.				
(1st) 2.91, Nos. 1 to 3000	...	...	7 6	1 0
(2nd) 1.03, Nos. 1 to 3000	...	...	1 6	0 9

Note. Only one entire sheet of the 1st issue is known to collectors.

SEVERN & WYE & SEVERN BRIDGE RAILWAY.

February, 1891, to 1895? (when the title of the Company was changed to Severn and Wye Joint Railway). Lithographed by Messrs. Waterlow & Son, Ltd., in sheets of 24, and issued in sheets of 12, 4 rows of 3, some with perforated and some with imperforate margins.

2d. green, perf. 11½.				
(1st) 1.91, thin or surfaced paper	...	...	15 0	10 0

SEVERN & WYE JOINT RAILWAY.

About 1895? Type I. ("Railway" and "Fee" close together). Lithographed by Messrs. Waterlow & Sons, of London, in sheets of 12, 4 rows of 3.

2d. green, perf. 11½.				
(1st) .95? dark green	...	...	3 0	2 0

About 1898? Type II. (more neatly drawn throughout, space between "Railway" and "Fee"). Lithographed in sheets of 12, 4 rows of 3.

2d. green, perf. 11.				
(2nd) .98? green, wide margins to sheet			1 0	0 9

SHEFFIELD & MIDLAND RAILWAYS COMMITTEE.

February, 1891. Lithographed by Messrs. Henry Blacklock and Co., Ltd., of Manchester, in sheets of various sizes, and issued in sheets of 6, 2 rows of 3, or sheets of 12, 4 rows of 3. Two transfers were made use of, the first consisting of 6 stamps, each with a faint line round it and the second of 3 stamps with very clear lines. The transfer was duplicated several times for printing purposes, thus increasing the number of types on a sheet as printed.

2d. green, perf. 12. Six printings.				
(1st) 9.1.91, 1., dark green	(24 types?)	£20	£10	
(2nd) 1.6.91, 1., olive-green	(12 types)	£10	£5	
(3rd) 24.1.94, 1., grey-green	(48 types)	5 0	3 0	
(4th) 27.9.98, 1., blue-green, no outer line	(24 types)	20 0	3 0	

Sheffield & Midland—continued.

		UNUSED.	USED.
		s. d.	s. d.
(5th)	6.7.00, 11., pale green (24 types)	2 0	0 9
(6th)	1902 ? 1., olive-green, surfaced paper (12 types)	5 0	2 0

Note—A third of the stamps in each printing show the variety with no stop after "Committee." In the first four issues it is invariably the last stamp in the row. The 3rd issue has a variety with single line at top.

**South-Western and Midland Railway Companies'
SOMERSET & DORSET JOINT LINE.**

February, 1891. Lithographed by Messrs. Benrose & Son, Derby, in sheets of 24, and issued in sheets of 12, 3 rows of 4. One transfer only.

2d. green, perf. 10, un-numbered.			
(1st) 1.91	...	£15	£10
2d. green, perf. 11, vertical Nos.			
(2nd) 9.91, Nos. 1 to 1000	...	£10	80 0
2d. green, perf. 10, vertical Nos.			
(3rd) 3.93, Nos. 1 to 1000	...	£5	60 0
2d. green, perf. 10, horizontal Nos.			
(4th) 11.95, Nos. A1 to A1000	...	5 0	1 0
2d. green, perf. 10, vertical Nos.			
(5th) 9.98, Nos. A1001 to A2000	...	20 0	2 6
(6th) —.01, Nos. A2001 to A3000	...	5 0	0 9

SOUTH-EASTERN RAILWAY.

February, 1891, to June, 1899. (when the Company was amalgamated with the London, Chatham and Dover Railway under a new title). Type I. (no stop after "Railway.") Lithographed by Messrs. H. Benrose & Son, Derby, in sheets of 20, 4 rows of 5. Vertical control numbers.

2d. green, perf. 10.			
(1st) 25. 1.91, Nos. 1 to 10000	...	40 0	10 0

April, 1892. Type II. (with stop after "Railway.") Printed by Messrs. McCorquodale & Co., Ltd., of London, in sheets of 60, 10 rows of 6 or 6 rows of 10.

Plate I., 60 types in 10 rows of 6.

2d. green, perf. 12, vertical Nos.			
(2nd) 21. 4.92, Nos. 10001 to 20000	...	£25	30 0

Plate I., same types regrouped in 6 rows of 10.

2d. green, rouletted, horizontal Nos.			
(3rd) 1. 9.93, Nos. 20001 to 30000.			
(a) Small figures	...	£5	20 0
(b) Large figures	...	£25	15 0

South-Eastern continued.

		UNUSED.	USED.
		s. d.	s. d.
4d. green, perf. 12, horizontal Nos.			
(4th) 20. 5.95, Nos. 30001 to 40000 ...	...	30 0	3 0
(5th) 17. 9.96, Nos. 40001 to 50000 ...	...	5 0	1 0
2d. green, rouletted, horizontal Nos.			
(6th) 12. 5.98, Nos. 50001 to 60000 ...	...	1 6	0 6

Variety.—A proof sheet of the 6th issue and part sheets of the 2nd and 5th issues without control numbers are known, but have not been broken up. (2nd 40-; 5th 10-; 6th 10-).

SOUTH EASTERN & CHATHAM & DOVER RAILWAYS.

June, 1899, to June, 1900 (when the title was changed to South-Eastern and Chatham Railway). Printed by Messrs. McCorquodale & Co., Ltd., London, in sheets of 60, 6 rows of 10. Horizontal control numbers.

2d. green, rouletted.			
(1st) 6. 6.99, Nos. 1 to 10000 ...	...	3 0	1 0

Variety.—A proof sheet without control numbers is known. The top row of 10 stamps is numbered in manuscript "1" to "10" (10-).

Title changed to "South-Eastern and Chatham Railway."

June, 1900. Printed by Messrs. McCorquodale & Co., Ltd., London, in sheets of 60, 6 rows of 10. Horizontal control numbers.

2d. green, rouletted.			
(2nd) 11. 6.00, Nos. 10001 to 20000 ...	...	2 0	0 9
(3rd) 19. 8.01, Nos. 20001 to 30000 ...	...	1 6	0 9
(4th) —. 9.02, Nos. 30001 to 40000 ...	...	1 6	0 9
(5th) —. 12.03? Nos. 40001 to 50000 ...	...	1 6	0 9

Variety.—An entire proof sheet of the 2nd issue without control numbers is known (10-).

SOUTHWOLD RAILWAY.

February, 1891. Printed by Messrs. McCorquodale & Co., Ltd., London, in sheets of 12, 2 rows of 6. Horizontal control numbers.

2d. green, rouletted.			
(1st) —. 2.91, Nos. 1 to 500? ...	...	1 0	0 9

TAFF VALE RAILWAY.

February, 1891. Printed by Messrs. H. Bemrose & Son, Derby, and issued in sheets of 12, 3 rows of 4. Vertical control numbers.

2d. green, perf. 10.			
(1st) 2.91, Nos. 1 to 10000 ...	...	1 0	0 9

WEST LANCASHIRE RAILWAY.

February, 1891, to 1897 (when the Line was acquired by the Lancashire and Yorkshire Railway Company). Lithographed by Messrs. H. Bemrose & Son, Ltd., Derby, in sheets of 12, 3 rows of 4. Vertical control numbers.

	UNUSED.	USED.
	s. d.	s. d.
2d. green, perf. 10.		
(1st) 2.91, Nos. 1 to ? (No. 1596 is known)	7 6	7 6

WICAN JUNCTION RAILWAY.

June, 1900. Lithographed by Messrs. Henry Blacklock & Co., Ltd., of Manchester, and issued in sheets of 12, 4 rows of 3.

2d. green, perf. 12.		
(1st) 6.00, clear outer line	2 0	0 9

WREXHAM, MOLD & CONNAHS QUAY RAILWAY.

February, 1891. Printed by Messrs. McCorquodale & Co., Ltd., London, in sheets of 12, 2 rows of 6. Horizontal control numbers.

2d. green, rouletted.		
(1st) 2.91, yellow-green, Nos. 1 to 1000 ? ...	2 0	0 9



SCOTTISH RAILWAYS.

AYRSHIRE & WICKTOWNSHIRE RAILWAY.

February, 1st, 1891, to February, 1892 (when the line was acquired by the Glasgow and South-Western Railway). Lithographed by Messrs. McCorquodale & Co., Ltd., Glasgow, and issued in sheets of 12, 3 rows of 4.

2d. green, perf. 12.

(1st) 1.2.91 (Unknown)

Note.—An imperforate proof is in existence (p. 25).

Reprint.—So-called "proofs" in black exist, but they are really bogus prints made in 1898.

CALEDONIAN RAILWAY.

February, 1891. Lithographed by Messrs. McCorquodale & Co., Ltd., Glasgow, in sheets of 12 or 24 (2), and issued in sheets of 12, 3 rows of 4.

	UNUSED.	USED.
	s. d.	s. d.
2d. green, perf. 12.		
(1st) 23. 1.91, yellow-green on surfaced	30 0	10 0
(2nd) 1. 9.93, black-green on rough	£5	40 0
(3rd) 17. 8.94, deep green	£5	60 0
(4th) 14. 3.96, green	£5	60 0
(5th) 9. 6.97, olive-green on thin	30 0	10 0
(6th) 15. 3.98, same, but paler (both	5 0	2 0
(7th) 6. 9.99, printed at same time)		
(8th) 9.10.99, bright green	4 0	1 0
(9th) —, 6.01, yellow-green	4 0	0 9
2d. green, perf. 11.		
(10th) 18.11.02, olive-green	2 0	0 9
(11th) —, 8.04 ? (green	1 0	0 9
(grey to grey-black	1 0	0 9

Note.—The order of the 1893-97 printings has not yet been definitely decided. In the 5th printing, the 5th line of shading in the S.E. triangle is broken opposite "S" of "Post," and there is no smudge on the lines over L.E. of "Caledonian."

CITY OF GLASGOW UNION RAILWAY.

February, 1891, to about 1897 (when the line was purchased by the Glasgow and South-Western and North British Railway Companies). Lithographed by Messrs. McCorquodale & Co., Ltd., Glasgow, and issued in sheets of 12, 3 rows of 4.

2d. green, perf. 12.

(1st) 2.91, dull green £25 £20

Note.—A second and posthumous printing was made in 1878 for the use of collectors, and can be distinguished by being on thin paper. Specimens are usually valued at about 5s. Proofs of this reprint occur in black.

Ayrshire and Wigtonshire.
Proof.



City of Glasgow Union.
Original.



Portpatrick and Girvan Joint.
Original.



DUMBARTON & BALLOCH JOINT LINE.

March, 1901. Lithographed by Messrs. McCornquodale & Co., Ltd., of Glasgow, in sheets of 12, 3 rows of 4.

	ESTD.	ESTD.
	S. D.	S. D.
23. green, perf. 11.	...	...
1st) 3.01, yellow-green	... 1 0	... 0 9

DUNDEE & ARBROATH JOINT RAILWAY.

February, 1891. Lithographed by Messrs. McCornquodale & Co., Ltd., of Glasgow, in sheets of 12, 3 rows of 4.

24. green, perf. 12.	...	5 0	5 0
1st) —, 2.91, dark grey-green	...	...	...
2d. red, perf. 12.	...	0 9	0 9
2nd) 16, 6.89, vermilion-red	...	0 9	0 9

GLASGOW & SOUTH-WESTERN RAILWAY.

February, 1891. Lithographed by Messrs. McCornquodale & Co., Ltd., of Glasgow, in sheets of various sizes, and issued in sheets of 12, 3 rows of 4. There are two slightly different types, the later of which has a dot over the first and a dash under the second "X" of "Conveyance."

24. green, perf. 12.	...	40 0	20 0
1st) —, 1.91, l., olive, thick paper	...	...	...
2nd) —, 9.27 l., grey-green, ditto	... £5	... 40 0	...
3rd) 24, 6.93, l., deep-green, ditto	...	30 0	7 6
4th) 9, 4.95, l., black-green (24 types)	...	2 0	1 6
5th) 22, 1.97, l., green (36 types?)	...	2 0	1 6
6th) 25, 10.98, l., green (12 types?)	...	3 0	1 0

24. green, perf. 11.	...	3 0	1 6
7th) 27, 10.00, l., dark green	...	...	...

Note.—Four distinguishing marks of 4th issue, see *Queen's Weekly Stamp News*, No. 299.

GLASGOW, BARRHEAD & KILMARNOCK JOINT RAILWAY.

February, 1891. Lithographed by Messrs. McCornquodale & Co., Ltd., Glasgow, in sheets of 12, 3 rows of 4. There are two types, I and II., and a variety of type I., known as I.a., distinguishable by scratches across the two left hand triangles. Type II. has a dot over the first X of "Conveyance."

24. green, perf. 12.	...	£10	£5
1st) 1891, l., dark grey-green	...	...	...
2nd) 1892, ?	...	(Unknown)	...
3rd) 1894, l.a., yellow-green	...	£20	£10
4th) 1896, l.a., deep green	...	£20	£10
5th) 1898, l., green	...	4 0	1 6
6th) 1900, l., yellow-green	...	0 9	0 9

The Highland Railway Company.

A strip of three stamps of the 8th printing, showing marks of state D.

(In state A there is no dot or smudge to left of the upper tip of the SW triangle, although it is found in all subsequent printings. In state B a dot originates over I of "Highland," and in state C a similar dot over E of "The." In state D the I. of "Railway" and G of "Single" become attached by a hairline to the lines below and above them respectively. The scratch above T of "The" extends above the outline of the stamps in the 8th printing only).



GREAT NORTH OF SCOTLAND RAILWAY.

February, 1891. Lithographed by the Company in sheets of various sizes, and issued in sheets of 24, 6 rows of 4 or sheets of 12, 3 rows of 4.

		UNUSED.	USED.
		s. d.	s. d.
2d. green, perf. 12.			
(1st) 1891, green, thick paper (48 types) ...	20 0	5 0	
(2nd) 1893, dark green (12 types?)...	10 0	5 0	
(3rd) 1896, grey-green (12 types?)...	5 0	3 0	
(4th) 1898, blue-green (12 types?)...	4 0	2 0	
(5th?) 1899, dull green (24 types?)...	3 0	2 0	
(6th) 1900, dark green (24 types?)...	2 0	0 9	
(7th) 12.7.02, deep olive-green ...	2 0	0 9	

Note.—With the exception of the 1st and 4th printings, the order of the several issues has never been definitely ascertained.

For description of types of 1st printing, see *Ewen's Weekly Stamp News*, No. 161.

THE HIGHLAND RAILWAY COMPANY.

February, 1891. Lithographed by Messrs. McCrorquodale & Co., Ltd., Glasgow, in sheets of 12 (?) and issued in sheets of 12, 3 rows of 4. All the printings are from separate transfers made from the same drawing of a single stamp, which shows various defects from time to time. The stamps may be classified according to the state of the design. There are four principal "states," A, B, C, D, but each issue has its own distinguishing marks, for a description of which collectors are referred to *Ewen's History of Railway Letter Stamps*, pages 287 to 296.

2d. green, perf. 12.			
(1st) 1.91, A, olive-green ...	40 0	20 0	
(2nd) 7.92 ...	Unknown)		
(3rd) 2.93, B, yellow-green ...	£10	30 0	
(4th) 8.94, B ...	40 0	20 0	
(5th) 9.96, C, green ...	7 6	3 0	
(6th) 12.98, D, yellowish-green ...	4 0	2 0	
(7th) 4.99, D ...	4 0	2 0	
2d. green, perf. 11.			
(8th) 10.99, D, yellowish-green ...	3 0	2 0	
(9th) 5.00, D ...	3 0	2 0	
(10th) 10.00, D, dark green ...	3 0	2 0	
(11th) 9.01, D, yellow-green ...	3 0	2 0	
(12th) 3.02 (Printed at same time as			
(13th) 8.02, (11th issue?)			
(14th) 1.03, D, olive-green ...	3 0	1 0	
(15th) 1.04 (Printed at same time as 14th)			
(16th) 6.04, D, grey-green ...	2 0	1 0	

Note.—Latterly it appears to have been the practice to print off several issues at the same time, thus rendering it impossible to distinguish them. The issues of 1894 have not yet been definitely identified.

INVERCARRY & FORT AUGUSTUS RAILWAY.

July, 1903. Lithographed by Messrs. McCorquodale & Co., Ltd., Glasgow, and issued in sheets of 12, 3 rows of 4.

2d. green, perf. 11.

(1st) 7.03, dull yellow-green 0 9 1 0

NORTH BRITISH RAILWAY COMPANY.

February, 1891. Lithographed by Messrs. McCorquodale & Co., Ltd., Glasgow, in sheets of various sizes, and issued in sheets of 12, 3 rows of 4.

2d. green, perf. 12.

(1st) 27.1.91, grey-green (48 types ?) ... 15 0 5 0

(2nd) 21.1.92, deep green (12 types ?) ... 20 0 10 0

(3rd) 22.2.94, yellow-green (48 types ?) ... 20 0 5 0

(4th) 26.2.96, greyish-green (24 types ?) ... 4 0 2 0

(5th) 1.3.98, emerald-green (12 types ?) ... 30 0 10 0

(6th) 5.6.99, olive-green (24 types ?) ... 2 0 0 9

2d. green, perf. 11.

(7th) 15.6.01, emerald-green (12 types ?) ... 0 9 0 9

Note.—The above printings (except the 1st) have never been definitely identified.

Variety.—A specimen of the 3rd issue is known with the error "NURTH" for "NORTH."

PORTPATRICK & CIRVAN JOINT LINE.

About 1891 to January, 1895 (when the line was acquired by the Portpatrick and Wigtonshire Railway Company). Lithographed by Messrs. McCorquodale & Co., Ltd., Glasgow, and issued in sheets of 12, 3 rows of 4.

2d. green, perf. 12.

(1st ?) 1892 ? surfaced paper £25 £20

(2nd ?) 13.11.94, yellow-green £25 £20

Note.—No definite information is forthcoming as to the number of printings, beyond that the last supply of stamps was despatched by the lithographers in November, 1894.

PORTPATRICK & WIGTOWNSHIRE RAILWAYS.

February, 1891. Lithographed by Messrs. McCorquodale & Co., Ltd., Glasgow, and issued in sheets of 12, 3 rows of 4 or 2 rows of 6.

2d. green, perf. 12.

(1st) 29. 1.91, dark green £15 £10

(2nd) 15.10.91, deep green £15 £10

(3rd) Before 1894, bright green £20 £10

(4th) 12. 2.95, yellow-green 7 6 4 0

(5th) 18. 6.98, dark green, thin paper ... 15 0 0 9

Note.—The three first printings have not yet been definitely identified.

IRISH RAILWAYS.

BALLYCASTLE RAILWAY.

February, 1891. Lithographed by Messrs. R. Carswell & Son, Belfast, and issued in sheets of 9, 3 rows of 3, except the 2d. blue which is lithographed and issued in sheets of 18, 6 rows of 3.

Type I. Small T in "Ballycastle." Transfers I. to VII.

	No. of types.	Imperf. Unused.	Perf. Unused.	Perf. Used.
2d. green, p. 11 or imperf.*				
(1st) 27.1.91, I., bright yel. grn. ...	9	£10	(Unknown)	
(2nd) 15.4.91, I., olive-green ...	9	£10	£15	£10
(3rd) 8.1.92, II., colour? ...	9	£10	(Unknown)	
(4th) —.9.92 ...	—	—	(..)	
(5th) 12.5.93, IV., yellow-green ...	9	£10	(..)	
(6th) —.8.94 ...	—	—	(..)	
(7th) 10.5.95, VI., olive-green ...	9	£10	£15	£10
(8th) 12.8.96, VII., greyish yel.-grn. ...	9	£10	£15	£10

Type II. Normal T. Transfers VIII. to XI.

2d. green, p. 11 or imperf.*				
(9th) —.12.97, VIII., gn. to yel.-gn. ...	9	—	5 0	3 0
(10th) 9.11.98, IX., green ...	9	£2	5 0	3 0
(11th) —.7.01, X., bright green ...	9	—	5 0	3 0
2d. blue, perf. 11 or imperf.*				
(12th) 19.1.04, XI., dark blue ...	18	£1	0 9	0 9

Note.—In the 10th issue, each stamp has the right outline of the left pillar broken above the lowest bar. In the 11th and 12th issues, the sheets have imperforate margins.

BELFAST & COUNTY DOWN RAILWAY.

February, 1891. Lithographed by Messrs. R. Carswell & Son, Belfast, in sheets of various sizes and issued in sheets of 9, 3 rows of 3.

Type I.

Upper edge of bar of "2d." curved inwards. Thick lettering as in Ballycastle type with "small T." Transfers I. to IV.?

2d. green, type I., perf. 11.				
(1st) 27. 1.91, I., olive-green ...	9	£10	£15	£10
(2nd) 10. 7.91, II., dark olive-green ...	9	—	(Unknown)	
(3rd) 23. 5.92, III., ? emerald-green ...	9	—	£15	£10
(4th) 25.11.92, IV., ? yellow-green ...	9	£10	£15	£10

The imperforate specimens are from proof sheets.

Type II.

Same but lettering slightly thinner. Transfers V. to VII.

Belfast & County Down—continued.

	No. of types.	Imperf. Unused.	Perf. Unused.	Used.
2d green, type II., perf. II.				
(5th) 14.9.93, V., yellow-green	9	—	60 0	30 0
(6th) 20.8.94, VI., yellow-green	9	—	£10	£5
(7th) 7.8.95, VI., brown-green	9	£10	(Unknown)	
(8th) 18.6.96, VII., deep olive-green	9	—	£10	£5
(9th) 13.3.97, VII., brown-green	9	—	30 0	10 0
(10th) 1.2.98, VII., dull to bright yellow-green ...	9	—	10 0	1 0

Note. The order assigned to these printings is only tentative, except as regards the 7th and 10th. The 9th issue is not known, except as a re-issue in 1902, with margins left imperforate.

Type III.

Thick bar (upper edge curved outwards) under D of "2d" Transfer VIII.

2d, green, type III., perf. II.				
(11th) 18. 8.98, VIII., brown-grey...	9 ?	—	5 0	3 0
(12th) 8. 3.99, VIII., black-green...	9	40 0	7 6	2 0
(13th) 18. 1.00, VIII., green, thick p.	18 ?	—	3 0	2 0
(14th) 6.00 ? VIII., black-green...	9	—	2 0	1 0
(14th) 6.00 ? VII., green ...	9	40 0	2 0	1 0
(15th) 15. 4.03, VIII., bright green	9	40 0	1 0	0 9

Note. The transfer of 6.00 was composed of 3 panes of B. & N.C. and one pane of B. & C.D., the stamps of both companies being printed at one operation. The last five printings probably form a considerable number of issues. The printing of 3.99 does not appear to have been supplied to the Railway Company until 27.11.99.

BELFAST & NORTHERN COUNTIES RAILWAY.

February, 1891. Lithographed by Messrs. R. Carswell & Son, Belfast, in sheets of various sizes, and issued in sheets of 9, 3 rows of 3.

Type I.—Line over E of "Single" broken.

(a) Outer edge of upright stroke of B of "Belfast" straight. The three lines under "Counties Railway" are quite clear. Transfers I., II., ?.

2d, green, type Ia., perf. II.				
(1st) 27.1.91, I., yellow-green ...	9	£10	£15	£10
(2nd) — 4.91, II., deep yellow-green	9	—	£15	£10

(b) Same, but blot between the two lines S.E. of "S" of "Counties." Faint blots on lines under left foot of R of "Railways." Transfer III., ?.

2d, green, type Ib., perf. II.				
(3rd) 9.91 ? III., ? deep olive-green	9	—	£15	£10

Belfast & Northern Counties—continued.

Outer edge of upright stroke of B of "Belfast" curved outwards, being slightly too thick at foot. No blot under S of "Counties" and very faint blots under R of "Railways." Transfers V. to IX.

			No. of types.	Imperf. Unused.	Perf. Unused.	Perf. Used.
2d. green, type I., perf. 11.						
(4th)	1.92 ?	IV ?	olive-green	—	—	£15 £10
(5th)	4.92 ?	V ?	brownish-grn.	—	—	£15 £10
(6th)	7.92 ?			—	—	(Unknown)
(7th)	10.92 ?	VII.	yellow-green	9	—	80 0 40 0
(8th)	16. 1.93,	VIII.	dark yel.-grn.	9	£10	£15 £10
(9th)	29. 3.93,	VIII.	pale yel.-grn.	9	£10	£10 £5
(10th)	16. 8.93,	VIII.	deep yel.-grn.	9	£10	(Unknown)
(11th)	8. 12.93,	VIII.	deep green ...	9	£10	£15 £10
(12th)	2.94 ?	VIII. ?		—	—	£15 £10
(13th)	5.94 ?	VIII. ?		—	—	(Unknown)
(14th)	9.94 ?	VIII.	pale yel.-grn.	9	£10	£15 £10
(15th)	3. 1.95,	VIII.	deep yel.-grn.	9	£10	(Unknown)
(16th)	30. 4.95,	VIII.	deep yel.-grn.	9	£10	£15 £10
(17th)	1. 8.95,	VIII.	deep olive-grn.	9	£10	£15 £10
(18th)	12.95 ?	IX.	deep yel.-grn.	9	—	£15 £10
(19th)	16. 4.96,	IX.	dark olive-grn.	9	£10	£15 £10
(20th)	23. 10.96,	IX.	greyish-green	9	£10	£10 £5
(21st)	19. 2.97,	IX.	brownish-grn.	9	£10	£10 £5
(22nd)	3. 2.98,	IX.	golden-green	9	—	80 0 40 0

Type II. Line over E of "Single" no longer broken.

(a) Dots under I and G of "Single." Transfer X only.

2d. green, type IIa, perf. 11.						
(23rd)	3. 5.98,	X.	golden yellow...	9	—	10 0 5 0
(24th)	19. 8.98,	X.	brown grey ...	27 ?	—	5 0 3 0
(25th)	28. 11.98,	X.	dark blue-green	9 ?	40 0	10 0 5 0

(b) Dots removed. Transfer X retouched. (Na).

2d. green, type IIb, perf. 11.						
(26th)	3.99 ?	Na,	black-green ...	27 ?	—	10 0 5 0
(27th)	1.00 ?	Na,	green, thick p.	9 ?	—	20 0 5 0
(28th)	8. 6.00	(Na,	black-green...	27	—	2 0 1 0
		Na,	green ...	27	40 0	7 6 2 6
(29th)	23. 1.02,	Na,	bright green ...	36	40 0	1 0 0 9

Note. The official dates of issue for the last four printings are respectively 25.99, 9.6.00, 21.8.00 and 6.03, but it is known that the latter two were printed on the dates given, and it is extremely probable that the first two were printed at the same time as the 12th and 13th issues of the B. & C. D. Railway, to which they are wholly similar. The 28th printing was made at the same time as the 14th printing of the B. & C. D. Railway, the sheets as printed containing three pages of the former and one of the latter. Type 14 has an error in the circular inscription, RAILWAY being spelt with an inverted V (quite clear).

Private Imitations (1898).
Easily distinguished by the small C in "Cavan."



Proof Impression of above Imitation.



CASTLEDERG & VICTORIA BRIDGE TRAMWAY COMPANY.

November ? 1897. Lithographed by Messrs. Sealy, Bryers and Walker, and issued in sheets of 24, 4 rows of 6. One printing only.

	USED.	USED.
	s. d.	s. d.
2d. green, perf. 12 $\frac{1}{2}$	0 6	0 9
2d. green, perf. 10	3 0	2 0

CAVAN, LEITRIM & ROSCOMMON LIGHT RAILWAY.

About 1891 ? to 1901 (when the title was changed to "Cavan and Leitrim Railway"). Lithographed by Messrs. Sealy, Bryers and Walker, and issued in sheets of 24, 4 rows of 6.

2d. green, perf. 10.

(1st) —.91 ? , pale bluish-green 3 0 2 0

Imitations. Towards the end of June, 1898, a number of imitations of this stamp were put on the market on the assumption that they were an early issue which had been hitherto undiscovered. They occur imperforate, or perf. 10, 11 or 12 $\frac{1}{2}$, and may be readily distinguished in many ways, notably by the omission of the stops after "Cavan" and "Leitrim." For full history see *History of Railway Letter Stamps*, pages 337-340.

Title altered to Cavan & Leitrim Railway Company, Ltd.

April ? 1901. Lithographed in sheets of 24, 4 rows of 6.

2d. carmine, perf. 11.

(1st) 4.01 ? , bright carmine 0 6 0 9

CLOCHER VALLEY TRAMWAY COMPANY, LTD.

February, 1891, to January, 1898 (when the title of the Company was changed to "Clogher Valley Railway Co., Ltd.") Lithographed by Messrs. Sealy, Bryers & Walker, Dublin, in sheets of 24, 4 rows of 6.

2d. green, perf. 11.

(1st) 2.91, light yellow-green 30 0 10 0

Title altered to Clogher Valley Railway Co., Ltd.

January, 1898. Lithographed by Messrs. Sealy, Bryers and Walker, Dublin, in sheets of 48, 6 rows of 8.

2d. green, perf. 10.

(2nd) 1.98, dark green 0 6 0 9

CORK & MACROOM DIRECT RAILWAY.

Before 1896. Lithographed by Messrs. Purcell & Co., Cork, in sheets of 8, 2 rows of 4 or 4 rows of 2. Perf. 12.

2d. blue, type I.

(1st) 1896 ? , pale to dark blue 3 0 2 0

2d. green, type II.

(2nd) 5.98, bright green 2 0 1 6

2d. green, type III.

(3rd) 1900, yellowish-green 0 6 0 9

Cork, Bandon and South Coast Railway.
 Type I. First Printing.
 No index number in top left hand corner.



Type II.
 With Comma after "Bandon."



Type III.
 No Comma after "Bandon."



CORK, BANDON & SOUTH COAST RAILWAY.

February, 1891. Lithographed by Messrs. Purcell & Co., Cork, in sheets of 12, 3 rows of 4, 2 rows of 6 or 4 rows of 3. There are several types of which I. and II. may possibly be the same.

Type I. Comma after "Bandon." No index-number.

Type II. Comma after "Bandon." Index No. 195 at top (left side).

Type III. No comma. Index No. 195, 92 or F92 at top (left side).

All printings are perf. 12.

	USED.		USED.	
	s.	d.	s.	d.
2d. green, type I., no index No.				
(1st) 10. 1.91, yellow-green	£15		£10	
2d. green, type II., No. "195."				
(2nd) 16.11.91, bright yellow-green	80	0	20	0
2d. green, type III., No. "195."				
(3rd) 16. 1.93, dark green	60	0	20	0
(4th) 26. 2.94, pale greyish-green	£10		40	0
(5th) 22.10.95, pale green	30	0	10	0
2d. green, type III., No. "92."				
(6th) 14.12.96, green	5	0	2	0
(7th) 12. 5.98, green	3	0	1	0
2d. green, type III., No. "F92."				
(8th) 4.10.99 (not yet seen)	—		—	
(9th) 19. 1.01, green?	10	0	2	0
(10th) 12. 1.02, green	5	0	2	0
(11th) —.11.03, green	2	0	2	0

Note.—In the 7th printing, the "2" of "92" is generally badly shaped and slightly larger than the "9." The order assigned to the F92 printings is only tentative (*E.W.* 11.04). Those recorded as 10th and 11th are in precisely the same shade but show different marks of wear. The 10th was first chronicled in *E.W.S.N.* No. 174 (24.1.03). The 9th printing is in almost the same shade but a little brighter.

CORK, BLACKROCK & PASSAGE RAILWAY.

About 1892. Lithographed by Messrs. Purcell & Co., Cork, in sheets of 24, 6 rows of 4. Perf. 12.

2d. green, type I.

(1st) 1892? dark green, black-green 30 0 5 0

2d. green, type II.

(2nd) 1898, dark blue-green 1 0 0 9

Note.—Type II. has a thinner and shorter bar under "D" of "2d."

DONEGAL RAILWAY COMPANY.

July, 1895. Printed by Messrs. McCorquodale & Co., Ltd., Newton-le-Willows, in sheets of 10, 2 rows of 5.

2d. green, type I., rouletted in colour.

(1st) 19.7.95, green, pale green 40 0 20 0

(2nd) 25.3.96, green 3 0 2 0

Note.—The first issue has wider margins than the second. Type I. has no stop after Company.

Finn Valley Railway Company.
Used specimens, authentic originals.



The First Reprint (1897).



Finn Valley and West Donegal Railway.
A doubtful "Reprint" (1897).



July, 1898. Lithographed by Messrs. McCorquodale & Co., Ltd., Glasgow, in sheets of 12, 3 rows of 4.

	UNUSED.	USED.
	s. d.	s. d.
2d. green, type II., perf. 12.		
(3rd) 14.7.98, olive-green	3 0	2 0

May, 1900. Lithographed by Messrs. A. Thom & Co. (?), Dublin, in sheets of 42, 7 rows of 6.

2d. green, type III., perf. 11.		
(4th) 16.5.00, greyish-green	0 9	0 9

DUBLIN, WICKLOW & WEXFORD RAILWAY.

February, 1891. Lithographed by Messrs. Browne & Nolan, Dublin, in sheets of 60, 10 rows of 6.

2d. green, perf. 10, 10½.		
(1st) 2.91, dull bluish-green	2 0	1 6
2d. green, perf. 11½.		
(2nd) 1900, bluish-green	0 9	0 9

DUNDALK, NEWRY & GREENORE RAILWAY.

February, 1891. Printed by Messrs. McCorquodale & Co., London, in sheets of 20, 5 rows of 4. Horizontal control numbers.

2d. green, rouletted.		
(1st) 1891, Nos. 1 to 500, yellow-green ...	20 0	10 0
(2nd) 1898, Nos. 501 to 1000, blue-green ...	10 0	3 0
(3rd) 6.04? Nos. 1001 to ? dark green ...	5 0	1 0

FINN VALLEY RAILWAY COMPANY.

From 1891 to about 1895 (when the title of the Company was altered to "Donegal Railway Company.") Lithographed by Messrs. Sealy, Bryers & Walker, Dublin, and issued in sheets of 24 (?), 4 rows of 6.

2d. green, perf. 11.		
(1st) 1891? yellow-green	£50	£25

Imitations.—During 1897 and 1898 various so-called "reprints" were made but they are in reality no better than facsimiles. The two more important ones are dark green, perf. 11, and bright green, perf. 13, usually valued at about 10/- and 5/- respectively. Numerous imperforate proofs of these facsimiles also exist. (For full details see Ewen's *History of Railway Letter Stamps*, pages 369, 370). Genuine originals are lithographed in pale yellowish-green.

FINN VALLEY & WEST DONEGAL RAILWAYS.

The Finn Valley and West Donegal Railways were amalgamated under the above title in October, 1892, but the stamps of the Finn Valley Railway continued to be used throughout the system until in 1895 the title was altered to "Donegal Railway Company," stamps bearing the new title being then substituted. The so-called proofs and reprints made in 1897 and 1898 for collectors are therefore bogus, although there is occasionally a market for them as curiosities at 5/- to 10/- each.

Great Northern Railway (I.)
 Type I. Type II.



Great Southern and Western Railway.
 Type I. Type II.



Type III.



GREAT NORTHERN RAILWAY COMPANY (I.)

February, 1891. Lithographed by Messrs. Sealy, Bryers and Walker, Dublin, in sheets of 24, 4 rows of 6, or sheets of 48, 8 rows of 6.

		UNUSED.		USED.	
		s.	d.	s.	d.
2d.	green, type I., perf. 11.				
(1st)	1.91 yellow-green	£15		£5	
(2nd)	1.91 green	£5		20	0
(3rd)	12.92 blue-green	£10		60	0
(4th)	12.92 grey-green	£5		40	0
(5th)	1.95 bright blue-green	£5		10	0
(6th)	8.97 olive-green	3	0	2	0

Note.—We have evidence of six different printings from type 11., but are unable to say in what order they were made (except that of August, 1897) or to in any way reconcile their existence with the official record of four supplies obtained from the printers in 1891, 1892, 1895 and 1897.

April, 1899. Lithographed by John Falconer, Dublin, in sheets of 48, 6 rows of 8.

2d.	green, type 11., perf. 11.				
(7th)	4.99, green	4	0	1	0
(8th)	3.01, green	1	0	0	9
(9th)	.03, emerald-green	1	0	0	9

Note.—The 7th and 8th printings are almost exactly alike in appearance, but in the 8th, the white circle round the shield is invariably broken under "RA" of "Railway."

GREAT SOUTHERN & WESTERN RAILWAY.

February, 1891. Lithographed by Messrs. Sealy, Bryers & Walker, Dublin, in sheets of 24, 4 rows of 6.

2d.	green, type I., perf. 11.				
(1st)	1891, dull green	£5		20	0
(2nd)	1892? dark green	£10		20	0
(3rd)	1894? deep green	£10		20	0
(4th)	1895? green	£5		15	0
(5th)	1896? emerald-green	5	0	3	0
2d.	green, type 11., perf. 11.				
(6th)	6.7.98, bluish-green	4	0	2	0

Note.—It is not known how many printings were made from type 1., although five are known, nor in what order the first four appeared.

Variety.—The 5th printing is known imperforate horizontally.

About 1899? Lithographed by Messrs. A. Thom & Co., Ltd., Dublin, in sheets of 48 or 24, and issued in sheets of 24, 6 rows of 4.

2d.	green, type 111., perf. 11.				
(7th)	1899? blue-green (48 types)	3	0	2	0
2d.	green, type 111., perf. 11 × 10.				
(8th)	10.5.00, grey-green (24 types)?	4	0	3	0

Authenticated Originals.
Kanturk and Newmarket Railway Company.
Strip of three from lower right hand corner of sheet.



Great Southern & Western—continued.

	UNUSED.	USED.
	s. d.	s. d.
2d. green, type III., perf. 11.		
(9th) 25.2.01, yellow-green (24 types ?) ...	3 0	2 0
2d. green, type III., perf. 10.		
(10th) —.03 ?, 2d. yellowish-green ...	1 0	0 9

Note.—Type III. has a thinner figure "2" and shorter bar under "D" of "2d." An imperforate proof of the four types of the 7th printing, printed in emerald green and imperforate, is known.

KANTURK & NEWMARKET RAILWAY COMPANY.

About 1891 to July, 1892 (when the Company was purchased by the Great Southern and Western Railway). Lithographed by Messrs. Sealy, Bryers & Walker, Dublin, in sheets of 24, 4 rows of 6.

2d. green, perf. 10.

(1st) 1891, dark blue-green £20 £20

Imitations.—As in the case of the Finn Valley Railway letter stamps, those of the Kanturk and Newmarket Railway Company have been several times imitated, the facsimiles so made being euphemistically termed "proofs," "prints from rejected dies" or "reprints." We believe that no genuine proofs now exist and that none of the facsimiles date back further than 1897. For full particulars see Ewen's *History of Railway Letter Stamps*, pages 383-391. Genuine originals are printed in dark blue-green, with very defective perforation.

LONDONDERRY & LOUCH SWILLY RAILWAY CO. (I).

About 1891 ?. Lithographed by Mr. James Calhoun, Londonderry, in sheets of 40, 5 rows of 8.

1d. blue, perf. 12.

(1st) 1891 ?, light blue to dark Prussian blue 3 0 3 0

Note.—Imperforate impressions of a 2d. stamp in this design are known, but would appear to be entirely bogus.

October ? 1898. Lithographed by Messrs. Sealy, Bryers and Walker, Dublin, in sheets of 30, 5 rows of 6.

2d. rose, perf. 10.

(2nd) 10.98 ?, rose, rose-like 0 6 0 9

Note.—So-called proofs in various colours exist, all imperforate, and may have been taken from the same drawing used for the originals, but it is believed they were made solely to the order of a collector.

MIDLAND GREAT WESTERN RAILWAY.

February, 1891. Lithographed by Messrs. Browne & Nolan, Dublin, in sheets of 60, 10 rows of 6.

2d. green, type I., perf. 10.

(1st) 30.1.91, dull bluish-green 2 0 1 0

2d. green, type II., perf. 11.

(2nd) 1.1.99, yellowish-green 0 9 0 9

Londonderry and Lough Swilly.
1d. blue, suppressed in 1898.



The 2d. rose, which replaced the 1d. blue.
(Also contravenes the Post Office requirements).



Private Essay in the old design.



SLICO, LEITRIM & NORTHERN COUNTIES RAILWAY.

February 2nd, 1891. Lithographed by Messrs. R. Carswell and Son, Belfast, and issued in sheets of 9, 3 rows of 3. Separate transfer for each printing.

		No. of types.	Imperf. Unused.	Perf. Unused.	Perf. Used.
2d. green, perf. 11, and imperf.					
(1st) 31.1.91, I.,	grey-green ...	9	£10	£15	£10
(2nd) 8.3.92,	...	9 ²	—	(Unknown)	
(3rd) 15.4.93, III.,	olive-green (?) ...	9	—	£15	£10
(4th) 2.3.94, IV.,	pale-olive ...	9	£10	£10	£5
(5th) 14.8.96, V.,	grey-green ...	9	£5	10 0	5 0
(6th) 7.9.98, VI.,	brownish-grey ...	18	—	5 0	3 0
(7th) 5.01 ? VII.,	dark emerald ...	9 ²	—	3 0	2 0
(8th) 4.03 ? VIII.,	bright green ...	18 ²	—	1 0	1 0

Note.—The first three printings have not yet been definitely identified. The 4th and 7th issues are known imperf. horizontally.

TRALEE & DINGLE LIGHT RAILWAY & TRAMWAY COMPANY.

About 1898. Lithographed by Messrs. Sealy, Bryers & Walker, Dublin, in sheets of 48, 8 rows of 6.

2d. green, perf. 10.					
(1st) 1898 ? green	...	...	...	2 0	0 9

WATERFORD & CENTRAL IRELAND RAILWAY.

About 1891 to July, 1900 (when the line was acquired by the Great Southern & Western Railway Company). Lithographed by Messrs. N. Harvey & Co., Waterford, in sheets of 24, 4 rows of 6.

2d. green, perf. 12.					
(1st) 1891 ? yellowish-green	...	...	...	£25	£15
(2nd) 1895 ? dull green	...	...	...	10 0	10 6
2d. brown-red, perf. 11.					
(3rd) 1898, brown-red	...	...	...	7 6	7 0

WATERFORD & TRAMORE RAILWAY.

April, 1891. Lithographed by Messrs. N. Harvey & Co., Waterford, in sheets of 24, 4 rows of 6.

2d. green, perf. 12.					
(1st) 4.91, dark green, usually no gum	...	...	...	1 0	0 9

Note.—No entire sheets are known to exist.

WATERFORD, DUNCARVAN & LISMORE RAILWAY.

About 1891 ? to December, 1898 (when the line was acquired by the Waterford, Limerick & Western Railway). Lithographed by Messrs. N. Harvey & Co., Waterford, and issued in sheets of 24, 4 rows of 6 or 6 rows of 4.

	UNUSED.	USED.
	s. d.	s. d.
2d. vermilion, perf. 12.		
(1st) 1891 ? pale to dark vermilion	4 0	5 0
2d. pink, perf. 11.		
(2nd) 1898, pink (imperf. 15/-)	2 0	3 0

Note.—Imperforate specimens of the 2d. pink, cut from a proof sheet, are known.

WATERFORD & LIMERICK RAILWAY.

February, 1891, to 1896. (The title of the Company was changed to "Waterford, Limerick and Western Railway," as from L.1.96.) Lithographed by Messrs. N. Harvey & Co., Waterford, in sheets of 24, 4 rows of 6. One transfer only (24 types).

2d. green, perf. 12.		
(1st) 1891 ? yellowish-green	60 0	30 0
2d. green, perf. 11 and 12 and compound.		
(2nd) 1894 ? emerald-green	£5	30 0
(3rd) 1895 ? dull green... ..	40 0	20 0

Note. It is not known how many printings were made. Specimens are only known of the above three.

WATERFORD, LIMERICK & WESTERN RAILWAY.

About 1896 ? to December 31st, 1900 (when the line was amalgamated with the Great Southern and Western Railway). Lithographed by Messrs. N. Harvey & Co., Waterford, in sheets of various sizes and issued in sheets of 24, 4 rows of 6 or 6 rows of 4, or sheets of 12, 3 rows of 4.

(a) *No stop after "Letters" ; no dot over "E."*

	No. of types.	Imperf. Unused.	Pert. Unused.	Used.
2d. green, perf. 11. Transfer 1. only.				
(1st) —.96 ? , emerald green ... ?	—	£15	£5	

(b) *Stop after "Letters" ; dot under first "E" of "Conceyance."*

2d. green, perf. 11.				
(2nd) —.97 ? , 11., yellowish-green	24 ?	—	7 6	3 0
(3rd) 30.3.98 ? , 11., bright green	24 ?	10 0	7 6	3 0
(4th) 8.98 ? , IV., dark green	24 ?	—	10 0	3 0

Note.—Every stamp in issue 3 has a dot over "E" and a dot over Y of "By" but in issue 2 the latter dot is entirely missing, and the dot over "E" only occurs in 3 of the 24 types. In all other issues both dots are missing. The 4th issue is known dated 11.8.98.

(c) *Same, but no dot under E of "Conveyance."*

	No. of types.	Imperf.		Perf.		Used.	
		Used.	Unused.	Used.	Unused.	s.	d.
2d. green, perf. 11.							
(5th) 11,98 2, V., dark green	12 x 2	—	—	5	0	3	0
(6th) 10,3,99, VI., olive-green	12	10	0	5	0	3	0
(7th) 30,8,00, VII., light green	12	10	0	5	0	3	0

Note. For full description of marks and means of identification see Ewen's *History of Railway Letter Stamps*, pages 414 to 422. It is not known how many printings were made, but the above seven have been met with. The order given above is approximately correct.

Varieties. Imperforate impressions cut from proof sheets are known of several printings.

WEST CLARE RAILWAY COMPANY.

April, 1891. Lithographed by Messrs. Sealy, Bryers & Walker, Dublin, in sheets of 24, 4 rows of 6.

2d. green, perf. 11.

(1st) 4,91, green... .. 0 9 0 9



HISTORY

OF

RAILWAY LETTER STAMPS.

Describing all varieties issued by the Railway Companies of Great Britain and Ireland, under the authority of the Postmaster General, down to August, 1901.

Compiled by H. L'ESTRANGE EWEN.

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