

# **Priced Catalogue**

of the

# **Railway Letter Stamps**

of the

# **United Kingdom.**

1891-1903.

Compiled by

**H. L'Estrange Ewen.**

PRICED  
CATALOGUE  
OF THE  
RAILWAY LETTER STAMPS

OF THE  
UNITED KINGDOM,

ISSUED FROM FEBRUARY 1st, 1891,

TO END OF APRIL, 1903.

COMPILED BY H. L'ESTRANGE EWEN.

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## 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 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 570 varieties described in this Catalogue, no fewer than 29 are completely unknown and something like 100 others are in unused condition as rare or rarer than the two famous "Post Office" laureus 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—I 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 £5, 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.

ANALYSIS OF CATALOGUE VALUE  
OF UNUSED RAILWAY LETTER STAMPS.

£75	1	80/-	16	7/6	19	9d.	17
£50	1	60/-	32	5/-	49	6d.	26
£25	5	40/-	28	4/-	29	New Issues	5
£20	15	30/-	23	3/-	37	Unseen	5
£15	3	20/-	38	2/-	58	Obsolete &	
£10	15	15/-	23	1/6	12	Unknown	2
£5	34	10/-	30	1/-	31		

The 100 cheapest varieties are valued at	£5	11	9
The 200	£19	18	9
The 300	£54	2	3
The 400	£172	17	3
The 500	£570	17	3
The 536 known varieties are valued at	£1275	17	3

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 473 of the 570 varieties known to have been issued.

The 570 issues were made in the following years :

1891	103	1895	32	1899	51	1903	4
1892	33	1896	47	1900	40	months)	7
1893	37	1897	42	1901	36		
1894	42	1898	67	1902	33	Total	570

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 frequent issues.

Of the 570 issues, 569 were of the face value of 2d. and one of 1d. 538 were printed in green, 2 in blue and 29 in red or carmine. 329 were perforated, 9 left imperforate and 38 rouletted; 389 were numbered, 1 was numbered in manuscript and 180 had printed numbers.

The largest number of stamps issued by any one Company to date is the 205,000 of the North Eastern Railway Company; the largest number of varieties, the 71 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 100, for the East London Railway. The largest sheets in which railway letter stamps are printed contain only 60 stamps; the smallest, the stamps of one Company are not sold in sheets but are bound into small books with counterfoils.

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 473 of the 536 known varieties in unused condition, close on 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, 20.4.03.

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 & Co., Ltd., London, in sheets of 12, 2 rows of 6.

1-2d. yellow-green, rouletted, black control	Unused.	Used.
	<i>s. d.</i>	<i>s. d.</i>
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.

1-2d. yellow-green, rouletted, black control		
Nos. 1 to 500 (Feb. 1891)	£75	£10
2-2d. Nos. 501 to 1000 (Mar. 1894)	(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. Six printings.		
(1st) Nos. 1001 to 1600 (Sep. 1895), green, large control Nos. 13 × 3½mm.	£25	£5
(2nd) Nos. 1601 to 2800 (Oct. 1896), dull green, small control Nos. 11 × 3mm.	5 0	5 0
(3rd) Nos. 2801 to 4000 (Mar. 1898), yellow-green, small control Nos. 10 × 3mm.	2 0	2 0
(4th) Nos. 4001 to 6400 (Mar. 1899), yellow-green, small control Nos.	60 0	4 0
2d. green, perf. 11.		
(5th) Nos. 6401 to 8800 (Feb. 1901), olive-green	30 0	4 0
(6th) Nos. 8801 to 11200 (1902), yellow-green	20 0	1 0

## 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.

	USED.		USED.	
	s.	d.	s.	d.
1 2d. dull green, perf. 11, one printing only ..	1	0	0	9

**CAMBRIAN RAILWAYS.**

*February, 1891.* Type 1., with white spot on figure "2." Lithographed (or printed) in sheets of 12, 3 rows of 4, each row being printed separately. An entire sheet of 12 is not known to exist.

1 2d. green (shades), perf. 12 $\frac{1}{2}$ . One printing only believed to have been made (1st) ..	15	0	15	0
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*About 1894 ?* Type 11., without white spot. Lithographed (or printed) in sheets of 12, 3 rows of 4.

2 2d. green (shades), perf. 12. Three printings.				
(2nd) dark green, thin white paper ..	30	0	20	0
(3rd) pale green, surfaced paper ..	30	0	20	0
(4th) pale green, thin paper (1897 ?) ..	0	6	0	9

**CHESHIRE LINES COMMITTEE.**

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

1 2d. green, perf. 10. Two printings.				
(1st) dull green, white gum .. .. .	4	0	1	0
(2nd) dull green, brown gum (2.9.96) ..	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.

1 2d. bright green, perf. 12. One printing only .. .. .	0	6	0	9
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**COCKERMOUTH, KESWICK & 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.

1 2d. green (shades), perf. 12. Two printings				
(1st) Feb., 1891, dark olive-green, thick paper .. .. .	20	0	15	0
(2nd) August, 1896, pale yellow-green, thin paper .. .. .	0	6	0	9

**COLNE VALLEY RAILWAY.**

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

1 2d. yellow-green, perf. 11. One printing only .. .. .	0	6	0	9
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**EAST AND WEST JUNCTION RAILWAY.**

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

		EXCISED.	USED.
		s. d.	s. d.
1	2d. green, perf. 10. Two printings		
	(1st) Nos. 1 to 1000 (Feb., 1891) ..	£20	£10
	(2nd) Nos. 1000 to 2999 (Aug., 1893) ..	5 0	1 0
2	2d. claret on yellow, perf. 10. One printing.		
	(3rd) Nos. 3000 to 5999 (April, 1899) ..	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.

1	2d. green, perf. 11½. One printing	3 0	2 0
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**EAST LONDON RAILWAY.**

*March (?) 1891.* Lithographed by Messrs. Waterlow & Son, in sheets of 2, and issued in singles, imperforate.

1	2d. rose-red (shades), imperf. Seven printings.		
	(1st) March (?) 1891, very pale pink ..	£20	10 0
	(2nd) April, 1898, pale salmon ..	60 0	2 0
	(3rd) May, 1898, bright salmon ..	40 0	5 0
	(4th) May, 1898, orange-brown ..	10 0	1 0
	(5th) October, 1898, red-brown, brick-red ..	30 0	5 0
	(6th) 1899 (?), pink ..	20 0	1 6
	(7th) 1902 (?) 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.

1	2d. green (shades), rouletted in colour, three printings.		
	(1st) February, 1891, dark green ..	40 0	20 0
	(2nd) July, 1891, green, surfaced paper ..	60 0	30 0
	(3rd) September, 1893, green ..	20 0	10 0

**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. Rouletted in colour.

1	2d. green, un-numbered ..	3 0	3 0
2	2d. green, numbered 1 to 1320 ..	3 0	3 0

## FURNESS RAILWAY.

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

	UNUSED.		USED.	
	s.	d.	s.	d.
1 2d. dark green, rouletted in colour, large black control Nos. 1201 to 3200	2	0	0	9

## GARSTANG AND KNOT END RAILWAY.

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

1 2d. yellow-green, rouletted, black control Nos. 1 to 1000	2	0	0	9
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## GREAT CENTRAL RAILWAY COMPANY.

*July 12, 1897.* Lithographed by Messrs. Henry Blacklock & Co., Ltd., and issued in sheets of 12, either 4 rows of 3 or 2 rows of 6.

1 2d. green (shades), perf. 12.				
(1st) July, 1897. Faint outer line	4	0	2	0
(2nd) June, 1898. No outer line	2	0	1	0
(3rd) January, 1899. Clear outer line, dull green	5	0	1	0
(4th) July, 1900. Ditto, deep green	2	0	0	9
(5th) 1901? Ditto, grey-green	5	0	1	6
(6th) 1902? Ditto, olive-green	1	0	0	9

## GREAT EASTERN RAILWAY.

*February, 1891.* Type I., Lithographed by Messrs. Waterlow and Son, of London, 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. Evidence of three transfers has so far been found.

1 2d. green, perf. 11½.				
(1st) 1891, I., green	15	0	2	0
(2nd?) 1891, II., dull green	30	0	5	0
(3rd?) —?, II., deep green, grey-green	80	0	4	0
(4th?) —?, II., bright green	60	0	3	0
(7th?) 1894?, III., pale green	40	0	5	0
2 2d. green, perf. 14½.				
(5th?) 1893?, II., yellow-green	60	0	20	0
(6th?) —? —? green	80	0	25	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.

3 2d. green (shades), perf. 12.				
(8th?) 1895? emerald green	40	0	5	0
(9th) 1897? } green	1	0	0	4
} yellow-green	1	0	0	4
4 2d. green, perf. 11.				
(10th) 1900, yellow-green	1	0	0	4
(11th) 1902? blue-green	0	6	0	6

Cleator and Workington  
Junction.



Colne Valley Railway.



Great Western.  
Type I.



Great Western.  
Type II.



Hull and Barnsley.



Lancashire, Derbyshire  
and East Coast.



**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.

	UNUSED.	USED.
	s. d.	s. d.
1 2d. green, perf. 11½. Three printings.		
(1st) Jan., 1891, green, deep green ..	5 0	1 0
(2nd) March, 1892, bright green ? ..	5 0	1 0
(3rd) July, 1894, yellow-green ? ..	5 0	1 0
2 2d. green, perf. 10, 10½. One printing.		
(4th) Sept., 1897, green ..	3 0	0 9

*Note.* It is generally a very difficult matter (and sometimes an impossible one) 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, having 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.

3 2d. pale olive-green, perf. 10. One printing	0 6	0 6
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**GREAT NORTHERN & GREAT CENTRAL RAILWAYS.**

*August, 1909.* Lithographed by Messrs. Waterlow & Sons, Ltd., London, in sheets of 60, 6 rows of 10.

1 2d. green, perf. 10 .. .. .	1 0	0 9
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**GREAT WESTERN RAILWAY.**

*February, 1891.* Type I. (roughly drawn, stop just before "Fee"). Name of lithographers and size of sheets unknown.

1 2d. green, perf. 12, brown or white gum, one printing (?), blocks are very scarce	10 0	1 0
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*About 1892.* 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.

2 2d. bluish-green, perf. 12 .. .. .	0 6	0 4
3 2d. emerald-green, perf. 11 (August, 1900)	0 6	0 4

**HULL AND BARNSELY COMPANY.**

*February, 1891.* Lithographed in Hull in sheets of 10, 5 rows of 20 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.

1 2d. green (shades). Two printings.		
(1st) February, 1891, yellow-green ..	15 0	5 0
(2nd) March, 1897, dull green ..	4 0	1 0
(3rd) October 29, 1902 (?) .. .. .	2 0	0 9

## ISLE OF WIGHT RAILWAY.

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

	UNUSED.		USED.	
	s.	d.	s.	d.
1 2d. green, perf. 12. one printing	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.

1 2d. green, rouletted. Two printings.				
(1st) February, 1899, dull yellowish-green	2	0	1	0
(2nd) April, 1901, green	0	6	0	9

## LANCASHIRE, DERBYSHIRE &amp; EAST COAST RAILWAY.

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

1 2d. green, perf. 10. Two printings.				
(1st) Dec., 1896, Nos. 1 to 576	7	6	2	0
(2nd) Jan., 1899, Nos. 577 to 1076	60	0	5	0
2 2d. emerald green, perf. 11. One printing.				
(3rd) Oct., 1900, Nos. 1077 to 1577?	20	0	2	0
(4th) Dec., 1902, Nos. 1577 to 2076	10	0	0	9

## LANCASHIRE AND YORKSHIRE RAILWAY.

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

1 2d. green (shades), un-numbered.				
(1st) February, 1891, with faint outline	10	0	2	0
(2nd) July, 1894	10	0	2	0
(3rd) September, 1897, no outer line	3	0	1	6
2 2d. green (shades), numbered.				
(3rd) About 1898, Nos. 1 to 3750	2	0	1	6
(4th) Jan., 1900, Nos. 3751 to about 5000	10	0	2	6
(5th) About 1901, Nos. about 5000 to 8748	2	0	1	0
(6th) 2.5.01, Nos. 8749 to 13752 (large figures)	1	6	0	9

*Note.*—It is a very difficult matter to distinguish between the two first printings but it is generally believed that the 1st was in darker green and more clearly printed. Sometime during 1898 the stock on hand of the 3rd printing was numbered and since then all issues have had consecutive numbers. The 4th supply was printed from a new transfer on a thicker surfaced paper, but the exact proportion of impressions taken from transfers 1. and 11. is unknown. The 5th and 6th supplies (from transfer 11.) are identical except for the size of the control figures.

*Variety.*—In the first four printings, for which transfer 1. was used, a variety occurs on stamp No. 3 of each sheet, "four" being spelt "fir."

## LIVERPOOL, ST. HELENS AND SOUTH LANCASHIRE RAILWAY.

*October, 1889.* Lithographed by Messrs. Henry Blacklock & Co., Ltd., of Manchester, and issued in sheets of 12, 4 rows of 3.

1 2d. green, perf. 12, one printing . . . . . 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.

	USED.	USED.
	s. d.	s. d.
1 2d. green, rouletted. Six printings.		
(1st) February, 1891, Nos. 1 to 50000 . .	10 0	2 0
(2nd) April, 1893, Nos. 50001 to 70000 . .	30 0	6 0
(3rd) July, 1894, Nos. 70001 to 100000 . .	20 0	2 0
(4th) Sept., 1896, Nos. 100001 to 130000	1 0	0 4
(5th) July, 1899, Nos. 130001 to 160000	0 9	0 4
(6th) June, 1902, 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, 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 it is not yet definitely known the exact order in which they were issued. A study of the marks of wear shows that from time to time four transfers have been employed and enables the order of printing to be fairly accurately determined where sufficient material is at hand for examination. The four transfers were as follows:—

Transfer I., 1891. Used for first printing only.

Transfer II., 1891. Used for printings 2 to 8.

Transfer III., 1894. Used for all other printings except No. 27. 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 IV., 1900. Used for 27th printing only. 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 is only approximately correct.

		UNUSED.		USED.	
		s.	d.	s.	d.
1	2d. green, perf. 11 to 11½.				
	(1st) January, 1891, I., green .. ..	20	0	10	0
	(2nd) June, 1891, II., green .. ..	60	0	10	0
	(3rd) 19.11.91, II., green .. ..	60	0	5	0
	(4th) 26.3.92, II., green .. ..	60	0	5	0
	(5th) 15.8.92, II., light green .. ..	80	0	15	0
	(6th) 14.1.93, II., green, thin paper ..	40	0	10	0
	(7th) 12.6.93, II., grey-green .. ..	80	0	15	0
	(8th) 27.9.93, II., dark green, faint ..	60	0	10	0
	(9th) 20.2.94, IIIA., dark green .. ..	80	0	10	0
	(10th) 13.7.94, IIIA., light green, surfaced	80	0	15	0
2	2d. green, perf. 14, 14½.				
	(11th) 15.11.94, IIIA., deep green .. ..	40	0	10	0
	(12th) 15.5.95, IIIA., yellow-green .. ..	60	0	15	0
	(13th) 29.8.95, IIIA., dark green .. ..	60	0	15	0
3	2d. green, perf. 14 or 14 × 12½, 13.				
	(14th) 11.1.96, IIIB., yellow-green .. ..	15	0	7	6
4	2d. green, perf. 11½ to 12.				
	(15th) 17.6.96, IIIB., dull green .. ..	10	0	2	6
	(16th) 8.10.96, IIIB., light green .. ..	20	0	5	0
	(18th) 30.7.97, IIIC., green .. ..	10	0	2	6
	(19th) 7.12.97, IIIC., dark green .. ..	7	6	1	6
	(20th) 21.4.98, IIIC., yellow-green .. ..	5	0	1	6
5	2d. green, perf. 10 × 11.				
	(34th) 17.3.02, IIIB., dull green .. ..	15	0	5	0
6	2d. green, perf. 10.				
	(37th ?) 5.11.02, IIIB., dull green .. ..	4	0	2	0
	(17th) 22.3.97, IIIB., dull green .. ..	15	0	5	0
	(21st) 21.7.98, IIIC., dark green .. ..	7	6	1	6
	(22nd) 7.10.98, IIIC., pale green .. ..	5	0	1	6
	(23rd) 7.2.99, IIIC., bright green .. ..	4	0	1	6
	(24th) 11.5.99, IIIC., dark green .. ..	7	6	1	6
	(25th) 18.8.99, IIIC., emerald green .. ..	7	6	1	6
	(26th) 21.12.99, IIIC., bluish green .. ..	5	0	1	0
	(27th) 17.4.00, IV., grey-green .. ..	5	0	1	0
	(28th) 13.7.00, IIIB., dark green .. ..	2	0	0	6
	(29th) 22.10.00, IIIB., yellow-green .. ..	1	6	0	6
	(31st) 17.6.01, IIIE., pale green, per- forated margins .. ..	2	0	0	6
	(35th) 12.6.02, IIIF., olive-green .. ..	2	0	1	0
	(36th) 9.9.02, IIIF., green .. ..	2	0	1	0
	(38th) 5.3.03 (not yet seen) .. ..	2	0	1	0
7	2d. green, perf. 11.				
	(30th) 18. 2.01, IIIE., yellow-green .. ..	1	6	0	6
	(32nd) 18. 8.01, IIIF., dark green .. ..	1	6	0	6
	(33rd) 30.11.01, IIIF., bright green .. ..	2	0	0	6

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

*Variety.*—A pane of the 28th printing is known imperforate vertically.



## LONDON, BRIGHTON &amp; 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.

First transfer, 1891, 24 types arranged in 2 panes 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 & 110. The order given for the printings below is only approximate.

		UNUSED.		USED.	
		s.	d.	s.	d.
1	2d green, perf. 11 to 11½.				
	(1st) 26.1.91, l., dull pale green ..	10	0	5	0
	(2nd) 24.4.91, l., dull green .. ..	80	0	10	0
	(3rd) 14.9.91, l., pale green .. ..	60	0	4	0
	(4th) 5.5.92, l., dull green (the first four printings are on surfaced paper) ..	80	0	10	0
	(5th) 21.11.92, l., deep green .. ..	40	0	10	0
	(6th) 2.5.93, l., dull green .. ..	80	0	10	0
	(7th) 22.3.94, l., yellow-green .. ..	20	0	5	0
	(8th) 19.11.94 l., green .. ..	20	0	5	0
2	2d. green, perf. 11½ to 12.				
	(9th) 31. 7.95, l., dark green .. ..	20	0	5	0
	(10th) 1. 5.96, l., yellow-green .. ..	20	0	5	0
	(11th) 23.12.96, l., dark green .. ..	10	0	3	0
	(12th) 31. 8.97, II., dark green .. ..	10	0	3	0
	(14th) 26. 9.98, IV., dark green .. ..	4	0	1	6
3	2d. green, perf. 10 × 11½.				
	(Part of 12th) 31.8.97, II., dark green ..	40	0	10	0
4	2d. green, perf. 10.				
	(Part of 11th) 23.12.96, l., dark green ..	20	0	5	0
	(Part of 12th) 31. 8.97, II., dark green ..	7	6	2	0
	(13th) 9. 3.98, III., yellow-green .. ..	7	6	1	6
	(15th) 10. 5.99, IV., dark yellow-green ..	5	0	1	6
	(16th) 28.10.99, IV., bright green .. ..	5	0	1	6
	(17th) 22. 6.00, IV., yellow-green .. ..	2	0	0	9
	(18th) 4. 1.01, IV., dark green .. ..	1	6	0	9
	(20th) 12. 3.02 (not yet seen) .. ..	5	0	2	0
	(21st) 23. 7.02, IV., pale green .. ..	2	0	0	9
	(22nd) 10. 1.03 (not yet seen) .. ..	1	0	0	9
5	2d. green, perf. 11.				
	(19th) 24. 8.01, IV., dark green .. ..	3	0	1	0

*Note.*—Sheets are unknown to exist in the first eleven printings and even blocks 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.

## LONDON, CHATHAM & DOVER RAILWAY.

*February 4th, 1891, to June, 1899* (when the Company was amalgamated with the South-Eastern). Lithographed in sheets of 12 rows of 3. The first issue was 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, or identify the different printings.

First transfers. This heading includes all unidentified early printings.  
 Second transfer (1895?). Types 1, 2, 3 arranged irregularly, together with two types unknown.  
 Third 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 very slight evidence and can hardly be described as even approximate.

		UNUSED.		USED.
		s.	d.	s. d.
1	2d. green, imperforate.			
	(1st?) 4.2.91, I., wide margins	£20		£10
	(2nd?) Feb. ? 1891, I., narrow margins	£10		£5
2	2d. green, perf. 11½.			
	(3rd?) February? 1891, I., dark green	60	0	20 0
	(4th?) 1892? I., bright green	60	0	20 0
	(5th?) 1893? I., blue-green	60	0	20 0
	(6th?) —? I., deep green	60	0	20 0
	(7th?) —? I., grey-green	60	0	20 0
	(8th to 10th?) Probably several printings at present unknown			(Unknown)
	(11th?) 1895? II., deep emerald	40	0	15 0
	(12th?) 1895? II., blue-green	40	0	15 0
	(13th?) —? II., green	40	0	15 0
	(14th?) —? II., bright green, surfaced paper	40	0	15 0
3	2d. green, perf. 10½.			
	(15th) 1897? III., ditto, thick, soft paper	40	0	15 0
	(16th) —? II., dark green, ditto	40	0	10 0
	(17th, 18th, 19th?) Unidentified			(Unknown)
	(20th) 1897? III., deep green, thin paper	40	0	15 0
	(21st?) 1898, III., green, thick paper	10	0	5 0
	(22nd) 1898, III., green, thin paper	5	0	2 0
	(23rd) May? 1899, III., black-green	10	0	5 0

*Note.*—Entire sheets of the last three printings (transfer III.) are known to exist, also a block of 10 of the 15th issue transfer II.)

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

## LONDON, TILBURY & SOUTHBEND RAILWAY.

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

1	2d. green, perf. 11 to 12, un-numbered.			
	(1st) 1891, perf. 11 to 11½, green	10	0	3 0
	(2nd) 1894, perf. 11 to 11½, green	10	0	3 0
	(3rd) 1897, perf. 11½ to 12, yellow-green	5	0	2 0

		UNUSED.	USED.
		s. d.	s. d.
2	2d. green, perf. 10, un-numbered. (4th) June, 1889, green .. ..	2 0	1 0
3	2d. green, perf. 11, numbered. (5th) October, 1901, Nos. 1/1 to ? ..	0 6	0 9

### MACCLESFIELD COMMITTEE.

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.

1	2d. green, perf. 12. Four printings.		
	(1st) 9.1.91 ? .. .. .		(Unknown)
	(2nd) 1.6.91 ? .. .. .		( " )
	(3rd) 4.5.94, grey-green .. ..	2 0	0 9
	(4th) 26.1.99 ? .. .. .		(Unknown)

### 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.

1	2d. green, rouletted. Two printings.		
	(1st) 1891, Nos. 1 to 3000, yellow-green	4 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, 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 served for all the printings and was then adapted and used for those of the North Wales and Liverpool Railway.

1	2d. green, perf. 12. Ten printings, all with outer line except the 9th and 10th.		
	(1st) 9. 1.91, dark green .. .. .	20 0	10 0
	(2nd) 6. 3.91, green .. .. .	60 0	10 0
	(3rd) 1. 6.91, olive-green .. .. .	60 0	10 0
	(4th) 3.11.91, dark grey-green .. ..	60 0	10 0
	(5th) 21. 4.92, green, surfaced paper ..	80 0	15 0
	(6th) 18.10.92, pale grey-green .. ..	80 0	15 0
	(7th) 18. 7.93, deep green .. .. .	40 0	5 0
	(8th) 4. 5.94, grey-green .. .. .	15 0	5 0
	(9th) 15. 3.95, black-green, no outer line	20 0	7 6
	(10th) 12. 6.96, grey-green, no outer line	7 6	5 0

Variant. The sheets are made up of one or more blocks of six types of which 4 has only one line above "Manchester, Sheffield" instead of two.

Manchester, South Junction and Altrincham Railway.

First Printing.

Second Printing.



Metropolitan Railway.

Second Printing.

Third Printing.



"Midland Railway" at top and bottom.

Large Control Figures.

Small Control Figures.



**MANCHESTER, SOUTH JUNC. & ALTRINCHAM RY.**

*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.
1 2d. green, perf. 12, un-numbered.				
(1st) January, 1891, dull green .. ..	£20		£5	
(2nd) December, 1891, dull green .. ..	£25		£5	
2 2d. green, perf. 12, numbered in manuscript.				
(Part of 2nd) Nos. 301 to 500 .. ..			(Unknown)	
3 2d. green, perf. 12, numbered.				
(3rd) August, 1894, Nos. 501 to 1000 .. ..	£20		£5	
(4th) October, 1895, Nos. 1001 to 2000 .. ..	5	0	4	0
(5th) April, 1898, Nos. 2001 to 3000 .. ..	2	0	2	0
(6th) Sept., 1899, Nos. 3001 to 4000 .. ..	3	0	3	0
(7th) April, 1902, Nos. 4001 to 5000 .. ..	1	0	0	9

*Note.*—It is rather difficult to distinguish between the first two issues. The first 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 stamps were imperforate at top or bottom.

**MARYPORT & CARLISLE RAILWAY COMPANY.**

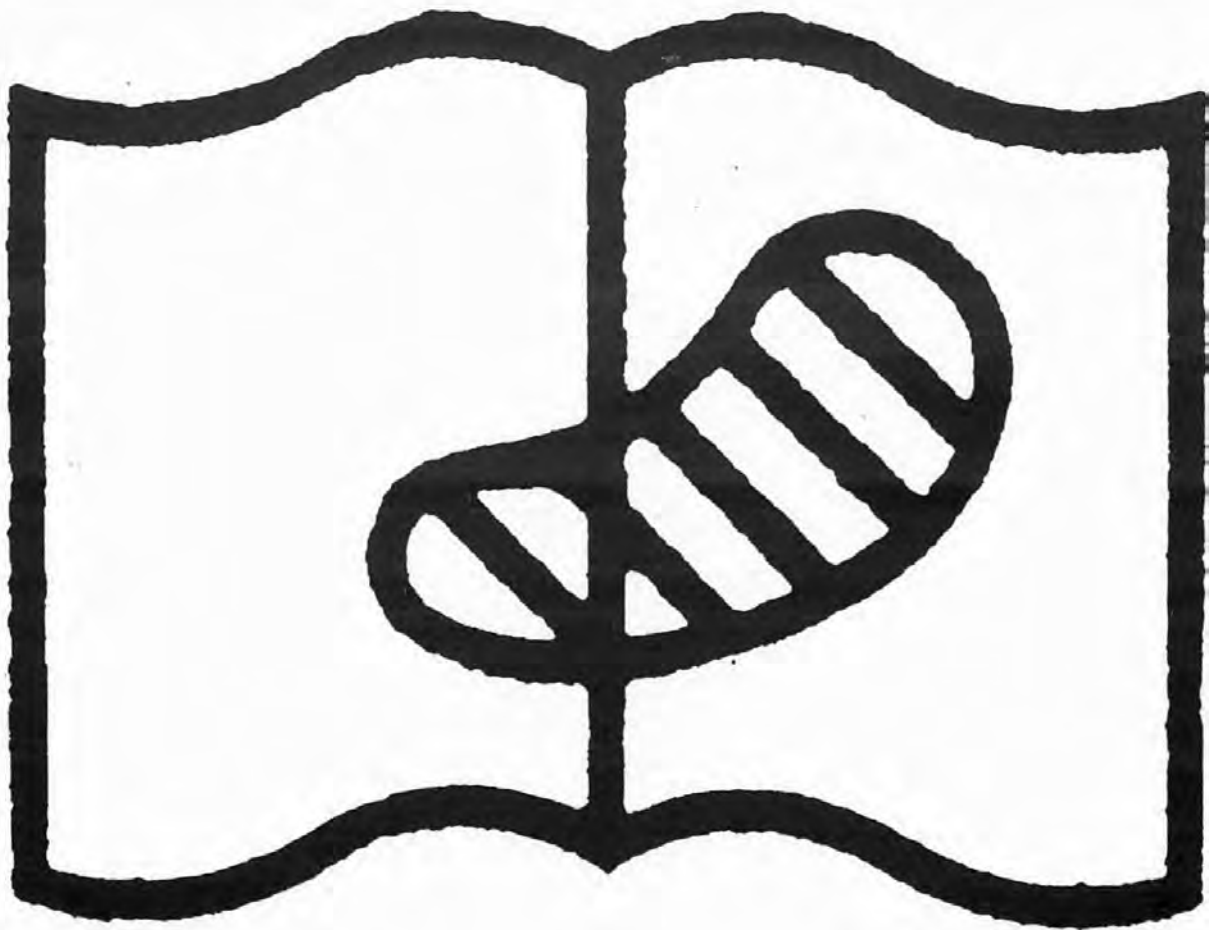
*February*, 1891. Lithographed by Messrs. McCorquodale & Co., Ltd., of Glasgow, and issued in sheets of 12, 3 rows of 4.

1 2d. green, perf. 12. Four printings.				
(1st) February, 1891, olive-green .. ..	40	0	20	0
(2nd) July, 1894, deep green .. ..	40	0	20	0
(3rd) —? deep green, thin paper .. ..	5	0	3	0
(4th) April, 1898, yellow-green .. ..	3	0	1	6
2 2d. green, perf. 11. One printing.				
(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.

1 2d. lilac-rose, carmine, perf. 11½.				
(1st) July, 1895, Nos. 1 to 600 .. ..	£10		10	0
(2nd) March, 1896, Nos. 601 to 1200 .. ..	£20		40	0
(3rd) December, 1896, Nos. 1201 to 1800 .. ..	£20		40	0
(4th) July, 1897, Nos. 1801 to 2400 .. ..	£20		30	0
(5th) March, 1898, Nos. 3001 to 3600 .. ..	20	0	4	0
(6th) July, 1898, Nos. 3601 to 4800 .. ..	£5		4	0
(7th) July, 1899, Nos. 6001 to 7200 .. ..	£5		5	0
2 2d. lilac-rose, carmine, perf. 10.				
(8th) December, 1897, Nos. 2401 to 3000 .. ..	30	0	5	0
(9th) March, 1899, Nos. 4801 to 6000 .. ..	£5		1	0
(10th) April, 1900, Nos. 7201 to 8400 .. ..	£5		3	0
(11th) October, 1900, Nos. 8401 to 9600 .. ..	£5		3	0
(12th) May, 1901, Nos. 9601 to 10800 .. ..	£5		2	0
(13th) October, 1901, Nos. 10801 to 12000 .. ..	£5		3	0
(14th) May, 1902, Nos. 12001 to 13200 .. ..	£5		4	0
(15th) Dec., 1902, Nos. 13201 to 14400 .. ..	£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.

1 2d. green, perf. 10.

2 2d. green, perf. 11.

	Date.	Highest No.	Control No.	Printing.	Perf.	UNUSED. s. d.	USED. s. d.
(1st)	26. 1.91	6000	Small	A?	10	40 0	5 0
(2nd)	18. 4.91	12000	"	A?	11	60 0	10 0
(3rd)	5.10.91	18000	"	B?	11	30 0	4 0
(4th)	28. 4.92	18528?	Large	C?	11	60 0	10 0
		24000	"	C?	10	30 0	5 0
(5th)	7.10.92	30000	Small	D?	11	15 0	7 6
		33000	"	E?	10	20 0	5 0
(6th)	12. 5.93	36000	"	E?	11	20 0	5 0
		42000	"	E?	11	£5	5 0
(7th)	12.12.93	45000	"	E?	10	30 0	5 0
		48000	"	E?	11	30 0	5 0
(9th)	27. 2.95	50000	Large	F	10	£5	10 0
		54000	Small	F	10	30 0	5 0
(10th)	20. 9.95	60000	Large	G	10	20 0	5 0
				A	10	60 0	10 0
				B?	10	60 0	10 0
				F	10	20 0	5 0
(11th)	25. 4.96	66000	Small	G	10	30 0	7 6
				H	10	20 0	5 0

Note.—The above eleven issues are all from transfer I. The following are from transfer II. During 1891-1895 it had evidently been the practice to print more sheets than actually required, the surplus being put on one side. In 1895 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.

	Date.	Highest No.	Control No.	Printing.	Perf.	UNUSED. s. d.	USED. s. d.
(12th)	5.12.96	72000	Small	J	11	15 0	4 0
(13th)	11. 8.97	78000	Large	K	10	10 0	2 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
(17th)	6. 4.01	126000	"	O	11	2 0	0 6
(18th)	10. 5.02	138000	Large	P	11	1 0	0 6

## MIDLAND &amp; GREAT NORTHERN JOINT RAILWAYS

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

1 2d. green, perf. 11½, one printing .. .. 0 9 0 9

## MIDLAND &amp; SOUTH-WESTERN JUNCTION RAILWAY

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

1 2d. green, perf. 11½, one printing .. .. 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.

	UNUSED.		USED.	
	s.	d.	s.	d.
1 2d. green, perf. 11½, one printing .. ..	40	0	30	0

*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.

2 2d. green, perf. 12, un-numbered.				
(2nd) April, 1897, dull yellow-green ..	4	0	1	0
(3rd) September, 1898, bluish-green ..	15	0	5	0
3 2d. green, perf. 11, un-numbered.				
(4th) March, 1900, deep green .. ..	5	0	5	0
4 2d. green, rouletted, un-numbered.				
(5th) March, 1901, black-green .. ..	10	0	10	0
5 2d. green, perf. 11, numbered.				
(6th) October, 1901, Nos. 001 to 2 ..	3	0	0	9

## NORTHAMPTON &amp; BANBURY JUNCTION RAILWAY.

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

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

## NORTH EASTERN RAILWAY.

*February, 1891.* Type I. (inscribed "To be used only for letters bearing a postage stamp.") Lithographed in Newcastle-on-Tyne, in sheets of 30, 5 rows of 6. Large vertically-placed control numbers.

1 2d. vermilion, perf. 12 (type I.)				
(1st) February, 1891, Nos. 1 to 17460 ..	5	0	4	0

*March, 1891.* Type II. (inscribed "Fee for conveyance of single post letters by railway.") Lithographed in Newcastle-on-Tyne in sheets of 30, 5 rows of 6. Large vertically-placed control numbers.

2 2d. green, perf. 12 (type II.)				
(2nd) March, 1891, Nos. 17461 to 20000 ..	£15		£5	

*May, 1891.* Same, but with horizontally-placed control numbers. Three transfers were used and thirteen printings have been made. For full particulars concerning them, collectors are referred to Owen's *History of Railway Letter Stamps*, pages 175 to 208. The letters used in that work to denote the various printings are for reference purposes reproduced here (A and B are the two first issues, see above). Printings C to L are from Transfer II., M is from Transfer III., and N, O, P are from Transfer IV.



## NORTH EASTERN--continued.

3 2d. green. perf. 12 (type 11.)

		UNUSED.		USED.	
		s.	d.	s.	d.
	Date.	Highest No.	Control Figures.	Printing.	
(3rd)	May, 1891	24000	Medium	C £20	60 0
(4th)	Aug. "	30000	"	D 20 0	5 0
(5th)	Dec. "	33000	"	D 40 0	7 6
(6th)	Mar., 1892	36000	"	D 20 0	7 6
(7th)	May "	42000	"	D 20 0	7 6
(8th)	Sept., "	48000	"	E 15 0	5 0
(9th)	Feb., 1893	51000	"	E 40 0	10 0
(10th)	Apr. "	54000	"	F £20	20 0
(11th)	July "	57000	"	FF 20 0	5 0
(12th)	Sept. "	60000	"	F 30 0	5 0
				FF 20 0	5 0
(13th)	Nov. "	63000	Thick	F 30 0	5 0
				FF 30 0	5 0
(14th)	Feb., 1894	66000	Large	G 10 0	5 0
(15th)	Apr. "	70000	"	F 15 0	5 0
				G 10 0	5 0
(16th)	July "	73000	"	G 10 0	5 0
(17th)	Sept. "	76000	Medium	C 5 0	3 0
(18th)	Nov. "	79000	"	H 15 0	3 0
(19th)	Mar., 1895	82000	"	H 5 0	3 0
(20th)	May "	85000	"	H 4 0	3 0
(21st)	July "	88000	Round	H 4 0	3 0
(22nd)	Sept. "	91000	Medium	H 4 0	3 0
(23rd)	Dec. "	94000	"	J 5 0	3 0
(24th)	Mar., 1896	97000	"	J 5 0	3 0
(25th)	June "	100000	"	J 5 0	3 0
(26th)	Aug. "	103000	"	K 3 0	2 0
(27th)	Oct. "	106000	"	K 3 0	2 0
(28th)	Feb., 1897	108700?	"	K 3 0	2 0
		109000	"	J 20 0	10 0
(29th)	May "	112000	"	K 4 0	2 0
(30th)	Aug. "	114000?	"	K 5 0	2 0
		115000	"	H 15 0	5 0
		117000?	"	K 4 0	2 0
(31st)	Oct. "	118000	"	L 7 6	3 0
				H 40 0	10 0
(32nd)	Jan., 1898	121000	"	L 3 0	2 0
(33rd)	Apr. "	124000	"	L 3 0	2 0
(34th)	June "	127000	"	M 3 0	2 0
(35th)	July "	130000	"	M 3 0	2 0
				L 15 0	5 0
(36th)	Oct. "	133000	Round	M 2 0	1 0
(37th)	Dec. "	136000	"	M 2 0	1 0
(38th)	Jan., 1899	139000	"	M 2 0	1 0
(39th)	Mar. "	142000	Medium	M 3 0	1 0
(40th)	June "	145000	"	M 3 0	1 0

## NORTH EASTERN RAILWAY.

				UNUSED.		USED.	
				s.	d.	s.	d.
3 2d. green, perf. 12 (type II.)—continued.							
(41st) Aug., 1899	148000	"	M	3	0	1	6
(42nd) Oct. "	151000	Small	L	5	0	1	6
(43rd) Jan., 1900	154000	Medium	M	4	0	1	6
(48th) Dec. "	169000	"	N	3	0	1	6
4 2d. green, perf. 11 (Type II.).							
(44th) Mar., 1900	157000	Small	N	2	0	1	0
(45th) June "	157500?	"	L	5	0	2	0
(46th) July "	160000	"	N	2	0	1	0
(47th) Oct. "	163000	"	N	2	0	1	0
(49th) Mar., 1901	166000	"	N	2	0	1	0
(49th) Mar., 1901	172000	Medium	O	2	0	1	0
(50th) May "	175000	"	O	2	0	1	0
(51st) July, "	178000	"	O	2	0	1	0
(52nd) ? "	181000	"	O	2	0	1	0
(53rd) Nov. "	184000	"	O	2	0	1	0
(54th) —, 1902	187000	Round	O	2	0	1	0
(55th) — "	190000	Medium	O	2	0	1	0
(56th) — "	193000	?	?	2	0	1	0
(57th) — "	196000	Round	P	2	0	1	0
Part of 58th) Oct. "	198900?	Medium	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 40s.

January? 1903. Type III. (somewhat similar to type II. but entirely re-drawn; inscriptions in larger lettering). Lithographed in sheets of 30, 5 rows of 6. Three printings are known, all from different transfers (V., VI., VII.)

5 2d. green, perf. 11.

Date.	Highest No.	Control Figures.	Printing.			
(Part of 58th) 1903	199000	Medium	Q	20	0	10 0
(59th) Jan. ? "	202000	"	R	3	0	2 0
(60th) April "	205000	"	S	1	0	0 9

## NORTH LONDON RAILWAY.

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

1 2d. green, rouletted. One printing.			
(1st) Nos. 1 to 960, yellow-green	£5	5	0
2 2d. green, perf. 12. One printing.			
(2nd) Nos. 961 to 1920, green (1896?)	£5	0	9

## North Eastern Railway.

Type I.  
Vertical Figures.



Type II.  
Vertical Figures.



Type II.  
Horizontal Figures.



Type II.  
Large Control Figures.



**NORTH PEMBROKESHIRE & FISHGUARD 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.
1 2d. green, perf. 12, one printing	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.

1 2d. green, perf. 12. Two printings.				
(1st) 1891 ? bright green .. .. .	1	0	2	6
(2nd) 1895, olive-green .. .. .	1	0	2	6
2 2d. green, perf. 11. One printing.				
(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.

3 2d. green, perf. 11.				
(4th) 22.8.98, bright yellow-green, in sheets of 8 or 20 .. .. .	0	9	1	6
(5th) 30.11.98, dark blue-green .. .. .	2	0	1	6
(6th) 19.12.98, unidentified .. .. .	—		—	

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

4 2d. green, perf. 11.				
(7th) 17.11.99, sage-green .. .. .	0	9	1	0
5 2d. green, perf. 10.				
(8th) 1902, sage-green .. .. .	1	0	1	0

Note.—It is somewhat curious that no trace of the 6th supply has ever been found by collectors, although 2000 stamps are said to have been furnished by the printers. As there were 8000 of the 7th issue, it has been suggested the printers may have struck off 10,000 and delivered them in two lots, which would of course be indistinguishable.

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

**NORTH WALES AND LIVERPOOL RAILWAY COMMITTEE.**

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

1 2d. green, perf. 12. Three printings.				
(1st) 1. 7.96, deep green .. .. .	2	0	1	0
(2nd) 27. 9.98, blue-green .. .. .	4	0	1	0
(3rd) 27. 4.99, ? .. .. .				(Unknown)

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

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



Third Issue (1893).



Fourth Issue (1895)



Fifth Issue (1898).



**OLDHAM, ASHTON & GUIDE BRIDGE RAILWAY.**

*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.

	UNUSED.		USED.	
	s.	d.	s.	d.
1 2d. green, perf. 12. Four printings.				
(1st) 9. 1.91, deep green .. ..	£10		15	0
(2nd) 1. 6.91, olive-green .. ..	2	0	1	6
(3rd) 5.11.98, grey-green, clear outer line .. ..	30	0	5	0
(4th) 27. 4.99, deep green, ditto .. ..	3	0	0	9

**PEMBROKE AND TENBY RAILWAY.**

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

1 2d. green, rouletted.				
(1st) 27.1.91, Nos. 1 to 1000 .. ..	(Unknown)			
2 2d. green, perf. 12.				
(2nd) 15.12.93, 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 AND DOCKS COMPANY.**

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

1 2d. green, rouletted, Nos. 1 to 500.. ..	0	6	0	9
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**RHONDDA AND SWANSEA BAY RAILWAY.**

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

1 2d. green, perf. 11½, one printing .. ..	4	0	2	0
2 2d. green, perf. 10, one printing (1899?) .. ..	0	9	0	9

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

**RHYMNEY RAILWAY.**

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

1 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 AND WYE AND 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.

	UNUSED.		USED.
	s.	d.	
1 2d. green, perf. 11½, one printing .. ..	10	0	5 0

**SEVERN AND 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.

1 2d. green, perf. 11½, one printing .. ..	3	0	2 0
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*About 1898?* Type II. (more neatly drawn throughout, space between "Railway" and "Fee.") Lithographed in sheets of 12, 4 rows of 3.

2 2d. green, perf. 12, one printing .. ..	1	0	0 9
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**SHEFFIELD & MIDLAND RAILWAYS COMMITTEE**

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

1 2d. green, perf. 12. Six printings.			
(1st) 9. 1.91, dark green .. ..	£20		40 0
(2nd) 1. 6.91, olive-green .. ..	£10		20 0
(3rd) 24. 1.94, grey-green .. ..	5 0		3 0
(4th) 27. 9.98, blue-green, no outer line	15 0		3 0
(5th) 6. 7.00, pale green, clear outer line	2 0		0 9
(6th) 1902?, olive-green, surfaced paper	2 0		0 9

*Note.*—A third of the stamps in each printing show the variety with no line after "Committee." In the first four issues it is invariably the last stamp in the row. The 3rd issue was probably printed in sheets of 48 stamps, one of which the variety with single line at top.

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

*February, 1891.* Lithographed by Messrs. Bemrose & Son, Derby, and issued in sheets of 12, 3 rows of 4.

1 2d. green, perf. 10, un-numbered.			
(1st) Jan., 1891. .. ..	£15		£5
2 2d. green, perf. 11, vertical Nos.			
(2nd) Sept., 1891, Nos. $\frac{1}{1}$ to $\frac{1}{1000}$ .. ..	80 0		40 0
3 2d. green, perf. 10, vertical Nos.			
(3rd) Mch., 1893, Nos. 1 to 1000 .. ..	80 0		30 0
4 2d. green, perf. 10, horizontal Nos.			
(4th) Nov., 1895, Nos. A1 to A1000 .. ..	5 0		2 0
(5th) Sept., 1898, Nos. A1001 to A2000	20 0		1 0
(6th) —, 1901, 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. Bemrose & Son, Derby, in sheets of 20, 4 rows of 5. Vertical control numbers.

	UNCUSED.	USED.
	s. d.	s. d.
1 2d. green, perf. 10.		
(1st) 25.1.91, Nos. 1 to 10000 .. .. .	40 0	10 0
<i>April, 1892.</i> 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.		
2 2d. green, perf. 12, vertical Nos.		
(2nd) 21.4.92, Nos. 10001 to 20000 .. .. .	£25	20 0
3 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
(6th) 12.5.98, Nos. 50001 to 60000 .. .. .	1 6	0 6
4 2d. green, perf. 12, horizontal Nos.		
(4th) 20.5.95, Nos. 30001 to 40000 .. .. .	30 0	2 6
(5th) 17.9.96, Nos. 40001 to 50000 .. .. .	5 0	1 0

*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.

**SOUTH-EASTERN AND CHATHAM AND 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.

1 2d. green, rouletted.		
(1st) 6.6.99, Nos. 1 to 10,000 .. .. .	3 0	1 0

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

**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.

1 2d. green, rouletted.		
(1st) 11.6.00, Nos. 10001 to 20000 .. .. .	2 0	0 9
(2nd) 19.8.01, Nos. 20001 to 30000 .. .. .	1 6	0 9
(3rd) —.9.02, Nos. 30001 to 40000 .. .. .	1 6	0 9

*Variety.*—An entire proof sheet of the 2nd issue without control numbers is known.

**SOUTHWOLD RAILWAY.**

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

1 2d. green, rouletted .. .. .	4 0	0 9
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**TAFF VALE RAILWAY.**

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

	UNUSED.	USED.
	s. d.	s. d.
1 to 10000).		
1 2d. green, perf. 10 .. .. .	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. Benrose & Son, Ltd., Derby, in sheets of 12, 3 rows of 4. Vertical control numbers.

1 2d. green, perf. 10 .. .. .	7 6	7 6
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**WIGAN JUNCTION RAILWAY.**

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

1 2d. green, perf. 12 .. .. .	2 0	0 9
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**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

1 2d. green, rouletted .. .. .	2 0	0 9
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## SCOTTISH RAILWAYS.

## AYRSHIRE AND WIGTOWNSHIRE 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.

1 2d. green, perf. 12 .. .. . (Unknown)

*Note.*—An imperforate proof is in existence.

*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, and issued in sheets of 12, 3 rows of 4.

	UNUSED.		USED.	
	s.	d.	s.	d.
1 2d. green, perf. 12.				
(1st) 23. 1.91, yellow-green on surf. ..	20	0	10	0
(2nd) 1. 9.93, black-green on rough	£5		20	0
(3rd) 17. 8.94, green on thin .. ..	£5		20	0
(4th) 14. 3.96, deep green on medium..	60	0	15	0
(5th) 9. 6.97, olive-green on thin ..	15	0	5	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 .. ..	2	0	1	0
(9th) —. 6.01, yellow-green .. ..	2	0	0	9
(10th) 18.11.02 (not yet seen) .. ..	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 N.E. triangle is broken opposite "of Post."

## 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.

1 2d. green, perf. 12 .. .. . £20 £10

*Note.*—A second and posthumous printing was made in 1898 for the use of collectors and can be distinguished by being on thin paper. Specimens are usually valued at about 5s. Proofs in black occur.

## DUMBARTON AND BALLOCH JOINT LINE.

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

1 2d. green, perf. 11 .. .. . 1 0 0 9

Ayrshire and Wigtownshire.  
Proof.



City of Glasgow Union.  
Original.



Portpatrick and Girvan Joint.  
Original.



**DUNDEE AND ARBROATH JOINT RAILWAY.**

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

	UNUSED.		USED.	
	s.	d.	s.	d.
1 2d. green, perf. 12 .. .. .	5	0	5	0
2 2d. red, perf. 12 (June 16, 1899) .. .. .	0	9	0	9

**GLASGOW AND SOUTH-WESTERN RAILWAY.**

*February, 1891.* Lithographed by Messrs. McCorquodale & Co., Ltd., of Glasgow, 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 "N" of "Conveyance."

1 2d. green, perf. 12.				
(1st) Jan., 1891, l., olive thick paper ..	20	0	10	0
(2nd) —, 1892? l., grey-green, ditto ..	60	0	20	0
(3rd) 24. 6.93, l., deep green, ditto ..	30	0	10	0
(4th) 9. 4.95, l., black-green ..	30	0	10	0
(5th) 22. 1.97, l., green ..	5	0	2	0
(6th) 25.10.98, ll., green ..	2	0	1	0
1 2d. green, perf. 11.				
(7th) 27.10.00, ll., dark green ..	0	9	0	9

**GLASGOW, BARRHEAD AND KILMARNOCK JOINT RAILWAY.**

*February, 1891.* Lithographed by Messrs. McCorquodale & 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 Ia., distinguishable by scratches across the two left hand triangles. Type II. has a dot over the first N of "Conveyance."

1 2d. green, perf. 12.				
(1st) 1891, l., dark grey-green ..	£5		40	0
(2nd) 1892, ? ..			(Unknown)	
(3rd) 1894, Ia., yellow-green ..	£10		40	0
(4th) 1896, Ia., deep green ..	£10		30	0
(5th) 1898, II., green ..	4	0	1	6
(6th) 1900, II., yellow-green ..	0	9	0	9

**GREAT NORTH OF SCOTLAND RAILWAY.**

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

1 2d. green, perf. 12.				
(1st) 1891, green, thick paper ..	20	0	5	0
(2nd) 1893, dark green ..	10	0	5	0
(3rd) 1896, grey-green ..	5	0	3	0
(4th) 1898, blue-green ..	4	0	2	0
(5th?) 1899, dull green ..	3	0	2	0
(6th) 1900, dark green ..	1	0	0	9
(7th) 12.7.02, not yet seen ..	0	9	0	9

*Note.* With the exception of the 1st and 4th printings, the order of the several issues has not been definitely ascertained.

## THE HIGHLAND RAILWAY COMPANY.

*February, 1891.* Lithographed by Messrs. McCorquodale & Co. Ltd., Glasgow, 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 28 to 296.

		UNUSED.		USED.	
		s.	d.	s.	d.
1	2d. green, perf. 12.				
	(1st) Jan., 1891, A, olive-green ..	20	0	10	0
	(2nd) July, 1892, ? .. ..	(Unknown)			
	(3rd) Feb., 1893, B, yellow-green ..	£5		20	0
	(4th) Aug., 1894, B. " ..	20	0	10	0
	(5th) Sept., 1896, C, green .. ..	5	0	2	0
	(6th) Dec., 1898, D, yellowish-green ..	4	0	2	0
	(7th) Apr., 1899, D " .. ..	4	0	2	0
2	2d. green, perf. 11.				
	(8th) Oct., 1899, D, yellowish-green ..	3	0	2	0
	(9th) May, 1900, D " .. ..	3	0	2	0
	(10th) Oct., 1900, D, dark green ..	3	0	2	0
	(11th) Sept., 1901, D, yellow-green ..	1	0	0	9
	(12th) Mar., 1902 (not yet seen) ..	—		—	
	(13th) Aug., 1902 ( " " ) ..	—		—	
	(14th) Jan., 1903 ( " " ) ..	—		—	

*Note.*—The issues of 1892-94 have not yet been definitely identified.

## NORTH BRITISH RAILWAY COMPANY.

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

1	2d. green, perf. 12.				
	(1st) 27.1.91, grey-green .. ..	15	0	5	0
	(2nd) 21.1.92 " (?) .. ..	20	0	10	0
	(3rd) 22.2.94, yellow-green .. ..	15	0	5	0
	(4th) 26.2.96, greyish-green .. ..	4	0	2	0
	(5th) 1.3.98, emerald-green .. ..	15	0	3	0
	(6th) 5.6.99, olive-green .. ..	1	0	0	9
2	2d. green, perf. 11.				
	(7th) 15.6.01, emerald green .. ..	0	9	0	9

*Note.*—The above printings (except the 1st) have never been definitely identified. Those chronicled as 1st and 2nd may possibly be one and the same, in which case the 2nd issue is unknown.

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

## PORTPATRICK AND GIRVAN JOINT LINE.

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

	UNUSED.		USED.	
	s.	d.	s.	d.
1 2d. green, perf. 12.				
(1st?) 1892? surfaced paper .. ..	£25		£15	
(2nd?) 13.11.94, yellow-green .. ..	£20		£10	

*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 AND 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.

1 2d. green, perf. 12.				
(1st) 29. 1.91, dark green .. ..	£10		£5	
(2nd) 15.10.91, deep green .. ..	£15		£5	
(?) Before 1894, bright green .. ..	£20		£5	
(3rd) 12. 2.95, yellow-green .. ..	7 6		4 0	
(4th) 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.

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

1 2d. green, perf. 11.				
(1st) —? 1891? .. ..			(Unknown)	
(2nd) April ..? .. ..			( .. )	
(3rd) January, 1892? .. ..			( .. )	
(4th) September ..? .. ..			( .. )	
(5th) May, 1893? .. ..			( .. )	
(6th) August, 1894? .. ..			( .. )	
(7th) May, 1895, yellowish-green ..	£10		20 0	
(8th) July, 1896, dull grey-green ..	5 0		3 0	
(9th) December, 1897, yellowish-green ..	5 0		3 0	
(10th) October, 1898, deep green ..	3 0		2 0	
(11th) July, 1901, bright green ..	0 9		0 9	

*Note.*—It is possible that the stamps described above as the 8th and 9th printings are really the same, the 9th, in which case the 8th is unknown. The 7th issue has a small T in "Ballycastle."

*Note.*—Imperforate proofs of the 10th issue are known.

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



Proof Impression of above Imitation.



## BELFAST AND COUNTY DOWN RAILWAY.

*February, 1891.* Lithographed by Messrs. R. Carswell & Son, Belfast, and issued in sheets of 9, 3 rows of 3. Type II. has a thicker dash under the D of "2d." than type I. There were several transfers from type I. In the 7th and later printings, the 4th bar in the right hand pillar is smudged at foot.

		UNUSED.		USED.	
		s.	d.	s.	d.
1	2d. green, type I., perf. 11.				
	(1st) 29. 1.91, yellowish-green ?	60	0	30	0
	(2nd) 10. 7.91. ?	(Unknown)			
	(3rd) 23. 5.92. ?	( " )			
	(4th) 25. 11.92. 2nd ?, yellowish-green ?	£10		60	0
	(5th) 14. 9.93. 3rd ?, emerald-green	£10		60	0
	(6th) 20. 8.94. 4th ?, deep green (heavy)	£10		60	0
	(7th) 7. 8.95. 5th ?, yellowish-green ..	£5		40	0
	(8th) 18. 6.96. 5th, dull grey-green	£5		40	0
	(9th) 13. 3.97. 5th, yellowish-green ..	40	0	5	0
	(10th) 1. 2.98. 5th, olive-green (shades vary from almost yellow to grey). This printing was reissued in 1902, the margins of the sheets being left unperforated				
		7	6	3	0
2	2d. green, type II., perf. 11.				
	(11th) 18. 8.98. 6th, brownish-grey	4	0	2	0
	(12th) 27. 11.99 (?) 6th, deep green, printed on 8.3.99	7	6	2	0
	(13th) 18. 1.00. 6th, green, thick paper	2	0	2	0
	(14th) June, ? 01, 6th, black-green	1	6	0	9
	(15th) 1902 ?, 6th, green ..	4	0	2	0
	(16th) 1902 ?, 6th, black-green, green ..	1	0	0	9

*Note.*—The first nine issues have never been definitely identified, but the order for those printed from the 5th transfer is believed to be approximately correct.

*Variety.*—An imperforate proof sheet of the 12th printing is known. The 10th is known imperforate vertically.

## BELFAST &amp; NORTHERN COUNTIES RAILWAY.

*February, 1891.* Lithographed by Messrs. R. Carswell & Son, Belfast, and issued in sheets of 9, 3 rows of 3. There are two sets and two varieties of type II., distinguished as follows:—Type I. the line over E of "Single" is almost invariably broken or indented. Occasionally in the early transfers and invariably in the 5th (?) transfer the lines are broken near the apex of the S.E. angle, leaving a white patch. In what we assume to be the 3rd transfer the blot at S.W. corner of B of "Belfast" is removed. Type II. does not show these defects, but has others, including dots under I and G of "Single." The so-called 4th transfer is only the 3rd retouched with these dots removed.



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"



## BELFAST &amp; NORTHERN COUNTIES—continued.

		UNUSED.		USED.	
		s.	d.	s.	d.
1	2d. green, perf. 11.				
(1st)	29. 1.91. 1., 1st. yellowish-green	40	0	20	0
(2nd)	20. 4.91. ? .. .. .	(Unknown)			
(3rd)	1. 4.92. ? .. .. .	( " )			
(4th)	1. 4.93. 1., 2nd. yellow-green ..	£5		40	0
(5th)	16. 5.94. 1., 3rd. green (faint) ..	£5		40	0
(6th)	20.12.94. 1., 3rd. deep green (heavy)	£5		40	0
(7th)	6. 8.95. 1., 4th. yellowish-green (heavy) ..	£5		40	0
(8th)	16. 4.96. 1., 5th (?) olive-green ..	£5		40	0
(9th)	23.10.96. 1., 5th. grey-green ..	£5		40	0
(10th)	19. 2.97. 1., 5th. yellow-green ..	80	0	10	0
(11th)	3. 2.98. 1., 5th. olive-green ..	60	0	5	0
(12th)	3. 5.98. 11., 6th. brownish-yellow	10	0	4	0
(13th)	19. 8.98. 11., 6th. brownish-grey	5	0	2	0
(14th)	28.11.98 (?), 11., 6th. deep green	7	6	2	0
(15th)	2. 8.99. 111., 7th. black green ..	5	0	2	0
(16th)	9. 6.00. 111., 7th. green, thick paper	10	0	3	0
(17th)	21. 8.00. 111., 7th. green ..	5	0	3	0
(18th)	1900 ?, 111., 7th. black-green	1	6	0	9
(19th)	1902 ?, 111., 7th. green (imperf. margins) .. .. .	1	0	0	9

*Note.* None of the above printings have been definitely identified, although the order of those of 1897-1902 is probably approximately correct.

*Variety.*—An imperforate proof sheet of the 14th printing is known.

## CASTLEDERG AND VICTORIA BRIDGE TRAMWAY COMPANY.

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

1	2d. green, perf. 12½ .. .. .	0	6	0	9
2	2d. green, perf. 10 .. .. .	3	0	2	0

## CAVAN, LEITRIM &amp; ROSCOMMON LIGHT RAILWAY.

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

1	2d. green, perf. 10 .. .. .	3	0	2	0
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*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, and may be readily distinguished in many ways, notably by the omission of the words after "Cavan" and "Leitrim." On their true character being proved they were withdrawn. For full history see *Ewen's Weekly Circular*, 1898, or *Ewen's History of Railway Letter Stamps*, pages 337-340.

## CAVAN AND LEITRIM RAILWAY COMPANY, LTD.

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

1	2d. carmine, perf. 11 .. .. .	0	6	0	9
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Finn Valley Railway Company.  
Used specimens, authentic originals.



The First Reprint (1807).



Finn Valley and West Donegal Railway.  
A doubtful "Reprint" (1807).



**CLOGHER VALLEY TRAMWAY CO., 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.

	UNUSED.		USED.	
	s.	d.	s.	d.
1 2d. green, perf. 11	30	0	10	0

**CLOGHER VALLEY RAILWAY CO., LTD.**

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

1 2d. green, perf. 10	0	6	0	9
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**CORK AND 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.

1 2d. blue, type I.	3	0	2	0
2 2d. green, type II. (May, 1898)	2	0	1	6
3 2d. green, type III. (1900)	0	6	0	9

*Note.* Type III. has two lines at top instead of three; type I. has two lines at bottom instead of three.

**CORK, BANDON AND 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.

Type I. Comma after "Bandon." No index-number in top left-hand corner.

Type II. Comma after "Bandon." Index No. 195.

Type III. No comma. Index No. 195, 92 or F92.

It is not unlikely that types I. and II. are really the same, but the latter is so thickly printed as to give it a different appearance. All are perf. 12.

1 2d. green, type I., no index No.						
(1st) 10. 1.91, yellow-green	..	..	£10	£5		
2 2d. green, type II., No. "195."						
(2nd) 16. 11.91, bright yellow-green	..	60	0	20	0	
3 2d. green, type III., No. "195."						
(3rd) 16. 1.93, dark green	..	..	40	0	20	0
(4th) 26. 2.94, pale greyish-green	..	..	£5	20	0	
(5th) 22. 10.95, pale green	..	..	30	0	10	0
4 2d. green, type III., No. "92."						
(6th) 14. 12.96, green	..	..	4	0	2	0
(7th) 12. 5.98, green	..	..	2	0	1	0
5 2d. green, type III., No. "F92."						
(8th) 4. 10.99, green	..	..	1	0	0	9
(9th) 19. 1.01 (not yet seen)	..	..	—	—	—	—
(10th) 12. 1.02 (not yet seen)	..	..	—	—	—	—

*Note.* In the 7th printing, the "2" of "92" is generally badly shaped and (20) large (from the "3.")

Great Northern Railway (I.)

Type I. Type II.



Great Southern and Western Railway.

Type I. Type II.



Type III.



**CORK, BLACKROCK AND PASSAGE RAILWAY.**

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

			UNUSED.		USED.	
			s.	d.	s.	d.
1	2d. green, type I.	.. .. .	20	0	5	0
2	2d. green, type II. (1898)	.. .. .	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.

1	2d. green, type I., rouletted in colour.					
	(1st) 19.7.95, green, pale green	.. .. .	80	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 at the Company.

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

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

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

3	2d. green, type III., perf. 11.					
	(4th) 16.5.00, greyish-green	.. .. .	0	9	0	9

**DUBLIN, WICKLOW AND WEXFORD RAILWAY.**

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

1	2d. green, perf. 10, 10½	.. .. .	2	0	1	6
2	2d. green, perf. 11½ (1900)	.. .. .	0	9	0	9

**DUNDALK, NEWRY AND GREENORE RAILWAY.**

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

1	2d. green, rouletted.					
	(1st) 1891, Nos. 1 to 500, yellow-green	20	0	5	0	
	(2nd) 1898, Nos. 501 to 1000, blue-green	10	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 (2), 4 rows of 6.

1	2d. green, perf. 11	.. .. .	£50	£20
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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 details see Ewen's *History of Railway Letter Stamps*, pages 369, 370). Genuine originals are lithographed in pale yellowish-green.

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



## FINN VALLEY AND 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 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.
1 2d. green, type I., perf. 11.		
(1st) January, 1891, (yellow-green .. .. .)	£10	40 0
(green .. .. .)	£5	20 0
(2nd) Dec., 1892, (blue-green .. .. .)	£5	30 0
(grey-green .. .. .)	£5	20 0
(3rd) January, 1895, emerald .. .. .	60 0	10 0
(4th) August, 1897, olive-green .. .. .	3 0	2 0

*Note.* We have evidence of six different printings from type II., but are unable to determine 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, 8 rows of 8.

3 2d. green, type II., perf. 11.		
(5th) April, 1899, green .. .. .	4 0	1 0
(6th) March, 1901, green .. .. .	1 0	0 9
(7th) 1903, emerald-green .. .. .	1 0	0 9

*Note.* The 5th and 6th printings are almost exactly alike in appearance, but in the 6th the white circle round the shield is invariably broken under "RA" of Railway.

### GREAT SOUTHERN AND WESTERN RAILWAY.

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

1 2d. green, type I., perf. 11.		
(1st) 1891, dull green .. .. .	80 0	15 0
(2nd) 1892? dark green .. .. .	£5	10 0
(3rd) 1894? green .. .. .	£5	10 0
(4th) 1895? green .. .. .	£5	10 0
(5th) 1896? emerald-green .. .. .	5 0	3 0
2 2d. green, type II., perf. 11.		
(6th) 6.7.98, bluish-green .. .. .	4 0	2 0

*Note.* It is not known how many printings were made from type I., but five are known, although in what order the first four appeared has not been ascertained.

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

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



		UNUSED.		USED.	
		s.	d.	s.	d.
3	2d. type III., perf. 11.				
	(7th) 1899? blue green .. .. .	3	0	2	0
	(9th) 25.2.01, yellow-green .. .. .	1	0	0	9
4	2d. green, type III., perf. 11 x 10.				
	(8th) 10.5.00, grey-green .. .. .	4	0	3	0

*Note.*—Type III. has a thinner figure "2" and shorter bar under "D" of "2."

### 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.

1	2d. green, perf. 10 .. .. .	£20	£20
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*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 most of the facsimiles date back further than 1897. For full particulars see *Ever's History of Railway Letter Stamps*, pages 389-391. Genuine originals are printed in dark blue-green, with very defective perforation.

### LONDONDERRY & LOUGH SWILLY RAILWAY CO.,

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

1	1d. blue, perf. 12 .. .. .	3	0	3	0
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*Note.*—Imperforate impressions of a 2d. stamp in this design are known, and would appear to be entirely bogus.

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

1	2d. rose, perf. 10 .. .. .	0	6	0	9
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*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 & Nolle, Dublin, in sheets of 60, 10 rows of 6.

1	2d. green, type I., perf. 10 (30.1.91) .. .. .	2	0	1	0
2	2d. green, type II., perf. 11 (1.1.99) .. .. .	0	9	0	9

### SLIGO, LEITRIM & NORTHERN COUNTIES RAILWAY.

*February? 1891.* Lithographed by Messrs. R. Carswell & Sons, Belfast, and issued in sheets of 9, 3 rows of 3.

1	2d. green, perf.				
	(1st) — 1891? yellowish-green? .. .. .	£10	£		
	(2nd) 8. 3.92? .. .. .	(Unknown)			
	(3rd) 15. 4.93? .. .. .	( .. )			
	(4th) 2. 3.94, pale olive-green? .. .. .	£5	60		
	(5th) 14. 8.96, yellow-green .. .. .	10	0	5	
	(6th) 7. 9.98, olive-grey .. .. .	5	0	3	
	(7th) Early 1901? emerald green .. .. .	0	9	0	

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

## TRALEE & DINGLE LIGHT RAILWAY & TRAMWAY COMPANY.

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

	UNUSED.		USED.	
	s.	d.	s.	d.
1 2d. green, perf. 10 .. .. .	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.

1 2d. green, perf. 12.				
(1st) 1891 ? yellowish-green .. .. .	£20		£5	
(2nd) 1895 ? dull green .. .. .	10	0	10	0
2 2d. brown-red, perf. 11 (1898) .. .. .	7	6	7	6

## WATERFORD & TRAMORE RAILWAY.

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

1 2d. green, perf. 12 .. .. .	1	0	0	9
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*Note.*—No entire sheets are known to exist.

## WATERFORD, DUNGARVAN & 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.

1 2d. vermilion, perf. 12 .. .. .	4	0	5	0
2 2d. pink, perf. 11, 1898 .. .. .	2	0	3	0

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

## WATERFORD AND LIMERICK RAILWAY.

*February, 1891, to 1896.* (The title of the Company was changed to "Waterford, Limerick and Western Railway," as from 1.1.96.) Lithographed by Messrs. N. Harvey & Co., Waterford, in sheets of 4, 4 rows of 6.

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

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

## WATERFORD, LIMERICK AND 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, and issued in sheets of 24, 4 rows of 6 or 6 rows of 4, or sheets of 12, 3 rows of 4.

	UNUSED.		USED.	
	s.	d.	s.	d.
1 2d. green, perf. 11.				
(1st) 1896? emerald-green .. ..	£5		20	0
(2nd) 1897? yellow-green .. ..	7	6	3	0
(3rd) March?, 1898, bright green ...	7	6	3	0
(4th) 1898, dark green .. ..	5	0	2	0
(5th) November? 1898, dark green ..	5	0	3	0
(6th) March? 1899, olive-green .. ..	5	0	3	0
(7th) August? 1900, light green .. ..	5	0	3	0

*Note.* In all except the 1st printing there is generally a faint stop after "Letters." In the 2nd, 3rd, and 4th printings there is a dot under the first E of "Conveyance." For full description of marks and means of identification see Ewen's *History of Railway Letter Stamps*, pages 411 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.

1 2d. green, perf. 11 .. ..	0	9	0	9
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## SUPPLEMENT.

(BROUGHT DOWN TO 30TH JUNE, 1903.)

—:O:—

GREAT WESTERN AND GREAT CENTRAL  
JOINT RAILWAY.

1902 or earlier. Surcharged on 3rd Issue of Great Western Railway "G W & G C JT" in violet with fancy rubber type.

	UNUSED.		USED.	
	s.	d.	s.	d.
1 2d. green, perf. 11 .. .. .	20	0	5	0

Note.—This is the only surcharged issue of a Railway Letter Stamp which has been made. Its existence has only just been discovered.

## LONDON AND SOUTH WESTERN RAILWAY.

The 2d. green, perf. 10 × 11, No. 5 in the catalogue, given as 34th issue, is now believed to have been part of the 34th only. The following correction should be made under No. 6.

(Part of 34th) 17.3.02, III F, bright yellow-green	2	0	1	0
(35th) 12.6.02, III F, dark green (not olive) ..	2	0	1	0
(36th) 9.9.02, III F, yellow-green .. .. .	2	0	1	0

## LONDON, BRIGHTON AND SOUTH COAST RAILWAY.

The 20th issue should be deleted from under No. 4 in the catalogue and placed under No. 5. It was printed at the same time as, and formed part of, the 16th printing, but was perforated at a later date, with margins clipped close.

(20th) 12.3.02, IV., bright green .. .. .	5	0	2	0
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The 22nd printing should also be deleted from under No. 4 and the following additions made to the catalogue.

26 2d. green, perf. 10 × 11.				
(Part of 21st) 23.7.02, IV., pale green ..	3	0	1	6
27 2d. green, perf. 10 and 11, numbered on back.				
(22nd) 10.1.03 (Nos. 1? to 700? (19th)p. 11	5	0	2	0
Nos. 700? to 1100? (17th)p. 10	5	0	2	0
(Nos. 1200? to ? (15th)p. 10	5	0	2	0

This issue probably consists of 6000 stamps, numbered 1 to 6000, the highest we have seen being No. 1284. So far, it consists entirely of odd sheets left over from preceding printings.

**LONDON, CHATHAM AND DOVER RAILWAY.**

A revised list of the early printings has been published in *Everyday Stamp News*, No. 192, together with a description of Transfer I., which has now been identified.

Delete the 17th, 18th and 19th printings from under No. 3 and place under No. 2. They are from Transfer II. The 8th, 9th and 10th printings are from Transfer I.

**METROPOLITAN RAILWAY.**

The following new issue has been made.

	UNUSED.	USED.
	s. d.	s. d.
(16th) 1903, Nos. 14401-15600	£5	1

**MIDLAND RAILWAY.**

A few sheets in the 16th issue were perforated 11. Insert (Part of 16th) 21.3.00 114000 Small N 11. 10 0 2

**SOMERSET AND DORSET JOINT LINE.**

ERRATA.—The 5th and 6th issues have vertical control number

**BELFAST AND COUNTY DOWN RAILWAY.**

The following new printing has been made:

(17th) 23.3.03, 6th, bright emerald green	1	0	0
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**BELFAST AND NORTHERN COUNTIES RAILWAY.**

The following new printing has been made:

(20th) 1903 ? 111., 7th, bright emerald green	1	0	0
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**SLIGO, LEITRIM & NORTHERN COUNTIES RAILWAY.**

The following new printing has been made:

(8th) 1903, bright emerald green	1	0	0
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# 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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