



No. 1.

Priced Catalogue

of the

Newspaper and Parcel Stamps

Issued by the

Railway Companies

of the

United Kingdom,

1855-1906.

Compiled by

H. L'Estrange Ewen.



RAILWAY
NEWSPAPER AND
PARCEL STAMPS

OF THE

UNITED KINGDOM,

ISSUED FROM 1855 TO OCTOBER, 1906.

COMPILED BY H. L'ESTRANGE EWEN.

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PREFACE.

COLLECTORS of British railway stamps have long felt the want of a catalogue of these interesting stamps, which, whilst guiding them in the arrangement of their collection and in the search for new varieties, will also serve as a guide on which they may base their exchange transactions with fellow-collectors. In attempting to provide such a catalogue, the author was met at the outset with a multitude of difficulties. The history of the stamps extends back over 50 years, and during the greater part of this time no references are to be found to these stamps in contemporary philatelic literature. There are, moreover, no representative collections of these stamps which date back more than ten years; the author himself had never troubled much about them, having limited his collection to the letter fee stamps. It was also useless applying to the railway companies for information without defining to some extent the nature of the information desired, and in most cases the available knowledge was so meagre, particularly as regards dates, that it has been deemed advisable in the present edition to merely collect together all the information relating to these stamps which has been hitherto published, and treat the same in much the same way that the author dealt with the letter fee stamps. The author also purchased an entire sheet of almost every railway stamp still in use, and was thus able to re-write the modern history of these stamps with some degree of completeness. Many thousands of the older stamps have also been purchased from dealers and others; and by reconstructing sheets and identifying the printings, additional light has in some cases also been thrown on the earlier issues, but in many cases the early history of some company's stamps still remains shrouded in mystery.

The catalogue has been limited to stamps used for the carriage or conveyance of something other than post-office letters. Consequently stamps issued for fiscal purposes, left luggage labels, and the like, have been omitted, or only a brief reference to them inserted. The line has also been drawn at way-bills, even when inscribed with a fixed value, unless a part of such way-bill is drawn to resemble a stamp.

References :—The author desires to acknowledge the valuable assistance he has received from the articles by "K" and G. W. J. Potter in *Morley's Philatelic Journal* (MPJ) and to the short lists of these stamps in *Morley's Catalogues of British stamps* (MCat.), 1895 and 1897. Other references are to the *Stamp Collectors' Magazine* (SCM) in which there are many valuable references to these stamps before 1870; to *Le Timbre-Poste of Moens* (TP); the *Illustrated London News* (ILN); the *Philatelists' Supplement to the Bazaar, Exchange & Mart* (PSB); *L'Estrange Ewen's Weekly Circular* (LEWC); *Ewen's Weekly Stamp News* (EW); the *Philatelist* (Ph); the *Gazette des Timbres* (GT). The author would be glad to hear of any other magazines containing references to railway stamps.

Origin of Stamps. The British Post Office commenced to issue postage stamps in May, 1840, but it was not until fifteen years later that the railway companies adopted the same idea in connection with the conveyance of newspapers. The introduction of railway stamps was the subject of an illustrated article in the *Illustrated London News* of 21st July, 1855, which reads as follows:—

“NEWSPAPER PARCEL PREPAID STAMPS.

“Labels like the one engraved below have been adopted by the Midland, Lancashire and Yorkshire, North-Eastern, M.S. & L., and East Lancashire Railways for the prepayment of newspaper parcels.

“They are issued in pounds worth to newspaper proprietors only, and the parcel, being duly labelled, passes free, not only over one, but if a through parcel, over all the lines of the associated railways.

“The rates are very low and specially adopted to enable the transmission of newspapers to all places. It is, in fact, the postage stamp system applied to newspaper parcels.

“Some time since it was proposed to apply this system to all small parcels, but some of the companies did not see their way to the change as a general one. This excellent system is at present confined to the above companies, but surely the L. & N.W., and Great Northern Companies will follow and give the Metropolitan press the advantages of the new system, now confined to the country.

“The system of a cheap prepaid label or stamp avoids booking, weighing at station, and delay, and enables the transmission of newspapers into localities where otherwise, from high cost of conveyance, they could never penetrate except to the houses of the rich.”

From 1712 to 30th June, 1855, newspapers were subject to a tax (which varied from $\frac{1}{4}$ d. to 4d., rising to this latter figure in 1815) in virtue of which, however, they could be sent by post free of charge. The tax, with its attendant privilege, was abolished as from 1.7.1855 by an act passed on June 15th of that year. The minimum rate for conveyance of newspapers by post was fixed at 1d., subsequently reduced in October, 1870, to $\frac{1}{2}$ d.

Early History of Railway Stamp Collecting. At first Railway Stamps do not seem to have attracted much attention from collectors; in fact it was not until 1860 that the stamp hobby became at all popular. In 1863 the *Stamp Collectors' Magazine* commenced to be published and for about ten years frequently referred to the issues of new Railway Stamps. On the continent the stamps were also regularly chronicled about this time, and M. Moens, the distinguished stamp-dealer of Brussels, purchased, from time to time, quantities of a few hundred specimens from the companies known to him, saving in this way from use and destruction a number of varieties that would quite probably have otherwise remained unknown at the present day. But unfortunately M. Moens ceased to import these stamps in 1869. From 1870 to 1890 little more was heard of these stamps in philatelic circles, but in 1895, Mr. Walter Morley, who had for some years been collecting them, devoted some pages in his catalogue of British stamps to a short list of the varieties known to him, and again in 1897 he referred to them. In 1898 came the “boom” in Railway Letter Stamps and quite a number of collectors took up the newspaper and parcel stamps also, without, however, going very deeply into the matter.

Designs of railway stamps. Whilst almost all the railway letter stamps are in one and the same design, there is but little uniformity amongst the newspaper and parcel stamps, at any rate amongst those of the English and Irish Companies. Most of the original designs were large but there has been a general tendency to reduce them in size and at the present day but few of the large designs survive. With this exception there has been wonderfully little change, other than would be caused by change of printer or redrawing of the design. The North-Eastern stamps of to-day are the same in colour and appearance as those of the first issue of 1855, a record of longevity which has never been beaten and only once equalled by a postage stamp (the 5d. of New South Wales issued in 1855 and still current to-day).

Stamps were originally issued for the prepayment of newspapers only, but about 1877 (see note to first issue of the Midland Great Western Railway of Ireland) the system was also extended to parcels, and since 1899 most of the leading Companies have decided that stamps have advantages over the old system of cash payments and way-bills.

The earliest stamps were inscribed "Prepaid Newspaper Parcel" to which, in most cases, "At Owner's Risk" was subsequently added, although the Great Western Railway still omits these words. In most cases a separate design was adopted for single newspapers inscribed "For One Newspaper Only," but one would have thought it were much simpler to follow the example of the post-office and have one set inscribed "Newspapers" or "Parcels" on the same lines as "Postage and Revenue."

Values. At first some of the companies were inclined to express the values in weight, but owing to the rates varying according to distance, this method was quickly found rather cumbersome, and it has only been retained by the North-Eastern Railway Company for local parcels. Farthing stamps are limited to the Scottish railways, and in England $\frac{1}{4}$ d. appears to be the minimum for a single stamped newspaper, although, of course, immense numbers of newspapers are carried at a lower rate by special contract. The stamps in use in England for newspaper parcels are usually of the values of $\frac{1}{4}$ d., 1d., 2d., 3d., and perhaps 4d. and 6d., but there is little call for any others. For parcels, the values are usually 1d., 2d., etc., to 1/- (rising by pennies) and to 5/- (rising by shillings), but only the more important stations keep a full stock. News Correspondence stamps are of the values 2d., 3d. and 4d., but are only issued by a few companies, such correspondence being generally sent by Railway Letter Post. "Corn Samples" stamps are 3d. in value, and prepay samples under 1lb. in weight. Several companies also issue special sets for "Farm and Agricultural Produce," the values ranging usually from 6d. to 1/6.

Consecutive Numbering. The Companies are almost unanimous on the advisability of consecutive numbering, but there appears to be great divergence of opinion as to the correct method of numbering a sheet of stamps. This ought however to be very simple. Most people are right handed and therefore the first stamp to be torn from a sheet will in the natural course be that

at the right-hand top corner, followed by the one below it. Numbering should therefore run TBRL (top to bottom, right to left), but as a matter of fact, not a few of the companies number their stamps RLTB, which makes the sheets much less convenient to handle, whilst the methods TBLR and LRTB are only suitable to left-handed men. The numbering sometimes follows the ticket system and commences at "00" and sometimes at "1," there is no uniformity.

Some companies go to the expense of numbering the stamps but do not get the full advantage of the numbering system. One would be inclined to say that the first principle of numbering is the non-duplication of any number; unless this principle be rigidly observed, the numbering does not confer a separate identity on the stamp, which is the usual object of numbering the stamps. Of course, even where the numbering frequently recommences at 1, there is not much difficulty in controlling the use of the stamps, but the numbers are useless to decide, for instance, such a point as whether stamps are being fraudulently used a second time. It is so easy to continue the numbering up to 100,000 or 1,000,000 and then insert a serial letter or figure, that it is rather surprising the companies do not take this means of making the numbering thoroughly effective. The simplest and cheapest method by far is to engrave a serial letter "A," "B," etc., and number from 1 to 1,000,000 in respect of each letter. Another way to effectively distinguish the stamps would be to print in sheets of 25, each stamp with a separate letter (A to H, J to Z) in the corner. Each sheet would then bear a distinctive number but all the stamps on a sheet would bear the same number and be distinguished by letter only. The best system is however probably that of the G.W.R., as illustrated at foot of page 35, where the serial number "S1" may be seen engraved in the spandrels of the stamp.

The Great Northern Railway is the only Company of large mileage which has never numbered its stamps.

Statistics. It is impossible in the present edition to give any statistics relating to the use of Railway Stamps, as there is but very little information available on this subject, and in many cases none can be gained by an examination of the numbering on the stamps. In some cases even the date of issue is not known to within 20 years. The L. & N.W. issued 12,000,000 Id. newspaper stamps between about 1860 and 1897, and since 1899 about 10,000,000 6d. parcel stamps have been issued. These figures are probably in the neighbourhood of the record.

In concluding these notes, the author thinks it advisable to point out that this work is not put forward as a complete Catalogue. There are certainly many omissions, and the fact that a variety has been overlooked does not even argue that it is rare. The author only commenced to study the subject some three months before writing these lines, and the present Catalogue is really published as a working basis for future investigations.

H. L'ESTRANGE EWEN.

ENGLAND AND WALES.

BARRY RAILWAY.

(Opened in 1889.)

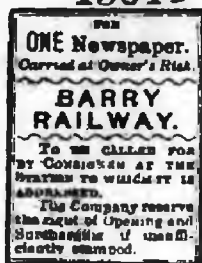
4337



Design I., 24 x 31mm. Printed in sheets of 4 rows of 6. Black control numbers, running LRTB or TBRL.

"Prepaid Newspaper Parcel" (before 1897).						Unused.		Used.	
						s.	d.	s.	d.
1	1d.	black on white, p. 12, 11	...	...	...	0	4	0	2
2	2d.	" " blue, p. 12, 11	...	...	...	0	6	0	2
3	3d.	" " rose, p. 12, 11	...	...	..	0	9	0	3

13644



Design II. Sheets 4 rows of 6. Black control numbers.

"For One Newspaper" (1900 or earlier).

4	($\frac{1}{2}$ d.)	black on yellow, p. 11 $\frac{1}{2}$? , II.	0	2	0	2
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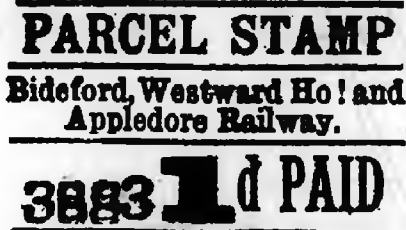
There is only one series of numbers which had reached the following numbers on 9.10.06:— $\frac{1}{2}$ d. 13668; 1d. 376783; 2d. 174496; 3d. 138136. Number of printings unknown.

References:—MPJ 3.00/22; MCat. 7.97.

Applications for stamps to the Secretary, Barry Railway, Barry Docks, S. Wales. (Not less than 60 of a kind supplied).

BIDEFORD, WESTWARD HO ! & APPLEDORE RAILWAY.

(Opened 18.5.1901.)



Design I., 47 × 28mm. Type-set. Issued in rolls, imperf. at top and bottom. Horizontal control numbers in black.

" Parcel Stamp " (in capitals), 1901 ?(i.) *Without coloured overprint.*

					Unused.	Used.
					s. d.	s. d.
1	" 1d. PAID,"	black on buff	...	...	0 3	0 3
2	" 2d. PAID "	" ?	...	...

(ii.) *With horizontal band in rose.*

3	" 1d. To Pay,"	black on blue	...	...	0 3	—
4	" 2d. To Pay "	" "	...	...	0 6	—



Design II., same as before, but re-set, 49 × 25mm. Vertical control numbers in black.

" Parcel Stamp " (in small letters) 1904 ?

5	" 2d. Paid,"	black on white	0 6	0 6
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Note.—The space between the stamps is much greater in the case of No. 5 than in that of the others.

Application for stamps to the Secretary, B.W. & A. Ry., Bideford.

BIRKENHEAD RAILWAY.

(Jointly owned by G.W. and L. & N.W. since 1.1.60.)

No special stamps are issued.

BISHOP'S CASTLE RAILWAY.

(Opened 1.2.1866.)



Design I., 24 × 31mm. Lithographed in sheets of 6 rows of 5 at present (formerly 12 or 8? rows of 5). Unnumbered.

"Prepaid Newspaper Parcel."

						Unused.		Used.	
						s.	d.	s.	d.
1	½d.	green,	p. 12	...	...	0	2	0	2
2	1d.	"	p. 11	...	...	0	3	0	2

Note.—Earliest known date of use 10.04.

Applications for stamps to the Receiver and Manager, Bishopscastle Ry., Wrexham.

BLACKPOOL & FLEETWOOD TRAMROAD COMPANY.

(Opened 14.7.98.)

No stamps of any kind had been issued up to 29.9.06.

BRADFORD TRAMWAYS & OMNIBUS CO.

Reference :—MPJ 4.06/33.

BRIGHTON & ROTTINGDEAN SEASHORE ELECTRIC TRAMROAD.

(Opened 30.11.96.)

No stamps of any kind are issued.



At Owner's Risk.

BRECON & MERTHYR RAILWAY.

(Opened 1863.)

Design I., 49 × 62mm.

"Prepaid Newspaper Parcel."

							Unused.	Used.
							s.	d.
							s.	d.
<i>(i.) Without "At Owner's Risk."</i>								
1	½d. ?	...	...	...	...	...
2	1d. ?	...	...	...	...	...
3	2d. ?	...	...	...	...	...
4	3d.	black on rose,	imperf.	...	...	...	2	0
5	6d.	,,	white	,,	...	...	3	0
<i>(ii.) With "At Owner's Risk" added under the design.</i>								
6	3d.	black on rose,	imperf.	...	...	...	2	0
<i>(iii.) With "Owner's Risk" added above the design.</i>								
7	½d.	black on blue,	perf.	12½	...	...	10	0
8	1d. ?	...	...	...	...	...
9	2d.	black on green,	perf.	12½	...	...	10	0

Note.—Issues i. and ii. were made in singles; the ½d. of issue iii. was printed from a plate of 6 types, 3 rows of 2, two impressions of which, side by side, constituting a sheet of 12 as issued. The 2d. were issued in sheets of 6(?).

There were two dies, the earlier of which had a vertical bar on the dotted ground under C of "Parcel." The 3d. and 6d. are all die i. I have seen a side pair of the 2d. dies i. and ii. from the same sheet, but in its latest state the plate was made up of electros from die ii. only.

Brecon & Merthyr Railway—continued.



Design 11. Smaller, 24 × 36mm. Sheets of 12, 4 rows of 3.

“Prepaid Newspaper Parcel.”

		(i.) Unnumbered.		Unused.		Used.	
				s.	d.	s.	d.
10	½d. black on blue, perf. 11	...	...	0	6	0	6
11	1d. „ yellow „	...	...	0	9	0	6
12	2d. „ green „	...	...	1	0	0	6

(ii.) With black control numbers and serial letter. Die redrawn with horizontal instead of vertical lines of shading (1903?).

13	½d. black on blue, perf. 11, letter A	...	...	0	2	0	2
14	1d. „ yellow „ „ A, B	...	...	0	3	0	2
15	2d. „ green „ „ A	...	...	0	6	0	2

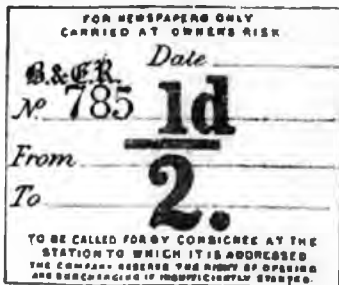
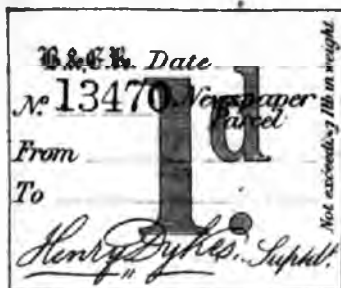
Note.—Each serial letter represents 10,000 stamps.

References:—MPJ 4.00/30.

Applications for stamps to the Accountant, B. & M. Ry., Tredegar Chambers, Newport, Mon.

BRISTOL & EXETER RAILWAY.

(Opened 1.5.1844, absorbed by G.W.R. 1876.)



Design 1., 40 × 34mm.

(i.) With blank space at top and bottom. Inscriptions similar to

Bristol & Exeter Railway—continued.

those of *S. Devon Rly.*, with addition of "Not exceeding 1lb. in weight" reading up the right side.

"Newspaper Parcel."

(a) *With signature of "Henry Dykes, Suptdt." at foot (1866 ?).*

		Unused.		Used.	
		s.	d.	s.	d.
1	1d. black on white, perf. 10	60	0	—	—

ii.) *Same, without inscription at right side and without signature at foot.*

2	1d. black on white, perf. 12½	40	0	—	—
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(iii.) *With spaces at top and bottom filled in with 2 and 4 line inscriptions respectively (1875).*

"For Newspapers Only."

3	1d. black on white, perf. 10	60	0	—	—
4	1d. ? ... ..	...	...	...	...
5	2d. black on yellow, perf. 10	40	0	50	0

Note.—2d. No. 3511 is known dated 5.4.75, Tiverton.

References:—SCM 6.66/— (where the 1d. is mentioned); MPJ 5.00/38; 6.05/50; 5.06/37.

BRISTOL & GLOUCESTER RAILWAY.**Newspaper Parcel.**

Design I. Sheets of — ?

- (a) *With signature "Henry Dykes" at foot; imperf.*
 (b) *Ditto, perf. 10; overprinted "Not exceeding 1lb. in weight."*
 (c) *Signature and overprint omitted; perf. 12½.*

1	1d. black on white.		
	(a) before 1890 ? Nos. — ?	...	...
	(b) " " Nos. — ?	...	...
	(c) " " Nos. — ?	...	...
2	2d. black on blue.		
	(a) before 1890 ? Nos. — ?	...	...
3	3d. black on rose.		
	(a) before 1890 ? Nos. — ?	...	...
	(b) " " No. 8577 known	...	...

References:—MPJ 5.00/38; 2.01/14; 4.06/30; 5.06/37.

BURRY PORT & GWENDRAETH VALLEY RAILWAY CO.

Opened 1869. No stamps of any kind had been issued up to 29.9.06.

CAMBRIAN RAILWAYS.

(Amalgamation of various Companies in 1864.)



AT OWNER'S RISK.

"Prepaid Newspaper Parcel."

Design 1., 47 x 62mm. (before 1880).

Die i. Without "At Owner's Risk" at foot. "Prepaid Newspaper" in letters of same size as "Parcel."

					Unused.		Used.	
					s.	d.	s.	d.
1	½d.	black on rose ?	...	...	...	...	...	...
2	1d.	" white ?	...	...	...	...	...	...
3	1½d.	" blue ...	...	...	...	4	0	—
4	2d.	" yellow ?	...	...	...	...	...	...
5	3d.	" green	...	...	...	5	0	—
(b) <i>Rouletted.</i>								
6	½d.	black on rose ...	...	...	...	3	0	—
7	1d.	" white	...	...	...	3	0	—

Note.—These stamps appear to have been printed in sheets of two, but of the ½d. I have only found one type.

Cambrian Railways—continued.

Die ii., 1896? with "At Owner's Risk" at foot. "Prepaid Newspaper" in larger letters. Ornaments before and after "Parcel" without dots as illustrated above. Sheets of 12?

		Unused.		Used.	
		s.	d.	s.	d.
8	1d. black on white, perf. 10	1	0	0	6
9	2d. " yellow " 12½	5	0	3	0
10	3d. " green " 12	2	0	2	0
11	6d. " vermilion " 12½	10	0	10	0

Note.—There were probably several dies, the stamps being successively perforated 12½, 12 and 10 or 10½, but the material at our disposal is not sufficient to enable us to describe them. The 6d. has no stop after "Railway" which may signify another die or be merely accidental.

Die iii., 1900? same but redrawn, the ornaments now ending in dots of colour. The line under YS of Railways is broken. Sheets of 12, 3 rows of 4.

12	1d. black on white, perf. 10	0	3	0	2
13	2d. " yellow "	0	6	0	3
14	3d. " green "	0	9	0	4
15	6d. " vermilion "	1	6	1	0

Proofs, imperforate.

16	1d. black on white, imperf.	0	6	†	
17	2d. " yellow "	0	9	†	

Design II. Smaller, 28×38mm. With "At Owner's Risk" at top. Sheets 3 rows of 4.

18	½d. black on red.				
	(a) —.97? on rose, p. 12½	5	0	3	0
	(b) —.97? on glazed vermilion, p. 12½	3	0	2	0
	(c) —.00? on red, p. 11	0	6	0	3
	(d) —.06? " p. 10	0	2	0	2

Note.—There are probably several dies.

References:—MPJ 3.00/ii.; 4.00/30.

Applications for stamps to the Secretary, Cambrian Rlys., Oswestry.

CHESHIRE LINES COMMITTEE.

(The Committee was formed on 5.7.1865.)

"Prepaid Newspaper Parcel."

Design I., 42×57mm. Overprinted in blue with conditions in six lines.

1	1d. orange-red, perf. 12	10	0	5	0
2	2d. " "				
3	3d. " "				

Cheshire Lines Committee—continued.



Unused. Used.
s. d. s. d.

4	4d. ?	...	...	...	...	...	...
5	6d. ?	...	...	...	...	...	...
6	1/- ?	...	...	...	...	...	...

Note.—Morley's Catalogue, 7.97/93, also makes mention of "4d. black on green," "6d. black on blue," and "1/- black on white," all "perf. 12½," inscribed "Cheshire Stamp"; also of a 2d. magenta, perf. 13½, which may be an earlier printing of above No. 2. Further details of these stamps are desired.



Die i.



Die ii.

Cheshire Lines Committee—continued.

Design II. Smaller, 33×45mm.

Die i., 12.94? With stop after "Committee" and none after "Parcel." Sheets, 5 rows of 6.						Unused.		Used.	
						s.	d.	s.	d.
7	½d.	brown, perf.	10	...	...	1	0	0	6
8	1d.	" "	10, 11	...	...	0	4	0	2
9	2d.	" "	10	...	...	1	0	0	6
10	3d.	" "	10	...	...	1	0	0	6
11	6d.	" "	10? 11	...	...	1	0	1	0

Note.—The 1d. was re-issued in 1906.

Die ii., 1897? redrawn, with stop after "Parcel" and none after "Committee." Figures of value altered in shape. Sheets 5 rows of 6.

(a) Perforated.

12	½d.	brown, perf.	12, 11	...	...	0	2	0	2
13	1d.	" "	12, 11½, 11	0	2	0	1
14	2d.	" "	12, 11½, 11	0	4	0	1
15	3d.	" "	12	0	6	0	1

(b) Rouletted.

16	1d.	brown, roul.	7	0	3	0	1
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Note.—There appears to be only one series of the 3d. die ii., but there are a large number of series of the 1d. and 2d. values, each running from 1 to about 30,000, the same numbers thus having been many times duplicated. No serial letter is inserted to distinguish the various series, as is the case with most other Companies.

References:—MPJ 10.00/78; 6.06/46.

Applications for stamps to the Secretary, C.L.C., Liverpool (sheets of 30 supplied only).

CLEATOR & WORKINGTON JUNCTION RAILWAY.

(Opened 1.10.1879.)



Cleator & Workington Junction Railway—continued.

“Prepaid Newspaper Parcel.”

Design I., 1900 ? 39 × 40mm. Sheets of 12, 4 rows of 3. Unnumbered.

					Unused.		Used.	
					s.	d.	s.	d.
1	½d. carmine, perf.	12, 11...	...	...	0	2	0	2
2	1d. „ „	12, 11...	...	...	0	3	0	2

Note.—In MPJ 10.00/78 it is stated that the sheets consist of 6 stamps only in 2 rows of 3. In 1906 the size was 4 rows of 3.

Applications for stamps to the Secretary, C. & W.J. Ry., Central Station, Workington.

COCKERMOUTH, KESWICK & PENRITH RAILWAY.

(Opened 2.1.1865.)



Design I., 1890 ? 32 × 40mm. Sheets, 4 rows of 3. Unnumbered.

“For Newspaper Parcels and Letters.”

1	½d. black on lilac, perf.	12, 11 ...	...	...	0	2	0	1
2	1d. „ white „	12, 11 ...	...	...	0	2	0	1
3	2d. red on white „	12, 11 ...	...	...	0	4	0	1
4	3d. „ „ „	12, 11 ...	...	...	0	2	0	1

Note.—There are two or more types of the above, the latest having a smaller “d” in the value.

“For One Newspaper Only.” ?

5	½d. black on dull rose, perf.	12	0	2	0	1
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Note.—No. 5 is mentioned as current in MPJ 10.00/78.

Applications for stamps to the Secretary, C.K. & P. Ry., Keswick.

COLNE VALLEY RAILWAY.

(Opened 13.8.1859. Stamps first issued 1884.)

**“One Newspaper.”**

Design I., 30×40mm. Sheets, 3 rows of 3. With black control numbers.

					Unused.		Used.	
					s.	d.	s.	d.
1	½d. brown, perf. 12	...	...	...	0	2	0	2

“Parcels Service.”

Design II., 35×46mm. Sheets of 12, 4 rows of 3. Black control numbers.

2	1d. blue, perf. 12, 11, 11½	...	...	...	0	3	0	2
3	2d. „ „ 12, 11	...	...	...	0	6	0	4
4	4d. „ „ 12, 11, 11½	...	...	...	0	9	0	6
5	6d. „ „ 12	...	...	...	1	6	1	0

Proofs, without control numbers.

6	1d. blue, perf. 11	...	...	...	0	6	†
7	2d. „ „ 11	...	...	...	0	6	†

Note.—The control numbers appear to run from 1 to 2000 and then start again at 1.

References:—MPJ 11.00/86.

Applications for stamps to the Accountant, C.V. Rly., Halstead, Essex.

CORNWALL RAILWAY.

(Opened 4.5.1859, amalgamated with G.W.R. in 1889.)

**"Newspaper Frank."***Design I., 1883 or earlier, 45 × 30mm. Sheets of — ?*

					Unused.		Used.	
					s.	d.	s.	d.
1	½d. vermilion, perf. 12	...	...	...	30	0	—	—
2	1d. black, perf. 12...	...	...	...	
3	2d. blue	„	...	...		
4	3d. rose	„	...	...	15	0	—	—

*Design II., 50 × 33mm. Sheets of — ?**(a) "Issued by J. Hender, Chief Accountant" at foot.*

5	1d. black, perf. 12½ ?	...	...	...	...
6	2d. blue	„	?	...	...

(b) "Issued by J. Connor, Chief Accountant" at foot.

7	1d. black, perf. about 12...	...	...	...	10	0	10	0
8	2d. blue	„	...	...	10	0	10	0
9	3d. lilac-rose	„	...	...	—		10	0
10	6d. green	„	...	...	—		10	0

Note.—Two dies of No. 8 are known. The latest date of cancellation we have seen is 8.9.88.

References :—MPJ 6.00/46.

CORRIS RAILWAY.

(Incorporated 12.7.1858. Stamps first issued 3.7.1895.)

**"Prepaid Newspaper Parcel."**

*Design 1., 1895, 24 × 32mm. Sheets of 120, 10 rows of 12.
Numbered in manuscript.*

				Unused.	Used.
				s. d.	s. d.
1	½d. black on pink, perf. 11	...	...	0 2	0 1
2	1d. " " " "	...	...	0 3	0 1
3	2d. " " " "	...	...	0 6	0 6

Proofs, unnumbered.

4	½d. black on pink, perf. 11 ?	...	...
5	1d. " " " "	...	...	0 3	†
6	2d. " " " "	...	...	0 6	†

References:—MPJ 4.00/ii; 4.00/30.

Applications for stamps to the General Manager, Corris Rly., Corris, Merionethshire.

EAST & WEST JUNCTION RAILWAY ?

(Opened 7.1873.)

EAST & WEST YORKSHIRE UNION RAILWAYS ?

(Opened 20.5.1891.)

EAST LANCASHIRE RAILWAY.

(Amalgamated in 1859 with L. & Y. Railway.)

Newspaper Parcels ?Stamps are mentioned in the *Illustrated London News* of 21.7.1855 as having just been adopted.

References:—MPJ 3.00/22.

EASTERN and MIDLANDS RAILWAY.

(This Company was known under the above title from 1883 to 1893, when it was taken over by the Midland & Great Northern Railways Joint Committee).

**Newspapers.**

Design I., 44 × 30mm. The ½d. is overprinted in black "Single Newspaper ½d." and the 1d. "Two Newspapers 1d."

					Unused.		Used.	
					s.	d.	s.	d.
1	½d. green.							
	(a) 1893 ?	Perf. 12	...	...	...	4	0	—
	(b) 1893 ?	Perf. 11½, 10½	?	...	...	
2	1d. lilac, grey.							
	(a) 1893 ?	Perf. 12	...	...	...
	(b) 1893 ?	Perf. 11½		...	...	

References:—MPJ 12.02/94. No. 1a is known overprinted "Midland & Great Northern Joint Railways" (MPJ 2.02/14).

FELIXSTOWE DOCK & RAILWAY COMPANY ?

(Opened 5.1886.)

FESTINIOG RAILWAY ?

(Opened 1836.)

FLACK'S METROPOLITAN RAILWAY PARCEL DELIVERY.

References:—Morley's Cat. 1.95/64, 7.97/95.

THE FURNESS RAILWAYS.

(First portion opened 11.8.1846; "s" omitted from title 1897;
"The" omitted 1901.)



The Furness Railways—continued.

Design I., 46 × 63mm. With Arms and motto "Cavendo Tutus." Control numbers usually in black, running at first LRTB, afterwards RLTB. The figure of value was apparently re-drawn for each of the earlier printings and in one transfer of the 2d. value the stops after "Railways" and "Tutus" are removed. Sheets, 2 rows of 5 or 6 rows of 5.

"Prepaid Newspaper Parcel."(i.) 1865? *Without overprint. Rouletted.*

					Unused.		Used.	
					s.	d.	s.	d.
1	2 pence, lilac-brown, roul.	6	...	...	5	0	—	—
2	3 " " " "	"	...	...	6	0	—	—

Note.—The 2d. is numbered in blue. A number of the above two stamps were imported in unused condition by Moens, of Brussels, before 1869. After this series, the consecutive numbering recommenced at 1 again.

(ii.) 1875? *Same, but perforated.*

3	1 pence brown, perf.	12½	...	...	3	0	—	—
4	2 " " " "	perf. 12½, 10	...	...	3	0	3	0
5	3 " " " "	perf. 12½	...	...	10	0	—	—

Note.—Two dies each of the 1d. and 3d. and three of the 2d. are known. The latest dies have thinner figures of value, the "2" having also a curved instead of straight tail. There were many printings which cannot at present be distinguished.

(iii.) 1890? *Same as ii., but with overprint vertically in black "To L. & N.W. & Furness Joint Line only."*

6	1 pence brown, perf.	12½	...	...	5	0	—	—
7	2 " " " "	perf. 12½	...	...	7	6	—	—
8	3 " " " "	?	...	...	...	...	—	—

(iv.) *Proofs of ii., imperforate.*

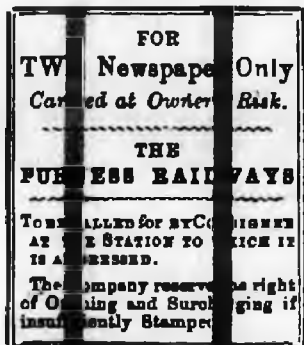
9	1 pence brown, imperf.	...	...	...	—	—	†	†
10	2 " " " "	...	...	...	—	—	†	†
11	3 " " " "	...	...	...	—	—	†	†

"Prepaid Milk Parcel." Same design as above, but with "Milk" substituted for "Newspaper." With control numbers in black. Sheets of 6 rows of 5.

12	6 pence red, perf.	12½	...	...	4	0	—	—
13	9 " " " "	"	...	...	4	0	—	—
14	12 " " " "	"	...	...	7	6	—	—

Note.—These were probably issued before 1870. There are at least two dies.

The Furness Railways—continued.



Design II., 36×40mm. Type-set. Without control-numbers. Overprinted at first with one or two vertical bars in red.

“For . . . Newspaper Only” (the space being filled in with “One” or “Two”).

Type i. No stop after “Railways.” “Consignee” wholly on first line of conditions.

(a) With red bar or bars (1865?).

					Unused.	Used.
					s. d.	s. d.
15	1	Newsp. blue, roul.	...	...	1 6	1 6
16	2	“ “ “	...	...	2 0	2 0

Type ii. Re-set slightly wider, 38×39mm., with stop after “Railways.” “Con-signee” in two lines.

(a) With red bar (1890?).

17	1	Newsp. blue, perf. 12½
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(b) With red bar and overprint in red “To L. & N.W. & Fur. Joint Line Only” (1890?).

18	1	Newsp. blue, perf. 12½	3 0	3 0
19	2	“ ?

(c) Without red bars or overprint (1895?).

20	1	Newsp. blue, perf. 12½	3 0	3 0
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Design III., 36mm. square. Without Arms or Motto. Sheets, 6 rows of 5. With black control numbers running LRTB.

“Prepaid Newspaper Parcel” (except the ½d. which has “Prepaid Single Newspaper” with stop after “Single” instead of “Newspaper.”)

(i.) “The Furness Railways” (1896?).

21	½d.	red, perf. 11, 10
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The Furness Railways—continued.



							Unused.	Used.
							s. d.	s. d.
22	1d. red, perf.	11, 10		
23	2d. " "	11, 10		
24	3d. " "	11	...	...	...	...	0 9	1 0

With L. & N.W. Jt. overprint.

25	½d. red, perf.	10	...	...	...	...	1 0	0 6
26	1d. " "		...	...	...	...	1 0	0 6
27	2d. " "		...	...	...	...

(ii.) "The Furness Railway" (1898?).

28	½d. carmine, roul. in colour		...	...	...	...	0 2	0 1
29	1d. " "		...	...	...	...	0 3	0 1
30	2d. " "		...	...	...	...	0 6	0 1

With L. & N.W. Jt. overprint.

31	½d. carmine, roul. in colour		...	...	...	...	0 2	0 1
32	1d. " "		...	...	...	...	0 3	0 1
33	2d. " "		...	...	...	...	0 6	0 1

(iii) "Furness Railway" (3.02?).

34	½d. carmine, roul. in colour		...	...	...	...	0 2	0 1
35	1d. " "		...	...	...	...	0 3	0 1
36	2d. " "		...	...	...	...	0 6	0 1

With L. & N.W. Jt. overprint.

37	½d. carmine, roul. in colour		...	...	...	...	0 2	0 1
38	1d. " "		...	...	...	...	0 3	0 1
39	2d. " "		...	...	...	...	0 6	0 1

References:—MPJ 2.01/14; 3.02/22.

Applications for stamps to the Audit Accountant, Furness Ry., Barrow-in-Furness.

GREAT CENTRAL RAILWAY.

(Known under this title since 1.8.1897.)

**"Prepaid Newspaper Parcel."**

Design 1., 32 × 48mm. Sheets, 5 rows of 6. Control numbers in black, running LRTB.

(i.) 1897? With "M.S. & L.Ry." in brackets under "Great Central."

						Unused.		Used.	
						s.	d.	s.	d.
1	½d. blue, perf. 12	...	...	...	...	0	6	0	2
2	1d. " "	...	...	...	...	0	2	0	1
3	2d. " "	...	...	...	...	0	2	0	2
4	3d. " "	...	...	...	...	0	4	0	1
5	4d. " "	...	...	...	...	1	0	0	3
6	6d. " "	...	...	...	...	1	6	0	4

(ii.) 1899? With "M.S. & L.Ry." removed.

(a) *Perforated.*

7	½d. ?	...	...	...	...	—	—	—	—
8	1d. blue, perf. 12	...	...	...	...	0	2	0	1
9	2d. " "	...	...	...	...	0	4	0	1
10	3d. " "	...	...	...	...	0	4	0	1
11	4d. ?	...	...	...	...	—	—	—	—
12	6d. blue, perf. 12	...	...	...	...	1	6	—	—

(b) *Rouletted (1905?).*

13	½d. blue, roul. 7	...	...	...	...	0	2	0	2
14	1d. " "	...	...	...	...	0	2	0	1
15	2d. " "	...	...	...	...	0	3	0	1
16	3d. " "	...	...	...	...	0	4	0	1
17	4d. " "	...	...	...	...	0	8	0	3

Note.—The control numbers appear to run from 1 to about 50000, restarting then at 1. There are no serial letters by which to distinguish the several series.

Applications for stamps to the Secretary, Great Central Ry., Manchester.

GREAT EASTERN RAILWAY.

(The title of "Great Eastern" was adopted in 1862.)



"Parcels Service."

Design I., 35 × 44mm.

These stamps were printed by Messrs. Waterlow & Sons, from 1879 to 1894, and subsequently at the G.E.R. Co.'s own printing works. The dies engraved by the latter differ slightly from those of the former, chiefly in the figures of value.

(i.) 1.1.80, *Waterlow Dies.* The 1d. are in sheets of 6 rows of 10, with control numbers running TBRL; the 4d. sheets 3 rows of 5, TBRL; the 6d. and 1/- sheets of ?

				Unused.		Used.	
				s.	d.	s.	d.
1	1d. brown, perf. 12, 10, 11½.			1	0	0	4
	(a) Nos. 1 to 1000000	...	...	0	4	0	1
	(b) Nos. A1 to A920000 ?	...	...	1	0	0	2
2	4d. brown, perf. 12, 10, 11½	...	...	1	6	0	4
3	6d. „ perf. 12, 10, 11½	...	...	3	0	2	0
4	1/- „ perf. 12, 10	...	...		

Note.—The first issue was perf. 12, but from 1880 to 1890 the perforation was either 10 or 12 (10 predominating) and from 1890 to 1894, 10 or 11½ (11½ predominating). Up to about 1888 the colour was lilac-brown but afterwards more of an orange-brown. The quantities printed varied, but about 1894 the supplies of 1d. were 20,000 and of the 4d. 6,000. As a rough estimate we give the following number of printings:—1d. 100; 4d. 100; 6d. 40; 1/- 10. Since about 1890 the use of the 1d. value has increased and that of the higher values diminished; in fact, since 1890 (?) no printing has been made of the 1/-. Nothing is yet known of the transfers beyond that the 1d. Nos. A700000 to A900000 are from the same transfer, which is different to that for Nos. A500000 and higher.

Proofs, unnumbered.

5	1d. lilac-brown, perf. 11½	...	...	0	2	†
6	4d. „ perf. 12	...	...	1	0	†

Note.—The 1d. are from the same transfer as the 1d. Nos. A500000. The 4d. are of older date.

Great Eastern Railway—*continued.*

(ii.) 1894? G.E.R. dies. The 1d. are in sheets of 6 rows of 5, with control Nos. running TBRL; the 4d. 5 rows of 3, TBRL; the 6d. 5 rows of 2, TBRL. Printed on thinner paper.

							Unused.		Used.	
							s.	d.	s.	d.
7	1d.	brown,	perf. 12,	11	...	...	0	2	0	1
8	4d.	"	perf. 12,	11	...	...	0	9	0	1
9	6d.	"	perf. 12,	11	...	...	1	6	0	2

Note.—From 1894? to 1899? the perforation was 12; since 1899? 11. The colour of the first printing was an imitation of the first lilac-brown shade of Messrs. Waterlow, and it seems probable that an old specimen of Waterlow's printing was furnished the G.E.R. printing office as a copy. For the second and later printings the red-brown tint was resumed and since 1900 has become almost red.

The printings have been approximately as follows:—

Lilac-brown, perf. 12. 1d. 1 to 360000?; 4d. 1 to 15000?

Red-brown, perf. 12. 1d. 360001? to 1150000? (in printing numbers over a million the first figure is omitted); 4d. 15001? to 500000?; 6d. 1? to 150000?

Red-brown, perf. 11. 1d. 1150001 to 1900000?; 4d. 500001? to —? 6d. 150001 to —?

The changes of shade and perforation thus fortunately enable the two series of the 1d. from 1 to 1,000,000 to be distinguished. The printings appear to be from 10000 to 15000 stamps at a time of the 4d. and 20000 to 40000 of the 1d., and the same transfer is used for many printings.

These stamps were withdrawn from use 30.4.05.



Design II., 35 × 45mm. No control Nos.

"Express Newspapers."

10 4d. brown, imperf., overprinted with value in black.

(a) "FOUR PENCE" in sans-serif caps. 1 0 —

(b) " " in thicker serifed type 2 0 —

Note.—We are informed on good authority that no such stamps as these were ever issued by the Great Eastern Railway Company.

Great Eastern Railway—continued.



Design III., 28 x 36mm.

"One Newspaper" in black, in centre, over the value. The higher values have respectively "Two Newspapers" (in red), "Three Newspapers" (in blue), "Four Newspapers" (in green).

(a) 2.4.66, without control numbers. Sheets of — ?

					Unused.		Used.	
					s.	d.	s.	d.
21	½d. green, perf. 11, 12½	...	...	...	0	6	0	6
	Variety, imperf.	...	...	...	0	9	†	
	" perf. 12, laid paper	...	...	...	5	0	5	0
22	1d. blue, perf. 11	...	...	...	0	6		
23	1½d. lilac, perf. 11	...	...	...	0	9		
24	2d. rose, perf. 11, 12½, 11½	...	...	...	0	9	0	4

(b) With black control Nos. Sheets, 10 rows of 10 or 6 rows of 10, Nos. running TBRL and in earliest printings commencing at 0 instead of 1. At first with inscription at top reading "One Hundred Stamps, Four Shillings and Twopence" (or as may be) and contract number and date; afterwards with contract number and date only, e.g., "25299 — 7.4. — 1904," which occurs on the 2d. perf. 11.

25	½d. green, perf. 12, 11	...	...	...	0	2	0	1
26	1d. blue, perf. 12, 11	...	...	...	0	3	0	1
27	2d. red, perf. 12, 11½, 11	...	...	...	0	6	0	1

Note.—The numbers run up to 1,000,000 and then start again at 1. The 1d. and 2d. are now probably in either the 3rd or 4th million; the ½d. started at 1 again about 4.06.

"Newspapers in Bulk, 1d." (or "2d.," etc.) in black.

(a) 1903? with control numbers. Sheets, 6 rows of 10, with contract number and date in top left-hand corner.

28	1d. red, perf. 11	...	...	...	0	3	0	1
29	2d. " "	...	...	...	0	6	0	1
30	3d. " "	...	...	...	0	9	—	
31	4d. " "	...	...	...	1	0	—	

Great Eastern Railway—continued.

							Unused.	Used.	
							s. d.	s. d.	
32	6d.	red,	perf.	11	...	...	1	6	—
33	1/-	"	"	"	...	...	3	0	—

Note.—The Nos. run from 1 to about 800,000 in the case of the 1d. and 1 to 130,000 in that of the 2d. (as at 1.11.06). In recent impressions of the 1d. the white line round the design is redrawn, often very irregularly.



Design IV., 52mm. square. Sheets, 5 rows of 4. With black control Nos. (TBRL).

"Corn Samples" (1.2.78).

34	3d.	red and yellow,	perf.	12, 11.					
	(a)	Control Nos.	at top	...	...	...	1	0	0 3
	(b)	"	at bottom	...	...	...	0	9	0 1

Note.—The control numbers run from 0 to about 230,000 (11.08). The control numbers at foot commence about 50,000 or 60,000 and the perf. 11 series about 150,000. There are probably frequent printings, but sometimes the stamps run on without variation for 10,000 and at others each 1000 (?) is different.

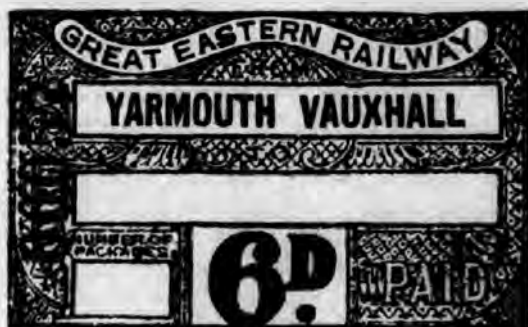


Great Eastern Railway—continued.

Design V., 29 × 38mm. Unnumbered.

"Express Parcels Service" (1.5.79).

						Unused. s. d.	Used. s. d.
41	1d. pink, perf. 12	...	...	...	...
42	2d. blue	"	...	...	...
43	4d. buff	"	...	...	...
44	6d. yellow	"	...	...	...



Design VI., 62 × 38mm., large oblong.

"Paid." First issued, 1.5.05. Issued in rolls, ungummed, wound on a spool, each roll containing 500 or 1000 stamps. Black control numbers.

(a) Control numbers without serial letter, reading up (usually).

51	1d. green, imperf. × perf. 10	...	...	...
52	2d. "	"	...	...
53	3d. "	"	...	...	—	0 2
54	4d. "	"	...	...	—	0 2
55	5d. "	"	...	...	—	0 2
56	6d. "	"	...	...	—	0 2
57	7d. "	"	...	...
58	8d. "	"	...	...	—	0 2
59	9d. "	"	...	...	—	0 2
60	10d. "	"	...	...
61	11d. "	"	...	...
62	1/-	"	...	...	—	0 2
63	2/-	"	...	...

(b) Control Nos. with serial letter, reading down.

64	4d. green, letters A to E...	...	...	...	—	0 1
65	6d. " " A to C...	...	...	...	—	0 1
66	8d. " " A to B..	...	...	...	—	0 1

Note.—Each letter represents 100000 stamps. These stamps often have the name of the issuing station printed on them. Most values occur with the letter Z.

GREAT NORTHERN RAILWAY.

(Incorporated 1846 ; opened throughout 1850.)

"Prepaid Newspaper Parcel."*Design I., 1855 ? Large oblong, overprinted in black with weight in figures and value in words.*

				Unused.	Used.
				s. d.	s. d.
1	"TWO PENCE	3lbs."	green, perf. 11	...	...
2	"THREE PENCE	6lbs."	" " "	...	...
3	"FOUR PENCE	12lbs."	" " "	...	...
4	"SIX PENCE"	(no weight)	" perf. ?	...	...

Same, overprinted in 3 lines with weight, mileage and value in words.

5	"ONE PENNY	1½lbs. under 60 miles,"	green,		
	perf. 10	...	...	...	...

Same, 1856 ? Overprinted with value only, in large figures.

6	2d. green, perf. 10	...	...	...	...
7	3d. " "	...	...	...	...
8	4d. " "	...	...	...	...

References:—SCM 6.66 ; MPJ 3.03/22.

*Design II., 1870 ? Nearly square, 54 × 48mm. Overprinted with value in figures, except 1d.*

9	ONE PENNY	green, perf. 10, 11½	...	...	6 0	6 0
10	2d. green, perf. 10	...	...	...	8 0	5 0
11	3d. " "	12½, 10	...	...	5 0	3 0
12	4d. " "	12½, 10, 11	...	...	6 0	6 0
13	6d. " "	12½, 10	...	...	8 0	8 0

Note.—There are several issues of this stamp varying slightly in the design and also in the overprints of the value. The earliest are perf. 12½ and have the name of the lithographers, Waterlow & Sons, London, at foot.

Great Northern Railway—continued



Die i.



Die ii.

Design III., 1880? Similar but much smaller, being only 28x24mm. Overprinted with value in black.

Die i., 1880? Lithographed by Waterlow & Sons. No stop after "Parcel."

						Unused.		Used.		
						s.	d.	s.	d.	
14	1d.	green,	p. 10, 11, 11½, 12	...	...	0	3	0	1
15	2d.	"	p. 10, 11, 11½, 12	...	...	0	6	0	1
16	3d.	"	p. 10, 10½, 11, 11½, 12	...	...	0	9	0	1
17	4d.	"	p. 10½, 11, 11½...	...	...	1	0	0	2
18	6d.	"	p. 10, 11, 11½...	...	...	1	6	0	2
19	ONE SHILLING green (1876?), p. 10					...	5	0	4	0
20	1/-	green,	p. 10	...	...	5	0	4	0

Note.—There are many printings and various types of the overprints. The 1d., 2d. and 3d. are known imperf., but were not so issued.

Die ii., 1899? Lithographed by Sir J. Causton & Sons in sheets of 60, 10 rows of 6. With stop after "Parcel."

21	1d.	green,	perf. 11...	...	...	0	3	0	1
22	2d.	"	"	...	...	0	6	0	1
23	3d.	"	"	...	...	0	9	0	1
24	4d.	"	"	...	...	1	0	0	2
25	6d.	"	"	...	...	1	6	0	2

References: - MPJ 1.01/6; 11.01.86.



Great Northern Railway—continued.

Design IV., 37 × 42mm.

"Three [or Four] Newspapers."				Unused.		Used.	
				s.	d.	s.	d.
41	1½d.	brown, perf. 12½	...	1	6	—	—
42	2d.	blue, perf. 10	...	1	6	—	—

These are chronicled in SCM 10.66/160, the colour of the 1½d. being given as brick-red. Those imported by Mcens before 1869 are brown.



Die i. (Waterlow?).



Die ii. (Waterlow).



Die iii. (Causton).

Design V., 24 × 29mm. Sheets of 60? The ½d. has the value overprinted in black at a second operation, but in the other values the value is part of the design.

"One Newspaper" or "Two [Three, Four] Newspapers."

Die i., 1866? With lines of shading between each letter of "Railway."

43	½d.	red perf. 10	...	...	...	...	0	6	—
44	1d.	grey	..	...	...	...	0	6	—

The ½d. is mentioned, SCM 8.66/90, as having been issued on 1.1.1866. Mcens' importation before 1869 consisted of the ½d. die ii., perf. 10 and above 1d. die i.

Die ii., 1868? Lithographed by Waterlow & Sons. Similar to die i., but redrawn. Shields 10 instead of 8mm. Shading removed from between letters of "RAILWAY" except AI and WA.

45	½d.	red, perf. 10 to 12½	...	...	...	...	0	1	0	1
46	1d.	grey, perf. 10, 11, 11½, 12	...	...	...	...	0	9	0	3
47	1½d.	brown, perf. 10	0	9		
48	2d.	blue, perf. 12	1	0		

Imperforate.

49	½d.	red, imperf.	0	2		†
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Die iii., 1900? Lithographed by Sir J. Causton & Sons. The shading now consists of three lines of equal length longer than the letters of "Railway." Sheets, 6 rows of 10.

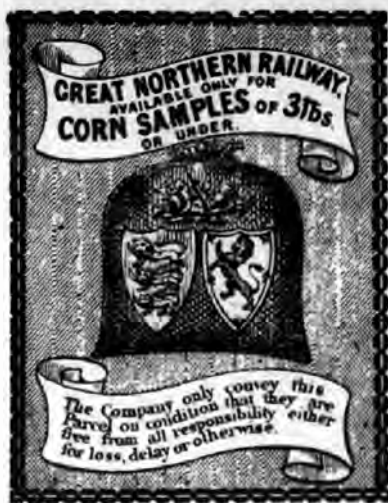
50	½d.	red, perf. 11	...	...	...	...	0	2	0	1
51	1d.	grey	..	...	...	...	0	3	0	1
52	2d.	blue	..	...	...	...	0	6		

Great Northern Railway—*continued.*

Design VI. Almost circular, 34 × 35mm. (including ornaments).

"News Letter." Sheets of 60.		Unused.	Used.
		s. d.	s. d.
71	"2d. ONE MILE TO 100 MILES" red, p. 10, 10½, 11, 11½	0 4	0 1
72	"3d. 101 MILES TO 200 MILES" red, p. 10, 10½	0 6	0 3
73	"4d. ABOVE 200 MILES" red, p. 11	0 8	0 4

Shades vary from magenta to vermilion and pink.
References:—MPJ 2.02/14.



Design VII., 45 × 58mm.

"Corn Samples."

81	"3 lbs. or under," black, p. 12	15 0
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Great Northern Railway—*continued.*

Design VIII., 30 × 24mm. Value, etc., overprinted in black.

"Grain Samples."

*Die i. Lithographed by Waterlow & Sons in sheets of 60,
6 rows of 10.*

86	"ONE POUND OR UNDER" yellow, p. 10, 10½, 11, 11½	Unused.		Used.	
		s.	d.	s.	d.
		0	6	0	1

*Die ii. Lithographed by Sir J. Causton & Sons. Sheets, 6 rows
of 10. The M of "Samples" is defective, the centre strokes
being too short to reach the foot of the letter.*

87	"ONE POUND OR UNDER" yellow, p. 11	0	6	0	1
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"Farm and Agricultural Produce."

Design IX., 43 × 46mm. Sheets of 60, 6 rows of 10.

Die i. Lithographed by Messrs. Waterlow & Sons.

101	6d. (up to 20lbs.) grey, perf. 10	...	...	5	0	—
102	8d. (20 to 30lbs.) " "	...	...	2	0	—

Great Northern Railway—continued.

				Unused.		Used.	
				s.	d.	s.	d.
103	10d. (30 to 40lbs.)	grey, perf. 10	...	...	2	6	—
104	1/- (40 to 50lbs.)	" "	...	...	3	0	—
105	1/2 (50 to 60lbs.)	" "	...	...	3	6	—

Die ii., 1900? Lithographed by Sir J. Causton & Sons. The stamps are closer together in the sheet, and the weight is overprinted in sans-serif letters. The dot under "D" of the value is square instead of round.

106	6d. (up to 20lbs.)	grey, perf. 11	1	6	—
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Note.—A stamp for authorized advertisements is also mentioned in Morley's Catalogue.

References.—MPJ 1.01/6; 11.01/86; 1.02/6; 2.02/14; 3.03/22; 5.05/42; SCM 6.66/90; SCM 10.66/160.

GREAT WESTERN RAILWAY.

(Incorporated 1835).



Die i.



Die ii.

Design I., 1860? 46 x 62mm. Arms and name of railway at top. Black control Nos at top. Value in weight only. Sheets, 6? rows of 5?.

"Prepaid Newspaper Parcel."

1	3lbs. green (4d.), perf. 12½	...	...	...	4	0	—
2	6lbs. " (5d.) "	...	...	...	5	0	—

Great Western Railway—continued.

						Unused.	Used.
						s. d.	s. d.
3	12lbs. green (7d.)	perf. 12½	...	...	...	5 0	—
4	24lbs. " (9d.)	"	...	...	...	10 0	—
5	48lbs. " (1/1)	"	...	...	...	15 0	—

(ii.) Same, but printed in blue to indicate a difference of distance ?

6	3lbs. blue (3d.)	perf. 12½	...	...	...	4 0	—
7	6lbs. " (4d.)	"	...	...	...	5 0	—
8	12lbs. " (6d.)	"	...	...	...	5 0	—
9	24lbs. " (8d.)	"	...	...	...	10 0	—
10	48lbs. " (1/-)	"	...	...	...	15 0	—

(iii.) Same, but printed in red and overprinted "NORTHERN DIVISION" at sides and "under 40 miles" in blank space at foot.

11	3lbs. red, perf. 12½	...	...	...	...	3 0	—
12	6lbs. " "	...	...	...	...	4 0	—
13	24lbs. " "	...	...	...	...	5 0	—
14	48lbs. " "	...	...	...	...	10 0	—

Note.—The above 14 stamps are described in TP 1.69 and it is further stated that they were about to be suppressed, which makes it appear as if they were all in use at the same time.

(iv.) 1870 ? Similar to ii. but value in centre and weight in blank space. No controls or overprint.

15	3d.—3lbs., bistre, perf. 12		
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(v.) 1870 ? Similar to ii. but value in centre and without weight. Black control Nos. at bottom. Lithographed very coarsely with shading covering GRE of "Great."

16	1d. ? ...	...	...	...	...
17	2d. red, perf. 12½	...	...	...	...	10 0	—
18	3d. " "	...	...	...	...	10 0	—
19	4d. " "	...	...	...	...	10 0	—
20	6d. " "	...	...	...	...	20 0	—
21	8d. " "	...	...	...	...	20 0	—
22	10d. " "	...	...	...	...	20 0	—

Note.—Two types of die i. are mentioned MPJ 1.01/6, #.03/22.

Die II.

Re-engraved much more clearly; shading removed from "GRE" of "Great" and "WAY" of "Railway."

(vi.) 1875 ? Thicker paper than issues i. to v.

26	1d. red, perf. 12, 10	...	...	...	...	4 0	3 0
27	2d. " " 10	...	...	...	...	4 0	3 0
28	3d. " " 12, 10	...	...	...	...	4 0	3 0
29	4d. ? ...	...	...	...	...
30	6d. ? ...	...	...	...	...

Great Western Railway—*continued.*

"Prepaid Provincial Newspaper Parcel."

(vii.) 1869? *Similar to v. except for altered inscription.*

							Unused.	Used.
							s. d.	s. d.
23	2d. red, perf.	12½	...	...	...	...	4 0	—
24	3d. "	"	...	...	...	...	5 0	—
25	4d. "	"	...	...	...	...	5 0	—

These three stamps were described in TP 3.69.



Die i. (broad "d").



Die ii. (narrow "d").

Design II. Smaller, 36×32mm. Sheets of 30, 6 rows of 5, with numbers running RLTB.

(i.) *Die i., 1880? Broad "d" in the value.*

31	1d. red, perf.	10, 12	...	...	...	...	2 0	1 0
32	2d. "	" 10, 12	...	...	...	...	2 0	0 9
33	3d. "	" 10, 12	...	...	...	...	2 0	1 0
34	4d. "	" 10	...	...	...	...	2 0	1 6

(ii.) *Die ii., 1882? Narrow "d" in the value.*

35	1d. red, perf.	12	...	...	...	...	0 2	0 1
36	2d. "	" 12	...	...	...	...	0 3	0 1
37	3d. "	" 12	...	...	...	...	0 4	0 1
38	4d. "	" 12	...	...	...	...	0 6	0 1
39	6d. "	" 12	...	...	...	...	0 6	0 1

There are many series of these stamps running from 1 to 1,000,000.

(iii.) *12.00? Same, but printed in black.*

(a) *Perforated.*

40	1d. black on yellow, perf.	12, 11	...	...	...	...	0 2	0 1
41	2d. " blue	" 12, 11	...	...	...	...	0 3	0 1
42	3d. " green	" 12, 11	...	...	...	...	0 4	0 1
43	4d. " white	" 11	...	...	...	...	0 6	0 2
44	6d. ?	...	...	...	...	...	...	...

Great Western Railway—continued.

				Unused.		Used.	
(b) Variety, rouletted in colour.				s.	d.	s.	d.
45	1d. black on yellow, roul.	9½	... ..	—	—	0	4
(c) Perf. all round as well as rouletted.							
46	1d. black on yellow, roul.	9½ + perf.	11 ...	—	—	0	4
47	3d. „ green „ „ „ „ „	„ „ „ „	„ „ „ „	—	—	0	4

There are numerous series of these stamps running from 1 to 1,000,000.
References:—MPJ 4.00/30; 1.01/6; 2.01/14; 3.03/22.



Die i.



Die ii.



Die iii.

"For 1 [2, 3 or 4] Newspapers Only."

Design III., 32 × 38mm. With 1, 2, 3 or 4 vertical green bars.
Black control Nos. Sheets of 60.

(i.) Die i., 1868? "Newspapers" in lower case.

51	1	Newsp., black on red, roul.	in col.	... ..	0	9	1	0
52	2	" " " " " "	" " " "	... ..	2	6	3	0

Great Western Railway—continued.

					Unused.	Used.
					s. d.	s. d.
53	3	Newsp.,	black on red,	roul. in col. ...		
54	4	"	"	" ...	4 0	5 0

Several types of the figure of value occur, even on the same sheet. These four stamps are mentioned TP 1.89.

(ii.) *Die ii.*, 1890 ? "NEWSPAPER" in small capitals.

55	1	Newsp.,	black on red,	roul. in col. ...	1 6	0 9
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(iii.) *Die iii.*, 1900 ? "NEWSPAPER" in sans-serif capitals.

56	1	Newsp.	black on red,	roul. in colour ...	0 2	0 1
57	2	" ?	...	... ..
58	3	" ?	...	... ..

References:—MPJ 5.00/38.

"Grain Samples."

Design IV., 33 × 41mm. Sheets of 20, 5 rows of 4, with numbers running RLTB.

71	3d.	grey,	perf. 12		
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"Shipment Charge."

Design V., 26mm. square. Sheets of 30, 6 rows of 5, with numbering RLTB.

81	1d.	black on white,	perf. 12 ...	... ..	
82	2d.	" blue	" ...	... ..	
83	3d.	" rose	" ...	... ..	
84	6d.	" green	" ...	... ..	
85	1/-	" yellow	" ...	... ..	
86	2/6	" lilac	" ...	... ..	

Note.—The first ? issue was on thick rough paper.
Reference:—MPJ 2.06/14.



Design VI., same size as design V, and almost similar to it, the spandrels being plain instead of lined. Sheets, 6 rows of 5.

"Prepaid Parcel."

(a) 12.04 ? Without serial numbers.

101	1d.	vermilion,	roul. 9½ in col.	0 2	0 1
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Great Western Railway—continued.

						Unused.	Used.
						s. d.	s. d.
102	2d. blue,	roul. 9½ in col.	0 4	0 1
103	3d. green	"	...	...	...	0 6	0 1

Same, with vertical band in colour.

104	2/- black,	red band,	roul. 9½ in col.	...	...	4 0	0 6
105	3/- "	blue "	"	...	...	6 0	0 6
106	4/- "	green "	"	...	...	8 0	0 6
107	5/- "	oran. "	"	...	...	10 0	0 6

(b) 1.05 ? With serial numbers (S1 in lower S2 in upper spandrels).
Above values added to this set 10.06 or ? later.

108	3d. green on white,	roul.	S1	...	...	0 8	0 1
109	4d. black on white	"	S1	...	...	0 10	0 1
110	5d. " red	"	S1	...	...	1 0	0 1
111	6d. " blue	"	S1, 2	...	...	1 2	0 1
112	7d. " crimson	"	S1	...	...	1 4	0 1
113	8d. " lilac	"	S1	...	...	1 6	0 2
114	9d. " yellow	"	S1	...	...	1 8	0 1
115	10d. " green	"	S1	...	...	1 10	0 2
116	11d. orange on white	"	S1	...	...	2 0	0 1
117	1/- black on pink	"	S1, 2	...	...

Note.—The above are mentioned MPJ 4.05/34 ; 11.05/91.



Design VII. Same, but larger, 35 × 33mm.

(a) 9.05 ? With serial numbers in lower spandrels.

118	6d. black on blue, perf. 12, S2, 3	...	...	1 0	0 1
119	1/6 " on white " 12, S1	...	...	3 0	0 6

Note.—These were mentioned MPJ 11.05/91 ; 2.08/14.

GUERNSEY ELECTRIC RAILWAY.

Design I. With control numbers.

"Parcel Ticket" (1906?).

1	1d. brown on green, perf. 11	0 4	—
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HULL & BARNESLEY RAILWAY.

(Opened 20.7.85 ; stamps issued 8.85.)



“Prepaid Newspaper Parcel” (except the $\frac{1}{2}$ d. which has “Prepaid Newspaper” only).

Design I., 35 × 50mm. for the $\frac{1}{2}$ d. value only. Lithographed in sheets of 60, 5 rows of 12.

Design II., 49 × 63mm. for the other values. Lithographed in sheets of 60, 6 rows of 10.

(i.) 8.85. The title is “Hull, Barnsley & West Riding Junction Railway & Dock Co.” Unnumbered.

					Unused.	Used.
					s. d.	s. d.
1	$\frac{1}{2}$ d. carmine, perf. 11	...	...	...	0 2	—
2	1d. brown	..	..	..	1 0	0 2
3	1 $\frac{1}{2}$ d. blue	..	..	..	...	...
4	2d. green	..	..	..	1 6	0 2
5	3d. blue	..	..	..	0 9	—

(ii.) 12.05? The title is changed to “Hull & Barnsley Railway Co.”

6	1d. brown, perf. 11	...	...	...	0 3	0 1
7	2d. green	..	..	..	0 6	0 1

References:—MPJ 11.00/86.

ISLE OF WIGHT CENTRAL RAILWAY.

(Amalgamation of other Companies in 1887.)

**"Parcel Label."***Design 1., 30 × 53mm. Sheets of 24 ?*(a) 4.98 ? *Unnumbered.*Unused.
s. d.Used.
s. d.

1 3d. lilac, perf. 12

(b) 6.98 ? *With black control Nos.*

2 3d. lilac, perf. 12

References:—MPJ 6.01/16.

KENT & EAST SUSSEX RAILWAY.

(Opened 3.00. No stamps had been issued down to 21.9.06.)

LAMBOURN VALLEY RAILWAY.

(Opened 2.4.98. Amalgamated with Great Western Railway, 1905.)

"Prepaid Single Newspaper."*Design 1., 1898 ? 38 × 39mm. Sheets, 6 ? rows of 5 ? (Same design as that of current Furness Ry.)*

1 ½d. colour ? roul. in col. — —

(a) Proof, in black 5 0 †

LANCASHIRE & YORKSHIRE RAILWAY.

(Amalgamation of other Companies in 1847.)

*Design 1., 44 × 58mm.*

- (i.) *Die 1., 1855, with background of vertical lines, ornamented with small triangles standing sideways, with apex pointing to the left. Coarse lines of shading at each end of the inscriptions.*

(a) Black vertical control Nos.						Unused.		Used.	
						s.	d.	s.	d.
1	2d. milky pink, perf. 13	...	...	...	...	5	0	5	0
2	3d. " "	...	...	...	...	5	0	5	0
3	4d. " "	...	...	...	...
4	6d. " "	5	0	5	0

(b) Black horizontal control Nos.

5	1d. lilac-rose to pink, perf. 13½, 12	3	0	2	0
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- (ii.) *1865? Same, but lines at each end of inscriptions worn. Horizontal control Nos. (and in all subsequent series). Triangles with apex pointing to the right.*

6	1d. ? ...	...	...	...	...
7	2d. lilac-rose, perf. 12	...	...	...	...	3	0	2	0
8	3d. " "	...	...	...	...	—		3	0
9	4d. " "	...	...	...	...	—		3	0
10	6d. ? ...	...	...	...	...

Lancashire & Yorkshire Railway—continued.

(iii.) 1870 ? Same, but apex of triangles again pointing to left as in issue i. Shading to left of inscriptions faint.

							Unused.	Used.
							s. d.	s. d.
11	2d. rose, perf. 12	...	...	...	...	3 0	2 0	

(iv.) Die ii., 1875 ? With background of horizontal lines. Apex of triangles pointing upwards.

12	1d. rose, red, perf. 12	...	...	...	...	2 0	1 6
13	2d. red, perf. 12	...	...	...	...	2 0	1 6
14	3d. lilac-rose, perf. 12	...	...	...	...	—	1 6
15	4d. " "	...	...	...	...	1 6	1 6
16	6d. ? ...	...	...	...	...

(v.) 1880 ? Same, but with apex of triangles pointing downwards.

17	1d. rose-red, perf. 12	...	...	...	...	1 6	1 6
18	2d. bright red "	...	...	...	...	1 6	1 6
19	3d. " "	...	...	...	...	1 6	1 6

References:—ILN 21.7.55 ; MPJ 3.00/22.

Design II., 42 × 30mm.

"Prepaid Newspaper."

(a) 1855 ? Vertical control numbers.

20	½d. rose, perf. 13		
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(b) 1865 ? Horizontal control Nos.

21	½d. rose, perf. 13½, 12	2 0	2 0
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Design III., 30mm. square. Similar to that of Railway Letter Stamps.

"Prepaid Single Newspaper" (1892 ?).

(a) Horizontal control Nos.

22	½d. vermilion, perf. 12	...	...	...	...	—	0 2
23	1d. ? ...	...	...	...	...
24	2d. vermilion, perf. 12	...	...	...	...	—	0 2

Lancashire & Yorkshire Railway—*continued.*

"Prepaid Newspaper Parcel" (1892 ?).						Unused.		Used.	
						s.	d.	s.	d.
25	1d.	vermilion, perf. 12	...	...	...	0	2	0	1
26	2d.	"	"	...	...	0	2	0	1
27	3d.	"	"	...	...	0	3	0	1
28	6d.	"	"	...	...	0	6	0	3

Note.—There are probably many series running from 1 to 1,000,000.

Design IV., 48 × 55mm. (1876 ?).

"Prepaid Parcel Label."

30	3d.	black and brown, perf. 12	—		4	0
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Design V., 30mm. square. Sheets, 5 rows of 6.

"Prepaid Parcel Stamp" (1899).

31	½d.	violet, perf. 12	0	1	0	1
32	1d.	red	"	...	...	0	1	0	1
33	2d.	"	"	...	...	0	2	0	1
34	3d.	"	"	...	...	0	3	0	1
35	4d.	"	"	...	...	0	6	0	1
36	5d.	"	"	...	...	0	9	1	0
37	6d.	"	"	...	...	1	0	0	1
38	7d.	"	"	...	...	1	6	1	6
39	8d.	"	"	...	...	2	0	1	6
40	9d.	"	"	...	...	2	3	1	0

Same, but rouletted (1904 ?).

41	1d.	vermilion, roul. 7	...	...	...	0	1	0	1
42	2d.	"	"	...	...	0	2	0	1
43	3d.	"	"	...	...	0	3	0	1

Note.—There are probably several series of the 1d. and 2d. running from 1 to 1,000,000. The latest printing of the 3d. is perf. 12 again.

References:—MPJ 3.00/22 ; 2.05/15.

LANCASHIRE, DERBYSHIRE & EAST COAST RAILWAY.

(Opened 15.12.96 ; amalgamated with Great Central, 1907.)

**"Prepaid Newspaper Parcel."**

Design I., 32 × 41mm. Sheets of 60, 6 rows of 10, numbers running TBRL.

					Unused.		Used.	
					s.	d.	s.	d.
1	½d. black, perf.	10...	...	...	0	2	0	2
2	1d. blue	„ 10, 11	...	...	0	3	0	2
3	2d. red	„ 10, 11	...	...	0	6	0	3
4	3d. brown	„ 10, 11	...	...	0	9	0	4

References:—MPJ 12.00/94.

LLANELLY RAILWAY & DOCK COMPANY.

(Incorporated 1835 ? Amalgamated with Great Western, 6.89.)

**"One Newspaper."***Design I., 28 × 32mm.*

1	½d. red, value in black, perf.	10...	20	0	
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References:—MPJ 11.04,9).

LONDON & MANCHESTER (?) RAILWAY.**"Prepaid Newspaper Parcel" (1855 ?).**

						Unused.	Used.
						s. d.	s. d.
1	3d. colour?	...	...	...	...	—	—

Note.—Reference to this stamp is made on page 50 of PSB 11.1.99. The specimen there described bears No. 638710.

LONDON & NORTH-WESTERN RAILWAY.

(An amalgamation of other Companies in 1846).

"Prepaid Newspaper Parcel."*Design 1., 46 × 58mm. Black control Nos.*

1	1d. green, perf. 12½	...	...	...	...	—	—
2	2d. " "	...	...	...	...	—	—
3	3d. " "	...	...	...	...	—	5 0
4	4d. " "	...	...	...	...	—	—
5	6d. " "	...	...	...	...	—	—
6	9d. " "	...	...	...	...	—	—

Same, with letter A at top left corner.

7	1d. green, perf. 12½	...	...	...	...	—	—
8	2d. " perf. 11, 12½	...	...	...	...	—	5 0

London & North-Western Railway—continued.



Design 11., 1864 ?, 28 × 36mm. With letter A.

							Unused.		Used.	
							s.	d.	s.	d.
9	1d.	green, roul.	...	...	...	...	4	0	3	0
10	2d.	" "	...	...	...	...	4	0	3	0
11	3d.	" "	...	...	...	...	3	0		
12	4d.	" "	...	...	...	...
13	6d.	" "	...	...	...	...
14	9d.	" "	...	...	...	...

Note.—References to above are made in SCM 11.64 and 1.85 and also to the following set, probably proofs. See also TP 15.12.64, T 2.65, SCM 5.66/74.

Proofs ?

15	2d.	black on yellow	...	...	...	...	—		†
16	3d.	" "	...	...	...	...	—		†
17	4d.	" "	...	...	...	...	—		†
18	6d.	" "	...	...	...	...	—		†
19	9d.	" "	...	...	...	...	—		†
20	1/-	" "	...	...	...	...	—		†
21	2/6	" "	...	...	...	...	—		†
22	5/-	" "	...	...	...	...	—		†



London & North-Western Railway—*continued.**Design III., 1867 ? 30 × 23mm., with various letters.*

						Unused.		Used.	
						s.	d.	s.	d.
23	1d. green, roul.								
(a)	Series B	...	...	...	...	2	0	2	0
(b)	" C?	...	...	...	...	—	—	—	—
(c)	" D	...	...	...	...	2	0	2	0
(d)	" E	...	...	...	...	1	0	1	0
(e)	" F	...	...	...	...	1	0	1	0
(f)	" G	...	...	...	...	0	9	0	6
(g)	" H	...	...	...	...	0	9	0	6
(h)	" I	...	...	...	...	0	6	0	3
(i)	" J	...	...	...	...	0	6	0	2
(j)	" K	...	...	...	...	0	3	0	1
(k)	" L	...	...	...	...	0	2	0	1
24	2d. green, roul. in col.								
(a)	Series B	...	...	...	...	2	6	2	0
(b)	" C	...	...	...	...	2	0	1	6
(c)	" D	...	...	...	...	2	0	1	6
(d)	" E	...	...	...	...	2	0	1	0
(e)	" F	...	...	...	...	1	0	0	4
(f)	" G	...	...	...	...	0	3	0	2
(g)	" H	...	...	...	...	0	3	0	1
(h)	" I	...	...	...	...	0	3	0	1
25	3d. green, roul. in col.								
(a)	Series B	...	...	...	...	2	0	2	0
(b)	" C	...	...	...	...	2	0	2	0
(c)	" D	...	...	...	...	0	9	0	4
(d)	" E	...	...	...	...	0	6	0	2
(e)	" F	...	...	...	...	0	4	0	1
26	4d. green, roul. in col.								
(a)	Series B	...	...	...	...	3	0	2	6
(b)	" C	...	...	...	...	0	9	0	3
(c)	" D	...	...	...	...	1	0	0	6
27	6d. green, roul. in col.								
(a)	Series B	...	...	...	...	2	0	2	0
(b)	" C	...	...	...	...	0	9	0	4
28	1/- green, roul. in col.								
(a)	Series B	...	...	...	...	—	—	—	—

Note.—Each letter signifies a series of 1,000,000 stamps. These stamps were superseded by the set inscribed "Parcel Stamps."

London & North-Western Railway—*continued.*

Design IV., 1865? Similar to G.W.R. design III., 32×36mm., type-set, unnumbered. With 1, 2, 3 or 4 vertical bars.

"For Newspapers."

	Unused.	Used.
	s. d.	s. d.
29 "For ONE Newspaper only" black on yellow, roul.	0 4	—
30 "For TWO Newspapers" black on yellow, roul.	0 6	—
31 "For THREE Newspapers" " " "	0 9	—
32 "For FOUR Newspapers" " " "	2 0	—

Note.—There are two types of the above, the second having small o in "opening" and small s in "stamped."



Design V., 1890? Similar but smaller, 23×31mm. Capital O to "Opening" and small s to "stamped." With red bars, unnumbered.

33 "For ONE Newspaper" black on yellow, roul.	0 4	0 4
34 "For TWO Newspapers" " " "	0 6	0 4
35 "For THREE Newspapers" ?		

Note.—In the above issue there are two types of the 1 Newap. (MPJ 4.01/30).

London & North-Western Railway—continued.



Design VI., 46mm. square. Black control Nos.

"Corn Samples."

	Unused.	Used.
	s. d.	s. d.
36 3d. blue, perf. 11½	1 6	1 0



Design VII., 27 x 37mm. Sheets, 5 ? rows of 6 ?

"For News Correspondence."

Die i., 1880 ? Value on ground with plain edge. Control Nos. at foot.

Die ii., 1882 ? Value on ground framed with a series of white bars.

Die iii., 1885 ? Same, but dots removed from before and after "Railway Company."

37 2d. red, perf. 11½.				
(1st) Die I.,	Nos. 1 to 100000 ? ...	3 0	3 0	
(2nd) Die II.,	Nos. 100001 to 200000 ? ...	3 0	3 0	

London & North-Western Railway—continued.

	Unused.		Used.	
	s.	d.	s.	d.
(3rd) Die III., Nos. 200001 to 700000 ? ...	0	6	0	4
(4th) ,, Nos. 700001 to — ? ...	0	6	0	3

Note.—The 4th issue has large control figures; highest No. seen, 835300.

38 3d. red, perf. 11½.

(1st) Die II., Nos. 1 to 50000 ? ...	3	0	3	0
(2nd) ,, Nos. 50001 ? to — ? ...	0	9	0	4

Note.—The 2nd printing has a smudge over W of "News" and dot after R of "North" on every stamp; Highest No. seen is 87300. In later impressions the circle of bars round the value becomes very faint.

39 4d. red, perf. 11½.

(1st) Die I., Nos. 1 to 20000 ? ...	3	0	3	0
(2nd) Die II., Nos. 20001 to 30000 ? ...	3	0	3	0
(3rd) Die III., Nos. 30001 to — ? ...	1	0	0	6

Note.—Highest number seen is 52526.



Overprint at back of stamp.

*Design VIII. Figure of Britannia.***"Parcel Stamp."**

(i.) 12.97 ? *With Arms at back over gum in black, unsurcharged and unnumbered.*

40	1d. lilac, roul.	..	..	..	..	0	6	0	2
41	2d. bistre "	..	..	..	..	0	6	0	2
42	3d. brown "	..	..	..	..	0	9	0	2
43	4d. green "	..	..	..	..	1	0	0	2
44	6d. blue "	..	..	..	..	2	0	0	2
45	9d. rose "	..	..	..	..	2	6	0	3
46	1/- green "	..	..	..	..	3	0	0	2

Note.—There were probably two or more printings in different shades.

London & North-Western Railway—continued.

(ii.) 3.98 ? *With value overprinted at foot in black.*
Without arms at back.

						Unused.	Used.
						s. d.	s. d.
47	1d. lilac, roul.	..	..	..	..	0 6	0 4
48	2d. bistre "	..	..	..	..	0 4	0 2
49	3d. brown "	..	..	..	..	0 6	0 4
50	4d. green "	..	..	..	..	0 8	0 4
51	6d. blue "	..	..	..	..	1 6	0 3
52	9d. rose "	..	..	..	..	5 0	0 6
53	1/- green ? "	..	..	..	..

(iii.) 5.98 ? *Without value. Small control figures. With arms at back.*

54	2/6 blue, roul.	..	..	..	..	7 6	2 0
55	5/- mauve "	..	..	..	..	10 0	3 0

Note.—The sheets of this and the subsequent sets contained 60 stamps in 10 rows of 6, and each row had a distinctive number, the individual stamps being distinguished by the initial letters A, B, C, D, E, F (or afterwards F, E, D, C, B, A).

(iv.) 4.98 ? *Value overprinted. Large control figures.*

56	1d. lilac, roul.	..	..	..	..	0 6	0 3
57	2d. bistre "	..	..	..	..	0 6	0 4
58	3d. brown "	..	..	..	..	0 6	0 2
59	4d. green " ?	..	..	..	..
60	5d. grey "	..	..	..	..	1 0	0 2
61	6d. blue "	..	..	..	..	1 6	0 3
62	7d. blue "	..	..	..	..	1 6	0 3
63	9d. rose "	..	..	..	..	1 6	0 4
64	10d. brown "	..	..	..	..	2 0	0 4
65	1/- green "	..	..	..	..	2 0	0 9
66	1/6 red-brown "	..	..	..	..	3 0	0 9
67	5/- mauve "	..	..	..	..	10 0	0 6

Note.—The 2d., 7d. and 5/- are known with Arms overprinted at back. For the next set the control Nos. re-commence at 000001.

(v.) 5.98. *Same, but small control figures.*

68	½d. yellow, roul.	..	..	..	..	0 6	0 3
69	1d. lilac "	..	..	..	..	0 2	0 1
70	2d. bistre "	..	..	..	..	0 3	0 1
71	3d. brown "	..	..	..	..	0 6	0 1
72	3d. pale-lilac "	..	..	..	..	0 9	0 2
73	4d. green "	..	..	..	..	0 9	0 1
74	5d. greenish-white "	..	..	..	..	0 8	0 2
75	5d. grey-white "	..	..	..	..	1 0	0 4
76	6d. blue "	..	..	..	..	1 0	0 1
77	7d. dark blue "	..	..	..	..	1 6	0 2
78	8d. grey "	..	..	..	..	1 6	0 6
79	9d. pink "	..	..	..	..	1 6	0 2
80	10d. brown "	..	..	..	..	2 0	0 6

London & North-Western Railway—*continued.*

						Unused.		Used.	
						s.	d.	s.	d.
81	11d.	orange	roul.	..	..	2	0	0	6
82	1/-	green	"	..	..	2	0	0	4
83	1/-	greenish-white	"	..	..	2	0	0	1
84	1/2	violet	"	..	..	2	0	1	6
85	1/6	red-brown	"	..	..	2	6	1	6
86	2/-	dark blue	"	..	..	3	6	1	6
87	2/6	blue	"	..	..	5	0	0	4

Note.—The first printing of the 3d., 2d., 4d., 1/-, 1/2 and 2/6 had the Arms of the Company overprinted at back.

References:—LEWC 11.3.99/8.



Design V. Figure of value in centre.

“Parcel Stamp” (1899).

57	1/2d.	rose, roul.	..	..	..	0	1	0	1
58	1d.	"	..	..	..	0	1	0	1
59	2d.	"	..	..	..	0	2	0	1
60	3d.	"	..	..	..	0	3	0	1
61	4d.	"	..	..	..	0	4	0	1
62	5d.	"	..	..	..	0	6	0	1
63	6d.	"	..	..	..	0	8	0	1
64	7d.	"	..	..	..	0	10	0	2
65	8d.	"	..	..	..	1	0	0	4
66	9d.	"	..	..	..	1	3	0	1
67	10d.	"	..	..	..	1	6	0	4
68	11d.	"	..	..	..	1	9	0	4
69	1/-	"	..	..	..	2	0	0	4
70	2/-	"	..	..	..	3	0	0	4
71	2 6	"	..	..	..	4	0	0	6
72	5/-	"	..	..	..	7	6	0	9

The above are numbered the same as the preceding issue, but the second million has M, L, K, I, H, G instead of F, E, D, C, B, A,

London & North-Western Railway—continued.

and presumably the third million will have S, R, Q, P, O, N. The highest numbers seen are as follows:—

½d. F	530,400	8d. F	059,250
1d. M	282,290	9d. F	338,710
2d. F	930,200	10d. F	028,140
3d. F	803,750	11d. F	069,010
4d. F	808,840	1/- F	741,140
5d. F	447,270	2/- F	008,380
6d. M	497,630	2/6 F	043,930
7d. F	154,870	5/- F	009,810

The colour of later impressions is darker and less fugitive.

Design X., 60 × 62mm.

Authorised Advertisement.

301 Black on yellow.	Unused.		Used.	
	s.	d.	s.	d.
(a) Die I.
(b) Die II.

Note.—For description, see MPJ 5.06/38.

General References:—MPJ 2.00/16; 3.01/22; 4.01/30; 3.05/22; 5.06/38; EW No. 18.

Applications for parcel stamps to the Parcels Office, L. & N.W. Ry., Euston Station, N.W.

LONDON & SOUTH-WESTERN RAILWAY.

(Opened 12.5.1838).

Design I., 22 × 41mm. Sheets of 20.

“Newspaper Ticket.”

(a) 1855? Imperforate, unnumbered.

1	1d. grey on blue, imperf.	..	..	..	3	0	3	0
2	2d. .. .. .	..	..	..	5	0	4	0
3	3d. .. .. .	..	..	..	5	0	5	0
4	4d. .. .. .	..	..	..	7	6		
5	6d. ? .. .. .	..	..	..	..	..
6	9d. ? .. .. .	..	..	..	..	..
7	1/- carmine, imperf.	..	..	..	20	0		

(b) 1868? Perforated, unnumbered.

8	1d. grey on blue, perf.	12½	..	..	5	0	5	0
9	3d.	12½	..	..	10	0		
10	6d.	12½	..	..	10	0		
11	9d.	12½, 10	..	..	7	6		

Note.—It is stated in *The Philatelist* (11.68) that the 3d., 6d., 9d. were then perforated and that the 2d. and 4d. were in a brownish-lilac. *Le Timbre-Poste* (6.69?) confirms this, giving the 3d. as perf. 13, 6d. perf. 12½ and 9d. perf. 10, whilst the 2d. and 4d. are imperf. and described as “pale brown.”

London & South-Western Railway—continued.



Design II., 24 × 44mm. Figure of value on plain ground.
Sheets, 4 rows of 5.

“Newspaper Label” (with “One,” “Two,” etc., below,
except in higher values of later issues).

Die i., 1868? Without dots or “626.”

		(a) Imperforate.		Unused.	Used.
				s. d.	s. d.
12	½d. (one) lilac on blue, imperf. .. .. .	..	..	—	—
13	1d. (two) .. .. .	..	..	1 0	—
14	1½d. (three) .. .. .	..	..	0 9	—
15	2d. (four) .. .. .	..	..	—	2 0

(b) Perforated. At first on bluish but later on white paper.

16	½d. (one) lilac, perf. 10, 12, 12½ .. .. .	..	..	0 6	—
17	1d. (two) .. .. .	..	..	—	1 0
18	2d. (four) .. .. .	..	..	—	1 6
19	3d. (four) .. .. .	..	..	—	1 6

Note.—The ½d. was the first to appear and is mentioned in *The Philatelist* (11.68). The ½d. perf. 10 is listed in *Le Timbre-Poste* (6.69), whilst the ½d., 1d. and 2d. are all recorded in the *Gazette des Timbres* (6.73), mention being made also of 3d., 4d., 6d. and 9d. values, but these are probably the “Parcel Post Labels.”

(c) 1884? Same, but with plain control numbers.

20	½d. (one) lilac, perf. 10½ .. .. .	..	..	—	—
21	1d. (two) .. .. .	..	..	—	—
22	2d. (four) .. .. .	..	..	—	—
23	3d. (four) .. .. .	..	..	—	—
24	4d. lilac, perf. 10½, 11½ .. .. .	..	..	—	1 0
25	6d. .. .. .	..	..	—	1 0

Note.—The higher values probably superseded the “parcel post labels,” to the description of which exception would probably have been taken by the Postmaster-General when the Parcel Post was established in August, 1883.

London & South-Western Railway—continued.

(d) 1885? With $\frac{1}{2}$, $\frac{2}{3}$, etc., prefixed to control No.

					Unused.		Used.	
					s.	d.	s.	d.
26	1d. (two) lilac, perf. 11, S3	..	..	..	0	9	0	9
27	2d. (four) " " 10 $\frac{1}{2}$, 11, S4	..	..	..	1	0	1	0
28	3d. (four) " " 10, S2	..	..	..	2	0	1	6

Die ii., 1886? Without "626," but with a small dot outside each corner of the central design.

(d) With $\frac{1}{2}$, etc., prefixed to control No.

29	1d. (two) lilac, perf. — ? S5	..	..	..	1	0	1	0
30	2d. (four) " " 11, 11 $\frac{1}{2}$, S5, 6	..	..	..	1	0	1	0
31	3d. (four) " " 11 $\frac{1}{2}$, S4	..	..	..	3	0	2	0

Note.—This is the last series in which the 2d. and 3d. have the word "four."

Die iii., 1890? Same as ii. but with the contract number "626" at N.E. corner of stamp.

(c) With plain control numbers.

32	4d. lilac, perf. 10, 11	..	..	..	..	..	..	..
33	6d. lilac, perf. 10 $\frac{1}{2}$, 11 $\frac{1}{2}$	..	..	..	..	..	..	..

(d) With $\frac{1}{2}$, $\frac{2}{3}$, etc., prefixed to control numbers.

34	$\frac{1}{2}$ d. (one) lilac, perf. 10, S3, 4, 5	..	..	..	0	2	0	1
35	1d. (two) lilac, perf. 10, 10 $\frac{1}{2}$, 11 $\frac{1}{2}$, S7 to 35	..	..	..	0	2	0	1
36	2d. lilac, perf. 10, 11 $\frac{1}{2}$, S8 to 27	..	..	..	0	4	0	1
37	3d. " " 10, 11 $\frac{1}{2}$, S4 to 16	..	..	..	0	6	0	1
38	4d. " " 10, 11, S2	..	..	..	0	8	0	4
39	6d. " " 10 $\frac{1}{2}$, 11 $\frac{1}{2}$, S3	..	..	..	0	9	0	4

Note.—Each series represents 100,000 stamps. The colour has gradually changed from pale grey to red-lilac.

(e) Proofs, without control numbers.

40	$\frac{1}{2}$ d. (one) lilac, imperf.	..	..	..	0	2	†
41	1d. (two) " "	..	..	..	0	2	†
42	2d. lilac, imperf.	..	..	..	0	2	†
43	3d. " "	..	..	..	0	3	†
44	4d. " "	..	..	..	0	3	†
45	6d. " "	..	..	..	0	3	†

"Parcel Post Stamps."

Die i. Without dots or "626" (as before).

(b) 1872? Without control numbers.

46	3d. lilac, perf. 10	..	..	..	—	3	0
47	4d. " " 9 $\frac{1}{2}$, 10, 11	—	4	0
48	6d. " " 10, 11 $\frac{1}{2}$	—	5	0
49	9d. " " 9 $\frac{1}{2}$, 10	—	6	0

(c) With control numbers.

50	6d. lilac, perf. 10 $\frac{1}{2}$
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London & South-Western Railway—*continued**Die ii. With dots added to the design.*

(c) With control numbers.

Unused.
s. d.Used.
s. d.

51 6d. lilac, perf. 11½

Note.—These are probably the stamps described in the *Gazette des Timbres* (6.73), the colours being given as 3d. mauve on lilac, 4d. lilac-rose on blue, 6d. grey on white, 9d. mauve on blue.

General references:—MPJ 8.03/62; 9.03/70; 5.05/42.

LONDON, BRIGHTON & SOUTH COAST RAILWAY.

(Opened 12.5.1840).



Newspaper Stamp. The three lower values have "One Newspaper," "Two Newspapers," etc., added.

Design I., 33 × 54mm. The 3d. and 4d. are in sheets of 30, 5 rows of 6; the other values in sheets of 60, 5 rows of 12.

(a) 1902? With black control Nos. running TBRL.

1	½d.	blue, perf.	10, 14	..	..	..	..	0	2	0	1
2	1d.	"	"	10, 14	..	..	..	0	3	0	1
3	1½d.	"	"	10½	..	..	..	0	4	0	2
4	2d.	"	"	10, 11	..	..	..	0	6	0	1
5	3d.	"	"	10, 10½	..	..	..	0	9	0	1
6	4d.	"	"	10	..	..	..	1	0	0	2

(b) Printer's waste, unnumbered.

7 ½d. blue, perf. 14

Note.—Adhesive Bicycle Insurance Tickets, 1d. red, with black control Nos. are also issued by this Company.

References:—MPJ 2.02/14.

LONDON, CHATHAM & DOVER RAILWAY.

No stamps other than those for railway letters are believed to have been issued.

LONDON, TILBURY & SOUTHBEND RAILWAY.

No stamps other than for railway letters had been issued down to 1.10.06.

LYNN & FAKENHAM RAILWAY.

(Amalgamated with Eastern & Midlands Railway.)

“Single—Newspaper— $\frac{1}{2}$ d.”

Design I., 30 × 44mm.

		Unused.	Used.
		s. d.	s. d.
1	$\frac{1}{2}$ d. red, black overprint ?, perf. 12		

References:—MPJ 12.02/94.

LYNTON & BARNSTAPLE RAILWAY.

(Opened 16.5.1898.)

No stamps of any kind are issued by this Railway Company.

MAWDDWY RAILWAY.

(Incorporated 1866.)

No stamps are issued by this Railway Company.

MANCHESTER & MILFORD RAILWAY.

(Opened 1866, merged in G.W.R. 31.5.1906).

**“One Newspaper.”**

Design I., 29 × 43mm. Sheets of 12.

1	$\frac{1}{2}$ d. red, value in black, perf. 11, 11 $\frac{1}{2}$	0	6
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Manchester & Milford Railway—continued.



Not exceeding 1 lb.

“Prepaid Newspaper Parcel.”

Design II., 46 × 65mm. The 1d. and 2d. are in sheets of 3 rows of 3; the 3d. of 2 rows of 2.

						Unused.	Used.
						s. d.	s. d.
(a) With vertical control Nos.							
2	1d.	black on pink ?	..	..	..	—	—
3	2d.	„ blue ?	..	..	..	—	—
4	3d.	„ yellow, perf. 11	..	..	..	1 0	—
(b) Without Control Nos.							
5	1d.	black on pink, perf. 11	..	..	..	0 6	—
6	2d.	„ blue „ 11½, 11	..	..	..	0 9	—
7	3d.	„ yellow „ 11	..	..	..	1 0	—

MANCHESTER CARRIAGE & TRAMWAYS CO.

“Prepaid Parcel.”

Design I., 50 × 57mm.

(a) 1896 ? Signed “J. W. Bettaney.”

1	2d.	black on white, perf. 12	..	..	..	0 6	—
2	3d.	„ yellow „ 12	—	0 8

(b) 1899 ? Signed “T. Collinge.”

3	2d.	black on white, perl. 12, 11	0 4	0 3
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References:—*Morley's Catalogue, 7.97/88.*

MANCHESTER CORPORATION TRAMWAYS.

(Stamps were first issued 4.05.)



Design I., 4.05 ? 38 × 55mm.

“Prepaid Parcel Stamp.”

Unused.
s. d.

Used.
s. d.

1 2d. red



Design II., 4.05, 55 × 38mm. Sheets, 5 rows of 5. With black control Nos. running TBRL.

“Tramways Parcel Prepaid Stamp.”

2	2d. red,	roul 7	..	..	..	..	0	6	0	2
3	3d. blue	..	..	..	..	..	0	9	0	2
4	4d. green	..	..	..	..	..	1	0	0	4
5	6d. violet	..	..	..	..	..	1	6	0	6

Manchester Corporation Tramways—continued.



"Parcels Department—Paid."

Design III., 38 x 55mm. Sheets, 5 rows of 5. With black control Nos. running TBRL and preceded by serial letter. No value expressed.

		Unused.		Used.	
		s.	d.	s.	d.
6	(2d.) "Inner Area" pink, roul. 7	..	..	0	6
7	(3d.) "Outer Area" blue ..	..	..	0	9

MANCHESTER, SHEFFIELD & LINCOLNSHIRE RAILWAY.

(The title was changed in 1897 to "Great Central.")



Manchester, Sheffield & Lincolnshire Railway—continued

"Prepaid Newspaper Parcel."

Design I., 40×54mm. Sheets, 6 rows of 5.

- (i.) Die i., 1855? With background of vertical lines, ornamented with small triangles standing sideways, with apex pointing to the left.

(a) With vertical control Nos. reading up.

							Unused.	Used.		
							s.	d.	s.	d.
1	1d. blue, perf. 12	..	..	..	..	..	4	0	—	—
2	2d. " perf. 13	..	..	..	..	..	2	0	2	0
3	3d. " "	..	..	..	..	..	2	0	2	0
4	4d. " "	..	..	..	..	..	3	0	3	0
5	6d. " "	..	..	..	..	..	4	0	—	—
6	8d. " "	..	..	..	..	..	—	—	—	—
7	9d. " "	..	..	..	..	..	—	—	—	—

- (ii.) 1865? Same, but apex of triangles pointing to right. Lines of shading at either end of inscriptions less distinct.

(a) With vertical control Nos. reading up.

8	2d. blue, perf. 12	3	0	3	0
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- (iii.) 1870? Same as i. With apex pointing to left, but lines of shading at either end of the inscriptions very indistinct.

(a) With vertical control Nos. reading up.

9	2d. blue, perf. 12	..	..	..	..	..	2	0	2	0
10	3d. " "	..	..	..	..	..	2	0	2	0

- (iv.) Die ii., 1875? With background of horizontal lines. Apex of triangles pointing upwards.

(a) With vertical control Nos. reading up, and overprinted with 6 line inscription in red.

11	1d. blue, perf. 12	..	..	..	..	..	2	0	2	0
12	2d. " "	..	..	..	..	..	1	6	1	6
13	3d. " "	..	..	..	..	..	2	0	2	0
14	4d. " "	..	..	..	..	..	3	0	3	0

References:—ILN 21.7.55; MPJ 3.00/22; MPJ 1.05/6.



Manchester, Sheffield & Lincolnshire Railway - continued.**“ For Single Newspapers Only.”**

		<i>Design II., 26×44mm.</i>		Unused.	Used.
				s. d.	s. d.
15	1 Newsp., blue, perf. 13, 12			0 9	—
(a) With overprint in red.					
16	1 Newsp., blue, perf. 12			2 0	—

*Design III., 30×48mm.***“ Prepaid Newspaper Parcel.”**(i.) *Die 1. Small “d” in the value.*

17	1d. blue, perf. 12	0 2	0 1
18	2d. „ „	0 2	0 1
19	3d. „ „	0 4	0 1
20	4d. „ „	1 0	0 6

(ii.) *Capital “D” in the value.*

21	½d. blue, perf. 12	0 2	0 1
22	1d. „ „	0 2	0 1
23	2d. „ „	0 2	0 1
24	4d. „ „	0 6	0 4
25	6d. „ „	0 9	0 3

References:—MPJ 3.00/22; 7.00/54; 8.00/62; 1.05/6.

MANCHESTER, SOUTH JUNCTION & ALTRINCHAM RAILWAY.

(Opened 20.7.1849.)

*Design I., 46 × 62mm. Sheets 6 rows of 5.***“Prepaid Newspaper Parcel.”**(i.) *Die i., 1890? With background of vertical lines. Apex of triangles pointing to right.*

		Unused.		Used.	
(a) Black control Nos. without letter.		s.	d.	s.	d.
1	1d. violet, perf. 12.. .. .	2	0	2	0
2	2d. „ „	2	0	2	0

(ii.) *Same, 1904?, but apex of triangles pointing to left.*

(a) Black control Nos. (BTLR) with serial letter.

3	1d. violet, perf. 12, letter B	0	3	0	3
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(iii.) *Die ii., 1905? Background of horizontal lines. Apex of triangles pointing upwards.*

(a) Black control Nos. (BTLR) with serial letter.

4	2d. violet, perf. 12, letter B	0	6	0	3
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*Design II., 34 × 48mm. Sheets, 5 rows of 12.***“For Single Newspapers Only.”**

(a) Black control Nos. running BTLR, no letter.

5	(½d.) violet, perf. 12	0	2	0	2
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References:—MPJ 12.00/94.

MARYPORT & CARLISLE RAILWAY.

(Opened 10.2.1845.)



"Newspaper Parcel."

Design I., before 1865, 45 × 60mm, similar to design of L. & N.W. 1st issue. Unnumbered.

(i.) *Die i. Without space at foot for control No.*

							Unused. s. d.	Used. s. d.
1	1d. ? ..	..	..	..	..	..
2	2d. green, perf. 12..	..	..	..	..	..
3	3d. blue ..	..	..	..	..	..

Design II. Same, but with space added at foot for control No., making size 45 × 68mm. Sheets, 3 rows of 4. Control Nos. run LRTB.

(i.) 1874 ? *Ornaments before "Railway" and after "Company" are shaded with vertical lines.*

(a) *Thick paper.*

1	1d. vermilion, perf. 12	..	..	..	..	..
2	2d. green ..	..	..	..	..	..
3	3d. — ? ..	..	..	..	..	..

Maryport & Carlisle Railway—continued.

					(b) Thin paper.	Unused.	Used.
						s. d.	s. d.
4	1d. vermilion, perf. 12	..	..	..	..
5	2d. green	"	"	"	"		
6	3d. blue	"	"	"	"	—	0 4
7	4d. orange	"	"	"	"	—	0 9
8	6d. brown	"	"	"	"	—	1 0

(ii.) 1898. *Ornaments solid. Bases of left-hand triangles re-drawn, usually thicker and often very unevenly.*

9	1d. vermilion, perf. 12, 11	..	..	..	0 3	0 1
10	2d. green	"	"	"	0 6	0 1
11	3d. blue	"	"	"	0 9	0 2
12	4d. orange	"	"	"	1 0	0 3
13	6d. brown	"	"	"	1 6	0 4

Note.—There are a large number of slightly different dies of these stamps. Since 1900 they have been perf. 11. The numbers run from 1 to 10000, and then commence again at 1.



“For ONE Newspaper only.”

Design II., 28 × 38mm., type-set. Sheets 3 rows of 4. Overprinted “M. & C.R.” in red, reading up.

(a) 1874 ? Thick paper.

14	½d. black, perf. 12..	1 6	—
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(b) 1890 ? Thin paper.

15	½d. black, roul. in colour	0 2	0 2
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References:—MPJ 3.01/22; 8.03/62.

MERSEY RAILWAY.

(Opened 1.2.1886.)

*Design I., 28 × 34mm.***“Prepaid Newspaper Parcel.”**

(i.) Unnumbered.

		Unused.		Used.	
		s.	d.	s.	d.
1	1d. blue, roul. in colour	0	3	0	2
2	2d. carmine „	0	4	0	3

(ii.) With black control (?) Nos.

3	1d. blue, roul. in colours	—	—	—	—
4	2d. carmine „	—	—	—	—

*Design II., 20 × 28mm. Sheets, 2 rows of — ?***“Prepaid Parcels Stamp.”**

5	3d. colour ? roul. in colour	—	—	—	—
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Note.—Proofs of Nos. 1, 2, and 5 are known in black.*Design III., 26 × 35mm.***“News Parcels.”**

(i.) Unnumbered Sheets, 3 rows of 6.

6	1d. blue, roul. in colour	0	3	0	2
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Mersey Railway—continued.**“Parcel Stamp.”**(i.) *Unnumbered. Sheets 5 rows of 6.*

				Unused.		Used.	
				s.	d.	s.	d.
7	1d. yellow, rouf. in colour	..	..	0	3	0	2
8	3d. green	..	..	0	9	0	6

References: -MPJ 3.02.

MANCHESTER CARRIAGE & TRAMWAYS CO.

(For description of stamps see page 56.)

METROPOLITAN RAILWAY.*Design I., 32 × 48mm. Sheets, 5 rows of 8 except ½d. 5 rows of 12.***“Prepaid Newspaper Parcel,”** except ½d. which has “Single Newspaper.”

1	½d. vermilion, perf.	10, 14	..	..	..	0	2	0	2
2	1d.	..	10, 14	..	..	0	3	0	2
3	2d.	..	10	..	..	0	6		
4	3d.	..	10	..	..	0	9		
5	4d.	..	10	..	..	1	0		
6	6d.	..	10	..	..	1	6		

METROPOLITAN & GREAT CENTRAL JOINT COMMITTEE.

Design I., 32×48mm. Sheets, 5 rows of 8 except ½d. 5 rows of 12.

"Prepaid Newspaper Parcel" except ½d. which has **"Single Newspaper."**

						Unused.		Used.		
						s.	d.	s.	d.	
1	½d.	blue, perf.	10	..	..	..	0	2	0	2
2	1d.	"	"	10	..	..	0	3	0	2
3	2d.	"	"	10	..	..	0	6	—	—
4	3d.	"	"	10	..	..	0	9	—	—

MIDLAND RAILWAY.

(An amalgamation of the other Companies in 1844.)



Design I., 42×60mm. Black control Nos.

"Prepaid Newspaper Parcel" (1855?).

1	1d.	orange, perf.	12½	..	..	..	5	0	5	0
2	2d.	"	"	..	..	..	5	0		
3	3d.	"	"	..	..	..	7	6		
4	5d.	"	"	..	..	..	7	6		
5	6d.	"	"	..	..	..	
6	9d.	"	"	..	..	..	7	6		
7	1/-	"	"	..	..	..	10	0		

Midland Railway—continued.

“Prepaid Newspaper Parcel or Newsletter” (1855 ?).

						Unused.	Used.
						s. d.	s. d.
8	2d. orange, perf.	12½	..	..	..	—	5 0
9	3d.	..	..	..	..	7 6	
10	4d.	..	..	..	..	7 6	

Similar, but with sack of grain behind shield.

Grain Samples ?

11	1lb. orange, roul.		
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Design 11., 36 × 42mm. Sheets 6 rows of 10, with black control numbers running LRTB.

“Prepaid Newspaper Label” (1866 ?).

12	½d. vermilion, perf.	12½	..	..	..	0 9	1 0
13	1d.	..	..	..	..	2 0	—
14	1½d.	..	..	..	..	2 6	—
15	2d.	..	..	..	..	3 6	—

Note.—There were many printings of the ½d. the colour of which, after about No. 100,000, varied from orange to yellow. The above stamps are chronicled in *Le Timbre Poste* (1.69).



Midland Railway—continued.

Design III., 29 × 37mm. Smaller, but otherwise similar to design I.

"Prepaid Newspaper Parcel."

Die i. With background of lines slanting up.

							Unused.		Used.	
(a) 1880 ? Without serial letter.							s.	d.	s.	d.
16	½d.	orange, perf.	10, 11, 12½	..	..	..	0	3	0	1
17	1d.	"	" 10, 11, 12½	..	..	..	0	3	0	1
18	2d.	"	" 10, 11, 12½	..	..	..	0	3	0	1
19	3d.	"	" 10, 11	..	..	..	0	6	0	1
20	4d.	"	" 10, 12½	..	..	..	0	9	0	3
21	5d.	"	" 10	..	..	..	5	0		
22	6d.	"	" 10	..	..	..	1	6	0	4
23	9d.	"	" 10	..	..	..	5	0		
24	1/-	"	" 10	..	..	..	2	6	0	6

(b) 1885 ? With serial letter.

25	1d.	orange, p.	10, 11,	Letter A	..	..	0	3	0	1
26	1/-	"	p. 10	" A	..	..	2	6	0	6

Die ii. With background of lines slanting down.

(a) 1890 ? Without serial letter.

27	½d.	orange, perf.	11	..	..	..	0	2	0	1
28	1d.	"	" 10, 11	..	..	..	0	3	0	1
29	2d.	"	" 10, 11	..	..	..	0	4	0	1
30	3d.	"	" 10, 11	..	..	..	0	6	0	1
31	4d.	"	" 11	..	..	..	1	0	0	2
32	6d.	"	" 11	..	..	..	1	6	0	2

(b) 1895 ? With serial letter.

33	½d.	orange, p.	10, 11.	Letters A to B	..	..	0	2	0	1
34	1d.	"	p. 10, 11	" B to E	..	..	0	3	0	1
35	2d.	"	p. 10, 11	" A to C	..	..	0	4	0	1
36	3d.	"	p. 10, 11	" A to B	..	..	0	6	0	1
37	4d.	"	p. 10	" A	..	..	0	9	0	2
38	5d.	"	p. 10	" A	..	..	1	6	0	9
39	6d.	"	p. 10	" A	..	..	1	6	0	3
40	9d.	"	p. 11	" A	..	..	2	6	1	6

Note.—The above stamps appear to be issued in a very haphazard fashion and the use of serial letters appears to have been recently abandoned.

Midland Railway- *continued.***"Prepaid Corn Sample."**

Design IV., similar to design III. but with sack of grain behind shield.

Die i., 1884 ? Background of lines slanting up.

(a) Without serial letter.

				Unused.	Used.
				s. d.	s. d.
37	1lb. green, perf. 10	—	0 4

(b) With serial letter in black.

38	1lb. green, perf. 10
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Die ii., 1890 ? Background of lines slanting down.

(a) With serial letter in green.

39	1lb. green, perf. 10, 11.	Letter A	0 6	0 1
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Design V.

"Local Prepaid Parcel on Corn or Coal Business."

45	2d. green, perf. — ?
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Note.—This stamp was described SCM 6.66/89 ; MPJ 4.05/34.



Midland Railway—continued.*Design VI. Very similar to design III.***"News Correspondence Label."**

(a) Die ii., 1890? Without serial letter.

				Unused.	Used.
				s. d.	s. d.
40	2d.	dark blue, perf.	10, 11, 12½ ..		
41	3d.	"	" 10		
42	4d.	"	" 10		

(b) 1898? With serial letter.

43	2d.	dark blue, p.	10, 11. Letter A ..	0 6	0 1
44	3d.	"	p. 10. " B ..		

*Design VII., 28 × 40mm.***"Prepaid Parcel Stamp."**

(a) —.05? Without serial letters.

46	1d.	green, perf.	10, 11	—	0 1
47	2d.	"	"	—	0 1
48	3d.	"	"	—	0 1
49	4d.	"	"	—	0 1
50	5d.	"	"	—	0 1
51	6d.	"	"	—	0 1
52	7d.	"	"	—	0 1
53	8d.	"	"	—	0 2
54	9d.	"	"	—	0 2
55	10d.	"	"	—	0 1
56	11d.	"	"	—	0 2
57	1/-	"	"	—	0 1
58	2/-	"	"	—	0 4
59	3/-	"	"	—	1 0
60	4/-	"	"	—	1 0
61	5/-	"	"	—	1 0

General references:—MPJ 3.00/22; 10.00/78; 11.00/86; 12.00/94; 4.05/31.

MIDLAND & GREAT NORTHERN JOINT RAILWAYS.

(Known under the above title since 1893.)



Design 1., 30 × 44mm. The ½d. has the value overprinted in black.

“One Newspaper” or “Two Newspapers.”

(i.) With blank space under Arms.

					Unused.	Used.
					s. d.	s. d.
1	½d. red, perf.	11½	0 3	0 3
2	1d. lilac-brown, perf.	11, 10	0 4	0 4

Printer's Waste.

3	½d. red, imperf.
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(ii.) With “Eastern Section” under Arms.

4	½d. red, perf.	10
5	1d. brown	.., 10½	0 9 0 6

Printer's Waste.

6	½J. red, imperf.	0 4 †
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Note.—The “Eastern Section” stamps have been withdrawn from use and the remainders destroyed.

(iii.) With “Midland & Great Northern” above and “Joint Railways” under arms.

7	1d. lilac, perf.	11½	1 0 0 9
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Printer's Waste.

8	1d. lilac, imperf.	0 9 †
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(iv.) 1903? Dies re-drawn by Sir J. Causton & Sons; with “Midland & Great Northern Railways” above and “Joint Committee” below. Sheets, 6 rows of 10.

9	½d. red, perf.	11	..	..	..	0 2 0 1
10	1d. lilac	..	..	..	..	0 3 0 2

Midland & Great Northern Joint Railways—*continued.*

Design 11., 30 × 25mm. Sheets, 6 rows of 10.

"Grain Samples."

(a) Lithographed by Waterlow & Sons.

		Unused.	Used.
		s. d.	s. d.
11	"One Pound or under" blue, perf. 11 ..	0 4	0 1

(b) Lithographed by Sir J. Causton & Sons. The centre strokes of the M of "Samples" are too short.

12	"One pound or under" blue, perf. 11 ..	0 4	0 1
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General References:—MPJ 2.62/14; 12.02/94.

MID WALES RAILWAY COMPANY.

(Incorporated 8.59, worked by Cambrian since 1.88.)

Design 1., 37 × 42mm.

"For Newspapers" ?

- 1 "One Penny—Not exceeding 1lb." black on white, perf. 12.
- 2 "Two-Pence—not exceeding 3lbs." black on blue, perf. 12

References.—MPJ 11.04.93.

MONMOUTH RAIL & CANAL CO.

1 lb. and under

Mon. Rail & Canal Co. Ltd No. 24116 From _____ <i>W. Lane</i>	<div style="font-size: 4em; font-weight: bold; letter-spacing: -0.5em;">T</div> Newspaper Parcel To _____ <i>Traffic Manager.</i>
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Monmouth Rail & Canal Co.—*continued.*

“Newspaper Parcel.”

Design I., 78 × 34mm.

(a) 2.70? Signed “Wm. Lane, Traffic Manager.”

				Unused.		Used.
				s.	d.	
1	1d. black on white, imperf.	..	..	—	—	—
2	1d. „ rose, perf. 11	..	..	15	0	—
3	2d. „ yellow „	..	..	15	0	—
4	3d. „ blue „	..	..	15	0	—

References:—MPJ 6.00/6; 2.01/14; 6.05/51.

MID-SUFFOLK LIGHT RAILWAY.

(Opened for Goods Traffic, 9.04.)

No stamps have yet been issued.

MILFORD HAVEN DOCK & RAILWAY COMPANY.?

(Opened 19.1.1882.)

NEATH & BRECON RAILWAY.

(Opened 2.9.1864.)



(No inscription) for newspapers.

Design I., 27 × 36mm. Monogram with control Nos. above and value below. Sheets of $\frac{1}{2}$ d. and 1d. are in 2 rows of 3; 2d. and 3d., sheets of 8.

1	$\frac{1}{2}$ d. black on yellow, perf. 11 $\frac{1}{2}$, 12 $\frac{1}{2}$	..	..	0	3
2	1d. red on white „ 11	..	..	0	4
3	2d. black on green „ 12 $\frac{1}{2}$	..	..	0	6
4	3d. „ blue „ 12 $\frac{1}{2}$	..	..	0	6

References:—MPJ 5.00/38; 6.00/46.

NORTHAMPTON & BANBURY JUNCTION RAILWAY.

(Opened 1866.)

*Design I., 41 × 40mm.***For 1 Newspaper Only.**

	Unused. s. d.	Used. s. d.
1 (½d.) black on purple, green band, p. 10, 11½ ..	0 3	0 3

*Design II., 37 × 37 mm. Sheets, 6 rows of 10.*

2 (½d.) black on lilac, green band, p. 10 ..	0 2	0 2
(a) Proof, imperf., no band	0 4	†

References : -MPJ 3.01/39.

NORTHERN COUNTIES RAILWAY.**Newspapers ?**

1 1d. black, perf. 10 ..	10 0	
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Design I.

NORTH-EASTERN RAILWAY.

(An amalgamation of other Companies in 1854.)



Die ii.



Die iii.

Design I., 45 × 58mm. Arms in centre. Sheets of 30, 6 rows of 5, with black control Nos. running LRTB.

"Prepaid Newspaper Parcel."

Die i., 1855? Background of wavy lines running down. Same as die ii., but without "At Owner's Risk."

(a) No overprint.						Unused.	Used.
						s. d.	s. d.
1	1½lbs. black, perf. 13	..	..	..	..	3 0	
2	3lbs. " "	..	..	..	..	4 0	4 0
3	6lbs. " "	..	..	..	..	5 0	
4	12lbs. " "	..	..	..	..	7 6	
5	24lbs. " "	..	..	..	..	10 0	
6	48lbs. " "	..	..	..	..	15 0	

(b) Same, overprinted "LOCAL" in red.

7	1½lbs. black, perf. 12½	..	..	..	..
8	3lbs. " "	..	..	..	..

North-Eastern Railway—continued.

					Unused.	Used.
					s. d.	s. d.
9	6lbs. black, perf. 12½	..	..	..
10	12lbs. „ „	..	..	..	5 0	5 0
11	24lbs. „ „	..	..	..
12	48lbs. „ „	..	..	..	—	8 0

Note.—With reference to a supposed 9lbs. see MPJ 4.05.31. The 3lbs. (No. 50,075) is mentioned SCM 1.6.66,89.

*Die ii., 1875? With "At Owner's Risk" added.**(a) Overprinted "LOCAL" in red.*

13	1½lbs. (1d.) black, perf. 11 to 12½	..	..	..	0 3	0 1
14	3lbs. (2d.) „ „	..	..	..	0 4	0 1
15	6lbs. (3d.) „ „	..	..	..	0 6	0 1
16	12lbs. (4d.) „ „	..	..	..	1 0	0 2
17	24lbs. (6d.) „ „	..	..	..	1 6	0 6
18	48lbs. (9d.) „ „	..	..	..	2 6	0 4

Die ii., retouched, 1895? Wavy lines of shading under "Owners" redrawn.

19	1½lbs. ?	..	..	..
20	3lbs. (2d.) black, perf. about 11	..	..	..	0 4	0 1
21	6lbs. (3d.) „ „	..	..	..	0 6	0 1
22	12lbs. (4d.) „ „	..	..	..	1 0	0 2

*Die iii., 1903? Background of wavy lines running up, coarsely drawn.**(a) Overprinted "LOCAL" in red, thinner type.*

23	1½lbs. (1d.) black, perf. 11	..	..	..	0 3	0 1
24	3lbs. (2d.) „ „	..	..	..	0 6	0 1
25	6lbs. (3d.) „ „	..	..	..	0 9	0 1
26	12lbs. (4d.) „ „	..	..	..	1 0	0 2
27	24lbs. (6d.) „ „	..	..	..	1 6	0 3

Die iv., 1906? Wavy lines running up as before, but very finely drawn.

28	1½lbs. (1d.) black, perf. 11	0 3	0 1
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Note.—The control numbers of these stamps run from 1 to 1,000,000 and then commence at 1 again, without any distinguishing mark (so far as we have observed) or serial letter. The dies do not have the weight engraved, but this is added to the transfers for each (?) printing and consequently many different types of the figures occur.

North-Eastern Railway—continued.



The same design and dies from which "lb" is cut out. The value is added in money instead of weight. Without the "Local" overprint. Sheets, 6 rows of 5 with black control numbers running LRTB.

"Prepaid Through Newspaper Parcel."

Die i., 1868? Without "At Owner's Risk." With background of wavy lines running downwards.

							Unused.	Used.
							s. d.	s. d.
29	1d. red, perf.	12½	..	..	..	..	1 0	—
30	2d. "	"	..	..	..	..	4 0	—
31	3d. "	"	..	..	..	..	—	—
32	4d. "	"	..	..	..	..	—	—

"Prepaid Newspaper Parcel."

Die ii., 1875? Same as die i. but with "At Owner's Risk."

33	1d. red, perf.	11 to 12	..	..	..	..	0 2	0 1
34	2d. "	"	..	..	..	..	0 4	0 1
35	3d. "	"	..	..	..	..	0 6	0 1
36	4d. "	"	..	..	..	..	0 9	0 2
37	6d. "	"	..	..	..	..	1 0	0 4

North-Eastern Railway—continued.

Die ii. retouched, 1895? Wavy lines of shading in S.E. corner of stamp and sometimes under "Owners" redrawn.

						Unused.		Used.	
						s.	d.	s.	d.
38	1d. red, perf.	11 to 12	..	..	..	0	3	0	1
39	2d. ..	..	..	..	..	0	6	0	1

Note.—In later printings the lines appear to have become so worn again that the retouch is not evident.

Die iii., 1903? Coarse wavy lines slanting upwards.

40	1d. red, perf.	11	..	..	..	0	3	0	1
41	2d. ..	..	..	..	..	0	6	0	1
42	3d. ..	..	..	..	..	0	6	0	1
43	4d. ..	..	..	..	..	1	0	0	3

Die v. (new die), 1906? Background of straight diagonal lines slanting upwards.

44	1d. red, perf.	11½	..	..	..	0	3	0	1
45	2d. ..	..	..	..	..	0	6	0	1
46	3d. ..	..	..	..	..	0	9	0	1
47	4d. ..	..	..	..	..	1	0	0	2

Note.—There are a great many different types of the figures of value in the above issues, as the figures were probably separately drawn for each printing or at least each transfer.

The same design, but without "Price."

Die ii. retouched of the 1½lbs. from which "lbs." has been cut out and "d" substituted (1899?).

48	1½d. blue, perf.	11, 11½, 12	0	2	0	2
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The same design, but without price or any indication of value.

Die ii., not retouched (1901?).

(a) Overprinted with 3 diagonal lines in red.

49	(1½d.) blue, perf.	11..	0	3	0	2
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Die i.



Die ii.



Die iii.

North-Eastern Railway—*continued.*

Design II., 32 × 45mm. Similar but smaller. All the dies have background of straight lines slanting up. Sheets, 5 rows of 6. Black control Nos. running LRTB.

"Prepaid Newspaper."

Die i., 1860? Without "At Owner's Risk"; lower part of scroll in S.E. corner of stamp is unshaded.

						Unused.		Used.	
						s.	d.	s.	d.
50	(½d.) red, rouf.	..	..	..	..	..	..	..	..
51	" perf. 13	..	..	..	..	0	6	0	3

This was chronicled SCM 1.5.66/74.

Die ii., 1870? Same but lower scroll is shaded in S.E. corner.

52	(½d.) red, perf. 13	0	6	0	3
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Die iii., 1880? With "At Owner's Risk" added under the scroll. Tip of scroll in S.E. corner of stamp is single lined.

53	(½d.) red, perf. 11	0	2	0	1
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Die iv., 1900? Same, but lower edge of lower scroll is double-lined throughout (as in die i.)

54	(½d.) red, perf. 11	0	2	0	1
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Die v., 1906? Same, but scroll is additionally shaded under S.W. tip of Arms. Lines of background finer.

55	(½d.) red, perf. 12	0	2	0	1
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Design III. Same as design I. but with scroll at foot cut off. Impressed on Envelopes.

Die i., 1887? Lines of shading to right of "Rail." touch the L.

56	Envelope, no value, blue	..	..	..	..	0	9	0	6
57	" " violet-blue (1903?)	..	..	..	..	0	9	0	6

North-Eastern Railway—continued.

Die ii., 1904? Lines of shading clear of L of "Rail." and of stop.

	Unused.		Used.	
	s.	d.	s.	d.
58 Envelope, no value, violet-blue	0	9	0	4

Note.—There have probably been several series from 1 to 1,000,000.



Design IV., 29 x 43mm. Sheets of 50, unnumbered.

"Parcel Stamp."

(i.) 6.98. Value in figures only. Perforated.

59 1d. green, perf. 11	..	..	..	..	0	3	0	1
60 4d. blue	..	..	..	..	1	0	0	2
61 5d. rose	..	..	..	..	1	0	0	2
62 6d. black	..	..	..	..	1	0	0	2

(ii.) 9.98. Same but rouletted.

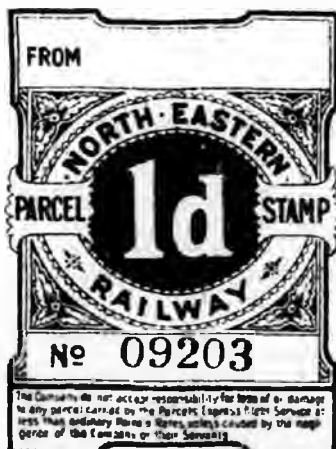
63 1d. green, roul. 7	..	..	..	..	0	2	0	1
64 4d. blue	..	..	..	..	0	9	0	1
65 5d. rose	..	..	..	..	1	3	0	4
66 6d. black	..	..	..	..	1	6	0	1

(iii.) 9.02? Value in words. Rouletted.

67 One Shilling, brown on rose, roul. 7	3	0	0	3
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(iv.) 2.03? Same, but perforated.

68 One Penny, green, perf. 11	0	3	0	1
69 Four Pence, blue	0	9	0	1
70 Five Pence, red	..	..	..	..	1	0	0	1
71 Six Pence, black	..	..	..	..	1	6	0	1
72 Two Shillings?	..	..	..	..

North-Eastern Railway *continued.*

Design V., 40 × 53mm. Sheets, 5 rows of 10, with black control Nos. running TBRL.

"Parcel Stamps."

(i.) 2.5.05? *Perforated.*

		Unused.		Used.			
		s.	d.	s.	d.		
73	1d. green on green, perf. 11 to 12	..	..	0	3	0	1
74	4d. blue on blue	..	..	0	9	0	1
75	5d. red on rose	..	..	1	0	0	1
76	6d. black on white	..	..	1	3	0	1
77	1/- red on rose	..	..		
78	2/- black on yellow	..	..		

Note.—There are two dies; in the first the word "Servants" is close to the lower frame of stamp. These stamps appear to have been originally issued in connection with the Night Parcels Express, but are now being used for all kinds of parcels. See MPJ 8.04/62; 7.05/58; 4.06/30.

Design VI., 100 × 61mm. The stamp is similar to die iv. of design I. Sheets, 8 rows of 3.

"Prepaid Newspaper Parcel—Motor Bus Service."

(a) From Beverley.

79	2d. red brown, perf. 11	0	6	0	4
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Design VII., 113 × 45mm. Type-set. Sheets, 6 rows of 2.

"Motor Omnibus Service—Newspaper Stamp."

(a) "Thirsk and Thirsk Town."

80	1d. blue on green, perf. 11	..	..	..	..	0	3	0	2
81	2d. " " " "	..	..	..	..	0	6	0	4

General References—MPJ 3.00/22; 2.01/14; 2.03/14; 6.04/46; 7.04/54; 8.04/62; 4.05/34; 7.05/38; 4.06/30.

THE FIRST MOTOR BUS STAMP EVER ISSUED.

No. 9221

PREPAID NEWSPAPER PARCEL
AT OWNER'S RISK.

FROM

BEVERLEY.



NORTH LONDON RAILWAY.



Design 1., 26×40mm. Arms in centre. • Sheets 10 rows of 6, with black control Nos. running LRTB.

"Parcel Stamp."

(a) 8.98? With plain control numbers at top and bottom, over "Parcel" and under "Stamp."

							Unused.		Used.	
							s.	d.	s.	d.
1	1d. lilac,	roul.	..	..	..	..	1	0	0	4
2	2d. orange	"	..	..	..	..	1	0	0	4
3	3d. brown	"	..	..	..	..	1	0	0	4
4	4d. green	"	..	..	..	..	1	0	0	4
5	6d. blue	"	..	..	..	..	1	6	0	3
6	9d. rose	"	..	..	..	..	2	0	1	6
7	1/- green	"	..	..	..	..	3	0	0	4
8	2 6 blue	"	..	..	..	..	7	6	4	0

(b) 3.00? Control numbers with letters A, B, C, D, E, F as with the L. & N.W. parcel stamps.

9	1d. lilac,	roul.	..	..	..	..	1	0	0	6
10	6d. blue	"	..	..	..	..	2	0	0	6
11	1/- green	"	..	..	..	..	4	0	0	6

(c) 1901? With plain control numbers covering the words "Parcel" and "Stamp" (six figures, except on 2/6).

12	1d. violet,	roul.	..	..	..	..	0	3	0	1
13	2d. yellow	"	..	..	..	..	0	6	0	1
14	3d. brown	"	..	..	..	..	0	9	0	2
15	4d. green	"	..	..	..	..	1	0	0	1
16	6d. blue	"	..	..	..	..	1	6	0	1
17	9d. rose	"	..	..	..	..	2	3	0	9
18	1/- green	"	..	..	..	..	3	0	0	2
19	2 6 blue	"	..	..	..	..	7	6	2	0

NORTH WALES NARROW GAUGE.

(Opened 15.8.1877.)

No stamps have yet been issued by this Company.

NORTH CORNWALL RAILWAY.

L. & S.W.R. stamps are in use.

NORTH STAFFORDSHIRE RAILWAY.

(An amalgamation of various Companies in 1841.)

**"Prepaid Newspaper Parcel."**

Design 1., 84 × 58mm. Staffordshire knot and Arms. Issued in singles. Black control Nos. with serial letter.

(a) 1875? Without "At Owner's Risk."

		Unused. s. d.	Used. s. d.
1	1d. black on green, imperf., (Letters?)		
2	2d. " vermilion, imperf., (C, H)	—	10 0
3	3d. " grey " (B)		

(b) 1890? With "At Owner's Risk."

4	1d. black on green, imperf., (V)		
5	2d. " vermilion, imperf., (V)		
6	3d. " grey " (D)		
7	4d. " lilac " (Without letters)	1 6	—

References:—MPJ 5.03/38. It is supposed that the other serial letters exist.

North Staffordshire Railway—continued.



Design 11., 38 × 58mm. Control numbers at top, running TBRL. Sheets 3 rows of 4.

							Unused.	Used.
(a) 1898? Without serial letters.							s. d.	s. d.
8	1d. red, perf.	10, 10 × 11	..	..	..	0 9	0 3
9	2d. " "	10, 11 × 12, 11	..	..	..	0 9	0 3
10	3d. " "	10, 11	..	..	..	0 9	—
(b) 1904? With serial letters.								
11	1d. red, perf.	10, letter A	..	..	..	0 3	0 1
12	2d. " "	10, " A	..	..	..	0 6	0 1



North Staffordshire Railway—continued**“For One Newspaper Only.”**

Design III., 39×44mm., type-set. With vertical green bar.
Sheets, 4 rows of 5.

(a) 1880? *Without serial letter?*

		Unused. s. d.	Used. s. d.
13	1 newsp. black on yellow, perf.?		

(b) 1890? *With serial letter.*

14	1 newsp. black on yellow, perf. 12, letter C ..	0 2	0 2
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References:—MPJ 4.01/30; 5.03/38; 6.03/47.

NORTH WALES & LIVERPOOL RAILWAY.

(Opened 1896? Taken over by G.C.R. as from 1.1.04.)

The newspaper stamps used on this line appear to have always been those of the Great Central Railway Co. (see MPJ 6.00/46).

PEMBROKE & TENBY RAILWAY.

(Taken over by G.W.R. in 1896.)



Design I., 32×36mm. With black control numbers. One or two bars in red.

(a) 1866? *Rouletted.*

1	1 Newsp. black on yellow, roul.	0 9	—
2	2 " " " " " "	1 6	—

(b) 1890? *Perf.*

3	1 Newsp. black on yellow, perf. 11½		
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References:—MPJ 6.00/48; 7.00/54.

Pembroke & Tenby Railway—continued.



"Prepaid Newspaper Parcel."

Design II., 45mm. square. Sheets, 6 rows of 4, with black control Nos. running LRTB.

(a) Without control numbers (proofs?).

					Unused. s. d.	Used. s. d.
4	1d. black on yellow, perf. 12½	..	..	..
5	2d. " blue	"	..	..
6	3d. " green	"	..	..

(b) 1890? With control numbers.

7	1d. black on yellow, perf. 12½	..	..	..	1 0	0 6
8	2d. " blue	"	..	..	1 6	0 9
9	3d. " green	"	..	..	2 0	1 0

PORT TALBOT RAILWAY & DOCKS COMPANY.

(Opened 1.9.1897.)

"Prepaid Newspaper Parcel."

Design I., 27 × 34mm. Sheets of 24, 4 rows of 6. Red control Nos.

1	1d. black on yellow, roul.	..	..	..	0 2	0 2
2	1d. " " " " " "	"	..	..	0 3	0 2
3	2d. " " " " " "	"	..	..	0 6	0 3
4	3d. " " " " " "	"	..	..	0 9	0 6

References:—MPJ 8.01/62.

PRESTON & WYRE RAILWAY.



"Prepaid Newspaper Parcel."

Design I., 31 × 44mm. for the ½d. value and design II., similar but larger, 45 × 60mm., for the other values. Black control Nos.

					Unused.		Used.	
					s.	d.	s.	d.
1	½d.	brown,	perf.	12	..	..	..	..
2	1d.	"	"	..	..	..	4	0
3	2d.	"	"	..	..	..	2	0
4	3d.	"	"	..	..	..	1	0

RHONDDA & SWANSEA BAY RAILWAY.

(Opened 25.6.1885).



Rhondda & Swansea Bay Railway—continued.**“Prepaid Newspaper Parcel.”***Design I., 50 × 52mm. Sheets of 6 (3 rows of 2 or 2 rows of 3).**(a) 1890? Without control numbers.*

							Unused.		Used.	
							s.	d.	s.	d.
1	1d. blue, perf. 11	..	..	..	..	..	0	3	—	—
2	2d. red	..	..	..	..	..	0	6	—	—

References:—MPJ 6.00/46.

RHYMNEY RAILWAY.*(Opened 25.2.1858).**3 lbs. and under.***“Prepaid Newspaper Parcel.”***Design I., 1870? 47 × 67mm. Black control Nos. at top.*

1	2d. (“3lbs. and under”) blue, perf. 12½	..	7	6
2	3d. (“3lbs. to 7lbs”) violet	..	7	6

Note.—The 2d. and 3d. were mentioned in SCM 6.70.

Rhymney Railway—continued.



Design 11., 24 × 31mm. Sheets, 4 rows of 6.

		(a) 1885? With control numbers.			Unused.	Used.		
					s.	d.	s.	d.
3	1d. black on yellow, perf. 12	..	..	..	—	—	0	6
4	2d. green, perf. 12..	..	..	..	—	—	0	6
5	3d. violet „ ..	..	..	..	—	—	0	6
		(b) 1890? Without control numbers.						
6	½d. green on white, perf. 12	..	..	..	0	2	0	2
7	1d. black on yellow „ 11	..	..	..	0	3	0	1
8	2d. green on white „ 11	..	..	..	0	6	0	1
9	3d. violet „ „ 11	..	..	..	0	9	0	2

References:—MPJ 6.00/46; 6.05/50.

SEVERN & WYE RAILWAY.

Great Western & Midland Companies
Severn and Wye Joint Railway.

NEWSPAPER PARCEL.
1d
AND UNDER

Severn & Wye Railway—continued.*Design I., 103 × 65mm. Issued in singles.*(a) 1874 ? “*Severn & Wye & Severn Bridge Railway.*”

				Unused.	Used.
				s. d.	s. d.
1	1d. black on white, imperf.	..	..	..	..

(b) *July, 1895. “Severn & Wye Joint Railway.”*

2	½d. black on yellow, imperf.	..	..	0	9
3	1d. „ white	..	..	0	9
4	2d. „ blue	..	..	1	6
5	3d. „ rose	..	..	2	0

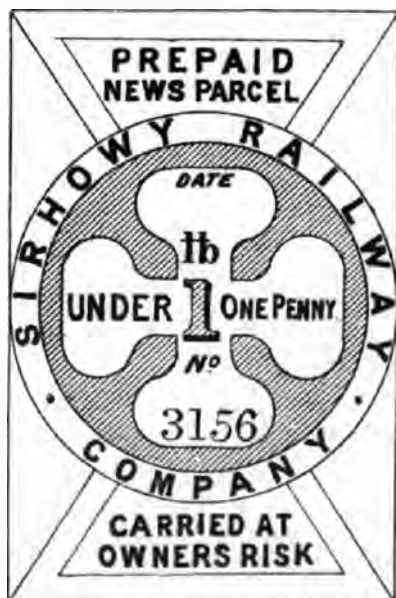
References :—MPJ 3.01/22.

Design II., 37 × 33mm. With black control Nos. running RLTB.(a) 1904 ? *With serial letters.*“**Single Newspapers.**” (Sheets 10 rows of 6).

6	½d. black on yellow, perf. 12, letter A	..	0	2	0	2
---	---	----	---	---	---	---

“**Newspaper Parcel.**” (Sheets 4 rows of 3.)

7	1d. black on white, perf. 10, letter A	..	0	3	0	2
8	2d. „ blue „ „	..	0	6	0	2
9	3d. „ red „ „	..	0	9	—	—

SIRHOWY RAILWAY.

Birhowy Railway—continued.

"Prepaid News Parcel."

Design I., 1868? 44 × 68mm. With black control Nos. running

						Unused.		Used.
						s.	d.	s. d.
1	1d.	black on white, perf.	10	..	..	2	0	—
2	2d.	" rose	"	..	..	4	0	—
3	3d.	" blue	"	..	..	5	0	—

References:—SCM 2.69; MFJ 6.05/50.

SOMERSET & DORSET JOINT LINE.

(An amalgamation of other Companies before 1875.)



Design I. Oblong, 68 × 33mm., with value in centre. The 1d. is signed "Richd J. Rees—Accountant," and the 2d. "Robt. A. Read, Secy. & Gen. Maur."

1	1d.	black on white, imperf.	..	..	..	40	0	—
2	2d.	" blue	"	..	..	50	0	—

References:—MPJ 4.06/30.

"Prepaid Newspaper Parcel."

Design II., diamond-shaped, 58 × 72mm. Sheets, 10 rows of 6.

Black control Nos. running LRTB.

(a) 1892? Without serial No.

3	½d.?	..	..	..	..	..	..	—
4	1d.	black on straw, perf.	12	..	..	2	6	—
5	2d.?	..	..	..	..	..	..	—

Somerset & Dorset Joint Line—continued



(b) 1894? With serial Nos.

		Unused.	Used.
		s. d.	s. d.
6	½d. black on pink, p. 10, S1	0 2	
7	1d. " straw, p. 10, 11, S1 to 17..	0 3	0 1
8	2d. " blue " S1 to 4 .	0 6	0 2

SOUTH DEVON RAILWAY.

(Opened 1.5.1848. Amalgamated with G.W.R. 1878.)



South Devon Railway - continued.

"Newspaper Parcel."

Design I., 68 × 36mm. With space for control Nos. left blank.

(a) 1863? Signed "Francis P. Cockshott, Suptdt."

					Unused.	Used.
					s. d.	s. d.
1	1d. black on white, imperf.	..	..	..
2	2d. " blue " "	..	..	..
3	3d. " rose " "	..	..	..

References:—MPJ 6.00/46; 4.06.37.

Design II. Smaller, 46 × 32mm. No space for control Nos.

(b) 1870? Signed "C. E. Compton, Supt."

4	1d. black on white, imperf.	..	..	..		40 0
5	2d. pale green, perf. 12½	..	..	..
6	3d. rose " "	..	..	..

References:—MPJ 7.07.51.

SOUTH-EASTERN & CHATHAM RAILWAY.

(An amalgamation of other Companies in June, 1899.)



"Prepaid Newspaper Parcel."

Design I., 27 × 30mm. The 3d. and 4d. are in sheets of 5 rows of 6; others, 10 rows of 6.

(a) No control Nos.

1	1d. blue, perf. 11	0 9	—
---	--------------------	----	----	----	----	-----	---

(b) Black control Nos.

2	1d. blue, perf. 11	0 3	0 2
---	--------------------	----	----	----	----	-----	-----

(c) Red control Nos.

3	½d. blue, roul.	..	..	..	..	0 2	0 1
4	1½d. " " "	..	..	..	..	0 6	0 6
5	2d. " roul. or perf.	..	..	..	..	0 6	0 2
6	3d. " roul.	..	..	..	..	0 9	0 3
7	4d. " " "	..	..	..	..	1 0	0 4

Note.—Each printing consists of 10,000 stamps.

References:—MPJ 2/06/14; 4.06/38.

South-Eastern & Chatham Railway—*continued.*

"Prepaid Label Farm Produce."

Design II., same as that of Railway Letter Stamps.

							Unused.		Used.	
Sheets of 20, 5 rows of 4.							s.	d.	s.	d.
8	4d.	rose, roul.	..	..	.	..	1	0	0	3
9	5d.	"	"	..	..	..	1	3	0	6
10	6d.	"	"	..	..	..	1	6	0	6
11	7d.	"	"	..	..	..	1	9	0	6
12	8d.	"	"	..	..	..	2	0	0	6
13	9d.	"	"	..	..	..	2	6	0	6
14	10d.	"	"	..	..	..	2	6	0	9
15	11d.	"	"	..	..	..	3	0	0	9
16	1/-	"	"	..	..	..	3	0	0	9

Note.—These stamps were originally issued to all stations, but about 1903 they were withdrawn from all those in the London district, there being no sale for them. Each printing consists of 10,000 stamps.

TAFF VALE RAILWAY.

(Opened 9.10.1840.)



Taff Vale Railway—continued.

“Single Newspaper Frank” ($\frac{1}{2}$ d. value only).

Design I., about 35mm. square, with various signatures.

“Newspaper Parcel” (Other values).

Design II., 70 × 36mm., with various signatures.

(a) 1865? Signed “E. F. Page, Traffic Manager.”

					Unused.		Used.		
					s.	d.			
1	$\frac{1}{2}$ d.	black on green, perf. 11	..	..	..	5	0	4	0
2	1d.	“ white	“	..	..	4	0		
3	2d.	“ blue	“	..	..	3	6		
4	3d.	“ rose	“	..	..	4	0		
5	6d.	“ yellow	“	..	..	7	6		

Note.—These were chronicled in SCM 2.69; see also MPJ 6.05/50.

(b) 1872. Signed “F. Marwood, Secretary.”

6	6d.	black on yellow, perf. 12	1	6	1	0
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Note.—These were printed in sheets of 3 rows of 10 and issued in half-sheets.

(c) 1881. Signed “G. Robinson, Secretary.”

7	$\frac{1}{2}$ d.	black on green, perf. 11 $\frac{1}{2}$	..	..	..	
8	1d.	“ white	“	..	..		

(d) 1881. Signed “J. G. Nicholson, Secretary.”

9	$\frac{1}{2}$ d.	black on green, perf. 11 $\frac{1}{2}$	..	..	..	
10	1d.	“ white	“	11 $\frac{1}{2}$	..	..	..

(e) Signed “J. Jones, Secretary.”

11	1d.	black on white, perf. 9 $\frac{1}{2}$, 12..	..	..	..	0	3	0	2
12	2d.	“ blue	“	9 $\frac{1}{2}$	..	..	..	0	2
13	3d.	“ rose	“	9 $\frac{1}{2}$	..	..	..	0	3

Note.—All subsequent issues (and probably also the above) were printed in sheets of 6 rows of 10, except the $\frac{1}{2}$ d., which was printed in sheets of 6 rows of 20. The stamps appear to have always been issued in half sheets.

(f) 1897. Signed “H. Clarke, Acting Secretary.”

14	$\frac{1}{2}$ d.	black on green, perf. 9 $\frac{1}{2}$	0	2	0	2
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(g) 1897? Signed “H. Clarke, Secretary.”

15	1d.	black on white, perf. 11	0	2	0	1
16	2d.	“ blue	“	0	6	0	2
17	3d.	“ rose	“	..	..	0	6	0	2

(h) 1900. Signed “E. Edwards, Secretary.”

18	1d.	black on white, perf. 12, 11, 10	..	..	..	0	3	0	1
19	2d.	“ blue	“	10	..	..	..	0	2
20	3d.	“ rose	“	12, 10	..	..	..	0	1

References.—MPJ 6.00/46; 8.00/62; 11.02/30; 6.05/50.

VALE OF RHEIDOL RAILWAY.

(Opened December, 1902.)

**"Parcel Stamp."***Design I., 26 × 40mm. Sheets, 1 row of 6.*

							Unused.		Used.	
							s.	d.	s.	d.
1	1d. red, roul.	..	..	..	..	..	0	3	—	—
2	2d. " "	..	..	..	..	..	0	6	—	—
3	3d. " "	..	..	..	..	..	0	9	—	—

WEST LANCASHIRE RAILWAY.

(Taken over by Lancashire & Yorkshire Railway, 1897.)



West Lancashire Railway—continued.**"Prepaid Newspaper Parcel."**

Design I., 42×57mm. Sheets 6? rows of 5. Black control Nos. running LRTB?

							Unused.	Used.
							s. d.	s. d.
1	½d. carmine	..	..	..	..	..	—	1 6
2	1d. ? ..	..	..	..	..	..
3	2d. ? ..	..	..	..	..	..

WIRRAL RAILWAY.

(Incorporated 1883.)

"Prepaid Newspaper Parcel."

Design I., 25×30mm. The 1d. sheets are 6 rows of 10; 2d., 6 rows of 5; 3d., 4 rows of 5. The stamps are unnumbered but the sheets are numbered on the margin at one corner.

1	1d. black on yellow, perf. 11	0 3	—
2	2d. ,, green	..	..	0 6	—
3	3d. ,, crimson	..	..	0 9	—

"Special Stamp for News Correspondence."

Design II., 28×40mm. Sheets, 5 rows of 6.

(a) 1905? Black control Nos.

4	2d. red, perf. 9½	0 6	—
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WOLVERHAMPTON TRAMWAYS.**"Paid Parcel."**

Design I., 35mm. square.

1	1d. black on rose, perf. 12½ at top.	—	—
---	--------------------------------------	----	----	---	---

References:—MPJ 4.06/31.

WREXHAM, MOLD & CONNAH'S QUAY RAILWAY.

(Absorbed by Great Central Railway, 1.1.05.)

Newspapers?

Design I., 27×35mm.

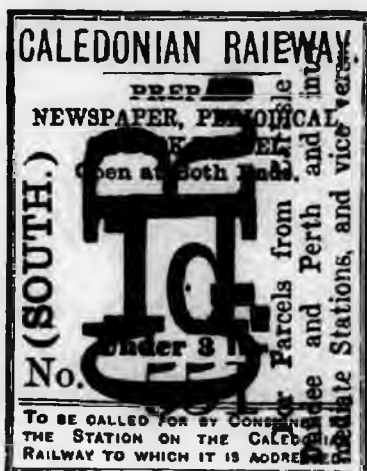
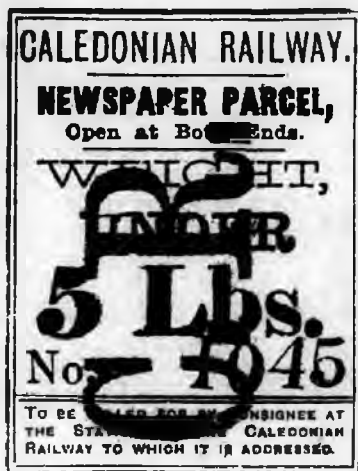
1	No value, black on yellow, p. 12, 11½	..	..
2	,, green on white, p. 12	..	..

References:—MPJ 8.00/62.

SCOTLAND.

CALEDONIAN RAILWAY.

(Opened 10.9.1847.)



Design I., 43 x 55mm. Type-set. Black control Nos.

Note.—The inscription at foot reads "To be called for by Consignee at the Station on the Caledonian Railway to which it is addressed" in small capitals.

"NEWSPAPER PARCEL—Open at Both Ends."

- (a) Overprinted "NORTH—C.R.—For Parcels from Dundee and Perth to the North and intermediate Stations and vice-versa" in red.

	Unused.		Used.	
	s.	d.	s.	d.
1 "Weight, Under 5lbs." black on yellow, roul. in black	5	0	—	—

- (b) Overprinted "SOUTH—C.R.—For Parcels from Carlisle to Dundee and Perth and intermediate Stations and vice-versa" in blue.

2 "Weight, under 5lbs." black on green, roul. in black	3	0	—	—
---	---	---	---	---

Caledonian Railway—continued.

	Proof ?	Unused.		Used.	
		s.	d.	s.	d.
3	Same, without control No.				

Note.—Is No. 2 the stamp mentioned in W. Lincoln, Jr.'s, Catalogue after 1865? (see MPJ 6.05/50).

(c) *With overprint "C.R." only, in red.*

4	"Weight, under 5lbs." black on yellow, roul. in black	5	0	—
5	"Weight, under 5lbs." black on green, roul. in black	5	0	—
9	"Weight, under 5lbs." black on blue, roul. in black			

" PREPAID NEWSPAPER, PERIODICAL OR BOOK PARCEL.

Open at both ends."

(a) *With "North" overprint as before.*

7	"1d. under 3lbs." black on white, roul.	3	0	4	0
8	"2d. under 7lbs." " yellow "				
9	3d. ?				
10	"4d. under 28lbs." black on yellow, roul.				

(b) *With "South" overprint as before.*

11	"1d. under 3lbs." black on white, roul.	3	0	4	0
12	"2d. under 7lbs." " "				
13	"3d. under 14lbs." " "				
14	"4d. under 28lbs." " "				

(c) *With "C.R." overprint only, as before.*

15	"1d. under 3lbs." black on yellow, roul.				
16	"2d. under 7lbs." " "				
17	"3d. under 14lbs." " "				
18	"4d. under 28lbs." " "				
19	"6d. under 56lbs." " "				

" NEWSPAPER PARCEL."

Note.—The inscription at foot has the words "by consignee" omitted.

(a) *With "North" overprint as before.*

20	"Not exceeding 1lb., ½d." black on yellow, roul.	1	6	—
----	--	---	---	---

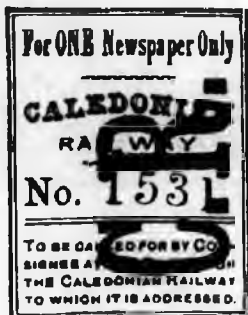
(b) *With "South" overprint ?*

21	(Does this exist ?).			
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(c) *With overprint "C.R." only, as before.*

22	"Not exceeding 1lb., ½d." black on yellow, roul.	—		3	0
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Caledonian Railway—continued.



Design II., 29 × 37mm. Sheets, 3 rows of 4; black control Nos. running LRTB (many series from 1 to 10,000. Overprint "C.R." in red.

"For ONE Newspaper Only."

(a) 1869? Die i., no stops after "Only" and "Railway."

	Unused.	Used.
23 No value, black on blue, rout.	0 6	—

(b) 1875? Die ii., with stops after "Only" and "Railway."

24 No value, black on green (shades to grey), roul.	0 4	—
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Caledonian Railway—continued.

Design III., 42 x 56mm. Sheets, 3 rows of 4; black control Nos. running LRTB. "C.R." and value in words overprinted in red.

Note.—The inscription at foot is now in small letters instead of capitals, and divided into three paragraphs.

"NEWSPAPER PARCEL, OPEN AT BOTH ENDS.—Scotland to England."

		(a) "CR" without stops.		Unused.		Used.	
				s.	d.	s.	d.
25	Twopence, black on yellow, roul.	..	..	1	6	—	—
		(b) "C.R." with stops.					
26	Twopence, black on yellow, roul.	..	..	0	6	0	2
27	Threepence " green "	..	..	0	9	0	2
28	Fourpence " white "	..	..	1	0	0	4
29	Fivepence " red "	..	..	1	3	0	9
30	Sixpence " blue "	..	..	1	6	0	2

Note.—The 2d. is known additionally perf. 12. There is only one (?) series of Nos. running from 1, the highest Nos. now (10.06) reached being 2d. 52000; 3d. 300000; 4d. 84000; 5d. 19500; 6d. 216000.

To LOCAL Stations only.

Not available to Stations on the North British, Glasgow and South-Western, Portpatrick, Glasgow, Barrhead and Kilmarnock, Solway, Wemyss Bay, Callander and Oban, Dundee and Arbroath, and Montrose and Berrie Railways.

To LOCAL Stations only.

Not available to Stations on the following Railways, viz.—North British, Glasgow and South-Western, Dumbarton and Ballinacraig, Dundee and Arbroath, Glasgow, Barrhead and Kilmarnock, Portpatrick and Girvan, Portpatrick and Wigtownshire, Brechin and Edzell, Buxton and East Kilbride, Cathcart District, Callander and Oban, Fife and Commis., Killin, Kilgarn and Bonython, Lanarkshire and Ayrshire, Lanarkshire and Dumbartonshire, and Railway; nor between Glasgow or Edinburgh and Caledonian stations north of Greenhill.

CALEDONIAN RAILWAY.

No. **10283**

NEWSPAPER PARCEL

SPECIAL CONTRACT LABEL,

OPEN AT BOTH ENDS.

Single Newspaper,

$\frac{1}{4}$ d.

The Parcel to which this Label is affixed is conveyed subject to the conditions expressed in the Company's Public Time Tables, and upon receipt granted by or on behalf of the Purchaser.

CALEDONIAN RAILWAY.

No. **511362**

NEWSPAPER

PARCEL LABEL,

OPEN AT BOTH ENDS.

Not exceeding 1 Lb.,

$\frac{1}{2}$ d.

The Parcel to which this Label is affixed is conveyed subject to the conditions expressed in the Company's Public Time Tables.

Caledonian Railway—continued.

*Design IV., 43 × 54mm. Type-set. Sheets 3 rows of 4 ?
No overprint.*

Note.—The inscription at foot is in small letters and varies. The notice at top "To Local Stations only" is often cut off.

"Newspaper Parcel Special Contract Label, open at both ends."

		Unused.		Used.	
		s.	d.	s.	d.
31	"Single Newspaper $\frac{1}{2}$ d." black on vermillion, perf. 12.. .. .	1	0	—	—

"Newspaper Parcel Label, open at both ends."

32	Single Newspaper, $\frac{1}{2}$ d. black on red, p. 11 ..	0	1	0	1
33	Not exc. 1lb., $\frac{1}{2}$ d. black on red, roul, or p. 11	0	2	0	1
34	" 3lbs., 1d. " p. 11 ..	0	3		
35	" 7lbs., 2d. " p. 11 ..	0	6		
36	" 14lbs., 3d. " p. 11 ..	0	9		
37	" 28lbs., 5d. " p. 11 ..	1	3		
38	" 56lbs., 7d. " p. 11 ..	1	9		
39	" 84lbs., 9d. " roul. ..	2	3		

Note.—Probably all the above exist rouletted. The highest Nos. we have seen (11.06) are:— $\frac{1}{2}$ d. 254830, $\frac{1}{2}$ d. 972703; 1d. 47201 (probably at least 2nd million); 2d. 320324; 3d. 708947; 5d. 255912; 7d. 40276; 9d. 6899.

Designs not seen.

Shop Parcel under 28lbs. ?

40	1d. black on yellow, perf. 12				
----	---------------------------------------	--	--	--	--

Parcel not exceeding 28lbs. ?

41	$\frac{1}{2}$ d. blue				
	(a) Roul				
	(b) Perf. 11 $\frac{1}{2}$?				

Note.—The above are listed in Morley's Catalogue, 7.97/91, 92.

Design VII., 33 × 42mm.

Issued in sheets of 12.

42	$\frac{1}{2}$ d. — ? roul.	—	—		
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Mentioned in SCM 10.64 on the authority of the "Scotaman" and in MPJ 3.05/22.

Caledonian Railway--continued.



Design V., 30 × 40mm. Sheets of 36 ?

“ Parcel Stamp.”

(a) 6.02 ? “ Railway ” under the value.

							Unused.		Used.	
							s.	d.	s.	d.
43	1d. blue, perf. 11	..	..	..	..	..	0	3	0	1
44	2d. „ „	..	..	..	..	..	0	6	0	1
45	3d. „ „	..	..	..	..	..	0	9	0	1
46	4d. „ „	..	..	..	..	..	1	0	0	1
47	6d. „ „	..	..	..	..	..	1	6	0	1
48	9d. „ „	..	..	..	..	..	2	3	0	4
49	1/- „ „	..	..	..	..	..	3	0	0	2

(b) 6.02 ? “ Issued at — ” (with name of station) below value.

50	1d. blue, perf. 11	..	..	..	..	..
51	2d. „ „	..	..	..	..	..
52	3d. „ „	..	..	..	..	..
53	4d. „ „	..	..	..	..	..
54	6d. „ „	..	..	..	..	..
55	9d. „ „	..	..	..	..	..
56	1/- „ „	..	..	..	..	..

References :—MPJ 3.05/22; 6.05/50.

CALEDONIAN RAILWAY, SCOTTISH CENTRAL SECTION.

Design ?

1 1d. black on yellow, roul.

This stamp is listed in Morley's Catalogue, 7.97/92.

CALEDONIAN, PORTPATRICK & GLASGOW & S.W. RAILWAYS.



Design II. of Caledonian Railway, except the ½d. which is design III. Sheets of 12.

Note.—The inscription is suitably altered, the words "on the Caledonian Railway" being omitted, and a second paragraph added:—"To be used only for parcels passing from one line to either of the others."

"Prepaid Newspaper, Periodical or Book Parcel, open at both ends" (except the ½d. value, which has "Prepaid. For One Newspaper only").

(a) Overprinted "CR—G & S-WR" in red.

	Unused.	Used.
	s. d.	s. d.
1 "One Newspaper" black on white, roul.	0 6	—
2 " 1d. under 3lbs." " " "	1 6	—
3 " 2d. under 7lbs." " " "	2 0	—
4 " 3d. under 14lbs." " " "	2 0	—
5 " 4d. under 28lbs." " " "	3 0	—
6 " 6d. under 56lbs." " " "	4 0	—

Note.—The line over the value is sometimes worn away, and the 3d. value has no stop after "lbs."

THE DORNOCH LIGHT RAILWAY.

OPEN AT BOTH ENDS.
OLD LABEL.
The Dornoch Light Railway.
No. 750
<small>Carried at Owner's risk, & to be called for by Consignee at the Station to which it is addressed.</small>

Design I. of Highland Railway. Sheets, 6 rows of 8.

(a) 1902? With "Open at both ends" and "At owner's risk."

					Unused.		Used.	
					s.	d.	s.	d.
1	0½d.	black on yellow, perf.	11	..	..	0	1	—
2	0½d.	"	"	..	..	0	2	—
3	0½d.	"	"	..	..	0	2	—
4	01d.	"	"	..	..	0	3	—
5	01½d.	"	"	..	..	0	4	—
6	02d.	"	"	..	..	0	6	—

DUNDEE & ARBROATH RAILWAY.

(Joint property of Caledonian & North British Railways since 1.2.80. Previous to this date the line belonged to the Caledonian Railway).

Available over the Dundee and Arbroath Joint Railway and Stations beyond on the Caledonian and North British Railways.

[LABEL.]

For ONE NEWSPAPER Only.
SPECIAL CONTRACT LABEL.
DUNDEE & ARBROATH JOINT RAILWAY.
No. 6132
<small>To be called for by Consignee at the Station to which it is addressed. The Carriage of Newspapers under this Label is at Owner's Risk. See Company's Time Tables.</small>

Available over the Dundee and Arbroath Joint Railway and Stations beyond on the Caledonian and North British Railways.

[WAY-BILL.]

For ONE NEWSPAPER Only.
DUNDEE & ARBROATH JOINT RAILWAY.

DUNDEE to

No. 6132

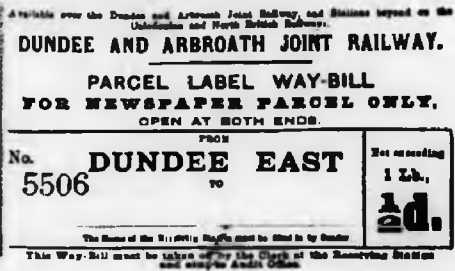
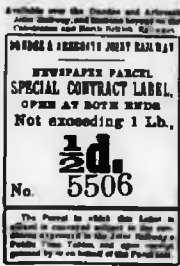
This Way-Bill must be taken off by the Clerk at the Receiving Station and sent to Audit Office.

Dundee & Arbroath Railway—continued.

Design I., 95 × 50mm. Type-set. Sheets, 3 rows of 1.

“For One Newspaper Only.”

					Unused.	Used.
					s. d.	s. d.
1	No value ($\frac{1}{2}$ d.)	black on white,	roul.	.. ..	0 2	—



Design II., 157 × 61mm. Type-set. Issued in singles. Only the stamp and right hand edge of way-bill are gummed.

“Newspaper Parcel Special Contract Label.”

2	$\frac{1}{2}$ d.	black on white,	perf.	12, 11..	.. ..	0 2	—
3	1d.	..	..	12 ..	.. ..	0 3	—
4	2d.	..	..	12 ..	.. ..	0 6	—
5	3d.	..	..	12, 11..	.. ..	0 9	—
6	5d.	..	..	12, 11..	.. ..	1 3	—
7	7d.	..	..	12 ..	.. ..	1 9	—

DEESIDE RAILWAY.

Design I.

“For One Newspaper Only ?”

1	No value,	black on green,	roul.	—	—
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Design II.

“Newspaper Parcel.”

2	$\frac{1}{2}$ d.	rose,	roul.
3	$\frac{1}{2}$ d.
4	1d.
5	2d.
6	3d.
7	4d.
8	6d.

DUNDEE CITY TRAMWAYS.*Design I., 34 x 57mm. Type-set.*

					Unused.		Used.	
					s.	d.	s.	d.
1	1d. black on white, perf. 11 at top	..	..	0	3	0	2	

EDINBURGH & GLASGOW RAILWAY.*Design I.*

1	$\frac{1}{2}$ d. — ? roul.	..	..	..	..	..
2	1d. yellow	..	..	..	..	..
3	3d. vermilion	..	..	..	..	..

Note.—The $\frac{1}{2}$ d. is mentioned SCM 11.61 and MPJ 3.05/22 and the 1d. and 3d. are listed in Morley's Catalogue 7.97/94.

EDINBURGH & GLASGOW and NORTH BRITISH Railways.*Design III. ? of Caledonian Railway.***For One Newspaper Only ?**

1	No value, black on white, roul., green over-print
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*Design VI. ? of Caledonian Railway.***Parcel under 28lbs.**

2	$\frac{1}{2}$ d. rose, roul.
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Note.—The above are given on the authority of Morley's Catalogue, 7.97/94.

EDINBURGH & GLASGOW and SCOTTISH CENTRAL Railways.*Design I.*

1	" 1d. under 3lbs." ? black on rose, roul.	..
2	" 2d. under 7lbs." ? " rose " "	..
3	" 3d. under 14lbs." " blue " "	..
4	" 4d. under 28lbs." " green " "	..
5	" 6d. under 56lbs." " buff " "	..

*Design II. ?***For One Newspaper Only.**

6	No value, black on rose, roul.	4	0	—
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GIFFORD & CARVALD LIGHT RAILWAY.

(Opened 14.10.01. This line is worked by the North British Railway and does not use special stamps.)

GLASGOW & SOUTH WESTERN RAILWAY.

(Opened 28.10.1850.)



Design I. Similar to design III. of Caledonian Railway.
Sheets, 3 rows of 4; control Nos. LRTB.

"For One Newspaper Only."

(a) 1868? Overprinted "G. & S.W." in red.

	Unused.	Used.
	s. d.	s. d.
1 No value, black on buff, roul.	0 6	—



Glasgow & South Western Railway—*continued.*

Design II., 43 × 56mm. Sheets, 3 rows of 4.

"Prepaid Newspaper Parcel."

(a) *Overprinted vertically "G. & S.W. in red.*

			Unused.	Used.
			s. d.	s. d.
2	" 1d. under 3lbs." black on white, roul.	..	1 6	—
3	" 1d. up to 5lbs." " "	..	3 0	—
4	" 2d. under 10lbs." " "	..	3 0	—
5	" 3d. under 14lbs." " "	..	3 0	—



Design III., similar to the "Scotland to England" design of the Caledonian Railway. Sheets, 3 rows of 4; control Nos. LRTB.

(a) *Overprinted horizontally "G. & S.W.R." and value in words in red.*

6	Threepence, black on white, roul.	..	0 9	—
7	Fourpence ?	..	..	..
8	Fivepence, black on white, roul.	..	—	0 3

Design IV., 44 × 78mm. Sheets, 2 rows of 3. Control Nos. LRTB.

"Sugar Sample." Inscribed "Glasgow to Greenock or vice-versa—Sugar Sample or Order not exceeding 6lbs."

9	1d. green, perf. 12, Control No. in black with letter C or D in green	..	0 3	—
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Glasgow & South Western Railway—*continued.*



Other Stamps.

Shop Parcel Label. These appear to be only "left luggage" labels.

Parcel Label Way Bill. These are printed in red and are not gummed. The value is printed in.

GLASGOW, BARRHEAD & KILMARNOCK RAILWAY.

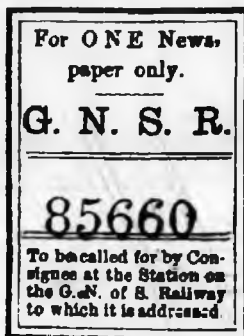
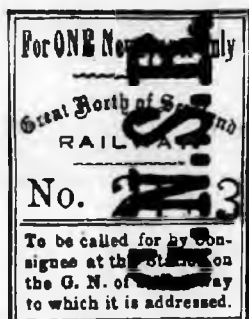
(Joint property of Caledonian and Glasgow & South Western Railways since 1869. Special stamps are not known, except for letters.)

GLASGOW & PAISLEY RAILWAY.

(Joint property of Caledonian & Glasgow & South Western Railways since 1837.)

GREAT NORTH OF SCOTLAND RAILWAY.

(Opened 12.9.1854.)



Design I., 29 × 37mm. Same as design III. of Caledonian Railway.

"For One Newspaper Only."

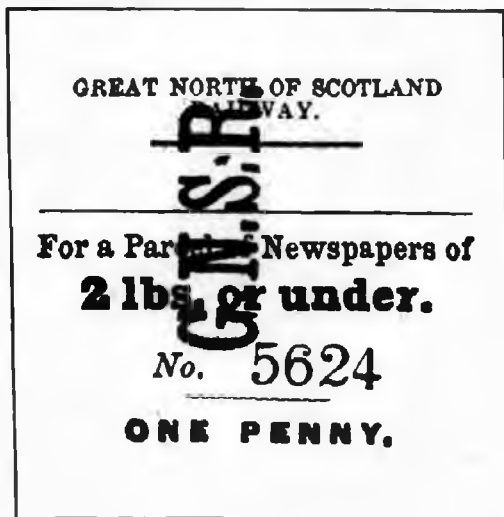
(a) 1868? Title of Railway in full. Overprinted "G.N.S.R." in red.

	Unused.	Used.
	s. d.	s. d.
1 No value, black on grey, roul.	0 8	0 9

(b) Initials "G.N.S.R." substituted for title in full; no overprint. Sheets, 3 rows of 4.

2 No value, black on blue, roul.	0 6	0 4
3 " " " perf. 11	0 2	0 2

Note.—The highest number we have seen is 412502, issued 10.06.



Great North of Scotland Railway—continued.

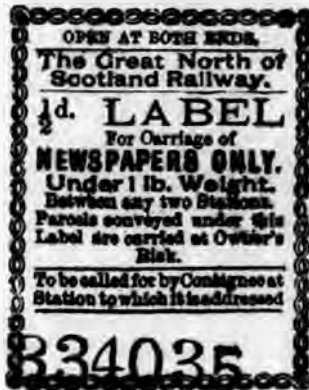
Design II., no frame, 52 × 44mm.

“For a Parcel of Newspapers of.....lbs. or under.”

(a) Overprinted G.N.S.R. in red.

					Unused.		Used.	
					s.	d.	s.	d.
4	One Penny, black on rose, roul.	..	..	..	2	0	—	—
5	1d. black on yellow ?	..	..	..	..	..	..	..
6	2d. „ blue ?	..	..	..	..	..	..	..
7	3d. „ rose ?	..	..	..	..	..	..	..
8	6d. „ buff ?	..	..	..	..	..	..	..

Note.—Nos. 5 to 8 are listed on the authority of Morley's Catalogue, 7.97/98.



Design III., 37 × 42mm. Type-set with ornamental border.

Sheets, 2 rows of 6.

“For Carriage of NEWSPAPERS ONLY . . . Between any two stations.”

(a) 1870 ? With heart-shaped ornament at corners.

9	½d. black on orange, roul.	2	0	—	—
---	----------------------------	----	----	----	---	---	---	---

(b) With border of chain-links.

10	½d. black on vermilion, roul.	2	0	—	—
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(c) With border of trefoils and square ornament at corner.

11	½d. ?
12	1d. ?
13	2d. ?
14	3d. ?
15	5d. black on green, roul.	..	..	..	1	3	0	2
16	7d. „ crimson „	..	..	..	1	9	0	3
17	9d. „ pale pink „	..	..	..	2	3	0	3
18	1/- „ grey „	..	..	..	3	0	..	..

Great North of Scotland Railway—continued.

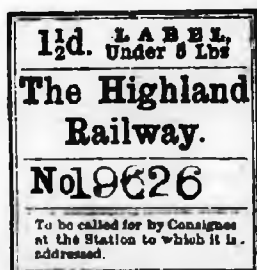
(d) Same, but with trefoils at corners.

		Unused.		Used.	
		s.	d.	s.	d.
19	$\frac{1}{2}$ d. black on vermilion, roul. or p. 11 ..	0	2	0	1
20	1d. " yellow, roul. or p. 11 ..	0	3	0	1
21	2d. " blue, roul. ..	0	6	0	1
22	3d. " lilac, roul. or p. 11 ..	0	9	0	1

Note.—The control Nos. run from 1 to 100000, but only the $\frac{1}{2}$ d., 1d. and possibly 2d. values have completed their first series.
Morley's Catalogue, 7.97/96 also mentions a 6d. black on buff.

THE HIGHLAND RAILWAY.

(An amalgamation of other Companies as from 29.6.1865.)



Type i.



Type ii.



Type iii.

Design I., 29 x 32mm., type-set.

There are four types.

- (i.) 1865? Inscription at foot commencing "To be called for."
(ii.) 1874? Same, but with "Open at both ends" inserted at top of design.
(iii.) 1878? Inscription at foot commencing "Carried at Owner's Risk."
(iv.) 1900? Same as iii., but "Open at both ends" is omitted.

The value is followed by the word "Label" on all types.

(i.) 1865? Without "Open at both ends" and "At Owner's Risk."

1	$\frac{1}{2}$ d. black on fawn, perf. 12 $\frac{1}{2}$	5	0	—
2	$\frac{1}{2}$ d. red on white	5	0	—
3	1 $\frac{1}{2}$ d. black on green	5	0	—
4	3d. " rose			
5	4 $\frac{1}{2}$ d. ?			
6	6d. black on lilac, perf. 12 $\frac{1}{2}$			

(ii.) 1874? With "Open at both Ends"; without "At Owner's Risk."

7	$\frac{1}{2}$ d. red on white, perf. 12 $\frac{1}{2}$	0	9	—
8	1 $\frac{1}{2}$ d. black on green	2	0	—
9	1 $\frac{1}{2}$ d. " blue			

No. 9 is listed on the authority of Morley's Catalogue, 7.97/99.

Highland Railway - continued.

(iii.) 1885. *With "Open at both ends" and "at owner's risk."*
Sheets, 6 rows of 8. Control Nos. LRTB.

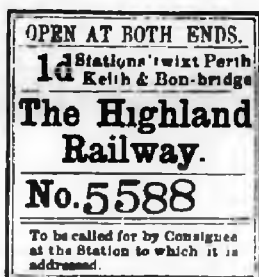
					Unused.		Used.		
					s.	d.	s.	d.	
10	0½d.	black on white,	perf. 12	..	..	0	1	0	1
11	0½d.	"	perf. 12, 11	..	..	0	2	0	1
12	1d.	"	perf. 12, 11	..	..	0	3	0	2
13	2d.	"	perf. 12, 11	..	..	0	6	0	2
14	3d.	"	perf. 12, 11	..	..	0	9	0	1
15	5d.	"	perf. 12, 11	..	..	1	3	0	1
16	7d.	"	perf. 12, 11	..	..	1	9	0	1
17	9d.	"	perf. 12	..	..	2	3		
18	1/-	"	perf. 11	..	..	3	0		

Note.—The control Nos. run up to 9999 and then commence again at 00. There are no marks by which to distinguish the various series.

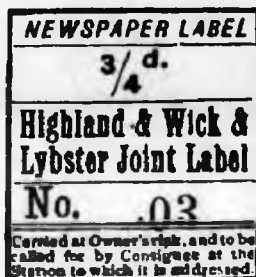
References:—MPJ 1.04/6; 2.04/14; 3.04/22; 5.05/42; 6.05/50.

HIGHLAND RAILWAY.

LOCAL ISSUES, FOR USE BETWEEN VARIOUS STATIONS.



Type ii.



Type iv.

Design I., 29 x 32mm. Types i., ii., iii. and a new type iv. (for description see design I., Highland Railway). Sheets (at least since 1900) 6 rows of 8, with control Nos. commencing 00 and running LRTB.

Highland Railway between Perth and Inverness.

(i.) 1867. *Without "Open at Ends" and "Owners Risk."*

101	1½d.	Under 3lbs. black on white,	perf. 12½	..
102	3d.	from 3 to 7lbs. black on yellow	"	..
103	4½d.	from 7 to 14lbs. " blue	"	..
104	6d.	from 14 to 28lbs. " fawn	"	..
105	9d.	from 28 to 56lbs. " grey	"	..

Note.—The above are described as being of design II. in the *Philatelist* (9 68., see MPJ 5.05/42.

Highland Railway—continued.*Highland Railway, twixt Perth, Keith and Bonbridge.*

(ii.) 1874 ? With "Open at ends" ; without "Owner's Risk."

					Unused.		Used.	
					s.	d.	s.	d.
106	0½d.	black on white, perf. 12½	..	..	..	0	4
107	0½d.	"	"	..	..	0	4
108	1d.	"	"	..	..	0	6
109	2d.	"	"	..	..	
110	3d.	"	"	..	..	1	6
111	4d.	"	"	..	..	
112	5d.	"	"	..	..	
113	6d.	"	"	..	..	
114	7d.	"	"	..	..	
115	8d.	"	"	..	..	
116	9d.	"	"	..	..	
117	10d.	"	"	..	..	
118	11d.	"	"	..	..	
119	1/-	"	"	..	..	

(iii.) 1875 ? With "Open at ends" and "Owner's Risk."

120	0½d.	black on white, perf. 12½	..	..
121	1d.	"	"	..
122	2d.	"	"	..
123	3d.	"	"	..

Highland Railway, twixt Perth, Keith, Strome and Bonbridge.

(iv.) 1900 ? Without "Open at Ends" ; with "Owner's Risk."

124	0½d.	black on white, perf. 11
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Highland Railway, Any Station West of Dingwall.

(ii.) 1874 ? With "Ends Open" ; without "Owner's Risk."

201	½d.	black on lilac, perf. 12½	..	..
202	½d.	"	"	..
203	1d.	"	"	..
204	2d.	"	"	..
205	3d.	"	"	..
206	4d.	"	"	..
207	5d.	"	"	..
208	6d.	"	"	..
209	7d.	"	"	..
210	8d.	"	"	..
211	9d.	"	"	..
212	10d.	"	"	..
213	1/-	"	"	..

(iii.) 1875 ? With "Open at Ends" and "Owner's Risk."

214	½d.	black on rose, perf. 12½	..	..
215	½d.	"	"	..

Highland Railway—*continued.*

Highland Railway, Label between Thurso and Stromness.

(iii.) 1875 ? With "Open at both Ends" and "At Owner's Risk."

					Unused.		Used.	
					s.	d.	s. d.	
301	0½d.	black on blue,	perf. 12½	..	..	4	0	
302	0½d.	"	"	..	..	4	0	
303	1d.	"	"	..	..	4	0	
304	2d.	"	"	..	..	
305	3d.	"	"	..	..	
306	4d.	"	"	..	..	
307	5d.	"	"	..	..	
308	6d.	"	"	..	..	

Highland & Wick & Lybster Joint Label.

(iv.) 1900 ? Without "Open at both Ends"; with "At Owner's Risk."

401	½d.	black on orange,	perf. 11	..	..	0	2	—
402	¾d.	"	"	..	..	0	2	—
403	1d.	"	"	..	..	0	3	—
404	1½d.	"	"	..	..	0	4	—
405	2d.	"	"	..	..	0	6	—
406	4d.	"	"	..	..	1	0	—
407	6½d.	"	"	..	..	1	6	—
408	9d.	"	"	..	..	2	0	—



Design II., 33mm. square, with ornamental border.

Highland Railway, Golspie & Helmsdale.

(ii.) 1874 ? With "Open at both Ends"; without "At Owner's Risk."

501	0½d.	black on fawn,	perf. 12½	..	..	1	0	—
502	0½d.	"	"	..	..	
503	1d.	"	"	..	..	
504	2d.	"	"	..	..	
505	3d.	"	"	..	..	
506	4d.	"	"	..	..	
507	5d.	"	"	..	..	
508	6d.	"	"	..	..	

Highland Railway—continued

(iii.) 1875 ? With "Open at both ends" and "At Owner's Risk."

					Unused.	Used.
					s. d.	s. d.
509	0½d.	black on fawn, perf.	12½	..	..	..
510	0½d.	"	"	..	..	..

Highland Railway, Bonar-Bridge and Golspie.

(ii.) 1874 ? With "Open at both ends" ; without "At Owner's Risk."

601	0½d.	black on green, perf.	12½	..	..	..
602	0½d.	"	"	..	..	..
603	1d.	"	"	..	..	..
604	2d.	"	"	..	..	..
605	3d.	"	"	..	..	..
606	4d.	"	"	..	..	..
607	5d.	"	"	..	..	..
608	6d.	"	"	..	..	..
609	7d.	"	"	..	..	..
610	8d.	"	"	..	..	..
611	10d.	"	"	..	..	..
612	11d.	"	"	..	..	..
613	1/-	"	"	..	..	..

(iii.) 1875 ? With "Open at both ends" ; and "At Owner's Risk."

614	½d.	black on green, perf.	12½	..	..	4 0
615	½d.	"	"	..	..	..
616	1d.	"	"	..	..	..

Highland Railway, Helmsdale, Thurso & Wick.

(iii.) 1874 ? With "Open at Ends" and "Owner's Risk."

701	½d.	black on yellow, perf.	12½	..	..
702	½d.	"	"	..	..
703	1d.	"	"	..	..
704	2d.	"	"	..	..
705	3d.	"	"	..	..
706	4d.	"	"	..	..

Highland Railway, North of Inverness.

(iv.) 1867 ? Without "Open at Ends" and "Owner's Risk."

801	2d.	under 3lbs.	green on pink, perf.	12½	
802	4d.	from 3 to 7lbs.	" white	"	
803	6d.	from 7 to 14lbs.	" yellow	"	
804	8d.	from 14 to 28lbs.	" buff	"	
805	1/-	from 28 to 56lbs.	" lavender	"	

Note.—This issue is mentioned in the *Philatelist* 9.68 and MPJ 5.05/42; 6.05/50.

HIGHLAND RAILWAYS.

JOINT WITH OTHER COMPANIES.

*Design III., 43 × 52mm. With ornaments at corners.***The Highland, Dingwall and Skye Railways (1874 ?).**

Unused.	Used.
s. d.	s. d.

1001	½d.	black on orange, perf.	12½	..	..
1002	1½d.	"	"	..	..
1003	2½d.	"	"	..	..
1004	4d.	"	"	..	..
1005	6d.	"	"	..	..
1006	8½d.	"	"	..	..

The Highland and Sutherland Railways (1874 ?).

1101	½d.	black on yellow, perf.	12½	..	..	—
1102	1½d.	"	"	..	..	10 0
1103	2½d.	"	"	..	..
1104	4d.	"	"	..	..
1105	6d.	"	"	..	..
1106	8½d.	"	"	..	..

The Highland, Sutherland, and Duke of Sutherland's (1874 ?).

1201	¾d.	black on blue, perf.	12½	..	..
1202	2d.	"	"	..	..
1203	3d.	"	"	..	..
1204	5d.	"	"	..	..
1205	7½d.	"	"	..	..
1206	10½d.	"	"	..	..

Highland Railways—continued.

**The Highland, Sutherland, Duke of Sutherland, and
Sutherland and Caithness Railways (1877 ?).**

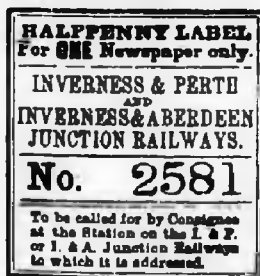
				Unused.		Used.
				s.	d.	s. d.
1301	½d.	black on green, perf. 12½	..	..	..	—
1302	2d.	" "	..	..	10	0
1303	3½d.	" "	..	..	..	..
1304	6d.	" "	..	..	..	..
1305	9d.	" "	..	..	..	..
1306	1/-	" "	..	..	..	..

**The Highland, Sutherland, Duke of Sutherland, and Sutherland
and Caithness Railways, and Highland Co.'s
Steamer to Stromness (1877 ?).**

1401	½d.	black on white, perf. 12½	..	..	1	6
1402	3d.	" "	..	..	5	0
1403	4½d.	" "	..	..	..	..
1404	7d.	" "	..	..	..	..
1405	10½d.	" "	..	..	..	..
1406	1/2	" "	..	..	..	..

References:—MPJ 2.04/14; 3.04/22.

**INVERNESS & PERTH and INVERNESS & ABERDEEN
JUNCTION RAILWAYS.**



Design I., 30 × 32mm.

"For One Newspaper Only."

1	½d.	red on white, perf. 12½	0	8
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Design II.

2	2½d.	under 14 ? lbs. red on white, perf. 12½
3	4½d.	under 28lbs. buff	"	"
4	6½d.	under 56lbs. grey	"	"

INVERGARRY & FORT AUGUSTUS RAILWAY.

(Opened 1902 ?)

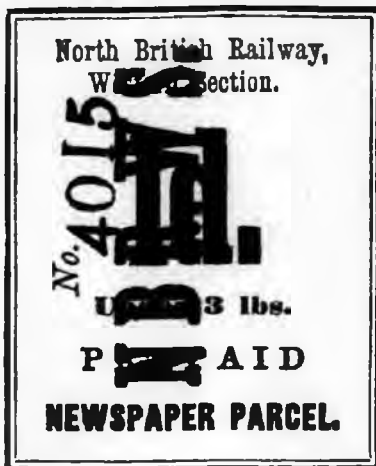


*Design 1. Similar to that of Highland Railway.
Sheets, 6 rows of 8; control Nos. LRTB.*

					Unused.	Used.
					s. d.	s. d.
1	¼d.	black on white, perf. 11	..	..	0 1	—
2	½d.	"	..	..	0 2	—
3	1d.	"	..	..	0 3	0 2
4	2d.	"	..	..	0 6	—
5	3d.	"	..	..	0 9	—
6	5d.	"	..	..	1 3	—
7	7d.	"	..	..	1 9	—

NORTH BRITISH RAILWAY.

(Opened 18.6.1846.)



North British Railway—continued.

Design I., 45 × 56mm., type-set.

"Prepaid Newspaper Parcel."

(i.) Overprinted "NBR. WS." in red.

(a) "North British Railway, Western Section."

		Unused.		Used.	
		s.	d.	s.	d.
1	"1d. under 3lbs." black on rose, roul.	..	5	0	—
2	"2d. under 7lbs. " "	..			
3	3d. ? " " "	..			
4	4d. ? " " "	..			
5	"6d. under 56lbs." black on rose, roul.	..			
(b) "North British Railway Western Section and Caledonian Railway, Scottish Central Section."					
6	"1d. under 3lbs." black on rose, roul.	..	5	0	—
7	"2d. under 7lbs." " "	..			
8	3d. ? " " "	..			
9	4d. ? " " "	..			
10	6d. ? " " "	..			



Design II., 42 × 56mm., type-set.

"Newspapers or Periodicals."

(a) "North British Railway, Western Section."

Overprinted "N.B.R." in red.

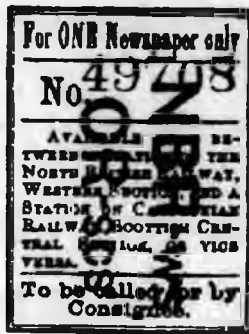
11	"1d. under 3lbs." black on yellow, roul.	..			
12	"2d. under 7lbs." " "	..			
13	3d. ? " " "	..			
14	4d. ? " " "	..			
15	6d. ? " " "	..			

North British Railway—continued.

(b) "North British Railway, Western Section, and Caledonian Railway, Scottish Central Section."

Overprinted "N.B.R.—w.s.—C.R.—s.c.s." in red.

		Unused.	Used.
		s. d.	s. d.
16	"1d. under 3lbs." black on buff, roul.	2 6	—
17	"2d. under 7lbs." " "	—	5 0
18	"3d. under 14lbs." " "	..	..
19	"4d. under 28lbs." " "	..	..
20	"6d. under 56lbs." " "	10 0	—



Design III., 29×39mm., type-set. With "To be called for by Consignee" at foot. Sheets, 3 rows of 4.

"For One Newspaper Only."

Overprinted "NBR—ws—CR—scs" in red.

21	No value, black on buff, roul.	0 6	—
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North British Railway—continued.

Design IV., 28 × 38mm., type-set on green ground with initials (several varieties).

"For One Newspaper Only."

(a) 1866? *Control Nos. without serial letter.*

"North British and Edinburgh and Glasgow Railway."

22	No value, black and green, roul.			Unused. s. d.	Used. s. d.
	(a) "N.B.—E.G.Ry." reading down (in grn.)				
	(b) " " " up (")			0 6	—

Note.—This stamp is stated (SCM 1.5.67/80) to have been superseded by No. 23.

(b) 1867? *With serial letter A added to design, which is re-set. Initials now in white.*

"North British and Edinburgh and Glasgow Railway."

23	No value, black and green, roul.	1 0	—
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(c) 1868? *With serial letters B & C.*

"North British Railway Company."

24	No value, black and green.				
	(a) Serial letter B			1 6	—
	(b) " " C			0 9	—



Design V., 28 × 37mm., type-set. Altered inscription at foot. Sheets, 3 rows of 4.

"For One Newspaper Only."

(d) 1880? *With serial letters D, E, F.*

Overprinted "NB—Ry Co" in red.

25	No value, black on green, letter D			1 6	—
26	" " black on blue " E			0 9	—

Note.—All specimens with letter E which I have seen have a large F hand-stamped over it. Was there ever an E series? It is noteworthy that the parcel stamps issued in 1905 commence with serial letter E, followed by G.

North British Railway—continued.



Design VI., 40×55mm. ; engraved.

"Newspapers or Periodicals."

		Unused. s. d.	Used. s. d.
27	"3d. under 14lbs." black on glazed red, imperf.		
28	"4d. under 28lbs." " glazed green " "	10 0	—



Design VII., 40×52mm. ; type-set.

"Newspaper Parcel—Scotland to England."

(i) Overprint "N.B." and value in red.

29	One Penny, black on blue	0 3	0 1
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North British Railway—continued.

		Unused.		Used.
		s.	d.	s. d.
30	Two Pence ?	0 1
31	Three Pence, black on white	0 1
32	Four Pence, „ vermillion	..	..	0 1
33	Five Pence, „ lilac	..	..	0 1
34	Six Pence ?..	..	..
35	Seven Pence ?	..	..

AVAILABLE ONLY between Stations on the North British, Caledonian, Glasgow and South-Western, City Union, and Ayrshire and Wigtonshire Railways; also on Dundee and Arbroath, Glasgow and Paisley, Glasgow, Barrhead and Kilmarnock, and Fortpatrick and Wigtonshire Joint Lines.

NORTH BRITISH RAILWAY.

NEWSPAPER PARCEL LABEL WAY-BILL
(Without Ordinary Way-Bill).

[Farthing Label.]

For **ONE** Newspaper only,
Open at Both Ends.

_____ to

_____ 189

Route via _____

To be called for by Consignee.

No. 47104

This Way-Bill is to be taken off by Clerk at Receiving Station, and sent to Audit Office of Collecting Company.

Left Luggage Labels and Way Bills.

The North British and Edinburgh and Glasgow Railways issued a Left Luggage Label about 1870, type-set on a pink network ground, $\frac{1}{2}$ d. for 28lbs.

Way-Bills with printed values have been issued in several designs.

Design IX., 1903? 31×37 mm. The $\frac{1}{2}$ d. to 7d. sheets are 10 rows of 12?; the 9d., 10? rows of 4?; the 1/-, 10? rows of 2?.

36	$\frac{1}{2}$ d. orange, perf. 11, letter E	..	..	0 2	0 1
37	$\frac{1}{2}$ d. „ „ „ E, G	..	..	0 2	0 1
38	1d. „ „ „ E, G	..	..	0 3	0 1
39	2d. „ „ „ E, G	..	..	0 6	0 1
40	3d. „ „ „ E, G	..	..	0 9	0 1
41	4d. „ „ „ E	..	..	1 0	0 2

North British Railway—continued.



					Unused.	Used.
					s. d.	s. d.
42	5d.	orange, perf. 11,	letter E	.. .. .	1 3	0 2
43	6d.	"	" E	.. .. .	1 6	0 1
44	7d.	"	" E	.. .. .	1 9	0 2
45	9d.	"	" E	.. .. .	2 3	
46	1/-	"	" E	.. .. .	3 0	

Note.—The G series was first mentioned E.W.S.N. 5.12.03.

References:—MPJ 2.03/14; 6.05/50; 4.06/31.

Note.—Applications for stamps should be made to the Season Ticket Office, N.B. Rly., Waverley Station, Edinburgh. The ¼d. stamps are sold only in sheets of 120, but the others may be obtained as required.

NORTH OF INVERNESS RAILWAY.

(See under Highland Railway.)

THE NORTH OF SCOTLAND & ORKNEY & SHETLAND
STEAM NAVIGATION COMPANY.

North of Scotland & Orkney & Shetland Steam Navigation Co.—*contd.**Design I., 35 × 43mm. Type-set, with ornamental border.*

"For Freight of Newspapers Only."						Unused.		Used.
						s.	d.	s. d.
1	½d.	black on green, perf.	11	..	..	..	..	..
2	1d.	..	rose	..	..	0	6	0 2
3	2d.	..	grey	..	..	0	9	0 2
4	3d.	..	blue	..	..	1	0	0 2
5	5d.	..	yellow	..	..	1	6	
6	7d.	..	white	..	..	2	0	
7	9d.	..	pale rose	..	..	2	6	

Note.—There are two sets, the first with vertical overprint "For Pentland Firth only" in red (1902?), and the second with diagonal overprint (1903?).

(ii.) *Design redrawn, with foliate ornaments at corners.*

8	½d.	black on green, perf.	11	..	..	..
9	1d.	..	rose	..	..	..

References:—MPJ 3.04/22.

SCOTTISH NORTH-EASTERN RAILWAY.



Design I., 38 × 29mm., type-set.

"For One Newspaper Only."

(i.) *Overprinted "S.N.E.R."*

1	No value,	black on white, roul.	10	0	
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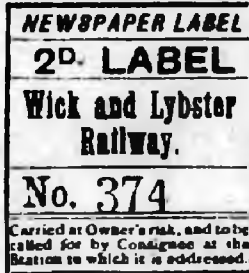
Design II. ?

2	One Newspaper,	yellow and red ? roul.			
3	1d.	black on yellow, roul.			
4	2d.	..	rose, roul.	

References:—SCM 1.5.66,74.

SCOTTISH CENTRAL RAILWAYS.

(See Caledonian and North British Railways.)

WICK and LYBSTER RAILWAY.

*Design 1. Similar to design 1. of Highland Railway. Sheets,
6 rows of 8; control Nos. LRTB.*

"Newspaper Label" (1902?).

						Unused.	Used.
						s. d.	s. d.
1	½d.	black on green, perf. 11	..	..	..	0 1	
2	½d.	"	"	..	..	0 2	0 1
3	1d.	"	"	..	..	0 3	0 1
4	2d.	"	"	..	..	0 6	
5	3d.	"	"	..	..	0 9	
6	5d.	"	"	..	..	1 3	
7	7d.	"	"	..	..	1 9	



IRISH RAILWAYS.

BELFAST AND NORTHERN COUNTIES RAILWAY.

Belfast and Northern Counties Railway. 14551 PARCEL STAMP.

FOR THE CONVEYANCE ONLY OF FARM AND GARDEN PRODUCE,
At the following Reduced Rates, including delivery, within the usual
limits, and subject to the conditions enumerated below.

For distances up to 10 Miles—4d. for any quantity up to
20 lbs., and 1d. for every additional 5 lbs., or part thereof,
up to 60 lbs. For distances over 10 Miles—4d. for any
quantity up to 20 lbs., and 1d. for every additional 5 lbs.,
or part thereof, up to 60 lbs.

1. That the Produce shall be packed in boxes on sale at the
different Stations, or similar ones.
2. That the boxes shall be secured by bands, and not by rope or cord.
3. That the Produce shall be conveyed at Owner's Risk and the
Carriage prepaid; the prepayment being made by Parcel Stamps on sale
at the Stations.
4. That no box shall be of greater weight than 60 lbs.

EDWARD J. COTTON, GENERAL MANAGER.

Design I., 96 x 66mm. (Sheets of 10).

"For the Conveyance only of Farm & Garden Produce."

Overprinted with figures of value in red.

					Unused.	Used.
					s. d.	s. d.
1	1d. black on white, perf.	11	..	..	0 6	—
2	1d. "	"	..	..	0 6	—
3	4d. "	"	..	..	1 6	—

References:—MPJ 5.00/ii.; 8.00/62.

BELFAST AND COUNTY DOWN RAILWAY.

No stamps other than those for letters are issued.

CLONTARF & HILL OF HOWTH TRAMWAY CO.**C. & H. of M. T. Co.**

4985

4^{D.}

Parcels Received and Delivered solely at sender's risk, and Company will not be responsible for loss or delay

PARCEL TICKET.

Design 1., 38x46mm. Sheets, — ? rows of 6; black control Nos. running RLTB.

"Parcel Ticket" (20.1.1901).

				Unused.	Used.
				s. d.	s. d.
1	2d. black on rose, perf. 11	..	..	0 6	—
2	2½d. " white "	..	..
3	3½d. " blue "	..	..
4	4½d. " yellow "	..	..
5	6d. " green "	..	..	1 6	—

New values, 7.01 (due to alteration of rates).

6	3d. black on white, perf. 11	..	..	1 0	—
7	4d. " fawn "	..	..	1 0	—

References:—MPJ 2.01/15; 12.04/98. The 2d. occurs in sheets with the horizontal rows tête-bêche.

DONEGAL RAILWAY.

(An amalgamation of other Companies in 1892.)



Donegal Railway—continued.*Design I., 24 × 31mm. Sheets, 2 rows of 5.*

"Prepaid Newspaper Parcel."						Unused.		Used.	
						s.	d.	s.	d.
1	1d. brown, roul. in colour	..	..	..	..	0	3	—	—
2	1½d. " " "	..	..	..	..	0	4	—	—

Applications for stamps to the Secretary, Donegal Ry., Stranorlar, Co. Donegal.

DUBLIN & BLESSINGTON STEAM TRAMWAY CO.*Design I.***For Parcels ?**

1	1d. black on orange, perf. 10	..	..	..	..
2	2d. " pink	"	"	"	"
3	3d. " white	"	"	"	"
4	1/- " violet	"	"	"	"

DUBLIN & DROCHEDA RAILWAY.*Design I.***Newspapers ?**

1	1d. blue, perf. 12
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DUBLIN UNITED TRAMWAYS CO.

Dublin United Tramways Co.

PREPAID PARCELOver 7 Lbs. and Not
exceeding 14 Lbs.No. **402****7d.****SPECIAL CONTRACT.**

The Company will endeavour to forward all Parcels promptly, but it must be distinctly understood that they will not hold themselves responsible for the loss or detention of any Parcel. Parcels are sent solely at sender's risk.

Dublin United Tramways Co.—continued.

Design I., 1890, 40 × 60mm. Sheets, 3 rows of 4, LRTB.

"Prepaid Parcel."

				Unused.	Used.
				s. d.	s. d.
1	5d. black on green, perf. 10	..	..	1 0	—
2	7d. „ blue „	..	..	1 0	—
3	8d. „ white „	..	..	1 6	—

Design II., 40 × 45mm.

Parcels ?

- 4 1d. black on fawn, perf. 10

Dublin United Tramways Co.

PARCEL TICKET

A 981 241

7 lbs weight under 2d
 14 „ „ 3d
 28 „ „ 4d
 and over 28 lbs proportionate

Parcels received and delivered solely
 at sender's risk and Company will not
 be responsible for loss or delay

Design III., 32 × 35mm. Sheets, 3 rows of 4, LRTB.

"Parcel Ticket."

- (a) With border of red, leaving white space in centre the shape of an 8-rayed star. For use on newspaper (?) parcels only.

- 5 1d. black on white, red border, p. 10, 10½, 11
 (a) Without serial letter 0 6 0 3
 (b) With letter A or B

(b) Same, without border.

- 6 1d. black on yellow
 (a) Without serial letter ?
 (b) With letter A or B. Control Nos. in red 0 6 0 3
 (c) With letter A or B „ black 0 3 0 1

(c) With three horizontal blue lines, for use of private firms.

- 7 1d. black on yellow, p. 10
 (a) With letter B

Dublin United Tramways Co.—continued.



Design IV., 1895?, 32 x 40mm. Sheets 2 rows of 3, LRTB.

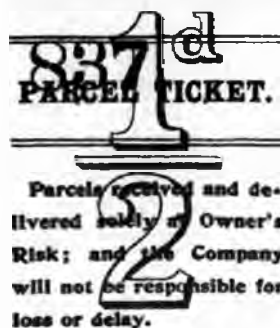
"Parcel Ticket."

			Unused.		Used.	
			s.	d.	s.	d.
8	2d. (7lbs.)	black on white, perf. 10, 11½	..	0 4	0	1
9	3d. (14lbs.)	" rose, perf. 10 ..	..	0 4	0	3
10	4d. (28lbs.)	" blue ..	..	0 6	0	3
11	5d. (42lbs.)	" yellow ..	..	0 6	0	6
12	6d. (56lbs.)	" green ..	..	0 6	0	6
13	1/-	black on lilac, perf. 10 ..	..	0 9		
14	5/-	" buff ..	..	1 0		

Overprinted with three horizontal lines in blue, for use by private firms.

15	2d. (7lbs.)	black on white, perf. 10	—	0	4
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Dublin United Tramways Co.



Dublin United Tramways Co.—*continued.*

Design V., 32 × 44mm. Sheets, 2 rows of 3, LRTB.

"Parcel Ticket."

					Unused.		Used.	
					s.	d.	s.	d.
16	½d.	green on white,	perf. 12	..	..	0	2	



Design VI., 22 × 40mm. Size of sheets varies; the 1d. are 3 rows of 4; 3d., 6d., 2 rows of 4; the 2d., 4d. and 5d., 2 rows of 3; all LRTB.

"Parcel Ticket."

17	1d.	black on yellow,	perf. 12	..	..	0	3	—
18	2d.	" on white	" 12, 11	..	..	0	6	—
19	3d.	rose on "	" 12, 11	..	..	0	9	—
20	4d.	blue on "	" 12, 11	..	..	1	0	—
21	5d.	orange on "	" 12	..	..	1	3	—
22	6d.	black on green	" 12, 11	..	..	1	6	—

References:—MPJ 2.02/14; 10.04/78; 11.01/90.

DUBLIN & LUCAN STEAM TRAMWAY CO.

Design I., 32 × 36mm.

(a) Without Control Nos.

1	2d.	black on pink,	imperf.	..	..	..
2	4d.	" green	"	..	..	..
3	6d.	" orange	"	..	..	..

(b) With Control Nos.

4	1d.	black on carmine,	perf. 10	..	..	..
5	2d.	" green	"	..	..	..
6	3d.	" blue	"	..	..	..
7	4d.	" pink	"	..	..	..
8	6d.	" orange	"	..	..	..

DUBLIN, WICKLOW & WEXFORD RAILWAY.

(Known under its present title since 1860.)

PARCEL LABEL**ONE PENNY****“Parcel Label.”***Design 1., 37 × 48mm. Sheets, 6 rows of 10.*

				Unused.	Used.
				s. d.	s. d.
1	1d. black on white, perf. 11	..	..	0 3	—

References:—MPJ 8.00/70.

Applications for stamps to the Secretary, D.W. & W. Ry., Westland Row Station, Dublin.

GREAT NORTHERN RAILWAY (IRELAND).

(An amalgamation of other Companies on 1.4.1876.)

The Secretary of the Company writes under date of 2.10.06:—

“It has never been the practice of my Company to use parcel or newspaper stamps.”

Note.—Morley's Catalogue (7.97/98) mentions two “Left Luggage Labels.”

1d. blue on white, perf. 11, Belfast.

1d. “ “ “ Dublin.

GREAT SOUTHERN & WESTERN RAILWAY.

(Incorporated in 1844.)

No parcel or newspaper stamps have been issued by this Company. *Morley's Catalogue* (7.97/98) lists a “Left Luggage Label,” 2d. black.

MIDLAND GREAT WESTERN RAILWAY.

(Incorporated 1845.)

*Design I., 36 × 44mm. Arms in centre.***[For Parcels.]**(a) *Die I., 1877? Inscriptions in Gothic (?) type.*

				Unused. s. d.	Used. s. d.
1	4d. black on white, perf. 11.	..	..	..
2	6d. " green " "	..	..	..
3	1/-? .. .. .	..	..	..

(b) *Die II., 1878? Inscriptions in ordinary type.*

4	4d. black on white, perf. 13½	..	..	..
5	6d. " green, perf. 12½	..	..	..

(c) *Die III., 1878? With words added "Includes delivery in Dublin within Circular-Road."*

6	4d. black on white, perf. 12½	
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Note.—The following extract is from Parsloe's *Our Railways* (1878/176):—"On September 6, 1877, the half-yearly meeting of the Midland Great Western (Ireland) Railway was held at Dublin, when the Chairman, Sir Ralph Cusack, remarked as follows:—"They had inaugurated the stamp parcel system, which was being adopted by one of the leading English Companies and a Scotch Company, and the directors were in communication with other boards with the view of adopting a uniform stamp parcel rate for the United Kingdom, under which, for say a four-penny stamp, a parcel of two or three pounds would be carried from any town in the United Kingdom to any other town."

It must be remembered that this was before the days of the Post Office Parcel Post, which was only established on 1st August, 1883.

Midland Great Western Railway—continued.

273031



Under 2 lbs.

Includes Delivery in
Dublin within Circular
Road.

Value declared by Owner as under £5.

46524



Under 21 lbs.

Includes Delivery in
Dublin within
Circular-road.

Value declared by Owner as under £5.

Design II., 36 × 44mm. Without Arms. The 4d., 6d. and 1/- are in sheets, 6 rows of 5; 9d., 4 rows of 7. Black control Nos. running LRTB.

			Unused.		Used.	
			s.	d.	s.	d.
7	4d. (under 2lbs.)	black on white, perf. 12½	..	0 2	—	—
8	6d. (" 7lbs.)	" green " "	..	0 4	—	—
9	9d. (" 14lbs.)	" pink " "	..	0 4	—	—
10	1/- (" 21lbs.)	" yellow " "	..	0 6	—	—
Without control Nos.						
11	6d. (under 7lbs.)	black on green, perf. 12½	..	0 9	—	—

1824 STAMP

Available between any Station on the Midland Great Western and any Station on Athenry and Ennis Junction Railways.

This Reduced Rate does not include Collection or Delivery.



Storage at the rate of 1/- per day will be charged for Parcels not called for within 24 hours.

On conditions that the Parcel is declared by Owner to be under the value of Five Pounds.

7385 STAMP

Available between any Station on the Midland Great Western and any Station on Athenry and Tuam Junction Railways.

This Reduced Rate does not include Collection or Delivery.



Storage at the rate of 1/- per day will be charged for Parcels not called for within 24 hours.

On conditions that the Parcel is declared by Owner to be under the value of Five Pounds.

Midland Great Western Railway—continued.

Design III., 38 × 56mm.

"For a Parcel."

Inscribed "Available between any Station on the Midland Great Western and any Station on Athenry and Ennis Junction Railways."

		Die i. Sheets, 2 rows of 4.		Unused.	Used.
				s. d.	s. d.
12	6d. (up to 2lbs.) black on white, perf. 12½	..	..	1 6	—
13	9d. (under 7lbs.)	"	"	..	..
14	1/6 (" 21lbs.)	"	"	0 9	—
15	2/- (" 28lbs.)	"	"	1 0	—

Die ii. Redrawn. "T" of "This" at left side over "c" instead of "i" of "include." The 6d. sheets are 6 rows of 5; the 9d., 4 rows of 7.

16	6d. (up to 2lbs.) black on white, perf. 12½	..	..	0 2	—
17	9d. (under 7lbs.)	"	"	0 3	—

Same, but inscribed "for any Station on Athenry & Tuam Railway." With two diagonal red bars.

Die i. Sheets, 3 rows of 4.

18	6d. (up to 2lbs.) ?	..	..	..	..
19	9d. (under 7lbs.) ?	..	..	..	..
20	1/2 (" 14lbs.) black on white, perf. 12½	..	..	0 6	..
21	1 6 (" 21lbs.)	"	"	0 6	..
22	2/- (" 28lbs.)	"	"	0 9	..

Die ii. The 6d. sheets are 6 rows of 5; the 9d., 4 rows of 7.

23	6d. (up to 2lbs.) black on white, perf. 12½	..	..	0 2	..
24	9d. (under 7lbs.)	"	"	0 3	..



Design IV., 22 × 30mm. Sheets, 6 rows of 5. Perforated with Company's initials.

"Parcel Stamp."

25	3d. black and brown, perf. 12½	0 4	0 6
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1s.

M. G. W. Ry.

Market Basket Stamp,

For any weight not exceeding 56 lbs., and a distance not ex. 50 m.

1s.

The Company will not be accountable for Loss, Damage, or Delay in the transmission of any BASKET exceeding £3 in value.



These Stamps are sold in books of thirteen at the Parcel Office, Broadstone, Dublin.

1s.

CONDITIONS.

Only available for the conveyance of a Basket securely fastened with rod and padlock. Baskets must be delivered half-an-hour before the departure of Train.

1s.

ONE SHILLING

AND

THREE PENCE

MIDLAND-GREAT-WESTERN

MARKET BASKET STAMP

For any weight not exceeding 12 lbs. and any distance not ex. 50 miles.

ONE SHILLING

AND

THREE PENCE

The Company will not be accountable for Loss, Damage or Delay in the transmission of any Basket exceeding £7. 10 miles.

ONE SHILLING
AND
THREE PENCE



These Stamps are sold in books of 12 at the Parcel Office Broadstone Terminus Dublin.

ONE SHILLING

AND

THREE PENCE

CONDITIONS.

Only available for the conveyance of a Basket securely fastened with a nail and pad lock. Baskets must be delivered half an hour before departure of Train.

ONE SHILLING

AND

THREE PENCE

Midland Great Western Railway—continued.*Designs V. and VI., 75mm. square. Issued in books of 13.***“Market Basket Stamp.”**

		Unused.		Used.	
		s.	d.	s.	d.
26	1/- black on lilac, perf. 12½ × imperf. .. .. .	..	..	1	0
27	1/3 ” ” ” ” ” ” ” .. .. .	..	..	1	0
28	1/9 ” blue ” ” ” ” ” .. .. .	..	..	1	6
29	2/6 ” orange ” ” ” ” ” .. .. .	..	..	1	6

Note.—“Luggage Deposit Dockets” printed in black on various coloured papers have been issued.

At the present time no stamps are in use, all having been withdrawn from circulation in 1895 (?).

NORTHERN COUNTIES COMMITTEE.*Design I., 30 × 36mm. Sheets 2 rows of 3.***“Prepaid Newspaper Parcel.”**

1	1d. blue, perf. 11 .. .. .	..	..	0	3	—
2	2d. ” ” ” ” ” ” .. .. .	..	..	0	6	—
3	3d. ” ” ” ” ” ” .. .. .	..	..	0	9	—

Note.—The printings are as follows:—1st, 1d. 1 to 1800, 2d. 1 to 600, 3d. 1 to 600; 2nd, 1d. 1801 to 3600 ?

Applications for stamps to the Traffic Manager, Northern Counties Rly. Ctee., Belfast.

SLIGO, LEITRIM & NORTHERN COUNTIES RAILWAY.

(Opened November, 1882.)

No stamps other than railway letter stamps are issued by this Company.

WATERFORD & LIMERICK RAILWAY.

(Afterwards Waterford, Limerick and Western Railway.)



Newspaper or Parcel stamps were not issued by this Company, but Transfer Fee stamps, 2/6 pink, were used and may be found with either the first or the later title of the Company.

References:—MPJ 6.01/41.



APPENDIX I.

SPECIAL CONTRACT STAMPS.



"Scotsman Parcel."

	Unused.	Used.
	s. d.	s. d.
1 No value, black on yellow, imperf.	0 1	0 1



"Courant Parcel."

2 No value, black on white wove, imperf. . . . .	..	..	..
3 " " " white laid, roul. . . . .	..	..	4 0
4 "Under 5lbs." black on yellow, roul. . . . .	..	..	..
5 "2d.—5lbs." black and blue on rose . . . . .	..	..	..

"Buchan Observer." Inscribed "G.N. of S. Railway. Railway Contract Label. For Newspaper Parcels and News Letters."

		Unused.		Used.
		s.	d.	s. d.
6	No value, black on green, imperf.	0	3	—

"Daily Review."

7	"Under 5 lbs." black on rose ?	..	..
8	" " " mauve ?	..	..
9	"3d.—5 lbs." black and rose on blue	..	..
10	No value, black on white, roul.	..	..
11	"Under 5 lbs." black and red	..	..
12	"Over 5 lbs." black on green, roul.	..	..
13	No value, lilac, roul.	..	..
14	" " black on white, imperf.	..	..

"Mercury and Herald."

15	No value, black on blue, imperf.	..	..
16	"Under 5 lbs." black on rose, roul.	..	..

Note.—There are probably a great many more of the above, but I only list those which have come under my notice or which are already listed in Morley's Catalogue (7.97). Morley lists the above Nos. 7, 8 as for use on the G.N. of S. Railways; Nos. 5 and 9, North British Ry.; No. 10, N.B.R. (W.S.) & C.R. (S.C.S.); No. 11, N.B. and E. & G. Rys.; Nos. 2, 3, 13, 14, 15, E. & G. and N.B. Rys.; and Nos. 4, 12, 16 for E. & G. Rly. The use of these Special Contract Stamps appears to be confined to the Scottish Railways.



APPENDIX II.

TRAMWAY & CARRIER COMPANIES.

Aberdeen Circular Delivery Company (1867).

1	$\frac{3}{4}$ d. yellow, perf. 13	..	..	..	..	5	0	—
2	$\frac{1}{2}$ d. blue	..	..	..	..	4	0	—

Aberdeen Delivery Company (1868).

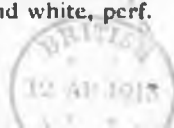
1	$\frac{1}{4}$ d. green, imperf. or perf. 12	..	..	..	..	1	0	—
2	$\frac{1}{4}$ d. blue	"	"	1	0	—
3	$\frac{3}{4}$ d. lilac	"	"	1	0	—
4	1d. red	"	"	1	0	—

Atlas Express Company.

1	4d. red, perf. 11			
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B. & M.T.J.C. Tramways Parcels Express.

1	1d. black on blue and white, perf.	0	2	0	2
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Birmingham Delivery Company (1868).							Unused.		Used.	
							s.	d.	s.	d.
1	$\frac{1}{2}$ d. green, imperf. or perf. 12	1	0	—	—
2	$\frac{1}{2}$ d. blue	..	..	..	..	..	1	0	—	—
3	$\frac{3}{4}$ d. lilac	..	..	..	..	..	1	0	—	—
4	1d. red, imperf.	..	..	..	..	..	1	0	—	—

Bradford Parcel Delivery.

1	1d. black, perf.	..	..	..	..	..
2	2d. red	..	..	..	..	..

Clarke & Co.'s Circular & Parcel Deliveries (Edinburgh).

1	No value, blue on white, imperf. (1866)	..	10	0					—	—
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Court Bureau (for letters, 1889 to 1890?).

1	1d. red, perf.	5	0	—	—
2	3d. " "	10	0	—	—
3	6d. " "	15	0	—	—
4	1/- " "	15	0	—	—
5	1/6 " "	20	0	—	—
6	2 6 " "	..	..	..	..	..	20	0	—	—
7	6/- " "	20	0	—	—

Curtis & Co.'s Parcel Express, 4, Wood St., Liverpool.

1	1d. black on lilac, perf.				
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Dundee Circular Delivery Company (1867).

1	$\frac{1}{2}$ d. rose, imperf.	5	0	—	—
2	$\frac{1}{2}$ d. red	5	0	—	—

Dundee Delivery Company (1868).

3	$\frac{1}{2}$ d. green, imperf. or perf. 12	..	..	..	..	..	1	0	—	—
4	$\frac{1}{2}$ d. blue	..	..	..	..	..	1	0	—	—
5	$\frac{3}{4}$ d. violet	..	..	..	..	..	1	0	—	—
6	1d. red	..	..	..	..	..	1	0	—	—

Edinburgh & Leith Circular Delivery Company.(a) 1865. *Large design.*

1	$\frac{1}{2}$ d. green, grey, lilac, imperf.	..	..	..	..	..	2	0	—	—
2	$\frac{1}{2}$ d. " " roul.	..	..	..	..	..	3	0	—	—
3	$\frac{1}{4}$ d. " " perf. 12	..	..	..	..	..	4	0	—	—

(b) 1866. *Smaller.*

4	$\frac{1}{4}$ d. lilac, imperf., perf. 12 or pin perf.	..	2	0					—	—
5	$\frac{1}{2}$ d. green " " "	..	2	0					—	—

(c) "12 Elder Street."

6	No value, black on yellow	..	..	..	..	..
7	" lilac on white	..	..	..	..	..	4	0	—	—

				Unused.		Used.	
				s.	d.	s.	d.
"Buchan Observer." Inscribed "G.N. of S. Railway. Rail- way Contract Label. For Newspaper Parcels and News Letters."							
6	No value, black on green, imperf.	..	..	0	3	—	—
"Daily Review."							
7	"Under 5 lbs." black on rose? ..	..	..		
8	" " " mauve? ..	..	..		
9	"3d.—5 lbs." black and rose on blue ..	..	..		
10	No value, black on white, roul...	..	..		
11	"Under 5 lbs." black and red ..	..	..		
12	"Over 5 lbs." black on green, roul.	..	..		
13	No value, lilac, roul. ..	..	..		
14	" " black on white, imperf.	..	..		
"Mercury and Herald."							
15	No value, black on blue, imperf.	..	..		
16	"Under 5 lbs." black on rose, roul.	..	..		

Note.—There are probably a great many more of the above, but I only list those which have come under my notice or which are already listed in Morley's Catalogue (7.97). Morley lists the above Nos. 7, 8 as for use on the G.N. of S. Railways; Nos. 5 and 9, North British Ry.; No. 10, N.B.R. (W.S.) & C.R. (S.C.S.); No. 11, N.B. and E. & G. Rys.; Nos. 2, 3, 13, 14, 15, E. & G. and N.B. Rys.; and Nos. 4, 12, 16 for E. & G. Rly. The use of these Special Contract Stamps appears to be confined to the Scottish Railways.



APPENDIX II.

TRAMWAY & CARRIER COMPANIES.

Aberdeen Circular Delivery Company (1867).

1	½d. yellow, perf. 13	..	..	..	..	5	0	—
2	½d. blue	..	..	..	..	4	0	—

Aberdeen Delivery Company (1868).

1	½d. green, imperf. or perf. 12	1	0	—
2	½d. blue	"	"	1	0	—
3	¾d. lilac	"	"	1	0	—
4	1d. red	"	"	1	0	—

Atlas Express Company.

1	4d. red, perf. 11			
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B. & M.T.J.C. Tramways Parcels Express.

1	1d. black on blue and white, perf.	0	2	0	2
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Birmingham Delivery Company (1868).							Unused.		Used.	
						s.	d.	s.	d.	
1	½d. green, imperf. or perf. 12	1	0	—	—	
2	½d. blue	..	..	..	..	1	0	—	—
3	½d. lilac	..	..	..	..	1	0	—	—
4	1d. red, imperf.	..	..	..	..	1	0	—	—

Bradford Parcel Delivery.

1	1d. black, perf.	..	..	..	..	..	..	..	..
2	2d. red	..	..	..	..	..	..	..	..

Clarke & Co's Circular & Parcel Deliveries (Edinburgh).

1	No value, blue on white, imperf. (1866)	..	10	0	—
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Court Bureau (for letters, 1889 to 1890?).

1	1d. red, perf.	5	0	—
2	3d. " "	10	0	—
3	6d. " "	15	0	—
4	1/- " "	15	0	—
5	1/6 " "	20	0	—
6	2/6 " "	..	..	..	..	20	0	—
7	6/- " "	20	0	—

Curtis & Co's Parcel Express, 4, Wood St., Liverpool.

1	1d. black on lilac, perf.
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Dundee Circular Delivery Company (1867).

1	½d. rose, imperf.	5	0	—
2	½d. red	5	0	—

Dundee Delivery Company (1868).

3	½d. green, imperf. or perf. 12	..	..	..	..	1	0	—
4	½d. blue	..	..	..	..	1	0	—
5	½d. violet	..	..	..	..	1	0	—
6	1d. red	..	..	..	..	1	0	—

Edinburgh & Leith Circular Delivery Company.

(a) 1865. *Large design.*

1	½d. green, grey, lilac, imperf.	..	..	..	..	2	0	—
2	½d. " " roul.	..	..	..	..	3	0	—
3	½d. " " perf. 12	..	..	..	..	4	0	—

(b) 1866. *Smaller.*

4	½d. lilac, imperf., perf. 12 or pin perf.	..	2	0	—
5	½d. green " " "	..	2	0	—

(c) "12 Elder Street."

6	No value, black on yellow	..	..	..	..	..	..	..	..
7	" lilac on white	..	..	..	..	4	0	—	—

Edinburgh & Leith Parcel Delivery Company, "12 St. Andrew Square" (1867).

				Unused.	Used.
				s. d.	s. d.
1	No value, green, imperf.	..	..	..	..
2	" yellow, imperf. or roul.	..	..	3 0	—
3	" red " "	..	..	5 0	—
4	2d. yellow, imperf., roul. or pin perf. 10½	..	..	5 0	—
5	3d. red " " "	..	..	5 0	—

Edinburgh & Leith Delivery Company.

6	½d. green, imperf. or perf. 12	..	..	1 0	—
7	½d. blue " "	..	..	1 0	—
8	¾d. lilac, imperf.	..	..	1 0	—
9	1d. red " " "	..	..	1 0	—

Express Parcels Delivery Company, 269, Strand.

1	1d. red, without control No., imperf.	..	..	—	—
2	" with control, imperf. or perf.	..	..	1 0	1 0
3	2d. black, without control No., perf.	..	..	—	—

Foster's Parcels Express Company, Ltd.

4	"Bennett's Hill", no value, black on white	..	..	—	0 2
5	"Chief Offices" " " "	..	..	—	0 1
6	" " " blue	..	..	—	0 1

Glasgow Circular Delivery Company (1867).

1	¾d. black, imperf. or pin perf 10½	..	..	4 0	—
2	½d. red " "	..	..	4 0	—

Glasgow Delivery Company (1868).

1	½d. green, imperf. or perf. 12	..	..	1 0	—
2	½d. blue " "	..	..	1 0	—
3	¾d. lilac " "	..	..	1 0	—
4	1d. red " "	..	..	1 0	—

Globe Parcel Express, Liverpool.

(a) *Without name on Globe in centre.*

1	4d. red
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(b) *"Globe Parcel Express" on Globe.*

2	2d. red on white, perf. 11½
	(a) Serial letters NN
3	3d. black on rose, perf. 11½	..	..	..	..
	(a) No serial letters	..	..	—	0 4
	(b) Letters AA, CC, JJ, KK, MM, WW	..	..	—	0 2
4	4d. black on green, perf. 11½	..	..	..	..
	(a) No serial letters	..	..	—	0 6
	(b) Letters HH, QQ	..	..	—	0 6

Globe Parcel Express, Liverpool—*continued.*

(c) "Globe Express Limited" on Globe.

					Unused.		Used.	
					s.	d.	s.	d.
5	3d. black on rose, perf.	..	..	..	..
	(a) Letters P, T	..	..	..	..	—		0 1

Liverpool Circular Delivery Company (1867).

1	½d. brown, imperf. or perf.	13	..	..	..	4	0	—
2	½d. lilac	"	..	..	..	4	0	—

Liverpool Delivery Company (1868).

1	½d. green, imperf. or perf.	12	..	..	..	1	0	—
2	½d. blue	"	..	..	..	1	0	—
3	½d. lilac	"	..	..	..	1	0	—
4	1d. red	"	..	..	..	1	0	—

Liverpool Parcel Delivery Company.

(a) "Head Office, 20 Cases St., Liverpool."

1	1d. black on yellow, perf.	12½	..	..	..	—		2 0
2	2d. red on white	"	..	..	..	—		2 0
3	3d. black on rose	"	..	..	..	—		2 0
4	4d. " green	"	..	..	..	—		2 0
5	6d. " grey	"	..	..	..	—		2 0

(b) "Head Office, 6 Wood St."

6	1d. ?	..	..	..	..
7	2d. red on white, perf.	12½	..	..	..
8	3d. black on rose	"	..	..	..	—		0 9
9	4d. " green	"	..	..	..	—		0 9
10	6d. " grey	"	..	..	..	—		1 0
11	1/- lilac on white	..	..	..	..

(c) Same, with "From Cheshire Only" at top.

12	3d. ?	..	..	..	..
13	4d. black on green, perf.	12½	..	..	..	—		1 6
14	6d. " blue	"	..	..	..

(d) Same, with "Local Parcels Express" and "W. Williams and Son."

15	1d. black on yellow, perf.	11½	?	..	..	
16	3d. " rose	..	..	..	..

(e) "Head Office, 22 Wood Street." "George Griffiths" at foot.

17	3d. black on rose, perf.	12½	..	..	..	—
18	4d. " green	"	..	..	..	—		1 0
19	6d. " lilac	"	..	..	..	—		1 0

Note.—The above stamps are mentioned SCM 1.4.67/57.

Liverpool Parcels Delivery Co., Ltd.

(f) "Chief Offices, 18, 20 & 22, Wood Street," with date below,
"86," "87," etc.

		Unused.		Used.	
		s.	d.	s.	d.
20	3d. black on rose, perf. 11½, 11	—	0	0	1
21	4d. " green, perf. 11½	—	0	0	1

Luggage and Parcel Express, 42 and 44, Wood Street, Liverpool.

1	4d. blue on white, perf. 11	—	0	0	0
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London Circular Delivery Company (1866).

1	¾d. blue, imperf., perf. 12 or pin perf. 10½ ..	2	0	—
2	½d. grey " " " " ..	2	0	—

London Delivery Company (1868).

1	¾d. green, imperf. or perf. 12	1	0	—
2	½d. blue " " " "	1	0	—
3	¾d. lilac " " " "	1	0	—
4	1d. red " " " "	1	0	—

London and Districts (1867. For Circulars?).

1	¾d. green, perf. 13..	2	0	—
2	½d. rose " " " "	2	0	—

London Parcel Delivery Company, Ltd.

1	No value, black on white, large square ..	—	0	4
2	" " rose " " ..	—	0	—

Manchester Delivery Company (1868).

1	¾d. green, imperf. or perf. 12	1	0	—
2	¾d. blue " " " "	1	0	—
3	¾d. lilac " " " "	1	0	—
4	1d. red " " " "	1	0	—

Manchester Carriage & Tramways Company.

(a) Signed "J. W. Bettenev."

1	2d. black on white, perf. 12	—	0	4
2	3d. " orange " "	—	0	4

(b) Signed "T. Collinge."

3	2d. black on white, perf. 12	—	0	4
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Note.—See also under this heading in the Catalogue.

Manchester Parcel Delivery.

						Unused.	Used.
						s. d.	s. d.
1	1d. black, perf. 10..	..	..	..	..	—	—
2	2d. red	..	..	..	..	—	0 3
3	3d. blue	..	..	..	..	—	0 2
4	4d. green	..	..	..	..	—	0 2
5	6d. yellow	..	..	..	..	—	0 9
6	1/- violet	..	..	..	..	—	1 0

Note.—These are similar in design to the first issue of Sutton & Co., and are also similarly signed "J. Burgess."

Metropolitan Circular Delivery Company (1867).

1	$\frac{1}{2}$ d. rose, imperf., perf. 12 or pin perf. 10 $\frac{1}{2}$	..	..	..	..	4 0	10 0
2	$\frac{1}{2}$ d. yellow	"	"	"	..	4 0	—

Metropolitan Delivery Company (1868).

3	$\frac{1}{2}$ d. green, imperf. or perf. 12	..	..	..	..	1 0	—
4	$\frac{1}{2}$ d. blue	"	..	..	..	1 0	—
5	$\frac{1}{2}$ d. lilac	"	..	..	..	1 0	—
6	1d. red	"	..	..	..	4 0	—

National Circular Delivery Company (1867).

1	$\frac{1}{2}$ d. green, perf. 13	..	..	..	..	2 0	—
2	$\frac{1}{2}$ d. blue	"	..	..	..	2 0	—
3	$\frac{1}{2}$ d. yellow	"	..	..	..	2 0	—
4	1d. rose	"	..	..	..	2 0	—

National Delivery Company, 15, Basinghall Str. (1868).

1	No value ($\frac{1}{2}$ d.) green, perf. 12	..	..	..	..	2 0	—
2	" ($\frac{1}{2}$ d.) blue	"	..	..	..	2 0	—
3	" ($\frac{1}{2}$ d.) lilac	"	2 0	—
4	" (1d.) red	"	2 0	—

Newcastle & District Carrying Co.

1	3d. blue, perf. 12	0 3	0 1
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Parcels and Luggage Company Ltd., 20, School Lane, Liverpool.

1	3d. black on blue on blue, perf. 12 $\frac{1}{2}$	—	1 0
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Parcel Delivery Co. (1886).

1	1d. red, perf. 10	0 6	—
2	" perf. 12	—	0 3

Pickford & Company.

1	3d. red, imperf.
2	4d. blue	..	..	..	..	..	..
3	6d. red	..	..	..	..	..	..
4	10d. violet	..	..	..	..	..	..

Potteries Electric Traction Co., Ltd.

		Unused.		Used.	
		a.	d.	s.	d.
1	1d. black and blue..	..	..	..	..
2	2d. „ grey..	0 2
3	3d. „ red	0 2

Sutton & Co.(a) *“Chief Office, 32A, Fountain Str.”*

1	3d. blue, perf. 11	—	0 1
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(b) *“Carriers; Manchester.”*

1	3d. blue, perf. 11	—	0 1
2	4d. green „	—	0 1

(c) *Large design; “Prepaid Parcel Stamp” at top instead of “Frank Stamp.”*

3	4d. green, perf. 10..	—	—
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Note.—See Parsloe's “Our Railways” 1878/174.**A. White & Company, Parcel Express, Portsmouth.**

1	1d. black on rose, perf. 10	—	0 3
2	2d. „ white, perf. 12	0 6	—



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