

Crawford 217(1-3)

Grassford 217/11

No. 3.

Priced Catalogue

of the

Railway Letter Stamps

of the

United Kingdom,

1891-1905.

Part I. England & Wales.

Compiled by

H. L'Estrange Ewen.

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RAILWAY LETTER STAMPS

OF THE

UNITED KINGDOM,

ISSUED FROM FEBRUARY 1st, 1891,

TO NOVEMBER, 1905.

PART I.

RAILWAY COMPANIES OF ENGLAND AND WALES.

COMPILED BY H. L'ESTRANGE EWEN.

PUBLISHED BY EWEN'S COLONIAL STAMP MARKET, LTD.,
32, PALACE SQUARE, NORWOOD, LONDON, S.E.

THIRD EDITION, 1905.

Entered at Stationers' Hall.

[1905]



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PREFACE.

—:0:—

IN compiling the third edition of this Catalogue, I have decided to adopt the more scientific classification by plates or transfers and printings, and have endeavoured to show in each case how the stamps were produced. The principal charm of collecting Railway Letter Stamps is to be found in the reconstruction of sheets containing all the types arranged in their original order, and I therefore believe that the alteration of system will be welcome to collectors of these stamps. The exigencies of space—and in a good many cases the small number of specimens known to exist—compel me to leave out descriptions of how to identify the types, although references are made to all such lists which have been published elsewhere.

In the second edition 32 pages were devoted to the Railway Letter Stamps of companies having their head offices in England and Wales, and 23 pages to those having their “capitals” in Scotland and Ireland. As the 32 pages devoted to England and Wales in that edition have grown to 96 in the present, I have considered it advisable to divide this work into two volumes.

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

The Principal Types of Railway Letter Stamps.

McCorquodale & Co.,
London and Newton.



McCorquodale & Co.,
Glasgow.



Waterlow & Sons,
London.



Bemrose & Sons,
Derby.



Blacklock & Co.,
Manchester.



Sealy, Briers & Walker,
Dublin.



It is not generally known that the postal authorities' original intention was to sell Railway Letter Stamps at the post-offices. The then current 3d. stamps were actually overprinted "Railway Letter Postage," the intention being that two-thirds of the revenue derived from their sale should be handed to the Railway Clearing House for division amongst the Companies. The difficulties in the way of fairly dividing this two-thirds share amongst the hundred or so of Companies were, however, considered insuperable, and therefore each Company was allowed to print its own stamps and collect its own revenue. The postal authorities designed the Railway Letter Stamp as we know it to-day, and decreed that it should be printed in green, although, except in the case of the North-Eastern Railway, no attempt to enforce the conditions appear to have been made.



No Railway Company may convey letters or issue Railway Letter Stamps without a special authority from the Postmaster-General, and not only are such letters considered as postal letters, but the stamps are considered as postage or postal fee stamps, and must be postmarked by postal officials like ordinary stamps.

The number of varieties of railway letter stamps listed in the second edition of this catalogue was 637, and in the present edition will amount to not far short of 700, but I will leave statistics to Volume II., when the record of issues will be complete.

H. L'ESTRANGE EWEN.

Norwood, 18.11.05.



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H. L'ESTRANGE EWEN.

Norwood, 18.11.05.



The most valuable and rarest known Railway Letter Stamp.

Strip of three, valued at £225.



RAILWAY COMPANIES

—OF—

ENGLAND AND WALES.

AYLESBURY AND BUCKINGHAM RAILWAY.

February to June, 1891 (when the line was purchased by the Metropolitan Railway Company). Printed by Messrs. McCorquodale and Co., Ltd., London.

Matrix I.

Plate I. (12 types in 2 rows of 6).

Intermediate types.						Plate types.					
1	2	3	4	5	6	1	2	3	4	5	6
3	4	5	6	7	8	7	8	9	10	11	12

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

2d. green, rouletted.			
(1st) 2.91, l., Nos. 1 to 600 ...	...	...	7 6 40 0

BARRY DOCK AND RAILWAYS.

February, 1891, to September, 1895 (when the title was altered to Barry Railway). Printed by Messrs. McCorquodale and Co., Ltd., London.

Plate I. (12 ? types in 2 rows of 6).

Intermediate types.						Printing types.					
1	2	3	4	5	6	1*	2	3	4	5*	6*
7	8	9	10	11*	12	*These types are unknown.					

2d. yellow-green, rouletted.			
(1st) 2.91, l., Nos. 1 to 500 ...	...	...	£75 £20
2d. green, perf. 12 ?			
(2nd) 3.94, l. ? Nos. 501 to 1000 ...	...	...	(Unknown)

(Title changed to BARRY RAILWAY.)

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

Plate II. (6 types in 2 rows of 3).

Two impressions were necessary to print each sheet.

Intermediate types.						Plate types.			Sheet as issued.					
1	2	3	4	5	6	1	2	3	1	2	3	4	5	6
4	5	6	7	8	9	4	5	6	7	8	9	10	11	12

2d. green (shades), perf. 12.			
(3rd) 9.95, ll., Nos. 1001 to 1600, green ...	...	...	£20 £10
(4th) 10.96, ll., Nos. 1601 to 2800, dull grn.	...	...	5 0 5 0
(5th) 3.98, ll., Nos. 2801 to 4000, yell.-grn.	...	...	1 6 1 6
(6th) 3.99, ll., Nos. 4001 to 6400, yell.-grn.	...	...	£5 40 0

Barry, 3rd Issue.
Catalogued £10 used.



Barry, 4th Issue.



East and West Junction.
1st Issue, unused (cat. £20).



Barry Dock and Railways—continued.

	Unused.	Used.
	s. d.	s. d.
2d. green, perf. 11.		
(7th) 2.01, 11., Nos. 6401 to 8800, olive-grn.	60 0	5 0
(8th) .02, 11., Nos. 8801 to 13800, dull yellow-green	£5	4 0

Plate III. (12 types in 4 rows of 3).

Intermediate types.	Plate types.
(Unknown)	1 2 3
	4 5 6
	7 8 9
	10 11 12

2d. green, perf. 11.		
(9th) 5.05, 111., Nos. 13801 to 18800 ? pale yellow-green	40	10 0

BRECON AND MERTHYR RAILWAY.

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

Transfer I.

Intermediate types.	Transfer types.
(None)	1 2 3 4 5 6 7 8 9 10
	11 12 13 14 15 16 17 18 19 20
	21 22 23 24 25 26 27 28 29 30
	31 32 33 34 35 36 37 38 39 40
	41 42 43 44 45 46 47 48 49 50
	51 52 53 54 55 56 57 58 59 60

2d. green, perf. 11.		
(1st) 2.91, 1., dull green, white gum (between 9,000 and 10,000 stamps ...	1 0	0 9

CAMBRIAN RAILWAYS.

February, 1891, to date. Lithographed by ——— ? (Not at Oswestry).

Matrix I.

State A.—With white spot on body of figure "2."

Transfer I. (4 types in 1 row).

Three impressions were necessary to print a sheet.

Transfer types.	Printing types.	Sheet as issued
1 2 3 4	1 2 3 4	1 2 3 4
		1 2 3 4
		1 2 3 4

Note.—The four types may be distinguished as follows:—

- 1 (a) White dot on figure "2" near D of "2d." (Also transfer 11.).
- 2 (a) White spot on lower stroke of L of "Railways."
- 3 (a) White spot on line above second N of "Conveyance," and another in second diamond above S of "Railways."
- (b) White dot over foot of first E of "Letters."
- 4 (a) Outer line of stamp defective at N.E. corner.
- (b) "Fee" imperfectly drawn.

2d. green, perf. 12½.		
(1st) 2.91, 1., each row printed separately	40 0	40 0

PER RAILWAY,
POST ON ARRIVAL.

at Welshpool
2016



Mr. H. L'ESTRANGE EWEN,

32, Palace Square,

NORWOOD, S.E.

Cambrian Railways—continued.

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

Transfer II. (1 types in 1 row).

Types 1, 2, 3, 4.

Note.—The transfer types may be distinguished as follows:—

- 1 (a) White dot on figure "2" near D of "2d."
 (b) Broken at N.E. corner.
 2 (a) Line S.W. of R of "Railways" is worn.
 4 (a) No longer broken at N.E. corner.

Transfer types			
1	2	3	4
1	2	3	4
1	2	3	4

Printing types			
1	2	3	4
5	6	7	8
9	10	11	12

2d. green, perf. 12½.

(2nd) —.92 ? III., sheet printed at one operation, rows close together ... £10 £5

State B.—Without white spot but with small blot of colour on edge of "2" opposite TT of "Letters."

Transfer III. (12 types, 3 rows of 4).

Intermediate types.
(None)

Transfer types			
1	2	3	4
5	6	7	8
9	10	11	12

Printing types*			
1	2	3	4
5	6	7	8
9	10	11	12

* The types are as follows:

- 1, 4, 7, 9, 10, 12. No marks yet detected.
 2 (a) O of "OF" broken at S.E. corner.
 (b) Top outline of stamp thinner over C of "Cambrian"
 (c) S.W. corner of stamp indented.
 3 (a) Line broken over H of "For."
 5 (a) Top outline broken over left corner block
 (b) Ground faint over 4L of "single"
 6 (a) Top outline broken at left corner
 8 (a) Top outline broken over H of "Cambrian"
 11 (a) C of "Cambrian" flat at top.

2d. green, perf. 12.

(3rd) —.95 ? III., dark green, thin white paper £5 £5

(4th) ,, III., light green, surfaced paper £5 £5

These two printings were probably made on the same day and formed part of one supply.

State C, same as B, but lower tip of figure 2 blunt or square and on most types irregularly shaped.

Transfer IV. (12 types, 3 rows of 4.)

Intermediate types
(None)

Printing types			
1	2	3	4
5	6	7	8
9	10	11	12

2d. green, perf. 12.

(5th) —.97, IV., pale green to yellowish-green, thin paper ... 2 0 2 0

State D, almost same as state B: tip of figure 2 regularly shaped but slightly blunter. No longer any blot of colour on edge of figure "2."

Transfer V. (12 types, 4 rows of 3).

Intermediate types.
(None)

Printing types**			
1	2	3	
4	5	6	
7	8	9	
10	11	12	

2d. green, perf. 12.

(6th) 8.04, dark green, stamps wide apart (2000) ... 1 0 1 0

PER *Cheshire* RAILWAY.

POST ON ARRIVAL AT

St Pancras

No. *1156*

Mr. E. C. SHEARMAN,

25, Crampton Road,

Penge,

London, S. E.



CHESHIRE LINES COMMITTEE.

February, 1891, to date. Lithographed by Messrs. Bemrose and Sons, Ltd., Derby.

Matrix I.

State A.—The letter R of "Letters" is defective at top: dot under I. of "Letters" (removed in transfer I from types 13 & 21.)

Transfer I. (24 types, 6 rows of 4.)

Interme late types
(None)

Transfer types
1 2 3 4
5 6 7 8
9 10 11 12
13 14 15 16
17 18 19 20
21 22 23 24

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

2d. green, perf. 10.

(1st) 1.2.91, dull green, white gum (10,320)	5 0	1 6
(2nd) 2.9.96, yell.-grn., brown gum (31,800)	1 0	1 6

CLEATOR & WORKINGTON JUNCTION RAILWAY.

February, 1891, to date. Lithographed by Messrs. W. H. Moss and Sons, Ltd., Whitehaven.

Matrix I.

State A.—Full stop after "Workington." Line faint over "ORKI" of "Workington." Dot between feet of second A of "Railway."

Transfer I. (12 types, 4 rows of 3).

IntermeLate types
(None)

Printing types
1 2 3
4 5 6
7 8 9
10 11 12

2d. green, perf. 12.

(1st) 2.91, bright green (2976 printed)	...	1 0	1 0
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COCKERMOUTH, KESWICK, & PENRITH RAILWAY.

February, 1891, to date. Lithographed by Messrs. McCorquodale & Co., Ltd., Glasgow.

State A.—Dot between R and M of "Cockermouth": dot under second K of "Keswick."

Transfer I. (12 types, 3 rows of 4).

Intermediate types
(None)

Printing types
1 2 3 4
5 6 7 8
9 10 11 12

For description of the 12 types see Ewen's History, page 125

2d. green, perf. 12.

(1st) 2.91, dark olive-green, black-green, grey-green, thick paper (1200? printed)	60 0	60 0
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Cockermouth, Keswick and Penrith Railway, 2nd printing.



PER RAILWAY.

POST ON ARRIVAL AT

Penrith

No. *2084*

Mr. H. L'ESTRANGE EWEN,

32, Palace Square,

NORWOOD, S.E.

Cockermouth, Keswick, & Penrith Railway—continued.

State B.—Same, but with vertical scratch over C of "Keswick" and other scratches, notably under and over "way" of "Railway"; 2nd C of "Cockermouth" thickened at top.

Transfer II. (12 types, 4 rows of 3).

Intermediate types	Printing types	Unused.	Used.
(None)	1 2 3	s.	s.
	4 5 6	d.	d.
	7 8 9		
	10 11 12		

2d. green, perf. 12.

(2nd) 8.96, yellow-green, thinner paper
(1000? printed) 2 0 1 0

State C.—Same marks but less distinct, owing to whole design being smudgy. Dot in R of "Cockermouth."

Transfer III.

Intermediate types	Printing types
(None)	1 2 3 4
	5 6 7 8
	9 10 11 12

2d. green, perf. 11.

(3rd) 9.03, yellow-green (1000 printed) ... 1 0 1 0

COLNE VALLEY.

February, 1891, to date. Lithographed by Messrs. S. H. Cowell and Co., Ipswich.

State A.—Vertical line to left of N.W. triangle broken near top. Very neatly drawn.

Transfer I. (12 types, 4 rows of 3).

Intermediate types	Printing types
(None)	1 2 3
	4 5 6
	7 8 9
	10 11 12

2d. green, perf. 11.

(1st) 2.91, bright yellow-green (1000 printed) 1 0 1 0

EAST AND WEST JUNCTION RAILWAY.

February, 1891, to date. Lithographed by Messrs. Bemrose and Sons, Ltd., Derby. Issued in sheets of 12.

Matrix I.

State A.—Faint dot on edge of line under top bar in left pillar.

Transfer I. (24 types, 6 rows of 4).

Intermediate types	Transfer types
(None)	1 2 3 4
	5 6 7 8
	9 10 11 12
	13 14 15 16
	17 18 19 20
	21 22 23 24

(The 24 types were described in *Kitchin's Weekly Stamp News*, 1908, 6.)

Eastern & Midlands Railway.



East London Railway, types i. and ii.



Garstang & Knot End Railway (rouletted).



East and West Junction Railway—continued.	Unused.	Used.
	s. d.	s. d.
2d. green, perf. 10.		
(1st) 1.91, Nos. 1 to 1000, sheets numbered vertically at left side from left to right and top to bottom; light yellow-green	£20	£20
(2nd) 8.93, Nos. 1000 to 2999, sheets numbered in same position but bottom to top and left to right; dull yellow-green	5 0	3 0
2d. claret on yellow paper, perf. 10.		
(3rd) 4.99, Nos. 3000 to 5999, numbering as in 2nd issue, issued 1901 ...	5 0	1 0

EASTERN AND MIDLANDS RAILWAY.

February, 1891, to May 21, 1894, the Company having been amalgamated with the Midland and Great Northern Joint in 1893. Lithographed by Messrs. Waterlow & Sons, Ltd., London.

Matrix I.

State A.—Upright stroke of first E of "Eastern" faint.

Transfer I. (30 types, 6 rows of 5).

Intermediate types.

(None)

Printing types.				
1	2	3	4	5
6	7	8	9	10
11	12	13	14	15
16	17	18	19	20
21	22	23	24	25
26	27	28	29	30

2d. green, perf. 11½.

(1st) 1.2.91, green (shades), 20000 printed	5 0	3 0
		140 0*

EAST LONDON RAILWAY.

March ? 1891 to date. Lithographed by Messrs. Waterlow and Sons, Ltd., London.

Matrix I.

Transfer I. (2 types, side by side).

Intermediate types

Transfer types.

Issued

1 2 1 2 1, 2 in singles

In type 2 the word "Railway," notably the B, is larger. (Cf. the two types of the Metropolitan Railway)

State A.—Lines clearly drawn.

2d. rose, imperf.

(1st) 3.91 ? 1A, very pale pink (estimated number printed, 100 ?)...	£20	40 0
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* The second price is for postmarked copies dated during the time the stamp was in use.

East London Railway (7th printing, type 1.)

PER *East London* RAILWAY *per 9/24 am*
LONDON. E.C.

POST ON ARRIVAL AT

1 OCT 8

10 30 AM 04

Liverpool

No. *871*

Mr. E. C. SHEARMAN,

25, Crampton Road,

Penge,

London, S.E.



DEPTFORD ROAD.

East London Railway—continued.

State B.—In type 1 the lower outline under R of "Railway" is thickened and there is a smudge at the left corner of the S.E. triangle. Type 2 has smudges on the S.W. triangle.

	Unused.		Used.	
	s.	d.	s.	d.
2d. rose, imperf.				
(2nd) 4.98. lb., pale salmon (120 ?) ...	£5		4	0
(3rd) 5.98. lb., bright salmon (60 ?) ...	£5		30	0
(4th) 5.98. lb., orange-brown (240 ?) ...	20	0	2	0
(5th) 10.98. lb., red-brown, brick-red (120 ?)	40	0	10	0

State C.—Outlines of each type redrawn and now clear as in state A. Smudges as in state B, but fainter.

2d. rose, imperf.				
(6th) —.99 ? lc., pink (240 ?) ...	30	0	3	0
(7th) —.02 ? lc., deep rose-red, pale rose (240 ?)	20	0	1	0

THE FURNESS RAILWAYS.

February, 1891, to January, 1897 (when the title was altered to "The Furness Railway"). Printed by Messrs. McCorquodale & Co., Ltd., of Newton-le-Willows.

Matrix I.

Plate I.—"Railways" with final S and "The" before Furness.

Intermediate types. (None) Plate types.

Types 1, 2, 3, 5, 6, 7, 10 are described in *Kerr's History* (p. 49); no marks have yet been noticed on the other three.

2d. green, rouletted in colour.				
(1st) 2.91. l., dark green (1000) ...	80	0	40	0
(2nd) 8.91. l., green, surfaced paper (2000)	£5		80	0
(3rd) 9.93. l., green (2000) ...	30	0	20	0

(Title changed to "THE FURNESS RAILWAY.")

January, 1897, to February, 1900 (when the title was altered to "Furness Railway"). Printed by Messrs. McCorquodale & Co., Ltd., of Newton-le-Willows.

Plate I, altered.—The S of "Railways" is removed separately from each block composing the plate; on types 2 and 9 the "s" is imperfectly removed. The 10 types were separated and re-grouped.

Original plate types.
1 6 10 5 2
x* x* 7 x* 1

* These three types are not yet identified.

Printing types.
1 2 3 4 5
6 7 8 9 10

2d. green, rouletted in colour.				
(4th) 1.97. lb., unnumbered (680) ...	2	0	2	0
2d. green, same, numbered horizontally.				
(5th) 8.98. lb., Nos. 1 to 1320 ...	3	0	3	0

Note.—The above really form one printing of 2,000 stamps, the major portion of which was returned to the printers to be numbered.

The Furness Railways (3rd printing).

Only three undivided sheets are known to exist. The first and second printings are still rarer, as no unbroken sheets of them are known at all.



(41)

The Furness Railways—continued.

(Title changed to "FURNESS RAILWAY.")

February, 1900. Printed by Messrs. McCorquodale & Co., Ltd., of Newton-le-Willows.

Matrix I. altered.

The word "The" is removed, the name "Furness" centred and a full stop added after "Railway."

Plate II.

Intermediate types. (None)	Plate types 1 2 3 4 5 6 7 8 9 10	Unused s. d.	Used. s. d.
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2d. green, rouletted in colour, numbered.

(6th) 2.00, 11., dull green, Nos. 1201-1950? 4 0 4 0

(7th) —.02, 11., yellow-green, Nos. 1951-3200? 2 0 1 0

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

CARSTANG AND KNOT END RAILWAY.

February, 1891. Printed by Messrs. McCorquodale & Co., Ltd., of Cardington Street, London.

Plate I.

Intermediate types. 1 2 1 2 1 2 3 4 3 4 3 4	Printing types 1 2 3 4 5 6 7 8 9 10 11 12
---	---

2d. green, rouletted.

(1st) 2.91, yellow-green, Nos. 1 to 1000 ... 1 0 1 0

GREAT CENTRAL RAILWAY COMPANY.

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

Matrix I.

(Faint guide line round the design.)

Transfer I.

Intermediate types (None)	Transfer types 1 2 3 4 5 6	Printing types 1 2 3 14 15 4 5 6 16 17* 18* 7 8 9 19 20 21 10 11 12 22 23 24	Sheet as issued. Types 1 to 12, or 12 to 24
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1. Fine hair-line across S.E. angle of left hand pillar
2. Second line under A of "Central" broken
3. Left outline of left pillar broken opposite lower tip of top-most perpendicular bar
4. Line minutely broken under angle of L of "Central"
5. Upper bar of E of "Great" bent
6. Lines over lowermost bar in left pillar badly drawn

* Types 17, 18, have not yet been seen by the author. The other 22 types were described in *Kee's Weekly Stamp News*, 1905.

2d. green, perf. 12.

(1st) 12.7.97. 1., dark green (1727 stamps) 4 0 4 0

Great Central Railway.
The six types of transfer 1.



Great Central Railway Company—continued.

Transfer I., Retouched.

(The guide lines are removed from each type. Type 6 now has a dot before "Great.")

Transfer.	Printing.	Sheet as issued.
1 2 3 1 2 3	1 2 3 4 5 6	Types 1 to 12.
4 5 6 1 5 6	7 8 9 10 11 12	13 to 24.
1 2 3 1 2 3	13 14 15 16 17 18	or 25 to 36.
4 5 6 4 5 6	19 20 21 22 23 24	
1 2 3 1 2 3	25 26 27 28 29 30	
4 5 6 4 5 6	31 32 33 34 35 36	

* Types 27, 32 have not yet been seen by the author

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

2d. green, perf. 12.
(2nd) 10.6.98, l.a., dark green (1596 stamps) 2 0 1 6

Matrix II.

(Clear line forming part of the design now replaces the guide line).

Transfer II.

Intermediate types. (None) Transfer types 1 2 3 4 5 6

1. Last stroke of W of "Railway" (circle) is defective.
2. Foot of upright stroke of R of "Railway" is bent.
3. Small l. to "Central", right arm of Y of "Railway" too long.
4. Wider space above R of "Railway," as in transfer I
5. "Great Central," too much to right.
6. "Great Central," too much to left.

3rd Printing ?	4th Printing :	5th Printing :	6th Printing :
1 2 3 13 14 15	4 5 6 14 15 25 27	1 2 3 4 5 6	1 2 3 13 14 15 25 27
4 5 6 16 17 18	7 8 9 19 20 21 22 32 33	7 8 9	4 5 6 16* 17 18* 28 29 30*
7 8 9 19 20 21	10 11 12 22 23 24 34 35 36	10 11 12	7 8 9 19 20 21 21* 31 32* 33
10 11 12 22 23 24			10 11 12 22 23 21* 34 35* 36
(See E.H.S.N. 21.8.93.)	(See E.H.S.N. 17.6.95.)	(E.H. 10.0.95)	(Not yet described)

7th Printing.
1 2 3 13 14 15 25* 26* 27* 28 29
4 5 6 16 17 18 28 29 30 40 41 42
7 8 9 19 20 21 31* 32 33 41 42 45
10 11 12 22 23 24 34 35 36 46 47 48

† The transfer types were arranged as in previous printings
* These types are not known to the author.

2d. green, perf. 12.
(3rd) 26. 1.99, II., greyish-green, black-green, black-green (2880 stamps) ... 5 0 2 0
(4th) 6. 7.00, II., deep green (1440 stamps) 3 0 2 0
(5th) 12.01 ? II., olive-green (1440 stamps) 5 0 2 0
(6th) 26. 8.03, II., grey-green (1440 stamps) 20 0 10 0
(7th) 4. 8.04, II., grn., drk. grn. (1440 stamps) 2 0 1 0
(8th) 11. 3.05 (not yet seen)

GREAT EASTERN RAILWAY.

(No official particulars as to the number of printings have been available, but every sheet of stamps had a consecutive number on its margin, in manuscript, and with the aid of these numbers a fairly reliable list of printings and quantities has been compiled.)

Matrix I.—With stop between "Railway" and "Fee."

February, 1891. Lithographed by Messrs. Waterlow & Sons, Ltd., of London.

Great Eastern Railway.

Type I.

(Waterlow & Sons, Ltd.)



Type II.

(Great Eastern Ry. Co.)



Great Northern Railway.

Type I.

(Waterlow & Sons, Ltd.)



Type II.

(Sir J. Causton & Sons, Ltd.)



Great Eastern Railway—continued.

Transfer I.

Intermediate types. (None)	Printing types ?										Sheet as issued.	
	1	2	3	4	5	6	7	8	9	10	Types 1-30	Used. s. d.
	11	12	13	14	15	31	32	33	34	35		
	16	17	18	19	20	41	42	43	44	45		
	21	22	23	24	25	51	52	53	54	55		
	26	27	28	29	30	56	57	58	59	60		

* For description of types see *E. D. S. N.*, Nos. 277, 278, 285.

Note.—The following marginal sheet-numbers are known:—1st, 13, 41, 96, 190, 206; 3rd, 852; 4th, 1231. The initial distribution to the stations absorbed a little over 200 sheets, all of which are believed to have been left-hand panes (types 1—30).

Matrix II.—No stop between "Railway" and "Fee."

About 1895. Lithographed by the Great Eastern Railway Company.

Transfers II., III., IV., V., VI.

(Same arrangement of types for each.)

Intermediate types (None)	Transfer types *					Sheet as issued.	
	1	2	3	4	5	Types 1-5	Used. s. d.
	11	12	13	14	15		
	16	17	18	19	20		
	21	22	23	24	25		
	26	27	28	29	30		

* The 10 types of transfer II. were described in *E. D. S. N.* 22, 23, &c.
The types of the other printings have not yet been described.

2d. green, perf. 12.							
(5th) 5.95 ? II., emerald green (20,000 ? stamps), stamps fairly close together	60	0	10	0			
(6th) 8.97 ? III., green, yellowish-grn. 20,000 ? stamps)	2	0	0	6			
2d. green, perf. 11.							
(7th) 4.00 ? IV., yellow-grn. (20,000 ? stamps)	3	0	0	6			
(8th) 9.02 ? V., blue-grn., deep-grn. (20,000 ? stamps)	3	0	0	6			
(9th) 10.04 ? VI., emerald green (20,000 ? stamps)	2	0	0	6			

Note.—The following marginal sheet-numbers are known:—5th, 120, 166., 182; 6th, various, 835 to 13,6; 7th, 1423 to 1922; 8th, 2074 to 2606; 9th, 2681-3032.

Great Northern Railway. A belated copy of the 1st issue used in 1905.

PER *GN* RAILWAY.

FROM HAVENHOUSE STATION

red by Wainfleet
To be posted at *Sheff*

No. *174* 7. P. Per. *7* *prop*



The Editor,

Ewen's Weekly Stamp News,

32, Palace Square,

Norwood, London, S.E.

typed H4

GREAT NORTHERN RAILWAY.

February, 1891. Lithographed by Messrs. Waterlow & Sons, Ltd., of London. Issued in sheets of 60.

Matrix I.—With stop at foot, between "Railway" and "Fee."
A few types omitted the stop.

Transfer I.

Intermediate types (None)	Transfer types*									
	1	2	3	4	5	6	7	8	9	10
	11	12	13	14	15	16	17	18	19	20
	21	22	23	24	25	26	27	28	29	30
	31	32	33	34	35	36	37	38	39	40
	41	42	43	44	45	46	47	48	49	50
	51	52	53	54	55	56	57	58	59	60

* Described in *Keon's History Stamp*, Nos. 125-135.
‡ Variety with stop before "Fee"

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

- 2d. green, perf. 11½.
- (1st) 1.91. green, deep green (12000 stamps) 20 0 5 0
- (2nd) 3.92. green, paper very slightly toned
(12000 stamps) 60 0 20 0
- (3rd) 7.94. yellow-green, stouter paper
(12000 stamps) 40 0 10 0
- 2d. green, perf. 10, 10½.
- (4th) 9.97. green (12000 stamps) 3 0 2 0

July, 1900. Lithographed by Sir Joseph Causton & Sons, Ltd. Issued in sheets of 60.

Matrix II.—With decimal point between "Railway" and "Fee" and rectangular bar in "2d."

Transfer II.

Intermediate types*	Transfer types †									
	1	2	3	4	5	6	7	8	9	10
1	1	2	3	4	5	6	7	8	9	10
1	11	12	13	14	15	16	17	18	19	20
1	21	22	23	24	25	26	27	28	29	30
1	31	32	33	34	35	36	37	38	39	40
1	41	42	43	44	45	46	47	48	49	50
1	51	52	53	54	55	56	57	58	59	60

* The 5 types are described in *Keon's History*, page 57.
† The 60 types have not yet been described.

- 2d. green, perf. 10.
- (5th) 7.00. pale olive-green (15000 stamps) 1 0 0 6
- (6th) —.04? pale grey-green (—? stamps) 1 0 0 6

GREAT NORTHERN & GREAT CENTRAL RLYS.

August, 1899. Lithographed by Messrs. Waterlow & Sons, Ltd., of London. Issued in sheets of 60.

Matrix I.—No stop before "Fee."

Transfer I.

Intermediate types †	Transfer types*									
	1	2	3	4	5	6	7	8	9	10
1	1	2	3	4	5	6	7	8	9	10
2	11	12	13	14	15	16	17	18	19	20
3	21	22	23	24	25	26	27	28	29	30
4	31	32	33	34	35	36	37	38	39	40
5	41	42	43	44	45	46	47	48	49	50
6	51	52	53	54	55	56	57	58	59	60

* The 6 types are described in *Keon's History*, page 255.
† These types have not yet been described.

- 2d. green, perf. 10.
- (1st) 8.99. bright green (6000 stamps) ... 1 0 1 0

PER *GN* RAILWAY
FROM *Worwell* STATION
To be posted at Wakefield
No. *17572* Per. *9:41 am* Train.



The Editor,

Ewen's Weekly Stamp News,

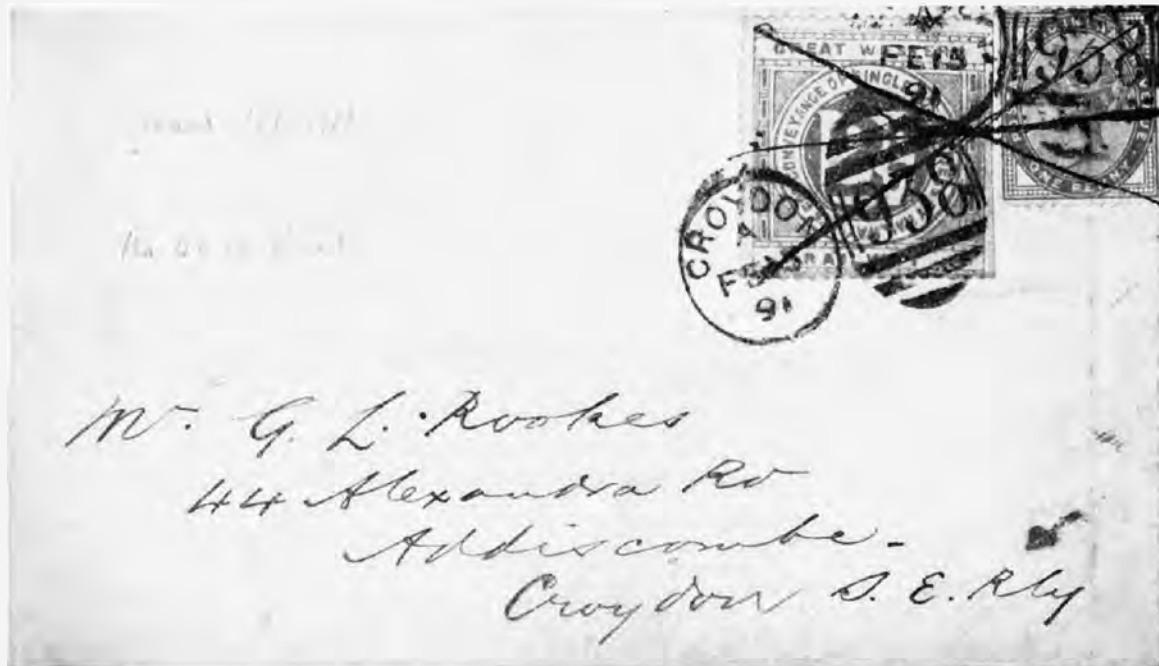
32, Palace Square,

Norwood, London, S.E.

Great Western Railway.

Type I, used during first month of issue.

Type I. is not so clearly drawn as type II. (illustrated on p. 25).





GREAT WESTERN AND GREAT CENTRAL JOINT.

March, 1901. Stamps of the Great Western Railway overprinted in fancy type with a rubber hand stamp "G.W. & G.C. JR." in violet.

	Unused.	Used.
	s. d.	s. d.
2d. emerald green (G.W.R. 3rd issue)	5 0	2 0

HULL AND BARNLEY COMPANY.

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

Matrix I.

Transfers I., II.

Types of transfer I :

C [*] 1	C 2
C 3	C 4
C 5	C 6
C 7	C 8
C 9	C 10

Types of transfer II :

C 1	C 2
C 3	C 4
C 5	C 6
C 7	C 8
C 9	C 10

* "C" represents the counterfoil.

† Type 10 of transfer I. is unknown. The other 9 types are described on page 62 of *Emery's History*.

‡ Types 1 to 9 are described on page 62 of *Emery's History* (in type 3, for "S.W." read "N.E."), type 10 has the left and right outlines of the stamp broken midway.

2d. green, horizontally laid paper.

(1st) 2.91, I., yellow-green (1000)	20 0	20 0
(2nd) 3.97, II., dull green (1000)	5 0	1 0
(3rd) 29.10.02 (1000) ... ..	...	(Unknown)

ISLE OF WIGHT RAILWAY.

January, 1899. Lithographed by Messrs. Waterlow & Sons, Ltd., London. Issued in sheets of 12.

Transfer I.

Intermediate types.*

(None)

Transfer types
1 2 3 4
5 6 7 8
9 10 11 12

2d. green, perf. 12.

(1st) 6.1.99, I., bright green (1002)	1 0	1 0
--	-----	-----

Isle of Wight Railway.



Isle of Wight Central Railway.



Lancashire, Derbyshire and East Coast Railway.

1st Printing.

2nd Printing.



ISLE OF WIGHT CENTRAL RAILWAY.

February, 1899. Printed by Messrs. McCorquodale & Co., Ltd., London. Issued in sheets of 12.

Plate I.

Intermediate types *				Plate types			
1	2	1	2	1	2	3	4
1	2	1	2	5	6	7	8
1	2	1	2	9	10	11	12

* Type 1 has a smaller I in "Isle," and type 2 a very defective R in "Fer."
 † In the 2nd printing there is a hair-line outside the stamp S.W. of I of "Isle."

2d. green, rouletted.	Unused.		Used.	
	s.	d.	s.	d.
(1st) 2.99, dull green (1284 ?)	3	0	3	0
(2nd) 4.01, dark green, pale green (1200 ?)	1	0	1	0

Note.—The sheets are numbered in manuscript, in red, above the 2nd or 3rd stamp in the top row. The highest and lowest numbers we have respectively seen of the 1st and 2nd printings are 107 and 111.

LANCASHIRE & YORKSHIRE RAILWAY.

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

Transfer I.

State A.—With faint guide line round each stamp.

Types *		
1	2	3
4	6	

- Type 1.—(a) Base of N.E. triangle broken opposite S of "Post."
 Type 2.—(a) Line under H1 of "Lancashire" broken.
 (b) Second line over R of "Yorkshire" broken.
 Type 3.—(a) Line under E of "Lancashire" broken.
 (b) Error, "Fer" for "For."
 Type 4.—(a) Second line under first A of "Lancashire" indented or broken.
 (b) Line broken immediately under lowest bar of right pillar.
 Type 5 was never used and presumably was spoilt.
 Type 6.—(a) Line to left of top bar in left pillar broken.
 (b) Horizontal line forming base of right pillar is broken off short at right extremity.

Types of 1st printing (tentative arrangement)						Printing types †					
1	2	3	4	5	6	1	2	3	4	5	6
4	6	6	4	3	6	4	5	6	10	11	12
1	2	3				13	21	21	23	25	27
4	3	6				22	23	24	25	27	29
1	2	3	1	2	3	31	32	33	35	37	41
4	5	6	4	6	6	31	35	37	40	41	42

* It will be noticed there are eight groups, commonly known as panes A, B, C, D, E, F, G, H. It is not known how they were originally arranged. (See Manchester, Sheffield & Lincolnshire Railway.)

† Cut into eight blocks of six before issue.

‡ These types have not been seen by the author. The others are described in *Keen's Weekly Stamp News*, 21 & 25.

§ Type 42 has "Post" for "Post."

2d. green, perf. 12, unnumbered.					
(1st) 1.2.91. 1A., dark green (10,000)	30	0	10	0	

PER *H & B* RAILWAY.

FROM *Knottingley* STATION

To be posted at... *Barnsley*...

No. *14374* Per..... Train.

The Editor,

Ewen's Weekly Stamp News,

32, Palace Square,

Norwood, London, S.E.



Lancashire and Yorkshire Railway—continued.

State B.—Similar, but slightly retouched, with a new type,
No. 7, inserted in the blank space left by type 5.

Types
1 2 3
4 7 6

The types are retouched as follows:—

- 1.—(a) The blot on the guide-line in the N.W. corner is partly cut away.
- (b) There are four lines under top bar in right pillar instead of three.
- 2.—The blot on line over "Fee" is removed.
- 3.—The guide line is cleaned away to left of L of "Lancashire."
- 4.—The right guide line scarcely shows.
- 6.—The right guide line is irregular and much fainter. It does not print at all to left of L of "Lancashire"
- 7 (New type).—(a) White spot on lowest bar in right pillar.
- (b) Second X of "Conveyance" small.
- (c) "C" ornaments absent from S.W. triangle.

Types of 2nd printing (tentative arrangement).									
Transfer types.					Printing types*				
1	2	3	4	5	1	2	3	4	5
6	7	8	9	10	11	12	13	14	15
16	17	18	19	20	21	22	23	24	25
26	27	28	29	30	31	32	33	34	35
36	37	38	39	40	41	42	43	44	45
46	47	48	49	50	51	52	53	54	55

* These types have not been seen by the Editor. The others were described in E.H.S.N. 2, p. 69.

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

2d. green, perf. 12, unnumbered.

(2nd) 7.94, lb., dull green (5,760) ... 40 0 20 0

State C.—The guide lines round each stamp were removed and the types slightly retouched.

Types
1 2 3
4 7 6

The "C" ornaments are removed from the N.W. triangle.

Types of 3rd printing (tentative arrangement).									
Transfer types.					Printing types.				
1	2	3	4	5	1	2	3	4	5
6	7	8	9	10	11	12	13	14	15
16	17	18	19	20	21	22	23	24	25
26	27	28	29	30	31	32	33	34	35
36	37	38	39	40	41	42	43	44	45
46	47	48	49	50	51	52	53	54	55

2d. green, perf. 12.

(3rd) 9.97, lc., green (5958 of which 3750 were returned to printers to be numbered)—

(a) unnumbered	...	4 0	3 0
(b) Nos. 1 to 3750 (9.98?)	...	3 0	3 0

State D.—Types 1, 4, 7 were removed.

Types
— 2 3
— — 6

These types do not appear to have been further retouched.

Types of 4th printing (tentative arrangement).									
6	2	3	4	5	1	2	3	4	5
6	2	3	4	5	6	7	8	9	10
6	2	3	4	5	11	12	13	14	15
6	2	3	4	5	16	17	18	19	20
6	2	3	4	5	21	22	23	24	25

* Type 13 has not been seen by the Author

2d. green, perf. 12, numbered.

(4th) 1.00, lb., green, Nos. 3751 to 5000? 60 0 40 0

PER

50

RAILWAY.

POST ON ARRIVAL AT

London E.C. 4

No.

105



Mr. E. C. SHEARMAN,

25, Crampton Road,

Penge,

London, S.E.

Lancashire and Yorkshire Railway—continued.

Transfer II.

State A.—Without guide lines, as in the later states of transfer I.

Types*					
1	2	3	4	5	6

*There are very few defects by which these types may be distinguished. Type 3 has a break in the line over O.N. of "Conveyance"; type 5, two dots before Y of "Yorkshire"; type 6, bluts under C and N of "Conveyance"; but these defects were occasionally remedied in printing.

Printing types (tentative arrangement)

Form I by duplicating blocks of six transfer types																							
Types of 5th printing												Types of 6th printing											
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22		
23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44		

* Not yet seen by the Author.
 † These 15 types were described in E. H. S. N. 21796.
 ‡ 5th printing. The number of types is not yet known.

		Unused.		Used.	
		s.	d.	s.	d.
2d. green, perf. 12, numbered.					
(5th) 10.00? H.A., Nos. 5001? to 8750	...	4	0	2	0
(6th) 5.02, H.A., Nos. 8751 to 13752	...	10	0	3	0
(7th) 9.04? H.A., Nos. 13753 to 18756	...	2	0	1	0

LANCASHIRE, DERBYSHIRE & EAST COAST RAILWAY.

December, 1896. Lithographed by Messrs. Bemrose & Sons, Ltd., Derby. Issued in sheets of 24. Large black control numbers running from left to right and top to bottom.

Transfer I.

Intermediate types.	Transfer types.
(None.)	1 2 3 4
	5 6 7 8
	9 10 11 12
	13 14 15 16
	17 18 19 20
	21 22 23 24

2d. green, perf. 10.					
(1st) 12.96, Nos. 1 to 576	...	...	10	0	3
(2nd) 1.99, Nos. 577 to 1076	...	...	£5		40
2d. green, perf. 11.					
(3rd) 10.00, Nos. 1077 to 1577?	...	...	40	0	20
(4th) 12.02, Nos. 1577 to 2076	...	...	15	0	5
(5th) 8.05, Nos. 2077 to 2576	...	...	5	0	1

The 4th printing was only issued about 3.04.

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

October, 1899. Lithographed by Messrs. Henry Blacklock & Co., Ltd., Manchester. Issued in sheets of 12.

Transfer I.

Intermediate types.	Transfer types.
(None.)	1 2 3
	4 5 6
	7 8 9
	10 11 12

2d. green, perf. 12.					
(1st) 12.10.99, deep green (240)	...	...	5	0	3

London & North Western Railway.



London & South Western Railway.
1st Issue (with wide margins).



London & South Western Railway.
27th Issue.



LONDON AND NORTH WESTERN RAILWAY.

February, 1891. Printed by Messrs. McCorquodale & Co., Ltd., Cardington Street, London. Issued in sheets of 60. Horizontal black control numbers running from left to right and top to bottom.

Plate I.

Types of Plate 1					
1	2	3	4	5	6
7	8	9	10	11	12
13	14	15	16	17	18
19	20	21	22	23	24
25	26	27	28	29	30
31	32	33	34	35	36
37	38	39	40	41	42
43	44	45	46	47	48
49	50	51	52	53	54
55	56	57	58	59	60

This plate has been used for all printings down to the present time. The types have not yet been described but any stamp can easily be identified with its position on the sheet owing to the consecutive numbers.

2d. green. rouletted.

			Unused.	Used.
			s. d.	s. d.
(1st)	2.91, Nos.	1 to 50000	... 10 0	2 0
(2nd)	4.93, Nos.	50001 to 70000	... 60 0	30 0
(3rd)	7.94, Nos.	70001 to 100000	... 40 0	5 0
(4th)	9.96, Nos.	100001 to 130000	... 3 0	0 6
(5th)	11.7.99, Nos.	130001 to 160000	... 3 0	0 6
(6th)	11.6.02, Nos.	160001 to 190000	... 3 0	6 0
(7th)	2.05 ? Nos.	190001 to 220000	... 1 0	0 6

LONDON & SOUTH WESTERN RAILWAY.

February, 1891. Lithographed by Messrs. Waterlow & Sons, Ltd., London. Issued in sheets of 12.

Matrix I.

State A.—With short vertical white scratch on ground to left of shield opposite EYA of "Conveyance"; white blot on white line, under lower tip of shield. These marks are sometimes indistinct and the second of them reappears in Transfer V.

Transfer I.

Intermediate types	Transfer types.					
(None)	1	2	3	13	14	15
	4	5	6	16	17	18
	7	8	9*	19	20	21*
	10	11	12	22	23*	24*

*Types 9, 21, 23 and 24 are unknown.

Types 1 to 18 except 9 are described on pages 83, 84 of *Ewen's History*.

Types 19, 20, 22 have been tentatively identified as follows:—

- 19.—(a) 2nd line over 2nd N of "London" broken; (b) line over A of "And" broken; (c) line over TH of "South" broken; (d) dot on upper end of 4th bar in right pillar; (e) blot on line NE of Y of "Railway"; (f) white blot on white circle opposite R of "For"; (g) white dot on right tip of T of "Western."
- 20.—(a) Part of 3rd bar in right pillar broken off at top; (b) lowest bar of E of "Single" broken; (c) right side of 5th bar in right pillar indented.
- 22.—(a) 2nd line over D of "And" broken; (b) top outline broken NE of D of "And"; (c) white dot on upper tip of 1st bar in right pillar; (d) 2nd line broken NE of H of "South."

Types of Transfer II. (L. & S.W.R.)

- 1.—(a) Lines above SO of "South" smudged; (b) row of little blots on lines under SOU of "South"; (c) 5th bar in left pillar smudged at left (upper half of bar), see type 7.
- 2.—(a) Dot under LW of "Railway"; (b) blot clear of stamp near N.W. corner; (c) scratch across A of "And"; (d) dot under CO of "Conveyance."
- 3.—(a) White blot at S.E. corner of foot of 2; (b) dot under ST of "Post"; (c) white dot on 2nd bar of left pillar.
- 4.—(a) Dot under L of "London" attached to foot; (b) coloured dash under 2nd E of "Western"; (c) vertical scratch over L of "London."
- 5.—(a) Dot over right arm of U of "South"; (b) dot over right arm of W of "Western"; (c) dot to right of stamp opposite RS of "Letters."
- 6.—(a) Smudge on upper edge of foot of 2; (b) smudge at right edge of shield; (c) faint break in line to left of L of "London."
- 7.—(a) As in type 1, the 5th bar in left pillar is smudged at left side, but the smudge generally extends to nearly the foot of the bar and sometimes to the left beyond the edge of the stamp; (b) left outline of stamp short at upper end.
- 8.—(a) Lines over U of "South" broken; (b) blot on left outline opposite Y of "Conveyance"; (c) in the 7th issue there is a vertical scratch on the 5th bar exactly similar to that on type 19.
- 9.—(a) Two lines under left foot of R of "Railway" joined by blot; (b) line to left of 2nd bar in left pillar broken; (c) dot under OU of "South"; (d) blot under VE of "Conveyance" indistinct in 6th issue.
- 10.—(a) Dot over 6th bar in left pillar; (b) two dots outside stamp opposite 5th and 6th bars in right pillar; (c) in later issues, lower edges of shield indented over I of "Railway" (circular).
- 11.—(a) Dot outside stamp opposite top of 5th bar in left pillar; (b) blot on line over RA of "Railway" (circular).
- 12.—(a) Smudge between B and Y of "By."
- 13.—(a) Line over 2nd E of "Western" cut diagonally; (b) blot on right end of 2nd line above "South"; (c) later issues, blot between lines over 2nd E of "Western."
- 14.—(a) Dot between SO of "South"; (b) white blot on foot of S of "South"; (c) blot on line under O of "South."
- 15.—See above.
- 16.—(a) Second line under L of "Railway" clearly broken; (b) blot or smudge under U of "South"; (c) thick smudge to left of lowest bar in left pillar.
- 17.—(a) Blot on T of "South"; (b) blot on lines over 5th bar in right pillar.
- 18.—(a) Scratch under O of "Post" making it Q; (b) scratch before foot of B of "By"; (c) white dot on ground opposite B of "By"; (d) second line over T of "South" broken.
- 19.—(a) Two vertical scratches above 5th bar in left pillar; (b) blot on 2nd line under D of "London."
- 20.—(a) White dot on right arm of U of "South."
- 21.—(a) Blot on upper end of N of "And"; (b) hairline over D of "And"; (c) blot over lower outline towards right end.
- 22.—(a) Blot on upper edge of 1st line under L of "London."
- 23.—(a) Bar over AX of "And"; (b) dot under GL of "Single."
- 24.—(a) White dot on upper edge of 2nd bar in right pillar.

All the types have been identified with their correct position on the pane, but it is not known yet to which pane they belong; thus, type 1 may be 13 or vice-versa, type 2 may be 14 and so on.

London & South Western Railway—continued.

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

2d. green, perf. 11 to 11½.

(1st) 1.91, l., deep green, pale yellow-green,
dark green. margins about 6 to
8mm. wide (3000*) 60 0 40 0

Transfer II.

This transfer was formed by taking types 19 to 24 of the first printing and duplicating them four times. All the defects on the 6 types are consequently reproduced on 4 types each of transfer II., in addition to a new set of marks belonging individually to the 24 types of the latter.

Intermediate types (Taken from transfer I.)				Transfer types.						Sheets as issued	
19	20	21	22	1	2	3	13	14	15	Types	
23	23	24	22	4	5	6	16	17	18	1-12	
19	20	21	19	7	8	9	19	20	21	or	
22	23	24	22	10	11	12	22	23	24	13-24	

Types 19, 20, 22 are described above (see transfer I.): the other three types show the following marks:—

- 21.—(a) Upper left hand portion of 2nd bar in right pillar worn away; (b) lines to right of lowest bar in right pillar broken.
- 23.—(a) Line to left of 5th bar in left pillar broken; (b) second line over W of "Western" broken; (c) right edge of foot of 2 indented; (d) blot on left edge of O of "South"; (e) outline broken to left of foot of top bar in left pillar; (f) line under 4th bar in left pillar broken very short.
- 24.—(a) SE triangle very faint.

It is a curious but definitely ascertained fact that No. 15 on the sheet, which should have been type 21, was something quite different. Like type 23 it has a blot on the left edge of O of "South," but it is more likely to have been taken direct from the matrix. Its marks are as follows:—

- 15.—(a) Dot under L of "London"; (b) smudge on foot of N.W. triangle; (c) O of "For" broken at left; (d) white scratch under lower tip of shield; (e) lines faint in N.E. corner of shield; (f) dot under first E of "Fee."

The 24 transfer-types have been provisionally identified and reconstructed as on page 34: apart from a pair, types 4, 7 and a strip of three, 10, 11, 12, only single copies have been seen by the Author.

2d. green, perf. 11½.

(2nd) —. 6.91, 11., green, on thick, surfaced paper, imperf. margins (3000) £10 40 0
 (a) green
 (b) dark green
 (3rd) 18.11.91, 11., green, slightly lighter, on thick surfaced paper, perforated margins (3000) £10 30 0
 (4th) 26. 3.92, 11., light green, thick hard paper, wide imperf. margins (3000) £10 80 0
 (5th) 15. 8.92, 11., grey-green, thick hard paper, imperf. margins (3000) £10 80 0
 (6th) 14. 1.93, 11., green, thinner paper, imperf. margins (3000) ... £5 40 0
 (a) dark green, faint triangles
 (b) green, yellow-green ...
 (7th) 12. 6.93, 3000 stamps (Remainders of foregoing ?)

*These figures are only exact as regards the number of stamps supplied on this date to the Company. Probably the quantity printed was in excess of 3000 and the margin, if not required to replace spoiled sheets, would be retained and made use of for a later supply.

London & South Western Railway—continued.

State B of Matrix.—With short bar attached to left side of O of "South" (subsequently removed from all types on the transfer).

Intermediate types.	Transfer types.*						Sheet as issued.
(None)	1	2	3	13	14	15	Types 1-12 or 13-21
	4	5	6	16	17	18	
	7	8	9	19	20	21	
	10	11	12	22	23	24	13-21

* The 24 types are described in detail on pages 57 to 61 of *Even's History*.

Very little is known of the printings made before 1896, and the arrangement assigned to them below is only tentative; in fact, it is doubtful whether the separation of the perf. 15 issues has been correctly accomplished.

State A.—Without scratches.

	Unused.		Used.	
	s.	d.	s.	d.
2d. green, perf. 11½.				
(8th) 27.9.93, IIIA., green (3000)	£5		40	0
(9th) 20.2.94, IIIA., pale green, surfaced paper (3000)	£5		60	0

Vertical scratch originates on N.W. triangle of type 17.

2d. green, perf. 14, 14½.				
(10th) 13. 7.84, IIIA., green (3000)	80	0	40	0
(a) proof, imperforate, 40%.				
(11th) 15.11.94, IIIA., dark green (3000)	£5		60	0
(12th) 15. 5.95, IIIA., yellow-green (3000)	£5		60	0
(13th) 29. 8.95, IIIA., yellowish-green (3000)	£5		60	0

Note.—It is not unlikely that the printing given above as 11th is only a dark shade of the 10th, and that given as 12th a slight variation of the 14th. Sufficient copies of the 12th print have not been seen to render it possible to say whether it belongs to state A or B. If these surmises be correct, the 1895 supplies probably consisted of remainders, as it is hardly likely any printings could have been made and could have remained undiscovered.

State b.—Scratches originate on types 5, 10, 11, 16, 17.

2d. green, perf. 14, or 14 × 12½, 13.				
(14th) 11. 1.96, IIIB., yellow-green (3000 ?)	10	0	10	0

Note.—This is by far the commonest of the perf. 14 issues, and from the fact that it was largely in use in 1898, it is probable there were considerable remainders in excess of the normal 3000.

(ii.) With coloured dot in S.E. corner of stamp.

2d. green, perf. 12.				
(15th) 17. 6.96, IIIB., pale green (3000)	10	0	3	0
2d. green, perf. 10.				
(16th) 8.10.96, IIIB., yellowish-green (3000)	20	0	10	0

(iii.) With bars removed from O of "South" on types 13, 14, 17, 19, 20, 22, 23 (right hand pane).

2d. green, perf. 11½, or 11½ × 11.				
(17th) 22. 3.97, IIIB., yellow-green, cream or yellowish paper (latter similar to that of 14th issue); (3000)	5	0	2	0

London & South Western Railway.
Third Transfer, 1898.



London & South Western Railway—continued.

(iv.) With bars further removed from type 5 (left hand pane) and partially from other types.

			Unused.		Used.	
			s.	d.	s.	d.
2d. green, perf. 11½.						
(18th)	30.	7.97, IIIb., yellowish-green	(3000)	10 0	4 0	
(19th)	7.12.97,	IIIb., dark green	(3000)	5 0	3 0	
2d. green, perf. 10.						
(20th)	21.	4.98, IIIb., dark green	(3000)	10 0	5 0	

(Course of Transfer III. interrupted).

Transfer IV.

On 9th March, 1898, the London Brighton & South Coast Railway received a supply of 6000 stamps, which were not only printed from a new transfer, but in sheets of different size and shape and a much stouter paper. There are two shades, one a greyish-green with the lines of shading in the triangles very faint and another much clearer, which was probably due to a second impression being substituted on the stone before printing had proceeded very far. Two years later, the London & South Western Railway made a similar issue, identical even to the two shades. The similarity is so close as to make it practically certain both were printed on the stone at the same time. In 1902 the latter Company received several further issues of a printing made on exactly the same paper (which has never been used except on these two occasions) which were from the regular transfer printing sheets of the regular size and shape. The marks showed the impression to have been made four years previously or between 7.12.97 and 21.4.98. It is unknown why these two stocks were created.

Types of Transfer IV.

Intermediate types	Transfer types *			
(None)	1	2	3	4
	5	6	7	8
	9	10	11	12

* The 12 types were described in *Kenn's History*, page 57.

On every type there is a smudge between E and S of "Western."

2d. green, perf. 10. (Issued 1900?).

(27th) 3.98? IV., grey-green on thick paper.

(Quantity printed, 6,000?) ... 10 0 3 0

(a) pale, faint triangles.

(b) dark.

Transfer III. restored.

			Types		
1	2	3	13	14	15
4	5	6	16	17	18
7	8	9	19	20	21
10	11	12	22	23	24

(v.) With two blots on top outline of type 22 over 2nd N of "London."

2d. green, IIIb., perf. 10, 11 and compound (the 10 perforation was made in 1898 and the 11 perforation in 1902-03, in which years all were issued).

London & South Western Railway— <i>continued.</i>		Unused.	Used.
		s. d.	s. d.
(37th)	3.98? grey-green (probably 10,000?).		
	(a) Perf. 11	40 0	20 0
	(b) ,, 10 x 11	5 0	5 0
	(c) ,, 10	4 0	3 0
(21st)	21.7.98. This supply appears to have consisted of remainders, chiefly 14th and 19th printings (3000).		

State c.—Bar removed from O of "South" on all types except No. 21. Various marks originate.

2d. green, perf. 10.

(22nd) 7.10.98. IIIc., pale green (3000) ... 5 0 1 6

(23rd) 7. 2.99. IIIc., bright green, bluish-green (3000) 4 0 1 0

(ii.) The T of "Post" is no longer sharply broken in two pieces, but there is a faint line either joining them or attached to the dot.

2d. green, perf. 10.

(24th) 11. 5.99. IIIc., dark green (3000) ... 10 0 1 6

(25th) 18. 8.99. IIIc., emerald-green (3000) 10 0 2 0

(26th) 21.12.99. IIIc. (3000, remainders?).

(27th) 17. 4.00. IIIc. (3000, see above).

State d.—The T of "Post" is now partly re-joined, and the two white dots on the figure "2" of type 22 are removed.

2d. green, perf. 10.

(28th) 13. 7.00. IIIc., dark green (3000) ... 2 0 1 0

(29th) 22.10.00. IIIc., yellow-green (3000) ... 1 6 1 0

State e.—The circle round the shield is re-joined opposite the letter S of "Letters" on types 1, 4, 11, 17, 20, 22 and 23, and opposite the letter O of "For" on types 2, 1, 8, 9, 11, (12), 13, 14, 15, 16, 17, 19 and (21).

2d. green, perf. 11.

(30th) 18. 2.01, IIIc., yellow-green (3000) ... 1 6 1 0

2d. green, perf. 10.

(31st) 17.6.01. IIIc, pale green (3000) ... 2 0 1 0

State f.—Scratch originates on type 9 across S.E. corner of stamp. Circle on type 14 again broken near S of "Letters."

2d. green, perf. 11.

(32nd) 18. 8.01, IIIc., dark green (3000) ... 1 6 1 0

(33rd) 30.11.01, IIIc., bright green (3000) ... 2 0 1 0

2d. green, perf. 10.

(34th) 17. 3.02. IIIc., yellow-green (3000, part of which 37th printing) ... 3 0 1 0

(35th) 12. 6.02, IIIc., grey-green, dark to very pale (3000, part of which 37th printing?) 3 0 1 0

(36th) 9. 9.02, IIIc., dull yellow-green (3000) 3 0 1 0

(37th) 5.11.02, see above

London & South Western Railway—continued.*Transfer V.*

State C of matrix, with two or three white dots on body of figure "2" and white blot just under lower tip of shield (as in state A.)

Intermediate types	Transfer types *
(None)	1 2 3 4 5 6 7 8 9 10 11 12

*For details, see *Ewen's Weekly Stamp News*, No. 249.

		Unused.	Used.
		s. d.	s. d.
2d. green, perf. 10.			
(38th) 5. 3.03, V., yellow-green (3000) ...	5 0	3 0	
(39th) 30. 6.03, V., yellowish-green, grey-green, deep green (3000) ...	4 0	2 0	
(40th) 15. 8.03 (3000), remainders of 39th			
(41st) 7.11.03 (3000), remainders of 39th			
(42nd) 12. 3.04 (3000), remainders of 39th			

Transfer III. Restored.

State G.—For marks, see "*Ewen's Weekly Stamp News*," No. 249.

2d. green, perf. 10.			
(43rd) 19. 5.04, IIIg., pale green (3000) ...	2 0	1 0	
(44th) 3. 9.04, (3000) remainders of 43rd ?			

Transfer VI. restored.

First chronicled in "*Ewen's Weekly Stamp News*," No. 282.

2d. green, perf. 10.			
(45th) 27. 1.05, VIa., dark green (3000, some sheets of 46th were included)...	1 0	0 9	

State b.—Smudge on "2" removed from type 10; dots again show on type 8.

2d. green, perf. 10.			
(46th) 20. 4.05, VIb., yellow-green (3000, mostly or all remainders of 45th)	4 0	2 0	
(47th) 14. 7.05, (3000), remainders of 45th.			
(48th) 11. 9.05, (3000), remainders of 45th.			

LONDON, BRIGHTON & SOUTH COAST RAILWAY.

February, 1891. Lithographed by Messrs. Waterlow & Sons, Ltd., London. Issued in sheets of 12.

Transfer I.

Intermediate types	Transfer types *	Sheet as issued
(None)	1 2 3 13 14 15 4 5 6 16 17 18 7 8 9 19 20 21 10 11 12 22 23 24	Types 1 12 or 13 24

* The 24 types were described in *E. W. S. N.*, B. 505.

London, Brighton & South Coast Railway—continued.

State A. Free from scratches.

			Unused.	Used.
			s. d.	s. d.
2d. green, perf. 11 to 11½.				
(1st)	26. 1.91, 1A., dull pale green	(3600)	60 0	30 0
(2nd ?)	24. 4.91, 1A., green	(3600)	£10	£5
(3rd ?)	14. 9.91, 1A., pale green	(3600)	£10	15 0
(4th ?)	5. 5.92, 1A., grey-green	(3600)	£10	30 0

(State B.) Scratches originate across types 8, 9, 11, 14, 18, 21
(See "E.W.S.N." 13.5.05.)

2d. green, perf. 11 to 11½.				
(5th ?)	21. 11.92, 1B., deep green	(3600)	£10	30 0
(6th ?)	2. 5.93, 1B., deep yel.-green	(6000)	£5	30 0
(7th ?)	22. 3.94, 1B., bright yel.-green	(6000)	30 0	15 0
(8th ?)	19. 11.94, 1B., bright green	(6000)	60 0	30 0
2d. green, perf. 12.				
(9th)	31. 8.95, 1B., dark green	(6000)	... 30 0	15 0
(10th)	1. 5.96, 1B., yellow-green	(6000)	... 60 0	30 0
2d. green, perf. 10, 11½.				
(11th)	23. 12.96, 1B., dark green	(6000)		
	(a) Perf. 11½	... ..	30 0	15 0
	(b) ,, 10	... ..	60 0	30 0

Transfer II.

Intermediate types	Transfer types *
(None)	1 2 3 4
	5 6 7 8
	9 10 11 12

* For description of 24 types, see *Kinn's History*, page 104.

2d. green, perf. 11½, 10 and compound.				
(12th)	31. 8.97, 11., dark green, imperf. margins, (6000)			
	(a) Perf. 11½	... ..	20 0	5 0
	(b) ,, 10	... ..	10 0	4 0
	(c) ,, 10 × 11½	... ..	60 0	20 0

Transfer III.

Intermediate types	Transfer types *
(None)	1 2 3 4
	5 6 7 8
	9 10 11 12

* For description of types, see *Kinn's History*, page 101.

2d. green, perf. 10.				
(13th)	9.3.98, 111., yellow-green, perforated margins (6000)			
	(a) dull shade, faint triangles		£5	20 0
	(b) pale yellow-green (111. retouched)	... ..	10 0	2 0

Note.—This printing was probably made at the same time as the 27th of the L. & S.W.R.

Transfer IV.

Intermediate types	Transfer types *
(None)	1 2 3 4
	5 6 7 8
	9 10 11 12

* For description of types, see *Kinn's History*, page 105.
Type 12 is fainter than the others.

2d. green, perf. 11½.				
(14th)	26. 9.98, 1V., dark green	... ..	7 6	2 6

London, Brighton & South Coast Railway—*continued.*

			Unused.		Used.	
			s.	d.	s.	d.
2d. green, perf. 10.						
(15th)	10. 5.99.	IV., dark yellow-green	10	0	2	6
(16th)	28.10.99.	IV., bright green	10	0	1	6
		(a) Proof, imperforate, 30/-				
(17th)	22. 6.00.	IV., yellow-green	2	0	1	0
		(a) Bright yellow-green				
		(b) Greyish yellow-green				

State B.—On type 2, a faint scratch originates across lower part of body of figure "2."

2d. green, perf. 10.						
(18th)	4. 1.01.	IVB., dark green	2	0	1	0
2d. green, perf. 11						
(19th)	24. 8.01.	IVB., dark green	3	0	1	0
(20th)	12. 3.02.	IVB., bright green	5	0	3	0
2d. green, perf. 10, 11 and compound.						
(21st)	23. 7.02.	IVB., dull green—				
		(a) Perf. 11	2	0	1	0
		(b) „ 10, 11, mixed	4	0	1	6
		(c) Proof, imperf., 20-				

NUMBERED ISSUES.

Commencing with the 22nd issue all stamps have been numbered consecutively on the back. The unnumbered issues amounted to 114,000 stamps (5 issues at 3600 and 16 at 6000). The 22nd issue was composed chiefly of remainders left over from preceding printings and it is not known if the following list is complete.

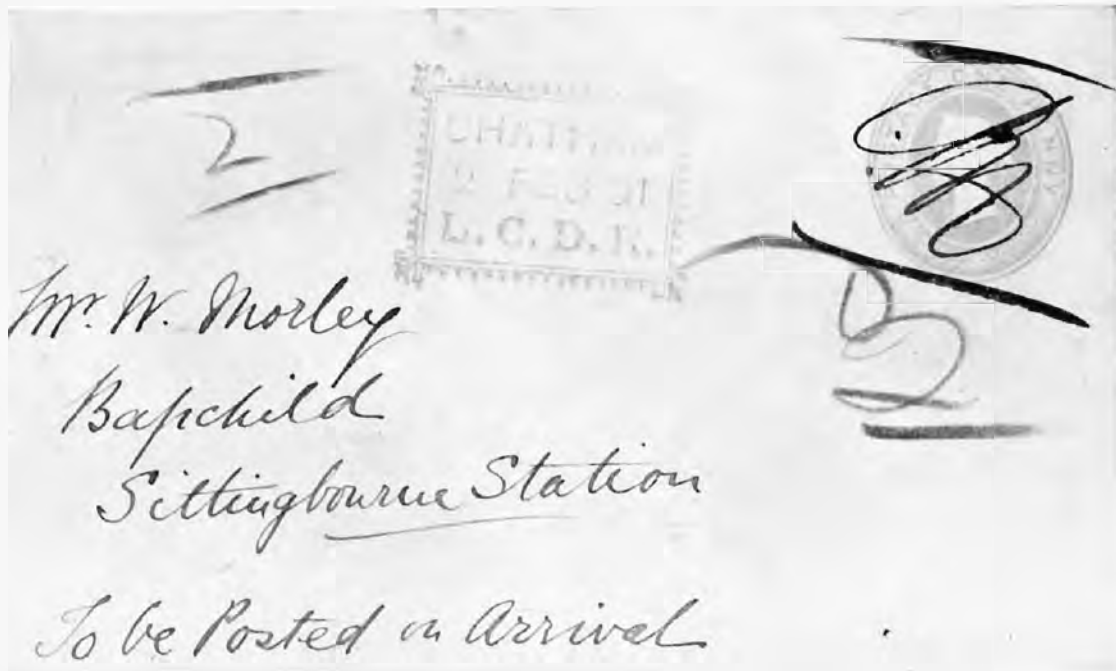
2d. green, numbered on back.

(22nd) 10. 1.03. Nos. 1 to 6000—

	Print.	Transfer.	Perf.	Colour.			
(a)	15.	IV.,	10.	dark yel.-grn.	10	0 3 0	
(b)	16.	(Not yet seen)					
(c)	17.	IV.,	10.	light yel.-grn.	15	0 5 0	
(d)	18.	IV.,	10.	dark green	60	0 20 0	
(e)	19.	IVB.,	11.	„	10	0 3 0	
(f)	20.	IVB.,	11.	bright green	10	0 3 0	
(g)	21.	IVB.,	11 × 10.	dull green	30	0 10 0	
(h)	21.	IVB.,	10.	„	60	0 30 0	
(i)	22.	IVB.,	11 $\frac{3}{4}$.	„	30	0 3 0	
(23rd)	9.03 ?	Nos. 6001-11800 ? (The first 60 sheets or so were numbered from right to left instead of left to right), IVB., perf. 10, dull gen.			10	0 3 0	
(24th)	6.04 ?	Nos. 11801 ? to 15000, IVB., perf. 10, yellowish-green			5	0 2 0	
(25th)	9.04 ?	Nos. 15001 to 21000, IVB., perf. 10, green			5	0 2 0	
(26th)	2.05 ?	Nos. 21001 to 27000, IVB., perf. 11, very pale green, large control figures			3	0 1 0	
(27th)	9.05,	Nos. 27001 to 33000 ? IVB., perf. 10, pale green, smudgy impression, small control figures			2	0 1 0	

London, Chatham & Dover Railway.

Sent without a stamp, because the Railway Company had forgotten to issue them, or even have any printed!



LONDON, CHATHAM & DOVER RAILWAY.

February 4th, 1891, to June, 1899 (when the Company was amalgamated with the South Eastern). Lithographed at the Company's own printing works.

Alone of all the Companies, the London, Chatham & Dover did not obtain a supply of stamps in time for the first day of use, Sunday, 1.2.91. Letters forwarded on this and the two following days were franked with the station rubber stamp, "2d." in blue chalk, or some similar means.* On Wednesday, 4.2.05, a very few specimens were sent to each of three or four (?) of the principal stations, followed a few days later (8.2.05?) by a supply of six stamps to each station on the line.

Matrix I.

The matrix was triplicated, and the three types so formed served for all transfers. The three types may be distinguished as follows:

- Type 1.—(a) Right-hand outline of N.E. triangle is broken.
(b) Line between outline and right-hand pillar broken opposite S of "Letters."
Type 2.—(a) Two lines in the N.W. triangle are broken opposite NC of "Conveyance."
(b) There is a white spot on the foot of the second C of "Conveyance" (this mark was afterwards corrected).
Type 3.—(a) The third vertical bar in the left-hand pillar is broken at bottom; (b) top outline over LO of "London" weak.

Intermediate types (supposed)	Transfer types (supposed)*	How found (In singles)
1 2 3	1 2 3	
1 2 3	4 5 6	
1 2 3	7 8 9	
1 2 3	10 11 12	

* Two different type 1 and one type 3 are known, but not their original positions. They may be distinguished as follows:—

- 1.—(a) Second line over "Chatham" broken; (b) blot on right edge of lowest bar in left pillar.
4.—(a) Base of N.W. triangle broken over 2nd E of "Conveyance"; (b) foot of D of "Dover" nearly broken through.
3.—(a) White circle broken under L of "Single"; (b) line broken in N.E. triangle over S of "Post."

2d. green, imperforate (cut with scissors, each stamp measuring 36 to 37mm. wide × 39mm. high, so far as is known).

(1st) 4.2.91, l., dark green (36? stamps) ... £20 £20

Transfer II.

Intermediate types	Transfer types.*	How found (In singles.)
1 2 3	1 2 3	
1 2 3	4 5 6	
1 2 3	7 8 9	
1 2 3	10 11 12	

* Three types of each matrix-type are known, but their positions on the sheet are entirely unknown. The nine types known, tentatively known as Nos. 1 to 9, show the following marks:—

- 1.—Dot over 2nd A of "Railway" (circular); hairline across lower loop of B of "By."

* Letters so franked are now very rare (value £5).

London, Chatham & Dover Railway.
The excessively rare 1st printing, used 4.2.91.

Mr. W. Morley
Bapchild

Sittingbourne Station

To be Posted on arrival



London, Chatham & Dover Railway—*continued.*

- 2.—Coloured dot between A and I of " Railway " (circular) : hairline across feet of R of " Railway " (circular).
- 3.—Lines under 2nd A of " Railway " broken ; white dot on ground to right of shield.
- 4.—Line to right of 4th bar in right pillar indented.
- 5.—White dot on ground opposite S of " Letters " : line broken under C of " Chatham."
- 6.—Dot under PO of " Post " : dot N.W. of 1st bar in left pillar.
- 7.—Blot on under edge of figure 2 ; white dot on body of figure 2 ; smudge between NV of " Conveyance."
- 8.—White circle thickened under R of " For."
- 9.—Blot on left edge of foot of Y of " Railway " ; line under NG of " Single " broken.

A large supply of the 2nd issue was required in order to furnish the initial supply of each of the stations. Grosvenor Road had its original supply of stamps still intact as late as 1898.

2d. green, imperforate, machine cut.

	(2nd) 5. 2.91 ? II., deep green, usually 35 × 35 or 36mm, or 32, 33 × 34mm.	Unused.	Used.
	(500 stamps ?)	£10	£10

Transfer III.

Intermediate types	Transfer types	How issued
1 2 3	1 2 3	Singles or sheets of 12
1 2 3	4 5 6	
1 2 3	7 8 9	
1 2 3	10 11 12	

* Type 3 is unknown. The other types may be distinguished as follows (see also *E.W.S.V.* No. 192):—

- 1.—Wide break in all three lines S.E. of 2nd bar in right pillar.
- 2.—Very faint indent on line over S of " Post."
- 3.—Unknown.
- 4.—Long white bar in centre of S.E. triangle : hairlines to left of top bar in left pillar.
- 5.—Dot between left pillar and S.W. triangle.
- 6.—Blot on right outline level with Y of " By."
- 7.—2nd line to left of top bar in left pillar broken.
- 8.—Vertical scratch across figure 2 and R of " Railway."
- 9.—2nd line over HA of " Chatham " broken.
- 10.—Left arm of V of " Dover " indented ; line over S of " Single " broken ; spike on right edge of shield.
- 11.—Blot on lower edge of line under M of " Chatham."
- 12.—Blot on line over first N of " Conveyance."

2d. green, imperforate.

(3rd) 3.91 ? III., green, machine cut, about 30mm. square (120 ? †)		£20	£20
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Note.—Only a single copy of this issue has been seen. It is on a letter sent from Sittingbourne, 26.11.92.

2d. green, perf. 11½.

(4th) 9.91 ? III., deep green (120 ?)...		£15	£5
(5th) 12.91 ? III., deep bluish-green (120 ?)...		£15	£5
(6th) 2.92 ? III., dull green, slightly fainter impression (120 ?)		£15	£5
(7th) 8.92 ? III., deep dark green (300)		£10	£5
(8th) 2.93 ? III., dull dark green (300 ?)		£10	£5
(9th) 8.93 ? III., bright deep green (300)		£5	£5

The quantities are based on the rather rough estimate of 500 or 600 stamps as the annual sale. This estimate is more probably too high than too low.

London, Chatham & Dover Railway.
20th printing, cancelled with Railway Telegraph Office cancellation.

PER RAILWAY.
POST ON ARRIVAL.

at Crystal Palace
2143



Mr. H. L'ESTRANGE EWEN,

32, Palace Square,

NORWOOD, S.E.

London, Chatham & Dover Railway—continued.

Transfer IV.

Intermediate types.	Transfer types.
1 2 3 1 2 3 1 2 3 4 2 1	1* 2* 3 4 5 6 7 8 9 10 11 12

* These two types are unknown. The other ten are described in *Ewen's History*, page 115.

† These two types, 4 and 5, appear to have been taken direct from the matrix. In type 5, as in type 3, the second T in "Letters" has the top bar curved up, whereas type 4 has a normal T as in types 2 and 3.

		Unused. s. d.	Used. s. d.
2d. green, perf. 11½.			
(10th) 2.94 ? IV., deep green (300 ?)	... £15		£5
(11th) 8.94 ? IV., bright blue-green (300 ?)	... £15		£5
(12th) 2.95 ? IV., deep green (300 ?)	... £15		£5
(13th) 8.95 ? IV., bluish-green (300 ?)	... £10		60 0
2d. green, perf. 10 .			
(14th) 1.96 ? IV., green, thick soft paper (300 ?)	... ... £5		40 0
(15th) 6.96 ? IV., dark green (300 ?)	... £5		40 0
2d. green, perf. 11¼.			
(16th) 11.96 ? IV., bright deep green, surfaced paper (300 ?)	... ... £10		60 0
(17th) 4.97 ? IV., deep green, surfaced paper (300 ?)	... ... £10		40 0

Transfer V.

Intermediate types.	Transfer types †
1 2 3 1 2 3 1 2 3 1 2 3	4 2 3 4 5 6 7 8 9 10 11 12

† These 12 types are described in *Ewen's History*, page 118.

2d. green, perf. 10½.			
(18th) 9.97 ? green, deep green, surfaced paper (300 ?)	... ... £10		£5
(19th) 3.98 ? green on thick surfaced paper (300 ?)	... ... 20 0		5 0
(20th) 8.98 ? green, thinner paper (300 ?)	... ... 10 0		5 0
(21st) 3.99 ? black-green (300 ?)	... ... 20 0		5 0

LONDON, TILBURY & SOUTHBEND RAILWAY.

February, 1891. Lithographed by Messrs. Waterlow & Sons, Ltd., London. Issued in sheets of 24.

Transfer I.

State A of the matrix, with white dot on lower edge of shield, at left.

Intermediate types (None)	Transfer types †
	1 2 3 13 14 15 4 5 6 16 17 18 7 8 9 19 20 21 10 11 12 22 23 24

† The 24 types are described in *Ewen's History*, pages 120, 121.

London, Tilbury & Southend Railway.
Specimen of recent issue, showing curious style of numbering.

PER *L.T.S.* RAILWAY.

FROM *SHOEBURY* STATION

To be posted at *Forchurch St.*

No. *10843* Per *10.15* Train.



The Editor,

Ewen's Weekly Stamp News,

32, Palace Square,

Norwood, London, S.E.

London, Tilbury & Southend Railway—*continued.*

		Unused.	Used.
		s. d.	s. d.
2d. green, perf. 11 to 11½, unnumbered.			
(1st) 2.91, l., dark green (6000 ?) ...	...	30 0	10 0
(a) deep shade			
(b) very deep shade, thick surfaced paper			

A scratch originates across types 7 (passing between T and E of "Letters" and across 3rd bar in right pillar) and 8 (2nd bar in left pillar).

2d. green, perf. 11 to 11½, unnumbered.			
(2nd ?) 7.94 ? lb., green (2400 ?) ...	...	20 0	10 0
(3rd ?) 9.96 ? lb., olive-green (2400 ?) ...	...	60 0	20 0
2d. green, perf. 11½ to 12, unnumbered.			
(4th ?) 3.98 ? lb., green, yellow-green, thin paper (2400 ?) ...	...	5 0	4 0

Note.—It is unknown how many printings were made previous to 1898. The dates given above are the earliest we have met with. The quantities are estimated on the basis of the later demand. It may be that shades a and b, both given above as 1st issue, are two separate printings.

Transfer II.

State B of matrix, with dot and smudge at S.E. corner of L of "Tilbury"; white circle round shield very faint.

Intermedial types.	Transfer types †
(None)	1 2 3 4
	5 6 7 8
	9 10 11 12
	13 14 15 16
	17 18 19 20
	21 22 23 24

† The 24 types are all known, but have not yet been described.

2d. green, perf. 10, unnumbered.			
(5th) 6.99 ? IIa., yellow-green, sheets have perforated margins (2400 ?) ...	...	10 0	5 0
(6th) 8.00 ? IIa., imperf. margins (2400 ?)	...	3 0	2 0
(a) yellowish-green on white			
(b) grey-green on white			

Transfer II, retouched.—*The circle round the shield is re-drawn, or rather re-sketched in, on each type.*

2d. green, perf. 10, unnumbered.			
(7th) 4.01 ? IIb., green on stout yellowish paper (2400 ?) ...	...	4 0	3 0
2d. green, perf. 11, numbered.			
(8th) 22.10.01, IIb., Nos. 1/1 to 1/2400 ...	...	4 0	3 0
2d. green, perf. 10, numbered.			
(9th) 3. 6.03, IIb., Nos. 1/2401 to 1/4800	...	4 0	3 0
(10th) —. 6.04, IIb., Nos. 1/4801 to 1/7200	...	2 0	1 0
(11th) —. 9.05 ? IIb., Nos. 1/7201 to 1/9600 ?	...	1 0	1 0

Macclesfield Committee.

Type II., with additional outer line forming part of design.

PER *MC* RAILWAY

POST ON ARRIVAL AT

Marylebone

No. *1200*



The Editor,

Ewen's Weekly Stamp News,

32, Palace Square,

Norwood, London, S.E.

MACCLESFIELD COMMITTEE.

February, 1891. Lithographed by Messrs. Henry Blacklock and Co., Ltd., Manchester.

Matrix I.

Faint guide line round the design.

Six "intermediate" types were made, the distinguishing marks being as follows:—

Intermediate types
1 2 3
4 5 6

- 1.—Second T of "Committee" larger than the first.
- 2.—Middle horizontal stroke of second E of "Committee" misshapen.
- 3.—Line to left of 5th bar in right pillar broken.
- 4.—Right hand line of left pillar broken in two places.
- 5.—Middle bar of first E of "Committee" misshapen.
- 6.—O of "Committee" broken at right.

Transfers I., II., III.

Made up of one or more blocks of the six intermediate types described above.

Transfer I*
1 2 3
4 5 6

Transfer II †
(Unknown)

Transfer III ‡
1 2 3
4 5 6
7 8 9
10 11 12

* For full description, see *Ewen's Weekly Stamp News*, Nos. 208 and 265.

† There is little doubt that this consisted of 6 types, and was printed at the same time as the 2nd printing of the O.A. & G.B. and other Companies.

‡ Printed at same time as Sheffield & Midland Committee 3rd issue.

2d. green, perf. 12.

			Unused. s. d.	Used. s. d.
(1st)	9.	1.91, I., deep grey-green (102)	...	£20 £20
(2nd)	1.	6.91, II. ? olive-green ? (286)	...	(Unknown)
(3rd)	4.	5.94, III., grey-green (780)	...	2 0 1 0

Matrix II.

With additional outer line forming part of the design in place of the faint guide-line.

Types*
1 2 3
4 5 6

* The 6 types are known, but have not yet been described.

Transfer IV.

Intermediate types
1 2 3
4 5 6
7 8 9
10 11 12

Transfer types*
1 2 3
4 5 6
7 8 9
10 11 12

* The 12 types were described in *Ewen's Weekly Stamp News*, 24.10.06

2d. green, perf. 12.

(4th)	26.	1.99, dull green (720)	...	...	5 0	1 0
		(a) dull yellowish-grn., pale, dark				
		(b) grey-green, dark, very dark				

Manchester, Sheffield & Lincolnshire Railway.
Type 4, with single line at top; a belated copy used in 1905.

PER *46* RAILWAY.
FROM **STAINCROSS** STATION
To be posted at *Parusley*
No. *14310* Per. *10 am* Train.



The Editor,

Ewen's Weekly Stamp News,

32, Palace Square,

Norwood, London, S.E.

MANCHESTER & MILFORD RAILWAY.

February, 1891. Printed by Messrs. McCorquodale & Co., Ltd., London. With black horizontal control numbers.

Matrix I.

The line over NC of "Manchester" is broken.

Plate I.

Intermediate types *						Plate types †					
1	2	1	2	1	2	1	2	3	4	5	6
3	4	3	4	3	4	7	8	9	10	11	12

* There are very few distinguishing marks, but in type 3 the left foot of the 2nd A of "Railway" is too short.

† There are very few marks, but in the 1st printing a white dot originates on type 3 on the ground over the shield; in the 2nd printing, type 2 has a blot over N of "Manchester," and on type 11 a break begins to occur to left of the 1st bar in the right pillar. In the third printing there are many defects.

2d. green, rouletted.	Unused.	Used.
	s. d.	s. d.
(1st) 2.91, Nos. 1 to 3000, yellow-green ...	10 0	5 0
(2nd) 12.97? Nos. 1 to 2000, dull green ...	3 0	2 0

(The 3rd printing is issued in sheets of 21, two impressions from the plate being necessary.)

Plate types.					
1	2	3	4	5	6
7	8	9	10	11	12
1	2	3	4	5	6
7	8	9	10	11	12

The space between the 2nd and 3rd rows varies.

2d. green, perf. 12.			
(3rd) 16. 2.05, Nos. 1992 to 10,000 ...	...	1 0	1 0

Note.—The reason why this issue commences with 1992 is no doubt the following. The 2nd issue consisted of 2000 stamps or 166½ sheets. The ½ sheet was numbered 1993 to 2000, and was given to a stamp collector; consequently, when a fresh supply was required, No. 1992 was the highest in stock. The 3rd supply was no doubt started at 1992 instead of 1993 by mistake.

MANCHESTER, SHEFFIELD & LINCOLNSHIRE RAILWAY.

February, 1891, to July 31st, 1897, when the title of the Company was changed to Great Central Railway. Lithographed by Messrs. Henry Blacklock & Co., Ltd., Manchester.

Matrix I.

Six intermediate types were formed from the matrix and were employed for all transfers, although undergoing several retouches.

Types.		
1	2	3
4	5	6

* The six types may be distinguished as follows:—

1.—(a) Transfers 1. to X., 9th line of shading from bottom in N.W. triangle is broken.

(b) I. to X., second E of "Manchester" broken at top.

(c) I. to X., line over N of "Lincolnshire" broken.

(d) I. to X., line over IR of "Lincolnshire" faintly broken.

(e) I. to X., line over 2nd A of "Railway" faint.

(f) I. to V., blot on under edge of line over LD of "Sheffield."

(g) I. to V., line broken S.W. of L of "Letters."

(h) IX. X., blot on line to left of "Manchester."

Manchester, Sheffield & Lincolnshire Railway—continued.

- 2.—(a) Transfers I. to X., the line under D of "Sheffield" is bent downwards.
 (b) I. to X., the two upper bars of E of "Lincolnshire" are short.
 (c) I. to X., lower outline thickened under L of "Railway."
 (d) I. to X., lower outline bent under C of "Lincolnshire."
 (e) I. to X., 6th bar in right pillar irregular at top.
 (f) I. to X., except IV., 2nd line over N S of "Lines." thickened.
 (g) I. to V., line broken over M of "Manchester."
 (h) I. to V., blot between lines over right half of W of "Railway."
 (i) I. to VI., two dots in the corner near apex of N.W. triangle.
 (j) I. to V., white circle broken under lower tip of shield.
 (k) I. to V., except IV., 1st line over N of "Lines." double or divided.
 (l) VI. to IX., thick guide line over MAN of "Manchester."
 (m) VII., VIII., guide line over ST and R of "Manchester" clearer.
 (n) IX., X., faint blot under right foot of M of "Manchester."
- 3.—(a) Transfers I. to X., 2nd line under H of "Sheffield" broken.
 (b) I. to X., 2nd line under 2nd A of "Railway" broken.
 (c) I. to X., left side of N.W. triangle broken.
 (d) I. to X., blot on left outline opposite 4th bar in left pillar.
 (e) I. to X., two lower lines closer together under "Lincoln."
 (f) I. to X., white dot on line over I² of "Fee."
 (g) VII. to X., bar across line over FE of "Fee."
 (h) VII. to X., blot on inner edge of right outline of stamp, opposite 4th bar in right pillar.
- 4.—(a) Transfers I. to IX., single line only over "Manchester, Sheffield."
 (b) I. to X., line in S.W. triangle broken.
 (c) I. to X., left stroke of 1st A of "Railway" weak.
 (d) I. to X., blot on second line under EF of "Sheffield."
 (e) I. to X., line thickened over "&."
 (f) I. to X., line thickened under S of "Manchester."
 (g) V. to VIII., guide line strengthened to left of "Manchester."
 (h) I. to VIII., dot at top after O of "Conveyance."
 (i) I. to IV., left leg of 1st N of "Conveyance" short.
 (j) I. to X., line broken under SH of "Lincolnshire" (rejoined on several types of IX. and X).
 (k) I. to IV., back of L of "Letters" slightly indented.
- 5.—(a) Transfers I. to X. 2nd line N.W. of 3th bar in left pillar broken.
 (b) I. to X., line to right of "Sheffield" thickened.
 (c) I. to X., white dot on 3rd bar in right pillar.
 (d) I. to X., line to left of 5th bar in right pillar indented.
 (e) I. to X., blot on line under NC of "Manchester."
 (f) I. to V., line under "By" broken.
 (g) I. II., dot before foot of "2."
 (h) I. II., dot between lines under 2nd N of "Lincolnshire."
 (i) I. to VIII., dot under lower tip of N.W. triangle.
 (j) I. to VI., except III., second line under IN of "Lincolnshire" broken.
- 6.—(a) Transfers I. to X., line under right pillar broken.
 (b) I. to X., line broken in S.E. triangle.
 (c) I. to X., line broken over right half of W of "Railway."
 (d) I. to VIII., dot between two lines to left of top of 5th bar in left pillar.

State A of the intermediate types.—With clear outer guide lines.

Transfer I.

Intermediate types.			Transfer types *			How printed.		
1	2	3	1	2	3	I.V.	I.V.	I.V.
4	5	6	4	5	6	I.V.	M-S-I.	I.V.
						I.V. <td>I.V. <td>I.V. </td></td>	I.V. <td>I.V. </td>	I.V.

These types show the following marks peculiar to type I. only:—

- 1.—(a) White dot on line under IE of "Sheffield"; (b) line broken to left of 3rd bar in left pillar.
- 2.—(a) S.E. triangle defective at top; (b) thick line under INCO of "Lincolnshire."
- 3.—(a) One stamp has line over IL of "Railway" broken.

Manchester, Sheffield & Lincolnshire Railway—continued.

4.—(a) Bar of H of "Lincolnshire" broken; (b) no dot between CO of "Conveyance."

5.—(a) Line under "For" broken.

6.—(a) Dots on guide line opposite D of "Sheffield"; (b) line to right of 3rd bar in left pillar broken.

Since the transfer only consisted of 6 types, a very small number for so large a quantity of stamps, and as the paper, colour, etc., of the stamps agrees exactly with the first issue of the Lancashire and Yorkshire, it is supposed that both were printed on the stone at the same time. The quantities (1314 and 10,000) also confirm this.

2d. green, perf. 12.

(1st) 9.1.91, LA., dark green (1314) Unused. Used.
s. d. s. d.
60 0 20 0

State B of the intermediate types.—The guide lines round each type are now very much fainter.

Transfer II. is the last to have marks 5 *g*, *h*.

.. IV. is the last to have mark 4 *i*, *k*.

.. V. is the first to have mark 4 *g*, and the last to have marks 1 *f*, *g*, 2 *g*, *h*, *j*, *k*, 5 *f*.

.. VI. is the last to have marks 2 *i*, 5 *j*, and the first to have 2 *l*.

Other distinguishing marks probably exist.

Transfer II.

Intermediate types † (Supposed arrangement)	Transfer types. (Supposed)	How printed ‡ (Supposed)	How issued. (Known.)
1 2 3 1 2 3	1 2 3 ^a 4 ^b 5 ^c 6 ^d		Types
1 2 3 1 2 3	7 8 9 10 ^e 11 ^f 12 ^g	MSL	1-12
4 5 6 4 5 6	13 ^h 14 ^h 15 ^h 16 ^h 17 18	only	or
4 5 6 4 5 6	19 ^h 20 ^h 21 ^h 22 ^h 23 24		13-24

† Type 2 appears to always have two dots on the lower edge of the line under the right foot of R of "Manchester."

* These types are unknown. The other 8 have been identified as follows, although it is not known if they have been correctly placed.

1.—(a) Line broken over 2nd E of "Fee."

(b) White dot on foot of C of "Manchester."

(c) Dot after R of "Manchester."

2.—(a) Dot between N and C of "Lincolnshire."

(b) Two dots under first A of "Railway" (circular).

7.—(a) I of "Lincoln" indented.

8.—(a) White dot under shield.

9.—(a) I of "Sheffield" indented.

(b) Hairline in O of "Sheffield."

(c) Right outline of left pillar thin at base.

17.—(a) Dot over 2 lines over MA of "Manchester."

18.—(a) Second line broken S.W. of second bar in left pillar.

(b) Lower bar of 2nd E of "Sheffield" long.

(c) Left stroke of A of "Manchester" broken.

(d) Line over Y of "Railway" broken.

23.—(a) Blot on line over SB of "letters by."

† No other Company had stamps printed on this date, so that this issue was printed in larger sheets by itself.

2d. green, perf. 12.

(2nd) 6.3.91, HB., green (1254) £15 £10

Transfer III.

Intermediate types † (Supposed arrangement)	Transfer types.* (Supposed)	How printed ‡ (Supposed)	How issued. (Known.)
4 5 6 4 5 6	1 ^a 2 3 4 ^b 5 ^c 6 ^d		Sheets of
1 2 3 1 2 3	7 ^e 8 9 10 ^f 11 12	M MSL MSL	six
4 5 6 4 5 6	13 ^g 14 15 ^g 16 ^g 17 18	OA MSL MSL	or
1 2 3 1 2 3	19 ^h 20 21 22 ^h 23 24	SM MSL SM	4 5 6
4 5 6	25 ^h 26 ^h 27 ^h		1 2 3
1 2 3	28 ^h 29 ^h 30 ^h		

† The intermediate types show the following marks peculiar to transfer III. Mark *j* is also absent.

Manchester, Sheffield & Lincolnshire Railway—continued.

- 2.—(a) blot under E of "Single."
 (b) right outline of left pillar broken opposite VE of "Conveyance."
 3.—(a) tip of lower bar of 2nd F of "Sheffield" broken.
 (b) lines under 6th bar in right pillar too short at left.
 1, 4, 5, 6.—No special marks noticed.

* These 18 types are unknown and possibly some of the others. Not a single type has been definitely identified.

† The quantities printed by Messrs. Blacklock & Co., on this day were as follows:—Macclesfield 288, O.A. & G.B. 288, Sheffield & Midland 576, M.S. & L. 1440. These numbers are all multiples of 48 and as the stamps are all in the same shade, etc., it is supposed they were printed together, 48 "runs" at 6, 6, 12 and 30 respectively.

2d. green, perf. 12.	Unused.	Used.
(3rd) 1.6.91, 111b., olive-green (1440)	... £15	£10

Transfer IV.

Intermediate types. (Supposed arrangement)	Transfer types.* (Supposed)	How printed (Supposed.)	How issued (Known.)
1 2 3 4 5 6	1 2 3 4 5 6	MSL only.	Quarter sheets of six.
4 5 6 4 5 6	4 5 6 9 10 11 12*		
1 2 3 1 2 3	13* 14* 15* 16* 20* 21*		
4 5 6 4 5 6	10* 17* 18* 22 23 24*		

† The intermediate types appear to have been specially retouched for this printing alone.

- 2.—Thin line under INCO of "Lincolnshire"; marks *f* and *k* are corrected.
 1, 3, 4, 5, 6.—No special marks yet noticed.

* These 15 types are unknown and the other 11 (†) have not yet been satisfactorily identified. The following marks are known:—

- 1.—(a) Line broken to right of foot of 2nd bar in right pillar.
 (b) D of "Sheffield" broken at N.E. corner.
 4.—(a) Foot of 1st N of "Conveyance" re-drawn.
 5.—(a) Dot to right of 5th bar in right pillar.
 7.—(a) Right edge of N.E. triangle indented opposite 5th bar in right pillar.
 (b) Line broken S.W. of 5th bar in right pillar.
 8.—(a) 4th bar in right pillar indented at N.W. corner.
 10.—(a) Line over L of "Sheffield" indented.
 (b) No peg attached to line just over M of "Manchester."
 22.—(a) Faint dot on edge of line under R of "Railway" circular.
 23.—(a) W of "Railway" broken at top.

2d. green, perf. 12.		
(4th) 3.11.91, IVb., dark grey-green (1068)	£15	£10

Transfer V.

Intermediate types. (supposed arrangement)	Transfer types.* (Supposed)	How printed (supposed.)	How issued (Known.)
1 2 3 4 5 6	1* 2* 3 7 8 9*	MSL only.	4 3 0 1 2 3
1 2 3 1 2 3	4* 5* 6* 10 11* 12*		
4 5 6 4 5 6	13* 14* 15* 16* 20* 21*		
1 2 3 1 2 3	10* 17* 18* 22* 23* 24*		

* 20 of the 24 types are unknown. The other 4 are separated in a distinct issue on the strength of mark *g*, type 4, and show following defects:—

- 3.—Upper part of left pillar roughly sketched in.
 7, 8.—No marks noticed.
 10.—White dot on body of figure 2; semi-colon after "Manchester"; line broken under AY of "Railway"; hairline under first E of "Fee."

2d. green, perf. 12.		
(5th) 21.4.92, Vb., green, thin surfaced paper (1308)	... ..	£20 £10

Manchester, Sheffield & Lincolnshire Railway—continued.

Transfer VI.

As the identity of this printing rests on a single specimen, type 2 (which does not show any of the marks *g*, *h*, *j*, *k*, but has *i* which does not occur in subsequent printings), it is impossible to give any estimate of the number of types. The quantity printed was 1173, not a multiple of 12 or even 6, but divisible by 23; was one of 24 types spoilt? In addition, a block of 3 stamps is known, types 2, 5, 6, of which type 2 has mark *i* but not *l*, an anomaly for which there is at present no explanation. Type 6 of this block has a small dot on upper tip of G of "Single."

2d. green, perf. 12.	Unused.	Used.
(6th) 18.10.92, VIbc., dull grey-green (1173)	s. d. £20	s. d. £10

State C of the intermediate types.—Still with guide lines: marks 2m, 3g, h, originate and several cease.

Transfer VII.

Intermediate types. (Supposed arrangement.)	Transfer types * (Supposed.)	How printed (Supposed.)	How issued (Known.)
1 2 3 4 5 6	1 2 3 7 8 9		
4 5 6 4 5 6	4 5 6* 10* 11* 12		
1 2 3 4 5 6	13 14* 15 16* 17* 21	MSL	Quarter
4 5 6 4 5 6	16 17* 18* 19* 20* 24*	only.	sheet of six
1 2 3 4 5 6	23* 24* 27 31* 32* 35*		
4 5 6 4 5 6	26* 28* 30* 33* 34* 36*		

* These 21 types are unknown; the other 15 are tentatively identified but the positions on the transfer are unknown. They show the following marks:—

- 1.—Line broken to left of foot of 3rd bar in left pillar.
- 2.—Ground indented opposite S of "Letters."
- 3.—White scratch across corner of D of "Sheffield."
- 4.—Guide lines do not join at S.W. corner.
- 5.—No marks noticed.
- 7.—Very faint blot on under edge of line under C of "Manchester."
- 8.—Line broken S.W. of R of "Railway."
- 9.—Two lines under AY of "Railway" joined by smudge; break joined: 2nd line under H of "Sheffield" not broken.
- 12.—Second line over C of "Lincolnshire" broken.
- 13.—Base of N.E. triangle indented, apex of S.E. triangle indented: 2nd line over "Railway" unbroken; white dot on S of "Single."
- 15.—Line broken over R of "Letters," wide break S.W. of 6th bar in right pillar.
- 16.—No marks noticed.
- 21.—Hairline across N.E. corner of stamp; line broken opposite top of 6th bar in left pillar.
- 23.—Line under R of "Letters" faint.
- 27.—White point on left edge of shield.

2d. green, perf. 12.					
(7th) 18.7.93, VIIc., deep green, surfaced paper (1476)	...	...	...	£10	£5

Transfer VIII.

Intermediate types. (Supposed arrangement.)	Transfer types. (Supposed.)	How printed † (Supposed.)	How issued (Known.)
1 2 3 4 5 6	1 2 3 13* 14* 15		Types
4 5 6 4 5 6	4 5 6 16 17* 18*	MSL MSL. Macc.	1-12
1 2 3 4 5 6	7 8 9 19 20 21		or
4 5 6 4 5 6	10 11 12 22 23 24		13-24

† These types are unknown; the other 20 were described in E.W.S.N. 21.10.05.

‡ These were printed on the same day as Macclesfield 3rd issue.

2d. green, perf. 12.					
(8th) 4.5.94, VIIIc., grey-green (1545)	...	...	...	40 0	20 0

Manchester, South Junction & Altrincham Railway.

The three rarest issues, value £25 each.

1st Issue.



2nd Issue.



4th Issue.



Manchester, Sheffield & Lincolnshire Railway—continued.

State D of the intermediate types.—Guide lines removed (except mark 1 on type 2 in Transfer IX.)

Transfer IX.

Intermediate types. (Supposed arrangement.)	Transfer types. (Supposed.)	How printed. (Supposed.)	How issued. (Known.)
1 2 3 1 2 3	1 2 3 4 5 6	MS & L	1-12
4 5 6 4 5 6	7 8 9 10 11 12	only.	or
1 2 3 1 2 3	13 14 15 16 17* 18*		13, 24
4 5 6 4 5 6	19 20 21* 22* 23*		24

* Types 17, 18, 21 have not been seen by the Author; the other 21 types were described in *Evening Weekly Stamp News*, 26.10.05.

	Unused. s. d.	Used. s. d.
2d. green, perf. 12. (9th) 15.3.95, I.N.D., dark green. (1656)	60 0	40 0

Transfer X.

Intermediate types	Transfer types.	How printed.	How issued
1 2 3 1 2 3	1 2 3 13 14 15	MS & L	1-12
4 5 6 4 5 5	4 5 6 16 17 18	only.	or
1 2 3 1 2 3	7 8 9 19 20 21		13-24
4 5 6 4 5 6	10 11 12 22 23 24		

* All types are known, but have not yet been described

2d. green, perf. 12. (10th) 2.6.96 (1608 stamps) 10 0 10 0					
(a) green, deep green.					
(b) olive-green.					

MANCHESTER, SOUTH JUNCTION & ALTRINCHAM RAILWAY.

February, 1891. Lithographed by Messrs. H. Blacklock & Co., Ltd.

Matrix I.

- (a) Line thickened under LT of "Altrincham"; (b) both arms of "Y" of "RY" clipped short, more so in types 7-12 than in 1-6;
- (c) line to left of "Manchester" faint and broken; (d) full stop after "Manchester"; (e) no guide line round design.

Transfer I.

Intermediate types. (None.)	Transfer types.	How issued. (Sheets of 12)
	1 2* 3 4 5 6*	
	7 8* 9* 10 11 12*	

*Types 2, 6, 8, 9, 12, are unknown; the other seven may be identified as follows:—

- 1.—Base of N.E. triangle broken over S of "Post."
- 3.—Left outline widely broken opposite CON of "Conveyance."
- 4.—Left outline broken opposite top of 1st bar in left pillar; 2nd line over right arm of Y of "RY" broken.

The proof copy known has line broken under MA and NC of "Manchester" and line broken to left of foot of 1st bar in right pillar.

- 5.—Line broken under 1st bar in left pillar.
- 7.—Line broken under UN of "June."
- 10.—Peg on back of L of "Letters"; line over right arm of Y of "RY" broken.
- 11.—Line indented under R of "Ry"; 2nd line under NC of "Manchester" broken.

Manchester, South Junction & Altrincham Railway—continued.

	Unused. s. d.	Used. s. d.
2d. green, perf. 12, unnumbered.		
(1st) 1.91, I., dark green (same shade as 1st issue Macclesfield, etc.), imperforate margins to sheet (276 stamps)	£25	£25
(a) Proof, imperforate (£25)		

Transfer II.

Intermediate types.	Transfer types.*	How issued.
(None)	1 ^a 2 ^a 3 ^a 4 ^a 5 ^a	(Sheets of 25)
	6 ^a 7 8 9 ^a 10	
	11 ^a 12 ^a 13 ^a 14 ^a 15 ^a	
	16 ^a 17 ^a 18 ^a 19 ^a 20 ^a	
	21 ^a 22 ^a 23 ^a 24 ^a 25 ^a	

* These types are unknown; the three specimens seen by the author have been provisionally placed as Nos. 7, 8, 10, and show the following marks:—

7.—Blot on 2nd line to left of foot of 5th bar in left pillar.

8.—Line broken under A of "Manchester"; line broken S.E. of lowest bar of right pillar.

10.—Foot of R of "Letters" indented on inside.

2d. green, perf. 12, unnumbered.

(2nd) 12.91, II., dull green, sheets with imperforate margins (500 stamps of which 200 were numbered in manuscript)	£25	£25
--	-----	-----

2d. green, perf. 12, numbered in manuscript.

(3rd) —.93, Nos. 301 to 500 (part of 2nd printing)	(Unknown)
---	-----------

Matrix II.

(d) This defect remains but a, b, c, are corrected; (e) faint guide line round the design.

Intermediate types.*
1 2 3
4 5 6

* These types may be distinguished as follows (see also Ewen's History, page 136):—

1.—Left hand stroke of U of "June," cut through.

2.—Small Y to "RY"; M of "Manchester" touching top line.

3.—Second T of "Letters" defective; thin lines under "Altrincham."

4.—Small and defective M to "Manchester."

5.—Line above "RY" rather defective.

6.—Line above "& ALT" defective; M of "Manchester" close to end.

Transfers III., IV. & V.

Intermediate types	Intermediate types	Intermediate types
Transfer III.	Transfer IV.	Transfer V.
(Supposed)	(Known)	(Known)
1 ^a 2 ^a 1 2 ^a 3 ^a	1 2 3 1 2	1 2 3 1 2
4 ^a 5 ^a 4 ^a 5 ^a 6 ^a	4 5 6 4 5	4 5 6 1 2
3 ^a 3 1 ^a 2 ^a 3 ^a	1 2 3 1 2	1 2 3 4 5
6 6 4 ^a 5 ^a 6 ^a	4 5 6 4 5	4 5 6 1 2
3 ^a 5 ^a 1 ^a 2 ^a 3 ^a	1 2 3 4 5	4 5 6 4 5

These types are unknown. The position of any stamp on a sheet can be ascertained by the numbering, which ran from bottom to top and left to right.

2d. green, perf. 12, numbered.

(4th) 8.94, III., Nos. 501 to 1000	£25	£25
(5th) 10.95, IV., Nos. 1001 to 2000	5 0	5 0
(5th) 4.98, V., Nos. 2001 to 3000	2 0	2 0

Manchester, South Junction & Altrincham Railway—continued.

Matrix III.

(d) This defect remains but (e) is replaced by a clear line round the design: (f) N.E. triangle elongated at lower end faintly.

Transfers VI., VII.

Intermediate types	Types of transfer VI *	Types of transfer VII *
(None)	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25

* All types are known but have not been described as any stamp can be identified by its number.

2d. green, perf. 12, numbered.

	Unused.	Used.
	s. d.	s. d.
(7th) 9.99, VI., Nos. 3001 to 4000 ...	5 0	5 0
(a) Proof, unnumbered (£5).		
(8th) 4.02, VII., Nos. 4001 to 6000 ?...	1 0	1 0
(a) Proof, unnumbered, 20/-		

MARYPORT & CARLISLE RAILWAY COMPANY.

February, 1891. Lithographed by Messrs. McCorquodale & Co., Ltd., Glasgow.

Matrix I.

State A.—(a) Second line under "Railway" short at left end; (b) Line to left of left pillar broken in middle: (c) dot before F of "Fee."

Transfer I.

Intermediate types.	Transfer types *	How issued.
(None)	1 2 3 ^a 4 ^b 5 6 7 8 ^c 9 10 11 12 ^d	(Sheets of 12)

* These four types are unknown. The other types may be distinguished as follows:

- 1.—(a) Line to right of 4th bar in left pillar broken: (b) Dot under 1st E of "Conveyance"; (c) Dot between AN of "Conveyance."
- 2.—(a) Dot under NC of "Conveyance"; (b) 2nd T of "Letters" thin.
- 5.—(a) White dot on stop under D of "2d"; lower half of left pillar faint.
- 6.—(a) White dot on S.E. corner of "2d."; (b) White dot on 1st bar in right pillar.
- 7.—(a) Line broken in S.W. triangle: (b) 2nd A of "Railway" broken near top.
- 9.—(a) Blot on line under C of "Company."
- 10.—(a) 2nd line under R of "Carlisle" broken.
- 11.—(a) Blot on left foot of R of "For."

2d. green, perf. 12.

(1st) 2.91. I., olive-green (300) ...	£10	£5
---------------------------------------	-----	----

State B.—Marks b, c remain, a is corrected: (d) hairline under 2nd E of "Fee," (e) hairline to right of upper bar of E of "Carlisle."

Transfer II.

Intermediate types	Transfer types	How issued.
(None)	1 2 3 4 5 6 7 8 9 10 11 12 ^a	(Sheets of 12)

* All types except No. 12 are known but the positions are not yet established beyond doubt, especially Nos. 1, 11. The types show the following marks:—

- 1.—(a) Blot between two lines of S.W. triangle, near apex; (b) white space in second A of "Railway" (circ) misshapen.

Maryport & Carlisle Railway.

3rd Printing.

PER RAILWAY.

POST ON ARRIVAL.

at Carlisle
2221



Mr. H. L'ESTRANGE EWEN,

32, Palace Square,

NORWOOD, S.E.

Maryport & Carlisle Railway—continued.

- 2.—(a) Second line under first A of "Railway" faintly broken.
- 3.—(a) Vertical white scratch over 2nd A of "Railway"; (b) blot before R of "Carlisle."
- 4.—(a) 2nd line to left of top bar of left pillar broken.
- 5.—(a) Dot outside stamp S.W. of M of "Maryport"; (b) second line over P of "Maryport" indented; (c) R of "Railway" rounded at N.W. corner.
- 6.—(a) Circle under Y of "Railway" (circular) broken.
- 7.—(a) 2nd line to left of 5th bar in left pillar indented.
- 8.—(a) White dot on left edge of 1st bar in left pillar indented.
- 9.—(a) White dot on ground opposite T of "Post."
- 10.—(a) Ground under first C of "Conveyance" indented; (b) white dot on ground opposite NV of "Conveyance."
- 11.—(a) White dot on ground under N of "Single."

	Unused	Used.
	s. d.	s. d.

2d. green, perf. 12.

(2nd) 7.94. II., deep green (300 stamps) ...	£10	£5
--	-----	----

State C.—Marks b, c, d less clear; faint trace of e on certain types; (f) scratch across lines to right of right pillar opposite foot of 2nd bar and on some types extending down to P of "Company"; (g) vertical scratch on lines S.W. of C of "Company"; (h) dot over P of Maryport.

Transfer III.

Intermediate types	Transfer types.*	How issued.												
(None ?)	<table style="border: none; margin: auto;"> <tr><td>1</td><td>2</td><td>3</td><td>4</td></tr> <tr><td>5</td><td>6</td><td>7</td><td>8</td></tr> <tr><td>9</td><td>10</td><td>11</td><td>12</td></tr> </table>	1	2	3	4	5	6	7	8	9	10	11	12	(Sheets of 12)
1	2	3	4											
5	6	7	8											
9	10	11	12											

* The 12 types are described in *Even's History*, page 142.

2d. green, perf. 12.

(3rd) —.96, III., green, thin paper (300 ?) ...	5 0	5 0
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State D.—Mark d very clear; h usually clear; others faint; (i) line clearly broken in S.W. triangle over L of "Railway."

Transfer IV.

Intermediate types	Transfer types.*	How issued												
(None ?)	<table style="border: none; margin: auto;"> <tr><td>1</td><td>2</td><td>3</td><td>4</td></tr> <tr><td>5</td><td>6</td><td>7</td><td>8</td></tr> <tr><td>9</td><td>10</td><td>11</td><td>12</td></tr> </table>	1	2	3	4	5	6	7	8	9	10	11	12	(Sheets of 12)
1	2	3	4											
5	6	7	8											
9	10	11	12											

* All types are known, but have never been described.

2d. green, perf. 12.

(4th) 4.98, IV., bright yellow-green (480) ...	3 0	2 0
--	-----	-----

State E.—All preceding marks indistinct except g and i; (j) blot on line over R of "For"; (k) right outline of stamp duplicated or smudged.

Transfer V.

Intermediate types	Transfer types.*	How issued.												
(None ?)	<table style="border: none; margin: auto;"> <tr><td>1</td><td>2</td><td>3</td><td>4</td></tr> <tr><td>5</td><td>6</td><td>7</td><td>8</td></tr> <tr><td>9</td><td>10</td><td>11</td><td>12</td></tr> </table>	1	2	3	4	5	6	7	8	9	10	11	12	(Sheets of 12)
1	2	3	4											
5	6	7	8											
9	10	11	12											

* All types are known, but have never been described.

2d. green, perf. 11.

(5th) 30.10.00, V., yellow-green (480 ?) ...	1 0	0 6
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Metropolitan Railway.

1st Issue.



2nd Issue.



3rd Issue.



4th Issue.



10th Issue.



12th Issue.



METROPOLITAN RAILWAY.

July, 1895.—Lithographed by Messrs. Waterlow & Sons, Ltd., London. Issued in sheets of 60. Black control numbers, placed horizontally, running from top to bottom and right to left.

Matrix 1.

Matrix types *

1 2

* Type 2 has a larger H and W in "Railway" (these two types were also used for the East London Railway).

Intermediate types.

Matrix types	Intermediate types.*
1 2	1 2
3 4	3 4
5 6	5 6

* These types may be distinguished as follows:—Type 1, 5—No marks yet noticed. Type 2—2nd line to right of 1st bar in right pillar broken. Type 3—Line broken in S.W. triangle opposite OR of "For." Type 4—Circle broken under F of "For." Type 6—Line in S.W. triangle broken opposite R of "For."

Transfer 1.

From time to time changes occur in the marks, but these have not yet been systematically investigated.

Intermediate types						Transfer types *									
1	2	1	2	1	2	1	2	3	4	5	6	7	8	9	10
3	4	3	4	3	4	11	12	13	14	15	16	17	18	19	20
5	6	5	6	5	6	21	22	23	24	25	26	27	28	29	30
1	2	1	2	1	2	31	32	33	34	35	36	37	38	39	40
3	4	3	4	3	4	41	42	43	44	45	46	47	48	49	50
5	6	5	6	5	6	51	52	53	54	55	56	57	58	59	60

* All 60 types are known, but have not yet been described. The position of any stamp can be determined by its number.

					Unused.	Used.
					s. d.	s. d.
2d.	lilac-rose, perf. 11½.					
	(1st) 7.95, A, Nos.	1 to	600 ...	...	£10	60 0
	(2nd) 3.96, B, Nos.	601 to	1200 ...	...	£25	£10
	(3rd) 12.96, C, Nos.	1201 to	1800 ...	...	£25	£10
	(4th) 7.97, D, Nos.	1801 to	2400 ...	...	£25	£10
2d.	deep rose, carmine, perf. 10.					
	(5th) 12.97, E, Nos.	2401 to	3000 ...	...	60 0	20 0
2d.	rose, perf. 11½.					
	(6th) 3.98, F, Nos.	3001 to	3600 ...	...	60 0	5 0
	(7th) 7.98, G, Nos.	3601 to	4800 ...	...	£10	5 0
2d.	rose, perf. 10.					
	(8th) 3.99, H, Nos.	4801 to	6000 ...	...	£5	1 0
2d.	rose, perf. 11½.					
	(9th) 7.00, I, Nos.	6001 to	7200 ...	...	£10	20 0
2d.	rose, perf. 10.					
	(10th) 4.00, J, Nos.	7201 to	8400 ...	...	£10	40 0
	(11th) 10.00, K, Nos.	8401 to	9600 ...	...	£10	20 0
	(12th) 5.01, L, Nos.	9601 to	10800 ...	...	£5	15 0
	(13th) 10.01, M, Nos.	10801 to	12000 ...	...	£10	60 0
	(14th) 5.02, N, Nos.	12001 to	13200 ...	...	£10	40 0
	(15th) 12.02, O, Nos.	13201 to	14400 ...	...	60 0	10 0

Midland Railway.

First issue, showing numbering consecutive horizontally.



4th Issue.
Large control figures.

9th Issue.
Large control figures.

16th Issue.
Small Control figures.



Metropolitan Railway—continued.

		Unused.	Used.
		s. d.	s. d.
(16th)	6.03, P, Nos. 14401 to 15600 ...	60 0	4 0
(17th)	1.04, Q, Nos. 15601 to 16800 ...	60 0	4 0
(18th)	9.04, R, Nos. 16801 to 18000 ...	30 0	3 0
(19th)	2.05, S, Nos. 18001 to 19200 ...	30 0	2 0
(20th)	7.05, T, Nos. 19201 to 20400 ...	30 0	1 0

MIDLAND RAILWAY.

February, 1891. Lithographed by Messrs. H. Benrose & Sons, Ltd., Derby. Black control numbers running from bottom to top and left to right of sheet, except in 1st and 13th issues, when the numbers run from left to right and top to bottom. Issued in sheets of 12.

Transfer I.

Intermediate types	Transfer types.*	Sheet as issued.
(None)	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24	Types 1-12 13-24

* All 24 types are known, and were partly described in *E. W. S. N.* 18 11 05

2d. green, perf. 10.

2d. green, perf. 11.

Printings from Transfer I.

Date.	Highest No.	Control No.	Print.	Perf.			
(1st) 25. 1.91	6000	Small	A ?	10 ...	60 0	15 0	
(2nd) 18. 4.91	12000	"	A ?	11 ...	£5	30 0	
(3rd) 5. 10.91	18000	"	B ?	11 ...	£5	10 0	
(4th) 28. 4.92	24000	Large	C ?	11 ...	£10	80 0	
				10 ...	£5	20 0	
(5th) 7. 10.92	30000	Small	D ?	11 ...	60 0	30 0	
(6th) 12. 5.93	36000	"	E ?	10 ...	£5	30 0	
				11 ...	£5	40 0	
(7th) 12. 12.93	42000	"	E ?	11 ...	£10	30 0	
				10 ...	£10	£5	
(8th) 18. 7.94	48000	"	E ?	10 ...	£5	40 0	
				11 ...	£5	40 0	
(9th) 27. 2.95	54000	Large Small	F ?	10 ...	£10	60 0	
				1	£5	40 0	
(10th) 20. 9.95	60000	Large	G ?	10 ...	60 0	20 0	
(11th) 25. 4.96	66000	Small	A B ? F G H	10 ...	£10	£5	
				10 ...	£10	£5	
				10 ...	60 0	30 0	
				10 ...	£5	40 0	
				10 ...	60 0	30 0	

Note.—It is the practice to print more sheets than required, in order to have a reserve from which to replace spoiled sheets. In 1895 these remainders were cleared out and formed the greater part of the 11th supply.

Transfer II.

Intermediate types	Transfer types.*	Sheets as issued
(None)	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24	Types 1-12 13-24

(The 24 types were described in *Kitchin's Weekly Stamp News*, 17 05)

Midland Railway—continued.

Printings from Transfer II.

	Date.	Highest No.	Control No.	Print.	Perf.	Unused. s. d.	Used. s. d.
(12th)	5.12.96	72000	Small	J	11 ...	40 0	15 0
(13th)	11. 8.97	78000	Large	K	10 ...	30 0	5 0
(14th)	3. 3.98	90000	Small	L	10 ...	3 0	1 0
(15th)	24. 2.99	102000	"	M	10 ...	3 0	1 0
(16th)	21. 3.00	114000	"	N	10 ...	4 0	1 0
					11 ...	60 0	10 0
(17th)	6. 4.01	126000	"	O	11 ...	5 0	1 0
					10 ...	5 0	2 0

Note.—Types 1-12 of the 17th printing are perf. 11 and numbered 114001-120000 and types 13-24 perf. 10, Nos. 120001-126000.

Transfer III.

Intermediate types	Transfer types *	Sheet as issued
(None)	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24	Types 1-12 13-24

* The 24 types were described in *Even's Weekly Stamp News*, 21.6.05.

Printings from Transfer III.

(18th)	10. 5.02	138000	Large	P	11...	5 0	1 0
(19th)	—. 6.03 ?	150000	Small	Q	11...	10 0	1 0
(20th)	4. 3.04	162000	"	R	11...	3 0	1 0
				J	—...	(Unknown)	
				K	10...	40 0	15 0
				L	10...	60 0	30 0
Remainders, forming part of 20th printing, Nos. 158401 to 162000				M	10...	40 0	20 0
				N	10...	40 0	20 0
				O	—...	(Unknown)	
				P	11...	10 0	5 0
				Q	—...	(Unknown)	
				R	11...	10 0	2 0
(21st)	9. 2.05	174000	Small	S	11...	2 0	1 0

Note.—The remainders, except of printing P, which partly compose the 20th issue, are all lower panes (types 13-24). They were issued during June and July, 1905 (see *Even's Weekly Stamp News*, 17.6.05, 24.6.05, 1.7.05, 22.7.05 and 29.7.05). The 21st issue was first sent out to stations in 8.05.

MIDLAND & GREAT NORTHERN JOINT RAILWAYS.

May 21st, 1894. Lithographed by Messrs. Waterlow & Sons, Ltd., London.

Transfer I.

Intermediate types †	Transfer types.*	Sheet as issued
1 2 3 4 5 1 2 3 4 5	1 2 3 4 5 6 7 8 9 10	
11 12 13 14 15 16 17 18 19 20		
21 22 23 24 25 26 27 28 29 30		(Issued in sheets of 60)
31 32 33 34 35 36 37 38 39 40		
41 42 43 44 45 46 47 48 49 50		
51 52 53 54 55 56 57 58 59 60		

* The 60 types are known, but have not been described.

† The intermediate types are described in *Even's History*, page 42.

2d. green, perf. 11½.

(1st) 21. 5.94, green, deep to pale (6000

stamps) 2 0 1 0

MIDLAND & SOUTH-WESTERN JUNCTION RAILWAY.

About 1891. Lithographed by Messrs. Waterlow & Sons, Ltd., London.

Transfer I.

Every stamp has a dot under ND of "Midland."

Intermediate types	Transfer Types*	How issued
(None)	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24	(Sheets of 24)

* The 24 types are known, but have not been described

2d. green, perf. 11½.					
(1st) - 91. green to greyish-green (4800 stamps)	...	...	...	Used. s. d. 1 0	Used. s. d. 1 0

NEATH & BRECON RAILWAY.

February, 1891. Type I. (lined triangles in spandrels, and no stop after "Railway"). Lithographed by Messrs. Waterlow & Sons, Ltd., London.

Transfer I.

Intermediate types	Transfer types*	How issued
(None)	1 2 3 4 5 6 7 8 9 10 11 12	(Sheets of 12)

* For description of the 12 types, see *Eisen's Weekly Stamp News*, No. 22

2d. green, perf. 11½.					
(1st) 2.91. green, thin or surfaced paper (500? printed)	...	...	...	60 0	40 0

April, 1897. Type II. (foliate triangles in spandrels and stop after "Railway"). Printed by Messrs. McCorquodale & Co., Ltd., London.

Plate I.

Intermediate types	Plate types	How issued
1 2 3 4 5 6 7 8 9 10 11 12	1 2 3 4 5 6 7 8 9 10 11 12	(Sheets of 12)

2d. green, perf. 12, un-numbered.					
(2nd) 4.97, dull yellow-green (144? stamps)	...	...	...	5 0	4 0
(3rd) 9.98, bluish-green (144? stamps)	...	...	...	40 0	40 0
2d. green, perf. 11, un-numbered.					
(4th) 3.00, deep green (144? stamps)	...	...	...	5 0	5 0

Plate I, cut down.

Types*
3 4 5 6 9 10 11 12

* In 1901, for some unknown reason, types 1, 2, 7, 8 were removed

2d. green, rouletted, un-numbered.					
(5th) 3.01, black-green (144? stamps)	...	...	...	20 0	20 0
2d. green, perf. 11, numbered in black.					
(6th) 10.01, yellow-green, Nos. 001-144	...	...	...	5 0	5 0
(7th) 4.02, yellow-green, Nos. 145-288	...	...	...	5 0	5 0
(8th) —.05, (not yet seen).					

North Eastern Railway.

Design I.
Vertical figures.Design II.
Vertical figures.Design II.
Horizontal figures.Design II.
Large control figures.

Design III.

Design IV.



NORTHAMPTON AND BANBURY JUNCTION RAILWAY.

February, 1891. Lithographed by Messrs. Waterlow & Sons, Ltd., London.

Transfer I.

Intermediate types	Types of transfer I*	How issued
(None)	1 2 3 4 5 6 7 8 9 10 11 12	(Sheets of 12)

* The 12 types were described in *Ernie's History*, page 171

2d. green, perf. 11½.	Unused.	Used.
(1st) 2.91, l., green, thick surfaced paper	s. d.	s. d.
(240 ? printed)	30 0	30 0

Transfer II.

Intermediate types.*	Transfer types.*	How issued
1 2 1 1 2 1 1 2 1 1 2 1	1 2 3 4 5 6 7 8 9 10 11 12	(Sheets of 12)

* The two intermediate and 12 transfer types are described in *Ernie's History*, pages 171, 172

2d. green, perf. 11½.	Unused.	Used.
(2nd) 1896 ? II., dark green, thin paper	s. d.	s. d.
(240 ? stamps)	60 0	60 0

Transfer III.

Intermediate types	Transfer types*	How issued
(None)	1 2 3 4 5 6 7 8 9 10 11 12	(Sheets of 12)

* The 12 types are described in *Ernie's History*, page 172

2d. green, perf. 11½.	Unused.	Used.
(3rd) 1899 ? III., yellowish-green, thin paper	s. d.	s. d.
(240 ? stamps)	1 0	1 0

NORTH EASTERN RAILWAY.

February, 1891. Lithographed at Newcastle-on-Tyne. Large vertically-placed control numbers running from left to right and top to bottom.

Design I.

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

*Intermediate types**

* These six types were described in *Ernie's History*, page 177

Transfer I.

Intermediate types	Transfer types*	How issued
1 2 3 4 5 6 1 2 3 4 5 6 1 2 3 4 5 6 1 2 3 4 5 6 1 2 3 4 5 6	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30	(Sheets of 30)

* The 30 types are known, but have not yet been described

Printing from Transfer I.

2d. vermilion, design I.	Unused.	Used.
(1st) 1. 2.91, Nos. 1 to 18000, printing A.,	s. d.	s. d.
...	10 0	5 0

Note.—This issue was suppressed owing to objections to the unorthodox inscription and colour raised by the Postal Authorities. Stamps Nos. 1 to 17460, which



15th Issue (part of one sheet was unnumbered).



North Eastern Railway—continued.

formed the original distribution to Stations, were however allowed to remain in use. In 1898 those still surviving were recalled from the Stations for the benefit of collectors. Nos. 17461 to 18000 were reprinted in green and are provisionally classified with the issue numbered 18001 to 20000, no specimens having yet been found.

Design II.

Inscribed "Fee for Conveyance of Single Post Letters by Railway." Letters of circular inscription 1½mm. high.

Intermediate types (used for Transfers II. to XI.)*

1 2 3 4 5 6
* The six types were described in *Kitchin's History*, page 17^a

Transfer II.

<p>Intermediate types.</p> <table border="0"> <tr><td>1</td><td>2</td><td>3</td><td>4</td><td>5</td><td>6</td></tr> <tr><td>1</td><td>2</td><td>3</td><td>4</td><td>5</td><td>6</td></tr> <tr><td>1</td><td>2</td><td>3</td><td>4</td><td>5</td><td>6</td></tr> <tr><td>1</td><td>2</td><td>3</td><td>4</td><td>5</td><td>6</td></tr> <tr><td>1</td><td>2</td><td>3</td><td>4</td><td>5</td><td>6</td></tr> <tr><td>1</td><td>2</td><td>3</td><td>4</td><td>5</td><td>6</td></tr> </table>	1	2	3	4	5	6	1	2	3	4	5	6	1	2	3	4	5	6	1	2	3	4	5	6	1	2	3	4	5	6	1	2	3	4	5	6	<p>Transfer types.</p> <table border="0"> <tr><td>1*</td><td>2*</td><td>3*</td><td>4*</td><td>5*</td><td>6*</td></tr> <tr><td>7*</td><td>8*</td><td>9*</td><td>10*</td><td>11*</td><td>12*</td></tr> <tr><td>13*</td><td>14</td><td>15</td><td>16*</td><td>17</td><td>18</td></tr> <tr><td>19</td><td>20*</td><td>21*</td><td>22</td><td>23*</td><td>24</td></tr> <tr><td>25</td><td>26</td><td>27</td><td>28*</td><td>29</td><td>30</td></tr> </table> <p>* These types are unknown</p>	1*	2*	3*	4*	5*	6*	7*	8*	9*	10*	11*	12*	13*	14	15	16*	17	18	19	20*	21*	22	23*	24	25	26	27	28*	29	30	<p>How issued</p> <p>(Sheets of 30)</p> <p>Unused. s. d.</p> <p>Used. s. d.</p>
1	2	3	4	5	6																																																															
1	2	3	4	5	6																																																															
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19	20*	21*	22	23*	24																																																															
25	26	27	28*	29	30																																																															

2d. green, design II., perf. 12, with large vertical control numbers as in 1st issue.

(2nd) 3.91, Nos. 17461 to 20000, printing B £25 £25

Transfers III. to XI. (all from Matrix II.)

The intermediate types are the same as in Transfer II.

<p>Types of transfer III (Used for printing C.)</p> <table border="0"> <tr><td>1*</td><td>2*</td><td>3*</td><td>4</td><td>5*</td><td>6*</td></tr> <tr><td>7*</td><td>8*</td><td>9</td><td>10*</td><td>11*</td><td>12*</td></tr> <tr><td>13</td><td>14</td><td>15*</td><td>16*</td><td>17*</td><td>18*</td></tr> <tr><td>19*</td><td>20*</td><td>21*</td><td>22</td><td>23*</td><td>24*</td></tr> <tr><td>25</td><td>26*</td><td>27*</td><td>28*</td><td>29*</td><td>30*</td></tr> </table>	1*	2*	3*	4	5*	6*	7*	8*	9	10*	11*	12*	13	14	15*	16*	17*	18*	19*	20*	21*	22	23*	24*	25	26*	27*	28*	29*	30*	<p>Types of transfer IV (Used for printing D.)</p> <table border="0"> <tr><td>1</td><td>2</td><td>3</td><td>4</td><td>5</td><td>6</td></tr> <tr><td>7</td><td>8</td><td>9</td><td>10</td><td>11</td><td>12</td></tr> <tr><td>13</td><td>14</td><td>15</td><td>16</td><td>17</td><td>18</td></tr> <tr><td>19</td><td>20</td><td>21</td><td>22</td><td>23</td><td>24</td></tr> <tr><td>25</td><td>26</td><td>27</td><td>28</td><td>29</td><td>30*</td></tr> </table>	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30*	<p>Types of transfer V (Used for printing E.)</p> <table border="0"> <tr><td>1</td><td>2</td><td>3</td><td>4</td><td>5</td><td>6</td></tr> <tr><td>7</td><td>8</td><td>9</td><td>10</td><td>11</td><td>12</td></tr> <tr><td>13</td><td>14</td><td>15</td><td>16</td><td>17</td><td>18</td></tr> <tr><td>19</td><td>20</td><td>21</td><td>22</td><td>23</td><td>24</td></tr> <tr><td>25</td><td>26</td><td>27</td><td>28</td><td>29</td><td>30</td></tr> </table>	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
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<p>Types of transfer VI (Used for printing F.)</p> <table border="0"> <tr><td>1</td><td>2</td><td>3</td><td>4</td><td>5</td><td>6*</td></tr> <tr><td>7</td><td>8</td><td>9</td><td>10</td><td>11</td><td>12*</td></tr> <tr><td>13</td><td>14</td><td>15</td><td>16</td><td>17</td><td>18*</td></tr> <tr><td>19</td><td>20</td><td>21</td><td>22</td><td>23</td><td>24*</td></tr> <tr><td>25</td><td>26</td><td>27</td><td>28</td><td>29</td><td>30</td></tr> </table>	1	2	3	4	5	6*	7	8	9	10	11	12*	13	14	15	16	17	18*	19	20	21	22	23	24*	25	26	27	28	29	30	<p>Types of transfer VII (Used for printing G.)</p> <table border="0"> <tr><td>1</td><td>2</td><td>3</td><td>4</td><td>5</td><td>6</td></tr> <tr><td>7</td><td>8</td><td>9</td><td>10</td><td>11</td><td>12</td></tr> <tr><td>13</td><td>14</td><td>15</td><td>16</td><td>17</td><td>18</td></tr> <tr><td>19</td><td>20</td><td>21</td><td>22</td><td>23</td><td>24</td></tr> <tr><td>25</td><td>26</td><td>27</td><td>28</td><td>29</td><td>30</td></tr> </table>	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	<p>Types of transfer VIII (Used for printing H.)</p> <table border="0"> <tr><td>1</td><td>2</td><td>3</td><td>4</td><td>5</td><td>6</td></tr> <tr><td>7</td><td>8</td><td>9</td><td>10</td><td>11</td><td>12</td></tr> <tr><td>13</td><td>14</td><td>15</td><td>16</td><td>17</td><td>18</td></tr> <tr><td>19</td><td>20</td><td>21</td><td>22</td><td>23</td><td>24</td></tr> <tr><td>25</td><td>26</td><td>27</td><td>28</td><td>29</td><td>30</td></tr> </table>	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
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Types of transfers (N., X., XI. used respectively for printings J., K., L.) are arranged similarly (all types known).
* Types marked thus have not been seen by the Author.

Printings from Transfers III. to XI.

2d. green, design II., matrix II., perf. 12; sheets numbered from top to bottom and right to left.

	Date.	Highest No.	Control Figures.	Printing.	£25	£25
(3rd)	5.91	24000	Medium	C ...	£25	£25
(4th)	8.91	30000	"	D ...	60 0	30 0
(5th)	12.91	33000	"	D | ...	£5	60 0
(6th)	3.92	36000	"	D ...	60 0	60 0
(7th)	5.92	42000	"	D ...	60 0	40 0
(8th)	9.92	48000	"	E ...	20 0	20 0
(9th)	2.93	51000	"	E ...	40 0	40 0

A printing frequently sufficed for several "issues" or supplies to the Company.

North Eastern Railway—continued.

					Unused.	Used.
					s. d.	s. d.
(10th)	4.93	54000	Medium	F ...	£25	£5
(11th)	7.93	57000	"	FF ...	40 0	40 0
(12th)	9.93	60000	"	(F ...	40 0	40 0
				(FF ...	40 0	40 0
(13th)	11.93	63000	Thick	(F ...	60 0	60 0
				(FF ...	40 0	40 0
(14th)	2.94	66000	Large	G ...	20 0	20 0
(15th)	4.94	70000	"	(F ...	30 0	30 0
				(G ...	30 0	30 0
(16th)	7.94	73000	"	G ...	20 0	20 0
(17th)	9.94	76000	Medium	G ...	10 0	10 0
(18th)	11.94	79000	"	H ...	40 0	40 0
(19th)	3.95	82000	"	H ...	5 0	5 0
(20th)	5.95	85000	"	H ...	4 0	4 0
(21st)	7.95	88000	Round	H ...	5 0	5 0
(22nd)	9.95	91000	Medium	H ...	4 0	4 0
(23rd)	12.95	94000	"	J ...	10 0	10 0
(24th)	3.96	97000	"	J ...	10 0	10 0
(25th)	6.96	100000	"	J ...	10 0	10 0
(26th)	8.96	103000	"	K ...	2 0	2 0
(27th)	10.96	106000	"	K ...	2 0	2 0
(28th)	2.97	109000	"	(K ...	3 0	3 0
				(J ...	40 0	40 0
(29th)	5.97	112000	"	K ...	4 0	4 0
(30th)	8.97	115000	"	(K ...	5 0	5 0
				(H ...	30 0	30 0
				(K ...	5 0	5 0
(31st)	10.97	118000	"	(L ...	10 0	10 0
				(H ...	£5	£5
(32nd)	1.98	121000	"	L ...	2 0	2 0
(33rd)	4.98	124000	"	L ...	2 0	2 0

Note.—Part of a sheet of the 15th issue was delivered to the Company by the printers unnumbered (60-). For history of this variety, see *Ewen's History*, page 189.

Transfer XII. (1898).

Formed direct from Matrix II. : no intermediate types.

Types of transfer XII.*
(Used for printing M only.)

1	2	3	4	5	6
7	8	9	10	11	12
13	14	15	16	17	18
19	20	21	22	23	24
25	26	27	28	29	30

* All types are known, but have never been described.

2d. green, perf. 12, as before (Design II.).

	Date.	Highest No.	Control Figures.	Printing.		
(34th)	6.98	127000	Medium	M ...	2 0	2 0
(35th)	7.98	130000	"	(M ...	2 0	2 0
				(L ...	£5	£5
(36th)	10.98	133000	Round	M ...	1 6	1 0

North Eastern Railway—continued.

						Unused.		Used.	
						s.	d.	s.	d.
(37th)	12.98	136000	Round	M	...	1	6	1	0
(38th)	1.99	139000		M	...	1	6	1	0
(39th)	3.99	142000	Medium	M	...	3	0	2	0
(40th)	6.99	145000	"	M	...	3	0	2	0
(41st)	8.99	148000	"	M	...	3	0	2	0
(42nd)	10.99	151000	Small	{ L	...	5	0	2	0
				{ M	...	4	0	2	0
(43rd)	1.00	154000	Medium	M	...	3	0	2	0

Transfers XIII., XIV., XV.

Formed direct from Matrix II.; no intermediate types.

Types of transfer XIII.* (Used for printing N.)						Types of transfer XIV.* (Used for printing O.)						Types of Transfer XV.* (Used for printing P.)					
1	2	3	4	5	6	1	2	3	4	5	6	1	2	3	4	5	6
7	8	9	10	11	12	7	8	9	10	11	12	7	8	9	10	11	12
13	14	15	16	17	18	13	14	15	16	17	18	13	14	15	16	17	18
19	20	21	22	23	24	19	20	21	22	23	24	19	20	21	22	23	24
25	26	27	28	29	30	25	26	27	28	29	30	25	26	27	28	29	30

* All types are known, but have never been described.

Printings from above transfers.

2d. green, perf. 11. (Design II.).									
(44th)	3.00	157000	Small	N	...	3	0	3	0
(45th)	6.00	160000	"	{ L	...	20	0	20	0
				{ N	...	3	0	3	0
(46th)	7.00	163000	"	N	...	3	0	3	0
2d. green, perf. 12, contd. :—									
(48th)	12.00	169000	Small	N	...	5	0	3	0
2d. green, perf. 11, contd. :—									
(49th)	3.01	172000	Medium	O	...	5	0	3	0
(50th)	5.01	175000	"	O	...	5	0	3	0
(51st)	7.01	178000	"	O	...	5	0	3	0
(52nd)	9.01 ?	181000	"	O	...	5	0	3	0
(53rd)	11.01	184000	"	O	...	5	0	3	0
(54th)	2.02 ?	187000	Round	O	...	5	0	3	0
(55th)	4.02 ?	190000	Medium	O	...	10	0	3	0
(56th)	z.02 ?	193000	Round	P	...	10	0	3	0
(57th)	8.02 ?	196000	"	P	...	5	0	3	0
(58th)	10.02 ?	199000	Medium	P	...	5	0	3	0

Design III.

Similar to design II., but entirely redrawn; inscriptions in larger lettering, 1½mm. tall.

Transfer XVI.

(Used for printings Q to V.)

Intermediate types.						Transfer types.*					
(None)						1	2	3	4	5	6
						7	8	9	10	11	12
						13	14	15	16	17	18
						19	20	21	22	23	24
						25	26	27	28	29	30

* All types are known, but have not yet been described.

2d. green, perf. 11.									
(58th, part of)	—		Medium	Q	...	60	0	60	0
(59th)	1.03 ?	202000	"	R	...	10	0	5	0

PER... RAILWAY.
FROM ... STATION
To be posted at
No. 15113 Per Train.



The Editor,

Ewen's Weekly Stamp News,

32, Palace Square,

Norwood, London, S.E.

North Eastern Railway—*continued.*

					Unused.	Used.
					s. d.	s. d.
(60th)	4.03 ?	205000	Medium	S ...	10 0	5 0
(61st)	6.03 ?	208000	"	T ...	20 0	20 0
(62nd)	8.03 ?	211000	"	U ...	10 0	5 0
			"	V ...	10 0	5 0

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

Design IV.

Similar design, but again redrawn; lettering slightly enlarged again, 2mm. tall: outline not square.

*Transfers XVII. to**No intermediate types.*

Types of transfer XVII*
(Used for printing W)

1	2	3	4	5	6
7	8	9	10	11	12
13	14	15	16	17	18
19	20	21	22	23	24
25	26	27	28	29	30

Types of transfer XVIII*
(Used for printing X)

1	2	3	4	5	6
7	8	9	10	11	12
13	14	15	16	17	18
19	20	21	22	23	24
25	26	27	28	29	30

Types of transfer XIX
(Used for printing Y)

1	2	3	4	5
6	7	8	9	10
11	12	13	14	15
16	17	18	19	20
21	22	23	24	25
26	27	28	29	30

Types of transfer XX
(Used for printing Z)

1	2	3	4	5	6
7	8	9	10	11	12
13	14	15	16	17	18
19	20	21	22	23	24
25	26	27	28	29	30

Types of transfer XXI
(Used for printing AA)

1	2	3	4	5
6	7	8	9	10
11	12	13	14	15
16	17	18	19	20
21	22	23	24	25
26	27	28	29	30

Types of transfer XXII
(Used for printing AB)

1	2	3	4	5
6	7	8	9	10
11	12	13	14	15
16	17	18	19	20
21	22	23	24	25
26	27	28	29	30

Types of transfer XXIII
(Used for printing AC)

1	2	3	4	5
6	7	8	9	10
11	12	13	14	15
16	17	18	19	20
21	22	23	24	25
26	27	28	29	30

Types of transfer XXIV
(Used for printing AD)

1	2	3	4	5
6	7	8	9	10
11	12	13	14	15
16	17	18	19	20
21	22	23	24	25
26	27	28	29	30

All the above types are known, but have not yet been described.

Printings from above transfers.

2d. green, perf. 11.

(63rd)	— .10.03 ?	214000	Thick	W ...	5 0	3 0
(64th)	— .12.03 ?	217000	"	X ...	5 0	3 0
(65th)	. 2.04 ?	220000	"	Y ...	5 0	3 0
(66th)	— . 5.04 ?	223000	"	Z ...	5 0	3 0
(67th)	— . 8.04	226000	"	AA ...	5 0	3 0
(68th)	— .10.04	229000	"	AB ...	5 0	3 0
(69th)	17.11.04	232000	"	AC ...	5 0	3 0
(70th)	30. 1.05	235000	"	AD ...	3 0	1 0
(71st)	19. 4.05	238000	"	AE ...	10 0	10 0
				AF ...	3 0	1 0

(a) Printing AE, imperf., unnumbered, 5/-.

(72nd)	20. 6.05	241000	Thick	AG ...	3 0	1 0
(73rd)	14. 8.05	244000	"	AH ...	2 0	1 0
(74th)	6.10.05	247000	"	AI ...	2 0	1 0

Note.—The colours of the printings are as follows:—W, yellow-green; X, dark olive-green; Y, bright yellow-green; Z, pale yellow-green, shading to yellow-green and bright green; AA, light green; AB, yellow-green; AC, yellow-green, green; AD, very pale yellow-green; AE, bright yellow-green; AF, pale washy-green; AG, AH, yellow-green; AI, dark green.

North Pembroke & Fishguard Railway.

The cancellation of the stamp "Clynderwen," being in pale violet,
could not be photographed.



NORTH LONDON RAILWAY.

February, 1891. Printed by Messrs. McCorquodale & Co., Ltd., London. Horizontal control numbers.

Plate I.

Intermediate types						Plate types*					
1	2	1	2	1	2	1	2	3	4	5	6
3	4	3	4	3	4	7	8	9	10	11	12

* All types are known, but have not been described

		Unused.	Used.
		s. d.	s. d.
2d. green, rouletted.			
(1st) 2.91, Nos. 1 to 960, yellow-green ...	80 0	15 0	
2d. green, perf. 12.			
(2nd) —.96 ? Nos. 961 to 1920, green ...	60 0	2 0	
2d. green, rouletted.			
(3rd) —01 ? Nos. 1921 to 2880, grey-green, dark grey-green ...	60 0	3 0	
2d. green, perf. 12.			
(4nd) —.05, Nos. 2881 to 3840, blue-green... (a) unnumbered (40/-).	60 0	1 0	

NORTH PEMBROKESHIRE & FISHGUARD RAILWAY.

January to August, 1898 (when the line was acquired by the Great Western Railway Company). Lithographed by Messrs. Waterlow Bros. & Layton, London. Issued in blocks of 8 with margins torn off.

Transfer I.

Intermediate types.				Transfer types*			
(None)				1	2	3	4
				5	6	7	8

* The eight types are known, but have not yet been described

2d. green, perf. 12.			
(1st) 1.98, green (200 stamps) ...	20 0	20 0	

NORTH STAFFORDSHIRE RAILWAY.

February, 1891. Design 1., lithographed by Messrs. Allbutt & Daniel, Hanley.

Design I. Three lines under "Railway" at foot.

Transfer I., II., III. No intermediate types.

Types of transfer I (Used for 1st printing)					Types of transfer II (Used for 2nd printing)					Types of transfer III (Used for 3rd printing)				
1	2	3	4	5	1	2	3	4	5	1	2	3	4	5
6	7	8	9	10	6	7	8	9	10	6	7	8	9	10
11	12	13	14	15	11	12	13	14	15	11	12	13	14	15
16	17	18	19	20	16	17	18	19	20	16	17	18	19	20

All types are known, but have not yet been described

2d. green, perf. 12.			
(1st) 1891, bright green (10,000 ? stamps) ...	2 0	2 0	
(2nd) 1895, olive-green (5,000 ? ,,) ...	2 0	2 0	
(3rd) 1897, grey-green (5,000 ? ,,) ...	2 0	2 0	

North Staffordshire Railway.

Design I.



Design II.



Design II. (altered).



North Staffordshire Railway—continued.

Design II.

Four lines under "Railway" and stop after "North Staffordshire." Printed by Messrs. McCorquodale & Co., Ltd., Newton-le-Willows.

Plates I., II.

Types of plate I.
(Used for 4th printings)
1 2 3 4
5 6 7 8

Types of plate II.
(Used for 5th to 7th printings)
1 2 3 4 5
6 7 8 9 10
11 12 13 14 15
16 17 18 19 20

Plate II retouched. For the 7th printing the top bar in the left pillar is cut through, and the stop after "Staffordshire" removed. The electrots were spaced out, the stamps being 8 instead of 7 mm. apart in horizontal rows

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

(i.) With Stop after "Staffordshire."

2d. green, perf. 11.

(4th) 22. 8.98, bright yellow-green, plate I. (1200 stamps)	2	0	2	0
(5th) 30.11.98, dark blue-green, plate II. (2000 stamps)	2	0	2	0
(6th) 19.12.98, bright green, plate II. (2000 stamps)	2	0	2	0

(ii.) Without stop after "Staffordshire."

(7th) 17.11.99, sage-green, plate II. re-touched (8000 stamps)	2	0	2	0
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(a) Proof in black, 20/-.

Plate III. (Design II.)

Intermediate types*
1 1 2 2 2
1 1 1 1 1
2 1 2 1 1
2 1 2 2 2

Plate types †
1 2 3 4 5
6 7 8 9 10
11 12 13 14 15
16 17 18 19 20

* Type 1 has a white smudge on ground opposite R of "For"; type 2 a coloured blot on lines over "Fee for"; type 3 (i. neither of these marks.

† Every type has the 9th bar in the left pillar cut through, and the stop is removed after "North Staffordshire," as in the 7th issue.

2d. green, perf. 10.

(8th) 1902, sage-green, plate III. (10,000 ? stamps)	1	0	1	0
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NORTH WALES & LIVERPOOL RAILWAY COMMITTEE.

July, 1896, to December 31st, 1904, when the Company was taken over by the Great Central. Lithographed by Messrs. H. Blacklock & Co., Ltd., Manchester.

Design I.

Intermediate types*
1 2 3
4 5 6

* These are the original types used for the Manchester, Sheffield & Lincolnshire Railway, adapted by altering the name, type 2 being spelt.

Transfer I.

Intermediate types* 4 5 6 4 5 6 1 5 3 4 5 6 4 5 6 1 5 3 4 5 6	Transfer types † 1 2 3 4 5 6 13 14 15 7 8 9 10 11 12 16 17 18 19 20 21 22 23 24	Sheets as Issued. Type— 12 or 13 24
--	---	---

* The arrangement of the two pairs is tentative.
† All types are known, unless there are others than those mentioned.

2d. green, perf. 12.

(1st) 1. 7.96, deep green (240 stamps) ...	2	0	2	0
--	---	---	---	---

Rhondda and Swansea Bay, 1st Issue.



North Wales and Liverpool Railway Committee—continued.

Transfer II.

Intermediate types.		
1	6	3
4	5	6
1	5	3
4	5	6

Transfer types.		
1	2	3
4	5	6
7	8	9
10	11	12

How issued.	
Types	
1 12.	

2d. green, perf. 12.

	Unused.	Used.
	s. d.	s. d.
(2nd) 27. 9.98, blue-green (252 stamps)	4 0	4 0
(3rd) 27. 4.99 (600 stamps)	(Unknown)	

OLDHAM, ASHTON, & GUIDE BRIDGE RAILWAY.

February, 1891. Lithographed by Messrs. Henry Blacklock and Co., Ltd., Manchester.

Design I. With faint outer guide lines.

Transfers I., II.

The six intermediate types were described in *Even's History*, page 231.

Types of transfer I.		
1	2	3
4	5	6

Types of transfer II		
1	2	3
4	5	6

2d. green, perf. 12.

(1st) 9. 1.91, I., deep green (102 stamps)	£10	£10
(2nd) 1. 6.91, II., olive-green (286 stamps)	3 0	3 0

Note.—The first printing was made with one pane of Oldham, Ashton and Guide Bridge and two of Sheffield and Midland. For 2nd printing, see M.S. & L. Railway.

Design II. The number of intermediate types is unknown.

Transfers III., IV.

Types of transfer III		
1	2	3
4*	5	6*
7	8	9
10	11	12

Types of transfer IV		
1	2	3
4	5	6
7	8	9
10	11	12

How issued.	
(Sheets	
of 12)	

* Types 4 and 6 have not been seen by the Author

2d. green, perf. 12.

(3rd) 5.11.98, III., grey-green (240 stamps)	60 0	60 0
(4th) 27. 4.99, IV., deep green (600 ..)	5 0	1 0

PEMBROKE & TENBY RAILWAY.

February, 1891, to 1896 (when the line was acquired by the Great Western Railway). Printed by Messrs. McCorquodale & Co., Ltd., London. Horizontal control numbers.

Plate I.

Intermediate types		
(Unknown)		

Plate types.*					
1	2	3	4	5	6
7	8	9	10	11	12

* All the types are known, but have not yet been described

2d. green, rouletted.

(1st) 27. 1.91, Nos. 1 to 1000...	(Unknown)
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2d. green, perf. 12.

(2nd) 15.12.93, Nos. 1001 to 2000	20 0	20 0
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PORT TALBOT RAILWAY & DOCKS COMPANY.

February, 1901. Printed by Messrs. McCorquodale & Co., Ltd., London, in October, 1898. Horizontal control numbers.

Plate I.

Intermediate types.						Plate types.						How issued		Unused.		Used.	
1	2	3	4	5	6	1	2	3	4	5	6	(Sheets of 24)		s.	d.	s.	d.
1	2	3	4	5	6	7	8	9	10	11	12						
4	5	6	4	5	6	13	14	15	16	17	18						
1	2	3	1	2	3	19	20	21	22	23	24						
4	5	6	4	5	6												

2d. green, rouletted.

(1st) 2.01, blue-green, Nos. 1 to 500 ... 1 0 1 0

RHONDDA & SWANSEA BAY RAILWAY.

February, 1891. Lithographed by Messrs. Waterlow & Sons, Ltd., London.

Transfer I.

Intermediate types						Transfer types.*						How issued	
(None :)						1	2	3	4	5	6	(Sheets of 24)	
						7	8	9	10	11	12		
						13	14	15	16	17	18		
						19	20	21	22	23	24		

Transfer II.

Intermediate types.						Transfer types.*						How issued	
1	2	3	4	5	6	1	2	3	4	5	6	(Sheets of 12)	
1	2	3	4	5	6	7	8	9	10	11	12		
1	2	3	4	5	6	13	14	15	16	17	18		
1	2	3	4	5	6	19	20	21	22	23	24		

* All types of both transfers are known.

2d. green, perf. 11½.

(1st) —. 2.91, deep green, surfaced paper, Transfer I. (1000 ? stamps) ... 5 0 5 0

2d. green, perf. 10.

(2nd) —. .99 ? bright green, Transfer II. (1000 ? stamps) ... 1 0 1 0

RHYMNEY RAILWAY.

February, 1891. Printed by Messrs. McCorquodale & Co., Ltd., London. Horizontal control numbers.

Plate I.

Intermediate types						Plate types						How issued	
1	2	3	4	5	6	1	2	3	4	5	6	(Sheets of 60)	
4	5	6	4	5	6	7	8	9	10	11	12		
1	2	3	1	2	3	13	14	15	16	17	18		
4	5	6	4	5	6	19	20	21	22	23	24		
1	2	3	1	2	3	25	26	27	28	29	30		
4	5	6	4	5	6	31	32	33	34	35	36		
1	2	3	1	2	3	37	38	39	40	41	42		
4	5	6	4	5	6	43	44	45	46	47	48		
1	2	3	1	2	3	49	50	51	52	53	54		
4	5	6	4	5	6	55	56	57	58	59	60		

2d. green, rouletted.

(1st) 2.91, Nos. 1 to 3000 ... 10 0 5 0

(2nd) 1.03, Nos. 1 to 3000, slightly larger control figures ... 5 0 1 0

SEVERN & WYE & SEVERN BRIDGE RAILWAY.

February, 1891, to 1895 ? (when the title of the Company was changed to Severn & Wye Joint Railway). Lithographed by Messrs. Waterlow & Sons, Ltd., London.

Transfer I.

Intermediate types	Transfer types.*						Sheets as issued
(None)	1	2	3	13	14	15	Types
	4	5	6	16	17	18	1-12
	7	8	9	19	20	21	or
	10	11	12	22	23	24	13-24

* The types are all known and are partly described in *Even's History*, page 221

	Unused.		Used.	
	s.	d.	s.	d.
2d. green, perf. $11\frac{1}{2}$.				
(1st) 1.91, thin or surfaced paper, with perforated or imperforate margins (1000 stamps ?)	20	0	20	0

(Title changed to SEVERN & WYE JOINT RAILWAY).

About 1895 ? Design I. ("Railway" and "Fee" close together). Lithographed by Messrs. Waterlow & Sons, Ltd., London.

Transfer II.

Intermediate types	Transfer types.*				How issued
(None!)	1	2	3	4	(Sheets
	5	6	7	8	of 12)
	9	10	11	12	

* The 12 types were described in *Even's History*, page 231

2d. green, perf. $11\frac{1}{2}$.				
(2nd) — .95 ? dark green, narrow imperforate margins (500 ? stamps) ...	5	0	5	0

About 1898 ? Design II. (more neatly drawn throughout, space between "Railway" and "Fee"). Lithographed by Messrs. Waterlow Bros. & Layton, London.

Transfer III.

Intermediate types	Transfer types.*				How issued
(None!)	1	2	3	4	(sheets
	5	6	7	8	of 12.)
	9	10	11	12	

* The 12 types are known, but have not yet been described.

2d. green, perf. 11.				
(3rd) 10.98 ? green, wide margins to sheet (3000 ? stamps)	1	0	1	0

SHEFFIELD & MIDLAND RAILWAYS COMMITTEE.

February, 1891. Lithographed by Messrs. Henry Blacklock and Co., Ltd., Manchester.

Design I.

With very faint outer guide line.

Intermediate types
1 2 3
4 5 6

* These six types were described in *Even's History*, page 251
Types 3 and 6 have no stop after "Committee."

Sheffield & Midland Railways Committee—continued.

Transfer I. (Design I.)

Intermediate types.						Transfer types.					How printed.†		Sheets as issued.		
1	2	3	1	2	3	1*	2	3	7*	8*	9*	Macc.	Old.	1—6	or
4	5	6	4	5	6	4*	5	6	10*	11*	12*	Shef.	Shef.	7	12

* These types are unknown.

† There is but little doubt the 1st printing of these three Companies was made on the stone at the same time, and the quantities printed bear out the above proportion.

2d. green, perf. 12.

(1st) 9.1.91, I., dark green (204 stamps) ... £20 £20

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

Transfer II. (Design I.)

Intermediate types						Transfer types.†					How printed.‡			Sheets as issued		
1	2	3	1	2	3	1	2	3	7	8	9*	Macc.	M S L.	M S L.	1—6	or
4	5	6	4	5	6	4	5	6*	10*	11	12*	O.A.	M S L.	M S L.	7	12
												S & M.	M S L.	S & M.	10	12

* Types 6, 9, 10, 12 have not been seen by the Author.

† In one of the plates (tentatively supposed to be the right hand one) each of the types known has the line to left of "Sheffield" re-drawn.

‡ Supposed system of printing, see M S. & L. Railway.

2d. green, perf. 12.

(2nd) 1.6.91, II., dull olive-green (574 stamps) ... £15 £15

Transfer III. (Design I.)

Intermediate types.									Transfer types.*										How printed.		Sheets as issued.	
1	2	3	1	2	3	1	2	3	13*	14*	15*	25	26	27	37*	38	39*	S & M	only.	1—12	13	24
4	5	6	4	5	6	4	5	6	4	5	6	16*	17	18*	28	29	30	40*	41*	42*	25	36
1	2	3	1	2	3	1	2	3	7	8	9	19	20	21*	31	32	33	43	44	45	37	48
4	5	6	4	5	6	4	5	6	10	11	12	22	23*	24*	34*	35	36	46	47	48	37	48

* These types have not been seen by the Author. Type 19 has a single line only over "Sheffield & Midland", whilst Nos. 21 and 31 partly show the same defect. The plates were printed very close together, and usually show at one or more sides the edge of the neighbouring plate; their original relative positions have consequently been determined.

2d. green, perf. 12.

(3rd) 24.1.94, III., grey-green (900 stamps) 5 0 5 0

Transfer IV. (Design I.)

The guide line round each type was removed.

Intermediate types. (Supposed.)						Transfer types. (Supposed.)						How printed.†				How issued.			
1	2	3	1	2	3	1	2	3	13*	14*	15*	25*	26*	27*	Sh.	Sh.	Sh.	N.W.	(Sheets of 12)
4	5	6	4	5	6	4	5	6	16*	17*	18*	28*	29*	30*					
1	2	3	1	2	3	7	8	9	19	20	21	31*	32*	33*					
4	5	6	4	5	6	10	11	12	22	23	24	34*	35*	36*					

* Not seen by the Author.

† It is supposed these were printed with one plate of the North Wales & Liverpool Railway Committee, for which stamps were ordered on the same day.

2d. green, perf. 12.

(4th) 27.9.98, IV., blue-green (708 stamps) 20 0 20 0

Design II.

With clear additional outer line, forming part of the design.

Intermediate types.*
1 2 3 4

* The four types may be distinguished as follows:

1. Blot on line over AY of "Railways."
2. (Formerly confused with type 1): wider space before "Sheffield."
3. No stop after "Committee."
4. Dots on top edge of N.E. triangle close to apex (types 2 and 4 also both have dots on top edge of N.W. triangle)

Sheffield & Midland Railways Committee—continued.

Transfer V. (Design II.)

Intermediate types					Transfer types.										How printed †			How issued										
1	2	3	4	5	1	2	3	13	14	15	16*	17*	18*	19*	20*	21*	Sh	Sh	Sh.	Wip.	Sheets of 12							
1	4	3	4	3	4	5	6	16	17	18	19*	20*	21*	7	8	9	10	20	21	10*	11*	12*						
3	3	4	1	2	10	11	12	22	23	24	24*	25*	26*															
1	2	1	3	1																								

* The existence of these types is assumed by the Author
 † It is supposed that this printing was made at the same time as the 1st of the Wigan Junction Railway

2d. green, perf. 12.
 (5th) 6.7.00, V., green (720 stamps) ... 5 0 5 0

Transfer VI. (Design I. restored).

Apparently now without intermediate types 2, 5.

Intermediate types.			Transfer types.*			How printed.†		How issued.
1	4	1	1	2	3	Sh. G.C.		(Sheets of 12)
1	4	3	4	5	6			
4	6	6	7	8	9			
1	1	6	10	11	12			

* Trace of only one pane has so far been seen.
 † This printing was probably made at the same time as the 5th of the Great Central Railway

2d. green, perf. 12.
 (6th) —.02, VI., yellowish olive-green (1440 stamps) ... 5 0 1 0

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

February, 1891.—Lithographed by Messrs. Bemrose & Son, Derby.

Transfer I.

Intermediate types.	Transfer types.*										Sheets as issued.		
(None)	1	2	3	4	5	6	7	8	9	10	11	12	Type 1-12 or 13-24
	13	14	15	16	17	18	19	20	21	22	23	24	

*All types are known. Nos. 13 to 21 were described in *Even's History*, page 28.

2d. green, perf. 10, unnumbered.
 (1st) 1.91, dull green (1000 stamps) ... £20 £20

2d. green, perf. 11, vertical Nos. running from left to right and top to bottom.
 (2nd) 9.91, Nos. 1 to 1,000 ... £10 £10

2d. green, perf. 10, vertical Nos. running from bottom to top and left to right.
 (3rd) 3.93, Nos. 1 to 1000 ... £10 £10

2d. green, perf. 10, horizontal Nos. running from top to bottom and left to right.
 (4th) 11.95, Nos. A1 to A1000 ... 10 0 2 0

Somerset and Dorset Joint Line.

1st Issue (1891)



3rd Issue (1893).

4th Issue (1895).



5th Issue (1898).



**South-Western and Midland Railway Companies' Somerset & Dorset
Joint Line—continued.**

		Unused.	Used.
		s. d.	s. d.
2d. green, perf. 10, vertical Nos. running from bottom to top and left to right.			
(5th) 9.98, Nos. A1001 to A2000 ...	...	30 0	10 0
(6th) 12.01? Nos. A2001 to A3000 ...	...	10 0	3 0
2d. green, perf. 11, Nos. as before.			
(7th) 3.05? Nos. A3001 to A4000 ...	...	5 0	1 0

SOUTH-EASTERN RAILWAY.

February, 1891, to June, 1899 (when the Company was amalgamated with the London, Chatham & Dover Railway under a new title).

Design I.

With no stop after Railway. Lithographed by Messrs. Bemrose and Sons, Ltd., Derby.

Transfer I.

Intermediate types.	Transfer types.*	How issued.
(None)	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20	(Sheets of 20)

*All types are known but have not yet been described.

2d. green, perf. 10, with vertical Nos. running from left to right and top to bottom.			
(1st) 25.1.91, Nos. 1 to 10,000 ...	...	80 0	20 0

Design II.

With stop after "Railway" and floreate ornaments in the triangles. Printed by Messrs. McCorquodale & Co., Ltd., London.

Matrices*

1	2	3
4	5	6

*From these six types a number of electros were made, each composed of six blocks which could be cut up into singles if necessary. The six types were described in *Kemp's History*, page 245.

Plate I.

Matrix types.	Plate types.
1 2 3 1 2 3	1* 2* 3* 4* 5* 6
4 5 6 4 5 6	7* 8* 9* 10* 11* 12
1 2 3 1 2 3	13 14* 15 16* 17 18
4 5 6 4 5 6	19* 20* 21* 22* 23* 24*
1 2 3 1 2 3	25* 26* 27* 28* 29* 30*
4 5 6 4 5 6	31 32 33 34 35 36*
1 2 3 1 2 3	37 38 39 40 41 42
4 5 6 4 5 6	43 44 45 46 47 48
1 2 3 1 2 3	49 50 51 52 53 54
4 5 6 4 5 6	55 56 57* 58* 59 60*

* These types have not been seen by the Author, but a block of 24 proofs, unnumbered, types 7 to 30, is believed to exist: a similar block, types 31 to 54, is in the Author's collection.

2d. green, perf. 12, vertical Nos. running from bottom to top and left to right.			
(2nd) 21.4.92, Nos. 10001 to 20000 ...	...	£25	60 0
(a) Unnumbered, 40/-.			

South-Eastern Railway.

2nd Issue.



3rd Issue.
Large control figures.

4th Issue.
Small control figures.



South-Eastern & Chatham Railway.

1st Issue.

2nd Issue.



South-Eastern Railway—continued.

Plate I. (re-grouped).

Matrix types						Plate types*					
1	2	3	4	5	6	1	2	3	4	5	6
4	5	6	6	4	5	6	4	5	6	—	—
1	2	3	2	1	2	3	1	2	3	—	—
4	5	6	5	4	5	6	1	5	6	—	—
1	1	2	3	1	2	3	1	2	3	—	—
4	4	5	6	4	5	6	4	5	6	—	—

* These types have as yet only partly been identified with those of the original plate I.

	Unused.	Used.
	s. d.	s. d.
2d. green, rouletted, horizontal Nos. running from left to right and top to bottom. (3rd) 1.9.93, Nos. 20001 to 30000. (a) Small figures (up to 25000) ...	£10	60 0
(b) Large figures (after 25000) ...	£25	60 0
2d. green, perf. 12, horizontal Nos. (4th) 20.5.95, Nos. 30001 to 40000 ...	£5	10 0
(5th) 17.9.96, Nos. 40001 to 50000 ...	5 0	2 0
(a) Unnumbered, 20/-.		
2d. green, rouletted, horizontal Nos. (6th) 12.5.98, Nos. 50001 to 60000 ...	2 0	1 0
(a) Unnumbered, 20/-.		

SOUTH-EASTERN & CHATHAM & DOVER RAILWAYS.

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

Plate I.

Intermediate types*						Plate types					
1	2	3	4	5	6	1	2	3	4	5	6
3	4	3	4	3	4	7	8	9	10	—	—
1	2	1	2	1	2	11	12	13	14	15	16
3	4	3	4	3	4	17	18	19	20	—	—
1	2	1	2	1	2	21	22	23	24	25	26
3	4	3	4	3	4	27	28	29	30	—	—
1	2	1	2	1	2	31	32	33	34	35	36
3	4	3	4	3	4	37	38	39	40	—	—
						41	42	43	44	45	46
						47	48	49	50	—	—
						51	52	53	54	55	56
						57	58	59	60	—	—

*The intermediate types are described on page 245 of *Kenn's History*.

2d. green, rouletted. (1st) 6.6.99, Nos. 1 to 10000 ...	...	5 0	3 0
(a) Unnumbered, 10/-.			

Title changed to "SOUTH-EASTERN AND CHATHAM RAILWAY."

June, 1900. Printed by Messrs. McCorquodale & Co., Ltd., London.

Plate II.

Intermediate types*						Plate types					
1	1	2	3	1	2	1	2	3	4	5	6
4	4	5	6	4	5	7	8	9	10	—	—
1	1	2	3	1	2	11	12	13	14	15	16
4	4	5	6	4	5	17	18	19	20	—	—
1	1	2	3	1	2	21	22	23	24	25	26
4	4	5	6	4	5	27	28	29	30	—	—
1	1	2	3	1	2	31	32	33	34	35	36
4	4	5	6	4	5	37	38	39	40	—	—
						41	42	43	44	45	46
						47	48	49	50	—	—
						51	52	53	54	55	56
						57	58	59	60	—	—

* The intermediate types are described in *Kenn's History*, page 245.

South-Eastern & Chatham & Dover Railways—continued.

		Unused.	Used.
		s. d.	s. d.
2d. green, rouletted.			
(2nd) 11. 6.00, Nos. 10001 to 20000 ...	...	5 0	2 0
(3rd) 19. 8.01, Nos. 20001 to 30000 ...	...	5 0	2 0
(a) Unnumbered, 10 -.			
(4th) —. 9.02, Nos. 30001 to 40000 ...	...	5 0	2 0
(5th) —.12.03? Nos. 40001 to 50000 ...	...	5 0	2 0
(6th) 10.10.04, Nos. 50001 to 60000 ...	...	3 0	2 0
(7th) —. 7.05? Nos. 60001 to 70000 ...	...	2 0	1 0

SOUTHWOLD RAILWAY.

February, 1891. Printed by Messrs. McCorquodale & Co., Ltd., London. Horizontal control numbers.

Plate I.

Intermediate types (None)	Plate types					
	1	2	3	4	5	6
	7	8	9	10	11	12

2d. green, rouletted.

(1st) —.2.91, Nos. 1 to 500? ... 5 0 1 0

Note.—The highest number we have seen is 492.

TAFF VALE RAILWAY.

February, 1891. Lithographed by Messrs. Bemrose & Sons, Derby. Vertical control numbers.

Transfer I.

Intermediate types (None)	Transfer types	How issued.
	1 2 3 4	(Sheets
	5 6 7 8	of 12)
	9 10 11 12	
	13 ^a 14 ^a 15 ^a 16 ^a	
	17 ^a 18 ^a 19 ^a 20 ^a	
	21 ^a 22 ^a 23 ^a 24 ^a	

* Only 12 types are known, the existence of the others (probably the second half of the supply not yet issued) being assumed from the general method adopted by the printers.

2d. green, perf. 10.

(1st) 2.91, Nos. 1 to 10000 (issued in 1905 to about 4000) ... 3 0 1 0

WEST LANCASHIRE RAILWAY.

February, 1891 to 1897 (when the line was acquired by the Lancashire & Yorkshire Railway Company). Lithographed by Messrs. Bemrose & Sons, Ltd., Derby. Vertical control numbers.

West Lancashire Railway—continued.

Transfer I.

Intermediate types. (None)	Transfer types. 1 2 3 4 5 6 7 8 9 10 11 12 13* 14* 15* 16* 17* 18* 19* 20* 21* 22* 23* 24*	How issued. (Sheets of 12)
-------------------------------	--	-------------------------------

*Only 12 types are known, but it is assumed that Messrs. Benrose & Co. did not depart from their usual practice of printing in sheets of 24

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

2d. green, perf. 10.

(1st) 2.91, Nos. 1 to ? (probably at least 5000, but the highest number known is 1596)	10 0	10 0
---	------	------

WIGAN JUNCTION RAILWAY.

June, 1900. Lithographed by Messrs. Henry Blacklock & Co., Ltd., Manchester.

Design I.

With clear outer line round design.

Intermediate types.*
1 2 3 4 5

*These types were described in *Eisen's Hist.-og.*, page 237.

Transfer I.

Intermediate types. 1 2 1 3 2 4 5 5 1 2 2 4	Transfer types.* 1 2 3 4 5 6 7 8 9 10 11 12
---	---

*All types are known. This printing was probably made with the Sheffield & Midland Job supply

2d. green, perf. 12.

(1st) 6. 7.00, 1., dark green (240 stamps)	20 0	10 0
(2nd) —.—.04 (240 stamps). Not yet seen.		

WREXHAM, MOLD & CONNAH'S QUAY RAILWAY.

February, 1891, until December 31st, 1904, when the Company was acquired by the Great Central Railway Company. Printed by Messrs. McCorquodale & Co., Ltd., London. Horizontal control numbers.

Plate I.

Intermediate types 1 2 1 2 1 2 3 4 3 4 3 4	Plate types. 1 2 3 4 5 6 7 8 9 10 11 12
--	---

2d. green, rouletted.

(1st) 2.91, yellow-green, Nos. 1 to 1000 ...	5 0	5 0
--	-----	-----

Wrexham, Mold & Connah's Quay Railway—continued.*Plate II.*

Intermediate types.

(Unknown)

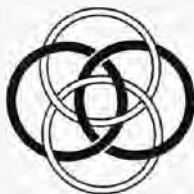
Plate types.

1	2	3	4	5
6	7	8	9	10
11	12	13	14	15
16	17	18	19	20

This printing appears to have been made for a collector by the Great Central Railway Company, and was never issued. The remainders withdrawn from stations and in the hands of the Wrexham, Mold & Connah's Quay Company did not include any stamp numbered higher than 994.

2d. green, perf. 12.

(2nd) 1.05 ? blue-green, Nos. 1001 ? to 3000,
never issued (2/-).



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(The first Special Catalogue of British Stamps ever published.)

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3rd	„	March 1895,	38 pages	- 1/6
4th	„	August 1895,	100 pages	- 1/6
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5th	„	October 1896,	220 pages	- 2/6
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Albums for British Stamps. All out of print.

History of Railway Letter Stamps.

October 1901, 430 pages - - 21/-

Priced Catalogue of Railway Letter Stamps.

1st Edition,	May 1903,	44 pages	-	2/6
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1st Edition, September 1905, 86 pages 2/6

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USED AND UNUSED.

In many cases even the commonest varieties
are wanted to assist in reconstructing
sheets of the various printings

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Grawford 217(2)

No. 4.

Priced Catalogue

of the

Railway Letter Stamps

of the

United Kingdom,

1891-1906.

Part II. Scotland and Ireland.

Compiled by

H. L'Estrange Ewen.



RAILWAY LETTER STAMPS

OF THE

UNITED KINGDOM,

ISSUED FROM FEBRUARY 1st, 1891,
TO SEPTEMBER, 1906.

PART II.

RAILWAY COMPANIES OF SCOTLAND AND IRELAND.

COMPILED BY H. L'ESTRANGE EWEN.

PUBLISHED BY EWEN'S COLONIAL STAMP MARKET, LTD.,
32, PALACE SQUARE, NORWOOD, LONDON, S.E.

NO. 4, 1906.

Entered at Stationers' Hall.



PREFACE.



AS nearly as can be ascertained, the total number of Railway Letter Stamps printed down to August, 1906, was 2,992,826. This gives an average of 16,100 monthly or 193,600 annually, but the actual quantities used would be a little less as these figures make no allowance for the stock on hand at the 7,000 stations where they are sold and at the head offices of the Companies; it is probable that at least 400,000 are held in this way. Making allowance for these, the annual consumption works out at 161,000, and probably there has been very little variation from this average figure. Even in 1898, when these stamps were at the height of their popularity with stamp collectors, it is doubtful whether more than 10,000 additional were sold. The total of nearly three millions printed includes the following highest individual totals:—

Great Western	...	...	...	290,000 ?
North-Eastern	...	...	...	262,000
London & North-Western	...	...	...	220,000
North British	...	...	...	180,036
Midland	...	...	...	174,000
London & South-Western	...	...	...	153,000
London, Brighton & S. Coast	...	...	...	153,000
South-Eastern and S.E. & C.	...	...	...	140,000
Great Eastern	...	...	...	137,500 ?
Caledonian	...	...	...	121,000 ?
Great Southern & Western	...	...	...	114,000 ?
Great Northern (Ireland)	...	...	...	90,000
" " (England)	...	...	...	78,000 ?

On the other hand, the smallest quantities supplied to individual Companies are the following:—

*Kanturk & Newmarket	...	...	100 ?
*North Pembrokeshire & Fishguard	...	...	200
*Liverpool St. Helens & South Lancs.	...	...	240
*Wigan Junction	...	...	480
Port Talbot & Docks	...	...	500
Southwold	...	...	500
Dumbarton & Balloch	...	...	528
*Aylesbury & Buckingham	...	...	600

The Companies marked * have ceased to exist.

Types of Railway Letter Stamps. The real charm of collecting Railway Letter Stamps is only experienced by those who take entire sheets, either unbroken or reconstructed. The transfers must be identified before the printings of some Companies can even begin to be classified, but the transfers

cannot be properly distinguished unless one has entire sheets, and often several entire sheets of a single printing are necessary, for although stamps may be issued in small sheets, the latter may often be only half or even a quarter the original sheet as printed; thus before one can properly identify the transfer and say definitely that a particular specimen did or did not come from it, one must get together all the halves or quarters of such printings. Fortunately there is no known instance of Railway Letter Stamps having been printed in a larger sheet than 60 stamps, so that 60 is the maximum number of types to be found in any printing. On the other hand some Companies have made a great number of small printings (like the North-Eastern) instead of two or three large ones (like the Great Western).

The total number of types to be obtained is 16,217, of which the author has managed to get no fewer than 13,278 in his private collection, but only about three-quarters of these are in unused condition. It is doubtful if many of the remaining 2,939 survive; certainly very few are known. The number of unknown varieties might have been materially reduced but for one or two exceptional cases of vandalism on the part of certain Companies. One Company, in order to prevent collectors having any chance of finding the missing varieties at any of their stations, recalled the old issues and burnt them! The Railway Companies which have created the largest number of types are the following:—

	Types Created.	Types in Mr. Ewen's Collection.
North-Eastern	2730	2343
Metropolitan	1200	803*
South-Eastern and S.E. & C.	924	791
London & S. Western	924	713
Midland	840	607*
London, Brighton & S. Coast	672	571
London & N. Western . . .	420	390
Belfast & N. Counties	396	210
Great Eastern	390	315

* Mostly in used condition.

The totals for the Metropolitan Railway show 397 types missing from the Author's collection. The largeness of this number is, it must be confessed, mainly his own fault, as until 1903, he did not start to re-construct sheets of the numerous printings and by that time most of the earlier issues were unobtainable. By the creation of so many types, these Companies have drawn upon themselves a larger proportion of the attention of collectors than would have otherwise fallen to their lot. On the other hand, the following Companies have managed with a minimum number of types:—

North Pembroke and Fishguard ...	8 types.
East London (7 printings) ...	14 types.

whilst a number of Companies only had a single printing of 12 types.

Those Companies whose stamps are the most difficult to find may be best gauged from the following table showing the proportion of types wanting in the Author's collection to those created, starting with the largest proportion, *i.e.*, the rarest stamps.

Company.	Proportion of types wanting in Author's collection.
Ayrshire and Wigtownshire	... 1.00 (none known)
Finn Valley	... 0.83 (a)
Barry Dock and Railway	... 0.83 (b)
Kanturk and Newmarket	... 0.65 (a)
Ballycastle	... 0.59 (c)
Portpatrick & Girvan	... 0.58 (a)
City of Glasgow Union	... 0.50 (a)
Glasgow, Barrhead & Kilm.	... 0.45 (c)
Pembroke & Tenby	... 0.45 (a)
London, Chatham & Dover	... 0.43 (c)
Manchester, Sheff. & Lincs.	... 0.43 (c, c)
Belfast & N. Counties	... 0.41 (c)
Belfast & Co. Down	... 0.38 (c)
Waterford & Limerick	... 0.34 (c, c)
Metropolitan	... 0.33 (c, d)
Portpatrick & Wigtownshire	... 0.31 (c, c)

- a The high percentage of unknown types is due to very few stamps having been used and to the remainders having been called in and destroyed.
- b There were so few stations that there was no chance of the issues being preserved until 1898 when stamp collectors began to make enquiries.
- c The stamps were issued frequently to stations and in very small quantities; consequently very few survived until 1898 even at out-of-the-way stations.
- d It is chiefly the author's fault this percentage is so high, as although this Company refused to supply the stamps unused there was never any difficulty in getting them used, except the 2nd, 3rd and 4th issues.
- e The percentage of unknown types has been increased by the steps these Companies took to prevent collectors getting the old issues from the stations.

On the other hand, in the case of 52 Companies, the Author possesses every known type, and, thanks to the kind assistance of the Companies, the percentage of unknown types is in many other cases wonderfully low. The following instances are specially remarkable.

	The author has	of the	70 types known.
Furness	98%	"	"
Glas. & S. Western	98%	"	144
Cork, Bandon & S. Coast	97%	"	180
North British	97%	"	216
Great Central	96%	"	216
Cambrian	94%	"	72
London & North Western	93%	"	420
North Eastern...	86%	"	2,730

Considering that the average life of a North Eastern type is only 13 weeks and that 1,200 of the 2,730 types were already obsolete when the author commenced to collect, it is very remarkable that so high a percentage of the types should now have been found. But this Company has always been in the front rank of those extending courtesy to stamp collectors. The high percentage of the London & North Western is due to the small number of types created before the collection of these stamps came to the front in 1898 and to the fact that the supplies sent to the stations were usually large.

Printings of Railway Letter Stamps. About 1901 the Railway Clearing House sent round a recommendation to the Railway Companies to print their letter stamps in larger supplies, thus reducing the number of printings and the cost of printing, besides causing less variation in colour, etc. Fortunately for collectors this recommendation has been very generally acted upon and Companies which formerly had a new issue every two or three months now get one sufficient to last several years. The largest printings ever made were as follows:—

			Sufficient to last for
Great Western	120,000 ?	(twice)	7 years
London and N. Western ...	50,000	(once)	2 "
West Clare (Ireland) ...	48,000	(")	100 "
Cheshire Lines	31,800	(")	20 "
London and N. Western ...	30,000	(5 times)	2½ "
Midland & Grt. Western ...	30,000	(twice)	8 "
North British	20,004	(9 times)	2 "
Dublin, Wicklow & Wexford	20,000 ?	(once)	9 "
Gt. Southern & Western ...	20,000	(3 times ?)	2 "
Great Eastern	20,000	(4 times ?)	2 "
North-Eastern	18,000	(once)	1 "

On the other hand, some Companies like to give themselves extra trouble by ordering frequently and in small quantities, thereby considerably increasing the cost of printing. The Metropolitan holds the record in this respect for a Company that has issued the stamps over a long period. At first it only got ten sheets (!) printed at a time and even in recent years only 20 sheets. It is rare for a Company to get less than 100 sheets at a time. The record number is 2,000 sheets of 24 by the West Clare Company, but it is imagined this Company intended to order 2000 stamps, not 2000 sheets. The Great Western is also supposed to print 2000 sheets at a time, but the figures have not been officially confirmed. The smallest printings ever made are as follows:—

	Stamps.	Period of Issue.
London, Chatham & Dover	36 ? (3 ? sheets)	One day
East London	60 ? (30 ")	Few days
Kanturk & Newmarket ...	96 ? (4 ")	1½ years
Macclesfield Committee ...	102 (17 ")	5 months
Oldham, Ashton & G.B. ...	102 (17 ")	5 "

	Stamps.	Period of Issue.
London, Chatham & Dover	120 ? (10 sheets)	3 months
Neath & Brecon ...	144 (12 ")	2 years
Ballycastle ...	200 (22 ")	8 months
N. Pembroke & Fishguard	200 (25 ")	7 "
Sheffield & Midland ...	204 (17 ")	5 "
Liverpool St. H. & S. L. ...	240 (20 ")	5 years

The figures queried are estimated. It will be seen that there is no authenticated parallel to the Metropolitan Railway Company's 10 sheets at a time.

Origin of Railway Letter Post. About 1889 the Court Bureau was established to facilitate, amongst other objects, the collection of letters in London on Sunday and their posting outside the London Postal District on that day so that they might be delivered in the provinces first thing on Monday morning. Even at the present day (1906) Londoners have to pay ½d. special posting fee if they want their letters despatched on Sunday afternoon.

The Post Office objected to the activities of the Court Bureau, but took steps to provide Londoners with greater facilities for posting and receiving letters. One of the concessions thus granted to the public was the right to send letters by any passenger train on payment of an extra 2d. over the ordinary postage (a method of expediting letters that had previously existed without official sanction) and it was intended to issue for this purpose at every post-office 3d. postage stamps surcharged



Type i.



Type ii.

“Railway Letter Postage.” Proofs of these stamps were actually made, but in the course of negotiations with the Railway Clearing House it became evident that the use of such a stamp would make it very difficult—if not altogether impossible—to fairly divide the two-thirds revenue derived from its sale amongst the various Railway Companies concerned. Accordingly each Company was permitted to collect its own portion of the revenue but the Postmaster-General, for the protection of his privileges, designed the stamp and dictated the colour in which it was to be printed, viz., green. One Company, the North-Eastern, which did not conform to the specification, was required to change its stamps, but in recent years the Post Office has been somewhat apathetic in the matter and several Companies have adopted unauthorised colours and designs.

Railway Letters are treated by the Post Office as ordinary post letters and the Railway Letter Stamps on them have to be

postmarked by postal officials in the same way as ordinary postage stamps, although this is not very frequently done.



Early History of Railway Letter Stamps. It is a matter of great surprise that these stamps have met with so little attention from stamp collectors in general. It is not as if they were private issues pure and simple. They are issued by sanction of the Postmaster-General and the Railway Companies in issuing them and conveying railway letters are acting as agents of the Postmaster-General.

The stamps were first issued on Sunday, 1st February, 1891, and it is not difficult to understand that so important a philatelic occurrence should have passed almost unnoticed, when it is remembered that very few people knew anything about British stamps in those days. Many collectors did not even know that our older issues had plate-numbers! There were no priced catalogues of British stamps published and no dealers took much interest in them, except perhaps Mr. Walter Morley, who had then not long started in the stamp business. Mr. H. L. Even was still at school and even Messrs. Stanley Gibbons, Ltd., had only just recently changed to the present management.

A few people forwarded letters by railway letter post during the early days, notably Mr. Walter Morley, who obtained in this way several of the early rarities. One of the earliest business firms to avail themselves of the new facilities was Messrs. Peak, Frean & Co. whose clerks saved most of the used stamps that were received on their correspondence and sold them to the city stamp shops, one parcel about the end of 1891 going to Messrs. Stanley Gibbons, Ltd. But beyond this most of the early stamps issued were destroyed. A few contemporary philatelic journals referred to the inauguration of the railway letter post, but after a few months both it and the stamps issued in connection with it were practically forgotten by stamp collectors, many of whom must look back sadly to those days of wasted opportunities.

During 1891-93 Mr. Ewen's attention was mainly devoted to studying plate-numbers, control letters, etc., and in July, 1893, appeared the first of his publications, a 16-page price-list of British stamps and the first Catalogue (apart from magazine articles) ever pricing British plate-numbers. At the present day it seems strange to recall the early days of specialist collecting, when collectors knew but little of plate-numbers and even Gibbons' catalogue ignored them. The Catalogue of British Stamps was a great success, but when Mr. Ewen visited France, Belgium, Germany, Switzerland and Italy during the ensuing August and September, the new information had not yet become known in those countries and he had unrivalled opportunities of purchasing rare plate-numbers at ridiculously low prices. Even "Pound Anchors" were then only quoted £3 unused and 8/- used. In the following year Stanley Gibbons' followed suit and listed plate-numbers in their well-known catalogue and Messrs. H. Hilckes & Co., Ltd., also issued a catalogue. Naturally for the next two or three years the discoveries in British postage stamps entirely filled the public eye. Those were the days of early dates, foreign postmarks, inverted watermarks, control letters, envelope die-numbers, but never a word of Railway Letter Stamps. Even postal-fiscals, private and Government telegraph stamps, circular delivery companies' stamps, College stamps, etc., attracted attention, but it is useless looking in contemporary journals for any references to Railway Letter Stamps. And all the time stamps that were destined to become some of the world's greatest rarities were being issued and used up.

During all this period the only dealer who ever mentioned railway letter stamps in his circulars or advertisements was Mr. Walter Morley (of Sittingbourne, Tottenham and Catford) but even he never gave them much attention. Nearly all the known copies—some 40 or 50—of the Kanturk & Newmarket Railway passed through his hands, being sold at from 1/- to 2/6 apiece (!) and were scattered all over the world; where they went to is unknown: less than a dozen appear to have come back on to the market, but these include a strip of three originally sold to Judge Philbrick.

In January, 1895, Mr. Morley published a wonderfully comprehensive catalogue of British stamps, and on pages 59 to 61 there is a list of 97 Railway Companies, a few of which, however, never issued letter stamps. The Kanturk was priced 1/-, unused, the Waterford and Limerick 9d., unused, the Belfast and Northern Counties, unused 6d. (these must have been the excessively rare 1891-94 printings), London Chatham & Dover imperforate, 10/- used (now almost priceless), and so on. But still no one took much interest in them, and in Mr. Ewen's No. 5 catalogue (October, 1896) they are dismissed with half-a-page, only two varieties being described, 2d. green and 2d. vermilion, a note adding "with names of various Railway Companies." In order to have these in stock, Mr. Ewen bought a number of sheets of the 15th issue (6.96) of the London & South Western Railway,

but did not bother about the red ones! From November 1895 to December 1897 he edited and published the *English Specialists' Journal*, but no mention of Railway Letter Stamps was made therein.

Collectors of Railway Letter Stamps appear on the scene. The next scene in the history of these stamps is the London Philatelic Exhibition, opened at the end of July, 1897. For this Exhibition Mr. Ewen increased his stock of the green stamps by buying sheets of the 17th issue (3.97) of the London & South Western Railway, and also imported some sheets of the red Waterford, Dungarvan & Lismore and blue Cork & Macroom Railways. At the Exhibition, Mr. C. F. Dendy Marshall came to Mr. Ewen's stall and asked to see any of these stamps, but was told only "green, blue and red were in stock and it was considered these three varieties were sufficient to collect, the name being immaterial!" This reads curiously at the present day.

When the Author was compiling his No. 6 Catalogue of British Stamps, which was published in March, 1898, he intended to stick to the "green, blue and red" theory, but at the last moment a list of the Companies issuing the stamps—minus any details—was included. In the meantime, July, 1897, Mr. Walter Morley had published the second edition of his Catalogue of British Stamps, in which he devoted many pages to a Catalogue of Railway Newspaper Stamps and also reproduced his old list of Railway Letter Stamps. The Kanturk and Newmarket was now quoted 4/- and prices generally had advanced.

During 1897, Mr. C. F. Dendy Marshall continued to collect these stamps in a more scientific manner than anyone had adopted before, and it was due to his efforts that Mr. Ewen eventually took them up, although at first only with the idea of obliging clients of his firm. At the latter end of 1897 articles appeared in the *London Philatelist* and *Stanley Gibbons' Monthly Journal*, from the pens respectively of Mr. Marshall and Mr. T. A. Stodart, of Dublin. No one however took any notice of printings, varieties being limited to the gauge of perforation or difference in design.

On October 16th, 1897, Mr. Ewen commenced the publication of *L'Estrange Ewen's Weekly Circular*, which was the first weekly stamp paper ever published in Europe. In the issue of 5th March, 1898, appears his first advertisement of Railway Letter Stamps, in the shape of an announcement that "a fine stock is now on hand; approval books sent out in order applications received." A fortnight later a list of 85 Companies was given and the price for the stamps of each (in most cases 9d. unused) given.

In the issue of 9th April, 1898, we read:—"Railway Letter Fee Stamps are very much in demand just now. Nearly every leading specialist of British stamps has now a collection, and as a natural consequence, the obsolete varieties are increasing enormously in value. The stamps of the Aylesbury and

Buckingham and M.S. & L. Railways are quoted double last week's prices. There seems to be some doubt as to whether stamps were ever issued by the Ayrshire and Wigtownshire and City of Glasgow Union Railways."

It was about February or March, 1898, that collectors woke up to the fact that these stamps could be had by applying to station-masters and booking clerks, and as a chance result of one of these enquiries Mr. Marshall secured some of the 1st issue North-Eastern, printed in red, which he exchanged with Mr. Ewen at 20/- each. But how ignorant collectors were in those days may be gathered from the following note in *Ewen's Weekly Circular*, of 11th June, 1898: - "The collection of these Railway Letter Post Stamps is by no means an expensive matter, as nearly all current varieties may now be obtained from dealers at 3d. or 4d. apiece, and only four of the obsolete varieties are quoted over 20/- each."

The history of Mr. Ewen's purchases of these stamps. Once started, Mr. Ewen quickly took the lead in all matters relating to railway letter stamps. Fortunately, he kept a copy of every letter he wrote to railway officials, so that it is an easy matter to trace the history of these stamps and of how a realization of the true state of things was brought about. At first it was supposed—if anyone ever gave the matter any thought at all—that the printings of these stamps were as indistinguishable as those of, say, the current British postage stamps, and only different colours, designs and perforations were sought after. The first letters in Mr. Ewen's letter-book are addressed to "The Booking-Clerk, — Station," and are dated 28.2.98, 1/6 being sent to each of 15 Companies. On 4.3.98, and throughout the month, further and larger batches of requisitions were sent out, the result from the first lot having shown that this method of procuring the stamps was practicable.

On the 4th April, 1898, these tactics were further developed by sending a reply postcard to every station on the Furness Railway (ascertained from Bradshaw) asking if they had any of the first issue with inscription "The Furness Railways" with final S. Although all did not reply, a considerable number of the rare stamps were located but no station had more than eight or nine and most only one or two, as the Company very rarely sent out more than a sheet of ten at a time. Many of these stamps were unfortunately sold or exchanged without a true appreciation of their interest, for at that time no account of the printings was taken and it is quite possible some that were disposed of were the exceedingly rare 1st and 2nd issues (see *E.W.C.*, 17.4.98). A few of those received were damaged and these were thrown in for nothing in a small parcel of various Railway Letter Stamps sold to Mr. Walter Morley in April, 1898. Some few years later Mr. Ewen had to buy back one of these damaged Furness for 30/-, it being one of the two known copies of type 10 of the 2nd issue! Moral, never despise a damaged stamp.

Mr. Ewen's next move was to offer the Cork and Macroom Direct Railway 4d. each for their remaining stock of the blue stamps, the subsequent issues to be printed in the regulation green colour. In the eyes of collectors this will doubtless be considered a very reprehensible transaction, and it met with just punishment, being unsuccessful financially. Moreover if the same amount of money had been invested in writing to station-masters on some of the larger lines, a golden harvest would have resulted. Early in April, 1898, enquiries were sent out to a number of railway companies which were not given in the list in the Post Office guide and commencing the 5th April 1898, a new system of getting the stamps was commenced. Stamped envelopes with a blank sheet of paper in them and addressed to Mr. Ewen were sent to various booking-clerks with a request that they should cause them to be forwarded from their respective stations by railway letter post, the necessary fee for the railway stamp being enclosed in postage stamps. As a result of these methods Mr. Ewen discovered the stamps of the East London Railway on 6.4.06 and a few days later those of the Glasgow, Barrhead and Kilmarnock Joint Railway.

More experiments in procuring stamps. On the 13th April, 1898, Mr. Ewen wrote to the North Eastern Railway Company asking if "the vermilion issue made in 1891 was ever called in, and if not, whether in your estimation I should be likely to obtain specimens at any stations on your line." The reply was evidently favourable as Mr. Ewen sent a reply postcard of enquiry to every one of the 500 stations on the line. The result was somewhat surprising; probably over 50 stations confessed to having red stamps on hand; in fact two or three had still the original sheet of 30 sent to them in February, 1891.

Meantime enquiries were proceeding on other lines and nearly all the old "Severn and Wye and Severn Bridge" stamps were secured. There must have been about 300 of them altogether, and as a result of this purchase it was ultimately discovered that although issued in sheets of 12, these stamps had originally been printed in sheets of 24 and were also on two different qualities of paper. Enquiries were also proceeding in many other directions, the remainders of the Pembroke and Tenby being discovered (2nd issue only), and also those of the Eastern and Midlands. Major Evans had been the only possessor of the latter and during the early days they were one of the great rarities. During May, 1898, Mr. Ewen secured about 2,000 of the remainders and nearly every collector now has them, although a mint sheet is still unknown. The remainders were mostly stuck together or torn into strips. A few entire sheets without gum are known. Other collectors do not seem to have been very enterprising during this period, although Mr. C. F. Dendy Marshall discovered the holder of the Aylesbury and Buckingham remainders and is probably the only collector who ever succeeded in getting him to part with any. Mr. T. A. Stodart was also continuing his enquiries amongst the

Irish Railway Companies, but hardly anyone appears to have ever thought of *writing* to the stations, although several collectors made a point of enquiring at stations they passed in travelling about.

Meantime the volume of correspondence with clerks on the Furness Railway was growing and early in May, 1898, the Company requested to know what it was all about. The matter resulted very favourably; the Company sent a circular to the stations asking them to return all the "plural" stamps to the Head Office, and these were then sent to Mr. Ewen. Amongst them were three entire sheets and a block of the 3rd issue, unexpectedly recovered from one of the large stations. No other entire sheets have ever been discovered nor are any known of the first two printings, although with the help of his previous acquisitions Mr. Ewen has managed to reconstruct sheets of both; only a single stamp of one of them is still missing.

On the 24th May, 1898, Mr. Ewen invited the North-Eastern Railway Company to recall from their stations all the red stamps, which they very kindly consented to do and ultimately found over 1,000 of them. Probably 100 or more had been previously found at stations by other collectors, but only one complete mint sheet still survives. The real rarities at that time were not the red ones, but the early green stamps; no one, however, as yet knew it. On the 2nd June, 1898, Mr. Ewen had another stroke of good fortune and purchased the remainders of the Clogher Tramway Co., including the only two known sheets, and soon afterwards the remainders of the West Lancashire Railway were also secured. These were the stamps recalled from the stations; the unissued remainders have never been discovered, and may have been destroyed.

It would take too long to describe all the successful enquiries made by Mr. Ewen—and there were many failures besides—but it is a matter of surprise that other collectors should have shown so little enterprise and should have left the field pretty much to him to do as he liked. The Cockermonth, Keswick and Penrith Railway yielded a rich haul of the old dark green stamps, this being noteworthy as the first search for a printing distinguished solely by shade. The Barry Railway called in the stamps numbered under 2800 on the chance of finding some amongst them with the large control number (another variety that was beginning to be taken note of) but without success, although they found the famous strip of three Barry Dock, a stamp which has come to be looked upon as the "Post Office Mauritius" of Railway Letter Stamps. Mr. Walter Morley had the only known copy of the large Control Barry at that time, but Mr. Erskine Beveridge saw the approval book first and secured it. Mr. Courtenay Welch had an unused pair among his duplicates at the time but this fact did not become known until many years afterwards.

On the 2nd June, 1898, the station master at New Luce wrote:—"I have not succeeded in finding an Ayrshire & Wigtown-

shire, but I have got one of the Portpatrick and Girvan Joint Line ; do you wish to have same?" Needless to say, Mr. Ewen did, as it was the first copy ever discovered of this Company's stamps. No one, in fact, knew any had ever been issued. Another copy was soon after found amongst his duplicates by Mr. J. J. F. X. King, of Glasgow, and in recent years the printer's proof-sheet of a second and unrecorded printing turned up.

In the early part of June, 1898, it was beginning to be admitted that the different printings were separate collectible varieties *when the stamps were numbered*. This is evident from the fact that on the 9th June Mr. Ewen wrote to the Manchester South Junction & Altrincham Railway regretting that they could not trace any of the 1st issue (as a matter of fact at that very time two of the stations had them!), and asking if they could confirm his supposition that each thousand in the consecutive numbering represented a separate printing. But in the case of the majority of the Companies, nothing had yet been done to find out to what extent the numbering varied.

During all this time Mr. Ewen had no thought of seriously collecting the stamps and several gems of the first water were disposed of through ignorance that they were varieties that would never again be replaced. The first Glasgow, Barrhead and Kilmarnock obtained were 1st issue, but it was not then even known the 1st issue could be distinguished from others and only one was saved. The first 1/6 sent to the Belfast and Northern Counties Railway brought an entire sheet of the 25th issue (cat. £5 to-day) which as it happened was the last issue to be made of type I., but in ignorance of its value it was torn up and sold at 9d. per stamp! No entire sheet exists to-day of this printing! In fact, except of the 8th issue, *no entire sheet exists of any of the 25 printings of type I.* At that time there must have been hundreds of type I. at the stations, but no one wrote for them and a year later an event had occurred which rendered it too late. It was a tragedy of ignorance; no one even dreamed these stamps comprised so many distinguishable varieties.

Mr. Ewen's private collection is commenced. Amongst the thousands of letters of which copies are preserved, the first reference to Mr. Ewen's private collection is contained in one dated 15th June, 1898, to the South Eastern Railway asking for an entire sheet and requesting that it be unsevered and perfect as it is for his private collection. Subsequently the best of everything was reserved for this collection which from the commencement aimed at entire sheets. It was at first mounted in one of Messrs. Whitfield King & Co.'s Interchangeable Albums. The formation of this collection very quickly led to the important discovery that Railway Letter Stamps were being frequently printed and differed each time to either a greater or less extent. But for some little time not much importance was attached to printings distinguished by shades, unless very striking as in the case of the Cockermonth, Keswick and Penrith Railway.

During June and July many companies called in their old stamps for Mr. Ewen, but it must be remembered that he was not specially favoured. Other collectors do not seem to have taken any trouble in making enquiries whereas from March to August, 1898, Mr. Ewen wrote about 2,000 enquiries. In all cases where there were other enquirers Mr. Ewen came off very badly. In one notable case both he and Mr. T. A. Stodart were trying for a proof of the Ayrshire and Wigtownshire Railway. This was eventually given to Mr. Stodart on the grounds that Mr. Ewen was a dealer and the company objected to dealing! It so happens Mr. Ewen wanted the proof for his private collection, whereas Mr. Stodart wanted it to dispose of to Mr. Walter Morley who in turn sold it for £16 to Mr. Erskine Beveridge, all within a few days!

During June, 1898, the early issues of the South Eastern Railway were called in and most were secured by Mr. Ewen. In fact, hardly anyone else asked for any.

At the commencement of July, 1898, the study of the printings had so far advanced that when on July 4th, 1898, Mr. Ewen received a copy of the Cavan, Leitrim and Roscommon forgery from another dealer who described it as an undiscovered early printing, he was able at once to describe it as bogus. This month was one of considerable danger to the hobby, as not only was there a tendency to create reprints and forgeries, but the Railway Companies at a conference at the Clearing House decided the sale of these stamps for collecting purposes could not be acceded to. Hardly any of the Companies have however supported this decision. Even the Chairman, Sir William Pollitt, on several occasions subsequently consented to let Mr. Ewen have stamps; in fact, almost all Companies have continued to meet any reasonable request in a courteous and friendly manner.

During July and August, 1898, the first issue of the Neath and Brecon Railway was called in, Mr. Ewen's share being a block of 9, and on 29th August, 1898, he received a magnificent lot from the Cork, Bandon and South Coast Railway which resulted in the discovery and classification of all the printings except the 4th. Amongst them was a block of six of the 1st issue without index-number in top corner, a hitherto unsuspected variety. It is safe to say the receipt of this packet gave as much pleasure as the find of a Post Office Mauritius would to a collector of postage stamps.

On the 5th September, 1898, Mr. Ewen secured 201 of the older issues of the Cambrian Railway, an absolutely unrivalled lot, but through ignorance of the difference between the 1st and 2nd printings it is probable some of the latter were erroneously exchanged as duplicates, and to-day even a reconstructed sheet is unknown. The separate identity of the 2nd printing was not discovered till seven years afterwards. During September also the first specimens of the City of Glasgow Union Railway were discovered by Mr. G. F. Napier and sold to Mr. Walter Morley, who in turn sold most of them to Mr. Ewen.

On October 1st, 1898, Mr. Ewen found three of the unnumbered 1st issue of the Manchester, South Junction & Altrincham at Old Trafford station; it is surprising they were still on hand. But what is still more surprising is that although Railway Letter Stamps had been claiming a very fair share of public attention for nine months only one man had enquired for stamps at Old Trafford and he only took six of the nine they had on hand! At two other of the nine stations there were old issues of great rarity but although it would have cost only 3/- to discover them, no one had taken the trouble of enquiring for them! The finder of the six, Mr. G. A. Saatweber, soon after sold his collection to Mr. Ewen for what would now be considered an old song; included in it were also most of the unnumbered Somerset & Dorset now known.

Early in October, 1898, Mr. Ewen published a reference list of these stamps, but a great mistake was made in not pricing it. It is, however, of considerable interest as showing the lamentable state of ignorance which even then prevailed. How dimly the existence of the hundreds of printings was then perceived may be inferred from the description of the North Eastern Railway issues.

Posting 1000 letters in a day. On or about the 10th October, 1898, Mr. Ewen despatched 1000 requests to station-masters, asking each to forward a letter by railway, the necessary fee being enclosed. These letters were numbered 2001 to 3000, and many are still in existence, although the stamps were soaked off most (one is illustrated on page 36 of this Catalogue). About 950 of the station-masters acceded to the request, and many interesting discoveries resulted.

About 50 of the letters came from stations on the Midland Railway and another 50 from N.E.R. stations, and revealed the frequency of printings for these Companies, but whilst correspondence with the latter Company resulted in December, 1898, in all the stamps numbered under 100,000 being recalled and handed to Mr. Ewen, that with the Midland Railway appears to have resulted a year or two later in the recalling from most stations of the old issues and their destruction merely to prevent any possibility of their falling into the hands of stamp collectors! A magnificent lot of old issues must have perished in this way—if indeed the report is true.

It was on the 14th October, 1898, that Mr. Ewen wrote to the North-Eastern Railway Company:—"I find that the list of your green stamps given in my catalogue is very incomplete. I have only about 25 copies (apart from entire sheets of the last two issues) to draw my information from. . . . No fewer than 2,364 of the old stamps, numbered between 18,000 and 100,000, were found and arrived on December 10th. They certainly formed the finest lot of stamps Mr. Ewen ever saw, and as a find may be compared with Mr. Stanley Gibbons' historic sack of Cape Triangulars. Every issue was represented except the 2nd and 10th and all, of course, were unused. Another

discovery made as the result of sending these thousand letters, was the fact that Fenny Compton was still using first issue E. & W. Junction, but Mr. Ewen was only allowed to have two. Some of these 1000 letters sent from the N. of Ireland actually had specimens of the Belfast Companies attached, which are to-day unique, but as the printings of these Companies were only distinguished by shade, Mr. Ewen did not even take the trouble to write and ask the stations if they had any more!

Early in 1899 a collector discovered that many of the stations on the Metropolitan Railway, between Baker Street and Harrow, still had the first issue on hand, and he obtained most of them used. Mr. Ewen had previously enquired at one of these stations, but was told stamps were not issued on that section of the line and omitted to verify the information at a second station.

On the 30th September, 1899, the first number of *Ewen's Weekly Stamp News* appeared and a few weeks later the Colonial Stamp Market was inaugurated, with the result that Railway Letter Stamps were neglected during the winter of 1899-1900, although an Exchange Club which had been established in January, 1899, for the exchange of duplicates amongst Railway Stamp collectors lingered until February, 1900. With the summer of 1900 came the great boom in V.R.I. stamps, and British stamps of all kinds finally fell into neglect. In September, 1900, Mr. Ewen sold his collection of Railway Letter Stamps (mounted in five interchangeable albums) to the Earl of Crawford for £1,500, retaining only the duplicates. In the meantime other collectors seemed to have lost interest and all enquiries apparently dropped.

Modern History of Railway Letter Stamp Collecting. In October, 1900, after 18 months of comparative idleness in this direction, Mr. Ewen commenced his enquiries for the History of Railway Letter Stamps. This was eventually published a year later at a loss of £300 but it provided collectors at the moderate cost of a guinea with an immense amount of new information. In connection with the compilation of this book some thousand enquiries were made, and after some little time Mr. Ewen found it necessary to form his duplicates into a second collection arranged, thanks to the mass of fresh information being obtained, in a far more scientific manner, the stamps now being classified by printings. It was in trying to distinguish the printings of un-numbered stamps that the study of the plates and transfers commenced.

After the publication of the History, Mr. Ewen continued to collect, and his second collection kept on growing until it was considerably larger than the first one, but whilst the second was remarkably strong in the later issues the first was richer in the earlier ones. It was about this period that Mr. Ewen finally ceased to deal in Railway Letter Stamps. For some unfathomable reason the Railway Companies object to the stamps being made the subject of trade, even though such bartering is a con-

venience to collectors. However unreasonable this view may seem, Mr. Ewen decided to meet the wishes of the Companies, being indebted to most of them for many kindnesses, and in recent years has not so much as exchanged a duplicate, although of course reserving the right to sell his collection at any time should he wish to retire from the hobby.

Although the second collection was classified according to printings and transfers, it was difficult to properly describe them, because the earlier history was a blank, investigations on a scientific basis not having been commenced until after the first collection had passed out of Mr. Ewen's hands. The printings could not be numbered or definitely assigned to their dates. The two collections were so exactly the complement of each other that it seemed a pity not to amalgamate them and Lord Crawford, on being approached in July 1903, kindly consented to let Mr. Ewen re-purchase the first collection. The two collections when amalgamated were mounted in fifteen large interchangeable albums specially manufactured to take entire sheets without folding and at the present date the number of volumes has grown to 25, with every prospect of an early increase to 30.

Since 1904 the work of hunting up old issues at the stations has again proceeded and strange to say no other collector appears to have shown any enterprise in this direction in the meantime, as Mr. Ewen was able to take up the work again very much where he left it. In 1905 some very choice finds were made, notably in the early issues of the Great Southern and Western, Great Northern (both England and Ireland), Great Eastern and the Scottish Railways. Mr. Ewen has now nearly completed the task of writing to every station in the kingdom, only about 700 or 800 stations remaining, chiefly on the Great Western and the London and North Western Railways, the only fields as yet unexplored. Nearly 7,000 railway letters alone have been forwarded to Mr. Ewen in the last two years, besides a considerable correspondence.

As a result of these thousands of enquiries spread over eight years it has been found possible to almost complete the history of the stamps. Nearly all transfers have been discovered and described and as already stated Mr. Ewen has succeeded in getting for his collection no fewer than 13,278 of the 16,217 types known to exist.

It may perhaps be of interest to give a list of the stamps still unknown.

Barry Dock & Railways, 2nd issue, 3.94.

Hull & Barnsley, 3rd issue, 10.02. Probably not yet issued.

Macclesfield Committee, 2nd issue, 6.91.

Manchester, South Junction & Altrincham, 3rd issue,—.93, numbered in manuscript.

North-Eastern, 10th issue, 4.93. Known used but not issued.

- North Wales & Liverpool, 3rd issue, 4.99. Probably never issued.
- Pembroke & Tenby, 1st issue, 1.91. Unknown until this year, when a used copy was discovered.
- Wigan Junction, 2nd issue,—.04. Doubtful if ever issued.
- Ayrshire and Wigtownshire. Only a proof is known.
- Glasgow, Barrhead & Kilmarnock Joint, 2nd Issue. —92.
- Highland, 7.92, 2nd Issue.
- Ballycastle, 1st, 3rd, 4th, 5th, 6th Issues all unknown (1891-1894), except proofs of 1st, 3rd and 5th.
- Belfast & County Down, 2nd and 7th Issues unknown.
- Belfast & Northern Counties, 11th, 14th, 16th, 22nd and possibly other earlier issues unknown.
- Finn Valley. Known used but not unused.

A total of 20 issues entirely unknown. The other principal discoveries waiting to be made are as follows:—

- Great Western Railway, 1st Issue. All 60 types are known but in the absence of blocks 16 of them cannot be placed.
- London, Chatham & Dover. The order and identity of the 1891-97 printings is very uncertain. Transfers I. and II. are not yet completely identified. Nos. 1 and 2 of transfer IV. are unknown and would be specially interesting in view of the irregularity in the intermediate types.
- London, Tilbury & Southend. The number of printings before 1898 is uncertain.
- Manchester, Sheffield & Lincolnshire. Absence of sufficient material prevents the 2nd to 7th issues being definitely identified.
- City of Glasgow Union. Transfer types are unidentified.
- Glasgow, Barrhead & Kilmarnock Joint. Knowledge of transfers I. to IV. is very insufficient.
- Great North of Scotland. Transfer I. not yet completely described.
- Highland Railway. Identity of 3rd issue doubtful.
- North British. Order of first three printings not quite certain.
- Portpatrick & Girvan Joint. Number of printings unknown.
- Portpatrick & Wigtownshire. The 1891 printings are not yet definitely identified.
- Ballycastle Railway. Early history almost unknown.
- Belfast & County Down & Belfast & Northern Counties. Early history very uncertain.

The Principal Types of Railway Letter Stamps.

McCorquodale & Co.,
London and Newton.



McCorquodale & Co.,
Glasgow.



Waterlow & Sons,
London



Bemrose & Sons,
Derby.



Blacklock & Co.,
Manchester.



Sealy, Briers & Walker,
Dublin.



Finn Valley. Transfer types mostly unknown.

Great Northern (Ireland). Types of transfers I., II. and III. only partially known.

Great Southern & Western. Number of printings from transfer II. unknown; probably either 1, 2, 3 or 4.

Kanturk & Newmarket. Transfer types not all known.

Sligo, Leitrim & Northern Counties. Early history very insufficiently known.

Waterford & Central Ireland. Transfer I., types unknown.

Waterford, Limerick & Western. Types of transfer I. unknown.

There are also many finishing touches to be put to the order of the printings in such companies as the London & South-Western (the 1893-95 issues being at present arranged on very slender evidence), London, Brighton & South-Coast (1892-94 issues), etc.

To those collectors who wish to study these stamps the following hints may be given. (i.) Collect only in entire sheets and commence with a small group of the Companies; (ii.) mount the stamps in an album of which the leaves are at least $13 \times 10\frac{1}{2}$ or even $14 \times 10\frac{1}{2}$ in.; (iii.) mount the stamps sideways so that in turning over the leaves they fall away from you; (iv.) devote at least four leaves to each printing; (a) for notes, printed extracts, description of types, etc.; (b) for shades, postmarked copies, etc.; (c) for an entire sheet, unsevered if possible, otherwise reconstructed; (d) specimens on entire. In some cases *b* and *c* can go on the same page; in others *c* requires several pages if each pane is put on a separate page; (v.) a damaged copy of a type is better than none at all; (vi.) in collecting these stamps do not be dependent on stamp dealers; (vii.) don't be afraid to put your modest request before the secretary or other high official of a railway company; (viii.) the majority of Companies have no objection to your sending a letter to a station-master asking him to stick a letter stamp on it and forward by train, but the necessary fee must be enclosed; (ix.) it is advisable to hunt up the correct postal address of a station before writing to it; (x.) many Companies do not even object to their station officials being written to for unused stamps; (xi.) although there is little chance of now finding any of the great rarities at the stations, there is always a slight chance and in any case many of the issues of five or even ten years ago are still to be found with a little trouble; (xii.) keep an exact record of what your collection costs you: it will be interesting in future years. The author's remarkable collection catalogues some £27,000, but only cost between £2,000 and £3,000; (xiii.) set to work and think out other ways of getting the stamps; there are many ways not even hinted at in this preface, but let them be honest and fair.

ENGLAND AND WALES.

Name of Railway Company.	Number of stamps printed to date.	Number of different types.	Do., wanting in Mr. Ewen's Col'ction	Size of sheets as printed.	Address of Secretary.
Aylesbury & Buckingham	600	12	—	12	(now G.W.R.)
Barry Dock & Railways	1,000	24	20	12	(now Barry .
Barry Railway	17,800	84	11	12	Barry Dock, South Wales.
Brecon & Merthyr	9,500?	60	—	60	132, Palmerston Bld., Old Broad St., E.C.
Cambrian Railways	13,000?	72	4	12	Oswestry.
Cheshire Lines Committee	42,120	48	—	24	Central Station, Liverpool.
Cleator & Workington Junction	2,976	12	—	12	Central Station, Workington.
Cockermouth, Keswick & Penrith	3,200?	36	—	12	Keswick.
Colne Valley	1,000	12	—	12	Halstead, Essex.
East & West Junction	6,000	72	21	24	Stratford-on-Avon.
Eastern & Midlands	20,000	30	—	30	(Now Mid. & G.N. Jt.)
East London	1,120	14	—	2	31, Queen Street, London, E.C.
Furness Railway... ..	9,000	70	1	10	Old Terminus, Barrow-in-Furness.
Garstang & Knot End	1,000	12	—	12	Garstang, Lancs.
Great Central	13,403	216	8	12 to 48	Marylebone Station, London, N.W.
Great Central & Midland Jt. Com.	1,440	12?	—	12?	
Great Eastern	137,500?	390	75	30, 60	Liverpool Street Station, London, E.C.
Great Northern	78,000?	360	36	60	King's Cross Station, London.
Great Northern & G.C. Rlys.	6,000	60	—	60	
Great Western	290,000?	180	—	60	Paddington Station, W.
Great Western & G.C. Jt.	G.W. sur.	60	—	60	
Hull & Barnsley Co.	3,000	30?	10	10	Charlotte Str., Hull.
Isle of Wight	1,002	12	—	12	Sandown, I.W.
Isle of Wight Central	2,484	24	—	12	Newport, I.W.
Lancashire & Yorkshire	36,716	342?	49	24 to 54	Hunt's Bank, Manchester.
Lancs., Derby & E. Coast	2,576	120	4	24	Chesterfield.
Liverpool, St. Helens' & S. Lancs.	240	12	—	12	(Now G.C.R.)
London & North-Western	220,000	420	30	60	Euston Station, London, N.W.
London & South-Western	153,000	924	211	12, 24	Waterloo Station, London, S.E.
London, Brighton & South Coast	153,000	672	101	12, 24	London Bridge Terminus, S.E.
London, Chatham & Dover	5,516?	252	109	12	(Now S.E. & C.R.)

London, Tilbury & Southend ...	26,400?	288	21
... ..	1,888	42?	6
Manchester & Milford ...	13,000	48	—
Manchester, Sheff. & Lines. ...	13,842	239?	104
Manchester, S. Junc. & Altr. ...	6,276	187	48
Maryport & Carlisle ...	1,860	60	5
Metropolitan ...	20,400	1200	397
Metropolitan & G.C. Jt. ...	1,200	60	4
Midland ...	174,000	840	233
Midland & G.N. Joint ...	6,000	60	—
Midland & S.W. Junc. ...	4,800	24	—
Neath & Brecon ...	1,508?	84	—
Northampton & Banbury ...	720?	36	—
North-Eastern ...	262,000	2730	387
North London ...	3,840	48	—
North Pembroke & Fishguard ...	200	8	—
North Staffordshire ...	43,200	148	—
North Wales & Liverpool ...	1,092	48	12
Oldham, Ashton & Guide Bridge ...	1,228	36	—
Pembroke & Tenby ...	2,000	24	11
Port Talbot & Docks ...	500	24	—
Rhondda & Swansea Bay ...	2,000?	48	—
Rhymney ...	6,000	120	—
Severn & Wye & Severn Bridge ...	1,000?	24	—
Severn & Wye Joint ...	3,500?	24	—
Sheffield & Midland ...	4,546?	156	61
Somerset & Dorset Jt. ...	7,000	168	20
South Eastern ...	60,000	384	133
South Eastern & Chatham ...	80,000	540	—
Southwold ...	500?	12	—
Taff Vale ...	10,000	24?	12?
West Lancashire... ..	5,000?	24?	12?
Wigan Junction ...	480	24	12
Wrexham, Mold. & Connah's Q. ...	3,000	32	20
Totals ...	2,001,173	12458	2188

24	Fenchurch Str. Station, E.C.
6, 12	(Sec., G.C.R. Marylebone Stat., N.W.)
12, 24	(Now G.W.R.)
6 to 36	(Now G.C.R.)
12, 25	Oxford Road Station, Manchester.
12	Maryport.
60	32, Westbourne Terrace, London, W.
60)
24	Derby.
60	Austin Street, King's Lynn.
24	Swindon.
8, 12	Neath.
12	3 Grt. Winchester St., London, E.C.
30	(Accountant, Newcastle-on-Tyne).
12	(Gen. Manager, Broad Str. Stat., E.C.)
8	(Now G.W.R.)
8, 20	Stoke-on-Trent.
12, 24	(Now G.C.R.)
6, 12	(See Secretary G.C.R.)
12	(Now G.W.R.)
24	Port Talbot, S. Wales.
24	8, Fisher Street, Swansea.
60	Cardiff
24	(Now S. & W. Jt.)
12	Lydney, Glos.
12 to 48	(Now G.C. & M. Jt.)
24	Bath.
24, 60	(Now S.E. & C.)
60	London Bridge Station, S.E.
12	17, Victoria Street, London, S.W.
24?	Cardiff
24?	(Now L. & Y.)
24	(Now G.C.R.)
12, 20	(Now G.C.R.)

SCOTLAND.

Name of Railway Company.	Number of stamps printed to date.	Number of different types.	Do. wanting in Mr. Ewen's Collection	Size of sheets as printed.	Address of Secretary.
Ayrshire and Wigtownshire	2,004	12	12	12	(Now G. & S.W.)
City of Glasgow Union	1,000?	12	6	12	(Now G. & S.W. and N.B.)
Caledonian	121,000?	180	26	—	302, Buchanan Street, Glasgow.
Dumbarton & Balloch	528	12	—	12	21, Hope Street, Glasgow.
Dundee & Arbroath	7,200	24	—	12	Dundee.
Glasgow and South Western	27,072	144	3	12, 24	St. Enoch Station, Glasgow.
Glas., Barr., & Kilmarnock	8,000?	72	33	12	14b, Bridge Str., Glasgow.
Great North of Scotland	42,000?	156	40	12 to 48	80, Guild Str., Aberdeen.
Highland	43,260	216	45	12 to 48	Inverness.
Invergarry and Fort Augustus	1,000?	12	—	12	
North British	180,036	216	5	12 to 48	23, Waterloo Place, Edinburgh.
Portpatrick & Girvan, Joint	2,016?	24	14	12	(Now P.P. & W.)
Portpatrick & Wigtownshire	8,064	48	15	20	Carlisle.
Totals	443,180	1128	199		

IRELAND.

Ballycastle	7,458?	117	69	9, 18	Ballymoney.
Belfast & Co. Down	12,755?	135	52	9, 18	Queen's Quar., Belfast.
Belfast & N. Counties	50,698?	396	186	9 to 36	(Now Mid. N. Cos.)
Castlederg & Victoria Bridge	2,000?	48	—	24	Castlederg.
Cavan, Leitrim & Roscommon	2,400?	24	—	24	(Now C. & L.)
Down & Connor Railway	2,400	24	—	24	37 College Green, Dublin.

2,000	24	—	
Clogher valley Railway	10,000	48	—
Cork & Macroom Direct	2,000	24	—
Cork, Bandon & S. Coast	34,500	180	4
Cork, Blackrock & Passage	900	36	—
Donegal	13,000	74	2
Dublin, Wicklow & Wexford	36,000?	180	—
Dundalk, Newry & Greenore	1,500	60	—
Finn Valley	2,000?	24	20
Great Northern (Ireland)	90,000	192	56
Great Southern & Western	114,000?	312	49
Kanturk & Newmarket	100?	24	16
Londonderry & L. Swilly	15,000	70	—
Midland Grt. Western	60,000	120	—
Midland, N. Cos. Ctee.	9,000?	9?	—
Sligo, Leitrim & N. Cos.	6,690?	90	26
Tralee & Dingle	10,000?	48	—
Waterford & C. Ireland... ..	3,000	72	23
Waterford & Tramore	1,000	24	3
Waterford, Dungarvan & Lismore	1,576?	48	—
Waterford & Limerick	3,000?	72	25
Waterford, Limerick & Western	7,496?	132	21
West Clare	48,000	24	—
	548,473	2631	552

SUMMARY

England & Wales	2,001,173	12,458	2,188
Scotland	443,180	1,128	199
Ireland	548,473	2,631	552
	2,992,826	16,217	2,939

24	(Now Cl. Rail.)
48	Aughnacloy, Co. Tyrone.
8	Cork.
12, 60	Cork.
12	Cork.
10 to 60	Stranorlar, Co. Donegal.
60	Westland Row Station, Dublin.
20	(Same as L. & N.W.)
24	(Now Don.)
24, 48	Amiens Str. Station, Dublin.
24, 48	Kingsbridge Terminus, Dublin.
24	(Now G.S. & W.)
40, 30	Londonderry.
60	Broadstone Terminus, Dublin.
36?	York Rd. Terminus, Belfast.
9	Enniskillen.
48	Nelson Str., Tralee.
24	(Now G.S. & W.)
24	Waterford.
24	(Now G.S. & W.)
24	(Now G.S. & W.)
24, 12	(Now G.S. & W.)
24	39, Dame Street, Dublin.

SCOTLAND.

AYRSHIRE & WICTOWNSHIRE RAILWAY.

February 1st, 1891, to January 31st, 1892 (when the line was acquired by the Glasgow & South-Western Railway). Lithographed by Messrs. McCorquodale & Co., Ltd., Glasgow.

Transfer I.

Intermediate types.	Transfer types (supposed).	Sheets as issued.	Unused.	Used.
(Unknown)	1 2 3 4 5 6 7 8 9 10 11 12	Types 1 12	s. d.	s. d.
2d. green, perf. 12.				
(1st) 1.2.91 (2004 stamps)				(Unknown)
(a) Proof, imperf., dark olive-green...			£40	—

Transfer II.

This printing never got beyond the proof stage and was only done to oblige collectors in 1897 or 1898. Messrs. McCorquodale used their stock die II. (with coloured dot over 1st N of "Conveyance") whereas the originals were from die I. Proof, 2d. black, imperf., 10/.

CALEDONIAN RAILWAY.

February, 1891. Lithographed by Messrs. McCorquodale & Co., Ltd., Glasgow.

Transfer I.

The stone was retouched several times during printing. So far three sets of retouches have been discovered.

Transfer types*			
1	2	3	4
5	6	7	8
9	10	11	12

* For description of types and retouches, see *K.H.S.N.*, 9.9.05

2d. yellow-green, perf. 12.				
(1st) 23.1.91, I. (2000 stamps).				
(a) State A.	20	0	20	0
(b) States B, C, D retouched	60	0	60	0

Transfer II.

All have a clear diagonal cut under Y of "Company." This cut appears also in subsequent printings, but is less clear.

Transfer types*			
1	2	3	4
5	6	7	8
9	10	11	12

* For description of types, see *K.H.S.N.*, 15.7.05.

† Unknown, except in proof-sheets.

2d. dark green, perf. 12	£5	£5
(2nd) 1.9.93, II. (5000 stamps)		
(a) Proof, black green, rough perf. ...	£5	—

Caledonian Railway—continued.

Transfer III.

Every stamp has a line clearly broken in the N.E. triangle above P of "Post."

Transfer types.*

1	2	3	4
5	6	7	8
9	10	11	12

* For description of types, see *R.H.S.N.*, 15.7.05.

	Unused.		Used.	
	s.	d.	s.	d.
2d. green, perf. 12.				
(3rd) 17.8.94, III., (12000 stamps)				
(a) deep yellowish-green	60	0
(b) green	80	0

Transfer IV.

Left outline more clearly drawn than in either the preceding or following issue.

Transfer types.*

1	2	3	4
5	6	7	8
9	10	11	12

* For description of types, see *R.H.S.N.*, 18.8.06.

2d. green, perf. 12.				
(4th) 14.3.96, IV. (6000 stamps)	...	...	£5	£5

Transfer V.

In every stamp the 5th line of shading in the N.E. triangle is broken opposite S of "Post." The left outline is very faint at top and bottom. The stamps are placed 6mm. instead of 4 or 5mm. apart.

Transfer types.*

1	2	3	4
5	6	7	8
9	10	11	12

* The 12 types have been identified, but not yet described.

2d. dark green, perf. 12.				
(5th) 9.6.97, V. (6000 stamps)	...	...	80	0

Note.—It is known that part of this supply consisted of remainders of the third printing.

Transfer VI.

In transfers VI. and VII. there is a very clear blot on two lines over LE of Caledonian. In transfer VI. the left outline is exceedingly faint at top and bottom and on some types altogether absent.

Transfer types.*

1	2	3	4
5	6	7	8
9	10	11	12

* All 12 types are known, but have never been described.

2d. yellow-green, perf. 12.				
(6th) 15.3.98, VI. (12000 stamps)	...	...	10	0
(7th) 6.9.99, (1000 stamps, probably remainders)				5

Caledonian Railway—continued.*Transfer VII.*

Coloured dot on line to left of "Caledonian" (also frequently in subsequent printings). Blot as in transfer VI. (except on type 12).

Transfer types.*
 1 2 3 4
 5 6 7 8
 9 10 11 12

* All 12 types are known, but have not yet been described

	Unused.		Used.	
	s.	d.	s.	d.
2d. bright green, perf. 12. (7th cont.) 9.10.99, VII., (11000 stamps) ...	5	0	5	0

Transfer VIII.

Blot on lines over LE in "Caledonian" wholly or partially removed.

Transfer types.*
 1 2 3 4
 5 6 7 8
 9 10 11 12

* All 12 types are known, but have never been described.

2d. deep yellow-green, perf. 12. (8th) 5.01?, VIII. (12000? stamps)	4	0	2	0
--	-----	---	---	---	---

Transfers IX., X. and XI.

Sheets of this and following printings have imperforate margins, and the stamps are perf. 11 instead of 12.

Types of transfer IX.*	Types of transfer X.*	Types of transfer XI
1 2 3 4	1 2 3 4	1 2 3 4
5 6 7 8	5 6 7 8	5 6 7 8
9 10 11 12	9 10 11 12	9 10 11 12

* All types are known, but have not yet been described.

2d. green, perf. 11. (9th) 18.11.02, IX. (12000 stamps), dark olive-green ...	...	3	0	1	0
(10th) 8.04? X. (12000? stamps) (a) green, rough-surface paper ...	...	20	0	10	0
(b) dark-green to pale grey, do. ...	...	2	0	1	0
(11th) 5.06, XI. (12000? stamps), dark to pale grey-green, thin smooth paper ...	...	1	0	1	0

CITY OF GLASGOW UNION RAILWAY.

February, 1891, to about 1897 (when the line was purchased by the Glasgow and South-Western and North British Railway Companies). Lithographed by Messrs. McCorquodale & Co., Ltd., Glasgow.

Transfer I.

Transfer types
 11 21 31 41
 51 61 71 81
 91 101 111 121

* Types unknown

† Arrangement tentative, only single copies being known

Ayrshire & Wigtownshire Railway.

Original Proof.



Ayrshire & Wigtownshire.

Proof of the 1897 facsimiles.



City of Glasgow Union.

An unused original.



City of Glasgow Union Railway—continued.

The distinguishing marks of the 6 covers in the Editor's collection are as follows:—

- 1: (a) B of "By" indented at N.W. corner.
- 2: (a) Left outline cut opposite 1st C of "Conveyance"
- 3: (a) 2nd line broken under OW of "Glasgow."
- (b) Line thinned under GL of "Glasgow."
- 4: (a) Lines of shading broken opposite S of "Letters."
- 5: (a) Large coloured blot on line under T of "City."
- 6: (a) Line over TY of "City" broken.
- (b) 2nd line over right arm of W of "Glasgow" indented.

		Unused.	Used.
		s. d.	s. d.
2d. olive-green on thick surfaced paper, perf. 12.			
(1st) 1.2.91, I.		£25	£25

Transfer II.

Reprints for stamp collectors made in 1898. The transfer was prepared from the original die. Vertical hairline under W of "Railway" on each type.

Transfer types.
 1 2 3 4
 5 6 7 8
 9 10 11 12

2d. olive-green on thin paper, perf. 12.				
(2nd) 7.98, II. (144 stamps)		5 0	—	
(a) Die proof in black		20 0	—	

DUMBARTON & BALLOCH JOINT LINE.

March, 1901. Lithographed by Messrs. McCorquodale & Co., Ltd., of Glasgow.

Transfer I.

Transfer types*
 1 2 3 4
 5 6 7 8
 9 10 11 12

*All types are known, but have not yet been described

2d. bright yellow-green, perf. 11.				
(1st) 3.01, I. (528 stamps)		1 0	1 0	

DUNDEE & ARBROATH JOINT RAILWAY.

February, 1891. Lithographed by Messrs. McCorquodale & Co., Ltd., Glasgow.

Transfer I.

Transfer types*
 1 2 3 4
 5 6 7 8
 9 10 11 12

*All 12 types are known, but have not yet been described.

2d. black-green, perf. 12.				
(1st) 1.91, I., (6000 stamps)		5 0	5 0	

Note.—The majority of these stamps have never been issued.

Transfer II.

Every stamp has a blot on N.W. triangle.

Transfer types*
 1 2 3 4
 5 6 7 8
 9 10 11 12

*All 12 types are known, but have never been described.

2d. vermilion, perf. 12.				
(2nd) 16.6.99, II. (1200 stamps)		1 0	1 0	

Glasgow & South-Western Railway.

A specimen of the exceedingly rare 2nd Issue, used as late as 1905. Enquiries led to the discovery of two more specimens, both unused.

PER *G. S. W.* RAILWAY.

FROM *Southwick* STATION

To be posted at *Dunfermline*

No. *173574* Per. *10-30 AM* Train.



The Editor,

Ewen's Weekly Stamp News,

32, Palace Square,

Norwood, London, S.E.

GLASGOW & SOUTH-WESTERN RAILWAY.

February, 1891. Lithographed by Messrs. McCorquodale & Co., Ltd., of Glasgow. Two dies have been employed, the later of which has a dot over the first and a dash under the second "N" of "Conveyante."

Transfer I. (Die I.).

Transfer types.*			
1	2	3	4
5	6	7	8
9	10	11	12

* The 12 types were described in *E.H.S.N.*, 1.7.05.

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

2d. olive-green, perf. 12, thick surfaced paper.
(1st) 2.91, I. (3000 ? stamps) 60 0 60 0

Transfer II. (Die I.).

Transfer types.*			
1	2	3	4
5	6	7	8
9	10	11	12

† Types 1, 5, 9 are unknown.

* The other 9 types were described in *E.H.S.N.*, 9.9.05.

2d. green, perf. 12.
(2nd) —.92 ? II. (3000 ? stamps) £10 £10

Note.—It is doubtful whether this is 2nd or 3rd printing.

Transfer III. (Die I.).

Transfer types.*			
1	2	3	4
5	6	7	8
9	10	11	12

*The 12 types were described in *Kewen's History*, page 273.

2d. deep green, perf. 12.
(3rd) 24.6.93, III. (3000 stamps) 30 0 30 0

Note.—A small number of sheets of this printing were issued in 1905.

Transfer IV. (Die I.).

All types except No. 12 have a coloured dot under the lowest bar in the left pillar.

Transfer types.*					
1	2	3	4	13	14
5	6	7	8	17	18
9	10	11	12	21	22
				23	24

* Types 1 to 12 were described in *E.H.S.N.*, Nos. 249 and types 13 to 24 partly in *Kewen's History*, page 275. See also *E.H.S.N.* 29.4.05.

2d. black green.
(4th) 9.4.95, IV. (3000 stamps and re-issue of 1903, 1500 ?)
(a) Perf. 12 (types 1-12, 13-24) 5 0 5 0
(b) Perf. 12 with 11 (types 1-12 only) 40 0 40 0
(c) Perf. 11 (types 1-12 only) 40 0 40 0

Transfer V. Die I.

Second bar in left pillar and shading at top of S.W. triangle roughly redrawn on most stamps. Dot between A and Y of "Railway" on all types.

Transfer types.*					
1	2	3	4	13	14
5	6	7	8	17	18
9	10	11	12	21	22
				23	24

* The 24 types were described in *Kewen's History*, page 275, except type 21 which has a dot S.W. of "G" of "Glasgow" and a blot between the two lines under the G.

Glasgow & South-Western Railway.

A specimen of the 5th Issue, used in October, 1904, from Mauchline Station.

PER *Mauchline* RAILWAY.

POST ON ARRIVAL AT

London

No. *1016*



Mr. E. C. SHEARMAN,

25, Crampton Road,

Penge



London, S.E.

Glasgow & South-Western Railway—continued.

2d. green, perf. 12. (5th) 22.1.97, V. (3072 stamps and reissue of 1903, 1500 ?)	Unused.		Used.	
	s.	d.	s.	d.
	4	0	3	0

Transfer VI. Die II.

Transfer types*			
1	2	3	4
5	6	7	8
9	10	11	12

*All types are known, and several were described in *Eisen's History*, page 277

2d. green, perf. 12. (6th) 25.10.98, VI. (3000 stamps)	4	0	3	0
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Transfers VII. and VIII. Die II.

The perforation is now changed from 12 to 11.

Types of transfer VII.*				Types of transfer VIII.*			
1	2	3	4	1	2	3	4
5	6	7	8	5	6	7	8
9	10	11	12	9	10	11	12

*All types are known. Transfer VII was partly described in *Eisen's History*, page 277

2d. green, perf. 11. (7th) 27.10.00, VII. (3000 stamps) dull green	3	0	2	0
(—) —. 2.03 ? Remainders of 3rd, 4th and 5th printings (3000 stamps)				
(8th) —. 4.05 ? VIII. (3000 stamps), light green	1	0	1	0

GLASGOW, BARRHEAD AND KILMARNOCK JOINT RAILWAY.

February, 1891. Lithographed by Messrs. McCorquodale & Co., Ltd., Glasgow. There are two types, I. and II. and a later state of type I. which we refer to as Ia.

Type I.—Line under second N of "Conveyance" and upper right hand tip of shield broken.

Type Ia.—Same type, but very much scratched and smudged, chiefly across the two left hand triangles.

Type II.—Similar to type II. of the Glasgow and South-Western and other railways, with coloured dot over first N and dash under second N of "Conveyance."

Transfer I. (Type I.)

Transfer types.			
1*	2*	3†	4†
5	6	7	8†
9	10	11	12†

* Unknown.

† Four types, whose positions are as yet not determined, are tentatively placed as No. 3, 4, 8, 12

The types known may be distinguished as follows:—

- 1, 2. Unknown.
3. (a) Hairline after top bar of 2nd E of "Fee"
4. (a) Lines faint under K of "Kilmarnock" and I of "Joint"
- (b) Line indented over L of "Letters"
5. (a) Line over ET of "Letters" broken.
- (b) Lower bar of first E of "Fee" broken like "FF E."
6. (a) Dot between X and V of "Conveyance"
- (b) White dot on foot of 2nd bar in left pillar.
7. (a) Left foot of M of "Kilmarnock" broken.
8. (a) Line between right outline and right pillar indented on right edge opposite foot of 6th bar in pillar
9. (a) White dot on line over R of "For"
10. (a) Line under T of "Joint" broken
- (b) Line over 2nd G of "Glasgow" indented.
11. (a) Right outline of stamp broken opposite T of "Post"
- (b) Top of 6th bar in left pillar defective.
12. (a) Very faint white dot on tail of "2" over C of "Kilmarnock"
- (b) Line over T of "Joint" minutely indented on top edge.

2d. dark green, olive-green, perf. 12. (1st) 2.91, I. (1000 ? stamps)	£10	£10
---	-----	-----

Glasgow, Barrhead & Kilmarnock Joint Railway.

A unique strip of the exceedingly rare 4th printing.



Glasgow, Barrhead and Kilmarnock Joint Railway—*continued.**Transfer II. (Type ?).*

Transfer types (supposed).

1*	2*	3*	4*
5*	6*	7*	8*
9*	10*	11*	12*

* Unknown.

2d. ——— ? , perf. 12.

(2nd) —.92, II. (1000 ? stamps) ... (Unknown)

Unused. Used.
s. d. s. d.*Transfer III. (Type Ia.)*

Transfer types (supposed).

1	2*	3*	4*
5*	6*	7*	8*
9*	10*	11*	12*

* Only one specimen of this issue has been seen by the Author. It has margin at left, and is provisionally referred to as type 1. It has a white dot on 6th bar in right pillar.

2d. yellow-green, perf. 12.

(3rd) —.94, III. (1000 ? stamps) ... £30 £30

Transfer IV. (Type Ia.)

Transfer types

1*	2*	3*	4*
5*	6*	7*	8*
9*	10	11	12

* These 7 types are unknown.

† These 2 types are tentatively allocated to positions 1 and 5.

Five specimens seen by the Author show the following distinguishing marks:—

- 1 (a) Upper edge of line over F of "OF" indented.
- (b) Paint white dot on 4th bar in right pillar.
- 5: (a) Right line of right pillar widely cut opposite ER of "Letters"
- (b) KIL and lines to left of 1st bar in left pillar defective.
- 10 (a) Back of second C of "Conveyance" missing.
- (b) Second line under D of "Barrhead" broken.
- 11 (a) Line over FO of "For" broken.
- (b) I of "Railway" broken in two.
- (c) Dot over E of "Single."
- 12 (a) White hairline across lower part of V of "Conveyance"

2d. green, perf. 12.

(4th) —.96, IV. (1000 ? stamps) ... £20 £20

Transfers V. and VI. (Type II.)

Types of transfer V.*

1	2	3	4
5	6	7	8
9	10	11	12

Types of transfer VI.*

1	2	3	4
5	6	7	8
9	10	11	12

* All types are known. Those of transfer V. were described in *Knox's History*, page 252.

2d. green, perf. 12.

(5th) —.98, V. (1000 ? stamps), light green,
sheets with imperforate margins 5 0 5 0

(6th) —.00, VI. (3000 ? stamps), green, yellow-green ... 1 0 1 0

GREAT NORTH OF SCOTLAND RAILWAY.

February, 1891. Lithographed by the Company, the transfers being prepared from a copper die.

Transfer I.

Intermediate types.

(None)

Transfer types.

1	2	3	4*	5*	6*	7*	8*
9	10	11	12*	13*	14*	15*	16*
17*	18*	19*	20*	21*	22*	23*	24*
25*	26*	27*	28*	29*	30*	31*	32*

How issued

Sheet + of 24,
Imperf margins
(Types 1-21
or 25-49)* These types are unknown. The remaining 27 types were described in *K.N.S.N.*, No. 164, 15.11.92.

2d. light green, thick paper, perf. 12.

(1st) —.91, I. (6000 stamps) ... 20 0 20 0

Great North of Scotland Railway—continued.

Transfer II.

Intermediate types. (None)	Transfer types.* 1 2 3 4 5 6 7 8 9 10 11 12	How issued. (Sheets of 12 as always subsequently).
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* All types are known, but have not yet been described.

			Unused. s. d.	Used. s. d.
2d. green, perf. 12, surfaced paper. (2nd) 5.93, 11. (6000 stamps)	30 0	30 0

Transfers III. and IV.

These two supplies were on thinner paper.

Types of transfer III.* 1 2 3 4 5 6 7 8 9 10 11 12	Types of transfer IV.* 1 2 3 4 5 6 7 8 9 10 11 12
---	--

* All types are known, and most were described in *Green's History*, page 285.

2d. pale grey-green, perf. 12. (3rd) 11.96, III. (6000 stamps) ...	...	...	10 0	10 0
2d. blue-green, perf. 12. (4th) 3.98 ? IV. (6000 stamps) ...	...	...	5 0	5 0

Transfer V.

The space between the horizontal rows of stamps is increased from about 5mm. to from 7½ to 9mm. and a stouter paper is used.

Transfer types.* 1 2 3 4 5 6 7 8 9 10 11 12	13 14 15 16 17 18 19 20 21 22 23 24
--	---

* The 24 types were described in *Green's History*, page 285, under the description of 6th printing. Both panes were retouched during printing, but the retouches have not yet been described.

2d. olive-green, dark green, perf. 12. (5th) 8.00, V. (6000 stamps) ...	...	...	5 0	5 0
(a) Retouched ...	...	...	10 0	10 0

Transfer VI.

The horizontal rows of stamps are now about 7mm. apart and the paper is thinner as in the 3rd and 4th printings. The lines of shading in the triangles are blurred and smudged.

Transfer types.* 1 2 3 4 5 6 7 8 9 10 11 12
--

* All 12 types are known, but have not yet been described.

2d. pale olive, pale green, perf. 12. (6th) 12.7.02, VI. (6000 ? stamps)	5 0	3 0
---	-----	-----	-----	-----

Transfer VII.

The horizontal rows are 6mm. apart and the vertical rows are widened to the same extent. The stamps are clearly printed.

Transfer types.* 1 2 3 4 5 6 7 8 9 10 11 12
--

* All 12 types are known, but have not yet been described.

2d. dark green, perf. 12. (7th) —.05 ?, VII. (6000 ? stamps)	1 0	1 0
---	-----	-----	-----	-----

THE HIGHLAND RAILWAY COMPANY.

February, 1891. Lithographed by Messrs. McCorquodale & Co., Ltd., Glasgow. All the printings are from separate transfers made from the same drawing of a single stamp, which shows various defects from time to time. The five principal states are as follows:

- A.—This state is most readily distinguished by the absence of the dot or smudge to left of the upper tip of the S.W. triangle. (1st printing).
 B.—The dot mentioned above is present throughout the printings of this group. There is also a dot attached to the lower edge of the line over I of "Highland." (2nd, 3rd, 4th printings).
 C.—Same marks as in B, with the addition of a dot over E of "The" similar to that over I of "Highland." The hairline to left of right pillar is now clearly connected with it. (5th printing).
 D.—The L of "Railway" is connected by a vertical hairline with the line beneath it (but is very faint or absent in the latest printings). The G of "Single" is similarly connected with the line above it. The hairline to left of the right pillar is now represented by merely a dot (6th to 12th printings) and is mostly invisible from the 13th printing. (6th to 10th printings).
 E.—The left line of left pillar is broken opposite foot of 5th bar in left pillar

For full detailed description see pages 287 to 292 of *Ewen's History*.

Transfer I. (State A).

Transfer types
 1 2 3 4
 5 6 7 8*
 9 10 11 12

* Type 8 is unknown. The other eleven types were described in *Ewen's History*, page 292.

	Unused.		Used.	
	s.	d.	s.	d.
2d. olive-green, perf. 12. (1st) 21.1.91, I. (5004 stamps)	80	0

Transfer II. (State ?).

Transfer types (supposed)
 1* 2* 3* 4*
 5* 6* 7* 8*
 9* 10* 11* 12*
 * Unknown.

2d. ——— ? , perf. 12. (2nd) 7.92, II. (5004 stamps)...	(Unknown)
---	-----	-----	-----------

Transfer III. (State B).

Transfer types (supposed)
 11 12 13 14*
 15 16 17* 18*
 19 20 21* 22*

* These 7 types are unknown

† This type is located provisionally to position No. 1. The other 4 types were described in *Ewen's History*, page 291

2d. yellow-green, perf. 12. (3rd) 2.93, III. (5004 stamps)	£10	£10
---	-----	-----	-----	-----

Transfer IV. (State B).

Transfer types (supposed)
 1 2 3 4*
 5 6 7 8
 9 10 11 12
 13* 14* 15 16
 17 18 19 20
 21 22 23 24
 25† 26† 27† 28†
 29† 30† 31† 32†
 33† 34† 35† 36†

* These four types are unknown. The known types were described on pages 291 and 292 of *Ewen's History*

† The Author has 4 single copies which may be the types missing from janes A and B, but it is more probable there were 3 or even 4 pairs to this printing.

2d. yellow-green, perf. 12. (4th) 8.94, IV. (5004 stamps)...	80	0	80	0
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The Highland Railway Company.

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

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



The Highland Railway Company—continued.

Transfer V. (State C).

Transfer types*
 1 2 3 4
 5 6 7 8
 9 10 11 12

* The types are all known. Several were described in *Kiecu's History*, page 205.

2d. green, perf. 12.	(5th) 9.96, V. (5076 stamps)	Unused.		Used.	
				s.	d.	s.	d.
				10	0	10	0

Transfers VI. and VII. (State D).

There is a hairline across lines N.W. of T of "The" In transfer VII. there are faint dots or a hairline over the Y of "Conveyance" on each type.

Types of transfer VI* Types of transfer VII*
 1 2 3 4 1 2 3 4
 5 6 7 8 5 6 7 8
 9 10 11 12 9 10 11 12

* All types are known, but have not yet been described

2d. green, perf. 12.	(6th) 12.98, VI. (1008 stamps) ...	(7th) 4.99, VII. (1008 stamps)	5	0	5	0
					5	0	5	0

Transfers VIII. IX. and X. (State D).

All following printings except the 14th are perf. 11 instead of perf. 12. In transfer VIII. the hairline N.W. of T of "The" extends above the top of the stamp but subsequently becomes very indistinct. In transfer IX. the dot over T of "The" is either absent or very faint and subsequently disappears altogether. Transfer X. is very faint and shows hardly any marks.

Types of transfer VIII* Types of transfer IX* Types of transfer X*
 1 2 3 4r 1 2 3 4 1 2 3 4
 5 6 7 8 5 6 7 8 5 6 7 8
 9 10 11 12 9 10 11 12 9 10 11 12

* All types are known, and most of transfers VIII and IX. were described in *Kiecu's History*, page 205.
 † Error. "Of" being spelt "CF."

2d. green, perf. 11.	(8th) 10.99, VIII. (1008 stamps), deep green to yellow-green ...	...	...	3	0	3	0
	(9th) 5.00, IX. (1008 stamps), deep green to yellow-green ...			3	0	3	0
	(10th) 10.00, X. (1008 stamps), green ...			3	0	3	0
	(—) 5.01. Remainders? (1000 stamps)						

Transfers XI., XII. & XIII. (State E).

Types of transfer XI* Types of transfer XII* Types of transfer XIII*
 1 2 3 4 1 2 3 4 1 2 3 4
 5 6 7 8 5 6 7 8 5 6 7 8
 9 10 11 12 9 10 11 12 9 10 11 12

* All types are known, but have not yet been described

2d. green, perf. 11.	(11th) 9.01, XI. (1000 stamps), bright yellow-green, dark, pale ...	...	...	3	0	3	0
	(—) 3.02. Remainders? (1000 stamps)						
	(—) 8.02 (1000 stamps)						
	(12th) 1.03, XII. (1000 stamps), dark green ...			3	0	3	0
	(—) 7.03. Remainders? (1000 stamps)						
	(—) 1.04. Remainders? (1000 stamps)						
	(13th) 6.04, XIII. (1000 stamps) grey-green ...			3	0	3	0
	(—) 10.04. Remainders? (1000 stamps)						
	(—) 4.05. (1104 stamps)						

29th Dec
PER.....RAILWAY.

POST ON ARRIVAL AT

South Norwood

No. *13090*



The Editor,

Ewen's Weekly Stamp News,

32, Palace Square,

Norwood, London, S.E.

The Highland Railway Company—continued.

Transfers XIV. and XV. (State E).

Types of transfer XIV.*	Types of transfer XV.*																								
<table style="margin: auto; border-collapse: collapse;"> <tr><td>1</td><td>2</td><td>3</td><td>4</td></tr> <tr><td>5</td><td>6</td><td>7</td><td>8</td></tr> <tr><td>9</td><td>10</td><td>11</td><td>12</td></tr> </table>	1	2	3	4	5	6	7	8	9	10	11	12	<table style="margin: auto; border-collapse: collapse;"> <tr><td>1</td><td>2</td><td>3</td><td>4</td></tr> <tr><td>5</td><td>6</td><td>7</td><td>8</td></tr> <tr><td>9</td><td>10</td><td>11</td><td>12</td></tr> </table>	1	2	3	4	5	6	7	8	9	10	11	12
1	2	3	4																						
5	6	7	8																						
9	10	11	12																						
1	2	3	4																						
5	6	7	8																						
9	10	11	12																						

* All types are known, but have not been described.

	Unused.	Used.
	s. d.	s. d.
2d. green, perf. 12. (14th) 8.05, XIV. (1008 ? stamps), bright yellow-green	2 0	2 0
2d. green, perf. 11. (15th) 2.06, XV. (1008 ? stamps), greyish yellow-green	1 0	1 0
(16th) 8.06. Not yet seen (1008 stamps).		

INVERCARRY & FORT AUGUSTUS RAILWAY.

July, 1903. Lithographed by Messrs. McCorquodale & Co., Ltd., Glasgow.

Transfer I.

Transfer types.*			
1	2	3	4
5	6	7	8
9	10	11	12

* All types are known, and some were described in *E.H.S.N.*, No. 248

2d. yellow-green, perf. 11. (1st) 7.03, I. (1000 ? printed)...	1 0	1 0
---	-----	-----

NORTH BRITISH RAILWAY.

February, 1891. Lithographed by Messrs. McCorquodale & Co., Ltd., Glasgow.

Transfer I.

The second line under "Railway Company" is too short at left-hand end: this defect was corrected in all subsequent printings. Outlines and general impression clear. In all transfers except I. and II. the top outline is smudged or thickened at the left side.

State A.	Types of transfer I**	Retouch of State B.
State B.	State B.	State B.
1 2 3 4	1 2 3 4	1* 2 3* 4
5 6 7 8	5 6 7 8	5 6 7* 8
9 10 11 12	9 10 11 12	9* 10 11* 12

* These types have not been seen by the Author

† Type 6 was presumably spilt, as it is replaced by a duplicate of another type.

‡ The retouches were made on the machining stone

** The types were described in *E.H.S.N.*, 11, 8, 16.

2d. dark green, perf. 12. (1st ?) 27.1.91, I. (Main portion of first supply of 20,004 stamps)	20 0	20 0
---	------	------

North British Railway.

A pair of the 3rd printing, showing the error "NURTH" (type 8).



Portpatrick & Girvan Joint Line.

The stamps of this Company are exceedingly rare. The specimen shown is type 12 of the 2nd printing.



North British Railway—continued.

Transfer II.

Faint outlines, especially at top (left side) and before "North."

Transfer types.
1 2 3^{*} 4^{*}
5 6 7 8[†]
9 10^{*} 11 12[†]* This type is unknown. The others were described in *K.H.'s N.*, 11.8.00.

† These 6 types are only tentatively "placed." Nos. 3, 7, 11 are known in a vertical strip.

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

2d. blackish-green, perf. 12.

(2nd ?) 27.1.91, II. (part of first supply) ... 80 0 80 0

Transfer III.

The top outline is now smudged or thickened towards the left end.

				Transfer types.											
1	2	3	4	13	14	15	16	25	26	27	28	37	38	39	40
5	6	7	8	17	18	19	20	29	30	31	32	41	42	43	44
9	10	11	12	21	22	23	24	33	34	35	36*	45	46	47	48

* This type is unknown. The others were described in *K.H.'s N.*, 11.8.00.

† This may be type 35 or 36.

2d. pale grey-green, perf. 12.

(3rd) 21.1.92, III. (20,004 stamps and probably portion of 1898 supply) ... 20 0 20 0

Transfer IV.

With this transfer a blot between the lines under RA of "Railway" originates. The top outline has now the appearance of being thickened at left end rather than smudged.

				Transfer types.											
1	2	3*	4*	13	14	15	16	25	26†	27†	28†	37	38†	39†	40†
5	6	7	8†	17	18	19	20	29	30†	31†	32†	41	42†	43†	44†
9	10	11	12	21	22	23	24	33	34†	35†	36†	45	46*	47	48*

* These four types have not been seen by the Author. The others were described in *K.H.'s N.*, 18.8.00.

† The positions of these types have not yet been ascertained.

‡ No. 8 is the error "NORTH."

2d. yellow-green, perf. 12.

(4th) 22.2.94, IV. (20,004 stamps) ... 20 0 20 0

Transfer V.

Clearer impression; smudge under RA no longer very distinct.

				Transfer types.											
1	2	3	4	13	14	15	16	25	26	27	28	37	38	39	40
5	6	7	8	17	18	19	20	29	30	31	32	41	42	43	44
9	10	11	12	21	22	23	24	33	34	35	36	45	46	47	48

* All types are known, and some were described in *Green's History*, page 396.

2d. dull olive-green, perf. 12.

(5th) 26.2.96, V. (20,004 stamps) ... 4 0 3 0

Transfer VI.

Commencing with this transfer the top bar in right pillar is connected with line above.

Transfer types.*
1 2 3 4
5 6 7 8
9 10 11 12

* All are known, but have never been described.

2d. emerald green, perf. 12.

(6th) 3.1.98, VI. (Part ? of 20,004 stamps, the bulk of this supply probably having been remainders) ... 60 0 60 0

North British Railway—continued.

Transfer VII.

Transfer types *			
1	2	3	4
5	6	7	8
9	10	11	12

* All types are known, but have not yet been described

	Unused.		Used.	
	s.	d.	s.	d.
2d. deep olive-green, perf. 12. (7th) 5.6.99, VII. (20,004 stamps)	2	0	2	0

Transfers VIII. and IX.

The following issues are perf. 11 instead of 12.

Types of transfer VIII *				Types of transfer IX			
1	2	3	4	1	2	3	4
5	6	7	8	5	6	7	8
9	10	11	12	9	10	11	12

* All types are known, but have never been described

2d. deep emerald-green, perf. 11. (8th) 15.6.01, VIII. (20,004 stamps)	2	0	1	0
(—) —.5.03 ? (20,004 ? stamps, remainders of preceding printings ?)				
2d. green, light green, perf. 11. (9th) 4.05 ?, IX. (20,004 stamps)	1	0	1	0

PORTPATRICK & GIRVAN JOINT LINE.

About 1891 to January, 1895 (when the line was acquired by the Portpatrick and Wigtownshire Railway Company). Lithographed by Messrs. McCorquodale & Co., Ltd.

Transfer I.

Transfer types (unpaired)			
11	12	13	14
15	16	17	18
19	20	21	22

* Nine types are unknown.

† Three types are known, and they are provisionally allocated to positions 1, 2, 3. They show following marks:

1 (a) White dot on second line to right of 1st bar in right pillar

(b) Blot under IR of "Girvan"

2 (a) G of "Girvan" broken at foot.

4 (a) Not seen by Author. It is cancelled 26.4.92.

All have dot under I of "Portpatrick" and a hairline over ON of "Conveyance"

2d. dull green, perf. 12. (1st) 1.2.91, I. (— ? stamps)	£30	£30
---	-----	-----

Transfer II.

Lines over "Girvan" smudged. Blot on line to left of 4th bar in right pillar.

Transfer types			
1	2	3	
4	5	6	
7	8	9	
10	11	12	

* These two types have not been seen by the Author. The other ten types are known, but have not yet been described

2d. dark yellowish-green. (2nd) 13.11.94, II. (— ? stamps)	£25	£25
--	-----	-----

PORTPATRICK & WICKTOWNSHIRE RAILWAYS.

February, 1891. Lithographed by Messrs. McCorquodale & Co., Ltd., Glasgow.

Transfer I.

Transfer types
1^a 2^a 3^a 4^a
5^a 6^a 7^a 8^a
9^a 10^a 11^a 12^a

* These 5 types have not been seen by the Author.

† The positions of these 7 types are only tentatively assigned. Nos. 5 and 9 are known in a vertical pair with margin at foot. The distinguishing marks are as follows:

- | | |
|--|--|
| 1. (a) I of "Railways" (circular) defective at top. | 6. (a) 1st bar in right pillar thinned at top. |
| 2. (a) Having between R and I of "Portpatrick" | (b) White dot on right edge of I of "2d." |
| (b) Line indented to right of 4th bar in right pillar. | 8. (a) 2nd line over 2nd bar in left pillar broken. |
| (c) White diagonal line over AV of "Railways" | (b) Crossbar of 2nd. A of "Railways" missing. |
| (d) Dot before P of "Por." | 10. (a) White line across 3rd bar in right pillar. |
| 5. (a) Large break in 6th bar of left pillar. | (b) White dash on ground under S of "Single." |
| (b) Large white dot under NV of "Conveyance" | 11. (a) 2nd line under 1th bar in right pillar broken. |
| (c) White dot on 1st bar in left pillar. | (b) Centre of 1st E. of "Conveyance" defective. |
| (d) O of "Post" almost like I. | |

In Nos. 9, 10, 11, the lines under "Railways" are smudged. In all types the line to right of top bar in right pillar is broken, and the 1st bar of right pillar is cut into on the right hand side. Types 5, 6, 9, 10, have been seen in dark green; 1, 10, 11, in green; and 2 in brownish green, the latter very distinct and possibly a distinct printing.

	Unused.		Used.	
	s.	d.	s.	d.
2d. green, perf. 12.				
(1st) 29.1.91, I. (1008 stamps)				
(a) dark green, green	£20		£20	
(b) brown-green	£30		£30	

Transfer II.

Impression somewhat faint.

Transfer types (supposed):

11^a 21^a 31^a 41^a
51^a 61^a 71^a 81^a
91^a 101^a 111^a 121^a

* These types are unknown.

† These two types are tentatively allotted to positions 1 and 2. In No. 1 the left outline is broken opposite CO of "Conveyance," and in No. 2 the tail of the figure 2 is defective.

2d. light green, perf. 12.				
(2nd) 15.10.91, II. (1938 stamps)	£30		£30	

Note. It is not known whether the above order for the printing is correct.

Transfer III.

Transfer types.*

1 2 3 4 5 6
7 8 9 10 11 12

* All types are known, but have never been described.

2d. green, yellow-green, perf. 12.				
(3rd) 12.2.95, III. (1512 stamps)	10 0		10 0	

Transfer IV.

The break to right of top bar in right pillar is now almost imperceptible. Sheets have imperforate margins.

Transfer types.*

1 2 3 4
5 6 7 8
9 10 11 12

* All types are known, but have never been described.

2d. dark olive-green.				
(4th) 18.6.98, IV. (3576 stamps)	10 0		1 0	

Entire Sheet of Ballycastle Railway.

8th Issue, 12.97.



IRELAND.

BALLYCASTLE RAILWAY.

February, 1891. Lithographed by Messrs. R. Carswell & Son, Belfast. There are two principal types:—

Die I. Small T in "Ballycastle." Transfers I. to VII.
 Dies II., III., IV. Normal T. Transfers VIII. to XI.

Transfer I. (Die I.)

Intermediate types.	Transfer types.†	Types of 1st printing.	Types of 2nd printing.
(None)	1 2 3 4 5 6 7 8 9	1 ^a 2 ^a 3 ^a 4 ^a 5 ^a 6 ^a 7 ^a 8 ^a 9 ^a	1 ^b 2 ^b 3 ^b 4 ^b 5 ^b 6 ^b 7 ^b 8 ^b 9 ^b

† The 9 types were described in *E.H.S.N.*, No. 271.

* Except for the proof-sheets, specimens of these types are unknown.

Imperf. Perforated.
 Unused. Unused. Used.

- 2d. green, perf. 11 or imperf.
 (1st) 27.1.91, I., bright yellow-green
 (— ? stamps) £10 (Unknown)
 (2nd) 15.4.91, I., olive-green (250 stamps) £10 £20 £20

Transfer II. (Die I.)

Transfer types.†	Printing types.
1 2 3 4 5 6 7 8 9	1 ^a 2 ^a 3 ^a 4 ^a 5 ^a 6 ^a 7 ^a 8 ^a 9 ^a

* Apart from a proof-sheet, no specimens of this issue have been seen by the Author

† The 9 types were described in *E.H.S.N.*, No. 272.

- 2d. green, perf. 11.
 (3rd) 8.1.92, II., colour ? (250 stamps) £10 (Unknown)

Transfer III. ?

Transfer types.†	Printing types.
1 ^a 2 ^a 3 ^a 4 ^a 5 ^a 6 ^a 7 ^a 8 ^a 9 ^a	1 ^b 2 ^b 3 ^b 4 ^b 5 ^b 6 ^b 7 ^b 8 ^b 9 ^b

* Neither proofs nor issued specimens of this issue are known.

- 2d. green, perf. 11.
 (4th) —.9.92, III.?, colour ? (200 stamps) — (Unknown)

Transfer IV. (Die I.)

Transfer types.†	Printing types.
1 2 3 4 5 6 7 8 9	1 ^a 2 ^a 3 ^a 4 ^a 5 ^a 6 ^a 7 ^a 8 ^a 9 ^a

* These types are unknown

† Eight types are known, and were described in *E.H.S.N.*, 25.8.06.

- 2d. yellow-green, perf. 11.
 (5th) 12.5.93, IV. (504 stamps) ... £10 (Unknown)

Transfer V. ?

Transfer types.†	Printing types.
1 ^a 2 ^a 3 ^a 4 ^a 5 ^a 6 ^a 7 ^a 8 ^a 9 ^a	1 ^b 2 ^b 3 ^b 4 ^b 5 ^b 6 ^b 7 ^b 8 ^b 9 ^b

* Neither proofs nor issued specimens are known

- 2d. — green ? perf. 11.
 (6th) —.8.94, V ? (300 stamps) ... — (Unknown)

Ballycastle Railway—continued.

Transfer VI. (Die I.)

Transfer types.†	Printing types.
1 2 3	1* 2* 3*
4 5 6	4* 5* 6*
7 8 9	7* 8* 9*

* These types have not been seen by the Author.

† The 9 types are known, but have not yet been described.

2d. olive-green, perf. 11. (7th) 10.5.95, VI., (500 stamps)	...	£10	Imperf.	Perforated.	
			Unused. s. d.	Unused. s. d.	Used. s. d.
				£20	£20

Transfer VII. (Die I.)

Transfer types.†	Printing types.
1 2 3	1 2* 3*
4 5 6	4 5* 6*
7 8 9	7* 8* 9*

* These types have not been seen by the Author.

† The 9 types were described in *K.H.S.N.*, 297.05.

2d. yellow-green, perf. 11. (8th) 12.8.96, VII. (500 stamps)	...	£10	£15	£15

Transfers VIII., IX., X. (Dies II., III., IV.)

Commencing with this issue, not only were separate transfers prepared for each printing, but they were prepared from separate dies, distinguished as follows (but all having normal T in "Ballycastle.")

- Die II. The three lines over "Ballycastle" and under "Railway" equally thick.
- Die III. Outer of the three lines in each case thinner; "Ballycastle" close to line beneath it. Right line of left pillar broken opposite F of "For."
- Die IV. Clear impression with fine lines (but before printing many of the lines were roughly redrawn on the stone, especially that under "Ballycastle.")

Types of 9th printing	Types of 10th printing.	Types of 11th printing.
Transfer VIII †	Transfer IX †	Transfer X †
1 2 3	1 2 3	1 2 3
4 5 6	4 5 6	4 5 6
7 8 9	7 8 9	7 8 9

† All types are known. Those of transfer VIII. and X. were described in *Essays in History*, pages 313 and 315.

2d. green, perf. 11.	(9th) —. 12.97, VIII., die II., green to yellow-green (500 stamps)	—	5 0	5 0	
	(10th) 9.11.98, IX., die III., dark bluish green (1000 stamps)	... 60	0	5 0	5 0
	(11th) —. 7.01, X., die IV., bright green (900 stamps)	...	—	5 0	5 0

Transfer IX. restored (Die III.)

Transfer types.*	Printing types.	How issued.
1 2 3	1 2 3	(Sheets of 18)
4 5 6	4 5 6	
7 8 9	7 8 9	
1 2 3	10 11 12	
4 5 6	13 14 15	
7 8 9	16 17 18	

* See note to transfer IX. above. The printing types have not yet been described. See *K.H.S.N.*, No. 253.

2d. dark blue, perf. 11. (12th) 19.1.04, IX., die III. (2304 stamps)	£1	1 0	1 0

BELFAST & COUNTY DOWN RAILWAY.

February, 1891. Lithographed by Messrs. R. Carswell & Son, Belfast. There are three dies:—

Die I.—Upper edge of bar of "2d," curved inwards. Thick lettering as in Ballycastle die I. Transfers I. to IV.

Die II.—Same but lettering slightly thinner. Transfers V. to VII.

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

Transfer I. (Die I.)

Transfer types †			Printing types		
1	2	3	1	2	3*
4	5	6	4	5	6*
7	8	9	7	8	9*

* Unknown.

† The 9 transfer types were described in *E. H. & N.*, 207.05.

	Imperf.	Perforated.
	Unused.	Unused. Used.

2d. green, perf. 11.

(1st) 27.1.91, I. (306 stamps)

(a) grey-green ...	...	...	£10	—	—
(b) olive-green ...	...	...	—	£20	£20

Note.—The olive-green may be 2nd printing, but is undoubtedly from transfer I. The proof-sheet of Ballycastle 2nd issue, printed in 4.91, has at one side the edge of a sheet of B. & C. D. Ry., apparently indicating that a printing for the latter was made on the stone at the same time.

Transfer II ?

Transfer types †			Printing types †		
1*	2*	3*	1*	2*	3*
4*	5*	6*	4*	5*	6*
7*	8*	9*	7*	8*	9*

* Neither proofs nor issued specimens are known.

2d. green, perf. 11.

(2nd ?) 10.7.91, II. ? (500 stamps) ... — (Unknown)

Transfer III. ? (Die I.)

Transfer types †			Printing types †		
1*	2*	3*	1*	2*	3*
4*	5*	6*	4*	5*	6*
7*	8*	9*	7*	8*	9*

* These types are unknown.

† This type is provisionally allocated to position No. 1, but it is not known even if it belongs to this printing.

2d. emerald green, perf. 11.

(3rd) 23.5.92, III. ? (500 stamps) ... — £20 £20

Transfer IV. (Die I.)

Transfer types †			Printing types		
1	2	3	1*	2*	3*
4	5	6	4	5*	6*
7	8	9	7	8*	9*

* These types have not been seen by the Author.

† These types are known, but have not yet been described.

2d. yellow-green, perf. 11.

(4th) 22.11.92, IV. (500 stamps) ... £10 £15 £15

Belfast and County Down Railway.

Entire sheet of the 5th printing.



Belfast & County Down Railway—continued.

Transfer V. (Die II.)

This is the first transfer from die II. and is much clearer printed, the outlines being finer.

Transfer types.			Printing types.†		
1	2	3	1	2	3
4	5	6	4	5	6
7	8	9	7	8	9

† The 9 types were described in *Kewen's History*, page 318 (as 1st transfer.)

	Imperf. Unused. s. d.	Perforated.	
		Unused. s. d.	Used. s. d.
2d. yellow-green, perf. 11. (5th) 14.9.93, V. (500 stamps)...	—	60 0	60 0

Transfer VI. (Die II.)

Transfer types.†	Types of 6th printing:	Types of 7th printing.
1 2 3	1* 2* 3*	1* 2* 3*
4 5 6	4* 5* 6*	4* 5* 6*
7 8 9	7* 8* 9*	7* 8* 9*

* These types have not been seen by the Author.

† The 9 types are known, and were described in *E.H.S.N.*, 25.8.06.

2d. yellow-green, perf. 11. (6th) 20.8.94, VI. (500 stamps)	...	—	£15	£15
2d. brown-green, perf. 11. (7th) 5.8.95, VI. (500 stamps)	...	£10	(Unknown)	

Transfer VII. (Die II.)

Transfer types.†	Types of 8th printing:	Types of 9th printing.	Types of 10th printing
1 2 3	1* 2 3	1 2 3*	1 2 3
4 5 6	4* 5 6	4 5 6*	4 5 6
7 8 9	7* 8 9	7 8 9*	7 8 9

† The 9 types were described in *Kewen's History*, page 321 (as "Fifth Transfer.")

* These types have not been seen by the Author.

2d. yellow-green, perf. 11. (8th) 18.6.96, VII. (500 stamps)	...	—	£10	£5
2d. yellowish-green, perf. 11. (9th) 13.3.97, VII. (500 stamps)	...	—	£5	£5
2d. brown-green, perf. 11, with wide im- perforate margins, issued 12.02, presumably remainders...	...	—	30 0	30 0
2d. yellow-green, perf. 11. (10th) 1.2.98, VII. (500 stamps)	...	—	10 0	10 0

Note.—Except the last of these issues their order is not definitely established. The latter is known to vary widely in shade and specimens now listed as 8th may possibly be really 10th printing.

Transfer VIII. (Die III.)

Transfer types.†	Types of 11th printing.*	Types of 12th printing.*
1 2 3	1 2 3	1 2 3
4 5 6	4 5 6	4 5 6
7 8 9	7 8 9	7 8 9

Types of 13th printing.*	Types of 14th printing.**	Types of 15th printing.*
1 2 3	19 20 21	1 2 3
4 5 6	22 23 24	4 5 6
7 8 9	25 26 27	7 8 9

† The 9 types were described in *Kewen's History*, page 321 (as 5th transfer.)

* All types are known. Those of the 11th and 14th printings were partly described in *Kewen's History*, pages 323, 324.

‡ The 14th was a composite printing, types 1 to 18 and 26 to 30 being for the Belfast and Northern Counties Railway.

2d. brown-grey, perf. 11. (11th) 18.8.98, VIII. (594 stamps)	...	—	5 0	5 0
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Belfast & County Down Railway—*continued.*

	Imperf. Unused.	Perforated, Unused.	Used.
	s. d.	s. d.	s. d.

2d. dark blue-green, perf. 11. (12th) 8.3.99, VIII. (576 ? stamps) ...	40	0	10	0	10	0
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Note.—This printing is not included in the official list of printings received, but 61 sheets were undoubtedly printed on this date.

(—) 28.11.99 (500 stamps). Is this the same as the 12th or 13th printing, or is the date a mistake for 28.11.98 ? Compare dates of B. & N.C.

2d. deep green, thick paper, imperf. margins. (13th) 18.1.00, VIII. (500 stamps) ...	—	3	0	3	0	0
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Note.—This printing was chronicled in *E.W.S.N.*, 20.1.00, so the date 18.1.00 appears to be too late.

2d. black-green, perf. 11. (14th) 8. 6.00, VIII. (500 ? stamps)	40	0	3	0	3	0
(—) —. 2.01 ? Reminders ? (500 ?)						
(—) —. 9.01 ? .. (500 ?)						
(—) —. 3.02 ? .. (500 ?)						
(—) —. 9.02 ? .. (500 ?)						

2d. light green, perf. 11 (2970 stamps printed). (15th) 15. 4.03, VIII. (500 stamps)	40	0	3	0	3	0
(—) 7. 8.03 Reminders ? (500)						
(—) 14.12.03 .. (500)						
(—) 30. 6.04 .. (500)						
(—) 10.12.04 .. (500)						
(—) 4. 4.05 .. (279)						

Transfer IX. (Die III.)

Transfer types *					
1	2	3	10	11	12
4	5	6	13	14	15
7	8	9	16	17	18

* As far as is yet known.

2d. washy yellow-green, perf. 11. (16th) —.9.05, IX. (500 stamps) ...	—	1	0	1	0	0
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BELFAST & NORTHERN COUNTIES RAILWAY.

February, 1891, to April ?, 1906, when the line was acquired by the Midland Railway. Lithographed by Messrs. R. Carswell & Son, Belfast. There has only been one die, but it has been retouched several times and for convenience may be divided into two principal types, each with several divisions.

Type I.—Line over E of "Single" broken. Issues 1891-1898.

Type II.—Line over E of "Single" re-joined. Issues 1898-1906.

All supplies were issued in sheets of 9.

Belfast & Northern Counties Railway—continued.

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

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

Transfer I.

Transfer types.†	Printing types
1 2 3	1* 2* 3*
4 5 6	4 5* 6*
7 8 9	7* 8* 9*

* These types have not been seen by the Author
 † The 9 types were described in *R. U. S. N.*, 270.

		Imperf.	Perforated.	
		Unused.	Unused.	Used.
2d. yellow-green, perf. 11.				
(1st) 27.1.91, I. (1008 stamps)	...	£10	£20	£20

Transfer II.

Transfer types.	Printing types
1* 2* 3*	1† 2† 3†
4* 5* 6*	4* 5* 6*
7* 8* 9*	7* 8* 9*

* These types are unknown

† The only specimen known is provisionally classified as No. 1. It has margin at left; both lines over WA of "Railway" are broken, and there is a diagonal hairline under T of "Belfast."

2d. dark grey-green, perf. 11.				
(2nd) 20.4.91, II. ? (504 stamps)	...	—	£20	£20

Transfer III. ?

Transfer types :	Printing types :
1* 2* 3*	1† 2† 3†
4* 5* 6*	4* 5* 6*
7* 8* 9*	7* 8* 9*

* These types are unknown

† The position of this type is unknown; it has line broken under right extremity of E of "Northern"

2d. deep yellow-green.				
(3rd) —.7.91 ? III. ? (———— ? stamps)	—	£20	£20	

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

Transfer IV.

Transfer types	Printing types
1† 2† 3†	1† 2† 3†
4* 5* 6*	4* 5* 6*
7* 8* 9*	7* 8* 9*

* These types are unknown

† The four types known are provisionally assigned to positions 1 to 4, and show following marks:—

- (a) Diagonal white hairline under W.A.V. of "Railway."
- (b) Top bar in right pillar indented at left.
- (a) Blot on line over 2nd S of "Northern"
- (a) 4 of "Counties" broken like C, with dot above
 (b) blot under B of "Belfast."
- (a) Lower tip of C of "Counties" defective.
 (b) Blot on line under 2nd S of "Northern"

2d. deep green, blurred print, perf. 11.				
(4th ?) 10.91 ?, IV. ? (———— ? stamps)	—	£15	£15	

Belfast & Northern Counties Railway.

Entire sheet of the 8th printing, Oct., 1892.

Each stamp, except No. 8, has the line over E of "Single" broken, whilst all, except No. 2, have the line over N of "Counties" broken.



Belfast & Northern Counties Railway—continued.

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

Transfer V. ?

Transfer types.	Printing types.
1 ^a 2 ^b 3 ^c	14 2 ^b 3 ^c
4 ^d 5 ^e 6 ^f	4 ^d 5 ^e 6 ^f
7 ^g 8 ^h 9 ⁱ	7 ^g 8 ^h 9 ⁱ

* These types are unknown.

† This type is provisionally placed as No. 1.

2d. deep olive-green, perf. 11.	Imperf. Unused.	Perforated. Unused.	Used.
(5th) 1.1.92, V. ? (900 stamps)	...	—	£20 £20

Transfer VI. ?

Transfer types.	Printing types.
1 ^a 2 ^b 3 ^c	14 2 ^b 3 ^c
4 ^d 5 ^e 6 ^f	4 ^d 5 ^e 6 ^f
7 ^g 8 ^h 9 ⁱ	7 ^g 8 ^h 9 ⁱ

* These types are unknown.

† This stamp is provisionally assigned to position No. 1.

2d. brownish-olive, perf. 11.	Imperf. Unused.	Perforated. Unused.	Used.
(6th) 4.92 ? VI. ? (———— ? stamps)	—	£20	£20

Transfer VII. ?

Transfer types.	Printing types.
1 ^a 2 ^b 3 ^c	14 2 ^b 3 ^c
4 ^d 5 ^e 6 ^f	4 ^d 5 ^e 6 ^f
7 ^g 8 ^h 9 ⁱ	7 ^g 8 ^h 9 ⁱ

* These types are unknown.

† The position of the one specimen known is uncertain. The right arm of Y of "Conveyance" is faint, and there is a dot beyond the line over 1st R of "Conveyance."

2d. light yellow-green, clear impression.	Imperf. Unused.	Perforated. Unused.	Used.
(7th) 7.92 ? VII. ? (———— ? stamps)	—	£20	£20

Transfer VIII. ?

Transfer types †	Printing types
1 2 3	1 2 3
4 5 6	4 5 6
7 8 9	7 8 9

† All types are known, and were described in *Knox's History*, page 329.

2d. yellow-green, perf. 11.	Imperf. Unused.	Perforated. Unused.	Used.
(8th) 10.92 ? VIII. ? (———— ? stamps)	—	£5	£5

Transfer IX.

Transfer types †	Types of 5th printing	Types of 10th printing	Types of 11th printing.
1 2 3	1 ^a 2 ^b 3 ^c	1 ^a 2 3	1 ^a 2 ^b 3 ^c
4 5 6	4 ^d 5 ^e 6 ^f	4 ^d 5 6	4 ^d 5 ^e 6 ^f
7 8 9	7 ^g 8 ^h 9 ⁱ	7 8 9	7 ^g 8 ^h 9 ⁱ
Types of 12th printing	Types of 13th printing.	Types of 14th printing	Types of 15th printing
1 ^a 2 ^b 3 ^c	1 ^a 2 ^b 3 ^c	1 ^a 2 ^b 3 ^c	1 ^a 2 ^b 3 ^c
4 ^d 5 ^e 6 ^f	4 ^d 5 ^e 6 ^f	4 ^d 5 ^e 6 ^f	4 ^d 5 ^e 6 ^f
7 ^g 8 ^h 9 ⁱ	7 ^g 8 ^h 9 ⁱ	7 ^g 8 ^h 9 ⁱ	7 ^g 8 ^h 9 ⁱ
Types of 16th printing.	Types of 17th printing.	Types of 18th printing.	
1 ^a 2 ^b 3 ^c	1 ^a 2 ^b 3 ^c	1 ^a 2 ^b 3 ^c	
4 ^d 5 ^e 6 ^f	4 ^d 5 ^e 6 ^f	4 ^d 5 ^e 6 ^f	
7 ^g 8 ^h 9 ⁱ	7 ^g 8 ^h 9 ⁱ	7 ^g 8 ^h 9 ⁱ	

* These types have not been seen by the Author.

† The types were described in *E. B. & N.*, 20.4.95. The printing types have never been investigated.

Belfast & Northern Counties Railway—*continued.*

		Imperf. Unused.	Perforated. Unused.	Used.
2d. deep yellow-green, perf. 11. (9th) 16. 1.93, IX. (900 stamps) ...	£10	£20	£20	
2d. pale yellow-green. (10th) 29. 3.93, IX. (900 stamps) ...	£10	£15	£15	
2d. yellow-green. (11th) 16. 8.93, IX. (900 stamps) ...	£10	(Unknown)		
2d. deep green. (12th) 8.12.93, IX. (900 stamps) ...	£10	£20	£20	
2d. light yellow-green. (13th) 2.94? IX. (— ? stamps) ...	—	£20	£20	
2d. ——— ? (14th) 16. 5.94, IX. (900 stamps) ...	—	(Unknown)		
2d. yellow-green, wide imperf. margins. (15th) 9.94? IX. (— ? stamps) ...	—	£20	£20	

Note.—The Railway Company state they received 936 stamps on 20.12.94: the printers' proof copy is endorsed "3.1.95, 900 stamps."

2d. yellow-green ? (16th) 3. 1.95, IX. (900 stamps) ...	£10	(Unknown)		
2d. deep yellow-green. (17th) 30. 4.95, IX. (900 stamps) ...	£10	£20	£20	
2d. deep olive-green. (18th) 1. 8.95, IX. (900 stamps) ...	£10	£20	£20	

Transfer X.

Transfer types †	Types of 19th printing	Types of 20th printing.	Types of 21st printing
1 2 3 4 5 6 7 8 9	1* 2* 3* 4* 5* 6* 7* 8* 9	1* 2* 3* 4 5* 6* 7* 8* 9	1* 2* 3 4* 5* 6* 7* 8* 9
Types of 22nd printing.	Types of 23rd printing.	Types of 24th printing.	Types of 25th printing.
1* 2* 3* 4* 5* 6* 7* 8* 9	1 2 3 4 5 6 7 8 9	1* 2 3* 4 5* 6* 7* 8 9	1 2 3 4* 5 6 7* 8* 9

* These types have not been seen by the Author
† The 0 types are described in *E. W. S. N.*, 237-165.

2d. deep green, perf. 11. (19th) 10.95? X. (— ? stamps) ...	—	£20	£20	
2d. brownish-green. (20th) 1.96? X. (— ? stamps) ...	£10	£20	£20	
2d. dark green. (21st) 18. 4.96, X. (1836 stamps) ...	£10	£20	£20	
2d. pale green ? (22nd) 23.10.96, X. (900 stamps) ...	£10	(Unknown)		
2d. brown-green. (23rd) 19. 2.97, X. (2700 stamps) ...	£10	£10	£10	
2d. pale-green, fine printing. (24th) —.11.97? X. (900? stamps) ...	—	£10	£5	
2d. golden-green. (25th) 3. 2.98, X. (900 stamps) ...	—	£5	£5	

Belfast & Northern Counties Railway—continued.

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

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

Transfer XI.

Transfer types †	Types of 26th printing.	Types of 27th printing
1 2 3	1 2 3	1 2 3 10 11 12 19 20 21
4 5 6	4 5 6	4 5 6 13 14 15 22 23 24
7 8 9	7 8 9	7 8 9 16 17 18 25 26 27

Types of 28th printing ‡	Types of 29th printing ‡
1 2 3	1 2 3 10 11 12 19 20 21*
4 5 6	4 5 6 13 14 15* 22 23 24*
7 8 9	7 8 9 16 17 18* 25 26 27*

† The 9 types were described in *Even's History*, page 230.

* These types have not been seen by the Author

‡ There may have been other plates

	Imperf. Unused.	Perforated. Unused.	Used.
	s. d.	s. d.	s. d.
2d. golden-yellow. (26th) 3. 5.98, XI. (900 stamps) ...	—	10 0	10 0
2d. brown-grey (similar to B. & C.D. 11th). (27th) 19. 8.98, XI. (2790 stamps and, or including ? reissue in 1903) ...	—	5 0	5 0
2d. blue-green. (28th) 28.11.98, XI. (1800 stamps) ...	—	60 0	60 0
2d. dark blue-green (similar to B. & C.D. 12th). (29th) 8. 3.99 ? XI. (--- ? stamps)	40 0	10 0	10 0

Transfer XI, retouched (XIa).

(b.)—Dots under I and G of "Single" removed.

Types of 30th printing †	Types of 31st printing †	Types of 32nd printing †
1 2 3 10 11 12	1 2 3 10 11 12	1 2 3 10 11 12
4 5 6 13 14 15	4 5 6 13 14 15	4 5 6 13 14 15
7 8 9 16 17 18	7 8 9 16 17 18	7 8 9 16 17 18

B & C.D. ‡	Types of 33rd printing ‡	B & C.D.
28 29 30	1 2 3 10 11 12	28 29 30
31 32 33	4 5 6 13 14 15	31 32 33
34 35 36	7 8 9 16 17 18	34 35 36

19 20 21	22 23 24	25 26 27
28 29 30	31 32 33	34 35 36

† These types are known, but have not been described

‡ The 36 types were described in *E.H.S.N.*, No. 273.

2d. black-green, perf. 11. (30th) 2. 8.99, XIa. (2700 stamps) ...	—	10 0	10 0
2d. green, thick paper, imperf. margins. (31st) 18. 1.00, XIa. (900 ? stamps) ...	—	40 0	40 0
2d. green, black-green. (32nd) 1. 6.00, XIa. (6750 ? stamps)	40 0	2 0	2 0
2d. bright green. (33rd) 23. 1.02, XIa. (9000 ? stamps)	40 0	2 0	2 0

Private Imitations (1898).

Easily distinguished by the small C in "Cavan."



Proof Impression of above Imitation.



CASTLEDERG & VICTORIA BRIDGE.

November ? 1897. Lithographed by Messrs. Sealy, Bryers and Walker, Dublin.

Transfer I.

Intermediate types. (None)	Transfer types.*						How issued. (Sheets of 24)
	1	2	3	4	5	6	
	7	8	9	10	11	12	
	13	14	15	16	17	18	
	19	20	21	22	23	24	

* All types are known, but have never been described.

2d. bright green.	Unused.	Used.
(1st) — 11.97 ? 1. (2000 ? stamps)	s. d.	s. d.
(a) Perf. 12½	1 0	1 0
(b) Perf. 10	5 0	5 0

CAVAN, LEITRIM & ROSCOMMON LIGHT RAILWAY.

About 1891 ? to 1901 (when the title was changed to "Cavan and Leitrim Railway.") Lithographed by Messrs. Sealy, Bryers and Walker, Dublin.

Transfer I.

Intermediate types. (None)	Transfer types.*						How issued. (Sheets of 24)
	1	2	3	4	5	6	
	7	8	9	10	11	12	
	13	14	15	16	17	18	
	19	20	21	22	23	24	

* All types are known, and some were described in *Even's History*, page 355.

2d. pale blue-green, perf. 10 (partly pin perf.)	Unused.	Used.
(1st) 1891 ? 1. (— ? stamps)	s. d.	s. d.
... ..	3 0	3 0

Note.—Forgeries (without stops after "Cavan" and "Leitrim") exist either imperf., perf. 10, or perf. 12½. They are believed to have been made by the printers for a collector who tried to put them on the market as a hitherto undiscovered printing.

Title altered to Cavan & Leitrim Railway Company, Ltd.

April ? 1901. Lithographed by ——— ?

Transfer II.

Transfer types †					
1	2	3	4	5	6
7	8	9	10	11	12
13	14	15	16	17	18
19	20	21	22	23	24

† All types are known, but have not yet been described.

2d. carmine, perf. 11.	Unused.	Used.
(2nd) 4.01 ? 11. (2400 stamps)	s. d.	s. d.
... ..	1 0	1 0

CLOCHER VALLEY TRAMWAY CO., LTD.

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

Transfer I.

Intermediate types †	Transfer types †						How issued. (Sheets of 24)
	1	2	3	4	5	6	
1 2 3 1 2 3	7	8	9	10	11	12	
1 3 6 4 5 0	13	14	15	16	17	18	
1 2 3 1 2 3	19	20	21	22	23	24	
1 5 6 4 5 6							

† All types are known, but have never been described.

2d. light yellow-green, perf. 11.	Unused.	Used.
(1st) 2.91, 1. (2000 stamps)	s. d.	s. d.
... ..	40 0	40 0

Cork & Macroom Direct Railway, 2nd printing.

PER RAILWAY.
—
POST ON ARRIVAL.

at Cork
2464



Mr. H. L'ESTRANGE EWEN,

32, Palace Square,

NORWOOD, S.E.

Glogher Valley Tramway Co.. Ltd.—continued.

Title changed to Glogher Valley Railway Co., Ltd.

January, 1898. Lithographed by Messrs. Sealy, Bryers & Walker, Dublin.

Transfer II.

Intermediate types †								Transfer types.								How issued
1	2	1	2	1	2	1	2	1	2	3	4	5	6	7	8	
3	4	3	4	3	4	3	4	9	10	11	12	13	14	15	16	
1	2	1	2	1	2	1	2	17	18	19	20	21	22	23	24	(Sheets
3	4	3	4	3	4	3	4	25	26	27	28	29	30	31	32	of 8)
1	2	1	2	1	2	1	2	33	34	35	36	37	38	39	40	
3	4	3	4	3	4	3	4	41	42	43	44	45	46	47	48	

† The four types were described in *Eden's History*, page 343.

2d. green, perf. 10.

(2nd) 1.98, II. (10,000 stamps) 1 0 1 0

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

CORK & MACROOM DIRECT RAILWAY.

Before 1896. Lithographed by Messrs. Purcell & Co., Cork. There are three dies:—

Die I.—Three lines at top and two at bottom.

Die II.—Three lines at top and three at bottom.

Die III.—Two lines at top and three at bottom.

Transfer I. (Die I.)

Transfer types *			
1	2	3	4
5	6	7	8

* All types are known, but have never been described.

2d. blue, perf. 12.

(1st) —.95 ? I. (1000 stamps) 4 0 4 0

Transfer II. (Die II.)

Transfer types *			
1	2	3	4
5	6	7	8

* All types are known, but have never been described.

2d. green, perf. 12.

(2nd) 5.98, II. (500 stamps) 5 0 5 0

Intermediate types.				Transfer types.*			
1	1	1	1	1	2	3	4
2	2	2	2	5	6	7	8
1	1	1	1	5	6	7	8
2	2	2	2	7	8	7	8

* All types are known, but have not yet been described.

2d. green, perf. 12.

(3rd) —.00, III. (500 stamps) 1 0 1 0

CORK, BANDON & SOUTH COAST RAILWAY.

February, 1891. Lithographed by Messrs. Purcell & Co., of Cork. There are three dies:—

Die I.—Comma after "Bandon." No index-number.

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

Die III.—No comma. Index No. 195, 92 or 192.

All printings are perf. 12.

Cork, Bandon and South Coast Railway.

Type I. First Printing.

No index number in top left-hand corner.



Type II.

With Comma after "Bandon."

Type III.

No Comma after "Bandon."



Cork, Bandon & South Coast Railway—continued.

Transfer I. (Die I.)

Transfer types.					
1*	2	3*	4		
5	6	7	8*		
9	10	11	12*		

* These types have not been seen by the Author. The other types have not yet been described

			Unused. s. d.	Used. s. d.
2d. yellow-green, no index No. (1st) 10.1.91, I. (2000 stamps)	...	...	£15	£15

Transfer II. (Die II.)

Transfer types.*					
1	2	3	4	5	6
7	8	9	10	11	12

* The 12 types were described in *Ewen's History*, page 353.

2d. bright yellow-green, index No. "195." (2nd) 16.11.91, II. (3000 stamps)	80 0	80 0
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Transfer III. (Die III.)

Transfer types.*					
1	2	3	4	5	6
7	8	9	10	11	12

* The 12 types were described in *Ewen's History*, page 353.

2d. dark green, index No. "195." (3rd) 16.1.93, III. (3000 stamps)	60 0	60 0
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Transfer IV. (Die III.)

Transfer types					
1	2*	3*	4	5	6*
7	8*	9	10*	11*	12

* These types have not been seen by the Author. The others have not yet been described

2d. pale greyish-green, index No. "195." (4th) 26. 2.94, IV. (3000 stamps)	£10	£10
---	-----	-----	-----	-----

Transfer V. (Die III.)

Transfer types.*					
1	2	3			
4	5	6			
7	8	9			
10	11	12			

* The 12 types were described in *Ewen's History*, page 353

2d. green, index No. "195." (5th) 22.10.95, V. (3000 stamps)	40 0	40 0
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Transfer VI. (Die III.)

Transfer types.*					
1	2	3	4	5	6
7	8	9	10	11	12

* The 12 types were described in *Ewen's History*, page 357.

2d. green, index No. "92." (6th) 14.12.96, VI. (3000 stamps)	5 0	5 0
---	-----	-----	-----	-----

Transfer VII. (Die III.)

Transfer types.*					
1	2	3			
4	5	6			
7	8	9			
10	11	12			

* The 12 types were described in *Ewen's History*, page 357. The "2" of "12" is generally badly shaped and slightly larger than the "9".

2d. green, index No. 92. (7th) 12.5.98, VII. (3000 stamps)	4 0	4 0
---	-----	-----	-----	-----

Cork, Bandon & South Coast Railway—continued.*Transfer VIII. (Die III.).*

This and subsequent transfers were prepared from a block of four impressions ("intermediate types") instead of direct from the die. These intermediate types were described in *E.W.S.N.* No. 290, but in the latest printing some of the marks are modified or corrected.

Intermediate types.						Transfer types.†					
1	2	1	2	1	2	1	2	3	4	5	6
3	4	3	4	3	4	7	8	9	10	11	12

† All 12 types were described in *E.W.S.N.*, No. 290.

2d. bluish-green, index No. "F92."		Unused.	Used.
(8th ?) 4.10.99, VIII. (3000 stamps)	...	s. d. 10 0	s. d. 10 0
(—) 19. 1.01, remainders ? (2500 stamps)		—	—

Note.—This printing has not been seen used earlier than 1933.

Transfer IX. (Die III.)

Intermediate types.†						Transfer types.‡						How issued.
1	2	1	2	1	2	1	2	3	4	5	6	(Sheets
3	4	3	4	3	4	7	8	9	10	11	12	1—12 or
						13	14	15	16	17	18	13—24)
						19	20	21	22	23	24	

† Intermediate types are as before.

‡ The 24 types were described in *E.W.S.N.*, 290 (as 10th and 11th printings).

2d. green, index No. "F92."			
(9th ?) 12. 1.02, IX. (3000 stamps)	...	s. d. 5 0	s. d. 3 0
(—) --.11.03, remainders ? (3000 stamps)		5 0	3 0

Note.—The earliest specimen of the 9th printing seen by the Author is dated 19.4.03.

Transfer X. (Die III.)

Intermediate types.*						Transfer types.†					
1	2	1	2	1	2	1	2	3	4	5	
3	4	3	4	3	4	6	7	8	9	10	
1	2	1	2	1	2	11	12	13	14	15	
3	4	3	4	3	4	16	17	18	19	20	
1	2	1	2	1	2	21	22	23	24	25	
3	4	3	4	3	4	26	27	28	29	30	
1	2	1	2	1	2	31	32	33	34	35	
3	4	3	4	3	4	36	37	38	39	40	
1	2	1	2	1	2	41	42	43	44	45	
3	4	3	4	3	4	46	47	48	49	50	
1	2	1	2	1	2	51	52	53	54	55	
3	4	3	4	3	4	56	57	58	59	60	

* The intermediate types are the same as before.

† All 60 types are known, but have not yet been described.

2d. green, index No. "F92."			
(10th) —.06 ? X. (— ? stamps)	...	s. d. 1 0	s. d. 1 0

CORK, BLACKROCK & PASSAGE RAILWAY.

About 1892. Lithographed by Messrs. Purcell & Co., Cork. There are three dies:—

Die I.—No stop after "Railway"; thick bar in "2d."

Die II.—Redrawn with thinner and longer bar in "2d."

Die III.—Same as II. but with stop after "Railway."

All printings are perf. 12.

Transfer I. (Die I.)

Transfer types.*					
1	2	3	4	5	6
7	8	9	10	11	12

* The 12 types are known, but have never been described.

2d. dark green.			
(1st) —.92 ? I. (300 ? stamps)	...	s. d. 30 0	s. d. 30 0

Cork, Blackrock & Passage Railway—continued.*Transfer II. (Die II.)*

Transfer types*
 1 2 3 4
 5 6 7 8
 9 10 11 12

* The 12 types are known, but have never been described.

	Unused.		Used.	
	s.	d.	s.	d.
2d. blue-green. (2nd) 12.98 ? II. (300 ? stamps)	20	0	20	0

Transfer III. (Die III.)

Transfer types*
 1 2 3 4 5 6
 7 8 9 10 11 12

* Only 12 types have so far been issued; they have not yet been described.

2d. dark green. (3rd —.04 ? III. (300 ? stamps)	2	0	2	0
---	---	---	---	---

DONECAL RAILWAY COMPANY.

July, 1895. Printed by Messrs. McCorquodale & Co., Ltd.,
 Newton-le-Willows (same design as Furness Railway, no stop after
 "Company").

Plate I. (Die I.)

Plate types* Printing types
 1 2 3 4 5 1 2 3 4 5
 6 7 8 9 10 6 7 8 9 10

* All types are known, but have not yet been described.

2d. green, roul. in colour, wide margins. (1st) 19.7.95, I., (1000 stamps)	60	0	60	0
--	----	---	----	---

Plate I. Electros rearranged.

Plate types † Printing types*
 1 2 3 4 5 1 2 3 4 5
 6 7 8 9 10 6 7 8 9 10

† The defects are so few and indistinct, it is difficult to recognize the original types.

* All are known, but have not yet been described.

2d. green, roul. in colour, narrow margins. (2nd) 25.3.96, IA. (2000 stamps)	3	0	3	0
(a) Proof in black, roul. in black	20	0	—	—

July, 1898. Lithographed by Messrs. McCorquodale & Co., Ltd.,
 Glasgow (same design as most Scottish Railways).

Transfer II. (Die II.)

Transfer types*
 1 2 3 4
 5 6 7 8
 9 10 11 12

* All types are known, but have never yet been described.

2d. dark green, perf. 12. (3rd) 14.7.98, II. (5000 stamps)	3	0	3	0
--	---	---	---	---

PER *Donegal* RAILWAY

POST ON ARRIVAL AT

Strabane

No. 13280



The Editor,

Ewen's Weekly Stamp News,

32, Palace Square,

Norwood, London, S.E.

Donegal Railway Company—continued.

May, 1900. Lithographed by Messrs. A. Thom & Co. (?) Dublin.
(Thinner and taller D in "2d.")

Transfer III. (Die III.)

Intermediate types. (None?)	Transfer types.*						How issued (Sheets of 42)
	1	2	3	4	5	6	
	7	8	9	10	11	12	
	13	14	15	16	17	18	
	19	20	21	22	23	24	
	25	26	27	28	29	30	
	31	32	33	34	35	36	
	37	38	39	40	41	42	

* All 42 types are known, but have never been described.

2d. green, perf. 11. (4th 16.5.00, III. (5000 stamps)	Unused.		Used.		
	s.	d.	s.	d.	
...	...	1	0	1	0

DUBLIN, WICKLOW & WEXFORD RAILWAY.

February, 1891. Lithographed by Messrs. Browne & Nolan,
Dublin. Issued in sheets of 60.

Transfer I.

Intermediate types*	Transfer types†					
	1	2	3	4	5	6
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	
31	32	33	34	35	36	
37	38	39	40	41	42	
43	44	45	46	47	48	
49	50	51	52	53	54	
55	56	57	58	59	60	

* These 6 types were described in *Keen's History*, page 1655.

† The 60 types are known, but have not yet been described.

2d. green, perf. 10, 10½. (1st) 1.2.91, I., (20,000? stamps) (a) Die, proof in black	Unused.		Used.		
	s.	d.	s.	d.	
...	...	2	0	2	0
...	...	20	0	—	—

Note.—Each sheet of this and following printings has a consecutive number printed on the margin over the 3rd stamp in the top row.

Transfer II.

Intermediate types*	Transfer types†					
	1	2	3	4	5	6
7	8	9	10	11	12	
13	14	15	16	17	18	
19	20	21	22	23	24	
25	26	27	28	29	30	
31	32	33	34	35	36	
37	38	39	40	41	42	
43	44	45	46	47	48	
49	50	51	52	53	54	
55	56	57	58	59	60	

* The four types were described in *Keen's History*, page 1664.

† The 60 types are known, but have not yet been described.

2d. bluish-green, perf. 11½. (2nd) —.00, II. (6000? stamps)	Unused.		Used.		
	s.	d.	s.	d.	
...	...	4	0	4	0

Transfer III.

Intermediate types*	Transfer types*					
	1	2	3	4	5	6
7	8	9	10	11	12	
13	14	15	16	17	18	
19	20	21	22	23	24	
25	26	27	28	29	30	
31	32	33	34	35	36	
37	38	39	40	41	42	
43	44	45	46	47	48	
49	50	51	52	53	54	
55	56	57	58	59	60	

* All types are known, but have not yet been described.

2d. green, perf. 11. (3rd) 4.05? III. (10,000? stamps)	Unused.		Used.		
	s.	d.	s.	d.	
...	...	1	0	1	0

Note.—The lowest and highest sheet-numbers of this printing seen by the author are 493 and 595.

Finn Valley Railway Company.

Used specimens, authentic originals.



The First "Reprint" (1897).



Finn Valley and West Donegal Railway.

A bogus stamp (1897).



DUNDALK, NEWRY & GREENORE RAILWAY.

February, 1891. Printed by Messrs. McCorquodale & Co., Ltd., London. Horizontal control numbers in black.

Plate I.

Plate 1*	Types of 1st printing	Types of 2nd printing	Types of 3rd printing
1 2 3 4	1 2 3 4	1 2 3 4	1 2 3 4
5 6 7 8	5 6 7 8	5 6 7 8	5 6 7 8
9 10 11 12	9 10 11 12	9 10 11 12	9 10 11 12
13 14 15 16	13 14 15 16	13 14 15 16	13 14 15 16
17 18 19 20	17 18 19 20	17 18 19 20	17 18 19 20

* All types are known, but have never been described

	Unused.	Used.
	s. d.	s. d.
2d. yellow-green, roul. (1st) 1.91, I., Nos. 1-500	20 0	20 0
2d. blue-green, roul. (2nd) 8.98? I., Nos. 501-1000	10 0	10 0
2d. dark-green, roul. (3rd) 6.04? I., Nos. 1001-1500?	2 0	2 0

FINN VALLEY RAILWAY COMPANY.

From 1891 to about 1895 (when the title of the Company was altered to "Donegal Railway Company"). Lithographed by Messrs. Sealy, Bryers & Walker, Dublin.

Transfer I.

Intermediate types †	Transfer types (supposed).	How issued
(Unknown)	1† 2† 3† 4† 5† 6†	(Sheets of 24)
	7† 8† 9† 10† 11† 12†	
	13† 14† 15† 16† 17† 18†	
	19† 20† 21† 22† 23† 24†	

† The stamps are very similar in colour, paper, perforation, etc., to the 1st printing of the Clogher Valley Tramway, and it is not unlikely the transfer was similarly prepared from 6 intermediate types

* These types are unknown

† The Author has seen four specimens, which are provisionally allocated to the four corner positions

2d. light yellow-green, perf. 11. (1st) —.91? I. (—? stamps)	£75	£75
--	-----	-----

Reprints and Facsimiles.

2d. dark blue-green, perf. 11. (2nd) —.97, II. (—? stamps)	—	—
(a) 1st proof, imperf., pale green	—	—
(b) Same, on thinner paper	—	—
(c) 2nd proof in black; outlines retouched in places	—	—
(d) 3rd proof, imperf., blue-green, outlines retouched in black by hand	—	—
2d. bright green, perf. 13. (3rd) 26.7.98, III., 12 types in 3 rows of 4 (96 stamps)	5 0	5 0

Note.—The first proofs were a private speculation; the latter were made to the order of the Donegal Railway Co. They all partake more of the nature of facsimiles than reprints.

FINN VALLEY & WEST DONEGAL RAILWAYS.

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

GREAT NORTHERN RAILWAY COMPANY (I.)

February, 1891. Lithographed by Messrs. Sealy, Bryers & Walker, Dublin. Die I., finely shaded triangles.

Transfer I. (Die I.)

Intermediate types I	Transfer types.	How issued
1 2 3 1 2 3	1* 2 3 4† 5 6	
4 5 6 4 5 6	7 8 9* 10* 11 12	(Sheets
1 2 3 1 2 3	13 14 15* 16* 17 18*	of 24)
4 5 6 4 5 6	19* 20 21* 22* 23 24	

‡ The six intermediate types may be distinguished as follows:—

- (a) White line across "By"
- (a) Left arm of Y of "Railway" (circular) broken; (b) left foot of 2nd A defective; (c) dot at upper tip of S.E. triangle; (d) line under "Northern" broken at right extremity
- (a) Two outer lines at left side broken opposite first C of "Conveyance."
(b) Lowest bar in right pillar defective at foot
- (a) White blot on left upper corner of bar of "20"; (b) O of "Of" indented at left side; (c) line broken or indented under S of "Letters"
- (a) Right arm of Y of "Railway" (circular) broken; (b) faint dot before 2nd E of "Letters"
- (a) Line broken under O of "Company"; (b) white dot or bar on left edge of shield

* These types have not been seen by the Author.

† This may be type 1 or 4, but it is believed the others are correctly placed: they have not yet been described

	Unused.	Used.
	s. d.	s. d.
2d. deep green, perf. 11, thin hard paper.		
(1st) — 1.91, (10,000 stamps	£10	£10
(a) yellow-green shade... ..	£20	£20

Note.—Of the latter shade the author has seen three specimens on the same thin hard paper, but cannot identify them with any of the known types in transfers of die I.

Transfer II. (Die I.)

Intermediate types I	Transfer types
1 2 3 1 2 3	1† 2† 3† 4* 5* 6*
4 5 6 4 5 6	7† 8† 9* 10* 11* 12*
1 2 3 1 2 3	13† 14† 15† 16* 17† 18*
4 5 6 4 5 6	19* 20† 21* 22* 23* 24*

‡ The 6 types are the same as before

* These types are unknown

† The positions assigned to these types are provisional Nos 7, 13, are in a vertical pair, and must therefore be either 7, 13, or 10, 16

2d. grey-green, perf. 11, rough paper.		
(2nd) 12.92, 11, (10,000 stamps)	£20	£10

Transfer III. (Die I.)

Intermediate types I	Transfer types
1 2 3 1 2 3	1* 2 3 4 5* 6
4 5 6 4 5 6	7* 8† 9† 10† 11 12
1 2 3 1 2 3	13 14* 15* 16* 17 18
4 5 6 4 5 6	19* 20* 21* 22* 23 24*

‡ The 6 types are the same as before

* These types are unknown

† The positions of these types are uncertain. The others have not yet been described.

2d. bright blue-green, perf. 11, rough paper.		
(3rd) 1.95, 111, (10,000 stamps)	£10	£5

Great Northern Railway Company—continued.

Transfer IV. (Die I.)

Every stamp has a blot to left of 4th bar in left pillar and another on line over ON of "Conveyance."

Intermediate types.	Transfer types.*								How issued.
(None)	1	2	3	4	5	6			(Sheets of 48)
	7	8	9	10	11	12			
	13	14	15	16	17	18			
	19	20	21	22	23	24			
	25	26	27	28	29	30			
	31	32	33	34	35	36			
	37	38	39	40	41	42			
	43	44	45	46	47	48			

* All 48 types are known, and some were described in *Ewen's History*, page 165.

2d. olive-green, perf. 11.
(4th) 8.97, IV. (10,000 stamps) ... 3 0 3 0

Note.—Sheets of this printing were reissued 6.02.

April, 1899. Lithographed by John Falconer, Dublin. Die II., coarsely shaded triangles.

Transfer V. (Die II.)

Intermediate types.	Transfer and Printing types.*								Sheet as issued.							
(None)	1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8
	9	10	11	12	13	14	15	16	9	10	11	12	13	14	15	16
	17	18	19	20	21	22	23	24	17	18	19	20	21	22	23	24

* The 24 types were described on *Ewen's History*, page 166.

2d. green, perf. 11.
(5th) 4.99, V. (10,000 stamps) ... 5 0 5 0

Transfer VI. (Die II.)

In every type the white circle round the shield is broken under RA of "Railway."

Intermediate types	Transfer and printing types *								How issued.
(None)	1	2	3	4	5	6	7	8	(Sheets of 48)
	9	10	11	12	13	14	15	16	
	17	18	19	20	21	22	23	24	
	25	26	27	28	29	30	31	32	
	33	34	35	36	37	38	39	40	
	41	42	43	44	45	46	47	48	

* The 48 types are known, and some were described in *Ewen's History*, page 167.

2d. green, perf. 11.
(6th) 3.01, VI. (10,000 stamps) ... 5 0 5 0

Transfers VII., VIII. and IX. (Die II.)

Types of transfer VII.*								Types of transfer VIII.*								Types of transfer IX.*							
1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8
9	10	11	12	13	14	15	16	9	10	11	12	13	14	15	16	9	10	11	12	13	14	15	16
17	18	19	20	21	22	23	24	17	18	19	20	21	22	23	24	17	18	19	20	21	22	23	24
25	26	27	28	29	30	31	32	25	26	27	28	29	30	31	32	25	26	27	28	29	30	31	32
33	34	35	36	37	38	39	40	33	34	35	36	37	38	39	40	33	34	35	36	37	38	39	40
41	42	43	44	45	46	47	48	41	42	43	44	45	46	47	48	41	42	43	44	45	46	47	48

* All types are known, but have never been described. In types of transfer VII. the line under G of "Single" is faint or broken; in types of transfer VIII. it is clear and unbroken. The 7th and 8th printings have imperforate margins; the 9th, wide perforated margins.

2d. pale emerald green, perf. 11.
(7th) 11.02, VII. (10,000 stamps) ... 5 0 5 0
(8th) 9.04 ? VIII. (10,000 stamps) ... 4 0 2 0

2d. bright emerald green, perf. 11, rough impressions.
(9th) 5.06 ? IX. (10,000 stamps) ... 1 0 1 0

Great Northern Railway (I.)

Type I.

Type II.



Great Southern and Western Railway.

Type II.

Type II.



Type III.



GREAT SOUTHERN & WESTERN RAILWAY.

February, 1891. Lithographed by Messrs. Sealy, Bryers and Walker, Dublin. The issues of 1892 to 1896 are so much alike in shade that it has not been definitely decided whether there was one printing during this period or several. The printings of 1898, 1899 and 1900 each lasted a little under a year, but it is likely that earlier supplies lasted longer.

Transfer I. (Die I.)

Intermediate types †	Transfer and printing types	How issued
1 2 3 1 2 3	1 2 3 ^a 4 ^a 5 6 ^a	(Sheets of 24)
4 5 6 4 5 6	7 8† 9† 10† 11 ^a 12 ^a	
1 2 3 1 2 3	13 14 15† 16 ^a 17† 18 ^a	
4 5 6 4 5 6	19 20 21† 22 ^a 23† 24†	

† The 6 types were described in *E.W.S.N.*, 87 05.
^a These types have not been seen by the Author.
† The position of these types is not quite certain. The printing types have not yet been described.

2d. dull green, perf. 11.

(1st) 2.91, I. (— ? stamps) £15 £10

Note.—This printing is known used 3.92, 6.92, 8.92.

Transfer II. (Die I.)

Intermediate types †	Transfer types †	Types of 2nd printing
1 2 3 1 2 3	1 2 3 4 5 6	1 ^a 2 ^a 3 ^a 4 ^a 5 ^a 6
4 5 6 4 5 6	7 8 9 10 11 12	7 ^a 8 ^a 9 ^a 10 ^a 11 ^a 12 ^a
1 2 3 1 2 3	13 14 15 16 17 18	13 ^a 14 ^a 15 ^a 16 ^a 17 ^a 18 ^a
4 5 6 4 5 6	19 20 21 22 23 24	19 ^a 20 ^a 21 ^a 22 ^a 23 ^a 24 ^a

Types of 3rd printing.
1 2 3 4^a 5^a 6
7 8 9 10 11 12
13 14 15 16 17 18
19 20 21 22^a 23 24

Types of 4th printing.
1 2^a 3 4 5 6^a
7 8 9 10 11 12^a
13 14 15 16 17 18^a
19 20 21 22 23 24^a

Types of 5th printing.
1 2 3 4 5 6
7 8 9 10 11 12
13 14 15 16 17 18
19 20 21 22 23 24

† These types are the same as for transfer I.
^a These types are described in *E.W.S.N.* 87 05.
† These types have not been seen by the Author.

2d. blue-green, coarse shading, perf. 11.

(2nd ?) —.92 ? II. (— ? stamps) £20 £20

Note.—This printing is known dated 10.92.

2d. dark green, faint shading, perf. 11.

(3rd ?) —.93 ? II. (— ? stamps) £5 £5

Note.—This printing is known dated —.93, —.94, 6.95.

2d. dull green, medium shading, perf. 11.

(4th) —.94 ? II. (— ? stamps) £5 30 0

Note.—This printing is known dated 9.94, 3.97.

2d. deep light-green, faint shading, perf. 11.

(5th) —.96 ? II. (— ? stamps) £5 40 0

Note.—This printing is known dated 7.96, 10.98.

Transfer III. (Die I.)

Intermediate types	Transfer types *	How issued
(None)	1 2 3 4 5 6	(Sheets of 24)
	7 8 9 10 11 12	
	13 14 15 16 17 18	
	19 20 21 22 23 24	

* All types are known, and some were described in *Even's History*, page 381.

2d. emerald-green, coarse shading, perf. 11.

(6th) —.97 ? III. (— ? stamps) 5 0 5 0

Note.—This printing is known dated 8.97, 9.97, 1.98, 4.98, etc.

Londonderry & Lough Swilly, 1d. blue.

Post on
arrival



LONDONDERRY &
LOUGH SWILLY



LONDONDERRY &
LOUGH SWILLY



M. H. L'Estrange Esq
32 Palace Square
Norwood
London S.E.

Great Southern & Western Railway—continued.

Transfer IV. (Die II.)

In Die II. the title is in larger lettering and the inscription in smaller, than in Die I.

Intermediate types	Transfer types.*	How issued
(None)	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24	(Sheets of 24)

* All types are known, and some were described in *Kewen's History*, page 385.

2d. blue-green, perf. 11. (7th) 6.7.98, IV. (6000 stamps)	Unused.		Used.	
	s.	d.	s.	d.
...	5	0	5	0

About 1899? Lithographed by Messrs. A. Thom & Co., Ltd., Dublin. All issues made in sheets of 24.

Transfer V. (Die III.)

Intermediate types †	Transfer types ‡
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24

* These types have not been seen by the Author.

† These four types are described in *Kewen's History*, page 385.

‡ Part of these types are described in *Kewen's History*, page 385 (as "Fourth Transfer.")

2d. dark bluish-green, perf. 11. (8th) --.99? V. (— ? stamps)	...	...	10	0	10	0
(a) Proof of the intermediate types, in bright emerald green, imperf.	40	0	—	—	—	—

Transfer VI. (Die III.)

Every type in this and the next transfer is smudged between the two lines over G of "Great."

Intermediate types.*	Transfer types.†
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24

* The four types were described in *Kewen's History*, page 386 (under "Fifth Transfer.")

† The 24 types are all known, and some were described in *Kewen's History*, page 385.

2d. grey-green, perf. 11 × 10. (9th) 10.5.00, VI. (— ? stamps)	4	0	4	0
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Note.—The earliest copies I have are dated 10.00, 12.00, 7.01, 9.01.

Transfer VII. (Die III.)

Intermediate types.*	Transfer types.†
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24

* The two types were described in *Kewen's History*, page 387.

† The 24 types are all known, and some were described in *Kewen's History* (as "Sixth Transfer.")

2d. yellow-green, perf. 11. (10th) 25.2.01, VII. (20,000 stamps)	3	0	3	0
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Note.—The earliest copies I have are dated 3.01, 2.02, 1.03.

Authenticated Originals.

Kanturk & Newmarket Railway Company.

Strip of three from lower right-hand corner of sheet.



Great Southern & Western Railway—continued.*Transfer VIII. (Die III.)**Intermediate types of transfer V. restored.**The lines over G of "Single" are of course again clear, as in transfer V.*

Intermediate types.*	Transfer types †
1 2 1 2	1 2 3 4
3 4 3 4	5 6 7 8
1 2 1 2	9 10 11 12
3 4 3 4	13 14 15 16
1 2 1 2	17 18 19 20
3 4 3 4	21 22 23 24

* These types are the same as for transfer V. There is now a dot over the dot of "24" in type 4
 † All types are known, but have never been described.

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

2d. yellow-green (shades), perf. 10.

(11th) —.03 ? VIII. (20,000 ? stamps) ... 2 0 2 0

Note.—The earliest copies I have are dated 7.01, 3.05.*Transfer IX. (Die III.)**Intermediate types of Transfer V., as before.*

Intermediate types*	Transfer types †
2 3 2 3	1 2 3 4
4 3 4 3	5 6 7 8
1 2 1 2	9 10 11 12
3 4 3 4	13 14 15 16
2 1 2 1	17 18 19 20
4 3 4 3	21 22 23 24

* These types are as before.

† The 24 types are known but have not yet been described

2d. yellowish-green, perf. 11.

(12th) —.05, IX. (20,000 ? stamps) ... 1 0 1 0

Note.—The earliest copies I have are dated 6.05.**KANTURK & NEWMARKET RAILWAY COMPANY.**

About 1891 to 30th June, 1892 (when the Company was purchased by the Great Southern and Western Railway). Lithographed by Messrs. Sealy, Bryers & Walker, Dublin.

Transfer I.

Intermediate types.	Transfer types.	How issued.
(None)	1 ^a 2 ^a 3 ^a 4 ^a 5 ^a 6 ^a	
	7 ^a 8 ^a 9 ^a 10 ^a 11 ^a 12 ^a	(Sheets
	13 ^a 14 ^a 15 ^a 16 ^a 17 ^a 18 ^a	of 24)
	19 ^a 20 ^a 21 ^a 22 ^a 23 ^a 24 ^a	

* These types have not been seen by the Author. The positions assigned to Nos. 6, 10, 16, 17 and 20 are based on defects in the perforation, which is similar to that of the 1st printing of the Cavan, Leitrim and Roscommon Railway

2d. dark blue-green, perf. 10 (partly pin-perf.)

(1st) —.91 ? I. (100 ? stamps issued) ... £30 £30

Facsimiles (1897).

2d. yellow-green, perf. 10.

(a) Proof in grey-blue, imperf. ... — —

(b) ,, dark blue, imperf. ... — —

Note.—The above were, it is believed, made for an Irish Collector. They all differ considerably from the originals, although lithographed by Messrs. Sealy Bryers & Walker. The dark blue proof was made in a sheet of 12, 3 rows of 4.

Londonderry & Lough Swilly.

1d. blue, suppressed in 1898.



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



Private Essay in the old design.



LONDONDERRY & LOUGH SWILLY RAILWAY COMPANY (I.)

About 1891? Lithographed by Mr. James Calhoun, Londonderry.

Transfer I. (Die I.)

Intermediate types*								Transfer types†							
5	6	7	8	1	2	3	4	1	2	3	4	5	6	7	8
1	2	3	4	1	2	3	4	9	10	11	12	13	14	15	16
5	6	7	8	5	6	7	8	17	18	19	20	21	22	23	24
1	2	3	4	1	2	3	4	25	26	27	28	29	30	31	32
5	6	7	8	5	6	7	8	33	34	35	36	37	38	39	40

* The 8 types were described in *Eire's History*, page 382.

† The 40 types are known, but have not yet been described.

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

1d. light blue to dark Prussian blue, perf. 12.

(1st) 1891? I. (5000 stamps) ... 3 0 3 0

Note.—Mr. T. A. Stodart, writing in Stanley Gibbons' *Monthly Journal* (1.98) puts the date of issue as 9.93. The Secretary of the Company thinks "about 1891."

Unauthorized Essays.

The following essays are understood to have been made by the printers to oblige a collector.

Design of the 1d. stamp.

2d. green, imperf.	...	...	...	...	...	—	—
2d. red, imperf.	...	...	...	...	...	—	—

Transfer II. (Die II.)

October, 1898. The 1d. stamp was withdrawn and replaced by one of 2d. with Arms of the City of Derry. Lithographed by Messrs. Sealy, Bryers & Walker, Dublin.

Intermediate types.	Transfer types*										How issued.		
(None)	1	2	3	4	5	6	7	8	9	10	11	12	(Sheets of 30)
	13	14	15	16	17	18	19	20	21	22	23	24	
	25	26	27	28	29	30							

* All types are known, but have never been described.

2d. bright rose, perf. 10, perf. margins.

(2nd) 10.98, II. (10,000 stamps) ... 1 0 1 0

Unauthorized Proofs.

In 1898 the printers appear to have obliged a collector by running off proofs in several colours, without authority of the railway company.

(i.) With blot on second T of "Letters."

2d. dark green, imperf.	...	...	...	...	—	—
2d. vermilion, imperf.	...	...	...	...	—	—

(ii.) Blot removed, clear printing.

2d. bright green, imperf.	...	...	...	...	—	—
2d. lake, imperf.	...	...	...	...	—	—

(iii.) Same as ii., but with long clear hair-line between "For" and "Post."

2d. lake, imperf.	...	...	...	...	—	—
2d. lake, perf. 10, imperf. margins to sheet	...	...	...	...	—	—

The latter two were in sheets of 30 showing same defects as the originals, and were probably printed at the same time. The other proofs preceded the printing of the originals.

A 2d. pink Londonderry and Lough Swilly, used on a letter from Buncrana, May, 1905.

PER *SSS* RAILWAY.

POST ON ARRIVAL AT

Londonderry

No. *13324*



The Editor,

Ewen's Weekly Stamp News,

32, Palace Square,

Norwood, London, S.E.

MIDLAND GREAT WESTERN RAILWAY.

February, 1891. Lithographed by Messrs. Browne & Nolan, Dublin. Issued in sheets of 60, with black consecutive number on margin over 3rd stamp in top row.

Transfer I. (Die I.)

Intermediate types*						Transfer types*					
1	2	3	4	5	6	1	2	3	4	5	6
4	5	6	4	5	6	7	8	9	10	11	12
1	2	3	1	2	3	13	14	15	16	17	18
4	5	6	4	5	6	19	20	21	22	23	24
1	2	3	1	2	3	25	26	27	28	29	30
4	5	6	4	5	6	31	32	33	34	35	36
1	2	3	1	2	3	37	38	39	40	41	42
4	5	6	4	5	6	43	44	45	46	47	48
1	2	3	1	2	3	49	50	51	52	53	54
4	5	6	4	5	6	55	56	57	58	59	60

* The types are all known but have not yet been described.

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

2d. dull green, perf. 10.

(1st) 30.1.91, 1. (30,000 stamps) ...	...	2 0	2 0
(a) Die-proof in black ...	...	10 0	—

Transfer II. (Die II.)

Die II. has an "amateur" M in "Midland" in which the centre strokes are too short.

Intermediate types*						Transfer types					
1	2	1a	1	2	1a	1	2	3	4	5	6
3	3a	2a	3	3a	2a	7	8	9	10	11	12
1	2	1a	1	2	1a	13	14	15	16	17	18
3	3a	2a	3	3a	2a	19	20	21	22	23	24
1	2	1a	1	2	1a	25	26	27	28	29	30
3	3a	2a	3	3a	2a	31	32	33	34	35	36
1	2	1a	1	2	1a	37	38	39	40	41	42
3	3a	2a	3	3a	2a	43	44	45	46	47	48
1	2	1a	1	2	1a	49	50	51	52	53	54
3	3a	2a	3	3a	2a	55	56	57	58	59	60

* The 6 types were described in *Essex's History*, page 286. It is probable intermediate types 1, 2, 3, 4 were prepared for B. W. & W. Ry. L. and that 4 was apollit. As only blocks of 4 or 6 were of use for making up the sheet of 60, types 1, 2, 3 were duplicated, and the duplicates used to make a block of 6 intermediate types.

2d. green, perf. 11.

(2nd) 1.1.99, II. (30,000 stamps) ...	...	1 0	1 0
(a) Proof, green, imperf. ...	...	10 0	—
(b) Die-proof, in black on card ...	...	10 0	—
(c) Die-proof, in blue-green, imperf. ...	...	10 0	—

MIDLAND RAILWAY.—NORTHERN COUNTIES COMMITTEE.

April ? 1906. Lithographed by Messrs. R. Carswell & Son, Belfast.

Transfer I.

The top and bottom portions containing the title are added independently to each type on the transfer, and in several are misplaced.

Transfer types.†	Printing types.				
1	2	3			
4	5	6		(As yet	
7	8	9		unknown).	
				† Only 9 have yet been seen.	

2d. deep green, perf. 11.

(1st) 4.06 ? I. (— ? stamps)	—	1 0	1 0
----------------------------------	-----	---	-----	-----

SLIGO, LEITRIM & NORTHERN COUNTIES RAILWAY.

February 2nd, 1891. Lithographed by Messrs. R. Carswell and Son, Belfast.

Transfer I.

Transfer types. [†]	Printing types.
1 2 3	1 ^a 2 ^a 3 ^a
4 5 6	4 ^a 5 ^a 6 ^a
7 8 9	7 ^a 8 ^a 9 ^a

* These types are unknown.

† The transfer types were described in *E.H.S.N.*, 270.

		Imperf.	Perforated.	
		s. d.	Unused.	Used.
			s. d.	s. d.
2d. light grey-green, perf. 11.				
(1st) 2.2.91, I. (504 stamps) ...	...	£10	£20	£20

Transfer II.

Transfer types.	Printing types.
1 ^a 2 ^a 3 ^a	1 ^a 2 ^a 3 ^a
4 ^a 5 ^a 6 ^a	4 ^a 5 ^a 6 ^a
7 ^a 8 ^a 9 ^a	7 ^a 8 ^a 9 ^a

* These types are unknown.

† The positions of the 4 types known are uncertain. No. 6 has margin at foot

2d. dark olive-green, perf. 11.				
(2nd) 8.3.92, II. (900 stamps) ...	...	—	£20	£20

Transfer III.

Transfer types.	Printing types.*
1 ^a 2 ^a 3 ^a	1 ^a 2 ^a 3 ^a
4 ^a 5 ^a 6 ^a	4 ^a 5 ^a 6 ^a
7 ^a 8 ^a 9 ^a	7 ^a 8 ^a 9 ^a

* These types are unknown.

† The positions are uncertain.

2d. light olive-green, perf. 11.				
(3rd) 15.1.93, III. (252 stamps) ...	...	—	£20	£20

Transfer IV.

Transfer types.†	Printing types.
1 2 3	1 2 3
4 5 6	4 5 6
7 8 9	7 8 9

* These types are unknown.

† The 9 types were described in *E.H.S.N.*, 297.05.

2d. yellow-green, perf. 11.				
(4th) 2.3.94, IV. (1026 stamps) ...	...	£10	£10	£10

Transfer V.

Transfer types.*	Printing types.
1 2 3	1 2 3
4 5 6	4 5 6
7 8 9	7 8 9

* The 9 types were described in *Eisen's History*, page 329. No. 3 has no comma after "Sligo."

2d. yellow-green, perf. 11.				
(5th) 14.8.96, V. (1008 stamps) ...	...	£5	10 0	10 0

Transfer VI.

Transfer types.	Printing types.*
1 2 3	1 2 3
4 5 6	4 5 6
7 8 9	7 8 9
	10 11 12
	13 14 15
	16 17 18

* The 18 types were described in *Eisen's History*, page 329, as "Fourth Printing." On type 1, the O of "O" is missing.

2d. brownish-grey, perf. 11.				
(6th) 7.9.98, VI. (1000 stamps) ...	...	—	5 0	5 0

Sligo, Leltrim & Northern Counties Railway—continued.*Transfer VII.*

Transfer types.*			Printing types.		
1	2	3	1	2	3
4	5	6	4	5	6
7	8	9	7	8	9

* All types are known and some were described in *Ewen's History*, page 401, as "Fifth Printing."

	Imperf.		Perforated.		
	Unused.	Used.	Unused.	Used.	
	s.	d.	s.	d.	s. d.
2d. dark emerald green, perf. 11. (7th) —.00 ? VII. (— ? stamps) ...	—	—	5	0	5 0

Transfer VIII.

Transfer types						Printing types.*					
1	2	3	4	5	6	1	2	3	10	11	12
4	5	6	7	8	9	4	5	6	13	14	15
7	8	9	10	11	12	7	8	9	16	17	18

* All types are known, but have not yet been described

2d. bright green, perf. 11, imperf. margins. (8th) 4.03 ? VIII. (— ? stamps) ...	—	1	0	1	0
---	---	---	---	---	---

TRALEE & DINGLE LIGHT RAILWAY & TRAMWAY COMPANY.

About 1898. Lithographed by Messrs. Sealy, Bryers & Walker, Dublin.

Transfer I.

Intermediate types*						Transfer types*					
1	2	3	4	5	6	1	2	3	4	5	6
4	5	6	7	8	9	7	8	9	10	11	12
1	2	3	4	5	6	13	14	15	16	17	18
4	5	6	7	8	9	19	20	21	22	23	24
1	2	3	4	5	6	25	26	27	28	29	30
4	5	6	7	8	9	31	32	33	34	35	36
1	2	3	4	5	6	37	38	39	40	41	42
4	5	6	7	8	9	43	44	45	46	47	48

* All types are known, but have not yet been described

	Unused.		Used.		
	s.	d.	s.	d.	
2d. dark green, perf. 10. (1st) —.98, I. (— ? stamps)...	2	0	2 0

WATERFORD & CENTRAL IRELAND RAILWAY.

About 1891 to June 30th, 1900 (when the line was acquired by the Great Southern & Western Railway Company). Lithographed by Messrs. N. Harvey & Co., Waterford.

Transfer I.

Transfer types.					
1*	2†	3*	4*	5*	6*
7*	8*	9*	10*	11*	12*
13*	14*	15*	16*	17*	18*
19*	20*	21*	22*	23*	24*

* These types are unknown.

† This type, with imperf. margin at top, is provisionally identified as No. 2.

2d. yellowish-green, perf. 12. (1st) —.91 ? I. (— ? stamps)	£30	£30
--	-----	-----	-----	-----

Second Printing. Strip of Four Stamps cut from the printer's proof sheet, showing right-hand impression tete-beche.



Waterford & Central Ireland Railway—continued.*Transfer II.*

Transfer types.*					
1	2	3	4	5	6
7	8	9	10	11	12
13	14	15	16	17	18
19	20	21	22	23	24

* All types are known, but have not yet been described.

		Unused.		Used.	
		s.	d.	s.	d.
2d. deep green, perf. 12.					
(2nd) —.95 ? II. (— ? stamps)	...	10	0	10	0

Transfer III.

Transfer types.*					
1	2	3	4	5	6
7	8	9	10	11	12
13	14	15	16	17	18
19	20	21	22	23	24

* All types are known but have not yet been described.

2d. brown-red, perf. 11.					
(3rd) 9.98 ? III. (— ? stamps)	...	10	0	10	0

WATERFORD & TRAMORE RAILWAY.

April, 1891. Lithographed by Messrs. N. Harvey & Co., Waterford.

Transfer I.

Transfer types.*					
1	2	3	4	5	6*
7	8	9	10	11	12*
13	14	15	16	17	18*
19	20	21	22	23	24*

* These types have not been seen by the Author. The types known have not yet been described.

2d. dark green, perf. 12.					
(1st) 4.91, I. (1000 stamps)	...	1	0	1	0

WATERFORD, DUNCARVAN & LISMORE RAILWAY.

About 1891 ? to December, 1898 (when the line was acquired by the Waterford, Limerick & Western Railway). Lithographed by Messrs. N. Harvey & Co., Waterford.

Transfer I.

Transfer types.*					
1	2	3	4	5	6
7	8	9	10	11	12
13	14	15	16	17	18
19	20	21	22	23	24

* All types are known, but have never been described.

2d. vermilion, perf. 12.					
(1st) —.91 ? I. (— ? stamps)	...	5	0	5	0

Transfer II.

Transfer types.*					
1	2	3	4		
5	6	7	8		
9	10	11	12		
13	14	15	16		
17	18	19	20		
21	22	23	24		

* All types are known, and some were described in *Kewen's History*, page 493.

2d. pink, perf. 11.					
(2nd) 30.3.98, II. (576 ? stamps)	...	3	0	3	0
(a) Proof, imperf.	...	10	0		

WATERFORD & LIMERICK RAILWAY.

February, 1891, to 1896. The title of the Company was changed to "Waterford, Limerick & Western Railway" as from 1.1.96. Lithographed by Messrs. N. Harvey & Co., Waterford.

Transfer 1.

Transfer types.†						Types of 1st printing.						Types of 2nd printing.						Types of 3rd printing.																	
1	2	3	4	5	6	7	8	9 ^a	10	11	12	1 ^a	2	3	4	5 ^a	6	7	8	9 ^a	10	11 ^a	12 ^a	13 ^a	14	15 ^a	16	17	18	19 ^a	20	21 ^a	22	23	24
7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42

† All types are known, and were described in *Kee's History*, page 412.
 * These types have not been seen by the Author.

2d. yellowish-green, perf. 12.

(1st) —.91 ? l. (— ? stamps) 60 0 40 0

2d. emerald green, perf. 11, 12 and mixed.

(2nd) —.94 ? l. (— ? stamps) £5 £5

2d. green, perf. 11, 12 and mixed.

(3rd) —.95 ? l. (— ? stamps) 40 0 40 0

WATERFORD, LIMERICK & WESTERN RAILWAY.

About 1896 ? to December 31st, 1900 (when the line was amalgamated with the Great Southern and Western Railway). Lithographed by Messrs. N. Harvey & Co., Waterford. The die was retouched from time to time.

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

Transfer 1.

Transfer types.					
1 ^a	2 ^a	3 ^a	4 ^a	5 ^a	6 ^a
7 ^a	8 ^a	9 ^a	10 ^a	11 ^a	12 ^a
13 ^a	14 ^a	15 ^a	16 ^a	17 ^a	18 ^a
19 ^a	20 ^a	21 ^a	22 ^a	23 ^a	24 ^a

* These types have not been seen by the Author.

† The positions of the 3 types seen are not known. Two have imperf. margin at foot.

2d. emerald green, perf. 11.

(1st) —.97 ? l. (— ? stamps) £20 £20

Note.—The earliest copy I have is dated 20.10.97.

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

Transfers II., III., IV.

Types of transfer II.*						Types of transfer III.*				Types of transfer IV.*			
1	2	3	4	5	6	1	2	3	4	1	2	3	4
7	8	9	10	11	12	5	6	7	8	5	6	7	8
13	14	15	16	17	18	9	10	11	12	9	10	11	12
19	20	21	22	23	24	13	14	15	16	13	14	15	16
						17	18	19	20	17	18	19	20
						21	22	23	24	21	22	23	24

* All types are known, and those of transfers II. and III. were described in *Kee's History*, pages 417 et seq., also some of the types of transfer IV.

2d. yellow-green, perf. 11.

(2nd) 10.97 ? 11. (— ? stamps) 10 0 5 0

2d. bright green, perf. 11.

(3rd) 30.3.98, III. (1000 stamps) 10 0 5 0

(a) Proof, imperf. 10 0 —

Waterford, Limerick & Western Railway—continued.

2d. dark green, perf. 11.

(4th) 8.98? IV. (— ? stamps) ... 20 0 20 0

Note.—The earliest copy I have is dated 11.8.98.(c) *Same, but no dot under E of "Conveyance."**Transfer V.*

Transfer types*				Printing types.			
1	2	3	4	1	2	3	4
5	6	7	8	5	6	7	8
9	10	11	12	9	10	11	12
1	2	3	4	13	14	15	16
5	6	7	8	17	18	19	20
9	10	11	12	21	22	23	24

* The 12 types are described in *Ewen's History*, page 421.

2d. dark green, perf. 11.

(5th) 11.98, V. (— ? stamps) ... 5 0 5 0

Note.—The sheets of this printing in the Author's collection were received from the Company on 30.11.98.*Transfers VI., VII.*

Types of transfer VI.*				Types of transfer VII.*			
1	2	3	4	1	2	3	4
5	6	7	8	5	6	7	8
9	10	11	12	9	10	11	12

* The types were described in *Ewen's History*, page 422.

2d. olive-green, perf. 11.

(6th) 10.3.99, VI. (1056 stamps) ... 5 0 5 0

(a) Proof, imperf. ... 20 0 —

2d. light green, perf. 11.

(7th) 30.8.00, VII. (1440 stamps) ... 5 0 5 0

(a) Proof, imperf. ... 20 0 —

WEST CLARE RAILWAY COMPANY.*April*, 1891. Lithographed by Messrs. Sealy, Bryers & Walker, Dublin.*Transfer I.*

Intermediate types*					Transfer types*				
1	2	3	4	5	1	2	3	4	5
6	7	8	9	10	6	7	8	9	10
11	12	13	14	15	11	12	13	14	15
16	17	18	19	20	16	17	18	19	20
21	22	23	24	25	21	22	23	24	25

* All types are known, but have never been described.

2d. green, perf. 11.

(1st) 4.91, I. (48,000 stamps) ... 1 0 1 0



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