

NOTEBOOK

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The items marked * are reprinted from the British Postmark Society Bulletin and are acknowledged with thanks.

Other items (C) 1987 L.P.H.G./named contributor

EDITORIAL

The failure of New Year Resolutions when applied to meeting production dates for " Notebook " is all too apparent. For many reasons it has taken to what is curiously designated " mid-summer " to get this issue on its way. However, much of the next is well in hand so there will be a slight recovery before too long.

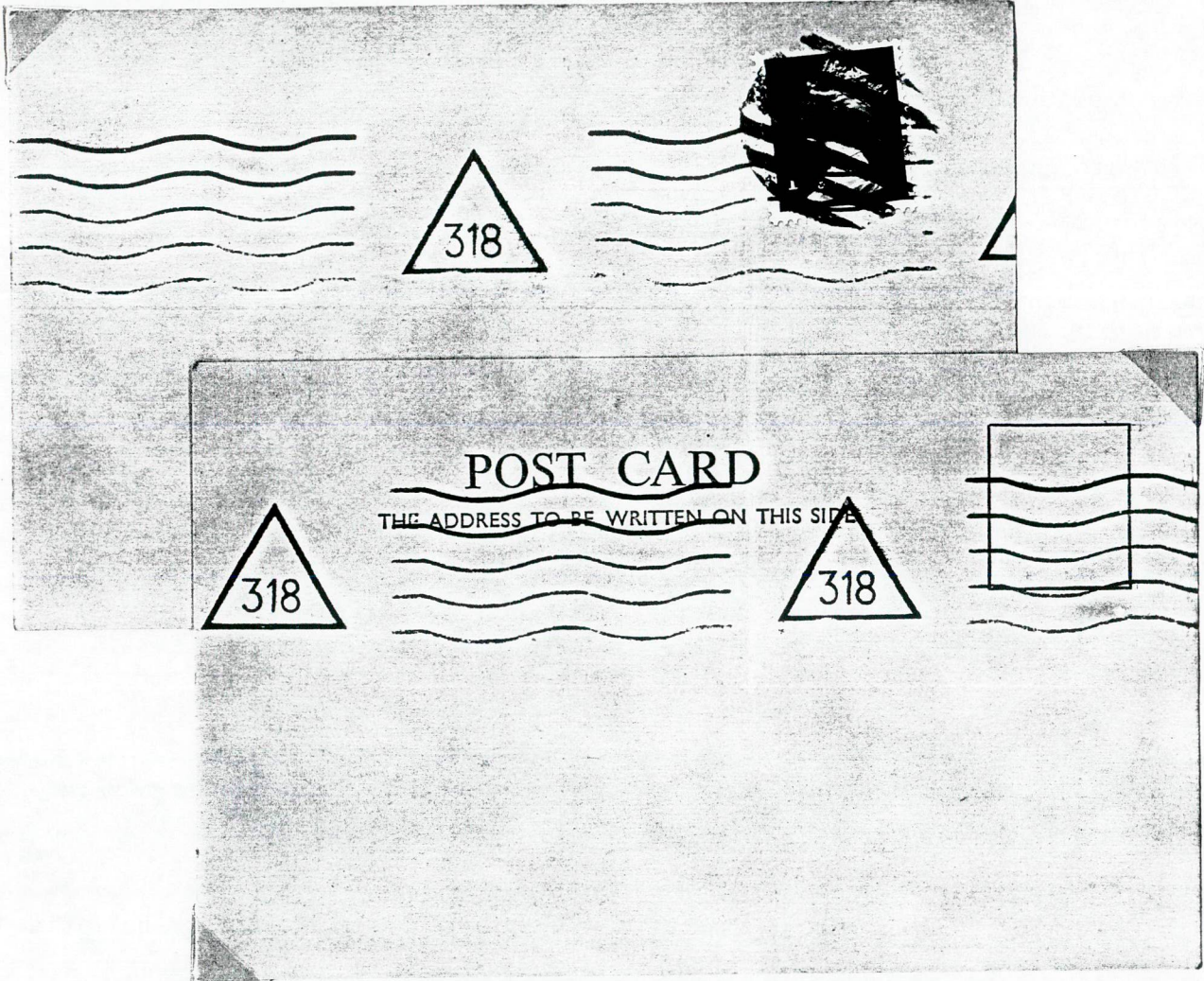
As with all such publications the contributions from members is paramount and one or two newcomers to our pages in 1986 have been most welcome. What is hard to believe is that so few readers have anything they think might be of interest to others when they obviously found it so, at least enough to add it to a collection. No, not the general run of material but that one you are not too sure about, or the one five years before and of a slightly different design to the illustration in the catalogue. Go on, do send it in - and please put your name on the article and the back of any photocopied material. These have a habit of becoming detached from each other and any covering letter, rather to the confusion of the Editor.

MAN ON THE MOVE.....

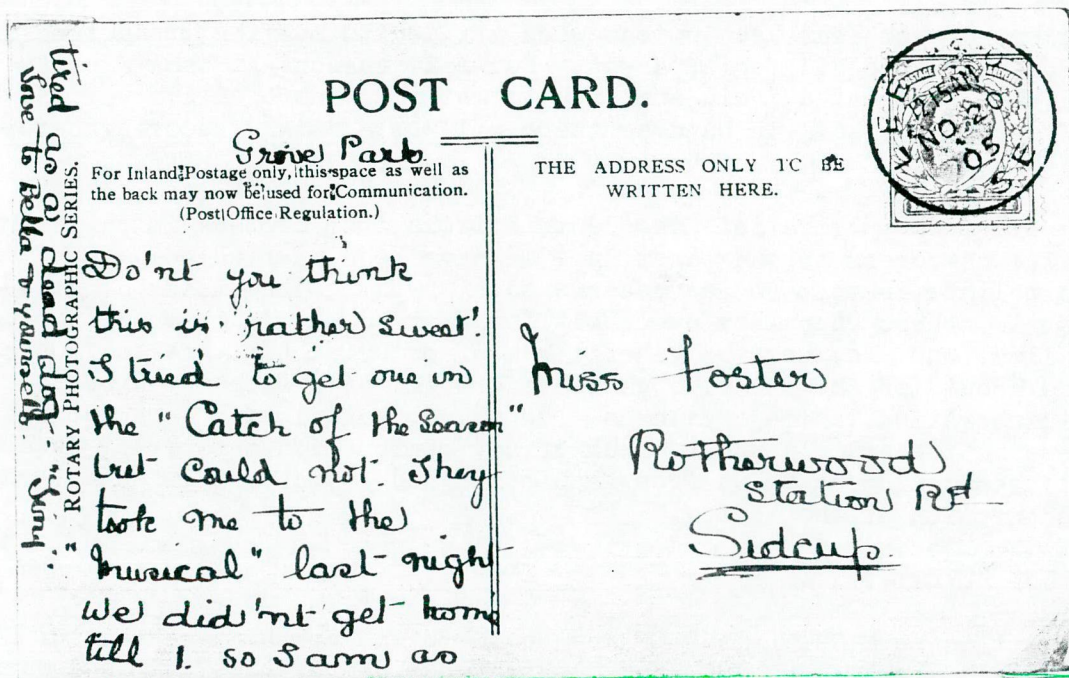
By now settled in MICHAEL JACKSON has moved to the comparative calm of St. Neots. Please drop him a line at P.O. Box 3, St. Neots, Cambs, PE19 2HQ to arrange a visit or to see something on approval.

TWO FROM STAMPEX 1987.....

Tucked away on the stage, which seemingly not many visitors discovered, was a superb working example of a Krag, which was not to be employed on any item with adhesives, these were to be defaced. As can be seen, even this produced at least one amusing item.

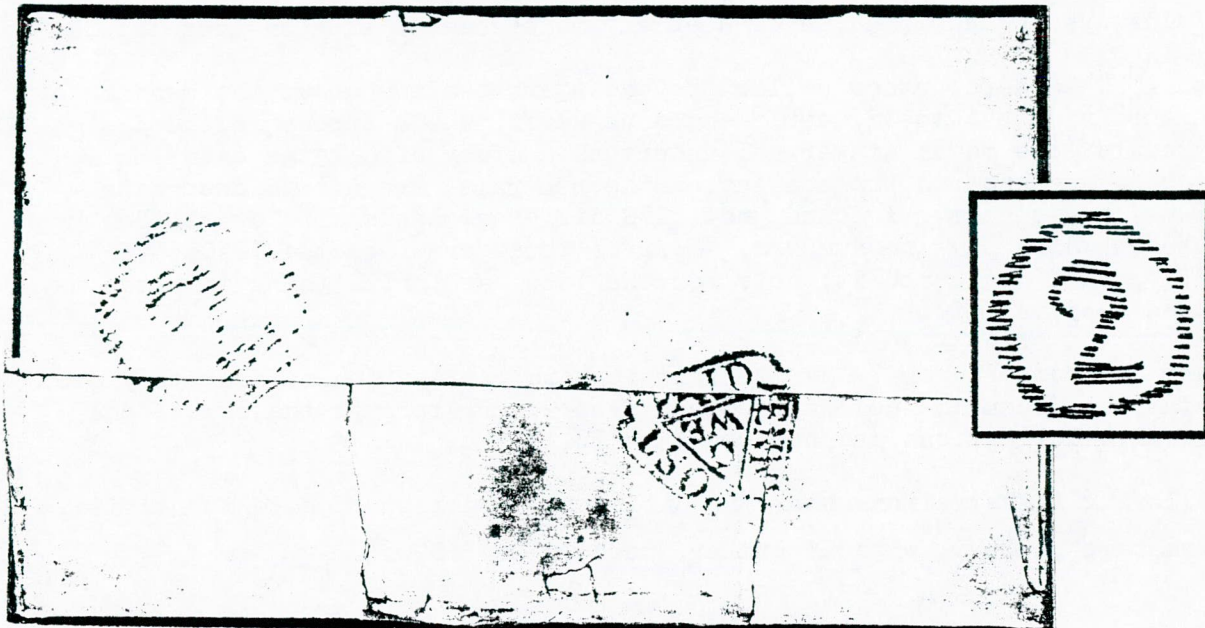


The second item was offered as a "small skeleton" but close inspection shows it is an interesting example of LEE R S O date stamp where the entire centre portion is mis-aligned with the lettering round the rim. Nice one.



A CONTROVERSIAL PENNY POST MARK from A.J. Kirk

Illustrated is the " 2 " in a circle, listed in the London catalogue under " Unclassified and Controversial Marks of London " (L1408) although as if in solid color, not the short horizontal lines.



This example is dated 1786 and was sent from Birkin Lane, Covent Garden, to Hackney and has the usual type 4 Dockwra of the General Office.

The catalogue reads " This is known on Penny Post letters, on letters from the provinces to London and on a letter from Gothenburg to London ", which demonstrates there are a number extant.

What is the purpose of the stamp ? An interesting suggestion has been made to me. As is known at this time letters delivered in the Country Area of the Penny Post were charged an extra penny for delivery. Alex Matthews offers the opinion this mark could result from a stamp made by a local postmaster to indicate to the Letter Carriers they had to collect twopence. However, the item from Sweden, unless delivered out of town (can this be verified ?) tends to challenge this. Where exactly were all the recorded examples sent to, possibly all Hackney ? This would add weight to the theory.

I am indebted to Dr. Hess for sending me details of this item from his collection.

-o-o-o-o-o-

LONDON OFFICE CLOSURES

In July 1986 the B.P.S. Bulletin reported the following London offices as being closed.

Barnabas Road, Homerton E9	c. 1983
Capworth St., Leyton E10	" by 1984 "
Queens Road, Walthamstow E17	2 May 1985
Islington High St. N1	8 June 1985
Southampton St. SO, WC2	13 June 1985
Mayfair B0, Queen St. W1	15 June 1985
Soho Street B0, W1	21 June 1985
Cadogan Terrace, E9	" by April 1986 "

Please advise of any local office closures seen (and openings, if any.)

THE GUILDHALL PENNY POSTAGE JUBILEE ' STAR ' CANCELLATIONS

by Werner Bauschke

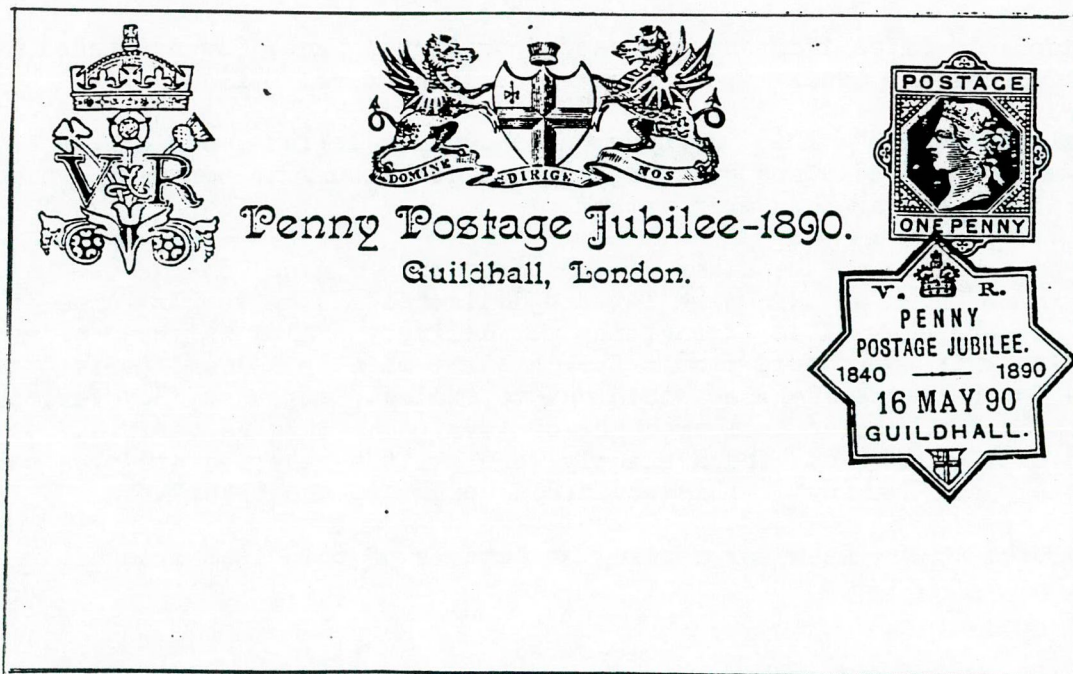
I have been interested in the Penny Postage Jubilee and the many handstamps and associated material for some time. Last year I came across one of the " Star " cancellations (Pearson 18/19) with the number 10. However, this was a sideways 10 and I had never seen any reference to such an item before.

I asked LPHG members, other collectors and stamp dealers about the meaning of these numbers, the 1 to 12, serif and sans-serif, which appear in the design. Nobody could give me an answer. I undertook a study of all the examples I came across and came to the conclusion the numerals are not to designate individual handstamps. I found just FIVE different handstamps apart from the rubbers which have no numbers. Four of these are from the 1890s, the type "T2", as I designate it, only for the 1966 version; I think this too may have been used in 1890.

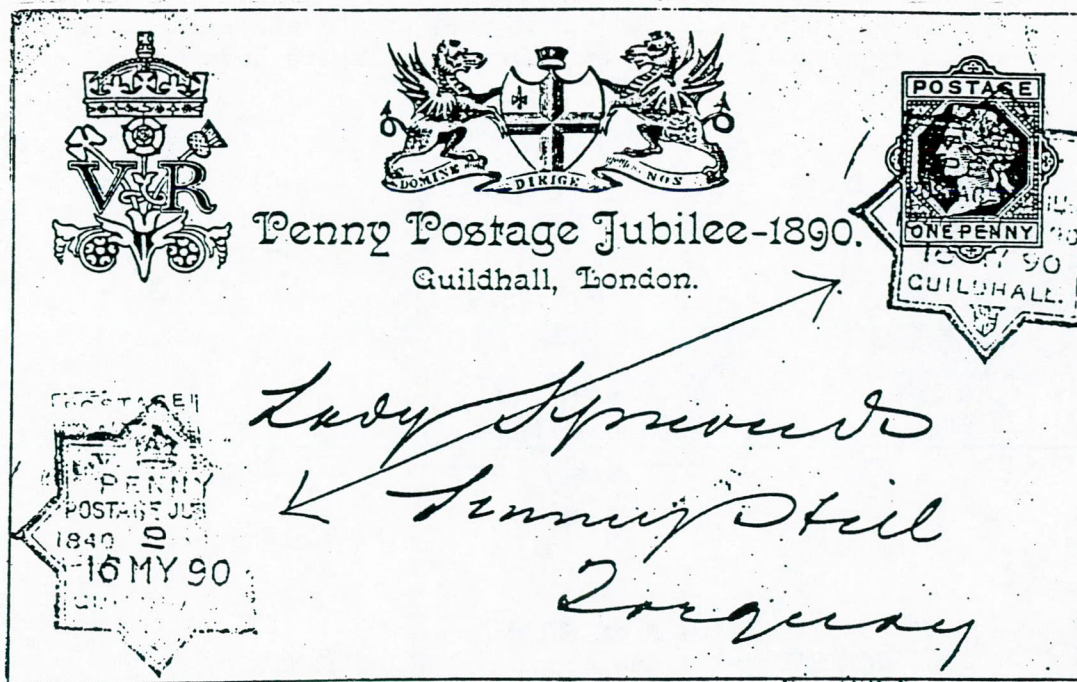
What are the numbers for ? My straight forward explanation is that they are time stamps. Given the collections ran from 9 a.m. through the 8 p.m. one gets twelve collections and numbers 1 to 12.

The following illustrations show the different handstamps I have identified.

(A) Handstamp ,rubber, without number, used 16 May 1890.



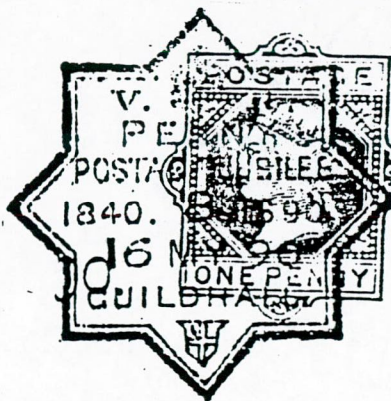
(B) Handstamps, metal, with movable slugs for the dates and numerals, used on all three days (May 16, 17 and 19).



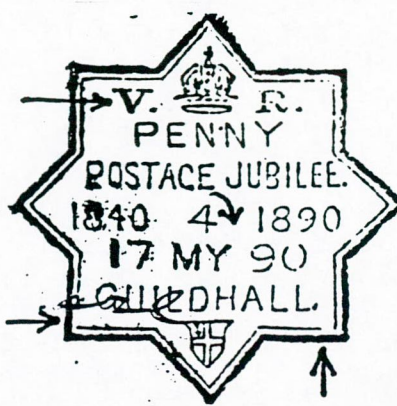
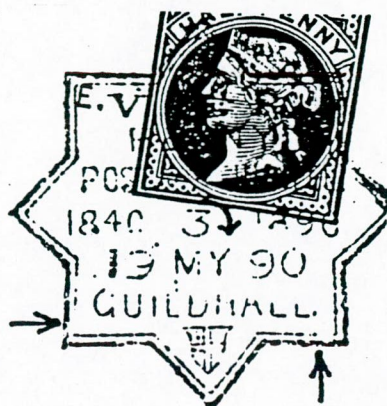
The sideways 10 showing the numerals were not fixed.

The different types of the handstamps (ST below P)

Type S 1 S of POSTAGE below left side of P of PENNY
J of JUBILEE below the first part of the second N of PENNY



Type S 2 S of POSTAGE below left side of P of PENNY
J of JUBILEE below last part of the second N of PENNY.
The letters VR are higher. The numbers have a slight turn to the right. The lines inside the octagon star appear worn at the right and the left side of the lower part.

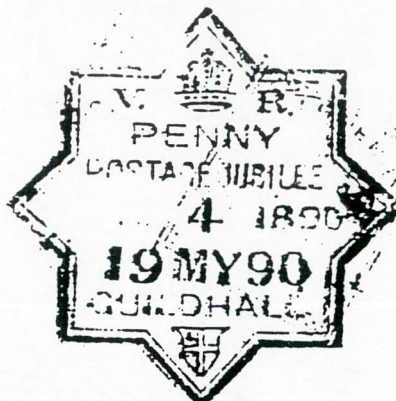


The Guildhall Penny Postage Jubilee 'Star' Cancellations.....Type S 3

S of POSTAGE below P of PENNY

J of JUBILEE below the first part of the second N of PENNY

The types of the date and the numerals are heavier

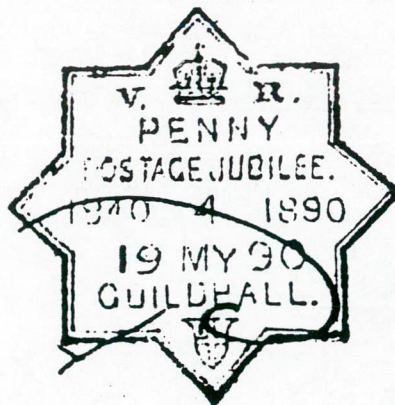
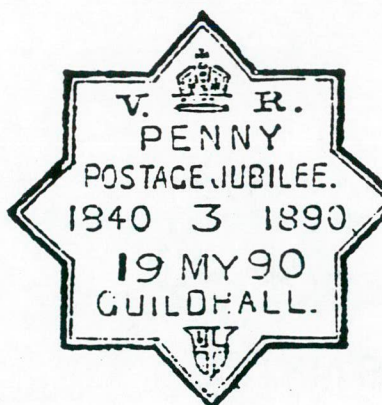


PENNY
S J

Type T 1

T of POSTAGE below P of PENNY

J of JUBILEE below the middle of NN of PENNY



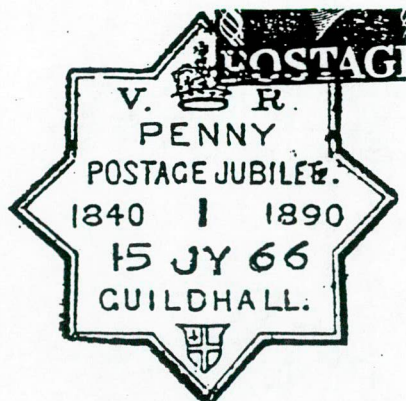
PENNY
T J

Type T 2

T of POSTAGE below P of PENNY

J of JUBILEE below left side of the second N of PENNY

Used from 15 - 23 July 1966 at the Guildhall Exhibition of the Great Britain Philatelic Society



PENNY
T J

Would readers please examine their material and if there are other types, or further examples of misplaced time slugs, please let me know.

Werner Bauschke, Schoneberger Weg 16, D 7032 Sindelfingen, West Germany.

Taxing Officer

Handstamps bearing the words " Taxing Officer " are to be found on items where there are no adhesives at all, whereas " Surcharge " or " Surcharge Duty " is used when there is an underpayment.

The British Postmark Society Bulletin for January 1986 illustrated a " Taxing Officer " handstamp for W.C.D.O. and asked for readers to report both types and the cover details. Since no doubt London has a number of these, our readers are invited to record details. Any employed with large companies and a post room are urged to make friends in the right places!

NEW LONDON MISSORT

Page 29/32 of British Postmark Bulletin illustrates a new London missort handstamp. It carries code 79B, thought to be used at the new London SW mechanised office at Nine Elms and is found in both machine and handstamp form.

LONDON M.L.O. STAMPS

B.P.S. Bulletin carried three reports on the Universal machine with this dater die during 1986.

London NW1 had this dater in use from 6 January 1986. It transpired these dies are used only in the FCTs - four indistinguishable dies in two FCTs - while the old dies continue unchanged in SCMs. The old dies were not seen used since 6 January, other than the two dies used in red for prepaid postings - London NW1 ' E ' and ' Great Britain ' - which certainly remained unchanged. (Reported April 1986)

The un-lettered dies had a very short life and were replaced with examples bearing die letters from 7th. April, 1986.



It is understood the four dies lettered A, B, C and D are used in a FCT (A and B, 1st and 2nd class respectively) and two normal machines (SCMs) for large machinable envelopes etc. (C and D, 1st and 2nd class respectively, the report in April of two FCTs may have been inaccurate.

There were two further dies, E and F, which are used at NW9, where mail from NW 2, 4, 7, 9 and 11 is handled, presumably for post-marking purposes only ; then one presumes such mail is forwarded to the MLO for coding and onward transmission. The NW9 arrangement applied only to the afternoon and evening Monday to Friday, with NW9 maintaining its own postmark identity for 0915 collections (and 0945 and Noon, or thereabouts, on Saturdays).

Moreover, the F die was used at NW9 for one week only before being transferred to NW3, where a similar arrangement was to apply; thus NW3 uses its own postmark in the morning and NWML0 ' F ' in the afternoon, for both 1st and 2nd class mail. A NWML0 ' G ' die was introduced from 28th July, 1986 in order that a similar arrangement could apply at NW10.

The nett result appears to relieve the MLO of some of its mail handling and postmarking, leaving only mail from NW1, 5, 6 and 8 to go directly to the MLO for postmarking.

THE INLAND POSTS (1392 - 1672), A Review

Christies's - Robson Lowe are continuing the policy of publishing works of great importance to collectors of both adhesives and postal history, not just of Great Britain. One does not expect to find the trivial and Dr. Stone has produced an invaluable contribution which maintains this record.

Your reviewer, some twenty years ago, not satisfied with the coverage given by the only publication of the Calendar of State Papers then available, undertook to read and abstract a more detailed selection. It took many months to cover just ten years from one source. Dr. Stone has covered three hundred years and not merely the State Papers Domestic (the source Bibliography is given on two full pages of text!).

As with all reference works one cannot dive straight in but start on the Foreward (by Martin Willcocks) and then carefully read the Introduction. The Index is helpfully divided into " Geographical, this under Counties rather than a simple alphabetical , an Index of Personages and a Subject Index. All are comprehensive and should enable the user to rapidly locate all references to the matter under study.

Despite London not having a local post there is a very respectable listing of London references from the Barbican to Greenwich and Tooting, to name but three.

The printer's name is not given but the quality of the paper, binding is the usual superb standard associated with RL. However, the quality of the printing is 'orrible and comes from a word processor of very variable quality and was presumably employed to keep the cost down. Given our own policy on the subject we would not want to stress this too much but it does affect the initial impression. To rub a little salt in, pages 329 to 333 are a repeat, in a different type size of early sections of the Index.

Is it something all Postal Historians should have? YES YES YES. At £15 plus £1.50 Inland postage, it must be on your bookshelf, but more often on the table top, pages open, for reference. Dr. Stone is to be soundly congratulated for a formidable effort in research and a reference work published.

We repeat. This is a book you will regret not having, just as it is out of print.

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SOME COMMENTS ON QUERIES IN 1986 by A.J.Kirk

Notebook 1975. Modern Foreign Branch Mark

I have, personally, found nothing further about this mark but Mr Villi Gindl in Austria has sent me a photocopy of the same mark on a letter sent to him from England in 1984. It can, therefore, be found on both incoming and outgoing mail. The amounts shown on his mark are T 24 and FS 20½.

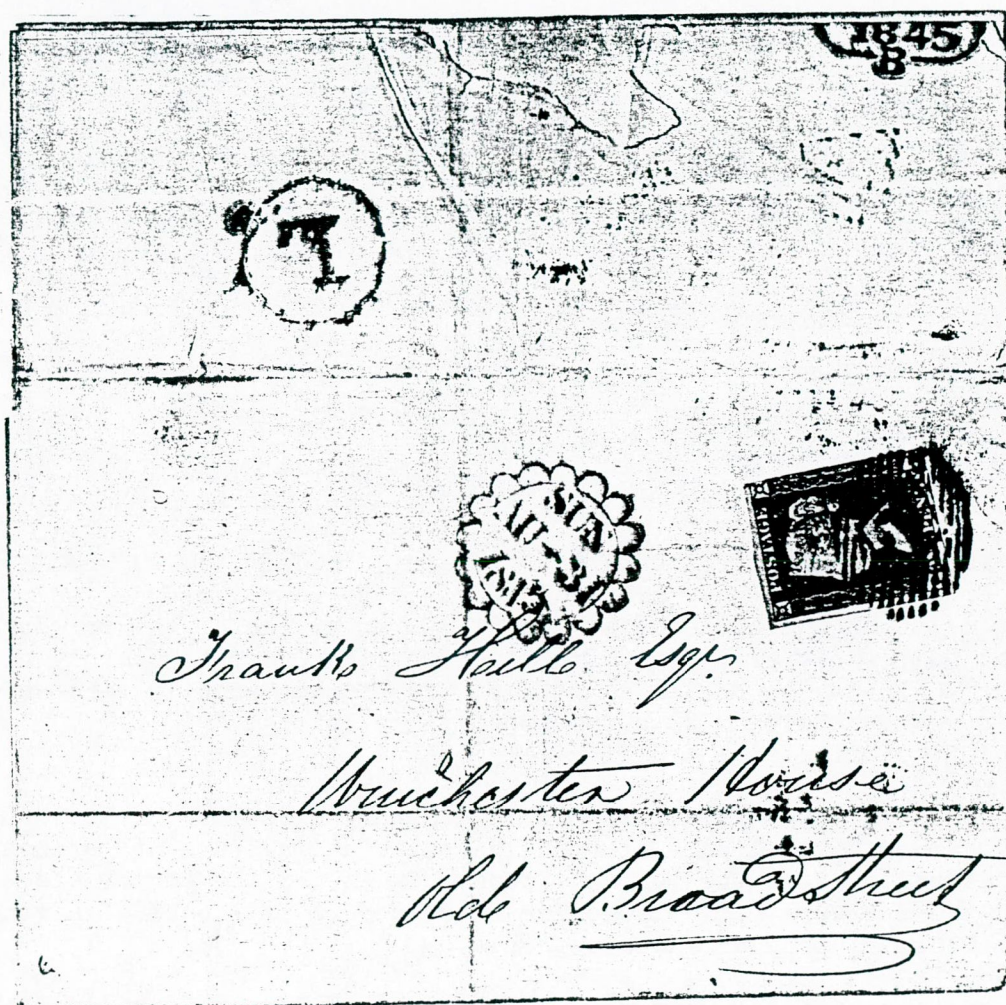
Notebook 76. London Twopenny Post Another Office ?

It has been mentioned to me this mark could possibly be Vauxhall Bridge Road or possibly Vauxhall Row. My own feeling is to favor the former. However, a search in the appropriate Directories does not show a Receiving House at either of these addresses, which in itself is odd. Vauxhall Row is only listing as having one house.

SUNDAY 31ST. AUGUST, 1845, by Colonel G.R. Crouch

A copy of this article was provided by Alf Kirk but neither he nor the Editor can trace the publication in which it first appeared. If any reader can identify the source, formal acknowledgment can be made: meanwhile, our thanks.

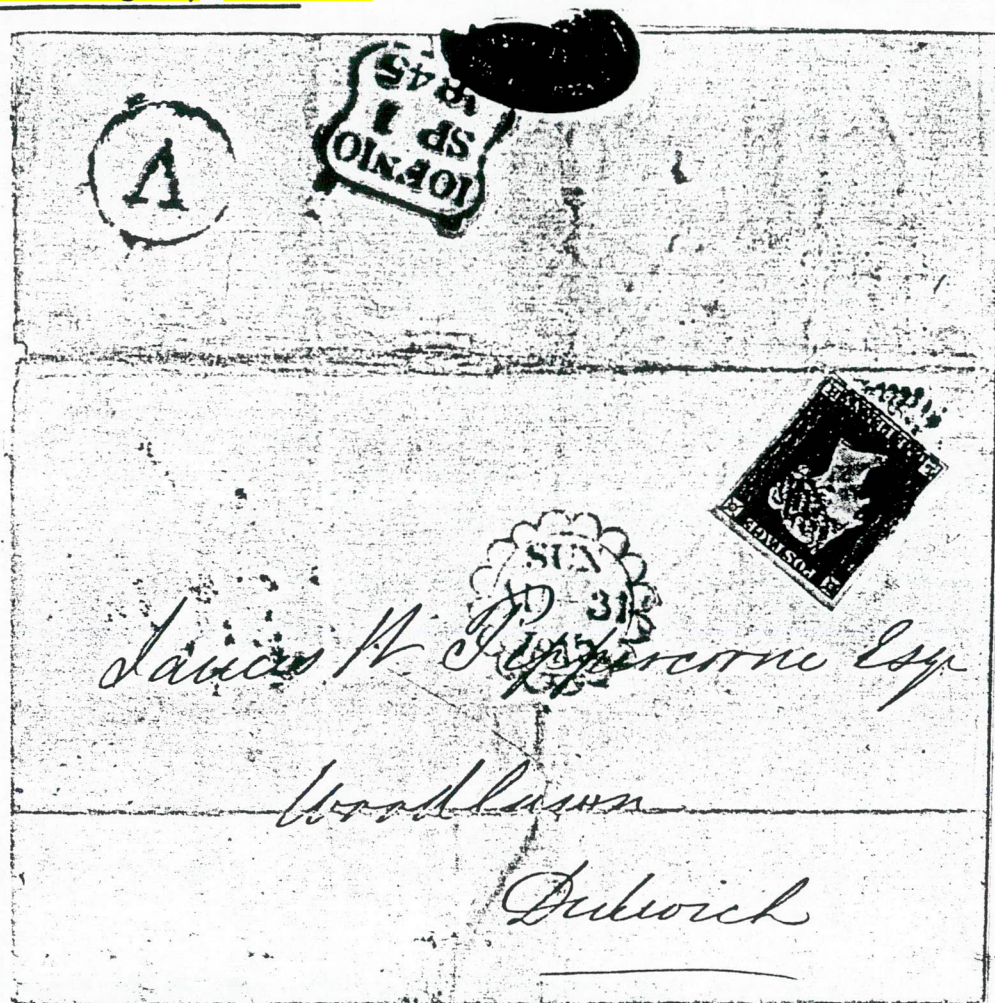
Mr. Alcock has allowed me to inspect a remarkable lot (No. 630 purchased by him at Mr. Robson Lowe's Great Britain Sale on 31st. January, 1946). It is remarkable in that it contains no less than 125 circulars all despatched by the same company on 31st. August, 1845, to different addresses; they were subsequently returned to the senders owing to the fact that they were allotment letters addressed to the original subscribers to the first issue of shares of £50 each in the " City of Toronto and Lake Huron Railway, West Canada ", and each letter allotting the shares had to be delivered to the Company's Bankers when the deposit was paid by the subscriber. Thus all the letters eventually returned to the original senders, and came on the philatelic market a century later.



The letters were franked by 1d. red imperf stamps, which seem to have come from at least two sheets, as some combinations of corner letters are duplicated. All but one of the 125 were cancelled by the " city " (Inland Office; Ed) type of 1844 obliteration, with the figure 2 in central diamond; the only exception (which must have accidentally missed the other cancellation) carries the " suburban " (London District Post - Ed) type of obliteration with No. 71 in circle.

All the letters are dated 28th. August, 1845, which was a Thursday, but they were posted on the following Sunday, 31st August, as every cover bears the Sunday stamp of that day with 16 " arcs " or rays, surrounding the circular frame (A & H fig. 853). These " SUN " stamps are uncommon after 1839, as they

Sunday 31st. August, 1845.....



had been mainly used on franked letters up to 10th.Jan., 1840, when franking ceased. From that date they are believed to have been impressed only on letters posted in the Sunday boxes at the G.P.O. or at one of the British (sic) Offices at Lombard Street, Vere Street, or Charing Cross (possibly at the Borough also). If posted on Sunday at a Branch Office, such letters were also stamped in red on the back with the appropriate initial " L ", " V " or " C ", in a circle (similar to A & H fig 1841).

The curious thing about this series of 125 Sunday circulars of 31st August, 1845, is that 63 of them were apparently posted at the Vere St. Branch Office, while 59 were posted at the Lombard Street Office, as the former are stamped " V " and the latter " L ". The other three covers are doubtful as the initial stamp is either missing or indecipherable.

Now as the offices of the Secretary of the Railway Company were in St. Helen's Place, it might have been expected that his circulars would be posted in Lombard Street, or at the G.P.O. but it is by no means clear why half of them should have been put in at the Vere Street Branch Office in the West End. Could it have been some arrangement to avoid flooding out the Lombard Street Office on a Sunday, by dividing the despatch with Vere Street? Or did two of the Company's clerks take the job home to finish at the week-end, each posting his own batch at the Post Office nearest his home or lodgings, one in Lombard Street, and the other in Vere Street? Some such arrangement may be the explanation, but it must be admitted that the handwriting of the addresses on the letters posted in Vere Street seem in many cases to be the same as in those posted in Lombard Street, and vice versa. Probably we shall never know the answer but it's an intriguing problem and a most extraordinary and interesting series of covers.

In conclusion, it should perhaps be recorded that those letters addressed to other parts of London all received the back stamp illustrated.

The Inland Posts

1392-1672

A Calendar of Historical Documents
edited by J. W. Stone

The Calendar starts with the Middle Ages and has sections on every reign from Henry VII to Charles II with sections on Scotland, the Civil War and the Interregnum. This part fills 200 pages.

There are 33 Appendixes filling another 110 pages including the Accounts of the Lord High Treasurer of Scotland, the Master of the Posts, a Postmaster of the Court and John Thurloe 1659-1660; the Roads for Dover and the North, Chester, Preston, Kent and Sheffield; with Roads, Branches and Mileages 1666-1670; five appendixes deal with Salaries, Wages and Rates; the Post Towns; Stages for the Standing Posts, Settling a Packet Post, the East Anglian Foot Post, Post Stages and Market Towns served; Postmasters earn three appendixes while others deal with

Orders for the Posts
Orders by the Lord High Treasurer
The Posts versus Stanhope and the Paymasters
Broadsheet by Henry Byshop
The 1660 Post Office Act
Postal Endorsements in the Salisbury & Cowper MSS

* * * * *

**A WEALTH OF SOURCE MATERIAL
 FOR THE SERIOUS STUDENT**

published on 16th January 1987, the 326th anniversary of the note on the expense of printing 1,250 proclamations about the Post Office.

£15 + postage (£1.50 inland, £2 overseas, airmail £7.50)

CHRISTIE'S-ROBSON LOWE

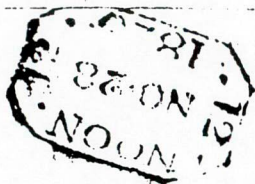
Literature Department

39 POOLE HILL, BOURNEMOUTH
 DORSET BH2 5PX

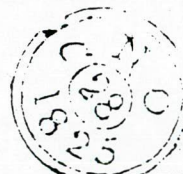


THE "RL" STAMP IN SOUTH EAST LONDON by RM Willcocks

It is considered "RL" stands for "Ride Letter", although there is no proof of this, applied to letters handed to the letter carrier on his walk. These he took back to his office and one penny charged extra. Examples seen by me agree with this. As they were not posted at a Receiving House there is never an office namestamp. Nearly all originate in the Western and North Western suburbs but I



J. W. Martin Esq **RL**
Leeds Castle
Kent



have just found one in the South East. It also warrants a remark because both origin and delivery were outside the London area, Erith not coming into it with the extended limit of November 1833.

Written at Abbey Farm, Erith in November 1825 and addressed to Leeds Castle, Kent, the obvious course was to post it at Dartford, which would have been 6d. to Maidstone (23 miles). However, it was taken in towards London and given to a letter carrier, probably near Woolwich or Shooters Hill. It has a handstruck '2' for the post into London, datestamps of the Twopenny and General Post and a total charge of 9d. (7d. for 30 to 50 miles, Maidstone being 38, and the 2d.)

It is difficult to see why he did this, for Dartford was the first coach stop so it cannot have caught a later mail (Pigot says letters for Dover leave Dartford at 10 p.m.). Even if Mr. Fletcher was going to Woolwich I am surprised it was worth fourpence extra but as he informs Mr. Martin he has paid a considerable sum to his account, they were both comfortably off: it was sent unpaid anyway!

This is the first "RL" I recall seeing on the Eastern side of London but Paul Green tells me he thinks he saw one years ago on the Essex side of the river. This tall stamp is listed by Barrie Jay as L 564, 1819 - 28. If members care to send to me at 7 Shooters Hill Road, Blackheath, London SE3 7AR details of any "RL" stamps

The "RL" Stamp in South East London...

(or the similar "WR") I would like to see exactly where they used. Please list date, type, place of origin, address and charges.

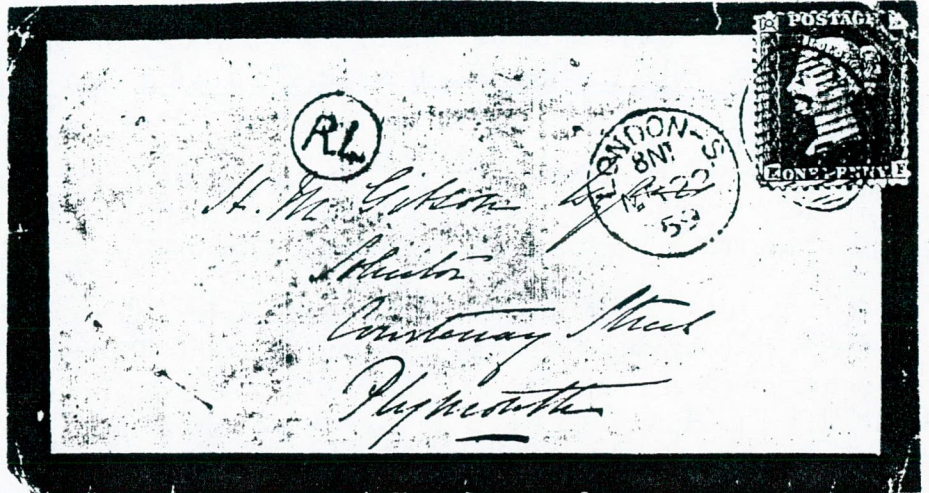
Editor's note: In the course of a telephone conversation with Martin it was made clear the extra penny of which he speaks in the opening paragraph was paid in cash to the letter carrier and would not appear in the reckoning shown by the charge marks.

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THE "RL" IN SOUTH LONDON

With the usual luck of the Irish, the Editor has recently purchased the item shown on the right.

It is dated 1859, well into the era of the London District and the "RL" is of a quite different type, MacKay fig. 3624, which he continues to describe as a Ride Letter.



However, by 1859, in the Southern District surely the difficulties of getting to ' the post '

could not have been anything like those encountered thirty four years before in the wilds of Shooters Hill. There were sixty five offices listed in the Post Office Guide as " Suburban " in 1857, although some of the more distant and less populous places had but the one office, so it could have come from such a place.

The Proof impression Books, Volume 16 pp 41 and 42 shows the stamps in use in the Southern District, presumably on 1st. September, 1858, that being the date on all the date stamps. One of them is this "R.L" stamp.

However, despite the apparently general acceptance that "RL" means Ride Letter, there seems to be nothing in official records to support this. The Editor is slowly working his way through the P.O. Records reading anything on the Twopenny Post and may find something to support this accepted convention. Like Martin, any examples of this post 1840 use need to be known to the Editor. Of particular interest will be the time of the cancellation: this one you will see is 8 night.

-o-o-o-o-o-o-o-o-o-o-

Notebook 76 London SE Datestamp Oddity

This mark would appear to be an original ' thimble ' datestamp to which has been added a ' 1 '. As is known, in 1917, all Districts in London were given numbers to assist in the sorting of mail. S.E.1 would be the Head Office of the South Eastern District, i.e., the Borough Office.

Notebook 77 A Postage Due Query

Dr. R.W. Powell has suggested the c.d.s. is " Yiewsley ". This has been confirmed by Mike Goodman. It would seem this odd stamp was used, therefore, at Yiewsley in Middlesex.

.....comments received from A.J.Kirk

CONDITIONS OF CONTRACT

FOR

CONVEYING TWOPENNY POST LETTER BAGS.

Sealed Tenders will be received by Her Majesty's Postmaster General to perform this Service, on or before the 16th day of October next, at 12 o'Clock, to be subscribed, "Tenders for Conveying Twopenny Post Letter Bags."

Tenders will be received for performing the work by Horse Rides, Mail Carts, Stage Coaches, or Omnibuses, from the 5th April, 1840, and they may be made for the whole work or for any particular line of Road.

The work to be performed at the rate of Eight Miles per Hour, Stoppages included. If conveyed by Horse Rides, or Carts, the Riders or Drivers to be of good character and liable to be discharged on the requisition of the Postmaster General. The Horses to be kept to the good liking of the Postmaster General, and subject to removal if not approved of.

No Guard will accompany the Bags if conveyed by Stage Coaches or Omnibuses. The Contractor will be made responsible for their security and safe delivery.

The present Distances and Lines of Route are stated at foot. The Postmaster General is however to have the full power to make any alterations or extensions of the Rides he may think fit, and from time to time to fix and alter the Hours of Despatch and determine the Routes of the Service to be performed. The Contractor to be subject to all such Orders and Regulations as may from time to time be made by the Postmaster General.

The Contractor to provide two responsible Securities (to be approved by the Postmaster General) who shall be bound with him jointly and separately in a Bond to the Crown in the Sum of £1000, (if the Contract is for the whole of the work, if not, in sums proportionate to the quantity of work contracted for, such sums to be fixed by the Postmaster General) for the due performance of the Contract, to be recoverable as liquidated damages in case of any breach or default.

The Contract to be for Three Years certain, and after that period to be determinable on Six Calendar Months' Notice on either side.

The Contractor to be liable to all the Assessed Taxes now paid or hereafter to be payable on the Horses, Carriages, or Drivers.

Should Contracts be accepted from Stage Coach or Omnibus Proprietors, the conveyance of the Letter Bags shall not exempt the Contractor from the payment of Tolls, and there is to be a stipulation in the Contract that no such exemption shall be claimed by the Contractor.

The terms to be stated in *words at length*, the Tenders to be for the *Double Mile*, and to state whether by Horse Rides, Carts, Stage Coaches, or Omnibuses; to include the expence of providing and maintaining the Horses, Carts, Equipments, and Riders, and the Contractor is to be responsible for any accident or damage of any description, and every other charge and expence, except the Uniform Hats and Coats of the Riders and Drivers, and the Saddle Bags and Pouches. The Carts to be built or constructed to the entire satisfaction of the Postmaster General. The Payments to be made at the expiration of each Quarter.

A Contract to be prepared and executed in conformity with the Terms and Conditions of this Specification.

The Postmaster General to have power to determine such Contract immediately, in case of any breach or default on the part of the Contractor, or any person employed by, or acting under him.

TOWN RIDES.

*Charing Cross	14	Despatches to and from,	21	Double Miles.
*Portland Street	7	do	$16\frac{1}{4}$	do
North Row... ..	14	do	$37\frac{1}{2}$	do
Stepney	8	do	$21\frac{1}{4}$	do
Southwark	8	do	10	do

* One of these Despatches must be by Cart.

SHORT RIDES.

	No. of Despatches	Fixed Time of Despatch from the General Post Office		Fixed Time of Despatch from the Country		No. of Double Miles
		Morning H.	Afternoon M.	Morning H.	Afternoon M.	
CAMDEN TOWN.....	2	7..30	7..15	8.. 5	7..41	7
SOUTH LAMBETH	2	7..30	7..15	8.. 5	7..40	6
CAMBERWELL	2	7..30	7..15	8.. 5	7..45	8
HACKNEY	4	{ 7..30 9..15	{ 1..30 7..15	{ 8..10 9..46	{ 2..16 7..50	$15\frac{1}{2}$

COUNTRY RIDES.

	No. of Despatches	Fixed Time of Despatch from the General Post Office		Fixed Time of Despatch from the Country		No. of Double Miles
		Morning H. M.	Afternoon H. M.	Morning H. M.	Afternoon H. M.	
BARNET, through Holloway and Highgate	2	9..15	4.. 0	8..58	4.. 0	23
*BROMLEY, through Camberwell, Dulwich, Sydenham, and Beckenham.....	3	9..15	{ 1..30 } 4.. 0	8..45	{ 1.. 0 } 3..45	37½
*EDGEWARE, through Somers Town, Cam- den Town, Hampstead, and Hendon....	2	9..15	4.. 0	8..52	3..52	24
ENFIELD, through Stoke Newington, Tot- tenham, and Edmonton.....	3	9..15	{ 1..30 } 4.. 0	9..10	{ 1.. 0 } 4..20	34½
HARROW, through Paddington, Kilburn, and Willesdon	2	9..15	4.. 0	9.. 6	4.. 6	26
*HOUSLOW, through Brompton, Kensing- ton, Hammersmith, and Brentford.....	3	9..15	{ 1..30 } 4.. 0	8..45	{ 1.. 0 } 3..50	36
CROYDON, through Clapham, Tooting, and Mitcham	3	9..15	{ 1..30 } 4.. 0	9.. 6	{ 12..50 } 4.. 6	36
WOODFORD BRIDGE, through Bow, Strat- ford, Leytonstone, and Woodford	2	9..15	4.. 0	9.. 6	4.. 6	25
*WOOLWICH, through New Cross, Dept- ford, Blackheath, and Old Charlton.....	2	9..15	4.. 0	9.. 6	4..15	20
*HAMPTON, through South Lambeth, Wandsworth, Putney, East Sheen, Rich- mond, and Twickenham	2	9..15	4.. 0	8..30	3..35	33
WOODFORD, through Bow, &c.....	1		1..30		1..21	9½
HIGHGATE.....	1		1..30		2..10	5
HAMPSTEAD, through Somers Town, and Camden Town.....	1		1..30		2..15	5
*STANMORE, through Hampstead, Hendon, and Edgware	1		8.. 0	5..15		14
TWICKENHAM, through Brompton, Fulham, Putney, East Sheen, and Richmond	1		1..30		12..40	13
KILBURN, through Paddington	1		1..30		2..12	5

Bags to be left and received at all the above Places.

To the Places marked thus * the Morning Despatch must be made by Cart, Stage Coach, or Omnibus, but the others may be performed by Horse Rides, Carts, &c. at the option of the Contractor.

The Times fixed for the Despatches from the General Post Office in the Morning may vary from Fifteen to Thirty Minutes, and at the other Despatches from Five to Fifteen Minutes.

N.B. The foregoing Rides are employed every Day, Sundays excepted.

BRANCH COUNTRY RIDES.

	No. of Despatches	Fixed Time of Despatch		Fixed Time of Return		No. of Double Miles
		Morning H. M.	Evening H. M.	Morning H. M.	Evening H. M.	
From Bexley to Blackheath through Eltham	2	8..40	3..40	10.. 0	4..59	16
„ Carshalton to Mitcham.....	2	9.. 5	4.. 5	11.. 0	5..35	6
„ Kingston to Wandsworth	2	8..55	3..55	10..12	5.. 0	12
„ Kingston to Putney	1	12..30			2..25	6
„ Romford to Stratford	2	8..56	3..56	10..15	4..56	16½
„ Fulham to Brompton	2	9..40	4..40	10.. 0	5.. 0	5
„ Woolwich to Deptford.....	1	12..50			2.. 0	4½
„ Norwood to Dulwich.....	3	9 .25	{ 1..25 } { 4.. 6 }	9..56	{ 2..16 } { 4..46 }	7½
„ Waltham Cross to Edmonton	1	12..45			2..30	4½
„ Barking through Ilford to Stratford..	1	12..45			2.. 8	5½

The foregoing Rides are employed every Day, Sundays excepted.

EARLY BRANCH COUNTRY RIDES.

	No. of Despatches	Fixed Time of Despatch		Fixed Time of Return		No. of Double Miles
		Morning H. M.	Afternoon H. M.	Morning H. M.	Evening H. M.	
*From Kingston to Hounslow through Twickenham	1	5.. 0			7.. 0	9
* „ Hounslow to Brompton	1	6..20			6.. 15	8½
„ Barnet to Highgate.....	1	6.. 0			6.. 0	6½
„ Waltham Cross to Stoke Newington	1	6.. 0			6..30	9
„ Croydon to Brixton	1	6.. 0			6..30	6½

The foregoing Rides are employed every Day throughout the Year.

* These Despatches must be by Cart, Stage Coach, or Omnibus.

By Command of

Her Majesty's

Postmaster General,

W. L. MABERLY,
Secretary.

General Post Office,
2nd September, 1839.

LONDON DISTRICT IN 1912 from Werner Bauschke

There is a surprising shortage of Post Office Guides for the early years of the 1900's and when a copy does come on the market, the cost is usually quite high. Readers might be interested to see a map of the London Postal Area for 1912 and the list of District and Sub-District Post Offices for the same year.

MAP OF LONDON POSTAL AREA.

EC General Post Office

King Edward Street

E1 Head District East

206, Whitechapel Road

E2 Bethnal Green

173, Bethnal Green Road

E3 Bow

South Grove

E4 Chingford

Station Road

E5 Clapton

Brooke Road, near Station (227c)

E7 Forest Gate

Woodgrange Road

E8 Hackney

Greenwood Road (1A)

E9 Homerton

Wick Road (1)

E10 Leyton

713, High Road

District and Sub-District Post Offices 1912.....

E11	Leytonstone	Fillebrook Road (125)
E12	Manor Park	Manor Park Road
E13	Plaistow	High Street, near Broadway
E14	Poplar	167, East India Dock Road
E15	Stratford	Martin Street
E16	Victoria Docks and North Woolwich	22, Tidal Basin Road
E17	Walthamstow	Vestry Road
E18	Woodford & S.Woodford	Marlborough Road
N1	Head District North	116, Upper Street, Islington
N2	East Finchley	Market Place
N3	Finchley Church End	Dollis Park
N4	Finsbury Park	Goodwin Street
N5	Highbury	28, Highbury Park
N6	Highgate	Southwood Lane (67)
N7	Holloway	52, Hornsey Road
N8	Hornsey	Tottenham Lane (44)
N9	Lower Edmonton	Church Street (44-48)
N10	Muswell Hill	Colney Hatch Lane
N11	New Southgate	37, Springfield Road
N12	North Finchley	2, High Street
N13	Palmer's Green	Green Lanes (364)
N14	Southgate	High Street
N15	South Tottenham	Seven Sisters Road
N16	Stoke Newington	Manor Road
N17	Tottenham	Bruce Grove Road (Moorfield Rd, 22)
N18	Upper Edmonton	Leeds Street (5)
N19	Upper Holloway	Giesbach Road
N20	Whetstone	Oakleigh Road (25)
N21	Winchmore Hill	Station Road
N22	Wood Green	Terrick Road
NW1	Head District NW	Eversholt Street
NW2	Cricklewood	Cricklewood Broadway
NW3	Hampstead	200, Haverstock Hill
NW4	Hendon	Brampton Grove
NW5	Kentish Town	Leighton Road
NW6	Kilburn	Belsize Road (260-262)
NW7	Mill Hill	Daws Lane
NW8	St. John's Wood	Circus Rd., B.O., St. John's Wood Terr. 104
NW9	The Hyde	The Hyde, near Kingsbury Road
NW10	Willesden	Station Road (32)
SE1	Head District SE	239, Borough High Street
SE20	Anerley	Ridsdale Road
SE3	Blackheath	The Avenue
SE4	Brockley	Coulgate Street
SE5	Camberwell	297, Camberwell New Road
SE6	Catford	Willow Walk
SE8	Deptford	Creek Road (4-8)
SE21	Dulwich	Alleyn Park
SE22	East Dulwich	Silvester Road
SE23	Forest Hill	Devonshire Road
SE10	Greenwich	Park Street (37)
SE24	Herne Hill	Herne Hill, near Milkwood Road
SE11	Kennington	Hercules Hall Yard, Hercules Road
SE12	Lee	Woodstock Road
SE13	Lewisham	High Street, back of No. 106
SE14	New Cross	288, New Cross Road

District and Sub-District Post Offices 1912.....

SE19	Norwood	35, Westow Street
SE15	Peckham	Hanover Street
SE16	Rotherhithe	Union Street
SE25	South Norwood	Holmesdale Road
SE26	Sydenham	4, Silverdale
SE17	Walworth	35, Penrose Street
SE27	West Norwood	12, Knights Hill
SW1	Head District SW	9, Howick Place, Victoria St.
SW12	Balham	92A, Balham High Road
SW13	Barnes	Stanton Road
SW11	Battersea	202, Lavender Hill
SW2	Brixton	Cornwall Road (Blenheim Gardens)
SW3	Chelsea	232, King's Road
SW4	Clapham	66, Venn Street
SW5	Earl's Court	185, Earl's Court Rd (Earl's Ct.Gdns.)
SW6	Fulham	639, Fulham Road
SW14	Mortlake	Alder Road (19)
SW15	Putney	High St., near Railway Station
SW7	South Kensington	Exhibition Rd. (Imp.Institute Rd.)
SW8	South Lambeth	333, Wandsworth Road
SW9	Stockwell	Wynne Road (1B) & Brixton Road (304)
SW16	Streatham	Prentiss Road
SW17	Tooting	59, Upper Tooting Road (95)
SW18	Wandsworth	19, St.Anne's Hill
SW10	West Brompton	256, Fulham Rd., near Redcliffe Gdns.
SW19	Wimbledon	Compton Road
W1	Head District West	Wimpole Street
W2	Head District Paddington	London Street
W3	Acton	King Street
W4	Chiswick	Clifton Gardens also 276 Chiswick High Road
W5	Ealing	7, Uxbridge Road
W6	Hammersmith	31, Hammersmith Broadway
W7	Hanwell	Station Road also High Street - T.S.O.
W8	Kensington	15-17, Young Street
W9	Maida Hill	Lanhill Road
W10	North Kensington	Hewer Street
W11	Notting Hill	224, Westbourne Grove
W12	Shepherd's Bush	Loftus Road
W13	West Ealing	Manor Road
W14	West Kensington	Blythe Road
WC	Head District WC	New Oxford Street

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