

LINE ENGRAVED RAILWAY PERFINS

Railway companies in Britain and Ireland were some of the first users of perfins. Only eight railway companies have been confirmed as perfin users during the period of the line engraved issue with a further six provisionally identified as perfin users.

Cambrian Railways
Great Eastern Railway
Great Northern Railway of Ireland
Great Western Railway
Midland & Great Western Railway
Manchester, Sheffield & Lincolnshire Railway
Neath & Brecon Railway
North Eastern Railway

Belfast & Northern Counties Railway
Great South & Western Railway
London Brighton & South Coast Railway
Mid Wales Railway
Potteries, Shrewsbury & North Wales Railway
Shropshire Union Railways & Canal Company

Other companies associated with the railway industry who used perfins during this period include.

Argentine Tramways Co. - Tramway Development
The Railway Clearing House
Fox, Walker & Co – locomotive engineers
Hopkins Gilkes – locomotive manufacturer
R & W Hawthorn Ltd – locomotive manufacturer
Sharp, Stewart & Co – locomotive manufacturer

LINE ENGRAVED RAILWAY PERFINs

Belfast & Northern Counties Railway Co. (provisional)

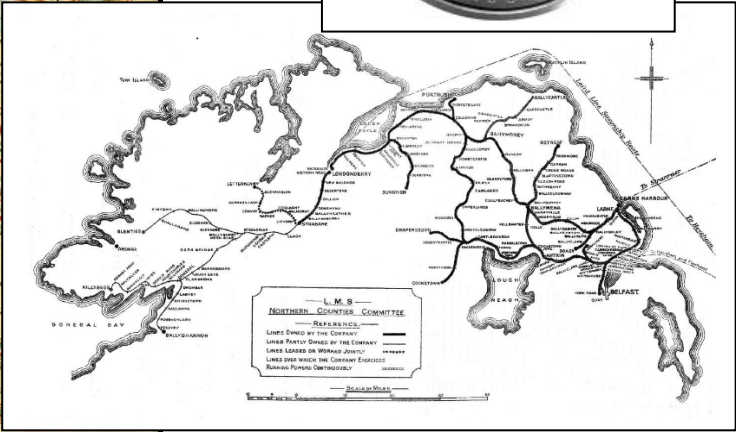
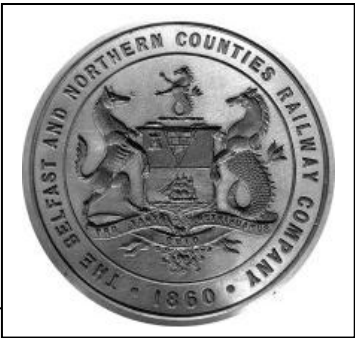
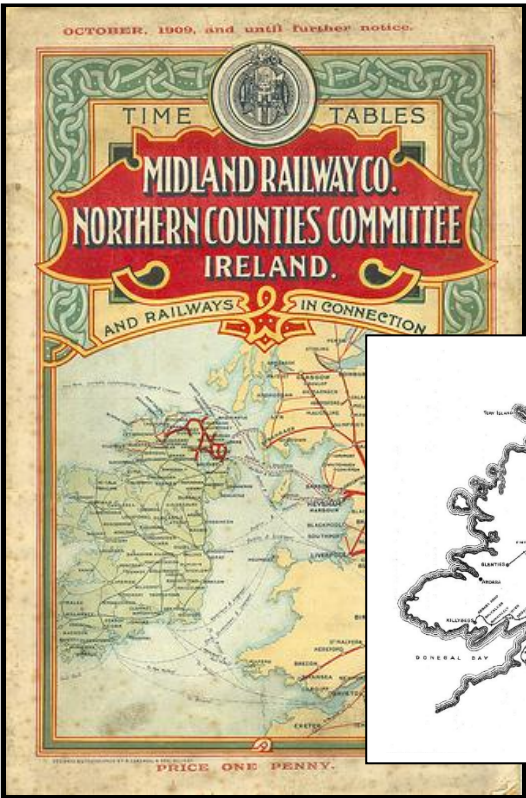
1872 - 1876



B5140.01



Plate 195



Incorporated as the Belfast & Ballymena Railway Company by Act of July 1845, for a railway from Belfast to Ballymena with branches to Carrickfergus and Randalstown, and later to Cookstown via Toome and Magherafelt. By the Act of 1860 the name of the company became the Belfast and Northern Counties Railway. Later acts and powers etc., included the purchase of the Ballymena; Balleymoney; Coleraine & Portrush Junction railways by Act of June 1858; the Draperstown by Act of July 1883. The amalgamation of the Carrickfergus and Larne railway occurred in 1890. The whole was finally amalgamated with the Midland Railway Co. (England) by Act of July 21st 1903.

LINE ENGRAVED RAILWAY PERFINs

Cambrian Railways (confirmed)

1870 - 1881



C0250.01



Plate 197

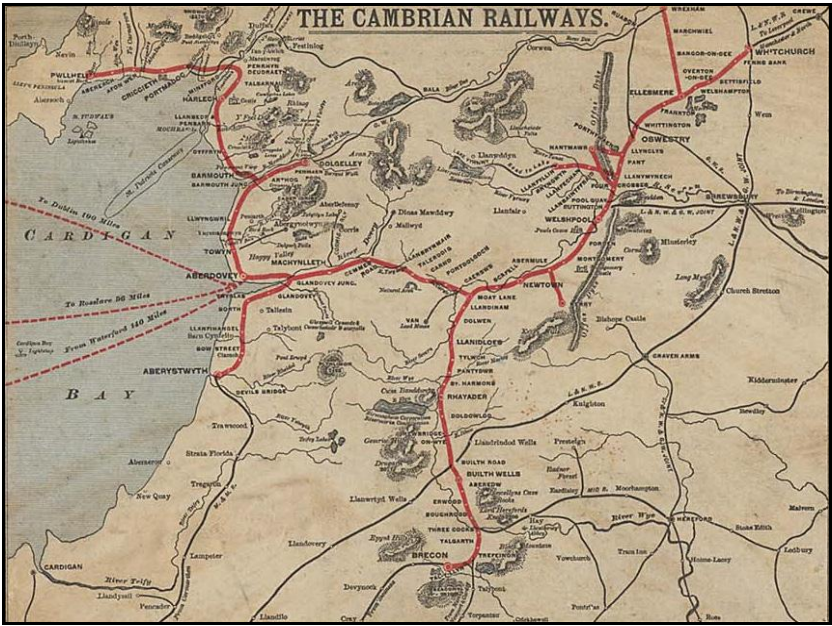
1878 - 1880



C6410.02



Plate 12



Incorporated by Act of July 25th 1864, it comprised the following undertakings:- Oswestry & Newtown; Llandidloes & Newtown; Newtown & Machynlleth; Oswestry, Ellesmere & Whitchurch; Aberystwyth & Welsh Coast. The earliest incorporated of these companies was the Llandidloes & Newtown in August 1853. Later Acts and powers included the amalgamation of the Mid Wales Railway from July 1st 1904 and the Vale of Rheidol from July 1st 1913. On January 1st 1923 it became part of the Great Western Railway. Two dies are known used by the company.



LINE ENGRAVED RAILWAY PERFINs

Great Eastern Railway (confirmed)



Plate 12



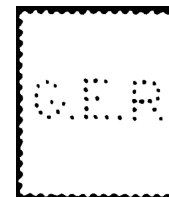
Plate 158



Plate 3



Plate 15



1869 - 1885

G1620.01M



Cover bearing 1d plate 184 perfinned G.E.R (G1620.01) dated 17th April 1877.
Reverse of the cover bears the embossed coat of arms of the Great Eastern Railway.

Incorporated by Act of August 7th 1862, comprising the Eastern Counties; the Norfolk; the Eastern Union; the East Anglian; the east Suffolk and subsidiary undertakings. The Eastern Counties being the earliest incorporated - Act 6 & 7 Wm. IV 1836. The company operated the Royal Mail Route from Harwich to Holland and the Continent, and owned and operated sixteen steamers. At Grouping on January 1st 1923 it became part of the London & North Eastern Railway. The company used two dies during the line engraved period – G1620.01M was used between 1869 and 1885 and G4300.01M was used between 1869 and 1879.

LINE ENGRAVED RAILWAY PERFINs

Great Eastern Railway (confirmed)



Plate 3



Plate 122



Plate 12



G4300.01M



Liverpool Street Station 1875

The formal opening of the Eastern Counties Railway on June 18th 1839, heralded the beginning of the development of the railway system in East Anglia. Originally the ECR had obtained Parliamentary approval to raise the capital to build a railway from London to Norwich and Great Yarmouth via Ipswich. However by 1843 the ECR had only got as far as Colchester. It was subsequently left to the Eastern Union Railway in 1849 to finally complete the route. The Eastern Counties, Eastern Union, East Anglian, East Suffolk & Norfolk Railway companies, along with their subsidiary undertakings, were incorporated into the Great Eastern Railway on the 7th August 1862. By 1867 the company was overstretching its financial resources and finding itself in chancery. During this period some of the Company's assets were claimed by creditors manifested in some instances with locomotives bearing plates proclaiming their new ownership! Fortunately the GER survived this set-back and entered a period of growth and stability which was only interrupted by the First World War and the subsequent amalgamation of the major UK railway companies under the 1923 Grouping.



LINE ENGRAVED RAILWAY PERFIN

Great Eastern Railway (confirmed)



Broken Pin "E"

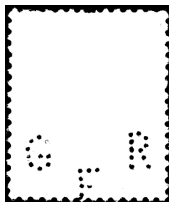


Plate 131

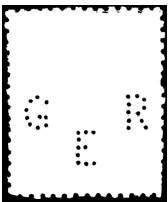
	A	B	C	D	E	F	G	H	I	J	K	L
A												
B												
C												
D												
E					•						•	
F												
G												
H					•							
I												
J											•	
K					•						•	
L												
M												
N												
O												
P												
Q												
R												
S					•							
T												

A broken pin found in the "E" of stamps in the E and K columns establishes that the die was of 6 x 1 configuration.

Plate 113	- KE	Plate 125	- EK (R)
Plate 129	- EK	Plate 131	- JE
Plate 133	- KK	Plate 135	- SE (R)
Plate 137	- HE	Plate 139	- JK (R)
Plate 141	- GF ??	Plate 1?7	- EE



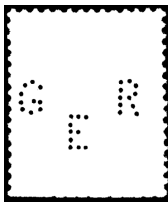
Column A/G



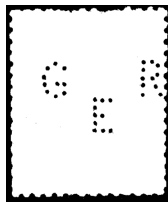
Column B/H



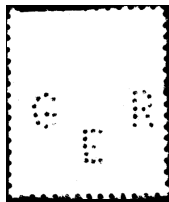
Column C/I



Column D/J



Column E/K



Column F/L



Plate 101



Plate 124



Plate 119



Plate 142



Plate 97



Plate 129

LINE ENGRAVED RAILWAY PERFINs

Great Northern Railway of Ireland (provisional)

1876 - 1877



10760.04



Plate 206

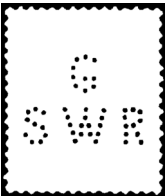


The company was an amalgamation of some of the oldest railways in Ireland, namely the Ulster, Dublin and Drogheda and four others. The final amalgamation was in 1876. The track gauge was an unusual six foot two inches, later changed to the Standard Irish five foot three inches. The main line ran from Dublin (Amiens Street) to Belfast via Malahide, Drogheda, Dundalk and Portadown. Lines from Dundalk to Londonderry via Clones, Enniskillen, Omagh and Strabane and from Portadown to Clones via Armagh and Monaghan, and to Omagh via Dungannon, served many of the more important towns. Other branches ran to Oldcastle, Howth, Newry, Warrenport, Antrim etc. By 1930 the Railway owned 561 route miles and shared, worked or leased a further 45 miles. Only a single die has been reported.

LINE ENGRAVED RAILWAY PERFINs

Great South & Western Railway, Ireland (provisional)

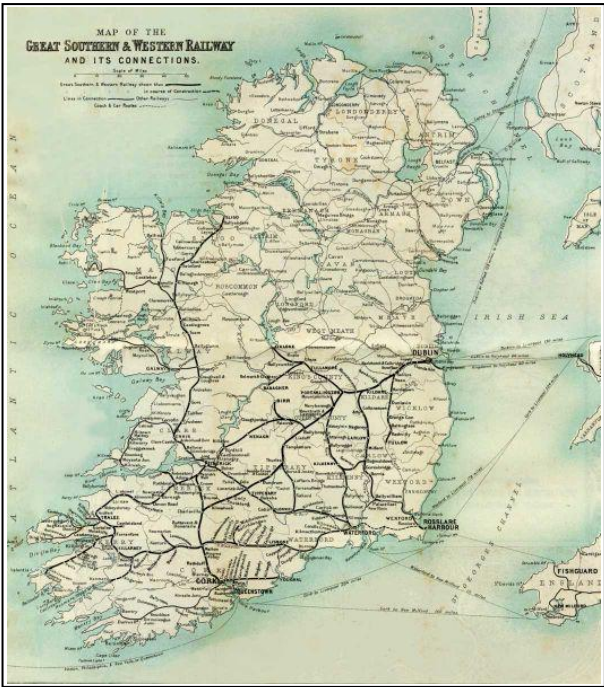
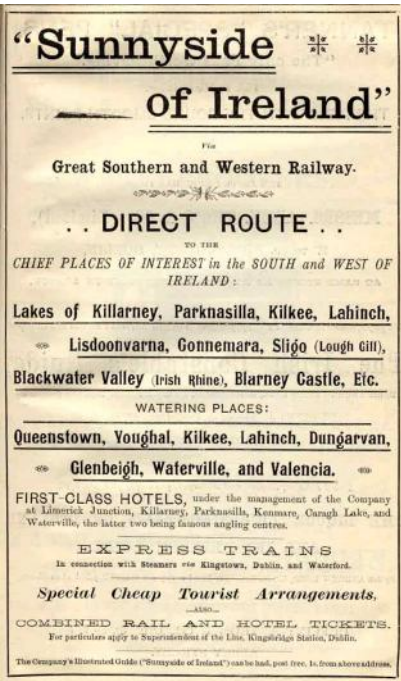
1872 - 1885



G4860.01



Plate 208



Great South & Western Railway – Incorp. by Act 7 & 8 Vic. August 6th 1844 & Act 8 & 9 Vic. July 21st 1845 for a line from Dublin to Cashel and Cork, passing by or near Portarlinton, Thurles, Tipperary and Mallow, with a branch to Carlow. Later powers and acts included the amalgamation of the Waterford & Central Ireland in 1900 and Waterford Limerick & Western in 1901. The network consisted of a main line from Dublin to Cork connecting with Wexford, Rosslare, Waterford, Dungarvan & Youghal in the south east, to Sligo via Limerick and Ennis to the north west, and to Tralee and Valentia Harbour in the south west. Copies are reported with Belfast, Dublin and Coleraine cancels.



LINE ENGRAVED RAILWAY PERFINS

Great Western Railway, Paddington (confirmed)

1869 - 1872



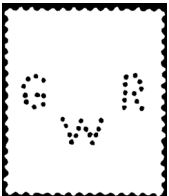
Plate 3



Plate 110



Plate 13



G4350.01



G4350.01 GR/W - Plate 131 QE – Used London W March 27th 1871



Great Western Railway - Incorporated by Act 5 & 6 Wm. IV August 31st 1835 for a line from London to Bristol. Originally constructed to Brunel's Broad gauge, laid on longitudinal sleepers with cross-ties. The first section opened from London to Maidenhead on June 4th 1838, and Bristol to Bath on August 30th 1840. This undertaking which was remodelled by Acts of 1867 and 1869 was constituted of the Great Western, the West Midland, the South Wales, the Bristol & Exeter and the South Devon. Final conversion to standard gauge occurred in May 1892.

LINE ENGRAVED RAILWAY PERFIN

Great Western Railway, Paddington (contd.)

1868 - 1869



G4350.01aM



Plate 105



Plate 4



Plate 122



Plate 3



Plate 14

1872 - 1885



G4350.02M

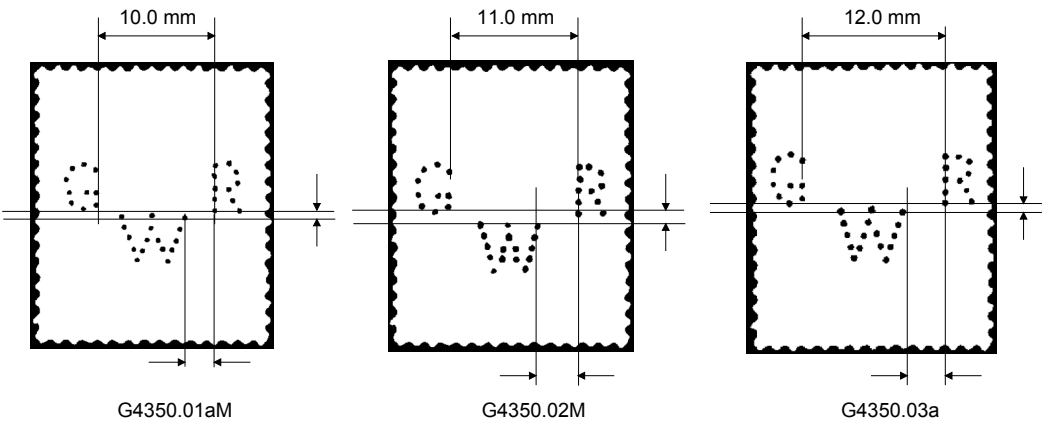
1868 - 1869



G4350.03a



Plate 111



The three dies G4350.01aM, G4350.02M and G4350.03a can be distinguished by the spacing between the G and R. In addition the pins used in G4350.01aM and G4350.03a are smaller giving a light appearance to the die. A theory has been proposed that Die G4350.01aM was modified at a later date to form G4350.01M by the removal of the top pins of the W and the replacement of all the remaining pins with pins of larger diameter. This was probably done to enable more sheets of stamps to be perforated without the risk of clogging the fine pin holes or breaking the pins of G4350.01aM. However this proved to be unsuccessful as the resulting die was badly laid out and pins broke and holes merged to form very ragged strikes of the die.

LINE ENGRAVED RAILWAY PERFINs

Great Western Railway, Paddington (contd.)



G4350.02 GR/W - Plate 15 EE/EF – Used Paddington April 8th 1879

The Great Western Railway was Incorporated by Act 5 & 6 Wm. IV August 31st 1835 for a line from London to Bristol. Originally constructed to Brunel's Broad gauge, laid on longitudinal sleepers with cross-ties. The first section opened from London to Maidenhead on June 4th 1838, and Bristol to Bath on August 30th 1840. This undertaking which was remodelled by Acts of 1867 and 1869 was constituted of the Great Western, the West Midland, the South Wales, the Bristol & Exeter and the South Devon. Final conversion to standard gauge occurred in May 1892.

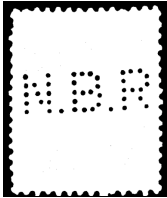


G4350.02 GR/W - Plate 171 FI – Used Paddington February 19th 1877

LINE ENGRAVED RAILWAY PERFINs

Neath & Brecon Railway (confirmed)

1878 - 1918



N0410.01



Plate 221

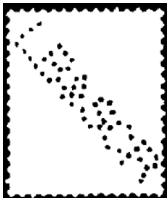


Incorporated by Acts 25 & 26 Vic. of July 29th 1862 to construct a line from the Vale of Neath (9¼ miles) to certain collieries in Breconshire. An extension to Brecon and other places (length 23¾ miles) was authorised in 1863. By Act of July 29th 1864 authorisation was granted to extend the line to the Central Wales with two branches to collieries, length 15¼ miles. Arrangements were also made with the Central Wales, the Vale of Neath, the Brecon & Merthyr, and the Hereford, Hay & Brecon. The railway became part of the Great Western in 1923.

LINE ENGRAVED RAILWAY PERFINs

London Brighton & South Coast Railway (provisional)

1870 - 1878

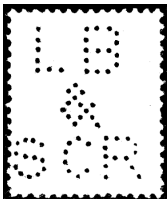


L0710.01



Plate 193

1873 - 1880



L0720.01



Plate 204

D. 4299.

London, Brighton and South Coast Railway.

£10 REWARD

Whereas, on Sunday, the 13th March, 1892, it was found on examination that Three Carriages (Nos. 169 First and 316 and 321 Second Class) standing in the Sidings at Norwood Junction, had been wilfully and maliciously damaged by some unknown evil-disposed person or persons, 17 cushions being cut open and the horse hair stolen, the Directors hereby give notice that the above Reward of Ten Pounds will be paid to anyone who shall furnish such information as will lead to the conviction of the offender or offenders.

(By Order)

A. SARLE,
Secretary & General Manager.

LONDON BRIDGE TERMINUS,
March, 1892.

(206)

Waterlow and Sons Limited, Printers, London Wall, London.



An amalgamation of the London & Croydon and the London & Brighton Companies under Act 9 & 10 Vic. Of July 27th 1846. The former separate companies being originally incorporated by Act Wm. IV, 1835 and Act 1 Vic., 1837 respectively. Later powers included the rebuilding and enlargement of the Brighton portion of Victoria station. This was brought into use in 1908. The original station having been opened on 1st October 1860. The station was half owned by the Brighton, the other half being rented by the South Eastern & Great Western. Copies are generally cancelled London SE and Littlehampton.

LINE ENGRAVED RAILWAY PERFINS

Midland & Great Western Railway (confirmed)



Plate 12



Plate 187

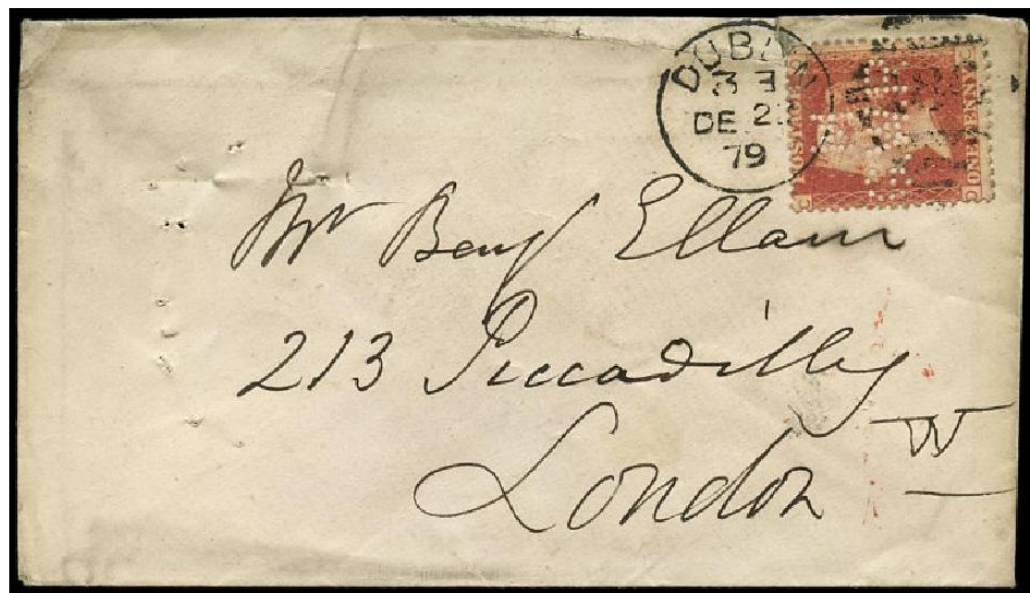


Plate 15



1870 - 1925

M2780.01



Envelope used December 23rd 1879 bearing 1d plate 221 with perfin die M/G.W.R - M2780.01.

There is no identification of the user on this cover but it is known to be used by the Midland & Great Western Railway.

Midland Great Western Railway - Incorporated by Act of July 21st 1845 for a line from Dublin to Mullingar with a branch to Longford. Extended to Athlone in 1846, then to Galway in 1847, and finally to Sligo in 1857. From July 1st 1890 the Great Northern & Western (Ireland) was amalgamated, having been leased since 1870. This line had been incorporated in 1857. The network reached Killala, Westport, Clifden and Galway on the west coast; and to Collooney, Cavan and Kingscourt in the north. Copies are reported cancelled Dublin, Longford and Westport.



LINE ENGRAVED RAILWAY PERFINS

Manchester, Sheffield & Lincolnshire Railway (confirmed)



Plate 14



Plate 196



Plate 15



1870 - 1885

M5250.01M



Cover used by the Manchester, Sheffield & Lincolnshire Railway posted November 24th 1876 bearing 1d red plate 173 with perfin die M5250.01 - MS&L

The Manchester, Sheffield & Lincolnshire Railway was an amalgamation of the Sheffield, Ashton-under-Lyne & Manchester; the Great Grimsby & Sheffield Junction; the Sheffield & Lincolnshire; the Sheffield & Lincolnshire Extension; and the Great Grimsby Dock Companies by virtue of powers conferred by Act 9 & 10 Vic. 1846. Act 10 & 11 Vic. 1847 authorised amalgamation with the Manchester & Lincoln Union. All were dissolved and re-incorporated as one company the Manchester, Sheffield & Lincolnshire by the consolidation Act of 1849. By Act of 1897 the title was changed to the "Great Central".



LINE ENGRAVED RAILWAY PERFIN

Manchester, Sheffield & Lincolnshire Railway (confirmed)



Plate 182

	A	B	C	D	E	F	G	H	I	J	K	L
A												
B												
C		●						●				
D		●										
E		●						●				
F												
G								●				
H												
I		●						●				
J		●						●				
K												
L												
M												
N												
O		●										
P												
Q		●						●				
R								●				
S												
T		●						●				

Die M5250.01M has been determined to have had a 6 x 1 configuration. The six die positions are shown above. A key characteristic is two pin breaks on the “M” and “L” found on stamps in the B and H columns. This has been found on the following stamps.

Line Engraved Plates Reported
1d 158, 159, 170, 172, 173, 178, 179, 180, 181, 183, 184, 185, 187, 191, 192, 200, 205, 212

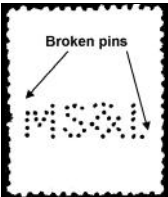
A scarcer pin break in the “L” can also be found in the B and H columns which appears to predate the pin break detailed above.

Line Engraved Plates Reported
1d 157, 182

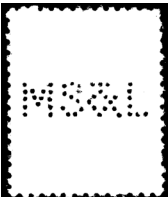
DIE CONFIGURATION – 6 X 1



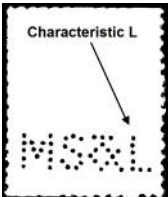
Column A/G



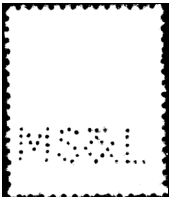
Column B/H



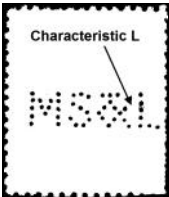
Column C/I



Column D/J



Column E/K



Column F/L



Plate 200



Plate 183



Plate 183



Plate 198



Plate 191

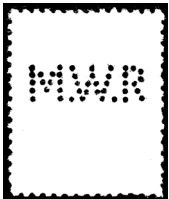


Plate 193

LINE ENGRAVED RAILWAY PERFIN

Mid Wales Railway (provisional)

1870 - 1876



M6130.01



Plate 197



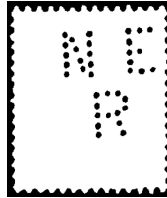
M6130.01 M.W.R - Plate 187 HF – Used Bradford September 20th 1873

Because of its lack of large towns, railway promoters tended to regard Mid-Wales as something to be got through, either from England to the coast, or from North to South Wales. The Mid-Wales Railway did not own either of its termini so was always likely to have complex relationships. The Mid-Wales was born in a short period of Welsh railway mania. The railway followed the River Wye for much of its course, connected Brecon with the Cambrian Railways main line at Moat Lane. A line from Llanidloes to Newbridge was opened on 1st September 1864 and the railway was taken over by Cambrian railways in 1888. Copies of this perfin die have been reported with Brecon and Bradford cancellations.

LINE ENGRAVED RAILWAY PERFINs

North Eastern Railway (confirmed)

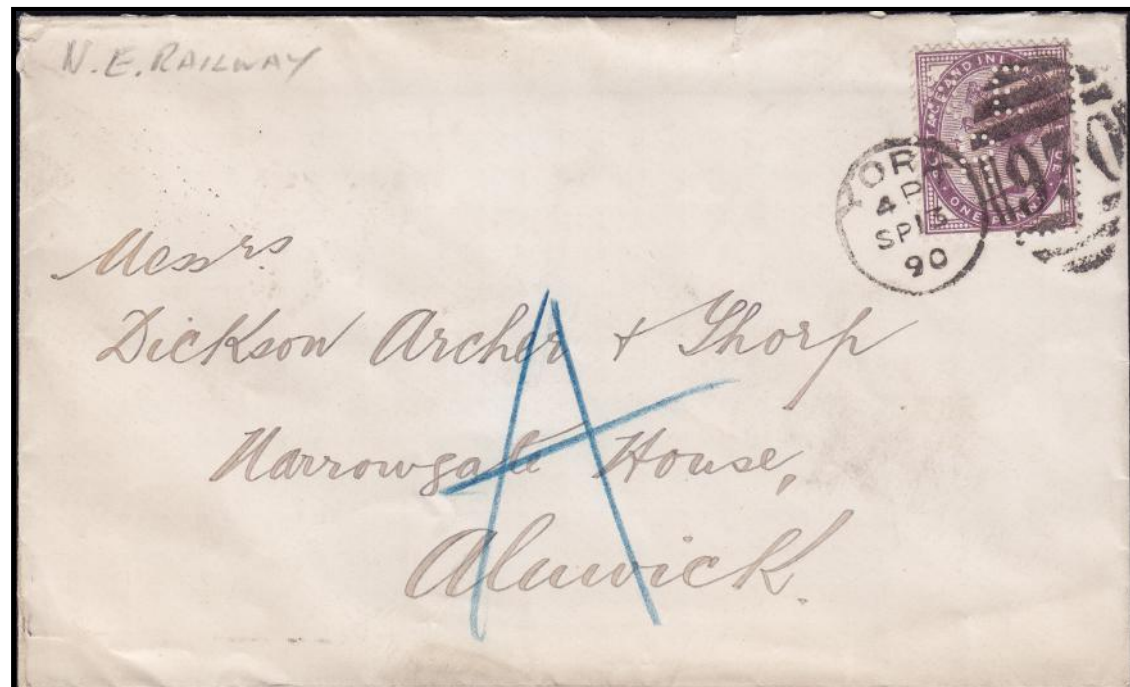
1880 - 1923



N1220.02



Plate 15



Envelope bearing 1d lilac with perfin die N1220.02 - NE/R - used York September 13th 1890

The company originally comprised the York, Newcastle & Berwick; the York & North Midland; the Leeds Northern and the Malton & Driffield; all amalgamated in 1854. Later amalgamations included the Newcastle & Carlisle in 1862; the famed Stockton & Darlington in 1863; the West Hartlepool & Cleveland in 1865. Later powers included the amalgamation of the Hull Docks. At Grouping on January 1st 1923 it became part of the London & North Eastern Railway.



LINE ENGRAVED RAILWAY PERFINs

Potteries, Shrewsbury & North Wales Railway Co (provisional)

1870 - 1872



P4395.01



Plate 122

POTTERIES, SHREWSBURY, AND NORTH WALES RAILWAY.

GRAND CARNIVAL WEEK at SHREWSBURY, from Monday, August the 13th, to Saturday, August 18th.

During this week, Passengers will be conveyed from the undermentioned Stations to SHREWSBURY at the following cheap fares :—

	A.M.	Fares for the double journey.	
		First Class.	Cov. Carriages.
From Oswestry ...	10 35		
„ Llanfyllin ...	10 9		
„ Llanasintffraid ...	10 19	3s.	1s. 6d.
„ Llanymynech ...	10 55		
„ Massbrook ...	11 0		
„ Kinnerley ...	11 10	2s. 6d.	1s. 3d.
„ Nantcliff ...	11 15		
„ Shrawardine ...	11 20	2s.	1s.
„ Ford ...	11 24	1s. 6d.	9d.
„ Hanwood Road ...	11 30		
„ Red Hill ...	11 45	1s.	6d.

Returning from Shrewsbury, Abbey Station, at 7.15 p.m.

Offices, Abbey Station, Shrewsbury, August 9th, 1866. BY ORDER.

POTTERIES, SHREWSBURY, AND NORTH WALES RAILWAY.—OPENING OF THE “NORTH WALES” SECTION.

ON MONDAY next, the 13th October, 1866, being the day on which the Line will be opened for public traffic, all Passengers will be conveyed at the following low fares :—

From Abbey station, Shrewsbury,	}	1st class.	Covered
to Llanymynech and back,		2s.	Carriages.
			1s.

These Tickets will be available by the Trains from Shrewsbury at 6.35 a.m., 9.40 a.m., and 3.15 p.m., returning from Llanymynech at 10.55 a.m., 3.40 p.m., and 8.25 p.m.

By order.
Offices, Abbey Station, Shrewsbury, August 9th, 1866.

Colonel Stephens was the engineer for the reconstruction of this 20-mile standard gauge railway between Shrewsbury in Shropshire and Llanymynech, on the GWR's Oswestry-Welshpool route, in Montgomeryshire. It was opened in 1866 as the Potteries, Shrewsbury & North Wales Railway, only to close in 1880. The few copies of the die that are known are cancelled in Shrewsbury.

LINE ENGRAVED RAILWAY PERFINs

Shropshire Union Railways & Canal Company (provisional)

1875 - 1878



S7850.01



Plate 171

THE SHROPSHIRE UNION
Railways and Canal Company
Give Public Notice that they RECEIVE and FORWARD GOODS
DAILY between
North Staffordshire and the Potteries
AND
CHESTER AND LIVERPOOL,
(Via Ellesmere Port)
ALSO BETWEEN
NORTH STAFFORDSHIRE AND THE POTTERIES
AND
South Staffordshire, East Worcestershire, Birmingham,
Manchester, Shropshire, the Ruabon Mineral
District, and all parts of North Wales.

Extensive accommodation is provided at Ellesmere Port (on the Mersey), for Crates, Flints, Clays, and all other description of Goods, and also at Manchester Basin, Liverpool.

The Company's Canals also communicate with the River Dee, at Chester, and accommodation for Flints and Clays is provided at the River Dee Basin.

The Company have also very extensive Wharfage and Warehouse accommodation for Clay, Flint, Stone, Earthenware, &c., at their Wharfs at Tunstall, Longport, and Stoke-upon-Trent.

The Company are also Agents to the London and North-Western Railway Company in the Pottery towns, for the Delivery and Collection of Goods.

For Rates and Freight, and full information, apply to the Company's District Agent (Mr. J. ALLERTON), Shropshire Union Company, Stoke-upon-Trent, or to the undersigned, at the Company's General Offices, Tower Wharf, Chester.

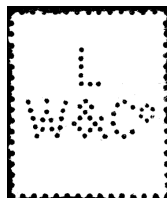
WM. JONES,
General Manager.

The **Shropshire Union Railways and Canal Company** was formed in 1846, which managed several canals and a railway. It was leased by the London and North Western Railway from 1847, and bought by it in 1922, but continued to act as a semi-autonomous body, managing the canals until their abandonment in 1944. With the passing of the Railways Act 1921 (Grouping Act) the company became part of the London, Midland and Scottish Railway (LMS). The Shropshire Union Company constructed and ran one of the few railways in England which were built by a canal company. The railway was the Stafford to Shrewsbury Line, via Newport and Wellington. The SUR&CC were solely responsible for the section from Stafford to Wellington; but the building and operation of the 10.5 mile (17 km) long Shrewsbury to Wellington section was shared with the Shrewsbury and Birmingham Railway.

LINE ENGRAVED RAILWAY PERFINs

Argentine Tramways Company, London (confirmed)

1872 - 1878



L5830.01



Plate 166

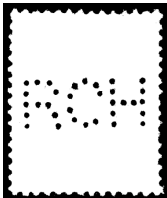


Cover bearing 1d plate 174 (OJ) dated March 24th 1875. The cover bears the embossed imprint on the flap of The Argentine Tramways Company Ltd, 10 Angel Court, Throgmorton, London EC. Lumb, Wanklyn & Co and The Argentine Tramways Co Ltd appear to have operated from the same office. In 1876 the tramway company changed its name to The Anglo-Argentine Tramways Co Ltd and both companies moved to 4 Copthall Buildings, London EC. By 1895 both were at 57½ Old Broad St, EC. Lumb Wanklyn had disappeared from directories by 1902 but Anglo Argentine continued on until the early 1930's building tramways in Buenos Aires and elsewhere in South America. Lumb, Wanklyn, who were an Argentine company, may well have provided finance in the early days of the tramway company. Buenos Aires had the largest tramway network (approx. 860 Km) being serviced by several companies. The most important of which (the world's largest) was the Anglo-Argentine Tramways Co. who controlled about 80% of the system along with a fleet of 3,000 vehicles and some 12,000 employees.

LINE ENGRAVED RAILWAY PERFIN

Railway Clearing House, London (provisional)

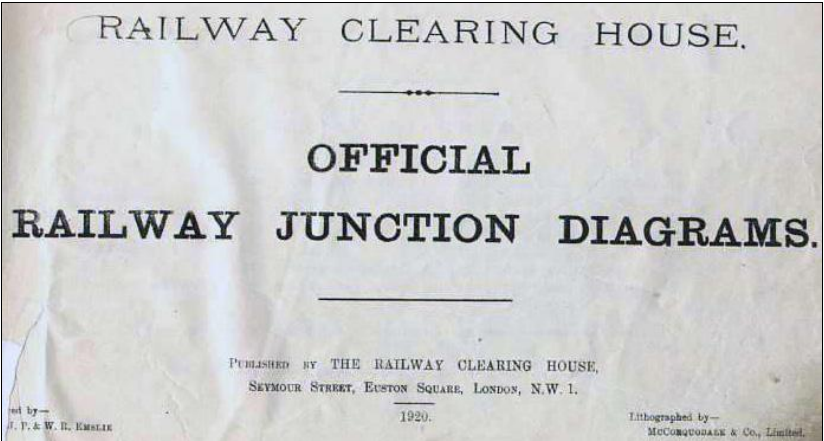
1868 - 1875



R0990.02



Plate 105



The Railway Clearing House – was set up in 1842 to deal with the settlement of accounts for through traffic from one railway company to another. The main offices were at Euston and in 1898 employed 2000 clerks in addition to “number takers” at railway junctions throughout the country to record every wagon as they passed from one company to another.

LINE ENGRAVED RAILWAY PERFINs

Fox Walker & Co, Bristol (provisional)

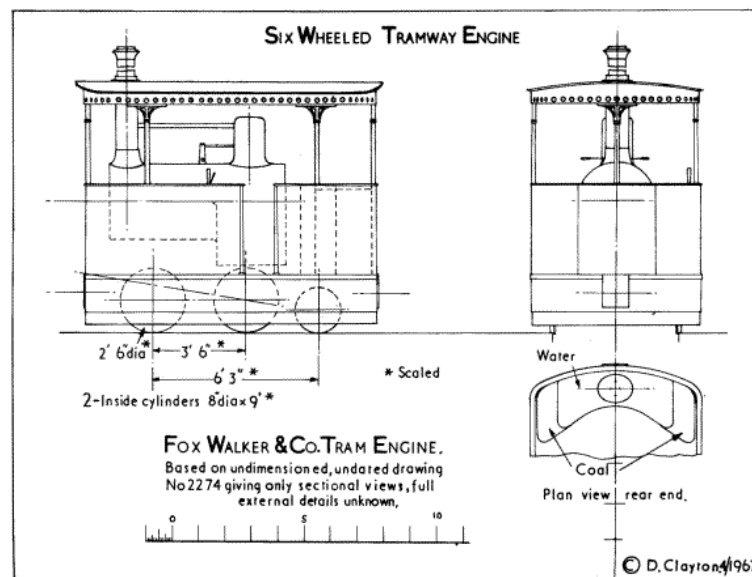
1875 - 1878



F4375.01



Plate 209



The company began trading in 1864 at the Atlas Engine Works, St. George, Bristol, as Fox, Walker and Company, building four and six-coupled saddle tank engines for industrial use. They also built stationary engines and pioneered steam tramcars, the first being tested in Bristol in 1877. Much of their output was exported. Around 1875 they produced six 1'6" gauge 2-4-2 trench engines for the Admiralty using Henry Handyside's steep gradient apparatus. They also produced nine 0-6-0 saddle tank engines for the Somerset and Dorset Railway. Between 1862 and 1900 they had built over 400 locomotives, when they were taken over by Thomas Peckett in 1880 becoming Peckett and Sons, Atlas Engine Works, Bristol. The company acquired limited liability some years later. The company continued producing a variety of small industrial and shunting engines at their factory located between Fishponds and Kingswood in Bristol. The works were served by a branch line starting just south west of Kingswood junction on the Midland line and ran for about 1 mile (1.6km) in a generally eastward direction, it also served some collieries in the Speedwell area. The only evidence remaining of this line is a bridge abutment on Whitefield Road. During the two World Wars, the works were especially busy, but by 1950 trade had largely dried up and, although in 1956 an attempt had been made to enter the diesel-mechanical market, the last steam engine was produced in 1958 and the company was taken over by Reed Crane & Hoist Co Ltd on 23 October 1961, which itself later went into liquidation.

LINE ENGRAVED RAILWAY PERFIN

Hopkins Gilkes & Co Ltd, locomotive manufacturer, Middlesborough (confirmed)

1870 - 1877

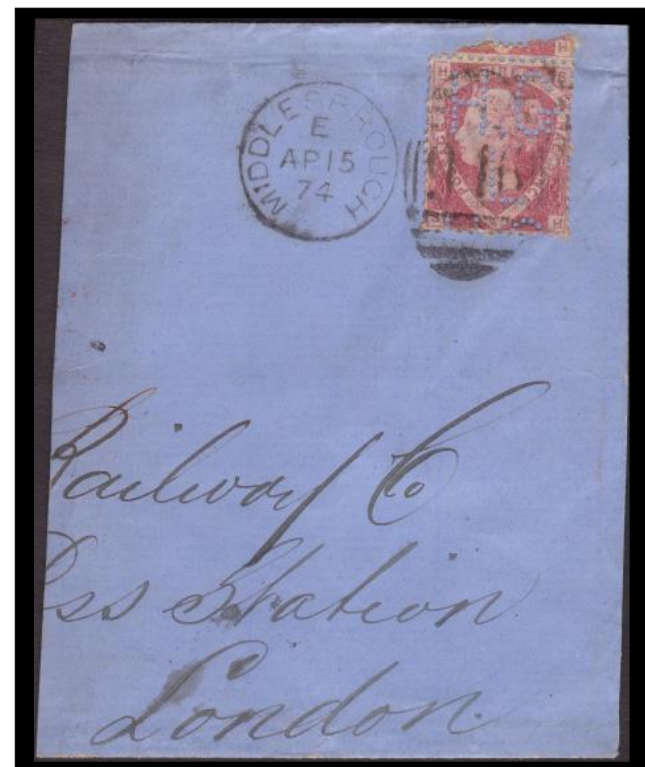


H2930.01



Plate 209

Hopkins, Gilkes & Co Ltd - works, Middlesborough; manufacturers of rails, bars, & angle iron, chairs, pipes & all kinds of cast iron work, locomotive & stationery engines, bridge work &c. London office 25 Laurence Pountney Lane, EC. (P. Astle London representative). *Kelly's London Directory 1877*

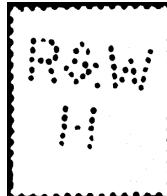


Part of a large cover used April 14th 1874 bearing a 1½d with H.G/L perfin (Die 2930.01).
The envelope bears a red seal of Hopkins, Gilkes & Co. Ltd, Middlesborough

LINE ENGRAVED RAILWAY PERFIN

R. & W. Hawthorn Ltd - locomotive manufacturer (confirmed)

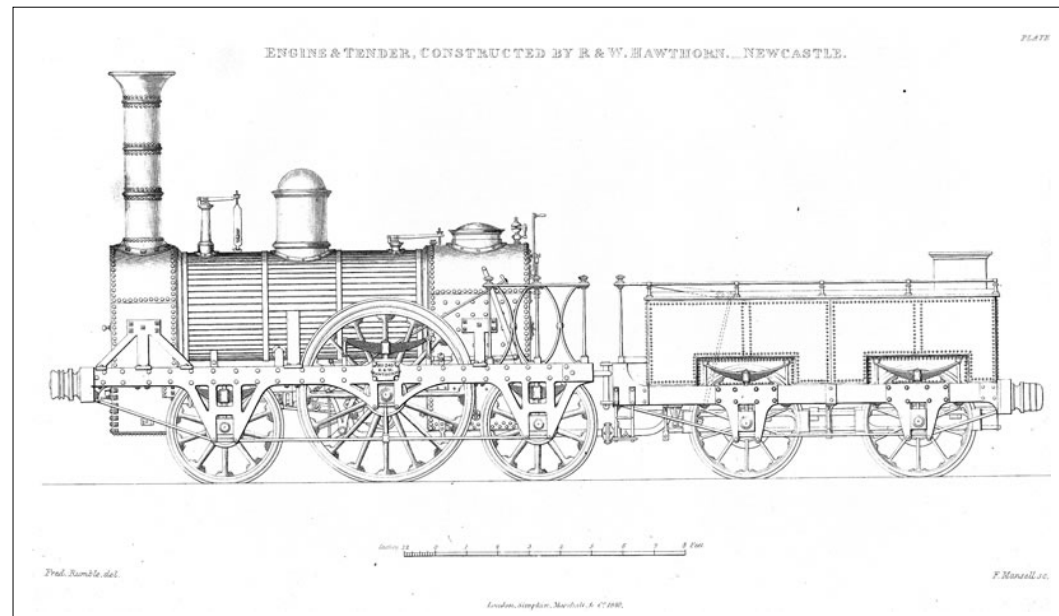
1877 - 1892



R5775.01



Plate 216



Robert Hawthorne first began business at Forth Bank Works in 1817, building marine and stationary steam engines. In 1820, his brother joined him and the firm became R and W Hawthorne. Possibly after having attended the Rainhill Trials in 1829, they became interested in locomotives, and sold their first engine, a 2-2-2 named *Modling*, to a railway in Vienna. There followed a number of orders for the Stockton and Darlington Railway. In 1838 two were built for the broad gauge Great Western Railway to the patent of T.E. Harrison, who later became the chief engineer for the North Eastern Railway. This allowed the boiler to be large and low down, being carried on smaller wheels, while the driving wheels could be up to ten feet in diameter. They continued to build more conventional engines, possibly under sub-contract, among them, three for the Birmingham and Derby Junction Railway. In 1846 they bought the Leith Engine Works, in Leith, Scotland, for the assembly of locomotives prepared in Newcastle. These works were sold to another company also called *Hawthorns and Company*, which produced some four hundred locomotives on its own account until 1872. In 1850 the company built their first tank locomotive which was supplied to the York, Newcastle and Berwick Railway. In 1870 they built St. Peter's Works adjoining that of Robert Stephenson and Company and in 1880 amalgamated with the shipbuilder A. Leslie and Company, to become Hawthorn Leslie and Company.