

# NEWSPAPER & PARCEL DELIVERY PERFINs



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&  
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## **INTRODUCTION**

The Railway Parcel stamps have been little studied since the catalogue produced by H. L'Estrange Ewen in 1906. The existence of perfined examples of these stamps was not noted for another 50 years. Over the years a few perfined railway parcel stamps have been noted, mainly used by companies associated with the newspaper industry. This listing attempts to document all reports of these perfined stamps and a couple of instances where perfins have been reported on stamps of General Parcel Delivery companies. The illustrations of the perfin dies are taken from The Gault Catalogue of Great British Perfins (2018) as are the die numbers and the dates of use of the die when found on regular stamps. Determining the dates of use of these die on Parcel stamps is problematic as in general no dated cancel was made. Dates of the issue of the stamp itself given by Ewen are shown where available.

This group of stamps are extremely rare – often known only from a single example. If you can report additional stamps or values the authors of this listing would be delighted to hear from you and can be contacted via the Perfin Society website.

Jeff Turnbull

Maurice Harp

# RAILWAY PARCEL DELIVERY PERFIN

## Cheshire Lines Committee

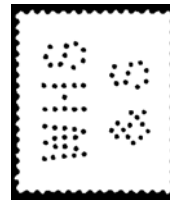
The Cheshire Lines Railway was owned jointly by the Great Northern, Great Central and Midland Railway Companies. The main line ran from Liverpool to Manchester, a second line, branching off near Glazebrook, connecting with the main line of the Great Central Railway at Godley Junction, and with the Midland Railway at Bredbury Junction. Another branch ran to Southport and the Company also possessed an important line running in a south western direction from Godley Junction through Altrincham (junction with the Manchester, South Junction and Altrincham Railway) to Chester. The total mileage was 139.

2d Red      W3890.01      WHS/ & S      W. H. Smith & Sons

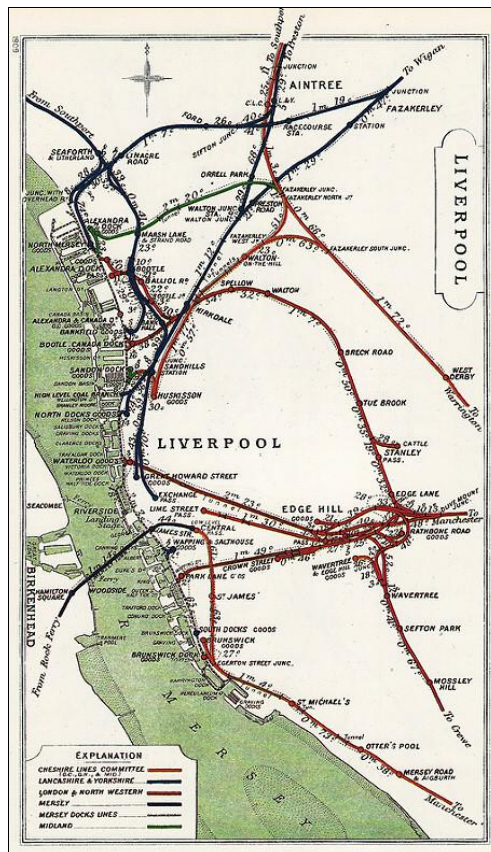


Ewen Design I

1880 - 1950



W3890.01



## RAILWAY PARCEL DELIVERY PERFINs

### Dublin United Tramways Co.

Dublin tramways was a system of trams in Dublin, Ireland which commenced line-laying in 1871, and began service in 1872, following trials in the mid-1860s. Established by a number of companies, the majority of the system was eventually operated by forms of the Dublin United Tramways Company (DUTC). Additionally, there were two longer-range services, one reaching the "excursion" destination of Poulaphouca Falls, and two services concerning Howth.

At its peak, with over 60 miles (97 km) of active line, the system was heavily used, profitable and advanced in technology and passenger facilities, with near-full electrification complete from 1901. Heavy usage lasted from the late 19th century into the 1920s.

Elements of the system went out of service from the mid-1920s, in part overtaken by the bus. The decline of the trams accelerated in the 1940s and the last trams ran on 9 July 1949 in Dublin city and in 1959 on Howth Head, near Dublin.

2d Black L0008.05 L Lafayette, Westmorland St, Dublin



1895 - 1908



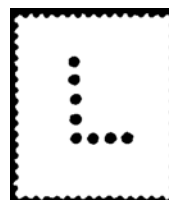
L0008.05

Ewen Design IV – c1895

1d Green L0008.05 L Lafayette, Westmorland St, Dublin



1895 - 1908



L0008.05

Ewen Design V

**Dublin United Tramways Co. (contd.)**

3d Green L0100.01 LAF/AYE/TTE Lafayette, Westmorland St, Dublin



1908 - 1950



L0100.01

Ewen Design V

## Dublin United Tramways Company

(1896), LIMITED.

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### NOTICE.

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School Tickets, at a discount of 25 per cent., and Fare Tickets available on all Lines, are on Sale at the Sackville Street Offices, and at the Company's Parcel Express Office, 62 Dawson Street.

Bicycles and Bassinettes accompanied by passengers are carried at Owner's Risk on the Motor-man's Platform (if there be room) at a charge of threepence each.

The Company is prepared to carry goods from any one point on their system to another at any time outside the Traffic hours at very reasonable rates,

For terms for Special Cars for Private Parties, or for Goods haulage apply at the Company's Office, 9 Upper Sackville Street, Dublin.

**RAILWAY PARCEL DELIVERY PERFINs**

**Great Eastern Railway**

The Great Eastern Railway was incorporated under this title in 1862, and was an amalgamation of the Eastern Counties' Railway, incorporated in 1836, and other companies. Except for the Midland and Great Northern Joint Line from King's Lynn to Norwich and Yarmouth, the Great Eastern was practically the only Company serving the East of England. The main line ran from Liverpool Street (London) to Norwich, passing through Colchester and Ipswich. The total mileage was 1000¾, exclusive of 127¾ miles which were partly owned.

1d    Brown            D5000.01    DUNN    Dunn & Son, Newcastle-on-Tyne



Ewen Design I - 1880



4d    Brown            F3330.01    F.P.&N    Footman, Pretty & Nicholson



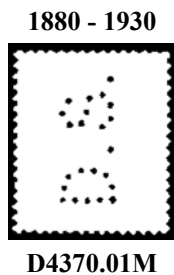
Ewen Design I - 1880



½d    Green            D4370.01    D.S.    William Dawson & Sons Ltd.



Ewen Design III

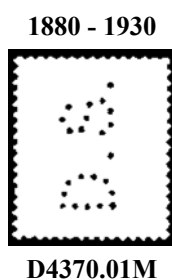


## RAILWAY PARCEL DELIVERY PERFIN

### Great Northern Railway

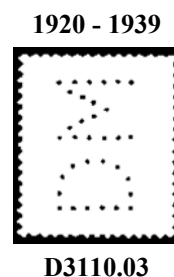
The Great Northern was formed by an amalgamation of the Direct Northern and London and York Railway Companies and was incorporated under the title of Great Northern Railway in 1846. The main line was usually described as running from King's Cross to York, but the 28 miles of line between Shaftholme " Junction " and York was really the property of the North Eastern Railway Company, the Great Northern Railway possessing only running powers into York. The main line passed through Hatfield, Hitchin, St. Neots, Huntingdon, Peterborough, Essendine, Grantham, Newark, Retford (Junction with Great Central) and Doncaster (Junction with North Eastern).

½d Red                      D4370.01M              D.S.              Wm Dawson & Sons Ltd



Ewen Design IV - 1900

2d Red                      D3110.03              D.M              Daily Mail  
 3d Red                      D3110.03              D.M              Daily Mail





**RAILWAY PARCEL DELIVERY PERFIN**

**Great Western Railway**

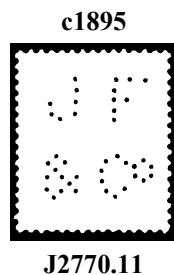
The Great Western Railway was incorporated in 1835. Amongst other lines that were amalgamated with the Great Western Railway were the Bristol and Exeter (1876), South Wales (1863), West Midland (1846), Pembroke and Tenby (1896), and North Pembrokeshire and Fishguard (1898). The main line ran from Paddington, through Slough, Reading, Swindon, Bath, Bristol, Bridgwater, Taunton, Exeter, Teignmouth, Plymouth, Truro, and Camborne to Penzance. The total mileage was 2,249, exclusive of 242 miles partly owned.

1d Black S8087.01 SW/DP South Wales Daily Post



Ewen Design II - 1882

2d Black on Grey J2770.11 JF/Co Identity of user not known



1d Black W2910.08M WG Westminster Gazette



2d W3890.01 WHS/MS W. H. Smith & Sons

Exact Stamp  
Issue Unknown

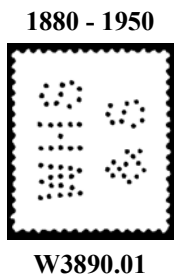


**RAILWAY PARCEL DELIVERY PERFIN**

**Lancashire & Yorkshire Railway**

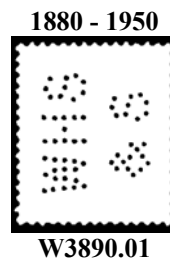
The Lancashire and Yorkshire was an amalgamation of the Manchester and Leeds and other lines and was incorporated under this title in 1847. Two other important lines were later acquired, namely, the East Lancashire in 1859 and the West Lancashire in 1897. The centre of the system is Manchester, from which city the main line ran north-east to Leeds and westward to Liverpool. All the principal towns in Lancashire and many in Yorkshire were served by this Company.

2d Red W3890.01 WHS/&S W. H. Smith & Sons \*



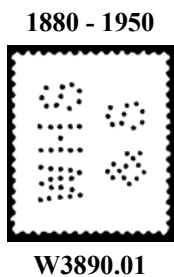
Ewen Design I - 1880

½d Red W3890.01 WHS/&S W. H. Smith & Sons \*  
 1d Red W3890.01 WHS/&S W. H. Smith & Sons \*  
 2d Red W3890.01 WHS/&S W. H. Smith & Sons \*  
 3d Red W3890.01 WHS/&S W. H. Smith & Sons \*



Ewen Design III - 1899

1d Red W3890.01 WHS/&S W. H. Smith & Sons \*



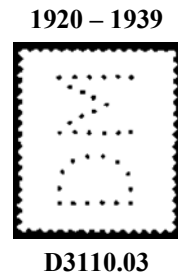
Ewen Design V - 1899

**RAILWAY PARCEL DELIVERY PERFINs**

**London & North Eastern Railway**

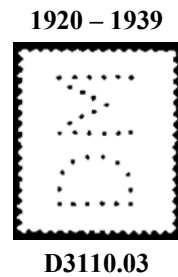
The London & North Eastern Railway was one of the four main groups introduced on January 1st 1923. The Company comprised the following railways: Brackenhall Light; Colne Valley & Halstead; East & West Yorkshire Union; Great Central; Great Eastern; Great Northern; Great North of Scotland; Hull & Barnsley; Kilsyth & Bonnybridge; Mansfield; Mid Suffolk Light; North British; North Eastern; North Lindsey Light; and West Riding & Grimsby.

1d	Red	D3110.03	D.M	Daily Mail
3d	Red	D3110.03	D.M	Daily Mail

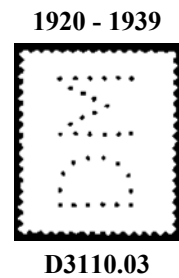


Great Eastern Railway Ewen Design III  
Overprinted L. & N. E.

1d	Blue	D3110.03	DM	Daily Mail
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1d	Red	D3110.03	DM	Daily Mail
2d	Red	D3110.03	DM	Daily Mail
3d	Red	D3110.03	DM	Daily Mail



## RAILWAY PARCEL DELIVERY PERFIN

### London & North Western Railway

The London and North Western Railway was incorporated under this title in 1846, being an amalgamation of the Liverpool and Manchester, the Grand Junction, and the London and Birmingham Railways. The Southern Terminus of the London and Birmingham line Euston, was the first railway station opened in London. Then the Company was the most important in the Country, although in terms of mileage it was overtaken by the Great Western. The length grew to be 1715 miles, as against 420 in 1846.

The main line of the London and North Western Railway ran from Euston, through Willesden Junction, Bletchley (branches to Oxford and Cambridge), Blisworth (Junction with N. & B.J., and E. & W. J. Railways), Rugby (Branch to Birmingham, Wolverhampton, etc.), Nuneaton, Tamworth (Junction with Midland Railway from Derby to Bristol), Stafford, Crewe (branches to Hereford, Chester, Holyhead, Manchester and Liverpool), Wigan, Preston (branch to Fleetwood owned jointly with L. & Y. Railway), Garstang (Junction with G. & K.E. Railway), Lancaster, Carnforth (Junction with Furness Railway), Tebay (Junction with N.E. Railway), and Penrith (Junction with C.K. & P. Railway) to Carlisle, whence trains were carried north to Glasgow and Aberdeen by the Caledonian Railway. A junction was also effected at Carlisle with the Glasgow and South Western and North British Railways.

The London and North Western was the only Railway Company possessing lines in Scotland and Ireland as well as in England and Wales. The Dundalk, Newry and Greenore Line in Ireland was the property of the Company, which was also joint owner with three other Companies of the Portpatrick and Wigtownshire Railway (Stranraer to Castle Douglas).

1d Green W3890.01 WHS/ &S W. H. Smith & Sons (used 27-11-1895)



Ewen Design III - 1865

1880 - 1950



W3890.01

2d Brown C5240.01 C.N./B. Newbury's Ltd, Birmingham



Ewen Design VIII - 1897

1891 - 1930

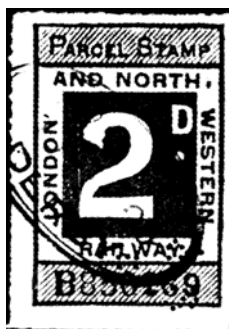


C5240.01

RAILWAY PARCEL DELIVERY PERFIN

London & North Western Railway (contd.)

2d Red                  B6730.01M                  B&S/Ld      Bemrose & Sons Ltd, Derby



Ewen Design IX - 1899



Cover sent from Birkenhead dated November 27<sup>th</sup> 1895 bearing 1d lilac and 2d green L&NWR parcel stamp. The parcel stamp has the perfin WHS/&S – W3890.01



## RAILWAY PARCEL DELIVERY PERFIN

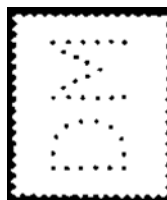
### Metropolitan Railway

The Metropolitan Railway was incorporated in 1833 as the North Metropolitan and City Railway and re-incorporated under the title of Metropolitan Railway on the 7th August, 1854. The first portion of the line - Bishop's Road (Paddington) to Victoria (now Farringdon Street) - was opened in January, 1863, and by various additions, made between 1865 and 1876, was extended westward to South Kensington, and eastward to Aldgate, thus forming the northern half of the "Inner Circle." The completion of the Southern Section was undertaken by the Metropolitan District Railway (a distinct company) and by 1871 the line from Kensington to Mansion House was completed. The short section of 1¼ miles from Mansion House to Aldgate, required to complete the circle, was not opened until 1884.

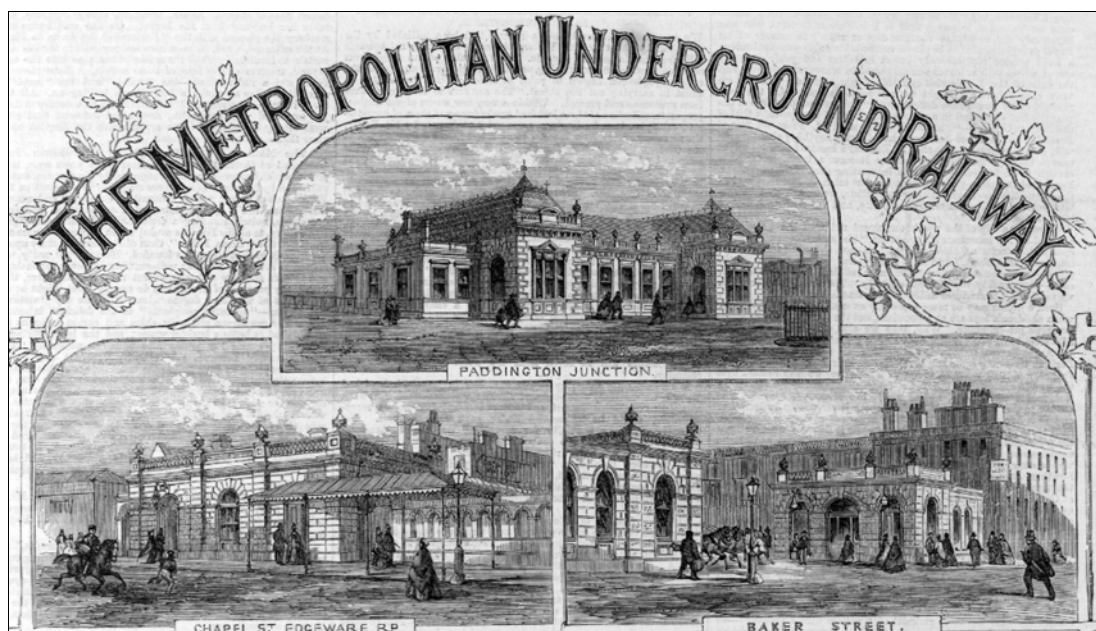
2d Red D3110.03 DM Daily Mail



1920 - 1939



D3110.03

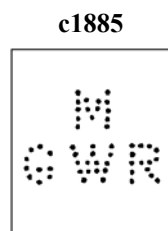


**RAILWAY PARCEL DELIVERY PERFINNS**

**Midland Great Western Railway (Ireland)**

The Midland Great Western Railway was incorporated in 1845, and was 516¼ miles in length. The main line ran westward from Dublin through Mullingar, Athlone and Galway to Clifden, on the West Coast of Ireland. Important branches ran North from Mullingar to Sligo, and from Athlone to Achill and Killala.

3d    Brown            M2775.01    M/GWR            Midland & Great Western Railway



c1885

M2775.01M

Ewen Design IV - 1882

The stamps were issued in sheets of 30 stamps – 5 x 6 and the perfin machine used was a 5 headed machine – 5 x 1. The parcel stamps are found cancelled with a numeral cancellation which runs from 1 to 90. The company employed a separate cancel for each station within the railway of which there were 90.







## RAILWAY PARCEL DELIVERY PERFIN

### Midland Railway

The Midland Railway was formed in 1844 by an amalgamation of the North Midland, the Midland Counties and the Birmingham and Derby Railway Companies, which had been incorporated in 1839. In 1858 an extension to London was made. The length of line was 1483 miles.

1d	Orange	J2770.11	JF/Co	Identity of user not known
2d	Orange	J2770.11	JF/Co	Identity of user not known
3d	Orange	J2770.11	JF/Co	Identity of user not known



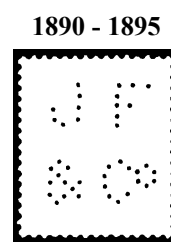
Ewen Design III  
c1890



Ewen Design III  
c1895



Ewen Design III  
c1890



J2770.11

2d	Orange	B6730.01M	B&S/Ld	Bemrose & Sons Ltd, Derby
3d	Orange	B6730.01M	B&S/Ld	Bemrose & Sons Ltd, Derby
4d	Orange	B6730.01M	B&S/Ld	Bemrose & Sons Ltd, Derby



Ewen Design III  
c1890



Ewen Design III  
c1890



Ewen Design III  
c1895



B6730.01M

1d	Orange	S8087.01	SW/DP	South Wales Daily Post *
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Ewen Design III  
c1890



S8087.01

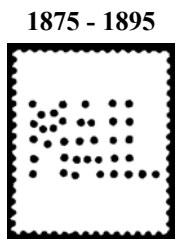
**RAILWAY PARCEL DELIVERY PERFINNS**

**Midland Railway (contd.)**

2d Orange

M0220.01 MAIL

Western Mail, Cardiff \*



M0220.01

Ewen Design III  
c1890

1d Orange

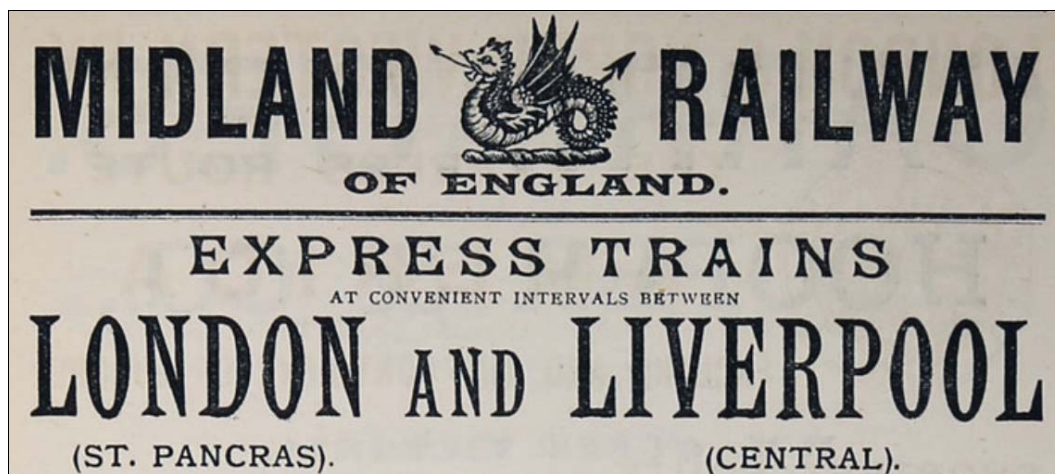
W2910.08M WG

Westminster Gazette



W2910.08M

Ewen Design III  
c1890



## RAILWAY PARCEL DELIVERY PERFIN

### Neath & Brecon Railway

The Neath and Brecon Railway was incorporated in 1862 and opened 1864. The line ran from Brecon (joint station with the Midland Railway) through Colbren Junction (Branch to Ystradgynlais) to Neath (Junction with Great Western Railway). The line is 40 miles in length.

3d Blue

L5700.01

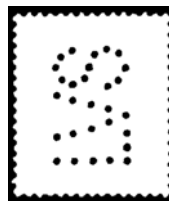
LVS

Western Mail, Cardiff

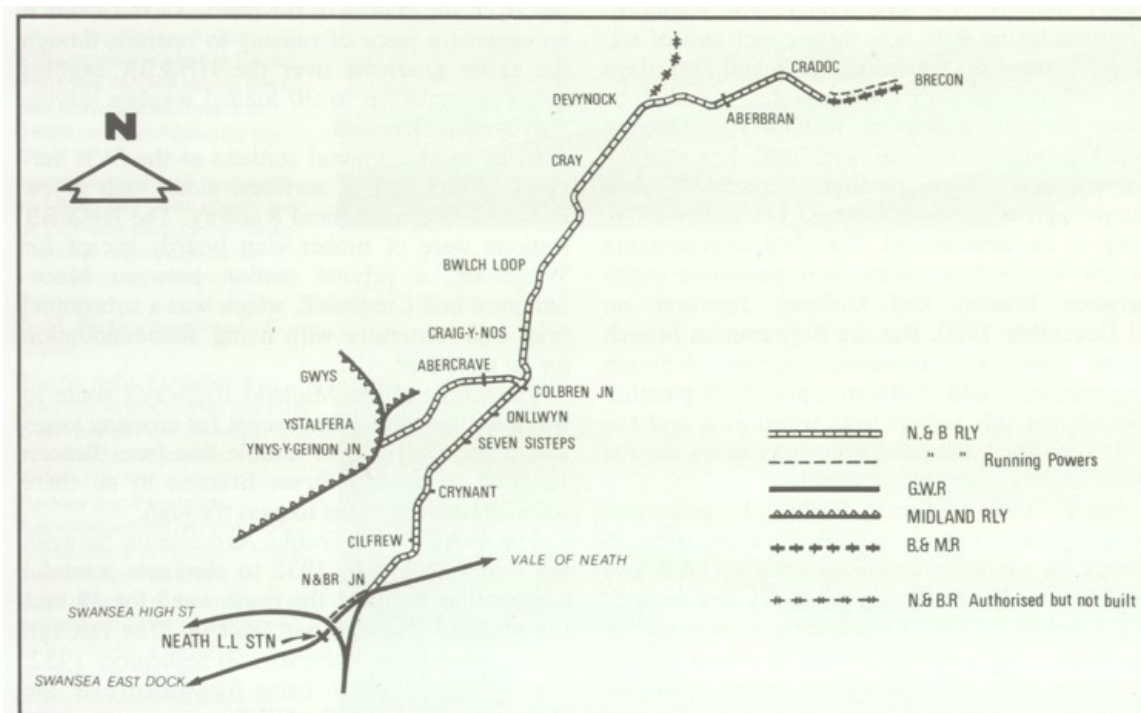


Ewen Design I

1875 - 1895



L5700.01



## RAILWAY PARCEL DELIVERY PERFINNS

### North British Railway

The North British Railway was incorporated in 1844 and opened in 1846. The main line ran from Berwick through Dunbar, Edinburgh, Kilcaldy, Dundee, Arbroath and Montrose, to Aberdeen. Numerous lines extended southward to Hawick and Jedburgh, westward to Morningside, Glasgow and Oban, and northward to Perth. The mileage, 1049½, was considerably greater than that of any other Scottish lines; in fact the line compared favourably in this respect with many of the principal English lines.

Green            A1725.01            A.D./&Co.            Arthur Dickson & Co. Galashiels  
Scotch Tweed Manufacturers \*



1888 - 1922



A1725.01



## RAILWAY PARCEL DELIVERY PERFINs

### North Eastern Railway

The North Eastern Railway was incorporated in 1854, having been formed by an amalgamation of the Leeds Northern, the York and North Midland, and the York, Newcastle and Berwick Railways. A subsequent addition was the first railway ever opened for public traffic, the Stockton and Darlington (incorporated 1821). The system extended throughout Yorkshire, Durham and Northumberland, with branches in Westmorland and Cumberland. The total mileage was 1634, including lines owned jointly or leased.

1d	Green	D5000.01	DUNN	Dunn & Son, Newcastle-on-Tyne
4d	Blue	D5000.01	DUNN	Dunn & Son, Newcastle-on-Tyne
6d	Black	D5000.01	DUNN	Dunn & Son, Newcastle-on-Tyne



Ewen Design IV  
c1898



Ewen Design IV  
c1898



Ewen Design IV  
c1898

1d	Green	D5000.01	DUNN	Dunn & Son, Newcastle-on-Tyne
4d	Blue	D5000.01	DUNN	Dunn & Son, Newcastle-on-Tyne (Gault)
6d	Black	D5000.01	DUNN	Dunn & Son, Newcastle-on-Tyne



Ewen Design V  
c1905



Ewen Design V  
c1905



Ewen Design V  
c1905



**RAILWAY PARCEL DELIVERY PERFINs**

**North Eastern Railway (contd.)**

1d	Black	D5000.01	DUNN	Dunn & Son, Newcastle-on-Tyne
4d	Black	D5000.01	DUNN	Dunn & Son, Newcastle-on-Tyne

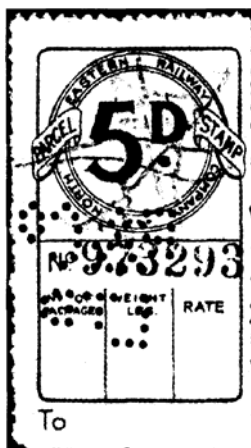


1903 - 1935

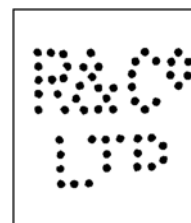


D5000.01

5d	Black	R1090.01	R&Co/Ltd	Rowntree & Co Ltd
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1905 - 1925



R1090.01

## RAILWAY PARCEL DELIVERY PERFIN

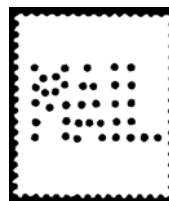
### Pembroke & Tenby Railway

THE Pembroke and Tenby Railway, like its neighbour, the North Pembrokeshire and Fishguard, was later merged in the Great Western, having been acquired by the latter in 1896. The line ran from Pembroke Dock to Whitland, passing through Pembroke (town), Lamphey, Manorbier, Penally, Tenby Saundersfoot, Kilgetty and Narberth, the length being 27¼ miles.

1d    Black on Yellow    M0220.01    MAIL    Western Mail, Cardiff \*



1875 - 1895



M0220.01

Ewen Design II  
c1890





## GENERAL PARCEL DELIVERY COMPANY PERFIN

### Liverpool Parcel Delivery Co.

The Liverpool Parcels Delivery Co was operating from the 1870s and was finally wound up in December 1918. In the 1894 Trade Directory they were recorded at 15 locations throughout the city.

20 & 22 Wood Street;	Fleet Street;	37 Gloucester Place, Low Hill;
55, 57 & 138 Brownlow Hill;	265 Crown Street;	132 & 151 Lodge Lane;
116, 218 & 6 & 8 London Road;	116 Pembroke Place;	2 Russell Street;
6 North John Street;	40 Maple Grove	

3d Black W3890.01 WHS/&S W. H. Smith & Sons



### Manchester Parcel Delivery Co.

The chief office of the Manchester Parcel Delivery Co. in Manchester was at 32A & 36A Fountain St. with other offices at 118 George Leigh St. and 7 Union St, Church St. The company operated until at least 1909.

3d Blue G4390.01 GM/&S Identity of user not known.

