

RAILWAY LETTER, NEWSPAPER & PARCEL DELIVERY PERFIN



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&
MAURICE HARP

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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 perfinned examples of these stamps was not noted for another 50 years. Over the years a few perfinned railway parcel stamps have been noted, mainly used by companies associated with the newspaper industry. This listing attempts to document all reports of these perfinned 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 LETTER 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.

2d Green H4465.01m HLD Harvey & Co Ltd




Ewen Type 2 - 1891




H4465.01m

Prize Medal Awarded, London, 1862, for Excellence and Practical Success of Engines, represented by Model of Single-Acting Pumping Engine, for Supplying Towns with Water,



HARVEY AND CO.,

ENGINEERS AND GENERAL MERCHANTS,
HAYLE, CORNWALL,
 And **HAYLE FOUNDRY WHARF, NINE ELMS, LONDON.**
CITY OFFICES (GRESHAM HOUSE), 23½, OLD BROAD STREET,



Manufacturers of Pumping and other Land Engines,
 AND MARINE STEAM ENGINES OF THE LARGEST KIND IN USE.
SUGAR MACHINERY, MILLWORK, MINING MACHINERY, & MACHINERY in General.
SHIPBUILDERS IN WOOD AND IRON.

HUSBAND'S PATENT PNEUMATIC ORE STAMPING MACHINE
May be seen at Work at Hayle Foundry Wharf, Nine Elms, by previous application at either of the above Addresses.

SECOND-HAND MINING MACHINERY FOR SALE,
 IN FIRST-RATE CONDITION.
PUMPING ENGINES, WINDING ENGINES, STAMPING ENGINES, STEAM CAPSTANS, and CRUSHERS of various sizes.
 BOILERS; PITWORK OF ALL DESCRIPTIONS, and all kinds of MATERIALS required for MINING PURPOSES.

For further Particulars, apply to
HARVEY and Co., Engineers and General Merchants.

RAILWAY PARCEL DELIVERY PERFIN

Cheshire Lines Committee

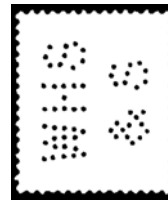
The Cheshire Lines Railway was owned jointly by the Great Northern, Great Central and Midland Railway Companies. The main line ran from Liverpool to Manchester, a second line, branching off near Glazebrook, connecting with the main line of the Great Central Railway at Godley Junction, and with the Midland 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

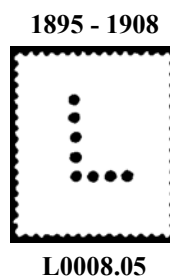
Dublin United Tramways Co.

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.

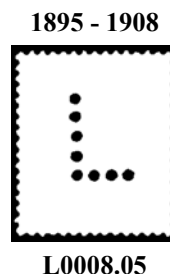
2d Black L0008.05 L Lafayette, Westmorland St, Dublin



L0008.05

Ewen Design IV – c1895

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



L0008.05

Ewen Design V

RAILWAY PARCEL DELIVERY PERFIN

Dublin United Tramways Co. (contd.)

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



Ewen Design V

1908 - 1950



L0100.01

Dublin United Tramways Company
(1896), LIMITED.

NOTICE.

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 PERFIN

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



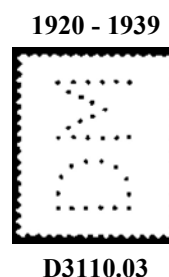
Ewen Design I - 1880



1d Blue D3110.03 DM Daily Mail (Ref. Perfin Bulletin No. 288)



Ewen Design III



RAILWAY PARCEL DELIVERY PERFIN

Great Eastern Railway

½d Green

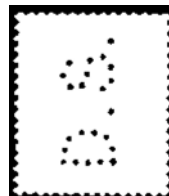
D4370.01

D.S.

William Dawson & Sons Ltd.



1880 - 1930



D4370.01M

Ewen Design III

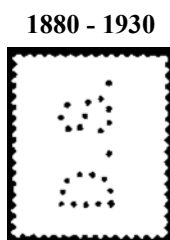


RAILWAY PARCEL DELIVERY PERFINs

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



D4370.01M

Ewen Design IV - 1900

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



D3110.03

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



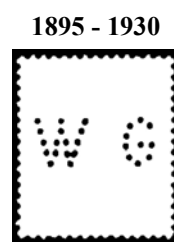
S8087.01

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



J2770.11

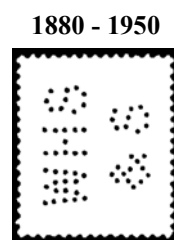
1d Black W2910.08M WG Westminster Gazette



W2910.08M

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

Exact Stamp
Issue Unknown



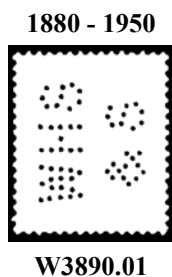
W3890.01

RAILWAY PARCEL DELIVERY PERFIN

Lancashire & Yorkshire Railway

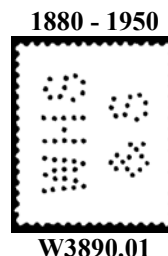
The Lancashire and Yorkshire was an amalgamation of the Manchester and Leeds and other lines and was incorporated under this title in 1847. Two other important lines were later acquired, namely, the East Lancashire in 1859 and the West Lancashire in 1897. The centre of the system is Manchester, from 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 *



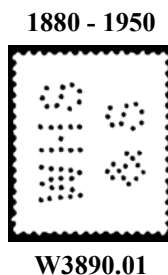
Ewen Design I - 1880

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 PERFIN

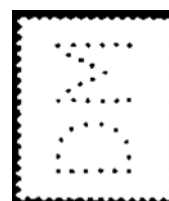
London & North Eastern Railway

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



1920 - 1939



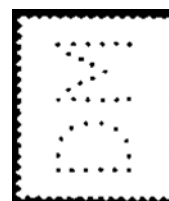
D3110.03

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

1d	Blue	D3110.03	DM	Daily Mail
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1920 - 1939

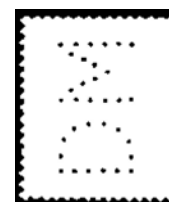


D3110.03

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



1920 - 1939



D3110.03

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 Wigtonshire Railway (Stranraer to Castle Douglas).

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



Ewen Design III - 1865



W3890.01

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



Ewen Design VIII - 1897



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 27th 1895 bearing 1d lilac and 2d green L&NWR parcel stamp. The parcel stamp has the perfin WHS/&S – W3890.01

RAILWAY PARCEL DELIVERY PERFINNS

London & South Western Railway

The London and South Western Railway was incorporated in 1834 under the title of the London and Southampton Railway, the first portion—that from Nine Elms to Woking—being opened four years later. The main line then ran from Waterloo, through Clapham (Junction with L.B. & S.C. Railway), Woking, Basingstoke (branches to Portsmouth, Southampton, Bournemouth, Dorchester and Weymouth), Andover (Junction with M & S.W.J. Railway), Salisbury, Templecombe (Junction with the Somerset and Dorset Railway running from Bournemouth to Bath) and thence through Yeovil and Exeter (Junction with G.W.R.) to Plymouth. The total length of line then open was 914 miles.

4d Lilac D4370.01M D.S. Wm Dawson & Sons Ltd



Ewen Design II – 1872?



RAILWAY PARCEL DELIVERY PERFIN

Mersey Railway

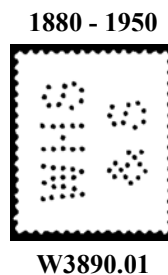
The Mersey Railway was the first part of the passenger railway connecting the communities of Liverpool, Birkenhead, which lie on opposite banks of the River Mersey, via the Mersey Railway Tunnel. The railway opened in 1886 with four stations using steam locomotives hauling unheated wooden carriages; in the next six years the line was extended and three more stations opened. Because the steam locomotives created a polluted atmosphere in the tunnel, many passengers reverted to using the river ferries and the railway was bankrupt by 1900. Recovery came after the railway adopted electric traction in 1903. The Mersey Railway remained independent after the railway grouping of 1923, although it became closely integrated with the electric train services operated by the London, Midland and Scottish Railway over the former Wirral Railway routes after 1938.

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

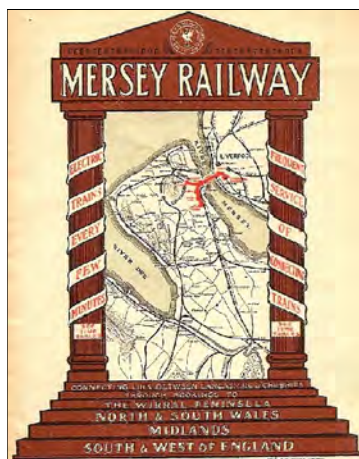


Ewen Design I - 1886

2d	Red	W3890.01	WHS/&S	W. H. Smith & Sons *
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Ewen Design III

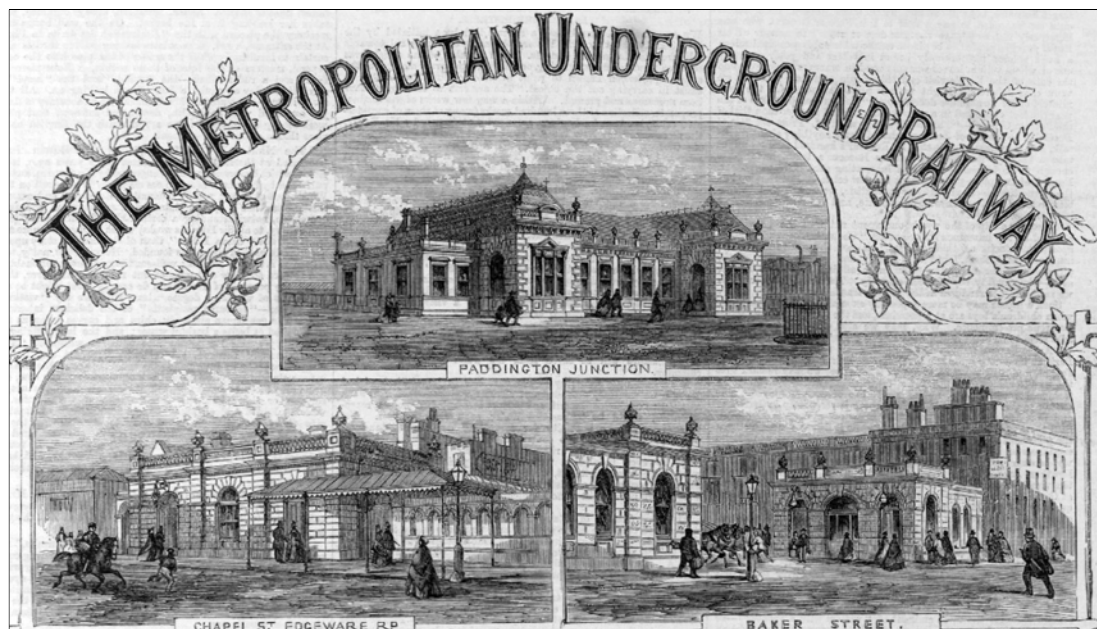
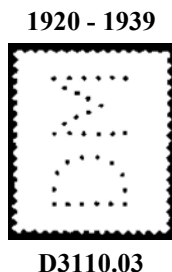


RAILWAY PARCEL DELIVERY PERFIN

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

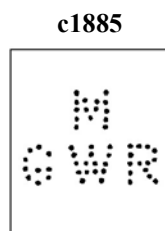


RAILWAY PARCEL DELIVERY PERFINNS

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

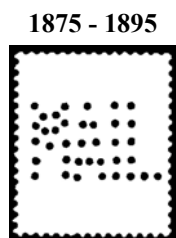
RAILWAY PARCEL DELIVERY PERFINNS

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

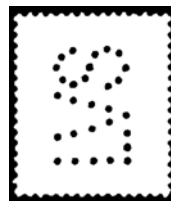
LVS

Western Mail, Cardiff

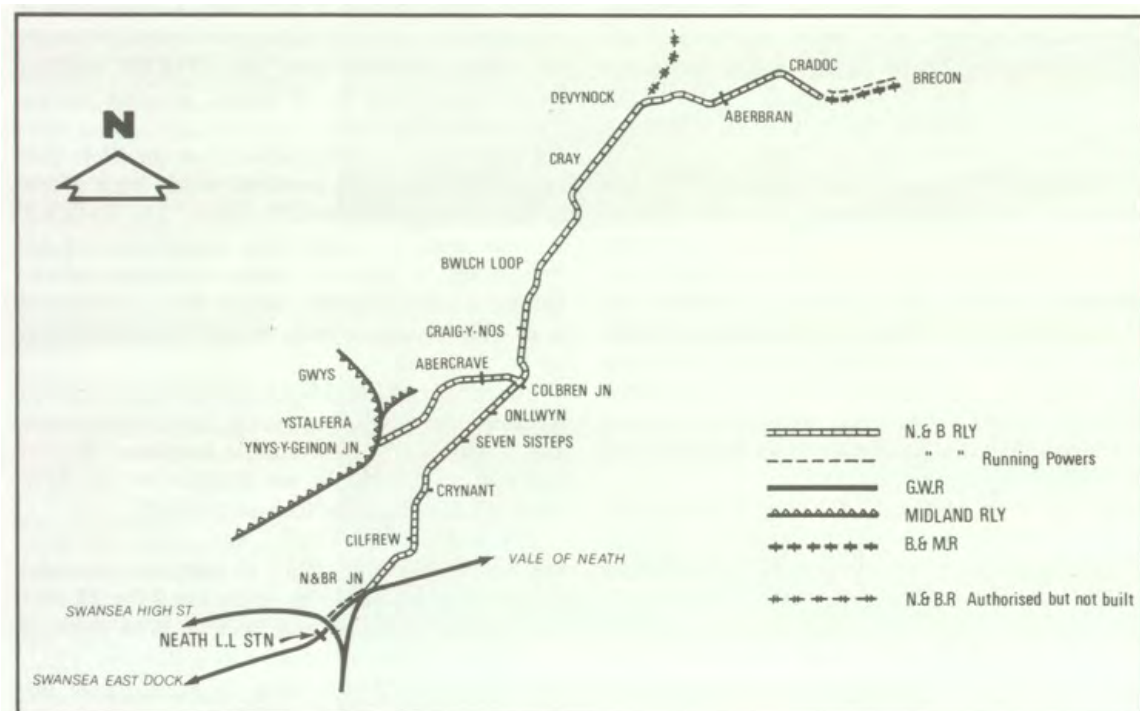


Ewen Design I

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 PERFIN

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.

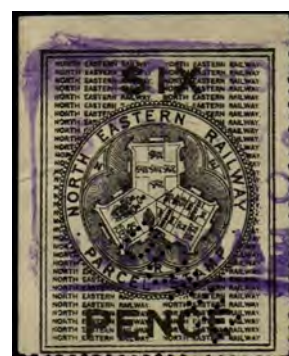
1d	Green	D5000.01	DUNN	Dunn & Son, Newcastle-on-Tyne
4d	Blue	D5000.01	DUNN	Dunn & Son, Newcastle-on-Tyne
6d	Black	D5000.01	DUNN	Dunn & Son, Newcastle-on-Tyne



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

1903 - 1935

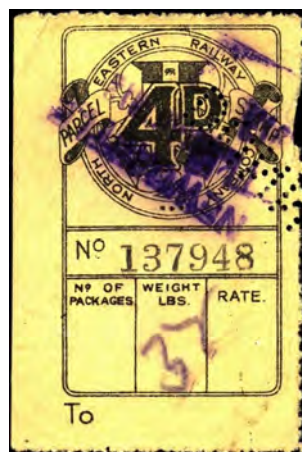


D5000.01

RAILWAY PARCEL DELIVERY PERFINNS

North Eastern Railway (contd.)

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

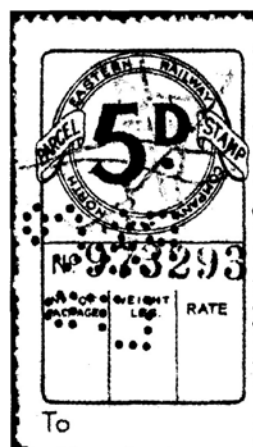


1903 - 1935

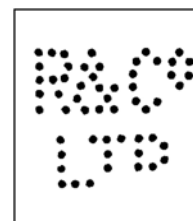


D5000.01

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



R1090.01

RAILWAY PARCEL DELIVERY PERFIN

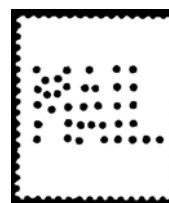
Pembroke & Tenby Railway

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.

