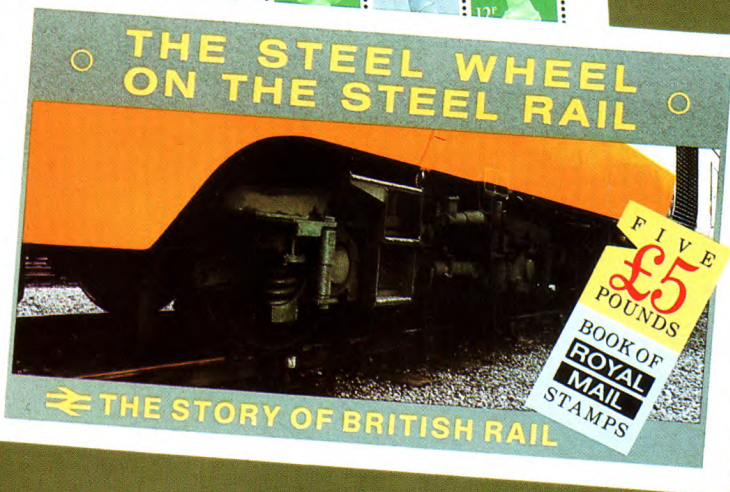
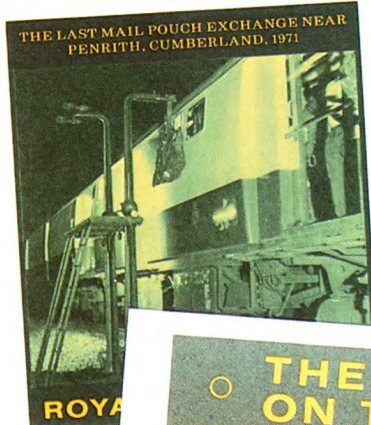


British Philatelic Bulletin

Volume 23

Number 5

January 1986



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Editorial

DOUGLAS N. MUIR

Charles Gowen was Editor of the *British Philatelic Bulletin* for 2½ years. He was too modest to give his farewells but I am sure he will be missed by many readers. He has now taken up another position in the Post Office in the Counter Services division. The *Bulletin* is now under the aegis of the National Postal Museum and I have been given the pleasant task of editing it. Please note that all correspondence should now be addressed to:

The Editor
British Philatelic Bulletin
National Postal Museum
King Edward Building
King Edward Street
LONDON EC1A 1LP

Subscriptions should still, of course, be sent to the British Philatelic Bureau in Edinburgh.

The move to the NPM does not mean that the *Bulletin* will become fossilised or purely Museum-orientated. On the contrary, in-depth news about modern stamps and services will continue as a main feature. More will be made of the great wealth of historical material lying largely unnoticed in the Museum and in PO Archives. All suggestions about future contents will be welcome and be given careful consideration.

As my photograph would only spoil the look of the page some wag thought this might be a reasonable substitute!



Illustration courtesy of Ian Wilkinson

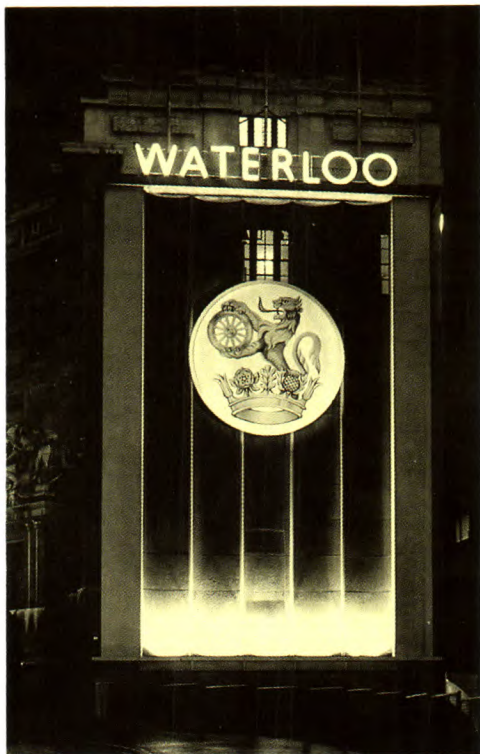
British Rail £5 Book

18 March 1986

On 18 March 1986 a £5 prestige stamp book will be issued, this time sponsored by British Rail. The booklet cover is illustrated in colour on our front cover. There are four panes of stamps totalling £5 in value and one of the panes is mixed and this will have a first day cover service. Details are given overleaf.

The booklet tells the story of British Rail since it began life on 1 January 1948 as a result of the nationalisation and amalgamation of the Great Western Railway Company; London, Midland & Scottish Railway Company; London & North Eastern Railway Company; and the Southern Railway Company. Designed by Trickett and Webb Ltd with text by Mike Barden of Woods Barden Associates Limited, the booklet was printed by Harrison and Sons Ltd.

All the main changes that have taken place since 1948 are described — the changeover from steam to diesel and electric; the network closures and the future plans for expansion. All are profusely illustrated, two items being shown here.



British Railways crest introduced 1956



The world's fastest scheduled diesel pulling out of Paddington alongside a steam 'special' organised for enthusiasts.

Technical Details

The £5 British Rail prestige stamp book will be issued on 18 March. It will contain four panes of stamps made up as follows:

Pane 1: 9 x 17p

Pane 2: 9 x 12p (with one central phosphor band)

Pane 3: 2 x 17p, 6 x 12p, 1 x 31p

Pane 4: 6 x 17p

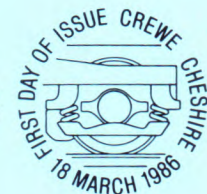
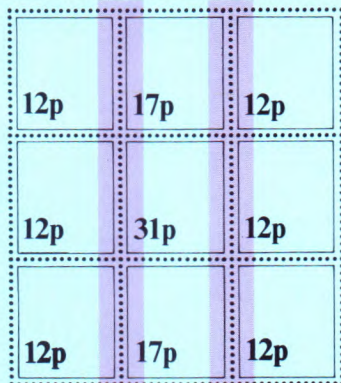
The phosphor band format for the mixed value pane (pane 3) is shown here. Otherwise, the 17p values are on ACP. This will be the first time the 31p value has appeared with phosphor bands. The stamps were printed in gravure by Harrisons. Offset litho was used to print the front cover and the intervening pages of text and illustrations.

First Day Cover Service

The first day cover alone will cost 15p. Two special handstamps will be available: Crewe (because of its historic importance in the railway industry) and the British Philatelic Bureau Edinburgh.

The official PO cover addressed to the destination required with all the stamps from pane 3 and cancelled Crewe or British Philatelic Bureau as requested, will be despatched for a charge of £1.87 (£1.63 overseas).

The usual first day of issue facilities will be available at offices with philatelic posting boxes. Application forms available from the Philatelic Bureau and at Head Post Offices should be returned not later than 7 March 1986.



ROYAL MAIL FIRST DAY COVER



£5
BOOK OF
ROYAL MAIL
STAMPS

Mrs J Robinson
200 Manorbier Road
ILKESTON
Derbyshire
DE7 4AB



Christmas, 1978

JAMES WATSON

Christmas carols — and the singing thereof — were the colourful and animated subject of the Post Office's festival stamps issued on 22 November 1978. The stamps were designed by Faith Jaques, who also designed one of the stamps commemorating the 300th anniversary of the establishment of the 'General Letter Office' in 1960 and the 1961 issue marking the seventh Commonwealth Parliamentary Conference.

The 7p stamp depicts carol-singing — and a kind of ring-o'-roses around a Christmas tree in Victorian times. It was during the 19th century that Christmas celebrations, immortalised by Charles Dickens in his *A Christmas Carol* (one of *The Christmas Tales* of the 1840s), assumed much of their current characteristics. The waits — parties of musicians and singers who perform outside people's houses at Christmas-time

— are depicted in a 19th-century scene on the 9p stamp. The 'waits' originated as mediaeval night-watchmen whose function was to sound a horn or play a tune to mark the hour — these eventually formed town bands of waits who played on civic occasions.

Carol-singers of the 18th century appear on the 11p stamp. Carols are defined as 'joyous hymns associated with the Nativity' or 'Christmas songs of joy or praise', but in ancient times they were the songs which accompanied a ring-dance (as depicted on the 7p stamp). One of the earliest carols — 'The Boar's Head Carol' — which is still sung at Queen's College, Oxford, inspired the design of the 13p stamp. It shows a boar's head being carried on a platter to the accompaniment of musicians in 16th-century costume. The tradition of eating a boar's head dates back to an ancient Yuletide ceremony.

The stamps were printed in sheets of 100 (two panes of 50, 10 x 5) on unwatermarked paper with a centre phosphor band (7p) or 'all-over' phosphor (others). Numerous minor varieties are recorded. The quantities issued were: 7p 258,370,000; 9p 119,400,000; 11p 19,480,000; and 13p 17,980,000.



Questa Reprints on ACP

During February 1986, reprints on ACP by The House of Questa will be issued at philatelic counters and become available from the British Philatelic Bureau in Edinburgh. The values concerned are the 2p and 5p National definitives and the 17p Country issues from Wales and Northern Ireland. No exact date for their release has yet been decided but this will be announced in the February *Bulletin*. There will be no special first day cover service for these stamps, as these are not regarded as new issues by the Post Office.

The versions which they replace (on PCP) will remain on sale at philatelic counters, and also at normal Post Office counters until stocks are exhausted.

The Early Days of the Postal Service

Part 1

TONY GAMMONS

Royal Posts

The germ of the postal service was the organisation of relays to carry the King's despatches. These relays date from c. 1482. The *Chronicle of Croyland* says that Richard III, when expecting the landing of Henry of Richmond (later Henry VII) in 1484, 'followed the practice which had been recently introduced by Edward IV during the last war with Scotland (1482) of appointing a single horseman for every 20 miles, by means of whom travelling with the utmost speed and not passing their respective limits, news was always able to be carried by letter from hand-to-hand 200 miles within two days'.

These horsemen were the original 'Posts'. They requisitioned horses, by Royal right of Purveyance with the aid of local authority, and paid for them practically what they chose. Posts were not originally permanent on any road, perhaps with the exception of that between London and Dover; but were set up as required. The Royal posts were controlled and paid by an officer of the Royal household. This system of payment pre-dated the 'relays'; in the reign of Edward I the expenses of the messenger were paid by William de Luda, Keeper of the Wardrobe.¹

Early in the reign of Henry VIII, Brian Tuke, a Clerk of the Signet, was making payments to the King's 'Messengers, Posts, Couriers and others'; and it is Tuke who has become known as the first 'Master of the Posts'. In fact, Tuke had been involved, as a Clerk of the Signet, in the sending and receiving of 'letters' in the reign of Henry VII² and continued in the post under Henry VIII. Tuke was obviously a very able man and held many offices under Henry VIII. All his appointments are to be found upon the Rolls, with the exception of that for 'Master of the Posts'. Indeed, postal historians seem unable to agree upon the exact date of his assuming the position, dates from 1510 — 1517 being cited. Could it be that, in fact, Tuke was never officially granted the title by which he is so well known?

Most of the early references in State Papers (Domestic) to Tuke as 'Master of the Posts' are in letters from the continent, e.g. there is a possible reference as early as June 1509 in a letter from Spinnelly, the new King's representative in Europe. With the Taxis family running the Imperial Post in

Several books have been written about the early days of the posts in Britain but detail has often been sparse. New light on the period is shed in this series by Tony Gammons, based on close examination of contemporary State papers. Material on this subject can be seen at an exhibition currently on show at the National Postal Museum. Subsequent articles will cover later periods up until c. 1800.

Europe themselves being known by the title 'Master of the Posts', it is probable that in writing to their English counterpart they used the same in addressing him. When paying the Posts, however, Tuke issued a warrant either as Clerk of the Signet or, after 1528, as Treasurer of the Chamber. Again, in a letter of October 1536 to "All ye marres, constables, balyffes and other good officers of Waltham Cross ... Lyncoln" instructing them to set up a Post, he signs himself by his official title of Treasurer of the King's Chamber. It seems strange that if Tuke had been officially appointed 'Master of the Posts' the state had to ask his son Charles for the letter of appointment on his death in 1545. That Tuke operated the service for the King and Court there is no doubt; but with limited authority he only carried out the same task as his predecessors, i.e. laying on a Post as and when required and not establishing a permanent network. After Tuke's death in 1545, however, the office of Master of the Posts was formally confirmed and granted to Sir William Paget and John, later Sir John, Mason.

In 1555 Ordinances were issued for the Dover road. The Posts were to have a monopoly of hiring out horses to 'Currors' and they were to have a horn hanging at their door, or a painted sign, to show that it was a Post's house. On the deaths of Paget and Mason (in 1563 and 1566), Thomas Randolph was appointed Master of the Posts under a patent granted by Queen Elizabeth on 4 May 1567.

There is no doubt that at this time the postboys were carrying a few private letters. A proclamation of 1583 bears on the subject: "Item — that no packets

or letters shall be sufficient warrant or authoritie to constrain the postes to run with them in poste, except that they be directed for her Majestie's affaires, and shall be signed either by her Majestie, her Privie Counsell or any of the personages authorised and above named”.

From the above, which is signed by ten members of the Council, it is obvious that they looked upon private letters with disfavour. Randolph, it seems, had other ideas. He issued a directive of his own, the ninth and tenth clauses of which distinctly sanction their carriage.

The next Master of the Posts was Sir John Stanhope (later Lord Stanhope of Harrington) with a patent dated 20 June 1590. On 25 April 1607 Stanhope surrendered his patent, receiving in exchange one dated 26 July 1607 granting the same office to himself, and his son Charles after him, for life.

In 1598 fixed Posts were set up to Ireland, one via Holyhead, the other via Bristol; and in 1603 another was set up for the new King, James I (James VI of Scotland) to Berwick, for despatches to and from Scotland. Also in 1603, general instructions were issued to the posts: they were to have a general monopoly of hiring horses to riders ‘riding post’, i.e.

with a guide. Again, it is evident that the Posts carried private letters as these instructions stated that all official letters were to be entered in a book, ‘all others to pass as bye letters’.

A Public Service Begins

A Service for Foreign Letters

On 30 April 1619 a patent established the office of a ‘Postmaster for Foreign Parts out of the King’s Domains’ and granted it to Matthew de Qvester, father and son. This was the cause of a lengthy dispute with the Stanhopes. At first, the Privy Council seemed to supersede the de Qvesters’ appointment by recognising the Post set up by the Merchant Adventurers and run by a man named Billingsley. However, Sir John Coke, Secretary of State, opposed this bitterly and, eventually, in 1623, a proclamation announced the validity of the de Qvesters’ case. By a patent of 15 March 1632, de Qvester the younger being dead, Charles I conferred the office of Postmaster of England for Foreign Parts upon William Frizell and Thomas Witherings, the grant to take effect upon the death of de Qvester the elder.

The de Qvesters’ service had been slow, 14 days between Antwerp and London and taking 15 hours



The King's Messenger, 1482 — an artist's impression for a poster c. 1950.



between Dover and London. Witherings produced a plan to improve the service and, with Secretary Coke's agreement, set up a public office in London. There, a notice proclaimed a post 'for way of Antwerp everie Friday, for way of France everie Wednesday and for that of Holland everie Saturday al to be in the office before five in the afternoon'. A register was to be kept of all letters, indicating both

the sender and the addressee, the letters to be sealed in a bag and despatched by 6pm to reach Dover early the next day so as to allow the packet boat to sail in daylight. Postmasters on the Dover road had to have "sufficient horses and messengers alwaies in redinesse, to go forth with the pacquets without aine delay and to deliver them from stage to stage within the compasse of an hour and a half for evere stage".

A label on each bag was to be marked by each postmaster with the day and the hour. The time to Antwerp was to be cut from eight to no more than three days. This meant that it was no longer necessary to send state letters 'express', saving the King some £1500 per year.

Under a proclamation of 19 July 1632, Frizell and Witherings acted as de Quester's deputies; but, in the same year, de Quester assigned his patent to Witherings. In 1632 Frizell and Witherings were charged with alleged malpractices and their office was sequestered to John Hath. The following year Edward and Joseph Hutchins, with Endymion Porter, took charge; but, later in the year, Frizell and Witherings were re-appointed. In 1634 Frizell formally surrendered his share of the joint office of Postmaster for Foreign Parts to Witherings.

A Public Service for Inland Letters

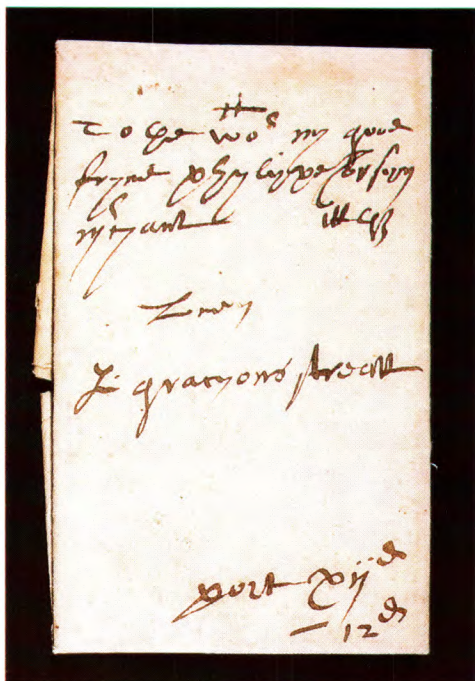
Secretary Coke obviously had a high opinion of Witherings and it is probable that the plan for a new public service for inland letters submitted to the King in June 1635 was, in fact, Witherings'.

On 31 July 1635 a proclamation was issued inaugurating the new service, which opened the Royal posts to the public in return for fixed charges along certain roads according to distance. The postmasters, who were Stanhope's men, were ordered to supply horses for Witherings' Posts, existing Foot-Posts (some covering stretches of the road as long as 16-18 miles) being replaced by riders travelling day and night and covering about 120 miles in a day.

The Foreign and Inland Letters Offices United

The Foreign service had not been as successful as had been hoped and, in 1633, Philip Burlamachi, a London merchant and agent for the King, wrote to Secretary Coke detailing arrangements made by the Paris postmaster for a fast service between Paris and London. An agreement for the new service was signed by Witherings and Denouveau, the French postmaster, at Calais on 11 February 1637.

By a patent of 22 June 1637 a new office was established: 'The Letter Office of England', with



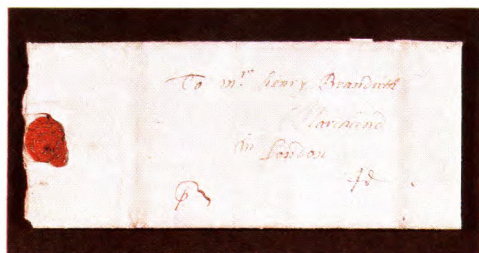
Letter carried by the Merchant Strangers Post, February 1593, charged 12d.

Witherings in charge. Early in the same year Stanhope at last surrendered his patent; and on 1 July 1637 the Secretaries of State, Sir John Coke and Sir Francis Windebank, were installed as Masters of the Posts, the King having expressed an intention to attach the office to that of joint Secretary of State in perpetuity, with a patent at each vacancy. A month later Secretaries Coke and Windebank appointed Witherings their deputy.

Witherings was now in charge of both Foreign and Inland services, and this gave more likelihood of his plans being carried out. However, on 26 July 1640, both of his offices were sequestered to Burlamachi, Witherings having again been charged with malpractices. On 15 February 1642, after struggling to maintain his position, he assigned his patents to the Earl of Warwick, who entered into a contest with Burlamachi. In March the sequestration of the office of Postmaster for England for Foreign Parts was lifted with, probably, Witherings in charge under Warwick.

References

- ¹Pell Records.
- ²Calender of the Patent Rolls 1494-1509.
General. Calender of State Papers, Domestic.



Letter of 1632 endorsed 'Pd 4d', one of the earliest British letters with a postage charge mark.

National Postal Museum News

Association of Friends

The Association of Friends of the National Postal Museum was formed on 1 April 1985 as a supportive group which should receive certain specific advantages. These were stated to include all the NPM postcards, the opportunity of purchasing publications at a reduced price, the provision of special meetings and seminars, and a journal twice a year.

All of these benefits have begun to appear and the first journal was published in early November. It is entitled *Cross Post*, so called because a Cross Post was a post connecting one town with another without going through London. It is intended to symbolise the linking of the many aspects of British philately and postal history. The first issue contains articles from four of the Committee members dealing with G.B. philately, modern decimal stamp booklets and postal history. It features a research article by the Curator on the stamps of British Levant and lists, for the first time, all quantities overprinted by De La Rue. It also publishes for the first time the Charter of the Museum.

The second journal will be released before the end of the financial year in March 1986 and the first seminar will be held in February or March. It will feature the effects of Ink Technology as this relates to

the production of British stamps (1840-1985).

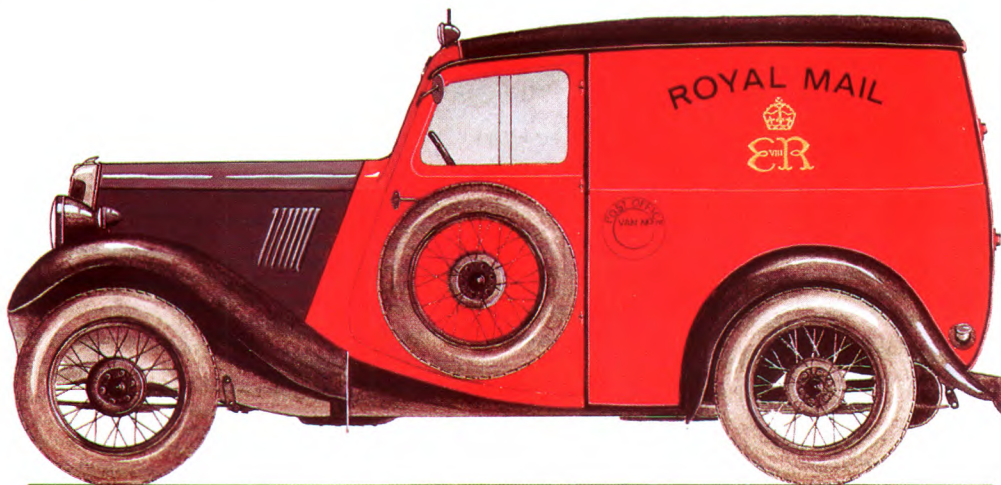
Membership of the Association is £8.00 per annum and those interested should contact the Secretary of the Association of Friends, National Postal Museum, King Edward Building, King Edward Street, LONDON EC1A 1LP.

Post Office Vans on NPM Cards

As part of the historical sets of cards produced by the National Postal Museum, set H3 will be released on 14 January 1986. This set shows four Morris delivery vans used by the Post Office between 1930 and 1955. The designs, prepared by Richard Blake, show the four different Royal Cyphers used during this period — from George V to Queen Elizabeth II. Of particular interest is the cypher of King Edward VIII. This has been carefully researched by the Museum to ensure the accuracy of 'what might have been'!

The illustration shows a Morris Eight Series 1, 5 cwt van, first produced in 1934.

A single card showing the Datapost saloon car will also be released on the same day, the day of issue of the Industry Year stamps. All five cards will mark the Museum's exhibition on the British Motor Industry, which also coincides with the centenary of motoring.



NPM Postcards

The programme for postcards at the National Postal Museum has not yet been finalised, but the early issues will be as follows:

SS36 and H3 set	14 January to coincide with the issue of the Industry Year stamps and to feature the British motor industry.
SS37	21 April, to mark the Queen's 60th birthday.
SS38	6 May, to coincide with the Anglo-French exhibition (the first 10 years of British and French stamps).
SS39 A & B	20 May, two cards illustrating the winners of the 'Preservation of Nature' photographic competition.
SS40	Mid June, 'Mail to India' display by the India Study Circle.
SS41 A & B	August, two cards for the display of postal stationery and other items sold over the P.O. counter including revenue stamps, Health and Savings stamps and postal orders.
SS42	16 September, coinciding with the RAF issue and display.
SS43	8 October, new layout for the Phillips collection.

The first major exhibition in January 1987 will be for the centenary of the Jubilee issue of 1887.

Photographic Competition

The year 1986 has been designated European Conservation Year and, as a result, this subject has been chosen for the CEPT issue. The National Postal Museum, in collaboration with the magazine *Creative Photography*, is running a photographic competition with the title 'The Preservation of Nature'. Entry details are available from: Creative Photography, Bushfield House, Orton Centre, PETERBOROUGH, PE2 0UW.

The photographs submitted will be judged by a panel headed by Bill Oddie and the two winning entries will be used as postcards by the National Postal Museum, to be issued on 20 May, 1986. Prizes amounting to more than £2,000 of Olympus camera equipment will be awarded, and there will be a special under 16 prize.

Although the competition is open to all photographers, it is hoped that philatelists will wish to enter, and those interested should apply without delay.

Industry Year Stamps

The Industry Year stamps are due for issue on 14 January. Details were given in last month's *Bulletin*. Unfortunately, the information regarding the perforations was wrongly reported. They are in fact 14½ x 14 and not 15 x 14 as published.

Printing of the stamps was done by The House of Questa who introduced new perforation dies of definitives some time ago, after a fire at their printing works had destroyed the previous dies. The change meant that Questa's definitive stamps came into line with Harrisons and these are now printed with a 15 x 14 perforation. However, this has not applied to special stamps and the perforation on all four special issues printed by The House of Questa has been 14½ x 14. The correct information came too late for inclusion in the December *Bulletin* or on the presentation pack for this issue, and we apologise for these errors.

The colours and plate numbers for the stamps are as follows, though the 17p value may be subject to addition.

17p				
Gold	Black	Magenta	Greenish-yellow	New Blue
1A 1B 2A 2B	1A 1B	1A 1B	1A 1B	1A 1B
22p				
Gold	Pale turquoise-green		Black	Magenta
1A 1B	1A 1B		1A 1B	1A 1B
Greenish-yellow		Blue		
1A 1B		1A 1B		
31p				
Gold	Black	Magenta	Greenish-yellow	New Blue
1A 1B	1A 1B	1A 1B	1A 1B	1A 1B
34p				
Gold	Black	Magenta	Greenish-yellow	New Blue
1A 1B	1A 1B	1A 1B 2A 2B	1A 1B	1A 1B

To mark the 250th anniversary of the birth of James Watt a special cover is being produced to coincide with the Industry Year stamps. (The 17p stamp depicts a light bulb, the unit of electricity being named in his honour.) Costs: cover with single stamp — £1.95; with full set £3.50 or cancelled at Greenock £4.00. Orders

with remittance to
S. Muscroft, 43 Farndale
Drive, GUISBOROUGH,
Cleveland, TS14 8JJ.



Preliminary Designs 1985

Shown here are some of the preliminary unadopted stamp designs for the early part of 1985. More, from the latter part of the year, will be illustrated later.

Famous Trains

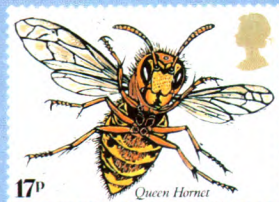
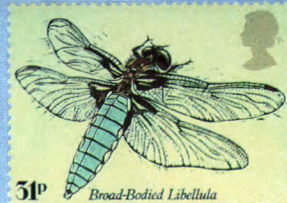
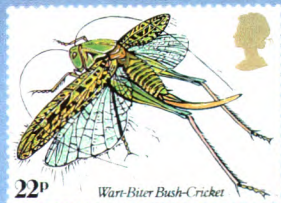


Bournemouth & Poole College of Art Design

Insects



Brian Hargreaves



John Norris Wood

European Music Year

Tallis — motet 'Spem in alium'



Delius — Cuckoo theme



Holst — Saturn, the Bringer of Old Age (The Planets)



Handel — Music for the Royal Fireworks

Elgar — cello solo which begins concerto for violoncello

Martin Baker



Glynn Boyd Harte

1984 Special Issues Quantities

Of the special issues released in 1984 the following quantities were issued to counters:

Issue	Value	Quantity issued to Counters
Heraldry (17 January)	16p 20½p 28p 31p	37,716,800 7,550,300 6,895,500 6,615,300
British Cattle (6 March)	16p 20½p 26p 28p 31p	36,572,900 7,211,300 6,729,400 6,626,300 6,356,800
Urban Renewal (10 April)	16p 20½p 28p 31p	37,237,000 6,998,600 6,507,500 6,177,600
Europa (15 May)	16p x 2 20½p x 2	45,236,300 10,679,200
Economic Summit (5 June)	31p	8,145,600
Greenwich Meridian (26 June)	16p 20½p 28p 31p	36,238,700 7,066,100 6,485,600 6,189,200
The Royal Mail (31 July)	16p x 5	60,652,700
British Council (25 September)	17p 22p 31p 34p	36,543,700 7,882,400 7,339,800 7,036,500
Christmas 1984 (20 November)	13p 17p 22p 31p 34p	251,570,800* 148,837,700 16,367,400 14,675,600 12,686,000

*excludes 120,000,000 stamps issued in booklets.

Withdrawn Items

Items due for withdrawal from sale at the Philatelic Bureau and philatelic counters in January are:

- 7 January — The Times £5 prestige book
- 14 January — £1.30 Trams book
- £1.54 Postal History book
- 21 January — Famous Trains set.

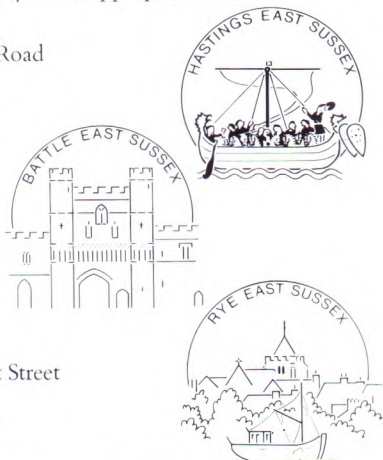
Pictorial Handstamps for Hastings, Battle and Rye

From 6 January three special pictorial handstamps will be in use at the offices at Hastings, Battle and Rye. Items for reposting should be sent to: Special Postmark Duty, at the appropriate office.

HPO
Cambridge Road
HASTINGS
East Sussex
TN34 1AA

The SSO
High Street
BATTLE
East Sussex
TN33 0AA

The SSO
Cinque Port Street
RYE
East Sussex
TN31 7AA



Items for reposting should bear 3p more than the minimum postage rate.

Armagh Philatelic Counter Change

As from close of business on 31 December 1985 the philatelic counter at the Head Post Office, Armagh has closed. It has been transferred to the Portadown B.O., 51/53 William Street, Portadown, CRAIGAVON, Co. Armagh, BT62 3NN.

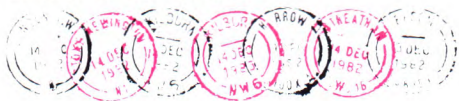
Armagh office is soon to be downgraded to Branch Office status and will come under the control of the Head Postmaster, Portadown, so the decision was taken to have the philatelic counter at the major population centre in the new Head Office area.

New Junior Competition

To encourage young collectors to write up and arrange their collections neatly, the National P.S. is launching a new competition, open to all youngsters up to 16 years old, as part of its annual Juniors' Day, on Saturday, 4 January.

Young collectors should bring between two and eight or 16 album sheets on the day and they will be judged by Mrs Kay Goodman and Richard West with prizes donated by the Post Office. The Juniors' Day will take place at the Victory Services Club at 63 Seymour Street, London W2 (close to Marble Arch underground station).

Letters to the Editor



U.K. Australia Airmail

Sir,

I read with pleasure your *Bulletin* of October 1985, in particular Part 1 of 'The Air Mail Service between UK and Australia, 1931-1938'.

At Adelaide Airport, housed in a glass-fronted building is the Vickers Vimy twin-engined biplane G-EAOU, the first aircraft to fly England to Australia.

The aircraft was kept for many years at Point Cook RAAF Station, Victoria, Australia but when Adelaide's airport was constructed and opened in c. 1954 it was decided to house the Vimy at Adelaide. The glass-fronted building was built and the aircraft brought to Adelaide by RAAF road transport — the transport caught fire and the Vimy was damaged. It was repaired and finally placed in the building where it remains as a memorial to the Smith brothers — two Adelaide men, and their two mechanics.

The article also mentions Charles Kingsford Smith, who was the first airman to fly the Pacific. His famous aircraft *Southern Cross* Fokker tri-motor

high wing monoplane is housed similarly at Brisbane Airport, Queensland.

MALVERN, ADELAIDE

R John Beare

Sir,

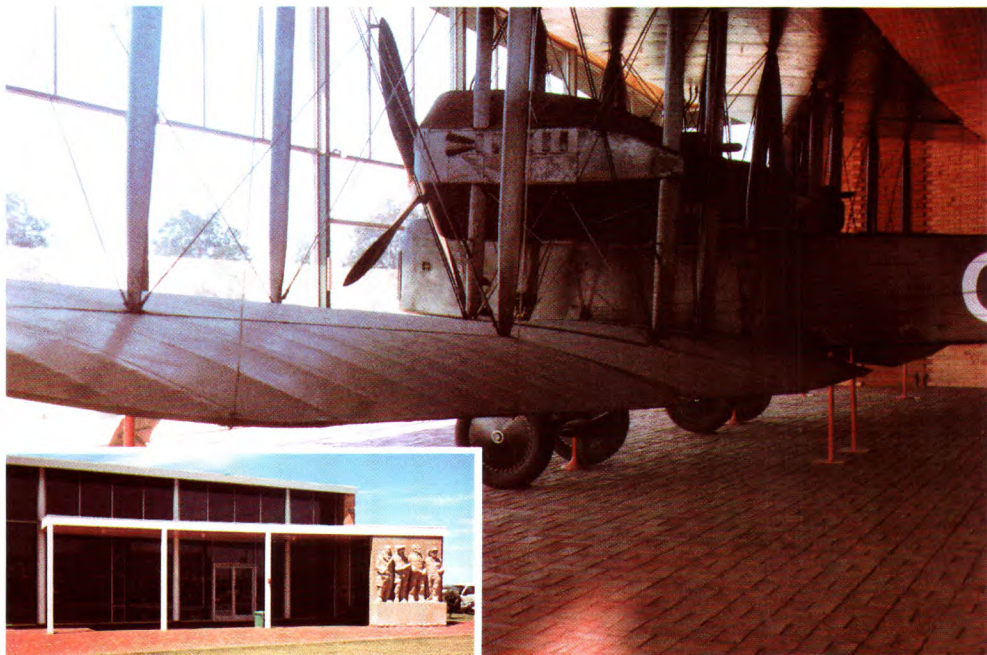
I have been most interested in the two articles by David R Taylor on the airmail service between the UK and Australia. In the second article, however, he states (referring to the inauguration of stage III service in 1938) that 'In the opposite direction the plane left Sydney on 2 August and arrived in London 10 days later'.

I have a printed Qantas cover which would appear to contradict this statement and to place the date at 9 August. The printed legend reads 'Commencement of Thrice Weekly Flying-Boat Air Mail Service Australia-England August 9, 1938'. I received four of these covers from Australia with a request to send three of them back again which of course I did. All were stamped with different selections of stamps to make up the required 5d.

WORKSOP

Chas FF Thompson

Three corrections must be made to Mr Taylor's articles as published. In the October Bulletin on p.23 the envelope should have been 191mm x 129mm, and the rate from Australia to the UK was 1s 2d. On page 46 of the November issue the service would be available for New Zealand rather than New England. Ed.



The Vickers Vimy aircraft at Adelaide airport.



No. 79. This month's photograph of a posting box is historical and comes from Toronto, having been taken in 1916. It is unusual in that it combines a stamp-vending machine, posting box and advertising and was submitted by B H MacCrone of Taylor Soaps-Perfumes Ltd., the company concerned.

Acknowledgement is due to City of Toronto Archives, James Collection (Neg. No. 'Salmon 1491') for the photograph.

Changes at British Philatelic Trust

A new Chairman has been announced for the British Philatelic Trust, which is now a registered charity. Dr. Alan K Huggins RDP, FRPS, L has taken over from Denis Roberts, formerly Managing Director of Posts of the Post Office. Alan Huggins is a well-known philatelist and writer and was previously Deputy Chairman and also serves on the Post Office Stamp Advisory Committee. On his appointment he said that he looked forward to seeing the Trust going from strength to strength in the coming years, in particular it was planned that the Trust would be a catalyst in the creation of a National Philatelic Centre intended to make a fundamental contribution to the development and promotion of philately in Great Britain.

Richard West, Editor of *Stamp Magazine*, has been appointed a Trustee.

The British Philatelic Trust was established in 1981 with funds derived from the surplus from the premium charges on the Post Office's three miniature sheets publicising London 1980. The Trust is not part of the Post Office and in 1984/5 it made grants of over £100,000 in support of philately. The Trust Annual Report for 1984/5 has been published and copies and further information are available from: The Secretary, British Philatelic Trust, Alder House (Room 311), 1 Aldersgate Street, LONDON EC1A 1AL.

Halley's Comet

Four special stamps will be issued on 18 February to mark the re-appearance of Halley's Comet. They have been designed by Ralph Steadman, designing stamps for the Post Office for the first time. The stamps show: 17p Halley as the Comet; 22p the Giotto spacecraft entering the Comet; 31p 'Maybe Twice in a Lifetime'; and 34p the orbit of the Comet round the sun.

First Day Cover Service

A first day cover will be available price 15p and there will be a choice of two handstamps — British Philatelic Bureau and London SE10, which covers the site of the Greenwich observatory.

The official PO cover will be addressed to the destination required with all four stamps and cancelled with either postmark. The charges will be £1.49 (inland) and £1.30 (overseas).

First day of issue facilities will be available at offices with philatelic posting boxes. Application forms available from the British Philatelic Bureau, Edinburgh and at Head Post Offices should be returned not later than 7 February 1986.

Letter Cassette Pack

From 3 September 1984 to 31 March 1985 a special letter cassette pack was offered on first class stamp booklets. The pack was prepaid within the UK by a label, as that used on the Post-a-Book service, and similar in design to the Royal Mail Postage Labels. In the pack was a tape cassette of 20 minutes duration on which could be recorded messages for the recipient. Also enclosed was a gift card and a set of instructions. On posting, the label was cancelled

with a normal handstamp. If the letter cassette was posted abroad then a 50p stamp had to be added for anywhere in the world. Airmail sticker and custom form were included in the pack.

The pack has now become available at the National Postal Museum for personal callers only, price 68p.

It should be noted that the labels are only valid for pre-paying postage when attached to the letter cassette or a Post-a-Book envelope.



Recorded Delivery Label Reprints



The normal style recorded delivery label is printed in 'dayglo' orange as figure 1. However, because of exceptional demand, two different printers were asked to print the forms (P2297) in August 1985 and two different coloured papers with varying sizes

resulted. Examples of the self-adhesive part of the forms, the labels which appear on the envelope, are shown as figures 2 and 3. When the forms are reprinted again the colour will revert to the standard 'dayglo'.

Postmen of the British Empire

IAN G WILKINSON

Over the past fifteen years or so I have collected postcards that depict post offices, post boxes, postmen, mail coaches and other such themes. Possibly the most attractive of these is a series of cards depicting Postmen of the British Empire.

As far as I have been able to determine, there are only 14 cards in the series, titled as follows:

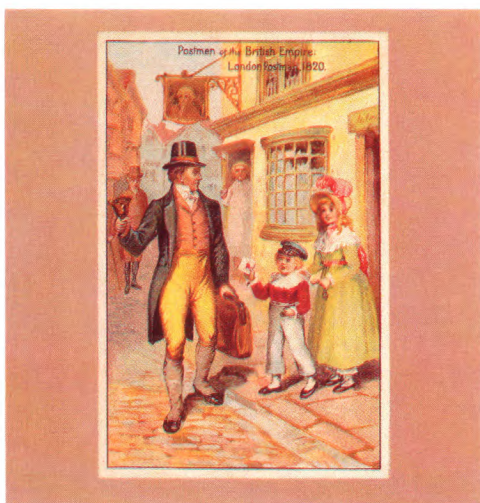
1. London Postman, 1820
2. The Mail Coach snowed up. The Guard taking on the letter-bags
3. English, 1904
4. the Night Mail Train, A.D. 1904
5. Australia
6. Barbados, West India Islands
7. at Indian home, British Guiana
8. Burmah, India
9. Canada
10. Mail Carrier and Guard, Oudeypore, India
11. Saddle and Pack Horses for carrying mails in Mashonaland
12. The Mombassa to Uganda mail carrier and his guards, the others carry food and clothing for the Journey
13. Natal, Africa
14. Trinidad, West India Islands

All of the above titles are preceded by 'Postmen of the British Empire' but the serial numbers are mine — the British ones being in chronological order, the others in alphabetical order of country or town.

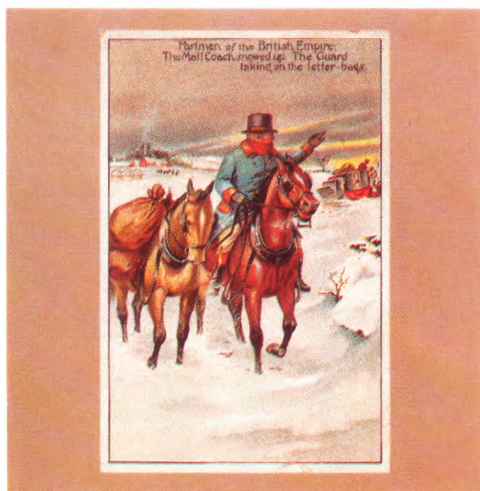
For me their appeal lies mainly in the style of painting, which I feel is reminiscent of poster art, but, alas, none of them carries an artist's signature. Unlike most cards of the period, they do not even carry a publisher's name. However, one of the cards in my collection was used by Colman's (the mustard people) as a promotional card, with the following printed message:

J & J Colman, Ltd., respectfully inform you that their representative will wait upon you in a few days and will be pleased to receive your orders for any of their goods, including Starch Boxes bearing Post Cards of the same series as this specimen.

From this it will be gathered that some, if not all, of these cards were given away by Colman's. Ten of



No. 1 — London Postman 1820. A London Bellman on his rounds to collect letters with his locked bag with a slit for receiving the mail which has been described as the forerunner of the pillar box.



No. 2 — The Mail Coach snowed up. The Guard taking on the letter-bags. The guard was responsible for the mail while the coach driver was not an employee of the Post Office.



No. 3 — English 1904. This strange pillar box has two plates for 'Times of Collection'—one on the door and another above it.



No. 5 — Australia.

ties down quite accurately when they were produced.

I would be most interested to hear if anyone can add to my list or if anyone has one of these cards that escaped the obliterator so that the inscription can be confirmed.

No. 9 — Canada.



No. 4 — The Night Mail Train, 1904. The uniforms are probably incorrect. Scarlet was replaced by blue in 1861 and the double peaked 'shako' hat was introduced in 1896.

my cards have had an inscription printed on the address side but in all instances this has been obliterated—including the inscription on the Colman's promotional card (the others have no inscription). This is strange, as by careful examination of the parts that appear above and below the obliterator, this appears to read 'Issued by the Proprietors of Colmans Starch'.

Some eight of my cards have been postally used with dates varying from 17 March 1905 to 31 May 1911, the Colman's promotional card being the earliest. As two of the cards depict scenes in 1904, this



The Barbados 'Duplex'

MALCOLM JAMES

The Imperial Post Office established a postal agency in Barbados during the reign of Charles II — about 1663 — and a mail service was maintained between England and Barbados by fast sailing vessels under the control of the British Post Office. An Inland General Post Office was opened in Bridgetown in 1852 — when the first Barbados postage stamps were issued — and a post office was established in each of the ten rural parishes, each under the direct control of a postmaster/postmistress and cancelling mail with its own individual circular datestamp.

The first cancellers, however, were rather primitive numeral types — No. 1 represented the G.P.O. Bridgetown, while Nos. 2 to 11 were allocated to the ten parishes. These were used in conjunction with the new stamps and lasted for about ten years until *circa* 1863 when the 'numeral within bars' was replaced by the 'numeral within

bootheel' (or boot-heel) — an oval of 16 blotches enclosing the parish numeral. Some time in the 1880s the Barbados G.P.O. acquired its own duplex canceller — a routine circular datestamp combined with a new version of the old familiar 'bootheel'. The two units of the canceller were screwed independently into one handle, hence the datestamp invariably registered at a different angle to that of the obliterator or bootheel.

There were two variants of the Barbados duplex — one with the bootheel just 1 mm apart from the datestamp, the other with the bootheel spaced about 4 mm away. My example of the latter, dated March 1887, is shown on a postal stationery card of the Colonial issue, addressed locally to Ridgeway, parish of St. Thomas and with the parish arrival stamp (same day!). The reverse is a printed offer to buy molasses and 'good refining sugar'.



Plate 1B of the Line Engraved Stamps

JOHN MEMMOTT

Prior to the issue of the stamps the general view of those involved in the introduction of the postal reforms was that there would be a much greater demand for the Mulready envelopes and covers than for the adhesive stamps. In the event, the public, whose taste and verdict on any innovations is always difficult to gauge, immediately preferred the greater convenience of the adhesive stamps and the demand far exceeded all expectations. Rowland Hill in his *Journal* of 22 May 1840 wrote: 'The demand for the labels is enormous, the printers supply more than half a million per day, and even this is not enough'.

In order to keep pace with this demand the printing of the stamps had to be carried on continuously day and night from 16 April to 27 June 1840 inclusive. This unexpected high level of production had the inevitable effect on the printing plate which began to deteriorate and repairs to the plate were undertaken. The exact date of the repairs

is subject to some doubt, some postal historians electing for the weekend of 25/26 April 1840 and others for the weekend 23/24 May 1840. However, they all accept that the plate was repaired, with a number of impressions being re-entered and others re-touched, before the plate hardened. The plate before repairs is known as Plate 1A (first state), after repair as Plate 1B (second state).

This month's Gem is a mint marginal block of 24, (Vol 3 page 11) lettered LG, LL — OG, OL with part inscription, cut from the right hand side of the sheet, printed from Plate 1B (second state). Its outstanding features of seven re-entries, exceptional margins, full original gum and excellent condition make this one of the most attractive of the comparatively few remaining blocks of the Penny Black stamps.

The R M Phillips Collection can be viewed during normal National Postal Museum hours: 10.00 am to 4.30 pm Monday to Thursday and 10.00 am to 4.00 pm Fridays.



How It All Began

Part 2: The Philatelic Society

RICHARD WEST

I was soon weaned off Woollies, but the local stamp shops in Brighton held a magnetic attraction for me during my early collecting days. Mind you, even in those days, the treatment meted out varied considerably: from the cold shoulder to the exceedingly helpful. I did once encounter the 'grocer' approach to stamps — if your favourite brand of tea is out of stock, presumably an alternative brand will suffice, so if the stamp you want is not available, any other 'pretty' stamp will do. However, a clear indication that I knew the stamp I wanted, and that an alternative would not suffice, prevented this attitude re-occurring.

I did once find that telling a dealer that a stamp he was about to sell was 'wrong' caused a great deal of upset. It was the Southern Africa decimal surcharges of 1961 with their many types: I had the audacity to 'question' a stamp I was offered. The dealer obviously felt I was precocious, and the atmosphere created made me loath to visit that shop again.

Being friendly with the staff at my local sub-post office (part of a newsagent's shop) also greatly helped with my early collecting (indeed, can do no harm even today). Living close to the newsagents was a collector-cum-gardener-cum-odd-job man who displayed an almost child-like naivety about stamps. His father, with an Uncle Remus appearance, was wealthy, so the son was indulged as far as his interests were concerned. The problem was, he could not separate them.

Visiting him at home one would often find him pottering in the garden. He would immediately come in, scorn such formalities as washing his hands, and proceed to show off his latest purchases by mounting them in his collection. Oh, he would use tweezers, and would carefully affix the stamp hinge by a generous daub of this tongue, but then would position the stamp firmly in place on the album page with a grubby finger. There for us all to enjoy was a perfect stamp with a clear finger print in the centre.

However, he did introduce me to my local philatelic society, which in those days had a very thriving junior section. Almost 25 years on, I am still a member of that society: indeed for fourteen years I have been its Honorary Secretary. It is perhaps surprising that of those in the junior section of the society at that time, many have since been

professionally involved with the hobby.

My involvement with the local philatelic society spurred me to start a stamp club at my school. I had never been one for swapping. Not that I minded the thought of adding to my collection — it was the prospect of having to part with some of my treasures that appalled me.

With the support of a sympathetic teacher, the school society was able to meet on a regular basis, mainly for swapping sessions. In those days it seems there was far more encouragement given to out-of-school activities.

By coincidence, an organisation called the Stamp Collecting Promotion Council was newly established. Thanks to the generous support of many dealers and the enthusiastic efforts of a few, the Council was able to offer a range of services ideal for a school stamp club. I can remember a competition which was open to all young collectors (answering some simple questions), small displays available on loan (which included advice on arranging and writing up), film strips, wallcharts, and mobile exhibition, which could visit a school for a day.

Such a travelling exhibition still exists, but today it relies on volunteers for its transportation, while the schools themselves are not as enthusiastic about such interruptions to the regular school day.

It is a pity that more cannot be done to present stamps before potential collectors. I am not suggesting for one moment that in those days the boys in my school were clamouring to join the stamp club — far from it. But the fact was they were being made aware, perhaps subconsciously, of stamps and the interest they provide. There was an even greater response from the teachers, many of whom confessed to a passion for stamp collecting.

I fully realise that the British Post Office performs an invaluable task in its relationship with schools, and produces some superb wallcharts. But of necessity these relate to modern British stamps. The advantage of the activities of the Stamp Collecting Promotion Council was that it embraced the hobby as a whole. The Council still exists, but needs more financial support than it currently enjoys to provide the services so badly needed.

Came the time to leave school for university, and the need to fill a holiday job. While the junior members of my local philatelic society participated in the main meetings, they also held their own social evenings. At one such gathering I met someone who then worked for Stanley Gibbons. He told me of a stamp wholesaler in the centre of Brighton who might be able to use some of the extra help during the summer. I was introduced to the world of the professional.

More to Research in Post Office Archives

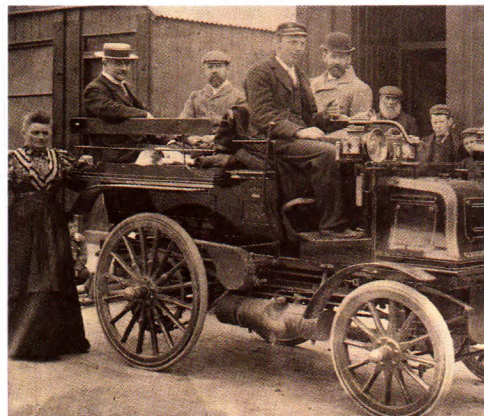
JEAN FARRUGIA

An important date in a researcher's calendar is 2 January, being that on which, under the '30 year rule', another year's public records are opened for study.

For Post Office Archives, 1986 is special in that not just another list has been produced (i.e. for files of 1955) but one has also been produced to supplement its existing catalogues of HQ files of the past 196 years. The files listed in this special supplement (Post 121) are those which came to hand recently from two sources.

One was a hoard of old papers that had lain forgotten in the basement of the old Post Office headquarters in St. Martin's-le-Grand ever since they were filed away upon completion of the cases (in some instances nearly 100 years ago). Although not of historical interest on a grand scale, these chance survivors do, nevertheless, show how things were done at the time — information perhaps unavailable from any other source. Covering the period 1891–1920s they are particularly rich as regards local history and, by recording revisions of local postal services, they illustrate in a unique way the transition from foot and horse-post to cycles and motorised transport, as well as, for example, the early use of trams for the carriage of mail.

The first motor vehicle used for mails in Scotland on the service Inverary to Ardrishaig, it commenced operations on 17 June 1898 though a permanent service was not established until May 1914.



Rural postman, c. 1900, using a Penny Farthing cycle.

The other source was the many bundles of papers on a common subject that had remained active in headquarters departments, or lain forgotten on a particular duty, until the evacuation of the former headquarters building in 1984. These date from 1883 and cover a variety of subjects.

In order to give the researcher a better finding aid than a mere numerical listing, the new supplement forming Post 121 has been merged with Post 102 (headquarters files of the period 1941–48) and part 5 of Post 33 (files for 1949–54), and all three produced in a listing by subject. This subject version of the three Classes gives the postal historian and philatelic researcher a very comprehensive picture of files made available for study in Post Office Archives over the past three years — the contents of which span upwards of 100 years.

We are considering producing copies of this subject version for sale, and would be pleased to send details to anyone interested who cares to write to us at Post Office Archives, Freeling House, 23 Glasshill Street, LONDON, SE1 0BQ (a self-addressed label would be appreciated!).

In the next issue I shall be giving details of the 1955 list of papers (Post 123) opened this month under the '30 year rule'.

Commemorative Covers

Catherine of Aragon. To mark the 450th anniversary of the death of the first wife of Henry VIII who is buried in Peterborough Cathedral the City Council and Cathedral are producing a special cover together with a special handstamp for 29 January. Bearing a 17p Arthurian Legend stamp the covers will cost £2 each (or £6 signed by the Mayor of Peterborough et al.) Available from L Threadgold, Department of Architecture, Town Hall, Bridge Street, PETERBOROUGH, PE1 1HS with cheques made payable to the Peterborough City Council. Proceeds to charity.

RAF Covers (All orders to Director of Appeals (AC, RD or ES) Royal Air Force Museum, Aerodrome Road, Hendon, LONDON NW9 5LL.)

RAF (AC) 26 — 25th anniversary of the first lift-off of the P1127, forerunner of the Harrier. Cancelled by BFPS 2103 special handstamp it was flown in the Harrier, G-VTOL on 21 October 1985 from the spot used by the P1127. Standard £2.20; Harrier pilot signed £2.70; Special test pilots signed £3.50.

RAF (AD) 24 — Diamond Jubilee of the Royal Observer Corps on 29 October 1985. Cancelled by BFPS 2104 special handstamp, flown in a Tornado is available at: Standard £1.70; £2.20 pilot signed; and £3.00 Special.

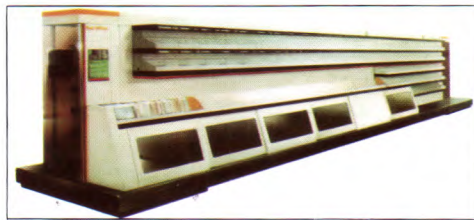
RAF (RB) 8 — record flights from London to the battlefields of World Wars I and II, a tribute to Remembrance Day. Cancelled BFPS 1918 special handstamp 'Lest We Forget'. Pilot signed £2.45.

RAF (ES) 37 — the Shelburne Line from Brittany during 1943 and 1944. Flown to Rennes on Armistice Day and cancelled by BFPS 1918 'Lest We Forget' with the cachet of the Réseau Shelburne at Plouha, Brittany. Standard £2.20; pilot signed £2.70; Special £3.20.

Royal Navy. — Commissioning of HMS Ark Royal, 1 November 1985. The cover shows sketches of the five Ark Royals and the special handstamp the badge. With a Film Star stamp the price for a cover is £1.00 (signed by captain £1.45, or also by Admiral Sir Raymond Lygo £2.20). Orders to Royal Naval Philatelic Officer, Fleet Air Arm Museum, Royal Naval Air Station, YEOVILTON, Somerset, BA22 8HT with cheques made out to the Fleet Air Arm Museum.

New British Sorting Machine

A new Post Office-developed sorting machine is undergoing live trials at Bristol MLO. Called the E40, it is twice as fast as present equipment sorting up to 35,000 items an hour. A unique fibre-optic detection system monitors the position of each item of mail at points throughout the sorting sequence. Following the trials now beginning at Bristol, the E40 will be introduced operationally by around 1988 — starting with a prototype in London Foreign Section.



British Philatelic Bulletin

Editor Douglas N. Muir

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