The magazine for collectors of UK stamps

May 2022 | £2.45

Royal Mail

Philatelic Bulletin

Volume 59 No.9

We can be heroines!



2021 STAMP POLL RESULTS • PARCEL POST • WORLD SCOUT JUBILEE JAMBOREE

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Editor Chloe Tuck, Royal Mail, 185 Farringdon Road, Floor MP-03, London EC1A 1AA ● **Design and content creation** Ian Boardman, Adesso Creative Ltd ● Price £2.45 from Post Office Ltd philatelic outlets or by order from Post Office branches ● **12 months' subscriptions** £22.95 UK and Europe; £29.50 rest of the world. Send subscriptions to Royal Mail Stamps and Collectibles, PO Box 1373, Sunderland SR5 9PG, UK or subscribe online at royalmail.com/bulletin ● **Binders** (to hold 24 issues) are priced at £4.99 and are available by post or online ● Copyright and editorial rights are reserved by Royal Mail Group Ltd ● All rights reserved ● Reproduction in whole or part is prohibited without prior permission of Royal Mail Group Ltd ● **Printed** in Great Britain by Zenith Print & Packaging Ltd ● **ISSN** 2633 2310 ● Royal Mail is a trading name and registered trade mark of Royal Mail Group Ltd. Registered in England and Wales, number 4138203. Registered office: 185 Farringdon Road, London EC1A 1AA ● Stamp images © Royal Mail Group Ltd.

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Unsung Heroes Women of WWII



They were war heroines doing their duty, not wallflowers waiting dutifully for hubby to return from the front. In the Second World War, Britain's fearless females proved as courageous and uncowed as their menfolk, standing shoulder to shoulder with the servicemen who battled Hitler and Hirohito. They crewed anti-aircraft guns to batter the Luftwaffe. They drove ambulances through the burning streets of the Blitz while German bombs rained down. They dropped into occupied France as spies and resistance fighters, and took on the Gestapo. They saved lives as frontline nurses at Dunkirk, in Normandy, Sicily, Singapore, Burma and many other combat zones across the globe.

Now their courage, dedication and determination to do their bit for Britain are honoured in the new Special Stamp issue, Unsung Heroes: Women of World War II. The stamps show women battling on the home front and on the front line, in a variety of services. These include the Auxiliary Territorial Service (ATS), the Queen Alexandra's Imperial Military Nursing Service (QAIMNS), the Women's Royal Naval Service, Women's Auxiliary Air Force (WAAF), and Women's Land Army (WLA). Also featured is the Air Raid Precautions (ARP) service. They repair fighters; arm Royal Navy Ships; operate flak searchlights; search the rubble on ARP patrol; break Nazi codes at Bletchley; work the land to feed rationing-strapped Britain; and labour away in war factories.

The Miniature Sheet pays tribute to the female pilots of the Air Transport Auxiliary, who flew fighters and bombers from factories to frontline airfields, releasing RAF pilots for essential combat duties. Among them was one Amy Johnson, who was killed in 1941 when the training plane she was taking to an RAF base near Oxford crashed in bad weather. The ten-stamp set, released on 5 May, is also accompanied by a Presentation Pack, Stamp Souvenir, Stamp Sheet Souvenir, Postcards, Prestige Stamp Book, Press Sheet, and Full and Half Sheets. It tells a tale of the courage and fortitude of women

Air Raid Precautions photo © Fox Photos/Hulton Archive/Getty Images; Queen Alexandra's Imperial Military Nursing Service photo © IWM B 5842; Auxiliary Territorial Service (Repairing Army vehicles) photo © Hulton-Deutsch Collection/Corbis via Getty Images; Women's Royal Naval Service photo © IWM A 19470; Factory worker photo © Bert Hardy/Picture Post/Hulton Archive/Getty Images; Codebreakers photo used with kind permission of Director GCHQ; Women's Voluntary Services photo © Evening Standard/Hulton Archive/Getty Images; Auxiliary Territorial Service (Lighting the way to victory) photo © Popperfoto/Getty Images; Women's Auxiliary Air Force photo © Hulton Archive/Getty Images; Women's Land Army photo © Sayers/Popperfoto/Getty Images.

who served their country in Britain and abroad. More than 640,000 women were in the armed forces and over seven million were involved in civilian war work.

The home front was often no less dangerous, but women – and even girls – rose to the occasion. Charity Bick, for example, was just 15 when, as an ARP dispatch rider (she joined the service at 14 after lying about her age), she helped her father extinguish a burning incendiary bomb wedged in the roof of a shop in West Bromwich during an air raid in 1940. After their water pump failed, Charity used her bare hands to splash water on the device and put it out. The roof then collapsed, and Charity was injured as she plunged to the floor of the room below. Undaunted, the teenager cycled through shrapnel bursts from falling German bombs to deliver messages to the local ARP control room. She was awarded the George Medal for her bravery.

While heroes like Charity helped the victims of the Luftwaffe, ATS women worked in mixed anti-aircraft gun crews to knock its bombers out of the sky. Women weren't allowed to fire the gun (a male crew member from the Royal Artillery did that), but they spotted enemy aircraft, handled the shells and aimed the weapons. Likewise, WAAFs couldn't fly in combat, but they found other ways of displaying courage: in May 1940, WAAF corporal Daphne Pearson won the George Cross for rescuing an RAF pilot from his burning Avro Anson bomber after it crashed near RAF Detling in Kent. She even shielded him from flying shrapnel when the plane's bomb load exploded. ►

Unsung Heroes: Women of WWII – Stamp Specifications

Date of issue	5 May
Number of stamps	Ten (1st Class)
Design	Supple Studio
Stamp format	Square
Number per sheet	50/25
Stamp size	35mm x 35mm
Printer	International Security Printers
Print process	Lithography
Perforations	14.5 x 14.5
Phosphor	Bars as appropriate
Gum	PVA



Protecting civilians
Air Raid Precautions



Deciphering enemy messages
Codebreakers



Nursing On The Front Line Queen Alexandra's Imperial Military Nursing Service



Supplying Military Production
Women's Voluntary Services



Repairing Army Vehicles
Auxiliary Territorial Service



Lighting The Way To Victory
Auxiliary Territorial Service



Arming The Fleet
Women's Royal Naval Service



Maintaining RAF Aircraft
Women's Auxiliary Airforce



Powering The War Effort
Factory Worker



Meeting Britain's Demand
Women's Land Army



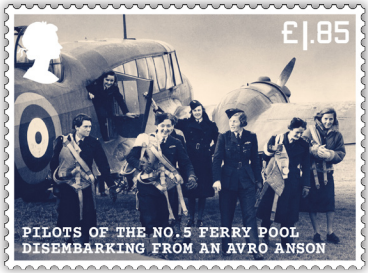
Pilots meet in their ferry pool briefing room – *1st Class*



Pilot climbing into the cockpit of a Supermarine Spitfire – *1st Class*



Pilot completing her post-flight paperwork in a Lockheed Hudson – *£1.85*



Pilots of the No. 5 Ferry Pool disembarking from an Avro Anson – *£1.85*

Background image – First eight women to join the ATA, 1940 photo © Saidman/Popperfoto via Getty Images; Pilots meet in their ferry pool briefing room photo © Leonard McCombe/Picture Post/Hulton Archive/Getty Images; Pilot climbing into the cockpit of a Supermarine Spitfire and Pilot completing her post-flight paperwork in a Lockheed Hudson photos © Maidenhead Heritage Trust; Pilots of the No. 5 Ferry Pool disembarking from an Avro Anson photo © Fox Photos/Hulton Archive/Getty.

The Miniature Sheet contains an additional four stamps celebrating the brave Ferry Pilots of the Air Transport Auxiliary – the 'Spitfire Women'





Unsung Heroes: Women of WWII – Miniature Sheet Specifications

Date of issue	5 May
Number of stamps	Four (2 x 1st Class, 2 x £1.85)
Design	Supple Studio
Miniature Sheet size	192mm x 74mm
Stamp format	Landscape
Stamp size	41mm x 30mm
Perforations	14.5 x 14
Printer	International Security Printers
Print process	Lithography
Phosphor	Bars as appropriate
Gum	PVA







FD2209-TH



FD2209-PL



FD2209-NP

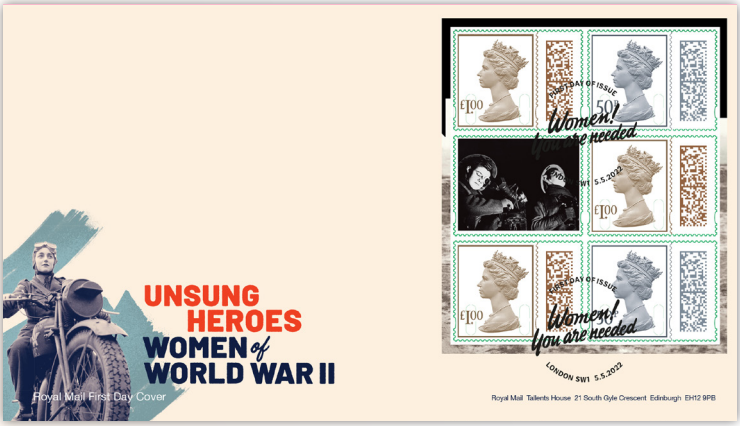
The First Day Cover with Tallents House postmark inspired by iconic World War II recruitment posters. Below: the First Day Cover with the alternative handstamp, the SW1 location represents the site of the monument to the Women of WWII situated on Whitehall

Like Daphne, many other servicewomen showed courageous disregard for their own safety to save the lives of others. During the fall of Singapore in February 1942, the cargo ship *Empire Star* was mercilessly strafed by Japanese warplanes as it attempted to evacuate wounded British troops. On deck were QAIMNS nursing sisters Margaret Anderson and Veronica Torney, who lay across injured soldiers to protect them from the enemy machine gun bullets raking the hull. They, too, received medals for gallantry. Indeed, QAIMNS nurses were in the thick of the action. During the D-Day operation, QAIMNS nurses were the first women to land at the beach head, to set up a field hospital. One, Joy Taverner, recalled being shot at by German snipers – and an orderly in her party was so badly wounded that they had to amputate his leg by the side of the road. ►

Miniature Sheet First Day Cover with the Tallents House handstamp. The envelope contains an information card which offers insights into the many roles women carried out during WWII



PSB Pane First Day Cover with the alternative handstamp





The first WAAF nursing orderlies selected to fly on air-ambulance duties to France, 1944

Perhaps the most hazardous duties were carried out by the female agents of the Special Operations Executive (SOE), the clandestine warfare outfit famously ordered by Churchill to 'set Europe ablaze'. Agents dropped into occupied Europe, supporting resistance groups and taking part in sabotage missions. Two thousand women from the all-female First Aid Nursing Yeomanry (FANY) served with SOE, and were trained in silent killing and espionage; 39 of these volunteer FANY nurses and medics slipped into France, bringing the fight to the Nazi occupiers. But it was perilous work: 13 of them were captured and executed by the Germans.

The most celebrated was Violette Szabo, a half-English, half-French former Brixton shop assistant, who joined SOE to avenge the death of her husband, Etienne, killed at El-Alamein. On her final mission she parachuted into France the day after D-Day, with orders to join up with resistance groups and disrupt German communications. She was caught with a young Maquis fighter, Jacques Dufour, at a road block near Salon-la-Tour in the south-west. But fearless Szabo, a crack shot, drew her Sten submachine gun and cut down



The Presentation Pack contains all ten stamps in the Unsung Heroes: Women of WWII issue, plus the Miniature Sheet in a separate carrier. The pack features the iconic image of Her Majesty Queen Elizabeth (then Princess Elizabeth) working as a mechanic in the Auxiliary Territorial Service. The Miniature Sheet comes with its own carrier giving information about the Ferry Pilots of the Air Transport Auxiliary

Below: Presentation Pack outer

several Germans. She told Dufour to flee, and kept the enemy soldiers at bay for half an hour until she ran out of ammunition and was captured. Despite being horrifically tortured, Szabo never gave her comrades away. She was shot dead by an SS guard behind a crematorium at Ravensbrück in February 1945. Szabo was posthumously awarded the George Cross for gallantry. King George VI presented the medal to her four-year-old daughter Tania.

Even when their duties didn't place them in the front line, women made huge contributions to Britain's war effort. Members of the Women's Land Army, the 'Land Girls', kept the country fed, working the fields that male farm workers had had to abandon when they joined up. At its peak, the WLA employed more than 80,000 women working a minimum of 50 hours a week. Most toiled in the fields, others worked in the organisation's Timber Corps, felling trees to make telegraph poles and mine props. Some jobs were rather more unusual. Land Girls were tasked with taking on the country's 50 million rats, considered a threat to our national food supply. A two-woman anti-vermin squad is said to have killed 12,000 rats in just one year.

Yet danger still stalked women workers' lives. Around 1.5 million laboured in munitions factories, assembling shells and bullets. Raw materials for shells could be unstable, assembling explosive parts like fuses and detonators was very risky, and explosions on the assembly line killed, maimed and blinded. Women were also vulnerable to enemy bombs, as the Luftwaffe targeted arms factories. The factory floor was indeed their front line, and those who served on it had their own kind of courage. ►





Prestige Stamp Book Pane one (4 x 1st Class)



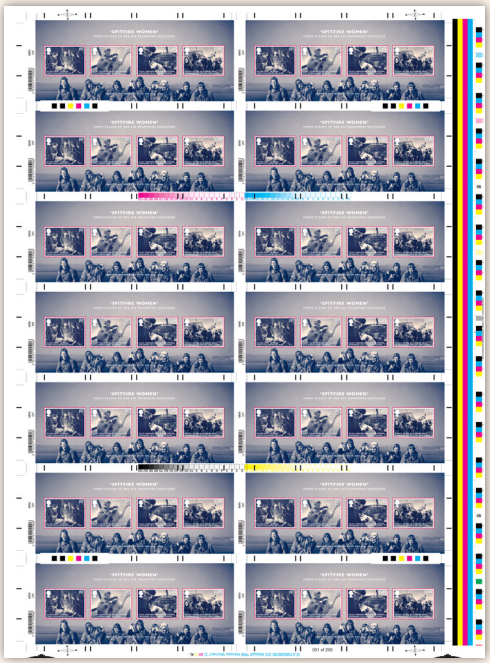
Pane two (2 x 1st Class, 2 x £1.85)



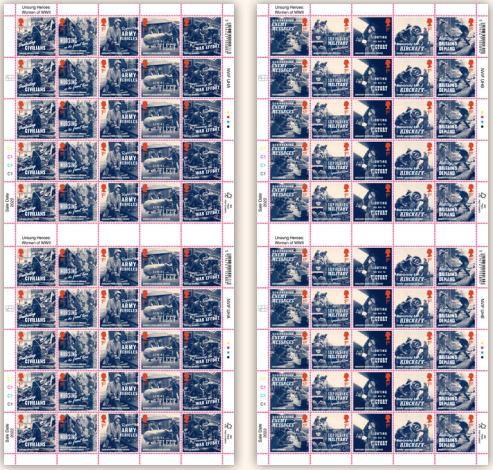
Pane three (2 x 50p, 3 x £1.00)



Pane four (6 x 1st Class)



Press Sheet



Two alternative 1st Class Stamp Sheets

The Prestige Stamp Book takes us back to the outbreak of the war, looks at the disucssions around female conscription and then goes on to explore specific areas such as women in the military, women in industry, women from across the Empire, the Ferry Pilots, the front line, SOE and Home Front. This is the first PSB to include barcoded definitive stamps. It is a slightly larger size to accommodate this barcoded pane – it will be 4mm bigger in height (96mm increased to 100mm). A larger leaf for the PSB album will be needed and will be available to buy at issue.

The phrase 'war veteran' traditionally conjures up in our minds the sacrifices made by our men, in all those famous theatres of conflict. In the skies over Kent, to the Atlantic convoys and sands of North Africa, and in the streets of Arnhem to the jungles of Burma. But men are only half our nation, only half the tale. This thought-provoking new issue shows that only with the courage and dedication of women can we tell the whole story of Britain's victory in the Second World War ●

Unsung Heroes: Women of WWII – Prices	
Set of 10 Special Stamps	£9.50
Miniature Sheet	£5.60
Presentation Pack	£16.00
Prestige Stamp Book	£20.75
First Day Cover Stamps	£12.05
First Day Cover Miniature Sheet	£7.40
First Day Cover PSB Pane	£5.45
Stamp Souvenir	£12.05
Stamp Sheet Souvenir	£7.40
First Day Envelope	£0.30
Postcards (15 in set)	£6.75
Press Sheet	£78.40
Framed Stamps	£29.99
Framed Miniature Sheet	£29.99
Stamp Sheets	Various



UNSUNG HEROES WOMEN of WORLD WAR II Quiz

1 Daphne Pearson rescued an RAF pilot from his burning...?
a) Supermarine Spitfire
b) Avro Anson
c) Hawker Hurricane

2 In which language was SOE Violette Szabo fluent in?
a) German
b) Italian
c) French

3 The Women's Land Army employed how many women?
a) 80,000+
b) 60,000+
c) 40,000+

4 The Prestige Stamp Book houses how many postage stamps?
a) Sixteen
b) Nineteen
c) Twenty

How to enter Please send your answers, with your contact address or phone number, marked 'Women of WWII Quiz', to: Tallents House, 21 South Gyle Crescent, Edinburgh EH12 9PB. Or by email to chloe.tuck@royalmail.com.

Prizes The first five correct entries drawn after the closing date win the Unsung Heroes: Women of WWII Presentation Pack.

Closing Date 15 June 2022.

February solutions The Royal Quiz 1) b 2) c 3) b 4) a 5) a

Winners Don Parker, Braintree; Ian McIlwraith, Gosport; Mr P Moulton, Eastbourne; Mrs J Jobbins, Solihull; Mrs A Bowater, Kinver.



5 ARP dispatch rider Charity Bick was awarded the...?
a) George Medal
b) Defence Medal
c) 1939-1945 Star

Alfred Reginald Thomson's portrait of Charity Bick

Terms and conditions Promotions are open to any reader aged 18 or over, except employees of Royal Mail Group Ltd, their business associates and immediate families. Responsibility cannot be accepted for entries which are incomplete, damaged or not received. Proof of posting is not proof of receipt. Prizes must be accepted as offered; they are not transferable and there are no cash alternatives. Winners are notified within 28 days of closing date stated. For prize draws where readers must answer a question, winners will be the senders of the first correct entries drawn at random by an independent person after the closing date. Royal Mail's decision is final. No correspondence will be entered into. Entry implies acceptance of these rules. Prizes are subject to availability. The promoter reserves the right to a) substitute a prize of equal or greater value if circumstances so demand and b) to suspend or cancel or hold void any of the competitions or prize draws at any time without notice. The winners' names are available 28 days after closing date. To receive this please send an SAE to The Editor.

World Scout Jubilee Jamboree

The issue of splendid commemorative stamps featuring people, places and events is something that has developed over some decades, beginning in the late 1950s. Certainly in the lifetime of most of us there has been a very considered and scheduled programme to ensure that the special stamps issued are worthy of this nation. From the earliest post-war days there has been organisation to bring together artists to give thought to design, and for their submissions to be considered. From these a choice has to be made, but those very many designs that did not reach fruition are rarely seen. However, this article is going to look at the first commemorative issue following the 1953 Coronation stamps. There was going to be four years before this occurred, but it was earlier in 1955 that the Boy Scout Association contacted the Post Office Advisory Council to suggest a stamp to commemorate the centenary on 22 February 1957 of the birth of Lord Baden-Powell. This proposal was rejected because at that time the policy of the Post Office was to restrict the issue of special stamps to events of great importance to the nation or major postal significance. Later in 1955 the Association made a second request, this time to commemorate the Jubilee Jamboree



The Mary Adshead design of scout badge and 'rolling hitch' on the carmine-red 2½d value



The 4d stamp with flying swallows and the cameo locket surrounding the portrait of The Queen, designed by Pat Keely



The modified version of the submitted design after recommendation that 'BP' be removed and the date changed from '1857' to '1907'. Selected by HM The Queen for the 2½d stamp



The modified version of the submitted design after the representation of swallows in flight had been enlarged and the date re-located to the top of the design

to be held at Sutton Coldfield in December 1957. Initially, it did not find support, but a change of policy came about and it was announced in the House of Commons on 13 June 1956 that a set of three stamps would be issued to commemorate the Jubilee Jamboree of the Boy Scouts.

Following the writing of several books by British Army Officer, Robert Baden-Powell, on military reconnaissance and scout training that achieved success and which were also read by boys, he decided to hold a demonstration camp on Brownsea Island in August 1907, now seen as the beginning of Scouting. Boys and girls formed Scout troops and the Scouting Movement started first as a national, and soon an international, phenomenon. A rally of scouts was held at Crystal Palace in London in 1909 at which Baden-Powell met some of the first Girl Scouts. He also had a positive impact on improvements in youth education. Under his dedicated command the world Scout Movement grew, and by 1922 there were more than a million Scouts in 32 countries. By 1939 the number of Scouts was in excess of 3.3 million. The first World Scout Jamboree was held in 1920 and hosted by the United Kingdom. Since then there have been 23 other World Scout Jamborees hosted in various countries and generally every four years, the next to be the 25th and held in Korea in 2023.



The globe encircled by a compass and ribbon with dates '1907-1957' on the 1s 3d green, designed by William Brown



The modified version of the submitted design with lettering and denomination missing, and subsequently chosen as the 1s 3d stamp

For the stamp issue of 1 August 1957, the deadline for submissions was 8 October 1956 by which time 26 designs had been received from 12 artists, five of which were independent, these being Mary Adshead, Enid Marx, Ralph Lavers, G T Knipe and Pat Keely. From Harrison & Sons were designs by M Farrar-Bell, William Henry Brown and H Shield, from Bradbury, Wilkinson designs by E J Jackman and W S Matthews, and from De La Rue, Professor Hubert Woyty-Wimmer. It had been left to the artists to select a theme to symbolise the Jamboree, but which included the following restrictions. The design must include a photograph of the Queen's head, should not include any effigy of Lord Baden-Powell or any other person, and have clear numerals indicating the value. The PMG's Advisory Panel on Stamp Design considered these 26 submissions on 14 November 1956, eliminated 18 and requested eight be brought to completion. For these, a great number of individual modifications were requested from each artist for each design with replacements for images, removing letters, and amending symbols.

The second meeting of the Panel was fixed for 22 January 1957 at which five designs were agreed to be submitted to HM The Queen. These were by Mary Adshead, Pat Keely and William Henry Brown as first choices, and reserves from ►



Official trial of the special first-day machine cancellation



Official first day cover with a trial machine cancellation

G T Knipe and Pat Keely. Essays were produced in three colours: 2½d magenta red, 4d light blue and 1s 3d light green. However, changes and modifications were not complete as on 1 March representatives of those involved met to examine the essays and found that some of the designs still needed to be modified with small alterations. By 1 April, The Queen had approved the three first choice designs in the recommended colours and values. This issue was going to be the first for some years of commemorative stamps that would begin to alert the stamp collectors of this country, and elsewhere, of the beginnings of change. However, forecast of sales proved to have been optimistic, as it would take a few years for interest to grow when there were a number of special stamp issues each year, as there is now. Included in the sales were those overprinted for use at British Postal Agencies in Eastern Arabia (Muscat, Dubai, Kuwait, Bahrain, Qatar).

The 2½d stamp in carmine-red shows a rope coiled to make a 'rolling hitch' enclosing the Boy Scout badge in one loop and a portrait of The



Essays of the accepted designs from the three successful artists in alternative colours



Part of the 'selected for registration' sheet of 120 of the 2½d stamp with broken Jubilee line at the bottom

Queen in the other. The designer, Mary Adshead (1904-95), entered the Slade School of Fine Art at age 17, and regularly executed stamp designs for the GPO between the late 1940s and early 1960s. As well as the Scout Jamboree stamp, her successes included a UPU 75th anniversary stamp in 1949 and definitives for the reigns of both King George VI and Queen Elizabeth II. Pat Keely's design for the 4d ultramarine shows swallows flying towards a portrait of The Queen in the centre of the stamp, symbolising the gathering together of Boy Scouts in Britain as the home of the movement. The Queen's head is framed in a light ornamental oval to suggest a cameo locket. Pat Keely was a governor of Camberwell School of Arts and Crafts, and had commissions from governments, corporations and public services. The third stamp of the three is the 1s 3d green depicting the world encircled by a compass and a ribbon with the dates '1907-1957'. It represents the Scout movement as one of the greatest international organisations in the world, reaching to all points of the compass. In 1957, the designer William Brown was 29 years old and a former student at the Camberwell School of Arts and Crafts. He had been employed by Harrison & Sons for eight years, largely engaged in stamp design, his work being reproduced on the postage stamps of several foreign countries.

Part of the overall issue of a commemorative stamp set is the directly related First Day Cover Service, continuing to be popular with many collectors. However, in April 1957 this was a new idea. On 27 April 1957 the Postmaster-General announced that the Post Office would provide an experimental first day cover service for the World Scout Jubilee Jamboree in August 1957. But, as this was a new idea with some uncertainty, it would only be available to stamp dealers as orders had to be for a minimum of 60 covers, provided by the customer bearing their full postal address. The special postmark was to be applied at Sutton Coldfield on the first day of issue.

As for a Jubilee Jamboree slogan postmark, four slogan designs were drawn by the Post Office Engineering Department and completed on ►



Part of the 'selected for registration' sheet of 120 of the 4d stamp with broken Jubilee line at the bottom



Part of the 'selected for registration' sheet of 120 of the 1s 3d stamp with broken Jubilee line at the bottom



Submitted design by Waterlow and Sons Ltd with Fleur de Lys growing out of a Tudor Rose



Another variance on the central subjects, this being from Professor Hubert Woyty-Wimmer



Most unusually, the head of the Queen facing outwards, and an image of a hand – by Professor Hubert Woyty-Wimmer



With tents and a Fleur de Lys, a design from E J Jackman from Bradbury, Wilkinson & Co. Ltd



With words around the design, a submission from M C Farrar-Bell of Harrison & Sons Ltd



With post horn, globe and the usual Fleur de Lys, one of three designs from G T Knipe



The second of two finished designs by William Brown with a map of the world and the Fleur de Lys



First design from Enid Marx which has the omission of the ‘d’ for pence, after the value



One of three designs from William Brown of Harrison & Sons Ltd with a far larger portrayed globe



Submitted design by Ralph Lavers with Fleur de Lys inside a Tudor Rose



Second design of two submitted by Enid Marx, again without the ‘d’, but with ‘B P’ for Baden-Powell



M C Farrar-Bell’s design with representations of scouts, only seen on one other illustrated essay – by the same artist



With a globe beneath the dates and Fleur de Lys, a design from W S Matthews of Bradbury, Wilkinson & Co



Ralph Lavers second design submission that has curvature in all the three sets of words



Modified design from that first submitted by G T Knipe. This was the essay that had ‘1857’ replaced in this modified version with ‘1907’



Mary Adshead (designer of the issued 2½d) produced this essay that shows a partial map of Britain and five scouting tents



A design from Waterlow & Sons Ltd that featured the Fleur de Lys inside a Tudor Rose, described as the 'Emblem of the Jamboree'



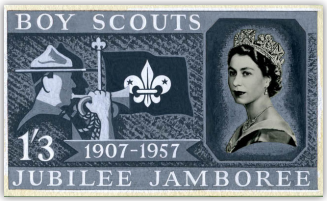
The finished design by G T Knipe, following recommendations from the Stamp Advisory Panel



Design by Professor Woyty-Wimmer for the 1s 3d showing The Queen's profile, Fleur de Lys and Tudor Rose



Modified design by Mary Adshead after date change to '1907' and 'Jubilee Jamboree' replaced by 'Postage Revenue'



Essay featuring a representation of a scout by M C Farrar-Bell. 'Postage and Revenue' would have needed to have been added



Design from Pat Keely that was simple and effective, and recommended by the Stamp Advisory Panel as a joint first-choice



A scout killing a dragon in the style of St George is in this essay from H Shield of Harrison & Sons Ltd



Finished design from Waterlow & Sons Ltd that was completed by the artist after a first selection by the PMG's Advisory Panel



Without the image of the Queen's head, the modified version of the submitted design by William Brown that after various alterations became the 1s 3d high value

8 February 1957, with the Boy Scouts Association giving agreement seven days later. Of the four designs, two were accepted, one to be used before the issue date and the other for first day use at the Jubilee Jamboree and selected offices. At Sutton Park, where the Jamboree was held, seven standard EIIR pattern pillar boxes were placed at strategic points to be used only during the period 27 July to 17 August 1957. Mail collected from these boxes was taken to Sutton Coldfield Post Office for date stamping and despatch.

In February 1958 it was recorded that certain essays had been transferred to the Royal Collection, others retained for record purposes and the rest destroyed. What we are able to show in this article is an array of the many superb designs that were produced by the talented artists who were invited to submit their interpretations of what the World Scout Jubilee Jamboree represented. Following the Coronation stamps, this was a superb commemorative issue that was the forerunner of the annual special stamp issue programme that we have today ●

Article by Dane Garrod FRPSL

Images reproduced with the kind permission of The Postal Museum.



The Origins of the Parcel Post

Arguably the greatest reform ever of a postal system began in the United Kingdom on 10 January 1840 when letters up to a weight of half an ounce were carried by the Royal Mail anywhere in the country for a pre-paid uniform charge of one penny. For two hundred years postage had been based on the number of sheets of paper a letter contained and the distance it was carried. The purpose of this unprecedented reform, brought about largely by the efforts of Rowland Hill, was to make letter writing more accessible to the wider population and to improve the speed of communication. However, notwithstanding its unparalleled importance, it was solely a letter post. The carriage of parcels remained in the hands of local carriers, and above all from the 1830s, the railway companies. Rural carriers had been carrying parcels and packages on pack horses for centuries and the majority of villages had a carrier among their community. (One extra task they had often performed was to call at the post office of the market town, on behalf of the village residents, to check if there were any letters awaiting collection and to bring them back to the village.) From this disparate group of carriers, large carrier companies developed, notably Pickfords, whose roots can be traced to the seventeenth century. Beginning with the use of pack horses and then of fly wagons, not to mention canal barges, Pickfords later made use of the railways, always conscious of the need for speed.

However, from the mid 1830s, it was the railway companies themselves that became the principal carrier of parcels. They had quickly appreciated that transporting parcels around the country would be a lucrative business and that parcels, unlike letters, were not subject to a post office monopoly.



A Pickford's Fly Van of 1826

Rowland Hill had always believed the public would prefer an official parcel post, in much the same way they had preferred official letter carriers to private alternatives. However, when in 1842 Rowland Hill proposed a parcel post, the influence of the railway companies and major carriers was powerful enough to persuade parliament not to allow it. Many MPs had a financial interest in a railway company and, like the companies themselves, failed to believe that a slice of a potentially larger market was preferable to the entire revenue from the existing market. By 1848, Hill had managed to introduce a Book Post and, in 1863, a Pattern Post (for trade samples) but only by effectively bribing the railway companies with substantial financial subsidies.

In 1864, Rowland Hill's younger brother, Frederick Hill, submitted a lengthy memorandum to the Postmaster General, confirming that the delay in the adoption of a parcel post was not due to any doubt it would confer great public benefit but to the continued hostility of the railway companies, who would strongly oppose anything similar to the Book Post. Confrontation with them would, he believed, prove expensive and futile and he ►



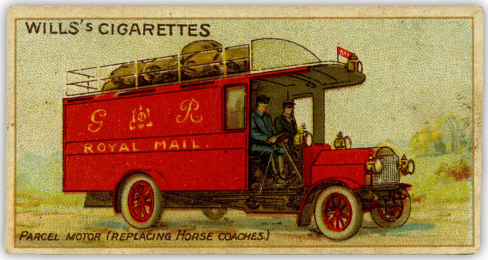
The Oxford Parcels Mail by John Charlton, a full page illustration from *The Graphic* – 6 February 1892

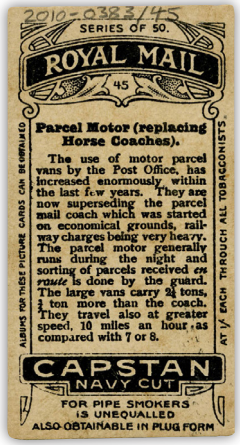


A Parcel Post horse drawn coach at Oxford



Professor Henry Fawcett, the Postmaster General who established the Parcel Post





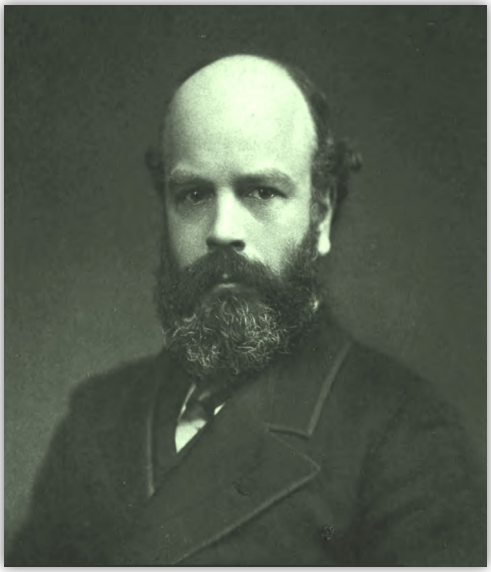
No.45 in the series of 50 Wills's cigarettes cards produced jointly with Royal Mail detailing the 'PARCEL MOTOR (REPLACING HORSE COACHES)'

suggested the way ahead could only be by friendly cooperation. He further suggested that initial negotiations should be attempted with just one major railway company and that progress with it would lead to more widespread acceptance. He made detailed plans that undoubtedly laid the groundwork for any public parcel post, but the Achilles heel of his proposal was an upper weight limit for 'parcels' of just 4 ounces. It is not difficult to see why his plan was ignored at the time but it made sense to him. By limiting parcels to 4 ounces, he was able to make a good assessment of the likely cost to the Post Office and, at the same time, not introduce a service likely to overwhelm the available space at St Martin's le Grand, the Head Post Office in London. A package of that weight could already be sent by letter post but it would cost twice as much as his proposed parcel rate, which he confidently expected the Post Office to be able to reduce at a later date, such was the expected profit margin. In fact, he thought it necessary to explain to the Postmaster General why he was convinced it would be impractical for the public to send bundles of letters as 'parcels' and thereby deprive the Post Office of revenue!

In the years that followed, the Post Office made repeated attempts to come to terms with the railway companies but the government was averse to any partnership with them and the railway companies demanded a share of the proceeds from the carriage of all parcels, even those that never went near a railway train! The situation was deadlocked. The ultimate incentive to break the deadlock, unlike the postal reforms of 1840, came from abroad. The General Postal Union, later known as the Universal Postal Union when its membership grew rapidly, was an international body created in 1874 to coordinate postal policies among its members and, while it did not preclude countries making bilateral agreements, it hoped to replace endless bilateral postal agreements with a single international protocol. In 1880, it proposed a convention for the exchange of parcels of a weight up to three kilograms between a number of countries, among them Great Britain and Ireland. The convention was signed in Paris on 1 October 1881, with an attached protocol noting that a few countries, including Great Britain and Ireland, were in no position to sign the protocol because they still had no inland parcel service. The British Post Office was given until 1 April 1882 to bring the convention into effect but that required the establishment of a domestic parcel service, a tall order in Britain in view of its previous frustrated negotiations. Almost inevitably, the Post Office was unable to meet the new deadline, due to the intransigence of the railway companies and Treasury doubts about the financial viability of such a service. The Treasury was very

aware that the telegraph service had never become profitable, in no small part due to inadequate cost estimates. With acute embarrassment, the British Post Office had to seek a further extension.

It was a great stroke of good fortune that the man responsible for breaking the deadlock was one of the finest Postmaster Generals who ever held that distinguished office, Professor Henry Fawcett. That Fawcett had been blinded by a shooting accident in his 20s, made him even more remarkable. A Liberal MP from 1865, he was appointed Postmaster General by the Prime Minister, William Gladstone, in 1880. He regarded the establishment of a parcel post as the most important of a number of post office reforms he intended to introduce but, in doing so, appreciated he faced greater obstacles than even Rowland Hill had encountered with the adoption of a Uniform Penny Post in 1840. He had two able assistants as Secretary to the Post Office and the Inspector General of Mails. It was the latter, Frederick Baines, who was instructed to bring about an agreement. Baines, a nephew of Frederick Hill, had begun his career as a clerk in the GPO in 1855, but his knowledge of telegraphs was soon noted and he made highly important contributions in that field before his promotion in 1882.



Frederick Ebenezer Baines, Inspector General of Mails, Fawcett's able assistant



A Royal Mail van of 1907 for London and Ipswich parcel mail

In his first year he produced a memorandum analysing the problems of a potential parcel post in great detail. He argued cogently for a parcel weight scale ranging from one pound for 3d to seven pounds for 1/-. with two intermediate rates. He felt that, out of 3d, a fair distribution would be 1d for collection, 1d for transit and 1d for delivery but acknowledged that any proposal to the railway companies along those lines would be a waste of time as the railways would never accept a payment of less than half the total charge. Taking that as a simple fact, he suggested new proposals to break the deadlock, the first of which was that the railways must relinquish any share of the charge on parcels they did not carry and which were 'coach borne'. This may seem a strange term to use because long distance haulage by road had been abandoned by the letter post many years earlier. It foresaw a need for horse-drawn parcel mail-coaches, operated under contract, which finally appeared in 1887. Beyond that, the Post Office would raise its previously suggested weight limit of 4lbs to 7lbs and would then share the charge equally with the railway companies. A further concession would be that the Post Office would abandon its claim for free transit of Government parcels. Baines believed the new service would thus prove so lucrative to the railway companies that he did not believe they would offer any serious ►



A Parcel Post Sorting Office; note the ubiquitous wicker baskets



A night shift at Glasgow Waterloo Street Parcel Office circa 1964



A 3d lilac 'Government Parcels' trial overprint essay of 1883



A 6d lilac 'Government Parcels' trial overprint essay of 1883



The 1/- 'Government Parcels' overprint was issued on 1 August 1883



The new 9d was issued in readiness for public usage on the first day of the Parcel Post on 1 August 1883

objection to his plan. Further negotiations followed before a settlement was reached and, in return for receiving no payment for parcels they did not carry, the railways would be paid eleven-twentieths (55%) of the gross receipts instead of half for those they did carry. While this may appear generous, significant conditions were placed on the railway companies, which were required to provide facilities at stations for handling a large volume of parcels, provide free transport on trains for post office staff while working on trains carrying parcels and provide parcel sorting carriages where needed. 81 English, Irish, Scottish and Welsh railway companies signed up to the agreement, the monies paid by the Post Office under the agreement (on 30 June and 31 December annually) being managed by the London Railway Clearing House, which already managed the allocation of revenue collected by the pre-grouping railway companies.

In the same year, 1882, Henry Fawcett, the Postmaster General, was able to announce in Parliament that agreement had been reached and assured the House that the Post Office would bring a 'parcels' post into operation with the least possible delay. He knew what an immense task lay ahead. Even while the necessary Act of Parliament was being drafted, it was once again Baines who drew up a detailed memorandum of impending action needed. Bearing in mind that most European countries already had a parcel service, Baines and two colleagues set out to discover what might be learned from abroad by making an on-the-ground study of four of them. Baines rejected the continental system of sending each parcel with an accompanying postcard, believing the British public would not tolerate it. (Notwithstanding his objections, he knew the UPU would require some kind of similar system for parcels going abroad.) He used the experience of other countries, particularly of Germany, to get a clearer idea of how many parcels the post office might carry by examining the ratio of parcels to letters in their postal system. If the German ratio remained valid, Manchester might expect to deliver 30,000 parcels each week, far in excess of the 6,000 the railways were carrying. Baines found that prepayment for parcels was compulsory in France but not in Germany and, although he could see a need

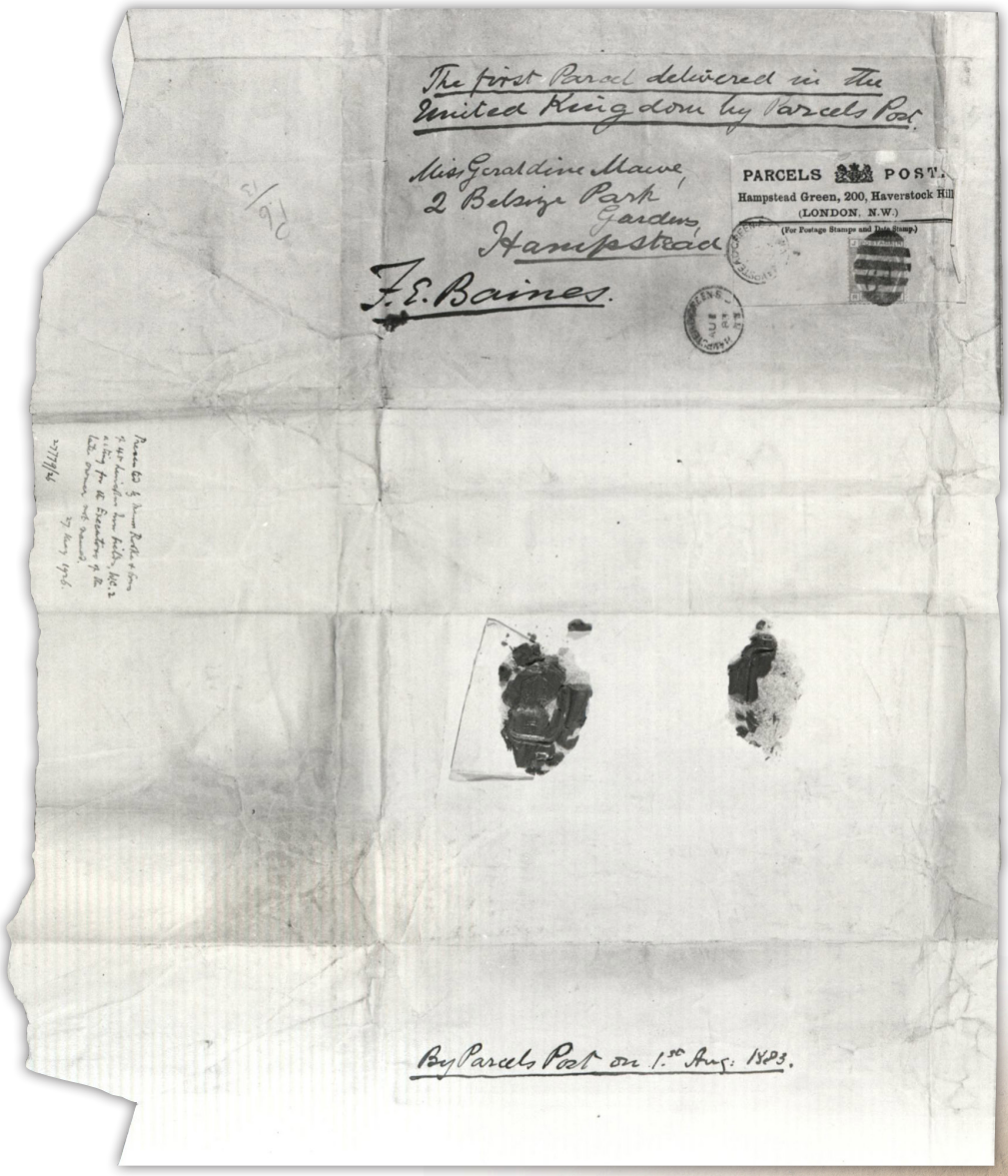
for an optional registration scheme, he thought it better to allow the British parcel post to settle down before introducing it here. (In fact, it was some years before registration of parcels was available in the UK on 1 June 1891.) When, following completion of the European investigation and several high-level meetings to discuss its finding, an official report was made to the Treasury, it avoided any commitment to Post Office insurance or registration of parcels.

The Post Office (Parcels) Act was passed on 18 August 1882 but no date was set for the introduction of the new service because so many details of its operation had still to be worked out. At the time, there were over 15,000 post offices, all of which had to be made capable of handling parcels. 1,000 of the larger offices would need major work. Dedicated buildings and staff would be needed in London. It was not a straightforward matter to integrate parcel collections and deliveries into the timetables of the many different railway companies. The Post Office then had to produce parcel carts to move parcels between post offices and railway stations, wicker baskets of a suitable size to sort and hold the parcels and provide counter scales at every office. The Post Office needed to develop rules for handling parcels and set up the necessary administration. Baines not only fully considered all this but worked out how parcels could be routed across the British Isles.

The early development of the Parcel Post is documented by various items to engage postal historians, and has generated a field for collectors of philatelic material. For example, in 1881, essays for two distinctive Parcel Post stamps (note, not 'Parcels' Post) had been produced by De la Rue in 6d and 1/- values but were never adopted. Nonetheless distinctive Parcel Post labels were provided for every office – printed with the office name. Such is their importance and interest, they will be the subject of a separate *Bulletin* article. Also, used in Government offices were the Government Parcels overprints – stamps which were issued to help the government accountants work out the postage costs of the various departments, in order to properly recompense the GPO. In addition, a 9d stamp was issued on the Parcel Post's inception on 1 August 1883 specifically for the tariff for a parcel exceeding 2lbs but not exceeding 5lbs. ►



The unadopted Parcel Post stamps – die proofs that were produced in October 1881, all five were printed on glazed card



The wrapper of the first parcel sent in the Parcel Post by Frederick Baines

Images of Henry Fawcett, Glasgow Waterloo Street Parcel Office, Parcel Post die proofs, Wills's cigarettes cards, and wrapper for first Parcel Post delivery are reproduced with the kind permission of The Postal Museum. 'Government Parcels' overprint stamps and essays – thanks to Stanley Gibbons.

The projected cost of handling an estimated 70 million parcels each year was put at £1.686 million. (This estimate of the number of parcels to be carried, at an expected estimate of 7d a parcel, proved to be excessive, as was the potential annual profit of £355,000.) The report to the Treasury led to the issue of a Treasury Warrant authorizing the Post Office to introduce what was originally called a 'Parcels Post' on 1 August 1883. (It became the 'Parcel Post' from 1884.) That the Post Office was capable of acting on the Warrant only a year after beginning its preparations was a remarkable tribute to the work of Baines and Fawcett. A four-page handbill was prepared to advise every household in the land of the new service and this was possibly the first time anything like it had been attempted. Baines had carefully devised a system of checks and waybills that he believed would adequately ensure the safe movement and delivery of parcels. However, the Treasury Warrant had included a clause specifying that no receipt of any kind was to be given to anyone posting a parcel. Bearing in mind that, at the time, there was neither registration nor insurance available, it was a strange feature of the parcel post and one that may have led to its hesitant beginning. In spite of all the publicity and press attention, two years after the new post was introduced, only 26.5 million parcels were sent, compared with the 70 million planned for. By the 1890s, the number had probably doubled but it was still well below the estimate.

It should not be forgotten that the catalyst for the Inland Parcel post had been the need to join the Universal Postal Union's plan for the interchange of international parcels between member countries. On 1 July 1885 a parcel service to Gibraltar, Egypt and India finally began, reflecting the country's international priorities. It rapidly expanded to cover most countries but surprisingly it was 1902 before a parcel agreement was reached with the United States of America and then only through the American Express Company, not the US Post Office. The parcel service has gone through many changes, none more so than in 1986 when Royal Mail was split into three divisions, separating the parcel post from the letter post for the first time. (Royal Mail Parcels was rebranded as 'Parcelforce' in August 1990.) One thing that has changed significantly since the early days of the parcel post is the priority given to parcels. From the time Frederick Hill made the earliest proposal for a Parcel Post and subsequently when Fawcett and Baines produced a workable plan, parcels were regarded as some kind of second-class mail, to be delivered at the convenience of the letter carriers, probably not with their first and heaviest delivery of the day. We now expect our parcels to arrive in a couple of days, preferably tomorrow, and competition from private delivery companies ensures that they do ●



Your favourite stamps of 2021 Here's how you voted

Order, stamp and score

1st Grey Seal *(120)*
2nd South Downs National Park *(94)*
3rd Broads National Park *(70)*
4th Prince Philip: Royal Windsor Horse Show *(65)*
5th Lake District National Park *(63)*
6th Pembrokeshire Coast National Park *(56)*
7th Prince Philip: portrait by Terry O'Neill *(54)*
8th Loch Lomond & The Trossachs National Park *(48)*
9th Orca *(47)*
10th Northern Gannet *(41)*

We're delighted to announce the results of the *Bulletin's* 36th annual stamp poll, when you, the readers, reveal your favourites. Once again, wildlife subjects continue to be very popular, with the Grey Seal from the Wild Coasts issue receiving the most votes. The Orca and Northern Gannet stamps from the same set also make the top ten. Britain's stunning beauty spots proved popular in the National Parks issue, with no less than six stamps in your top ten choices. And royal tributes continue to be held in high esteem with two stamps from the In Memoriam HRH The Prince Philip, Duke of Edinburgh issue ●



1st

Grey Seal
1st Class
Wild Coasts
22 July



4th

Prince Philip: Royal Windsor Horse Show
£1.70
In Memoriam HRH
The Prince Philip,
Duke of Edinburgh
24 June



2nd

South Downs National Park
1st Class
National Parks
14 January



5th

Lake District National Park
1st Class
National Parks
14 January



3rd

Broads National Park
1st Class
National Parks
14 January



6th

Pembrokeshire Coast National Park
1st Class
National Parks
14 January

Stamp sets

1st National Parks *(387)*
2nd Wild Coasts *(263)*
3rd In Memoriam HRH The Prince Philip, Duke of Edinburgh *(142)*
4th Industrial Revolutions *(123)*
5th The Wars of the Roses *(57)*
6th Christmas 2021 *(54)*
7th Only Fools and Horses *(41)*
8th The Legend of King Arthur *(38)*
9th Dennis & Gnasher *(38)*
10th British Army Vehicles *(36)*



7th

Prince Philip: portrait by Terry O'Neill
£2.55
In Memoriam HRH The Prince Philip, Duke of Edinburgh
24 June



8th

Loch Lomond & The Trossachs National Park
1st Class
National Parks
14 January



9th

Orca
1st Class
Wild Coasts
22 July



10th

Northern Gannet
1st Class
Wild Coasts
22 July

The voter drawn at random to win the Royal Mail Yearpack 2021 is: Geoff Adams of Bognor Regis

1st



National Parks – 14 January

2nd



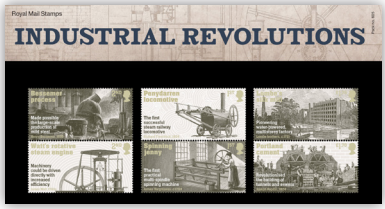
Wild Coasts – 22 July

3rd



In Memoriam HRH The Prince Philip, Duke of Edinburgh – 24 June

4th



Industrial Revolutions – 12 August

5th



The Wars of the Roses – 4 May



Due to the recent pandemic and occasional cancellations, you may wish to check that a particular stamp fair is going to take place, and so details of contacts and telephone numbers are given.

Stamp Scene Dane Garrod keeps you posted on events and activities in the philatelic world

In May, **The Royal Philatelic Society London** has two meetings at their premises at 15 Abchurch Lane, London EC4N 7BW. On Thursday 5 May at 1pm, Gavin Fryer's display of 'George VI Great Britain High Values' will be available to see and enjoy. Clearly, an ideal subject for collectors of British stamps. Later in May, on Thursday 26 at 5pm, Vincent Schouberechts will speak on the subject 'Philatelic History – Particularly Moens'. You are welcome to attend either, but should you wish to attend as a non-member, then please make a telephone call during weekday office hours prior to the meeting day to the Adminstration Manager, Jason Webber, on 020 7486 1044. **The National Philatelic Society** will meet at The Phoenix Centre, Freeling House, Phoenix Place, London WC1X 0DL on Saturday 14 May when the President's Display, given by Michael R Thompson from 2.15pm, will be titled 'The Crown Colony of Aden'. The society most appropriate to our readers is perhaps **The Great Britain Philatelic Society** which has a meeting in May at 15 Abchurch Lane, London EC4N 7BW when on Saturday 21 May at 11am the President's Guest Speaker will be Jonathan Callaway who will cover 'The Paper Money Histories of England, Scotland and Ireland'. After lunch, and at 2.15pm, Chris Harman RDP HonFRPSL will give The President's Display on 'Classic British Private Posts: Carriers, College Stamps, Circular Delivery Companies'. You are welcome to attend these events, and to contact Phil Waud at secretary@gbps.org.uk for further details concerning the society.

1 May Milton Keynes Stamp Fair, Irish Centre, Manor Fields, Watling Street, Fenny Stratford MK2 2HX, 10am to 3pm. Enquiries: Simon Shaw, 07534 496845.

Newcastle-under-Lyme Stamp Fair, Community Centre, Wye Road, Newcastle-under-Lyme ST5 4AZ, 10am to 4pm. Enquiries: Simon Collyer, 07966 565151.

Oxford Stamp Fair, Botley W.I. Hall, North Hinksey Lane, off Botley Road, Oxford OX2 0LT, 9.30am to 1pm. Enquiries: Tristan Brittain, 07957 158299.

Worthing Stamp Fair, Heene Community Centre, 122 Heene Road, Worthing BN11 4PL, 9.30am to 3pm. Enquiries: John Perriman, 01903 244875.

7 May Sutton Coldfield Stamp Fair, Methodist Church Hall, South Parade, Sutton Coldfield B72 1QY, 9.30am to 3.30pm. Enquiries: John Rice, 01785 259350.

Charing Cross Market, 1 Embankment Place, Villiers Street, London WC2N 6RH, 7am to 3pm. Enquiries: Bridget Petticrew, 07540 144433.

Wigginton Stamp Fair, Recreation Hall, Wigginton, York YO32 2PL, 9am to 2pm. Enquiries: Mike Lewis, 07742 153669.

Rawreth Stamp Fair, Parish Hall, Church Road, Rawreth SS11 8SH, 9am to 3pm. Enquiries: Sarah Brooks, 07786 302722.

Swindon Stamp Fair, Lawn Community Centre, Guildford Avenue, Swindon SN3 1LA, 10am to 3pm. Enquiries: John Puttock, 01793 542767.

Bilsborrow Stamp Fair, Village Hall, Bilsborrow (6 mls N of Preston) PR3 0RE, 10am to 3.30pm. Enquiries: Fred O'Reilly, 01226 765069.

Chester Stamp Fair, Hoole United Reformed Church, Hoole Road, Chester CH2 3AU, 10am to 3.30pm. Enquiries: Terry Barnett, 01514 862610.

Croydon Stamp Fair, Shirley Methodist Church Hall, Eldon Avenue, Croydon CR0 8SD, 9am to 3pm. Enquiries: Ray McQuade, 020 8395 9285.

Leicester Stamp Fair, The Holiday Inn, 129 St. Nicholas Circle, Leicester LE1 5LX, 9.30am to 3.30pm. Enquiries: John Suschitzky, 01162 350441.

Sittingbourne Stamp & Postcard Fair, Carmel Hall, Ufton Lane, Sittingbourne ME10 1JB, 9.30am to 3pm. Enquiries: Chris Rapley, 01795 478175.

Swindon Stamp Fair, Lawn Community Centre, Guildford Avenue, Swindon SN3 1LA, 10am to 3pm. Enquiries: John Puttock, 01793 542767.

8 May Farnham Stamp Fair, Village Hall, Wings Road, Upper Hale, Farnham GU9 0HN, 10am to 4pm. Enquiries: Peter Jones, 01489 582673.

Reepham Stamp Fair, Village Hall, Hawthorn Road, Reepham LN3 4DU, 9.30am to 3.30pm. Enquiries: Tony Limb, 07562 570562.

Wokingham Stamp Fair, St. Crispin's Centre, Wokingham RG40 1SS, 9.30am to 1pm. Enquiries: Tristan Brittain, 07957 158299.

14 May Margate Collectors' Fair, Union Church, Union Crescent, Margate CT9 1NR, 10am to 3pm, refreshments available. Enquiries: Clive Baker, 07802 402873.

Derby Stamp Fair, Nunsfield House Community Hall, 33 Boulton Road, Alveston DE24 0FD, 9.30am to 3.30pm. Enquiries: Kevin Johnson, 07808 665472.

Norton (Teesside) Stamp Fair, Methodist Church Hall, High Street, Norton TS20 2QQ, 9.30am to 1.30pm. Enquiries: Mike Lewis, 07742 153669.

Charing Cross Market (as entry for 7 May).

15 May Dover Stamp Fair, Biggin Hall, Biggin Street, Dover CT16 1BD, 9.30am to 2pm. Enquiries: Keith Shepherd, 07718 157826.

Dronfield Stamp Fair, Village Hall, Coal Aston, Dronfield S18 3AX, 9.30am to 3.30pm. Enquiries: Kevin Johnson, 07808 665472.

Maidstone Stamp Fair, Royal British Legion Hall, Hall Road, Aylesford, ME20 7NX, 10am to 4pm. Enquiries: John Perriman, 01903 244875.

Norwich Stamp Fair, Brook Hotel, Barnard Road, Bowthorpe, Norwich NR5 9JB, 10am to 3pm. Enquiries: Tony Hender, 01328 829318.

21 May Hull Stamp Fair, St. James's Centre, 169 First Lane, Hessle, HU13 9EY, 9.30am to 3.30pm. Enquiries: Kevin Johnson, 07808 665472.

Great Barr Stamp Fair, Collingwood Centre, Collingwood Drive, Pheasey, Great Barr B43 7NF, 10am to 4pm. Enquiries: Dave Burnett, 07765 792998.

Brighton Stamp Fair, Church of the Good Shepherd Hall, 272 Dyke Road, Brighton BN1 5AE, 10am to 4pm. Enquiries: John Perriman, 01903 244875.

Charing Cross Market (as entry for 7 May).

Upminster Stamp Fair, St. Laurence Church Hall, Corbets Tey Road, Upminster RM14 2AJ, 10am to 3pm. Enquiries: Simon Shaw, 07534 496845.

Colchester Stamp Fair, Parish Hall, Old London Road, Marks Tey CO6 1EN, 9.30am to 3.30pm. Enquiries: Lorne Webb, 01424 751518.

Redruth Stamp Fair, Jubilee Hall, Wesley Building, Wesley Street, Redruth TR15 2EG, 10am to 4pm. Enquiries: Mike Whyte, 01209 213422.

22 May Harrogate Stamp Fair, Masonic Hall, Station Avenue, Harrogate HG1 5NE, 9.30am to 3pm. Enquiries: Mike Lewis, 07742 153669.

Bexley Stamp Fair, Freemantle Hall, High Street, Bexley DA5 1AA, 9am to 2pm. Enquiries: Lorne Webb, 01424 751518.

28 May Morley Stamp Fair, St. Mary's Hall, Commercial Street, Morley, near Leeds LS27 8HZ, 9.30am to 3.30pm. Enquiries: Kevin Johnson, 07808 665472.

Charing Cross Market (as entry for 7 May).

Wanstead Stamp Fair, Our Lady of Lourdes Church Pastoral Centre, 51 Cambridge Park, Wanstead E11 2PR, 10am to 3pm. Enquiries: Simon Shaw, 07534 496845.

Coventry Stamp Fair, Shilton Village Hall, Wood Lane, Coventry CV7 9JZ, 10am to 1pm. Enquiries: Dave Mann, 07976 797975.

Ealing Stamp Fair, Kingsdown Baptist Church Hall, Northfields Avenue, Ealing W13 9PR, 9am to 1pm. Enquiries: Tristan Brittain, 07957 158299.

Liverpool Stamp Fair, St. Columba Church Hall, Hillfoot Road, Hunt's Cross, Liverpool L25 0NR, 10am to 3.30pm. Enquiries: Terry Barnett, 01514 862610.

29 May Shifnal Stamp Fair, Village Hall, Aston Street, Shifnal TF11 8DW, 9.30am to 3pm. Enquiries: Dave Burnett, 07765 792998.

Stevenage Stamp Fair, Novotel, Knebworth Park, Stevenage SG1 2AX, 10am to 4pm. Enquiries: Simon Shaw, 07534 496845.

Peterborough Stamp Fair, Holiday Inn, Thorpe Wood, Peterborough PE3 6SG, 10am to 3pm. Enquiries: Richard Lewis, 01945 700594.

2 June Aylesbury Stamp Fair, Church of the Good Shepherd, Churchill Avenue, Southcourt, Aylesbury HP21 8ER, 10am to 3pm. Enquiries: Simon Shaw, 07534 496845.

North Cornelly Stamp Fair, Green Acre Motel, Heol Fach, North Cornelly CF33 4LH, 9am to 1pm. Enquiries: Trevor King, 01522 857343.

3 June Cardiff Canton Stamp Fair, St. Catherine's Church Hall, 169 Kings Road, Cardiff CF11 9DE, 9am to 1pm. Enquiries: Trevor King, 01522 857343.

Felbridge Stamp & Postcard Fair, Felbridge Village Hall, Crawley Down Road, Felbridge, East Grinstead RH19 2NT, 9.30am to 3pm. Enquiries: Chris Rapley, 01795 478175.

4 June Lichfield Stamp Fair, Boley Park Community Hall, Ryknild Street, Lichfield WS14 9XU, 9.30am to 3.30pm. Enquiries: John Rice, 01785 259350.

Rawreth Stamp Fair, Parish Hall, Church Road, Rawreth SS11 8SH, 9am to 3pm. Enquiries: Sarah Brooks, 07786 302722.

Charing Cross Market, (as entry for 7 May).

Swindon Stamp Fair, Lawn Community Centre, Guildford Avenue, Swindon SN3 1LA, 10am to 3pm. Enquiries: John Puttock, 01793 542767.

Bilsborrow Stamp Fair, Village Hall, Bilsborrow (6 mls N of Preston) PR3 0RE, 10am to 4pm. Enquiries: Fred O'Reilly, 01226 765069.

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New Issues and Withdrawals

Information correct at the time of going to press

4 May

Withdrawal Her Majesty The Queen's Platinum Jubilee: Stamp Souvenir.



5 May

Issue Unsung Heroes: Women of World War II: Stamps (10 x 1st Class). Miniature Sheet (2 x 1st Class, 2 x £1.85). Presentation Pack. Stamp Souvenir. Stamp Sheet Souvenir. First Day Envelope. First Day Cover Stamps. First Day Cover Miniature Sheet. First Day Cover Prestige Stamp Book Pane. Prestige Stamp Book (pane one: 4 x 1st Class, pane two: 2 x 1st Class, 2 x £1.85, pane three: 2 x 50p, 3 x £1, pane four: 6 x 1st Class). Press Sheet. Postcards (15 in set). Stamp Sheets. Framed Stamps. Framed Miniature Sheet.



18 May

Withdrawal The Stamp Designs of David Gentleman: Stamp Sheet Souvenir.

1 June

Issue Her Majesty The Queen's Platinum Jubilee: 50p Coin Cover (BU, Silver, Gold, Platinum).



8 June

Withdrawal The FA Cup: Stamp Souvenir. Stamp Sheet Souvenir.



9 June

Issue Cats: Stamps (2 x 2nd Class, 2 x 1st Class, 2 x £1.85). Presentation Pack. Stamp Souvenir. First Day Envelope. First Day Cover. Postcards (6 in set). Stamp Sheets. Collector's Sheet. Framed Stamps. Framed Collector's Sheet.

23 June

Withdrawal Heroes of the Covid Pandemic: Stamp Souvenir.

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