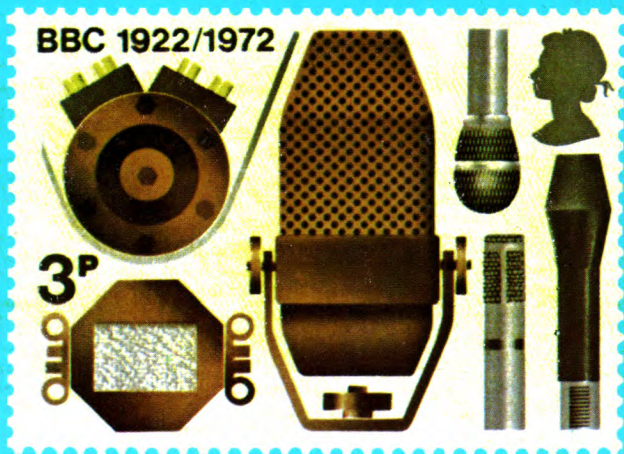


Philatelic Bulletin

Volume 9 Number 12 August 1972



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Introduction

Railways – and particularly steam engines – have always been close to the hearts of small boys and, let it be whispered, by many not so small. We have always been intrigued, for instance, to hear youngsters who have never seen a steam train refer to the more prosaic electric type as “puffers”. That there is a deep

and abiding interest in railway philately is indicated by the response we have had to a letter in the June *Bulletin* from a reader who laments the shortage of railway subjects on our stamps. A further selection of letters on this seemingly inexhaustible subject is published this month.

It is said that we live in a society in which values are diminishing and morals becoming more lax. In spite of this there is a deep respect and affection for the local church. Those of us who were fortunate enough to visit the churches featured on our latest stamps were delighted to see how many visitors were enjoying the events put on to complement the stamps at the first day of issue, and to witness their obvious enjoyment in the stamps of “their” church.

The London Postal History Group

At a recent meeting the Secretary announced that at the end of its first year the London Postal History Group had forty-five members. Seven Study Groups had been formed covering such topics as “The Twopenny Post” and “Inland Branch ‘Diamond’ Cancellations”. Six editions of *The Notebook* had been published during the year; the latest, with 22 pages included five pages, with lists and maps, about the Country Sorting Offices of the Twopenny Post.

Meetings during the year have covered such topics as “Undated Receiving House Name Stamps” and “London Posts 1794–1801”. They are held in London on Saturday afternoons and future topics to be covered include “Experimental Cancellations pre 1900” and “General Post Towns Within the London Area”.

A Postal Auction of London and General Postal History material will be held in August. Further details of the Group may be obtained from the Hon. Secretary: Michael M. English, 50 Somerden Road, Orpington, Kent BR5 4HT.

The Embossed Adhesive Stamps – The Story of an Experiment

There are two curious features about the embossed adhesives issued by Great Britain between 1847 and 1855. The first is why it took seven years to decide that some higher value stamp than the Twopenny Blue was required. As early as the Treasury Competition of 1839, one of the entries (by George Dickinson, in the National Postal Museum, R. M. Phillips' collection) had consisted of a series of hand-drawn designs for seal-stamps, each different, providing for various postage rates, both internal and overseas, up to one shilling.

When a one shilling stamp *was* issued in September 1847 it was filling a need for such a value to pay the standard letter rate to the USA and some of the more distant British Colonies, and the packet rate to Australia. It was also needed as a receipt for the payment of the one shilling Registration Fee. True, it was permissible (and in 95% of letters the normal practice) to pay the fee in cash over a post office counter, but this was cumbersome and expensive in manpower to the Post Office. On the other hand one only has to look at an overseas letter franked with up to $6 \times 2d$ adhesives to realise that this too was unsatisfactory and allowed no clear space for transit postal markings and further postage charges on arrival in the USA or elsewhere. If the letter exceeded the $\frac{1}{2}$ oz limit there would only be room for some of the $12 \times 2d$ stamps on the back!

One can only assume that it took the better part of the six years from May 1840 to settle the teething troubles of the $1d$ and $2d$ adhesive, and the stamped stationery, as well as the introduction of Uniform Postage. Also possibly for a public demand to be created for adhesive stamps to pre-pay overseas postage rates.

The second curious feature about this issue of high values is the fact that they were embossed; not printed. No contemporary evidence seems to exist to explain why this awkward process was selected. I would suggest, without supporting evidence, that the

reason may have been twofold. Firstly Perkins Bacon may not have had enough space capacity or machines to undertake the production of additional values by the line-engraved process. Secondly, and probably a much more weighty consideration, the same excessively security-conscious thinking which hedged round the design and production of the 1840–41 issues with so many precautions against forgery, must have insisted that the much “valuable” $1/-$ and $10d$ stamps proposed should be “printed” by a foolproof method – embossing in colour. Once this thinking was accepted it would naturally follow that the embossed stamps should be produced by the Inland Revenue at Somerset House (which already embossed William Wyon's 1841 $1d$ and $2d$ envelopes) and that the paper used (Dickinson's silk-thread paper) should be the same as that already used for the embossed envelopes. It is interesting to note that the violet colour of the sixpenny value, first selected for the embossed stamps in 1854 continued to be used for this value for over 100 years (the $6d$ in the 1912–34 period was even printed at Somerset House), because the sixpenny stamp was extensively used for fiscal purposes and violet was usually a satisfactorily fugitive ink.

The Designs and Dies

The new designs were put in hand in October 1846 by Edwin Hill, brother of Rowland and a senior official of the Inland Revenue's Stamping Department. Hill was primarily concerned with making a distinction in form between the proposed dies and the present ones of $1d$ and $2d$, as he recorded in his drafting book at Somerset House. Since the embossing press in use at Somerset House confined the area of the die, Hill thought that an elongated octagon might be used for the inscription round the head instead of the oval of the $1d$ and $2d$.

Edwin Hill decided to get William Wyon, Chief Engraver at the Royal Mint and engraver of the 1841 stationery heads to make the new



Fig 1

adhesive dies. Wyon's original ideas, incorporated in some sketches, which he had shown Hill a few days earlier, apparently did not include the royal portrait. But, according to Hill, upon talking over the matter he (Wyon) withdrew them, thinking like Hill, that it was necessary to retain the current head of Her Majesty in the stamp on account of its being so familiarly known which gave a great chance of detecting forgery if attempted.

By 12 October Wyon had cut a new head die from which proofs were struck at Somerset House in yellow and green. Edwin Hill in his letter of 13 October enclosing the proofs mentioned that some were in light green, which he found more distinct by candlelight than violet and the brown which he had also tried. If Wyon approved of the green Hill said he would endeavour to procure a more brilliant specimen of the light green (dark green being too much like blue). A suitable ink was in fact obtained from Thomas de la Rue.

Three days later William Wyon produced a sketch of the "elongated octagon" border, as suggested by Hill and on 20–21 October, Mr Moss (of Perkins Bacon & Co.) cut the master die into the elongated octagon shape. From this a number of proofs, with yellow grounds and plain, with and without gum, were struck for Wyon.



Fig 2

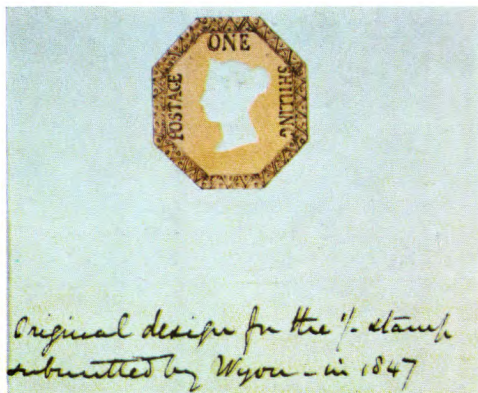


Fig 3

The Reginald M. Phillips' collection in the National Postal Museum contains some remarkable items from the early stages of the embossed designs. Amongst these are a proof from Wyon's die *before* it was cut into an octagonal by Moss (figure 1) and proofs in yellow and green after reshaping. The Phillips' collection examples are noted in Edwin Hill's hand as being colour essays submitted in 1847 or the 1/- and 10d stamps respectively.

These proofs of the die are quite distinctive in that there is no pendant curl below the chignon. The proofs were used by Wyon in 1847 as the basis for his two original designs



Fig 4

for the 10d and 1/-, in the Phillips' Collection (figures 2 and 3). The frames and inscriptions on these were drawn in by hand. A modified version of the 1/- design, with the lettering inside the frame, was selected and Mr Moss, using partially-blank secondary dies transferred from the original master die, engraved the working dies for both 10d and 1/- values. At this stage were added the pendant curl and the initials "W W" on the bust. There does,

however, exist an essay of the 1/- value very similar to the issued design but without the pendant curl and with smaller inscription. There are examples in the Phillips' collection (figure 4) in the two known shades brown and pale yellow-green and examples with experimental cancellations (probably to test how they would show up on the embossing). (To be continued).

A. G. RIGO DE RIGHI

Book Reviews

Slogan Postmarks of the United Kingdom

As well as providing the regular, annual, illustrated listings of all new slogans issued, or old designs re-introduced in the UK during 1971, this volume includes a comprehensive Index of all slogans back to 1917. In addition it includes amendments and additions to the previously published lists of UK slogans, together with a separate, revised listing of Guernsey and Jersey slogans used since the granting of postal independence to the two bailiwicks in 1969.

Comprising 74 A4 pages (litho printed), *Slogan Postmarks of the United Kingdom 1971* costs 75p (postage paid) and is available from:

George R. Pearson,
42 Corrance Road,
LONDON SW2 5RH

Collect British Stamps

The tenth edition of Gibbons famous check list of British Stamps has recently been released.

Each stamp is illustrated in colour and the price changes which reflect the upsurge in interest in GB stamps are a notable feature of the booklet which is a useful work of reference for collectors of British stamps. Modestly priced at 30p *Collect British Stamps* is published by Stanley Gibbons Ltd, 391 Strand, London WC2R 0LX.

Royal Air Force Flown Covers

International Air Day 1972 will be marked with the issue of a Souvenir cover at RAF Colerne. It will show the Westland Whirlwind helicopter, be franked with the current Coastguard commemorative 7½p stamp and cancelled with a pictorial BFPS handstamp in use on 5 August. The cover will be taken to Lundy Island by RNLI lifeboat and there backstamped with Lundy stamps and then flown to RAF Chivenor in a Whirlwind of No. 22 Squadron. The covers will be available on or about 15 August from the Philatelic Officer, RAF

Chivenor, Barnstaple, Devon, at 30p plus 3p postage.

Two covers in the new Squadron Series will also be issued in August

(a) 15 August marks the 30th Anniversary of the formation of the Pathfinder Force and a cover will be issued by No 9 Squadron, a former Pathfinder Squadron, showing the RE8 used by the Squadron in 1917 and the Vulcan, its present equipment. Cancelled by a special BFPS handstamp the covers will be flown from Cyprus to Lossiemouth, Scotland, and then to Norway to the scene of the *Tirpitz* attack. The covers will then be returned to Cyprus and should be available from the Philatelic Officer, No 9 Squadron, Akrotiri, BFPO 53, on or about 10 September at 25p plus 3p postage.

(b) 30 August marks the 60th Anniversary of No 4 Squadron, which will issue a cover showing the A.W. Atlas used by the Squadron in 1929 and the Harrier, its present equipment. The covers will be cancelled with a special BFPS handstamp and flown in the Harrier on an anniversary flight. They should be available on or about 15 September from the Philatelic Officer, No 4 Squadron, RAF Wildenrath, BFPO 42, at 25p plus 3p postage.

Welsh Philatelic Society

The recently formed Welsh Philatelic Society caters for collectors interested in any aspect of Welsh Philately embracing Postal History, Modern Handstamps and Slogans, or stamps with a Welsh theme. It concerns itself with the active promotion and study of Welsh Philately generally.

Benefits include a quarterly newsletter, regular meetings in different areas of Wales and a newly formed library. Correspondence and exchange between members is encouraged.

Further details from Howard Morgan, 12 Swansea Road, Penller-Gaer, Swansea, SA1 1AQ. Annual subscription £1.

Haroldswick – Britain's Most Northerly Post Office



Britain's Most Northerly Post Office, Haroldswick, Shetland

PN5444

The most northerly Post Office in the British Isles is at Haroldswick on the island of Unst in the Shetlands.

It receives four incoming mails weekly and despatches by boat three times weekly. Haroldswick is the only Post Office on the island with a mail van which is essential to cover the widespread area including the hamlets of Burrofirth, Norwick and other isolated habitations. The postman from Haroldswick delivers mail to the most northerly house in Britain.

The island of Unst is rich in minerals and many of the islanders work in the blue stone

or talc quarries.

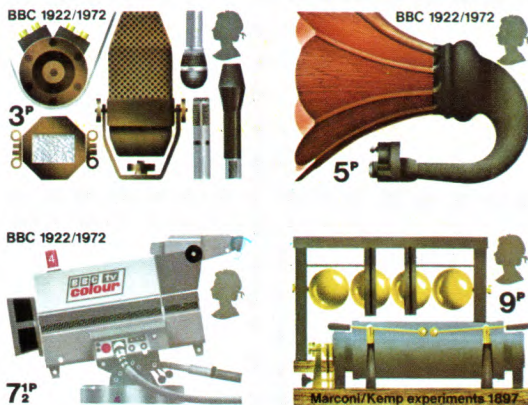
Lobster fishing and crofting or work at the RAF station employ most of the remaining male population, while many of the women are occupied in knitting the famous Shetland wool garments.

There are two other offices on Unst, one at Baltasound and the other at Uyëa Sound. The three offices are controlled by the Head Postmaster Lerwick.

J. H. TIERNEY

(A special handstamp in use for mail posted at Haroldswick is detailed in our special handstamp feature. – Editor)

BBC and Broadcasting History Stamps



Public broadcasting is a medium of communication that is important in the lives of us all. This year the BBC celebrates its 50th anniversary for which we will be issuing three stamps. A fourth stamp commemorating the 75th anniversary of the first Marconi/Kemp experiment in radio communication across water makes up the BBC and Broadcasting History set.

The 3p stamp illustrates a microphone in use from Savoy Hill days. The 5p shows an early domestic loudspeaker of the '20's and the 7½p one of the latest colour TV cameras. The Marconi/Kemp experiment is shown on the 9p stamp. The set is designed by Dávid Gentleman who will be remembered as the designer of a number of commemorative stamp issues including Post Office Technology 1969, the Prince of Wales Investiture and Concorde.

Production Details

Face Value: 3p, 5p, 7½p – 50th Anniversary of BBC and the start of daily broadcasting.

9p – 75th Anniversary of the first Marconi/Kemp experiment in radio communication across water.

Colours:

3p – light grey, mid grey, blue grey, black, brown, yellow.

5p – grey, beige, red, brown, black, amber.

7½p – light grey, dark grey, blue grey, black, red.

9p – light grey, blue grey, black, yellow, blue, brown.

Date of issue: 13 September 1972.

Size: 31 × 40 mm.

Perforation: 15 × 14.

Format: Horizontal.

Printing: Photogravure.

Printers: Harrison & Sons Ltd.

Paper: Coated, unwatermarked phosphor lined.

Stamps per

sheet: 100.

Machine: Rembrandt.

Victorian Letter Boxes 1853



We are grateful to Miss J. Vallance of Gurney Slade, BATH, for giving us something of the history of the early Victorian letter boxes.

On 1 October 1969, the day on which the Bailiwick's postal services were vested in the States of Guernsey, the Guernsey Post Office Board presented to the British Post Office one of Guernsey's two oldest remaining pillar boxes. This pillar box, dated 1853, had rested for some years in the Guernsey Lukis and Island Museum, whilst its twin continued in service in Union Street, St Peter Port. A replica of the box stands in the Guernsey Philatelic Bureau to enable philatelists to post their letters so as to obtain the "Postal Museum" handstamp.

For some considerable time after the despatch of the box to England, its whereabouts remained uncertain and it was even feared that it might have been "Mislaid in the post"! However, the box in question has been installed outside Mercury House, the South Western Postal Region's new Headquarters at Old Market, Bristol. It has been repainted in its original colour, olive green with black lettering and a gold coat of arms, and is



mounted on a stone plinth which bears the following inscription:

"One of the first British pillar boxes erected in 1853 in Guernsey and in constant use until 1970. Given by the States of Guernsey. Pillar boxes were coloured green until 1874."

Earls Barton Exhibition



Sir John Eden, who opened the Exhibition, posts a special cover to the Queen watched by, left to right, the Vicar, the Rev. Nigel Abbott, Mr Peter Fry MP and Mr Ronald Maddox, the designer of the stamps.

Plymouth Navy Days 1972

Plymouth Navy Days will be held at HMS *Drake* on 26-28 August.

A special British Forces Postal Service hand-stamp will be used on each of the three days and these will feature a frigate, helicopter and a nuclear submarine respectively.

A Souvenir cover has been produced and is available for each of the three days at a cost of 25p posted direct or 29p if posted under

separate cover. A complete set is available at a cost of 70p. Proceeds from sales will be devoted to Naval Charities.

Orders with correct remittance to:—
The Philatelic Officer,
Navy Days Office,
HMS *Drake*
Plymouth.

BBC and Broadcasting History Stamps – First Day Cover Services

It has become customary in recent years to offer collectors a choice of handstamps on first days of issue when there is an alternative which has a close connection with the stamp subject. The series of four stamps, 3p, 5p 7½p and 9p, which feature BBC and Broadcasting History subjects to be issued on 13 September 1972 is no exception. A cancellation London W1 (the home of Broadcasting House) will be available in addition to the normal "Philatelic Bureau Edinburgh".

The services and charges are:—

Service A The official Post Office cover with typed address, the full set of stamps suitably cancelled.

Deposit Account Customer 33p.

Non Deposit Account Customer 35½p.

Service B The full set of stamps affixed to customers own pre-addressed covers suitably cancelled 29½p.

Service C Similar to Service A except that a minimum of 50 covers to the same address is conditional at 33p each.

Collectors own covers will be accepted for "first day cancellations" at each of the 184 offices where philatelic posting boxes are provided.

First Intercontinental Paraglide Africa-Europe

This event has been cancelled. The special postmark will not be used nor will the proposed commemorative be issued. All items received for reposting and orders for covers will be returned to senders.

Philatelic Bulletin Back Numbers

Mr T. J. Ferry, 20 Fishers Close, BLANDFORD FORUM, Dorset, requires Volumes 1 to 5 inclusive while Mr W. F. Padfield, 83 Spa Road, MELKSHAM, Wilts, has *Bulletins* from June 1967–May 1972 for disposal provided collection or carriage is arranged.

Silver Wedding Stamps

New profile portraits of the Queen and the Duke of Edinburgh, photographed at Buckingham Palace by Norman Parkinson, are shown on the Silver Wedding stamps to be issued on 20 November. The stamps have been designed by Jeffery Matthews who is also designing the first day cover and presentation pack. Full details will be given nearer the date of issue.

Marconi Exhibition

For this exhibition organised by the Marconi Philatelic Society on 13 September in Chelmsford, we are providing a small display and sales counter. The original wireless equipment used for the Marconi/Kemp experiment, which is shown on the 9p stamp of the BBC and Broadcasting History issue, will be on display.

Facilities for the provision of a cachet on First Day Covers will be provided near the original Hall Street Works in Chelmsford.

The site for the exhibition will be fixed at a later date.

Churchillphilately

The UK Representative of the International Churchill Society (see June *Philatelic Bulletin*) is:

Mr F. B. Hambrook, ICS, CAL, USA, BPA,
Churchill Society,
2 Hayes Villas,
Frimley Road,
Ash Vale,
Hants.

Details and membership applications may be obtained from Mr Hambrook. A copy of "Finest Hour" will be provided if a pre-stamped foolscap envelope is enclosed.

Special Handstamps

Unless otherwise stated, items for reposting bearing at least 3p in postage, should be sent to the Head Postmaster of the town in which the special posting box is located.

1 July 1972 – Until further notice

Britain's Northernmost Post Office.

To be used at Haroldswick, Unst, Shetland. Special posting box at the post office.

7 August 1972

Inland Waterways Association National Rally Bridgewater Canal 1972 7 Aug 72 Lymm Cheshire. Special posting box at the Rally Caravan Site, Lymm, Cheshire.

14 August 1972

10th Anniversary of the First Solent Hovercraft Service 14 Aug 72 Ryde Isle of Wight. Special posting box at the Promenade, Ryde, Isle of Wight.

26 August 1972

Plymouth Navy Days 26 Aug 72 British Forces 1316 Postal Service. Special posting box at HMS *Drake*, Devonport. Items for reposting to Philatelic Officer, Raleigh Divisional Office, HMS *Drake*, Devonport.

27 August 1972

Plymouth Navy Days 27 Aug 72 British Forces 1317 Postal Service. Special posting box and items for reposting as for hand-stamp of 26 August.

28 August 1972

Plymouth Navy Days 28 Aug 72 British Forces 1318 Postal Service. Special posting box and items for reposting as for hand-stamp of 26 August 1972.

5 August 1972

International Air Day 5 Aug 72 British Forces 1319 Postal Service. Special posting box at RAF Chivenor, Barnstaple, Devon. Items for reposting to Philatelic Officer at the same address.

8 August 1972

25th Anniversary East Kilbride 8 August 1972 East Kilbride Glasgow. Special posting box at East Kilbride. Development Corporation Offices, Norfolk

House, East Kilbride.

15 August 1972

30th Anniversary of the Formation of the Pathfinder Force 15 Aug 72 British Forces 1288 Postal Service. Special posting box at 275 Postal and Courier Communications Unit RE BFPO 53. Items for reposting to Philatelic Officer at the same address.

16 August 1972

Twenty-fifth Anniversary of RAF Hospital Nocton Hall 16 Aug 72 British Forces 1263 Postal Service. Special posting box at RAF Hospital, Nocton Hall, Nocton, Lincoln. Items for reposting to Philatelic Officer at the same address.

19 August 1972

Woodford Air Display RAFA 19 Aug 1972 Woodford Cheshire. Special posting box at the Air Show.

19 August 1972

Glasgow Tramway Centenary 19 Aug 1972 Glasgow. Special posting box at the Transport Museum, 22 Albert Drive, Glasgow, G41 2PE.

30 August 1972

Anniversary of the Formation of No 4 Squadron Sixtieth 30 Aug 72 British Forces 1301 Postal Service. Special posting box at 8 Command Postal and Courier Communications Depot RE BFPO 34. Items for reposting to Philatelic Officer at the same address.

31 August 1972

Lanckroronski Art Collection Exhibition 31 Aug 1972 London SW7. Special posting box at the Polish Library, 9 Princes Gardens, London, SW7 1NB.

4 September 1972

Preston Guild Merchant Preston First Day 4 Sept. Special posting box at Harris Public Library, Lancaster Road, Preston, PR1 2PP.

7 September 1972

Twenty-fifth Anniversary 1947-1972 617 Tank Transporter Unit Royal Corps of Transport, 7 Sept 1972 British

Forces 1292 Postal Service. Special posting box at 8 Command Postal and Courier Communications Depot, RE BFPO 34. Items for reposting to Philatelic Officer at the same address.

23 September 1972

Llanuwchllyn Jiw Bili Yr Urdd 23 Sept 72 Bala. Special posting box at Llanuwchllyn, Bala. The English translation of the handstamp wording is "Llanuwchllyn Jubilee Welsh League of Youth".

Postmark Slogans

Unless otherwise stated items for reposting should be sent to the Head Postmaster of the town where the slogan is to be used, marking the outer cover "Postmark Slogan".

19 June – 16 September 1972

Girona Ulster Museum. To be used at Belfast, Northern Ireland.

3 July – 2 September 1972

Remember To Use The Postcode. To be used at Enfield, Middlesex.

10 July 1972 – 7 June 1973

Port of Manchester Serves British Industry. To be used at Manchester (the same wording as previous slogan but a different design).

1 August 1972 – 30 November 1972

Having a Wonderful Time at Bridlington Wish You Were Here. To be used at Bridlington, Yorkshire.

Until 31 July 1972

1 October – 30 November 1972

1 February – 31 March 1973

Tenovus Gives Hope For The Future. To be reused at Cardiff.

1 August – 30 September 1972

1 December 1972 – 31 January 1973

1 April – 31 May 1973

Tenovus Fight Cancer. To be reused at Cardiff.

Until 31 March 1973

Buckhaven and Methil The Quay To Industrial Development. To continue in use at Leven, Fife.

10 July – until further notice

Remember To Use The Postcode. To be used at Newbury.

16 July – 9 September 1972

Let's Go To Bristol Zoo. To be used at Birmingham.

24 July – 12 August 1972

Steam Engine Rally 12-13 August Chew Stoke Bristol Free Car Park. To be used at Bristol.

REPEAT CAMPAIGNS

19 August – 26 November 1972

What's On In Shrewsbury Phone Shrewsbury 2200.

27 November – 21 December 1972

Christmas Shopping Illuminations Shrewsbury.

17 February – 17 May 1973

Shrewsbury Historical Centre. Brochure From Information Bureau.

18 May – 17 August 1972

Shrewsbury Musical And Floral Fete. All slogans to be reused at Shrewsbury, Salop.

26 June – 16 July 1972

Free Public Entertainment In Harlow Every Weekend May-August.

17 July – 31 August 1972

Harlow Town Show Bank Holiday Fun.

1 September – 30 November 1972

1 January – until further notice 1973

Harlow Play House Theatre And Arts Centre Nightly.

1 December – 31 December 1972

See Harlow's Christmas Lights. All to be reused at Harlow, Essex.

3 July 1972 – 2 July 1973

See Sussex From Sunny Worthing On The Warm South Coast. To be reused at Worthing, Sussex.

Postmark Slogan Corrections

The slogans "Stranraer for Sea, Sun, Scenery" and "Stranraer Welcomes New Industry" mentioned in the June *Bulletin* are in use at Stranraer and NOT Ayr.

Letters to the Editor

Dear Sir,

On reading "Stamp Issue Subjects" on page 7 of the June issue of the *Bulletin* I thought of the approaching 150th anniversary of the first locomotive-hauled railway – the Stockton and Darlington Railway, opened in 1825.

Continuing my reading I was agreeably surprised to come to Mr Needham's letter and would heartily endorse his sentiments.

If an issue is contemplated for 1975 I would suggest that the stamps should depict steam locomotives, including "Locomotion No 1" (opening of the Stockton and Darlington Railway), the "Rocket" (opening of the Liverpool and Manchester Railway) and the "Evening Star" (the last steam locomotive built for British Rail).

Other countries have issued stamps showing steam locomotives, and in my opinion, two handsome sets are those of Czechoslovakia 1956 and San Marino 1964.

I hope that such an issue will be favourably considered bearing in mind how the steam locomotive revolutionised transport and that it was a British invention. Even Hungary issued (in 1948) a stamp to George Stephenson – the centenary of his death.

Yours faithfully,

A. C. SMITH

Glasgow.

Dear Sir,

As your correspondent writes in the June issue of the *Philatelic Bulletin*, it is high time that British Railways should have a set of stamps to commemorate the origin of Railways. As the railway from Euston to Glasgow will be completely electrified, and in effect, a new railway, by the end of next year, there is plenty of time to arrange for a set of at least 4 values. I suggest the following subjects:—

1 "THE ROCKET", the first locomotive on the Liverpool and Manchester Railway, built in 1829. This should be the design for the lowest value stamp.

2 The next value should represent the

final stage of steam locomotives, say the "ROYAL SCOT" (LMS) or "FLYING SCOTSMAN" (LNER).

3 The next value should represent a present-day diesel electric locomotive.

4 The highest value should represent the electric locomotives to be used on the electrified line to Scotland.

This set would have an enormous attraction for collectors all over the world, especially "thematic collectors".

Yours sincerely,

CHAS. F. COBON (M.I.MECH.E.)

Dunstable, Bedfordshire.

Dear Sir,

I was interested to read, in the July *Philatelic Bulletin*, K. F. Needham's letter regarding a special stamp issue with a railway theme and agree with it very much. I think there must be many railway enthusiasts also who are in favour of this suggestion.

As well as supporting K. F. Needham's letter, I myself venture to suggest that, when the next Stamp Programme is compiled, there should be a special issue of stamps in March to commemorate Easter.

Yours faithfully,

M. HUNT

Beverley, Yorks.

Dear Sir,

I have read with interest – and sympathy – the letter from K. F. Needham in the June issue of the *Philatelic Bulletin*.

It is strange indeed that no stamp has ever been issued by the British Post Office depicting any subject connected with railway transport, particularly when it is remembered that British railway engineers not only pioneered railway travel in Britain, but also built and equipped major railway systems in many other countries. These men are recognised throughout the world as some of the greatest engineers in our history and their works are acknowledged to be masterpieces of design and skill – by most people except the British Post Office.

Many countries issue stamps to commemorate their railway centenaries – but not Britain. Many countries issue stamps to commemorate their greatest engineers – but not Britain. Many countries issue the most attractively designed stamps portraying *British* historical and vintage locomotives, but not the *British* Post Office.

If you do not receive a great many letters on this subject it will be surprising, particularly as there are thousands of railway enthusiasts in Britain, many of whom are also philatelists specialising in the railway theme. There is in fact a Railway Philatelic Society, but it is certain that the only stamps of Great Britain to be found in the collections of its members are those issued by the private lines and preservation societies for railway-letter use.

It has occurred to me that shipping has not been particularly well represented on the stamps of Great Britain either, in spite of the fact that Britain has claimed to be the leading maritime nation in the world since the time of King Alfred. The “Ships” issue of January 1969 was the only set ever produced by the British Post Office, in 132 years, specifically to commemorate the country’s long history of maritime prowess in both peace and war; and even then we had to suffer the decapitation of all the masts of our proud sailing vessels!

I too look forward with interest to the reaction from other readers to Mr Needham’s letter.

Yours sincerely,
R. H. SHORT

Dear Sir,

I was beginning to think that the designs of British commemorative stamps had improved over the last few years but the latest issue of the “Village Churches” series seems to set us back a few years. I have yet to hear of favourable comment on either the design or colouring of this latest issue – in fact, the most favourable comment has been that they are nearly as bad as the Christmas ’66 issue. Compliments as well as criticisms are due

especially in respect of the 3p Tut and all of the explorers’ issue.

In my opinion the previous architectural issue of 1969 (May) was immeasurably superior insofar as they delineated the character of the buildings as opposed to the current issue of whitewash on a background of some peculiar colours.

Yours sincerely,

R. J. HENDERSON

Combuslang, Glasgow.

Dear Sir,

In the “Letters to the Editor” section of the June issue of the *Bulletin*, Mr K. F. Needham of York points to the fact that the British Post Office have never yet produced a stamp commemorating any railway achievement. As a collector of British stamps I have always regretted this fact. I should like to support the proposal that such a special issue will be put forth.

Certainly, this need not be in connection with the UIC jubilee (though it would have been better). It can be at any time. May I remind you of the four special stamps issued in 1969 to commemorate postal achievements (National Giro, Telecommunications, Automatic Sorting). I could imagine that quite a similar thing can be done with the railways.

Yours faithfully,

F. SCHARTL

Wiesbaden, Germany

Stop Press

The Silver Wedding First Day Covers will cost 5p.

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