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Philatelic Bulletin

Volume 58 No.7

Typography &

The Queen Victoria Jubilee Stamps





TPOs & A JOURNEY IN TIME • DECIMALISATION • NELSON & CRIMEAN VETERANS

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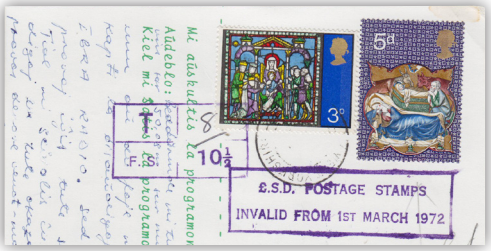
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Typography and the Queen Victoria Jubilee Issue



An enlargement of the adopted small head die proof (No 289) showing the fine white line cut around the head. Following this, the matter external to the line is removed – for printing the profile on an uncoloured background. The whole proof is below – the one next to it shows earlier work on the small head from 1884

With turmoil in her government ignited by the resignation of Lord Randolph Churchill, the Chancellor of the Exchequer, Queen Victoria was distracted from giving what was hoped for – her enthusiastic approval of stamps for the upcoming issue. At least that's what J S Purcell, Controller of Stamps at Somerset House wrote to Warren William De La Rue on 29 December 1886: *'I'm afraid the Queen's mind is more set upon the Churchill incident than upon our stamps'.* Nine days earlier on the 20th – the same day that Winston Churchill's father left office, Windsor Castle acknowledged receipt of the set of stamps, mounted in a book – *'I am commanded by the Queen to thank you for the book of Postage Stamps which you have sent to Her Majesty... she did not give me any opinion of them'.* Purcell sent that message along with his appraisal of the royal apathy to Warren William. Since their subsequent issue on 1 January 1887 and into the modern era, the stamps have elicited a far more attentive analysis.

Referred to generally as the Surface Printed Victorian Jubilee stamps, this title is dubious on two counts. Surface printing is actually more akin to lithography which uses a totally flat plate to print from, whereas typography, the more accurate description of the print process for this issue, involves transferring the stamp's design to paper via a 'kiss' from ink coated elements that sit proud of the plate. As for the 'Jubilee', the 1887 issue date coinciding with Queen Victoria's fiftieth anniversary of her accession – that concordance was more luck than judgment. The catalyst for the development of a new stamp set was primarily born out of concerns in 1884 that the Inland Revenue had in relation to the Unified Issue's poor identification of denominations. The lack of colour distinction between stamps commonly known as the 'lilac and greens' being a contributory factor, particularly in poor light. After all,



Adopted die proof No 289



Preliminary proof from 1884



The head die proof No 289 – for printing on a plain background. It's printed black on white glazed card, with circular black surround with two slots and a thin white line around the head. Endorsed 'BEFORE HARDENING' and dated '2 JUL 85'



The head die proof No 288 for printing on a solid background. also printed in black on white glazed card, with circular black surround with two slots and solid shading around the head. Endorsed 'BEFORE HARDENING', '2 JUL 85'

this was an era when candlelight and naked gas flames were the norm when daylight started to fail, creating problems for stamp selections for postage and more significantly for Post Office workers checking frankings – resulting in the potential loss of income for the Revenue. Following this, and with the Board of Inland Revenue's plans for a broader range of values in 1884, they felt it prudent to establish a Stamp Committee to plan and oversee the production of stamps. Numerous meetings followed in liaison with De La Rue who took the initiative and came up with various innovative design concepts. It was agreed that integral to all designs would be a new 'small' Queen's head, and so in a warrant dated 30 May 1885, the Commissioners of Inland Revenue instructed De La Rue to begin preparatory work to enable printing of a new profile of The Queen on alternative backgounds, both solid colour and uncoloured. This required the engraving of two new head dies which are illustrated opposite – No 288 for printing on ►



A card from the Stamp Committee presentation book bearing the ten stamps that comprised the original 1887 ½d –1s 'Jubilee' stamp set. The 1d Lilac which is also featured was not part of the Committee's work – it having been issued in 1881



½d Vermilion
1 January 1887

a coloured background and No 289 for appearing on plain. These proofs illustrated (p196) date back to July 1885 but the De La Rue striking books log a 'Small Head' proof that precedes these, dated 24 December 1884.

With security at the forefront of the Board's thinking, the Stamp Committee's report recommended the use of doubly fugitive inks. These inks were made to run when subjected to any form of moisture, whereas the singly fugitive inks were created to dissolve only when exposed to certain solvents, eg turpentine. This would therefore constitute a significant barrier to the removal of cancellations and repeat usage of stamps. The Committee's brief also gave scope for two colour printing and the use of coloured paper, in addition it was decided that corner letters would not be incorporated in the new designs.



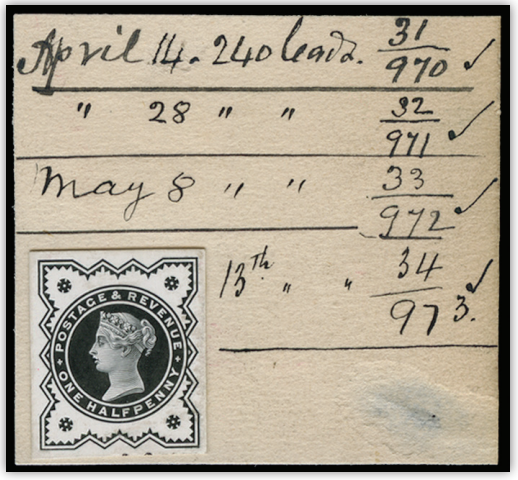
One of several magnificent hand painted essays that were made in the development of the Jubilee stamps



½d Vermilion bottom right hand corner marginal control 'B' block of six. Marginal setting 1B, perforation type P, without rules from the left hand side of the 480 mill sheet



A striking book piece of 1887 for plates 31, 32, 33 and 34 bearing a ½d die proof in black on white glazed card, cut to stamp size and mounted on card (57 x 53mm) endorsed with several dates pertaining to when leads were taken





An extremely rare doubly printed 1887 ½d Vermilion. Only three examples are believed to exist

Right: four blocks of four ½d stamps showing different shades, from top to bottom – deep vermilion, vermilion, orange vermilion and pale vermilion

The ***½d Vermilion*** was printed in far greater volumes than any of the others in the Jubilee series with 56,225,903* sheets being produced. The tariff covered the postage for inland postcards and printed matter. There were no official ink changes during the print runs, however several hues exist, four of which are illustrated opposite. This stamp was also the only one in the series that had control letters in the margins – the purpose of these is still open to conjecture but it's believed that they pertained to De La Rue's administrative practices.

Insightful information about the production of the Jubilees is documented in De La Rue's striking books which record the striking of all leads. These books have now been cut up – leaving philatelists and dealers scrambling to collect the highly sought after remnants. Most pieces have trimmed die-proofs attached with annotations logging the plate number and date of striking, along with a record of the die from which the leads were taken. Each entry refers to an official instruction (a warrant) for the creation of plates, therefore the books formed a record of every plate made, and a tally of leads struck for plate repairs.

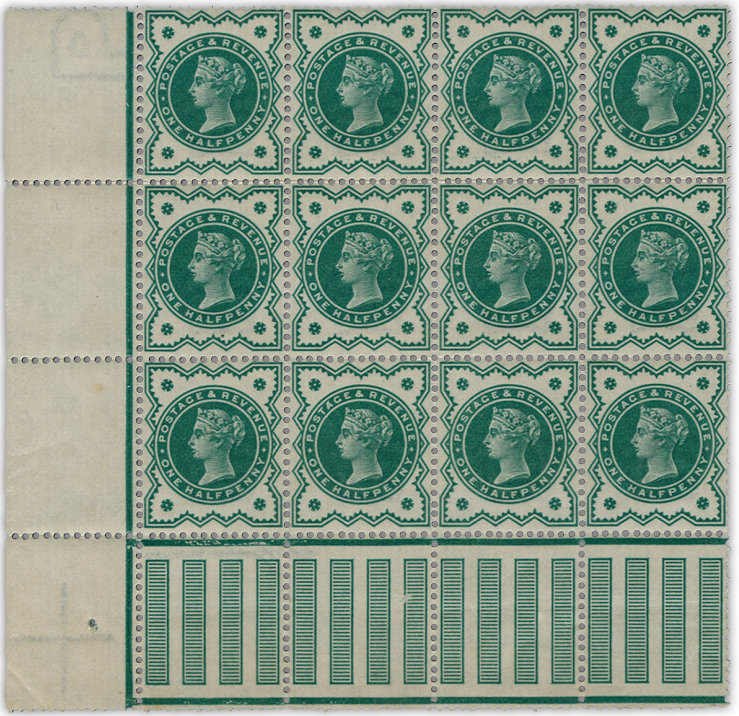
The ***½d Blue-green*** of 17 April 1900 was the penultimate issue of Queen Victoria's reign, it came about as a result of a request made by the International Postal Union that stamps of similar value produced by member nations should strive for a degree of consistency of colour. However, in due course it was discovered by government chemists that the ink De La Rue used contained chromate lead – a poisonous compound, consequently the ink was replaced with a mixture of prussian blue and zinc chromate. ►



½d Blue-green
17 April 1900



From 1900, a ½d colour trial proof – this one printed in lime green on gummed, unwatermarked paper



½d Bright blue-green bottom left hand corner marginal interpanneau block of twelve with pillars between panes from the left hand side of the 480 mill sheet

*Source: *Stanley Gibbons, GB Numbers Issued 1840 to 1910.* Based on different calculations *The De La Rue Years 1878-1910 Volume 2* by W A Wiseman states 37,916,226,





1½d Purple and Green
1 January 1887

Above right: a hand painted essay showing a remarkably close resemblance to the finished product. However, the angle of The Queen's forehead and crown bears a closer resemblance to previous versions of her profile. Also, the wavy horizontal linework to the face and neck are not suggested, and the slightly stippled treatment of the green tablet on which the value sits was not adopted, and was ulitmately executed with horizontal lines

Unfortunately though, when exposed to moisture, the yellow zinc chromate pigment created inconsistencies of colour due to it being soluble in water – this was finally overcome with a non-soluble pigment. Distinguishing the stamp's three different inks is almost impossible with the naked eye, but they can be identified under long wave ultraviolet light. Date stamp cancellations can also give accurate clues as to which inks were printed. With De La Rue having excelled in creativity, artistry, craftmanship and innovation in the production of the Jubilee stamps, it seems a shame that this late issue in the series was tarnished with the aforementioned hitches in the production of inks.

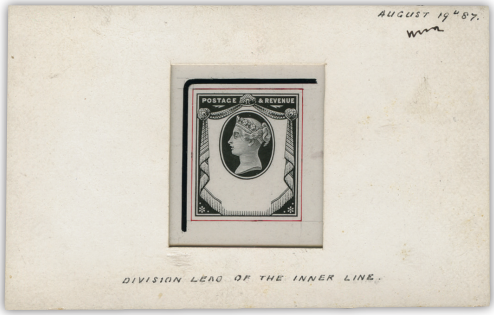
The duty plate for the ***1½d Purple and Green*** wasn't 'robust' and therefore it was susceptible to damage – it required replacing due to breaks in the

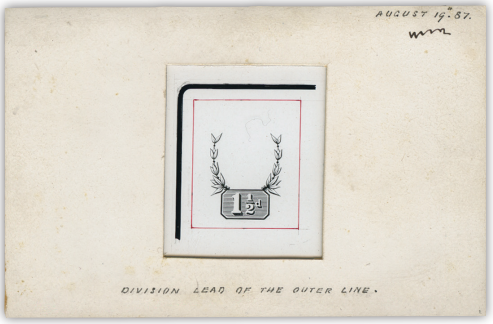


All the Queen Victoria Jubilee stamps were comb-perforated. Both horizontal and vertical comb machines were employed during the production of the series. Shown here is a rare misperforation due to a paper fold prior to perforation



Reply paid essays from 1894 – part perforated corner marginal strip of three of the 1½d head plate printed in blue on gummed watermarked paper. The first with engine turned background and The Queen's portrait in an oval frame, the second with a blank background and oval frame, the third with blank background and The Queen's portrait and oval frame replaced with a hand painted octagonal frame





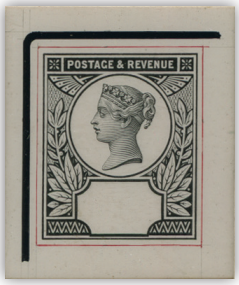
1½d marginal setting die proofs. The head plate proof (top) is endorsed 'DIVISION LEAD OF THE INNER LINE' with marginal line in black set close. The duty plate proof is endorsed 'DIVISION LEAD OF THE OUTER LINE' with marginal line in black set wide. Both are dated 'August 19th 87' and initialled 'WWD' (Warren William De La Rue). They are believed to be a unique set of instructions to the composing room for the divisional leads of the marginal rules

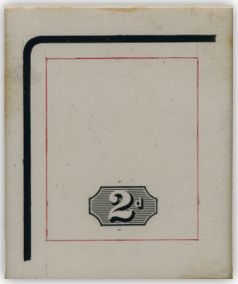
details of the leaves. The use of two colours was a recommendation of the Stamp Committee – just one of the facets that enabled clearer distinction of values. Utilising the bi-colour process, it was imperative that registration of the head and duty plates were perfect, that was just one of the challenges that print production of the series presented. Testimony to this is borne out by the evolution of print settings. The first settings of all stamps printed in 1887 did not have anything printed in the margins, however, subsequent settings did, with the appearance of Jubilee lines. These were printed 'guard rules' that were the brainchild of Warren William De La Rue. They printed at type height and enclosed all the design elements within each pane on the printing plate. With the repetitive heavy pressure of the printing plate engaging with paper held on the roller, the 'guard rules' had the effect of offering protection to the plate, specifically the areas for printing the outer edges of stamps that were positioned adjacent to the sheet margins. The next incremental value was the ***2d Green and Red***, the marginal setting die proofs illustrated below show the lines for both the duty and head plates and probably served as presentation concepts to the Inland Revenue and possibly instructions to the composing room for the divisional leads. ►



2d Green and Red
1 January 1887

Below: a hand painted design for the 2d. The colour trials (bottom) were not produced for colour selection of the 2d. They were made in 1899 on gummed, unwatermarked paper in connection with colourways for the 1s of 1900

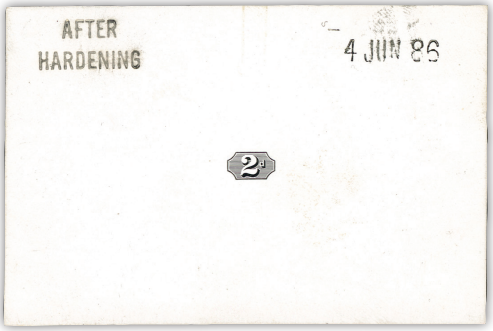




2d marginal setting die proofs of 19 August 1887. The head plate (top) showing the division lead of the inner line, and the duty plate proof showing the division lead of the outer line. These proofs were presented in the same style as those of the 1½d, with the same endorsements, and were probably created with the same objectives in mind



2d head plate die proof printed in black on white glazed card (92 x 60mm) dated '20 MAR 86'



2d duty plate die proof printed in black on white glazed card (92 x 60mm) endorsed 'AFTER HARDENING' and dated '4 JUN 86'







2½d Purple on Blue Paper
1 January 1887

The ***2½d Purple on Blue Paper*** was issued for the Foreign Letter Rate and embraced another innovation – that of printing on coloured paper. This was another of the features employed to give clearer distinction between the values. There were production problems with the ***3d Purple on Yellow Paper*** in connection with the creation of the yellow paper, resulting in an 'orange paper' variety. This was due to the fact that unlike De La Rue's contract forbidding the use of lead compounds in inks, they were free to use them in paper, however, the lead chromate pigment used can be oxidised to orange dichromate. These stamps are scarcer and of significantly higher value, but due to the relatively easy chemical process of fabricating the variety, it's believed that stamps have been manipulated and sold fraudulently.



2½d die proof of 1886 cut to size from the DLR striking books, mounted on buff card (51 x 33mm) and annotated in manuscript 'Mar 18/240 Leads' and '30-86/P' in red



2½d Deep purple/blue plate 6a, bottom left hand corner marginal pair from the left hand side of the mill sheet (1887). Setting 3 with marginal rule cut under R 20/1

QV Jubilees **quiz**

1 In what year was the ½d Blue-green issued?
a) 1887 b) 1891 c) 1900

2 Which stamp was not the work of the Stamp Committee? a) 2d Green and Red b) 1d Lilac c) 3d Purple on Yellow Paper

3 A variety of the 3d Purple on Yellow Paper is... a) Purple on Lemon Paper b) Purple on Orange Paper c) Purple on Citrine Paper

4 Jubilee lines were the idea of... a) Warren De La Rue b) J S Purcell c) Warren William De La Rue

5 The Jubilees were printed with what print process? a) Typography b) Photogravure c) Lithography

How to enter Please send your answers, with your contact address or phone number, marked 'QV Jubilees Quiz', to: Tallents House, 21 South Gyle Crescent, Edinburgh EH12 9PB. Or by email to tim.lees2@royalmail.com.

Prizes The first five correct entries drawn after the closing date win the latest Machin Definitive Presentation Pack.

Closing Date 15 April 2021.

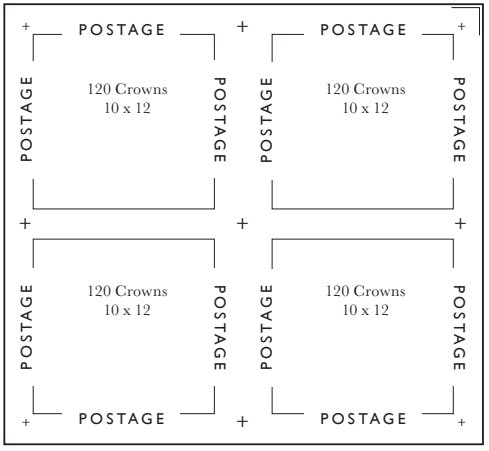
December solutions Christmas quiz
1)b 2)b 3)a 4)c 5)b
Winners Ronald Smith, Bovingdon; D C Perkin, Macclesfield; Mr T J L Browne, Bury St Edmunds; John Edmundson, Halifax; John Eves, Gravesend.

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.

The machine-made wove paper was supplied by R D Turner of Roughway Mill, Malling, Kent with the Imperial Crown watermark. De La Rue made the four set dies for making the copper 'bits' – these elements are affixed to a brass cylinder, called a 'dandy roll', that make the impressions which become the watermarks. The crown element that appears on each stamp was largely based on the Large Crown watermark that was used on the line-engraved 1d. Illustrated below is a layout to show how the various components were positioned for watermarking on the 480-crown mill sheet. Initially the ½d, 1½d, 2d, 2½d, 3d, 5d, 6d, and 1s sheet settings, comprised two panes of 120 separated by an 'interpane margin', this gutter being one stamp high. This facilitated the printing of 240 stamps per sheet, and in later years, two aligned plates printed two panes each for the production of 480 stamps per sheet.

In next month's *Bulletin* we will look at the other denominations along with their essays, die-proofs, colour trials, and sheet settings, and also consider some aspects of the working relationship between De La Rue and the Inland Revenue ●

Article by Ian Boardman, with thanks to Phil Waud FRPSL for his considerable insight offered and image usage. The information in this article has been gleaned from a plethora of sources including *The De La Rue Years 1878-1910* – W A Wiseman, *The De La Rue History of British and Foreign Postage Stamps* – John Easton and the *Stanley Gibbons, GB Specialised Stamp Catalogue, Queen Victoria*. Images are reproduced with the permission of Phil Waud: p196 adopted die proof 289, preliminary proof 1884; p201 2d marginal setting die proofs, 2d head/duty plate die proofs. The Postal Museum: p203 3d registration sheet and all hand painted essays. Bill Barrell: p200 1½d misperforation. Thanks also to Victoria Lajer for supplying all other images from Stanley Gibbons' – *The 'Aureum' Collection.*



Watermark layout of 480-crown mill sheet



3d Purple on 'Orange' Paper *1891 (SG date this 1890)*



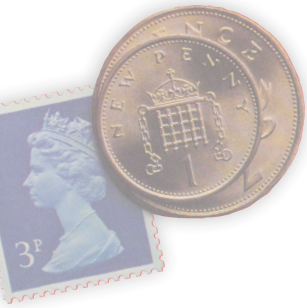
3d Purple on Yellow Paper *1 January 1887*



3d purple on yellow paper, plate 4, registration sheet of 216 stamps (two panes, arranged vertically, each comprising ten rows of twelve stamps, with 24 stamps removed from the top right hand corner of the lower pane

Part two

Decimalisation and the Post Office



Last month's article dealt with the background to the change to decimal currency in 1971, and the Post Office's involvement with it, up to the introduction of decimal definitives and postage dues. This month's article will take a very brief look at the remaining stamps and stationery that were issued, together with a range of other things that were affected by decimalisation.

Postal Rates The 5d/4d inland rates for first/second class had originally been intended to be raised to 7d/6d. In the event this became 3p/2½p on decimalisation, or 7.2d/6d. Overseas rates however were set by UPU treaty, and so remained at the nearest equivalent to the existing £sd rates for the first few months, until the agreements from the 1969 Tokyo Congress took effect on 1 July. This resulted in a number of short-lived rates for surface post and special services such as registration and express, some of which were actually less than the corresponding new inland rates.



Cover of the Overseas Postal Charges leaflet issued with the new rates



The overseas surface and European all-up postcard rates were 2p from 15 February to 30 June 1971 – a conversion from the previous 5d rate. The cheapest rate for an inland postcard in this period was 2½p for second class

Commemorative Stamps Generally, the commemorative stamp programme began early in the year. However, for 1971 it was decided that the first issue would be in June, since new decimal definitives and regional stamps would also be needed. This was an issue originally announced to mark the 50th anniversary of the Parliament of Northern Ireland but as this subject was controversial at the time the stamp issue was replaced with Ulster '71, *'a nonpolitical festival aimed at restoring Northern Ireland's economic and tourist position'*. It was agreed that focusing the designs on Ulster scenery and tourism would be the safe option, resulting in a rather anodyne set of landscape paintings by local artists. Unusually, special First Day cancels in a common pattern were used in several Ulster towns, most of which (other than the one from Belfast) are scarce to rare. Only three more sets followed (literary anniversaries, general anniversaries, and modern university architecture) before the annual Christmas issue.

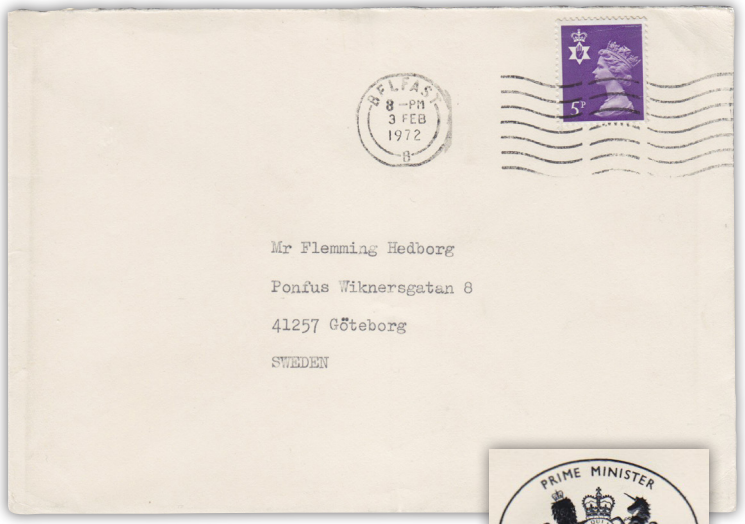
The full story of the Ulster '71 issue can be read in Andy Pendlebury's article of August 1994: https://www.postalmuseum.org/wp-content/uploads/2018/12/Stamp-History-1971-Ulster-Paintings.pdf



First Day Cover of the Ulster Paintings set with Londonderry special cancel (uncommon, but the one most often seen after Belfast)

Regional Stamps The next adhesive stamps issued were the sets for Scotland, Wales, Northern Ireland and the Isle of Man (Jersey and Guernsey having become postally independent in 1969). The opportunity was taken to change the distinct Wilding designs for each area to Machin-based designs in a common style. These have a smaller Queen's profile than on the national issue, with a national emblem in the top left corner – the Scottish Lion, the Welsh Dragon, the Red Hand of Ulster, and the Three Legs of Man.

All four sets were issued on the same day, 7 July, and contained the same four values, 2½p (second class), 3p (first class), 5p (the overseas surface rate from 1st July, and also Zone A airmail letters), and 7½p (Zone B airmail letters – the 9p Zone C rate could be made up with 3x3p). ►



Northern Ireland 5p on a letter at the European all-up rate. The envelope has the crest of the Prime Minister of Northern Ireland (Brian Faulkner, the last holder of the office) and was sent to a Swedish autograph collector who requested signatures from many prominent persons









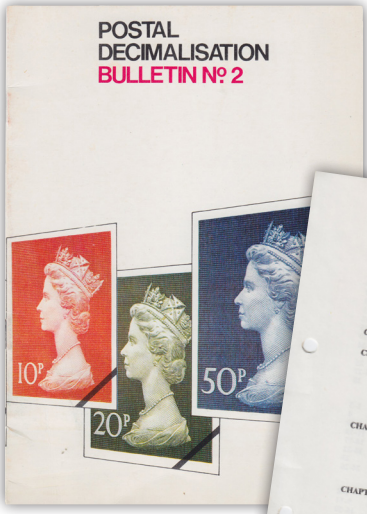
Postal Stationery No great changes were required across most of the range here, as a new octagonal Machin design for stationery had been rolled out from 1969, in both embossed and letterpress forms. Envelopes, postcards, and letter-cards were straightforward new issues for 3p first and/or 2½p second class, but the registered envelopes caused more complications, with some unusual items being issued – a couple of which are illustrated here.



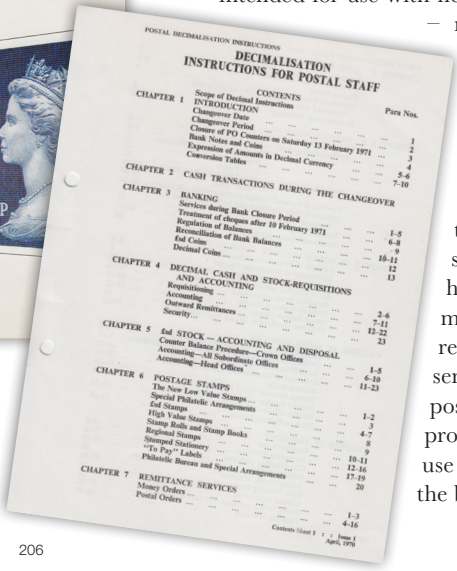


Above: to avoid wasting stock, old large 3s 5d envelopes (size 'K') were uprated with a letter-press 6p imprint to make them up to 23p, and issued towards the end of March. This was the only mixed-currency postage item issued by the Post Office

Although the inland registration fee was being raised from 3s (15p) to 20p, the corresponding rise in the overseas fee had to wait until 1 July. In the interim a special envelope headed 'Overseas Registered Letter' was issued, with a 15p embossed stamp for just the registration fee – as minimum overseas postage could vary widely according to the type of mail and the destination. This is a quadruple Zone C airmail rate of 36p (9p per ½oz)



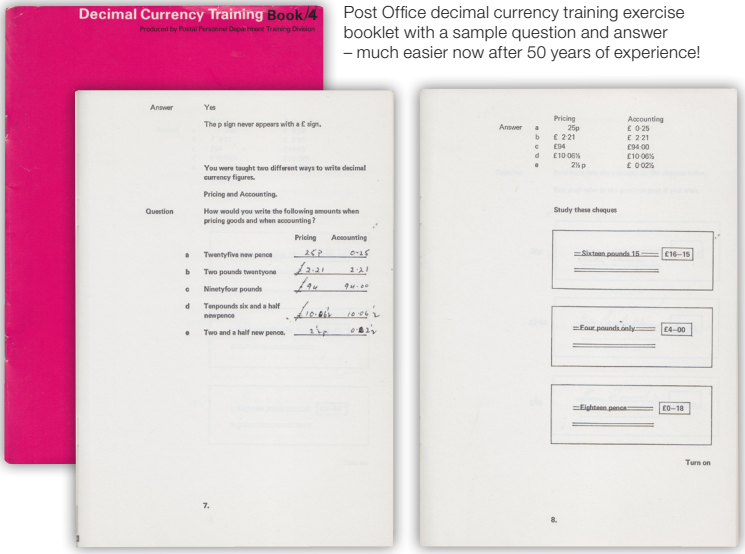
Postal Decimalisation Bulletin No. 2 introduced the new stamps



First contents page of the instructions folder – there were 14 sections, with many things to learn!

Staff Training Prior to decimalisation, Post Office staff were instructed in the use of the new currency and the new sheet format of the definitive stamps. A set of simple training labels were printed which had a large decimal value on a field of the same colour as the corresponding new stamp. The labels were intended for use with new stock book ready reckoners – removing the stamps in the correct order from the top right first allowed the staff to quickly calculate the value of the remaining stamps in the sheet by placing them on the ready reckoner. Examples of these labels were of course not supposed to leak out into the hands of the stamp trade, but many did, and they are quite readily available even today. A series of booklets was issued to postal staff, to inform them of progress and to train them in the use of the new currency before the big day. A series of four 'Postal

Decimalisation Bulletins' were prepared to '*keep [them] in the picture*', and a loose-leaf folder of detailed instructions was issued in April 1970. There were also books of training exercises, similar to the ones used in industry, for staff to work through practical examples.



Post Office decimal currency training exercise booklet with a sample question and answer – much easier now after 50 years of experience!



Labels for training purposes that have subsequently fallen into the hands of collectors

Stamp Dispensers Stamp vending machines outside post offices had traditionally delivered single stamps from a roll. A new type was rolled out from August 1969, which took either a 1s coin or the new 5p piece of the same size and value, and delivered a se-tenant strip of five stamps – to the value of 1s before decimalisation (2d, 2d, 3d, 1d, 4d) and 5p afterwards (2p, ½p, ½p, 1p, 1p). These strips enabled the main inland postal rates (4d/5d and 2½p/3p) to be easily made up in various possible combinations, and as the machines delivered a fixed-value strip of stamps they would not require modification to accept a different coin in order to cope with increases in rates. ►







Stamp Books The face values of the issued decimal books were mostly the equivalents of the existing £sd versions – so the 2s book became a 10p book, and similarly 5s, 6s and 10s were replaced by 25p, 30p, and 50p. The existing 4s 6d book had no direct value counterpart. Functionally (and officially), however, the 25p book containing 10 x 2½p second class stamps was the replacement for both the 4s 6d (12 x 4d second class stamps and 6s x 1d makeup stamps) and 6s (18 x 4d) books – and likewise the 30p book (10 x 3p first class stamps) was the replacement for the 5s book (12 x 5d first class stamps).

However, the changes in currency and rates meant that the long-established six-stamp pane format was not always a good fit in these new books. The solution was to use either one or two spaces in some of the panes for commercial advertising, a practice making a return after nearly two decades.



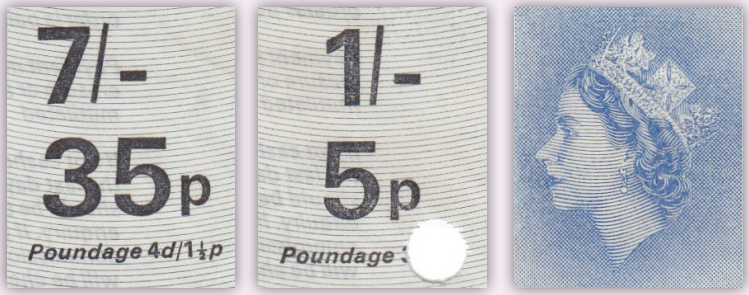
Postal Museum photograph of a booklet sheet of panes of 5 x 2½p stamps plus an Esso advertisement in each pane. These special cylinders used for printing booklet stamps had a central gutter and panes arranged tête-bêche so each pane had a binding margin once guillotined

Reply Coupons These were adopted at the 1906 Rome UPU Congress as a way to prepay a reply from a correspondent in a foreign country. The basic International Reply Coupons were printed and distributed centrally, with each country overprinting them with their name and current sale price; when enclosed in a letter, the recipient could exchange them in any other UPU country for a stamp paying the minimum rate to the country they had been sent from. There was also a separate cheaper Commonwealth Reply Coupon (introduced in 1927 as the Imperial Reply Coupon) which was exchangeable in Commonwealth countries (or Ireland) for a stamp at the then lower postal rates to those destinations. The approach adopted with reply coupons was to produce transitional versions (announced in August 1970). Their selling prices given in both £sd and decimal currency, and could therefore be used both before and after D-Day until new decimal-only versions could be circulated. These were in fact needed quite soon, as the increase in postage rates on 1 July meant a consequent increase in the selling price of the coupons, and the withdrawal of the transitional versions.

Postal Orders Post Offices, then as now, do not sell just the various forms of postage – they are an outlet (and these days an underused one) for a range of other items. One of the most important of those in 1971 was postal orders, which were heavily used to pay for all kinds of things, especially by people who did not have a bank account (quite common then) and so were unable to use cheques. Again, transitional versions were adopted: from March 1970 orders in a new design began to be issued, in shilling steps from 1s to 19s, but with the values and poundage charges expressed in both old and new currency. New versions of these without the poundage were issued from January 1971, both new prints and old stocks with the poundage deleted – as the *Post Office Gazette* explained, it would have been an offence under the Trade Descriptions Act 1968 to sell the unmodified versions after D-Day (presumably under the 'False or misleading indications as to price of goods' section?). Later versions were of course priced solely in decimal currency. ▶

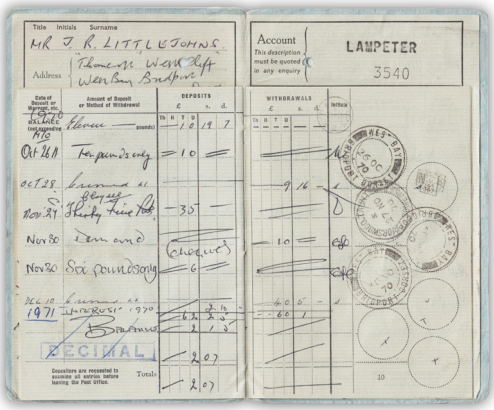


Two examples of the dual currency postal orders – the original type with poundage shown in both forms, used in 1970, and the version with poundage deleted by a punched hole, used in 1972. Unpunched versions are sometimes also seen with the poundage crossed out in pen, presumably done at the counter on stock already held





Transitional versions of both reply coupons with selling prices expressed in both old and new currency



'Old Bank' book showing the conversion to decimal currency, apparently done when the book was returned to the Savings Bank according to rule because a large withdrawal had been requested

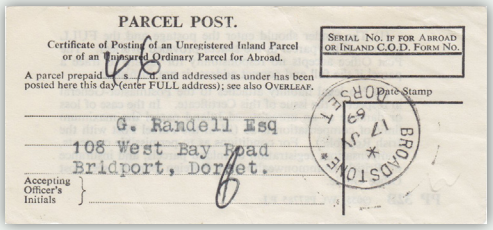
National Savings This is another key postal service – originally known as the Post Office Savings Bank (founded 1861), it became the Department of National Savings in 1968 in preparation for the Post Office becoming a public corporation in 1969 (with National Savings remaining as a government service). This affected the way balances were converted to decimal currency. In the 'New Bank' books issued since the change – in which a balance was recorded at each transaction – the £sd balance in the book was to be converted to decimal at the Post Office counter at the first transaction on or after D-Day. Many people of course had books that they had been using for years beforehand, and in these 'Old Bank' books – in which running balances were not recorded – the conversion was done when the book was next received in the Savings Bank in the normal course of events. It was also possible to save in smaller amounts by sticking National Savings stamps in a little booklet until such time as enough had been accumulated for a deposit, and these can serve as an example of the numerous types of non-postal stamps sold over the Post Office counter. The existing stamps, first issued in 1968, were of the value of 2s, so the natural proceeding was to print a dual currency version with the value shown as both 2s and 10p. These were issued to post offices from July 1970 as and when they requisitioned new supplies.



A page from a National Savings stamp book that does not appear to have ever been cashed in – it shows the transition from the old 'flag' design to the dual currency version showing the new 10p piece and a thrift plant

Postage Meters Machines dealing with currency amounts in £sd naturally had a different configuration from those produced for decimal systems, so the introduction of decimal currency meant retooling for postage meter users. From 1968, both new and modified machines used a redesigned style of frank in which all amounts were expressed in pence only. These could be interpreted as either old pence before D-Day or new pence afterwards, with the only adjustment needed on the changeover being to reset the credit balance to the equivalent in decimal currency.

Postal Forms A look through some old copies of the *Post Office Circular* will reveal the large number of different forms that were in use by post offices, some customer facing (such as certificates of posting), others purely for internal use. Any of these that made reference to currency amounts in £sd naturally required new versions – a mammoth task for the Stores Department! The general procedure was to first produce a 'Bridging Decimal' issue in a form that could be used before and after D-Day, and subsequently issue a 'Final Decimal' version with currency amounts unambiguously expressed in decimal. In practice, bridging and even £sd forms are found used after 1971 with manuscript alterations, so presumably many offices took some time to work through the backlog they had on hand. ►


PARCEL POST.

Certificate of Posting of an Unregistered Inland Parcel or of an Uninsured Ordinary Parcel for Abroad.

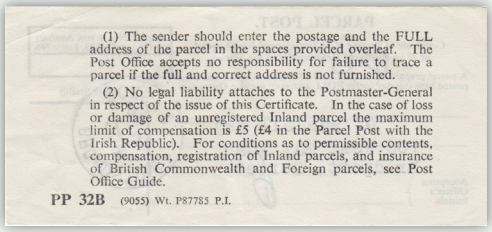
A parcel prepaid 1s 6d and addressed as under has been posted here this day (enter FULL address); see also OVERLEAF.

Serial No. if for Abroad or Inland C.O.D. Form No.

Date Stamp

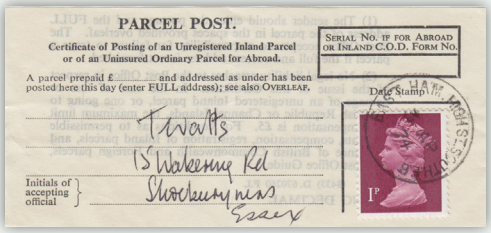
G. Randell Esq
108 West Bay Road
Bridport, Dorset.

Accepting Officer's Initials


(1) The sender should enter the postage and the FULL address of the parcel in the spaces provided overleaf. The Post Office accepts no responsibility for failure to trace a parcel if the full and correct address is not furnished.

(2) No legal liability attaches to the Postmaster-General in respect of the issue of this Certificate. In the case of loss or damage of an unregistered Inland parcel the maximum limit of compensation is £5 (£4 in the Parcel Post with the Irish Republic). For conditions as to permissible contents, compensation, registration of Inland parcels, and insurance of British Commonwealth and Foreign parcels, see Post Office Guide.

PP 32B (9055) Wt. P87785 P.I.


PARCEL POST.

Certificate of Posting of an Unregistered Inland Parcel or of an Uninsured Ordinary Parcel for Abroad.

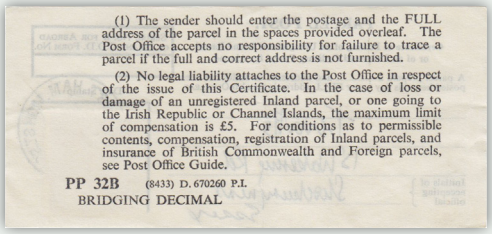
A parcel prepaid £ and addressed as under has been posted here this day (enter FULL address); see also OVERLEAF.

Serial No. if for Abroad or Inland C.O.D. Form No.

Date Stamp

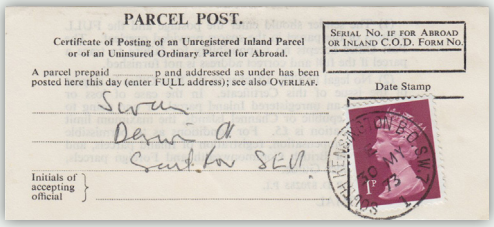
Twatts
15 Wakering Rd
Shoeburyness
Essex

Initials of accepting official


(1) The sender should enter the postage and the FULL address of the parcel in the spaces provided overleaf. The Post Office accepts no responsibility for failure to trace a parcel if the full and correct address is not furnished.

(2) No legal liability attaches to the Post Office in respect of the issue of this Certificate. In the case of loss or damage of an unregistered Inland parcel, or one going to the Irish Republic or Channel Islands, the maximum limit of compensation is £5. For conditions as to permissible contents, compensation, registration of Inland parcels, and insurance of British Commonwealth and Foreign parcels, see Post Office Guide.

PP 32B (8433) D. 670260 P.I.
BRIDGING DECIMAL


PARCEL POST.

Certificate of Posting of an Unregistered Inland Parcel or of an Uninsured Ordinary Parcel for Abroad.

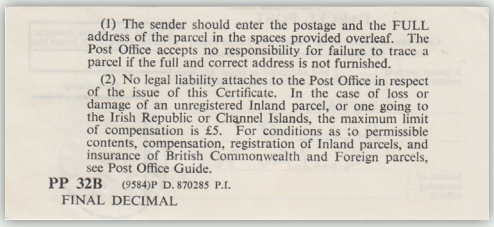
A parcel prepaid p and addressed as under has been posted here this day (enter FULL address); see also OVERLEAF.

Serial No. if for Abroad or Inland C.O.D. Form No.

Date Stamp

Seven
Dean Ct
Southsea SE

Initials of accepting official


(1) The sender should enter the postage and the FULL address of the parcel in the spaces provided overleaf. The Post Office accepts no responsibility for failure to trace a parcel if the full and correct address is not furnished.

(2) No legal liability attaches to the Post Office in respect of the issue of this Certificate. In the case of loss or damage of an unregistered Inland parcel, or one going to the Irish Republic or Channel Islands, the maximum limit of compensation is £5. For conditions as to permissible contents, compensation, registration of Inland parcels, and insurance of British Commonwealth and Foreign parcels, see Post Office Guide.

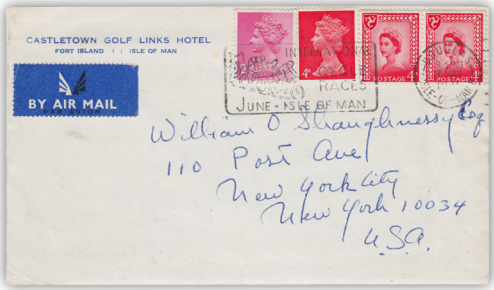
PP 32B (9584)P D. 870285 P.I.
FINAL DECIMAL

A sequence of Parcel Post certificates of posting (stores number PP 32B), with the space to note the postage paid expressed in shillings and pence (original), pounds only (bridging decimal) and pence only (final decimal)





Old and new style meter marks showing the expression of high amounts, both paying Zone C airmail rates of 1s 9d per ½oz to Australasia. The 1968 one has two strikes of a meter in the original elaborate die design, paying a total of 36s 9d (21st step rate). The one from 1969 Is of the much simpler new design adopted the previous year, with an amount of 64s 9d shown as 777 (d) with no currency indicated (37th step rate)



A particularly unusual mixed currency franking – it is also a 'gold standard' mixed franking of £sd stamps of the same value, from two different issues not normally used together, 4d stamps of the national Machin issue and the Wilding Isle of Man regionals. Three of those made up 1s, or 5p, so the addition of a decimal 2½p stamp brought the total up to 7½p, the Zone B airmail rate that applied to the USA



Use of two 4d stamps – the old second class value – was a common way to pay the new first class 3p rate at the time. It was actually a slight overpayment (3p = 7.2d, but this was rounded to 7d in the Shoppers' Table, so that amount in £sd stamps was accepted), but must have been convenient for using up stocks of old stamps (here by St Mary's and St Paul's College, Cheltenham)



A radio response card printed in Esperanto, used to tell a Swedish station that their broadcast had been heard. It was sent in March 1978 and attempted to pay the 8p European all-up postcard rate with old Christmas stamps from 1970 (5d) and 1971 (3p). Only the latter was still valid, and the card was surcharged at the Foreign Section with an explanatory cachet applied



Last day cover of £sd stamps, featuring issues from all four reigns whose stamps were still valid (Edward VII stamps were demonetised in 1930 and the last Queen Victoria stamps in 1915)

Since the Shoppers' Table has been mentioned many times in these articles, here it is! If you want to check the rates on covers from the transition period, these are the official equivalents for amounts in £sd stamps

Old £sd	New £p	Old £sd	New £p	Old £sd	New £p	Old £sd	New £p	Old £sd	New £p
		2/–	10	4/–	20	6/–	30	8/–	40
1	½	2/1	10½	4/1	20½	6/1	30½	8/1	40½
2	1	2/2	11	4/2	21	6/2	31	8/2	41
3	1	2/3	11	4/3	21	6/3	31	8/3	41
4	1½	2/4	11½	4/4	21½	6/4	31½	8/4	41½
5	2	2/5	12	4/5	22	6/5	32	8/5	42
6	2½	2/6	12½	4/6	22½	6/6	32½	8/6	42½
7	3	2/7	13	4/7	23	6/7	33	8/7	43
8	3½	2/8	13½	4/8	23½	6/8	33½	8/8	43½
9	4	2/9	14	4/9	24	6/9	34	8/9	44
10	4	2/10	14	4/10	24	6/10	34	8/10	44
11	4½	2/11	14½	4/11	24½	6/11	34½	8/11	44½
1/–	5	3/–	15	5/–	25	7/–	35	9/–	45
1/1	5½	3/1	15½	5/1	25½	7/1	35½	9/1	45½
1/2	6	3/2	16	5/2	26	7/2	36	9/2	46
1/3	6	3/3	16	5/3	26	7/3	36	9/3	46
1/4	6½	3/4	16½	5/4	26½	7/4	36½	9/4	46½
1/5	7	3/5	17	5/5	27	7/5	37	9/5	47
1/6	7½	3/6	17½	5/6	27½	7/6	37½	9/6	47½
1/7	8	3/7	18	5/7	28	7/7	38	9/7	48
1/8	8½	3/8	18½	5/8	28½	7/8	38½	9/8	48½
1/9	9	3/9	19	5/9	29	7/9	39	9/9	49
1/10	9	3/10	19	5/10	29	7/10	39	9/10	49
1/11	9½	3/11	19½	5/11	29½	7/11	39½	9/11	49½

FOLD

Shoppers' table

DECIMAL CURRENCY BOARD

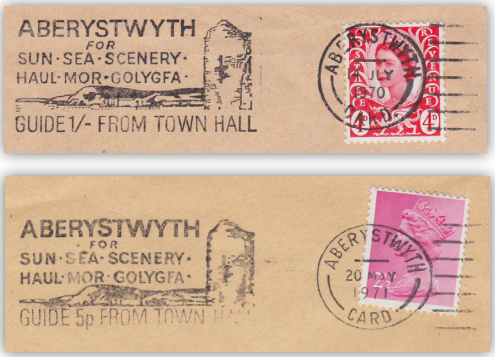
This table will help you to check decimal prices against previous £sd prices, but there is no need to learn it by heart.
Remember, shops will charge either £p prices or £sd prices, but not both. You cannot use this table to choose whether you pay the £sd or the £p price.



Cancelling Machines Fortunately, no changes were generally needed to these as the Post Office had already switched in 1968 to using 1st/2nd class 'Paid' inserts on bulk postings rather than specific currency amounts. The only noticeable change was that sponsors of slogans that included amounts in old currency had to shell out for a new decimal die.

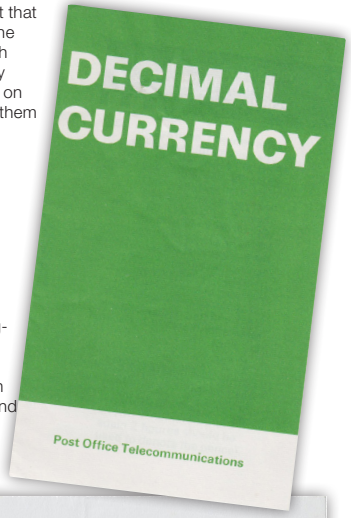
Telecommunications While this is no longer the Post Office's responsibility (British Telecommunications was split off as a separate company in 1981 and privatised in 1984), at the time it was an important aspect of their operations, and a wide range of charges for telephones, telegraphs and related services had to be revised for decimalisation. As this is a philatelic publication the topic won't be treated in any detail here (doubtless a relief for many readers!), but it certainly deserved a mention, and a couple of the numerous leaflets produced around the time are illustrated.

Use of Pre-Decimal Stamps After D-Day Finally, to return to the subject of stamps, while £sd stamps were not sold at post offices after D-Day, there were of course large numbers of them already in the hands of the public. There was a transitional grace period in which these could be used up (at their equivalent Shoppers' Table value), and so mixed currency frankings were possible, as indeed were post-D-Day frankings consisting entirely of £sd stamps. The last day on which £sd stamps could be used was Tuesday 29 February 1972. Collectors seeking a memento of the day could post covers in a special box at Windsor (or send them under cover to the Head Postmaster there), where a special handstamp was used on them. Naturally, some people were either unaware of this cutoff date or simply ignored it, with the result that £sd stamps are seen on covers for many years afterwards. They were treated as invalid and a surcharge raised, sometimes with the explanation given in manuscript, sometimes with a handstamp used. So there you have it – a whistle-stop tour of some of the aspects of postal decimalisation, a surprisingly wide-ranging collecting topic!

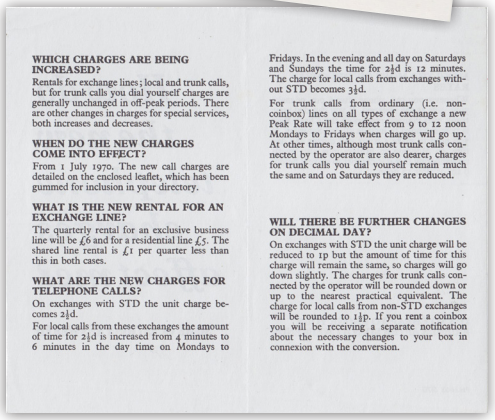


Pre- and post-decimal Aberystwyth local publicity slogans – same design except that the price of the guide booklet changed from '1/-' to '5p'

An explanatory leaflet that was issued with phone bills that showed both old and new currency amounts, depending on when the users paid them



Inside of a May 1970 leaflet 'How do the new telephone charges affect me? Some questions answered' which dealt with both the 1970 increases and the coming changes on D-Day



WHICH CHARGES ARE BEING INCREASED?

Rentals for exchange lines; local and trunk calls, but for trunk calls you dial yourself charges are generally unchanged in off-peak periods. There are other changes in charges for special services, both increases and decreases.

WHEN DO THE NEW CHARGES COME INTO EFFECT?

From 1 July 1970. The new call charges are detailed on the enclosed leaflet, which has been gummed for inclusion in your directory.

WHAT IS THE NEW RENTAL FOR AN EXCHANGE LINE?

The quarterly rental for an exclusive business line will be £6 and for a residential line £5. The shared line rental is £1 per quarter less than this in both cases.

WHAT ARE THE NEW CHARGES FOR TELEPHONE CALLS?

On exchanges with STD the unit charge becomes 2½d.

For local calls from these exchanges the amount of time for 2½d is increased from 4 minutes to 6 minutes in the day time on Mondays to Fridays. In the evening and all day on Saturdays and Sundays the time for 2½d is 12 minutes. The charge for local calls from exchanges without STD becomes 3½d.

For trunk calls from ordinary (i.e. non-coinbox) lines on all types of exchange a new Peak Rate will take effect from 9 to 12 noon Mondays to Fridays when charges will go up. At other times, although most trunk calls connected by the operator are also dearer, charges for trunk calls you dial yourself remain much the same and on Saturdays they are reduced.

WILL THERE BE FURTHER CHANGES ON DECIMAL DAY?

On exchanges with STD the unit charge will be reduced to 1p but the amount of time for this charge will remain the same, so charges will go down slightly. The charges for trunk calls connected by the operator will be rounded down or up to the nearest practical equivalent. The charge for local calls from non-STD exchanges will be rounded to 1½p. If you rent a coinbox you will be receiving a separate notification about the necessary changes to your box in connexion with the conversion.

*By Maurice Buxton, a long-term collector, and webmaster for the Great Britain Philatelic Society – **www.gbps.org.uk***

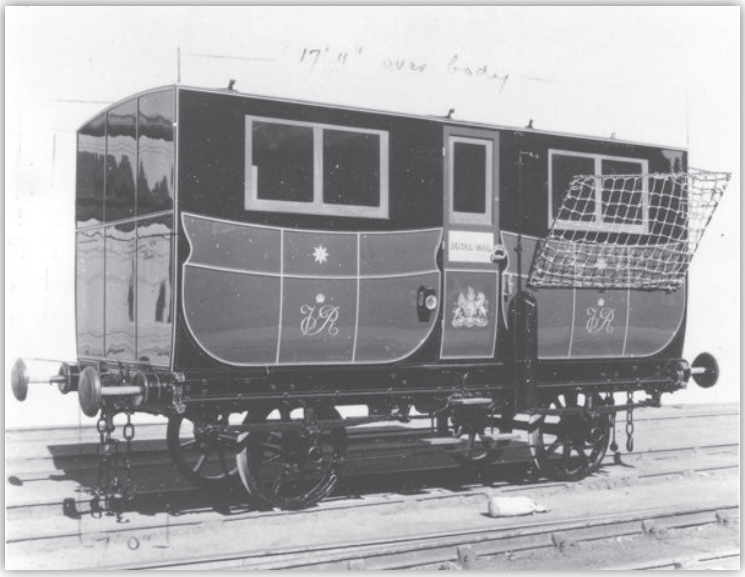


Travelling Post Offices – A Memory

Prior to the creation of the railway, from about 1830, ten years before the first postage stamp was issued, mail was transported across the country by horse and carriage, lone horseman, or by foot messenger for shorter journeys. The quantities were small, and there was no need for mass sorting which became necessary in later years. With the advent of different rail line routes, some of which were not that direct, and also with company competition and an element of duplication, it was still going to be swifter to utilise the railway.

In England, mail had first been carried by rail as early as 1830, but that was just for transportation purposes. Eight years later began the first sorting of transported mail whilst the train was actually in transit. It started with an idea from a provincial Post Office Surveyor, George Karstadt, who proposed that a railway carriage – four wheeled at that time like a road mail coach, but on rails – could be utilised as a travelling postal sorting office. With his son Frederick as one of three clerks, they began the on-board sorting of letters and parcels on a new railway between Birmingham and Warrington in what was a four-wheeled horse box converted for their use with many rows of compartments known then, and now, as pigeon-holes.

So successful was this new idea that within a year and the completion of the railway from Birmingham to London, a Travelling Post Office (TPO) was marshalled within trains between these cities and onto Warrington. This was known originally as the Grand Northern Railway Post Office. From



A very early, if not one of the first, four-wheeled Royal Mail tender or van, showing the overall length of just under 18 feet, as well as the frame to catch the mailbags whilst travelling – lowered out here for the photograph



With an upside-down affixed plate number penny red, a cover from London to Manchester on 29 November 1866 that was sorted in the down TPO early next morning, and received a Manchester ST (sorting tender) postmark

this beginning the TPO service stretched across England and Scotland with the expansion of the rail network, and the railway companies provided larger purpose-built coaches as a part of contracts with the Post Office. Things changed significantly with the introduction of postage stamps costing just a penny to send a letter. From 6 May 1840, the quantities of mail increased sharply, and correspondingly so did the mail handled by the travelling post offices within their travelling sorting tenders. Both terms were used, sorting tender and sorting carriage, and there was no difference. Originally they were controlled and managed by Area Postmasters, rather than the TPO HQ which came later. Accordingly, they chose their own titles and descriptions, such as the Cornwall Railway Sorting Tender, and later the North Western TPO Night Down which was originally named the Grand Northern Railway Post Office. Mail was now charged at source by weight, rather than number of miles carried as it had been in the past. ►



An unused 1879 Penny Red (plate 225) perfined 'G W R' – Great Western Railway



Victorian cover from 1869 – Liverpool to Paris, with a pair of 4d vermilions (plate 10) lettered QE and QF cancelled with two strikes of the North Western Railway Post Office handstamp – 'N.W.R.P OFFICE/LIVERPOOL, dated 'FE 26 69'. Also two strikes of the Liverpool 466 Duplex. Bottom left are a pair of 1d reds (plate 100) lettered EJ and EK – for the railway late fee, tied with light strikes of the same cancellations and a Calais transit postmark. The cover also has an oval 'PD' in red-orange and on reverse a PARIS receiver 27 FEVR 69

GWR Penny Red, NWRP Office cover and Edward VII TPO cover (p216) are reproduced with the permission of Bill Barrell Ltd.



Postmark of the London to Bristol TPO on 11 April 1884 over a plate 18 Queen Victoria 4d surface printed stamp

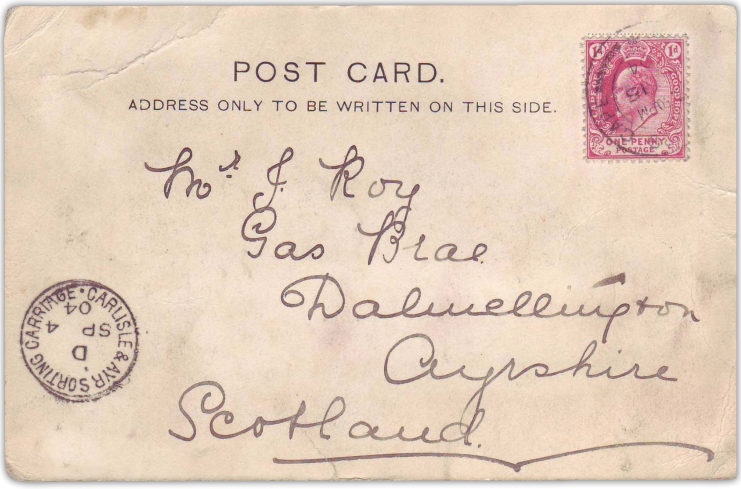
This successful idea was taken up across the world over the following decades of the nineteenth century, and apart from cross-country TPOs in Great Britain, they were set up to handle foreign mail from ships calling at various ports such as Plymouth in England and Queenstown in Ireland. Up until 1854 the TPO service and staff were managed by the Mail Coach Office department in the Post Office, who had in past years looked after the operation of the horse-drawn mail coaches. Thirteen years later in 1867, the service had grown to require its own department headed by a Surveyor of Travelling Post Offices. As early as 1838, Parliament passed the first Conveyance of Mails Act, under which the Postmaster General had power to require the railway companies to convey 'Mails and Guards' in all trains, and a number were issued with Mail Guard handstamps stating the name of the railway. These were to be used on correspondence handed to them en



The Plymouth & Bristol TPO postmark of 29 January 1902 on a 1d lilac stamp of the previous reign – Queen Victoria



Liverpool & London TPO postmarks dated 15 December 1899 just days before Christmas and the end of the nineteenth century. The stamps are the 16 dot 1d lilac of 1881 and the 2½d from the 1897 Jubilee issue



Post Card from South Africa to Ayrshire with King Edward VII, 1d Cape of Good Hope stamp. And a good strike of the 'Carlisle & Ayr Sorting Carriage' handstamp dated 4 September 1904, code D

route, or as a missort on TPOs, and these handstamps can be seen on mail in the early years. By the 1850s the railway companies began providing letter boxes at railway stations for the benefit of customers and staff.

The TPO service reached its height in Great Britain just before the First World War in 1914 when there were around 130 travelling post offices between the major cities, these having TPO cancellations that were added to the envelopes or parcels. Additionally there were sorting carriages linking country areas. With the continued development of locomotive design and building, as well as the carriages, the speed of trains increased leading to the reduction of TPO routes. The advent of another world war in 1939 had brought about a mass withdrawal, and all 72 mainland TPOs and SCs were withdrawn, as well as the four TPOs in Northern Ireland. The late 1940s brought railway nationalisation with rationalisation of services where it was thought appropriate, whether ►



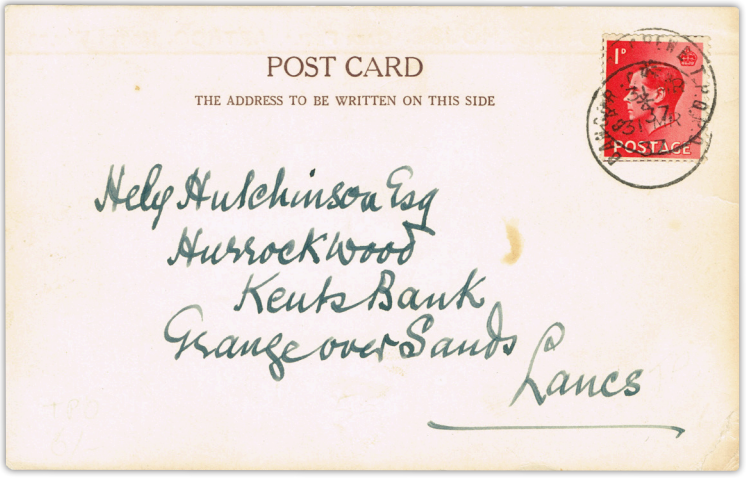
The postmark of the South Western TPO Day Mail Down, dated 5 October 1938 over a King George VI 1d red stamp



Handstamp used on the Up Special TPO Glasgow Section with code G, dated 7 May 1924 – cancelling a King George V ½d and King George V 1½d



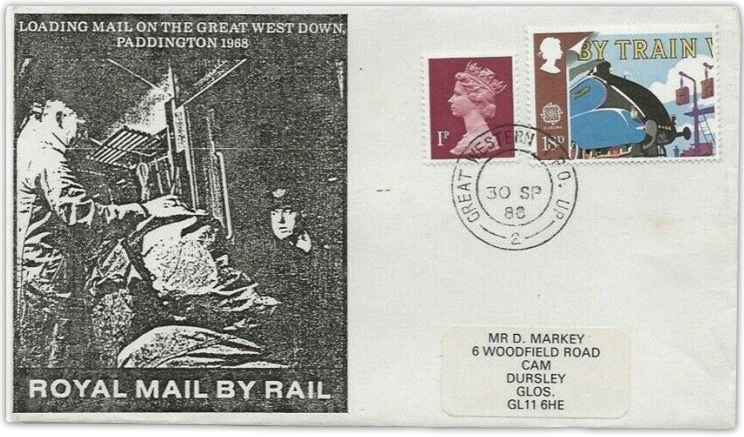
Up Special TPO Glasgow Section handstamps with code '✱' dated 14 August 1939 – cancelling two King George VI 1d stamps (due to WWII all TPOs ceased operations by the end of 1940)



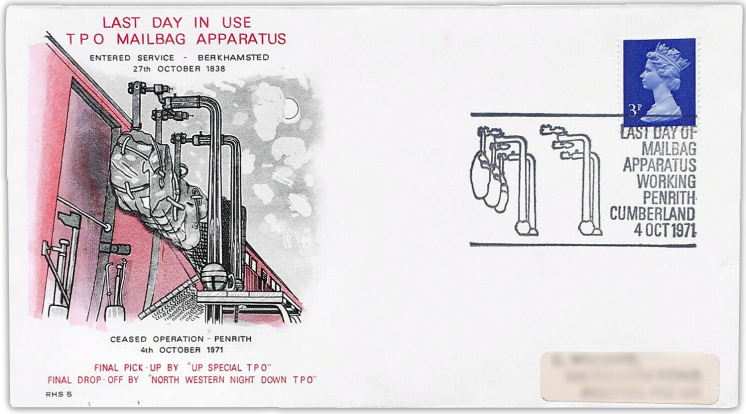
Double strike of the Bangor – Crewe TPO handstamp dated 31 March 1937 cancelling the King Edward VIII 1d

due to cost or the belief that certain services were unnecessary or better operated differently. Many daytime and some cross-country TPOs were never reinstated, resulting in only 43 remaining. The end was sadly in sight with phasing taking place continually due to the combination of faster trains, improved roads with motorways and air travel, until the last TPO ran on Friday 9 January 2004.

However, there is more to say and discover concerning an almost unique operation to British travelling post offices. Not only were mailbags onloaded and offloaded at stations at the beginning and end of each journey, and any major stopping places, but a train to which a TPO coach was attached could drop and collect mailbags from a pick-up point whilst travelling up to 80 miles per hour. By 1852 a final design had been adopted after approval from the Post Office and the various railway companies. The bags weighed between 20 and 50 pounds and after attachment to a folding bracket called a traductor, were swung out from the side of the TPO as it approached the pick-up point to be caught in a net on the ground, whilst bags that had been hung in readiness on a lineside pole, called the standard, were caught within



With an 18p stamp showing two mailbags awaiting the approaching train to carry them away, a cover highlighting 'Royal Mail by Rail' with a 30 September 1988 postmark from the Up Great Western TPO



The last day in use of the mailbag apparatus was on 4 October 1971 at Penrith in Cumberland, here shown with the special handstamp on a cover that day

a net that had been briefly extended from the side of the coach. A very successful and swift operation over in seconds, the final exchange of mailbags taking place at Penrith, Cumberland, in 1971.

Inside a travelling sorting post office, the post office clerks would be very aware of the constant motion with bucking and bouncing of the carriage and floor upon which they stood. Not as smooth a ride as today, with the clackety-clack of rail joints with no continuous welded rail as we have now, as well as the pounding of the locomotive exhaust and wheels. Each postal worker was in the midst of the noise and the hive of activity, with pencil behind the ear to add place names to incorrectly addressed mail, and a bundle of letters to sort – each worker having their own postal slots in front of them. By the 1930s in the full postal service, 500 million letters were collected, sorted and delivered each year. An astounding total for an operation in a less-mechanised pre-computer age. Trains from London were described as 'down', and to London as 'up', and they still are. On the down postal service there would be 40 night mail workers sorting throughout the night, who would constantly hear the heavy thud as a mailbag was scooped up and thrown into the carriage.

During the early post-war years, there would be occasions when the sorting of High-Value Packages (known as HVPs) was required. Before we had the current polymer bank notes, we had the paper variety which became either damaged or soiled after continual use passing from one person to another. The bank cashiers, of which this writer was one in the late sixties, had to make-up packages of bank notes with £1 notes that were banded into one hundreds and had been then packaged into £500, and then parcels containing a maximum of 10, equalling the £5,000 maximum. Once taken to the post office, they would be sent by rail to London to the bank head office, and were often sorted within a special travelling sorting carriage on the way to London. Exactly this occurred in the early morning of Wednesday 8 August 1963 in what became known as the Great Train Robbery. The Glasgow to London train was held-up in the midst of Buckinghamshire and the carriages of the travelling post office broken into with the High Value Packages, that had been sorted and bagged, stolen. ►



The six Post and Go stamps (issued 17 February 2016) showing the operation of the Travelling Post Office in the 1890s



King Henry VIII and his six wives took a trip northbound on the Midland TPO on 21 January 1997 with the postmarks very ably placed. Appropriately, the locomotive shown is ex-GWR No. 6013 named 'KING HENRY VIII'

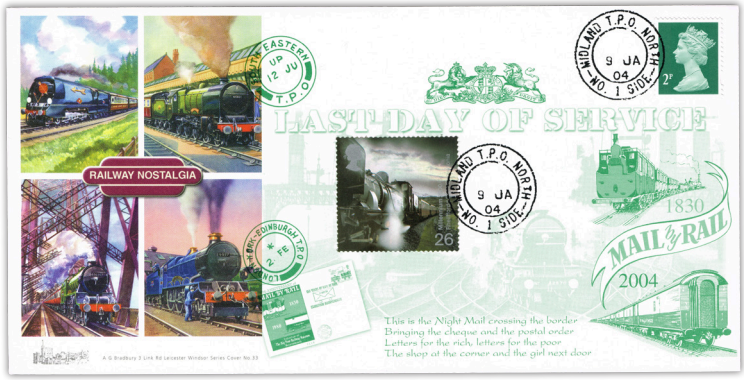
Royal Mail Commemorative Cover carried on the last TPO – Bristol to Penzance – in early January 2004, with a block of four entitled 'The Station' from the 'Pub Signs' stamp set issued 12 August 2003



The Yorkshire TPO No 2 Side handstamp dated 17 October 1989 on a First Day Cover for the five stamp issue for the Lord Mayor's Show in London



Philatelic cover by A G Bradbury marking the last day of the Travelling Post Office service on 9 January 2004. The hand-stamp is the 'MIDLAND T.P.O NORTH' – 'NO. 1 SIDE'



Which brings us to the details of the postmarks, including the time and date shown. British travelling post offices began their duty before midnight on any given day, and the handstamp used would have that day's date at its centre. When the day changed from one to another at midnight the datestamp did not change, but kept the date of the preceding day. It was this situation that First Day Cover collectors became aware of and would purchase their new stamps from King Edward Building and later Trafalgar Square in London at just after midnight when they were released to the public, and then drive out into the country to meet incoming TPOs to London so that they could receive dated postmarks of the previous day. This anomaly was discovered and brought the GPO at that time to issue special handstamps for use on first day covers. The handstamps in the sorting carriages then had 'AM' added in the inner part of the handstamp above the date, early use being noted in the mid-1960s on the South Western Up TPO and the East Anglian Up TPO.

The Travelling Post Offices may have gone and be just a memory for those who lived through the final years, but the memory is thankfully maintained by the items of post that passed through those fast-moving sorting carriages and are available to stamp and postal collectors now, and into the future ●

Article by Dane Garrod FRPSL

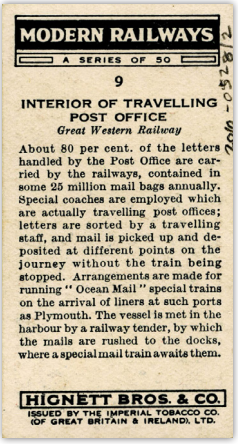


Poster promoting clear addressing of mail; featuring a puzzled sorter peering at an addressed letter. The poster artist Alfred Reginald Thomson, was also an official war artist to the Royal Air Force during World War Two. The poster printer was R B Macmillan



Bag opening and sorting at Euston on the Travelling Post Office, 'Down Special'





Number 9 in a series of 50 cigarette cards entitled 'Modern Railways' produced by Hignett Bros & Co.

GPO poster, cigarette cards and image of sorting on the TPO 'Down Special' are reproduced with the permission of The Postal Museum.

Crimean War Veterans welcome Vice Admiral Tōgō's sailors

The main story of the Crimean War and the humane work that Florence Nightingale and Mary Seacole undertook, led, and encouraged there, is known to most of us and is part of our historical knowledge. During this war, Miss Nightingale and her team of nurses cleaned up the military hospitals and set up the first training school for nurses in the United Kingdom. The war also led to the establishment of the Victoria Cross gallantry award, the British Army's first universal award for valour. Add to this the 'Charge of the Light Brigade', and we have much to remember and details to discover. Vice Admiral Tōgō is a lesser known figure, though he spent many years in England, as we shall explain later. The Crimean War, whose veterans are mentioned on the pictorial side of this postcard, was the main international conflict of the mid-nineteenth century and fought between 1853 and 1856. Here Russia lost to an alliance made up of the United Kingdom, France, the Ottoman Empire and Sardinia, after an initial attempt by Britain as a mediator. Following the allied victory came the Treaty of Paris in March 1856.

In January 1848, some few years before this conflict, Tōgō Nakagoro was born to a noble family in feudal Japan as the son of a samurai. As a youth, Tōgō was educated to become a samurai warrior, and changed his surname in a religious and patriotic ceremony held when he turned 13 years old, to Heihachirō, the name he would use for life. His contact with Britain began after some years in the Japanese Navy and military conflict, and in February 1871 after having studied English for eighteen months, he was selected with eleven other officer cadets to travel to Britain for further naval education, where he studied for seven years.



The view of Japanese sailors from Vice Admiral Tōgō Heihachirō's fleet marching into Portsmouth on 7 June 1906 with cheering crowds of well-wishers comprised of Crimean War veterans. Just over a year earlier on 26 May 1905, the sailors had been victorious against the Russians, as had the soldiers in the Crimean fifty years earlier

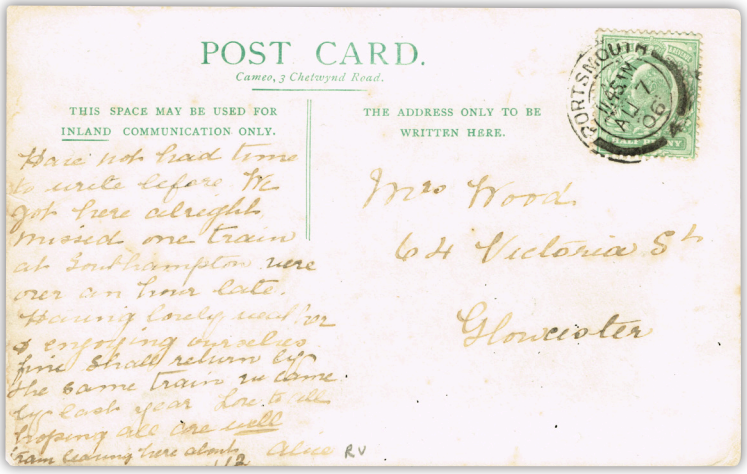


During this time he attended a naval preparatory school in Portsmouth, a place he was remembered many years later as a hero as shown on this postcard. After circumnavigating the world as an ordinary seaman on a British training ship, Tōgō spent five months in Cambridge studying mathematics and English, finally returning to Japan in May 1878. Promotion followed and his first significant involvement was in the 1894-95 Sino-Japanese War – a precursor to his major success in the coming Russo-Japanese War of 1904-05.

Meanwhile, the Crimean veterans had been re-living their experiences as they aged so that by the time of their meeting with Tōgō's sailors in 1906, fifty years after the conflict, many would be in their seventies and eighties, and no doubt depleted in numbers. Knowledge of this new war was gained from newspaper reports and also that Tōgō had been appointed as Commander-in-Chief of the Combined Fleet of the Imperial Japanese Navy in 1903. To widespread international acclaim, he commanded the Japanese naval forces at the destruction of the Imperial Russian Navy's Baltic Fleet in May 1905.

It was in the following June of 1906 that Japanese sailors from Vice Admiral Tōgō Heihachirō's fleet came on a visit to Portsmouth, a town Tōgō – known by Western journalists as 'The Nelson of the East' – knew so well from past years. The cheering crowds who came out to welcome the marching sailors can be seen in this photograph. The postage of the pictorial postcard was on 7 August 1906, and fittingly was in Portsmouth ●

Article by Dane Garrod FRPSL


POST CARD.

Cameo, 3 Chetwynd Road.

THIS SPACE MAY BE USED FOR INLAND COMMUNICATION ONLY.

THE ADDRESS ONLY TO BE WRITTEN HERE.

PORTSMOUTH AU 7 06

Mrs Wood.
64 Victoria St
Gloucester

The reverse of the postcard with strict printed instructions as to what could be written, and where. Not that any would not know by this date. Addressed to Gloucester, the message is of a personal nature and does not relate to the procession of 'Tōgō's Heroes' as mentioned under the photograph. Fittingly, the postmark confirms postage from Portsmouth

New Issues and Withdrawals

Information correct at the time of going to press

16 March — **Issue** The Legend of King Arthur: Stamps (5 x 1st Class, 5 x £1.70). Presentation Pack. Stamp Souvenir. First Day Envelope. First Day Cover. Postcards (10 in set). Stamp Sheets.

7 April — **Withdrawal** The Declaration of Arbroath: Miniature Sheet.



14 April — **Withdrawal** National Parks: Stamp Souvenir.



15 April — **Issue** Classic Science Fiction: Stamps (2 x 1st Class, 2 x £1.70, 2 x £2.55). Presentation Pack. Stamp Souvenir. First Day Envelope. First Day Cover. Postcards (6 in set). Stamp Sheets.

26 April — **Withdrawal** United Kingdom – A Celebration: Stamp Sheet Souvenir.



The Spring 2021 Stocklist – Royal Mail's catalogue for all current stamps and collectibles is now available for download at royalmail.com/sending/stamps



Thanks to Trevor Larkins of the Barnsley Philatelic Society for drawing our attention to an error in January's article; '6 May – a Double Jubilee', which omitted the 1d red as part of the four stamp 1935 Silver Jubilee issue.

You can order any of the Royal Mail stamp products listed above, by visiting **www.royalmail.com/shop** or from Royal Mail Stamps and Collectibles PO Box 1373, Sunderland SR5 9PG, UK. (Overseas subscribers will need to use a stamp.) Or use the Royal Mail telephone order service on 03457 641 641 (08.30 – 17.00 Monday to Friday). For overseas customers: +44 3457 641 641. Minimum handling charge UK £1.45, Europe £1.55, rest of world (airmail) £2.15.

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