

Philatelic Bulletin



Volume 3: Number 11 July 1966



BLUE TIT

J NORRIS WOOD



HARRISON AND SONS LTD

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Introduction

The news of the proposed move of the Philatelic Bureau from London to Edinburgh is the most important topic this month. We will keep you informed of developments and give full information when to use the new address. Details of the Pictorial-Birds issue are given in the usual form which we are glad to know forms the basis of customers libraries of recent G.B. special issues.

Our usual features and two new articles complete this month's edition.

Pictorial Issue — Birds

The second issue of pictorial stamps will be printed in blocks of four 4d stamps and will be available from 8th August 1966.

The designs show four indigenous British birds, the blackbird, robin, blue tit and black-headed gull and will be printed by photo-gravure by Messrs Harrison and Sons Ltd, in eight colours.

The stamps will be horizontal and twice normal size and will be issued with and without phosphor lines.

The designer of the stamps is John Norris Wood, ARCA, who was educated at Bryanston School. He studied at Goldsmiths' College and the Royal College of Art and now teaches drawing and illustration at Cambridge School of Art, Hornsey School of Art and Goldsmiths' College. He has done illustrations for natural history books and is passionately interested in all aspects of wildlife and its conservation.

The Postmaster General's Stamp Advisory Committee helped with selecting the successful designs. The present Committee is: Mr James Fitton, RA, FSIA (Chairman), Lady Sempill, ARCA, Mr Milner Gray, CBE, RDI, FSIA, Professor R. Guyatt, FSIA, ARCA, Mr Abram Games, OBE, RDI, FSIA, Sir John Wilson, Bart, KCVO, and Mr F. H. K. Henrion, MBE, RDI.

British Birds

The Robin is *the* British bird. Although there are Robins all over Europe, it is only in Britain that they are familiar and, very often, tame garden birds. However, the term 'British birds' covers almost five hundred species which have occurred in Great Britain. Many of these are rare vagrants from far afield, but

almost two hundred breed regularly. Birds of suburban gardens like Blackbirds, Song Thrushes, Chaffinches and Great and Blue Tits are recognised and fed each day by millions of people, but few, even of the dedicated bird-watchers, have climbed far up the mountains of northern Scotland to see the rare and elusive Dotterel on its nest over 3,000 feet up.

Probably a larger proportion of our population is interested in birds than that of any other country, whether to watch them, photograph them, tape-record them, ring them or to shoot the game-birds or wildfowl. Although we consider them 'our' birds, we should remember that many of them forsake us during the winter, migrating to South Africa (in the case of the Swallow), South America (Manx Shearwater), the Antarctic Ocean (Arctic Tern) or just across the Channel to France or Belgium as do many of our finches. The place of these migrants is taken by the winter visitors from Scandinavia or Russia, like the huge flocks of Starlings, Blackbirds, Fieldfares and Redwings one can see crossing the east coast early on a November morning. In some winters, like the last, they are joined by the beautiful Waxwings from Lapland and North Russia. Every year, packs of ducks and geese flight in from their arctic breeding grounds to their traditional wintering grounds. In some cases, the wintering ground of a population may be far smaller than the breeding area: for instance Barnacle Geese from all Spitzbergen concentrate on the Solway.

The continual interchange of birds between countries and continents means that the study of birds (ornithology) and the problems of their conservation are international subjects and two important meetings are being held in England this year. The first, at Cambridge, is of the international Council for Bird Protection and it is followed in Oxford by the fourteenth International Ornithological Congress. These meetings are held every four years. In 1962 they were at Ithaca in the United States.

The G.P.O. Railway

Forty trains, without drivers or guards, and carrying nothing but letters and parcels, rumble each hour beneath the streets of London. They run on the Post Office Tube Railway, through $6\frac{1}{2}$ miles of tunnels, at an average of 70 feet below ground level. They carry over 45,000 mail bags a day.

The Railway is the only one of its kind in the world. It was constructed to further the constant aim of the Post Office to speed up the transmission and delivery of the mails. But in addition it has contributed materially to reducing traffic on the London streets and has done much to promote an even flow of postal traffic through the sorting offices it serves.

The time saved by the Railway as compared with a road service of course varies with conditions in the streets. Normally, on a single journey between the terminal stations, it amounts to 18 minutes. In foggy weather, or when, as before Christmas, traffic is usually congested, the saving is much greater.

Along the route of the Railway there are eight stations.

These are connected by road services to the various main posting or collection points. The stations are:- Paddington (Western Region, B.R. and District Office). Western Parcel Office; Western District Office; Western Central District Office; Mount Pleasant; King Edward Building (G.P.O.); Liverpool Street (Eastern Region, B.R.); Eastern District Office. Except at the station approaches, the trains run in a single tunnel, 9 ft. in diameter, which has a double track with 2 ft. gauge. At the station approaches the main tunnel divides into two 7 ft. tunnels, each with a single track. The station platforms themselves are not unlike those of the passenger Tube Railway stations. Each of the two tunnels at the stations accommodates a platform and two tracks — one track for stopping trains and the other for

non-stop trains. The platforms vary in length. That at the Western District Office (90 feet) is the shortest and that at Mount Pleasant Station (313 feet) is the longest. Most stations have reversing loops for the trains and at the largest stations there are also sidings.

The electrically driven trains are driverless and are controlled from switch cabins at five stations. Three stations are entirely under automatic control. Trains consist of one or two cars of the steel bogie type. Each single car train, 27 feet long, carries four mail bag containers and each container holds on an average 15 bags of letter mail or 6 bags of parcel mail. Labour in the man-handling of bags has been reduced to a minimum. Each station is equipped with lifts and spiral chutes, and several have, in addition, moving band conveyors and bag elevators. As the bags are made-up in the sorting offices above ground, they are passed by conveyors and chutes direct to the railway platforms, where they are sorted from breast-high, slow moving conveyors into the containers, which are then wheeled into the trains. Containers which are unloaded from trains are wheeled into lifts, or, at those stations where under-platform conveyors are installed, the containers are wheeled on to container tippers which permit the containers to be turned completely over. The mail bags are thus discharged on to conveyors and carried to the bag elevators and so to the sorting offices above ground. At Paddington the conveyors under the platform also connect with others which take the bags on to the main line station.

Large consignments of mails from the provinces and abroad are received at Paddington and Liverpool Street main line railway stations. Several apertures in the arrival platforms at those stations give access to chutes and conveyors which lead to the Post Office Railway platforms.

Phosphor-Lined Stamps

The line is equipped on the 'third rail' system, and is divided into sections. In passing over each section a train protects itself by automatically cutting off the current from the section it has just traversed. This section remains 'dead' until the train has passed on to the section next ahead. The system of control is similar to that of automatic and semi-automatic signalling, but, instead of visual signals being given, the trains are actually started and stopped by switching the current on and off.

The traffic over the different sections of the Railway is supervised from five switch cabins, in which lever movements are inter-locked mechanically and electrically to prevent conflicting movements. A lever is also provided to cut off current and stop all trains in the section. The trains run at about 35 miles an hour between stations.

As the track nears a station, it is given an upward gradient of 1 in 20 and the conductor rail is neutralised. When a train reaches the gradient, its speed is therefore gradually reduced until it comes to a stop at the top of the slope and just outside the station. Here it waits for a few seconds and then proceeds at a speed of about 8 miles an hour into the station. If it is a stopping train, it turns on to the platform berth section, which is dead, and is pulled up by the application of automatic brakes.

The track as it leaves the station is given a similar down-gradient to assist the acceleration of the trains. Battery locomotives are stationed in short sidings, at three points along the line, for dealing with faulty trains. Each locomotive carries batteries of sufficient capacity to haul two trains of two cars the full length of the Railway at an average speed of 15 miles an hour.

In order to reduce the number of letters rejected by the Automatic Letter Facing machines some of the areas in which phosphor lined stamps are on sale have been extended.

We hope that this will cut down the number of letters bearing plain stamps being fed into and rejected by the machines.

Phosphor lined stamps are now on sale in the following Head Postmaster's areas:

Ardrossan	Kilmarnock
Ayr	Kings Lynn
Bathgate	Lanark
Beccles	Liverpool
Coatbridge and	Lowestoft
Airdrie	Motherwell and
Chester	Wishaw
Cromer	Norwich
Dereham	Paisley
Dumbarton	St. Helens
Diss	Southampton
Fakenham	Southport
Falkirk	Stirling
Glasgow	Thetford
Great Yarmouth	Warrington
Greenock and	Widnes and
Port Glasgow	Runcorn
Hamilton	Wisbech
Helensburgh	London SE1
	London SW1

Special Issues from Philatelic Bureau

Robert Burns	4d	1s 3d
Westminster Abbey	3d	
Pictorial (Landscape)	4d 6d 1s 3d	1s 6d
World Cup	4d 6d 1s 3d	

These stamps are available with or without phosphor lines.

Postmark Slogans

'Racing at Ayr The Ideal Holiday' will be in use in the transposed position at Ayr during the period 19th July to 23rd August 1966.



'Select Bexhill-on-Sea. Quiet, Clean, Good Music & Theatre. Free Colour Folders or P.O. 1s for Town Guide to Publicity Dept. B.P.O. Bexhill-on-Sea Sussex' will be in use in the transposed position at Bexhill-on-Sea during the period 1-31 July 1966



'Blackpool Illuminations Enquiries to Holiday Dept. Town Hall 2nd September to 23rd October' will be in use in the transposed position at Blackpool during the period 1st August to 15th October 1966.

Specimen not available

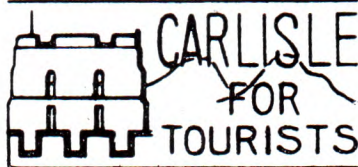
'Bournemouth, The Resort for Sun, Sea, Sands and Glorious Gardens' has been in use in the transposed position at Bournemouth since 1st June and will continue in use until 31st August 1966. 'Bournemouth for that Autumn Tan' will be in use in the transposed position during the period 1st September to 31st October 1966.



'Canvey Island, Isle of Homes Holidays and Industry' has been in use in the transposed position at Canvey Island since 17th May and will continue in use until 16th May 1967. Covers for reposting to the Head Postmaster at Southend-on-Sea, Essex.

Specimen not available

The slogans 'For Industrial Sites in Carlisle, apply Town Clerk' and 'Carlisle for Tourists' as announced in Volume 3 No. 8 will now finish use on 28th June 1966. The slogans will be re-used during the period 19th December 1966 to 12th February 1967.



'Spare Time to be a Blood Donor Enrol Now! phone Newcastle/Tyne 37804' will be in use on two dies in the standard position at Newcastle-upon-Tyne during the periods 27th June to 29th August 1966 and 14th September 1966 to 26th June 1967.

Specimen not available

'Prestwick Bathing Beauty Competition Saturday 23rd July' will be in use in the transposed position at Prestwick during the period 1-23 July 1966. Covers for reposting to the Head Postmaster at Ayr.

Specimen not available

'Park at Leisure — Shop in Ripon — Shop With Pleasure' will be in use in the transposed position at Ripon during the period 21st July 1966 to 20th July 1967.

Specimen not available

'1888-1966 Have You Seen It? Carnival Time at Ryde I.O.W. August 28th September 3rd' will be in use in the transposed position at Ryde during the period 1st July to 31st August 1966.

Specimen not available

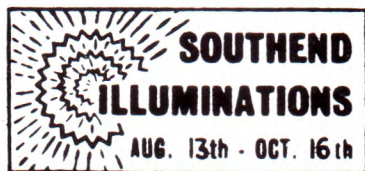
'Shepton Mallet — A Town On The Move' has been in use in the transposed position at Shepton Mallet since the 27th June 1966 and will continue in use until 26th June 1967.

Specimen not available

'Skegness Illuminations Nightly from 20th August, Lincolnshire's Holiday Playground' has been in use in the transposed position at Skegness since 4th July and will continue in use until 11th August 1966.

Specimen not available

'Southend Illuminations Aug 13th to Oct 16th' will be in use in the transposed position at Southend from 1st July and will continue in use until 5th August 1966.



'Chichester Festival Theatre 1966 Jun 1-Sep 10' has been in use in the transposed position at Chichester since 20th June and will continue in use until 9th September 1966.



'Harrogate Festival of Arts and Sciences August 11-20 1966' has been in use in the transposed position at Harrogate since 13th June and will continue in use until 20th August 1966.

Specimen not available

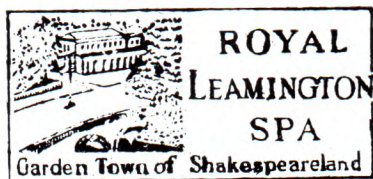
'Huntingdon & Town Expansion Godmanchester' has been in use in the transposed position at Huntingdon since 12th May 1966 and will continue in use until 11th May 1967.



'Visit Keswick on Derwentwater for Lakeland Holidays' has been extended a further year since 1st June 1966 to 31st May 1967. Covers for reposting to the Head Postmaster, Penrith, Cumberland.



'Royal Leamington Spa, Garden Town of Shakespeareland' will be in use in the transposed position at Leamington during the period 9-17 July 1966. Covers for reposting to the Head Postmaster, Warwick and Leamington.



'Ship Through The Port of Manchester' has been extended a further year from 8 June 1966 to 7th June 1967.



'Come Racing at Musselburgh' will be in use on two dies in the transposed position at Musselburgh and Edinburgh during the period 19th July 1966 to 18th July 1967. Covers for reposting to the Head Postmaster, Edinburgh.

Specimen not available

'Visit Historic Newark' has been in use in the transposed position at Newark since 17th June 1966 and will continue in use until 15th June 1967.

Specimen not available

'South Molton & District for Exmoor Holidays' will be in use in the transposed position at South Molton during the period 25th July 1966 to 20th January 1967. Covers for reposting to the Head Postmaster, Barnstaple, Devon.

Specimen not available

'Ipswich Fantasia Suffolk Showground Ipswich 6th August 11 a.m.-11 p.m.' has been in use on two dies in the standard and transposed positions at Ipswich since 1st July and will continue in use until 5th August 1966.



Covers for reposting in each case to the Head Postmaster at the town concerned except where otherwise stated.

Philatelic Bureau Move

Our readers will be aware of the Postmaster General's recent announcement that the Philatelic Bureau is to be moved later this year from its present location at St. Martin's-le-Grand, London to the Head Post Office, Edinburgh.

Through the medium of the Bulletin and by circular letters, we shall keep our customers informed of the progress of the transfer of the work and when to send orders and correspondence to Edinburgh.

IN THE MEANTIME IT IS ESSENTIAL THAT ALL ENQUIRIES, ORDERS ETC., SHOULD CONTINUE TO BE SENT TO THE BUREAU IN LONDON.

When the existing Bureau counter is closed, philatelic requirements will be available at a special counter to be provided at the London Chief Office, King Edward Street, E.C.I., which is at the rear of the Bureau's existing premises.

Conditions

The Philatelic Bureau will be pleased to supply any number of stamps shown on its current stock list, subject to stocks being available, in mint condition only. For stamps not shown on the list, inquiries should be made of a stamp dealer.

We do not guarantee to supply stamps from particular cylinders or plates, position or cylinder blocks, particular editions of books or books with selected watermark.

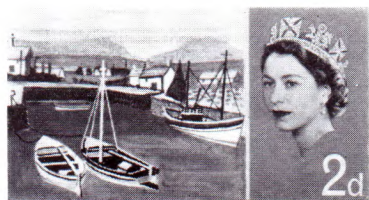
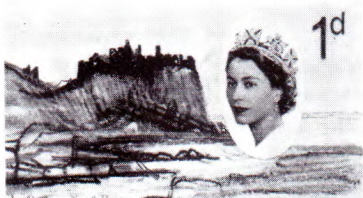
Stamps are NOT supplied cancelled to order. Remittances, which *must* be sent with orders, should be made payable to 'GPO Philatelic Bureau' and should include a handling charge of 6d for orders under 10s, and 2s 6d for orders of 10s and over. For orders to be sent by Air Mail the cost of the airmail postage should be added. Stamps are not accepted as payment for orders.

Withdrawal of Bureau stock items

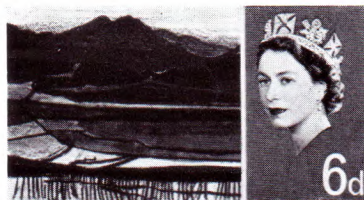
The following issues will be withdrawn from sale after close of business on 29th July 1966.

Abu Dhabi Falconry

Bahrein Trade Show



David
Gillespie





David
Gillespie
(Cont'd)

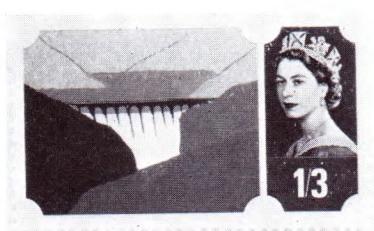
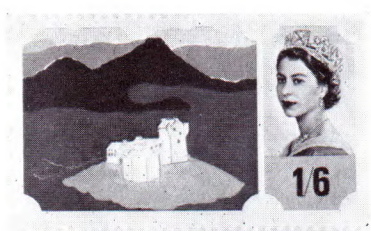


Lynton Lamb





Harrison & Sons



Pictorial Technology Issue Correction

The third pictorial issue of stamps, this time featuring British technology will be issued on 19th September 1966.

The Bureau will offer its two First Day Cover services and application forms are enclosed. The full service using special envelopes will cost 6s 6d per cover and customers own envelopes will be serviced for 4s 6d per cover.

Full details of the stamps, artists and philatelic posting boxes will be printed in the August Bulletin.

Our readers will see from the announcement in this issue that the Bureau is to be moved to Edinburgh. As part of the take-over the first day covers for this issue will be dealt with at Edinburgh and bear the Edinburgh date-stamp but all applications and correspondence should continue to be sent to the London Bureau's address.

The gremlins which sometimes plague the lives of editors and proof readers were hard at work on the June issue. By some mischance and oversight Miss Sheila Robinson's *successful* Westminster Abbey design was included in the unsuccessful design feature at the foot of the left hand column of page 13. We offer our sincere apologies for this error.

Articles and illustrations appearing in the *Bulletin* are the copyright of the Postmaster General. Requests to reproduce this material, which should be addressed to the Editor, will receive prompt and careful consideration.

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