

Philatelic Bulletin

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Introduction

The story of handstamps is older even than that of the adhesive stamp and the study of them, is to many, equally rewarding. There have been many developments since 1840 but none, I suggest, has aroused more interest than the famous Maltese Cross. In his popular series this month Tony de Righi highlights a selection of the more unusual in the National Postal Museum and has produced another brilliant set of illustrations.

It hardly seems a year ago since we were looking forward to Stampex and meeting old friends. On that occasion Len Newbery won the famous Post Office Trophy – all GB collectors are reminded that it is awarded

annually for the best presentation of British stamps issued since 1924 and we hope that there will be keen competition for it this year.

Formation of Kent Postal History Group

A Kent Postal History Group was formed at the Kent Federation meeting at Woolwich on 28 October 1972. The objects are to promote the study and collection of all periods of Kent Postal History, and anyone interested to join is asked to contact the Secretary, Mr R. G. Allen, OBE, 110 New Dover Road, Canterbury, Kent. Telephone Canterbury 64067.

Stamp rolls

The 3p BS roll is now available with gum arabic.

Fanfare for Europe

A nation-wide programme of cultural and other events to mark the United Kingdom's entry into the European Community under the title "Fanfare for Europe" is being arranged between 3-13 January 1973. Our special stamps were issued on 3 January.

Public events range from pageants and firework displays, floodlighting of public buildings, the planting ceremonies and church services to international sports fixtures.

There are to be links with Europe through visits by EC civic leaders and special links with European youth and military parades at major events.

A full programme of plays, concerts, operas and Exhibitions is scheduled in town and cities throughout the country.

The European Communities consist of nine countries: Belgium, Denmark, France, Federal Republic of Germany, Ireland, Italy, Luxembourg, The Netherlands and the United Kingdom and together they form the largest trading area in the world, with a total population of 250 million.

Some Unusual Cancellations 1840-44

It is a truism amongst postal historians that whenever a Postal Administration thinks out and distributes a nice logically uniform series of cancellations for use by all post offices, some postmasters – particularly part-time ones – find good reasons for not being able to conform.

Either they lose or break the handstamp, or they haven't got the right colour ink, or they are just plain casual. Whatever the reason the results are abnormal cancellations which are fun to track down and identify, and which add interest and eye-appeal to a display.

I think these unusual cancellations must have particularly attracted Mr Reginald M. Phillips because there is a very fine display of them in volumes XI and XII of his collection at the National Postal Museum. The selection I am illustrating here include two of the most important and desirable variants of the Maltese Cross. The Wootton-under-Edge (Somerset) Cross was the result of seven file cuts in the form of a grid across the face of the canceller. It shows up particularly well on the 1d embossed stationery envelope, a rare usage (fig 1). Another distinctive type, one of three from the Channel Islands, is particularly rare and usually attributed to Alderney. Although the R. M. Phillips' example (fig 2) is on full cover there is no date-stamp of origin.

Figures 3 and 4 show two Maltese Cross cancellations with solid centres, in red from Welshpool (1841-43) and in black from Oxford. At Hollymount (Ireland), on the other hand, the central portions of the cross appear to have broken away leaving only the outer frame line (fig 5). Examples are known used between March and October 1843.

It is very unusual to find more than one strike of a Maltese Cross canceller on the 1d stamp used singly on a letter. In the 1840-41 period during the changeover from red to black obliterating ink, redirected mail often received two cancellations, one in red and one in black. But what can be the story behind the *four* strikes in red cancelling the plate 3 Penny

Black posted at Henley-on-Thames in August 1840 (fig 6)? Was the postmaster trying out a new "mix" of ink made according to the formula laid down in the PO circular of 25 April 1840: "1 lb printers red ink, 1 pint linseed oil, half-pint of the droppings of Sweet Oil" all to be "well mixed"? Or had he been celebrating too well the night before?

Another, quite different, double cancellation is the "PAID 1d" handstamp of Ipswich and the Maltese Cross cancellation on a 1d black, together making up an initial prepaid twopenny rate (fig 7). One should also note the practice in some rural receiving offices of using their Penny Post handstamps as cancellers, *in addition to* the normal cancellation. Poulton in Lancashire was a persistent offender right through the period 1840 to 1844 (fig 8).

Other offices, particularly a group in Devon and Cornwall, preferred to cancel with their name-and-date stamps, thus anticipating the modern practice which the Post Office only adopted in the last decade of the nineteenth century. This example (fig 9) from Tredegar dates from 23 June 1840. Littlehampton (a receiving office of Arundel) (fig 10), and other small receiving offices similarly used their numeral-in-box handstamps as cancellations, possibly because they were not issued with Maltese Crosses.

The final three "cancellations" illustrated are all rather unusual. The "OS" handstamp signifying "Old stamp" was sometimes struck on the postage stamp itself, sometimes alongside it; in every case it indicated that the particular postage stamp either never had been valid for postage (because already cancelled) or was no longer so because the letter had been redirected (fig 11). Similarly, Inspector's marks were on occasion used to cancel postage stamps, presumably to show that they had already pre-paid the letter although they had escaped being "obliterated" or "destroyed" (fig 12).

Finally, there is the curious anomaly of using a "Paid" datestamp on a stamped letter.



Fig 1



Fig 3



Fig 2



Fig 4



Fig 5



Fig 6



Fig 7



Fig 8



Fig 9



Fig 10



Fig 11



Fig 12



Fig 13

What could have happened in 1841 to the canceller in a Post Office large enough to possess a Paid handstamp of this Tombstone type (fig 13)?

A. G. RIGO DE RIGHI

Silver Wedding Stamps

Because of the unusually high number of stamps which have had to be printed recently two printing presses were used by Harrisons. As a result some sheets of the 3p stamps were produced with a gutter margin down the centre of the sheet.

British Trees – First Day Cover Services

The following first day cover services will be provided by the Philatelic Bureau on 28 February 1973 for the 9p British Tree stamp which shows an oak.

Service A The full service consisting of the official Post Office cover, addressed as requested bearing the 9p stamp postmarked "Philatelic Bureau Edinburgh". The charge is 17½p for Deposit Account customers and 20p for non deposit account holders.

Service B Customers own pre-addressed covers will be accepted for the affixing of the 9p stamp and cancelling with the "Philatelic Bureau Edinburgh" postmark for 14p per cover.

Service C For 50 or more covers to the same address the conditions of Service A will apply except that the price will be 17½p per cover.

First day of issue cancellations will be given to covers bearing the Tree stamp which are posted in the special philatelic posting boxes provided at 184 offices throughout the country.

Commencing with the "British Trees" issue we are introducing a new style F.D.C. application form.

The new form provides for both "A" and "B" Service applications and should reduce our operating expenses in the fields of printing and distribution.

This is one of the ways in which we hope to stabilise tariffs in these days of rapidly escalating costs.

Please help us to help you by completing the new forms carefully and by using block letters wherever possible – and *please remember your POSTCODE.*

Book Reviews

Stanley Gibbons Elizabethan Catalogue 1973

This issue is the ninth in the Stanley Gibbons series of Elizabethan catalogues and is subtitled "1973 Royal Silver Wedding Edition". It is larger than last year's, containing many more new entries and is up to date in respect of prices and new issues for all modern Commonwealth stamps.

Considering its extremely reasonable price of £2, this is one catalogue no serious collector should be without. It is published by Stanley Gibbons Ltd, 391 Strand, London WC1.

The same firm's "Collect British Stamps" is now available in its eleventh edition, priced 30p.

Make Your Own Collection Cyril and Joyce Parsons

With Christmas just over, many parents will be wondering how to sustain the interest of all those children who received stamps, in some form, as presents.

This book would make an excellent introduction to philately. It has 2 relevant chapters, one on stamps and one on postmarks, and is written in a pleasant, conversational style with plenty of explanatory illustrations.

It also has interesting chapters on other hobbies, and is reasonably priced at 30p for the paperback version, 80p cased. It is published by Evans Brothers Ltd, Montague House, Russell Square, London WC1.

Relative Merits of Polyvinyl Alcohol and Gum Arabic

Since the introduction of PVA and now with the temporary switch to gum arabic on some stamps, there have been many queries as to the relative merits of these two different types of gum.

Basically it is the reliability of supply which makes PVA preferable to gum arabic. The latter derives from a natural source – the acacia tree – and so can vary from season to season in both quantity and quality. PVA on the other hand is a synthetic adhesive produced from petroleum by-products and this allows gum of exactly the right viscosity and strength to be produced.

PVA is also reliable in its colour, in fact it is almost transparent, and has to be tinted slightly to be seen on the stamps. Gum arabic, on the other hand, can vary from white to deep golden, depending on the ingredients used in its manufacture.

As well as being invisible, PVA is also tasteless and odourless, a relief for those with sensitive palates.

Differences of climate also have a slight effect on stamps coated with gum arabic and again these marginal variations are lacking with PVA.

Because an unusually large number of British stamps is being produced in the next few months it is necessary to use equipment that can only handle stamps with gum arabic and this is purely an expediency measure. By and large, the merits of PVA will cause it to be preferred over gum arabic in the future.

Philatelic Bulletins – Back Numbers

Mr D. Bradshaw, 1 Radford Street, Alvaston, Derby DE2 8NT requires Volumes 1 and 2 and Mr R. Samuel, Flat 6, 52 Russell Street, Reading, Berks RG1 7XH requires Volumes 1–6.

New Look Stamp Books

Front page advertising returns to stampbooks next February for the first time in nearly 20 years. The front cover of the 50p book will carry a Canada Life Assurance Group advertisement. Next June a Save the Children Fund advertisement will appear on the front cover of the 25p book. The current 50p front cover features a flower drawings series, and the 25p book veteran transport drawings.

The GB Decimal Stamp Book Study Circle: Display and Seminar

On Saturday, 13 January, 1973, the above exhibition will take place, at the Victory Club Seymour Street, London W1. A large amount of decimal stamp book material will be exhibited and a number of collectors, specialised in this field, will be on hand to answer queries on this interesting topic.

No entrance charge will be made and all interested collectors are warmly welcomed.

Presentation Packs Japanese Insert Cards

The Christmas 1972 presentation pack was the last to be issued with a Japanese language insert card.

As announced in Volume 10 Number 3, a Japanese version of the Royal Silver Wedding pack was produced in Tokyo but this was printed entirely in Japanese.

Japanese insert cards were first produced for the British Paintings issue in 1968 and have been available with all but the following packs.

Christmas 1968

Ulster Paintings 1971

Collector's Pack 1971

Regional Decimal Packs 1971

The list which appeared in Volume 9 Number 5 omitted the British Paintings 1968 and Post Office Technology issues.

Stamps on Stationery

by J. Daynes



Most collectors will know that the British Post Office has issued postal stationery since the introduction of the Mulready envelopes in 1840. Today the Post Office sells stamped envelopes, letter cards, postcards, registered envelopes and air letters.

Since 1855 the Post Office through the Inland Revenue have offered a service of stamping private stationery with postage stamps. Today this service is offered in two parts;

(a) embossed postage stamps for envelopes are still impressed by the Stamping Office of the Inland Revenue. Whereas the Post

Office only uses 2½p, 3p, 20p and 23p dies the Inland Revenue have the following denominations;

½p, 1p, 1½p, 2p, 2½p, 3p, 4p, 5p, 23p

A 15p registration fee only die was used from D-Day until 1 July for the foreign registration postage rate. A 17½p registration die was used with 4p and 1½p postage dies for registered envelopes until the 23p die was available.

All the dies except the 5p and 23p were available for and used on First Day Covers on D-Day. The 5p was not used until 2 March 1971.



(b) Surface printed postage stamps are printed by Her Majesty's Stationery Office on private postcards, letter cards, wrappers, labels and air letters. The following denominations are used;

$\frac{1}{2}p$, $1p$, $1\frac{1}{2}p$, $2p$, $2\frac{1}{2}p$, $3p$, $3\frac{1}{2}p$, $4p$, $5p$

It is interesting to note that unlike the post office stationery the fraction of $\frac{1}{2}$ in the HMSO dies has a fraction bar. At present none of the stamped to order stationery from HMSO or Inland Revenue has any phosphor bars.

In all cases the dies are only used to make up current postage rates and the $\frac{1}{2}p$ value has

not been used on its own. The values used to make up a certain postage rate can differ from order to order depending what dies are available in the printing room at the time. For example the $3\frac{1}{2}p$ postage rate has been made up by using $3p + \frac{1}{2}p$ as well as $2p + 1\frac{1}{2}p$ for envelopes.

While normally every care is taken with printing the stamps errors do occur and in late 1971 a supply of commercial wrappers printed with $4p + \frac{1}{2}p$ stamps at HMSO had the $\frac{1}{2}p$ stamp printed in the colour of the $3p$ stamp. This was the first error of this kind by HMSO in over 100 years.

Young Collector's Corner

Background to the Business

There are many newcomers to the hobby and it may be of interest to them to learn something of the origins and development of world-wide Postal Services, leading eventually to the introduction of postage stamps. It is a long story to cover, for it runs from 3000 B.C. to 1840 A.D.

Although much of what will be said regarding the last 350 years will refer particularly to the United Kingdom this is simply because British Postal History is extremely well documented, and also because Britain was the pioneer country in postal reform and in the introduction of postage stamps.

But the same developments were also taking place in other countries, at a pace according to their particular needs for postal services.

The posting of a letter has become so much a part of everyday life in almost every country in the world that it is doubtful if any of us give much thought to the meaning behind it. Perhaps the only thought some of us have, as we put a stamp on a letter and drop the letter into the Post Box, is that postage rates are far too high. But, when you remember that the postage paid on an outgoing foreign letter also has to pay for the internal delivery of the reply, you get pretty good value for your money.

We shall look into this in more detail later; let us first consider just what that stamp is – the one you put on the letter you posted this morning. Basically, it is nothing more than a receipt for payment of the postal charges required for delivery of the letter as addressed. But it is also, in the case of foreign mail, a Passport entitling the letter to pass freely from one country to another and, in the case of air mail, a share of a First Class ticket by the first available aircraft – without the need to book a seat or pass through Emigration.

The world-wide carriage of mails these days is almost entirely directed by the fatherly hand of the Universal Postal Union, which is probably the only really successful experiment in international co-operation. The UPU came into being in 1875 having been established the previous year by certain countries which realised that the satisfactory interchange of

mails could only be accomplished by a simple agreement that took no account of colour, race, creed or any national considerations.

Almost every country in the world, large or small, is now a member or is represented by a Mother Country; and the organisation is well named – “Universal” and “Union” – for the countries of all members are regarded as being a single universal postal territory.

So far as letter mails are concerned, the basis of exchange is simplicity itself. The country of origin keeps the whole postage paid and is responsible for the cost of transport to the port or airport in the country of destination. The receiving country accepts the responsibility for internal delivery and finance the cost from its income on outgoing letters.

Thus, the stamp you put on your letter is not only a receipt for payment of the postal charges for delivering the letter as addressed, but is also an acknowledgment that the Post Office will deliver the reply to you.

But it was not always quite so straightforward as this. Although there had previously been some provision for paying postal charges at the time of despatch, postage stamps only came into use 132 years ago – and then in only a very small way – and, as we have seen, the UPU is really very young in relation to the history of the carriage of international mails.

In order to examine the basis on which the present postal services of the world have grown, we must go back perhaps 5,000 years – to the days of Babylon. It is here that we may find the earliest records of man's need to send written communications; but, lest you picture a Babylonian dashing off an Aerogramme, remember that in those times there was no such thing as paper. Such communications as were necessary were laboriously inscribed on soft clay tablets which were then backed in the sun to such a degree of durability that many have survived to this day.

Literacy in Babylonian days, and for the next 4,000 years, was virtually the prerogative of Kings and High Priests; and the first postal services – to give them their modern name –

were indeed privately maintained by Rulers for the transmission of their own mail. Despite the many changes that have taken place in the World's postal services we may still see this prerogative preserved in the title of the service in Britain – "Royal Mail". And, indeed, Queen's Messengers who carry British diplomatic mail to all corners of the globe are the direct descendants of the messengers who carried the royal clay tablets in the days of Babylon.

The invention of paper which made written communication so much simpler, and the emergence of early international traders such as the Phoenicians, gave rise to a need for commercial mails to be carried. And what more natural than merchants seeking to persuade royal messengers to carry their letters for them. Initially, this was considered a usurpation of royal prerogative to be severely punished, but it did not take long for Rulers to realise that they had the means of preserving postal services for their own use but at no cost to themselves – let the merchants, who wished to make use of the service, pay for it and let the Royal mail travel free. This concept is preserved to this day – for many letters may be seen franked "On State Service" or "Official Paid", no postage having been paid to the Postal Department.

The expansion of trade, travel and overseas settlement in the Middle Ages, the European Wars and the gradual realisation of the world at large all increased the need for written communication – not only on commercial business, but also to fulfil a social need. Each country, according to its own needs, enlarged the internal postal services – maintaining them as royal or State monopolies. So far as international mail services were concerned these long depended upon carriage by travellers or by ship's captains – who, for payment, undertook to carry letters. Here again, the State realised that it was overlooking a fruitful source of revenue; and, gradually, foreign mails were drawn into their monopolistic net.

Thomas Witherings was the first holder of

the title Postmaster General, introduced in England in 1632; internal mails in his day were required to travel at not less than 7 mph in Summer and 5 mph in Winter, and there was an extending network of post routes all over Europe.

As early as 1660 complaints regarding delays in delivery of internal mails brought about the first use of a postmark indicating the date of posting. Henry Bishop the Postmaster General announced "A stamp is invented that is put upon every letter showing the day of the month that every letter comes to the office, so that no Letter Carrier may dare to detain a letter from post to post which before was usual". But, by "stamp", he did not mean the postage stamp we know today – for it was to be another 180 years before that was invented.

The introduction of the Mail Coach in 1784, and its later final replacement in 1846 by the steam engine, further compressed distance and increased the need for safe and speedy transmission of mails. But this very increased demand also brought agitation for lower postal charges, on both home and foreign mails. At the beginning of the 19th Century the charge for a single sheet letter from London to Glasgow was 1/1½d, although the actual cost to the Post Office for its conveyance was only 1/36th of 1d; and, if the letter consisted of two sheets, then the charge was doubled – for postage was not then assessed on weight, but on the number of sheets and the distance involved.

A facility which had become available to the general public, through the spread of literacy, was at the same time denied to them on account of cost. Demand for Post Office reform and for cheaper postage in Britain, voiced particularly by Robert Wallace and later by Rowland Hill, led in December 1839 to the introduction of a standard rate of 4d per ½ oz for all letters within the United Kingdom – no longer did the number of sheets or the distance involved decide the postal charge. Thus was established the principal upon which all countries now handle their internal mails –

it costs no more to send a letter from one end of the country to the other than it does to send it across the street.

A further reduction in the standard rate followed and, from 10 January 1840, a $\frac{1}{2}$ oz letter could be sent anywhere within the United Kingdom for 1d if postage was prepaid or for 2d if the charge was collected on delivery.

At the same time it was realised that a more convenient means of acknowledging the prepayment of postage was required. Hitherto, postal charges had usually been collected on delivery of the letter; and non-acceptance of a letter by an addressee who could not afford the postage necessitated the irksome business of returning the undelivered letter to the sender. The immense increase in the volume of mail, moreover, made the despatch of letters – with cash prepayment of postage on each letter at the Post Office – a very tedious business.

Accordingly, the Treasury called for suggested means of denoting receipt of prepayment, and offered a First Prize of £200 for the best proposal and a second prize of £100. Of the 2,600 entries received, none were adopted, although four prizes each of £100 were awarded. But from the many suggestions made was born the brain-child of Rowland Hill (some say of James Chalmers of Dundee) – the first adhesive postage stamp.

Rowland Hill had himself written in 1837 “perhaps a bit of paper just large enough to bear the stamp, and covered at the back with a glutinous wash . . .” And Benjamin Cheverton, in his entry for the Treasury competition, had suggested adhesive stamps with the centre of the design “a female head of the greatest beauty” pointing out “the ease of detecting any change, because the eye is educated to perceive the slightest difference in the features of the face”.

Who – be he stamp collector or not – has not heard of the Penny Black, which was placed on sale – along with its slightly less well-known partner, the Twopenny Blue – on 6 May 1840?

Certainly, it was a superb design – simple but dignified – and many consider that it has never been bettered. The public took to the new invention and 68 million copies of the Penny Black were sold in the first year of use. Strangely enough this progenitor of all postage stamps was not known as a “stamp”; the inscription around the margin of each sheet of 240 stamps read “Place the labels above the address and towards the right hand side of the letter. In wetting the back be careful not to remove the cement.”

Here were the beginnings of modern postal service as we now know it. Fourteen years were to pass before sheets of stamps were perforated: fifteen years were to pass before letter boxes were introduced. And, although by 1864 94% of letters were delivered house to house in Britain, it was not until 1897 that free delivery to every house in the Kingdom, no matter how remote, was guaranteed.

This article is based on the script of a talk given by A. N. Donaldson in the English Service of Kuwait Radio. We are grateful to Mr Donaldson for his permission to reproduce it.

Experimental Registered Envelopes

As part of a Post Office experiment in Scotland, new registered envelopes made of duplex manilla are now available. The new material is cheaper than the scrim-lined paper used at present.

One of the envelopes, the G type (6 $\frac{1}{4}$ in by 3 $\frac{3}{4}$ in), has its flap on the left hand inside of the right hand side and the “stamp” is printed letterpress instead of embossed. On the H envelope (8in by 4 $\frac{1}{4}$ in), the blue registration lines intersect at a slightly different point.

The new envelopes are now on sale from the Philatelic Bureau, 2-4 Waterloo Place, Edinburgh EH1 1AB, and from all philatelic counters.

Queen Mother sees Stamp Pageant



The Queen Mother talks with Joan Hassall who designed the 1948 Silver Wedding stamps.

Queen Elizabeth the Queen Mother visited Postal Headquarters in London, on 14 November, to view an exhibition of stamps to mark the Queen's Silver Wedding celebrations. A large crowd of Post Office employees saw Her Majesty welcomed by the Lord Mayor of London and the Chairman of the Post Office, Mr Bill Ryland.

The new commemorative Silver Wedding stamps were prominent in the display, but many other stamps connected with Royal occasions were featured.

Among them were two 1935 Silver Jubilee stamps of George V and Queen Mary, the Coronation stamps of George VI, 1937, the issues for the Wedding and Coronation of Queen Elizabeth, 1948 and 1953, and more

recently the stamps to mark the Investiture of the Prince of Wales.

Among many people who were presented to the Queen Mother on her visit, was the designer of the stamps, Jeffery Matthews of Beckenham. The profile portraits of the Queen and Prince Philip, which were used on the stamps, were taken at Buckingham Palace by Norman Parkinson, on behalf of the Post Office.

The exhibition which the Queen Mother enjoyed greatly, was designed by Ken Barton MSIA. It will be open to the public, along with some other exhibits, at the National Postal Museum, from 22 November 1972 to the middle of March 1973.

Travelling Post Offices of Great Britain

by A. S. Wilson

Great Western TPO

This TPO was established in 1895, with the announcement in the POC of 26 November 1895 that "The NM TPO between London and Penzance will in future be called the "Great Western TPO", the present designations "London and Exeter RPO" and "Cornwall Sorting Tender (Night Mail)" being abolished... This Mail and also the Truro and Falmouth Sorting Tender will be under the superintendence of the Chief Superintendent of Travelling Post Offices and under the control of Mr. Badcock."

It was not until 1 May 1896, however, that a letter sorting carriage ran through from Exeter to Plymouth. It was found that delays occurred at Plymouth in marshalling the train and a minute of 18 February 1897 stated: "Although two Mail Carriages are run to Plymouth in the Down Night Mail Train on the Great Western Railway, only one of them is taken on to Penzance, and it transpired a few months ago that less time would be occupied at Plymouth in remarshalling the train if the Letter Sorting Carriage instead of the Bag Tender were used for the service on the Cornwall line." In order to do this, three carriages were fitted with mail bag apparatus at a cost of £56 each.

On 7 March 1899 a request was made to the Treasury for authority to run the TPO as a "Special" to Plymouth but this was refused. An additional SC was added on Fridays to cope with the extra work at a cost of 1½d per mile.

On 8 October 1901 a further request was made for the TPO to run as a "Special", but this time to Penzance. The application was successful and the new service commenced on 1 January 1902. In addition to the railway vans, the TPO consisted of one 46ft 6in Letter Sorting Carriage, one 40ft Letter Sorting Carriage, one 40ft 3in Parcel Sorting Carriage and one 46ft 6in Bag Tender. The LSCs and the BT were fitted with nets and delivery arms. The times were: Paddington 9.5pm, Penzance arrive 6.45am depart 6pm, Paddington 3.50am. This gave an earlier arrival of the mail in

Penzance (40 mins.) and a later departure (70 mins.).

With the abolition of Sunday collections and deliveries on 12 June 1921, the TPO terminated at Plymouth (4.7am) on Sundays and the Up journey started from Plymouth at 9.16pm on Sundays. The Night Mail services in the West of England were reorganised from 13 July 1925 and the Down trip started from Paddington 65 mins. later at 10.10pm and arrived at Penzance at 6.17am (a total acceleration of 95 mins.).

As a result of the 1939-1945 War, the TPO ceased on the night of 21 September 1940 but ran as Bag Tenders until 1 October 1945 when sorting re-commenced "Late Fee" facilities, however, were not restored until 7 July 1947.

In 1959 new stock with centre gangways was built for the GW TPO and the existing stock with side gangways was transferred to the Southern Region. London Midland Region and North Eastern Region.

West Cornwall Tender

The West Cornwall Railway Company was incorporated in August 1846. It purchased the Hayle Railway, a standard gauge mineral line between Hayle and Redruth and extended it to Penzance in the West and Truro in the East. It was originally intended that the line should be broad gauge but because of financial problems the existing gauge was used. However, the Act of 1850, authorising the extension to Penzance, laid down that the line should be converted to broad gauge when so required by the Cornwall Railway Company. The line reached Penzance in 1851 and Truro in August 1852.

When the Cornwall Railway reached Truro in 1859 the West Cornwall Railway Company was called upon to convert to broad gauge but no funds were available and in 1865 the line was sold to the South Devon, Bristol and Exeter and Great Western Railways jointly. They set up the West Cornwall Railway Committee which converted the line to broad gauge and the first broad gauge train ran on 1 March 1867. The line became the exclusive property of the G.W.R. in 1876 and the W.C.R.

Committee was dissolved in 1878.

The line was first used for the carriage of mails in February 1855. On 28 December 1864 a letter was sent to the Railway Company stating that from 9 January 1865 bags from Penzance, Hayle, Camborne and Redruth for Plymouth should be forwarded by 7.30 pm from Penzance to Truro and then transferred to the goods train leaving at 10.30 pm. On 24 November 1865 it was stated that the Night Mail from Truro to Penzance should wait 55 minutes at Truro when the London Mail was late.

As far as I can determine, a sorting duty commenced on 1 March 1884 but when it ceased I do not know. There is no mention of the West Cornwall Tender in the 1893 List of Duties. This shows the two duties between Plymouth and Penzance under the single heading of "Cornwall S.T."

Reprinted from "Railway Philately" by kind permission of the Editor.

Postmark Slogans

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

1 December 1972 – 30 November 1973 (P)

**Visit the World of Wildlife Pencyrnor
Bird Gardens Cilfrew Neath Glam
Wales. Open Every Day 10 am Until
Dusk.** To be used at Swansea and Neath,
Glam.

15 January 1973 – Until further notice

Remember to Use the Postcode. To be
used at Basildon.

REPEAT CAMPAIGNS

1 December 1972 – Until further notice (P)

Hull Gateway to Europe. To be reused
at Hull.

1 December 1972 – 30 November 1973

The Pantiles Royal Tunbridge Wells.
To continue in use at Tunbridge Wells,
Kent.

**Bexhill-on-Sea Desirable Residential
Resort.** To continue in use at Bexhill-on-
Sea.

**Civic Hall Whitehaven – Entertainment
for Everyone.** Will continue in use until
31 March 1973.

CORRECTION

**Follow The Famous to Bath – The
Georgian City.** Will not now be used
from 1 January – 31 December 1973 as
previously announced. Dates of the
campaign will be announced later.

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