

Philatelic Bulletin

Volume 12 Number 11 July 1975



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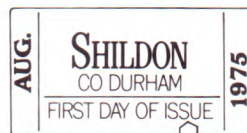
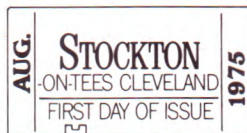
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Introduction

For the second consecutive month we are featuring a 'transport' theme by giving most of the Bulletin to the forthcoming railways stamps. We are especially pleased about this issue for reference to the June and August 1972 Bulletins shows something of our readers' interest in railways. One or two of them even nominated the types of locomotives which were ultimately chosen to be represented.

First Day Cover Services

To commemorate the 150th Anniversary of the First Public Steam Railway, four new postage stamps, value 7p, 8p, 10p and 12p, will be available on 13 August 1975. The following first day cover services will be offered by the Philatelic Bureau, Edinburgh. In addition to the Bureau cancellation there are three alternatives: Stockton-on-Tees Cleveland, Darlington Co Durham and Shildon Co Durham. All are pictorial.



Service A

This consists of the official Post Office cover, addressed as requested, and bearing the full set of stamps. The cover will be cancelled, Philatelic Bureau Edinburgh: Stockton-on-Tees Cleveland: Darlington Co Durham or Shildon Co Durham, as requested, and despatched for a charge of 50p. For deposit account customers the charge will be 47½p.

Service B

Customers own pre-addressed covers will be given the full set of stamps, cancelled and despatched for 43p.

Service C

For bulk orders of 50 or more covers all to the same address, under the conditions of Service A, the charge is 47½p per item. The usual first day of issue facilities will be available at offices with Philatelic posting boxes.

Correction

In the April edition of the *Philatelic Bulletin*, the Gems from the R M Phillips collection sub heading, XIX Cancellation Removal Trials—Prussiate of Potash, was printed in error. It should have read: XXII The Phantom Nine Penny of 1873.

Gems from the RM Phillips Collection

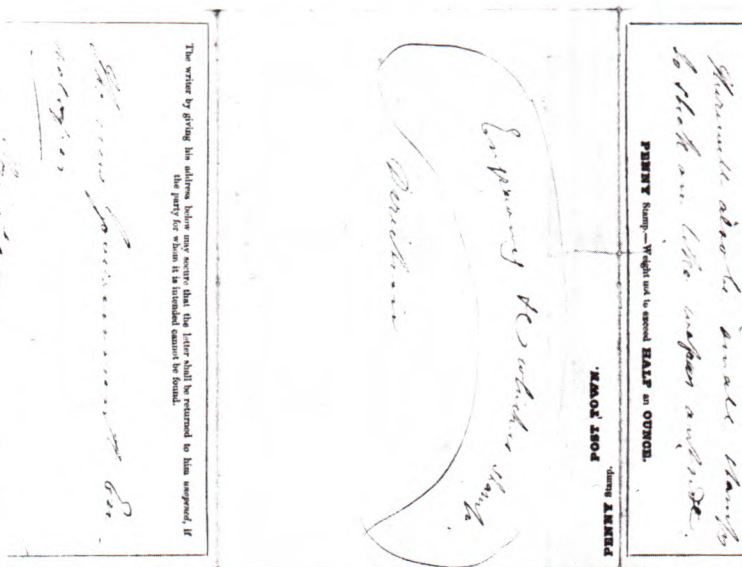
XXV The New Government Envelope—a unique proof

PRICES OF STAMPS.		At the Stamp Office.	At the Post Office.
Penny Stamps. (Max. weight, 4 ounce)...			
Adhesive Stamps			
Paper for Envelopes (Inferior).....			
Do. do. (Superior).....			
Covers (Inferior).....			
Do. (Superior).....			
Twopenny Stamps. (Max. weight, 1 oz.)			
Adhesive Stamps			
Paper for Envelopes (Inferior).....			
Do. do. (Superior).....			
Covers (Inferior).....			
Do. (Superior).....			

For **Weights** exceeding one ounce use the proper number of adhesive Stamps, either alone or in combination with the Stamps of the Covers or Envelopes.

RECEIPTS for Letters. Forms on which Postmasters will acknowledge the receipt of letters when posted may be bought as follows:—At the Stamp Office, at _____; at the Post Office, at _____.

Carriers and others may legally convey letters properly stamped, provided the date of the day on which they are conveyed is legibly written in ink across each stamp—the figure of Britannia in this cover being considered as the Stamp.



It is **REQUESTED** that all letters may be fully and legibly addressed, and posted as early as convenient. Also that whatever kind of stamp may be used, it may invariably stand above the address.

MONEY. Coin, if enclosed in letters at all, should be folded in paper, and, when fastened by wax to the inside of the letter.

INLAND LETTERS. Not exceeding 4 oz., one penny.

Exceeding 4 oz., but not exceeding 1 oz., two pence.

Exceeding 1 oz., but not exceeding 2 oz., four pence.

Exceeding 2 oz., but not exceeding 3 oz., six pence.

And so on, an additional two-pence for every additional oz. With but few exceptions the weight is limited to 16 oz.

Unstamped Letters are charged double postage on delivery. Those insufficiently stamped, double the amount of such insufficiency.

COLONIAL LETTERS. If sent by packet, 12 times, if by private ship, 8 times, the preceding rates.

FOREIGN LETTERS. The packet rates are too various to be enumerated here. The ship rates are the same for foreign as for colonial letters.

As regards both foreign and colonial letters, there is no limitation as to weight. All sent outwards, with few exceptions, must be prepaid by money, or by stamps; and those going by private ship must be marked "Ship letter."

Amongst the many proofs for the Mulready envelopes and lettersheets in the Reginald M Phillips Collection is the one illustrated as this

month's 'gem'.

It is an early proof of the text etc, in the side tablets of the lettersheet. The layout and the

wording of these tablets was later substantially modified.

This proof was obviously sent by Rowland Hill to some close (probably official) contact and it bears the following annotations in Hill's own hand: 'There will also be small stamps to stick on like wafers outside'; 'Engraving etc which is stamp/direction', and 'The new Government Envelopes, Private, from Rowland Hill'.

A G RIGO DE RIGHI

Recent and Forthcoming Changes

11p 'To Pay' Label

A new 11p 'To Pay' label, for surcharging unpaid or underpaid post, became available on 18 June. It corresponds with the new postage rates introduced in March.

The colour is Brunswick Green and it follows the earlier designs produced for decimalisation in February 1971.

The designer is Jeffery Matthews, and the label will be available from the Philatelic Bureau, Edinburgh EH3 9BB, and Post Office Philatelic sales counters.

A 'To Pay' label presentation pack is currently available comprising the $\frac{1}{2}p$, 1p, 2p, 3p, 4p, 5p, 7p, 10p, 20p, 50p, and £1 labels, price £2.08½. The high value £5 label, used for the collection of Customs charges on postal packets from overseas, is not included in the presentation pack but can be purchased separately.

Scottish Pictorial Airletter Form—Edinburgh

On 23 July the fifth of the present series of air letter forms, the Edinburgh Airletter, will be available from all Scottish post offices, and philatelic counters in the remainder of the United Kingdom. It has been designed by Peter Gauld FSA and includes illustrations of The Scott Monument; John Knox's house and Edinburgh Castle.

The cost of the airletter is 9½p of which 8½p is postage, and has been printed in Lithography by McCorquodale Ltd.

RAF Museum Covers

A cover in the RAF Museum Squadron series (RAF 34) will be issued on 6 July on the occasion of the RAF Germany Open Day at Wildenrath. It will be based on the Harrier operated by 20 Squadron and will be cancelled by a special commemorative handstamp (BFPS 1513) and flown in the Harrier. It should be available on or about 1 August from the Project Officer Squadron Leader M Smith, RAF Wildenrath, BFPO 42 at 33p plus postage.

Two flown covers in the RAF Air Display series were issued in June. On 14 June a cover commemorating the Hurricanes of the RAF Battle of Britain Memorial Flight was issued at the Scottish Air Display after cancellation by a special commemorative handstamp (BFPS 1504). It was flown in a Hurricane and should be available on or about 30 June from Flight Lieutenant F W Waters, 24 Holland Road, Felixstowe, Suffolk at 33p plus postage.

The second cover commemorates the RAF Vintage Pair and was issued at the RAFA Display Woodford on 28 June after cancellation by a special commemorative handstamp (BFPS 1505). It was flown in a Vampire of the display team and should be available on or about 15 August from Chief Technician R Bridson, RAF Tern Hill, Market Drayton, Salop at 33p plus postage.

A further cover in the RAF Air Display series (No 11) will be issued on 26 July on the occasion of the Army Air Day at Middle Wallop. The cover will be dropped with the Blue Imps, the Army's free-fall parachuting team after cancellation with a special commemorative handstamp (BFPS 1514). It should be available on or about 15 August from the Project Officer Major Corry, HQ Army Air Corps, Middle Wallop, Stockbridge, Hants at 33p plus postage.

Railways Issue

We are delighted this month to print some background information about the 4 locomotives depicted on the Railways stamp issue. The information, together with the accompanying photographs, has been supplied by the British Railways Board to whom we extend our warmest thanks.

Bulletin readers, we feel sure, will be more than pleased with the wealth of information we have gathered concerning the historic, social, and economic significance of these masterpieces of British locomotive engineering.

Locomotion

This historic machine, with George Stephenson, its creator, at the controls, hauled the first train on the Stockton and Darlington Railway on 27 September, 1825. *Locomotion* was not the first steam locomotive in the world—far from it; the Cornish engineer Richard Trevithick demonstrated a steam railway locomotive in 1804 and Stephenson himself built his first locomotive, *Blucher*, for Killingworth Colliery in 1814. The importance of the Stockton and Darlington Railway is that it was the first public passenger steam railway in the world.

On the opening day, the first train from Stockton to Darlington consisted of a mixture of twelve loaded coal wagons, 22 wagons empty of coal but equipped with seats for passengers, and a passenger vehicle named *Experiment*—described in a contemporary report as ‘an elegant covered coach’—which carried the company’s Directors and other proprietors. Reporters differed as to the total number of passengers on the train; one said 450, and another reported that 553 people found sitting or standing room for the historic trip, with others joining as best they could along the line. Among the passengers were the brakemen. Each wore a blue sash to distinguish him as he stood at the end of his vehicle to work the primitive brakes.

A good crowd assembled to see the train start, many hundreds of sightseers lined the route as well, and it is recorded that practically

the whole population of Darlington was at the end of the line to see the train arrive. Observers reported that the train reached the speed of twelve miles an hour in places, but the average speed for the time the train was in motion was eight miles an hour.



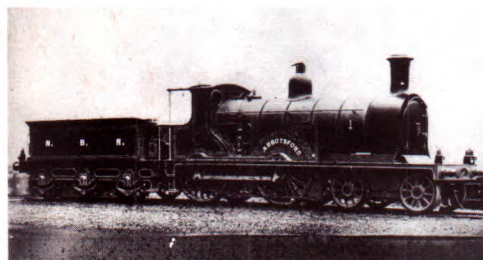
In recognition of its historic role, *Locomotion* was preserved by the Stockton and Darlington Railway and to this day stands on a plinth at Darlington station. The engine has two vertical cylinders to drive the two pairs of wheels through an arrangement of rods and cranks. The wheels are 4ft in diameter and the weight in working order was 8 tons 8 hundred-weight.

Locomotive No 479 ‘Abbotsford’

Dugald Drummond was appointed locomotive superintendent of the North British Railway in 1875, and soon after taking office he had to devote attention to providing more powerful locomotives necessitated by the impending opening of the new Midland Railway route between Settle and Carlisle and the heavy traffic to be expected in consequence over the North British Railway’s Waverley route between Carlisle and Edinburgh by way of Hawick and Galashiels. This route was not planned initially as an express main line, and for this reason it contained many curves and gradients that a main line, ideally, should not have. To deal with the new traffic over the Waverley route Drummond produced a class

of 4-4-0 locomotives, the first four of which were built by Neilson and Co of Glasgow in 1876. A further four were built by the same firm in 1878, and the class was completed with the delivery of a final batch of four which were built by the North British Railway at their own works at Cowlairs, also in 1878.

The first of the class, No 476, was named *Carlisle* and all the locomotives bore names associated with the Waverley route. No 479 *Abbotsford*—one of the first four from Neilsons—was named after the home of Sir Walter Scott, the great Scottish writer whose Waverley Novels are considered his greatest achievement.



The twelve engines had 6ft 6in coupled wheels, a working pressure of 140 pounds and weighed 75½ tons in working order with their tenders. They were stationed at Carlisle and Edinburgh and hauled the Midland Railway's *Scotch* expresses over the Waverley route most successfully for a period of twenty years. Although small when judged by later standards they were, when they first appeared, among the largest and most powerful express engines in Great Britain. Dugald Drummond's successor, Matthew Holmes, rebuilt No 479 and others of its class in 1902, which gave the engines an average extension of life of twenty years, and the last of the class in service survived until November 1924.

Locomotive No 4073 'Caerphilly Castle'

At the turn of the century the Great Western Railway needed a powerful locomotive to haul its express passenger trains, and the chief



mechanical engineer of that company, G J Churchward, produced the required engine in the form of the 'Star' class, which was introduced in 1907. Churchward was a forward-looking man, and in his design for the 'Stars' he drew upon the knowledge he had gained from a study of locomotive practice in France and the USA.

The 'Star' class was a four-cylinder 4-6-0 design with a boiler pressure of 225 pounds a square inch—high for those days—and driving wheels 6ft 8½in in diameter. They were very good engines and when the time came, after the 1914-18 war, for a new class of express locomotives to be built, Churchward's successor, C B Collett, took the 'Star' design as the basis for the 'Castle' class of 1923.

The 'Castles' differed from the 'Stars' mainly by virtue of their greater boiler and cylinder capacity. This enabled them to haul the heavier trains of the post-war period, and they were used most successfully on the Great Western's main routes for over 40 years, notably between London and Bristol, and into South Wales and the West Midlands. The first of the class, No 4073 *Caerphilly Castle*, was built in 1923 and No 7029 *Chun Castle* hauled the last scheduled steam train from Paddington in June, 1956.

Many railway enthusiasts would agree that the 'Castles' were the finest of the Great Western engines, and that they achieved their greatest fame through hauling the *Cheltenham Flyer* train during the Thirties. In 1932, for example, this train was scheduled to make an average speed of 71.4mph between Swindon

and Paddington, and higher speeds were frequently attained in routine running.

The 'Castles' continued to be built after nationalisation of the railways. The last one, No 7037 *Swindon*, was the 155th new locomotive of its class to be turned out of Swindon Works. The naming ceremony was performed by HM The Queen when she was Princess Elizabeth, on 15 November, 1950. As for *Caerphilly Castle*, this first example of a famous series can be seen, preserved in immaculate condition, at the Science Museum, South Kensington.

High Speed Train

During recent years, electrification of the main line from Euston to the North and the Midlands has brought many benefits to the public and to the railway. Before electrification a typical journey time for a London-Liverpool or London-Manchester run, was four hours; electrification reduced this by a third, and as a result the railway won many passengers from the competing road and air services. Later experience with the completion of the electrification between London and Glasgow has confirmed the original findings that higher speeds mean more business on the Inter-City routes, and greater revenue in consequence.

Convinced of the demand for travel at even higher speeds than the 100mph of the best of today's Inter-City trains, British Rail has two current projects for faster services. The first of these is the High Speed Train, numbers of which are now being built for service on the Western Region between London, Bristol and South Wales. A further fleet will be allocated

to the East Coast main line from King's Cross to Scotland. Designed for a cruising speed of 125mph, the High Speed Train consists of a power car at each end containing a 2,250hp diesel engine with electric transmission, and a number of Mark III coaches, including catering vehicles equipped with micro-aire ovens for rapid cooking of meals. The train is designed to make a saving of over 25 per cent on the time for the London-Bristol run, and some 18 per cent saving on the overall journey to Edinburgh. The Mark III coaches have a lightweight welded body shell, air springing for a smooth ride, double glazed windows, air conditioning and many other refinements to enhance passenger comfort.



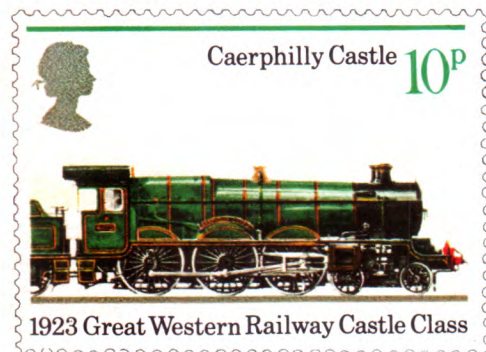
Looking further ahead, British Rail will introduce three electric Advanced Passenger Trains on the London and Glasgow route from 1977. These will initially run at speeds up to 125mph, to be raised later to 155mph and bringing the two cities within four hours of each other.

150th Anniversary of the First Public Steam Railway Special Stamp Issue 13 August 1975

The Post Office will issue on 13 August four special postage stamps to commemorate the 150th Anniversary of the First Public Steam Railway. The stamps, available from the Philatelic Bureau, Edinburgh EH3 9BB and all post offices in the United Kingdom, will

depict four notable locomotives used in the service of the railways of Great Britain.

In addition to the usual presentation pack, a specially produced souvenir book written by G Freeman Allen and designed by David Harris FSIA FSTD M Inst Pkg will be available



from the Philatelic Bureau, Edinburgh EH3 9BB, all philatelic counters, and most main post offices in the United Kingdom. The book contains the four mint stamps and costs 85p.

Four new picture postcards showing enlargements of the stamps and the locomotive which they depict will supplement the special issue of stamps.

The cost of these postcards is 5p each and will be available from the Philatelic Bureau, Lothian House, 124 Lothian Road, Edinburgh EH3 9BB and all philatelic sales counters.

Printing Details

Date of Issue : 13 August 1975

Designer : Brian Craker

Values and Subjects :

7p 1825 Stockton and Darlington Railway (Stephenson's Locomotion)

8p 1876 North British Railway Drummond (Waverley Class)

10p 1923 Great Western Railway Castle Class (Caerphilly Castle)

12p 1975 British Rail Inter-City Service (High-Speed Train)

Printer : Harrison & Sons Ltd

Process : Photogravure

Size : 41 × 30 mm

Format : Horizontal

Perforation : 15 × 14

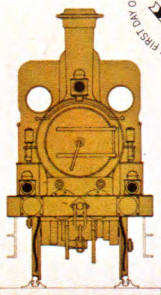
Paper : Coated unwatermarked all over phosphor

Number to sheet : 100

Colours : 7p Black, yellow, brown, grey and silver. 8p Grey, black, orange, brown, red and silver. 10p Grey, black, green, orange, red and silver. 12p Black, grey, yellow, red and silver.

1825 1975

RAILWAYS



Post Office First Day Cover



High-Speed Train 12p

1975 British Rail Inter-City Service HSTs



Caerphilly Castle 10p

1975 Great Western Railway Castle Class



Waverley Class 8p

1975 North British Railway Deacons

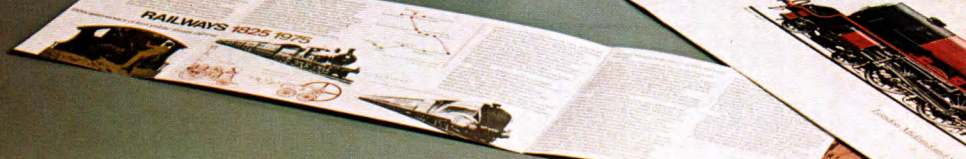
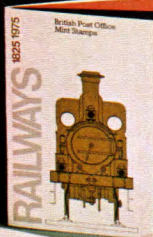


Stephenson's Locomotion 7p

1825 Stockton and Darlington Railway

Mrs J Robinson
200 Manorbier Road
ILKESTON
Derbyshire
DE7 4AB

RAILWAYS



Rowland Hill's KCB

Stanley Gibbons International, the world's oldest and largest firm of stamp dealers, have just acquired the Knight Commander of the Order of the Bath decoration awarded to Rowland Hill in 1860 by Queen Victoria in recognition of his outstanding services to his country in reorganising the posts and introducing the world's first adhesive postage stamps, Britain's Penny Black and Two Pence Blue of 1840.

The decoration is part of a group of eight medals and two decorations acquired by the firm. The other nine being an Order of St Michael and St George (CMG), Distinguished Service Order, Queen's South Africa medal, King's South Africa medal, 1914 Star, British War medal, Victory medal, Delhi Durbar medal and Croix de Guerre awarded to Colonel Henry Warburton Hill, son of Pearson Hill of the 'Code M' and 'Opera Glass' experimental cancels fame, and Grandson of Sir Rowland Hill.

Colonel Hill's main link with the philatelic world, apart from family ties, is through his fascinating and eminently readable book *Rowland Hill And The Fight For Penny Post*, which was published in 1940. This remarkable



book is unusual in that it is written partly like a play with various scenes. Scene 1, for example, is entitled: *A London Street In 1836 With Post Office Of Period Without Windows*.

The book was written as 'A Tribute To The Memory Of Sir Rowland Hill, KCB, The Originator Of Uniform Pre-Paid Postage Whose Monument Is The Postal Systems Of The World'.

Sir Rowland Hill was born on 3 December, 1795 at Kidderminster. He died at his home in Hampstead in London on 27 August, 1897. Colonel Henry Warburton Hill was born on 4 February, 1877 and died on 16 May, 1951.

Besides the distinction of being Knighted, Sir Rowland Hill's postal reforms brought him a resting-place among the great in Westminster Abbey.

His KCB and Colonel Hill's decoration and medals are now on display to the public in Stanley Gibbons' Romano House Gallery, 399 Strand, London WC2.

Note: The Knight Commander of the Order of the Bath award was founded in 1399 by Henry IV. It is so called after the early practice of Knights to bathe during the award ceremony.



British Special Stamps

11. Festival of Britain, 1951

The Festival of Britain was planned to mark the centenary of the Great Exhibition of 1851 which, though international in scope, was held entirely in London—at the Crystal Palace in Hyde Park, the enormous glass edifice designed by Paxton to house it. This ‘second time round’ the plan was to put the whole country ‘on show’ through various exhibitions and festivals in many parts of the United Kingdom. The principal of these was the South Bank Exhibition on a large site bordering the Thames, where more than eight million people savoured the delights of the Dome of Discovery and other pavilions, or chanced ricking their necks by gazing up at the slender Skylon.

The Exhibition opened on 3 May 1951 and on the same day the Post Office released two suitably festive commemorative stamps, one, a 2½d scarlet, designed by Edmund Dulac, the other, 4d ultramarine, by Abram Games, who had previously designed one of the Olympic Games’ stamps—the 3d—in 1948. These were in the usual horizontal format with the ‘stock’ profile of King George VI on the right of the stamps, ‘looking in’.

Dulac’s design was characteristic of the man who had become the exponent of elegance and good taste: in the centre, ‘Commerce and Prosperity’ represented by the crossed emblems of a caduceus—the wand of Hermes, messenger of the Gods, and a cornucopia, the horn of plenty. On the left, flanking the symbolism and matching the King’s portrait, he portrayed the helmeted head of Britannia, which incidentally would have been equally acceptable as Marianne, the French counterpart of Britannia, which Dulac drew many times for the country of his birth, but especially for the wartime Marianne stamps of France, 1944-45.

For the 4d stamp, Abram Games featured the Festival’s official emblem—the four points of the compass with the head of Britannia superimposed on the uppermost point, ‘dressed overall’ with flags suspended from the left- and right-hand points, and flanked by



pennants inscribed with the commemorative years, ‘1851 1951’.

The Festival Exhibition ran for five months during the summer of 1951, and during that time quantities sold of the 2½d stamp amounted to more than 260 million—of the 4d a mere 22 million. Of course the many visitors to the South Bank would have bought the stamps as a souvenir at the Festival Post Office which handled large quantities of outgoing mail for the duration of the event. A special postmark used there was in the form of the Festival emblem. The stamps were photogravure-printed by Harrison and Sons, and there were no major errors or varieties in the printing.

For many collectors, the ‘real’ Festival stamps were the high values—2s 6d, 5s, 10s and £1—issued on the same day as the Festival stamps, 3 May. I described these in the *Philatelic Bulletin* of February 1974 and, as readers may remember, the designs fully complemented the Festival theme of a ‘better Britain’.

JAMES WATSON

Book Review

The Red Cross Mail Service for Channel Island Civilians 1940-1945

by Donald McKenzie

When the German forces occupied the Channel Islands during the summer of 1940, one of the first results of this military intervention was the cessation of all external mail services.

The International Red Cross had previously inaugurated a mail service for civilians, and this service was extended to the Channel Islands in December 1940. From that time until the Liberation in May 1945, the only means of communication between the islands and neutral or allied countries was by this mail service.

Some 60 members of the Channel Islands Specialists' Society co-operated with Mr McKenzie in providing the historical background to the Red Cross Mail Service, the details of its operation, the types of message forms, envelopes, official stationery and markings used. For the student of this subject, the book will prove most useful. Published by Picton Publishing at £5.00.

Letters to the Editor

Dear Sir,

Controversial Bosses, Hatch Designs

As a collector of British stamps on the theme 'British Stamps and their Designers', I found much of interest in Gerald Davis' letter in the January issue on the Christmas Boss Designs and the reply by Stuart Rose in the March issue. However, in his subsequent letter (May issue) Gerald Davis seems to have over-reacted and rather spoils his argument by, among other things introducing statistics on the number of stamps having Sans Serif type-faces in the last 19 issues. Since Art reflects the times in which it is created, it seems appropriate that recent stamp issues make use of the contemporary, efficient, clean sans serif type-faces of to-day rather than resort to those of another age.

In his first letter Davis argued that the in-

clusion of the vault ribs in the Christmas 1974 Designs all shared 'the cardinal sin of traditional composition by having lines leading the eye out of the picture in all sorts of confusing directions and colours'.

It is highly unlikely that such an enterprising team as the Peter Hatch partnership would tackle anything in a 'traditional' way—this, indeed, is the great strength of their not inconsiderable contribution to stamp design—their fresh approach—great technical skill and creativity in their photograph. Thus not being 'traditional' could they really have perpetrated any 'cardinal sin'? Is Gerald Davis arguing for a return to traditionalism?

Davis's phrase 'all sorts of confusing directions' is rather too sweeping, besides not being accurate. The 'directions' are not confusing neither are there 'all sorts'. The directions of the vaulting are predominantly those of the St Andrews Cross and the Union Jack (8p and 10p respectively) adding, no doubt by 'happy accident' a patriotic symbolism to satisfy at least 80% of the population.

In the 8p and 10p values of the Christmas issue two arguments are feasible: The vaulting (1) leads the eye to the four corners, as does the Scottish Flag and the Union Jack or (2) leads the eye to the centre of the cross in both cases. If the second interpretation, then attention is focused on the Boss itself—the central motif of the design.

The criticism is hardly valid in the 3½p value because the 'lines' of the vaulting are subdued and the shadows cast by the Boss create their own intricacy of pattern contributing to the sense of form and depth. In the case of the 4½p value, the vaulting included is of very limited extent, the proportion of the boss being relatively large within the rectangle—while the colours are amongst the richest ever seen on a British Stamp.

In his reply to the Stuart Rose letter Gerald Davis suggest that the stamp committee look at 'lots more stamps'. Mr Davis does not seem to share the Designers preference for originality—a bizarre standpoint in any creative

enterprise—why copy when one can create? Most of the designs he mentions are 20 or 30 years old and are hardly relevant today.

The reference to 'Scissors and paste' is difficult to follow since the preliminary drawings and designs which preceded the photographs were published in an earlier issue of the Bulletin and judging by the reproductions were either in Water Colour or Gouache. The plea to reduce the colour range is a strange one in to-days' climate of full-colour reproduction and colour Television.

Gerald Davis might care to look at the stamps again, not in relation to the stamps of twenty or thirty years ago—design has evolved much in this space of time—but in relation to Art forms that are current. Much Art, much technology and above all much aesthetic judgement have been combined to produce a set of Christmas stamps of astonishing colour and brilliance which will not readily be surpassed.

Yours faithfully,

Glasgow

W A AUBREY WITHAM

Special Handstamps

Unless otherwise stated, items for reposting bearing at least 6p in postage, should be sent to the Head Postmaster of the town where the special posting box is located, or the relevant District Postmaster in London, marking the outer cover 'Special Handstamp'.

19 June–18 July 1975 (P/O)

1675-1975 St Paul's Cathedral London EC4. Special posting box at St Paul's Cathedral London EC4.

27 June–27 July 1975 (P/R)

Royal Shakespeare Theatre Centenary Celebrations Stratford on Avon. Special posting box at Royal Shakespeare Theatre Avonside Stratford on Avon.

9 and 12 July 1975 (P/R)

Llangollen International Musical Eisteddfod Llangollen Clwyd. Special posting box at Philatelic Tent on Eisteddfod Field.

19 July 1975 (P/C)

John Player Grand Prix 19 July 1975

Silverstone Towcester Northants. Special posting box at Silverstone Circuit Ltd, Silverstone Towcester Northants NN12 8TN.

25 July 1975 (P/O)

Royal Thames Yacht Club 1775-1975 Review of the Cumberland Fleet Cowes IOW 25 July 1975. Special posting box at Royal Thames Yacht Club Information Room Regatta Centre, 18/19 Bath Road, Cowes IOW.

25 July 1975 (P/R)

Twenty fifth Festival 25 July 1975 Kings Lynn Norfolk. Special posting box at PO Exhibition Guild Hall of 'St George Kings Lynn.

15-17 August 1975 (R)

Armex 75 British Forces 1486 Post Service. Special posting box at Inglis Barracks, Mill Hill, London NW7 1PX. Items for reposting to Philatelic Officer at the same address.

15 August 1975 (P/C)

30th Anniversary VJ 15 August 1975 British Forces 1492 Postal Service. Special posting box as for Handstamp of 15-17 August.

15 August-13 September 1975 (P/O)

Stockton and Darlington Railway 1825-1975 Darlington County Durham. Special posting box at Souvenir Shop, Bull Wynd, Darlington, Co Durham DL1 5PS and Exhibition Sites on various days of the period.

Postmark Slogans

Unless otherwise stated, items for reposting bearing the appropriate postage rate, should be forwarded to the Head Postmaster of the town where the slogan is to be used, marking the outer cover 'Postmark Slogan'.

19 May-24 August 1975 (P)

150th S and D Railway Anniversary Darlington August 1975. To be used at Darlington First and Second Class.

1 June 1975 UFN (P)

1975 Summer Season Charlie Williams

- Bridlington North Wolds.** To be used at Bridlington. First and Second Class.
- 1 June-26 October 1975
National Portrait Gallery Augustus John. To be used at WCDO 1 die transposed First Class.
- 1 June-1 August 1975
 1 December 1975-2 April 1976 (P)
Leisure-Pleasure Fermanagh on 50 Miles of Waterway. To be used at Belfast.
- 2 June 1975-31 March 1976
Lincoln—City for Enterprise. To be used at Lincoln. Second Class.
- 2 June-12 July 1975 (P)
Research Campaign the Haemophilia Society Silver Jubilee 1950-1975. To be used in London at:
 WDO First Class Machine
 ECDO " " "
 SE 17 " " "
- 2 June-2 August 1975
 1-28 September 1975
1875-1975 Bradford Girls Grammar School. To be used at Bradford Second Class.
- 9 June-20 July 1975 (P)
Army Air Day Middle Wallop 26 July 1975. To be used at Southampton and Bournemouth. First Class.
- 16 June-13 July 1975
The Happy Holiday Coast. To be used at Blackpool First and Second Class.
- 16 June-22 August 1975
Southport Flower Show August 21, 22, 23. To be used at Preston First Class.
- 16 June 1975 for approximately 3 months (P)
Visit the West Midlands Safari Park Bewdley near Kidderminster Worcestershire. To be used at Kidderminster all purpose machine.
- 22 June-11 July 1975
Southampton Show 1975 11, 12 and 13 July. To be used at Southampton First Class.
- 22 June 1975-21 June 1976 (P)
Sun Sea Scenery—Haul Hwyl Heli Aberystwyth Brochure 10p from Tourism PS Dept. To be used at Aberystwyth. First Class.
- 23 June-24 August 1975 (P)
Carlisle Great Fair '75 23-31 August. To be used at Carlisle. First Class.
- 30 June-30 August 1975 (P)
Kendal Charter 1575-1975 400 Years. To be used at Kendal. First and Second Class.
- 30 June-19 July 1975 (P)
Royal Tournament Earls Court Box Office 01-371 8141 16 July-2 August.
 To be used at:
 ECDO PADDINGTON DO
 SWDO NDO
 SEDO BATTERSEA
 WDO CROYDON
 NWDO HARROW
- 30 June-24 August 1975 (P)
World Rowing Championships Nottingham 1975 National Water Sports Centre Holme Pierrepont Nottingham 19-31 August. To be used at Nottingham. One die each machine, First and Second Class.
- 30 June-26 July 1975
Cardiff Searchlight Tattoo at Cardiff Castle 25, 26, 28, 29, 30, 31 July and 1, 2 August. To be used at Cardiff. Second Class.
- 30 June 1975-27 June 1976
Get There by Bus Leave the Driving to us Greater Manchester. To be used at Manchester. Combined.
- 6-12 July 1975
John Mattock 1875 Oxford 1975 A Century of Roses. To be used at Oxford. First Class.
- 7-20 July 1975 (P)
World Model Yacht Championships. To be used at Blackpool. Second Class.
- Ayr 7 July 1975-3 January 1976 **Burns Heritage Trail.** First and Second Class.
 Dumfries 7 July 1975-3 January 1976
 Kilmarnock 7 July 1975-3 January 1976
 Edinburgh 25 August-20 September 1975
 Glasgow 22 September-18 October 1975 (P)

7 July-1 August 1975 (P)

Visit the Hull Show East Park 1 and 2 August. To be used at Hull. Second Class.

18 July-31 July 1975

Remember Multiple Sclerosis. To be used at Nottingham. First Class.

Repeat Campaigns

Until 2 August 1975

Colchester Tattoo '75-6, 7, 8, 9 August.

To be reused at Colchester. First and Second Class.

4 March 1975-3 March 1976

Arbroath for your Sunshine Holiday.

To be reused at Arbroath. First and Second Class.

4 April 1975-3 April 1976 (P)

Visit Inverness the Highland Capital.

To be reused at Inverness. First and Second Class.

16 May-2 October 1975

Visit Tatton Park Knutsford Cheshire's

Stately Home. To be reused at Altrincham. Second Class.

19 May-28 September 1975

Wicksteed Park-Wonderland of the Midlands. To be reused at Kettering, Northants NN16 8AA. First and Second Class. One die in each machine.

26 May 1975-17 January 1976 (P)

A Capital City for Work and Play Leeds.

To be reused at Leeds. First Class.

26 May 1975-17 January 1976 (P)

Be Wise: Look Before Crossing Leeds.

To be reused at Leeds. Second Class.

26 May 1975-17 January 1976 (P)

Motorway City of the Seventies Leeds.

To be reused at Leeds. First Class.

16 June-24 July 1975 (P)

Give your Holiday a Flying Start, Insist on Glamorgan Rhose Airport.

To be reused at Cardiff. Second Class.

Please Note:

That the Postmark Slogan **Carlisle Great Fair '75** will replace **British Deaf Association Cares about Lifelong Deafness** from 23 June to 24 August 1975.

Please Note:

That the Repeat Campaign **Wicksteed Park Wonderland of the Midlands** will now read **Wicksteed Wonderland Park Kettering Northants Open Daily.**

Please Note:

That the Postmark Slogans **A Capital City for Work and Play Leeds, Be Wise Look Before Crossing Leeds, Motorway City of the Seventies Leeds.** The dates should read 2 June 1975 to 17 June 1976. These Slogans have been redesigned using similar wording to the present campaign and should therefore be classed as *new* not *repeat* campaign.

The Postmark Slogan **West Devon Gateway to Dartmoor for Details Write to District Council Offices Kilworthy Hill Tavistock PL19 0BZ** dates of use 28 April 1975-27 April 1976 has been postponed until further notice.

21 July-3 August 1975 (P)

Off-Shore Power Boat Race. To be used at Blackpool. Second Class.

28 July-25 August 1975

Birmingham Show 1975 Perry Park 29 and 30 August. To be used at Birmingham. Second Class.

GFS Girls Friendly Society Centenary 1875-1975 and World Council. To be used as follows:

30 Nov-13 Dec	Chester
5 July-11 July	Newport (Gwent)
19 July-25 July	London SWDO
" "	South Kensington
" "	London ECDO
19 July-2 August	Maidstone
19 July-25 July	Coventry
" "	Nottingham
" "	Leicester
26 July-2 August	Bangor
" "	Wrexham
20 Sept-26 Sept	Derby

27 October 1975-31 March 1976 (P)

Tigerrific thats Blackpool Zoo Park. To be used at Blackpool. First and Second Class.

'P' denotes Pictorial 'C' " Circular
'O' " Oval 'R' " Rectangular

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