

British Philatelic Bulletin

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Late News

New supplies of the 2p, 4p, 5p and 75p definitives printed in photogravure by Harrison & Sons Ltd will be available from the British Philatelic Bureau and philatelic counters from 26 July. They will go on sale at post offices as stocks of earlier printings are exhausted. No first day posting facilities will be available.

Further to the information on the Australian Bicentenary stamps published in the May *Bulletin*, we can now report that the 18p value was printed from plates 2A x 6, 3A x 6, 4A x 6 and 5A x 6, also the 34p from plate 2A x 6. The colours, both values, are deep ultramarine, orange-yellow, scarlet, black, bluish grey and emerald. The stamps were printed in single panes, thus 1B plates were incorrectly recorded in May.

Editorial

JOHN HOLMAN

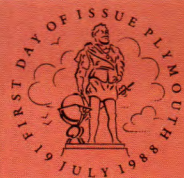
This year is rich in anniversaries of important events in our history. In last month's *Bulletin* we previewed the stamps marking the bicentenary of the arrival of the first fleet of convict ships in Australia and this month our main article features the set for the 400th anniversary of the Armada. The stamps, a se-tenant strip of five, will be issued on 19 July. The press preview for this issue took place, appropriately, at the National Maritime Museum at Greenwich. The Museum's Director, Richard Ormond, spoke enthusiastically of the stamps and of the co-operation between his Museum and The Post Office in commemorating this important, and well-known, event in British history. The date of the Armada ranks alongside the Battles of Hastings, Trafalgar and Waterloo, as one of the few dates most people remember from their school history.

A major exhibition on the Armada is now on show at the Maritime Museum and will later transfer from Greenwich to the Ulster Museum in Belfast. Free admission to the Greenwich exhibition can be obtained by using the ticket which will be included in all presentation packs.

In September we will celebrate the 25th anniversary of the *Bulletin* with a special issue. As part of this we invite readers to tell us which is their favourite British special (commemorative) stamp issued since September 1963. Send your nomination stating, in not more than 150 words please, why you like that particular stamp to: British Philatelic Bulletin, National Postal Museum, King Edward Street, LONDON EC1A 1LP to arrive by 13 July. Copies of the attractive "Links" souvenir book containing the Australian and British Australian Bicentenary stamps will be sent to readers whose comments are selected for publication.

Illustrations of King Philip of Spain and Elizabeth I on our front cover, courtesy of the National Maritime Museum, Greenwich and the Mary Evans (Explorer) Picture Library.

19 July 1988



A strip of five first class stamps will be issued on 19 July to commemorate the 400th anniversary of the defeat of the Spanish Armada, one of the most decisive battles in the history of Europe. The stamps form a composite design showing the Armada at five points along its course from its arrival off The Lizard to its routing in the North Sea.

The 16th century was a time of overseas exploration and the expansion of trade. Along with this went military aggression and the need to establish control of the seas. Henry VIII had built up the English Navy but after his death it declined and on her succession, his daughter, Elizabeth inherited just 22 ships, many unseaworthy. Under the able administrator Sir John Hawkins, the Navy was reformed with many ships rebuilt as galleons and the morale of the sailors improved by better pay – 10s. a month being the basic pay in the mid-1580s.

King Philip II of Spain was the Catholic champion of Europe. In July 1554 he had married Elizabeth's sister Queen Mary who aimed to restore the Catholic faith in England. Elizabeth had no great wish to engage in a costly war against Spain – far better to support the Dutch in their fight against Philip's forces in the Netherlands and to encourage adventurers such as Francis Drake to plunder Spanish treasure ships. For his part King Philip awaited the death of Elizabeth, expecting that the Catholic Mary,

Queen of Scots would then ascend to the English throne.

Nevertheless plans for an invasion force were drawn up in 1586 and intensified the following year when Catholic princes throughout Europe called on Philip to avenge the execution of Queen Mary.

Drake was not prepared to await the inevitable invasion and sailed for Spain, raiding Cadiz in April, destroying 30 ships. Popularly referred to as the "singeing of the King of Spain's beard", this daring raid made Drake a national hero. This obviously delayed the sailing of the Armada which did not leave Lisbon until 20 May 1588.

The first stamp shows the Armada off The Lizard on 19 July – it was at that time that, according to legend, Drake heard of the arrival of the Armada whilst playing bowls on Plymouth Hoe. He is alleged to have said he had time to finish his game and beat the Spanish as well.

The second stamp features the Armada off Plymouth two days later in its lengthy progress up the Channel towards its destination – joining up with the Duke of Parma off the Netherlands.

On the third stamp is depicted the second major skirmish off the Isle of Wight on 25 July, two days after similar action near Portland Bill.

The Armada anchored off Calais on 27 July and the following day fireships were sent in to



dislodge the enemy. This is shown on the fourth stamp. Whilst few Spanish ships were destroyed, the formation of the Armada was broken and the order was given for the vessels to sail for home. The Spanish ships sailed north, pursued by the English as far as the Firth of Forth where Lord Howard of Effingham, the Lord Admiral, decided they were no longer a threat. The fleeing of the Spanish ships is featured on the final stamp in the se-tenant strip.

The Armada, in disarray, sailed around the north of Scotland and met its worst fate on the Irish coast – some 4,000 lives and 20 ships being lost in storms. Less than half the ships and only a third of the men who sailed from Lisbon ever returned home. The war against Spain went on for the rest of the century, continuing beyond the deaths of King Philip (1598) and Queen Elizabeth (1603), peace finally being signed in 1604.

Happily relations with Spain are now much improved and evidence of this will be seen in June when King Juan Carlos and Queen Sophia travel to Cambridge to receive honorary degrees.

Technical Details

Designed by Graham Evernden, the stamps have been printed in photogravure by Harrison and Sons Limited, each stamp measures 41 x 30mm and is perforated 15 x 14. Production is in sheets of 100 on unwatermarked, phosphor coated paper with PVA Dextrin gum. The colours and cylinder numbers used are as follows: 2A (slate-black) 1B (yellow-orange) 1C (bright carmine) 1D (bright blue) 1E (turquoise-blue) 1F (yellow-green) 1G (gold).

PHQ Cards

PHQ cards (Nos 112 A-E) featuring each of the five stamps will be available from 4 July, price 15p each.

Presentation Pack

The presentation pack (No. 192) will cost £1.12 and was designed by John Gibbs and illustrated by Graham Evernden, with text by Mike Barden. It was printed by Clement & Foster Limited. It includes a potted history of the Armada and illustrations of the major characters involved.

First Day Cover

The first day cover design shows Tudor sailing vessels and sea creatures. It costs 16p. Two

pictorial postmarks will be used for the first day cover service, one from the British Philatelic Bureau featuring fish, and the other from Plymouth showing Drake's statue on the Hoe.

A first day cover service will be provided by the Bureau with the official Royal Mail cover addressed to the destination required with the five stamps cancelled with either postmark. The charges will be £1.34 (inland) and £1.17 (over-seas). Application forms, available from the Bureau and main post offices, should be returned not later than 19 July.

Customers requiring only the special pictorial postmarks may obtain them under the reposting facility by sending on the first day of issue a stamped addressed envelope under an outer cover endorsed 'Special First Day of Issue' handstamp to:

'British Philatelic Bureau'	20 Brandon Street EDINBURGH EH3 5TT
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'Plymouth'	Special Postmark Duty Customer Services Unit Letters District Office 29 Central Park Avenue PLYMOUTH PL1 1AA
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Collectors of postmarks and first day covers might be interested to know that the permanent Plymouth Philatelic Counter handstamp also features Drake's statue and that a slogan postmark worded 400TH ANNIVERSARY OF THE SPANISH ARMADA PLYMOUTH DEVON ENGLAND 1-28 July 1988 was introduced at Plymouth, St Austell, Bude, Bodmin, Newquay, Redruth, Penzance and Truro on 18 January and will continue until 30 July. Covers for postmarking should be sent to: Special Postmark Duty, LDO, 29 Central Park Avenue, PLYMOUTH PL1 1AA (Plymouth, St Austell & Bude) or Special Postmark Duty, Circuit House, TRURO TR1 1AB (others).

Armada Exhibition

A splendid exhibition on the Armada was opened by the Prince of Wales at the National Maritime Museum, Greenwich on 20 April. The exhibition continues until 4 September. It can also be seen at the Ulster Museum in Belfast from 12 October 1988 until 8 January 1989. A ticket for free admission to the exhibition at Greenwich will be included in each presentation pack of the Armada stamps.

New Stamp Book Covers

Five new stamp book covers are to be issued on 5 July, the contents of the books remain the same as previous issues since October 1986. The 50p first class machine book (1 x 1p, 1 x 13p, 2 x 18p) will be No.4 in the "London Zoo" series,



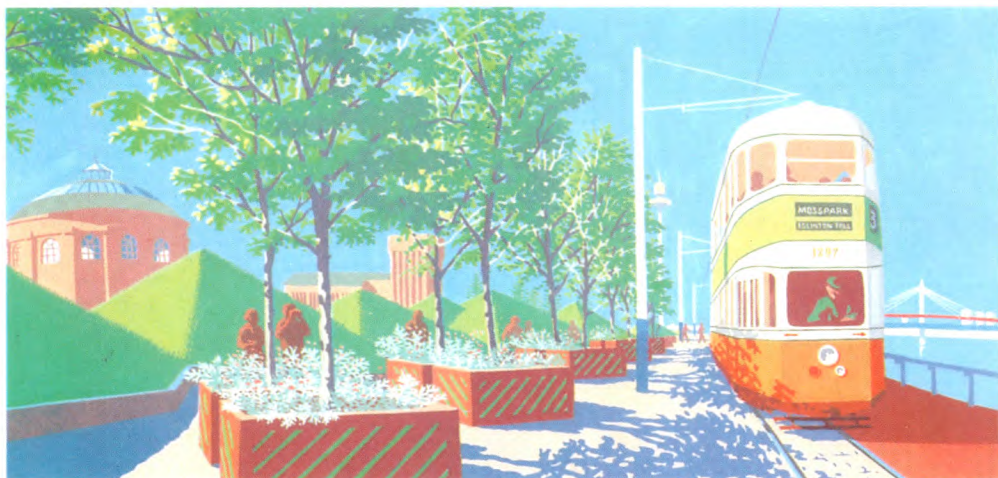
featuring drawings of animals by school children. The 50p second class machine book (1 x 1p, 2 x 5p, 3 x 13p) features No.1 in a new "Marine Life" series showing the Parasitic Ane-

none, Common Whelk Shell and Umbrella Jellyfish. The £1 machine book (1 x 13p, 5 x 18p) also begins a new cover series – "Charles Dickens" – depicting Oliver Twist.

The £1.30 (10 x 13p) and £1.80 (10 x 18p) counter books carry a special promotion of a Children's Party Pack containing party invitations, place cards, balloons, etc.



The books will initially be available from the British Philatelic Bureau and philatelic counters and from post offices as stocks of earlier books are used up.



Glasgow Aerogramme

Illustrated here is a detail from the 28th Scottish aerogramme, issued on 24 May to commemorate the Glasgow Garden Festival (28 April-26 September). Designed by Andrew Davidson,

the aerogramme features gardeners at work on the flower beds, the Clydesdale Bank Tower and a Glasgow tram. Available from the British Philatelic Bureau, philatelic counters and post offices in Scotland, price 30p (includes 26p postage).

Travelling Post Office Events

PETER JOHNSON

Fifty Years On

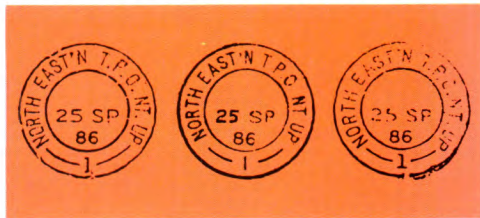
This famous documentary film, celebrating the romance of mail carrying trains with sorting being carried out on the move, was released to acclaim in 1936. Fifty years later, the Post Office commissioned the production of an updated version. Six mail coaches (80365, sorting carriage – POS; 80422, stowage vehicle – POT; 80320, POS; 80362, POS; 80421 – POT; 80363 – POS) and a brake van (80868) were repainted from the British rail livery of blue and grey to the current PO livery of red and yellow – it is understood that the remainder of the fleet is to be similarly treated over the next five years. A special train using the seven red vehicles was run, in daylight, between Cricklewood and Leicester on 20 September 1986 when a helicopter was used to film from the air; the section between Wellingborough and Leicester was covered twice. The train engine was 47 406 *Rail Riders*.



On the evening of 25 September locomotive 47 515 was named *Night Mail* at Derby by Mr Bill Cockburn, Managing Director of Royal Mail Letters; Mr Cockburn then had a go at driving the locomotive. After a buffet supper at the Midland Hotel, invited guests and the press visited the nearby East Midlands Airport to inspect the mail handling arrangements there, including the aeroplanes chartered to the PO. This function was part of the publicity arranged to complement the announcement of the new

Capital Letters scheme of enhanced first class mail handling between 20 major centres. EMA and Derby are major centres for the transfer of mail between air, rail and road transport.

A small press party then travelled from Derby to London in a buffet car which was attached to the North Eastern TPO Night Up. This train had started its journey at Newcastle at 20.22 and was formed of the red mail carriages. The locomotive was changed so that *Night Mail* took it to London. The journalists were able to observe the sorting and talk to some of the 28 postmen on board. Side 1 datestamps were in use, three being carried for both Up and Down workings – two are used on Datapost and one



by the Assistant Inspector, the senior postal officer on board; the stamps without serifs on the side number are the most recent issue. The loco worked the Down North Eastern TPO on 26 September.

Royal Mail

The following day, 26 September 1986, the then Chairman of The Post Office, Sir Ron Dearing, held a press conference, on the Capital Letters scheme, at St Pancras Station. Afterwards, in the company of Sir Bob Reid, Chairman of British Rail, he named locomotive 47 549 *Royal Mail* and then had a go at driving it down the platform. Afterwards invited guests had lunch whilst travelling to Bedford and back on a special train entitled *The Flying Postman* which was hauled by *Royal Mail*. In addition to the passenger accommodation (Charter Section Mk 1 first class saloons and restaurant car) three of the red mail carriages (80365, 80422, 80320) were attached and staffed by 10 members of the North Eastern TPO crew.

So that sorting could be demonstrated a

quantity of second class mail bound for Yorkshire was loaded and sorted – only first class mail and Datapost normally travels by TPO; with only one working this must surely count as the shortest lived TPO ever. The sorted mail was returned to London for later transmission. The reserve North Eastern TPO Night

was manned by 51 PO personnel, not all of whom worked through to Carlisle – 18 sorters, whose number included the only woman on TPOs, and one postman travelled as far as Birmingham where, after a short wait, they joined the Up Special TPO to return to London, sorting, the same night. Four sorters, one postman and the Inspector left the train at Crewe to return to London as passengers. The remaining 23 sorters, one postman, assistant Inspector, and trainee assistant Inspector travelled through to Carlisle with two Carlisle sorters who joined them at Crewe to street-sort mail for Carlisle. The Euston-Carlisle men returned to London on the Up Special, sorting, the following night. The postmen are responsible for moving loaded bags of mail about the train as required; only the larger TPOs have them.

The train was made up of five sorting carriages and two stowage vans – two of the sorting carriages were detached at Preston; one of the stowage vans was used for that purpose whilst the other was used for dealing with Datapost. The North Western TPO handles mail for Staffordshire, Lancashire, Cumbria, North Wales, Shropshire, Cheshire and Scotland. Its penultimate stop is Penrith the site of the last mail exchange apparatus, withdrawn in 1971, the North Western TPO making the last despatch.

Preserved TPO Vehicles

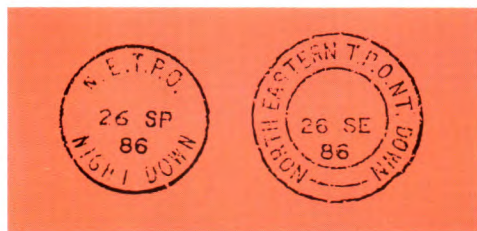
Readers interested in having a closer look at a TPO may like to know that several pre-British Rail TPO carriages have been preserved. They can be seen at the following locations:

Great Central Railway, Loughborough, Leicestershire – a London & North Eastern Rly sorting carriage and matching stowage van. Apparatus demonstrations are sometimes given at Rothley Station and the vehicles are sometimes open to the public on Sundays.

Didcot Railway Centre, Oxfordshire – a Great Western Rly sorting carriage, presently being repaired. Apparatus demonstrations are given, and public access available, when it is operational.

Birmingham Railway Museum, Tyseley – one unrestored London & North Western Rly sorting carriage and a London Midland & Scottish Rly sorting carriage being prepared for display later in 1988.

Midland Railway Trust, Butterley, Derbyshire – a



Down datestamps, single and double ring versions without side numbers, were used; the double ring stamp being used to cancel *The Flying Postman* souvenir covers for subsequent distribution to the guests and both were on covers handed in by collectors. None of these items were put through the post. Guests were also presented with a Hornby Doublo model sorting carriage, complete with the now obsolete exchange apparatus, specially customised in PO red livery. The empty stock was worked into the station by *Night Mail* which remained there and hauled it out again after the train returned.



TPO 150th Anniversary

At 22.38 on the evening of 20 January 1988 the North Western TPO Night Down (to give it its full title), the direct successor of the first TPO, left Euston for Carlisle. Between Birmingham and Warrington it even covered the route of that first, experimental, service.

In addition to the railway crew, the TPO

LMSR sorting carriage being prepared for exhibition.

National Railway Museum, York – a West Coast Joint Stock carriage of 1885, the centrepiece of a TPO display during 1988. Also a LMSR-built replica of an early carriage, not on display but possibly going on loan to the Birmingham Railway Museum during 1988.

Nene Valley Railway, Wansford, Cambridgeshire – a Southern Rly sorting carriage used as a museum, with the display including some TPO material.

Bluebell Railway, Horsted Keynes, Sussex – a similar Southern Rly sorting carriage.

Mid-Hants Railway, Ropley, Hants – a Southern Rly stowage van incorporated into a workshop and not easily seen.

British Rail sorting carriages are sometimes to be found displayed at British Rail depot open days. Members of the public are not allowed to visit operational TPOs.



Inside a Travelling Post Office



Royal Mail Letters

A souvenir of the inaugural run
of the Flying Postman
26th September 1986



18p Country Stamps

The 18p Scottish and Welsh Country stamps on Henry & Leigh Slater paper released on 29 March do have PVA Dextrin gum although the normal colouring material has been omitted. The gum, therefore, resembles PVA. The plates used for these printings were: 5,5 and 6,6 in both cases – the plate numbers 5 and 6 being found on the left and right panes of the double-pane sheets.

Cylinder News

New printings have recently been made of the 10p (Harrison) and 20p (Questa) definitives, from cylinder 18 dot & no dot and plates 15,15 and 16,16 respectively.

Numbers to be found in the books issued on 12 April are: 50p (1p/5p/13p) B1 B43 B32 phosphor B68; 50p (1p/13p/18p) B21 B4 B30 phos B69; £1 B5 B41 no phos number seen; £1.30 B37 phos B39 on adjacent pane and £1.80 B1.

Ships of the Cunard Line

BARBARA LAST

Samuel Cunard was born 200 years ago on 21 November 1787 in Halifax, Nova Scotia. He was descended from Dutch Quakers who had settled in Pennsylvania in 1683, but his father had moved to Canada after the Declaration of Independence. Samuel, eager, energetic and intelligent, was captivated by ships, and his first job was with a Boston shipbroker to learn everything possible about the shipping industry. He returned to Halifax to persuade his thrifty father to found the firm Abraham Cunard & Son.

They started with a capital of £200 and the *Margaret*, a small sailing coaster, which plied between Halifax and local ports. In the Anglo-USA war they continued to trade under the neutral flag, and bought up the *White Oak* which they sailed with passengers and freight to London in 1813, their first transatlantic venture. This was so successful that they bought another ship for trade to the West Indies. At the age of 25, Samuel was an important Halifax personality, and when his father retired in 1819 the company was renamed Samuel Cunard & Co. The firm had secured the mail contract between Halifax-Newfoundland-Boston-Bermuda in 1814, and the young man now sent three unsuccessful whaling expeditions south. He became a director of a bank with interests in many spheres. He was Nova Scotia's Commissioner for Lighthouses for 20 years and was elected to the Council of Twelve who virtually ruled the province.

Risky Inventions

At first Cunard regarded the early steamships, then in the first stages of development, as risky inventions prone to exploding boilers and fires at sea. Later he became convinced of the poten-

tial of steam, and he and his two brothers founded the Quebec & Halifax Steam Navigation Co which in 1831 inaugurated a pioneer summer service between the two ports with the 1,370 ton SS *Royal William* (shown on Canada, 1933, SG 331). On 5 August 1833 *Royal William* called at Picton where Cunard inspected her, and crossed the Atlantic by steam, sail assisted, to be sold. The pioneer paddle steamers helped the rapid growth of population and commerce in America, and forced the Admiralty to recognise the need for a regular transatlantic mail service by steam.

Cunard won the contract to carry mail from Liverpool to Halifax from May 1840, with feeder services to Boston, and from Picton to Quebec when there was no ice on the St Lawrence, the mail travelling overland from Halifax to Picton. Samuel could raise no support in his home town, but with the backing of Liverpool's David MacIver, and George Burns and marine-engineer Robert Napier, both of Glasgow, he formed the British & North American Royal Mail Steam Packet Co "for the purpose of carrying mails, passengers, specie and merchandise between Britain and certain North American ports" – a mouthful that shortly was referred to as the Cunard Line.

Britannia (Grenada, 1979, SG 409), a 1,156 ton wooden barque rigged paddler, which started the first regular transatlantic mail service occasioned no excitement in Liverpool as she arrived from the Clyde. She sailed on 4 July (a bleak day) from what was to become Cunard's buoy, with 63 passengers including Cunard and his daughter. They arrived at Halifax 11 days four hours later to disembark passengers and mail. But at Boston they received a tremendous



welcome, and on 21 July a crowd of 2000 marched in procession for an enormous banquet at Cunard Wharf. After 40 crossings, *Britannia* was sold to the North German Confederate Navy. The vessel featured on a special hand-stamp used at the International Ship Stamp Exhibition at Wallasey, Cheshire on 3 October 1970.



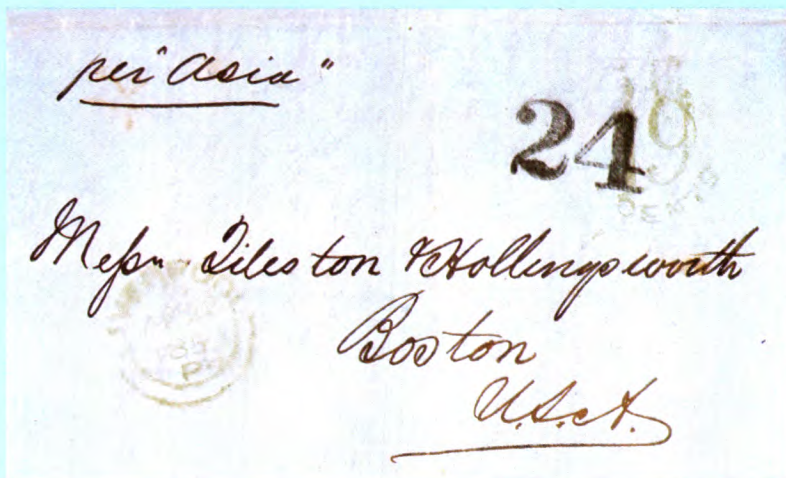
From 1846 the USA awarded their mail contract to the American Ocean S.N. Company on the New York-Southampton-Bremen route. *Britannia* was unable to compete with their *Washington* (New Brunswick, 1860, SG 18), and Cunard had to renegotiate a new contract with New York as the terminal port. Four new ships were built, all equipped with red, green and white navigational lights well in advance of general practice. But the US subsidised Collins Line took over the US mail contract, and their larger, faster vessels could carry more passengers direct from Liverpool to New York. Even Cunard's new *Asia I* (2,226 gross registered tonnage), a paddler built in 1850 with a speed of 12 knots was no match for the ships of the

Collins Line. She is shown on the Falkland Islands 1979 miniature sheet (SG MS367) – based on the pictorial envelopes for the Campaign for Ocean Penny Postage led by Elihu Burritt. *Asia* was sold in 1867, converted to sail, and was destroyed by fire at Bombay 10 years later whilst loading cotton. She had been one of the last wooden paddle ships of the Cunard fleet.

Troop Ships

In 1853 MacIver and Burns started up a valuable Mediterranean cargo service, backed by Cunard, and the following year the Admiralty took over 11 Cunard vessels for troops and supplies for the Crimea War. Afterwards the company had to set about reviving the Atlantic trade, calls being made at Cobh (Queenstown) for Irish immigrants, and at long last, in common with other mail-carrying companies, they were permitted to build iron-hulled, screw-driven vessels. The small 645 ton, iron-hulled, screw-steamer *Delta* was built in 1853 for the Halifax-New York-Bermuda mail service. She was operated by Samuel Cunard, not the British & North American RMSP Co, and was wrecked off Newfoundland in 1899. A Bermudan stamp of 1980 (SG 419) shows her lying alongside McCullan's Wharf, St George's Harbour, Bermuda.

Cunard's last paddle steamer was the iron-hulled, 3,871 ton *Scotia I* of 1862. Large and fast, she held the eastbound Blue Riband for five years. Sold to the Telegraph Construction & Maintenance Co in 1878, she was converted as a



twin-screw cable layer, and was employed on the Atlantic and on Aden-Bombay routes. Eventually as a repair ship in the Pacific she was wrecked at Guam en route for Honolulu (Cocos (Keeling) Is, 1985, SG 129).

Speed, Comfort and Safety

Samuel Cunard was knighted in 1859 and died in London six years later. He rarely adopted advanced ideas. The company which Samuel had pioneered with the motto "Speed, Comfort and Safety" was noted for its conservatism, which was reputed to have been influenced by his Scottish-Quaker ancestry.



The American Civil War was now over, during which the company had traded with both sides. The new surge of emigrant traffic across the Atlantic restarted and was scrambled for by no less than 25 new transatlantic liners belonging to various companies that entered service in 1864/5. Cunard's answer was the 2,696 ton *Java*, nicknamed "Jumping Java", with her maiden voyage in October 1865. A cover carried on this vessel is illustrated, it bears a 4d orange (perfin GLYN) postmarked London 28 December 1872 and is backstamped Kingston, Ontario 13 January 1873. She was later sold to the Red Star Line for the Antwerp-New York run and renamed *Zeeland*. Eventually converted as the sailing barque *Lord Spencer* she disappeared on a voyage round the Horn in 1895.

Thomas Ismay bought the bankrupt White Star name and red burgee flag with its white star for £1,000. His ambition was to build the company which should own the most modern North Atlantic steamers. Ismay agreed to have all his ships designed and built by Harland & Wolff, Belfast and the Oceanic Steam Navigation Co was registered in September 1869,

although it was always known as the White Star Line. The first of four new steamships was the 3,707 ton *Oceanic I* of 1871 (Grenada, 1987, SG 1633). It was difficult to break into the highly competitive transatlantic market, but soon the White Star policy of punctuality, reliability and personal comfort before speed paid off. In bad weather White Star ships slowed down while record-breakers, to keep up to schedule, made no concessions to the most turbulent seas. *Oceanic* had separate chairs for each passenger in the first class saloon, and every cabin had a porthole. She was described as "more like an Imperial yacht than a passenger vessel" and could be called the first modern luxury liner.

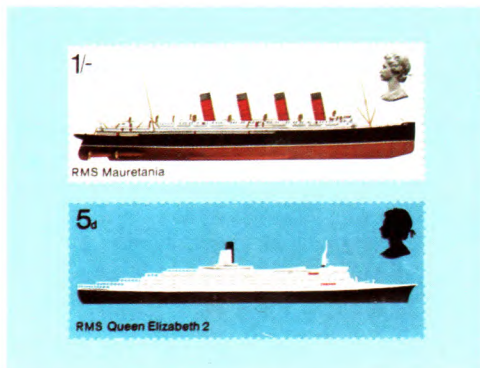
Competition was intense, and the Blue Riband changed hands as records were broken. Cunard Steamship Co had been formed on 21 May 1878 with Burns and MacIver as principal partners, but their ships lagged behind White Star standards for nearly 10 years before leaping ahead by concentrating on express passages and comfortable travel for the wealthy and the aristocracy. The 8,128 ton *Umbria* of 1884 (Cuba, 1899, SG 304), outclassed her rivals. She was converted into an Armed Merchant Cruiser (AMC) for the Russian war scare, and saw service in the Boer War with five other ships of the Cunard fleet.

Facing Competition

The New York turn round was so fast that it dictated the policy of passengers and mails only. But on the Boston route speed was of less importance, and vessels to carry both cargo and passengers were custom built. In 1902 several transatlantic companies, including the British White Star, Dominion and Leyland Lines, were bought and formed into the International Mercantile Marine Co (IMMC). This caused national consternation, and Cunard's articles were hastily altered to block any foreign take-over. With an eye on the unsettled European situation, the Government and Cunard agreed that the company was to remain British with the addition of two more large vessels, easily convertible into troop ships if necessary. Consequently the *Lusitania* and *Mauretania I* were planned. Meanwhile the "pretty sisters" *Caronia I* and *Carmania I* arrived. They were powered differently so that *Carmania's* new-fangled turbines could be compared in service with *Caronia's* quadruple expansion. The turbines proved to be 1½ knots faster, and subsequently all large Cunarders had steam turbines.

The Giant Four-Stackers

The newly-built 32,000 ton vessels *Lusitania* and *Mauretania* were both four-stackers, and to accommodate the giants the Mersey Docks & Harbour Board was forced to dredge out 200,000 tons of sand from abreast Liverpool floating landing stage. Special buoys were fixed mid-river and the landing stage had elevated platforms for gangways to reach the upper decks. When *Mauretania* (GB, 1909, SG 783), left on her maiden voyage 50,000 people lined the Mersey riverside to watch her sail. Both ships won the Blue Riband, *Mauretania* eventually holding the record for 20 years.



Cunard bought up the Anchor and Thomson Lines, and re-entered the Canadian market. Hamburg-America and White Star's answer was to design giant liners of over 40,000 tons such as the *Imperator* and *Titanic*. Cunard's even larger 45,000 ton *Aquitania*, the last four-stacker, (Belgium, 1929, SG 556), was designed for a weekly New York service, and John Brown's yard in the Clyde had to be lengthened and the slipway strengthened to take her. In 1920 she, *Mauretania* and *Berengaria* (the German war reparations ex-*Imperator*) resumed transatlantic services, the home port changing to Southampton three years later. The North Western Postal Board postcard No. 10(c) (issued 2 May 1984), shows *Aquitania* loading mails at Liverpool in 1919. Her long career ended in 1950 after serving again as a troop ship in the Second World War. The *Mauretania* appears on several stamps and on the covers of the British 4s 6d stamp books of November 1969 and January 1970 (SG LP54-5). She was broken up in 1935, and her masts had to be cropped at funnel height to pass under the Forth Bridge. A wonderful ship, her 204 firemen and 120 trimmers worked in three shifts as she regularly exceeded speeds of 25 knots.

During the First World War Cunard lost 22 ships, many almost brand new. *Lusitania* was

Thirteen new ships were ordered after the war. The group had by now acquired shipping lines concerned in the Canadian passenger-/freight market and the Port Line for Australian trade. *Queen Mary*'s keel was laid in 1930, but the depression stopped all work for three years until the Government advanced £3 million on condition Cunard and White Star merged and operated a British North Atlantic service. *Mauretania II* (Cape Verde, 1968, SG 409), was the first liner built for the amalgamated Cunard-White Star Ltd in 1939. Almost immediately she became a troop ship, and after the Second World War returned to the New York service with *Queen Mary* and *Queen Elizabeth* as consorts, later making world cruises.

Blue Riband

The 81,235 ton, three-funnelled *Queen Mary* (Tristan, 1979, SG 260) snatched the Blue Riband from her French rival *Normandie* on her maiden voyage in 1936, and held it for 16 years. Sold after her 1,000th crossing in 1967, she became a floating hotel and convention centre at Long Beach, California. Various covers were produced during her last days in service. Her



consort *Queen Elizabeth*, shown on the recent British Transport & Communications 26p stamp (SG 1393), was completed after the outbreak of war. The two Queens were successful troop ships, and were two of the six giant liners, four of them Cunarders, whose speed protected them from U-boat attack, and which were permitted to sail out of convoy except in coastal waters. *Queen Elizabeth* was sold in 1968 and renamed the *Elizabeth* at Port Everglades. Sold again two years later, she caught fire in Hong Kong harbour in January 1972 a few days after her conversion was completed as *Seawise University*.

The most famous of all Cunarders are the three Queens, each launched in turn by the respective Queen after whom named. The third vessel, the 66,852 grt *Queen Elizabeth 2*, (GB, 1969, SG 778), more commonly referred to as the "QE2", came into service in 1969 on the North Atlantic route and for world cruising. Air competition dealt a severe blow to cruise liners from the 1960s, but is partly overcome by "fly-cruises" whereby passengers fly out to specific destinations to board the liner, thus reducing travelling time to the cruise area of their choice. This solution has been so successful that from 1972 Cunard has added liners, many with the prefix "Cunard" to their fleet, most of them based in the Caribbean or California. *Cunard Countess* (Falkland Is, 1984, SG 487) has appeared on several stamps after she became famous in the Falkland War.

Meanwhile the cargo side of the business had been developed with new large vessels for the Canadian service where passenger traffic soon became uneconomic. In 1966 *Sylvania II* took over the last Cunard sailing from Liverpool, and Southampton became the company's only UK passenger base. *Sylvania*, sold in 1968 to *Sitmar*, became *Fairwind* (Antigua, 1984, SG 833).

In 1971 Trafalgar House Investments Ltd took over Cunard, controlling some 260 subsidiary companies, and establishing the Shipping Division, which three years later consisted of 64 vessels. The *Norske Amerikalinje* was taken over in 1984, the *Saga fjord* and *Vista fjord* (Grenada, 1976, SG 836) retaining their names and Norwegian crews. Both ships during the winter of 1986 carried out cruises for QE2 while she was being converted from steam to diesel-electric. That year also the famous shipbuilding firm of John Brown was acquired as engineers and constructors, not shipbuilders.

Norske Cruises A/S had designed the yacht-like *Sea Goddess I* and *II* (Virgin Is, 1986, SG 595) for very high-class luxury cruising, relying on wealthy American clientele. But the US bombing raid on Libya and the Chernobyl atomic disaster frightened off perspective passengers. The unpaid debts of \$50 million still owed to their builders was taken over by the Midland Bank, and in 1986 Cunard accepted the two vessels into their cruise fleet on a 12 year charter, with an option to purchase.

Two hundred years after the birth of Samuel Cunard, the passenger ships of the company he founded still carry his name across the Atlantic and beyond.

Finlandia Souvenirs

At the international stamp exhibition, FINLANDIA '88 in Helsinki, Finland from 1-12 June, the *Financial Times* prestige stamp book specially overprinted for the exhibition will be available from the British Post Office stand. The overprint, in blue, will bear the words "FINLANDIA '88, World Philatelic Exhibition, Helsinki 1-12 June 1988" and incorporates the official exhibition logo. This book will only be available at the exhibition, or subject to stock, by mail order from: NORDFRIM, 5450 Otterup, Denmark. The price will be £5 (or equivalent currency) plus £1 postage.

The British PO's second Exhibition Card will also be available at the exhibition with a special Finlandia cachet. Details of how to order this card were given in the May *Bulletin*. A proof of this card is illustrated here, together with the Finlandia cachet.





Illustrated here is the "Links" souvenir book which goes on sale at the British Philatelic Bureau, philatelic counters and main post offices on 21 June, price £3.95. The full colour book will make an ideal present. It contains sets of Australian and British Bicentenary stamps.

Availability of Australian Bicentenary Joint Issue

In the May *Bulletin* we gave details of Australian Post Office products to be sold by the Royal Mail from the British Philatelic Bureau and philatelic counters. The arrangements have since had to be amended following changes made by Australia Post. The British PO will sell Australian stamps, first day covers and maximum cards but *not* the presentation pack.

The presentation pack, which will now contain both British and Australian stamps, and their two joint first day covers (in a pack), detailed in the May issue, will however be available from the Australian Stamp Bureau, c/o Trans Oceanic Philatelic Sales, PO Box 123, SUTTON, Surrey, SM1 4WB, price £2.33 presentation pack, £2.29 pair of joint first day covers. Orders from UK collectors should include 75p handling charge plus 15% VAT on the total value of the order and handling charge. Orders from overseas collectors should include £1.50 handling charge, no VAT is applicable. Remitt-

ances should be made payable to "Australian Stamp Bureau". Regrettably they cannot accept orders from collectors in Australia, Austria, Canada, Germany, Italy, New Zealand, Spain, Switzerland and the USA.

Further information is now to hand concerning the servicing of joint first day covers. Covers sent to Australia Post with Australian stamps already affixed will be postmarked with the First Day cancellation free of charge but return postage must be paid – \$1 up to 20g., \$1.50 up to 50g. As an alternative to cash or cheques, international reply coupons, obtainable from post offices, may be sent – two to cover the \$1 rate, three for \$1.50.

Collectors sending covers to have Australian stamps affixed should include the cost of the stamps, a handling charge of 10c per cover plus the return postage charges detailed above. Collectors should indicate clearly which stamps are to be affixed to their covers.

Orders should be addressed to: Philatelic Bureau, GPO Box 9988, MELBOURNE, Victoria 3000, Australia.

The Railway Letter Service

JOHN HOLMAN

In the July 1987 issue of the *Bulletin* I updated earlier articles under this title; this article brings the record to the end of 1987. As before I deal with the railways in alphabetical order.

British Rail

Readers of these articles will know that British Rail ended the railway letter service in June 1984 but reinstated it briefly during 1985 for the purpose of carrying souvenir mail marking the 150th anniversary of the Great Western Railway, possibly the best-loved of the four great companies that formed British Railways in 1948. Such mail bore special 55p railway stamps, described here in November 1986. This was not the first time British Rail had issued commemorative letter stamps – single 55p stamps were produced in 1980 and 1981 to mark the 150th anniversary of the Liverpool & Manchester Railway and the introduction, on the London/Glasgow route, of the Advanced Passenger Train. The APT stamp showed the train against an orange-red background. The design of the stamp was probably more successful than the train itself which had to be taken out of service, shortly after its much publicised introduction, for the rectification of several design faults, principally concerned with its revolutionary tilting mechanism. The stamp proved quite popular with railway letter and thematic stamp collectors and cards and covers carried on the inaugural runs from London and Glasgow are now much sought after.

It is known that the issued stamp was in fact the second design, as it was felt that the original with a white background could be improved and delays in the introduction of the train made this possible, although the stamps had already been printed. These stamps were preserved, but have recently come to light and may, therefore, be properly regarded as “prepared for use but not issued”.

Festiniog Railway

The Railway issued two attractive 20p stamps on 8 September 1987, day of issue of the PO's Victorian Britain set. The stamps, printed horizontally se-tenant, commemorate Henry Archer



(1799-1863), pioneer of the FR Company, stamp perforation and surface-printed stamps. The left-hand stamp shows a loaded gravity train typical of the railway's operation from 1836 to the introduction of steam locomotives in 1863. Also featured is a representation of the Prince Consort essay of 1850 with which Archer was associated. This essay led eventually to the De La Rue contract for the first surface-printed stamp, the 4d carmine of 1855. The right-hand stamp depicts *Mountaineer*, one of the first steam locomotives, and a representation of the 1d red of 1854, perforated in accordance with Archer's patent of 1848/9. Archer came from Dublin and was the main driving force in the creation of the FR Company, becoming the first Director of the Railway during the period of its construction (1832-6). In 1847, by which time his links with the Railway were less direct, Archer came into contact with the PO through his scheme for perforating paper and other materials. No portrait of Archer is known; a facsimile of his signature was used on the Railway's cancelling stamp on first day covers bearing the new stamps. A special PO handstamp was used on mail posted on arrival at Porthmadog.

Orders/enquiries to the Festiniog Railway Co (RLS Dept), PORTHMADOG, Gwynedd, LL49 9NF.

Keighley & Worth Valley Railway

The Railway issued a new 20p letter stamp on 31 December 1987 to commemorate the centenary of the Lancashire & Yorkshire Rly locomotive No. 957 (later BR No. 52044) now operating on the KWVR. The locomotive was one of 280 standard goods locomotives built for the LYR in 1876-87. The loco has appeared in the films *The Private Life of Sherlock Holmes* and *The Railway Children*. The 20p stamp, printed in black and pink, features a profile of the locomotive. Orders/enquiries to: J Whitham, 6 Hill Street, Quaker Bridge, Reedley Hallows, NELSON, Lancs, BB9 5QJ.

North Yorkshire Moors Railway

On 22 April 1987 the Railway re-issued the 20p stamp of 1 May 1983 (marking the 150th anniversary of the Act of Parliament authorising the building of the railway) overprinted "2nd W. & P.R. Act/5.v.1837" and with a representation of a horse-drawn carriage (W. & P.R. = Whitby & Pickering Railway). The stamp was printed in blue on silver paper – the overprinting, in carmine-red, largely obscures the original design. Covers were prepared, despatched from Goathland station to be called for at Grosmont. The railway stamp was cancelled by a large handstamp depicting country dancers.

Orders/enquiries should be addressed to: G D Calvert, North Yorkshire Moors Rly RLS, Glendcliffe, Grosmont, WHITBY, N Yorkshire, YO22 5PA.

Romney, Hythe & Dymchurch Railway

The Railway has not issued any new stamps since the delightful "poster" issue in June 1986. The Railway celebrated its 60th anniversary in July 1987 and might have included a set of railway stamps for the occasion. Instead collectors will have to be satisfied with a commemorative cover franked with pairs of the poster stamps cancelled with the standard New Romney station datestamp of 16 July.

Neill Oakley, who has taken over from David Potter as the recorder of modern railway letter stamps for the Railway Philatelic Group, reported in the June 1987 issue of *Railway Philately* that the Railway had co-operated with the Freud Museum in London in the issue of a railway letter stamp showing the famous Austrian pioneer of psychoanalysis. The large-size stamp, printed in blue and yellow, was issued on 28 July 1986 and covers were carried on the railway on that day. The stamps, however, were not sold by the Railway, only by the Freud Museum. The Railway allowed the stamps to be used as railway letter stamps only on the day of issue, subsequently they had to be used alongside one of the Railway's regular issues. The Freud stamps were printed in sheets of four, the inscriptions "Freud Museum" and "Printed by Stephenson Print, Prescot, Merseyside" appearing in the top and bottom sheet margins. Some 5400 sheets were printed.

Orders/enquiries relating to RHDR issues, other than the Freud stamp, should be addressed to: Commercial Manager, RHDR, NEW ROMNEY, Kent, TN28 8PL; the Freud stamp can be obtained from the Freud Museum, 20 Maresfield Gardens, LONDON NW3 5SX.



Nene Valley Railway

On 1 June 1987 the Railway issued three new 20p stamps to commemorate the 10th anniversary of the re-opening of the railway. The stamps, printed horizontally se-tenant, feature: Swedish "S", French "Nord" and British "Battle of Britain" class locomotives built respectively in 1911, 1914 and 1948. The first two locomotives have been operating regularly over the last 10 years and have appeared in various films including the James Bond *Octopussy*. The Battle of Britain class loco is under restoration. The stamps were designed by Edward Roberts and printed by Fisherprint of Peterborough in sheets of nine. The issued stamps were perforated but a number of imperf strips were distributed as publicity items to the philatelic press.

Orders/enquiries to: Nene Valley Rly, Wansford Station, Stibbington, PETERBOROUGH PE8 6LR.

Welshpool & Llanfair Light Railway

The Railway introduced its railway letter service in 1975; mint copies of its first stamps are now scarce. A number of new stamps were issued until 1982 and the first new issue for five years was released on 30 May 1987 – comprising the 10p stamp issued in 1977 depicting the locomotive *Joan* surcharged at the new rate of 20p and overprinted “60th year” to mark the locomotive’s diamond jubilee. The loco was originally built for use on a sugar plantation railway in the West Indian island of Antigua and is similar in design to that depicted on the 50c stamp of Antigua’s 1981 Sugar Cane Railway Locomotives set (SG 682). *Joan* was acquired by the WLLR in 1971. The stamps are in sheets of 12. A special large oval cancelling stamp worded WELSHPOOL & LLANFAIR/LIGHT RAILWAY/No 12 “JOAN”/60TH YEAR/30TH MAY 1987/LLANFAIR CAEREINION was used on first day covers. Orders/enquiries for this and earlier issues to: WLLR Postmaster, R H Brough, 13 Shringley Road North, Higher Poynton, STOCKPORT, Cheshire, SK12 1TE.

West Somerset Railway

On 31 March 1987 the Railway issued two stamps, printed horizontally se-tenant, commemorating the 125th anniversary of the opening of the line from Watchet to Taunton. The left-hand stamp, printed in black and orange, depicts one of the original locomotives of 1862, the right-hand stamp, in black and green, a Great Western Railway “Prairie” tank locomotive. Designed by Bernard Parkinson, the stamps were printed in sheets of 10, 500 sheets being produced. The issued stamps were perforated, imperf pairs handstamped SPECIMEN were issued in advance to the philatelic press. A small oval cancel worded WATCHET STATION-/WEST SOMERSET RAILWAY with the date in the centre was introduced on the day of issue and continued in use throughout the 1987 season. A special railway cancellation and “special occasion label” were used on 29 August 1987 to mark the return to steam of former Somerset & Dorset Rly locomotive No. 88 (now numbered 53808). The S & D Railway Trust, which has restored the locomotive, has its headquarters at Washford Station on the WSR. The word-processor printed label was affixed alongside a 20p WSR stamp on cards showing the locomotive. Both stamp and label were cancelled with a special “S&D Railway Trust/*29 Aug 87*/Washford Station” unframed handstamp. A very limited

number of cards were so prepared. Orders/enquiries to: Railway Postmaster, West Somerset Rly, MINEHEAD, Somerset, TA24 5BG.

Although not a true railway letter stamp, the railway letter label introduced by the Snowdon Mountain Railway in June 1987 may well be of



interest to readers of this article. The undenominated label is available from a vending machine in the souvenir shop at the summit and costs 10p. It shows a train on a viaduct, is printed in red and green and issued in vertical delivery. When used on postcards posted at the summit, it is cancelled with a bilingual cachet worded SNOWDON SUMMIT/1085/METRES/ABOVE SEA/LEVEL/COPAR WYDDFA. The Company will be pleased to supply collectors with the label, minimum order 50p plus postage. During the tourist season cards bearing the label can be posted from the summit on request. All orders/enquiries to: Manager (Shops & Catering), Snowdon Mountain Rly, Llanberis, CAERNARFON, Gwynedd, LL55 4TY.

Orders for the stamps mentioned in this and previous articles should be sent to the relevant railway company or to the specialist dealer in these issues: Harold Creamer, Swn-y-Wylan, Cae Eithin, Minffordd, PENRHYNDEUDRAETH, Gwynedd, LL48 6EL to whom the writer extends his thanks for assistance in the preparation of these notes.

Three minor railways issued new railway letter stamps on 10 May 1988 - the Nene Valley issued a 20p stamp commemorating the 150th anniversary of the TPO, the Festiniog issued two stamps for the centenary of steam and the Talyllyn a new definitive. Details were given in the May Bulletin, page 199.

Philatelic Terms Explained

KENNETH F CHAPMAN

No.23 UPU Colours

The formation of the General Postal Union (*Union Générale des Postes*) in 1874 [the name was changed to the Universal Postal Union (*Union Postale Universelle*) in 1878], was achieved by Heinrich von Stephan, then Director of Posts for the North German Confederation. This followed tentative moves by the Postmaster-General of the USA, Montgomery Blair, in 1863 when delegates from 15 countries met in Paris. However, Blair died before his plans were put into effect and von Stephan took over.

At the first full UPU Congress, held in Paris in 1878, it was proposed that stamps used by member-countries for certain classes of overseas mail, should be in uniform colours throughout the UPU, thus enabling postal workers in any one country to check visually whether the correspondence had been correctly franked in the country of origin. In 1879 the British Post Office was formally notified by the UPU that the selected services and stamp colours were as follows: (1) basic overseas printed paper rate – a green stamp; (2) basic overseas postcard rate – a red stamp and (3) basic overseas letter rate – a blue stamp.

The scheme was timely for Great Britain which was then reviewing its stamp printing programme and was receiving tenders for the production of a new definitive issue. That is why, in 1880, a ½d green typographed stamp replaced the small line-engraved ½d red-brown. The 1d Venetian red, Britain's first typographed 1d stamp, replaced the long-lived 1d red-brown plate number issue, and although not as red as the plan envisaged it was accepted as suitable. The then current 2½d rosy-mauve switched to blue early on during the printing life of plate 17, thus completing the trio of UPU colours. The changeover accounts for the high catalogue price of the 2½d plate 17 in rosy-mauve.

However, within a year, Great Britain defaulted by issuing the Victorian 1d lilac in 1881. This was the result of a policy change which allowed stamps a dual role – that of payment of both postal and fiscal purposes and accounted

for the new inscription POSTAGE AND INLAND REVENUE. The 1d lilac was widely used on receipts and legal documents and, therefore, had to be printed in doubly-fugitive (ie purple) ink to prevent cleaning off, or alteration to, pen written signatures or dates, which could lead to fraud.

By 1883, with the issue of the famous “Lilac and Green” definitives (both colours were doubly fugitive), the 2½d had become lilac and the ½d was changed to slate-blue in order to distinguish it from the other new plain green stamps (4d, 5d, 6d, 9d and 1s). This breakaway from the approved scheme was tolerated until the UPU Congress in Washington in 1897 when the colour scheme was declared to be mandatory. By then, most of Britain's 1887-92 “Jubilee” definitives had been in use for nearly 10 years. The ½d stamp was vermilion; the 1d was still the 16-dot 1d lilac and the 2½d was printed in purple on a deep blue paper – the only one of the three approaching the requirement.

The advent of the new King Edward VII stamps in 1902 gave Britain the chance to fall back into line – ½d green, 1d red and 1½d – 20 years after falling from grace. By 1921, following the First World War with its upsets in postal rates only the ½d green (printed paper rate) was the correct colour and in 1923 the overseas letter rate (payable by a 3d stamp in purple) was reduced to the pre-war 2½d, thus bringing the 2½d blue into line once again



The developing European air mail system, for the use of which a 2d fee was charged in addition to the basic rate, completed the application of the colour scheme during the inter-war years. Not until 1951 did the British Post Office once again conform to the scheme with a 1½d green (overseas printed matter), a 2½d red (overseas postcards) and a 4d blue (overseas letter). Only a year later, at the Brussels Congress of 1952, UPU delegates agreed to scrap the scheme.

Life had become too complicated to worry

about any small and infrequent, incorrect franking while the increasing of multicoloured pictorial stamps virtually made nonsense of the 72-year colour code which, in effect, died a natural death.

Commemorative Covers

Croydon Airport. To commemorate the 60th anniversary of the opening of the Croydon Airport Airways Terminal, a souvenir cover has been produced by the Ministry of Defence Postal & Courier Services. The covers, which will be flown into the closed Croydon Airport will bear the full set of Transport stamps cancelled with a special British Forces 2162 Postal Services handstamp dated 10 May and showing a plane coming into land at Croydon. All covers will be signed by Sir Peter Masefield and cost £3.75. Orders and remittances payable to "Joint Services Philatelic Charities Fund" should be sent to: Directorate Defence & Courier Services, British Forces Post Office 777.

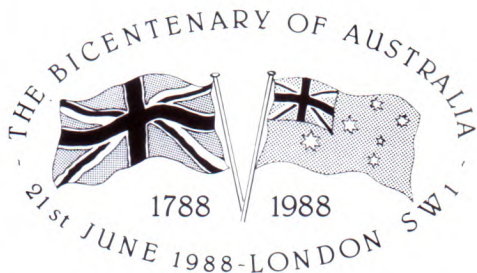
Captain Cook/Australian Bicentenary. To mark both the Australian bicentenary and the 10th anniversary of the opening of the Captain Cook Birthplace Museum at Marton-in-Cleveland a special cover has been produced reproducing the painting "Captain Cook, Botany Bay" by J A Gilfillan. The painting, owned by the Royal Society of Victoria, was featured on a Jersey stamp in 1984 (SG 349). A special handstamp will be used at Marton on 21 June, worded CAPTAIN JAMES COOK/BIRTHPLACE MUSEUM/COMMEMORATES THE/AUSTRALIAN/BICENTENNIAL and features a sailing ship in the design. Covers with full set of Bicentenary stamps cost £4.25, single 18p stamp £2.25. Covers with full set signed by Lord Lewin (who opened Museum) are £7.50, covers with single British stamp and with Australian stamp cancelled at Kurnell (Botany Bay) £4.95. Orders/enquiries to: Stan Muscroft, 43 Farndale Drive, GUISBOROUGH, Cleveland, TS14 8JJ.

Welsh Bible. To mark the 400th anniversary of the translation of The Bible into Welsh and the restoration of Ty Mawr Wybrnant, birthplace of Bishop William Morgan, the National Trust has produced a cover showing a drawing of the Bishop's birthplace by John Thirsk. The covers bear Welsh Bible stamps cancelled with the Ty Mawr Wybrnant, Gwynedd First Day of Issue handstamp. Covers with single stamp cost £1.75, with full set £5.20; signed by John Thirsk

and stamp designer Keith Bowen, £10.20 (prices include post & packing). Orders/enquiries to: National Trust Regional Office, Trinity Square, LLANDUDNO, Gwynedd, LL30 2DE.

Amy Johnson. To coincide with the Australian Bicentenary stamps a special handstamp, illustrating a De Havilland Gipsy Moth, will be used at Hull on 21 June commemorating Amy Johnson's 1930 flight to Australia. A souvenir cover depicting Amy Johnson bearing one of the Bicentenary stamps cancelled with the special handstamp can be ordered from: A G Bradbury, 3 Link Road, LEICESTER LE2 3RA, price £2.50.

Australian Bicentenary. A souvenir cover featuring the arrival of the First Fleet at Port Jackson (now Sydney) has been produced for use in connection with a special London SW1 handstamp showing the Union Jack and the Australian flag on 21 June. Covers bearing all four stamps cost £4.50, signed by the Speaker of the House of Commons (Bernard Weatherill) £9.75, signed by entertainer Rolf Harris £8.75, covers with single stamp, £2.50. All orders/enquiries to: A G Bradbury, 3 Link Road, LEICESTER LE2 3RA.

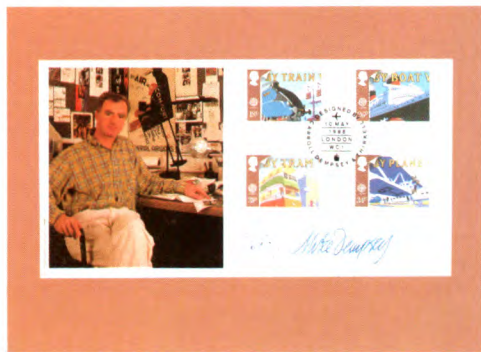


First Transatlantic Convoy. A cover depicting a convoy, the *Queen* liners and the Merchant Navy badge has been produced to commemorate the 71st anniversary of the first transatlantic convoy. A special British Forces 2165 Postal Service handstamp depicting the Merchant Navy badge was used on 10 May. Covers with single Transport stamp cost £1.50, covers with full set of stamps signed by the Director of Trade, Ministry of Defence Navy and an ex-Captain of the *Queen Elizabeth* are available for £4. Orders/enquiries to: Cdr. R G D Williams, RNPO, FAA Museum, YEOVILTON, Somerset, BA22 8HT.

Queen Victoria. To commemorate the 150th anniversary of Queen Victoria's Coronation on 28 June 1838, a souvenir cover has been pre-

pared. Covers franked with the 22p Victorian Britain stamp cancelled by a pictorial handstamp cost £1.60 (overseas add 50p for postage). Orders/enquiries to: G K Eldridge, 177 Mousehole Lane, Bitterne, SOUTHAMPTON SO2 4TD.

Transport Stamps. Further details are now to hand of the Transport cards produced by Tony Evans (designer of Pottery stamps) mentioned in last month's *Bulletin*. The four standard cards feature the Mallard, Queen Elizabeth, Glasgow tram tickets and Hanley Page plane and Imperial Airways poster with the appropriate stamps cancelled with the Philatelic Bureau (18p, 26p, 34p stamps) and Glasgow (31p) First Day of Issue handstamps. The cards have been designed by Mike Dempsey and have text by journalist Russell Miller. The cards bear reference numbers 1988/1 PPC No.1A-D and cost £9.95 the set. Another card, reference 1988/1 PPC No.2, depicting a suitcase with LNER, Queen Elizabeth, Glasgow Trams and Imperial Airways stickers, and text by Kenneth F Chapman, bearing the four stamps with Bureau handstamp is available for £5.95. Card 1988/1 PPC No.3A bears a portrait of Mike Dempsey with full set of stamps cancelled DESIGNED BY CARROLL DEMPSEY & THIRKELL/10 MAY 1988 LONDON WC1 costs £5.95, the same card signed by Mike Dempsey (limited to 850) costs £9.95. Postage & packing 95p extra. Similar cards are to be produced for future issues of special stamps and it is hoped to produce an album at the end of the year. Prototype cards were produced for the Pottery stamps last October. All orders/enquiries to: The Designer's Own Co Ltd, Penbryn Hall, MONTGOMERY, Powys, SY15 6TY.



Great Malvern Station. To commemorate the reopening of Great Malvern Station after a fire in 1986, a special handstamp was used on 20 May. A commemorative cover was prepared by

the Malvern Hills District Council. Covers bearing the 18p Transport stamp cost £2, orders to: Mike Cresswell, Winter Gardens Complex, Grange Road, MALVERN, Worcs, WR14 3HB.

Australian Bicentenary. CoverCraft has designed the official FDC for the Britain-Australia Bicentennial Committee. The cover is printed in full colour and features the Beatles and Australian tennis player Evonne Goolagong. Covers with full set of British stamps and special handstamp cost £5, with set of Australian stamps £6, with both sets £8.50 (overseas orders add £1 postage & packing). Details of signed editions available on request. Orders/enquiries to: CoverCraft (BABC), PO Box 713, LONDON SE19 2HH.

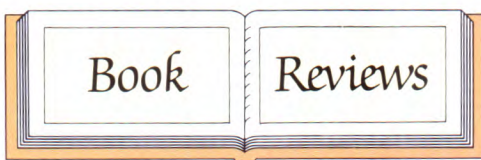
Manchester Air Show. Manchester's Ringway airport was opened on 25 June 1938 and to commemorate the anniversary a souvenir cover was produced for use at the 50th Manchester Air Show on 20 May. The covers bear the 34p Transport stamp cancelled with a special 50th anniversary handstamp showing a looping De Havilland Tiger Moth bi-plane. The standard cover costs £4, covers flown in the vintage Aer Lingus plane "Iolar" with special cachet are available at £8 and at £12 signed by the pilot. All orders/enquiries to: Commemorative Cover, Manchester Air Shows Ltd, The Tower, Barton Aerodrome, MANCHESTER M30 7SA.

Concorde Study Circle

The Circle celebrates its 10th anniversary this year; it now has over 80 members. Its aim is the study of all philatelic aspects of the development of SSTs, with particular reference to Concorde, – stamps, postmarks, meter marks, postal stationery and flown covers, also postcards, cigarette and trade cards, timetables and other ephemera. For a sample Newsletter and free postcard send a large SAE (or two IRCs) to: B L Asquith, "Alandale", Radcliffe Gardens, CARSHALTON BEECHES, Surrey, SM5 4PQ.

Correction

In the April *Bulletin* we published a letter by Mr E Milne-Redhead concerning the Linnean Society stamps. He referred specifically to the 34p stamp. In error the 31p stamp was illustrated, this having been the subject of a letter from Mr M Bewick, published in February. Our apologies for the confusion.



Pictorial Aerogrammes

Sir,

Some years ago I purchased a stack of commercially produced pictorial aerogrammes, featuring such scenes as the Changing of the Guard, the Tower of London and so on. They then retailed at 8p each and one had to affix an adhesive stamp to use them.

Every one of the recipients complimented me on these; unfortunately they are now long gone and I have not seen others. Obviously there is a continuing market demand for such items, and I feel the Post Office could well institute an ongoing series (perhaps changed annually) of Tourist Aerogrammes, with say six pictures on each showing a range of British attractions.

One might even suggest going right back to Britain's very first postal stationery item, the Mulready wrappers, in which space was sold for advertising on the inside flaps; such advertising could be restricted to tourist-orientated enterprises and would easily cover the additional cost of four-colour printing, allowing the aerogrammes to be sold across post office counters for the cost of the impressed postage indicia.

KENNETH R LAKE, London E17

Posting Boxes

Sir,

You invited comments on Posting Box No. 88 in the March issue of the *Bulletin*.

The box, probably made locally, is referred to as a 'Carpenters' box and the enamel plate bearing the royal cypher and the words POST OFFICE is more accurately described as a 'Ludlow' type plate as it was not manufactured to be fitted to the Ludlow wall box supplied by James Ludlow & Co, being much too small for that purpose.

Many of these types of plate were commissioned (possibly by the PO) and can be seen fitted to a variety of Carpenters boxes throughout the UK. Another example is at Anstey PO near Haywards Heath in Sussex. ARTHUR HUNT, Publicity Officer, Letter Box Study Group, Camberley, Surrey

The British Travelling Post Office by Peter Johnson. 104pp, hardbound. £8.95. Published by Ian Allen Ltd, Weybridge, Surrey. Available to callers at the National Postal Museum Sales Counter.

This useful and well-produced book, published in 1985, will be of particular interest to postal historians in this the 150th anniversary year of the introduction of the TPO service. The author is well-known both as a railway photographer and as a hard-working officer of the Railway Philatelic Group. He gave a talk to the seminar on TPOs organised by the Friends of the National Postal Museum on 12 March.

The book has five chapters giving general and historical surveys of the TPO service, a review of TPO rolling stock, a look at current TPO routes and a "personal account of TPO observations". This is followed by a good appendix survey of TPO postmarks and philatelic material and a bibliography. A useful map of TPO routes in 1984 is provided as are some 150 illustrations of TPO trains, equipment, letter boxes, postmarks, etc. Many of the photographs of TPO workings are by the author, supplemented by the work of other railway photographers and much archive material. For readers seeking details of where to see preserved TPO vehicles, in use and in museums, chapter 3 will be particularly useful.

The British Mails of the Graf Zeppelin compiled by C E Field. 16 A5 pp, limp binding. Available from Francis J Field Ltd, PO Box 697, SUTTON COLDFIELD, W Midlands, B73 6AS.

A lot has been written about Graf Zeppelin flights but most collectors require only a simple checklist of material with a guide to prices. This little publication amply answers this need. Brief information and listings are given for the English flights of 26-7 April 1930, 18-20 August 1931 and 2-4 July 1932 and the British acceptance on Zeppelin flights in 1932-5. In all some 61 items are listed, prices range from £15 to £300. There are 36 illustrations of postmarks and cachets and covers carried on the first, seventh and ninth South American flights are illustrated (1932-3).

Gems of the R M Phillips Collection

153. Victorian Printing Methods

The embossing method was first used by the Stamp Office in 1694 for producing certain stamps for revenue purposes. A number of embossed essays were submitted as part of the Treasury Competition for the first postage stamps in 1839. This process was used for the 1d stamp on the postal stationery envelope issued in February 1841 to replace the Mulrea dy envelope; an embossed 1d letter-sheet followed in May 1844. The first embossed adhesive stamp – a 1s value – was issued in September 1847, 10d and 6d values followed in November 1848 and March 1854.

Early in 1847 William Wyon, RA submitted essays for 10d and 1s stamps, both having an octagonal frame around an embossed essay head without pendant curl. The frame was subsequently changed but the head remained.

Completed essays exist of the 1s value in

pale yellow green and in red-brown, the colour of the 10d stamp. Page 10 of Volume 30 of the Phillips Collection contains three unused 1s essays – two in brown, one in green – and three used copies – one each in brown and green cancelled with the London City No.'14' handstamp and one in green cancelled with the No.'67' London District stamp.

Only 40 impressions of this essay were taken – 20 each in brown and green, of which 12 and 11 were experimentally cancelled, probably to determine the effect of the obliteration on the cameo surface.

These items can be seen in the open display – Victorian Printing Methods – of the R M Phillips collection at the National Postal Museum during normal hours: 9.30am to 4.30pm Monday to Thursday and 9.30am to 4pm on Friday.



British Philatelic Trust

The Trust's Report & Financial Statements for the year ended 5 April 1987 has recently been published. The Chairman, Dr Alan Huggins, writes of the benefits to organised philately of the British Philatelic Centre which was opened by Sir Ron Dearing, former Chairman of The Post Office, in February 1987. In all the Trust made grants of £210,004 to numerous projects,

about half going to the BPC. One of the most important aspects of the Trust's work is the supply of basic philatelic literature to schools. Teachers interested in this and collectors wanting copies of the 1986/7 Report should write to the Trust's Secretary, John Littlebury, at the British Philatelic Centre, 107 Charterhouse Street, LONDON EC1M 6PT.

June Digest

Issued in June

1 June **Exhibition card No. 2** with two Transport stamps affixed, price £1.20

designer: Andrew Ward of Debdens Security Print

printing: Debdens Security Print

6 June **Australian Bicentenary PHQ cards (Nos. 111A–D)**, 15p each

21 June **Australian Bicentenary stamps** 2 x 18p, 2 x 34p

designer: Garry Emery

printing: The House of Questa, offset lithography, 34.7mm, perf. 14½, printed on unwatermarked, phosphor-coated paper in sheets of 100 on PVA Dextrin gum.

Bureau f.d. service alternative handstamp: Portsmouth

presentation pack: £1.26

souvenir book: £3.95

Australian stamps 2 x 37c, 2 x \$1, price £1.80 per set

Australian f.d.c., price £1.90

Withdrawn in June

15 June **St John Ambulance issue** – all items

Posting Boxes

No.91. Mr A A Louis of Orpington has sent an excellent transparency of “father and son” wall boxes outside St Andrew’s House, St Andrew’s Hill, London EC4 (near Telecom Technology Showcase). The boxes bear the ciphers of Edward VII and George V. The former was made by W T Allen & Co of London after 1904; the company had produced wall boxes since 1881. In 1932 it lost the contract for such boxes to McDowell Steven & Co of Glasgow which had been manufacturing pillar boxes for the PO since 1904. Thus the George V box dates from the last four years of that king’s reign. McDowell Steven continued to produce this type of box until 1957. Known as the “A” wall box, the door extends the full height of the box and has the posting aperture set in it. The Edward VII cipher is in script style, prior to 1904 it was in block letters. Similar Edward VII and George V wall boxes were featured in Posting Boxes No.46 (April 1983) and No.34

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(March 1982).

A similar pair of wall boxes, but of Victorian vintage, are to be seen on either side of the entrance to Temple Chambers, Temple Avenue, London EC4.

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