

Philatelic Bulletin

Volume 11 Number 8 April 1974



Contents

Introduction	2
Rolls of Stamps	2
Faster Postcards	2
Nato Cover	2
The British High Value Stamps of the 20th Century	
8. The 'Machin' Definitives, 1969 and 1970-72	3, 4
Gems from the R M Phillips Collection	
- X Twopenny Blue Plate 1	5
Philatelic Literature	6
Stamp Book Programme 1974	6
Philatelic Society Anniversary	7
Old Pillar Boxes	7
Book Review	7
Military Letter Box	7
Fire Service Stamp Issue	8
Presentation Pack	9
First Day Cover	9
The Fire Service	10
First Day Cover Services	10
New Picture-card	10
UK Thematics 1974	10
Travelling Post Offices of Great Britain	11, 12
Post Box in Jordan	12
Postmark Slogans	13, 14
Special Handstamps	14, 15
Don Beaumont Retires	15
Royal Air Force Covers	15
Melville Junior Competition	15

Introduction

Our major feature this month concerns the forthcoming Fire Services stamps which we confidently expect to be one of the most popular issues of recent years. David Gentleman has again demonstrated his ability to portray a wide range of subjects. Some of us were fortunate to hear his lecture on "The Design and Production of Postage Stamps" at the Royal Society of Arts recently when he went to some lengths to explain how he

set about the task of designing these stamps. We hope to be able to expand on this topic in a later Bulletin.

Rolls of Stamps

The £15 G I roll is now available with PVA dextrine gum. The stamps are not silicone coated.

Faster Postcards

New ready stamped postcards go on sale at all post offices on 1 May. They carry a first class basic inland rate impression (stamp value is $3\frac{1}{2}p$, with two phosphor bars). The new postcards take the place of those stamped $3p$ (the inland second class basic rate) the sale of which has been declining for some time. It is felt that the reason for this decline may be that there is a demand for a means of sending short and essentially urgent messages. The idea of the new card is to provide a faster service and the $3p$ stamped card will be withdrawn. The sale price of the new stamped postcard is $4p$ each or $39p$ for a packet of 10.

Nato Cover

A souvenir cover will be issued on 4 April 1974 to commemorate the 25th Anniversary of the Signing of the North Atlantic Treaty. It will portray the NATO ensignia and will be cancelled with a special British Forces Postal Service postmark to be used at NATO Headquarters, Brussels on that date.

The covers will be conveyed by road to the Supreme Headquarters Allied Powers Europe where they will receive a pictorial cachet.

Covers will be available from:

Philatelic Officer

115 Postal & Courier Communications
Unit RE

SHAPE

British Forces Post Office 26

at $25p$ plus $3\frac{1}{2}p$ postage.

The British High Value Stamps of the 20th Century

8. The 'Machin' Definitives, 1969 and 1970-72

By the mid-1960's the "Wilding" definitive stamps had become "dated" – one could almost say hackneyed or "dulled by overmuch use". It seemed as if we had been using the familiar stamps for years, and indeed we had – for more than a decade! In short, the time had come for a change, not only of the monarchical portrait but also of style and presentation in keeping with what was then anticipated would be the "look of the seventies".

The Post Office wanted to recapture some of the glory of the old Penny Black and its exquisite simplicity. The portrait of Queen Victoria on the world's first postage stamp had been copied from the sculptured relief of the Queen's profile on the City Medal, struck by William Wyon on the occasion of the Queen's visit to the City of London at the time of her accession. Wyon was the chief engraver at the Royal Mint; his bas-relief head of the Queen was copied by Henry Corbould in the form of line drawings which were used by Charles Heath to engrave the master die for the first stamps.

It was a touch of inspired genius which led to the commissioning of Arnold Machin, distinguished sculptor and member of the Royal Academy, to design a portrait of the Queen in bas-relief for a new series of postage stamps, following a principle in stamp design which had been established more than 125 years before. Working from photographs of the Queen taken by Lord Snowdon, Machin prepared three plaster casts, one of which was eventually selected as a basis for photography.

The principle of photographing low-relief, three dimensional surfaces had been established by the Dutch designer and engraver, Sem Hertz, and the famous Dutch printing firm of Johannes Enschedé en Zonen of Haarlem for the Queen Wilhelmina definitive stamps of 1947 – 48, and similar techniques were employed for the current Queen Juliana stamps introduced in 1969.

Britain's first "Machin" definitives – the low values – appeared in 1967, the four high

values, recess-printed by Bradbury, Wilkinson and Company, in March 1969. The colours of the latter were approximately those of the previous "Castles" issue: 2s, 6d. brown, officially described as "peat brown"; 5s. a rich crimson-lake, designated "raspberry red"; 10s. a deep ultramarine ("sapphire blue"); and £1 bluish black.

Bradbury, Wilkinson's line engraving of the "Machin" head of the Queen was immaculate – faithful in detail and proportion to the original plaster-cast/photograph model, and beautifully printed. There *were* initial problems of obtaining a true likeness on the master die – key to the whole operation of printing by recess – but these were eventually overcome with only a short delay in the planned release of the new stamps. They were printed in sheets of 160 – four panes of 40 stamps (a convenient size for post office counter books), arranged in five rows of eight, on rotary sheet-fed machines.

Though it was scarcely appreciated at the time, the new "Machin" high values (with the possible exception of the £1) were destined for a comparatively short life. Decimal currency was introduced in the United Kingdom on February 15th 1971, and while, promptly on that date, the new low-value decimal definitives were released, the high-value decimal "Machins" had been issued more than six months previously – on June 17th 1971 – "to accustom the public to the changeover and following the introduction of the 10p and 50p coins". The new 10p, 20p, 50p and £1 stamps (the latter identical to its predecessor) were all now printed – again by Bradbury, Wilkinson – in sheets of 100 stamps, ten rows of ten. As the 10p and 20p denominations had no £sd equivalents in the previous series, new colours were selected for them; cerise for the 10p and olive-green for the 20p.

By the late summer of 1971, rising postal charges and increased demand had made it no longer a viable proposition to continue printing the 10p value by costly recess-



engraved methods and, on August 11 of that year, the "large" 10p "Machin" was superseded by the smaller type, photogravure-printed in two shades of orange-brown.

There was a further development, a slight change in the design of the £1 "Machin" stamp, which briefly caused flutterings in the philatelic dove-cots. The stamp appeared,

on December 6 1972, with a redesigned "£" sign and numeral, both characteristic of the type-face "Perpetua", designed by famous typographer and engraver, Eric Gill, in 1925. The smart, "new" sign and its accompanying number "1" brought the typography of the pound stamp into line with the other stamps in the decimal range.

JAMES WATSON

Gems from the R M Phillips Collection

X Twopenny Blue Plate 1



The emphasis this month is on quality as much as on variety – a superb used multiple of a stamp just 10 times rarer than the One Penny Black. The Twopenny Blue was due to be placed on sale simultaneously with the One Penny on 1 May 1840, for use on the 6th. The die of the twopenny had been produced by taking a transfer impression from the completed one penny die and erasing the value inscription. This was then used to make a new die onto which the new value was engraved. Inevitably this led to delays in preparing the new plate which was not ready for printing until 1 May, and then only in an unhardened state. The first printing was six hundred sheets which were put on sale only in London, on 8 May 1840. Although the plate is known to have been registered on 2 May the registration (*Imprimatur*) sheet has been missing since at least 1883 and no *imprimatur* copies are known.

Used multiples, especially blocks, are particularly scarce for the Twopenny as few items of correspondence except legal documents weighted over 1 oz. One might, on the other hand, expect to find a quantity of 1840 twopennies used to pay overseas postage rates which started at a minimum of 8d

per $\frac{1}{2}$ oz. This is not the case because until about 1850 or later most letters going outside Britain were pre-paid in cash, not adhesives. Finally there is a practical difficulty in franking anything except a substantially oversize envelope or entire with a block as large as that illustrated.

These factors, together with the real hazards of over-thorough cancellation and damage in transit, all combine to lengthen the odds against the survival in fine condition of a block such as the one shown above. The margins are good to excellent, the cancellations are light, and the freshness and full deep blue colour outstanding.

As if all this were not enough, the sheet position of the block is such that three of the stamps have listed varieties: Stamp ED shows a marked re-entry; EE shows a constant flaw in the form of a diagonal scratch across the south-east corner of the right-hand 'E' square, and stamp EF shows a rather similar flaw in the same right hand square position. All in all, a magnificent block, with real technical interest combined with superb quality such as is rarely found in multiples of the 1840-41 period.

A G RIGO DE RIGHI

Philatelic Literature

During his period as the first Curator of the National Postal Museum, Marcus Arman contributed many thousands of words to the Bulletin on a wide range of topics closely associated with the early days of adhesive postage stamps. Reflecting on his many essays one's mind is drawn to the last he wrote before retiring in May 1970 when, with his usual wisdom, he laid out many of the truths which are at the heart of the philatelist's philosophy.

He pointed out to us all that we take delight in arranging things in an orderly manner and that finding out the whys and wherefores enriches our experience. He discussed the need to communicate and re-stated that freedom of choice is the outstanding privilege of stamp collectors. He touched upon the specialist and the postal history enthusiast and encouraged us to choose, collate and describe collections in our own way.

It is but a short step from this brilliant essay to a consideration of the great wealth of information which is freely available to help us attain the goals we set ourselves.

All hobbies have their devotees and among them we find the literate who, anxious to share their knowledge, publish text books, guides or authoritative tomes. The number of books on chess, for instance, is legion, but at best they proffer advice to the best of the author's ability or range over famous games of old. Equally the student of cricket can choose between many famous writers, all of whom will describe the mysteries of an off-break or a leg glance. The porcelain collector can, no doubt, be educated by experts and the same basics apply to almost any game or hobby one cares to consider.

The philatelist, however, seems to be in a more favoured position than most. Even if we exclude learned papers on the more abstract elements of our hobby we are still able to have access to a wide range of books on the many facets which go to make up the whole. There are few books in other spheres which concentrate as much on one aspect

of the subject as philately and a reflection on Marcus Arman's article reminds us of some. Most of us have bookshelves on which we store our reference works and a glance at even the most modest will reveal the depth to which philately is treated.

In addition to the magazines which, as well as their more specialised features, contain the ephemera so dear to our hearts, there are the famous Encyclopaedias which present in easy style the accumulated facts over the widest range. Few would be parted from their catalogue in which they find an enormous amount of detail and – let it be whispered – the occasional comfort of a rise in price of a favourite item.

The mysteries of stamp design can be contemplated after a study of a famous designer's book, while the schoolboy or novice collector discovers how to arrange and write up his collection by easy reference to one of the many text books. The specialist collector will refer to a work which one of his fellows has produced and the student of the early British stamps will have his copy of Robson Lowe's book on 19th Century British Stamps. The thematic collector is well provided for by many textbooks.

If we leave philately and put one foot into the door of postal history the story is similar. We may engage ourselves upon mail coaches and routes, pre-adhesive marks and so on. There are too many books on both philately and postal history to be mentioned in what must necessarily be a concise article but it is worth our while remembering how fortunate we are to have such a wealth of material available for our enjoyment and which enables us, as Mr Arman puts it – "to remove the occasion of boredom".

Stamp Book Programme 1974

The June edition of the 50p stamp book has been cancelled.

Philatelic Society Anniversary

The Cardiff and South Wales Philatelic Society this year celebrates its 75th Anniversary. The highlight of the season will be the Fifth Annual Convention of the Federation of the South Wales Philatelic Societies to be held on Saturday, 6th April 1974 at the Cardiff College of Education, Cyncoed Road, Cyncoed, Cardiff. This event will be open to the Public, and the Cardiff Society will be acting as host to the many Societies within the Federation.

For further information contact:

Mr R B Sanderson,
Treasurer and Information,
Cardiff & South Wales Philatelic Society,
"Onishere",
1 Heol-y-Bryn,
Rhiwbina,
CARDIFF
CF4 6HX

The Post Office will be providing an exhibition and a Philatelic Sales Counter.

Old Pillar Boxes

The photographs of Victorian letter boxes which appeared in the January and February issues of the Bulletin were by kind permission of Mr R J Hall, 72 Stonehouse Close, Cubbington, Leamington Spa, Warwickshire.

Book Review

Letter Mail Mechanisation in Great Britain ("Briefpostautomation in Grossbritannien")

This book, written in German, by Claus Seelemann, describes from the philatelic point of view, the development of automatic letter mail handling by the British Post Office.

It should help to understand postal technical development and encourage collectors to study the various cancellations and phos-

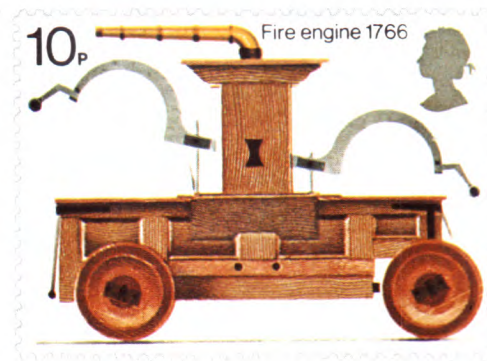
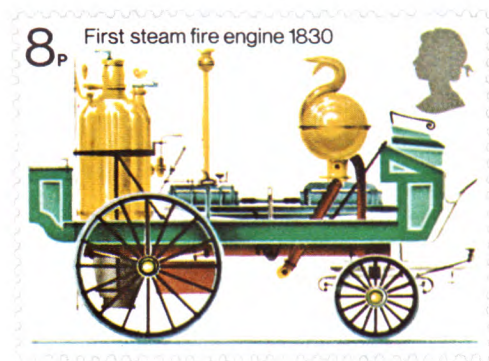
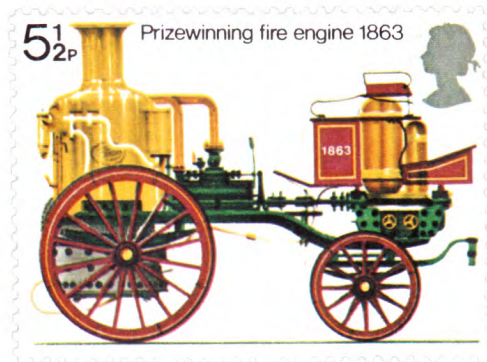
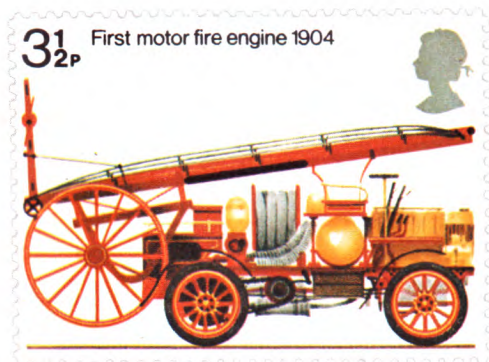
phorescent substances used in the processes. It is emphasised that the book is in German. It is available from the author, C Seelemann, postbox 593 D 8000 Munich 1 for £1.50 by International Money Order or postal Giro Ludwigshafen No 36 836-677.

Military Letter Box



This interesting letter box was used by the Sixth Middlesex Regiment at their headquarters in London and travelled with them whenever they were stationed abroad. The photograph is reproduced by kind permission of Mr J Lemon, 34 Maryville Park, Belfast.

Fire Service Stamp Issue



This stamp issue commemorates the 200th anniversary of the Fire Prevention (Metropolis) Act of 1774 which marked the beginning of modern thinking and serious provision for the safety of life and protection of buildings from fire. The stamps are to be issued on 24 April 1974 and there are four denominations, 3½p, 5½p, 8p and 10p. The stamps show, respectively, the first motor fire engine (1904), the "Prizewinning fire engine" (1863), the first steam fire engine (1830) and a manual fire engine dating from 1766. They were designed by David Gentleman, giving him a 'hat-trick' of three successive issues. He designed the Christmas 1973 and British Trees 1974 stamps.

Printing Details

Printer : Harrison & Sons Ltd

Size : 30 × 41mm

Perforation : 15 × 14

Number to sheet : 100

Paper : Coated unwatermarked phosphor

Format : Horizontal

Process : Photogravure

Date of issue : 24 April 1974

Designer : David Gentleman, RDI, FSIA, ARCA

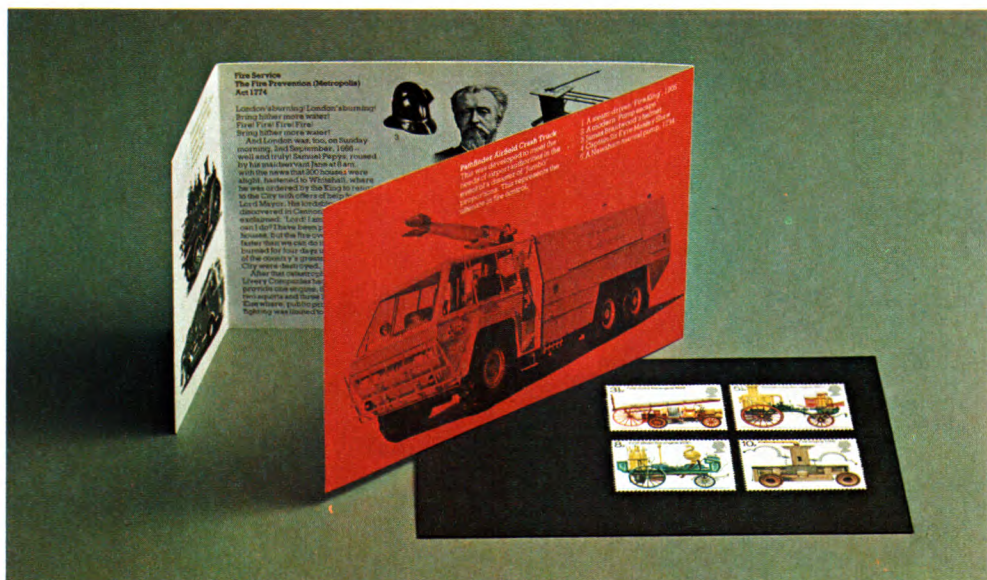
Colours : 3½p Yellow, grey, black, brown, red, orange

5½p Yellow, grey, black, green, red, orange

8p Yellow, grey, black, brown, blue, green

10p Yellow, grey, black, brown, red

Presentation Pack



First Day Cover



The First Day Cover and Presentation Pack have been designed by Sutherland Hawes and Associates.

The Fire Service

Until the Fire Prevention (Metropolis) Act of 1774, commemorated by one of this year's stamp issues, fire-fighting services were limited to small amounts of equipment provided by Parish Councils and in London, by the City Livery Companies. The Act of 1774 laid down the guide-line for fire-fighting for the following 70 years, and in the 1820's Edinburgh and Manchester also established Municipal Fire Brigades. However the first movement towards effective fire brigades was in 1832, when the Insurance Companies of London merged their private forces into one central brigade, - the London Fire Engine Establishment.

The next Act of Parliament significant to fire prevention was passed in 1865, and led to the birth of the Metropolitan Fire Brigade in 1886. A further Act of 1875 decreed that all local authorities must install fire plugs.

The turn of the century - 1904 to be precise - saw the advent of the motor fire engine with its increased speed and efficiency.

The two World Wars were the major times of trial for the British Fire Brigades. On the eve of World War II, in 1938, large numbers of statutory fire authorities were established throughout the British Isles. This war in particular stretched our fire-fighting resources to their limits especially in the large cities and industrial areas. Today the Fire Service has to deal with lesser emergencies. It maintains an efficient service with a large and well equipped force. One can say in fact that it is "on tap" throughout the country for all those in need.

First Day Cover Services

New stamps, values 3½p, 5½p, 8p and 10p are to be issued on 24 April 1974 for the 200th Anniversary of the Fire Prevention (Metropolis) Act of 1774.

The following first day cover services will be offered by the Philatelic Bureau Edinburgh.

SERVICE A

This service 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" and despatched, for a charge of 38½p. For deposit account customers the charge is 36p.

SERVICE B

Customers own pre-addressed covers will be accepted for servicing with the full set of stamps and cancelling with the special postmark. The charge is 32½p.

SERVICE C

Bulk orders of 50 or more covers, all bearing the same address, will be serviced under the terms of Service A at a reduced charge of 36p per cover.

The usual first day of issue facilities will be available at the offices where philatelic posting boxes are provided.

New Picture-card

A picture-card showing the first motor fire engine (1904) goes on sale at philatelic counters and selected post offices on April 24. It has been reproduced from the 3½p stamp designed by David Gentleman and issued by the Post Office to commemorate the 200th anniversary of the Fire Prevention (Metropolis) Act 1774. This is the sixth card in the series which began last July. The other cards in the series had as subjects, County Cricket, Inigo Jones, the Commonwealth Parliamentary Conference and the Royal Wedding. The cards (150mm x 115mm) are priced at 5p. This does not include postage.

UK Thematics 1974

The third International Exhibition of Theme stamps, will take place at the Youth House, St. Mary's Road, Luton on Saturday 18th May from 10 am - 6 pm and Sunday 19 May from 11 am - 6 pm.

Further details and entry forms are available from P Wilkins, 63 Lyneham Road, Luton, Beds LU2 9JT.

Travelling Post Offices of Great Britain

by H. S. Wilson

South Wales T.P.O. (Night)

This duty was first proposed on 15 October 1868 when the Great Western Railway Company was asked to alter the existing Bag Tenders. In his manuscript records, Hendy states, "The chief advantage to be gained in the western parts of S. Wales by the establishment of a T.P.O. was that it would allow of the branch posts being more closely connected with the main N.M. train, thereby improving the cross-post circulation throughout S. Wales."

The duty commenced on 3 March, 1869 between Gloucester and New Milford. At first the carriage ran through to Swindon (as a Bag Tender from Gloucester) where connection was made with the London train. On 16 March 1869 the Post Office asked that the T.P.O. run between Pembroke Dock and Gloucester instead of Swindon because an accident to the carriage on 11 March between Swindon and Gloucester had delayed the mail. In fact the mail was carried by boat between New Milford and Hobb's Point (for Pembroke Dock).

Parcel Sorting began in February 1891 between Swansea and Gloucester. The Post Office agreed to pay £156 per year as 10% of the cost and 1½d per mile. Two new carriages were provided, numbers 860 and 861, fitted with apparatus and gangways. The January 1893 List shows the parcel duty/running through to New Milford. The letter carriage ran daily but the parcel carriage did not run on Sundays. The December 1924 List shows the service terminating at Carmarthen and the eastern terminus was altered on 13 July 1925. The G.W. T.P.O. was accelerated and re-timed and the South Wales T.P.O. was diverted to Bristol (via the Severn tunnel) to connect with it. The times Bristol 1.5 a.m., Carmarthen 5.8 a.m./8.10 p.m., Bristol 12.2 a.m.

The 1928 List shows a Bag Tender running from London to Neyland (the new name for New Milford), and forming part of the South Wales T.P.O. between Cardiff and Car-

marthen. This Bag Tender was staffed between Newport and Neyland, between London and Reading on the Down journey on Sunday nights only. The 1935 Roster of Vehicles shows new, 57 feet, vehicles built in 1932, in use without apparatus. Apparatus had ceased to be used at some time between 1928 and 1932.

The T.P.O. was suspended on 21st September 1940 and restored on 6 May 1946 with "Late Fee" posting starting on 7 July 1947. When restored, it ran between Bristol and Milford Haven until February 1969 when the western terminal was again Carmarthen.

Bristol & Exeter T.P.O. (Day)

When the London and Bristol S.T. was re-timed to leave London at 5.30 a.m. on 1 June 1875 it was found necessary to retain a sorting duty on the 9.00 a.m. from London, but between Bristol and Exeter. This was known as the Bristol and Exeter T.P.O. (Day). The January 1893 List of Duties shows it running from Bristol to Exeter only, the carriage returning empty. I am not sure whether it ran in both directions before this but I have a letter from Canada to Frome, Wiltshire, with the following handstamps: Bristol & Exeter T.P.O. 12 October 1885, Exeter 12 October, Bath 12 October and Frome 13 October. If the T.P.O. did not run in both directions, then this must be a mis-sort. The times in 1893 were Bristol 12.09 p.m., Exeter 1.48 p.m. While apparatus was used from the start, the first reference to parcel sorting is in the 1914 List of Duties and it ceased on 11 December 1915. The T.P.O. ceased early in 1917.

Bristol - Derby T.P.O.

The T.P.O. began in 1899 as a Bag Tender between Gloucester and Bristol where it connected with the G.W. T.P.O. Up and Down. A sorting duty began on 1 June 1910 under the title Gloucester and Bristol T.P.O. (Night). The 1914 List of Duties shows parcel working but this ceased on 11 December 1915. The times were given as Gloucester

11.7 p.m., Bristol 12.5 a.m./1.3. a.m., Gloucester 1.55 a.m. (Daily). The 1915 Roster of Vehicles shows the duty using Midland carriage number 1, a 43 feet vehicle built in 1888 and not fitted with apparatus. The Sunday night/Monday morning duty ceased about 1918.

On 13 July 1925 the South Wales T.P.O. (Night Mail) was transferred from Gloucester to Bristol giving a connection with the

Bristol – Derby T.P.O. The extension to Birmingham took place on 3 July 1938 and the duty was suspended from 21 September 1940 to 7 October 1946. Due to platform difficulties at Birmingham the duty was extended to Derby and, as far as I know, this took place on 27th March 1949.

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

Post Box in Jordan



We are indebted to Lennart André of Jerusalem for lending the photograph of a British box which is still in use at Ramallah, Jordan.

Postmark Slogans

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

30 March - 13 April 1974

14 - 27 July 1974

Riding of the Marches Musselburgh Scotland 21st - 27th July 1974. To be reused at Edinburgh and Musselburgh.

8 April - 28 September 1974

(1st and 2nd Class)

Wicksteed Wonderland Park Kettering Northants Open Daily. To be reused at Kettering.

20 October - 16 November 1974

Reused at Tonbridge

17 November - 21 December 1974

at Tunbridge Wells.

The Samaritans Distress Despair Phone or Visit in Confidence.

4 March 74 - 3 March 75 (P)

Arbroath For Your Sunshine Holiday. To be used at Arbroath.

18 March - 14 April 1974 (P)

South Yorkshire County. Lets Make It A Success. To be used at Barnsley, Doncaster, Sheffield (10 dies)

25 March - 1 June 1974 (P)

Festival of Havering May 25 - June 30 1974. To be used at Romford.

1 - 7 April 1974

Borough of Thamesdown First Day 1 April 1974. To be used at Swindon.

1 April - 12 May 1974

Brighton Festival 7 - 19 May. To be used at Brighton.

1 April - 31 May 1974 (P)

Pipe Band Contest Stranraer 1 June 1974. To be used at Ayr.

6 April - 14 May 1974

Home Counties Ideal Home Exhibition Princes Hall Aldershot. 30th April to 4th May 1974. Its A Must! To be used at Aldershot.

8 April 1974 - 7 April 1975

Knowsley Safari Park Prescot Lances Open Daily Throughout The Year. To be used at Liverpool.

20 April - 12 May 1974

Visit the Annual Esher and Home Counties Show Sandown Park 8 - 12th May 1974. To be used at Kingston.

22 April - 1 June 1974 (P)

Don't Miss It. Parkfields Bromley and Southern Counties Show. 17 May - 1 June 1974. To be used at Bromley.

25 February - 3 August 1974 (P)

Inter-Tie 74. Tees-Side International Eisteddfod 27 July - 3 August. To be used at Teesside.

4 March - 2 June 1974

Willing Workers Welcome Industry in Workington. For details of Available Sites Write or Phone 2251 - Town Hall. To be used at Workington.

4 March - 26 May 1974

Wisbech/Arles Twinning Link 10th Anniversary. To be used at Peterborough.

11 March - 13 July 1974 (P)

You Have It Made In Wolverhampton. To be used at Wolverhampton.

18 March - 7 June 1974 (P)

South Of England Show Ardingly (Sussex) June 6, 7, 8. To be used at Haywards Heath.

19 March 74 - 18 March 75 (P)

Scotland's African Safari Park (Blair Drummond) By Stirling (A84) Open Every Day. To be used at Edinburgh and Glasgow.

1 April - 31 June 1974

Visit Dan Yr Ogof and Cathedral Cave On 4067 Nr Abercrave. To be used at Swansea.

4 May - 2 June 1974

13 July - 16 August 1974 (P)

Shrewsbury Musical and Floral Fete 16 - 17 August. To be used at Shrewsbury.

13 May - 24 May 1974 (P)

Look Ahead with Manchester Unity Friendly Society Annual Conference

Skegness 20 – 24 May. To be used at Skegness.

21 April – 11 May 1974 (P)

York Races May 14, 15, 16.

20 June – 10 July 1974 (P)

York Races July 12 – 13.

29 July – 18 August 1974 (P)

York Races Aug 20, 21, 22.

19 August – 1 September 1974 (P)

York Races Sept 4 – 5.

18 September – 8 October 1974 (P)

York Races Oct 9, 10, 12.

All to be used at York.

Repeat Campaigns.

Until 26 June 1974

Relax At Sunny Weymouth. To be re-used at Weymouth.

Until further notice.

Bexhill-on-Sea Ideal for Children. To be reused at Bexhill-on-Sea.

Until 17 January 1975

Leeds Motorway City of the Seventies.

“C” Machine.

Leeds Capital City for Work and Play.

“A” Machine.

Leeds Says Be Wise Look Before Crossing. “B” Machine.

All to be reused at Leeds.

1 June – 31 August 1974

1 January – 31 January 1975

1 September – 31 December 1974

Stranraer For Sea Sun and Scenery.

Stranraer Welcomes New Industry.

Both to be reused at Ayr.

Until 30 November 1974

Follow the Famous to Bath – The Georgian City. To be reused at Bath.

4 February 74 – 3 February 75

Gem of the Highlands Write Burgh Information Office Oban. To be reused at Oban.

1 April – 30 September 1974

at Scarborough

Operation Gatepost Help Emergency and Public Services. Put A Number on Your Gate.

18 February 74 – 17 February 75

Collect Stamps A Great Hobby. To be reused at WCDO London.

11 March – 3 May 1974

Shrewsbury Historical Centre.

Brochure From Information Bureau

Shrewsbury Salop. To be reused at Shrewsbury.

1 October – 13 October 1974

15 October – 31 December 1974

Expanding Hastings Resort with a Future.

14 October 1974

Today is Hastings Day. To be reused at Hastings.

‘P’ denotes Pictorial

‘C’ denotes Circular

‘R’ denotes Rectangular

‘O’ denotes Oval.

Special Handstamps

Unless otherwise stated items for reposting bearing at least 3½p in postage should be sent to the Head Postmaster of the town in which the special posting box is located or the relevant District Postmaster in London, marking the outer cover “Special Handstamp”.

1 – 31 April 1974 P/O

Capetown Sydney Rio Portsmouth

British Soldier Arrival British Forces

1408 Postal Service. Special posting box/

Items for reposting as for Handstamp of

13 March 1974. This Handstamp will be

used for one day only during the period

1 – 31 April. All covers should be forwarded

to reach the Philatelic Officer before 1

April 1974.

4 April 1974 P/C

25th Anniversary of the North Atlantic

Treaty Organisation 4 Apr 74 British

Forces 1453 Postal Services. Special

posting box/Items for reposting as for

Handstamp of 13 March 1974.

25 April 1974 R

**Rotary Club Golden Jubilee 25 April
1974 Loughborough Leicestershire.**

Special posting box Storer House Wards
End Loughborough LE11 3HA.

Royal Air Force Covers

A flown cover will be issued in the current Squadron series to commemorate No 19 Squadron. It will show the Sopwith Dolphin used in 1918 and the Lightning flown by the Squadron today. It will be flown from the Squadron's operational base in Germany after being cancelled by a special BFPS handstamp (1453) on 4 April commemorating the 25th Anniversary of the formation of the North Atlantic Treaty Organisation. The cover should be available on or about 10 May from Corporal A Newton, Royal Air Force Station, Gutersloh, BFPO 47, at 28p. All proceeds will be donated to the Royal Air Force Museum Appeal Fund.

Don Beaumont Retires

Don Beaumont, unknown to philatelists generally, but who has been at the heart of the Post Offices' stamp policy and production since 1960 left the Post Office on March 8 1974.

He was the last link with the original "Stamp Committee" of the Council of Industrial Design and has been responsible for most of liaison between designers, the Stamp Advisory Committee and the printers since the SAC was set up in 1964. Together in recent years with Stuart Rose, the Post Office's Design Adviser, he has been involved in every new issue of stamps as well as ensuring a never ending supply of the definitives. He has been a good friend and confidant of all in the stamp world and we shall miss the help he so freely gave.

To mark his retirement he received two albums - one from the various members of the Stamp Advisory Committee who inscribed

their own personal farewells and another from all the designers with whom he worked so closely. I can do no better than quote one famous designer's message to him.

"To honour a true friend, I hereby award the OBE (Order of Beerdrinkers Elbow) to Don Beaumont Esq to bear witness to his courage and devotion to duty in the face of extreme provocation from designers, printers, committees and persons of even higher standing".

We all wish him a long and happy retirement.

Melville Junior Competition

The presentation of awards to the winners of the above competition organised by the Philatelic Congress of Great Britain, will take place at the National Postal Museum on Friday 19 April, at 2.30 pm.

The winning entries will be on display in the Museum from 10 April, 1974.

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