

# British Philatelic Bulletin

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# Editorial

JOHN HOLMAN

The *Bulletin* celebrates its silver jubilee later this year and is highly regarded throughout the philatelic world. I have subscribed to the *Bulletin* almost since issue number 1 and it is a great privilege to take on the editorship. I am, I believe, the sixth editor and it is pleasing that two of my predecessors, John Memmott (1980-83) and Douglas N Muir (1986-88) work in the same office as me – I am sure they will ensure I do not let standards slip.

Our lead feature in this issue previews this year's Europa set on the theme Transport & Communications. The four stamps – to be issued on 10 May – show rail, sea, air and road transport of the 1930s. They are bound to be popular with collectors interested in transport thematics. The issue coincides with the opening of a new transport museum in Glasgow. Further articles on the Cunard shipping line (*Queen Elizabeth* features on the 26p stamp) and on stamps and postmarks connected with Glasgow will be published in the *Bulletin* later in the year.

I am especially pleased that in this my first issue of the *Bulletin* I am able to publish the following important announcement that will, I am sure, be of interest to all collectors of British stamps.

## New High Values

New designs are to be introduced for the high value definitive stamps. The designs will be based on photographs taken by HRH The Duke of York of four castles – Windsor, Carrickfergus, Caernarfon and Edinburgh. The photographs will be used as references for engravings to produce intaglio printed stamps.

The set will be reminiscent of the high value “Castles” stamps issued in 1955 since the same four castles are featured. In design and printing however the stamps are likely to be very different.

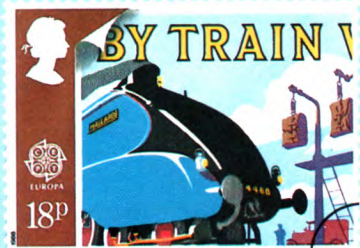
The four stamps will be priced at £1, £1.50, £2 and £5 and the proposed issue date is 18 October. More information will be given in a later *Bulletin*.

# Transport & Communications

10 May 1988



This year's theme for the CEPT Europa stamps is "Transport & Communications" and the four stamps to be issued on 10 May celebrate some notable transport anniversaries as well as the opening of Glasgow's fine new Museum of Transport. The stamp designs, by Mike Dempsey, are based on posters and show rail, sea, road and air transport of 1938.



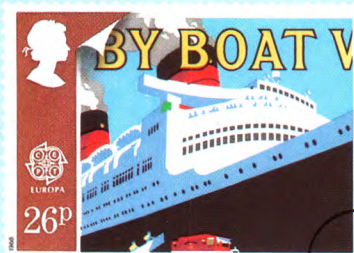
The **18p** stamp features the London & North Eastern Railway locomotive *Mallard*, one of the famous A4 class series designed by Sir Nigel Gresley. The 1930s were not only times when speed was highly regarded but of inter-company rivalry between the "Big Four" railway companies. The London, Midland & Scottish Railway held the British steam record of 114 mph, the Germans claimed 124½ mph. Gresley, the LNER Chief Mechanical Engineer, decided to try for the record. On 3 July 1938, *Mallard* was to undergo braking trials between Grantham and Peterborough on the main London-Edinburgh line. By Corby, nine miles out of Grantham, the locomotive was speeding at 104 mph, at Essendine, near Peterborough, the cab instruments recorded 126 mph, a world record for steam power. The locomotive's middle big-end failed under the strain and driver Joseph Dudington was forced to make an emergency brake application to bring the train slowly into Peterborough. *Mallard* is now preserved in the National Railway Museum in York, although is occasionally steamed (at 60 mph) for main-line

excursions. A special plaque on the side of the locomotive records its high speed run.

The stamp shows mailbags ready to be scooped from the lineside pick-up apparatus (introduced in 1838) as the record-breaker flashes by on a parallel track. This is the first time *Mallard* has been depicted on a British stamp although it featured on the cover of a £1.25 stamp book issued in July 1983 and on a special handstamp used at Peterborough on 3 July 1973, the 35th anniversary of the speed record.

The **26p** stamp shows the famous Cunard liner *Queen Elizabeth* launched by Queen Elizabeth (now The Queen Mother) on Clydeside in September 1938; the vessel weighed some 83,763 tons. It was intended to put the ship into service in 1940 to mark Cunard's centenary but war intervened and her maiden voyage in February 1940 was to New York, fitted with a "de-Gaussing girdle" – a new device for protecting ships against magnetic mines. With her sister ship *Queen Mary* she was converted into a troop ship and together they carried some 1½ million servicemen. After the war she was fitted out as a luxury liner and entered commercial service in 1946. For over 20 years the two "Queens" – the three-funnelled *Mary* and the two-funnelled *Elizabeth* – were familiar sights as they sailed into Southampton. The *Mary* was Loading the Iceland mail at Edinburgh's South Docks in the 1930s



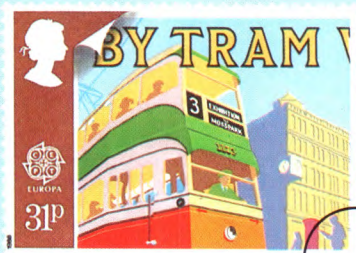


withdrawn from service in 1967, the *Elizabeth* the following year. Sadly the *Elizabeth* was destroyed by fire in Hong Kong harbour in 1972.

A tiny representation of the *Mary* appeared on the 1946 2½d Victory stamp (SG 491), but this is the first time the *Elizabeth* has been shown on a British stamp. The ship was depicted on a special Paquebot handstamp used at Southampton to commemorate the vessel's final sailings. The stamp shows the transatlantic mail coming on board as *Queen Elizabeth* makes ready to sail on her inaugural passenger-carrying voyage from Southampton. The magnificence of her newly applied Cunard colours is in marked contrast to the drab grey of her wartime service.

The 31p stamp features Glasgow Corporation tramcar No. 1173 which entered service in 1938. This car was noted for its Art Deco interior and the green leather upholstery of the upper and lower saloons. The generous windows gave the 65 passengers a fine view of the city. There were 158 such trams, built between 1936 and 1941 and known as the "Coronations".

The Glasgow tram system was set to a gauge of 4 ft 7¾in rather than the more conventional 4



ft 8½ in; this was to enable railway wagons to run with their flanges in the tramway grooves to the various shipyards and works in the Govan area. At its peak, Glasgow had the second largest tram network in Britain, with over 1,000 trams and 150 miles of track. The system closed in 1962. Tram No. 1173 is now preserved in the Glasgow Museum of Transport in Kelvin Hall. Collectors of stamp books will recall that a Glasgow tram featured on the cover of a £1.30 book issued in January 1985. A tram also featured on a special handstamp used on 19 August 1972 to mark the centenary of the Glasgow tramways.



*Postman collecting post box from Manchester tram 1935. Such boxes were in use 1893-1939*

The 34p stamp depicts one of the special blue Royal Mail vans used for air mail letters alongside G-AAXD *Horatius* at Croydon Airport. *Horatius* was one of eight Imperial Airways planes used for air mail traffic; those used on European routes carried 38 passengers. This particular plane was destroyed in a crash-landing in November 1939. In 1938 an historic agreement was signed in Brussels which formed the basis of the post-war development of European air mail services. Essentially it allowed for the conveyance of letters by air at surface rates. Readers will recall that the 1974 UPU Centenary 8p and 10p stamps featured an air mail van and an Imperial Airways flying-boat of 1937 (SG 956-7).



### Technical Details

Designed by Mike Dempsey, the stamps have been printed in photogravure by Harrison & Sons Ltd in horizontal format, 41 x 30mm, perf. 15 x 14 on unwatermarked, phosphor-coated paper. Printing is in sheets of 100 on PVA Dextrin gummed paper.

### PHQ Cards

PHQ cards (Nos 110 A-D) featuring each of the four stamps will be available from 25 April, price 15p each.

### Presentation Pack

The presentation pack will cost £1.31 and was designed by Carroll, Dempsey & Thirkell Ltd, with text by Tim Shackleton. It was printed by Clement & Foster Ltd.

*Loading mail for the Manchester-Dublin-Belfast Air Mail Service, 1951*



### First Day Cover

The first day cover design is similar to the flap of the presentation pack, featuring a globe. It costs 16p. Two pictorial postmarks will be used for the first day cover service, one from the British Philatelic Bureau featuring a 1930s mailplane, and the other from Glasgow showing a tramcar.

A first day cover service will be provided by the Bureau with the official Royal Mail cover addressed to the destination required with the four stamps cancelled with either postmark. The charges will be £1.56 (inland) and £1.36 (overseas). Application forms, available from the Bureau and at Head Post Offices, should be returned not later than 10 May.

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

---

'Glasgow' Special Postmark Duty  
Letters District Office  
George Square  
GLASGOW G2 1AA

---

## Transport and

Royal Mail Mint Stamps

## Communications



ABOVE  
The Queen Elizabeth  
transatlantic mail ship  
leaving for America  
in 1926.

ABOVE  
The Queen Elizabeth  
transatlantic mail ship  
leaving for America  
in 1926.

From service in 1926. Sold off and broken up  
a floating university, the great Queen Elizabeth  
the largest liner ever built, was tragically de-  
stroyed by fire in Hong Kong harbour on  
9 January 1972.

The stamp shows the transatlantic mail coming  
on board as Queen Elizabeth makes ready to  
sail on her inaugural passenger-carrying voyage  
from Southampton. The magnificence of her  
newly applied Cunard colours is in marked con-  
trast to the drab gray of her wartime service.

Glasgow Corporation Tramcar No. 1173 was  
the last edition in July when it entered service  
in the early summer of 1938. Its Art Deco in-  
terior owed more to the Gropius cinema than the  
public-hall utilitarianism of much wartime trans-  
port. The upper and lower saloons, upholstered  
in green leather and patterned moquette, were  
capable of seating some sixty-five passengers  
in comfy comfort. The generous windows gave  
passengers a fine view of the city by day. At

was Elizabeth's Mariner family in each of their  
pass the summer. Mariner family in each of their  
they went in a penholder for it, one observer re-  
called. By Carby, nine miles out of Grantham,  
they were hurtling along at 104 mph. They were  
flying through Little Byham at nearly two miles  
a minute. Still Mariner continued to accelerate  
until at a point near Exendine almost exactly  
ninety miles north of Kings Cross, the instru-  
ments recorded a maximum of 126 mph. Speed  
records for steam power that now seems likely  
to stand for all time. But this was as much as  
Mariner could take. Her middle big-end failed  
under the strain, and Duddington made an  
emergency brake application to bring his train  
slowly into Peterborough.

The stamp shows mailbags ready to be scooped  
from the line-side pick-up apparatus - intro-  
duced exactly 100 years earlier - as the record  
breaker flashes by on a parallel track. Mariner  
is now one of the principal exhibits at the

was a little of Grandy's distress, but  
having it for an emergency.

The stamp shows one of the special blue Royal  
Mail vans used for air mail traffic alongside  
G-AAXD Moravia at Croydon Airport, the hub  
of the old Imperial Airways flight network. The  
aircraft was destroyed in a crash-landing in  
November 1939.



ABOVE  
The Royal Mail  
train engine, No. 1173,  
leaving for America  
in 1926.



ABOVE  
The Queen Elizabeth  
transatlantic mail ship  
leaving for America  
in 1926.



Transport and  
Royal Mail First Day Cover  
Communications

Mrs J Robinson  
200 Manorbier Road  
ILKESTON  
Derbyshire  
DE7 4AB

# Gems of the R M Phillips Collection

## 151. Victorian Printing Methods

The first British 1½d stamp was prepared in 1860, required for a proposed increase in postal charges. Some 10,000 sheets were printed in rosy-mauve. The increase failed to gain Parliamentary approval and the stamps were not issued. Nearly 90 per cent of the printing was destroyed in 1867, those stamps that have survived have the catalogue status "prepared for use but not issued". When a 1½d stamp for "printed matter" was required in 1870 the same printing plates were used to produce stamps, this time in rose-red.

Shown here are four proofs produced in February 1871 on the instructions of Ormond Hill. The printers were instructed to provide the Board of Inland Revenue for the supply of the Postmaster-General, six proofs in black, and six in the proper colours, from each of the ½d. Postage die, the 1d., the 1½d. and the

2d. ...and I shall be glad if you will at the same time, take a similar number of each for me to keep, and a few from each die in two or three other colours.

Some 29 examples of the four values are in the Phillips collection – Volume 23 page 37 bears proofs of the 1½d in black, green, rose-red (issued colour) and orange.

Ormond Hill, son of Sir Rowland Hill's brother Edwin, worked as his father's assistant on stamp production from 1840 and later reported on a machine (adopted in 1854) for perforating stamps.

These proofs 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 Friday.



# Cyprus – the British Connection

JACK C. GOODWIN

From 5 to 29 April there will be a special treat in store for visitors to the National Postal Museum. The Cyprus Study Circle has prepared an 18-frame postal history exhibit, taking us through the ages and concentrating on “The British Connection”.

The British-based Cyprus Study Circle was formed in London in November 1974. One of its founding members, Rev Wilfrid T F Castle, is the current President; there are now about 150 members.

Results of research into every possible realm of the postal history of Cyprus are published in its periodical, *The Cyprus Circular Post*, and occasional study papers also disseminate information. Its most ambitious effort to date culminated in the publication last year of *Cyprus 1353-1986: History, Postal History & Postage Stamps* (Christie’s-Robson Lowe). This

comprises the third edition of Mr Castle’s work, this time with a more extensive involvement of Study Circle members.

The earliest items on display in the exhibition are ship-letters sent from Cyprus. One dates from 1683, a letter carried by English ship to Livorno (Leghorn) in Italy. At that time, most foreigners in Cyprus lived at Larnaca and most British were in one way or another involved with the English Levant Company. This trading-cum-diplomatic agency was established by Royal Charter in 1502, much along the lines of the more-famous East India Company, and had a “factory” in Larnaca. It was involved in all commercial relations between England and Ottoman-dominated Cyprus for two centuries.

The first half of the exhibit deals with pre-1881 material, and pride of place goes to the earliest recorded letter from Cyprus to England (fig.1). Keep in mind that an “entire” of that day was truly just that – no envelope was involved, the letter itself being folded and sealed. And, of course, one should not look for a postage stamp – this letter was written on 25 May 1786, long before the famous Penny Black was issued in 1840. Instead, note the prominent handstamp “P-PAYE”. A 22-sous fee was paid by the forwarding agents in France (the figures “22” appear in manuscript on the back of the cover).

Such letters are of significant historic as well as philatelic value. From the latter point of view, we can see on the front that this letter was addressed to a watchmaker in London, and that “London” was the only address needed in those days. It travelled via Marseilles (three spellings appear here), where it was forwarded by Drayon and Company – the agent’s endorsement is clearly legible on the “flap” part of the letter: *Par Adierme de V(otre) T(res) h(umble) S(erviteur) favre Drayon & Cie a Marseille le 9 Aout 1786*. The date allows us to conclude a Cyprus-France transit time of as much as 2½ months, while the small circular backstamp shows arrival in London on 22 August (AU 22). Incidentally, this is a “Bishop Mark”, use of which was discontinued the following year.

One always wishes to get a peek inside such

Fig.1 Earliest recorded letter from Cyprus to England (1786)



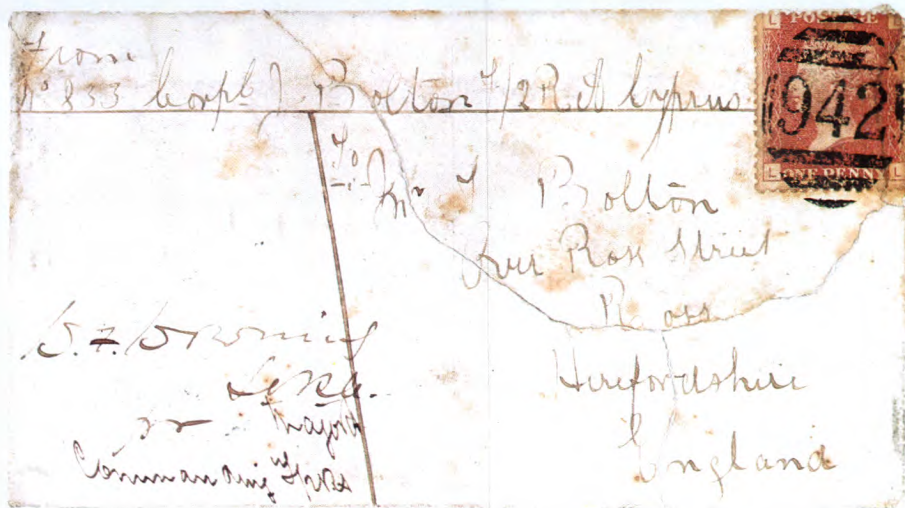


Fig.3 Early "soldier letter" (1878)

items as this, though the handwriting, even if in English, may be difficult to read. This particular letter is in good condition for its age, but great care must be taken nevertheless, for old paper is fragile. The writer was Michael de Vesin, English Consul for Aleppo and Cyprus (his salary was paid by the English Levant Company). He refers to an invoice of £256 1s 6d for "clockwatches", and to shipment to London of a bale of silk to be insured for £130.

As was the custom at the time, the letter had been slit open and disinfected with vinegar. Such treatment of mail occurred in some countries until as late as 1900, and early Cyprus Government regulations required that "tarred bags" be used for carriage of mail from countries where the plague was a risk.

The reason for this lengthy description of just one of the scores of interesting items on display in the Cyprus exhibition is to emphasise the point that postal history is a fascinating pursuit and not limited to philatelic matters alone. Christopher Cruttwell, organiser of the display, could provide a myriad of other instances: for example, he has letters of 1880 giving great detail about the price of Cypriot wines. One of the "soldier letters" on show mentions the "tough fight against the Turks" – this soldier referred to the Gallipoli campaign; Mr Cruttwell's research into the history of the man's

outfit revealed that there had been only 50 survivors from the whole regiment.

A letter written by a member of the Consulate staff in Cyprus (fig. 2) travelled to England in the diplomatic bag, even though obviously of a private nature. Most interesting is the British Consulate seal. Incidentally, this cover was also disinfected in Larnaca.

The first British post office in Cyprus opened on 27 July 1878 at Larnaca, only 16 days after the British had taken over from the Turkish administration. Prior to that there had been an in-

Fig.2 British Consular seal on letter carried by diplomatic bag (1842)



termittent Ottoman postal service, and from 1840 until 6 August 1878 most mail to and from Cyprus was carried by Austrian Lloyd ships and handled by the Austrian PO in Larnaca.

British stamps were used by the new British office – see fig. 3, which also illustrates one of the obliterations employed (942 was the number for Larnaca). The letter bears a 1d red (plate 198), that being the concessional rate for soldiers. This letter is dated 5 August 1878, so it is not surprising that it is the earliest recorded cover from the British PO in Cyprus. Not so easy to understand is its status as the only “soldier letter” from this era yet discovered. Mail service for soldiers was a top priority of the occupation forces and camp facilities were provided at the outset.

The Cyprus Administration took over postal services on 1 April 1880, the service having previously been directed from London. On that date the first Cyprus postage stamps were issued comprising British stamps overprinted CYPRUS (fig. 4). The registered letter shown here also portrays another of the obliterator cancels (969 is Nicosia), as well as an early circular datestamp (NICOSIA JU 5 81). The registration cancellation is also of interest, for it reads simply CYPRUS. Such covers as this are of value to a study of routes and rates (2d covered the registration!). This letter went by Austrian Lloyd ship to Brindisi and thence by rail to Bordeaux. On its reverse are dated backstamps of Larnaca (JU 5 81), and Gauderan (14/15 JUIN 81).

An aside regarding TPOs is in order at this

point, for visitors to the Cyprus exhibition will doubtless tarry to examine the Museum’s main “Railways and the Post” exhibition. Cyprus did have a railway, with postal agencies at several of its stations, but never the rail-car service so prominent here in Britain. So there will be no Cyprus TPOs on display.

Considerable research has gone into those CYPRUS overprints on British stamps, and especially into the many varieties to be found. Fig. 5 illustrates an example of a shifted overprint, especially unusual in this particular instance because the three examples on show come from the same sheet of stamps (½d rose-red of October 1870, plate 15, still in use in 1880 when overprinted for use in Cyprus).



Fig.5 Major shift variety of the CYPRUS overprint (1880)

Postal stationery (envelopes, postcards, newspaper wrappers) were also overprinted, and Study Circle member Chris Podger has prepared a selection of this material for showing.

Mr Cruttwell has provided much of the early material to be seen, including the military aspects. Eric Harris deals with military mail of the Second World War and thereafter. This

Fig.4 Registered letter to France (1881)



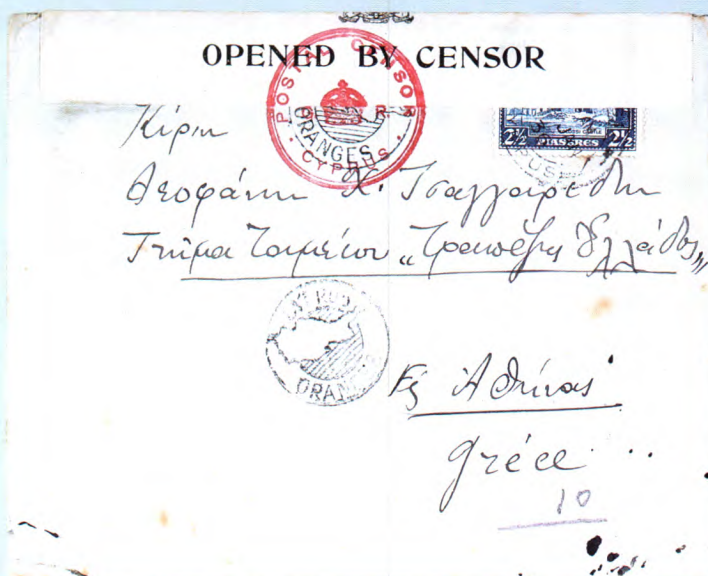


Fig. 7 Censor label and handstamp, also CYPRUS ORANGES publicity handstamp (1936)

includes RAF special events cancellations from the Sovereign Base Areas. Cyprus gained independence in 1960, and therefore, given "the British connection" nature of the exhibition, most items of recent vintage concern the British military, including the United Nations forces involvement. To this day there are two Sovereign Base Areas in Cyprus: Episkopi and Dhékélia. Mr Harris is also an expert on the various detention camps – German prisoners at Amiantos during the First World War, Jewish detainees post-Second World War, EOKA camps, etc. There were postal services for all, and records of these have been preserved for us.

There was censorship of the mails in Cyprus, just as elsewhere, during and before the two

world wars, but not so well-known is the fact that Cyprus was under martial law during the Great War, this because of concern over possible Turkish invasion. Fig. 6 shows a scarce type of censor label confirming martial law.

It will be noted from fig. 7 that censorship was in effect for some time prior to the Second World War and applied to civilian as well as military mail. The cover was cancelled on 2 January 1936 and bears both the "sealing label" and a handstamp new at the time (the use of red ink was adopted in 1935). This envelope also bears one of the publicity handstamps used on overseas mail between November 1935 and September 1939 – eventually there were several types of the ORANGES slogan.

As a perusal of the *Cyprus 1353-1986* book will make clear, most members of the Cyprus Study Circle tend to specialise in one or more aspects of postal history. One of John Storey's interests is Air Mail, and some of his work on the subject is on display. It is interesting to note that the first letters from Cyprus bearing the blue Air Mail labels (August 1930) did not "fly" until they had reached Alexandria via the Khedivial steamers from Limassol.

However, only a month later Imperial Airways experimented with a London-Famagusta

**Martial Law.**  
—  
**Passed Censor**  
**Cyprus.**

Fig. 6 Martial law label (1916)

route by flying-boat, and the first letter direct by air to England travelled on 26 September 1930. This service did not endure for long, and it was not until April 1932 that regular direct air service was established. The first letter to leave London (Croydon) carried a red inscription which read FIRST AIR MAIL BETWEEN ENGLAND AND CYPRUS.

The variety of material in the exhibition is considerable. There are many subjects other than those dealt with here, for example, the statue of Richard Lion Heart as it appears on the 1928 stamp, the first British map of Cyprus of 1849 (well before Kitchener's fine production) and a study of war-time postal rates and routes (one of Mr Cruttwell's main specialities).

Four contributors to the exhibition have been mentioned, but the whole Cyprus Study Circle should be thanked for this fine display. The members have worked as an efficient and co-ordinated team for more than a decade, and unearthed a wealth of information. It is possible that Cyprus is the best-researched country in the world as far as postal history is concerned.

Readers having a further interest in the CSC should contact the Secretary: Dr Ronald Watson, Hill Cottage, Slinfold, HORSHAM, Sussex, RH13 7SN.

*The exhibition "Cyprus-The British Connection" will be held at the National Postal Museum from 5-29 April.*

## Commemorative Covers

**Grand National.** To commemorate the 1988 Grand National on 9 April, CoverCraft, in conjunction with the Aintree Racecourse Co, have produced a cover featuring a painting of the first National winner and a classic modern picture of Bechers Brook. A special 'Aintree Celebrations' handstamp will be applied. Cost £3.50 or signed by one of the great names associated with the National £5.75 (overseas add £1 postage). Orders/enquiries to: CoverCraft(GN), PO Box 713, LONDON SE19 2HH.

**Transport & General Workers Union.** Britain's largest trade union, the TGWU, have commissioned from CoverCraft a first day cover for the Transport & Communications stamps. The design shows some of the many links between the TGWU and Britain's transport and communications industries. The four stamps will be cancelled by a special handstamp featuring the Union's badge. Cost

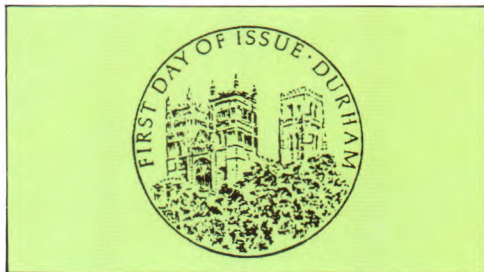
£4.50 or £7.50 signed by Ron Todd, TGWU General Secretary. Overseas orders add £1. Orders/enquiries to: TGWU FIRST DAY COVER, Transport House, Smith Square, LONDON SW1P 3JB.

## Trial Pictorial First Day Handstamp

A new pictorial First Day of Issue handstamp was introduced at Durham on a trial basis on 22 March, day of issue of the Sport stamps. The handstamp depicts Durham Cathedral.

The new handstamp is in addition to the existing non-pictorial 'First Day of Issue' and the permanent Philatelic Counter handstamps. A special posting box will be sited at the Silver Street PO and items for the new handstamp should bear the relevant new special stamps to the value of at least the minimum postage rate plus 3p handstamping fee (ie 16p).

Collectors unable to visit the office can acquire the pictorial postmark through the re-posting facility. Items should be sent under cover to: Pictorial First Day of Issue Postmark Duty, 33 Silver Street, DURHAM DH1 3RE.



## Sport Cylinders

The cylinder numbers and colours printed on the Sport stamps issued on 22 March are as follows:

### 18p

|                      |                          |              |                      |                   |              |
|----------------------|--------------------------|--------------|----------------------|-------------------|--------------|
| Violet<br>blue<br>1A | Greenish<br>yellow<br>1B | Rosine<br>1C | Bright<br>rose<br>1D | New<br>blue<br>1E | Silver<br>1F |
|----------------------|--------------------------|--------------|----------------------|-------------------|--------------|

### 26p

|                      |                          |                 |               |                        |              |
|----------------------|--------------------------|-----------------|---------------|------------------------|--------------|
| Violet<br>blue<br>1A | Greenish<br>yellow<br>1B | Vermilion<br>1C | Carmine<br>1D | Yellow<br>orange<br>1E | Silver<br>1F |
|----------------------|--------------------------|-----------------|---------------|------------------------|--------------|

### 31p

|                      |                          |            |            |                                |              |                        |
|----------------------|--------------------------|------------|------------|--------------------------------|--------------|------------------------|
| Violet<br>blue<br>1A | Greenish<br>yellow<br>1B | Rose<br>1C | Blue<br>1D | Pale<br>greenish<br>blue<br>2E | Silver<br>1F | Bright<br>orange<br>1G |
|----------------------|--------------------------|------------|------------|--------------------------------|--------------|------------------------|

### 34p

|                      |                          |                 |            |                         |              |            |
|----------------------|--------------------------|-----------------|------------|-------------------------|--------------|------------|
| Violet<br>blue<br>1A | Greenish<br>yellow<br>1B | Vermilion<br>1C | Blue<br>1D | Bright<br>emerald<br>2E | Silver<br>1F | Pink<br>1G |
|----------------------|--------------------------|-----------------|------------|-------------------------|--------------|------------|

# Philatelic Terms Explained

KENNETH F CHAPMAN

## No.22 "Official" Stamps

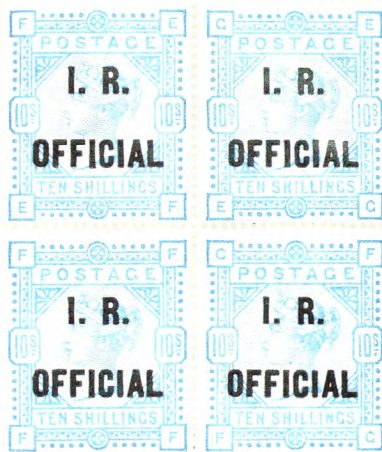
The term "Official" is applied to stamps designated for use by government departments, such stamps not being available for public use. Many countries still use officials, some (especially in the United States) being designed for individual departments of government. More usually, these special issues consist of normal definitive (and, occasionally, commemorative) stamps overprinted "OFFICIAL" – or the local equivalent.

Britain's first official stamp was prepared for use in 1840 (to be contemporary with the 1d black) but was never issued for use. It consisted of the issued 1d black but with the letters "V" and "R" (Victoria Regina) in the upper left and right corner squares in place of the "star" ornaments. Although never issued, a few used (or cancelled) examples are known and these are from official cancelling ink trials or from unauthorised use which escaped detection at the time.

Lacking any official stamps, government departments paid postage by purchasing stamps over the public counters at post offices and claiming a refund from the Treasury each quarter.

In 1882 a few departments started using overprinted stamps for certain specified purposes. The first was the Inland Revenue. Stamps overprinted "I.R. OFFICIAL" were used by the department at provincial offices when communicating with the public. The London headquarters used the stamps on outgoing foreign mail. Inter-office Inland Revenue mail in the UK was unstamped.

From 1896, the Office of Works (the department for building and maintaining Royal and government properties), used stamps overprinted "O.W. OFFICIAL" on official correspondence from the London Head Office and major provincial offices. Also in 1896, the War Office provided District and Station Paymasters with stamps overprinted "ARMY OFFICIAL" for use on local correspondence. Mail to and from the War Office in London was carried unstamped.



*Block of four of the Queen Victoria 10s with Inland Revenue overprint, 1885/90*

Stamps overprinted "GOVT PARCELS" were first issued in 1893 for use by any government department on parcels weighing more than 3 lbs. Parcels under 3lbs were treated as letters as this avoided a legal requirement to pay 55 per cent of all parcel post revenue to the railway companies as carriers for the PO.

Other departments using overprinted official stamps for a short period from 1902 were the Board of Education, the Royal Household and the Admiralty. In 1904 all overprinted official stamps were withdrawn and the now familiar "O.H.M.S." stationery envelopes became the norm for general government service.

Although not listed by Stanley Gibbons, stamps perforated through with a crown and various initials were used as "official" stamps. The departments concerned were the Office of Works, the Board of Trade, the Stationery Office and the Department of Scientific and Industrial Research.

*Readers interested in the numerous and interesting markings found on British government mail are referred to James Mackay's book Official Mail of the British Isles published in 1983 by the author: 11 Newall Terrace, Dumfries DG1 1LN. Ed.*

# The Machin Head on Stamps

## Part 1

DON STADDON

In the nine articles entitled "The Genesis of the Machin Design" (*Bulletin* between April 1986 and September 1987), it was concluded that two plaster casts from different stages in the development of the mould were responsible for the heads used on the first of the Machin definitives – the 4d, 1s and 1s 9d stamps issued in June 1967.

Nearly 21 years later this same conclusion can be applied to all of the Machin definitives issued since then, irrespective of printer or printing technique.

I will expand on this later, but to begin with it seems right to concentrate on the low value definitives printed by Harrison & Sons Ltd of High Wycombe, who were responsible together with Arnold Machin for the development of the accepted designs.

The characteristics of the first three issued stamps were as follows:

**4d sepia.** Head with two curved lines of shading in the hair just below the diadem. Pearl missing from the necklace. Uniform dark background.

**1s pale violet.** Head with one curved line of shading in the hair. Full complement of pearls. Graduated background.

**1s 9d orange & black.** The black was used for a uniform dark background.

It took 19 months to bring out the complete set of 16 values, including the colour changes of the 4d and 8d stamps. Twelve have uniform dark backgrounds, two have graduated backgrounds and two were printed in two colours with solid dark backgrounds.

Even before the complete set was issued there was evidence of official dissatisfaction with the appearance of the head on the dark background stamps. This consisted of a modified head, which had resulted from retouching of the base to replace the previous flattened shape with a rounded, shadowy outline. Also, as well-known Machin expert Dr A S Law wrote in *Stamp Collecting* dated 10 April 1975, the features lost their highlights of light and shade, and the portrait outline was more clearly defined.

The modified head first appeared in March 1968, on coil and book stamps. The original and modified heads for the dark background stamps became known as heads "A" and "B" respectively, and that for the graduated background stamps head "C". From these it has sometimes been assumed that head "C" followed heads "A"



Head "A"



Head "B"



Head "C"

and "B" but this is not so. Recent evidence shows that heads "A" and "C" were essayed at the same time, with "C" derived from an earlier cast than "A".

I have attempted to find out why the Post Office felt so strongly about head "A" that they asked Harrison to change it.

The £sd low value definitives can be classified according to their head types as follows:

### Head A

| Value        | Sheets | Books | Coils |
|--------------|--------|-------|-------|
| ½d           | ★      | —     | —     |
| 1d           | ★      | ★     | —     |
| 2d           | ★      | —     | —     |
| 3d           | ★      | —     | ★     |
| 4d sepia     | ★      | ★     | ★     |
| 4d vermilion | ★      | ★     | ★     |
| 5d           | ★      | —     | —     |
| 6d           | ★      | —     | —     |
| 8d vermilion | ★      | —     | —     |
| 9d           | ★      | —     | —     |
| 1s 6d        | ★      | —     | —     |
| 1s 9d        | ★      | —     | —     |

### Head B

| Value        | Sheets | Books | Coils |
|--------------|--------|-------|-------|
| 1d           | ★      | ★     | ★     |
| 2d           | ★      | —     | ★     |
| 3d           | —      | ★     | ★     |
| 4d sepia     | ★      | ★     | —     |
| 4d vermilion | ★      | ★     | ★     |
| 5d           | ★      | ★     | ★     |
| 6d           | —      | —     | ★     |
| 7d           | ★      | —     | —     |
| 8d turquoise | ★      | —     | —     |

### Head C

| Value | Sheets | Books | Coils |
|-------|--------|-------|-------|
| 10d   | ★      | —     | —     |
| 1s    | ★      | —     | —     |

\*exists

— does not exist

From the above it can be seen that several values provide benchmarks for the "A" and "B" heads. Only head "A" occurs on the 4d, 3d, 6d, 8d vermilion, 9d, 1s 6d and 1s 9d sheet stamps. Only head "B" occurs on the 7d and 8d turquoise blue sheet stamps.

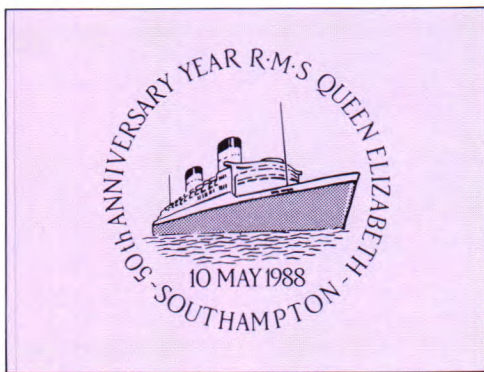
*In the next article, Mr Staddon examines the low value decimal Machins.*

## Transport Covers

**Travelling Post Offices.** There are 39 TPOs still working and Benham (A. Buckingham) Ltd are preparing a collection of covers and an album containing the history of the TPO. Some covers will be serviced with full sets of Transport stamps on 10 May. Full details from Benham, address below.

**Mallard.** Benham are also producing a cover to commemorate the 50th anniversary of the steam speed record by the *Mallard*. The cover bears a picture of the locomotive by Terence Cuneo and a National Railway Museum, York cancellation. Price £3.75, covers signed by the Museum's Director price £5.75.

**Glasgow Transport Museum.** A cover for the new Glasgow Museum of Transport in the Kelvin Hall is also being produced, the design features an old Glasgow tram, the special handstamp also shows a tramcar and is worded "THE OPENING OF THE NEW MUSEUM OF TRANSPORT GLASGOW/10 MAY 1988". Price £3.75. All enquires to: Benham, Westcliffe House, FOLKESTONE, Kent CT20 1SZ.



**Queen Elizabeth.** With the help of Cunard, A G Bradbury has produced a special first day cover reproducing an oil painting of the *Queen Elizabeth*. Each cover will be cancelled with a specially commissioned handstamp at Southampton, this shows a three-quarter profile of the ship and is inscribed "50th ANNIVERSARY YEAR R.M.S. QUEEN ELIZABETH/10 MAY 1988/SOUTHAMPTON". Covers bearing the full set of Transport & Communications stamps cost £4.50, signed by Cunard's Fleet Commodore £7.75, single stamp covers £2.50. Orders/enquiries to: A G Bradbury, 2 Fairholme Road, LEICESTER LE2 6GL.

# Biblical Translators of Britain

BARBARA LAST

The Reformation was the religious revolution in the 16th century that finally destroyed Christian unity in Western Europe which had until then centred on the Pope in Rome. It was a time of great religious unrest and persecution, when men struggled with their consciences and died for their beliefs. It was not a sudden movement, but a slow groundswell of disquiet at practices performed in the name of religion, and a wish to revert to the basic teaching of The Bible.

Dissatisfaction came to a head in 1517 when Martin Luther (West Germany, SG 2043) challenged abuses in the sale of indulgences, and was joined in protest by the French reformer John Calvin. The term "Protestant" was originally used to describe the Lutheran party, but it is now applied to most of the Western churches (except Roman Catholics) who reject the authority of the Pope. Despite differences among themselves, the reforming movements are roughly represented by the Evangelical (Lutheran), Reformed or Presbyterian (Calvinist) and Anglican Communions. They all affirm that the only source of truth, the Word of God, is revealed by The Bible.

The new thinking demanded Bibles which could be read and studied by the common man in his own language instead of in Latin, Greek and Hebrew. Indeed the preface of the Authorised Bible, ordered by James I, specifically states, *without translation into the vulgar tongue, the unlearned are but children. How shall they understand that which is kept close in an unknown tongue?*



In England John Wycliffe (c 1320-84) was the earliest champion of ecclesiastic reform, working zealously as a preacher and publicly challenging Papal doctrine. He was appointed Rector of Lutterworth in 1374, and there he made the first translation of the Latin Bible into English. Denounced as a heretic, his works were burnt, but he was allowed to retire unmolested to Lutterworth. About 30 years after his death his doctrines were condemned as heresy, and in 1428, as passions grew, his remains were dug up, burnt and cast into the River Swift. A special Wycliffe handstamp was used at Lutterworth on 20 November 1984, day of issue of the Christmas stamps.

Thomas Cranmer (1489-1556), Archbishop of Canterbury, is probably best known for his defiance of the Pope as he dissolved the marriage of Henry VIII and Catherine of Aragon, thereby founding the Church of England. Under Cranmer's direction, The Bible was translated into English, and, by order, was read in all churches as he promoted the cause of the Reformation and put down monastic communities. The liturgy of the English Prayer Book was also created and established by Act of Parliament.

On the accession of Henry's Catholic daughter, Mary, Cranmer was thrown into the Tower and forced to recant his offences. But when he was brought forth to read his repudiation in public, he serenely acknowledged that the fear of death had overcome his conscience. Cranmer then calmly withdrew his recantation, and died at the stake with great courage.

This year we commemorate the 400th anniversary of the translation of The Bible into the Welsh language by the four Welshmen primarily involved. For many years they believed that The Bible, which in essence is the handbook of the Christian faith, should be in their own tongue. Eventually Richard Davies, Bishop of St Asaph, together with Humphrey Lhuyd of Denbeigh, persuaded Parliament to pass an Act in 1563 which authorised the translation of The Bible and Book of Common Prayer into Welsh.

Richard Davies (31p stamp) directed this



Richard Davies, then Bishop of St David, invited Salesbury to collaborate with him to translate the Old Testament, but the two men fell out over the exact meanings of certain words and interpretations.

Another Bishop of St Asaph, Richard Parry (34p), and John Davies, Rector of Mallwyd, edited a revised edition of Morgan's work in



1620. A popular edition called "The Little Bible" appeared 10 years later, the first to be used outside church, and available to all for use in everyday life.

The labour of interpretation continues. The New Welsh Bible, published in March 1988, extends the work of the four original translators. Their monument stands in the grounds of St Asaph's Cathedral, and Morgan's 1588 Bible and Salesbury's New Testament are among the cathedral treasures. St Asaph, who died early in the 7th century, was an early Celtic bishop of North Wales. As a young disciple of the Scottish St Mungo, Asaph brought live coals to his master wrapped in his clothes which were neither damaged nor burnt. This holy man became Bishop of Llanelwy where the first cathedral was built in c 560. He probably endowed the cathedral, and after his death there he exerted such a deep local influence that the name Llanelwy was changed to St Asaph.

According to Keith Bowen, designer of the Welsh Bible stamps, there are no descriptions or portraits of these men. After much research and consultations with experts, he decided to paint

them according to his own imagination, bringing them to life as men of their time in authentic costumes and surroundings.

Various Protestant missionary societies were founded in the 18th century, probably the best-known being the inter-denominational London Missionary Society that became particularly active in Africa and the Pacific. Another example of inter-denominational co-operation established the British and Foreign Bible Society in 1804 to distribute Bibles overseas, to each land in its own tongue. It has now been translated into over 500 languages.

1988 has been designated "The Year of the Bible" by the Scottish Churches' Council and other Church organisations in order "to increase the awareness of the Bible as a relevant book for today." A Scottish pictorial aerogramme issued on 29 March bears an illustration by Keith Bowen. The aerogramme traces the history of The Bible in Scotland, where Christianity flourished, by virtue of Celtic monks, long before St Augustine set foot in England.

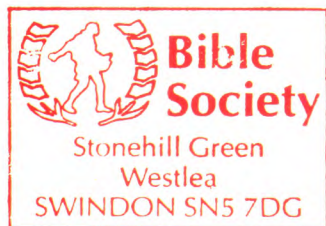
St Columba (c 521-97) was born in Donegal. He founded several monasteries in Ireland, but left in 563 with 12 companions for Iona, a small island off the Isle of Mull where he remained except for some important visits to Ireland. It was rumoured that this exile was imposed because of a battle between monasteries over a psalter he had copied but refused to give up. On Iona he built a monastery and converted the heathen Picts. Columba emerges from medieval mists as a zealous, fiery man of imposing physique, a scholar and bardic poet pledged to the service of God. The 6th century psalter *Cathach* of Columba in the Royal Irish Academy, Dublin, was later enclosed in wood and sculptured in silver and bronze. It was used on special visitations and carried as a talisman into battle. In his last years, somewhat mellowed, Columba transcribed books, and is reputed to have presented a Bible to each church he

founded, all of course at that time copied painstakingly by hand.

John Knox (c 1505-72) embraced the reformed faith, and was licensed as a preacher either by Cranmer or the Protector Somerset. On Mary Tudor's accession he fled to Geneva and wrote many controversial works, including *First Blast of the Trumpet against the Monstrous Regiment of Women*. Returning to Edinburgh he became an intolerant Protestant leader, fearlessly denouncing Mary, Queen of Scots as a wanton. Three centuries later it was claimed that "no grander figure can be found, in the entire history of the Reformation in this island, than that of Knox." His house in Edinburgh is illustrated on the aerogramme as a reminder of the Bassandyne-Arbutnot Bible which became widely available at the end of the 16th century.

The New Testament was translated into Gaelic in 1767 by the Rev James Stuart at his Church of Killin. Previously in 1520 Murdoch Nisbet had translated the same Gospels into medieval Scots, and recently in 1983 the famous scholar W L Lorimer brought out a new version in modern Lowland Scots. A portrait of Lorimer, Killin Church and the 1520 manuscript are all illustrated, so too is Mary Slessor of Dundee who represents the missionary spirit of Victorian Scots. She is shown working among the Erik tribe in Nigeria, using as a basic tool The Bible translated into their own language. This year a revision of the Scottish Gaelic Bible is due, an example from the Gospel of St John follows: *Anus an toiseach bha am facal* (In the beginning was the word).

The Bible is being continually updated. One of the latest inter-denominational versions issued by all the Protestant Churches and Non-conformist communities of the UK was the New English Bible of 1961 which has been newly translated and published in modern English. The Authorised Bible of King James has some of the most beautiful prose in the English



language, and it states, *To have the Scriptures in the mother tongue is not a quaint conceit lately taken up...but hath been thought upon, and put in practice of old, even from the first times of the conversion of any nation.*

Thematic collectors can build up an extensive collection of stamps, postmarks and covers featuring The Bible, its translators and distributors. Shown here is the attractive meter mark used on mail from the Bible Society.

*The Scottish "Year of the Bible" aerogramme was illustrated in the March Bulletin, page 150.*

## NPM Transport & Communications Cards

On 6 May the Museum is issuing a set of three cards with the theme of "Transport & Communications", the theme of this year's CEPT stamps due on 10 May. The subjects were chosen from the Post Office Archives' poster artwork collection.

Card **88/4** features *Mails for the Packets arriving at Falmouth, 1833* by H S Williamson, Principal of the Chelsea School of Art. Card

**88/5** reproduces *Loading the Mails for the Empire, Croydon 1934* also by Williamson and showing the Scylla at Croydon airport. Adrian Hill's *Mobile Post Office at Henley Royal Regatta, c 1937* features on card **88/6** (illustrated here). Cards 88/4 and 88/5 show posters commissioned by the PO Poster Advisory Group in 1934 and were illustrated in the February *Bulletin*.

The cards will cost 20p each or by mail 60p per set of three (plus 18p handling charge) from: National Postal Museum, King Edward Street, LONDON EC1A 1LP.

A special handstamp will be in use on the first day of sale (National Stamp Day), featuring an airmail postbox of the 1930s relating particularly to card 88/5. On 10 May, day of issue of the CEPT Transport stamps, a special handstamp will be available; this depicts air routes to Europe.

The Museum's Maltese Cross and the "Railways & the Post" exhibition handstamps will also be available for use on cards on 6 and 10 May. Cards and other mail for posting to receive these cancels should be sent to: Special Postmark Duty, ECDO, King Edward Street, LONDON EC1A 1AA.



# Designing the Sport Stamps

JAKE SUTTON

When I started to visualise the stamps I thought how nice it would be if they could be like small jewels of smudged brilliant colour. Something to brighten up one's mail.

My paintings are very bright and are all about movement so the subject of sport was a

natural one to me. The real challenge lay in two areas. Firstly, all my work as a painter is viewed in its original state and I am not experienced in working for reproduction. Secondly, being used to working on a large scale I was concerned about retaining the energy of my work by working on a smaller scale. You simply cannot make free energetic marks on a miniature. However, I found that I could work down to a 20 inch square which was the size of the original artwork without any loss of freedom. To compensate for the reduction I painted the stamps in a more bold and slightly simpler way than I would a normal painting.

The other unusual requirement was to have to paint a set of four pictures which had to work as a set. I did a lot of drawing of subjects in an attempt to find the pose which synthesised each sport. I find that for all activities which I paint –



*Greetings card design by Jake Sutton, depicting Bath Races*





*Jake Sutton at work in his studio*

from musicians and dancers to jockeys – there is always a posture which seems to say it all, a form of archetypal pose.

I expressed the speed and energy of the sports with the background making them bold, sweeping areas of colour. I then used the drawing to define the figures. I took care to convey no more than was essential to suggest the nature of the movement; as I feel that the power of a drawing or painting is increased, not by what you put in but more by what you leave out.

### *Scottish Congress Cover*

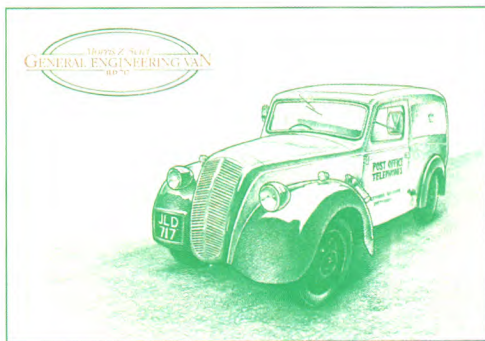
**Scottish Philatelic Congress.** The Ayrshire PS, which celebrates its golden jubilee this year, is hosting the SPC at Falkirk Town Hall on 30 April. The theme of the Congress is Robert Burns. Two covers are available – the standard

one shows the Auld Brig (Old Bridge) of Ayr with the new bridge in the background; the second, in three colour, features portraits of Burns and Jean Armour and commemorates the bicentenary of their marriage. The pair of covers, fully serviced with the Congress handstamp are available from the Burns Federation, 28 Stranka Avenue, PAISLEY, Renfrewshire, PA2 9DW at £3.50 the pair. Profits from the proceeds of the Marriage cover will go to the Burns House Mauchline maintenance fund.

### *Football Covers*

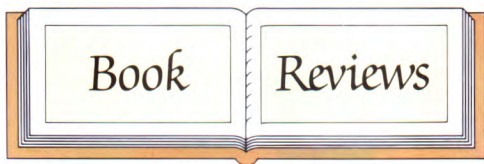
To commemorate the centenary of the Football League, a Football Festival will be held at Wembley on 17 April, some 16 clubs taking part. A special cover has been produced, the insert card to which will give match results, and a special handstamp sponsored. Covers franked with 34p Sport stamp are available from: Dawn Covers, 27 Ashfield Road, Davenport, STOCKPORT, Cheshire, SK3 8UD, price £2 postpaid.

In the March *Bulletin* details were given of Football League covers produced by Dawn Covers, a price of £3 instead of £2 a cover was quoted in error. We apologise for this mistyping. Dawn Covers have asked us to point out that a limited number of these covers are still available – at the original price of £2.



### *Telecom Vehicle Postcard*

Telecom Technology Showcase issued the fourth card in their "Vehicle Series" on 16 March. The card shows a 1947 Morris Z 5cwt engineer's van. Some 5,000 cards have been printed, of which 500 have a "First Day of Sale" cachet. Mint cards cost 12p, cacheted cards 40p, postage and packing 40p. All orders/enquiries to: Miss J Ely, Telecom Technology Showcase, 135 Queen Victoria Street, LONDON EC4V 4AT.



**British Philatelic Federation 1988 Yearbook and Philatelic Societies' Directory.** 152pp, limp binding. £6 from the British Philatelic Federation Ltd, 107 Charterhouse Street, LONDON EC1M 6PT.

This annual directory, edited by Herbert Grimsey, includes all the information anyone might require about organised philately in the United Kingdom, especially philatelic societies.

**The Postal History Annual 1988 by James A Mackay.** 108 A4 pp, limp binding. £5.30 (£6.40 overseas) post paid from the author, 11 Newall Terrace, DUMFRIES DG1 1LN.

As with the previous nine *Annals* this supplements some of the other standard works by the author. This year there are supplements to *Scottish Postmarks*, *The Postal History of Glasgow*, *English and Welsh Postmarks*, *Irish Postmarks*, *Registered Mail of the British Isles*, and an article on the 1894 code time system in Scotland.

**Collecting British Squared Circle Postmarks by Stanley F. Cohen, Maurice Barette & Daniel G. Rosenblat.** 430 A4 pp, limp binding. £19.75 (£20.65 overseas) post paid from Vera Trinder Ltd, 38 Bedford Street, London WC2E 9EU.

"Long looked for is come at last" – this magnificent book was to have been published in 1979 to coincide with the introduction of the first provincial squared circle postmark, at Leeds. The amount of work involved, however, was much greater than anticipated and, as a result, the completed text went to the printer at the end of 1987, exactly a century after the last provincial squared circle postmark was proofed for Retford on 11 November 1987.

This book is divided into three sections. The first, entitled "The Squared Circle Story", comprises 10 chapters discussing the origins and development of the squared circles which represented the earliest attempt in England and Wales to produce a combined date and obliterating stamp. In Canada similar datestamps are loosely known as "hammers", because some of them

were fitted with a long horizontal handle and struck like a hammer. By a process of transferred epithet collectors use the term hammer to denote the marks as well, and it is unfortunate that this erroneous and highly misleading term has been borrowed by Mr Cohen to describe the English squared circles (postmarks) and the datestamps (implements), despite the fact that, on his own admission, the English datestamps were not hammers.

This irritating inconsistency aside, this is a very thorough book indeed, and its chief value lies in Section II (an alphabetical list of the provincial offices, from Aldbourne to York) and Section III (the London offices). Incidentally, there seems to be a fundamental lack of understanding of the London administration. Hence the District Offices (DO) are referred to as Head District Offices, but the Sub Offices (SO) are incorrectly described as Suburban Offices, although many of those in this list are very much inner-city offices. These are minor points which will not detract from the extremely detailed information given regarding issues, repairs and recuts, dates of usage, abnormal use and rarity factors. This book is absolutely indispensable to any student of English postmarks of the late 19th century.

J M

## April Digest

### Issued in April

12 April **Stamp books: London Zoo admission promotion**

£1.80 (10 x 18p ACP) left and right  
£1.30 (10 x 13p 1PB) left and right

**London Zoo:** 50p machine-vented (3 x 13p 1PB, 2 x 5p 1PB, 1 x 1p 1PB) straight edges  
50p machine-vented (2 x 18p 2PB, 1 x 13p 1PB, 1 x 1p 1PB)  
£1 machine-vented (5 x 18p 2PB, 1 x 13p 1PB) straight edges

25 April **Transport & Communications PHQ cards (Nos. 110A-D)** 15p each

### Withdrawn in April

13 April **April 1987 stamp books**

14 April **Scotland:** 13p (issued 4/11/86)

**Wales:** 13p (issued 23/10/84)

**Northern Ireland:** 13p (issued 23/10/84)

31p (issued 23/10/84)

## Letters to the Editor



### Linnean Society Stamps

Sir,

As a Fellow of the Linnean Society of London since 1941, the grandson of a Fellow, and a great admirer of Carl von Linné, I was very pleased that The Post Office has so splendidly commemorated the bicentenary of the Society.

I was, however, sorry to see that the caption on the 34p stamp gives only one scientific name whilst James Sowerby had depicted two or three different species, all morels. That on the left is *Morchella esculenta*, the two in the centre might be a form of that species, or a distinct species, whilst the dark grey one on the right is *Morchella conica*. Clearly the stamp was not checked by a qualified mycologist.



The statement on the card issued with the first day cover that Linné developed the modern system of classification of living things is very misleading. His classification of animals has been very extensively modified, whilst that of plants has not been used for 150 years, it having been replaced by more natural systems. Biologists are however indebted to Linné for his binomial system of naming, which is today used throughout the world.

It is a pity that, when dealing with specialised subjects, the information to be published is not submitted to specialists for checking in the proof stage.

E MILNE-REDHEAD, ISO, TD, MA, FLS, Colchester, Essex

### Collecting Aerogrammes

Sir,

I see that you are canvassing the opinion of readers on philatelic topics which prompts me to write about aerogrammes. I find these very difficult to display. The illustrated ones are particularly difficult, even if two examples of each are bought and folded differently on the album page, so that all the illustration is visible. The solution should be visually attractive and informative as well as preserving the examples. Perhaps a light card is a better backing than an album page. Opening the aerogramme out completely does not appear an attractive option. It would be interesting to know what your readers do.

ROY DEHN, Norwich

### Prestige Stamp Books

Sir,

Further to recent correspondence on the above subject, may I ask whether The Post Office will seriously consider issuing the "two bar phosphor" stamp, which it includes in the mixed pane, as a "single".

Many collectors wish to have all definitive stamps as singles but do not wish the expense of purchasing an additional book to remove just one stamp.

Even the issue of the "mixed pane" on its own would be a welcome development.

A G J ISAAC, Exeter

David Dale, *Manager Definitive Stamps*, replies:

The mixed pane in the *Prestige Books* which normally produces a stamp variety would have no purpose or reason for existence on its own and there are no plans to issue it separately. Indeed, it is possible that if it were issued separately and in sheet form it would constitute yet another separate variety for at least some collectors.

### Corrections

The mixed pane of 13p, 18p, 22p and 34p stamps in the "Financial Times" book is printed on paper with PVA gum, not PVA Dextrin as stated in the February *Bulletin*, page 134.

The last cylinder number for the 13p Christmas stamp is 1E, not 1D as stated in the November 1987 *Bulletin*, page 161. The same details were given for both the 26p and 31p stamps – the correct numbers for the 26p stamp are – 1A (gold) 1B (greenish yellow) 1C (bright purple) 1D (new blue) 1E (bright blue) 1F (black).

## Posting Boxes

No.89. This photograph is of the second type of Penfold box produced in Britain by Cochrane and Company during the period 1866 to 1879. This particular box stood at the corner of Gover and Devon Streets in New Plymouth, New Zealand until early 1986 when it was removed for restoration and safe-keeping by the Archives & Museum Section of the NZ Post Office. The Curator is of the opinion that this box may have been manufactured by the Christchurch firm of P & D Duncan, which specialised in the making and distribution of iron farm implements in the mid-1860s. Boxes made in the UK were also exported to NZ. A box of similar design was buried at Te Wairoa by the eruption of Mt Tarawera in 1886. It was later recovered and is retained in the former "Buried Village" near Lake Tarawera.

Our thanks are due to Stuart Hayton of New Plymouth for supplying both the photograph and details obtained from the Archives & Museum Section.



## NPM Postcards Special Offer

To complement National Stamp Day (6 May) and National Postcard Week (1-8 May) the Museum are offering three sets of Richard Blake postcards on postal history subjects at a special offer price of £1.50 for 14 cards, plus 18p handling charge.

The offer comprises three sets of cards – H1, H2 and H3. The five cards in H1 (issued 31 July 1984) show mail coaches of c 1787, 1797, 1815, 1830 and 1836. Set H2 (issued 30 July 1985) comprises five cards featuring a mounted post-boy c 1780, Post Office bellman of c 1820, London District letter carrier c 1855, postman c 1880 and postman c 1936. The four cards in set H3 (issued 14 January 1986) feature PO vehicles – Morris Minor van of 1933, Morris 8 of 1936, Morris 5 cwt of 1947 and Morris Minor of 1956.

This special offer will be available from 29 April until 31 May, unless previously sold out. Orders should be sent to: National Postal Museum, King Edward Street, LONDON EC1A 1LP, remittances payable to 'The Post Office'.

## New Cylinders and Plates

Recent printings of sheet and booklet definitives have taken place from the following cylinders and plates:

### *By Questa*

2p National, Single colour Q19, Q20

2p National, Two colours Q1 Q1, Q2 Q2

75p National, Two colours Q1 Q1, Q2 Q2

### *By Harrison*

£1.30 book B37 phosphor B49

## British Philatelic Bulletin

Editor John Holman

Editorial Adviser Douglas N Muir

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