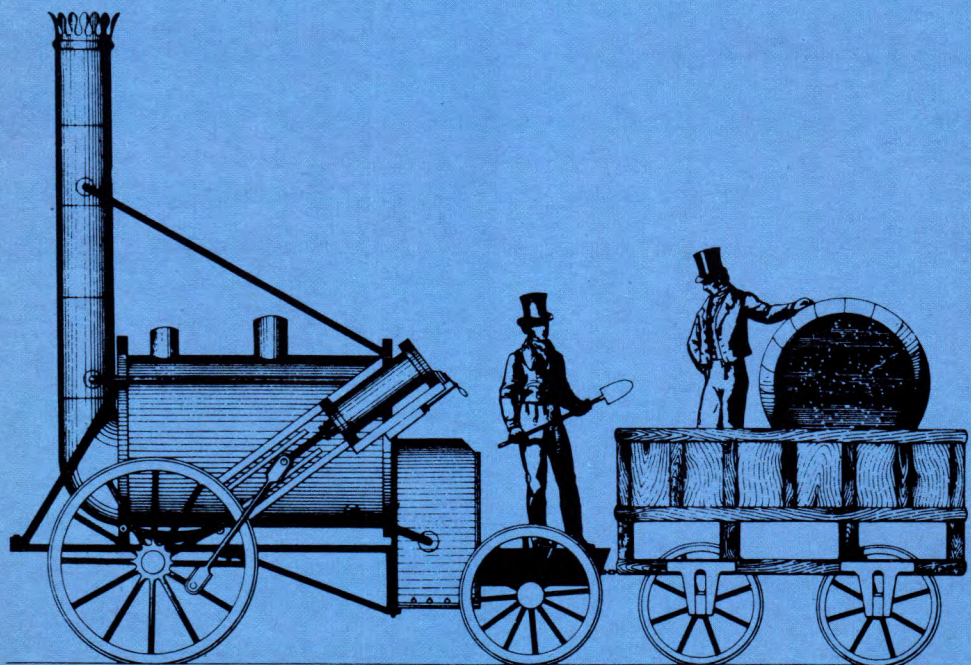


Philatelic Bulletin

Volume 17 Number 6 February 1980



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New Stamp Books

The second set of three stamp books, values 50p, £1 and £1.20, with illustrated covers will be available from the Philatelic Bureau, Edinburgh, philatelic sales counters, and also from other post offices as stocks become exhausted.

Details and illustrations are as follows:—

50p (2 × 10p: 2 × 12p: 3 × 2p) 1908 Grand Prix Austin.

£1 (10 × 10p) Sopwith Camel and Vickers Vimy Aircraft.

£1.20 (10 × 12p) Beetle Mill, Ireland.

It is a truism to say that the young collector of today is the philatelist of tomorrow. We like to think that we do what we can to encourage the youngsters and our latest enterprise is to join the Melville Committee in launching a three day seminar in London for some of the Melville Award winners. Further details and how to enter are contained elsewhere in this Bulletin.

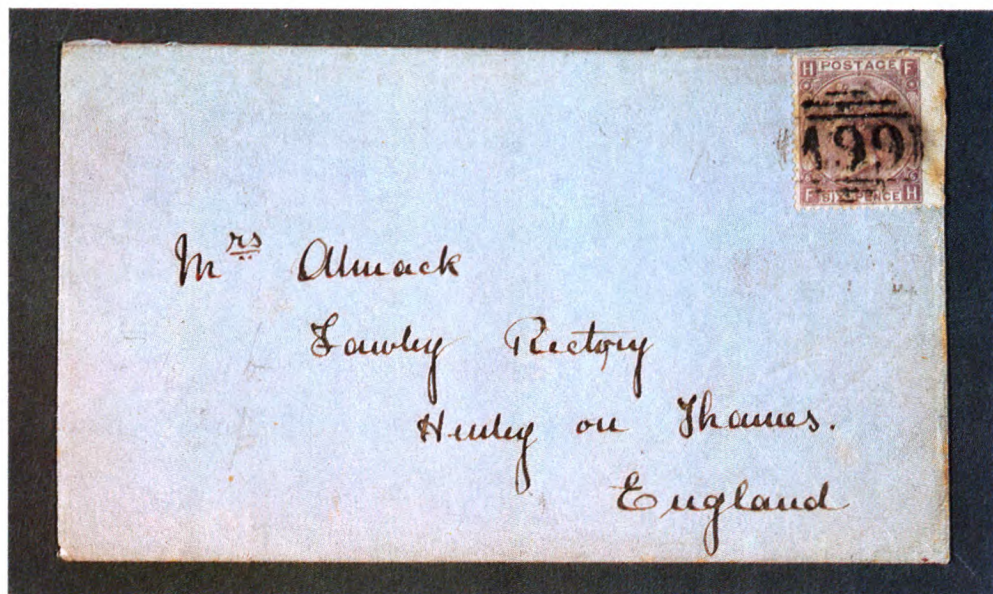
Speaking of the Melville reminds us to offer congratulations to two well known philatelists:— Ronald A G Lee RDP, FRPSL, and Alma Grunberg FRPSL who were married recently. Ronald Lee is one of our foremost international judges and Chairman of the Jury at National Competitions. He is founder and President of the Great Britain Philatelic Society as well as being a past President of the Royal Philatelic Society and Chairman of its Expert Committee. He is on the panel of the Stamp Advisory Committee.

Alma Lee was for many years secretary of the Melville Competition for juniors.

The gremlins which plague the best intentioned of Editors and proof readers struck our last issue. We are at a loss to explain how part of the 1981 stamp programme feature was duplicated and can but offer apologies.



A Mailboat Cancellation



At first glance, the stamp collector (as opposed to the postal history enthusiast) might be forgiven for dismissing this month's 'gem' (illustrated above) as rather dull – merely a relatively common stamp on cover bearing a distinct but heavy numeral cancellation.

Not so; as the collector would speedily discover if he saw a similar cover being sold at a big auction. The answer lies in the A99 cancellation. The group of numbers from A80 to A99 are known to have been allotted in 1859 to the shipboard post offices on a number of (unspecified) British mail-boats. Later they were re-allocated to various small post offices in the UK; thus A99 was sent to Chwilog, Caernarvon in 1881.

This cover *must* have been posted overseas because of the sixpenny (colonies) rate of letter postage and is likely to have been posted shortly after June 1867 when the 6d stamp (large uncoloured letters, plate 6) was current. According to official Post Office records the A99 cancellation was used on mailboats (believed to be on the Alexandria line) between 1859 and 1874 when it is recorded as having been transferred to Sydney,

New South Wales – though its use there is completely unknown. Which almost certainly ties this example to a mailboat usage – and rare at that.

A G RIGO DE RIGHI

1980 Melville Junior Stamp Competition

You may have seen the previous announcement for this popular annual junior competition, in which it was mentioned that the British Post Office intend to give a special award for this one year. The prize will take the form of a three day seminar, to be held at the Postal Museum in London during the school summer holidays. The award will be given to up to ten children from all four age groups and will include all hotel and travelling expenses. The itinerary will include visits to places of philatelic interest, as well as talks by stamp designers and well-known collectors. The closing date for the receipt of entries is Saturday 29 March. If you would like a copy of the rules and an entry form, write at once to Mrs F Rapkin, Eaglewood, Oxhey Lane, HATCH END, Middx HA5 4AL.

British Special Stamps

61. Notable Anniversaries, 1969

For its second mixed bag of 'Anniversaries' stamps (the first was in 1968), the Post Office selected two important aviation events and three with an international flavour. Two of the designs were produced by Michael and Sylvia Goaman, both very experienced designers with numerous stamps to their credit, the other three by Philip Sharland who, as one half of the Negus-Sharland team, had designed two of the 'Discovery and Invention' stamps of 1967. The five stamps were issued on 2 April 1969.

The 'Europa' concept originated in 1955 when six European countries formed a postal union and issued their first 'Europa' stamps in the following year. The six countries – Belgium, France, West Germany, Italy, Luxembourg and the Netherlands – formed the nucleus of the *Conférence Européenne des Postes et des Télécommunications* (CEPT), a permanent organisation established at Montreux, Switzerland, in 1959 'to seek closer liaison and the improvement of postal and telecommunications services'. A score of European countries now issue special stamps each year with a common design motif – the stamps for 1969 marked the tenth anniversary of the CEPT.

On that occasion the uniform subject of design was a classic colonnade composed of the word 'EUROPA' and the letters 'CEPT', designed by Luigi Gasbarra and Giorgio Belli, and the Goamans successfully adapted the design to the long-format 9d stamp. Incidentally, Michael Goaman designed the original CEPT symbol and the British stamps for the CEPT Conference at Torquay in 1961.

The 50th anniversary of the first England-Australia flight was assigned to the 1s 9d. It was in March 1919 that the Australian Government offered a prize of £10,000 'for the first British aircraft manned by Australians to fly from London to Australia within 30 days'. The flight, an extraordinary feat for those days, was successfully accomplished by Ross and Keith Smith, with engineer Bennet and mechanic Spiers, in 28 days – 12 November to 10 December 1919. The Goamans' design showed their Vickers 'Vimy' aircraft in broadside close-up and a globe showing the route of their flight.

The remaining stamp designs by Philip Sharland



commemorated (5d) the 50th anniversary of the first non-stop flight across the Atlantic by Alcock and Brown, (1s) and of the International Labour Organisation, and (1s 6d) the 20th anniversary of the North Atlantic Treaty Organisation.

Capt. J. Alcock, D.S.C., and Lieut. A. Whitten Brown, won the *Daily Mail* £10,000 prize for their epic first direct Atlantic flight on the 15/16 June 1919. The stamp showed their Vickers 'Vimy' machine, again a broadside view, with their full-face portraits above as part of the background – a neat reproduction of the *Daily Mail* page reporting the event. Both flyers were knighted after their courageous flight, but sadly Alcock was killed in an air crash while on a flight to Paris in December 1919. The International Labour Organisation was established in 1919 to improve labour conditions, raise living standards and promote productive employment. It was recognised by the United Nations as a specialised agency in 1946, and it was awarded the Nobel Peace Prize in 1969. Mr. Sharland's design depicted the ILO emblem – a gloved hand holding a spanner.



The North Atlantic Treaty Organisation (NATO) was formed as a 'security league' of the free nations in 1949 – the foreign ministers of Belgium, Canada, Denmark, France, Iceland, Italy, Luxembourg, the Netherlands, Norway, Portugal, the UK and the USA signed the treaty in Washington. Greece and Turkey were admitted in 1951, the Federal Republic of Germany in 1954. The stamp shows the flags of the member countries.

The stamps were photogravure-printed by Harrison and Sons in sheets of 120 (6 × 20) on unwatermarked paper with two phosphor bands. Recorded varieties include, on the 5d, the omission of the tiny windshield on the nose of the Vickers 'Vimy', and, on the 1s 6d, a lack of shading in a fold of the flag beneath the 'Tr' of 'Treaty'. The 1s 6d is also known with the black or yellow-green colours omitted, and all values may be found with the phosphor bands missing.

Quantities sold were: 5d 82,285,680; 9d 9,823,200; 1s 10,302,360; 1s 6d 10,512,480; and 1s 9d 6,155,760; English presentation packs, 90,282; German packs, 4,539.

JAMES WATSON

Sir William Barlow opens largest Stamp Centre in the World

Sir William Barlow, the Chairman of the Post Office, recently formally re-opened Stanley Gibbons Specialist and Rare Stamp Department in Romano House, 399 Strand, London WC2R 0LX.

In 1978 Stanley Gibbons secured the lease of the whole five storey building. With the extra space they have expanded their Commonwealth, Foreign and Great Britain stamp sections over three separate floors. In addition the building now houses the important Postal History, Approval, Mail Order and New Issues sections, as well as Gibbons' renowned Reference Library and stock records which date back almost to the founding of the firm in 1856.

In formally re-opening Romano House, Sir William Barlow kept up something of a Post Office

tradition. Anthony Wedgwood Benn, who was Postmaster General in 1965, opened the Stanley Gibbons Catalogue Centenary Exhibition, and when Stanley Gibbons first took over part of Romano House in 1968, the then Postmaster General, John Stonehouse, performed the opening ceremony.

The Post Office and Stanley Gibbons have had a close association for many years. The firm is nearly as old as the adhesive postage stamp. Stanley Gibbons himself was born in 1840, the year in which the Penny Black was issued, and started to deal in stamps 16 years later. Today, Stanley Gibbons, has the enviable reputation of being the oldest and largest stamp firm in the world. The Post Office recognises the value of the Stanley Gibbons Catalogue "Collect British Stamps" and other Gibbons' publications in selling their stamps.

In North America, Stanley Gibbons have, since 1967, acted as the Post Office's philatelic agents, distributing their new issue stamps to the philatelic trade from offices in New York State.



The Liverpool & Manchester Railway – its place in history

By Peter Semmens, The Assistant Keeper, National Railway Museum.

11 November, 1830 was a significant date in the history of the Mails, as on that day the Post Office, having noted the superior speed of the railways compared with the roads, utilised the new form of transport for the first time, between the two Lancashire cities of Liverpool and Manchester. For the railway company, which had only been in operation for a mere two months, the mail contract was a welcome acknowledgement of success, but, looking back after 150 years, this was only one of those factors which were to make the opening of the Liverpool & Manchester Railway so significant from the technical, commercial and social points of view.

The use of stationary steam engines for pumping purposes dates back to the beginning of the eighteenth century, but these cumbersome, slow-acting machines were far too heavy to be utilised for transport purposes. It was not until 1804 that Richard Trevithick successfully demonstrated a steam locomotive on the Pen-y-Darren Tramway in South Wales, and even then it was a further eight years before Blenkinsop produced the first really practical locomotive for the Middleton Railway, which utilised a rail system of propulsiion. By 1813, William Hedley had shown that it was possible to achieve adequate tractive effort by simple

adhesion, and his two locomotives of that year, *Puffing Billy* and *Wylam Dilly*, are fortunately still to be seen in the Science Museum in London and the Royal Scottish Museum in Edinburgh. These machines, and many of George Stephenson's subsequent improved designs, were constructed to serve private railway systems, built to carry mineral traffic from mine to the nearest navigable water. In 1825 the Stockton & Darlington Railway was opened, providing a track system which anyone could use on payment of the appropriate tolls, but the owning company, at Stephenson's suggestion, had become the first public railway to operate a steam locomotive. Thus it was on 27 September, 1825 that *Locomotion* trundled its train from Shildon to Stockton via Darlington to inaugurate the steam era on the public railway system, even though the regular haulage of passenger trains by these means was not to take place for a further eight years. In 1875, the first set of British Postage Stamps to depict railway locomotives was issued to commemorate this inauguration. One hundred and fifty years earlier the significance of these events had not lost, either, on the proprietors of the Liverpool & Manchester Railway, anxious to establish a better means of transport between the two Lancashire cities. In spite of the extensive canal and navigation systems that had developed during the latter half of the eighteenth century, bales of cotton were still taking



longer to cover these particular 30 miles than they had to cross the Atlantic by sailing ship, while the Canal proprietors were paying dividends of up to 50%.

George Stephenson was called in to survey the route of the line, and had to contend with opposition by the canal interests, who also cut their rate drastically to stave off the competition, as well as local landowners. His survey was, however, too rushed, and the Bill presented to Parliament in 1825 was defeated after a long and gruelling battle. A year later a new survey prepared by Charles Vignoles under the direction of George and John Rennie was incorporated with a successful application to Parliament, and Stephenson came back to supervise the actual construction. The tasks that faced the early railway 'navvies' were enormous, and even today we can marvel at the tunnels at Edge Hill, the vertical sides of Olive Mount cutting hewn through the solid stone, and the nine arches of Sankey Viaduct, even if the tasks of carrying the railway across the semi-liquid morass of Chat Moss are no longer apparent to the eye.

In 1829, in anticipation of the opening, the directors of the Liverpool & Manchester Railway offered a prize of £500 for the best locomotive to achieve a set of stringent requirements, which involved running backwards and forwards for 75 miles over a one-and-three-quarter mile course on Rainhill Level. The very conclusive winner was *Rocket*, entered by George Stephenson and his son Robert. Historians still debate the relative contributions made by these two engineers and others, such as Henry Booth, the inventor of the multi-tubular boiler, but the result was an outstanding machine, combining, for the first time, all the features required for a successful steam locomotive. As one contemporary observer recorded, 'It is so much superior to all the old locomotives' in use, as to entitle Mr Stephenson to the most marked and liberal consideration for the skill and ingenuity displayed in its construction'.

Between the Rainhill Trials of October 1829 and the opening of the railway on 15 September 1830, much engineering work required completing on the line, while several improved sister engines to *Rocket* were constructed ready for the gala



opening, graced by the Prime Minister himself, the Duke of Wellington. Unfortunately the ceremonial procession of trains along both lines from Liverpool to Manchester was marred by tragedy when, at Parkside, the Liverpool Member of Parliament, William Huskisson, was caught between the premier's carriage and *Rocket* herself on the next track. The fatally injured man was whisked to Eccles by George Stephenson himself in a special train at a speed of 35 m.p.h., but died there that night, while the official guests, after some indecision, eventually decided also to complete the journey lest the awaiting crowds in Manchester should become too unruly.

In spite of this rather inauspicious beginning, the Liverpool & Manchester Railway quickly became a commercial success, using steam locomotives on all its passenger and freight trains from the beginning, so that it could justly claim to be the first steam railway as well as the first 'Inter-City' route. It is thus very appropriate for the one hundred and fiftieth anniversary year to be marked, not only by the celebrations at Rainhill, Liverpool and Manchester during the coming summer, but also by a special set of stamps. Designed by David Gentleman, with assistance from the Science Museum, they depict *Rocket* as well as various types of rolling stock used on the Railway, and are designed as a horizontal strip that makes up a complete train. The resulting effect is thus reminiscent of the well-known Ackermann prints of 1831, but those who may want to extend the length of their own trains should note that the mail coach always had its own privileged place at the back of the train, with its own guard riding at the rear as in the days of the road coach.

The Caricature of the 1890 Jubilee Envelope



Many collectors have seen unused examples of the Furniss caricature (used items being rare) but are often unaware of the purpose behind it, which was to support the post office strike for higher wages at that time, and if one examines the design this

becomes only too apparent. Illustrated is a used example dated August 1890, and signed Artist's proofs of the envelopes and card, together with the Post Office envelope for comparison.

Reproduced by kind permission of Mr E Proud.

Commemorative Covers

A new service – Life-boat First Day Covers

On several occasions during the current RNLI series of covers, it has been possible to include a full set of commemorative stamps on the first day of issue, where the subject of the issue was appropriate or where the date coincided with the RNLI event being commemorated.

These first day covers have been most popular and – in response to very many requests – it is now planned to issue first day covers for each commemorative issue of British stamps. Covers will be available on a standing order basis and will bear an embossed RNLI Crest and details of the stamp issue. They will be postmarked with special hand-

stamps most appropriate to the issue, and will be supplied under separate cover.

The cost of each cover – usually around £1.35, including postage and packing, will be deducted from accounts after receipt of the initial deposit of £5.

Those who would like to join this new RNLI First Day Cover Service – and support the RNLI at the same time – please write to: RNLI Philatelic Agents, 13 Best Lane, CANTERBURY, Kent, CT1 2XX.

The current series of Life-Boat covers for important RNLI events, will continue on present lines.

Preston Lancashire Telephone Centenary

February 1980 will mark the centenary of the installation of Preston's first telephone. There will be an exhibition of period and present day telephone equipment at the premises of Messrs E H Booth & Co Ltd, 4 Fishergate, PRESTON, PR1 3LJ from 13-16 February 1980. This company was one of the first in the town to have a telephone.

To mark the event a commemorative cover will be available, bearing a 15p 'British Birds' stamp, cancelled with a special handstamp, 'A hundred years of telephone service (13, 14, 15 or 16) February, Preston, Lancs'. The cost of the cover is 50p. Orders with remittance made payable to The Post Office, should be sent to: The General Manager (TS4) Telephone House, Moor Lane, PRESTON, PR1 1BA, Lancs.

All covers will be sent under separate cover.

Great Central Railway

Main Line Steam Trust/Great Central Railway Special Cover.

The Great Central Railway, Loughborough, Leicestershire will introduce a special cover to coincide with the issue of five postage stamps on 12 March 1980, commemorating the 150th Anniversary of the Opening of the Liverpool and Manchester Railway. The cover will bear a full set of stamps, cancelled with a special handstamp to be used at Loughborough on the day of issue. The handstamp will read, 'Main Line Steam Trust Celebrates 150 Years of Mail by Rail'.

The cover will feature the Coat-of-Arms of the



Great Central Railway together with the engine, 'Butler Henderson'. This engine, preserved by British Rail, is on loan to G.C.R. from the National Collection.

The cost of the cover including first class return postage and packing is £2. Orders, with remittances made payable to A G Bradbury, should be sent to Mr A G Bradbury, 35 Northdene Road, LEICESTER, LE2 6FJ.

Forces Covers

Royal Navy Cover

A special cover commemorating the 40th Anniversary of the Rescue of the 'Altmark' Prisoners by HMS 'Cossack', will be available on 16 February 1980 from the Royal Naval Philatelic Officer, Fleet Air Arm Museum, RNAS, YEOVILTON, Somerset, BA22 8HL.

The cover will illustrate HMS 'Cossack' alongside the 'Altmark' together with the Red Ensign and the crest of HMS 'Cossack'. It will bear the signatures of Commander B T Turner CVO, DSO, OBE, RN(Retd.), leader of the boarding party from HMS 'Cossack' and Captain H H Dannreuther RN(Retd.), Gunnery Officer aboard HMS 'Cossack'. A 13p British Birds stamp will be affixed, cancelled with a pictorial handstamp BFPS 1648. Price £1.85.

Alternatively, the cover as above but signed by Captain Dannreuther only and bearing an 11½p British Birds stamp, costs £1. Unsigned covers with a 10p British Birds stamp can be supplied at a cost of 55p.

Orders accompanied by a cheque or postal order made payable to the Fleet Air Arm Museum, should include a stamped addressed envelope about 7" x 5".

Liverpool and Manchester Railway 1830

Special Stamps Issue 12 March 1980



The Post Office is issuing a set of five se-tenant special stamps, value 12p each, to commemorate the 150th anniversary of the world's first regular passenger carrying railway – The Liverpool and Manchester Railway – which was opened on the 15 September 1830.

The stamps depict 'Rocket' and various types of rolling stock, which were used on the railway, illustrated against backgrounds which show different landmarks spaced out along the line between Liverpool and Manchester. The settings are as follows (from left to right): 'Rocket' approaching Moorish Arch, just short of Liverpool; a first and second-class carriage passing through Olive Mount Cutting; an open third-class coach and a two-storey cattle truck crossing Chat Moss, a wild and boggy morass about halfway along the lines; a grand household aboard the first ever rail-drive and a horsebox against a pastoral scene; a truckload of merchandise covered by tarpaulin and a Post Office mail-coach with industrial Manchester in the background.

Colours (for each stamp)

Lemon-yellow; rosine-red; new blue; light brown; black.

First Day Cover Services

The following first day cover services are offered by the Philatelic Bureau, Edinburgh, including a choice of three handstamps, Philatelic Bureau, Edinburgh: Liverpool and Manchester.

Service A

This consists of the official Post Office cover, addressed to the correct postal address of the 94



destination required, and bearing all five stamps. The cover will be cancelled as requested, and despatched for a charge of 80½p. For deposit account customers the charge will be 76p.

Service B

Customers own pre-addressed covers, bearing the correct postal address, will be given the full set of stamps, cancelled and despatched for a charge of 70p per cover.

The usual first day of issue facilities will be available at offices with philatelic posting boxes. Application forms, available from the Philatelic Bureau, Edinburgh, and at all Head Post Offices, should be returned not later than 3 March 1980.

Presentation Packs

Presentation packs, price 74p, containing all five stamps, will also be available from 12 March 1980.

Postcards

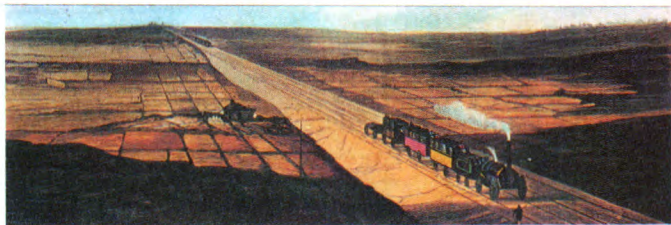
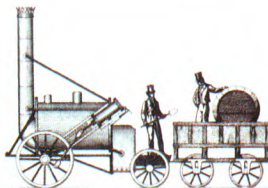
Postcard reproductions of each of the five stamps will be available approximately two weeks before the issue date of the postage stamps, price 8½p each.



Designer: David Gentleman
Printer: Harrison & Sons Ltd
Format: Horizontal
Process: Photogravure
Size: 41mm x 30mm
Perforation: 15 x 14
Sheet size: 100 (20 of each stamp)
Paper: Coated unwatermarked,
 Pre-treated with phosphor
Adhesive: PVA Dextrin

LIVERPOOL AND MANCHESTER RAILWAY 1830

British Post Office Mint Stamps





Volunteers are required for stewarding duties at London 1980 May 6-14th.

The majority of the exhibits will be mounted over the weekends 26/27 April and 2/5 May and additional helpers are required for these two periods. From the opening of the Exhibition on 6 May until the closing on 14 May, there is need of general stewards and those who are prepared to work on the souvenir sales stands. For this category, volunteers are required who are able to offer at least 2 days help. Dismounting the exhibits will take place on Wednesday evening, 14 May, and help will be needed for this. Secretarial and translating assistance is required both before and during the exhibition.

Those interested are invited to apply to the Chief Steward, Leon V Rapkin, Eaglewood, Oxhey Lane, HATCH END, Middlesex HA5 4AL.

Travelling and Accommodation

Special arrangements have been made for visitors planning to come to London during the period of the Exhibition. If you would like travel and accommodation details, whether as individuals or as a member of a group, simply write for further information to 'London 1980', c/o D F Long & Co. (Travel) Ltd, Travel House, Mornington Crescent Station, London NW1 2JD.

Aerophilatelic Co-ordination Committee

An Aerophilatelic Co-ordination Committee has been formed in order to make "London 1980" an outstanding event for aerophilatelists.

FISA (International Federation of Aerophilatelic Societies) will hold its 20th Congress in London.

AAMS (American Air Mail Society) will hold their 57th Congress.

APC (Aero Philatelic Club, London) will hold their 57th AGM.

BAMS (British Air Mail Society) will celebrate their 21st Anniversary.

Several hundred aerophilatelists from all over the world are expected to visit the exhibition and a centre will be provided to welcome them and provide information on the various activities which will include a Day of Aerophilately, FISA

Symposium, a balloon flight, a helicopter flight, a glider flight, a reception and banquet on Friday 9 May.

Souvenir labels and flown covers will be produced in conjunction with the above events for sale to collectors.

In addition there will be a Prestige Aerophilatelic Publication which will contain articles by leading aerophilatelists from many countries including Australia, Austria, Belgium, Germany, Great Britain, Greece, Holland, Hungary, Italy, Portugal, USA, Yugoslavia and several others.

Any information on the Aerophilatelic Co-ordination Committee and 1980 Aerophilatelic activities can be obtained from: Brian L Asquith, 'Alandale', Radcliffe Gardens, CARSHALTON BEECHES, Surrey, ENGLAND, SM5 4PQ.

Special Handstamps

Unless otherwise stated, items for reposting should bear 1p in excess of the normal postage and should be sent to the Head Postmaster of the town where the special posting box is located or the relevant District Postmaster in London marking the outer cover "Special Handstamp". The outer cover must bear normal postage and only those items bearing a Postmark on or before the date of the Special Handstamp will be eligible for the cancellation.

16 February 1980 (P/C)

40th Anniversary Rescue of British Prisoners from the German Ship Altmark Cossack 16 February 80 British Forces 1648 Postal Service. Special posting box at the Postal and Courier Depot, RE Inglis Barracks, Mill Hill, London NW7 1PX. Items for reposting to the Philatelic Officer at the same address.

27 February 1980 (R)

British Army 'API' Expedition 1980 AMA 27 February 1980 AMA British Forces 1674 Postal Service. Special posting box at the P & CD RE Inglis Barracks, Mill Hill, London NW7 1PX. Items for reposting to the Philatelic Officer at the same address.

5 May 1980 (O)

First Solo Flight by a Woman England to Australia Hull 5 May 1980 5-24 May 1930.

Special posting box at Paull Airfield,
Thorndumbald Road, HULL HU12 8AY.
(Sited in PO Exhibition Unit.)

Postmark Slogans

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

UFN (P)

Hagley Hall Open 17 May-14 September 1980. To be used at Wolverhampton. 2nd class.

UFN (P)

Hagley Hall Open 17 May-14 Sept 1980. To be used at Dudley. 1st class.

Until 17 May 1980 (P)

D H Lawrence Festival 7-17 May 1980 Eastwood Nottingham. To be used at Nottingham. 1st and 2nd class.

Until 23 February 1980

Channel Offshore 80 Exhibition and Conference 19-22 February Southampton. To be used at Southampton. 1st class.

Repeat Campaigns

Until 30 November 1980 (P)

Kent's Growth Area for the 1980s Ashford. To be reused at Ashford. 1st and 2nd class.

A Phone Saves Time and Money. To be reused at the following Offices:—

Greenock	18 Feb-1 March 80	1st class
Glasgow (East Kilbride)	3-15 March 80	1st and 2nd class
Greenock (Rothesay)	17 March-5 April 80	1st and 2nd class
Greenock (Dunoon)	7-26 April 80	1st and 2nd class
Kilmarnock (Saltcoats)	28 April-10 May 80	1st class
Motherwell	12-24 May 80	2nd class
Motherwell (Lanark)	26 May-7 June 80	1st and 2nd class
Oban (Campbeltown)	9-21 June 80	1st and 2nd class
Oban	23 June-5 July 80	1st and 2nd class
Dumbarton	7-19 July 80	2nd class
Dumfries (Annan)	21 July-2 Aug 80	1st and 2nd class
Dumfries (Lockerbie)	4-16 Aug 80	1st and 2nd class
Dumfries (Newton Stewart)	18-30 Aug 80	1st and 2nd class

All Pictorial

As the die has to be forwarded from one Office to the next the Slogan may not be available on the first day of each week.

Until 30 April 1980 (P)

Sun Sea and Sand Hastings is Grand. To be used at Hastings. 1st and 2nd class.

P denotes Pictorial

C denotes Circular

R denotes Rectangular

O denotes Oval

Posting Boxes



No 15. This picture shows one of the double aperture boxes which are used in London and some of the larger towns for pre-sorting some of the post. This type of box was introduced in 1899 to separate letters for London from those for other places. Nowadays, the whole of Central London is equipped with this means of separation, and sometimes, where wall boxes are used, two such boxes can be seen side by side.

Price Increases for Certain Philatelic Items and Services

The price of certain philatelic items and services offered by the Post Office were increased as from 4 February 1980 due to higher production costs. The additional revenue anticipated from the increase in the London 1980 miniature sheet premium will not benefit the postal business, but as in the case of the two previous miniature sheets will be used to support the London 1980 Exhibition.

The increased price for presentation packs will come into force with the Liverpool to Manchester stamps issue on 12 March 1980, and the increased price for the Collectors pack will take effect when the 1980 pack is issued during November next. These prices are in addition to the value of the stamps enclosed in the packs.

The new increases are as follows:

Presentation Packs	14p
Collectors Packs	40p
Miniature Sheet Premium	25p

Postmark Bulletin (annual subscription)	£3.90
Philatelic Bulletin Binder	£1.25
Special Handstamps (fixed date)	£100.00
Special Handstamp (interchangeable date)	£105.00
Handstamping charge	1½p

Handling Charges

A handling charge is raised on each order despatched from the Bureau. A list of charges is shown below. Orders under £10 in value will be sent by ordinary mail. Those of £10 and above will be sent by registered post.

Orders to British Forces P.O. addresses are despatched at UK rates, by Airmail.

UNITED KINGDOM

Orders under £10,	13p
Orders over £10,	88p

OVERSEAS

Orders under £10,	14½p
Orders over £10,	89½p

Airmail Charges

Orders to be despatched by Airmail must include the appropriate airmail fee as shown below.

	First 10g Orders under £10	£10 and over	Each add. 10g
ZONE 'A' Middle East N. Africa etc.	15p	90p	9p
ZONE 'B' USA, Canada S. Africa etc.	16p	91p	11p
ZONE 'C' Australia New Zealand Japan etc.	18½p	93½p	11½p

New Definitives introduced

The six new definitive stamps which were introduced on 30 January to be in line with the postal charge increases, were 75p (coloured charcoal grey); 17½p (light brown); 17p (light green); 13½p (reddish brown); 12p (yellowish green); and 4p (peacock blue). The new postal charges came into effect on 4 February 1980.

The 12p value covers the new first-class letter rate and the 13½p is the basic postage rate for Europe as well as the second weight step for inland second class letters. The second weight step for first class letters is covered by the new 17p stamp while the 17½p value is the new airmail letter rate. The addition of 75p and 4p stamps help to provide a comprehensive range of values.

Three printers are involved in the production of these latest issues – the House of Questa (75p), John Waddington of Kirkstall (4p), and Harrison and Sons (17½p, 17p, 13½p, 12p).

Technical Details

The 75p value is off-set litho printed by the House of Questa on coated paper with no phosphor markings. The main differences from sheets printed by the usual printers, Harrison and Sons, are:

- A change in perforation from 14 × 15 to 13½ × 14.
- About half of the sheets issued have the selvedge perforated on all four sides. The remainder have the left-hand vertical selvedge imperforate.
- Cylinder numbers appear in the right-hand vertical selvedge next to the top and bottom stamps on the sheet and adjacent to the House of Questa logo.
- The colour bar is on the right-hand vertical selvedge of odd-numbered cylinder sheets and on the left-hand vertical selvedge of even-numbered sheets.
- The sheets will not be individually numbered.

The 17½p, 17p, 13½p and 12p values are of the usual definitive design and format, printed by Harrison and Sons (High Wycombe) in photogravure in sheets of 200 on paper pre-treated with phosphor in the coating.

The 4p definitive on standard fluorescent coated paper, with two phosphor bars on each stamp, is

being printed off-set litho by John Waddington of Kirkstall. Perforations are similar to those of the 75p stamp and other differences from normal issues are:

- Waddington use two ink cylinders which means two colour bars on the bottom selvedge, one for the Queen's head and the second for the background.
- Two ink cylinder numbers appear on the top selvedge on the right-hand side.
- The sheets will not be individually numbered.

VAT on First Day Covers

From 1 April 1980 all supplies of first day covers will be chargeable with standard rate Value Added Tax on the full selling price. This new arrangement will apply to supplies by all registered traders, including the Post Office Philatelic Bureau.

Trade organisations had been informed earlier that 1 July 1979 was the operative date for this change. Before that date exemption from VAT for an amount equal to the face value of the stamps was allowed where the covers were supplied direct by the Post Office Philatelic Bureau, or by dealers for mailing by the Bureau direct to the dealers' customers through the normal postal channels. However because of Post Office technical difficulties, the Commissioners have agreed to postpone the introduction of the new arrangement until 1 April 1980.

Customs and Excise will meet claims for credit of additional tax arising from this change, which may have been accounted for by registered traders since 1 July 1979 where they can be satisfied that the tax in question was borne by the trader himself or that the amount credited will be passed on to the customer.

Traders who bore the additional tax themselves may claim credit using Box 8 on their next return form. Otherwise traders should issue credit notes to their customers. These will work through their accounts in the normal way, provided that the proper tax invoices were originally issued.

Representative trade associations have been advised of these changes.

Hand-painted Covers

A personal message from the Philatelic Bureau Manager



The service from the Bureau since last summer has not been what either we or the customer would wish. This has been caused by a combination of factors beyond our control: three industrial disputes the longest of which (almost six months) paralysed our computer system, the others badly affecting stamp and First Day Cover supplies to the Bureau. To this must be added exceptionally heavy demands resulting from an interesting programme including the second miniature sheet.

The ending of the disputes did not mean an immediate return to normal working. The Computer Centre (the same as affected telephone bills) had a tremendous backlog of work and the Bureau requirements of six months had to be dealt with to a strict programme before standing orders could be met. More than 1½ million stamp and First Day Covers orders were affected. All of this had to be carefully co-ordinated to avoid undue disruption to the normal daily work of the Bureau. Regrettably, the service to non-standing order customers has also suffered.

However considerable improvement has been achieved. As you read this, the service to customers is returning to a more acceptable standard.

I would wish to thank all customers for their tolerance and understanding over the past few months – without this our task would have been impossible.

Readers will be pleased to hear that we are putting the finishing touches to a completely in-house business system which when completed in 1981 will rank, we believe, as the most advanced system in the world's philatelic bureaux. The hardware has been delivered and service to customers should consequently improve towards the autumn of this year.

We are grateful to Mr G K MacLaren of Abergele for sending us two hand painted covers he bought at a society auction about thirty years ago. They are good examples of the skill with which the Victorians and later the Edwardians decorated their envelopes and postcards. If any other readers have similar examples we will be pleased to hear from them.

We hasten to add, however, that such decoration these days, must be confined to the left hand side of a cover in order to meet the present operational requirements of the Post Office.

Collecting the Victorians

3. The Embossed Issues, 1847-1854

At the beginning of this series I mentioned that some of the scarce Victorian stamps are rather expensive in price, and that you could confine your collecting interests to separate studies of any of the specified groups. This month we come to the distinctive Embossed stamps, introduced in 1847 when 1s values and, later, 10d and 6d denominations, were required to prepay the postage on colonial and foreign letters or on registered domestic items. We come also to the 'crunch' – the cost of these fine old stamps today, when demand is increasing in pace with inflation.

The current catalogue prices for the Embossed issues are admittedly prohibitive, especially for the unused stamps, rated at or above the £1,000 mark. However, the postally used Embossed Stamps can be found (if you shop around) for considerably less than the quoted prices for these stamps, which average about £100, according to shade, number of the die and condition. This prospect brings them within the province of the collector who appreciates fine material and is prepared to make an occasional substantial purchase – building up a small but valuable collection.

The origins of these stamps can be traced to the appearance, early in 1841, of the first embossed envelopes, replacements for the ill-fated 'Mulready' envelopes and letter-sheets. As with the envelopes, the primary die for the embossed stamps was engraved at the Royal Mint by William Wyon, its Chief Engraver, who had already made his mark with the commemorative City Medal of 1837, which provided the image of the Queen's head for the Penny Black and Twopence Blue. Wyon – who was virtually the designer and who had submitted an original design for the 1s stamp with the embossed head and octagonal format of the issued stamps early in 1847 – produced three working dies for the 1s green, two of which were used in 'printing' the stamps at Somerset House.

The stamps were embossed on Dickinson paper with silk threads (without watermark), and they were imperforate – placed so close together by the operatives striking the impressions, one at a time, that wide, clear margins were the exception rather than the rule. They were issued on 11 September 1847, and similar procedures followed for the 10d

brown for which four of the six manufactured working dies were brought into use. The initials 'WW' and the die numbers were indicated (on all values) at the base of the bust, and again the stamps were produced on Dickinson paper, as indeed were the original embossed envelopes, as a precaution against forgery. Issued 6 November 1848.

The 6d mauve, also known in shades of lilac, purple and violet, and regarded as the best-produced of the three embossed stamps, appears belatedly on 1 March 1854, on paper without the silk threads and watermarked 'VR'. The 10d stamp was withdrawn in 1855, and the 6d and 1s stamps in 1856, having been replaced by the De La Rue surface-printed denominations. Many of the 10d and 1s stamps were used on letters to the Colonies, and some fine covers exist, notably in the R M Phillips Collection at the National Postal Museum.

JAMES WATSON

Letter to the Editor

Dear Sir,

I was browsing around the Stamp Shops in the Strand, London a few short years ago trying to find the early issues of French Art Maxi Cards.

The French Post Office issued a startling innovation in November 1961, when the first engraved Art series appeared. Very large stamps, miniature masterpieces in themselves depicting their heritage of Paintings, Stained Glass windows and Tapestries.

Very soon the pattern was copied by a number of East European countries who vied with the French in the issue of large Art stamps.

The French Maxi-cards are enlarged colour reproductions of the stamps and were hand-stamped with the First day of issue. Unlike our British Post Cards the maxi cards were not issued by the French Post Office. Nevertheless they are much sought after collectors items and as with our own early issue of cards are unobtainable to all but a very few collectors.

Having had no particular luck in my search for the missing early issues of French Art Maxi Cards, I happened to notice a dealer who was

offering a £1 1929 PUC mint stamp for £45. The year was 1971 and inflation had not 'taken-off' by then and the amount of money seemed large even for a scarce stamp. I did not buy the stamp and regret my error ever since. Need I remind the readers of the value of a 1929 £1 PUC.

Small recompense came my way a few years later when I was able to complete my collection of French Art Maxi Cards when I obtained the first two issues at an auction at a very reasonable price.

When in 1973 the British Post Office issued the first series of PHQ – which incidentally is not a degree in Philately but stands for 'printed by the House of Questa' – I viewed these with disdain as having no equal with my almost unobtainable early issues of French Cards. This situation altered quite dramatically with the exceptionally beautiful series of British commemorative stamps. The cards enhance the beauty of the stamps when enlarged, and I made a determined attempt to acquire the series. Once again the early issues with special hand stamped dates are proving hard to obtain. Even mint PHQ cards are offered by dealers at greatly inflated prices. Undoubtedly they are very attractive reproductions of the original stamps and are fast out-dating the concept of First day covers.

As a serious collector, the lessons learned are apparently all too clear. Never put off a decision to invest money on Philately lest you regret it at a later date.

Yours sincerely

R H ROSS

Welwyn Garden City

Editor's Note

I would like to remind Mr Ross that "PHQ" is an abbreviation for Postal Headquarters.

Book Reviews

Stanley Gibbons Collect British Stamps. Twenty-fifth Edition

Rowland Hill and the Victorian lady and her daughter form an attractive and appropriate front cover for the 'jubilee' edition of this popular mini-catalogue – it includes all new issues up to the Rowland Hill Centenary stamps and the three new

definitives of August this year, and now covers every British postage stamp issued since 1840. In other respects, the new edition has all the essential features for the GB collector which have made it a best-seller – more than two million copies sold – since it was first published in 1967.

Once again *Collect British Stamps* has been thoroughly revised with stamp prices updated to correspond to current market developments. The complex issues of Queen Victoria are set out in a new style for easier reference, and there is a completely new list of watermark varieties. The stamps are illustrated in colour and the listings include the popular 'Regionals', the pre-independence issues of the Channel Islands, officials and postage dues, first day covers and presentation packs. Differences of perforation and watermark are fully recorded, and set prices provide an economical way of acquiring modern GB stamps. The Post Office 'PHQ' picture postcards are listed to date.

Currently available, price £1.25, from Post Offices with Philatelic Counters, the Philatelic Bureau and the National Postal Museum.

Collect British Postmarks

by Dr J T Whitney, earlier reviewed in the Philatelic Bulletin, may be obtained from the Author at 75 Church Road, Hadleigh, BENFLEET, Essex SS7 2DR, price £4.25 including postage in UK and Europe. Rest of the World by airmail £5.

UK Machine Marks

by Jack Peach

Price £3.00 (plus 40p post)

Published by Vera Trinder Ltd., 38 Bedford Street, Strand, LONDON WC2E 9EU.

An interesting book in more ways than one.

Firstly its subject matter is a fertile ground for new discoveries where the beginner may still uncover 'finds' of sufficient importance to provoke widespread interest – and do so at very little expense to himself.

Secondly it deals with the history of machine cancellation in a way which enables a newcomer to systematically arrange his collection to take full

advantage of Mr Peach's extensive research into the subject.

Thirdly it is a loose-leaf production and permits the addition of fresh pages without the need to make wholesale changes to page or reference numbers.

If someone in your family is an enthusiast in the genre, you need look no further for a most welcome gift.

Collectors Stamps of Great Britain

Price 90p

Published by Rotographic Publications
37 St. Efridge Road, TORQUAY, Devon TQ2 5SG.

This little book is exactly what it claims to be, a pocket sized guide to prices of QEII stamps. It lists and prices a very full range of £s.d. and Decimal items including miniature sheets.

Average prices are compiled from dealers lists, catalogues and magazines. As far as can be judged they are remarkably accurate and fully in line with current market trends.

Nicely laid out and with 500 illustrations the 'Pocket Reference & Price Guide' is just the sort of thing you need with you when shopping around.

At six inches by four it fits neatly into your jacket pocket, and at 90p it is certain to save its price many times over. In short, a very good buy.

Forthcoming Events

Federation of Surrey Philatelic Societies

The Annual Competition is to be held on 23 February 1980 from 10.30 am-4.30 pm, at the Civic Hall, Camberley, Surrey GV17 7AX. Coincident with the Competition the host society, the Camberley and District Stamp Club is arranging a Stamp Fair.

Eurochateau 1980

A philatelic exhibition with 'Castles and Architecture' as its theme will take place from 10-16 April 1980, in the Chateau de Maisons, LAFFITE 78600 (FRANCE).

The exhibition called, 'Eurochateau', will be opened to the public, and further details may be obtained from:

M Claude Donze
11 Clos Fleuri - Bd. Clemenceau
95220 HERBLAY
(FRANCE)

The Scout Stamps Collectors' Club Scotland

The Scout Stamps Collectors' Club in Scotland will hold its winter meeting in Glasgow and all collectors interested in Scout and Girl Guide stamps and postmarks are cordially invited to attend. It is to be on Sunday 17 February 1980 at 2.30 pm.

The venue is 'Northcote', 4 Victoria Circus, Downhill, Glasgow G12, through the courtesy of The First Glasgow Scout Group.

Amongst the displays will be 'Scouting - USA', 'Presentation Packs, Postal Stationery and Proofs' and 'Great Britain 1957' together with items from Scotland's top Scouting and Guiding collections. There will also be a swap-and-sell session plus a competition for those under 16.

Light refreshments will be served.

Further information can be obtained from:

Stanley K Hunter
34 Gray Street
GLASGOW
G3 7TY

Philatelic Bulletin

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