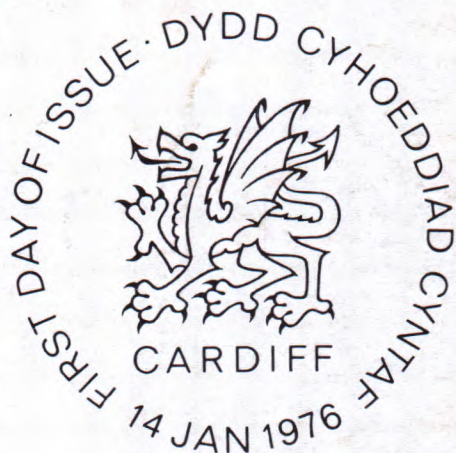


Philatelic Bulletin

Volume 13 Number 5 January 1976



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Introduction

There are no new stamps for us to show this month and we are taking the opportunity instead of illustrating the designs that Ronald Maddox submitted for our 1975 European Architectural Heritage Year issue. Mr Maddox will be remembered as the designer of one of our most popular sets—the 1972 Village Churches.

We are fortunate this month in being able to publish four first class features: Johnnie Johnson continues his fascinating series on Postal History; James Watson reaches the seventeenth of his articles on British Special Issues, while Tony de Righi contributes his NPM notes and an article on the British Empire Essays of 1933. We can be reasonably sure of saying again with some certainty—something for everyone.

First Scheduled Commercial Flight of Concorde

Although there will be no mail carried on the flight, expected to be 21 January 1976, the usual PO souvenir covers (addressed Head Postmaster, Hounslow) on sale at Heathrow London Airport PO, and on this occasion at Hounslow PO, will, on the day of the flight, bear a suitable cachet, an 8½p stamp cancelled with a British Airways sponsored pictorial handstamp. The covers will cost 30p each. Those wishing to apply by post should send orders to the Head Postmaster, Hounslow, TW3 1AA. Reposting facilities will be available at the airport.

1976 Melville Competition

All junior collectors in Great Britain and Ireland should now start preparing their entries for the 1976 Melville Competition, the closing date for which is 31 January 1976. The entry must be submitted through a Society, Federation or Association affiliated to the Philatelic Congress of Great Britain.

There are four classes and the date at which the age should be reckoned is 31 December 1976: A—Over 18 and under 21; B—Over 16 and under 18; C—Over 12 and under 16; D—Under 12.

Melville medals will be awarded for the best entries in each class, together with a Cup (which is held for one year) for the best entries in each class.

Negotiations are at present taking place with the Stamp Collecting Promotion Council and it is hoped that the winning entries will be on display at next year's Festival of Stamps in May and that the awards will be presented at that time.

Interested juniors should write (enclosing a SAE) for the rules and entry forms to, Mrs F Kapkin, Eaglewood, Oxhey Lane, Hatch End, Middlesex HA5 4AL, who can also put intending competitors in touch with the nearest philatelic society.

17. First Anniversary of European Postal and Telecommunications Conference, 1960



One can sympathise with any stamp designer having to include such a lengthy inscription as the above within the minuscule confines of a postage stamp, but Reynolds Stone achieved the seemingly impossible with his uniform design for the two CEPT stamps issued on 19 September 1960. (Incidentally, a similar issue in the following year for the Torquay Conference was in marked contrast, simply depicting the letters 'CEPT' within a post-horn motif.)

The stamps marked the successful completion of the first year of the Conference established in Montreux in June 1959 by nineteen European countries for closer liaison and the improvement of postal and telecommunications services. And, to further Britain's involvement in European affairs, the designer featured the word 'EUROPA' with an outsize 'O' in the form of a 19-spoked mailcoach wheel, the Conference emblem, but with the initials 'CEPT' (representing the French version of the Conference title) omitted. The

'Europa' theme had been the subject of uniform designs issued by numerous Western European countries since 1956, but this was the first time that the British Post Office had joined in with the selected emblem for the year 1960, which was designed by the Finnish artist and stamp designer, P Rahikainen.

Reynolds Stone's inscription—'Conference of European Postal & Telecommunications Administrations'—was in fact slightly different to my heading: it bears no reference to the anniversary! Above and below the 'Europa' emblem, he placed the inscription in scroll or riband form, the ribbons impinging on the oval frame enclosing the familiar 'Wilding' portrait of the Queen on the right. The figures of value appear to be rather cramped in the only available space, the bottom left corner.

These stamps—6d bronze-green and bright purple, and 1s 6d brown and blue—signified another milestone in British stamp printing: they were Britain's first photogravure-printed stamps in two colours and the first bicoloured stamps since the 'Jubilee'-style Edwardians of 1911-13. It all seems a far cry from the present time when eight or more colours are used on British special stamps, and multi-coloured stamps are the general rule everywhere!

Harrison & Sons printed the 'brighter than bright' stamps in sheets of 120 and the quantities printed were 6d 16,990,320; 1s 6d 7,682,520. Withdrawn 31 December 1960. There were one or two major flaws and retouches, notably the 'broken diadem' which occurs on stamp 2, row 1 on both values, a major retouch or patch above the 'PA' of 'EUROPA' on the 1s 6d, stamp 2, row 9, and a blurred 'E' in 'EUROPEAN' (the first letter) again on both values, stamp 5, row 13. Watermark 'Multiple Crowns'.

Miniature sheets of these stamps, imperforate and printed in monochrome, were produced as souvenirs for the 'Eurostamp 1962' London Stamp Exhibition, but these had no franking value or postal validity.

JAMES WATSON

Gems from the RM Phillips Collection

XXXI Railway Letter Stamps

Before 1891 it was illegal for railway companies to carry letters for the public except in the Mails, but the prohibition could be evaded by persons with urgent letters camouflaging them as railway 'parcels' (which were legal).



By agreements which came into force on 1 February 1891 the Post Office allowed all interested Railway companies to accept letters for transmission provided that the sender paid the railway company 2d per letter and that the letters also bore the appropriate UK rate of postage in stamp(s). Payment of the Railway Company's fee was to be indicated by the affixing of a special (green) 2d stamp provided by the company (*see Fig 1*). Apart from changes in Post Office letter rates, the Railway Letter fee was changed to 3d and 4d at various periods from January 1920 onwards.

The railway company carried the accepted letter to any specified station on its own network or on that of an associated company. Such letters were, if necessary, carried by boats owned by railway companies. The letter was left at the railway station of arrival to be called for, or put into the nearest Post Office box for delivery by post, according to the directions written by the sender on the envelope.

Over 100 railway companies throughout the British Isles issued these special stamps, and similar stamps are still being issued by some of the private railway companies.

Before the agreements of 1891 the Post Office had intended to issue its own stamps to cover the carriage of urgent letters by the railway companies. Designs were commissioned from Thomas De la Rue & Co. (*see fig. 2*), but they were not produced as stamps because there were found to be legal difficulties in the way of this scheme. From 1914 onwards some railway companies ceased producing special letter stamps and used parcel stamps instead on letters carried by them.

In 1933-34 the Great Western Railway operated commercial air services which carried urgent letters (as had the railway trains) within the UK. This lasted only a short time until the Post Office (on 1 December 1934) announced that it would send ordinary mails by established air services without extra charge if the service accelerated transit times.

A G RIGO DE RIGHI

Fig. 1 R M Phillips Collection

[Private, and not for Publication.]

RAILWAY CLEARING HOUSE,

SEYMOUR STREET, EUSTON SQUARE,

S.C. / 2951.

LONDON, N.W., 23rd December, 1890.

DEAR SIR,

RAILWAY LETTER POST.

With reference to the Minutes of a Meeting of the Sub-Committee appointed by General Managers' Minute G.M. 611, to conclude the arrangements with the General Post Office in respect to the Railway Letter Post, held at the Railway Clearing House on the 13th November, 1890, I am now requested to inform you, with reference to clause 5 thereof, that the Post Office have determined (1) that the colour of the Railway adhesive label, value 2d., to be affixed to each letter in addition to the 1d. postage stamp, shall be green, so as to distinguish the label effectively from any English postage stamp of the same size; (2) that the lettering within the ring shall be altered from "To be used only for letters bearing a postage stamp," to "Fee for conveyance of single post letters by Railway"; and (3) that the words "Railway Letter Post" at the foot of the adhesive label shall be omitted, and both the top and bottom of the stamp occupied by the title of the Company issuing the label. The following form is, therefore, that which must be adopted, it being understood that each Company will provide its own supply:—



The Agreement and Public Notice have been finally revised by the Post Office, and annexed are copies thereof, which be kind enough to substitute for those which form the Appendix to the Minutes of November 13th.

Fig. 2 Original design for the 'Railway Letter Post' stamps Feb 1890

6. The Uniform One Penny Post, 10 January 1840

In the first article of this series, the introduction of a uniform basic one penny rate on 10 January 1840 was briefly described together

with other rates which could be incurred due to weight, late fee, registration etc.

Apart from the big reductions in the cost

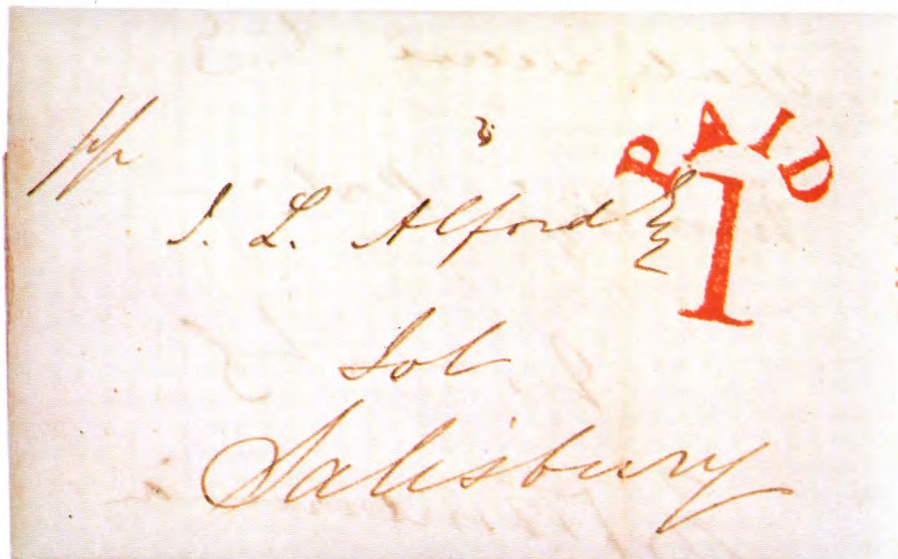


Fig. 1



Fig. 2

of sending a letter, this new system was designed to encourage prepayment and so reduce the time taken to collect money on delivery and the resultant book-keeping problems. This was not achieved by making prepayment obligatory but by imposing a double rate on all unpaid mail. To simplify prepayment still further it was intended to apply an adhesive label to the letter to indicate that payment to the value of the label attached had been made. The first adhesive labels or postage stamps, the 1d black and the 2d blue, were not available until 6 May 1840 so that a period of four months elapsed when other means of indicating prepayment or postage due was necessary.

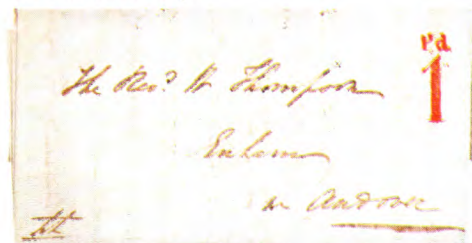


Fig. 3

This brings us to the main theme of this article, the markings associated with the early days of the Uniform 1d Post, particularly up to the time of the introduction of postage stamps. The reforms of 1839 and 1840 had been introduced very quickly after Government agreement and left little time for the numerous post offices to obtain special handstamps. This resulted in many covers used

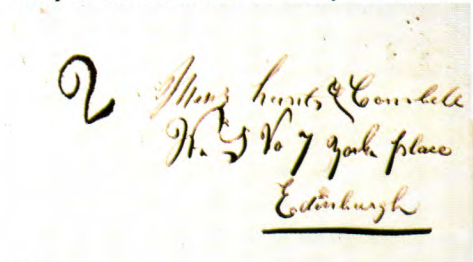


Fig. 4

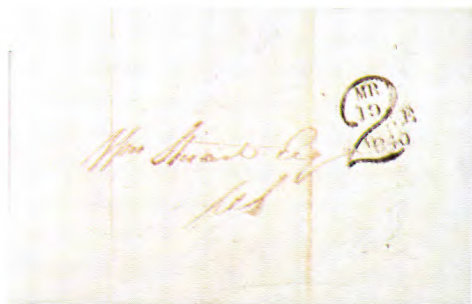


Fig. 5

early in this period being marked in m/s. It was customary to mark a paid letter in red and an unpaid letter in black ink, thus, for a basic rate letter, a red 1 indicated 'paid 1d' while a black 2 indicated that a double rate, twopence, had to be collected on delivery.

The larger offices were among the first to obtain special handstamps and eventually many more towns followed suit though, since no standard mark had been officially suggested, the marks varied greatly in type and wording. For this reason, and since the impressions made by these handstamps are associated with an important period in our postal history, they are becoming as collectable a theme as the postage stamp itself.

It is not possible to illustrate the very many types which exist but *Figs 1, 2 and 3* show examples of '1d Paid' handstamps for Marlborough, West Bromwich and Basingstoke while *Figs 4 and 5* show two types of the unpaid type ie twopence to pay. These two unpaid handstamps are both Scottish types, *Fig 4* being used at Crieff while the unique type shown in *Fig. 5* was used at Edinburgh and only for a very brief period during the pre-postage stamp period.

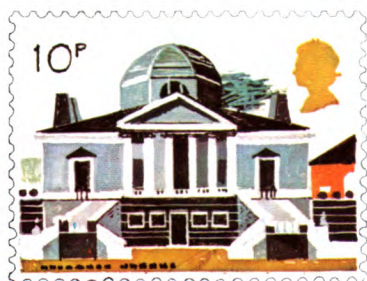
Some of the handstamps are found used as late as 1852 which suggests that, at times, certain offices were short of adhesive stamps probably due to understocking or a hold-up in basic supplies from the manufacturers, resulting in some Head Offices running short.

F M JOHNSON

European Architectural Heritage Year

Preliminary Designs by Ronald Maddox RI FSIA





Inland Greetings Telegrams 'Coming of Age' First Day of Issue

A new design of greetings telegram 'Coming of Age' is to be added to the current range of cards on Monday 2 February. The design by Graham Thompson comprises a decorative card and matching envelope. For the first time in the history of the Post Office an experimental First Day service is to be provided on the introduction of this new design, and the following arrangements have been made:

Customers may order a First Day 'Coming of Age' telegram from 26 January up to the close of normal working hours on 2 February. Order may be placed either

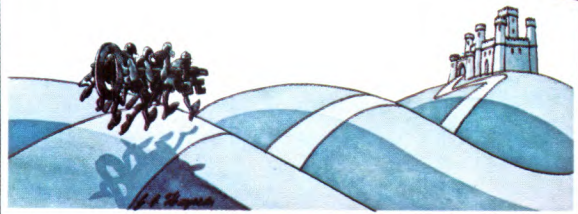
by telephone as for a normal telegram

(phonogram) or by completing an inland telegram application form at any Head Post Office.

The envelope will bear the name and address as requested by the customer, and the card will carry a first day of issue cancellation on the inside cover. No message will be allowed with this service. Delivery will be made by post and the charge for the facility will be £1.08 inclusive of VAT.

If we feel that there is an interest in these cards as collectors' items, other new designs which are to be introduced during 1976 will also be provided on a First Day service.

Coming of age greetings telegram



The 'British Empire' Essays of 1933

Recently, 'fossicking' (as my Australian cousins put it) in a large accumulation of duplicate foreign stamps belonging to the National Postal Museum, I came by chance upon a little envelope containing copies of the photogravure essays which are illustrated here. A lucky clue and willing cooperation from the PO Record Room unearthed the relevant papers, so here is the story of the first British photogravure essays.

On 21 February 1933 a Dr L Berezeller, apparently a visitor to London, wrote to the Postmaster General enclosing specimens of the two essays illustrated which, he wrote, he had been able to produce 'with the help of my friends' and which, he suggested, the

PMG might like to consider as a design for the first 'British Empire' stamps.

Dr Berezeller's Halfpenny postage essay is based on one of the embossed revenue stamps designed for the collection of the Stamp Tax levied on the American Colonies in 1765. It was this stamp tax of course which led to the cry of 'No Taxation without Representation' and ultimately to the American Declaration of Independence in 1776, the Bi-centenary of which is being celebrated this year. The 1932 date and the overprinting of one essay for Canada may have been intended to associate the essays with the British Empire Conference held at Ottawa in July 1932.

Dr Berezeller's idea was politely turned down by the PMG, partly for the very practical reason that varying currencies and rates of postage precluded the idea of a stamp valid throughout the Empire, partly because commemorative issues were currently frowned upon by the GPO. But, one Post Official commented, 'The most amazing thing about the suggestion is the underlying idea that we should want to commemorate the separation of the USA from the Empire . . . It is rather like suggesting that Mary Tudor should have issued a *Calais* commemorative stamp'. It is an irony of history that in 1976—some forty years later—the British Post Office should be issuing special stamps to commemorate the independence of the former American Colonies.

The essays were privately printed in photogravure for Dr Berezeller by Harrison & Sons who were the pioneers in Britain of the use of this process for stamp printing. In 1923 Harrisons printed in photogravure the first definitive stamp issue for King Fuad of Egypt; in March 1933 they printed the first essays for the 1934 GB photogravure issue.

As a result of the Berezeller essays, the Post Office obtained a voluntary undertaking from all the main printing firms *Not* to produce stamp essays for private customers without first consulting with the Post Office.

A G RIGO DE RIGHI



The British Decimal Stamp Study Circle

The Study Circle was set up to study aspects of Great Britain Decimal stamps except booklets, as this area is already covered by a separate Study Circle. We cover stamps from sheets, coils, regional, postage due and commemorative issues etc, and to this end study groups have been set up by members interested in their particular topic. This does not however mean that members have to join any study group.

We now have over 150 members in this country and abroad; and any person interested in decimal stamps, either as a novice or as a collector, are most welcome to join,

The aims of the Circle are the expansion of the collecting of decimal stamps of Great Britain as we feel that decimal stamps warrant at least as much study as older stamps; and to assist exhibitors of decimal stamps. It is possible that some judges feel that decimal stamps are a 'poor man's' study. It appears that most awards are given to older displays with one notable exception.

We also intend to issue a decimal stamp catalogue to assist collectors in their hobby. This is a difficult undertaking, but a start has already been made on this project.

The Circle is not just interested in collectors who are able to give information, but also those wishing to learn more about this aspect of their hobby, and we welcome both categories. We also hope to attract collectors abroad and our journals are sent by airmail, when requested, to those living overseas.

We issue a newsletter which includes details of new issues, list of members and wants, and any correspondence and queries; and a quarterly journal called the 'Guidec' which covers the results of studies and observations on decimal stamp collecting. Auctions will be held whenever there is sufficient suitable material, but this is still only in the embryo stage.

The present subscription is £2 per annum for the United Kingdom with the opportunity to purchase back numbers of our publications. Subscription rates for overseas will be decided shortly.

Anyone who is interested should write to:

A C Craigen
28 Highclere Drive
Hemel Hempstead
Herts HP3 8BY

enclosing a stamped addressed envelope.

Jane Austen Bi-centenary — Steventon



Our illustrations show the mail coach used, during the celebrations on 22 October last, for transporting first day covers commemorating the Jane Austen Bi-centenary. The coach journeyed from Steventon to Basingstoke, calling at Hilsea College to collect more covers from a waiting pupil, who like everyone else taking part, was dressed for the occasion in period costume.

Headquarters of the General Post Office

The state postal service was established by Royal Proclamation of Charles I in 1635 when the public were given the use of the facilities of his Royal Posts. The first public posthouse was in Bishopsgate and in 1637 further post-houses were established in the Barbican, for the receipt of mails for the Great North and Chester Roads and at Charing Cross for the Western or Plymouth Road.

During the Great Fire of London the GPO moved to temporary premises at the two Black Pillars in Bridges Street and on Ladyday 1678 it moved to the mansion of Sir Robert Viner in Lombard Street. By 1829 the accommodation taken up by the offices and sleeping quarters of the staff had extended southwards and reached Sherborne Lane and Abchurch Lane.

GPO East

On 23 September 1839 the GPO moved to a new building in St Martin's-le-Grand, which was designed by Sir Robert Smirke RA in the Grecian Ionic style. The building covered more than two acres and served both as a Post Office and as the centre of administration. One thousand Argand gas burners illuminated the building, and windows opened on to a public thoroughfare through which letters were handed in or passed out to callers. This building soon became one of the sights of London and each evening crowds gathered to watch the departure of the mail coaches. When the huge windows of the Post Office were closed the excitement was so intense that a Police Constable was in daily attendance to keep law and order. Anthony Trollope, in his 'Autobiography' recalls the time when as a young clerk in the Post Office he escorted the Queen of Saxony around the building.

Rowland Hill introduced the uniform penny post in 1840 and so great was the increase in the number of letters sent that by 1846 additional accommodation was required. A penthouse consisting of two large sorting offices for letters and newspapers was then added to the building. An ingenious machine for raising

and lowering the letters and letter carriers was invented and this consisted of two endless chains worked by a steam engine which carried in rapid succession a series of shelves each large enough to hold four or five men and their bags. A further storey was added to the penthouse in 1895 but even this did not solve the accommodation problem and additional administrative buildings were erected in the vicinity.

These buildings were named GPO West, South and North to distinguish them geographically from the old building which was then known as GPO East. In 1912 the East buildings were demolished and numerous Roman and Medieval remains were found and were given to the Guildhall Museum. The site of the old GPO East is still used by the Post Office who rent accommodation in Armour, Union and Empire Houses.

GPO West

A new building in St Martin's-le-Grand, opposite GPO East, was completed in 1874, it was designed by Mr James Williams and as the Post Office had by then taken over the telegraph companies, it became the home of the Engineer in Chief and the Central Telegraph Office. This new building was known as GPO West. In later years the Post Office began to acquire premises to the rear of GPO West and re-building took place; later these new buildings were linked to GPO West by two overhead bridges across Roman Bath Street.

In 1896 Marconi successfully demonstrated his system of wireless telegraphy to the Engineer in Chief, on the roof of the building. The Central Telegraph Office had copper telegraph circuits reaching out to all parts of the country and the world. In 1917 enemy action caused some damage but far more serious was that caused by the fire bombs which were dropped on the building during the night of 29-30 December 1940. The building was partly restored in 1945 and 1947 and continued to serve as the Central Telegraph

Office until October 1962 when it removed to Fleet Building, Farringdon St. The old CTO building has now been demolished.

GPO South

A building in Queen Victoria Street housing the Savings Bank and other administrative departments and named GPO South, was opened in 1880 and the occupation of yet another building took place in 1890. This new building backed on to Carter Lane. Adjoining it today stands a fortified structure, built during the second world war to provide bomb-proof accommodation for the communications department.

The Savings Bank moved to West Kensington in 1903 and the two blocks comprising GPO South served mainly as a telephone exchange and offices of the Post Office London Telephone Service until 1925. GPO South is now known by the more familiar name of Faraday Buildings and is the home of the City and Central telephone exchanges and part of the International and Continental exchanges.

GPO North

The Post Office began to acquire an additional site in St Martin's-le-Grand in 1886 and during excavation work for the new Post Office building a Medieval Plague pit was unearthed. On the site once stood Northumberland House, where it is said, the first edition of the Authorised version of the Holy Bible was printed; a French Protestant Church; the Bull and Mouth Inn, and the old Money Order office. Three years later in 1889 work began on yet another new building which was to house the Postmaster General's Office, the Secretary's Office and other administrative departments. It was designed by Mr Henry Tanner and was constructed of Portland stone in the Classical style. Occupation of this new building, named GPO North, began in 1895; this building is known today as Postal Headquarters Building.

King Edward Building

A site at the rear of GPO North was vacated by Christs Hospital (also known as the Bluecoat School) in 1902 and was divided between St Bartholomews Hospital and the Post Office. The foundation stone of a new building to accommodate the Controller of the London Postal Service, was laid in 1905 by Edward VII. Whilst excavations were being made the remains of the old Roman wall of London were discovered.

The new building named King Edward Building was designed by Sir Henry Tanner, CB and occupation began in November 1910. One of the main stations on the Post Office's underground railway serves King Edward Building and the National Postal Museum is also housed in this building. The public hall has on display the silverplate presented by a grateful nation, to Sir Rowland Hill, founder of the Uniform Penny Postage and a statue of Sir Rowland stands outside the main entrance in King Edward Street.

Letters to the Editor

Dear Sir,

As a lifetime philatelist, and reader of the Philatelic Bulletin from issue 1, it gives me great pleasure to note in the November issue of the Bulletin, the list of commemorative stamps proposed for 1976.

The subjects chosen however, although very worthy of commemoration, makes me wonder if it is not becoming increasingly difficult to find suitable subjects. Looking back I cannot remember many which have been missed, but is this so?

As a lifelong 'Islander' one could say that I am biased in suggesting anything connected with the IOW save its own postal system, 'still a pipe dream'. The Isle of Wight has a very long standing with our heritage, and in particular, connections with our Royal Families. Royalty have been featured on postage stamps of the present reign, but not so much during previous reigns.

For future consideration I would venture to suggest an issue of commemorative stamps portraying subjects with a Royal connection. Buildings immediately come to mind, such as Osborne House, one of Queen Victoria's favourite residences, or Carisbrook Castle, and how about the Royal Yacht Squadron, with which King George V was so closely connected. These three subjects are but a thought, no doubt the historians could think of more.

In conclusion I do appreciate that you must receive many suggestions from the public offering subject matter for prospective commemorative issues, most of which are doubtless unsuitable, but in the years to come, suitable subjects may not be so easy to come by.

Yours faithfully,

Wootton IOW.

A W BRADING

New 9p, 9½p, 10p, 10½p, 11p, and 20p Definitive Stamps

Three new values 9½p, 10½p and 11p; 9p and 10p stamps printed in a new colour, and a 20p stamp in the low value design to replace the present high value design, are being introduced on 16 February 1976.

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

Service A This will consist of the official Post Office cover, addressed as requested, and bearing all six stamps. The cover will be cancelled, 'Philatelic Bureau, Edinburgh' and despatched for a charge of 88p. For deposit account customers the charge will be 85½p.

Service B Customers own pre-addressed covers will be given the stamps, cancelled and despatched for a charge of 78p.

Service C For bulk orders of 50 or more covers all to the same address, under the conditions of Service A, the charge is 85½p per item. 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 all Head Post Offices, should be returned not later than 25 February 1976.

Special Handstamps

Unless otherwise stated, items for reposting bearing at least 7p in postage, should be sent to the Head Postmaster of the town where the special posting box is located, or the relevant District Postmaster in London, marking the outer cover 'Special Handstamp'.

21 January 1976 or date of first flight.

First scheduled commercial flight of British Airways Concorde Heathrow Airport London Hounslow Middx. Special posting boxes at Terminals 1, 2 and 3 Heathrow Airport and Hounslow Head Post Office.

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'.

1 November 1975-31st October 1976 (P)

'Whitby, Filey, Scarborough for Holidays you can Afford Write to WFS Dept of Tourism Scarborough'. To be used at Scarborough and Whitby. First and second class both offices.

1 December 1975-31 May 1976 (P)

'Vale Royal Cheshire Welcomes Industry 060 65 2021'. To be used at Northwich. First and second class.

29 December 1975-28 March 1976

'Oldham the Great British Town for Industrial Growth Shaw 44411'. To be used at Oldham. First and second class.

4 January 1976-1 January 1977 (P)

'GMC Geared to Growth'. To be used at Manchester. First and second class.

'P' denotes Pictorial

Requests to reproduce articles and illustrations appearing in the *Bulletin* should be addressed to the Editor, Philatelic Bulletin, PMK 3, Postal Headquarters, St Martin's-le-Grand, LONDON EC1A 1HQ.

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