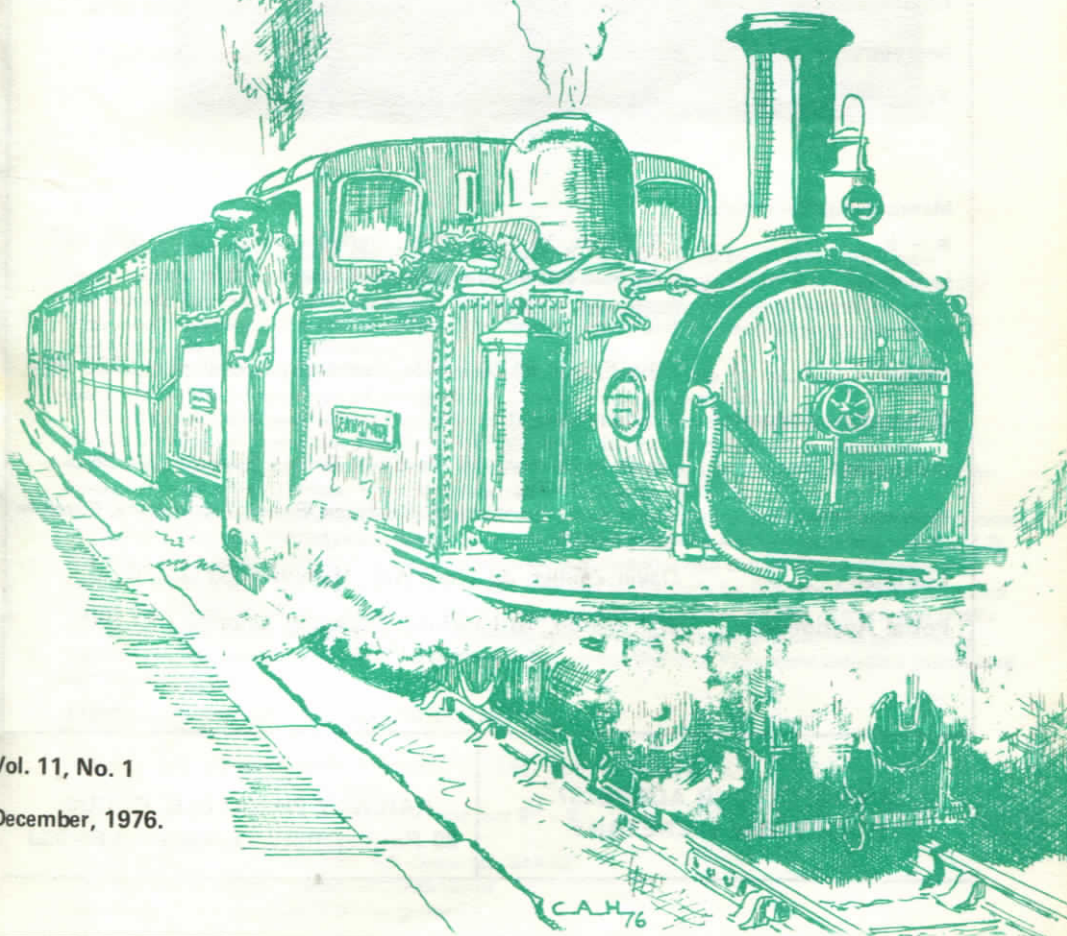


# RAILWAY PHILATELY



Vol. 11, No. 1

December, 1976.



# RAILWAY PHILATELY

This issue edited by Peter Johnson

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No. 40

December, 1976

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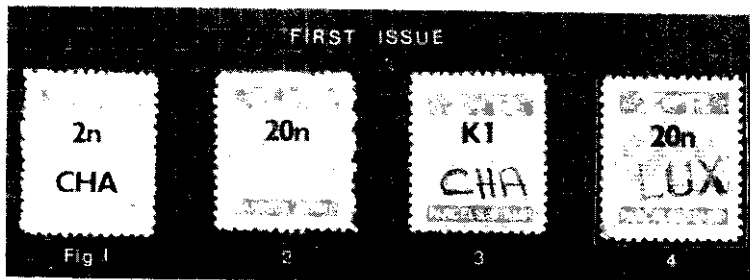
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# ZAMBIA RAILWAYS PARCELS STAMPS

W.F. SIMMS

Unfortunately although this article covers the most recently issued Parcels Stamps of the area it is the most incomplete of the series. Numerous letters addressed to the various departments of Zambia Railways and to Kabwe Press have gone unanswered. What information there is regarding the second and subsequent issues is based solely on specimens obtained by myself whilst in Zambia 1971 - 73. At that time Kabwe Press denied to my face, that they had ever printed such stamps!



## FIRST ISSUE

In preparation for decimal day in July 1968 Zambia Railways ordered stocks of their own parcel stamps; but these were only issued to stations as and when required (that is when the particular station had exhausted its supply of Rhodesia Railways Parcels Stamps of equivalent value). They were therefore in use alongside both RR Parcels stamps; and RR Parcels stamps which had been converted to decimal currency.

The earliest date on which I have recorded their use on waybill was the last week in May 1968; that is before the introduction of the decimal currency shown on their values.

The order for this issue (which had only one printing) was placed by The Supplies Branch of Rhodesia Railways (Order No. 61472) on 19/2/68. Executed by Mardon Printers (Pvt.) Ltd., Bulawayo, they were delivered to the RR Parcels office at Bulawayo on 22/3/68 packed in a carton for despatch by rail to Zambia. They were received at Kabwe on 25/3/68.

The general design of the RR stamp was followed, except that the micro-background was composed of 17 lines of Zambia Railways (no longer forming a vertical line also) and the top panel showed Z.R. The practice of using different colours for each value was discontinued and all of the fifteen values were printed in green. The block for printing was supplied to Mardons by RR, and had been prepared by the Art Studio. After printing of the micro-background the value was applied in black and finally the station code letters where required. The sheets were then perforated on a pin-hole perforating machine and each sheet numbered; 1 upwards for each denomination. They were delivered interleaved with wax tissue paper.

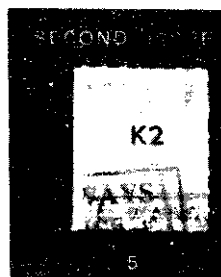
## SUMMARY 1st. ISSUE — 1st. PRINTING

Printer:	Mardon Printers (Pvt.) Ltd. (Job No. R5964)
Method:	Letterpress
Sheet Formation:	12 x 10 (120); Plate size 9" x 8"
Perforation:	Pinhole 12½
Date of Order:	19/2/68; RR Order No. 61472
Total number of sheets:	2,000; 240,000 stamps
Paper type:	JH 3 White, gummed

## BREAKDOWN OF ORDER

Value	Coded NKA	Coded CHA	Coded MZ	No Code	Total No. of Sheets
1n	28	10	10	52	100
2n	28	10	10	52	100
3n	34	10	10	102	156
4n	50	10	10	76	146
5n	34	10	10	96	150
6n	67	10	10	72	159
7n	11	10	10	29	60
8n	67	5	5	52	129
9n	11	10	10	29	60
10n	221	10	10	104	345
20n	48	10	10	74	142
25n	43	5	5	74	127
50n	55	5	5	74	139
K1	63	5	5	29	102
K2	40	5	5	35	85
TOTALS	800	125	125	950	2000

Code NKA = Nkana/Kitwe; CHA = Choma; MZ = Monze



## SECOND ISSUE

A second order for ZR Parcels stamps was placed on 28/4/69, but this time with Kabwe Press Ltd., a small local printer in the same town as the headquarters of the newly formed railway. For the first printing thirteen values only were ordered, the 7n and 8n being omitted, and the order was delivered to ZR in May.

The overall standard of workmanship was very poor and numerous faults and flaws exist. Two major variations remain constant in the sheets; one has all lines of the micro-background in the normal position (that is upright) with a faint line visible between the sixth and seventh lines, the second variety has the top five or six lines of the micro-background inverted.

Numerous minor variations are visible in the stamps such as extended frame lines, blots and double frame lines. It should therefore be possible, given enough specimens, to reconstruct a complete sheet.

None of the sheets were coded by either the printers or the railway accounts Department, but Nkana/Kitwe and Choma added their respective codes by rubber handstamp at the station offices. Some of the other stations continued to write in their codes by biro or felt-tip pen. Many stations used the stamps in the codeless form as delivered.

Sheet numbers were also dispensed with.

## SUMMARY 2nd. ISSUE—FIRST PRINTING

Printer: Kabwe Press Ltd., Kabwe

Method:	Lithography
Sheet Formation:	10 x 10 (100)
Perforation:	Rouletted 7
Date of Order:	28/4/69 ZR Order No. 86051
Total number of sheets:	1900 (190,000 stamps)
Paper Type:	

#### Breakdown of Order

1n	100 sheets	10n	400 SHEETS
2n	100 "	20n	400 "
3n	100 "	25n	100 "
4n	100 "	50n	100 "
5n	100 "	K1	100 "
6n	100 "	K2	100 "
9n	100 "		

#### SUBSEQUENT PRINTINGS:

Based on average usage figures one can presume that an order for between 1500 and 2000 sheets was placed every year from 1970 to the present (2nd. to 8th. Printings?). It is known that Kabwe Press Ltd. remained the sole suppliers. Variations in ink shades and paper types (thicknesses) are apparent in specimens to hand. An 8n value, not ordered in the first Zambian printing appears on a 1974 waybill (2nd. or 3rd. Printing). No examples of the 7n value have so far been recorded but this of course does not mean that they do not exist.

#### SUMMARY:

- ZR Type 1a  
(Fig. 1) First Issue. Standard issue for large stations; with code letters applied during printing. Known examples: all fifteen values, coded CHA, NKA, and MZ.
- ZR Type 1b  
(Fig. 2) First Issue. Standard issue for smaller stations. No code letters applied during printing. Known examples: all fifteen values.
- ZR Type 1c  
(Fig. 3) Type 1b but with code letters applied by station staff:  
i) By manuscript.  
Known code examples: CGL, EP, CHA, KF, MUF, KP, NKA, KL, MN, LU.  
Known examples: 1n, 2n, 3n, 4n, 5n, 7n, 8n, 9n, 10n, 20n, 25n, 50n, K1, K2.
- (Fig. 4) ii) By rubber handstamp:  
Known code examples: LU, NKA.  
Known examples: 6n, 8n, 9n, 10n, 20n, 25n, 50n, K1, K2.
- ZR Type 2a  
(Fig. 5) Second Issue. Standard issue to all stations.  
No code letters applied during printing.  
Known examples: 1n, 2n, 3n, 4n, 5n, 6n, 8n, 9n, 10n, 20n, 25n, 50n, K1, K2.
- ZR Type 2b Type 2a with station code letters applied by station staff:  
i) By manuscript:  
Known code examples: LU, EP, CGL, CHA, NKA.  
Known examples: 1n, 2n, 3n, 4n, 5n, 10n, 20n, 25n, 50n, K1, K2.
- ii) By rubber handstamp:  
Known code examples: CHA, NKA.  
Known examples: 2n, 8n, K2.

# T.P.O.

## History of the Travelling Post Offices of Great Britain

by H. S. WILSON

### DUBLIN AND CORK T.P.O.

The duty, the first in Ireland, actually commenced on 1st, January 1855 and would "allow letters to be acted upon the same day, before business houses closed, and thus to admit of a reply being sent by the night mails." Three carriages, 7' high, 18' long and 9' wide, were built by the Railway Co. at its Inchicore Works. The extra width over the English carriages was, of course, due to the wider gauge used on the Irish Railways.

The Day S.C. began on 1st, February 1861 when the Day Mail to Cork was accelerated. A sorting duty was established between Dublin and Limerick Junction worked by a Sorter and an Acting Mail Guard. The times were: Kingsbridge 8.45 a.m., Limerick Junction 12 noon/12.27 p.m., Kingsbridge 4.5 p.m.

Walk-sorting of Cork mail apparently began on the Down Day in 1869. An entry in the P.M.G.'s Minute Book, on 27th. April 1869, stated that it was proposed to send sorters from Cork by the 8 a.m. train to meet the Down Day at Gools Cross. This would mean that mail would be available 20 minutes earlier for Boxholders and 15 minutes for delivery. Trip allowances of 2/- per day for a clerk and 1/6 for a sorter were proposed.

I am not sure whether the Night S.C. worked to Queenstown from the beginning. A Minute Book entry of 19th. May 1869 stated that the Down Night Mail would cease between Cork and Queenstown and the mail carried by cart.

The date of the extension of the Day Mail to Cork is at present unknown, but an entry in 1873 shows the Dublin and Cork N.M. running nightly and the Dublin and Cork D.M. Sundays excepted.

The times in May 1875 for the Night Mail were: Kingsbridge 7.45 p.m., Cork 2 a.m./10.6 p.m., Kingsbridge 4.5 a.m. and for the Day Mail: Kingsbridge 9 a.m., Limerick Junction 12.22 p.m., Cork 2 p.m./12.30 p.m., Limerick Junction 1.59 p.m., Kingsbridge 5.40 p.m. This could mean that the S.C. on the Day Mail still only worked as far as the Limerick Junction. Certainly by 1884 it was running to Cork since an entry in the Minute Book, in June 1884, states that the Day Mail was to be accelerated to give an interval at Cork of 1 hour 50 minutes, an increase of 20 minutes.

In October 1884 the Day Mail was again re-timed and accelerated, leaving Dublin at 8 a.m. and arriving Cork at 12.10 p.m. giving a delivery at 12.46 p.m.

For the Up trip letters could be posted up to 1.10 p.m. at Cork Post Office, at 1.30 p.m. with Late Fee, or up to 1.50 p.m. into the train box.

In December 1891 the Day Mail was again re-timed and accelerated. The new times were: Dublin 7.20 a.m., Cork 11.15 a.m., Queenstown 11.45 p.m./2.10 p.m., Cork 2.40 p.m., Dublin 6.30 p.m. Although the train ran to Queenstown the duty finished at Cork. The Night Mail times were the same as in 1875.

The 1899 List of Duties shows the times for the Night Mail as: Dublin 8.35 p.m., Cork 2.50 a.m./10.6 p.m., Dublin 4.10 a.m. and for the Day Mail as: Dublin 6.40 a.m., Cork 10.35 a.m./3.30 p.m., Dublin 7.25 p.m. The 1903 List shows the Down Day duty extended to Queenstown while the Up trip commenced at Cork. In February 1900, a Late Fee box was attached to the Night Up from Queenstown although the sorting duty did not begin until the departure from Cork.

There is an interesting entry in the P.M.G.'s Minute Book, unfortunately not dated, relating to the Christmas mail of 1906. Additional sorting facilities were provided between Dublin and Cork to cope with the extra mail and also an S.C. was provided between Dungarvan (on the Waterford branch) and Mallow. I do not know of any special handstamp being used in connection with this latter duty.



841



842



843



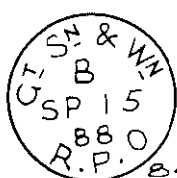
844



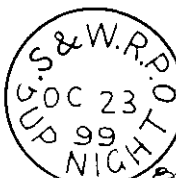
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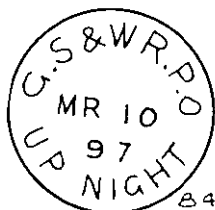
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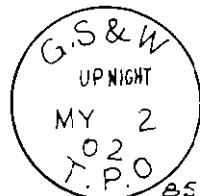
847



848



849



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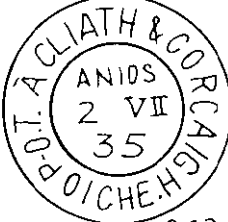
860



861



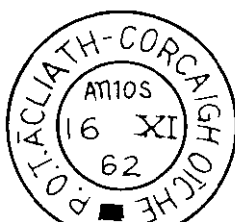
862



863



864



865

In September 1909 it was decided to charge a late fee for clearances at Cork, at 3.25 p.m. and at 10 p.m., in connection with the T.P.O.'s.

The 1928 List shows the times of the Night Mail as: Dublin 7.15 p.m., Cork 2.5 a.m./ 9 p.m., Dublin 3.30 a.m., (Sundays and Christmas Day excepted) and of the Day Mail as: Dublin 7 a.m., Cork 10.55 a.m./4 p.m., Dublin 7.40 p.m. (Suns., Christmas Day, Good Friday and Bank Holidays excepted). The new times can partially be accounted for by the introduction of English time. The P.O. Circular for 18th. February 1924 announced that from 2nd. March, the title "Great Southern and Western T.P.O." would be changed to "Dublin and Cork T.P.O.". The designation was officially changed from English to Gaelic on 6th. August 1931, though handstamps in Gaelic had been in use since 1924.

Due to "shortage of fuel" (the official reason), the Night Mail ceased to run from 7th. October 1941 to 24th. April 1944. In spite of this, Fig. 863 is recorded used on 5th. November 1942 and Fig. 864 on 16th. January 1942. The Day Mail ceased on 24th. April 1944 and resumed on 12th. August 1946 between Dublin and Thurles, being extended to Cork on 4th. November 1946. It ceased again on 20th. January 1947 but I have not discovered when it was restored.

## Postmarks

Unfortunately the only Irish stamps recorded in the Proof Books are the rubber stamps and so I am unable to give dates of issue.

The first handstamp used was Fig. 841 which is recorded from 20th. January 1877 to August 1880. Fig. 842 is recorded from 1880 to 1882 and is also recorded with index number 9 in place of the cross. It would seem that these stamps were used on both the Day and Night Mails.

For convenience I will deal with the Night Mail first. Only one example is recorded of each of Figs. 843, 844 and 845, as shown. The stamp as Fig. 846, this date is 1888 I believe, is recorded also with index letter B in 1888 and 1891. Fig. 847 was in use concurrently with Fig. 846 and is recorded from 15th. September 1888 to 17th. October 1891. It is also recorded with index letter A. Only one example of Fig. 848 is recorded, on the date shown. Three stamps as Fig. 849, with minor differences and with "DOWN NIGHT", are recorded from 20th. April 1892 to 10th. March 1897. Stamps as Fig. 850, also with "DOWN NIGHT", are recorded from 13th. August 1900 to 25th. October 1909. Stamps as Fig. 851, also with "DOWN NIGHT", are recorded from 26th; February 1902 to 1923. A single example is also recorded with "U NIGHT" on 20th. October 1904.

Fig. 852 and a similar stamp with "DOWN" are recorded from 26th. February 1902 to 20th. September 1904. Only one example of Fig. 853 is recorded on the date shown.

The stamp as Fig. 854 is only recorded in 1904 and one example is recorded on 9th. July 1904 with index letter R.

Only one example of each of Figs. 855 and 856 is recorded on the dates shown.

The stamp as Fig. 857 is recorded in 1907 and 1910. The stamp as Fig. 858 is recorded on the date shown and on 9th. October 1911. Similar stamps with index letters U and D are recorded in 1904 and 1905.

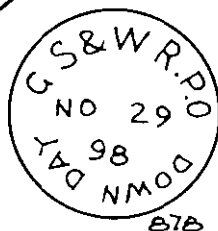
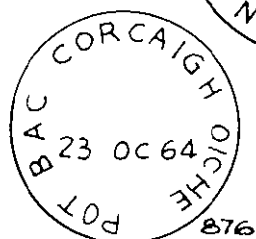
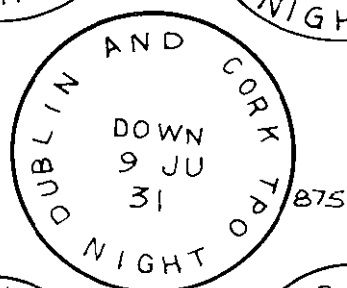
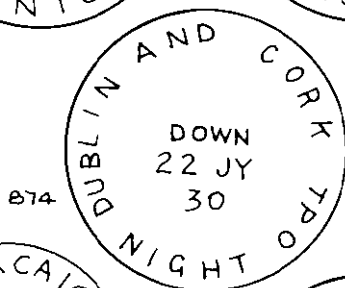
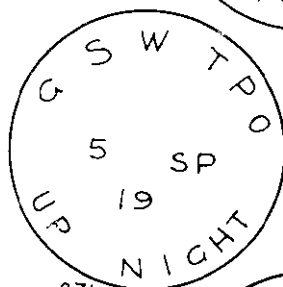
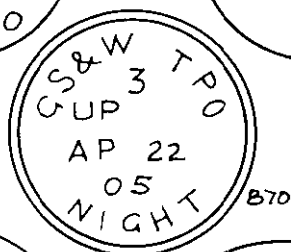
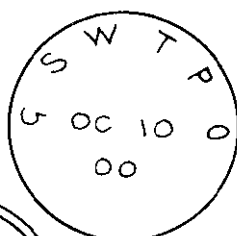
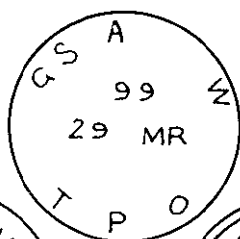
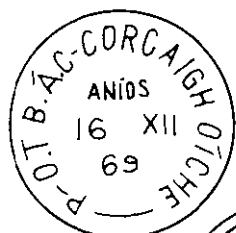
The stamp as Fig. 859 and a similar stamp with "UP" are recorded from 1914 to 1923. The stamp as Fig. 860 and a similar stamp with "DOWN" are recorded from May 1920 to 27th. February 1925. These were followed, on 2nd. March 1925, by "UP" and "DOWN" stamps as Fig. 861 until 1931. The stamp as Fig. 862 is recorded used from 19th. June 1924 to the end of February 1925. Stamps as Fig. 864 and similar stamps with "SIOS" were in use from December 1927 to August 1960.

A few words of explanation may be helpful. "P-O.T." is the abbreviation for "Post — Oifig Taistill" meaning "Post — Office Travelling". The full title is therefore "Post Office travelling Dublin & Cork" and OICHE" means Night. Note also the mixture of Roman and Arabic numerals in the date. The Up and Down trips are "ANIOS" and "SIOS" respectively.

Anios and Sios stamps as Fig. 863 are recorded from 1935 to 5th. November 1942.

Aniod and Sios stamps as Fig. 865 are recorded from December 1957. They are used concurrently with stamps as Fig. 866 which were issued in May 1961.



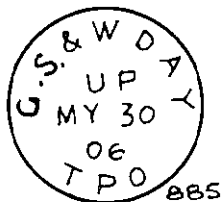




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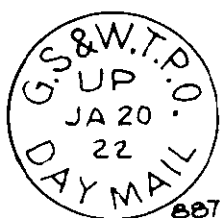
884



885



886



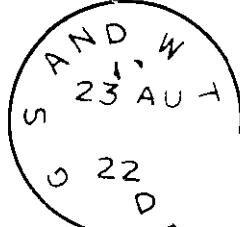
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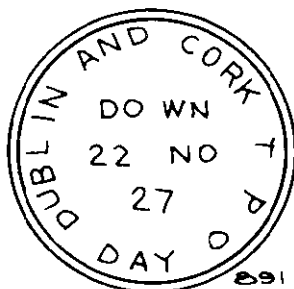
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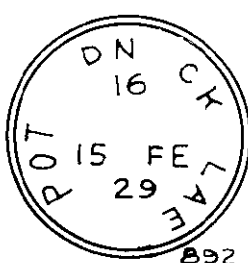
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890



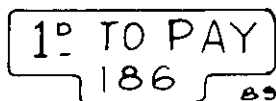
891



892



897



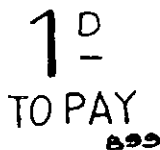
898



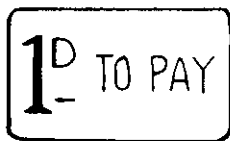
893



894



899



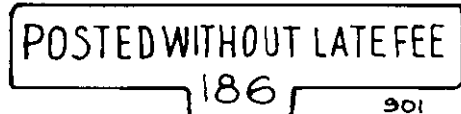
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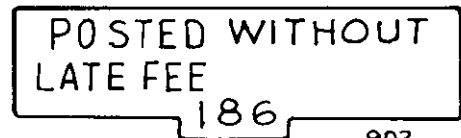
895



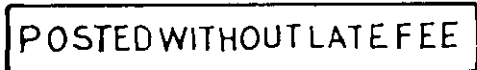
896



901



902



903

Several skeleton or temporary stamps have been recorded used on the Night Mail. The first two illustrated, Figs. 867 and 868, give no indication of either Night or Day and are recorded on the dates shown. Stamps as Fig. 869 are recorded by the Irish Philatelic Circle from 14th. March 1905 to 2nd. August 1922, as shown and with "D" or "DN" above the date.

The stamp as Fig. 870 is also recorded with "DN" on 4th. March 1905. A similar stamp with index number 13 and wider spacing to "NIGHT" is recorded used on 31st. March 1903.

The stamps as Figs. 871, 872 and 873 are recorded on the dates shown.

The stamp as Fig. 874 is also recorded on 11th. October 1930 and with "UP" on 28th. August 1930.

The stamp as Fig. 875 is also recorded on 17th. July 1931 with "UP" and on 15th. June 1931 with "UD". Fig. 876 is recorded on the date shown.

The earliest stamp recorded for the Day Mail is as Fig. 879 on 6th. December 1893. Fig. 877 is also recorded on 23rd. September 1895. The stamp as Fig. 849 is recorded from April 1895 to October 1898 with both "DOWN DAY" and "UP DAY". The stamp as Fig. 850 is also recorded with "DOWN DAY" and "UP DAY" in 1899 and 1900.

Fig. 878 is recorded on the date shown. Fig. 880 is recorded in 1900 and also on 11th. August 1902 with "UP DAY" missing.

A stamp similar to Fig. 881 is recorded with "UP" and "DOWN" from 1901 to 1907. Figs. 882 to 885 are recorded on the dates shown.

The stamp as Fig. 886 is recorded from 1907 to 1916. The stamp as Fig. 887 is recorded with "UP" and "DOWN" from 1905 to 28th. February 1925 when it was replaced by a stamp, as Fig. 861, with "DAY" at the base. The stamp as Fig. 888 had a long life and is recorded (Also with "ANIOS") from 11th. July 1928 to July 1960. The single circle stamp, as Fig. 889, is only recorded on the date shown and with a space above the date on 30th. November 1928.

The current stamp is similar to Fig. 866 with "LAE" replacing "OICHE" and is recorded from 1962.

Temporary handstamps recorded used are Figs. 890 to 892. Fig. 891 is also recorded on 25th. February 1928 and with "UP" on 24th. November 1927. The other two are only recorded on the dates shown.

Several rubber handstamps were issued for use on registered or fragile packets, Figs. 893 to 896. Fig. 895 is recorded as a transit stamp on a registered envelope, on 30th. August 1904, with "U" under the date.

The numbered stamp, Fig. 897, is recorded used on 15th. January 1884 on a letter from Youghal to Cheltenham.

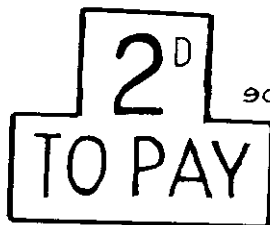
Late Fee stamps recorded used are as Figs. 898 to 907.

POSTED WITHOUT LATE FEE

904



908



905

POSTED WITHOUT LATE FEE

907



906

(continued)

## CAPT. H.T. JACKSON F.R.P.S.L.

Mr. de Lacy Spencer has shown me a copy of the 2d. Through Newspaper stamp of 1868, numbered '305', which came from a sheet of 30 (6 rows of 5) (with imperf. sheet margins). No. 17 should now read:

17 2d. No.'s 1 - (?) (No.'s 301 - 21629 known)

The same correspondent has also shown me nine stamps from the Special Printing. These not only confirm the information given previously but also augment it. The list is, therefore, given again, below.:

- c. 1895 "Special Printing" One sheet of each value, each sheet numbered "301" to "330" with control figures (worn) 6 - 6½mm. high. Perf. 11.
- 129 1½lb. (1d.) black, 5th. Issue. A sheet from the stone used for the latter printings, showing the thick-tailed '2'.
- 130 3lb. (2d.) black, 5th. Issue. Apparently a sheet from the last printing. The '3' is 17½mm. X 22mm.
- 131 6lb. (3d.) black '5th. Issue'. A special stone was prepared for this printing, the '6' being narrower (11mm wide X 23mm. high)
- 132 12lb. (4d.) black, 8th. Issue. The '12' is 19mm wide at base.
- 133 24lb. (6d.) black, 8th. Issue.
- 134 48lb. (9d.) black, '5th. Issue'. A special stone was prepared for this printing, similar to the stone used for the 2nd. printing but the value '48' is wider and lower on the shields. Also, the left side of the '4' finishes in a point.
- 135 2d. Carmine-red. 6th. Issue. A sheet from the 6th. Printing.
- 136 3d. Scarlet. 6th. Issue. A sheet from the 3rd. Printing.
- 137 4d. Carmine-red. 6th. Issue. The top of the '4' comes ABOVE the lower edge of the cross-bar of the cross on the top shield so, again, a new stone was, apparently, prepared.
- 138 6d. Red. 6th. Issue. A sheet from the 2nd. Printing.

An interesting feature, which shows that all the sheets were numbered from the same forme, is that number '310' always shows the '0' defective; the right side having been shaved off.

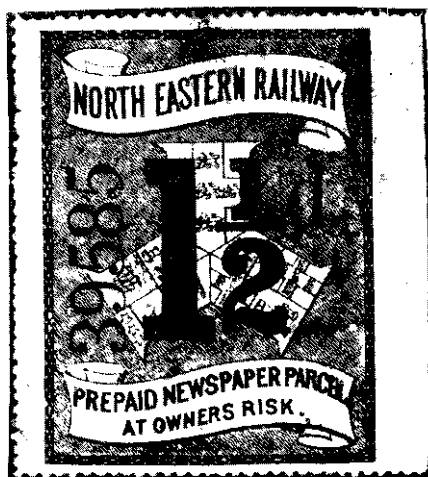


Fig. 3

Hitherto, the carriage of packets of three newspapers had been paid with three ½d. stamps but, about 1899, special stamps were printed for this purpose. With this object, the retouched stone used for the 8th. Issue was taken and a rectangular patch of the background, with the word 'lb.' was removed. The wavy-lined background was then made good, with a 'patch' bearing the letter 'd', so that the operation was barely discernable. Then a large '1½' was added to the die. Ewen states that this die was originally made for 1½lb. stamps and that the sign 'd' was substituted for 'lb'. This could be so as a 1½lb. stone was not required for the 8th. Issue.

c. 1899 10th. Issue, Design VII. As Die 2 used for the 8th. Printing but 'lb' removed. Large '1½d.'. Control figures 7¼mm high. Perf. 11

1st. Printing. Dark Blue.

139. 1½d. Nos. 1 — 70000. (Nos. 39571 — 54420 known)

2nd. Printing. Light Bright Blue.

140. 1½d. Nos. 70001 — 130000. (Nos. 86801 — 116620 known)

About 1900, a new die was used for the Single Newspaper stamps. This is generally similar to the previous die but the lower edge of the lower scroll is double-lined along its whole length, as in the 2nd. Issue. The arms of the 'Y' of 'ONLY' form a much more acute angle. Printed in sheets of 30 (5 rows of 6) as before. Imperf. sheet margins.

c. 1900. 11th. Issue. Design VI. Die 2. Pale red. Perf. 11.

1st. Printing. Control Figures 7 5mm. high.

141. (½d.) Nos. 237811 — 528160 known.

2nd. Printing. Control figures 6¼mm. high.

142. (½d.) Nos. 531181 — 531210 known.

3rd. Printing. Control figures 7¼mm. high.

144. (½d.) Nos. 541291 — 796110 known.



Fig. 4

About 1901, a new stamp was issued to pay the carriage on three newspapers. It was similar to the 10th. Issue but bears no price or weight. Instead, the stamps were overprinted with three red diagonal lines. Ewen states this issue was made about two years after the 10th. Issue. (and there is no reason to doubt this) but the die or transfers must have been made several years earlier as they show the un-retouched die, with the patch where 'lb.' had been skillfully replaced by wavy lines, and the background lines worn under, and to the right of, the lower scroll. The three red lines (in accordance with contemporary railway symbolism) signified three newspapers. The value, not stated, was still 1½d., and the numbering continued from the last number on the 2nd. Printing of the 10th. Issue, which had been issued for the same purpose. The sheet formation was again 6 rows of 5, with imperf. sheet margins.

c. 1901 12th. Issue. Design VIII.

145 (1½d.). Nos. 130001 — 220000 (?). (Nos. 151031 — 205390 known. Perf. 11. The control figures vary slightly but are 6mm., or slightly more, in height.

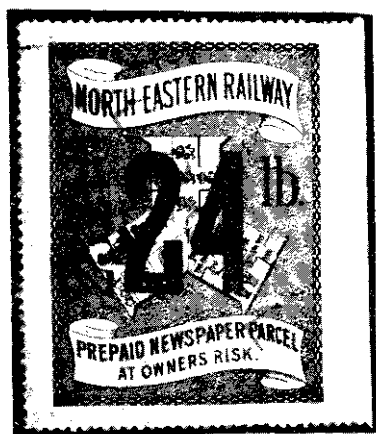


Fig. 5

About 1903, the black stamps, with 'LOCAL' surcharge, appeared from a new die. This was similar to Design IV but the background of wavy lines ran up to the right, and are coarsely drawn. The diagonal overprint 'LOCAL' is in thinner wider letters, still in red, and there are two sizes of this overprint. The sheets are of 30 stamps, as before, with imperf. sheet margins (except where stated below) and perf. 11. (Fig. 5.)

c. 1903 13th. Issue. Design IX. Die 1. Black, with red overprint.

1st. Printing. 'LOCAL' 46mm. long, with letters 6 to 7 mm. high. Control figures 7¾mm. high.

146 1½lb. (1d.). Nos. 240001 — (?). (Nos. 269611 — 521790 known). Large 1½"; the larger '1' being 25½mm. high. Sheets 475201 — 475230, 503811 — 503910 and 512431 — 521790 had the top and bottom sheet margins perf.

147 3lb. (2d.). Nos. 1 — 60000. (Nos. 11281 — 54270 known)

148 6lb. (3d.). Nos. 462961 — 653190 known.

149 12lb. (4d.). Nos. 600001(?) — 6600001 (?) (Nos. 641823 — 653190 known)

150 24lb. (6d.). Nos. 21991 — 23220 known.

Sheets 472111 — 472140 of the 6d., sheet 645211 — 645240 of the 12lb. and sheet 21991 — 22020 of the 24lb. were issued on the 10th. October 1906. No. 18 on the sheet of 1½lb. stamps shows a large constant white spot in the left end of the top scroll, over 'RT' of 'NORTH'.

2nd. Printing. 1½lb. value only. Same stone as used for the 1st. Printing. Control figures 5mm. high.

151 1½lb. (1d.). Nos. 681301 — 681330 known.

3rd. Printing. 'LOCAL' 41½mm. long, with letters 5½mm high. Control figures known and 6¾mm. high.

152 1½lb. (1d.) Nos. 801151 — 801180 known. Same stone as for the two previous printings. Control figures 6mm. high.

- 153 3lb. (2d.). Nos. 60001 — 90000. (Nos. 70021 — 70680 known). Same stone as for 1st. Printing. Control figures 6mm. high.
- 154 6lb. (3d.). Nos. 519451 — 519480 known. Same stone as for 1st. Printing. Control figures 6½mm. high.
- 155 12lb. (4d.). Nos. 660001(?) — (?). (Nos. 684181 — 684210 known). Control figures 6½mm. high.

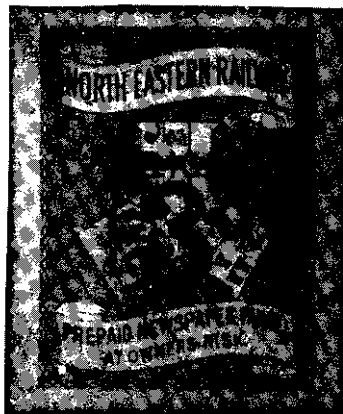


Fig. 6

About the same time, a similar stone was prepared for the red stamps, again from a new die showing no signs of wear. It was similar to Design IX, with the wavy background lines running up to the right. This die, being specially made for the pence stamps, has no 'patch' behind the 'd' (Fig. 6.). The stamps were printed in sheets of 30, as before, but with narrower imperf. sheet margins. These sheet margins are the same width as the margins to the inner stamps (not wider, as before). Perf. 11.

c. 1903 14th. Printing Design X.

- 1st. Printing. Red. Control figures 7½mm. high, except where stated otherwise.
- 156 1d. (a) Nos. 900001(?) — 1000000 and 1 — 150000. Nos. 971371 — 971400 are known with thick control figures and Nos. 22291 — 22320 with thinner control figures. Nos. 112561 — 125910 have control figures 7½mm. high. The '1' is 15½mm. high, with the lion's tail and the top of his head, only, showing over the top of the '1'.
- 157 (b) Nos. 648211 — 648240 known. The '1' is 15mm. high, with the top half of the lion showing over the top of the '1'. Only the upright stroke of the 'E' of 'PRICE' is within the shield.
- 158 2d. Nos. (?) — 936000. Nos. 778291 — 811770 are in pale red; and Nos. 866431 — 934230 in bright red.
159. 3d. Nos. 1 — 60000. (Nos. 9361 — 57360 known). No. 9388 bears a guard cancellation 'J.D. ROBERTS G.N.R.' in purple.
- c. 1910. 2nd. Printing. Pinkish red, but, the higher numbers of the 2d. are in a more scarlet shade. Control figures 6½mm. high; the '2', '5' and '7' having curved bars.
160. 1d. Nos. 658561 — 664050 known. The same stone as that used for the 1st. (a) printing, with the '1' 15½mm. high, and the 'E' of 'PRICE' well in the shield.
161. 2d. Nos. 40891 — 43470 are known in pinkish red, Nos. 96121 — 96150 in red, and Nos. 100921 — 172140 in scarlet-red. Sheets 100921 — 100950, 104431 — 104460 and 106261 — 106290 (and probably others) were issued in Scarborough, where Nos. 100935 was used on 27 June 1910, No. 104438 was used on 13 July 1910, and Nos. 106263 and 106264 were also used in 1910. The stone was that used for the 1st. Printing.
162. 3d. Nos. 147781 — 197130 known. Nos. 157376 has the second '7' with a straight bar. The stone was that used for the 1st. Printing.

**B.P.E. 1976**

Four of our members received awards this year. They were: Yvonne King (ladies first), Capt. Jackson, David Potter and Neville Watterson. Congratulations to all. Don't forget, if you receive an award at a National or International exhibition, we are always pleased to hear about it.

## **TPO FROM THE INSIDE**

I am happy to give over a large part of the column this time to D.R. Newland, who has contributed the following interesting correspondence.

On 13 May, 1976, the Daily Express printed a letter from W.J. Simmons, Secretary of the T.P.O. Branch of the Union of Post Office Workers. It was given a prominent headline "NOW THE TRAVELLING POST OFFICE ISN'T".

WITH the Post Office's stoppage of all Sunday Collections from the beginning of this month, there has also been a lesser-known ban on weekend overnight mail sorting trains.

This means that from Saturday until Monday, mail will be waiting to be dealt with on Monday night by the travelling post office. This must surely contravene the Trades Descriptions Act.

This branch has written to Sir William Ryland to no avail. We therefore hope that our customers can bring pressure to bear and restore this service which has been a feature of our way of life for the past 80 years.

Mr. W.J. (Bill) Simmons kindly acceded to Mr. Newland's request to reprint this letter in Railway Philately, adding to his reply some apposite remarks about the work of T.P.O. clerks.

As a point of interest, you might like to know that on all TPO's running throughout the country there is a Posting Box attached to the side of the train and although it is in constant use it is used mostly on those nights when there is a new issue of stamps for then at midnight a stamp is used for the first day issue.

Although I am sorry to see the Sunday collection go, it obviously does make the social life of TPO men that much easier. On the other hand our working life becomes that much harder because, where we worked on a Sunday, we were at our distant point and started work at 9 p.m. Now of course we have to travel from London by Passenger to work our way back. This means that a man has to be away from home a minimum of 18 hours, and in some cases it is as much as 21 hours, which makes an awful long working day.

But the mail must go through, and we are proud of our record. Mail posted on or sent to a TPO will get next-day delivery if it can't get the GP or first morning delivery. It is only in the extreme out-of-the-way places that this may not happen and a further delay may take place.

Unlike an office, where staff come and go throughout the day, a TPO man cannot go away and leave his work. It must be completed by



the next station or the whole purpose of him travelling is wasted. Therefore you can imagine the hectic time we have on some nights where through an excess of work or failure of staff we become overloaded. I must say that, despite all the hazards and at times an excessive amount of work, I would not change my way of life or the men I work with. Working and living with these men over a number of years you become more of a family than a group of working men.

To the comment about the heavy usage of the Late Fee box on new issues, Mr. Newland adds an experience of his own. While on holiday, he posted on the Midland Going South at Thirsk station, north of York. There the island platforms have been permanently fenced-off where they face the fast lines. He was interested to observe a middle-aged lady posting mail, clearly non-philatelic, on the T.P.O. From the fact that she arrived by car a few minutes before train time, Mr. Newland deduced that she was a regular user of the service, and probably for business purposes, the last collection in Thirsk itself, a mile distant, being at 6 p.m.

It is indeed to be hoped that the T.P.O. service will continue, for the benefit of such users.

## THE END OF AN ERA

On Monday 27th. September 1976 the late fee, for well over a century payable on mail posted into travelling post offices, was suddenly abolished.

From an early date it was possible to post mail into T.P.O.'s, either directly or via special boxes installed at some main-line railway stations. Initially there was no extra charge and letters had to be handed in at the door, but by 1860 a late fee of 2d. had been imposed and posting boxes had begun to appear on the sides of T.P.O. vehicles. On 1st. March 1880 the late fee was reduced to ½d. and so it remained until Monday 30th. June, 1969. The ½d. was a minimum fee, however, and continental mail, for example, posted into the special boxes at Canon Street and Charing Cross, to be dealt with by the London & Dover S.C. (Continental Night Mail) was charged 2d. late fee in 1911.

On 1st. July 1969 the late fee was increased to 1d., and with decimalisation on 15th. February 1971 the fee was rounded up to ½p. This date is somewhat academic, however, as there were no T.P.O.'s running at the time because of the postal strike. The strike ended on Monday 8th. March 1971 and I believe the East Coast T.P.O.'s re-commenced on the same date, making it the effective date of the introduction of the ½p late fee. The West Coast T.P.O.'s did not run again until the night of 9th. March 1971.

With the revision of postal rates on Monday 24th. June 1974 the late fee was again raised, this time to 1p. It was a considerable surprise, therefore, when there came an announcement that the late fee was to be abolished as from Monday 27th. September 1976, and with it the implication that the previous Friday was the last chance to obtain those interesting little cachets reading "Posted without Late Fee."

At the time of writing the present position is obscure. It appears that a late fee of 10p remains for registered and recorded delivery items. On the day that the late fee was abolished the staff on the Down Special T.P.O. claimed that their boxes were closed but they were quite willing to accept fully paid mail handed in at the door. Underpaid items were not welcome, however, as they had no surcharge stamps. Other T.P.O.'s out of Creve were accepting and cancelling mail normally on that date.

Acknowledgements to Harold Wilson for information from his book and to Arthur Roberts for the essential piece of new information.

Tony Goodbody

## THE DECIMAL PARCEL STAMPS OF THE IRISH RAILWAY COMPANIES

John Holman, the author of the article with this title in the last issue of R.P. writes to record that the values were missing from the checklist of the CIE decimal issues on p 103. These were: 1p, 2p, 5p, 10p, 20p, 25p, 50p, £1.

He also notes that the CIE parcel charges were increased on 1st. March, 1976 and that from this date the railway letter fee was 25p plus 10% V.A.T. The Northern Ireland Railway Company still accepts railway letters, the charges since D-Day being: 15th. February 1971 10p (plus VAT from 1st. April 1973); 1st. October 1973 11p.; 31st. March 1975 15p; 8th. September 1975 20p; 26th. April 1976 25p. All fees are VAT exclusive, but it's still cheaper than BR's 60p (VAT inclusive) !

## **AMEND/UPDATE**

In the item headed "The Name Game" (Sept. R.P.), the reference to "Type 7" should of course read "Type 6" — illustrated by Fig. 59 On page 15 of the journal for December 1973. As Mike Johnson himself spotted his error before anyone else, honour is satisfied.....

Mike has now been able to confirm that the renaming did occur, taking effect on 1.7.1904, just 14 days before Don Gowen's "earliest seen".

(Now, to my mind, this does not explain the continuing use of the twin-ring Lochearnhead/552 for another year. Would not the 552 be the exclusive property of the — now — Balquhiddie, even if the "new" Lochearnhead Station on the Crieff line also had its station office? Or an I simply being "thick"? — A.H.

## **ERRATUM**

The last part of Capt. Jackson's article on the Newspaper Post Stamps of the North Eastern Railway, published in RP Vol. 10, No. 4, (pp 88–90) was set out in such a way that anyone trying to follow the series would soon become confused. An example of how it should have looked follows (Taken from p 88):

- c 1880 7th. Issue. Design VI. Die 1. Vertical control figures.  
(a) 1st. printing. Dull red. Perf. 11. Control figures, 6½mm. high, across the centre of the stamp.
- 105 (½d) (Nos. 122881 — 122910 known)
- (b) 2nd. printing. Red. Perf. 11½–12. Control figures 7mm. high.
- 106 (½d) (Nos. 187381–187410 known)
- (c) 3rd. printing. Orange-red. Perf. 12. Control figures 5¼–6¼ mm. high on left hand side of stamp; with type worn, broken and out of line.
- 107 (½d) (Nos. 190291–205740 known)

and so on.

## **AN EARLY SCARBOROUGH AND WHITBY SORTING VAN**

The article about the Scarborough and Whitby Sorting Van which appeared in RP Vol. 10 No. 4, (p.98) was a draft of a piece which is part of C.P. Bullamore's book, "History of Whitby's Posts". Copies are available from the author at Carr Hill Farm, Sleights, Whitby, Yorks, YO21 1RS.

## **1977 CONVENTION**

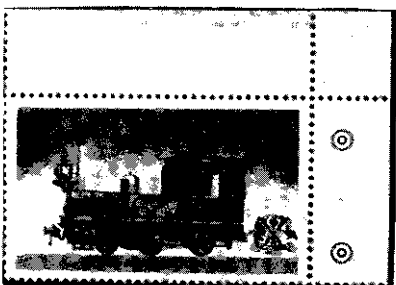
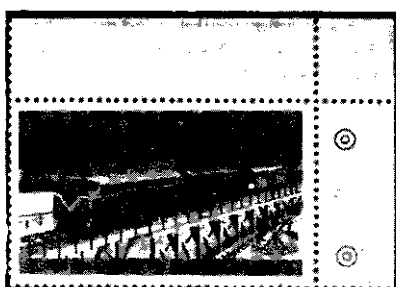
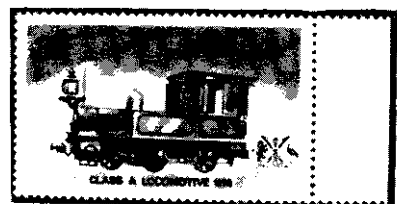
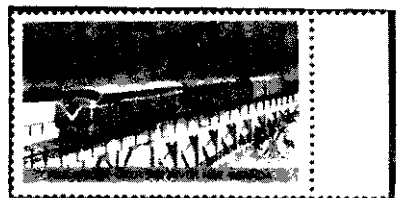
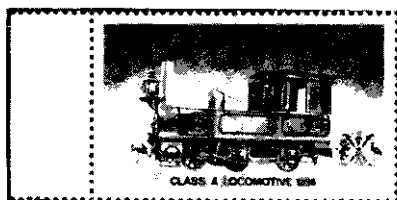
The 1977 Convention will take place on Saturday, 2nd. April, 1977, at the Buckminster Road Church Hall, Buckminster Road, Leicester. The success of this Convention could depend on you as we still need someone to take on the job of circularising the dealers and philatelic press. The Convention Secretary also handles the sale of any philatelic souvenir we might decide to issue and so performs one of the Group's more vital functions. If you can help please contact Peter Johnson straight away.

## **POSTMARKS**

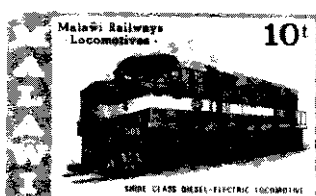
Several enquiries have been received about publishing more of the feature on G.B. commemorative postmarks which last appeared a couple of years ago. We have been in contact with the author, who has promised to make some effort to bring us up to date. If we are lucky it might be in time for the next issue.

# The Theme Scene

A news round-up for subject collectors



Most readers will by now be aware of the flush of issues from east Africa. Kenya, Uganda and Tanzania each released on 4th. October a set of four stamps, identical except for the national masthead. An interesting feature of the subjects is that two of them show identified locations: Nakuru Station (2/-) and the Nile Bridge (1/-), in each case with a 90 class diesel to the fore. The 50c depicts a train on the new Tan-Zam railway, with a (presumably) Chinese diesel loco hauling a train of typically eastern-bloc coaches. The 3/- design is a "Class A" 2-4-0T of 1896.



Malawi's set of four, issued 1st. October, is devoted solely to diesel power — Bagnall and Hunslet shunters, a Japanese-built Bo-Bo hydraulic and a "Shire" class Co-Co of manifestly American lineage. The chunky appearance of the latter is particularly well caught in a set of drawings that, as a whole, are exceptionally accurate. These stamps are also available in a souvenir sheet. (See page 31)

Rather better in appearance than most earlier North Korean issues are three new stamps valued 5, 10, and 15 ch. They show respectively a Co-Co electric loco cognate with the "Red Banner" type previously seen on stamps; an electric (?) multiple unit; and the ubiquitous M.62 diesel electric. One might almost make a specialist study of this locomotive type as found on the stamps of the Peoples' Republics!

Belgium has produced two separated single stamps each at 6f. 50. The first (11th. September), marking the 50th. Anniversary of the Nationalisation of the SNCB is frankly awful, and I don't often have to say that about a genuine commemorative. The image of a train has been stylised almost to the point of non-recognition. There is a suggestion of wires overhead, and the semi-abstract design may be derived from the "wedgie" front of the recent class 20 Co-Co loco. In contrast, the stamp celebrating the opening of the Brussels Metro. Though the announced date of issue coincided with the official opening by King Baudouin on 20th. September, the stamp was evidently given anticipated release, as my FDC bears a special handstamp of 18th. The stamp shows one of the two-car units at a platform (a scene perhaps mocked-up from works pictures?), with the extremely large door areas seen to advantage. Each unit offers space for 80 seated and 340 standing passengers. Non-driving trailers may be coupled between two units to form five-car trains.

It is understood that there was also an issue of railway parcels stamps — four values in a single design — to commemorate the SNCB anniversary, but I have no further details at the moment.

Gibbons Stamp Monthly has catalogued two stamps marking the opening of the Belgrade-Bar Railway, in Yugoslavia (SG 1687/8). Again, I have not seen these at the time of writing.

Have you heard of Iso? The Swedish island feted the U.S. bicentenary with two miniature sheets of local stamps. One sheet contains eight values, perforated, four of them airmail. They show, in reasonable proportion but crude colouring, American locomotives ranging from the "Lafayette" to a Texas & Pacific 4-6-2 of 1919. The second sheet contains one imperforate high value showing a 4-4-0. All are worded in English, and the relevance of Roosevelt's portrait escapes me. I feel that even avid Cinderella collectors will find them clumsy and over-priced.

C.A. HART

With acknowledgements for information from J.-C1. Piette, Frank Mills and the Crown Agents Philatelic Bureau.

#### GROUP PUBLICATIONS

T.P.O. Part 2 — South of the Midland T.P.O. H.S. Wilson	£3.00
The Railway Theme: An Anthology edited by C.A. Hart	£1.00
Great Britain Railway Letter Stamps 1957- 1976: A catalogue and handbook compiled by David Potter	£1.50

Available from: A.J. Lowe, Rookwood, Bentinck Road, Altrincham, Cheshire WA14 2BP

## MEXICO

### Introduction

Mexico is sometimes regarded as forming part of North America, but culturally it seems better to deal with the country under the heading of South America. It extends from the United States border to Guatemala, a distance approaching 2,000 miles, with a breadth varying between 1,000 miles and 130 miles. The total area is nearly 764,000 square miles.

The history of Mexico makes fascinating reading. When, under Iturbide, she gained her independence from Spain in 1821, her borders extended northwards to include Texas, California, Nevada, Utah and parts of Arizona, New Mexico, Colorado and Wyoming. For a short time too, even the Central American States were part of the Mexican Empire, but with the downfall of Iturbide in 1823 they seceded, with the exception of Chiapas which is still part of Mexico. Texas followed suit in 1836 and was later annexed by the United States. As a result, war was declared between Mexico and the United States and lasted from 1846 until 1848. Mexico lost both the conflict and the American states mentioned above.

The history of the Federal Republic, the short lived Empire under Maximilian and the Civil War of 1913-15 can be traced by reading the pages of Gibbons Catalogue (or a history book if you prefer!). However, we are more concerned here with the railways.



### The Railways

The first railway to be built in Mexico was the spectacular main line from Veracruz to Mexico City, a distance of 264 miles. The concession for building the first twenty miles of track, as far as the San Juan river, was granted in 1842. The first three miles had been built by 1849 and the section was completed in 1854. Most of the railway was built during the 'sixties and the line was opened to traffic on 1st. January 1873.

Today there are a dozen or so railways operating in Mexico with a total route length of 13,500 miles, most of it standard gauge. Of this, just over 9,000 route miles are accounted for by the Mexican National Railway, Ferrocarril Nacionales de Mexico (data correct in 1970).

## The 1895 Definitive Issue

The definitive set of 1895 depicts various methods of mail transport from foot postman onwards. At that time the railways were undoubtedly the newest, fastest and altogether the most efficient method of mail transport; consequently the stamps showing the mail train appeared at the end of the set. Thus it comes about that the values in which we are interested are the key values of the set (S.G. 228 etc., Yvert 143 etc.). They are the 1, 5 and 10 peso values and, to add to the fun, they all appear with a variety of water-marks and overprinted "OFFICIAL", a total of 15 stamps with a combined catalogue value of many hundreds of pounds sterling. The locomotive, when examined closely, is crudely drawn and I do not think it would be possible to identify it.

## The 1915 Definitive Issue

Coming onto something a little less expensive, there is a 40c. stamp of 1915 showing a map of Mexico (S.G. 299, Yvert 352). Some writers have claimed that the thickish lines on this map represent railways. However, the resemblance of these lines to a map of Mexican railways is not particularly striking.

## The 1941 Parcel Post Issue

The year 1941 saw the appearance of a pair of parcel post stamps showing a steam locomotive (S.G. P673/4, Yvert 1/2). It is a 4-6-4, class NR-1 built by ALCO in 1937 for the Mexican National Railways. No. 2708 of this class is preserved at Aguascalientes.

## The Opening of the South Eastern Railway, 1950

Four stamps issued in 1950 (S.G. 864/7, Yvert 641/2, 178/179 PA) marked the opening of the 737km. South Eastern Railway, providing a link across the Tehuantepec Isthmus. It extends from Coatzacoalcos (Puerto Mexico) to Campeche, connecting the United Railways of Yucatan with the National Railways system. On 1st. September 1968 the South Eastern Railway merged with the United Railways of Yucatan to form the United South Eastern Railways.

The 25c. value shows trains crossing the Tehuantepec Isthmus, while the 35c. value shows Miguel Alemán, President of Mexico from 1946 to 1952. In the background is the combined road and rail bridge at Coatzacoalcos. The diesel locomotive on the 20c. value is somewhat stylised but has the National Railways emblem on the front.

## The 1951 Parcel Post Issue

In 1951 modernised versions of the two parcel post stamps were issued (S.G. P871/2, Yvert 5/6). The steam locomotive has been replaced by a diesel-electric, No. 6213, class DE-10 of the Mexican National Railways. It was the last of fourteen type F2 'A' or cab units built in 1946 by General Motors, Electromotive Division, and numbered 6200/13. There were also fourteen 'B' units without cabs to work with the 'A' units and having the same numbers (6200/13). They were the last of this type to go to Mexico and No. 6213 was the last F2 unit to be built by General Motors. It was scrapped in 1955, much earlier than the rest of the class.

## Jesus Garcia Commemoration, 1957

Many people know the story of Casey Jones and the Cannonball Express, but Mexico, too, has its railroad folk hero who died in circumstances hardly less dramatic. Jesus Garcia Corona was born in 1883 at Hermosillo. From an early age he went to work for the Monezuma Copper Company on the Nacozari Mining Railway, driving one of the line's two switchers (I can't bring myself to translate the word into

"shunter") between the mines and Nacozari. On the morning of 7th. November, 1907, when bringing his train of two cars loaded with dynamite, into the yard at Nacozari, it was seen that smoke was coming from one of the cars. Knowing the danger to the town if the fire were to reach the dynamite while the train was in the yard, he reversed the train into a cutting where it exploded. Garcia and twelve others were killed but the town was unharmed. The fiftieth anniversary of Garcia's death was commemorated by a single stamp (S.G. 963, Yvert 204 PA). It shows the front of a locomotive and the dying Garcia in the arms of his sorrowing wife. The design is somewhat fanciful because no part of Garcia was ever recovered.

Jesus Garcia is one of the people honoured in the recently opened Railroad Hall of Fame, Cottage Grove, Oregon. The Hall of Fame was founded by C.J. Keenan who also helped to found the Casey Jones Railroad Unit of the American Topical Association, and was responsible for persuading the Mexican postal authorities to issue the stamp.

### Opening of the Chihuahua — Pacific Railway, 1961

A disaster of a different kind was commemorated by three stamps issued in 1961 (S.G. 995/7, Yvert 678, 219/220 PA). I refer to the opening of the Chihuahua — Pacific Railway which has been described as a technological miracle and an economic disaster. There is a story about this which is probably not true, but is, none the less, worth repeating. An official of another railway, when asked about the poor economic performance of the Chihuahua al Pacifico, is alleged to have replied "Along the route are a few people, some cattle and some corn. The cattle eat the corn, the people eat the cattle and it's against their religion to travel on the railway."

The Chihuahua al Pacifico was first proposed in 1872 under the ambitious title "Kansas City, Mexico and Orient". As its name implied, the line's promoters expected the railway to bring trade from the Far East to the heart of the United States. Construction was begun in 1900 and proceeded from the Pacific port of Topolobampo as far as San Pedro in the Sierra Madre Mountains. The line was also built between Sanchez, on the northern slopes of the mountains, and Minaca, the junction with the Mexican North Western Railway, which afforded a connection with Ciudad Juarez on the United States border, opposite El Paso. The gap between the two mountain towns was still not closed when the railway was purchased by the Mexican Government in 1940, and it was not until 1953 that it was decided to finish the line. Work was begun in 1954 and completed in 1961. The last, and most expensive section of the Chihuahua al Pacifico had to overcome very considerable engineering problems. It has 71 tunnels with an aggregate length of 13,343 metres, and 25 bridges of which the longest are the 498 metre El Puerto and the 235 metre Chinipas spans.

An excellent description of the railway (from which most of the previous paragraph was taken) is to be found in the article "Mexico's Showcase Railway" mentioned in the Bibliography. Another interesting account, of a journey made on the railway, appeared under the title "Slow Train out of Ojinaga" by Derrik Mercer in the Sunday Times two or three years ago. (Unfortunately I do not have the precise reference). The Ojinaga — Chihuahua branch is also operated by the Chihuahua al Pacifico, as is the former Mexican North Western Railway between Ciudad Juarez and Minaca.

### The Pan — American Railways Congress Issue, 1963

The issue of two stamps in 1963 for the Pan-American Railways Congress (S.G. 1041/2, Yvert 700, 242 PA) presents no less than four identification problems of which only two have, so far, been solved. The 20c. value shows two units of a diesel-electric locomotive with the Mexican National Railways emblem on the front but with livery which does not correspond with that used by the railway. After examining the photographs available to me, I have come to the conclusion that the locomotive is a General Motors, Electromotive Division, type E8, built around 1949. Anyone examining a photograph of one of these models might be inclined to dispute this on the grounds that the upper part of the side of the locomotive is composed of a grill in

three parallel bends running along the entire length of the locomotive. This is true, but, when viewed from certain angles, dark rectangular patches become visible in approximately the positions in which they appear on the stamp. I take it that these rectangular patches are simply spaces behind the grill. The other distinguishing features, such as the centre doorway and the spacings of the circular windows, all correspond exactly.

The diesel-electric locomotive on the 1p. 20c. value is another General Motors type, probably the freight locomotive, model F7 or, possibly, the corresponding passenger type, FP7, which only differs from the F7s by being four feet longer in order to accommodate an additional 950 gallons of train-heating water. The mysterious letters S.C.O.P. stand for Secretary of Communications and Public Works (in Spanish), a Government agency which was, at one time, in charge of Government owned railways other than the Mexican National Railways. These included the Chihuahua al Pacifico, the Unidos del Sureste and the Sonora — baja California.

The outside framed 4—4—0 with steeply inclined cylinders probably dates from about 1850 but I cannot find any illustration which corresponds with it exactly. Neither can I offer any opinion on the horse-drawn tram on the same stamp.

## **Inauguration of the Mexico City Metro, 1969**

The inauguration of the Mexico City underground railway was the occasion of the issue of a single stamp in 1969 (S.G. 1189, Yvert 756). The rolling stock, as depicted on the stamp, was built in France by Brissonneau et Lotz and C.I.M.T. — Lorraine. (Compagnie Industrielle de Materiel de Transport). Originally the trains were formed from two or three car sets, each with a driving car at each end and a trailer in the middle. With increasing traffic it was envisaged that a third set consisting of two non-driving motor cars, with all axles motored, and a trailer, would be added in the middle of the train. All four axles of the driving cars are driven by 150 h.p. motors. As in Paris and Montreal, standard flanged rail wheels and rails are provided as well as rubber-tired wheels and their concrete tracks and guide rails. The rail wheels come into play to guide the train over points or if the pneumatic tyres should be deflated. The reader desiring further information is referred to the article by C.J. Hart mentioned in the bibliography.

## **Railway Centenary, 1973**

Finally, in 1973, a stamp was issued to celebrate the centenary of Mexican Railways. It commemorates the opening of the Mexico City — Vera Cruz line mentioned in the introduction. (S.G. 1273). The stamp shows the Metlac Viaduct after a painting by J.M. Velasco. At Fortin, 71 miles from Veracruz and 3309 feet above sea level, the line enters the Metlac Ravine. After passing through five tunnels, the line crosses the ravine via the bridge shown on the stamp. It is 92 feet above the river and 350 feet long with a curve of 325 feet radius on a 3% gradient. It is supported by eight cast-iron and masonry-enclosed pillars. The bridge is considered to be the most difficult on the line and flagmen guide the trains across it.

Normally it would not be possible to comment on a locomotive which is shown on such a tiny scale as the one on the stamp. In this case, however, the twin plumes of smoke indicate that it is a double-boilered Fairlie. Fifty of these locomotives were sent to Mexico during the period 1871—1911. They were built by Avonside, Nielson, North British, Vulcan Foundry and the Yorkshire Engine Company. They were of varying dimensions but all were 0—6—6—0.

## **Acknowledgements and Bibliography**

An article on the Mexico City Metro, by C.A. Hart, appeared in "Railway Philately", Volume 4, No. 4, September 1970. Various articles about Mexican railways have appeared in the American magazine "Trains". These have included "Mexico for 1c. a Mile" (April 1968), "Coast to Coast in Mexico", (July, 1974) and "Finding the Final



FT's", (E.M.D. Diesels on the Sonora -- Baja California) (March 1976). There have also been articles in the Casey Jones Railroad Unit journal "The Dispatcher". These were "Railways in Mexico" (Volume 10, No. 2, May 1963), "A Study in Perseverance" (on the building of the Mexican railways) (Volume 12, No. 4., November 1965). "Mexico's Showcase Railway". (On the Chihuahua al Pacifico) (Volume 11, No. 2, May, 1964). The first two were by Esther Feldkirchner and the third by Jorge L.P. Fernandes. An account of the narrow gauge lines is given in "Mexican Narrow Gauge" by G. Best and for details of the Fairlie locomotives consult "The Fairlie Locomotive" by R.A.S. Abbot (David and Charles Locomotive Studies). Finally, I am particularly indebted to Charles Wales of the Casey Jones Railroad Unit for doing so much research and providing details of the Mexican diesel locomotives.

### STEAM LOCOMOTIVE

S.G.	Face Value	Class	Wheels	Builder	Year Built	No. of Locos.
P673/4 P732/3 P835/6	{10c} {20c}	NR-1	4-6-4	ALCO	1937	?
Cylinders (Diam x Stroke)	Boiler Pressure			Diameter of Coupled Wheels		Weight in Working Order
22½ x 28 ins.	250 p.s.i.			73 ins.		292,000 lbs.

### DIESEL - ELECTRIC LOCOMOTIVES

S.G.	Face Value	Type	Axles	Builder	Year Built	No. of Locos.
P871/2 P916/7	{10c} {20c}	F2	2 (Bo-Bo)	E.M.D.	1946	14
1041	20c.	E8	2(A1A-A1A)	E.M.D.	1949	?
1042	1p. 20c.	F7	2 (Bo-Bo)	E.M.D.	1949-54	?

S.G.	No. & Type of engines per unit	Total power rating per unit	Diameter of Driving Wheels	Weight in Working Order
P871/2 P916/7	1-GM Model 16-567A	1350 h.p.	40 ins.	460,000 lbs.
1041	2-GM Model 12-567B	2250 h.p.	36 ins.	624,800 lbs.
1042	1-GM Model	1500 h.p.	40 ins.	460,000 lbs.

Continued on Page 30

## LLANBERIS LAKE RAILWAY

The 4ft. gauge Padarn Railway was opened in 1848 to connect the Dinorwic slate quarries at Llanberis, Gwynedd with the coastal port of Felinheli. That railway carried slates and general merchandise for the Dinorwic Estate and passenger trains were operated for the use of quarry and estate employees. The railway closed in 1961 and road transport was then used until the final closure of the quarries in 1969.

The Llanberis Lake Railway was constructed on the two mile lake section of Padarn Railway opening to Cei Llydan in 1971 and through to Penllyn in 1972. The track is now 1ft. 11½ inches gauge and today the traffic almost entirely consists of tourists and holidaymakers who enjoy viewing the scenic splendours of the region while travelling on a vintage steam train.

Cei Llydan station is remote from any public roads and is a popular venue for lakeside picnics. Visitors can purchase postcards here and railway letters are accepted using the travelling letter box on each train. It is suggested that the service may also be used by occupants of the isolated houses in the area.

Further details are available from the Commercial Manager, Llanberis Lake Railway Company Limited, Llanberis, Gwynedd, LL55 4TY.

4 August 1976. Designer : Anthony Daffern, M.C.I.A. Printers: T. Stephenson and Sons Limited, offset litho, sheets of 10 (5 rows of 2, Welsh and English versions set-tenant horizontally) Perforation 14.

Designs: Type 1 Engine at the lakeside, Welsh inscription.

Type 2 Engine at the lakeside, English description.

No.	Type		
1	1	10c red and olive	12
2	2	10p red and olive	12

### SE-TENANT PAIR

1-2	4 August 1976	24
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### COMPLETE SHEET

1-2	Sheet of 10	120
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Number printed: 1100 sheets producing 5500 of each type.

The above is a provisional catalogue listing for the new stamps. On the first day of issue covers were carried as follows:—

A single 10p value, English or Welsh and 8½p regional carried by rail only or by rail and post with the Caernarvon circular date stamp. Pairs of the 10p with 8½p Eisteddfod, or with the 8½p and 13p Eisteddfod again carried by rail only or by rail and post with the Caernarvon first day of issue mark.

It is only intended to service future covers if anything of a local or Welsh flavour comes to hand. My own cover has the cancellation 'RH, LL. LL./L.L.R.' inside a single ring circle around the circumference and within the circle along a horizontal diameter 'CEI LLYDAN'.

The inscription on the sheets is as follows: Top margin: Rheilffordd Llyn Llanberis/Llanberis Lake Railway/ (Three Lines) — Argraffnodau Llythyr Rheilffordd AND (also three lines) Railway Letter Stamps.

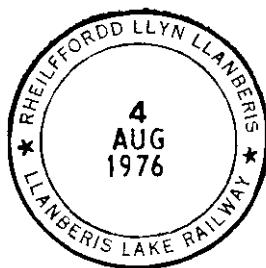
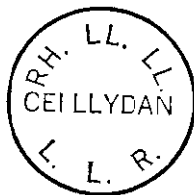
The bottom margin below stamp 9 has an inscription in Welsh and below stamp 10 in English naming the designer and the printer. The left hand margin bears the sheet number.

The history of the service for this railway is that they signed the Railway Letter Agreement in 1974 in company with the other railways. It is quite clear that the service is purely a philatelic one. This will probably upset railway letter purists but be accepted by Cinderella fans. (Come off it, David, it's no different from the Welshpool or Bluebell services, and it is a long time since any of the other stamp issuing lines could claim to be offering a public service. —P.J.)

DYDD CYHOEDDIAD CYNTAF  
FIRST DAY OF ISSUE

I'W ALW AMDANO WRTH  
GYRRAEDD GILFACHDDU  
TO BE CALLED FOR ON  
ARRIVAL AT GILFACHDDU

I'W BOSTIO WRTH GYRRAEDD  
GILFACHDDU  
TO BE POSTED ON ARRIVAL  
AT GILFACHDDU



### TALYLLYN RAILWAY

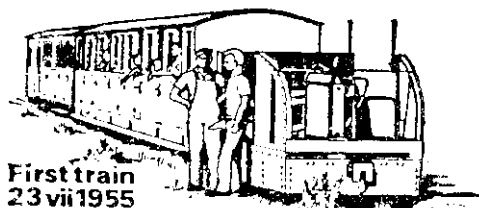
I have now had an opportunity to see the Nant Gwernol issue in sheet form. My sheet is in the standard format of 5 rows of 2, with the perforation 14 continuing through all margins. The top margin is inscribed "Issued by the Talyllyn Railway Company to commemorate the opening of the Nant Gwernol Extension 22 May 1976." The bottom margin bears the imprint "Walsall Security Printers Ltd. England" and two colour check wheels.

There are no numbers as is usual for this line. The artwork shown in the last issue was prepared by Eric Rimmer, not John Adams.

### FESTINIOG RAILWAY

A special one day only cancellation was applied to F.R. stamps on 23 July 1976. It reads: "F.R. Revival 1955-1976/ First Train/23 vii 1955/21 years of Passenger Service" and incorporates an illustration of the first train. The cancellation was only in use at Portmadoc.

## F.R. REVIVAL 1955-1976



First train  
23 vii 1955

21 YEARS OF PASSENGER SERVICES

Members may have read of the terrible flooding that took place in early January along the Cambrian Coast. My father was travelling back to Barmouth and found that he had to change at Machynlleth and take a special coach for the remainder of his trip to Barmouth. The coast line was quite quickly reopened but the Aberystwyth portion was out of action for over three months, and a visit to Dovey Junction in May still showed signs of the terrific flooding with sizeable driftwood caught at the tops of the fences and hedges. A special one day cancellation was hurriedly made up for the reopening of the line on 14th. April 1976 and with the railway cancel of the 13th. and the Aberystwyth station mark of the 14th. went on to Machynlleth Station "to be called for". A three line cachet reads "Re-opening of line/Aberystwyth to Dovey Jc./ 14th. April 1976."

## BRITISH RAIL RATE CHANGES

There have been a number of rate changes since the Catalogue was published. On 4 January 1976 the rates became

- (a) Between stations in Great Britain: A 29p; B 38p; C 48p.
- (b) Between Great Britain and Northern Ireland: A 38p; B 48p; C 59p.
- (c) Between Great Britain and Irish Republic: A 38p. No heavier letters are permitted.
- (d) Northern Ireland rate is 20p for the 60g.

On 26th. April 1976 the Northern Ireland rate (d) above was raised to 25p.

On 20th. June 1976 the weight steps were removed and all letters up to a maximum of 450g cost 60p. The maximum to the Irish Republic remains at 60g (for 60p) and the Northern Ireland rate remains unchanged. All the rates are subject to VAT.

## CATALOGUE AMENDMENTS

Page 12 No. 11a. Tony Goodbody writes to say that he bought sheet 02614 at Portmadoc Station in August 1974.

Page 8 No. 1. B.J. Holden writes to say that the illustration is No. 323 Bluebell.

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## CONTINUED FROM PAGE 11.

The stamps as Figs. 966 and 907 are recorded used together with an example of Fig. 861 on 25th. March 1925.

The 1887 and 1892 lists of obliterating stamps show in the English series "D67 and D68 — Dublin and Cork Railway Post Office." These have not been recorded.

Finally, the stamp as Fig. 908. This was not connected with the T.P.O.s. It was used at Dublin on mail posted into a letter-box attached to the 12.10 p.m. train from Cork on Sundays. A newspaper cutting of 1929 reads: "Cork to Dublin Train, Posting Box on Sunday. The Department of Posts and Telegraphs announce that, commencing on 24th. November, a posting box will be attached to the guard's van of the train leaving Cork for Kingsbridge at 12.10 p.m. on Sundays to enable correspondence to be posted at railway stations en route. Correspondence posted in the box must bear an extra halfpenny stamp. It will connect with the cross-Channel despatches from Dublin on Sunday night and with the Irish despatches on Monday morning."

In early 1970 I received, on a business envelope from New Glasgow, Nova Scotia, a meter frank depicting a Hackworth built locomotive and the slogan "From the Home of the Samson". Recently I decided to delve into this postmark's origins and history and with the help of correspondants in New Glasgow have been able to compile the following account.

New Glasgow in Pictou County, Nova Scotia, has been a coal mining area since the first discovery of valuable deposits there in 1798. At first the pits were small and in the hands of individual miners, but in 1827 all were taken over by the General Mining Association. (Who still mine in the area).

Under the new management difficulties were soon experienced in getting the coal from the pits to the customers so it was decided to reconstruct the existing horse tramway (opened 1818 from the loading ground at the pits to the East River wharf below New Glasgow) as a standard guage railway with iron rails. Reconstruction had been completed by 1836 but horses continued to supply the motive power until 1839 when the first steam locomotives were introduced into traffic.

These locomotives of 0-6-0 type named 'Samson', 'Hercules' and 'Hibernia' were purchased from T. Hackworth of Soho Works, Shildon, County Durham. Typical of this firm's products at the time they had vertical cylinders and were intended to be operated cab first; with the firebox door being placed at the base of the chimney.

The new railway, when completed, was six miles in length but possessed no major engineering features; being nearly straight. A new wharf was constructed at East River to facilitate trans-shipment.

Of the original batch of three locomotives 'Samson' was the first to enter service in 1839 (although actually built a year earlier). It continued in regular service until 1867 when it was semi-retired to Foord Pit. In 1883 it was despatched to Chicago as an exhibit at the National Exhibition of Railway Appliances. Upon return to New Glasgow the General Mining Association placed it on their "scrap line" where it remained until 1893 when the Baltimore and Ohio Railroad returned it to Chicago as an exhibit on their stand at the Chicago Worlds Fair.

It remained in Baltimore as an exhibit until 1928 when, after negotiations, it was returned to Nova Scotia (in company with another GMA locomotive 'Albion' an 0-6-0 built by R.B. Longridge & Co., Bedlington Ironworks, Northumberland about 1840) and placed on display in a train shed at Halifax.

In 1950 both locomotives were returned to New Glasgow to take part in the town's 75th. Anniversary Celebrations and eventually (by now on indefinite loan) were placed on display near the Canadian National Railways station.

Both locomotives were relocated in 1967; 'Samson' in an exhibition showcase (Centennial Building) near the town library in Archimedes Street, 'Albion' is now on exhibition at the Stellarton Mining Museum.

### THE METER MARKS:

In 1950 Fraser & Hoyt Insurance Ltd., introduced a Pitney Bowes meter franking machine with postmark and picture of 'Samson'. On this first machine the postmark picture is approximately 50mm long and the slogan is to the right.

The reason that Fraser & Hoyt chose the 'Samson' design was simply that the locomotive was closely linked historically with not only New Glasgow but also Pictou County as a whole; and 1950 was the occasion of the 75th. Anniversary of the incorporation of the Town of New Glasgow.

During 1970 a newer model of postal franking machine from Pitney Bowes was introduced. The illustration of 'Samson' was reduced to 38mm in length and the slogan moved to the left of the design. This meter is still in use.



There is one other railway philatelic item concerned with this locomotive. This is an envelope depicting 'Samson' produced in the late 1960's for the Pictou County Historical Society. It is unfortunately marred by the fact that the locomotive's name is mis-spelled 'Sampson'.

I should like to thank the following people without whose help this article would never have been written:-

Mr. H.B. Torey, Pictou County Historical Society.  
Mr. Derek J.L. Grout, General Manager, Fraser & Hoyt.

The following references were also consulted:-

Railways of Canada (Railway Histories of the World Series), Robert F. Legget, David & Charles 1973.

Preserved Locomotives of the Americas, Railway Preservation Society booklet.

The Saga of the Samson, booklet published by Pictou County Historical Society 1968.

#### CONTINUED FROM PAGE 25

S.G.	Length over Couplings	Maximum Speed	Maximum Starting Tractive Effort per Unit
P871/2 } P916/7 }	96 ft. 6 ins.	70 m.p.h.	57,500 lbs.
1041	140 ft. 3 ins.	117 m.p.h.	52,280 lbs.
1042	100 ft. 8 ins.	65 m.p.h.	57,500 lbs.

#### THE FRONT COVER

My drawing of Festiniog Railway "Earl of Merioneth" is based on a photograph which I took of her making a brisk start out of Minffordd on a summer morning in 1961. The leaks of steam were not drawn to conceal the wheels. In fact white steam is extremely difficult to draw on white paper. Nor does the leakage imply any criticism of FR maintenance: the steam was there, merely adding to the drama of the occasion.

ANDY HART

# MALAWI RAILWAY LOCOMOTIVES

M  
A  
L  
A  
W  
I

Malawi Railways  
Locomotives

3<sup>1</sup>



3 1/2 INCH SCALE DIECAST STEEL LOCOMOTIVE

Malawi Railways  
Locomotives

10<sup>1</sup>



10 1/2 INCH SCALE DIECAST STEEL LOCOMOTIVE

M  
A  
L  
A  
W  
I

Malawi Railways  
Locomotives

20<sup>1</sup>



20 INCH SCALE DIECAST STEEL LOCOMOTIVE

M  
A  
L  
A  
W  
I

Malawi Railways  
Locomotives

40<sup>1</sup>



40 INCH SCALE DIECAST STEEL LOCOMOTIVE



The Malawi miniature sheet referred to on p.20. Thanks are due to the Crown Agents Stamp Bureau for the photographs of the Malawi issue.

## THE JOURNAL

This is the largest issue of Railway Philately to be issued for three years. If you like it, and would like to see more, then send your contribution to Peter Johnson straight away.

8th. ANNUAL

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