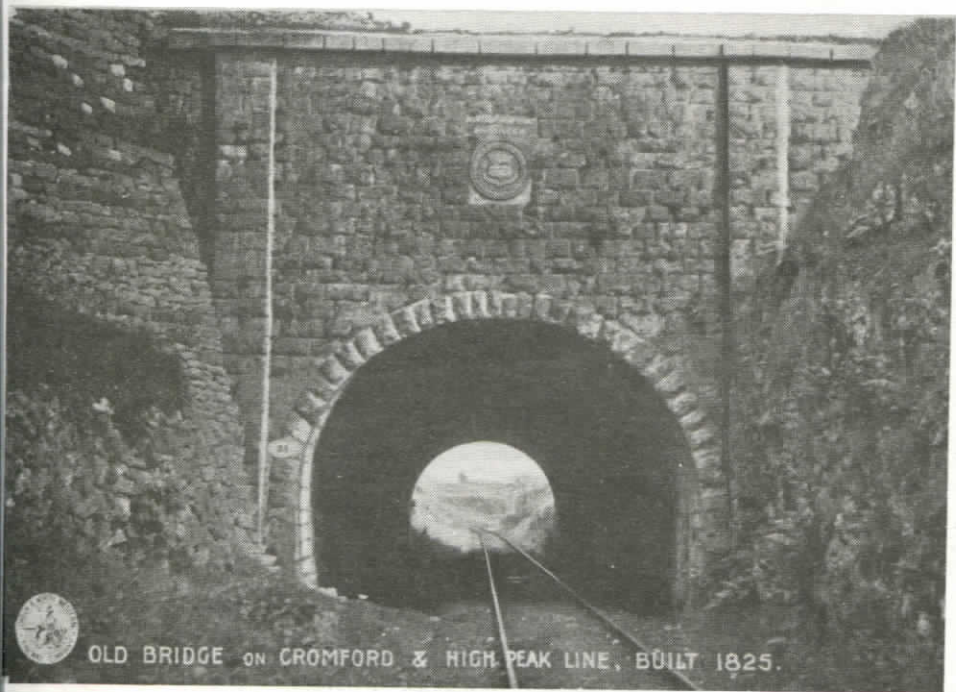


RAILWAY PHILATELY

The Journal of the Railway Philatelic Group



VOL. 21 NO. 1 DECEMBER 1986



RAILWAY PHILATELY

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FROM THE EDITOR

With this edition our 21st Anniversary Year starts. There will be four different covers depicting various aspects of collecting 'Railway on Stamps', from the Thematic through Postcards to Newspaper & Parcel Stamps and Railway Letter Stamps and finally TPO's.

Included with this edition is the latest Auction catalogue from Frank Wilson, plus Publications List (ideas for Christmas) and the latest Library List.

Will members kindly note that there is a change to the Membership Secretary. Peter Johnson has taken over from Frank Birch and Brian Merrett to whom we extend our grateful thanks for all their work over the past years.

The centre-spread in this Edition has been kindly supplied by South American Stamp Supplies of P.O. Box 105, Peterborough, PE3 8QT, which is from their Guatemala List No. 128 Item 55. 'The 1894 Postmasters New Year Card with reproductions in original colours by the ABNCo of the full set of 11 lithographs with the greetings on the reverse. Very rare with possibly only one other example still extant'. It is understood from Brian Moorhouse that this item has been sold.

May I remind members that when writing to any advertiser in our *Journal*, please mention where you saw the advert. It tells them that their advertising in our *Journal* is worthwhile.

From all the members of the Committee may I extend the compliments of the Season to you all.

ARTICULATED STEAM LOCOMOTIVES ON STAMPS

by Norman Payne

Introduction

During the past five or six years, there has been a spate of stamp issues including one or more depicting Garratts or other articulated locomotives, whereas previously there had only been a few odd ones. These 'ugly sisters' are not as photogenic as, say, the Kings or the Duchesses, but I thought their hard work in many countries deserved a place in our journal, so I have read up all I could about them. The notes I have produced have been gleaned from many sources, and a bibliography at the end will enable members who are interested in more detailed technical information to read it for themselves.

I have only dealt with types of locomotive found on stamps. There are of course others, and there are probably other stamps I have not found. If so, let me know. Most of the stamps depict locomotives from their own countries, but I hope certain members will forgive me for including some that do not!

I will give the descriptive notes together first, to show continuity of development, and then list the stamps but in sections for each type.

General notes on articulation

As railways developed, particularly in mountainous countries, it became necessary to use more powerful locomotives, round sharper curves and up steeper gradients, often on light rails. The hauling power of a locomotive depends on the weight carried by its driving wheels, but the number of axles which can be mounted on a single-rigid frame is limited. To run rigid short wheel-base locomotives in pairs was too costly, so the idea of an articulated locomotive was conceived. The idea was to mount it on two power-driven bogies pivoted to the main frame, spreading the load over more axles and providing flexibility on curves. It was similar in principle to what exists on most modern electric and diesel locomotives.

The 'FAIRLIE'

Experimental work was carried out in both Europe and America on a type of locomotive with a central firebox and a 'double' boiler extending both ways, with a chimney at both ends. It had two power-driven bogies, with cylinders pointing in opposite directions. In fact, the two 'halves' of the locomotive were mirror images, unlike other types to be described which only had one chimney.

This type became known as the 'Fairlie', after Robert Fairlie, a Scot, who took out his patent in 1863. They were used mainly on narrow-gauge railways, or on shunting and light freight duties. The only ones still in use are on the Festioniog Railway in North Wales.

THE MEYER and KITSON-MEYER (no stamps found)

I have broken my own rule here, but although I didn't find any on stamps, I felt I had to include a type appearing about the same time as the Fairlie, which proved to be its chief rival. It was designed by Jean-Jacques Meyer in France, and was almost like a normal tank locomotive to look at, with a single boiler and chimney, but with two power-driven bogies. Like the Fairlie the cylinders pointed in opposite directions but were positioned facing each other under the centre of the main frame. This was a disadvantage because of the restriction it placed on the size of the fire-box and ashpan. This problem was overcome by Kitson's of Leeds who spread the bogies further apart, and repositioned the cylinders at the front and rear instead of the centre, allowing the firebox to drop between the bogies. This modification became known as the Kitson-Meyer.

The MALLET

In 1884, Anatole Mallet, a Swiss engineer working in France took out a patent for the type of locomotive which took his name. Like the Meyer it had the general appearance of a normal tank locomotive (and later as a tender locomotive). It was not strictly 'articulated', as the rear power unit was attached to the main frame underneath the firebox, and only the front one was pivoted. The positioning of the cylinders was different from all the other types described, as they both pointed in the same direction, i.e. forwards. The rear power unit was supplied with high pressure steam, so that the flexible joints were only subjected to low pressure.

The GOLWE

One type of articulated locomotive (found on two Congo stamps) was known as the Golwe, (derived from two Belgian engineers' names, Goldschmidt and Weber) and has been described as a cross between a Mallet and a Garratt. Both power units were pivoted, with both cylinders pointing forwards. It had a large firebox like a Garratt, but differed from it by a restriction in the size of the boiler caused by the power unit positioned directly under it.

The GARRATT

Now we come to the famous Garratt, generally considered to be the most successful of all the articulated locomotives. H.W. Garratt was English, although his idea was conceived in Australia, and his first locomotives were 0-4-0+0-4-0's for the Tasmanian Government's 2ft gauge railway. His original patent in 1908 was turned down by Kitson's but taken up by Beyer-Peacock. Since then many hundreds of Garratts of various sizes and gauges have been used on every continent, ranging from narrow-gauge, shunting light and heavy freight and eventually on express passenger duties. Some are still in use today in parts of Africa.

The Garratt principle was comparatively simple, with two power units, the front one carrying the main water tank and the rear one the fuel bunker. The large boiler unit was mounted between them and pivoted to both. This gave plenty of room for everything. It enabled larger diameter driving wheels to be used because they were not positioned under the boiler or firebox. Thus higher speeds were possible.

Like the Fairlie and the Meyer one power unit faced forwards and one backwards, unlike the Mallet where both pointed forwards. The sound emitting from the two unsynchronised power unit exhausts was rather unique. It was not 'pretty' to look at, but was one of the most powerful locomotives ever produced and deserves recognition.

FAIRLIES

Festiniog Railway Letter Stamps

<i>Issue</i>	<i>Description/Date Built</i>
1. 15p Definitive (1971) (Potter 13)	No. 8 'James Spooner' 0-4-4-0T/1872
2. 15p Centenary 1979 (Potter 27)	'Merrdin Emrys' 0-4-4-0T. Designed by Spooner, built by FR/1879
3. 10p Return to Blaneau 1982	Unidentified 0-4-4-0T
4. 20p Return to Blaneua 1982	'Earl of Merioneth' 0-4-4-0T/1879

Others

<i>Issuing Country</i>	<i>Description/Date</i>
5. Australia SG715	'E' Class 2-4-4-2T. Built by Avonside (Bristol) Western Australia/1879
6. Paraguay SG App 1983 (3g value)	Peruvian Railways 0-6-6-0T/1873
7. Tuvalu-Niutao SG App. (30c value 2nd issue)	FR 'Merrdin Emrys'/1879

MALLETS

Africa

- | | |
|----------------------|--|
| 1. CAR SG673 | No. 204 'Dona Teresa Christina' Brazil 2-6-6-2 built by Baldwin |
| 2. Gabon SG768 | 7100' B & O 2-8-8-0 |
| 3. Ivory Coast SG815 | Bavarian Rly 0-8-8-0T |
| 4. Malagasy SG253 | Malagasy Rly 0-4-4-0 tank/tender wood/coal loco. Built by SACM (France)/1907 |
| 5. Mozambique SG998 | Mozambique Rly 2-6-6-0 by Alco/1912 |
| 6. Togo SG1703 | Togo Rly 0-4-4-0T by O.K. & L/1905 |
| 7. Togo SG1755 | Togo Rly 0-4-4-0T/1907 |
| 8. Togo SG1753 | Libya/Italy 0-4-4-0T/1935 |

Others

- | | |
|---|--|
| 9. Guatemala SG1218 | Unidentified |
| 10. Tuvalu-Vaitupu SG App (\$1 value 2nd issue) | JNR Class 9020 2-4-4-0 by Alco/1911 |
| 11. Yemen PDR SG303 | Bavarian Rly 0-4-4-0T/1923 |
| 12. Yugoslavia SG 2072 | Yugoslavia Rly class 27. 2-4-4-0 built by Hungary/1906 |

America

- | | |
|--|---|
| 13. Tuvalu-Niutao SG App (45c value 2nd issue) | A.T. & S.F. class 1301 4-4-6-2 by Baldwin/1909 |
| 14. Tuvalu-Nukulaelae SG App (15c, 1st issue) | UP 'Big Boy' 4-8-8-4 by Alco/1941 |
| 15. Bequia SG App (1c value 1st issue) | UP 'Challenger' 4-6-6-4 by Alco/1942 |
| 16. Tuvalu SG255/6 | 'Triplex' Erie Rly. 2-8-8-8-2 by Baldwin (3 power units—two as Mallet plus a third under tender)/1914 |

GOLWES

- | | |
|----------------|------------------------|
| 1. Congo SG371 | Congo Rly 2-6-6-2/1930 |
| 2. Congo SG247 | Congo Rly 2-6-6-4/1935 |

GARRATTS *(All built by Beyer-Peacock unless otherwise stated)*

Africa

- | | |
|-----------------------------|--|
| 1. Angola SG697 | Benguela class 10a 4-8-2+2-8-4/1955 |
| 2. CAR SG832 | EAR class 59 4-8-2+2-8-4/1955 |
| 3. East Africa SG88 | EAR class 59 4-9-2+2-8-4/1955 |
| 4. Guinea SG1139 | KUR EC3 4-8-4+4-8-4 (later EAR class 57)/1939 |
| 5. Ivory Coast SG638 | Senegal 4-8-2+2-8-4 (later to Abidjan-Niger. Built by Franco-Belge)/1938 |
| 6. Malagasy SG278 | Malagasy Rly 2-6-0+0-6-2. Built by St. Leonard of Belgium/1926 |
| 7. Mozambique SG1002 | Mozambique Rly 4-8-2+2-8-4 built by Henschel (Germany)/1956 |
| 8. Rhodesia/Nyasaland SG24a | RR class 16 2-8-2+2-8-2/1930 |
| 9. Southern Rhodesia SG75 | RR class 15A 4-6-4+4-6-4/1940 |
| 10. Rhodesia SG433 | RR class 4-4-4+4-6-4 (same class, later batch)/1950 |
| 11. Zimbabwe SG655 | RR class 15A 4-8-2+2-8-4/1950 |
| 12. Zimbabwe SG656 | RR class 20A 4-8-2&3*2-8-2/1956 |

- | | |
|---|---|
| 13. Tanzania | EAR class 60 4-8-2+2-8-4/1954 |
| 14. Sao Tome & Principe
SG App 1985 16Db | EAR class 59 4-8-2+2-8-4/1955 |
| 15. Togo SG1751 | Algerian Rly 4-8-2+2-8-4 built by
Franco-Belge/1931 |
| 16. Togo SG1757 | EAR class 59 4-8-2+2-8-4/1955 |
| Others | |
| 17. Mauritius SG568 | Mauritius Rly No. 62 2-8-0+0-8-2/1927 |
| 18. Vietnam SG540 | Inscribed 241-000 (1/2 a Garratt?). The picture
looks like 4-8 4-0 4-0 0-6-0! Andy Hart points out (RP
Vol. 18 No. 2 p34) that some 4-8-4+2-8-4's were sold to
Indo-China in 1939. The loco on the stamp may have
originated as one of these. |
| Various Leaders of the World Series | |
| 19. Union Island (\$3 value 2nd issue) | GB GCR class U12-8-0+0-8-2 (only one ever made for
GC)/1925 |
| 20. Tuvalu SG242/3 | Australia (NSW) class AD60 4-8-4+4-8-4/1952 |
| 21. St. Vincent-Grenadines SG392/3 | Algerian Rly class 231-132BT 4-6-2+2-6-4 built by
Franco-Belge 1936 |
| 22. St. Vincent SG835/5 | RR class 20 4-8-2+2-8-4/1954 |
| 23. Tuvalu-Nukulaelae (\$1 value 2nd issue) | EAR class 59 4-8-2+2-8-4/1955 |

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2. 'Garratt Locomotives' A.E. Durrant, 1982 David & Charles
3. 'Mallet Locomotives' A.E. Durrant, 1974 David & Charles
4. 'Fairlies' R.A.S. Abbott, 1970 David & Charles
5. 'Articulated Locomotives' L. Wiener, 1930 Constable
6. 'Beyer-Peacock-Locomotive Builders to the World' R.L. Hills & D. Patrick 1982 Transport Pub. Co.
7. 'Club Loco Philatelica'-album leaves for Leaders of the World Series.

My thanks to all those authors for many hours of fascinating reading.

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"GWR 150" Celebrations

As the dealer who drew the short straw and organised the philatelic side for the GWR 150, may I make the following observations.

The main problem lay in the fact that GWR appointed so many people who were between us and the actual stamp operation; this in effect automatically meant chaos. The Exhibition train franchise was given solely to a firm called Avro Anglia who, because of this franchise, became GWR 150 Post Office and Sales Point on the Exhibition Train. We would have liked very much to have had a member of our staff on the train to organise Philately because we realised that it was a specialist subject. Collectors would want to use the services and without someone knowing what they are talking about there was bound to be problems. This we were not allowed to do by the contract, so all we could do was to supply Avro Anglia with the material through British Rail and they to sell it.

Unfortunately they did not always see fit to open their shop. At the time I visited Aberystwyth it was closed and in fact a VIP who had turned up to sign books ended up taking all the abuse.

We gambled an enormous amount of money on behalf of British Rail in order to organise the project. When we undertook the operation we did not realise that we would not be able to sell on the Exhibition Train and organise the event. We also, of course, had no inkling that the largest Exhibition at Swindon would collapse leaving us stranded with lots of stock and little chance of making a profit on the operation.

We didn't realise the lack of co-operation we would get as far as selling is concerned, virtually everywhere.

We learnt much during this operation, the most important aspect being that we would never ever get involved again with a Rail Letter service project.

We tried within our limited resources to provide interesting philatelic items. Everything we did was legitimate, carried on the trains—as backed up by Mr. Creamer. We often had to send people on the trains to actually do this job and ensure that all sent well.

I think the fairest criticism of the whole of the GWR Operation was that British Rail hadn't really understood that collectors would want to use it as a proper postal service and post all over the region. They had no resources to do so nor was there any enthusiasm from the staff to help carry out this operation. It is quite understandable when you think about it. Many people didn't even want to actually celebrate GWR 150 and of course the reasons for that became apparent as the year went on.

I haven't seen the earlier letters from Mr. Tyrrell and others, but I can assure all your readers that everything was operated by GWR 150 in the most honourable way possible. We are certainly liable for criticism of a poor standard of service which, as Mr. Creamer has already admitted to, is a pity because it would mean I think that this sort of operation will never ever be seen again.

If you really want to get down to something really sinister in your magazine, one only has to look at pages 74 and 76 and look at the number of stamps issued by various minor islands in the Caribbean etc., under the guise of "leaders of the world" which we as a company have refused to handle once we realised the implications of them. I would hope that the *Railway Philately* has made abundantly clear to its readers the sheer numbers of these issues, the value that has been extorted from collectors and the true value of them for the future.

Tony Buckingham

Managing Director, Benham (A Buckingham) Ltd

Editor *Collect First Day Covers*

Philatelic Co-ordinator to GWR 150

COPY DATES

Contributions to "Railway Philately" are always welcome. The copy dates are 20th. January, 20th. April, 20th. July and 20th. October. The Editor reserves the right to amend any contribution submitted.

I had forgotten how polite they were. It hit me as soon as I stepped off the plane at Chicago. The Immigration Officer wished me a pleasant stay and assured me he was coming to the stamp show. Even the telephone operators thank you for using their particular brand of telephone.

I had also forgotten the language problem. The menu announced "Bratwurst, Submarine, Sloppy Joe, Reuben, Chili Dog or Bagel and Cream Cheese." (Solutions on a postcard, please). I pointed to a ham roll which turned out to be a Submarine, and washed it down with coffee, non-dairy cream and non-sugar sweetener.

Viewed from without, the O'Hare Exposition Centre appears deceptively modest in size. Constructed along the lines of the Tardis, the interior opens out into a vast area occupying six separate halls. One hall was given over to the U.S. Post Office and another to the Chicago Club, a private dining facility restricted to members and guests. The remaining halls were occupied by dealers and society stands and, of course, frames containing the exhibits. No one in their right mind would have attempted to see the whole exhibition. There were, for example, 341 frames of thematic exhibits and 860 of postal history.

I limited my attention for the most part to the thematic section where I found much food for thought. Some competitors had followed the rules to the letter. An entry called "ROMANESQUE ECCLESIASTICAL ARCHITECTURE IN FRANCE" was everything we are taught a good thematic exhibit ought to be. It contained a title page, a plan and a list giving the number of pages in the collection section by section. The display was beautifully written up and presented, and the owner was probably disappointed to have been awarded a Silver.

I was particularly interested in the railway entries of which there were half a dozen or so. I was somewhat puzzled, however, to see TPO and Railway Station marks in some of them and there was no evidence that these entries had been marked down. (Even more surprising was an entry called "DANISH STEAMSHIP POST," which appeared to be pure postal history but which was awarded a Vermeil medal in the thematic section.) Returning briefly to the railways, Franz Wollansky, the President of the Motivgruppe Eisenbahnwesen, was awarded a Large Vermeil for his entry "DIE WELT DER EISEBAHN."

The visitor who was tired of looking at exhibits could wander over to the Ben Franklin Clubs Area which was devoted to young collectors. Here, myriads of children learned philately by playing stamp games and buying cheap packets of kiloware. I could have sworn I met Benjamin Franklin in person, not to mention Mickey Mouse, Minnie and Goofy (and I had *not* had too much relish on my Sloppy Joe!)

No exhibition is perfect for everyone and I heard complaints that the Court of Honour, with its unimaginable rarities, was tucked away in a dark corner. Personally, my greatest problem was finding my way around. This I did with the aid of a map from the centre spread of LINN'S STAMP NEWS which was published every day of the show and distributed free.

On Thursday morning the Royal Philatelic Society, London, held a reception in a neighbouring hotel. The formal attire of the English wearing their RPSL ties, contrasted with the informality of some of the natives. The main business of the meeting was the signing of the Roll of Distinguished Philatelists by the U.S. philatelist Robert G. Stone who was unable to do so at Douglas in 1984. This as always was a dignified and impressive ceremony.

My personal highlight came at the end of the week when I gave a talk and slide presentation on "Collecting International TPO Marks" to members of the Mobile Post Office Society. This is an active group with an ambitious publications programme who put on several lectures at AMERIPEX and rented a society stand for the week at a cost of \$400. Here at the society stand it was my great joy to meet several members with whom I had corresponded for several years but had never had the chance to meet.

And this, I think, sums up an exhibition. It isn't the arrangements or the quality of the exhibits that make it worthwhile—it is who you happen to meet. So to the crew of the "Greaterville and Total Wreck RPO"* , the only one which still operates regularly, I say very many thanks for a truly unforgettable experience.

(* No requests for covers please!)

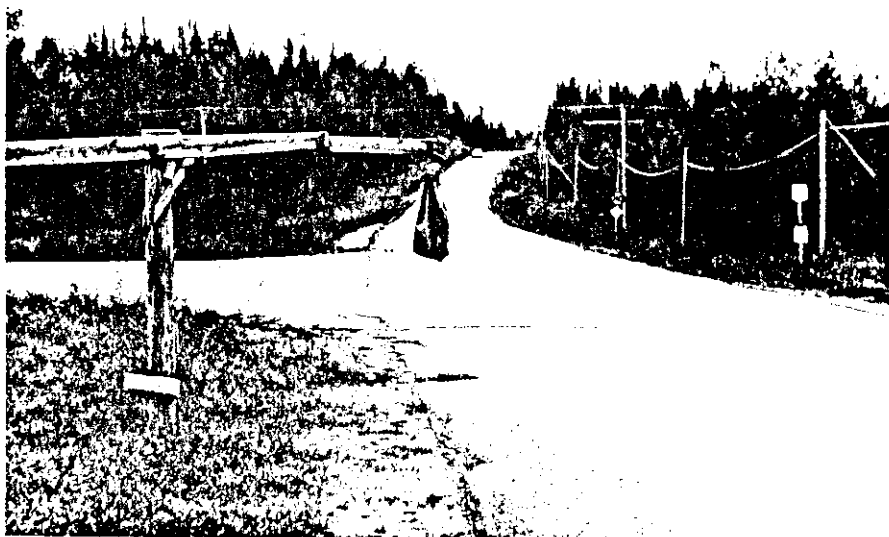
Railway Station Postmarks from Bill Pipe

As mentioned in the September Newsletter, Bill has produced a very comprehensive updated list for members. If any other readers can supply him with any other dates (backed up by a photocopy please) of earlier or later stations, he would appreciate them very much. Bill's address is as follows: W.T. Pipe 11 Millfield, Creekmoor, Poole, Dorset BH17 7AX.

(Ed. Note: I have already arranged with Bill that an up-to-date list including any further amendments will be published as a supplement to the Journal in March 1987).

PICKING UP THE MAIL THE SWEDISH WAY by Peter Alex

The travelling post offices on the railways of Swedish State Railways have never believably used equipment for picking up mail at speed. However, the railway operated bus company (the largest in the country with over 1600 buses driving over 90 million kilometres a year) do use such a system. Throughout the 21,000 kilometre network are found a simple form of trackside (sorry roadside) pick-up equipment at various places. Mail is put in a sack and hung-up to await the bus. Although perhaps not quite everyone's idea of the railway "Speeding the mail", it is the nearest the Swedes have come to the British system. And at least it is still in operation and run by the railway.



BATH POSTAL MUSEUM from Tim Lediard

With my growing association with the Bath Postal Museum, I have received the following information from Stephen Howard, their Information Officer, who writes about the Museum as follows:

1. The Permanent Collection/Display has two parts:

- (i) *Ancient/Medieval:* World Postal History illustrated through examples of letters and writing instruments; e.g. an Assyrian Clay letter, Egyptian Papyrus letter.
- (ii) *British Postal History:* from Henry VIII onwards. Where possible, the displays are (or soon will be) focussed on a letter which combines Postal Historical interest and literary/social history content of value: e.g. A letter of 1824 from Bath to Greenock, by mailcoach, with ½d surcharge for Scotland, containing a vivid account of the social life of Bath.

Upstairs, the focus is further narrowed onto the Post of Bath, supported by material from the 'Bath Collection'—Bath mail from c.1700 to 1950.

2. Education Services

- (a) *Writing room:* where children can write an ancient Egyptian letter and use quill pens etc.
- (b) *Loan Packs (Pending):* On picture postcards, the Postman's life in 1900, letter writing through the ages.

3. Temporary Displays:

Wide ranging, anything connected with the post, postal workers, stamp design, picture postcards, postal transports, greetings cards etc. Also writing instruments (pens from the Shaeffer Collection).

4. The Shop: Mostly pocket money or modestly priced items reflecting the above subject areas.

Forthcoming Temporary Display

1. History of the TPO. Dec. 1986 to Feb 1987

Current Displays on the theme 'Letters in Wartime'

1. Wartime mail from the Frank Staff Collection: including a letter sent by Baden-Powell from Mafeking and one sent by the Duke of Marlborough before the Battle of Ramillies.
2. History of the Airgraph Service 1941-1945.
3. Far East Mail in WWII.

Possible future displays

1. Sir Winston Churchill on stamps
2. 'The Postman'—using our growing archive of material given or loaned us by local retired GPO workers.

Our main sources of funding are The Area Museums Councils of the South West: who have helped finance our building alterations in the new premises, and who in the past have helped with conservation, cataloguing and library projects. The British Philatelic Trust and the Manpower Services Commission who have provided staff and funding over the past three years.

Other services on offer are a refreshment room, enquiry service (no charge, though we may call on the enquirer's assistance for display material, reprints of research completed etc.)

The Dublin-Cork TPO from Alan Violet

I recently witnessed the arrival of the Day Down (1010 hrs) and the departures of the Day Up (1539 hrs) and Night Up (2130 hrs) in Kent Station (previously Glanmire Road) Cork. Times are approximate. All trains were specials, ie TPO's only. The Day TPO's consisted of one sorting coach only (No. 2978) with net and arms removed) with additional baggage vans, and the Night Up consisted of two sorting coaches (No. 2973 with net and arms removed and No. 2979, a converted passenger-baggage composite coach) also with additional baggage vans.

On arrival at Dublin, mail for GB is taken from the Day Up, to Dublin Airport, where it is forwarded by air. I understand that it arrives in GB before midnight giving next day first delivery.

The Late Fee Box is still on the concourse at Cork Station. The wording on the enamel plate is as follows. Some of the headings are in Erse and the Late Fee had not been altered to new pence.

Special Notice

Letters bearing an additional 1d stamp, posted in this box up to 2.45pm will be forwarded by day mail. Letters posted up to 8.45pm will be posted by night mail.

Box 10

Hours collection

Weekdays

AM

PM

9.00

1.00

2.45 Late Fee

6.00

8.45 Late Fee

Sundays

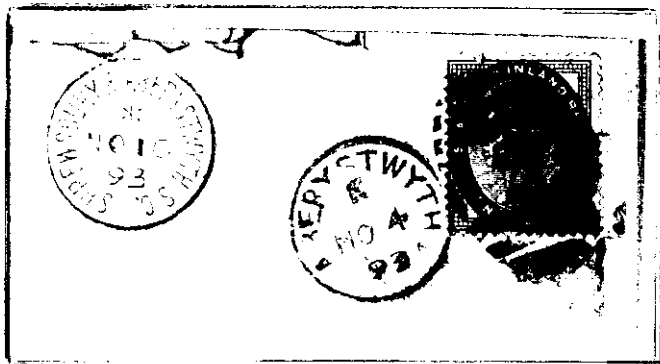
8.30pm

Shrewsbury and Aberystwyth Sorting Carriage from Alan Violet

Wandering around Dolgelly after our evening meal we came across an antique shop which was still open. In a desk were a few covers, none very clean, but one had a Shrewsbury and Aberystwyth S.C. mark of 16 Nov. 93. The TPO mark is 22mm diameter with a six-pointed star but the letters are clearly S.C. not Sg.C.

It was only after further examination that the real interest evolved. The penny lilac was cancelled by an Aberystwyth duplex of 4th November, but on the back of the cover was the 'EWS' of a Shrewsbury single ring of 16th November, and a part ring of Machynlleth of 17th November.

Where was this cover from 4 to 16 November? I suspect it was discovered at Shrewsbury on the 16th, placed on the morning (3.20am) TPO to Machynlleth, where it received its final postmark. This is on the basis that the morning TPO carried the date of the previous evening's UP TPO.



DREM AND EDINBURGH ST from John Muir

I recently acquired a mourning letter from Drem (East Lothian) to London. The 1d Red is cancelled with Edinburgh 131 ST (Fig. 786) and the back shows the cover was posted on the mail train as the two cancellors used are Drem & Edinburgh ST (Fig. 786). On checking with Part Three of Scotland I find that my cover dated 16 April 1866 is one month earlier than that recorded. Any further information as to it being the earliest recorded would be appreciated.

Deutsche Reichsbahn Banknote from G. Wheatman

Here is a photostat of a DR Banknote for 10,000,000 marks! Something unusual in the collecting line.

100000000



(Ed Note: I have acquired a further four of these banknotes and by all accounts the German Banks could not keep up printing money during the 1920's inflation period. The Railways started printing them themselves.

Edinburgh & Carlisle ST from Harold Wilson

In my book on Scottish TPO's, I said that the enclosed 'R' handstand had only been recorded on 14 March 1924. The enclosed is slightly later and I now know of 25 Oct 1923. I would be interested to find out if members know of any other dates.



Experimental Edinburgh & Carlisle from Harold Wilson

I enclose a copy of an item purchased recently. It is a cover from London to Edinburgh.

Query: Is it a previously unrecorded type of the experimental Edin. & Carlisle period? It appears to be identical to my type 686 which is unrecorded but shown in the makers impression book as 'supplied with new handle' in 1862.



GLASGOW SORTING TENDER BY KEN PEMBERTON

I recently purchased a cover addressed to a Wm. Lorimer Esq., Glasgow Locomotive Works, Glasgow, postmarked with a double ring handstamp—LONDON/3.30PM/JA 14/98/2. The reverse bears a Glasgow Sorting Tender Postmark: GLASGOW/SORTING TENDER/16*/JA 15/98. The ring is

approx. 21mm in diameter and the postmark is unusual due to the following:

1. The background within the postmark is 'patterned'—is this a 'cloth' postmark, (TPO Part 3, Page 18 by H.S. Wilson)
 2. Note stops between GLASGOW and SORTING TENDER. (Not in TPO Part 3 pages 17 and 18), unless a variety of 719 or 721.
 3. Note Code in front of Star—16 (TPO Part 3, H.S. Wilson—Page 18, quotes codes 0-15.) If a 'cloth' postmark, then the ink may have made a '15' look similar to a '16', but the figures do seem to be '16'.
- #have not seen a postmark previously as this, but I do appreciate that many 'varieties' exist. A copy of both sides of the cover is shown and I should be pleased if anyone can help me with this puzzle, by writing to me via the Editor.



TRAVELLING POST OFFICE NEWS from Peter Johnson

Night Mail

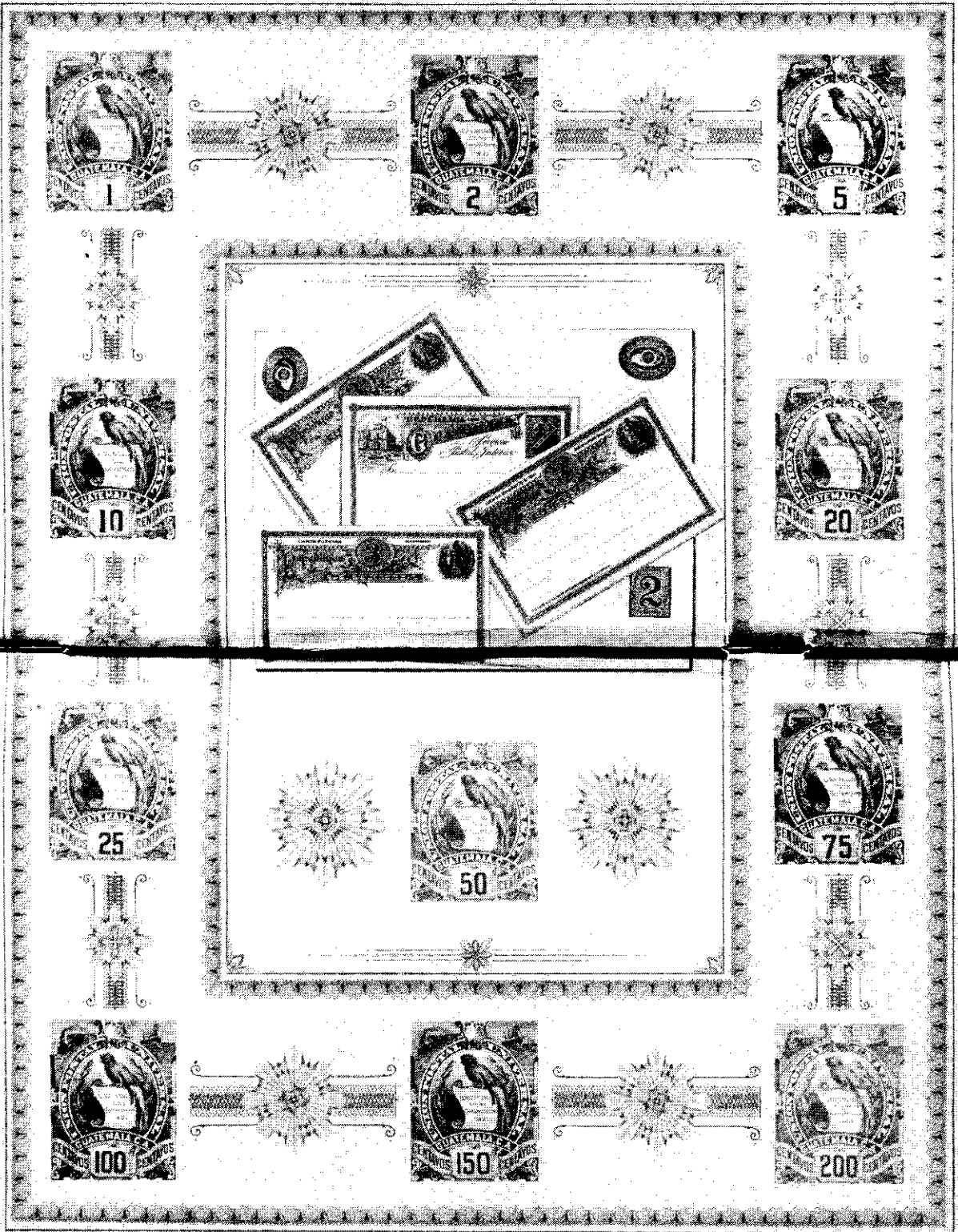
This famous documentary film, celebrating the romance of mail-carrying trains with sorting being carried out on the move, was released to acclaim in 1936, 50 years ago. Accordingly, the Post Office has commissioned the production of an updated version Six mail coaches (80365, sorting carriage—POS; 80422, stowage vehicle—POT; 80320, POS; 80362, POS; 80421—POT; 80363—POS) and a brake van (80868) have been repainted from the British Rail livery of blue and grey to the current Post Office livery of red and yellow—it is understood that the remainder of the fleet is to be similarly treated over the next five years. A special train using the seven red vehicles was run, in daylight, between Cricklewood and Leicester on Saturday 20 September when a helicopter was used to film from the air, the section between Wellingborough and Leicester was covered twice. The train engine was 47 406 *Rail Riders*.

On the evening of Thursday 25 September locomotive 47 515 was named *Night Mail* at Derby by Mr. Bill Cockburn, the Post Office's Managing Director Letters; Mr. Cockburn then had a go at driving the locomotive. After a buffet supper at the Midland Hotel, invited guests and the press visited the nearby East Midlands Airport to inspect the mail handling arrangements there, including the aeroplanes chartered to the Post Office. This function was part of the publicity arranged to complement the announcement of the new Capital Letters scheme of enhanced first class mail handling between 20 major centres. EMA and Derby are major centres for the transfer of mail between air, rail and road transport.

A small press party then travelled from Derby to London in a buffet car which was attached to the North Eastern TPO Night Up. This train had started its journey at Newcastle at 20.22 and was formed of the red mail carriages. The locomotive was changed so that *Night Mail* took it to London. The journalists were able to observe the sorting and talk to some of the 28 postmen on board. Side 1 datestamps were in use, three being carried for both Up and Down workings—two are used on Datapost and one by the Assistant Inspector, the senior postal officer on board; the stamps without serifs on the side number are the most recent issue. The loco worked the Down North Eastern TPO on 26 September.

Royal Mail

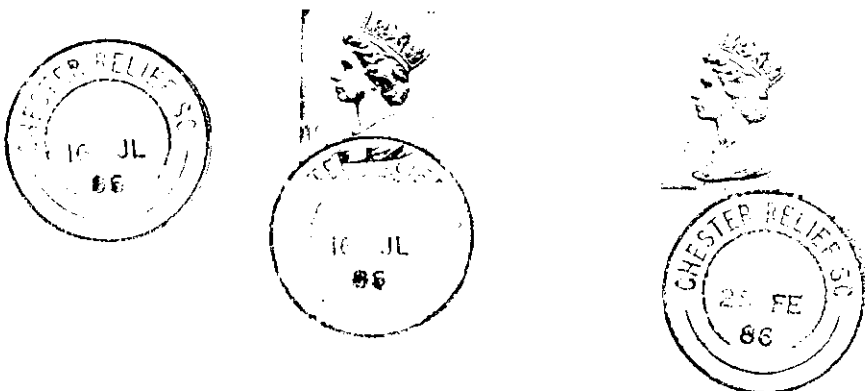
The following day, Friday 26 September 1986, the Chairman of the Post Office, Sir Ron Dearing, held a press conference, on the Capital Letters scheme, at St Pancras Station. Afterwards, in the company of Sir Bob Reid, the Chairman of British Rail, the named locomotive 47 549 *Royal Mail* and then had a go at driving it down the platform. Afterwards invited guests had lunch whilst travelling to Bedford and back on a special train entitled *The Flying Postman* which was hauled by *Royal Mail*. In addition to the passenger accommodation (Charter Section Mk 1 first class saloons and restaurant car) three of the



red mail carriages (80365, 80422, 80320) were attached and staffed by ten members of the North Eastern TPO crew. So that sorting could be demonstrated a quantity of second class mail bound for Yorkshire was loaded and sorted—only first class mail and Datapost normally travels by TPO; with only one working this must surely count as the shortest-lived TPO ever. The sorted mail was returned to London for later transmission. The reserve North Eastern TPO Night Down datestamps, single and double ring stamp being used to cancel *The Flying Postman* souvenir covers for subsequent distribution to the guests and both were on covers handed in by collectors. None of these items were put through the post. Guests were also presented with a Hornby Double model sorting carriage, complete with the now obsolete exchange apparatus, specially customised in PO red livery. The empty stock was worked into the station by *Night Mail* which remained there and hauled it out again after the train returned.

Chester Relief SC from G.M. Parkinson

Can anyone provide details of the service? Is it a part resurrection of the old Crewe-Bangor TPO? I suspect the handstamps were applied by a considerate sorter who recognised it as a piece of philately. If this is so, it makes up for the occasional cancels by a biro cross!



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LIGHT RAILWAY REVIEW

Neill Oakley, 29 Nonsuch Walk, Cheam, Sutton Surrey SM2 7LG

Press Release

Following the publication of the fifth edition of my Railway Letter Stamp Catalogue, I am handing over to Neil Oakley. You will have gathered from the introduction that he has made a significant contribution to the latest lists.

Details of new issues, comments on current listings, and details of recent discoveries should be sent to Neil at the address above.

I would like to take this opportunity of thanking all those who have given support by providing news and offering invaluable comments. Please support Neil as strongly as you supported me.

David Potter

(Ed. Note: On behalf of all of us who collect the modern RLS, I would extend our very grateful thanks to David for his hard work in the past and wish him well in his 'retirement'.)

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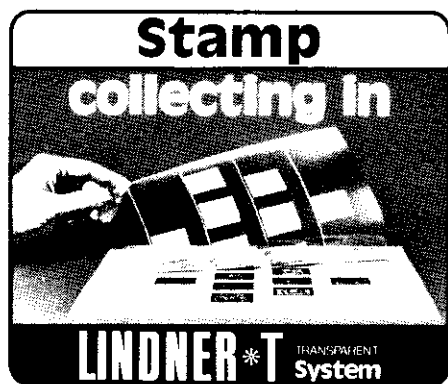
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Judging by the response to my request for comments on the 5th edition of the Catalogue, either only one or two people read "Light Railway Review", or the RLS Catalogue is meeting the requirements of the silent majority. If you would like to see changes made speak now...!

Having corrected a number of Catalogue errors in the September "Review" article it appears I have fallen foul of the gremlins myself.

Page 89 The three Gwili stamps (illustrated below) went missing missing.

Page 90 WLLR—The L & M stamp sheets were numbered 338—350.

WSR—The beginning of line 6 should read: "irregular—approx 12. 1000 sheets..."
The 'maxicard' was, of course, issued on 30 May 1986.

BLUEBELL RAILWAY

Some clarification is required for the 'Review' report (June 1986, page 66) of the Provisional Issue, 30th July 1985. 200 of the 10p definitive sheets received the 20p surcharge in black, printed by Faulwood & Herbert Ltd., Brighton. 500 first day covers were prepared and posted on 30th July 1985, and subsequently these covers were carried by the re-enactment "Pioneer" train on 3rd August 1985.

The Railway reports it has a number of "Greenwich Meridian" covers, 26th June 1984, bearing the full Post Office set of stamps available at £1.99. The Meridian passes through the north end of Sheffield Park Station and leaves the country on the south coast at Peacehaven, where the covers received a special first day postmark.

BRITISH RAIL

Full details of the 1985 issues (Potter 3 -6, and 7 - 10) are as follows:

22nd January 1985. Commemorating the 150th Anniversary of the Incorporation of the Great Western Railway. Designer: Dougal Cameron. Printed by T. Stephenson and Sons Ltd., Prescot. Lithography in miniature sheets of 4 (2 rows of 2, one example of each.) Perforation 14. 50,000 of each were printed, of which 1,000 were imperf proof sheets. Some sheets are known with inaccurate perforations. 1,000 fdc were prepared with sheets, and 3,000 covers of each single design.

17th June 1985. The 1985 issue overprinted "Vale of Rheidol" and surcharged in black by Milbrooke Printers, Folkestone. 10,000 perforated sheets and 200 imperf proof sheets were thus treated. 500 fdc were prepared with sheets and 1,200 of each design.

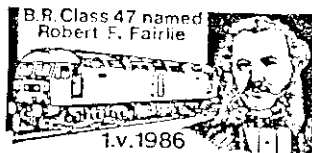
Some sheets of both issues were sold in special presentation packs.

FESTINIOG RAILWAY

To celebrate their 150th anniversary the Railway issued a miniature sheet of three stamps, designed by Michael Seymour, on 18th April 1986. For the first time since 1969, Stephenson & Sons Ltd., Prescot, were not involved as, following a more competitive quote, the lithography printing was done by Faulwood & Herbert Ltd., Brighton. The three designs, se-tenant horizontally, are of slate trains crossing 1836; *Livingstone Thompson built at Boston Lodge 1886*; *Linda built 1893*; and they will be receiving Catalogue numbers 34 to 36 respectively. 10,000 sheets were issued with roulette 5.

The Railway sponsored a Post Office cancellation and used a special railway cancellation on the first day of issue on rail and post, and rail only covers.

On 1st May 1986, the Railway used a pictorial cancellation to mark the naming of B.R. Class 47 No. 47645 *Robert F. Fairlie*, after the Victorian engineer, at a ceremony at Blaenau Ffestiniog.



GWILI RAILWAY

- In the absence of any firm news about this Railway's issues, I reproduce examples of the 'stamps' so far:
- 15(p) printed in a warm brown ink directly onto the envelope. Cancelled in black with a handstamp dated 12 DEC 1982. Cover posted on the UP South Wales TPO on 13 DE 82.
- 15(p) stamp mostly printed in a warm brown ink, except for the value '15' which is in black, directly onto the envelope. Cancelled in black with a handstamp dated -4 APR 1983. Cover posted on the UP South Wales TPO on 5 APR 83.



GREAT WESTERN SOCIETY: TPO 814 GROUP

The Group issued three stamps on 20 May 1986, to celebrate the 25th anniversary of the Great Western Society. The design shows a GWR 0-4-2T locomotive and the stamps were printed in red, or green, or blue. Covers were prepared bearing a stamp of one of the above colours. Items can be obtained from: TPO 814 Group, 77 Penn Road, Hazlemere, High Wycombe, Bucks. HP15 7LZ. Proofs and 'specimen' stamps are known to exist and full details of these will be given next time.



Didcot Railway Centre

LLECHWEDD SLATE CAVERNS RAILWAY

150 years of slate mining were celebrated by the issue of new stamps on 18th April 1986. 800 sheets, printed in green and red, contain 4 blocks of 5 stamps and 2 se-tenant pairs; a total of 20 stamps to each sheet. The designs, by W.H. Brown, show horsedrawn slate wagons (English or Welsh inscriptions) and a steam locomotive and wagons (English or Welsh inscriptions.) The sheets have the usual codes added in the margins (LSCR 16 to 19) but these are unlikely to be used in the Catalogue since the

numbers 18 and 19 have been already used for the July 1983 issue!
Provisionally they will be given Potter 20 to 23.



NENE VALLEY RAILWAY

Special cancellations have been used for the Royal Opening of the Peterborough Extension on 30th June 1986, and the Royal Wedding of Andrew and Sarah on 22nd July. The latter design is adapted from a Post Office slogan cancellation commemorating the marriage of Princess Elizabeth (later Q.E. II) to Prince Philip on 20th November 1947.

Only 160 rail and post, and 25 rail only covers were prepared because the Railway was using up stocks of the envelope printed for the Royal Opening. The covers were conveyed on an unscheduled run from Wansford Station aboard Swedish Scania diesel railcar Class Y7 No. 1212.

Incidentally, the Royal Opening cancellation above (and these on the NVR cover illustrated on page of the September "RP") contains the NVR's crest which depicts the oldest known Romano-Christian chalice which was found nearby and is now in the British Museum. The design also includes two rail keys to represent the crossed keys of St. Peter—a link with the cathedral city of Peterborough.



RAILWAY PRESERVATION SOCIETY OF IRELAND

The Society has issued a large number of overprinted stamps during 1986, based on the definitives of May 1985. More complete information on the definitives has been received and the entries in the Catalogue should be revised as follows:

Printed by Dollco Printing and Canadian Banknote Company, Ottawa. Perforation 13x13.4. The stamps were produced in conjunction with Stangib (Canada.)

10 May 1985: 4,500 miniature sheets were printed.

11 May 1985: 4,476 miniature sheets were printed.

200 first day covers of each design were prepared.

The overprint issues are listed below with provisional Catalogue numbers in parentheses:

17th March 1986. Change in Irish Republic Letter Rate.

Potter 24 to 27 overprinted in black IR£1.10 on IR£1.23. Potter numbers will be 28 to 31)

Although the letter rate had been increased from IR£1.00 to IR£1.10 (both plus VAT), railway letters carried on the Society's special excursion trains in the Irish Republic were exempted from VAT—resulting in the small reduction in face value from IR£1.23 to IR£1.10.

11th May 1986. **1986 Western Tour**

24 to 27 overprinted in black with title and Irish currency. (32 to 35)

12th May 1986. **Rail Tour 1986**

16 to 23 overprinted in black. (36 to 43). One sheet is known with inverted overprint.

19th July 1986. **Portrush Flyer**

16 to 23 overprinted in black (44 to 51)

One sheet is known with an uninked impression of the overprint lettering. Presumably two sheets temporarily adhered together and when the top sheet was overprinted in black there was sufficient pressure to imprint the out line of the overprint 'forme' on the sheet below.

25th August 1986. **Bangor Belle**

16 to 23 overprinted in black. (52 to 59)

6th September 1986. **Steam Enterprise** Northern Ireland Overprints.

16 to 23 overprinted in black (60 to 67)

20th September 1986. **Steam Enterprise** Irish Republic Overprints.

24 to 27 overprinted with title and Irish currency. (68 to 71)

Overprinting was done by Brough, Cox and Dunn, Belfast.

300 sheets of each overprint were issued and 100 first day covers of each design were prepared.

The Society have announced that a new pair of miniature sheets will be issued in early 1987. I hope there will not be as large a number of overprints in addition—since I, for one, will have difficulty keeping up with them all!



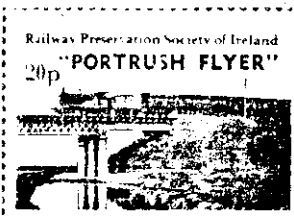
i) Change in IR Rate on 29



ii) 1986 Western Tour on 35



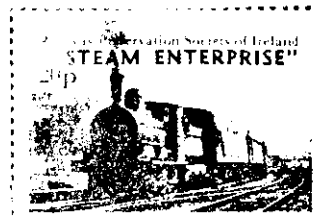
iii) Rail Tour 1986 on 42



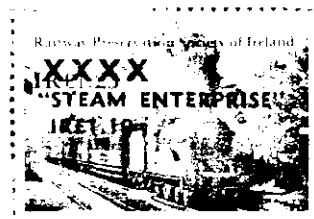
iv) Portrush Flyer on 45



v) Bangor Belle on 59



vi) Steam Enterprise (NI) on 65



vii) Steam Enterprise (IR) on 70

NORTH YORKSHIRE MOORS RAILWAY

The Railway celebrated the 150th anniversary of the Whitby and Pickering Railway in style by issuing four stamps designed by G.D. Calvert. Three designs (Potter 17—19) appear se-tenant horizontally on a sheet of nine stamps. They are (left to right) 17 Horsedrawn train leaving Grosmont c 1836, from a watercolour by C.E. Shepherd based on two contemporary prints; 18 NYMR / W & PR '150' logo; 19 LMS Class 5 No. 4767 "George Stephenson" arriving at Pickering in 1984, from an oil painting by M. Hutchinson.

2,000 sheets (6,000 of each design) were printed by photolithography by Larkfield Printing Co., Brighouse, and numbered 0000—1999. The Railway were bitterly disappointed with the issued stamps because the proofs they had received were printed on glossy paper and they had assumed the actual stamps would be the same. In the event, although the stamps are attractive the reproduction is rather flat since the matt paper does not highlight the detail in the illustrations. Also Larkfield had been chosen to print the stamps because they said they had installed their own new perforating machine—the stamps were rouletted 20.

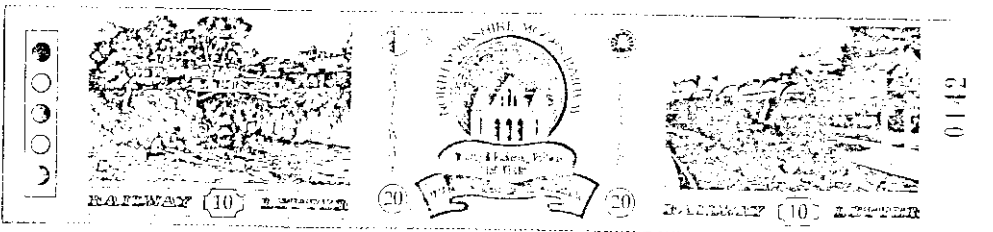
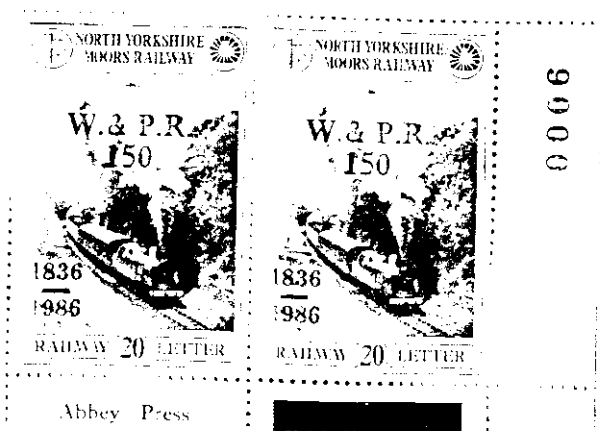
The following first day covers were prepared.

500 rail and post, bearing 17 + 19; 300 rail only with "gilding metal" '150' medallion, bearing 18; 200 rail and post, bearing 18; 280 "historical covers" carried rail only, and bearing stamps 17—20 and seven other rls; and 20 more assorted covers—a total of 800 fdc for each design.

200 sheets (2,400 stamps) of the first definitive issue (Potter 5) were re-issued overprinted in red letterpress by Abbey Press, Whitby. The overprint reads: "W. & P.R./150/1836/—/1986" and this stamp will be catalogued as Potter 20. Interestingly over half the depth of the bottom margin has been removed and the sheets renumbered 0000—1999 in the right-hand margin next to row 3, stamp 4. Other details as for the original definitive sheet.

700 first day covers were prepared bearing this stamp alone, plus the 280 "historical" and 20 "assorted" covers mentioned above—a total of 1,000 stamps being used in this way.

I shall be giving full details of NYMR varieties to date, next time.



ROMNEY HYTHE & DYMCHURCH LIGHT RAILWAY

Although accurate records of numbers of 'specimen' sheets were not kept it is thought approximately 100 sheets received a single 'specimen' handstamp across all four stamps on the miniature sheet.



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More information about the "GWR 150" stamps (Potter 62 and 63), issued on 31 August 1985, has come to hand. Contrary to the figures given in the 5th edition of the Catalogue, a total of 170 sheets were treated with the overprint 850 stamps of each design.) It appears the Railway seriously underestimated the popularity of this issue, and the situation was compounded by a few stamps, which had been affixed to D-I-Y covers that remained unpurchased on 31 August, being "lost." Neville Watterson, in an article on the Railway Letter Service published in the "T.R. News" of March 1986, wrote: "We had sought to provide enough for immediate demand, and a very few more... On this occasion, it seems we were short even to comply with standing orders, not so much with ourselves, but of others who depend upon us. Quite exceptionally, therefore, we have overprinted another 50 sheets of stamps (i.e. 500 more stamps.) Most of these were bespoke even before they came off the press!"

It appears the printer, having completed the first run of 120 sheets, had preserved the overprint "forme" intact and was therefore able to print the second batch with little difficulty. The red ink was a standard colour used straight from the same tin for both runs. Although the Railway was confident that the two printings would, for these reasons, be indistinguishable, a difference in shade has been noted. The first run is a darker red than the second—reminiscent of the differences between the F.R.'s 1p on 1s overprint (Potter 11/11a). The numbered sheets involved are believed to be: first printing, sheets 830—949; second printing, 1060—1109. As an aid to identifying individual stamps it should be remembered that the 'original' first printing stamps were used on the first day covers. May I echo Neville's words in his article?: "See if you can tell the difference in the printings. I should be delighted to hear from you!"

In addition to the above it has been reported that stamps exist with a significant shift in the overprint. Are these stamps from one "unique" sheet, or do others exist?

The next, long-awaited addition to the "Locomotive Issue" series was not issued this summer as had been planned. No. 6 "Douglas" should appear in the spring.
With thanks to: A. Buckingham (Benhams), G.D. Calvert (NYMR), H. Creamer, B.J. Holden (Bluebell), P. McBride (RPSI), N. Watterson (TR), P. Way (NVR).

THE THEME SCENE

THE THEME SCENE IS COMPILED BY ANDY HART.

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The "Expo" season seems to be perpetually with us, so let's dispose first of the various commemorative stamp issues.

AMERIPEX:

Sierra Leone (4 values + M.S.)—50c. Milwaukee "Hiawatha" hauled by class A "Atlantic" No. 2; Le2. Rock Island "Rocket"; Le4. Rio Grande "Prospector"; Le7. Southern Pacific "Daylight" (the last 3 are all diesel powered). Min. sheet: Pennsylvania RR "Broadway Limited."

Maldives 2 values from a set of 8 with 2 min. sheets)—15L John Henry driving the golden spike; 14R Casey Jones. These are from a set of American folk tales and legendary heroes in—alas—the form of Disney cartoons: how many themes can you exploit in a single issue?

Antigua/Barbuda (4 values + M.S.)—25c. "Hiawatha" with class F7 4-6-4; 50c. Santa Fe "Grand Canyon xpress" with ALCO PA class diesel loco; \$1 Norfolk & Western "Powhattan Arrow" (J class 4-8-4); \$3 NYC "Empire State Express" (J3a Hudson with Dreyfuss streamlining).

EXPO 86 VANCOUVER brings forth the following:

CUBA (6 values + M.S.) 1c "Stourbridge Lion"; 4c "Rocket"—one of the replicas with incorrect sloping firebox back-plate; 5c. Harrison 2.6.0 (Russian, 1845); Seguin's multi-tubular locomotive (France); 30c. unidentified Canadian 2-4-0 with outside frames and haycock firebox; 50c. Belgian 2-4-0, believed to be one of two, Nos. 4 & 5, built by Beyer Peacock for the Malines-Terneuzen railway, 1872; \$1 M.S. Cuban Norris 4-2-2- "La Junta".

Hong Kong—50c. Hong Kong Metro train, Boeing 747 and world map.

Czechoslovakia—4Kcs. Tank loco, may be Engerth type "Kladno", overflown by Zlin Z50L aerobatic aircraft.

For **ITALIA 85**, we have just discovered, Kampuchea issued a miniature sheet including a "Planet" type 2-2-0.

Sweden commemorated the 350th anniversary of her postal service with two booklets, the first of which gets into our theme only by virtue of reproducing the 1936 mail train stamp (SG 195) on its front cover. The second has caused some resentment among some of our readers because, although the face value of the stamps it contains is SW. Kr. 10, it was sold only at Sw. Kr. 40 including an admission ticket to "Stockholmia 86": a bit unfair, it is felt, to charge a 300% premium to folk who could not visit the exhibition. This is a pity, as the four very attractive se-tenant stamps include one with an interior view of an early TPO.

Still in Scandinavia, we have a modest but pleasant stamp showing Høje Tåstrup station with one of the recent HST-like diesel units (somebody remind me of their classification?)

Another nice design is the Austrian stamp for the centenary of the Salzburger Lokalbahn, which includes a well-detailed side view of a steam tram engine, its skirts raised to reveal the valve gear, and the front aspect of a modern lightweight EMU. Some technical information n these would be welcomed.

The interior of TPO appears on a Swiss 90c. definitive from a series depicting mail transport.

On 4th November, Canada will issue a stamp commemorating John Molson, a pioneer financier who funded, among other enterprises, Canada's first railway. The composition includes the Royal Theatre, the "Accommodation", first Canadian steamship, and a train hauled by a 0-4-0 which must be "Dorchester".

From Burkina Faso, belatedly, comes recognition of the 150th anniversary of German railways. "Adler" appears on the 500f stamp, and the 1000f. M.S. bears a representation of an ICE train in company with a Burkina Faso diesel loco. In the border is the "Alpensee" express. Much more appropriate for the same issuing country is a set of three, "La Bataille du Rail au B. Faso", two of which depict tracklaying operations and the third an Abidjan—1Niger diesel loco and permanent way gang.

My correspondents have submitted more information on some issues chronicled in earlier articles.

Further details of the South West Africa narrow-gauge locos are contained in the official philatelic notice. "Zwilling" locos were all numbered in pairs as A and B but could run as separate units (1 Zwilling = 2 Illings). The name of Otjimukoka station on the stamp was changed in 1903 to Johann Albrechtshöhe and later to Albrechts. Loco No. 154A is now preserved at Windhoek. The 0-4-0T is something of a mystery; locos of this configuration were brought into the country by Arthur A.G. who built the Otavi mines railway. "-MEB" on the loco could be "Tsumeb"; the loco may have been taken over by the mines themselves when the railway was completed. 0-6-2T No. 3, shown on the stamp, was of Jung build. No. 9 ran until 1951 and is now preserved at Tsumeb. All three Hd locos (40-42) were in service until the 600mm gauge was converted to 3' 6" in 1960. 40 is still extant at Usakos and 41 at Otjivarongo.

We can also fill some of the gaps in our knowledge of the Trinidad and Tobago locos (last Journal). There seem to have been no railways in Tobago, and these machines belonged to the Trinidad Government Railways, which finally shut up shop in 1968. The line from Port-of-Spain to Arouca was opened in 1876, later to be extended to Arima, hence the name of the island's first engine, built by Hunslet in 1874. 4-6-0s Nos. 21-29 came from the Canadian Locomotive Co. about 1920, for working main line passenger and heavy crop trains. Nos. 18 (stamp), 19 and 20 were part of batch of six Kitson (1907) 4-4-0 tank ngines. These three were rebuilt locally as tender locomotives, retaining their side tanks to carry fuel oil. The 0-4-0ST is one of the last two built for the T.G.R. by Hunslet in 1921—numbers are not known.

In discussing a Togo issue of "Historic trains of Africa" in RP for June 1985, I missed the two miniature sheets at 1000f (and incidentally the top value stamp should also have been quoted as 1000f, not 100f)... One M.S. shows the first train in Senegal, a crude, mule-drawn carriage, the other Ghana railways No. 401, an ALCO wartime standard 2-8-2. This, in common with most of the other designs in the set, is based on a photo in Brian Hollingsworth's "Atlas of World Railways", but in revising the composition, the artist has omitted not only the personnel and onlookers, but also one set of driving wheels and all the approach tracks to the turntable at Kumasi depot...

Finally, the French "Rail Magazine" resolves the question of the engine on the stamp commemorating Marc Seguin. Whilst developing his tubular boiler Seguin seems to have been on cordial terms with the Stephenson, and ordered two different locomotives from Robert for experimental purposes. They were delivered in October 1828, and that shown on the stamp was later

passed to Alfred Hallette at Arras—a locomotive builder—for further trials. It was derived from Stephenson's Killingworth type and had driving wheels coupled by gears.

My warmest thanks especially to John Gordon, Frank Mills, Philip Tyrrell, Norman Payne and Björneld for their help in compiling this column, and seasonal greetings to all its readers.

REVIEW

Railways on Postage Stamps (guide/check list) by Pete Alex

An A4 size photocopied book of approx 60 pages containing a fairly comprehensive listing of postage stamps dealing with railways. I did find a number of omissions, namely the 1949 UPU low value. That being said it is a helpful book. Price is £5.25 including postage from the Author, 76, The Slade, Oxford OX3 7DX

Collect Railways on Stamps by Stanley Gibbons Publications

Continuing their series of Thematics, this volume is impressive. They have tried to include as complete a listing as possible from their catalogues.

I know a number of our members have made suggestions for inclusions / amendments / deletions to the Editor of SG Publications. The price of £7.50 is to my mind not expensive, when one sees the amount of work that has gone into it. A recommended book.

The Atnis Guide to Railway Poster Stamps 1935 to 1936. Published by Glass Slipper, PO Box 62, York YO1 1YL. Price £2.

For those of us who collect railway labels, this is a fascinating little booklet. These poster stamps were issued as promotional items in conjunction with mapping competitions by The Childrens Newspaper during the years concerned.

All the poster labels are listed as well as depicted. My only criticism is that the copies of the labels would have been better screened to produce a better picture. Another recommended book.

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TRAMS

The first trams were pulled by horses, Szeged, Hungary started its services in 1885 and showed a small car used at the time in its centenary postmark. Bellaire, Ohio showed a larger car and horse for BOPEX, but Victor Harbor, S. Australia re-introduced horse trams in 1986 and showed a double deck car pulled by two horses in the commemorative postmark.

After the horse tram came steam power. The Krauss company in Austria also operated the Vienna tramway system. One of its 1886 0-4-0 units, no 12, was shown by Vienna for an open day at Florisdorf Station to mark its centenary. Another Krauss tram, no 6, 'Gartenbau' built in 1887 and now preserved in Prague, was shown alongside the latest ET41 unit used on the Salzburger Stadtwerte Verkehrsbetrieb—the Salzburger Lokalbahn. The centenary was marked by a stamp, and other first day postmarks showed one of the 3 ET30 units built 1951/2 by Simmering Graz Pauker Werk (SCPW) and the modern ET40 unit shown respectively by Salzburg and Lamprechtshausen at each end of the line, and the still operating ET 6 unit built in 1908 by Maschinenfabrik Augsburg-Nürnberg with electrical equipment by Siemens also shown by Salzburg. In the East of Austria, the Wiener Lokalbahn was also 100 years old and Wiener Neudorf showed one of the 64 seat articulated units nos 101-104 built by SCPW in 1979.

Across the border in Hungary, Debrecen celebrated the 75th anniversary of its trams with a 4 wheel single electric car, although only articulated units now run on its single route.

METRO

Lyon marked the 10th anniversary of the interchange facility at Perrache where main line TGVs connect into local bus and metro services. Hardly in the same category is the Grottenbahn above Linz, Austria which marked its 80th anniversary with a postmark showing the battery powered fanciful railcar unit, although the Postlingberg-bahn which climbs up to the caves from Linz showed the traditional open unit in the postmark used the same day.

EARLY RAILWAYS

Even though several postmarks mark anniversaries, very few show early locos. Lichtenfels, W. Germany marked the 140th railway anniversary with 2-2-2-Wallenstein' built 1845 and Cham marked its 125th railway anniversary with the Ostbahn Crampton 4-2-0 built by Maffei in 1857 alongside a modern class 218 Bo-Bo diesel loco.

Tubingen also marked its 125th anniversary with a postmark showing the 4-4-0 Wuttemberg loco class VII dating from 1856.

Hungary marked the 140th anniversary of its railways with a special postmark for the 36th Railwaymen's Day showing a class 203 dating from 1907. The 125th anniversary of the Buda-Kanizsa line was marked by postmarks from Budapest and Nagykanizsa showing an early loco and a MAV class 302 respectively, in contrast with Monthureux sur Eaux, France which showed a stylised loco to mark its railway centenary and Falkenberg, Sweden which showed a clear but unidentified 0-6-0 for its railway centenary.

STEAM

One of the largest locos to work in Australia was shown by the large Rail Transport Museum, Thirlmere, NSW. The only preserved class D57 is 5711 but in their time the 4-8-2, 228 ton giants built in 1929 hauled heavy freights on the steeply graded mountain lines. In contrast Dover, Delaware showed a diminutive but unidentified 0-4-0. Also in the USA, Cheyenne Wyoming, showed a Union Pacific 4.4.0 Rogers for the centenary of the depot although the railway reached the town in November 1867 just 18 months before no 119 'Pride of the Prairie' met a Central Pacific loco from the West coast. Other centenaries were celebrated by Meservey, Chadwick, Lewis, Parkeston and Greenburg which all included drawings of locos in their special postmarks as the railway was an important factor in their growth.

In Europe, Erding W. Germany showed an 0-6-0 class 89.70, formerly Prussian T3, a large class with several preserved although only 897159 is still operative. Scheverdingen showed the 2-4-0 Prussian class 51 dating from the 1880's. Siegen showed a 2-4-0 of similar vintage and Schongau showed a Mallett class 98.7. 29 of this class were built by Maffei from 1899 to 1903 as Bavarian railway class BBII. Birkfeld, Austria showed the narrow gauge 0.6.2 U44 dating from 1922 and Aschach a mainline class 93. Aosta and Isernia in Italy celebrated their railway centenaries with poorly drawn sketches. Nestles la Vallee, France showed a steam train for the centenary of Valmondois Marine and Vendome showed

another drawing of steam alongside a TGV for the opening of the steam service on the Vendôme—Troo line. In Belgium, Soignies showed a 4-4-2, no 16042 with the text 'Steam Lives'.

ELECTRIC

After several years development, Ganz Mavag thyristor controlled V63 locos were delivered to MAV in 1975: V63.310 marked their use on the Budapest—Pecs route in November 1985 whilst the earlier but equally advanced 25kv SNCF class BB15000 locos developed from their 1971 introduction. 15044 was named Suippes in Sept 86. The typical image of French traction is the TGV shown in slogan postmarks by St. Germaine des Fossses and Brioude whilst its German rival, the ICE was shown by Hochenheim and Augsburg which showed it alongside the high performance class 120. Munich showed the unique 49.001 'Glasernzug' observation car dating from 1935. In the North, the line from Niederhausen to Limburg was electrified, Limburg showed a class 111 Bo-Bo for the event. In Spain a special train from Madrid to Segovia conveyed a TPO with a special postmark showing the train to mark the 'Tren de Acueducto'.

STATIONS

Besides a view of the substantial Wasserbillig station in Luxemburg which marked the 125th anniversary of railways in the country, the other European station also honoured was Høje Tåstrup in Denmark. Besides the stamp for the opening, FD postmarks were used in Copenhagen and Tåstrup showing the distinctive roof shape.

Traditional US style station buildings were shown by Perris, Westgate and Pleasant Hill, the latter showing it alongside the town's first building dating from 1836.

OTHERS

The 38th International Railwaymen's Esperantist Congress (IFEFF) was marked by Skopje with the 5-pointed star whilst the travelling 'Jubilee Trade Train' in S. Australia had a non-illustrated postmark as it crossed the state between March and June 1986. The US Southern Railway Railroad PO car number 36 was again used for special services during the summer. Two special postmarks were used, one of the traditional RMS design and the other illustrated showing a steam train and what looks like mail bag exchange apparatus.

Late additions to classes above include the King Arthur class no 777 'Sir Lamiel' which steamed into Cannon Street Station as part of London & Greenwich Railway anniversary and a postmark from Voussac, France showing drawings of steam and TGV to mark a century and a half of railways. Another 150th anniversary was that of the sale of stock to build the G&CU Railroad in Illinois using the same design of postmark as earlier in the year. Modern railways were also marked by Vienna, Austria where the new central marshalling yard was opened and Nurnberg where the underground extension to Rothenback opened, the postmark used showed a U-bahn train and the rail bridge over the Main-Daube Canal.

With thanks to H. Burkhalter, H. Redwitz, J. Brown, J. Fowler, R. Wagner and L. Riederer.

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