



SIPA Bulletin

For Private Circulation to Members only

Vol. 26 No. 1

Jan - Feb 2006

Bimonthly

Editorial

Review 2005

As in the preceding years in the first issue of the year, we are having the list of stamps issued by India Post during the year 2005 inside and now let us have a review about them.

We are the thankful to India Post for coming down on the number of issues and more particularly on personality issues. Compared to 43 issues in 2004, we had only 38 issues in 2005. On personalities the number has come down to 50% ie, from 30 personalities in 2004 to 15 only in 2005. But among the fifteen, seven personalities are from Tamilnadu! A golden era for Tamilnadu philately.

On the whole, the collectors pack will have 3 stamps of Rs.15/-, 47 stamps of Rs.5/- and three miniature sheets of Rs 20/- each, costing Rs.340/- for the year pack of 2005.

Though the total number of stamps and miniature sheets are good, the issue pattern has not changed or improved. As in the previous years, up to september the issues are slower and smaller and in the last three months the issues were speedier and larger.

Monthwise the number of issues are,

January - 1	July - 2
February - 3	August - 1
March - 3	September - 1
April - 3	October - 8
May - 2	November - 6
June - 1	December - 7

Numerically the first nine months had 17 issues and the in the last three months, the collectors were faced with 21 issues. Some months like January, June, August and September had one stamp issue only frustrating the collectors without much addition to their collection.

Above all, ie in this 21st century with all the advancement in every walk of life, a system called "issue of stamps" which is being done in many countries around the world with year round planning and publicity, being done in our country without any planning and advance publicity and also without any standard and pattern is really bringing down the interest and pleasure of Philately: God alone can save us. - Editor

CONTENTS

Editorial	1
Stamps News	2
Railways Philately	7
India 2005 - List	14
Junior Corner - Aland	15
Advertisements	16



MAJOR INDIAN RARITY

In the April 1990 issue of Gibbons Stamp Monthly the Firm of Muscorr's, 6 Meadrow, Godalming, Surrey, U.K. has advertised as follows :

"1852 UNIQUE UNUSED SCARLET" SCINDE DAWK.

Ex the famous Burrus collection, this is only the second time in 138 years that this great rarity has been publicly offered. It has a clear 1968 R.P.S. Certificate. Not only the first Indian adhesive postage stamp but also the first in the whole of Asia.

We believe that our price of £ 75,000 is very fair and equitable..... Terms by negotiation to serious inquiries."

(Courtesy : Philatelic Journal of India, 1990)

Our Second Sunday Meetings were held at the CPMG's Conference Hall!, Anna Road, HPO, Chennai-600 002. (11:00 A.M. - 1:00 P.M.) regularly where about 30 members attended with president Shri Balakrishna Das presiding. Patron Shri. D.H. Rao spoke on in Dec. 2005. about "Navy-Maxim Cards".

STAMP NEWS

CHILDREN'S FILM SOCIETY

14.11.05

500

0.8 mill

The concept of an exclusive cinema for Indian children was mooted by our First Prime Minister Pandit Jawaharlal Nehru, whose affection for children is well known. Children's Film Society, India, was established and registered as a society on 30th April, 1955 under the Societies Registration Act of 1860. The awed objective of the society was to undertake and organize production, distribution and exhibition of feature films for children, provide them healthy and wholesome entertainment, enhance their knowledge, develop their character, and broaden their perspective.



The first governing body of Children's Film Society consisted of 13 members, headed by Shri H.N. Kunzru, who was designated as President of the Society. This society is an autonomous body, under the Ministry of Information and Broadcasting, Government of India.

Children's Film Society produces full-length feature films, featurettes, TV serials, short documentaries and also animation and puppet films for children. Procuring the exhibition rights of outstanding foreign films and serials is also done by Children's Film Society, India. It dubs its films in all major Indian languages. In the last 50 years, Children's Film Society has made more than 100 feature films, 30 short animations, 9 puppet films, as well as 52 short documentaries and news magazines which are presently available in both the film and video formats.

The exhibition of films is held at several levels-from screenings to telecasts. State and District level Children's Film Festivals are organized in remote areas in close collaboration with State / District authorities and NGOs. The films are shown on Doordarshan network and private satellite channels. At present, more than 8000 shows were organised benefiting more than 30 lakhs children.

The Children's Film Society conducts a wide variety of workshops so as to encourage a whole new brand of writers and filmmakers to create the children's cinema of tomorrow. It conducts 15 such workshops in a year.

Theme : Children Cinema, Education.

CHILDREN'S DAY

14.11.05

500

0.8 mill

Through the wondrous eyes of a child, the world is a place of beauty. The daily progression of day and night, the humming conundrum of sound and light are stimuli enough for the child's fancy to take a flight on the tiny wings of innocence. And burdened as we are with our diurnal vicissitudes, festivals for us may only add up to worries and anxieties, but it is the purity of a child's enthusiasm which touches the soul of a festival. The elusive happiness, which all of us chase through the myriad maze of life, lands straight

into the child's tiny palms, in the form of a simple toy, a little flower, or, even just a fistful of sand!

This purity of joy was splashed through all the entries received by the Department of Posts in this year's All India Stamp Design Competition for Children, where the theme was 'festivals' or 'celebrations'. Looking into these paintings one was reassured that the future lies in the hands of a very positive generation, that sees hope in the beauty and colours spread in our daily lives.

The Department of Posts, to honour this spirit of boundless joy seen through the child's delightful eyes, marks the children's day i.e. 14th November, with the issue of a postage stamp. which is designed by a child. This year's stamp is based on a painting in water colour done by Kumari Pallavi Majumder of Bidya Bharati Girls High School, New Alipore, Kolkata, the first Prize winner. The First Day Cover is based on the painting of Kum. Sughosh S. Neergundh of S. Cadambi Vidya Kendra, Bangalore, the second prize winner. Both the paintings reflect the essence of joyous celebrations surrounding the simple country folks during festivals.



Theme : Children, Painting

PHD CHAMBER OF COMMERCE AND INDUSTRY

16.11.05

500

0.8 mill

Established in 1905, the PHD Chamber of Commerce and Industry is the apex Chamber of North India, actively serving the interests of trade and industry in ten states viz. Punjab, Haryana, Delhi, Uttar Pradesh, Himachal Pradesh, Rajasthan, Jammu & Kashmir, Madhya Pradesh, Chandigarh, Uttaranchal and the Union Territory of Chandigarh.

The Chamber was originally established as the Punjab Chamber of Commerce. With the attainment of independence and in the aftermath of partition, when Delhi became a separate territorial unit with a large population, the Chamber adopted the new name of Punjab and Delhi Chamber of Commerce, in 1952. Finally, with the expansion of its servicing jurisdiction, the Chamber adopted the name "PHD Chamber of Commerce and Industry" in the year 1981. The acronym PHD signifies Progress, Harmony and Development.

The PHD Chamber of commerce and Industry has a membership of more than 1500 corporate entities representing a wide spectrum of industrial, servicing, and trading activities, including chemicals, engineering, textiles, food processing, automobile components, consumer goods, financial and management consultancy, etc. In addition to direct membership, the PHD Chamber of Commerce and Industry also serves 112 Association Members.



The Chamber is managed by a Managing Committee comprising of senior industrialists of the

Jan - Feb 2006

region. It operates through Expert Committees and Task Forces consisting of nominees of member-companies, representing varied interests, who pool their knowledge and experience of the overall benefit of the business community. At present, apart from its Head Quarters in New Delhi, the Chamber has Regional offices at Chandigarh, Lucknow, Jaipur, Shimla and Bhopal.

The Chamber's Secretariat provides services through specialized Divisions such as Northern Regional Development, Infrastructure, Economic Affairs, International Affairs, Corporate Affairs & Taxations and Financial services sector. The Chamber has signed Memorandums of Understanding (MOUs) with several Foreign Chambers of Commerce / Organizations with the objective of creating an institutional framework for the exchange of information on business opportunities, of promoting trade as well as technical and economic cooperation.

Theme : Economy, Commerce, Organisation, Transport

WORLD SUMMIT ON THE INFORMATION SOCIETY

17.11.05 500 0.8 mill

World Summit on the Information Society (WSIS) is a formal United Nations Summit at the level of Heads of State and Government. It is the result of an initiative by the International Telecommunications Union (ITU) further endorsed by the United Nations General Assembly (Resolution 56/1983) in 2001. Its aim is to develop common vision and understanding of the Global Information Society and to draw up a strategic Plan of Action of concerted development towards

realizing this vision. The purpose of the World Summit on the Information Society is to ensure that these benefits are accessible to all while promoting specific advantages in areas such as e-strategies, e-commerce, e-governance, e-health, education, literacy, cultural diversity, gender equality, sustainable development and environmental protection.

The process is divided in two phases and the first phase of the summit was held in Geneva from 10 to 12 December 2003, where the foundations were laid by reaching agreement on a Declaration of Principles and a plan of action which form the basis for a global common approach towards the Information Society of all United Nations Member States where the Declaration of Principles presents a vision of Information and Communication Technologies (ICTs). At WSIS Geneva in December 2003, World leaders declared "our common desire and commitment to build a people-centred, inclusive and development-oriented Information Society, where everyone can create, access, utilize and share information and knowledge, enabling individuals, communities and people to achieve their full potential in promoting their sustainable development and improving their quality of life, premised on the purpose and principles of the Charter of the United Nations and respecting fully and upholding the Universal Declaration of Human Rights."



United Nations Summits have been held on a variety of issues that have commanded the attention of the world, including the pioneering World Summit of Children (1990), the Earth Summit on Environment and Development (Rio de Janeiro, 1992), the World Conference on Human Rights (Vienna, 1993), the World Summit of Social Development (Copenhagen, 1995) the International Conference on Women (Beijing, 1995) and the Financing for Development Conference (Mexico 2002)

The objective of the WSIS is to effectively assist the United Nations in fulfilling the goals of the Millennium Declaration. The ultimate objective is to turn the vision of an inclusive and equitable Information Society into reality.

Theme : Information, Summits, World Bodies.

KOLKATA POLICE COMMISSIONERATE

19.11.05 500 0.6 mill

The beginning of policing in Kolkata can be traced to 1704 when a decision was taken to protect the life and property of the people by setting up a watch and ward unit for the township. In 1720, the East India company formally appointed the Zaminder of Calcutta to be in-charge of both civil and criminal administration who was assisted by Indian functionary. In 1778, the strength of the police in Calcutta was raised which was controlled by Thanadara and Naibs under a Superintendent.

In 1829, a six-member Committee was appointed by Lord William Bentinck for enquiry and advice on police reforms. Subsequently, in 1845 another Committee headed by Mr.



Patton was appointed by the Government. This Committee recommended the appointment of a Commissioner of Police with powers of a Justice of Peace, which were necessary for the preservation of order and prevention and detection of crime. The recommendations of the Patton Committee resulted in Act XIII of 1856 after receiving the assent of the Governor-General on 13 June 1856. Calcutta Police for the first time was treated as a separate organization and S. Wauchope, the then Chief-Magistrate, was appointed as the First Commissioner of Police on November 1856.

Starting with a modest strength, Kolkata Police, has grown into an organization comprising of more than twenty-six thousand police personnel. With its jurisdiction spread over 104 sq. Km, with a population of over 5 million and an additional floating population of over 2.5 million, policing in Kolkata is a unique challenge.

Kolkata Police has served the city with sincerity and dedication, be it in the maintenance of law and order, prevention and detection of crime, controlling communal violence, disaster management or in providing internal security.

In 1720 the Police establishment was located on the east of Norton's Buildings. In 1784, The police establishment, including the police force, was shifted to another building, "Harmonic Tavern." Subsequently, the entire police office was relocated to the house of John Palmer. In 1835, The Government purchased the building for the Calcutta Police Head Quarters, demolished it in 1914 to facilitate construction of new premises. In Nov' 1918, the present day Kolkata Police headquarters popularly known as "Lal Bazar" was completed and inaugurated.

Theme : Police, Kolkata, Flag, Horse

NEW BORN HEALTH IN INDIA

24.11.05 500 0.8 mill

India faces the biggest newborn health challenge in the world. Each year, 20% of the world's infants-26 million babies - are born in this vast country. Of these, 1.2 million die in the four weeks of life, accounting for nearly 30% of the 3.9 million neonatal deaths worldwide each year.



The rate of neonatal mortality varies widely by state. Kerala boasts an NMR of 10 per 1,000 live births, while in Orissa and Madhya Pradesh, the rate is as high as 60.

Newborn health care was first introduced to India through the CSSM programme in 1992 and has continued to be a part of the RCH programme since 1997. These institutional deliveries; strengthening PHCs, FRCs, and district hospitals; and providing training for physicians.

The Government of India has also incorporated newborn care into India's adaptation of Integrated Management of Child hood Illness (IMCI) strategy, using the name 'INMCI', with an emphasis of the 'N' for 'neonatal'. IMNCl training programme devotes 50% of the overall training time to the care of newborns and young infants. Its implementation strategy incorporates home visits for preventive promotive newborn care by AWWs and ANMs.

The National Neonatology Forum (NNF) was started by leading pediatricians working in the field of newborn care in the year 1980. It has approximately 3000 members.

The 10 member governing body of the NNF with a mix of elected and nominated members, steers the activities of NNF.

Despite the scale of neonatal mortality in India being high, India's comprehensive policy framework for family planning, maternal health, and newborn and child health programs-the Government of India is calling for the reduction of the infant mortality rate (IMR) to less than 30 per 1,000 live births by 2010.

The 10th Five Year Plan aims at achieving an NMR of 26

by 2007 and specified IMR and NMR targets for all states. India is a signatory to the Millennium Declaration (2000) of the UN and is thereby committed to the Millennium Development Goals.

Neonatal health is the foundation of child and adult health. A healthy start to life also depends on the health of the mother and the care that she and her baby receive before, at, and after birth.

Theme : Health, Medicine, Children

JAWAHARLAL DARDA

2.12.05 500 0.6 mill

Shri Jawaharlal Darda was a veteran freedom fighter and a committed journalist who laid the foundation of people-oriented journalism in Maharashtra.

Shri Jawaharlal Darda was born to Shri Amolchand and Smt. Kusumba in Babhulgaon village of Yawatmal district in Maharashtra of July 2, 1923. At the tender age of 17, he joined the freedom struggle. He also undertook a 400-mile long 'padyatra'. He actively participated in the 'Quit India' Movement in 1942 and was imprisoned by the colonial rulers.



Shri Jawaharlal Darda was elected as the President of the Yawatmal District Congress Committee from 1944 to 1956. A large area of land was donated in Yawatmal district during Vinoba Bhave's Bhoodan Movement. He was elected to the Maharashtra Legislative Council between 1972 and 1995. He made a mark in the governance in Maharashtra by his admirable handling of the portfolios of energy, industry, irrigation, health, food and civil supplies, sports, youth affairs, textiles and environment as a minister.

Shri Jawaharlal Darda set up the Amolchand Darda Mahavidyalaya, which runs several college and other educational institutions in the Vidarbha region.

Shri Jawaharlal Darda, popularly known as 'Babuji', took effective steps for upliftment of the poor and the oppressed. To expedite the development in the energy sector, he launched the expansion of the Koradi Thermal Power station near Nagpur.

He breathed his last on 25th November, 1997 at Mumbai.

Theme : Freedom Fighter, Journalism.

BUILDER'S NAVY

4.12.05 500 0.8 mill

The existence of an ancient sea-faring, shipbuilding and repair tradition in India can be traced back to around 2300 BC. It is believed that the first tidal dock of the world was built at Lothal during the Harappan Civilisation, near the present day Mangrol harbour on the Gujarat coast. The Rig Veda mentions Varuna, who has Knowledge of the ocean routes. It describes naval expeditions, which used hundred-oared ships to subdue other kingdoms. The Atharva Veda mentions oared boats, which were spacious, well constructed and comfortable.

by the Zonal Railways. Later, a separate Furnishing Division was set up in view of severe limitations of capacity in the railway workshops and also to take advantage of mass production techniques. Now the entire production is carried out indigenously.

From modest beginning of just 35 shells in its first year of operation, the Integral Coach Factory is now capable of producing 1000 coaches per year. It manufactures more than 200 different types of coaches. They can be broadly classified into Self Propelled Coaches, Trailer Coaches, AC Coaches, Conventional Coaches and Special Coaches for prestigious trains like Palace on Wheels, Royal Orient Express, Deccan Odyssey etc. The Integral Coach Factory also bagged ISO 9001 for quality system and ISO 14001 for environment system. It has exported variety of coaches to about 13 Afro-Asian countries.



Theme : Trains, Locomotives, Transport

JADAVPUR UNIVERSITY

21.12.05 500 0.8 mill

The history of Jadavpur University can be traced from the Swadeshi Movement onwards. A unitary University, its parent institution was set up by the National Council of Education, Bengal in 1906. After Independence, the institution was converted to an University under the first Jadavpur University Act in 1955, and recognized by the University Grants Commission (UGC) in the same year.

The University was accredited with five star-status in 2001 by the National Assessment and Accreditation Committee for its sustained excellence in teaching, research, outreach programmes, academic administration and infrastructural facilities. The University Grants Commission has also identified it as one of the first five universities in the country credited with 'Potential for Excellence'. This is the first Indian University recognized by the Nippon Foundation as a Sasakawa Young Leaders Fellowship Fund (SYLFF) institute to promote research by young leaders in social sciences and humanities.



The Central Library of Jadavpur University has over 4,18,000 volumes of books on record, 80,000 bound volumes of journals, 5000 theses and dissertations, and 37,000 items of non-book materials such as reports, pamphlets, maps and micro-forms.

Jadavpur University has a record of extension work and social service, to provide both higher education and technical services to the less privileged section of the society.

Jadavpur University has collaborated with various universities all over the world i.e. Bournemouth University, U.K., Technical University of Munich, Germany, University of Trento, Italy, Brunel University, U.K. University of Maranhao, Brazil etc on strategic services.

Jadavpur University has also been in close contact with industry through its support and services in fields like Technology Development, Consultancy and Testing, Manpower Training, Entrepreneurship Development Programme (EDP) and Extension. The Industry Institute Partnership Cell (IIPC), which has achieved great success in its endeavours, is an example of this interaction.

Theme : Education, University

16 SQUADRON AIR FORCE

27.12.05 500 0.8 mill

16 Squadron Air Force has been in the service of the nation for fifty years. The Squadron has actively participated in all the post independence wars and continues to be one of the mainline strike squadrons of the Indian Air Force.



Initially a flight of Spitfires and later Tempest aircraft, 16 Squadron Air Force, known as "Cobras" was formally formed on 15 September 1954 with Liberator aircraft. At this stage, its role was changed from Bomber to that of Heavy Bomber. In addition, the

task of training the Bomber aircrew was also assigned to the squadron.

On 19 November 1957, the squadron was re-equipped with Canberras and the role was re-defined as Light Bomber/ Interdictor Squadron. In 1957, the squadron moved to Kalaikunda and formed a part of operational forces of Central Air Command. Towards the end of 1965, the Squadron was re-equipped with modern aircraft and the role has now been defined as Counter Air and Interdiction.

In recognition of the distinguished services rendered by this Squadron to the nation and meritorious record by this Squadron to the nation the then President of India, Mr. Fakhruddin Ali Ahmed presented the President's Standards to the Cobras on 13 November 1976. The Squadron has so far won one Bar to MVC, four Vir Chakras, six VM's, five VSMs, on Mention in Dispatches and a number of Commendations by the CAS and AOC-in-C.

Theme : Air Force, Aviation, Armed Forces.

DE-FACTO TRANSFER OF PONDICHERRY

30.12.05 500 0.8 mill

Pondicherry, situated in the Coromandel Coast, derives its name from the French word "Pond", which means beautiful, is celebrating its golden jubilee of independence from the French colonial rule.

Pondicherry is one of the oldest habitations in the world. The human skeleton excavated in a nearby village called Bommayarpalayam dates back to 0.15 million years.

The archaeological excavations at Arikamedu, near Pondicherry, indicate the existence of a commercial city for the Romans before the Christian era.

The Pallavas, Cholas, Pandyas, and Mughals ruled this place. In 16th century the Portuguese, the Dutch, the Danish and the French had established their trade centres in Pondicherry, but it was the French who came to Pondicherry in 1673 AD and ruled till 1954.

Legend has it that Krishna Deva Raya, the Emperor of Vijayanagar, while touring this place, asked 'Aayi' a lady in Pondicherry to get a well dug for public use. Aayi got it done and the well is known as 'Aayi Kulam'. People expressed their gratitude by constructing a memorial and placing her copper statue in it.

Before independence, Pondicherry consisted of five enclaves, namely, Pondicherry, Karaikal, Chandranagur, Mahe and Yanam. Just before independence, as desired by the people of Chandranagur, it was merged with West Bengal on 2nd May 1950. Pondicherry and Karaikal are enclaved in Tamilnadu, Mahe in Kerala and Yanam in Andhra Pradesh. The uniqueness of Pondicherry is manifest in the diversity of geography, language, culture and conventions duly represented by the people of all the four enclaves.

'Aayi Mandapam' which has been depicted in the stamp is an appropriate recognition of the great people of Pondicherry, known for their love for art and culture and for their patriotism.

Theme : Heritage, Pondicherry, Architecture



RAILWAY PHILATELY

JOHN HOLMAN

Visitors to the Stamp '99 exhibition at Wembley (15-18 April) will be able to enjoy a special exhibition entitled 'Trains 1999'. Organised by Stanley Gibbons, the British Philatelic Trust and the Railway Philatelic Group, it will cover many aspects of railway philately. The close links between the railways and postal service has always made stamps depicting railways, travelling post office and station postmarks and covers carried on trains popular with collectors. The Railway Philatelic Group, founded in 1966, caters for collectors of stamps having a railway theme, railway postmarks, railway letter and parcel stamps, etc.

Collectors interested in stamps featuring locomotives, rolling stock, stations, viaducts incl railway scenes are referred to the Gibbons' (Meet Railways nil Stamps the third edition is to be published on the opening day of Stamp. The second edition (1990), which I have to hand, lists over 5700 stamps issued by about 300 countries. I will be interested to see how many additional stamps are included in the forthcoming edition.

Although Britain was the first country to have a railway system, it was not until 1964 that a postage stamp featured anything connected with railways—the Forth Railway Bridge shown in the



background on the 6d. stamp commemorating the opening of the Forth Road Bridge. Railway goods wagons were shown on the KFTA d. stamp of 1967 and a toy train on the 6d. Christmas stamp a year later. The first proper railway commemoratives were issued in 1975 to mark the 150th anniversary of the Stockton & Darlington Railway. Since then we have had issues for the Liverpool & Manchester Railway (1980), famous trains (1985) and Age of Steam (1994). The last-named were considered nil by some, but I thought the drab colours reflected the dirt and drudgery of the age of steam. As one former engine driver told me, acting as fireman on a local goods train was not the same as driving the Flying Scotsman or some other famous train. AGWR steam train is included in John Lawrence's 43p stamp in the recent Travellers' Tale set. Nearly all British railway stamps feature steam trains, the exceptions being the High Speed train on the 12p value in the 1975 set and the symbolic representation of the Channel Tunnel trains on two of the four stamps marking its opening in 1994.

A look through "Collect Railways on Stamps" reveals numerous railway stamps from Rumania and Russia from the 1920s onwards. Many feature bridges and stations as well as locomotives. Two Russian sets feature underground stations in



British stamps depicting railways: High Speed Train (1987), The Golden Arrow (1972) and West Highland Line (1995)

Moscow, Leningrad and Kiev, issued in 1917 (SG 1280/5) and 1965 (3213/6). France is also a fairly prolific issuer of railway stamps, I particularly like the 1951 stamp showing the inside of a TPO sorting van (1107). Austria has issued a fair number of railway stamps, featuring horse-drawn railway (1937) and underground train in Vienna (1800), as well as designs showing steam, and electric locomotives, bridges and even a railway shed!

Belgium has not only issued some colourful stamps featuring railways—including the Brussels underground (2446)—but many railway parcel stamps. First issued in 1879 these issues were originally of a 'heraldic' design style, some featuring a winged railway wheel. Train designs were introduced in 1920, but symbolic designs continued with, for example, the Mercury stamp of 1951 (P1M375) and the Railway Junction set of 1976 (P2431/4). An interesting pictorial set was issued in 1942 showing engine driver, platelayer, porter and electric train. There are, in addition, railway newspaper and official stamps as well as the parcel issues—given a prefix N, O or P in front of the SG catalogue number to distinguish them from postage stamps. If these stamps interest you, you will find them all listed in Collect Railways as well as in Part 4 (Belielux) of the standard SG catalogue, and Stamps of the World.

RAILWAY POSTMARKS

In Britain mail was first carried by train on the Liverpool and Manchester Railway in 1830. However, letters were not sorted on board until eight years later when an experimental service



was introduced on the Grand Junction Railway, using a converted horsebox. "This curious vehicle featured on an unused stamp design by the late Rosalind Ase for the 1969.) Post Office Technology issue. (The design, now in the National Postal Museum, was reproduced on the front cover of the Museum's report for 1988.) A surviving letter carried on the first run refers to it being written in 'a moving Post Office drawn by locomotive power'. 'The first travelling post offices were not given date stamps of their own as they did not handle loose mail posted by the public. However, markings were introduced to indicate delays (through mis-sorting, inscribed 'Missent to Railway Post Office', 'Missent to London & Birmingham Railway Office, etc. Circular date stamps were issued in the late 1860s and early 1870s. TPO dates tamps remain popular with collectors but as the number of routes is now reduced they are not so sought-after as in the 1950s and 1960s when enterprising collectors caught up with mail trains—often early in the morning—to post f.d.c.'s of new stamps to receive the TPO handstamp. Some still wait about on deserted station platforms for the TPO to arrive and to post covers in the letterbox on the side of the train to receive the elusive postmark. Until 1976 a late fee had to be paid in addition to first class postage for letters posted on to a TPO; many collectors deliberately omitted the fee in order to get covers with postage dues affixed for the collection of the missing fee. Such covers received a handstamp worded 'Posted without late fee'.



Much research has been carried out on the TPO services and postmarks, principally by Harold Wilson whose work has been published by the Railway Philatelic Group. A well-written account of TPO history, with details of the postmarks, the vehicles and

the men who worked the TPOs, was published by Ian Allan in 1995. Entitled *Mail by Rail*, copies are still available from the author: Peter Johnson, 4 Parkside Close, Leicester, LE4 1EP, price £ 15.

Mr Johnson's book also includes an account of the Post Office underground railway which carries mail between sorting offices beneath the streets of London. No special markings are applied to mail carried on the trains but to mark the 40th and 50th anniversaries of the railway the Post Office produced souvenir covers and commemorative handstamps in 1967 and 1977. The line is 6½ miles long, running from Paddington in the west to White-chapel in the east, with stations (some now disused) at Western Parcels Office, Western District Office, Western Central DO, Mount Pleasant, King Edward Building, and Liverpool Street. When I worked for a short while at the National Postal Museum in King Edward Building, I was able to

visit the underground railway although not to travel on it. Although intended only for the carriage of mail bags, there are passenger carriages and some VIPs have made what I imagine were rather uncomfortable—if exhilarating—journeys on this unusual railway.

During the nineteenth century, post offices were opened on a number of railway stations and collectors like the date-stamps found on mail handled at these offices. Some were not located on the actual station but nearby and 'Near Station' appears in the designation on some date-stamps. Relatively few station post offices survive and there are none now on London terminals, although I recall using those on Paddington and Waterloo stations in the late 1960s. At the other end of the country, an office survives on Rannoch Station on the West Highland line from Glasgow to Oban, Fort William and Mallaig. Until quite recently, the station datestamp was used on all mail but is now restricted to special delivery letters, certificates of posting, postal orders and other documentation. The West Highland line featured on the 19p stamp in the 1994 Age of Steam set, the view showing a train near Bridge of Orchy station. An additional first day postmark inscribed 'Bridge of Orchy' was used for this issue—as noted in the GB Concise Catalogue. At one time the Bridge of Orchy PO was situated on the station.

Over the past 20 years or so numerous special handstamps relating to railways have been sponsored by preserved railways and cover producers such as Benham. These can be used to add to a railway thematic collection. Many commemorate events in railway history, show historic locomotives, nameplates, crests, etc. Over 20 special handstamps were used on the day of issue of the 1994 Age of Steam set; more recently, several used on 12 January and 2 February for the *Inventors'* and *Travellers' Tale* issues featured locomotives. Details of past railway postmarks can be found in *Special Event Postmarks of the United Kingdom* published by the British Postmark Society. Forthcoming handstamps are announced in Royal Mail's *British Postmark Bulletin*.

RAILWAY PARCEL AND LETTER STAMPS

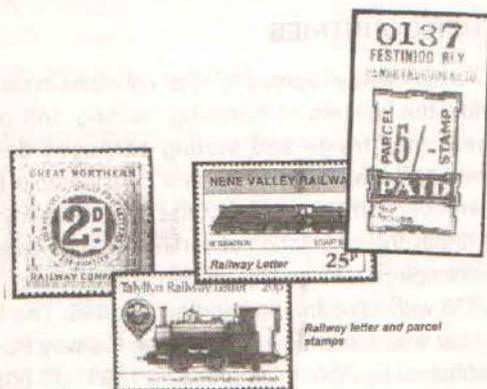
From the mid-nineteenth century onwards British railway companies issued stamps for use on parcels carried on their services. The Post Office has never had a monopoly on the carriage of parcels so the railway companies were free to issue stamps and in whatever designs they liked. At the beginning of this century such stamps were quite popular with collectors and a catalogue was published by an enterprising dealer called Herbert L'Estrange Ewen. Interest in them later declined and today they are collected by a relatively small—if dedicated—



band. Many of the stamps are quite ornate in design, some featuring the crests of the companies. Sadly, many of the stamps were damaged on the parcels and it is quite difficult to find copies in good or perfect condition. Many were cancelled by pencil or crayon rather than metal or nibber handstamp. Parcel stamps continued after the grouping of the railways in 1923 and into British Railways days. They were finally discontinued in the 1970s.

Across the Irish Sea, parcel stamps are still used at some stations of Larnrod Eireann (Irish Rail); these are in a design unaltered for many years and are un-gummed. Special stamps paying Customs Clearance Charges were used on parcels going over the border between the Republic of Ireland and Northern Ireland. Better-known to collectors are railway tier stamps introduced in 1891. These were intended for use on urgent letters which could be carried by train for collection or posting at a destination station, i.e. service was agreed between the Post office and over 70 railway companies. To conform to the PO's letter monopoly, all railway letters had to bear a 1d. postage stamp as well as a 2d. railway letter fee stamp issued by the various companies. The railway stamps were all supposed to be a standard design printed in green but a few companies broke the rules. The stamps of the bigger companies are still quite plentiful and available from specialist dealers at modest prices. However, the stamps of some of the smaller companies were printed in limited quantities and are now quite scarce and expensive. Railway stamps used on piece with a postage stamp are still sold quite cheaply but complete covers are becoming difficult to find and are now pricey.

to collectors are railway tier stamps introduced in 1891. These were intended for use on urgent letters which could be carried by train for collection or posting at a destination station, i.e. service was agreed between the Post office and over 70 railway companies. To conform to the PO's letter monopoly, all railway letters had to bear a 1d. postage stamp as well as a 2d. railway letter fee stamp issued by the various companies. The railway stamps were all supposed to be a standard design printed in green but a few companies broke the rules. The stamps of the bigger companies are still quite plentiful and available from specialist dealers at modest prices. However, the stamps of some of the smaller companies were printed in limited quantities and are now quite scarce and expensive. Railway stamps used on piece with a postage stamp are still sold quite cheaply but complete covers are becoming difficult to find and are now pricey.



Railway letter and parcel stamps

Railway letter stamps had a relatively short life, from the 1920s onwards many companies used parcel stamps on railway letters. The railway letter service survived nationalisation but was increasingly little used and British Rail ended it in 1984. It continues, however, on the state-owned railway in the Republic of Ireland.

In 1957 the Talylyn narrow-gauge railway in Wales issued a series of pictorial railway letter stamps and so began a revival of interest. The late James Watson, fondly remembered by older readers of GSM, recorded the stamps in his book *Railways and Stamps* in 1960. Today the Talylyn continues to issue these colourful stamps—aimed now, of course, at tourists and philatelists rather than the senders of urgent mail. Similar stamps are or have been issued by other Welsh narrow-gauge lines—the Festiniog, Llanberis Lake, and Welshpool & Llanfair Light Railways, and in England by, amongst others, the Bluebell, Mid-Hants, Nene Valley, North Yorkshire Moors, and Romney, Hythe & Dymchurch Railways. The North Yorkshire Moors Railway stamps, described here in May 1998, are now printed by Walsall Security Printers who will be displaying them on their stand at Stamp '99. Margaret Atkins, Manager of the NYMR Letter Service, is expected to be on hand to answer questions from collectors.

Most of the presented railways service first day covers bearing their new stamps, usually applying a special railway cancel to their stamps. Such covers have, to conform to Royal Mail regulations, to bear postage stamps and these are often cancelled with a sponsored or philatelic handstamp. Visitors to the railways can despatch letters bearing the railway stamps which are cancelled with station datestamps. If the letters are endorsed 'To Be Called For' at the destination station then the postage stamps are also cancelled by the railway date-stamp. Where the covers are posted at the destination station, the postage stamps are cancelled by Royal Mail by handstamp or machine—whatever is normal at the nearest sorting office.

The railway letter fee of 2d in 1891 had gone over £2 at the time British Rail ended the service in 1984. From 1957 until 1974 the preserved railways were obliged to charge the BR fee, but from 1974 a lower charge was levied for letters carried solely over their tracks. Initially 10p, this has, over the past 25 years, risen to 20p for letters weighing up to 100g. Higher rates of 50p and 75p apply to letters weighing up to 450g. Royal Mail stamps at the appropriate 1st class rate need to be affixed, thus a minimum weight railway letter costs 26p postage and 25p railway fee, a maximum weight letter £1.17 postage and 75p railway fee.

Details of the stamps of the preserved railways are given in a catalogue, compiled by Neill Oakley, published by the Railway Philatelic Group. Some of the earlier stamps, particularly of the Talylyn Railway, are now quite highly valued, but most recent issues are still available from the dealers.

METER AND PAID MARKINGS

Mention of meters in this column usually results in further examples from readers. A reader in York sent two interesting meters, found in a dealers' box at just 20p and 35p respectively. The first was used by the British Tourist Authority in 1979 and features what I assume is Windsor Castle, with the text 'VISIT BRITAIN/LAND OF HISTORY'. The second, used at Scranton, Pennsylvania in December 1938, marks the silver jubilee of parcel post, 1913-38, with the slogan 'SPEED CONVENIENCE SAFETY'. The meter was applied in mauve.

A reader in Estonia sent a cover bearing a clear impression of a Hong Kong Postage Paid machine mark, applied in red. The circular datestamp is of similar design to that used to cancel ordinary mail (in black). 'Postage Paid' is positioned alongside, with Chinese characters below.

THE ICE (POST)MAN COMETH!

An interesting ink-jet slogan was noted in January, used by Canada Post at various mail centres. Inscribed 'Walks are dicey when icy/Entrees glaces - danger', it is good advice I gather, given the cold Canadian winters.

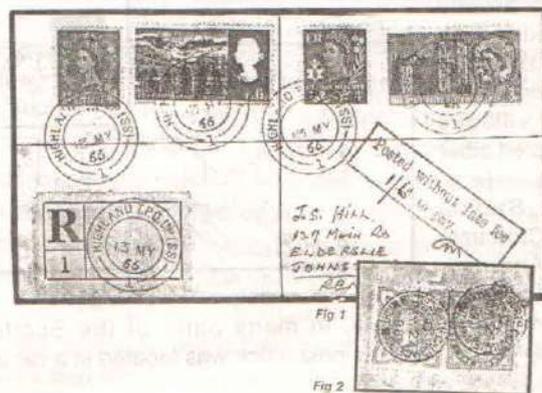


Fig 1

Fig 2

It is difficult at this remove in time to appreciate what a quantum leap in transport and communications was presented by the railways. From the outset, trains travelled at three times the speed of the fastest coach, and for the carriage of freight were infinitely quicker and more reliable than the coastal ships previously employed. It was not long after their inception that the railways were being pressed into service for the carriage of mail, the first mailbags going by train on the Liverpool and Manchester Railway on 11 November 1830, within months of its inauguration.

Formal contracts between the Post Office and the railway companies were concluded in July 1837, when the mail from London to Liverpool was accelerated by transferring it at Birmingham from mailcoaches to the goods vans of the Grand Junction Railway. Within a decade the mailcoach itself would be a thing of the past and all long-distance mail would be carried by rail. In January 1838 a converted horsebox was fitted out as a sorting carriage manned by four postal clerks who sorted letters en-route. In March 1839 trackside apparatus for picking up and dropping mailbags was installed and eliminated the need for mail trains to stop. By 1840 the first 'specials'—trains running solely for the purpose of expediting the mails—were in operation, and within two decades sorting facilities had spread throughout the rail network.

The mail trains of the United Kingdom have operated under various names over the past century-and-a-half, being successively known as Railway Post Offices (RPO), Railway Sorting Tenders (RST), Sorting Tenders (ST), Railway Sorting Carriages (RSC), Sorting Carriages (SC) and latterly Travelling Post Offices (TPO). Collectors of railway postmarks often puzzle over the difference between a TPO and a sorting carriage. The first served a particular part of the country and was controlled from London, whereas the latter was controlled by a head post office and assisted the sorting and distribution of mail, both inwards and outwards, and was manned by staff from that office.

A FORMIDABLE SUBJECT

In Britain, the heyday of the TPOs and associated services was between the wars. In that period there were more than 50 services, often employing distinctive postmarks on different sections, both up (going towards London) or down (going away from London), going east or west, north or south, by day or by night. make all the permutations and combinations Britain students of railway postmarks also turn their attention on postmarks from railway stations. For that reason any postmark with the word 'station' in it is much sought after, although it should be noted that many of these post offices were not in the station itself but in the village which had grown up around that station. With the closure of many lines, several of these villages have adopted other names (e.g. Balfour Station became Croftamie and Annbank Station became Mossblown). Conversely, in many parts of the Scottish Highlands, for example, the post office was located in a railway

station, the Post Office and the railway company sharing the wages and running costs. Until World War II, many rural railway stations provided telegraphic facilities and applied brass oval undated handstamps to telegrams. These marks were sometimes used to cancel the distinctive adhesives on railway letters between 1891 and 1922.

Apart from covers and cards bearing railway postmarks, there are parcel labels, both adhesive and tie-on, which may be found with the cancellations of parcel depots at railway stations. There are dockets and way-bills for parcels and registered letters, elusive examples of postal ephemera at the best of times, but with one or more TPO marks they are extremely desirable. The correspondence of the railway companies is eminently collectable, especially if it is intact along with matching envelope franked with an adhesive bearing the company perfin.

OTHER COUNTRIES

As the railways spread to other countries in the mid-19th century so too the system of handling, sorting and postmarking mail aboard mail trains and sorting carriages developed rapidly. Generally speaking, there was a considerable time-lag between the introduction of the railway, the official conveyance of mailbags and finally the installation of sorting facilities en route. In the USA, for example, mail was first carried unofficially in 1831, sanctioned in 1838 with experimental sorting by 1845. The first experimental mail car was tested in 1862, but the Railway Post Office was not established by Act of Congress till 1865. US postmarks bear the initials RPO or RMS (Railway Mail Service) and eventually included the termini, the name of the line or even the name of the train itself

Although the first railways were established in Canada in 1836 it was not until 1851 that a railway post office system was organised, with distinctive postmarks from 1853 onwards. The earliest marks bore the abbreviations of the railway companies; later marks showed the termini with the letters R or RW to denote Railway and usually a train or route number above or below the date. The same remarks apply to Newfoundland which also had marks with the initials were actually steamer services. I have a curious rectangular rubber datestamp of 15 December 1934 with 'N. RAILWAY' at the top and 'ROBINSONS' at the foot, cancelling a 4c. stamp (SG 224), and would welcome elucidation (Fig 9).

AUSTRALIAN TPOS

The Australian colonies established TPO systems in the second half of the nineteenth century: New South Wales (1869), Queensland (1867), South Australia (1868), Tasmania (1890), Victoria (1865) and Western Australia (1889). Each colony operated its own system and had distinctive postmarks, sometimes simply inscribed 'TRAVELLING POST OFFICE' or the initials TPO followed by the initials of the route, e.g. EGF (Eastern Gold Fields, Western Australia). Under the Commonwealth of Australia some of the states continued for a time to operate their own TPOs whose handstamps generally showed the initials of the state at the foot, with the TPO number and route at the top. A duplex inscribed 'ENGLISH MAIL T.P.O.' was applied to mail posted at Melbourne and processed on the train to Adelaide where it connected with the mail steamer bound for England (Fig. 10).

One will also come across postmarks inscribed 'ADELAIDE RAILWAY', 'ST KILDA RAILWAY' or 'RAILWAY STATION SYDNEY' and so on, which, like the British 'station' marks, merely denote





Fig 7



Fig 9



the place of posting; although a handstamp inscribed 'LATE FEE SYDNEY RLY. STN.' indicates a letter posted after the normal closing of the mails for inclusion in a

TPO despatch.

Although New Zealand lagged behind Australia in the provision of TPOs they had a much longer life, continuing down to the present time (Fig 11). The service was inaugurated in 1878 between Christ-church and Dunedin and soon extended to Invercargill. Services in the North Island date from 1886. New Zealand's railway postmarks may be recognised by the initials RTPO, RPO or TPO, sometimes including the name or initials of a town or an inscription such as 'MAIN TRUNK'. Some handstamps have the names of termini in full or abbreviated forms, with 'INWARDS' or 'OUTWARDS' over the date.

TPOA (travelling post office agent) and marks of the Port aux Basques and North Sydney TPO, Coastal TPO and Labrador TPO which

BEWILDERING INDIAN RAILWAY POSTMARKS

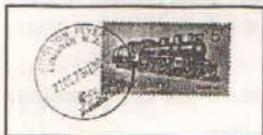
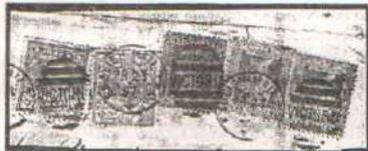


Fig 11



Fig 12



Fig 13



Fig 14



Fig 15

An experimental TPO was inaugurated between Allahabad and Cawnpore in 1863 and within a decade the system had been extended to cover all parts of British India. The earliest handstamp was inscribed 'TRAVELLING POST OFFICE' in seriffed capitals, the initials AC below the date indicating the termini. This was modified in later handstamps to include the name or initials of the service round the foot. Later handstamps denoted the section (sometimes abbreviated as SECT) of the route or the set of clerks, followed by a number. In general, earlier marks include the word SECT, whereas later ones have the word SET—very confusing, as some collectors have assumed that they denote the same thing. Indian railway postmarks are often bewildering, especially the duplexes with the letter T (Travelling) preceded by a letter or letters denoting

the-district or termini in the obliterating bars. Inscriptions in thimble datestamps were just as cryptic. Thus a tiny dater with three parallel lines inscribed 'R.I. IN/SET. No.2' with the day and month below indicates Rangoon (Burma) section number 1, inwards, set number 2 (Fig 12). In more modern times, however, handstamps were inscribed with the Set below, or the name of a town followed by RMS (Railway Mail Service). Stamps inscribed R.S. denote a railway station office (Fig 13).

In other parts of the Commonwealth railway postmarks are more straightforward, e.g. Kilimanjaro TPO (East Africa) or Port Louis Railway (Mauritius) (Figs 14 and 15). Sierra Leone, The Gambia and Sudan all had river-borne TPOs with appropriate postmarks. The TPOs in South Africa, Rhodesia and Egypt were all organised along British lines and favoured handstamps which showed the termini. As a rule, they also included the abbreviation TPO, although some of the earlier Egypt marks merely showed the route. I have marks of 1917-32 on routes from Cairo to Marg and Alexandria to Abu Qir, both with the cryptic inscription '& V.V' I have observed the same W abbreviation on some modern Egyptian marks, sometimes appearing as 'TPO. & V.V or 'T.PO./ names/ VV or even 'V.V over 'CAIRO ASYUT'; can any reader provide a solution to this?

RAILWAY MARKS IN LANGUAGES OTHER THAN ENGLISH

The railway mail services of every country-have invariably adopted some method of making their postmarks quite distinctive from those used at static post offices. Whereas the marks used in the English-speaking world have usually been circular, other shapes have been deliberately chosen in other countries, although the layout of the inscriptions and abbreviations are often a clue as well.

The travelling post office system, known as Les Bureaux Ambidants, was adopted by-France in 1845. The earliest marks were double-circle datestamps with the name of the head office

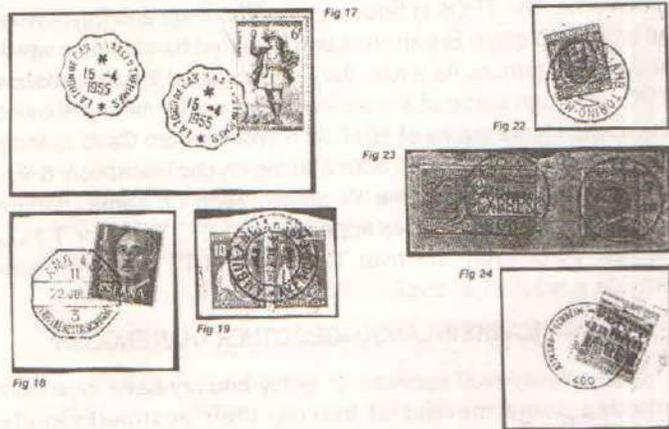
Fig 16: Cover carried on French TPO from Calais to Paris



controlling the route, the only feature distinguishing thic-m from (lit-normal backstamps of the period being a tiny ornament at the foot. By 1849, however, these handstamps were inscribed 'ROUTE No 2/ PARIS' or 'LIGNE DE CALAIS/No. 1', shortly followed by similar stamps inscribed with the names of the termini separated by the words 'A' or 'AU' (to) (Fig 16). Numerals indicating the service or section and letters denoting the squad of sorters gave considerable variety to these marks while words or abbreviations such as 'CONV(OI), NUIT (night), AMBULANTS', AMBT and 'SPECIAL' were further clues. Some handstamps of the 1860s had octagonal outer frames but as a mle a circular format was preferred. From 1906 a large-diameter single-circle

style was adopted, distinguished by the two names at the top. Handstamps with a scalloped frame were adopted in 1877 for use by the Courriers-Convoyeurs, sorters working in a compartment of an ordinary carriage, rather than in a specially fitted TPO van. This subsidiary system began in 1869 and continues to this day, and the number of different handstamps, likewise distinguished by the names of two places, must be legion (Kg 17).

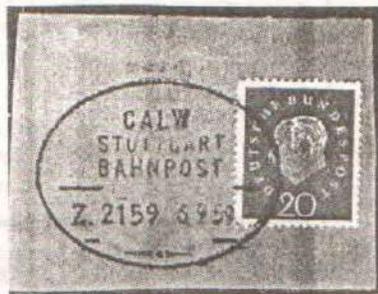
Spain's travelling post offices favour a large octagonal format for their postmarks. The abbreviation AMB (Ambulancia) appears at the top, sometimes followed by ASC. (up) or DKSC. (clown)



and the name of the service, while the actual route is inscribed round the foot (Fig 18). Roman and/or arabic numerals indicate sections. Portugal's marks are likewise inscribed 'AMBULANCIA' or 'CONDUCAO' but in circular datestamps with the name of the service round the foot (Fig 19).

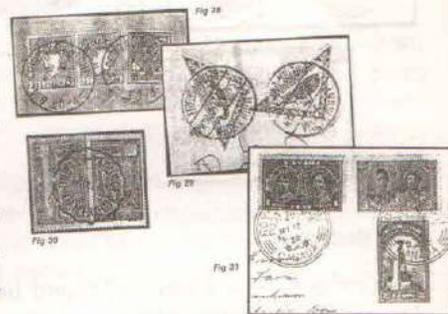
PRUSSIAN INFLUENCE

In the Netherlands, Luxembourg and Germany, on the other hand, there has been a long tradition of railway postmarks in a horizontal rectangular frame. This stems from the Prussian system, back in the 1860s when the mail trains operating out of Berlin used marks with the city name in the top line and EIS. P. (Eiserbahn Post) followed by A (Ami) or B (liiuro) to signify Railway Post Office or Bureau. Other stamps were inscribed 'POST EXP' (Expedition) followed by a numeral, and some of these also bore the names of the Anhalter or Potsdam railway stations, whence the mail trains operated.



Later, rectangular stamps bore the names of the termini of the services. Some of the stamps used in Luxembourg also incorporated the letters FC (Fac.le.ur Convoyeur), while some marks of the period up to World War II had such inscriptions as 'CONVOYAGE-AMBULANT' or its German equivalent 'SCHAFFNER-BAHNPOST. The dual nature of Luxembourg was

also evident in the abbreviations V or N (Varmittag or NachmiUag=morning or afternoon), later changed to M or S (Matin or Soir), the French equivalents. Since the war, however, Luxembourg has preferred single-circle handstamps.



Although a few German TPOs were still using rectangular handstamps in the

1960s, the vast majority from the turn of the century onwards were large oval stamps with the two names at the top or one at the top and the other at the foot, with 'BAHNPOST' over the date which also included Z or ZUG (train) followed by a number (Fig 20). In the 1960s quite a few German marks of this type substituted the word 'UBERLANDPOST' (Overland Mail). Of particular interest are the much larger rubber ovals, in Gothic script, which were issued to former French TPOs operating in Alsace-Lorraine during the Nazi occupation (1940-45).

Italian TPOs from the 1860s used double-circle handstamps incorporating a town name and the words 'AMBULANTE' or 'MESSAGENTE' (Fig 21). Later on these words were shortened to AMB or MESS in order to accommodate the names of the termini (Fig 22). While some handstamps were quite informative and included a route number and a section letter, others merely showed the two names separated by

a hyphen. Many TPO marks were of the circular bridge pattern (Fig 23), but there were also squared circles.

The handstamps used in the Hapsburg Empire were at first inscribed 'k.u.k. FAHRENDES POSTAMT (Imperial and Royal Travelling Post Office) but later became quite prosaic. Double-circle hand-stamps had the names of the termini round the top and a train number at the foot. In more recent years these have given way to single-circle handstamps with much smaller lettering (Fig 24).



Fig 25

Fig 26

SCANDINAVIA

In the Scandinavian countries there is a similar pattern of large handstamps with elaborate inscriptions in the early period,



Fig 27

followed by smaller and neater marks mainly confined to the terminal names. Among the most interesting are the double-circle handstamps of Finland inscribed in Swedish 'FINSKA JERNVAGENS POST KUPE EXPED' (Finnish Railway Post Compartment Despatch) with a train number above the date. Many of the Norwegian TPO marks down to the present day give the name of the railway line (e.g. Vossebanen or Valdresbanen). Some Swedish marks are merely inscribed PKP followed by a number.

Almost as monotonous are some of the handstamps associated with the Swiss TPOs, inscribed 'BAHNPOST' round the top and 'AMBULANT' round the foot (Fig 26). The date appears in a bridge across the centre followed by the train number. The postmarks of the TPOs in Czechoslovakia were exceedingly prolific, running into hundreds. In this case bridge-type handstamps had the names of the termini around the top, with a train number above the date and a stamper's code letter below (Fig 27). Irish TPOs had handstamps similar to the British types but after 1922 there was a gradual changeover to large-diameter handstamps inscribed in Gaelic, their significance being revealed by the abbreviation P-OT followed by the termini in Gaelic, e.g. B.A.C. (Dublin)—Corcaigh. The words Quiche, (night), im (day), Sios (down) or Amos (up) also being incorporated where appropriate (Fig 28).

Just as the TPOs in the British colonies tended to follow the pattern of the mother country so too the TPO marks of other colonial empires followed suit. Large-diameter handstamps with AMBL'LANCIA at the top and termini such as Beira and Umtali were used in the Mozambique TPOs under Portuguese rule (Fig 29), while French colonial marks adopted the scalloped pattern of the French convmcm (FIRM).

ROYAL TRAINS

No survey, however brief and sketchy, would be complete without a passing reference to royal trains. During the visit of the Royal Family to Canada in May 1959 special handstamps were used in the post office attached to the train, inscribed 'ROYAL TRAIN/POST OFFICE' in concentric arcs with 'CANADA' and a maple leaf motif below the date (Fig 31). During the Royal Visit to the USA in June a machine cancellation was used, inscribed 'ROYAL TRAIN R.RO./U.S.A.' with 'RAILWAY MAIL SERVICE' in the 'slogan'.

Finally, just as collectors often include British postmarks incorporating the Fig 32 (top) MS&L pertin 1d. red on cover from the Manchester, Sheffield & Lincolnshire Railway Fig 33 (above) Modern railway letter carried on the Talylyn Railway Fig 34 (right) Map of Norwegian TPOs, showing route numbers, from the May 1944 Railway Timetable name of a station, it should be noted

that Krenrh marks were originally inscribed 'STATION' but quickly changed to 'GARK'. The German equivalents are 'IAHNHOF' or 'HAUPTBAHNHOF'

(Chief railway station) while other variants are 'GARA' (Rumania) and 'KKRROVIA' or 'TKRR' (Italy). These marks indicate mail posted at a station although not necessarily transmitted by rail.

On the fringe there are the perfins of the railway companies (Fig 32), the meter marks on railway correspondence and various forms of labelling applied to railway parcels, not to mention the vast array of stamps, labels, cancellations and cachets associated with the largely philatelic services provided by the preserved narrow-gauge railways, the modern-day counterpart to the railway letter stamps at the turn of the century (Fig 33). Railway postcards and route maps (Fig 34) can be used to enliven a collection of railway postmarks—but a word of caution: if you include tickets and luggage labels you will soon find them taking over!

(Courtesy. Gibbon's Stamp Magazine 1999)



SKY IS OUR LIMIT

PARSI AMARCHAND

Sundar Nivas, No. 160, Baracah Road,
Secretariat Colony, Kellys, Chennai - 600 010.

Off : 25388905, 25381370

Fax : 044 - 25367741

Tel. R. : 26481007

We buy at Higher Prices

India Pre-stamp covers, 1854 classics, Early Indian
Cancellations,

Essays & Proofs Mint & used Indian Commemoratives
Great Britain, British Colonies, France & West Germany
& Other Collections and accumulations.

We Sell : Prestamp Covers, Pre Independence Mint &
Used stamps. First day Covers

Rexin bound Quality Stock Books, Imported Tweezers,
Magnifiers & Hinges



INDIA - STAMPS 2005

Sl. No.	Name of the Stamp	Date of Release	Dnmn	Remarks
1.	India - Breeds of Dog (Set of 4)	09.01.2005	5.5.5.15	
2.	Padampost Singhania	03-02-2005	5	
3.	Rotary International	23-02-2005	5	
4.	Krishna Kanth	27-02-2005	5	
5.	Madhavrao Scindia	10-03-2005	5	
6.	Flora & Fauna of NorthEast India (Set of 4)	24-03-2005	5,5,5,5	Miniature Sheet
7.	Intl. Year of Physics	31-03-2005	5	
8.	Dandhi March (Set of 4)	05-04-2005	5,5,5,5	Miniature Sheet
9.	300 years of 15 Punjab (Patiala)	13-04-2005	5	
10.	Bandung Conference	18-04-2005	15	
11.	Narayan Meghaji Lokhande	03-05-2005	5	
12.	100 Years of Co-op Movement in India	08-05-2005	5	
13.	World Environment Day	05-06-2005	5	
14.	Abdul Quiyum Ansari	01-07-2005	5	
15.	Dheeran Chinnamalai	31-07-2005	5	
16.	State Bank of India	31-08-2005	15	
17.	Intl. Day of Peace	21-09-2005	5	
18.	A.M.M. Murugappa Chettiar	01-10-2005	5	
19.	Sardar Pratap Singh Kairon	01-10-2005	5	
20.	Dr. T.S. Soundaram	02-10-2005	5	
21.	Letter Box (Set of 4)	18-10-2005	5,5,5,5	Miniature Sheet
22.	Vi. Kalyanasundaranar	21-10-2005	5	
23.	Desika Vinayakam Pillai	21-10-2005	5	
24.	Ayothidhasa pandithar	21-10-2005	5	
25.	Prabodh Chandra	24-10-2005	5	
26.	Children's Day	14-11-2005	5	
27.	Children's Film Society	14-11-2005	5	
28.	Chamber of Commerce	16-11-2005	5	
29.	World Summit on the I.S.	17.11.2005	5	
30.	Kolkata Police Commissionarate	16-11-2005	5	
31.	New Born Health in India	24-11-2005	5	
32.	Jawaharlal Darda	02-12-2005	5	
33.	Builder's Navy	04-12-2005	5	
34.	Dr.M.S. Subbulakshmi	16-12-2005	5	
35.	Integral Coach Factory	19-12-2005	5	
36.	Jadavpur University	21-12-2005	5	
37.	16 Squadran Air Force	27-12-2005	5	
38.	De Fact. Transfer of Pondichery	30-12-2005	5	

KNOW THIS COUNTRY

ÅLAND

Åland is a beautiful group of over 6,500 islands, an ideal destination to see unspoilt nature and a certain to be close to the sea wherever you are. It is situated between Sweden and Finland and since it is closer to Sweden, the language spoken is Swedish although their nationality is Åland Finnish. Åland is neither Finnish nor Swedish when it comes to postal laws. On 1st March 1984 a special law was passed by the Finnish President to allow Åland to have their own stamps forthwith. The stamps are still printed and sold by the Finland Philatelic Bureau

until 1st January 1993 when Åland really got its postal independency from Finland. They immediately adopted a very healthy policy of issuing only 10 stamps per annum, but since their quantities were small and many collectors about to start Åland stamps soon sold out and some issues needed reprints rightaway. In this way, even today Åland remains interesting to collect because the reprint (see the Facit catalogue) differ from the original first edition. You can still buy all Åland stamps so as to enjoy a complete collection. They have never given in to speculators and consequently deserve recommendation for anybody starting a new country, should consider Åland. Historically it has played always an important roll and covers of the 19th century crossing Åland are very rare. Especially those of the Crimean war, when the British and French armadas were approaching Åland in order to seize up Bomarsund and settle up with the Russians, Åland farmers concealed their ships by sinking them in secluded waters. All navigation marks were removed to make it more difficult for ships to find their way among the islands. Ships which were still

operating sailed under false colours. Today life on the islands is very enjoyable and inspired by nature and season, especially during summer months, which bring months of outdoor activities; shipping, sailing, swimming and enjoying the pure Åland sea air wherever you go. Needless to say that the islands are a popular holiday destination for all Nordic and Scandinavian people.

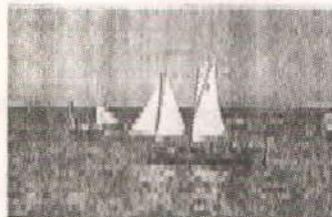
The Åland Post Office issues stamps which are purely designed for the Islands and naturally highlight important history events, famous people, ships, every day life, natural scenery, animals and flora of the islands. Each year they organise the traditional postal rowing boat regatta between Sweden and Åland or vice versa. This event commemorates how the postal services were done ages ago. (see illustration no. 1)

The Postal Boat race of 1994 was arranged on 18th June for the 21st time. This year the race will start in Grisslehamn. The route across the Åland Sea has been a postal and merchant route between west and east for thousands of years. The postal boats will carry mail across the sea and the despatch will be cancelled with a special cancellation and a commemorative cancellation. The latter is an adjacent cancel, which guarantees that the letter or card has been carried across the sea by a postal boat.

Illustration no. 2 shows a natural field of stones which show traces of inland ice, a feature which is part of their definitive set during the March anniversary celebration. They also celebrated the pretty designs by the artist Jim Boistrup, for the new stamp booklet (see the artist with Frederika Sundberg, the marketing assistant at the postal museum) and the illustration of the booklet shows butterflies on Åland Islands. On May 5th Åland will honour two famous medical scientists. The first stamp focuses on a type of hereditary bleeding diathesis, which E.A. von Willebrand discovered on Åland. His discovery helped the world to stop bleedings which would otherwise lead to death. The other stamp FM 2.90 talks about the brilliant discovery of Erik Jorpcs, another native of Åland who elucidated the chemical structure of heparin and developed a method of purification of the substance. Heparin is used in treatment of thrombroses and medical equipment, (illustration no.4) At this time, we would like to introduce you to the Foreign Marketing and Sales Manager, Heidemarie Eriksson (illustration no. 5) who is fluent in English, German and Swedish. You can meet this charming lady at all the important foreign exhibitions where Åland is present with a trade stand.

Value added tax will be introduced on 1st June. This tax will be imposed on postal services, but the stamps are continuously sold at face value. A large Baltic Sea exhibition will be staged in Åland in the autumn of 1995. It will be called "MARE BALTICUM". It will be organised by the Åland Philatelic Society who celebrates its 50th anniversary. The exhibition is sponsored by the Åland Post Office. Should you need any more information please write to Åland FILATELISERVICEN, P.O. BOX 100, FIN-22101 MARIEHAMN, Åland, Finland. Tel. 010358 28 28641, Fax. 01035828 28608.

(Coutesy : Gibbone Stamp Monthly, 1994)



No. 1



No. 2



No. 3



No. 4



No. 5