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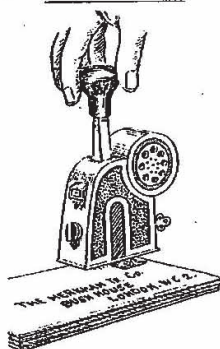
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THE JOURNAL OF THE IRISH PHILATELIC CIRCLE



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cachet (see page 81) and

AN ADVERTISEMENT FOR THE MULTIPOST

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ATHY - A MILEAGE MYTH EXPLODED

Cl Dulin

In the recent series of articles on Mileage Marks, an attempt was made to point out the disparity between Directory mileages and Mileage Marks. In particular, the suggestion was made that perhaps there were other Post Towns besides the generally accepted ATHY, that showed British miles on one hand and Irish miles on the other. It may be recalled that originally it was Dr. Stafford who had formed the thesis for ATHY, primarily on the basis that the ratio of the earlier Directory mileage (41) to Mileage mark (32) was virtually the same as that for Irish miles to British miles (1.27). By a similar line of reasoning other possible candidates that showed this ratio were noted in the articles.

One result of these articles was a number of letters on the subject. Some of these have already been referred to. However, a letter from Anthony C. Booth-Jones from South Africa was particularly interesting, for he had a copy of the very extensive Post Office Commission report of 1828 (Nineteenth Report of Commissioners of Revenue Inquiry). The only other report I had seen was that of the more widely known volume for 1838. Obviously, these reports were, and are, the nearest one can get to absolutely correct official data. It was by the use of this report that, a few years ago, he solved the 'T.Off' marking mystery.

These reports were meticulously compiled and contain masses of useful statistics. He very kindly volunteered to send me photocopies of whatever I would like from his 1828 copy. Accordingly, I asked for Appendices 85 and 86. Appendix 85 deals with the Post Towns of Ireland on the basis of how much revenue was then currently collected and how much would accrue when a proposed change in postage charges came into effect in 1828. Essentially, this 1828 Act (which will be dealt with in the 'next' regular instalment of *MILEAGE MARKS - AN ANALYSIS*) was intended to change the basis of postal charges from Irish miles to British miles. Appendix 86 was a return showing what was termed the direct Lines and the mail route for each Post Town from Dublin and the rate of postage for each.

On inspection of these fascinating tables, came the revelation which we have all seem to have missed. That is, the differences between the Directories and the Mileage marks were not due to British and Irish miles, but to the actual distances and how they were defined. All were expressed in Irish miles, but it was the choice of routing that had made the difference. Thus for ATHY there are two entries. One is for 33 miles and 3 furlongs (slightly different from the 1808 Mileage mark of 32) and the other is for 41 miles and 1 furlong. More importantly, the entries show that the shorter distance was for the Morning Mail, and the longer for the Evening Mail. A glance at a map will show the shorter routing (to Dublin) was almost certainly via KILCULLEN and NAAS, while the longer route was by way of KILDARE and NAAS. It should be found by study of the relevant mail coach routes, but thus far it has not been possible to do this. Hopefully, this will be made in the near future.

Of course, it has long been suspected that mileages were based on actual road distances (at least until 1838 when map radii from Dublin came into operation on the basis of as the crow flies - save for the immediate area, the 3d area, around the city itself), but it has not been suggested before that differences existed because of different mail routings to a given town.

In previous articles, the existence of other 'British' mile Post Towns were considered on the basis of the magic 1.27 ratio. Sure enough, those suggested are among those which are shown in the tables as having different mileages depending on the routing of the Morning and Evening Mail.

The complete listing is as follows -

<i>Post Town</i>	<i>Morning Mail mile & furlong</i>		<i>Evening Mail mile & furlong</i>	
ABBEYLEIX	49	2	47	3
ATHY	33	3	41	1
CAHER	90	2	87	4
CASHEL	78	7	97	1
DURROW	54	2	54	1
JOHNSTOWN	61	7	70	7
LITTLETON	70	4	79	-
STRADBALLY	40	-	45	2

Additionally there is the entry for CORK which reads 'by Cashel 126 miles 1 furlong and by Clonmel 125 miles 7 furlongs', an insignificant difference in mileage, but highly indicative that routing was paramount.

By no means does this table alone explain all the differences noted previously for various Post Towns, but it must be remembered that this was the situation in 1827. In earlier years both the exact routing and the exact mileages (as measured for those years) have to be established. The main point is that now the approach has changed from one of hypothesis to one of certain explanation.

Apart from the mail routing Morning and Evening differences, there is also the difference between actual and mail routing.

Appendix 85 (which is by far too lengthy to quote in its entirety here) is even more illuminating. This contains (among other data) a table of each and every Post Town (in 1827) and the difference in mileage between the direct distance from DUBLIN and the distance of the actual mail route. Well over half show differences, the highest being MILLSTREET at 487 miles 6 furlongs. Other large differences are for DUNGIVEN at 39 miles and 7 furlongs and SWINFORD at 36 miles and 6 furlongs; several between 20 and 30 miles (including BALLYCASTLE, CASTLEISLAND, KENMARE, KILDORRERY, KILLARNEY, NEWTOWN LIMAVADY and PORTAFERRY) and very many between 10 and 20 miles.

While some differences are small on an absolute basis, they can be quite large on a percentage basis. For example, TULLOW, had an actual distance from DUBLIN of 38 miles. Its mail route distance was 8 and a half miles longer or well over 20%. Hopefully in the next instalment of *MILEAGEMARKS*

the analysis of this data and the Directory and Mileage Mark data will be compared.

Among this new wealth of information there are also some items which lay the basis of a systematic approach. For example, the conformation that the starting point of measured mileages was from the GPO in DUBLIN. Also, 'that the number of miles therein stated are computed according to Irish measure' and, most importantly, 'in every instance where the distance differ from the actual route, they are taken from Taylor & Skinnner's Map of the Roads of Ireland'. An amusing addition reads 'it is right, however, to add, that the Postmaster General are (sic) not prepared to say that all these roads are now in a fit state to be travelled on'.

Obviously, the starting point for study on the earlier years (from 1808) would be immeasurable aided by Commissioner reports from that period. A hunt is now on to find them. Meanwhile, our very many grateful thanks to Tony Booth-Jones who has allowed us access to the 1828 report.

BELFAST FOUR STATE CODING SYSTEM

A Kane

Mail that is passing through the Belfast sorting office is appearing with an Internal Four State code on it. This is not to be confused with the Customer Four State Code seen on envelopes from Belfast Return Letter Office.

It has been designed to ensure reading errors are kept to a minimum and even if parts of the code are missing, the overall code mark can be reconstructed.

The code can appear in one or two rows. The upper one indicating the tag code and show that the Optical Code Reader has failed to decode the address/postcode and has passed the image onto the Video Coding System. The Lower row indicates the routing applied by the OCR or the VCS.

This system came into use in Belfast APC on the 2/10/95 on MTTs 20 and 23 (Mail Transportation System).

The algorithm has been developed by Royal Mail and is their copyright. The information is courtesy of Royal Mechanisation Study Circle.

The cover has the correct address but the wrong postcode and therefore shows the two rows of Four State Code.



POST TOWNS IN ULSTER, 1784-1820

(from contemporary Newspapers)

AW Graham

I have for some long time been approaching postal history from the local history angle as I was unhappy with the discrepancies I was encountering in such secondary sources as old Almanacs and such like. Finding out when Post Towns first opened is one of the basic and probably most difficult of the problems.

I have almost completed a systematic search of the newspapers covering the period 1780-1820 for Ulster and set out my main findings on the subject below. I have quoted the reports verbatim and it seems clear that they are possibly the most accurate record apart from the PO Circulars on which they must have been based. I would really like to know if anyone anywhere has ever managed to find any of these important documents. It is possible they are lurking hidden in the depths of the PO Archives in London or mentioned in the Irish minute books.

Sadly, the newspaper records are incomplete with missing or mutilated copies and to get a full record can involve visits to various archives.

I have only been able to cover Ulster with the newspapers published in Belfast. I believe that it might take a very long time indeed to locate and read the Dublin based newspapers.

It is also quite difficult to weed out the references to the Post Office from the vast expanse of verbose verbiage devoted to court and parliament affairs. Also the political events of the 1790's seem to have overshadowed such mundane affairs as the postal service. I have yet to discover any PO reference in the *NORTHERN STAR* published in Belfast from January 1792 to May 1797 but I may have missed something. Luckily there are almost complete records of the *BELFAST NEWSLETTER* going back to 1738 but again with newspaper reports it is pretty much hit and miss and whether they were sufficiently newsworthy.

It is also interesting to check back to see how these reports tally with the Irish Almanacs of the time. From the 1811 noticeably CALEDON and KILLOUGH are listed in the 1812 lists. SIX MILE CROSS does not appear to figure at all until BALLYGAWLEY replaced it. It all seems to confirm my original misgivings about the accuracy of the Irish Almanacs and how up-to-date they were and whether they are the best available source.

An obscure point emerges which may require some clarification - most government contracts start on the 5th of the month. Apart from the appointment of postmasters and the creation of Post Towns there are numerous references to mail coach contracts and services starting on 5/6 of the month.

These were based on the old year quarter days and old calendar which were 5th January, 5th April, 5th June and 5th October. Curiously these persisted until the Government, in a Treasury minute of August 22nd, 1854, altered them to January 1st and so on.

I have not yet been able to confirm but other evidence from different sources (House of Commons Reports) suggests that BLACKWATERTOWN opened with CASTLEDERG on October 5th, 1820 and TEMPO on January 5th, 1820. Research into this period is very difficult and I would be glad to hear from anyone who has made further progress - especially the 1790's period. I have reported these findings to Harald Frank for inclusion in the reference book on Irish PO's.

I have a listing of newspaper reports on PO's 1820-1855 in preparation and reckon about a third or more PO's received some mention in the Ulster newspapers.

Finally has anyone heard of the BELFAST to HOLLYWOOD 2d post?

July 7th, 1786 - BELFAST NEWSLETTER -

'the following are among the alterations in the course of the Posts, announced by the Secretary of the General Post Office, which were to commence from the 5th of this month; Instead of the present route to Derry by Newry, the post will branch off from Drogheda, six times a week through the towns of Collon, Ardee, Carrickmacross, Ballibay, Monaghan, Aughnacloy, Omagh and Strabane, Collon, Ballibay and Aughnacloy to be established Post Towns.

Castleblaney to be established a post town, with a post thrice a week through Ballibay.

A cross post thrice a week from Dungannon to Aughnacloy.

An additional post weekly to Cootehill and the same to Moneymore and Magherafelt.

A Receiving House to be established at Conboy with a post thrice per week through Raphoe.

Markethill to be established a Post Town with a daily post through Newry.

Rosstrevor to be established a Post Town with a post thrice a week through Flurrybridge.

Strangford to be established a Post Town with a post thrice a week through Down.

A cross post to be established thrice a week from Downpatrick through Killyleigh and Cumber to Belfast - Cumber to be established a Post Town.

Gilford to be established a Post Town with a post thrice a week through Loughbrickland.

An additional post weekly to be established to Ballycastle.

By Command of His Majesty's Postmasters General'.

March 22nd, 1811 - BELFAST NEWSLETTER -

'We have pleasure of announcing that a six days post communication is to be immediately opened between Belfast and Portaferry. Their Lordships the Postmasters General have also be pleased to order that the following three days posts in the North District, shall be established on and after 5 Mar 1811;

Killough from Down.

Dunymagh, from Strabane.

Six Mile Cross, from Omagh.

Caledon, from Tynan.

And that Portaferry, Rosstrevor and Ramelton shall be made daily posts from the said period'.

[a very similar report appears in the BELFAST COMMERCIAL CHRONICLE of March 20th, 1811]

June 8th, 1813 - BELFAST NEWSLETTER -

'Their Lordships, the Postmasters General have issued instructions to the Surveyor of the Northern District, relative to the Post Office recently established at Six Mile Bridge, County Tyrone, to be abolished; and in lieu thereof, have been pleased to order the establishment of a post office at Ballygawley, in the same county, situated on the district mail coach line from Aughnacloy to Omagh. This arrangement will be carried into effect on and after 6 Jun'.

January 4th, 1814 - BELFAST COMMERCIAL CHRONICLE -

‘Their Lordships, the Postmasters General have been pleased to direct the establishment of a Post Office at Castledawson, County Derry, situated on the line of the cross post from Randalstown to Magherafelt. This arrangement will be carried into effect on and after 6 inst.’.

April 3rd, 1814 - BELFAST COMMERCIAL CHRONICLE -

‘The Postmasters General have ordered the following new establishments and alterations in the Northern District to take place on 5 inst; viz; a post communication daily from Dungannon to Coleraine; the same from Armagh to Aughnacloy, through Caledon by diligence (coach); a three day post from Ballycastle to Newtownlens; Portglenone, Garvagh & Kilrea made daily instead of three-day posts, and Bellaghy established a Post Town’.

March 29th, 1817 - BELFAST COMMERCIAL CHRONICLE -

‘The Postmasters General, we understand, have been pleased to order a Receiving House to be established at Holywood, dependant on Belfast, to commence on 6 Apr. The post for Holywood will be despatched each day at 12 o’clock and return to Belfast at 9.30 each morning. The postage of a single letter will be two pence’.

The following reports have also been found but do not give precise dates although it is safe to assume that they were within a few days, or weeks of the opening of Post Offices. Sadly it is not clear whether the Post Offices were about to open or had already opened.

August 22nd, 1800 - BELFAST NEWSLETTER -

‘We understand the Postmasters General have been pleased to establish a Post Office at Killinchy, of which John Coulter is assigned to the present postmaster’.

January 21st, 1806 - BELFAST NEWSLETTER -

‘General Post Office - Upon the mail coach lines in this kingdom, the correspondence from England will be forwarded from the GPO on Sundays, instead of remaining there until the following day. The good effects of this regulation have been experienced in this and other principal towns for some time past. The following posts are also established - viz;

A Post Office in Kildorrery, county of Cork.

ditto in Newmarket, county of Clare.

A daily post from Sligo to Ballina.

" " Dublin to Athy.

" " Dublin to Eyrecourt.

" " Dublin to Portadown, through Tandragee.

" " direct from Belfast to Armagh, through Portadown.

" " Antrim to Magherafelt’.

November 9th, 1807 - BELFAST COMMERCIAL CHRONICLE -

[also November 10th, BELFAST NEWSLETTER]

‘The Postmasters General, we learn, have established a Post Office in Randalstown; a measure of great public utility, as it will greatly facilitate the communication by post, through the whole of that part of Antrim. Other improvements are, it is said, in agitation’.

November 24th, 1807 - *BELFAST COMMERCIAL CHRONICLE* -
[an almost identical report in the *BELFAST NEWSLETTER*]

'The Right Honourable the Postmasters General have been pleased to establish a Post Office at Newton Glens. The conveyance by this office is to and from Glenarm'.

October 25th, 1814 - *BELFAST COMMERCIAL CHRONICLE* -

'We understand the Postmasters General have been pleased to order that the post town of Newtownglens should be restored to it's ancient name of Cushendall. By this modernized name this place was rarely known'

October 30th, 1820 - *BELFAST COMMERCIAL CHRONICLE* -

'Their Lordships the Postmasters General have been pleased to direct the establishment of a Post Office at Castlederg, by Tyrone, branching from Strabane, as a 3-day post'.

January 10th, 1821 - *BELFAST COMMERCIAL CHRONICLE* -

[identical report in the *BELFAST NEWSLETTER* of January 12th]

'Their Lordships the Postmasters General have been pleased to direct that Tempo, in the county of Fermanagh, shall be made a Post Town, and the communication with Enniskillen be opened 3 days a week'.

November 29th, 1820 - *BELFAST COMMERCIAL CHRONICLE* -

'The Postmasters General have been pleased to direct the establishment of a Post Office at Blackwatertown, on he line of the mail coach road from Armagh to Dungannon'.

March 5th, 1808 - *BELFAST COMMERCIAL CHRONICLE* -

[Editorial on the extension of mail coaches. Advertisement for tenders to be submitted to the postmasters general for mail coach contracts also appears in this issue. A useful but confusing list of recent improvements introduced appears as follows]

'Newtonglens, Oranmore, Gore's Bridge, Randalstown - new posts: Larne - three additional posts a week: Newcastle, Ballymore, Movill, Ballynacarrig, Mount Nugent, Garva and Maghera - new posts: Durrow, Richhill, Clogher, Ballynakill, Stradbally - 3 additional posts; Drumsna & Mount Malby - new posts: Randalstown - 3 additional posts: Crumlin - a new post'.

October 26th, 1813 - *BELFAST NEWSLETTER* -

'Their Lordships the Postmasters General have been pleased to direct the establishment of a Post Office at Emyvale, Co. Monaghan, situated on the line of the mail coach road to Derry, between Monaghan and Aughnacloy'.

[Editor; above article by Mr Graham shows how much original material is available and still to be gathered by the student of philately. Of course this work is very time consuming but nonetheless very rewarding when 'gems' such as the above are located. Congratulations to all those who embark on these ventures.]

A REVIEW OF THE HARRISON ROLLS FOR USE IN IRELAND, 1922-1925

WP Fletcher

The aim of this article is to survey the two issues of Harrison Coil stamps with emphasis on the production, usage, roll leaders and the various types of coil joins.

HISTORICAL

Rolls of stamps were necessary for the recently invented stamp affixing machines, for sticking stamps on commercial correspondence, and the early coin fed stamp vending machines pioneered by Mrs Kermode. These early experimental rolls from 1907 were privately made by joining strips of stamps by hand that had been separated from Post Office sheets. By 1912 the Post Office was involved and Automatic Stamp Vending Machines were installed working on the principle of 'a penny in the slot'. In the first place, special plates were not prepared to print stamps in long strips and Harrison, the printers, produced rolls for the Post Office by joining ordinary sheets of stamps together, a portion of the margin being used to join the sheets, then separating them with mechanical slitters vertically and winding the rolls on to a core with the correct hole to fit a particular type of vending or affixing machine. These were initially all vertical rolls [lengthwise delivery] and rolls were made for both top end and bottom end delivery. The join is on the top of the stamp by joining to the sheet margin below a stamp. The mechanical slitters often produced a characteristic straight edge along the slit edge giving the typical coil stamp appearance. If badly adjusted the slit could produce a stamp with the slit away from the perforation.

Later horizontal rolls [sideways delivery] were produced in the same manner with the joins using the left hand margin of the sheet and the delivery was left side first. Here the join is onto the right hand side of the stamp in coil joins.

Rolls were produced using the 1/2d, 1d, 1 1/2d and 2d values in small rolls of 480 or 500 stamps and large rolls of 960, 1,000 and later 1,920 stamps. Joins can be found with the stamp joined *tete beche* and with the 2d dies 1 and 2 joined. The Post Office charged a premium on top of the value of the stamps for rolls, initially it was 1d premium for a small roll and 2d premium for the large rolls. This was doubled and by 1922 a roll of 480 1d stamps sold for £2-0s-2d; a premium of 2d over face value and 4d premium for the 1,000 stamp rolls.

By the time of the First World War, three stamp affixing machine manufacturers had cornered the market. The English company of the International Stamping Machine Co. marketed the FIXO machine. The POKO machine was German produced and the front runner was MULTIPOST, an American machine marketed by the Merkhams Trading Company. All affixing machines cut the stamps from the rolls and would give parallel top and bottom margins often with mutilated stamps worthless to collectors.

Figure 1 shows the scarce GB 1d King George V stamp on multiples watermark paper from an early GPO coil. The different affixing machines each produced a characteristic cut but by the 1922-1923 period the cutting was more accurate and more or less along the perforation. The object of the stamp affixing machine was to speed the rate of stamp sticking on commercial correspondence. MULTIPOST advertised (front cover of the *JOURNAL*) that their machine affixed stamps ten times quicker than by hand.



fig 1 GB 1913 Coil stamp miscut by affixing machins

The original roll leaders [wrappers] were printed in the colour of the stamp on beige paper and later in black with paper similar to the colour of the stamp. The wrapper has, as well as details of the contents, value and the six of the roll, a designated control letter specific to the type of roll, i.e. (P). The last stamp in the roll is attached to an end paper which is usually dated and which in its turn is attached to the core of the roll. The colour of the end paper is not specific to the value and the selection of the colour of the paper seems pretty haphazard. The cores of the smaller rolls was about 1.25cm and those of the 1,000 stamp rolls were about 3.25cm. The completed rolls were tied through the centre with tape and sealed with a leaden tablet upon which was impressed the Royal Monogram. This being considered necessary to prevent pilfering of stamps from completed rolls.

The King George V low value stamps in use during the 1922-1925 period were printed by Harrison. The low value stamps were printed in sheets of 240 with an interpane gutter separating the upper and lower panes each of 120 stamps (12X10). This interpane gutter was the exact size of a stamp and each image contained four vertical lined pillars.

Sheets were guillotined into panes prior to joining. It is more likely that the top panes were joined to the next top pane and similarly with the lower pane. All stamps in a particular horizontal roll would have stamps from say the first horizontal row of the sheet, the next roll produced would have all stamps from the next row and so on and likewise with the vertical rolls. The much sought 'PENCF Corrected' error on the 11/2d value is found on the Harrison 5 Line stamps; it appears on row 15, stamp 12 on some sheets. In view of the method of producing the rolls, in theory, if you find one 'PENCF Corrected' error in a roll, you will find one every twelfth stamp [horizontal roll] or tenth stamp [vertical roll] in that roll!

The ordinary Harrison plates were unsuitable to print stamps in a continuous coils [i.e. without joins] because of the interpane gutter. Also the printing was sheet fed. Early attempts to produce continuous coils by reel printing were

halted during the First World War. This required a special plate to reel print the stamps 'on the web', which is to say on reels of paper of great length. Continuous coils started to appear around 1922 but only came fully into use with the change of printers to Waterlow in 1924 when the sheet format was changed to remove the interpane gutter. For a more detailed account of early GB coils the series of articles by GHR Homer-Woolf and Peter J Jones in the *GB JOURNAL* [1977-1978] is recommended.

Meter machines introduced by Pitney Bowes, Universal Postal Frankers, Roneo-Neopost and other were the death knell of the stamp affixing machines. The machines were licensed by the Post Office for use by persons, businesses and organisations doing a large quantity of mailing. In the UK Pitney Bowes were authorised by the PMG in May 1922. The use of meter machines in the Irish Free State did not begin until September 1926. *Iris an Phuist*, number 206 issued on June 23rd, 1926, contained instructions as to the use of these machines. They printed franks directly on the envelope and later advertisements were added to meter marks.

In Ireland, British stamps were no longer valid from the end of March 1922. No coil stamps were therefore available and the need to provide overprinted stamps for the Provisional Government of Ireland, and later the Irish Free State, in rolls was soon recognised. This specialised work of coil making could not be undertaken by Dollard or Thom and was contracted out to Harrison of London who produced the rolls for use in Ireland with the two distinctive Harrison overprints.

	1	2	3
1	ē r	!	2 n.
2	A 9 L	e	n
3	2 r		
4	! e 9	h	
5	! r 9	9	A
6	1	e 9 r	1
7	2 2 r	r	2
8	r	e 9	e
9	A A e	2 i	r
10	e A 9	A A	9

•Not consistent. •Plate Flaw

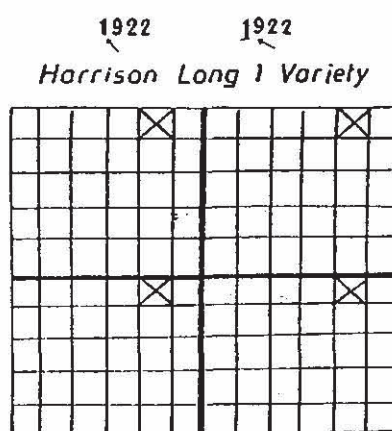


Fig 3 [left] Recurrent flaws found in the 5 line stereo. [right] long '1' variety and pane showing arrangements of 3 line stereos.

HARRISON 5 LINE 'Rialtas Sealadac' OVERPRINT - June 1922

This was the first of the two overprintings by Harrison and both were confined to those values which were issued in coils. The overprint, in glossy black ink, is characterised by the distinctive long tail to the 'i' in Rialtas and the 'R' of Rialtas is always over the 'Se' of Sealadac. The overprint measures 15X17mm against the 14.5X16mm of the Thom printing. No blocks or sheets are available but by careful reconstruction Priestley (1) has shown that printing stereo consisted of 30 clichés, three across and ten deep repeated eight times to form the printing plate of 240. Most clichés in the stereo of 30 can be identified by minor type flaws and an update of Priestley's research (fig 3) will assist identification of the individual clichés. 1/2d, 1d, 11/2d and 2d (both Die 1 and 2) values were issued and first appeared in mid June, 1922. 11/2d is found with the 'PENCF Corrected' error and the 1d with the 'QNE' error. The 2d is known within watermark inverted and reversed.

HARRISON 3 LINE 'Saorstat' OVERPRINT - March 1923

The Irish Free State was established on December 6th, 1922 and a change of overprint was necessary. The Harrison second overprint for the coil stamps is characterised by the foot of the '1' of 1922 is rounded, the loop of the '9' in the date is rounded and the second 'e' of Eireann is slightly raised when compared with the Thom Saorstat overprint. The ink was firstly dull black and later printings were shiny blue-black.

The well catalogued variety of 'long 1' in date occurs on the fifth and eleventh stamps of some of the horizontal strips of 12 and the first and sixth stamps on some of the vertical strips of ten. It follows that the printing stereo is therefore one of the 30 clichés; 6 X 5; the 'long 1' occurs once in each stereo of 30 on the fifth cliché on the top row and eight times in each sheet (fig 3). I am not aware of the positional study of this stereo that has been published. 1/2d, 1d, 11/2d and 2d (Die 2 only) values were issued in early March, 1922. Hopkins (2) reports the 2d value with inverted watermark and the 1/2d value with watermark inverted and reversed is catalogued.

Numerous minor type flaws are recognised. These are mostly likely flaws on the individual clichés of the printing plate, as distinct from stereo flaws. They are not common; if they were stereo flaws there would be found one in every thirty stamps (as the 'Long 1' variety) but as plate flaws they are on in every sheet of 240. Reasonably prominent flaws to be found are -

- a] Wavy line above 'RS' of Saorstat.
- b] Large break in '9' of date at bottom of loop.
- c] Curved line over 'S' of Saorstat and void in base of first '2' of date.
- d] Large void in accent over 'a' of Saorstat and void in bottom of '1' of date.
- e] Curl to right of top serif of second 's' of Saorstat.
- f] Broken line above first 't' of Saorstat and crescent 3mm above 'a' of Saorstat.
- g] Crescent below second 's' of Saorstat and line under 'a' of Eireann.
- h] Break at top of 'E' of Eireann and void in accent.
- i] Dot over accent over 'E' of Eireann (on long '1' stamp).

PERFORATION OF THE GB SHEETS

To understand the reason for the different types of coil joins it is necessary to review the perforation of the GB stamps of this period. The perforation machine used a comb with an extension spur of 14 pins on the left and a single extension pin on the right. The machine was set to perforate the single sheets from side to side and produced the perforation arrangement described by Stanley Gibbons (3) as Type 2 if the sheets were fed left to right into the perforator and Type 2A if fed right to left. This produced sheets with the following perforation arrangements (fig 4) -

Type 2, left fed :

Bottom Margin	a single extension hole ('imperf controls')
Top Margin	perforated through
Left Margin	imperfurate
Right Margin	perforated through

Type 2A, right fed

Bottom Margin	perforated through ('perf controls')
Top Margin	a single extension hole
Left Margin	perforated through
Right Margin	imperfurate

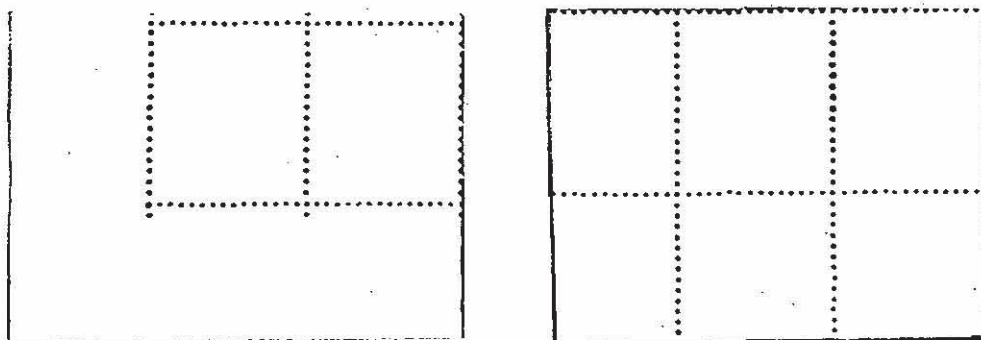


Fig 4 Perforation type 2 [left] and 2A [right]

The machine was normally set to perforate from left to right. [to further confuse the situation, Beaumont and Stanton (4) describe these two perforation types as Type IIa and Type IIb.]

THE MANUFACTURE OF THE ROLLS

Having printed, perforated and overprinted the stamps, to make rolls, Messrs. Harrison & Sons of St Martin's Lane, London WC, guillotined sheets in different ways depending on whether the stamps were destined for vertical or horizontal rolls for both the 5 and 3 line overprint issues.

HORIZONTAL ROLLS

For horizontal rolls, the top, bottom and right hand gutters were entirely removed as were all but about 4mm of the left margin which was retained to make the coil joins. All such coil joins use the left margins to make the joins every twelve stamps; the left margin of stamp 1 in the row is attached to the right side of stamp 12. Two types of joins (fig 5) are identified, imperf joins from sheets with imperf left margin [type 2] or perforated joins from sheets with perforated left margins [type 2A]. This arrangement is also on the coil leader stamp which are found with either imperf or perf left margin attached to the leader paper.



Fig 5 Margin of horizontal Join and Leader Stamps
Left - Imperf margin Right - Imperf margin

Horizontal coil end papers are attached with the right margin of the left stamp of the roll. To produce this arrangement sheets must have been specially guillotined, removing the top and bottom margins, all but 4mm of the left margin (for the last join) and leaving 4-4.5mm of the right margin of the sheet to attach to the end paper. Two types of end tabs stamp (fig 6) are identified, imperf margin from sheets with imperf right margin [type 2A] or perforated margin from sheets with perforated right margins [type 2].



Fig 6 Margin of Horizontal End Stamps
Left - Imperf margin Right perf margin

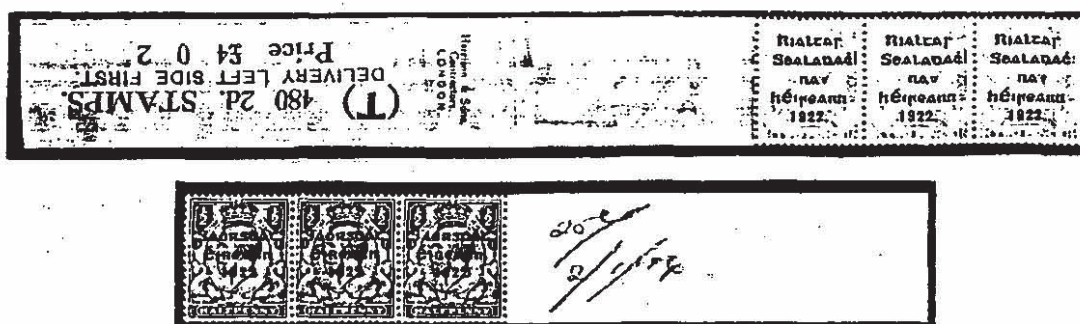


Fig 7 [top] 2d Horizontal Coil Leader stamp with perf. margin. [below] 1/2d End Stamp imperf margins with tab-paper showing number '207' and date 2/1/24

VERTICAL ROLLS

The vertical rolls are more complicated. Coil joins are necessary every ten stamps because of the interpane gutter. The sheets were divided into two panes. The top, left and right hand and all but about 4mm of the bottom margin of each of the two panes were removed. The top pane was joined to the next pane and similarly the lower pane was joined to the next lower pane. The join is made by attaching the bottom margin of row 10 to the top of the stamps in row 1 of the next pane and similarly for the bottom pane where row 20 is attached to row 11. Joins using stamps from the top pane can occasionally be identified if more than 3.5mm of the interpane gutter is left as the top of four pillars are then visible. The interpane gutter is always perforated and, if these pillars are not visible, then it is not possible to tell whether the join is from the interpane gutter or from the perforated bottom row [type 2A] of the sheet. Joins from the bottom row perforation type 2 will have a single perforation hole (fig 8). The end paper is attached to the bottom margin of the last stamp in the roll and any of these perforation arrangements are found.



Fig 8 Margin of vertical Join Stamps and End Stamps.
Left. one perf hole. Centre. perf. Right. perf showing part of pillars.

Vertical coil leaders, for 'Delivery Top End First' rolls, are attached with the top margin of the first stamp of the roll. To produce this arrangement sheets must have been specially guillotined, removing the left and right margins, all but 4mm of the bottom margin (for the first join) and leaving 4-4.5mm of the top margin of the pane to attach to the leader paper. Both panes are used for the leader stamp so leaders are found with the four pillars showing, which means the first stamp in the roll was from row 11 and not row 1. Therefore the leader stamp may be perf [with or without pillars] or imperf with a single extension hole (fig 9).

Vertical coil leaders, for the scarce 'Delivery Lower End First' rolls, are attached with the bottom margin of the last stamp of the roll in the format of fig 8.

SUMMARY OF JOINS, LEADER AND END STAMPS

These are for both the 5 line and 3 line overprint coils made by Harrison.



Fig 9 Margin of Vertical Rolls Leader Stamps.
Left. one perf. hole Centre. perf. Right. perf. with pillars.

Horizontal Join stamps [all joins made with left sheet margin]

Two options [fig 5]

1. Left Margin imperf [type 2]
2. Left Margin perf [type 2A]

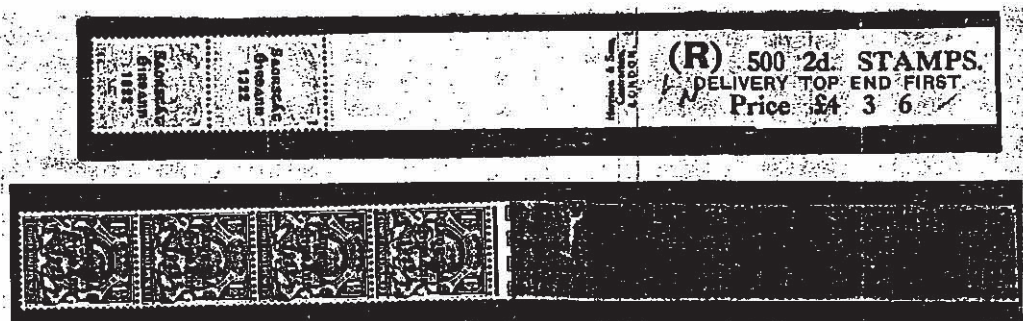


Fig 10 Vertical Coil Leaders
top. 2d Leader stamp with one perf hole margin.
bottom. 11/2d Leader stamp with perf margin showing pillars.

The Horizontal End Stamp [join to the right sheet margin]

Two options [fig 6]

1. Right Margin imperf [type 2A]
2. Right Margin perf [type 2]

Vertical Join stamps [Joins made with lower sheet margin or interpane gutter margin]

Three options [fig 8]

1. Lower Margin one perf hole [type 2]
2. Lower Margin perf* [type 2A]

joins using upper pane

3. Interpane gutter margin [always perf]*

[may exceptionally show part of the four lined pillars]

*not possible to differentiate unless interpane margin shows pillars

The Vertical End Stamp may be any of the above three options as are leader stamp for the scarce 'Delivery Lower End First' rolls.

The Vertical Leader stamp, for the 'Delivery Top End First' rolls, is attached with top margin of pane. Three options [fig 9]

1. Top Margin with one perf hole [type 2A]
2. Top Margin perf [type 2]
3. Interpane gutter [all perf], may show part of pillars.

USAGE

The rolls were primarily produced for use in commercial stamp affixing machines. There were no stamp vending machines in Ireland until 1924.

WERE THE HARRISON COIL STAMPS EVER ISSUED IN SHEETS?

Ward (5) suggests the possibility may exist. Dollard's works were evacuated being in the 'war zone' prior to the siege of the Four Courts and Thom of Temple Lane at one point said that they would not be able to carry on printing. Ward says that Harrison was asked to provide the 1/2d, 1d, 11/2d and 2d for a period (June-July) but apart from the rolls only the 2d value was sent in sheet format. In the event Thom found themselves able to cope. Ward (6) later said that he received a block of 15 or 18 of the 2d die 1 'all R/Se' from a correspondent in Cork. He placed them safely in his wallet but used them on correspondence! Further searching and advertisements for Harrison 5 line overprint in blocks were fruitless and none have been recorded. However it is well worth looking out for blocks 'all R/Se'.

WHY WERE THE 5 LINE PRINTING ALL R/Se?

Harrison were supplied by Thom with 'working examples' in order to produce an overprint similar to that of Thom. It has been suggested that the examples sent were stamps with the variety R/Se and therefore Harrison made their plates in this alignment. Fig 11 show a proof strip of 12 all R/Se in a format similar to that of Thom. Clichés 1 to 6 show the 's' of Rialtas over the 'a' of Sealadac. Clichés 7 to 12 show the 's' of Rialtas to left of the 'a' of Sealadac; this is similar to the Harrison format but not exact but may be the basis Harrison used to make their overprinting plate.

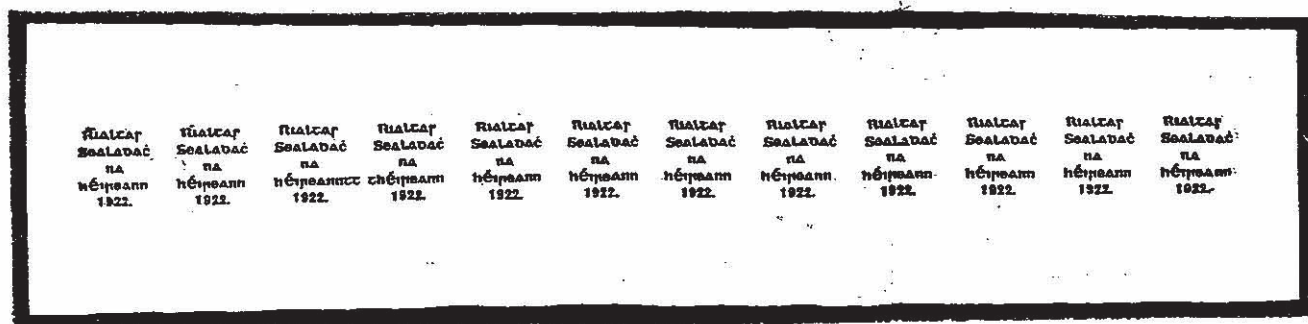


Fig 11 Thom proof in strip of 12 all 'R/Se'.

ROLLS MAKE-UP

The following is a list of the rolls produced for both the 5 line and 3 line coil stamps;

Horizontal Rolls - Sideways delivery. 'Delivery Left Side First'

480 1/2d stamps.	Control (P)	Price £1 0 2
480 1d stamps.	Control (O)	Price £2 0 2
480 11/2d stamps.	Control (N)	Price £3 0 2
480 2d stamps.	Control (T)	Price £4 0 2

Vertical Rolls - Lengthwise delivery. 'Delivery Top End First'

500 1/2d stamps.	Control (G)	Price £1 1 0
500 1d stamps.	Control (E)	Price £2 1 10
500 11/2d stamps.	Control (L)	Price £3 2 8
500 2d stamps.	Control (R)	Price £4 3 6

Vertical Rolls - Lengthwise Delivery. 'Delivery Lower End First'

1000 1/2d stamps.	Control (D)	Price £2 2 0
1000 1d stamps.	Control (B)	Price £4 3 8
1000 2d stamps.	Control (Q)	Price £8 7 0

The 'Delivery Lower End First' rolls are not recorded with the 3 line overprint. Additionally 1000 rolls of 1/2d and 1d vertical rolls Control (W) and (X) for use in the Kermode coin operated machines are recorded in the literature but have not been seen. The wrapper of the rolls for use in Ireland are in colour of the stamp, except the 11/2d rolls where the wrapper is beige and the printing is red brown.

The end papers, which are of various colours and lengths, have useful information and are usually dated. The most common colour of the end paper is pale green and pale orange is reported. The end paper is ungummed but was stuck on top of the margin left of the last stamp of the roll. The original length is about 25cm but most pieces seen have been shortened. Data in pencil, on either side of the end papers, shows a number with the date; the numbers is presumed to be the reference number of the person making the roll. In later 3 line rolls the end paper of ungummed, unwatermarked and perforated pale yellow paper, like blank stamps and this is hand stamped in two lines on the reverse in pale green 'JOINED BY DATE'.

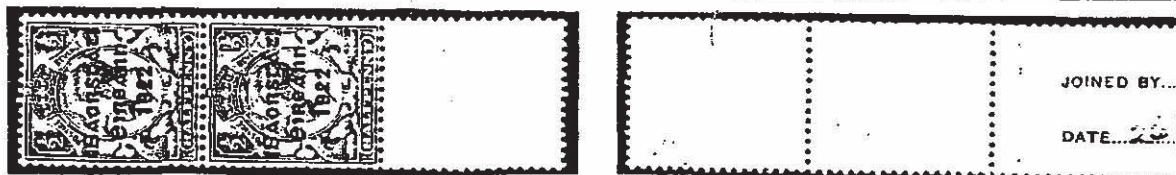



Fig 12. End papers. [top] 2d with pale green strip with pencil number and date; second to last stamp shows 'long 1' variety. [bottom] Both sides of 1/2d with attached stamp sized yellow end paper stamped with 'Joined by Date...'

IDENTIFICATION OF COMPLETE ROLLS

The leader paper for the Great Britain and the GB overprinted appear identical. Once the rolls were completed and sealed how did the post office know which were GB stamps and which contained stamps overprinted for Ireland? Some of my Harrison 5 line leaders are marked with the letters `IR` in pencil near the printer's name on the leader paper. This I thought might stand for Ireland. However the 3 line leaders are marked with `KN` and `OG`. It therefore seems more likely that `IR`, `KN` and `OG` are the initials of the inspector or the person who produced that particular batch of the coils.

COIL REPAIRS

Breaks occasionally occurred during manufacture. When this occurred a small piece of white paper, perf 11, was used to repair the break.

NUMBER PRINTED

Ward (6) published details of the number of rolls produced and his figures are much quoted and are often used to demonstrate the rarity of some values. However although this is probably the total printing run of the 5 line rolls, it is certainly not the total print of the 3 line rolls as Ward figures were published in June, 1923 (and therefore probably collected earlier) and further rolls were produced as these coils were in use until 1925. The definitive coils started to be issued at the end of 1924. He gives the quantity printed as;

	5 line	3 line
1/2d	492	552
1d	1454	300
11/2d	118	48
2d Die I	672	-
2d Die II	820	300

MISCUT JOINS WITH CONTROLS

As already stated about 4mm of gutter was left for the coil joins and usually slightly more for the vertical leaders. However occasionally a longer margin was left and examples are known, in vertical joins, which show part of the control letter and number which in some controls are close to the marginal rule [Jubilee Line]. The earliest recorded is a 5 line 11/2d stamp from a join showing part of the control number T22 imperf [fig 13] which was in the Agnew (7) sale. As well as the Agnew copy, O'Reilly (8) records two additional examples; a 11/2d 5 line T22 perf and a 11/2d 3 line U22 perf. Field (9) also recorded a fourth example, his 5 line 11/2d value which shows part of the control number T22 imperf, similar to the Agnew stamp.

Obviously it is worthwhile checking all vertical joins to see if part of the control number is obscured by the join.



Fig 13 Vertical 11/2d 5 line coil stamp with longer gutter for coil join showing part of T 22 imprint control.

FAKE COIL JOINS AND LEADERS

The unscrupulous can fake joins of the GB George V stamps using material from sheets. However this is not possible with the Harrison overprinted stamps as the Harrison 5 and 3 line stamps were never issued in sheets and therefore fake joins are not possible. To fake a vertical; coil leader you would require the overprinted stamps with the top gutter margin. As this is the only occasion that the Harrison stamps are found with the top margin attached, fakes are not possible. Some of the 1000 stamp coils are very scarce and GB coils could be 'doctored' with material from the commoner Harrison overprint leader. Joins of 2d die 1 and die 2 are known, these can be faked as are repair joins which were made to repair broken coil strips. Fakes can be detected if the clipped perforation does not match.

FINALLY

Harrison 3 line rolls continued to be used until the 1/2d, 1d, 11/2d and 2d values of the first permanent issues were produced in coils, both horizontal and vertically, to fill the demand for stamps in rolls. The definitive coil stamps started to be issued towards the end of 1924. The plates for the definitive series were made by the Royal Mint in London and the printing carried out at the new Government Castle printing plant. The sheet format is the same as that used by Harrison [two panes of 120 with an interpane gutter with the four pillars] to print the contemporary British stamps. Who made the early definitive rolls is not known. It may have been Harrison as the equipment was not available in Ireland two years earlier to produce rolls. These rolls were made up from sheets and show joins that are similar to the Harrison rolls, However the joins are not identical in that in general the length of gutter left to make the joins are much longer [up to 7mm] and in the vertical rolls the join is from the gutter above row 1 and 11 to the bottom of the tenth or twentieth stamp. The slitting is often not as accurately done and appears often well away from the perforations. These differences lead one to postulate that these rolls were not made by Harrison and therefore were most likely made in Dublin.

Astute observers will note that Thom Saorstat stamps were used to produce figures 5, 6, 8 and 90 to show the marginal permutations that exist on both Harrison issues as it was not considered practical to mutilate joins, leaders and end stamps of the Harrison stamps to obtain these illustrations.

References

1. Priestley MH - The Harrison 5 Line Overprint Coil Issue. *The Revealer* 1978; 27;38-41 also [1971] 21;777-8 and [1975] 24;990-1.
2. Hopkin AE *The Postage Stamps of the Irish Free State*. 5th Ed. 1927
3. Stanley Gibbons, *Great Britain Specialised Stamp Catalogue*. Vol 2
4. Beaumont KM and Stanton JBM. *The Postage Stamps of Great Britain, Part Four*. 1957
5. Ward W. The Provisional Stamps Of Ireland. *Stanley Gibbons Monthly Circular* Nov 1922; 4;67-71
6. Ward W. Irish Free State; The Harrison Overprints. *Stamp Collecting* 1923; 20;323-4
7. AGNEW Sale. HR Harmer 26 May 1930. Lot no. 101.
8. O'Reilly MG. The Harrison Coils and Control Letters. *The Revealer* 1963; 13;563-566.
9. Field TE. Timely Topics. *The Revealer* 1963; 14;573-574.

CONNECTED POSTMARKS

AW Graham

I thought that it was singularly appropriate for the Peace and Freedom Issue to come from the Maze prison. I leave it to the fertile imagination of the gentle reader to work out how we managed to do it - suffice to say the postmark and cachet are completely genuine. The cover is illustrated on the front cover of this issue of the *JOURNAL*.

For those not familiar with the situation the infamous 'H-Blocks' at the Maze house most of the terrorists and it was mainly at their instigation that the IRA and UVF called a 'cessation of violence' almost a year ago.

The site of the Maze prison has long been government property and during the second World War was one of the large army camps. It had a Class A PO with civilian staff and full postal facilities and the D/R postmark used read 'LONG KESH RAFPO/LISBURN Co. ANTRIM'. (noted 1944). After the War it became a prison and was at first called Long Kesh, renamed the Maze in 1973. The PO opened in 1854 (demolished property on Lodge Lane Farm off the Lurganure Road - OS Ref J 223 627) and by the 1880s it had moved to Joseph Cambell's smithy (still there as 231 Moira Road, OS J 221 628) where the Campbell family ran it until c1958. It moved then to its present location in Smith's shop at 274 Moira Road. (OS Map Ref J 207629).

THE PLATING OF THE 1918 BRADBURY, WILKINSON & Co. HIGH VALUES (with reference to the stamps overprinted for use in Ireland) - Part 5

J Rehnberg

(Continuation of Part 4; published in the December 1995 *JOURNAL*)

2/6 B PLATE - Perfect R

Stamps 23,0mm in height.

The following is from a sheet at the NPM which was 'first supply of stamps printed dry' ('Plate 5/7 12th January, 1926. Approved 20th August, 1926').

FEATURES OF THE PLATE;

Top Cross;

The vertical arm is stronger (not double).

Bottom Cross;

The top vertical arm is slightly bent to the right at top.

The lower vertical arm is faint at bottom.

The horizontal line is fainter.

Left Cross;

The left horizontal arm is faint at end.

Marginal Lines;

Top vertical line consists of two lines, the top part being the bolder.

Lower left vertical line has a faint line at bottom which is 1,5mm and curved.

RE-ENTRIES;

No. 34, 35 and 39 have the wreath over the King's head re-entered.

REF; NPM in London.

2/6 B PLATE - Perfect R

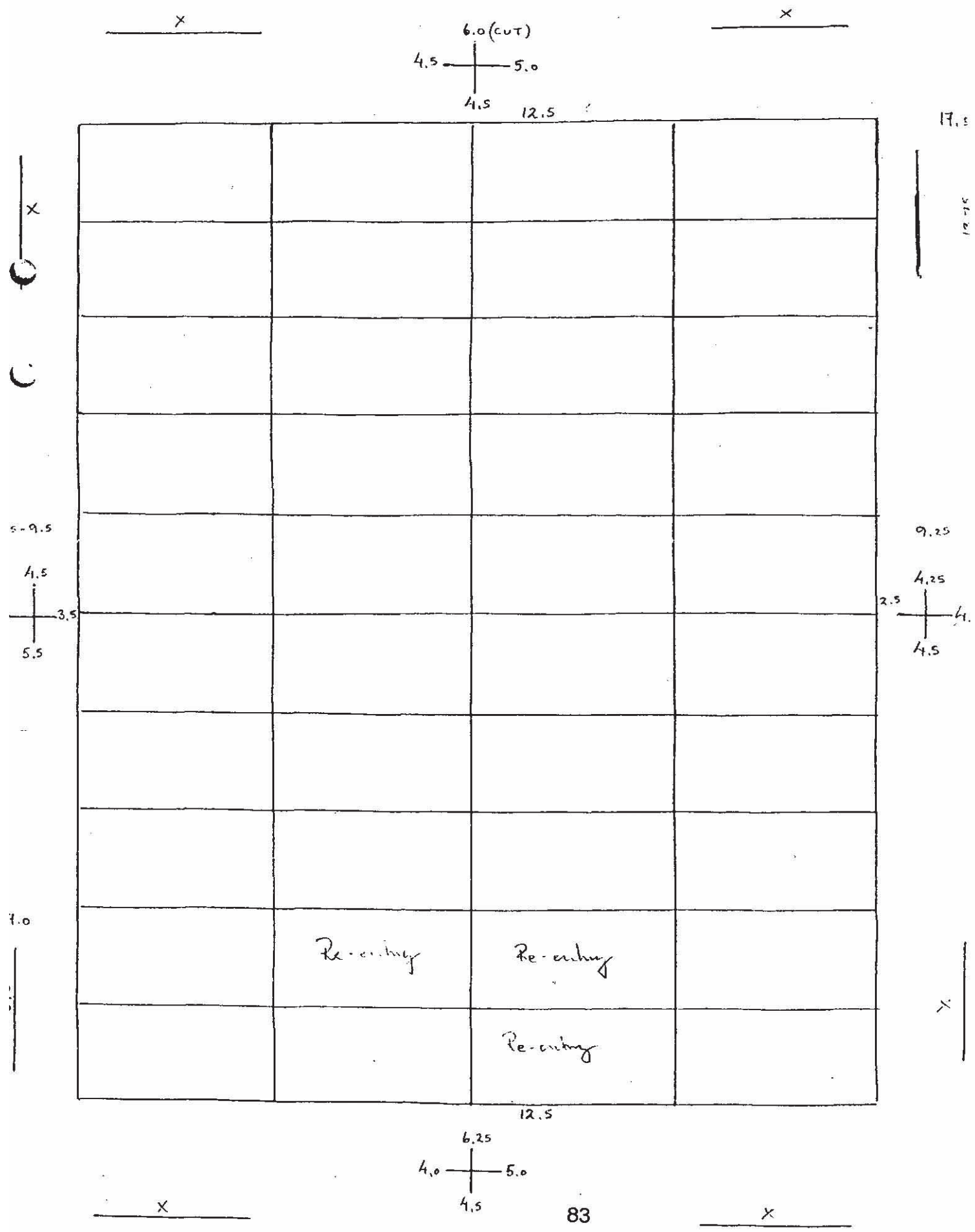
Stamps 23mm in height without dots.

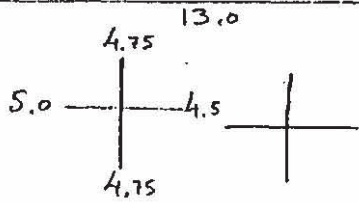
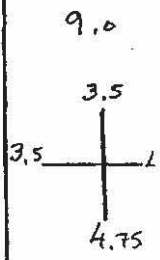
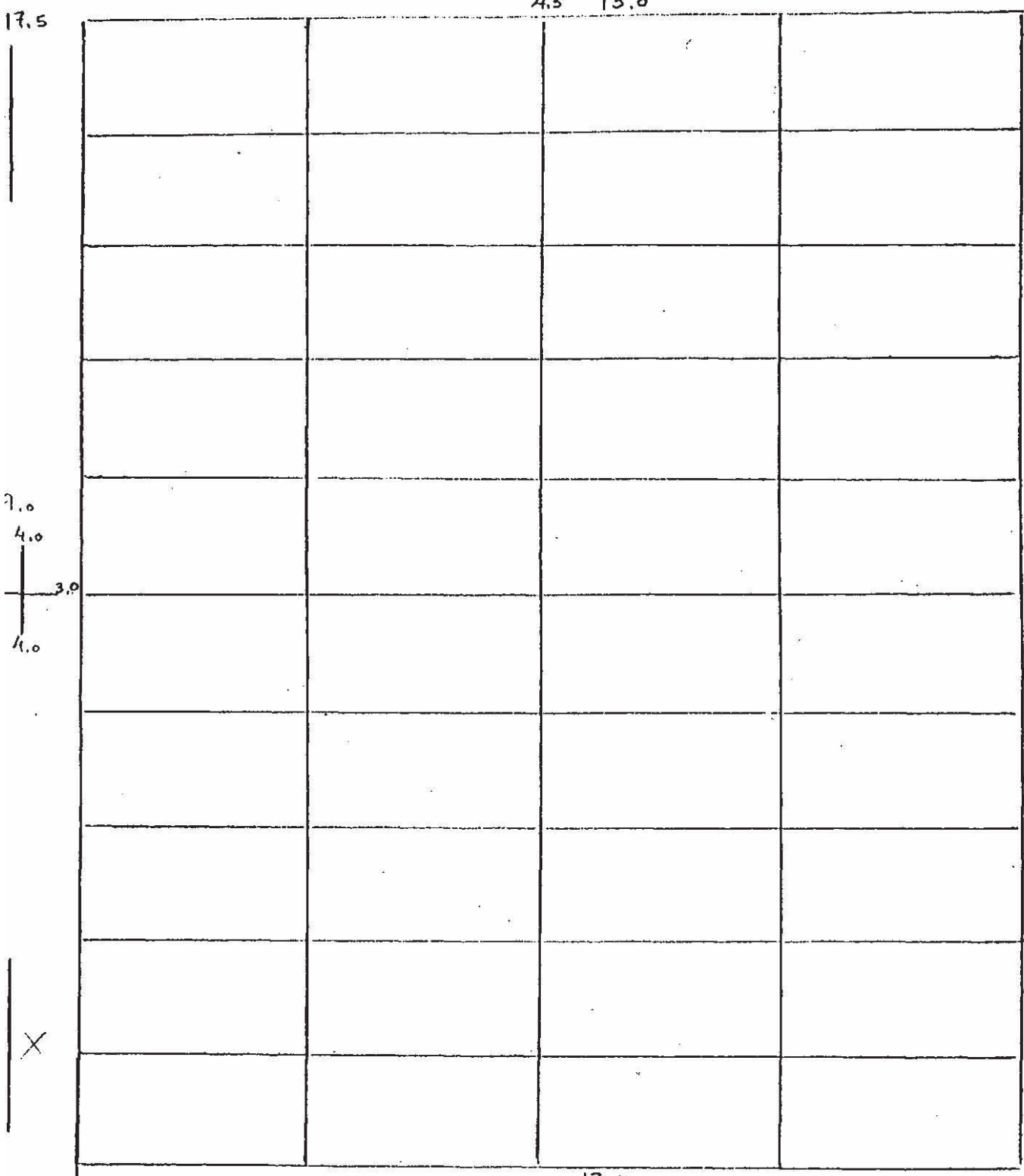
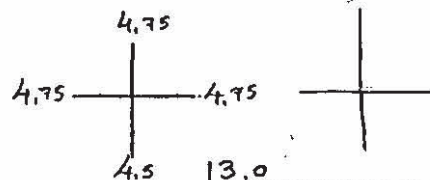
FEATURES OF THE PLATE;

Top Cross;

The lower vertical arm is not straight.

"5 12/1 1926."
7





Bottom Cross;

The top vertical arm is not straight.

This plate has been found in conjunction with the Somerset House London 1927-1935 Wide Date overprint.

On a complete sheet examined a very late stage of the Circumflex Accent variety has been noted. Just a tiny, tiny dot is partly visible.

With the later printings there occurred an erosion of the circumflex accent until it completely disappeared. Later on, when a correction was made in the overprint accent setting, this in turn resulted in what is known as the 'flat accent'.

No. 12 flat tail to '9'9 of '1922'.

No. 29 flat tail to '9' of '1922'.

No. 34 circumflex accent (almost missing accent).

REF; Private Collections.

2/6 B PLATE - Perfect R

Stamps 23,00-23,25mm in height with and without dots.

FEATURES OF THE PLATE;

Top Cross;

Top vertical arm is double at its base.

Left horizontal arm is faint at left.

Right Cross;

The right horizontal arm is 6,75mm long.

The left horizontal arm is faint at each end.

The lower vertical arm is thick [not double]

Left Cross;

The left horizontal arm is faint at end.

The top vertical arm is faint at top and appears to be 4,0mm long.

MARGINAL LINES;

Top vertical line is double from the middle of the line, towards its base.

Top left vertical line is double at its base and faint at top.

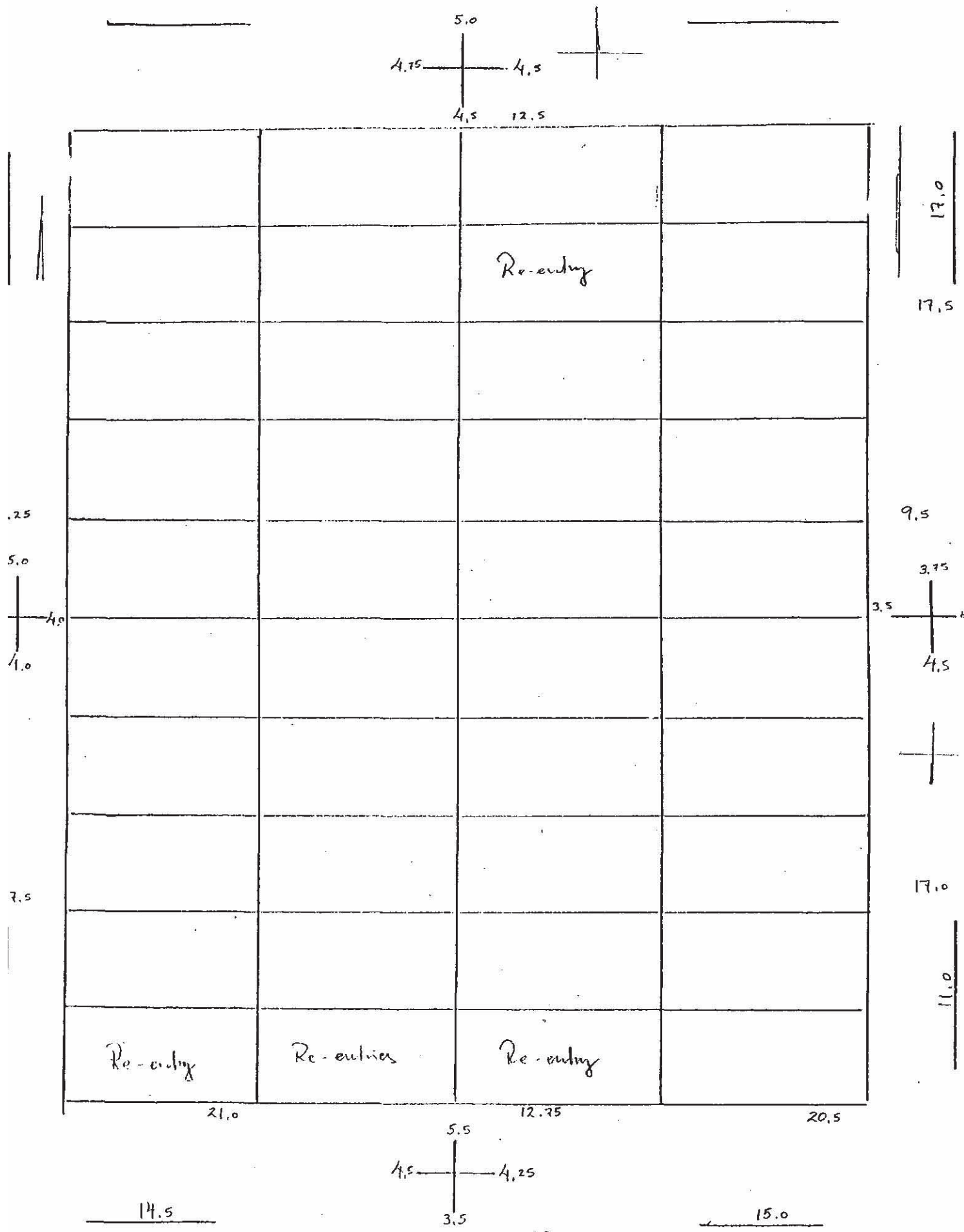
Bottom right vertical line is faint at its base.

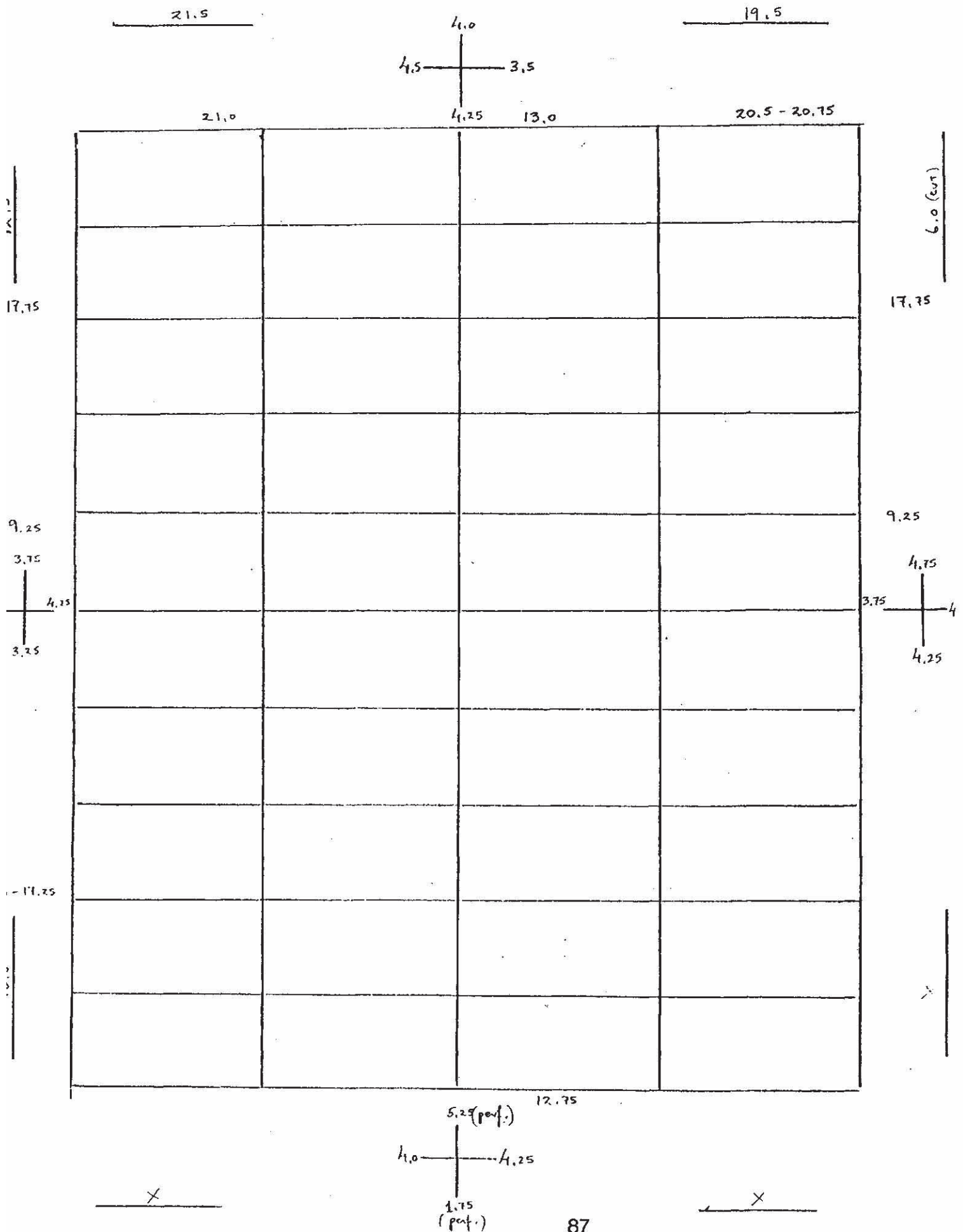
RE-ENTRIES;

No. 7 has a faint stroke over '2' in '2/6'.

No. 37 and 39 have a slight re-entry at top left corner in the wreath.

No. 38 has re-entries in King's hair and in the wreath at left.





This plate has been found with Dublin Castle-Somerset House London 1924-1927 Narrow Date overprint.

On a Narrow Date sheet examined the following setting varieties have been noted;

No 1 and 5 have 'Needle Eye Accent' variety.

No. 4 has '92' joined.

No. 14 has a hollow accent.

REF; NPM in London and private collections.

2/6 B PLATE - Broken R

Stamps 23,00m in height with dots.

FEATURES OF THE PLATE;

Top Cross;

Right horizontal arm is slightly bent upwards.

Marginal Lines;

Top left horizontal line has a faint doubling for about 13mm at left side of the line.

RE-ENTRIES;

No re-entries.

This plate has been found in conjunction with the Somerset House London Wide & Narrow date, normal setting overprint 1927.

REF; Private collection.

2/6 B PLATE - Broken R

Stamps 23,25mm in height with dots.

FEATURES OF THE PLATE;

Top Cross;

The left horizontal arm is bent upwards.

X

X

3.0
5.5 — 4.5
5.0 12.75-13.0

13.15

17.25

9.25

5.0
4.25 — 2.
4.75

+

17.25

13.0

1.0
1.5
3.5
4.5

(Rev.) 3.0 12.75

4.25 — 4.0
3.0
(Rev.)

X

X

Right Cross;
Top vertical arm is bent to the right.

Marginal Lines;
The top right vertical line is bent to left at base.

The bottom right vertical line is slightly bent to the right at top and is broken some 10,0mm from base. The line is beside number 40.

RE-ENTRIES;
No re-entries.

This plate has been found with Somerset House London Wide & Narrow date overprint setting, 1927.

Apart from a few blurred letters, especially on the 'S' of 'Saorstat', the overprint was in a good condition. On one particular sheet, stamp number 2 has the second 't' in 'Saorstat' crippled at the top bar.

REF; NPM in London and private collections.

The following are corrections to the text in previous parts of this study on the High Value Overprints;
September 1995 *JOURNAL*
PAGE 69; [the third 11A plate] - **PERFECT R PLATE** and not the **BROKEN R PLATE**.

PAGE 69; [bottom of page] - this is a **2/6 A PLATE** and not 12A

December 1995 *JOURNAL*

PAGE 90; 'FEATURES OF THE PLATE' -

delete the text 'Broken inner frame lines on stamps No. 34, 38 and 40'.

PAGE 92; [bottom of page] - this is the **7A PLATE** and not **2/6 A PLATE**.

MARGINAL LINES; Top **left** vertical at both ends.

[bottom of page] - Block of 28 (**rows 4-10**) was examined.

PAGE 96; ['Marginal Lines' - line 3] - should read 'Top **left** vertical....'

PAGE 96; ['Re-Entries' - line 6] - should read 'No. 9, 12, **13**, 14....'

PAGE 96; [43rd/44th line of text] - these two lines require an insertion and should read as follows;

'On the narrow overprint a block of 28 was examined, **rows 4-10**; the overprint is fresh and clear without any varieties'.