



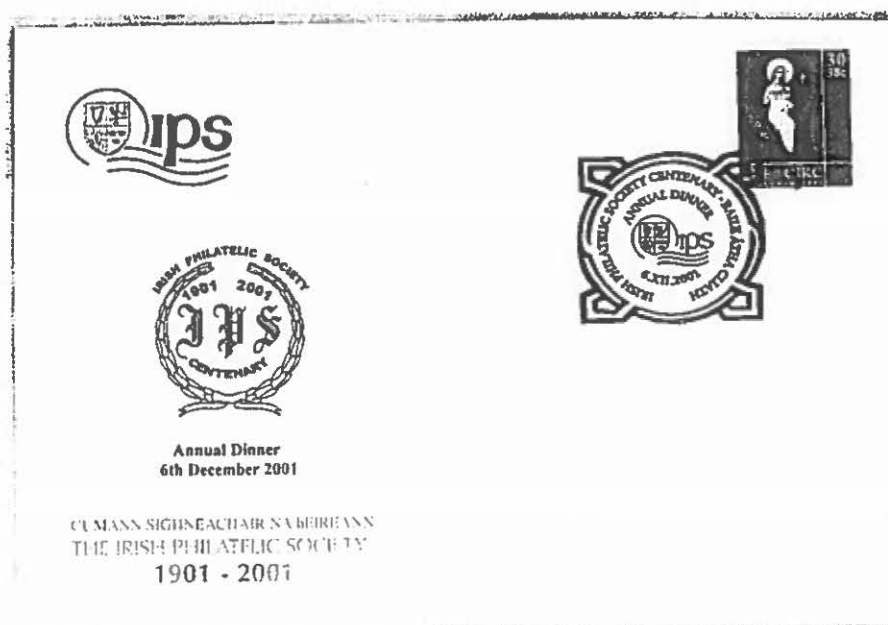
CUMANN SIGHNEACHAIR NA hÉIREANN
THE IRISH PHILATELIC SOCIETY
FOUNDED 1901

VOLUME
2001

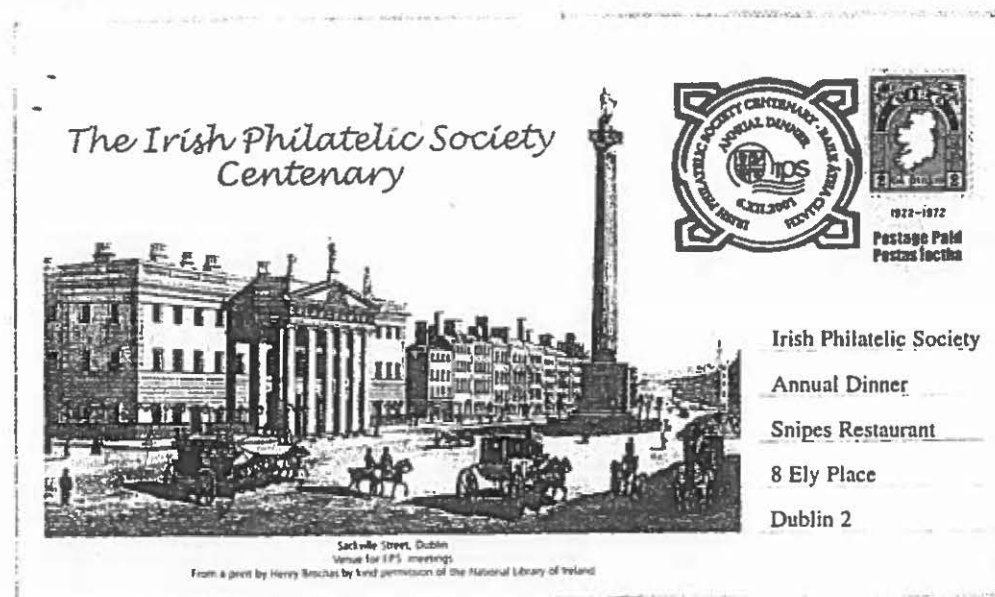
ISSUE NO.
DECEMBER / 4

i.p.s. news

THE NEWSLETTER OF THE IRISH PHILATELIC SOCIETY



Envelope and Menu Card for the Annual Society
Dinner in Snipes Restaurant on 6 December.



In this issue - News, Appreciations, Displays,
Stampa, Westmeath, FAI Letter to An Post.

Dear Member,

We have now come to the end of another philatelic year for the Society. This has seen the celebration of our Centenary and many interesting displays from both our own members and invited overseas visitors. We participated in Road Shows around the country with displays being provided for these on an array of subjects by members of the Society.

Quite a number of new members both city and country were recruited during the year as a result of Road Show and Stampa participation. Our Centenary Dinner was held on 22 February and our Annual Social Evening on 6 December. A down sight for Centenary Year was the poor showing in the annual competitions from an entries point of view.

Our participation at Stampa produced a number of awards from Silver/Bronze to Gold medals in the competitive sections as well as 7 Gold medals in the Court of Honour. The highlight of Stampa was the Court of Honour and the ephemera display relating to our 100 years of existence.

Thanks is due to those members and committees who worked tirelessly over the year in various ways - overseas visitors, Road Shows, Stampa, History of the Society etc to make this a memorable one worthy of our Centenary.

A further highlight of Stampa and of our Centenary Year was the Signing of the Roll of Distinguished Philatelists by Brian Warren but a sad note were the deaths of Dr. John Mackey and Fred Thoma.

So now as we enter a New Year which will see another milestone the conducting of our bourses in Euros the President, and Committee would like to take this opportunity to wish all members and their families the Compliments of the Season and we look forward to seeing you in 2002.

MEMBERSHIP CHANGES

We extend a warm welcome to the following new members who have joined us since September÷

Jim Macken
Ted Coakley -
Oliver Brophy
H-Dieter Falkenstein
John Skeates
Pat Evans
Pat Coughlan
John Moriarity

Kevin Egan
Anothai Parker
Tom Woods
Martin Fahy
Ken O'Leary
P.J. Gilmore
Paul Caulfield
Paddy Ashton

Bereavements

Since the last Newsletter the deaths have occurred of two members of the Society, These are Dr. John Mackey and Fred Thoma. Appreciations of both appear in this Journal.

APPRECIATIONS

Dr. John Mackey

The Society learned of the death of Dr. John Mackey at the meeting of 25 October 2001. He was a long time member of our Society and of the Irish Philatelic Circle, FAI and EPA. He had many philatelic interests but his passion was the postal history of Co. Clare on which he wrote a book along with Tony Cassidy titled "Introduction to the Post Office of Co. Clare". He also had a great interest in Military Camps and Mail up to 1922. Another of his passions was the stamp issues of Saxony and again he wrote a definitive work on the subject. It was this interest which led to his presentation to the Society of a Cup which bears his name for Continental Europe and can be competed for in the annual competitions.

He was a member and more importantly a Fellow of the Royal Philatelic Society of London as well as a signatory of the Roll of Distinguished Philatelists of Ireland in 1987.

He represented Ireland at International Exhibitions over many years and won many awards. He was a great supporter of Stampa being a frequent entrant to the competitive sections. Often on Saturday Mornings he would unexpectedly walk into 39 Lower Ormond Quay with his dear wife Phil to see what could be turned up for him in Military Mail etc. He would mockingly admonish dealers there for not trying hard enough to get material for him if none was produced on his visits.

However, it was the loss through theft a number of years ago of his beloved Co. Clare material which hit him hardest ~~and~~ ^{and} from which he never really recovered.

John was one of the philatelic world's great gentlemen who made friends easily. His passing is a great loss to the Society and to philately in general. We extend our sympathy at his passing to his wife Phil and his family. May God rest him.

F. McD

Florian Alfred (Fred) Thoma

Fred Thoma who died suddenly on November 24, 2001, was a member of the Irish Philatelic Society and of the Dublin Stamp Society. He had been a keen stamp collector for many years.

He was born in Switzerland and was very proud of his nationality. This was evident in many ways such as in his thematic collection where he showed the mountains, lakes, churches and buildings of Switzerland. As well as his main Swiss collection of stamps, he was a general collector and also had a thematic collection on mushrooms, of which he was somewhat of an authority. He researched this subject and some others in some detail. This would tie in with his profession as a chef, Fred having worked in some of Dublin's leading hotels, including the Hibernian and the Burlington.

At the time of his death he was working on a thematic of Dublin and had on one or two occasions shown this in competition and display form.

He very much enjoyed entering for the various competitions and also in Stampa and won a number of awards. In his long career as a chef, he also entered many competitions and was successful on many occasions.

Fred was a quiet, unassuming, yet a knowledgeable and well informed person and a very active member. He regularly turned up at Road shows around the country and was a stalward helper when it came to setting up Stampa each year and manning our Stand.

He made many friends and we will miss him wery much.

He acted as Honorary Treasurer of the IPS in the years 1995 to 1997. Fred's wife Maureen, pre-deceased him by just one year. We would like to extend our deepest sympathy to the Thoma Family May God rest him.

W.A.M.

STAMPA

Members of the Society gained the following awards in the competitive classes at Stampa :

Traditional Philately

Brian Warren	Gold Medal & ISSP Trophy	(The Bird Definitives - The Story So Far)
Mike Burrington	Silver Medal	(Bosnia and Herzgovina - 1906 Issue and its Derivaties)
Kevin Drury	Silver Medal	(Forgeries of the British Commonwealth)
Stephen Parker	Vermeil Medal	(Siam 1883-1940)

Thematics

Pat Casey	Silver Medal	(Queen of the Century)
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Social Philately

Geoffrey McAuley	Gold Medal	(Masaryk's Czechoslovakia)
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Postal History

Mike Burrington	Silver/Bronze Medal	(The Red Cross Message Service in the Channel Is.)
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In addition the seven entrants in the Court of Honour (details provided of exhibit title and name of exhibitor in the last journal) were all awarded Gold Medals.

Later at our meeting of 22 November they were each presented with a sponsored specially produced bronze incorporating the Arms of the 4 Provinces which appear in our logo.

Well done to all and a fitting end to Centenary Year.

At the Awards Dinner on Saturday 10 November Brian Warren signed the Roll of Distinguished Philatelists of Ireland a fitting tribute to the Society in Centenary Year, and our congratulations go to Brian.

The Special "Centenary of the Irish Philatelic Society" as well as "The Irish Philatelic Society Down Through the Years" displays at Stampa were produced by Heloise Mitchell and John Lennon. Our thanks to both of them for a job well done and for producing what became a crowd puller over the show. Indeed the whole Court of Honour proved to be a very busy area with members and the general public enthralled by the material on display and the fact that, all the exhibits formed part of the Irish International Team. Well Done To All!

DISPLAYS

Isle of Man - 11 October

This display was given by Brian Warren and showed the booklet issues since 1973 with sachet, stapled and prestige types. The many thematic uses associated with the booklets and the different gums used for the stamps were illustrated. A number of sheets showing the Official Paid cancellations and imprints on Post Office covers completed the display.

H&K Mail - 25 October

This display was given by Keith Jamieson another of the overseas visitors. Keith is a former Secretary and President of the Irish Philatelic Circle. The display featured mail and ephemera associated with the Holyhead and Kingstown Packet. Included were early mail from the four ships - Leinster, Ulster, Connaught and Munster. Details of the sinking of the Leinster in 1918 were also shown. The early recumbent (sideways 'H') also featured along with registered mail handstamped on the service. Mail after the demise of this service as well as mail across the Menai Bridge was also shown.

Interrupted Mail - 8 November

This display was given by Robert Johnson another of the overseas visitors. It showed interrupted mail during war time covering the period from the American Civil War to the 1990s. It concentrated on civilian mail which was censored in various campaigns and the reasons for this.

THE IRISH NATIONAL STAMP COLLECTION

Visit to the National Museum, Collins Barracks, Dublin

A party of some eighteen members of Dublin Stamp Society and the Irish Philatelic Society visited the National Museum, Collins Barracks on 23rd of October, to see the national stamp collection. We were met and shown around by Sandra McElroy, Assistant Keeper of the Art and Industrial Division.

This stamp collection is of particular interest to us because it was William Lane Joynt, a founder member and first President of the Irish Philatelic Club in 1901, (which later changed its name to the Irish Philatelic Society), who undertook the custodianship of the Museum's stamp collection. The collection had its origins in the bequest to the Museum by the fifth Duke of Leinster, in 1893, of his extensive collection of stamps. Included in the "Leinster Collection" is a specimen of the very rare 4d, first issue of Western Australia, showing the inverted swan. Also three specimens of proofs, in different colours of the Mulready envelope, struck from the original block, in 1869.

Lane Joynt, who mounted the collection for the Museum, also greatly added to it and it more than doubled in size. A Limerick man, born in 1855, his principal philatelic interest was in the stamps of Great Britain and Ireland. Also many fine postal history items are included in the display. He formed a good collection of the rest of the world, up to about 1912 but with noticeable gaps. An extensive article describing this collection, appeared in the "Philatelic Journal of Great Britain" in the October/December 1945 issue.

Many thanks to Jimmy Kelly, Secretary of Dublin Stamp Society, for arranging this very enjoyable visit for us.

William A. Moore

Open Class Competition

-

22 November

This is the annual 9 sheet competition with no rules involved. It is judged by the members present and the winner is decided by popular vote. A total of 8 entries were received and these were -

American Air Mails	-	G. Byrne
Breakup of the USSR	-	M.McNamara
Loves of Penny Black	-	G.McAuley
Post Offices of Westmeath	-	A.Hughes
Melbourne Olympics	-	J.O'Flaherty
Siam Permanent Issues of 1905	-	S.Parker
British Indian Ocean Territory	-	D.Scannell
Concorde Over Ireland	-	A.Finn

The winner was Stephen Parker with his entry Siam Permanent Issues of 1905. Stephen was awarded the Frank McDonald Open Class Trophy and Medal.

Social Evening

- 6 December

This now annual event was held on 6 December. The format was much the same as previous years with viewing of bourse lots from 6.30pm. The Cathal O' Griofa Memorial Trophy and Medal for the most entertaining display of 2001 was awarded to Geoffrey McAuley for his display "Ocean Sail".

Following this a 75 lot super bourse was held. One lot of slogans on pieces but with one full cover thrown in and showing the scarce slogan 'Punchestown Horse Trials' was bid up to £5.75 and was still good value at that price.

The meeting concluded after the bourse when 25 members and spouses then retired to Snipes Restaurant for dinner in a very warm and friendly atmosphere. The meal was excellent and enjoyed by all.

2 souvenirs for this event were produced and are shown on the cover of this journal. These are available in a very limited number at £1 (€1.27) for the card and 80p (€1) for the envelope from the Hon.Secretary.

WESTMEATH a county in central Ireland was established in 1556 when Henry VIII broke up the old Gaelic kingdom of Mi. Mullingar was made the county town. To the north is the county of Longford, Meath to the east., Kings county (now named Offaly) to the south. The river Shannon and Lough Ree form its western boundary. The other large town is Athlone, an important crossing point over the Shannon and gateway to the west.

The credit for setting up the inland post in Ireland must go to Evan Vaughan. He arrived in Ireland in 1638 as Dublin's first Postmaster. Holding this job until 1646 when he went off to fight in the Scottish wars. In 1655 Vaughan returned and was appointed Deputy Postmaster. It was he who organised the post roads to carry official letters only. In his 1655 report to John Thurloe (to whom the post office was farmed out to) is the first list of Irish provincial post towns. These were on the main post roads to Ulster, Munster and Connaught. Athlone is mentioned on the Connaught road.

Cromwell opened this postal system to the general public in 1657 and bought the posts of Ireland, Scotland and England under one "Postmaster General" in London. His Bill also set fixed rates for the carriage of private letters. The rate set for Ireland was 2d for a single letter anywhere within 40 miles of Dublin, 4d for a two-page letter and double these amounts for over 40 miles.

Vaughan's account of the Connaught road in 1659 includes Mullingar. This report tells us that Richard Wilson carried the post from Maynooth to Mullingar for an annual salary of £38-0-0. John Ellis was paid £42-0-0 annually to carry the mail from Mullingar to Athlone. In Athlone the post employed two men. Thomas Hudlosion to carry the mail to Boyle his salary was £24-0-0 and John Coevls to Roscommon for a salary of £30-0-0. At this time the mail ran twice a week.

The first regular post marks to appear on letters were the Bishop marks, called after Henry Bishop postmaster in London who introduced them in there in 1661. They were first introduced to Dublin in 1667. Outside of the capitol the first postmarks were the town name marks. These showed the town of origin of a letter thus enabling the clerk in the G.P.O. to calculate the cost of the letter. At this time almost all mail went via Dublin. The cost was usually born by the receiver. The earliest known town name mark used in Ireland is Straban 1698, the next is

Mullingar (Figure 1) on a letter to Dublin Castle dated April 1699

MULLINGAR

Figure 1

The town name marks remained in use until they began being replaced in 1808. Over that period of time the style and size of these marks would change much. Mullingar is known to have used at least eight different handstamps. In the 1720s they were abbreviated as much as possible so in Athlone we see A.LONE and M.GAR for Mullingar. (Figures 2 and 3) Three new Offices opened by the mid 1700s; they were Ballymore 1729, Kilbeggan 1726 and Moate 1759. All are known to have used town name marks.

A·LONE M·GAR

Figures 2 & 3

In 1784 the Irish parliament (Grattons) made the Irish post office independent of London. Along with independence came a rate increase and distance was measure was in Irish miles. The new rates were

	Single Double Treble			Every
				over 1oz
Up to 15 miles	2d	4d	6d	2d
15 to 30 miles	3d	6d	9d	3d
over 30 miles	4d	8d	12d	4d

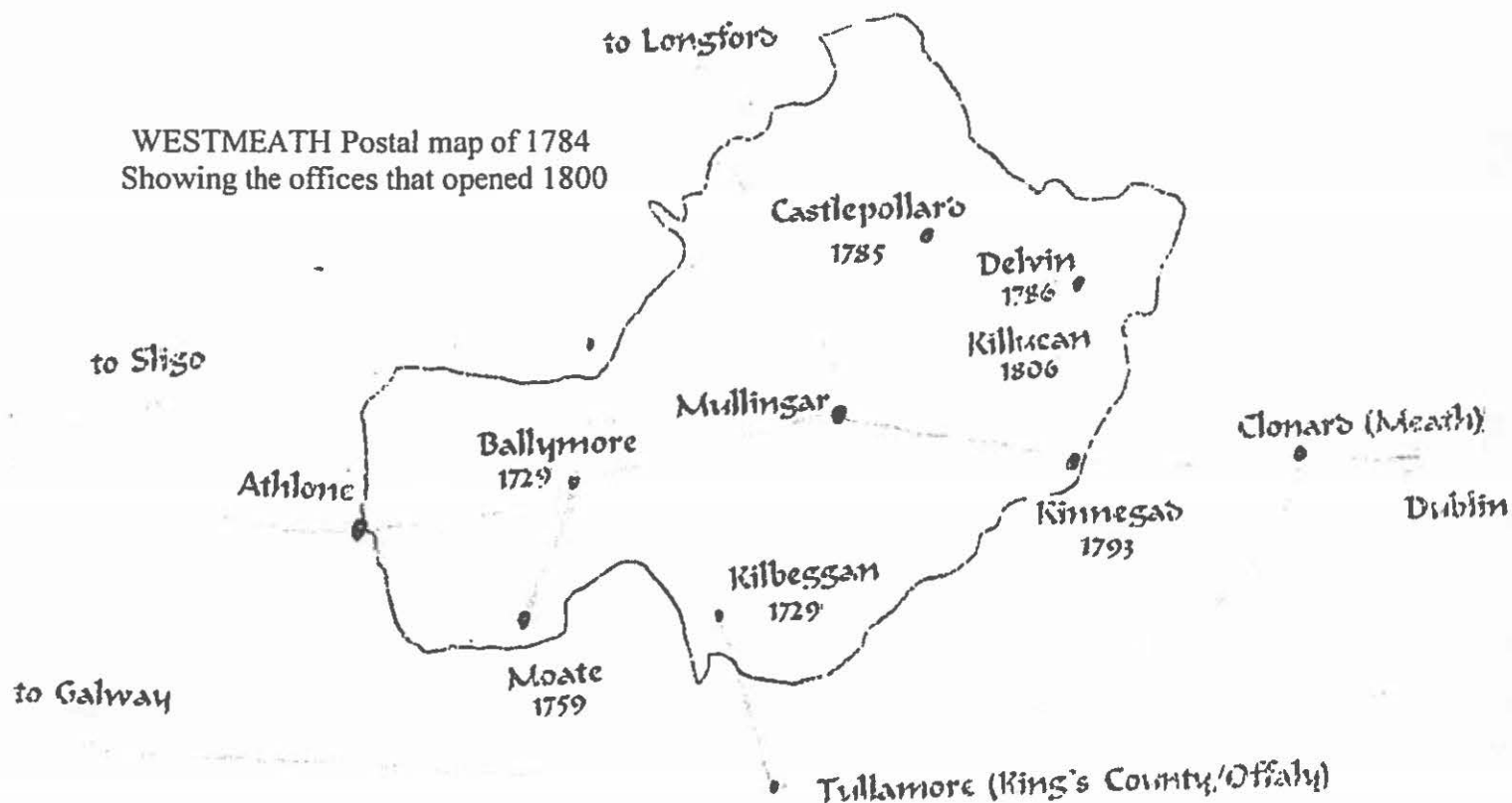
In 1897 the table of rates was extended

	Single Double Treble			Every ¼oz
				over 1oz
30 to 50 miles	4d	8d	12d	4d
50 to 80 miles	5d	10d	15d	5d
over 80 miles	6d	12d	18d	6d

There were rate increases in 1805 and 1810. The tables were revised and increased again in 1813 and 1814. The main reasons for so many rate increases at that time were the wars with France. The government looked on the post as a means of raising revenue. The 1814 rates remained until 1840 (on more major wars after the defeat of Napoleon at Waterloo in 1815). In 1826 the Irish currency and miles were abolished and replaced by the English ones. The Irish postage rates were all reduced by 1d but this was reinstated the following year and the rates continued to be calculated in Irish miles.

From a report the concerning the change of control from London to Dublin can be seen how the post in the county was distributed.

Postmaster	Town	duty	distance Irish miles	Salary
Thomas Shea	Mullingar	To ride twice a week to Clonard Salary for office duty	12 $\frac{3}{4}$	£20-0-0 <u>£15-0-0 +</u> £35-0-0
John Cusack		postmaster of Clonard had to ride once a Week to Mullingar as part of his duties.		
Henry Cunningham	Ballymore	Ride three times a week to Mullingar Salary for office duty	11 $\frac{1}{4}$	£30-0-0 <u>£ 5-0-0 +</u> £35-0-0
Matthew Staton	Athlone	Ride three times a week to Ballymore Ride twice a week to Roscommon Salary for office duty	11 $\frac{1}{4}$	£30-0-0 £23-0-0 <u>£14-0-0 +</u> £67-0-0
Thomas Webster	Longford	MULLINGAR / LONGFORD Ride twice a week to Mullingar Office duty included	20 $\frac{1}{2}$	£20-0-0
Sarah Hall	Ballymahon	BALLYMORE / BALLYMAHON walk twice weekly to Ballymore Including office duty	8	£8-0-0
Nathaniel Russell	Moate	BALLYMORE / MOATE Ride Three times weekly Ballymore	paid by subscription?	



The mail coaches started to run along the main mail roads at the end of the 18th century. The first was Dublin to Cork in 1789; this was followed in 1794 by the Dublin to Galway coach. This mail coach went via Mullingar, Ballymore and Athlone. The Longford mail coach started in 1795 it went the same route as the Dublin / Galway coach as far as Mullingar before turning for Longford this coach would eventually go to Sligo.

During the 1798 rebellion the mail coach was burned at Maynooth as a signal to the towns along the route that the revolt had started in Dublin. As a result of this the Longford coach did not start running again until 1804. It was not until 1808 that the post office got someone to run the Dublin Galway mail coach. In the mean time the road to Athlone via Kilbeggan and Moate had had become a turnpike road and had improved so much so that now the mail coach took this route.

Between 1784 and 1808 five new offices opened Castlepollard 1785, Castle Town Delvin 1786, Kinnegad 1793 Killucan 1806 and Ballynacargy and Rochfordbridge 1808.

All these except the last two are known to have used Town name marks. So far only one for each of these towns are known. The style of the town name mark at this time was large (figures 4 / 5). For a short time Mullingar used an unusual two line mark (figure 6).

BALLIMORE
C. POLLARD
MULLIN
GAR

Figures 4, 5 & 6 town name marks

In 1808 a new type of mark came into use called a mileage mark this showed the distance a town was from Dublin in Irish miles. These marks continued to be issued until the late 1820s. They eventually replaced all the town name marks. The first town in the country known to have used one was Mullingar in January 1808. In total twelve offices in Westmeath would use them.

By 1830 three more towns became post towns Rathowen 1812, Tyrrellspass 1813, Drumcree 1822. The total number of post towns in the county was now thirteen. Four of the towns

used different mileages under their names, Athlone 60 / 59, Ballymore 48 / 56, Ballynacargy 48 / 46 and C.T. Delvin 39 / 34

The most probable reason for Athlone's used of two different mileages (Figures 8 and 9) may have been an attempt to get a penny reduction on the cost of a letter between it and Dublin. Under the new rates set in January of 1813 Athlone / Dublin was in the 60 to 80 mile rate at a cost of 8d. By reducing this distance by one mile was a saving of 1d. This exercise was in vain as the following year the rates and bands changed again and Athlone came within the 55 to 65 mile band costing 8d for a single sheet letter.

ATHLONE
60
ATHLONE
59

Figure 7 & 8 Athlone's two mileage marks

Ballynacargy also used two numbers and two different spellings of its name BALNACARIG / 48 and BALLINACARGY / 45. This may also have been an attempt to reduce the rate to Dublin by one penny.

BALNACARIG
48
BALLINACARGY
45

Figure 9 & 10 two different Ballynacargy mileage marks

A much more interesting case is Ballymore its mileage went up from 48 to 56. The reason for this may have been connected with the attempt in 1826 to introduce the English mile. Watsons Directorys of the late 1700s give Ballymore as 50 miles from Dublin the 1857 directory gives it as 57 miles. Or it may have been that the mail was now sent a different route than before.

As with the town name marks many of the names were shortened CLE POLLARD (figure 11) for Castlepollard or C. T. DELVIN for Castletown Delvin.

CLE POLLARD
47

Figure 11 abbreviated Castlepollard mileage mark

Castletown Delvin was an unusual case. Its first mileage mark gives it as 39 miles from Dublin. This mileage mark is first known used on the 8th January 1808 a very early use of a mileage mark. In 1818 a mileage mark with 34 is in use. But by 1822 a new mark is in use with the old mileage 39. Watson's Directories between 1808 and 1820 give Delvin as 34 miles from Dublin and the cost of a letter as 6d. 1806 gives mileage as 49 and 5d, 1821 / 31 as 49 miles and 6d. The first official Post Office directory of 1832 gives distance as 39 miles and 6d so it continued until 1839. The mileage mark issued in 1808 broke between the letters E and L and for at least two years 1813 / 14 this broken mark was in use figure 12.

C·T·DELVIN
39

C·T·DELVIN
34

Figures 12 and 13 two Delvin mileage marks the broken 39 and the 34 mileage

Between 1808 and the start of their phasing out 1830 in Westmeath a total of 12 towns used mileage marks. Mullingar used at least 4 mileage marks different marks. Mullingar also used a very unusual three line POST PAID / MULLINGAR / 38. Mullingar also had an unusual oval mileage.

POST PAID
MULLINGAR
38

Figure 14 Post paid / Mullingar / 38

MULLINGAR
38

Figure 13 oval Mullingar mileage mark
Tyrrellspass and Castlepollard used two different sizes mileage marks.

TYRRELPASS
40
TYRRELPASS
40

Figures 15 and 16 Tyrrellspass mileage marks
In 1829 the Irish post office again came under London's control. Many changes and new marks were introduced. Among the changes

was the setting up of the Provincial Penny Posts, new routes, and the downgrading of some offices. In Westmeath six penny post receiving houses were opened

Athlone	to	Glasson and Liscarro*
Mullingar	to	Multyfarnham
Kilbeggan	to	Castletown
Rathowen	to	Boherquill
Granard*	to	Finea
Athboy*	to	Clonmellon

* offices outside of county

Special postmarks were used on letters that used the penny post. They came in three different styles. Two displayed here

ATHLONE
PENNY POST
*Kilbeggan
Penny Post*

Figure 17 and 18 two different types of penny post marks used in Westmeath.

In 1831, mileage marks began being replaced. In the larger offices the new marks introduced these were called Circular Date Stamps (CDS). Also introduced at this time were the boxed "paid at" marks. Three offices in Westmeath used CDSs at this time. Kilbeggan was the soon followed by Athlone and Mullingar the last two had special "redirected at marks."



Figure 19 and 20 CDS and a paid at Athlone

In smaller offices by undated name stamps were used. Four offices in Westmeath were issued with these Ballynacargy, Castlepollard, Moate, Rathowen and possible Drumcree. They seem to have come in two forms straight line, figure 16 and circular figure 17. It is possible that the circular one was CDS without a date section. The undated name stamps issued at this time are not to be confused with a later issue, which tended to be much smaller. With the exception of Drumcree all these undated were later replaced by CDSs.

DRUMCREE

M. O A T E

BALLINACREGH

Figures 21, 22 and 23 undated namestamps
New cross post routes were opened, not as many letters had to go via Dublin. In the mid 1830s Kilbeggan became an important town for the redistribution of mail because of its situation on the main Dublin / Galway coach road. Connected via Kinnegad, Athboy and Kells to the northeast midlands, via Tullamore to the south midlands as far as Portumna and Roscrea and the entire west through Athlone. When Bianconi was giving evidence before the 1838 Parliamentary select committee on postage. He was asked if any of his mail cars had ever been held up. He replied only once the week before he had come to London. Orangemen coming from a meeting had delayed the Athlone to Longford mail car at Ballymahon. The mail was not robbed but delayed missing the connection with the Dublin to Sligo mail coach. So mail from Galway to Sligo was a day late.

THE UNIFORM PENNY POST

In February 1840 a revolution took place in the running of the post office. The cost of sending a letter was reduced to just 1d any where within

the United Kingdom and Ireland if pre paid and 2d if not. This led to new handstamps only Athlone used these in Westmeath.

1^D

2



Figures 24, 25 and 26 the Athlone 1d and 2d marks, also the Mullingar Maltese cross with its notches

The Penny Black postage stamp was introduced in May 1840. A new handstamp was needed in order to cancel and prevent the re use of these stamps. The new mark was called a Maltese cross because of its shape. One of the most famous of these was the one used in Mullingar. William Gordan was postmaster there at that time. He cut notches in his handstamp making it unique and one of the most sought after of all the Maltese crosses issued in the United Kingdom and Ireland. At first red ink was used to cancel the Penny black. In February of 1841 this was reversed. The colour of the stamp was changed to red and black ink used. Except the two sub offices Ballymore and Killucan and the old penny post receiving houses all offices in Westmeath were issued with a Maltese cross. Any office that used a Maltese cross that did not already use a CDS was also issued with one.

Postal map of Westmeath 1835 to 1849

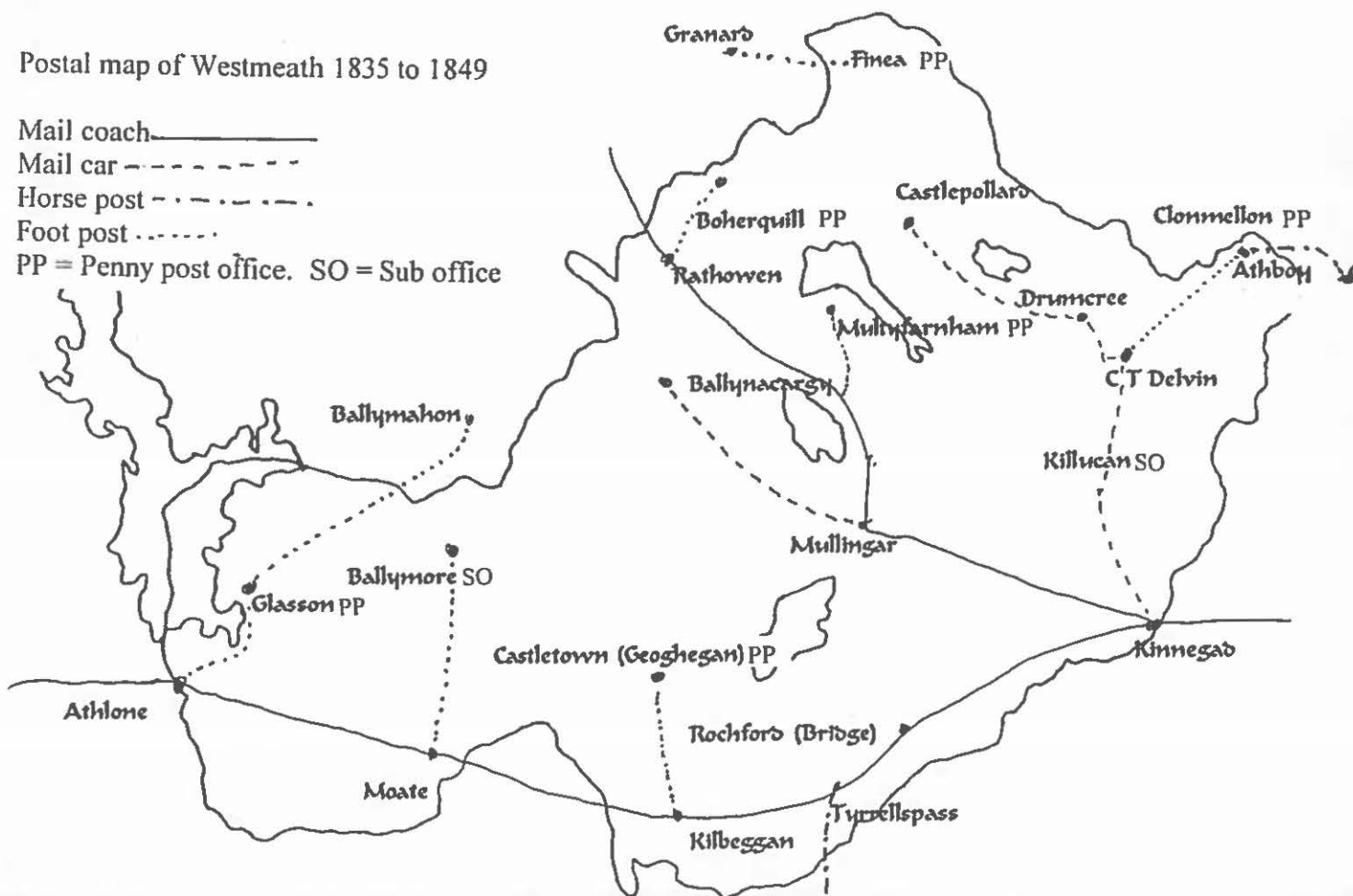
Mail coach —————

Mail car - - - - -

Horse post - . - . - .

Foot post

PP = Penny post office. SO = Sub office



In June 1844 Numbered Diamonds replaced the Maltese cross for cancelling stamps. These marks were issued through out Ireland in alphabetical order. Number 1 was Abbeylax up to 450 Youghal. Fourteen offices used them in Westmeath. The two sub offices were included Ballymore and Killucan but not the old Penny Post receiving houses. The numbers issued Westmeath offices were.

ATHLONE 18	KILLUCAN 275 / 276*
BALLYMORE 49	KINNEGAD 291
BALLYNACARGY 51	MOATE 331
CASTLEPOLLARD 120	MULLINGAR 345
C. T. DELVIN 123	RATHOWN 392
DRUMCREE 183	ROCHFORTHBRIDGE 395
KILBEGGAN 261	TYRRELLSPASS 441

In 1851 Killucan was issued with number 276 in error. This continued until 1861 when its original number was reissued.



Figures 27 and 28 Diamond numbers 120 of Castlepollard and 291 of Kinnegad

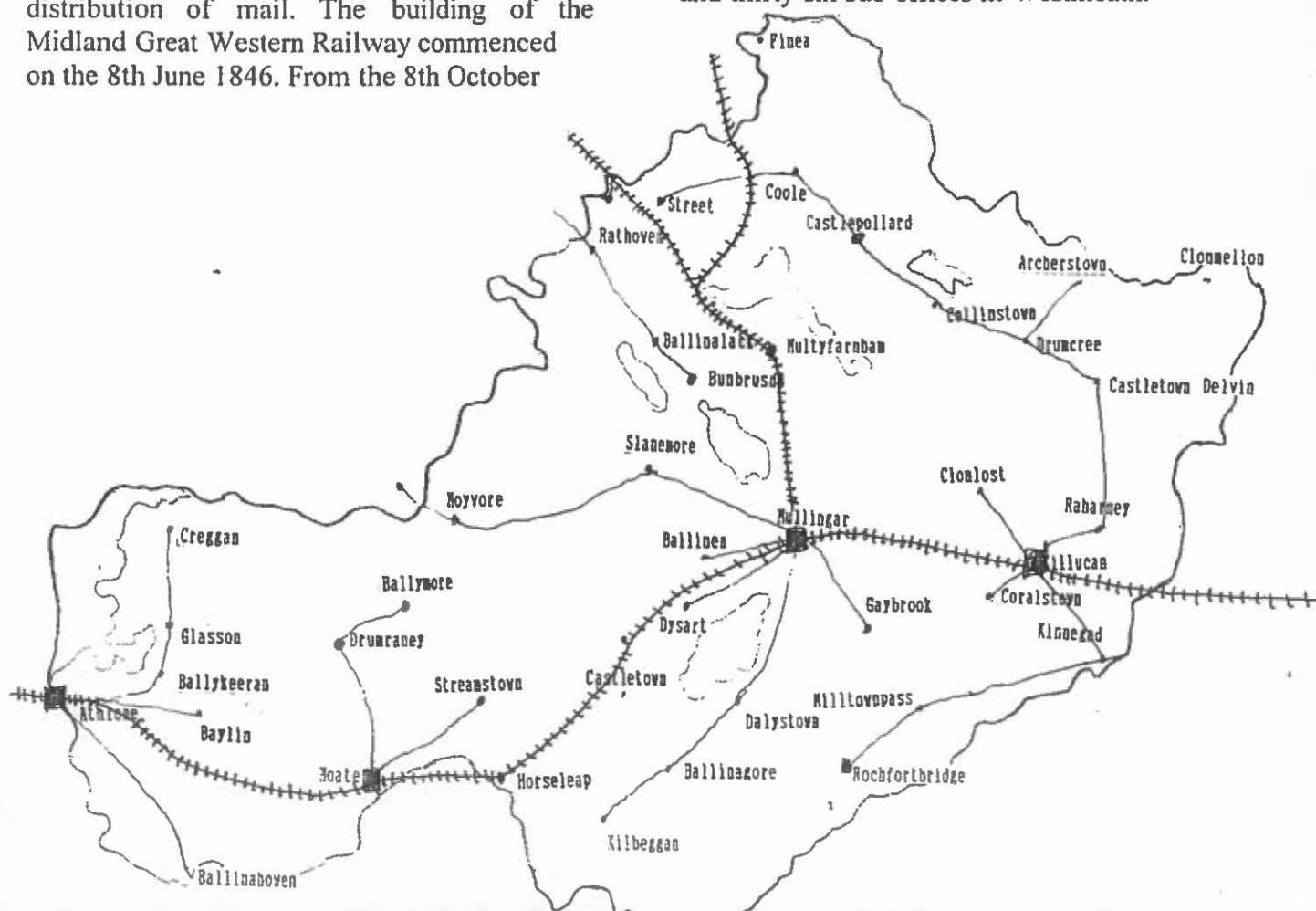
THE COMING OF THE RAILWAY

The railway was to have a major effect the distribution of mail. The building of the Midland Great Western Railway commenced on the 8th June 1846. From the 8th October

1847 the Galway mail coach put its mailbags on the train at Enfield for forwarding to Dublin. An extract from the Post Offices solicitor's minute and expense book dated 13th Dec 1847 reads "notice to be served on MGWR requiring that mails and post letter bags shall from and after 11th January next be conveyed on said railway by ordinary or special train from Dublin to the Hill of Down and from the Hill to Dublin each day of the week Sunday included. The first train arrived in Mullingar on October 2nd 1848. A similar notice was served on the company re Mullingar for 6th November 1848.

The railway ran via Killucan a sub of Kinnegad but its post office did not handle mail from the train until around 1850. When it did Kinnegad was demoted to sub office and Killucan became the head office. Moate and Athlone's first official train arrived on August 1st 1851. The by passing of Kilbeggan led to that offices suffering a similar faith as Kinnegad.

The Sligo branch to Longford opened in November 1855. There were station built at Multyfarnham and Edgeworthstown. Rathown was by passed. This brought about its demise but this did not happen until 1859/60 when it came under Edgeworthstown. By 1861 there was only four offices cancelling stamps in Westmeath, Athlone, Killucan, Moate and Mullingar. In 1860 there were four head offices and thirty-six sub offices in Westmeath.



HEAD OFFICES AND SUB OFFICES and THEIR POSTMARKS

The term sub office did not appear in the Irish PO directories until 1839 (but was used in the 1838 Parliamentary report). Two were listed in Westmeath Ballymore and Killucan. Also listed were the Penny Post receiving houses which were in effect sub offices. When the uniform penny post was introduced in 1840 the title penny post soon disappeared from the directory.

In the early 1850s any offices not doing more than £1,000 worth of business was downgraded to sub offices. When this happened the numbered diamond was withdrawn. All of the downgraded offices that were money order offices and continued to use Circular Date Stamps. Other sub offices used undated namestamps

Only five offices continued to use numbered diamonds after 1855 these were Athlone 18, Killucan 267 (error number) Moate 331, Mullingar 345 and Rathowen 392. At the end of the 1840s there were 18 post offices in Westmeath, twelve head offices and six sub offices. In 1851 there were eight head offices and twenty-three subs in the county and seven sub offices outside of the county with head offices in Westmeath.

Kilbeggan as we have seen in the mid 1830s had become an important office. In the post office list of 1851 it is listed as a head office with six sub offices. These were Castletown its old penny post-receiving house, Rochfordbridge and Tyrrellspass in Westmeath and in Kings Co. (now Offaly) Clara, Cloghan, and Ferban. The railways by passing of Kilbeggan ended its importance. It was demoted and became a sub of Mullingar and its subs allocated to other offices.

The 1855 post office directory shows this number had changed dramatically, five head and thirty-four sub offices in the county and another eight sub offices in neighbouring counties

Athlone had eight sub offices Balkerrin, Ballymurry*, Baylin, Creggan*, Glasson, Horseleap, Kiltoom* and Lecarrow*

Moate's five subs were Ballycomber*, Ballymore, Clara*, Ferban*, Streamstown, Mullingar had thirteen sub offices, Ballinea, Ballinagore, Ballymahon*, Ballynacargy, Castletown, Colehill*, Dysart, Gaybrook, Kilbeggan, Moyvore, Multifarnham, Slanemore and Tashiney*.

Killucan had thirteen sub offices Archerstown, Castlepollard, Castletown Delvin, Clonlost, Collinstown, Coralstown, Drumcree, Kinnegad, Milltown, Raharney, Rochfordbridge and Tyrrellspass,

Rathowen's five sub offices were Ballinalack, Bunbrusna, Coole and Lenmore*,

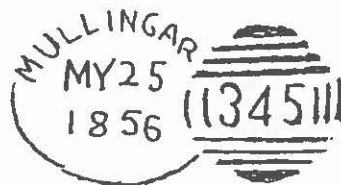
*Sub offices outside of Westmeath but with head offices in the county

Two sub offices in Westmeath had head offices outside of the county Clonmellon was a sub of Kells and Finea a sub of Edgeworthstown.

When a letter passed through any offices a handstamps of some sort was applied. If it was posted at a sub office an undated namestamp was applied and the stamp was cancelled at the head office. After 1844 the diamond number was used to cancel stamps. A CDS was also applied at head office to date when the letter. In 1855 in the busier offices the jobs of dating a letter and cancelling the stamp were combined with the introduction of duplex handstamps. The first duplex handstamps were known as spoons because of their shape. Only Athlone and Mullingar in Westmeath used spoon duplex handstamps

The first of these spoons were known as English type because of their similarity with the oval type used there, this led to confusion. The killer part of the mark soon reverted to the Irish type diamond. The changeover between English and Irish spoon in Mullingar took place between the 16th of March and the 7th of April 1857. Between these dates, Mullingar used its C.D.S. to cancel stamps. Most of the English type spoons were re-cut while some were replaced. Mullingar's was replaced.

Athlone was issued with an Irish spoon on the 26th of March 1857.



Figures 29 the English type spoon



30 the Irish type spoons used in Mullingar.

Sub offices used many different undated namestamps until their withdrawal in 1861. These marks were applied when a letter was posted there or sent for delivery or collection. At first Ballymore and Killucan continued to use their old mileage marks. The penny-post marks also continued in use long after the receiving houses became sub offices. All of those marks were replaced in time by undated namestamps. Any of the downgraded offices that were money order offices continued to use CDSs. Other sub offices that opened at this time used undated namestamps. These undated changed style many times over their short 20 years of use.

Ballina Mullingar



COLLINSTOWN

Figures 31, 32 and 33 different styles of undated used in Westmeath

Circular date stamps changed little over their forty years or so of usage. The first type used seriffed capitals figure 19. This was replaced by a similar type CDS but with sans serif lettering and a duty code letter. The only two of this type used in Westmeath was in Athlone (figure 19) and Moate. This size was replaced the following year with a smaller type also using sans serif lettering. Mullingar was issued with one in 1849 figure 28 and Killucan in 1850 Moate was also issued with one by 1853.

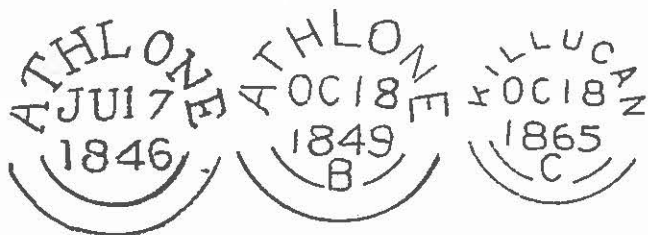
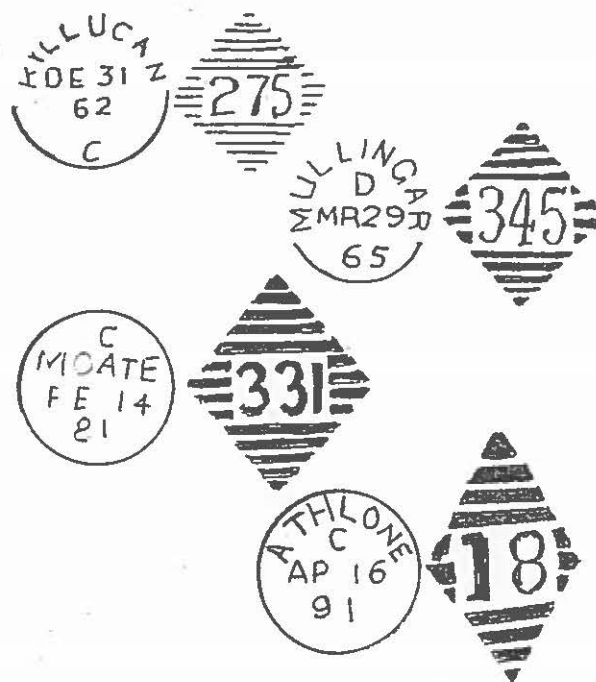


Figure 34 and 35 the second and third type CDS used in Westmeath

By the early 1860's the spoons were replaced by a new type of duplex hand stamp. Two other offices began using duplexes, Killucan and Moate. Only four offices in Westmeath were now cancelling stamps: - Athlone, Killucan, Moate and Mullingar. Money order offices continued to use date stamps.

It seems unusual but Athlone only used three duplexes after the spoons when compared with the six used in Mullingar

Killucan was issued with a Duplex in 1862. In used three different duplex handstamps. Moate used at least two different duplex handstamps.



Figures 39 / 42 different duplex marks used in Westmeath between 1861 and 1892

References

Watson's directories 1784 / 1840

Article by F.E. Dixon *Stampa* catalogue 1972

Handbook of Irish Postal History by Feldman and KANE

British Parliamentary papers second report for the select committee on postage sessions 1837-38 by Irish University Press

History of the Irish Post Mairead Reynolds

And the collections of

Des Norton Paul Appleby Stan Chalis and Anthony Hughes, JOHN LENNON

Baile Mor Loch Seimhdighe An Baile Mor

Baile Mor means big or great town. The original Irish name originated from a lake close by, lough Sewdy called after a warrior said to have been drowned while bathing there in ancient times. There are many ways of spelling this name Irish. There is said to have been a monastery in 700 another was founded in 1218 and was suppressed by Henry VIII. The first mention of the town is in a poem of Flann Maunistrech (died 1056).

One of the earliest Post Offices in county Westmeath. Situated half way between Mullingar and Athlone. It is first recorded in Watson's almanac of 1729. Situated on the original post road and on the main mail road to the west and northwest. When the mail coach to the west started running in 1796 it passed through Ballymore. The mail coach was suspended in 1798 due to the rebellion. When it was restarted in 1804 it bypassed Ballymore swinging south via Kilbeggan and Moate, this led to a decline in the importance of the office.

In 1784 its Postmaster was Henry Cunningham who was paid £30.0.0 a year to ride three times a week to Mullingar with the mail. He was also paid £5.0.0 per annum for office duty. Around this time the town name mark (12/1) was in use. Its first mileage mark was an abbreviated type By. MORE (12/2). Another (12/3) was used from 1828 to 1851. This must be one of the longest used mileage marks in the country. By the mid 1830s Ballymore was downgraded to a SO of Moate. The office is not mentioned in the parliamentary report of 1837. Why this should be is not known.

The office was not issued with a MX. In 1844 the diamond number 49 (12/4) was in use, it is usually seen along with its mileage mark and Moate C.D.S. By 1857 Ballymore had ceased to use its diamond. By 1856 the mileage mark has been replaced by an undated namestamp (12/5) and its stamps are been cancelled in Moate with its diamond 331. When the undated namestamps were withdrawn in 1861, Ballymore like most other S.O. in the county was left without any postmarks.

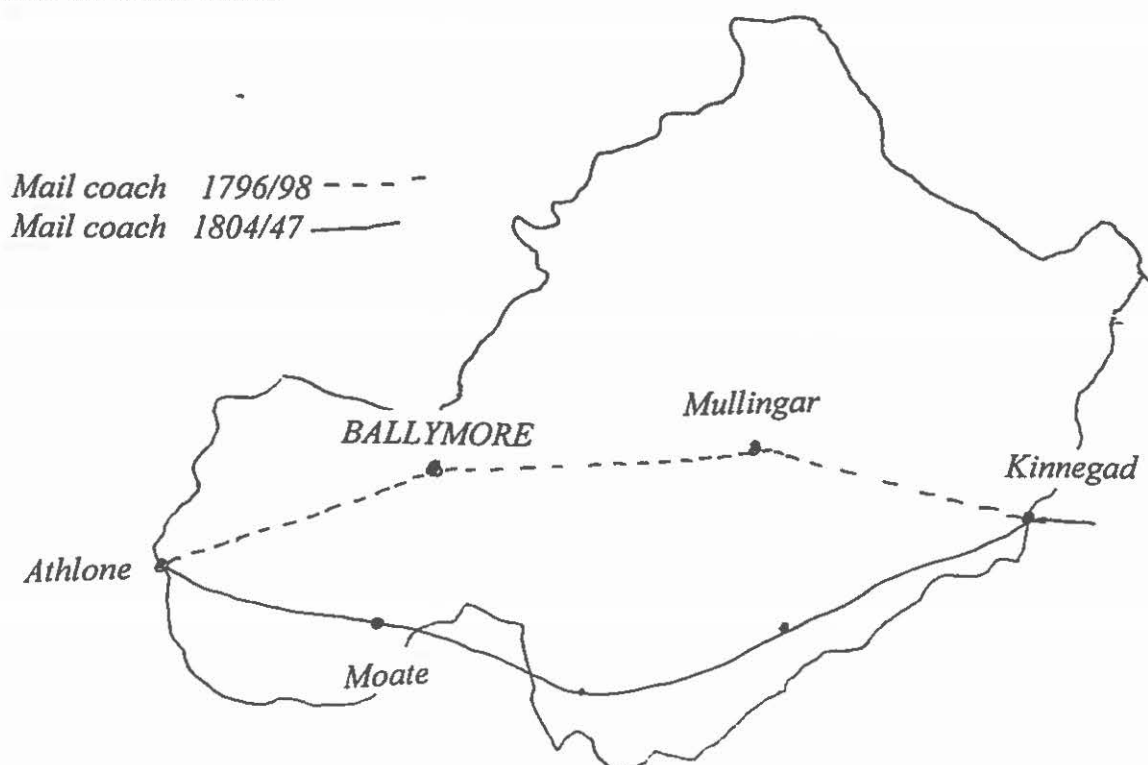
The next record of a postmark is a rubber climax (12/6). When Ballymore started canceling stamps again probably about 1906, the mark 12/7 was used. This mark continued in use until 1923 though from about 1911 no time is shown. About 1928 a new SRDS is in use (12/8) this was replaced by 1967 with a new SRDS (12/9)

POSTMASTERS

1784 Henry Cunningham

1837 Ballymore does not appear in the parliamentary report

1851 / 59 John Hoare



BALLYMORE

WEM 12/1 Town name mark BALLIMORE 44mm / 7mm Used Dec 1785 Color black	WEM 12/2 Mileage mark 1 BYMORE 48 33mm / 12mm Used May 1815 Color black	WEM 12/3 Mileage mark 2 BALLYMORE 56 44mm / 10mm Used Dec 1818 / Apr 51 Color black
WEM 12/4 Diamond number 5555  Usage Dec 1844 / Apr 51 Color black	WEM 12/5 Undated namestamp BALLYMORE Usage Feb 1858 Color black	WEM 12/6 Rubber  28mm McKay
WEM 12/7 SRDS 1  Usage 1911/22	WEM 12/8 SRDS 2  Usage 1923/58	WEM 12/9 SRDS 3  Usage 1967/ 97
WEM 12/10 Usage 2000/	WEM	WEM

BALLYNACARRIGY 13

Baile na Cairrge means town of the rocks

Opened in 1808 the year the mileage marks were introduced. Used at least two different mileage marks, (13/1&2). These differ from each other in that both show different mileage 48 and 45 and the name spelled different in both. This was replaced around 1836 by an undated namestamp 13/3. This may have been a CDS with no date.

The office was issued with a Maltese cross (13/4). By 1841 a CDS (13/5) was in use. The diamond number 51 (13/6) comes into use in 1844. The Post office directory of 1851 lists it as a head office with three sub offices, Colehill, Moyvore and Tashinny

In the 1857 P.O. directory the office was demoted to a S.O. of Mullingar. When this happened its mail was cancelled in Mullingar by its 345 diamond and later by a duplex. Ballynacargy was a money order office so it continued to use a CDS (13/7). This was followed by transit mark (13/8).

Ballynacarrigy has the distinction of being the first office in Westmeath to use a handstamp with clock time. This came about when its transit mark 13/8 was replaced with a SRDS (13/9) it was the first handstamp issued in the county after the discussion to change from code time to clock time was taken. During this change over a skeleton handstamp was used (13/S1). The earliest so far recorded use of the clock time was 13th March 1896. To begin with this mark was used as a back stamp or as a transit mark. When Ballynacargy again cancelled stamps it used this mark. This postmark continued to be used until the changeover from English to Irish in late 1922 or early 1923. Ballynacargy used at least two different skeleton handstamps at this time, one in English and one in Irish (13/S2 & S3). A new DRDS (13/10) was in use by 1928 and continued until at least 1955. A new SRDS (13/11) was introduced in the 1960s. This continued in use until 1997 when a new type was introduced (13/12).

Ballynacarrigy used at least three different skeleton marks.

13/S1 used in Jan 1896

13/S2 used in Nov. 1922

13/S3 used Sep 1926

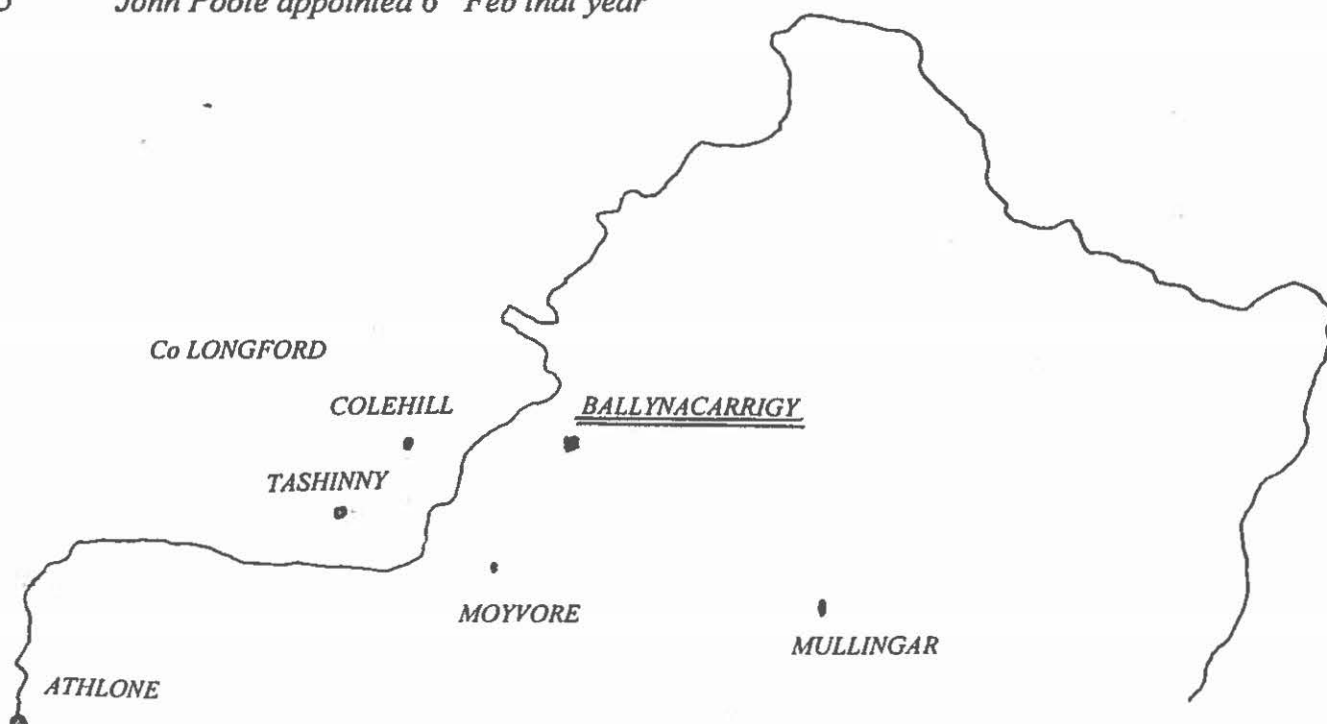
Known Postmasters

1837 / 1851 Philip Murray Parliamentary report of 1837 and Thoms 1851

1859 Though mentioned in Thoms of 1859 on P.M. is mentioned

1869/ 1904 James Moughly

1905 John Poole appointed 6th Feb that year



BALLYNACARRIGY

WEM 13/1 Mileage mark 1 BALNACARIG 48 Used Apr 1808 / 10 Color black	WEM 13/2 Mileage mark 2 BALLINACARGY 45 Used Jan 1831 / Jul 1831 Color red	WEM 13/3 Undated  Used 1836 Color black
WEM 13/4 Maltese cross  Used Jul 1843 Color red black	WEM 13/5 CDS 1  Used Jan 1841 Color black	WEM 13/6 Numbered diamond  Used Color black
WEM 13/7 CDS 2  Used 1855	WEM 13/8 Transit mark  22mm Codes A B C Used Sep 1882 / Oct 94	WEM 13/9 SRDS English  25mm Clock time Used May 1897 / May 1922
WEM 13/10 DRDS Irish  29mm Used 1928 / 55	WEM 13/11 SRDS  31mm Used 1966 / 97	WEM 13/12 Used 1997

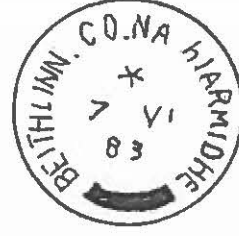
WEM 13/9 this mark is sometimes seen with the AM / PM slug used in the minute position

Used Jan 1896  WEM 13/S1	Used Nov 1922  WEM 13/S2	Used Sep 1926  WEM 13/S3
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Opened between 1852 and 1855 as a sub office of Athlone where the numbered diamond 18 was applied to its stamps. This office may have replaced Tully which is only a couple of miles away but did not appear on any Post office lists as it was open for such a short time but did use an undated namestamp. Baylin also used an undated namestamp (14/1) is used at this time. This may have been used until 1861 when these handstamps were withdrawn. The next recorded handstamps are rubber climax (14/2&3). This office closed on the 31st of October 1993.

Postmasters

1859 James Bonyng (Thoms directory)

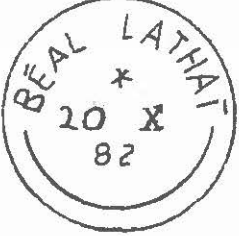
WEM 14/1 Undated  used	WEM 14/2 Rubber  Used McKay	WEM 14/3 Rubber  Used Aug 1926
WEM 14/4 Rubber  Used Feb 1928	WEM 14/5 Rubber  Used Sep 1935	WEM14/5 SRDS  Used 1966 / 83

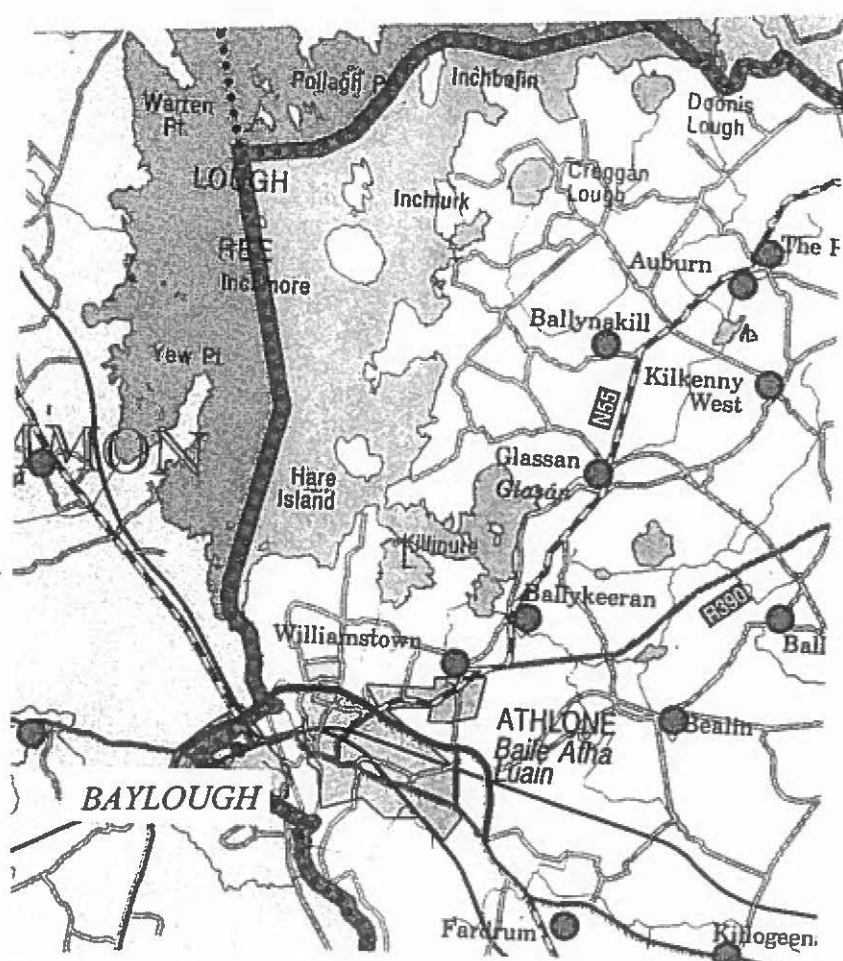


BAYLOUGH 15

Beal Locha Bail Lathai

Baylough did not open until 1953. It is situated on the Galway road in Athlone on the Connacht side of the river Shannon though still in Co Westmeath. Three different postmarks are known used, only two shown here. 15/1 I have only seen reported.

WEM 15/1	WEM 15/2 SRDS  Used by Oct. 1980	WEM 15/3 SID  Used by 2000
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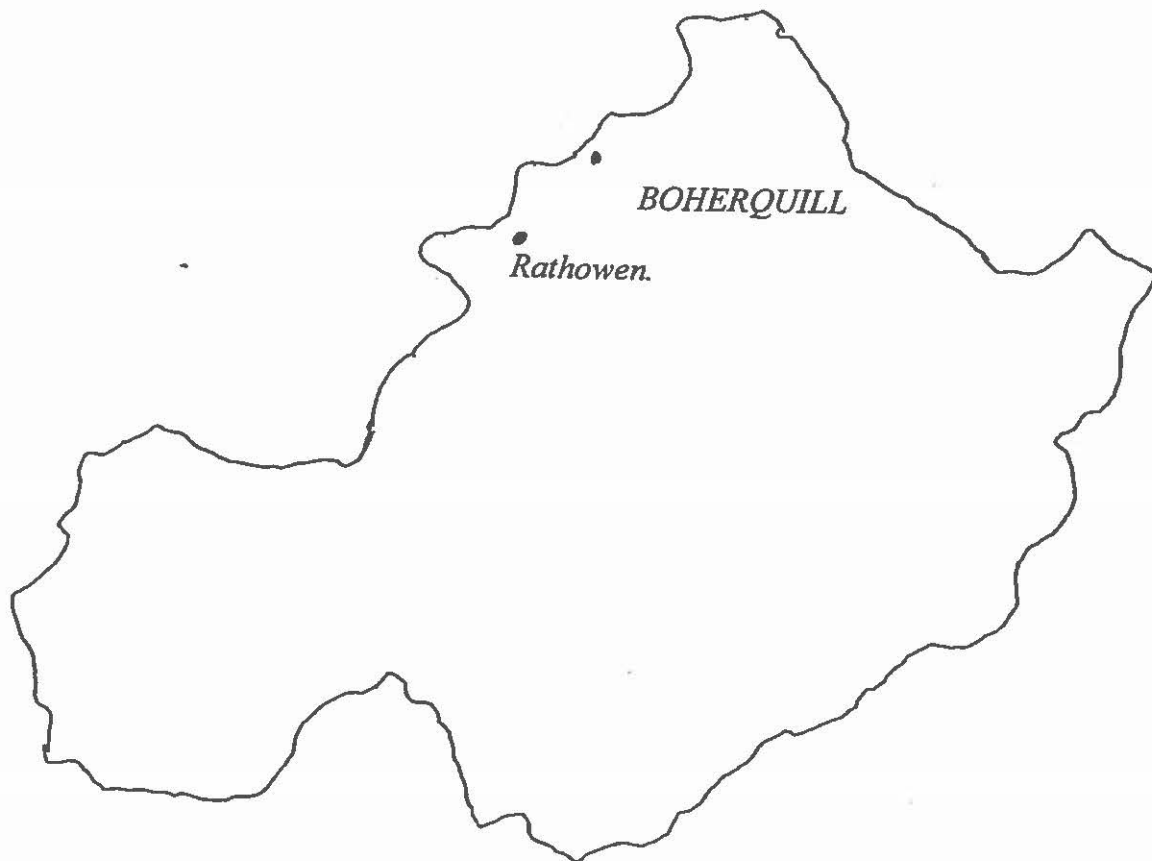


BOHERQUILL 16

This name in Irish is Bothar a Chuille this translates as road of hazel (as in bush)

Boherquill, the only information on this office is from the Parliamentary report of 1837. In it this office is recorded as a penny post receiving house for Rathowen. Opened on the 21st of April 1836, four miles from Rathowen. Its grouse revenue was £1.11.5 while its annual expenses were £4.3.3, a loss making office. By 1840 it seems to have disappeared from all lists. No marks are know not even a Penny Post mark though it is probable one was used.

16/1
penny post mark/

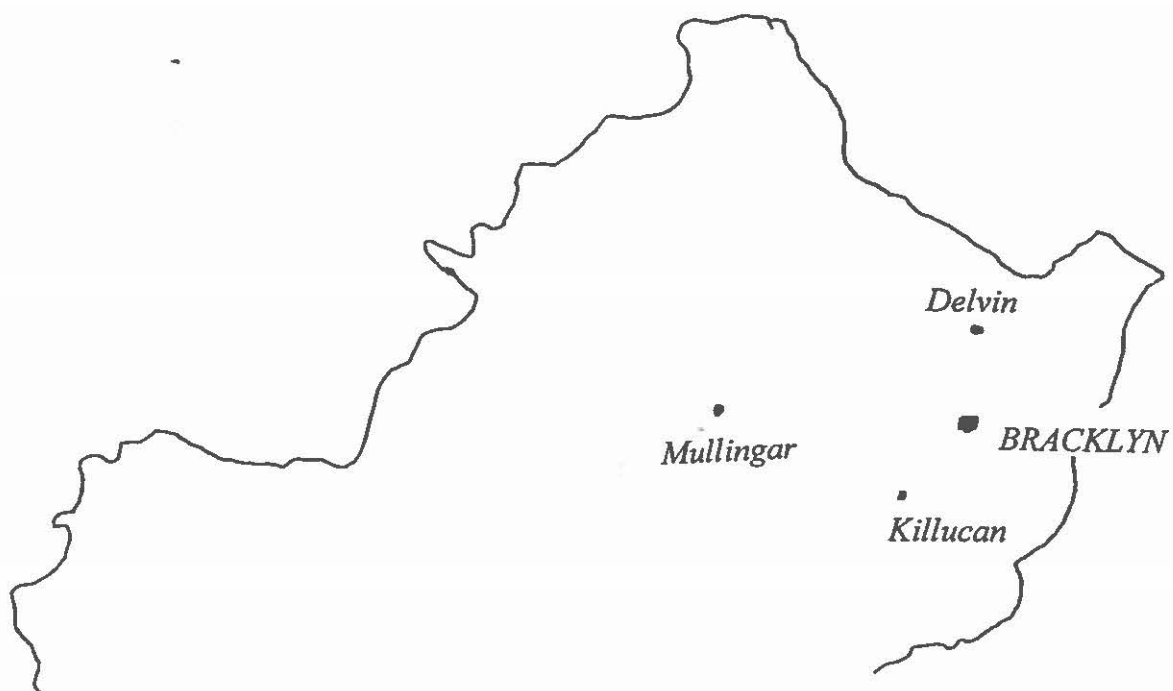


BRACKLYN 17

Brach-Chulain

Bracklyn opened up sometime between 1861 and 1863 as a S.O. of Killucan. It is a cross roads just off the Mullingar Delvin road. It opened too late to have had an undated namestamp. The first recorded postmarks from here are a rubber climax (17/1). The first evidence is the Post office proof book. McKay reports shows this as 1901 this continued in use until 1923. Four different rubbers followed between 1934 and 37 (17/2-5), including a temporary one or skeleton that is one that the letters could be inserted to make up any name. This type tended to lose their shape very soon (17/5). A DRDS was in use by the mid 60s 17/6

WEM17/1 Rubber  32mm Used Sep 1901 / May 23	WEM17/2 Rubber  32mm used Apr 1928	WEM17/3 Rubber  32mm Used May 1930
WEM17/4 Rubber  32mm used Jun 1933	WEM17/5 Skeleton rubber  32mm Used Jan / Feb 1937	WEM17 SRDS  30mm Used Apr 1966 / 1985



Bun Brosan, in Irish means head of the river. The river Brosna is said to rise in a well here and flow into lough Owel close by.

Bunbrusna situated on the main Mullingar to Longford road. This office was open by 1852 as a S.O. of Rathowen. After Rathowen itself became a sub office Bunbrusna was transferred to Mullingar. Later it became a sub of Edgeworthstown.

No undated namestamp is recorded but probably did use one 18/1. Many rubber handstamp are recorded for this office and only one metal. The first reported of a rubber is by McKay (WEM 18/2). This uses san serif lettering and gives Bunbrusna as a sub of Edgeworthstown. The next with serif lettering shows Rathowen as head office (18/3). The first Irish one uses serif lettering for the top half of the mark. Its head office was now shown above the date and the county name at the bottom using san serif letters (18/4). The next handstamp (18/5) in use used all serif lettering and on head office name. The last rubber handstamp used had only san serif lettering (18/6). Then a DRDS came into use and this one is still in use today (18/7).

POSTMASTERS

Thomas McCormack 1859 (Thoms 1859)

L. Booth appointed 1887

Berndan Donegan appointed ? / died 1988

Emily Donegan (wife of above) appointed 1988

WEM 18/1 Undated namestamp Not so far recorded	WEM 18/2 Rubber  31mm san serif lettering 1897 McKay	WEM 18/3 Rubber  31mm serif lettering 1922
WEM 18/4 1st Irish Rubber  32mm serif and san serif lettering 1927 / 32	WEM 18/5 Rubber  32mm serif lettering 1933	WEM 18/6 Rubber  32mm san serif lettering 1934

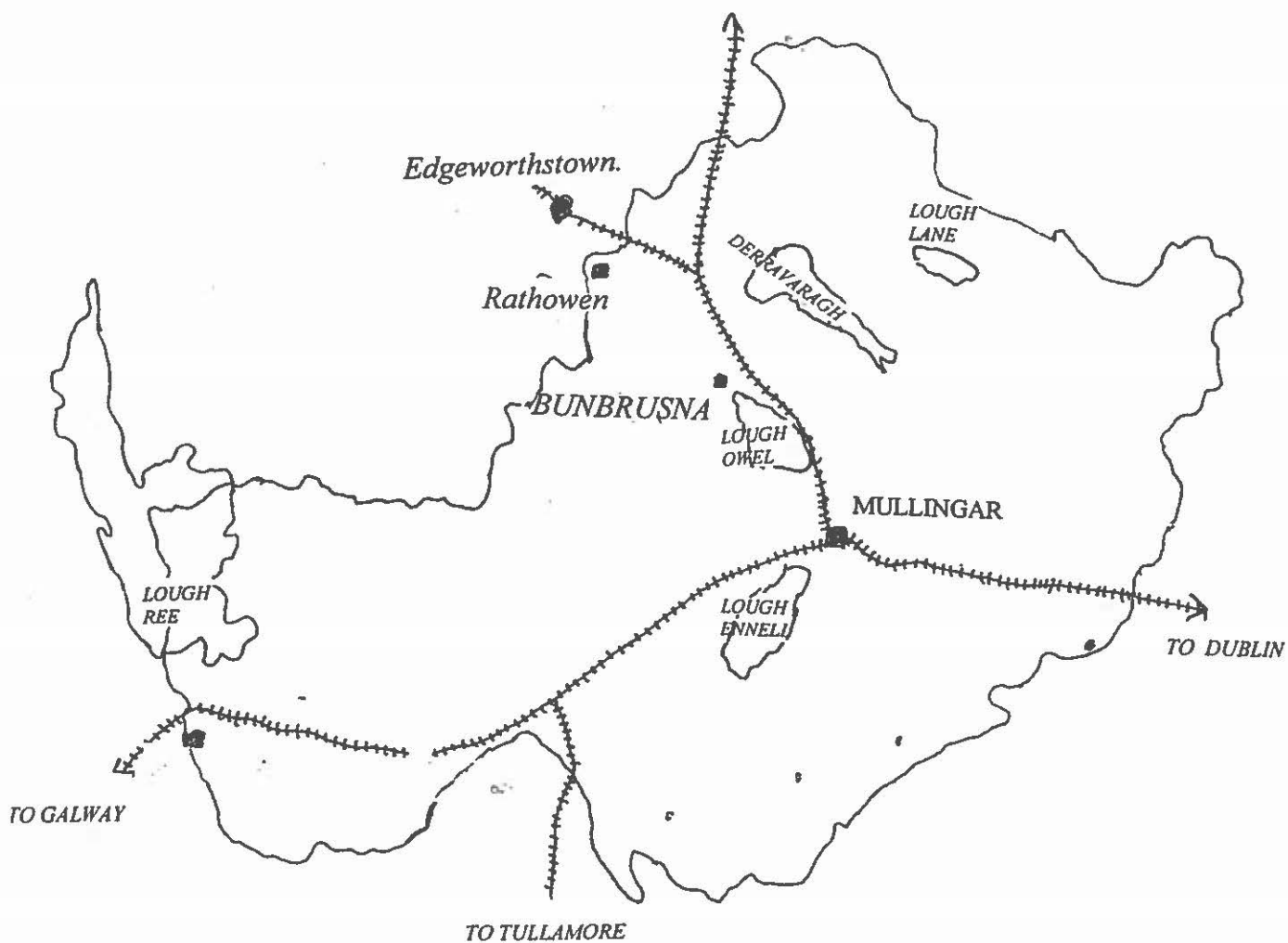
BUNBRUSNA

WEM 18/6

DRDS



1961 / 2001 at least





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Dear Sir,

September 20th, 2001

The FAI members participating in the Annual General Meeting 2001 of the F A I , have engaged me to write a letter of protest to the philatelic management of AN POST. The F A I (Research and Study Group Ireland) is a Germany based philatelic society with some hundred members all over the world. We are sure that we represent the great majority of the collectors of Irish postal material in Germany.

We have been very concerned for some years about the inappropriate policy of AN POST in issuing stamps and the excessive expenditure needed to get the new issues. In 2000, the F A I new issue service had a dramatic drop in customers, and the orders have come to a standstill in 2001. A number of our members have stopped collecting Irish stamps because of this policy.

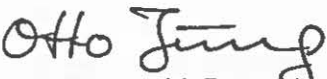
These are the points we object to:

- 1) We object to the great number of commemorative stamps. Why does an occasion need a set of four stamps, where one would be enough? Look at the way the German post commemorates events by issuing one stamp at the letter or postcard rate, rarely by a stamp of higher face value.
- 2) We object to the high face values which are found in each set. That they are not needed is recognizable from their low prints. They only aim at the purse of the collectors and a high income for AN POST.
- 3) We object to the number of sheets combining different stamps and issuing them in multiple formats – sheets, rolls, booklets etc. This is only to force collectors to buy more stamps than actually needed.
- 4) We object to the way the new issues are extolled as a great financial investment for the future. Every serious collector knows that there will not be the least profit from the average commemorative stamps of the last 40 years. These "wonderful pictures" are often being ignored by the adult collector. They are mainly aimed at the children who cannot judge the future value of the stamps. It is irresponsible to lead them to believe that they have not only a fine hobby but also a good investment for their future. These issues are far away from serious philately, which does not mean to add stamp to stamp bought from the post office.
- 5) We object to the motifs chosen for many years. Stamps with ship motifs appeared in 1982, 1986, 1988, 1991, 1996, 1998, 1999 (set and 2 mini sheets) and 2001. Why so many sets showing cars, motorbikes, trains, trams, buses? And why illustrating the pine martin in 1992 four times? And – I beg you pardon – the yearly issued minisheets to celebrate the Chinese New Year are so far away from any reality that the annual repetition causes collectors to shake their heads in disbelief. Why all the sportsmen on stamps? In most countries it is frowned on to picture living persons on stamps. All the Millennium sheets were strictly to extract additional money from the collectors.

In 2000, the German agency Roll, who distribute the stamps of 231 countries, sent collectors an advertising leaflet. The new issues of all these countries, the average number of yearly appearing stamps and their cost are to be found. Only 3 (three) countries out of 60 European charge more for their stamps than Ireland does. Even countries as large as China and Russia require less money. Great Britain is less expensive. The annually issued stamps of Switzerland, Austria and The Netherlands, which are extremely popular with collectors, cost nearly half the amount the Irish stamps demand.

You should be aware that each collector who cancels his standing order will never return. Hundreds have turned away from new issues and are ending their Ireland collection with the year 2000 or 2001.

Yours sincerely


(Otto Jung, FAI President)