

Irish Philately

The Journal of the
Irish Philatelic Circle

Volume 1973

IRISH PHILATELIC CIRCLE

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IRISH PHILATELY

Journal of the
Irish Philatelic Circle

Volume 1973 No. 3

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"Irish Philately"

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EDITORIAL

Our apologies to members for the late appearance of this issue of the Journal, occasioned by our move to Northern Ireland and also to a bout of tummy trouble during December. However, all is now well and we hope this issue's contents will be of interest to our members.

As in the two previous editorials, we again appeal for material for publication, the situation in the "IN" file is serious, all we have are promises of articles which we hope will be in time for the next issue. So let your New Year resolution be; "I must write that letter or article for the Journal in 1974".

In the last editorial we commented adversely on the standard of slogan cancellations, this time we feel that some comment on special handstamps is required. The holiday was an opportunity to catch up with the mounting of special handstamps, and here one may add thanks to the Hibernian catalogue listing for making the task easier. One disturbing fact is the use being made of skeleton type special handstamps. Of the 57 items mounted up to mid 1972, no less than 44 are skeletons! When one takes into consideration the fact that the listing includes items which are merely cachets in conjunction with ordinary cancellations, the percentage is too high. One gets the impression that, for many of the events, congresses etc., which are the subjects of special cancellations, the organisations and the Department of Posts and Telegraphs have been rushed at short notice to agreeing to a special handstamp. This is further borne out by the fact that there is almost a complete lack of information prior to some of these events; the result of this is that most of the members who live in Dublin are sometimes caught unawares. It is to be hoped that this policy will cease and, for those events which require a special handstamp, forward planning will ensure that the handstamp will be 'special' and not a skeleton.

Our sincere good wishes for 1974 to all members, may it bring peace and prosperity to all.

O.M. Richards
N.J. Langton
Editors

NUMBER THREE OF A SERIES FOR BEGINNERS

by

Noel J. Langton

In part two of this series I mentioned the Irish Post Office Guide as a very useful book to have on your bookshelf. I feel that most collectors of Irish stamps turn to postmarks and/or postal stationery when they have completed their stamp acquisitions to the limit of their pocket books.

There is a vast field for cultivation in this sphere - not Postal History, but honest-to-goodness postal history out of the waste paper basket. When you think of the 2,800 post offices in the country (North and South), most of them open for 75 to 100 years and again, most of them with more than one hand canceller, the possibilities are enormous.

My approach has been to get a copy of the P.O. Guide. The current one is the 1971 edition. I numbered each post office, starting at No 1 Abbey, No 2 Abbeydorney and so on, from Page 124 thro' to Youghal on Page 278. I did not give separate numbers to town sub-offices (listed in the guide in italics), preferring to group these under the principal or head office of the town in each case. By using a prefix "A", "B", "C", etc., a number can be established for any sub-office. So, in my listing, I have No 93 Armagh and A93 Armagh Barrack Street and B93 Armagh Thomas Street. This system of numbering makes no allowances for offices once open but now closed. If any such come my way (none have, so far, but I live in hope) the name can be inserted in its correct alphabetical place and given a number with a suffix. The Dublin offices listed on pages 111 to 117, form a separate section in my collection and are numbered D1 thro' to D133.

With a catalogue type listing established, the rest is like collecting cigarette pictures! I use A4 two ring covers, bought locally for 25p to 50p, depending on the degree of luxury (plain, plastic or padded) required. The same stationers sell sketching pads with a medium heavy paper, ready punched with two holes and these are ideal for the pages. I divide my pages into five equal horizontal spaces, using one space for each town. The space is headed off with number, name, county and name in Irish. The latter is needed only for Republic offices, to identify the postmark. Northern Ireland offices, of course, do not use Irish language cancellers. While on this subject, I should say that I collect all Ireland postmarks up to date. Some collectors omit Northern Ireland from 1922, using the argument that from then on the Post Office is more correctly British and so should come within their G.B. collection. For my part, I feel that if one is chasing a 1919 Belfast postmark, a copy from the same canceller dated 1925 is equally acceptable. It is a short step from that to forgetting altogether about the political border and opening the album covers to all and sundry.

I mount all postmarks of a town, be they handstamps, machine, arcel or what have you, on the one page. If and when the allotted place is full - and I manage only three items per space - I allocate complete page to the place, noting in the original space; "See separate Page". Thus my arrangement of towns remains intact - you will have gathered by now:-

1. That pages are started only when I have something to mount on them.
2. The position of my place on the page is determined by its number. Numbers ending in "6" are always at the top of a page. So are those ending in "1". The rest follows.
For the moment, this is as far as you need to go. It will occupy any a winter's night translating, mounting, ruling out new pages etc. Later on you will begin to see patterns emerging - the increasing number of single circle cancellations, the odd chappies with the irregular letters (these are skeletons, of which more anon, I hope).

Incidentally, I have adopted a 2" x 2" as normal size, increased to 2" x 4" for machine cancellations. A piece of card, cut carefully, 1" x 4", will help no end in producing tidy, regular postmarks. Also, try to get mine on commemoratives - not to the exclusion of definitives, because after all, the postmark takes precedence, but why not if it is there for the taking? I repair small pieces by having by me a selection of pieces of paper 4" x 2" in various colours and shades of manilla, cut from used envelopes. Evostik Resin W, which is a white adhesive, is A1 for the job of sticking the piece to its new matching base, because it dries out clear. DO NOT use the damn sticky Evostik. It's horrid for this particular job !!!

CANCELLATIONS

O.M. Richards

Some months ago a non philatelic friend handed me a small packet of 5 covers from Ireland, these, as usual, were put into a box to be examined some time in the future. These have now been scrutinised by me and I was pleasantly surprised to find that four of the covers were backstamped on the Great Southern and Western R.P.O., they had been posted at Portarlinton to a Dublin address. Three of the backstamps were Bill Kane's Type S2, and were various dates in 1887. The fourth appeared to be Type S3 at first glance but, on comparing it with his drawing, it was evidently an unrecorded ? cancellation. As will be seen from the drawing, this backstamp has arcs in the lower half which have not previously been seen.



WORLD PLOUGHING CONTEST

The World Ploughing Contest for 1973 was held at Droichead Eoin (Wellington Bridge) Wexford during the 5th and 6th October, 1973. In connection with the event a special slogan was in use on the Wexford machine for some two or three weeks prior to these dates. At Wellington Bridge a skeleton type handstamp was used on the 5th and 6th October. Both are illustrated.



BUILDING SOCIETIES CONGRESS

The Fourth European Congress of Building Societies was held in Dublin (Burlington Hotel) from 18th to 21st September, 1973. Mail posted at the Congress was postmarked with the skeleton type illustrated, plus the cachet.

**Fourth European Congress
of Building Societies
Dublin - Sept 18/21 1973**



POSTAL HISTORY

Readers will remember the very excellent article "The Dublin Spoon Cancellations of 1855 to 1857" by Hans Moxter, which appeared in issue No 4 of the "Journal of Irish Philately". Hans Moxter has submitted a further page set out in the form of a data sheet, which gives a clear picture of the information on which the detail of the article is based.

As a result of the article, our member, Dr. Brian de Burca, wrote to Hans Moxter and has agreed to allow us to quote most of the letter which, we think, will be of great interest to members.

"I have just finished reading your interesting article on the first Dublin Duplex.

Although you only refer to the London type, three distinct types were made for London, Dublin and Edinburgh. The use of green ink was incidental as this was used extensively in England and in Ireland.

As to the PAID, I am sure that the explanation is simply that it was put in by mistake by the manufacturers - this has happened before. When noted the Paid was removed, 'though I have one strike in which part of the "D" remained. If you study this in context with previous date stamps you will find the same mistake. Alcock and Holland were very much in error in separating paid and unpaid both in the London and Dublin types - this is now well recognised by collectors.

The A B C D were definite time codes but did not refer to afternoon, evening etc., - this occurred only in Belfast and nowhere else.

Then you do not explain the one to eight with no nine and a ten (x). If you study the earlier date stamps, and also the earlier London types, you will find the same limitation.

There were probably eight sorters tables and there is some evidence to support this. The "x" was probably a reserve number when other duplex stamps were sent for repair or change. This is the simple explanation as to why eight numbers were used concurrently and why you will not find a nine".

We will be pleased to hear from other members with additional information or comments on this, or any other, article published.

Device Nr.	Bars and Arms clockwise	Average Measure ments in mm Height/Width	Known Use Month Day Year Earliest Latest	Number of items per indicator None A C D E Total	Destination of Letters Dublin Prov. UK Foreign	Remarks
1	4 2 4 4	6.5 x 12.0	JU 3 55 SE 5 57	42 7 1 1 1 8 59	2 14 5 4	
2	3 3	6.0 x 10.0	AU 18 55 JY 15 57	13 3 - - 5 21	- 4 4 -	
3	3 2 3 3	6.0 x 10.0	AU 18 55 SE 13 57	18 - - - 3 21	1 7 4 -	
4	4 3 4 3	6.0 x 11.0	JY 11 55 SE 4 57	21 - - - 7 28	1 9 4 2	
5	4 3 4 4	6.0 x 9.5	SE 7 55 OC 20 57	38 - - - 2 40	4 16 - 1	
6	3 2 3 4	6.0 x 9.5	SE 10 55 JY 2 57	12 - - - 3 15	1 5 2 -	
7	3 3 3 3	6.0 x 9.5	SE 1 55 SE 18 57	39 - - - 2 41	2 14 8 1	
3	4 3 4 3	5.5 x 8.5	SE 23 55 SE 9 57	25 1 - - 2 28	1 11 1 4	
1 Paid-Line	3 2 3 3	6.0 x 10.5	AU 30 55 OC 27 55	3 1 - - - 4		
2 " "	3 2 3 3	6.0 x 11.0	AU 11 55 AU 14 55	2 - - - - 2		
3 " "	4 3 4 3	6.0 x 10.0	SE 8 55 SE 8 55	1 - - - - 1	2 13 2 -	
7 " "	3 3 3 3	6.0 x 9.5	NO 19 55 DE 9 55	5 - - - - 5		
8 " "	4 3 3 3	6.0 x 9.5	SE 4 55 DE 10 55	15 - - - - 15		
1 Paid removed	3 2 3 3	6.0 x 10.5	MR 29 57 JU 13 57	- - - - 2 2		
8 " "	4 3 3 3	6.0 x 9.5	JA 4 56 SE 3 57	24 - - - 4 28	4 15 2 2	
X " "	3 2 3 3	7.0 x 10.5	FE 7 57 SE 22 57	10 - - - 2 12		
Total	-	-	JU 3 55 OC 20 57	268 12 1 1 40 322	18 108 32 14 10.4% 62.9% 18.6% 8.1%	

THE IRISH MAIL

by

Bill Kane

On the 1st August, 1973., the British Post Office commemorated the 125th Anniversary of the Irish Mail by the use of a special hand-stamp applied to mail at Holyhead on that date. This mail route, in that it linked the two capital cities, London and Dublin, has always been of great interest to Postal Historians.

The Irish Mail coach route was established sometime about 1750. It is recorded that the Mail coach started from "The Swan with Two Necks" in Gresham Street, London, to face its 27 hours journey, which took it across the Welsh mountains, to Holyhead. Although the first travelling post office was established in 1838, it was not until the year 1840 that the line from Crewe to Chester was opened. It was eight years later, on the 1st August, 1848., that the first Irish Mail train steamed out of Euston Station, London, for Bangor. Here the mails were transported by coach over the Menai Bridge to Llanfair and from there to Holyhead by rail.

An interesting aspect is that the "Irish Mail" was the first train in Britain to have a name given to it officially. Today the Irish Mail must be the oldest named train in the world in service.

There is some doubt regarding the starting date of the hand-stamps connected with the Irish Mail. Hendy, in his book, states the first stamp Fig. 1 was issued in March 1852, other authorities give the date as April 1854.

It was on the 1st October, 1860., that the new and improved Holyhead to Kingstown Packet service was inaugurated, and it was in July of that year that the Irish Mail received its second and third hand-stamps - Figs. 2 and 3.

It was during the year 1859 the British Post Office decided that all letters dealt with in the Sorting Tenders should be stamped with distinguishing marks. These were of various types for the different railways operating at that time, many new stamps were issued within a couple of months.

I illustrate some of the hand-stamps in use over the years to give an idea of the great variety obtainable, my listing is by no means complete.

One to look for is the "B34" Fig. 4 which was issued on the 19th July, 1860. It is recorded in the lists of P.O. numbers of 1874 and 1887 but is vacant in the 1906 list.

I know of only one Tax instructional mark, ie Fig. 5, there may be others. Several other mail trains connected with the Irish Mail at either Crewe or Chester.

I have in my collection what I consider an interesting cover, it was posted at Leixlip on the 27th June, 1896., addressed to Ellesmere Port, Cheshire, and backstamped with the C.D.S. of Crewe Station 28th June and the C.D.S. Chester Station Office June 29th. The question why the delay?. Then we must look at letters coming from various places in Britain to Ireland, which carry the cancellations of the "UP SPECIAL" and the "DOWN SPECIAL". Both these trains connected with the Irish Mail at Crewe, surely these must form part of an Irish Mail collection. Where does one stop with such an interesting subject?.

Prior to the introduction of the railways there were special charges on mail crossing either the Menai or Conway Bridges, at that time the Irish Mail coach route was via Chester and Holyhead passing through Conway. Letters passing between Great Britain and Ireland were chargeable in both countries, according to the scale of distances as if sent for such distances within Great Britain only. In addition to the Packet rates and Menai and Conway Bridge rates:-

Travelling by Holyhead	-	Menai Bridge	1d.
Travelling by Conway	-	Conway Bridge	1d.

The distance between Chester and Holyhead was 85 miles and involved crossing the Menai Straits which separate the Island of Anglesey from the mainland, and the Conway Bridge over the Conway River. A grant of £20,000 was passed by the Treasury in the year 1815 for the improvement of the Holyhead Road. The survey was completed by Thomas Telford in 1820 and the Menai and Conway Suspension Bridges were opened in 1826. The charges operated from 1827 until 1839.

In the early 1830's an alternative mail coach route was opened up between London and Holyhead - via Oxford, Birmingham and Shrewsbury. This route incurred only the Menai Bridge charge of 1d. For anyone interested in Postal History, here is a most interesting subject to study, starting with the early pre-stamp covers through the adhesive period with the various cancellations, this is indeed an excellent project to undertake.



MISSSENT TO
CHESTER & HOLYHEAD
R.W.P.O.

LDN & HOLYHEAD R.P.O.
IRISH MAIL DAY



Fig. 1

Fig. 2

Fig. 3



Posted without Late fee
1d to Pay

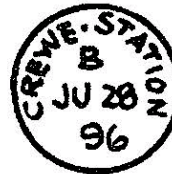


Fig. 4

Fig. 5



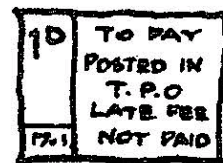
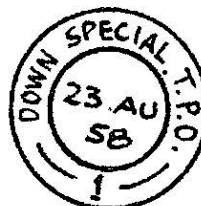
*Received open and resealed
at the L & H R.P.O.*



LONDON & HOLYHEAD R.P.O.
IRISH MAIL NIGHT



LDN & HOLYHEAD RPO
IRISH MAIL DAY



Posted without Late fee

LATE FEE
PAID



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