

## SHANNON INTERNATIONAL AIRPORT



CONTROL TOWER, SHANNON AIRPORT

By Neil Stack  
Editor of The Revealer

The first indication that the traveler is nearing Ireland is the rotating beam of light from Shannon's control tower. Seemingly it beckons a C  ad M  le F  ilte (A Hundred Thousand Welcomes of the Irish) as it flashes skyward in the early morning hours.

Soon your four-engined plane sets down on the runway in front of Shannon International Airport. You are really aware that you are on Irish soil when you are greeted by courteous and friendly attendants whose pleasing voices

will long be remembered. If you intend to stop in Ireland you will be escorted to the health and custom offices. In-transit passengers are taken to the airport lounge where they may rest while their plane is refueling. Those who desire may proceed to the dining room for breakfast or coffee; others may while away their time at the free custom area and make purchases which will be duty free when they reach their destination.

### SHANNON INTERNATIONAL AIRPORT

Shannon International Airport is located in southwestern Ireland, beside the River Shannon where it widens to meet the Atlantic. It is one of the world's leading airports and is known to airlines as the Gateway to Europe. The big European traffic centers of London and Paris are near at hand and it lies in a direct line with New York and Montreal.

The location of the present site of this fine airport was the result of considerable research. Mr. Juan Trippe, President of Pan American World Airways, and Colonel Charles

### STEAMER CRUISES ON LOVELY RIVER SHANNON

One of the most beautiful waterways in the world, Ireland's River Shannon, is now fully accessible to visitors on C  ras Iompair   ireann steamer cruises.

With the diesel powered ships, St. Brendan and St. Ciaran, operating on the river, the heart of Ireland has been opened for travelers who enjoy cruises.

Day cruises depart daily from Athlone, Carrick-on-Shannon and Killaloe.

Lindberg, together with high ranking officers of the Irish Army, had been invited to help in the task of finding the most suitable spot along the west coast for an airport. They began at Clifden Galway, close to where Alcock and Brown made the dramatic landing after the first crossing of the Atlantic by air nearly twenty years previously. After looking at many possible locations along the coast, the party was thinking of calling it a day as they approached Limerick. At a spot near historic Bunnally Castle they stopped to

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PLANES FROM ALL PARTS USE THE REFUELLING FACILITIES

**AIRLINES BUY GASOLINE DUTY-FREE**

During the past year about 24 million gallons of gasoline were sold to the airlines patronizing Shannon International Airport. All of it is duty-free, but the Irish Government makes a concession charge of one tenth of a penny per gallon which on 1954's consumption meant about £10,000. This petrol stop also means a larger revenue for airlines. By stopping at Shannon to refuel, seven extra passengers can, in normal conditions, be taken on to a Paris-to-New York Stratocruiser (which burns about 500 gallons of fuel per hour) at Paris. This means additional revenue of £1,050 to the Airline concerned. In poor weather conditions, as many as 25 extra passengers can be taken on, meaning a saving of £3,750 which would otherwise have been lost on the trip.

**THE FIRST CUSTOMS-FREE AIRPORT**



THE DUTY-FREE SHOP IS IMPORTANT AS A SHOP-WINDOW FOR IRISH PRODUCTS ALTHOUGH ITEMS SUCH AS FRENCH PERFUMES ARE ALSO MARKETING

**SHANNON INTERNATIONAL AIRPORT**

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look at the Shannon estuary. Then Mr. Trippe said to the group, "This is the place." After numerous tests were made the necessary land was purchased from the local farmers. A new highway was built ignoring the old winding road. Construction was well under way in 1939 when the war started. It was on an October afternoon in 1945 that the first scheduled land plane set down on the new runways at the airport.

Today it is not only the most modern but also, from a technical and meteorological viewpoint, the best in western Europe. It is free from natural and artificial obstructions besides enjoying the best fog clear record of any major airport.

The latest modernization at Shannon consists of a new system of refueling transient planes. No longer will it be necessary for gasoline trucks to visit each plane. Esso, Ltd. has just spent £65,000 constructing ten hydrants on the apron of the field. The aircraft now parks at one of these hydrants where fuel can be pumped into the planes tanks at the rate of 600 gallons per minute. The main storage tanks, holding 500,000 gallons, are located about a mile distant, and fuel is pumped to the hydrant points on the apron. An elaborate system of pumps ensures that the correct pressure is always available.

**SHANNON CATERS TO GROWING TRAFFIC**

Yearly, the number of planes availing themselves of Shannon's facilities increases. In 1954 over 8,000 airliners paid the Irish Government a quarter of million pounds in landing fees. This is indeed a tribute to Irish industry for a job well done.

One of the big attractions of Shannon is that in 1947 it was established as the first customs-free airport in the world. In spacious warehouses, goods from all over the world are stored and later trans-

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## IRELAND TREATED VISITORS ROYALLY

Centuries ago, when international visiting was scarcely undertaken with purely social intent, Ireland already had a well-developed social sense, according to an article in Ireland of the Welcomes, a bi-monthly magazine published in Dublin.

"It is a matter of historical fact," the article continues, "that her arrangements for the reception of scholars and other princely persons who came to visit her shores were on a scale of lavish hospitality."

"To ensure the comfort of all travelers, five great hostelrys were established in different parts of Ireland, all laid out to a common plan. Each was to have its huge sun parlor, placed so as to catch the last gleam of the westering sun or the glory of the earliest dawn."

"These were the grinans or 'sunny places' where the guests were entertained. There were to be 'seven great windows between each two doors of them and thrice 50 couches between the windows—and thrice 50 slender lovely girls in scarlet cloaks and blue embroidered dresses, to attend and wait upon the guests.'

"Each hostelry was to be warm and dry and to each of them were 'seven great doors through which the highway ran, seven great fireplaces, a store of wood to stoke the seven great caldrons, with an ox and a salted pig cooking in each so that no traveler might go hungry or lack warmth."

## IN MEMORY OF TWO E.P.A. MEMBERS

Word has been received by our secretary of the death of two of our members—Mr. C.J. Carmody, 3446 Caton Avenue, Baltimore and Mr. Thomas Bannigan, Sr., of Rutherford, New Jersey.

Mr. Carmody was active in E.P.A. and a charter member holding membership card #8. Mr. Bannigan, member #175, was the father of our treasurer, Thomas Bannigan, Jr.

To both families E.P.A. sends its sympathy.

## GOOD-SIZED ISLE OF MAN

Good-sized Isle of Man and its tiny satellites lie in the Irish Sea, within easy reach of Ireland, England, Scotland and Wales. Here the Manx language, a form of Celtic, survives in written form, along with assorted wee folk (a fairy queen's own cup is in the Manx Museum).

## TRAVELING POST OFFICES

(Continued from July-Aug. issue 1955, page 229)

All T.P.O.'s are indicated (whether Up or Down) except Derry and Portadown, which is the same type but with offices reversed.

### GAELIC POSTMARKS FIRST USED IN 1930

Gaelic postmarks were first used on the Mullingar and Sligo S.C. in 1930 and at the other Irish offices (except in Northern Ireland) in 1935 or 1936.

### EXAMPLES OF T.P.O. CANCELLATIONS



## IRISH FIRST FLIGHT COVERS

The Classic Firsts Do Not Make a Long List.

by Perry Adams, E.P.A. #84

As often when writing of certain phases of the necessarily somewhat hectic Irish postal canvas, flat statements of fact have a way of returning to haunt the originator. But if we say broadly, that practically all the classic Irish First Flights were made before the coming of her special airmail stamps, the thought may strike close enough to the mark to stand as fact.

What list of those "Classics" is sufficiently inclusive to rank as a guide, yet selective enough to rule out the "unofficial wildcats"? Perhaps no two students of Irish philatelic history could be found who would agree one hundred percent. However, by the hard test of use, the list of these Firsts in the 1952 revision of the Robson Lowe Encyclopedia, Vol. I, which makes no claim to completeness, does seem a compilation built along sound lines, to which one may turn with confidence. In following this list for the benefit of THE REVEALER readers, it should be borne in mind that flights to Ireland, and many originating at airports not upon Irish soil, which merely touched down in Ireland en route, have been omitted. Some carried overprints, some a miscellany of the Irish General Issue, and, from 1929 on, many bore the early commemorative issues. There were combinations of these varieties, as well.

### A Check-List of the More Important Irish First Flight Covers.

- 1924: 2 May. Belfast to Liverpool.
- 1928: 24 Sept. to 4 Oct. Same as above.
- 1929: 26 Aug. Galway to Croyden (London).
- 1932: 18 Aug. Dublin to New York—the J.A. Mollison flight.  
The 1/- value of the regular issue was unofficially overprinted ATLANTIC/AIR MAIL/AUGUST/1932. Copies exist cancelled by favor.
- 1932: 22 Oct. Galway to Berlin via Dublin.
- 1934: 23 Mar. Special Air Mail edition of the Irish Independent flown from Dublin to Aintree for sale on the race course.
- 1937: 5 July. Foynes to Botwood. First Imperial Airways Flight per "Caledonia."
- 1937: 16 July. Foynes to Botwood. First Pan-Am. return survey flight per "Clipper III."
- 1938: 4 June. Dublin to Isle of Man by Aer Lingus.
- 1938: 20 July. Foynes to Montreal to New York. Experimental flight per "Mercury."
- 1939: 30 June. Foynes to Botwood to Shediac to New York by Pan-Am.
- 1939: 5 Aug. Foynes to Botwood to Montreal to New York by Imperial Airways.
- 1940: 15 Sept. B.O.A.C. Transatlantic flight by "Clare" with O.A.T. (Overseas Air Transport) cachet. Mails dispatched by air from Ireland.  
A war flight.

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shipped to various centers without custom formalities. However, it is from the duty-free shops that Shannon has received much of its fame, making this crossroads of two continents a happy bargain-hunting ground. Irish whiskey at 10/6d per bottle, gin at 8/9d, cigarettes at the rate of 10d per pack of twenty are all available to passengers for consumption outside the country. French perfumes are cheaper here than in Paris, German cameras cost less than in Berlin, and Swiss watches can be bought at prices below those in the windows of Geneva's Rue du Mont-blanc or Zurich's Bahnhofstrasse. The reason being that the shops buy at special export prices not available for home consumption in the country of origin. In August of 1954 10,500 bottles of Irish whiskey were taken home by travellers. Apart from this, a wide variety of Irish handicrafts, tweeds, linens, knitwear, men's and women's accessories, toys etc. are on display. These two shops and the catering department play a big part in the Irish economy and last year netted one million dollars and a half million in sterling. The girls who work around-the-clock shifts, have all been picked for their ability to combine good looks, charm and sales ability.

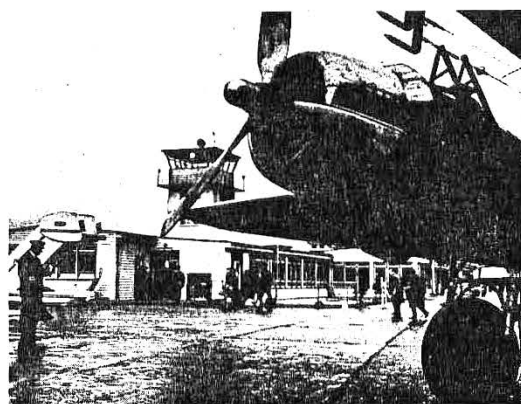
### IT BEGAN AS A SMALL SHOP IN 1942

In 1942 it began as a small shop at the flying-boat base across the river, with a staff of twelve and never taking more than £5 per day in sales. Now the department has a staff of 400 and daily sales amount to almost £3,000. The latest development at Shannon Airport, is a mail order department. Not only is this a big dollar earner for the country, but it is serving as a medium of introducing traditional products of Ireland, many of which are unknown, to the great majority of Americans who have never been able to visit Ireland. Thirty five thousand copies of a beautifully designed catalog have been sent to addresses all over the United States and Canada. It is hoped that this will eventually mean a \$300,000 a year trade.

### POST OFFICE IS OPEN DAY AND NIGHT

The Post Office is the only one in Ireland that is open day and night. Here one can send home a card that may be purchased in one of the shops. Each card shows a beautiful scene of Ireland.

The Bank of Ireland maintains a branch office that remains open until the early hours of the morning for full banking business. Visitors are thus afforded an opportunity to change their currency.



### LITTLE EMIGRATION FROM THIS PART OF CLARE

Over a thousand workers keep this great modern industry manned and nearly £700,000 in salaries finds its way into local Irish homes every year. The location of the airport in a great rural area between the town of Ennis, County Clare, and the ancient City of Limerick is something of an economist's dream. Workers spilled out of the large cities and have set up their homes in the neighborhood. There is little or no emigration from this part of Clare and the marriage rate of Limerick reported an upward trend over the past nine years.

### A PLEASURE TO STOP AT SHANNON

I have always looked forward to the stop at Shannon International Airport. My first step is to renew acquaintance with my old friends Pat Quinn and Jerry Fielding, members of TWA's ground crew. It is like old home week when we meet--there never seems time enough to finish our visits.

### LEAVING IRELAND WITH MIXED EMOTIONS

Every time that my plane leaves for the good old U.S.A., I leave Ireland with mixed emotions. It seems that I am saying au revoir--not goodbye. As I look backward through the early morning hours I still see the beacon, slowly turning around atop the airport control tower flashing, "Céad Míle Fáilte. (The End)"



SHANNON AIRPORT OPERATES DAY AND NIGHT

## IRISH FIRST FLIGHT COVERS

(Continued from page 236)

As already noted, all these flights took place before the advent of Irish airmail stamps, which had first days of issue as follows:

|          |           |           |      |
|----------|-----------|-----------|------|
| 3d & 6d  | First Day | 7th April | 1948 |
| 1d & 1/- | First Day | 4th April | 1949 |
| 8d & 1/3 | First Day | 13th Dec. | 1954 |

First day covers franked with these air values have already begun to advance, and, like the classics listed, are decidedly worth buying—if and where you can. (End of art.)

### MR. CHILDERS DESIRES NEW PERMANENT ISSUE.

Our European Representative, Mr. Michael Giffney received word on May 3rd relative to Mr. Ernest Kehr's article in the March-April issue of THE REVEALER. The text of Mr. Childer's letter was received too late for publication in our last issue. We now give it to you as received by Mr. Giffney.

Dail Eireann  
Dublin  
3 May 1955

Dear Mr. Giffney:

In reply to your letter of April 2, I agree with most of what Mr. Kehr says but I want the permanent issue to be fully replaced.

I increased the publicity for the special issues but I was waiting for the new permanent issue to make special publicity plans. Many of the designs are influenced by late English victorian art fashions. For example the arch of the map stamp is neither an arch nor a design. The provinces stamp has a mass of invisible floral decoration.

Yours faithfully,  
signed Erskine Childers. (T.D.)

### BELFAST GIVES PRISONERS SUMMER VACATIONS

The prison administrations of Belfast and Armagh jails are giving prisoners summer vacations this year.

Prison authorities revealed that seven-day paroles are being given prisoners who have served 12 or more months of terms of three years or more, with a record of good behavior.

The plan is an extension of a program under which good conduct prisoners are permitted to go home for Christmas. They have all returned in the past the record shows.

## —MORE ON THE IRISH SPOON CANCELLATIONS—

Through the courtesy of Mr. Thomas E. Field, President of The Postal History Society and the foremost authority on Irish philately, an extension may be made to the list of "Spoon" cancellations which appeared in the May-June issue of THE REVEALER. See Whole Number 27, page 219.

Mr. Field has forwarded the results of his studies as well as those of Messrs. R.M. & R.W. Willcocks of East Molesey, Surrey. The Messrs. Willcocks are professionals who specialize in "British Adhesives and Postal History." They have done considerable research on "Spoons" in an attempt to clearly define the period of use of each type of this cancellation.

The additional listings are:

| Office      | Type I | Type II | Type III |
|-------------|--------|---------|----------|
| Ballinasloe | x      |         |          |
| Clonmel     |        | x       |          |
| Dalkey      | x      |         |          |
| Ennis       |        | x       |          |
| Killarney   |        | x       | x        |
| Mallow      |        | x       |          |
| Mullingar   | x      |         |          |
| Oranmore    | x      |         |          |
| Strabane    | x      |         |          |

Note: Although not clearly defined this figure is probably Type II. (x.)

### NEW TYPE OF UNIFORM FOR IRISH POSTMAN

After Sept. 1st a new type of uniform will be issued to postmen in the republic. It will be made from a material of better finish and appearance than here-to-fore. The coat will be a close fitting garment with a vent in the back and will be fitted with a waist belt, chromium-plated buckle and chromium-plated buttons. A welted top pocket will be fitted on the left side of the coat which will have two bottom pockets and will be piped on the collar and lapels only. The waistcoat will be of slightly altered design and will be fitted with black buttons. There will be no change in the cut of the trousers.

The cap will have a semi-stiff crown, bevelled edge and without wires or springs.

### ANGLO-IRISH AIR CAR FERRY PLANNED

Preliminary plans for a car ferry service between British ports and Dublin have been completed by Silver City Airways, the British concern. Final plans will be made after the Anglo-Irish air talks which have been carried on for months between the two governments.

Service is now in operation in Northern Ireland, between Belfast and London.

# APPLICANTS ADMITTED TO E.P.A. MEMBERSHIP

No. 251 Redford H. Dibble  
630 Auburn Avenue  
Tulare, California

## CHANGES OF ADDRESS

No. 108 W. D. Flemming  
5128 Oliver Avenue, South  
Minneapolis 19, Minnesota  
" 188 Robert Hasé  
820 West 9th Street  
Corona, California  
" 247 Capt. Thomas I. Gunning  
3rd. AAA-AWBR (SP)  
Camp Lejeune  
North Carolina

## SCOTTISH PIPERS TO GATHER IN LONDON

A clan gathering consisting of the cream of Scotland's pipers and dancers, and a brilliant pageant in historic London, are two of the events listed among many fall attractions announced by the British Travel Association..

A sea of purple heather, golden bracken and fresh green turf provide the setting for the Royal Braemar Gathering, September 8th, at Braemar, Scotland. Dressed in glowing tartan, clansmen will compete in sword-dancing and tests of strength and endurance called highland games, said to date back to the reign of King Malcolm of Scotland (1040) who staged similar contests to test the fitness of his warriors.

It is expected that Queen Elizabeth will review the march past the reviewing stand and that a crowd of more than 40,000 will witness the event.

## FOREIGN INDUSTRY IN IRELAND WORRIES BRITAIN

The announcement that the Irish Government will welcome the establishment of German and other foreign industrial interests in Ireland has given the British manufacturers food for thought.

These foreign industrialists, locating in Ireland, could benefit by the Imperial Preference System—a possibility which has been described in the London Press as a "backdoor threat" to British Industries.

A Board of Trade spokesman is reported to have stated that, under their trade pact, Ireland could export goods duty-free to Britain and that Britain had no power to prevent Ireland's seeking capital investments from abroad.

## E.P.A. ELECTION RESULTS

E.P.A. election results will appear in

the October-November issue of THE REVEALER. Results to date indicate that the following have been elected: President-Mr. Malcolm G. O'Reilly, Treasurer-Mr. Robert Gray, and Mr. George Stevens for Secretary.

The candidate for Vice President and the members of the Board of Directors has not been ascertained as we are going to press.

## GIFFNEY WINS RECOGNITION FOR E.P.A.

Our European Representative, Mr. Michael P. Giffney, has been actively promoting the interests of E.P.A. on the continent as well as in Ireland.



Michael P. Giffney

The name of E.P.A. has become known to the public press and to the many philatelic organizations throughout Europe. It has been through his efforts that we are now listed with the leading stamp societies and "trade organizations" in Europe.

Michael has recruited members in such distant lands as Australia and Africa. We of E.P.A. feel that we indeed owe him a debt of gratitude.

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947 East 32nd Street, Brooklyn 10, New York.

## -MISCELLANEOUS-

E.P.A. Labels--40¢ per 100 or 300 for \$1.00.  
Back copies of The Revealer ... 35¢ per copy.  
Gaelic-English Town Cancellation Listing--A limited supply on hand--\$1.50 each--while the supply lasts.

Map of Ireland--small supply--only one to a member. Send 10¢ in coin to cover handling.  
All above miscellaneous items may be obtained by writing to Secretary Clark at 947 E. 32nd Street, Brooklyn 10, New York.

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R. D. HEARD, GENERAL MANAGER, B. & I.

OUR PRESENT standards of living are only rendered possible by the miracle of modern transport, in fact the transport of a country may be deemed to be a fair indication of its degree of civilisation. Transport is no mushroom growth, however, and though for millenia the pattern remained unchanging—sailing vessels and pack animals—since the Industrial Revolution improvement on improvement has followed in rapid succession. It would appear that the more and better the facilities that are offered, the greater the demand.



Ireland is indeed fortunate in that its transport is abreast of today's requirements and that it can thereby not only maintain a high standard for its population and supply the needs of commerce, but it is able to offer the visitor an unequalled standard of comfort for the journey in and out.

The British & Irish Steam Packet Co., Ltd., has a history dating back to sail and to the earliest steamers. Although they have records of steamers used in 1815 and 1826, it was only in 1836 that its present name became firmly identified with its trade. The Company's present-day pre-eminence is based, therefore, on a tradition of service to the public over many years.

Since the war the Company has spent nearly three million pounds on three new Passenger vessels. Such an expenditure calls not only for courage, but faith in the future, a faith which is being justified. In formulating their plans for fleet replacements the B. & I. Line has had to bear in mind the suitability of vessels for many different types of trade, Passenger, Cargo of various types and cattle. Today's traveller expects quite rightly a standard of comfort and equipment of the highest order to be at his disposal. To mention a few of the many and varied ways in which his needs are catered for:—

Overnight travel with luxurious single and double cabins enables the traveller to start his visit fresh and without loss of valuable time.

The Company's own 800 odd acre farm at Carrollstown provides at all times fresh agricultural and dairy produce of the highest quality.

Wireless telephone enables the passenger to speak during the voyage to any subscriber in Great Britain or Ireland.

It is by numerous instances such as these that the B. & I. has established its name for comfort, cuisine and well being amongst the travelling public.

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