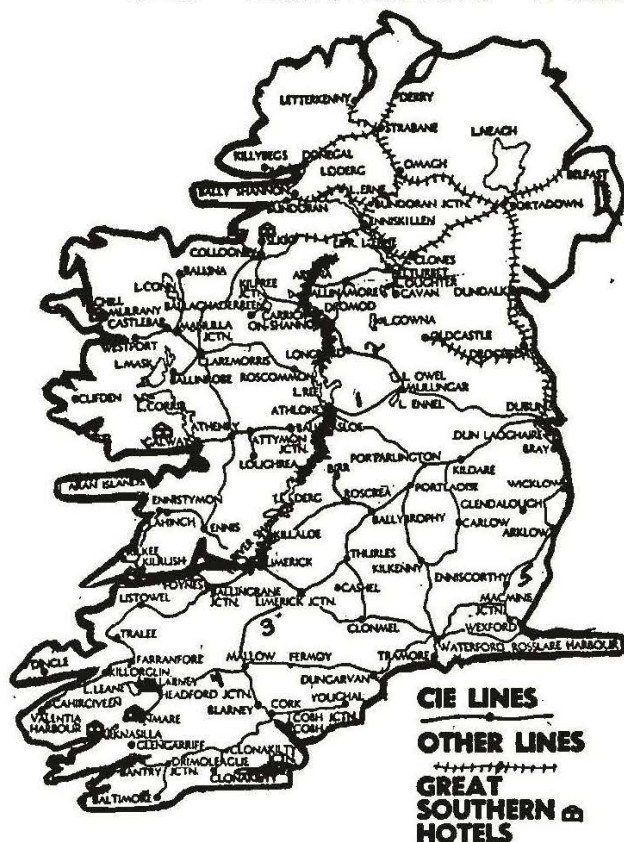


THE TRAVELLING POST OFFICES IN IRELAND

By William Kane, EPA # 214



A collection of the postmarks used on the railway travelling post offices in Ireland forms an interesting part of the postal history of the Emerald Isle.

At the present time, regular railway post offices are in operation on the following railway lines in the Republic of Ireland (see map):

- # 1 Dublin & Galway T.P.O. (P.O.T. Átha Cliath - Gaillimh).
- # 2 Mullingar & Sligo Sorting Carriage (S.C. Muileann Gearr & Sligeach) which feeds in and out of the Dublin & Galway T.P.O. at Mullingar.
- # 3 Dublin & Cork T.P.O. (P.O.T. Á Cliath - Corcaigh).
- # 4 Mallow & Tralee Sorting Carriage (Mala & Traighli S.C.) which feeds in and out of the Dublin & Cork T.P.O. at Mallow Junction at Christmas time only.
- # 5 Dublin & Wexford T.P.O. (P.O.T. Á Cliath 7 Loch Garman).

1 DUBLIN & GALWAY TPO

The Midland Great Western Railway was incorporated in 1845 and ran from Dublin to Mullingar. It was extended to Athlone in 1848 and reached Galway in 1851.

When the Provisional Government of Ireland was established in 1921-22, this railway post office was known as the "Midland Great Western T.P.O." and a typical cancel (diameter 27 mm) is illustrated hereinafter.

Effective March 2nd, 1925, the name of the "M.G.W.T.P.O." was changed to "Dublin & Galway T.P.O." and continued with its Up Night, Down Night, Up Day and Down Day schedules.

The Second World War played havoc with the service on this and other railway lines in Ireland. The Up Day service was discontinued on 14th July 1941 and the Night service (both directions) ceased on 7th October 1941. Finally, the Down Day service was discontinued 24th April 1944 and for over a year no service was maintained on the Dublin-Galway line.

(please turn to page 393)

**** E.P.A. OFFICERS ****

PRESIDENT-----Neil Stack
311 East 9th Street, New York, N.Y.
VICE PRESIDENT-----John J. Walsh
101 Clinton Place, Utica 3, New York
SECRETARY-----Rudolph Mitchell
303 Hellig Ave., Salisbury, North Carolina.
TREASURER-----Thomas W. Riley
747 Maple Avenue, Newark, Ohio.
EDITOR OF REVEALER----John J. Walsh
101 Clinton Place, Utica 3, New York
ASSOCIATION ATTORNEY----Lorin L. Kay
P.O. Box 489, Richland Center, Wisc.
PUBLIC RELATIONS OFFICER----John J. Clark,
937 East 32nd St., Brooklyn 10, N.Y.
E.P.A. EUROPEAN DIRECTOR---Michael J. Giffney,
22 East Rd., Dublin C 10, Ireland
FOR SUBSCRIPTIONS AND BACK COPIES OF THE REVEALER. Write to John J. Clark at the above address.

"IRISH MAIL"

One of the most famous of the British Travelling Post Offices is the "Down Special" which leaves Euston Station, London every evening at 8:30 p.m. for Aberdeen, Scotland. This Royal Mail train is made up of 14 sorting carriages with 40 postal employees and carries the mail for three countries: England, Scotland and Ireland. It completes the 540 mile trip to Aberdeen in just under twelve hours. Some 150,000 letters are sorted on the trip.

The Down Special from Euston rolls into Crewe just before midnight and the Irish mail is sent on to Holyhead where it connects with the Holyhead - Dun Laoghaire (Kingstown) packet for delivery in Ireland. The Down Special cancel sometimes appearing on mail for Ireland is illustrated:



From Crewe the Down Special continues on to Carstairs, where it is divided into two parts, one going to Glasgow, the other to Aberdeen, which is reached just about 8 am. At 3:30 pm the mail train starts on its way back to London with the night mail in the opposite direction.

William Kane. E.P.A. #214

SECRETARY'S QUARTERLY REPORT

Add to Membership List:

- #32 Patrick J. Hunt, 1008 Primas Ave. Secane, Pa.
- #82 John J. Manning, Jr. 4025 Abbott Rd. Lynwood, California
- #257 John Keegan, Villa Marie, Sallynoggin Rd., Dun Laoghaire, Co. Dublin, Ireland.
- #261 William J. Ludlow, 39 Milsam St., Bath, Somerset, England

Change of Address:

- # 34 G.P. Roberts, Jr. 1716 West Alpine, Stockton 4, California.
- # 60 John F. Kelly, 1058 Colborne St., London, Ontario, Canada
- #168 Brian T.S. Grindey, 96 Gramby Rd., Fairfield, Buxton, Derbyshire, England.
- #199 James O'Sullivan, 146 Wilmslow Rd., Rusholme, Manchester 14, England.
- #268 Thomas W. Riley (EPA Treasurer) 747 Maple Ave., Newark, Ohio.
- #280 A. Lester Taylor, 313 Fourth St., New Westminster, B.C., Canada.

Resignations:

- # 48 John Haddock
- #235 Charles D. Fitzgerald
- #290 Joseph P. Cahill

Death:

- # 62 Mrs. Napoleon H. LaVaute
Syracuse, New York (June 23, 1958)
Joined EPA March 21, 1951

Contributors to E.P.A. Gratuity Fund:

- # 14 H.P. McEntee
- # 56 Hans G. Zervas
- #280 A. Lester Taylor

SECRETARY'S MONTHLY REPORT

New Member:

- # 306 John J. Reilly, 438 Thieriot Ave., Bronx 72, New York
(Collects Ireland & General)

TRAVELLING POST OFFICES
(continued).



On 9th July 1945 service was resumed on the Day Mail (both directions) and on 4th November 1946, the Night Mail (both directions) was resumed. But this service was only temporary for on 20th January 1947, the Day Mail in both directions was terminated and the Night Mail (both directions) was limited to that portion of the line between Dublin and Athlone (see map).

Full service was finally restored on 2nd February 1951 on all lines.

The Dublin and Galway Day Down T.P.O. is attached to the 8:40 am train from Westland Row Station, Dublin bound for Galway. This train arrives in Mullingar at 9:55 am, Athlone at 10.56 and arrives Galway at 12:35 pm.

The Day Up T.P.O. leaves Galway at 3:30 pm and arrives at Westland Row Sta. Dublin at 7:40 pm.

The Night Down T.P.O. is attached to the 8:10 pm Westland Row to Galway train which arrives in Galway at 12:20 am.

The Night Up T.P.O. leaves Galway at 8:15 pm and arrives at Dublin at 12:40 am.

The following cancels are in use on this line at the present time:

DAY MAIL

Anios
"Up"



Sios
"Down"

Lae - "Day"



NIGHT MAIL

Anios
"Up"



Sios
"Down"

Oiche - "Night"

MULLINGAR & SLIGO S. C.

A branch of the Midland Great Western Railway was built from Mullingar in 1855 and was extended to Sligo in 1862. There is no record of the establishment of the Sorting Carriage from Mullingar to Sligo since the destruction of the G.P.O. in Dublin in 1916 eliminated all records. It is known however that there was such a post office service prior to 1893.

An early postmark is reported (1911) consisting of a single circle with "Mullingar and Sligo" in the upper part and "S.C." at the bottom. The following cancel in use in 1923 has not heretofore been reported to the knowledge of the writer:



On 4th June 1930, the Gaelic wording cancel was supplied on this service. This sorting carriage operates as a day service (both directions) and feeds in and out of the Dublin-Galway T.P.O. However, for about ten days at Christmas, a Night service in both directions is added to the Day Service.

The Second World War interrupted this service as well as the others. When the Dublin-Galway Day (Down) T.P.O. ceased on 24 April 1944, the Mullingar * Sligo S. C. was necessarily discontinued. When the Dublin-Galway (Down) T.P.O. was in operation from 9th July 1945 to 20th January 1947, the Mullingar & Sligo run was also in operation. Since 2nd February 1951 when full service was restored on all lines, the Mullingar & Sligo S.C. also resumed and has continued to the present.

The Mullingar & Sligo T.P.O. on the Down journey is forwarded for the 8:40 am (please turn to page 396)

With reference to the article by Mr. Perry Adams in the July/August 1958 REVEALER, this has prompted me to check up on my own representation of this pioneer Atlantic Crossing. I have the following:

1. Mint block of four of the 1/- light blue S.G. 82, Scott 76, overprinted in four lines "Atlantic-Air Mail-August-1932" in a shade of red which might be described as Bright Purple, as illustrated by Robson Lowe in the Encyclopaedia Vol. I (Second edition 1952) page 398 Type B. Each stamp initialled on the back "J.A.M."

2. A single 1/- on piece cancelled Portmarnock on 16th August 1932 - Actual cancellation Port Mearnog. I have not lifted the stamp from the piece to check whether this was "cancelled to order" on an unflown cover or piece, or whether some vandal cut the piece from a flown cover.

3. A most ornamental cover, although without any postal markings, addressed to D.S. Glover, Esq., care of Messrs C.C. Wakefield & Co. Ltd. of New York, bearing the Seal in gold of the city of Dublin and the inscription "Dublin City Seal Affixed in my Presence 18th August 1932 Alf Byrne, Lord Mayor of Dublin."

Next come the red Seal of St. John's, New Brunswick, certified in manuscript "City of Saint John, Seal, Received Aug 19/32 Jas. W. Brittain, Mayor."

Finally the Gold Seal on the reverse (the other two are on the obverse) of the City of New York, again certified in manuscript "Received at New York City by Aug/21/32." Unfortunately the manuscript signature in this certification could be "almost anything."

The flap of the envelope is printed with the name and London address of C.C. Wakefield & Co. Ltd., and it is obvious that the letter was addressed from the London Office of this Company to the New York Office. It is inscribed on the obverse at top left in typescript "per Mr. J.A. Mollison" and under this inscription in manuscript is "Carried by me first solo East-West Trans-Atlantic Crossing J.A. Mollison."

Inside, folded twice, is a sheet of paper with the typewritten legend "Conveyed by

courtesy of Mr. J.A. Mollison". As a result of the folding there are three albino impressions of each of the three seals as mentioned above, on this sheet of paper, resulting of course from the pressure of the Seal. Similarly there are albino impressions on the reverse of the cover of both the Seals affixed to the obverse; and an albino impression on the obverse of the Seal affixed to the reverse.

This cover has been in my possession since April 1943, and was stated by my namesake Francis J. Field (no relation!) to be "absolutely unique in every respect."

4. A less ornamental but perhaps postally more interesting cover as follows:

Printed inscription at top left of obverse "Gresham Hotel, Dublin" with typescript below that "per The Hearts Content Ireland -America".

The cover is addressed to Mr. D.E. Saul of Furness, Bermuda Lines at Pier 95 N.R. New York. It has singles of the normal 1d and 2d Map stamp of Eire, cancelled UPR LEESON ST. DUBLIN (in English) 18 Au 32.

Persumably on arrival there was added a single of the Canadian 3 cents on 2 cents George V, cancelled Saint John N. B., Canada, with the date Au 20 32 inverted in relation to the wording. In addition to the single Dublin cancellation of the two Irish stamps together, and the single Saint John cancellation as noted, there is one additional Dublin cancellation and the two additional Saint John cancellations elsewhere on the obverse, not on the stamps.

The cover has the Irish Air Mail label in blue reference MP 25, and the autograph J.A. Mollison completes the picture. There are no markings at all on the reverse, and there was no enclosure to the cover when it came into my possession.

The reference by Mr. Perry Adams to the existence of a variety of the overprinted 1/- stamp is entirely new to me.

IRISH CONSTITUTION ISSUE

We are informed that the 1937 Irish Constitution Issue (no longer available at the G. P.O. Philatelic Section) will be re-issued in the same design but in different colors and with values of 3d and 5d on Dec. 29th, 1958.

SCOTT'S 1959 IRELAND
Some Mild Advances --- A Few Surprising Declines
By Perry Adams, E.P.A. # 84

It is the specialist's lot never to be quite satisfied as he scans the listing of his favorite country in each new issue of a general catalogue. No matter how surely he realizes that on the whole, the cataloguers have done an excellent job, nearly always there are a few surprises the specialist finds himself unable to square with reality. Such surprises are present in Scott's 1959 Irish list, first seen by the writer about the middle of November, 1958.

London remains the wholesale and retail centre for Irish stamps. Throughout the past season, London reflected a steadily firm Irish position. Increasingly the specialist dealer in Irish discovers that he may no longer order at will, not only much of the overprint list, but a widening number of definitive items as well. Too, such material, when forthcoming at all, is at prices higher than expected and in quantities smaller than those urgently needed. Scott's new Irish list does not consistently reflect this.

There are a few modest advances among the Dollard lower values in black. But then, as one prepares to move down the listings, the first brick thuds to earth. Scott's #10A (S.G. 24), the 4d with carmine overprint--for years consistently on short supply--goes into a wholly unexpected nosedive: a 20% drop from \$2.50 to \$2.00. I doubt whether there is a dealer in the United States handling Irish, who will not consider this reduction unwarranted. Rather that the stock would have a higher listing had been confidently expected.

We move along to the Thom Rialtas high values, 36, 37, 37a and 38 (S.G. 44-46), noting with regret that prices on these are unchanged. The group for long has been so hard to find that it virtually deserves an automatic yearly increase; this is well recognized by dealer and collector alike. The remainder of Thom's Rialtas are largely untouched, though here and there showing small tactical advances of a few cents. #43 (S.G. #51), the "wide setting" shilling value is properly, if insufficiently, increased to \$1.75 mint. It was nearer true catalogue a couple of years ago when briefly, it held at \$3.00. Why subsequently it was reduced at all, has not been clear. Through the Thom

Saorstats, nominal increases are a bit more numerous--more and more inevitable as this large overprint issue shows the pinch of time.

Unexpectedly, the Harrison Saorstat coils show reductions (barring "long one" varieties, unchanged). The 1 1/2d and 2d values are almost cut in half. I cannot imagine the reason for this, since especially in pairs and strips, the stock is harder than ever to secure.

With the first printings of the regular definitive issue on paper watermarked SE, as with the earlier commemoratives, Scott has faced a difficult pricing situation. The Dublin Philatelic Section of the DPT puts out a fairly regular list of stock on hand, prices at face. This is often confusing as it seems to contradict itself. For example, not infrequently it has listed "no stock" on wanted items, although subsequently my agent found stocks of these available across the counter. A still further difficulty too, has been the uncertain quality of the material offered. "Philatelic Section offerings particularly in sheets," a Dublin dealer recently wrote, "are apt to have centering that runs off too badly to permit my disposing of it to collectors; and so I cannot well afford to buy it at all." Catalogue pricing is based upon stock in collectible philatelic condition, and is thus bound to be uncertain under such conditions. From the beginning it would have paid the G.P.O. to destroy such material, rather than to expose it for sale from a section of the Post Office where quality should be assured.

When we consider Ireland's definitive, part-perf experimental coil group, it is rather easy to overlook the implication of the short lives of the stamps in it, as suggested by the word "experimental". Here specialist demand has been voracious since the first of the category appeared in 1933. The most interesting and certainly the most controversial of the group has been # 68b, 2d map design, a recent entry in Scott, but which as # 74b, has appeared in Gibbons for a much longer period. The Irish Post Office has consistently called this rarity "printer's waste", which has not helped to establish its status in polite society. Too, it is known (Please turn to page 397)

TRAVELLING POST OFFICES

(continued)

Westland Row to Galway train from Dublin as far as Mullingar and from there works forward to Sligo on the 9:25 am Westland Row to Sligo train which reaches Mullingar at 10:40 am and departs at 10:46 am for Sligo where it arrives at 1:30 pm.

On the return (Up) journey, the Sligo T.P.O. works through on the 2:25 pm Sligo to Westland Row train, which reaches Mullingar at 5:13 pm and Dublin at 6:38 pm.

The cancel in use at the present time is illustrated:

Anios
"Up"



Sios
"Down"

S.C. - "Sorting Carriage"

DUBLIN & CORK T.P.O.

In 1844, the Great Southern and Western Railway was incorporated for a railway from Dublin to Cashel and afterwards to Cork. In 1855, in order to expedite the mail from Dublin to Cork, the first travelling post office was established. This was known as the "Great Southern & Western T.P.O."

In the period immediately preceding the establishment of the Irish Free State, the following types of cancels were in use on this line:



Even after the Provisional Government was established in 1922, the T.P.O. continued to be known as the "G.S. & W. T.P.O." and the following cancels were typical during that period:



Effective March 2nd, 1925, the name of the "Great Southern & Western T.P.O." was officially changed to "Dublin & Cork T.P.O." and the travelling post office continued with its Down Night, Up Night, Down Day and Up Day schedules.

On August 6th, 1931, the wording on the cancel was changed from English to Gaelic.

Due to the war conditions, the Dublin & Cork Night Mail (both directions) ceased operations on 7 October 1941 and was not resumed until 24 April 1944. On this same date, the Day mail (both directions) was discontinued.

On 12 August 1946, the Dublin & Cork Day Mail was resumed (both directions) but was limited to the Dublin to Thurles portion of the trip. This limited mail was discontinued on 2 November 1946 and the Day Mail (both directions) resumed the full run to Cork on 4 November 1946. On 20 January 1947, the Day Mail (both directions) was again suspended.

This skeleton service was maintained with slight alterations until 2 February 1951 when all services were again restored on all lines.

The Dublin-Cork Day Down departs from Kingsbridge Station, Dublin on the 6:30 am train to Cork. This train reaches Thurles at 8:35 am, Mallow Junction at 10:08 and arrives Cork at 10:45 am.

The Up Day trip leaves Cork at 3:35 pm and reaches Mallow at 4:09 pm, Thurles at 5:26 pm and arrives Dublin at 7:25 pm.

The Dublin - Cork Night Down departs from Kingsbridge Station at 8:00 pm and arrives at Thurles at 11:10 pm, Mallow at 1:40 am and arrives Cork 2:30 am.

The Up Night leaves Cork at 9:15 pm, reaches Mallow at 10:09 pm, Thurles at 1:08 am and arrives Dublin at 3:50 am.

The following cancels are presently in use:

DAY MAIL



anios
"Up"

Sios
"Down"

NIGHT MAIL



(To be continued in the March-April issue)

SCOTT 1959 IRELAND

(continued from 395)

only in used condition. Despite such drawbacks, the item has persisted in being a greatly wanted stamp. Abruptly in the 1959 catalogue, Scott has placed a price on it of \$75--used only. From the start this writer's belief has been that although of strictly limited use (by the Dublin Gas Company?), the unusually small quantity prepared was perfectly legitimate and deserved catalogue listing. Scott's forthright action in now pricing # 68b as indicated, may and doubtless will, provide some fireworks. Other items of the group, Scott 87a, 87 (in that order), 91, 92, and 105, this last shown by Scott without distinction in pricing, though the 13 1/2 X imp should list higher than the 15 x imp., as we see it, are all advanced for 1959 as appears so well justified. This category is bound to advance a great deal more, but where the stock is coming from to meet an ever-increasing demand, remains to be seen.

Of the later commemoratives on paper watermarked E, few are yet of predictable future. An exception is Scott # 119 (S.G. 127), the specially printed 3d of the regular issue, overprinted in violet to memorialize the 25th anniversary of the 1916 Easter Rising. This stamp had a genuinely short life and has already begun to enjoy its future. Currently listing at \$1.75, it is worth substantially more than this at net retail, though showing no catalogue increase this year. Had Scott advanced it to \$3.00 it would not have been out of place.

For the tag end of the list, comprising Airs and Dues, no changes show for 1959; Momentarily, all appear to be catalogued about where they belong. The Dues on SE paper, mint and used, are all worth picking up at current prices however, whenever they can be found with acceptable centering.

Summing up, the Irish list in 1959 Scott Part I is an adequate job with the mark of the cataloguer's scrutiny upon it, enough to indicate that items were considered piecemeal. As already indicated, price changes where they are downward seem wholly unjustified to this reporter, in the hard light of replacements, and of the admittedly firm position of the whole Irish list overseas.

*** CLASSIFIED ADVERTISING ***

RATES --- MINIMUM RATE - 10 WORDS 35¢
ADDITIONAL WORDS @ \$.04 PER WORD
DISPLAY ADVERTISING RATES ON REQUEST

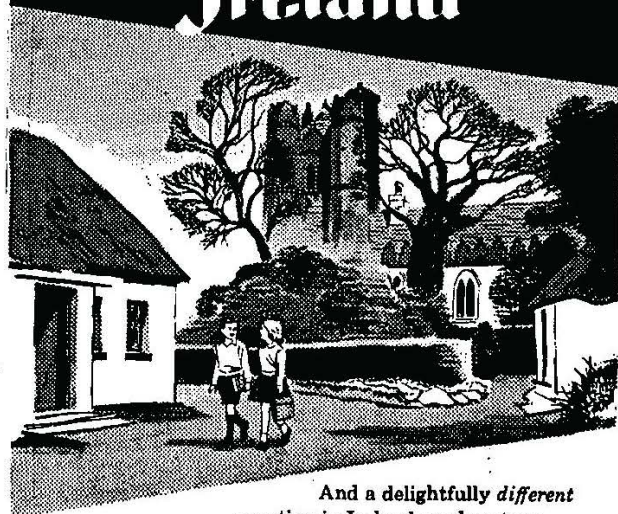
FOR SELECT MATERIAL AND BETTER IRISH STAMPS. Write to Perry Adams, Port Murray R.D., New Jersey.

FIRST DAY COVERS - Collectors desiring first day covers of the Tom Clarke, Mother Aikenhead or the new printing of the Irish Constitution Issue may write to **IRISH CACHET COVERS**, 947 East 32nd Street, Brooklyn 10, New York.

BACK NUMBERS OF THE REVEALER are obtainable from John J. Clarke 947 East 32nd Street, Brooklyn 10, New York.

Next to home, there's no place like

Ireland



And a delightfully different vacation in Ireland need cost no more than an ordinary one at home. All-expense, 12-day luxury tours of Ireland for under \$560 (round-trip fare, by sea or air, included).



TOURIST OFFICE

Room 7701, 33 East 50th St., New York 22, N. Y. • Phone: PLaza 3-0158

For further details, see your Travel Agent or write:

NEW POSTAL STATIONERY ITEM REPORT

Mrs. Anna M. Casner, E.P.A. # 24 has reported an additional postal stationery item. In the Sept.-Oct issue of **THE REVEALER**, it was reported that registered envelope No. 4 was issued only in size F. Mrs. Casner reports that she has a size G mailed from Milford in 1933.

GAELIC ATHLETIC ASSOCIATION STAMP

By V.A. Linnell, EPA #287



Original



Stage 1



Stage 2



Stage 3

On July 27th 1934 the Government of Ireland issued a stamp to celebrate the 50th Anniversary of the Gaelic Athletic Association, The stamp is of two pence denomination and was on sale for five months being withdrawn on Dec. 31st 1934. It was printed on paper bearing the "SE" watermark and perforated 15 x 14. The designer, Mr. R.J. King, depicted a hurler in action with a minimum of background design, and in so doing attracted the attention of all to the figure. It is the writer's opinion that the figure displays in no uncertain way the tenseness of the player and also the speed of the game itself.

According to the Oxford dictionary the word Hurling when applied to a game is believed to have been used around 1602, and certainly was applied to this game in Ireland in 1841.

Part of the background to this stamp consists of 5 parallel wavy lines, separated by narrow white spaces between them. Below this, two heavier lines are shown with a larger amount of white space between.

When the plate was new, these 5 white lines were clearly evident, but as printing continued so did the plate start to wear. This condition became evident in that some of the white background between the five lines began to fill up and in time the whole of the background lines changed. This process of wear can be clearly seen in the attached enlarged photographs and can be compared stage by stage. As will be seen in the photo marked stage 3 only one white background line remains while the top two lines have become one line and the bottom three have also become one heavy line.

As wear continued on the plate, even this final dividing white line began to disappear until the final stage shown in the photographs was reached. By then only a very short piece of white background remained and the original five wavy lines had almost become a solid bar of color.

In the six enlargements shown, the development of wear in the plate can readily be traced. This wear did not seem to develop evenly throughout the plate, as is noted when a number of copies are examined. In some cases the white lines that show in the final il-

lustration of wear have become solid, but in other cases the white lines remain on the left side of the stamp, this of course would lead to many combinations of wear.

If a full sheet of mint stamps is in existence that was printed from the worn plate, it might be possible to build up part of the plate in a used condition.



Stage 4



Final Stage

Montreal, Canada October 13th, 1958