

# Bicycle Stamps



SECOND ISSUE - SPRING 1987



Editor: Douglas Marchant,

England.

## The "EYES" Have It or The Acquisitive Glean

I expect you have all had the experience of raised eyebrows when you tell others that you collect bicycle stamps. Then watched those eyes widen to saucers in disbelief when you tell them just how much philatelic material relating to the cycle theme exists.

You have also, I suspect, felt the narrowing of your own eyes when you come upon and decide to buy that elusive, but expensive philatelic item. But I am equally certain that your own collection of "Cycleately" is a feast for anyone's eyes and gives you as much satisfaction as my collection gives to me.

I view it as a thing to do when I do not want to do anything and do not feel like a ride to Bobbin Head or Barrenjoey beach.

These days some of the bicycles on stamps have been so small as to become a challenge to the eyes to find them. Of microscopic size they lurk tucked away on strange stamps seeking to avoid discovery. I am guilty of a bit of this myself. While I have submitted various cycle ideas for design motifs, the Papua New Guinea Philatelic Bureau has never taken one of them up. So I have been forced to the subterfuge of squeezing bikes in hoping that the Philatelic Bureau's eyes are not as sharp as Bicycle Stamp Club members.

I admit that a cycle on the "Communications Year" stamp is stretching it a bit and a cycle on the "Lithian Centenary" stamp is positively straining it to its limits.

But we begin this theme with our eyes wide open and our chosen fanaticism is fun, isn't it!

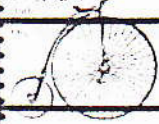
*Graham Wade*

Australia.

Graham Wade

Papua New Guinea stamp designer and BSC Honorary President

Bicycle 1870s  
USA \$5.96



'Bicycle Stamps' is the official publication of the Bicycle Stamps Club. Membership enquiries should be sent to the Honorary Secretary,

USA.

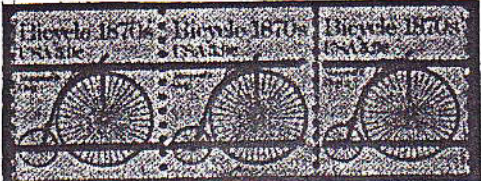
UK enquiries to the Honorary Treasurer, Paul Butler

Tricycle 1880s  
6 USA





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## EDITORIAL



I am extremely grateful to all those Members who answered my appeal and sent me information from stamp magazines and bulletins issued by philatelic bureaux. I am even more grateful to those who submitted original material and I must express my thanks to all those who told me what they thought of the Premier Issue of our magazine. The information received - and the very kind comments made about the Premier Issue - have, I hope, enabled - and inspired - me to attempt the impossible and to deny the First Law of Periodic Publishing which is that the quality of a magazine is in inverse proportion to the length of its existence. If I have succeeded - and you, dear reader, must be the judge of that - credit must be attributed to the Members who have contributed. No need to single out anyone for a special thanks for that would put me in an almost impossible position and, in any case, it will become obvious to the reader just who are the gems in the Bicycle Stamp Club's crown. May I ask them to continue the good work and to appeal to the Members who have yet to contribute. "Since I am just a beginner I assumed that others have the sources and thus have everything already. As a result I seldom let anyone know of my new finds" one Member wrote to me just six months ago. He is now one of my major sources of information...

This Issue of 'Bicycle Stamps' has been unavoidably delayed owing to the problems in sorting out a Constitution and to find Members willing to undertake the various officerships. I am happy to report that we have two extremely able chaps filling the positions of Honorary Secretary and Honorary Treasurer. Norman Batho is far from being "just a beginner" as he modestly referred to himself half a year ago and I know that the Members will soon appreciate his outstanding abilities and how fortunate we are to have secured his services. Paul Butler has agreed to undertake the arduous job of looking after our finances and Members may be assured that they will be in the most capable of hands. He has been a banker for twenty years. What more can be said! Brian Sole, our erstwhile pro tem Honorary Secretary, now retires from BSC Officership, but not from active Membership. A very few hours after I finish typing this Editorial, I will pass over all the "art-work" of the magazine for him to arrange the publishing and distribution. He is able to produce issues at about a third of the price of the Premier Issue. We all owe a great deal to Brian.

Besides editing the magazine, I also run the New Issue Service and I would like to express my thanks to all the Members who settle up so promptly. Those Members who do not cause considerable problems - to the extent that I am owed FOUR times the total amount paid in deposits. To those Members - and to those who confuse a New Issue Service with an On Approval Service - I would just ask for them to play fair with me - or the New Issue Service will grind to a halt. I have enough problems acquiring material. When I received the batch of Clacton items I found that some of the 20p Locals were printed in blue and some were printed in purple. I immediately wrote off for a further supply and a careless postman dropped the packet in the melting snow. Hundreds of Pounds' worth of philatelic material were a Write-Off!

The Third Issue of 'Bicycle Stamps' will contain an Illustrated Check Listing for 1984; a Financial Statement from our new Treasurer; an article on the 'Centre-Cycle' by Ian Gray and an article on the Palo Alto USA Local by Bert Schapelhouman. What else? It depends on YOU!

Douglas Marchant.



# CONSTITUTION



1. The Club shall be called the Bicycle Stamps Club.
2. The Aims of the Club shall be to
  - encourage the collecting of philatelic material relating to the bicycle and other manpowered transport machines;
  - publish 'Bicycle Stamps' at regular intervals;
  - provide a New Issue Service;
  - make available check listings of bicycle stamps, cachets, etc.
3. The day-to-day running of the Club shall be conducted by the Club's Officers.
4. The Officers shall be an Honorary President, Honorary Secretary, Honorary Treasurer and Honorary Editor. Those Officers may appoint additional Officers as necessary.
5. Every other year there shall be a Postal Ballot conducted via 'Bicycle Stamps'. Any Member may propose and second him or her self for any Officership.
6. The Honorary Treasurer shall maintain a bank account in the name of the Bicycle Stamps Club. Cheques withdrawing money from the account shall be signed by the Treasurer and one other Officer authorised by the Officers.
7. A Statement of Income and Expenditure shall be prepared and audited annually: details to be published in 'Bicycle Stamps'
8. The Founder Members subscription shall expire on 31st December 1986 and thereafter subscriptions will be payable on the 1st January annually. The name of any member who has not renewed a subscription by 30th June shall be removed from the Membership List.
9. The Officers reserve the right to request philatelic and bank references from new members.
10. The subscription rates shall be determined by the Officers. All issues of 'Bicycle Stamps' shall be sent by Surface Mail unless a payment for Air Mail is received in advance.
11. The Officers undertake to advise all major proposals to the Members via 'Bicycle Stamps' and to carry out ballots of Members' wishes if deemed necessary.
12. Subscription payments made, not to the Honorary Treasurer, but to another Officer appointed by him or her to receive such payments, shall be deemed to have been made.

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## Some Explanatory Notes

The term "Honorary" is used in England to indicate that the position is held by a person who derives no financial payment for carrying out the functions of the position.

The last Clause has been put into the Constitution as we may "appoint" regional Treasurers in various countries in order to try to mitigate the payment of currency conversion charges.



## 25 YEARS OF THE MOULTON BICYCLE



1962-1987

THE LOCAL POSTS OF  
WESTERN AUSTRALIA

## MEMBERS' ADVERTISEMENTS

In late November, to celebrate 25 years of the Moulton Bicycle, a Limited Edition of 500 covers (with a brief history of the Moulton Bicycle enclosed) will be issued and "stamped" by the franking machine at the Moulton Bicycle Factory at Bradford-on-Avon. Orders to Fiona Hedges, 137, Botley Road, Oxford, OX2 0HD, England. Price £1. each. Cheques payable to F.J.Hedges - Cover A/c.

Members may place an advertisement in our magazine free of all charges

### DAS FAHRRAD

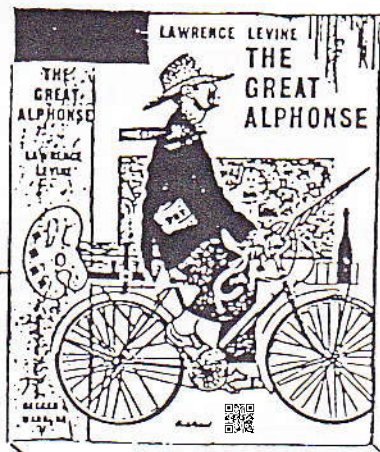
982  
MOTIVE  
DER WELT



BSC Member and professional stamp dealer Peter Rickenback has a small number of philatelic Cycle Books in stock: 'Stamp Collecting for the Cyclist' (Sudbury) £3.50, '982 Cycle Stamps of the World' (Popperl) £3.50, 'Cycle Postmarks of Italy 1907-1980' (Tearcardi) £7.00, 'Cycle Postmarks of France and Monaco' (Geslin) £6.00, 'Special Catalogue of Cycle Racing on Stamps' (Beijk) £4.50, 'Western Australian Classic Cycle Issues' (Collas) REPRINT £6.00, 'Paris 1890 Cycle Stamps Issue' (Chapier) £3.50 and 'Cycling Meterpostmarks of the World' (Ornaghi) £6.50. Postage & packing extra (minimum 50p. Orders from Members outside the UK, £1.75) Orders to Peter Rickenback 14, Rosslyn Hill, London, NW3 1PF.

M. W. Martin, another BSC Member who is a professional stamp dealer, can offer other members with some very interesting and rare material - including Decaris's original sketch for the 1953 French Golden Jubilee of the Tour de France stamp for \$200. Write to him at P.O.Box 15158, Columbus, Ohio 43215, USA. The sketch is shown actual size on page 22

Shiro Yagami, P.O.Box No. Showa-77, Nagoya, Japan., has a small supply of GB 02.08.78 FDC's and Presentation Packs for sale at £1.50 each.



As a result of buying a Swiss chap's Bicycle Stamp Collection I now have a large number of spares. So I may just have that elusive item

you have been seeking....So send me your Wants List (and before the other members send me their's). I also have a number of cycling books for sale. Send a stamped self-addressed envelope for a listing. Douglas Marchant, 1, Popes Grove, Shirley, Croydon, Surrey, CR0 8AX, England.





COMING

NIJMEGEN

SOON

7

Three of our Members - Norman Batho, Bert Schapelhouman and Carl Wiedman - will be giving a Bicycle Stamp Exhibition at the International Veteran-Cycle Rally to be held at Nijmegen in the Netherlands from the 5th to the 8th June this year.

AND

EVEN

LONDON

SOONER

# Thematica'87

CARISBROOKE HALL, SEYMOUR STREET, MARBLE ARCH W.2

Saturday, 30th May 1987

10.30 am — 5.30 pm

A day on which collectors can meet together for the encouragement and development of thematic philately.

Thematic displays — Dealers Stands — Information Tables

ENTRANCE FREE

Souvenir Programme available at door

"Thematica '87" is very bicycle stamp orientated. It is the brainchild of the Organiser, BSC Member John Fosbery. Our (BSC) erstwhile Honorary Secretary Brian Sole will be giving an illustrated (by stamps of course) talk on 'The History of the Bicycle' on the Carisbrooke Hall balcony between noon and 12.30pm AND the BSC will have a table - No. 13 or 12A for the superstitious - for exhibiting, selling and swapping. Members of the BSC have access to the Hall from 9.30am - and it is the early bird that catches the worm...

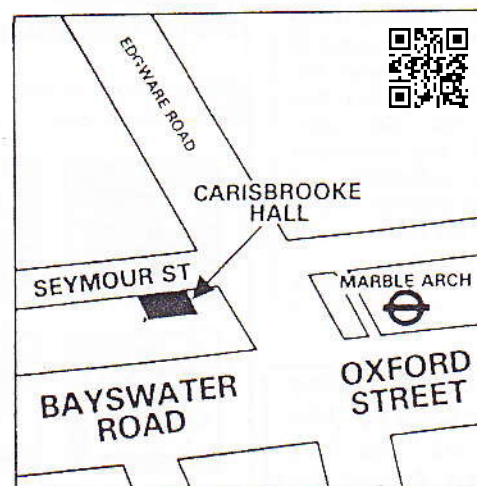
Nearest Underground —

MARBLE ARCH  
(Central Line)

Bus Routes which go  
past Marble Arch —

2, 6, 7, 8, 12, 15  
16, 30, 73, 74, 88.

This ticket issued by:





# STOP PRESS

STOP PRESS - TWO MORE  
1986 Bicycle Stamps  
League of American  
Wheelmen magazine.



## Postage Stamp Activism

Has the U.S. Post Office come out with a series on "velorutionaries," honoring champions of human-powered transit on commemorative stamps? A visit to the Post Office's philatelic window—and a closer look at the "great American series"—confirms the hunch.

League members had to be pleased, of course, when the three cent Paul Dudley White, M.D., stamp was issued on September 15. President Eisenhower's personal physician was a highly visible advocate of the bicycle—for health and daily recreation—and in fact was about the only "spokesman" around in the 1950s.

But how many noticed on June 18 when the Post Office issued the 17 cent Belva Ann Lockwood stamp? So who's Belva? Mrs. Lockwood was the "lady candidate for President" in 1884, pedaling—not running—for the National Equal Rights Party. Campaigning on an English tricycle whenever possible, she once told the press "I'm glad you showed me on a tricycle. There is a principle behind that picture. A tricycle means independence for women, and it also means health." A native of Royalton, N.Y., and a brilliant lawyer, Mrs. Lockwood and her party polled 4,149 votes in seven states. For the record, it was Grover Cleveland who won the election (over James Blaine), but that didn't stop the tricyclist. She campaigned again in 1888, and continued her career as a lawyer, suffragette and peace advocate until her death in 1917—three years before the 19th Amendment gave women the right to vote.

—John Dorelin

## PIPPI LONGSTOCKING IN NEW PRINT

Sweden 14.05.87



After six years of coats-of-arms of Swedish provinces the discount stamps are getting a new theme.

They used to be printed by Harrison's in Great Britain by photogravure. Now we are printing them at the PFA for the first time.

The printing method is partly new for the PFA. It is a combination of recess and four-colour offset in process ink. Our previous combination print was done with tint blocks. There are several new features. The booklet panes are printed in a new machine with better quality print. The booklets will also be sealed with a thin layer of glue.

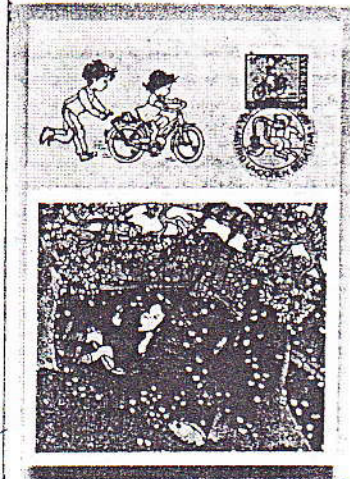
### Ten characters

The old discount stamp booklets contained twenty stamps with four different motifs. This time there will be no less than ten motifs and the issue honours the most read of Swedish writers — the author of books for children, Astrid Lindgren, who will be 80 years old in 1987.

The best known of her books are about Pippi Longstocking. The ten motifs reflect a great deal of her production and its fantastic width.

## New maximum cards: DISCOUNT POSTAGE STAMPS 1987

Five new maximum cards will be issued by the PFA in May



The girl's name on the Bicycle Stamp is Lotta and Astrid Lindgren's book 'Lotta's Bike' has been published in English.



FDC cachet

## DISCOUNT POSTAGE STAMPS 1987 RABATTBRIEFMARKEN 1987

Sales period: 14 May—4 July 1987

Verkaufszeit: vom 14. Mai bis zum 4. Juli 1987



## 20 RABATT FRIMARKEN

för brev inom Sverige  
och till Danmark, Finland,  
Island och Norge.  
Pris: 38 kronor.

The booklet cover shows Pippi Longstocking. The FDC illustration is a portrait of Astrid Lindgren and the first-day cancellation features drawings from "The Six Bullerby Children".

FEBRUARY 1987

Submitted by Keith Kingbay who was, incidentally, the first recipient of the Dr. Paul Dudley White Award for contributions to cycling — the most prestigious award for cycling in the USA.

Information from Peter Duck, Björn Rombach and the Swedish Philatelic Bureau



1987



Czechoslovakia -  
20th January



Éire (Southern  
Ireland) -  
27th January  
1 of 2.



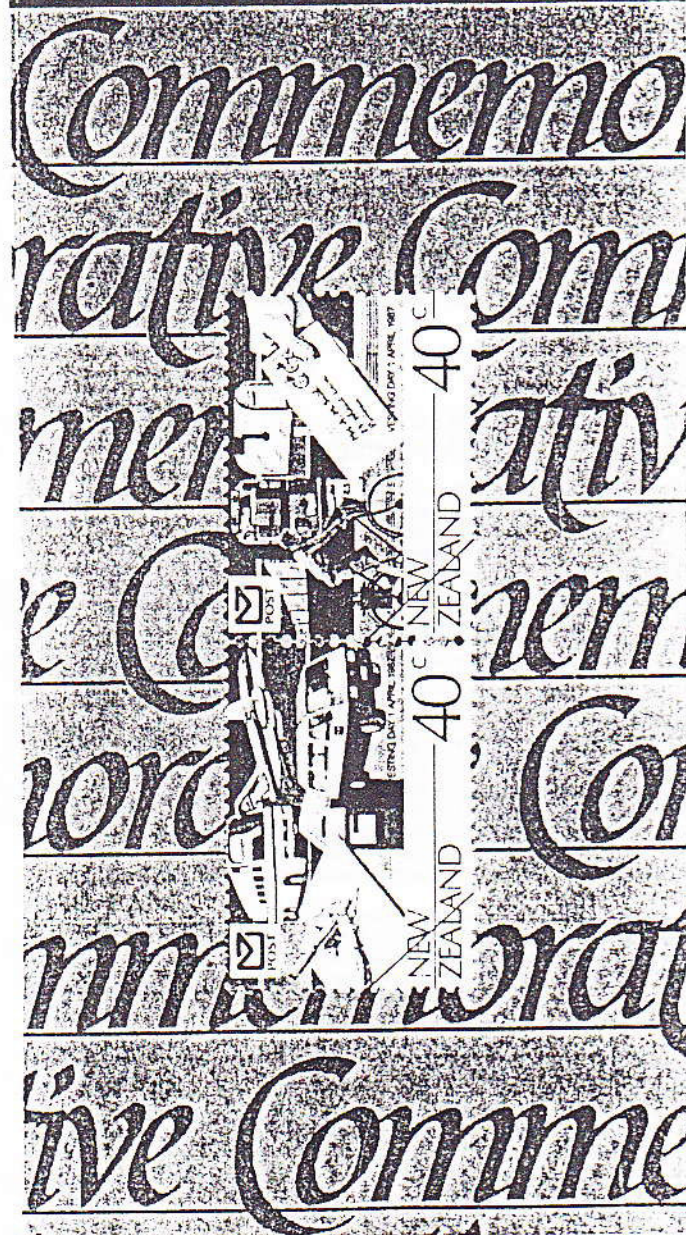
USA - 12th March -  
Cycling Proficiency Badge

**NEW ZEALAND POST PHILATELIC**

**1987 New Zealand Post Vesting Day**

1987 — Fondation de la société New Zealand Post  
Gründung der Gesellschaft New Zealand Post 1987  
1987 ニューゼaland・ポスト社 設立記念日

Note: Illustrations taken from proofs, and may be subject to change.



A biptych!

1.4.87 - 2w/-

Information supplied by Norman Batho, Peter Duck, Piet-Hein Hilarides, Robert Raine, Bert Schapelhouman, David Sher and Geoffrey Thorne.



# GRAHAM WADE

The Designer of



7th September, 1983

## STRIKES AGAIN

"I am working on a set of two stamps celebrating the centenary of the Luthian Church in Papua New Guinea 1886-1986 and I am trying to slip in a tiny bike outside a church"

Graham - quoted in the Premier Issue of 'Bicycle Stamps'

## Centenary of Lutheran Church in PNG

The Lutheran Church today is one of the well-known and well-established Christian churches in Papua New Guinea.

In July, 1986 the Lutheran Church celebrated a century of evangelism and service in Papua New Guinea.

To commemorate this, the Postal Administration of Papua New Guinea issued a set of Postage Stamps with two values — 15t and 70t.

As part of the Christian tradition the Church traces its roots to Pentecost in about 10AD when Jesus Christ, after ascending into Heaven, sent the Holy Spirit to build the Church. The group takes its name from the famous Reformer, Martin Luther who, in 1517, began the Reformation by nailing his 95 Theses, about errors in current religious teachings, on the door of the Wittenberg Church.

The first Lutheran Missionary who came to Papua New Guinea was the Rev. Johannes Hierl Senior of Germany who landed at Simbang on July 12, 1886 founding the Finschhafen Mission. The following year the Rev. William Thomas established a second mission district in Madang. New mission stations were opened in Madang and Morobe as additional German Missionaries arrived. In 1899 Silas Kamungsanga and Tobias Kanoing were baptized, becoming the first Papua New Guinea Lutherans.

As congregations were formed, local Christians took on responsibility for sending out Mission helpers, and in 1907 the first New Guinea evangelists went out in faith to preach the Gospel to tribes who were traditional enemies.

American and Australian Lutheran Churches joined the Germans in New Guinea in 1921, making expansion possible. In 1934 the mission districts co-operated to begin work in the central highlands. The first step in contact necessitated a 40 day walk by 90 local church helpers and six missionaries through hostile territory from Bena Bena to Mt. Hagen.

World War II saw the internment of missionaries and the destruction of property. Yot and Mateu of Nobonob, and Adolf Wagner of Finschhafen were martyred for their faith. Local pastors like Michael and Ud continued preaching and baptizing. Men like Gedisa and Fulalek were able to maintain schools and health services by retreating to the bush.

At the end of the war, it was possible to report that, although the mission was gone, the church was still alive. The post-war period was marked by a rapid growth in baptized membership, and the expansion of social and development programmes.

Sir Zurewe Zurenujo became the first bishop, elected in 1973. The position is currently held by the Rev. Getake Gam.

The Evangelical Lutheran Church of Papua New Guinea operates educational and medical facilities and runs development and welfare programmes. Church design and practices incorporate traditional art and music.

15t — Features Martin Luther nailing his 95 Theses on the door of the Wittenberg Cathedral years ago, facing a modern Lutheran pastor reading the scripture.

70t — Certainly a contrast shown here. On the left is the early Lutheran Church at Finschhafen while the one on the right shows the modern Chapel at the Martin Luther Seminary in Lae.

(Background notes provided by Esther Winter of the Evangelism Department of the ILC-PNG, Lae.)

## Errors in Postage Stamp Design No. 2

"The Story's out" - Graham

### Look Out Luther

Father Tschauder teaches history in Madang, Papua New Guinea, and is a well known member of the Papuan Philatelic Society. He hastened to point out to the Philatelic Bureau in Port Moresby that Luther's habit on the new 15t stamp is that of a Franciscan Monk (Brown) while Luther was actually an Augustinian (Black).

He was told that the change of religious affiliation might have led Luther to change his habits...

Have we discovered another stamp design error?

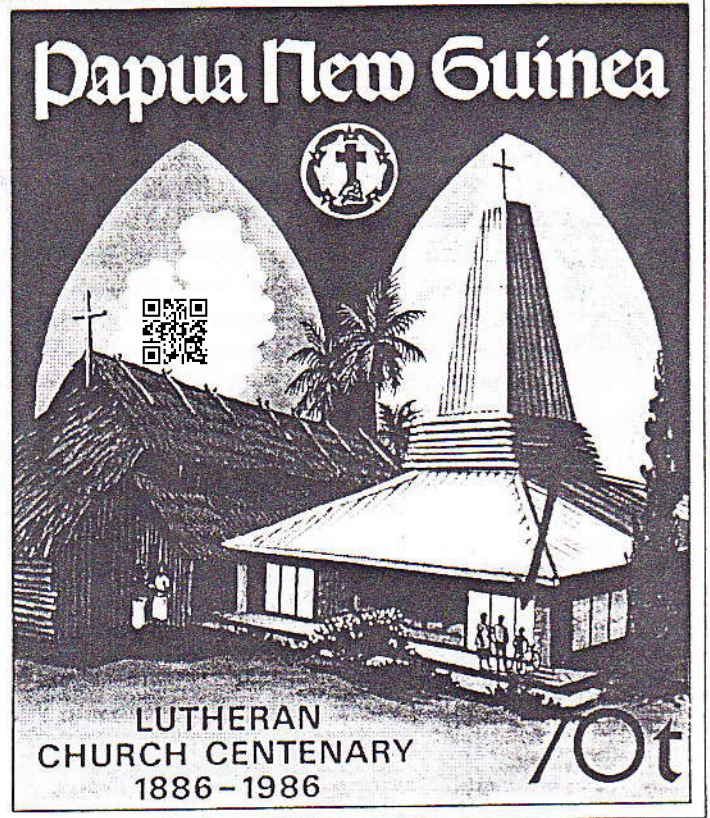
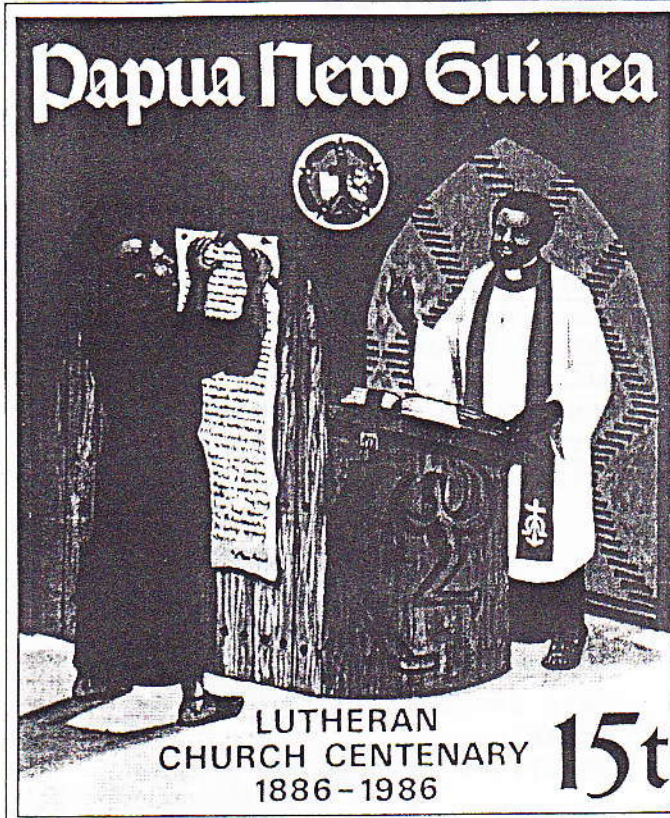
The designer was heard to explain that the brown tone on the habit was due to the golden light of the early morning as Luther nailed up his scroll.

But I doubt I would believe this explanation from the incorrigible designer, who it may be noted is the Honorary President of the International Bicycle on Stamps Society.

If you take a magnifying glass to the 70t Lutheran Centenary Stamp you may find evidence of what happens when a designer is also a thematic collector.

All information, including the error, supplied by our (Bicycle Stamps Club and not International Bicycle on Stamps Society) Honorary President Graham Wade





These two postcards were issued by the Lutheran Church of Papua New Guinea in 1986 to mark the centenary of the Lutheran mission in the country. The first postcard shows a man in clerical robes reading from a book at a pulpit, with a woman standing to the left holding a large sheet of paper. The second postcard shows a church building with a thatched roof and a tall steeple. Both postcards are valued at 15t and 70t respectively.

These two postcards were issued by the Lutheran Church of Papua New Guinea in 1986 to mark the centenary of the Lutheran mission in the country. The first postcard shows a man in clerical robes reading from a book at a pulpit, with a woman standing to the left holding a large sheet of paper. The second postcard shows a church building with a thatched roof and a tall steeple. Both postcards are valued at 15t and 70t respectively.

Actual size



Graham's personal FDC - supplied to BSC NIS Members at a special low price  
Known to have been commercially sold for EIGHT times as much







Stamps  
Congo Popular Republic  
21.12.76.



Perf.

Imperf.

Stamp - a receipt for the pre-payment of postage. Anything else resembling a Stamp is a Vignette (though seasonal e.g. Christmas and Easter ones are often called Seals). Not to be confused with Stickers placed on letters to indicate a specific service (Air Mail, Handle with Care, Express Delivery, Recorded Delivery, Registration) which are collectively known as Etiquettes. A term to be discarded is Labels as Vignettes, Etiquettes and Tags (Vignettes attached to stamps) are all called that. And so are 'To Pay' labels (receipt for the post-payment of postage) which we shall call Postage Dues.

Local Stamps (henceforth called Locals) are those Stamps whose use is restricted to a specific area and are not valid in the official postal service outside the area specified.

Stamps are usually printed in Sheets of 25 upwards. A Sheetlet is a term for Sheets with less than 25 Stamps. However, if the Sheetlet was printed for placing in Stamp Booklets, the Sheetlet is called a Pane. Some Stamps are printed in rolls for vending machine use and they are known as Coils. To enable the Stamps to be separated from each other, a series of little holes (perforations) are punched between the Stamps. Such stamps are Perforated (usually shortened to Perfs. or even P). P8 means that there are eight holes every two centimetres. Stamps that have to be separated by a pair of scissors are imperforated (usually known as Imperfs. or even Imp.)

Definitives are Stamps issued for a long period of time and are sometimes called Regular or Permanent Issue Stamps. Commemoratives are those Stamps issued for a specific reason and are quickly withdrawn from sale. Such Stamps are usually issued in Sets of two or more Stamps (the French Commemoratives illustrated elsewhere in this issue of 'Bicycle Stamps' are some of the rare exceptions). Often the Sets are issued with Miniature or Souvenir Sheets.

09.07.79

A typical example is shown on the right. All four Stamps of the Set are included within the Miniature or Souvenir Sheet. Sometimes only one Stamp in a Set and sometimes an entirely different Stamp is included. However, the important thing is that the Stamps have postal validity so could be removed and used to post something - though, as such Miniature or Souvenir Sheets usually cost more than the total face value of the Stamps, that does not often happen. If the "Stamps" do not have postal validity, then they are Vignettes and the correct term would be a Vignette Sheet. Notice in the \$1 Stamp opposite that a bicycle is being ridden on the girl's right hand shoulder and that a bicycle is being ridden on the bottom left of the Selvedge (margin - the area outside the Stamps).



Souvenir Sheet

If there had been absolutely nothing printed in the Selvedge or if Gold Foil had been used in any part of the Miniature or Souvenir Sheet's design, the correct term would be De Luxe Sheet. De Luxe Sheets usually contain just one Stamp.





Two similar Sheets (one for each of the other two Stamps in the set) were issued

downloaded from www.bicyclestamps.de



Stamps are bought from Post Offices in Mint condition and, if kept in that condition, they are known as Unmounted Mint (UMM). Once a Stamp Hinge has been applied to the adhesive gum on the back of the Stamp, it is Mounted Mint - often shortened to just Mint so beware if you want UMM's only.

15.07.76

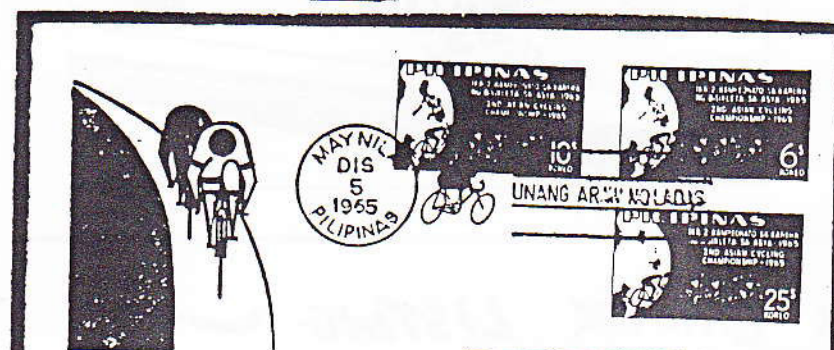


30.07.76

Overprinting of Stamps is done for a number of reasons. If to increase the face value of the Stamp, the overprinting is a Surcharged Stamp. The Stamps illustrated are the normal Stamp and the overprinted Stamp for the Royal Visit of 1976. Such overprinted Stamps are known by the reason for the overprinting. In the example "Royal Visit Overprint".

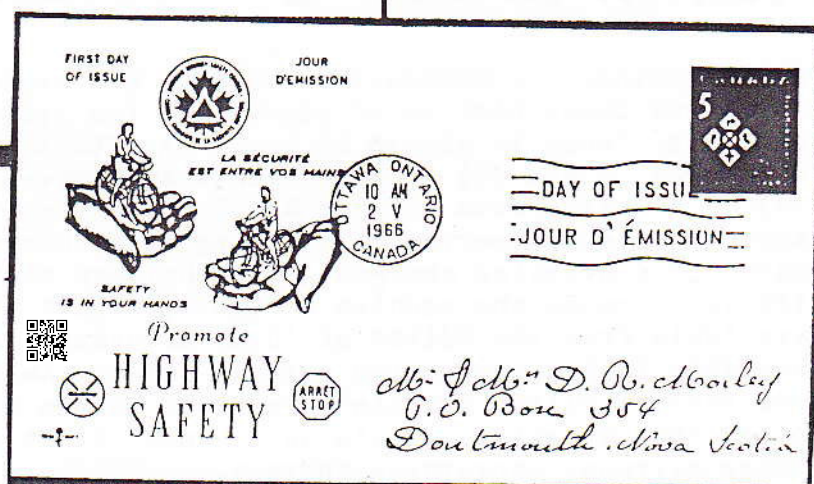
A Stamp that has served its postal use i.e. been affixed to an envelope and been posted, is a Used Stamp (usually shortened to Used). Not to be confused with Cancelled To Order Stamps (CTO) that have been overprinted with a Cancellation (or Postmark) by a Philatelic Bureau whilst still in Sheet form.

The normal mark made on a Stamp by postal authorities to prevent the Stamp being used again, is the Cancellation (or Postmark) which is usually applied by a machine and gives the town and date of despatch. Special Cancellations, often hand-applied, are called Cachets usually giving more information and often an illustration. Below are shown two First Day Covers (FDC's) with Cachets. Both are atypical: The Philippino's Cachet is machine-applied and the design on the Cover is hand-painted AND the Canadian has a delivery address (most FDC's are not actually posted). A Maximum Card (often shortened to Max. Card) is a postcard FDC and to be eligible for entry to a philatelic exhibition, the picture on the postcard must not be exactly the same as the Stamp's design.



05.12.65

02.05.66.





Postal Stationery is the collective term for envelopes, Aerogrammes a single sheet of lightweight paper for folding and sealing to become an air letter) and Postal Cards (postcards) with Stamps printed on them.

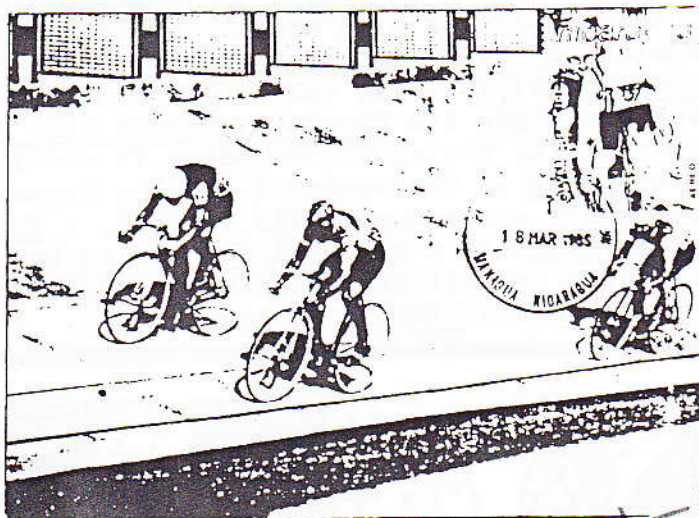
A Facsimile is a copy of a Stamp not to be confused with a Forgery which is a copy of a Stamp made in order to deceive. A Fake is a genuine Stamp that has been altered in some way in order to deceive and a Bogus is a completely fictitious "Stamp"

Two Stamps still joined together are known as a Pair. The two Stamps from the Dominican Republic used to illustrate this article are a Horizontal Pair while the two Stamps from Romania shown are a Vertical Pair. Three or more Stamps from the same row still joined together are known as a Horizontal or Vertical Strip of X number. When three Stamps of different designs, but, together, make up a complete picture, the Horizontal Strip of Three is known as a Triptych instead of Se-Tenant. The 22nd August 1983 (see 'The Spoken' Word', 10th Issue) Set from the Dominican Republic may be an example of a Triptych.

But what are we to call a Se-Tenant Block of Four Stamps making up a complete picture such as the Swedish issue of 25th November 1986 (See page 86/6 of the Illustrated Check Listing in this issue of 'Bicycle Stamps'). I have not been able to find a philatelic term for it so I have "invented" one - a Quadriptych. And what about the New Zealand Se-Tenant Horizontal pair forming, together, one picture and shown on page 9 of this issue of 'Bicycle Stamps'? How about Biptych.

Nicaragua 18.03.85  
Maximum Card

A rare example of a stamp being "lifted" from a Souvenir Sheet for FDC servicing. It is quite common for Souvenir Sheets, in their entirety, to be serviced First Day of Issue, but for a Souvenir Sheet to lose its selvedge! The Stamp was not issued separately.



## NORMAN BATHO'S CHECK LISTING ✓

Norman Batho, our Honorary Secretary, has produced a Computer Print-Out Check Listing of almost all (no listing is ever really complete. There is always at least one Stamp to be discovered - see pages 46 and 47) Bicycle Stamps and Souvenir Sheets. Copies may be obtained from him for \$4.50 (\$6 for air mailing it to an address outside America). Something extra has to be added for currency conversion charges - and they are high in America. To try to overcome the problem somewhat, copies will shortly be available from the Editor of 'Bicycle Stamps' for £4 paid in Sterling (which covers the postage between America and Britain and postage within Britain). Payments to the Editor in anything other than Sterling, should be the equivalent of £5 Sterling to cover currency conversion charges.

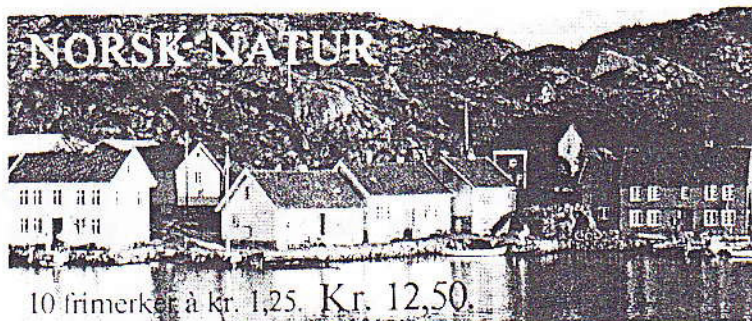


# SMALL IS BEAUTIFUL

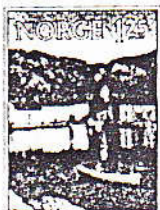
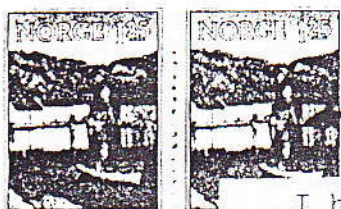
The ULTIMATE in SMALLNESS of a BICYCLE on a STAMP

Carl Wiedman

Stamp booklet  
cover



Pane of 10 stamps



I have been intrigued with the June 13, 1979 Norwegian stamp booklet containing a pane of 10 stamps. I learned of it from Rupert Waltl, who reported that there was a bicycle on the cover, but not on the stamps.

My interest was in the magnifying power of Rupert's glass, so I made two photo enlargements. One of these is a regular enlargement of the booklet cover portion showing the bicycle and the second is a much greater enlargement of the stamp itself, in the same area.

My report is as follows: If there is a bicycle on the booklet cover (which appears quite clearly), then there is also one on the stamps, as it is the same scene. The enlargement is so great that the configuration of the printing style that was used can be seen as small connected rings from the printing process. I will vote for this as the ultimate in smallness of a bicycle on a stamp! This, of course, will only be of interest to the purists.



The enlargement of the stamp is not reproduced here as, though the bicycle may just be seen, I am certain that it will not be seen in a photo-stat copy of the enlargement. DM

Enlargement of  
stamp booklet cover



# La bicyclette au service de la poste

**L**es premiers transports de courrier (pardon plis) apparaissent avec les estafettes cyclistes dans l'armée, vers 1885.

C'est, du reste, dans ce domaine que la bicyclette a été certainement la plus utile et son histoire la plus intéressante. Bien souvent, elle fut liée à des événements historiques et hors du commun. Le transport du courrier par cyclistes s'est aussi développé en Australie avec les chercheurs d'or, lors de la grève des postes aux U.S.A., lors du siège de Ma-

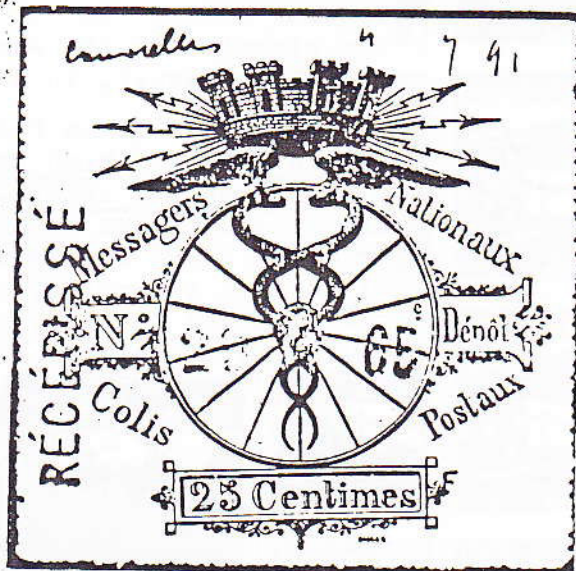
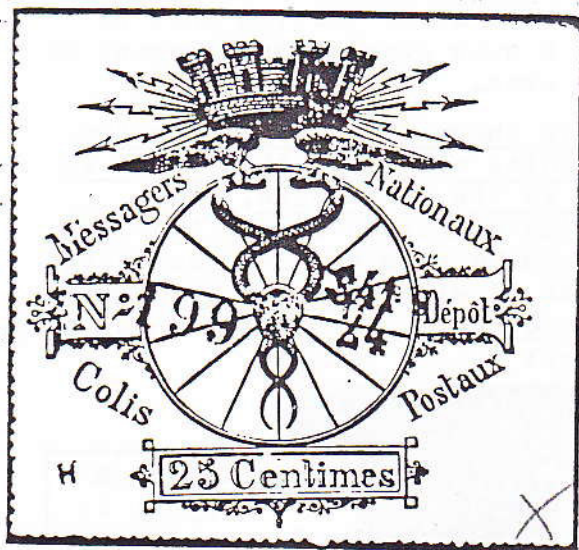
Le 1<sup>er</sup> septembre, l'administration des postes fut chargée du transport des petits colis à l'intérieur de Paris et dans la proche banlieue. En raison des difficultés que présentait ce transport, elle décida aussitôt de le confier à une société privée fondée spécialement à cet effet.

Cette société prit le nom de « Société des colis postaux de Paris pour Paris », créa dans l'agglomération parisienne un grand nombre de dépôts dans les bureaux de tabac. Ce nombre, au

par jour pour être centralisés au siège social situé d'abord 36, puis 23 rue du Louvre, puis vers 1926, 96 rue Amelot. De là partaient deux distributions qui s'effectuaient de 9 heures à midi et de 14 heures à 19 heures.

Ce système donnait d'excellents résultats et était suspendu le dimanche. Le tarif était au début uniformément fixé à 25 centimes. Par la suite il varia selon le poids.

Dès la première année, le nombre de colis transportés fut de 65 000. Il passa



feking pendant la guerre des Boers où s'est distingué le capitaine Baden Powell qui créa, par la suite, le scoutisme.

Estafettes cyclistes lors de la première guerre mondiale, transport du courrier exceptionnel, par coureurs cyclistes en 1944.

## Des colis postaux de Paris pour Paris

Nous allons donc, tout au long de ces colonnes, vous en relater les faits. Tout commence à Paris, ce qui n'est que justice puisque la bicyclette est fille de France et enfant de Paris.

début fixé à cent, augmenta progressivement pour atteindre le chiffre de six cents vers 1903.

Au moment de la remise, le dépositaire détachait d'un carnet à souche une vignette comportant deux parties, l'une appelée *étiquette*, destinée à être apposée sur le colis, l'autre désignée sous le nom de *récépissé*, qui était remise à l'expéditeur, auquel elle servait de reçu. L'agent de la compagnie conservait le talon inclus dans son carnet après y avoir inscrit la date de départ et toutes les indications utiles (numéro de dépôt, numéro d'ordre). Les colis étaient enlevés à heure fixe deux fois

à 300 000 en 1981, et ne cessa d'augmenter par la suite.

## Illustrations :

1886 (1<sup>er</sup> septembre) : Type A 66 X 72 — Dent. 11 1/2. « Les Messagers Nationaux — Colis Postaux — N° Dépôt » et valeur. Caducée sur une roue de vélocipède symbolisant les tricycles à l'aide desquels les colis étaient transportés.

Ces tricycles furent remplacés dès le 1<sup>er</sup> janvier 1891 par des voitures à cheval.

René Geslin  
de l'Association française  
philatélique thématique



'The Bicycle in the Postal Service' by René Geslin and  
Translated by Brian Sole.

The first transportation of mail (excuse me) started with despatch rider cyclists in the army about 1885. Of all the types of transport the bicycle has been certainly the most useful and its history very interesting. Very often the bicycle has been linked with historical and unusual events. The carrying of mail developed in Australia also, with the finding of gold; at the time of the Siege of Mafeking, during the Boer War under the distinguished Captain\*Baden-Powell who afterwards formed the Scout movement. Important mail was carried by despatch rider cyclists in the First World War and by racing cyclists in 1944.

## The Parcel Post of Paris for Paris

The rest of the article is about this. It started in Paris, that is only right because the bicycle is the daughter of France and the child of Paris.\*\*

\*\*\*

On the first of September the postal administration was charged with the carrying of small parcels in the centre of Paris and in the inner suburbs. Because of difficulties which arose it was decided to concede this to a private company formed specially for this purpose. The company was given the name 'Societe des colis postaux de Paris pour Paris' (The Parcel Post Company of Paris for Paris). It created in the urban area of Paris a large number of Depots in tobacconist shops. At the start the number was fixed at 100, but this was progressively increased to reach 600 in 1903.

At the time of delivery, the depository detached from the counterfoil a label consisting of two parts, one called the etiquette (label) was stuck onto the parcel, the other called the receptisse (receipt) was given to the sender and served as an acknowledgement. The Agent of the Company kept the stub in his book of tickets and entered the date of sending and other information (depot number and order number).\*\*\*\* The parcels were collected at fixed times twice a day for delivery to the HQ, situated, first at 36, then 23 rue du Louvre, then in 1926, 96 rue Amelot. From there there were two deliveries which took place between 9am and mid-day and between 2pm and 7pm. The service, which gave excellent results, did not run on Sundays. The price at first was fixed at 25 centimes. Afterwards it varied according to the weight. In the first year the number of parcels carried was 65,000. In 1981\*\*\*\*\*it was 300,000, but did not increase after that.

Illustrations: 1886 (1st September) Type A. 66x72 perf. 11½. 'les Messages Nationaux - Colis Postaux' (National Messenger Parcel Post) Depot No. and value. Used on a cycle route symbolising the tricycle used to transport parcels. These were replaced on 1st January 1891 by horse carriages.

\* Baden-Powell was a Lieutenant-Colonel at the time of the Siege.

\*\* Possibly a reference to Michaux's Velocipede.

\*\*\* 1886? But see page 20.

\*\*\*\* See Page 20.

\*\*\*\*\* 1891?

What a great pity that the gremlins at the printers struck and made such a mess of BSC Member René Geslin's important article for the 1886 tricycle Parcel Post of Paris produced the very  
FIRST "BICYCLE" STAMP!

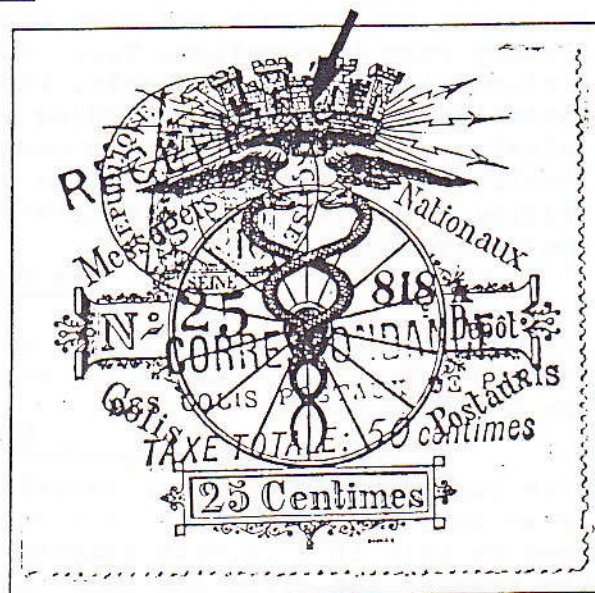
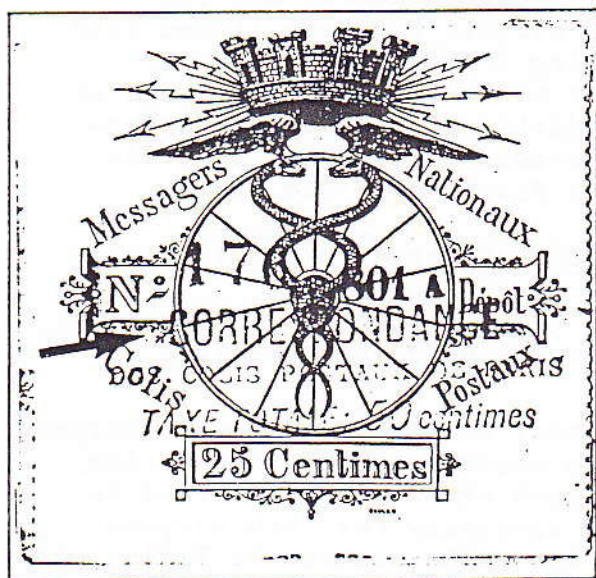


## 1- LE MATERIEL CYCLISTE UTILISE PAR LES SERVICES POSTAUX

## 1-3- LES MULTICYCLES

## 1-32- UTILISATION POSTALE

PARIS - 1886



## MESSAGERS NATIONAUX

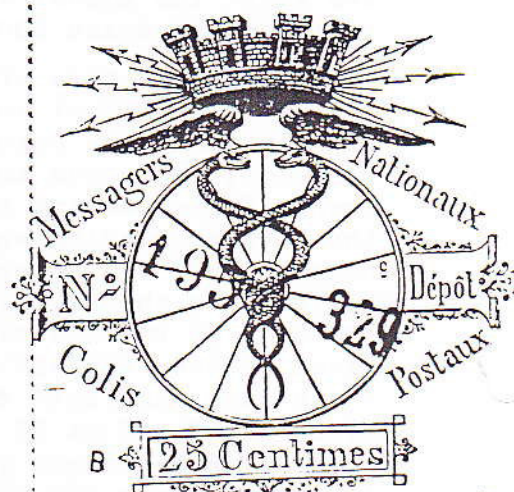
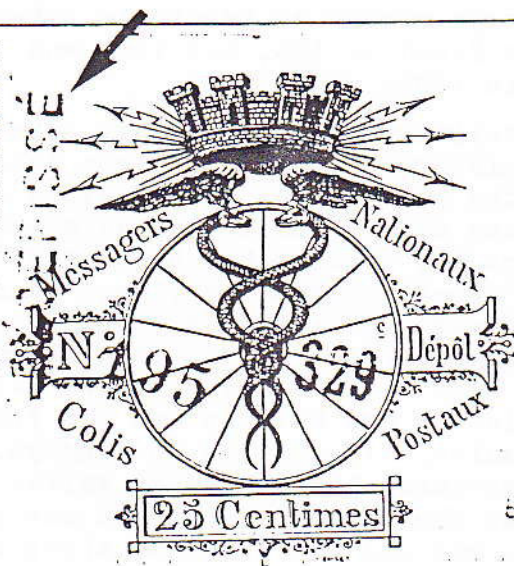
36 &amp; 38, Rue du Louvre.

DATE :



195

• DÉPÔT

Timbre-décharge  
du Messager.

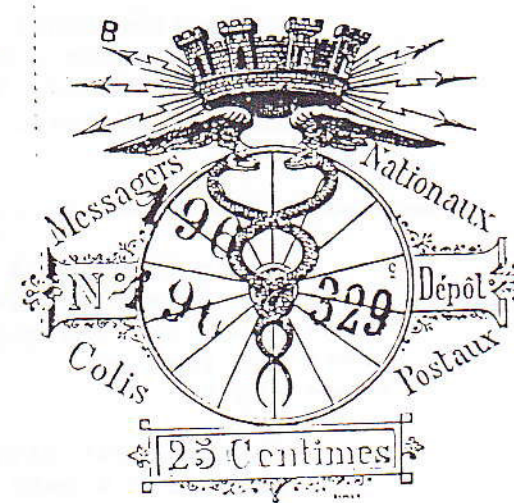
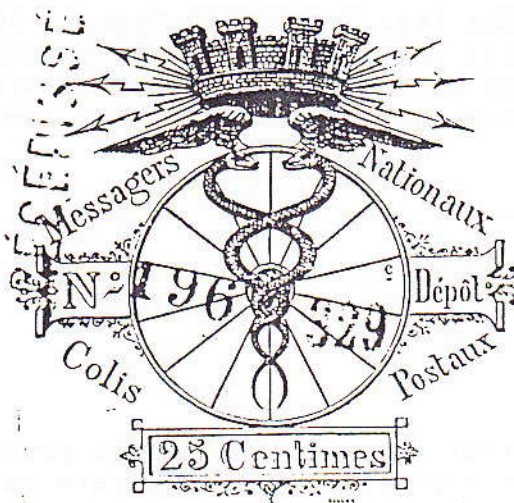
## MESSAGERS NATIONAUX

36 &amp; 38, Rue du Louvre.

DATE :

196

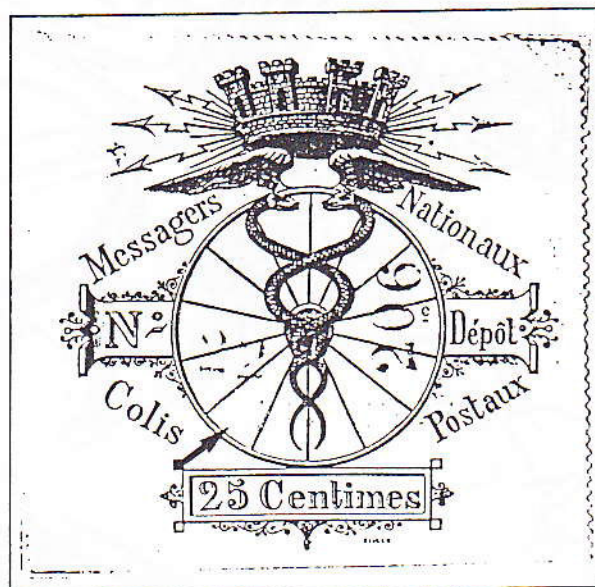
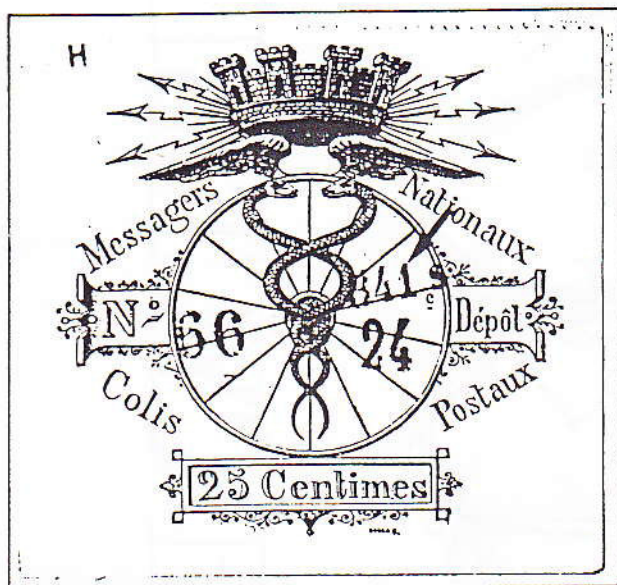
• DÉPÔT

Timbre-décharge  
du Messager.

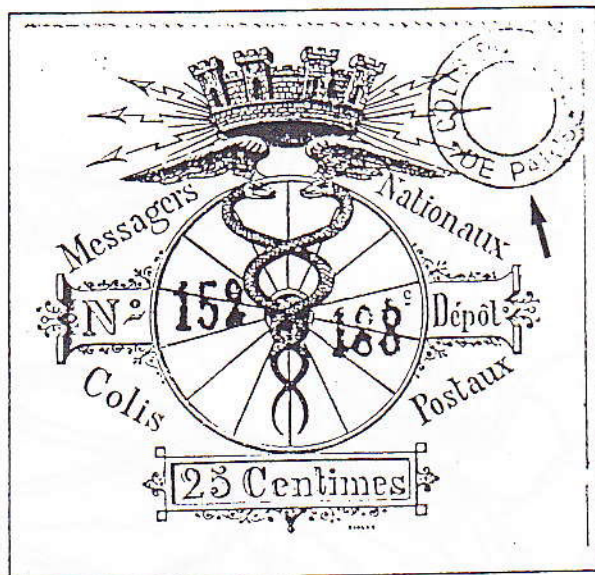
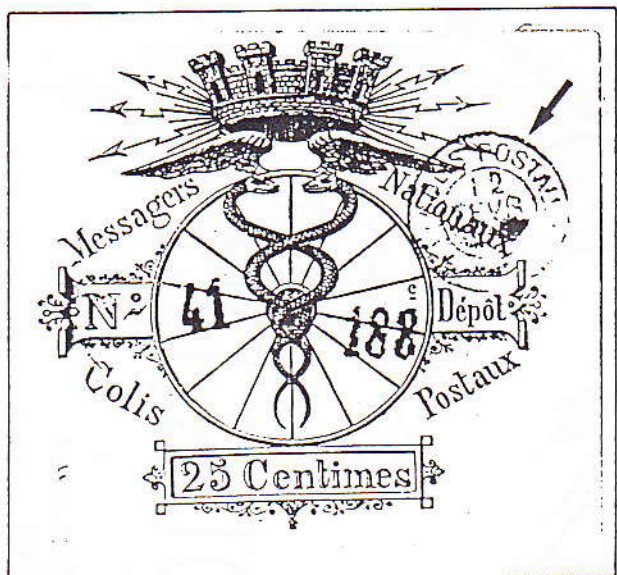


1- LE MATERIEL CYCLISTE UTILISE PAR LES SERVICES POSTAUX1-3- LES MULTICYCLES1-32- UTILISATION POSTALE

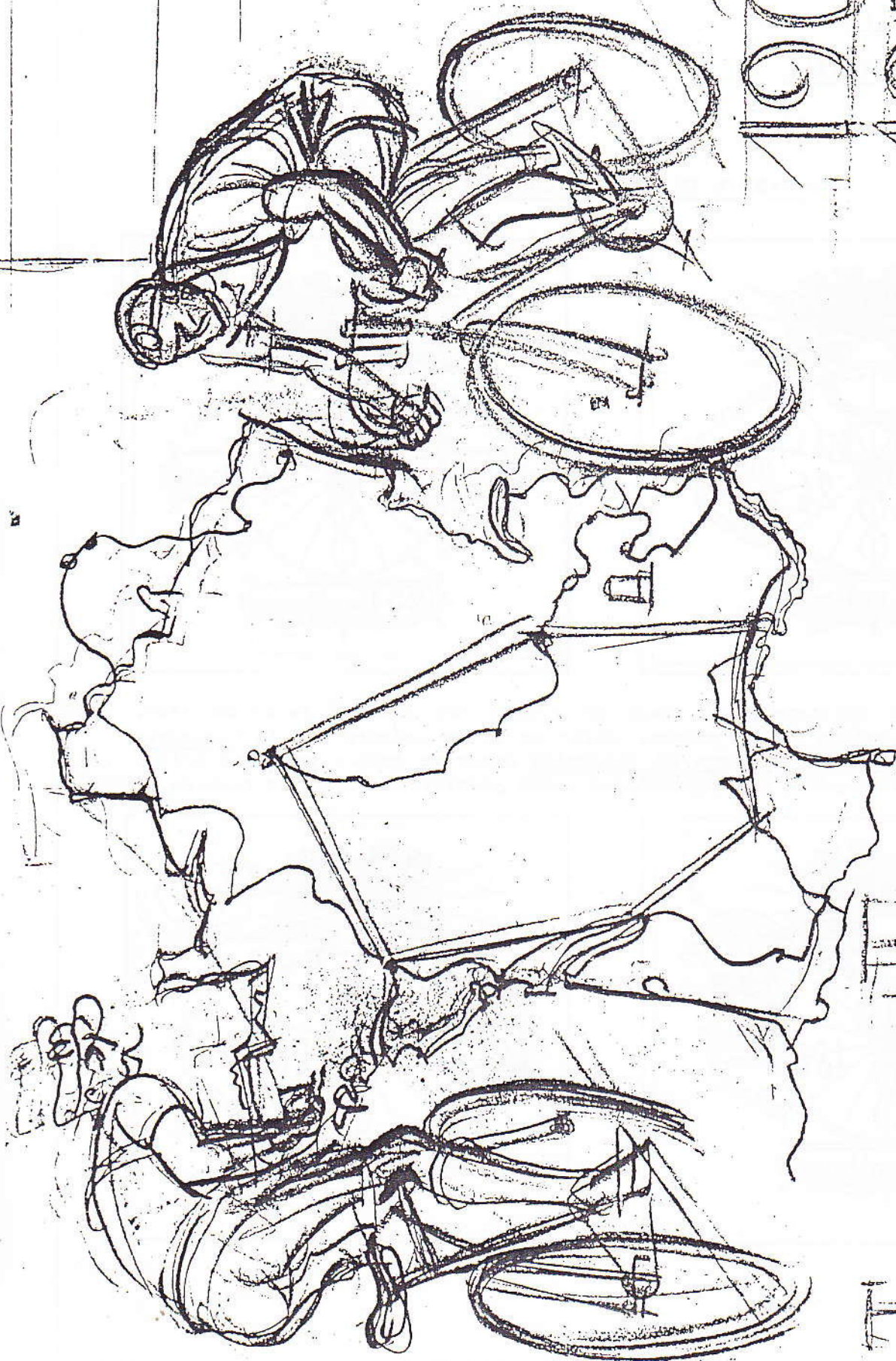
PARIS - 1886

COMPAGNIE DES MESSAGERS NATIONAUX

La première poste cycliste ayant émis un timbre fut créée à Paris en 1886. Le transport des petits colis postaux était en effet exécuté par la Compagnie des Messagers nationaux, au moyen de tricycles munis de boîtes pour les colis. D'où la roue de vélocipède, qui caractérise cette première émission de timbres.







TOUR DE FRANCE CYCLISTH 1953

1953 DECARS SKETCH  
ST-5584068 JTD-  
COLLECTION

1953

Sketch submitted by BSC Member M.W.Martin



# FRENCH POSTAGE STAMPS



26.07.53

(Decaris's original sketch  
is illustrated on the page  
opposite)



15.03.58

(multicoloured)



15.03.58

(brown)

Overprinted Algeria.



20.02.60

"Giant" bicycle  
behind museum.



10.04.65

Could be a motorbike,  
but one member thinks  
it's a bicycle...



??..??..66

Centenary of the  
Paris Pneumatic Post  
See the next two pages and  
page 22 of the Tenth Issue  
of 'The Spoken' Word'.

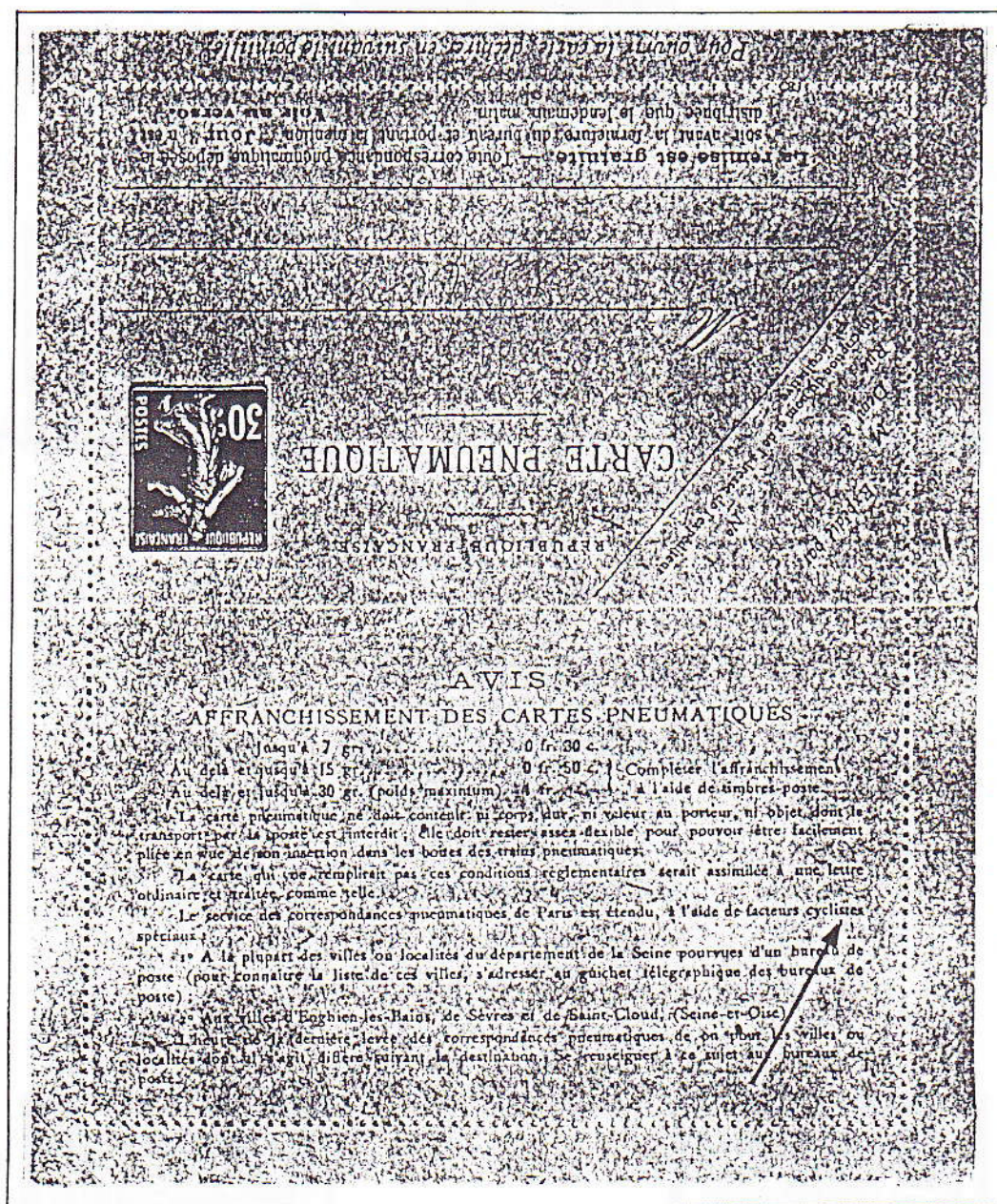
No  
Bike  
Stamps



## 2- LES SERVICES GOUVERNEMENTAUX DE DISTRIBUTION PAR CYCLISTE

## 2-3- LES PNEUMATIQUES

TYPE SEMEUSE -1916-



De 1916 à 1965, les pneumatiques à destination de certaines localités de la banlieue parisienne furent distribués par des "facteurs cyclistes spéciaux". Cette mention doit figurer au verso des cartes ou enveloppes pneumatiques.



## 2- LES SERVICES GOUVERNEMENTAUX DE DISTRIBUTION PAR CYCLISTE

### 2-3- LES PNEUMATIQUES

L'heure de la dernière levée des  
correspondances pneumatiques, de ou pour les  
localités dont il s'agit, diffère suivant la destination.  
Se renseigner à ce sujet aux bureaux de poste.

**VOIR AU VÉRO.**

Jusqu'à 7 grammes.....	1 fr. • c.
Au delà et jusqu'à 15 gr.....	1 fr. 50 c.
Au delà et jusqu'à 30 gr. (poids maximum).....	2 fr. 50 c.

à l'aide de timbres-poste.

**AFFRANCHISSEMENT DES ENVELOPPES PNEUMATIQUES :**

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**ENVELOPPE PNEUMATIQUE**

(La remise est gratuite.)

REPUBLIQUE FRANÇAISE

Rue  
N°  
Dém. d.  
M.  
Expédié par

• L'inscription du nom et de l'adresse de l'expéditeur est facultative.

Les enveloppes pneumatiques ne doivent contenir ni corps dur, ni valeur au porteur, ni objet dont le transport par la poste est interdit; elles doivent rester assez flexibles pour pouvoir être facilement pliées en vue de leur insertion dans les boîtes des trains pneumatiques.

Les enveloppes qui ne rempliraient pas ces conditions réglementaires seraient assimilées à des lettres ordinaires et traitées comme telles.

Le service des correspondances pneumatiques est étendu, à l'aide de facteurs cyclistes spéciaux :

- A la plupart des localités du département de la Seine pourvues d'un bureau de poste (pour connaître la liste de ces localités, s'adresser au guichet télégraphique des bureaux de poste);
- Aux villes d'Enghien-les-Bains, du Raincy, de Sèvres et de Saint-Cloud, (Seine-et-Oise).

Enveloppe pneumatique "Spécimen", destinée à la formation des postiers.





18.03.72



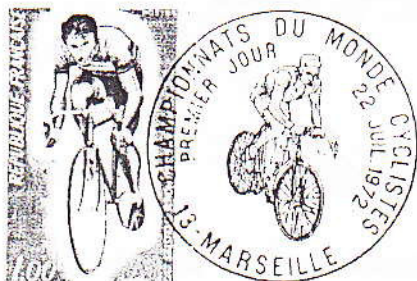
18.03.72

Overprinted for use on the French island of Réunion



01.06.74

Bicycle in street scene.



21.10.78



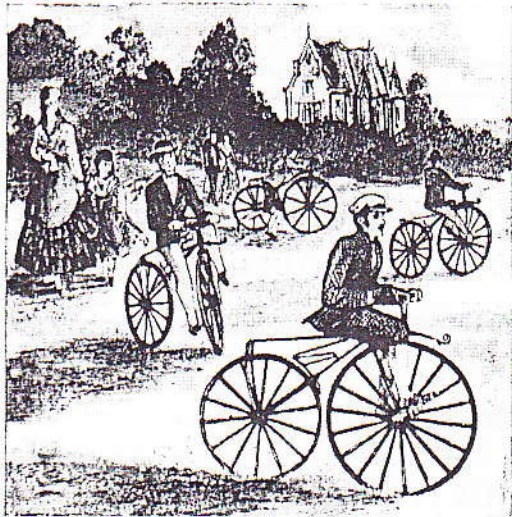
Admissible for Stamp Exhibitions  
See Page 15

Maximum Card 22.07.72

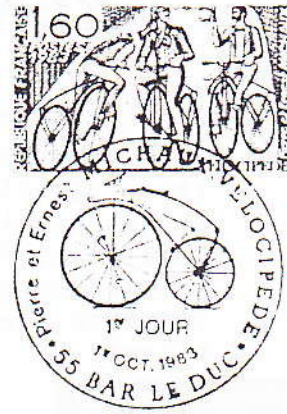
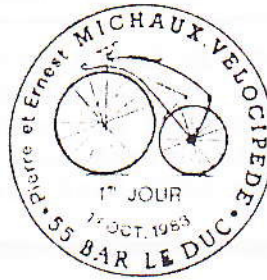




PREMIER JOUR D'EMISSION  
N° 1344 HISTORIQUE F.D.C.



LE VÉLOCIPÈDE



FDC 01.10.83

Fernand LÉGER  
Les Loisirs



FRONT POPULAIRE  
1936 - 1986



Photographie Musée National d'Art Moderne  
Clayton Koppelman Foundation Paris  
100 F, PARIS 1986

Nonadmissible for Stamp Exhibitions  
See page 15

Maximum Card 01.02.86



# FRENCH MILITARY VIGNETTES

## Union des Anciens Chasseurs Cyclistes (U.C.C.)

These vignettes are known to exist in a number of colours and at least two printers (Barri-Paris and Novelio-Paris) were used. Variations are known to exist e.g. "U.C.C." being printed on the top right-hand corner of the Arc de Triomphe vignette (bottom left-hand vignette of the block of four below)



### COMITÉ NATIONAL DU MONUMENT AUX MORTS — DES GROUPES CYCLISTES — DE CHASSEURS A PIED ET ALPINS



Vous avez, en achetant  
ces vignettes, contribué à  
l'érection du Monument  
à la Mémoire des  
Diables Bleus.

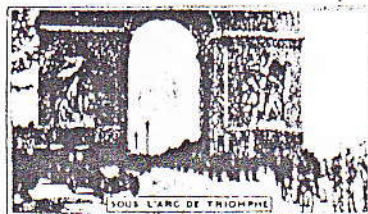
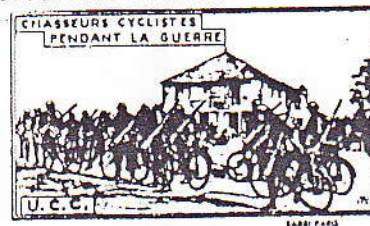
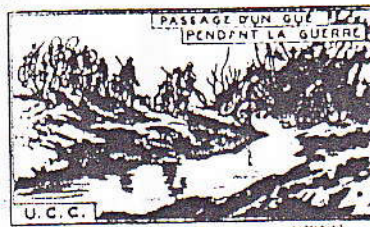
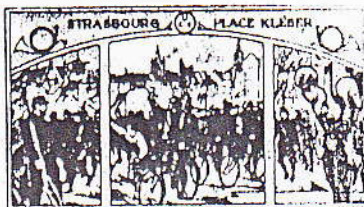
Le Carnet de 20 vignettes:  
**10 francs**

"SE SOUVENIR"

World War I  
FRANCE

Chasseurs  
and  
Alpine troops  
"The Blue Devils"

The booklet  
of 5 pages  
20 vignettes  
was to raise  
funds to erect a  
memorial to these  
units.







German vignette of French soldiers  
Probably a book illustration

nicht  
katalogisiert?  
(Barth)



Information wanted on these  
Vignettes - Probably French  
owing to printer G. Barri -  
Paris



The Vignette Booklets are from the Collection of Graham Wade. All the individual vignettes are from the Collection of Douglas Marchant. YOU HAVE A VIGNETTE NOT SHOWN HERE? Yes, then please send a photostat copy to the 'Bicycle Stamps' Editor



The following article is the Introduction to a two-volume catalogue ('Images of the Great War' compiled by Walter E. Schmidt) on Delandre's vignettes. Unfortunately, the catalogue gives no addresses - not even a publisher's - so it has not been possible to seek Mr. Schmidt's permission to use his Introduction as an article in 'Bicycle Stamps'. The spelling (colorful - theater - honor) in the Introduction suggests that the catalogue was published in the United States of America. Delandre's vignettes are keenly-sought-after today; possibly as a result of the publication of 'Images of the Great War'. The vignettes decorating the article appear in the catalogue as do the bicycle infantry vignettes immediately following

During the years of the first World War, many countries issued a variety of colorful seals. Some of these seals were designed to raise money for the Red Cross and other Charities. Others were propaganda issues which often portrayed the brutality of the enemy. A third type were the regimental and military seals produced by a notorious French printer who called himself Delandre. To this day, the name Delandre evokes a negative response among many collectors in France and elsewhere. The reason for this is not a mystery to anyone familiar with Delandre's career.

He was born in the 1880's and his given name was Gaston Fontanille. His father was a judge who served on the High Court in the city of Valence in southeastern France. Very little is known of his early years but by the time he had become a young adult, Delandre was being referred to in the literature as a scoundrel, a swindler, and a crook. To the best of my knowledge, there is no evidence whatsoever to refute any of these accusations. The list of his transgressions is indeed a matter of record. It is known, for example, that he was sentenced to jail at least seven times for committing acts of fraud. His exploits however, indicate that Delandre was not just a common criminal. He seemed more like an imaginative, amoral genius, attempting to achieve financial success by fair means or foul.

In his early twenties, after having given himself several impressive titles such as "The Baron Allard," "Count of Chabanes," and "The Marquis of Vaurens," he convinced a number of young peasants in the provinces that having a title would offer them a much greater opportunity for a better life. He then proceeded to sell them official looking documents that were designed to convince them and others that they were related to members of the ruling class. He was arrested for swindling.

Later we find Delandre operating a theater and producing motion pictures long before anyone realized the potential for such an industry. Of course Delandre made sure that the cost of making a "flicker" always exceeded any profit that investors had been promised. After twelve years as a theater operator, Delandre embarked on a new career. He became Commander Deville, Knight of the Legion of Honor, and the director of a chemical corporation that developed a new product to replace the highly flammable celuloid widely used in photography. All went well until a blind disabled aristocrat in his eighties learned, quite by accident, that he had been named the president of the board of directors. Subsequent inquiries by the authorities revealed other irregularities that soon ended Delandre's career as a giant of industry.



The Great War had started when Delandre sallied forth again. This time he persuaded some wealthy friends that money could be made by publishing military literature and war maps. He borrowed large sums of money and began to publish his "War Notes." Again all went well until in one issue of "War Notes" he solicited public funds to purchase a mechanical device that could be attached to the wings of an airplane and then, at the touch of a finger, shoot arrows at enemy planes. When this came to the attention of the government, the military authorities were not amused and he faced further legal difficulties. Undaunted, Delandre continued to borrow large sums, this time from private citizens, in order to help him design and develop a periscope that would have the capability of detecting submarines under water.

It was sometime in 1914 that Delandre, perhaps in a sudden flash of brilliance, envisioned a way to profit directly from the war. He became a printer of what he called "war stamps." Patterning his idea after the regimental seals produced in Italy around the turn of the century, Delandre persuaded the finest artists and the most knowledgeable military experts in France to aid him in creating one of the loveliest arrays of military vignettes ever printed. With his usual flair, he gave himself the title of General Director of the Administration of War Stamps. His original plan, as outlined in his prospectus, was to print a semi-official stamp for use by each of the French regiments, similar to those used in Italy. The plan failed almost immediately when the government refused to acknowledge the legitimacy of such issues and the military censors prohibited their distribution to the soldiers. It was then that Delandre simply changed his advertising tactics and offered his "war stamps" in cleverly designed packets directly to the public. He was an immediate success, in part because of the wave of patriotic fervor that was sweeping over the country and in part because of his effective advertising campaign. He placed posters in the subways and full-page ads in the newspapers and trade magazines. He used the covers of booklets legitimately commissioned by the Red Cross to tout his not-so-legitimate war stamps. He even published seals to advertize his seals.

Because Delandre's vision and egocentricity did not allow him to do anything in a small way, he also produced military seals for Great Britain, Belgium, Russia, Serbia, Montenegro and Italy.



In addition to these seals, he sometimes printed and sold unsolicited Red Cross seals of other countries to help him finance his growing empire. The most well-known case involves the bogus Red Cross seals of Montenegro.



Delandre printed and distributed these seals from his Paris office for slightly above face value. The government of Montenegro not only received no revenue from the sale of these seals but also was totally unaware of their existence.

Because Delandre was at times commissioned by the Red Cross to print seals that were legitimate in every way, it is often difficult to distinguish between his legitimate business practices and his fraudulent manipulations. One illustration of the latter concerns Delandre's sale of Italian regimental seals to collectors who were eager to obtain them. When his stock of popular items ran low, he simply made copies of the originals and printed more.

He then added insult to injury by designing a vast number of bogus Italian regimentals (fantasies) which he sold along with the original seals. This practice hopelessly confused dealers and serious collectors alike. One well-informed collector, however, wrote to a dealer in Italy regarding several Italian seals that he had purchased from Delandre. The dealer replied that the seals in questions were fakes and that the dealer who sold them was an unscrupulous man. The collector then wrote to Delandre and confronted him with this information. The following was Delandre's reply:

Paris 11 August 1916

Dear Sir,

Your Italian merchant does not know what he is talking about; the two stamps attached, that you sent me; are not fakes; they are re-impressions.

The House of Delandre sells three kinds of stamps of Italian regiments:

- (1) the real ones
- (2) re-impressions
- (3) new stamps that we create ourselves.

The House has also printed some facsimilies; some have been rather successful, but may leave something to be desired.

My best wishes to you, Sir

To my knowledge, Delandre forged only non-postal issues of other countries and never postage stamps of any kind. Apparently he realized that the risk of so obviously breaking the law was too great and chose to operate only within those areas of questionable legality. There is considerable evidence, not yet fully verified, that he forged some charity seals of Russia in 1917 about the time that the czar was overthrown. Exactly four months after this event, Delandre's own empire collapsed.



On June 20th, 1917 he was arrested and later found guilty of failing to share the profits from the sale of his Red Cross seals according to the terms agreed upon. Still another suit was pending against him brought by several stamp dealers who had charged him with the illegal trafficking in Italian military seals. A judge sentenced him to prison where he remained until his death in 1923.

For a long time there has been some speculation about what happened to the vast stock of material Delandre had in his possession at the time of his arrest. Was it confiscated by the authorities and destroyed? Was it sold at massive discounts to anyone who would buy? Did it still exist in someone's attic? Daniel Van Treeck, a friend of Delandre's only son, tells us what happened. After his arrest, a lock was placed on the door and Delandre's printing press was silenced forever. All of his records, correspondence, and stock of seals were removed and stored in the cellar of a friend. There, in this dark and damp place, most of the material slowly rotted away. Sometime later, Mr Van Treeck purchased what was left intact from Delandre's son and to my knowledge Mr Van Treeck is in possession of this material to this day.

As for those of us who have derived great pleasure from the study of Delandre's vignettes, we can only express a deep sense of gratitude. However, it must be said that the status of these seals is in doubt. Many classify this kind of material as album weeds, unworthy of serious consideration or study. Others, however, are convinced that these seals are highly desirable and collectable masterpieces of graphic art that, as Delandre himself says, "Evoke such glory in so small a space." I am content to allow readers to decide this question for themselves.





Some of the "loveliest array of military vignettes ever printed"



BICYCLE INFANTRY

Groupes cyclistes



971.1 - 1st Group. Border blue - center olive. Group No. in gold (appears in all four corners)  
971.2 - variation. center brown Group No. smaller and in red.

972.1 - 2nd Group. Border blue center light green. No. in gold.  
972.2 - variation. No. smaller.  
972.3 - second variation. Group No. smaller and in red.



973.1 - 3rd Group. Border green - center blue. Group No. in gold.  
973.2 - variation. Border dark green. Group No. smaller and in red.  
973.3 - second variation. As 973.2, but border light green.



964.1 - 4th Group. Border olive - center blue. Group No. in gold.  
974.2 - variation. Group No. smaller.  
974, 3 - second variation. Border brown. Group No. smaller and in red.



975.1 - 5th Group. Border red - center green. Group No. in gold.  
975.2 - variation. Group No. smaller and in blue.



976 - 6th Group. Completely different design

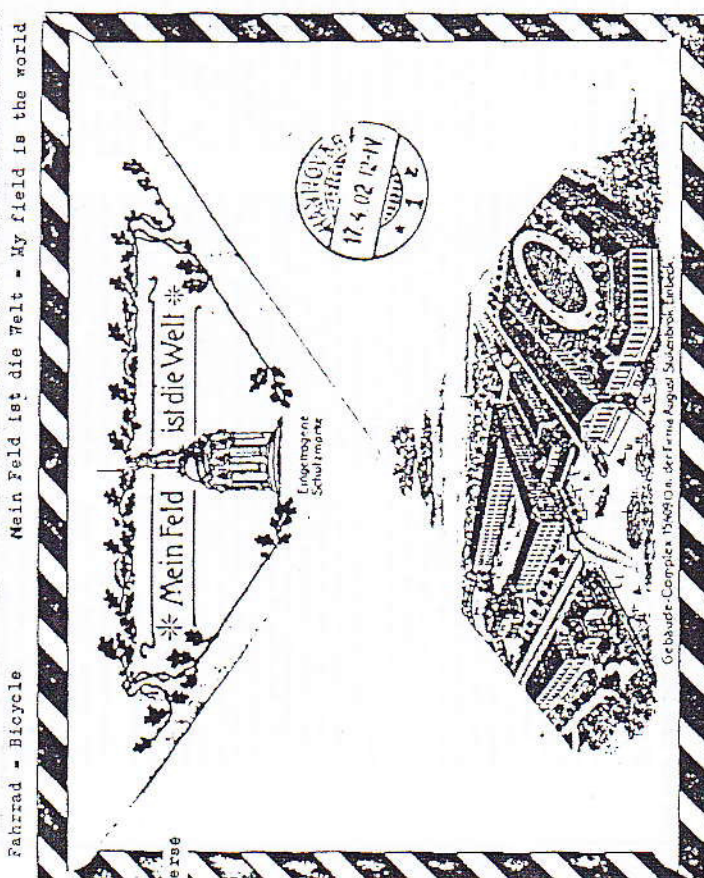
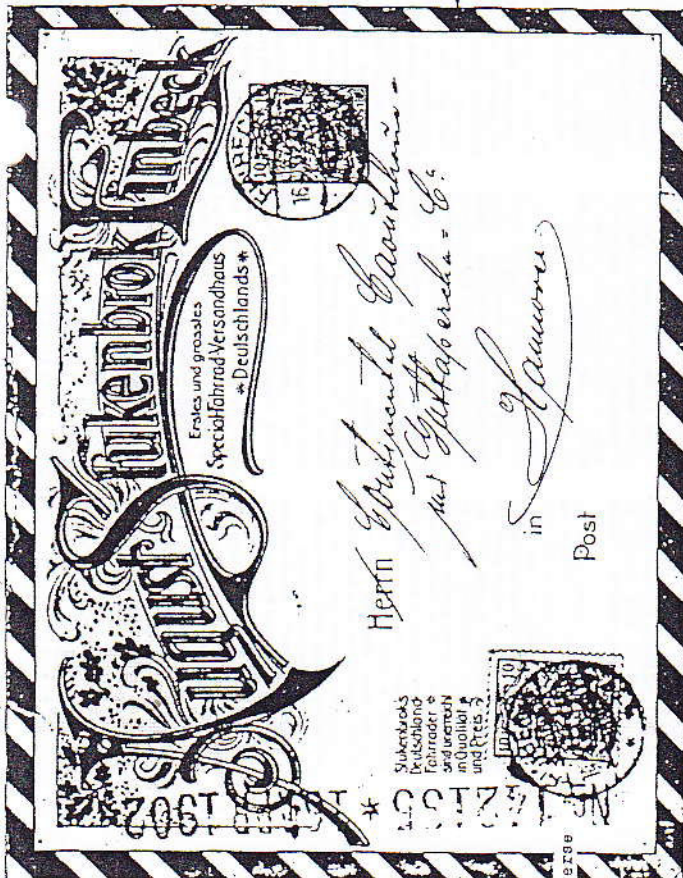


977.1 - 7th Group. Border green - center rose. Group No. in gold.  
977.2 - variation. Center red. Group No. smaller and in blue.



978.1 - 8th Group. Border light green - center carmine-rose. Group No. in gold.  
978.2 - variation. Group No. smaller and in red.





A postal stationery envelope, bearing an "Einbeck" cancel of 16th April 1902

## GO BY CYCLE

## CYCLE HISTORY

Orla patented a primitive version in France in 1817 (Czechoslovakia 5C 1900). Dennis Johnson copied the idea and built his own "hobby horse" in Covent Garden, London, in 1819. A Scotsman added treadles to drive the wheel in 1839 or 1840 (Queeries cannel used 2 August 1978). Apparently Macmillan once rode his bicycle into Glasgow and knocked over a policeman. The judge, however, was so impressed by the unusual machine that he said the fine himself.

Pierre and Ernest Michaux, perambulators and invalid carriage builders, were more successful with their invention by adding a spring and pedals to the front wheel of a velocipede. In 1817, the *Illustration Française* (No. 171) in 1861. Rowley Turner bought a Michaux velocipede to London in 1868 and started manufacturing cycles in 1869. The velocipede was the first vehicle to see cover for the Centenary of the bicycle, and was popularised Coventry 2, June 1869). In order to increase speed, the front wheel was built bigger. This ensured that each turn of the pedals was covered more ground. During part of the period of popularity, the front wheel was so large that the person riding (by 1870, April 1879). The velocipede was the forerunner of the penny-farthing, popularised by the collection.

Many racing cycle clubs were formed, including the

mine Cycle Club in Scotland in 1886, Alexander Ritchie covered 100 miles in a time trial on 15 May 1887 despite the poor weather. His arrival at the various check-points was verified by Post Office messengers. I wonder if the Postmaster General would have approved the undertaking. It is a pity that the safety bicycle was resisted by the ardent enthusiasts of the Ordinary until the safety cycle proved to be faster on the road and the track. Illustrated envelopes provide details of cycles manufactured and also accessories such as wetspindle lamps.

## CYCLES MAIL

The discovery of gold in Western Australia led to a rapid growth of the population in the Goldfields area. The Post Office just could not extend its services fast enough. It was left to entrepreneurs such as James Healy to organise the delivery of mail at first by bicycle and later by motor vehicle. The stamps arranged for the printing of 1/- and 2/- stamps in sheets of 15 featuring the bicycle. A later issue of stamps in denominations of 1/-, 2/- and 3/- showed a man on a camel but the artist, John W. Cullen, was killed by a cyclone before the stamps were issued.



Even fewer examples are known of the Lake Arrowhead stamps, valued, issued in 1876 by engravers Miller & Russell. It was at the Pullman staff which led to the issue of the San Francisco Cycle Mail diamond-shaped stamp in 1880. The first few hand-stamped stamps had "1880" misstamped. US Government postal covers were overprinted with the diamond-shaped labels in brown.

[illegible]

Letter to the Editor of 'Bicycle Stamps'

**I am very fond of the Bicycle Stamp Club**

BUJÖRN ROMBACH, BLOMSTERKUNGSVÄGEN 424, S 162 43 VÄLLINGBY, SWEDEN.

Prin Sale BSC

J. CHEM. EDUC., Vol. 16, No. 2, August 1979

There modern cycle posts include the Slunick Lake Pedal Post from 1979 and the Clifton High School Cyclists Post, which began in 1987 and has resulted in the issue of slunick cycling cyclists each year since 1983.

THE CYCLES

Children enjoy the freedom of getting about on a cycle but must learn safety (Israel 1966:5133). Ladies, too, ride cycles in greater numbers after the invention of the safety cycle. An interest in cycling led to joining a touring club or federation. The earliest stamp showing a cycle was a local issue from Frankfurt-am-Main in 1887 for the convention of the German Cycling Federation.

[illegible]

U.S. DEPARTMENT OF AGRICULTURE

This section includes an OHMS cover printed 12 October 1918 with a camel, "Propaganda Battalion," and the ink printer's initials. There are also two posters of military equipment, possibly used with enemy tanks or weapons. Unfortunately, vignettes of war cyclists printed by a Frenchman, Delandrie, had no postal utility. In World War II, a series of 36 military cycle bulbations<sup>1</sup> were produced especially (mainly for propaganda purposes) without regard for their postal value. In Mayday, Special Delivery, the first postage stamp action was ordered as official recognition of a replacement cycle or bicycle type and one of each type is included in display.

## CYCLE RACING

the manufacture of the cycle led almost immediately to cycling. Riders play an important part in the sprint events on the track. Riders whistled clipped into pedals, for minutes at a time to avoid the lead and giving shelter to an opponent (Chernovolovskaya 1940). Motorcycles



result in increased speeds. The extra danger heightens criticism. On the road there are line trials against the clock and road races. The extra danger heightens criticism. On the road there are line trials against the clock and road races. The extra danger heightens criticism. On the road there are line trials against the clock and road races.

The display prepared for Congress showed how a thematic collection may be developed and included material not acceptable in national thematic collections. Another collector could approach the same theme in a completely different way. This is why theatics are such fun, yet can be tedious.



# Cycle Arts

## Stamp Collecting for the Cyclist.

Very soon after the introduction of the first postage stamp in 1840 stamp collecting became the world's most popular hobby. For the sake of national prestige the world's countries employed outstanding designers to record and commemorate their Kings and Queens, their Presidents and heroes, their industry and their achievements. It was not surprising that the idea of collecting such 'little masterpieces of art' caught on. The collector did not have to be rich (stamps were cheap) or live in a large house (they take up hardly any room) and, very soon, millions throughout the world had become philatelists.

A hundred years ago it was just possible to obtain every stamp issued by every country. Nowadays there are so many stamps that it is not even possible to obtain every stamp issued by a single country such as Britain. Some stamp collectors have got over this problem by only collecting stamps from 'new countries' such as Botswana and Ghana. Others have specialised. Many have started collecting stamps devoted to a particular theme, topic or activity. The latter type of stamp collecting has grown considerably over the last few years and is now a recognised form of philately.

**Pre-Second World War stamps**  
Stamp collecting cyclists have 'married' their two hobbies by collecting stamps with a cycling theme. We are I think very fortunate, for it is possible, without spending a fortune, to obtain a sample of every single known stamp featuring cycles. Pre-Second World War stamps are the headiest and most expensive to obtain, and the stamp expert P. L. Pemberton, in an article in *The Cyclist*, March 18, 1936, recorded his surprise to find how completely the bicycle has been ignored.

The list of stamps depicting bicycles was at that time very meagre. Bulgaria had issued a set to commemorate the First Balkan Games in 1931, and one of the stamps depicts two track racing cyclists. In 1935 Russia issued a set to mark the Spartakiad Games of that year, with one stamp showing a cycle race. As far as genuine postage stamps go, that was it. All the others were 'locals' or 'special delivery' ones. The most famous is one of the two stamps produced during the siege of Minsk in 1940. The design shows Sergeant Major Goodyear, of British Powell's Cavalry Corps, on a bicycle and, now a most sought-after item. It is, after all, the first 'Scout' stamp and a good example is likely to cost a few hundred pounds.

The very first 'local' to depict a bicycle was issued by Germany at Bielefeld in 1887. It showed a cyclist on what most people now refer to as a 'penny-farthing' but is properly called an Ordinary. Six different values were issued. The same year Frankfurt-am-Main issued a stamp to commemorate the fourth convention of the German Cyclists' Federation. The following year, again in Germany, a set of four stamps was issued in Hamburg, one of them showing a cyclist.

72 BICYCLE

for the years covered by the original publication and mentions those stamps issued up to the end of 1979. Both editions have put me in touch with stamps that I did not know existed, such as the Australian Goldstrike issues.

### Pointers for the collector

So many stamps have been issued since the end of the war that it is impossible in an article of this length to mention even a fraction. And it is hardly necessary when *Stamp Collecting for the Cyclist* is readily available for the enthusiast to browse through. A few pointers to a new enthusiast might not go amiss. The first of course is to suggest that he acquire a copy of *Stamp Collecting for the Cyclist*.

The collector will need to acquire an album to house the stamps in. A loose leaf album will enable the pages to be swapped around and this will prove invaluable as the collection grows. Stamp hinges damage the gum of mint stamps and this immediately lowers their value. The best way to place the stamps in an album is by using Prinz, Show-glad, Havid or similar mounts. Most stamp shops carry a stock and would willingly show them on request. Besides giving protection and allowing the stamps to be mounted in the album, I think the use of such mounts gives the stamps a most attractive look.

It is unfortunate that it is almost impossible to obtain a mint stamp without having to buy the other stamps of the same set. That doesn't matter with, for example, the set of four stamps issued by Great Britain in 1978 to commemorate the centenary of the Cyclists' Touring Club and the British Cycling Federation. It is a problem with the Colombia set issued that year to commemorate the 13th Central American and Caribbean Games, as only one of the sixteen stamps illustrates cycling! One way of overcoming that problem is to get someone living there to send one by post. However, what with currency conversion charges that exercise may often work out more expensive than simply getting the set from a stamp shop in Britain. Don't throw the surplus stamps away; just put them in an envelope and place them in a drawer. There may come a time when the enthusiast's fervour wanes - heaven forbid!

Eventually the collector may wish to enter his collection in a local or national exhibition. Strict adherence to the rules is necessary. One stamp collecting cyclist, Brian Sole, won the major award for his thematic entry at the 1960 British Philatelic Exhibition, which is an inspiration to us all as well as useful propaganda for the bicycle.

We don't all have to reach such heights in order to enjoy collecting stamps featuring bicycles. A lot of enjoyment is to be found in discovering the existence of a stamp or set of stamps and tracking them down to add to the collection. I still remember the excitement I experienced in discovering the existence of the 1941 Hungarian stamp and then acquiring a sample for Ronald Sudbury and myself. Another keen collector, John Mansell, has discovered that in 1977 the Scottish island of Staffa issued a set of twelve 'locals' each one featuring a different veteran cycle. I am now happily trying to track down a set for myself!

—Douglas Marchant  
ESG



See p. 37

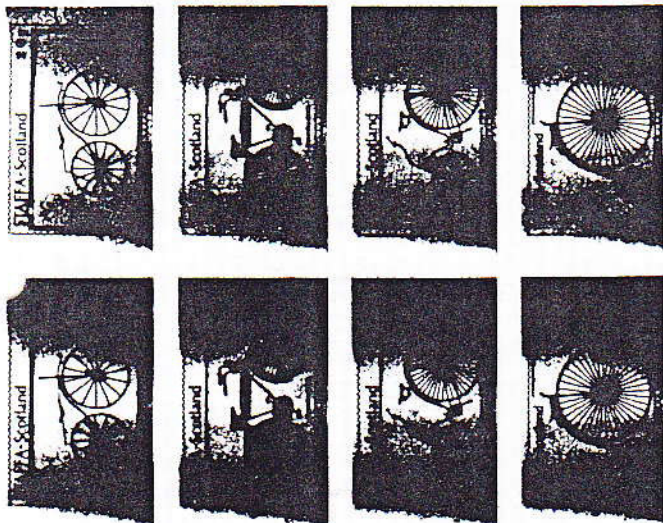


# SCOTLAND STAFFA

Day-trippers'  
Souvenir Stamps

A set of twelve stamps were illustrated on page 6 of the Fifth Issue of 'The Spoken Word' (the predecessor of 'Bicycle Stamps'). Since that time (over seven years ago) some more information has come to light.

The stamps were issued both perf. and imperf. in three sheetlets - each sheetlet contains eight stamps (four pairs). A 6th April 1978 "PDC" set of twelve envelopes was issued in a special box and, in addition, the sketches used to decorate the envelopes were issued in a special folder.



Sorry about the poor photocopy caused by a rainbow of colours in the background. The stamps are really quite attractive.

Imperf. sheet (size 148 x 123mm) of the high value stamps in the set.

## THE 100th ANNIVERSARY OF THE BICYCLE

A SERIES OF ORIGINAL  
PEN AND INK STUDIES  
BY

*William Taylor*

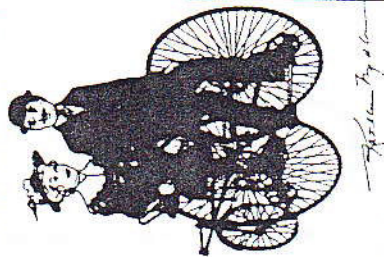
A SIGNED  
LIMITED EDITION

Cover of the little folder containing the twelve sketches used on the 6th April 1978 covers

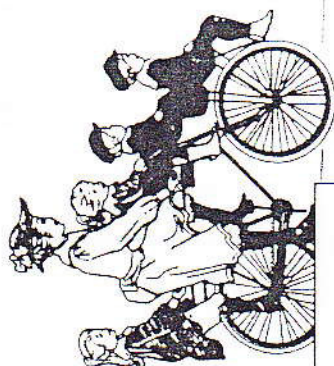
See page 19.

Two of the sketches from the folder - the size of the sketches is 130mm x 182mm

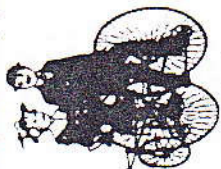
The 'Duplex Extolior Tricycle' (1)



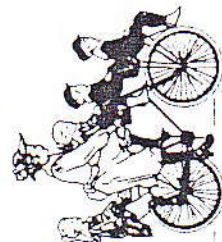
Bicycle for the family (1896)



FIRST DAY COVER  
The 'Duplex Extolior Tricycle' (1896)



FIRST DAY COVER  
Bicycle for the family (1896)



Two of the "PDCs" from the box - sized 184mm x 111mm x 14mm deep.

First Day of Issue is 6th April 1978 yet in the illustration that accompanied my article - see above page - the First Day of Issue is given as 1st May 1977. Something wrong somewhere

Staffa is a small (70 acres) uninhabited island off the West coast of Scotland. It is best known for Pinal's Cave - the inspiration to the melody of the overture to 'The Hebrides' by Mendelssohn. On the island is a postbox "Staffa Mail". Only mail bearing Staffa stamps to be posted in this box". It was used by day-trippers who voyaged to the island from the mainland. On the motor vessel they could buy Staffa stamps and it was made clear that they had to buy twice the British Post Office's going rate for postage - so that the Staffa stamps were paid for AND the British stamps that would need to be affixed on the mail-land for onward transmission. My thanks to John Mansell BSC and Frank Pagley BSO for information that enabled me to set this page up. DM.

### CERTIFICATE OF AUTHENTICITY

I transfer to the ownership of Staffa Stamp Society the 100th Anniversary First Day Cover Unit Series in a British private collection of Staffa Scotland in honour of the Bicentenary of the Bicycle.

Handwritten: *Staffa Stamp Society*

Transfered to: \_\_\_\_\_ Date: \_\_\_\_\_  
Transferred to: \_\_\_\_\_ Date: \_\_\_\_\_

To be completed in the event of resale  
Transfered to: \_\_\_\_\_ Date: \_\_\_\_\_  
Transferred to: \_\_\_\_\_ Date: \_\_\_\_\_

Certificate which accompanied the boxed set of 6th April 1978 "PDCs"

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# THE WORLD OF THEMATICS

with Betty Van Tenac, 2 Springbank Rd, Panoramia, SA, 5041.

**R**ecently I was approached by a local Adelaide collector for information regarding a collection featuring the Bicycle. This is a topic that has possibilities for a very good competitive exhibit and readers may remember that there was just such an exhibit at Auspex 84 that won a Large Vermeer with special prize.

A simple plan could be:

1. History
2. Early Bicycles
3. The Bicycle at Work
4. Military Bicycles
5. Bicycle Sport

See below

1. History — The bicycle was invented by Comte Amedee de Sivrac of France around 1790. It was a wooden scooter-like vehicle and was called a celerierie. The 1818 version of this machine called a dandy horse is pictured on Niger SG 235 to commemorate the 150th Anniversary of the Bicycle (obviously the 1790 invention was overlooked). The celerierie also appears on a 1978 Togo stamp SG 1302. The next stamp in this set (SG 1303) features the first bicycle sidexar dating to 1818.

2. Early Bicycles — The Draisine, invented about 1818 by Baron Karl von Drais of Germany is shown on Togo SG 1306. It had a steering bar connected to the front wheel and was an improvement of the celerierie. The Draisine is also shown on Czechoslovakia SG 2489, and a 1960 Mali stamp SG 169. (See Figure 1).

3. The Bicycle at Work — Both official postal administrations and unofficial agencies used the bicycle as a method for delivering the mail.

The earliest item that can be found for a bicycle collection is an 1807 German local post from Bochum. Issued by a private local post, the PrivatBriefverkehr, the stamp shows a person on an "ordinary bicycle" delivering mail in a "transportation set, pictures a bicycle. It was used by Verder and Falke Hammonia Post.

The discovery of gold in the Coolgardie district of Western Australia in 1897 brought so many miners into the area that the post office's once weekly mail service to the outlying areas proved insufficient and so the Coolgardie Cycle Express was organised. This was a private post using cyclists to carry mail between Coolgardie and Southern Cross, some 120 miles away. In 1894 James A. Healy, the organiser, expanded the service to include the introduction of two blue stamps in 1894 and 2064 denominations. Only 500 of each were issued. The stamps featured a bicycle in the centre and were sold not only in Coolgardie but by Healy's agents scattered throughout the goldfields for use on return mail. When mail was collected at outlying mines to be re-posted at Coolgardie to be carried by the regular Western Australian mails, regular postage stamps had to be affixed in addition to the Healy locals. The Coolgardie Cycle Express was suppressed by the Western Australian Post Office in December 1896. Covers postmarked up to July 9, 1897 however, are known to exist bearing the labels. (See Figure 3 overleaf).

In February 1897, H. Lacey-Hillier and Frederic E. Maskell organised a local cycle post and issued approximately 1,000 labels picturing the familiar Western Australian swan. These were used by the Lake Leifroy Goldfield Cycle Post between Lake Leifroy, Coolgardie and Kalgoorlie with additional Western Australian stamps added if the letter was to be posted for transmission by the regular post beyond Coolgardie. In June 1897 the government postal authorities set up their own service for this area and suppressed the local cycle post.

There is also a United States local post issue that would fit into this collection. During the early summer of 1894 a railroad disrupted mail service out of Fresno California and a Fresno Victor cycle dealer, Arthur C. Bania, organised a bicycle relay over the mountains to San Francisco to carry the mails. Bania affixed a 25c privately printed "Bicycle Mail" stamp and then dispatched the letters by cycle relay.

There are a number of official special delivery stamps showing postal messengers and their bicycles.



Figure 1

The Penny Farthing Bicycle was invented in the 1870s. It had a huge front wheel and a small rear one. It is depicted on Czechoslovakia SG 2487, Great Britain SG 1067 (see Figure 2) and a recent United States coil issue.

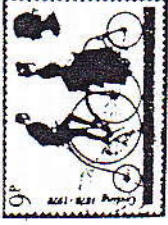


Figure 2

Several world sets can be used here to show the gradual development of the bicycle including the 1978 Czechoslovakian set, the Great Britain set of 1978 and the Congo set of 1969.

# THE WORLD OF THEMATICS

amount bicycle road race. More than 100 contestants take part competing through the French countryside. The race covers from 2500 to 3000 miles and takes about 21 days. The cyclist with the shortest total riding time is the winner.

A 1950 French issue SG 1184 marked the 50th Anniversary of this race. The stamp design shows a map of the race and two cyclists. Pictorial cancells also exist used in conjunction with the 50th Anniversary from many towns along the race route.

Monaco issued a set in 1963 SG 766 and 767 to honour the actual 50th race. H. Carin, the winner of the first race in 1903 features on the 25c value while Jacques Anquetil, who won the race five times between 1957 and 1964, features on the 50c value.

The second most important bicycle road race is the Giro d'Italia or Tour of Italy. The 48th race was marked by San Marino in 1965 with three stamps, SG 770-772. Italy commemorated the race in July SG 1102-84 in 1967. The San Marino stamps should consider one of the most important, I should place in Poland in 1948 Poland SG 65. This was the start of a succession of the Peace Race issues by Poland in 1952, 54, 55, and 1956. Other European countries joined in and in 1957 stamps were issued by Czechoslovakia SG 971, Poland SG 1017-18, Romania SG 3505-06 and Russia SG 2092. A search of the catalogue will show further issues up to 1977 and maybe later.

The World Cycling Championship includes events for both track and road races and has occasioned a number of stamps showing cyclists. The first commemoration of this event was by Italy in 1951 SG 795. The 1960 East German semi-postal duo for that year's world championship events is of special interest in that the 20p stamp shows a rider wearing a lambswool striped jersey worn only by reigning world champions. SG

Poland 1950 SG 642, Indonesia SG 1002, Upper Volta SG 225. The centenary of the Universal Postal Union in 1974 prompted several countries to issue stamps showing the bicycle as a means of mail transport. These include the stamps of Botswana, Guyana and Indonesia. A search of European countries Stamp Day issues in the catalogue will also turn up more stamps for this section. In April 1984 Australia Post issued a pre-stamped envelope for the 175th Anniversary of the Australian Postal Service. The left mail motif features a postman delivering mail on a bicycle.

4. Military Bicycles — Military fold-up bicycle for military use is shown on Togo 1965 SG 1305. Baden-Powell organised a local post delivery service and issued two labels for it. One is blue, shows a Cadet Sergeant-Major Goodyear on the army bicycle he used to deliver the letters. The second is a 3p blue shows Baden-Powell himself. The stamps were used from March 24 to May 17, 1900. The French army used Military Posts in World War I. Some of the vignettes depicted a messenger carrying a message.

The Swiss Army also had a military use for bicycles in World War II. It issued a service of 36 vignettes for prepayment of mails of cyclist battalions.

5. Bicycle Sports — Track races are held on oval tracks and are contested between either individuals or teams. Track racers were first depicted on a set of Bulgarian commemorative stamps on the Balkan Olympic Games SG 313 and 316.

The second type of Bicycle race is a road race with any number of cyclists competing. The Tour de France ranks as the most

important bicycle road race. More than 100 contestants take part competing through the French countryside. The race covers from 2500 to 3000 miles and takes about 21 days. The cyclist with the shortest total riding time is the winner.

A 1950 French issue SG 1184 marked the 50th Anniversary of this race. The stamp design shows a map of the race and two cyclists. Pictorial cancells also exist used in conjunction with the 50th Anniversary from many towns along the race route.

Monaco issued a set in 1963 SG 766 and 767 to honour the actual 50th race. H. Carin, the winner of the first race in 1903 features on the 25c value while Jacques Anquetil, who won the race five times between 1957 and 1964, features on the 50c value.

The second most important bicycle road race is the Giro d'Italia or Tour of Italy. The 48th race was marked by San Marino in 1965 with three stamps, SG 770-772. Italy commemorated the race in July SG 1102-84 in 1967. The San Marino stamps should consider one of the most important, I should place in Poland in 1948 Poland SG 65. This was the start of a succession of the Peace Race issues by Poland in 1952, 54, 55, and 1956. Other European countries joined in and in 1957 stamps were issued by Czechoslovakia SG 971, Poland SG 1017-18, Romania SG 3505-06 and Russia SG 2092. A search of the catalogue will show further issues up to 1977 and maybe later.

The World Cycling Championship includes events for both track and road races and has occasioned a number of stamps showing cyclists. The first commemoration of this event was by Italy in 1951 SG 795. The 1960 East German semi-postal duo for that year's world championship events is of special interest in that the 20p stamp shows a rider wearing a lambswool striped jersey worn only by reigning world champions. SG

E 512-13. Other world championships are as follows: 1969, United States SG 1191-1, 1969 Belgium SG 2118, 1971, Czechoslovakia SG 1974, 1974 Canada SG 789, and 1978 Venezuela SG 2167-68.

Cycling was an Olympic event from the date the ancient games were revived in 1896, and many stamps have been issued for Olympic cycling events. Australia issues a Bicycle stamp for the 1976 Olympic Games ASG 664. You will also find many bicycle postmarks relating to the Olympics. (See Figure 5)

This topic has wider possibilities for instance, Australia issued a stamp in 1965 for the Centenary of District Nursing which shows a Nurse with her bicycle. Nine issued Christmas stamps in both 1974 and 1975 showing children with decorated bicycles. Don't forget to write to me if you have any queries on thematic stamp collecting.

Figure 5

Figure 5

Figure 5

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Figure 5

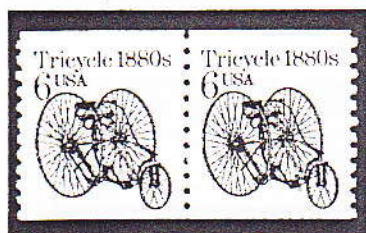
Figure 5

Figure 5

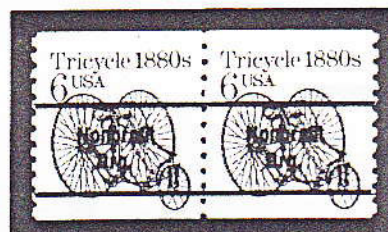
Figure 5

Figure 5



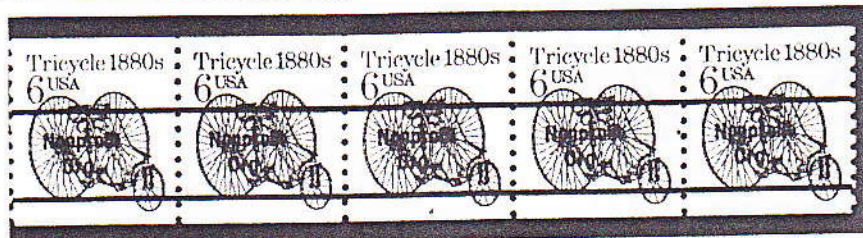
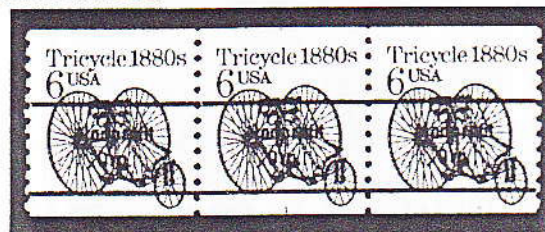
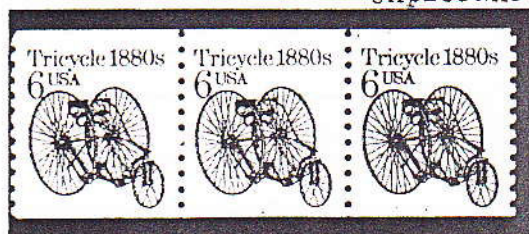


USA 06.05.1985



39

Unprecanceled      Precanceled



NOVEMBER 3, 1986 LINN'S STAMP NEWS

## Finds can alter relative plate number values

The 5.9¢ precanceled Bicycle Transportation coil strip appeared with four different numbers. Thus, 3 was paired with 4, and 5 was paired with 6. While the issue was current, 3

### Plate Numbers

By Dr. Robert Rabinowitz

and 4 were commonly found while 5 and 6 were difficult to locate.

After this issue went off sale almost two years ago, the value of numbers 5 and 6 rose sharply. By January 1986, dealers who had these were charging \$20-\$25 per strip of three or five.

While many looked for remaining 5.9¢ precanceled rolls in post offices, few of either set of numbers were found. Sales to customers who didn't request any specific numbers were always filled with Nos. 3 and 4.

Meanwhile, in February 1986, a find of 18 rolls of 3,000 of the 5.9¢ Nos. 5 and 6 was made on Long Island. The finder sold several rolls and made the mistake of letting a prominent dealer know that they were "out there" somewhere. The dealer made a bunch of phone calls, found them, and purchased the remaining stock.

Some of the rolls had cut numbers, but approximately 12 rolls (125 number strips per roll) were widely dispersed into dealer hands.

Suddenly dealers had more 5s and 6s than they had 3s and 4s. But they kept looking for 5.9¢ precanceled stock, certain that the next group that would be found would be 3s and 4s.

Some 3s and 4s were indeed found but not in the quantity of the 5s and 6s that were discovered in New York. In August I learned that another holding of 5.9¢ was discovered, this one in Michigan. These were rolls of 500 and to everyone's surprise were 5s and 6s.

Thus in a matter of six months, the relative values of the two pairs of numbers on the 5.9¢ precancel have done an about face. Current dealer price lists now note the 3 and 4 strips are the premium ones with the 5s and 6s now being employed to fill nonspecific number strip orders.

Will there be other examples of "common" coil numbers becoming scarce and scarce numbers becoming common? One that I can think of offhand is the No. 5 of the 18¢ Flag, Scott 1891.

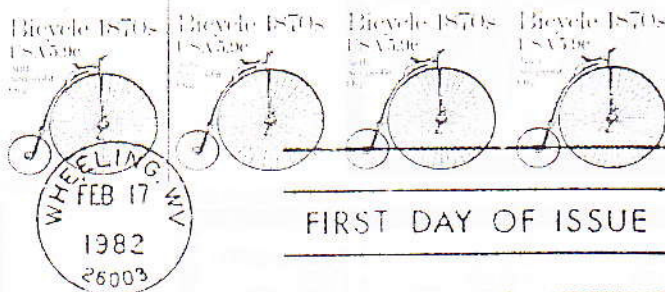
Most dealers until recently have equated the No. 5 with No. 4. The latter is clearly the commonest of the numbers of this issue. However, most recent finds of Scott 1891 have been No. 4 and with some No. 2s; few if any No. 5s have been found. They are getting scarcer.

It may be that as large numbers of collectors begin collecting coil number strips, the limited quantities of No. 5 in dealers' hands today will be rapidly dispersed and a sharp increase in value will occur.

Coil number strip collecting may just be emerging from its infancy. It's an exciting area to watch and participate in and value gyrations are inevitable. Just wait and see. ■

A detailed article on the Tricycle stamp appeared on pages 32 & 33 of the Premier Issue of 'Bicycle Stamps'





X A rather rare item - a Plate No. 4 FDC

LINN'S STAMP NEWS DECEMBER 8, 1986

# Paper types on Transportation coil stamps

By Richard Nazar

As I originally reported in the Feb. 24, 1986 issue of *Linn's* (page 6), two distinct paper and gum types exist on the Transportation coil stamps.

The paper types differ in two characteristics: gum and fluorescence.

When the type I paper is exposed to longwave ultraviolet light (a band from 3000Å to 4000Å), it typically appears as a bright blue-white, in varying degrees, according to the amount of chemical brighteners in the paper.

Some degree of brightener is always present in type I paper, even if only as small fibers.

The type II paper does not exhibit this brightness under longwave ultraviolet light. Instead it appears dull yellow-brown, showing no traces of chemical brighteners.

Using a longwave ultraviolet light is probably the quickest way to examine large quantities of Transportation coils for the paper types, although ultraviolet lamps are expensive.

Longwave ultraviolet light passes through acetate type mounts, clear cellophane (the type that is wrapped around sealed Post Office coils), and the plastic bubbles now used to package coils of 100 stamps.

For the record, shortwave ultraviolet light (2537Å) does not pass through these plastics.

The gum on both paper types is dull in appearance, but there is a distinctive difference in texture.

The gum on type I paper is marked by diagonal ridges that run at an approximate 45° angle from the base of the stamp (see illustration). These ridges are sometimes faint and difficult to see, but they are always present on type I paper.

To best view the gum ridges, shine an incandescent light source at a low angle across the back of the stamp with the light at the top. Shadows formed by the light shining across the peaks and valleys of the ridged gum makes the texture most visible. Slowly rotating the stamp sometimes allows the ridges to show better.

Avoid looking for the gum textures with fluorescent (overhead tube) lighting — this type of light does not cast shadows well.

The gum of the type II paper is very different from the type I. Type II gum is much smoother in appearance, sometimes showing only very faint horizontal striations.

This gum also is very sensitive to fingerprints. Be sure to use stamp tongs with type II papers to avoid marking the gum.

The gum textures allow a collector to discern the two paper types without the expense of an ultraviolet lamp. The gum textures might be a problem for some collectors to notice immediately, but with the aid of a good incandescent light source, and after learning what to look for, the different textures become apparent.

Conversations with John Collins of the Research Division of the Bureau of Engraving and Printing have uncovered an explanation for the type I and the type II papers.

Each is supplied to the Bureau by different paper manufacturers. An official letter to me, dated Sept. 12, 1986, from Bureau Executive Assistant Paul R. Frey states: "The variation in gum appearance reflect the different application equipment used by the different suppliers."

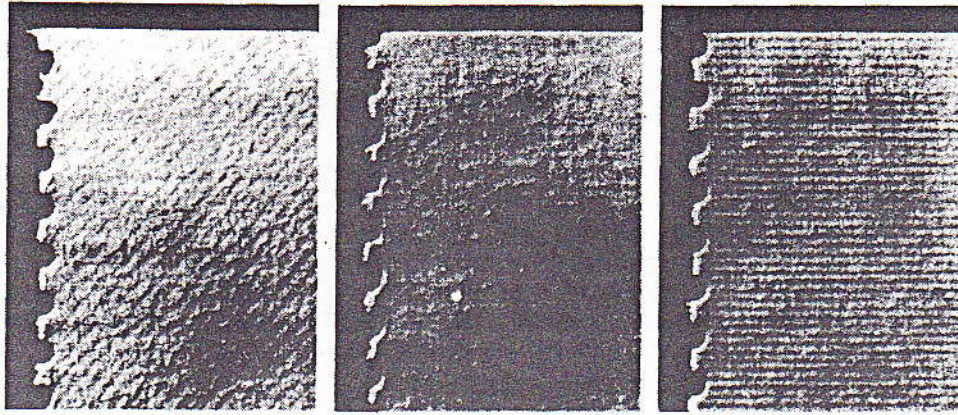
Type I paper is supplied by the Paper Corporation of America.

This company manufactures the paper and sends it to the Nashua/Davac Company, which applies the adhesive to the back of the paper. Nashua/Davac Co. applies the gum in a fashion that produces the distinctive diagonal ridges.

Type II paper is supplied to the Bureau by Eastern Pines. This company applies the gum to its own paper stock using a roller which spreads the wet adhesive across the back of the paper in the direction of the run. This produces very faint horizontal striations, a characteristic of the gum of type II paper.

These striations are very heavy on some of the tagged, unprecanceled 7.4¢ Baby Buggy stamps. Here they appear as distinct, horizontal, evenly spaced ridges. I have assigned this texture a type IIA subtype designation — to denote that the paper was supplied by the Eastern Pines Co., but the gum texture is distinctly different from the more lightly striated type II gum.





TYPE I

TYPE II

TYPE IIA

Different paper types found on the Transportation coil stamps. As the accompanying text makes clear, each has several distinctive characteristics.

The first two Transportation series issues to be produced on the B press, the 11¢ Caboose and the 7.4¢ Baby Buggy, have varying degrees of horizontal striations in the gum, ranging from light dashes to incomplete horizontal lines, which are not as uniform or as heavy as those that mark the type IIA gum.

John Collins of the BEP revealed to me that the heavy striations could have been caused by either of two things:

1) The rod that is used to apply the adhesive to the paper is wrapped by wire. During this particular application of the glue, a heavier gauge wire could have been wrapped around the rod causing the obvious horizontal marks.

2) The wet adhesive might have had a thicker viscosity when applied, therefore retaining the imprint of the rod.

In the Linn's article of Feb. 24, 1986, I said that the 11¢ Caboose stamp was the only B press issue to be found on type I paper. I reasoned that "This is understandable since it was the first B press coil printed."

Recently, I came across some contradictory surprises.

There are now other B press issues to be found on type I paper. In my searches I have found examples of the 6¢ Tricycle (precanceled) from plate No. 2 and the 10.1¢ Oil Wagon (precanceled) from plate 1, on both paper types.

The 17¢ Dog Sled, plate No. 2, and the new B press version of the 4¢ Stagecoach, plate 1, also were printed on the B press on type I paper. I would expect these stamps to appear on type II paper from later press runs. These were the only new finds of B press stamps on type I paper.

Of all the Cottrell press produced coils, only plate 1 and plate 2 of the 14¢ Iceboat have not been found on type I paper.

The 14¢ Iceboat seems to be the only issue that exists on both paper types in which specific plate numbers were used exclusively with specific paper types. To date I have found plate 1 and 2 of the 14¢ Iceboat only on type II paper. Plates 3 and No. 4 of the Iceboat issue have been found only on type I paper.

As of now, the list of reported paper varieties among the Transportation coils is as follows:

The Cottrell-printed stamps — characterized by the joint line to the right of the plate number stamp — have been seen only on type I paper, with these exceptions:

Found on both paper types are the 1¢ Omnibus from plates 5 and 6; the 12¢ Stanley Steamer from plates 1 and 2; the 17¢ Electric Auto from plates 3 and 4; and an unknown plate for the precanceled Electric Auto (precancel C).

As noted, the Cottrell-printed 14¢ Iceboat, from plates 1 and 2, is reported only on type II paper.

The B press printed Transportation coil stamps — characterized by the absence of a joint line — have been found only on type II paper, with the following exceptions:

Found on both types are the 11¢ Caboose from plate 1 (both precanceled and unprecanceled versions); the 6¢ Tricycle precancel from plate 2; and the 10.1¢ Oil Wagon precancel from plate 1.

Recorded only on type I paper are the 17¢ Dog Sled from plate 2 and the reengraved 4¢ Stagecoach from plate 1.

I have asked the Bureau if it is possible to get some idea of the quantities produced of each of the issues on the different paper types. So far, I have received no answer.

After going through dealers' stocks, I am sure that some of the paper type varieties should command premiums over the more common varieties.

It appears that some paper types are regional. The majority of certain printings seem to have been shipped to different parts of the United States.

In the official letter mentioned, the Bureau said it does not consider the papers used on the Cottrell press consistently and distinctly different from the papers used on the B press, because "the papers used on both presses are purchased under the same specification, P: PSDG-1 (April 27, 1979)."

This implies that a random selection of paper

stock could result in any Transportation coil stamps being printed on either type of paper — or both types.

It will take a nationwide awareness among Transportation coil collectors to fully assess what paper type varieties are out there waiting to be found.

The 17¢ Electric Auto (precancel type C) on paper type I was sent to me from a correspondent/trader as a gap strip of four. The plate number is unknown. I have searched dealers' stocks and haven't found another example.

This investigative study will continue as more varieties are found and the Bureau continues to print coil stamps on randomly selected paper stocks from both suppliers.

If you have any paper varieties from the Transportation coil series that were not mentioned in this article, please inform me of your findings. Write to Richard Nazar, RD 3, Box 427A, Somerset, N.J. 08873. ■

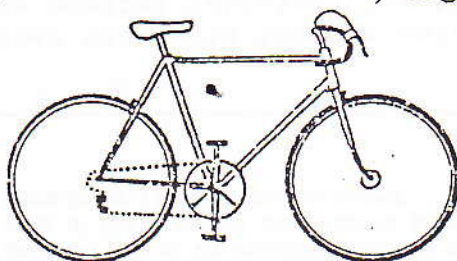
Article submitted by David Sher who wrote that he noticed with "glee" my reference to "human powered vehicles" for that would include as a bicycle stamp the 1880s Handcar stamp in the USA Transportation series... The problems of definition! What it all comes down to in the end is that each individual collector determines what is and what is not a bicycle stamp. And I have seen the Handcar stamp included in the collection of a Bicycle Stamp collector...

DM





## CLACTON COUNTY HIGH SCHOOL



## CYCLE MAIL

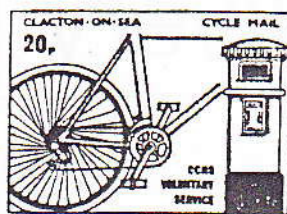
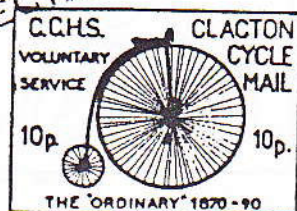
FULLY ADDRESSED CARDS POSTED IN THIS BOX  
 UP TO 19<sup>TH</sup> DEC. FOR DELIVERY IN THE  
 FOLLOWING AREAS: CLACTON, GREAT CLACTON,  
 HOLLAND-ON-SEA AND JAYWICK. THEY WILL  
 BE DELIVERED ON OR BY 22<sup>ND</sup> DEC 1986 ON  
PAYMENT OF 10P. PER ITEM. ALL ENVELOPES  
 WILL BE STAMPED AND FRANKED BEFORE  
 DELIVERY. WE REGRET THAT WE CANNOT  
ACCEPT RESPONSIBILITY FOR ITEMS INTENDED  
FOR ADDRESSES OUTSIDE THE ABOVE AREAS.

THIS SERVICE IS PROVIDED BY PUPILS OF CLACTON COUNTY  
 HIGH SCHOOL IN ORDER TO RAISE FUNDS FOR THEIR CHRISTMAS  
 DAY MEALS & ENTERTAINMENT FOR ELDERLY PEOPLE IN THE  
 CLACTON AREA. YOUR GENEROUS SUPPORT WILL BE GREATLY  
 APPRECIATED.





SPECIMEN



Black Print of all three Locals overprinted "Specimen"

## CLACTON - THE FIFTH YEAR

By a clause in the Telecommunications Act of 1981, the British Post Office's letter-carrying monopoly was broken. Charities are now allowed to operate a Christmas and New Year greeting card delivery service from the 25th November to the 1st January each Christmas time.

The Clacton-on-Sea High School Voluntary Service Cycle Mail is the only one to have declared itself to be a "Cycle Mail" though there can be little doubt that bicycles are extensively used by many of the other Christmas Charity postal deliveries.

### REPORT

This is a Report on the Christmas 1986 Service - the fifth year of operation. Detailed Reports on the previous years' services were given in the Tenth Issue of 'The Spoken' Word' (pages 14 to 21) and in the Premier Issue of 'Bicycle Stamps' (pages 38 to 43). The Report has been compiled by Ivan Trinder - the driving force behind the service during the whole four year period - and with addition information from letters between Ivan Trinder and the Editor of 'Bicycle Stamps'

The fifth year of the Cycle Mail Service saw the carriage of 3,020 items. The organisation was similar to previous years, but, owing to the shorter period (8th to 24th December) of operation of the post, heavier mailbags had to be carried by the cyclists. Accordingly, it was necessary to split ride numbers 5, 10 & 13 as well as No. 10, making 13 rides in all. The split rides being lettered A and B.

Owing to the very inclement weather and dark nights it was found necessary to send out the cyclists strictly in pairs while daylight deliveries were sometimes done singly. Each member - cyclist and office staff - of the Voluntary Service was given a certificate in an envelope bearing all three Locals on Christmas Day in order to record their hard work and dedication. Those envelopes were delivered to the Vith. Form suite where the Old Folk were entertained all day by the children.

The Locals issued were all imperf. and printed on adhesive paper:

- 10p. Violet on Yellow surfaced paper.
- 20p. Blue on White paper.
- 50p. Red on White paper.

The 20p. Local was produced in two shades because the printing ink on one tube was used up and another one - from a different maker - was used. So some of the 20p. Locals were printed Purple on White Paper.



# Young posties' special delivery



Pupils from Clacton County High School with Christmas post bike.

PUPILS from Clacton County High School will get on their bikes for the fifth year running to deliver the Christmas post.

The pupils will pick up the mail from special post boxes in the Clacton area and for a charge of 10p will deliver within the bounds of Clacton, Holland, Burrsville, Bockings Elm and Jaywick.

## PARTY

Money raised will be used for a Christmas party for lonely elderly people and to pay for a seaside summer holiday for London orphans who have never seen the sea.

News clipping from  
'Yellow Advertiser'

50p FDC - not actual size  
Reduced

CLACTON CYCLE MAIL

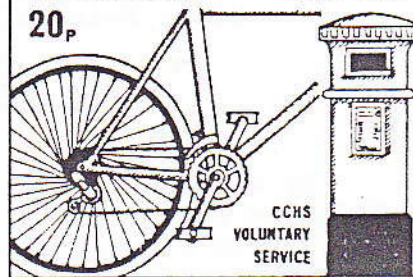


50p.

C.C.H.S.  
VOLUNTARY  
SERVICE

DES. JAMES BATES

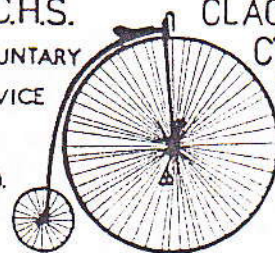
CLACTON-ON-SEA CYCLE MAIL  
20p



CCHS  
VOLUNTARY  
SERVICE

DES. IAN GROVES

C.C.H.S. VOLUNTARY SERVICE  
10p.



CLACTON CYCLE MAIL  
10p.

THE "ORDINARY" 1870-90

DES. JANE SANDLAND

The Locals - not actual size  
enlarged

CLACTON  
CYCLE MAIL



THIS WAY FOR  
SPEEDING YOUR  
CHRISTMAS POST  
1986.



CLACTON CYCLE MAIL

50p.

CCHS  
VOLUNTARY  
SERVICE

X



More of the 20p Locals were used this year as mail brought to the school on the 22nd December was so charged because the official i.e. Post Office, last day for Christmas Mail was the 19th December. As just 458 20p. Locals were printed altogether, that should mean that mint 20p Locals will be sought-after. Members of the Bicycle Stamps Club with 20p mint Locals, 20p. FDC's, 20p. Miniature Sheets and so on - in both colours - are indeed fortunate.

The 10p. was for Ordinary Letter Rate; the 20p. for Express Rate (used principally after the Post Office deadline for Second Class Post) and 50p for packets, parcels and receipt purposes. The Locals were designed by Jane Sandland (10p), Ian Groves (20p) and James Bates (50p). The 20p design was the subject of the IVth. year art examination: the winning design by Ian Groves gaining the highest marks out of 30 essays submitted. The designers of the 10p and 50p Locals were Vth. Form pupils who had given trojan service to the Cycle Post over the last few

The number of Locals printed were as follows: 10p. - 3,150, 20p. - 458 and 50p. - 378. Until the Editor of 'Bicycle Stamps' noticed the colour difference on the 20p Locals, the importance of keeping a record of the number printed using Blue ink and the number printed using Purple ink, was not realised and, hence, the quantities are unknown.

The Locals were printed on sheets 3x3 and a few of the 20p. Local sheets are known to contain Tête Bêche Locals. How many - and in what colours - are unknown. Miniature Sheets of four Locals (2x2) were produced in the quantities 10p. - 110, 20p. - 90 and 50p. - 90. Black Proof of all three Locals in one strip and cancelled "Specimen" was circulated to the press. Signed Proofs in colour exactly the same as the Locals (except for the 10p proof which was printed with Purple ink) on white cartridge paper were made available to collectors. A postal stationery envelope was produced with the 10p Local (printed in purple - as that Local's proof) printed thereon, was issued and was sold at a slight premium.

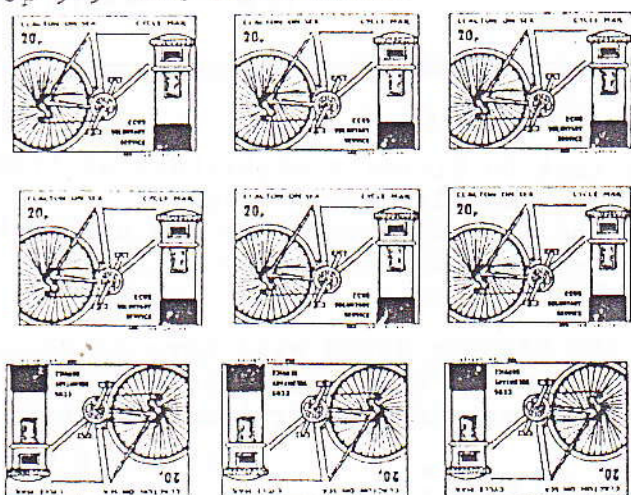
Colour trials were not necessary this year as those printed last year were sufficient to show the varying effects of colour and papers.

The mail posting boxes were again placed at twelve shops around the town. Two were "crushed" and now useless for next year.

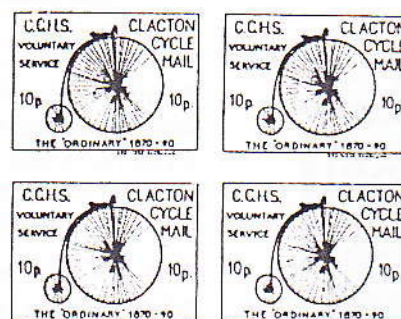
An extended news item was shown on ITV (a national television network), after the 5.45pm News, showing the pupils at work sorting out the mail and emptying one of the mail boxes - the one positioned in the local Marks and Spencer's store.

There will be a Cycle Post in 1987.

20p 3x3 Tête Bêche sheet



10p Miniature Sheet

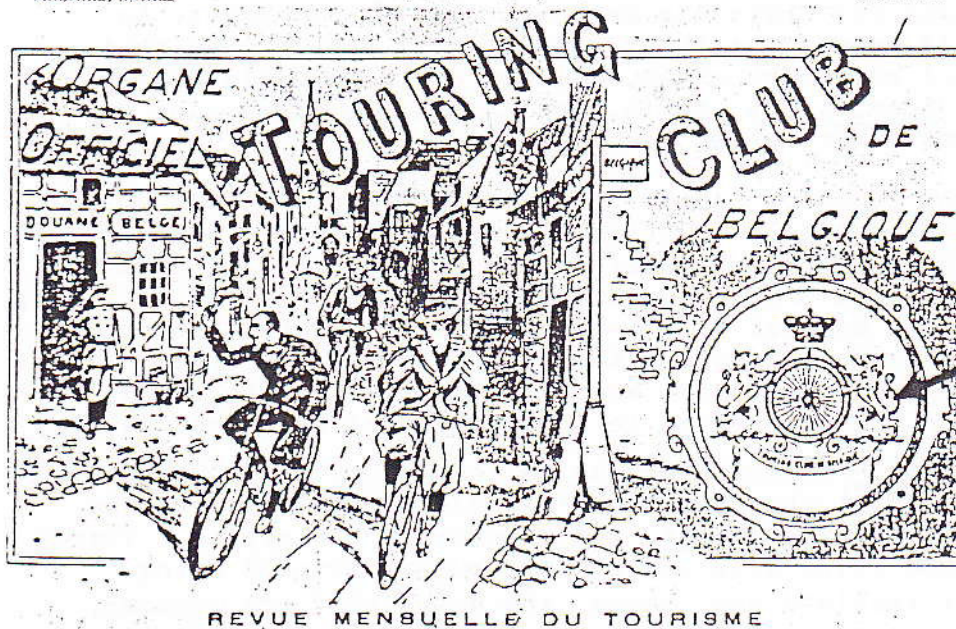


Both illustrations are reduced in size from the originals



PREMIERE ANNÉE

AVRIL 1895.



Belgium 13.02.71  
Stamp issued to  
celebrate the  
75th Anniversary  
of the founding  
of the Belgian  
Touring Club -  
which started as  
a cycling club.  
That was not  
known, as far as  
I know, to any  
BSC Member until  
October 1986.

Do you know of a  
bicycle stamp  
that might not  
be known to any  
other Member?

Then how about  
sharing your  
knowledge with  
the other  
members...



Le Touring Club de Belgique, fondé le 21 Février 1895, compte 11 000 membres. Le premier but du Club est de promouvoir le cyclisme pour tous. Le Club organise des randonnées, des courses, des voyages, des excursions, etc. Le Club est affilié à l'Union Cycliste Internationale (UCI) et à l'Association Belge des Sports Cyclistes (ABSC). Le Club a également une section pour les femmes, le Touring Club de Belgique Femmes, fondé en 1987. Le Club est ouvert à tous les cyclistes, quelle que soit leur catégorie. Le Club a une longue tradition de service à ses membres et de promotion du cyclisme en Belgique. Le Club est une organisation non lucrative et son but est de servir les intérêts de ses membres et de promouvoir le cyclisme en Belgique.

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Information from  
Rupert Waltl.

### "Incas invent bicycle..."

11.09.75



Many historians believed that De Sivrac's célérifère of 1790 was the archetypal bicycle. That idea was thoroughly discredited a decade ago and it was agreed that the earliest known forerunner to the bicycle was invented by Drais von Sauerbron in 1817.

But is it possible that the history books will have to be re-written again for it's possible that the bicycle (Note: the bicycle and not the "earliest forerunner") was invented by the Incas...

1st April 1987.

ABBIT LOOF i





Liechtenstein 28.08.69

Rupert Walzl reports that some members might wish to add this stamp to their collections. He doesn't consider it to be a bicycle stamp, but a friend of his does as, thought the stamp was issued to commemorate Theodore Champion as a "Pionier der Philatelie", he was a "Schweizer Radmeister"

*No Bike Stamp*

„БЫССЕ СОВНЕК“

Puzzled by the title...  
Use a mirror



# DISCOVER THE BICYCLE CONNECTIONS

These items were issued by Chad in the Summer (31st July or 2nd August) of 1982 and they all have a bicycle connection. Rupert Walzl brought the 30F stamp and the 500F sheet to my attention. I saw the stamp's bicycle connection straight-away, but the sheet's connection took a lot of time - months - to discover. The 1500F Gold de luxe sheet was another matter entirely. I saw it displayed in a stamp dealers and immediately saw the bicycle connection. I showed that sheet to one of our (BSC) members and he could not see it until I pointed it out to him. Some months later - after he had acquired the Sheet - he asked me to show him the bicycle connection again as he could not remember it and could not discover it for himself. CAN YOU SEE THE CONNECTIONS?

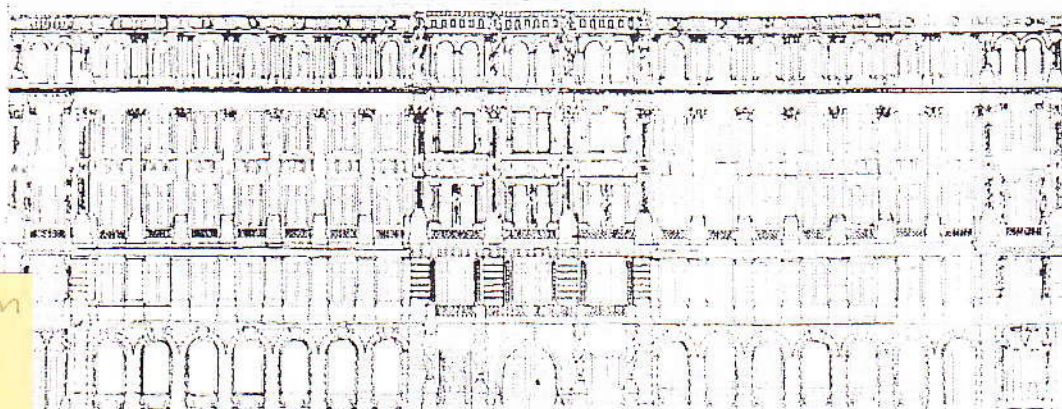
Answers in the Third  
Issue of 'Bicycle Stamps'

DM



*Missing*





Antwort  
zahlt  
Empfänger

Svarslosen  
?

ALBERT BONNIERS FÖRLAG AB  
Sveavägen 56 P.O. Box 3159 S-103 63 Stockholm  
Sweden Tel. 08-22 91 20 Cables Bonniers Telex 116 20 Bonbok S

**Bonniers**  
publishers since 1837

## SWEDISH REPLY LICENCE STAMP

The reply licence stamp is a relative new-comer to philately, first appearing as late as in 1968. Around 50 adhesives and around 90 stationery items have so far been issued.

The first reply licence stamps were the subject of considerable discussion. Were they stamps, seals or what? The simple answer is that they are reply licence stamps and nothing else - a completely new type of stamp which previously did not exist and which cannot be assigned to any other category.

### HOW THE REPLY LICENCE SYSTEM WORKS

Many business firms and organizations reach their customers by postal advertising. To encourage a reply, a self-addressed envelope requiring no postage is frequently enclosed. When the envelope comes back, the licensee (business firm etc) pays the postage. Among the Post Office's regulations about the appearance of such mail is the stipulation that the area, normally bearing the postage stamp, shall be marked with a square containing the text: "Frankeras ej, mottagaren betalar portot" ("No stamp required, postage will be paid by licensee").

This square can now be replaced by an adhesive stamp bearing the same text; hence the name reply licence stamp.

Many firms using the system prefer the adhesive stamp, as it gives a more exclusive and colourful appearance than the plain printed text, a fact confirmed by the increased response rate.

The Post Office has strict regulations as to the appearance of the reply licence stamp. Every stamp must be approved and a copy submitted for the archives. All such postal matter must be cancelled with a post office date stamp in the normal way.

### THE VARIOUS EDITIONS

The reply licence stamp is the product of a joint effort between the Swedish Post Office and Sweden's "Reader's Digest" ("Det Bästa"). The idea proved so successful that any organization wishing to use a reply licence stamp can do so, once approval has been granted by the Post Office.

"Det Bästa" made their first test printings in 1967. In June of that year, they obtained Post Office permission to distribute reply envelopes bearing adhesive stamps as an experiment. This was carried out in September 1968 and was so successful that the Post Office granted "Det Bästa" permission to continue with the stamps.

Albert Bonniers Förlag AB, the Albert Bonnier Publishing House, is one of the leading and most successful publishers in Scandinavia.

The publishing house is the nucleus from which the Bonnier Group has developed, employing some 6,000 people, with an annual turnover of about Skr 1,5 billion (US \$ 325 million). The book-publishing house, together with its subsidiaries, has about 800 employees and an annual turnover of about Skr 250 million (US \$ 50 million).

The Albert Bonnier Publishing House publishes a wide and varied selection of books in Swedish. In the past we mainly published fiction but we have gradually increased our non-fiction and juvenile publishing to the same level.

The books published by Bonniers successfully combine high quality with a good sales potential. In the building shown above located at 56, Sveavägen in Stockholm - all the activities of the book publishing house are concentrated. Exceptions are the warehousing and distribution facilities.

Information from Björn Rombach  
and David Sher

The second company to start with reply licence stamps was "Bonnies Obligationsavdelning AB". Their first adhesive appeared in April 1970, and nine more have since been issued. A peculiarity of the Bonniers Obligationsavdelning stamps is that the reply stamp is usually printed in the margin of the advertisement letter and has to be removed by the customer and affixed to the accompanying reply card.

Until 1974 Sweden was the only country with this type of stamp, but at the end of January that year, the Norwegian Post Office approved the use of "svarsendingsmerker" with the same regulations as for Sweden.

The price estimates of the reply licence stamps have been made by several collectors and are here given in Swedish Crowns. Adjustments are likely, as many stamps are evaluated for the first time.

The prices in the first column apply to unused stamps, and those in the second column to commercial covers, to which the stamps are tied by the postmark.

### Maj 1973 - Villastadsgata

5 Flerfärg. 4-sid genomstick 10.  
(371.500)

2:- 6:-

Märket komponerades av Sven Erik Olsson, Stockholm, och trycktes hos Oriol-Tryck AB i Lindesberg.

The "stamp" was designed by Sven Erik Olsson and printed by Oriol-Tryck in Lindesberg.

Child riding a tricycle on the actual Reply Licence Stamp. The other "stamps" are tabs (see page 13) and are used by the customer to indicate to Bonniers the desired prize to be awarded if he or she is successful in a Prize Draw held as a promotion for the sale of Bonniers's books.





# BICYCLE POST OFFICE

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In June 1902 a post office was in operation in McKenzie county, North Dakota, USA, under the misspelled name Beicegel, a settlement named for the Beisigi brothers, August and George with Fred Hoerauf in the role of postmaster. The brothers were pioneer ranchers who had moved into the region on the banks of the creek, in 1884.

Not surprisingly, the Beicegel place-name, like the Beisigi surname, caused lots of problems for everyone concerned so with disarming logic the place became Bicycle on November 16, 1902 this time Anna Fane as the locality postmistress.

Whether or not it survived for long under that wildly whimsical name is a matter for conjecture. According to the writer-researcher Mary Ann Barnes Williams in her 'Origins of North Dakota Place Names' ('Bismarck Tribune' 1966) Bicycle Post Office was discontinued December 23, 1904.

If so, examples of its postmark are likely to be as scarce as stair-rods in a bungalow.

But a more recent pair of researchers, Alan H. Patera and John S. Gallagher, place on record in their book 'North Dakota Post Offices 1850-1982' that Bicycle Post Office was established on November 22, 1916 and discontinued on October 31, 1935. So a bit more investigation seems to be called for here and in the Parliamentary phrase of a British politician one might have to get on one's bicycle to do it.

Ken Forster

Reproduced from the 'Postmarks, Places, People' column of the September 1986 issue of 'Stamp Magazine' with permission of the magazine's editor and of Ken Forster.

The reference to a British politician is to Norman Tebbit MP, presently Chairman of the Conservative Party, who, some years ago, suggested that unemployed people should ride their bicycles to seek work. The suggestion - put forward more as a panacea - was not generally well received.

Does any BSC member possess a cover with the Bicycle, North Dakota, postmark? If so, please send a photostat copy for the next issue of 'Bicycle Stamps'.

The problems of seeking permission to reproduce something in 'Bicycle Stamps'. I wrote to Ken Forster care off 'Stamp Magazine' and enclosed a stamped self-addressed envelope. The Editor replied granting his permission and suggested that I write to Ken Forster to obtain his permission too. So I then wrote to the Editor asking him to "retrieve my previous letter, which was addressed to Mr. Forster and asked him for his permission, from your files and enclose it in the envelope enclosed and addressed to him".

DM

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## Progress...

On Nov. 23, 1896, a bicycle race was arranged between New York and Philadelphia by two New York newspapers to see if a letter sent via special delivery could be delivered faster than a letter carried by a man on a bike. The bicycle rider left New York at 8.33am and arrived in Philadelphia at 4.04pm. The special delivery letter arrived at the Philadelphia post office at 3.30pm. Wonder what would happen today? I bet the bike rider would win.

Submitted by David Sher

From Les Winick's 'Insider' column of 'Linn's Stamp News' 15.09.1986

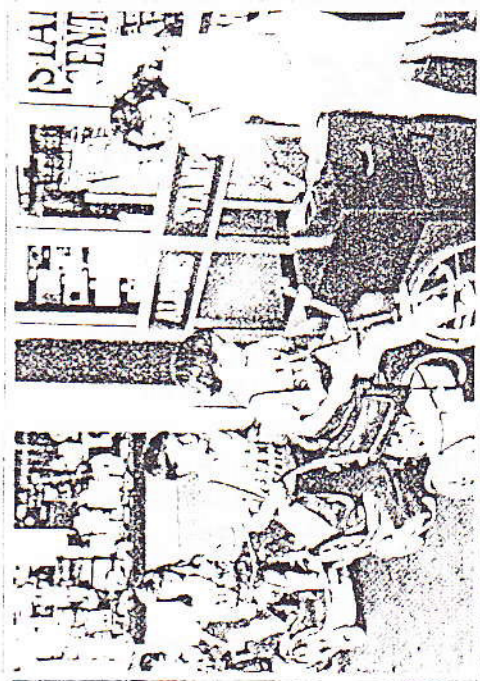


## TRICYCLE MAIL

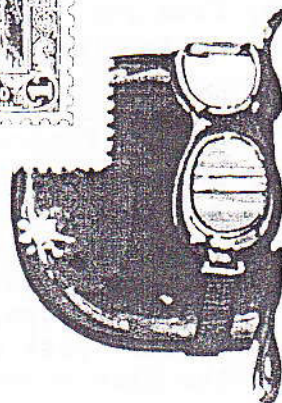
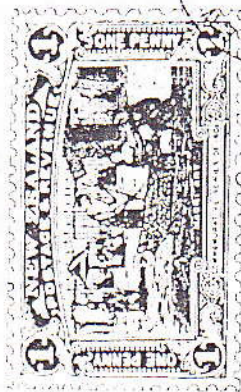
to find about rocket mail, balloon mail, pigeon mail and a few other odd methods of delivering mail out tricycle mail was the answer for New Zealand. Ten marks to our Post President, Sir Patrick, who arranged a special delivery of mail from the Transport Department to the new post office just across the road in Broadway Avenue, Palmerston North. A special squad of young postal workers, all wearing uniforms and high speed tricycles made the delivery with a Transport Department Department of Transport in attendance on 5th March in record time. The mail arrived and was cancelled with a special cachet within ten minutes of delivery as can be seen from the photo.

One of the special covers produced for the Tricycle Mail commemorating Palmerston North Stamp Centre's shift to new premises.

All information supplied by  
Bert Schapelhouman.



**N.Z. TRICYCLE MAIL**  
SOMETHING RATHER UNUSUAL  
6 YEAR OLD CHILDREN DELIVER MAIL



NEW ZEALAND 35c



Palmerston North Stamp Centre

New Zealand Post Office  
First Day Cover 1986  
Vintage Transport Issue

Stamp of Premises

TO:  
100 BROADWAY AVE  
PALMERSTON NORTH

