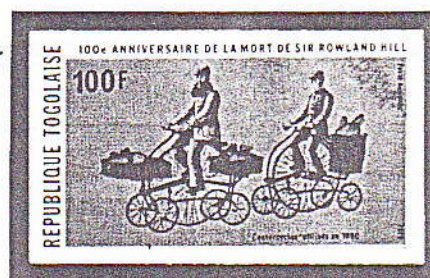


Bicycle Stamps



FOURTH ISSUE - SPRING 1988



Editor: Douglas Marchant,

England.

WHY DID I JOIN THE BICYCLE STAMPS CLUB?

Like many children, I used to collect stamps and "gum" them into a small "World" album. Other things competed for my attention, and as a teenager I became involved in cycling, both as a leisure activity and as a sport. Then along came the Great Britain 1970 Commonwealth Games 1s 9d stamp and the 1978 Cycling Centenary set. These, and the various first day covers and special franks, made me realise that a few stamps could soon become a collection.

I think it was in 1980, when this slow awakening was reinforced by a visit to a Road Time Trial Council annual dinner and prize presentation. The most memorable part of the evening, for me, was the award winning thematic philatelic display of cycling stamps. This eye-opening event was rapidly followed by the discovery of Ronald Sudbury's book "The Bicycle and the Postage Stamp". Did this mean that there existed a consensus of people who were interested in collecting cycle stamps?

Apparently so, a brief mention in Cycling (now Cycling Weekly) that the Bicycle Stamp Club was about to be formed, soon had me reaching for pen and paper. I still consider myself a cyclist rather than a philatelist, although my stamps do outnumber my cycles and the relative values of the two collections may soon balance.

The dark mysteries of philately are slowly unfolding for me, and Douglas Marchant's New Issue Service means that I can now spend more time on my bike and less time chasing stamps! So quite unexpectedly, membership will also keep me fitter...

Dennis Hubbard (Member)



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

USA.

UK enquiries to the Honorary Treasurer, Fiona Hedges



Eddy Merckx on



Cyclelets No. 2
(see Premier
Issue of 'BS'
page 48).

I'm extremely
grateful to
Sherry Schmidt
for asking
Eddy Merckx to
autograph his
visiting Card
for me

DM



EDDY MERCKX
S.A. - N.V.

Eddy Merckx
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Cuban stamp 15.11.69

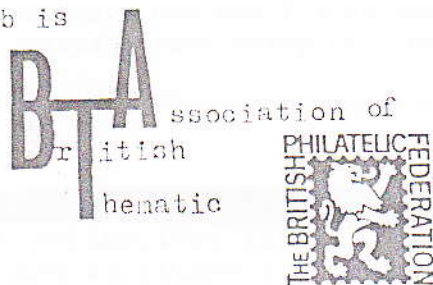
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See the first three issues
of 'Bicycle Stamps' and
the Tenth Issue of 'The
Spoken' Word' for details
of other philatelic items
issued since January 1983.

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affiliated to the

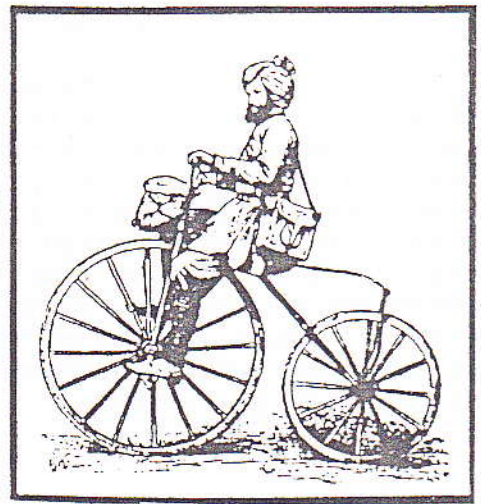
and is a Study Unit of the



President: Graham Wade, 7, Rivertop Close, Normanhurst, NSW 2076, Australia.
Other Officers - see cover. Subscription Rates: £8 (UK), £9 (mainland Europe
and surface mail elsewhere), £10 air mail or \$17.50 (air) or \$16 (surface).

EDITORIAL

Yet again I must offer my apologies for the late arrival of our magazine. The important article by Jean-Pierre Mangin, mentioned in the last Editorial, was translated into English, but (owing to - see next page) I did not receive it until the end of March. Paul Butler resigned from the Treasurership and I had to help find someone willing to take over the job. And then I received a quite extraordinary letter from one of our American members who shall remain nameless. I will write a few words about that in a moment.



Nineteenth-century
bicycle postman in India.

I have just received a copy of 'Le Cycle et La Poste' by Jean-Pierre Mangin and René Geslin and I have no hesitation in highly recommending it to all members (see page 6). I hope to be able to publish a review in the Fifth Issue of 'Bicycle Stamps'. And now a bit of sad news. In the last Editorial I asked members interested in an Exchange Service to write in and not one member did. The idea has thus been dropped, but our thanks to Leslie Davis for volunteering to run such a service for the Club.

My thanks to all the members who have supplied information for this Issue: Denis Gemmani, Ian Gray, Fiona Hedges, Piet Hein Hilarides, Peter Innocent, Martha Jack, Michael Mekkelsen, Josef Muhsil, Robert Raine, Peter Rickenback, Ronald Sant, Bert Schapelhouman, Sherry Schmidt, David Sher, Brian Sole, Tony Teideman, Geoffrey Thorne, Graham Wade, Rupert Waltl, Shiro Yagami and, not in alphabetical order, Norman Batho. I have mentioned him last as I wish to offer him my special thanks for his unstinting efforts to keep me informed. Thanks Norman. I must also offer thanks to three non-members for providing information: Peter Duck of the Scout & Guide Stamps Club, my Swedish friend Björn Rombach and Ivan Trinder of the Clacton-on-Sea Cycle Mail Service. I must, however, mention that I do have to assume that the senders of articles, cut from other magazines, have sought and obtained the permission of the authors for me to reproduce them.

I must now turn, with considerable reluctance and sadness, to the letter I received from one of our American members. Dated 18th March, it consisted of two-and-a-half closely typed pages of vitriolic comment which, despite the last sentence "I believe I have made my standpoint clear", made no sense to me at all. He expected me, however, to provide a "full reply within 30 days" and told me that he was sending copies to various other members including Norman Batho and Graham Wade. So I had to consult with those two and various other members (including other Americans) and I have found only one (Norman Batho) to have received a copy of the letter and no one I consulted has been able to tell me of any point in the letter that had any validity. What was I to do? "I will not be insulted by you (and) I will not be associated with you and your strange attitudes", he wrote, adding that he may "start a 'real' club here in the U.S." Although I had not insulted him, I wrote a letter offering my apologies for any insult he felt I had made to him. My hope that such a letter would serve as an Olive Branch was cruelly shattered when he then wrote and threatened me with the American Federal Bureau of Investigation! The simplest thing for me to have done was to reproduce his letters in this issue of 'Bicycle Stamps', but I don't think members would appreciate precious space being taken up with such a matter and I don't think he would be left with an ounce of self-respect if I did that (and that is why I am not mentioning his name though perceptive members may guess who it is by what's missing from this issue of the magazine). By not reproducing his letters I cannot prove to the members that they are nonsensical of course, but I don't want to prove that. I want to devote my free time to collecting bicycle stamps and helping my fellow collectors. My wish is that he too will come around to that way of thinking and stop this silliness. It is all so very sad!

Douglas Marchant.

The Treasurership

Paul Butler, owing to "a number of domestic problems (and) considerable pressures at work", resigned from the Treasurership on the 28th December. A desperate search for a new Treasurer, preferably one living in the Sterling Currency area, resulted in our President, Graham Wade, in accordance with our Bylaws, appointing Fiona Hedges, who had kindly offered her services in February, to the position. I am certain that members would wish Paul Butler to be thanked for all he has done for the Club and I am equally certain that we all wish his problems and pressures to soon be behind him so that he can again enjoy the collecting of bicycle stamps. We are more than grateful to Fiona Hedges for her ready agreement to take over the arduous responsibilities of looking after our finances and we wish her every success.

DM.

Our New Treasurer - Fiona Hedges

I have been collecting bicycle stamps, bicycle postcards, children's bicycle stories and bicycle ephemera for some five years, but only in odd moments when I am not teaching music or out on one of my bikes. And now I have been busy trying to sort out the finances of our Club. Please give me the benefit of your patience whilst I pick up the reins from Paul Butler's hands. It has not been easy to find out how much money is in the funds and who paid what and when, but I am just about coping and, after quite some delay, I can now write out cheques so we are in business.

Our Club is not a profit-making organisation and the subscription rates were based on that fact, but, unfortunately, our Founders underestimated the running costs of a truly international stamp club and we had an unexpected amount to pay for the translation of Jean-Pierre Mangin's very important article on Little Known Bicycle Postal Services. That was due to a very unfortunate misunderstanding. In essence, Douglas Marchant understood that the translation was being done as a favour arranged by Lena Clarke. He then received a letter from Lena which was a bolt out of the blue: "The lady is a professional translator and (it) took her seven working days to complete. Her bill is £168 based on 4,095 words at £40 a thousand". We have managed to get the amount reduced to £150, but, even then, it does mean that our funds are rather on the low side which is English understatement for our funds are extremely stretched.

So I must appeal for donations as well as asking all the members whose subscriptions are now due, to renew as quickly as possible. No reminder notices will be sent out so please, please renew quickly and please, please send extra. Make it clear how much is subscription renewal (air or surface) and how much is a donation (so I can acknowledge your generosity in my next report). Given our impecunious position I am repeating my plea for donations and I thank you now for being generous.

Fiona Hedges.

BYLAWS - AMENDMENT

Only one member, Michael Jarvis, raised a point on the proposed BSC Bylaws published in the Third Issue of 'Bicycle Stamps'.

The Officers agreed that his point was valid and the Bylaws were amended accordingly

Norman Balbo
Honorary Secretary

SECTION 3. Election.
The officers of the Club shall be elected by a mail ballot of the entire membership for two year terms with elections held in the odd numbered years. The terms of office shall commence on January 1 of each even numbered year and shall conclude on December 31 of each odd numbered year, or until each successor is duly elected. Each prospective candidate for office must be nominated by 2 other members, all 3 in good standing. Nominations must be submitted in writing to the Secretary, accompanied with evidence indicating that the nominees, if elected, are willing to discharge the duties of their respective offices. Nominations must be received by the Secretary sufficiently in advance of publication of the autumn issue of BICYCLE STAMPS to have the ballot included in that mailing. Ballots must be sent to the Secretary within

New Clause, above - old Clause below
Changes are underlined

of each odd numbered year, or until each successor is duly elected. Nominations may be made by 5 members, in good standing, submitted in writing to the Secretary, accompanied with evidence indicating that the nominees, if elected, are willing to discharge the duties of their respective offices. Nominations must be received by the Secretary sufficiently in advance of publication of the autumn issue of BICYCLE STAMPS to have the ballot included in that mailing. Ballots must be sent to the Secretary within

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THEMATICS

1900 - 1960

Seite 59

ESPECIALLY

SPORTS

including Olympic Games
Mainly On Cover



BIRDS

Mint and On Cover



SCOUTS

Mint, F.D.C., Jamboree Cancels.

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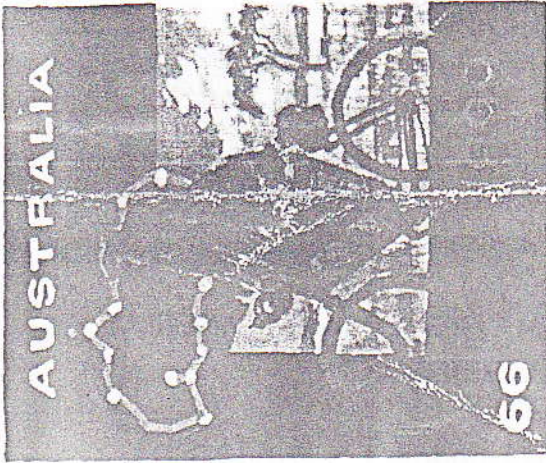
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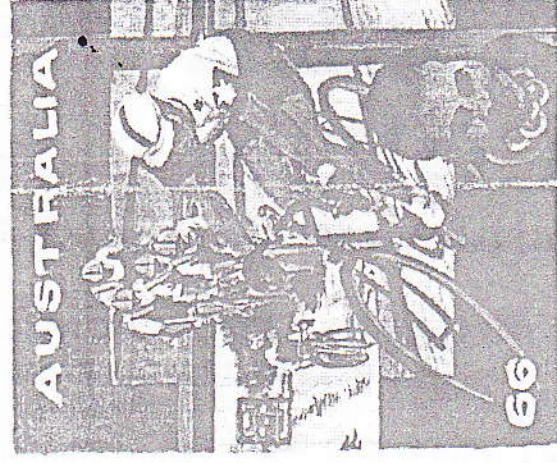
Commuting and Fitness



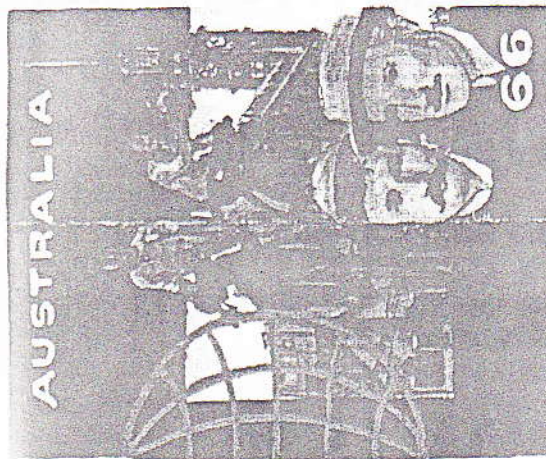
BMX and Mountain Trails



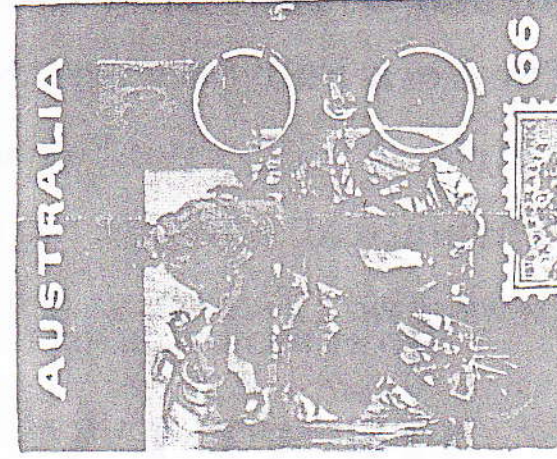
Arthur Richardson - first around Australia



Sport cycling centenary



Burston & Stokes - around the world centenary



80 years of Rev. O'Brien cycling

Peter Innocent BSC has sent me this copy of the stamp designs submitted to the Australian Post Office by our President Graham Wade. Surely the Australian Post Office will approve the designs and a set of six bicycling stamps will soon be issued....

DM

À LA DÉCOUVERTE DES POSTES CYCLISTES MÉCONNUES par J.-P. MANGIN

Nous avons précédemment étudié le cycle et le service de transport du courrier. Les Cyclistes et les Postes (1985), Les Cyclistes et la Philatélie Française (1986), Les Postes Cyclistes dans les mines d'Or Australie (Cyclistes) de 1893 à 1897 (La Philatélie Française n° 301 de mars 1986) et La Poste Cycliste de Fresno à San Francisco au n° 304 de mai 1986.

Il s'agit des postes cyclistes les plus connues et les plus étudiées. Elles sont, pour la plupart, totalement méconnues, car elles n'ont pas été publiées. Elles ont été étudiées par moi-même, mais elles n'ont pas été publiées. Elles n'ont pas été publiées. Elles n'ont pas été publiées.

C'est en fait de nombreux autres que nous cherchons à découvrir. Nous en avons déjà publié quelques-uns dans la Philatélie Française (1985), mais nous en avons encore beaucoup à découvrir. Nous en avons encore beaucoup à découvrir. Nous en avons encore beaucoup à découvrir.

1. LES POSTES PRIVÉES CONCURRENTES DU SERVICE OFFICIEL

1.1. Les Postes Locales allemandes de 1886 à 1900

C'est en fait de nombreux autres que nous cherchons à découvrir. Nous en avons déjà publié quelques-uns dans la Philatélie Française (1985), mais nous en avons encore beaucoup à découvrir. Nous en avons encore beaucoup à découvrir. Nous en avons encore beaucoup à découvrir.

En 1886, les postes locales allemandes ont été créées. Elles ont été créées. Elles ont été créées. Elles ont été créées.

Il s'agit de postes locaux qui ont été créés en 1886. Ils ont été créés. Ils ont été créés. Ils ont été créés.

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Ces postes ont été créés en 1886. Ils ont été créés. Ils ont été créés. Ils ont été créés.

Novembre 1889 - Surcharges à Hammonia sur émission dentelle 115



Surcharge type I **Surcharge type II**

Les moyens de transport du courrier, Paris, Hambourg et Hammonia. Les moyens de transport du courrier, Paris, Hambourg et Hammonia. Les moyens de transport du courrier, Paris, Hambourg et Hammonia.

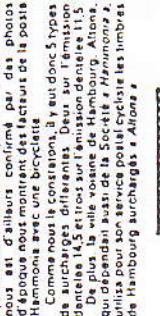
Novembre 1889 - Surcharges à Hammonia sur émission dentelle 115



Surcharge type III **Surcharge type IV** **Surcharge type V**

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Novembre 1889 - Surcharges à Hammonia sur émission dentelle 115



Surcharge type VI **Surcharge type VII** **Surcharge type VIII**

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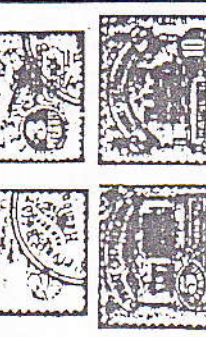
Émission de février 1887



Type III **Type IV**

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Émission de mars 1886



Mars 1886

Les moyens de transport du courrier, Paris, Hambourg et Hammonia. Les moyens de transport du courrier, Paris, Hambourg et Hammonia. Les moyens de transport du courrier, Paris, Hambourg et Hammonia.

Émission du mois de mars 1888



Mars 1888

Les moyens de transport du courrier, Paris, Hambourg et Hammonia. Les moyens de transport du courrier, Paris, Hambourg et Hammonia. Les moyens de transport du courrier, Paris, Hambourg et Hammonia.

Émission de décembre 1889



December 1889

Les moyens de transport du courrier, Paris, Hambourg et Hammonia. Les moyens de transport du courrier, Paris, Hambourg et Hammonia. Les moyens de transport du courrier, Paris, Hambourg et Hammonia.

Émission de novembre 1889



November 1889

Les moyens de transport du courrier, Paris, Hambourg et Hammonia. Les moyens de transport du courrier, Paris, Hambourg et Hammonia. Les moyens de transport du courrier, Paris, Hambourg et Hammonia.

Émission de mai 1886



Mars 1886

Les moyens de transport du courrier, Paris, Hambourg et Hammonia. Les moyens de transport du courrier, Paris, Hambourg et Hammonia. Les moyens de transport du courrier, Paris, Hambourg et Hammonia.

Émission de mai 1886



Mars 1886

Les moyens de transport du courrier, Paris, Hambourg et Hammonia. Les moyens de transport du courrier, Paris, Hambourg et Hammonia. Les moyens de transport du courrier, Paris, Hambourg et Hammonia.

Émission de mai 1886



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Les moyens de transport du courrier, Paris, Hambourg et Hammonia. Les moyens de transport du courrier, Paris, Hambourg et Hammonia. Les moyens de transport du courrier, Paris, Hambourg et Hammonia.


Émission de mai 1886



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Les moyens de transport du courrier, Paris, Hambourg et Hammonia. Les moyens de transport du courrier, Paris, Hambourg et Hammonia. Les moyens de transport du courrier, Paris, Hambourg et Hammonia.

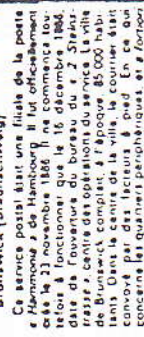
Émission d'octobre 1886



October 1886

Les moyens de transport du courrier, Paris, Hambourg et Hammonia. Les moyens de transport du courrier, Paris, Hambourg et Hammonia. Les moyens de transport du courrier, Paris, Hambourg et Hammonia.


Émission de septembre 1885



September 1885

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Émission de septembre 1893



September 1893

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Émission de septembre 1893



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Émission de septembre 1893



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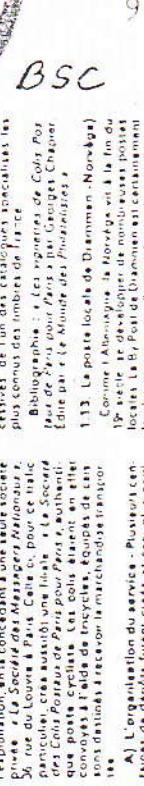
Émission de septembre 1893



September 1893

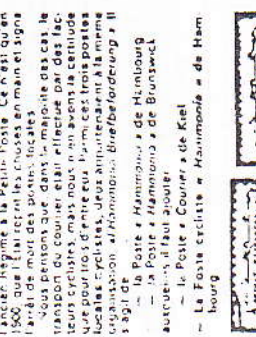
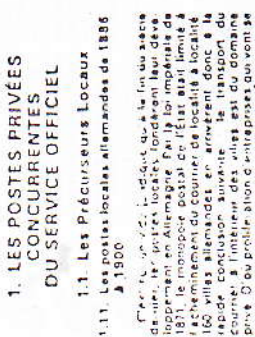
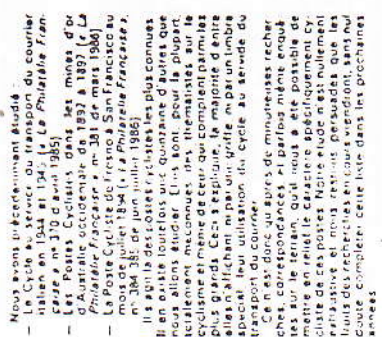
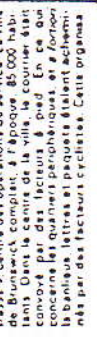
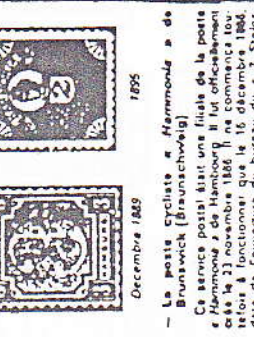
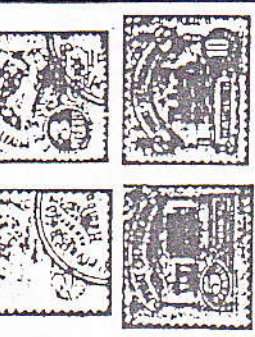
Les moyens de transport du courrier, Paris, Hambourg et Hammonia. Les moyens de transport du courrier, Paris, Hambourg et Hammonia. Les moyens de transport du courrier, Paris, Hambourg et Hammonia.

Émission de septembre 1893



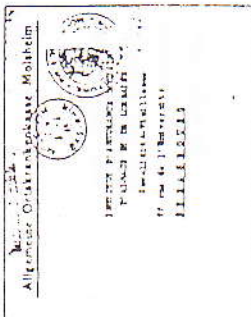
September 1893

Les moyens de transport du courrier, Paris, Hambourg et Hammonia. Les moyens de transport du courrier, Paris, Hambourg et Hammonia. Les moyens de transport du courrier, Paris, Hambourg et Hammonia.



2-3 France-Alsace

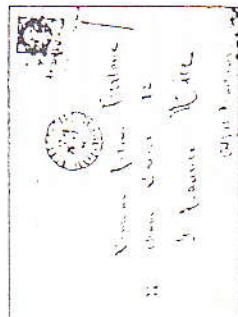
Reprise du trafic postal en Alsace, 1845. Depuis 1845, le département du Bas-Rhin était dirigé par l'occupant allemand...



Le pli ci-dessus, expédié le 3 mars 1945, est celui du cachet de contrôle de la sous-préfecture de Molsheim.

2-4. France-Normandie

Lizison Avranches-Rennes - Juillet 1944. Au mois de juillet 1944, la Normandie est transformée en un vaste champ de bataille...



2-5 Grande Bretagne - La poste cycliste pendant la grève postale de 1921

La grève des postes britanniques commença le 1er janvier 1921. Dès le début de celle-ci, le gou...

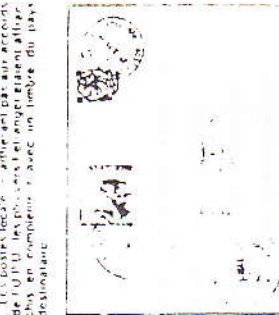
1. Les postes britanniques dégringolent leur niveau de responsabilité en cas de perte ou de...



12 Janvier 1921 - Serie des timbres émis en l'honneur de la poste cycliste du North West...

A titre d'exemple, une unique feuille de 18 timbres, représentant la facette cycliste, fut envoyée...

1. Les postes locaux - autre en par-air accord de l'U.P.U. les timbres avec un timbre du pays...



Fiche technique - 1^{re} émission - 17 Avril 1921 - 1 shilling (10 pence) - 2 shillings (10 pence)...

Now that you have struggled with reading 'A La Découverte Des Postes Cyclistes Méconnues' by...



You may now read the English translation supplied by Lena Clarke's friends M. & L. Schmidt of Fetcham, Surrey...

DISCOVERING LITTLE RECOGNISED BICYCLE POSTAL SERVICES

by J-P Mangin

To date we have studied:

- The bicycle for the transportation of post in Italy in 1944 and 1945 ("La Philatélie Française", No. 370, April 1985).
- Bicycle postal services in Western Australian gold mines from 1892-1907 ("La Philatélie Française", No. 381, March 1986).
- The Fresno bicycle postal service in San Francisco in the month of July 1884 ("La Philatélie Française", No. 384-385, June-July 1986).

These dealt with the most well known bicycle posts. There are however some 15 others which we will be considering. For the most part these are totally unrecognised by experts of cycling and even by those who count among the most famous...

Only after detailed research, correspondence and at times on the spot investigation has it been possible for us to throw light on the specifically cyclistic nature of these postal services. Our studies are in no way exhaustive and we remain convinced that the fruits of current research will without doubt complete this list within the next few years.

1. PRIVATE POSTAL SERVICES IN COMPETITION WITH THE OFFICIAL SERVICE

- 1.1 Local precursors
1.1.1 Local German postal services from 1886 to 1900

The development of local postal services in Germany was based on a legal loophole during the last century. The imperial law of 1871 limited the state postal monopoly to the conveyance of post from place to place. 160 German towns quickly arrived at the following conclusion: the transportation of post within towns was the domain of private companies...

We believe that in the majority of cases post was transported by bicycle postmen, but in three cases we are certain. Of these three local bicycle postal services two belonged to the same organisation, namely the "Hammonia Briefbeförderung". These were the "Hammonia" Post in Hamburg

and the "Hammonia" Post In Brunswick, in addition to the "Courier" Post in Kiel.

The "Hammonia" Bicycle Post in Hamburg **See cover of this Issue (bottom right) of 'Bicycle Stamps'**

The local post in Hamburg issued its first stamps on January 1st 1859. Nine years later, on January 1st 1868, upon entry into the Confederation of Northern Germany, the company gained the advantages of the Postal Union, though losing the right to use its own stamps. Of course there was no question of bicycle postmen transporting post in this early period of the Hamburg Post's existence. In France Ernest Michaux was only just beginning to industrialise the manufacture of his velocipede invented in 1862. It was not therefore until 1886 with the foundation of the private postal service "Hammonia" that the bicycle was used in the postal service. Proof of this is the issue in March 1887 of an important series of stamps relating to different means of postal transport. These include train, boat, balloon, and in a very good position the tricycle. The "Hammonia" private postal service in Hamburg may be ranked among the enterprises using the bicycle to transport post, which it did from the beginning. This has been confirmed elsewhere by photographs of the time showing postmen of the Hammonia postal service with a bicycle. We ascertained that there were five types of different surcharge. Two for the 14.5 serrated-edged issue and three for the 11.5 serrated-edged issue.

In addition the next door town to Hamburg, Altona, which also depended on the Hammonia service, used Hamburg stamps with the surcharge "Altona" for its bicycle post. This type of surcharge only applied to the 11.5 serrated-edged issue.

The majority of the stamps illustrated above (p.69) were also used by the local posts of Brunswick, Brême, Breslaw and Chemnitz. Our research to date only allows us to be sure that Brunswick transported its post by bicycle postmen. However it seems extremely likely that this was also the case in Breslaw and Chemnitz.

The "Hammonia" Bicycle Post in Brunswick

This postal service was a subsidiary of the "Hammonia" post in Hamburg. Officially created on November 23rd 1886 it did not begin operation until December 16th 1886 when the office at 2 Steinstrasse, centre of service operations, was opened. At that time the town of Brunswick comprised 85,000 inhabitants. In the town centre the post was conveyed by postmen on foot. With regard to the outskirts and by extension the suburbs letters and par-

cels were conveyed by postmen on bicycles. This organisation reminds us of the Parisian express letter network which relied solely on bicycle postmen in the suburbs.

From December 1886 a 2½ pfennig stamp was issued. These were rapidly in short supply. 1888 brought a new issue of stamps specifically for Brunswick, the "Hammonia" stamps of Hamburg and Breslaw, the other subsidiary, which were used with or without surcharge. As was the case for all the German local posts the Brunswick bicycle post ceased operation on April 1st 1900.

Bibliography: "Die Geschichte der Stadt-Brief-Beförderung "Hammonia" in Braunschweig" by Gerhard Paudler. BBP No. 13/04 September 1975.

The Kiel "Courier" Bicycle Post **See cover of this Issue (bottom left) of 'Bicycle Stamps'**

As with the Hammonia posts of Hamburg and Brunswick the postmen of the Courier post used bicycles for the distribution of post outside the town centre and in the suburbs of Kiel.

Complete postal letter of the Kiel "Courier" post. The stamp is completely obliterated. The illustration on the other side however provides proof of the use of bicycles by the postmen of this organisation. It shows indeed the seat of the Courier post at 85 Muhlus Strasse, Kiel. The departure of the postmen on their rounds is depicted. Some on foot, others by bicycle, while some even convey heavy parcels by means of a horse-drawn vehicle.

The activities of the Kiel "Courier" post also ceased on April 1st 1900.

Bibliography: "Privatpostmarken Katalog", Glasewald, 1953.

1.12 The Parisian Parcel Post for Paris

After the 1870 war a number of transport companies were created for the conveyance of small parcels within Paris. The important number of companies operating resulted for the user in a real confusion with regard to the standard and the price of services.

It was for this reason that on September 1st 1890 the administration took up the matter and standardised operations by awarding these to a single private society: "La Société des Messagers Nationaux", 36 rue du Louvre,

Paris.. This company also created, for this specific activity, the subsidiary "La Société des Colis Postaux de Paris pour Paris", genuine bicycle post. The parcels were indeed transported by means of tricycles equipped with seat-boxes intended for the carrying of merchandise.

A) Organisation of the service. Several hundred depots were created, most frequently in tobacconist shops. A twice-daily punctual collection was organised. For important clients collection from home could be arranged on demand. The seat of the Society represented the centralised collection point for the packages from where also twice-daily and at fixed times distribution rounds were carried out. Sunday was a holiday. The results were excellent. This service was used in particular by pharmacies, conveyors of many small packages. The concessionary company guaranteed the loss of parcels up to a maximum value of FF 15.

B) The levying of the transport tax. This tax was fixed on September 1st 1890 at a flat rate of 25c but rapidly fluctuated according to weight.

Stamp issued by the Société des Colis Postaux de Paris pour Paris. (p. 70). It shows a tricycle wheel and a caduceus, objects calling to mind at the same time the means of transport and the importance to the society of the pharmacies as clients. The vignettes comprised 3 parts: the counterfoil, kept by the Society, the acknowledgement, given to the sender as a receipt, and the stamp, which was glued to the parcel.

As the concession had been granted by the central postal administration these vignettes were of an entirely official nature. They may indeed be compared to the stamps for postal packages used by the "Sociétés de Chemin de Fer", which appear in stamp catalogues.

Acknowledgement bearing a mauve surcharge with tax at 50c (p. 70). Note the presence of a fiscal rubber stamp for 10c.

This post of purely cyclistic nature lasted only 4 months, as horse-drawn carriages replaced the tricycles on January 1st 1891.

Some authors quote the operational start of the Société des Colis Postaux de Paris pour Paris as 1896. This would make the society the oldest postal service having issued a vignette for the realisation of a transport tax levy. This erroneous assertion may be explained by the systematic repetition of an error which we suppose was printed in successive editions of one of the

most well-known specialist stamp catalogues in France.

Bibliography: "Les vignettes de Colis Postaux de Paris pour Paris" by Georges Chapier. Edited by "Le Monde des Philatélistes".

1.13 The local post of Drammen, Norway.

As in Germany a number of local posts developed in Norway at the end of the 19th century. Certainly the most famous, and the one which had the most issues, was the By Post of Drammen. We have however no evidence as to whether bicycles were possibly used for the transportation of post.

The "Drammens-Expres Bureau" on the other hand, which operated in the same town, produced indisputable evidence of its use of the bicycle for the transportation of post. The stamp issued by this company for the levy of transport tax indeed depicts a postman riding a tricycle equipped with a container for carrying post.

Issued in 1890-1891 this stamp is brick red, lithographed, and 11.5 serrated-edged. Two types of stamp cancellation are known. Namely a rubber stamp consisting of 16 coloured spots arranged in four rows of four, or a plain rectangular blue postmark.

This tricycle postal service was created in 1890 by a certain Christian B. Lorentsen. This is the only information that we have been able to obtain on this service, whose stamps count among the rarest in the world. From our research it has been impossible to count more than 5 known today. Even the Postal Museum in Oslo confirmed that they do not possess any.

Bibliography: "Norwegian Railway and Steamship Parcel Stamps" by Brofos and "Norges Byposter" by Carl A. Pihl.

1.2 PRIVATE POSTS OF THE 20TH CENTURY

1.2.1 The "Barcelona Postal Express", Barcelona 1904

In 1981 Ronald F. Sudbury's work "Stamp Collecting for the Cyclist" drew attention to the existence in the early years of the century of a private bicycle post operating in Barcelona. The information, though sparse, was sufficient to mobilise the small world of cycling experts. Our research brought us a meeting with Francisco Graus, the Great Spanish Expert on postal history. He is without doubt the man of the moment. After long years of research he was indeed preparing to publish a monograph on this subject.

showing the address of the Service B Canada (Calle Canada in Barcelona).

Bibliography: "Stamp Collecting for the Cyclist" by Ronald F. Sudbury, supplement to the AFPT bulletin "Groupe Transport" no. 7, April 15th 1985, article by René Geslin.

1.22 The Local Post of Timaru, New Zealand, 1968.

But see pages 18 to 23....

Once again we must pay tribute to Ronald F. Sudbury who in 1981 recalled the existence of this bicycle post. However this information was easier to come by than in the case of the Barcelona Postal Express. It was indeed in 1968 that the Timaru experiment was attempted. It was therefore still relatively fresh in the recollections of the New Zealanders contacted by us. In addition we were helped by L.N. Williams, vice president of the Cinderella Stamp Club in London, who communicated to us an important article on the subject, published by him in July 1969 in "The Stamp Magazine".

Timaru, an important coastal town on South Island, lies 100 miles South of Christchurch. Bruce R. Henderson created a local post known as "Postes Moulins" in December 1968. His aim was to transport the town's post at a price below that of the New Zealand post. Three collection centres were created. The post was then distributed in the town and suburbs of Timaru by young boys on bicycles. So as to achieve a very low cost price these young people were students working outside study hours.

The charge was 2 cents for an ordinary letter and 5 cents for a registered letter, the government tariff being 3 and 18 cents respectively. Surcharges were issued to indicate pre-payment of the charge by the sender. These stamps were very simple. They were issued at 2 dates:

1st issue: 2nd December 1968 (p.71)

Note the spelling mistake with an 's' on cents. Black print on orange paper. Black print on red paper.

2nd issue: End December 1968.

It is very interesting to note that to avoid fraud by erasure or changing of the value the inscription was different for each stamp excepting those for 3 and 15 cents, but this last value was printed in gilded ink.

1 cent	- Postal Service, Timaru
2 cents	- Local Postal Service, Timaru
3 cents	- Timaru Postal Service
5 cents	- Local Post of Timaru
7 cents	- Timaru Local Post
15 cent	- Timaru Postal Service

According to him less than 50 documents relating to the Barcelona Postal Express have been counted. Of these 41 have passed through hands, namely 14 unattached stamps and 27 cards or envelopes which were transported.

The history of the Barcelona Postal Express begins in 1904.

Frédérico Gomila, carrier and forwarding agent, had the idea of creating an 'express' postal service for Barcelona "intra muros". Being in competition with government posts it had to be at the same time faster and cheaper. This double objective was achieved by the use of bicycle couriers.

From 1904 F. Gomila issued stamps with a face value of from 5c to 2 pesetas. These all featured a female figure as the main subject and a bicycle postman in the top left-hand corner.

The most commonly used tariff was 10c for a card or letter destined for an address within the area of foreseen rounds of the service. This was increased to 30c for the same document to be delivered outside normal rounds.

The great originality of the stamps issued by the Barcelona Postal Express lies in the fact that each stamp of different value - 30 in all - portrayed a different female figure.

Indeed F. Gomila had a plate of 30 figurines (6 x 5) engraved on which only the value needed to be changed to obtain all the stamps needed for the service.

These stamps were in use from 1904 to 1907. From 1906 we come across documents without stamps bearing solely one of the two postmarks used since 1904 to cancel the vignette.

From 1907 until the Barcelona Postal Express closed in 1933 stamps were no longer used.

The postcard illustrated above (p. 71) confirms that no stamps of the Barcelona Postal Express were used after 1907.

Technical details of the service: founded 1904, closed 1933, value of stamps issued: 5, 10, 25, 50 c, 1, 2 pesetas, 10 c on the 5 c, 10 c on the 2 pesetas, 30 c on the 5 c, 30 c on the 50 c. Stamps used: 1904 to 1907. Postmarks used: round mark with date - oval picture mark - linear stamp

We know of two types of postmark: (p. 72)

1st Type: Linear date stamp

2nd Type: Postmark with the initials BSH standing for the service founder Bruce R. Henderson.

The Timaru bicycle post was very well received by the public. The idea of involving young students certainly contributed to this. The organisers of the "Postes Moulins" therefore contacted the government authorities with the aim of obtaining official recognition. This was their mistake. The Minister of Post confronted them with the Post Office Act of 1959, no. 30, relating to the postal monopoly of the administration. On April 12th 1969 the New-Zealand Postmaster General ordered the closure of the service, which however did not completely cease to operate until the end of 1969.

1.23 The Private Post at Arnhem, Netherlands, 1970

We know little about this post competing with the official service. It was created on July 1st 1970 but did not issue stamps until September 21st of the same year.

Five stamps, 35 x 27 mm and serrated-edge 11, were issued, the first three values in books. The different values - 10 c, 12 c, 15 c, 25 c, and 40 c - appeared serrated-edged and non serrated-edged. Their colour ranges from pale pink to violet. All the stamps use the same style of writing and depict a humourously-drawn postman on a bicycle.

The aim of the founders of the private post of Arnhem was to transport letters under 200 g and printed papers under 100 g within the town and its suburbs. The post was transported by bicycle couriers.

We have no information with regard to the reasons for or the date of the cessation of operations of this local post. The latest commercial letter seen by us is dated October 25th 1970.

1.24 The Local Post of Boca Raton, USA, 1974

Boca Raton is a coastal town in Florida. The "Bicycle Post" was created on June 30th 1974 by Herman Herst who lived on an island connected to the town by a bridge. The official service collected only once daily at 11 a.m. The service created by Herman Herst was designed to complement the official service.

Herman Herst had the idea of financing a Richwood local stamp on an

envelope dated 1886. He realised that indeed the American laws with regard to local posts had never been repealed. Accordingly the approval of the Director General of Post rendered anything possible. Thus Herman Herst collected the post by bicycle at 14.00 hours and delivered it to the Post Office in Boca Raton at 16.00 hours. Post which missed the official collection at 11.00 hours therefore gained one day.

Herman Herst issued a 5 c stamp which was affixed complementary to the normal stamp.

(p. 72) Envelope sent in honour of the author of this article by

Herman Herst, with complementary 5 c stamp of the local post and with special bicycle post postmark.

The profits of this post were entirely donated to the Boca Raton hospital - \$400 for the first two years.

This postal service was really successful for the first two years, but Herman Herst was forced to cease operations in 1977.

Public interest began to decline and in addition Herman Herst's age - he was born in 1909 - made the job very difficult, more especially as the Boca Raton climate is particularly hot and humid. The Bicycle Post therefore ceased, failing to find a successor to Herman Herst.

2. PRIVATE POSTAL SYSTEMS REPLACING THE OFFICIAL SERVICE

2.1 France - 1944-1945

The war was coming to an end - the bombing, then the landing of the allies, severely disorganised communications. There was no petrol. The bicycle was once again to become the best means of transporting post.

The connection of Nîmes and Perpignan by bicycle postmen - July 1944

The government of Vichy decided in July 1944 to create an "express" postal service using bicycle postmen in the areas still under its control. The airmen were two-fold: the speedy transportation of post and the mobilisation of young people to undertake work in the public interest.

The Montpellier-Sète-Beziers-Narbonne service began operating on July 17th 1944. 190 letters were sent from Montpellier on July 17th and 300 on July 18th. Mail posted in the evening of the previous day or in the morning

before 6.30 was delivered in Sète at about 9.00, Béziers about midday and Narbonne during the afternoon.

Montpellier and Avignon were connected as from July 20th. The letters were not to weigh more than 20 g and the word "express" had to be clearly marked. The charge was 7.50 FF (1.50 F + "express" surcharge of 6 F). There were no "philatelic" letters and documents relating to this service are rare.

The life-span of the "bicycle courier" service was brief, as proven by the latest letter seen by us, dated August 2nd 1944.

Bibliography: *Perrand Simais "Le Monde des Philatélistes"*, January 1978.

2.2 France - Saint-Quentin

The Bicycle Postal Service of the Saint-Quentin Red Cross(1)

In the face of the advancing German army the staff of the Saint-Quentin post office was withdrawn on May 17th 1940 to Laval, operating from there until June 10th, then to Angoulême, from where operations continued until the return to Saint-Quentin in the last days of July.

Several representatives of the PTT did however return at the end of June, but their offices being occupied were unable to resume possession until July when a lack of materials limited their activities to putting things to rights.

On their return to Saint-Quentin around July 1st M. and Mme. Vandendriessche, president and vice-president respectively of the *Société de Secours aux Blessés Militaires*, recognising the distress of a population deprived of news, set about reestablishing postal relations with outside. To this end they organised:

- 1) A bicycle service for the collection of letters in Saint-Quentin and the surrounding area with transport to Paris by car for those destined for the capital and outskirts, and to Cambrai for those destined for the Northern region;
- 2) A bicycle service for the distribution of letters from all areas of France destined for the Saint-Quentin region.

An agreement was reached with the *Direction des Postes de Paris*, general

(1) This article is taken from the excellent work by René van Baudouin and Georges Biere on postmarks of value and unusual stamps.

secretariat and general inspectorship of the PTT that the Paris post office No. 50 of the rue de la Chapelle (XVIII th) would receive sacks of mail from the Saint-Quentin region and give M. and Mme. Vandendriessche post destined for that region.

In Saint-Quentin post was deposited either at the Chamber of Commerce or at the police station. In other places collection of letters was centralised at the town hall.

At first, at the request of the office in the rue de la Chapelle and to avoid payment by addressees of double tax, the letters were stamped with the rubber stamp of the *Société de Secours aux Blessés Militaires* of Paris, delivered by the Paris Red Cross to Mme. Vandendriessche in the absence of a local postmark.

Moreover the words "area without stamps" was inscribed in ink on non-stamped envelopes. Later as a result of the increasing number of letters just this written endorsement alone was maintained.

This bicycle postal service was in service for the whole of July 1940 terminating with the resumption of the official service on August 2nd.

Thus, thanks to the dedication of M. and Mme. Vandendriessche to whom the good idea must be attributed, to the personnel of the Red Cross, to staff of the PTT, to the voluntary cyclists, who rivalled everyone for enthusiasm in particularly difficult circumstances, the people of Saint-Quentin were deprived of news for a period considerably shorter than for neighbouring large towns.

2.3 France - Alsace

Resumption of Postal Traffic in Alsace 1945

At the beginning of 1945 the Bas-rhin département was liberated from German occupation. Postal communication was however not reestablished for individuals and only administrative post was transported GMS. Senders deposited post in the town halls. Bicycle couriers centralised the post in the Strasbourg headquarters for neighbouring parishes, or at the sub-headquarters in Molsheim for other parishes in the département, from where it was taken by car to the headquarters in Strasbourg where it was accepted by officials. If no credible administrative stamp was affixed at the outset, the officials carried out a check to ensure that the post concerned was not private. Confronted with the application of a simple "control" stamp or by the

Stamp of the sub-headquarters of Malsheim or that of the headquarters in Strasbourg.

The envelope shown (p. 73), sent on March 3rd 1945, bears the control stamp of the sub-headquarters of Malsheim.

2.4 France - Normandy

Rennes - Avranches connection, July 1944

In the month of July 1944 Normandy was transformed into a vast battlefield. The Germans resisted. The closest railway station where trains were still running was Rennes. When allied troops were at Saint-Lô the Franco-German authorities of Avranches transported urgent mail to Rennes by means of voluntary ambulance workers on bicycles. Although this organisation only survived for a few days a special linear stamp was used.

Letter (p. 73) sent on July 26th 1944 and transported first to the station at Rennes by voluntary ambulance workers on bicycles.

2.5 Great Britain - The Bicycle Post during the Postal Strike of 1971

The British postal strike began on January 20th 1971. Right from the beginning the government recognised the damage which the strike would cause to commerce and industry. In order to limit the damage it immediately suspended its postal monopoly. During the following seven weeks and up to the end of the strike on March 7th the government granted a large number of licences to all kinds of private postal initiatives. Among these were the "North-West London Postal Services" operating within London and using bicycle postmen for the transportation of post.

All the licences granted by the government shared two common points:

- 1) The British postal service retracts all responsibility in the case of loss of or unsatisfactory transportation of post.
- 2) The private postal services undertook to cease operation immediately on the resumption of the government service.

12th February 1971: Series of stamps issued in sheets of 16 by the bicycle post of the North-west London Postal Services. Note that one shows a postwoman with her bicycle. The values are expressed in shillings.

As an experiment a single sheet of 16 stamps showing the bicycle postwoman was issued with the following variations: value moved according to type of

stamp. This is found in the top right of the illustration - the postal tower is darker - an envelope is depicted on the cyclist's handle-bar bag.

In the middle of the strike the British government introduced the decimal currency system. It was therefore necessary to issue a new series of stamps with the value expressed in the new money.

15th February 1971: A new series of stamps issued by the North-West London Postal Services.

Not in compliance with the agreements of the UPU the local postal services also affixed a stamp of the country of destination to envelopes destined for abroad.

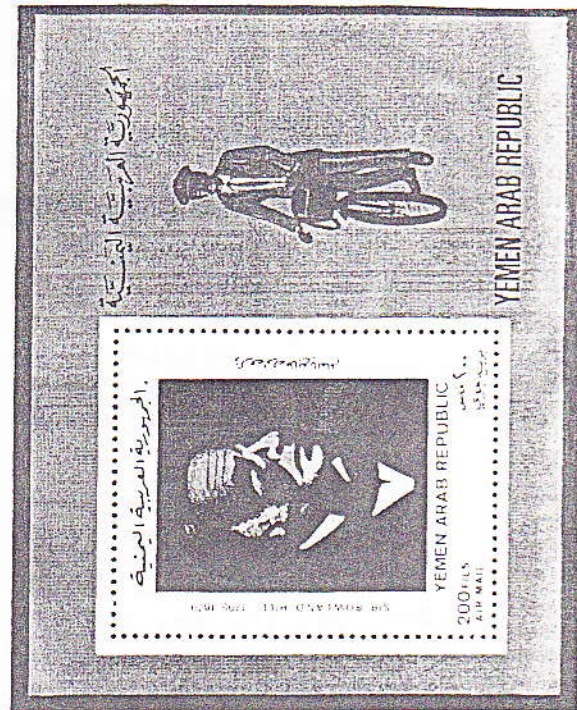
Technical details: 1st issue 12 th February 1971 - 1 shilling blue (cyclist), 2 shillings brown (postal van), 4 shillings green (train), 5 shillings mauve (aeroplane) (42 mm x 36 mm). 2nd issue - 15th February 1971 - 5 pence orange (cyclist), 10 pence green (postal van), 20 pence grey (train), 25 pence blue (aeroplane) (35 mm x 30 mm).

All these stamps were issued in sheets of 16 units, not perforated, separated by a perforation.

ERRORS IN
POSTAGE STAMP
DESIGN NO. 4.

Yemen, 15th
Sept. 1981.

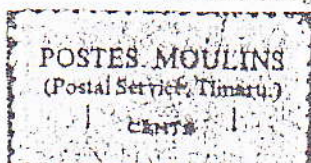
Half the
bicycle is
missing...



Timaru "Bicycle Post"

"...an elaborate philatelic stunt..."

"...absolutely no evidence whatsoever that the system ever ran or that the stamps were other than another schoolboy prank..."



extracts from the December 1987 (Volume 6, No. 4) magazine of the Timaru Philatelic Society (Inc).

Geoffrey Thorne, one of our New Zealand members, sent me a copy of that magazine and I just happened to have mentioned it, quoting those extracts, to one of our American members who shall remain nameless. As that member has threatened me with the American Federal Bureau of Investigation (Why? Yes, Why?) I shall reproduce the article from that magazine in full. I also reproduce some articles written at the time and an article Peter Rickenback BSC sent to me when I told him about the TPS magazine article. Your Editor has no way of knowing if Bruce Henderson and L.N. & M. Williams were deceived or were part of the "elaborate philatelic stunt" OR if the TPS article is true. Obviously an article appearing in the TIMARU PS magazine about a TIMARU philatelic service or stunt carries a certain weight, but I will only state that I should think all members will readily agree that the stamps are some of the most boring of all bicycle stamps and that we all hope that our New Zealand members will attempt to get at the truth of the matter.

DM.

See Page 14

July 1969

THE CINDERELLA PHILATELIST

57

LOCAL POST AT TIMARU

A LOCAL postal service conducted by schoolboy cyclists was established at Timaru, New Zealand, on 2nd December, 1968, by Moulins Services, 7 Preston Street. The post was in direct competition with the N.Z. Post Office and undertook to deliver mail within Timaru at lower rates than the normal postage, namely, 2 cents for an ordinary letter (instead of 3 cents) and 5 cents for a registered letter (instead of 18 cents). Three collection centres were set up in the town.

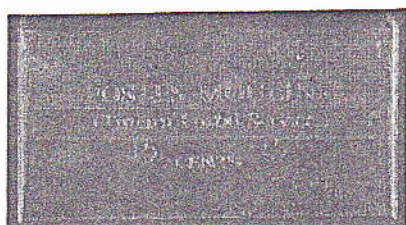
Two stamps were issued to prepay the fees charged: 1 cent black on orange and 2 cents black on deep red, both in typeset designs bearing three-line inscriptions: "Postes Moulins/Postal Service, Timaru/1 cent" on the lower value, and "Postes Moulins/Local Postal Service, Timaru/2 cents" on the higher. Both stamps are fine rouletted 6½.

Four more denominations were issued subsequently: 3c. green on orange (central line reading "Timaru Postal Service"), 5c. blue on deep red (Local Post of Timaru), 7c. red and black on orange (Timaru Local Post) and 13c. gold on deep red (Timaru Postal Service).

In use the stamps were cancelled in black with a double-lined circular mark bearing initials in the centre, and a date-stamp also was applied to letters. The service had its own registration labels as well.

In April 1969 application was made to the Postmaster-General for recognition of the post; he not only refused recognition but ordered suspension of the service, and it ceased operating on 12th April. Supplies of some denominations of stamps remained on hand and were being sold to philatelists in mid-April. Fuller details of the post will be found in *Stamp Magazine* dated July 1969.

L. N. & M. WILLIAMS.



The "stamps" from my own collection - DM

CINDERELLA STAMP CORNER

BY L. N. & M. WILLIAMS

CYCLE EXPRESS

PIGEON POST

LOCAL POST OF TIMARU

July 1969

COOLGARDIE DISCOVERY

A new discovery in stamps of the Coolgardie Cycle Express is reported by H. R. Harner Australia Pty. Ltd. and was being offered for sale at one of their June auctions. The discovery consists of complete mint sheets of 35 (5 x 7) of both denominations of the 1894 issue and with the 2s. 6d. sheet imperforate horizontally between the second and third rows, and the third and fourth rows. Imperforate between varieties are always liable to occur on stamps perforated on line machines and the skipping of two rows of horizontal perforations is by no means unusual, but this particular variety had not been known on the Coolgardie issues. It is just another instance of the huge increase in philatelists' interest in local postage stamps leading to new discoveries.

GREAT BARRIER ISLAND

The story of the pigeon posts of Great Barrier Island, New Zealand, which, incidentally, has nothing whatever to do with the Great Barrier Reef, of Australia, has been told many times in the philatelic press, but a whole book has never before been devoted to the subject. That omission has now been remedied in a fine new publication *New Zealand The Great Barrier Island 1898-99 Pigeon Post Stamps* which appeared recently under the auspices of the Theodore E. Steinway Memorial Publication Fund. It is obtainable from The Collectors Club, 22 East 35th Street, New York, N. Y. 10016, U.S.A., at \$5 post free.

The main author of the work, which runs to 109 pages, was the late J. Reg. Walker, who died before it was completed. The book has been edited and supplemented by Henry M. Goodkind and H. L. Chisholm, who provided information about forgeries, essays, proofs and later commemorative events.

The original pigeon post was established in February 1897 by Walter Fricker in association with Joseph Smales, but the partnership broke up after two months. In those days no stamps were used, and a vain attempt was made to obtain a government subsidy. Soon afterwards Smales joined with J. E. Parkin and a Mr Gould to form an opposition service, and the new pigeon post began on 14th May 1897, a fee of 1s. 6d. being charged for each message.

In April of the following year the service was taken over by S. Holden Howie, and in October the idea of issuing stamps was suggested to him by Henry Bolitho, an enthusiastic philatelist and the father of Hector Bolitho, the author. Bolitho's suggestions included a reduction in the rate to 1s. and the production of 1s. stamps. The stamps were printed in sheets of 18 at the Observer Printing Works, Auckland, and the design includes a picture of a bird, which has been identified as a swallow, not a pigeon. The denomination ONE SHILLING appears at each side, the name GREAT BARRIER ISLAND in a ribbon at the top and SPECIAL POST in a tablet at the foot.

Within a year the first issue was forged and examples of the spurious product were

known to philatelists early enough to be recorded in Rev. Earle's *Album Weeds*. Subsequently another and better known forgery appeared on the market, this time in miniature sheets of 4 with wide gutters between each impression. Even today these miniature sheets are passed off sometimes by unscrupulous people as being genuine, but in



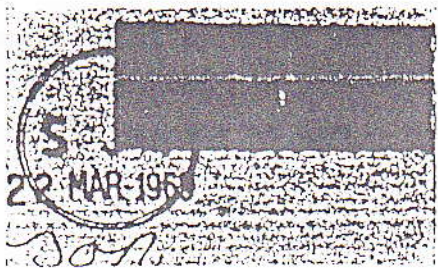
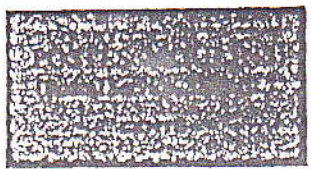
Great Barrier Island forgery

fact the stamps themselves were never printed in sheets of four.

The new book goes on to describe all the later issues, including Walter Fricker's triangulars, which appeared in 1899, the mysterious 1s. red, inscribed 1s. in the top corner instead of 1/-, and the various forgeries, among them the crude 6d. now illustrated. It is a remarkable work, essential to every collector not only of Great Barrier Island but of local postage stamps generally.

TIMARU LOCAL POST

In December 1968 a local post was begun at Timaru, New Zealand, by Moulins Services. Timaru is a coastal town on South Island, towards the southern end of the



Timaru local post stamps

Canterbury Bight and about 100 miles south-west of Christchurch.

The post operated in competition with the New Zealand Post Office, to carry letters and other mail within Timaru at lower rates than the normal postal charges. The fee on letters was 2 cents (compared with the Post Office rate of 3c.), registered letters were 5c.

(compared with 18c.) and higher rates were charged on overweight mail.

There were three collecting centres around the town and mail was delivered by schoolboy cyclists working part time. Delivery took place the same day as the mail was received by the post.

On 2nd December stamps of two denominations were issued. The design was rather crudely typeset and printed by The Classic Printing Company, of Timaru. The wording in the design reads POSTES MOULINS at the top and the value 1 CENTS 1 or 2 CENTS 2 at the foot; the central inscription reads (Postal Service, Timaru.) on the 1c. and (Local Postal Service, Timaru.) on the 2c. The 1c. was printed in black on orange and the 2c. in black on deep red. Although there was no 1c. postal rate that denomination was needed to make up other rates when used in conjunction with one or more copies of the 2c.

Apparently no record of the numbers printed was kept, but W. B. Smith, Assistant Manager of Moulins Services, states that there was a 'fairly large quantity' of those denominations. Mr Smith states also, "The printers found it would be cheaper if each stamp in the sheets was printed individually, so this has resulted in quite a few stamps out of alignment to the rest of the sheet." It resulted, in addition, to the slight overlapping of parts of the design, and the third and fourth stamps in the second row on the sheet had the parentheses overlapping in this way. Details of the number of stamps in a sheet are not available. The sheets are line rouletted 6 1/2 between stamps.

Some time afterwards four more denominations were issued: 3c. green on orange, with (Timaru Postal Service) in the middle line, 5c. blue on deep red (Local Post of Timaru), 7c. red and black on orange (Timaru Local Post), and 15c. gold on deep red (Timaru Postal Service); the printing of the gold inscription on the 15c. was done by thermography. Imperforate proofs of the 15c. in gold on cherry-red card were made, and were put into use for postal purposes when the small supply of stamps of that value became exhausted.

Owing to limitations of the printing press sheets of the highest four values contain tête-bêche pairs in the centre, when the sheets were inverted after the upper halves had been printed.

Cancellation of the stamps was by means of a double-lined circular mark, applied in black and containing initials. The only combinations we have seen are S J Y and B R H, the second being the initials of B. R. Henderson, of 23 Kauri Street, Timaru. Covers bear also a date-stamp.

The service continued until 12th April 1969, when it came to the notice of the New Zealand Postmaster-General, and was stopped. Remainders of the stamps were still on hand in April and could be obtained from Moulins Services, 7 Preston Street, Timaru, New Zealand, but it is understood that some denominations, notably the 7c. and 15c., could no longer be supplied.

The Stamp Magazine



The 1968-69 Timaru Bicycle Post functioned from 2nd December 1968, when the two low-denomination stamps, 1¢ & 2¢, made their appearance. The aim of the Local Post was to undercut the NZPO monopoly on local mail: a risky venture but one which provided busy part-time employment for High-School boys after school each day.

There were five collecting centres for mail set up round the city:

(1) The Highfield Pharmacy, a suburban chemist shop, which provided a lot of commercial delivery work in sending out prescriptions and accounts; (2) the home of Mr & Mrs C. Eines (members of the Timaru Philatelic Society) near Washdyke, to cover the northern part of the city; (3) the Henderson residence, in Kauri Street, Highfield; (4) the Mills residence in Otupua Road; and (5) the Stewart residence in Preston Street, near the commercial centre of town: the latter was also the HQ of Moulins Services, the partnership set up to run the local delivery service.

All mail posted at any of these centres by 3:30 p.m. each weekday was delivered by cyclist that same day. Sometimes this involved the delivery boys not being home until 8:30 p.m. each night, which gives an idea of the volume of mail that went through.

A partnership between Bruce Henderson, A.J. Stewart, and G.J. Mills was established to run the service. Known as Moulins Services Office (MSO), the service was circumspect about advertising its existence too widely, mainly because (a) the volume of deliveries kept everyone busy already; and (b) we worried about prosecution by the monopolist NZPO. MSO sent details of the stamps and a souvenir folder containing one each of the 1¢ & 2¢ stamp, to many dealers in Australia, U.K., and USA to stimulate philatelic sales. Such orders soon became quite widespread and were mainly for mint sets and carried covers.

We were worried about the presence in the Timaru Philatelic Society of an NZPO supervisor, R. Shoemark, and consequently, all our friends were urged not to take covers or MSO stamps to TPS auctions until we were legitimised, as both Shoemark and his particularly nasty assistant, A.M.L. Bryant, had frequently given the writer a lot of harassment over the overseas mail he sent and received. To try to regularise the position, MSO sent a letter at the end of March 1968 to the POHQ in Wellington, giving details of the Local Post and requesting authorisation. The POHQ hastily consulted with Bryant and Shoemark, and then replied with a letter ordering the MSO post to cease immediately or face prosecution ("a fine of \$40 for each letter carried"!!!)

A special meeting of the partnership agreed that there was no way we could face such fines and so the service ceased on 12th April 1969 - the date ~~shortly~~ after their letter was received.

Unfortunately no records were kept of quantities printed. Most values went through several different editions, which can scarcely be differentiated, though the 1¢, 3¢, & 7¢ appear i on both orange and lemon coloured paper, rouletted $6\frac{3}{4}$. The 15¢ is gold-thermography, giving a pleasing raised effect. This rate was used for big cartons, which was mostly the chemist's despatches. The bulk of their small prescriptions (pillboxes and the like) went at the 5¢ rate however. Two different versions of the 15¢ were available: the original ordinary version on gummed red paper and rouletted, and an identical version on ungummed imperf card, bright red in colour, and which looks the same as the stamp. About 80 of these were done as "proofs" to test the thermo system before printing the stamps, but when the first-edition 15¢ stamps ran out, the 15¢ Proofs were used for mail. As local and overseas collectors were requesting this variety, the second and subsequent editions of the 15¢ stamp also included a quantity of the 15¢ card variety.

Postage rates we used for mail were:-

Unsealed invoices & receipts -	1¢	(c.f. NZPO 2½¢)
Sealed letter -	2¢	(c.f. NZPO 3¢)
Small packet -	5¢	
Large packet -	15¢, 30¢.	
Registered -	7¢ additional to Local Postage.	

Of all the stamps, the most used were the 1¢ and 5¢, though the 2¢ was also frequently used. Classic Printing was kept busy over the summer printing stamps for the Local Post. Unfortunately the operators were too busy delivering mail to have time to bring out any commemorative issues! After the Post closed, the MSO sold the remainders by mail-order, and the last ones ran out about 1971. The writer has now a mere one mint set in his collection.

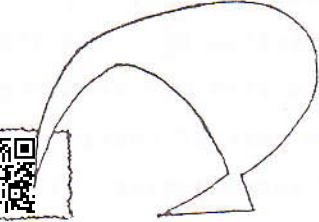
The stamps of the Republic of Mavu (1970 to the present) are covered on pages 25 to 34 of the WOPHAD "Catalogue of Postage-Stamps of Several Countries" (1967, \$5, published by World Philatelic Advisors & Agents, Solandbakken 71A, N-4025 Stavanger, Norway.) Waikoa Island (1965 - 1974) stamps are covered on pages 34 to 36 of the same catalogue. Most of these stamps are printed and distributed from Norway.

This is the article that Peter Rickenback sent to me - a fairly recent article as a 1987 book is quoted in the last paragraph.

TIMARU PHILATELIC SOCIETY (INC)



P.O.Box 257, TIMARU, N.Z.



President: Mr F. Scarf
Secretary: Mrs I.V. Millar
Treasurer: Mr C. McRobie

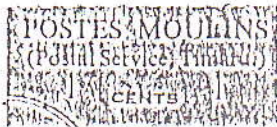
VOLUME 6, No.4.

DECEMBER, 1987.

Local Postal Service, Timaru, New Zealand.

This Souvenir Folder, containing one of each of our first two stamps, is presented with the compliments of this Office. Please address all orders, inquiries and communications, to:

The Manager,
Moulines Services Office,
7 Preston Street,
Timaru, N.Z.



The Article

BICYCLE POST

Of the most rank as an elaborate philatelic stunt was the bicycle post allegedly operated in Timaru in 1968-69. The first announcement that most people knew of the alleged post was in April 1969 when the Post Master General, on receipt of a letter from the alleged operators, ordered its immediate suspension.

The facts of the matter however were quite clear to those who were involved at the time. Mr B.R. Henderson was a member of the Society. Various unusual philatelic items made their appearance at Society meetings, a local bisects created some considerable interest from Post Office members who were members of the Society.

Mr Henderson, along with a friend, operated a primitive private printing service and it was this printing service that printed Timaru local postal stamps, they even produced a souvenir folder of which we show a copy.

← The "stamps" were typeset reductions produced by the Classic Printing Co. and line-rouletted 6 3/4

The stamps were cancelled by double-lined circular marks applied in black and containing initials of the two operators (SJY or BRH) in the centre.

The first printing was a 1c black on orange paper inscribed Postal Service Timaru 2c black on deep red inscribed Local Post Service Timaru. Later printings of 3,5,7 and 15c again had differing inscriptions, Timaru Postal Service (3c) and Timaru postal Service (15c).

Those who were involved in the Society and the community at the time of the alleged postal service perhaps regret that more notice was taken of the alleged post than it warranted since there was absolutely no evidence whatsoever that the system ever ran or that the stamps were other than another school-boy prank.

Perhaps the Republic of MEVU and WAIKAO Island issues have the same parentage as the Timaru Bicycle Post?

Is "Mr B.R. Henderson" mentioned above Bruce Henderson, the author of the article sent to me by Peter Rickenback? Probably, but I am not going to make any assumptions, even though Bruce Henderson uses the nominative plural pronoun of the first person, when a member has threatened me with the F.B.I. DM.

Liechtenstein messenger post local stamp

Liechtenstein is a minute principality in Europe bound by Switzerland and Austria.

The principality is now independent, but until the end of World War II, the post in

The Liechtensteiners set out to overcome those obstructions. The method adopted was to establish what they called a "Gemeinde Botenpost" (municipal messenger post).

The postal route was from Vaduz, the principality's capital, to Sevelen, the nearest Swiss village. The mail was transported by horse-drawn cart twice weekly.

Stamps were prepared for the service. They are called etiquettes or vignettes by some die-hards.

The design was simple — an oblong red frame with uncolored decoration surrounded a two-line type-printed inscription in black reading "Schwizer Post/Vaduz." The frame measured 24 millimeters horizontally by 17mm vertically.

The inscription was printed at the Kuhn printing works in Buchs, Switzerland, located to the north of Sevelen.

It is thought that the stamps were printed in sheets of 60



This local was for use on mail carried on a postal route from Vaduz, Liechtenstein, to Sevelen, Switzerland.

(10 rows of six), but no whole sheet still exists. The largest known multiple is a half sheet of 30.

The sheets were line-per-

Locals of the World

By L.N. Williams

Liechtenstein was under the control of the Austrian postal authorities.

Austrian postal services deteriorated towards the end of World War I. The inhabitants of Liechtenstein virtually were cut off from official postal communication with Switzerland. They attributed that state of affairs to obstructions from the Austrian postal authorities.

forated 11¼ between stamps. Only 16 out of the 30 stamps are perforated all around. The others are imperforate on one or two sides.

The letter writer paid the postage. The writer bought not only the local stamp, for which the charge was 10 heller (Austrian currency was still in use), but also a Swiss stamp for mail conveyance within Switzerland. The rate for a card was 7½ rappen and 15rp for a letter.

Neither the local nor the Swiss stamp was canceled in Liechtenstein. Postal cancels were applied by the Swiss post office at Sevelen or, sometimes, at Buchs.

Covers with the local and Swiss stamp tied by the Swiss postmark are rare. Only four

or five are known.

Many more examples are known of the local untied on cover or loose. Dates of use between August and November 1918 have been recorded.

Michel's specialized catalog of Switzerland and Liechtenstein records the existence of etiquettes without the inscription. The catalog states, "They are worthless." ■

BUT, according to Ronald Sudbery's 'Stamp Collector for the Cyclist': "The Schweizer Post Vaduz stamp was issued in 1918 for use on mail sent by the municipal messenger, cycling between Vaduz, the capital of Liechtenstein, and Sevelen, just over the border in Switzerland, where the mail was sent. The need for this service arose following the collapse of Austria at the end of World War I, when the Austrian postal service, which covered Liechtenstein, ceased. The stamp is rare and expensive"

WHY IS THIS ARTICLE PLACED HERE?

The only reference to the mode of transport is "The mail was transported by horse-drawn cart weekly"

So does that stamp have a place in our collections? Can anyone help?

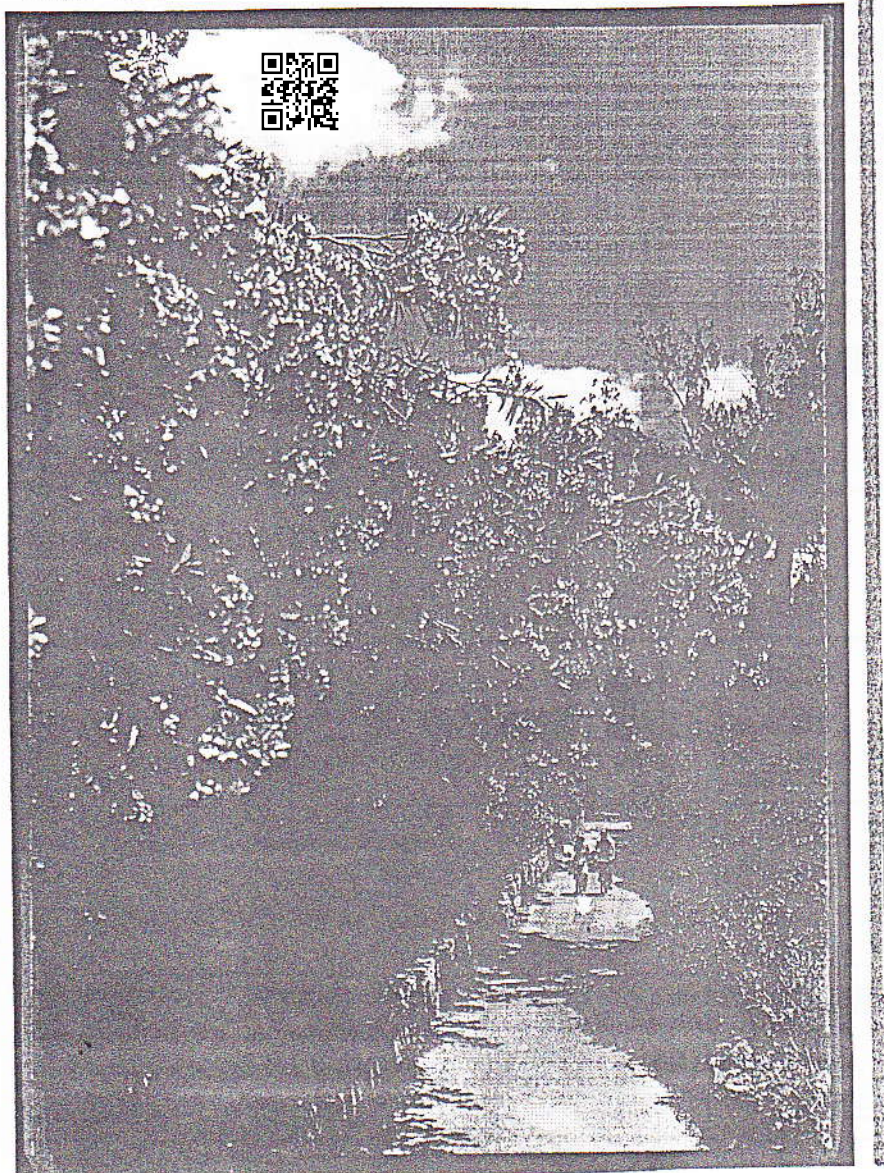
ITALIAN FORGERIES

Item from 'The American Philatelist' and submitted by Martha Jack BSC and David Sher BSC independently.



The genuine stamps are at left, the forgeries at right.

BERMUDA - Pictorial side of Postal Card issued on the 26th June 1986 (for pre-stamped side see page 37 of this issue of 'Bicycle Stamps') Our thanks to our Secretary Norman Batho for resolving the problem presented in the Puzzle Corner of the Third issue of 'Bicycle Stamps', page 12. DM.



1 of a set of 3
bicycle stamps
issued on the
30th August 1962

Italian Forgeries Reported

As a specialist on stamps of the Italian area, I would like to report two cases of very cheap forgeries that I have seen at stamp shows in the Bay Area of Northern California. The items, which are purported to be genuine imperforate stamps, are Italy Scott No. 583, the 55-lire violet-blue and pale salmon Triennial Art Exhibition, and Italy Scott No. 859, the 300-lire deep orange and black World Bicycle Championship.

Both of these forgeries are printed on very white, ungummed paper, usually unwatermarked on the 300-lire, and with a forged, winged-wheel watermark on the 55-lire.

The genuine 55-lire is perforated $14\frac{1}{4}$ x 14, all of the characters are well-defined, and the watermark is very clear when the stamp is dipped in fluid. The colors are lighter than those of the forgery. The forged 55-lire usually is imperforate, the colors are darker, the characters are coarse, and the watermark is almost invisible. The perforated-version of the forgery is $13\frac{1}{4}$.

On the genuine 300-lire, all of the characters are bold and well-defined, the orange color is deeper than that of the forged stamp, and the paper is watermarked with multiple stars. The forgery is always imperforate and without watermark. The orange color is lighter, and the characters are less bold than those of the genuine stamp.

I hope this information will be helpful to honest but unaware stamp collectors.

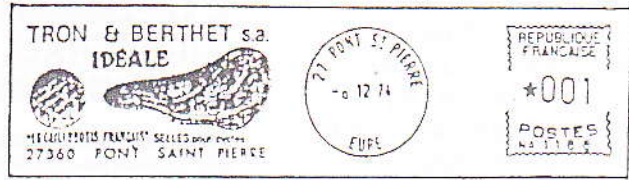
Vincent De Luca
San Jose, California

CACHETS

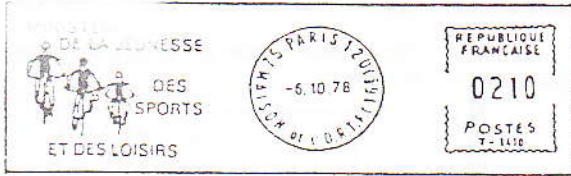
Some favourites from the Collection of Shiro Yagami BSC



Paris 62, 1970 l'Officiel
Le Cycle, 59-61 Av. de la Grande Armée.



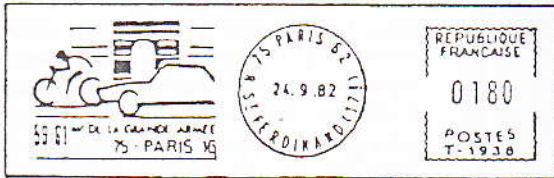
Pont St Pierre 1974, selles pour cycles.



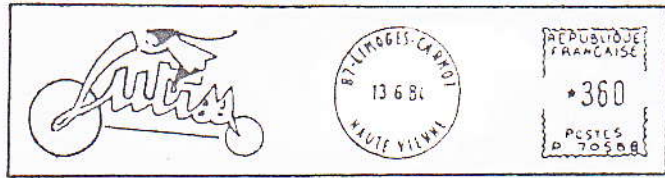
Paris 120, 1978
Ministère de la Jeunesse des Sports et des Loisirs.



St Etienne 1978, Cycles Mercier.



Paris 62, 1982, Magazine Le Cycle.



Limoges Carnot 1984, Lutiss.



Maisons Alfort 1984, Cycles Lejeune.



Maurepas 1984, Raleigh.



Biarritz 1984
Institut de Thalassothérapie Louison Bobet.



Gironde 1985, Yvon Mau.




Paris 119, 1985, sacoches pour cycles.



Paris 119, 1986, Radio-Courses.

CAN YOU FIND THE MISSING NUMBER FASTER THAN SHERLOCK HOLMES?

				13
				24
				15
				16
15	18	17	0	

The different stamps have different values (not their face values). Added together they give the totals shown. No prizes for the correct answer for it shouldn't take more than a minute to resolve. Just a bit of fun...

Nicaragua, 18th March 1985

Fabulous four depicted on stamp

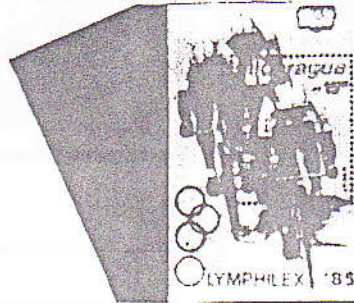
by Tony Teideman BSC

'Australian Bicycle' Oct. '86

The illustrated stamp miniature sheet from Nicaragua came into my possession in March and when I examined it, the first thing that struck me was whoever designed this stamp didn't know the rules. For the riders were all on funny bikes but as they were wearing different colored shirts then they must be in a scratch type event!!!

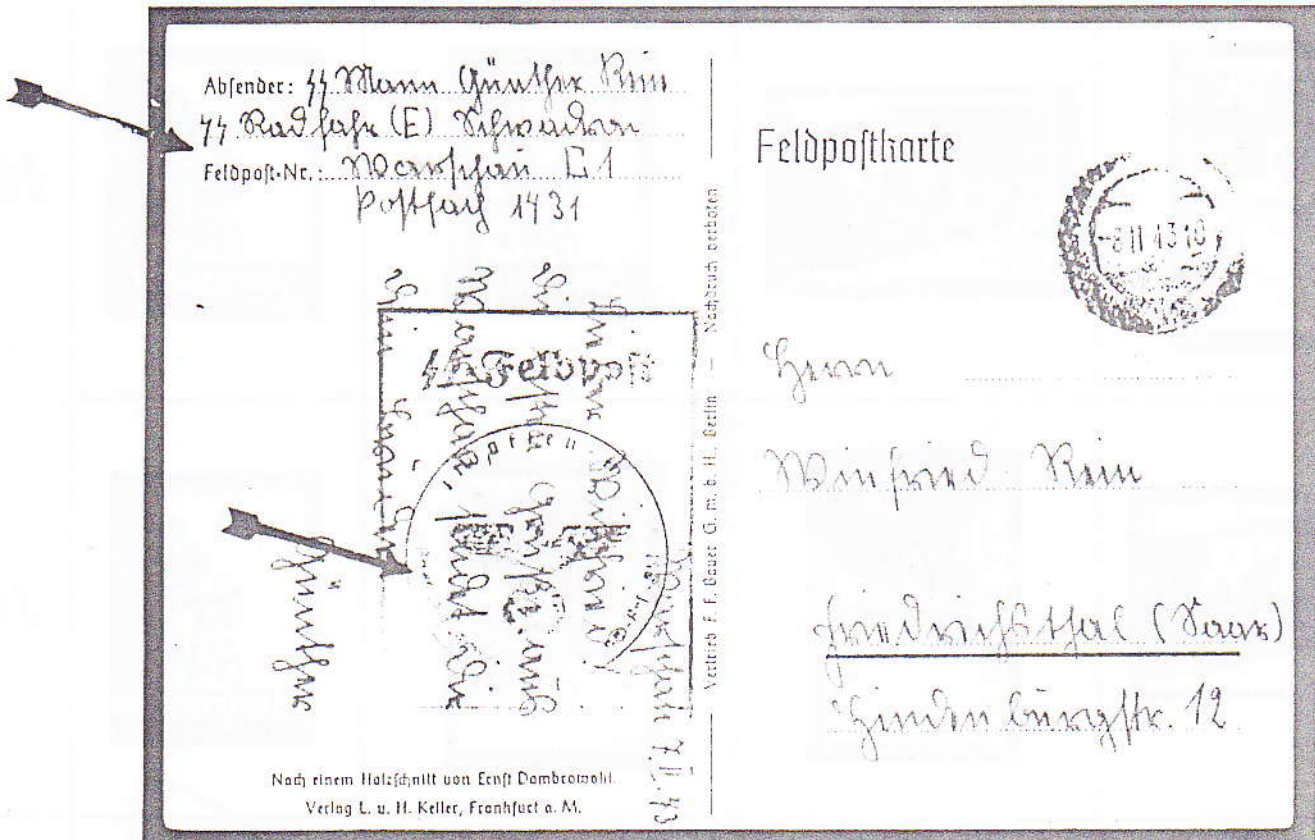
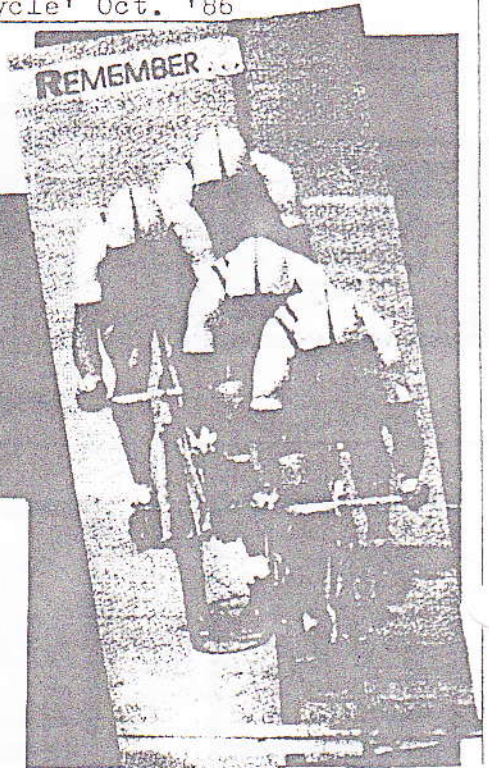
Then it struck me I'd seen the picture somewhere before. Only the week before I'd attended a meeting where Arthur Tunstall, that dynamo official who is the Secretary of N.S.W. Commonwealth Games Association, had launched his 'Shares for Edinburgh' idea, and the photo was in the booklet handed out at this meeting. An examination of the photo of our team and the stamp side by side confirmed my observations, the stamp is designed around the same photo, all the artist has done is painted different colours on the shirts and helmets. Everything else is the same; posi-

tions of pedals, shadows of bikes on the ground, shadows on the riders' legs and arms: there's no doubt the stamp depicts our victorious L.A. Olympic Team of Michael Grenda, Kevin Nichols, Dean Woods and Mike Turtur.



I had originally considered I'd head up this article 'Fabulous Four Immortalised on Stamp' but then I realised that amongst the many millions who will no doubt have this stamp in their collections only a few will ever realise who the stamp portrays.

Perhaps the only ones will be me, and you, the reader of this article.

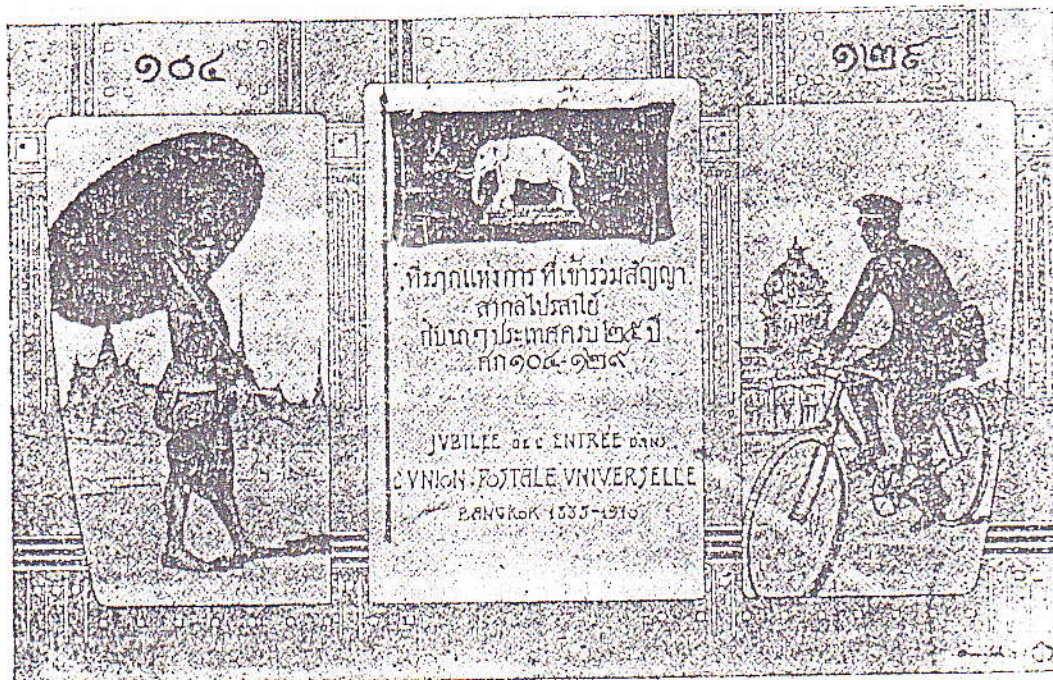


A Field Post Card sent on the 8th November 1943. An SS Private sent his kindest regards from Warsaw in Poland to his brother, but why is that postcard illustrated here? At the top left the sender stated his rank and his squadron - SS Radfahrer (E). "Radfahrer" is German for bicycle. The SS rubber stamp used on the postcard so that it would travel in the mail without having a postage stamp affixed had "Radf." - an abbreviation of radfahrer - on it.

DM

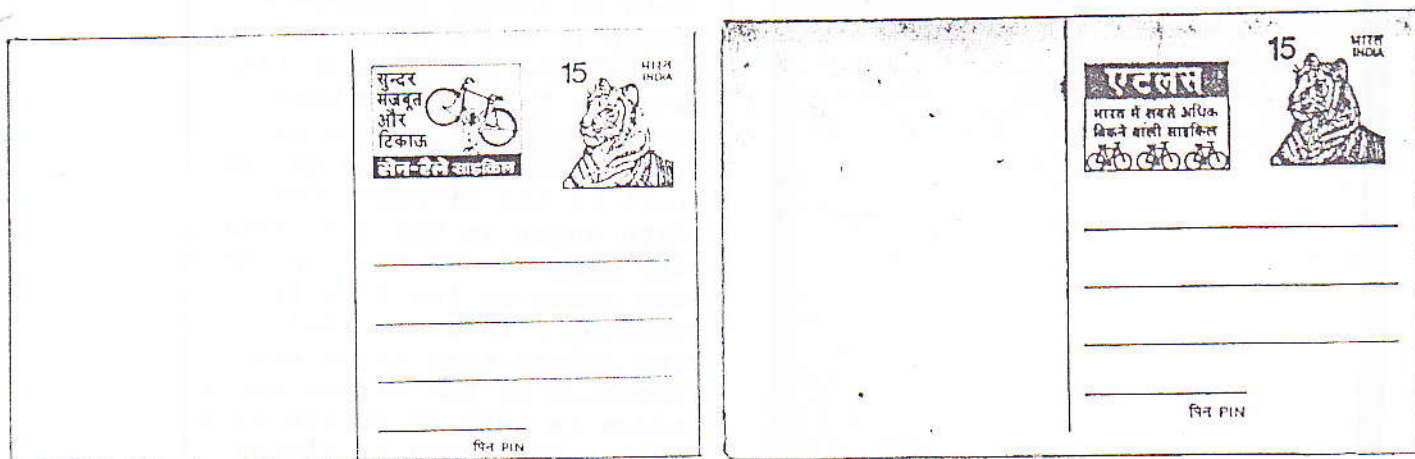
1910 UPU Postcard From Thailand

by David Sher BSC

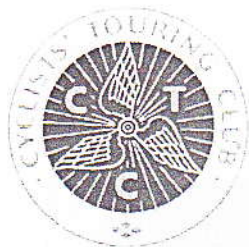


On the 1st July 1910 Thailand celebrated the twenty-fifth anniversary of membership of the Universal Postal Union (UPU) with the issue of three Postcards. They are not Postal Cards as none had impressed stamps thereon. One of the three Postcards showed a postman on a bicycle and that Postcard was issued in more than one colour scheme. In 1981 I was offered the one in blue at \$195 and the one in red at \$225.

Indian Postal Cards

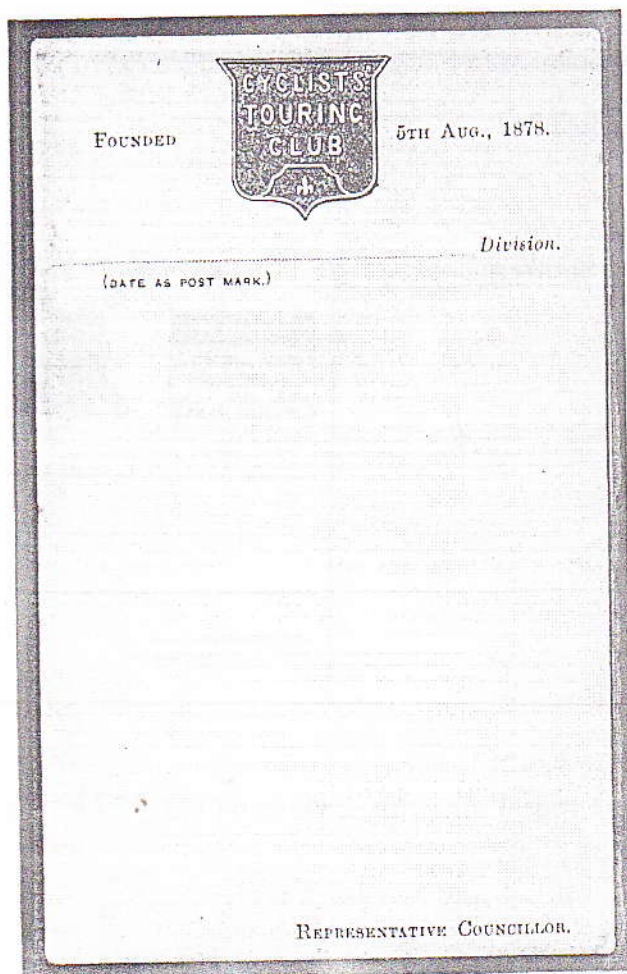
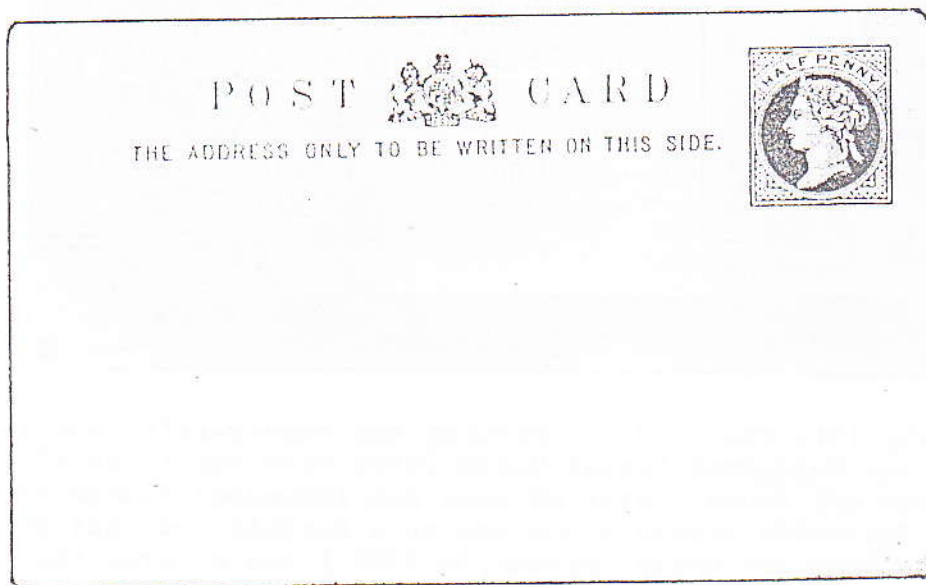


Not actual size. Believed to have been issued on the 2nd January 1977



BRITISH C.T.C.

A set of four stamps was issued on the 2nd August 1978 by the British Post Office to commemorate the Cyclists' Touring Club Centenary - see pages 6 to 9 of the Tenth Issue of 'The Spoken' Word' (Forerunner to 'Bicycle Stamps')



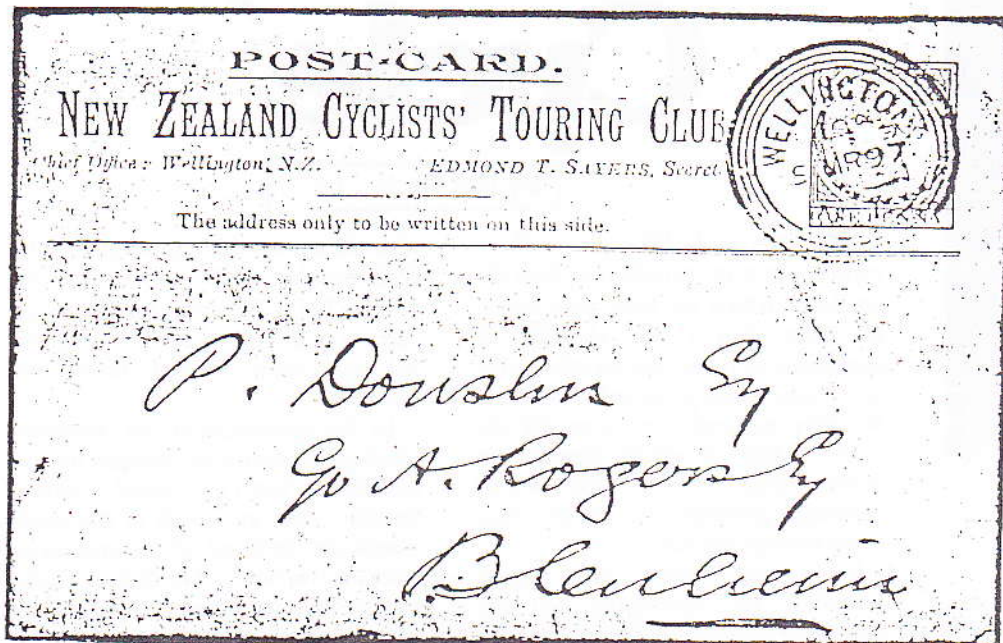
C.T.C. Postal Card

At Bipex (British National Postcard Exhibition) in 1986, I picked up a Postal Card at a very reasonable price (I don't think the dealer had any idea of its rarity. I had never heard of it before!). Above is the obverse side and on the left is the reverse. The date shown is the date that the Club was Founded and it was known as the Bicycle Touring Club until 1883. The shield type badge was replaced by the winged-wheel badge in 1887 so we can date this Postal Card as issued not earlier than 1883 and not later than 1887. Doesn't that mean that this is one of the earliest known bicycle philatelic items issued?

DM

N.Z. C.T.C.

Submitted by Robert Raine B.C.



See 'The Bicycle' by Brian Sole BSC, pages 67 & 68 of 'The Stamp Magazine' September 1981 and reproduced in the seventh issue of 'The Spoken' Word' (forerunner of 'Bicycle Stamps') February-March 1982.

1d NEW ZEALAND CYCLISTS' TOURING CLUB POSTCARD

March 1897 1d postcard used by the New Zealand Cyclists' Touring Club.

AW.2a 1d Blue on deep carmine pink 150.00 150.00

This printing comprised 2155 cards. The coloured card was supplied by the New Zealand Cyclists' Touring Club, the stamp and inscriptions being printed at the Government Printing Office.

1d KEMPTHORNE PROSSER & COMPANY'S NEW ZEALAND DRUG CO. LTD

POSTCARDS

The 'Centre Cycle'

by Ian Gray 1850

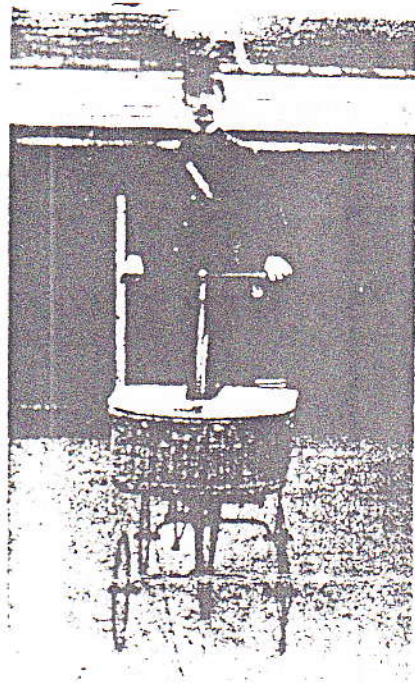


Photo courtesy of the PO Archive Dept

AFTER RECEIVING from my new issue dealer an order containing the Togo Sir Rowland Hill issue (100f, SG1371) depicting two postmen on Centre Cycles, I tried to find out about this machine so that I could write it up in my cycling collection.

Then the Stoke postcard (MPB 10) appeared showing a Centre Cycle. Latterly the South-East Postal Region issued a card (SEPR 22) depicting the self-same Centre Cycle on 22 February 1982 as part of their 'Historic Mail Transport' card series. I found that some cycling history books make a passing reference to the Centre Cycle or Pentacycle but most books do not mention it at all.

TESTIMONIAL

By kind permission of the Editor of 'Cycling' I came across a series of articles on 'Cycles That Made History' and in the 6 March 1940 issue found an article headed 'The Centre Cycle' which forms the basis of this note.

A fleet of Centre Cycles pushed by six hefty postmen and one agile telegraph boy carried out the arduous task of delivering parcels and telegrams from Horsham PO to outlying villages such as Faygate, Itchingfield, Slinford, Warnham and Rusper for several years, to the satisfaction of the public. That the riders were pleased with their mounts is evidenced by a testimonial which they addressed to the inventor of the Centre Cycle from Horsham PO dated November 1883.

in this they said: 'We . . . wish to express our great satisfaction with the machines which we have now tested for more than a year through all conditions of roads and weathers, for letters, parcel and telegraph deliveries. We have no hesitation in saying the Centre Cycle is vastly superior in every respect to any other wheel machine, running exceedingly easy when heavily loaded . . .'

It is not known what other machines the signatories to this glowing testimonial had tried, but the author of the article, H W Bartleet, considered that respect for the influential position of the local magnate who invented the Centre Cycle affected their flattering declaration.

The Centre Cycle was invented by Edward Burstow, a Horsham, Sussex architect who, so far as is known, was not a mechanic, nor was he connected

with the cycle-building industry. On 16 November 1880, he was granted Patent No 4707, but the financial success or otherwise of this invention has not been handed down for posterity.

In his specification Mr Burstow claimed no specific advantages for his invention, but mentioned, rather casually, that 'any or all of the small wheels can be lifted off the ground to clear obstructions'. The Centre Cycle had a 50in diameter driving wheel which carried the rider in a similar fashion to an ordinary bicycle, and four 18in diameter wheels, one at each corner, to provide stability. The Post Office machines were fitted with a large wicker basket at the front and two smaller wicker baskets at the rear. This arrangement can be seen on the Togo stamp referred to at the beginning of this note. A military version

The replica of the Centre cycle or Pentacycle now in Horsham Museum



Photo courtesy of the Horsham Museum

was also produced but proved too cumbersome in operation.

In 1882 the manufacture of Centre Cycles was taken up by M D Rucker and Co, who built the machines at their Bethnal Green factory, and three specimens were exhibited at the Speedwell BC Show at Bingley Hall, Birmingham, in March 1882. Of these, the leading cycling paper of the day said: *'The Centre Cycle has a large driving wheel in the centre and two smaller wheels on each side, and all are ingeniously connected so that the rider can ride on all or either, as desired, and can amuse himself by performances on a boarded floor, only to be equalled by a skater'*. *Bicycling News* said: *'the machine can be made to run in almost any possible way, thus combining to a large extent the advantages of both bicycles and tricycles without the drawback of either'*. This report was probably optimistic. In May 1882, the Centre Cycle appeared at a cycle show at the Royal Aquarium, London.

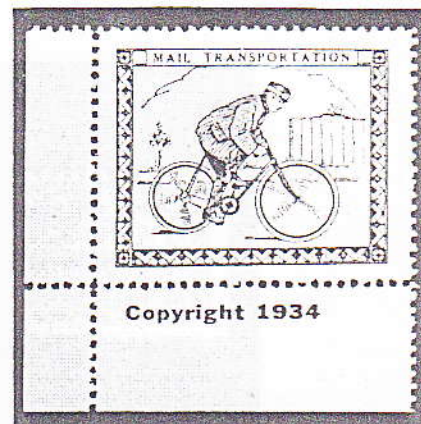
'THE HEN AND CHICKENS'

The Centre Cycle contributed an important chapter to Post Office history, but the public did not take it up,

and few were sold to cyclists. The cycling clubmen dubbed it 'the hen and chickens' for obvious reasons. It dropped out of sight after a few years.

Mr Bartleet finished his article with a tailpiece which I quote: *'Half a century after the Horsham postmen had given up using Centre Cycles I received an amazing request from certain high officials of the GPO, London, "Would it be possible to find a specimen of the Centre Cycle? If not, could a replica be constructed, using modern materials, and 'faking' modern fittings to obtain a close reproduction of the old machine? And what would it cost?" I replied that, in my opinion, the cost would be prohibitive, but that such a scheme was possible: I suggested pram hubs, rims and tyres for the small wheels, and other permissible compromises. To cut a long story short, the PO authorities had the machine built; it was shown at an important exhibition about five years ago and, I understand, is preserved in the official Post Office Museum.'*

From Mr Bartleet's tailpiece it would appear that the Centre Cycle shown on the Stoke postcard is not an original machine but the 1935 replica.



Does anyone know of anything about the above 1932 "stamp"?

All I know is that the design is very similar to the USA Special Delivery stamp of 1902-1922 shown below. DM



CINDERELLAS

A Cyclist Despatch Messenger

Submitted by Brian Sole BSC



TWENTY years ago, Sherwood Springer of California, USA, reported a previously unknown private local stamp. Springer is a well known Cinderella expert in America, having produced a series of catalogues of revenue stamps, locals, bogus and forgeries.

An Act of the US Congress of 1845 effectually limited the private delivery services which had previously supplemented the government posts, but it was still permissible for private companies to carry mail to and from the post office, for the official post office did not deliver to houses but only to the nearest post office.

The local carriers usually charged 1 cent for delivery, many of them providing an adhesive stamp, which was stuck on the letters in addition to the post office issue.

An Act of 1861 virtually abolished the private carriers, but there was a loophole which enabled companies to continue the delivery of circulars and of parcels for which they were classified as a 'carrier service'. It was also possible to run a service in an area where the post office did not provide adequate cover e.g. in developing territories where mines were being exploited or where pioneers were developing. The delivery of circulars would include shops' publicity hand-outs

invitations to social functions, official notices and advice about forthcoming meetings of clubs and companies.

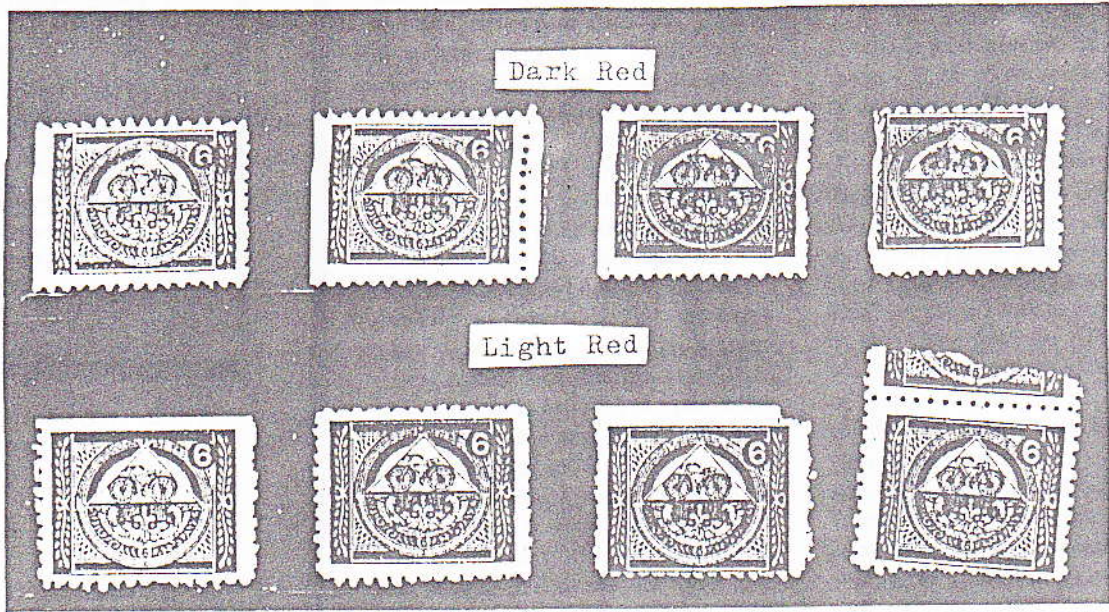
The stamps used for these services have been well documented and are listed in the USA Specialised Catalogue produced by J. W. Scott.

Because of the nature of the service provided, most of the companies operated in the cities of Boston, Chicago, New York, Philadelphia and San Francisco. The unrecorded delivery stamp which Springer found was printed in red on thick yellowish-white paper with brown gum. It is perforated and, in every way looks a genuine product i.e. not a bogus or fake. It shows a cyclist messenger with a basket on his handlebars and a panel from his cross-bar with the wording DESPATCH MESSENGER, 39 SPARK ST. TEL. 18. At the foot of the stamp is the word 'PREPAID'.

We do not believe this stamp has surfaced again since Springer first reported it, but we have recently seen a mint copy in a thematic collection of Cycling which is to be sold in Bournemouth Stamp Auctions February sale.

Can any reader recall having seen such a stamp or give any information?

INFORMATION WANTED



Does anyone know anything about these? From our Honorary Secretary's collection. He would like to know who issued them and why? If you can help, write to the Editor so that your information may be published in the next issue

YONGSAN BICYCLE POST

LTC N. B. MEKKELSEN
 HQ CO, USAGY (DPTS)
 APO SAN FRANCISCO, CA 96301



CARRIED BY THE
 YONGSAN BICYCLE POST

Douglas Marchant
 1 Popes Grove, Shirley
 Croydon, Surrey CRO 8AX
 ENGLAND

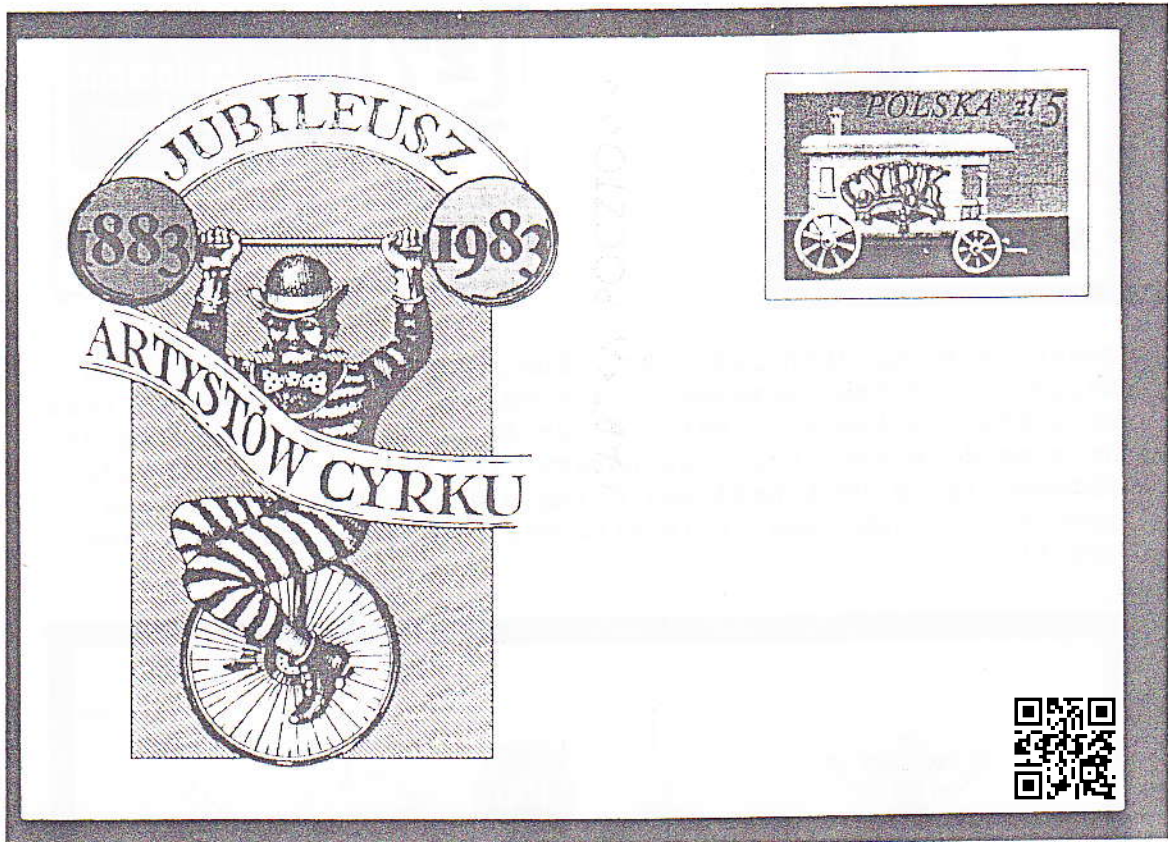
Michael Mekkelson BSC is a Lieutenant Colonel in the American Army and was based in South Korea between June 1984 and June 1986. "The Yongsan Bicycle Post was my own service. On the military base in Korea there was no home delivery so all mail came and went from the office. Since I rode my bicycle to work the mail could go out in that envelope. As a matter of fact, I was very careful to carry all mail in those envelopes and on my bicycle. I even had a dealer try to buy some of the envelopes, but I refused to sell, so if anyone has an envelope, it was carried on my bicycle and really went through the US mail system". The above envelope was sent from South Korea. All American Forces Mail is routed via an American address.

*Bitte
 Markieren
 nicht im
 Katalog*

1983

UPDATING

33



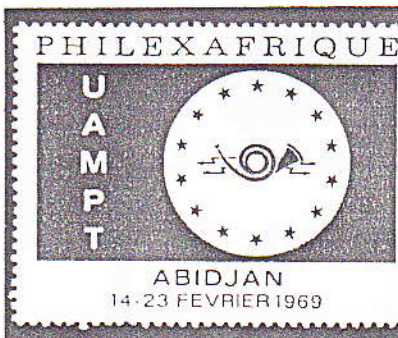
Poland. Postal Card. 7th December 1983

1984



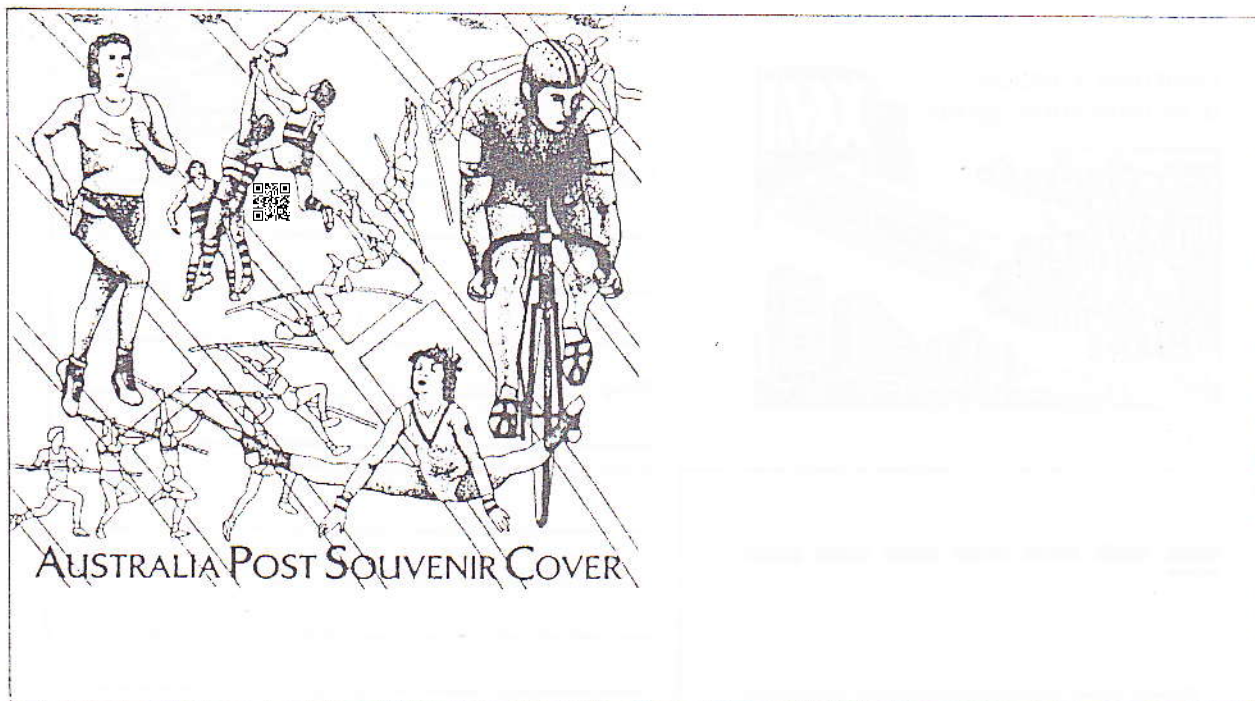
Togo. 15th November 1984. CORRECTION
The "Single Overprint" is not an overprint and the "Double Overprint" is the first and only overprint. See page 84/20 of the Third Issue of BS.

XX

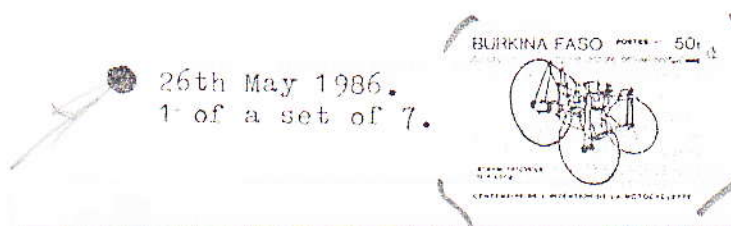


Ivory Coast. 11th January 1969 100f stamp reproduced on 23rd November 1984 125f Ivory Coast stamp. At first glance the man slightly to the right of centre appears to be riding a donkey, but he isn't. It is a bicycle.

Ben Fabrikat

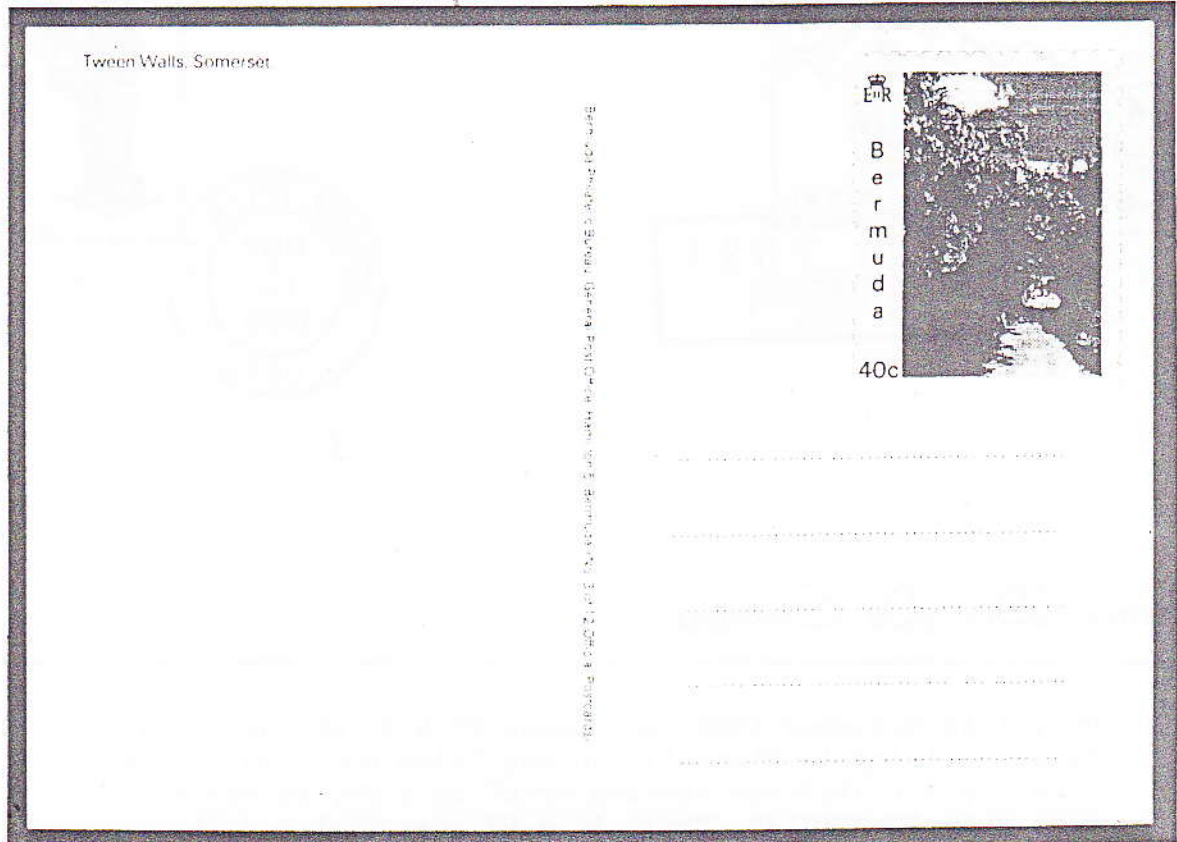


● 21st March 1986. 1 of 4 envelopes issued by the Australian P.O.



● 26th May 1986.
1 of a set of 7.

Illustrated as the word "tricycle" appears on the stamp



26th June 1986. Postal Card. 1 of a series of 12 of various Bermudan scenes. The pictorial side of this card is illustrated on page 25 of this issue of 'Bicycle Stamps'

● = items that will not be supplied under the New Issue Service

РЕШЕНИЯ СЪЕЗДА —
В КОНКРЕТНЫЕ ДЕЛА!

XVII



Куда _____

Кому _____

Индекс предприятия связи и адрес отправителя



ПОЧТА СССР

Почтите индекс предприятия связи места назначения

Russia. Postal Stationery envelope. 3rd September 1986.



Wood Carving - Naupaka Figure



Folk Art USA 22

1 11

Primer Dia De Emision

USA. 12th November 1986 (see pages 23 & 27 of the Third Issue of 'Bicycle Stamps'). Norman Batho BSC reports that this was a fictitious service "run" by a Mr. Palmer who made 5 to 10 "PDC's". There is a 9B overprint and the "cancellation" YETI POST came in various colours.

Private post stamped out

A private mail service in Tauranga, stopped after it was found to be illegal, had the potential to monopolise internal letter deliveries, according to the man who started it.

Mr Gordon Golem thought he was on to a good thing when he and his wife, Barbara, started their private letter delivery service by pushbike on April 1 — the day the Post Office mail service became NZ Post Corporation.

Mr Golem said that when postal services were corporatised in his native Canada, "these things sprang up all over the place."

So their free-enterprise mail service was born. In the first month the Golems delivered about 1000 letters for firms around Tauranga, Mount Maunganui and Welcome Bay. They hired another fulltime mailman to help them.

Mr Golem said they expected the service to build to 10,000 letters in the second month, and were thinking of dividing the area into suburbs with one person assigned to each.

But NZ Post politely stamped out the fledgling service last week. A letter with a copy of the Post Office Act, section 17, attached, was sent from head office in Rotorua.

It pointed out that the law did not allow letters to be delivered privately, and asked Mr Golem to get in touch with NZ Post if he had any questions.

The Act said a \$40 fine could be imposed for every letter delivered.

"We stopped the service — within five minutes," Mr Golem said. He is now on the dole.

"Why is it OK for carrier companies to compete in parcel deliveries but not in letters?" he asked. "That is prejudice against me."

Area manager of NZ Post in Tauranga, Mr George McGregor, said there was no suggestion or intention of any prosecution. It had simply been pointed out that

'The Evening Post' Wellington, New Zealand.
Submitted by Geoffrey Thorne BSC who is investigating to see if Locals were issued and, if so, were bicycles depicted?



Mr Golem in Tauranga with the letter he received from New Zealand Post.

the law did not permit private letter delivery.

The Act was designed to pro-

vide a service to all at a universal price, "and if we get cleaned up on the profitable routes and only de-

liver to rural area, the whole service will collapse," he said. — NZPA

X Russia. 6th July 1987. Envelope with impressed 5k definitive stamp issued to commemorate 40th Peace Cycle Race

X Uganda. September 1987. 1 of 3 Olympic stamps. 2 4W/1B

1988

X Isle of Man. 10th February. 1 of a set of 6 definitives featuring Railways and Tramways should show three cyclists in the foreground.

X Belgium. 6th June. 1 of an Olympic Games set of 2 is planned to be on cycle sport.

OTHER THINGS TO COLLECT CYCLES No. 4. CIGARETTE CARDS

There are at least two sets devoted to cycling - the 1891 Duke or Gail set and the 1939 Player's set. Individual cards in other sets may be of cycling interest and the fun is finding them. They hide under set titles such as Aviation, Army Life, Boy Scouts, Celebrated Gateways, Club Badges, Household Hints, Safety First and of course Stamps. Good Hunting! DM

The Story of Cigarette Cards Series 1 The Early American Issues Card 3

ALLEN & GINTER (one of the largest American cigarette makers) commenced their card issues in the early 1880's in America and a little later elsewhere including the United Kingdom. In keeping with their contemporaries, their card output included beautiful series of Actresses (photo origin) and artist drawn maidens fair. All their coloured chromo-litho cards are superbly printed and are favoured by many collectors. "Pirates of the Spanish Main" (A36-19) is an outstanding example.

Illustrations: (left) "Woodburytype Series" (A36-72); (below) "Girls and Children" (A36-68).

Both cards are very rare and not listed in current British dealers catalogues.

CIGARETTES.

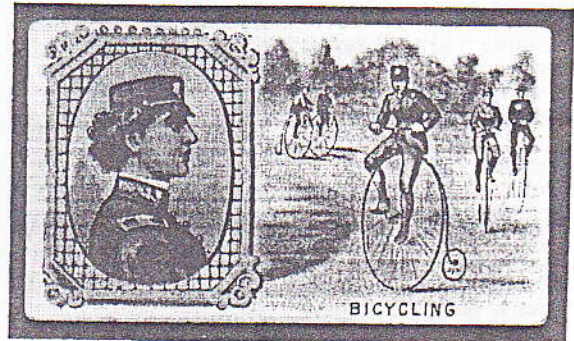
Modern Postcard



Kinney 1888



Goodwin 1888



Goodwin 1889



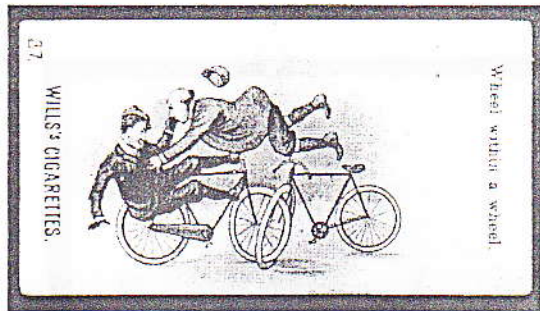
American Eagle Tobacco Co. 1892



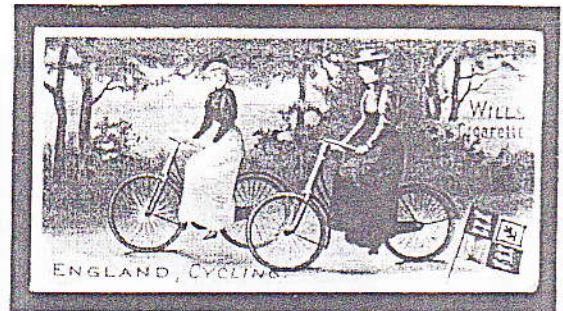
1899.



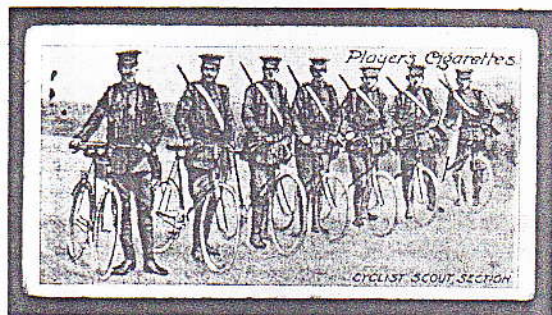
1900



1898



1901



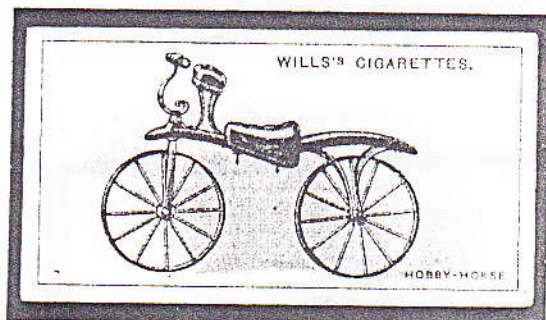
1910



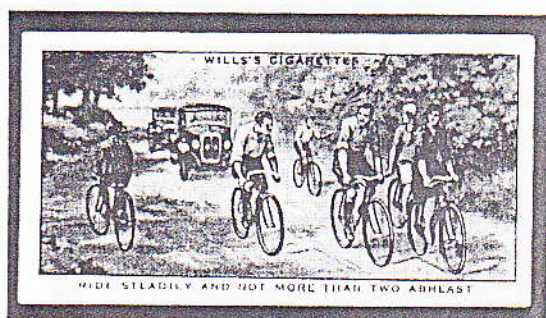
1914



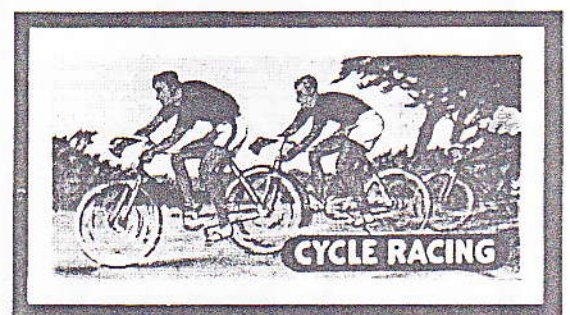
1923



1915

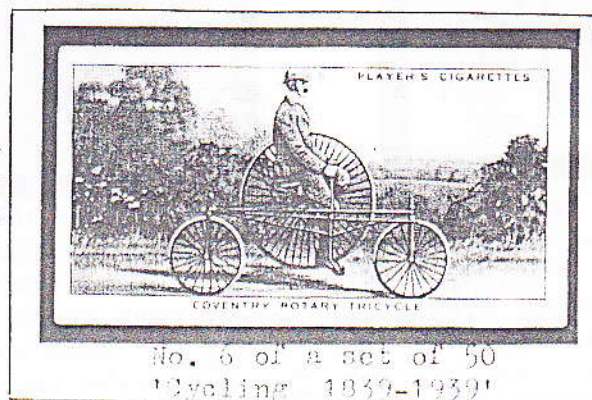


1934



Mills 1958

A specially
was issued
set



No. 6 of a set of 50
'Cycling 1839-1939'

printed album
to house this
in

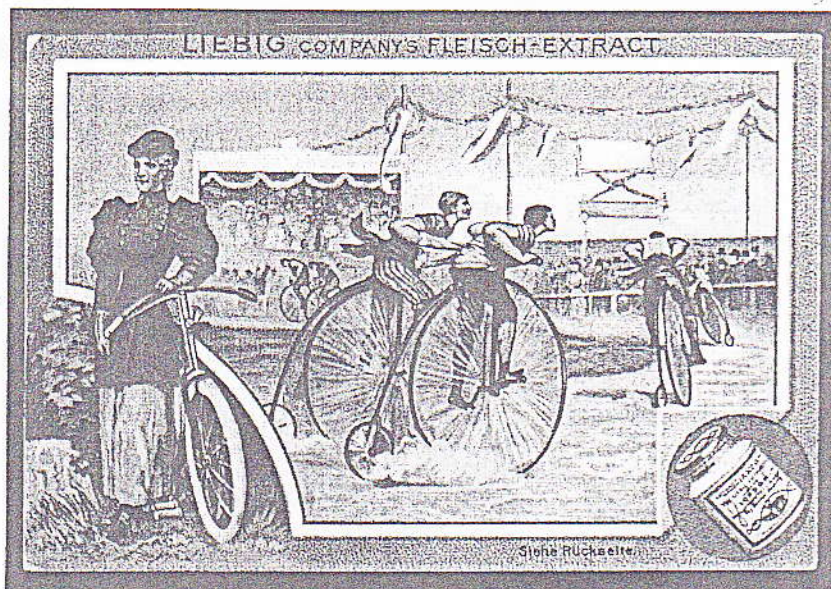
Crème de la Crème



These are four of the "crème de la crème" (cream of the cream) set of Cigarette Cards for us bicyclist collectors - the American Tobacco Company's 1891 "25 Bicycle and Trick Riders" set issued by the subsidiary company W. Duke Sons & Co. with their Honest Long Cut Smoking and Chewing Tobacco. Exactly the same set was also issued by the subsidiary company Gail & Ax with their Navy Long Cut Smoking and Chewing Tobacco.

All Cards shown, unless otherwise stated, are from sets of six cards.

1896.
P462/S494 d.
Sports III.



Seite 13-56
?



1897.
P508/S510 c.
Special Troops I.

1899.
P606/S606 d.
In Transvaal.
REVERSE of Card.

LIEBIG COMPANY'S FLEISCH-EXTRACT

hergestellt in Fray-Bentos und Zweigfabriksmestern (Süd-Amerika).

Höchste Auszeichnungen auf ersten Weltausstellungen seit 1867.
Ausser Preisbewerb seit 1885.

Nur echt wenn jeder Topf den Namenszug „J. v. LIEBIG“ in blauer Schrift quer durch die Etikette trägt.

Gefüllte Zwiebeln. Man nimmt drei bis vier weisse Meisen- oder andere grosse heilfarbige Zwiebeln, schält sie, schneidet aber von dem Wurzelende nicht mehr als nöthig, damit sie beim Braten nicht auseinander fallen. Die gewaschenen Zwiebeln werden dann in kochendem Wasser 5 Minuten blanchirt und in ein Sieb gefüllt. Mit einem Theelöffel nimmt man danach von dem oberen Ende der Zwiebeln aus einen Theil der inneren Masse und drückt statt derer etwas feine Fleischfarce hinein, gut gewürzt mit Pfeffer und Salz. Mit geschlagenem Ei bestrichen und mit gestossenem Zwiebeln bestreut, werden die Zwiebeln darauf wie die gefüllten Gurken mit Butter und Bouillon von Liebig's Fleisch-Extract weich und braun geschmort.

Das Fleisch-Pepton der Compagnie Liebig ist wegen seiner ausserordentlich leichten Verdaulichkeit und seines hohen Nährwerthes ein vorzügliches Nahrungs- und Kräftigungsmittel für Schwache, Blutarme und Kranke, namentlich auch für Magenleidende.

Publishers: Liebig Company, Antwerp.

Zur Gratis-Abgabe an die Käufer von Liebig Company's Fleisch-Extract.



The only 100% Bicycle set

All the "backs" of the cards in this set have cycling "motifs"

a



b



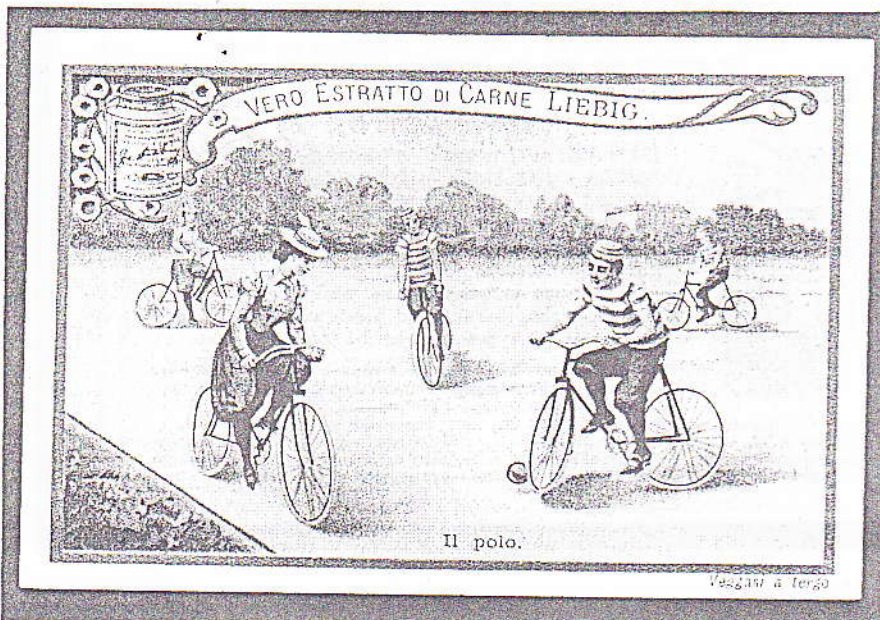
Five Different Editions were issued:

Illustrated here is

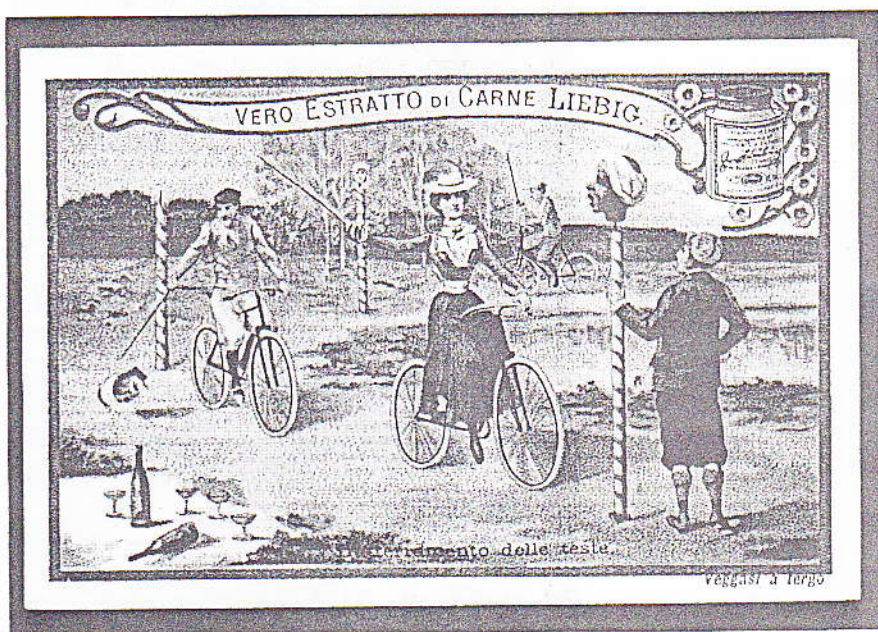
c

1901. F656/S658
Bicycle Games.

The "motifs" are all
different and are
similar to F/S606 d.



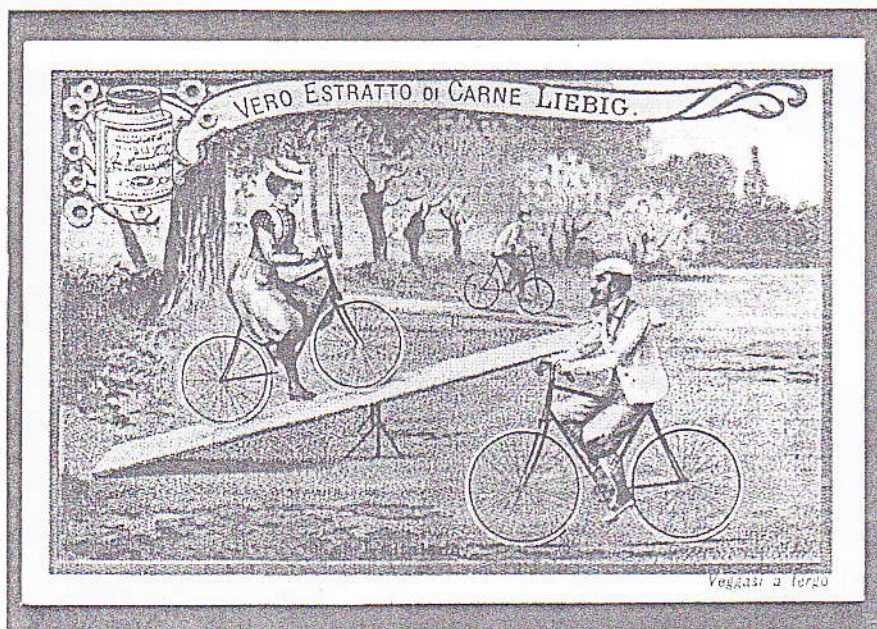
d



e

Belgian (French Language),
French, German, Italian
and Spanish.

the Italian Edition



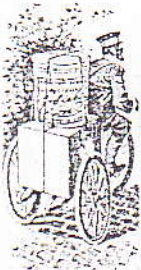
f

COMPAGNIE LIEBIG.

Usines à Fray-Bentos et Succursales (Amérique du Sud).

Ne concourt plus dans les Expositions depuis 1885.

L'Extrait de viande Liebig est du bouillon concentré sans graisse ni gélatine.



L'avantage de pouvoir employer instantanément l'Extrait de viande Liebig le fait préférer bien souvent au bouillon ordinaire, et comme il revient à meilleur marché, son usage devient de plus en plus général.

A la campagne, où la viande fraîche est souvent difficile à se procurer, l'Extrait de viande Liebig permet de préparer à tout moment un potage excellent et son marché; il est aussi précieux pour améliorer les sauces et pour assaisonner les légumes.

L'Extrait de viande de la Compagnie Liebig peut seul être vendu sous le nom de Liebig. (Arrêt de la Cour d'appel de Bruxelles du 6 Janvier 1887.)

La Peptone de viande de la Compagnie Liebig.

A cause de son extrême digestibilité et de sa haute valeur nutritive, constitue pour les personnes faibles, anémiques, pour les malades et notamment pour les personnes qui souffrent de l'estomac, l'aliment fortifiant par excellence.

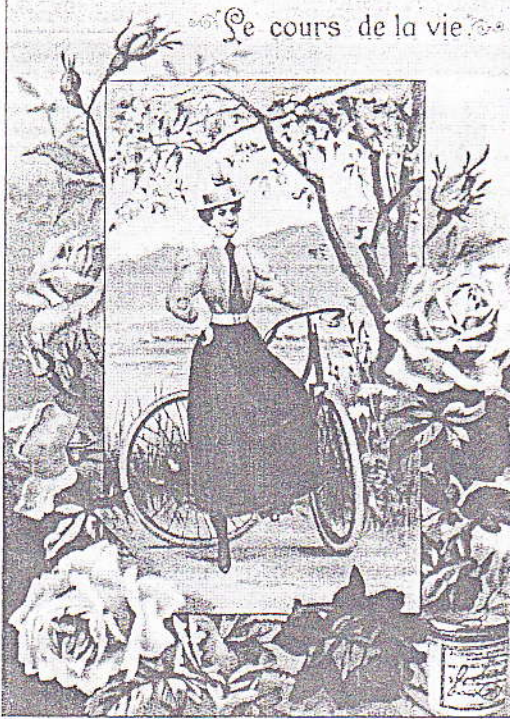
Publishers: Liebig Company, Antwerp.

Se méfier des imitations et exiger la signature J. & L. LIEBIG en creux blanc sur chaque pot.

1901.
F668/S669 a.
Festivals in
Ancient Times.
REVERSE of card.

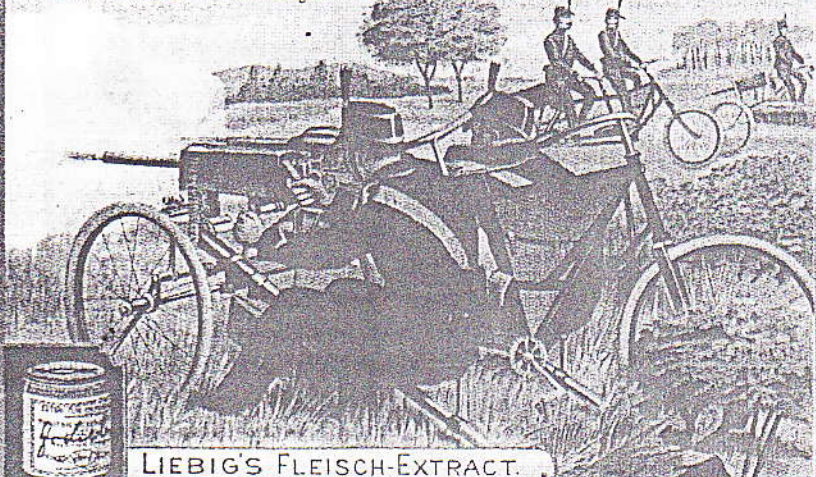
VÉRITABLE EXTRAIT DE VIANDE LIEBIG.

Le cours de la vie.



1901.
F663/S689 c.
The Course of
Human Life II.

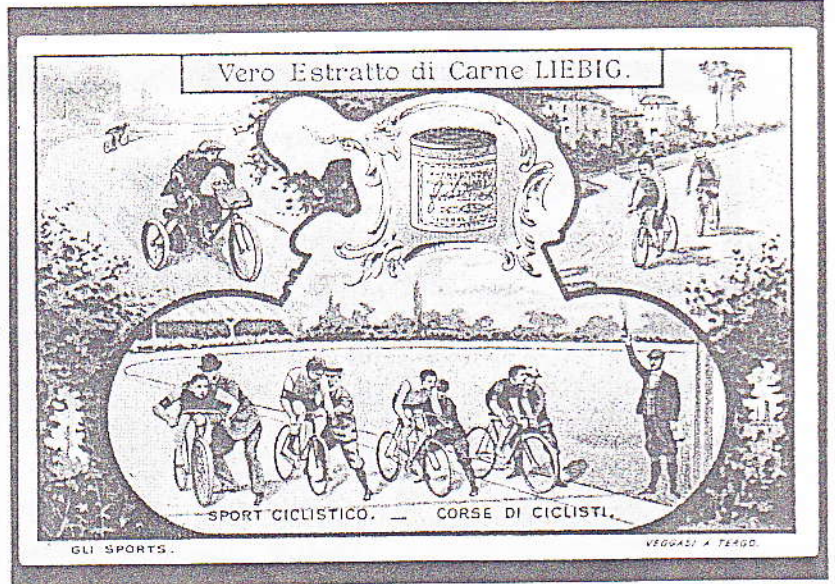
SPECIALWAFEN.- Das Fahrradgeschütz in der italienischen Armee.



LIEBIG'S FLEISCH-EXTRACT.

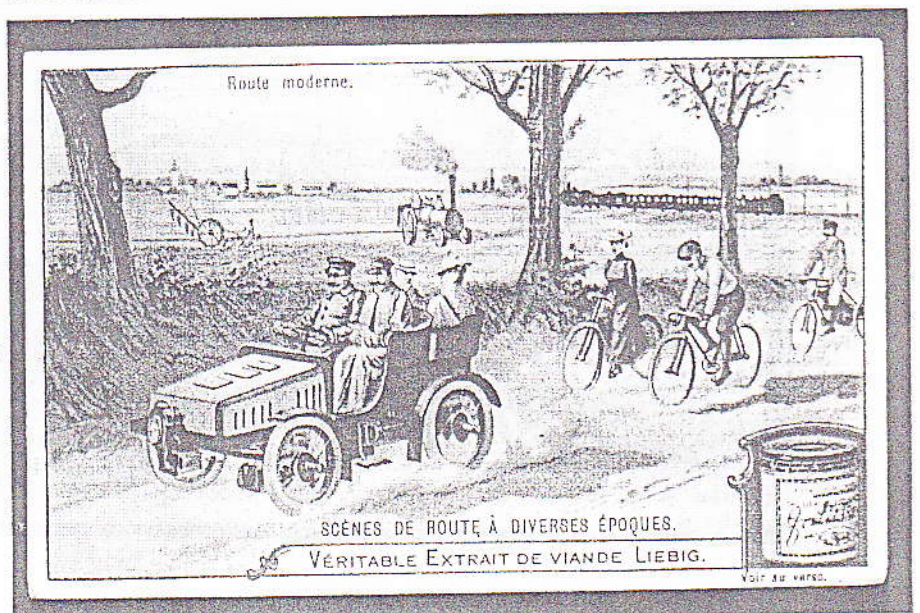
1902.
F690/S691 a.
Special Troops II.

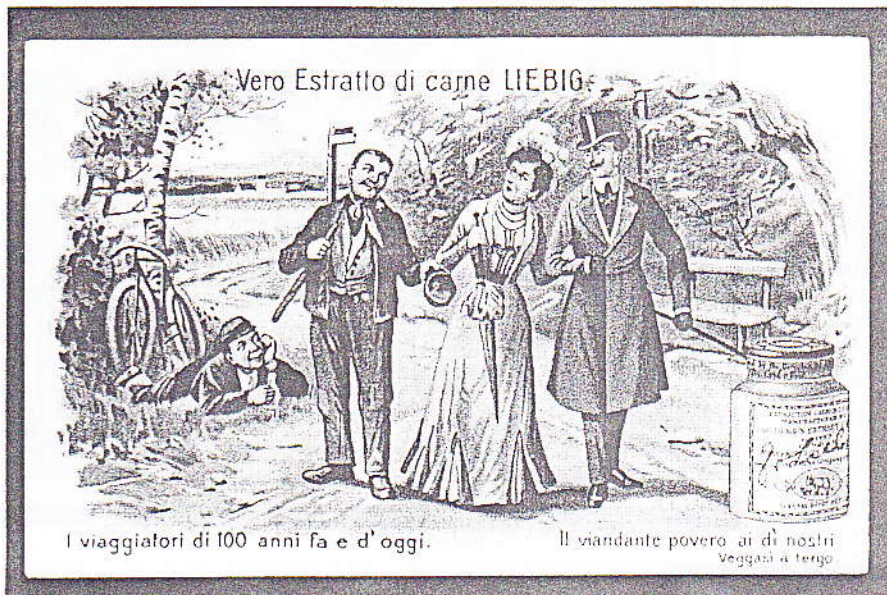
1903.
F752/S749 d.
Sporting
Silhouettes.



1903.
F729/S730 a.
Use of the Extract
in Various Places.

1904.
F801/S797 f.
Street Scenes
through the Ages.

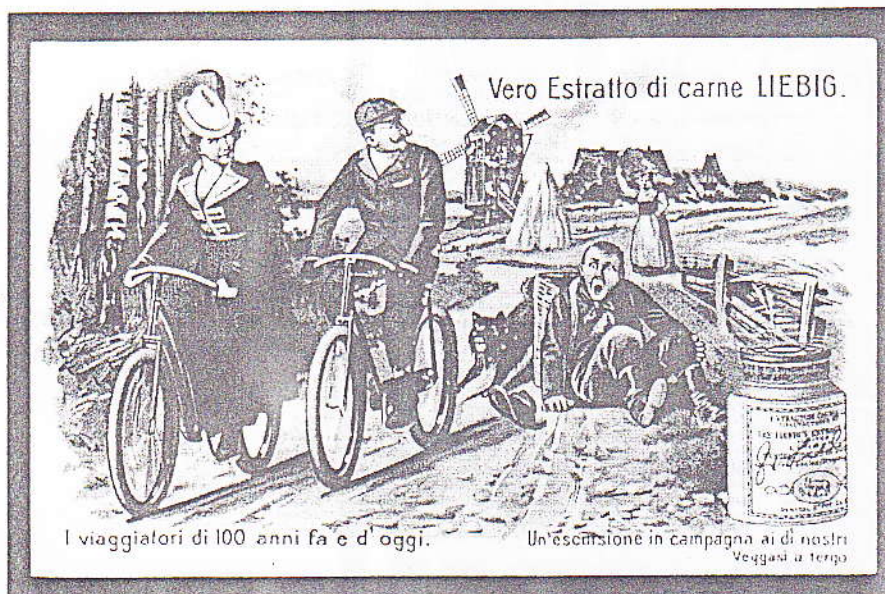




I viaggiatori di 100 anni fa e d'oggi.

Il viandante povero ai d'nostri
Veggasi a tergo

1904.
F803/S801 b.
Travel One Hundred
Years Ago.



I viaggiatori di 100 anni fa e d'oggi.

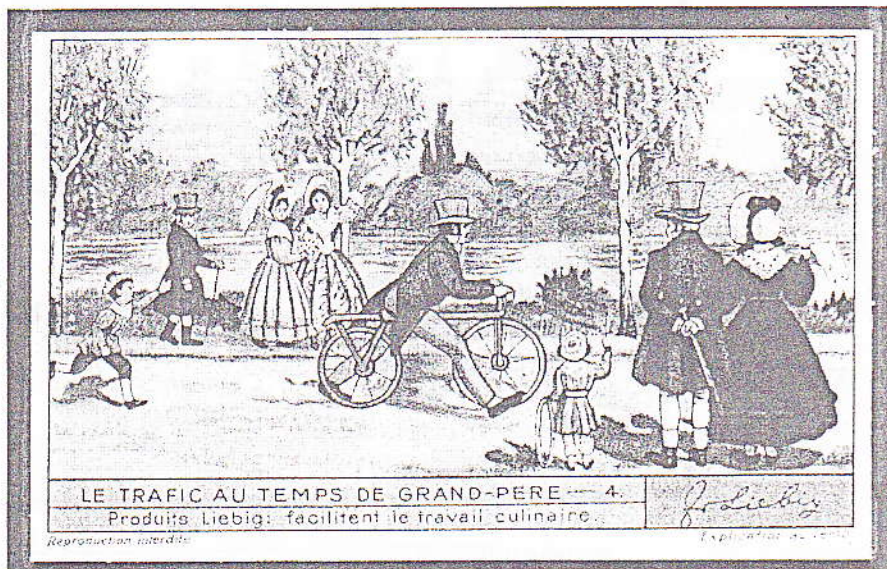
Un'escursione in campagna ai d'nostri
Veggasi a tergo

1904.
Card f from the
same set F803/S801.



1910.
F997/S998 c.
Winter Days in
Southern Lands.

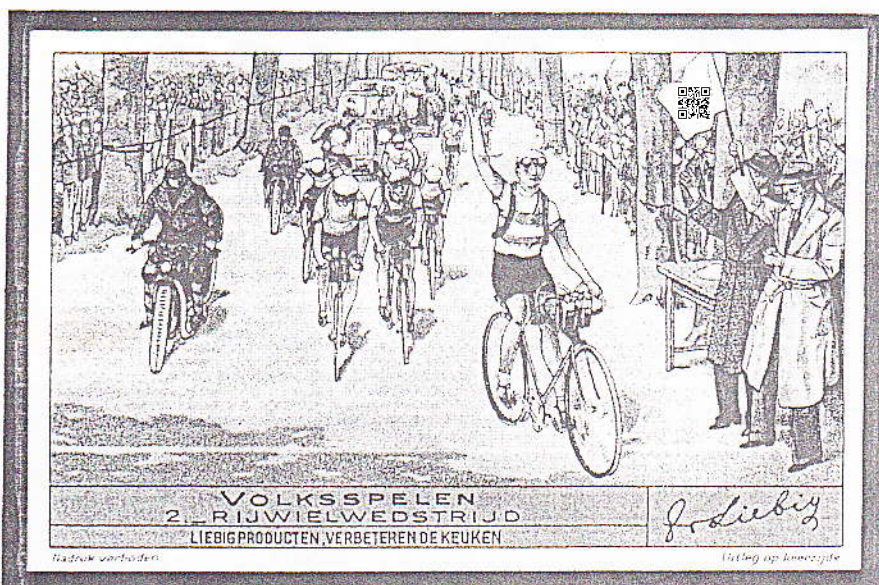
1935.
F1310/S1312 No. 4.
How Our Grandfathers
Travelled.



LE TRAFIC AU TEMPS DE GRAND-PERE --- 4.
 Produits Liebig: facilitent le travail culinaire.

J. Liebig
 Exp. 1935

Reproduction interdite



VOLKSSPELEN
 2. RIJWIELWEDSTRIJD
 LIEBIGPRODUCTEN VERBETEREN DE KEUKEN

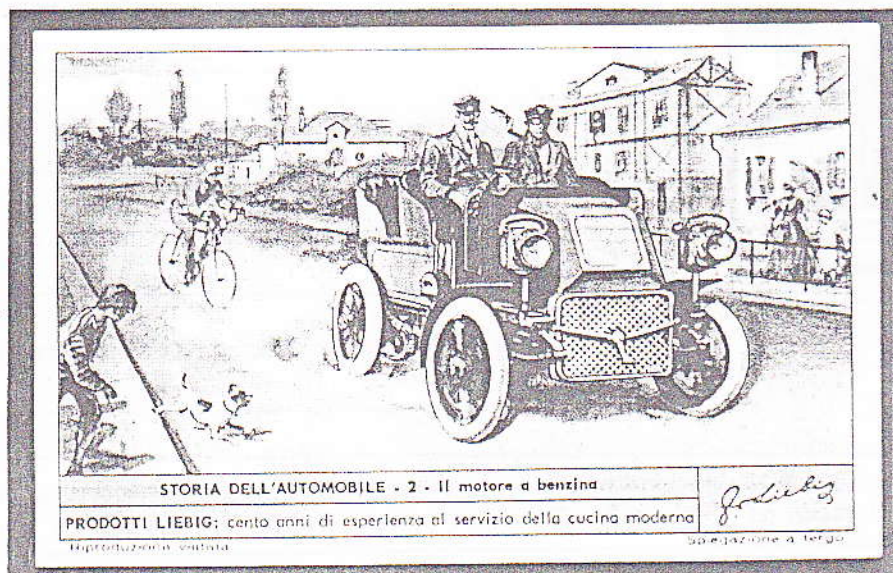
J. Liebig
 Exp. 1939

Radruk verboden

Exp. 1939

1939.
F1399/S1399 No. 2.
Popular Games.

1966.
F1816/S1819 No. 2.
Story of the Motor Car.



STORIA DELL'AUTOMOBILE - 2 - Il motore a benzina
 PRODOTTI LIEBIG: cento anni di esperienza al servizio della cucina moderna

J. Liebig
 Esp. 1966

Reproduzione vietata

Esp. 1966

Do you know of any other Liebig bicycle cards?



If so, please send details with an illustration

1893. Table Place Card "Bon Appetit".
F "T8"/S "Cartoncini Segna-Posto set
8, Card b." One of a set of six Sports
Cards.

STOP PRESS

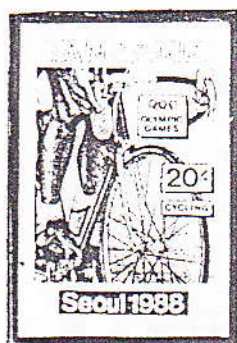


Belgium.
6th June 1988.
1 of 2 & S/S.



1 of 6 (U.N. - Austria 2,
Switzerland 2 and U.S.A. 2)

Stamp



Tanzania.
Date unknown.
1 of 7 & S/S.

German Democratic Republic. August 1988.

U.S.A. 26th October 1988 - 24.1c stamp - Tandem.

Italy. No other information yet known.

David Sher BSC reports that a 12½c USA Concord Bicycle Stamp (see page 13 of the Third Issue of 'Bicycle Stamps') was sold for \$190 at an auction on the 11th May

And a very warm welcome to these two who have just joined our Club
77. Stanley CLABON, 34, Ashburton Road, King's Heath, Birmingham, B14 6JB, England.
78. Salmon GHY, 13 Rue Fosse Bazin, 92350 Le Plessis Robinson, France.