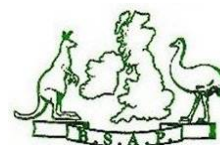


The Bulletin



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POSTED AT RAILWAY SIDINGS – UP-DATE 2010 by K.A.L. Killeen.

The following items additional to the material recorded by Jack Leek and Robert Tobin have now been recorded.

A. CONNECTION TO T.P.O.3 WEST (to 1917) and T.P.O.2 WEST (after 1917) – DUBBO TO ORANGE.

1. THE BYROCK/BREWARRINA BRANCH LINE.

(a) Charlton Siding.

Robert Tobin records “A rubber stamp is reported by Dr. Bruce – no details given” and there was no illustration. Two specimens of this stamp have now come to light and are shown in the appendix (Figs. 1 and 2).

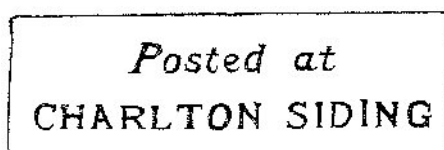


Fig.1. A postcard addressed to ILKLEY, YORKS, ENGLAND – with fine strike of the “POSTED AT/CHARLTON SIDING” rubber stamp in mauve. Stamp cancelled with the datestamp T.P.O. No.3 WEST/ 29 AP 12 /N.S.W (Peck 3W6).

Fig.2. Piece only with rather weak “POSTED AT/CHARLTON SIDING” rubber stamp in mauve. Stamp cancelled with the datestamp T.P.O.2. WEST/11 DE 33 UP/2/N.S.W (Peck 2W9).

b. Wyuna Downs.

Robert Tobin recorded a rubber stamp “NO P.O. POSTED AT WYUNA DOWNS SIDING” in violet. An example on piece only in red-violet (with the NO very very faint) and with poor datestamp T.P.O. (2) WEST/UP 20 AP 44 /N.S.W (possibly Peck 2W11) was sold in PREMIER POSTAL AUCTION 91, May 2009 (Estimate A\$150 – hammer price A\$ 325 – and I was the underbidder!!)

2. THE DUBBO/BOURKE LINE.

Glenariff Siding.

Registered letter addressed to SYDNEY, endorsed at top left in manuscript “From/Mrs. J.E. Matheson/Glenariff Siding/Bourke Line”. Also endorsed top left in pencil “2 WEST/OR 30”. Stamps datestamped T.P.O. 2 WEST/30 MR 48 UP /3/N.S.W (Peck 2W11). Illustrated in the appendix (Fig.3).

This is the only registered item recorded so far. When the letter was handed over to the train guard it was already correctly franked for registered post (2d. postage + ½d. War Tax + 3d. registration = 5½d.). It could not be registered until handed over to a postal authority – in this case the T.P.O. – where it was endorsed with “ 2 WEST / OR 30” (The OR = Officially Registered and the 30 = the registration record book number).

B. CONNECTION TO T.P.O.2 WEST (to 1917) – ORANGE TO WALLERAWANG, and (after 1917) – ORANGE TO SYDNEY.

1. THE ORANGE/PARKES/CONDOBOLIN LINE.

NOTE. Thanks to Geoff Kellow, Editor, Australian Commonwealth Collectors Club of New South Wales Bulletin for permission to re-print the articles by Jack Leek and Robert Tobin which originally appeared in that publication. Editor.

APPENDIX.

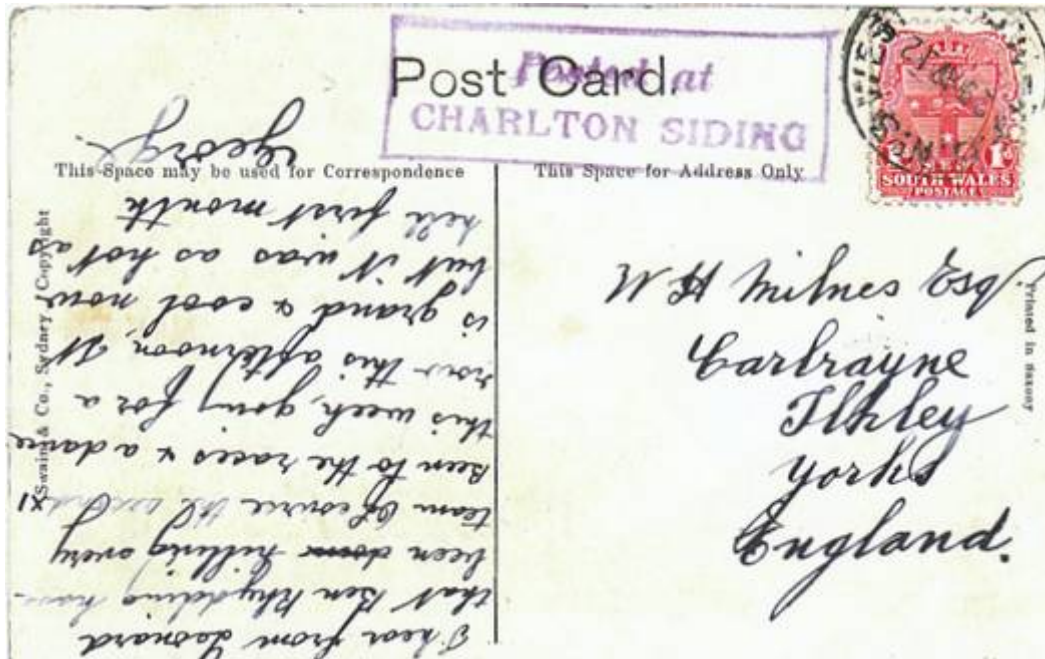


Fig. 1.

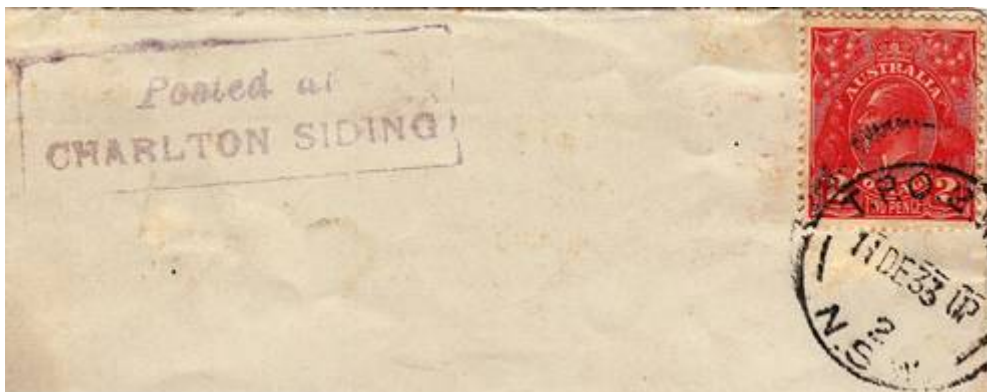


Fig. 2.



The return trip to Australia did set a new record in 115 hours flying time, leaving Feltham at 10.30pm on the 12th and touching down at Derby WA at 12.15am on 20 October 1933. The flight was not without incidents. They reached Athens, the first scheduled landing place, and discovered a small contact-breaker spring in a magneto was broken. No replacement could be found and it remained a problem until Baghdad where a new magneto was borrowed from the crew of a Dutch Fokker.

From Baghdad the next stop was Karachi from where they took off for Calcutta on the afternoon of their arrival. During this flight they discovered they had been short-fuelled and were forced to land at Gaya where they were efficiently refuelled. At Dum Dum aerodrome, Calcutta, work was needed on the engine cylinders and this delayed them until the next morning. The take-off from a very wet aerodrome with a full fuel load was hazardous. They decided they had sufficient fuel to bypass Rangoon and made directly for Alor Star. Then on to Singapore where they were well-treated by the RAF.

**ATLANTIC FLIGHT
ULM NOT DOWNHEARTED
WAITING FOR REPAIRS**

LONDON, July 28

The disaster to Mr. C. T. P. Ulm's aeroplane, *Faith in Australia*, happened when the machine was being prepared at Portmarnock Beach for an early take-off for the Atlantic flight. The accident occurred during a heavy thunderstorm.

The petrol was later run out, and the machine jacked up to avoid damage from the incoming tide.

Mr. Ulm says that the flight will be resumed as soon as repairs are effected.

A military detachment is guarding the aeroplane.

From Singapore they flew to Sourabaya where the ground again was rain-sodden. Take-off looked impossible but local people were employed to lay wooden planks down the field and *Faith in Australia* lumbered into the air at just above stalling speed. It was a close thing. This was the last leg to Derby which was reached in a new record time of just over 6 days 17 hours.

Evening Post, Wellington NZ, 29 July 1933

2397. A NEW CRACKED ELECTRO FOUND (OR REDISCOVERED) FOR KGV 1½D DIE 1 IN BROWN FOUND ATTACHED TO C170A, AND TO BE KNOWN AS C170B.
By Richard Guy (1616)

A Melbourne Stamp dealer sent the author a scan of an interesting pair of brown KGV 1½d die 1 stamps that appeared to be two adjacent cracked electros. The left stamp was identified as C170A, and the stamp next to it was one that the author had not seen before. See Figure 1 for the pair.

The pair is dated 26AP21, it is perfinned OS, and post marked from Gympie in Queensland. The late date of use is explained by the official use (which was normally slower than normal postage). The watermark is single watermark, which is the only paper found for C170A (to date). Furthermore, on the left side of the C170A stamp, about halfway up, is a missed perforation, which is found on all copies seen of this cracked electro so far. The shade is just brown, (and not russet brown, chocolate, red brown or purple brown).



Fig 1.

The pair of KGV 1½d die 1 cracks known as C170A and C170B on single watermark paper.

The crack on C170B commences opposite the right end of the crack on C170A, and is seen commencing under the roo's tail. There appears to be a tiny dent in the outside of the left frame at this point, suggesting the crack enters the cliché here. The crack then moves to the right to the roo's heel. It then enters the lower oval line, which is much wider under the OSTA of POSTAGE. In fact,

the oval line is so wide that it actually touches the tops of the H, R and first E of THREE. There are also two tiny brown ink marks in the left vertical border of the right value shield, suggesting that the crack leaves the oval line, and moves to the value shield. Other stamps have been sighted with a wider oval line, and any other stamp should also have the crack showing under the roo's foot for positive identification as a copy of C170B. There are no other flaws apparent on this cliché to assist with plating

Sydney based expert in these matters Lance Skinner recalls that this cracked electro had been recorded in a Bulletin article in about 1982 by (the late) Norm Sheppard. This was missed in our research summaries, and so this crack does not appear in our 1½d book.

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13L7 (Formerly G24)

AUSTRALIA: Very small rounded notch inwards from outer white oval above left serif of 'T'



13L33 (Formerly G44 – previously H387)

Value Tablet: Small flaw on outer side of left leg of 'A' of 'HALF' just above the level of the cross bar.



16L5 (Formerly G11)

Shading behind emu: Left end missing of 6th free line (counting down from wattle stem) where it should meet outer coloured oval.



16L17 (New Plating)

POSTAGE: Projection upwards and to the right from the upper angle of the lower serif of the letter 'E'. (This should not be confused with the flaw G40 where the projection is more at right angles to the vertical edge of the lower serif of the letter 'E')



16L24 (Formerly G37)

Upper margin: Small coloured flaw joining first shading line to the frame above, 1.5mm to the right of the crown top.

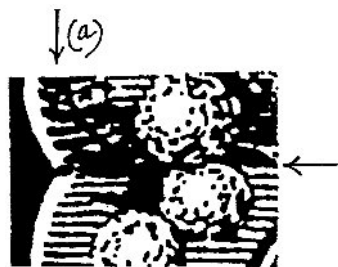


16L34 (Formerly G22)

Two flaws

(a) Left white margin: Coloured flaw connecting upper projecting point of the frame to wattle leaflet

(b) Lower frame; Small blunt-ended notch on inner side in line with point of left value shield



↑(b)

16L60 (Formerly G5)

Two flaws

(a) Right value shield: Small dot midway between back of figure '2' and white frame (usually round but can be variable in shape)

(b) Shading behind emu's rear leg: Break to left of centre of 11th line (counting down), (not always present)



(a)

(b)

2400. KOALAS AND KANGAROOS ROLL STAMPS TWO “IMPERFORATE” STRIPS by Peter Clarkson (629),

This issue was of self adhesive stamps of six different designs in sequence in rolls of 100 or 200 interspersed with “slogans” so that each roll had 16 (32) strips and 4 (8) slogans to make up the roll to 100 (200).



The stamps were printed by photo lithography by SNP Cambec and there were numerous reprinting of which these imperforate strips come from the fourth (4 Koalas on the reverse)

The Brusden White Catalogue 2002 states “a small number of imperforate strips exist.....of uncertain origin”



The strip above is imperforate. Because the stamps are not perforated (die cut) the surplus design between the stamps cannot be removed.

The paper used is not the same as “ordinary” stamps and the reaction under u v light is similar to that of the “slogans” and not the ordinary stamps.



The double strip above has not been divided horizontally, but the stamps have been perforated. However, the excess design between the stamps has not been removed.