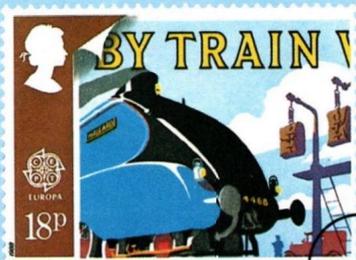


# Transport & Communications

10 May 1988



This year's theme for the CEPT Europa stamps is "Transport & Communications" and the four stamps to be issued on 10 May celebrate some notable transport anniversaries as well as the opening of Glasgow's fine new Museum of Transport. The stamp designs, by Mike Dempsey, are based on posters and show rail, sea, road and air transport of 1938.



The 18p stamp features the London & North Eastern Railway locomotive *Mallard*, one of the famous A4 class series designed by Sir Nigel Gresley. The 1930s were not only times when speed was highly regarded but of inter-company rivalry between the "Big Four" railway companies. The London, Midland & Scottish Railway held the British steam record of 114 mph, the Germans claimed 124½ mph. Gresley, the LNER Chief Mechanical Engineer, decided to try for the record. On 3 July 1938, *Mallard* was to undergo braking trials between Grantham and Peterborough on the main London-Edinburgh line. By Corby, nine miles out of Grantham, the locomotive was speeding at 104 mph, at Essendine, near Peterborough, the cab instruments recorded 126 mph, a world record for steam power. The locomotive's middle big-end failed under the strain and driver Joseph Duddington was forced to make an emergency brake application to bring the train slowly into Peterborough. *Mallard* is now preserved in the National Railway Museum in York, although is occasionally steamed (at 60 mph) for main-line

excursions. A special plaque on the side of the locomotive records its high speed run.

The stamp shows mailbags ready to be scooped from the lineside pick-up apparatus (introduced in 1838) as the record-breaker flashes by on a parallel track. This is the first time *Mallard* has been depicted on a British stamp although it featured on the cover of a £1.25 stamp book issued in July 1983 and on a special handstamp used at Peterborough on 3 July 1973, the 35th anniversary of the speed record.

The 26p stamp shows the famous Cunard liner *Queen Elizabeth* launched by Queen Elizabeth (now The Queen Mother) on Clydeside in September 1938; the vessel weighed some 83,763 tons. It was intended to put the ship into service in 1940 to mark Cunard's centenary but war intervened and her maiden voyage in February 1940 was to New York, fitted with a "de-Gaussing girdle" – a new device for protecting ships against magnetic mines. With her sister ship *Queen Mary* she was converted into a troop ship and together they carried some 1½ million servicemen. After the war she was fitted out as a luxury liner and entered commercial service in 1946. For over 20 years the two "Queens" – the three-funnelled *Mary* and the two-funnelled *Elizabeth* – were familiar sights as they sailed into Southampton. The *Mary* was *Loading the Iceland mail at Edinburgh's South Docks in the 1930s*





withdrawn from service in 1967, the *Elizabeth* the following year. Sadly the *Elizabeth* was destroyed by fire in Hong Kong harbour in 1972.

A tiny representation of the *Mary* appeared on the 1946 2½d Victory stamp (SG 491), but this is the first time the *Elizabeth* has been shown on a British stamp. The ship was depicted on a special Paquebot handstamp used at Southampton to commemorate the vessel's final sailings. The stamp shows the transatlantic mail coming on board as *Queen Elizabeth* makes ready to sail on her inaugural passenger-carrying voyage from Southampton. The magnificence of her newly applied Cunard colours is in marked contrast to the drab grey of her wartime service.

The 31p stamp features Glasgow Corporation tramcar No. 1173 which entered service in 1938. This car was noted for its Art Deco interior and the green leather upholstery of the upper and lower saloons. The generous windows gave the 65 passengers a fine view of the city. There were 158 such trams, built between 1936 and 1941 and known as the "Coronations".

The Glasgow tram system was set to a gauge of 4 ft 7¾in rather than the more conventional 4



ft 8½ in; this was to enable railway wagons to run with their flanges in the tramway grooves to the various shipyards and works in the Govan area. At its peak, Glasgow had the second largest tram network in Britain, with over 1,000 trams and 150 miles of track. The system closed in 1962. Tram No. 1173 is now preserved in the Glasgow Museum of Transport in Kelvin Hall. Collectors of stamp books will recall that a Glasgow tram featured on the cover of a £1.30 book issued in January 1985. A tram also featured on a special handstamp used on 19 August 1972 to mark the centenary of the Glasgow tramways.



Postman collecting post box from Manchester tram 1935. Such boxes were in use 1893-1939

The 34p stamp depicts one of the special blue Royal Mail vans used for air mail letters alongside G-AAXD *Horatius* at Croydon Airport. *Horatius* was one of eight Imperial Airways planes used for air mail traffic; those used on European routes carried 38 passengers. This particular plane was destroyed in a crash-landing in November 1939. In 1938 an historic agreement was signed in Brussels which formed the basis of the post-war development of European air mail services. Essentially it allowed for the conveyance of letters by air at surface rates. Readers will recall that the 1974 UPU Centenary 8p and 10p stamps featured an air mail van and an Imperial Airways flying-boat of 1937 (SG 956-7).



### First Day Cover

The first day cover design is similar to the flap of the presentation pack, featuring a globe. It costs 16p. Two pictorial postmarks will be used for the first day cover service, one from the British Philatelic Bureau featuring a 1930s mailplane, and the other from Glasgow showing a tramcar.

A first day cover service will be provided by the Bureau with the official Royal Mail cover addressed to the destination required with the four stamps cancelled with either postmark. The charges will be £1.56 (inland) and £1.36 (overseas). Application forms, available from the Bureau and at Head Post Offices, should be returned not later than 10 May.

Customers requiring only the special pictorial postmarks may obtain them under the reposting facility by sending on the first day of issue a stamped addressed envelope under an outer cover endorsed "Special First Day of Issue Handstamp" to:

### Technical Details

Designed by Mike Dempsey, the stamps have been printed in photogravure by Harrison & Sons Ltd in horizontal format, 41 x 30mm, perf. 15 x 14 on unwatermarked, phosphor-coated paper. Printing is in sheets of 100 on PVA Dextrin gummed paper.

### PHQ Cards

PHQ cards (Nos 110 A-D) featuring each of the four stamps will be available from 25 April, price 15p each.

### Presentation Pack

The presentation pack will cost £1.31 and was designed by Carroll, Dempsey & Thirkell Ltd, with text by Tim Shackleton. It was printed by Clement & Foster Ltd.

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'British Philatelic Bureau' 20 Brandon Street  
EDINBURGH EH3 5TT

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'Glasgow' Special Postmark Duty  
Letters District Office  
George Square  
GLASGOW G2 1AA

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*Loading mail for the Manchester-Dublin-Belfast Air Mail Service, 1951*





Royal Mail Mint Stamps

**Transport and**

**Communications**



**Above**  
The QE2  
left Southampton  
for Hong Kong  
in October 1972.

was by the British Royal Mail. The QE2 was built in October 1968 and was the largest liner ever built, but it was tragically destroyed by fire in Hong Kong harbour on 9 January 1972.

The stamp shows the transatlantic mail coming on board as Queen Elizabeth makes ready to sail on her inaugural passenger-carrying voyage from Southampton. The magnificence of her newly applied Cunard colours is in marked contrast to the drab grey of her wartime service.

Glasgow Corporation tramcar No. 1173 was the last word in luxury when it entered service in the early summer of 1939. Its Art Deco interior owed more to the Odeon cinema than the public-bar utilitarianism of much municipal transport. The upper and lower saloons, upholstered in green leather and patterned moquette, were capable of seating some sixty-five passengers in roomy comfort. The generous windows gave passengers a fine view of the city by day; at

night the lights of the city were visible from the summit. Mallard fairly streaked and they went in a periscope for it, one observer recalled. By Corby, nine miles out of Grantham, they were hurtling along at 104 mph; they went flying through Little Bytham at nearly two miles a minute. Spill Mallard continued to accelerate until, at a point near Essendine almost exactly ninety miles north of Kings Cross, the instruments recorded a maximum of 126 mph, a world record for steam power that now seems likely to stand for all time. But this was as much as Mallard could take: her middle big-end failed under the strain, and Duddington made an emergency brake application to bring his train slowly into Peterborough.

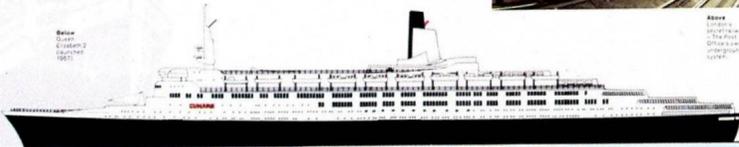
The stamp shows mailbags ready to be scooped from the lissac pick-up apparatus - introduced exactly 100 years earlier - as the record-breaker flashes by on a parallel track. Mallard is now one of the principal exhibits at the

open a bottle of Brandy. The aircraft was saved for an emergency.

The stamp shows one of the special blue Royal Mail vans used for air mail traffic alongside G-AAXD Heracles at Croydon Airport, the hub of the old Imperial Airways flight network. The aircraft was destroyed in a crash-landing in November 1939.



**Above**  
The Mail  
rail train  
is now one  
of the  
principal  
exhibits  
at the  
Museum  
of Transport  
in London.



**Below**  
Queen  
Elizabeth 2  
leaves  
London  
1967.



Mrs J Robinson  
200 Manorbie Road  
ILKESTON  
Derbyshire  
DE7 4AB