

## THE TRAVELLING POST OFFICES OF EGYPT

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### Supplementary Notes

Since the book\* on this topic was published, an enormous amount of new information has come in, and the stream has not stopped. Most of it is concerned with extensions of the dates of use of the various datestamps, or with the discovery of the use of a TPO datestamp for a route for which it was not previously recorded. It would take many pages to record all the new information, and it will not be attempted in these notes. I am trying to devise an efficient way to present it all without reproducing all the tables in the book. The present notes are for recording some entirely new routes, and three new.

Types of datestamp.

ROUTES in alphabetical order	Years	Type	Spelling
ABOU HAMMAD & SIMBELLAWAIN (DLR)	1905	3A1	
ABOU KIR & RASHID	1905-6	8A1	( RASHID - ABU KIR)
ABU SIR EL MALIQ & ASHMANT (probably a Rural Service route; the cover of record bears a cartouche)	1925	7A3	(ASHMANT - ABU SIR EL MALIQ)
BILTAN & CHEBIN EL QANATER (DLR)	?	4A1	(SHIBIN EL QANATER - BILTAN)
CHINE & KA FR EL CHEIK & SIDI SALEM MR)	1911	7A3	(KA FR EL SHEIKH - SHIN - SIDI - SALEM)
NAG HAMADI & SUHAG	1923	6A1	(SUHAG - NAG HAMADI)
OMAYED & WARDIAN	1909	7A3	(WARDIAN - Omayed)
SAMANOU D & SIMBELLAWAIN MR)	1907	3A1b	(SAMANOUD - SIMBELLAWAIN)
SEMANA & ZAGAZIG	1932	7A3	(SEMANA - EL ZAGAZIG)

(Another new route, ARMANT & ISNA, has been reported in an earlier QC).

There is another route, reported by Lars Alund, which is an enigma. It is clearly struck twice on a large fragment, in a Type resembling TPO 5A1a, with "& V.V." in place of "T.P.O.", and therefore is 7A3a, with both names curved: RIFAA EL BAHARIA / WAHAT EL KHARGA / & V.V., 7 JAN 14 T.-9. I do not believe there ever was a railway line connecting these two places in the desert west of the Nile, but perhaps there was an obscure, short-lived line of which I have never heard. The date is too early to be plausible for a motor-coach analogue of a railway TPO, and the distance seems too great for a Rural Service route. Can anyone help ? Help !

The new routes listed are mostly self-explanatory, being on lines over which other TPO's, longer or shorter, are known. The WARDIAN - Omayed route requires clarification. Wardian is a western section of Alexandria, and was the starting point of the narrow-gauge Dhaira Kassa line to Maryut and beyond into the western desert. It was converted to standard gauge in the pre-World War I period, and was then integrated into the Egyptian State Railways, with a change of terminus from Wardian to Alexandria proper. The Wardian-Omayed route represents a short run on the line, and Omayed was probably the end of standard gauge at the time (standard gauge reached Daba'a by the time of the war).

The new Datestamp Types are illustrated :-



5A2.7



4A1.2



6A1.7



8B2

CAIRO-TANTA (on 2nd Fuad stamp)  
CAIRO-ASYUT 2 MA 47 T. -83