

EGYPT STUDY CIRCLE : OFFICERS as at 30 September 1992

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EGYPT STUDY CIRCLE - The Quarterly Circular
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C o n t e n t s

	page
Officers of Egypt Study Circle at 30 September 1992	297
Contents / Editor	297
Secretary: Meetings Reports, 11 July, 12 Sept. 1992	P R Bertram 298
Receipts and Payments Account, 1991	299
Book review: Overland Mail via the Syro-Iraqi Great Desert: - Norman J Collins et al. (BAPIP Monograph 1990)	300
Egyptian Coil Stamp in 1910 ? (first & only issue)	P A S Smith 301-303
Flaws on De La Rue prints	T Dacos 304-308
"Airjot 7": Heliopolis Air Meeting of 1910	J Sears 309-311
Bradbury, Wilkinson Archives - Die Proofs	Robson Lowe 312
First Fuad portrait: Worn Plate variety on 100-mill	Paul J Calhoun 313
New Issues: SG 1765-1796 6 Oct to 30 Dec, 1990	C E H Defriez 314-317
Postal Stationery - two 3mills-Post Cards, with wide difference in styles of lettering	A J Jansen 318
1933 Railway commemoratives - Artist's drawings and photographs (1st part) Reported with superb illustrations by:	Paul J Calhoun 319-324
Re-sealing Label - new colour of print	L S Toutounji 325

The Editor's apologies for lateness with this issue and, as a small gesture of compensation, the number of pages in this issue, QC 163, has been increased by about six to thirty. The very high standard of research and reporting by members contributing to the QC is well maintained. Included are pages of superb artists' illustrations for the 1933 International Railways Congress, kindly provided by Mr Paul J. Calhoun. Members may find these helpful when illustrating their album sheets on this subject. There are two, perhaps three, more instalments of these illustrations to come ! One instalment will feature Railway Bridges !

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From: Mr Robin Bertram: Secretary / Treasurer, Egypt Study Circle

SECRETARY'S MEETINGS REPORTS

Report on Meeting held: 11th July 1992

Present - Messrs P. Andrews, W. Andrews, A. Bates, P. J. Beckett, P. R. Bertram, S. W. Bunce, D. H. Clarke, P. Grech, E. Hall, S. Horesh, G. A. Jeyes, and J. Sears. (12 members).

There were apologies for absence from: C. Defriez and J Revell.

The Deputy Chairman, Mr J S Horesh, led the meeting with a talk and display of material relating to the Egyptian Expeditionary Force. He started with the formation in 1882 of the Army of Occupation with the stationing of British troops in Egypt. This became 'Force in Egypt' and eventually the E.E.F. He (Mr Horesh) traced their movements up into Palestine, and closed the meeting with some of the stamps used by the E.E.F. in Palestine. Many covers/cards with APO / FPO markings were shown including the scarce E.E.F. Air Mail covers.

At the meeting the Chairman, Mr John Sears, mentioned the display at the Royal Philatelic Society later this year by Mr Samir Fikry (ESC 305). The Chairman also mentioned the remaining two meetings of 1992 which are : 12th September - Further E.E.F. material - to be led by D. H. Clarke; and: November 21st - Parcel Post material, also to be led by Mr Clarke.

Report on Meeting held: 12 September 1992

Present - Messrs P. Andrews, P. R. Bertram, S. W. Bunce, J. M. Chellingsworth, D. H. Clarke, J. Davis, C. E. H. Defriez, E. Hall, S. Horesh, C. Kelemenis, J. M. Murphy, and J. Sears, (12 members).

There were apologies for absence from: W. C. Andrews, A. I. Bates, G. A. Jeyes, and K. Pogson (4 members).

The Chairman welcomed Mr Kostas Kelemenis (ESC 249), our member in Athens, Greece, who was visiting England. The Chairman reported that the next meeting will be 'Parcel Post', led by Dennis Clarke, and not as advertised in the programme. Dennis Clarke then gave an interesting display following on from the previous meeting subject, the Egyptian Expeditionary Forces in Egypt. He showed a different approach from that of Stan Horesh when covering the subject. Items were shown from the Napoleonic campaigns, and various other campaigns in Egypt, up to the formation of the Force in Egypt and on through to the E.E.F. He displayed examples of the different postmarks, cancellations and photographs of the various hospitals. Prisoner of War mail was also included.

EGYPT STUDY CIRCLE

RECEIPTS and PAYMENTS ACCOUNT for the year ended 31 December 1991

RECEIPTS: Year to 31 December 1991

	£	£
Subscriptions received: for 1991	1,370.00	
for 1992	173.00	
	-----	1,543.00
Advertising receipts		125.00
Miscellaneous receipts :-		
Sundry receipts	40.20	
Transfers per 'A' account	35.00	
	-----	75.20
Funds from Auction account	500.00	
Interest, Bank deposit account	11.87	
	-----	511.87
CAIRO '91: Members' donations	192.00	
CAIRO '91: Members' Exhibition Fees	290.00	
	-----	482.00

		2,737.07
		=====

PAYMENTS: Year to 31 December 1991

	£	£
Hire of Room for meetings		172.80
The QC: Printing (4 issues)	948.80	
Postage (ditto)	475.91	
	-----	1,424.71
Fixture Cards		60.00
Subscriptions to Philatelic bodies		24.50
"Cairo '91" Exhibition :-		
Members' donations	192.00	
Members' fees	290.00	
	-----	482.00
ESC prize	42.00	
ESC donation	100.00	
	-----	142.00
In memoriam: Ken Davis		50.00
Library: cost of books added		105.00
Stationery, Officers' expenses, etc.		272.86

		2,733.87
		=====

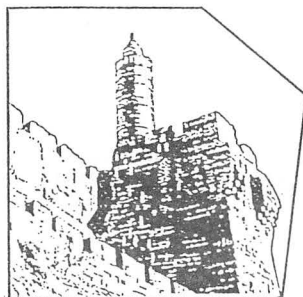
BOOK REVIEW

OVERLAND MAIL via the SYRO-IRAQI GREAT DESERT

by: Norman J Collins FRPS,L with Zvi Alexander FRPS,L & Norman Gladstone
BAPIP Monograph 1990, Price £15

This is a very well-produced book for amateur enterprise. It has card covers with plastic spiral binder, and has (126 + 2 + 4) A4 pages. It is replete with photographs and Xerox illustrations, while the number of different typefaces used stimulates interest and keeps attention in focus.

This subject lends itself to variety in content. There are chapters on Indian Mail Routes of the 17th to 19th centuries, Overland markings, the Turkish Postal Route, Overland Transport Companies from 1923, Hazards of the Overland Desert Route, et al. There other chapters which concentrate on the "collector angle", e.g. Handstamps classified as for Route Instruction, Re-Routing and Receiving, Late Fee and "Too Late" marks, and others. There is a chapter on Forged and Bogus handstamps, with six pages of illustrations. There are four maps. Excellent reference source. Good value ! [JAG].



BAPIP

MONOGRAPH 1990

ISBN 0 9505571 4 5 £15

OVERLAND MAIL
VIA THE
SYRO-IRAQI GREAT DESERT

BY

NORMAN J COLLINS FRPSL

WITH

ZVI ALEXANDER FRPSL

AND NORMAN GLADSTONE

THE HOLYLAND PHILATELIC SOCIETY

THE FIRST (and only) EGYPTIAN COIL STAMP in 1910 ?

Peter A. S. Smith (ESC 74)

It has been generally assumed up to now that Egypt has never issued stamps in coils to be sold in vending machines. There was a flirtation with the idea in 1924, which has made its mark on philately in the form of the 5m. King Fuad stamp overprinted CANCELLED for use in testing a machine that was not put into public use. The surviving examples of this experiment come in two forms: singles or pairs bearing holes from the feeding mechanism, guillotined from the roll by very poorly placed cuts at top and bottom, and stamps from an unused test roll, showing no feed-mechanism holes, and no guillotining at the ends. The present article is not about these, but something new, different, and earlier.

The records of Thomas De La Rue & Co. have been deposited with the National Postal Museum in London, for some years, and have been recently made more readily accessible by being put on 35mm. film that can be perused with aid of a viewing machine integrated with a photocopier. A recent visit turned up three surprising, even exciting, documents. The first of these is a letter typed on the stationery of the Egyptian Postal Administration, from the Postmaster General, N. W. Borton, to De La Rue, dated 16th March, 1910. It reads :

"Gentlemen,

This Administration has placed at the service of the public an automatic machine for the sale and distribution of postage stamps.

As the supply of postage stamps in the apparatus must be in the form of cylinders of 500 stamps each, I shall be obliged if you will kindly inform me whether you could supply these cylinders or rolls, each one to comprise 500 stamps of 5 milliemes each and at what cost per 100 cylinders.

I enclose herewith two bands from which you will be able to gather how the bands of stamps are attached.

Under separate cover, I am forwarding a model of the bobbin upon which the cylinders of stamps are rolled for adjustment in the machine in order that the centre of the cylinder may be adapted to the bobbin of which the axis is similar to the specimen enclosed."

Accompanying the letter were two strips of stamps, each overprinted PROBE; one is a strip of 10 joined at the narrow sides, and the other is a strip of 12, showing a join marked in manuscript "Endroit de conjunction".

Thomas De La Rue, Chairman of the company, replied on April 8th as follows:

"Sir,

We are in receipt of your letter of the 16th ultimo, and are sending you by registered parcel post samples in duplicate, as asked for, of a reel containing 500 stamps, and also of a reel containing 1500 stamps, wound on bobbins made to the model you sent us. We also send you sample reels of our usual make, the smaller one containing 240 stamps and the larger one 1200 stamps. In these reels you will notice that the bobbins are very much smaller, as it is not considered necessary to have large ones."

Letter continues on next page . . .

THE FIRST (and only) EGYPTIAN COIL STAMP in 1910 - Peter A.S.Smith

- - - continued - - -

[Thomas de La Rue's letter continues . . .

"Our price, exclusive of stamps, would be as under :-

For reels of	500 stamps	22s. 0d.	per	100 reels.
" " "	1500 "	59s. 0d.	" "	" "

The above prices are for the first 5000 reels, after which our prices would be :-

For reels of	500 stamps	19s. 6d.	per	100 reels.
" " "	1500 "	52s. 8d.	" "	" "

The reason we have to charge more for the first 5,000 reels is that the use of bobbins to your model would entail a considerable alteration in our machinery. If, however, you adopt the smaller bobbin, to our samples, the lower prices would hold good."

The final letter in this correspondence is dated 12 May, 1910, and is from Borton to De La Rue :

"Gentlemen,

With reference to your letter of the 8th of last month. I shall be much obliged if you will supply first consignment of 500 reels (large bobbins) each bobbin to comprise 15000 5 millieme stamps at 59/- a hundred reels.

I note that the above price is for the first 5,000 reels supplied after which it will be reduced to 19/6 and 52/8 per 100 reels of 500 and 1500 stamps, respectively."

I could find no further correspondence pertaining to the subject, and the annual requisition for the year 1910-1911 lists only "postage stamps", single post cards, postage envelopes for visiting cards, same in B. size, stamp books of 24 5-mills., surcharge stamps (i.e. postage dues), and stamps 'Service de l'Etat'.

Although I have not been able to consult the De La Rue day-books, I think it is reasonable to conclude that the order was filled and the reels delivered. Were they actually put into use? The quantity ordered, 7,500,000 stamps, is very large (the annual requisition for 5m. stamps for 1910-1911 was 37,000,000). Simple economy would dictate that these stamps would not be wasted; even if they were not in the event sold through vending machines, they could easily be sold over the counter. Where did they all go, and why have we not been aware of them?

Many years ago, the late George Houston, then residing in Australia, wrote me that he had found several 5-mills. stamps of the Fourth Issue in a wholesale lot of used stamps, having two parallel guillotined edges, and opined that they were hitherto unrecognized coil stamps. I dismissed the idea then, but I now believe he was right. The guillotined edges would not be straight edges, like United States coil stamps, but would show cut perforation teeth, like British coil stamps. If the guillotining is not precisely oriented, perforations may be removed entirely, or may have unusually long teeth. In either case, they are fairly easily recognizable.

/ continued . . .

THE FIRST (and only) EGYPTIAN COIL STAMP in 1910 - Peter A.S.Smith

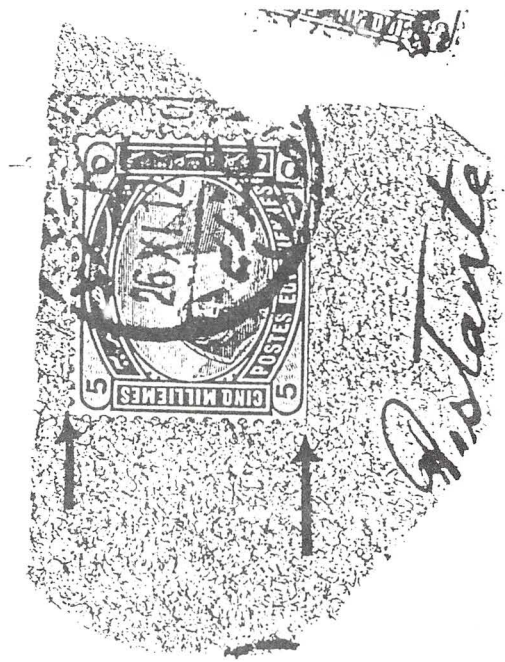
- - - continued - - -

I have now found what I believe to be an example of this coil issue (figure below). It is a 5m. on fragment, postmarked at Alexandria, 26 XI 12. The bottom perforations are cut off entirely; the top perforations all show clean-cut tips. The two lines of guillotining appear to be exactly parallel. The date of use is consistent with the records, and it is most reasonable that coil vending machines would have been placed in Alexandria or Cairo, if anywhere.

What are the alternatives ? It was sometimes a practice of large users of stamps to separate the stamps from the sheets in advance, using a knife or scissors. Such action would at first consideration seem to produce the same appearance as coil stamps; however, I believe this possibility can be ruled out to a large extent. It is difficult enough to make absolutely straight cuts by a hand-held knife or scissors, and to make two such cuts that are precisely parallel is nearly impossible. An obvious possibility is that a stamp might be accidentally trimmed when being cut from an envelope. That alternative is easily avoided by accepting only examples tied to fragment or cover.

There is a saying in German, referring to scientific observations: "Einmal ist keinmal, und zweimal ist nicht viel." (Once is no better than none, and twice is not much). We need to have more reports of these coils; surely there must be many of them about, with so many having been manufactured !

Afterthought: one might wonder why Egypt has not adopted machine vending of stamps in modern time, when coil stamps have proliferated over the world, even to such small countries as Norfolk Island. A visit to Egypt reveals one reason: a chronic and severe shortage of coins. This situation renders all types of coin vending, as well as coin-operated public telephones and parking meters, unfeasible. The shortage has existed for at least twenty-five years.



- - - - -

Flaws in the De La Rue Issues - Discovered by Themis Dacos

- Items 8 to 11

We continue the extensive coverage by Mr T. Dacos of the De La Rue-printed stamps of Egypt, which he has scrutinised for flaws in the printed designs.

The serial number, followed by (lower-case) letters in alphabetical order, is Mr Dacos' means of identifying these stamps for reference purposes.

In this issue of The QC Mr Dacos shows photographs drawing attention to the following flaws. Included are quite striking examples, e.g. numbers 10c, 11a and 11b - the best flaws yet !

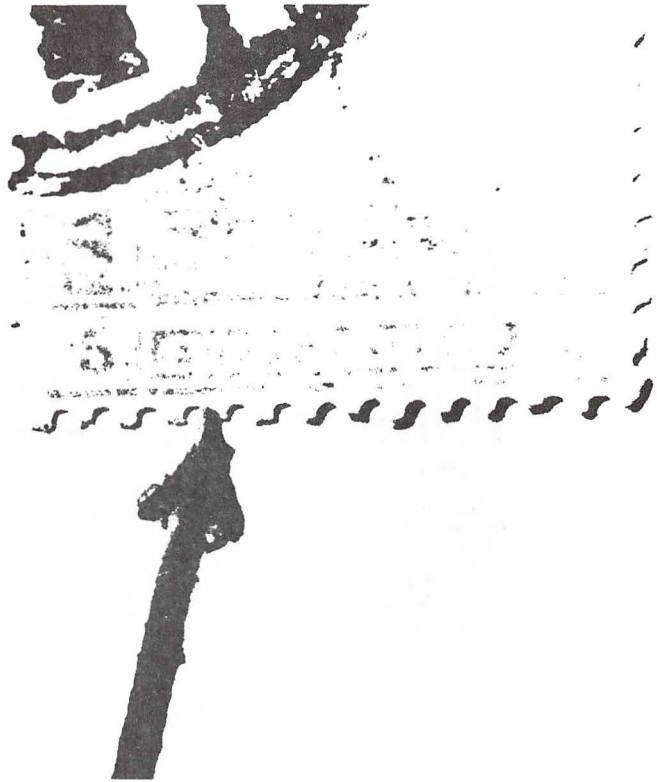
8. 1921 5 mills pale rose. White flaw touching "G" of Egypt; two shown.
- 9a. 1879 5 paras deep brown. Small flaw in bottom panel. This consists of a small coloured dot, with paper background-colour surrounding, like a poached egg. Such a flaw is produced when a small solid, e.g. a small grain of sand, is present on the stamp paper, and holding the print surface away from it. There appear to be other small white marks at about 2 o'clock, half an inch distant.
- 9b. 1879 5 paras deep brown. Large uncoloured flaw on Sphinx's tresses.
- 9c. 1879 5 paras pale brown. Similar flaw to 9a, but larger.
- 10a. 1884 1 piastre blue. Small "poached egg" flaw at top left corner, very similar to item 9a above.
- 10b. 1884 1 piastre blue. Very good "broken frame" flaw in lower Arabic text panel.
- 10c. 1884 1 piastre blue. Excellent flaw with large coloured centre of irregular shape, and uncoloured centre. Presume produced as 9a, but with a much larger (irregular) centre: probably caused by a soft "foreign body".
- 11a 1879 5 piastres green. Large circle of colour in Arabic-script panel at foot, with white ring around. What appears to be a white blob at 4 o'clock, on the outside of the circle, is the original flourish in the Arabic character, unharmed. What is it which produces a circle of white, covering over the original frame-line of the panel frame at top with ink, and leaving the flourish on the Arabic character untouched? The coloured foreign matter does not flow into the white area. This specimen is no grain of sand: it is half the width of the bottom panel.
- 11b 1879 5 piastres green. Very similar to the preceding item, and presumably arising from the same factors, whatever they were. The ring of white, a little smaller than the one above, is now suspended from the outer white 'blob' at the right-hand end of the bottom-panel character. Very fortunately, the postmark entirely misses the flaw.

There will be more "Flaws" in the next QC.
in the prints of De La Rue issues ?

Have you any interesting flaws

Flaws on De La Rue prints - Themis Dacos

Dacos 8: 1921 5 mills, pale rose. White flaw from "G" reaching frame.



Same flaw in examples above and below
but the lower flaw shows a larger area of white,
suggesting a later, more worn, specimen.

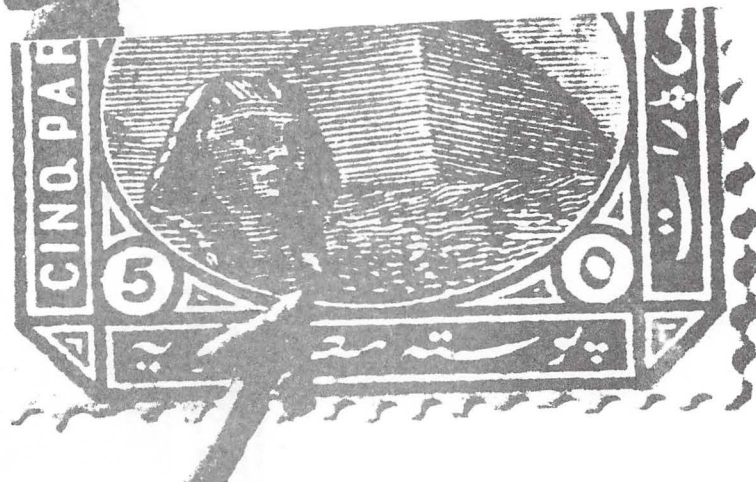


Flaws on De La Rue prints - 1888 5 paras brown - Dacos numbers 9a to 9c

Top: 9a. Bottom panel, centre. Flaw: coloured dot with white ring.

Centre: 9b. White flaw on Sphinx's wig.

Bottom: 9c. Flaw on Sphinx's wig: coloured dot in white ring.



Flaws on De La Rue prints - 1884 1 piastre blue - Dacos numbers 10a to 10c

Top: 10a. Top left corner box. Flaw: coloured dot with white ring.

Centre: 10b. Lower frame line - good transverse break.

Bottom: 10c. Large coloured flaw within white ring, top right corner.



Flaws on De La Rue prints - 1879 5 piastres green - Dacos numbers 11a & 11b

Top: 11a. Bottom panel, centre.

Flaw: large coloured circle within white ring. This flaw appears to rest on the Arabic character, and straddles across the white edge of the panel and into the main design area. Interesting !



Below: 11b. Bottom panel, centre.

Similar coloured circular area, within white ring, but a little smaller, and appearing to hang down from the Arabic character.



Air Mail Jottings - J. Sears (ESC 188)

Airjot 7: The Heliopolis Air Meeting of 1910: (6 - 13 February)



" I was recently giving a talk/display on Egypt to a local society. I showed the brochure from the above air meeting which gives details of who flew (or attempted to) and the prizes offered for distance, height, duration of flights, etc. One of my audience stumped me when he asked who won what, and who achieved what height, speed, etc."

- Robin Bertram (ESC 137).

John Sears: The details requested are, to my mind, peripheral to Postal History, but nevertheless they add to the 'romantic' side of the study. The names of the pilots and the aeroplanes they flew were listed in the brochure referred to above, and are as follows :-

Pilot	Aeroplane	Engine	Horsepower
Hubert Latham	Antoinette (M)	Antoinette	50
	"	"	100
	"	"	50
Rougier	Voisin (B)	E.N.V.	60
	"	Rougier	60
Jacques Balsan	Bleriot (M)	Darracq	30
	"	Picker	50
	"	Gnome	50
Le Blond	Bleriot (M)	Gnome	50
Jean Gabron	Voisin (B)	Cabron	50/60
	"	E.N.V.	50
Arthur Duray	Farman (B)	Gnome	50
Hans Grade	Grade (M)	Gnome	30
Hauvette Michelin	Antoinette (M)	E.N.V.	50

/ continued . . .

Airjot 7: The Heliopolis Air Meeting of 1910

Details of pilots, aeroplanes and engines (continued)

Pilot	Aeroplane	Engine	Horsepower
De Riensdyk	Curtiss (B)	Curtiss	24
Madame de Laroche	Voisin (B)	E.N.V.	50
Metrot	Voisin (B)	E.N.V.	60
Mortimer Singer	Farman (B)	Gnome	50

Note: (B) = Biplane (M) = Monoplane

This function was very much a French affair: with the exception of Grade (Germany) and De Riensdyk (U.S.A.), the other ten pilots and aeroplanes were French. Although the meeting was held under the auspices of the Aviation Committee of Heliopolis, it was the Aero Club of France who formulated the rules and advertised it in Europe.

On the first day there was good weather attracting a crowd of 40,000. Precise details of the daily prize winners are not known, but Rougier got to a height of 193 metres and covered a total distance of 65.5 km. Gabron crashed his Voisin (with E.N.V. engine): he was saved but his plane was burnt out. De Riensdyk covered 24.5 km; Metrot circled the field four times.

It was windy on the second day. Balsam flew and Grade made flights of 11 and 24 minutes. Latham had trouble with his engine.

Too much wind on the third day: Balsam made the first attempt but his 'plane crashed - he was rescued but took no further part in the meeting.

Weather perfect on day 4. Latham reached a height of 52 metres, Duray and Grade made short flights but Michelin's machine collided with the sheds - the pilot was saved.

The race from Heliopolis, round the Pyramids and back, was scheduled for the fifth day but, because of poor weather, it was abandoned.

Mme de Laroche flew on the 6th day, as did Metrot and le Blond who made flights of 20 kms and 18 kms. The latter was completed in 4 minutes 2 seconds, which was claimed as a world record.

On the 7th day the meeting was crowded: Latham, Le Blond, Grade and Rougier achieved creditable flights and finally Mme de Laroche made a short flight.

/ continued . . .

Airjot 7: The Heliopolis Air Meeting of 1910 (continued)

The results overall were described as disappointing, but the cash paid out in prizes was quite considerable. The "Baron Empain Prize" for the longest single flight :-

1.	Metrot	Voisin	85.5 kms	50,000 francs
2.	Rougier	Voisin	65.6 kms	10,000 frs
3.	Le Blond	Bleriot	57.5 kms	5,000 frs
4.	Balsan	Bleriot	44.5 kms	2,500 frs
5.	De Riensdyk	Curtiss	24.5 kms	2,500 frs
6.	Grade	Grade	20 kms	1,000 frs

The "Grand Prix d'Egypte" for the total distance covered during the week :-

1.	Rougier	Voisin	220 kms	25,000 francs (and statuette)
2.	Le Blond	Bleriot	179 kms	10,000 frs
3.	Balsan	Bleriot	175 kms	5,000 frs

The "Heliopolis Prize" for highest altitude :-

1.	Rougier	Voisin	255 metres	50,000 francs
----	---------	--------	------------	---------------

(There were no other prizes in this section as no one else attained the qualifying height of 100 metres).

The "Boghos Nubar Pasha Prize" for the fastest flight round the Pyramids and back was not awarded. As stated above, the weather on the day proposed for that race was unsuitable, no one wishing to risk a forced landing in soft sand.

Full details of the Daily Prizes are not known, but it is recorded that Rougier won seven Daily Prizes, Grade won two, and Le Blond two.

So the Heliopolis Meeting came to a conclusion. It was the first opportunity the very great majority of the Egyptian people had of seeing aeroplanes in flight, and there is no doubt that it was a great success from the spectators' point of view. Another point: cancellations are known from 6th February (watch for fakes!) to the 13th, a total of eight days and, as the 6th was a Sunday, one must assume no flying took place on Friday 11th - the Islamic Sabbath. It is accepted that no covers were actually flown on this occasion, the cancellation being in the nature of a souvenir. The vignette illustrated at the head of these notes, showing a black eagle (or falcon) on a red background was printed in planes of 25, perforated 12, and was probably originally intended to be affixed to letters and envelopes used in the organisation of the event.

These notes have been compiled from the Air Mail records of Egypt Study Circle which includes cuttings from Airpost Journal (1940 and 1962), and notes made by my predecessor John Gilbert, circa 1952.

BRADBURY, WILKINSON ARCHIVES

Mr Robson Lowe has written to mention that he has been busy for some weeks on the Bradbury, Wilkinson archives. He has kindly enclosed notes, and the two photographs reproduced below, of important material which he thinks may interest members of Egypt Study Circle.



There are die proofs of the large Sphinx in black and mauve, and the 10 mills Camel Caravan in black, yellow and grey.

There is also an envelope on which is written "Egypt Postal Tender -
" Specimen received with specification from Egyptian Post Office ".

The contents are all postal stationery :-

Envelopes with embossed stamps: 1m. brown, 2m. green,
3m. yellow, 5m rose, 10m blue.

Letter-envelopes with embossed stamps: 5m. deep rose, 10m. blue.

Postcards: 2m. green, 4m pink. (Same for Reply Cards).

Newspaper wrappers: 1m. brown, 2m. green.

[The items above will be in an Auction to be held on 21st April 1993, at the Auction Rooms, 41,42, Premier House, Hinton Road, Bournemouth BH1 2EF, England. Telephone number is: 0202 299 277, Fax: 0202 298 303].

"WORN PLATE VARIETY" - on 100-mill First Fuad Portrait Issue

by Paul J. Calhoun (ESC 269)

I obtained from an old French stock a used vertical pair of the above-noted 100 mills stamp (Zeheri 91), with a very light bi-lingual cds: "INSURED PARCELS CAIRO 5? MR. 24. 10? - - A". (The Arabic inscription was too pale to make out). The pair is mounted on a piece of light card or album page.



The top stamp has a superimposed white paper arrow inscribed "Normal" and this is pointing to the Western numeral "100" at bottom left.

The bottom stamp has a similar arrangement, but the arrow is black (no inscription). It, too, points to the numeral "100" on this stamp to show the "flaw".

The words "planche usée" are rubber-stamped in violet on the mount to the right of the bottom stamp. This is, I believe, the French equivalent of "worn plate".

To date I have read no description of such a variety in any of the literature on the "First Fuads". Unfortunately I do not have a French catalogue at hand to verify if it has such a listing.

In Zeheri the issued date for this stamp is given as 15 December 1923. The only control number indicated is B-25 and a missing control number (perhaps a 1923 or 1924 printing?).

It would be interesting to find out how long this variety lasted before the plate was repaired or destroyed. (By the cancel date, it seems to have occurred quite early).

Any information or comments by ESC members will be welcomed.

NEW ISSUES by C. E. H. Defriez

(all stamps are printed Rotogravure by Postal Printing House, A.R. Egypt, and are without watermark unless noted otherwise)

<u>Commemorative Stamps</u>	<u>SG 1765</u>	<u>SG 1766</u>	<u>SG 1767</u>
Occasion	- - - 17th Anniversary of the Suez Crossing	- - -	- - -
Date of Issue	- - - - - 6th October 1990	- - - - -	- - - - -
Designer	- - - - - Ibrahim el Tahtawi	- - - - -	- - - - -
Design	Pursuing the Enemy	Panorama Building	Soldiers advancing with Egyptian Flag
Denomination	10 piastres	10 piastres	10 piastres
Sheet Make-up	- - - - -	60 (6 x 10)	- - - - -
Stamp dimensions	50 x 30 mm	25 x 30 mm	50 x 30 mm
Perforation	13	13	13
Quantity printed	- - - - - 400,000 sets (lithographed)	- - - - -	- - - - -
Supplementary	The stamps are printed on horizontal se-tenant strips of three, within the sheet.		

SG 1768SG 1769

Occasion	125th Anniversary of the Foundation of the Egyptian Post	Centenary of the Faculty of Dar el Eloum
Date of Issue	- - 9th October 1990 - -	- - 13th October 1990 - -
Designer	Ali Ahmed Abdel Fattah	Lydia Farid
Design	Arabic '125' and Post Pigeon	Emblem of the Faculty and Al-Azhar Mosque
Denomination	10 piastres	10 piastres
Sheet	50 (5 x 10)	42 (6 x 7)
Stamp dimensions	50 x 30 mm	40 x 40 mm
Perforation	13	13
Quantity printed	400,000 (Lithographed)	400,000 (Lithographed)
Supplementary	The Egyptian Government took over the running of the Postal Service from the 'Posta Europea' in 1865.	Teachers of Arabic Classical Grammar graduate from the Faculty.

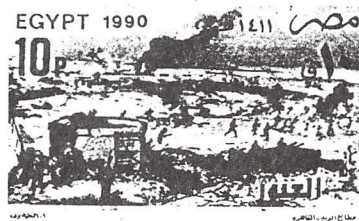
SG 1770SG 1771

Occasion	- - - UNITED NATIONS DAY - - -	- - -
Date of Issue	- - - - - 24th October 1990 - - - - -	- - - - -
Designer	-	-
Design	Emblem and Map	Cable and Emblem
Denomination	30 piastres	30 piastres
Sheet	-	-
Stamp dimensions	50 x 30 mm	30 x 50 mm
Perforation	11	13
Quantity printed	- (Rotogravure)	- (Lithographed)
Supplementary	40th Anniversary of the U.N. Development Programme	International Telecommunications Union

NEW ISSUES and THEIR SPECIAL CANCELS

Please refer to the DATA SHEETS for dimensions as not all illustrations are actual size

SG 1765 / 6 / 7



SG 1765



SG 1766



SG 1767



SG 1768



SG 1769



SG 1771

SG 1770



SG 1770/1



NEW ISSUES by C. E. H. Defriez

(all stamps are printed Rotogravure by Postal Printing House, A.R. Egypt, and are without watermark unless noted otherwise)

Definitive StampsSG 1775*SG 1777*

Definitives in smaller size

Date of Issue	15th December 1990	20th November 1990
Designer	-	-
Design	- - Jar - -	- - Vase - -
Denomination	5 piastres	10 piastres
Sheet	100 (10 x 10)	100 (10 x 10)
Stamp dimensions	21 x 25 mm	21 x 25 mm
Perforation	11.5 x 11	11.5 x 11
Quantity printed	-	-
Supplementary	*NOTE:- Other numbers falling between SG 1771 and SG 1790 have been left for further additions to this series.	

Commemorative StampsSG 1790: SG 1791SG 1792SG 1793SG 1794

Occasion	Disabled persons day	: - - RAS	MOHAMED	NATIONAL	PARK - -
Date of Issue	15 December 1990	: - - - - -	22nd December 1990	- - - - -	- - - - -
Designer	A.A. Abdel Fattah	: - - - - -	Ibrahim el Torky	- - - - -	- - - - -
Design	Emblem, hand and disbled person	: Fish & Coral	Lionfish	2 fishes & anemone.	Anemone, fish, coral
Denomination	10 piastres	: 10	10	20	20
		: piastres	piastres	piastres	piastres
Sheet	50 (10 x 5)	: - - - - -	100	- - - - -	- - - - -
Stamp dimensions	30 x 50 mm	: - - - - -	each 40 x 30 mm	- - - - -	- - - - -
Perforation	11	: - - - - -	13	- - - - -	- - - - -
Quantity printed	500,000	: - - - - -	300,000 sets:	Lithographed	- - - - -
Supplementary	-	: - - - - -	The stamps were printed together in tenant blocks of four within the sheet.		

SG 1795SG 1796

Occasion	- - - - -	Egyptian Personalities	- - - - -
	- - - - -	(Birth Centenaries)	- - - - -
Date of Issue	- - - - -	30th December 1990	- - - - -
Designer	- - - - -	Lotfy el Sawaf	- - - - -
Design	Nabweeya Moussa (Educationalist)	Dr Mohamed Fahmy Abdel Meguid Bey (Pioneer of free medical care)	
Denomination	10 piastres	10 piastres	
Sheet	50 (10 x 5)	50 (10 x 5)	
Stamp dimensions	26 x 43 mm	26 x 43 mm	
Perforation	11 x 11.5	11 x 11.5	
Quantity printed	400,000	400,000	
Supplementary	-		

NEW ISSUES and THEIR SPECIAL CANCELS

Please refer to the DATA SHEETS for dimensions as not all illustrations are actual size

SG 1775



AS SG 1777
BUT DATED
15TH DECEMBER
1990

SG 1777

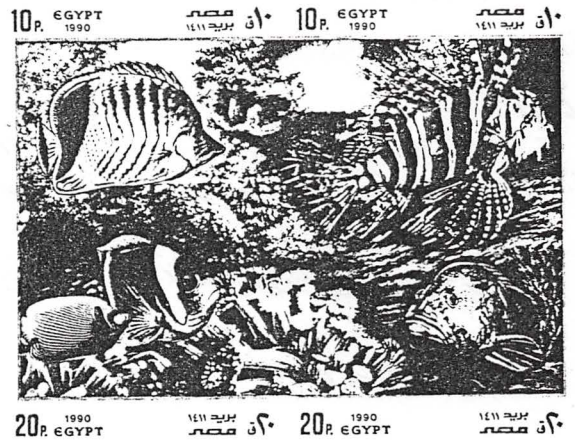


SG 1791

SG 1792



SG 1790



SG 1793

SG 1794

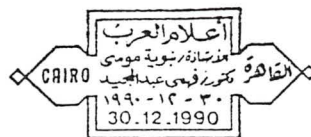


SG 1791/94



SG 1795

SG 1795/6



SG 1796

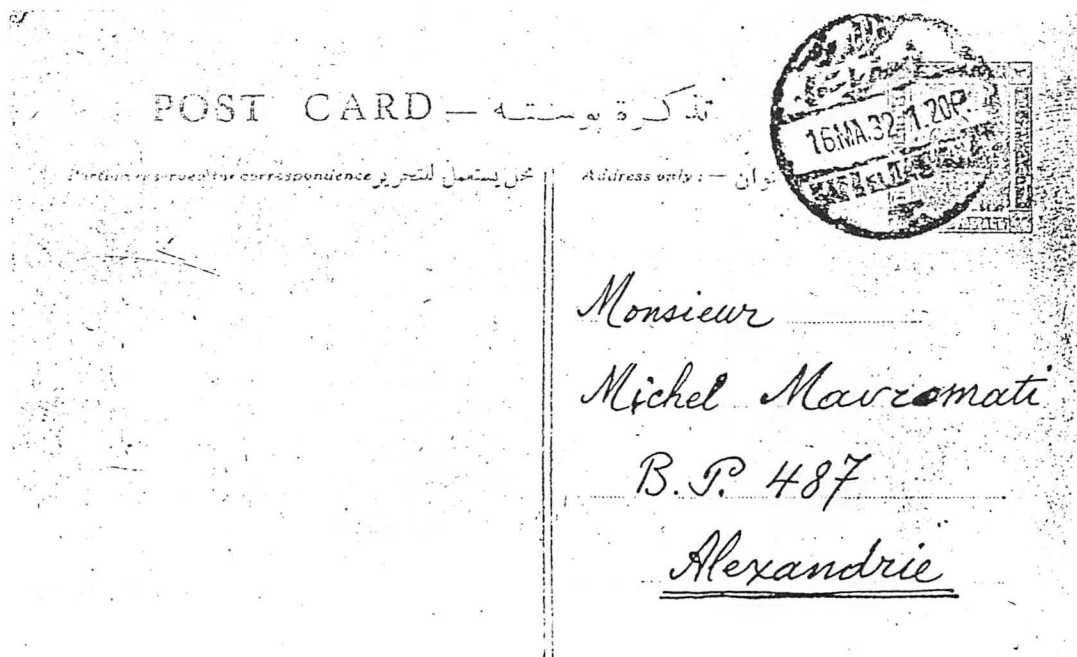
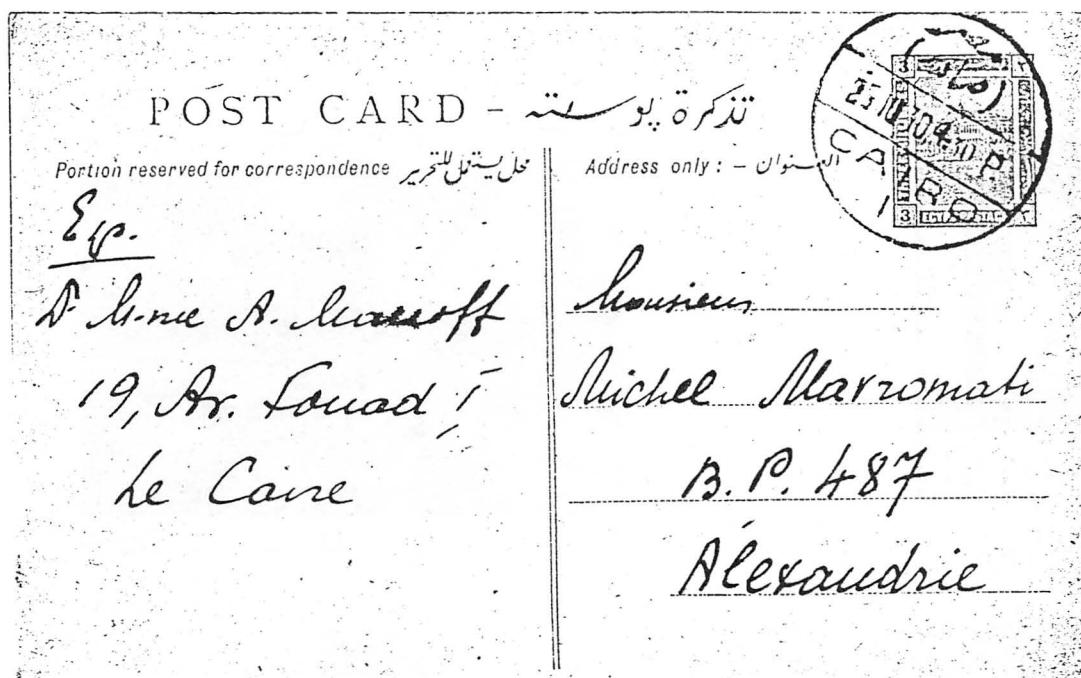
POSTAL STATIONERY - 3 mills Post Card

by Anton J. Jansen (ESC 383)

A few days ago I had the good luck of buying from a Dutch dealer two copies of the 3m post card (yellow). One of the two appears to be in a completely different lettering, but it is not mentioned in the Higgins & Gage catalogue.

In fact, the dealer had erroneously catalogued this item as H & G number 32, but it is definitely not a separated Reply Card.

I enclose photocopies of the two cards, both sent to the same address in Alexandria: the unlisted one is at the bottom, cancelled KA FR EL DAWAR. Has this card been reported upon in an earlier Quarterly Circular ?



The 1933 International Railway Congress Commemoratives

Artist's Drawings and Related Material

by Paul J. Calhoun (ESC 269)

Through the kindness of Mr George Alevizos, I recently obtained photocopies of a complete series of drawings, photos, proofs and sketches by E. J. HEWETT* of the approved, and also the rejected, designs for the 1933 International Railway Congress commemoratives.

A. THE ISSUED STAMPS

A brief description of the issued stamps follows, so that anyone unfamiliar with them will be able to see how the artist worked out the final designs.

The set consists of four stamps showing side-views of the locomotives of 1852, 1859, 1862 and 1932. They were lithographed at Cairo by the Survey Department and perforated 13.5. The frame-colours are as below, the centre vignette showing the railway engines being black.

(Zeheri No. 33)	5m Dark yellow-brown (Type 2-4-0 locomotive of 1852 facing right)
(Zeheri No. 34)	13m red (Type 2-2-2 locomotive of 1859 facing left)
(Zeheri No. 35)	15m light violet (Type 2-2-2 locomotive of 1862 facing left)
(Zeheri No. 36)	20m blue (Type 4-4-2 locomotive of 1932 facing left)

As will be seen in the material to be presented, it appears that all these locomotives were in actual use on the Egyptian State Railways.

A "Royal" printing (Zeheri type "b") of this set was made for King Fuad.

* A short biographical sketch of this artist by Mr Peter R. Feltus (ESC 114) will be included in the final instalment of this essay.

B. ARTIST'S DRAWINGS and CONCEPTUAL MATERIAL

These appear to be mounted on the 15 separate "sheets" (or pages). For sake of clarity, these are broken down into material used in working out (1) the accepted designs and (2) the rejected designs.

1. THE ACCEPTED DESIGNS

"Sheet 1"

Top: Photograph of locomotive of 1852 (without tender) facing right. Inscription above photograph: "Original artist's drawings and photographs by Hewett for the 1933 International Railway Congress. Engine 1852 used for the 5 mill."

/ continued . . .

The 1933 Railways Stamps - continued

1. THE ACCEPTED DESIGNS - ("Sheet 1") - continued

Bottom: Artist's line drawing, in ink, of same engine, adapted from photograph above, with 6-wheeled tender added.

- - - - -

"Sheet 2"

Top: A more detailed drawing in ink of the 1852 locomotive (adapted from photograph on sheet 1).

Centre: Another ink drawing of a 4-wheeled tender, with inscription above: "Drawing for a different tender". This tender was actually used for the 5-mill stamp.

Bottom: (a) An imperforate photographic proof in actual stamp size showing a vignette of the 1852 locomotive with a 6-wheeled tender from the drawing on Sheet 1. The frame was the one adopted, but lacks the year date and is denominated at 13 mills. The vignette with the 6-wheeled tender was rejected. The proof is labelled "photographic proof without year date".

- - - - -

"Sheet 3"

Top: Photograph of 1859 locomotive with 6-wheeled tender on a track in the desert, with palm trees in the background. (Query: a contemporary photograph?). Instructions: "Enlarge 6/5" written on photograph in ink. An inscription above the photo states "Engine of 1859 for 13 millieme". This was so adopted. [Editor: this, the smaller print, appears on QC page 324].

Bottom: An enlargement of the photograph at top, about a 6/5 enlargement. [Editor: this print, about 20% larger, is on QC page 323].

- - - - -

"Sheet 4"

Top: Photograph of 1859 locomotive from sheet 3 reduced to almost stamp size.

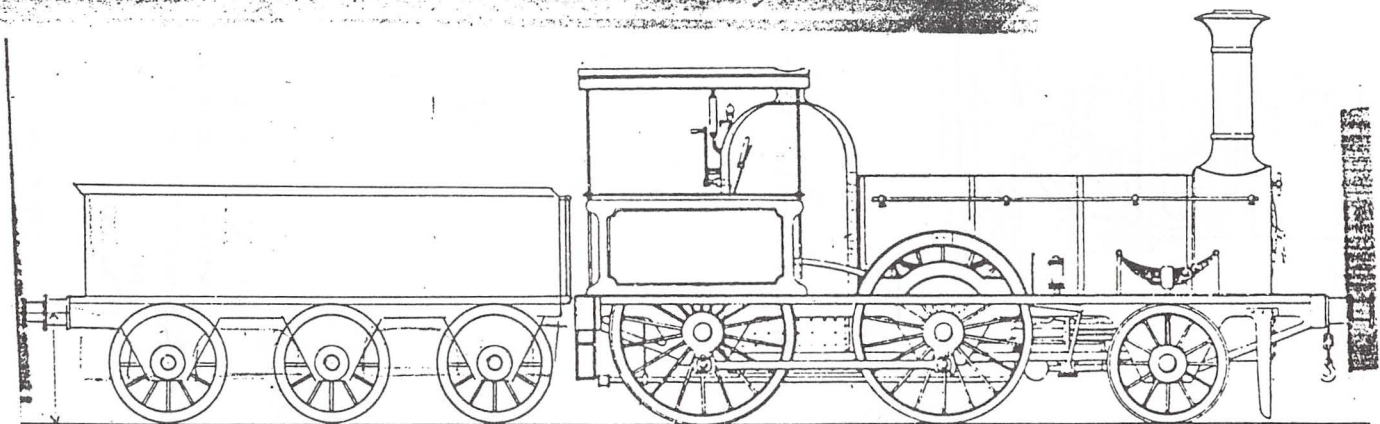
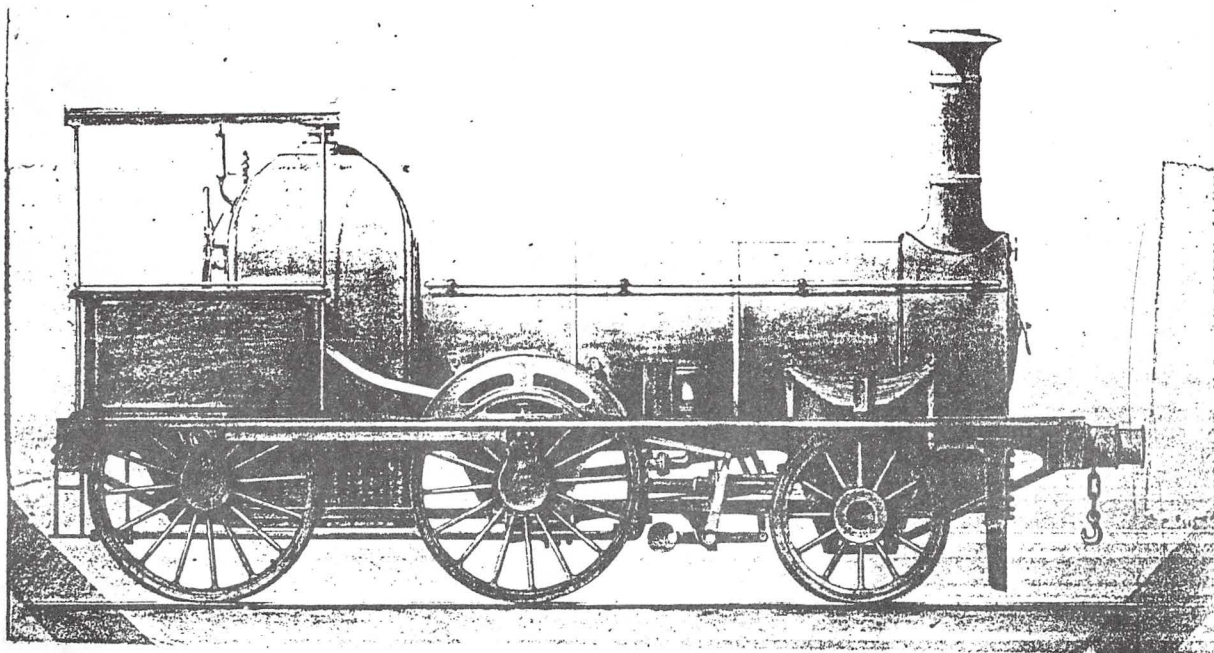
Centre: Three ink drawings in stamp size adapted from the photo above, but perspective being changed to a rear view; first sketch has engine and tender alone, the second has adopted frame for the 5-mill but without Arabic inscriptions, year date, or vignette of engine. The third sketch has first drawing within a frame very close to adopted one, but denominated at 5 mills.

Bottom: A watercolour proof of this unaccepted design, labelled as such. To the right of this is affixed the issue stamp of 13 mills with the approved vignette (adopted from the photograph on sheet 3).

(To be continued in the next QC - Editor).

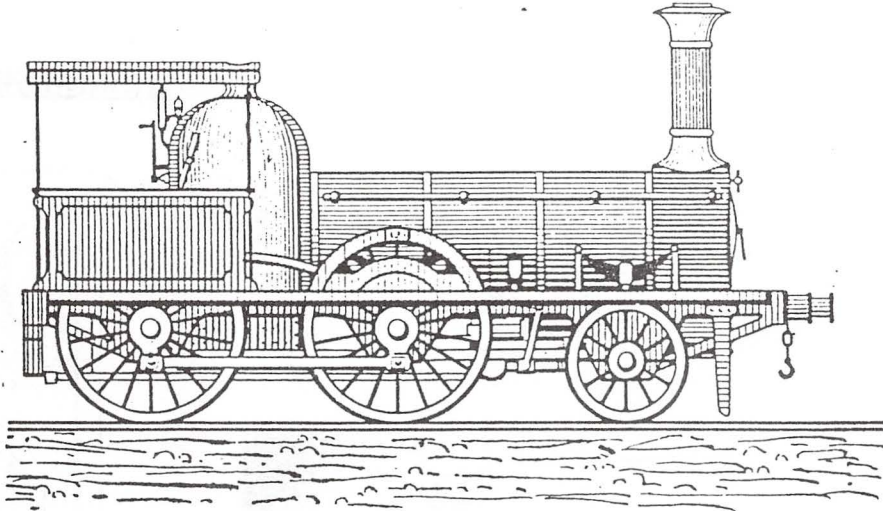
Artist's "SHEET No. 1"

Original Artist's photograph (at top), and drawing (below), for the
1933 International Railway Congress. Engine "1852" (illustrating the 5-mill value)



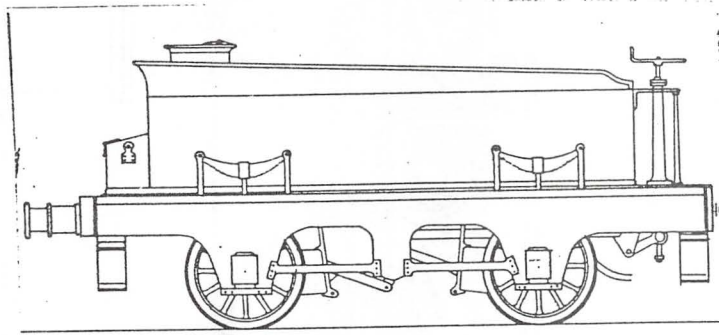
Artist's "SHEET No. 2"

A more detailed drawing in ink of the 1852 locomotive.
This is the locomotive in the illustration of the 5-mills stamp.



Artist's heading: "Drawing for a different tender".
This 4-wheeled tender is the one used in the 5-mills issued stamp.

Drawing for a different tender.



Artist's "Photographic Proof
without year date".
6-wheeled tender
and 1852 locomotive.
(Not adopted).

Actual issued 5-mills stamp.
Uses locomotive and tender
designs on this page.

Photographic proof without year date



Artist's "SHEET No. 3"

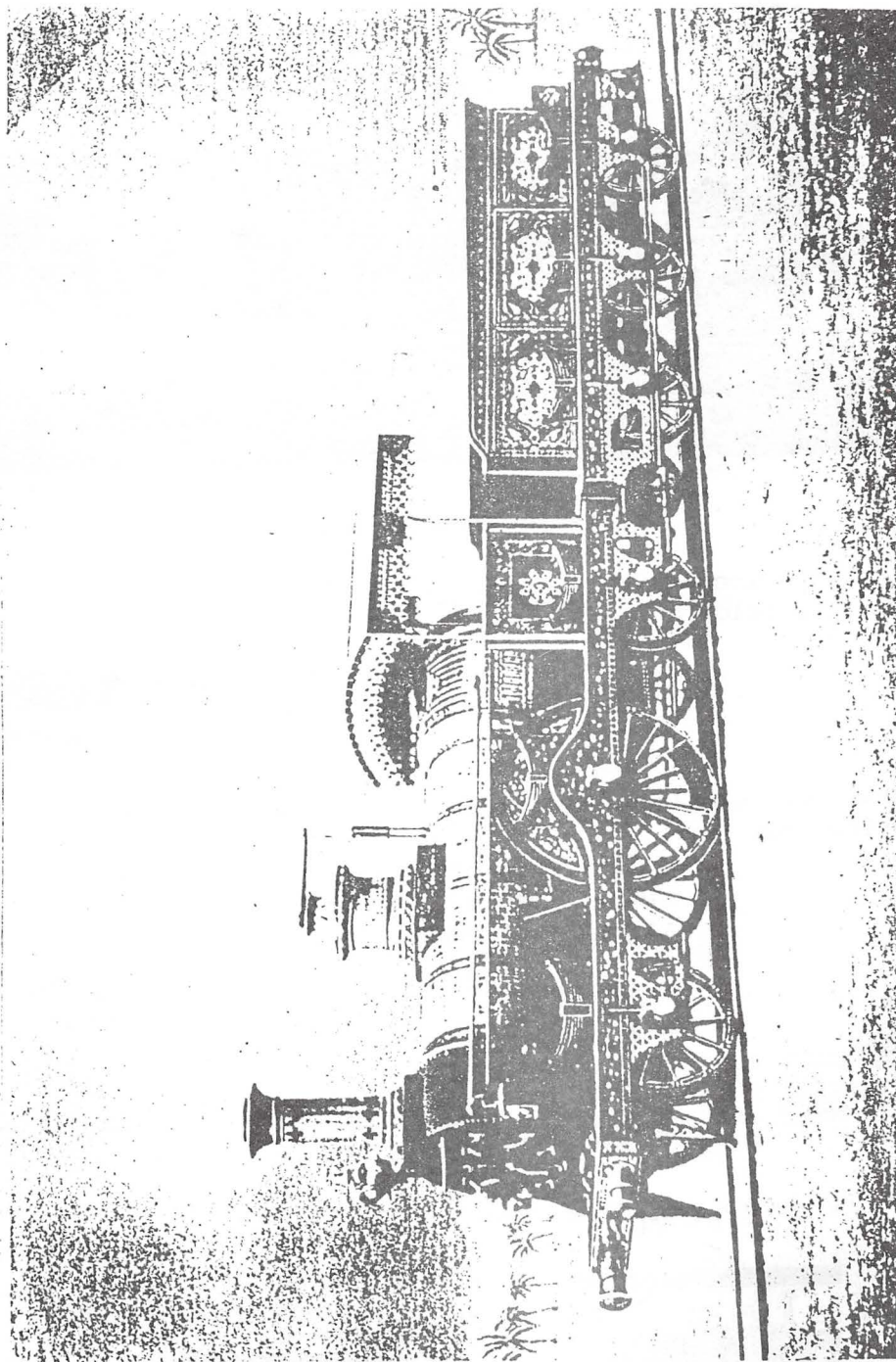
The 1933 International Railway Congress Commemoratives

Enlarged photograph for the 1933 International Railway Congress

Engine of 1859 (illustrating the 13-mill value)

Artist's "SHEET No. 3"

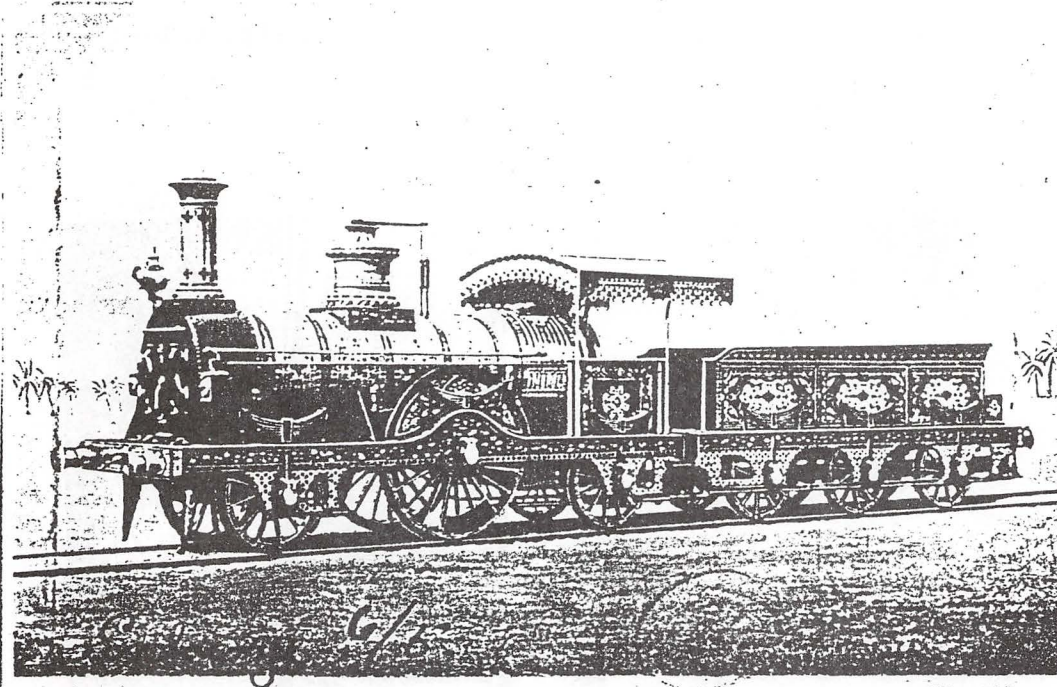
Please also see original smaller illustration on page 324
This photograph produced by enlargement of the original by "6/5" (= + 20%)



The 1933 International Railway Congress Commemoratives
Artist's "SHEET No. 3" (continuation)

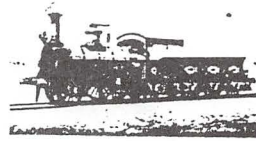
Copy of original illustration from which design for 13m value was taken.
The design features the 1859 engine, with 6-wheel tender.
Note m.s. "Enlarge 6/5", which produced larger size (on previous page)

Engine of 1859 for 13 millimes



Artist's "SHEET No. 4"

(i) Photo of 1859 locomotive from sheet 3,
reduced to below stamp size.

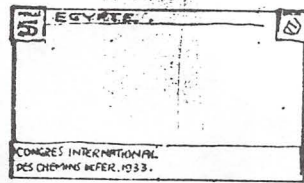
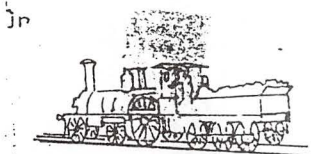


Three ink drawings in stamp size, from photo above, but with the perspective changed to view from rear :-

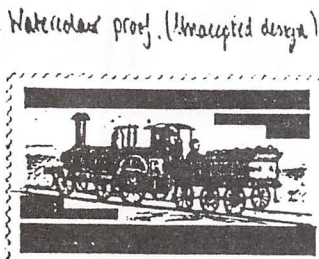
(ii) Engine and Tender alone.

(iii) Frame of 5-mills but no Arabic, year or vignette of engine.

(iv) Drawing within frame, close to adopted design but denominated 5 mills.



Watercolour (unaccepted design)



Actual issued stamp, 13 mills

Re-Sealing Label - New Colour
Reported by Mr L. S. Toutounji (ESC 264)

The envelope pictured on this page (reduced by 33%) has four re-sealing labels and the colour is RED, in place of black.

