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September 1979

FROM THE EDITOR

Several members will have looked in their mail boxes already (I hope) to see where our September journal is. There is one major reason for this delay. If you look closely on the first page of the last article you will see that the typeface changes in the middle of the page. The answer is simple: the typewriter your editor uses to type the journal with broke down in the middle of this article, and two typewriter repairmen in the neighborhood did not want to touch it and advised me to bring it to the distributor. Needless to say, this was a major disaster. However, thanks to the generosity of my new boss, our fellow-member Frank Geiger, who graciously allowed me to take home one of his typewriters, the delay will not be too long. I hope that you will receive this journal before you receive your October Newsletter.

Our first article is the long-promised one about the railroad stamps. It is really more than that, but any of you who would like to find out even more, order the new book "Spoor en Post," edited by Drs. van der Willigen, of which this article is one of the chapters. This book will cost \$17.50 postage included. Orders go to the Treasurer (address to the left).

We hope that Mr. van Geuzendam who is now working on the fourth edition of his stationery catalog - surprise, surprise - will add the two 'new' aerogrammes of the Antilles we discuss next. By the way, this fourth edition is expected in December!

Sometimes it is very difficult to change an old-established perforation in the catalog, and take care that ALL the perfs from the same machine are changed as well. Our article on the "former" 12½:12A perforation will tell you more about this.

In this journal you will find the Index of all the articles which have appeared so far, in the first four volumes of Netherlands Philately. If reading the Index makes you want to buy previous issues, be sure to send orders to the editor. For \$1.50 or ten 15-cent stamps you will get one copy. We are low on some issues of volume 2 now, so be sure to get yours in time. If there is enough demand for volume 1, number 1, we will reprint.

Our Fakes and Forgeries does not need an introduction. We will - unfortunately - have more in subsequent issues.

Finally, the one-color postage due stamps of 1912 are being discussed in our last article which will be continued in our December issue. As usual, we like comments on all our articles.

Several "promised" articles are still pending. We will have THE definitive article on the Disberg set of the Netherlands Antilles in December. And that is a real promise!

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Railroad and Press Letters

by Dr. A. M. Benders

About a year ago we received the following article, a chapter in the book Spoor en Post in Nederland, Drs. A.M.A. van der Willigen, Ed., from our Dutch Governor, Dr. A. M. Benders. As the book will be available in September (see elsewhere in this journal), we thought that we might publish this part of the fascinating history of the Dutch railroads and the postal service. We will refer again to this book for some interesting information on the Dutch railroad (parcel) stamps in the future.

Although the railroad (parcel) stamps have disappeared in the course of the last war, we can still send railroad letters, which require also one or two railroad stamps, but of a different shape from those in the past.

What are "railroad letters"? Letters, adequately franked with regular postage stamps, which can be delivered to the baggage department of the railroad station, where a railroad stamp is applied, and the letter dispatched with the first-departing train (in the right direction). After arrival the letter is handed over to the postal workers who take care of normal delivery. A railroad letter can mean a considerable saving in time.

As this is written (1978) the extra rate for a railroad letter is 55 cents per letter, but on Sundays and holidays two stamps of 55 cents are required (this concerns press letters to newspapers; regular railroad letters are not accepted during weekends). The railroad stamps AND the regular postage stamps are canceled with the rectangular cancels of the baggage departments. The maximum weight per letter is 500 grams.

Another category of railroad letters consists of the already mentioned "press letters," directed to the editors of newspapers by correspondents or photographers. These letters are not delivered to the postal employees on arrival, but are picked up at the station by runners from the newspapers. On the printed envelopes "To the editorial department of the . . . Newspaper" is also printed "will be picked up at the station . . ." Remarkable in the case of press letters is that the PTT has nothing whatsoever to do with the delivery of the letters - they are despatched and delivered outside regular PTT channels, but because of the postal monopoly they also have to be franked with regular postage stamps (see Fig. 2).

Since May 1, 1972, the railroad letter rate is 55 cents per letter. Before then there were variations in rates and railroad stamps, which we will enumerate later.

History

From April 1, 1924, until the railroad strike of September 1944 letters could be despatched by train, according to the regulations. Until May 15, 1927, this applied only to Special Delivery letters, but after that date also to normal letters. The rate was 10 cents, and the railroad parcel stamp of 10 cents had to be applied on the back of the letters. In almost all cases this was the yellow railroad parcel stamp of the N.S., but sometimes two stamps of 5 cents were used; also, sometimes stamps of the "Staats-spoorwegen" (State Railroad) in yellow, or the H.I.J.S.M (Hollandsche IJzeren Spoorweg Maatschappij) in violet, of which until 1930 fairly large supplies were available at the baggage departments. A complete collection of these letters is in the Railroad Museum, with all kinds of possibilities: stamps of three companies, stamps of 5 and 10 cents, and stamps by the various printers. These are very rare pieces. Some of them are philatelic, but this is not important. What is important is that we can see what possibilities there were for the franking of these letters.

After the war the press letters - on urgent request by the press - were restored, namely on May 1, 1946. At the same time a rate increase to 15 cents was introduced. A stamp of this value appeared, in a totally new design (see Fig. 1). The use of the railroad parcel post stamp was finished herewith. The stamp is printed in blue and red, shows "NS" and "15 cent" and a left-front view of the "nose" of an electrical locomotive. It is printed by the Nederlandse Speciaaldruckerijen, Rotterdam, in sheets of 10 with blank margins. The perforation is 10-3/4 x 10 1/2.

Not before October 7, 1951, was the possibility of the transport of private letters by train (railroad letters) restored again, to be franked with the same 15-cent stamp. In distinction to the pre-war requirement, the stamp had to be put on the front of the envelopes.

On March 1, 1964, the rate was raised from 15 cents to 50 cents, for which a new stamp in a new design was printed in yellow and green. But because the Minister of Economic Affairs was not notified of this huge increase beforehand, the rate dropped to the old level, 15 cents, on April 12, 1964.

The first, approved, increase came on February 1, 1965, from 15 cents to 25 cents, for which a stamp in the same design as the withdrawn 50 cents, but now in the colors orange and black, was created. Again, it was printed in sheets of 10 with line perforation 13 x 13, most likely by Koninklijke Drukkerij G.J. Thieme at Nijmegen.

Already on July 1, 1966, the next rate increase, to 35 cents, was decided upon. Anticipating a definitive stamp of that value, the NS issued a stamp of 5 cents in the colors red and grey, again of the same design. The old 25-cent stamp plus two new ones of 5 cents would be sufficient for the new rate of 35 cents (see Fig. 3 for the identical procedure when the rate was raised from 35 to 45 cents). At the end of July 1966 the new 35-cent stamp appeared, blueish green and light grey, in the same design. We continue with rate increases: on October 1, 1967, it went from 35 to 45 cents. A stamp of this value appears;

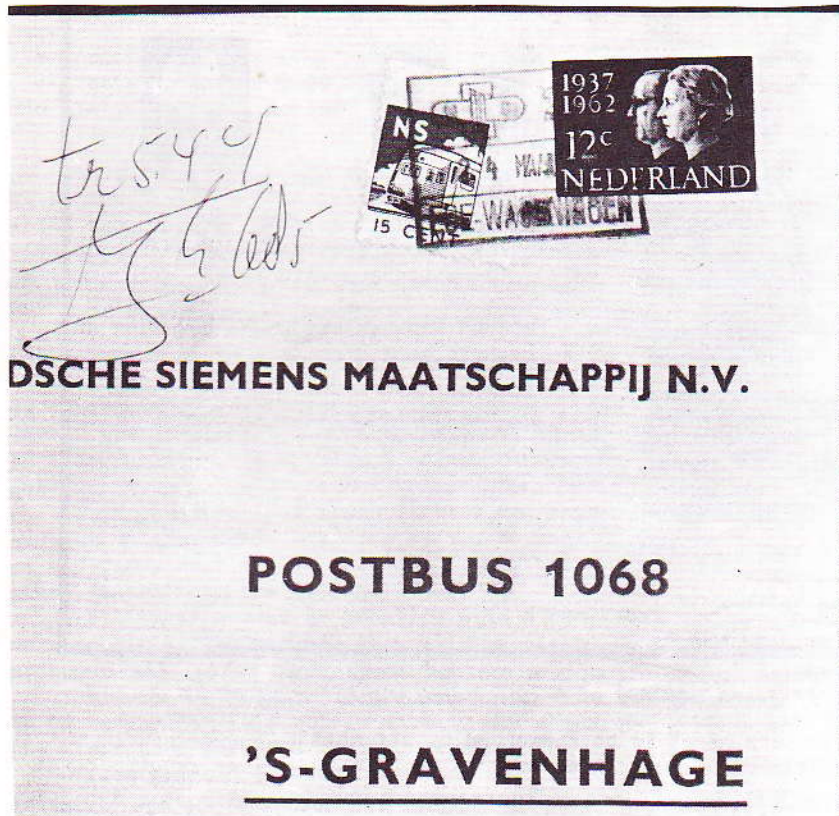


Fig. 1. A 1962 railroad letter posted at Ede-Wageningen, with the 15-ct NS stamp and the then valid inland rate of 12 cents.

the earliest known date of use is November 23, 1967. The same design as the previous values, colors red and yellow.

In the same value, but with a new design, a 45-cent stamp appears in 1970; the earliest known date of use is April 10. The stamp is yellow and blue, the design shows the new logo of the NS and a front view of a diesel-electric train.

Then, on May 14, 1970, a new postal decree appeared, No. H.286, in which the transport of railroad and press letters once again is taken up, with several new regulations. The most important are:

Railroad letters are only accepted for delivery from Monday through Saturday 3 P.M.; press letters all week, but from Saturday 3 P.M. to Sunday midnight for the double rate (two stamps of 45 cents).

Letters can be presented at 35 named railroad stations at ticket windows; at all other stations the letters should be handed to the NS conductor of the train with which

the letters are to be sent.

This regulation must have been relaxed later on; we have seen railroad and press letters of recent years, sent from more than the 35 named stations.

If the train stops at the station of the town where the addressee lives, the letter is handed over to the postal service which will look after delivery. It becomes more complicated when the letter has to be transferred to another train in order to reach its destination. For this purpose at stations where various lines cross ("spoorweg-knooppuntstations"), railroad letter boxes are placed, in which the NS conductor puts the letters he has received on the way. Both NS personnel and PTT employees regularly empty these boxes; those letters that need to be transferred are put aboard a connecting train.

Railroad letters can be:

- special delivery letters and regular letters inside the country; special delivery letters destined for Belgium
- for other coun-

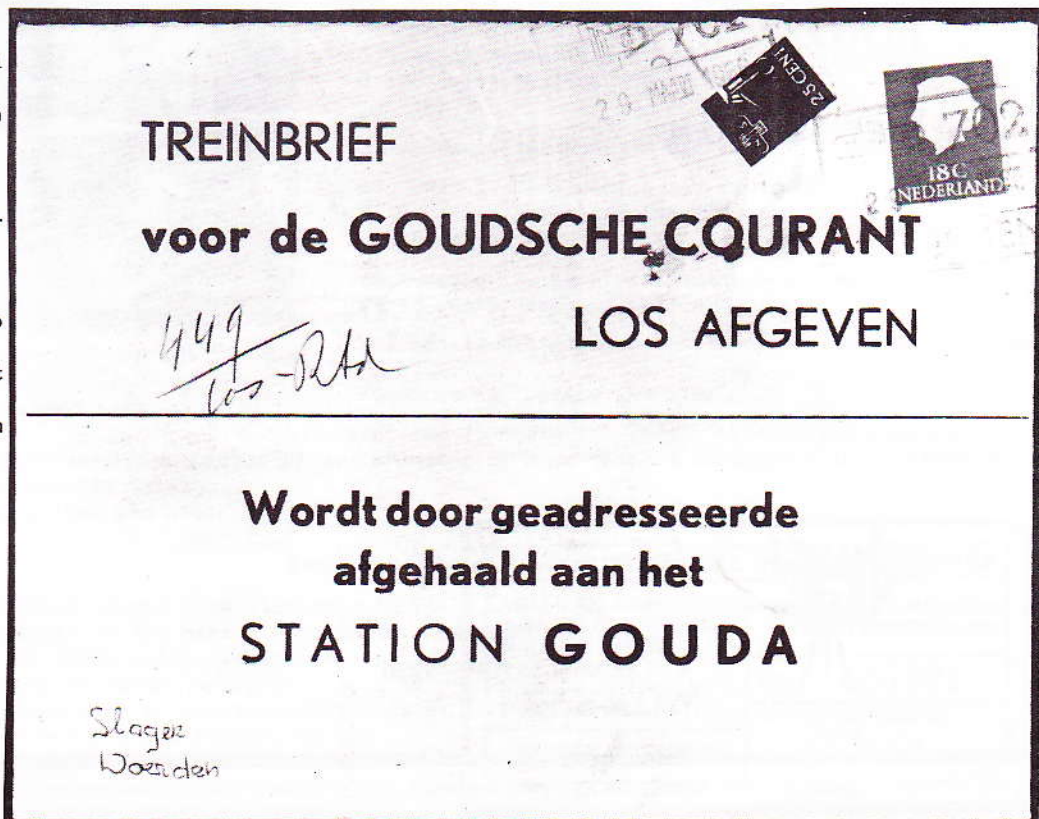


Fig. 2. A 1966 press letter posted at Woerden, to Gouda. Note the legend about the letter to be picked up.



Rijksverkeersinspectie
afd. Autobussen
Gele Rijdersplein 12
Arnhem.

Walhof WINTERSWIJK
Stationsstraat 37 - Tel. 05430-2800
GARAGE. TOURINGCARBEDRIJF
LUXE VERHUUR MET EN ZONDER CHAUFFEUR

Fig. 3. A regular railroad letter from Winterswijk to Arnhem, with a postage stamp of 20 cents, the inland rate, and one railroad stamp of 35 cents and two of 5 cents for a total rate of 45 cents.

- tries all regular and special delivery letters meant to be forwarded by air mail
- post cards can also be sent as railroad letters to the above-named destinations.

When a letter is presented at a ticket window, a railroad stamp is applied and both the postage stamp and the railroad stamp are canceled by the NS. If the letter is handed to the NS conductor on board the train, a railroad stamp must first be bought at the window; the NS conductor cancels the stamps with a ballpoint pen.



Fig. 4. A press letter from Sneek to Leeuwarden with the 20-cent postage stamp and the new 45-cent railroad stamp, to satisfy the 45-cent rate.

The following cannot be sent as railroad letters:

- registered letters
- letters heavier than 500 grams
- letters with a content other than information.

The sender must state on the letter the postal regional office ("knooppuntkantoor") under which the place of destination falls. Information about these can be received at the window in the station, or at Client Service PTT, telephone 0017.

The railroad press letters are handled almost the same way as in the past. They are picked up at the station by or for the addressee, and travel consequently outside the postal network. Only direct trains guarantee a fast delivery; in case of transfer there is usually a delay. During the weekend press letters are not transferred.

It is possible that press letters are shipped not only by train but also by bus so that we may find, next to the railroad stamp, a bus stamp, apart from the postage stamp.

Press letters must be supplied with a red label on which is stated whether they will be picked up at the station, or whether they are to be held for later pickup.

The - so far - latest increase of the rate for the railroad letters was on May 1, 1972, from 45 cents to 55 cents. For this rate a totally new stamp was issued, with a frontal view of a diesel train and for the first time the word "treinbriefzegel."

Offset printed in four colors by G.J. Thieme at Nijmegen, comb perforation 13:13½, prepared in booklets of 5 x 10 stamps. Total printed 500,000 stamps. The design is by Ms. Lody van Vlodrop of the NS. See figures 5 and 6.

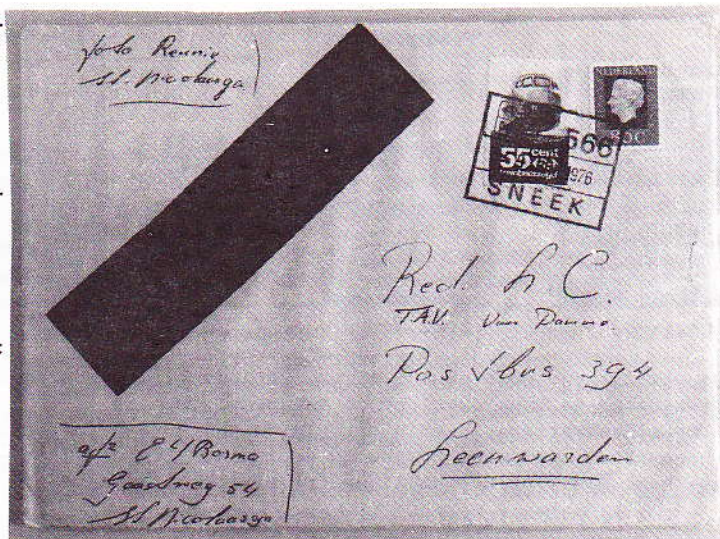


Fig. 5. A press letter with the "double" rate of 80 cent plus the latest 55-cent railroad stamp. The red label reads "Pers-treinbrief."



Fig. 6. A press letter with the regular 55-cent rate, plus two 55-cent railroad stamps, signifying the weekend rate (double).

train and "Treinbriefzegel." Four-color offset printing by G.J. Thieme. Booklets with 5 sheets of 10 stamps; comb perforation 13:13½.

8. 55 cents, red, blue, yellow and black.

Catalog

- 1946, May 1. Letterpress Ned. Speciaaldruckerijen, Rotterdam. Booklets with 5 sheets of 10 stamps. Inscription "NS." Line perforation 10-3/4 x 10½.
 1. 15 cents, blue and red.
- 1964, March 1. New design; offset printing by G.J. Thieme, Nijmegen. Booklets with 10 sheets of 10 stamps each. Format 13½ x 23 mm; line perforation 13.
 2. 50 cents, yellow and green.
- 1965, February 1. Same design and printing.
 3. 25 cents, orange and black.
- 1966, July 1. Same design and printing.
 4. 5 cents, brown-carmin and grey
 5. 35 cents, blueish green and grey.
- 1967, October 1. Same design and printing.
 6. 45 cents, red and yellow.
- 1970, April. New design. Sheets of 10; comb perforation 12½.
 7. 45 cents, yellow and blue.

1972, May 1. Again new design with diesel-electric

Post script

From May 1, 1979, railroad stamps were discontinued because of insufficient interest on the part of the public. Press letters, however, are still being dispatched, but no longer with a railroad stamp. A large, numbered, label is now being used in conjunction with an envelope with a printed message that this concerns a press letter. To the right you will see one of these labels which is canceled just like a stamp. They are now called "controll" stamp, and a regular postage stamp is no longer necessary.





Cat. No. 1



Cat. No. 3



Cat. No. 4



Cat. No. 5



Cat. No. 6



Cat. No. 8

Above we give you some photos of the various railroad stamps which have been used since 1946. The catalog numbers refer to the "catalog" on the previous page.

The illustrations in this article do not appear in the book *Spoor en Post*. Some of them were supplied by the author, some were bought at a past auction of "Inter-Cover" in the Netherlands, by your editor. We do thank Drs. Van der Willigen for his permission to use this chapter from his book in our journal.

'New' Aerogrammes of the Antilles

Thanks to our member in the Netherlands Antilles, Mr. Lejuez, we are able to give you the information contained in this article. Those of you who collect postal stationery have been aware that Geuzendam's catalog (3rd edition) lists the 20 cent aerogramme issued in 1961 (No. 3) as the latest. Even the 1978 supplement does not go beyond No. 3 in its new listings. Yet, since 1961 two more aerogrammes have been issued, a 25 cent and a 30 cent one. Perhaps Higgins & Gage has the exact year of issue for these two aerogrammes (your editor doesn't have a copy), so we can only list these two new aerogrammes for you with their characteristics. The format is slightly larger than that of the 20 cent aerogramme, namely in folded condition 150 x 100 mm (the older ones were 140 x 80 mm). While the 25 cent had the stamp and the text printed in the blue of the "airmail" border, the 30 cent has the stamp and the text printed in red. For a greater surprise, the 30 cent stamp is not the same one from the definitive series, which shows the Aruba tower, but a reprint with a different value of the 20 cent Curaçao stamp with the old "Dutch" gables. We have no idea why this was done.

The text on the back is "upside down" again to facilitate the use of a typewriter. At the top we find "DE / VAN / FROM" followed by an accolade and two solid lines. Under these address lines is found a box with the text "NE RIEN INSERER . NIETS INSLUITEN / NO ENCLOSURES . INCLUSION PROHIBIDA". Two small pictures of scissors are found on the top and right-hand margins.

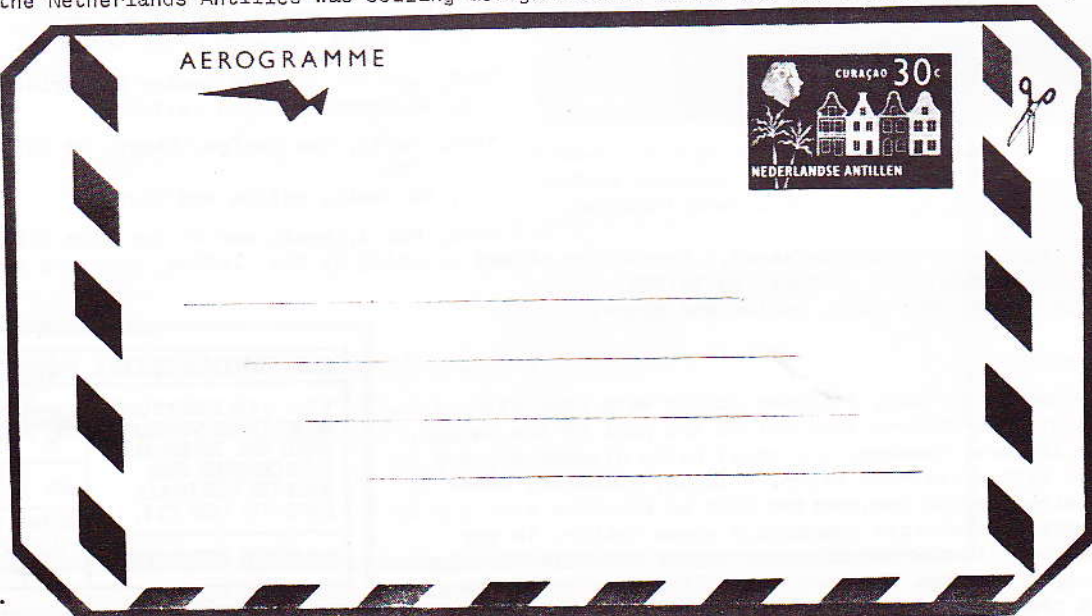
The 30-cent rate for aerogrammes was definitely in effect on October 29, 1976, for I have in my collection a 25-cent aerogramme with an additional 5-cent stamp, canceled in St. Eustatius. It seems that the post office in the Netherlands Antilles was selling aerogrammes on which the extra value was already applied in a stamp because I have a 20-cent aerogramme with a 5-cent stamp added.

According to Mr. Lejuez, the 10-cent aerogramme is also still in use for mail between the islands.

This is No. 1 in the Geuzendam catalog.

If any of our members has more information on these aerogrammes, we will be pleased to publish this in a subsequent issue of the journal.

We do thank Mr. Lejuez for his help.



The 12½:12 Comb Perforation

by Willem Alex. van Veldhoven

AN article by Drs. H. Buitenkamp in the latest *Maandblad* (June 1979) alerted me to another - and more correct view of the perforations 12½:12A, 12½:12B and 12½:12C.

Many of you know all about these three perforations, although the NVPH Special Catalog doesn't mention them as such. But most of us are aware that the nineteenth century perforations 12½:12 can be divided into B and C, based on the perforation machine. The NVPH catalog lists both perforations under the same heading 12½:12, and only in the most recent catalog - the 1979 one - was a note added, giving the dates for the so-called "b-comb" and "c-comb." It is up to the "specialist" to distinguish between them.

Here we have the B and C version. What about the A version? This is where Drs. Buitenkamp alerted me. According to him, and - partially - the NVPH catalog, there is no 12½:12A version. If you look in the '79 Special Catalog you will see that the first perforated stamps of the Netherlands, the 1864 set of three, are now listed as "Kantanding 12-3/4:11-3/4." That is pretty close to 12½:12, but not the same. The 1978 catalog, by the way, still has 12½:12. This was the first perforation machine used for issued stamps in the Netherlands. According to Drs. Buitenkamp, this machine also perforated the first printing of the 1867 set, so these too should be marked 12-3/4:11-3/4, rather than 12½:12, as is done now. We wonder if this oversight will be corrected in the 1980 catalog (see page 22 of the 1979 catalog).

This machine was only used till the beginning of 1868. It regularly showed two peculiar faults: what is called the "syncopated effect" and the "line perforation effect." Of course, the syncopated perforation effect can be explained very simply by assuming that the "comb" of the machine in moving down a row did not connect with the bottom holes of the just-perfed comb, but left a little space. The line perforation effect I cannot explain, and I would always assume that a line perforation effect on one side was due to a bad reperfing job. However, according to Drs. Buitenkamp we do have to consider that the line perf effect is legitimate. If it is feasible I will write him for an explanation.

For those of you who are curious about the mechanics of perforation machines and the like we may have an article on this technical aspect in the near future.

And here we arrive at the two perforations 12½:12B and 12½:12C. It might be well to "rechristen" them 12½:12A and 12½:12B, since we have seen that the originally named A did not exist. Comb perforation 12½:12A, to give it the new name, was used from 1872 to 1884, the first three years with pins that produced a "small hole" perforation (see under 1872, the D column). That this was the same machine is proved by the accompanying 11½:12 perforation in small holes (see column E). This flaw in the perforation machine caused the first vertical row of the sheet to measure 11½:12 instead of the regular 12½:12. It is thus possible to find horizontal pairs with these two perforations, the 11½ version always on the left. In one stamp of the Netherlands Indies we find that some sheets were perforated upside down so that we find the 11½:12 stamps in the right-hand vertical margin row. So here we may find pairs with the 11½ version on the left AND right. This occurs only with the 2½ guilder William III stamp (NVPH No. 16).

As the "A-comb" - the new name - was not only used for stamps of the Netherlands, but also for the "colonial" issues, we will find that what goes for the Netherlands also applies to the Indies, Curaçao and Surinam, not to forget the postage due stamps.

We then find the comb perforation 12½:12A used in the Netherlands in the following stamps (these are the ones accompanied by the 11½:12 perforation):

King William III (1875-1884)	Numerals (1876-1885)
5 cent	½ cent, type I
10 cent	½ cent, type II
12½ cent	1 cent
15 cent	2 cent
20 cent	2½ cent
25 cent	
50 cent	

Postage dues (1881-1884)	
1 cent	15 cent
1½ cent	20 cent
2½ cent	25 cent
12½ cent	1 guilder

For the Netherlands Indies we have:

King William III (1876-1884)	
1 cent	15 cent
2 cent in various colors	20 cent
2½ cent	25 cent
5 cent	50 cent
10 cent	2½ guilder

Numerals (1883-1884)

2 cent
2½ cent

Postage dues (1882-1883)

2½ cent	20 cent
5 cent	40 cent
15 cent	75 cent

For Curaçao we find:

King William III (1881-1882)

2½ cent	25 cent
5 cent	50 cent
10 cent	

For Surinam, finally, we have:

King William III (1880-1884)

2½ cent	And the overprinted remainders, such as:
3 cent	1892, 2½ ct on 50 cent
5 cent	
10 cent	1898, 10 cent on 25 ct blue-green and ultramarine
25 cent blue-green	
25 cent ultramarine	1900, 25 cent on 50 ct
50 cent	

Now, if we want to separate these stamps in our collection between "A-comb" and "B-comb" we follow the following procedure:

The A-comb is characterized generally by bad perforations: the top perfs of the stamps are irregular and/or almost nonexistent. Perforce the bottom perfs of the stamps are nice and long. The vertical perforation (the 12) tends towards 12½ or is exactly 12. For the B-comb the vertical perforation tends towards 11-3/4. The perfs of the B-comb are generally much "neater" than those of the A-comb, and there is no discrepancy between the top and bottom perfs; they are alike in appearance. The NVPH catalog indicates that faulty top perfs are "normal" with the A-comb (they still call it the "b-comb"). If we look at the illustration to the right which shows a block of four of the 10 cent on 25 cent blue-green of Surinam (NVPH No. 32 and 32D) we can easily see how irregular the A-comb perforated.



A note on page 25 of the 1979 Special Catalog gives the impression that the 22½ cent might have to be added to the list given above. However, the language used may refer to the comb perforation 12½:12½ in which this 22½ cent stamp was also perforated. According to the *Manual* by A. Arthur Schiller and Johannes de Kruyf (1940) ALL values which were perforated with the A-comb were subsequently also perforated with the B-comb. The 1979 NVPH catalog, however, states that only "some" values were perforated with the new comb which was used to perforate the additional values: 7½ cent, 22½ cent and 1 guilder. This uncertainty will perhaps be cleared up now in the 1980 edition of the NVPH Special Catalog, or one of our readers may write in and clear up the "mystery." In any event, I will not at this point give a listing of the stamps of the Netherlands and its "colonies" which have been perforated with the "B-comb."

The B-comb was used from 1885 to 1889. Pairs of the 12½:12A perforation of the Netherlands with the 11½:12 stamp on the left are extremely rare. The "colonial" stamps in pairs or blocks of four seem not to be that rare, although here the question of "demand" may also play a role, as well as the tendency, especially in the West Indies to dabble in "speculation," which may have resulted in many more of these combinations to have survived.

Thanks to the work of Frank W. Julsen and Dr. A. M. Benders in *A Postal History of Curaçao*, we find that a separation between 12½:12A and 12½:12B for Curaçao is possible. According to the listing on page 371, the B-comb was used for the 2½, 12½, 15, 25, 30 and 60 cent stamps. The 12½, 15, 30 and 60 cents were "new" values, but the 5, 10 and 50 cents were not included in the stamps perforated with the new B-comb.

For Surinam we can rely on the *Manual* which lists the 10, 15, 20, 30 and 40 cents under the B-comb (of course, at that time named 12½:12C).

As a footnote, we can point to a second oversight of the NVPH catalog. The first perforated stamp of the Netherlands Indies should also have been listed as 12-3/4: 11-3/4 (NVPH No. 2).

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Platefault

UNDER No. 113f the NVPH Special Catalog lists a platefault which occurs in the 4 cents 1923 (Scott No. 116). The catalog merely states: "right-hand top side with damaged Points." If you look at the illustration to the right, you can see what this means: the points to the right of the last N and D of NEDERLAND are completely gone. This occurs in only two stamps in the sheet of 200, the 4th and 6th stamp in the seventh horizontal row. Since more than 11 million 4-cent stamps were sold, this platefault should be very easy to find. As a matter of fact, they can be found in sales books and old accumulations without trouble.

At the time the four stamps of this set were not exactly appreciated; the 1 and 2 cent, of course, are not easy to "translate" into an orange tree (symbol of the House of Orange) which seems to grow out of a lion who seems cramped in the "stockade" of a "Netherlands garden," a favorite motif in medieval Dutch art, signifying a safe, protected place. The designer was M. de Klerk, a Dutch architect, leader of the "Amsterdam School." The 2½ cent, the posthorn designed by S. H. de Roos, survived the changing taste in its simplicity to surface once again in 1943 with a golden overprint, showing that the enlargement of the design was an improvement.



Fakes and Forgeries

IN a footnote to our last "Fakes and Forgeries" column in the June journal we mentioned a very unusual forgery of the Netherlands Indies No. 1. At the time we hoped to be able to get some background information on this forgery which is not mentioned in Van de Loo's book on forgeries. However, we have searched in vain, and now give you a photo of this stamp which appeared in a circuit book some time ago. If you look at the illustration to the right you will immediately see that this is not a real No. 1. There is an extra border line around the stamp, which may have been an indication where the fake was supposed to have been cut. However, the stamp is cut outside this extra border line. The color is a brownish red and it appears to be some kind of lithograph, very coarsely printed. The face of the King is almost a caricature of the original. All in all, an easy stamp to stay away from, although people who start out collecting, and have never seen the real No. 1 may be fooled.



To the left you see photos of two faked Curaçao postage dues, both already described in Van de Loo's book. According to the characteristics of these two stamps, they belong to the second edition of Fournier, in Type III. NVPH Nos. 1-10 were forged in this edition, which is to be distinguished from the first edition by the absence of the small circle in the left top ornament. However, it is evident that the circle has been removed in minute white scratches which indicate where the circle originally was. All stamps of the second edition also have a somewhat leaning B in BETALEN. This is evident in the 20 cents but covered by the cancel



in the 2½ cents.

The ten values have various line perforations; the ones above have 12½ x 12½. The color of the paper is yellow and shows a wove pattern on the back. The latter characteristic may not always be visibly present. The color of the stamps is very close to that of the original, a clear green. Cancellation is a forged squared-circle cancellation of Curacao (without the cedille under the last C) (see the illustration above), and the date 5 3 1890.

The forgery of the 40 cents postage due of Curaçao (see illustration at right), does not belong to the described Fournier forgeries in Van de Loo's book. It does not show the remains of the little circle, nor the leaning B of BETALEN. It also has a vague cancellation which does not follow the pattern of Fournier's cancellations, but does not show enough to be determined. It may very well be a legitimate cancel on a forged stamp. The color of the paper is bright white and the color of the stamp is also a clear green, as are the originals. The perforation is a line 12½ x 11-3/4, which is the only thing that gives this forgery away. If it had NOT been for the perforation, it might pass for a real stamp.



The almost complete set of postage dues of Curaçao NVPH Nos. 13-19 (see photos above) are also adequately described in Van de Loo's book. We add them to our column because we found that the color is an easily recognized olive green instead of the clear green of the real stamps. Even so, it would be easy to mistake these for the real ones. So we concentrate below on the major characteristic which gives these away. If you look at the



enlarged photos to the right, you will see the real 2½ cent and in the column to the right a sequence of the shape the word "CENT" takes in the various forgeries - the 10 ct at the top and the 40 ct at the bottom. Note how in the real "T" the serifs at the bottom are fairly long and thin, while almost all the "T's" in the fakes have lumpy, triangular bottoms, rather than serifs. Most of the other letters in the fakes are instantly recognizable by their crude - look at the "C's" for instance - shape, while in some cases there are small nicks in the letters. Note, for instance, the "E" in the 30 ct (second from bottom).

In the batch above there are both Types I and III. It is possible that Type II was also faked. Although this set appeared in several color shades, the particular olive-green of these fakes was not among them. If you have stamps with this shade of green, check the word "CENT" to be sure. If any member has this kind of fake in Type II, please let the editor know.

2 1/2
CENT

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The One-Color Dutch Postage Due Stamps of 1912 in Comb Perforation 12½

by P. Storm van Leeuwen

This article appeared in the Nederlandsch Maandblad voor Philatelie of April 1979. We thank the author and the Editor of the Maandblad for permission to translate and publish in our journal. The translation is not as good as it could have been; it turned out to be some kind of a "rush job" because of a lack of time. However, we feel that this fresh approach to the double and single printing postage dues of the Netherlands will enable us a little better to sort these pesky stamps.

It is gratifying to find that the interest for Netherlands stamps these days not only concerns postage stamps but also the other issues by the postal authorities. Especially postage due stamps receive more and more the attention they deserve.

This article was written for those collectors who want to incorporate in their collections more than just the main numbers in the NVPH catalog.

If one wants to collect postage due stamps, getting most of the major numbers does not yet pose a problem; it gets vastly more difficult if one wants to add the main divisions according to the Special Catalog.

In this article we will concern us with the one-color postage due stamps of the 1912-1920 issue, in the comb perforation 12½:12½. These stamps have a few advantages:

1. The stamps are not expensive; even somebody with a limited budget can acquire a nice collection.
2. The stamps are excellent for a little more research. Here we would like to use the expression: "philately begins where the catalog stops."
3. Notwithstanding the low prices finding some stamps may involve some (pleasant) searching.

Here follow some helpful hints to distinguish between the double and single printing postage due stamps:

The stamps were issued in double printing (henceforth 2pr) as well as in single printing (henceforth 1pr). In the rest of this article it is not the intention to give a technical treatise on proofs, design, first issue, settings, plate and printing faults and the like. One or the other has already been described in the Maandblad in 1949.

It is a fact that many collectors still have a problem in distinguishing between the stamps of the 2pr and those of the 1pr. The Special Catalog gives us insufficient information.

In the course of the years I have been enabled to check many postage due stamps and I have found a few ways to distinguish between the two issues. In this article we will sort these methods although I want to stress now already that in a few cases they will not give complete assurance.

The only items we need are a perforation gauge and a very good translucent ruler with a millimeter scale in very thin lines, and if necessary a good magnifying glass.

Types of Printing

The stamps with perforation 12½:12½ can be divided into two groups: the stamps in double printing and those in single printing. The stamps in 2pr, as the name already explains having been created by two passes through the press, are also to be divided into two groups.

Until about 1912 the stamps were printed according to the system that employed separate blocks of type for the word CENT and for the numerals. On the already printed sheets with borders, the value - consisting of a loose CENT and a loose numeral - were added. This is the way it happened with the first printing. Even so, of the 5 cent there were two printings. In March 1913 an issue of the 3 cent was delivered, also printed 2pr according to this principle.

After 1912 small blocks were made which contained both the numeral and CENT in one piece. Thus the distance between the numeral of value and CENT is always constant, in distinction to the above-mentioned first issue. These blocks with complete value indications were printed when needed on sheets with printed borders.

Because on September 4, 1912, the first stamps - printed this way - were registered with the Control Department, we assume that the first issue was printed with loose numeral and loose CENT, and the second and third issue with the complete value indication. (For the 5 cent the third and fourth issue.)

Remarkably enough in October 1919 an issue of 372,800 stamps of 7 cent were delivered in 2pr with value and CENT in one block. This was probably done to hasten delivery, and separate plates of the 7 and 50 cent would not be ready in time.

Starting February 1915 for each value separate plates were made; the border as well as the value indication were printed in one pass through the press. The value indications thus always have a firm place within the border.

1934 - Comb Perforation 13½:12-3/4

The same new comb perforation which was used for the postage stamps was also since 1934 applied to the postage dues. Although this article is concerned with the stamps in comb perforation 12½:12½, it is

of the greatest importance to realize that the stamps in the new perforation must be lpr stamps.

Most important is that when in doubt whether a stamp in comb 12½:12½ is 2pr or lpr, it can be compared with the identical value in 13½:12-¾ which is lpr. The distance between the T of CENT and the vertical and horizontal inner margin line in the stamps with comb 13½:12-¾ is characteristic for the lpr (see Table).

In the new comb perforation the following values appeared:

1934: 1, 2½, 4, 5, 10 and 15 cent
 1935: 20 cent
 1938: 12½ cent
 1941: ½ and 50 cent
 1946: 3 cent

Establishing the Difference between Single and Double Printings

1. Color

As the value indications in the stamps with 2pr were applied in a separate pass through the press, it often happens that the color of the border differs from that of the value indication. But this is not always the case. On top we will have to consider the normal fading which can play a role.

As regards the difference between the 2pr and lpr colors, it has been found that the color of the 2pr stamps is much more even, this in distinction to the color of the lpr stamps which are noticeably spotty. Under a magnifying glass it can be seen that the color of the lpr looks as if it were "built up" of lighter and darker ink spots (also for the 50 cent).

The 7 cent in lpr is very simply to distinguish from the 7 cent in 2pr; here there is a distinct color difference. The 2pr stamp has the same spotty appearance as the other values in lpr. However, the lpr is much more even in color, and is light bluish grey, as the catalog states.

2. Put the stamps to be checked over the identical value in comb 13½:12-¾

In the 2pr stamps the value indication often does not stand exactly in the center. By putting the to be checked stamp on top of a stamp with the same value in the comb 13½:12-¾, and holding it tight with tweezers, and against lamp light, one can without too much trouble discover the 2pr stamp.

However, not all 2pr stamps show this excentric value indication.

3. Value Indication Showing on the Back

On the back of used (!) stamps we often find with 2pr a visible "punch through" of the bottom side of CENT and the numeral, especially the fraction bar. This is easy to see if we hold the stamp at an angle against the light and look at the back. In the front the paper under the value indication is somewhat impressed. This is caused by printing the border and the value indication at different times.

4. Date

For the used stamps a clearly readable cancel with visible date is the best guarantee for the kind of stamps one is concerned with.

Stamps canceled before the date in column II of Table 1 are 2pr stamps. It should, however, be remembered that between the mentioned date of delivery by the printer and actual use many months can be found.

Stamps canceled before March 1913 (for the 3 cent February 1914) are surely stamps belonging to the first printing (issue) of the double printing postage due stamps.

5. Measuring Distances

In addition to the method mentioned under 2 one can use a better method which is described below: Here we compare the distances from the T of CENT to the inner bottom margin line. The results are found

TABLE 1 - The Single Printing

Value in Cents	I Distance from T to the horizontal bottom line in mm	II Distance from T to the vertical right-hand margin in mm	III Time of delivery	IV Number of printings delivered	V Number of stamps
½	3.7	5.1	Febr. 1916 - July 1920	6	1,302,800
1	3.8	5.2	March 1915 - Oct. 1933	21	4,918,800
1½	3.8	5.3	Oct. 1916	1	983,000
2½	3.8	5.2	Apr. 1915 - Nov. 1933	13	3,987,000
3	3.8	5.0	March 1915 - Aug. 1920	5	1,802,000
4	2.7	5.3	Febr. 1916 - July 1933	9	2,253,800
4½	-	-	Oct. 1916 + May 1917	2	594,200
5	3.7	5.1	March 1915 - Aug. 1933	12	8,354,600
5½	-	-	Oct. 1916 + May 1917	2	591,200
7	3.5	5.0	Febr. 1920 + Aug. 1920	2	778,180
7½	3.3	5.0	March 1915 - Febr. 1920	4	1,502,200
10	3.8	5.2	March 1915 - Oct. 1933	19	7,016,200
12½	3.7	5.2	Febr. 1916 - Dec. 1933	9	3,667,400
15	3.7	5.0	March 1915 - Apr. 1933	14	3,332,800
20	-	-	March 1920 - Nov. 1933	9	2,420,600
25	-	-	Febr. 1916 - Aug. 1923	12	4,958,100

TABLE 2 - The Double Printing

Value in cents	First printing		Second and third printing		Total number double-printed stamps
	Time of delivery	Number of stamps	Time of delivery	Number of stamps	
½	Apr. 1912	?	March 1913 + Febr. 1914	?	748,800
1	March 1912	291,580	March 1913 + Febr. 1914	612,800	904,380
1½	March 1912	193,180			193,180
2½	March 1912	288,980	March 1913 + Febr. 1914	496,800	785,780
3	March 1913	?	Febr. 1914	?	342,800
4	March 1912	192,780	March 1913 + Febr. 1914	495,600	688,380
5	Dec. 1911 + March 1912	?	March 1913 + March 1914	?	4,378,780
7			Oct. 1919	372,800	372,800
7½	March 1912	187,140	March 1913 + March 1914	307,000	494,140
10	March 1912	377,980	March 1913 + Febr. 1914	521,800	899,780
12½	March 1912	194,780	March 1914	192,600	387,380
15	March 1912	188,380	March 1913 + Febr. 1914	243,600	431,980
50			March 1920	954,800	954,800

- with those of the distance between the T and the right-hand inner vertical margin line - in columns I and II of Table 1 for the distances of the 1pr stamps
 One should take care that the line through the T and through the vertical line are perpendicular (see column II and Figure 1) Also the lines through the foot of the T and the horizontal line (column I). Estimate the tenths of mm very carefully, if necessary by holding a magnifying glass over the transparent ruler.

Is the distance you find clearly (!) different from those in columns I and II, then you are sure to have a 2pr stamp.

Nota Bene (Take Care)

Checking differences in the paper used does not give any surety. Under UV light we see various kinds of paper which cannot be correlated with a certain printing.

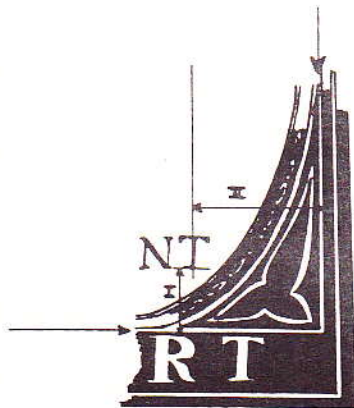


Figure 1 - Measurement of distances

The Difference Between the First and Second plus Third Printing of the Double Printing stamps

In the first place the distance between the numeral and CENT can differ. However, it is almost impossible to measure the distance between two horizontal lines - one line through the top of CENT and the other line through the foot of the numeral. The lines hardly ever are perpendicular, so it is very difficult to indicate a firm distance for the second plus the third printing, and thus to distinguish between the first and second plus third printings.

A good method is to place the numeral of the stamp which is being checked exactly on the numeral of the identical value in the comb perforation 13½:12-3/4 and to hold these against the light. In some cases it can be seen that the position of CENT is different. The safest method here again is to have a readable cancel with a firm date. Dates before September 1912 are certainly of the first printing.

Checking mint stamps is vastly more difficult. Some values have characteristic differences between the first and second plus third printings.

1. The ½ cent, first printing (see Fig. 2A)

1. the extended fraction bar cuts the C of CENT

2. a line dropped from the 2 cuts the N
3. the serif of the 1 is straight
4. the 1 is positioned directly above the E

The ½ cent, second plus third printing (see Fig. 2B)

1. the extended fraction bar passes by the C of CENT
 2. a line dropped from the 2 passes between the E and the N
 3. the serif of the 1 is pointing up somewhat
 4. 1 is positioned between the C and the E
2. 1½ cent, first printing

The stamps with a low-standing 1 of the fraction (see page 188 of the 1979 NVPH Special Catalog) be-

long to the first printing; there was no other printing in 2pr. (To be continued in December)

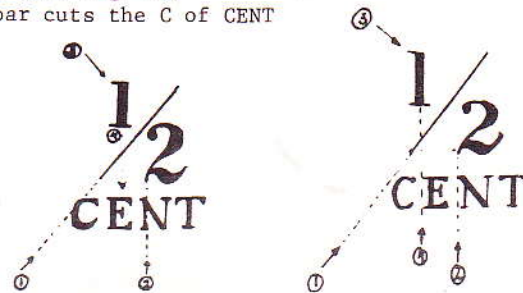


Figure 2A - ½ cent 2pr Figure 2B - ½ cent 2pr