

# NETHERLANDS PHILATELY



**JOURNAL of the American Society for Netherlands Philately**

**Volume 18**<sub>4</sub>

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# ASN P



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# Netherlands Philately

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PHILATELY

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June, 1994

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## FROM THE EDITOR

In the previous editorial for Netherlands Philately we wrote that we could not repeat goulash offerings every issue. That is still true, yet, in this last issue of Volume 18 we again managed to bring together a mixture where everyone will find at least something.

We are leading off with an article by our Vice President dealing with the 1924 "Voor het Kind" stamps. Larry brings together a lot of facts that are not so easy to find in the literature; comprehensive treatment of these stamps does not exist. Better yet, Larry has promised to make this article into a series, discussing all the old Child Welfare stamps one year by one. Articles such as these should be enjoyable by everybody, from the "Kind" specialist to the general collector.

Then there is the second part of Martinus Verkuil's article on Air Connections. The first half was very well received so, probably, you will like this second installment too.

Interesting too is the article we obtained from the new Curator of the Philatelic Collections of the PTT museum in the Hague. If you are planning a trip to Holland this summer or this fall (FEPAPOST), make sure to include this PTT museum in your schedule.

On a totally different tack, we ask again attention for one of the problems the ASN P is presently plagued by. For years now we have been losing members overall; first a trickle and then, last year a flood (see our editorial in the Newsletter of last January). What we need is a person who takes care of recruiting of new members. This Membership Recruitment Officer should be able to develop plans and campaigns towards increasing the net membership. Who has this kind of experience or administrative abilities? Ratting is encouraged!

Frans Rummens

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Voor Het Kind  
"For The Child"  
NVPH 141-143

by L.H. Rehm

**Introduction:**

In a recent letter, a member brought to our attention the lack of information in NETHERLANDS PHILATELY on the early Voor Het Kind issues, which in his opinion were the best looking extended series of Dutch stamps ever issued.

The new cumulative index of articles (Volume 18, Number 1) has just a single listing (it covered a little known fact of the 1930 issue), and none at all on the intriguing syn-copated perforation varieties.

Considerable information has been written on these attractive early sets, but most of this is not readily at hand for the average Netherlands collector. In addition to the bare-bones data in the NVPH Speciale Catalogus, Schiller and de Kruyf's 1940 Manual supplies some additional facts.

There is even a specialized catalogue devoted to these issues. However, most of this information would normally be found only in the library of someone who is particularly interested in the Kind sets.

Therefore, an effort will be made in a series of articles, to cover these issues in some detail. There will be nothing new here, but the omission which has been pointed out to us, will at least in part, be rectified.



2 (+2) ct blue green	Number issued
7 1/2 (+3 1/2) ct brown	757,663
10 (+2 1/2) ct light red	551,690
	977,123

Issued on 15 December 1924, and available until 14 January 1925. End of validity, 31 December 1925.

Printed by Enschedé using the photogravure process. Unwatermarked paper, sheets of 100, 10 rows of 10. Comb perforation 12 1/2. Designed by Georg Rueter.

The surcharge, not shown on the stamps, benefitted the Netherlands Society for the Protection of Children, and amounted to Gld. 56,723.32 1/2. This was a remarkable result for that time, as the guilder was worth much more than it is today. The gratifying success of this issue paved the way for the annual Voor Het Kind sets, which have appeared regularly since.

The sale of these stamps was handled only by the Post Office and by adult volunteers, as the sale of Voor Het Kind stamps by children did not start until 1948.

One plate fault has been noted; a white spot in both the right and left red edges at the sides of the 10 ct.

The Rueter name is well known in the world of Dutch design. In addition to being responsible for this set, Georg was very involved in the design of the windows in the New Church at Delft, and at St. Peter's Church in Leiden. His son Pam G. Rueter, was the designer of the 1938 and the 1962 Kind series.

As Christiaan de Moor wrote in his excellent 1967 book, *40x toeslag* (40 years of surcharge) the outstanding feature of the design is the central placing of the growing child with the protective function of the special organizations symbolized by the guardian angels, together with a fine combination of clear, legible text, with the illustration.

Christiaan de Moor continues to say that Georg Rueter had a close relationship with both Van Konijnenburg and Van Royen, sharing their belief that Dutch stamp design should not continue to follow the basic designs and patterns of the past.

Rueter himself had this to say about the 1924 set:

*"with this postage stamp project, I wanted to convey the impression of "Child Welfare" to the purchasers of these stamps. The head of a child protected by two guardian angels. I wanted to make the text speak as clearly as possible.*

*"The reproduction would be in rotogravure, which is one of the easiest methods for the artist, as with this technique, the lines as well as the overall plan can be reproduced in half tones.*

"In general, I believe that it is better to make the original artwork "life size" (that is, the artwork should be the same size as the final product), even if the method of reproduction involves photography. From the standpoint of technique, this does not necessarily exclude a larger sketch.

"These larger designs offer some chance that the details, in the final reduced form, are not well brought out, and the impression which one receives of the whole work might not be that which the designer wanted.

"However, the postage stamp is a very small object, and the proportions in the drawing are very difficult. I have therefore been constrained to make my design for reproduction, twice the size of the original "life size" sketch.

"When the designer must at the same time be the engraver on wood or copper, he is forced to work from a "life size" sketch, as for example since ancient times the engraver created coins or medallions, when photography was not at his disposal.

"The drawing of a stamp will be without doubt simpler, the details less minute, less pressured when one is restrained by exact measurements."

*Georg Rueter*

Since the 1924 Kind issue was not made available in rolls, it was not suitable for use in the POKO machine and examples of POKO perfins have not been recorded. Ordinary perfins however, are found on all values. Among those known to exist are:

- |           |                        |
|-----------|------------------------|
| 2 ct:     | PALTHE, S.M.N.         |
| 7 1/2 ct: | H&V, JE, S.P.G.        |
| 10 ct:    | L.R., NGM, NJM, S.M.N. |

The relevance of a perfin on the Kind issues can best be brought out by an example. The complete 1924 Voor Het Kind set of three values in fine used condition can be purchased at around f 12.-

A recent auction offered just the 7 1/2 ct, value with a rather common perfin (S.M.N.). It realized f 90,-



Proofs of the 10 ct are known in brown, black and in red, which is the most uncommon.



Hand proof, in red

There also exist color proof printings, all with 10 ct denomination.



All data in this article was obtained from the following sources, to which full credit is acknowledged:  
 40x toeslag, Christiaan de Moor, 1967  
 Catalogus Proeven, J. L. van Dieten  
 Dat Kleine Beetje Extra, 60 jaar Kinderpostzegels, Boost, Kiestra, van Otegem 1986  
 Les Timbres Post des Pays-Bas. PTT, 1929  
 Manual of the Stamps of Netherlands etc. Schiller and de Kruyf, 1940  
 NVPH Speciale Catalogus 1994  
 Perfins Catalogus. E.J. Enschedé

THE RELATED DEVELOPMENTS OF DUTCH AIRMAIL TRANSPORT IN EUROPE AND IN THE NETHERLANDS INDIES AND OF THE GRADUAL INTRODUCTION OF AN INTER-CONTINENTAL AIRMAIL CONNECTION BETWEEN THESE TWO AREAS.

by Martinus Verkuil

Part 2

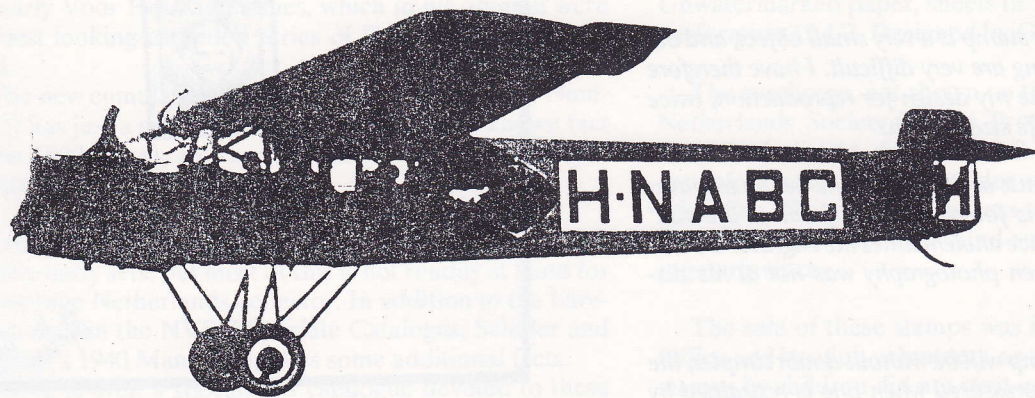


Figure 8. The Fokker F-II airplane.

At the Fokker factory people had not sat on their hands either; on September 30 the first F-II planes were delivered to the KLM.

These new Fokker planes were well designed towards their task. They had a closed cockpit, which afforded more

comfort for crew and passengers alike than the already obsolete ex-RAF planes with their open cockpits.

The expansion of the KLM European air net remained limited this first year. Frequencies on existing lines were increased, however. Much attention was given to the matter of flying under

all kinds of weather conditions. The experience thus gained would turn out to be very valuable later, when the flights to the East Indies were made.

As far as such flights were concerned, Fokker and KLM had great expectations for the bigger and stronger Fokker F-VII which was soon to undergo its first tests. The first one

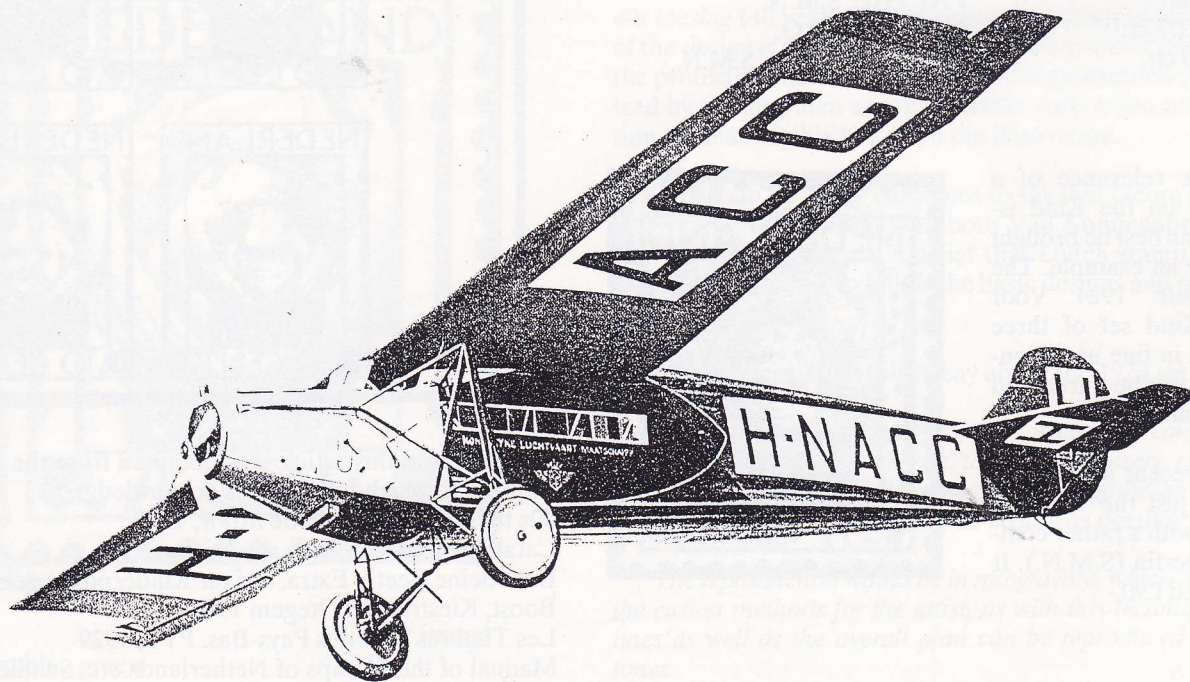


Figure 9. The Fokker F-VII H-NACC with which the first mail flight to the Indies was carried out.

*Per Vliegtuig van Amsterdam naar Batavia*

*Verzoeken de regels  
niet door stem-  
pelen te  
beschadigen*

*deur stempelex t. v. p.*



*Den WelEdGeb. Heer W. A. Junnonen*

*Co. Bank voor Indië*



*Batavia*

Figure 10. A cover from the first flight Netherlands-Netherlands Indies.

rolled out of the Fokker hangar on April 11, 1924 to be transferred to the KLM two months later, on June 16.

In the meantime a number of notables in the Netherlands had started the *Comité Vliegtocht Nederland-Indië* (*Vliegtocht* = Air travel), with General Snijders as Chairman. This Committee tried very hard to get a flight with a Fokker-VII underway to the Indies and still in 1924 at that. First a number of successful test flights were needed, and extra supplies had to be stocked on all the airfields along the route to Java. Finally, on October 1, 1924, pilot Thuessink van der Hoop started from Schiphol with 281 pieces of mail destined for Java.

Unfortunately this pioneering flight was not very successful; because of engine trouble the plane reached Java only after almost two months.

In the meantime experts had come to the conclusion, that this type of airplane was still not the most suitable for the difficult flights between Holland and the Indies. Everyone was waiting for the triple-engined and much more reliable F-VIIb/3m

Before this was going to happen the Committee Air Travel Netherlands-Netherlands Indies organized several

mail flights to Marseilles in 1926 and 1927. Mail was flown over to the mail boats which were waiting there in port, on their way to the Indies.

Upon arrival in Sabang the mail was taken over by hydroplanes of the Royal Navy, to be flown to farther destinations in the Indies. Through this partial airmail transport the overall delivery time of the mail was considerably shortened.

The year 1927 brought two pioneering flights. Assigned by the American business man Van Lear Black, Captain Geysendorffer made a successful flight Amsterdam-Batavia in June/July of that year, with the F-VIIa H-NADP. In October of the same year Captain Koppen carried out an almost problemless flight to the Indies and back with the newest Fokker product, the triple-engined F-VIIa/3m H-NAEA, carrying a considerable amount of mail.

These successful flights justified the belief that a regular airmail connection Holland-Java would soon become a reality.

In the Netherlands Indies experiments were carried out, using land-based airplanes belonging to the Military Aviation Group, after similar experiments with hydroplanes during the test flights of 1920 and 1921.



Figure 11. The Post "Mandoer" with the first airmail Netherlands-Netherlands Indies.

During the July/August 1923 Fair in Bandoeng a daily service was maintained between Weltevreden and Bandoeng with De Havilland airplanes, on which occasions substantial amounts of mail were moved. Then test mail flights followed to practically all larger places in the Archipelago. Distances became ever bigger and much experience was gained with the climatological conditions. All in all one could say that the Netherlands Indies authorities had prepared themselves very thoroughly towards the realization of their own aviation net. It would be that net which would have to relay the incoming mail from Europe to all the major centres in the Archipelago.

In close collaboration with the KLM, the NILM (*Nederlands Indische Luchtvaart Maatschappij*) was founded on July 1, 1928. Queen Wilhelmina then bestowed the predicate *Koninklijke* (= Royal), to make it into the KNILM. In the mean time four Fokker airplanes had been ordered in the Netherlands for the Indies air net. In September and

October 1928 these planes were flown to Bandoeng, thereby completing the Indies segment of the Holland-Java air bridge.

Flying over these four Fokkers destined for the KNILM provided an opportunity to try out the mail service to the Netherlands Indies and back. Following that, in 1928 and 1929, the KLM carried out a set of Holland-Indies-Holland test flights, which also carried substantial amounts of mail. The experience so obtained indicated that there were no technical obstacles any more. The institution of a regular airmail service to the Netherlands Indies was ready to get started; the only remaining problem was that of finances.

The experiences from the test flights had also shown that the income from the airmail from the Netherlands and from the Netherlands Indies by itself was hardly sufficient to run an airmail service between the two countries. This in spite of the important financial guarantees that the Dutch PTT had given.

*Ingenieur* H.M. van Damme, by now Inspector General of the PTT, tried and succeeded in obtaining as many as possible international mail contracts, whereby the income for the KLM could be significantly increased.

These efforts contributed to the eventual establishment of a regular airmail service between the two countries. Developments which started in 1918 both in the Netherlands and the Netherlands Indies, finally found their crowning point on September 25, 1930. The longest air route in the world had become a fact. The great cities of Europe were now linked with the important places in the Middle East, Asia and Netherlands Indies and somewhat later with Australia.

#### Aerophilately

Stamp collectors followed the development of the airmail in the Netherlands with keen interest. They documented this by means of flown covers; in so doing they set the first steps on the path of Dutch aerophilately. In this connection the names of R Tocila and J. Boesman should be mentioned.

These expert aerophilatelists of the first hour rather quickly produced an airmail catalogue. For the convenience of the collectors a system of "Chapters" was introduced. In these the data about the flights and the mail they carried is listed along with a short history.

In the present edition of the catalogue there is barely space for any history. The format was reduced to pocket-book size and year after year additions had to be fitted in. Although the Chapter-wise division may be practical, it may also have led to some inflexibility. In other words, many collectors started to collect along the rigid structure of a chapterized development of the Dutch airmail. As a result the connections and the relations between the various matters would then become lost. As a clear example of this one could cite the above discussed developments in Europe and those in the Netherlands Indies on the one hand and the slowly developing of an intercontinental airmail route be-



Figure 12. The return of the H-NAEA on Schiphol. The mail bag contained 4642 pieces of mail from the Netherlands Indies.

tween these two areas. These developments should not be seen as independent; they are strongly related.

In a collection or an exhibition project which pretends to

give a complete overview of the development stage of the airmail connection between the Netherlands and the Netherlands Indies, the relations with the prior and/or simultaneous developments in Europe and in the Indies should be indicated.

This could be achieved by adding covers from the early development period to the air-mail covers of the Indies route itself.

(translation from Dutch:  
F.H.A. Rummens)

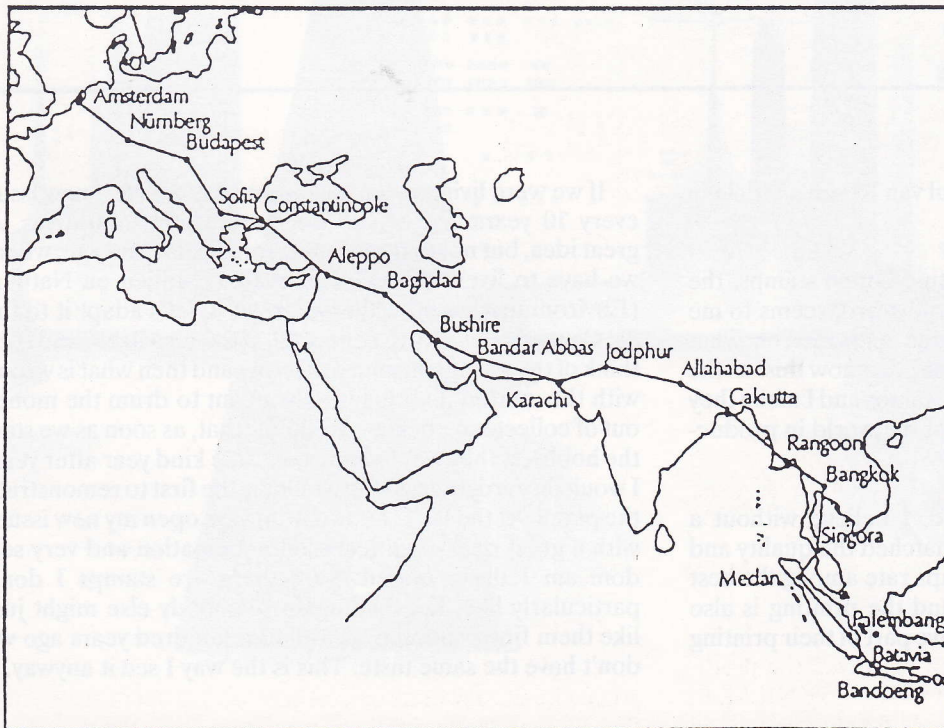
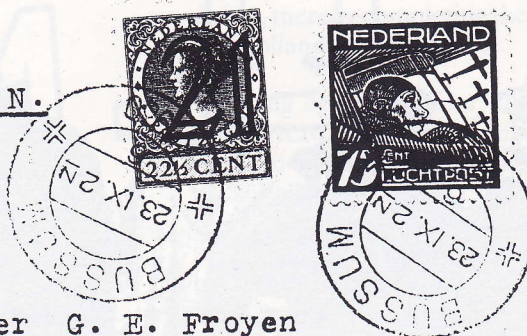
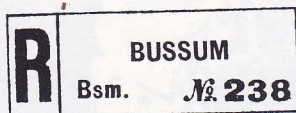


Figure 13. The airmail route Amsterdam-Bandoeng.



Per Vliegpost

A A N T E E K E N E N .



Den Weledel Geboren Heer G. E. Froyen  
p.a. den Heeren Maclaine Watson & Co



F. W. G. JAGER  
IN EFFECTEN  
BUSSUM  
INT. TELEF. 726

B A T A V I A  
Nederl. Oost Indie

Figure 14. Picture of a cover transported with the 1st flight of the official service, opened on September 25, 1930.

### Letter to the Editor

This will be a reply of sorts to Paul van Reyen's article in the Journal of March 1994.

The reason why you stop collecting Dutch stamps, the recent issues, for the arguments put forward, seems to me rather shortsighted. Not that I am an authority on what people should be trying to collect, but I do know this: as the world grows so does the appetite for stamps and I mean they (the Dutch) have to match the rest of the world in production of stamps.

And as far as that is concerned. I believe without a shadow of doubt that Holland has matched the quality and quantity of the product. Dutch stamps rate among the best designed (except for a few dogs) and the printing is also rated as the best. Even the English have part of their printing done at Enschede's printing firm.

If we were living in the 1800's we would have a new issue every 10 years. We would not have commemoratives. A great idea, but not very attractive for this day and age, where we have to live with such things like "Millieu en Natuur" (Environment). And while we are at it, let's adapt it to the 21st Century. Let's try to support first the idea itself, and then think of the young aspiring collectors and then what is wrong with the notion that this is only meant to drum the money out of collectors' pockets. We know that, as soon as we start the hobby. If they would issue the same kind year after year, I would hazard a guess who would be the first to remonstrate the people at the PTT. I, for one, always open my new issues with a great deal of anticipation anticipation and very seldom am I disappointed. Sure there are stamps I don't particularly like, but then again somebody else might just like them fine. And now as well as a hundred years ago we don't have the same taste. This is the way I see it anyway.

## NETHERLANDS PTT MUSEUM: a mecca for philatelists

by Charles F.C.G. Boissevain

Curator of Philatelic Collections

### Welcome!

No doubt you will ever make a trip to Holland to visit the addresses that are familiar to you, just as Frans Rummens did last year. Besides the addresses of your friends and relatives I hope you will add the PTT Museum in The Hague to your list of places to visit. You can be sure of a friendly welcome.

We regularly read the ASNP Newsletter and Netherlands Philately, so we may be more familiar with what is happening in the ASNP than you are with recent developments in our place. Your last visit to the Museum may have been many years ago on a school trip or to inspect our postal history or philatelic collections. That's why this article may interest you.

### Postal items in the Museum

Philately is an international phenomenon. As one of the 300 members of the ASNP you are part of an international group of philatelists in several countries who are interested

in Dutch stamps and postal stationery. Philatelists in North America study aspects of our old stamps, such as water marks, sheets of paper and faults in copper plates and they keep abreast of the latest Dutch stamp issues, exhibitions, publications and auctions. We do the same here in the Netherlands of course and we welcome and encourage anything which contributes to the development of philately.

The PTT Museum tries to make practising Dutch philately more enjoyable. But to understand our point of view in this, it is important to remember that stamps and postal stationery are produced under postal regulations to enable people to communicate with one another. They are an essential part of communications, which has often played a crucial role in the history of the world.

The PTT Museum is aptly called 'the Museum of Communications', because all the objects in its three main sections — postal history, stamps and telecommunications — are presented in relation to communications in the widest sense, with the emphasis on the Netherlands. It is relatively easy to display the many objects which illustrate or represent postal history — like a tin inkstand, paintings, a posting

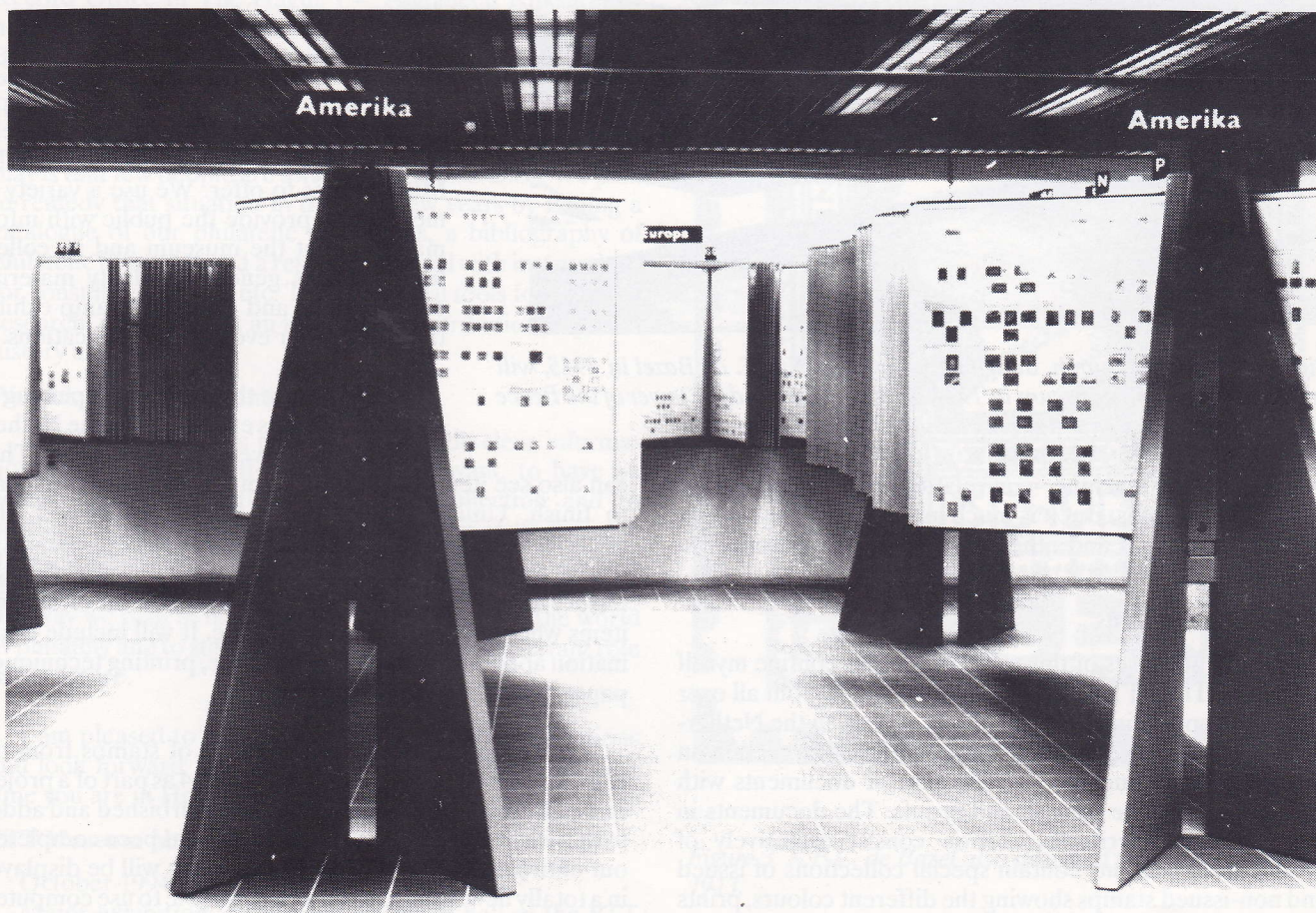


Figure 1. View of the room with the stamps of the rest of the world, which will be renovated in 1994/1995.

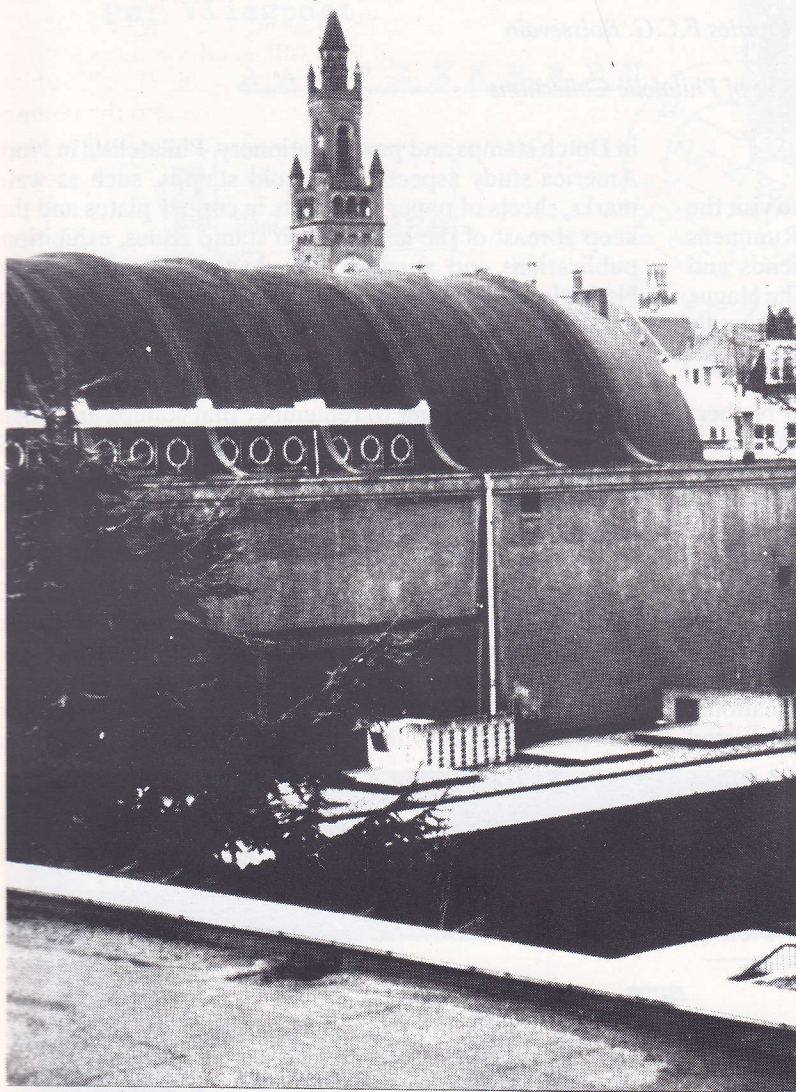


Figure 2. A former church, designed by architect K.P.C. de Bazel in 1915, will be added to the PTT Museum in 1994. In the background the tower of the Peace Palace in which the International Court of Justice is housed.

box or a sorting machine — in relation to the development of communications. But it is much more difficult to present stamps, post cards and other types of postal stationery in this light.

#### Philatelic collections

For the purposes of this article I want to confine myself to stamps. The PTT Museum collects stamps from all over the world, specialising, as you would expect, in the Netherlands and its (former) Overseas Territories. The section on the Netherlands includes a collection of documents with pre-issue items like designs and proofs. The documents in the Overseas Territories section consist exclusively of proofs. Both sections contain special collections of issued and non-issued stamps showing the different colours, prints (including printing methods, plates and settings), paper (including types of paper and water marks) and perforations used for each stamp, as well as irregularities (printing errors, et cetera.)

The large number of new stamps issued each year (about 7,000 worldwide) and the fragility of the paper make our task extremely difficult. On the one hand, we want to preserve, administer and study our large collections, and on the other hand we want to make interesting displays of these small, delicate items for visitors of all age groups and interests. These aspects are difficult to reconcile with one another. We can not do justice to them all, so we have had to make choices.

In the administration of our collections of stamps and postal stationery we put stress on storing all new acquisitions so that they are accessible in a certain way. In our cataloguing activities we give priority to entering information on Dutch designs and proofs in a computerized system. We also include material from Museum Enschedé and PTT Post Philately (both located in Haarlem). This system ensures that this unique part of our collection is accessible to the public and meets the wishes of philatelists, (art)historians and people who are interested in printing and graphic design.

#### What is there to see?

We want everyone, including people who are already familiar with our philatelic collections, to be aware of what the PTT Museum has to offer. We use a variety of methods to provide the public with information about the museum and its collections such as general publicity material, contributions and stands at stamp exhibitions and other events and publications.

Visitors enter the Museum expecting to see all the stamps ever issued in the Netherlands and its Overseas Territories. They can also see items illustrating stamp production from start to finish. Unlike stamps which have been issued, this material is unique and is not exhibited anywhere else in the world. At present, we are looking at ways of presenting the history of our first issue in a special exhibition of original items where the past will come to life. It will include information about the stamp printing office, printing techniques, paper, water marks and forgeries.

The section housing our collection of stamps from the rest of the world will be renovated in 1994 as part of a project in which an adjacent building will be refurbished and added to the existing premises. Once the work has been completed, our entire collection of European stamps will be displayed in a totally new setting. Visitors will be able to use computers and video disk players to watch educational programmes on philately and the political history of Europe. Various themes, topics and countries will be represented in semi-permanent exhibitions, sixty per cent of which will consist

of philatelic material and forty per cent of other objects. We plan to start with an exhibition entitled 'A panorama of Indonesia' which will complement our permanent display of stamps from the Dutch East Indies. A major exhibition highlighting the Netherlands' overland, air, sea and radio links with the Dutch East Indies is scheduled for 1995.

The objects on show are part of our total collection and are designed to introduce a wide public to the areas covered by our collections. The key words here are recreation, active involvement and education. With these concepts as our starting point we hope to encourage visitors to take a lasting interest in philately.

#### What is not on display at the PTT Museum?

The majority of items in our philatelic collections are not on display in the museum. But they can be viewed by appointment in a veritable Mecca for philatelists containing stamps from all over the world. Our staff will be pleased to show you designs, proofs and the complete range of stamps and postal stationery from the Netherlands and its Overseas Territories. We encourage visitors to study these items and publish their findings. Early in 1995 the new study room in our library will be completed. It will be equipped with better research facilities so you can examine the literature and original material side by side. As you probably know, you can also have free access to the PTT archives at the Public Record Office in The Hague (= Algemeen Rijksarchief near Central Station not far from the PTT Museum) and at BIDATA, the information services department of Royal PTT Nederland (KPN).

An obvious disadvantage of not putting objects on display is that few people are aware of their existence. We plan to remedy that situation in the next few years by issuing a catalogue of our philatelic collections, a bibliography of philatelic literature and a research manual with instructions for consulting sources etc. These are vital tools for efficient research, which makes an important contribution to postal history and philately.

#### We look forward to seeing you!

The PTT Museum's policy is to provide clear information about what we offer and what we want, to have an accessible and attractively presented collection and to produce efficient research tools. Our aim is to increase public interest in the museum and philately and to make a significant contribution to postal history and philately. In this way we plan to maintain our unique status in the world of philately and to start playing an even more important role in the future.

I am pleased to support the ASNP and its publications and look forward to seeing you at the PTT Museum next time you are in Holland.

#### PTT Museum philatelic projects

October 1994 - January 1995

Major exhibition in the new exhibition hall of the PTT Museum featuring designs of stamps completed in 1993 and 1994.

October 17-23, 1994

The International stamp exhibition FEPAPOST will take place in the congress Building in The Hague. The PTT Museum will be present too, with an information stand and an exhibit. This exhibit is titled "K.P.C. de Bazel, architect of the 1913 Jubilee stamps." De Bazel is also the architect of the Theosophic Building, which is being added to the PTT Museum.

March 23 - May 8, 1995.

Exhibition "Occupation and Liberation in Europe on cover and on Stamps", presented by the Foundation FILEX World War II on the occasion of the Netherlands being completely liberated, 50 years ago. In the PTT Museum.



Figure 3. K.P.C. de Bazel also designed this Jubilee Stamp of 1913.

# THE RUBBER CANCELS OF THE NETHERLANDS

by John W. van Rijdsdam

A Translation of an article in the "Filatelie Encyclopedie."

This name RUBBER CANCELS (Gummi stempels) was the official name of these cancels, which were mentioned in Service Order 583 at the end of December 1924. As per 15 January 1925 they were used as a test by the post offices of Amsterdam, 's-Gravenhage, Rotterdam and Scheveningen.

They could only be used for the cancellation of stamps used on the label address cards of the domestic parcel post mailings.

In the beginning there was a regular use of these cancels by all of the above post offices on parcel post, which was canceled with a purple, sometimes reddish, blue, or black inks.

The town names were abbreviated and when a number also appeared, it was the number at that time in use for that particular post office.

For example ASD 9 refers to Amsterdam-Kwakersplein (a sub-station); GV 12 was 's-Gravenhage-Copernicusplein and SV I was Scheveningen-Gentschestraat.

As the rubber stamps wore out pretty fast at several post offices, many smudgy cancels can be found. For this reason they were taken out of the circulation in 1926 and 1927.

However, some cancels have been found as late as 1941 of some Rotterdam sub-stations.

The Amsterdam sub-station Kerkstraat ASD 11 cancel wore out rather fast and some primitive, possible home-cut, cancels can be found.

There was a soap factory in Den Dolder which made heavy use of the parcel post service, and the post office made a round rubber cancel with date bar. Copies of this cancel are very rare!

For several years the "Inspecteur der Domeinen" (the so-called Government Auctions) auctioned off parts of

the parcel post cards showing these cancels. Bids could be placed by collectors on lots to be sold.

Ref.: Filatelie Encyclopedie (Philatelic Encyclopedia).  
Published by Samsom Uitgeverij BV, Alphen a.d.Rijn, 1979  
Nederlandsch Maandblad voor Philatelie, June 1993 pp 403-407



### Coil Corner

There has been very little activity on the coil front for some months, with one exception.

It has been so quiet that the dedicated coil collectors seem to have been going further afield in their search for new varieties. They have come up with a variation in the degree of fluorescence of the D2b gum on some of the newer strips.

As a result of their study, it has been announced that the three coils which appeared in 1992, vary considerably in the fluorescence of their gum. The 10 c. Crouwel N7A(4)compact has "dof" (dull) gum, with almost no reaction to UV light.

The 160 c. Beatrix inversion R7A(4)compact has gum



with a "zwak" (weak) reaction to UV. And the 80 c. Beatrix inversion R7A(5)compact is classified as "W" (white), which we would term "hi-brite".

The one definitely new variety to be issued this past 12 months, is the reappearance of the 25 c. Crouwel. Originally issued in coil form in 1976, it was frequently reprinted through 1985 and then saw no more activity until the end of 1993, when it appeared with Type N7A(4)compact numerals (and, incidentally, with "dof" gum).

LHR

## THE RED FRANKING STAMP "ROODFRANKERING"

*John W. van Rijsdam*

A Translation of an article in the "Filatelie Encyclopedie"

"ROODFRANKERING" is the official P.T.T. name for machine franking of large quantities of printed matter, letters and even registered letters, with red ink.

These franking machines were in use by some post offices in the Netherlands, during the years 1927 to 1979.

The common franking machines at first used rectangular flag cancels with the boxed NEDERLAND - 1 1/2 CENT logo or another value as was needed.

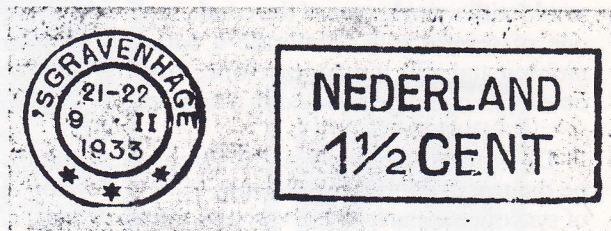
Later another franking was added, which shows a styled lion figure with text NEDERLAND - 12 cent, or other value. III. 2

With the introduction of "PREPAID" mail (Frankering bij abonnement) the use of the ROODFRANKERING was abolished in 1979.

Collecting these ROODFRANKERING on 2" x 4" strips or entires is an interesting facet of philately and very popular in Holland.

Herewith a few samples of these frankings, which should not be confused with private company machine die cancels.

Ref.: *Filatelie Encyclopedie* (Philatelic Encyclopedia).  
Published by Samsom Uitgeverij BV, Alphen a.d.Rijn, 1979



## Book Review

"The History of the POKO Postage Stamp Affixing Machine" by Ir. Ruud J. Hammink. In Dutch. Hard bound, 112 pages, well illustrated, published by Perfin Club Neder-



Land, Postbus 3052, NL-5003 DB Tilburg. Price not given.

In its most familiar form, the German-made POKO machine (Porto- Kontroll- und Brief frankier-maschine) would with a single turn of the crank, separate a stamp from one of several rolls, perforate it with the firm's initials, moisten and affix it to an envelope. Properly operated, 120 envelopes could be handled in a minute.

Difficulties with the separation step, where stamps could be damaged, led the Netherlands PTT to develop a series of syncopated perforation varieties ("Roltanding") starting in 1925.

Burton Bauder's 1974 book, "POKO Issues of the Netherlands" (unfortunately, long out of print) has been the primary reference in this field. All of the data on the POKO machine itself was made available to Bauder through the fine research of the late Jan Dekker.

In the intervening twenty years since Dekker's work, much additional information has been uncovered by dedi-

cated people such as Ir. Hammink.

Several years in the preparation, this book provides a much more complete picture of the origins, development and use of the POKO machine in its many versions.

Ir. Hammink takes us through the various stages of the POKO from the simple mechanism of the 1907 patent through the many steps of development from a single-roll plunger non-perforating device to multi-roll machines which would create the perfins familiar to most Netherlands collectors.

The final models had a capacity of 3, 5, or 7 rolls. They could be operated by hand crank or by an electric motor, and often were equipped with a counter on each roll.

It appears the first advertisement for the POKO was published in Germany in 1911, but machines were already in use in several countries, including England and Switzerland. It saw use in a total of eleven European countries, where it is estimated that close to 40,000 machines were employed, most being in Germany.

Efforts were made to introduce the POKO machine into the Netherlands prior to World War I, but it did not gain any real acceptance until well after the war. A total of about 80 units were sold in the Netherlands, where peak years of the POKO were 1922-1936. A few machines were employed well into World War II, the last recorded use being February 1, 1944.

Germany saw POKOs in service through the war. There was some use of POKOs in England until about 1970, and it was reported two machines in Switzerland saw occasional use until they were finally retired in 1991.

Ir. Hammink's book was not intended to replace Bauder's book, but is an excellent source of much greater information on the machine itself. Due to its multi-country scope, it does not detail the operation in the Netherlands, and has no lists of firms or of stamps with POKO perfins, both of which are available elsewhere.

For the person interested in coils, in the syncopated perforation varieties, or in perfins, this is indeed a fine book, the result of a great deal of thorough research.

LHR



Figure 4. The Netherlands Indies Receipt Stamps of 1886, 1893, 1894, and 1904, respectively.



The pictures on this page are reprinted here to clarify the muddy prints in the last issue. This should not be blamed on the printer, but was caused by the publisher who used photocopies instead of the original photographs.