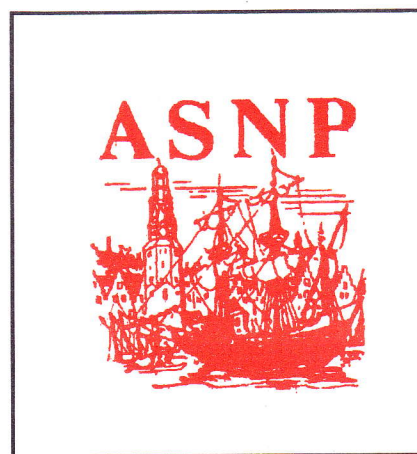


# NETHERLANDS PHILATELY



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

**Volume 29/1**

**Netherlands Philately**  
3628 Forest Court  
Olympia Fields, IL 60461

2020  
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252 Balceta Ct.  
Danville, CA 94526-5432

**Dated Journal**

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# ASNP



A non-profit organization registered in  
the State of Illinois

Founded in 1975 by Paul E. van Reyen

# Netherlands Philately

THE JOURNAL OF THE AMERICAN SOCIETY FOR NETHERLANDS PHILATELY  
Volume 29, number 1

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Printed in U.S.A

September 2004

From the Editor:

I've just come back from the APS Stampshow in Sacramento and I must say I had a wonderful time. Not only were the exhibitions set up nicely, but the material shown too was of great interest and quality. It is a shame that it seems that there are only so many Golds to be awarded. Kees Adema's, HansPaul Hager's and Ralph Van Heerden's exhibits, as well as a copy of the ASNP 2003 Newsletters, represented the ASNP very well. On Saturday afternoon we had a well attended joint meeting with the N. P. of C. followed by an ASNP dinner. The only sour note was that Governor Ed Matthews had to cancel at the last moment due to an illness in his family. During the dinner, via a phone call, he was informed that he had been given the Johannes de Kruijff award for his outstanding contributions to Netherlands Philately. On Sunday morning we had a short informal 'membership meeting' where anybody in attendance had a chance to speak up on anything related to the ASNP. Kees Adema let it be known that this would be his last year as ASNP President and George Vandenberg too would like to see a successor for Treasurer next year. Please consider taking on one of these positions. We're all in this together and only by sharing the work can we survive. The masthead has been updated to reflect Paul Swierstra as appointed librarian. Since the 'polls are still open' at the time of this writing I did not update the other positions.

This Journal has a variety of articles, with some of them (Pseudo Postal History and Economical Folded Business Postcards) on the fringes of philately. But then, if you ever come across some of this material you at least know what you are looking at. It is also nice to note that five of the six articles come from ASNP members, which is of course what we are striving for. Again, I am always looking for material to publish, especially about stamps themselves. It seems that it is easier to get articles about postal stationery than about stamps.

Hans Kremer

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Netherlands Philately is published 3x/year by the American Society for Netherlands Philately

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### Harold "Hal" F. MacDonald, 1916 - 2004

Long time A.S.N.P. member Hal MacDonald passed away peacefully at home on July 72 in Walnut Creek, California. His church and community activities were well known locally, the latter featured on television and the area press. Noted were his published Hiking Trail Maps of the East Bay Regional Park System, each one of which he had individually measured "on ground".

A founding member in 1969 of the Netherlands Philatelists of California, Hal served as President both in 1972 and in 1979 and later became an Honorary Member.

For A.S.N.P. from the very beginning, Hal supported Paul E. van Reyen to form a strong base for the recognized organization that it is. He, as member no. 5, served as Membership Secretary and later as Treasurer as well as Advertising Manager.

Not satisfied with only forming an outstanding collection of mint and used stamps of the Netherlands and its former Colonies, including the myriad of types and perforations, Hal wrote extensively on results of the studies he made about overprint variations. Several of these studies appeared in A.S.N.P. and N. P. of C. publications.



At Hal's memorial gathering, friends remembered his long professional association with Dow Chemical's chemistry research department. In 1949 he had graduated with a B.Sc. in Chemical Engineering from U.S.C.

R. Van Heerden A.S.N.P. # 15

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### How the Netherlands missed its Occupation Overprints

*by John van Rysdam*

(A potential lucrative German military mail plan that did not materialize. A translation and condensation of an article by T. Voorhaar, Philatelie, December 1998)

Browsing through some old PHILATELIE articles I did re-read this article, the contents of which are not that well known and will no doubt interest the American Dutch collector. The writer goes into great detail about the political manipulations of the German occupier to take over the issuing of Dutch postal stamps. I will however, in my condensation for the American collectors, stay more on the philatelic side.

As we did see during WWI and also during WWII the German occupiers liked to replace the stamps of the occupied countries with their own designs and in the interval they liked to overprint the original stamps with their logos and values. A good example of this are the GERMANIA stamps overprinted during WWI for Belgium, Poland and Rumania.

The first German occupation stamps issued during WWII were those issued in 1938 for the occupied Sudetenland, which were local overprints on stamps of Czechoslovakia. These were followed by overprints for Danzig and Poland.

Pretty soon, after the Dutch capitulation, talks went underway by the "Rijkspostministerie" what to do with the postage stamps in the occupied countries such as

Holland. At that time all German mail had to be franked with "Dienstpost" stamps. The question arose if it was not better to use in Holland as in other occupied countries stamps overprinted with DEUTSCHE DIENSTPOST NIEDERLANDE. Not only would this result in a political event favorable for the occupier but also a gold mine of 5 to 10 million Reichs Mark for the German Treasurer as millions of these stamps would never be used and find their way in the collectors albums.

The decision was made not to start such overprints as there was not enough usage seen for them and as regular German stamps could be used for this purpose.

Later the subject was brought up again but the officials wanted to wait and see what the plans were for Belgium and France as they wanted an uniform treatment. It was also considered a political move and for that they had to consult with the Dutch Rijkscommissaris Seyss-Inquart, who initially was in favor of over-printed stamps.

A couple of sheets of different stamps were sent to Berlin where trial overprints (all containing the text 'Deutsche Besetzung', and on some also the so-called



German Hoheitszeichen) were made on a part of the stamps. One set of these overprinted stamps was sent back to the Netherlands for viewing and approval. Seyss-Inquart realized that Dutch stamps, especially the Wilhelmina stamps, overprinted with 'Deutsche Besetzung' and the German eagle and swastika, would be very badly received by the Dutch citizens and rejected the idea of that particular type of overprint. The set of trial stamps was then returned to Berlin.

At that time the question also came up about the replacement of the Queen Wilhelmina stamps, which

were replaced with the Dove guilloche overprints, referred to by the Dutch people as 'Holland Behind Bars'. Later these stamps were replaced by the German Symbol and Dutch Naval Heroes stamps.

According to Mr. Voorhaar's research, one set of the overprinted trial stamps has, thanks to the research team of Messrs. Boissevain, Holstege and Vellekoop, landed at the Museum of Communication in the Hague. Mr. Voorhaar also stated that most of the back ground study for his article came with the help of these gentlemen.



*Some of the 'Deutsche Besetzung' overprints that were brought back from Germany to the Museum of Communication in The Hague*



## Why was there a need for a 21 cent stamp in the Netherlands?

by Max Lerk

Note: With the conversion from guilders to Euros all sorts of odd (as in uneven and strange) denominations have started to show up on Dutch stamps. Just this month (January 2004) stamps with denominations of € 0.57, € 0.61, € 0.72, and € 0.77 have been issued. However, about 70 years ago there were stamps in the Netherlands with a denomination of 21 cent, certainly an unusual denomination at that time. The following article delves into the reason(s) this stamp was needed.

When a stamp with an unusual denomination is issued the question is raised: Why? What was the purpose of this stamp? To answer that question we have to take a look at the postal rates at that time.

By looking at the rate table it becomes obvious why in 1929 the 21 cent relief stamp was issued. The rate changes taking place in 1929 made the 22 1/2 stamp obsolete. Undoubtedly it was decided that it would be cheaper to overprint these stamps with the 21 cent rate then printing new stamps. Why did they call it a 'relief' (hulp) stamp, and not a 'clearance' (opruimings) stamp, as was done for NVPH numbers 106 (1921), 114 thru 120 (1923) and #s 132, and 133 (1923). Most likely the reasoning was that the 21 cent represented a new rate, while the others were additional stamps of already existing denominations.

Mid-November 1929 the 22 1/2 cent of the Veth issue

Date	In Country Letter 0 - 20 grm	Local Letter 0 - 20 grm	Local Letter 2nd Wghtgrp	Postcard	Border rate < 50 km. 0 - 20 grm	Pre-Printed Envelope	Pre-Printed Letter (Postblad)	Registration Surcharge
1/1/29	7 1/2		10	5	7 1/2	6		
11/1/29	6	5	10	5	6	6	6	15
7/1/30	6	5	10	5	6	6	6	15
1935						7 1/2	6	
7/1/36	6	3	6	5	6	7 1/2	6	15
9/1/37	5	3	6	4	5	5	6	15
4/1/39	5	3	6	3	5	5	6	10
8/20/40	7 1/2	5	7 1/2	5	7 1/2	5	5	10
11/1/46	10	6	10	7 1/2	7 1/2	7 1/2	7 1/2	15
2/1/48	10	6	10	6	7 1/2	7 1/2	7 1/2	15
7/1/53	10	7	12	7	7 1/2	10	7 1/2	20

As can be seen from the spreadsheet, on November 1, 1929 the rate for an in-country letter was lowered(!) from 7 1/2 to 6 cent. Based on the information listed, one can conclude that the majority of postal material franked with a total of 21 cent can be expected to have been mailed between November 1, 1929 till September 1, 1937 for regular (domestic) mail and for local mail between November 1, 1946 and July 1, 1953. Registered postcards (mostly used by businesses) mailed between February 1, 1948 and July 1, 1953 and franked with a the required 21 cent may also occasionally be found.

Although not shown in the listing above, it should be noted that between 10-1-25 and 11-1-28 printed matter of the second weight group, as well as braille mail of the second weightgroup could also be sent as Registered mail for a total of 21 cents ( 6 cent + 15 cent registration surcharge)..

(NVPH 190) was overprinted "21" in large red numbers. J. van Krimpen was the designer of these numbers. This was followed on September 2, 1931 by a separate Veth 21 cent issue, the two-sided corner syncopated perforation version (NVPH R68), followed later that month by the regular comb 12 1/2 perforation (NVPH 189). In 1934 the comb perf. 13 1/2 : 12 3/4 was issued (NVPH 189B).



Illustr. 1 (L to R) NVPH # 190, R68, and 189



It is interesting to note that both Surinam and Curaçao also issued 21 cents stamp. Originally a 21 over 22 1/2 cent overprint was planned for Surinam, but by issuing a 21 cent stamp on July 24, 1930 the overprint plan was dropped. Curaçao issued their 21 cent stamp on August 1, 1930.

Note: Based on the possibility of sending registered postcards and registered local letters after WWII, one would have expected a 21 cent denomination stamp to be included in the Konijnenburg and later the Hartz issue. Maybe the reasoning was that there would be so little demand for these denominations that it wouldn't be cost effective to print them.

Why was there first an overprinted (relief) issue and not until quite a bit later a permanent issue, added to an already existing series of 'Veth' issues?

We have to assume that stamps are issued for efficiency purposes to reflect a denomination of commonly used rates. About the efficiency we can be brief. Prior to the 21 cent issue one could only use combined franking to

get to 21 cent. Limiting ourselves to the Veth issue we can see a variety of ways to combine stamps to get to 21 cent, for example: 5 cent (NVPH # 177) + 6 cent (178) + 10 cent (182 or 183) = 21 cent; 2 x 7 1/2 cent (179 or 180) + 6 cent (178) = 21 cent; 3 x 5 cent (177) + 6 cent (178) = 21 cent

As an alternate one could combine the Veth issue with the Lebeau's Flying Dove (NVPH # 169 -176) issue, (Illustr. 2) making for a large number of possible combinations.

In all cases one needs at least two stamps to fulfill the 21 cent requirement. Combinations of three stamps to make up the 21 cent rate are not uncommon. It is obvious that using just one stamp would be preferable.



Illustr. 2 Registered letter sent August 9, 1937, using 1 cent Lebeau (170A) and 20 cent Veth (188A) stamps.



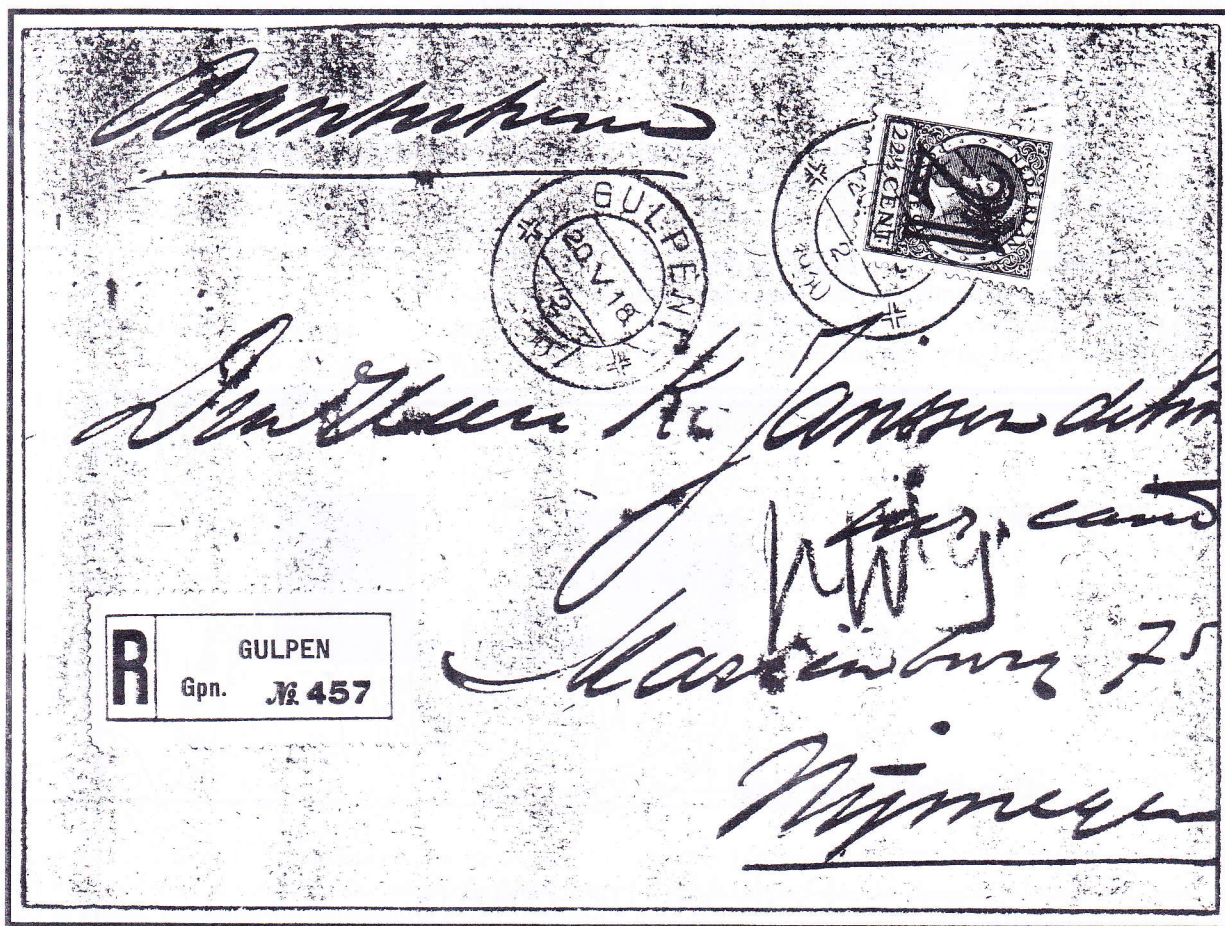
The question remains if there was indeed a big demand for a 21 cent stamp.

First let's have a look at the number of 21 cent Veth stamps issued, compared to the other Veth issues.

Only the printings of the 35 cent comb 12 1/2 perforation (1,274,600) and 22 1/2 cent (2,006,000) are less than that of the 21 cent (2,176,600) issue. The same is true for the 13 1/2 : 12 3/4 perforation, with

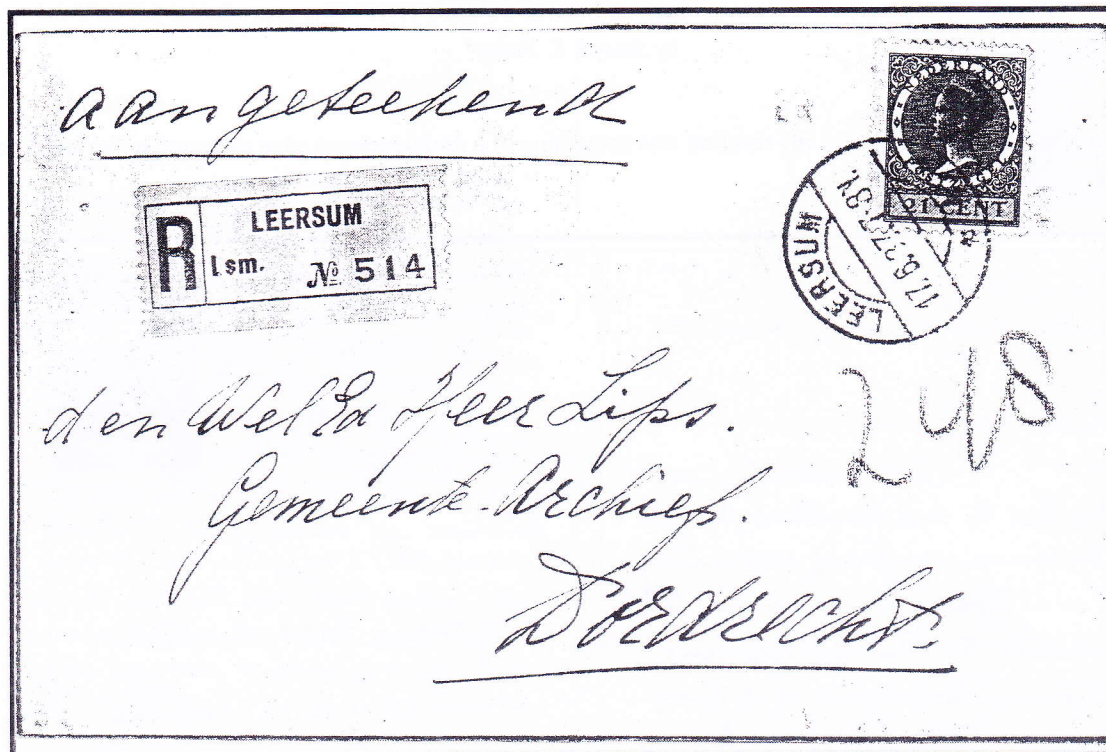
printings of respectively 525,600 (22 1/2 cent) and 1,385,000 (21 cent). There is no 35 cent Veth stamp with this perforation. As a comparison: 5 cent Veth - 518,048,800 and 742,907,250 for the two perforations, and the 6 cent - 638,683,400 and 817,999,600 (!).

The syncopated version of the 21 cent stamp had a printing of only 107,800 (!), while 1,831,100 copies were printed of the overprinted (21 on 22 1/2) stamp



Illustr. 3: Registered letter d.d May 20, 1930 franked with the overprinted 21 on 22 1/2 cent relief stamp.





Illustr. 4: Registered letter sent June 17, 1937 from Leersum to Dordrecht. Correct registered mail rate of 21 cent fulfilled with a 21 cent Veth type stamp.

#### Note:

In van Dieten's Catalog of Proofs it is mentioned that the proofs for the 21 cent overprints come in purple, greenblue, and in red. Blocks of four, with the top row the color proofs and the bottom row the stamps without the overprint are listed at about € 250.



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A.W. ten Geuzendam, De gevolgen van tariefsverlagingen voor Nederlandsche postwaardestukken, PO&PO, De Postzak # 179, April 1995

Speciale Catalogus 2004 van de postzegels van Nederland en Overzeese Rijksdelen, NVPH, September 2003

A.A. Schiller and J. de Kruijf, Manual of the Stamps of Netherlands, Netherlands Indies, Curaçao and Surinam, New York, May 1940



## Pseudo Postal Stationery

by Joseph E. Foley\*

When I first saw these postal cards, my reaction was something of a double take at what appeared to be "unrecorded" stationery.

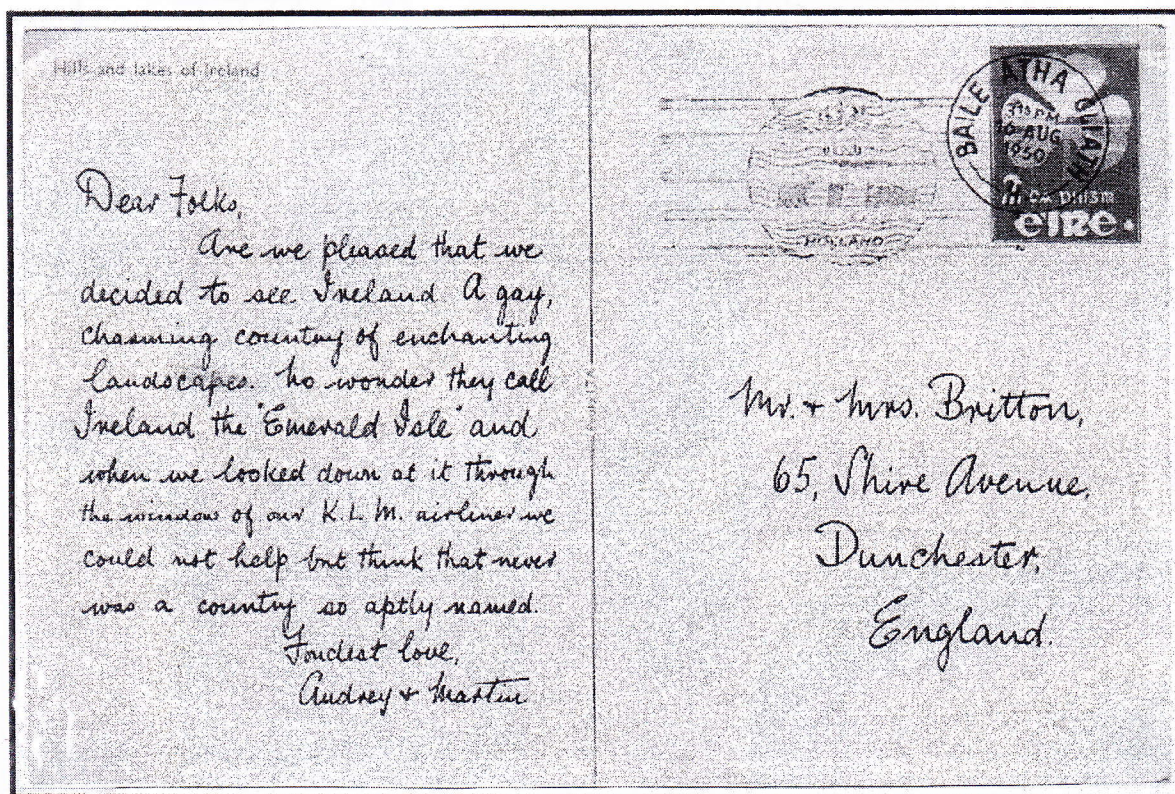


Fig. 1 Front of Irish card "addressed" to England. Notice a KLM cancel next to the stamp

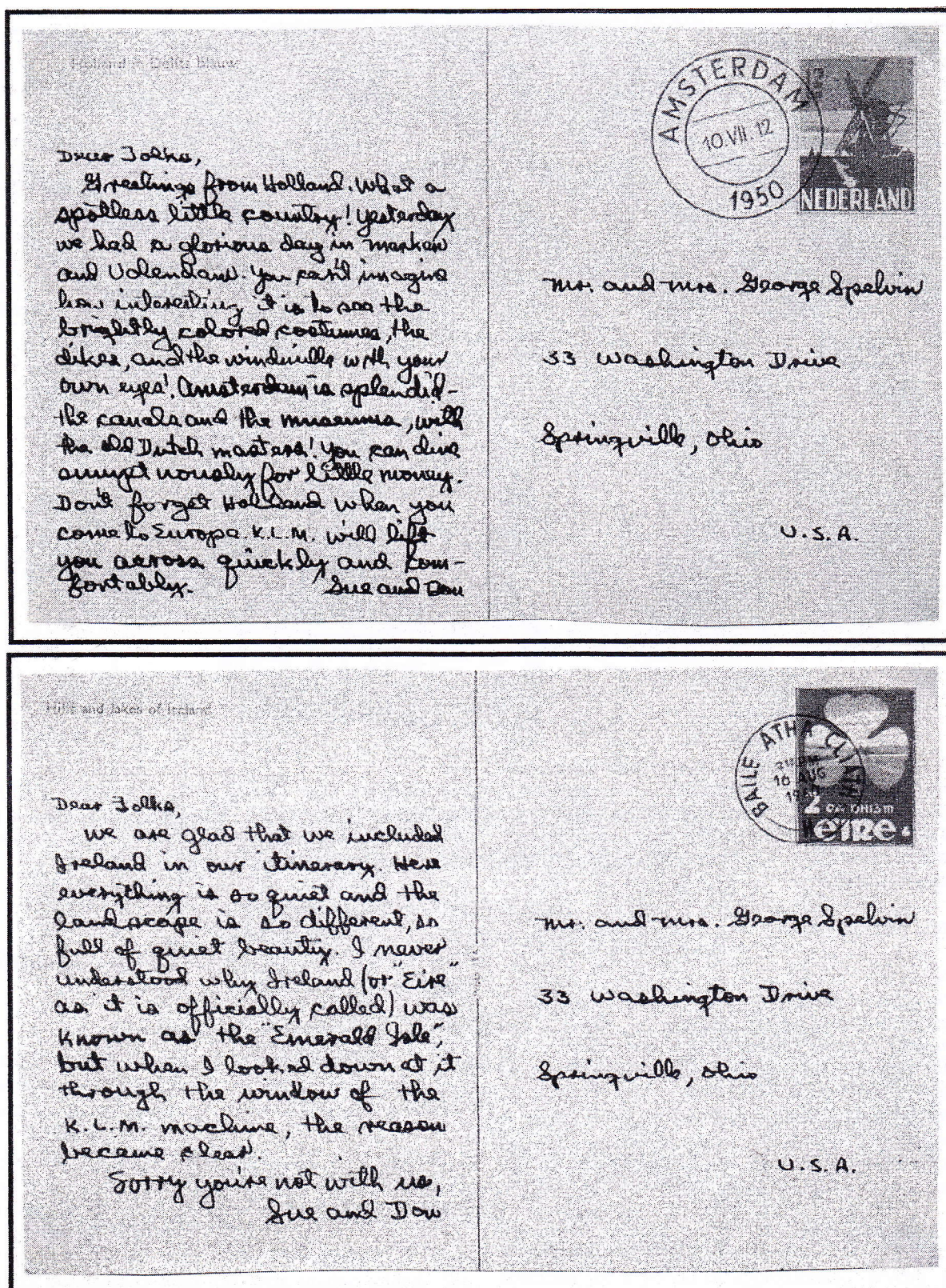
After 'First glance' they were obviously not real but rather well done advertising items, probably in some direct mail solicitation by the Royal Dutch Airlines (KLM - Koninklijke Luchtvaart Maatschappij). I obtained these cards some time ago in a mixed lot of covers and stationery.

Two are Irish and the other one is from the Netherlands. In the September 1998 issue of O.E. 78, the bulletin of the Irish Airmail Society, Ronny Vogt reported on an Irish Airmail Cinderella very similar to one of these. At the time, he noted that between July and September 1950, KLM produced a series of cards of this nature.

Both of the Irish cards have a simulated stamp in orange depicting an Irish landscape framed in a shamrock, a 2d rate and "EIRE."

One, with a preprinted address in England, is very similar to that illustrated in O.E. 78 except that slogan-like KLM mark is positioned more to the left and has the characteristics of a handstamp. The other appears to be the same basic card, but with an address to the United States and a different, but similar, message. There is no slogan-like KLM mark and the printed "cancellation," with the same date as the other card, is positioned differently. The cards have a view on the back in black & white of what is indicated on the front as the "Hills and lakes of Ireland." The scene is reminiscent of Killarney.





Figs. 2 and 3. Front of Irish and Dutch cards addressed to the same address in the United States  
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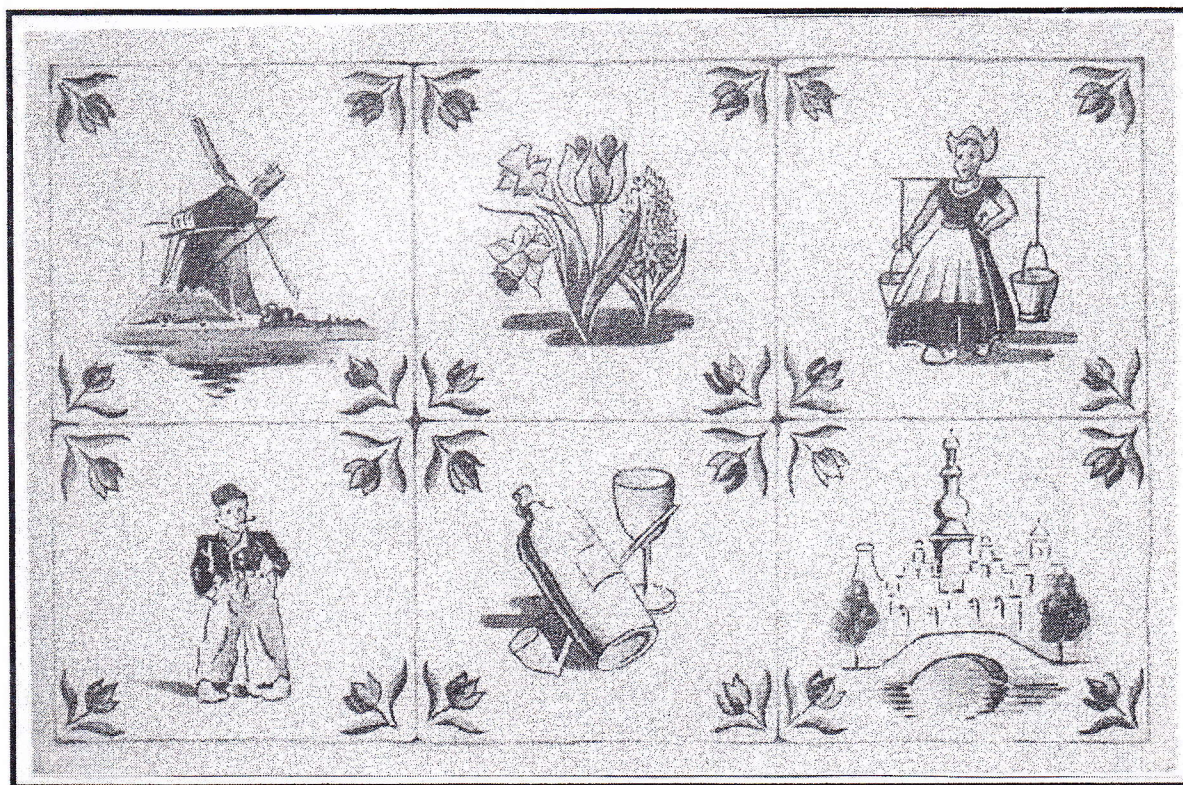


Fig 4 Back of the Dutch card.

The third card has a simulated Netherlands stamp, also in orange, depicting a windmill and a printed Amsterdam 10.VII.12 1950 "cancellation." It has the same United States address as the Irish card to the U.S. and a similar message. The back of the card is in blue and depicts Delft tiles.

The text reads as follows:

"Dear Folks,  
Greetings from Holland. What a spotless little country! Yesterday we had a glorious day in Marken and Volendam. You can't imagine how interesting it is to see the brightly colored costumes, the dikes, and the windmills with your own eyes! Amsterdam is splendid - the canals and the musea, with the old Dutch masters! You can dine sumptuously for little money. Don't forget Holland when you come to Europe. K.L.M. will lift you across quickly and comfortably.

Sue and Don

Bill Murphy's *Irish Airmail 1919-1990* reports a KLM first flight from Amsterdam to Dublin via Manchester in 1947 and Amsterdam to Shannon via Glasgow in 1949, which may explain in part the Irish cards.

It's likely that others exist.

\* Original article was published in *The Cinderella Philatelist* in April 2001 (vol. 41, no. 2).



## Economical Folded Business Postcards (EFBPs)

by Robert M. Bell and Ian McQueen

**Introduction:** Some years ago a Romanian EFBP was given to one of us by a kind philatelist. What was this card? What was its function? What were the patent and trademark markings on the card? So many questions presented themselves. Looking for other cards and asking colleagues, slowly provided the answers, but there were, and still are, many unknowns. The authors decided to collaborate and we checked the philatelic libraries but could find nothing published. The material

**Function:** The EFBPs were used mainly by small businesses to correspond with customers about prices, orders, merchandise, and delivery times, etc. When fully open, the address and message could be typed on one side of the postcard with no need to reverse the card in the typewriter. Once typed, the card was then folded, and the folded piece was stuck down using the pre-applied adhesive gum on the card. However, the adhesive was not always strong enough to affect a seal

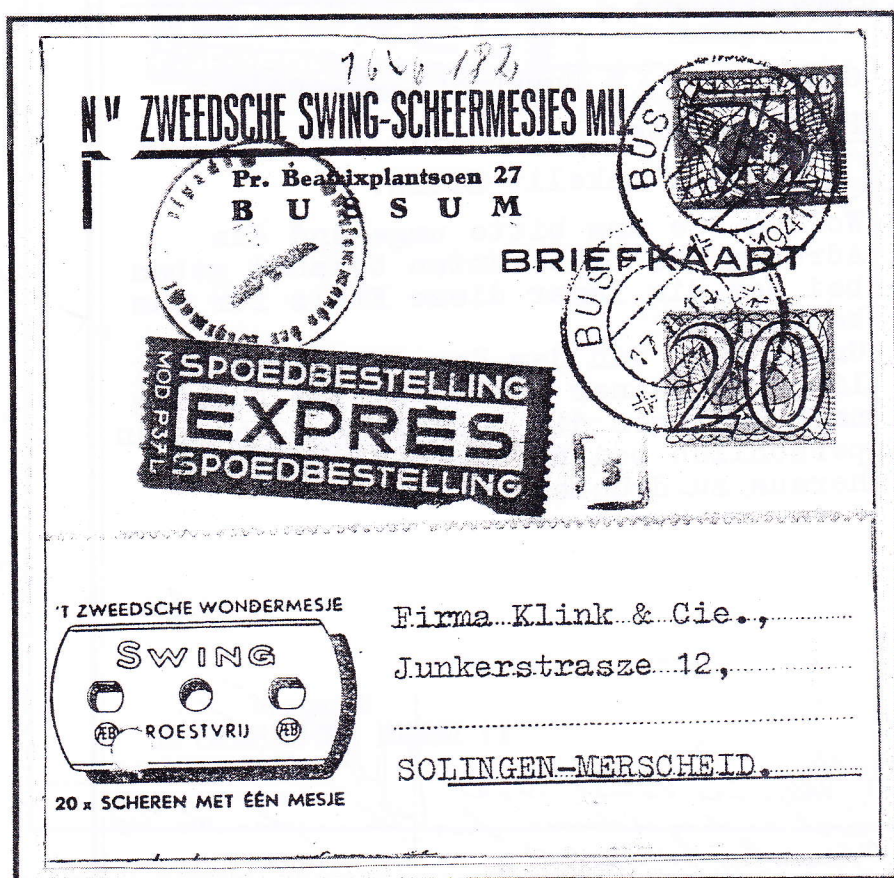


Fig 1. Not previously seen square (11.00 x 10.8 cm) folded postcard from the Swing Razor Blade Co., to Solingen-Merscheid, Germany. 7 1/2 cents foreign postcard rate + 20 cents Special Delivery is the correct postal rate. A bold red "Expres" label and several censor markings are seen. Standard filing punch holes are to the left.

was not all that easy to find (particularly in the USA) and some varieties, uses, and countries were extremely difficult to locate.

In addition to the singly folded postcards there were others occasionally seen that were double folded. We decided to focus on the singly folded postcards, which were more frequently seen.

and in some cases staples, and in later years, even adhesive tape was used.

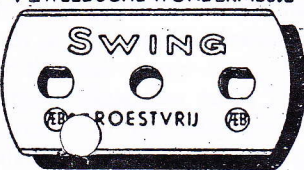
**Countries Using:** EFBPs were mainly used commercially in a number of European and Middle East countries for a period of approximately seventy years (1914 to 1986). They appear NOT to have been used to any great extent in North or South America (apart from one card seen from Brazil), Asia (one seen from



Thailand), and the countries of the former British Commonwealth. They were not used in communist

countries, and if a country was occupied by a communist regime they were soon phased out.

'T ZWEEDESCHE WONDERMESJE



20 x SCHEREN MET EÉN MESJE

Firma Klink & Cie.,  
Junkerstrasse 12,  
SOLINGEN-MERSCHEID.

G/B/III Bussum, 17-2-1941

Per Expresse

○<sup>IV</sup>trifft : Bakelit-Etuis.

Wollen Sie uns bitte umgehend die Adresse des Lieferanten bekannt geben bei dem Sie immer diese Etuis für uns bestellen.

Unser Herr van der Boom möchte nämlich auf seiner Rückreise vom Leipzig nach Solingen die Gelegenheit benutzen persönlich bei der Fabrik die Etuis heraus zu drücken.

Hoogachtend  
N. V. ZWEEDESCHE SWING-SCHERMESJES MIJ.

*Sind Sie sonst wohl noch andere Adressen für Besuche könnte?*

*Chuis, die Hr. van der Boom*

Fig. 2 Unfolded card of fig. 1. - Address/Message Side.

**Introduction and Demise:** The EFBPs were slowly introduced in the second decade of the last century with their use being at its height in the 1930s. After this a gradual decline occurred with most cards being discontinued by the mid 1980s. This was around the time the UPU discontinued international approval for mailing at the postcard rate (the original approval had come in 1910). The cards are often seen with punch holes indicating that on receipt they had been filed for future reference.

Blank cards could be bought from stationers or printers in some countries and these can be found used, either commercially or privately, but their use in this way was not common. Two postal stationery items are known (Austria/Germany), where the stamp is imprinted.



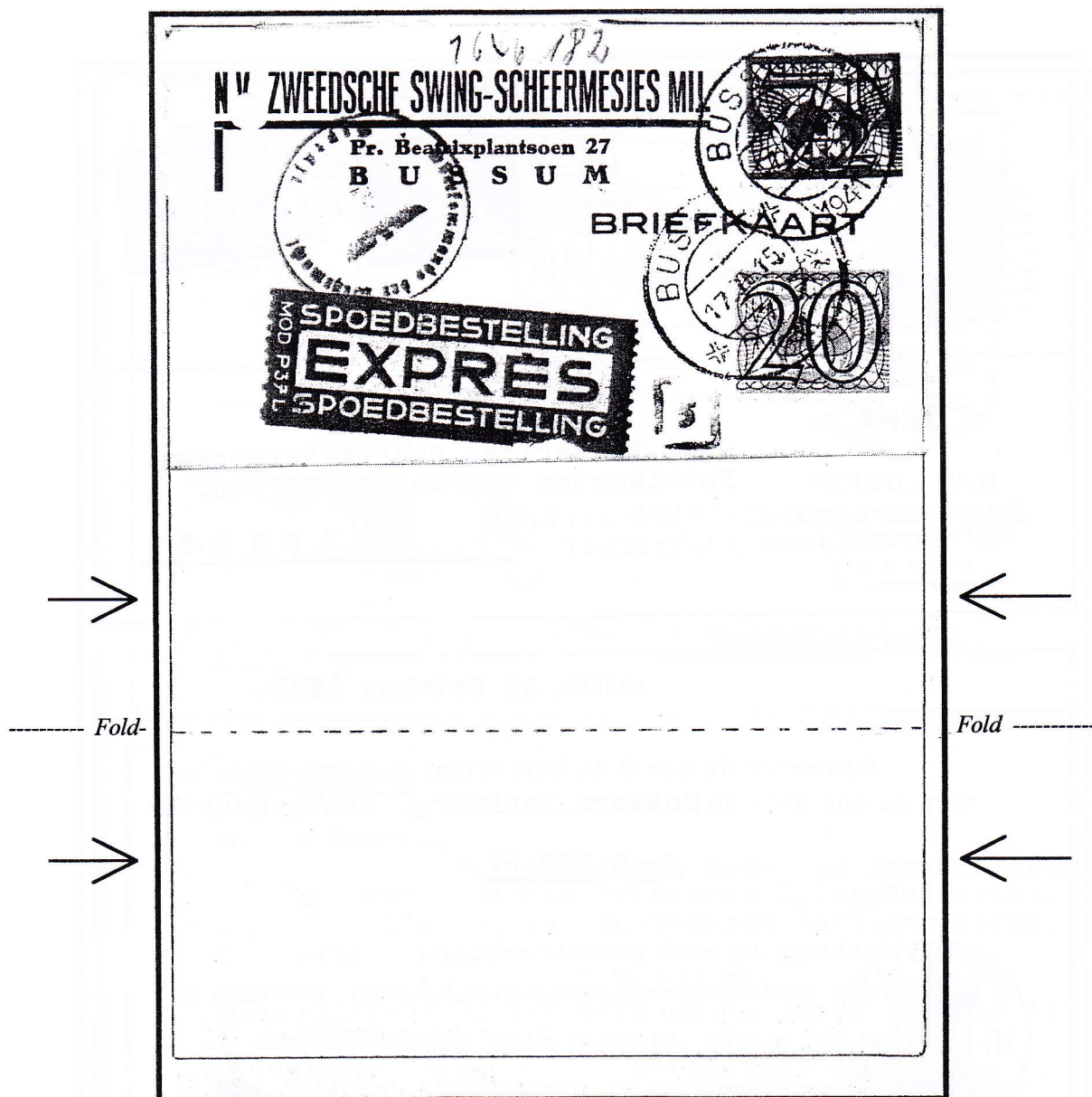


Fig. 3 Unfolded card of Fig. 1. 'Stamp Affixed' side. Although not detectable on this display, there were two strips of gum, each 1.5 cm in width. I have marked the centers of their locations with arrows.

**Confidentiality:** As many could read the message on the postcards while in the postal system it would appear that confidentiality did not seem to be a factor at the time they were used. Although, one might think that

confidentiality could be obtained with putting a message behind the fold, this happened very rarely. Far less frequently seen EFBPs are seen folded from the side or the top, and not from the bottom.



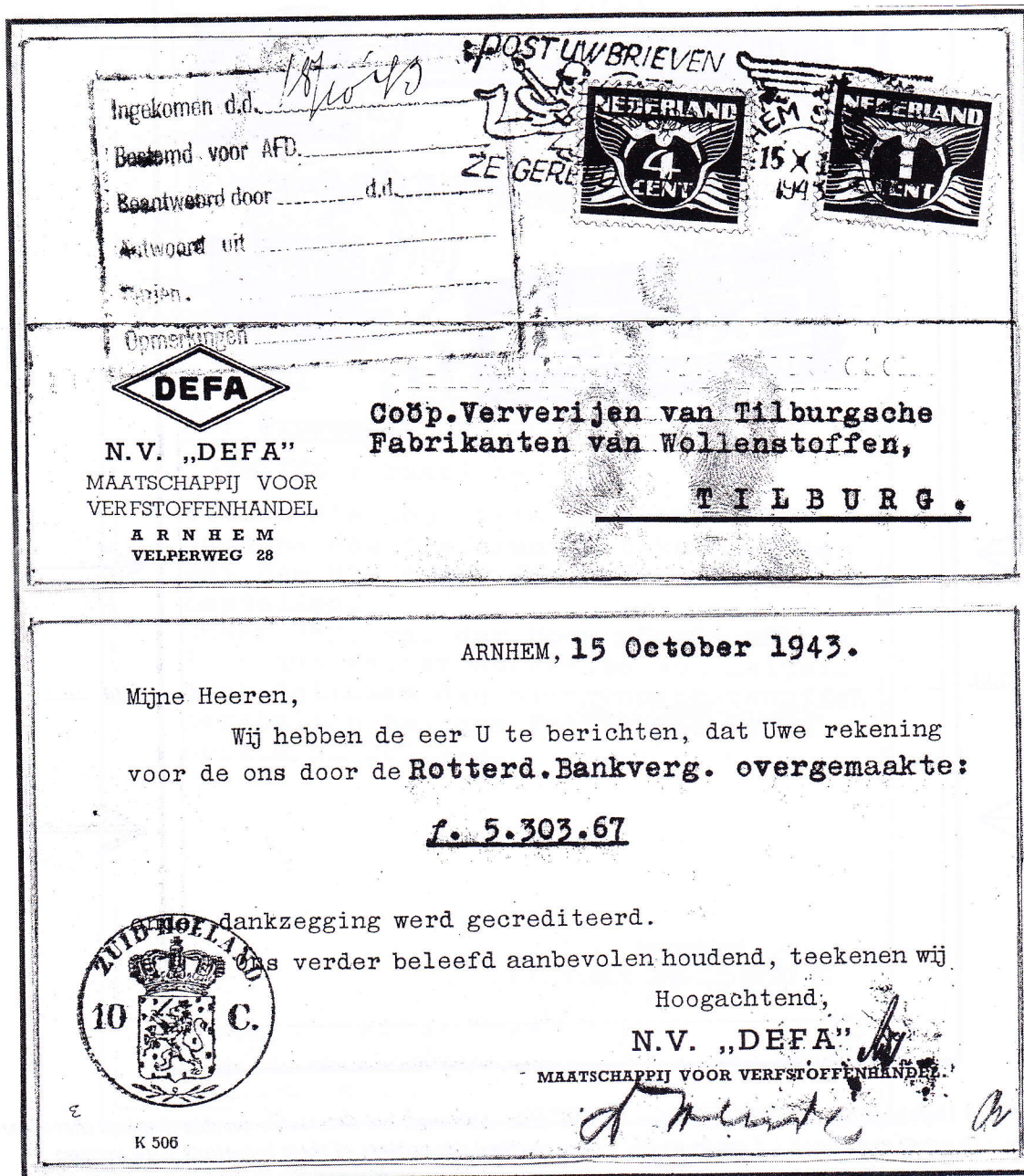


Fig. 4 Front and back of a small folded card measuring 14.00 x 8.00 cm, sent from Arnhem to Tilburg in 1943. The 5 cent postage is the correct postal card in 1943. Notice the 10 c fiscal seal signifying that the bill had been paid.



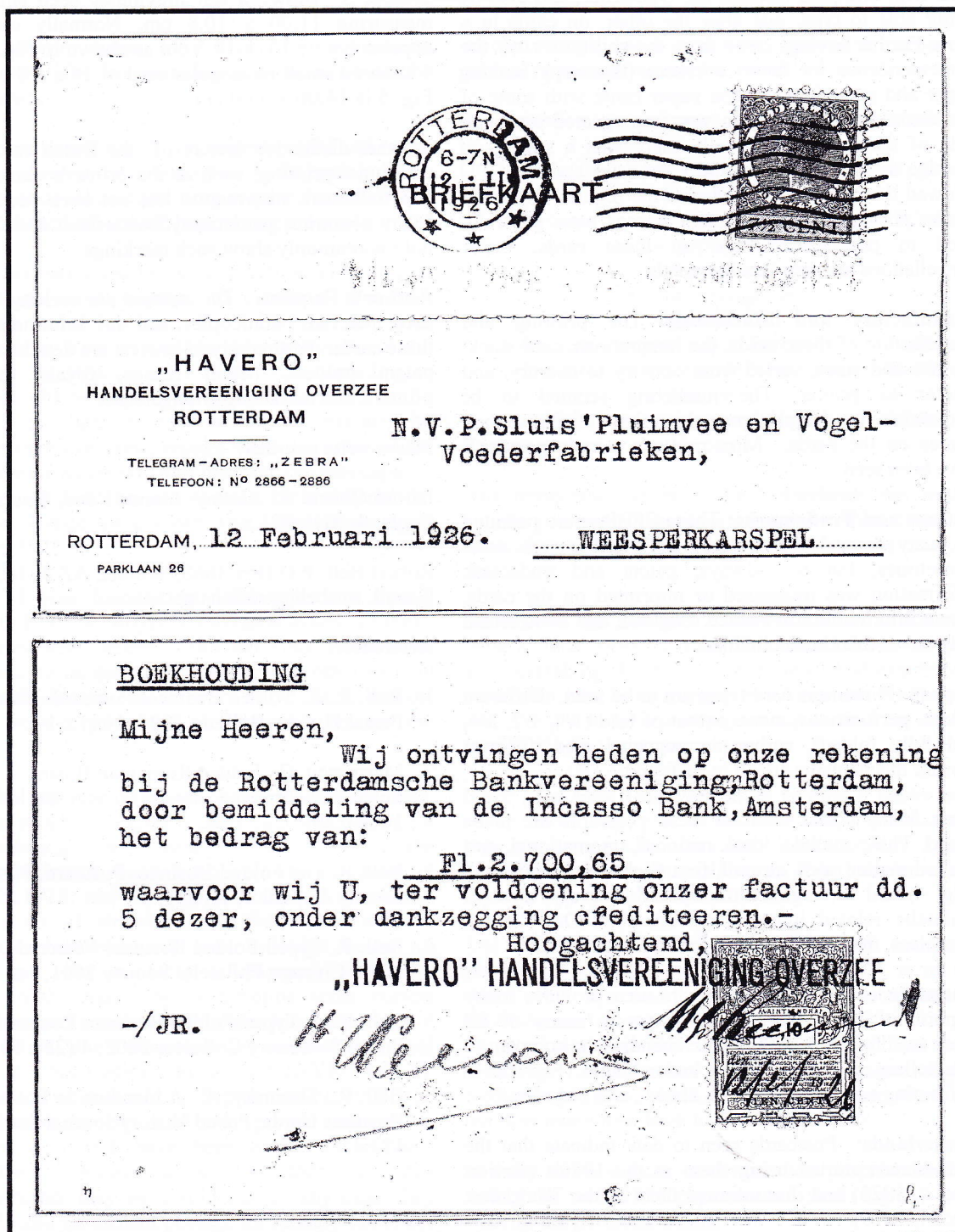


Fig 5 Front and back of folded EFBP, sent from Rotterdam to Weesperkarspel in 1926. 7 1/2cent is the correct postal card rate for 1926. The ten cent fiscal stamp signifies that the bill had been paid.



**Economies and Efficiencies:** Typing time was decreased by needing to only type on one side of the card with one pass through the typewriter, and also by being able to type, one after the other, on cards in a strip. Further savings came from the ability to copy the correspondence for future reference (thin copy backing paper and sometimes carbon paper came with some of the cards, in others carbon was impregnated onto one side of the card), and finally there was a saving on postage as the national postal authorities and the UPU allowed the cards to be mailed at the regular or printed matter postcard rate. Adhesive stamps were generally used to pay the postage on these cards; meter cancellations are seen less frequently.

**Manufacture and Marketing:** The printing and manufacture of these cards, the illustrations, card stock, closure and sizes, varied from country to country, and printer to printer. The marketing seemed to be undertaken by the printers, who often imprinted their names on the cards. Mint printer's sample postcards have been seen.

**Patents and Trademarks:** These EFBPs were patented in many countries and many trademarks were used. Sometimes, but not always, patent and trademark information was impressed or imprinted on the cards. Patent information for France, England, and Switzerland only have so far been obtained.

**Types:** Numerous card types are to be seen. Different colors, perforations, sizes, extent of fold (1/4, 1/2, 3/4, and fully folded), carbon impregnated, and different closure mechanisms are all to be found.

**Uses:** Many postal uses for these postcards are to be found. These include, local, national, international, and printed matter rates, airmail, first flights, railway, fiscal (Fig. 4, and 5), registration, special delivery, airmail, philatelic related items (Zeppelin, First Day Cards), stampless, metered, censored, and postage dues.

**Thematic collecting:** This whole area provides many opportunities for thematic collectors as many of the cards are illustrated with the merchandise the company was selling, everything from razor blades (Fig 1 & 2) to farming equipment, salami, shoes, and bicycles.

**Netherlands:** Postcards seen to date indicate that the Netherlands started using them in the 1920's (earliest Dec. 4, 1923) and discontinued them in the 70's (latest Dec. 4, 1970).

One thing that seems to distinguish cards from the Netherlands is that different size cards were used. Figs. 1, 2 & 3 show a not previously seen square card measuring 11.00 x 10.8 cm. Normally cards were approximately 15. x 10.5 cm as shown in Fig. 5. Fig. 4 shows a small rectangular card of 14 x 8.0 cm, while Fig. 5 is 14.00 x 9.00 cm.

Another distinctive feature of the Dutch cards is that additional printing, such as the printer's name, patent, and trademark information has not been seen to date. Many countries, particularly, Switzerland and Germany, not uncommonly show such markings.

**Author's Request:** The authors are seeking mint and used material, photocopies, and any information about these cards. Particularly of interest are details relating to patent holders, patent filings, royalty payments, printers, and marketing arrangements.

Please write to either:

Ian McQueen, 55 Albany, Manor Road, Bournemouth, England, BH1 3EJ, or

Robert Bell, P.O.Box 3668, Sedona, AZ 86340.  
E-mail: [rmsbell@esedona.net](mailto:rmsbell@esedona.net)

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## First DEI Airmail Issue on Cover

by Ed Matthews

Note: I wish to thank Max Lerk, our Netherlands representative, for his help in locating some of the covers shown.

After the successful flights Netherlands - DEI and return by van der Hoop in 1924 and by G. A. Koppen in 1927, it became clear that establishing regular airmail flights to and from the DEI should be a paying proposition.

Sea mail between these two countries took a month plus the additional time required to distribute this mail throughout the archipelago. The DEI have the same extent East to West as Canada! Flying would cut the travel time by 50% or more if all went according to plan. It should be kept in mind that the pilots could only fly in day light in order to find the next airfield, there was only one crew, repairs were the order of the day, there were as yet no radio beacons, the fuel capacity was rather limited, the airspeed was only 140 km/hr, and so on. Hence the planned 10-12 days were rarely reached in 1928.

The NILM was founded in 1928 and was shortly changed to KNILM (Royal Netherlands Indies Airlines). Four planes were ordered from the Fokker Works in Amsterdam, to be delivered one after the other as mail planes for the Indies. Late delivery of the planes and the monsoon season from April to September delayed the mail flights till late 1928.

The airmail rate for cards was established at 40 cents, the single weight (20 grams) letter rate at 75 cents for either direction. The Postal Administration in the Netherlands issued Scott C4-5 (NVPH LP 4-5) on August 20, 1928, and the Administration in the Indies ordered a set of airmail stamps from the Enschedé Works in the Netherlands. In order to bridge the gap till these stamps were available, a temporary series was prepared in the Indies by overprinting some current definitive stamps by the Topographical Service in Batavia, which did a first-class job without the usual inverts and other oddities, Scott C1-5 (NVPH LP1-5). These stamps were issued on September 20, 1928, and were replaced by the Enschedé printed stamps on December 1, 1928. I have been unable to ascertain whether the overprinted stamps were withdrawn on that date or whether they were sold out. In any case, they remained valid for airmail postage till January 31, 1929.

I would remind the reader that at that time airmail stamps could only prepay the airmail portion of the total postage - the surface portion had to be prepaid using

regular stamps; one was however allowed to prepay the airmail postage using regular stamps.

denomination	purpose	number sold
10 cents	• letter up to 20 grams within the DEI	121,925
20 cents	• letter up to 20 grams to Singapore to catch the next mail steamer	59,396
	• double weight letter within the DEI	
40 cents	• postcard to Europe	72,659
75 cents	• letter up to 20 grams to Europe	84,371
f 1.50	• double weight letter to Europe	38,880

Any respectable dealer in the Netherlands can readily supply you with a mint or used set. Apart from the somewhat pricey f 1.50 stamps the expense is quite reasonable.

Some years ago I decided to collect a set of covers with these stamps correctly used. This turned out to be quite an undertaking! Up to two years ago I had exactly one cover, but hey, I am going to the Amphilex 2002 show and it ought to be a lead pipe cinch to find the others! Well, I did find one more cover.

Since then Max Lerk, whenever visiting a dealer or a stamp show, has been faithfully asking the dealers if they have any such covers and, thanks to Max, I have been able to add to this collection. Then I started to ask myself, why is this so difficult?

The ASNP library to the rescue! (ASNP members, please note!) The library list, sorted by title, is on the ASNP web site, and I located "The Development of KLM Airmail Service Holland - Indies 1920-1942", by M. Verkuil. Just the thing I needed! I had read somewhere that there had been five experimental flights Netherlands-DEI in 1928, it turned out there were six, but how many flew back to the Netherlands?

In order to view these covers in their proper context, I will show each 1928 experimental mail flight in turn with all the pertinent details.



Here are the details:

1st exp. flight  
plane H-NAFA  
dep: Amsterdam, Sept. 13, 1928  
arr: Bandoeng, Sept. 25, 1928 (12 days)  
mail 20,882 pieces

2nd exp. flight  
plane H-NAFB  
dep: Amsterdam, Sept. 20, 1928  
arr: Bandoeng, Oct. 1, 1928 (11 days)  
mail 11,854 pieces

3rd exp. flight  
plane H-NAFC  
dep: Amsterdam, Sept. 27, 1928  
crashed near Kanpur in British India plane  
and mail transported by ship to Batavia  
arr: Oct. 20, 1928  
mail 14,893 pieces

4th exp. flight  
plane H-NAFD  
dep: Amsterdam, Oct. 4, 1928  
damaged at Rangoon, plane and mail  
by ship to Batavia,  
arr: Oct. 26, 1928  
mail 16,558 pieces

These are the four planes ordered by the KNILM, 50% OK, 50% wrecked!

Finally, the 5th experimental flight was a KLM plane intended to return to the Netherlands.

5th exp. flight/1st return flight  
plane H-NAEN  
dep: Amsterdam, Oct. 11, 1928  
arr: Bandoeng, Oct. 29, 1928 (18 days)  
mail 21,629 pieces  
  
dep: Bandoeng, Nov. 6, 1928  
arr: Amsterdam, Nov. 16, 1928 (10 days)  
mail 21,629 pieces

The quantity of mail flown weighed about 550 kg, and a total of 252 kg had to be sent to the Netherlands by ship as it surpassed the carrying capacity of the plane. The covers by ship did not receive an Amsterdam arrival marking, unlike the flown airmail. The prepaid airmail

portion could be refunded in the Netherlands upon presentation of the piece involved. The poor sap in the Indies, paid for airmail, didn't get the service nor got his money back!

This is the only flight from the Indies to the Netherlands in the period of Sept. 20 to Dec. 1, 1928 when the overprinted stamps of 40, 75 and fl.50 were current. Most bona-fide covers are dated Nov. 6, 1928 and have an Amsterdam backstamp dated Nov. 16, 1928.

One regularly sees covers at auctions carrying the entire set postmarked on the 'legitimate' flight as well as on the 1929 experimental flights. These covers are pretty of course, but philatelically they are not very meaningful.

6th exp. flight  
plane PH-AEN (KLM) Christmas flight  
dep: Amsterdam, Dec. 11, 1928  
arr: Bandoeng, Dec. 30, 1928 (19 days)  
mail 16,551 pieces

To avoid overloading the plane in Amsterdam, the Postal Administration made a 'special surcharge' (on top of the airmail charges) of 40 cents for letters and 35 cents for cards - specially surcharged mail would have priority over mail without this fee. Didn't it occur to anyone to put a second plane on this route?

It became clear to me why covers with these interim airmail stamps are rather scarce - only one flight used them legitimately and even in 1929 there were only five return flights during the period of validity of these stamps.

So far I have been unable to find a 20 ct used on a cover Bandoeng to Singapore to catch the next mail steamer. I believe it may not exist; experimental flights on that route were carried out only in 1929 and that would make it unlikely that the 20 ct overprinted stamp was used.

#### References:

1. NVPH Catalogue 2003
2. Scott Catalogue
3. The Development of KLM Airmail Service Holland-Indies 1920-1942, by M. Verkuil.





Fig. 1 The 10 ct airmail stamp on a DEI inland letter Bandoeng to Batavia, 16.3.29. 3-4V. Backstamped Batavia, same date.



Fig. 2 A pair of 20 ct airmail stamps paying the 40 ct postcard rate Medan 3.11.28 to Amsterdam Centraal Station 16.XI.1928. There is no sign of air transport between Amsterdam and the UK. The 12 1/2 ct stamp overpaid the surface rate by 5 ct.





Fig. 3 A 40 ct airmail stamp paying the postcard rate to Europe and a 7 1/2 ct stamp paying the surface rate. Weltevreden 6.11.28 to The Hague. Arrival marking Amsterdam Centraal Station 16.XI.1928. The Hague propellor marking, same date.



Fig. 4 A 75 ct airmail stamp paying the single weight letter rate to Europe. Surface rate of 12 1/2 ct paid by using a 10 and a 2 1/2 ct stamp. Buitenzorg 6.11.28. 11-12V to Nijmegen. Backstamp Amsterdam Centraal Station 19.XI.1928





Fig. 5 A fl 1.50 airmail stamp paying the double weight letter rate to Europe.  
 Surface rate of 12 1/2 ct overpaid by 1/2 ct. to Amsterdam, but without backstamp;  
 hence this cover traveled by ship!



## The First Mobile Postoffice of the Netherlands

by Hans Kremer

(article previously edited and published by Les Jobbins\*)

The French, in 1934, were the first in Europe to launch a mobile postoffice. Other countries followed soon, but it took the Dutch PTT a bit longer to get going. However, when they did, in 1939, they did it right.



They just didn't converge an old bus as other countries had done, no, they had a special bus built by Van Doorne Autofabrieken (DAF) in Eindhoven. The truck pulling the bus was a Chevrolet C.O.E. (Cab Over Engine). The 40 ft long bus setup was very efficient. There was room for four or five clerks. Three windows were open to service the public, but it also had three phone booths, a mailbox, a self service postcard dispenser, and two self service stamp dispensers. Add to that chairs and tables and you realize how much was cramped into this small place. The truck not only pulled the bus, it served as generator as well.

The setup made its debut during the T.T motor races at Assen during June 1939. Although the actual race day was July 1, the mobile postoffice was already open the day before. A special cancel was used on all mail dropped off at the mobile postoffice.

The first experiences were very positive and the next stop was the "4 Daagsche" in Nijmegen. The "4 Daagsche" is an event where people walk a long distance every day, four days in a row. In 1939 it took place from July 25 through July 28. Again a special cancel was used.

From Nijmegen the truck moved on to Rotterdam where on August 3 the NCRV (Christian radio broadcasting organization) in the Feyenoord Stadium held what was called a *Generaal Appèl* (General Appeal). Again all outgoing mail was canceled with a special (red) cancel.

The bus would make one more appearance at an event where a special cancel was used. It took place during *OLANTO* (*Olst LANdbouw ten TOonstelling*), an agricultural show held in Olst in the province of Overijssel from August 24 -27, 1939.

As can be seen from the cancels used at the various events the first three are very similar, except two dashes ( " - - " ) in the date cancel for the Feyenoord cancel. However, the Olanto cancel showed a significant change; besides a date, it also shows the approximate time of day the postal piece was canceled. In the cover shown the time of day was "12" (noon).

What happened to the bus after Olanto? On September 1, 1939 the second world war broke out but the bus was still being used during the *Jaarbeurs* in Utrecht end of September 1939. Since there already was a 'regular' postoffice at the *Jaarbeurs* no special cancel was used by the mobile postoffice.



1944

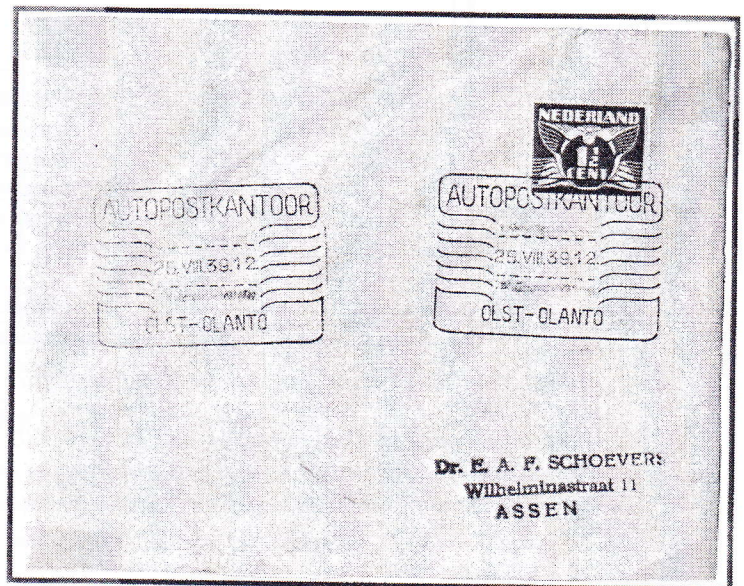
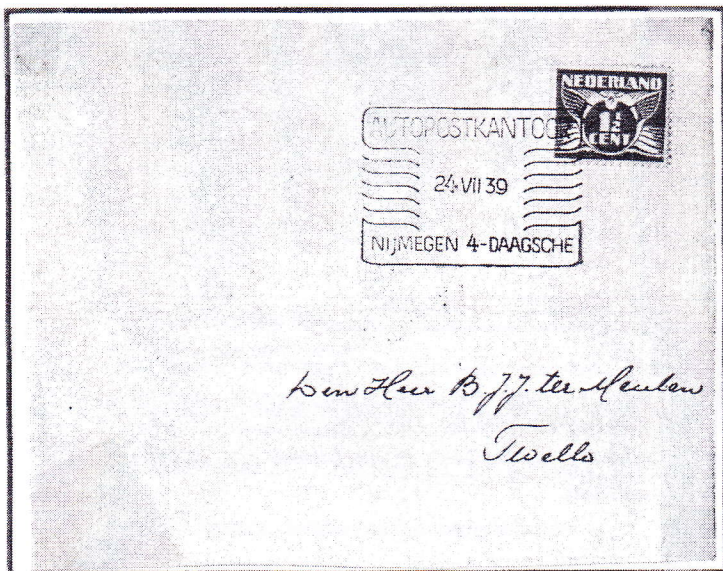
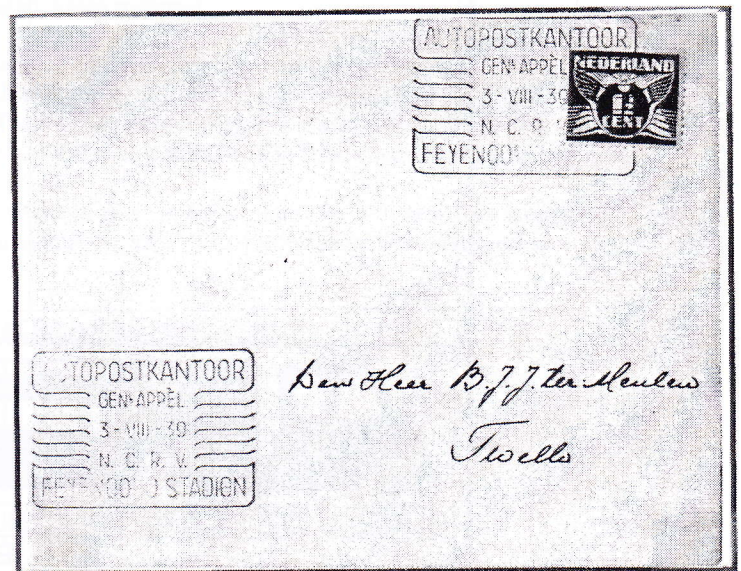
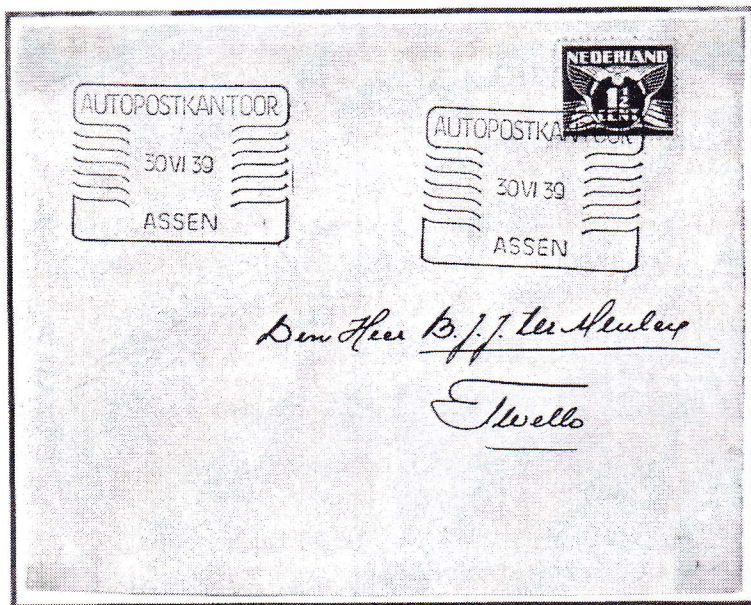
The outbreak of the war caused a shortage of gasoline, and it was decided to temporarily store the bus in The Hague at the RAC (Rijks Automobiel Centrale), and later in a smaller garage in Voorburg (near The Hague). It stayed there until 1994 when the bus was discovered by the Germans and claimed by them, under the promise that it would be returned. This never happened and it is assumed that the bus was destroyed during an air raid over Kassel (Germany).

It was not until 1948 that a second mobile postoffice came into use.

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\* The Netherlands Philatelist, Vol.XXIV, Number 3, March 2003, pages 71-73



The four cancels used during 1939 by the first Dutch Mobile Post Office





*Proofs in offset printing for the Mobile Post Office in-country and international rate postcards which were prepared for use but never issued. Design by N.P. de Kroo, text by J. van Krimpen. These proofs had to be withdrawn from Van Dieten Auction 588 in May 2002 after an investigation by the Dutch Royal Archives when it was decided that the proofs should be considered as archives and were the property of the Ministry of Transport, Public Works and Water Management. Illustration added by Les Jobbins.*