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1975



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NETHERLANDS PHILATELY

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Netherlands Philately; **Volume 37/6**

July 2013

Editor's message

In front of you is the last magazine of the season. In this issue there is a lot of information that you as member should read regarding things that are going on in our Society at this moment.

In the fall we will have elections and anybody who wants to become candidate for any of the seven board positions has to make this clear to the secretary no later than September 30, 2013. Ballots will be included in the 38/1 issue of our Magazine.

I also can announce that after a long time searching we found a new advertiser manager, Meindert Mossel. Meindert lives in the Netherlands and will be in contact with our advertisers soon. Meindert; welcome on board!

Also I'm looking forward to receiving articles. The shelf is almost empty and we all known without articles there is no magazine. It doesn't matter if it is one page or ten pages. Every single article helps to create a new magazine! If you need help with it please contact me to see how I can assist you.

Cheers,
Alex

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Paul van Reyen

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Magazine Notes

Our Magazine is the business card of our society. With modern technology available, a full color magazine is warranted.

Potential authors are asked to submit full color scans (at 600 dpi) of their illustrations. I would like to receive the text in MS Word. Keep in mind that you clearly state where each illustration belongs in the article.

Contact the Magazine editor in case of questions.

To the membership of the ASNP

This fall we will hold elections for the seven positions as outlined in the Bylaws.

These positions are:

President, Vice-President, Secretary, Treasurer and the three Governors.

All these positions have incumbents, but don't let that stop you from proposing your candidacy, that is what elections are all about. Please send your name and the position you want to run for to our Secretary, Ben Jansen, no later than September 30, 2013.

The other positions, such as Editor, Advertising Manager etc., are appointed with the approval of the Governors.



In Memoriam Andries Jansma

Andries H.J. "Dries" Jansma, born March 21 1931, passed away March 13, 2013 at Sunnybrook Assisted Living Home. Dries was born in Arnhem, Netherlands.

As a young boy, he and his family lived through five years of German occupation. He was educated in Arnhem and Apeldoorn, Netherlands and then served two years as a cadet officer in the Dutch Army. Following his Army service he completed his studies at the Dutch Institute of Banking, and his first professional employment was in the international department of Handelsbank, a large Dutch banking concern. His first assignment was at the Handelsbank in Tokyo. While in Tokyo, Dries met his wife-to-be, Nancy, who was employed at the Canadian Embassy. Following their marriage in Tokyo in 1957 they embarked on a 55-year life's journey highlighted by a successful career in international banking and punctuated by a 25-year commitment to public and civic service in Flat Rock, N.C. and Henderson County.

During the past two and a half decades, Dries served as Board Member and President of the Hendersonville Symphony Orchestra, member of the Board of Trustees and President of Historic Flat Rock, Board member of the Flat Rock Greenways Committee, Chairman of the Village of Flat Rock Ice Cream Committee, Flat Rock's representative to the Henderson County Resources Commission, and a member of the board of the Flat Rock Playhouse. He played a vital role in the success for a number of years of the Kenmure Country Club's golf event annually held in conjunction with Kenmure Fights Cancer. In addition to his numerous formal positions to which he gave unstintingly of his time, devotion and good counsel, Dries was always giving of his time and encouragement to each person he met in the Kenmure community or Henderson County.

His lifelong hobbies included model trains, stamp collecting, extensive travel and in particular the history of WWII. As a 13-year old, he and his family were forced to evacuate their native city of Arnhem on the Rhine river where fierce fighting between the Allies and Germans occurred in the eight-day Operation Market Garden in September 1944.

Last but not least Dries was a long-time member of the ASNP, and its vice-president for a number of years, a position which he had to relinquish due to deteriorating health.

Dries is survived by his loving wife Nancy, daughter Pamela, son-in-law Glen Mattioli and grandchildren Kaia and Eli Mattioli.

Ed Matthews

Cover Story

by Alex Nuijten



The cover above was sent via the so-called cross border mail regulations. Separate agreements between The Netherlands and Germany and Belgium were made that letters and later also postcards could be sent for the domestic mail rate if the place was not more than 30 km. away from the post office it was sent from. For additional services, such as express and registered mail, no special arrangements were made and those rates always equalled the foreign rates.

Sometimes you come across mail that was sent via the cross border mail rate with additional services and therefore creating an unusual rate, as the letter above. The letter was sent from Maastricht to Liège (Luik) in Belgium. Because Germany occupied Belgium during WW I all mail had to go via Germany and censorship before reaching Belgium.

From 1 October 1907 till 1 November 1919 the letter rate was 5 cent per 20 gram. The registration right was 10 cent between 1 April 1879 and 1 November 1919. In total 30 cent was franked indicating that this letter must have weighed 60-80 gram.

Letters Mailed in 1941; returned through COVAL in 1951

by Hans Kremer

First things first. What did COVAL stand for? COVAL = **CO**mmissie **V**oor **A**angehouden **L**ading (Commission for seized freight).

Shortly after the outbreak of WWII in September 1939, the warring parties confiscated cargo on its way to the 'enemy'. Germans for example intercepted cargo on the way to England and England captured cargo which they thought was underway to Germany. These captures often involved ships of different registration, among them Dutch ships.

This seized cargo represented a large amount of potentially lost money and it was imperative that efforts had to be made to assure compensation for these losses. For this purpose on October 26, 1939 a meeting was held in The Hague, which formed the basis for the COVAL. The resulting committee (with the government's backing) represented shipping companies, insurance companies and shipping merchants.

Through the efforts of the COVAL office in London, by the end of January 1940 in England alone more than 3 million guilders worth of cargo was released.

But it was not only cargo that was captured.

Recognizing the intelligence value of information intercepted from the mail, the British set up a major censorship operation in Bermuda, which occupied a strategic location astride the Atlantic sea-lanes and air routes. Mail passing thru on airplane or boat was censored. This was no small time operation. By mid-1941 about 730 censors were working out of the Princess Hotel in Hamilton, Bermuda. Most of these censors (mostly women) were brought over from the U.K.

Covers that were deemed too sensitive to forward were seized, to be released for distribution only after hostilities ended. It is generally believed that detained mail was gathered at several censorship stations in British colonies in the Atlantic area, and forwarded to Bermuda for safekeeping and handed over to the Prize Court. A Prize Court is a court (or even a single individual, such as an ambassador or consul) authorized to consider whether or not a 'ship' has been lawfully captured or seized in time of war or under the terms of the seizing ship's letters of marque and reprisal. A prize court may order the sale or destruction of the seized ship, and the distribution of any proceeds to the captain and crew of the seizing ship. A prize court may also order the return of a seized ship to its owners if the seizure was unlawful, such as if seized from a country which had proclaimed its neutrality.

Although the Germans permitted the export of postage stamps from the Netherlands until April 1941, the British were more strict and impounded letters which contained stamps.

What happened to these letters held back by the Prize Court?

Would you believe that, at least for the Netherlands, it was not until late 1951(!) that these letters were either returned to the sender or passed on to the intended party.



Fig. 1 Letter sent Aug. 12, 1941 from Secaucus, NJ to the Hague. With the help of COVAL it arrived in Amsterdam on October 29, 1951

COVAL, starting in the third quarter of 1951, sent the following letter to those affected;

Betr.:

In de Bermuda Eilanden omstreeks Mei 1940 aangehouden Postzendingen.

1 brief inhoudende postzegels.

Afzender:

Geadresseerde: .

Omstreeks Mei 1940 werd bovengenoemde postzending door de Britse Contrabande Autoriteiten, onder verdenking van contrabande, aangehouden.

In opdracht der Nederlandse Regering heeft onze Commissie korte tijd geleden met de Britse Autoriteiten een regeling kunnen treffen, waarbij o.m. vrijgifte is verkregen van deze postzending ten behoeve van de Nederlandse rechthebbende. Deze brief met inhoud bevindt zich thans te onzen kantore.

Aannemende dat U er prijs op stelt om deze zending in ontvangst te nemen, verzoeken wij U ons inliggend formulier, inhoudende verklaring van vrijwaring en décharge, ondertekend terug te zenden en een bedrag ad f . . . voor de ontstane kosten van vrijmaking te willen storten op onze postgirorekening No. 371767, waarna wij U het poststuk door bemiddeling van de Nederlandse Posterijen zullen doen toekomen.
Naar onze voorlopige taxatie vertegenwoordigt de waarde van deze zending een veelvoud van de hierboven vermelde kosten.

(Rel.:

In the Bermuda Islands circa May 1940 seized mail.

1 letter containing stamps.

Sender:

Recipient

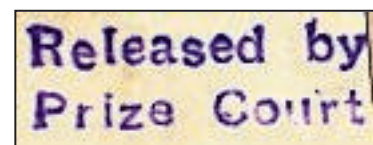
Around May 1940 above postal item was seized by the British Authorities, under suspicion of containing contraband. On behalf of the Dutch Government our Commission recently made an arrangement with the British Authorities, which included the release of this item to its Dutch owner. This item is now in our offices.

Assuming that you appreciate the opportunity to receive this letter, we ask you to sign and return the enclosed form safeguarding and discharging us. You are asked to deposit in our postal giro account No. 371,767, as restitution for our expenses, the amount of Fl.... After receipt of the form and the money we'll have the letter forwarded to you through the Dutch Post Office .

In our preliminary estimate the value of the shipment represents a multiple of the above costs.)

List of COVAL letters I've seen referenced:

Departure Date	From Where	Arrived in Amsterdam Date
Nov. 30, 1940	Salina, KS	Nov. 6, 1951
Dec. 16, 1940	The Hague	Oct. 5, 1951
Jan. 24, 1941	Walla Walla, WA	Nov. 17, 1951
Mar. 4, 1941	Montpellier, VT	Oct. 11, 1951
Apr. 16, 1941	Jersey City	Sep. 7, 1951
May 5, 1941	Philadelphia	Oct. 5, 1951
May 7, 1941	Chicago	Nov. 7, 1951
May 8, 1941	New York	Nov. 27, 1951
Jun. 3, 1941	Longbeach, CA	Nov. 8, 1951
Jun. 30, 1941	Philippines	Oct. 11, 1951
Jul. 8, 1941	New York	Oct. 10, 1951
Aug. 12, 1941	Secaucus, NJ	Oct. 29, 1941



Rarely did COVAL covers originate from another country than the U.S. As can be seen from these dates, the COVAL 'brochure' reference to May 1940, was probably in error and should read 'early 1941' instead.

Most of these letters came back with a hand stamp "Released by Prize Court" (applied in the Bermudas) and a circular COVAL cancel (applied in Amsterdam) on it. The COVAL cancel was usually black but I've also seen a blue one. All Prize court cancels show a 'dropped Z', i.e., the Z is lower than the i and e around it.

On the back of each letter was a sticker with the text:

STUK NA INBESLAGNAMING DOOR DE BRITSE AUTORITEITEN TERUGONTVANGEN DOOR
TUSSENKOMST VAN DE COVAL COMMISSIE VOOR AANGEHOUDEN LADINGEN TE AMSTER-
DAM

(Letter, after impounding by the British authorities, returned through the intervention of the COVAL commission for seized freight)

This sticker has been recorded in two versions. It is interesting to note that there was a minor error in the text of the stickers. It should have read “Lading” and not “Ladingen”

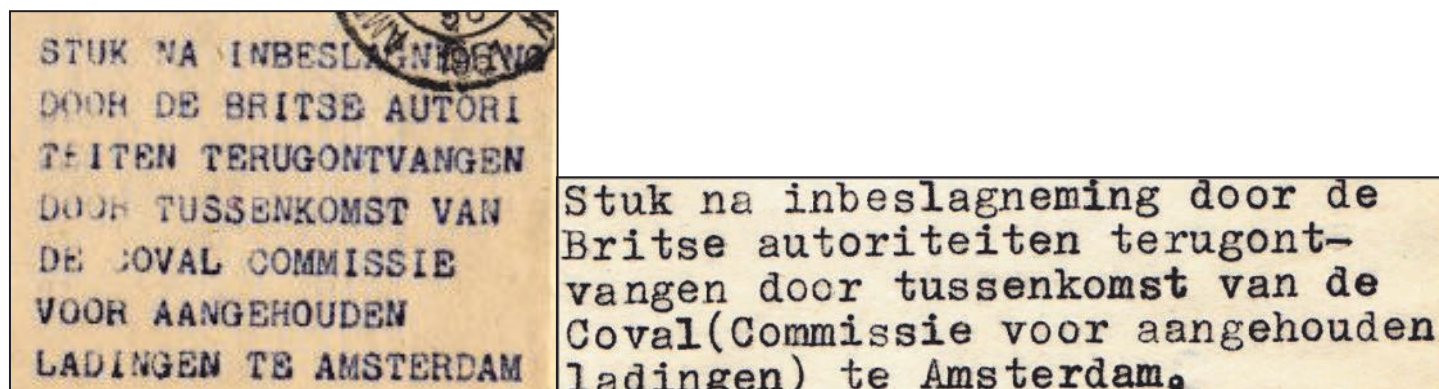


Fig. 2 Two versions of the COVAL sticker

If you look at fig. 1 you'll see a hand written number 17670 on the front of the cover. This number matches the number associated with “Rel:” number of the letter sent by COVAL. All the numbers I've seen start with 17 and then three variables. The five digit red number on the reverse of the registered cover (26574 in our case) is part of the examination of registered mail record keeping system in Bermuda. Usually there is also a handwritten number/letter combination on the front of the cover. It reads something like ??/E. I've seen 33/E, 42/E, 46/E and 47/E. I do not know the significance of this script. If you do, please let me know.

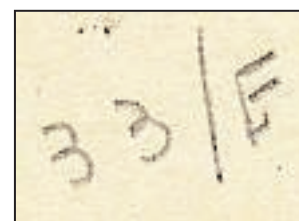


Fig. 3 Handwritten type marker found on most COVAL covers

I would like to thank Peter Flynn for supplying me with scans of most of the COVAL covers. Peter also provided me with useful information.

This additional item is just too interesting to let it pass:



Fig. 4 Letter sent Dec 16, 1940 from The Hague to New York. Returned to Amsterdam/The Hague on October 5, 1951



The letter was sent on December 16, 1940 by Rietdijk auction house in The Hague to its owner John Rietdijk who during WWII resided in New York. The letter was beautifully franked with the entire guilloche series of 1940, including all combinations of the 2 ½ and 7 ½ cent denominations. Did the letter arrive in New York? Most likely not. Not only was the franking in itself a red flag for the censors in Bermuda, the name Rietdijk also was well known. The Bermudan censors had a list of known stamp dealers and Rietdijk was undoubtedly on it. In any case, it was not sent back until COVAL's intervention in 1951.

Refs:

Hans E. Aitink and Egbert Hovenkamp, *Noord-Atlantische luchtverbindingen met nadruk op de jaren 1939-1946, PO&PO Posthistorische Studies # 20, 2002*

Drs. W.J. van Doorn, *De COVAL Brieven*, , Postzak # 113, March 1977, and Postzak # 163, March 1990.

Peter A. Flynn, *Personal correspondence*, 2012

Ian Nickson, *Nazi Occupation of the Netherlands during WWII*:
www.nwfedps.org/SocietyPages/Trafford.../TPSnewsletter_200910.doc

John A. Pare, *Bermuda and Censored Mail in World War II*, , reprinted in:
www.wfscstamps.org/ATFP/Archive/wfsc_atfp_articles_2002.shtml

N.Y. Times, Feb.2, 1941, *Mail Censorship Mill in Atlantic*

The postalia Service-franking machine*

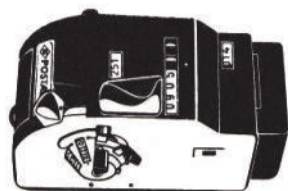
by H. van Apeldoorn and L. Goldhorn

Translation by Ed Matthews

Several attempts have been made in the past in order to get an idea of what the function was of these service-franking machines at the post offices in question. J. Dekker and J.A.C. van Rijswijk did pioneering work in this regard. Clearly the start made by them begged for further research. What we tried to do is to make an overview as complete as possible consisting of a section with text and a section with all these post offices with their specific details.

In order to make this article easier to read we have replaced the term “service-franking machine” by the word “machine”.

Before going any further it would be useful to tell something about the machine itself. The market in the Netherlands has registered several manufacturers of franking machines since 1925. Postalia was permitted to enter the Dutch market only in 1951 by the Service Order 319. Rather quickly they received an order from the Dutch Postal Service (PTT) to supply machines that could be used to put postage on postal articles. At that time Postalia put four types on the market. One hand-operated machine and four electrically-driven machines. As the electrically-driven machines had a slot of only a few millimeters wide to accommodate postal articles, the hand-operated one was preferred as it could apply a print on any postal article.



The front of the machine was equipped with a small flap which allowed applying ink to the stamp pad. The ink roller was also accessible through the flap. Both the stamp pad and the roller could be replaced when necessary. On the left side there were three handles to be used for noting the amount to be paid (max. Fl. 9.99). On the top there were two windows. The first one indicating the number of prints to be made and the second one the total amount to be collected over a given period. The total of the postage to be collected was read daily and noted on Form PV VT40.

This way it could be reconciled with the bookkeeping.

In order to maintain the machines in good working condition the Management of the Postal Service entered into a maintenance contract with the importer – Adriaan Koller & van Os. They performed a periodic check of at least once every six months. This check concerned itself solely with the proper functioning of the machine. Any hiccups of a financial character were the responsibility of the manager of the post office in question. We know that in the 1980's another employee who did this task was responsible for the correct usage of the machine. Incorrect prints had to be collected on Form P4003. Another employee checked each day the Daily Totals Form P3509 to make sure it all added up correctly. After one month all incorrect prints were destroyed. It is quite probable that this procedure was in use already in the 1950s.

At the rear of the machine was a small box. In this box was a cardboard card on which the maintenance technician marked the date of the maintenance check and his initials (see figure 1). He would put a new blank card in the box, and the previous card would be stapled onto a special PTT card (PV VT41- maintenance card). On the card the usage totals were noted and the actual number of the machine itself, as well the serial number of the machine. This number might indicate that possibly several machines with the same name were in use at this post office. It is also possible that this serial number indicated the number in a series delivered to this post office. We think the first option is the correct one. For one, all machines were stored in a metal box and on the cover of the box was a yellow sticker with the local post office number and the serial number. In fact at the larger post offices we find higher serial numbers, and at the smaller offices this number is always “one”.



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Fig. 1 Front and back of maintenance card.

Next, let's look at the bottom of the machine. Here we can see the cylinder which makes the actual prints. For printing there are two small brass plates which are fastened to the cylinder with screws. On the first plate there is the name of the post office. This plate has a slot for the date. Inserting the date slugs was done by hand; this is the reason why erroneous dates occur. On the second plate (value frame) there is only NEDERLAND TE BETALEN PORT, and the curly decoration along with the number of the machine. Here again there is room to show the amount of postage to be paid. The values which are in the cylinder are adjusted with the three handles on the left side. Sometimes the screws holding the small brass plates on the cylinder have not been tightened properly and the screws are visible in the print.

The Postalia machines were put in service to replace the then current postage due stamps. The tearing off, putting on and canceling of the stamps took so much time, that the use of these machines was to save quite a bit of time. In the Instruction of the Franking Machine Administration it was stated how these machines were to be used. These machines were used to account for the postage, dues and other costs to be collected upon delivery. The amounts to be accounted for with these machines:

- *customs fees and commission
- *costs of supplying reversals (contracts)
- *costs noted on P1204 forms, added to parcels returned from abroad
- *postage and fees for unfranked parcels
- *storage fees for foreign parcels
- *fees for expedited customs for letters and parcels from foreign countries
- *fees for mail registered by the post office

In addition these machines were used to add postage to underpaid letters to foreign countries, in which case the print had to be in a bright red color. The prints of machines used at the wicket to frank letters and parcels also were in a bright red color.

Remarkably the Netherlands Postal Service only started to use these machines in the 1950s. The first machines (Universal) had been permitted on the Dutch market starting September 7, 1925. Later other brands were admitted. In Service Order H712, of April 2, 1952, the use of the Postalia Service Franking Machine for the franking of incorrectly franked mail was announced. The design of the prints of these machines was clearly by Jan van Krimpen. The first designs as well as later designs have unmistakable features of the postage due series of 1947, designed by him. The first three designs have the character of a trial. The fourth design we can consider the definitive version. The first three designs require only one brass plate on the cylinder. This way the circular feature with the date and the name of the post office is missing.

The design for the first machine (fig. 2) has no date and also the number of the machine with PR is missing. As well it states "AMSTERDAM TE BETALEN PORT" and not "NEDERLAND TE BETALEN PORT", as in the third design. This machine was located in the Amsterdam-Centrum office. The earliest known date is May 13, 1952, and the last use dates from March 1953.



Fig. 2



Fig. 3



Fig. 4

The design of the second version (fig. 3) also has no PR with the number of the machine. This is still a trial. From March 25, 1953 onwards this machine was in use in the Amsterdam-Centrum office and there was a second machine at the Amsterdam-Centraal Station office where the machine was used by the internal service of the parcel post service. This machine was in use till the end of September 1954.

Then we have the third design (fig. 4). The second brass plate on the cylinder is now in use with the date and the name of the post office. Remarkably the indication of PR with the number is not shown in the frame around the value indication. This machine was in use in the Rotterdam post office in the period from August 26, 1954 till July 1957. At the same time another machine of the same design as the Rotterdam machine was in service in the Amsterdam post office. As we only have a 000- print (trial) we do not know how long this machine was in service in Amsterdam.

Finally in October 1954 the definitive version (fig. 5) is introduced. It resembles the earlier trials in Amsterdam and Rotterdam, however now the PR with the machine number is included. Postalia reserved for the Dutch Postal Service a series of numbers, to wit 751 to 850, and 2751 to 2850. It is known that from the second series a lot of numbers were allocated to post offices for which never copies have been seen and that many numbers were never allocated. Please see the listing of numbers for details.



Fig. 5

All machines have on either side of the value indication a decorative edge usually consisting of seven loops. With the machines numbered PR 787 to PR 822 inclusive, this decoration has only six loops (fig.6). We believe that the reason for this is that the importer Adriaan Koller & van Os requested to leave off the last loop as they encountered problems due to lack of space for the screws that attach the plates to the cylinder. Starting with PR 823 there were again seven loops, the Dutch Postal Service deemed this better looking. It is not clear whether the brass plates were made a little larger or the cylinder a little wider. If a plate is not fastened properly, it happens that the head of the screw shows in the print (fig.7).

As mentioned earlier the color of the ink to be used according to the instructions of the Dutch Postal Service had to be blue. Furthermore it was indicated that the machines that were used to frank postal items to foreign



Fig. 6 left and Fig. 7 right

destinations had to use bright red. In reality we are already dealing here with one of the first franking machines in use at wickets as they were used later on by the Dutch Postal Service in the seventies, but those were of the Frama brand.

The bright red color has been used only in the post offices with machine numbers PR 751, PR 842, PR 2771, PR 2775 and PR 2777. This use of the red color is completely in accordance with the directions of the UPU. The reason that the red color only was used in these offices is due to the special function of these offices. We will focus on these machines next.

Let's start with machine PR 751 (fig. 8). It was located at Schiphol Airport and was used to add postage to underfranked airmail. The senders first stuck stamps on this mail and the machine print completed franking to the correct rate. It is known that J. Dekker presented a large quantity of first flight covers (300) which were incorrectly franked. Due to the imminent departure of the flight, all covers were additionally franked with this machine. Mr. Dekker at that time looked after first flight covers for the philatelic society "De Postjager" (correspondence Matser-Dekker). The words "TE BETALEN" and "PORT" are absent from the frame around the value indication. It should be noted that the plate with the name of the office and the date was not mounted on the cylinder. The period of use is from November 1952 till January 1978. The next machine in line is PR 842 (fig. 9). This machine was located in the District



Fig. 8



Fig. 9

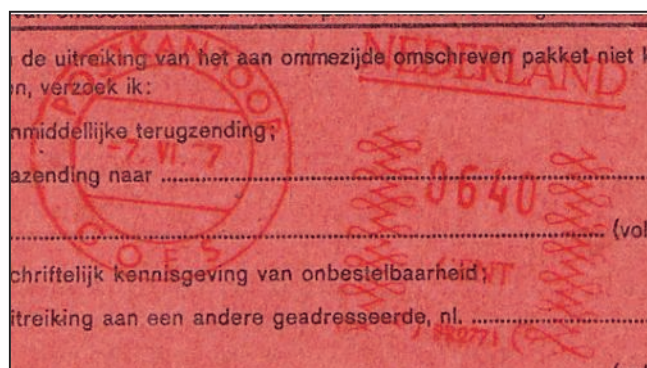


Fig. 10

post office in The Hague and was used to add postage to items that were insufficiently franked and found in letter boxes. Such mail was franked to the correct rate and immediately sent on to the addressee. This was a measure of special service by the Post. The sender received a card with a request to stick stamps on the card to cover the missing postage and return it to the post office. The words "TE BETALEN" are not in the print. From the philatelic literature we know that this machine was put in use in April 1964 and functioned till at least October 1985.

Next something about machine PR 2771 (fig. 10). This one was located at the post office in Goes. It is identical to PR 842, including in its usage. According to our data this machine was in use in the period February 1970 to January 1977.

It is known that machine PR 2775 (fig. 11) was located in the District post office in Utrecht. The print from this machine differs from all the others; it is somewhat like that of PR 751. However, it has a circle with the name of the place and the date. At the sides of the value part of the print "EXPEDITIE UTRECHT" is shown, with "CENT" in the center and the machine number. This machine was put in use in February 1970 and was in use till July 1977.



Fig. 11



Fig. 12

Next machine PR 2777 (fig. 12). This one was in use at Schiphol Airport. The prints are identical to those of PR842 and PR 2771. There is a difference with the earlier machines. This machine uses a value indication with four characters, while all the others used a three character indication. According to our information it was in use from September 1970 till August 1985.

It is well-known that many offices used different colors: e.g. violet-blue, blue-green, and black (gradations of these colors occur, from blue to dark blue-green, from blue to violet, and from black to gray).

The color black is known from a number of offices, the most common is PR 756 at the The Hague post office. They are also known from PR 757, District post office of The Hague, and from the offices Amsterdam-Osdorp, Zutphen, Ede and Arnhem.

The color blue-green is known from the Amsterdam post office, The Hague post office, the Utrecht post office, District post office Amsterdam, post office Amsterdam-Zuid 1, Amsterdam-West 1, Amsterdam-Oost, post offices Bussum, Ede, Zaandam, Zeist, and Apeldoorn. Finally the blue-violet color is known from the Eindhoven, District post office Amsterdam, sub-office Heemstede, post offices Ede and Oisterwijk postoffices.

Apart from color deviations, different numerals or letter types have been used due to repair or replacement of a machine. After extended use or replacement a few offices used Arabic numerals instead of Roman ones (fig. 13). After repairs there were often flatter numerals or rounder letters. We are also aware that at the Groningen post office the month was written in letters instead of Roman numerals. Often the text part (District post office) is found in a different location in the ring (fig. 14). This occurs at the Amsterdam, Groningen, and Rotterdam post offices. This occurred when the small brass plate was not remounted correctly.



Fig. 14

Issuing machines in the first instance happened from The Hague. Here they chose which offices were selected. In the early years they tended to be large post offices and the offices which dealt with dispatch to or receipt of mail from foreign countries. From 1958 onwards machines were distributed in groups. In the meantime District post offices became operational in the Netherlands. They influenced the distribution of machines to other post offices. What criteria were used is not known to us. Thus some District post offices got a machine much later or not at all, while much smaller post offices did get a machine.



Fig. 15

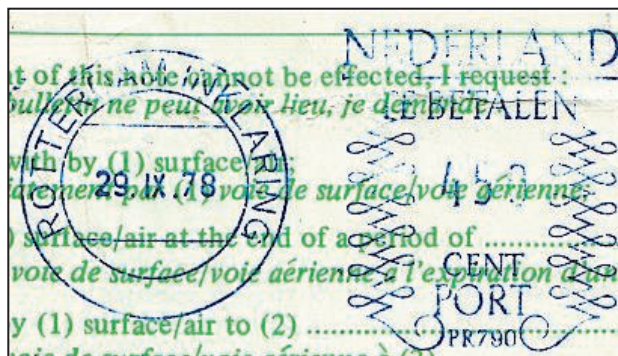


Fig. 16

It also occurred that machines were located at the same post office, but the name of the post office was changed. Relocation to another post office also led to a name change. First the main post offices were equipped with a machine, later other offices received a machine. Thus we know that PR 755 first bore the name "Postkantoor Rotterdam", which was changed later to "Districtspostkantoor Rotterdam". Likewise with PR 756 and PR 757 from "Postkantoor 's-Gravenhage" to "Districtspostkantoor 's-Gravenhage". The same happened to PR 784, first it was "Postkantoor Rotterdam", was changed to "Districtspostkantoor Rotterdam", and was subsequently changed to "Rotterdam Hoogvliet". Likewise PR 785 was changed from "'s-Gravenhage-Oost" to "'s-Gravenhage Ln v Nw-O Indie". PR 787 used "Bijkt Rotterdam-Zuid" at first, later this became "Rotterdam-Zuid". Thus PR 790 changed from "Rotterdam-West" (fig.15), to "Rotterdam-Inklaring" (fig. 16). We know that PR 825 occurs with "Postkantoor Amstelveen" and with "Bijpostkantoor Amstelveen". And PR 830 was first known as "Postkantoor Koog-Zaandijk" which later was changed to "Postkantoor Koog a/d Zaan". PR 836 was changed from "Postkantoor Wageningen" to "Postkantoor Boxtel". And PR 838 changed from "Amsterdam CS-Inklaring" to "Amsterdam Bijlmerplein". This last change had to do with a change in location. And we want to mention two machines that had four-character value indications. They are "Entr Luchthaven Schiphol" PR 2777 and "Pkt. Eindhoven" PR 2803.

A separate explanation is needed for strips with a 000-print. It is known that Postalia on behalf of the Upper Management of the Postal Service had to conserve a number (5) of these 000-print strips of each machine that left the factory. These served as a control of the data of the machines concerned. The date shown on the strip is therefore the date that the machine passed its final check and was subsequently shipped to The Hague. From there they were sent to the post offices concerned. How much time passed before a machine arrived at its destination varies. Sometimes it was a question of some days, and sometimes months. New 000-strips were made when a machine at a post office became defective and could not be repaired (fig. 17). A new machine would be requested with the same PR number. Printing of the 000's were made on strips of paper. We found different sizes of strips as well as paper of different colors. The colors vary from white to light-brown. Based on the evidence of these strips we can say with certainty that the earliest date of usage of the machine can never be earlier than the date on the 000-strip. If there are such earlier dates, they can originate only by erroneous adjustment at the particular post office.

Naturally, changes occurred during the period of use of these machines. In the first instance, collecting postage due by the postman occurred at the door of the addressee. This is a rather labour-intensive method of collection. In the Service Order H.555 of October 3, 1968, a different method of collection was announced. This ultimately led to the slow death of these machines. The service order announces that a postal article with postage due has to be provided with a card form on which the addressee paid the postage due by means of stamps stuck on this card and returns it to the post office. After October 21, 1968, these machines were still used a lot, e.g. for parcel post or for internal use.

At the end of July 1977 the Dutch Postal Service halts the use of Postalia machines for postage due on postal articles. To collect postage due they now use the well-known cards. These state the amount to be paid and how this can be paid.

The last machines that were supplied by the firm Koller & van Os date from August 1978. The policy of the Dutch Postal Service was that of the machines that were taken out of service, the small brass plate with the text “TE BETALEN PORT” had to be returned to The Hague. The machine itself could be put in storage or junked.



Fig. 17

We do realize that there are still a number of questions to which we have no answers. And also possibly there are gaps in our story. Maybe others will be able to add their contribution. Any comment, addition or criticism is very welcome.

This article would not have seen the light of day without the collaboration of many. We were given the opportunity to admire several collections, especially the “Enschede” collection, property of the Museum for Communication.

Our thanks to all who contributed, especially Mrs. Erkelens and Messrs J.W. Jansma and C. Matser. We were also able to examine the correspondence and lists with comments of Messrs. J. Dekker, J. Enschede, J. Giphart, J. Goofers, and J.A.C. van Rijswijk.

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Nr. 134 p. 275

*** Original article was published in De Postzak # 213 June 2013**

Note from the editor:

With this article comes a large spreadsheet giving more details about each post office and used postalia franking machine. For those who want this spreadsheet please send an email to the editor.

Mail send via Siberia

by Hans Kremer

When a philatelist sees the words “Via Siberia” he/she probably associates that (correctly) with the Trans-Siberian Railroad.



Fig. 1 Map of the Trans-Siberian Railroad in the early 20th Century

The main route of the Trans-Siberian Railroad runs from Moscow via Samara, Chelyabinsk, Omsk, Novosibirsk, Irkutsk, Ulan-Ude, Chita and Khabarovsk to Vladivostok via southern Siberia and was built in sections, starting in 1891. The main parts were completed in the early 20th century. The Chinese Eastern Railway was constructed as the Russo-Chinese part of the Trans-Siberian Railway, connecting



Fig. 2 1935 Map of connections to Japan

Chita (Russia) via Harbin (China) with a shorter route to Vladivostok.

Mail to China was sent via Harbin and then on to Mukden and further south into China. Some mail to Japan and beyond went through Mukden also and from there on via Heijo to Pusan (Korea), then by boat to Shimomoseki and then further by train once again north through Kobe and Kyoto to Yokohama.

From Vladivostok mail to the Americas was transported by ship and train via Tsuruga, and Maibara to Yokohama (Tokyo's main port) and from there again by ship to various ports of entry. For mail to the US this most often would have been San Francisco,

FROM JAPAN					
Via Manchouke			Via Vladivostock		
		Local time			Local time
Tokyo	dep.	Wed. Sat. 15.00	5th, 15th, 25th	10.00 P.M.	Lv. Tokyo Express No. 19 (2nd & 3rd class only)
Yokohama	"	" " 15.25			
Kobe (San)	"	" " 23.34	6th, 16th, 26th	9.11 A.M.	Ar. Tsuruga-Minato
Shimonoseki	arr.	Thurs. Sun. 9.30			
" (steamer)	dep.	" " 10.30	6th, 16th, 26th	2.09 P.M.	Lv. Tsuruga S.S. Siberia-maru
Pusan Pier	arr.	" " 18.00	9th, 19th, 29th	8.00 A.M.	Ar. Vladivostock
" (train)	dep.	" " 19.20		(about)	
Keijo	dep.	Fri. Mon. 8.15	Mon., Thu.	8.00 A.M.	Lv. Vladivostock
Mukden	arr.	" " 16.20	—	1.46 A.M.	Lv. Harbin
Heinking	arr.	" " 21.00	Sat., Tues.	1.28 A.M.	Lv. Norosibirsk
Harbin	dep.	" " 23.00	Thurs. Fri.	3.30 P.M.	Ar. Moscow
Harbin	arr.	Sat. Tues. 6.20			Moscow—Berlin daily train
Or. break journey at Mukden and go forward to Harbin by either of services shown under "From Shanghai."					

Fig. 3 1935 Schedule of connections between Japan and various destinations on the Trans Siberian Railroad

At 9,259 kilometers (5,753 miles) the Transsiberian Railroad spans a record seven time zones. To finance the construction, railroad bonds were issued, which would be paid back with money earned from transporting cargo as well as from revenues of mail sent using the railroad. Initially mailing fees were extremely high and it was not until rates were lowered to a more reasonable level in 1903 that larger volumes of mail were sent via this route. The route to Japan and China via Siberia was faster than the traditional route by boat (less than four weeks vs. at least a month).

Mail from the Netherlands was also sometimes sent via this route, especially mail with destinations in China.

The post card (Fig. 4) was sent from Groningen on April 17, 1927 to Beijing. It contains correspondence between Professors M.W. Woerdeman and A. B. Droogleever Fortuyn. Those interested in the careers of these professors I recommend going to Google.com and/or kranten.kb.nl which will lead to the requested information.

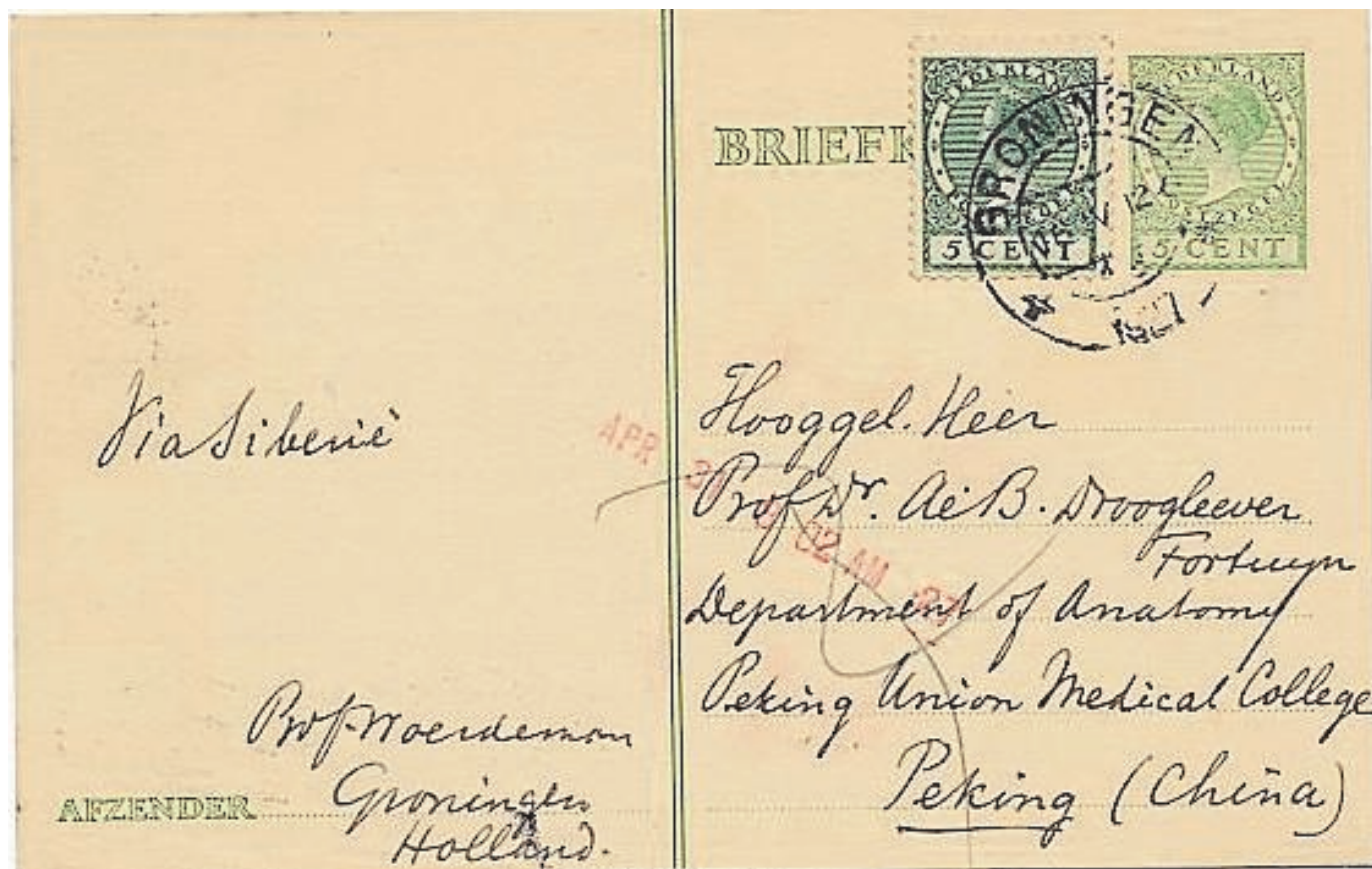


Fig. 4 Postal card sent "Via Siberië" April 1927 from The Netherlands to Beijing

Once Germany invaded Poland in 1939 larger volumes of mail were sent along the Trans-Siberian Railroad, and when Italy entered the war on June 10 even more traditional routes previously safe were used only sporadically adding again to the volume of mail via Moscow and the Trans-Siberian Railroad.

After the Netherlands were invaded (May 10, 1940) postal services were temporarily suspended. On May 30 it was announced that letters once again could be mailed to the U.S. and the Dutch East Indies. The Dutch newspapers of June 20, 1940 mentioned that letters and post cards with destinations to neutral countries outside of Europe (which at that time included the U.S) would be sent "via Siberia-Japan". The Dutch newspapers on August 31, 1940 mention that surface mail to the US could also be sent, once a week, via Lisbon on American ships. Although this would be shorter (i.e. faster) than the Siberia route the uncertainty of the English censorship could cause delays. The more certain way would be to still send the letters via Siberia, but this only would be done if this route was specifically mentioned on the front of the letter, otherwise it would be sent via Lisbon. Per December 1940 mailing via Lisbon was no longer an option and the route "Siberië-Japan" would be used exclusively (again, this was for surface mail only). This Circular also mentions that this mail would be transported on Wednesdays by train from Amsterdam via Arnhem to Emmerich (Germany), (just across the Dutch border.). From there (via Cologne?) the mail went to Berlin, Moscow,..., Vladivostok, where it was put on a ship to Japan and from there again by ship to other destinations.

A story in a Dutch newspaper of October 1940 mentions that the trip Moscow-Vladivostok took ten days and that it was run four times a week.



Fig. 5 Letter sent Nov. 18, 1940 from The Hague to San Jose, Costa Rica, where it arrived January 24, 1941



Figure 6 Letter sent 3-16-1941 from The Hague via Kobe, Japan to Cheribon (D.E.I), where it arrived 5-20-1941

When studying the routes these “Via Siberia” letters/post cards took, it is important to know the departure date of such an item, since the routes changed during WWII. Until June 22, 1941 the usual Berlin-Moscow-Vladivostok route was used, with mail destined to China going via the Southern route through Manchuria

With the German invasion of the Soviet Union on June 22, 1941 all transit mail to the Far East through Berlin and Moscow ceased. Once mail service was restored it was now sent via Turkey and Tbilisi on to Samara where it once again was transported via the Trans-Siberian Railroad.

Due to the ‘strained relations’ between the US and Japan as of August 22, 1941 no mail was sent via Japan, but via Shanghai (China). After December 17, 1941 mail to the US was temporarily suspended but as of January 24, 1942 it was restored

One more change affected the Trans-Siberian mail. This occurred in late 1944 due to the Soviet military offensive in the Balkans. The route connecting Turkey to Switzerland was interrupted and it was diverted to Palestine for forwarding. Such mail was subject to British censorship.

After WWII the Trans-Siberian Railroad again became operational, but the ‘Via Siberia’ route became obsolete. From that time on, most mail was sent by airmail.

Currently the Trans-Siberian Railroad is a major tourist attraction. The trip from Moscow to Vladivostok even now still takes seven days

From Ed Lavaroni: The route of the Trans-Siberian Mail during WWII to America. During the war mail was sent from Vladivostok to Seattle or San Francisco. This route was used prior to WWII as well. Sometimes, prior to WWII it went to Japan, but I believe that depended on the ships that were available at the time. Remember that Russia needed supplies once the Germans turned against them, and only Archangel and Vladivostok were open, and Archangel froze during the winter. Supplies from the US would come into Vladivostok making many ships available to transport mail to the US.

Note: I would like to thank Saburo Masuyama, who supplied the material for figs 2, 3, and 6 and I also highly recommend Jerry Miller’s philatelic exhibit on: http://www.rossica.org/v_gallery/rvg_template.php?id=1

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