

# THE KIWI

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THE OFFICIAL ORGAN OF THE NEW ZEALAND SOCIETY OF GREAT BRITAIN

Affiliated to BRITISH PHILATELIC ASSOCIATION and PHILATELIC CONGRESS OF GREAT BRITAIN

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WHOLE No. 77

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The March Meeting of the New Zealand Society will be held at the usual meeting place, the Shaftesbury Hotel, Monmouth Street, London, on Saturday, 26th at 2.30 p.m. when the subjects are the Annual Competition and Quiz. Further details of which were given by Mr. Noel Turner in a recent circular.

## AMENDMENTS TO MEMBERSHIP LIST No. 19. 2/66

### NEW MEMBERS

E.G. Ward	Flat B, 7, Blurton Road, Clapton. E. 5.
G.H. Robinson	1, Bramble Avenue, Boston Spa, Yorks.
P. Collins	85, St. Johns Road, Woking Surrey.

### CHANGE OF ADDRESS.

J. Robb	to 63, St. Margarets Road, Prestwick, Manchester.
E.K. Hossell	to Oriel Cottage, 7, Brent St., Brent Knoll, Nr. Highbridge, Somerset.
L.A. Wells	to 3, Westbrook Close, Chippenham, Wilts.
M.T. Rowe	to Flat D2, Sausmarez House, Les Gravees, St.Peter Port, Guernsey. C.1.

REPORT OF MEETING ON JANUARY 29th. 1966

By D.J. Mackie Esq

In the absence of the Editor owing to illness.

The January meeting was well attended and the members present enjoyed a memorable beginning to the new year. Our speaker was Mr. P. Davey, who had travelled from Cornwall to show "Unusual New Zealand items plus a plating study of the King George V 4d purple, Plate 44". Mr. Davey, on being introduced by Mr. Michael Burberry who was in the Chair, said that his was a "working collection" and it was immediately apparent to all present from the great wealth of material on display, what a tremendous amount of "work" Mr. Davey had given to his hobby.

He commenced by showing his study of Plate 44. This included various blocks and a complete line-by-line reconstruction of the Plate, perf 14 x 13½, in used single stamps showing all the interesting re-entries and retouches associated with this Plate. His display of this stamp also included such items as an imperf. pair and a vertical pair with the se tenant perfs, the upper stamp 14 x 14½ and the lower 14 x 13½.

Three further plating studies were shown:

The 1898 4d pictorial - a reconstructed sheet of used singles and several examples of re-entries;

Adverts of Second Sides - reconstructed panes of 1st, 2nd, and 3rd Settings, together with a mint pane of the 3rd setting;

2/- Captain Cook, 1935-47 - a reconstructed sheet of used single stamps, also a die proof and one stamp double print, one albino.

Among the host of other interesting items shown were:

1898 Pictorials. A complete set of these stamps cancelled with parallel bars across corners. These were for the use of Postmasters as presentation sets to "V.I.Ps";

Various imperfs and colour trials, varieties on the ½d Mount Cook;

A marginal strip of the 2/- on "Laid" paper, clearly showing the close-spaced vertical watermark lines;

Several examples of "O.P.S.O." overprint (including some faked) and Reefton provisionals;

Several copies of the 2d (1898) with "Acute accent" over the top central pearl about which Mr. Davey asked for any information.

1906 Christchurch Exhibition - a block of the 3d showing a prominent flaw across the body of the Maori shaking hands on Row 4 No. 2.

Report of Meeting (contd)

Antarctic Expeditions - stamps and covers of King Edward VII Land and Victoria Land.

Certificate on blue paper with ½d and 1d Victoria Land postmarked with the Expedition canceller dated Ja 18/13. These certificates were issued to use up the remainder of overprinted stamps on return to England at the end of the Expedition. Each certificate was signed by Commander Evans and the Assistant Postmaster of Victoria Land, Francis Drake.

Auckland Island Labels - "General Grant Expedition, 1915". Mr. Davey related how a ship named the "General Grant" was shipwrecked on Auckland Islands (290 miles S.W. of N.Z.) in 1866 with considerable treasure aboard. In 1915 these labels were issued by the Catlin Expedition when an attempt was made to recover the treasure.

Fanning Islands - various stamps on piece and cover with this interesting c.d.s. One cancellation dated 9.4.1913 was on a Q.V. 1d. Second Sideface.

1920 Peace - colour trials overprinted "Speciman".

1925 Dunedin Exhibition - 4d 'F' variety. Mr. Davey told how the same Plate was used for all three values of this issue with different figures stuck in the value tablets and the 'F' variety was caused by the lower stroke of the 'E' being removed accidentally when an unwanted value was scraped off.

1931 5d Air stamp - block of this stamp showing flaws in the overprint.

1d Universals - Waterlow die proofs in horizontal strip of five with the centre impression inverted;  
various booklets with covers printed in both red and black;  
Waterlow booklet constructed from blocks with top selvedge cut from normal sheets;  
slot machine stamps showing the two large holes between each two stamps. These were issued from machines installed experimentally at the G.P.O., Wellington - the first slot machine stamps in the world.

Edward VII - 3d stamp with "... " on the lower selvedge. Is this a Plate number or identification?

1d Dominions - a stamp from the only half sheet known to exist on Jones unsurfaced paper;  
a study of the six states of the roller.

## Report of Meeting (contd)

George V - a unique copy of the 3d Official (recess printing) perf. 14 x 13½ with double overprint together with B.P.A. Certificate of Genuineness;

1d. Field Marshall overprinted "Halfpenny" for use as provisional in 1932;

1925 2d with lithographed watermark in dark brown. Has anyone any information about this?

George VI - a block of the 2d provisional showing the re-inserted '2' in Row 10/10.

Q.E.11 - the 4d Official printed on gummed side.

1960 Pictorials and Christmas stamps - numerous examples of misplaced and missing colours.

Health stamps - Mr. Davey showed two, photos from which the composite design of the 1939-41 health stamps were taken. One showed boys about to catch a cricket ball and the other a boy playing with a beach ball, explaining why, on the printed stamp, the central boy is poised to catch a small ball. Mr. Davey displayed photos used in the design for the 1935 and 1946 Health stamps showing various rejected stages of the design.

1959 Poaka - a stamp with white legs and also a photo of a whole sheet showing how the misplacement of the bird's legs increased towards the bottom of the sheet;  
1964 Tarapunga - stamps showing the displacement of red colour for the bird's legs,  
1946 1d + ½d - a complete sheet of this value showing uncoloured patches in several stamps, particularly on soldier's arm and on the boy on the road, one making the boy "legless".

Unissued Stamps - There were four values (2d, 3d, 5d, and 8d) planned for issue to commemorate the visit of King George VI and Queen Elizabeth to N.Z. in 1949. The visit was cancelled due to the King's illness and the stamps were not issued. Mr. Davey showed a colour trial for one value depicting King George, Queen Elizabeth and Princess Margaret. The design for the 8d value of this issue was eventually used for the 1953 Coronation 1/6 value.

Mr. Davey also displayed photos of the design prepared for stamps with Edward VIII head. The frame of this design was eventually used for the George VI stamps.

Throughout his display, Mr. Davey stressed that he collected stamps because he loved stamps and because

## Report of Meeting (contd)

of the sheer joy of collecting them. By his efforts he certainly enabled members present to share his pleasure. It was particularly enjoyable for us to see such material brought from so far afield, as the majority of members present at our meetings and those giving displays are of necessity from the London area.

At the end of the meeting a vote of thanks to Mr. Davey was proposed by Mr. Noel Turner for making his long journey and for providing members with such an enjoyable meeting. It was seconded by Mr. F.B. Scrivenor and members joined in showing their warm appreciation.

Many thanks Mr. Mackie.

A.A. Hard  
Hon. Editor.

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### NOTES FROM NOEL TURNER.

JOHN ROBINSON: Members of the Society will learn with deep regret of the passing of John Robinson of New Zealand. His writings on almost every aspect of New Zealand Philately and Postal History are well known and appreciated by all who have a similar interest. He was an important member of Campbell Paterson's organisation in Auckland, and we extend our sympathy to the relatives and also to Campbell Paterson in this sad loss.

DONATIONS: As Treasurer I am always happy to receive donations both large and small from our Members. These contributions help to make it possible to keep our Subscription at its present low figure. One of our Members who prefers to remain anonymous recently sent us a donation for the Club Funds and to quote from his letter he says, "I am sure that the modest sub. charged is not adequate to cover the cost of postage to me let alone the work of the 'Kiwi'". Gestures of this description are much appreciated and are an encouragement to the Officers to press on with the good work that they do.

CHALONS: An interesting investigation is under way concerning two Chalons that were found in an old collection. Both these were without gum and had obviously been previously affixed to an envelope or document. They were not cancelled in the normal sense

Notes from Noel Turner (contd)

of that word but each is defaced by marks which appear to be something like crayon and can best be described as four stroke crosses roughly similar to the markings on the Union Jack. A full report on the conclusions of our experts will be included in a later 'Kiwi', but in the meantime we invite comment from our Members in this country and also in New Zealand. Letters to me please.

PACKET: I received a heart rending call a few days ago from our Packet Secretary telling me that he was short of material for distribution, could I please do something to stir up the Members? May I appeal to you all to send Booklets to Gerald Pratt as soon as you can make them up.

SATURDAY, 26th MARCH: Once again to remind you that our Meeting on Saturday, 26th March, is Competition Day and will include our Annual Quiz. Full details are contained in my recent circular.

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FOR SALE (MINT TONGA)

S.G. 101-110, 115-140, 017, 141-142, and two different sets of 143-150 (one with initials and one without) good condition, mounted except for gold foil stamps which are in special boxes for protection. S.G. Cat. Value £17.19.0. 12% of purchase price will be donated to the N.Z.S.G.B. Stamps have been inspected and checked by Editor. Offers to the Rev. R.H.Gilding, Studely Vicarage, 340, Frome Road, Trowbridge, Wilts.

FROM R.C. AGABEG.

Dear Mr. Hard,

I attach a photograph of an 1864 New Zealand 6d with circular Goldfield-Marlborough cancellation which may possibly form the subject of a brief paragraph in the Kiwi.

As you may know, the Goldfield cancellation is well known in the late 60's, but the only recorded type is contained in a double circle and reads Goldfield - Otago.

The attached which I find recorded anywhere is for an entirely different province, and is of a completely different type. I have spoken of it to John Evans, but he has not heard of it before, I have also referred it to Campbell Paterson, who now tells me that he knows of the existence of one other example located in New Zealand.

This is all the information I have, and it would be of the greatest interest to me and perhaps some other members if a note could be published seeking comments and possibly bringing to light the existence of other examples.

Kind regards,

Yours sincerely.

P.S. If any member is interested in viewing the above photographic copy please apply to Kiwi Editor who will forward it on.

A.A. Hard.

## NEW ZEALAND RAILWAY TRAVELLING POST OFFICES.

By J.D. RIDDELL.

(Continued from page 687, August 8th)

### WELLINGTON-WANGANUI-NEW PLYMOUTH LINE

This line was inaugurated in 1886, and was divided into three sections as far as T.P.O.s were concerned. Section 1 - Wellington to Palmerston North; Section 2 - Palmerston North to Wanganui; Section 3 - Wanganui to New Plymouth. Each section had its own staff.

#### Section 1 - Wellington to Palmerston North

The first type of cancellation used on this section of the line was in use from 1886 until 1895 - a 23½ mm.o.d.s. similar to Fig.3. but with WN instead of O and the route indexes 1 from Wellington and 2 to Wellington. The distance between RPO-WN line and the date line below it is 2 mm.

A variety of this cancellation shows the distance between RPO-WN and the date line as 3 mm. It was probably in use at the same time.

Next came a 22 mm.o.d.s. similar to the above but with full stops after R.P.O. and WN. and a small hyphen between the O and the WN. The route index was either nil, 1,2,3,4 or 5: nil, 2 and 4 for the southbound trip to Wellington and 1,3 and 5 for the northbound. This was in use from 1896 until 1901.

Another variation was a 24 mm.o.d.s. similar to the previous types but with no hyphen between R.P.O. and WN. Index 1 north from Wellington, index 2 south trip to Wellington (see Fig.14). It was in use until 1931, when this T.P.O. was discontinued.

#### Section 2 - Palmerston North to Wanganui

The first cancellation was a 21 mm o.d.s. similar to Fig.4, but with WG in the place of O and the route indexes 6 or nil, 6 being used on the southbound trip from Wanganui to Palmerston North and nil on the journey to Wanganui. It was in use from 1892 until 1900.

A scarce cancellation followed, one which was in use for less than one year. It was a 27 mm. o d.s. the same as Fig.5, but with TRAV.P.O.WANGANUI round the top. Route index 1 was used from Wanganui and 2 from Palmerston North.

A 25 mm.o.d.s. was in use from 1903 until 1907, as Fig.6, but with WELLINGTON-WANGANUI round the bottom. Inwards to Palmerston North and outwards to Wanganui.

A 25 mm.o.d.s. similar to the above, but the lettering slightly different, and a dot instead of a dash at the sides, was in use from 1907 until 1911.

Another new type of cancellation, a 24 mm.o.d.s as Fig.15, was introduced in 1911, and continued until this service was



## NEW ZEALAND RAILWAY TRAVELLING POST OFFICES (contd)

terminated on December 31st, 1931. Two types were used, with slightly different lettering. INW indicated the southward trip to Wangamui, and OUT the run to Palmerston North.

### Section 3 - Wangamui-New Plymouth

The first cancellation was the same as Fig.3, but with NU in the place of C, and the route indexes were 6, 7 and 9. This was a 24 mm.o.d.s. in use from 1886 until 1900.

The second cancellation was a 25 mm.o.d.s. in use from 1900 until 1908. It was as Fig.5, but with TRAVG.P.O.NEW PLYMOUTH round the top, and route index 1 for the trip to New Plymouth and 2 to Wangamui.

A third type was a 25 mm.o.d.s. as Fig.6, except that the name TARANAKI is round the foot. At this time this section of the line changed its name to Taranaki. In use from February 1st, 1908.

Finally came a 29 mm.o.d.s. (Fig.16). The first date of use is not known, but it was used until this T.P.O. was closed on December 31st, 1931.

### NAPIER-PALMERSTON NORTH LINE

(Via Woodville and thence to Wellington)

This line was completed in March 1891, and a T.P.O. service was in use until December 1897, when it was closed down and the route diverted via Pahiatua to Wellington, instead of via Palmerston North, for 12 years. Then it was started again on December 7th, 1909. This trip was divided into two sections, each with its own staff: Section 1 - Napier to Makotuku or Matamau; Section 2 - Makotuku or Matamau to Palmerston North.

#### Section 1 - Napier to Makotuku or Matamau

The cancellation used on this section of the line was a 22 mm. c.d.s. (Fig.17) with no full stop after O and the base of the R of RPO is  $1\frac{3}{4}$  mm wide. In use from 1891 to 1897. Route indexes, A or none.

#### Section 2 - Makotuku or Matamau to Palmerston North

The cancellation used on this section was a 22 mm.o.d.s. (Fig.18) in use from 1891 to 1897. Route index B southbound to Palmerston North, and none for the trip north from Palmerston North. The T.P.O. was closed down in 1897.

When this line was reopened for T.P.O.s on December 7th, 1909, the first c.d.s. used was a 26 mm.o.d.s. as Fig.5, but with TRAVG.P.O.NAPIER round the top. This c.d.s. had already been in use on the Napier to Pahiatua run since 1903. Index 6 was used on mail going to Wellington and 9 on the run to Napier (the type slug just being reversed). This c.d.s. was soon replaced in 1910.

## NEW ZEALAND RAILWAY TRAVELLING POST OFFICES (contd)

A second type of c.d.s. was used when the name of this section of the line was changed to Hawkes Bay. It was a 25 mm.c.d.s. introduced in 1910 and in use until 1926. Route index 1 or 2 after date to indicate the journey taken.

Another 25 mm.c.d.s (Fig.19) was in use from 1926 until December 31st, 1931, when this T.P.O. was closed down for economic reasons. Route index 1 or 2 after the date.

### NAPIER-WELLINGTON LINE

(via Woodville and Pahiatua)

This line was opened on December 13th, 1897. The T.P.O. which had been running from Napier via Palmerston North to Wellington was now diverted to this line. The run was divided into two sections: Section 1 - Napier to Pahiatua; Section 2 - Pahiatua to Wellington. The Crews changed over at Pahiatua.

#### Section 1: Napier to Pahiatua

The first cancellation used was a 22 mm.c.d.s as Fig.17, but the letters are slightly different, and there is a full stop after the O, and the base of the R of RPO is only 1 mm.wide. Route indexes are 6 from Napier, and 9 to Napier. In use from 1897 until 1903.

A second type, 25 mm.c.d.s. as Fig.5, but with TRAVG P.O. NAPIER round the top, was in use from 1903 until 1909, when this run was discontinued and the mail van put back on to the Napier-Palmerston North-Wellington run, when this cancellation was still kept in use, on this first section of the run, for a short period into 1910. Route index, 6 to Wellington, 9 to Napier.

#### Section 2: Pahiatua to Wellington

A 23 mm.c.d.s was in use from 1897 until 1903 (Fig.20).  
Route indexes: 1 and 3 from Wellington; 2 and 4 from Pahiatua.

This was followed by a 35 mm.c.d.s as Fig.6, but with the words WELLINGTON-NAPIER round the foot. In use from 1903 until December 6th, 1909, when this T.P.O. service was terminated and transferred back to the Napier-Palmerston North-Wellington route. INW indicates the trip to Wellington; OUT the trip to Pahiatua.

### CHRISTCHURCH NORTH LINE

(or North Canterbury)

This line ran north from Christchurch to Culverden, and covers with these cancellations are very scarce.

First came a 26 mm.c.d.s similar to Fig.5, but with R.P.O. CHRISTCHURCH.N. round the top. It was in use from October 17th, 1900, until 1909. Index 1 was used on mail from Christchurch and 2 on mail to Christchurch.

## NEW ZEALAND RAILWAY TRAVELLING POST OFFICES (contd)

This was followed by a 24 mm.o.d.s as Fig.6, but with NORTH DANVERBURY. This c.d.s. was in use in 1909 and only until September 30th, 1909, when this T.P.O. was discontinued. It is very scarce.

The above two types of cancellation were handed over to the crews of the Christchurch South run, and so stamps and covers can be found with these cancellations of later dates than 1909 but which were used on the Christchurch to Studholm Junction run.

### AUCKLAND-HAMILTON LINE

(Latterly called Waikato)

This T.P.O. service was run in two sections: Section 1 - Auckland to Mercer; Section 2 - Mercer to Hamilton. The crews changed over at Mercer.

#### Section 1

Only one cancellation is known, a 24 mm.o.d.s. as Fig.5, but with the words TRAVG.P.O. AUCKLAND round the top. In use from May 19th, 1901, until 1909. Indexes 6 and 9 indicate routes taken.

#### Section 2

First came a 24 mm.o.d.s as Fig.5, but with the words TRAVG. P.O. HAMILTON round the top. It was in use from 1901 until 1909. Indexes 1 or 2.

In 1909 the title of this line was changed to Waikato, and the T.P.O. service ran right through from Auckland to Francton Junction, cutting out the change-over at Mercer.

A 25 mm.o.d.s. (Fig.21) was in use until 1931, when the T.P.O. service ran right through from Auckland to Francton Junction cutting out the change-over at Mercer.

A 25 mm.o.d.s. (Fig.21) was in use until 1931, when the T.P.O. was discontinued. OUT indicates the route from Auckland, and INW the trip to Auckland.

### AUCKLAND-THAMES LINE.

(Latterly called Ohinemuri)

This line was an extension of the Auckland to Hamilton line, the mail vans continuing on from Francton Junction to Thames. The first cancellation was mark (25mm) as Fig.5, but with the words TRAVG.P.O. THAMES-AUCKD. round the top. It was in use from June 22nd, 1903, until 1909. Index 1 was used on the run to Auckland, 2 on the return journey.

A 25 mm.o.d.s (as Fig.22) followed. It was in use from 1909 until 1928, when this cancellation was changed to a larger, but similar type.

Next came a 35 mm.o.d.s. as Fig.9, but with TRAVELLING P.O. round the top and OHINEMURI round the foot. The date was in the

## NEW ZEALAND RAILWAY TRAVELLING POST OFFICES (contd)

middle with OUT indicating the route from Thames and INW the reverse. In June 1928 the terminal point of this line was changed to Paeroa from Thames, and the T.P.O. service was discontinued in 1931.

### THE MAIN TRUNK LINE: WELLINGTON TO AUCKLAND

This line was inaugurated on February 15th, 1909, and was run in two sections.

#### Section 1: Wellington to Taihape

The first type was a 26 mm.c.d.s. with T.P.O. round the top, MAIN TRUCK WN. round the foot, with NZ and the date in the middle, and IN for the trip to Wellington, OUT to Taihape.

A second type was a 26 mm.c.d.s. (Fig.23) introduced in 1912, and still in use. OUT indicates the run from Wellington; IN, to Wellington.

#### Section 2: Taihape to Auckland

The first type was a 24 mm.c.d.s. (similar to Fig.24). In use from 1909 until 1917. IN indicated to Auckland; OUT, to Taihape.

A variation of the above shows dots before T and after O, and was used at the same time.

A further variety was a 24 mm.c.d.s. with wider spaces between the letters T.P.O. and with the letters badly worn. It was in use from 1917 until 1928. OUT indicated from Auckland; IN to Auckland. (Fig.24.)

Yet another change was a 30 mm.c.d.s. similar in type but with TPO NZ round the top and AK above MAIN TRUNK round the foot. In use from 1928 and might still be in use.

The first major type change was a 32 mm.c.d.s. as Fig.25. This was in use from 1928 and is believed to be still used. IN, to Auckland; OUT, from Auckland.

Lastly came a 32 mm.c.d.s. (Fig.26) introduced in 1928, and is the principal cancellation in use today. OUT indicates to Taihape; IN, to Auckland.

That completes the list of different T.P.O.s, a total of 75. Many varieties can be found, such as the day of the date before or after the month. Dates and INW or OUT can be found inverted.

Many collectors think that cancellations used at post offices in railway stations such as Francton Junction Railway, Auckland Railway, Ohakame Junction, Palmerston North, and Thames South are T.P.O. cancellations but, of course, they are not. They do, however, provide a further type of cancellation for collection.

The Postmarks referred to above were included in  
January Kiwi.

ALBERT A. HARD  
HONORARY "KIWI" EDITOR.