

# Bicycle Stamps



5

BS14A - SPRING - 1993

Editor: Norman Batho

Officers: Bert Schapelhouman, President  
Takeo Ono, V. President  
Anthony Teideman, Secretary  
William F. Hofmann, Treasurer



U.S.A.



Bicycle Stamps is the official publication of the Bicycle Stamps Club. The magazine is included as a benefit of membership. Annual dues are 20 U.S. dollars, 11 pounds sterling, or the equivalent.

Membership inquiries should be sent to either the Secretary: Tony Teideman, Australia

or to our European Treasurer: Tore Josefsson, Sweden

Subscription payments may be sent to either of the above, or to Bill Hofmann, Treasurer, U.S.A.

I apologize for the poor quality printing of our membership roster in BS13B and have enclosed a better copy with this issue.

Tore Josefsson, our European representative and Treasurer, has opened a Giro account in Sweden for the convenience of Club members. Membership subscriptions must be paid in Swedish kroner when making payment to this account. The renewal subscription for one year is about 160 SEK. Renewal notices will be sent when due.

Payment should be made to: Account nr. 61 17 25-3  
 Bicycle Stamps Club  
 Ostra Gunnesgarde 8c  
 S-41743 Goteborg  
 Sweden

Our English members may continue to make payment in pounds sterling to:

Account nr 28.228.5806  
 Anthea and Ian Dodd  
 162 Darley Avenue, Chorlton,  
 Manchester, England M21 2JH



CONTENTS

	Page
A March 24 Monaco Cycling Cancellation. . . . .	Cover
New Issue Update. . . . .	3
A Fietsdienst	
from Marco Tibbe. . . . .	.11
Local Heroes	
by Carl Wiedman . . . . .	.12
Newly Reported Russian Postal Stationery. . . . .	.17
U.S.A. Locals . . . . .	.18
An 1870 Newspaper and Newspaper Stamp	
from Takao Ono. . . . .	.25
The Treasurer's Report. . . . .	.26
In and OUT Basket . . . . .	.27
Membership List . . . . .	.28
A Cinderella Offer. . . . .	.30



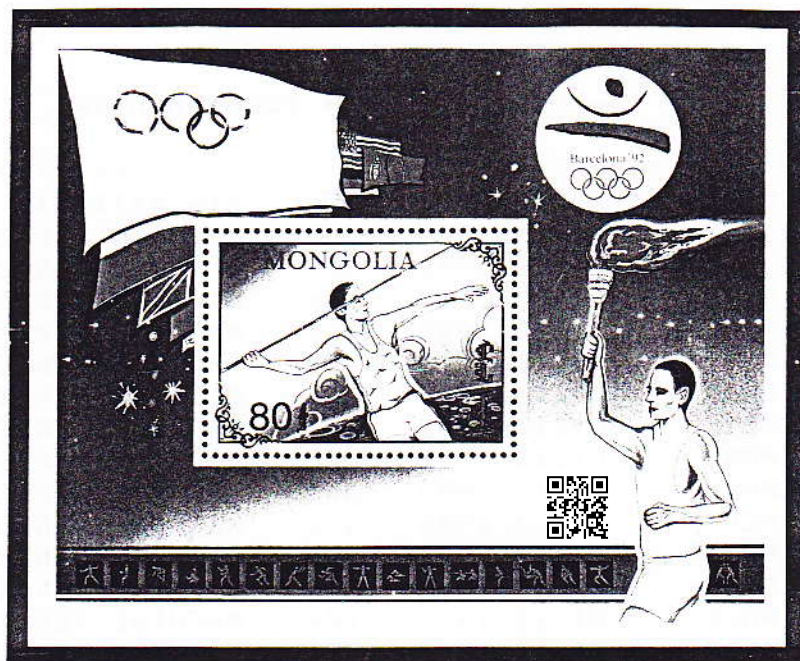
5

NEW ISSUE UPDATE

1.	COLUMBIA	.	.1992	110p	XIV NATIONAL GAMES FROG CYCLIST SELVAGE	
2.	MONGOLIA		.1992	sheet	OLYMPIC BARCELONA PICTOGRAM MARGIN	9+2S
3.	MONGOLIA		.1992	30	OLYMPIC BARCELONA CYCLIST	9+2S
4.	SINGAPORE		01.12.1992	5c	MACHINE VENDED TRISHAW	16
5.	SINGAPORE		01.12.1992	10c	MACHINE VENDED TRISHAW	16
6.	SINGAPORE		01.12.1992	15c	MACHINE VENDED TRISHAW	16
7.	SINGAPORE		01.12.1992	20c	MACHINE VENDED TRISHAW	16
8.	SINGAPORE		01.12.1992	25c	MACHINE VENDED TRISHAW	16
9.	SINGAPORE		01.12.1992	30c	MACHINE VENDED TRISHAW	16
10.	SINGAPORE		01.12.1992	35c	MACHINE VENDED TRISHAW	16
11.	SINGAPORE		01.12.1992	40c	MACHINE VENDED TRISHAW	16
12.	SINGAPORE		01.12.1992	50c	MACHINE VENDED TRISHAW	16
13.	SINGAPORE		01.12.1992	60c	MACHINE VENDED TRISHAW	16
14.	SINGAPORE		01.12.1992	70c	MACHINE VENDED TRISHAW	16
15.	SINGAPORE		01.12.1992	75c	MACHINE VENDED TRISHAW	16
16.	SINGAPORE		01.12.1992	80c	MACHINE VENDED TRISHAW	16
17.	SINGAPORE		01.12.1992	1.00s	MACHINE VENDED TRISHAW	16
18.	SINGAPORE		01.12.1992	1.50s	MACHINE VENDED TRISHAW	16
19.	SINGAPORE		01.12.1992	2.00s	MACHINE VENDED TRISHAW	16
20.	SINGAPORE		01.12.1992	cover	TRISHAW COMMEMORATIVE	16
21.	FR POLYNESIA		06.05.1993	39f	POLYNESIANS SCHOONERS & BICYCLES	4
22.	FR POLYNESIA		06.05.1993	51f	POLYNESIANS SCHOONERS & BICYCLES	4
A photo of the Fr. Polynesia issue is not yet available.						
23.	ANDORRA		.1993	--	TOUR DE FRANCE	?
A photo of the Andorra issue is not yet available.						
24.	MALDIVES		.199?	20Rf	EURO DISNEY PLUTO WITH BIKE TIRE	3S
25.	GUYANA		.199?	sheet	TOY TRAINS SHEETLET OF 9 DIFF MARGIN	8S+8S
26.	GUYANA		.199?	sheet	TOY TRAINS SHEETLET OF 9 DIFF MARGIN	8S+8S
27.	GUYANA		.199?	sheet	TOY TRAINS SHEETLET OF 9 DIFF MARGIN	8S+8S
28.	GUYANA		.199?	sheet	TOY TRAINS SHEETLET OF 9 DIFF MARGIN	8S+8S
Numbers 27 and 28 have been seen on a dealer's list but no photo is available yet.						
29.	JAPAN		.199?	41Y	NEW YEAR POSTAL CARD	1
30.	JAPAN		.199?	41Y	NEW YEAR POSTAL CARD	1
31.	JAPAN		.199?	41Y	ECHO CARD	1
32.	Congo		.199?	750f	OLYMPIC BARCELONA TELE-COMM SAT & BIKE	
A photo of the Congo issue is not yet available.						

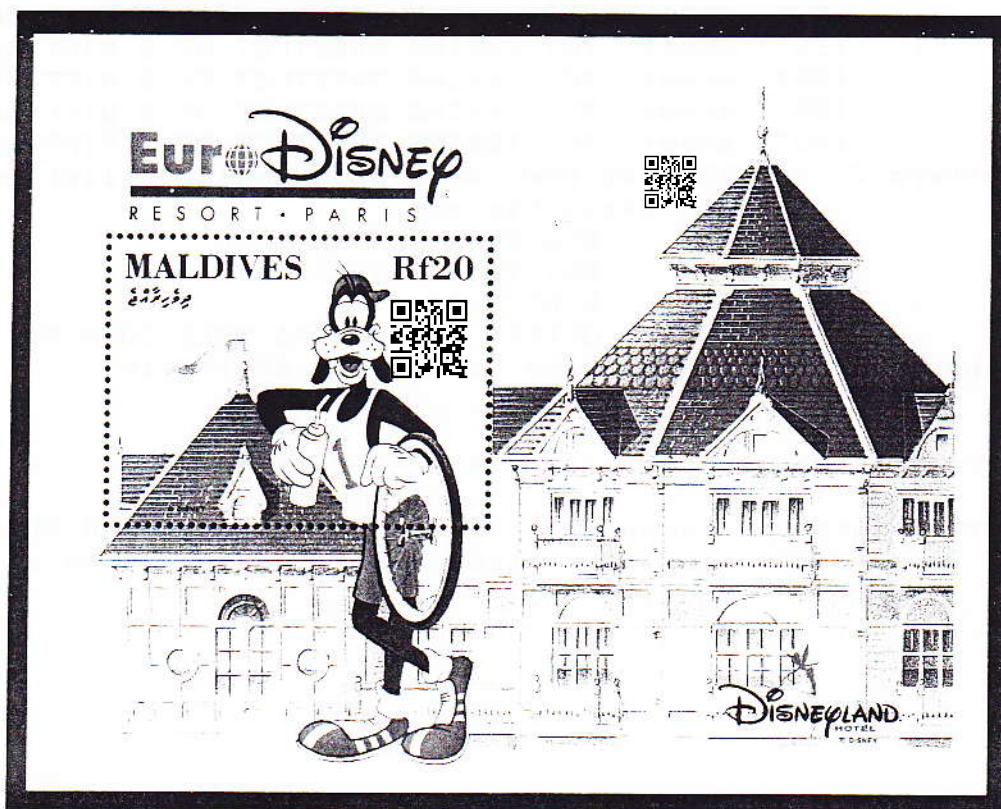
Thanks to Tore Josefsson, Takao Ono, Bert Schapelhouman and Shiro Yagami, Rupert Waltl, and Raymond See for information about the above new issues.



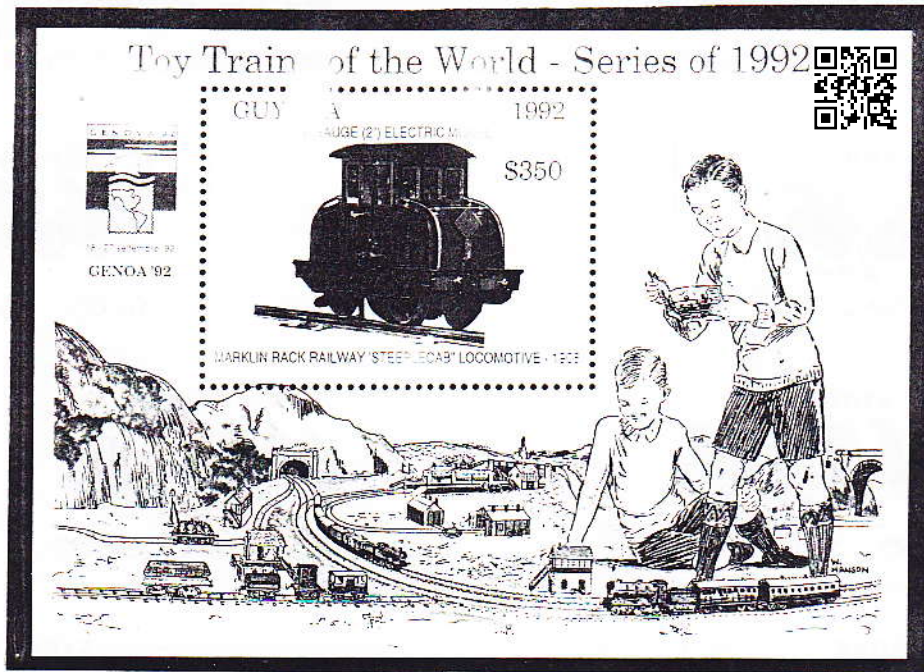


**FRENCH POLYNESIA—**

May 6: 100th Anniversary of the Birth of Jacques Boullaire, 32fr, 36fr, two engravings by Boullaire showing Polynesians and schooners; 39fr, 51fr, two more engravings showing Polynesians, schooners and bicycles. Four-color intaglio in sheets of 10, French Government Printing Office.

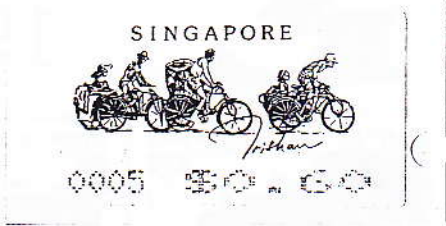
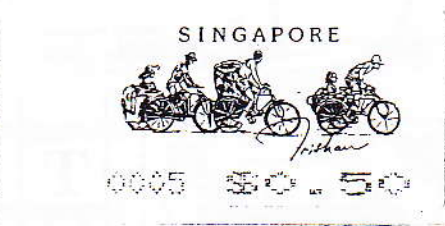
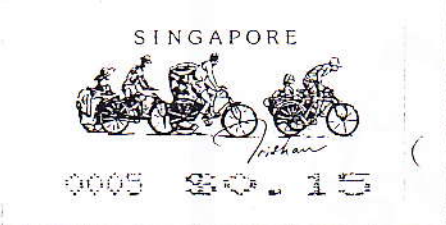
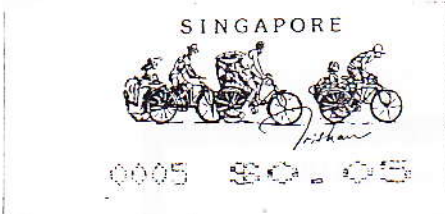






In the lower left corner of this sheet is a notation that this is Series III of what has been reported to be a total of VIII.







PRICE: 20¢



*Pishan*

S O U V E N I R C O V E R



Designer: Leo Teck Chong  
Singapore Philatelic Bureau





# Three versions of French Stamp Day stamp

France released at least three versions of its 1993 Stamp Day issue, according to a report by J.H. Braun of Chicago, Ill.

The three versions are a

Braun says that this is not the case.

He reports that if the stamps are examined under ultraviolet light, the white areas of the sheet stamps

Also, only booklet stamps can be se-tenant with the 2.50fr non-semipostal stamp, and all pairs of the semi-postal stamp are the sheet version.

The Stamp Day stamps show a poster from Jacques Tati's film *The Big Day*. The poster features a village postman with a bicycle. France issued both the sheet and booklet stamps March 8 (advance date March 6).

## World of New Issues

By Denise Hatton

semipostal sheet stamp with a denomination of 2.50 francs+60 centimes, a semipostal booklet stamp with the same denomination and a booklet stamp that does not have the surtax added.

Braun reports that this is the first time that a French Stamp Day stamp has been issued without a surtax. The stamp is simply denominated 2.50fr.

The sheet stamp was produced in sheets of 50.

Each 19.30fr booklet contains three semipostal stamps and four copies of the stamp without the surtax. The semipostal and non-semipostal stamps are se-tenant. The booklet stamps are perforated on all four sides.

According to information from the French philatelic agency, the booklet semipostal and the sheet semipostal are identical, but have a warm yellow fluorescent glow, while the white areas of the booklet stamp have a bluish white fluorescent glow.

Another difference between the two is the selvage, which is white on the sheet stamp and red on the booklet stamp.



The sheet version of France's Stamp Day semipostal stamp. The blowup depicts an inscription with the "ITVF" initials of the French printing office.

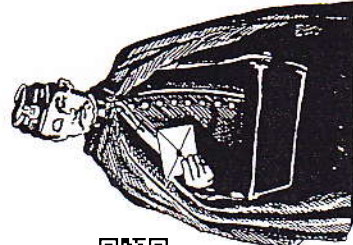




**JOURNÉE  
DU TIMBRE  
1993**



LA POSTE



*La Distribution  
du Courrier*



CARNET DE 7 TIMBRES  
(TROIS TIMBRES SURTAXES AU  
PROFIT DE LA CROIX ROUGE FRANÇAISE)

**19,30 F**



謹賀新年

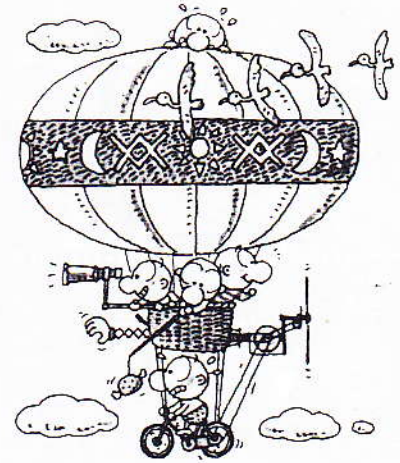
明けましておめでとうございます。



旧年中のご厚情を厚く  
御礼申し上げますとともに  
本年もよろしく  
お願い申し上げます。  
平成5年 元旦

**OGK** オージーケー技研株式会社

〒577 東大阪市高井田本通5丁目27-2  
代表取締役 木村 景雨



旧年中は格別のお引立を賜りありがとうございました。  
本年も相変わらずご愛顧の程お願い申し上げます。  
平成5年元旦

**EMO** エムオーエアシステム株式会社

〒105 東京都港区新橋1-16-4

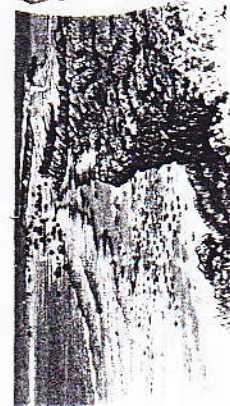
代表取締役  
社長 村上堅三

名古屋市中川区松重町3番10号

**EMO** エムオーエアシステム株式会社

名古屋貨物支店

支店長 椎原光雄



岐阜市・平井安名邸の自転車展示台のイラスト 画 宮川博文



## DE FIETSDIENST

(Bicycle courier service) by Marco Tibbe

Among all the courier services operating in Amsterdam there is one that may be of interest to us bicycle stamp collectors.

The name of this courier service is "fietsdienst." Fiets is Dutch for bicycle and dienst means service. This courier is transporting documents, packages and business mail only by use of the bicycle, which is actually a high-tech tricycle with an electronically locked luggage container.

The fietsdienst started operating at the end of 1992. At that time three tricycles were in use. Within half a year the number of tricycles should be ten. The areas covered by the fietsdienst are the business districts of the cities of Amsterdam and Amstelveen.



Because the fietsdienst is a courier service and not a local mail service (stadspost) no stamps were issued. What they do use is an address label which is attached to the object of delivery.

This address label carries the name and address of the Fietsdienst and is thus interesting to the collector.



# LOCAL HEROES

## The Delivery of Private Mail by Cyclists

by Carl Wiedman

### Introduction

Over the lengthy history of government postal services in countries around the world there have been a number of private ventures, almost always of relatively short duration. These have generally been local services in answer to specific needs at given locations, or in response to specific opportunities envisioned by entrepreneurs.

Occasionally these were known and accepted by the government postal authorities, but frequently came into conflict with the government monopoly and were forced to terminate. In many cases special stamps were printed to be used with these private services. They have come to be known as "local" issues, with validity limited to a specific town or district.

An interesting facet of locals in the fact that a number of them involved the delivery of postage by bicycle, and of further interest the fact that many of these issued stamps showing bicycles in the design. Many of these "local" bicycle issues have received extensive documentation over the years regarding location, circumstances of origin, government monopoly implications, delivery difficulties, and the design and printing of stamps. It is the purpose of this writing to assemble a group of some of the more important bicycle "locals," with a coverage of the historical events and emphasis on the involvement of the bicycle in the delivery of these mails.

### Parisian Parcel Post - 1886

A number of private transport services had been established in Paris, and in 1890, the local government entered the scene and awarded the entire service to a single private organization.

This was known as "La Societe des Colis Postaux de Paris pour Paris." Tricycles fitted with seat-boxes were used, since the mailed items were small packages requiring considerable space for transporting. There were several hundred depots where mail would be picked up twice daily on a very punctual schedule. From these points, the cyclists transported the mail to a central station in Paris from which bicycle deliveries were made, again by tricycle.



The service was an excellent one, and the primary use was for the delivery of small packages by pharmacies. Stamps were issued for this service, and in deference to the importance of medical deliveries, the design shows a tricycle wheel and a caduceus, or medical symbol. The service did not run on Sundays.

The tricycle postal delivery service was used for only four months, since the loads continued to grow and the tricycle carrier baskets became inadequate. Horse drawn carriages were employed beginning January 1, 1891.

### Local German Services - 1886-1900

Germany's Heinrich von Stephan was a 19th century innovator whose interest in international postal affairs provided the groundwork for the Universal Postal Union. He was the first postmaster of the newly formed German nation, and was greatly concerned with mails moving across borders, regarding mails moving within cities as a trivial matter. As a result, postal regulations in Germany at the end of the century contained wording which was interpreted to permit private services to operate within cities. The language used the term "place-to-place" in defining the restricted scope enjoyed by the government, which was construed to mean "city-to-city," or "country-to-country."

As a result, during this time as many as 160 small towns in Germany set up private services to provide local delivery of the mail

within their township borders. Bicycle delivery was used for many of them, and records indicate that in several of these the bicycle was definitely used for the transportation of mail. These included the "Hammonia" bicycle post in Hamburg and also in Brunswick, and the "Courier" bicycle post in Kiel. At that time, other modes of local mail transport service



were by trains, boats, balloons, and even carrier pigeons, and each of these was shown in the design of local stamps. One of the stamps in the Hamburg set shows a tricycle that was representative of the type of vehicle that was used for the delivery of mail.



Other private German issues with bicycles were the Bochum set of six, each showing a rider on an ordinary and holding a letter, and Frankfurt-on-Main, showing an ordinary. The latter was privately issued in commemoration of the German Cyclist's Federation and while the stamp design did not depict mail delivery, bicycles were indeed used extensively for this purpose in Frankfurt.





In 1900 the German government terminated these private services. The term "place-to-place" then meant "house-to-house," and from that time on this became the scope of government mail delivery service.

#### Western Australia-Coolgardie District-1893

With the discovery of gold in the Coolgardie District of Western Australia in 1892, thousands of miners moved into the area. A national post office was opened in 1893 which provided mail delivery, but only on a weekly basis. As a means of improving the service, James A. Healy organized a private service that same year, using cyclists to carry mail between Coolgardie and Southern Cross, a distance of 190 kilometers.



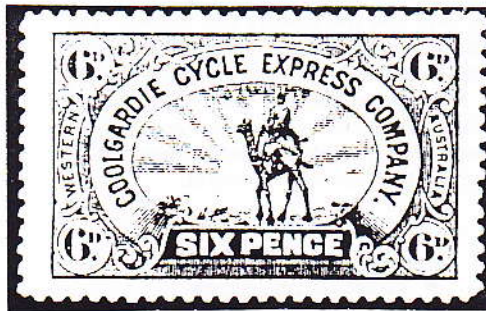
This cycle express service was extended to other gold field areas that year, and to additional locations in 1894 and 1895. The stamina of the cyclists could be judged by the great distances involved. Most of the runs were lengthy, with one to Lake Darlot measuring nearly 450 kilometers. This run normally took three days, which was quite remarkable considering the condition of the roads and the oppressive heat in that region.

Healy claimed to have made £50 a trip, and the service was well patronized. One of the cyclists was recorded to have carried a mail load of 80 lbs. on one of the bicycle runs. In 1894 Healy introduced two cycle express stamps to help pay for the service. These stamps were sold by Healy in his head office in Coolgardie and also by his agents located throughout the goldfields. When mail was collected in the fields for transport to Coolgardie and then to the outside world, normal Western

#### Coolgardie Camel Post:

Healy was an astute businessman, and in 1885 when the cycle express fell under attack by the postal authorities, he considered the possibilities of the philatelic market to augment his income. By that time the service had substituted camels on some of the more distant runs, and Healy set about designing a new set of stamps to publicize this service. These retained the Coolgardie Cycle Express logo, and showed a camel rider in place of a cyclist.

In December 1896 the service was suppressed by the Western Australia Post Office, having regarded the service as an infringement of its monopoly.



#### Lake Lefroy Goldfields:

By late 1896 the Post Office had extended its service to most parts of the Western Australia gold fields enabling them to service these areas after they closed Healy's cycle and camel service. There was still one remote area left unserved, however, at the distant Lake Lefroy goldfields. Two local men, H. Lacey-Hillier and F.E. Maskell decided to undertake a local cycle post, possibly without even knowing that Healy's service had been terminated.

Their stamp had "Cycle Mail" printed on it and pictured a black swan. It first appeared in February of 1887. The private service was used in connection with the transport of mail from Lake Lefroy to Coogardie, with normal postage still required for letters going beyond Coolgardie. Thus the postal authorities became aware of this service and the use of the swan stamps, and in early 1897 caused the service and stamp usage to be terminated.

#### Fresno-San Francisco-1894

In mid-1894 there was a wide-spread railroad strike in the United States, and communications between many of the large cities was disrupted. When the strike began, it was intended to stop only Pullman car operations, but by late June there was wide-spread violence and boycotting that effectively stopped all mail transportation in many areas.

This strike was in the aftermath of the major depression of 1893. While there was labor unrest and hardship 1894, cycling had become a great pastime, with many bicycle clubs, racing events, tours, and wide-spread interest by

The design of bicycles had reached an advanced "safety" stage incorporating lightness, pneumatic tires, and good over-all mechanical design.

A cyclist named Arthur C. Banta lived in Fresno, California, at the time, and was an agent for Victor Cycles manufactured by the Overman Wheel Company. Banta decided to increase his business by introducing a local bicycle mail service between Fresno and San Francisco, a distance of 210 miles. Eugene Donze, an associate of Banta's learned of the plans and, as he was an engraver, proposed the design of a stamp to be used in conjunction with the service. It was planned that the sale and use of these stamps would cover the 25 cent fee for the transport of letters.

Postal officials were aware of the proposed service, but chose not to interfere inasmuch as the strike had terminated normal deliveries and revenues. Part of their acceptance was based on the fact that regular U.S. postage had to be affixed to each envelope as well as the private 25 cent stamp.

Banta had spent several days formulating his plans, including the selection of a route, printing and distribution of advertising circulars, opening an office, and the hiring of capable bicycle riders. The 210 mile route was divided into seven relay sections, with a different cyclist for each section. Except for the relay into and out of San Francisco, each rider was to remain at the northern or southern end of his route until receiving mail from the rider on the adjacent leg. Banta was a capable rider himself and made certain that only qualified cyclists were employed in order to provide a speedy service.

Provision was made for possible accidents, and at 4:40 a.m. on Saturday morning, July 7, 1894, the first mail scheduled to leave was taken to the post office. This mailing had 15 letters with 10 additional to be picked up at intermediate points. None of these had the private stamps, as they were not ready at that time.

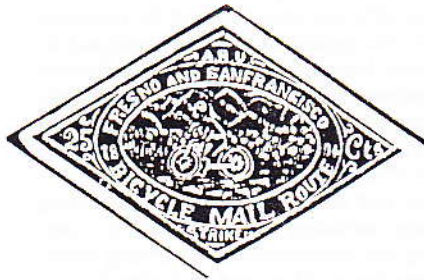
On that same day the Donze die was completed and initial stamps printed. The first printing of 816 stamps was received on Saturday July 7, 1894, at 3:00 p.m. While Donze was a capable engraver, (as well as an embalmer), his spelling ability was somewhat lacking. The initial die design and first printed stamps contained the wording FRESNO AND SAN FRANCISCO BICYCLE MAIL ROUTE.





The error in spelling was discovered and the engraver immediately notified. The "S" was changed quickly and somewhat clumsily to a "C" by filling in the bottom loop, and apparently some of the corrected stamps were printed that same day. The first scheduled service use of the stamps was a product of the retouched die, and they were applied to letters carried on the next day, the July 8 mail run which started at 5:00 a.m.

Supplementary to the printed stamps, a die was cut to be used for franking of printed postal envelopes having the normal 2 cent postal stamping. This second die contained the corrected "C," but the configuration of the "C," strangely, contained the same filled-in



design as the corrected "C" in the first die. While the stamps were green in color, the printed envelope stamps were sepia. July 12 was the date of the first bicycle run using the franked envelopes.

The railroad strike effectively ended on July 15, and normal mail service resumed. The Donze dies were defaced, and stamps and envelopes from this short-lived private service are of great interest to collectors. Records indicate that cyclists had delivered mail as follows:

- 25 letters without bicycle stamps on July 7, 1894
- 315 letters with bicycle stamps
- 40 letters using franked envelopes
- 380 Total to July 16, the last day of the local mail delivery

At a price of 25 cents per stamp for a possible return of less than \$100, one wonders how much compensation the cyclists received.

The Fresno-San Francisco stamps and covers have attained great interest among collectors, and good copies of the scarcest, those with the incorrect spelling, commanding hundreds of dollars.

#### Cape of Good Hope-Mafeking-1900

The Mafeking local stamp issue was closely tied in with historical events associated with the founding of the Boy Scout movement. During the Boer War, Colonel Robert Baden Powell commanded the besieged British garrison in the area of Mafeking. The Boer forces had attacked the British in Mafeking on October 12, 1899, and a defense network was quickly established. Baden Powell organized a cadet corps nicknamed "Boy Scouts" to sneak through the Boer lines with messages and supplies for the besieged troops.

The Boers had installed field artillery to shell Mafeking, and the town was subjected to heavy bombardment. At the start, messages were carried through enemy lines by native runners. They were paid for their services initially in cattle, and eventually in a monetary fee amounting to the substantial figure of £25 per run. If they were caught they were summarily shot by the enemy.

In spite of the prevailing military situation, Baden Powell exercised his ingenuity in organizing a cadet corps of boys 9 years of age and upward who received good training in camping, hiking, woodworking, and eventually in a bicycle messenger service. Their delivery services were within the besieged area, as Baden Powell did not choose to send the young cadets through enemy territory at the risk of their lives that the runners had to take. The cadets were issued khaki uniforms, and were trained under Baden Powell's chief staff officer, Major Lord Edward Cecil. Thus began the Boy Scout movement, which has become an important educational training opportunity for young boys all over the world.



It was determined that stamps should be used to help defray the costs of delivery, and two stamps were designed and printed under the siege conditions, one showing Colonel Baden Powell and the other showing Cadet Sergeant Major Warner Goodyear astride a bicycle. Warner was an enthusiastic leader within the scout movement, and was the very model of the ideal Boy Scout. The design showing Goodyear on a safety bicycle was both an honor to him as well as a good depiction of the cadet corps mail delivery service. Truly local heroes.

The siege ended on May 17, 1900, and mail delivery services were returned to the regular postal authorities.

#### Barcelona Postal Express - 1904-1933

This private service was created for postal delivery within Barcelona, as an improvement over both the cost and the service provided by the government post. This was accomplished by the use of bicycle couriers. Early in the service stamps of 7 different values were issued, each value in separate sheets of 30 stamps. Each sheet featured 30 different female figures as the main subject, with a small bicycle postman in the top left corner.



Deliveries were by bicycle, with the stamps being used only from 1904 to 1907. After that the service continued without the use of stamps.

Examples of these stamps are in some of the major collections, but most were apparently discarded so that examples are quite rare. It is doubtful if there is any extensive coverage of the 210 varieties in any collection.

#### Italy, 1944-Coralit Issue

In 1944 the Italian government gave the Corrieri Alta Italia (Coralit) authorization to provide a cycle mail service over four routes extending from Venice. Letters were pre-paid at the normal postal rate, plus a fee of 14 lire per 10 grams, and deliveries were by bicycle. After 1945 the military government of the occupational forces gave approval for restarting the service. Twelve different stamps were printed and sold to pay for this service, with four showing a bicycle over a map of Italy.

A number of other Italian private mail services existed during the war-torn 1944-45 period, including in the Campioni, Padua, Castiglion, and Firenze areas. One of these





was Piacenza, a partisan mail service organized by underground organizations in conflict with the Fascists and Nazis. The services were organized in absolute secrecy, and bicycle deliveries were the norm because of numerous road blocks, fuel shortages, and unavailability of motor vehicles.

These services terminated in 1946 when normal Italian postal services resumed.

#### Timaru, New Zealand-1968

Timaru is a coastal town in New Zealand, and in December 1968, a private service was created for local deliveries of mail at prices below the New Zealand postal rates. To achieve this, young boys on bicycles were employed for pick-up and delivery services outside of regular school hours. The service was known as "Postes Moulins" and the charge was 2 cents for regular letters.

The service was not publicized outside the local area, but eventually the New Zealand Post Office learned about it, and the service was required to cease in April 1969.

Editors note: *Much has been written indicating the "Postes Moulins" was an elaborate hoax perpetrated by a group of youths. Whatever the case, the controversy has undoubtedly been one of the factors causing the value of these very plain and unattractive stamps to remain high.*



#### Netherlands - 1970-1991

The Dutch postal authorities have been more permissive than most other countries in allowing local and private postal delivery services to operate. These have sometimes started on the occasion of postal strikes, but frequently are simply local services in competition with the Dutch Post Office.

In several cases stamps have been issued in conjunction with the delivery service. Some of these are:

Arnhem	9-23-1970
Fryslan	1980's
Entire nation	1983
Poststaking	
Apeldoorn	11-1-1989
20 Year Private Post	
OSS	1991



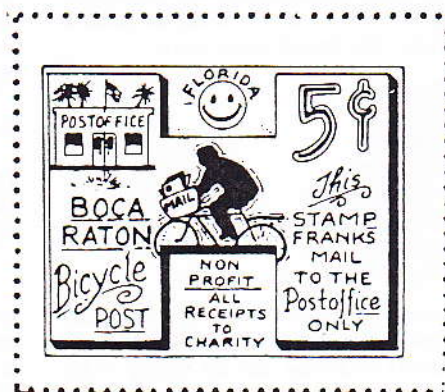
There are those who feel that the sales of local and privately issued stamps of the Netherlands to collectors is perhaps a greater financial incentive than their use for the delivery of the mail. Some of the above may have seen little postal usage.

With the extensive use of bicycles in Holland, and with the extensive paved bike lanes alongside the regular motor-ways, bicycle mail delivery has proven to be efficient and prompt.



#### Boca Raton, Florida-1974

This service was founded by Herman Herst on June 18, 1974. Herst lived on an island off the coast of Florida near Boca Raton. The island is connected to the mainland by a bridge, and the service provided island pickup and delivery to the mainland post office. To pay for the service Herman issued a 5 cent stamp which was used in addition to the regular U.S. postage. Mail that was placed at the pick-up points by 2:00 p.m. would arrive at the Boca Raton post office by 4:00.



The service was quite successful for the first two years, and profits of more than \$400 were donated to the Boca Raton Hospital. Public interest gradually declined, and the operation ceased in 1977.

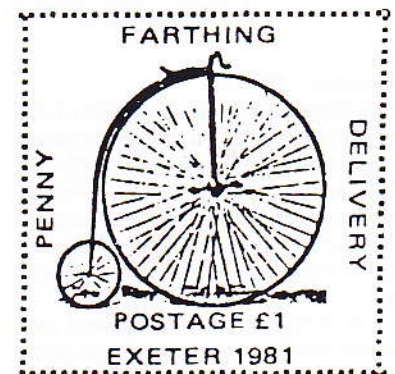
#### Great Britain



#### Postal Strike 1971:

On January 20, a postal strike began that lasted seven weeks during which time a number of local private services were started. The best known of these was the N.W. London Postal Service which offered prompt mail delivery. The deliveries were by bicycle, and a set of four stamps was printed, one of which showed a girl on a bicycle delivering mail.

This was at the time of the currency change in Great Britain, and a second set of stamps was issued on February 15, with the new currency system, a change of color, and in a different size.



#### Exeter-1981:

In the British Telecommunications Act of 1981, a clause was included which waived the post office monopoly for charities. In 1981 in the city of Exeter, under the cloak of this monopoly loophole an ambitious high wheel bicycle owner named Kevin Holman decided to inaugurate a local private mail delivery service for delivery of greeting cards during the holiday season.

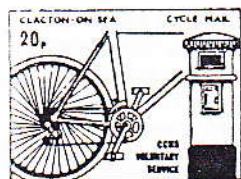
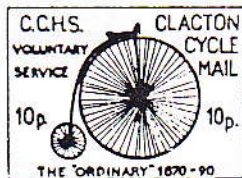
Holman's delivery service was by himself, and was largely a publicity venture that was very short-lived. While this service took place at the proper holiday time in 1981, it was not entirely limited to greeting cards, and Holman was not exactly a local charity. He did, however, deliver letters at no cost for pensioners.

The transport of mail was by ordinary bicycle through the busy Exeter streets, and Holman created quite a stir on his rounds. He was often photographed, and his favorite apparel included coattails and a high hat. He



called the service "The World's First Penny Parthing Delivery Service."

Stamps were printed to pay for the delivery, but the service didn't prove to be very successful and was short-lived. One of the problems was the high price of 50 pence and £1 for the local deliveries.



#### Clacton-on-Sea - 1983-89:

Others in Great Britain became aware of the charities waiver in the Telecommunications Act. In the town of Clacton-on-Sea, in Essex, Ivan F. Trinder, the Clacton High School Technician saw this as an opportunity and organizes a local service for the delivery of mail in order to raise money for some worthy charities.

As a result of Trinder's efforts, a school voluntary postal service was begun for the local delivery of mail at Christmas time. The purpose of the service was for the raising of funds to entertain and provide a meal for older people living alone at Christmas, and to pay for a summer holiday for children in London orphanages. This was achieved by bicycle mail delivery during the holiday season by Clacton High School students on a voluntary basis. Money was raised by the design, printing, and sale of stamps, and the service became very popular during the Christmas holiday season. For the balance of the year all mail was delivered by the post office, and the local official postmaster was the overseer of the program in terms of its charitable status.

The service was limited to the town of Clacton-on-Sea and several suburbs, but covered a wide area in terms of total distances that had to be travelled. The area was divided into 15 routes, with students riding bicycles in pairs on each of the separate routes. A number of post boxes were set up at specific points within these routes, with daily pick-up and delivery. Those using the service placed the mail plus 10 pence per letter into one of the boxes.

These were brought to a central spot, where stamps were affixed and dates applied by high school teachers. All deliveries were after school hours by enthusiastic students in the 15-18 year age bracket, with parental support and with welcome acceptance by the local authorities.

The principal bike used was the Raleigh Shopper, as it is a sturdy machine with a carrier basket on the front, but other cycles including the Moulton were used as well. This delivery method was by far the swiftest method for house-to-house deliveries. The riders traveled in pairs in case of any problems that might arise, and the coastal location of Clacton has been known to bring about some rather severe weather conditions in the month of December.

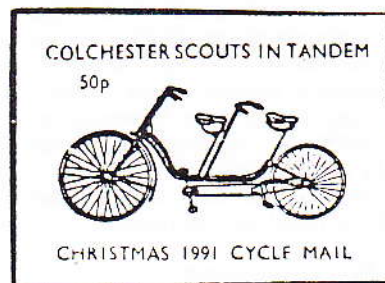
The service was limited to the specific area, but each year a few of the letters were addressed to points outside Clacton. These required the regular British postage as well as the Clacton stamp, and were delivered to the regular post office for forwarding to their final destinations.

In the first year of the service there were no stamps, and only an estimated 200-300 letters were carried by bicycle and on foot. The following year, 1983, the service took on a more formal note, with the issuance of stamps, and with all deliveries by bicycle. The participating students received a certificate of participation. At least one stamp was selected each year from pupil's work in the high school art class. Stamps have been designed and issued in denominations of 10, 20, and 50 pence with even a £1 stamp being issued in 1989. Designs of merit were submitted to Trinder for final selection, who also used his own designs for a number of the issues, and in addition took on the job of printing, with the use of a single impression press. The stamp designs regularly showed bicycles in their format and were printed in sheetlets of four or six stamps without perforations. Over the years the best of these have been used and have gained interest by stamp collectors around the world, with First Day Covers available.

The 10 pence denomination was for letters, 20 pence for express, and 50 pence for packets and parcels. The annual issues were:

- 1982 - none
- 1983 - 10p
- 1984 - 10p, 20p
- 1985 - 10p, 20p
- 1986 - 10p, 20p, 50p
- 1987 - 10p, 10p, 20p, 50p
- 1988 - 10p, 20p, 50p
- 1989 - 10p, 20p, 50p, £1

In its eight years of service, this voluntary effort resulted in the deliveries of more than 2,000 letters each year, and the raising of the very creditable sums totalling £250-500 yearly, benefitting the older people and the groups of orphans. Ivan Trinder is to be commended for his fine efforts, and in addition to the noteworthy benefit to the recipients of the charity, has done an excellent job for participating high school students.



#### Colchester—1989 to date:

The notable results achieved by Trinder in Clacton served to inspire a comparable effort in the neighboring town of Colchester, beginning during the Christmas season of 1989. This was a local service organized by Scout Group Leader David Hampton for the delivery of mail by boy scouts within the confines of Colchester Borough, with collecting boxes placed at key locations around the town.

As in the Clacton service, the Colchester purpose was for the raising of money for charitable purposes for the elderly, and additionally to raise funds for a new scout hut. Ivan Trinder provided much assistance by virtue of his experience with the Clacton service, and as in Clacton, the scout's parents extended full support. In this case, instead of two students the team was a parent and a scout. Trinder has been the designer of the stamps as well as the printer, and in 1991 the sum of £635 was raised.

Flyers are posted listing the location of the boxes for pick-up of the letters and mail is inserted in the collecting boxes along with the sum of 10 pence per letter. These are taken to David Hampton's home in Colchester for the affixing of stamps, dates, and the postmark prior to delivery. The delivery area measures approximately 16 square miles, and will be continued and expanded in 1992 to some of the villages around Colchester and to Mersea Island, which is off the coast about 7 miles south of Colchester. The second year of service or 1990, a total of 2,057 letters were carried, and 2,930 in 1991. With the size of the area covered, this represents a commendable effort by the scouts astride their bicycles.

The stamps designed and printed by Trinder for the Colchester scout delivery service are:

- 1989 - none
- 1990 - 10p, 20p, 50p, £1
- 1991 - 10p, 10p, 20p, 50p

As in Clacton, they are printed in miniature sheetlets without perforations, and require cutting before affixing on the letters. And as in Clacton, the stamps and covers have attained great interest by stamp collectors. The designs show regular and tandem bicycles as well as the scouting fleur-de-lis emblem.

This continuing and expanding service is the result of fine efforts of the scout groups and by the leadership of David Hampton and Ivan Trinder.



**Summary & Conclusion**

These are but some of the interesting private mail delivery services that have been organized and used over the years, with emphasis on those using cyclists for the delivery of mail. Although frequently in conflict with the national postal services, they served an important role and in their time provided an important contribution to the historical evolution of the bicycle. Many of the mail routes were very lengthy, and when some of the existing local conditions of poor roads and bad weather are taken into account, one must acknowledge that the riders often truly took on the stature of heroes. Consider the emerging Boy Scout contingent of riders near the Cape of Good Hope who actually delivered mail by bicycle while their routes were subject to extensive military bombardment.

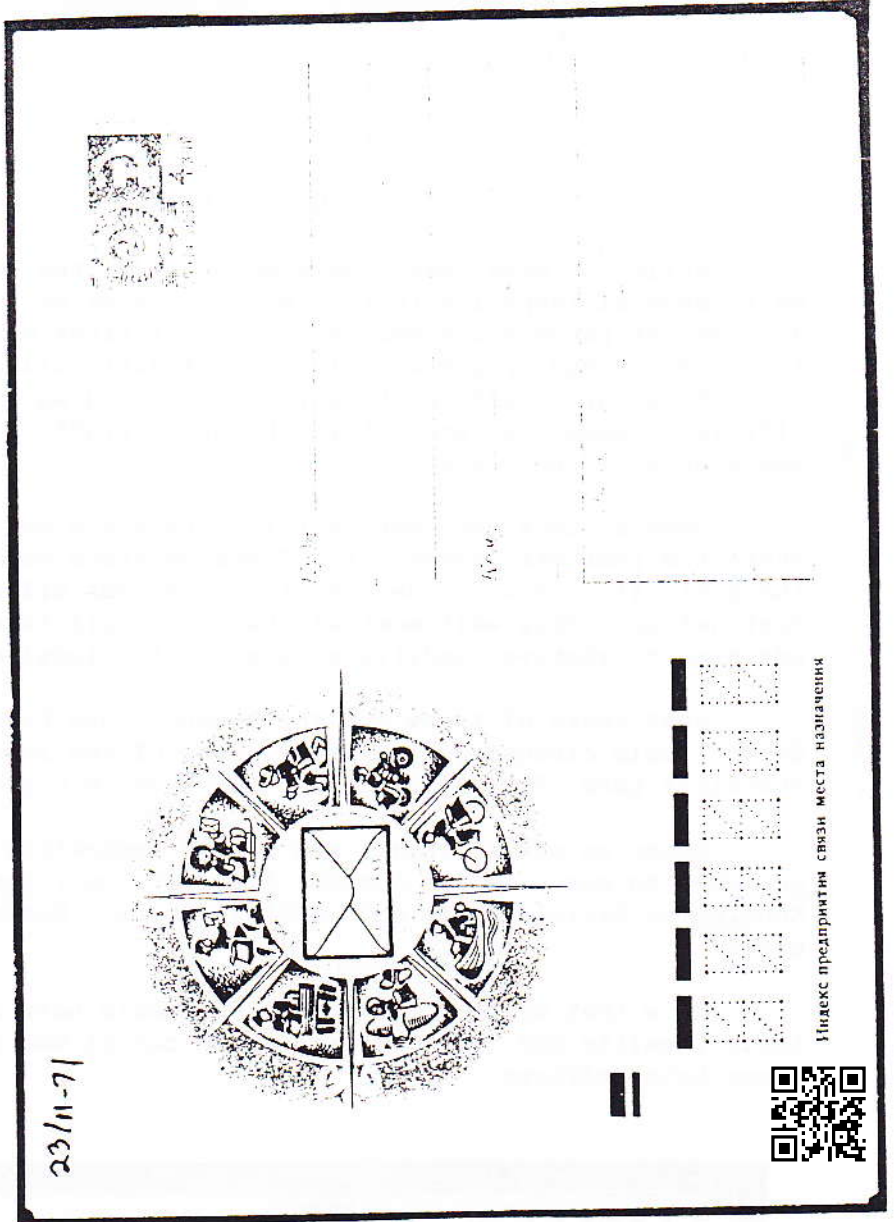
Is it not possible that somewhere and sometime in the history of local stamp deliveries that a forerunner of the U.S. Postal Code was conceived of:

"Neither snow nor rain nor heat nor gloom of night stays these cyclists from the swift completion of their appointed rounds."

**Bibliography:**

- The Fresno and San Francisco Bicycle Mail of 1894*, Lowell B. Cooper. Hartman, Louisville, Ky., 1982
- The Bicycle and the Bush*, Jim Fitzpatrick. Oxford Press, 1980
- Stamp Collecting for the Cyclist*, Ronald F. Sudbury, W. Yorkshre, 1981
- Bicycle Stamps* — Various articles by B. Schapelhouman, R. Geslin, P. Mangin, D. Sher
- The Local Posts of Western Australia*, Phil Collas, Hawthorne Press, Melbourne 1960
- The Mafeking Blues*, Robert Goldblatt, S.A. Philatelist, Mar. 1978
- Linn's Stamp News*

Special thanks to Ivan Trinder in Colchester, Essex, England, for providing good background data on the Clacton and Colchester services.



The above article was reprinted from the "Wheelmen" with the permission of the editor.

Right -

A recent telephone card from Rupert Waltl





## U. S. A. Locals

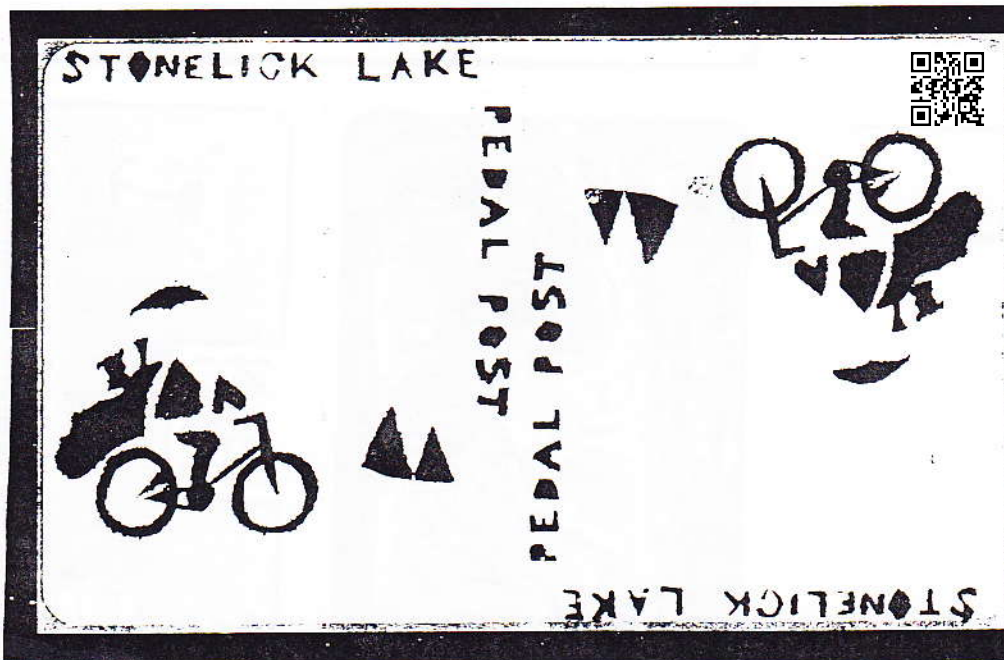
While the government has a monopoly on the delivery of first class mail, several loopholes in the regulations exist. These include the delivery of parcels and mail which is not first class, and service where there is no regular postal delivery. Additionally, unofficial stamps and labels may be affixed to any mail as long as they don't imitate official stamps, and are not in the upper right corner where the stamp would normally be placed.

Several local delivery services have evolved to provide delivery where the post office leaves off. These services either deliver mail to the post office box, or deliver from the post office or box to the final destination. This mail must all have the full regular postage in addition to whatever additional postage the local service requires.

Best known of these are the Fresno - San Francisco and the Boca Raton locals discussed elsewhere. Some of the lesser known are the Stonelick Lake, Jordan's Express, MLP Bicycle Express.

Other so-called locals are merely decorative labels with no postal use what-so ever. These include Fireside Post, Bucky's Local Post, Kensington Bicycle Mail, and several others. Examples of some are given.

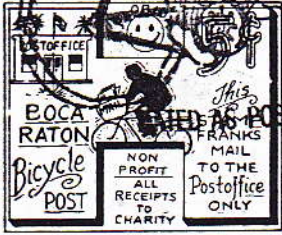
Note that some of the so-called locals have been used outside their locality and that the Boca Raton cancel has been used without a stamp being affixed.





BOCA RATON

BICYCLE POST

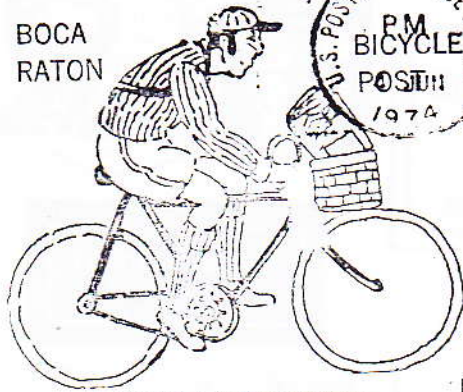


DATED AS POSTMARKED

ROBERT HAGY  
RT. 2 BX 8  
LAUREL, DEL.  
19956



BOCA RATON



DATED AS POSTMARKED

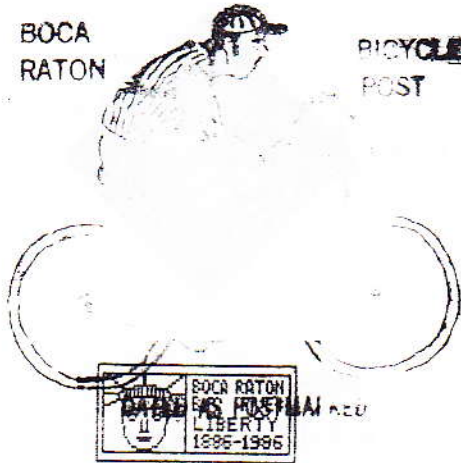


MR. W. G. FENTON  
79 Meadow Road  
E. Longmeadow, Mass. 01028

POST OFFICE BOX 1583  
BOCA RATON, FLORIDA 33432-0409

BOCA RATON

BICYCLE POST



Bicycle 1870s  
USA 5.9c  
Anti-Slip  
1985



Bicycle 1870s  
USA 5.9c  
Anti-Slip  
1985



Bicycle 1870s  
USA 5.9c  
Anti-Slip  
1985



Bicycle 1870s  
USA 5.9c  
Anti-Slip  
1985



FIRST DAY COVER, TEMPORARY REVIVAL OF  
THE BOCA RATON BICYCLE POST.





FAITHFUL MESSENGERS CONNECTING WITH US MAILES

**JORDAN'S BICYCLE EXPRESS**

**PAID \$1.00**

OVER OUR PALO ALTO AND INLAND ROUTES

J. & S. LANDES, PROPRIETORS

JORDAN JUNIOR HIGH SCHOOL WESTERN EXPRESS PROJECT



BRANCH OFFICE  
24 FEB 1975  
TRAFALGAR SQ  
LONDON WC2



*Express Agent Sandra Landes*

*Daniel Landes  
881 Seale Avenue  
Palo Alto, Cal. 94303  
U.S.A.*

FAITHFUL MESSENGERS CONNECTING WITH US MAILES

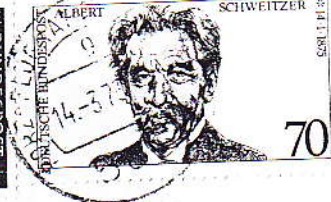
**JORDAN'S BICYCLE EXPRESS**

**PAID \$1.00**

OVER OUR PALO ALTO AND INLAND ROUTES

J. & S. LANDES, PROPRIETORS

JORDAN JUNIOR HIGH SCHOOL WESTERN EXPRESS PROJECT



**MIT LUFTPOST  
PAR AVION**



*Express Agent S. Landes*

*Judah Landes  
881 Seale Avenue  
Palo Alto, Cal. 94303  
U.S.A.*

FAITHFUL MESSENGERS CONNECTING WITH US MAILES

**JORDAN'S BICYCLE EXPRESS**

**PAID \$1.00**

OVER OUR PALO ALTO AND INLAND ROUTES

J. & S. LANDES, PROPRIETORS

JORDAN JUNIOR HIGH SCHOOL WESTERN EXPRESS PROJECT



APRIL 1, 1975  
FIRST DAY OF ISSUE



*Express Agent Jud Landes*

*Dan Landes  
881 Seale Ave.  
Palo Alto, Cal.  
94303*





\$1.00



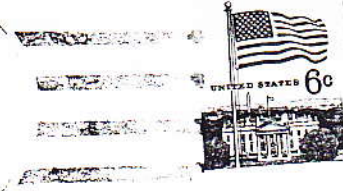
\$1.00



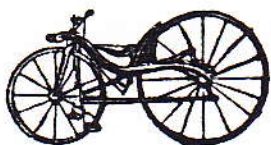
NO. 11 OF 15



**FIRESIDE POST  
HONORS  
THE SCOT WHO  
INVENTED**



1839

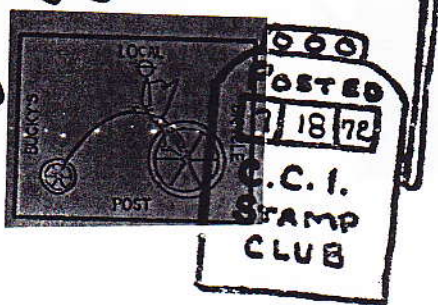


1896

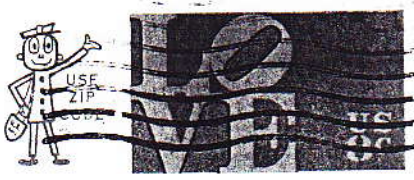
**BICYCLES**



*Wayne Martell, Esq.  
5713 Raper Rd  
Baltimore  
Md.  
21234*



*C.W. BENDER  
1973 Declaration of  
Independence, 1973  
40027*



KENSINGTON



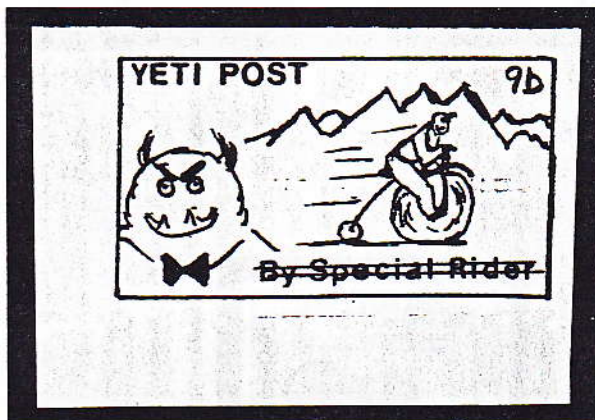
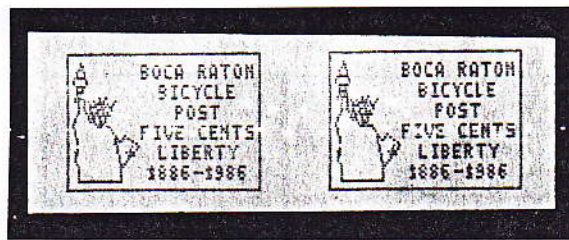
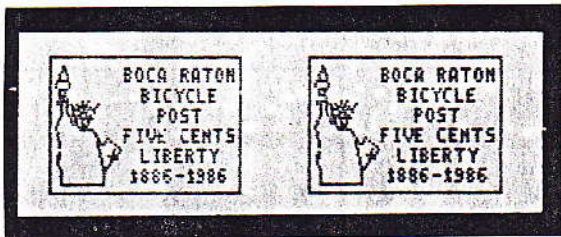
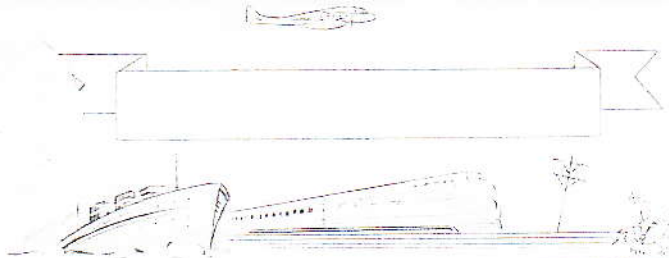
Bicycle Mail-3

**Charles Galis**

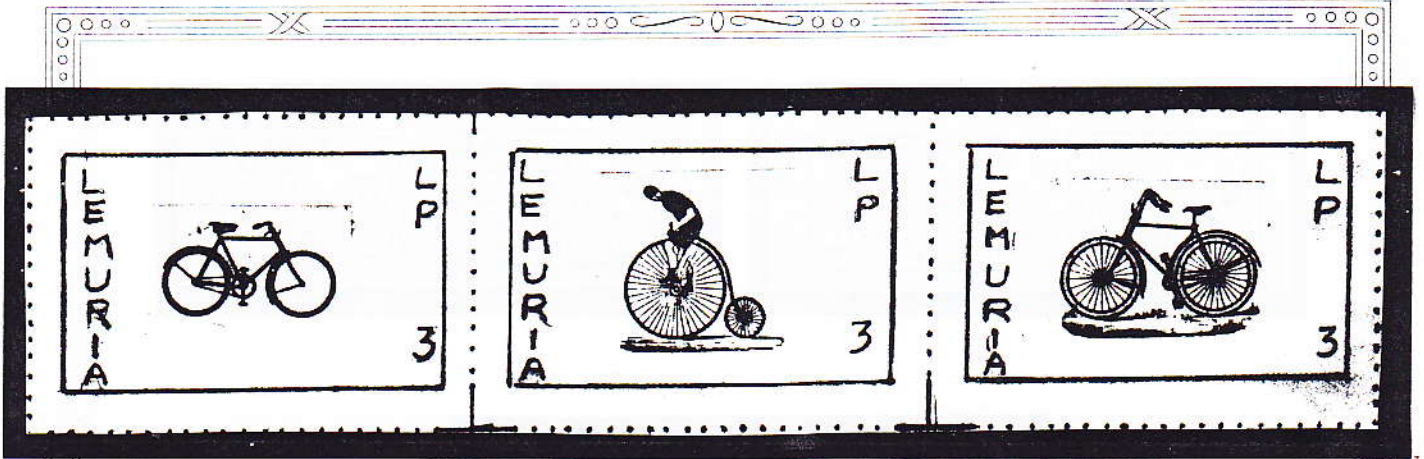
1573 1/2 - 1st Hill Road #B3  
San Jose, California 95118

*bei  
Bottle  
nicht  
aufgefüllt*

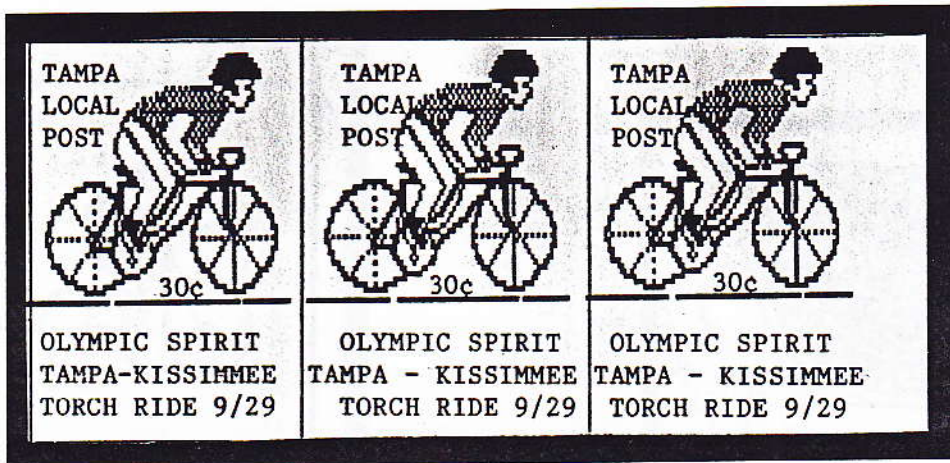








*Botlo mix*



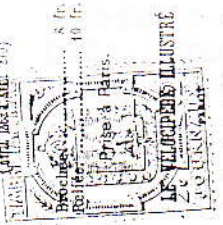
*Botlo mix*



REDICTION  
ET  
ADMINISTRATION  
LE GRAND JACQUES  
19, rue des Martyrs  
PARIS

CHEZ LES PRINCIPAUX LIBRAIRES  
DE FRANCE ET DE L'ÉTRANGER.

Collection de la 1<sup>re</sup> année  
du Vélocipède Illustré  
(Apr. 1868 à Juin 1870)



Le Jeudi et le Dimanche.



ABONNEMENTS  
PARIS ET DÉPARTEMENTS  
Six mois ..... 3 fr.  
Un an ..... 6 fr.  
ÉTRANGER  
Six mois ..... 5 fr.  
Un an ..... 10 fr.

Changements d'adresse 0 fr. 50.  
Fes manuscrits ou timbres-poste  
adressés huit

BUREAU DE VENTE  
ET D'ABONNEMENT  
19, rue des Martyrs  
PARIS

(Affranchir)  
Les abonnements partent du  
1<sup>er</sup> de chaque mois.

ANNONCES  
Une ligne de sept ..... 0 80 c.  
Un encadré ..... 0 60 c.

# LE VELOCIPÈDE ILLUSTRÉ

VELOCIPÉDIE, SPORT NAUTIQUE, ARTS & SCIENCES MÉCANIQUES, BEAUX-ARTS, INDUSTRIE

La vente du Vélocipède illustré est autorisée sur la voie publique. — Ce journal est adressé en dépôt et franco à tous les libraires de France qui en font la demande par lettre affranchie. — MM. Les libraires de Paris sont naturellement compris dans cette offre.

SPORT DU VÉLOCE

1<sup>er</sup> PROBABILITÉS

RÈGLEMENT SPÉCIAL.

1<sup>er</sup> prix : méd. de bronze.  
(L'entrée sera remboursée aux 1<sup>er</sup> et 3<sup>e</sup> arrivés.)  
Après les Courses, qui finiront à quatre heures et demie, carrousel en costume, pour tous les concurrents de la journée, auquel sont invités tous les Vélocipédistes présents sur le champ de Courses.  
Les engagements sont reçus au siège du Vélocipède Club, les vendredis de 8 à 10 heures du soir; ils doivent être accompagnés du nom et des couleurs du coureur. Ils seront clos, pour le handicap, le vendredi 17 juin, et, pour les autres courses, le mercredi 22 juin, dernier jour d'inscription.  
Les Vélocipédistes ne sont admis que dans l'enceinte du passage et par l'entrée du Pecq.  
Tout engagement sera considéré comme nul, s'il n'est accompagné du montant de l'entrée et de ren- seignements précis sur les couleurs, le costume du coureur, etc.

Les cartes d'engagements délivrées aux Coureurs porteront un numéro qui assurera leur droit aux éventualités de ce tirage.  
J. LEGRAND.

COURSES DE NEUILLY  
Du 3 juillet 1870.

Les inscriptions relatives à cette Course sont reçues au Vélocipède Club de Paris les vendredis soir, de huit à dix heures, rue Montaigne, 1.  
C'est par erreur que nous avons annoncé qu'elles seraient adressées à la mairie de Neuilly.

This 1870 newspaper photo came from Takao Ono.