

**BELGAPOST**Volume **11** No. **3**SEPTEMBER, 1998The Journal of the  
Belgian Study CircleC O N T E N T S

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Editor: S. J. Andrews, 37 Barton Lodge Road, Birmingham. B28 0RL. © S. J. Andrews

- SEPTEMBER, 1998

### EDITORIAL

Due to the incapacity of our Editor, a few introductory notes continuing our 1998 theme of railway matters - included are a couple of articles relevant to this popular topic. A major article by Bill Moss on non-railway cancels on railway stamps is held over to the next issue. Further contributions are always welcome and also some reaction on whether we are satisfying members' needs - please let us know.

Although the dates for next season's programme were enclosed in the June "BELGAPOST", the detailed programme as finalised by our Secretary is enclosed with this issue. Please try to attend at least one meeting during the season.

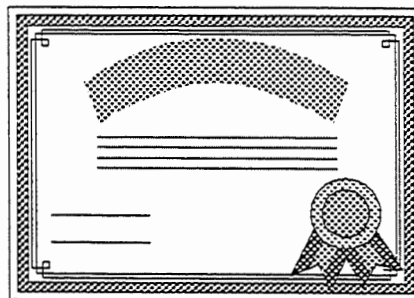
R. T. HARRISON

### TREASURER'S NOTES

The collection of 1998/99 subscriptions has gone well and, at the time of writing, only three overseas members are still to pay. The April auction has been cleared and by the time this article is read the September auction will have passed.

Members who have spare material to sell are reminded that the next sale will be in January and is in the course of preparation now!

REG HARRISON



### MEMBER NEWS

**Les Soulsby** of Corbridge was recently honoured by the North East Philatelic Association (NEPA). He was asked to sign the Roll of Honour in recognition of his services in the past both to NEPA, of which he is a Past President, and to Hexham PS. Les, who is now 85 years of age, is a long-standing member of the BSC. Congratulations, Les.

**Otto Sellinger** writes to inform us that in May The Collectors Club of New York recognised him for Writing Excellence at its annual awards banquet. This is in respect of his article on Belgian Registered Mail which first appeared in the Collectors Club Philatelist and subsequently in "BELGAPOST". Members at Leamington last year were privileged to see his display at first hand.

**Doris Green** recently celebrated her 94th birthday quietly at home in Dorset. Although less physically active now, Doris continues to take a close interest in the Circle's activities.

Our President, **Jack Andrews**, has recently been admitted to hospital, as has **Peter Russell**. We send them both our best wishes for a complete recovery and hope that they will soon be back in their own homes.

### OBITUARY – RENÉ SILVERBERG

With sadness we report the death on 18th March, 1998, of René Silverberg – one of the great philatelists of our era, at the age of 95 years.

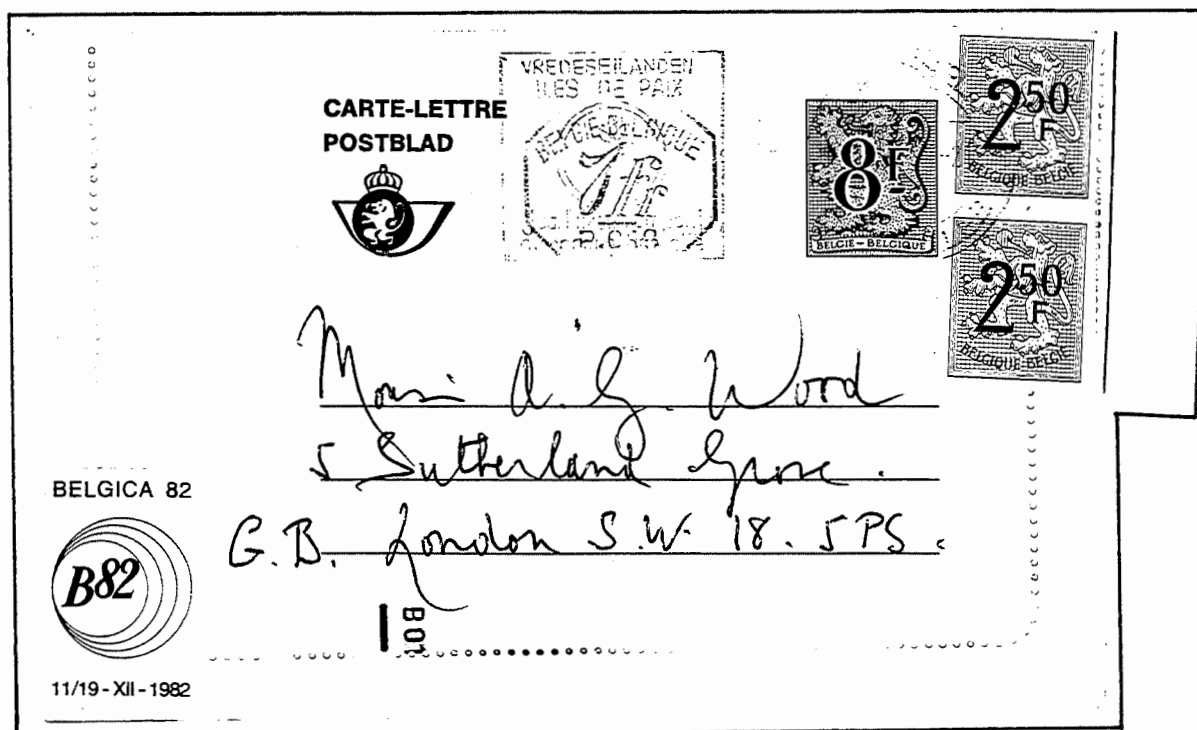
His interests were wide ranging but probably above all was the First World War, on which many of his books were based and still today have not been superseded. As befits a postal historian, his attention to detail was superb and he obtained many awards, both for his books and his philatelic displays.

For some years, I kept up correspondence with him and invariably he would use postal stationery in his replies with added adhesive stamps/cut outs, thereby creating postal history items for the future. He said his name was a linguistic puzzle being a combination of French, English and German, but his command of English was the result of living in England at the end of the First World War. This was in Chatsworth Road, Croydon, and on a visit in 1996 with his grandson, Philipe, Geoffrey Wood and I met him and discussed philatelic matters over dinner. He paid an unannounced visit to his former home in Chatsworth Road, knocked on the door and was allowed in to see his room of 75 years ago.

Working recently on a display and article on the Dutch Internment Camps 1914–1918, I rediscovered much information I had overlooked in his book on this topic (currently it is the only book I know!) which was of great assistance to me. Likewise in his VADE MECUM, there is a wealth of information on early postal history matters presented in an easily accessible and understandable form.

Belgian philately has lost a great student, but one whose memory and writings will be with us for many years to come.

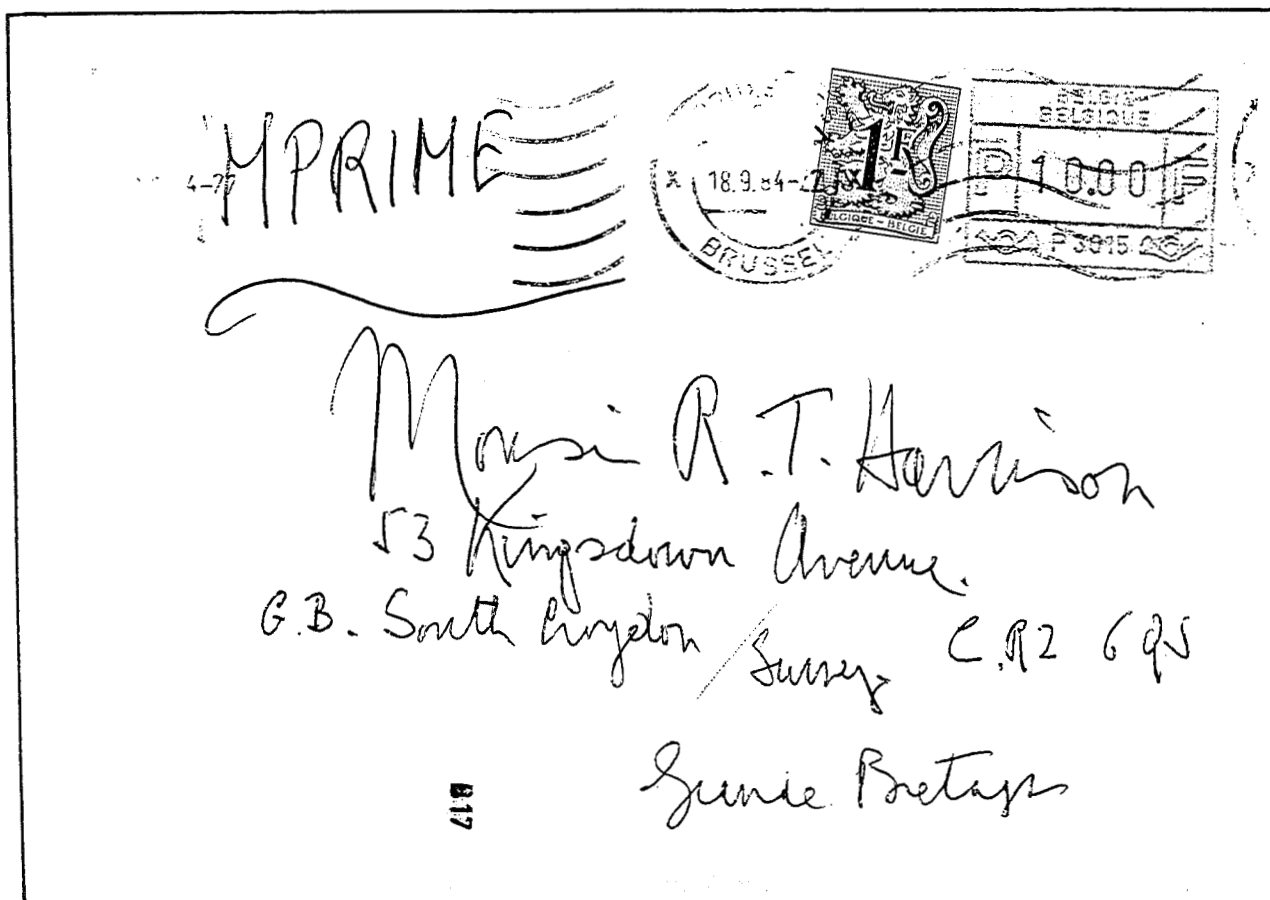
R. T. HARRISON



Letter Card No. 47 with meter frank plus 2 x 2Fr.50 adhesive stamps to London 1981



Reg Harrison, René Silverberg and Geoffrey Wood in Croydon 1996



Imprimé Envelope! with 1Fr. adhesive stamp and 10Fr. meter label 1984

## Further Update on Hexagon Railway Cancellations

by Tony Geake

"BELGAPOST" of April 1992 contained a listing of all hexagon cancellations recorded by members at that time. Subsequent updatings were contained in Vol.6 No.1 and Vol.7 No.2; although the pace of discoveries has understandably slowed since then, enough new cancellations have emerged to justify a further update. The total number of cancellations now recorded is 559, almost doubling the number originally listed in the Jones book.

There have been eleven more confirmations of cancellations listed in Jones:

ADINKERKE	JUMET
AMOUGIES	NOVILLE-TAVIERS
ANVAING	OTTIGNIES
ASSESE	SWEVEGHEM (see below)
FOREST (MIDI)	TERVEUREN
	WILRYCK

and two amendments to previous listings:

HUY-TILLEUL	not	HUY-TILLFUL
SWEVEGHEM	not	SWEVELGHEM

The 24 additions comprise:

ANVERS (STUYVENBERG)  
 BATTICE  
 BRUXELLES (GD HOTEL) on telegraph stamp  
 CELLES ESCANAFFLES on postage stamp  
 CHASTRE in blue  
 COMBLAIN-AU-PONT  
 DENÉE-MAREDSOUS  
 EPPEGHEM  
 GEMMENICH  
 GYSEGHEM  
 HEMIXEM  
 HERINNES-LEZ-ENGHIEN  
 HERZELE  
 JESSEREN  
 MEVERGNIES-ATTRE on document  
 NEERWINDEN  
 ONOZ-SPY  
 PIETON  
 POTTES  
 SOMBREFFE  
 STRAIMONT  
 THISSELT (OUEST)  
 VAULX  
 VERVIERS STE POSTAL TR (TE and final R indistinct)

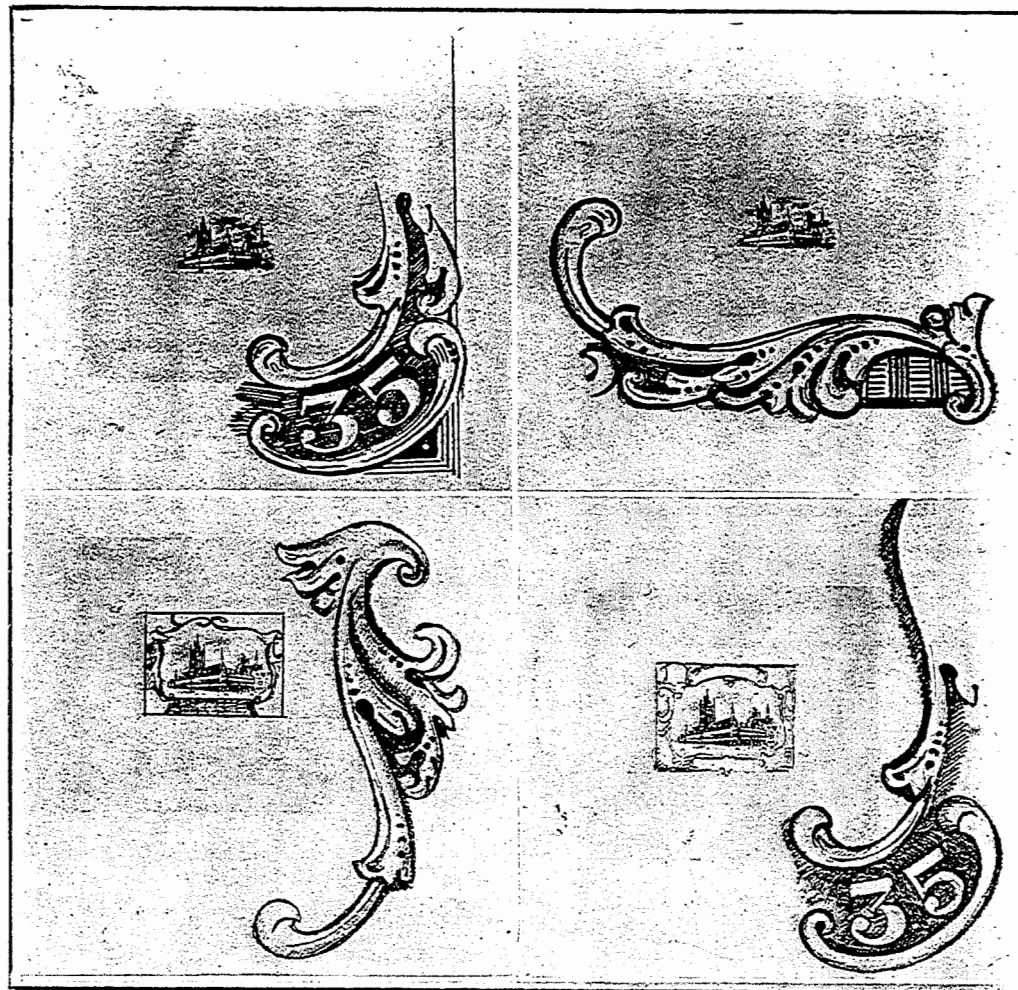
The 26 items listed in Jones but still not confirmed contain several from larger towns and cities which is somewhat surprising and perhaps I could ask members to recheck their collections for these items. It also contains several where octagon telegraph cancellations on railway stamps are known and may have been confused with hexagons. For ease of reference, the "unconfirmed" cancellations are:

ANVERS (TRANSIT) No.1  
 BERCHEM (ANVERS)  
 BOESINGHE  
 BOITSFORT  
 BRUXELLES (PLACE DE LA CHAPELLE)  
 BRUXELLES PCE CHAPELLE  
 (BRUXELLES (PCE CHAPELLE) is known)  
 DUDZEEL  
 EELEN  
 ESSEN  
 GAND (EECLOO)  
 GEDINNE  
 GENVAL  
 HAEREN

HAVINNES  
 LA CLINGE  
 LAMORTEAU  
 LISSEWEGHE  
 MAUBRAY  
 MIGNAULT  
  
 RONQUIERES  
 RUMBEKE  
 ST. MEDARD  
 THUIN (OUEST)  
 VIRTON  
 WICHELEN  
 ZELZAETE

**THE CLOTH HALL, YPRES  
 (SG188, COB142)**

These are a few of a series of drawings made by the artist to help the engraver. They are drawn on die proofs of the centre (the Cloth Hall) in this issue. It shows the great details made to prepare a new issue of stamps.



S.J.A.

## BACKGROUND TO CF 304 - 321A, THE 1949 RAILWAY PARCELS SET

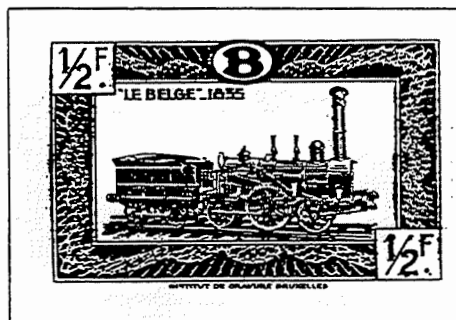
This set is of interest because, so far as I can ascertain, to date it is the nearest that a single printed issue comes to encapsulating the locomotive history of a country. With a few notable exceptions, it gives a fair picture of the development of the steam locomotive in Belgium from its inception until its demise and, at the end of the set, a glimpse of its successors.

### CF304 ½F "LE BELGE"

The first locomotive built in Belgium was constructed under licence by Cockerill of Seraing and was No. 6 to be delivered to the Bruxelles - Malines line in 1835. For the opening of the line on May 5th 1835, four Stephenson standard "Patentee"-type locomotives were supplied from England, namely No 1 "La Flèche", No 3 "Stephenson", No 4 "La Rapide" and No 5 "L'Eclair". "Le Belge" was identical. The British built No 2, named "L'Elephant", was a coupled engine for freight use. A total of fifty-nine "Patentee" locomotives were purchased; some were built in the U.K., some were built on the Continent. The earliest weighed 11¾t, 17¾t with its tender. The driving wheels were 5 foot cylinders, 11" x 18". Later batches were slightly larger and heavier.

"Le Belge" is also illustrated on the Railway Centenary issue of 1935, CF 187 - 201.

From the 1840s to the 1860s there followed a period of experiment and development with locomotives from Belgium, other Continental builders, Great Britain and the U.S.A.. It was not until 1860 however, that the different types came to be numbered.



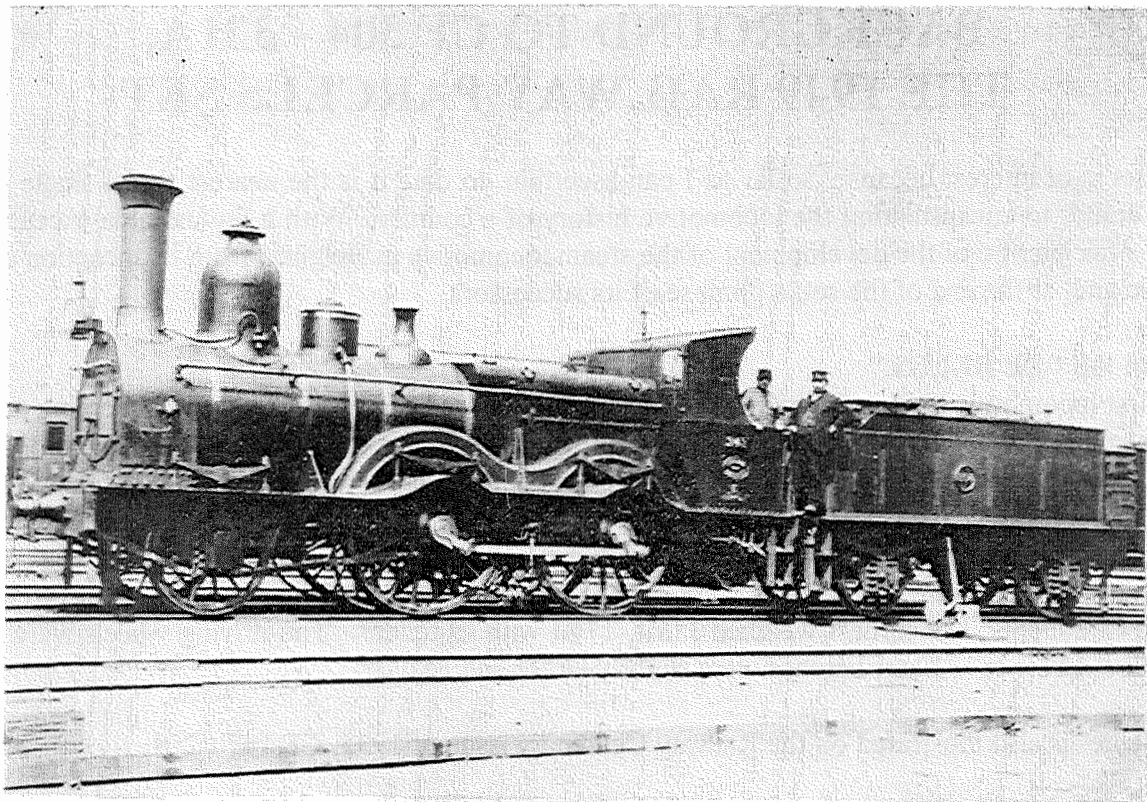
### CF 305 1F TYPE I - FIRST SERIES

These were cab-less when first introduced and had a round-topped firebox in 1860, but were built as illustrated, with a flat-topped firebox and cab in 1864. The last engine of this type was not withdrawn until 1922, albeit with modifications. A total of one hundred and fifty-six were actually built. In working order, the weight of each one was 37½t, with cylinders measuring 430 x 560mm. The diameter of the driving wheels was 2 metres. They proved fine express engines in their heyday then served many years fulfilling lesser duties.

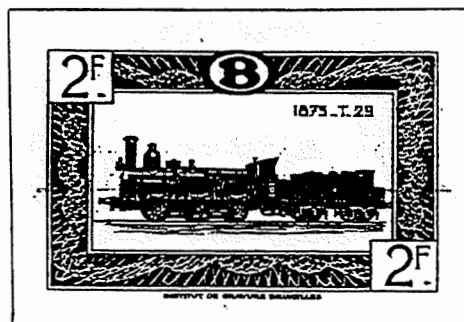
### CF 306 2F TYPE 29

The Type 29 was preceded in 1865 by the Type 28, its wheels 1.45 metres in diameter. Type 29 followed in 1875 and became the standard freight locomotive for most of the C19th. Five hundred and nineteen were built by various locomotive firms. They were fitted with 1.30 metre wheels and weighed from 32.8 to 38.50t in later batches. A further forty-eight engines of other classes were rebuilt to conform. Many were lost during the First World War; four survived long enough to fall into German hands in 1940.





Type 1. Engine as built from 1864, as seen on CF 305



### **CF 307 3F TYPE 25**

This was designed as a more powerful engine than the Type 29, for use on the more severe gradients in the eastern part of the country, releasing the earlier design for use in the less severely-graded west. Four hundred and seventy-two were built between 1884 and 1898. Each weighed 45/46t and was fitted with a very wide fire-box together with a unique square chimney, widely used in Belgium between 1880 and 1900, although most were later fitted with a large-diameter, cylindrical chimney, as illustrated on the stamp. In the 1920s, some were rebuilt with narrow fire-boxes and normal chimneys then re-classified. The resulting Type 26 class locomotives were all carried on 1.30 metre wheels. The last of these engines survived until 1942.





Type 25. With square chimney later modified to a cylindrical shape, as seen on CF 307

Donner médical  
=41165

**e de renouvellement de Carnet**  
(feuille d'agents en activité de service)

À détacher après utilisation du feuillet 12 et à faire parvenir au Médecin-Inspecteur, au gré de l'agent :

- a) par l'intermédiaire du chef immédiat;
- b) par l'intermédiaire du Service des Postes (affranchissement en timbres-poste, tarif carte postale);
- c) à l'occasion d'une visite au dispensaire régional.

A remplir par le titulaire du carnet

Nom et prénom de l'agent : *Vermeulen Marcel*  
Qualité et service d'attaché : *Passier A. T. H. H. H.*  
Domicile : *Rue d'Aerschot à Pentie*  
*Rue des Capucins 12*

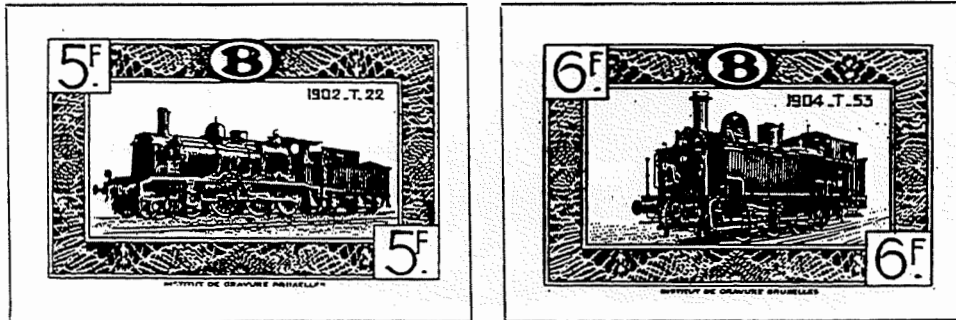
Nouveau carnet délivré

#### CF308 4F TYPE 18

At the end of the C19th, L'Etat was very short of modern express locomotives. A British Caledonian Railing Dunalastair II engine was exhibited in Bruxelles where it won a gold medal. The Government was impressed by its clean lines and performance and ordered five which were subsequently delivered by Neilson Reid of Glasgow at the end of 1898. A further ninety units were built locally between 1899 and 1901, each weighing 52.45t. The driving wheels were 1.98 metres in diameter. With low grade fuel, they were satisfactory on secondary duties, but could not always keep time with the best expresses. Between 1902 and 1905, one hundred and thirty-four engines were constructed with larger fire-boxes which proved capable of handling the expresses. They were classed as Type 18 and weighed 53.5t. The last of this class was withdrawn in 1949.

**CF 309 5F TYPE 22**

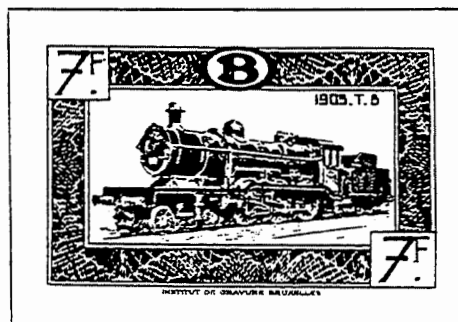
Type 22 was a Nord (France) design, four-cylinder compound, six-coupled engine which was built for the Nord Belge. Thirty-four locomotives were constructed between 1902 and 1907, each weighing 62t with coupled wheels 1.75 metres in diameter. They were originally used on the Paris - Cologne expresses. When SNCB took over the railway network, they were classed as Type 22 and continued in service until 1951, latterly on the Bruxelles - Charleroi line where it was said they performed superbly right up to their withdrawal.

**CF310 6F TYPE 53**

Four hundred and thirty-six Type 23 engines were built between 1904 and 1927; they became the standard eight-coupled shunting tank locomotives, weighing 67.34t with 1.262 metre wheels. Some were lost during World War I, but three hundred and seventy-five were still in service in 1931 when they were reclassified as Type 53. Railwaymen used to refer to them as "les cuisinières" because their large square-topped tanks resembled a kitchen stove with a row of pots on top! During the Second World War, a few had tenders or water tanks attached to them to increase their range. Several lasted until the demise of steam in 1966.

**CF 311 7F TYPE 8**

This compound six-coupled locomotive was based upon the design of the P.O. France 4000 series. Fifty-seven engines, weighing 75.5t with 1.80 metre wheels, were built by various constructors between 1905 and 1907. Some were lost in the First World War; forty-three remained in service when they were renumbered in 1927. They were initially used on express duties across the system then latterly on secondary services. By 1946, twenty-nine still remained in use however most were taken out of service two years later following the arrival of the American Type 29s.



**CF 312 8F TYPE 16**

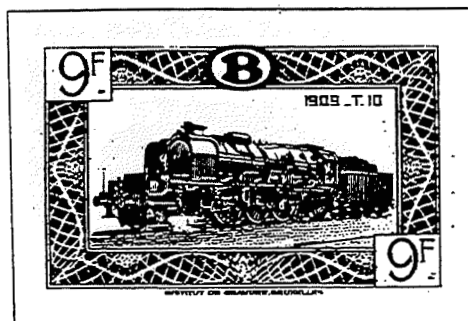
Very British-looking when first built, this was the tank engine-version of the Dunalastair's. Originally classed as Type 15, it was superheated from 1905 and reclassified Type 16. Seventy-eight examples were built between 1900 and 1913, with coupled 1.80 metre wheels. The original weight of 61.80t rose to 69.4t in its final form. The appearance in later years was somewhat spoiled by a hopper bunker and a box for additional fuel on the cab roof. Sixty-two examples were in service in 1925; two were lost in the Second World War. The last survivor was withdrawn in 1964.



Type 16. From 1900. British in style, as seen on CF 312

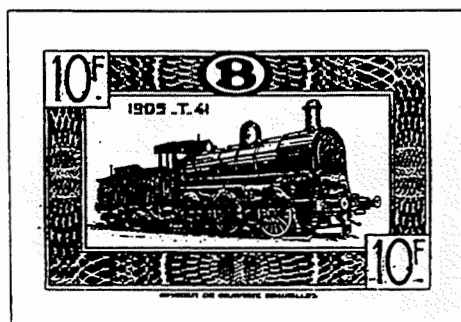
**CF 313 9F TYPE 10**

This was designed as a heavy express locomotive. Between 1910 and 1914, the engines were built in two batches, the second varied in having a slightly smaller grate. The class totalled fifty-eight units. Given the huge platform in front of the smoke-box, it had a rather unique appearance, but performed well. The stamp depicts an engine in the 1930s, attached to an ex-Prussian tender, with the addition of a double chimney, smoke deflectors and a feed water heater. Each weighed 104t and was fitted with 1.98 metre wheels. They saw service on most main lines. Forty-nine were still in service in 1931 when the class was renumbered; the last was withdrawn in 1959 and is now preserved.

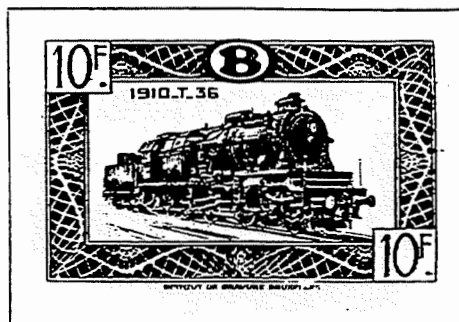


**CF314 10F TYPE 41 - THE TAX STAMP**

Originally classed as Type 30 with a saturated boiler, this freight locomotive shows a distinct British influence, but is actually of Belgian design. It weighed 46t and had wheels 1.52 metres in diameter. Construction began in 1899; between 1902 and 1909, further slight modifications were made to the design, resulting in the Type 32 then from 1905 to 1918 a superheated version was constructed as Type 32S. A total of eight hundred and nine were built, of which five hundred and two were saturated and the rest superheated and reclassified Type 31 in 1931. This was later changed to Type 41 and the saturated engines ultimately became Type 44. They were employed on freight and secondary passenger duties. Two hundred and fifteen survived until 1946 and the last was withdrawn in 1959.

**CF 315 10F TYPE 36**

This locomotive was the heavy freight counterpart of the Type 10 express engine with which it shared a number of common features. It was originally designed for mineral haulage, especially over the heavy gradients of the Luxembourg line where it was frequently used in tandem. One hundred and thirty-six were built between 1910 and 1914; of these, a hundred and thirteen were evacuated to France in 1914, but they proved too heavy for French track and could not be used. Sixty were sold to Russia a year later where they were converted to broad gauge and used in the Crimea. It is believed that some of these survived into the 1960s. A further seventeen were built in 1920/21, bringing the Belgian complement to ninety-six. Each weighed 104t and had coupled wheels, 1.45 metres in diameter. The leading coupled wheels had side-play and were connected to the front carrying wheels to form a modified bogie known as a Helmholtz truck. Later modifications to the design included lengthened smokeboxes, double chimneys and feed water heaters. The Type 36 was replaced by modern American locomotives and by German reparations, then finally withdrawn from service in 1947.



## CF 316 20F TYPE 38

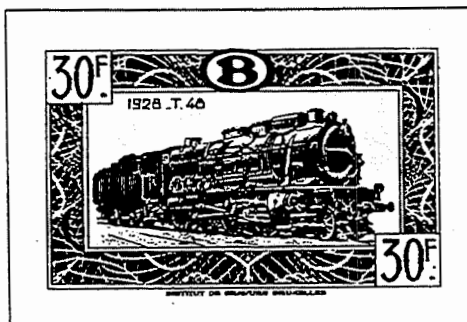
In 1919, a hundred and fifty eight-coupled freight locomotives were ordered from the U.S.A. and delivered the following year. Weighing 85t, with wheels 1.52 metres in diameter, they proved to be strong and reliable for both freight and secondary passenger trains. With some modifications to footplating and the addition of feed water heaters, those which survived the Second World War were withdrawn between 1952 and 1957.

Etiquettes et points taxés		D. C. 1809 bis		Destination <b>5495</b>	
Départ		<b>847</b>		Via: <b>Herstal</b>	
N° à l'arrivée		<b>(B)</b>			
DESTINATAIRE: <b>Ateliers Gillet</b> <b>Neufchâteau</b> GARE DE DESTINATION: <b>Herstal</b> à faire suivre par Vicinal à _____ Je demande FRANCO — NON FRANCO _____					
C. C. P. N°		Rembours			
Intérêt à la livraison		<b>P.D.</b>		en lettres	
Débours					
Valeur déclarée					
Valeur assurée à la Cie Européenne					
Colis	Nature	Poids brut			
Marq. et N°s	Nom-bre	Emballages	Marchandises		
<b>adm. 1</b>	<b>1</b>	<b>Caisse</b>	<b>pièces moto</b>		
Expéditeur: <b>Herman</b>		Poids reconnu par la gare <b>6800</b>		Reçu l'envoi le _____	
Date et Signature		Poids taxé		à _____ h _____	
				Signature du destinataire, _____	
Remboursement:					
Débours:					
Frais de transp. et accessoires:					
Total:					
Reçu l'envoi le _____					
à _____ h _____					
Signature du destinataire, _____					
Remboursement:					
Débours:					
Port dû:					
Total:					
Valeur déclarée					
N° d'arrivée					
Etiquette comptable					
Nature de la marchandise:					
N° d'arrivée					
Timbre					
Dén					

Waybill D.C.1800 bis with CF 308 and CF 316 used Neufchâteau to Herstal  
 20th February 1951

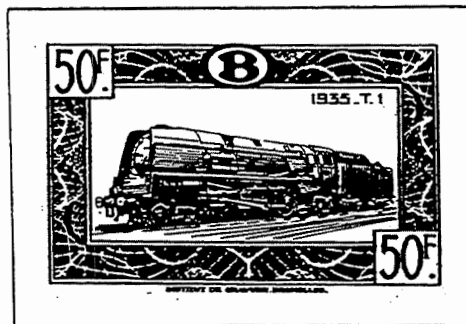
**CF 317 30F TYPE 48**

This Nord Belge heavy freight, four-cylinder compound 2-8-0 was built to the same design as the Nord (France) series 4061. Thirty-five locomotives were built between 1927 and 1931 by Cockerill, the first being inspected alongside "Le Belge" by King Albert. Each weighed 86.5t with driving wheels 1.55 metres in diameter. There were few subsequent outward modifications. The design was classed as Type 48 when the company was taken over by the State in 1940. Many were damaged during air-raids, but some remained in service until 1952.

**CF 318 40F TYPE 5**

*ALSO ILLUSTRATED ON CF 175 - 177*

Only four locomotives of this class were built, in 1930. They weighed 130t and had 1.70 metre wheels, coupled in a 2-8-2 arrangement. The class was heavy on coal consumption and, even after some modifications, was not a great success. After the War, they were relegated to secondary duties and withdrawn in 1953.

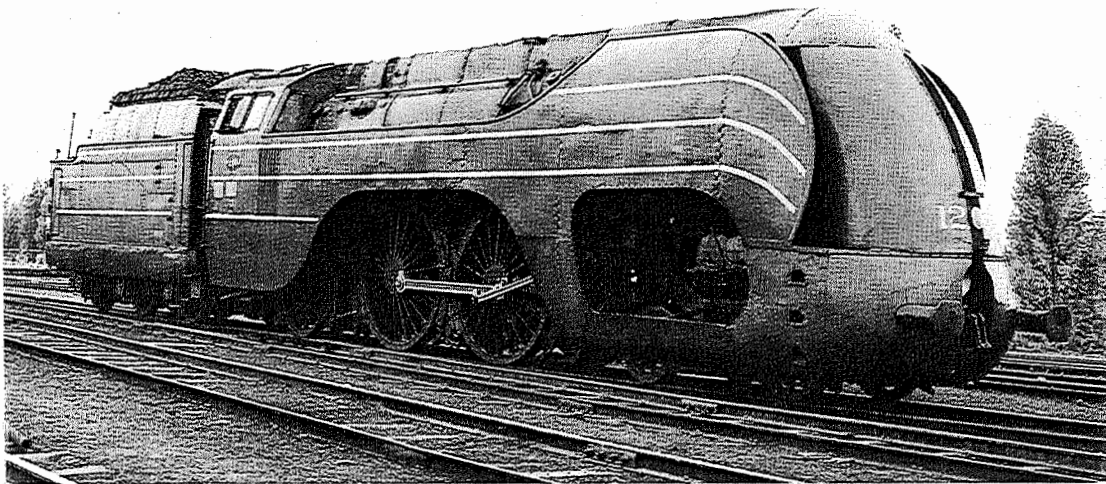
**CF 319 50F TYPE 1**

In the early part of 1930 it was realised that, given the demand for higher speeds and heavier rolling stock, a new and more powerful engine was required to replace the Type 10 on heavier duties. Several different designs were worked out on the drawing board and a French Pacific was tried on several routes, but found to have insufficient adhesion for Belgian requirements. Eventually, in 1935, a Pacific (4-6-2) emerged as the heaviest in Europe at 126t with 70t on the driving wheels. This engine was attached to an 83t tender. The coupled wheels were 1.98 metres in diameter and a total of thirty five were built. They proved capable of hauling a 600t train from Ostend to Bruxelles in 75 minutes, with just one stop in Gent; from Bruxelles to Liège to a similar timing and from Bruxelles to Arlon in three hours. They remained in service until 1962 and one is now preserved.



**CF320 100F TYPE 12**

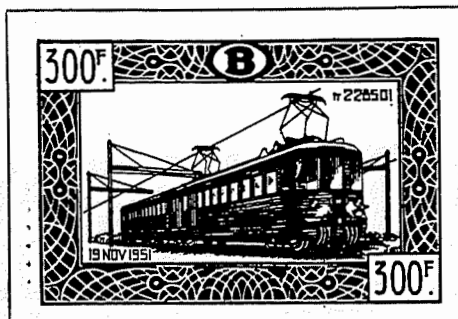
In 1939, it was decided to build six four-coupled engines for use on high speed services; streamlining was very much in fashion at the time and these engines conformed to the prevailing trend. Weighing 89t, with 2.10 metre wheels, they were tested in 1939 with a 200t load on the Bruxelles - Ostend line, covering 115km in only 57 minutes. Although they were capable of 160kph, they were restricted to 140kph whilst in service. After the War, they were principally used on the Bruxelles - Lille and Bruxelles - Herbenthal routes and put up some good performances with trains of up to 480t. The last was withdrawn in 1962, however one has been preserved and took part in the 150th anniversary celebrations in 1985.



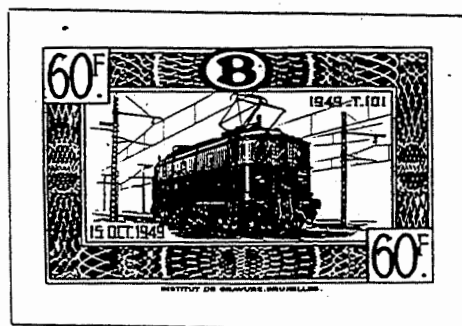
Type 12. From 1938. Built for high speed routes, as seen on CF 320

**CF 321 300F**

The first Belgian electrification was completed in April 1935 between Bruxelles and Antwerp. A regular interval service was operated originally with two-car sets, soon to be joined by four-car units. The two-car set illustrated is of a slightly later batch. It was fitted with four 265HP motors, weighed 156t and had a maximum permissible speed of 140kph. The four-car units are illustrated on CF 263 and the no. 1488 "Journée du Timbre" issue which shows one converted for T.P.O. use when superseded by more modern stock on passenger services.







### CF 321A 60F TYPE 101

Twenty of these Bo-Bo electrics were built in 1949 following the decision to electrify all the main lines. They came into service for the opening of the Bruxelles - Charleroi electrification and worked heavy freight traffic on this line at night, on transfer traffic around Bruxelles by day. They weighed 81.5t with 1.35 metre wheels and four motors giving a total rating of 2,200HP with a service speed of 100kph.

Though not really philatelic, these notes may be of use to anyone writing up a display of this interesting set. Anyone requiring more details, particularly of a technical nature, is referred to: - Phil Dambly's *"Vapeur en Belgique"*, *Tomes 1 & 2*; *"Railways on Stamps" Volume 2 Part 3* by A.M. Goodbody and C.A. Hart and two Belgian Railway publications namely *"Anciens Locomotives à Vapeur et Tendres des Chemins de Fer de L'Etat Belge"* and *"Locomotives à Vapeur et Tendres de la SNCB"*. The Belgian publications are all available from the Museum at Nord Station in Bruxelles.

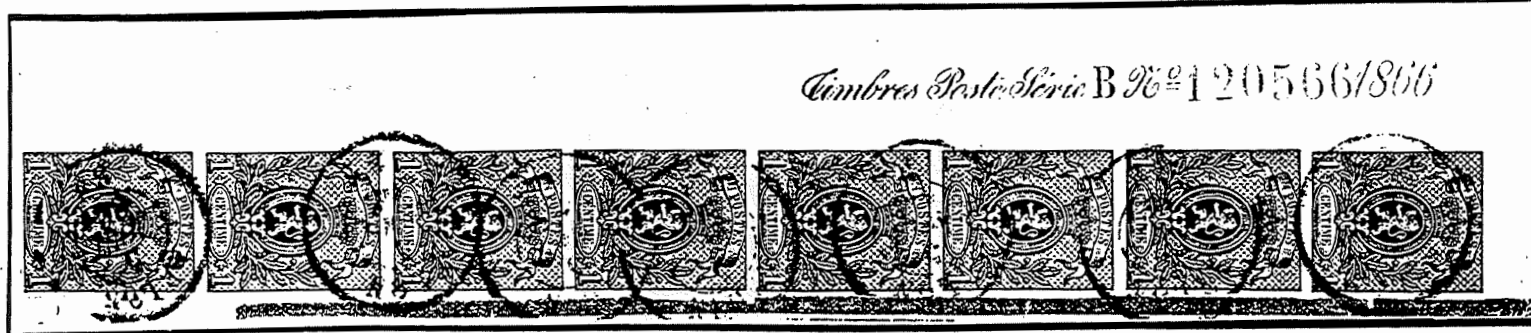
KEN CARPENTER

### THE 1c OF 10th AUGUST, 1866 (SG 39, COB 22)

This strip of eight, used from the left of the pane and showing the imprint is undoubtedly rare. It is dated **ARLON 5 August, 1866** (? five days before issue).

The stamp was designed by J. Delpierre and engraved by M. Dargent and printed at the Stamp Works in Brussels.

It came from the Caspary collection and later, from the Hollings collection.



## NORD BELGE CANCELLATIONS: NEW TYPE

by Tony Geake

Having scoured all the likely stands in the EUROPHIL 98 International Stamp Fair in Heysel, Brussels, for Belgian Railway cancellations, with only a moderate degree of success, I was glancing somewhat idly through a box of assorted covers on a stand I had not previously visited. There was the odd modern waybill with little of interest in it, but then I came across a small packet containing about a dozen bright yellow waybills of the mid 1920's, all to Paris destinations.

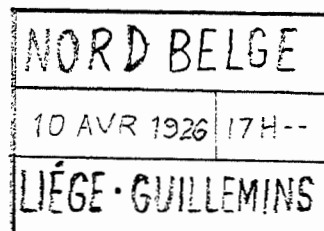
One of them immediately caught my eye, being cancelled by a rectangular Nord Belge canceller of Liege-Guillemins. As is usual, the first line of the three panels reads NORD BELGE and the third line reads LIÈGE-GUILLEMINS. What is unusual is the middle line, which is further divided into two unequal compartments by a vertical line; the left-hand compartment (about 60% of the width) contains the date (10 AVR 1926) and the right-hand compartment (40%) contains the time (17 H --).

This is a new type of canceller, not referred to in Jones, which I have not come across previously. It is also the earliest occasion I have seen of the time being indicated on a Nord Belge cancellation. In fact, very few Nord Belge cancellers included the time, the others I have recorded being two further Liege-Guillemins cancellers used in 1931 and 1938, Sclessin in 1940 and Huy Nord on 1941 issue. The dimensions of the cancellation are 42mm x 30mm.

The franking of the waybill is worth mentioning, consisting of a mixed franking with a pair of 15fr. of the 1921 Coat of Arms issue (Enschede printed), and a pair of 5fr, a 2fr. and a 1fr.50 of the 1923 Coat of Arms issue (Malines printed), making a total of Fr.43.50. The old 15fr. was still being used three years after the new set was issued, perhaps because the new set contains no 15fr. value; it was the least used value in the 1921 set, with only 22,382 stamps issued.

The consignee was Messageries Hachette et Cie, en Gare de Paris Nord, and the goods were three packages of newspapers. As there were three packages, three separate consecutively numbered labels were affixed to the waybill.

Among the twelve waybills, three others had similar Liege-Guillemins cancellations; two of these were quickly snapped up by other Circle members attending the fair, as soon as I showed them the example I had found. The last one, with less distinct impressions of the canceller - may still be there.



## BRUXELLES EXHIBITION 1896

by A. G. Wood

*The late Geoffrey Wood was an excellent student of stamps with particular reference to printing methods and details of plating, marginal markings, serial numbers, etc. He had infinite patience in "placing" stamps and accumulated large quantities of common stamps of the middle period issues with copious notes and jottings. Very few of these studies reached their conclusion and the following notes are taken from his papers which have not, at least to my memory, been printed in the recent past. They are reproduced here with only slight amendments to improve their clarity.*

R. T. HARRISON

### INTRODUCTION

The following is a complete revision of my notes on these stamps that appeared in the Circle Newsletter No.101 of December 1967 19/20 (379/380). That article arose from a Circle meeting and had for its object the establishment of how many panes of 25 stamps were used for each value and the positioning of these panes in the printing base.

The answer was four panes for each value and the layout of the plate, four panes of 25:

I	II
III	IV

The Regulations for the manufacture of Belgian Postage Stamps dated 15th July, 1886, which came into operation on 1st September, 1886 (see Info Phila Nos. 15/16/17 of 1985/86) help to establish the sequence of events in printing these stamps.

1. Paper received, numbered and made into packets of 100 sheets (Article 55 and Article 11).
2. Stamps printed.
3. Sheets of 100 gummed (Article 29).
4. Sheets cut up into four panes of 25. Proved by two perforation circles on each pane and the fact that certain perforation varieties are found on every pane of a value for a certain period.
5. Panes perforated.
6. Sheets of 25 examined and Depot Mark applied (Article 60).
7. Sheets of 25 packed into packets of 25 (Article 60).

### THE NUMBERING OF THE SHEETS

The sheets were numbered in the top righthand corner of the sheet: but, as the paper was practically square, it could be put to the press in four different ways and therefore the sheet number could appear on any pane on the plate although it is usually on the righthand side of Pane IV. The listing of known sheet numbers indicates the pane where known.

Pane IV showing irregular cutting of sheet in top margin



MEMBRES "BRUXELLES" à 100 FR. NO 117097

DEPOT 1897

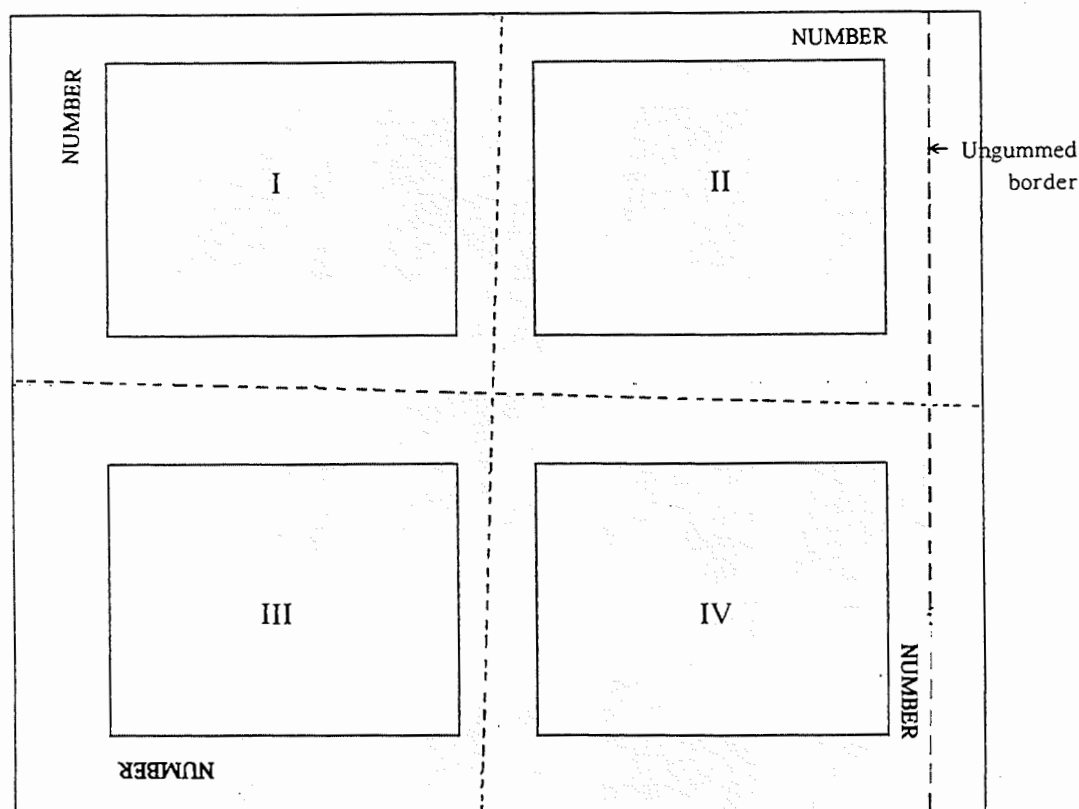
**ATELIER  
DU  
TIMBRE**

The numbered sheets were then used for printing and, after they had been printed, the sheets were gummed. Often the righthand edge of the sheet was not fully gummed and this helps to identify Panes II and IV.

The gummed sheets of 100 were then cut to give the individual panes of 25 prior to perforation. The cuts were not necessarily at right angles to the edge of the sheet. Another aid to the placing of the Panes.

Diagram showing the four positions of sheet numbers and irregular division of sheet into panes of 25 before perforation (exaggerated).

Very often the righthand border is not fully gummed.



#### MARGINAL MARKINGS OF THE PRINTING BASE

The marginal markings which form part of the printing base consist of a perforating circle above the third stamp and another one below the twenty-third stamp. The white centre of these circles is 7 mm from the top frame of the stamp or 7 mm from the bottom frame as the case may be. Under the twenty-fifth stamp is an Atelier du Timbre cachet with incurved corners. The various circles can usually be recognised by peculiarities which are noted in the following pages as is the positioning of the Atelier du Timbre cachet. I have not added to the number of stamps with specific varieties.

5 CENTIMES

Pane I

Pane II

Pane III

Pane IV

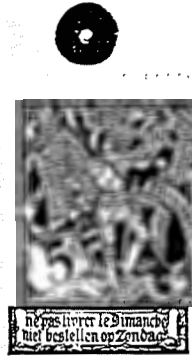
3rd Stamp



Circle has  
flat base



Hole is  
off centre



Smaller circle  
than Pane IV



Larger circle  
than Pane III

23rd Stamp



Circle has  
slightly flat  
top



Circle has  
very flat  
top



Bite taken  
out of circle  
at 8 o'clock



Circle  
is large

25th Stamp



Point of A  
under left  
edge of B



Point of A  
under  
centre of B



Point of A  
under left  
of B



Point of A  
under first  
E



10 CENTIMES

Pane I

Pane II

Pane III

Pane IV

3rd Stamp



White spot  
off centre



Flat part of  
circle at  
10 o'clock



Damage to  
circle at  
10 o'clock.  
White spot  
off centre.



Circle has  
flat base.

23rd Stamp



Circle damaged  
at 12 o'clock



A perfect  
circle



Circle flat  
at top



Circle flat  
top and  
bottom

25th Stamp



Point of A  
below gap  
between B  
and E



Point of A  
to left of  
B

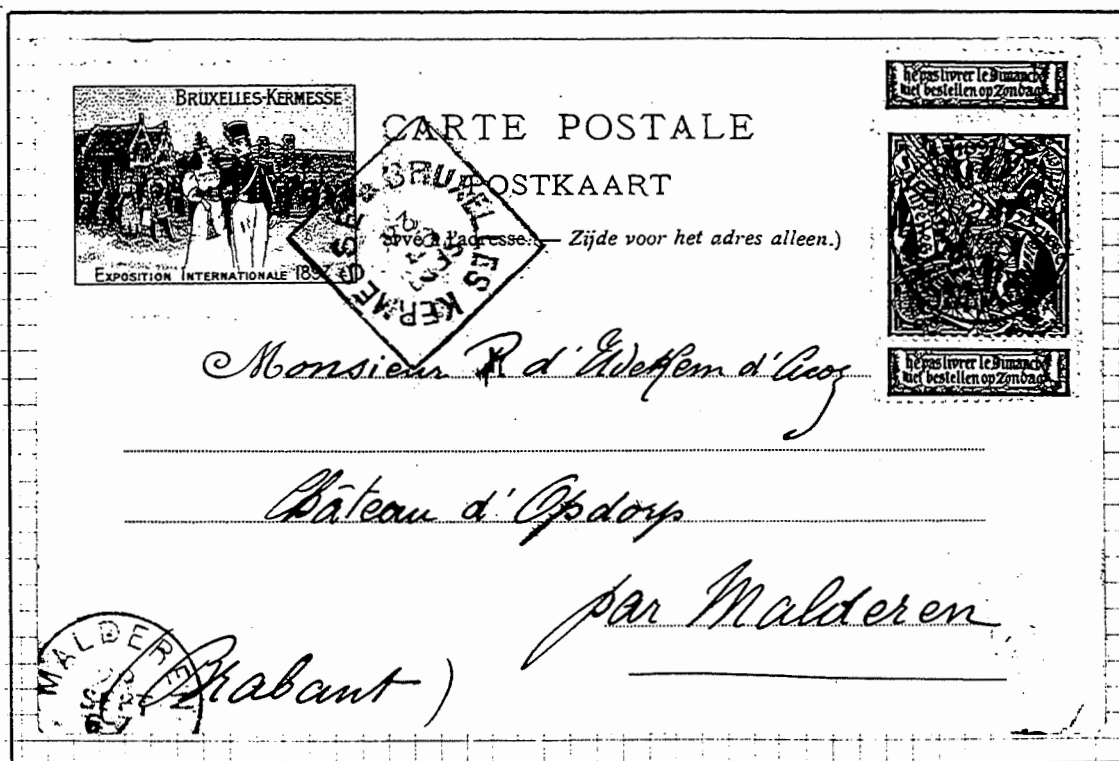


Point of A  
under middle  
of B

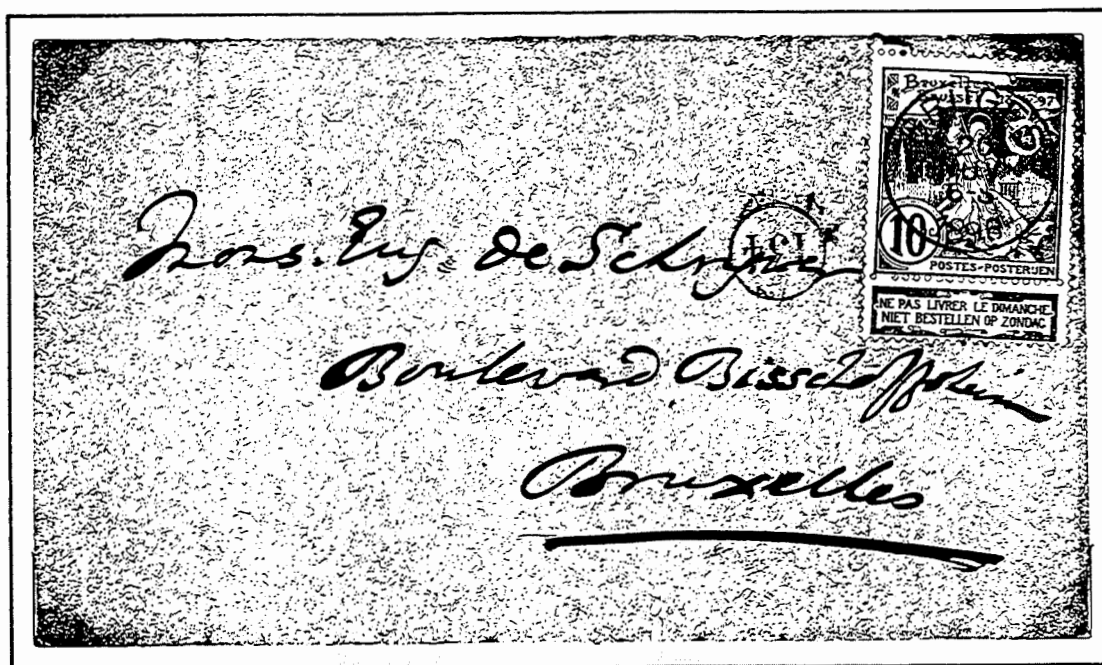


Point of A  
under left  
side of B





Exhibition Postcard with 5 cent (COB 71) to Malderen 28th September 1897  
Kermesse cachet and cancellation 'BRUXELLES EXPOSITION'



Envelope Bruges to Bruxelles 20th November 1896  
10 cent terra cotta stamp (COB 72)

Varieties 5c

All stamps of 4th column have a large dot to I of Niet.

Pane I	9	Small spot of colour above gap between A and N of Dimanche.
	19	Two spots of colour above 2nd R of Livrer.
	25	T of Niet joined to design below by a thick blob (71 V2).
Pane II	2	White spot in B of Bruxelles.
	4	Coloured spot in S of Bruxelles.
	20	Coloured spot above AN of Dimanche.
	21	Coloured spot between arms of U of Bruxelles.
	25	E of Niet joined to design below by a thin line.
Pane III		Lower perforating circle has a 'bite' out of it.
	25	T of Niet joined to design below. Not as heavy as I (71 V2).
Pane IV		Bears sheet number.
	21	Coloured spot in frame of shield of 5 above righthand end of tail.
	25	T of Niet joined to design below (71 V2).

Varieties 10c

Pane I	8	Break in upper left corner of frame (72 VI).
Pane II	10	Coloured spot between J and E of Posterijen.
	13	8 of 1897 damaged (72 V2) - not all panes.
	25	Nose elongated by white spot.
Pane III		Lower perforation circle has flat top.
	4	Lower left corner of Sunday Label damaged.
	12	Lower right corner of Sunday Label rounded.
Pane IV	5	Spot to left of NE almost vanished.
	18	White spot on upper arm of E of Livrer.
	25	Break in scroll line under first L of Bestellen.



**NUMBERS OF STAMPS PRINTED**

As usual, the authorities are at variance over the number of stamps printed. The various numbers that I can muster are as under:

Author	5c		10c Terra Cotta		10c Purple-Brown	
	Pane of 25	No. of Stamps	Pane of 25	No. of Stamps	Pane of 25	No. of Stamps
Bouvet	200,000 (1st printing)	5,000,000	100,000	2,500,000	Not given	
De Bont (figures in COB)	256,272	6,406,800	219,720	5,493,000	72,560	1,814,000
Mennevée		6,406,800		5,493,000		1,814,000
Remainders sold 1-15 November 1911)	41,576	1,039,450	1,076	26,950	57,938	1,448,450
Van Rompay (Stamp Collecting 30.III.62)	160,000		240,000	Both colours		
L. Depaire (Bandalette Club No.22 December 1994)		6,406,800		1,814,000		5,493,000

Often, no account is taken of the number on the sheets of Belgian stamps. I think they are most important and, with the help of a list from the late George Hollings, I give a list of those known and the Pane when not Pane IV.

**SHEET NUMBERS SEEN**

**5 Centimes**

049186	Bouvez article	
056600	Depot 1896	
----78		Pane III
058398		Pane III
114981	Depot 1897	
117097		
117901		
117908		
125168		
125178		

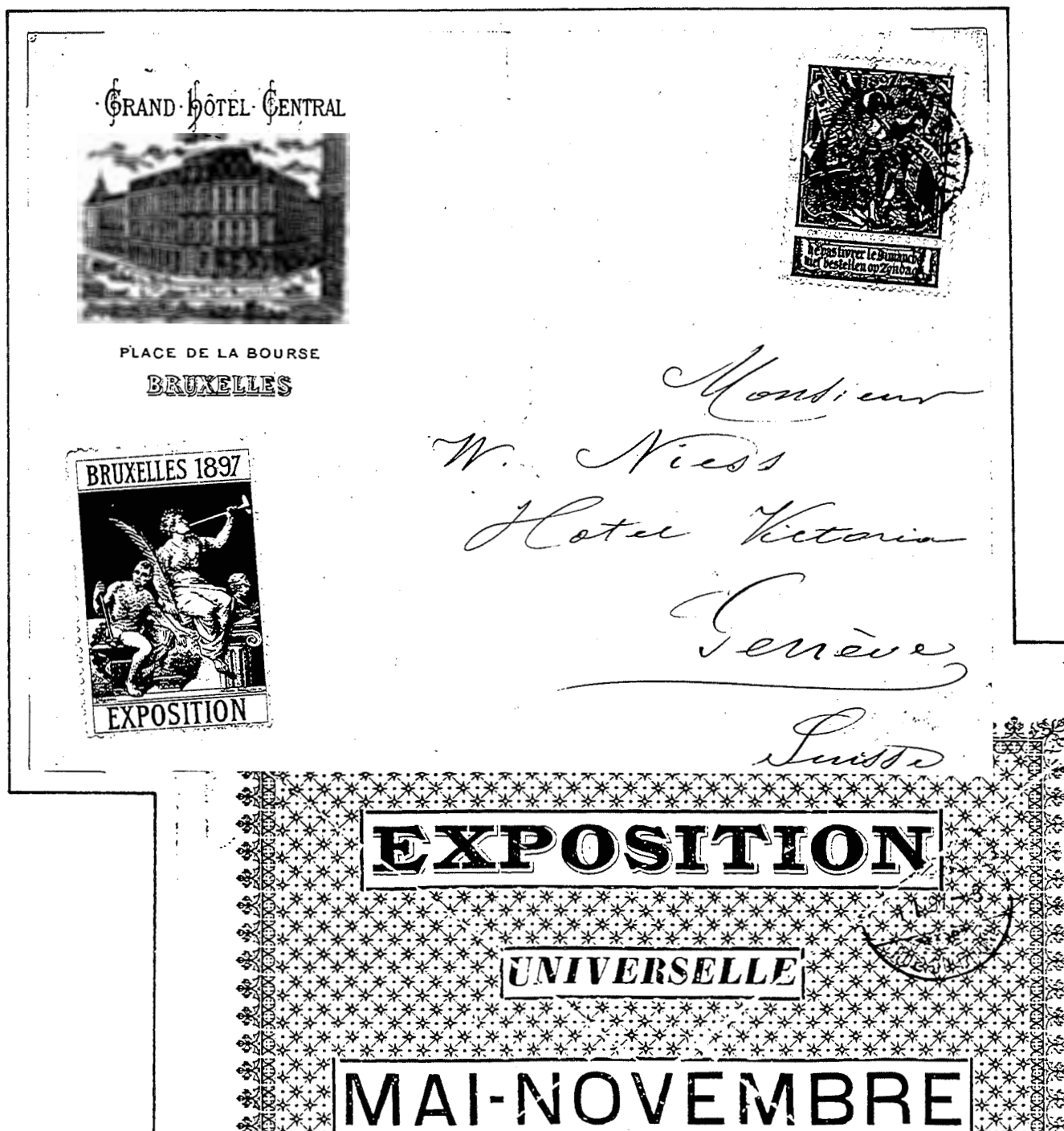
**10 Centimes – Terra Cotta**

120117	Depot 1896	
159361		Pane II
177512		Pane II
186694		Pane I
208440		

10 Centimes - Purple Brown

231325	Depot 1896
239515	
212604	
212781	
212788	
212785	
242701	Depot 1897
265607	
270356	
280663	
283866	
288125	
288449	

Note: All sheets numbers are on Pane IV unless marked otherwise.



Envelope with Exhibition advert on reverse Bruxelles to Geneva  
31st December 1897. 5 cent (COB 71) cancelled '5 BRUXELLES 5'

# BELGIAN REGISTERED MAIL: FROM ITS BEGINNINGS TO 1920

## Part 3

by Otto Z. Sellinger

### GUMMED REGISTRATION LABELS

GL2: 1891-1895 (cont.)

A GL2 containing the required town handstamp is shown in fig. 36 on a registered letter from Ensival to Copenhagen, Denmark, re-routed to Gmünd, Wurttemberg, where it arrived on October 27, 1895, three days after being mailed.



Figure 36 - Ensival to Copenhagen, 24th October 1895

GL3: 1891-1901

An early GL3 without a town handstamp but with the annotation in ink of the presumed serial registration number of the registered letter (No. 3592) and a low No. 7 (presumably from a sheet of 100) is shown in fig. 37 on a letter dated October 19, 1891, from Paliseul to Liège. The three-weight franking of 30 centimes (three times the uniform rate of 10 centimes for domestic postage), plus the 25 centimes for registration complete the 55 centimes total franking. The usage of a GL3 in 1891 antedates that listed for this label by Silverberg<sup>1a</sup>. Note also the penned *lettre recommandée*.

The registered mailing (fig. 38) contained "12 cards" and was sent as an open printed matter item from Jambes to Tucuman, Argentina, on September 20, 1900, a rather uncommon destination. The franking amounted to 10 centimes for postage, as the weight did not exceed the minimum rate of 10 centimes/50 gr, plus 25 centimes for registration. Embarked in Bordeaux, France, on September 24th and after a transatlantic voyage and a stopover in Rosario, Argentina, on October 13, the twelve cards reached Tucuman on October 15, 1900, where a local arrival backstamp provided with a capital R confirms their reception.



Figure 37 - Paliseul to Liege, 19th October 1891

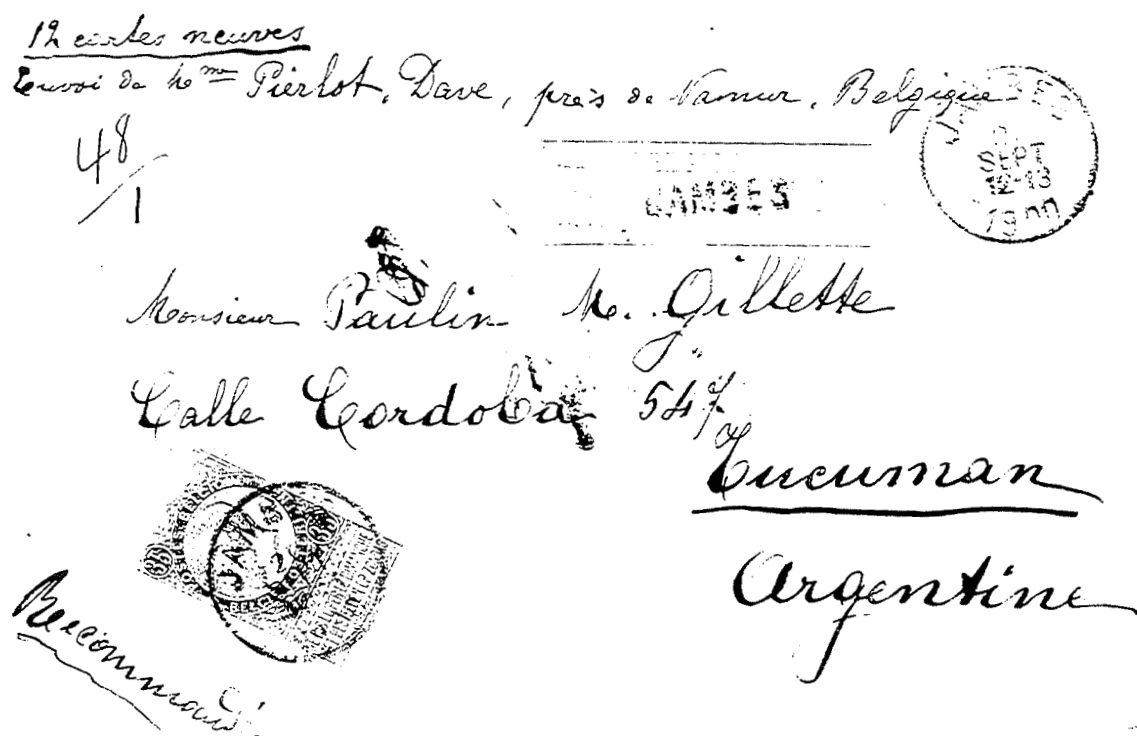


Figure 38 - Jambes to Tucuman, 20th September 1900

Fig. 39 illustrates the rare use of the 8 centimes 1869 issue stamp, referred to above in relation to fig. 21, in the year 1900. Evidently its placement, on a registered letter to Budapest, Hungary, dated May 29, 1900, was somewhat of a philatelic *tour de force*, particularly as its sender was a Dr. Molly, domiciled in the small community of the three-borders region, alternatively known as MORESNET (BELGE), PREUSSISCH MORESNET or, later, just MORESNET. This gentleman physician was also a trouble-maker, founder of the Local Post Moresnet concept and its never-to-be-used gummed stamps, and hence in perennial conflict with the Belgian Postal Administration and, above all, a vocal promoter of the Esperanto movement<sup>16,17</sup>. As the letter in fig. 39 indicates, the good doctor's passion was to embellish his correspondence with special features such as, for example, the affixing of a long-gone stamp, already rarely seen on ordinary and registered letters when current, to complement the 50 centimes franking of the letter shown and, in addition, to use stamps of the 1893 issue with top and bottom bandelettes attached.



Figure 39 - Moresnet to Budapest, 28th May 1900

A registered letter, sealed on its back with one red wax seal (private) and sent on July 24, 1897 from Brussels to France by the Court appointed attorney, M. Janssens to a M Cromé, is shown in fig. 40. As M. Janssens requested a return receipt (*Avis de Reception*), a large AR, in bold black characters, was struck on its front. Yet, not only did M. Janssens not get any return receipt, M. Cromé having duly flown the coup and left town (see penned "Voir au Dos" in upper left corner, referring to penned remark on the flap: "Left without forwarding address" made by the French carrier), but instead he received his own letter back three days after he mailed it, in compliance with the *Retour Á l'Envoyeur* French handstamp. The franking of this letter consisted of three times 25 centimes for postage, registration and the return receipt, a total of 75 centimes. The numbered circles denote the identity numbers of the French and Belgian mail carriers.

The last GL3 to be shown (fig. 41) was tied to an Official Postal Envelope, No. 290. preprinted as *Recommandée-Aangetekend* and provided to customers by the Belgian Postal Administration for the purpose of enclosing notices of payment due by creditors to debtors. Fig. 41 shows a letter leaving Meirelbeke (Station) and mailed by M. Inveck on January 14, 1899, to the Post Office of Jutfaas in The Netherlands, via the Dutch Post Office in Vreeswijk (see pencilled marking). The payment due notice advised the debtor of deadlines and methods of payment. The maximum sum that could be transferred was 1,000 francs.





Figure 40 – Brussels to Lille, 24th July 1897



Figure 41 – Meirelbeke to Jutfaas, 14th January 1899




  
 H. E. Deats  
 Flemington, N. J.  
Etats-Unis  
  
 23371  
 109  
 12  
 RECOMMANDÉ  
 DIRECTEURS  
 Monsieur  
  
 BELGIQUE  
 LIEGE  
 18-19  
 Les Echos

Figure 42 - Liege to Flemington, 19th December 1899

The postal wrapper, shown in fig. 42, is a case in point. Mailed on December 19, 1899, from Liège St. Marguerite to Flemington, New Jersey, it was provided with a GL appearing to belong to the 4, 5 and 6 grouping, principally because there is no dot after BELGIQUE on it, a strong identifier of GL3. Therefore, amending the information in reference<sup>1b</sup>, GLs with no dot after BELGIQUE were already in circulation in 1899. The mixed-issue franking on the wrapper (10 centimes of the 1884 issue plus four stamps of the 1893 issue) amounted to 1.35 francs (22 weights for 1.09kg, at a rate of 10 centimes/50gr.) for postage plus 25 centimes for registration. Note also the handstamped marking RECOMMANDÉ and IMPRIMÉS plus the boxed Company logo handstamp of the sender: LES ÉCHANGISTES RÉUNIS, a stamp exchange club in Fexhe-Slins, near Liège.

The use of a 4, 5 or 6 GL in 1901 on an unanswered postal reply card (1893 issue) from Marchienne-au-Pont to Hankow, China, is illustrated in fig. 43. A particularly striking set of backstamps highlights this uncommon item, including a pair in red Chinese script inside a boxed square and rectangle. The routing of this letter card included BRINDISI (AMBULANTE), October 13, 1901, SHANGHAI (2x) on November 13, 1901, and the arrival backstamp: HANKOW, November 17, 1901.

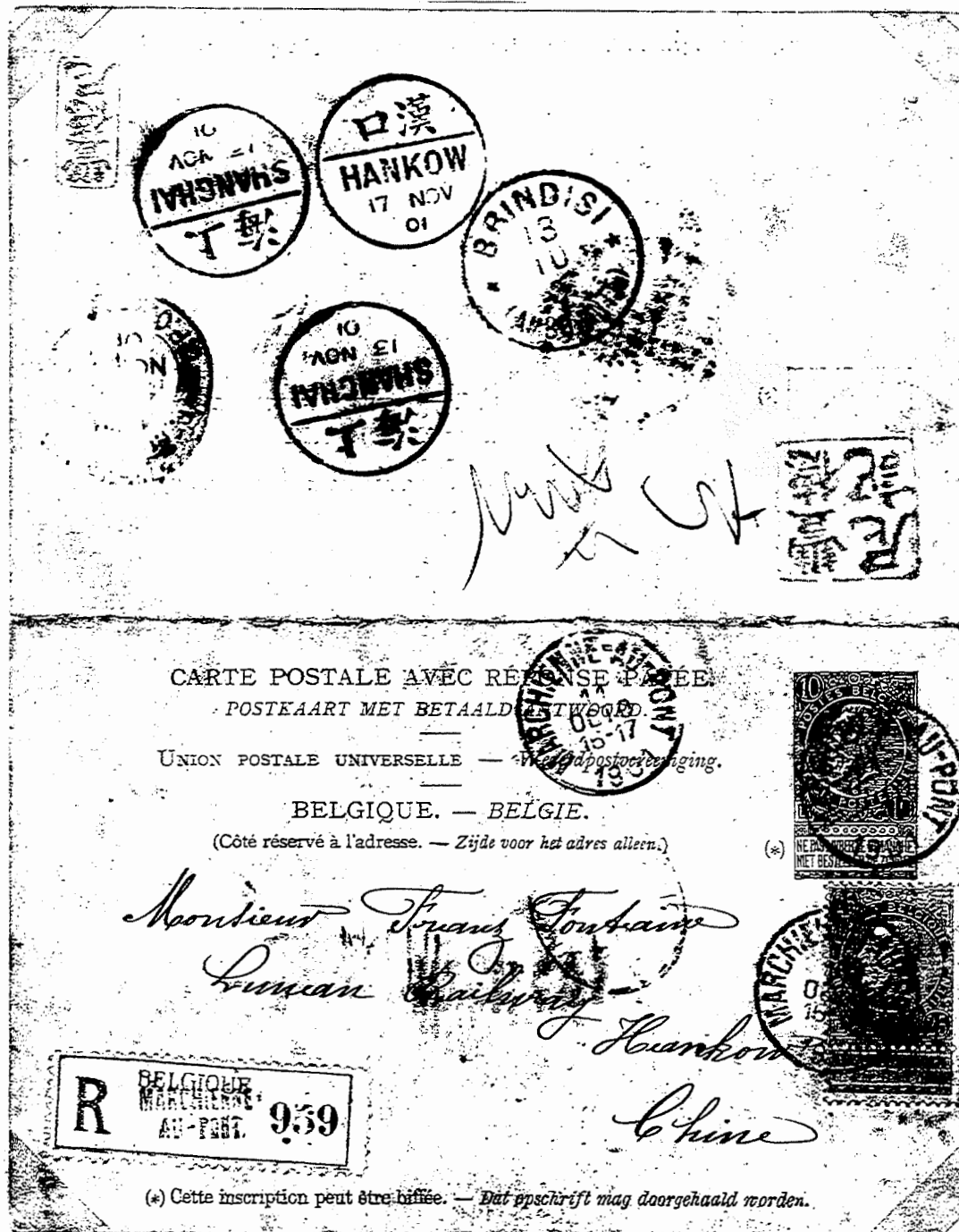


Figure 43 - Marchienne-au-Pont to Hankow, 11th October 1901

Fig. 44 highlights the early use of a GL (probably No.5) containing a pre-printed ANVERS town handstamp (in black). Silverberg<sup>1a</sup> listed 1903 as the presumed inaugural year for this practice, which was adopted to "speed up service", yet the letter shown in fig. 44 demonstrates its existence as early as June 13, 1900. Although mailed to New Zealand by a M. Hoevenaers, three of the five stamps tied on are perfins (T.S.) indicating the involvement of a commercial entity in its long voyage. The letter has MILANO (June 14), NAPOLI (June 15) and AUCKLAND double circle (Registered) July 23 (arrival) backstamps and, surprisingly, a neatly penned "Registered" on its front.

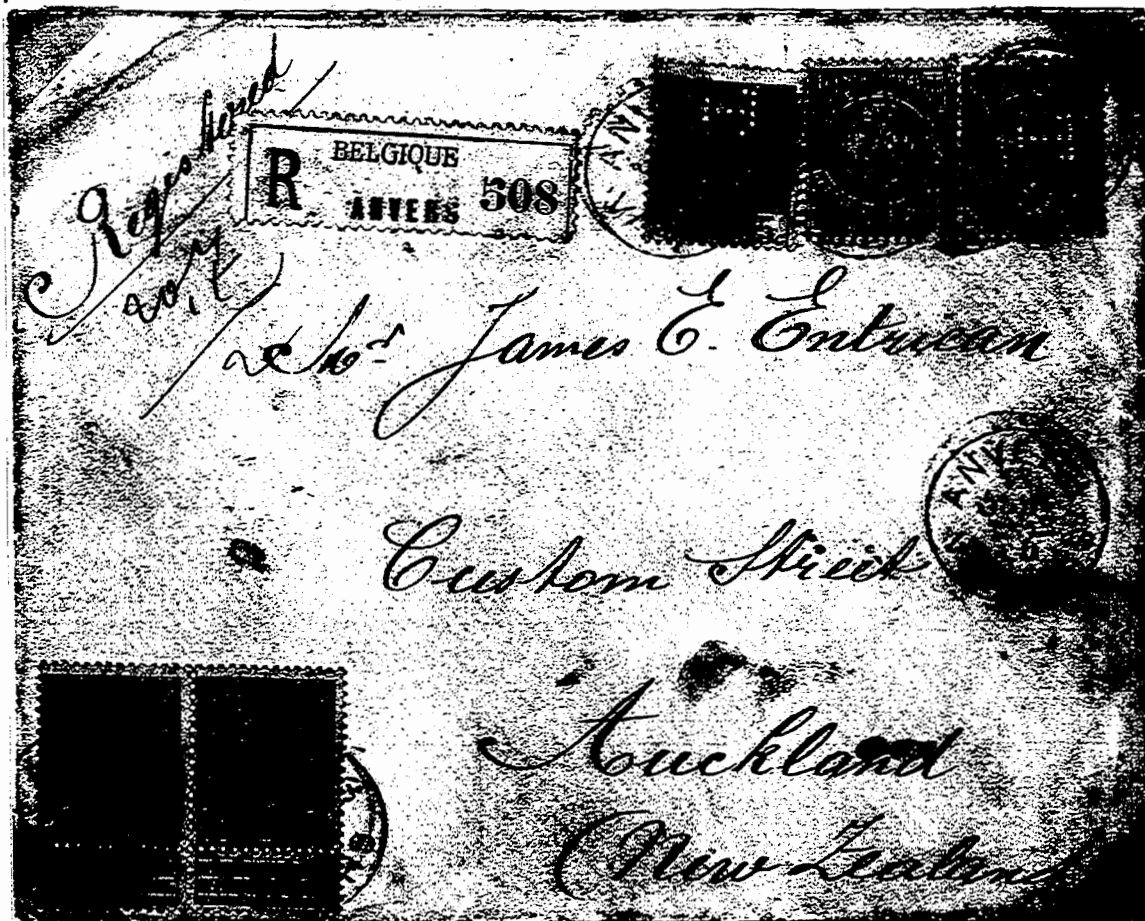


Figure 44 - Antwerp to Auckland, 13th June 1900

The rather unusual occurrence of a GL, originating in a village with no Post Office but just a sub-station (Dépôt-Relais), is shown in fig. 45. Whilst the GL, probably a No.5, received a penned town marking LANDELIES (near Thuin), a penned *recommandée* and the original weight annotation were inked out, the latter being replaced with the annotation "2/p" (ports), in compliance with a new rule which required that the weight in grammes, if exceeding the single weight, was to be penned in the form of a numeral (2 and up), without mention of the actual weight. Even though this rule was on the books since March 1, 1902, the postal clerk in Landelies had to remind himself of it twice, before remembering it on January 10, 1903. Also noted are the two stars in the Landelies postmark, a sure proof of its sub-station rank since November 20, 1900, the day of its opening<sup>18</sup>. The 45 centimes franking accounted for the 20 centimes (2 weights) postage plus 25 centimes for registration.

A more or less definite GL 6 may be seen on the letter shown in fig. 46, i.e. all the criteria enumerated by Silverberg<sup>1b</sup> for this label appear satisfied: the height of the R, 8mm; the length of BELGIQUE, 17mm; the length of the frame, 42mm and (with minor fibbing), the perforation: 11¼ in lieu of 11. Mailed on October 20, 1903, from La Hulpe, this quadruple weight letter reached St. John's, Newfoundland, on November 4, 1903. As the sender was the Consulate of the Netherlands in Brussels (see back-flap), its proprietary, boxed handstamp RECOMMANDÉ was also struck on the letter's front. With reference to the requirement to annotate postage by a numeral (see above, fig. 45) instead of the actual weight in grammes, the postal clerk in La Hulpe never heard of this rule, given that the abbreviation "gr" still appears in the upper left corner.

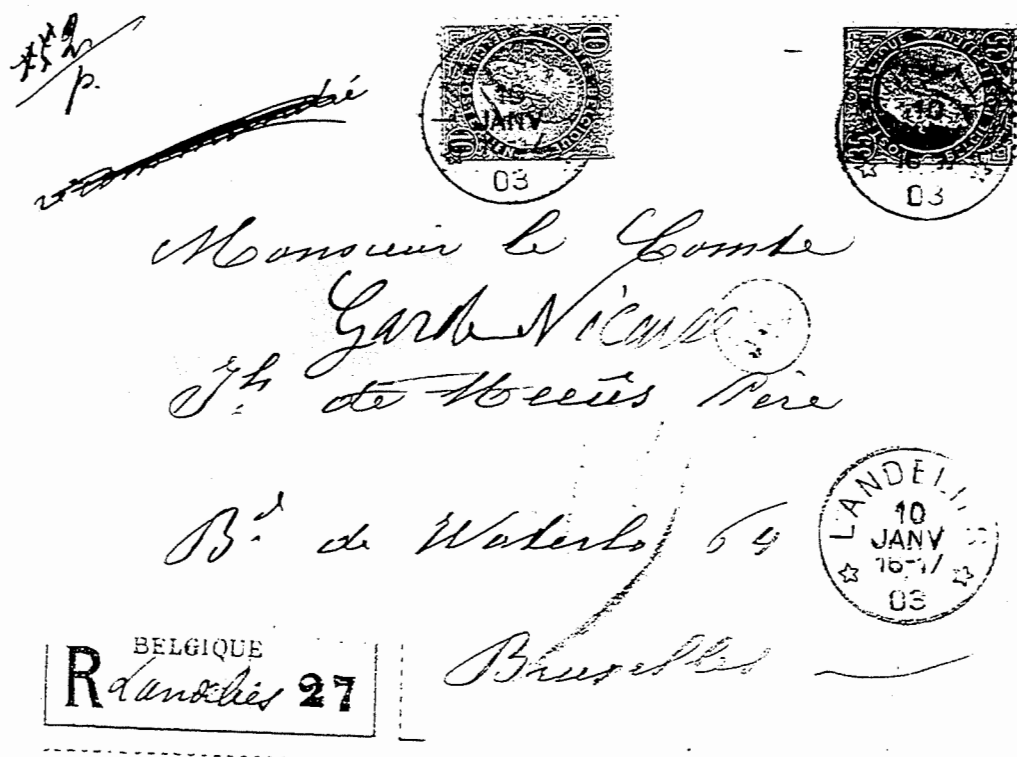


Figure 45 - Landelies to Brussels 10th January 1903



Figure 46 - La Hulpe to Newfoundland, 20th October 1903



## GL 7: 1904-1905

For reasons unknown, the R on GL 7 was totally transformed compared to previous custom and made into a robust and more eye-catching type. It may be found on registered letters dated 1904 and 1905, such as the one shown in fig. 47. Here the town handstamp bore an abbreviated version of the datestamp, namely Etterbeek-Ch. St. Pierre instead of Etterbeek (Chaussée St. Pierre), apparently for reasons of space. The commercial envelope, dated January 16, 1905, served the purpose of containing invoices to foreign customers and came with a pre-printed, two-line text under the Company name, the amount in German marks on the first and this sum spelled out in French, as 52 German marks, on the second. The parallelogram handstamp REMBOURSEMENT identified the objective of the registered letter, i.e. to elicit a C.O.D. payment from the addressee to be made to the postal clerk in Halle a/S upon delivery. The confirmation of this occurring was affixed on the letter front in the form of the NACHNAHME vignette. No fee was charged for this service. The triple weight (75 centimes for postage) and the 25 centimes for registration, were covered by the 1 Fr. single franking. The letter bears a Halle backstamp, January 17, 1905, attesting to the speedy and efficient rail service between Belgium and Germany.



Figure 47 - Etterbeek to Halle, 16th January 1905

A second example of a GL 7 (fig. 48) again highlights a different town cancel, Bruxelles (R. du Taciturne) and datestamp, Bruxelles (Agence No. 44) on the same letter. Also noted are its pre-printed diagonal "Recommandée", the sender's inked instruction: "affranchi au dos" (stamps on reverse) and, as a bonus, the handwritten re-routing of the letter from Polska Ostrawa, Silesia, Austria (July 10, 1905) to Neuschloss, Bohemia (July 12, 1905), each arrival documented respectively by a bilingual backstamp, first of "Poln Ostrau-Polska Ostrawa" and later of "Neuschloss-Hohenmauth-Nove Hrad y Vysmyta". The letter's franking was 50 centimes (postage plus registration, on the back). Lastly, it should be pointed out that as of July 1905, the GL 7 should have been handstamped "Agence No. 44" in lieu of Bruxelles (R. du Taciturne), given the April 25, 1905 official authorisation for such a changeover. Admittedly, the necessary handstamp had not been received by Agence No. 44, located in Avenue de Cortenberg 48, by July 8, 1905.

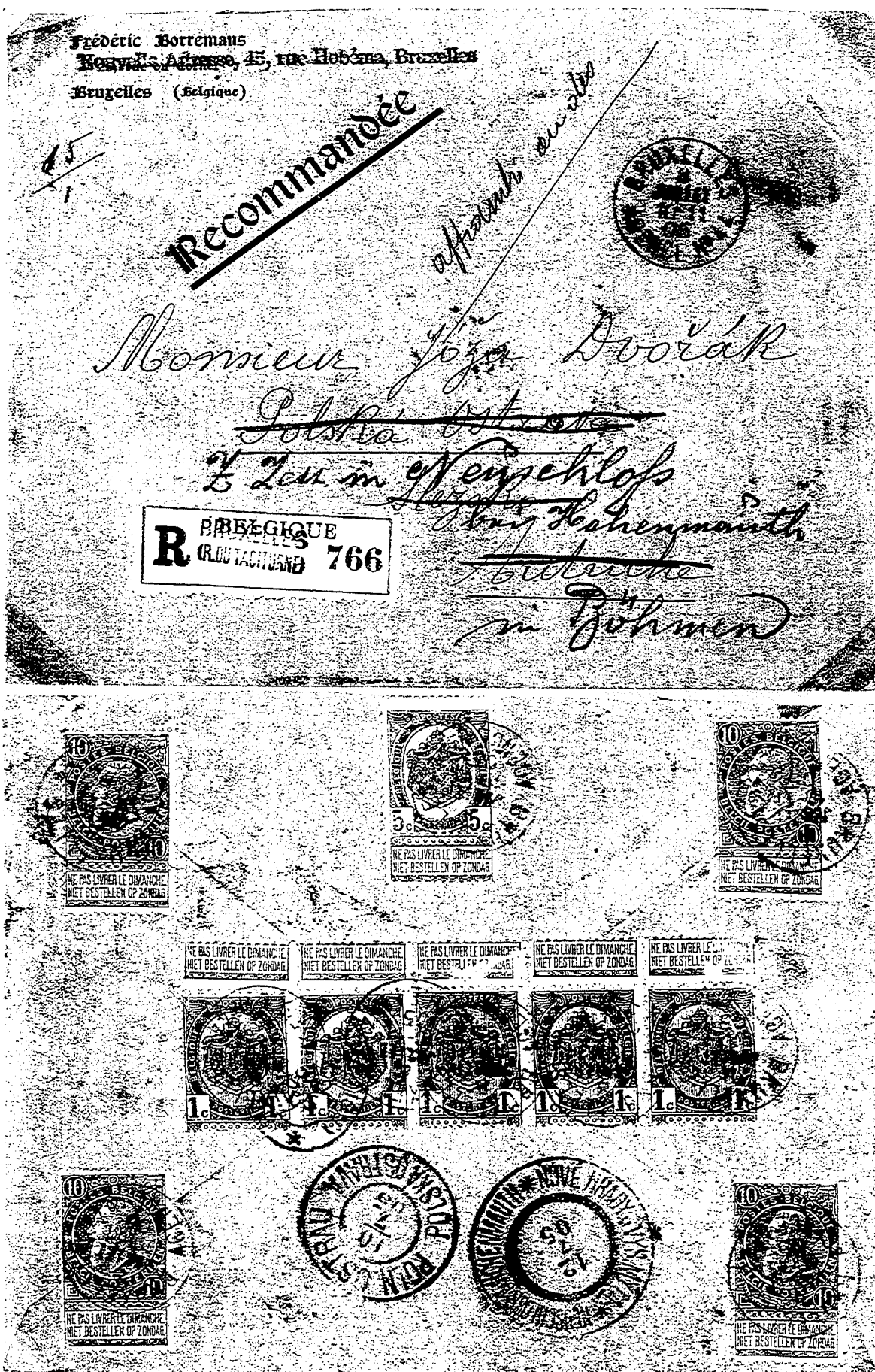


Figure 48 - Brussels to Polska Ostrawa, 8th July 1905



## GL 8: 1905-1912

GL 8 was in use for more than seven years, the second longest time span after the nine years of GL 3 (1892-1901) and GL 9 (1910-1919) (see below).

In immediate contrast to the previous registered letter, fig. 49 confirms the use of an appropriate handstamp by Brussels Agence No. 21 on August 1, 1905, less than a month after Agence No. 44 failed to comply with the April 1905 regulation (this cover shown by courtesy of Charles Bruart). This letter, to Hannover, Germany, was franked with the 1 franc stamp of the 1905 Grosse Barbe issue, which had its first day on July 27, 1905 and which covered the triple-weight rate for postage and 25 centimes for registration. Brussels Agence No. 21 was located in Rue des Sables 38 and was officially opened on May 25, 1901. While there were as many as 57 neighbourhood postal sub-stations throughout Greater Brussels (the first one opening its doors on May 7, 1900, and No. 57 on May 11, 1910), the University town of Louvain (Leuven) had just two sub-stations. Another registered letter (fig. 50) bears a GL 8 handstamped "Louvain, Agence No. 2", in Rue de Tirlemont 129, and opened there on February 7, 1905. Its franking amounted to 75 centimes for double-weight postage and registration to Elmwood, Rhode Island, USA, where it arrived on January 22, 1907.



Figure 49 - Brussels to Hannover, 1st August 1905

Fig. 51 illustrates the use of a GL 8 with a Bruxelles (R. Chancellerie) machine town handstamp in black (see fig. 44 for its early use) on a special delivery letter (EXPRES) to Prague, dated October 27, 1905, and tied with mixed issue franking composed of a 50 centimes Fine Barbe 1893 issue stamp, plus a 10 and a 20 centimes stamp of the 1905 Grosse Barbe issue, for a total of 80 centimes, of which 30 centimes is paid for the special delivery fee.



Figure 50 - Louvain to Elmwood (USA), 10th January 1907



Figure 51 - Brussels to Prague, 27th October 1905



Equally franked in the "mixed issue" vein, the registered letter in fig. 52 shows the use of a GL 8 and two US GLs (New York) on a letter from St. Nicolas to Panama. The letter was datestamped May 26, 1906, arriving in New York on June 9, 1906, where it received the GL with printed blue numbers (93928). It arrived in Panama on June 21, 1906 but remained unclaimed (*non réclamé*) and was thus returned to sender, via New York, where it received another US GL (handstamped No. 40906 in black) on December 6, 1906. The letter finally reached St. Nicolas on December 17, 1906.

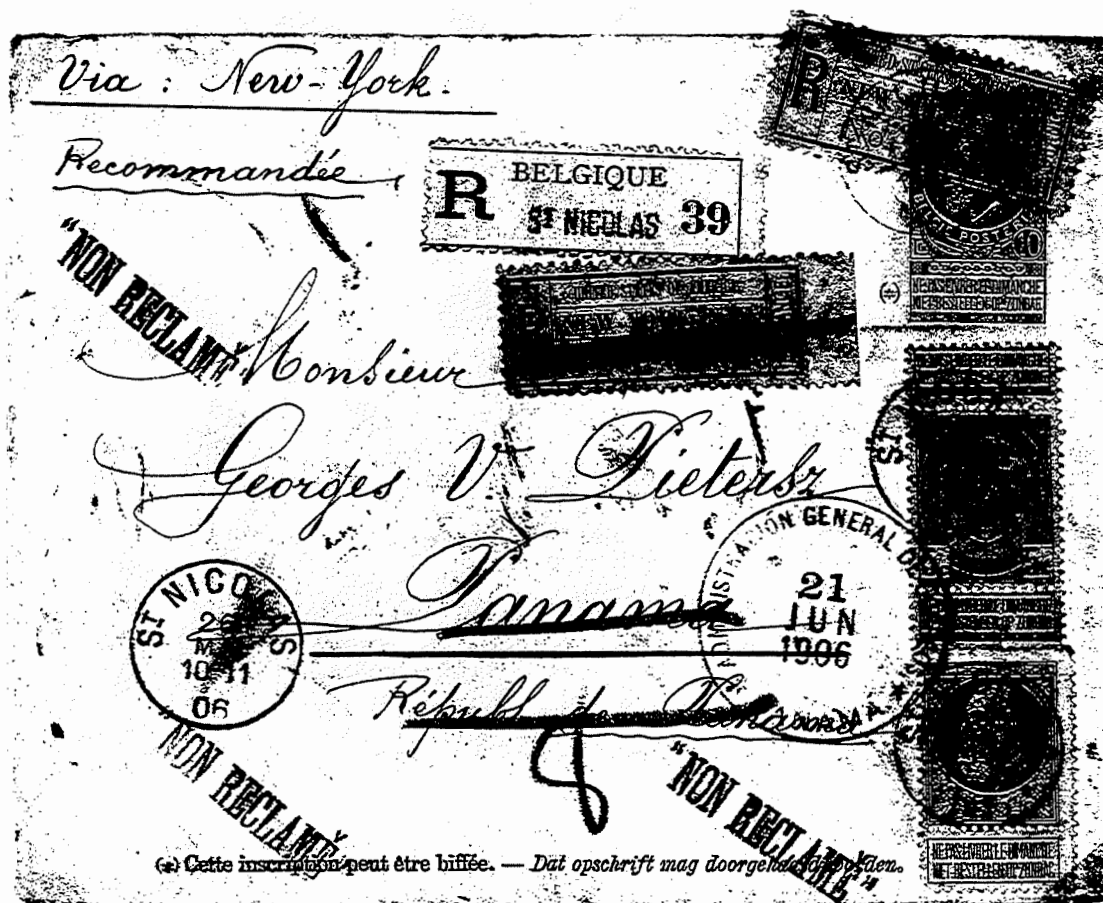


Figure 52 - St. Nicolas to Panama, 26th May 1906

Another mixed issue franking (fig. 53) - 25 centimes of the Grosse Barbe issue plus 10 centimes of the King Albert I, so-called "Pellens" issue of 1912 - occurs on a registered letter which received a GL 8 with a bilingual town handstamp St. Truiden-St. Trond and an equally bilingual (Flemish on top) datestamp (introduced around 1910), August (VIII in Roman characters) 2, 1912, a late usage indeed of a GL 8.

As this domestic letter to Ans was mailed by a lumberyard-sawmill business, two RECOMMANDE handstamps in blue were also struck. Of particular interest is the use of the 10 centimes Pellens issue small-format King Albert I effigy stamp, which was issued on April 15, 1912, as the first of the seven Pellens stamps of this issue. It was tied on by special request of the sender as indicated by the abbreviated annotation "aff.p.exp.", short for "affranchi par l'expéditeur". This individualised penned comment was necessary because of the routine compliance by all Post Offices in Belgium with the rule of June 10, 1884, which requested that all supplies of existing stamps be used up before any new issues might be sold. Yet the rule also specified that no special request made for the new issues by the customers could be refused. The general compliance over the years with this habit, according to de Bast<sup>13</sup>, explains the scarcity of letters franked with stamps of recent vintage. The best case in point is the extreme rarity of letters franked with the 1883 stamps, issued in October-November 1883 and date cancelled 1883.



Figure 53 – St. Truiden to Ans, 2nd August 1912

#### Bibliography

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(To be continued)