

Lundy Island Local Issues

Presented by Rich Drews to the
Collectors Club(NY)

October 21, 2015

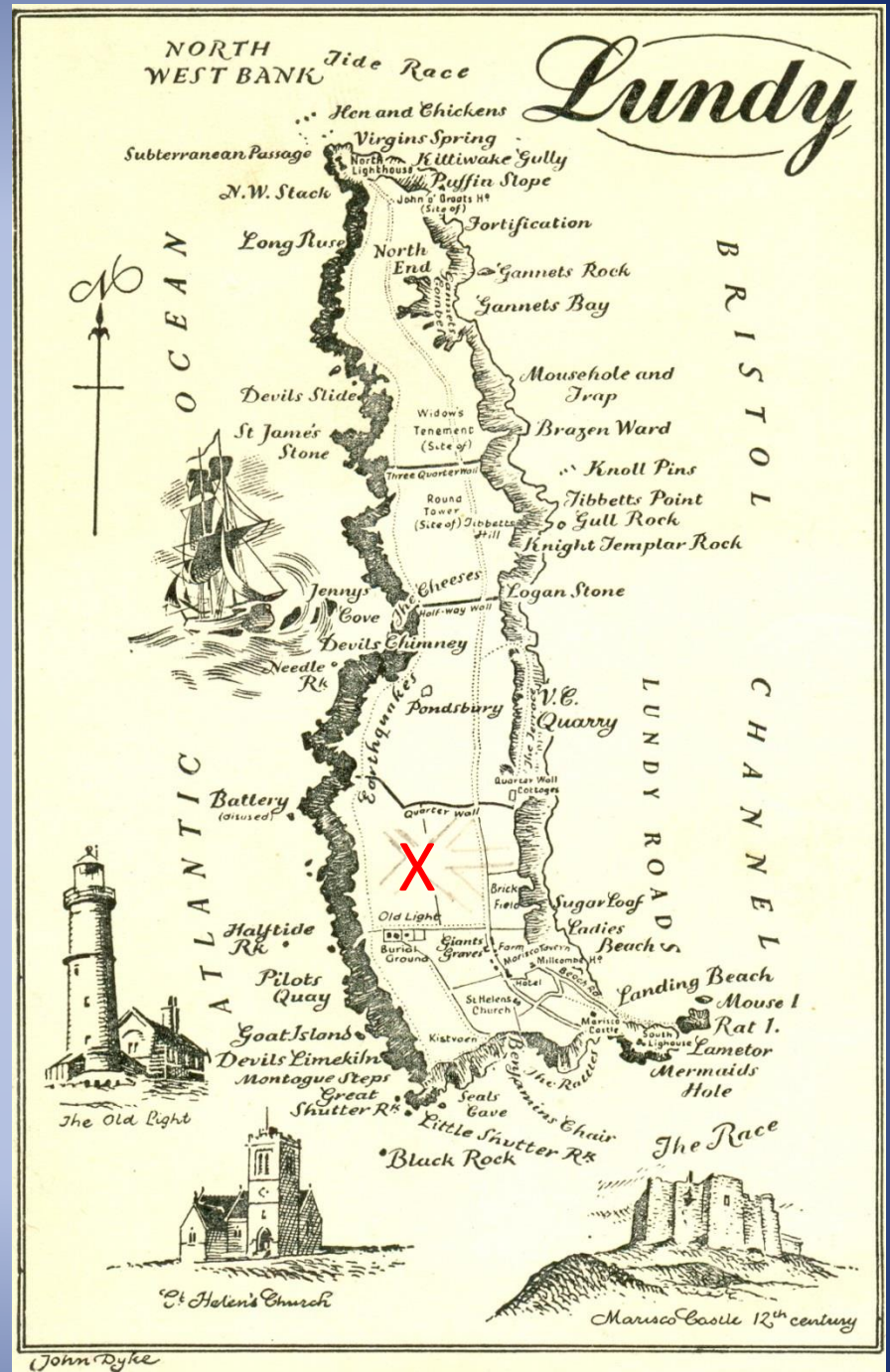
LOCATION

12 miles NW of the nearest point of land, Lundy is the navigation hazard to ships heading to and from the Bristol Channel. Lund is Icelandic for puffin and ey is bird. Puffin Island.



GEOGRAPHY

Lundy is 3+ miles long by ½ mile wide. It's granite and towers 400 feet above the Atlantic. 3000+ miles west is Newfoundland. The windward side is desolate while the leeward side sports rhododendrons up to 15 feet tall. Stone walls divide it into quarters.



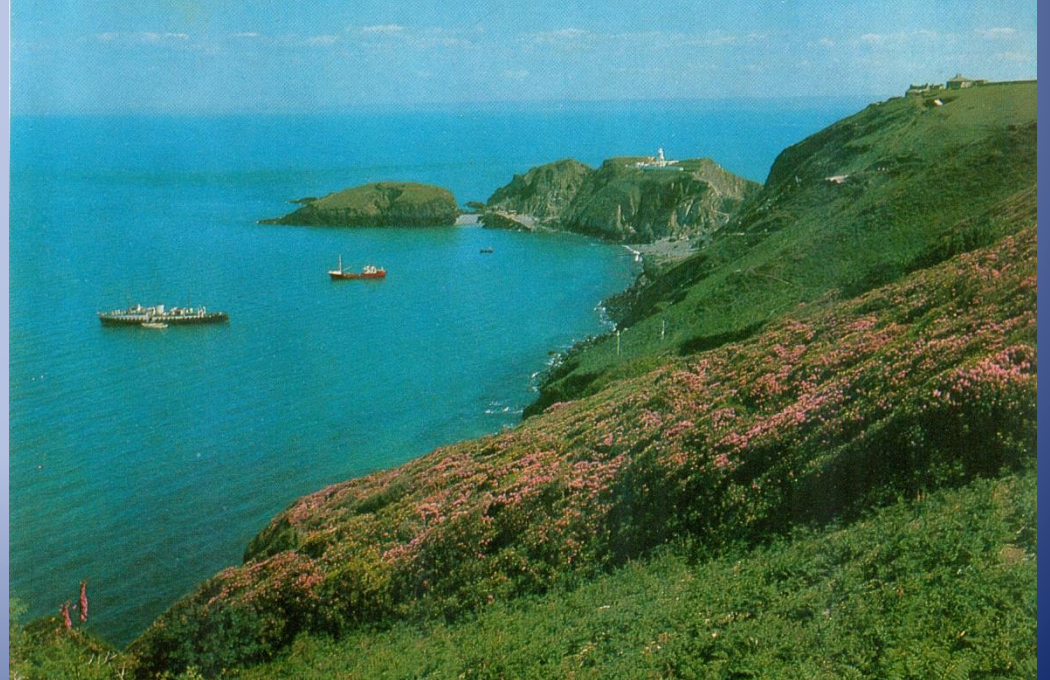
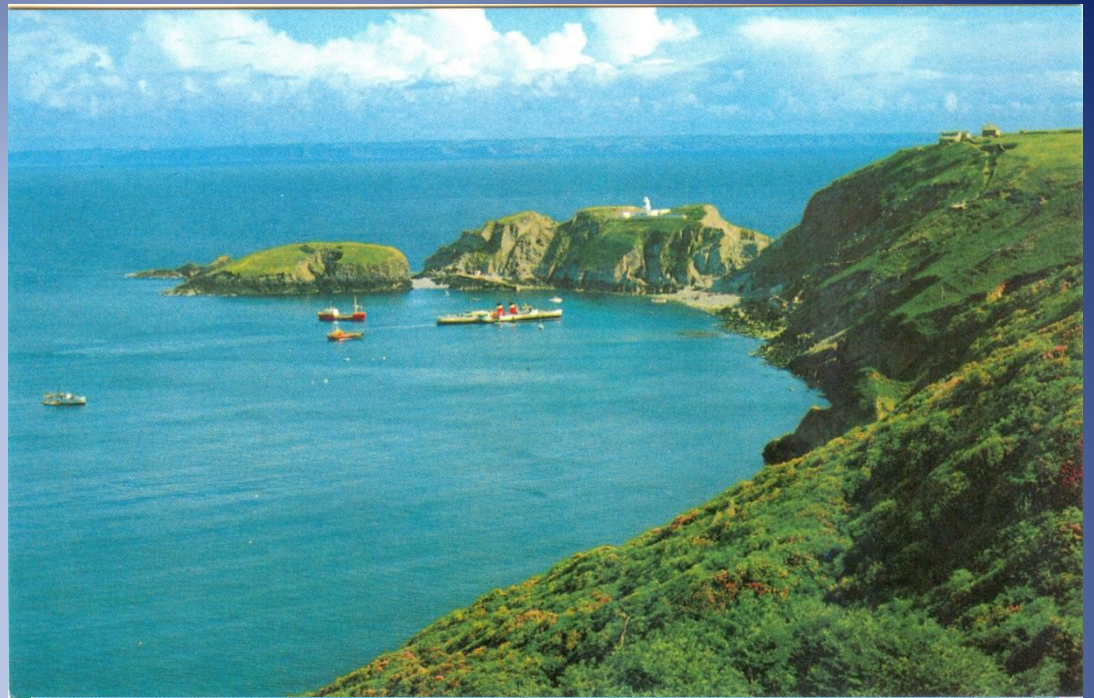
AERIAL VIEW

Viewed from the SE Lundy looks somewhat like a very bumpy granite aircraft carrier. It is the only windbreak for ships to seek shelter from frequent storms blowing in from Newfoundland.



LEEWARD VIEWS AND LANDING BEACH FROM THE NORTH

The south lighthouse and the landing beach are visible in the upper right quadrants of both pictures. The lower view shows the masses of rhododendrons that blanket much of the leeward slopes and shelter a herd of Sika deer. Soay sheep and rabbits roam the island.



RHODODENDRON TUNNEL

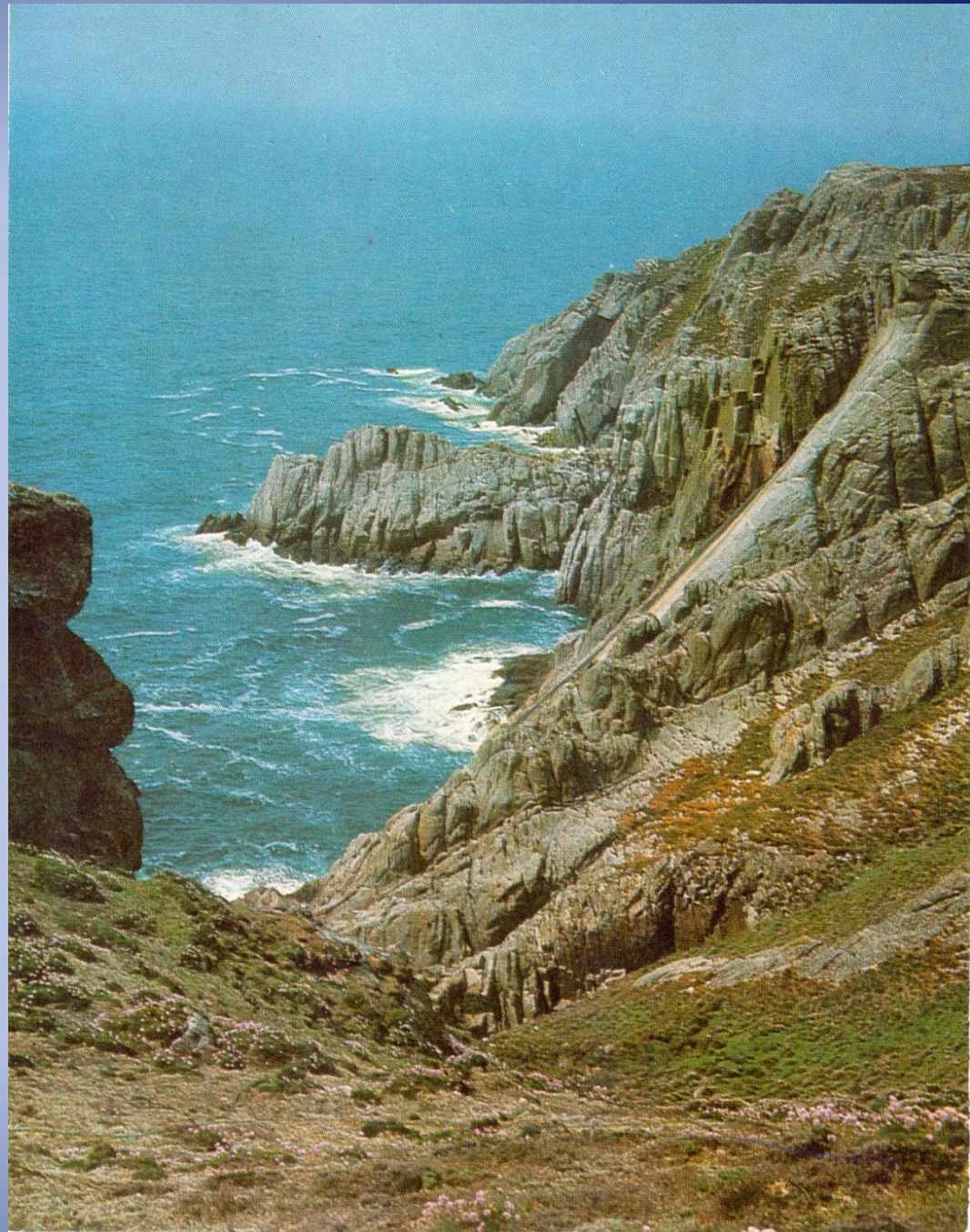
Top view: a hiker exiting the tunnel as seen from outside the south entrance. The tunnel must be cleared several times each year.

Bottom view: looking at the south light from just inside the tunnel, about 10 feet from the previous shot.



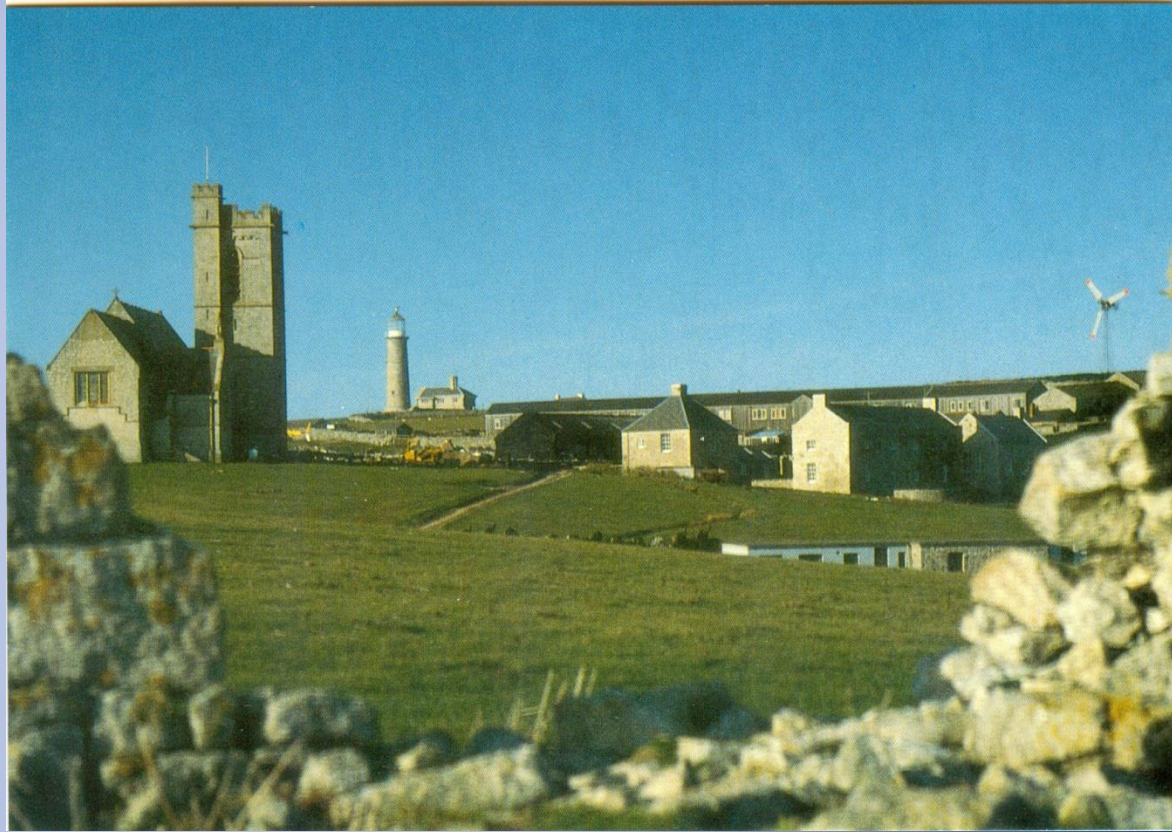
WINDWARD VIEW: THE DEVIL'S SLIDE

Taken from north of the midpoint of the windward side of Lundy, imposing cliffs show why for over a 1000 years the island was a natural fortress and a haven for Viking raiders and pirates. It was once owned by the Knight's Templar.



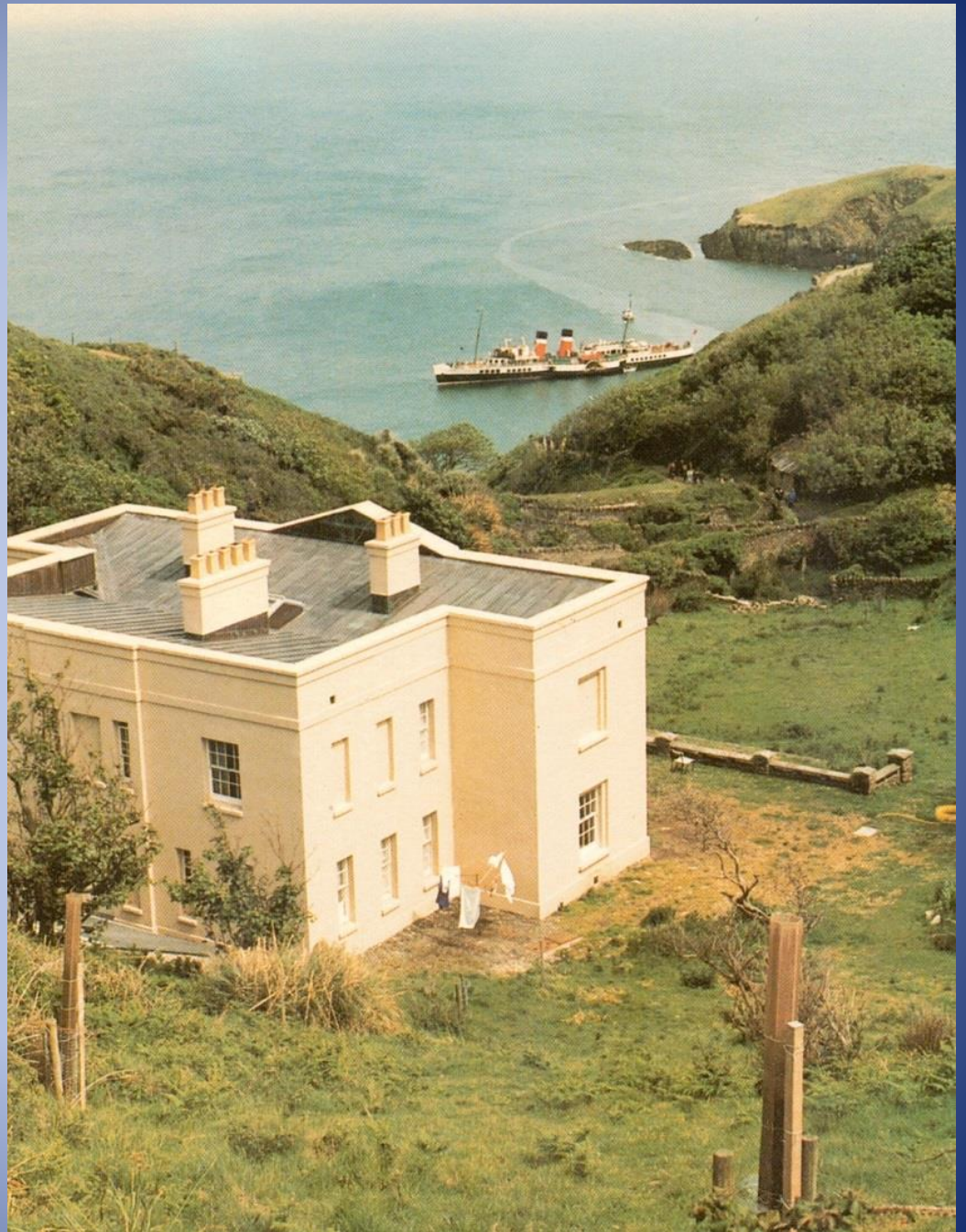
LUNDY: THE VILLAGE

Looking west from the heights of the southern quarter of the island, St. Helen's Church, the old lighthouse, the stone buildings and the windmill are visible. Rock walls are ubiquitous to control the sheep.



MILLCOMBE HOUSE

The Heaven family owned Lundy from 1836 to 1917 and built Millcombe House with an inward sloping roof to collect water in giant tanks in the basement. It provides the best housing on Lundy.



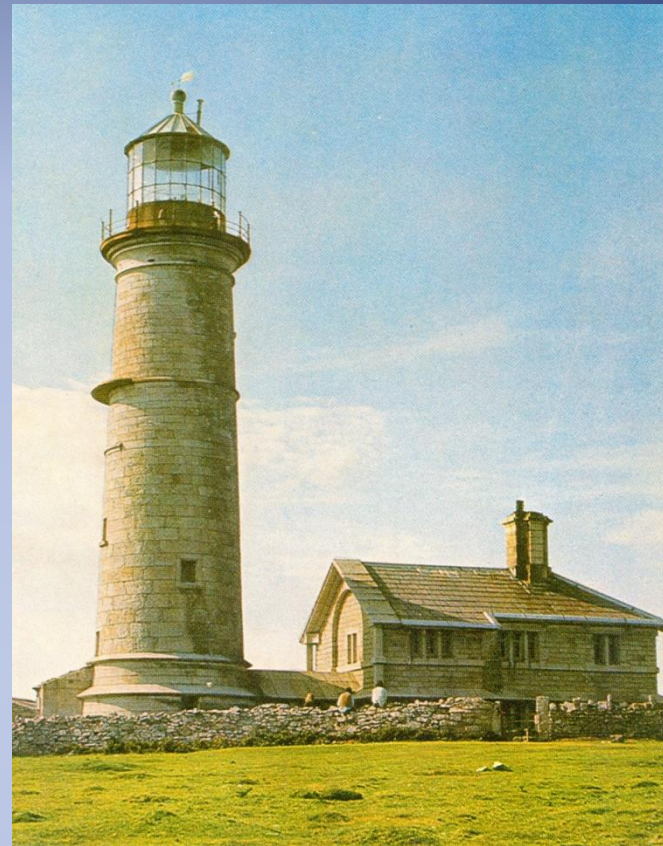
CHURCH AND QUARTER WALL

St. Helen's Church was built by the Heaven family, who called Lundy "the Kingdom of Heaven." The one quarter wall leads west towards the windmill that powers the island. The old light and keeper's cottage are in the distance.



THE OLD LIGHT

The old light was built in 1819 of Lundy quarried granite on the highest point of the island. It is 96 feet high and was often shrouded in fog. In 1861 a fog signal battery was built a short way down the cliff and fired off every 10 minutes. In 1897 both were abandoned and replaced by the north and south lights which were much shorter and closer to the ocean. It's still a tourist draw, day and night.



NORTH LIGHT AND BATTERY

The north and south lights were staffed by lighthouse keepers from Wales, but were automated 25 years ago. G.F. Waghorn, keeper for the north light, was a source of many Lundy covers. The cannon remains.



JUST FOR FUN

Even on a lovely day you're safer wearing something waterproof. It may be 75 degrees and sunny on the leeward side. Climb to the top and it could be 45 degrees with 40mph winds and horizontal rain. Umbrellas are useless, even for Mary Poppins.



GETTING THERE

MS Oldenburg sails with the tides twice a week, weather permitting. Note the 3:00am departure.

The ship was built as a riverboat, has no keel, a 5' 5" draft and can carry 267 people. The ship and Lundy are now owned by the Landmark Trust.



CATERED DINING

Most of the housing on Lundy is for rent to tourists. Many choose to camp or are day trippers. Chicago Lundy club members rented Millcombe House. A French cook provided gourmet meals. This night was lobster, caught locally for a special dinner.



FORERUNNERS

Little survives of Lundy postal history prior to the 1880's. Trinity House built the old light and much later a telegraph station. Some Heaven family correspondence survives without Lundy markings. Routing instructions on this SFL, the earliest postal evidence of Lundy, identify the ship of the privateer who carried the letter to Ostend from Lundy.

LUNDY ISLAND: THE EARLY YEARS

Purpose: This exhibit shows the development of Lundy Island from pirate haunt to a privately owned sanctuary which, after conflict with the British Post Office, set up its own postal service to the mainland.

History: Lundy is in the Bristol Channel 12 miles off the Devon coast. It was held by private owners with allegiance only to the Crown. For 700 years the inhabitants were free from taxes. Even police asked permission to set foot on Lundy. In 1863 a company was formed to quarry granite but the quality was not satisfactory and the company folded. In 1884 telegraphic communication was extended from the Postal Telegraph Office at Hartland to a new Signal Station established by Lloyds. Lundy was the worst shipping hazard in the British Isles. In 1892, at the request of the Committee of Lloyds, a sub post office was established in the cable hut, the end of the telegraphic cable connecting Lundy with the mainland.

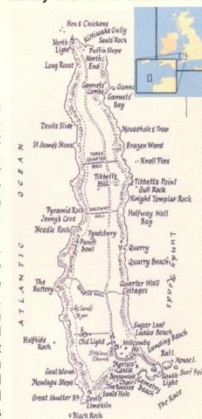
Changes in cancelling devices and mail handling practices are noted along with telegraph forms, registry receipts and post cards, all of which advance the story. The first sub postmaster was F. Allday. He was an ex-Royal Navy pensioner and held the post until 1926. Mail carrying contracts between Lundy and the mainland were let and carried as follows:

Ship	Period
Captain W. Dark	prior to 1914
Captain Beer	s.s. Devonia 1914 - 1918
Mr. A. L. Christie	s.s. Devonia 1918 - 1921
Captain F. Dark	MV Lerina 1921 - 1925
Mr. M. C. Harman	MV Lerina 1925 - 1928

Mr. Harman bought Lundy in 1925 from the Heaven family, who for several decades called it "The Kingdom of Heaven." Replacements for Mr. Allday left Lundy in 1927. No suitable replacement was found. The mail-carrying contract expired. The Postmaster General refused to pay the increase requested by Mr. Harman. **Mr. Harman dismissed the British Post Office from the island as of January 1, 1928.**

Mr. Harman provided two locking mailbags and exchanged them with the sub postmaster at Instow each time he made a trip between Lundy and the mainland. From January 1, 1928 until November 1, 1929 he carried all mails free of charge other than British postage. On November 1, 1929 he issued stamps to defray the costs of carrying mail. The unit of currency was the puffin. In years past, puffin feathers were a source of income. 12 birds yielded 1 lb. of feathers and a system of barter had evolved around the puffin. For Lundy stamps, 1 puffin equals 1 pence.

Lundy Island and the Mainland



Seven Years War (1756-1763) smuggled letter, London to Bordeaux, France. July 1, 1757 with endorsement:

"a Lundy Isle a l'entrée de la Baye de Bristol, par le corsaire le Duc de Cornouaille."

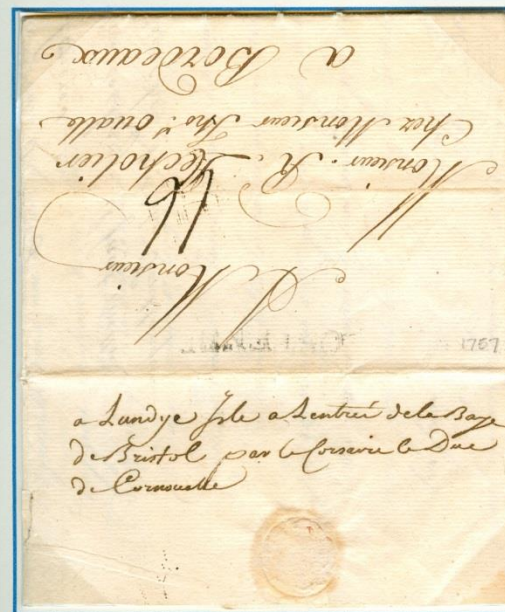
Privately carried from London to Lundy, a long time pirate haunt. It sailed aboard the privateer, *The Duke of Cornwall*, which landed at Ostend, Belgium. The **OS-TENDE** receiving mark shows it entered the mail there and was taken to Bordeaux, 16 decimes due.

Mentions confiscated cargo off the coast of Spain and instructs to communicate through "Mr. Thomas Lechollier at Sam's coffeehouse change alley a Londres".

Second earliest piece of Lundy postal history & the most historically significant Lundy item in existence.

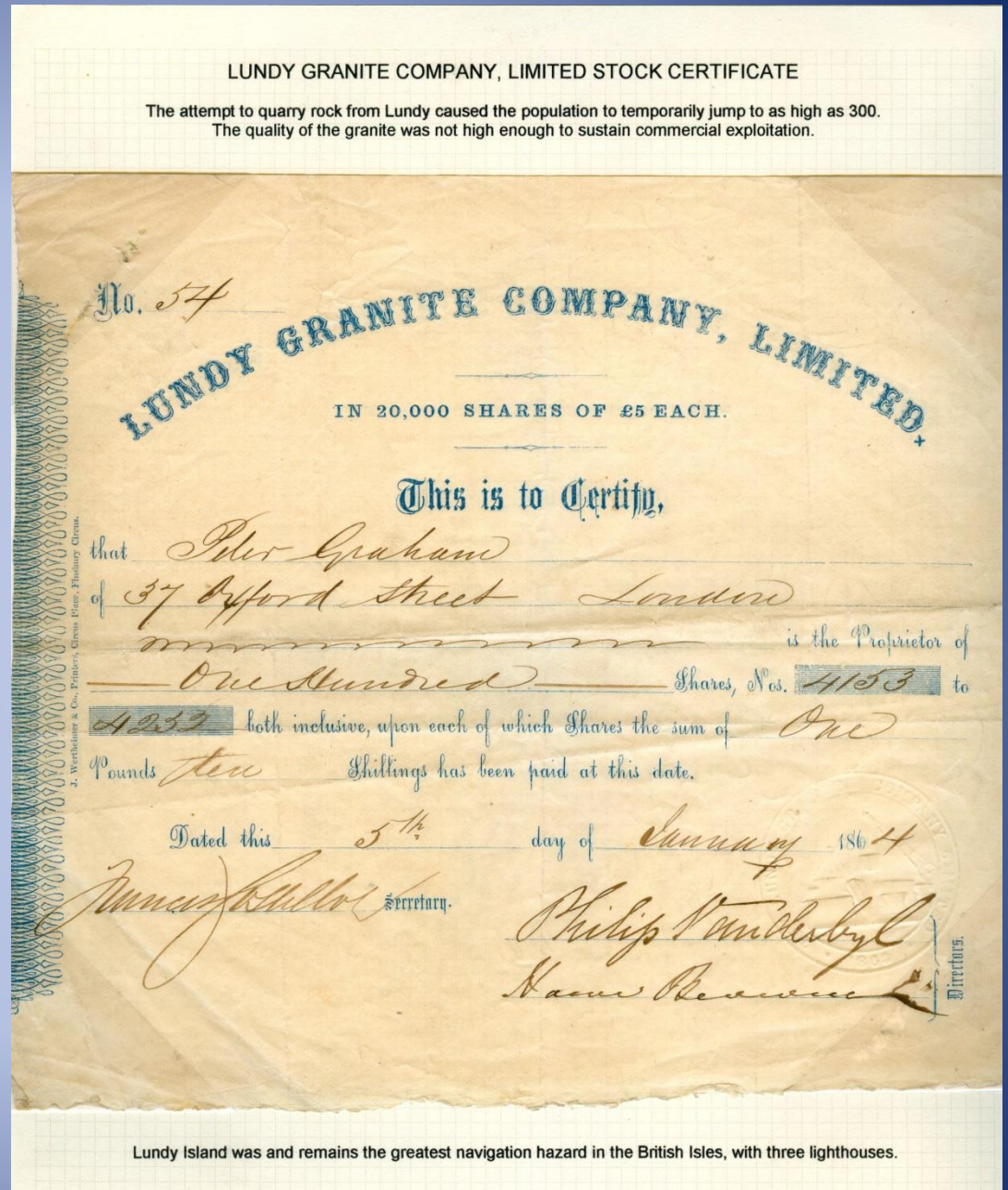
PLAN OF EXHIBIT

Forerunners	F1 P1 - 13
First Issues	F1 P14 - F2 P12
Tramticket Airmail Issue	F2 P13 - F3 P12
Large Map Airmail Issue	F3 P13 - F4 P12
Small Format Airmail Issues	F4 P13 - F7 P8
10th Anniversary and New Engraved Issues	F7 P9 - F8 P10
Red Cross Overprint Issue: Off Island - No Transport	F8 P11 - F9 P4
V & Plane Overprint Issues: 4 Printings - Off Island	F9 P5 - F10 P16



THE LUNDY GRANITE CO.

The Lundy Granite Co. quarried granite from 1863-68 until problems transporting stone to the mainland and poor management shut them down. During that time they built a terrace along the side of the island, connected quarries with a tramway and built an inclined plane to get the rock down to a jetty to load it on ships



VC QUARRY

The VC quarry was named in honor of John Pennington Harman, Martin Coles Harman's son, who received a posthumous Victoria's Cross in WWII. It was his favorite place to play as a child. The Lundy buildings and all the stone walls on the island are built from Lundy granite.



TELEGRAPH SERVICE

In 1884 Lloyd's set up telegraphic service to Lundy and charged for reports of and messages from ships. The Bristol Channel is the busiest shipping lane in the British Isles. The success of the telegraph led to postal service in 1892.

July 15, 1884 Notice of Establishment of Lundy Island Telegraph Service

75% Reduction



"Telegraphic communication has been extended from the Postal Telegraph Office at Hartland to a new Signal Station established by Lloyds on Lundy Island, and Telegrams can be sent to the Island from any Office in the United Kingdom at the ordinary rate of charge for inland messages.

The fee charged by Lloyds for reporting vessels from Lundy Island is 3s. 6d. if the message or report does not exceed twenty words, additional words being charged for at the rate of 6d. for five words or fraction of five words. When a message is sent to the Signal Station requesting that the passing of a vessel may be reported, the sender must prepay the charge for a reply as well as the fee for reporting. These charges must be brought to account by means of stamps on the message forms."

Lloyds Signal Stations.

The Committee of Lloyds give notice that they do not allow their signalmen to signal Telegraph messages to passing ships unless the sender has made a previous arrangement with them. Any person tendering a message which is to be signalled to a ship should be informed accordingly, and referred to the Committee in London. The message must not, however, be refused.

The notice in the "Post Office Circular" of the 13th May last should be amended as follows :—

Lundy Island.

Telegraphic communication has been extended from the Postal Telegraph Office at Hartland to a new Signal Station established by Lloyds on Lundy Island, and Telegrams can be sent to the Island from any Office in the United Kingdom at the ordinary rate of charge for inland messages.

The fee charged by Lloyds for reporting vessels from Lundy Island is 3s. 6d. if the message or report does not exceed twenty words, additional words being charged for at the rate of 6d. for five words or fraction of five words. When a message is sent to the Signal Station requesting that the passing of a vessel may be reported, the sender must prepay the charge for a reply as well as the fee for reporting. These charges must be brought to account by means of stamps on the message forms.

Original Circular Mounted on Reverse for Inspection

Success of the Signal Station led to the establishment of a Sub Post Office on Lundy in 1892

REGISTRY & TELEGRAMS

Before the postal substation opened in 1892 the ship captain would take registered mail to and from Lundy. The Coast Guard handled telegrams. This is the only recorded corrected duplicate sending.

INCOMING REGISTERED LETTER RECEIPTS & TELEGRAMS

No. 81 P. O. 81 the day of 18

Received a **REGISTERED LETTER** addressed to

DATE STAMP. 20 AUG 77 BRISTOL

Postmaster's Signature Capt Wm Dark

Captain Dark picked up his mail and the Heaven family's, owners of Lundy, prior to the opening of a sub office on Lundy. 20 AUG 77, MR 22 80

Fewer than 5 are known.

No. 365 P. O. 365 the day of 18


Received a **REGISTERED LETTER** addressed to

DATE STAMP. 20 AUG 80 BRISTOL

Postmaster's Signature Wm Dark

The Coast Guard handled telegrams starting in 1912. A. Blackwell was local area resident, spent much time on Lundy and wrote histories of the area.

Fewer than 5 Coast Guard markings known: the only duplicate telegram.

POST OFFICE  TELEGRAPHS.

This Form must accompany any inquiry respecting this Telegram.

Office of Origin and Service Instructions Bournemouth

Charges to pay { } Received here at { }

Handed in at { }

TO { A Blackwell The Manor House Lundy Island

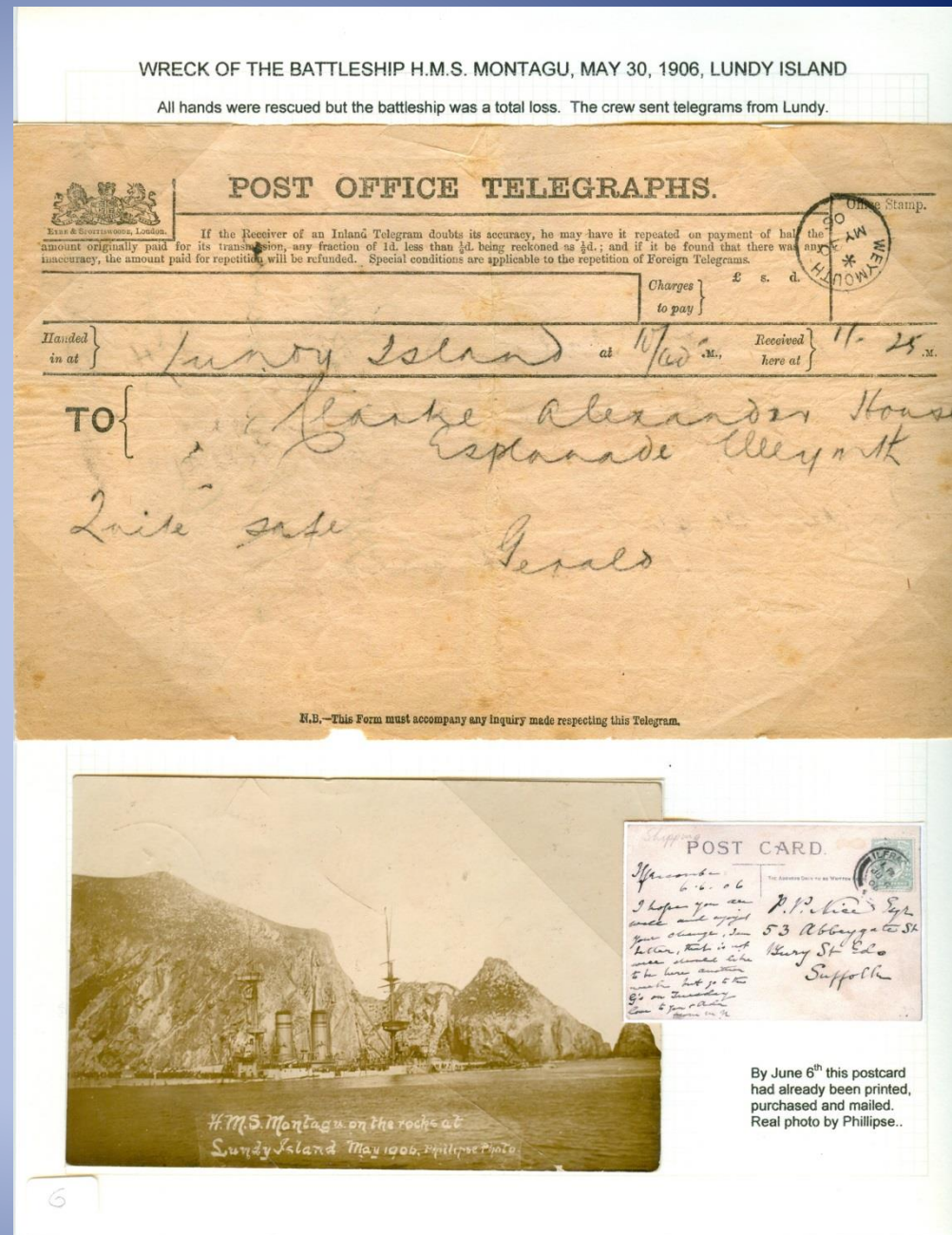
You are in orders from top Good Luck Jones

Corrected Copy

(Original should read 6th)

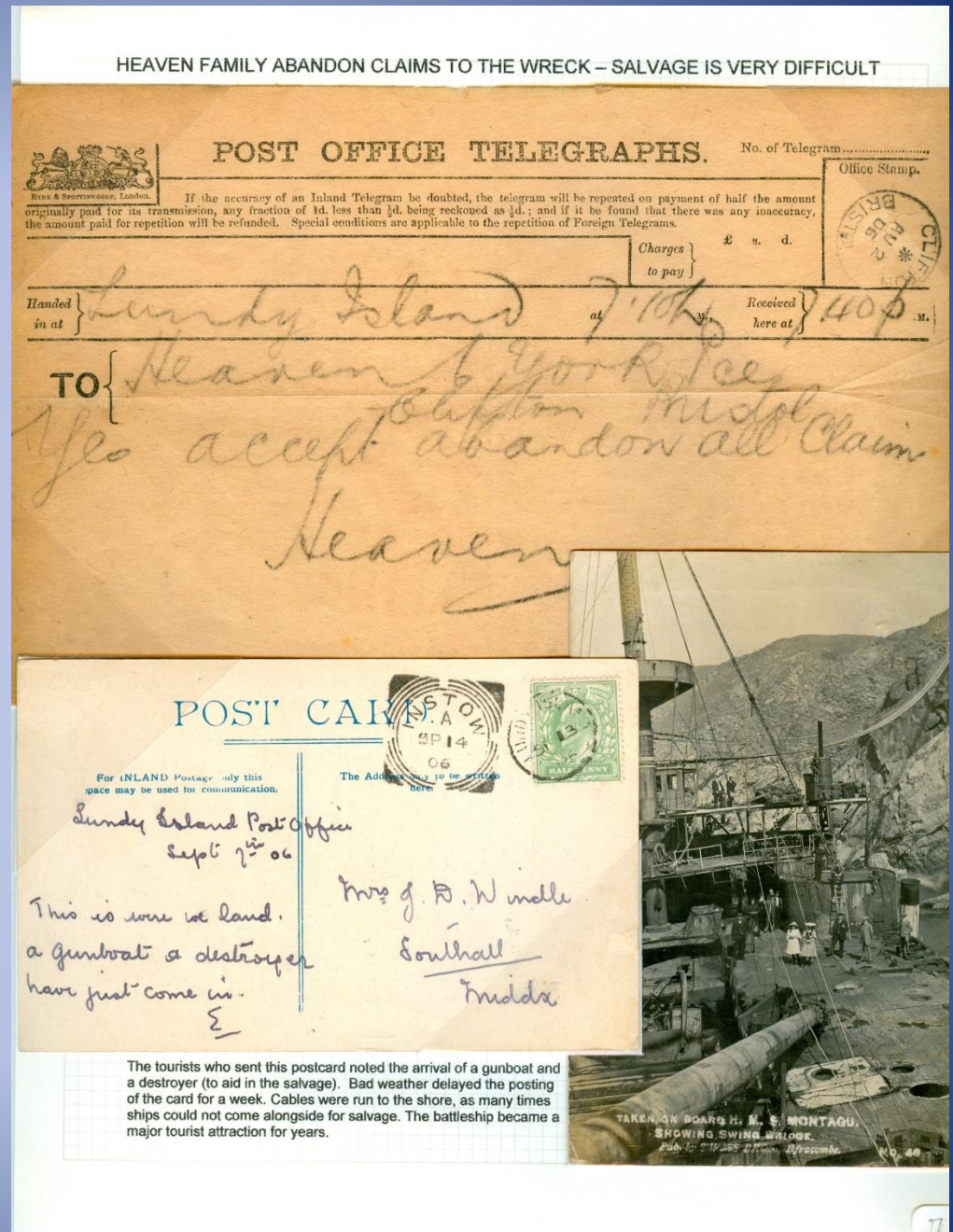
WRECK OF THE H.M.S MONTAGU

The battleship ran aground on Shutter Rock in thick fog. Crew members were allowed to send short telegrams home saying they were safe. Postcards became best sellers, naval careers were ruined and salvage was challenging. Guns and engines were removed, the ship had to be scrapped.



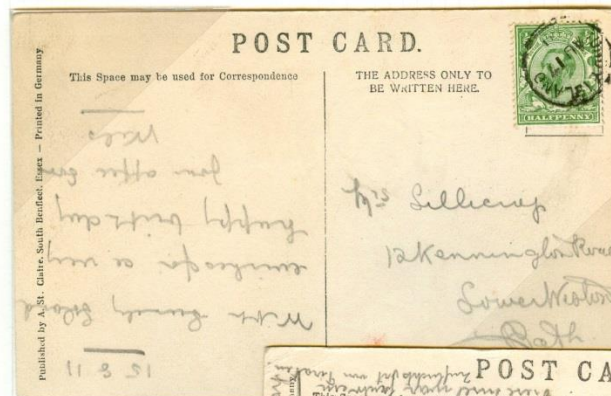
SALVAGE OPERATIONS

Hudson Heaven sent a telegram abandoning all claims to the wreck. The Montagu steps were built to reach the wreck from the island. Ships couldn't moor near the wreck and salvage moved slowly. It took 15 years to haul away the scrap.



FORERUNNERS

Damaged Lundy Cancel Ab - Breaks Above "Y" of LUNDY



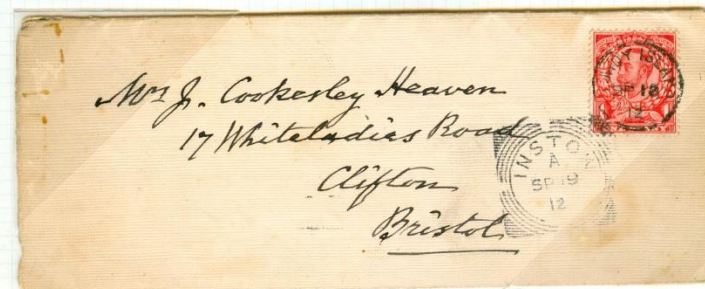
Downey heads Die A available from June 22, 1911 - January 1, 1912. Half penny domestic postcard and one penny foreign postcard rate. The second card is the last recorded date that Captain W. Dark was contracted to carry Lundy mail.

No instow cancel on first, circular instow cancel on second.



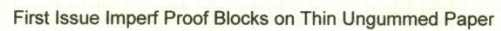
One penny domestic letter rate from Hudson Heaven with 1912 shaded lion version.

Squared instow cancel.



From the original copper engravings

From the original copper engravings



Only one sheet of each value recorded



1/2 Puffin Upper Right Pane

"H" for "L" - "Hundy" variety - position 6 in pane of 30



Martin Coles Harman kept a supply of stamps to order the same designs and colors from the printers.
He marked 10 sets "SPECIMEN" as file copies and gave a few to collector friends.



A Potted History of the Lundy Stamps and Coins

— and the Strange Story of the Man who Thought he was King of Puffinland



These stamps tell an extraordinary tale — about a man who set himself up as king of an island off the coast of England only a few years ago.

The story begins in 1925, when a wealthy Englishman, Martin Harman, purchased the tiny 3-mile-long island of Lundy off the coast of Devon. Presently Mr. Harman had an idea. "Since I am the owner of this island", he mused, "why shouldn't I also be king?" The idea seemed to make sense to Mr. Harman, and like an intelligent ruler, he proceeded to coin money and issue postage stamps for use by the island's inhabitants. The stamps and coins bore a picture of the puffin, a paunchy bird with a supercilious expression which inhabits the island in great numbers.



At first all went well with the Liliputian kingdom. But in 1931 the British government got wind of what was going on. By Jove! Chap coining money, don't you know. Bear looking into, and all that, eh what? The result was that "King" Harman was summoned to court, and charged with unlawfully coining money. A justice of the King's Bench fixed a stern eye on the monarch of Lundy.



"Who did you say is sovereign of Lundy?" asked the judge.

"I am!" stated Mr. Harman emphatically. "And as sovereign of Lundy I coined puffs and half-puffs as I have a right to do".

But the court took a dim view of His Majesty King Harman's regal pretensions. King Harman suddenly found that he was an ex-king, was fined 5 pounds, and was ordered to relinquish his royal prerogatives.

Today, Lundy is part of the British Empire, and former King Harman is an ordinary subject of King George. But the stamps remain, a fascinating item for collectors, unique in postal history. For they are the only British stamps ever issued — not by the British government, not by a British dominion, commonwealth, colony or possession — but by a now private citizen, His Exalted Ex-Royal Highness, King Harman I, Ex-Monarch of Puffinland!

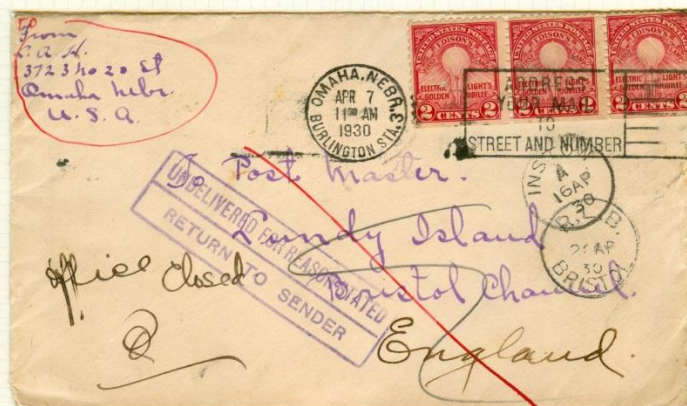


The Post Office resented but tolerated Lundy stamps until mid 1931. From then until 1962 Lundy stamps could not be placed on the face of letters or postcards. Instow, the normal transit port, was more tolerant than the G.P.O., but unaccountably rejected a piece of mail.

This occurred on April 16, 1930, months prior to the end of the trial. The letter below was held until April 29, 1930, when it was marked by the Returned Letter Branch of Bristol, the other transit port. Bristol did not mark Lundy mail. Items without Instow marks are generally accepted as Bristol transit mail.

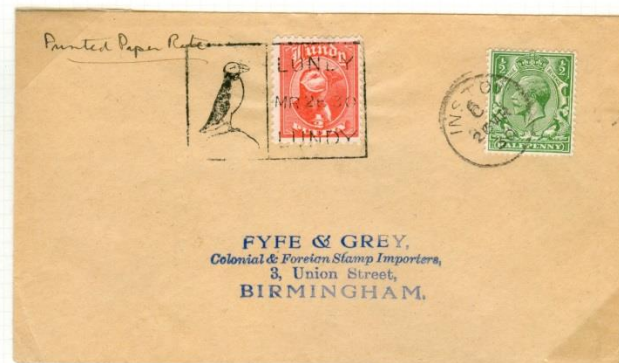
note absence of 1/2 puffin value due to heavy usage

"UNDELIVERED FOR REASON STATED/RETURN TO SENDER"



manuscript "office closed" — office was definitely still open
only known example of returned mail and only known Bristol marking on Lundy mail prior to 1948

G.P.O. Acceptance of Lundy Puffinage



Unsealed printed paper rate, March 26, 1930



Postcard with Lundy puffinage and British postage on same side, less than one month after court decision barring Harmon's right to issue coins, but allowing his local issues to continue.

Acceptance of Lundy Puffinage by Instow P. O.

In mid 1931, a year after the July 8, 1930 court decision against M. C. Harmon for issuing coins, Lundy stamps were to be placed only on the back of outgoing mail.



February 4, 1931 acceptance prior to British Post Office edict



April 20, 1932 usage - Instow PM accepted puffinage on face of letters to Instow until 1935

Early Bisect Experiment and Use Plus the Two Earliest Harman Era Registered Covers

Martin Harman had a distinctly different canceller in London and prepared sample bisects of the one puffin denomination.

Felix Gade made and used a Few on his own mail.

Less than 5 recorded.



Registered from Lundy via Instow to Denmark. 4 1/2 pence registry envelope plus 2 pence additional for foreign letter rate. Lundy half puffin is on the reverse.

The earliest registered mail using Lundy stamps.

The 4 1/2 registry envelope includes domestic postage. Lundy postage was still tolerated on the front of mail by the GPO.

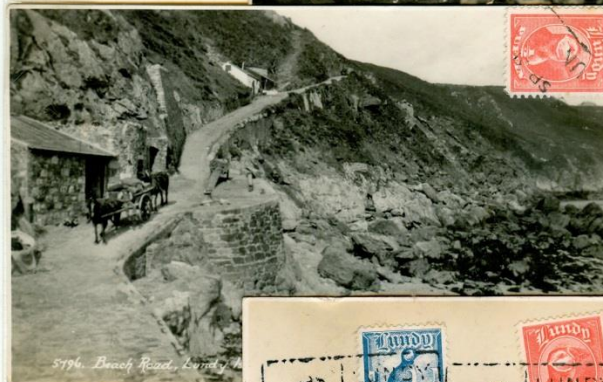


Usages of First Issue

G. P. O. objected to Lundy stamps on the same side of letter or card as British postage

"LUNDY" cancel
Instow, 8/13/37

Less than 10 recorded.



proper half penny rate
Instow, 9/9/31

overpaid
Instow, 9/15/38



Registered Zeppelin Mail to Brazil



INVOICE

851

September 24th 1938

Dr. to M. C. HARMAN

Latham Stamp Coin Co.

ESTATE OFFICE,

*281 Belmont Avenue
Springfield, Mass.*

LUNDY

Telegrams: HARMAN, LUNDY-ISLAND-SIGNAL-STATION.

<i>24/9/38</i>	<i>Y_o</i>	<i>1 Dozen pairs Lundy, Lundy</i>	<i>1/7</i>	<i>1</i>	<i>19</i>
		<i>Registration Portage.</i>		<i>1</i>	
		<i>LUNDY</i>		<i>2</i>	

PAID



Lundy
Sept 24

Return Receipt and Parcel Usages

RETURN RECEIPT

Received from the Postmaster the Registered or Insured Article, the original number of which appears on the face of this Card

Lundy Atlantic Coast
 (Signature of addressee)
B. B. B. B.
 (Signature of addressee's agent)

Date of delivery *2-3-39*

Form 3911 C. S. GOVERNMENT PRINTING OFFICE 12-5115



Incoming – Australia (Money Order Advices), India and Fiji (censored)



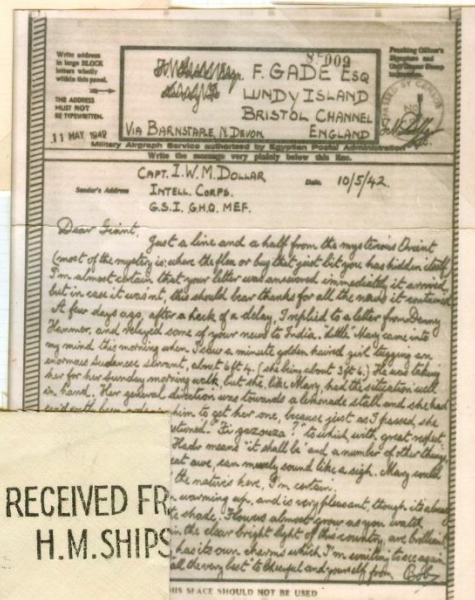
Incoming Usages - Germany and Tanganyika



War Economy Reuse of Envelope
From Lundy postmaster to Bideford postmaster and back



Wartime Communications – Incoming FPO Mail and Military Airgraph Service



BARNSTAPLE AIRFIELD

The opening of the new airfield in June of 1934 put Lundy within easy range of the mainland. Flying captured the public's imagination. A young pilot, R. T. Boyd soon found a way to get in more flying time and get paid.



Lundy's Pilot: R.T. Boyd

- Boyd was a major force behind the airfield in Barnstaple and the founder of the air service between Lundy and the mainland. When WWII started all planes were commandeered and he became an RAF instructor, squadron leader and received the Air Force Cross.

BOYD,
Robert
Thomas
"Bob"



03.03.1908

Bromley,
London

-

?

P/O (prob) 18.09.1939 [74714]
(WS) F/O 18.09.1940
(WS) F/Lt. 18.09.1941 (Emgcy List)
(reld 10.02.1954; retaining
rank of Sq.Ldr.)



AFC 30.09.1941 ?

Merchant. Gained aviator's certificate (1046) taken on a
DH60 Hermes II 106 hp at Rollason Muir & Rickard,
07.05.1932.

18.09.1939

commissioned, RAFVR
(General Duties Branch)
[emergency commission]

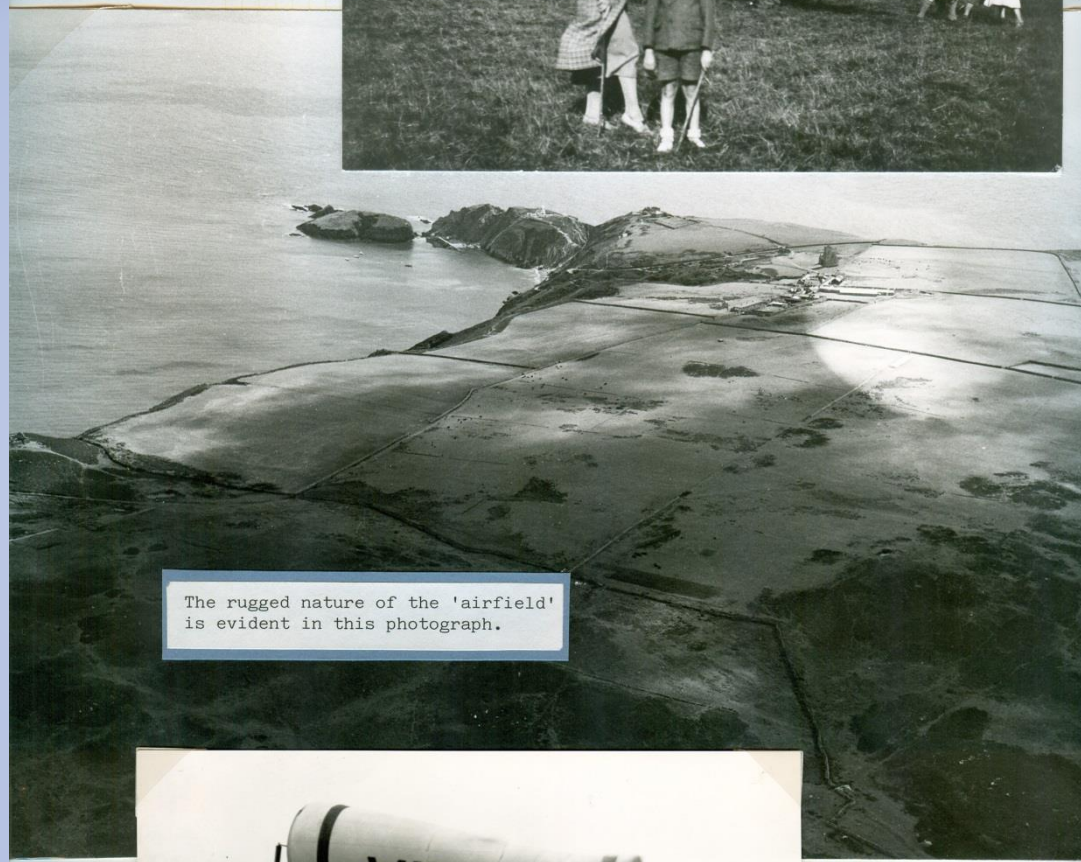
FLIGHTS TO LUNDY

Boyd approached Martin Harman, the owner of Lundy, with the idea of scheduling regular flights to Lundy, carrying passengers, mail and supplies. Test flights were made soon after. No 1934 mail is recorded, but tests went well and service was established in 1935.

The windiness of LUNDY is clearly shown in this holiday snap, taken by a newly arrived passenger on the Short Scion.



The rugged nature of the 'airfield' is evident in this photograph.



The windsock may have changed direction but always remained horizontal!

ATLANTIC COAST AIR SERVICES "TRAMTICKETS" FOR LUNDY ISLAND

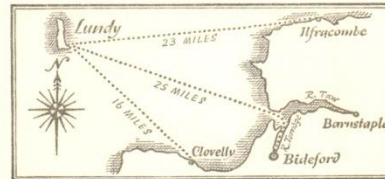
Purpose: This is a traditional study of the private tramticket airmail issues of Atlantic Coast Air Services. The exhibit shows tramtickets from all known rolls, uses of all values, mail to and from challenging sources and difficult markings. This exhibit cannot be duplicated and tells the complete story of the issue.

Background: Martin Coles Harman bought Lundy in 1925, with the mail boat and mail carrying contract. Sub postmaster, F. Allday, left Lundy in 1926. Two of Harman's employees replaced Allday but left in 1927. On December 31st the contract expired. Harman asked the GPO for better terms, they refused and were dismissed from Lundy. He took the mail to and from the island. It was expensive and service was sporadic: once or twice a week during good weather, less in the winter. In 1929 he issued stamps to defray his expenses. Lundy still uses local carriage labels.

Development of air service: Experimental flights started June 1, 1934 per John Stanard, in September per Felix Gade who ran the island for Harman and served as postmaster. No covers are recorded. Flights were made by R.T. Boyd, founder of the Barnstaple and North Devon Flying Club. Boyd agreed with Harman to provide regular air service, with Gade as a director of his company. To track payments for services, Boyd ordered rolls of tramtickets to be numbered, printed with "BY/ ATLANTIC COAST/AIR SERVICES", in values of 1/2d., 3d. and later 1d..

They were used as local air carriage labels around April 1, 1935. Flights were daily in summer, down to once a week in winter. **Demand for stamps and covers was large. The next year a set of stamps designed by Boyd replaced tramtickets.** Airmail service continued until the end of civil flying on September 2, 1939, when war broke out. Planes and boats were appropriated for military use. Boyd became a captain and instructor for the R.A.F. Air service was canceled until October 1950.

Routes to Lundy from the nearest ports and airfield.



Plane on Lundy just after landing with passengers.



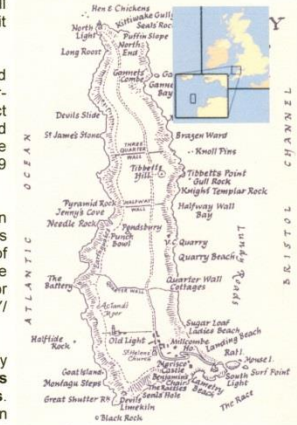
Lundy is nearly solid granite, 3 1/2 miles long, 1/2 mile wide, 300-400 feet high and 12 miles from the nearest point of land. Boats traveled from 16-25 miles, only near high tide in good weather. It took 2 1/2 hours one way. Flights from Barnstaple flew 27 miles in 15-20 minutes.

The Lundy windsock may change direction but is always horizontal.



The landing field flying due South, mainland to the East. A bumpy landing awaits.

Lundy Island and the Mainland



Lundy is quartered by three horizontal stone walls to confine the sheep. The landing field was and is a bumpy field. Boyd was so skilled he flew rescue flights at night, in bad weather, staying below the cliffs to avoid the horizontal winds that blow in from Newfoundland. He'd pop up just in time to touch down and have the islanders grab his plane so it would not blow over. He flew Short Scions MK II, (G-ACUW and G-AETT) cargo planes with 5 passenger seats.

EXHIBIT PLAN

Title Page	Page 1
Tramtickets by Roll and Strips	Pages 2-4
Policy Against Special Requests	Page 5
Half-Penny Uses	Pages 6-10
One Penny Uses	Page 11
Three Pence Uses	Pages 12-13
Last Day Service and Late Uses	Pages 14-16

LUNDY MAIL

Harman agreed to the airmail service with the stipulation that Felix W. Gade, who managed Lundy for him, become a director of Atlantic Coast Air Services. Gade was also the Lundy Postmaster. In this later photo, mail volume grew quickly.

Method of Handling Lundy Mails



On Lundy there is no separate post office building and it is in the general store that the office of Postmaster F. W. Gade is to be found. The methods employed by Mr. Gade in handling both incoming and outgoing mails should be interesting to the philatelic student.

TRAMTICKETS?

HALF-PENNY TRAMTICKETS

FIRST PRINTING ISSUED APRIL 1, 1935

Printed by Willsons - 8 rolls of 500, Consecutively Numbered from Right to Left

Roll 1



Roll 2



Roll 3



Roll 4



All recorded mint examples are without gum.

Roll 5



Roll 6



1 and fraction bar form an inverted "T" on entire roll.

Roll 7



Roll 8

Roll 8 - 2 mint, 3 used recorded
2 on cover examples shown

Second Printing by Willsons - 2 Rolls of 1000, Issued December 3, 1935

Roll 9



Roll 10



Larger, thinner numerals, 1 and fraction bar form an inverted "T" on both rolls.

THREE PENCE TRAMTICKETS

FIRST PRINTING ISSUED APRIL 1, 1935

Printed by Willsons - 4 Rolls of 500, consecutively numbered from right to left

Roll 1



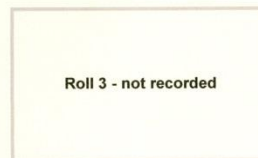
"T" of THREE PENCE indented under "R" of AIR.

Roll 2



Roll 3

Roll 3 - not recorded

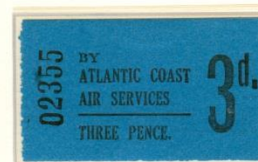


Roll 4



Second Printing by Willsons - 2 rolls of 1000, issued December 3, 1935

Roll 5



Chipped foot of "3" on entire roll.

Roll 6

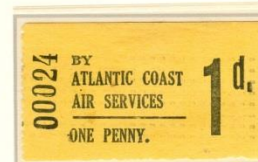


ONE PENNY TRAMTICKETS

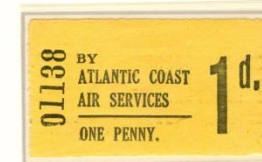
ONLY PRINTING ISSUED DECEMBER 3, 1935

Printed by Willsons - 2 Rolls of 1000, consecutively numbered from right to left

Roll 1



Roll 2



All tramtickets were replaced on April 1, 1936. The one penny was valid for less than 4 months.

TRAMTICKET STRIPS

BY DENOMINATION

1/2 penny: Roll 1, first printing, normal fraction bar

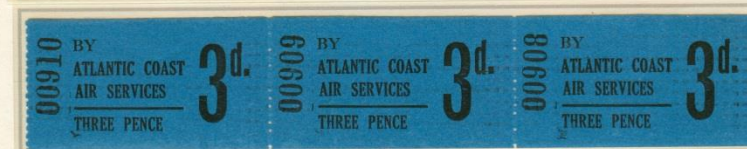
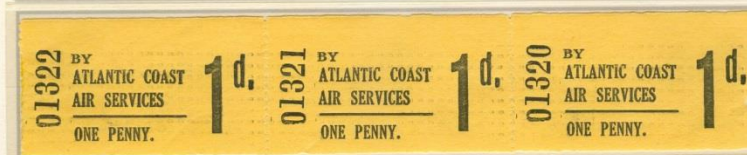
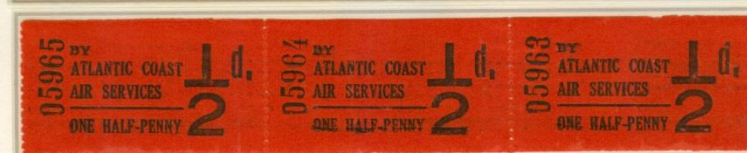
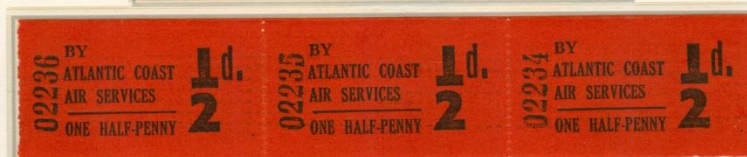
Roll 5, first printing, inverted "T" (1 connected to fraction bar)

Roll 10, second printing, thin numerals and fraction bar

1 penny: Roll 2, no varieties on either roll, all second printing, very few used recorded

3 pence: Roll 2, first printing, standard word alignment - (Roll 1 has indented 3 pence)

Roll 5, second printing, chipped foot of "3"



DAY TEL. BRAUNTON 121.
NIGHT " " 87.

BARNSTAPLE & N. DEVON AERODROME,
HEANTON COURT,
BARNSTAPLE.

AIR TAXIS.
SCHOOL.
SALES.
SERVICE.
SPECIAL RATES TO LUNDY ISLAND AND
CARDIFF.

August 5th, 1935.

R. T. BOYD.
T. W. J. NASH, A.F.M.

WESTWARD
He

CONSE
AIRPORT

RIVER TAW

BARNSTAPLE

BIDEFORD

A. Phillips, Esq.,
4 & 5 Dock Street,
Newport, MCN.

Dear Sirs,

In reply to your letters of 30th August and 4th September, I am still in a difficulty with regard to your letters, as I am unable to carry letters between Cardiff and Barnstaple in the manner you require, as by so doing I should be competing with the mails.

I will, however, carry the package of letters which you have marked to be carried from Lundy Island to Barnstaple, and await your instructions with regard to the other covers.

I can, of course, post the covers which you have marked as to be carried from Lundy Island to Barnstaple at a local Post Office, whereby they would be delivered to the Aerodrome with the postage stamp cancelled, and they would then have the Atlantic Coast Air Services Carriage label affixed, also a $\frac{1}{2}$ puffin stamp on arrival at Lundy Island.

Beyond doing this I do not as yet see how I can meet your requirements without infringing the laws with regard to the carriage of mails.

Yours faithfully, *W. H. J. Nash*

Dear Sirs,

I will, however, carry the package of letters which you have marked to be carried from Lundy Island to Barnstaple, and await your instructions with regard to the other covers.

I can, of course, post the covers which you have marked as to be carried from Lundy Island to Barnstaple at a local Post Office, whereby they would be delivered to the Aerodrome with the postage stamp cancelled, and they would then have the Atlantic Coast Air Services Carriage label affixed, also a ½ puffin stamp on arrival at Lundy Island.

Beyond doing this I do not as yet see how I can meet your requirements without infringing the laws with regard to the carriage of mails.

Yours faithfully, *W. H. C.*

TRAMTICKET USES

HALF-PENNY ROLL 1

The Half-Penny Paid the Air Carriage Rate for a Single Letter Between Lundy and Barnstaple.
The British Post Office Was Refused Authority to Transport Mail Between Lundy and the Mainland.

Tramticket Census

Roll 1 (00001 - 00500)

Mint 19 Used 96

Stamps could be placed on the face of the cover on incoming mail only. On outgoing mail the BPO insisted stamps be placed on the reverse. The 12 puffin Lundy local was a huge overpayment of the half puffin rate. Phillips was an airmail specialist. 1 puffin equaled 1 penny.

Type Bb boxed puffin, the usual cancel. Many tramtickets were not canceled.



To Phillips, but this time overfranked by only one half puffin.

Type Ca straight-line date stamp. Only 10 examples recorded.

Census

Sept. 9, 1935 2
Sept. 12, 1935 2
Oct. 25, 1935 2
Jan. 30, 1936 3
Date not noted 1

TRAMTICKET USES

HALF-PENNY ROLLS 2 AND 4

Roll 3 is not recorded on cover.



Tramticket Census

Roll 2 (00501 - 01000)

Mint 62 Used 14

Cancel Type Bb.

*Properly franked to L. Pitman,
another airmail specialist.*

**Less than 5 covers from
roll 2 are recorded.**

Tramticket Census

Roll 3 (01001 - 01500)

Mint 28 Used 5

No covers recorded.

Tramticket Census

Roll 4 (01501 - 02000)

Mint 2 Used 44

Cancel Type Bb.

*Pitman, another major
airmail specialist, used
a hand stamp to cus-
tomize his covers.*



TRAMTICKET USES

HALF-PENNY ROLLS 5 AND 6



Tramticket Census

Roll 5
(02001 - 02500)

Mint 72 Used 62

1 and fraction bar
form an inverted "T"
on entire roll.

Cancel **Type Bb**.

To Isle of Man.

Tramticket Census

Roll 6
(02501 - 03000)

Mint 106 Used 14

Type Ca straight-line
date stamp used as
cancel.

Only 10 examples
recorded.

Census

Sept. 9, 1935	2
Sept. 12, 1935	2
Oct. 25, 1935	2
Jan. 30, 1936	3
Date not noted	1



TRAMTICKET USES

HALF-PENNY ROLLS 7 AND 8



Tramticket Census

Roll 7
(03001 - 03500)

Mint 4 Used 67

Cancel Type Bb.

By this time more people knew of the air service and sent covers to Gade to be serviced and returned with the stamps they had ordered.

Tramticket Census

Roll 8
(03501 - 04000)

Mint 2 Used 3

3 pence Roll 1
(00001-00500)

Mint 59 Used 13

Cancel Type Bb.



The pilot often carried supplies to Lundy for Felix Gade, getting them directly from local businesses. No British postage was involved. Sometimes British postage was applied to the parcel, not the tag, when the parcel was mailed.

The only recorded use of roll 8. Less than 5 uses of the 3 pence Roll 1 are now recorded. The most important Lundy airmail item.



TRAMTICKET USES



The short period of validity of the tramtickets meant that nearly all uses were within the United Kingdom.

This cover to Northern Nigeria is the most exotic destination recorded.



HALF-PENNY ROLLS 9 AND 10

Second Printing

Tramticket Census

Roll 9
(04001 - 05000)

Mint 191 Used 38

Cancel Type Bb

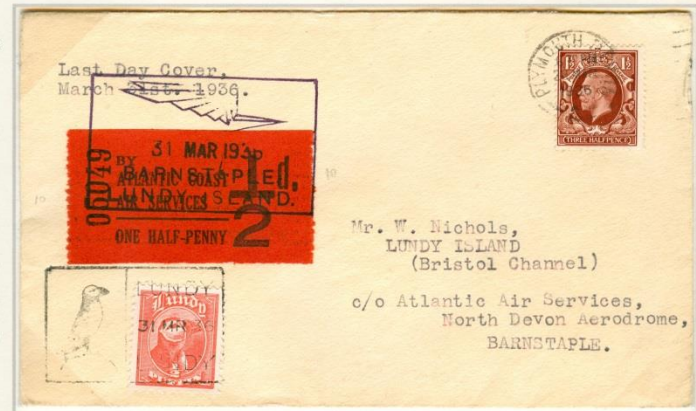
Tramticket Census

Roll 10
(05001 - 06000)

Mint 375 Used 30

Cancel Type Bb

Tramtickets were replaced by the large map series on April 1, 1936. Last day covers were mostly prepared with Roll 10 stamps.



TRAMTICKET USES

ONE PENNY ROLLS 1 AND 2

The 1d. was only in use from December 3, 1935 through March 31, 1936.



Tramticket Census

Roll 1 (00001 - 01000)

Mint 155 Used 8

Lowest recorded number for roll 1.

Cancels Type Bb for both items.

Tramticket Census

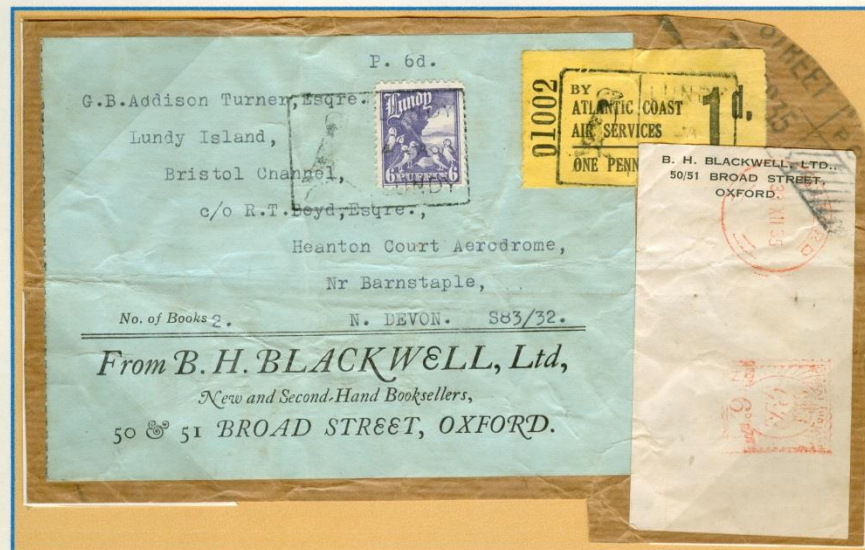
Roll 2 (01001 - 02000)

Mint 238 Used 18

Lowest recorded number for roll 2.

There was a concessionary rate for printed matter.

Only recorded example for 1d.



TRAMTICKET USES

THREE PENCE ROLLS 1 AND 4

Roll 2: 8 Used Recorded, no Covers Seen. Roll 3: no Examples Recorded in any Form.

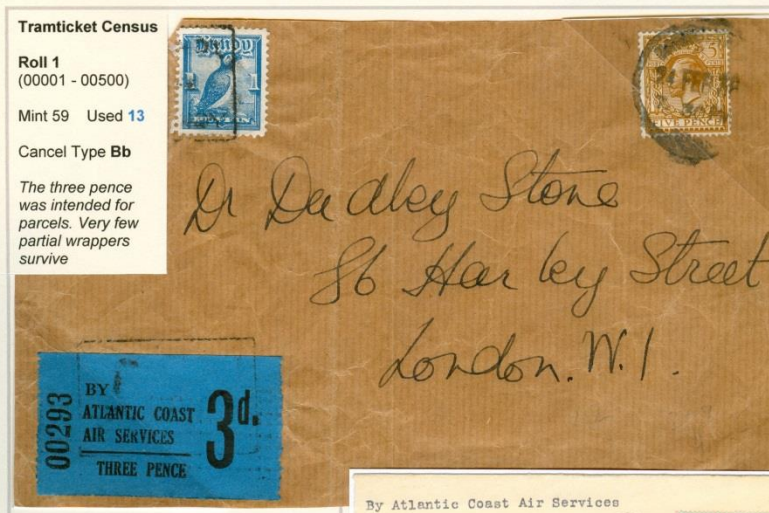
Tramticket Census

Roll 1
(00001 - 00500)

Mint 59 Used 13

Cancel Type Bb

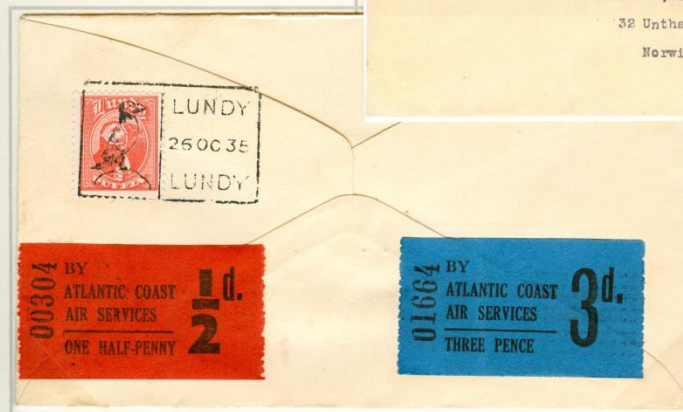
The three pence was intended for parcels. Very few partial wrappers survive



By Atlantic Coast Air Services
from LUNDY ISLAND
to BARNSTABLE.



P.H. Robbs, Esq.,
32 Unthank Road,
Norwich, Norfolk.



Tramticket Census

Roll 4 (01501 - 02000)

Mint 133 Used 26

Half-penny (Roll 1) and three pence tramtickets uncanceled. The full set, prior to the issuance of the one penny.

TRAMTICKET USES

Roll 2: 8 Used Recorded, no Covers Seen. Roll 3: no Examples Recorded in any Form

THREE PENCE ROLLS 1 AND 4



Tramticket Census

Roll 1
(00001 - 00500)

Mint 59 Used 13

Cancel Type Bb

The three pence was intended for parcels. This back part of a bank statement is the only one seen by the exhibitor in 25 years.



Tramticket Census

Roll 4 (01501 - 02000)

Mint 133 Used 26

Cancel Type Bb on the half-penny only

One penny was not yet printed, so added later. The three pence likely added as well.

LAST DAY TRAMTICKET COVERS

INCOMING AND OUTGOING

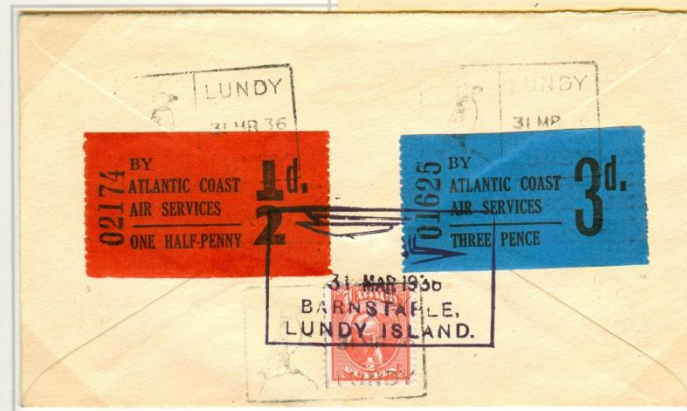
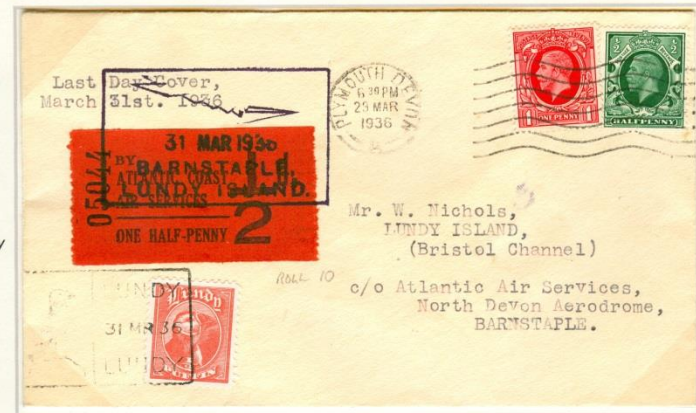
Tramticket Census

Roll 10
(05001 - 06000)

Mint 375 Used 30

Cancel Type Bb

Nichols was an early collector of Lundy airmail covers.



Tramticket Census

Roll 5 (02001—02500)

Mint 72 Used 62

Roll 4 Three Pence
(02001—02500)

Cancel Type Bb

The Midland Stamp Co. was late in buying tramtickets, but were major Lundy related dealers for decades.

TRAMTICKET LATE USES

AIR SHOW HAND BACK COVERS

Tramticket Census

Roll 10
(05001 - 06000)

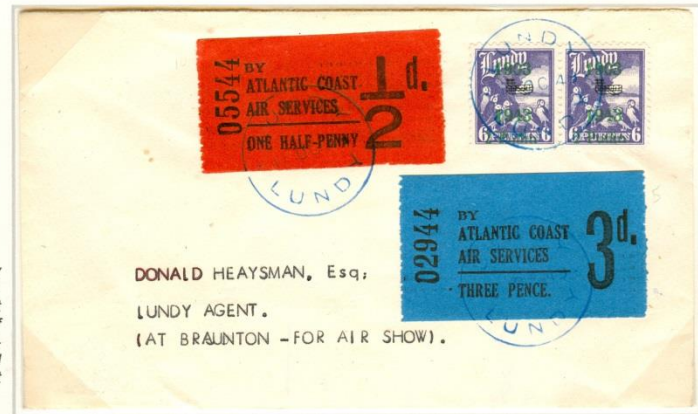
Mint 375 Used 30

Roll 6 Three Pence
(03001 - 04000)

Mint 183 Used 8

Cancel Type I

Air shows were very popular post war. The Lundy agent typed up a number of souvenir covers using tramtickets and the 1943 Wright Bros. overprints.



Tramticket Census

Roll 6 (03001—04000)

Mint 183 Used 8

Cancel Type I

Sales were so brisk that he ran out of his typed covers and used blanks. Most of these covers went to visitors to the air show and never made it back to the philatelic market. Tramtickets bought and covers mailed by day trippers on Lundy also rarely show up on the market.

TRAMTICKET LATE USES



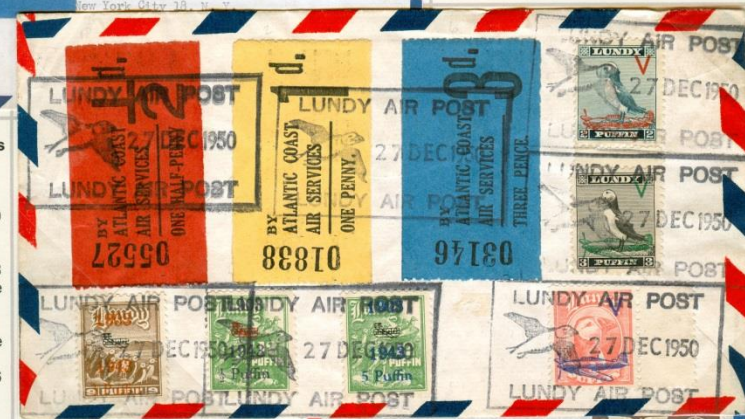
Tramticket Census

Roll 10 Half-Penny
(05001 - 06000)
Mint 375 Used 30
Roll 2 One Pence
(01001 - 02000)
Mint 238 Used 18
Roll 6 Three Pence
(03001 - 04000)
Mint 183 Used 8
Roll 4 Three Pence
(01501 - 02000)
Mint 133 Used 26

Cancel Type J

FLOWN COVERS

After the resumption of air service, the major collectors and dealers created their own covers. John Nicklin used older issues with airmail themes, producing the most colorful and sought after covers of the period. The first mixes tramtickets with Wright Bros. and V + Plane overprints, while the second mixes tramtickets with Jubilee Year By Air stamps. Supplies ran out: mint examples became too expensive to use on covers.



John W. Nicklin
Pioneer of Aerophilately
110 West 42nd Street
New York 36, N. Y.

Tramticket Census

Roll 10 Half-Penny (05001 - 06000)
Mint 375 Used 30
Roll 2 One Pence (01001 - 02000)
Mint 238 Used 18

Cancel Type L

The Large Map Issues of the Lundy & Atlantic Coasts Airlines Ltd.

This is a traditional study of the private large map airmail issues of the Lundy & Atlantic Coasts Airlines Ltd. Experimental flights started June 1, 1934 and test stamps April 1, 1935. The following year a set of stamps was designed by the owner of the airline, Capt. R. T. Boyd, who also was the pilot. This new issue went into service on April 1, 1936 and was very popular. Three other issues followed, all half and one penny denominations, but the large maps continued to do service until September of 1939, when war broke out and Capt. Boyd became an instructor for the R.A.F. Service was canceled. The large maps were the most important airmails and the only issue with denominations up to 1 shilling, which were needed to pay for parcels.

All known original artwork, essays, proofs and approval samples are shown, much of which is just mentioned as existing in the latest specialized Lundy catalog. The stamps were printed in quantities of 2400 except for the one penny (6000) and the half penny (12,000). The two low values were the most frequently used. Full sheets of all values are very difficult to obtain, especially those with selvage and staple holes from the books of 100 sheets from which they were sold. Sheets of all values are shown, overlapped to save space. The exhibit focuses on challenging commercial usages of all values, incoming mail from unusual sources and mail with difficult markings. The exhibit can not be duplicated and tells the complete story of the issue.

Large Map Hand Drawn Essay

Original ink drawing by Captain R. T. Boyd, the pilot, for the large map airmail issue — only recorded example

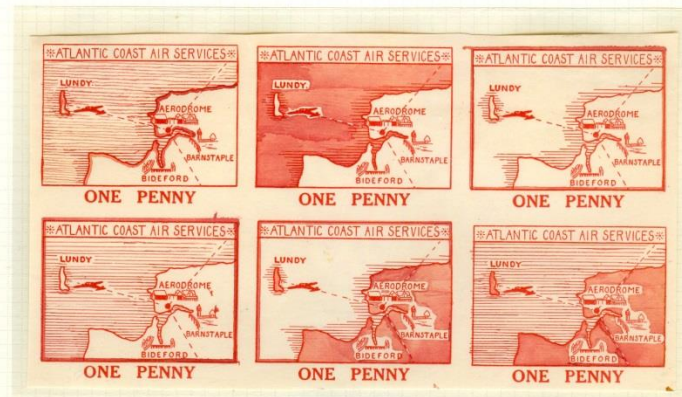


unnecessary detail was eliminated in the finally accepted design

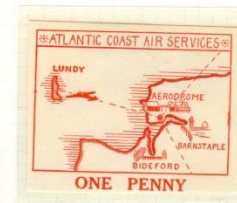
The issues produced from this design replaced the hurriedly printed tram tickets, which went into service on April 1, 1935. The first regular service had used numbered rolls of tram tickets of 3 colors, imprinted with the name of the company and bearing denominations of 1/2d, 1d and 3d.

Original Ink Drawings, Submitted by H. Pincombe & Son

Suggesting various possible improvements of Captain R. T. Boyd's original design – only recorded examples



Intermediate hand inked essay, based on selected design, upper right above



note thicker coastline on upper right design (rejected) and thinner frame line above (accepted)

the flaw in the frame line at right is a constant flaw repeated in the upper right position of each plate

all twelve plate positions were partially hand drawn – major constant flaws will be noted for each sheet

Large Map Issue - Atlantic Coast Air Services

Issued April 1, 1936 - printed by Pincombe - sheets of 12 (3 x 4) - rouletted 9

Imperforate Plate Proofs and Rouletting Errors



SIX PENCE



SIX PENCE



SIX PENCE



SIX PENCE



SIX PENCE

trial color proofs

period
after
LUNDY

flagstaff
on Town
Hall

missing
dash
LR



TWO PENCE



TWO PENCE

rouletted vertically
unrouletted horizontally



THREE PENCE



THREE PENCE

Original Set of Imperforate Plate Proofs

Submitted for Final Approval



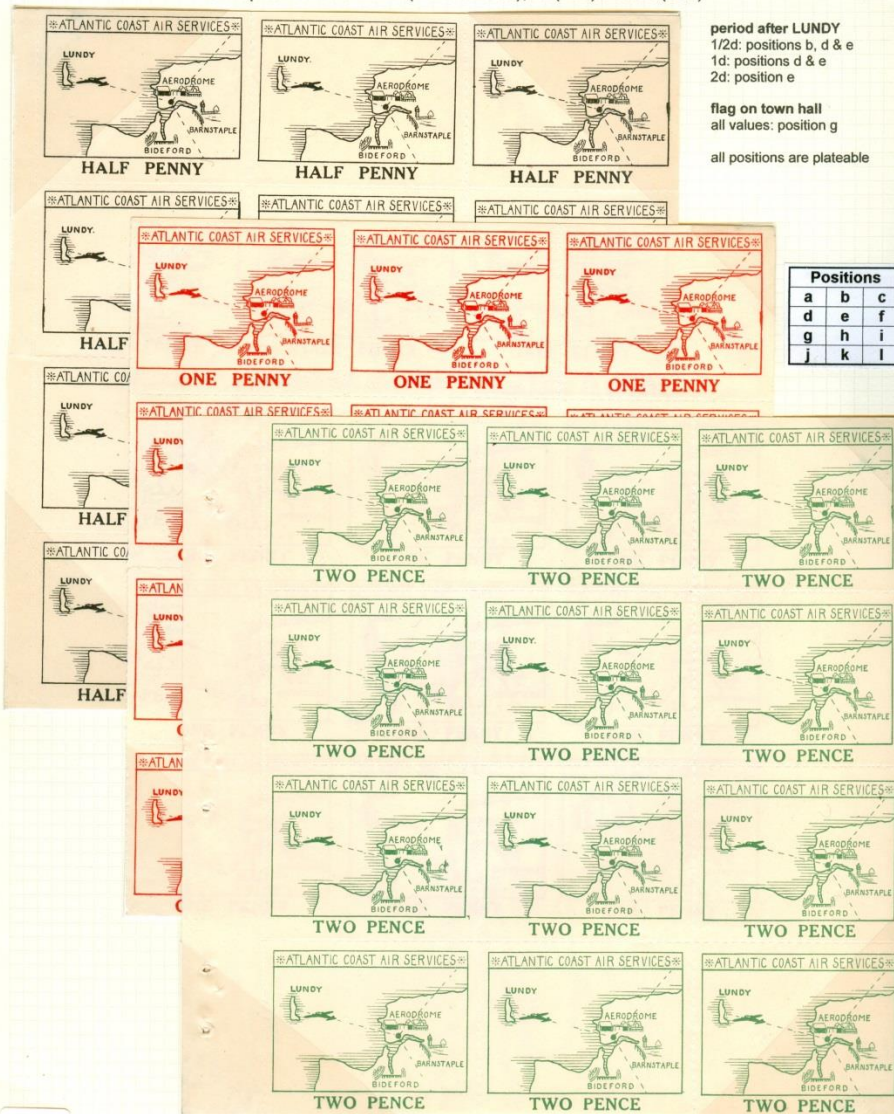
note constant frame line flaw on HALF PENNY denomination which appears in the upper right position on all sheets

Large Maps Set Autographed by Designer and Pilot, Captain R.T. Boyd



Order of printing: HALF PENNY, ONE PENNY, SIX PENCE, TWO PENCE, ONE SHILLING & THREE PENCE

47



Complete Sheets - 3d(200 sheets), 6d(200) and 1/(200)

period after LUNDY
3d: position e
6d: positions d & e
1/: position e

flag on town hall
all values: position g

all positions are plateable

Positions		
a	b	c
d	e	f
g	h	i
j	k	l



ONE SHILLING



ONE SHILLING



ONE SHILLING



SIX PENCE



SIX PENCE



SIX PENCE



SIX PENCE



THREE PENCE



THREE PENCE



THREE PENCE



THREE PENCE



THREE PENCE



THREE PENCE



THREE PENCE



THREE PENCE



THREE PENCE



THREE PENCE



THREE PENCE



THREE PENCE



SIX PENCE



SIX PENCE



SIX PENCE

Postage Due Assessed on First Day Cover Without British Postage



25 MAR 1936
BARNSTAPLE,
LUNDY ISLAND.

Found at Barnstaple
without Contents

L. Thornhill

Barnstable Airport

Reverend



HALF PENNY

UNDY ISLAND.
BARNSTABLE,
-1. Apr 1936

BARNSTAPLE.
UNDY ISLAND.

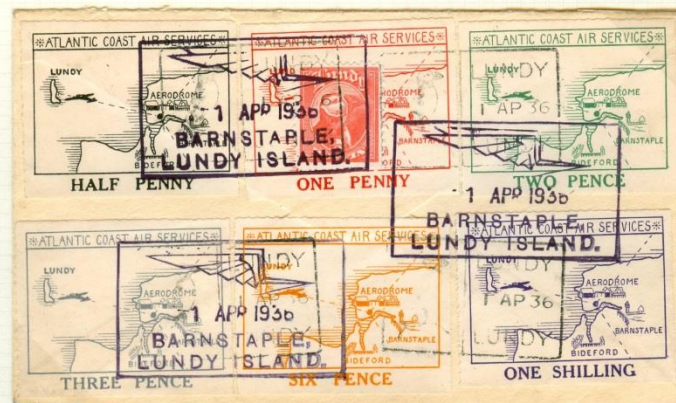
ATLANTIC COAST AIR SERVICES

49

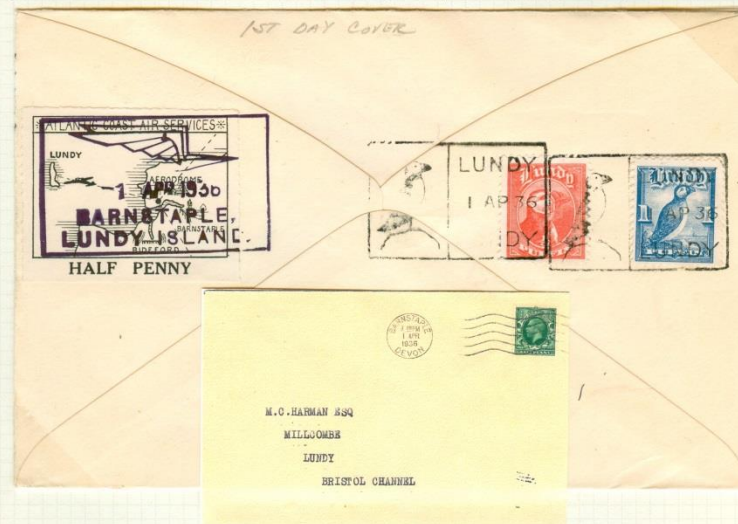
First Day of Issue

Outgoing and incoming covers - stamps on reverse of incoming cover for lack of room on face

All mail was flown from or to the Heaton Court Airfield nearest the Barnstaple Post Office and taken to or from there. For incoming mail Capt. Boyd provided an accommodation address: *c/o R. T. Boyd Esq., Heaton Court Aerodrome, Near Braunton, Devon.* Airmail postage was in addition to British postage and Lundy puffinage at the rate of 1/2d per letter and 1d per pound for parcels.



Only 10 full sets are believed to have been cancelled on first day covers per contemporary records kept by John D. Stannard.





1/2d & 2d Usage

1/2d Postage & 2d(x2) Paying 4d Postage Due on Incoming Mail from Iraq

Outer frame lines on cancel just deleted 2 days earlier

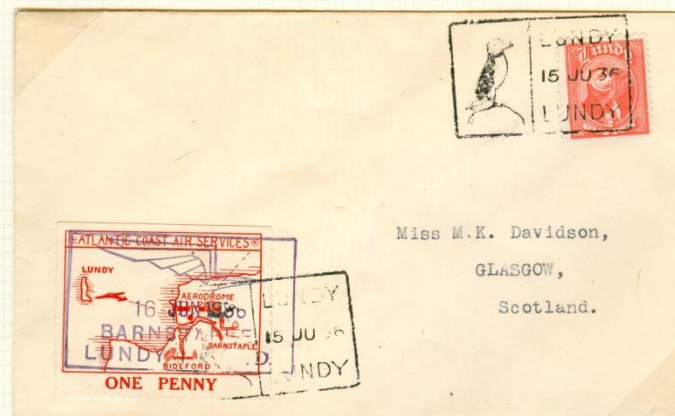


Only known example of the large maps paying postage due
the Mosul due marking is very difficult

Usages - 1d & 2d

Private Carriage to Scotland for Pilot's Friend
Incoming Parcel Wrapper

no British postage applied for private carriage



2d for >1 lb. and up to 2 lb.

Usages - 2d, 3d & 6d

Incoming Parcel Tags – Regular Lundy Suppliers with Accounts

"POST" removed from cancel by demand of British Post Office – "AIR" removed for balance
Pencil notes on the tags regarding weight indicate false franking was often used due to lack of room on the tags.



10d for > 9 lb. and up to 10 lb. properly paid

3d for > 2 lb. and up to 3 lb.
false franking
14 lbs. peaches
9 lbs. pears
10 lbs. other merchandise

7d for > 6 lb. and up to 7 lb.

mixed airmail issues
false franking
pencil notation of 35 lbs.





3d for >2 lb. and up to 3 lb.

6d for >5 lb. and up to 6 lb.

1d & 6d Usages

Bisect of the 1d from Canada
1d & 6d on Incoming Cover



The only authorized Lundy bisect – 10 or fewer examples known.

Bisects were accepted due to lack of space on incoming covers. The 1/2d is known bisected, but paid no rate and was not authorized



AIR / L.A.C.A.L. / POST cancel

Solo Usages of the 1 Shilling

Postcard and Cover

The one shilling was not often used, and then nearly always on parcels – 6 or fewer known on cards or letters



Usages - 1/2d, 2d & 3d

Pilot Signature on Incoming Cover

2 AIR SERVICE TO LUNDY I./ SUSPENDED/ FOR DURATION OF WAR.



to Phila. PA

from Gibraltar



NO BOATS OR AIRPLANES

When WWII started boats and airplanes were commandeered and travel to and from Lundy was very difficult. A stamp sales bureau was set up off island and Boyd joined the RAF. Military passes were required to travel to and from Lundy.

BUREAU MAIL Cancel Trial

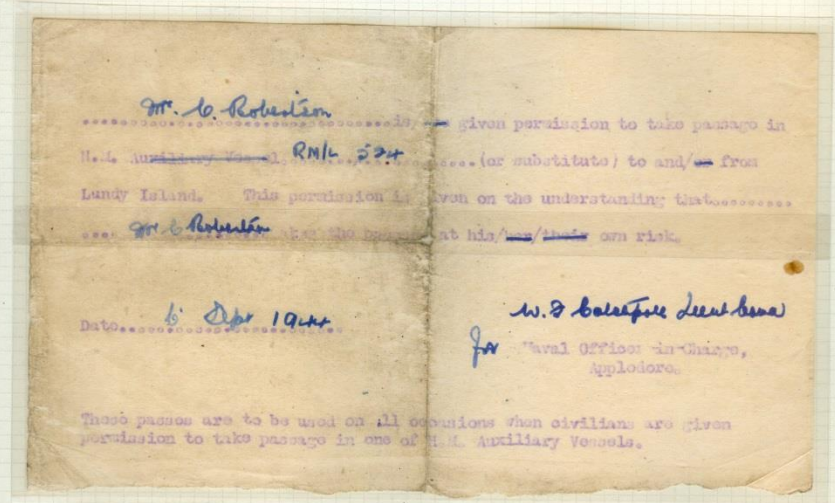
Later Used by Rigby Hall on some outgoing mailings



wartime transportation shortages forced Lundy to move all sales off island with this and subsequent issues

Permission for Civilian Transport to and from Lundy Island

passage valid from the Appledore lifeboat station



"These passes are to be used on all occasions when civilians are given permission to take passage in one of H. M. Auxiliary Vessels."