



Editor: Alan Knight

Production: W.A. Page

JOURNAL OF THE CZECHOSLOVAK PHILATELIC SOCIETY OF GREAT BRITAIN

EDITORIAL

One clear, positive conclusion may be drawn from the answers to our recent CZECHOUT survey: Czechoslovak philately remains very healthy - and so does our membership. The latter, I am reliably informed, is growing slowly year by year. Two very encouraging facts for those of us concerned with this journal - and here I include all our loyal authors and correspondents. Elsewhere in this edition is a brief study of the batch of replies kindly sent in by members.

A fact of life that we must accept as a Society is that the majority of members do not attend our regular meetings. These are attended mainly by our stalwarts who are able to support them. Very many cannot, for many reasons, be with us; these reasons can be of illness or general ill-health, the distances and high costs of travelling these days and the fact that some members prefer to be lone collectors. One fact however, joins ALL of us together and that is that we ALL subscribe financially to the Society's funds. We should never lose sight of this when we sometimes grumble about 'those who won't bother to attend'. Some would give their high teeth to be able to do so!

For a large number of members, CZECHOUT is their only contact with us and it was this one single fact that reminded me when I introduced our 'questionnaire' that we must always present our journal in the most generally attractive way as is feasibly possible. Not an easy task I do assure you, but a very challenging one nevertheless. Therefore, some major alterations will be enacted forthwith. The main one is that our usual 'Supplement' will not appear as such for the foreseeable future. All our pages will be combined into single editions ['too many loose pages' was a complaint that was repeated. Of course, some like supplements and some don't. Therefore, in order to please most of you, the main body of each edition will contain records of the Society's activities and the usual philatelic studies and articles. Remaining information will appear towards the back of each issue and, if required, can be therefore easily removed by members not needing to bind or file them. This will also serve to make life a little easier for our Publications Officer.

The interests of members do greatly vary from the 'modern general collector of everything he/she can lay hands on' as one member told us, through to the advanced philatelists. It will be our endeavour to serve all these tastes although not every edition will appeal to every member. Some will be confined to specialized studies and related comment while others will highlight more recent stamps and postal history, etc. So, if this edition is not to your own individual taste, please remember that we are doing our best. We are solely in the hands of our authors and we take this opportunity to thank these writers for the many hours spent in producing their studies for our mutual benefit. Every one submitted is a generous act on someone's part. It must be said - and remembered - that without these excellent works our journal and our Society would be very much the poorer.

Finally, one aspect is proving popular - your Readers' Letters pages. Please keep them rolling in; they are extremely important to us. Criticise us naturally, but please be constructive. Have a smashing holiday this year in whatever way will be for you. The darker nights will surely follow and with them is the opportunity for closer study of our Czechoslovak philately. Remember, the odd good find is not always expensive!

A.J.K.

1989 COMPETITION RESULTS

Saturday, March 11th 1989 was the occasion of our annual competitions and we were not left disappointed by the quality of the entries. The results were: -

GEORGE PEARSON TROPHY:

- 1st: W. A. Dawson 'The First Anniversary'
 2nd: Mrs. Lindy Knight 'Masaryk Portraits'
 3rd.Joint: B. C. Day 'Provisionals'
 -and W. A. Page 'Scouts and Provisionals'

FRANCIS PETTITT SALVER:

- 1st: Mrs. D. Y. Gren 'The Lidice Story'
 2nd: W. A. Dawson 'Praga '88'
 3rd: R. McLeod '1945 Provisionals'

Following the competitions, we were entertained to a fine display and talk on the matter of some of the "1945 Provisional Cancellations" by Alec Page. This was a very fine collection presented in a unique form and it thoroughly deserved the well-earned Vote of Thanks proposed by Mr. Bob McLeod.

* * *

CHAIRMAN ENTERTAINS

This time, the happy audience was not our own membership but that of the London Sokol Society on the occasion of Brian Day's lecture and display dealing with the SOKOL movement from its inception in the late 19th century up to 1948. Brian exhibited cards, letters and photographs and among the more interesting of these were some cards used as Fieldpost cards by serving members - there were even cards made of wood that had been postally used.

A particular card was that in which the writer pleaded with St. Peter to grant them all good weather for the occasion of the 1907 national meeting ... it rained!

* * *

SOCIETY MONOGRAPH No. 8

We would like to express our grateful thanks to the following for their individual parts played in the publication of our latest monograph, details of which are circulated with this edition:

To the author, JIŘÍ NEUMANN for his work and permission for us to publish it, to our own BILL DAWSON who presented the original copy to Committee with a recommendation that we publish it and finally, to DR. MILAN VENDER who undertook the no mean task of translating the entire into English and printing master copies at a much reduced charge. This has enabled us to offer the finished publication at a much reduced charge than would have been the case had we produced it here on a commercial basis. We hope it will be enjoyed ::

THE FIRST FIFTY YEARS OF CZECHOSLOVAK AIRMAILS

Part 2

-Conclusion-

ROY A. DEHN

THE FLIGHTS

Although the first airmail stamps with the aeroplane overprint were on sale from the 11th August 1920, the first flight did not leave until the 5th October. During the period of validity, which ran until 31 March 1921, there were thirty-one flights. It has been calculated that less than 500 pieces of mail were carried. This was due to the high cost of the service, its infrequency and lack of interest among collectors at the time. Furthermore, collecting airmail covers was in its infancy, so many collectors removed the stamps from the envelopes; genuine flown covers are therefore scarce. Identification of these covers with confidence is only possible where there is a legible backstamp for receipt which must tie up with one of the thirty-one flights, the dates of which are given below. Letters posted outside Prague will have a date earlier than the flight date. Those posted in Prague before 7.00am are supposed to have been cleared in time for carriage by air the same day. Letters which carry the mark of the German train post offices have obviously been forwarded by rail. Although Warsaw was included in the itinerary it is not believed that any mail was carried there by air during the validity of the first air mail series.

DATES OF THE FLIGHTS

1920 OCTOBER 5, 9, 14, 19 (*), 20, 23, 26, 30. NOVEMBER 2, 9, 19 (0), 20.
 1921 JANUARY 25 (**) FEBRUARY 7, 19, 24 (***), 26.
 MARCH 3, 5, 8, 10, 12, 15 17 (****), 19, 22, 24, 26, 29 (*****), 30 (0), 31.

(0) = No mail carried.

* On five flights the plane had to make an emergency landing and the mail was forwarded by train.

(*) Landing at Pforzheim, Germany, (**) Landing Fürth, Bavaria.

(***) Landing Zumhausen, Bavaria (****) and (*****) Landing in Fürth, Bavaria.

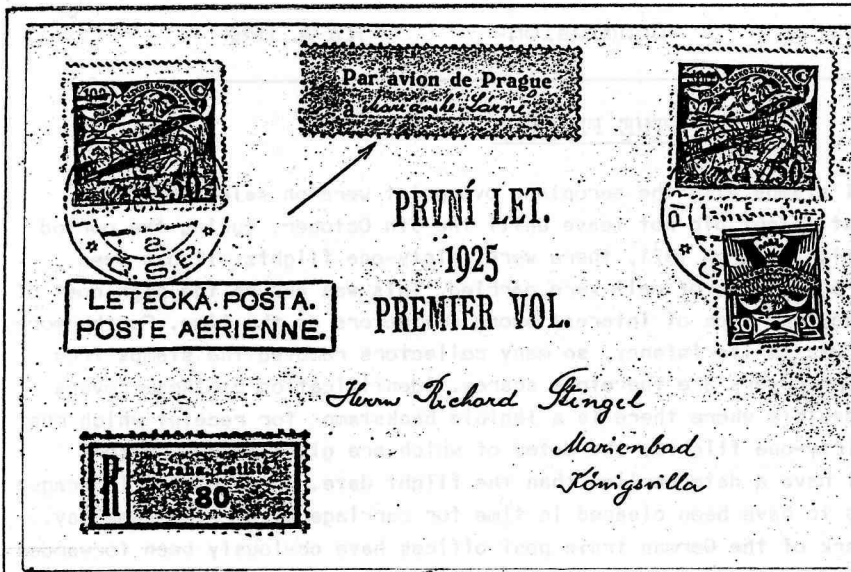
It is believed that the effective first mail flight was on 14 October 1920 and that the flights on 5 and 9 October were experimental with no mail carried, the few letters being sent by rail.

All letters had to carry a special air mail etiquette which was perforated 10 $\frac{1}{2}$ and for which a charge of 5h was made. These etiquettes carried the indication of the route; the top line was in Czech and the bottom in French; e.g:

LETECKÁ POŠTA PRAHA-LONDÝN / POSTE AERIENNE PRAHA-LONDRES

No special air mail postmarks were used in Czechoslovakia until April, 1921, so none appear on mail sent on these flights.

I have the series used on an envelope addressed to Theodore Champion in Paris. The stamps are postmarked PRAHA/ * C.S.P. * dated 12.XI. 21 seven months after the end of validity and there is a single circle arrival mark dated 12.11/21 reading PARIS - IX / DISTRIBUTION. I believe another member of the Society has a similar one. It is possible that this envelope has been allowed through the post 'par complaisance' but I believe that all the markings are likely to be fake, although the three stamps are original. >



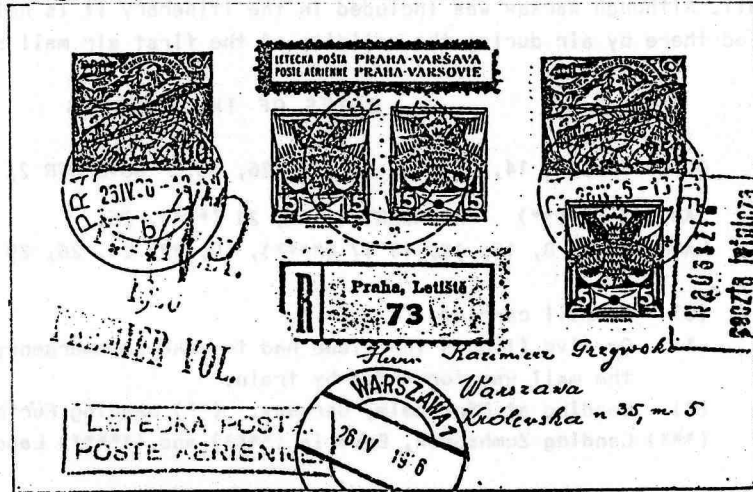
1925 First Flight
Praha-Marienbad

<
Note the manuscript
Mariánské Lázně on
airmail etiquette
.....

Addressed in German
hence "Marienbad"
.....

1926 First Flight
Praha-Warsaw

>
[Boxed Polish cachet]
- and -
Warsaw 1 d/c receipt
.....



26 August 1925

Praha a and
Bratislava pmks

<
[Note the bi-lingual
Air Post label under
postage stamps]
.....

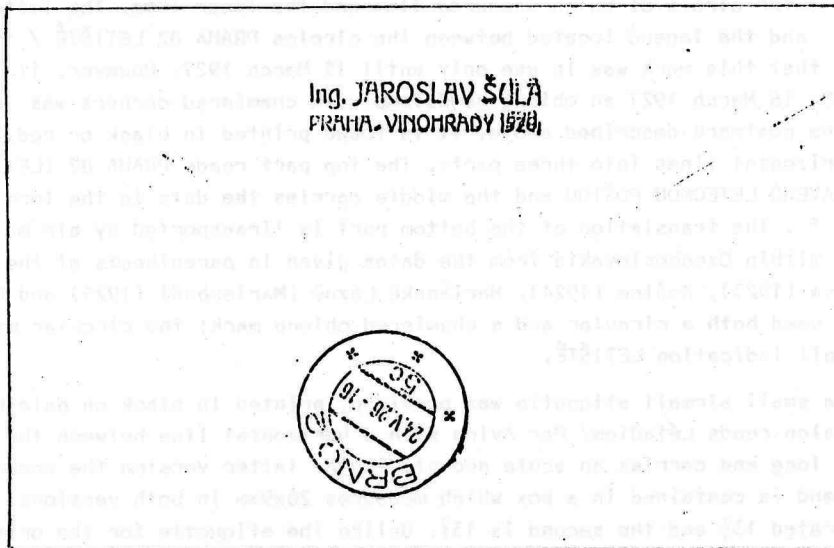




24 MAY, 1926: FIRST FLIGHT TO BRNO (Bratislava-Kosice)
with PRAHA 82/b pmks and First Flight cachet. 10.00am.

Below:- Receipt mark at BRNO 2/5c at 4.00pm. [Illustr. reduced]

.....



A month before the termination of validity of the first series of stamps, Czech airmail was given new life by the reduction of the air mail fee from 1 April 1921. The rate for each 20g was now to be: Paris 3Kčs (24Kč); Strasbourg 1.50Kč (14Kč); Warsaw 1.50Kč (24Kč). The rates shown in brackets () indicate previous tariffs. The fee was payable in addition to the foreign letter and postcard rates which at the time were: Letters first 20g 1.25Kč., the next 20g 0.75Kčs; postcards 0.50Kč with Registration Fee being 1.25Kč. From 1 April, payment of the air mail fee in ordinary postage stamps was permitted and indeed, had to be since a second series of air mail stamps was not available until 14 June 1922, by which time there had been a further alteration in the air mail tariff.

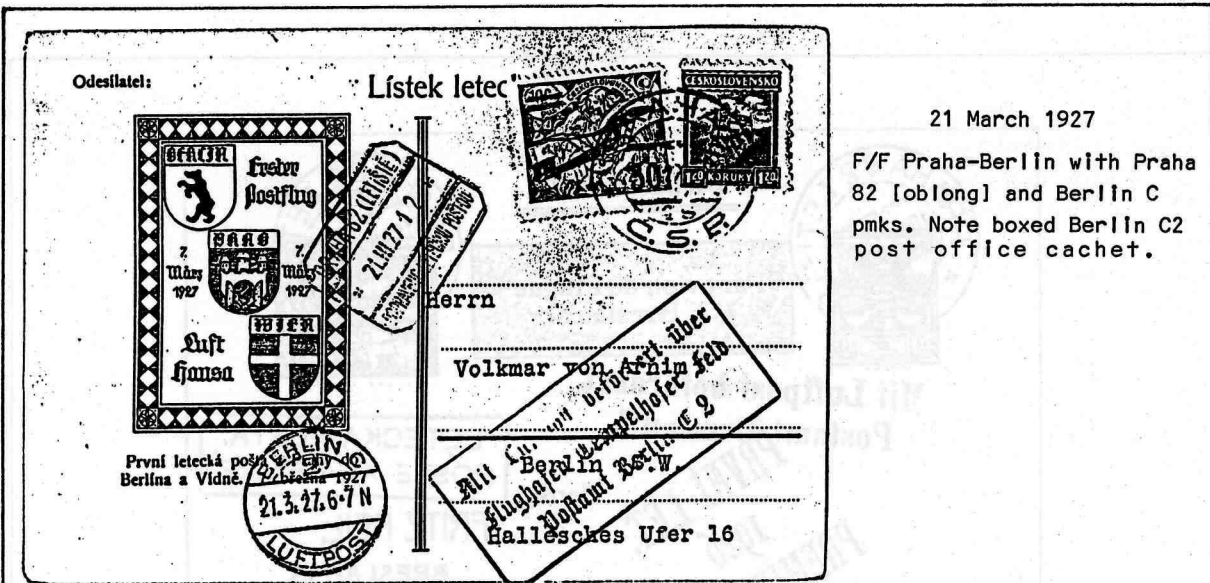
The table below lists the additional fee for air mail with the changes in the tariff. Column a gives the fee for letters and column b that for postcards and printed matter. The 1930 tariff provided for a single fee for both letters and postcards. [shown in Kč]:-

FEE FOR AIR MAIL

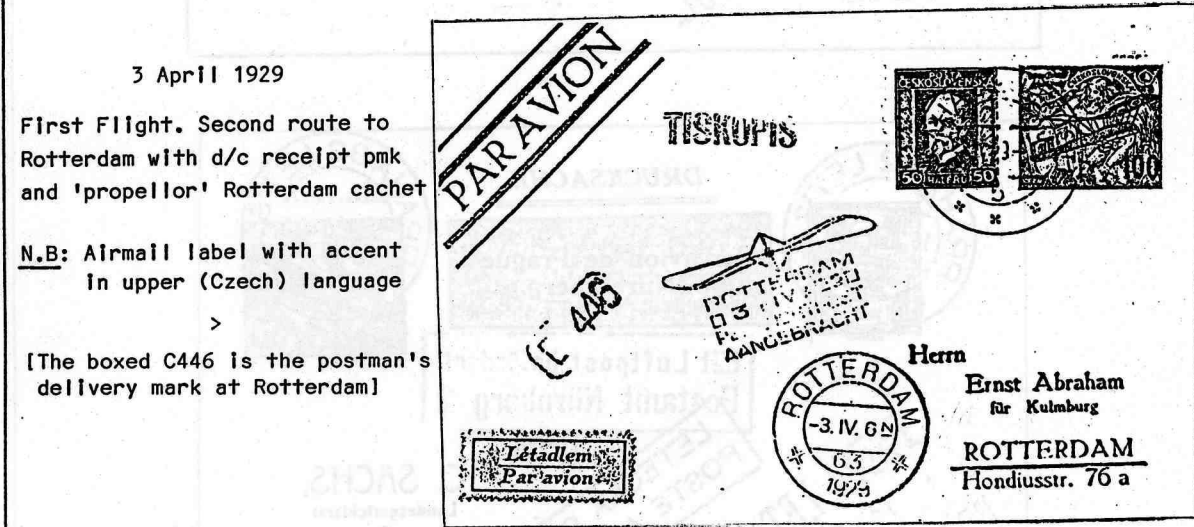
	1922		1923		1924		1930
	a	b	a	b	a	b	
Paris	5.00	2.00	1.00	0.50	0.50	0.25	1.00
Strasbourg	2.50	1.00	1.00	0.50	0.25	0.10	1.50
Warsaw	2.50	1.00	1.25	0.75	0.30	0.15	1.50
Vienna	1.00	0.50	0.75	0.50	0.20	0.10	1.00
Bucharest	5.00	2.00	2.25	1.25	0.85	0.40	1.50
Istanbul	6.50	2.50	1.50	0.75	0.60	0.30	2.00
Belgrade, Sofia, Athens			1.50	0.75	0.60	0.30	1.50
London			1.75	1.25	1.25	1.00	1.50
Bratislava			0.30	0.15	0.30	0.15	1.00

The first air mail postmark was introduced on 1 April 1921 and was in use until 2 March 1926 and occasionally afterwards. It is a double circle with a bridge across the smaller circle carrying the date in the form 10 X 24--7. The outer circle measures 31mm and the inner 20mm. The legend between the circles reads: PRAHA-LETIŠTĚ / * Č.S.P. * . The letter a appears in the chord below the bridge. This mark was replaced on 3 March 1926 by another bridged double circle mark, the outer circle of which measured 31mm and the inner 19mm. The letter in the chord was now b and the legend located between the circles PRAHA 82 LETIŠTĚ / *** . Champion records that this mark was in use only until 15 March 1927. However, it is certainly found later. On 16 March 1927 an oblong handstamp with chamfered corners was introduced in addition to the postmark described above. It is found printed in black or red. The oblong is divided by horizontal lines into three parts. The top part reads PRAHA 82 (LETIŠTĚ), the bottom part DOPRAVENO LETECKOU POŠTOU and the middle carries the date in the form * 21. III. 27 12 * . The translation of the bottom part is 'Transported by air mail'. Air mail was handled within Czechoslovakia from the dates given in parentheses at the following places: Bratislava (1923), Košice (1924), Mariánské Lázně [Marienbad] (1925) and Brno (1926). All these places used both a circular and a chamfered oblong mark; the circular marks do not include the airmail indication LETIŠTĚ.

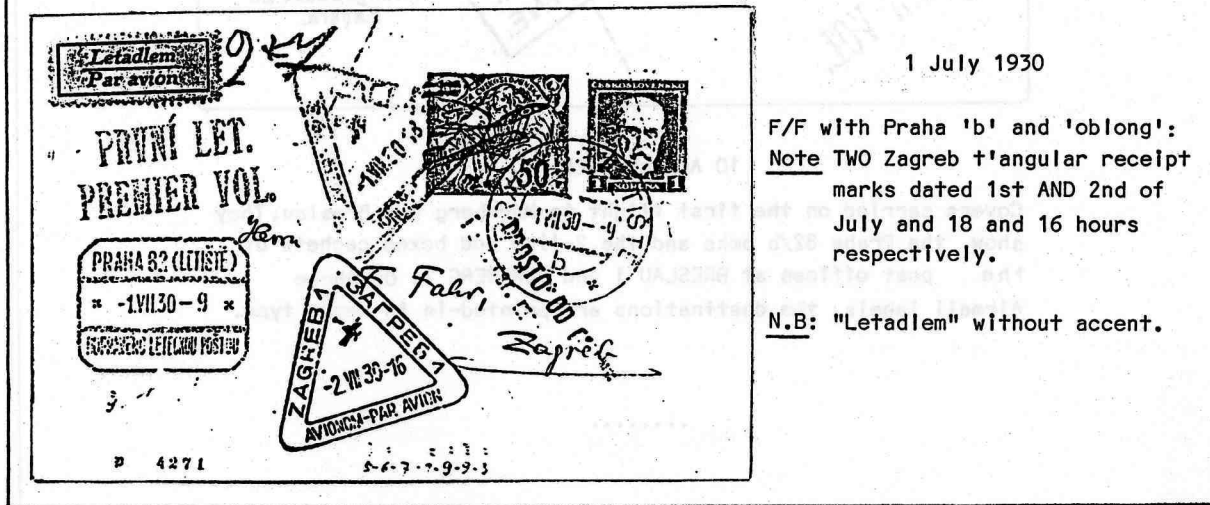
On 1 April 1928 a small airmail etiquette was provided, printed in black on pale blue paper. The original version reads Létadlem/ Par Avion with a horizontal line between the two words. The first e is long and carries an acute accent. In the latter version the accent is omitted. The legend is contained in a box which measures 28x9mm in both versions. The first version is perforated 13½ and the second is 13¾. Unlike the etiquette for the original Prague-Paris service, this one was not sold or distributed to customers but applied by the post office. Registration labels originally carried the legend Praha, Letiště and later it was to read PRAHA 82/Letiště. >



21 March 1927
 F/F Praha-Berlin with Praha 82 [oblong] and Berlin C pmks. Note boxed Berlin C2 post office cachet.



3 April 1929
 First Flight. Second route to Rotterdam with d/c receipt pmk and 'propellor' Rotterdam cachet
 N.B: Airmail label with accent in upper (Czech) language
 >
 [The boxed C446 is the postman's delivery mark at Rotterdam]



1 July 1930
 F/F with Praha 'b' and 'oblong':
 Note TWO Zagreb 'angular receipt' marks dated 1st AND 2nd of July and 18 and 16 hours respectively.
 N.B: "Létadlem" without accent.



10 August 1926

Covers carried on the first flight to Nürnberg and Breslau. They show the Praha 82/b pmks and the 2-line and boxed cachets of the post offices at BRESLAU 1 and NÜRNBERG 2. On these Airmail labels, the destinations are printed-in in heavy type.

.....

There were a number of handstamps applied in red. From 21 April 1921 a boxed handstamp reading LETECKÁ POŠTA/POSTE AERIENNE was applied at Prague airport. In 1927 the head post office in Prague used a handstamp reading LETECKÁ POŠTA Z PRAHY/ PAR AVION DE PRAGUE during April, May and June. In July this was changed to Létadlem z Prahy do ... Par Avion de Prague a.. The regulation provided that the route should always be indicated in this way; in practice this was not often done. Slightly different versions of these handstamps were used in other Czech airports. At Košice during part of 1927 the handstamp was applied in purple. First flights were indicated either in the form PRVNÍ LET/PREMIER VOL. or PRVNÍ LET./1925/PREMIER VOL. The latter form was continued in 1926 with change of year at the centre but was, I think, discontinued after 1927.

President Masaryk encouraged early experiments on the carriage of mail by air. As early as 13 July 1920 the first carriage of official mail was undertaken by military aircraft on the route Prague-Chudrím and, in October, on the route Prague-Bratislava-Lučenec. This service was only used for official mail. For a while an English ex-officer of the Royal Flying Corps operated a service but it only lasted 14 days. When an agreement was made with CFRNA - (Compagnie Franco-Roumaine de la Navigation Aérienne), the transport of mail was not mentioned initially. This company later became CIDNA (Compagnie Internationale de la Navigation Aérienne) and was the company which undertook the original flights on the Prague-Strasbourg-Paris route which was extended to Warsaw in the Spring of 1921. In September of the same year a ten year agreement was made with CIDNA for the route Prague-Budapest-Bucharest. In fact, a start was only made in August 1922 - and then to Vienna only. In 1922 agreements were made with Great Britain, France and Germany for the further transport of Czech air mail overseas. Progress was held up by a German decision that flying over their territory was an infringement of their sovereignty and the Prague flights which had previously flown over Nürnberg had to be re-routed over Austria and Switzerland. On 10 June 1925 the Germans lifted the ban and the route Prague-Nürnberg-Strasbourg was restored.

In June 1925 daily flights were announced on the routes Prague-Warsaw and Prague-Bucharest. The schedules for these were:

08.15	Prague	18.00↑	07.15	Prague	18.30*
11.15	Cracow	15.00	09.15	Vienna	16.30
11.45		14.30	09.45		16.00
↓13.45	Warsaw	12.30	14.30	Belgrade	11.15
			15.00		10.45
			↓19.45	Bucharest	08.00

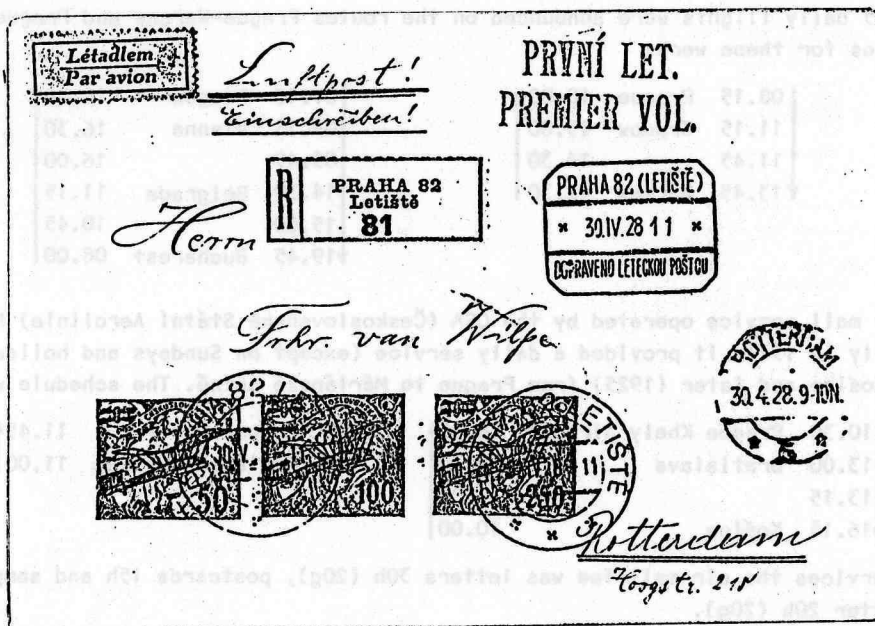
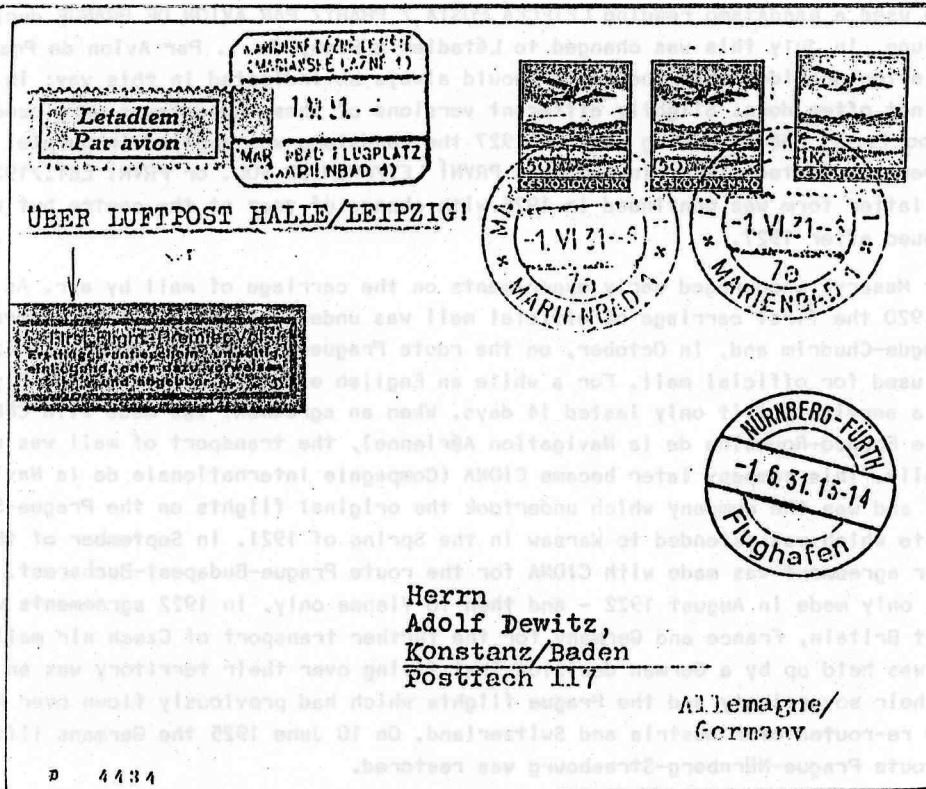
A local air mail service operated by the ČSA (Československé Státní Aerolinie) had been started early in 1924. It provided a daily service (except on Sundays and holidays) from Prague to Košice and later (1925) from Prague to Máriaňské Lázně. The schedule was:

10.30	Prague Kbely Airport	16.00↑	10.700	Prague Kbely	11.45↑
13.00	Bratislava	13.10	↓10.745	Máriaňské Lázně	11.00
13.15		13.00			
↓16.15	Košice	10.00			

On these services the air mail fee was letters 30h (20g), postcards 15h and samples/printed matter 20h (20g).

By 1927 active air lines were operating on the following routes:

1. Prague - Nürnberg-Strasbourg-Paris
2. - Breslau-Warsaw
3. - Vienna-Budapest-Belgrade-Constantinople
4. - Brno-Bratislava-Košice >



Top: 1.6.1931 MARIÁNSKÉ LAZNE with both oblong and d/c markings.
 Note 'Letadlem' without accent and "First Flight-Premier Vol"
 label (remainder in German).

Bottom: 1st Flight - Rotterdam, 30 April 1928 with PRAHA 82 Airmail
 R-label and boxed airfield mark; also Rotterdam receipt pmk.
 [N.B. Both arrival marks are superimposed from reverse of covers due
 to space limitations].

5. Prague - Mariánské Lázně
6. - Liberec
7. - Brno-Cracow-Warsaw

and there were plans for further extension during the year.

* * *

FIRST FLIGHTS 1921-1930

(All commencing at Prague unless indicated as being otherwise)

- 23 APR 1921 Warsaw (CFRNA) 4kg mail first three days. Service twice weekly.
- 14 AUG 1922 Vienna (CFRNA) 46 letters - ? 14 July.
- 22 SEP Vienna-Belgrade-Bucharest (CFRNA) - ? 22 October.
- 29 OCT Vienna-Belgrade-Bucharest-Constantinople (CFRNA) 27 letters.
- 29 OCT 1923 Bratislava-First Flight of ČSA - 23 letters. Service not continued for a while afterwards, ? 1922.
- 12 MAY 1924 Bratislava-Košice (ČSA) 50 letters.
- 1 JUN 1925 Mariánské Lázně (private Cz. company) 71 letters. Pmk Prague a, MARIÁNSKÉ LÁZNĚ 1/*MARIENBAD 1*-1.VI.25.IX- .
- 1 JUL Vienna-Budapest-Belgrade-Bucharest (CIDNA) 61 letters.
- 24 MAY 1926 Brno(-Bratislava-Košice) (ČSA) 111 letters; pmk Prague b, BRNO 2/***24.V.26-16. Return journey 130 letters.
- 10 JUL Paris-Toulouse-Casablanca-Oran-Dakar 13 letters. ? 10 June.
- 10 AUG Nürnberg(-Strasbourg-Paris) (CIDNA) 103 letters pmk Prague b.
Breslau(-Warsaw) (CIDNA) 106 letters pmk Prague b.
- 21 MAR 1927 Prague-Dresden-Berlin and Prague-Vienna (DLH.-OELAG. From 7 March 1928 ČLS). Vienna 1532 letters, Dresden 783, Berlin 1860. Pmk Prague oblong, 1/1 WIEN 1/FLUGPOST a 21.III.27.17*; BERLIN C/LUFTPOST "1.3.27.6-7N .
- 19 APR Berlin-Copenhagen 15kg. Link-up with DLH and many destinations.
- 19 APR Breslau-Prague-Munich (CLS DLH) 700 letters. Pmk Prague b and red oblong.
- 21 APR Vienna-Brno-Gleiwitz-Breslau-Berlin (DLH OELAG - later, CLS)
- 2 MAY Chemnitz-Halle/Leipzig-Hanover-Bremen (DLH CLS) 656 letters to Chemnitz.
- 9 MAY (Breslau-Gleiwitz)-Brno-Vienna 350 letters.
- 12 JUL From Mariánské Lázně to Chemnitz (DLH) 106 letters. DLH flight from Chemnitz on 11 July.
- 8 AUG Munich-Zurich-Lausanne-Geneva-Marseille (DLH) 210 letters.
- 2 NOV From Vienna-Brno-Cracow (LOT) 508 letters. ? 1 November. >

- 30 APL 1928 Máriaňské Lázně-Kassel-Rotterdam (ČLS) Prague-Kassel 150 letters. Prague-Rotterdam 161, pmk Prague b and oblong ROTTERDAM/*5* dated 30.4.28.9-10N
- 21 May From Máriaňské Lázně-Chemnitz-Berlin (DLH ČLS)
- 3 APL 1929 Máriaňské Lázně-Kassel-Essen/Mulheim-Rotterdam (ČLS), pmk Prague b ROTTERDAM/* 1929* dated -3.IV.6N 2 APR F/F without mail.
- 6 MAY Brno-Bratislava-Košice-Užhorod (ČSA) From UŽHOROD pmk oblong with legend in Roman and Cyrillic. 440 letters from Prague, 611 from Užhorod
- 15 MAY 1930 From Máriaňské Lázně-Halle-Leipzig (ČLS)
- 21 MAY From Máriaňské Lázně-Nürnberg/Fürth (DLH) ? 21 March (unlikely).
- 2 JUN Munich-Zurich-Basel (Ad Astra) Prague-Zurich 42 letters; Prague-Basel 148.
- 1 JUL 1930 Bratislava-Zagreb-Sušak (ČSA Aeroput) First foreign service of ČSA. Pmk Prague b and oblong. Triangular handstamp for Zagreb. Prague-Zagreb 156 letters, Prague-Sušak 23, Bratislava-Zagreb 82, Bratislava-Sušak 58.

NOTES ON ABBREVIATIONS: ČSA = Československé státní aerolinie. ČLS = Československá letecká společnost, a.s. . CFRNA became CIDNA = Compagnie Internationale de Navigation Aérienne (still later: Air France). DLH = Deutsche Lufthansa. LOT = Polish airline. OELAG = Oesterreichische Luftverkehrs-Aktiengesellschaft. AD ASTRA = Swiss airline. Aeroput = Yugoslav air line.

* * * *

For a few of the early flights the information is contradictory. Some alternative dates are given with a ? . Some lists and covers treat seasonal resumed flights as first flights. I have noted postmarks when I have seen letters. In noting the mail carried, 'letters' includes postcards etc. Here too, there are contradictions; I have given the higher of quoted numbers.

BIBLIOGRAPHY

GENERAL:

Monografie Československých ZnámeK Vol 1 (Mono 1), Vol 2 (Mono2), Vol 4 Padělky Československých poštovních známek by Jan Karásek et al. Prague 1963.
Speciální Příručka Pro Sběratele Československých ZnámeK by L. Novotný, Prague 1970 (Novotný).
Specializovaná Příručka Pro Sběratele Československých Poštovních ZnámeK a Celin. Ed. by Aloise Duška, Prague 1988. This contains a list of first flights and Graf Zeppelin flights at p517 ff.

FLIGHTS:

S. Hucl Die Entwicklung der Tschechoslowakischen Flugpost. Die Postmarke 1928 p257.
M. Hlavec La Posta Aerea nella Cecoslovacchia. Rivista Filatelica d'Italia 1925. (Dec.) p315.
Die Erste Flugpostausgabe der Tschechoslowakei. Donaupost 1926 p96.
Z.Kvasnička Czechoslovak First and Second Air Mail Issues. The Czechoslovak Specialist April and May, 1979.
J.H.Marton Czechoslovakia Air Mail Magazine (A.Phillips) July 1940. Includes drawings of some postmarks.

POSTAL RATES:

John H. Whiteside - Czech Postage Rates CZECHOUT 4/83. I am grateful to John for providing other information also.

[I have not seen Ed.Zrubec-Kucera-Vlach 'Zborník článkov o aerofilatelii' 164pp published by Zväz slovenských filatelistov, Bratislava 1983. This sounds as though it may be important]::

BOOK REVIEW

THE CANCELLATIONS OF HUNGARIAN POST OFFICES on THE FIRST ISSUES OF HUNGARY 1867 - 1871
The Royal Philatelic Society, London 1988 *Author: Gary S. Ryan RDP., FRPS, L.*

This new, authoritative and highly proclaimed work by Gary Ryan has received well deserved praise throughout the philatelic world. This was none-the-less so in a review by the leading expert on classical philately in central Europe, Dr. U. Ferchenbauer. Here is a digest of that review [translated by John Volny] for the benefit of our members who are interested in the controversial first Hungarian issues - 1867 or 1871?].

* * * *

Although the extensive historical part at the beginning of this work is intended to underpin the theory that the 1867 issue in coarse printing is the first issue of Hungary and not common with Austria, doubts will remain with Austrian readers. These doubts however, cannot diminish the extraordinary value and outstanding achievement of this catalogue. The author has arranged the catalogue in accordance with principles employed in his first work on Hungarian cancellations on the first issues of Austria almost a decade ago - the graphic and systematic presentation greatly facilitates the use of this work in general.

This two-volume work covers not only stamps but also postal stationery and forms. The organization, function and tariffs of the postal service are described and explained together with maps and graphs. Vol. 1 contains the catalogue and valuation of cancellations. The second volume deals with the postal markings and cancellations of the Hungarian post offices in the Danubian principalities; a particularly important feature of these being the illustrations of all cancellations and special items.

References to valuations comprise five columns, one for each of the years from 1867 to 1871. One is struck with the differences with the Müller points which have been in use up to now; these can now safely be multiplied x 5 or even x 10 times! In the author's first cancellation work covering the first five issues, one could make comparisons with Müller - in many cases there were very interesting and new valuations. With the 1867 issue this is no longer possible with the author's new conception and valuation bearing no relation to Müller. This is because the author gives a much more detailed valuation of the Hungarian cancellations on the 1867 issue from a specific viewpoint. His work over decades enables him to judge and catalogue the relation and degree of rarity with greater accuracy and precision.

Without any doubt, this work will further enhance interest in the 1867 issue which has become so popular in recent years, contributing a great deal to the understanding of this possibly unique issue. In this light, the work is not only indispensable for the advanced collector but also a 'must' for collectors of the 'coarse whiskers' issue of 1867.

When such an experienced and renowned philatelist as Robson Lowe writes in his foreword: "It exhibits the same comprehensiveness, the same depth of research and the same attention to detail (as its predecessor)...", this work may turn out to be a milestone in Austro-Hungarian philately.

* * * *

[Two volumes in Crown Quarto: Vol.1 pp.xv + 632; Vol.2 pp.633-1026 in English and German editions, the latter translated by J.Volny. The set: £140 inc. postage. De luxe edition quarter bound in green morocco leather: £180 inc. postage from the Royal Society or the usual philatelic trade channels. Limited to 400 English and 600 German copies only]::

- QUERY CORNER -



Can anyone identify and explain the meaning of the two circled "H"s on these WW1 Austro-Hungarian postcards used as Fieldpost cards inside Bohemia? The top one is dated August 1917, the lower one May 1918. Both are from military hospitals in Laibach (Ljubljana - now in Yugoslavia) and Kremsier (Kroměříž in Moravia), to two villages near BEROUN in W. Bohemia (today it straddles the Highway E12, a few miles s.w. of Prague). It seems to me that the common factor is BEROUN but I could be totally wrong. I can find no refs. to these marks in any of the A-H military post office refs. that I have at my disposal nor have I ever seen one before.

Alan Knight

THE CZECHOUT QUESTIONNAIRE OF DECEMBER 1988

My very best thanks to the thirty-seven members who kindly replied. By your efforts it has been possible to reasonably assess the general concensus of membership opinion of our journal, its worth, objectives and your wishes for its future content. There was no seriously adverse comment at all - a great relief! Naturally you disagreed with each other sometimes but your general opinion seems that CZECHOUT is reaching the standard you wish to see. Let me advise you on some of the subjects you seem to want to see more about, although some are already on file awaiting publication: -

Amongst areas you seek coverage of are "Bohemia & Moravia", "Slovakia", "East Silesia", "Sokol", "Airmails", more translations from Cz. monographs and the occasional pre-1918 Austria-Hungary period with Czechoslovak links. All of these have been noted - some have already been covered recently. A lengthy article on AUSTRO-HUNGARIAN NAVY MAILS has been put on the stocks already and will appear next year. Those are just a few of the many subjects called for. We only await the arrival of the articles!

Apropos of the monograph translations. Some comment referred to the translations as being rather tediously lengthy ... but that is the nature of things I'm afraid. Even when translated, these articles require severe editing but care is required to ensure no loss of small pieces of important study information. Then there is the matter of the translations themselves - a long and tedious task cheerfully undertaken by our couple of volunteers. So the answer seems to be 'Please be patient.'

Some members seek more pages but with current rising production costs and the need to keep membership subscriptions as low as viably possible, it must be accepted that we have reached the limit for the foreseeable future - at about 100 or so pages per annum. Some editions will have slightly more - or less, of course, depending on lengths of some of the studies.

The suggestion of a 'Readers Forum' fell quite flat - so be it! It was the general opinion that discussions can be via "Query Corner" or "Letters to the Editor". Modern issues were certainly scrutinized ... some like 'em, some don't! Main criticisms were in relation to 'undesirable' issues such as perf. and imperf. sheets, blocked values, and excessive issues per annum. Some also felt that the standard of aesthetic appeal was becoming less as time passes. But that must be accepted as 'personal' feeling, of course. After all, philately IS very personal indeed. The ART stamps came out best!

The hoary old question of A4 or A5 size pages appeared again. To set all your minds at rest, let me state the following: This page is A4 size and, for the foreseeable future, CZECHOUT will remain this size for some valid reasons. Two of these are that it is the generally accepted format for philatelic journals and A5 would be too small for comfort in our present style of publication. To produce CZECHOUT in glossy A5 format by commercial methods would certainly ensure steep increases in subscription rates for membership.

Finally, on "Members' Main Interests" we cannot decide! You appear to cover every conceivable facet of Czechoslovak philately - that, at least, shows a healthy interest. Again, our sincere thanks for all your time and trouble in participating in our useful survey. I also must pay just tribute to my colleague, Alec Page who finally produces the printed pages as they appear through your letter-boxes. He spends scores of hours per annum to ensure as near production-perfect copies as is feasible by the photo-copy method we use. Alec's dedicated commitment, I feel sure, is more than just appreciated by you all.
A.J.K.

- O.T. OBCHODNÍ TISKOPIS -

COMMERCIAL PRINTED MATTER

E.Skovbo Jensen

On November 15, 1934, the Czechoslovakian Post Office reduced the rate for commercial printed matter to 10 heller for each 50g. (max. 300g.). This special rate was valid to March 15, 1939, just prior to the German occupation of the country.

O.T. STAMPS

In order to distinguish commercial printed matter from other mail, some sort of sign was necessary. One would think that the most obvious thing would be the use of special stamps, like Newspaper stamps were for newspapers. Instead however, provisionals were chosen. The Post Office used the still valid 10, 20 and 30 heller Newspaper stamps of 1918-20 with a large blackish blue O.T. overprinted in the centre of the vignette. "O.T." is an abbreviation of Obchodni Tiskopis meaning Commercial Printed Matter (fig.1).

As collectors will know, these Newspaper stamps were imperforate and remained so when used for O.T. purposes. As had been the case with the Newspaper stamps, many of these O.T. stamps were privately perforated; often, judging from the results, by means of some primitive tools. There can be found stamps perforated one side horizontally, vertically and two-, three- or four-sided perforations. (fig.2).

The 10 heller was used for postcards or letters not exceeding 50g. in weight (fig.3), the number issued being 88,540,000. With this value being issued in such a large number, one could believe that it would be easy to find some letters and postcards from that time, franked with an O.T. 10 heller stamp. This does not, to me, seem to be the case; until recently, I had never seen such a letter. Furthermore, collectors I know appear to have had the same experience.

The 20 heller was issued in the number of 6,230,000 but the 30 heller issue amounted to only 1,670,000. I have never seen them on a letter.

The Newspaper stamps were issued in enormous quantities - the 10 heller alone being printed in excess of 200 million copies. These were printed in sheets of 100 units. At first, the sheets were issued without plate numbers but from 1924 they bore numbers.

These plate numbers were usually placed in a square at the lower-left corner of sheets immediately below stamp 91 (fig.4). The plate numbers have the colour of the paper with the squares the same colour as the stamps. Corresponding to the plate numbers, we find the year on each sheet under stamp 100. The year is printed as a two-figure number, e.g. 36. (fig. 4a). For each new year, we start at the beginning with plate number 1.

For the O.T. 10 heller there were used a total of eight plate numbers: numbers 1-4 in 1934 and 1936. The plate number shown in fig.4 is number 4-36. Number 4-34 has a "4" that is open at the top. For the O.T. 20 heller, plate numbers 3 and 4 were used from 1931, plus 1 and 2 from 1934. For the O.T. 30 heller stamp the numbers 1 and 2 from 1932 plus 1 from 1935 were used.

Besides the plate numbers there is, under each vertical row of stamps a control number, indicating the cost for the portion of sheet ending with that row, (fig.5). Therefore, the numbers 6° and 7° on a 10 heller sheet, indicate 6Kč and 7Kč but at the same time, they show us that it is the 6th and 7th vertical rows of the sheet that we have before us. Accepting there are 100 stamps in a sheet, the stamps in this block x 4 must be numbers 86, 87, 96 and 97 of that sheet. If we study these four stamps under a magnifier, we will observe a whole series of plating flaws such as notches in the frame lines, colour dots in different places inside and outside the stamp pictures, etc. >



Fig.1

Such plating errors are found on many of the stamps within a sheet; in other words, if we can obtain enough material we may be able to make up platings.

O.T. METER CANCELLATIONS

Instead of using O.T. stamps, firms wishing to post large numbers of commercial letters or postcards could use a special O.T. meter cancellation indicating the relevant rate, the same rate as when using O.T. stamps. However, when O.T. stamps could be used, the senders needed special permission for the usage of such machines and this permission had to be noted in print on each postal piece receiving meter treatment.

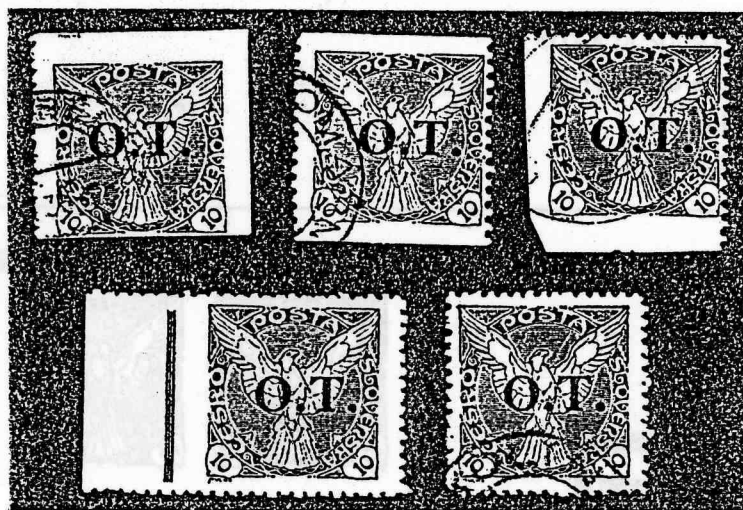


Fig.2

The meter cancellations were usually in red and divided into three parts: the part to the right had to show the name of the country and the postage amount within a shape something that resembles a star. To the left was to be the circular date mark, showing, apart from the date, the originating post office and its number. In the centre was a number that was probably of the cancelling machine, (fig.6).

In fig.6, the required licence particulars are printed in German at the lower-right corner, i.e. "Reduced rate is permitted under No. 302.402-VII.-1936 by the Postal Authorities in Prague." To the left of this is a slightly obliquely printed notice saying, again in German: "If undeliverable/To be returned!"

In our next example (fig.7) - a postcard from the firm named "Dr. A. Wander", the permission is printed in Czech, quoting "No. 29.884/IIIA 1937". On an identical postcard I have, this permission refers to a different number. The question here is the meaning for this. Could it have been that the licence was renewable annually, thereby another number then being required? I have not yet confirmed this answer. >

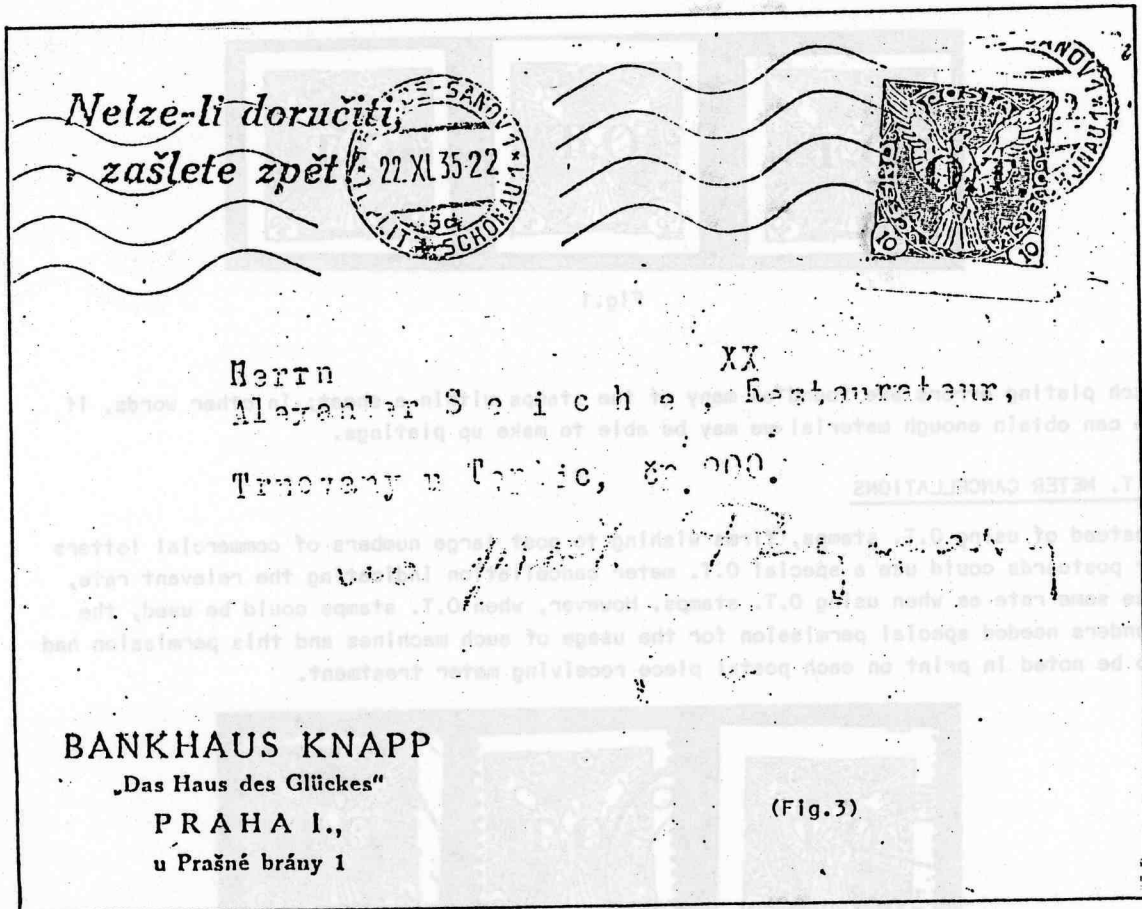


Fig.4

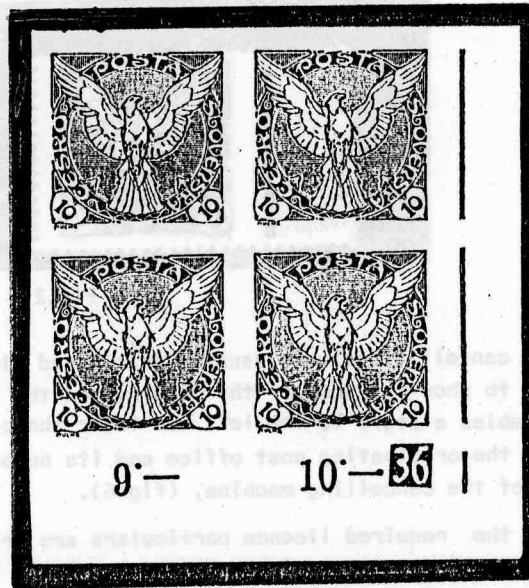


Fig.4a

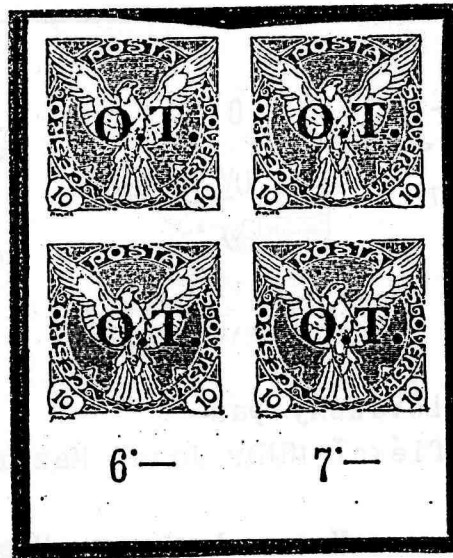


Fig. 5

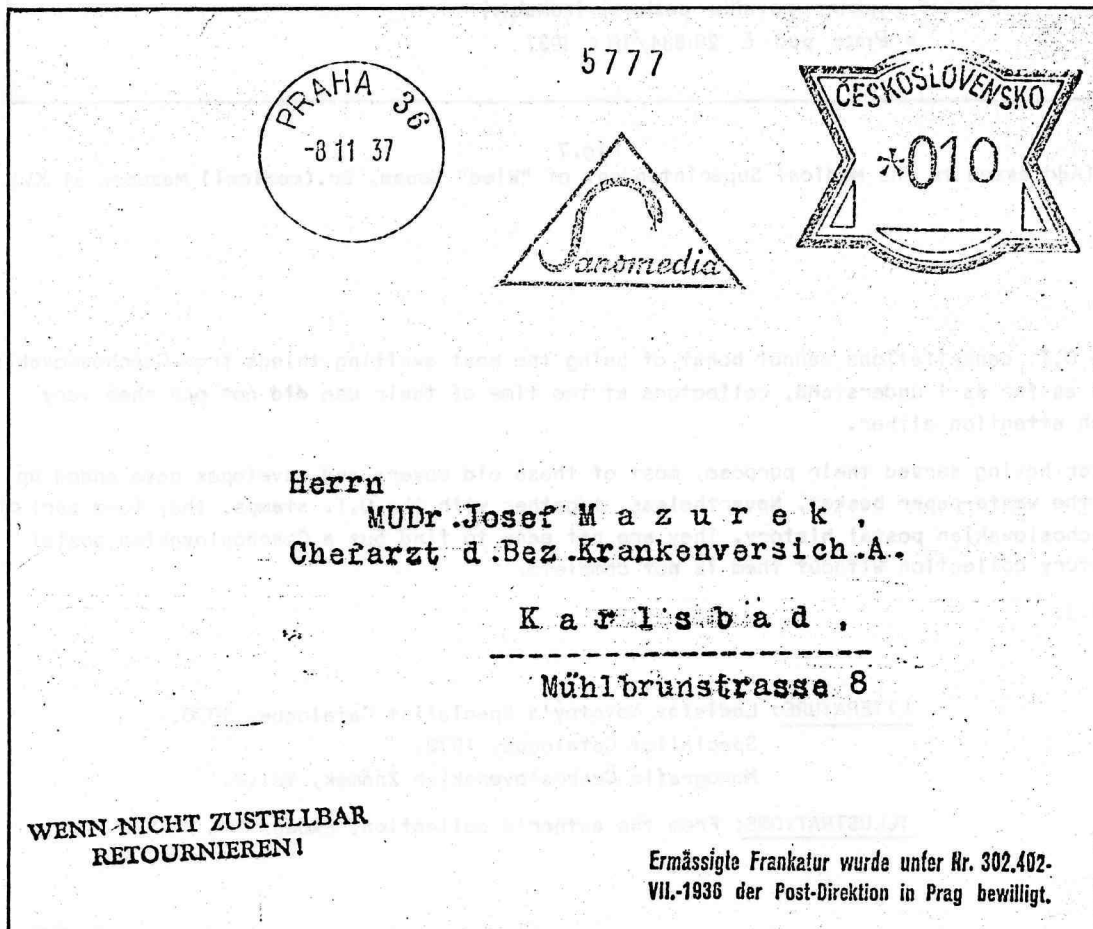


Fig. 6

>

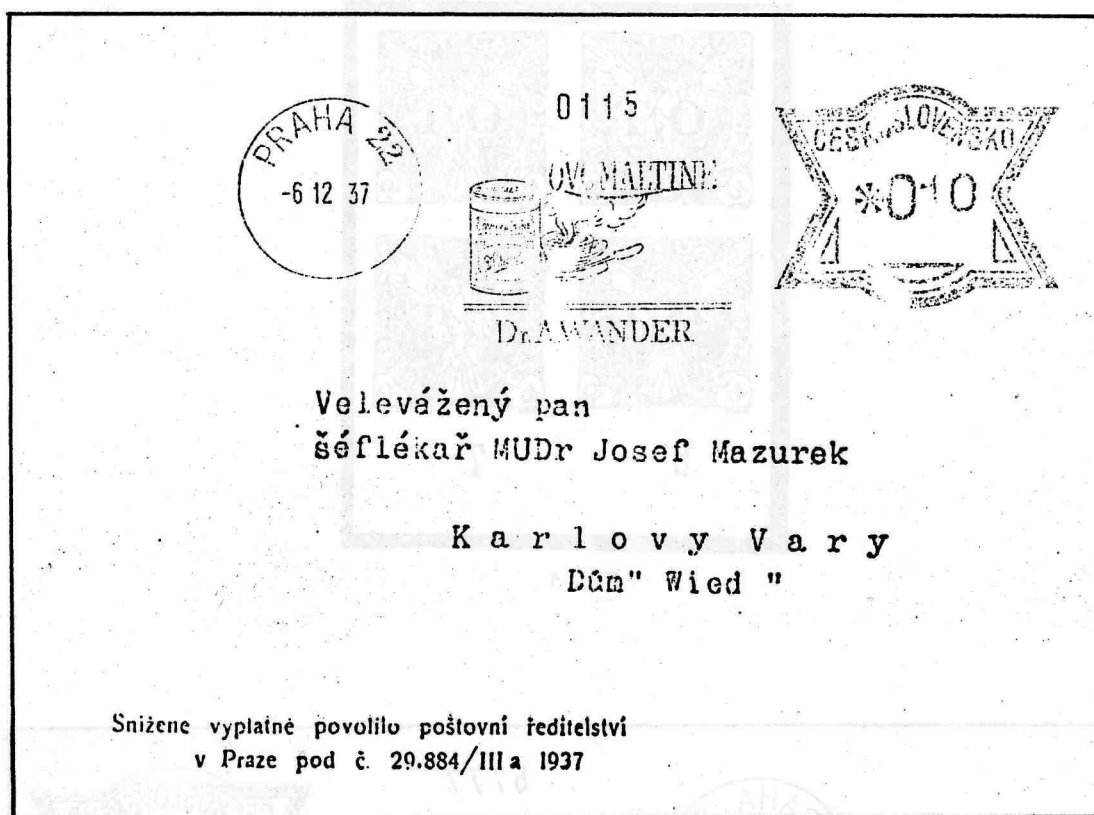


Fig.7

[Addressed to The Medical Superintendent of "Wied" House, Dr.(medical) Mazurek at KV]

The O.T. cancellations cannot boast of being the most exciting things from Czechoslovakia and as far as I understand, collectors at the time of their use did not pay them very much attention either.

After having served their purpose, most of these old covers and envelopes have ended up in the waste-paper basket. Nevertheless, together with the O.T. stamps, they form part of Czechoslovakian postal history. They are not easy to find but a Czechoslovakian postal history collection without them is not complete.

E.S.J.

LITERATURE: Ladislav Novotný's Specialist Catalogue, 1970.
Specialist Catalogue, 1978.
Monografie Československých Známek, Vol.4.

ILLUSTRATIONS: From the author's collection, except 4a.

YOU WRITE ...

From: Mr. Brian Day

The articles in CZECHOUTs 4/88 and 1/89 regarding Sokols interested me. In the article of 4/88 you cast some doubt on the date when Tyrš founded the Sokols in Prague. It was on the 16th February 1862 and I have about twenty sources to prove it - there were FOUR founders: Tyrš, Fugner and the brothers Tonner. At that time there were no public gymnast clubs or associations in Prague; neither German nor Czech and those wishing to do gym work had to patronize one of the two private institutions then operating. Tyrš formed a Czech one.

We've all heard of 'lies, damn lies and statistics'. Well, I am sorry to say that this particularly applies to published figures on attendances at Slets. During my continuing studies about the Sokols I continually find differing figures and, as an example, I attach a table which quotes apparently three impeccable sources. My personal view is that Kobylka's are probably right. Mr. Davison's statement [1/89] that the Xth Slet in 1938 was marked by an unprecedented display when 30,000 athletes took part is also probably not accurate since Toufar records greater numbers at each of the previous four Slets held in 1912, 1920, 1926 and 1932.

1938 SLET - NOS OF PARTICIPANTS

SOURCE	MEN	WOMEN	BOYS 14-18	GIRLS 14-18	BOYS under 14	GIRLS under 14	PROCESSION.
F. A. Toufar	35,000	30,000	16,000	17,000	16,000	14,000	150,000
G. KOBYLKA	28,600	28,648	11,520	12,480	10,700	7,000	? 60,674
E.C.Davison quoting Grant and Temperley	IN ALL - 30,000						100,000

[N.B: The KOBYLKA Procession figure shows Junior participants. 'Seniors' are shown '?']

You may also be interested to learn that the 1948 Slet far exceeded the others when 375,000 men, women and children took part. The date of the 1912 Slet was fixed to celebrate the 50th anniversary. I have a copy of a photograph dated 1863 showing Dr. Tyrš in the Sokol uniform.

[Ed: In thanking Brian Day for his remarks, I now invite further comment from interested members. In stating that Tyrš was the 'founder' of Sokol, I think I was following the accepted view that whilst there were others associated with its founding - a well known fact - it is generally accepted, I would claim, that Dr. Miroslav Tyrš is today looked upon in hindsight as having been the 'symbolic' founder. I quote MERKUR 1970: "The first Sokol Slet in 1882 was closely linked with the name of Dr. Miroslav Tyrš. He planned it, organized it and directed it. A small local island on the River Vltava sufficed for the first meet. A total of 720 male gymnasts participated, in addition to Sokol athletes from Zagreb and Ljubljana."] ::

OUR NEXT MEETING

We once again draw members' attention to our next meeting on Saturday 8 July when we are to be visited by Ing. Jan Karásek, the renowned Prague philatelist and philatelic writer. We hope all our chairs will be occupied for this occasion.

We are informed that bookings for the following Dinner in the same venue in the evening are getting off to rather a slow start. It is imperative for our Hon. Secretary to know beforehand how many will be sitting down for this occasion. Details were published in CZECHOUT 1/89. If you have not yet booked your seating for our Dinner, please contact Yvonne Gren AT THE LATEST PRIOR TO 1 July. Ing. Karásek will be our Guest speaker.

* * *

VISIT TO "GERMANY AND COLONIES" PS

We have been invited to entertain the Germany and Colonies PS on Saturday evening, 25 Nov. at the Civil Service Club, Great Scotland Yard, London. Yvonne Gren is looking urgently for members to support her in preparing a programme, so if you would like to take part in this visit, please contact Yvonne as soon as possible.

* * * *

EXCHANGE PARTNERS

The following wish to establishing permanent exchange partnerships with our members: -

Mr. Z. Mendusek, U stadiony 461, 67521 OKŘIŠKY, ČSSR. Offers Cz. new issues for similar GB. Applicant vouched for by another member.

Roman Matocha, Fučíkova 2615, 27601 MĚLNÍK, ČSSR. An advanced collector but states no special requirements. Can correspond in English.

Werner Muller, Fach 13-14, Rahnhofstrasse 54, WIEDERITZSCH, DDR-7145 [E.Germany]. Specializes in aerophilately and offers 'reasonable' English, although application was in German! No specific 'wants' listed.

Jan Valian, Růžová 1201, 697-01 KYJOV, ČSSR. A 67 year-old invalid offers to exchange Commonwealth and certain 'thematics' for GB QEII in USED condition only; 'thematics' was not explained.

[Ed: You are advised to establish a firm contact before parting with material. Registered mail for exchanges is also seriously recommended].

* * * *

EDITORIAL REQUEST

If you are seeking written replies from members to anything published in your name, will you please state very clearly in your covering letter whether this should be direct to your address or via the Editor. If no such statement is included, it will be assumed that your replies should be via the Editor. >

EXCHANGE PACKET

Failing a most urgent input by members, our popular exchange packet service is likely to disappear very shortly; the last available packet is now doing its round. Our Hon. Packet Secretary, Bob Allard appeals for new booklets to be sent to him at your very earliest opportunity, so PLEASE SEND ALL THAT YOU CAN SPARE - NOW! This is not just 'another request'; be assured that the matter is now VERY URGENT INDEED! You have supported this service excellently in the past - we look to you now to kindly continue your work for this much needed service to many members who totally rely upon it to augment their collections.

* * * *

MEMBERSHIP LISTS

This matter has again been examined by Committee on 11 March 1989. The following is an extract from the Minutes of that meeting: -

- 5b. It was resolved that membership lists should not be publicised and that members could always contact each other via the Secretary or CZECHOUT::

* * *

COMMERCIAL ADVERTISING

Following a report from the Editor of CZECHOUT, Committee briefly discussed the suggestion contained in answers to the recent CZECHOUT survey. This was that commercial advertising may be considered to be useful to the Society by income from it off-setting some of our journal's production costs. The following is the relevant Minute from that Committee meeting of 11 March 1989: -

- 5a. The question of commercial advertising was postponed for discussion at a later Committee meeting. To save time, the Chairman suggested that ideas and comments could be circulated via the Secretary prior to next meeting::

Members wishing their views to be known by Committee should write to our Hon. Secretary. Please do not address them to the Editor. It is better that Committee discuss the matter and make a decision before the matter is reported in this journal.

* * *

MEMBERS' SMALL ADVERTISEMENTS

These are not affected by the preceding paragraph. Members are free to insert small philatelic advertisements free of charge in CZECHOUT as space permits. Final decisions on what is permissible lies with the Editor; there is no Box No. facility available. No trade advertisements are permitted under this concession.

* * *

FROM THE LIBRARIAN

The 'missing' volumes mentioned in our last issue are now to hand for circulation. They were NOT missing in the true sense. An error in my records was to blame. I sincerely apologize for this error and trust that you will now make good use of the Library via the new List accompanying this issue. L.K.

**BRITISH AIRWAYS CONCORDE FIRST FLIGHT
PRAGUE – LONDON – 22 OCTOBER 1986**

On 22 October 1986, British Airways operated the first flight of Concorde between Prague and London. Concorde was used to operate the scheduled flight to and from Czechoslovakia. Thousands of Czechs crowded into the area around Prague's Ruzyně Airport to see the supersonic airliner.

Certificate of Authenticity

This is to certify that this official British Airways cover was flown on Concorde from Prague to London on 22 October 1986.

R. M. Whitchurch-Bennett
British Airways

FLIGHT DETAILS

Date:	22 October 1986	Flight Times	
Flight Number:	BA 701	Off blocks PRG:	1129 GMT
Aircraft registration:	G-BOAF	Airborne PRG:	1136 GMT
Pilot:	Captain J Butterley	Landed LHR:	1307 GMT
Co-Pilot:	SFO D Whitton	On blocks LHR:	1313 GMT
Flight Engineer:	SEO I V Kirby	Maximum speed:	Mach 0.95
		Maximum altitude:	35,000 feet
		Distance flown:	619 n. miles

CONCORDE



**BRITISH AIRWAYS CONCORDE
FIRST FLIGHT
PRAGUE – LONDON
OFFICIAL BRITISH AIRWAYS COVER**

Flown on Concorde G-BOAF
from Prague to London
on 22 October 1986
Block time: 1 hr 44 mins
Airborne time: 1 hr 31 mins
Pilot: Captain J Butterley





Our thanks to Alec Page for this interesting airmail item with which to close this edition. We shall publish photographs of the cover concerning the flight in the other direction when we have more space to spare.

* * * *

- NOTICE BOARD -
=====

EXTRA 'NORTHERN' MEETING

Mainly for the benefit of our members in northern England and southern Scotland, an extra meeting has been arranged for us by Mr. Pat. Rothnie for Saturday 14 October. PLEASE DIARY the date NOW!

This will be at the JESMOND METHODIST CHURCH HALL, ST. GEORGE'S TERRACE, NEWCASTLE -u-TYNE from 2.00 - 5.00pm; some light refreshments will be available. Further information can be obtained direct from Mr. Pat. Rothnie, 16 Curlew Hill, Lancaster Park, Morpeth, Northumberland, NE61 3SH (Telephone: 0670-512328). Final and more precise details will appear in our next edition in September but please contact Pat NOW if you feel you can attend and he will afford you all the information you may wish to have before then. [SAE appreciated].

This meeting is, naturally, open to any member wishing and able to attend. The more the better. JOHN WHITESIDE, FRPSL. will be giving a display and lecture entitled "Tales From Central Europe, 1748-1950" and that, in itself, should suffice as excellent incentive!

* * * *

THE FIRST KAY GOODMAN LECTURE

A renowned philatelist will be delivering the first "KAY GOODMAN LECTURE" before the British Philatelic Federation Congress in Brighton, being held from June 8 to 10 1989. Apart from the late Kay Goodman having been this Society's Life President at the time of her passing in July, 1987, she was best known perhaps for the unstinting work given to the benefit of younger collectors whilst serving on the Melville Committee. As we know to our loss, Kay was a dedicated philatelist with the inbuilt desire to help and guide others of all ages. This she did with a cheerful heart and very pleasing disposition despite immense pain and suffering over a number of years.

That doyen of philately, ROBSON LOWE has agreed to be the first of many distinguished philatelic personalities to deliver what BPF Congress has decided as being memorial lectures to the memory of our own, much missed, KATHLEEN FLORENCE GOODMAN, F.R.P.S.L.

* * * *

NEW MEMBER

We heartily welcome MR.ROBERT F. KOSCHALK of ILLINOIS, U.S.A. to our Society and hope that his stay with us will be a long and happy one.

* * * *

MEMBERS' ACTIVITIES LOCALLY

If you are one of a number of our members who occasionally entertain your own or another local Society with Czechoslovak philately, we would be happy to hear from you. Also - you may be the recipient of a philatelic award of some sort in your local or federation competitions. If any of this applies to you, please let us know because all our members would like to know of the results of your dedicated work for Czechoslovak philately. So! don't be shy - write to the Editor about it, please. >

- CPSGB -

SPRING AUCTION RESULTS

PRICES REALISED - April 1989 Auction(Provisional).

3	.....	£5.25	5	.....	£4.50	6	.....	£7.25	7	.....	£5.25
9	.....	£5.25	10	.....	£4.25	11	.....	£4.75	15	.....	£2.00
16	.....	£2.00	19	.....	£3.75	20	.....	£3.75	22	.....	£2.50
23	.....	£6.25	24	.....	£2.00	26	.....	£11.00	28	.....	£7.25
29	.....	£5.25	30	.....	£1.50	31	.....	£2.00	32	.....	£5.25
33	.....	£3.00	35	.....	£2.00	39	.....	£11.50	40	.....	£4.00
43	.....	£11.00	44	.....	£6.50	45	.....	£1.50	48	.....	£2.75
49	.....	£5.75	50	.....	£1.00	52	.....	£2.25	56	.....	£3.00
58	.....	£1.00	60	.....	£3.00	61	.....	£2.00	64	.....	£5.00
66	.....	£5.00	67	.....	£5.00	68	.....	£8.00	69	.....	£5.00
70	.....	£5.00	71	.....	£5.00	72	.....	£5.00	73	.....	£5.25
74	.....	£3.00	75	.....	£3.00	76	.....	£3.00	77	.....	£5.25
78	.....	£3.75	79	.....	£1.00	80	.....	£0.90	81	.....	£0.80
82	.....	£2.00	83	.....	£1.50	84	.....	£1.50	85	.....	£2.00
86	.....	£1.00	87	.....	£1.00	88	.....	£1.00	89	.....	£1.50
90	.....	£0.90	91	.....	£0.80	92	.....	£2.00	93	.....	£1.50
94	.....	£1.50	95	.....	£1.50	96	.....	£2.50	97	.....	£1.50
98	.....	£1.25	99	.....	£0.90	100	.....	£3.50	101	.....	£2.00
102	.....	£1.75	103	.....	£2.00	104	.....	£2.00	105	.....	£6.00
106	.....	£1.50	107	.....	£1.00	108	.....	£0.50	109	.....	£0.30
110	.....	£0.60	111	.....	£1.25	112	.....	£0.80	113	.....	£1.25
114	.....	£1.25	115	.....	£1.50	116	.....	£1.25	117	.....	£1.75
118	.....	£1.75	119	.....	£1.75	120	.....	£1.75	121	.....	£1.75
122	.....	£1.00	123	.....	£1.25	124	.....	£1.25	125	.....	£1.00
126	.....	£1.75	127	.....	£2.25	128	.....	£2.25	129	.....	£1.50
130	.....	£2.00	131	.....	£1.25	132	.....	£1.50	133	.....	£1.75
134	.....	£2.00	135	.....	£1.25	136	.....	£0.90	137	.....	£2.00
138	.....	£1.50	139	.....	£1.00	140	.....	£2.50	141	.....	£2.00
142	.....	£0.70	143	.....	£0.50	144	.....	£0.40	145	.....	£1.75
146	.....	£1.75	147	.....	£1.75	148	.....	£1.75	149	.....	£1.50
150	.....	£0.80	151	.....	£3.00	152	.....	£1.50	153	.....	£4.75
154	.....	£2.00	155	.....	£1.00	156	.....	£5.00	157	.....	£1.25
158	.....	£5.00	159	.....	£1.00	160	.....	£3.00	162	.....	£1.00
163	.....	£1.25	164	.....	£1.50	165	.....	£1.00	166	.....	£2.25
167	.....	£1.00	168	.....	£1.00	169	.....	£1.00	170	.....	£0.70
171	.....	£1.25	172	.....	£1.00	173	.....	£1.00	174	.....	£11.00
176	.....	£3.50	177	.....	£1.50	180	.....	£4.25	181	.....	£1.00
182	.....	£7.25	183	.....	£14.00	184	.....	£2.50	185	.....	£1.00
186	.....	£1.25	187	.....	£0.30	188	.....	£10.50	189	.....	£3.00
191	.....	£0.90	193	.....	£1.00	194	.....	£1.75	195	.....	£0.70
196	.....	£0.60	197	.....	£2.75	198	.....	£1.75	200	.....	£3.75
201	.....	£1.50	202	.....	£6.00	203	.....	£6.25	204	.....	£0.80
205	.....	£2.25	206	.....	£1.00	207	.....	£3.25	208	.....	£1.50
209	.....	£3.75	210	.....	£4.75	211	.....	£4.25	212	.....	£1.25
213	.....	£0.70	215	.....	£6.00	216	.....	£6.00			

Sale total = £491.00

Any lots unsold are available at the reserve.

Brian Parker ::