

PHILATELIC QUARTERLY



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(See page 9)

FALL 1986

OFFICIAL PUBLICATION OF THE LUNDY COLLECTORS CLUB

L.C.C. PHILATELIC QUARTERLY

"THE OFFICIAL PUBLICATION OF THE LUNDY COLLECTORS CLUB"

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Fall 1986

LUNDY COLLECTORS CLUB

*Affiliate Number 121 of the American Philatelic Society (APS)
Member Organization in the Council of Philatelic Organizations (COPO)
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Membership in the Lundy Collectors Club is open to any person interested in the collecting and study of Lundy stamps, covers, and postal history. Dues of \$9 per year (U.S., Canadian, and foreign surface rate) or \$13 per year (foreign airmail rate) include a subscription to the *Lundy Collectors Club Philatelic Quarterly*.

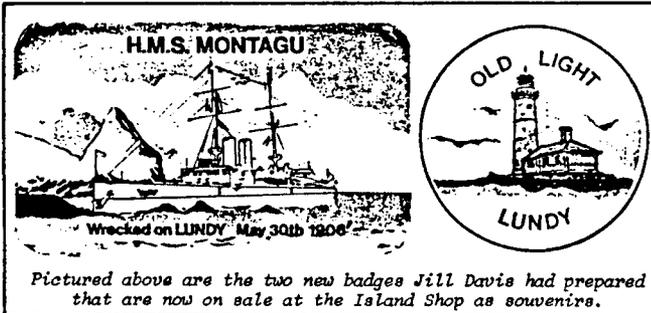
Letter to the Editor

New Items For Sale on Lundy, But No Montagu 80th Anniversary Stamps

"My two L.C.C. puffin pins arrived after Christmas, and I'm very pleased with them. I think that a few more orders will be arriving at club headquarters as everyone thought how very nice they were when I was showing them off at the Lundy Field Society Annual General Meeting on March 1. Now for news. First, I have added another small crested china pot to my collection—same crest as the last one, but two in such a short time after waiting 25 years is something of a record.

We have no firm plans as yet for our visit to Lundy this year. We do hope to go for a day this month on the first sailing of the m.v. *Oldenburg* which has now been put back until the end of this month. By then I hope to take over two

new Lundy badges, one of the Old Light Lundy and you can guess the other—yes, H.M.S. *Montagu*, taken from the original watercolor painting that I have. Well, it is the 80th Anniversary this year, but I did not have that put on just in case the 2000 badges I am having made do not sell this year. Also,



Pictured above are the two new badges Jill Davis had prepared that are now on sale at the Island Shop as souvenirs.

I am having printed a new *Montagu* postcard, again from the painting, so they will be in color—the first ever to be printed in color and the first from a painting. (The early colored postcards were hand colored.) The two badges will also be firsts as well. I will not be selling them myself and will send you more details on price from Lundy when they become available for sale on the Island. At the moment one new thing I have made for them to sell is small Lundy sheep made of Lundy wool. These are very popular, I'm told, and they sell them for 90 pence each. As the season has just started, only 24 have been sent over so far, and I can see myself spending a good deal of time making more for them for the Summer season.

I am also printing further postcards for Lundy from my own photographs. Every year it is the same old cards which they have had for the past 15 or 16 years, and most are very much out of date. Now that all the new building work has been finished, it will be nice to see new cards showing Lundy as it is now. This is my new work at

LETTER TO THE EDITOR (Continued)

the moment. I am doing it all off my own back and hope very much that Lundy will take all the things that I am having made or making myself. I still have plenty more ideas and hope as the year goes on to do other things.

Roger is now working as a freelance photographer. He is doing a lot of work at the moment for the *Bath Evening Chronicle*, a daily evening paper. They have only just started to cover the Melksham area more and need local news in pictures. Roger is hoping in the end to do other photography work like the ones we took for The Landmark Trust such as interiors of buildings for advertising. We are still waiting to hear about the new Lundy guidebook—I'll let you know when we have news.

We have now given up dealing in second-hand books, looking out only for any Lundy ones that friends might need. We still have stock of both *Montagu* titles, and these are still selling on Lundy. We have no news of the John Dyke book as he still has not finished all the artwork and has no idea when it will be ready. John will retire in two years, so maybe we shall see something finished by then. John didn't make the Lundy Field Society A.G.M., so I really couldn't find out more than I did on the telephone. He will be on Lundy during May this year, so we hope that we might spare a couple of days on the Island then.

It seems that there will be no *Montagu* stamps for the 80th Anniversary. Again, I can't get an answer from anyone—not The Landmark Trust, not even from the Island, or from John Dyke who was doing the artwork. The last time I spoke to him John said that they hadn't asked for finished artwork and he had only sent a rough guide when they talked about printing one for this year. That is now the 25th, 50th, 75th, and 80th (anniversaries of the wreck) that have been missed. I often think that there will never be a *Montagu* stamp in my lifetime. At least I have done all I can so that the *Montagu* will not be forgotten: two books, badge, and postcard! The only other *Montagu* thing that the Island sells is a small bullet on a neck chain, which John Shaw organized."

--Jill Davis, Atworth, Melksham, Wiltshire, England (April 11, 1986)

G. M. Davis is the author of two books about the Montagu [The Loss of H.M.S. Montagu Lundy 1906 and Trial of Error (The Court Martial Arising from the Loss of H.M.S. Montagu Lundy 1906)]. Her husband Roger graced the previous issue of the LCCPQ with a report on the 1986 Annual General Meeting of the Lundy Field Society. The maiden voyage of the M.S. Oldenburg, Lundy to Bideford, finally took place on Saturday, May 10, 1986. --RSC

Odds and Ends

Spring 1986 LCCPQ Cover. Since a couple of readers have asked... The cover for the Spring 1986 LCCPQ pictured a 1961 Europa sheetlet privately overprinted by L.C.C. member Ken Gibson, illustrating just about every plane and helicopter that had ever landed on Lundy, to mark the occasion of the 50th Anniversary of Lundy airmails. No other information about availability and price is known at this time, but interested readers are encouraged to inquire. Write Ken Gibson, "Meadowside," Crown Lane, Farnham Royal, Bucks., SL2 3SQ, England.

Further Helicopter Service to Lundy. Contrary to Stanley Newman's report in the Spring 1986 LCCPQ about September 14, 1985 being the last scheduled flight of the helicopter service to Lundy, L.C.C. member Roger E. Allen mentioned that the helicopter did in fact fly again to Lundy over the Christmas and New Year period, December 23, 1985 to January 2, 1986. According to Roger, this was to keep faith with those visitors who had booked onto the Island over that period and who, without aid of the helicopter, would not have been certain of getting across.

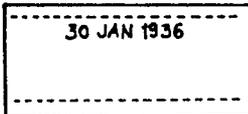
L.F.S. A.C.M. Some additional notes concerning the Lundy Field Society Annual General Meeting of March 1, 1986 that were not covered in Roger C. Davis' account in the Summer 1986 LCCPQ: (1) Jack Heywood was elected President of the L.F.S., (2) Peter de Groot was elected to the Committee, (3) Subscriptions to the L.F.S. increased from £3 per year to £4 per year, (4) After 12 years interval, an official bird warden was appointed to Lundy—Mr. Neil Wilcox, who will be financed 50 percent by The Landmark Trust and 50 percent by the Nature Conservancy Council, (5) The annual L.F.S. excursion to Lundy was to occur on May 17, 1986, starting from Ilfracombe Quay, on the *Balmoral*, and (6) Reports were given of some Island projects undertaken by the L.F.S. which included climbing ropes fixed to the cliffs at Pilots Quay to enable this scramble to be performed easily and a path which has been built over the South point to Divers Beach so that no scrambling or ropes are now necessary. Also, Jill Davis sent word on May 27, 1986 that since the L.F.S. A.G.M.,

ODDS AND ENDS (Continued)

Professor Harvey, the first Secretary of the Society, had died. Jill had no other details at the time of her writing, but indicated she would try to find out and keep us informed.

Michael Windeatt Address. On the subject of Michael Windeatt (Winter 1985 *LCCPQ* feature article, John Holman indicated: "...the last address I had for him (about 1972-1973) was 'Whitestones', Hillyfields, Winscombe, Avon, Somerset, BS25 1PH. Whether he is there now, or even still alive, I do not know." Would one of our readers residing in the United Kingdom be willing to follow up on this lead and try to contact Mr. Windeatt or his family?

Another Chinchon Type Ca Cancellation Recorded. Michael H. Bale reports the existence of another Chinchon type Ca "dateline" cancellation (the sixth example cited; refer to the Fall 1982 *LCCPQ* for a listing of the other five). This one is dated "30 JAN 1936" and ties a pair of ACAS 4d "tramtickets" to a Pitman-prepared inward air-mail cover that, judging from its G.B. machine cancellation, apparently entered the G.P.O. mailstream in Bristol on January 28, 1936. The top "tram" on this cover is from roll 6 (#02856) while the bottom is from roll 10 (#05028).



Oldenburg Handbill. Roger E. Allen sent along a handbill containing information about the *Oldenburg* which is printed verbatim as follows:

Cruise to Lundy Island Aboard MS *Oldenburg*

Day returns are available all year round.

Fares, which include the £2.00 admission fee, are £11.95 per adult and £6.00 per child under 16 years old.

Passages between Ilfracombe and Bideford are also available with a coach link to complete the round trip. Fares £5.95 adult, £3.00 child.

Babies under 1 year old travel free.

Special rates for groups of 20 and over and for charters are available on request.

Tickets and further details from:

The Tourist Information Centre,
The Quay, Bideford, Devon.
Telephone Bideford (02372) 77676

The Tourist Information Centre,
and The Promenade,
Ilfracombe, Devon. EX34 9BX
Telephone Ilfracombe (0271) 63001

Looking for something different?

The MS *Oldenburg* can be hired for river or coastal cruises, wedding receptions, private parties to celebrate any occasion, e.g., an anniversary or a birthday, or for conferences, meetings, or lectures.

Interested? Contact: The Master, MS *Oldenburg*, The Quay, Bideford, Devon.

Puffin Ephemera: Two More Cigarette Cards. David Ferris sent two additional puffin cigarette cards to add to the 14 previously illustrated in the *LCCPQ* (Spring 1985, pages 12-16; Fall 1985, page 15; and Spring 1986, pages 13-14). The verbatim texts for the two cards follow. (Top) "THE PUFFIN No. 40/A dumpy self-important puffin stands upright like a penguin, looking very odd with his bright bill and red feet. He lives in burrows which he tunnels in cliffsides, and dives and swims under the sea for fish. He is often found in large colonies. Collect as many of each of the 40 cards in the series as you can. The more the merrier when you play the super games described on the British Wildlife chart. For lots of fun, more pictures and more information on British animals, send 1/- P.O. to Lyons Maid Wildlife Chart Offer, 18-20 St. Andrew Street, London E.C.4. Closing date 1st June 1971/Lyons Maid/British Wildlife." (Bottom) "EGGS, NESTS & BIRDS/No. 1. ISSUE./The



British Wildlife

Lyons Maid

Collect as many of each of the 40 cards in the series as you can. The more the merrier when you play the super games described on the British Wildlife chart. For lots of fun, more pictures and more information on British animals, send 1/- P.O. to Lyons Maid Wildlife Chart Offer, 18-20 St. Andrew Street, London E.C.4. Closing date 1st June, 1971

Lyons Maid

British Wildlife

THE PUFFIN No. 40

A dumpy, self-important puffin stands upright like a penguin, looking very odd with his bright bill and red feet. He lives in burrows which he tunnels in cliffsides, and dives and swims under the sea for fish. He is often found in large colonies.

EGGS, NESTS & BIRDS No. 1. ISSUE.

The Puffin.

Its home is on the sea, and it feeds on small fish, being gifted with extraordinary faculties of swimming and diving. It builds no nest but lays one grey coloured egg-size, size 7 1/2 diam. 1 1/2 in., at the extremity of any convenient narrow crevice in a cliff. Both birds feed the young, and the female defends her home with great courage and jealousy.

GODFREY PHILLIPS, LONDON, ENGLAND.



THE PUFFIN AND NEST



PUFFIN AND NEST

ODDS AND ENDS (Continued)

Puffin. Its home is the sea, and it feeds on small fish, being gifted with extraordinary faculties of swimming and diving. It builds no nest but lays one grey coloured egg—size, axis 2.25, diam. 1.65 in., at the extremity of any convenient burrow or fissure in a cliff. Both birds feed the young, and the female defends her home with great courage and devotion./GODFREY PHILLIPS,/LONDON, ENGLAND."

Constant Plate Flaw Variety. The 3-puffin value of the "75th Anniversary of the Consecration of St. Helena's Church" issue (Chinchen #175) has a constant plate flaw on stamp number 29 in the sheet of 50: a white spot appears on the shoulder of the Reverend Hudson Crossett Heaven close to the right-hand frameline.

1979 "Unissued" Definitives First Day Covers. Barry Chinchen believed that he prepared "at least 400" of the August 29, 1979 first day covers for the unissued 9p and 11p definitives (the FDC is illustrated on page 12, Fall 1985 LCCPQ). Barry sent these to Lundy with instructions that they were to be destroyed if the issue did not take place, but his instructions were not carried out and the covers were available on the Island last year for 40 pence each (page 3, Winter 1985 LCCPQ). as *souvenirs*.

New "How To" Booklet on Local Posts. Since several readers operate their own local posts or collect issues of modern local posts, the availability of a new booklet on running a local post might be of interest. Edward J. Davis, Jr. has written *How To Start Your Own Local Post*, a 14-page booklet available for \$5 (postpaid) from Davis Press Printers, 847 Main Road, Tiverton, Rhode Island, 02878, U.S.A. Chapters in this booklet include the origins and histories of local posts, naming a local post, societies to join, and how to prepare local stamps. (Wonder if Lundy is mentioned?)

AMERIPEX '86 CHRONICLE

by Roger S. Cichorz

AMERIPEX '86 opened on Thursday, May 22, but I was still enroute to Chicago, driving through the fertile farmlands of Nebraska, Iowa, and Illinois. I completed my two-day, 1050-mile automobile drive from Boulder, Colorado, on Thursday evening, arriving at my brother's home in west suburban Naperville about 7:00 p.m. After a good night's sleep, I made the 45-minute drive to AMERIPEX at the Rosemont O'Hare Exposition Center, and, after gaining free admittance into the exhibition hall via my *press credentials*, I was ready to meet Lundy Collectors Club members and to make the assault on the dealers' booths in search of those elusive Lundy items.

AMERIPEX '86 was my first opportunity to attend an international philatelic event, and since it was being staged in Chicago, the city in which I was born and raised, I was also assured that I would meet up with the L.C.C. Officers who hail from the Chicagoland area. I decided to take notes of my escapades at the exhibition and chronicle them in an article for the LCCPQ. Besides, since the kind folks at AMERIPEX had given me *press credentials* and amenities for being the editor of a philatelic publication, I anticipated that they expected some publicity or an accounting in return. (So, Les, here it is!)

I had done my *homework* prior to the show by studying the floor plan and location of dealers' booths and exhibits I was especially interested in. Even though I spent eight full days at AMERIPEX, there was insufficient time to do everything I had intended, and I was simply unable to see everyone I wanted to while I was in Chicago. The organizers of AMERIPEX boasted that seven football fields could be housed under the roof of their exhibition which covered every nook in the huge 350,000-square-foot Rosemont facility. I believed it as I must have walked at least fifty miles during my period of attendance.

Upon entering the Exposition Center for the first time, I headed directly to Michael Bale's Negev Holyland Philately Ltd. booth which he kindly consented to let L.C.C. members use as a meeting place and message center. Michael hails from Ilfracombe, North Devonshire, and easily won the award as the L.C.C. member who traveled the farthest to attend AMERIPEX. After our brief introduction and exchange of pleasantries, I met up with L.C.C. Vice President Jim Czynl, and we immediately began our avid pursuit of the *puffin* by approaching just about every dealer's booth in the show. We are both realistic enough to know that there would be little (if any) Lundy material for sale at an exhibition of this caliber since dealers generally only haul their best and most expensive material to an *international*—but Jim and I would never



AMERIPEX '86 CHRONICLE (Continued)

forgive ourselves if we didn't try and somebody else approached us with a "look at the nice 'tram' cover or *Montagu* postcard from 1906 with 'Lundy Island' G.P.O. postmark I picked up for only ten bucks!"

Jim had been doing some shopping around on the show's opening day and mentioned that George S. Wegg Ltd. of Toronto, Canada had a used "V + plane" overprint set for \$75. Forget that—we wanted *bargains!* But Lundy material was sparse and there weren't any bargains to be had. Typically, dealers had 1961 "Europa" FDCs priced anywhere from \$3 to \$5 each or Stanard-prepared 1/1/39 cacheted covers (but no "Atlantic" errors for the "5-line" LACAL overprinted airmail) priced between \$15 and \$30 each. We've learned long time ago to respond to dealers' queries of "what can I show you?" with "Great Britain covers" because their invariable response to "Lundy covers" is a guffaw followed by a "Sorry, we have none today"! Besides, one never knows when a *gem* might be lurking in that cover bin just waiting to be plucked out by the informed... After perusing the British covers, we could always fall back on the stock line, "By the way, you wouldn't happen to have any Lundy, would you?"

Jim and I managed to come across several Lundy items worth mentioning. Jim bought an attractive 1938 Pitman-prepared inward airmail cover from Brazil for \$40 (negotiated down from an initial asking price of \$50—I became quickly impressed with Jim's adroit manner with stamp dealers) from Mills Philatelics of Goshen, New York. I purchased a 1943 C.T.O. cover with the entire "Wright Brothers biplane" overprint set for \$40 from Tom Mills, with the seven-puffin stamp having an orange bar through the value (a constant variety on stamps 13, 14, and 15 of the right-hand panes). J.A.L. Richardson of Surrey, England, had a nice Captain Smye inward cover (with the "AIR SERVICE SUSPENDED..." cachet) from Australia for a reasonable 18 pounds, but we both declined it. We informed Michael Bale of this cover, and he stopped by the booth and purchased it for his collection. Jim and I came across only two other Lundy items of note: a commercial postcard from the 1950s in Felix Gade's handwriting which I purchased from Al Zimmerman of the Bronx, New York, for a modest \$7.50, and an unaddressed FDC with a complete set of the 1982 definitives which Jim plucked out of some dealer's cover pile for \$2 (less than *face*). We loaned these respective covers to Donna O'Keefe, Senior Editor of *Linn's Stamp News*, for an illustration to an article on Lundy and the L.C.C. she promised to do for one of *Linn's* "AMERIPEX Show Editions." More on this matter later, but for now suffice it to say that Jim prevailed (he obviously carries more weight than I do) since a photograph of his FDC ultimately accompanied the article.

That was the extent of the retail Lundy at AMERIPEX. Two British auction firms (Royale Stamp Auctions and Warwick and Warwick) were passing out complimentary catalogues to their upcoming auctions, and both firms offered Lundy lots (see my "Lundy at Auction" column for details). On Wednesday, May 28, I attended a "dealer's only" bourse at the Holiday Inn across the street from the Expo Center. Tickets to this event abounded and probably only ten percent of those in attendance were actually stamp dealers. I managed to hit every table at the bourse and was able to find only two with Lundy items. Roger Koerber of Southfield, Michigan, offered three ACAS "trams" (one of each value). I declined these but sent Ian Wilkinson their *numbers* for the *Tramticket Register* he's compiling. A dealer from Scotland had a lovely March 7, 1942 Lundy outward cover—franked with a light blue "V + plane" first overprinting ½-puffin stamp and having G.P.O. use—for 25 pounds (\$35), but he didn't seem interested in lowering his asking price so I politely declined. One of my more humorous moments came when I tried to explain my philatelic interests to a dealer from Katmandu, Nepal, who made the mistake of asking me "what do I deal in?"—he didn't have the slightest idea what I was talking about but pretended to understand. I met one dealer at this bourse who claimed to have an "extensive collection of Lundy" but it wasn't for sale as he was saving it for his daughter. I showed him an issue of the *LCCPQ* I had brought along, and he indicated he might be interested in joining the L.C.C., so I presented him a membership application form (obtained from the American Philatelic Society booth as the A.P.S. was acting as an affiliate *clearing house* at AMERIPEX and the L.C.C. name was prominently displayed). So, Steve A., put your money where your mouth is and let's see your name come up as a new member!

Friday evenings (I've been told) are the social event for the L.C.C. members who reside in Chicagoland—beer and pizza being *de rigueur* for our hard-working officers and friends who slave away printing and collating and distributing the *LCCPQs* to members. The first Friday of AMERIPEX was no exception as Jim Czyl, Sandy Fields (from San Diego, California, who was staying at Jim's house in Posen for the duration of the exhibition), and I left for the *South Side*. There was an AMERIPEX event that
(Article continued on the bottom of page 9.)

THE 1943 LUNDY PHILATELIC BUREAU ESSAYS

by Roger S. Cichorz and George H. Ulrich, Jr.

Information is sparse and conjectural about the so-called *Bureau essays* which consist of a 3-puffin value, a 10-puffin value, and a 30-puffin value, all in various design colors on various colored papers and cardstocks. It is likely that Brian Rigby-Hall, manager of the Lundy Philatelic Bureau operating in Northamptonshire during the WWII years, was responsible for the inception and production of these essays sometime during 1943. Felix W. Gade did not mention their existence in his *The Postal History of Lundy* and, according to Barry Chinchin, had stated that he did not commission them.

We know that Brian Rigby-Hall had Bureau essays in stock and was selling them for 5 shillings each as late as 1966. We also know that he reprinted them in different (*brighter, more intense*) colors on different (*thicker*) papers of various colors sometime during the 1970s. Quantities of complete sets (30 of each type) of the reprints from the Brian Rigby-Hall estate entered the philatelic market in 1985 through arrangement with his widow, Mrs. Penny Rigby-Hall, although some types of the reprints had been made available to collectors during the 1970s. Because additional types of what appeared to be *originals* of the essays (types other than those listed in Michael Windeatt's 1957 *Priced Catalogue of Lundy Island Locals*) were available prior to the 1970s reprints and because of differences in basic colors and paper types, it can be surmised that Bureau essay *originals* were not limited to the initial 1943 printing and that perhaps over the years Mr. Rigby-Hall printed additional quantities as he needed them!

The next section of this article will chronicle the types of Bureau essays *originals* as well as additional previously published information about them. The balance of this article will be a listing of all the types of Bureau essays in George Ulrich's collection.

Listings from M. Windeatt's July 1957 Priced Catalogue of Lundy Island Locals

1943 Wright Brothers Issue. Essays for proposed and unadopted design. All 3-puffin value. All imperforate. It is believed that all essays exist on white gummed paper, on yellow un gummed paper, and on white un gummed card. Prices [*excluded here*] are quoted for all varieties so far noted, but there are probably more. Not all of these are in stock all the time. *Listed types include:*

blue, violet, brown, black, red, and green—all overprinted with gold biplane
 brown, green, and black—all overprinted with black biplane
 violet—overprinted with green biplane
 black and brown—both overprinted with red biplane
 green, blue, and violet—all overprinted with brown biplane
 blue and red—both overprinted with violet biplane
 red—overprinted with blue biplane

(18 color combinations on three different papers, therefore 54 types possible.)

Essays for proposed and unadopted 10-puffin design. Notes as before (*i.e., white gummed paper, yellow un gummed paper, and white un gummed card*) with additional listing for white gummed paper perforated 11 type. Listed types include brown, black, violet, red, green, and blue. (*Six colors, therefore 24 types possible.*)

Essays for proposed and unadopted 30-puffin design. Notes as before (*i.e., white gummed paper, yellow un gummed paper, and white un gummed card—all imperforate—and white gummed paper perforated 11*). Listed types include black, green, brown, blue, red, and violet (*with no mention of the center oval color*). (*Six colors, therefore 24 single color types possible; or 120 additional types possible with different colors for center oval.*)

The Puffin, Number 15, May 1966, page 24, discussion by Barry Chinchin

10-puffin essays. I have seen these in six colors: black, red, blue, brown, green, and violet. All colors are found printed on white paper, white card, gummed buff paper, and I have seen black and brown on pink paper and green, red, violet, and blue on turquoise paper. Mr. Windeatt's catalogue mentions them on white gummed paper perforated 11. Harry Rooke has been told that this was originally intended for stationery. (*18 additional types over Windeatt's listing were noted by Barry.*)

30-puffin essays. These are bicolored. The center oval will be the second color mentioned. I have seen black and violet, red and brown, blue and green, brown and brown, green and black, and violet and red. These are found on both white card and gummed buff paper. They also occur with black centers in black, red, blue, brown, green, and violet. These are on yellow paper, pink paper, and white paper. Mr.

THE 1943 LUNDY PHILATELIC BUREAU ESSAYS (Continued)

Windeatt does not mention centers but claims some were perforated 11. (36 additional types possible on gummed buff paper; six additional black oval center types noted on pink paper—or 36 types in all if dual color combinations exist as well.)

the PUFFIN Journal, Number 23, Autumn 1974, pages 22 and 23

Article entitled "10 & 30 PUFFIN ESSAYS" by B. Chinchin and B. Sherwood:

The standard listing of the Lundy 10-puffin and 30-puffin essays was first made by Michael Windeatt in his catalogue of 1957. This is a fairly comprehensive record of types, but there is no record as to where they were produced, by whom, or for what purpose. It has always been assumed that they were a wartime product of the Lundy Philatelic Bureau, and it has been suggested that they were intended for use on postal stationery. This latter assumption does not seem to have much validity as perforated issues of both values exist. Some copies of these essays have been recorded on the Island, although Mr. Gade has stated that he did not commission them, nor did he know how they came to arrive there.

In both values, perforated and imperforate examples occur, though on the whole the perforated ones are better quality prints. This could either mean that the imperforates were printer's waste, or that no great amount of care or skill was employed by the printer and the best were selected for perforating. (The perforated examples or, for that matter, any "better quality prints" could have been printed at a later date.) This would account for the fact that no pairs, blocks, or part sheets of either value have ever been recorded. It would also account for the large margins on the imperforate examples.

These general observations are borne out by closer examination. The best and the worst printings available of each value were taken and searched for minor spots and marks in the design. Next, all available examples (perforated and imperforate) were examined, and in all cases it was found that these faults were common to all stamps despite the condition, color, or quality. From this it would be safe to assume all printings were from the same three blocks—one for the 10 puffin and two for the 30 puffin (Bird and Duty plates). As these minor marks are identical, it could be safely assumed that multiples were never prepared and sheets were never printed.

10-puffin essay flaws: (1) break in U of PUFFIN, (2) dot between U and N of Lundy, (3) dot in right-hand side frame base, (4) U and F of PUFFIN joined, (5) spot in left side support, (6) break in center bottom line, and (7) dot between L and U of Lundy.

30-puffin essay flaws: (1) break in left-hand outside frame, (2) marks over bird's head, (3) break in bottom right-hand corner, (4) spot in top of bird's beak, (5) N and D of LUNDY joined, and (6) misshapen O of 30.

[These plate flaws were not corrected and exist on the reprints as well. These authors' discussion does not preclude our contention that essay printings could have been conducted from 1943 well into the 1970s. The Wright Brothers 3-puffin essay was not discussed in any detail in issues of The Puffin, although Barry Chinchin noted in his A Catalogue of Lundy Stamps "reprints suspected to be 1970s have a cracked frame." The cracked frame has been discussed earlier (Winter 1982 LCCPQ, page 8), and it is this plate flaw which distinguishes reprints from originals.]

Holdings in the George H. Ulrich, Jr. Collection

The following is a complete listing of all (227 different) types of Bureau essays in the Ulrich Lundy collection. Readers are invited to examine their holdings and add to, revise, or otherwise comment on this list. The colors listed are George's interpretation, but they are not too far off. (George's note: Most collectors find difficulty with reds, vermilion, carmine, and scarlet—but vermilion to me is a red orange, scarlet is an orange red like Chinese red, carmine has no orange but is bright, and red is muddy. You figure it out!)

ESSAYS FOR 10-PUFFIN STAMP (1943 originals) (59 types listed)

perforated 11, white paper, gummed:

yellowish green, claret, vermilion, ultramarine, pale violet, black

imperforate, white paper, gummed:

pale green, vermilion, dark brown, ultramarine, pale violet, black

imperforate, white paper, un gummed:

yellowish green, pale green, carmine red, brown, blue, pale violet, gray black, black

imperforate, white toned paper, gummed:

dark green, green, carmine, deep blue, blue, dark brown, brown, deep violet, violet, black

THE 1943 LUNDY PHILATELIC BUREAU ESSAYS (Continued)

imperforate, white card, ungummed:
 deep carmine, pale carmine, bright violet

imperforate, *toned* card, ungummed:
 pale green, carmine red, deep brown, brown, deep violet, black

imperforate, pink paper, ungummed:
 brown, gray black

imperforate, buff (yellowish) paper, ungummed:
 green, carmine, blue, brown, deep brown, violet, gray black, black

imperforate, blue paper, ungummed:
 green, pale carmine, bright blue, violet

imperforate, lemon yellow paper, ungummed:
 green, vermilion, dark blue, brown, dark violet, black

ESSAYS FOR 10-PUFFIN STAMP (1977 *reprints*) (30 types listed)

Six design colors (green, carmine red, deep blue, deep brown, bright violet, black) on ungummed, thin cardstock of five different colors (white, manila, pink, yellowish green, and yellow), all imperforate, resulting in 30 different types.

ESSAYS FOR 30-PUFFIN STAMP (1943 *originals*) (60 types listed)

The vignette (oval center) color is listed first, followed by the design color.

perforated 11, white paper, gummed:
 brown and yellowish green

imperforate, white paper, gummed:
 reddish brown and green, black and deep brown, brown and violet, black and black

imperforate, white *toned* paper, gummed:
 gray black and green, black and pale green, deep brown and green,
 violet and vermilion, light brown and red, deep violet and blue.
 pale green and blue, red brown and brown, carmine and violet.
 green and deep violet, violet and gray black, bright carmine and black

imperforate, thin white paper, ungummed:
 deep violet and blue, black and black, *no vignette* and deep blue

imperforate, white paper, ungummed:
 black and green, black and carmine, black and pink, black and blue,
 black and brown, violet and black, black and black

imperforate, thin white card, ungummed:
 black and green, light brown and carmine red, pale green and blue,
 light brown and deep brown, carmine and bright violet, violet and black

imperforate, white *toned* card, ungummed:
 deep brown and green, deep violet and carmine, deep violet and blue,
 black and deep brown, green and deep violet, black and black

imperforate, buff paper, ungummed:
 gray black and green, pale brown and carmine red, black and vermilion,
 green and light blue, black and blue, light brown and brown, violet and black,
 black and light brown, carmine and violet, black and violet, black and black

imperforate, pink paper, ungummed:
 gray black and green, black and carmine, brown and blue, black and brown,
 brown and violet, gray black and black, gray black and gray black

imperforate, lemon yellow paper, ungummed:
 violet and blue, black and brown, black and black

ESSAYS FOR 30-PUFFIN STAMP (1977 *reprints*) (30 types listed)

Six design colors (green, carmine red, deep blue, deep brown, bright violet, black) with vignette (oval center) color only in black on ungummed, thin cardstock of five different colors (white, manila, pink, yellowish green, and yellow), all imperforate, resulting in 30 different types.

ESSAYS FOR 3-PUFFIN WRIGHT BROTHER STAMP (1943 *originals*) (17 types listed)

The overprinted biplane color is listed first, followed by the design color.
 All listed types are imperforate.

buff (*off-white*) paper, gummed:
 black and green, brown and green, brown and violet, violet and scarlet,
 green and deep violet, carmine and brown, violet and blue
 carmine and black, black and black

THE 1943 LUNDY PHILATELIC BUREAU ESSAYS (Continued)

white paper, gummed:

gold and blue, gold and green

buff (off-white) paper, un gummed:

gold and brown, black and brown

lemon yellow paper, un gummed:

violet and blue, brown and yellow green, black and brown, black and black

ESSAYS FOR 3-PUFFIN WRIGHT BROTHERS STAMP (1977 reprints) (30 types listed)

Six design colors (green, carmine red, deep blue, deep brown, bright violet, black) with "biplane" overprint only in black on un gummed, thin cardstock of five different colors (white, manila, pink, yellowish green, and yellow), all imperforate, resulting in 30 different types.

Variety: bright violet on manila cardstock, imperforate, un gummed with an *albino* impression of the overprinted biplane (only four discovered).

Authors' note: This is the most extensive article to date on the colors and types of paper for the Bureau essays. We make no bones about the fact that this list is incomplete, so additions and revisions are solicited! Please check your holdings and send in additional types and comments to the LCCPQ Editor for a follow-up listing! Additional information and conjecture on the Bureau essays are always welcome.

OFFER



Roger Cichorz still has packets of Rigby-Hall reprint material available for sale. Each packet includes all 90 examples of the Bureau essays reprints listed in the preceding article as well as 30 examples (blue, green, red, violet, brown, and black printings on green, white, buff, yellow, and pink thick papers) each of the 15-subject "V + plane" overprint setting, the 15-subject bordered "IX Anniversary" overprint setting, the four-subject "IX Anniversary" setting for the Tighearna sheetlet, and the four-subject stamp setting for the Tighearna sheet. In addition, six reprint Tighearna sheetlets are included: these are printed in orange on white, light yellow, light pale green, light pale blue, pink, and light greenish blue thin paper.

This basic 216-item packet is available for U.S. \$40 (check, money order, or cash acceptable), or for the convenience of overseas members for 30 pounds sterling (in currency only—please no cheques) (price includes airmail postage), from: Roger S. Cichorz, 3925 Longwood Avenue, Boulder, Colorado, 80303, U.S.A.

AMERIPEX '86 CHRONICLE (Continued from Page 5)

evening and several members had indicated they had to attend and therefore could not join us—but *blood runs thick* and by the time we got through two pitchers of beer and soda pop at the Five Islands Restaurant, President George Fabian, Secretary/Treasurer Duane Larson, Art Director Dick Barnes, and several members of the Park Forest (Illinois) Stamp Club had joined up with us. The food was (...well, ah...) cheap and there was plenty of it (all-you-can-eat buffet style—what else for this crew!), and it was Sandy who uttered the *best line* of the evening: "After tonight, it's going to take me a month back in California to detoxify my system!" I planned ahead and explained to Jim that I would partake of the festivities (and beer) if he would offer me his sofa as a place to *crash*, so I wouldn't first have to drive back in some sort of semi-inebriated state to my brother's place in the wee hours of the morning.

Three L.C.C. dealer members had booths at AMERIPEX: Michael Bale (Negev Holyland Philately Ltd.), Jack Menary (J.O. Enterprises, Tinley Park, Illinois), and Argyll Etkin Ltd. (London, England). Stephen R. Datz (General Philatelic Corporation, Loveland, Colorado) was serving as a philatelic market consultant in the Jacques C. Schiff, Jr., Inc. auction firm's super booth, and his new catalogue, *U.S. Errors* (to be reviewed in the next issue of the LCCPQ), debuted for sale at the show. I counted

(Article continued on the bottom of page 15.)

A COMMENTARY ON THE LUNDY POST

by Captain H. T. Jackson

The following article is based on two complete excerpts about Lundy from Captain H. T. Jackson's article "A Commentary on the Posts of Herm, Jethou, and Lundy," which appeared as installments in the February 1965 and May 1965 issues of The Great Britain Philatelist. These excerpts are reprinted here by kind permission of the author and the journal's publisher, Robson Lowe.

LUNDY RADIOGRAMS. I wonder how many philatelists know that Lundy had its own telegraph system for a year before it had its own stamps, and that, by Lundy Radiogram, a message can be sent to any part of the world? Since 1928, British Post Office telegraphs and telephones have not functioned on the Island except for a line between the North and South Lighthouses, for which the P.M.G. pays rent. The story of the Lundy radiograph service is interesting.

In 1892, the British Post Office laid a marine cable from Croyde, on the North Devon coast, to Lundy. When it was completed, the Owner or "King" of Lundy, the Rev. H. G. Heaven, rang up the Postmaster General and told him that "the kingdom of Heaven rejoices."

The cable broke on several occasions, and, in 1920, it broke twice. It is a costly matter to repair marine cables and twice in twelve months was too much for the Post Office. It was decided to abandon the cable. This disturbed the Board of Trade, whose Marine Department was responsible for the safety of shipping, and the severance of communications with Lundy caused considerable anxiety.

Mr. M. C. Harman, who was by that time the Owner, thereupon entered into an agreement with the Board of Trade, whereby he installed a short-wave radio station on the Island (one of the first, if not the first radio station round the coasts of Great Britain) while the Board installed a similar set at the Coastguard Station at Hartland Point, 11 miles due south of Lundy. Under this agreement, it was agreed that the Coastguards should transmit private messages, as well as messages relative to shipping, and inland and foreign telegrams to and from Lundy have been transmitted in this way ever since.

A recent visitor to the Coastguard Station at Hartland Point told me that he was surprised to find a Coastguard taking down an order for groceries from the Lundy hotel.

The forms are headed "LUNDY RADIOGRAM," and the same forms are used for "forwarded" and "delivered" messages. They are obviously based on the British Post Office forms but are on better quality white paper. One interesting difference is the space for "English Telegram & Telephone Charges." (Note the word "English"; the Lundy people claim to be "British" but not "English.") The envelopes are gray-blue.

LUNDY. Lundy was the first of the islands to issue its own stamps and, being the innovator, had to bear the shocked disbelief of the very conservative British collectors. Nowadays, when the British Post Office issues stamps for Jersey, Guernsey, and Man, and produces a commemorative issue every few months, the criticisms leveled against Lundy tend to backfire.

The argument against the Lundy stamps is that, in the winter, the population of the Island is only 22, including six lighthouse men who are not inhabitants. The reply is that, in the summer, there may be on any day as many as 900 persons, most of whom will use the post office and need Lundy stamps.

The facts are that the post is necessary, legal, and well run. It has the monopoly of postal services between Lundy and the mainland. The British Post Office had opened a post office on Lundy in 1892, but only by the courtesy of the Lord of Lundy, who provided the post office and the postmaster and carried the mail to and from England. The Postmaster General was unwilling to meet the cost of these services, so, at the end of 1927, Mr. Harman, the Owner, gave him notice to close the sub-office and on January 1, 1928, started the Lundy post. (*Punch* published a poem about the "man who sacked the P.M.G.")

A COMMENTARY ON THE LUNDY POST (Continued)

The inhabitants of Lundy pay no rates or taxes, and the British Government has admitted its fiscal independence. But life on the Island is simple, and it only just pays its way, in spite of careful and capable management.

The present post-mistress, the wife of the assistant agent, runs the post efficiently. She (privately) deplored the issue of pictorial stamps as cheapening the postal service. (The day before I arrived, the Island had issued a Shakespeare memorial stamp, which she agreed was absurd. The Bard had no more connection with Lundy than he had with Blackpool, where the British Post Office was selling Shakespeare stamps.) Actually, Lundy has a much cleaner record postally than Great Britain and certainly more than the other small countries of Europe. The one-puffin stamp in current use (last Summer) was the one-puffin of the *first issue* of November 1, 1929. What other Post has been using the same stamp for the past 37 years?

The most important visitor to use the Lundy post is Queen Elizabeth, the Queen Mother. She visited the Island some time back, and when she came to the post office, said, "I will send a postcard to Charles," and did so. Later, I asked the post-mistress whether the Queen used Lundy stamps, "or did the Queen's mail go free?" The reply was—"She put on a 2-puffin stamp, the same as everyone else. This is Lundy, not England." (Incidentally, someone must have a most desirable piece of postal history.) (Do not let me give a wrong impression, the islanders are very loyal to the Crown and proud of the fact that they held Lundy for King Charles after all England had surrendered to Cromwell. When the Royal mints were overrun by the Parliamentary troops, the Owner of Lundy set up a mint on the Island and minted the coins to pay the Royal troops.)

During the War, when communications between Lundy and England were difficult, the Owner instituted the Lundy Philatelic Bureau, with headquarters at Northampton, later moved to Kettering. Lundy stamps were affixed to all letters sent out by the Bureau, and the Lundy stamps "used abroad" are worth finding.

Another cause of argument is whether Lundy has an internal post. If by internal post is meant delivery by uniformed postmen, then the answer is no, but all letters posted or arriving in Lundy are promptly delivered. This state of affairs is common to all the poorly populated offshore islands, even when the post is controlled by the British Post Office. For example, in Skye the hotel waitresses interrupt their work to sell stamps and postal orders in the post office, and bus drivers stop their buses to collect letters and empty the pillar boxes.

The argument that Lundy stamps should not be collected because Lundy is not in the U.P.U. is too silly to take seriously and is usually dropped when it is suggested that the collector should throw away his penny black and other early stamps. Adherence to the U.P.U. would mean that the Owner would have to transport all incoming mail free, and, in view of the distance, some 30 miles, and cost, this is not reasonable. Incoming mail pays the same rates as the outgoing mails, the stamps being affixed to the front of the cover and the postage due being collected from the recipient. The letter rate is now 2 puffins, and $\frac{1}{2}$ -puffin stamps are no longer issued. The British Post Office refuses to accept the mail unless the Lundy stamps are stuck on the back of letters, but on postcards the Lundy stamps are put on the front, in the top left corner.

The Lundy post has now operated for 37 years (how many other local posts lasted that time?) and appears to be a permanent institution.

For technical reasons, the airmail service to Lundy ceased in 1956, and the airfield is now disused. All mail is now carried by the Island tender, the *Lundy Gannet*, sailing from Bideford twice a week. A trip with the mail is to recover the romance (?) of the pioneer mails—across the notorious Bideford Bar (where lady passengers are asked to lean over the stern of the boat, because they make the deck so slippery) and then for three hours with 20-foot-high Atlantic rollers coming up on the port quarter, and the boat proceeding by reversed spirals.

LUNDY POSTAL MARKINGS SINCE 1950

1. "DELAYED BY STORM" MARKINGS

by John R. Holman

My main interest in Lundy lies in the postal markings since circa 1950. This brief account will be, I hope, the first of three articles looking at some of the markings used both officially by the Lundy Post Office and unofficially by other organizations and individual collectors. Some of the latter I disapprove of, but they need to be recorded so that collectors now and in the future know exactly what they are. The official postal markings make a very interesting study—some remained in use for quite long periods of time and can be found struck in different colors. In the early 1970s Mr. Gade used his "Postal Department" cancel quite separately from the "General Office" cancel. The dates of use of the former are interesting (and, to the best of my knowledge, unrecorded); sometimes covers can be found with both markings. From April 1, 1974 all Lundy mail has been given a meter mark to prepay British postage. A few instances where British stamps have been used have been recorded. Furthermore, the different cancellations used since 1974 on Lundy stamps and the meter marks themselves are worthy of close scrutiny.

In this article I detail the "Delayed By Storm" markings from 1962 to date, this account being an updated and expanded version of that presented by Ian Wilkinson and me in *the PUFFIN Journal* issue 25 (1982, pages 18-20). The aim is a complete checklist of the dates of use of the "Delayed By Storm" markings.

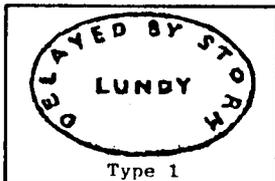
Since 1962, mail delayed from leaving the Island because of inclement weather conditions has been given a special cachet, cancel, or meter worded "DELAYED BY STORM." To date, six different handstamps have been used and a special plate in the meter machine introduced in April 1974.

The three earliest types were used during the period that Lundy stamps were affixed to the reverse of covers and British postage stamps on the front. The cachets were not used to cancel Lundy stamps and appeared alongside the stamps; sometimes the cachet was also applied to the front of the cover. In the checklists that follow the dates given are the dates on the Lundy postmark. Types 1 and 2 are types P and T in the Chinchon catalogue. Type 3 is shown on page 61 of the Chinchon catalogue but not assigned a type designation. Types 4 and 5 are shown on page 64 of the Chinchon catalogue but not assigned type designations.

Type 1 Oval Cachet (38 by 25 mm)

Introduced in January 1962

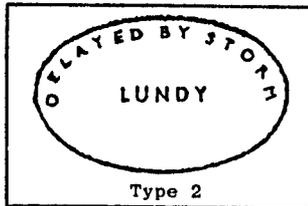
9 February 1962	Black
19 February 1962	Black (?)
6 March 1962	Black
9 April 1962	Black
10 April 1962	Black
22 November 1962	Black
12 February 1963	Black
19 January 1964	Black
1 February 1966	Green
28 December 1967	Green
4 January 1968	Green
28 December 1969	Green
27 January 1970	Green
1 March 1970	Green



Type 1

Type 2 Oval Cachet (45 by 27 mm)

18 July 1970	Green
? November 1970	Green
(5 November on British postmark)	
? January 1971	Green
(13 January on British postmark)	
5 February 1972	Green
13 April 1972	Green
20 October 1972	Black
12 December 1972	Black



Type 2

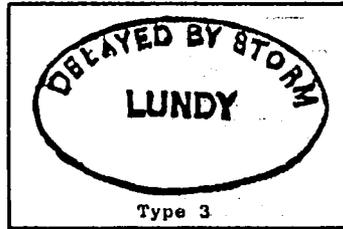
ONGOING PROJECT—ADDITIONAL INFORMATION SOUGHT!

Readers who can contribute additional dates of use of the "DELAYED BY STORM" markings are urged to send the information to the author at his home address (published at the end of this article). --RSC

LUNDY "DELAYED BY STORM" MARKINGS (Continued)Type 3 Oval Cachet (50 by 31 mm)

14 November 1972	Green
22 November 1972	Black
30 March 1973	Green
12 May 1973	Green

As can be seen from the listing on the preceding page, no dates are recorded for the use of the Type 1 cachet during the last 11 months of 1964 and all of 1965—yet it is unlikely that the weather was so good during those years that the mail was never delayed. I should welcome reports of known usage.



Type 3

From April 1, 1974, the Lundy stamps on the back of covers were cancelled with an undated oval cancellation, the front of the cover receiving a meter franking which included a "LUNDY/BRISTOL CHANNEL" plate in the same design as the cancellation used on the stamps. A similar "LUNDY/DELAYED BY STORM" plate and handstamp were also prepared. (Some collectors think the plate/handstamp may be one and the same.) This oval "DELAYED BY STORM" handstamp (Type 4) was used on only a few occasions; its use should have ceased in May 1974 when an undated circular cancel was introduced. Dates given below for the Type 4 oval cancel are the dates on the meter marking.

Type 4 Oval Cancel (36 by 20 mm)

3 April 1974
10 April 1974
7 June 1974
23 June 1974



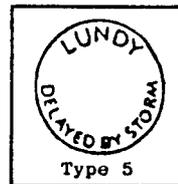
Type 4

In the Chichen Collection there is an interesting cover bearing a 4p definitive cancelled with Mr. Gade's Postal Department ("LUNDY/LUNDY") cancel dated April 8, 1974 in black, with a "Delayed" meter mark of April 10.

An undated circular cancel was introduced on May 25, 1974. A similar "DELAYED BY STORM" cancel was also produced; its first recorded use was on June 7, 1974. As can be seen from the above listing of the Type 4 cancel, the oval "DELAYED BY STORM" cancel was also employed on that date and on at least one further occasion when it should have been, by rights, in "retirement." The undated circular cancels remained in use until May 1975. A new version of the "DELAYED BY STORM" mark was reintroduced in 1983 (see Type 6 tabulation).

Type 5 Circular Cancel (22½ mm diameter)

7 June 1974
23 June 1974
28 June 1974*
17 July 1974
5 September 1974
11 September 1974
5 October 1974
10 October 1974
25 October 1974
30 December 1974
15 January 1975
2 March 1975*
6 April 1975
2 November 1982**
1 March 1983**



Type 5

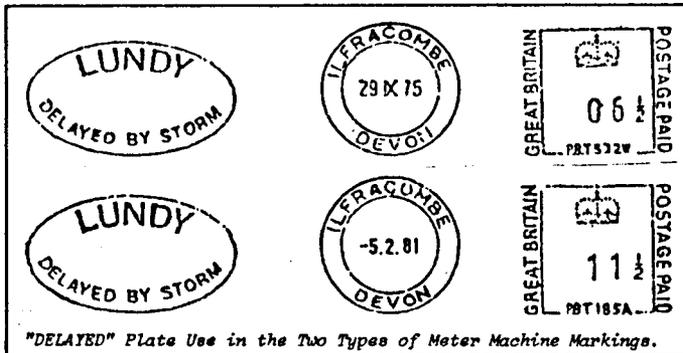
* Postcard, so no actual use of the circular cancel on the Lundy stamp, it being cancelled by the "DELAYED BY STORM" plate of the meter machine. Covers dispatched on these dates would have had the cancel on the Lundy stamp on reverse.

** Roger Cichorz reports possessing two large envelopes mailed to him from Lundy by Island residents that have rather "late" uses of the Type 5 cancel. Both of these covers have the meter franking with the "LUNDY/BRISTOL CHANNEL" plate (reference P.B.T185A) on front. In the case of the November 2, 1982 cover, the Lundy definitives on the backside are uncanceled (as the Lundy circular datestamp

LUNDY "DELAYED BY STORM" MARKINGS (Continued)

was not applied to this cover), and the Type 5 cancel is applied on the back. Because of the lack of a c.d.s. on the back, it is impossible to determine whether or not there was an actual storm delay, and possibly the Type 5 marking was applied as a "favor" cachet. In the case of the March 1, 1983 cover, both the date of the c.d.s. tying the Lundy definitives on the back and the date of the meter marking on the front are identical, so the Type 5 cachet (applied on front in black) seems superfluous.

From May 4, 1975, a new dated cancellation was introduced (shown on page 66 of the Chinchon catalogue but not given a type designation). From the same date, the use of the "DELAYED BY STORM" cancel ceased, but delayed mail continued to be identified by the "DELAYED" plate in the meter mark on the front of the cover. The use of the "DELAYED"



"DELAYED" Plate Use in the Two Types of Meter Machine Markings.

plate continued until 1983 when a new circular "DELAYED BY STORM" cachet (Type 6) was introduced. The plate was used in the original machine (reference P.B.T532W) until December 17,

1980. The current machine (reference P.B.T185A) came into use on December 23, 1980. The "DELAYED" plate (the use of which in the two types of Lundy meter machine markings is illustrated above) is known used on the following dates (the meter franking date is followed by the Lundy hand-stamp date in parentheses):

9 May 1975	(4 May)	8 March 1979	(6 March)
29 September 1975	(28 September)	21 May 1979	(19 May)
28 November 1975	(28 November)	18 August 1979	(18 August)
23 January 1976	(22 January)	20 August 1979	(20 August)
14 September 1976*		20 December 1979	(12 December)
1 December 1976	(30 November)	8 February 1980*	
9 December 1976	(8 December)	8 May 1980	(7 May)
18 January 1977	(13 January)	3 July 1980	(1 July)
18 January 1977	(18 January)	13 October 1980	(11 October)
27 January 1977	(25 January)	11 November 1980	(11 November)
1 February 1977	(1 February)	17 December 1980*	
21 February 1977	(18 February)	5 February 1981	(5 February)
9 December 1977	(9 December)	2 March 1981	(27 February)
1 February 1978	(31 January)	4 March 1981	(4 March)
22 February 1978	(not known - front only)	13 March 1981	(12 March)
		9 December 1981	(9 December)
23 October 1978	(21 October)	13 January 1982	(13 January)
23 October 1978	(23 October)	16 February 1982*	

I have no dates for use of the "DELAYED" plate during 1983.

* Postcard only, so no actual use of the circular datestamp cancel on the Lundy stamp, it being cancelled by the "DELAYED" plate of the meter machine. Covers dispatched on these dates would have had the Lundy stamps on the reverse tied by the circular datestamp cancel.

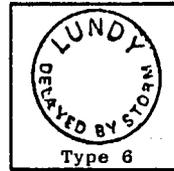
The current arrangement for delayed mail is to apply a "DELAYED BY STORM" (Type 6) cachet alongside the normally postmarked stamp. Both are applied in black. (This color has been used for Lundy postmarks since March 23, 1982, replacing the red color used since April 1974.) The date of the introduction of the new cachet which is similar to the

LUNDY "DELAYED BY STORM" MARKINGS (Continued)

Type 5 circular cancel is unknown to me; the first use I have seen was on items postmarked November 22, 1983 (November 23 meter franking).

Type 6 Circular Cachet (22½ mm diameter, as Type 5 but with larger lettering)

22 November 1983 (meter 22 November)
 29 November 1983 (meter 30 November)
 19 May 1984 (meter 24 May)
 3 September 1984 (meter 5 September)
 5 September 1984 (meter 5 September)
 22 December 1985 (meter 23 December)



I would welcome reports of other dates so that a more complete checklist can be published later. All reports should be sent to me at: 3 Eynon Mews, Christchurch Road, Ringwood, Hants. BH24 1DU, England.

In compiling these checklists, I have examined material in the collections of Ian Wilkinson, Roger Cichorz, and Barry Chinchin (in the British Library, London) and drawn from reports in the *PUFFIN Journal*, (1962 to date), *LCCPQ*, *The Private Post*, *BPPSG Newsletter*, and auction catalogues of the Lundy Collectors Club, I.P.P.A. (Stanley Newman), Ken Gibson, and Lars Liwendahl.

—John R. Holman

About the Author: John R. Holman is a longtime member of the Lundy Collectors Club whose writings on post-1950 Lundy philately have previously appeared in the *LCCPQ*. Mr. Holman is the former Editor of the *BPPSG Newsletter*, having relinquished this post in July 1983, and of *The Private Post*. His "British Private Posts - New Issues and News" column is a continued, regular feature of the *BPPSG Newsletter*. John is a member of the Cinderella Stamp Club (London), its British Private Post Study Group, the National Philatelic Society, British Philatelic Federation, and Railway Philatelic Group (United Kingdom). Mr. Holman is employed by Stanley Gibbons Publications Ltd. and has been serving as the Editor of *Gibbons Stamp Monthly* since January 1985. His personal philatelic interests, besides modern Lundy postal history, include all British private posts since 1940 (except for the 1971 Strike Posts). Mr. Holman has been a prolific writer for numerous British philatelic periodicals and attempts to keep up with the documentation of the numerous private postal carriers who operate (primarily during the Christmas holidays) throughout the United Kingdom.

AMERIPEX '86 CHRONICLE (Continued from Page 9)

17 L.C.C. members in attendance: George Fabian (#001), Jim Czyl (#002), Duane Larson (#003), Dick Barnes (#004), Roger Cichorz (#022), Mitchell Levine (#025), Sandy Fields (#030), Les Winick (#037), Argyll Etkin (#051), Jack Menary (#061), Austin Dulin (#066), Belva Mohle (#073), Stephen Datz (#081), Richard Crowe (#159), Michael Bale (#161), Ted Handley (#182), and "honorable member" Jack Madigan. (My apologies to any members I may have missed—but then you have only yourselves to blame for not checking in at Mr. Bale's booth or attending the L.C.C. AMERIPEX meeting!)

L.C.C. members were active participants at AMERIPEX '86. Lester E. Winick, one of the masterminds behind and founding fathers of AMERIPEX, was the show's Executive Director and, consequently, a whirlwind dervish on the show floor who was impossible to pin down long enough to say, "Hello, how are you?" (I was told by his friends that he's always frenetic, that AMERIPEX was no different from anyplace else!) Austin Dulin, Jim Czyl, George Fabian, and Jack Madigan all served on the AMERIPEX Organizing Committee. In addition, all four had service functions on the show's general committee, and, at one time or another, all had to attend to floor details. Austin was the meeting room assignments chairman and society liaison; Jim was the cancellations chairman and "Fun in Philately" committee member; George was the "Fun in Philately" chairman and cancellations committee member; and Jack Madigan was the hall layout chairman, construction committee member, and super booth committee member. The Lundy Collectors Club was an AMERIPEX Guarantor and received a Certificate of Appreciation signed by James E. Duffy, Jr., President of AMERIPEX '86, and Albert V. Casey, Postmaster General of the U.S. Postal Service and Honorary Chairman of AMERIPEX '86. George Fabian asked me to stress that five L.C.C. members (George, Jim Czyl, Dick Barnes, Les Winick, and Jack Madigan) and two "associates" (Mike Yui and Arthur Salm) put up their own out-of-pocket funds (no L.C.C. Treasury money was involved) to contribute to the show guarantee in the name of the Lundy Collectors Club. As a Guarantor, the L.C.C. was listed in the AMERIPEX '86 show catalogue!

(The AMERIPEX '88 Chronicle will be concluded in the next issue.)

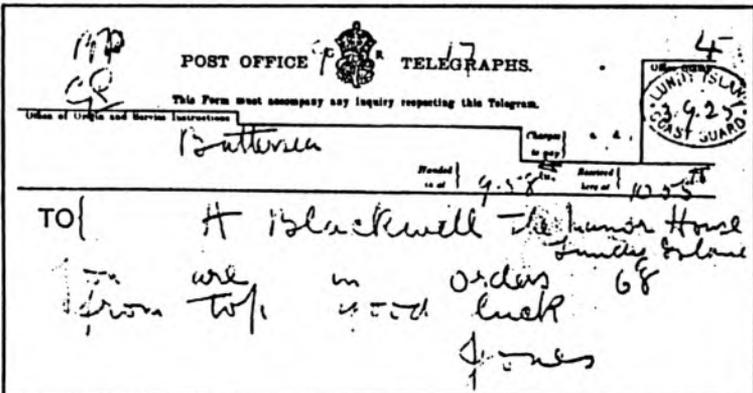
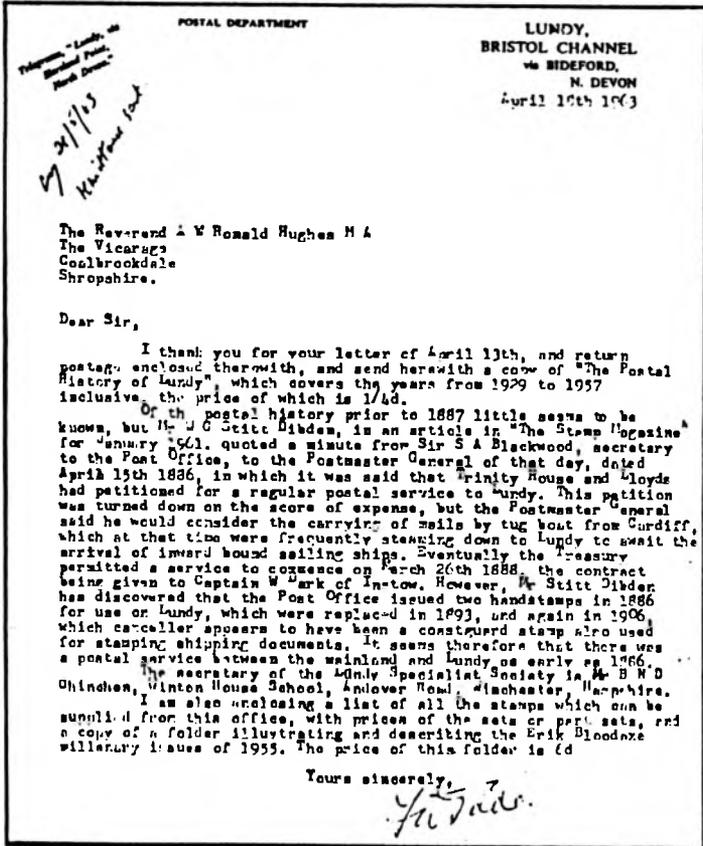
LUNDY POSTAL HISTORY NOTES

by Roger E. Allen

The subject of the letter from Felix Gade to a certain Reverend Hughes, who is unknown to me or to Tony Langham, is quite philatelic and although it goes over reasonably well-trodden ground, is nevertheless interesting.

The Coast-guard handstamp which Mr. Gade mentioned continued in use until at least 1925, as evidenced by the enclosed photocopy of a telegram form dated September 3, 1925 (illustrated at bottom of this page), sent from Battersea, London, to Blackwell,

the stamp dealer, who must have been staying on Lundy at the time. (This telegram is in the collection of Tony Langham.) I am not sure whether the handstamp was applied at Hartland Point or on the Island, but presume on Lundy.



Lundy at Auction

By Roger S. Cichorz
3925 Longwood Avenue
Boulder, Colorado 80303, U.S.A.

Cinderella Stamp Club Members' Postal Auction

In the Cinderella Stamp Club members' postal auction which closed March 17, 1986, 91 Lundy lots estimated at 1113.50 pounds were offered. A remarkable 80.2 percent (73 lots) estimated at 909.50 pounds (81.7 percent of the total estimates of Lundy material) sold, realizing 1037.30 pounds, or a whopping 114.1 percent of the estimates. Of the 73 Lundy lots that sold, 48 exceeded their estimates while only 20 lots failed to reach their estimates.

Two lots sold for more than double their estimates, and, unfortunately for me, these were the only two lots on which I bid. My solace comes in knowing I was the runner-up in both cases. The *jewel* of this auction as far as I was concerned (and apparently likewise for other bidders) was a 1917 inward lettercard sent from Bradford, Berkshire, to Lundy and redirected back. The card was stamped with a superb G.P.O. "Lundy Island" "16 OC 17" circular datestamp and fetched a whopping 80 pounds against a very modest estimate of 25 pounds. The other lot to sell for more than double its estimate was a mint NH "BY AIR" narrow-setting 12p stamp which realized 8.50 pounds against a modest estimate of 4 pounds.

Most of the lots offered in this auction were a continuation of the collection offered over the past three C.S.C. auctions. Mint examples of the "Red Cross" 3p and 4p values sold for 16 and 17 pounds against respective estimates of 10 and 15 pounds, but a 9p value with a *forged* overprint [can anyone provide *details*?] got 15 pounds against an estimate of 8 pounds. Most of the WWII overprint material offered managed to fare well. For example, the 16 lots of "V + planes" sold for 103.90 pounds against a cumulative estimate of 77 pounds. The 12 lots of 1943 Lundy Bureau 10p essays each sold for 18 pounds against estimates of 20 pounds each. There were a few *disappointments* including a "BY AIR" 2p value on an illustrated 7/19/51 postcard that realized only 8 pounds against an estimate of 12 pounds, a 1961 Europa souvenir sheet with missing brown color that realized 17 pounds against an estimate of 30 pounds, and a 1939 LACAL mint block of four ½d "air view" double printed with all four transfer types that sold for 12 pounds against an estimate of 20 pounds.

The next C.S.C. members' auction is the annual *extravaganza* slated for September 20, 1986 at the Victory Services Club in London. Membership in the C.S.C. is a modest 5 pounds (plus 3 pounds for airmail postage of its splendid quarterly journal, *The Cinderella Philatelist*, if required outside Europe). Membership in the C.S.C. also entitles one to join at no additional charge the British Private Post Study Group and receive its *Newsletter* which is edited by L.C.C. member Roger E. Allen. For further information or membership applications, write the C.S.C. Secretary, D. S. Weston, 24 Sidney Road, Staines, Middlesex, TW18 4LX, England.

Loddon Auctions June 28, 1986 Auction

Loddon Auctions (15 Wessex Gardens, Twyford, Berkshire, RG10 0BA, England; telephone Reading 340663 and 883650) offered 14 Lundy lots in its June 28, 1986 auction. Seven of the lots were *archival* material (possibly unique to only a few of each produced and, consequently, of significant interest to many Lundy specialists). The first of these lots consisted of two "imperfect" proofs in black of the 1974 definitive 20p and *unissued* ½p mounted on dull blue card with the Bradbury Wilkinson & Co. imprint; it was given an estimate range of 30 to 50 pounds. The second lot consisted of five imperforate proofs of the 1969 40th Anniversary issue mounted on dull green card of Bradbury Wilkinson & Co. in issued colors (except the 9p value which is in ochre instead of green); it was given an estimate range of 40 to 60 pounds. The third consisted of imperforate proofs of the 1971 first decimal definitive issue in issued colors (except the 3½p has an emerald-green center instead of turquoise) mounted on a dull blue card of Bradbury Wilkinson & Co.; it was given an estimate of 30 to 50 pounds. The fourth and fifth lots were imperforate proofs of the 1971 first decimal definitive issue with black frames mounted on card, and these were given estimate ranges of 30 to 50 pounds. Technically, these five lots are all color trials rather than "proofs" (as described by the auctioneer) since at least one of the stamps differs in color from the issued stamps.

The descriptions of the last of the two archival lots left me confused. They were both described as "1st Dec. definitive issue" but there was no Lundy set ever issued on December 1 to my knowledge that matches the descriptions. From the auction descriptions, I would guess that these lots are artist's or printer's paste-ups for

LUNDY AT AUCTION (Continued)

the March 16, 1971 first decimal definitives. I will give both descriptions from the auction catalogue verbatim, and if any reader can clarify these lots, please be sure to let me know. The first is described as "1st Dec. definitive issue, four cards each with imperforate proof of the decorative frame, upon which attached by sellotape is a cell in blue of the MV Balmoral and Landing Beach, illustration as used on condition: the 3p issue stamp then another 'cell' in blue overlaid with the value 3 $\frac{1}{2}$ p, each frame differs slightly." This lot was given an estimate range of 100 to 150 pounds. The second is described as "1st Dec. definitives. Proof in black, no value, (on a rough cut piece of white art board) at the center illustrated as previous lot. 'Cell' overlay of frame in black with two further cell overlays—one with $\frac{1}{2}$ the condition, other 3 $\frac{1}{2}$." This lot was given an estimate range of 60 to 80 pounds.

Five of the other seven Lundy lots offered in this auction consisted of accumulations of stamps or covers and were given estimates ranging from 5 pounds to 35 pounds. The other two were postcard lots: one a "G. S. Reilly East Coast from Gannet Rock P.4 N.W.11 (used?) 11/23/38" given an estimate range of 6 to 8 pounds, and the other a "P. C. Horns & Millers Naval series H.M.S. Montagu Ashore Shutter Rocks" (presumably unused) given an estimate range of 8 to 10 pounds. I asked Loddon Auctions to provide me with the prices realized for the Lundy lots, and I hope to include them in my next column.

Roger Koerber April 4, 1986 Auction

Five Lundy lots were included in the April 4, 1986 public auction of Roger Koerber (15565 Northland Drive, Suite 605 West, Southfield, Michigan, 48075-5308, U.S.A.; telephone 313-569-1411). A small stock of 1929-1954 mint issues, including ten gold-overprinted Tigherna sheetlets and several ACAS issues, sold for \$210 against a Newman catalogue evaluation of \$500+. Five covers with various combinations of the first definitives and LACAL $\frac{1}{2}$ d airmail adhesives realized \$90 against an estimate of \$100. The best lot in my opinion was a 1939 Pitman-prepared inward cover originating at Tristan da Cunha, having a G.B. $\frac{1}{2}$ d Coronation stamp tied by a violet Tristan da Cunha circular dateless handstamp along with a Lundy $\frac{1}{2}$ p first definitive and LACAL 5-line overprinted $\frac{1}{2}$ d "air view" tied by appropriate postmarks, which sold for a whopping \$170 against an estimate of \$75 (about right, I thought!). [I was offered an identical Pitman-prepared Tristan da Cunha to Lundy cover by a dealer at ROMPEX '86 for a paltry \$300, but I politely declined!] The 1951 "flying birds" definitive 2 $\frac{1}{2}$ p, 3 $\frac{1}{2}$ p, and 7 $\frac{1}{2}$ p values as imperforate color proofs in mint panes of 24 (without marginal inscriptions) sold for a hefty \$210 against a Newman catalogue evaluation of \$216. The 1954 Postal Jubilee 9p value as an imperforate color proof complete mint sheet of 20 (without marginal inscriptions) realized \$36 against a Newman catalogue evaluation of \$70+.

Christie's Robson Lowe Bournemouth Stamp Auctions

Allen Hoffman passed along realizations for the two Lundy lots in the February 6, 1986 auction of Christie's Robson Lowe Bournemouth Stamp Auctions (The Auction House, 39 Poole Hill, Bournemouth, BH2 5PX, England) that were described in my Summer column. The 1929-1967 selection of 270 items fetched 103 pounds against an estimate of 50 pounds, and the "tramticket" cover sold for 32 pounds against an estimate of 30 pounds.

Three Lundy lots were offered in the June 5, 1986 Bournemouth Stamp Auction. The first lot was a 1929-1957 collection of 100 stamps, a miniature sheet, and five covers, which included an ACAS $\frac{1}{2}$ d "tramticket," "large map" set (minus the 3d value), representative Bureau essays, the three low values of the "Red Cross" issue, the 1943 provisionals, a "V + plane" set, a "Wright Brothers biplane" overprint set, four "IX Anniversary" overprint stamps, and 1951 "BY AIR" overprints. Want to bet that this lot will drastically exceed its modest estimate of 70 pounds! The second lot was a stock of hundreds of 1954-1962 issues estimated at 40 pounds. The third lot consisted of four types of ACAS "tramtickets" (both $\frac{1}{2}$ d printings and 1d and 3d values) as mint pairs, a 1937 LACAL $\frac{1}{2}$ d violet "air view" part sheet (6 by 4), and four others modestly estimated at 35 pounds. (Thanks go to Allen Hoffman and Pat Herat, Jr. for bringing these lots to my attention.)

Royale Stamp Auctions June 18, 1986 Postal Auction

Royale Stamp Auctions (42 Maiden Lane, Covent Garden, London, WC2E 7LJ, England; telephone 01-836-6122) offered five Lundy lots in its June 18, 1986 postal auction. Three lots of stamps included: mint NH examples of the three low values of the "Red Cross" set estimated at 40 pounds; mint LH examples of the 1935 ACAS $\frac{1}{2}$ d and 3d

LUNDY AT AUCTION (Continued)

"tramtickets" estimated at a modest 10 pounds; and a "mint and used range on two stockcards" consisting of 98 stamps estimated at 20 pounds. The "range" lot turned out to be quite conservatively estimated as it included the following among its better items: the 1943 provisionals, ten WWII overprints, a set of 1951 "flying birds" definitives, and a mint strip of four 1955 Millenary 1p stamps with badly misplaced centers. The other two lots were covers: a 1937 Phillips-prepared Coronation FDC franked with an ACAS ½d "large map" and Lundy ½p definitive was estimated at 10 pounds, and a 1939 illustrated outward cover to the United States franked with Lundy ½p and 1p definitives and a LACAL airmail was estimated at 8 pounds.

I.P.P.A. Lundy Collectors Auction Number 8 Revisited

During May 1986 Stanley Newman announced his I.P.P.A. auctions will henceforth be known as Channel Islands & Lundy Auctions (C.I.L.A.). Concurrent with the name change, Stanley's auction administration will be transferred from his home to his new office at Melbourne House in Brighton. Accordingly, future inquiries should be made to Channel Islands & Lundy Auctions, Melbourne House, Melbourne Street, Brighton, Sussex, BN2 3LH, England; telephones Brighton (0273) 674163/675131/687299. Stanley wished to impress upon his clients that the name and address are the only changes, and that his auction operations will remain otherwise unaltered. Responding to my invitation to comment upon my summary of his I.P.P.A. Lundy Collectors Postal Auction Number 8 that appeared in my Summer 1986 column, Stanley offered these three comments to items that I had brought up: "(1) The reason for the reduced percentage sales of postcard lots is due entirely to the fact that the number of Lundy postcard collectors is limited, and once a collector has obtained a particular Lundy postcard, he obviously won't bid on an identical item in a following auction. (2) Lot 780 (the 7-puffin value, not the 1½ puffin as you stated) was definitely unmounted (NH) mint, so there can be no possibility of the paper having been dyed pink through soaking! (3) To 'tickle your funnybone' further, I am attaching the description of lot 981 (the fiscal "proof" illustrated on page 17 of the Summer 1988 LCCPQ) supplied by the vendor. Recognize the writing? ('nuff said!)" (The description Stanley used was provided by the consignor, one Roger Allen!)

A dispute arose after the I.P.P.A. #8 auction when Stanley refused to honor a bid of about 60 percent placed by an L.C.C. member on one (reserved, but not indicated as such) lot. Stanley cited his condition number three given in the auction particulars ("*Our estimates are based on prevailing market prices, and bids below 80% of Estimate are unlikely to be successful.*"). He explained to me that he does not want to clutter his descriptions by indicating which lots have consignors' reserves and which ones do not, but he is obliged to act in behalf of the consignors' interests, so I suggested he expand his number 3 auction term to provide an explanation of his position. Stanley agreed with my (verbose) reasoning and explanation and responded: "Perhaps one good lesson has been learned from this regrettable episode, and that is that I must 'tighten up' item 3 of my Auction Particulars. If you don't object, I will take a leaf out of your book and substitute: '3. Estimates are based on prevailing market prices, and to protect vendors' interests, the Auctioneer reserves the right to ignore any bid which amounts to less than 80% of the stated estimate of the lot concerned.'" This change is too late to placate the unhappy bidder, but I have to praise Stanley's willingness to attempt to avoid such disputes in the future. Ultimately, the auction is his, and he has the prerogative to establish and administer the rules as he sees fit.

This account has been somewhat of a departure from my usual "Lundy at Auction" format where I simply describe lots, list the realizations, and occasionally comment on one thing or another. If readers will indulge me, from time to time I would like to take off on such asides and discuss readers' queries, share their good and bad auction experiences, and render my opinion of controversial auction matters (since I have been on both sides—as purchaser and seller as well as auctioneer and bidder—at one time or another). Keep those cards and letters coming!

Postscript on a 1985 Beck Stamp Auction

Howard Wunderlich sent me further details about the two Lundy lots that appeared in the May 22, 1985 Beck's Stamp Auction and were mentioned in the "auction odds and ends" section of my Fall 1985 column. The first lot consisted of 72 items and only realized \$45 against Beck's estimate range of \$100-125. The second lot was the more interesting of the two, according to Howard, as the description was in error: both mint strips that were described as imperforate proofs were actually green and red-brown color trials. This lot sold for \$15 against its estimate range of \$20-25.

News of LCC Members

Welcome to these new members:

- 176 Peter M. Wilcox -- Canoga Park, California
- 177 D. L. Scutts -- Sydney, Australia
- 178 Robert G. Newman -- Havant, Hampshire, England
- 179 Bernard Julien -- Oostende, Belgium
- 180 Ronald Carpenter -- Hitchin, Hertfordshire, England
- 181 Robert Bischoff -- Tempe, Arizona
- 182 Ted Handley -- Park Forest, Illinois

Reinstated: 057 Raymond L. Buse, Jr. -- Covington, Kentucky

Dropped: 027 Dr. Ken Ernst -- Berkeley, California

(Mail returned, left no forwarding address; please help.)

The following 31 members have been dropped for failure to pay membership dues:

- 044 David Roberts, 048 Peter Atkins, 049 Chris Leyerle, 084 Duaine K. Potter,
- 086 Gerald V. Hecht, 101 Brian Munroe, 103 Richard P. Motz, 106 Juan H. Ramos,
- 109 B. R. Clarke, 114 Derek Tomlin (Channel Island Stamp Company),
- 117 Robert Szczerba, 119 Marten Collins, 125 Brian E. Muir, 132 Berj Kissoyan,
- 133 Adrian D. Console, 134 Patricia M. Curtis, 141 Florence R. Dowling,
- 145 Paul Glozeris, 149 Winfield Clawson, 151 Nildo Harper, 152 John Wood.

Membership summary: As of July 10, 1986, the Lundy Collectors Club had 123 members in good standing. The geographical distribution of the membership is as follows: United States (60), United Kingdom (39), Canada (8), Australia (6), West Germany (3), Sweden (2), Norway (1), Belgium (1), Iceland (1), New Zealand (1), and Japan (1).

- Georgia and Bob Sims (L.C.C. #056) became the proud parents of their first child, an "incredibly healthy" seven-pound, six-ounce, nineteen-inch son, Jarrad Warren Norton Sims, on Sunday, April 27, 1986. Congratulations, Georgia and Bob, from all of us in the Lundy Collectors Club.
- Stephen R. Datz (L.C.C. #081) is the author of a new softcover book, *U.S. Errors (Inverts, Imperforates, Colors Omitted)*, a comprehensive 120-page catalogue listing that debuted at AMERIPEX '86. The book contains current evaluations and quantities known of all U.S. errors from the 1869 pictorials through the present definitives and is fully illustrated. The book's cost is \$9.95 postpaid and is available from General Philatelic Corporation, P.O. Box 402, Loveland, Colorado 80537, U.S.A.
- Apologies go to Stanley Newman (L.C.C. #083): his splendid *Stamps of Lundy Island— an illustrated priced guide and handbook* captured a Silver medal at STAMPEX 1986, Great Britain's national show, not a Silver-Bronze award as erroneously reported in the "News of L.C.C. Members" in the Summer 1986 LCCPQ.
- Roger S. Cichorz (L.C.C. #022) was presented with a Certificate of Appreciation by the Rockwell International Rocky Flats Chapter of the National Management Association at its June 17, 1986 meeting. Roger was cited for his outstanding service during the 1985-86 activities as a member of the membership relations committee.
- Honorary L.C.C. member Herman ("Pat") Herst, Jr. wrote about "The 'Unknown' Farleys" (the 1c and 3c Chicago stamps of 1933, a very few of which were issued in uncut sheets of 400) in the April 1986 issue of the *EFO Collector*, the official bimonthly journal of the Errors, Freaks and Oddities Collectors Club, Affiliate #103 of the American Philatelic Society. Pat recently received an honorary life membership in the British Philatelic Federation in appreciation of his contributions to British philately. This was the first time this honor was given to a non-Briton, according to Herst, who has visited Great Britain more than 50 times to speak at conventions, to judge philatelic exhibitions, and to represent the U.S. at international meetings.
- William Rowcroft (L.C.C. #011) is the author of a new United States Local Post Directory, *A.P.A. Local Post Issues, 1971-1985*. This booklet lists and describes 47 local posts and includes a directory of modern local posts in the U.S. It is priced at \$2 plus \$1 postage and handling and is available from the publisher, the Local Post Collectors Club, Box 1239, Elgin, Illinois, 60121, U.S.A.
- Jack Brandt (L.C.C. #059) wrote that he was reading a novel recently and was "surprised to find a mention of Lundy. The scene was the shore of North Cornwall, and the quote was '...while his eyes were fixed on the misty blue outline of Lundy Island...' I was wondering if it was visible? The book is *The Crooked Way* by William Le Queux and was copyrighted in 1908. My copy was published by William Briggs of Toronto, and the quote is from page 303."
- Gwyneth White, author of two feature articles on Lundy Lighthouses and Pirates that have appeared in the LCCPQ and frequent contributor of "Letters to the LCCPQ Editor," reported the death of her brother Gwilym on April 14, 1986 after a lengthy illness. Sincere condolences, Miss White, from all the members of the Lundy Collectors Club.

LUNDY

COLLECTORS CLUB

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