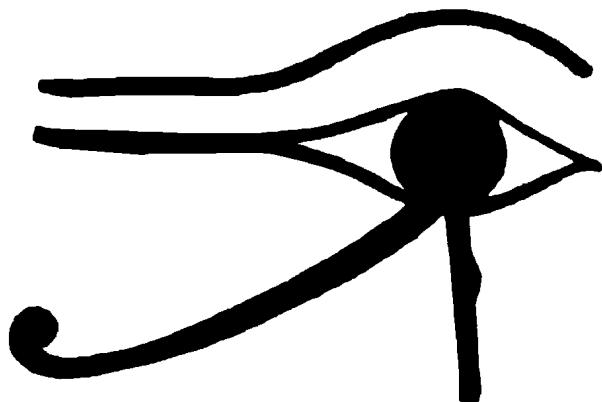


The
Quarterly Circular
of



THE
EGYPT
STUDY CIRCLE

March Quarter 2000

Whole Series No. 192

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Forthcoming Meetings.

May 27 th .	Airmails of Egypt (Earls Court)	J.Sears FRPSL
July 15 th .	A.G.M. 11am to 1pm. Heliopolis Cigarette Tax Stamps	Members P.Grech R.Bertram FRPSL
Sept. 23 rd .	Carried by Sea - a study	J.Davis & E.Hall
November 18 th .	Hotels Updated	J.M.Murphy

Meetings are normally held at the Victory Club, Seymour Street, Marble Arch, London. Members usually congregate in the bar from 1.00pm onwards and meetings commence at 2.00pm.

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MEETING HELD AT THE VICTORY CLUB ON JANUARY 8th 2000

Subject: Official stamps and Postal History.

Present: P.Andrews, R.Bertram, M.Bramwell, D.H.Clarke, J.Clarke, J.Davis, C.Defriez, P.Grech, J.S.Horesh, A.Jeyes, L.Said, J.Sears, B.Watterson.

Apologies: E.Hall, P.Whetter

The Chairman wished all present a Happy & Prosperous New Year.

Members were advised of details of a Dinner to be held on Saturday, 27th.May, after the Earls Court meeting on that date. Details in the previous QC.

Dennis Clarke then treated us to a most comprehensive display of the Official Stamps from 1893 to date. Many blocks were shown indicating the numerous minor printing varieties. Dennis had meticulously written-up all of these. The early Officials were accompanied by extracts from official documents detailing the regulations for Official Mail, both before and during the stamp period. Every issue was accompanied by covers - many elusive and some rare.

The chairman thanked Dennis for a most interesting display and members showed their appreciation in the usual way.

New Members.

ESC 533 B.D.Buscke
 Hans-Böckler Strasse 83
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Change of Post Code

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Resigned

ESC398 A.Kotschenreuther

Editorial

Thanks to a beautifully presented article by Peter Grech this edition of the QC. has been fairly easy to produced and should bring it back on schedule. Luckily I have enough material outstanding to produce a further QC but please don't let this stop you from putting pen to paper / finger to keyboard. I look forward to meeting many members in May and no doubt I will return from the meeting on the 27th. with a case bulging with many new interesting articles for the future delight of us all.

MEETING HELD AT STAMPEX ON 4 MARCH 2000.

Subject : 10 sheets per member.

Present: P.Andrews, R.Bertram, J.Clarke, C.Defriez J.Davis, S.Fikry (Egypt), M.Freeman, P.Grech, M.Goodman, K.Hagopian (Egypt), S.Horesh, E.Hall, A.Jeyes, C.Kelemenis (Greece) M.Nofal, A.Ott (Sweden), L.Said, A.M.Sobhi (Egypt), V.Varjabedian (Egypt).

Apologies: J.Sears, B.Watterson.

The Chairman welcomed all members, particularly those from overseas. A special welcome to Anatole Ott, here despite his recent illness. S.Horesh gave more details of the forthcoming Dinner on 27th May and extended an invitation to members and their partners to his house for drinks and supper on Monday, 22nd May at 7.00 p.m.

Members then displayed as follows :

R.Bertram	1898 De La Rue 1p - stamps & covers.
P.Grech	Government establishments - associated postmarks, cards & covers.
J.Davis	1914 Pictorial Issue. Proofs, stamps & watermarks.
V.Varjabedian	Additional information on his recent "Perfins" book, distributed to all present, and an unusual cover with Mahallet Station mark.
M.Freeman	Variants on the current £E 1.25 stamp.
C.Defriez	Up dating of the Circle's collection of new issues.
S.Horesh	Covers of The Polish Forces in the Middle East during and after WW2.
M.Goodman	Selection of covers from British Army P.O's 1882-1941
A.Ott	Photocopies of two Maritime covers. Details to appear in a future QC.
C.Kelemenis	Early covers bought at Stampex.

The meeting was completed by two frames of covers shown by Samir Fikry from a display to be presented at Vienna 2000. The first covered the Suez Canal with the Company stamps both used and on cover, and then all the postmarks used during and after construction. The second frame showed stamps and covers from Egyptian P.O's overseas.

Many rare and beautiful items - a rare treat.

It was a great pleasure to see several members from overseas but this does lead on to the question why with over 60 UK members we see so few at the stampex meeting or for that matter any of the meetings.

1914-1919 Booklets: Price?

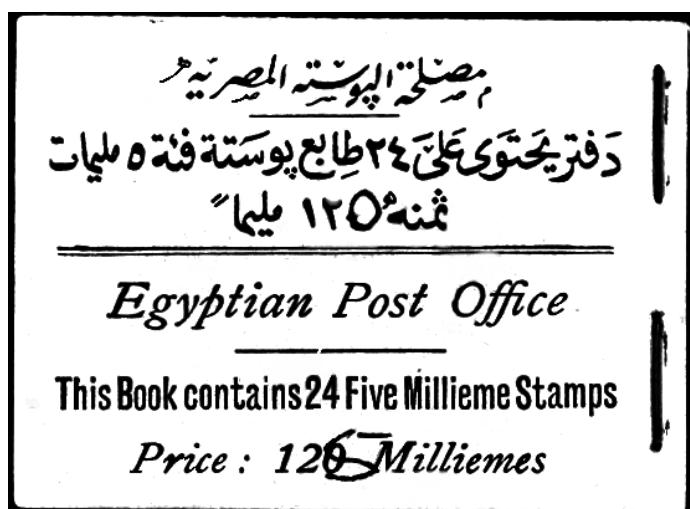
Peter A. S. Smith ESC 74.

Last year I acquired a broken booklet, containing only five stamps of the 1914 issue, and apparently without interleaves (although that is questionable considering the incomplete state). Since these booklets are extremely scarce in any condition, and this one was dirt cheap, I bought it, and then put it aside. Now that I have had a better look at it, I noticed a peculiar feature: The price on the cover is printed 120 Milliemes, which corresponds to the 1919 issue, but it has been corrected by manuscript in both the English and Arabic inscriptions to 125 Milliemes ^{مليمًا ١٢٥} although anyone could have made such a change over the many years since the booklet was issued, I am convinced that it was made before sale. There seems to be no reason of any kind for it to have been made to increase the value to collectors, and it does not look like idle scribbling.

I can think of two explanations. When the 1919 booklets were delivered, with a printed price of 120 Milliemes, a postal clerk not familiar with the intended change from the previous 125 m. might have thought it an error, since he had been selling the booklets for 125 Milliemes for the preceding four+ years, and he proceeded to 'correct' the supposed error. Another possibility is that De La Rue might have had some booklet covers left over from the 1911 issue, and they were used for the 1914 booklets. In that case, the correction might have been made at De La Rue's premises, especially if the booklets had already been made up before the decision was made to increase the price to 125m., and if the need for a new supply was so urgent that there was not time to prepare the booklets with new covers. However, such a make-shift solution is uncharacteristic of De La Rue; the firm would at least have used a handstamp. Therefore I lean towards the explanation that the change was made in Egypt (for the same reasons of urgency).

I see no way to resolve the ambiguity, short of finding a memorandum in the Egyptian postal archives, or in De La Rue's. When a few years ago I went through the De La Rue archives, I was not looking for such a memorandum (but if I had come across it, I think I would have made a note of it); therefore I don't think it exists, unless it is in the day-books, which I did not inspect. Perhaps a reader with an idle (?) day might be able to have a look in the day-books in the British Postal Museum.

I had intended to include a listing of Egyptian booklets among the Appendices at the end of the Egypt book, and so left the entries in the chapters rather brief. By the time I got to the Appendix section, I am afraid I had quite forgotten about my good intention!



Air Mail Jottings.

John Sears ESC 188

The 1953 issue of Air Mail stamps - see QC 155/156 of Sep/Dec 1990.

When this article first appeared I was not able to give a convincing reason for the issue and use of the 2 stamps of this issue - 5 mills & 15 mills. I was preparing a display recently. and an answer suddenly came to me, this is my new theory :-

1. The stamps were issued in June, 1953, and by this time there was an agreement between the members of the Arab Postal Union stating that the Air Mail Surcharge of the "sending" country would be added to the domestic internal postage rate, NOT to the foreign surface rate.
2. In the case of-Egypt, the internal domestic rate for ordinary, letters was 10 mills, and the Air Mail Surcharge to neighbouring Arab Union states was 5 mills.
3. The use of the stamps immediately becomes apparent. The 5m stamp paid for the Air Mail Surcharge, & the 15m stamp would have paid for the full franking.
4. The members of the Arab Union to which the 5m Air Mail Surcharge applied were; Iraq, Jordan, Lebanon, Libya, Syria. In 1964, the Surcharge was increased to 10m.

We never received much (if any) feed back from the original article, but if any member has a different explanation, please let us know.

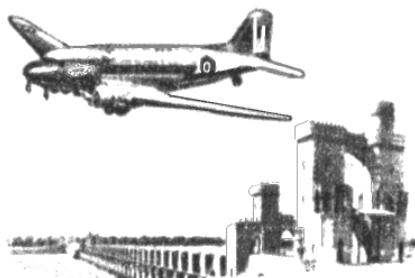
THE UNITED ARAB REPUBLIC.

This was a political union between Egypt and Syria created 1st. February, 1958, and terminated 28th September, 1961 when Syria withdrew.

Covers between members of the Arab Postal Union are hard enough to find, but buried in my 'accumulation' I found a letter from Egypt (Nile Hilton Hotel, Cairo 8.8.59) to Aleppo, Syria, arrived Alep 11 VIII 59. It was franked 10 Mills only - the domestic Egypt rate for the period, no sign of 'T' mark, or Postage Due.

It had certainly travelled by air (only 3 days journey time). During the period of the United Arab Republic, was there an arrangement for post to travel between the countries at Domestic Rates only ? Any information would be gratefully received.

Recently, Peter Feltus (ESC 114) drew my attention to the fact the Kingdom of the Yemen was also a member of the United Arab Republic, from 5th March 1958 to 26th December, 1961. Has anyone got any covers Egypt - Yemen in this period ?



The Ramleh Electric Tramway

Pierre Louis Grech ESC 266

This study deals with the development of the Ramleh railway (later electric tramway) and the postal service which grew around it.

Originally the name Ramleh ("the sands", in Arabic) was only that of a small village, but as the area grew in popularity, and with urban development, that name came to apply colloquially to a suburb extending about 10 km east from central Alexandria. The period in question goes from 1860 until 1929, when the tramway was "nationalised" by the Municipality of Alexandria.

Historical Background.

In the mid- 19th. century Ramleh was a small agglomeration, consisting mainly of villas owned by European officials and traders, with a total of less than 500 inhabitants. Access from Alexandria was only along the inland dust road from Porte de Rosette to Aboukir. (The sea-front Ramleh Corniche would only be built in the 1920's). As the wealthy population of Ramleh gained in importance, some public transport was required.

6 August 1860: A concession was signed between the Egyptian Foreign Ministry and Edward St. John Fairman Esq., for the creation of a railway line from Alexandria to Ramleh. The land was leased free of charge, but the concession could be purchased back at any time. In those days work had only just begun on digging the Suez Canal and, apart from a couple of short regional lines, the only railway was Alexandria-Cairo-Suez.

1861 - 1865 : Importance of Egypt's cotton grew considerably as the American Civil War interrupted supplies world-wide. Population of Ramleh swollen by representatives of the British textile industry.

16 April 1862 : A company called "Strada Ferrata Tra Alessandria e Ramleh" was formed, to which Fairman transferred the Concession, against a share of the profits.

September 1862: The first railway tracks were laid down.

8 January 1863 : The Ramleh railway line was inaugurated from Alexandria as far as the home of Sheikh Ismail (a spot which later became Bulkeley station). Transport was by horse-drawn trains (first introduced in Austria in 1827), comprising 4 carriages pulled by 4 horses.

Note that in various cities in Egypt, donkey or horse-drawn trams were used well into the 1900's.

28 June 1863 : The original railway company was replaced by a British company registered as THE ALEXANDRIA AND RAMLEH RAILWAY Co. Ltd. (hereafter referred to as "the Company").

23 August 1863 : Steam engines were introduced (see their list further on). The Ramleh railway station at Alexandria was then situated outside the city walls, just East of Cleopatra's needles.

1 October 1865 : The Company reached an agreement with the Egyptian Post Office for the carriage of mail-bags on its trains between Alexandria and Ramleh.

1868 : The line reached its planned terminus at Schutz. Station names were probably assigned in 1870.

With the abdication of Ismail, (succeeded by his son Tewfik), the dual control and the Arabi rebellion, Ramleh expanded as more foreign administrators moved in.

1888 : The line was extended to San Stefano.

The whole area between Alexandria and Ramleh was developing rapidly as it also became a fashionable vacation resort.

A former estate of Ibrahim Pacha, broken into lots and sold at auction, became the Ibrahimieh district.

17 July 1890 : The Egyptian Government leased to the Company (until 1919) the operation of a stretch of line on the State Railway from Alexandria to Aboukir / Rosetta. This comprised the stations of *Ramleh, Gabrial, El Souk, Zahrieh* and a new station at *Sidi Gaber*, where the two lines would join. Ramleh-to-Alexandria TPO operated on this line from 1888 to 1915 (see postmarks further on). A new branch to Sidi Gaber station was consequently built joining the Ramleh suburban railway to the State Railway.

Complex ticketing arrangements were made (detailed in Wiener's "L'Egypte et ses Chemins de Fers").

1 October 1890 : A special decree stipulated the creation of a northern branch from Bulkeley station to the new palace built for the Khedive's mother (*Palais* station), via San Stefano.

1895 : San Stefano Hotel built.

- Link completed from Sidi Gaber to Bulkeley and the former line, nearer the sea, was abandoned.

1898 : Electric tramways came into operation within the city of Alexandria.

2 June 1898 : The Company decided to replace its Ramleh steam locomotives by electrical tramways.

1 January 1901 : The network exploited by the Company was expanded by the inclusion of the urban tramways system of the city of Alexandria.

1903 : The Ramleh line was converted to an Electric Tramway. A postcard dated 22 Sept 1903 refers to "the Ramleh line's Electric tramway terminus in Alexandria", (in Mike Murphy's collection).

25 January 1904 : The electrification of the whole line was completed and it was inaugurated. A new stretch of line from *Palais* to *El-Mahmoudieh* railway station (later *Victoria*) was built for the exclusive use of the Khedive.

17 March 1904 : The old Ramleh railway station at Alexandria was sold off ; one part was demolished (making way for the Ramleh station of today), the other part was converted to the Casino Belle Vue.

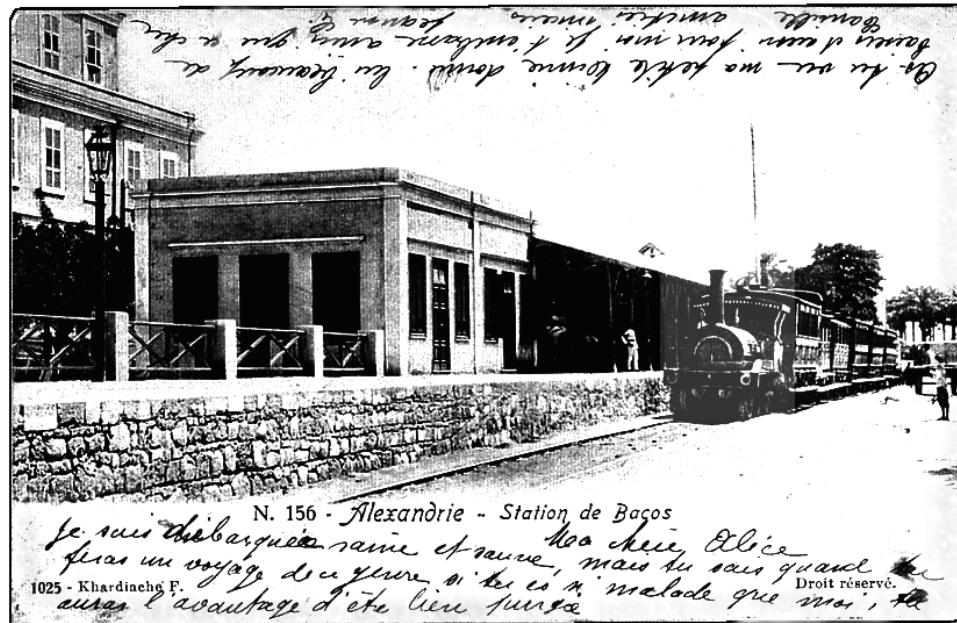
1909 : The stretch of line from *Palais* to *El-Mahmoudieh* station was opened to the public and the station name changed to *Victoria College*, which is still the Ramleh line terminus today.

15 January 1918 : Future President Gamal Abdel Nasser was born at Bacos, son of a postal employee.

11 October 1919 : The Egyptian Government transferred to the Municipality of Alexandria the rights attached to the Concession.

1 January 1929 : The Municipality of Alexandria forcibly purchased back the 1860 Concession from the Company (notified on 26 May 1928; the Company's objections were dismissed by the Courts). The Municipal Trams Committee took over the operation of the stock of 105 Ramleh tramways, assisted by the State Railways Administration.

1963 : A committee was formed to give "Egyptian" names to the stations on the Ramleh line (Glymenopoulos became *Ramses*, Bulkeley changed to *Isis*, Victoria to *El Nasr*, etc.); but the original names remain in common use for many of them.



c. 1900: Bacos Railway Station on the Ramleh line, before conversion to Electric Tramway in 1903. An eastbound steam locomotive and train are standing at the platform.



Bacos Tramway Station, c. 1910. Same station, but the rail tracks have been moved away from the platform, to accommodate trams, and overhead electric power lines have been installed.

Development of the Line

(Sources of station lists are indicated in brackets: e.g. Murray, Baedeker, etc.)

Names in italics are new additions for each entry

1880 : A single straight line to Schutz (Murray, 1880).

Stations : *Ramleh Station; Chat Bey* (sic.); *Mustapha Pacha; Bulkeley; Fleming.. Bacos; Seffer; Schutz* (terminus).

Baedeker 1885 shows a map of the line (same stations)

1900 : The single line curves up to San Stefano (Murray, 1900).

Stations : Ramleh Station; *Ibrahimiya; Sidi Gaber (Mustapha); Bulkeley; Fleming; Bacos; Seffer; Schutz; San Stefano* (terminus).

The spur to Sidi Gaber station is not shown and Mustapha Pacha station is omitted.

1908 : The line is now referred to as the Electric Tramway (Baedeker, 1908).

The Northern Branch from Bulkeley is completed, meeting the old line at San Stefano then continuing in a loop to terminate near the station on the Aboukir / Rosetta State Railway (close to Victoria College, then still under construction, and inaugurated in 1909).

Stations : Ramleh Station; Chatby; *Camp de Cesar; Ibrahimiya; Sporting Club; Cleopatra; Sidi Gaber (Mustapha); Mustapha Pacha; Carlton; Bulkeley; Northern Branch Line* : *Stations No. 1 and No. 2; San Stefano; Laurens; Palais. - Southern Branch (old) Line*: Fleming; Bacos; Seffer; Schutz and terminates at San Stefano.

1914 : The track is in its final development (Baedeker, 1914).

“Service Palais” (Northern Branch), “Service Bacos” (Southern Branch).

Stations as before, with the addition of *Chatby-les-Bains*. The line now deflects South, after Sporting Club, so that *Sidi Gaber* tram station is relocated to correspond with the railway station on the main line to Cairo. The tram line then rejoins the old direct route at Mustapha Pacha.

-Northern Branch Line : Stations No.1 and No.2 have been named *Saba Pacha* and *Glymenopoulo*, and two more added before San Stefano: *Mazloum Pacha* and *Zizinia*. The line's terminus is now called *Victoria College*.

- Southern Branch (Main) Line : *Gianaclis* station has been added between Schutz and the terminus at San Stefano.

1922 : E.M.Forster's “Alexandria” : same tramway lines, but 3 new stations added:

Mazarita before Chatby; *St George* before Laurens; *Sidi Bishr* after Palais.

Red label tram: “Service Victoria”; Blue label tram : “Service Bacos”.

1929 : Northern Branch Line: St George has been renamed *Sarwat Pacha*. *Siouf* station has been added between Sidi Bishr and Victoria terminus (Baedeker, 1929 ; this edition erroneously omits Mazloum Pacha station).

Ramleh to Alexandria TPO.

1876 : the State Railway line was completed from Alexandria to Rosetta, with a spur to Aboukir.

17 July 1890 : the Egyptian Government leased to the Company the operation on the stretch from Sidi-Gaber to Ramleh, and intervening stations at Zahrieh, El Souk and Gabrial. A new station at Sidi-Gaber linked the Company's line to the State Railway suburban line and the line from Cairo. This concession was bought back in 1919.

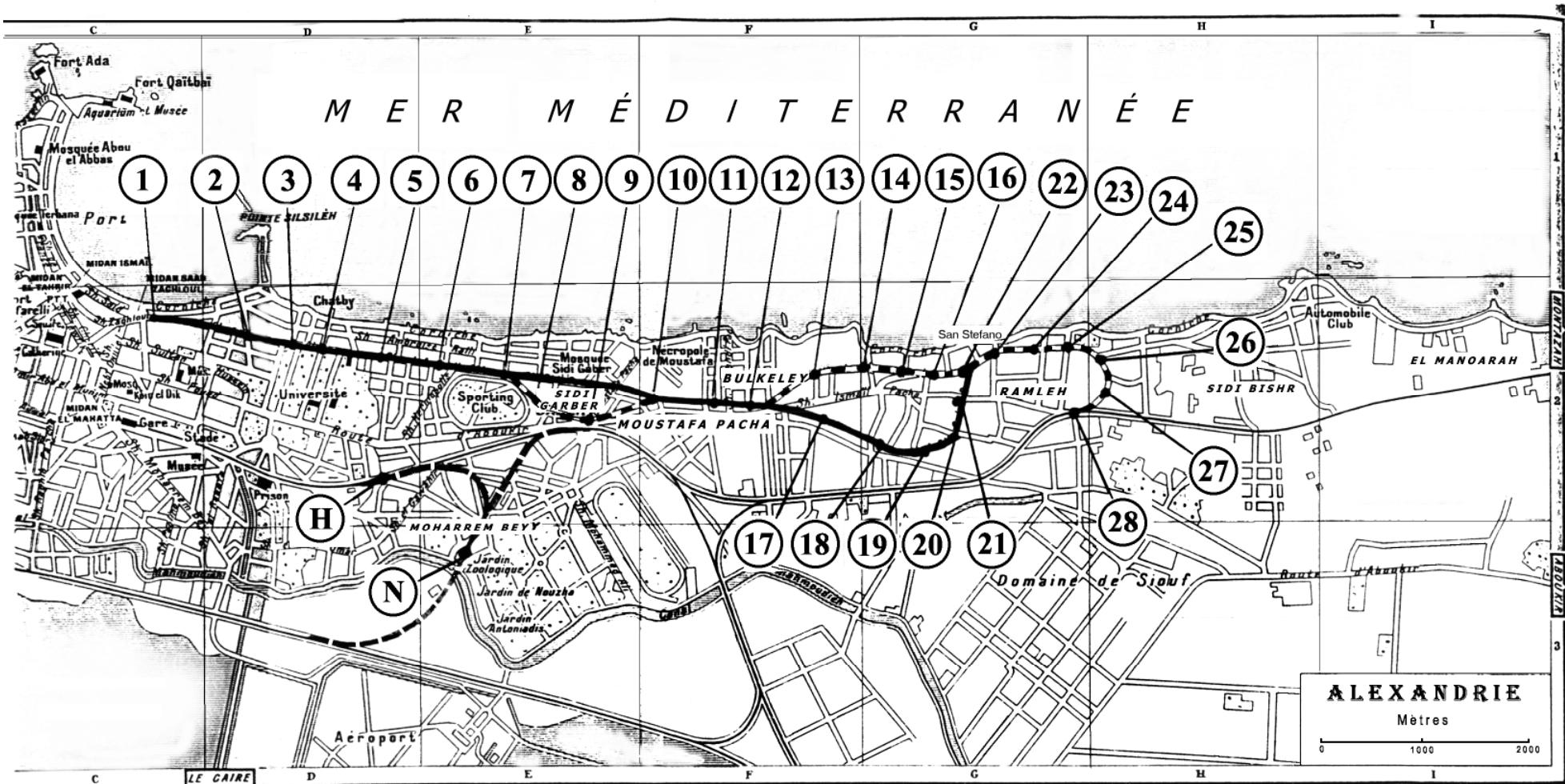
A travelling post office operated on this stretch with various postmarks labelled ALEXANDRIA-RAMLEH, etc. (See Table 5).

Currently recorded extreme dates of operation are from March 1896 to 1915.

SUBURBS OF ALEXANDRIA

RAMLEH ELECTRIC TRAMWAY

106



: Original route of the Ramleh Railway line.
 : Extentions & changes to the line.



: Locations of Stations on the Ramleh Electric Tramway.
 (refer to separate table for identification).



: Branch of Main Railway line now gone,
 (still there in 1922).



: Hadra Station.



: Nouzha Station

Numbers refer to locations on Alexandria map opposite.

Stations , East-bound Order				Alphabetical Order			
1	Ramleh Station, terminus	14	Glymenopulo	18	Bacos	25	Palais
2	Mazarita	15	Mazloum Pacha	12	Bulkeley	1	Ramleh Station, terminus
3	Chatby	16	Zizinia	5	Camp de Cesar	13	Saba Pacha
4	Chatby-les-Bains	17	Fleming	11	Carlton	22	San Stefano
5	Camp de Cesar	18	Bacos	3	Chatby	20	Schutz
6	Ibrahimiya	19	Seffer	4	Chatby-les-Bains	19	Seffer
7	Sporting Club	20	Schutz	8	Cleopatra	26	Sidi Bishr
8	Cleopatra	21	Gianaclis	17	Fleming	9	Sidi Gaber (Mustapha)
9	Sidi Gaber (Mustapha)	22	San Stefano	21	Gianaclis	9A	Sidi Gaber
9A	Sidi Gaber	23	St.George = Sarwat Pacha	14	Glymenopulo	27	Siouf
10	Mustapha Pacha	24	Laurens	6	Ibrahimiya	7	Sporting Club
11	Carlton	25	Palais	24	Laurens	23	St.George
12	Bulkeley	26	Sidi Bishr	2	Mazarita	28	Victoria College, terminus
13	Saba Pacha	27	Siouf	15	Mazloum Pacha	16	Zizinia
		28	Victoria College, terminus	10	Mustapha Pacha		

Sources

Historical background and development of the line:

- "Les Trams d'Alexandrie", Cahier No.5, 1997, of Amicale Alexandrie Hier et Aujourd'hui, published by Mr Sandro Manzoni, Cologny, Switzerland.
- "L'Egypte et ses Chemins de Fer", by Lionel Wiener, Pub. Brussels 1932.
- "Middle East Railways" by H.C.Hughes, The Continental Railway Circle, Harrow, England, 1981.
- "Alexandria" by E.M.Forster, Alexandria, 1922.

Various editions of guide books on Egypt: Baedeker, Gallimard, Guide Bleu, Murray.

Philatelic sources are credited in the tables and postmarks section.

Postal Service

In 1860, when the Ramleh Railway was conceived, the Posta Europea was in its heyday. In 1865 the latter became the Poste Vice-Reali Egiziane, and a post office was reportedly opened at "Ramle" in that year, though it does not appear in every official list and the earliest date seen is 1868. Its existence is supported by the fact that on 1 October 1865 the Company reached an agreement with the Egyptian Post Office to carry mail-bags on its trains between Alexandria and Ramleh.

Subsequently, there are six "Stazione" offices reported in the Ramleh area from 1871 (see Table 1). Their postmarks are very scarce, in particular ST. ALESSANDRIA, at the western terminus. Situated outside the city walls, this station's postal service would probably only be used by travellers. However, if headed eastbound they could take the mail with them to Ramleh, and if westbound they could drop the mail at the post office in the city. It would explain this office's short life-span.

These early 1871 post offices are puzzling. They are not listed by the Postal Administration, as Ibrahim Shaftar discovered during his research into that period. Yet, ten years later, Station Post Offices are announced as being opened for Bulkeley & Schutz. Why, if they already existed ?

Could it be that from 1871 a postman accompanied the mail to Ramleh and operated in like-manner to a French Courier-Convoyeur ? At that time, small villages in France, near railway lines but with no postal service, paid all the costs for a postman riding on the train, with a box of handstamps. At each stop he either emptied a mail box, or collected mail from the station master. On the ride to the next stop he cancelled the mail with the appropriate datestamp (e.g. St.Schutz, etc.), sorted it and tied it in bundles. Not station post offices then, but a travelling postman, before the introduction of TPOs ?

There was no home delivery of mail. A servant, or family member, would be sent to meet the train and collect the post. (Home delivery was introduced for a fee in Cairo and Alexandria in 1884, and only gradually spread across Egypt from 1890, free of charge).

The 1880 annual report of the Egyptian Post Office states : "During the year 60 new post offices were opened, making a total of 130 post offices... Of those 60 new offices 50 were admitted to only limited services, such as distribution only, and were maintained by agents of the railroad and telegraph administrations."

The Post Offices officially opened around Ramleh from 1880 fall in that category : a service provided by station masters who received and cancelled mail, and from whom it would be collected on arrival. They were then also issued with Interpostal Seals (used to seal the string on bundles of mail or to seal large or damaged envelopes). Ramle/Bacos had already been using these seals for some time (Table 6).

Due to the large number of offices being opened in Egypt after 1880, lists of opening dates are mostly unavailable, even in the Postal Guides; a few appear in the Journal Officiel. For the later Ramleh offices (Table 3), where the date is unconfirmed, I have indicated a "best guess" (annotated as such) based on local developments and earliest recorded dates. Their services classification is also given.

The Post Office went on having to pay the Tramway Company for the journeys made by its postmen when collecting or delivering mail on their rounds to Ramleh. In 1930 this cost amounted to £St. 132. When the Municipality took over, it refused to give the postmen free travel since the Post Office had always refused to grant free franking to the Municipality for its official mail.

Please note : earliest and latest recorded dates for postmarks are based on ESC postmark lists, as well as my own collection and those of a few ESC members, to whom I am most grateful. These dates can obviously be considerably extended, together with postmark variations unrecorded here.

Please kindly report any such items from your collection (if possible with photocopy) to: P.L.Grech, P.O.Box 631 Sutton, Surrey, SM2 6ZT, UK, or to the Editor. Thank you.

Ramleh Postal Service Newsflash:

- 1) January 1903, "Ramleh Bacos" is the only PO in Ramleh where money orders can be drawn.
- 2) From the *Journal Officiel*: 5 January 1922: Distribution by private Post Office boxes has been extended to Ibrahimieh and Bacos Post Offices and a limited number of boxes are now available to the public. Applications should be made to the Postmasters of these offices. 11 Jan 1926: ... Messengers entrusted with withdrawal of correspondence from private PO boxes should be capable of reading the numbers !
- 3) *J.O.* : 2 July 1928: San Stefano Post Office (Ramleh) is now approved to despatch inland and Sudan Telegraphic Money Orders during the summer season exclusively. The above office is already authorised to receive Telegraphic Money Orders.
- 4) L'OP # 5, July 1930: Extension of the Express service - The Express service is spreading ever more in Egypt and the Postal Administration should be congratulated, etc. etc. In Ramleh, special mail boxes painted green have been installed at the Tramway stations of Victoria, San Stefano and at the residence of H.E. Mazloum Pacha, former director general of the Posts; also at Glymenopoulos, and the Tramway stations of Bacos, Bulkeley, Sidi-Gaber, Sporting Club and Camp de Cesar.

Collections are made six times a day, three times on Sundays and holidays, to coincide with Alexandria departures and deliveries within that city. As a result of this extension, Express letters can now be distributed in all of Ramleh and not only as far as the Sporting Club as was the case previously.

Steam Engines used on the Ramleh Line, 1863-1903 (standard gauge)

Name/ Number	Type	Maker	Maker's No	Date
ALEXANDRIAN	2-2-2ST	Sharp, Stuart & Co *	1442	1863
RAMLIAN	2-2-2ST	Sharp, Stuart & Co *	1499	1864
KHEDIVIAN	2-2-2ST	Sharp, Stuart & Co *	1609	1865
ARABIAN	2-2-2ST	Sharp, Stuart & Co *	2345	1873
ENTERPRISE	0-4-2T	Dubs & Co, Glasgow	1878	1883
SURPRISE	0-4-2T	Dubs & Co, Glasgow	1879	1883
ISIS	0-4-2T	Dubs & Co, Glasgow	2252	1886
OSIRIS	0-4-2T	Dubs & Co, Glasgow	2253	1886
No.9	2-4-0T	Sharp, Stuart & Co *	3987	1894

* of Manchester & Glasgow.

Postmark Types.

Only postmarks introduced by 1929 are listed in the following tables. Their numbering follows the ESC nomenclature. For Type VIII, the major sub-types have been split over three sections:

- Table 2: the early Type VIII postmarks from 1880, which have French and Arabic together both in the upper and lower semi-circles;
- Table 4, top: Type VIII with a single upper arc, French above, Arabic below.

- Table 4, bottom : Type VIII with French name above, between two arcs, and Arabic below.

The new postmark numbers introduced by Edmund Hall (ESC 239) in his "Checklist of Egyptian Postal Markings from 1880" are also given throughout the tables (F.28, L.10, G.20, etc.).

RAMLEH POSTAL SERVICE P.L. Grech ESC 266.

TABLE 1 : OFFICES & POSTMARKS IN THE CLASSICAL PERIOD : 1865 - 1879

(Source: Peter Feltus' "Egyptian Postal Markings 1865-1879").

Post Office Name	Opened	Closed	Type I - 2.5n Blue <i>Classic</i> POSTE VICE-REALI	Type IV-2.5n bl, g <i>0.39</i> (1871) POSTE KHEDIVIE	Type IV-2n bl, v <i>0.40</i> (77) POSTE KHEDIVIE	Interpostal	
			First Date	Last Date	First Date	Last Date	
Ramle (Bacos)	1865		12 May 1868	30 Jly 1870			Yes
St. Alessandria	1871				7 Oct. 1871	19 Oct 1871	16. May 77
St. Bacos	1871				? Mar 1874		? ? 77
St. Bulkeley	1871				24 Sep 1871	20. ? 1874	? Dec. 78
St. Fleming	1871						? ? 75
St. Mustafa	1871				15 Aug 1872	18 Jly 1874	
St. Schutz	1871				27 ? 1871	? May 1873	8. May 76
							21 Jly. 81
							Yes

Classic. 0.39, etc. = Edmund Hall's new postmark classification.

0.39

0.40

NOTE . "ST." offices are not listed by Ibrahim Shaftar in his Egyptian Post Offices survey.

Bacos was the heart of Ramleh village, so that the names were almost interchangeable.

In some later postmarks (Table 4) the Latin script is BACOS whereas the Arabic caption is RAML.

In Egypt : First "Stazione" : 1874; First TPO : 1875; First Rural Service : 1 April 1889.

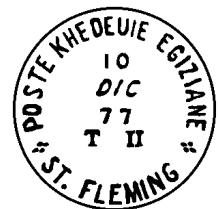


TABLE 2: OFFICES & POSTMARKS, SECOND PERIOD : 1880 - 1890

Post Office Name	Opened	Closed	CDS TYPE			Interpostal Type XI - 1890
			Type VIII	Type IX	Type X	(for other types see separate table)
Ramle (Bacos)	1865		Yes	-	-	Yes
Sidi-Gaber	1880	1883*	Yes*	Yes*	-	Yes
Ramle / Bulkeley	1881		Yes	Yes	-	Yes
Ramle / Sehutz	1881		Yes	-	-	Yes
Ramle / Moustafe	1884	1888	-	-	According to Shaftar	-
Ibrabimia	1890 ?		Yes	Yes	-	Yes
San Stefano	1890 ?		Yes	Yes	-	-

Source,; I.Shaftar "Liste des Bureaux Egyptiens 1865-1889", L'OP # 113.

Pending documentary evidence, I believe Ibrahimia and San Stefano were probably opened in 1890.

* : Sidi-Gaber : opened 1880, closed 1883; re-opened about 1890.

POSTMARKS	Sub Type	Post Office Name	EARLIEST	LATEST
 Type VIII.	F. 28 - 1.15	RAMLE BACOS	29. JU. 87	2. DE. 90
	F. 28 - 1.15	RAMLE BULKELEY	2. DE. 90	17. AV. 94
	F. 28 -1.15	RAMLE SCHUTZ	18.JU.86	23. OC. 94
 Type IX.	L. 8 -3	IBRAHIMIA	1. MR. 91	
	L. 6 -2.1	IBRAHIMIA ALEXANDRIE	5. VII.00	28. XII. 06
	L. 19 -7.5	SAN STEFANO	13. MR. 02	
	L.10 -3.1	SIDI GABER	12. VII. 95	13. III. 02
	L.16 -6	BULKELEY	13. MR. 99	

F. 28, L. 6, etc. = Edmund Hall's new postmark classification. **-1.15, - 3.1**, etc. = ESC classification sub-types.

TABLE 3: POST OFFICES ALONG THE RAMLEH ELECTRIC TRAMWAY IN 1911: (From: Guide Postal Egyptien, 1911)

Opening Dates followed by a ? are my best guess, based on the changes & developments of the railway line, pending any documentary confirmation.

Post Office Name	Opened	Closed	Class	Services	Post Office Name	Opened	Closed	Class	Services
BACOS	1865	*	2	C S P	MUSTAFA BARRACKS	1896 ?		8	
BULKELEY	1871	*	2	C S P	SAN STEFANO	1888 ?	*	2	C S P
CAMP DE CESAR	1904?	*	8		SAN STEFANO HOTEL	May 1895	1916	2	P
CARLTON	1904?		8		SEFFER	1904 ?		8	
CLEOPATRA	1904?		8		SHATBY LES BAINS	1910?		8	
FLEMING	1871		8		SHUTZ (new spelling)	1871		8	
GIANACLIS	1910?		8		SIDI GABER **	1890 ?	*	2	C S P
IBRAHIMIA	1890?	*	2	C S P	SPORTING CLUB	1904 ?		8	

CLASS 2: Post Offices empowered to handle ordinary & registered letters; ordinary parcels & parcels against reimbursement; national & international ordinary money orders, and British Postal Orders.

* = Post Offices still open in 1953 in Ramleh, plus Sidi Bishr and Sidi Bishr Mahatta (Station)

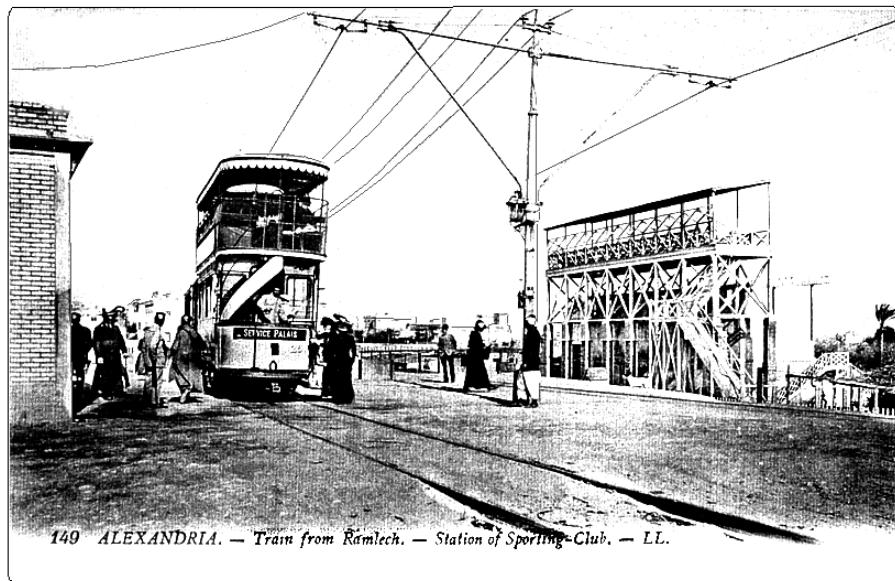
CLASS 8: Stations served by travelling post offices, for ordinary mail exclusively.

SERVICES PROVIDED : C : Office authorised to sell reply-coupons.

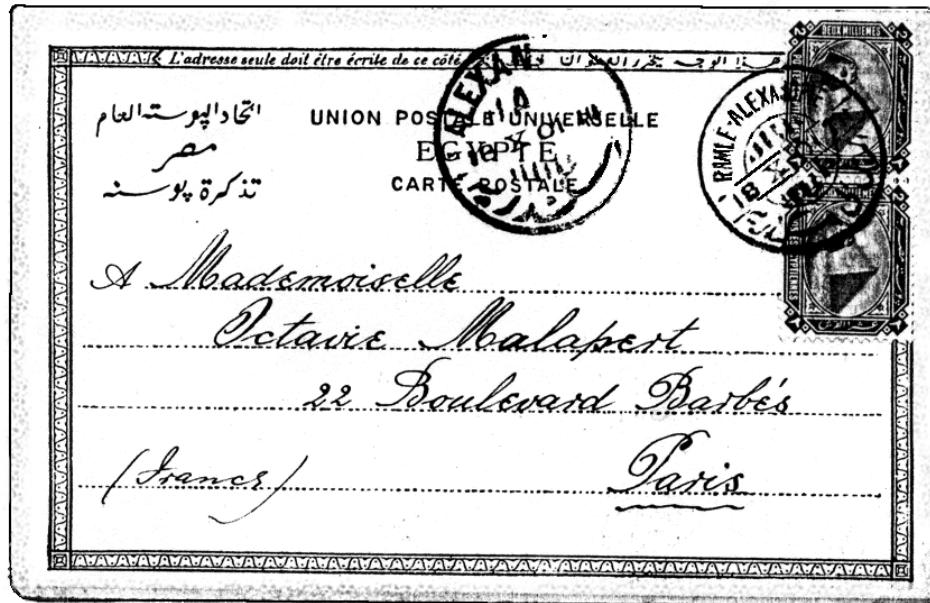
S : National Savings (Caisse d'Epargne)

P : Postal Orders issued and paid out.

** SIDI-GABER was opened 1880, closed 1883. It re-opened, probably in 1890 at a new location.



c. 1908: A westbound tram of the "Service Palais" at the Sporting Club station. On the right can be seen the grandstands of the British Sporting Club, founded in 1889.

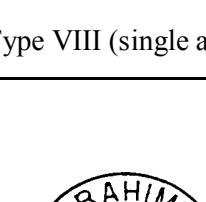
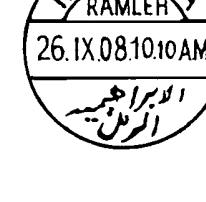
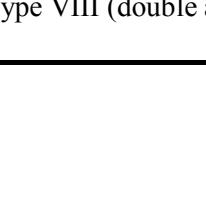


RAMLE - ALEXANDRIE TPO : 18th. October 1901, postcard to France franked 4 Mill, cancelled by the TPO on the train from Ramleh to Alexandria, a stretch of State Railway line operated by the Alexandria & Ramleh Railway Company. (CDS Type TPO-4 / -8A7 / B. 33).

RAMLEH POSTAL SERVICE - TABLE 4.

(Bakhos). (Raml/Iskandaria) = Arabic text.

F. 8, etc. = E.Hall classification.

POSTMARKS To 1929	SUB TYPE	POST OFFICE NAME	EARLIEST	LATEST
	F. 8 -1.6	BACOS (Bakhos) 27mm Ø	13. IX. 03	
	F. 8 -1.6	BACOS (Raml/Iskandaria)	23.VI.02	13.XI.06
	F. 12 -1.622	BACOS RAMLEH ALEXANDRIA	23.IV.07	27.VI.07
	F. 18 -1.8	BACOS (Bakhos) 30mm Ø	14.XII.07	25.VIII.12
	F. 17 -1.7	BULKELEY two lines of Arabic	28.II.03	16.XII.04
	F. 18 -1.8	BULKELEY one line of Arabic	21.II.07	27.X.07
	F. 11 -1.62	RAMLE ALEXANDRIE	21.III.95	7.XI.95
Type VIII (single arc)	O. 20 Sta-13.05	SAN STEFANO (STATION)	16.III.04	
	F. 8 -1.6	SAN STEFANO	3.VIII.05	1.IX.11
	W. 4 HSS2/3	SAN STEFANO HOTEL	8.V.96	28.V.08
	W. 68 HSS5	SAN STEFANO HOTEL	6.VII.16	29.VIII.16
	F. 11 -1.62	SCHUTZ-RAMLE ALEXANDRIE	28.III.03	7.III.05
	F. 6 -1.4	SIDI GABER	21.JL.04	
	F. 18 -1.8	SIDI GABER	19.VII.06	22.XII.08
Type VIII (double arc)	F. 31 -2.1	BULKELEY	8.VIII.09	13.VII.15
	F. 35 -2.2	IBRAHIMIA RAMLEH	26.IX.08	12.II.16
	F. 33 -2.15	SAN STEFANO	1.AUG.12	15.AUG.12
	W. 28 HSS4	SAN STEFANO HOTEL	16.IV.08	1.IX.11
	F. 31 -2.1	SIDI GABER	3.IX.08	12.II.10

RAMLEH POSTAL SERVICE - TABLE 5.

POSTMARKS to 1929	SUB TYPE	POST OFFICE NAME	EARLIEST	LATEST
 CASH	<i>G. 20</i> CAS-11	BACOS	13. MR. 26	2. AU. 39
	<i>G. 20</i> CAS-11	BULKELEY	? JA. 24	4. SE. 26
	<i>G. 20</i> CAS-11	IBRAHIMIA	13. XI. 25	
	<i>G. 20</i> CAS-11	IBRAHIMIA RAMLEH	29. X. 19	15.II.19
	<i>G. 20</i> CAS-11	SAN STEFANO	??.10	? VII. 16
	<i>G. 20</i> CAS-11	SIDI GABER	23. IX. 11	
	<i>G. 20</i> CAS-11	SIDI GABER	21. NO. 33	11. MR. 37
 REGISTRATION	<i>A.37</i> -17	BACOS R&P	16.II.1? (Type VIII, 2 arcs)	
	<i>A. 34</i> -16	BACOS R&P	17.OC.25 (Type VIII, single)	8. MR. 33
	<i>A.37</i> -17	BULKLEY R&P	3.IV.16 (Type VIII, 2 arcs)	
	<i>A. 46</i> - 19.3	IBRAIHIMIA RAMLEH (REGISTRATION)	22. NO. 34 (Type XII)	
 Alexandria-Ramleh TPO on State Railway 1888-1915	<i>B.33</i> -4 -8A7	ALEXANDRIE-RAMLE >	? III 96 (Type IX 11 lines)	1903 ?
	<i>B.33</i> -4 -8A7	RAMLE-ALEXANDRIE >	22. X. 00 (Type IX 6 lines)	23.VIII.04
	<i>B27</i> -3.1 -8A1.2	RAMLEH ALEXANDRIA (Arabic on one line)	? SE. 06 (Type VIII single)	? V. 07
	<i>B.71</i> -7.07 -7A3.3	ALEXANDRIA &V.V. RAMLEH	3.MY.13 (Type VIII single)	1915 ?

G. 20, etc. = Edmund Hall's new postmark classification. > = in that direction only.
 TPO References: P.A.S. Smith "The T.P.O. of Egypt"; G.Boulad "L'Obliteration Ambulant", L'OP#50.
 Reference for Cash & Registration postmarks: Lars Alund's series of articles in the QC.

TABLE 6: INTERPOSTAL SEALS IN THE RAMLEH AREA : 1866 - 1890.

Post Office Name	Opened	Seal Type II	Seal Type IV.A	Seal Type V	Seal Type VII	Seal Type VIII	Seal Type VIII.A
		Issued 1865-66	January 1868	January 1871	1879-80	1880	1882
RAMLE	1865	Black on bistre white, blue, magenta, brown.	Black on bistre blue, magenta.	Black on white bistre	RAMLEH Vermilion /white VII.A & VII.B		
(RAMLEH) STAZ - BACOS	1871					Brown-red	
(RAMLEH) STAZ - BULKLEY	1871					Brown-red	
(RAMLEH) STAZ - FLEMING	1871					Brown-red	
(RAMLEH) STAZ-SCHUTZ	1871					Brown-red	
BACOS					Type VII.B		
BOUKLEH (Bulkeley, spelling)					Type VII.B		
RAMLEH (STATION BACOS)							Pale red
RAMLEH (STATION BULKLEY)	1881						Pale red
RAMLEH (STATION SCRUTZ)							Pale red
SIDI-GABER	1880 Closed 1883 & reopened				Type VII.B	Brown-red	Pale red

SOURCES : "Interpostals", O.May, L'OP#21 onwards.(Ramleh #29, p96) : "The Interpostals of Egypt,1864-1 "Interpostals of Egypt, 1864-1892", E.A.Kehr. "Interpostal Seals and the early Postal Service of Egypt", I. Chaftar, L'OP # 115 (April 1965) to # 126 (January 1973). A.Schmidt & D.H.Clarke: numerous articles & notes in the ESC QC.



San Stefano tram station, on the line to Victoria. The Casino / Hotel is seen here in its early 2-storey construction, before the addition of a third floor. Postcard dated 3rd. March 1909.



RAMLE-SCHUTZ : 26th. February 1894. 5 Mill. postal stationery with additional 5 Mill. Until 1888 Schutz station was the end of the Ramleh line.(CDS TypeVIII-1.15 / F.28).

A Type VII Interpostal for Aboukir

Tony Schmidt ESC 198.

This is yet another Type VII die B interpostal which is not listed by Kehr or anyone else, and it is illustrated here as proof of existence.

**Third Issue 1872 10 para Double Perforation.**

R. Notman ESC 342

After reading the chapter on the third issue in Peter Smith's book I dug out from my collection a piece I had had some while with third Issue stamps on it. I sent this to Charlie Hass for verification who confirmed that a horizontal pair of the 10 para mauve 1872 adhesives (perforated $12\frac{1}{2} \times 13\frac{1}{3}$), showed at its centre the error vertical perforations doubled. Zeheri #15 (var.), Balian #24 (var.), S.C. #29 (var.), Scott #20 (var.) Charlie confirmed this and issued a certificate accordingly. I quote from the certificate :-

“This submitted piece is from a cover sent to Pennsylvania at the 1875 rate and is postmarked by four strikes of a POSTE EGIZIANE CAIRO 13 OTT 77- circular datestamp (Egypt Study Circle V-1). with a clear strike in red, of a -LONDON / A / PAID / A, 22 OC 77 transit marking. The horizontal pair of 10 para 1872 stamps affixed at its left-hand edge is an uncommonly late usage of the 1872 issue. Its right-hand stamp shows several prominent white plate flaws at its right-hand edge (in the panel containing the sword PARA and in the upper area of the vertical frameline). These are apparently progressively developing (extrinsic) flaws found only on intermediate to late impressions from the 10 para 1872 forme (composed of 200 individual stereos) and may have been corrected at some point by substitution of the affected stereo. At its centre the pair exhibits clear and full doubling of its 13.5 gauge vertical perforations (struck approximately 2mm apart). and is from a sheet on which at least one stroke of the vertical perforation line was erroneously repeated. The elements of this pair are currently the only 1872 stamps of Egypt known to me with an error of double perforation.”

Q192/1 Reister Colours.

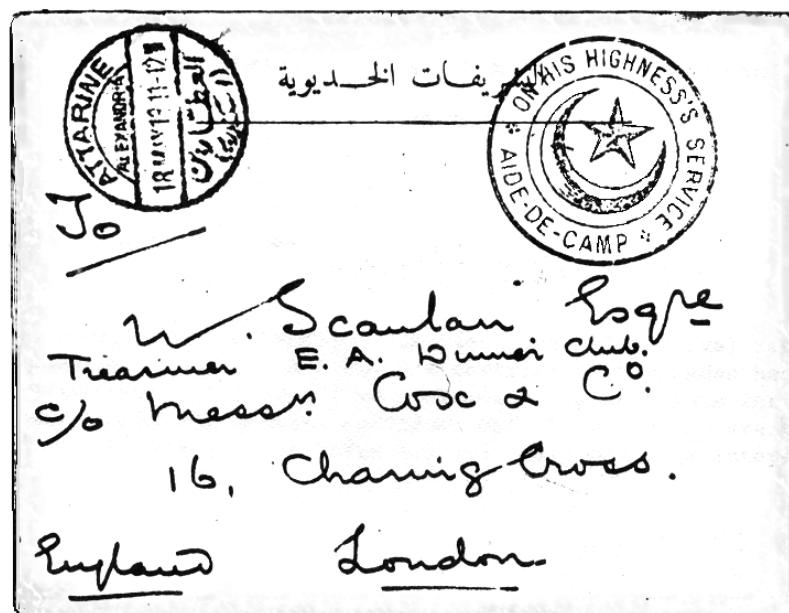
Richard Notman ESC 342

Richard has additional colours to those quoted in Balian #35 & #36 of Brown, Red, Blue and Green. He has Salmon Pink and Grey Black which he has sent to Charlie Hass who has confirmed that they are not colour changelings. Do any other members have these colours or any additional ones?

Q 192/2 Aide - De - Camp. Marking.

Peter. F. Goodwin ESC 297.

Peter posed a question about this mark 10 years ago in QC 150, its seems without success other than Mark Doorman had a similar strike dated 10th. March 1908. Recently he noted the paper used for the envelope was water marked, see illustration below. Peter requests any new information about the Aide - De - Camp strike and asks was the paper specially produced for His Highness's Office or was this it in general Government Stationery? It is cream/off white laid paper and the envelope is gummed parallel to the top fold of the flap.



Q192/3 Med. Games 1951 Perf.

Ibrahim El Fichawy ESC 472.

Ibrahim has recently acquired a block of four with the control number of the first Mediterranean Games October 1951 30 mil. Blue and Green (Balian 142). The perforations fall on the number so part of the A/51 is present on the stamp. Have other members similar or the same control number clear of the perforations.

Q197/4 Labels.

Alan Jeyes. ESC 293.

Alan has recently acquired four labels measuring 52mm wide by 47mm high and are on white gummed paper. The circular motif at the top is on red ground. The insert is white and all the lettering is white and embossed. He has three labels similar to Fig.1 in green, blue and purple and one in gray for fig.2 Alan requests to know are they of Egyptian origin, what are they for and could someone supply a translation of the Arabic inscription.



Fig.1



Fig.2

Audio Cassette Tapes Q197/2

John Sears ESC 188.

John has been re-reading the excellent article on Audio Cassette Postal Stationery (QC 186 p217-277) and questions that as there are number of different values was there a particular usage for them. For example was the £1 value intended for internal use. Can any body please enlighten us.

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