



The Finnish Philatelist

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A newsletter published quarterly by the Finnish Study Group of the Scandinavian Collectors Club

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The Finnish Philatelist

The Finnish Philatelist is published quarterly by the Finnish Study Group (FSG) of the Scandinavian Collectors Club (SCC)

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Manuscripts for publication are welcome. Send all material to the Editor. While due care will be taken, no responsibility is accepted for material submitted. All manuscripts are subject to editing at the discretion of the staff.

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Editor's Message

Within the past two months two very significant sales of classic Finnish material have been offered at public auctions. The first auction was held in Zürich by Corinphila which sold the "Sibelius" Grand Prix collections of Christian Sundman classic issues and postal stationery. This spectacular and very successful sale was followed by the David Feldman "Irnia" sale in Helsinki in cooperation with Oy Kaj Hellman Ltd. Our best wishes to all the successful bidders. We will have a full account of these two auctions for the August newsletter.

The literature jury at COPOLPEX, February 2003, awarded TFP a silver medal, a respectable award for an informal quarterly newsletter. The jury recommended that we try to improve the balance and variety of philatelic content suggesting that there has been too strong a focus on pre-stamp and 19th century philately. Alan Warren separately commented, "for this older material and the new issue articles in each

Editor's Message, Continued on page 7.



On January 1, 1954 Finland launched the third lion type definitive series to replace the long-standing 1930 lion types. The stamps of both definitive series were valid franking until July 1, 1963 when new stamps were issued consistent with the monetary reforms effective January 1, 1963. It would appear that combination mixed issue franking for the 1930 and 1954 definitive series on cover would be nearly "endless." Material should be plentiful and inexpensive. This attractive and inexpensive airmail cover from Helsinki, 13. 8. 54, to Mannheim, Germany was franked with a 25 Fmk m/1954 lion type to pay the letter rate to Europe and a 3 Fmk 1948, m/1930 issue to pay the airmail surcharge for letters weighing less than 5 grams. Do you have a mixed issue cover in your collection?

Moomins, Posters And Wildlife In The Summer Yard In The Stamps Of May

A new stamp booklet on the Moomins, including six stamps, was issued on May 7. The new issues of that day also included two stamps on poster art and a miniature sheet of six stamps on plants and animals of a summer yard. All new stamps are valid postage for a 1st class domestic letter up to 50 grams.

Moominland Midwinter



The original pictures, on which the new Moomin stamps are based, are from the book *Moominland Midwinter* (1957) by Tove Jansson (1914-2001). Ms. Pirkko Vahtero designed the stamps and, for example, for the coloring of the pictures. “Luckily I knew Tove Jansson and was able to discuss the color world of the pictures with her,” says Ms. Vahtero, the artist who designed all the previous Moomin stamps, too. She also got a lot of help from Ms. Tuulikki Pietilä, graphic artist, a good friend of Tove Jansson and the model for Tooticky, known from the book *Moominland Midwinter*. The stamps depict Moomintroll, who has woken up in the middle of his winter sleep and meets a little, cheerful squirrel in one of the stamps, Tooticky, Little My, wise and gentle Moomin mamma and Snufkin, a vagabond, who returns to Moominvalley every spring. In one of the stamps, there is a photograph depicting the forefathers of the Moomin family, found by Moomintroll. The stamps are self-adhesive, 1st class, non-denominated stamps, printed by De La Rue (formerly The House of Questa) security printers in England. The booklet is priced at EUR 3.90. The Moomin stamps are always very popular, and particularly so in the summer, when the tourist season begins and the Moominworld and its post office are opened. The previous Moomin stamps were issued in 1992, 1994, 1998 and 2000. In postal stationery Moomin subjects were used in 1988, 1992 and 1993.

Posters By Lasse Hietala Issued As Stamps

The theme of the 2003 Europa stamps, the stamp series of the European posts, is postal poster art. The Finnish EUR 0.65 stamps, were issued on May 7, depict two “Someone is waiting for your letter” posters, designed



by Mr. Lasse Hietala in the 1960s for the then Post and Telegraph office. The posters depict a heart and a mother. The stamp versions of the posters and the stamp sheet were designed by Mr. Tapani Aartomaa, a renowned graphic artist and Lasse Hietala, who has designed posters and advertisements for Finland Post for more than three decades. The stamps were printed by Joh. Enschedé Security Printers in the Netherlands. The stamps were printed on traditional gummed paper.

Summer Yard In The Miniature Sheet



Hinta/pris 3,90 €

Pirkko Juvonen



The yard is flowering and teeming with life in the miniature sheet designed by Ms. Pirkko Juvonen. The artist looked at the summer nature through a child's eyes and found red clovers, dandelions, daisies, a sweet hedgehog mother with her young, a trim frog, a beautiful magpie, a grasshopper, a dragonfly, butterflies, ants and a whole bunch of other little creatures, all of which she has skillfully drawn for the stamps. The miniature sheet is priced at EUR 3.90, and it includes six EUR 0.65 stamps. The stamps were printed on traditional gummed stamp paper. The miniature sheets were printed by De La Rue (formerly The House of Questa) security printers in England.

New Issues are available from:

NORDICA, P. O. Box 284, Bethpage, NY 11804 or
Jay Smith Associates, P. O. Box 650
Snow Camp, NC 27349

STAMP FACTS - MOOMIN BOOKLET

Date of Issue: May 7, 2003
Face Value: 6 x 1st class (EUR 0.65) = EUR 3.90
Issue: 1,000,000
Artist: Original pictures Tove Jansson, stamp versions Pirkko Vahtero and Tuulikki Pietilä
Perforation: Security perforation
Size: 33 x 27.5 mm
Stamp paper: self-adhesive stamp paper
Printer: De La Rue
Printing method: Stamps: gravure 5/0
Price of the FDC: EUR 4.35

Finland Post Corporation - Philatelic Center
Internet: www.posti.fi/stamps

Fun with Finnish First Day Covers - 1

by Alan Warren



This article begins a series that we hope to continue in future issues of *The Finnish Philatelist*. The subject will be first day covers of that country and will focus chronologically on FDCs of the 1930s and 1940s. I will illustrate covers bearing the more interesting commemorative issues rather than definitives.

Our initial cover is actually a post card, which was registered and sent locally in Helsinki. The stamp in the upper right corner is the 1 Fmk Literature Society Seal stamp that was issued in January 1931 (*Norma* 184; *Scott* 181). It is not cancelled on first day but was used to pay the registry fee of that denomination.

The actual first day of issue stamp is the Pro Filatelia semipostal on the left, and it is cancelled 15 October 1931 (*Norma* 187; *Scott* B8). The denomination is 1+4 Fmk. The 1 Fmk paid the local post card rate, and the 4 Fmk was used by the Postal Museum of Finland to acquire the postal stationery collection of Richard Granberg.

The following references will be used throughout the First Day Cover series. Additional references will be noted when they apply to a particular column.

Mattila, Esa. *Suomen Postimaksuja 1881-1985*, Mansen Stamps and Coins, Loimaa, 1985. *Norma 2002: Finland Special Catalogue*, Käpylän Merkki Oy, Helsinki 2002.

Registered Mail On The Helsingfors-St Petersburg Railway

by Leonard Tann

In the February 2003 *Finnish Philatelist* (Vol. 8. No. 1, Whole Number 26) the closing pages have a most interesting article by Ilkka Teerijoki - translated by Carita Parker - on the history of the railway linking Helsingfors with St Petersburg. There are illustrations of the mail-wagons that operated on this line in the imperial era, and of the postal workers in the postal-vans.

As a specialist in the railway mail of Imperial Russia, I have been studying the scarce items of mail "registered on the postal-vans" of trains in Imperial Russia up to and just beyond the revolution. My major article in *Yamshchik - the Post Rider* (Journal of the Canadian Society, June 2001, No. 48) apparently caused quite a stir among Russian collectors in Russia itself. Items registered on the RTPOs of Russia are very scarce - I have been a specialist collector for almost 40 years now and have managed to collect just six items.

I have discussed this subject at length with the late George Miskin, a past president of the British Society of Russian Philately who specialized in Russian registered mail of all kinds. We agreed on the following points, which are of interest in this connection too;

- the post-van or mailcar on trains was usually isolated from the rest of the train for security. Travelers could not walk down the corridor to the mailcar. It could only be approached along the platform at stations. There was usually an armed guard on the mailcar.

- mail posted through the letter-box on the side of the mailcar, or handed to the post-clerk had to be correctly franked with stamps, as the mailcar clerks did not sell stamps. Mail that was deficiently franked - underfranked or unfranked - would be marked with an oval marker DOPLATIT (postage due) with double the deficiency handwritten in. RTPO postage-due cachets are relatively

scarce and interesting.

- mail to be registered had to be handed to the postal clerk correctly franked for both the postage and the registration fee. The postal clerk would then enter the item in the register or ledger in one of the following ways; (we agreed that the evidence suggests a dual system was in use in Russia)

1. It would be given a number that was next on the list in the ledger or register. The numbering had commenced at some point with number 1, so the item could be number 45, 78, 135 &c.

2. It would be given a number that was the next registered item for that day. If it was the first registered item for that

day, it would be number 1; if the second, number 2 &c., and recorded in the register or ledger as such for that day. Rarely has a number been seen above 5 for the "day numbering system".

- The postal clerk would write in manuscript on the postcard/cover as follows; The word "ZAKAZNOYE" (= registered), then the day-number / ledger number, and then the railway route -



Figure 1. The small letters distinguishes Type 1 registration labels. The letter D stands for "Dag" = Day (train). 14 kopeks was correct franking for the registered cover. The word "Zakaznoye" was written on the front. The TPO clerk applied the registry label and cancelled the cover that was dispatched from St. Petersburg, 3. V. 99, to Vaasa. The cover was sent to Brandö by mistake, 8. V. 99, then to Vaasa, backstamped, 9. V. 99.

eg., PV - No .1 (Mailcar Route 1, St Petersburg - Moscow). From about 1914 a special handstamp was issued to (some) mailcar routes to be filled in. These are even scarcer in the 1914-17 period.

Having established the above to be the rule and working practice throughout the Russian Empire - including Poland and the Baltic Provinces - let me draw attention to the Helsingfors-St Petersburg railway which seems to have conformed to Finnish railway practice rather than the Russian system. I draw this conclusion based on several items that were offered in Kaj Hellman's February 2003 auction and other similar items that are known.

These are covers registered on the Helsingfors – St. Petersburg railway. The first, lot 1725, addressed in St. Petersburg, to Hyvinge bears a pair of the Russian 7 kopek stamps of 1902-1905 issues - 7 kopek postage + 7 kopek registry fee. The cds is a bi-lingual type of the Helsingfors-St Petersburg railway, day-journey, and bearing a very fine Type 1 registration label H:fors-P:burg (see Figure 1). The second cover, lot 1726, bears three 7 kopek stamps of the later 1909 issue – 7 kopeks x 2 for postage, presumably it was a heavier letter requiring the second weight postage, plus 7 kopeks registration fee. It has the same bi-lingual cds, this time with a ‘black dot’ for the night train, and a very fine Type 3 (see Figure 3) registration label - this time bi-lingual Finnish/Swedish; Helsinki-Pietari / H.fors-P.burg. (The covers shown in Figures 1 and 3 are not the covers from the auction, but display the identical registration labels.)

We can establish therefore that the Helsingfors-St Petersburg line (Helsinki-SPB) was different from the rest of Russia in that registration labels were in use on this traveling mailcar, rather than the manuscript note or the later handstamp in use in Russia. I assume that there was a ledger/register kept on the RTPO for a record of registered mail.

Having offered readers all I can, I pose the

following questions for other specialists to answer:

A) Regarding these 2 types of registration labels, were they concurrent, or did the other follow one type earlier? Are there any other types?

B) Did registered mail have to be handed to the post-clerk at the platform or station? Or was there access to the mailcars from the train?

C) Did the mailcars sell stamps or did mail have to be correctly franked, as in Russia?

D) Can we see more examples from other collectors of registered mail from the Helsingfors-St Petersburg Railway or other railway lines in Finland in the Imperial Era.

I hope this at least opens up a fascinating and interesting subject to our fellow collectors.

With greetings and best wishes to fellow collectors, and a hearty round of applause to the Editor and staff of FP for continually bringing us an excellent publication.

EDITOR’S RESEARCH

With Leonard Tann’s warm accolades to spike our interest, we have researched these questions on the Helsinki-SPB railway registration marks and our observations are noted below:

A) Our research has uncovered four basic types of registration labels used on the Helsinki-SPB railway. Two other type registrations labels are known, but neither was offered in this last Hellman sale. The Type 2 (see Figure 2) label is similar to Type 1 except that the letters are taller and in Type 4, the bilingual Finnish/Swedish label

shows the new name “Petrograd” for St. Petersburg (Figure 4). Apparently, for each label type, a label was printed for the night train and another for the day train.

The letters **Y** = Yö and **N** = Natt = Night train

The letter **D** = Dag = Day train

The first label was put into use in the mid-1890s, but we have not been able



Figure 2. The Type 2 registry label has taller letters. The letter **N** stands for “Natt” = Night (train). The black dot “•” in the H.Fors-St.P.Burg cds also stands for the night train. From St. Petersburg, 12. II. 03, to Hyvinge, backstamped, Hyvinkää, 13. II. 03.

to establish an approximate date or authenticate an EKU. Possibly a reader can offer some additional information. It is not likely that more than one type of label was in use at the same time.

B & C) According to Ilkka Teerijoki, there were times when passengers could access the mailcar, purchase stamps and write letters at one of the desks. However, as the volume of mail increased, it became impracticable for the postal clerks to sort and cancel mail and provide “counter” services to passengers. Eventually, passengers were barred from entering the mailcars.

In any event, properly franked mail with the words “Rek.” “Rekomenderas”, “Zakaznoye” or the Finnish

word “Kirjoihin” written on the front were to be treated as registered mail, to which the mailcar postal clerk applied the appropriate (day or night) registration label. Along the Helsingfors-SPB route, the railway station managers also served as postal clerks, who sold stamps and cancelled mail with straight line handstamps (see TFP, November 2002). Further research is required to confirm if these part time station managers/postal clerks accepted “registered” mail, i.e., affixed registration labels and entered the letter in some kind of account or ledger book.

D) See Figures 1-4 for all known Helsinki-SPB registration label types.

The Helsinki-SPB railroad was built, owned and operated by the government of Finland. The mailcars that ran on this route were provided by the Finnish Postal Administration (FPA) under various contracts with the railroad. The FPA hired all the postal employees, established the work rules and set regulations for the class of services offered on the Helsingfors-SPB line, which is not to say that the Finnish Postmaster General and The Russian Governor General of Finland were not continuously embroiled in one or another dispute about “Russifying” the Finnish post, but that is a story for another time.

Figure 4 Right. The Type 4 label shows the name change from St. Petersburg to Petrograd. The registration fee was increased to 10 kopeks on October 4, 1914. On this card the request for registry service was written as “Rekomenderas”. From Petrograd, 14. V. 16, to Åbo, 15. V. 16 passed by censor and released for delivery on 16. V. 16.

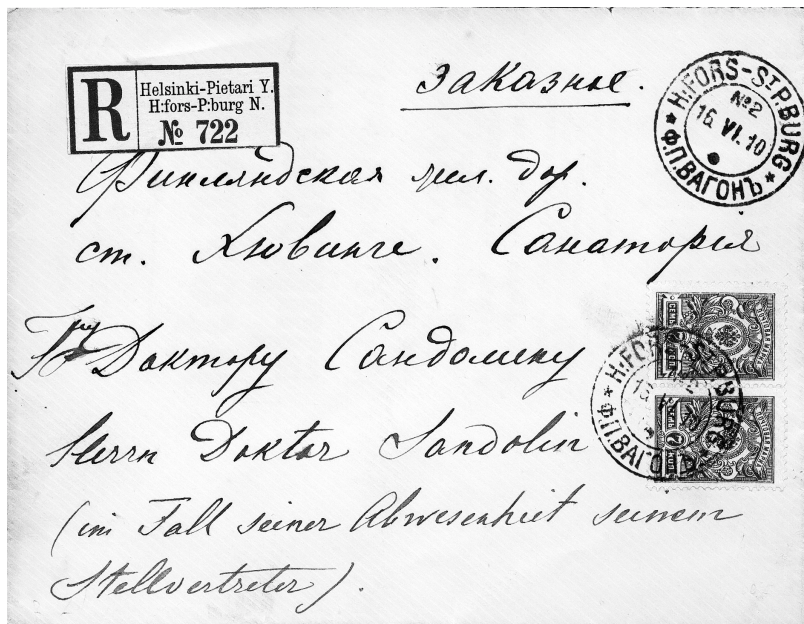
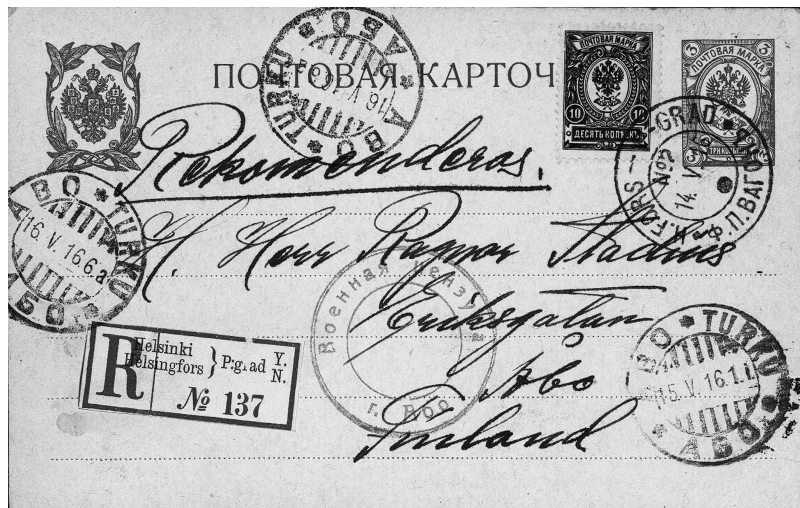


Figure 3. The Type 3 registry labels were bilingual Finnish and Swedish. Finnish text: Helsinki-Pietari Y, Swedish text: H:fors-P:burg N. The letters Y (= Yö) and N (= Natt) designate the night train. SPB, 16. VI. 10, to Hyvinge.



Message, Continued from Page 1.

TFP, there is a great expanse of 20th century material that is not addressed.” In order to better serve the modern period, I invite our readers to submit articles or recommend articles from the Finnish journals that we can translate and publish in the newsletter. Alan’s new series on modern Finnish first day covers, which begins with this issue, is a welcome addition that expands our coverage into the modern period. I hope you will enjoy this new feature.

The COLOPEX jury made other recommendations concerning editing and the quality of the illustrations. Two new Associate Editors, Kauko Aro and Sheldon Tobin, Ph.D., have joined the editorial staff of TFP. Kauko Aro, who is well known to many newsletter readers for his

outstanding collection of the classic postal cards has offered to advise us on a variety of philatelic questions and help us with the translation of technical philatelic terms into modern philatelic English that we are all more familiar with.

Sheldon Tobin is a retired professor at the SUNY Albany Graduate School Of Social Sciences. Although Shelly is not a philatelist, he has written a number of books and for many years edited a professional social psychology journal. Shelly will serve as the rewrite and copy editor. I am delighted to have the guidance of Kauko and Shelly and I am sure that TFP will emerge a better publication for their contributions.

We are also trying to improve the quality of the

Message, Continued on page 15.

1918 Vaasa Stamps with The Tri-Lingual Russian Cancellers

by Yrjö Tielinen, from *Philatelia Fennica*, 10/1973
translated by Carita Parker

In the 3/1959 *Suomen Postimerkkilehti* (= Finland's stamp magazine), E.A. Hellman introduced the result of his research: "Russian-type circular date stamps (cDs) on Saarinen and 1918 Vaasa Stamps". I too have been collecting the Vaasa and Saarinen material since the 1930s and I also noted the scarcity of Vaasa stamps with Russian cds. I reported this observation in 4/1960 *Suomen Postimerkkilehti*. Now I think it is time to try to figure out the situation especially when it has been reported that the quantity of used 1918-23 Vaasa stamps is very small compared to the mint stamps which remain readily available.

During the early stages of the War of Independence, a shortage of Saarinen stamps quickly developed in areas under the control of the Vaasa Senate (White Government). The Saarinen type lion stamps were printed and warehoused in Helsinki, which was then under the control of the Red Guards. Re-supplying post offices in White Finland, north of the frontline, was not possible. When the shortage threatened normal postal operations, the Vaasa Senate, on February 18, 1918, ordered the printing of a series of postage stamps intended for inland use. Of the new Vaasa stamps, the 5, 10, 30, 70 penni and the 1 Fmk values were issued in March. In early April the 5 Fmk value was issued and due to a rate increase a 40 penni value was also issued in late April. The last in the series, the 50 penni stamp, was issued in May.

Initially, the stamps were, quite correctly, considered only temporary wartime stamps, especially when after the Civil War, the Senate on June 14, 1918 (again meeting in Helsinki) prohibited the sale of the Vaasa stamps at post offices and also

prohibited their use on mail addressed to abroad. But due to another shortage of Saarinen stamps, the sale and general use of the Vaasa emissions was again allowed beginning on August 31, 1918. (Editor's Note: Because the post office circular was not distributed until November 8, the Vaasa stamps were very rarely used from the end of June until the second week of November.)

Because of the brief 2-5 year period of use most of the Vaasa stamps actually remained unused. A small number of stamps were used during the War of Independence (March-May 1918) with the Russian type cancellers on which the town names were written in the Cyrillic or Russian text. As soon as the White Government gained the military advantage, they initiated steps to remove the Cyrillic text from the Russian type cancellers in the towns then under their control. After taking control of Helsinki in May, the postal administration sent a directive to all post offices to return their cancellers to the central office for the removal of the Russian text. In July, a second strongly worded directive was delivered to recalcitrant local postmasters to remove the Cyrillic text or face serious penalties.

Most of the used Vaasa stamps have been cancelled with re-made cancellers, with the Cyrillic text removed. Most Vaasa stamps were cancelled after June 1918. The 5, 10, & 50 penni values were withdrawn on May 31, 1920; the other values and postal cards were withdrawn on April 30, 1923. At least in Vaasa, the Republic of Finland's newly designed cancellers with double posthorns and without the Russian text were in use from March of 1918.

The Vaasa stamps are listed as having been cancelled in 175 different post office locations



Figure 1. This registered Vaasa cover is the E.K.U. of the Vaasa stamps struck with a Mariehamn cds with the Russian text. It may well be the earliest known usage of any Vaasa stamps in the Åland Islands. The cover is also important because it is only one of three known Vaasa franked covers struck with the KC war censorship stamp used by the White Government on mail from Mariehamn to abroad. According to the Handbook on Finnish Postmarks IV, this Mariehamn cds retained the Russian text until September 20, 1918. There were three other Mariehamn cds in use at that time and the first recorded use with the Russian text removed is July 16, which is a rather late date.



Figure 2. According to Gronroos, Helsinki did not receive a shipment of Vaasa stamps until May 31, although a few earlier cancellations are known with the Russian text, which was removed from most Helsinki cds prior thereto. This post card was mailed at Wasa, 1. V. 18, and frontstamped , 7. V. 18. Collection of Roger Quinby.

where the Cyrillic or Russian text remained on the canceller. Except for a couple of apparently erroneous markings, usages are all from 1918. In March of 1918, the following towns, for instance, received the Vaasa stamps: Pietarsaari, March 28 to May 30; Raahe, March 21 to April; Oulu, March 3 to April 1; Jyväskylä, March 22 to June 13; Kuopio, March 21 to June 11; and Iisalmi, March 23 to May 24. Nikolainkaupunki (Vaasa) received the Vaasa as early as March 11. However, the seven Nikolainkaupunki cancellers



Figures 3 & 4. There are only three or four 70 penni stamps known struck with the Russian type cds with Russian text. On the left, Kakisalmi, 17. V. 18 and on the right, Oravais, 21. V. 18. Both are discovery items, from the collection of Roger Quinby

with Cyrillic text were apparently removed from use between February and June and none are known used to obliterate Vaasa franked mail.

As the frontline advanced towards the south, the area of Vaasa stamp use likewise expanded.

According to S. Grönroos, Helsinki did not receive its

first Vaasa stamps until May 31, 1918. However, the earliest Helsinki use is 20. V. 18 (May 20). As seen from post office location and reference listings, the main period of use for the Russian text on the Vaasa stamps happened between March and June 1918, during The War of Independence. Therefore, stamps cancelled with the Russian text must be considered actual wartime cancellations without which a collection of Vaasa stamps is incomplete.

In many of the locations, so far, regrettably only one use is known. Hamina, Hanko, Hämeenlinna, Kotka, Lahti, Turku, and Wyborg evidently did not have time enough to get any of the Vaasa stamps before the Russian text was removed from their postal cancellers, since no uses have been found.

The following table indicates the time of use for each value, as well as the quantity figured in percentages of known uses. The most common is the 10 penni stamp consisting of 60% of the total quantity of these stamps with Russian text in the cds. The least common is the 50 penni denomination, which did not appear until May 8 as the new postal rate for a registered letter (40 + 50 penni) required the new value.

The dates of use of the different values and the quantities marked in percentages of known specimens:

5 pen	Mar. 14	to	Oct. 04	19%
10 pen	Mar. 05	to	Nov. 01	60%
30 pen	Mar. 19	to	Dec. 04	11%
40 pen	May 03	to	Jun. 11	02%
50 pen	May 11			005%
70 pen	Mar. 22	to	Jun. 10	015%
1 mk	Apr. 13	to	Sep. 21	05%
5 mk	Apr. 04	to	Jun. 10	01%

Some of the post office locations were satisfied to remove only part of the Cyrillic text such as Korkeakoski did by June 30, 1918. Whereas, Isotalo covered up the Russian text.

I hope that the above research even if somewhat incomplete will inspire and aid the collector to inspect and analyze his/her Vaasa stamps and thus increase the collection standard and value of interest.

See additional comments, page 10.

TOWN	EKU	KUIVANIEMI	14. 05. 18	POMARKKU	04. 10. 18
ALBERGA	04. ___ 18	KUOPIO	21. 03. 18	RAAHE	21. 03. 18
ALAVIESKA	21. 08. 18	KUOREHVESI	11. 05. 18	RAUDASKYLÄ	25. 05. 18
ALAVUS k.k.	___ ___ 18	KURIKKA	27. 04. 18	RAUTAVAARA	30. 04. 18
ASKOLA	17. 06. 18	KURKIJOKI	27. 05. 18	RELOT	___ 06. 18
AUTTOINEN	13. 06. 18	KYRÖSKSOSKI	06. 05. 18	ROMPPALA	09. 04. 18
BERGO	08. 06. 18	KÄKISALMI	23. 05. 18	ROVANIEMI	19. 04. 18
ENONTERIÖ	28. 05. 18	LAIHIA	06. 06. 18	RUHTINANSALMI	___ 06. 18
EURAJOKI	21. 05. 18	LAITIALA	___ 05. 18	RUNNI	16. 05. 18
EVIJÄRVI	19. 03. 18	LAPPEENRANTA	___ ___ 18	RUOKOLAHTI	___ 06. 18
HAAPAKOSKI	02. 05. 18	LAPUA	08. 06. 18	RÄISÄLÄ	03. 05. 18
HAAPAVESI	16. 03. 18	LAUTTAKYLÄ	22. 05. 18	RÄÄKKYLÄ	31. 03. 18
HAKOJÄRVI	08. 05. 18	LENTIIRA	___ 08. 18		
HALUNA	17. 05. 18	LIEKSA	___ 03. 18	SAARELA	11. 05. 18
HAUKIPUDAS	10. 05. 18	LIMINKA	04. 06. 18	SAARJARVI	09. 04. 18
HEINOLA k.k.	20. 09. 18	LIPERI	01. 04. 18	SAVONLINNA	16. 03. 18
HELSINKI	20. 05. 18	LUHANKA	31. 05. 18	SAVONLINNA As.	18. 03. 18
HIRSILÄ	. 06. 18	LÄSKELÄ	26. 05. 18	SEINÄJOKI	07. 03. 18
HUUTOKOSKI	30. 04. 18			SIEVI	21. 05. 18
HYRYNSALMI	22. 05. 18	MAAKESKI	06. 06. 18	SIILINJÄRVI	07. 10. 18
HÄRMÄ	17. 05. 18	MAANINKA	___ 03. 18	SIIKAJOKI	___ 04. 18
IISALMI	23. 03. 18	MALISKYLÄ	22. 04. 18	SIMPELE	29. 05. 18
IKAALINEN	10. ___ 18	MARIEHAMN	21. 05. 18	SIURO	30. 04. 18
ILMAJOKI	___ ___ 18	MARTONVAARA	04. 12. 18	SOINI	03. 07. 18
ISOTALO	___ 06. 18	MIESLAHTI	01. 04. 18	SORSAKOSKI	29. 05. 18
		MUHOS	07. 04. 18	SORTANLAHTI	28. 06. 18
JOENSUU As.	02. 05. 18	MUONIO	17. ___ 18	SUONNEJOKI	11. 04. 18
JOROINEN	___ 03. 18	MUROLE	03. 05. 18	SUISTAMO	___ ___ 18
JOUTSENO	07. 06. 18	MYLLYMÄKI	13. 04. 18	SUOMUSSALMI	09. 04. 18
JUANKOSKI	03. 06. 18	MÄNTTÄ	09. 05. 18	SUOPELTO	17. 04. 18
JYVÄSKYLÄ	22. 03. 18	MANTYHARJU	04. 05. 18	SUOVANLAHTI	05. 04. 18
JÄMSÄ	27. ___ 18	NIKOLAIN-		SYSMÄ	25. 05. 18
JÄMSÄNKOSKI	___ 05. 18	KAUPUNKI	02. 03. 18		
JÄNISKOSKI	29. 05. 18	NIVALA	08. 03. 18	TAIEVALKOSKI	10. 06. 18
JÄPPILÄ	04. 07. 18			TAMPERE	02. 05. 18
KAAVI	___ ___ 18	ORAVAIS	06. 06. 18	TEISKO	03. 07. 18
KAIVANTO	22. ___ 18	ORISMALA	11. 06. 18	TERVONSALMI	06. 04. 18
KALAJOKI	16. 04. 18	OTAVA	27. 04. 18	TEUVA	27. 05. 18
KANGASALA	03. 06. 18	OULU	06. 03. 18	TOHMAJÄRVI	02. 04. 18
KANKAANPÄÄ	17. 06. 18	OULU As.	20. 04. 18	TOHOLAMPI	20. 06. 18
KARLEBY	12. 03. 18			TOIVALA	22. 05. 18
KARSTULA	03. 05. 18	PALOKKI	25. 05. 18	TUIRA	09. 03. 18
KASKINEN	___ 05. 18	PARANTALA	06. 07. 18	TUORILA	___ ___ 18
KAUKOLA	01. 07. 18	PARIKKALA	09. 05. 18	TUOVILANLAHTI	___ 03. 18
KAUVATSA	02. 05. 18	PARKKIMA	29. 05. 18		
KEMI	26. 03. 18	PARKMÄKI	27. 05. 18	UUSIKAUPUNKI	04. 04. 18
KEMPELE	29. 05. 18	PETÄJÄVESI	21. 05. 18		
KOLHO	___ ___ 18	PIELAVESI	16. 03. 18	VALKJÄRVI	03. 07. 18
KOKKOLA		PIETARSAARI	28. 03. 18	WASKLOT	07. 05. 18
KORKEAKOSKI	23. 05. 18	PITKÄLAHTI	21. 05. 18	WESANKA	04. ___ 18
KORSNÄS	12. 05. 18	PORI	10. 05. 18	VIEREMÄJÄRVI	07. 11. 18
KOTALAHTI	22. 05. 18	PUNKAHARJU	23. 07. 18	WILPPULA	16. 06. 18
KOUVOLA	___ 05. 18	PURMO	08. 06. 18	WIRLAT	01. 04. 18
KRISTIINA	18. 04. 18	PYHÄJOKI	21. 05. 18	VOJAKKALA	01. 06. 18
KRISTIINAN-		PYHÄJÄRVI O.L.	___ 04. 18	WOLTTI	21. 05. 18
KAUPUNKI	14. 05. 18	PYHÄURANTA	04. 06. 18	VÄÄRINMAJA	05. 06. 18
KRONOBY	28. 03. 18	PYLKÖNMÄKI	___ 05. 18	WÖRA	13. 04. 18

YLISTARO	___.	06. 18
YLIVIESKA		18. 04. 18
ÄGGELBY	___.	07. 18
ÄÄNEKOSKI		11. 04. 18
P.vagn No. 5		09. 04. 18
P.vagn No. 6		05. 05. 18
K.P.XP. No. 5		02. 05. 18
K.P.XP. No. 6		11. 04. 18
K.P.XP. No. 8		20. 03. 18
K.P.XP. No. 9		27. 03. 18
K.P.XP. No.10		27. 04. 18

NEW FINDS

TOWN	EKU
HELSINKI	20. 05. 18
Arrival cds	01. 05. 18
KAKISALMI	17. 05. 18
KORKEAKOSKI	23. 05. 18
New EKU	06. 05. 18
LOHJA	04. 05. 18
MARIEHAMN	21. 05. 18
New EKU	14. 05. 18
ORAVAIS	21. 05. 18
RUUKKI	08. 04. 18
RÄFSO	04. 06. 18
TAMPERE	02. 05. 18
New EKU	23. 04. 18
TIKKALA	04. 04. 18
K.P.XP. No. 6	11. 04. 18
New EKU	28. 03. 18

Figure 6, right. 10 penni Vaasa on printed matter envelope, Ruukki cds with Cyrillic text, only recorded example. Figures 5 & 6, Collection of Roger Quinby.



Figure 5. This is the only recorded example of the Lohja cds with Cyrillic text used to obliterate a Vaasa stamp. Unusual early combination Saarinen and Vaasa franking.



Editor's Comments On Vaasa Cancels

Several months ago I came across this article, which I had misplaced years ago with other Vaasa articles, papers, and old exhibition pages. Then I had to retrieve the Vaasa exhibit from the vault to reuse the plastic sleeves for another exhibit and I decided to check my Vaasa collection for cancelled stamps and covers for unreported towns with the Cyrillic text on the Russian type canceller and undiscovered EKU as well.

I was delighted, but not surprised, to find eight towns with new town cancellations in my exhibition collection listed by Tielinen. I also found several EKUs, which are also listed above. *The Handbook of Finnish Postmarks, IV, The Russian Type Cancellations* lists every Russian type town canceller and shows the last

known date of use with the Cyrillic text and the first day of use without the Russian text. Sometimes there is a spread of just a few days and then there are cancellers with a spread of several months to about a year. And there are some dates that do not totally coincide with the dates list compiled by Tielinen (see page 9).

The possibilities for new discoveries is self-evident; additional new towns and EKUs will be found. More difficult but more intriguing will be new finds among the higher valued Vaasa stamps. The 50 penni with the Cyrillic text would be a dear find, maybe 2 or 3 are known. The 70 penni and 5 Fmk stamps, especially on cover, would be great treasures for these fabulous and unheralded issues.

We always welcome new finds from our readers.

Roger Quinby

Tampere Local Mail

by Pauli Koskela, translated by Carita Parker
from *Filatelisti*, 9/02

Editor's Note: This is the first installment of a four part series on Finland's private mail that includes the Tampere and Helsinki city post as well as boat mail. The illustrations are from the Jacobus Sundman collection on Finland's private mail that has received large gold medals in international shows. Jacobus Sundman edited the original Finnish text. Sheldon Tobin edited the text for TFP.

The world's first postage stamp appeared in Great Britain in 1840. The first Finnish stamp was issued on March 1, 1856. Although, prior to that in early 1845 Finland was the second country in the world to issue stationery entires, (i.e., envelopes printed with a value stamp reminiscent of a postage stamp).

Presumably to some, an even more interesting matter is the issuance in 1866 of Finland's only semi-official local postage stamp in Tampere. The 12 penni postage (in Swedish) "Tammerfors Lokalpost" was not issued by the government, but by the then Tampere Postmaster Otto Reinhold Reuter.

As I have studied various historical publications, archival information, and other sources, I have noticed that data on this stamp and on the Tampere local mail, actually rural and territorial mail, is rather scant and conflicting, and to a large extent based on assumptions

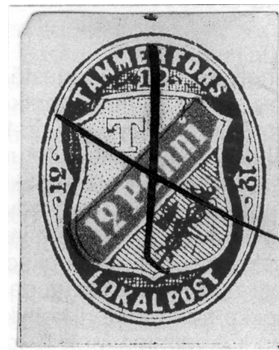


Figure 1.

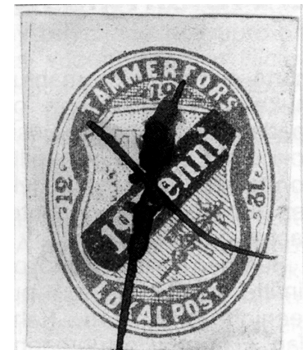


Figure 2.



Figure 3.

Figure 1, top left. The first Tampere city post stamp issued by postmaster Reuter (1866-1867). Figure 2, above and Figure 3, left were issued by postmaster Forsström (1868- 1881). The Figure 2 stamp is from the 1868 second printing and Figure 3 shows an emission from the last printing.

Figure 4. Part of the reissued Tampere city postage stamp sheet. The sheet with the light green/blue stamps consists of 30 specimens; Helsingfors Frimarkssamlare-Förening collection (HFF = Helsinki Stamp Club).



and various theories. For instance, it is mentioned in the *History of Finland's Post* that the private Helsinki city mail began operations on March 1, 1866 by the Helsinki pharmacists. However, this history does not mention the Tampere local mail service.

Some well known philatelists have tried to clarify the background of the local posts, among them Helsinki Lt. Col. Jarl Pettersson who published his research on this matter in 1953 and Tampere's Paavo Korhonen, who meritoriously explained the finer points of these stamps.

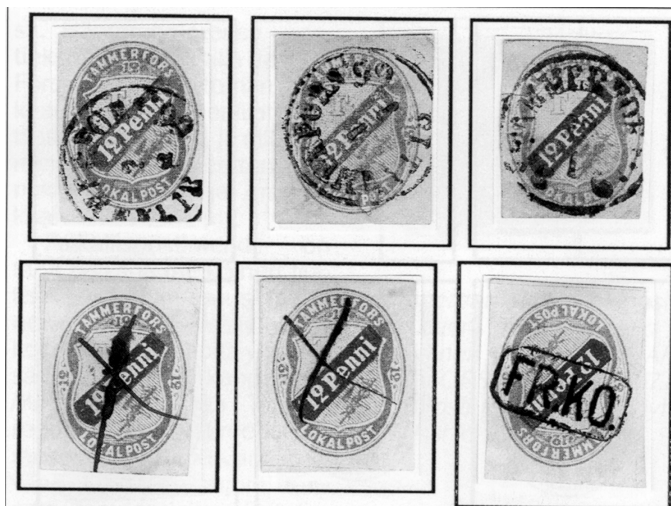


Figure 5. Cancellations from the first emission. From the *Jacobus Sundman* collection. On upper row left, one ring Tammerfors cds, 2.8.1866; center the only known first day cds, 1.7.1866 and on the right, 23.1.1867. On lower row, left and center, pencil cancellations and on the right, FR.KO., cancelled with the "paid" mark.

BACKGROUND

The state run postal network was still very sparse in the 1860s. Tampere had the only post office in the entire vast territory stretching between Hämeenlinna, Lauttakylä, Alavus, and Jyväskylä. And only six weekly state postal runs were operated from the Tampere office; three of them to Hämeenlinna, one via Lauttakylä to Pori, and two to the Ostrobothnia province - one via Ikaalinen and the other via Alavus.

In addition, letter correspondence of people living in rural areas was made somewhat easier in that regular private mail was allowed in areas surrounding the post offices. This private mail could be sent with Crown and official district mail as well as in a single satchel provided by wealthy patrons, although the transport of these satchels along the postal route had to be paid for by private individuals.

A single satchel could be taken to an inn or to some other pre-designated house along the postal route. From there the satchel had to be taken to the postman who was not allowed to leave his buggy. Likewise on delivering mail, someone from the post house (pre-designated inn or house) had to come fetch the satchel. An example of those using such private bags in the Tampere postal territory in 1866 were: In the Kangasala area: Provost Wegelius and merchant Sevon; in Akaa: Provost Hilden; in Pirkkala: Mr. Spare; in Karkku: Nobleman Mellin and chief accountant Lagerblad; in Tyrvth: Provost Lilius; in Mouhijrvi: Provost Mellberg; in Hämeenkyrö: Provost Forsman and Mr. Stenhagen (with a Masters degree) and Alander chief of the constabulary; in Ruovesi: Mr.

Aminoff, Provost Durchman and Mr. Kepplerus; in Virrat: Pastor Törnqvist and Forester Stjernvall; in Orivesi: Vicar Kajanus and Forester Cajanus.

The private letters carried in the satchels were surcharged a special 3 kopek handling fee (where the monetary exchange = 12 penni). According to the rules, the postmasters were permitted to keep the money generated from this fee as a second income. Each letter had to be marked separately in a ledger and on the letter cover, the postmaster noted in ink

that the proper fee had been paid. These letters could also be sent on credit if there was a previous agreement with the local postmaster. Of this, too, the postmaster kept an account or ledger that allowed "the right to charge a reasonable compensation." These accounts were settled on a quarterly basis.

All this must have been very slow and tedious and so it is no surprise that there was manifest dissatisfaction with the post office. Rural mail users were especially frustrated with the mail service; it was slow and expensive, and the complicated and strange nature of operations drew widespread criticism. In newspaper columns there was strong criticism about postal rates for newspapers and other cultural publications even from famous personalities such as J.V. Snellman. All the complaints in the press must certainly have gotten on the nerves of the more ambitious and status conscious postmasters, one of which no doubt was the then Tampere postmaster Otto Reuter (born September 21, 1816, and named postmaster on July 24, 1862).

MORE CORRECTLY - TERRITORIAL MAIL

Otto Reuter was an energetic and up to date postmaster who favored postal reorganization and improvements. Reuter's aim was to make easier the mail delivery and the debiting and crediting of accounts in the vast territory that he had been entrusted with, and so he created the Tampere local post with its own distinctive 12 penni local postage stamp. The stamp was used from July 1, 1866 and it was valid franking on letters which originated in the district and carried in a single satchel to destinations within the Tampere post office district. The stamps were not allowed on mail to any other district.

The following notice about the matter was published in a Tampere newspaper on Jun. 11, 1866:

“The post office informs that it has made 12 penni postage stamps available to those who have letters to send from here (Tampere) to nearby rural areas. Letter mail franked with

these stamps is allowed to be deposited at the post office or in the town’s mailboxes that soon will be installed. The mail will then be postally delivered to the following places: Akaa, Eräjärwi, Hämeenkyrö, Kaiwola, Kangasala, Karkku, Keuru, Kiikka, Kiikois, Kuhmalhti, Kylmäkoski, Lempäälä, Messukylä, Mouhijärvi, Oriwesi, Pirkkala, Pälkäne, Ruowesi, Sahalahti, Suodenniemi, Suoniemi, Sääksmäki, Teisko, Tottijärwi, Tyrwää, Wesilahti, Wirtaa, Ylöjärwi and Ähtäri.”

Evident from this list is the vast operating area of the then Tampere post office, and interestingly this territory encompassed just about the present day Pirkanmaa area.

At about the same time as this semi-official local post became operational, postmaster, Reuter had for the “convenience” of the populace (approximately 6,000) two mailboxes installed in the city for outgoing letter mail. One was put up next to the Helin bakery shop on Kuninkaankatu 25, and the other near merchant Lilja’s shop on Länsikatu (present day Näsilinnankatu 13).

A year earlier the postmaster had employed an assistant postman who would carry a pole on his shoulder and on a daily basis change the mailboxes by taking the filled box (to be emptied and processed at the post office) and leaving an empty box.

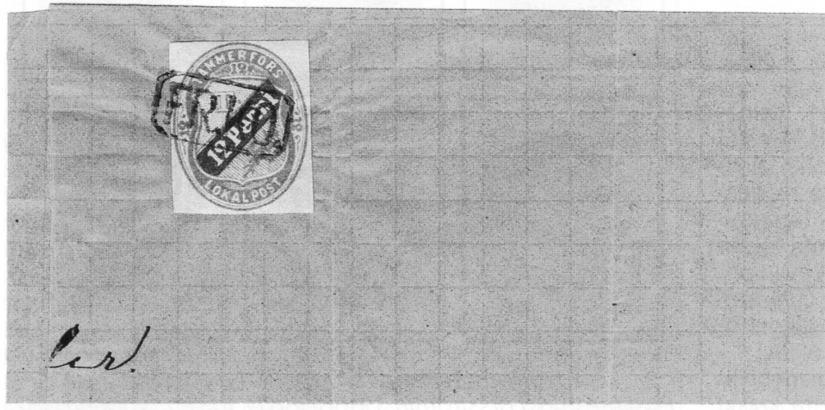


Figure 6. No whole items are known of the Tampere city post stamps. At this late date it is unlikely that a complete cover will be found. Shown above is part of the largest known postal item - a letter - with a Reuter (1866-67) issued 12 penni stamp cancelled with the FR.KO. mark.

The installation of Tampere’s first mailboxes was a notable event and considered a significant improvement for handling outgoing mail, but it also created considerable criticism and perhaps a the first first recorded language dispute as noted in the editorial in the *Tampereen Sanomat*

newspaper on July 10, 1866: “Indeed, mailboxes as we had previously suggested were put in two places, but it is also desirable that the text (on the boxes) be in Finnish and not in Swedish, since Finnish is spoken in our district and everyone understands it, whereas Swedish is mastered only by a smaller segment of the town’s population. Likewise for the benefit of the public there should be posted on the boxes the days/hours when emptied, in our opinion as follows: The mailbox emptied on: Sundays at 5 p.m.; Tuesdays at 1 p.m.; Wednesdays at 12 noon; Thursdays at 4 p.m.; Saturdays at 11 a.m.”

The local postage stamp appeared in 1866 and was taken into use on July 1. The stamps were lithographed, but the printing place is unknown. Perhaps it was done domestically, although the possibility that the printing took place abroad cannot be excluded. It is also not known with certainty whether the postmaster himself or the state financed the printing. This matter has not been ascertained especially when archival material that might have shed some light was sent to the paper mill (for recycling?) apparently by an overly energetic

employee at the Tampere post office in 1918.

Furthermore, the local postage stamp is imperforate. There were three actual printings each depicting the Tampere emblem. The first printing, (i.e., the one



Figure 7. Cancellations from postmaster Forsstrom’s (1868-1881) 1868 emissions. Upper row left, Tammerfors 2-ring cds, center on stamp reverse Tammerfors 2-ring cds, 16.7.1871 and right ANK arrival mark. Bottom row shows pencil cancellations.

postmaster Reuter had printed), has green as its main color and blue in the cross beam depicting the Tammerkoski river with the text "12 Penni." That the stamp has a text in Swedish that reads, "Tammerfors Lokalpost" (= Tampere Local Post) is somewhat surprising, but it must be remembered that at that time Swedish was the official language and almost all of the holders of single satchels had Swedish as their mother language. It may be mentioned, too, that in the later half of the 19th Century the Helsinki city post stamps were printed with text in both Finnish and Swedish.

Postmaster Otto Reuter died in office on September 21, 1867 on his 51st birthday. His successor was Gustav Adolf Forsström (born November 1, 1819) who was named to the position on October 29, 1867 and stayed in this position for 26 years, or until 1893. Postmaster Forsström continued on like his predecessor and had more local stamps printed in 1872/73 and 1875. The main colors were still initially green/blue, but in the 1875 stamps, Forsström apparently wanted some change and used orange-red and green. That same year the type and color of government-printed stamps changed, which also may have influenced Forsström to make a "color change."

GOVERNMENT'S NEW RATES PUT AN END TO LOCAL STAMPS

The local postage stamps were in use for some 15 years between 1866 and 1881. On July 1, 1881 the Imperial Majesty's postal order for Finland took effect, which caused substantial changes in the regulations for postal items and rates, and established a new rule concerning post office manager salaries.

The new postal regulation stipulated that henceforth all postal payments were to be made by using postage stamps. For the first time the so-called single letters and local letters were introduced and carried more inexpensively, (i.e., for only a 10 penni rate). This meant that postal managers no longer were able to pocket the 12 penni (in 1985 currency about Fmk 1,60) fee for the handling of private letters and this eventually led to the discontinuance of the local delivery services and postage stamps.

The income for the postmasters decreased in any case, because the 5% commission they previously had received

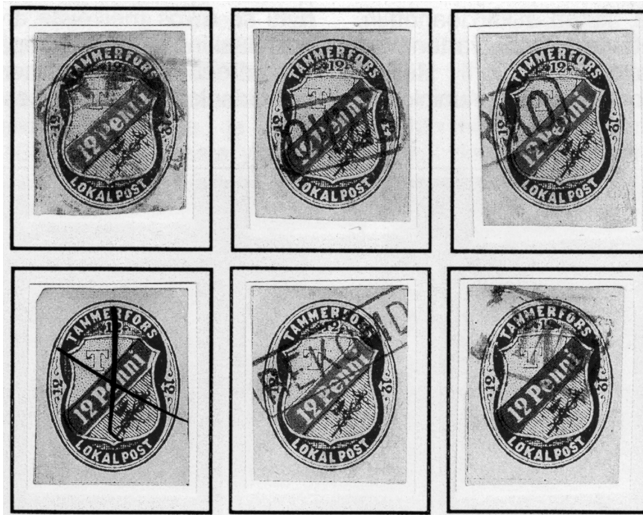


Figure 8. Postmaster Forsström (1868-1881) second issue 1875 stamp marks. Upper row 2 ring Tammerfors, center and right FR.KO.-marks. Bottom row left pencil mark, center registered item REKOMD-mark (possibly bogus) and right ANK-arrival mark.

from the sale of stamps was lowered to 2%, the 12 penni fee pocketed from the giving of a registered letter receipt was eliminated and the 1 penni newspaper registration fee they received per issue was reduced to 4/5 of a penni.

Most of the postmasters realized they had thus lost a substantial amount of their second income and naturally griped about it. So, too, did the Tampere post office manager, G.A. Forsström, complain and sent a request to the Senate on October 27, 1882 suggesting a personal annual salary increase of

Fmk 160. To the application Forsström attached a special list where he itemized each loss of income. This list is quite interesting indicating for instance that the income from letters @ 12 penni each from the towns and rural areas carried in the single satchels averaged Fmk 225/annually, and that the losses combined amounted to 1,597 Fmk. And since postmaster Forsström's total income for that year had been Fmk 7,825 the loss equaled 20.4%. The accuracy of these figures was verified on December 2, 1882 by G. Andersin and O.F. Forsell of the postal administration.

Based on the above information an estimation was made of the Tampere local postage stamp quantity. Jarl Pettersson concluded that Reuter had a total of 9,100 specimens printed and Forsström 11,900, totaling 21,000. Tampere's Paavo Korhonen instead bases his estimate on the still existing stamps he knows about and other facts indicating that all printings were pretty nearly of equal numbers each totaling 6,000 stamps. Thus, the total quantity would have been about 18,000 specimens of which most likely 3,000 were postally used.

THE STAMPS WERE OF INTEREST TO CONTEMPORARY COLLECTORS

During Forsström's tenure the local stamps were of interest to philatelists, especially abroad. Apparently, the first publication issued abroad that includes the "Tammerfors Lokalpost" stamps is the research work on Finnish postal stamps by Vienna dentist Ludwig Hecksch, entitled *Die Postwerthzeiten des Grossherzogthums Finnland* published in 1881.

Postmaster Forsström aware of the income generated by the stamps would still after the discontinuation of the Tampere semi-official local post make three only slightly



Figure 9. Philatelic cancellation TAMMERFORS FINLAND 17.IV.93 on Tampere city post reprinted stamp. The Tammerfors post and stamp usage ended in 1881.

altered reprints of the stamps. The general assumption is that the reprints were issued in 1881, but according to Pettersson and Korhonen much later than that. In Korhonen's opinion perhaps between 1884-1885. And this might very well be so, because the Senate did not deal with the earlier mentioned Forsström salary raise application until January 15, 1884. A petition to the Governor-General is found in a ministerial under secretariat of state's 1884 document indicating that the request was justified, and with the recommendation that Forsström receive a salary increase of 1,400 Fmk annually. The same document further indicates that the application, however, was rejected on grounds that in the 1881 postal order Forsström had been left with an option for a second income, but had not exercised this prerogative.

Postmaster Forsström sold the reprinted stamps to collectors apparently for quite a good price, but these stamps most likely were never postally used. According

to his daughter, post expeditor Emilia Jemina Forsström, philatelists abroad did order the stamps, which her father then sent to England and America.

Today, the local postage stamps are a philatelic rarity, but luckily a total estimate of some 1,000 examples remain in various collections. It may be mentioned that on July 1, 1966 on the centennial of the Tampere local postage issue the well-known Tampere philatelist, pharmacist Per-Johan Hannelius, presented the city of Tampere with a valuable collection containing 169 specimens of the stamps.

Presumably to this day no positively genuine postally used item with these stamps on cover has been seen. Such a stamp on cover would be very valuable, so much so that it would be worthwhile to carefully check the attics of old houses located in the particular area surrounding Tampere where this local postage was used.

SOURCE REFERENCES

Sanomia Tampereelta and *Tampereen Sanomat 1866*, newspapers; *Suomen Postimerkkilehti #20/*, October 31, 1923, stamp collector's journal: *Finland III*, *Die Briefmarken der Tammerforsers Lokalpost* (= Tampere local postage stamps); Väino Voionmaa: *Tampereen Historia 1929-35* (= Tampere history); *Suomen Postilaitoksen Historia*, Helsinki 1938 (= Finland's postal service history) ; Jarl Pettersson: *Halvofficiell lokalpost för Tammerfors Postdistrikt 1.7.1866-30.6.1881* (= Semi-official local post for the Tampere postal district); *HFF's Jubileumsskrift 1953* (= Commemorative writing) ; Kalle Vaarnas: *Filatelian Taito 1969* (= Philatelic mastery); Paavo Korhonen: "Tampereen paikallispostia - Tarua ja totta" (= Tampere local post - fact and fiction); *Philatelia Fennica*, 7/1979.

Message, Continued from Page 7.

illustrations. We can no longer accept blurred or smudged photocopies or low resolution downloaded Internet JPEG images. If the illustration cannot be scanned and printed with reasonable clarity and definition, I will try to find a substitute or ask you to resubmit a better picture.

The long planned series on the 1901-1916 so-called Eagle stamp is on hold again. Cyril Schwenson is currently doing research on these issues and has suggested that some of the older articles, which I had planned to reprint in TFP, may be outdated by new findings. Inasmuch as we have a substantial backlog of material we will defer on this series until we have a further communication from Cyril.

Again, apologies for the dropped fonts (apostrophes come to mind) and some Finnish-Swedish letters from

the February newsletter. Another technical problem with the printer in that the fonts in my postscript file were not accepted by the printer's software in the production stage (i.e., after sign-off and approval of the proof). The setup person did not catch the problem and substitute compatible fonts.

In any event TFP computer system will be upgraded and beginning with the August issue I will produce a PDF file and "burn" a CD for the printer bypassing an intermediate postscript file step, which I am told, is the origin of these occasional misaligned text files, dropped fonts and annoying frustrations.

The snow has finally melted here in Albany, the trees are bursting with fresh buds and five small red fox kits have emerged from the den on the hill in back of our house...the renewal of life and nature is a wonderful annual festival. Have a great summer, visit a stamp show.

Golden Age of Finnish Philately

The Crown Post - Feather Letters

Text and Illustrations by Heikki Pahlman

The Crown Post - Feather Letter - 1812

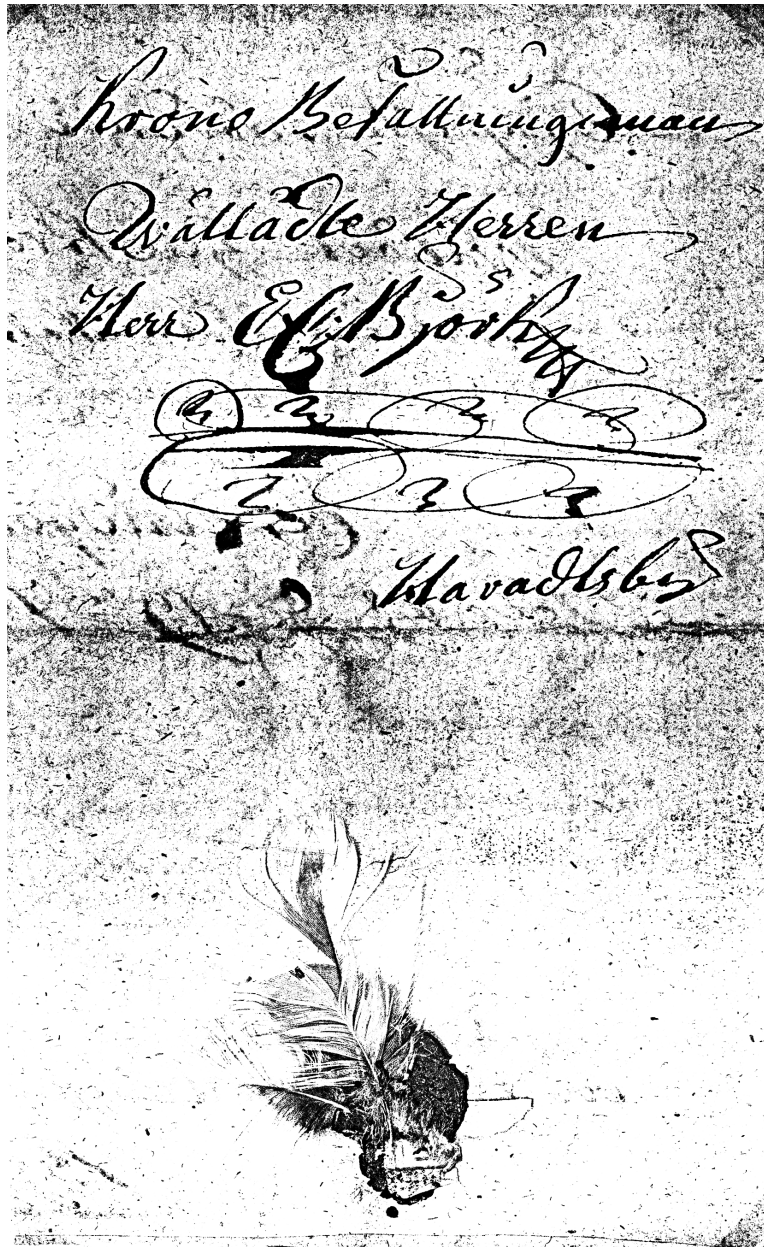


Figure 1. A crown post express letter with three feathers from Söderby to Haraldsby dated July 19, 1812. The letter was delivered to Haraldsby on the same day.

The Crown Post - Feather Letter 1832

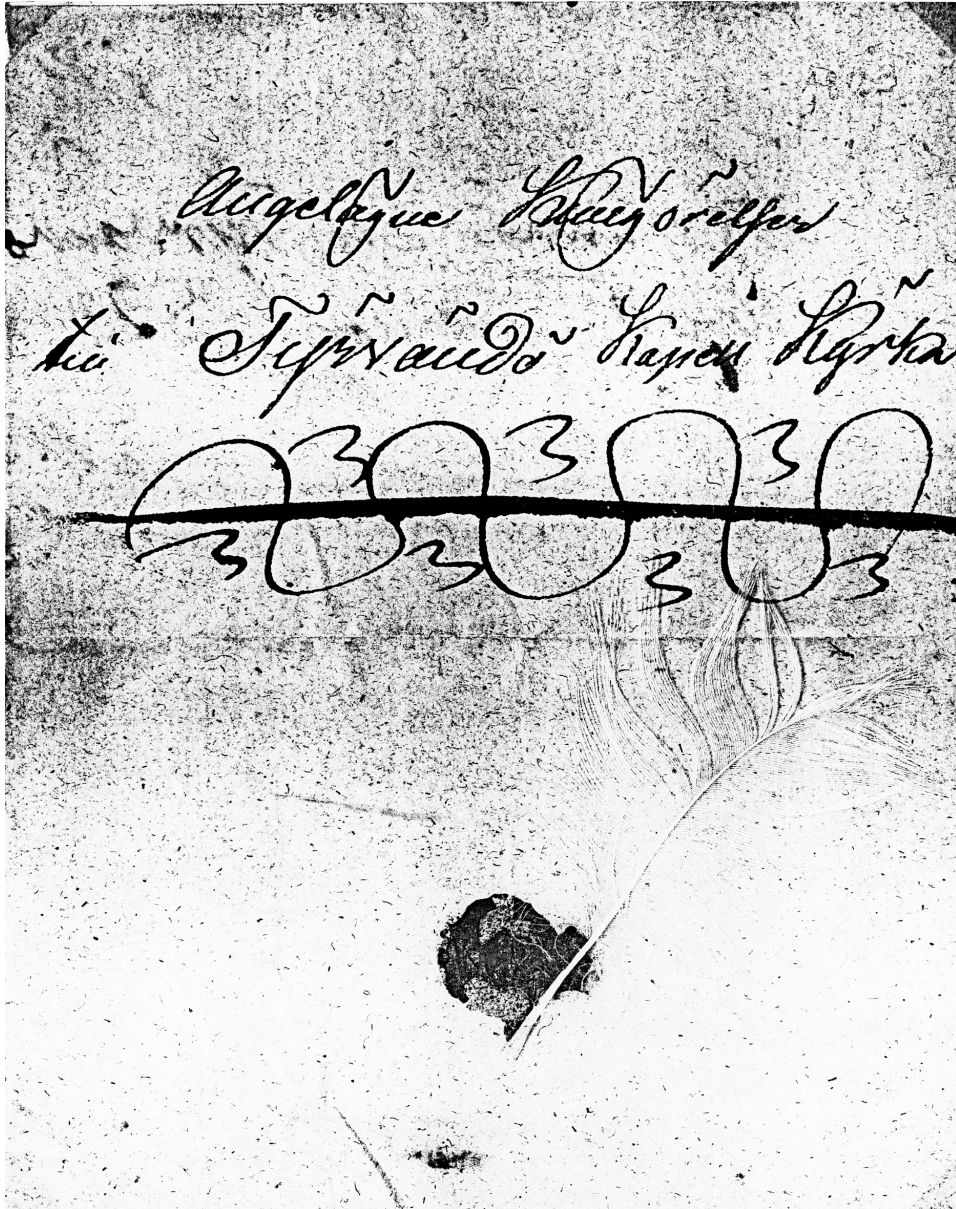


Figure 2. A crown post letter with one feather from Korela to the Tyrvääntö Chapel dated January 5, 1823.

The Crown Post - Feather Letter 1832

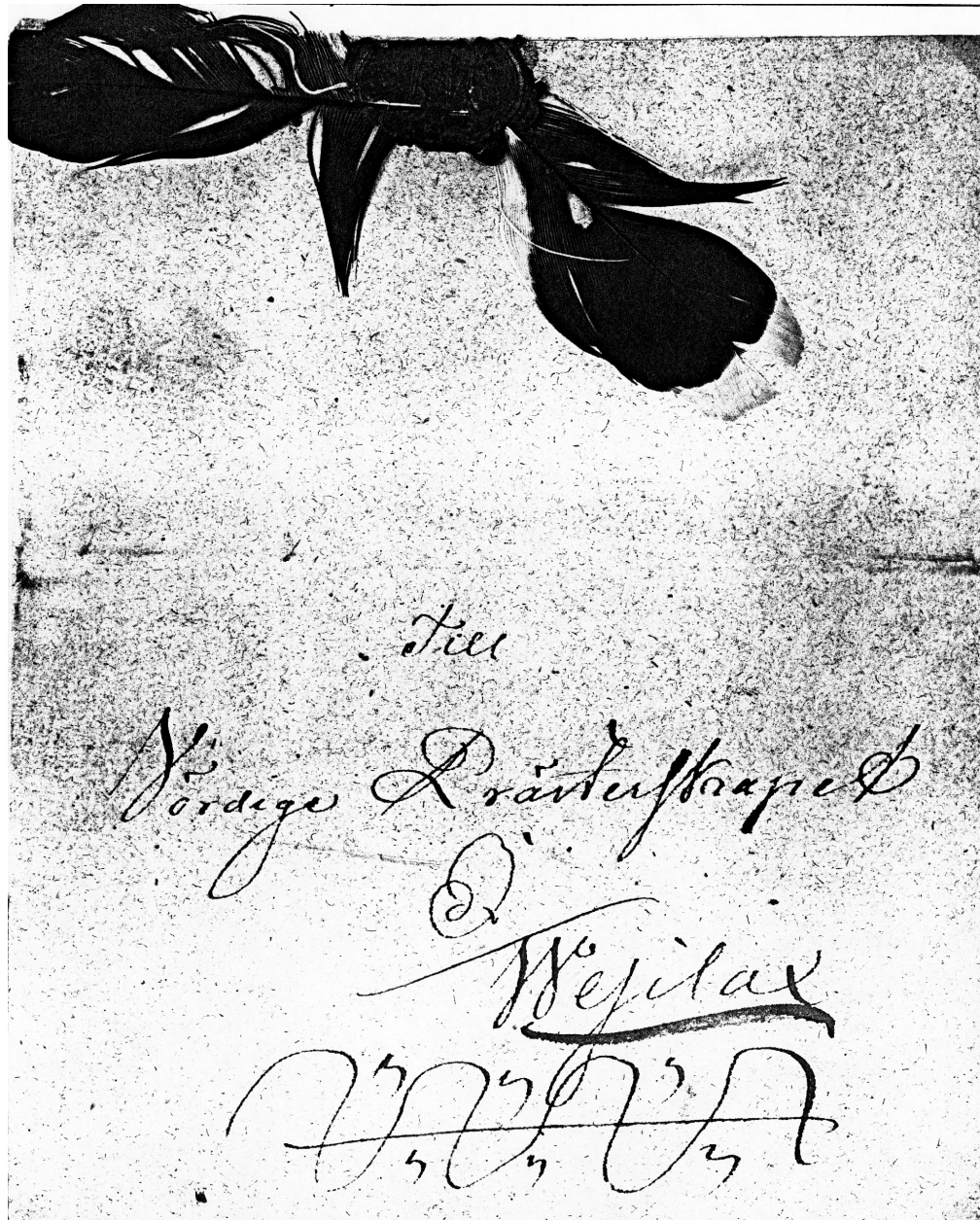


Figure 3. A crown post letter with two feathers from Lempäälä to Vesilahti, "Vördige prästerskapet" = respected priesthood, dated Decemebr 24, 1832.

The Crown Post - Feather Letter 1841



Figure 4. A crown post letter with two feathers from Nykyrka to Laitila dated October 16, 1841. The contents were written in Swedish, but the address was written in Finnish "LAITILAN KIRKKON" = to Laitila church. Often white and black colors indicated the letter had to be carried day and night.

The Crown Post - Feather Letter 1842



Figure 5. A crown post express letter with six feathers from Kemiö (Kimitö) to Perniö Haraldsby Haraldsby (Bjerno) dated May 17, 1842. Extra marking, "framskaffas utan ögonblick fosummelse" = "must be forwarded without twinkle neglect" (translation= without stopping for sleep).

Combined Post And The Crown Post - 1813 & 1821

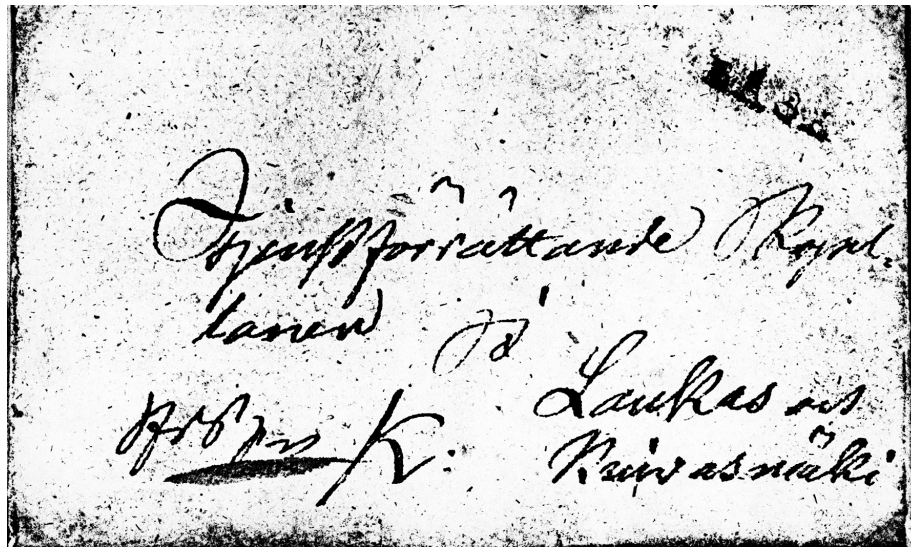


Figure 6. Certain letters were carried by both the crown and official posts on different parts of the route. A combined mail from Vaasa to Laukas and Kuivasmäki. The letter was first carried to Laukas post office through official mail and the to Kuivasmäki by the crown post because there was no post house in Kuivasmäki.. For the postman there is guidance character "K" = Kuivasmäki. The letter is dated February 3, 1813.

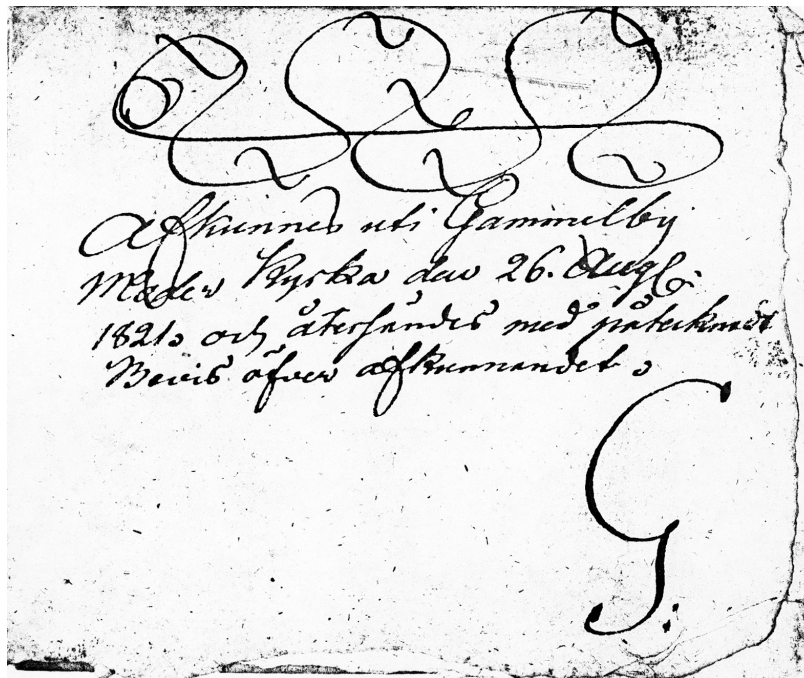


Figure 7. A crown post letter from Södermark to Gammelby dated August 25, 1821. "Afkunnas uti Gammelby moder kyrka och återsändes med påteknad Bevis öfer afkunnandet" = To be announced in Gammelby mother church and to be returned with signed proof of the announcement Guidance character "G" = Gammelby.

Collecting Finnish Railway Post Offices Cancellations - Some Additions

by Norman C. Franklin

The recent article by John MacDonnell on "Collecting Finnish Railway Post Offices" 1) in which he kindly acknowledged my work published in Germany in 1989 and 1990 2) prompts me to react now (some 10 years too late) to suggestions from US collector friends and extract some of the information from this German publication of 1989 - 1990 and present it in English for the benefit of US collectors. (See Editor's Note, page 32.)

In preparing my original article, (and later when preparing my own collection for exhibition) I was fortunate enough to have access to the archives of both the Finnish Post office and the Finnish Railways, and I acknowledge with very grateful thanks the cooperation of the staff on duty there between 1989 and 1995.

Perhaps the key to understanding the Finnish railway post offices system was a Postal Directive of July 1889, (Figure 1), found in the Finnish Post Office archives, which announced that the Railway TPO system would be reorganized and two numbers would be

given to each route on which Railway Traveling Post Offices with full postal services were operating (Finnish = Postivaunu), - an even number to identify mail moving towards Helsinki and an odd number to indicate mail moving from Helsinki. Before this Postal Directive came into effect, the number seen in the RTPO cancellation therefore was the TPO coach number, (which on the route between Helsinki and St. Petersburg was No. 1 to No. 5).

As some previous authors such as Hellman and Itkonen 3), or Hillesum 4) as well as collectors such as Fraser 5) concentrated almost exclusively on the Helsinki - St. Petersburg railway line, (in which some

of the coach numbers, e.g. 1 and 2 initially used as RTPO coaches numbers were also used later as the RTPO route numbers (Helsinki to St. Petersburg, - Route No. 1, and St. Petersburg to Helsinki, from October 1889 Route - No. 2 both from October 1, 1889); the differences between RTPO coach number and RTPO route number were in the past not so apparent, (which is reflected in some inaccuracies in earlier publications).

Appreciating this fact, it now becomes clear why the excellent Finnish RTPO classification by Tielinen in Finland in 1972 to 1974 6)7) is, in places difficult to understand, (not only because it was solely written in Finnish) but also because Tielinen had not known that initially the number in the cancellation (1870 to September 1889) denoted a RTPO mail coach number whereas from

October 1889 onwards the number in the cancellation denoted a route number. This is why the number 17, - initially used on RTPO coach No. 17 between Östermyra - (Seinajoki) and Uleåborg (Oulu) - in Tielinen's classification "disappears" in 1889 and does not "reappear"

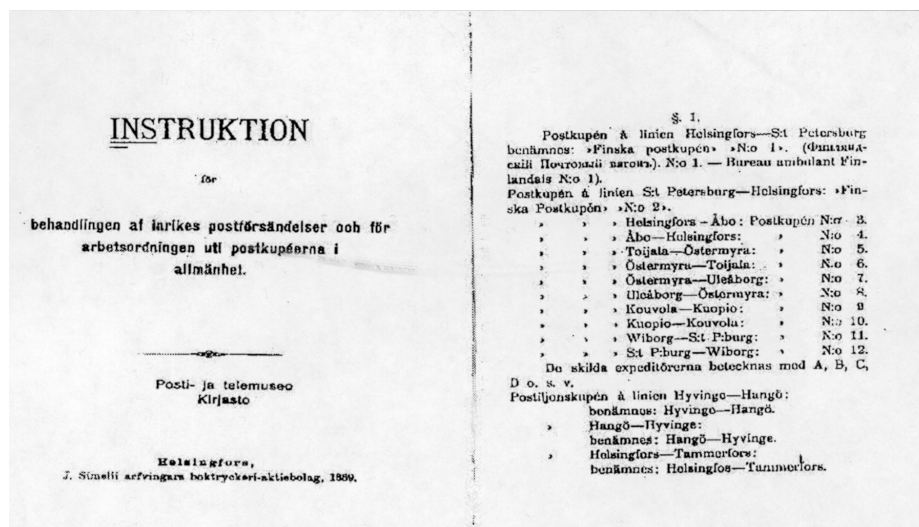


Figure 1. July 1889 postal directive announcing the reorganization of the RTPO numbering system. Henceforth, each route with full postal services would be assigned two numbers, an even number on mail travelling to Helsinki and an odd number for mail moving away from Helsinki. The assignment of a number to a designated mail car, which had been in practice since 1870, was discontinued.

until 1904 when No. 17 indicated the RTPO route between Helsinki and Salo. 8)

Due to this change in the principle used to number the railway TPOs, changes had to be made in the cancellations (or canceller, circular date stamps = cds) used in these RTPOs. With the introduction of a route number, at the end of the journey one of the cancellations needed would be at one end of the route while at the other end of the route a second cds would be needed. Simply stated, when on day 1, say a Monday, the mail train left Helsingfors for St. Petersburg it would take a cds with it showing a No. 1. As the mail train to St. Petersburg took over 13 hrs in 1889 this No. 1 canceller would be in St. Petersburg at 10.30

pm, and thus not available for the mail train leaving Helsingfors a day later, say Tuesday. Thus this Tuesday mail train would need a second cds with a No. 1, while the first mail train, returning from St. Petersburg at 9.00 am the following day, Tuesday, would carry, (but not use) cds No. 1, because on the return journey this mail van should cancel mail with the No. 2, cds corresponding to the St. Petersburg - Helsingfors route number - 2.

It was for this reason that from October 1889 onwards there are TWO cancellers (cds) each with the same ROUTE number. Being specific: cancellation No. 6 shown in John MacDonnell's "Checklist of Postmark Styles") was not introduced in September 1883 but in September 1889 following the change to Route Numbers. (It could be that a cancellation of this type has been seen with the date apparently showing the year 1883, but that is incorrect. This cancellation was not used before October 1889).

It is for this reason, two different cancellers in use simultaneously from October 1, 1889 onwards that I suggest John MacDonnell's "Checklist of Postmark Styles" be revised to reflect this fact. Table I shows such a revision, (this being the Table I published in German in 1989 - 1990). From this it can be seen that Cancellation No. 6 should in fact be called Cancellation No. 8, as it was not introduced until after the Cancellations (JMD) No. 7, (introduced in October 1883) and Cancellation (JMD) No. 8, introduced during 1888) were in use. It can also be seen that Table I shows certain cancellations, which were not illustrated in John MacDonnell's article 1). These are PV 09, PV 12, PV 13 to 17 and PV 18. Some of these are the rarest of the Finnish RTPO cancellations, (PV 13 has never been actually seen, there is just a copy in the cancellation books of the Finnish Postal Museum), while the others, (PV 09, PV 12 and most especially PV 17 are "Rare" to "Extremely rare" (PV 17).

In Table I it will also be seen that there are no examples of "Postiljoonivaunu" (PJ) cancellations with just letters instead of numbers in the cancellation, (e.g. K-K = Kouvola - Kotka) nor examples of route names without numbers (e.g. H:fors - T:fors = Helsingfors - Tammerfors). I believe that both these should be treated separately to the true railway TPOs and thus I called the former PV (= Postivaunu) cancellations (Table 1), while the later I called PJ (= Postiljooni) or NM (= Nimmi = Name) cancellations 2). The types of each one in use before Independence in December 1917 are given in Table 2. Perhaps, before turning to the allocation of numbers to the various stations, one or two comments on the use of these PV cancellations should be made.

Table I gives no indication of which numbers can be found with which cancellation, for example PV 01 can only be found with sorting coach numbers I to 5. This fact can then be used to allocate a unique number to a specific cancellation, namely the type number followed by the sorting coach number. Thus PV 01.02 would

indicate the cancellation in use on sorting coach number 2 in the period 1870 to 1875, and PV 03.06 would indicate the cancellation used on sorting coach number 6 from 1875 until 1888. It is outside the framework of this article to list all these numbers, but this will be published later by the author.

PV 1 (JMD 1) from Coach No. 5 (PV 01.05) is almost always found with station No. 35, and is rather very rare with any other station numbers. This is because it was a "reserve RTPO" and spent most of its time between 1871 and mid 1876 parked at Helsingfors station where mail could be handed in for transporting up country. Had it been in regular use on the Helsingfors - St. Petersburg line then one would have found this with many different station numbers from this line, which is not the case. Thus the few examples there are with numbers other than "35" are rather rare.

PV 04 (JMD 4) (PV 04.05) was only used on this RTPO coach No. 5, from July 1876 until September 1877 when this coach was still being "parked" at Helsingfors station, (hence the wording "Helsingfors Station Kupé Expedition"). When this coach was used on the Helsingfors - Åbo, (Helsinki - Turku) line PV 03 (JMD 3) (PV 03.05) was used.

PV 05 (JMD 5) (PV 05.04) was only used until September 1889 on the Helsingfors - St. Petersburg line and after this only on the Helsingfors - Åbo (Helsinki - Turku) line. This later use is rather rare and has not been seen with Station Nos. 42 - 60.

The PV 08 (JMD 6) (PV 08.07) cancellation with the number 7 was only used on the Östermyra - Uleåborg, (Seinajoki - Oulu) line from October 1889 till October 1893.

PV 06 (JMD 7) was not issued with a No. 4 in the cancellation; there are many examples where this seems to be the case but all of these are found with dates later than 1886 where the "1" of the true number "14" had become so worn that it appears solely as a "4".

As John MacDonnell so rightly says, cancellations PV 10 (JMD 9), PV 14 (JMD 18), PV 15 (JMD 18), but also PV 11 (JMD 10) and even PV 17 (JMD --) are later found with the Russian text removed. A "General Notice" issued on June 7, 1918 by the postal authorities installed by the "White Government" in April 1918 instructed the post offices to remove the Russian text, so that the Types PV 10 (JMD 9), PV 14 (JMD 18), PV 15 (JMD 18), and PV 17 (JMD --) may still be found with the Russian text intact even 6 months after the formal declaration of independence.

When trying to reconstruct the numbers allocated to the stations as in John MacDonnell's article, it has been very helpful to consult the train timetables of the period to see whether the mails trains actually stopped at the stations named. For the period between September 1870 and October 1875 there are unfortunately gaps in the timetables available in the archives of the Finnish railways, and I have only been able to find Timetable

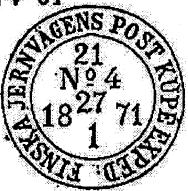



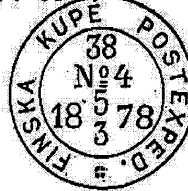


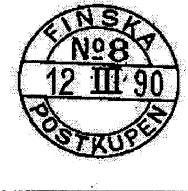
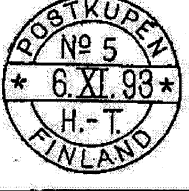
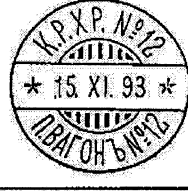
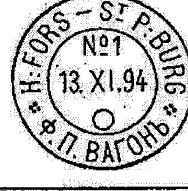
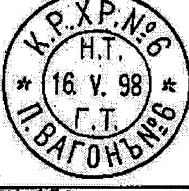



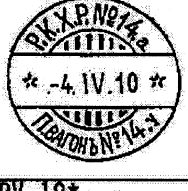
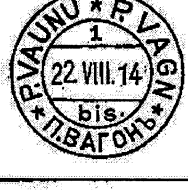
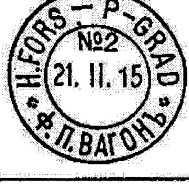

PV 01  EXPED. 11.1870 →	PV 02  EXPED. 11.1875 →	PV 03  EXPEDITION 7.1876 →
PV 04  STATION 7.1876 →	PV 05  POSTEXPED. 2.1878 →	PV 06  POST KUPEN 9.1883 →
PV 07  FINLAND SUOMI 6.1888 →	PV 08  FINSKA 10.1889 →	PV 09  POSTKUPEN FINLAND 5.1893 →
PV 10*  K.P.XP. 11.1893 →	PV 11*  H.FORS- St.P.BURG 11.1894 →	PV 12*  H.T. Г.Т. 5.1898 →
PV 13*  HYVINGE - HANGÓ Unknown	PV 14*  P.vagn * P.vaunu ← ● 6.1902 →	PV 15*  N°.. N°.. 11.1902 →
PV 16  P.K.XP. 5.1908 →	PV 17*  P.VAUNU * P.VAGN bis 8.1914 →	PV 18  H.FORS- P.GRAD 9.1914 →
PV 19*  * N° N° 10.1914 →		

Table 1. The "PV" cancellation types from 1870 to 1917. The dates shown here are taken from the Reference Books of Postal Cancellations in the Finnish Postal Museum in Helsinki.




<p>PJ 01</p>  <p>11.1893 →</p>	<p>PJ 02</p>  <p>4.1894 →</p>	<p>PJ 03</p>  <p>5.1915 →</p>
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Table 2. The three different types of the Postiljoonivaun cancellation in use up to 1918.








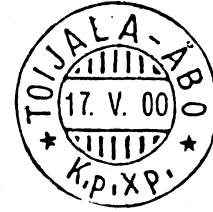
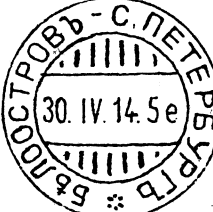
<p>NM 01</p>  <p>POSTKUPEN 1886 →</p>	<p>NM 02</p>  <p>FINLAND 1889 →</p>	<p>NM 03</p>  <p>FINLAND 1890 →</p>
<p>NM 04</p>  <p>P.K. FINLAND 1893 →</p>	<p>NM 05</p>  <p>1893 →</p>	<p>NM 06</p>  <p>Postilj. 1896 →</p>
<p>NM 07</p>  <p>Postilj. 1897 →</p>	<p>NM 08</p>  <p>Kpxp 1900 →</p>	<p>NM 09</p>  <p>(Russ.) 1914 →</p>

Table 3. The nine different types of "Niimi" (= Named route) cancellations up to 1918.

No. 6 (from June 1, 1870), and then No. 8 (from May 1, 1874) onwards. Timetables No. 9, (from November 1, 1874), 10, (from May 1, 1875) and 11 (from November 1, 1875) are all available in full.

The previously mentioned Timetable No. 6 from June 1, 1870 (Table 4, page 26) just shows a once daily passenger train from Helsingfors to Tavastehus (Hämeenlinna), with a connecting passenger train going as far as Lahti, (where the line to St. Petersburg temporarily terminated until September 1870). On the section of the line from Wiborg to St. Petersburg there was much more activity at this time with a mail train (Train No. 3) leaving St. Petersburg at 5.00 pm and arriving in Wiborg at 9.10 pm, with a mail train in the other direction leaving Wiborg at 6.30 am and arriving

in St. Petersburg at 10.45 am. There however appears to be no evidence that these mail trains actually cancelled mail en route and so far I have not seen any mail which has evidence of having been carried on these mail trains.

These mail trains were supplemented by three local trains in each direction between Walkeasaari and St. Petersburg and a mixed cargo/passenger train each morning at 10.00 from St. Petersburg and at 7.30 each morning from Wiborg. These details, given in Timetable No. 6, (Table 4, page 26), also confirm the names of the 14 stations between St. Petersburg and Wiborg as given in the 1st Assignment in Table 5. (See page 28.)

I have not been able to get evidence that a special "Mail Train" was operating between St. Petersburg and Helsingfors even as late as May 1, 1874 (Timetable No.

Statsjernvägarne i Finland

TIDTABELL

för bantågen från den 1 Juni 1870

Väst	från Helsingfors.	Allar dagar		Väst	från Tavastehus	Allar dagar	
		Pass. tåg 1, 2 o. 3 kl.	Godståg med 3 kl. pass.			Pass. tåg 1, 2 o. 3 kl.	Godståg med 3 kl. pass.
	Helsingfors, afgår kl. .	4.5' e. m.	7.30' f. m.		Tavastehus, afgår kl. .	6.15' f. m.	10.15' f. m.
15	Dickursby	4.42'.	8.25'.	13	Turengi	6.44'.	11.
27	Kervo	5.6'.	9.7'.	25	Ryttylä	7.10'.	11.32'.
55	Träskända	5.24'.	9.33'.	33	Riihimäki ank	7.26'.	12.15'.
55	Hyvinge ank	6.6'.	10.36'.	45	Hyvinge	8.5'.	1.5'.
	Hyvinge afg	6.16'.	10.46'.	66	Träskända	8.40'.	2.31'.
67	Riihimäki afg	6.44'.	11.27'.	73	Kervo	9.5'.	2.39'.
75	Ryttylä	7.2'.	11.52'.	85	Dickursby	9.30'.	3.20'.
			12.5'.	100	Helsingfors, ankommer	10.	4.40'.
87	Turengi	7.29'.	12.45'.				
100	Tavastehus, ankommer .	7.55'.	1.25'.				
	från Riihimäki.	2 o. 3 klass			från Lahtis.	2 o. 3 klass	
	Riihimäki, afgår kl. . .	6.50' e. m.			Lahtis, afgår kl.	5. f. M.	
5	Hikie	7.12'.		14	Herrala	5.35'.	
14	Ois	7.28'.		25	Jervelä	6.	
24	Lapplia	7.54'.		31	Lapplia	6.14'.	
30	Jervelä	8.10'.		41	Ois	6.40'.	
41	Herrala	8.35'.		47	Hikie	6.55'.	
55	Lahtis, ankommer . . .	9.10'.		55	Riihimäki, ankommer	7.12'.	

Väst	från S:t P.burg.	Lokaltåg No 1	Posttåg No 3	Lokaltåg No 5	Lokaltåg No 7	No 9 Gods- tåg med 2 o. 3 kl. pass.	Väst	från Wiborg	Posttåg No 2	Lokaltåg No 4	Lokaltåg No 6	Lokaltåg No 8	Lokaltåg No 10
	S:t Petersburg, afg.	e.m.	e.m.	e.m.	e.m.	morg.		Wiborg, afg .	morg				morg.
4	Lanskaja	3.9	5.9	6.9	8.9	10.14	9	Säiniö	6.45				8.12
8	Udelnaja	3.19	5.19	6.19	8.19	10.30	26	Galitzino	7.12				9.5
11	Schuvalovo	3.25	5.25	6.25	8.25	10.42	37	Perkjärvi	7.35				9.45
15	Pargala	3.34	5.34	6.34	8.34	11.1	50	Nykyrka ank	7.58				10.24
18	Levaschovo	3.41	5.41	6.41	8.41	11.15		afg.	8.10				10.35
30	Walkeasaari ank	4	6	7	9	11.51	65	Raivola	8.35				11.25
	afg.		6.20			12.41	74	Terijoki	8.52				11.55
46	Terijoki		6.47			1.35	90	Walkeasaari ank	9.17				12.43
55	Raivola		7.4			2.5		afg.	9.42	8.	10.	11.30	1.30
70	Nykyrka ank		7.30			2.30	102	Levaschovo	10.2	8.20	10.20	11.50	2.10
	afg.		7.40			3.	105	Pargala	10.12	8.28	10.28	11.58	2.25
83	Perkjärvi		8.3			3.45	109	Schuvalovo	10.20	8.37	10.37	12.7	2.36
94	Galitzino		8.28			4.30	112	Udelnaja	10.27	8.44	10.44	12.14	2.48
111	Säiniö		8.55			5.13	116	Lanskaja	10.37	8.52	10.52	12.22	3.8
120	Wiborg, ank.		9.10			5.40	120	S:t Petersburg, ank.	10.45	9.	11.	12.30	3.20

Table 4. Timetable No. 6.

C. Strömberg

8), although we all know that RTPOs had in fact been transporting mail between Helsingfors and St. Petersburg from November 1, 1870 onwards. It is therefore possible that the designation "Mail train" first came into use in the winter timetable of 1874; (Timetable No. 9 from

November 1, 1874), and before this the RTPO coach was attached to the normal passenger trains operating on the Helsingfors - St. Petersburg line. In Table 5, the timetable No. 10 was used to confirm the assignments of the Stations Numbers in the period November 1, 1870 to October 31,

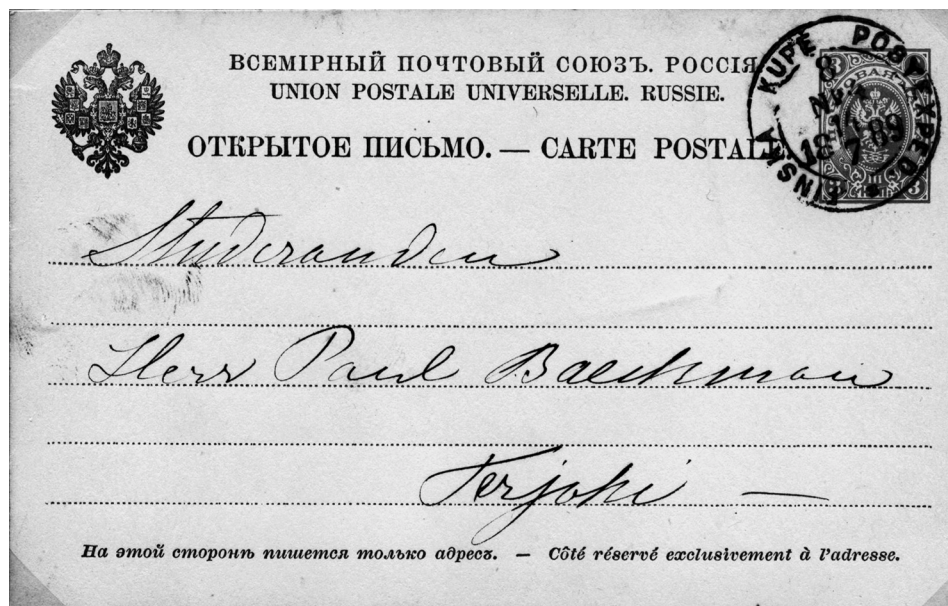


Figure 2. Russian postal stationery card from Walkeasaari to Terijoki cancelled at Walkeasaari Station (8) on July 14, 1889 (Fourth Assignment Period).

1875, as it was not until the spring of 1875 that the first “new” station (Jokela) had been opened. Additional confirmation is found in the earliest of Finnish Railway Route Maps. 10)

The assignments given by John MacDonnell to the stations on the line from Helsingfors to St. Petersburg between 1870 and 1888 all agreed with earlier assignments 2), 3), 5), 11), 12) and 13) but the 4th assignment (from March 1889?) may not be supported by some historical details, one of the most important of which is shown in Figure 2.

This Russian postal card from July 1889, when RTPO coach No. 4 was still operating between St. Petersburg and Helsingfors, is addressed to Terijoki and carries the number 8, previously assigned to Terijoki itself, but now assigned to a Russian station (because a post card with a Russian stamp was used in the correspondence). This can only mean that before the re-allocation of the coaches in October 1889 a new station in Russia must have been given a number, “pushing up” the number for Walkeasaari from “7” to “8” in the 4th numbering list. This would not have been the case if the No. 8 in the 4th numbering list had been assigned to Kuokkala as suggested by John MacDonnell.

Two or three other facts speak against the assignment of the No. 8 to Kuokkala: Kuokkala station was not opened until 1897 14) (and thus it would never have received a number inasmuch as this practice was discontinued in 1893). Furthermore Timetable No. 41 from October 1, 1890 does not even list the station at Kuokkala, trains are first shown stopping there in the timetables of May 1898. Thus I still believe that this “new station” was Oserki, as this station

had been opened in 1878, (but only then for summer traffic), and it would seem logical that the mail train would stop there.

My assignment, originally discussed in 1984 12) and confirmed later, was that Oserki received the number 4 in March 1889. There is however one other factor which complicates the issue: the mail train running from October 1, 1889 is not shown as stopping at Oserki! This might be because the station at Oserki was only open in the summer months - and I don't have the timetable from May 1, 1889 to check if the mail train was scheduled to stop at Oserki

at least from May till October 1889 onwards. So the final word may not yet have been said.

In contrast the Mail train is shown stopping at Luumaki in Timetable No. 36 from May 1888 onwards, and thus the assignment of No. 22 to this station after March 1889 seems to be correct. This however is most likely not the case with the assignment of No. 44 to Fredriksberg (Parsila) for two reasons: from at least May 1889 the mail train is shown stopping at Willähtis, a station not mentioned in John MacDonnell's 4th listing but nevertheless opened “to general traffic” on September 1888, (see Figure 3). In my assignment of 1889 this station was given the number 31. Another reason for doubting that Fredricksberg Haltepunkt (i.e. “Whistlestop”) was never allocated a number was that this “station” was not shown in Timetable No. 41 of October 1890, it is however shown as a stopping point for the mail train in October

Cirkulär.

Uppå gjord framställning har Jernvägsstyrelsen funnit godt förordna, att *Willähtis* nya station, belägen emellan Lahtis och Nyby stationer, skall för allmän trafik upplätas den 16 i denna månad; och meddelas tillika, att afståndet till Lahtis är 10 kilometer och till Nyby likaledes 10 kilometer samt att stationens telegrafapprop blifver We. Helsingfors, af Jernvägsstyrelsen, den 1 September 1888.

G. Strömberg.

Ernst Hedman.

Figure 3. Official announcement of the opening of Willähtis station on Septemeber 16, 1888.

Table 7 The Assignment of Numbers to the Stations and the Times of the Mail Trains on the Helsingfors (Helsinki) - Åbo (Turku) line

Kms from Hfors	Name of the Station	Alternative Name	N° 3 Mail train H.fors - St.P.burg from 1. Nov. 1875		N° 51 Mail train from H.fors to Åbo from 1. July 1876		2 nd . Numbering		N° 51 Mail train from Riihimäki to Åbo from 1. Oct. 1883		3 rd . Numbering		N° 121 Mail train from Toijola to Åbo from 1. Jan. 1890	
			Arrive	Depart	Arrive	Depart	8. Nov. 1881 10. Mar 1889	Arrive	Depart	11. Mar 1889 31. Dec. 1893	Arrive	Depart		
-	Helsingfors	Helsinki	1 Nov 1875 30 Jun 1875	8.55	7.10	38	7.10	41	9.00	45	8.00			
10.7	Malm	Malmi	Not open	9.15	7.30	37	7.30	40	Mail train	44	Mail train			
16.0	Dickursby	Tikkula	34	9.25	7.45	36	7.45	39	No 3 from	43	No 5 from			
28.8	Kervo	Kerava	33t	9.48	8.08	35	8.08	38	Helsingfors to	42	Helsingfors to			
36.3	Träskända	Järvenpää	32	10.03	8.2	34	8.2	37	Riihimäki	41	Toijola			
48.0	Jokela		Not open	10.22	8.42	33	8.42	36	then on to	40	then on to			
58.7	Hyvinge	Hyvinkää	31	10.44	8.59	32	8.59	35	St. Petersburg	39	Östermyra			
71.5	Riihimäki		30	11.15	9.30	31	9.30	34	11.10	38	10.02	10.14		
80.0	Ryväskylä		Numbering not yet carried out	No mail train running on this line at this time	9.59	39	10.00	42	11.46	46	10.29	10.30		
86.5	Lepäkoski				10.10	40	10.11	43	11.58	47	10.40	10.41		
92.9	Turengi				10.23	41	10.24	44	12.12	48	10.53	10.54		
106.8	Tavastehus	Hämeenlinna			10.45	42	10.55	45	12.39	49	11.15	11.18		
115.3	Parola				11.10	43	11.12	46	13.00	50	11.33	11.34		
135.6	Kuurila					Not open		No number	13.26	No number	11.57	11.58		
146.3	Toijola				11.44	44	11.46	47	13.39	51	12.09	12.10		
164.4	Urdiala	Urijala	These stations had not been opened at this time	This part of the line had not yet been completed at this time	12.03	45	12.17	48	14.00	52	12.18	12.49		
178.3	Forssa				12.45	46	12.47	49	14.54	53	13.23	13.24		
187.9	Koiviso				13.09	47	13.11	50	15.23	54	13.51	13.51		
208.2	Loimijoki				13.27	48	13.29	51	15.42	55	14.09	14.10		
	Mellilä				14.01	49	14.06	52	16.28	56	14.46	14.56		
231.7	Kyrö	Karinainen				Not open		Not open	-	No number	15.14	15.15		
243.5	Aura				14.43	50	14.45	53	17.15	57	15.40	15.41		
255.2	Lundo				15.04	51	15.06	54	17.40	58	16.03	16.04		
237.4	Åbo	Turku			15.25	52	15.27	55	18.05	59	16.26	16.27		
					15.55	53	15.55	56	18.40	60	17.00	-		

Designation	PV 01		PV 02		PV 03		PV 04		PV 05	
	Earliest known date	Latest known date	Earliest known date	Latest known date	Earliest known date	Latest known date	Earliest known date	Latest known date	Earliest known date	Latest known date
Mail coach N° 1	3 June 1871*	16 Oct. 1875*	10. Nov. 1875	11 July 1880 (?)	19. Dec. 1879*	3 Oct. 1888*	Not known		Not known	
Mail coach N° 2	2 July 1871	30 Oct. 1875*	12 Dec. 1875*	8 Nov. 1883 (?)	11 July 1882*	31 July. 1888*	Not known		Not known	
Mail coach N° 3	15 Nov. 1870	1 Sept. 1875	22 Oct. 1875	2 Nov. 1879	14. Jan. 1880*	18. Sept. 1887*	Not known		Not known	
Mail coach N° 4	21 Jan 1871*	28 Oct. 1875*	5 Nov. 1875	2. Dec. 1878 (?)	Not known		Not known		14 Feb. 1878*	1 Oct. 1892*
Mail coach N° 5	6 June 1871*	27 Oct 1875*	1 Nov. 1875	10 Dec. 1876	22 Dec 1876*	1 August 1888	Not known		Not known	
Mail coach N°5 (Reversed 5)	Not known		Not known		Not known		5 July 1876*	26 März. 1877*	Not known	
Mail coach N° 6	Not known		Not known		2 July 1876*	? Nov. 1888	Not known		Not known	
Mail coach N° 7	Not known		Not known		30 July 1876*	27 Nov. 1888*	Not known		Not known	

Table 6. Earliest and latest known dates for the Finnish railway TPOs cancellations.

Kms from Hango	Name of the Station	Alternative Name	No Numbering (on the Hangö branch)	N° 303 Mixed train Hangö –Hyvinge from 1. Nov. 1875 ¹		1 st . Numbering	N° 102 Mixed train Hangö – Hyvinge from 1. May 1887 ²	
			1 Nov 1873 30 April 1886	Arrive	Depart	1. May 1886 31. Oct. 1893	Arrive	Depart
	Hangö	Hanko	These stations had not been given numbers at this time		13.12	1		13.20
18	Lappvik			13.55	13.58	2	14.02	14.03
33	Ekenäs	Tammisaari		14.34	14.39	3	14.38	14.45
49	Karis	Kerjaa		15.15	15.25	4	15.21	15.26
64	Svartå	Mustia		15.59	16.14	5	16.00	16.12
84	Lojo	Lohja		17.02	17.07	6	16.55	17.00
98	Nummela			17.40	17.44	7	17.31	17.36
124	Korpi			18.49	18.53	8	18.37	18.42
148	Hyvinge	Hyvinkaa	-	19.56		-	19.35	

Table 8. The assignment of numbers to the stations and the times of the trains on the Hango - Hyvinge (Hanko - Hyvinkää) line.

1893, - a little too late to have been given number 44.

These discussions lead me therefore to repeat my assignments of 1989 and supplement these with the times of the mail trains, as given in Table 5.

While discussing the allocation of the numbers to the stations on the Helsingfors -St. Petersburg line, there is now sufficient evidence to correct the dates. These now should be as given in Table 6, examples now having been seen from October 31, 1875 with station No. 35 for Helsingfors and from November 1st with the new number 38 for Helsingfors.

The change in the numbering of the stations did not always agree with the dates when the cancellations were changed, e.g. PV 01 used on coach No. 3 was replaced by PV 02 for coach No. 3 about October 22, 1875, but

the change in the station numbers occurred some 10 days later (November 1, 1875). An up-to-date table (Table 6) of the earliest and latest known date of use of the early cancellations is given below, (whereby this author would be pleased to hear from any collector who has examples showing earlier or later dates).

John MacDonnell's article also included the assignments of numbers to other routes, including the Tavastehus (Hämeenlinna)- Toijola - Åbo (Turku), which was a welcome addition to English-speaking collectors who did not have access to earlier literature in Finnish or German. However one or two small corrections should be made to the above line. It appears that after the original numbering of the line for the official opening in June 1875, new stations were not assigned a number, and the changes in

Table 5 The Assignment of Numbers and the Times of the Mail Trains from St. Petersburg at the Stations on the St. Petersburg – Helsingfors line

Kms from Hfors	Name of the Station	Alternative Name	1 st . Numbering		Mail train from 1. May 1875 from St. P.burg-H.fors		2 nd . Numbering		Mail train from 1. Nov. 1875 from St. P.burg-H.fors		3 rd . Numbering		Mail train from 1. May 1881 from St. P.burg-H.fors		4 th . Numbering		Mail train from 1. Oct. 1889 from St. P.burg-H.fors	
			1. Nov 1870 31. Oct 1875	Depart	1. Nov. 1875 7. Nov. 1881	Arrive	Depart	Arrive	8. Nov. 1881 10. Mar 1889	Depart	Arrive	Depart	Arrive	11. Mar 1889 31. Dec. 1893	Arrive	Depart		
-	St. Petersburg	Pietari	1	9.00	1	8.50	1	9.00	1	9.00	1	9.00	1	9.00	1	9.00		
5	Lanskaya		2	9.09	2	8.59	2	8.59	2	8.59	2	9.10	2	9.10	2	9.10		
8	Udelinaja		3	9.15	3	9.04	3	9.04	3	9.04	3	9.15	3	9.15	3	9.15		
10	Oserki		Not open	-	Not open	-	Not open	Not open	Not open	Not open	Not used	-	-	-	4 (?)	-		
11	Schuvalovo		4	9.22	4	9.11	4	9.11	4	9.11	4	9.23	4	9.23	5 (or 4?)	9.22		9.22
16	Pargala		5	9.30	5	9.19	5	9.19	5	9.19	5	9.33	5	9.33	6 (or 5?)	9.30		9.31
19	Levaschovo		6	9.38	6	9.26	6	9.26	6	9.26	6	9.41	6	9.41	7 (or 6?)	9.38		9.39
	Tipuna		Not open	-	Not open	-	Not open	Not open	Not open	Not open	Not open	-	-	-	7?	-		-
32	Walkeasaari	Bjeloostrov	7	9.56	7	9.45	7	9.45	7	9.45	7	10.03	7	10.03	8	9.59		10.00
	(Finnish border)	(Rajajoki)																
50	Terijoki		8	10.22	8	10.13	8	10.13	8	10.13	8	10.33	8	10.31	9	10.26		10.46
59	Raivola		9	10.56	9	10.47	9	10.47	9	10.47	9	10.48	9	11.01	10	11.01		11.02
65	Mustamäki		Not open	-	Not open	-	Not open	Not open	Not open	Not open	Not open	-	-	-	11	11.14		11.15
74	Nykyrka	Uusikirkko	10	11.22	10	11.13	10	11.13	10	11.13	10	11.15	10	11.30	12	11.30		11.34
88	Perkjätvi		11	11.44	11	11.35	11	11.35	11	11.35	11	11.39	11	11.55	13	11.55		11.56
100	Galtizino	Leipäsuo	12	12.05	12	11.57	12	11.57	12	11.57	12	11.58	12	12.14	14	12.14		12.15
107	Kämärä		Not open	-	Not open	-	Not open	Not open	Not open	Not open	Not open	-	-	-	15	12.28		12.29
119	Säiniö		13	12.32	13	12.26	13	12.26	13	12.26	13	12.27	13	12.48	16	12.47		12.48
129	Wiborg	Viipuri	14	12.47	14	12.43	14	12.43	14	12.43	14	12.53	14	13.05	17	13.04		13.14
141	Hovinmaa		Not open	-	Not open	-	Not open	Not open	Not open	Not open	Not open	-	-	-	18	13.34		13.35
147	Nurmi		15	13.25	15	13.22	15	13.22	15	13.22	15	13.23	15	13.46	19	13.45		13.46
169	Simola		16	13.58	16	13.57	16	13.57	16	13.57	16	13.59	16	14.20	20	14.19		14.23
179	Pulsa		17	14.16	17	14.16	17	14.16	17	14.16	17	14.21	17	14.38	21	14.39		14.41

All times given are "St. Petersburg time" (20 minutes ahead of "Helsingfors time"): The change to "Helsingfors time" occurred at Kaipiais.

Kms from Hfors	Name of the Station	Alternative Name	1 st . Numbering		Mail train from 1. May 1875 from St. P.burg-H.fors		2 nd . Numbering		Mail train from 1. Nov. 1875 from St. P.burg-H.fors		3 rd . Numbering		Mail train from 1. May 1881 from St. P.burg-H.fors		4 th . Numbering		Mail train from 1. Oct. 1889 from St. P.burg-H.fors		
			1. Nov 1870	31. Oct 1875	Arrive	Depart	1. Nov. 1875	7. Nov. 1881	Arrive	Depart	8. Nov. 1881	10. Mar 1889	Arrive	Depart	11. Mar 1889	31. Dec. 1893	Arrive	Depart	
191	Luumäki	Not open	Not open	-	-	Not open	Not open	Not open	Not open	Not open	Not open	Not open	Not open	-	-	22	14.58	14.59	
203	Davidasad	Taavetti	18	14.53	14.55	18	14.56	14.58	15.15	15.16	21	15.15	15.16	23	15.16	15.17	15.17	15.17	
227	Kaipiais *		19	15.28	-	19	15.32	-	15.32	-	22	15.50	-	24	15.50	-	15.50	-	
After the change to "Helsingfors time" at Kaipiais (where the train stayed 26 mins) the subsequent times are all "Helsingfors time"																			
227	Kaipiais *	Kaipiainen	19		15.34	19		15.38		15.38	22		15.56		24		15.56		15.56
237	Uttis	Utti	20	15.50	15.52	20	15.54	15.56	20	15.54	23	16.14	16.15	25	16.13	16.14	16.14	16.14	16.14
250	Kouvola		Not open	-	-	21	16.16	16.17	21	16.16	24	16.36	16.37	26	16.34	16.35	16.34	16.35	16.35
256	Kymmene	Koria	21	16.19	16.21	22	16.27	16.29	22	16.27	25	16.49	16.51	27	16.45	16.49	16.45	16.49	16.49
272	Kausala		22	16.45	16.47	23	16.53	16.55	23	16.53	26	17.17	17.18	28	17.13	17.14	17.13	17.14	17.14
291	Nyby	Uusikylä	23	17.17	17.18	24	17.24	17.25	24	17.24	27	17.49	17.50	29	17.44	17.45	17.44	17.45	17.45
301	Williähtis	Villähti	Not open	-	-	Not open	-	-	Not open	-	Not open	-	-	30	17.59	18.00	17.59	18.00	18.00
311	Lahtis	Lähti	24	17.48	17.53	25	17.55	18.00	25	17.55	28	18.23	18.28	31	18.15	18.20	18.15	18.20	18.20
326	Herrala		25	18.15	18.16	26	18.24	18.25	26	18.24	29	18.54	18.55	32	18.42	18.43	18.42	18.43	18.43
338	Järvelä		26	18.33	18.34	27	18.44	18.45	27	18.44	30	19.16	19.17	33	19.02	19.03	19.02	19.03	19.03
344	Lappia		27	18.44	18.45	28	18.55	18.56	28	18.55	31	19.28	19.29	34	19.14	19.15	19.14	19.15	19.15
355	Ois	Oitti	28	19.01	19.02	29	19.12	19.13	29	19.12	32	19.47	19.48	35	19.32	19.33	19.32	19.33	19.33
362	Hikie	Hikia	29	19.12	19.13	30	19.24	19.25	30	19.24	33	20.00	20.01	36	19.45	19.46	19.45	19.46	19.46
370	Riihimäki		30	19.26	19.38	31	19.38	19.50	31	19.38	34	20.15	20.27	37	20.00	20.14	20.00	20.14	20.14
382	Hyinge	Hyvinkää	31	19.57	20.02	32	20.11	20.16	32	20.11	35	20.49	20.54	38	20.34	20.37	20.34	20.37	20.37
393	Jokela ¹		No number	20.17	20.18	33	20.32	20.33	33	20.32	36	21.12	21.13	39	20.54	20.55	20.54	20.55	20.55
404	Träskända	Järvenpää	32	20.34	20.36	34	20.50	20.52	34	20.50	37	21.32	21.34	40	21.12	21.13	21.12	21.13	21.13
412	Kervo	Kerava	33	20.47	20.50	35	21.05	21.08	35	21.05	38	21.48	21.50	41	21.26	21.33	21.26	21.33	21.33
418	Korso		Not open	-	-	Not open	-	-	Not open	-	Not open	-	-	42	21.43	21.44	21.43	21.44	21.44
425	Dickursby	Tikkurila	34	21.09	21.11	36	21.28	21.30	36	21.28	39	22.12	22.13	43	21.55	21.56	21.55	21.56	21.56
430	Malm	Malmi	Not open	-	-	37	21.39	21.41	37	21.39	40	22.23	22.24	44	22.05	22.06	22.05	22.06	22.06
441	Helsingfors	Helsinki	35	21.40	-	38	22.00	-	38	22.00	41	22.45	-	45	22.25	-	22.25	-	-

¹ Only in the timetable of 1st. May 1875 is it shown that the mail train is stopping at Jokela, thus this station must have been opened between 1st. Nov. 1874 and 1st. May 1875, but did not receive a number until 1st. November 1875

numbers which occurred in 1881 and 1889 were solely caused by the renumbering of the St. Petersburg - Helsingfors (Helsinki) line. Thus as the number for Helsingfors increased by 3 in 1881, (38 ' 41) all the later numbers also increased by 3. Thus, although the mail train of October 1883 is shown stopping at Iittala, if this station had been given a number all the following stations would have a one higher. These discussions lead to the assignments given in Table 7 and these are supplemented with the times of the mail trains.

The table of the stations on the (originally) private railway line, from Hangö to Hyvinge, sponsored by a number of businessmen in Hangö, also needs some slight corrections. The line was built to connect the winter ice-free port of Hangö with the Finnish State Railway network at Hyvinge, thus the line should correctly called the "Hangö-Hyvinge" line the last station of which (No. 8) was, according to the railway timetables of the period, called Korpi. This line was taken over by the state in 1875, after it had gone bankrupt. Interestingly enough it seems that mail was carried on this line even as early as 1873 because not only are single line station cancellations known on the roulette perforated stamps, e.g. Hangö in the authors collection, but also the Annual Report of the Railway Administration for 1875 shows that there were three mail coaches listed among the stock of this line. These discussions lead to the assignments given in Table 8 and these are supplemented with the times of the mail trains.

Perhaps the last comments, and a small one, the line to Nikolaistad, opened for general public traffic in September 1883, did not terminate at Viiala, (Wiiala) but at Tammerfors (Tampere). However as the stations from Toijola to Tammerfors had not been numbered in June 1875 when this part of the line opened, they were given a number in September 1883. The assignment give by John MacDonnell is correct.

In closing may I say that this is not meant to be a fully comprehensive article on the subject of Finnish Railway TPOs, but a supplement to John MacDonnell's work to encourage more collectors to take up the theme in the future, (in spite of the rapidly rising prices for some of the more illusive items).

1) MacDonnell, "Collecting Finnish Railway post Offices, *The Finnish Philatelist*, Vol. 6, No. 5, November 2001

2) N. C. Franklin, "Em Einfuhrung in das Wesen de Finnische Bahnpoststempel", *Philatelistische Nachrichten der Forschungsgemeinschaft Nordische Staaten e.v.*, 3/89 to 2/90 (pp 335 -364) (in German)

3) K. Hellman and J. Itkonen, *FINLANDIA 88 World Exhibition Bulletin* No. 2, July 1987, (and later in "The Finnish Philatelist" Vol. 3, No 3, August 1998).

4) R.Hillesum, "Die Bahnlinie von Helsingfors nach St. Petersburg", *Philatelistische Nachrichten der Forschungsgemeinschaft Nordische Staaten e.v.*, 3/84 (pp 197 -214) (in German)

5) "The Stations on the Helsingfors - St. Petersburg Railway Line", an international "Large Silver" collection-assembled by Iain Fraser in the mid 1980s and exhibited several times upto 1990.

6) "Y.Tielininen, Vanhat ruotsinkieliste postivaunuleima", Parts I to VII, Suomen Postimerkkilehti (1966 and 1967)

7) Y.Tielininen, "Postivaunuleimat", Suomen Postimerkkilehti, Issues 9 & 11/1972,2,3,5,6 and 8/1973, 1,4,6, & 9/1974 and 2, 4,7,& 8/1975.

8) Bulletin of the Finnish Post Office to all Postmasters, 1904, No 917.

9) "General Instructions" of the Postal Administration, 1918, N:o 23 from June 7, 1918, (in Swedish).

10) Karta öfver Jernvägerne i Finland, K.E.Holms förlag, Helsingfors 1870

11) Brockhaus Encyclopaedia, Leipzig, 1927

12) N.C. Franklin, "Finnische Bahnpoststempel 1872 - 1917", *Festschrift der Briefmarkensammleverein e.v. Leverkusen*, pp 149 - 160, (1982), (in German).

13) N.C. Franklin, "The Railway Line from St.Petersburg to the Finnish Border in 1878" *Scandinavian Contact*, Vol. 12, N 1, pp 44-50, 1984, (in English).

14) Personal communication in 1984 from Mikko Almeri, then Information Secretary to the Finnish State Railways.

Editor's Note. This article should be read in conjunction with John MacDonnell's article. See "Collecting Finnish Railway Post Offices, *The Finnish Philatelist*, Vol. 6, No. 5, November 2001. A few back issues are available. Should anyone need a copy of this article, just send an e-mail to the editor.

Because the article as delivered both over the Internet and in hard copy required some sleight of hand manipulations to format into TFP, footnotes are shown as a number then a back parenthesis, i.e. 1), or 2) 6), and so forth.

Reference to "JMD" = MacDonnell's article and the his classification numbers of TPO cancellations.

Ilkka Teerjoki's *History of Railroad Mail Transport in Finland 1862 - 1995* will be continued in the August newsletter.