



**NETHERLANDS PHILATELISTS  
of CALIFORNIA  
(now in its 44<sup>th</sup> year)**

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**Honorary Members:**

John Heimans  
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**July 2013**

**June meeting.** Attending at the home of Arno Kolster were: Dennis Buss, HansPaul Hager, Arno Kolster, Hans Kremer, Stuart Leven, Paul Swierstra and Fred Van der Heyden.

**OLD AND NEW BUSINESS**

**We discussed** the status of the philatelic estates of John Heimans and of the late George Vandenberg. One outcome is that the July 20 meeting location has been changed. We will meet at Claire Vandenberg's home in San Jose to go over some of George's remaining philatelic material.

**Fred Van der Heyden** informed us that the food for the annual NPofC Summer "potluck" meeting will be supplied and funded by him and his niece Valeska. The event will take place August 17<sup>th</sup> in Pleasant Hill.

**Two of our members** have taken on added responsibility in the American Society for Netherlands Philately (ASNP). Franklin Ennik has taken over the V.P. position from the late Dries Jansma and Arno Kolster fills the newly created position of Assistant Webmaster. Thanks to both for taking on these challenges.

**AROUND THE TABLE**

**Arno Kolster** has received some classic philatelic literature from his friend Hans Caarls. Among the publications are the *Standaardwerk over de Postwaarden van Nederland en zijne Koloniën, van Ned. Indie, en van Suriname & Curaçao*, which was published in 1895. P.W. Waller's 1934 classic: *De eerste postzegels van Nederland* was also included. Arno summarized his visit to the recent ROMPEX stamp show and to the Rocky Mountain Philatelic Library in Denver and commented on the impressive space and organization of the facility.

**Fred van der Heyden** passed around his usual array of interesting items, among them a 1941 airmail cover sent from Shanghai with destination Prague. Based on the various cancels on the front and back of the cover it can be concluded that the letter went from Shanghai to Hong Kong, on to San Francisco, across the U.S. to New York where it was put on a Clipper flight to Lisbon. The letter was censored in Bermuda and left behind there. It was not until 1946 (!) that the letter (via England) was released and returned to Shanghai. Another attractive post card

The **July 20<sup>th</sup> meeting** will be held at the home of Claire Vandenberg starting at 1:00pm. Claire's telephone number 408-270-6276.  
The **August 17<sup>th</sup> meeting and picnic** will be held at the home of Ralf and Valeska Smets starting at 1:00pm. The Smets' telephone number 510-289-6810.

shown by Fred was sent in 1938 via **Catapult Mail** addressed from Amsterdam to Cuba. Upon arrival near New York while the ship was still offshore, the mail was put aboard a small seaplane which was launched (catapulted) and flown to New York, thus speeding up the mail delivery. This mail was then added to the normal mail stream via steamship to Cuba. The marker shown was in use for several years starting in about 1935.



**HansPaul Hager** entertained us with a variety of revenue stamps, among them a copy of the very rare 12 Gld. *radiozegel*. Radio stamps represented the mandatory permit for having a radio. They came in several denominations; the 12 Gld. stamp, which was good for a one year license, was the most expensive one and is rarely seen (especially used). This permit tax was initiated by the German occupiers starting in fiscal year 1941 and was continued after liberation until 1960. At first, a monthly payment of 0.75 cent was made for a total of 9 Gld./year. The radio stamps were

affixed to a card to record the payment; later, the tax was increased to one guilder/month.

*Statistiekrecht* stamps (duty to be paid for imported and exported goods). The funds generated this way were used to pay for keeping statistics on these products coming in and leaving the country.



Other examples shown were *Veeartsenijkundig Staatstoezicht* (State Veterinarian Medical Oversight) stamps, *Rijkspostspaarbank* (Savings Bank) stamps and a large number of *Fiets Vergunning Labels* (Bicycle license Tags), compare these to the yearly renewal sticker on your auto license plate.



**Dennis Buss** gave a very interesting talk on Dutch stamp designs. What started out as a more or less simple form of revenue stamps developed over time into much more intricate designs, due to the involvement of graphic artists. For example, Dennis pointed to the 1923 Art Nouveau designs by Jan Toorop as a classic example of a completely different stamp design.



**Paul Swierstra** passed around copies of a free PostNL publication, "*Er is Post,*" which can also be downloaded from <http://postnl.abovomedia.nl/page-flip8/>

Paul also pointed to a short note in the June issue of the KNBF Nieuwsbrief <http://www.knbf.nl/index.php?page=nieuwsbrief> where it is described how you now can download a PostNL app to a smart phone, and then you can pay for postage which will in return give you a nine digit number code, which you then write on your letter and mail it. Hard to believe, and of course one more reason stamps could become obsolete.

Hans Kremer showed some pages of the digital version of the English translation of Vellinga's 1931 edition of *De Poststempels van Nederland 1676-1915* that he is working on. Hans also passed around an early 1952 Amsterdam "POSTALIA" marker (shown here) and a 1925 letter sent from Germany to an intended, but unknown, recipient in The Hague. The letter had an ONBEKEND / te 's Gravenhage" form attached to it, containing a total of 29 (!) "besteller" (mailman) delivery markers, before it was returned to Germany as undeliverable.



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### The Railway Postal Cards of the Netherlands

Notes by Hans Kremer

*Note:* When I recently came upon some railway post cards I was pretty much in the dark about their history. The new Geuzendam catalog has an extensive listing of these with an accompanying text, mainly derived from a 1988 PO&PO publication by Mr. C. Stapel.

The text of the following article is copied from the English summary in the back of the 1988 publication. Figure 1 of the illustrations is downloaded from [www.willempasterkamp.nl/](http://www.willempasterkamp.nl/) where this item (among other railway post cards) is for sale. I would like to thank PO&PO and Willem Pasterkamp for their permissions to use their information and illustration.

I would also like to point out that the railway post cards listed in the Geuzendam catalog are only the ones *with* an imprinted stamp. There are also many railway post cards *without* an imprinted stamp but they don't qualify as "postwaardestukken," since postwaardestukken are defined as 'postage prepaid postal products.'

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### Railway Postal Cards of the Netherlands

by Hans Kremer

During the nineteenth century a number of railway companies, whose importance were mainly regional, operated in the Netherlands. They all transported passengers as well as goods. Some companies sent a messenger to advise addressees that their goods had arrived at a station, others sent a message by mail. This postal message bore the heading **KENNISGEVING VAN AANKOMST** (Announcement of Arrival).



Figure 1. Geuzendam S98 Used 1914; Nederlandsche Centraal Spoorweg Maatschappij; front.

From 1872 the Hollandse IJzeren Spoorweg-Maatschappij (HSM), literally translated Dutch Iron Railway Company, used postal stationery cards bearing the imprint of the then current stamp. The HSM had a special text printed on them. The cards had to be completed by hand with particulars of the goods. They also mentioned the choice the addressee had between collecting the goods himself or having them delivered. During the period 1905-1909 the HSM used such postal stationery cards side by side with cards with adhesive stamps. From 1909 till 1916 cards with adhesive stamps were used exclusively.

After arrival at the station goods were kept for 24 hours free of charge. For longer periods storage charges had to be paid. As at the time mail was still struck with a date stamp on arrival at the post office from which the mail was to be delivered, the HSM used the hour in this date

954

Nederlandsche Centraal Spoorweg Maatschappij.

№ 76 Station **KAMPENNOORD V.G.**  
(Datum als Postmerk.)

Aan Uw adres zijn de navolgende goederen aangekomen van: .....  
afgezonden door: .....

Merken en Nummers (bij wagenladingen het No.)	Aantal.	Wijze van inpakking.	I N H O U D.	Gewicht K.G.	Vracht, enz.	
					Gld.	Cts.
					85	37

De Stationschef,

Rijksdocument.

De ondergeteekende verklaart de hierboven vermelde aan hem geadresseerde goederen te hebben ontvangen.  
..... den ..... 1914  
(Handteekening van den geadresseerde) .....

(Model C. C. 238)

Figure 2. Geuzendam S98 Used 1914; Nederlandsche Centraal Spoorweg Maatschappij; back.

stamp to determine the beginning of the free 24-hour period. From around 1905 it occurred more and more often that no date stamp was struck on arrival, which made it difficult or even impossible to determine the beginning of this time period. In 1909 the Post Office agreed to a special treatment of railway post cards – something unique in Dutch postal history: just before being handed over to the postman for delivery, the cards were to receive a date stamp showing the hour.

In 1916 an important change was introduced by the Post Office. The postal rates for post cards were raised from 1½ cent to 2 cent (local rate) and from 2½ cent to 3 cent (domestic rate), but the price of the new postal stationery cards now included the price of the card itself, whereas hitherto an extra ½ cent had been charged for the card over and above the postage.

This resulted in a new postal stationery card being cheaper than an ordinary card plus adhesive stamp. From this moment the HSM used postal stationery cards again, while the other companies now began to use them as well.

As from 1 January 1917 the several railway companies (among them the Nederlandsche Centraal Spoorweg Maatschappij (NCSM) joined forces under the name Nederlandsche Spoorwegen (NS), or Dutch Railways. This company also used postal stationery cards. Initially the cards, printed by Johan Enschedé en Zonen, were delivered to the NS in complete sheets. The required texts were then printed by other printers, who cut the sheets as well. In 1920 cards of unregulated sizes found their way into collectors' hands, and the Post Office no longer permitted complete sheets to be delivered to the NS.

From 1920 till 1935 the NS had their texts printed by the same printers that produced the postal stationery cards, Johan Enschedé en Zonen. As in the first issues of this period - until late 1923 - the dotted lines for sender's name and address were omitted, these cards were essentially different from the normal cards that were sold over the counter at the post offices. They are, therefore, classified as "Stamped to Order." In 1924 regular postal stationery cards were used again as the basis for the railway post cards. In the course of 1935 the NS stopped having their texts printed by Johan Enschedé en Zonen. Apparently they bought their cards in quantities at the post office and had the texts printed by other firms, presumably because this was cheaper.

In 1928 local postal rates, which had been abolished in 1921, were once again introduced. The Post Office agreed to the overprinting of several hundreds of thousands of the 5 cent railway cards that were in stock, with the local rate value 3 CENT.



Figure 3. Geuzendam S302 (1949-1951); N.V. Nederlandsche Spoorwegen front.

In order to facilitate the implementation of the 1909 agreement concerning the second date stamp, the Post Office requested the words KENNISGEVING WEGENS AANKOMST VAN GOEDEREN (Announcement of Arrival of Goods) to be printed in red, which would make the cards more conspicuous. Already in 1910 this request was complied with. In spite of this measure the second date stamp was not always struck and this led to the introduction of a colored bar, 60 to 70 mm long and of varying width, between the stamp and the dotted lines for the address. In the 1931 issue this bar was red, but later the colors green, blue and brown were also used. As from 1949 the bars were printed in black.

Starting in the early twenties the goods traffic of the NS had to face the increasing competition of road transport, which resulted in a reduced demand for railway post cards. After the Second World War it became usual to contact addressees by telephone, which was quicker and cheaper.

These two factors led to the disappearance of the railway post card. The last issue was printed in 1962. From that time on, when occasion demanded, written Announcement of Arrival cards with adhesive stamps were used.

Station \_\_\_\_\_

(Datum als postmerk)

№ 58

Aan Uw adres is aangekomen van:

1° afzender \_\_\_\_\_

2° " \_\_\_\_\_

3° " \_\_\_\_\_

4° " \_\_\_\_\_

Merken en Nummers (bij wagenl. het nummer)	Aan-tal	Wijze van ver-pakking	INHOUD	Gewicht kg	Vracht, enz.	
					Gld.	Cts.
sub 1°						
2°						
3°						
4°						

De Stationschef,

\_\_\_\_\_, de \_\_\_\_\_ 19\_\_\_\_\_

(Handtekening van de geadresseerde)

Vraagt aan het station hoe laat de wagens geladen en de goederen aangebracht moeten zijn. Vertraging bij verzending wordt dan voorkomen.

5-20.000, 10'-49

Model 238

Figure 4. Geuzendam S302 (1949-1951); N.V. Nederlandsche Spoorwegen back.

References:

Geuzendam's Catalogus van de Postwaardestukken van Nederland en Overzeese Rijksdelen PO&PO. . 8<sup>th</sup> Edition. 2008.

C. Stapel. : De Spoorwegbriefkaarten van Nederland. *Posthistorische Studies XII PO&PO.* 1988. Bldz. 97-98.

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## New postal rates in the Netherlands

**Starting August 1, 2013**, the postal rates for the Netherlands will increase. The basic domestic rate will increase to € 0.60 cents. The basic rate to Europe will increase to € 0.96 cents and the basic rate for the rest of the world will increase to € 1.00.

**A Netherlands Court Judge** has decided that the PostNL can refuse **Guilder denominated stamps** (i.e. no longer valid) as of November 1, 2013, unless an Appeals Court changes the ruling. So, for now it's up in the air. *Source: KNBF Nieuwsbrief, nummer 038, Juni 15, 2013.*