

**NETHERLANDS PHILATELISTS
of CALIFORNIA
(now in its 46th year)**

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July 2015

June meeting. Attending at the home of Arno Kolster were Franklin Ennik, Arno Kolster, Hans Kremer, and Fred Van der Heyden.

YEARBOOK anyone???? NPofC's eighth (and latest) Yearbook was published in 2009. Several of our members have expressed interest in producing our next one and titles of proposed articles have been aired to start things off. NPofC members have gathered a wealth of knowledge about their special focus regarding Netherlands and former territories philately. Are there any philatelic topics that you've been thinking about that need airing, summarized or clarified?? What say you, members.....Let's hear from you and get your knowledge in print so it doesn't get lost. Send us a proposed title and short summary of your project idea.

TITLES OF ARTICLES RECEIVED

Jan Verster.....The 1908 sale of remainders in Paramaribo.
Franklin Ennik.....Attempts by the Germans to Issue Occupation Stamps for the Netherlands in 1940 and the Theft of Enschede Stamp Stocks --- A summary.

AROUND THE TABLE

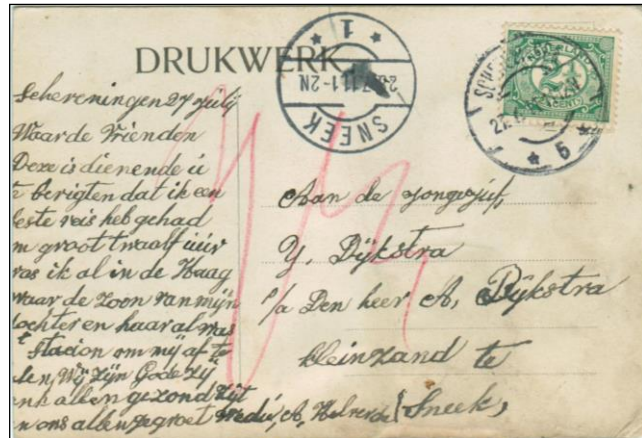
Arno Kolster showed us examples of his plating efforts of the first three issues of Willem III stamps produced by the Dutch Postal Authority in 1852. He explained some of the techniques used and difficulties encountered with this collecting venue. The stamps were printed from steel plates with four blocks of 25 stamps per plate and were not perforated. Varieties abound amongst these three issues, including various print plates, print papers, gums, ink colors, etc., and were printed by two printing firms. And, if that were not enough, there were four types of hand cancellers in use during this period (three different types of FRANCO-halfround cancels and the boxed FRANCO). Valid use of these issues for postal use extended from January 1, 1852 until October 31, 1879 and many millions of these stamps were printed and used.



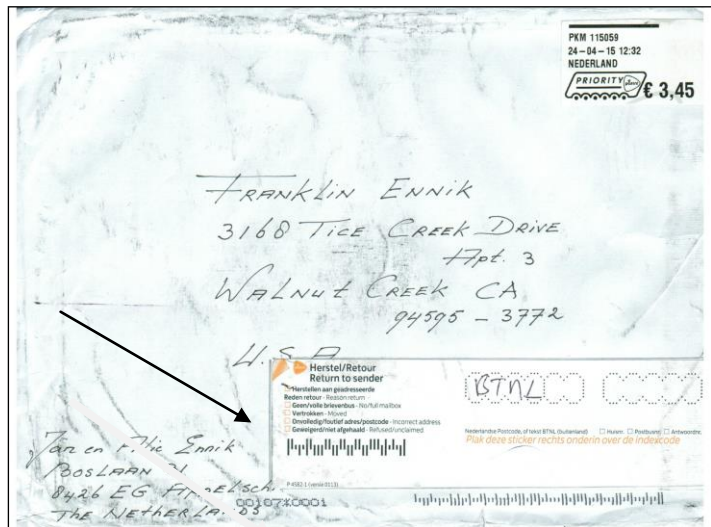
The **July 18, 2015 meeting and Picnic** will be held at the home of HansPaul Hager starting at 1:00pm. HansPaul's telephone number is 408-770-9132.
The **August 15, 2015 meeting** will be held at the home of Paul Swierstra starting at 1:00pm. Paul's telephone number is 650-593-4626.



Fred Van der Heyden passed around a collection of Dutch, silver tea spoons that depicted Dutch Royalty themes; a large selection of modern (size), tourist post cards sent (after ca 1920) from the Netherlands and a *klepjeskaart* or “flap card,” (similar to the one shown here) as they are called in the post card trade and sent from Scheveningen to Sneek in July 1911. Hidden under the mail bag flap on this card is a series of miniature, fold out post card scenes of Scheveningen.



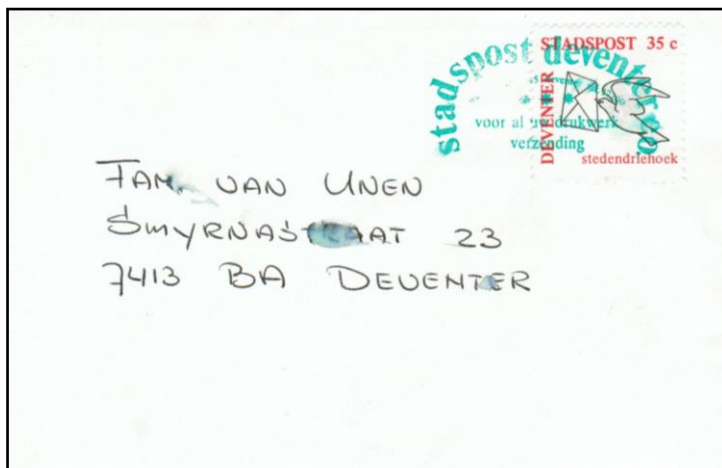
Franklin Ennik passed around a copy of *Linn's Stamp News* article, dated February 9, 2015 featuring the 1930 charity issue (NVPH nr. 229-231) commemorating Rembrandt and Dutch art. Proceeds from the sale of this three stamp issue benefitted the Rembrandt Society (Vereniging Rembrandt, founded in 1883) who focused on buying Dutch paintings and other art so that these items stayed in the country. In 2008, another single stamp SS block (NVPH nr. 2578) was again issued to commemorate 125 years of the Rembrandt Society.



Frank also passed around a new 2015 *velletje* block with illustrations of the famous modern Dutch bridges; and a recent correspondence from Netherlands in which the sender places his return address in the lower left corner *below* the receivers address.....a common habit of the past decades. The thing about postal sorting and cancelling machines is that the machines are adjusted to read the lower of the two addresses. The machine kicks out the envelope and it receives a **RETURN TO SENDER** sticker. This **PRIORITY** paid envelope took 37 days to reach its destination because of these delays.

Hans Kremer passed around a post card that was posted May 1, 1940, on the eve of the May 10, 1940 German invasion, with the slogan cancel: *Vacantie in Vredig Vaderland* (=Enjoy a Peaceful Vacation in the Homeland (rather than travelling abroad). Hans also passed around a wedding

thank-you note (a large *visitekaart*) that was delivered by Stadspost Deventer Co.; a 1940 Sneek to Seattle, Washington envelope with a German red C censor mark and an envelope sent March 1915 from Rotterdam to New York via the Holland-America Ocean Liner called *SS Potsdam*. Launched December 15, 1899 in Hamburg, Germany, this ship had a long and varied life and service with many owners and Flags before finally being scrapped in 1947.



Block Cancels of the Netherlands Tram Routes

By Hans Kremer

The following list is derived from the information posted by Cees Janssen on the Website of the Nederlandse Academie voor Filatelie.

Most of this information is listed also in *Spoor en Post* (Spoorwegmuseum, Utrecht, 1979), but there is no separate listing for the tram cancels; they are thrown in with the train cancels. *Spoor en Post* does show earliest and latest known dates of use of these cancels; Cees Janssen shows the dates the various cancels were first delivered. Each route listed exists in both directions, i.e. there are Alkmaar-Schagen (A or B) block cancels, but also Schagen-Alkmaar (I or II). I did not list the reverse directions separately.

Most directions used either letters or numbers, such as is the case for Alkmaar-Schagen (A or B) and Schagen-Alkmaar (I or II), but there are exceptions. For example: Stadskanaal-Winschoten can be found with A A1 B C D, as well as I II III and even 1 2 3 4 8 9.



Tiel-Culenburg B



Rotterdam-Zuid-Beijerland A

Some cancels are not known with either a number or a letter (such as Boxtel-Mill). They are indicated in the listing here with a "-". Mill-Boxtel however has been recorded, shown in the list with a "B".

For those of you interested in the history of the various Dutch tram routes I suggest you go to: http://nl.wikipedia.org/wiki/Voormalige_streektramlijnen_in_Nederland.

Alkmaar-Schagen A B	I II III
I II	Drachten-Heerenveen A B C
Amsterdam-Laren I II III	II III
A A1 B C D	Dragten-Heerenveen A B C
Arnhem-Driebergen A B C C1 D	II
I IA II IIA III IV V	Driebergen-Rhenen I III IV V
Arnhem-Rhenen D	A D
IA IV V	Druten-Nijmegen I
Arnhem-Zeist B C D	-
I II IV V	Eindhoven-Reusel -
Assen-Oosterwolde A B	A B
I II III	Eindhoven-Reuzel I II III
Beringen-Venlo I II III	A B C D
A A1 B	Eindhoven-Weert A A1 B B1 C
Blokzijl-Zwolle I II III	I IA II III
A B C	Finsterwolde-Winschoten -
Boxtel-Mill -	A
B	Gendringen-Terborg 9 15 17 35 41
Boxtel-Uden A	-
-	Gennep-Mill A1
Breskens-Maldegheem I II III IV	-
A B B1 C D E	Gennep-Venlo I II
Breskens-Sluis -	A B C
A	Goudswaard-Krooswijk I II III
Brielle-Spijkenisse -	A B C
A	'sGravenhage-Naaldwijk A B C D
Brouwershaven-Steenbergen I III	I II III IV
A	'sGravenhage-'sGravenzande A B
Buren-Culenburg A A1	I II III
I III	Groningen-Marum A B C
Buren-Tiel II	I II III
-	Harlingen-Sneek I II
Burgh-Steenbergen I II III	A B
A B C D	Heerenveen-Lemmer C
Burgh Haamstede-Zijpe C E L	I II III IV
I III	Hellevoetsluis-Rotterdam C E F K L / I IA
Coevorden-Dedemsvaart-Station I II	II
A B	III IIIA IV
Culenburg-Tiel -	A B C D / I III
A B	
Dedemsvaart Station-Lutten A B	Hellevoetsluis-Spijkenisse I
I II	-
Dieren-Terborg I II IV	Hilversum-Huizen I II III
A B C D	A B C
	Hoogeveen-Nieuw-Amsterdam A B
Doetinchem-Hengelo -	I III
A B	Hulst-Walsoorden 1 I II III
Dokkum-Veenwouden I II III	A B C
-	Kessenich-Roermond A B C D
Domburg-Middelburg A B C	I II III

Leeuwarden-St. Jacobi-Parochie I II
 A B
 Middelharnis-Ooltgensplaat B
 II
 Middelharnis-Ouddorp A B
 II
 Nijmegen-Wamel A C
 II
 Numansdorp Haven-Zijpe -
 I
 Oosterwolde-Steenwijk I II III
 A B
 Oostvoorne-Rotterdam C F K / I II
 A B / I III
 Oostvoorne-Spijkenisse I II III
 A B C
 Rhenen-Zeist -
 IA IV V
 Roermond-Vlodrop I II
 A B

Roosendaal-Willemstad I II III
 A B C
 Rotterdam-Spijkenisse A B
 II III
 Rotterdam-Zuid-Beijerland A B C C1 / I III
 C F L / I IA II IIA III IV
 Schagen-Wognum I II
 A B
 Stadskanaal-Ter Apel I II III
 A B C D E
 Stadskanaal - Winschoten
 A A1 B C D / I II III / 1 2 3 4 8 9
 A A1 B C D / I II III IV / 1 2 3
 Ter Apel-Winschoten A / I IA Ia IIA V
 A B
 Tiel-Culenburg B
 Ter-Apel - Winschoten I II IIA
 A B B1 D
 Ulrum-Winsum A B
 I II

References:

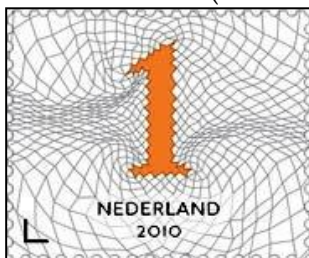
Cees Janssen. *In: Website of the Nederlandse Academie voor Filatelie.*
<http://poststempels.nedacademievoorfilatelie.nl/index.php>

Spoor en Post. Uitgave Nederlands Spoorwegmuseum. Utrecht, 1979. 296 bladz.

Inkjet Cancels used by the SOSMA Sorting Machines in the Netherlands.

by Hans Kremer

The letters dropped off at one of the 19,000 orange mailboxes shown here are emptied in the evening and transported to one of the sorting centers in either Amsterdam, 's-Gravenhage, 's-Hertogenbosch, Nieuwegein, Rotterdam or Zwolle. The bags of mail are then emptied into the SOSMA (*Schift- Opzet en Stempelmachine*) sorting machines which translate into Culler Facer Canceller (CFC machines).



First weight class stamp with L shaped within-country designation.

These are machines (65 (!) feet long) manufactured by NEC of Japan and were installed at the end of 2012. The SOSMA lines up (faces) of the mail so that the address, weight, and postage (like the L shaped insignia shown on this first weight class stamp (representing the postal rate) on some stamps) can read, checked and canceled. The SOSMA sorters can handle 32,000 letters an hour.

The inkjet cancels have numbers indicating from which sorting center and sorting machine the letters came through.

The numbering system works as follows (for the hundreds part) of the indexes: 1 = Amsterdam; 2 = 's-Gravenhage; 3 = 's-Hertogenbosch; 4 = Nieuwegein; 5 = Rotterdam; and 6 = Zwolle.

The following 18 SOSMA cancels can currently be found:

Amsterdam	101	102	103	
's-Gravenhage	201	202		
's-Hertogenbosch	301	302	303	
Nieuwegein	401	402	403	
Rotterdam	501	502	503	
Zwolle	601	602	603	604

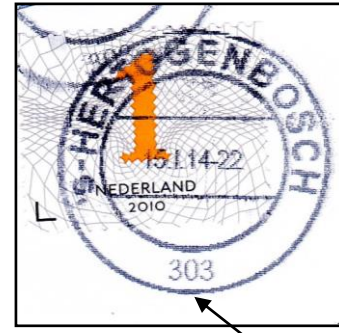
The size and text details of the cancels have changed over the last few years: three distinct types were, and are being used as of August 2014.



Type 1. No Machine Number
Diameter 22 mm.



Type 2. With Machine Number
Diameter 22 mm.



Type 3. With Machine Number
Diameter 27 mm.



's-Gravenhage 202 Type 3 with
Roman numerals... =...XII with serifs.

It has been noted that only 's-Gravenhage Type 1 and 's-Gravenhage 202 Types 2 and 3 have Roman numerals with serifs, all others do not.

This short summary shows us that philately is a living hobby; new subjects of interest are there, you just have to look for them. The detailed workings of the SOMA machines deserve a more comprehensive stand alone article; there is much more to it than

covered here.

With thanks to Jos Stroom, Hens Wolf and Eddie Ijspeerd for supplying me with information and illustrations.

References:

Website <http://www.postzegelblog.nl> (keyword: SOSMA)