



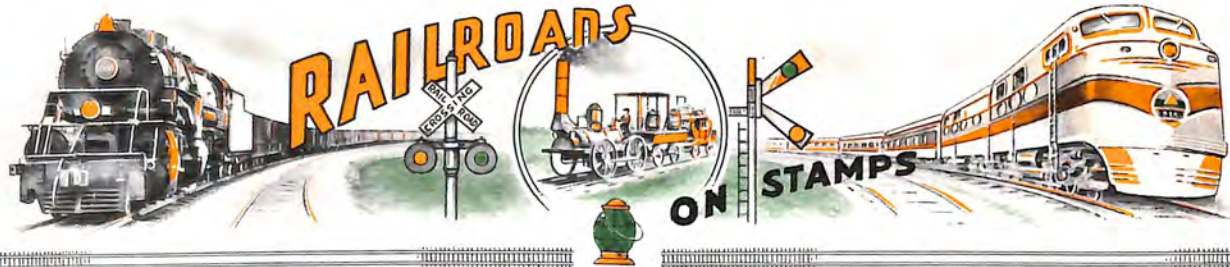
1956, March 20

- CHINA -

#1135-36

Issued for the exhibition for the 60th anniversary of the modern Chinese postal system, March 20th, 1956.





- REPUBLIC OF CHINA -

1974

1976

1977



#1908

#1910

#2009

#2010

#2068

#2069



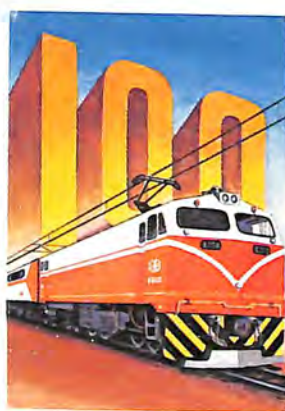


1981, June 9

- CHINA -

#2244-45

Issued to commemorate the centenary of railroad service in China.



鐵路百週年紀念郵票首日封

中華民國七十年六月九日

交通部郵政總局發行



十項建設郵票

十項建設郵票



2 票郵國民華中 山 路公通高
REPUBLIC OF CHINA



2 票郵國民華中 路鐵通北
REPUBLIC OF CHINA



2 票郵國民華中 廠鋼煉大
REPUBLIC OF CHINA



2 票郵國民華中 船 橋樑通高
REPUBLIC OF CHINA



2 票郵國民華中 正 場國
REPUBLIC OF CHINA



2 票郵國民華中 港 澳蘇
REPUBLIC OF CHINA



2 票郵國民華中 港 中臺
REPUBLIC OF CHINA



2 票郵國民華中 華北油石 業 工
REPUBLIC OF CHINA



2 票郵國民華中 化電路鐵
REPUBLIC OF CHINA



2 票郵國民華中 能 電發
REPUBLIC OF CHINA

行發局總政郵部通交
日十月十年九十六國民華中



2 票郵國民華中
中 國 郵 政
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REPUBLIC OF CHINA



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中 國 郵 政
REPUBLIC OF CHINA



十項建設郵票信封

中華民國六十九年十月十日
交通部郵政總局印製

China.....\$1.00
Russia.....15¢

REP CH

2036-7 compl

中華民國郵政
REPUBLIC OF CHINA

1977-1978
15-12

中華郵政
CHINA

#465-
CHINA

20

206

2204, 2213
SPECIMEN 10-

2240.2 3.-

三、面及數

different
is 2,000,000
amps each

四、全張拾貳

915-25, 29, 34-5

中華民國郵政
REPUBLIC OF CHINA

中華民國郵政
REPUBLIC OF CHINA

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中華民國郵政
REPUBLIC OF CHINA

Set of 2.....50¢

Rep.
China

776-80

.22

角貳

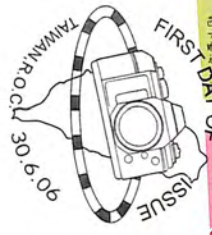
角貳

中華民國郵政
REPUBLIC OF CHINA

1130

1213

113



旅行郵票首日封

PERSONAL GREETING STAMPS-TRAVEL F.D.C.



RAILROADS

ON STAMPS

1974

- PEOPLE'S REPUBLIC OF CHINA -

#1177-78





1978, July 22

- PEOPLES' REPUBLIC OF CHINA -

#1415-1419





1978, Dec. 29

- PEOPLE'S REPUBLIC OF CHINA -

#1461-1464

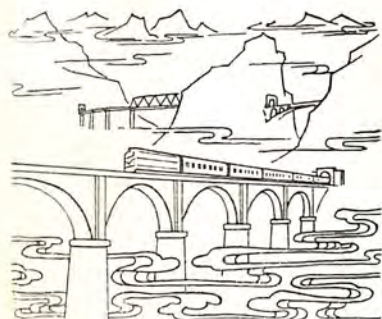
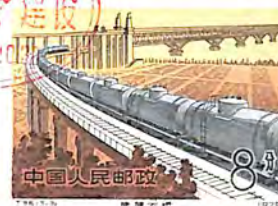




1979, Oct. 30

- PEOPLES' REPUBLIC OF CHINA -

#1527-1529



首日封 F.D.C.



March 20, 1980

- PEOPLE'S REPUBLIC OF CHINA -

#1593-96



首日封 F.D.C.



216 154 .18

Sun. June 7, 1981 Beijing
 Dear Ray & Kay,
 So far so good! We
 just watched the Great
 Wall - unbelievable, isn't it?
 Saw Ming Tombs this morning
 & Summer Palace & Palace
 yesterday. We are staying in
 the State
 have com
 granted

航空
 PAR 2 10N



Mr & Mrs Kay Hennipen

China - Train
 Offset

China 5L24
 Bl. of 9 double
 perfs. 35.--



fa PC

1593

PEOPLES REP. 194

PRC

1956

PR CHINA



#1130 .35 1956 #E13 3.25 1949 #1213 .32 1958

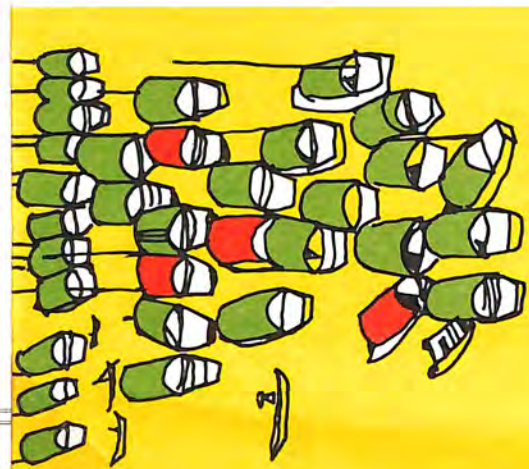
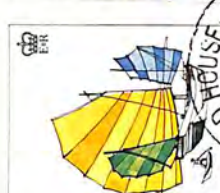
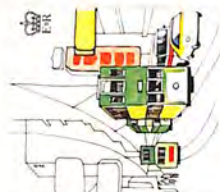


1977, June 30

- HONG KONG -

#338-41

Issued to acknowledge and to promote tourism in Hong Kong.



旅遊
TOURISM

Official First Day Cover
30th June 1977

一九七七年六月三十日首日封



1979, October 1

- HONG KONG -

#358-60

Issued to commemorate the inauguration of the first stage of the Mass Transit Railway, from Shek Kip Mei to Kwun Tong, some 8 km.

had to be quite chaste, even with a notorious lover. The some and many more American advertising used (right)

work.

I travel to see more of the world and, thus, to learn more about myself. I travel as a traveller, an explorer, not like some celebrity checking in to the local Hilton hotel.

Q: Is your personal life a happy one?

A: At times I wish I had more time to myself, but I love working. As for my private life, it is very happy, and today I am more happy with-in myself, and with my friends and those around me, than I have ever been before.

Duo

I was initially turned down for *Shogun* because they saw it as a motion picture, and that was not where my box-office strength lay.

So they had a list of actors, and Robert Redford headed the list. He said no, as he does to most things. Then came Sean Connery, and I believe he would have said yes, but for some financial dispute.

Then one of the powers that be wanted anyone but me, as I wasn't English. I was chosen only grudgingly. But *Shogun* was a big hit everywhere it was shown - except, ironically, in Japan.

nitely of folk origin and secular, without the slightest suggestion of religious content.

It is, in fact, so jolly and lively that it could easily (but wrongly) be interpreted as being detrimental to the religious spirit of Christmas.

Up to 1400, relatively few carols were created and they were mainly in Latin and Greek. The oldest well-known carol, "Veni, Emmanuel" (O Come, O Come, Emmanuel), was probably created in the 12th century.

In one sense, it could be considered the oldest carol. The text is presumed to have been derived from sources as early as the sixth or seventh centuries; they were short verses called the "O Antiphons".

Markedly dissimilar from all other Christmas-time songs in mood, manner and style, "Veni, Emmanuel" could be called the musical soul of the season.

With its combination of antiquated lyrics and a smoothly flowing and haunting melody, the singer or listener is immersed in a rich, meditative environment of deep spirituality and medieval mysticism. Because the song creates such a poignant atmosphere, it is an ideal artistic vehicle for conveying the tone and message of Advent.

• The "Music Club" is a program specially for schools. It is broadcast every Wednesday and Friday over RTHK4 at 12.30 pm. The program, introduced in Cantonese by music teacher Mayne Wong, features selections of popular classical works and information on music news and events in the school circle.

YOUNG POST, December 4, 1988 - 7

HONG KONG 香港 \$1.30

MASS TRANSIT RAILWAY 地鐵

HONG KONG 香港 \$2



CROWN AGENTS STAMP BUREAU, C/O DEPT. 06, 4 MILLBANK, LONDON SW1.



Official First Day Cover · 1st October 1979 · 一九七九年十月一日 首日封

Mass Transit Railway Special Stamp Issue

1st October, 1979

Hong Kong's public transport operations entered a new era on 1st October, 1979 when part of the first stage of its Mass Transit Railway commenced operation. This first stage of the line runs between Shek Kip Mei and Kwun Tong, a distance of about 8 kilometres. The remainder of the system which covers a total of 15.6 kilometres will be fully operational in March 1980. This line, which is known as the Modified Initial System, links the Central District of Hong Kong Island with the industrial area of Kwun Tong in north-east Kowloon. It features 3 overhead and 12 underground stations. Work has also started on extending the railway to the growing township of Tsuen Wan in the New Territories. The 10.5 kilometre extension will add 10 stations to the system and become operational at the end of 1982. One million passenger journeys per day will be undertaken on the Modified Initial System in the mid 1980s, and when the extension

begins operating this number will increase to 1.8 million.

The railway is fully air-conditioned. Trains are electrically powered and automatically driven, and during peak periods they will run at 2-minute intervals. Trains are initially of 4-car sets, gradually building up to 6 and ultimately 8. Each car seats 48 and has room for about 327 standing. 5 wide doors are featured on each side of a car to allow easy movement for passengers.

Stations are generally on two levels. The upper level is a concourse where passengers buy tickets from automatic ticket machines before travelling by escalators down to the platform level where trains are boarded. Stations are conveniently located in areas where there is a high travel demand.

Stamp Printing Details

Designer: Taoho Design Architects and Designers
Printer: John Waddington of Kirkstall Ltd.
Format: Horizontal
Process: Lithography
Size: 27.94 x 44.45 mm
Perforation: 13½ x 13½
Sheet Size: 50 set in two panes of 25 stamps
Paper: Crown Agents watermarked
Further details about Hong Kong postage stamps and philatelic facilities can be obtained from the Philatelic Bureau, General Post Office, Hong Kong.



1980, Feb. 12

- HONG KONG -

#358-360

Official Opening of the Mass Transit Railway by HRH Princess Alexandra



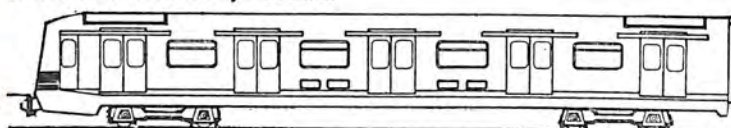
Official Opening by HRH Princess Alexandra
12th February, 1980



Henry Murray
ARLINGTON SUPPLIES
Ltd.
P.O. Box 143
289 Green Lanes
LONDON N13



Mass Transit Railway 地下鐵路



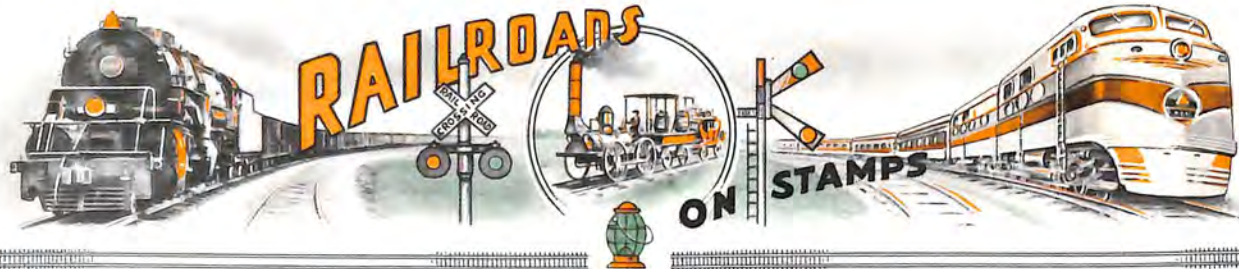


RAILWAY CENTENARY

The first Indian train left Bombay on April 16, 1853 on a journey that took one hour and 15 minutes. Eight locomotives (GIP Nos. 1-8, type 2-4-0) were manufactured at the Vulcan Foundry in England in 1852. In 1853, there were 20 miles of track; by 1937, there were 43,128 miles of track. In 1907 all private companies building and maintaining the railroads were purchased by the government and leased back to private companies for operation. The stamp depicts the 2-2-2T "Express" of 1855 and the WP-1 of 1953.

[After Vikas Singh, Ghaziabad, India – *The Dispatcher* 53(06-6):5, Nov-Dec. 2006]





1972, June 30

-- INDIA --

#553

50th ANNIVERSARY OF THE INTERNATIONAL RAILROAD UNION

The International Union of Railways, otherwise known as UIC, was founded in 1922. Its objective is to standardize and improve the railways with special regard to international traffic. It also is responsible for ensuring the coordination unity of action amongst the national railways. The Indian Railway has been associated with the International Union of Railways since 1957. The Union celebrated its golden jubilee in 1972. This stamp commemorates that occasion and depicts a signal panel and route.

[Vikas Singh, Ghaziabad, India – The Dispatcher 54(07-1):5, Jan.-Feb. 2007]





1976, May 15

-- INDIA --

#719-22

INDIAN LOCOMOTIVES



GIP No. 1 (2r - #722): This engine is representative of the earliest locomotives employed in India. To operate the train service between Bombay and Thane, the Great Indian Peninsular Railway ordered eight locomotives (GIP Nos.1-8) from the Vulcan Foundry in England. These engines were manufactured in 1852, bearing the maker's numbers 324-331 and were, except for two contractor's locomotives of 1851, the earliest type in service on the railways of India. The first engine entered service in 1853.



F/1 (50p - #720): This was the most widely used engine on the Indian Railways before independence. It was extensively used on the Rajputana Malwa Railway, which became the meter gauge section of the Bombay and Central Indian Railway. The first of these engines was built by Dubs & Company, Glasgow, in 1875. From 1895 these engines were also manufactured in India at the Ajmer Railway Workshop. They were withdrawn from active service in 1958.



WP/1 (1r - #721): The standard post-war broad-gauge express locomotive is the WP class 4-6-2 "Pacific" type. Sixteen prototype engines were built in the United States in 1947 and after exhaustive trials and minor alterations, 300 further engines were ordered from a number of suppliers. In 1963 manufacture of this type was started at Chittaranjan Locomotive Works.



WDM2-Diesel (25p - #719): This is the most widely used diesel locomotive in India. This locomotive is a mixed class design with 2,600 hp, weighing 113 tons and hauls freight trains of 2,250 tons and mail trains with 18 coaches. The Diesel Locomotive Works at Varanasi has a capacity to manufacture 120 such locomotives per year.





- INDIA - EVENT COVERS -

विशेष आवरण / SPECIAL COVER



आसनसोल डिवीजन डाक टिकट प्रदर्शनी-1977
ASANSOL DIVISION PHILATELIC EXHIBITION-1977
उद्घाटन दिवस
INAUGURAL DAY

25-12-77

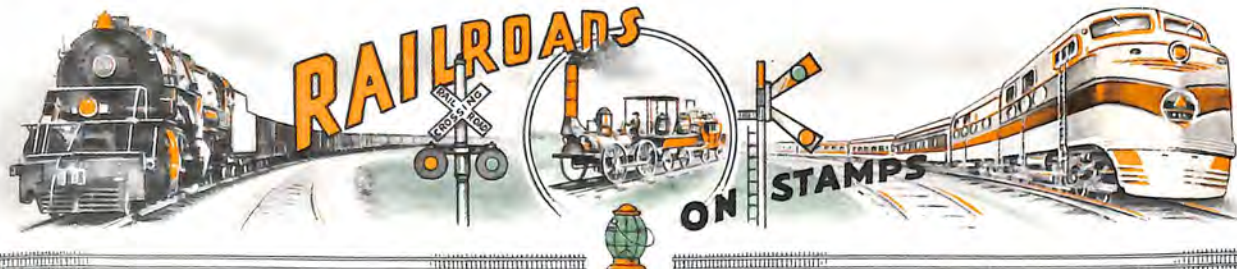


इसपु. डी.एस. 2 WDM 3
1963

भारत
INDIA

चितरांजन 713331 CHITTARANJAN चिपेक्स 25
25-12-77
उद्घाटन दिवस: INAUGURAL DAY
CHPEX 7

Wang



1982, December 18

- INDIA -

#1004

CENTENARY OF THE DARJEELING HIMALAYAN RAILWAY

The Darjeeling-Himalayan Railway line, having a two-feet-wide track, was conceived by Franklin Prestage, the agent of the Eastern Bengal Railway. It links Darjeeling to Siliguri, a distance of 87.48 kilometers. It is a unique engineering feat, passing through different climate zones and offers a picturesque beauty.

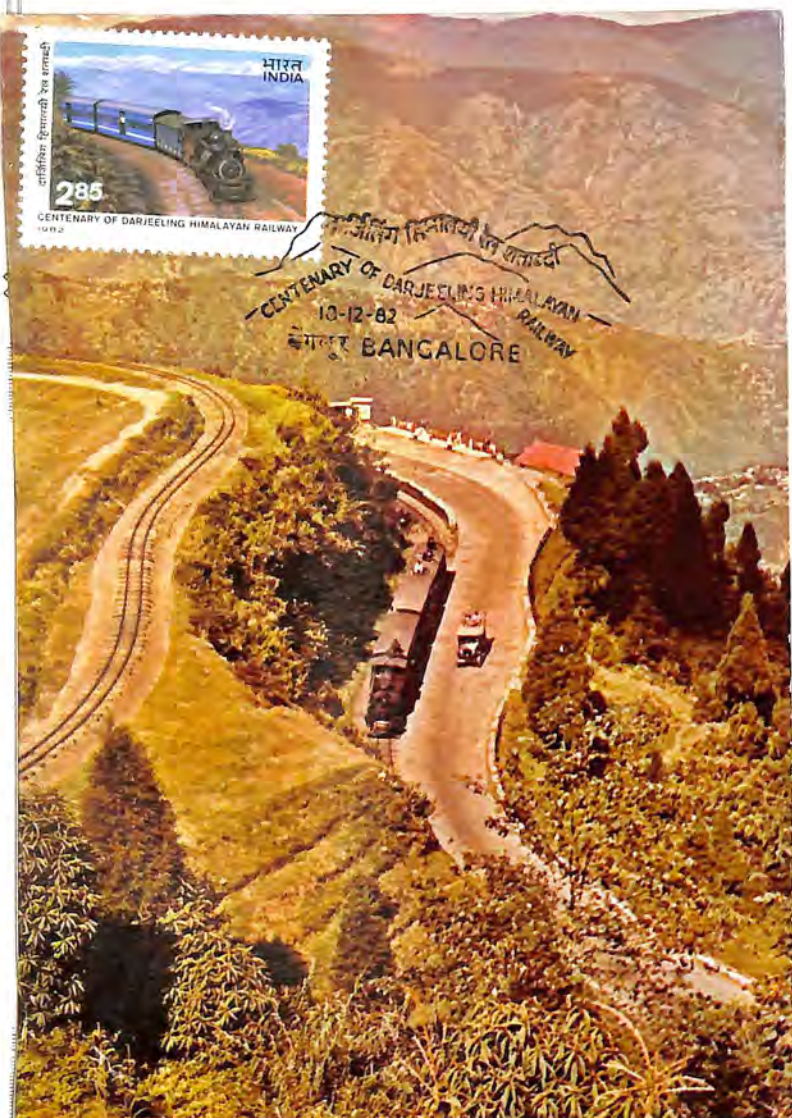


Laid on the famous Hill Cart Road, the rail line appears to be playing hide and seek with the road as they criss-cross each other at several places. The line between Sukna and Darjeeling is almost all located on the road-bench, either skirting the hillside or the far edge of the road. The alignment passes through hills and gradually climbs up to the maximum altitude of 2,258 meters at Ghum.

Chega, an Austrian, blazed the trail of the first railway train across the Alps. He was the first to apply the principle of artificially lengthening the line by looping in order to flatten the gradient. The engineers of Indian railways successfully applied this principle in constructing the Darjeeling-Himalayan line, thereby obviating the necessity of expensive tunnels.

Another method adopted on the route is reversing a zigzag movement, each leg of this move being utilized to gain additional height, although this means the train moves backward on the central leg. The use of "loops" and "reverses" obviates the need for tunnels. There are 4 loops of which the most renowned is the Bastasia Loop, five reverses in the shape of 'Z', five major and 498 minor bridges, and 177 unmanned level crossings on the section.

About 90% of the length of track is on curves, the sharpest curve having a radius of 59 feet and steepest gradient of 1 in 22. The section construction began in 1878 and was completed in July, 1881. The Indian government purchased it in October 1948 with a view to fit it in the system of the New Assam Link Project. In 1962 this narrow gauge line was extended from Siliguri to New Jalpaiguri. The stamp features 0-4-0T Darjeeling Himalayan loco and passenger cars.



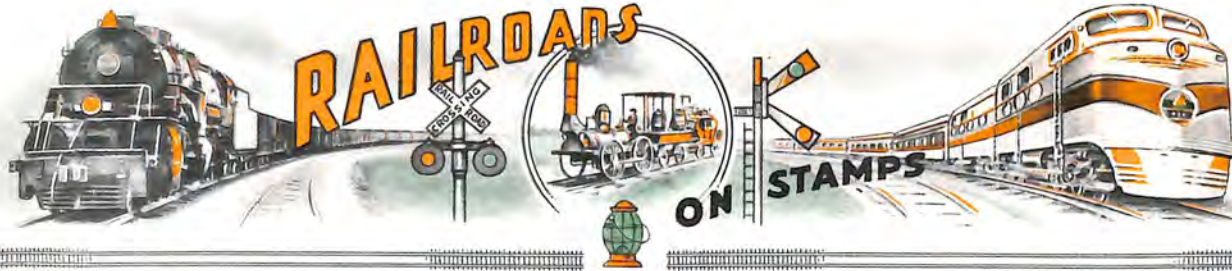
प्रथम दिवस आवरण FIRST DAY COVER



दार्जिलिंग हिमालयी रेल शताब्दी
CENTENARY OF DARJEELING HIMALAYAN RAILWAY



दार्जिलिंग हिमालयी रेल
CENTENARY OF DARJEELING HIMALAYAN RAILWAY
18-12-82
दार्जिलिंग DARJEELING



1993, April 16

- INDIA -

#1443-46

1005-06

IMPEX-82

Since Independence in 1947, the Indian Posts & Telegraphs Department has made pioneering efforts to promote philately through exhibitions. To celebrate the centenary of Indian postage stamps, the first International Stamp Exhibition was held in New Delhi in 1954.

The first national exhibition was held in 1970 in New Delhi, the second in Calcutta (1975) and the third at Bangalore (1977). An international exhibition, INDEPEX 73 was held in New Delhi in 1973. The first international exhibition under the aegis of the Federation Internationale de Philatelie (FIP) was INDIA 80, held in New Delhi in 1980. The first and perhaps the only all-Asia exhibition, ASIANA 77, took place in 1977 in Bangalore. Besides these national and international exhibitions, the postmasters general have been organizing exhibitions from district levels all over the country. The 82, was staged in New Delhi from by the P&T Department, in cooperation mark the occasion, the Indian Posts and 2 stamps.

The 50p denomination, designed by DRF Pakarashi, shows a vintage 4-wheel composite rail coach comprising a railway mail service van in the middle with passenger sections on either side. An early steam engine of the Indian Railway is shown in silhouette. [Vikas Singh, Ghaziabad, India in *The Dispatcher*, 54(07-1):6, Jan-Feb 2007]

भारत की चतुर्थ राष्ट्रीय डाकटिकट प्रदर्शनी 1982
FOURTH INDIA NATIONAL PHILATELIC EXHIBITION



प्रथम दिवस आवरण



इन्पेक्स 82 INPEX 82
30-12-82 BOMBAY



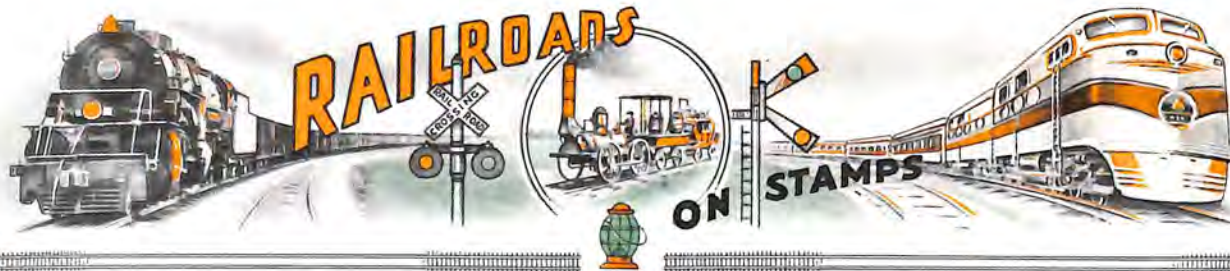
Special cover विशेष आवरण



गौहाटी 24-4-84 GUWAHATI

INAUGURATION OF
NEW BONGAIGAON—GUWAHATI BROAD-GAUGE RAILWAY LINE

न्यू बोंगाइगाँव-गौहाटी बड़ी रेल लाइन का उद्घाटन



1987, March 28

- INDIA -

#1150-53

CENTENARY OF SOUTH EASTERN RAILWAY

The South Eastern Railway had its beginning 100 years ago when its predecessor, the London-based Bengal Railway Company, signed a contract with the Secretary of State in Council in India to take over the meter gauge Nangaon-Nagpur line March 9, 1887. Subsequently, the Kanti-Umaria line, now in the then Central Province, was taken over by this railway and the Nagpur-Chattisgarh Railway was converted to broad gauge. The Bengal-Nagpur Railway was brought under direct state management on Oct. 1, 1944 on the expiry of all contracts between the companies and the government. After Independence, the Bengal-Nagpur Railway was merged with the then East Indian Railway and one zonal railway unit was founded with headquarters at Calcutta. This was found to be unwieldy and on June 17, 1955, the then railway minister, Sri Lal Bahdur Shastri announced the separation of the old East Indian Railway and Bengal-Nagpur Railway as two separate zones with headquarters of both in Calcutta. The old Bengal-Nagpur Railway sections constituted the South Eastern Railway. SER connects Calcutta with Bombay and Madras. This railway extends up to Nagpur on the Bombay route, a distance of 1132 km and Waltair on the east section to Madras, a distance of 879 km. [Vikas Singh, Ghaziabad, India in *The Dispatcher*, 54(07-1):6-7, Jan-Feb 2007]

100p (#1150) depicts the emblem of SER

150p (#1151) depicts an early meter gauge steam engine, 0-6-4T, No. 691

200p (#1152) depicts an electric locomotive & passenger cars on a viaduct

400p (#1153) features an early broad gauge 2-8-2 steam engine of 1890



प्रथम दिवस आवरण FIRST DAY COVER



दक्षिण पूर्व रेल शताब्दी
CENTENARY OF SOUTH EASTERN RAILWAY



दक्षिण पूर्व रेल शताब्दी
CENTENARY OF SOUTH EASTERN RAILWAY
कलकत्ता 28-3-87 CALCUTTA





1987, March 28

- INDIA -

#1150-53

प्रथम दिवस आवरण FIRST DAY COVER



दक्षिण पूर्व रेल शताब्दी
CENTENARY OF SOUTH EASTERN RAILWAY

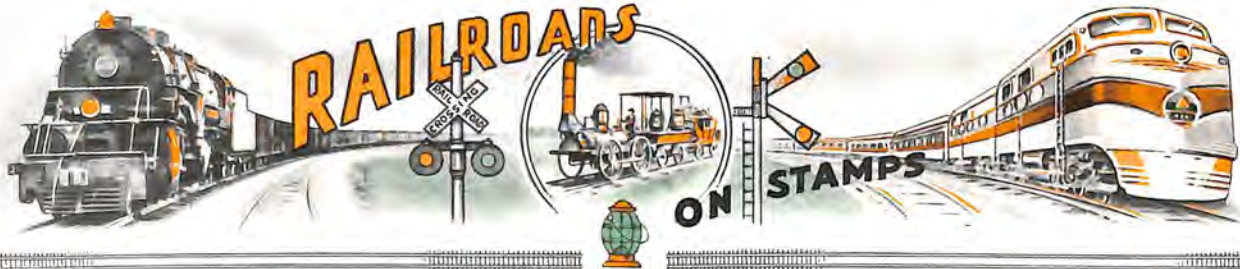


प्रथम दिवस आवरण FIRST DAY COVER



दक्षिण पूर्व रेल शताब्दी
CENTENARY OF SOUTH EASTERN RAILWAY





1993, April 16

- INDIA -

#1443-46

MOUNTAIN LOCOMOTIVES



The Neral-Matheran Railway Line was constructed in 1907. The gauge is 2 feet. The train was hauled earlier by 0-6-0T tank type locomotive built by Orestein and Koppel of Berlin. Pictured: 0-6-0T ML 1905 steam loco.



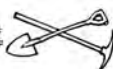
The Darjeeling-Himalayan Railway, a 2' wide track, was conceived by Franklin Prestage, the agent of the Eastern Bengal Railway. It links Darjeeling with Siliguri, a distance of 87.48 km. The alignment climbs to a maximum altitude of 2,258m at Ghum. Around 90% of the track is on curves, the sharpest having a radius of 59' and the steepest gradient of 1 in 22. Pictured: 0-4-0T B 1889 steam loco.



The Nilgiri Hill Railway links Mettupalayam with Ooty, a distance of 52 km. The train takes 4 hours to cover this distance. It was constructed between 1885 and 1908. Bayer and Peacock Co. of Manchester manufactured the earlier locomotives. They had a rack and pinion system to hold them on the steep gradient. Later rack and adhesion 0-8-2T types of steam locos were supplied by the Swiss Locomotive Works between 1940 and 1952. Pictured: 0-8-2T X 1914 steam loco.



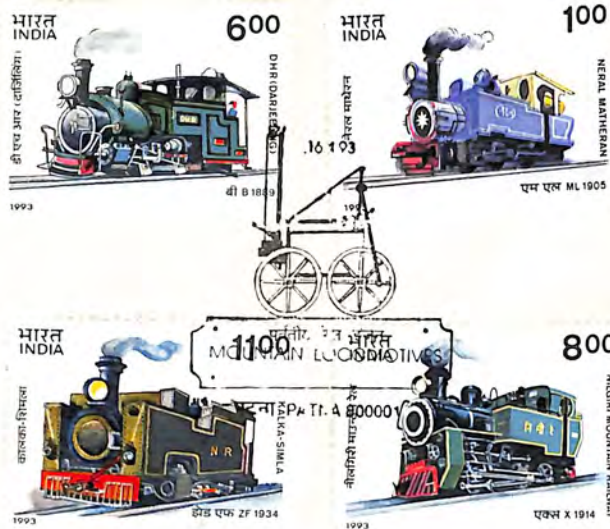
The Kalka-Shimla Line was opened to traffic in 1903. The gauge is 2' 6". This section has 102 tunnels on a 96km run and ascends from 643m to 2,042m at Shimla. The locomotives were 2-6-4T tank type built between 1904 and 1935 in Britain (Class K-1, K-2 and K.C. with Walschaert valve gear) and Germany (Class ZF, ZF-1 with caprotti poppet valve). Pictured: 2-6-4T ZF 1934 steam loco.



प्रथम दिवस आवरण FIRST DAY COVER



पर्वतीय रेल इंजन
MOUNTAIN
LOCOMOTIVES





1998, May 1

- INDIA -

#1689

OPENING OF THE KONKAN RAILWAY LINE

In 1882 the first plans were made to link the picturesque western coast of India with a railway line. But the formidable Sahyadri mountains and the innumerable creeks and rivers proved too great a challenge at that time. The first railway line on the Indian sub-continent, from Bori Bunder to Thane – a distance of 21 miles – was opened to traffic on April 16, 1853 and has grown to a total of 62,915 km. In 1984, more than a century after the first tentative survey and following a 2nd survey lasting 4 years, plans were drawn up. The terrain traverses the most difficult encountered in the history of railway construction. It required 92 tunnels, 172 bridges, 2,819 minor bridges, 59 stations, and several tall viaducts, such as the Panval Nadi Valley bridge in Ratnagiri (pictured), the tallest in Asia. Construction was finally completed on Jan 26, 1998 during the Golden Jubilee year of Indian Independence.

[After Vikas Singh, Ghaziabad, India – The Dispatcher 54(07-2):4-7, Mar.-Apr. 2007]

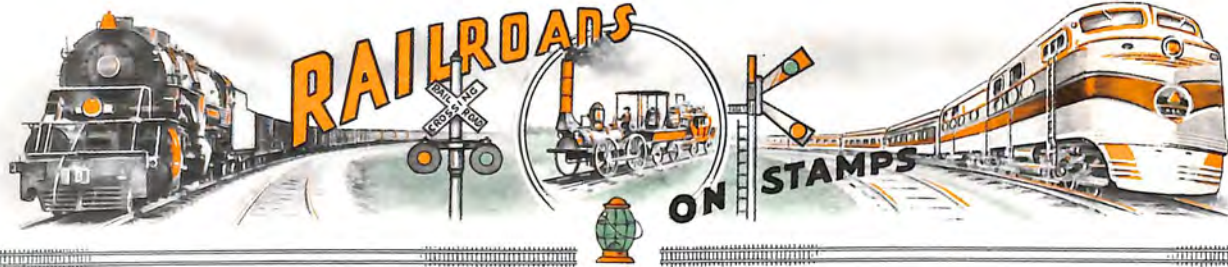


प्रथम दिवस आवरण FIRST DAY COVER



कोंकण रेल्वे KONKAN RAILWAY





2000, May 6

- INDIA -

#1830

DOON VALLEY RAILWAY CENTENNIAL

In the latter half of the nineteenth century, despite laying a railway line to Hardwar and Saharanpur, access to the valley and the nearby Mussoorie hill station was extremely difficult on account of the steep foothills of the Himalayas (Shivaliks) skirting the valley from southeast to northwest. Tourists traveled up to Saharanpur by rail and used bullock or horse-driven carts to Dehradun or up to Rajpu where ponies or dandies (men with palaquins) carried them to Mussoorie. Work on the track was completed by early 1900 at a cost of Rs 2,600,000 (about \$64,000 US) and the line was opened for traffic on March 1, 1900.

[After Vikas Singh, Ghaziabad, India – *The Dispatcher* 54(07-2):4-7, Mar.-Apr. 2007]



प्रथम दिवस आवरण — FIRST DAY COVER





2005, December 19

- INDIA -

#2131

50th ANNIVERSARY OF THE INTEGRAL COACH FACTORY



Stamp depicts an early passenger car and an electric high-speed train.

प्रथम दिवस आवरण FIRST DAY COVER



सवारी डिब्बा कारखाना
INTEGRAL COACH FACTORY
19-12-2005
जबलपुर 482001 JABALPUR



सवारी डिब्बा कारखाना INTEGRAL COACH FACTORY

CENTRAL AMERICA-2

1443-
46



1585



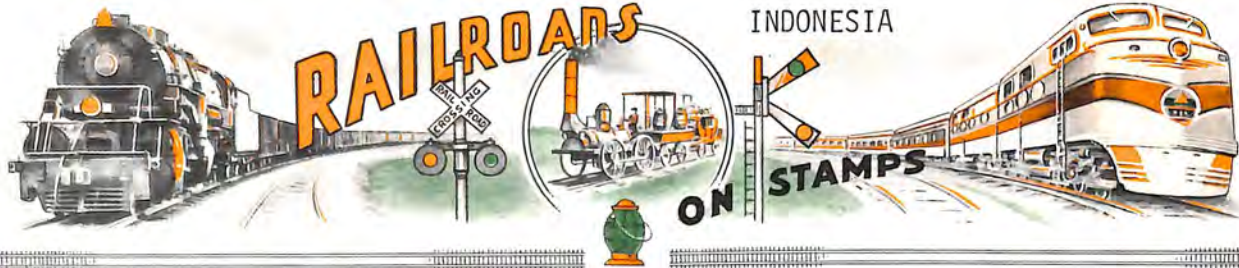
1595

1609

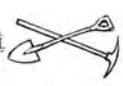
1830

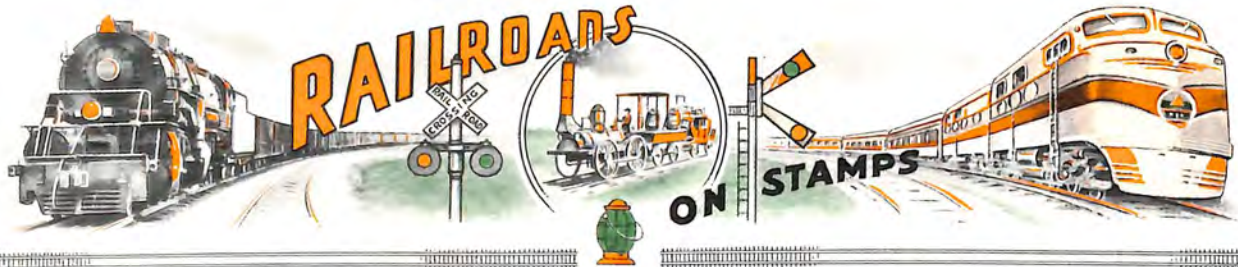


1952



1985

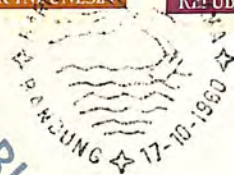




1960

- INDONESIA -

#495



SAMPUL HARI PERTAMA — FIRST DAY COVER



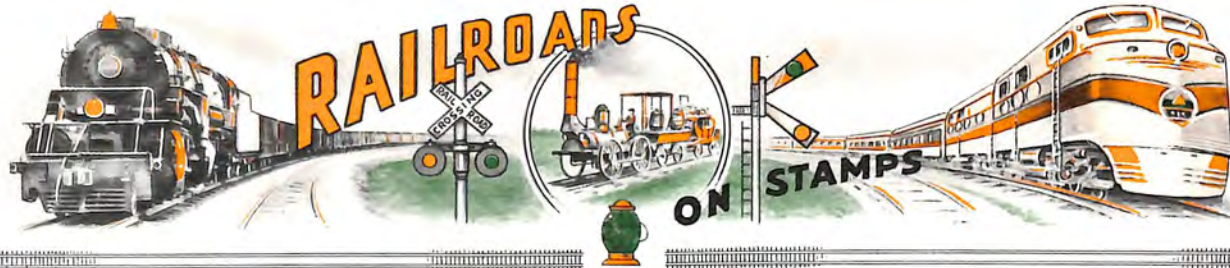
1968, May 15

- INDONESIA -

#737-38

Issued to commemorate the centenary of Indonesian railroads (1967)





- JAPAN -

1942

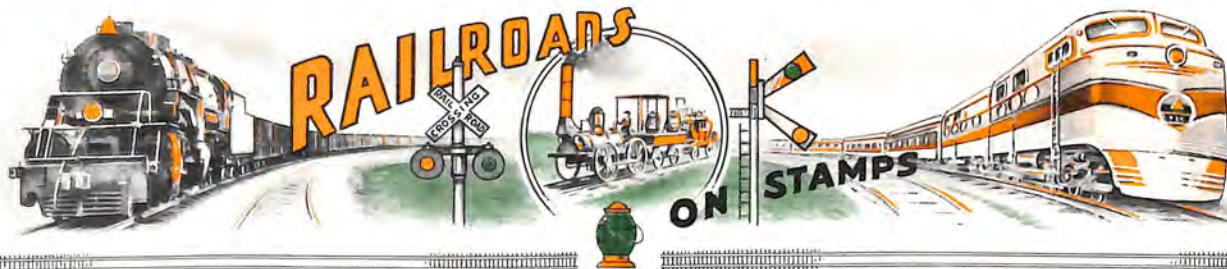


#347 - Issued to commemorate the 70th anniversary of Japan's first railway. (10-14-42)

1947



#396 - Issued to commemorate the 75th anniversary of railway service in Japan (10-14-47)



- JAPAN -

1956



#632 - Electrification of Tokaido Line (11-19-56)

1962



#761 - Opening Hokuriku Tunnel (6-10-62)

1964



#827 - Opening new Tokaido railroad line (10-1-64)

1971



#1059 - RR Post Office - Centennial of Japanese post.stamps (4-20-71)



#1092 - Tokyo horse-drawn streetcar - Intl. Letter Writing Week (10-6-71)

1972



#1109 - Express on Sanyo Line - Centen.. of 1st railroad (3-15-72)



#1317-18 - 50th anniversary of the Tokyo Subway (12-6-77)

R. INOUE
4-7-18, HATAOKA
KUDAMATSU-CITY
744-0006, JAPAN
Tel&Fax. (81)833-41-3951

80
NIPPON



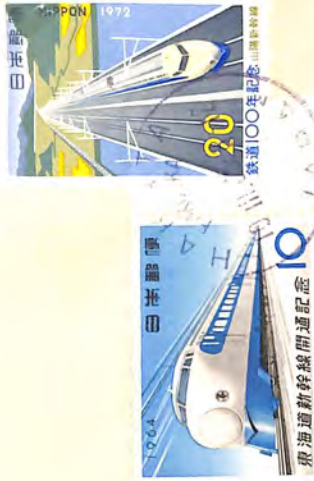
BY AIR MAIL 航空
PAR AVION

BY AIR MAIL 航空
PAR AVION

03



CJRRU-ATA.
P.O. Box 5571
Topeka KS
66605-
U.S.A.





- JAPAN -

1972



#1127-1128

10-14-72

1974



#1188-1189

11-26-74

1975



#1192-1193

4-3-75

1975



#1190-1191

2-25-75

1975



#1196-1197

6-10-75

1975



#1194-1195

5-15-75





1975, February 25

- JAPAN -

#1190-91

SLシリーズ第2集「C58・D52」郵便切手

SLシリーズ第2集として、C58及びD52型蒸気機関車を題材とする20円郵便切手（2種連刷）が発行された。

C58 客貨両用の目的で作られた代表的中型蒸気機関車で昭和13年から22年の間に427両製造され、主に地方線区で活躍した。通称「シゴハチ」。

機関車重量58.7トン 炭水車重量41.5トン

D52 貨物用として誕生した超大型蒸気機関車で昭和18年から21年の間に285両製造され、主要幹線で活躍した。通称「デゴニ」。

機関車重量84.5トン 炭水車重量54.1トン

発行日 昭和50年2月25日
種類 20円郵便切手（2種連刷）
意匠 C58及びD52型蒸気機関車
印面寸法 縦25mm 横35.5mm
版式刷色 グラビア5色
シート構成 20枚（縦4枚 横5枚）
写真撮影者 C58 三上 美行
D52 宮沢 孝一
原画構成者 渡辺 三郎
発行枚数 50,000,000枚

STEAM LOCOMOTIVE SERIES POSTAGE STAMPS "CLASS C58" & "CLASS D52"

The 2nd of the Steam Locomotive Series has been marked by the issue of 2 kinds of 20 yen postage stamps (se-tenant) having for their subjects "S.L. Class C58" and "Class D52" respectively.

Class C58 was a typical medium-sized steam locomotive for both passenger and freight trains. From 1938 to 1949 it was manufactured to the number of 427. Diminutively called "Shigohachi" (C58), it ran mainly on the local lines. The locomotive engine weighed 58.7 tons and the tender 41.5 tons.

Class D52 was a super large-sized freight train locomotive. The number of the locomotives of this class produced during the period from 1943 to 1946 amounted to 285. Diminutively called "Degoni" (D52), it ran on the principal trunk lines. The locomotive engine weighed 84.5 tons and the tender 54.1 tons.

Date of issue: February 25, 1975
Denomination: 2 kinds of 20 yen (se-tenant)
Design: (A) S.L. Class C58
(B) S.L. Class D52
Size of impression: 35.5mm × 25mm
Printing process: 5 colour photogravure
Sheet composition: 20 (5 × 4) stamps
Photographed by: (A) Miyuki MIKAMI
(B) Koichi MIYAZAWA
Arranged by: Saburo WATANABE
Initial printing: 50,000,000 pieces

SLシリーズ D52

STEAM LOCOMOTIVE SERIES
"CLASS D52"



FIRST DAY OF ISSUE



Four empty rectangular boxes for postal use, with a small '1' written below the second box.



1975, April 3

- JAPAN -

#1192-93

SLシリーズ第3集「8620・C11」郵便切手

SLシリーズ第3集として、8620及びC11型蒸気機関車を画題とする20円郵便切手（2種連刷）が発行された。

8620 国産化の先駆をなした大正時代の代表的機関車で大正3年から昭和4年の間に687両製造され、北海道を除く各地で活躍した。通称「ハチロク」。

機関車重量46.75トン 炭水車重量34.50トン

C11 旅客、貨物、入換用と万能ぶりを発揮したタンク機関車で昭和7年から22年の間に381両製造され、全国各地で活躍した。通称「シーのチョンチョン」

機関車重量68.00トン

発行日	昭和50年4月3日
種類	20円郵便切手（2種連刷）
意匠	8620及びC11型蒸気機関車
印面寸法	縦35.5mm 横25mm
版式刷色	グラビア5色
シート構成	20枚（縦5枚 横4枚）
原写真撮影者	8620 石橋 康一 C11 宮沢 孝一
原画構成者	渡辺 三郎
発行枚数	50,000,000枚

STEAM LOCOMOTIVE SERIES POSTAGE STAMPS "CLASS 8620" & "CLASS C11"

As the third of the Steam Locomotive Series, 2 kinds of 20 yen postage stamps (se-tenant) have been issued depicting the S.L.'s "Class 8620" and "Class C11" respectively.

"Class 8620", the first engine of Japanese manufacture, was the representative steam locomotive in the era of Taisho (1912~1926). From 1914 through 1929 687 engines of this class were produced. Diminutively called "Hachiroku," it ran all over the country except Hokkaido.

The engine weighed 46.75 tons and the tender 34.50 tons.

"Class C11" was the all-round tank engine available for tracting both the passenger and the freight trains as well as for shunting the trains. It was manufactured to the number of 381 during the period extending from 1939 to 1947. Diminutively called "C no chonchon" it ran all over the whole expanse of the country.

Date of issue:	April 3, 1975
Denomination:	2 kinds of 20 yen (se-tenant)
Design:	(A) S.L. Class 8620 (B) S.L. Class C11
Size of impression:	25mm × 35.5mm
Printing process:	5 colour photogravure
Sheet composition:	20 (4 × 5) stamps
Photographed by:	(A) Koichi ISHIBASHI (B) Koichi MIYAZAWA
Arranged by:	Saburo WATANABE
Initial printing:	50,000,000 pieces

SLシリーズ 8620 STEAM LOCOMOTIVE SERIES "CLASS 8620"



FIRST DAY OF ISSUE



20

8620 NIPPON 日本郵便



20

日本郵便 NIPPON C11





1975, May 15

- JAPAN -

#1194-95

SLシリーズ第4集「9600・C51」郵便切手

SLシリーズ第4集として、9600及びC51型蒸気機関車を画題とする20円郵便切手(2種連刷)が発行された。

9600 大正時代の国産貨物用の代表的機関車。大正2年～昭和15年の間に784両製造され、四国を除く各地で活躍した。通称「キューロク」。

機関車重量60.35¹。炭水車重量34.50¹。

C51 大正8年～昭和3年の間に289両製造され特急つばめをはじめ各地で旅客列車を引いて活躍。出現当時は、18900型と呼ばれていた。通称「シゴイチ」。

機関車重量67.75¹。炭水車重量44.20¹。

発行日 昭和50年5月15日
種類 20円郵便切手(2種連刷)
意匠 9600及びC51型蒸気機関車
印面寸法 縦25mm 横35.5mm
版式刷色 グラビア5色
シート構成 20枚(縦4枚 横5枚)
原写真撮影者 9600 宮沢孝一
C51 黒岩保美
原画構成者 渡辺三郎
発行枚数 56,000,000枚

STEAM LOCOMOTIVE SERIES POSTAGE STAMPS "CLASS 9600" & "CLASS C51"

As the 4th in the Steam Locomotive Series 2 kinds of 20 yen postage stamps (se-tenant) have been issued depicting the S.L.'s "Class 9600 and Class C51" respectively.

S.L. "Class 9600" was the representative freight train steam locomotive of Japanese manufacture in the era of Taisho (1912-1926). The 784 locomotives of this class were produced during the period from 1913 to 1940. Diminutively called "Kyuroku" (96), it ran all over Japan except Shikoku Province.

The engine weighed 60.35 tons and the tender 34.50 tons.

S.L. "Class C51" was called "18900 type" at the time of its debut. The locomotive of this class was manufactured to the number of 289 during the period from 1919 to 1928. Diminutively called "C goichi" (C51), it ran all over Japan tugging the passenger trains such as the limited express "Tsubame" (sparrow).

The engine weighed 67.75 tons and the tender 44.20 tons.

Date of issue: May 15, 1975
Denomination: 2 kinds of 20 yen (se-tenant)
Design: (A) S.L. "Class 9600"
(B) S.L. "Class C51"
Size of impression: 35.5mm x 25mm
Printing process: 5 colour photogravure
Sheet composition: 20 (5 x 4) stamps
Photographed by: (A) Koichi MIYAZAWA
(B) Yasumi KUROIWA
Saburo WATANABE
Arranged by: 56,000,000 pieces
Initial printing:

SLシリーズ 9600 STEAM LOCOMOTIVE SERIES "CLASS 9600"



FIRST DAY OF ISSUE





1975, June 10

- JAPAN -

#1196-97

SLシリーズ第5集「7100・150」郵便切手

SLシリーズ第5集として、7100及び150型蒸気機関車を画題とする20円郵便切手(2種連刷)が発行された。

7100 明治13年〜同22年の間に米国から8両輸入され、義経、弁慶、静などと命名されて北海道の炭鉱鉄道で活躍。のちに国鉄に編入され現在、交通博物館、北海道鉄道記念館、国鉄釧路工場に各1両保存されている。

なお切手に描かれている建物は、当時の札幌駅である。

機関車重量 16.41トン 炭水車重量 11.68トン

150 明治4年に英国から1両輸入され、翌5年の新橋〜横浜間の開業に際し活躍した我が国最初の機関車(タンク機関車)。一号機関車として親しまれ、現在交通博物館に保存されている。

なお、切手に描かれている建物は、当時の新橋駅である。

機関車重量 23.45トン

発行日	昭和50年6月10日
種類	20円郵便切手(2種連刷)
意匠	7100及び150型蒸気機関車
印面寸法	縦25mm 横35.5mm
版式刷色	グラビア2色、凹版1色
シート構成	20枚(縦4枚 横5枚)
原画作者	黒岩 保美
原画構成者	渡辺 三郎
発行枚数	56,000,000枚

STEAM LOCOMOTIVE SERIES POSTAGE STAMPS

"CLASS 7100" & "CLASS 150"

As the 5th issue of the Steam Locomotive Series, 2 kinds of 20 yen postage stamps (se-tenant) have been released depicting the S.L.'s "Class 7100" and "Class 150".

S.L. Class 7100: Between 1880 and 1889 eight locomotives of this class were imported from the U.S.A. and named after Yoshitsune, Benkei, Shizuka etc. They were active on the coal mine railways in Hokkaido and afterwards transferred to the National Railways. The postage stamp features the Sapporo Station in those days in the background.

At present one each of them is preserved respectively at the Traffic Museum, Hokkaido Railway Memorial Hall and the Takatori National Railway Factory. The engine weighed 16.41 tons and the tender 11.68 tons.

S.L. Class 150: In 1871 one locomotive of this class was imported from England and it ran between Yokohama and Shinbashi, Tokyo at the inauguration of the National Railway Service. Being the first steam locomotive (tank engine) in Japan it was popular among the people. The postage stamp shows the Shinbashi Station in those days in the background.

It is now preserved in the Traffic Museum. The engine weighed 23.45 tons.

Date of issue:	June 10, 1975
Denomination:	2 kinds of 20 yen (se-tenant)
Design:	S.L. Class 7100 and S.L. Class 150
Printing process:	2 colour photogravure and single colour intaglio
Sheet composition:	20 (5 × 4) stamps
Designer:	Yasumi KUROIWA
Arranged by:	Saburo WATANABE
Initial printing:	56,000,000 pieces

SLシリーズ 150 STEAM LOCOMOTIVE SERIES "CLASS 150"



FIRST DAY OF ISSUE



日本郵便 NIPPON 150 20



日本郵便 NIPPON 7100 20





1982, June 23

- JAPAN -

#1493-94

Issued to commemorate the opening of the Tohoku-Shinkansen Railroad line.



東北新幹線開通記念
OPENING OF THE TOHOKU SHINKANSEN LINE



FIRST DAY OF ISSUE





1982, November 15

- JAPAN -

#1513-14

Issued to commemorate the opening of the Joetsu Shinkansen Railroad Line.

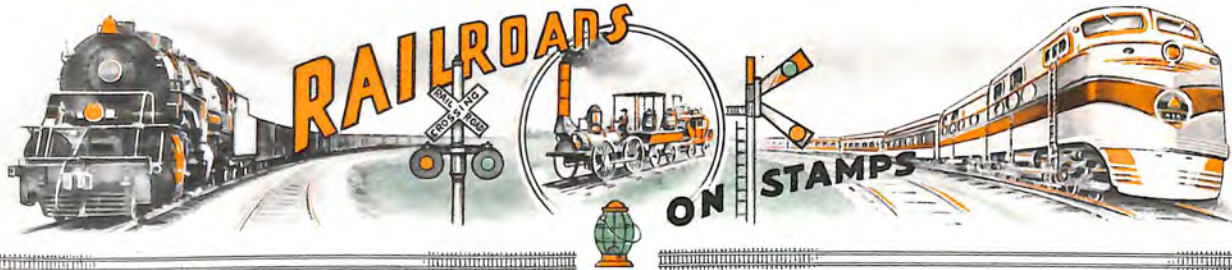


上越新幹線開通記念
OPENING OF THE JOETSU SHINKANSEN LINE



FIRST DAY OF ISSUE


☐
☐
☐
☐
☐



- JAPAN: 2004 -

郵便はがき



郵便はがき



売価45円
再生紙はがき

いよいよ夢が走り出す!
平成16年3月13日
開業



九州新幹線(新八代~鹿児島中央間)
肥薩おれんじ鉄道(八代~川内間)

熊本県新幹線建設促進期成会

売価45円
再生紙はがき

九州新幹線 2004.3.13開業
(鹿児島中央~新八代)



鹿児島県観光連盟 | 〒892-0821 鹿児島市名山町9番1号 鹿児島県産業会館内 TEL (099)223-5771
鹿児島県の観光情報満載! アクセスはこちら <http://chukakunet3.pref.kagoshima.jp/kankou/>

203

153

195

203

JAPAN

11 00



475

Letter Writing Day



ふみの日

click

郵便小包が更に便利に!

最大重量が10kgまで拡大

郵便小包料金表

あて先	重さ	2kgまで	4kgまで	6kgまで	8kgまで	10kgまで
同一市町村		400円	520円	640円	760円	880円
近距離		500円	660円	820円	980円	1,140円
中距離		650円	870円	970円	1,150円	1,290円
遠距離		800円	960円	1,120円	1,280円	1,440円

★さらにまとめて、お得な割引料金

★10個以上、20%割引

★100個以上、25%割引

ファクシミリで送る

電子郵便

道切手

Dups



¥ 700





RAILROADS

KOREA



ON STAMPS



684-5



905

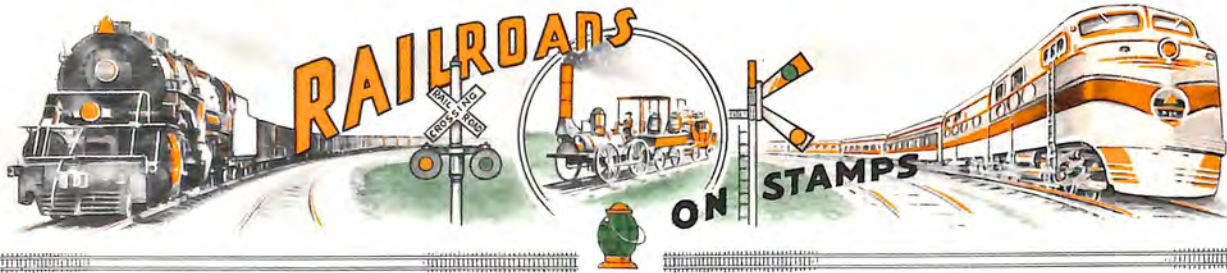


3000



2939 4.50





1974, August 15

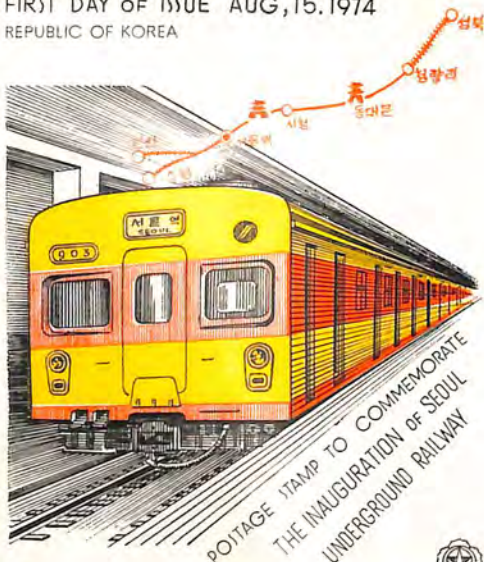
KOREA

#911

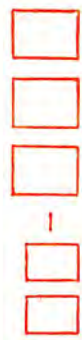


Issued to commemorate the inauguration of the Seoul subway (the first in Korea) - August 15, 1974.

FIRST DAY OF ISSUE AUG, 15, 1974
REPUBLIC OF KOREA



지하철(종로선) 개통 기념우표





RAILROADS

MALAYSIA



ON STAMPS

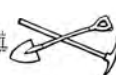


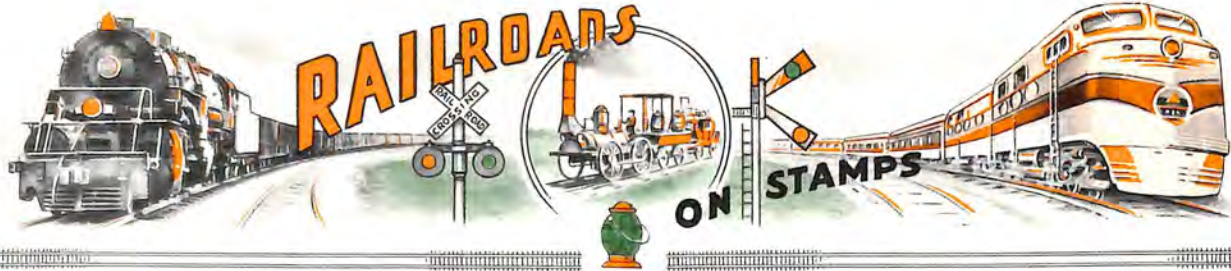


927



C-62





1979, May 15

- MONGOLIA -

#1077

Issued to commemorate Philaserdica '79 (philatelic exhibition) in Sofia, May 18-27, and the death centenary of Sir Rowland Hill (1795-1879)

PHILASERDICA 79
18 - 27 MAY 1979 SOFIA



MONGOLIA · МОНГОЛ ШУУДАН

MONGOLIA · МОНГОЛ ШУУДАН



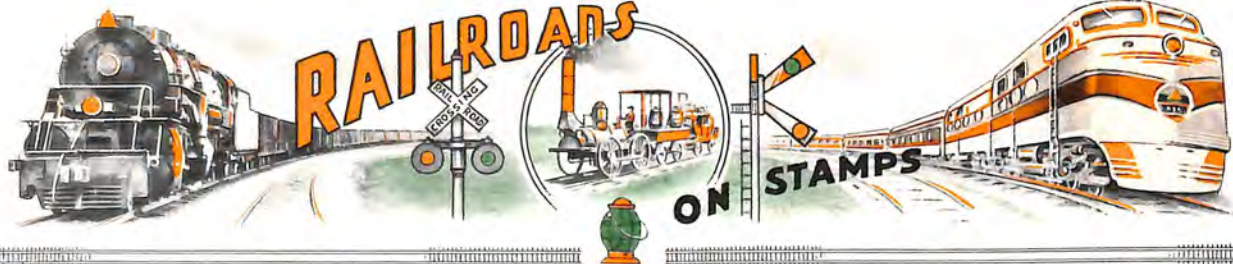
MONGOLIA · МОНГОЛ ШУУДАН

MONGOLIA · МОНГОЛ ШУУДАН



ROWLAND HILL 1795-1879



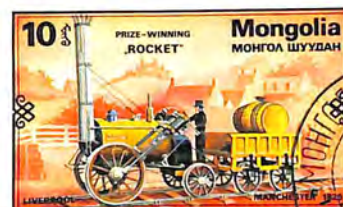


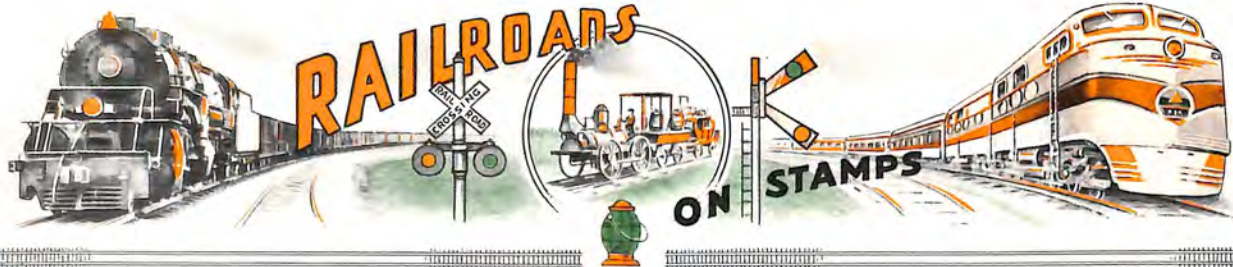
1979, June 8

- MONGOLIA -

#1078-86

Issued to commemorate the International Transportation Exhibition,
Hamburg





1979, June 8

- MONGOLIA -

#1078-86





1981

- MONGOLIA: JOINT COUNTRY COVERS -



51740



POUR VOS MARCHANDISES
PENSEZ
SNCF

PARIS 09



51740



- MONGOLIA: JOINT COUNTRY COVERS -



80th ANNIVERSARY
of ROTHER RAILWAY



- 4 AUG 1980

TENTERDEN Kent



J. & M. ARLINGTON LTD.
45 LAKENHEATH,
LONDON N14 4RL



Rag. GIORGIO MIGLIAVACCA
P.O. BOX 42
27100 PAVIA - Italy

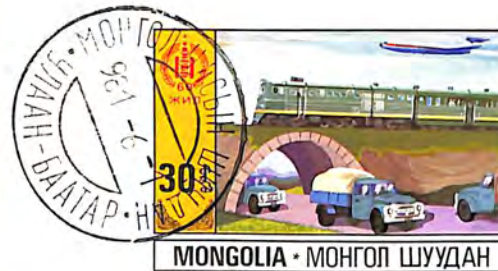
STAMPATI



- MONGOLIA: JOINT COUNTRY COVERS -

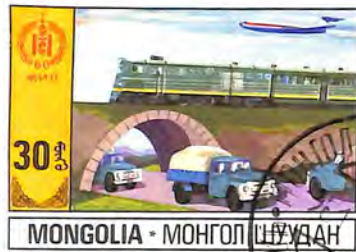


1178





- MONGOLIA: JOINT COUNTRY COVERS -



FLORENCE - ITALY - TRANSPORT
ON RAIL-WHEELS
PHILATELIC EXHIBITION

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STAMPATI



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1954

W. H. B.





1961, December 31

PAKISTAN

#157-58



Issued to commemorate the 100th anniversary of Pakistan's railroads. Designs show the Eagle locomotive (1861) and a flat-nose diesel (probably an Alco PA-3).

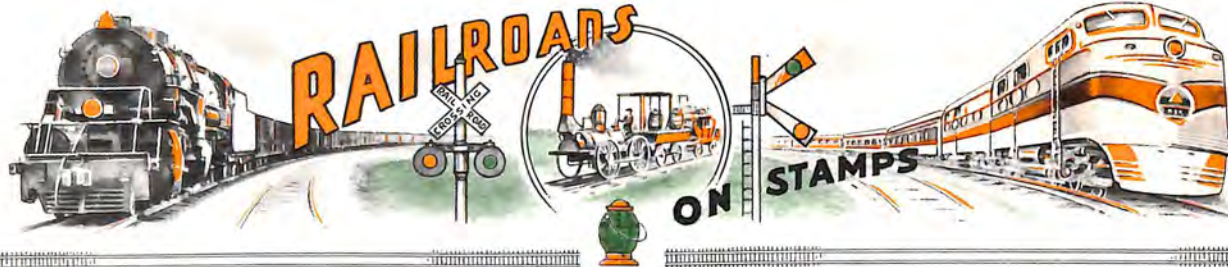


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White Star

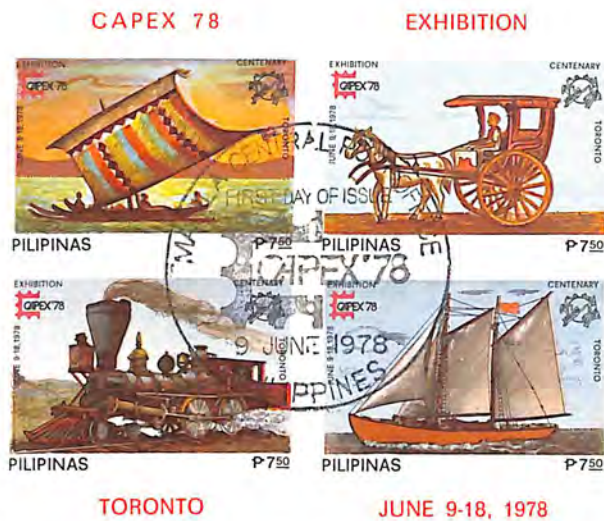


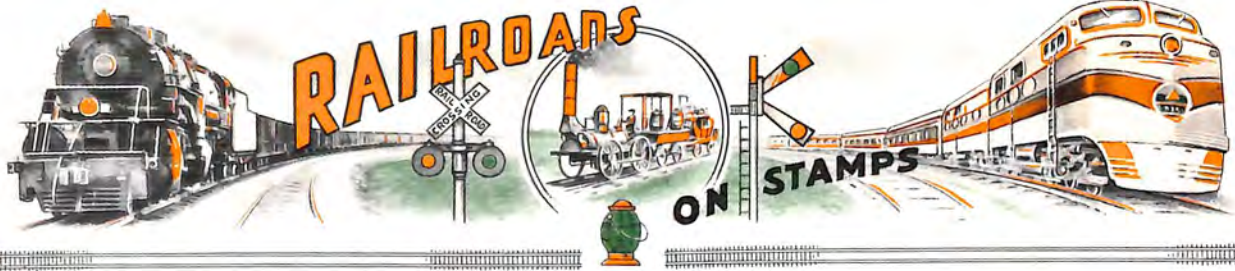
1978, June 9

- PHILIPPINES -

#1350

Issued to commemorate the CAPEX International Philatelic Exhibition
in Toronto, Canada, June 9-18, 1978





1978, June 9

- PHILIPPINES -

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Issued to commemorate the CAPEX International Philatelic Exhibition in Toronto, Canada, June 9-18, 1978



CAPEX 78

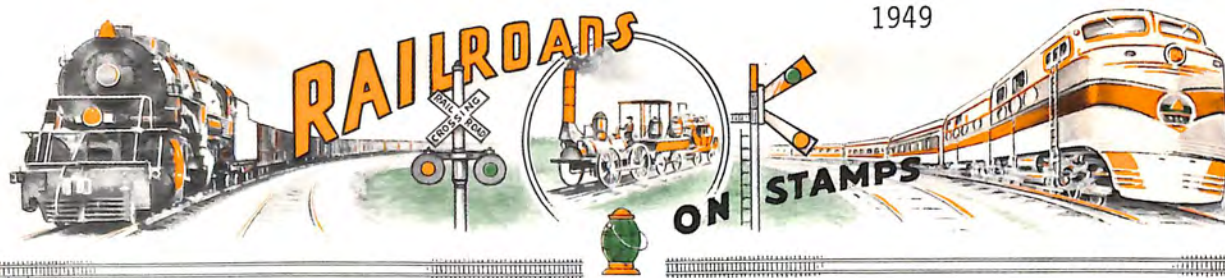
EXHIBITION



TORONTO

JUNE 9-18, 1978





1949

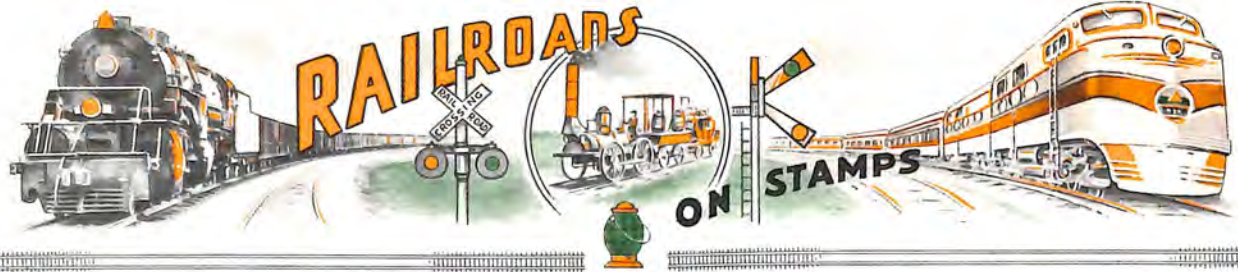
- PHILIPPINES -
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1977, March 26

- THAILAND -

#811-14

Issued to commemorate the 80th anniversary of the State Railroad of Thailand.

Depicted: 1b - Alsthom's electric engine; 2b - Davenport's electric engine;
4b - Pacific steam engine; 5b - George Eggestoff's steam engine.





- SOUTH VIET NAM -

1959, August 7

#116-119



Issued to commemorate the reopening of the Saigon-Dongha Railroad.

1968, December 15

#339-342



Issued to commemorate the reopening of the Trans-Viet Nam Railroad.



1968, December 15

- VIET NAM -

#339-342



White





第5集:力

- ① マシンガーZ: 科学技術の粋を集めて造られた巨大ロボットが活躍するアニメーション。ロボットに人が乗り込んで操縦するというアイデアが人気。
- ② 蒸気車雛形: 佐賀県に製作された。1954年に製作された。実用化のさきにも銅鳥報効。
- ③ 新KS鋼: 金属物理学者・本多光太郎【明治3(1870)年-昭和29(1954)年】が昭和8(1933)年に発明した強力な磁石鋼。新KS鋼に重なる曲線は、可視化した磁力線。(国立科学博物館所蔵)
- ④ しんかい6500: 現役で世界一の潜航深度(6500m)を持つ有人潜水調査船。三陸沖日本海溝の深さ6200mで、太平洋プレート裂目を世界で初めて映像としてとらえるなど、成果を上げている。背景は深海巡航探査機「うらしま」。
- ⑤ 燃料電池: 水素と酸素を電気化学反応させて電気を取り出す装置。発電効率が高く、環境問題、省エネルギーの点でも優れた装置。切手デザインは電解質分子構造図と電池本体の断面模様。

背景 マシンガー

第5集:力

①②③

マシンガーZ: 科学技術の粋を集めて造られた巨大ロボットが活躍するアニメーション。ロボットに人が乗り込んで操縦するというアイデアが人気を博した。科学技術にこだわった独創的な作品。

- ④ 蒸気車雛形: 佐賀県精煉方(理化学研究所)の研究員が、安政2(1855)年に製作した。我が国最初の蒸気車の模型であり、蒸気機関の実用化のさきがけ。背景は「精煉方絵図」(部分)。(雛形、絵図ともに銅鳥報効会所蔵)
- ⑤ 新KS鋼: 金属物理学者・本多光太郎【明治3(1870)年-昭和29(1954)年】が昭和8(1933)年に発明した強力な磁石鋼。新KS鋼に重なる曲線は、可視化した磁力線。(国立科学博物館所蔵)
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背景 マシンガーZ(兜甲児と弓さやか)・しんかい6500・うらしま

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①



CHINA-TAIWAN 1/10



第十一任總統副總統就職紀念

中華民國郵票 團結臺灣

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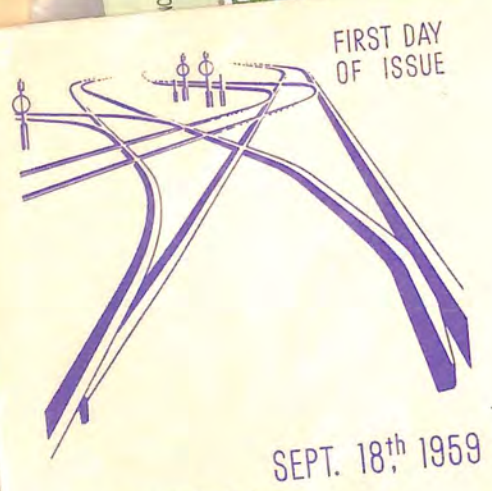
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COMMEMORATING
THE 60th ANNIVERSARY
OF THE FORMATION OF RAILWAY
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6-



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