



جماعة هواة الطوابع العربية  
ملاحظات عابرة

Arabian Philatelic Association  
Random Notes

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## THE ARABIAN PHILATELIC ASSOCIATION

The Association was established in 1968 in Dhahran, Saudi Arabia by a group of Aramco employees particularly interested in Saudi Arabian philately. Membership is open to all interested Aramco employees and their dependents eligible to use Aramco facilities. Annual dues are SR 10. Others may subscribe to A.P.A. publications and participate in the A.P.A. new issue service and auctions. Annual subscription fee is SR10 in Saudi Arabia, \$5 (U.S.) in Europe, and \$7 in the U.S.A. Late renewals, after April 1, are SR 20, \$8 and \$10, respectively. There is a one-time initiation fee of SR 25 or U.S. \$7.50 for both members and subscribers. Annual fees include all publications for the year (by airmail).

Applications for membership or subscriptions, together with dues or fees, should be sent to the membership secretary. Checks should be made payable to The Arabian Philatelic Association. All changes of address should also be sent to the membership secretary.

All of the following A.P.A. officers may be addressed c/o Arabian Philatelic Association, ARAMCO Box 1929, Dhahran 31311, Saudi Arabia.

J. I. Kearney, President	
B.H. Walthall, Past President	P. C. Stainer, 1st Vice president
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A.P.A. meetings are held the second Saturday of each month at 7 P.M. in Aramco facilities in Dhahran, Saudi Arabia.

The A.P.A. provides a new issue service for Saudi stamps to its members and subscribers. This is handled by:

R.J. Thoden - for members/subscribers attending meetings in Dhahran.  
J. M. Wilson - for subscribers in U.S.A. & Canada. Mr Wilson is a stamp dealer and charges a fee for his services. His address is: P.O.Box 3054, Humble, Texas 77347-3054. U.S.A.  
W.A. King - for subscribers elsewhere, including Saudi Arabia.

## RANDOM NOTES

The A.P.A.'s publication, RANDOM NOTES, is issued four times a year.

The editor is Mr. R. J. Thoden, ARAMCO Box 1802, Dhahran 31311, Saudi Arabia.

Articles on all aspects of Saudi Arabian philately are urgently needed for publication in the RANDOM NOTES, and should be submitted directly to the editor. The right to edit or reject all submissions is reserved.

## RANDOM NOTES FROM DHAHRAN

*By: R. J. Thoden*

- 1 I was fortunate to be able to arrange my vacation this year so that I could attend AMERIPEX in Chicago, Illinois, U.S.A. The show was excellent - and I'm glad I went. It provided an opportunity to meet again A.P.A. subscribers Fred Benedict, Jack Wilson, David Graham, Elias Kavar, and Jean Lee, and for the first time, Frank Patterson and Carl Catherman.

Not having seen the list of exhibits in advance, I was quite surprised not to find a single exhibit of Saudi Arabia. One Yemen exhibit did include some Saudi stamps used in Yemen during the occupation in 1934 (see item 4), and one Holy Land exhibit had some Hejaz Railway cancellations I was totally unaware of (see item 5).

A few dealers had Saudi material, but prices seemed very high to me. One person managed to buy a set of the "BOYAUME" errors, Scott #185a-186a, but at a high price (full Gibbons catalog). However, these are so rare, if one wants them, one cannot afford to pass them up when offered. I bought a few early CASOC and ARAMCO covers which were useful in composing my article on "Early Aramco Postal History" in this issue of RANDOM NOTES. I also bought a small, rather messy collection, which among a lot of junk, also contained the stamps described in items 2 and 3 below.

A number of forgeries were seen offered for sale. One prominent New York auction house had a Saudi lot for direct sale in which most of the value was represented by handstamp errors of the First and Second Nejd issues (Scott #1-54). The only problem was that all of these were fake. Several auction houses had lots for viewing, including several examples of Scott L76-76A. some of which were obvious forgeries. On the other hand, one auction had a copy of L81 which looked good at first glance. I put a successful bid on it, and when I received it, it plated perfectly. I'm quite pleased with that one. What this points out again is that you, the buyer, need to know your material - many auction houses don't!!!

- 2 At AMERIPEX I bought a small collection which contained two official stamps new to me. The first is a 20 qirsh green of the 4th official set. This is unrecorded anywhere and no one at the show or here in Dhahran recalls ever having seen this stamp. Its appearance at this late date is most surprising. In 1964. twelve values were released to the stamp trade, and about 1969-1971, the A.P.A. was able to buy the remaining listed values directly from the Stamp Treasury in Makkah. Possibly the 20 qirsh was completely used up by that time.

The second new stamp is the 10 qirsh of the 5th and last official set, but watermarked Scott type 337. This is not listed by Scott but does appear in Gibbons. It appears that this is a late printing similar to the Scott-listed 6 and 20 qirsh values which first came with watermark Scott type 361. Are there any others?



3. All three 10 qirsh designs of the Riyadh printings of the GOSP, dam and plane definitives (Scott #s 439, 449 and C73) have previously been reported with three dots instead of two in the Arabic "ق". I have now found a copy of the 3 qirsh plane (C73) with only one dot instead of two. I have looked at my other copies of the 3 qirsh dam and plane (the 3 qirsh GOSP does not exist in the Riyadh printing), but have not been able to find another example. Does anyone have a full sheet to check, or does anyone have single copies?



Normal 3q.



Variety 3q.



Normal 10q.



Variety 10q.

4. Angus Parker's magnificent exhibit of Yemeni cancellations at AMERIPEX included several pages devoted to Hodeidah cancellations on Saudi stamps. These have been reported in RANDOM NOTES before (see RN #7 and 14). What I didn't know is that there were two types of cancels, one the presumably captured Yemeni type, and a new type brought by the Saudis. They look roughly like this:

Yemeni type  
cancel



Saudi type  
cancel



The exhibit included two covers from the Hodeida postmaster to Cairo via Aden. This type of cover has been previously known. What was new in the exhibit was a private cover to unoccupied Yemen, also via Aden. According to the authority on this, Carl Catherman, this cover may cast a new light on these cancellations, which have been suspected of being to-order. Also in the exhibit was a sheet of lined note paper with a dozen or so various Saudi stamps of the 1926-27, 1929-30 and 1934 (Heir Apparent) issues with neat Hodeidah cancels of both Yemeni and Saudi types. These did look cancelled-to-order. Carl is writing an article for us for early publication.

5. In an Ottoman exhibit (I forgot to record the owner's name), there were examples of a previously unknown (to me, at least) type of Hejaz Railway postal cancellation. The cancel reads "Hamidiye Hijaz Demiryolou" (Hamidic Hijaz Railway) at the top, with the town name at the bottom. I made a rough sketch (see below). Examples from Qatrana, Ma'an and Haifa were shown. The cancels are on Ottoman stamps, of course. For the location of these places, see the map on page 23 of RANDOM NOTES #28. Does anyone know whether there are any more of these cancels?



6. At the Cherrystone auction of January 8/9 in New York, a copy of Scott #P3, unused, with BPA certificate, realized \$7,425! It had been estimated at \$2,500 and also catalogs \$2,500. Only 18 copies of this newspaper stamp are supposed to have been issued.
7. In the last RANDOM NOTES, it was reported that a U.S. exhibit included two covers with Cairo King Ali overprints. These covers have now examined by an A.P.A. subscriber, and it has been found that the overprints were Jiddah overprints, not Cairo. Thus, the theory that the Cairo overprints were not postally used remains intact.
8. Another tip from John G. Ross' "Stamp Market Tips" column in STAMPS magazine. Mr. Ross says the 3 qirsh Makkah Mosque stamp of 1969 (Scott #489) is one of the scarcest stamps of modern Saudi Arabia (in mint condition). Cataloging at \$125, dealers are offering to buy at \$150. Mr. Ross says if you find a copy, you should buy it without hesitation.
9. Abdul Aziz A. Sa'id contributes the following details on the Egyptian Interpostal seals used in Jiddah. There were several printings of the 1867 type inscribed "POSTE VICE REALI EGIZIANE" in different colors on different papers.

The first seal was printed on white paper in blue gray, slate and blue. The slate color exists with the error "GFDDA" for "GEDDA". (Kehr Type III, #51-51C).

Another printing was made in blue gray on azure paper (Kehr Type III-A, #70-13).

The seal also exists in blue gray on rose paper (Kehr Type III-B, #71-11). This seal is very rare. Kehr states that until the King Fouad I collection was sold, none of these were known. They were probably proofs and therefore do not exist used.

In 1874-76, new type seals were produced inscribed "POSTE KHEDEUIE EGIZIANE". The one for Jiddah was printed in vermilion on white paper. (Kehr Type V-B, #263).

Editor's Note: Further information on the use of the interpostal seals can be found in John Wilson's book, THE HEJAZ - A HISTORY IN STAMPS, or in the Kehr book (which I have never seen).

# VENDING MACHINES AND BOOKLETS

*By: Abdul Aziz A. Sa'id*

Eight years ago, the Directorate General of Posts received several stamp vending machines through a tender awarded to a company in Riyadh. These machines accepted one riyal coins. It was decided that other machines to exchange paper money for coins must also be imported to solve the problem of making coins available for the stamp vending machines. According to the agreement with the importing company, the booklets must be printed in a European country which had experience in this matter. The Ministry of P.T.T. asked the Ministry of Finance for approval to print the booklets outside of Saudi Arabia. The Ministry of Finance refused and insisted the booklets must be printed at the Government Security Press, Riyadh. The latter informed the Directorate General of Posts that they had no experience in printing such booklets, nor were their printing presses capable of printing them. Thus, the vending machines were put into storage at the Directorate General of Posts.

In 1984, a modern stamp printing press was put into use at the printers in Riyadh. This machine prints the stamps in rolls, perforates them, cuts the sheets and counts them. This machine was capable of printing the panes of stamps for booklets. The possibility of printing and preparing booklets was studied and approved. The printers were instructed to print a quantity of the booklets containing stamps amounting to two riyals and five riyals.

An initial supply of 500 two riyal booklets and 500 five riyal booklets was sent to the stamp treasury in Riyadh in October, 1985. Of these, 50 booklets of each value were obtained by the Saudi Arabian Philatelic Society and sold to its members in Riyadh and Makkah on October 30, 1985 (25 booklets at each branch of S.A.P.S.).

The cover of the booklets is thin white card, sealed at both sides. Printed on one face in English, and on the other in Arabic is: "Kingdom of Saudi Arabia", "Two Riyals (or Five Riyals)", the Saudi P.T.T. emblem in the middle, and at the bottom: "The Directorate General of Posts". The printers name "The Government Security Press, Riyadh" appeared in Arabic only at the bottom.

The SR 2 booklet contains five panes of four 10h stamps, while the SR 5 booklet contains five panes of four, consisting of one 10h and one 50h stamp in the top row and two 20h stamps in the bottom row. The stamps are in the Holy Ka'aba design, but in a new format of 35.5mm x 25mm.

In February 1986, three of the old vending machines were tested by officials of the Directorate General of Posts. The best of these was selected and attached to the outer wall of the Post Office in Riyadh on February 17, 1986. The vending machine had two slots, one for 2 one-riyal coins and the other for 5 one-riyal coins. There was no machine to change paper money for coins. The capacity of the vending machine was 150 booklets of each kind.

By the evening, the vending machine was out-of-order; it accepted coins but did not deliver booklets or refund the coins. The machine counter indicated that 75 SR 2 booklets and 85 SR 5 booklets had been sold.

The next day, February 18, the machine was removed for repairs, and it was reinstalled on Saturday, February 22. By the evening, 100 SR 2 booklets and 135 SR 5 booklets had been sold. The machine was empty. I tried to get more booklets but could not.

On Sunday, February 23, the slot for the five riyal booklets was sealed with cellotape. On that day 91 SR 2 booklets were sold before the machine again became out-of-order.

On Monday morning, February 24, the machine was again removed for repair. It was reinstalled at noon full of booklets of both kinds. By the evening it again did not work; it accepted coins but did not deliver the booklets or refund the coins. The machine counter was showing that 10 SR 2 and 68 SR 5 booklets had been sold.

On Tuesday, February 25, the vending machine was removed and has not been reinstalled as of this date. There were at least two reasons why the vending machine was a failure. One was the ignorance of the public by inserting 10, 25 or 50 halalah coins when only one riyal coins should have been used. The other was that the machine had been in storage for eight years and had become rusty. Some booklets jammed in the delivery slot.

To conclude, the quantity of booklets sold is as follows:

Date	SR 2 booklets	SR 5 booklets
10/30/85 (SAPS)	50	50
2/17/86	75	85
2/22/86	100	135
2/23/86	91	0
2/24/86	10	68
	---	---
TOTAL	326	338

The balance of the original 500 is still unsold.

NOTE: Although fully perforated on all sides, the booklets were trimmed by machine, resulting in short perforations at the top, left, and/or bottom edges. In some cases, the edges thus appear to be imperforate.



# EARLY ARAMCO POSTAL HISTORY

By: R. J. Thoden

ARAMCO celebrated its 50th anniversary in 1983. Articles appearing at that time presented much information about the early history of the company. I thought it would be interesting to research how the mail was handled during the early period. This article presents what I have found. It is doubtless incomplete, and perhaps erroneous in places. I often had to make assumptions based on very limited available information. Additional information or corrections will be welcomed.

Lloyd Hamilton, representing Standard Oil Company of California (SOCAL), arrived in Jiddah February 15, 1933 to conduct negotiations with the Saudi Government for a concession to explore for and produce crude oil. Assisting in these negotiations were Karl Twitchell and H. St. John Philby. Agreement was reached on May 29, 1933 for an exclusive concession covering all of eastern Saudi Arabia.

A government relations office was opened in Jiddah. The first permanent representative was W. J. Lenahan, who arrived there October 18, 1933. The Saudi postal service in Jiddah had long handled foreign mail, and company and private mail went normally through this service. An example is shown in Figure 1. Postage of 8 qirsh consisted of 5 qirsh for a surface letter between 20 and 40 grams, plus 3 qirsh for registration.

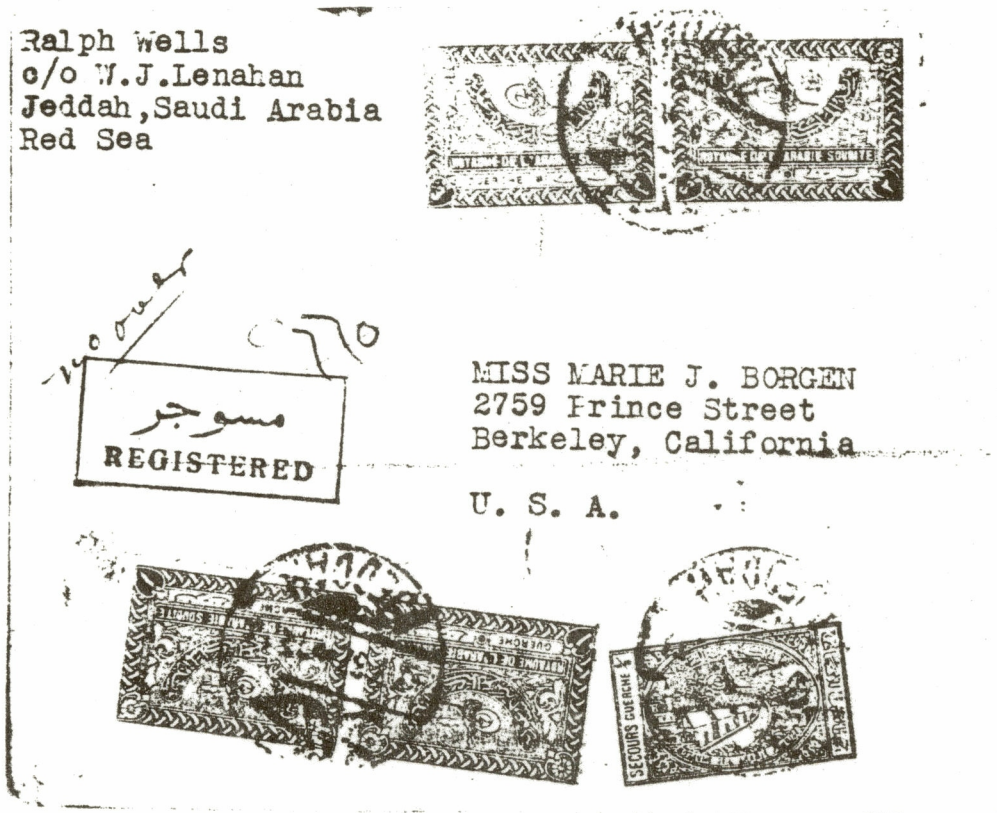


Figure 1. 1937 letter from CASOC, Jiddah, to U.S.A.

The first geologists, R. P. (Bert) Miller and S. B. (Krug) Henry, came ashore at Jubail in Al-Hasa Province, as the eastern region was then known, on September 23, 1933. A subsidiary company, California Arabian Standard Oil Company (CASOC), was established with an office at Jubail. Other early arrivals were J. W. (Soak) Hoover on October 22, Art Brown and Tom Koch on November 10, Hugh Burchfiel on November 21, Allen White and Felix Dreyfuss in December, and Dick Kerr and Charley Rocheville in March, 1934. They were referred to as "the original 10". Koch, Brown and White worked out of a branch office established in Hofuf (also known as Al-Hasa). The others worked out of Jubail.

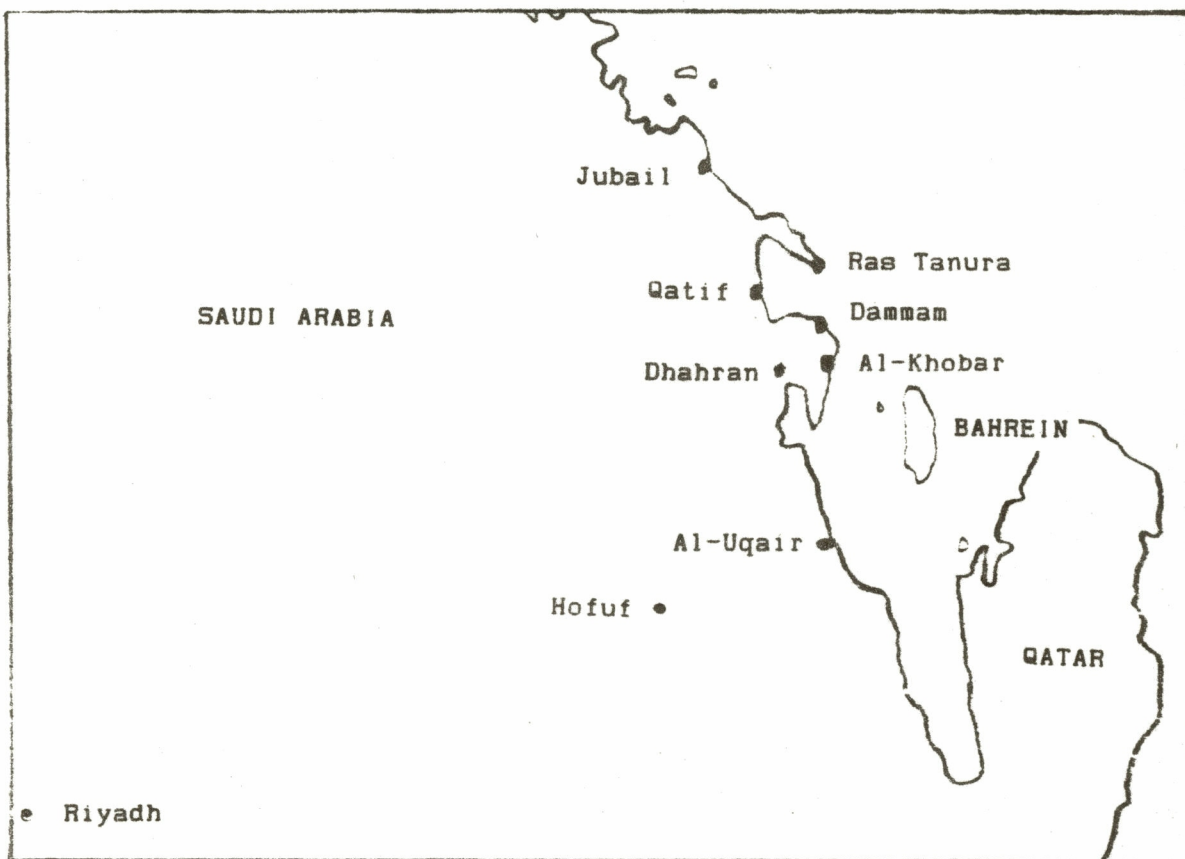


Figure 2. Map of eastern Saudi Arabia.

Eastern Saudi Arabia at this time was very undeveloped, with the Bedouins living much as their forefathers had for hundreds of years. The postal service must have been very limited as I have seen postmarks only from Hasa (Al-Hasa), Katif (Qatif) and Okair (Al-Uqair) during this period. The earliest CASOC cover known to me is illustrated in Figure 3. It was written by Art Brown only five weeks after his arrival. Brown intended it to go by airmail, and affixed 14-1/2 qirsh postage. Foreign surface postage at the time was 3-1/2 qirsh for 20 grams, so the airmail fee must have been 11 qirsh. Apparently, however, there was no airmail service possible, and a large handstamped "X" was applied over the PAR AVION label. The letter went from Hofuf to Bahrein, via Al-Uqair, and thence by sea to the U.S.A.

Art. Brown,  
Hofuf, Saudi Arabia.

VIA AIR MAIL



MR. GRAHAM B. MOODY,  
BOX 1290, STATION "C",  
LOS ANGELES, CALIFORNIA  
U.S.A.

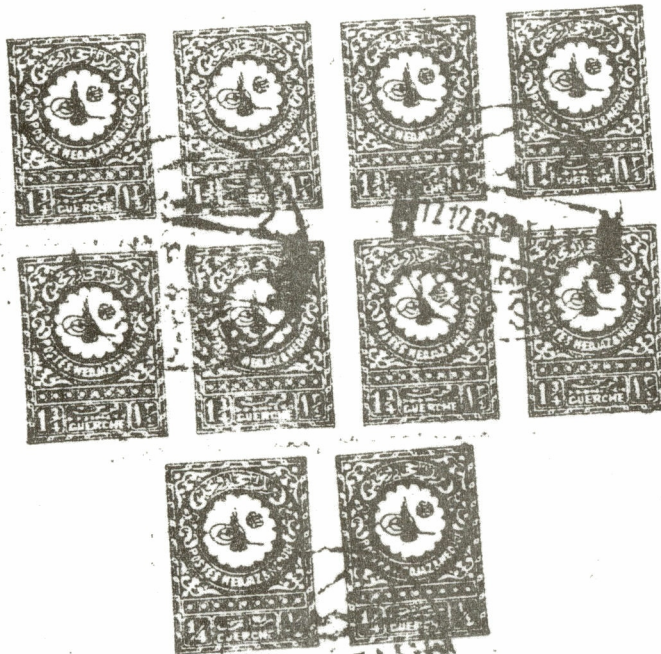


Figure 3. Front and back of 12/17/33 CASOC cover from Hofuf (Hassa).  
(Courtesy of Samir Abdul-Jauwad)

I have not seen a cover, or even a stamp postmarked Jubail, but it is possible there was a post office there, and that CASOC covers exist.

Arriving in the Fall of 1934 were Joe Mountain (replacing Rocheville), Russell Gerow, Al Carpenter, Max Steineke and Bill Burleigh. I mention the early arrivals individually by name to assist in the identification of covers which may exist.

Exploration during the 1934-35 season led to the decision to drill at Jebel Dhahran, and the Dammam production camp was established in the fall of 1935. New arrivals were Guy (Slim) Williams, Jack Schloesslin, Bill Eltiste, Walt Haenggi, Joe Cartwright, Claude Jared, Floyd Ohliger, Frank Dang, George McCoy, Alex Zoll and Fred Davies. The company built a pier at Al-Khobar to import supplies. The first wildcat wells yielded a "show" of oil, and the camp was converted to a permanent one by the summer of 1936. There were still less than two dozen Americans there.

There was no Saudi post office in the vicinity of the Dammam camp, and there were no roads through the desert. The mail needs of the residents had to be met. The company solved this problem as it did many others, it did the job itself. CASOC mail was collected, taken to Bahrein Island via CASOC launch from the Al-Khobar pier, franked with Bahrein stamps by the company representative there, and delivered to the Bahrein post office. Incoming mail was received at Bahrein and taken to Saudi Arabia by CASOC launch. At some point, CASOC supplied imprinted envelopes to its employees. CASOC mail from this period on is easily identified by the "CASOC, Bahrein Island, Persian Gulf" return address.

From Bahrein, the mail was flown by Imperial Airways flying boats to Britain. It crossed the Atlantic by sea, as there was at that time no regular transatlantic airmail service. The rate was 9 annas, 6 pies for a 1/2 ounce letter. See Figure 4.



Figure 4. 1938 CASOC cover from Dammam Camp.

Drilling of the Damman 7 well started December 7, 1936 and oil in commercial quantities was discovered on March 4, 1938. From then on, development of the Damman camp was rapid, and the number of Americans increased to 97 by July, 1938 and 236 by year-end 1938. The first oil was shipped to Bahrein by barge in September, 1938. Construction of a port at Ras Tanura commenced, with the first tanker shipment aboard the D.G. Scofield on May 1, 1939. The Damman camp was officially renamed Dhahran in February, 1939.

The outbreak of war in September, 1939 initially had little effect. The American work force increased to 435 by early 1940. B.O.A.C. (Imperial Airways and British Airways had merged to form B.O.A.C.) had to change its routing across the Mediterranean, and raised the postage for CASOC mail to 1 rupee, 5 annas, 6 pies for a 1/2 oz. letter. By the Spring of 1940 it appears mail went across the Atlantic by Transatlantic Clipper. Other covers of this period are marked "By air in Asia, Europe and U.S.A.". See Figure 5.



Figure 5. April 1940 CASOC cover from Dhahran to U.S.A. via Transatlantic Clipper. Rate: 2 rupees, 7 annas, 6 pies for 1 ounce letter.

The invasion of France, with Italy joining the war in May-June 1940 made mail transport across the Mediterranean impossible. B.O.A.C started flying the mail across India to Bangkok and thence to Hong Kong where it was handed over to Pan American. Pan American clippers then carried it to San Francisco via Manila, Guam, Wake Island, Midway and Hawaii. The rate was 2 rupees, 11 annas, 6 pies for a 1/2 ounce letter. See Figure 6.



Figure 6. September 1940 CASOC cover to U.S.A. via Hong Kong.

The Japanese occupation of French Indo-China in September, 1940 forced discontinuance of flights to Hong Kong. B.O.A.C. then flew CASOC mail via India as far as Singapore, where it was given to Qantas who took it to Sydney, Australia. Tasman Airways took it to Auckland, New Zealand where Pan American picked it up and flew it to the U.S.A. via New Caledonia, Canton Island and Hawaii. Postage went up to 2 rupees, 15 annas, 6 pies. See Figure 7.



Figure 7. February 1941 CASOC cover to U.S.A. via New Zealand.

The bombing of Dhahran on October 19, 1940, and the deteriorating world situation led to a decision to suspend development of the oil concession for the duration of the war. By early 1941, the Ras Tanura oil port operation was shut down and all women and children were evacuated. The American work force, which had been 371 in February 1940 (plus 38 wives and 16 children), declined to 226 at the end of 1940, 107 at the end of 1941 and 87 at year-end 1942. This period was referred to as "the time of the hundred men".

The Saudi government established a post office in Al-Khobar in September 1940 and requested the company to start using that facility. However, there was a shortage of postage stamps which delayed this. Agreement was reached between the government and CASOC that use of the Al-Khobar post office by CASOC would start on October 5, 1941. The procedures were: The CASOC mail clerk weighed and stamped the letters, prepared the mail dispatch documents and took the mail to the Al-Khobar post office. The postmaster checked the mail, cancelled the stamps, sealed the mail bags, and signed the mail dispatch slips. A government postman took the mail to Bahrein via CASOC car to the Al-Khobar pier and via CASOC launch to Bahrein. The postage for a 1/2 ounce airmail letter to the U.S.A. was 33-1/4 qirsh (plus 1/8 qirsh postal tax).

CASOC wrote to the government in September, 1941 concerning the lack of high denomination postage stamps. The highest value was only 20 qirsh whereas the postage on heavy company envelopes was often 2,000 qirsh or more, requiring the use of over 100 stamps. It requested that stamps in denominations of 50, 100 and 200 qirsh be issued. It also requested permission to use 55 and 110 qirsh residence permit stamps for postage. In November, 1941 the post office informed CASOC that 50 and 100 qirsh stamps would be printed. Actually, 100 and 200 qirsh stamps were issued sometime in 1942. Figure 8 shows the use of these stamps on a cut-out from a large CASOC envelope.

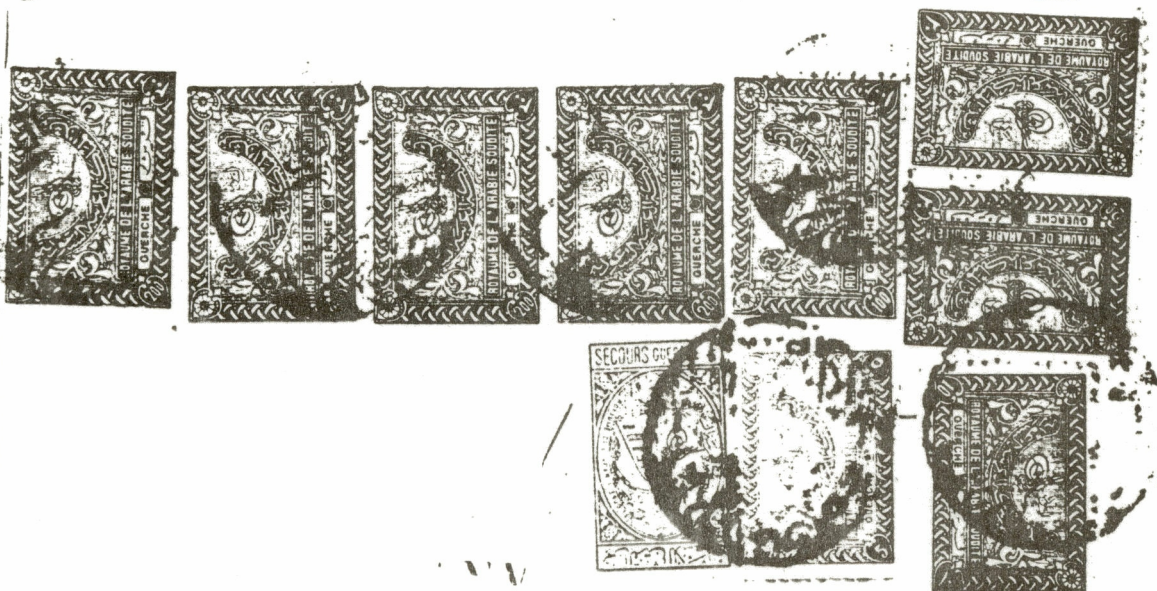


Figure 8. An example of use of the 100 qirsh and 200 qirsh stamps issued at CASOC's request.

The outbreak of war in the Pacific in December, 1941 ended the Bahrein-India-Singapore-Australia-New Zealand mail route to the U.S.A. B.O.A.C. then carried the mail by air via Cairo to Durban, South Africa where it traversed the Atlantic by sea. Postage was 18-1/8 qirsh plus postal tax for a 1/2 oz. letter. See Figure 9. These covers do not show a route marking, but can be identified by the South African censorship label.



Figure 9. June 1942 CASOC cover to U.S.A. via South Africa.  
(Courtesy of J. I. Kearney).

By August of 1942, CASOC mail to the U.S.A. was being carried over the newly-established Bahrein-Cairo-Khartoum-West Africa-Transatlantic Clipper route. These letters were marked "Via Lagos", and the postage was again 33-1/4 qirsh. See Figure 10.

It is likely that there were time gaps between the establishment of the various routings in the 1939-42 period. Mail also went by boat, with postage of 3 qirsh. Figure 11 shows an unused pre-stamped envelope as sold in the company American canteen for boat mail. It is believed that pre-stamped airmail envelopes were also sold there.



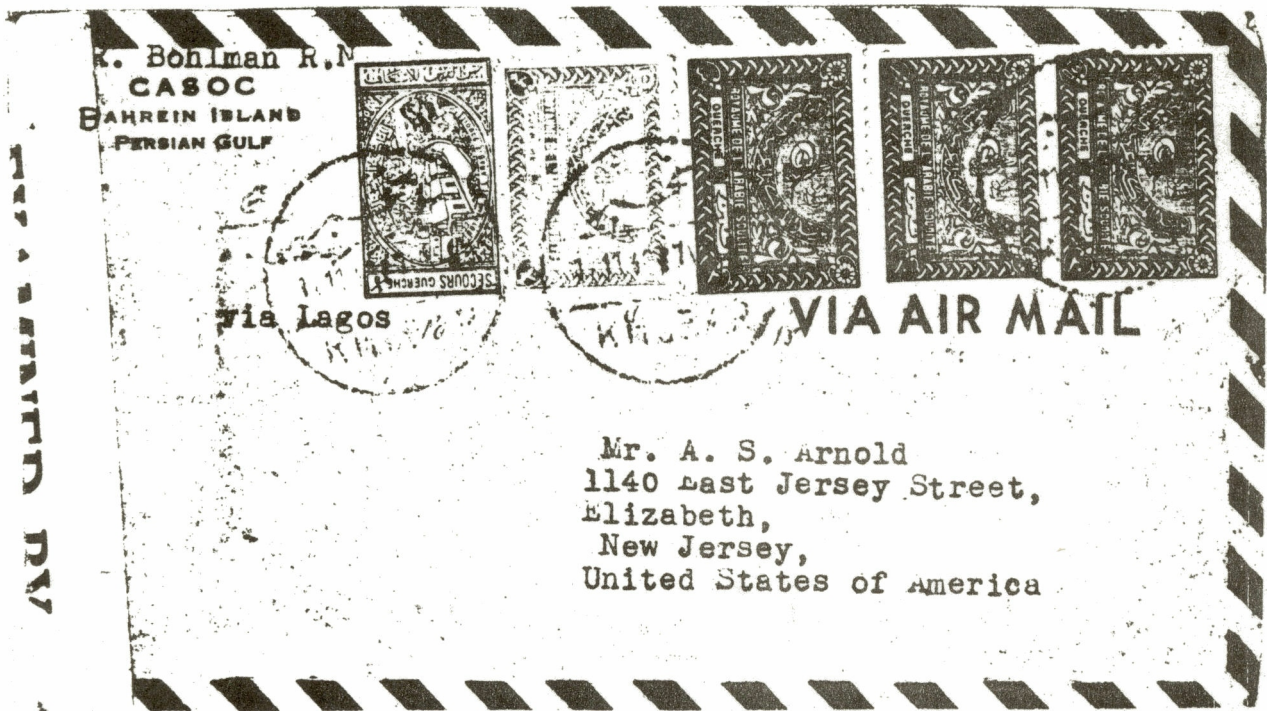


Figure 10. November 1942 CASOC cover to U.S.A. via Lagos.



Figure 11. Unused CASOC boat mail envelope.

By 1943, with the tide of war having turned, plans to develop Saudi oil were made. These included a new refinery and terminal tankfarm at Ras Tanura as well as a pipeline to Bahrein. Production was to be increased. All this required people. The American work force reached 488 by October 1944. By year-end 1948, it was 4,184.

In April, 1943, the U.S. government offered Army Post Office (A.P.O) service to CASOC and BAPCO (Bahrein Petroleum Company) for company and civilian mail. This service started for incoming mail from the U.S.A. in May, 1943, but Saudi government agreement to use it for outgoing mail was not obtained until May, 1944. The following procedures were worked out between the company and the Saudi government: The individual letters with U.S. postage stamps at the rate of 6 cents per 1/2 ounce were put in a large outer envelope and taken to the Al-Khobar post office. There the outer envelope was weighed and stamps were applied at the rate of 3 qirsh per 1/2 ounce total weight. The stamps were cancelled and the large envelope was handed back to the company which took it to Bahrein on the company launch. It was delivered to the A.P.O. which was then located at Muharraq, a town next to the airport. The A.P.O. apparently moved to Dhahran Airport in December, 1945.

Envelopes were sold at the American canteen at the equivalent of 15 U.S. cents each to cover both the U.S. and Saudi postage. This was a large saving over the cost of sending mail by B.O.A.C. (about 91 U.S. cents) and faster as well. The return address on the envelopes was to be:

Employee name  
c/o Arabian American Oil Company  
A.P.O. 816  
c/o Postmaster  
New York, N.Y.

Note that CASOC changed its name to Arabian American Oil Company (ARAMCO) on January 31, 1944.

I have not yet been able to locate an ARAMCO A.P.O. letter, thus Figure 12 shows such a letter used from BAPCO.

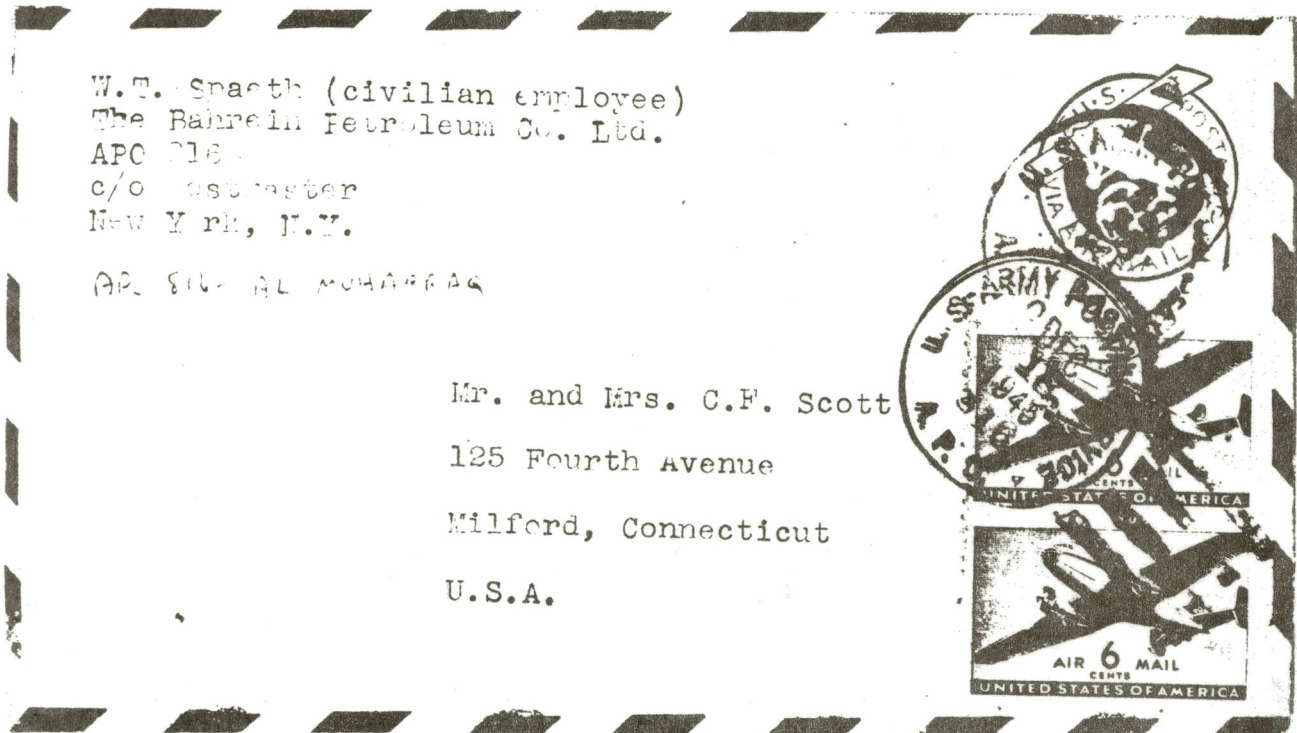


Figure 12. December 1945 BAPCO cover to U.S.A. via Army Postal Service.

A.P.O. service ended on March 20, 1946, and mail service reverted to the previous arrangements (B.O.A.C. service from Bahrein). Prestamped envelopes were sold in the ARAMCO canteen, bearing 33-1/4 qirsh postage stamps, the 1/2 qirsh map stamp\*\* and the 1/8 qirsh postal tax stamp. It is interesting to note that company documents refer to the map stamp as being a "coronation tax". See Figure 13 for an example of mail from this period.

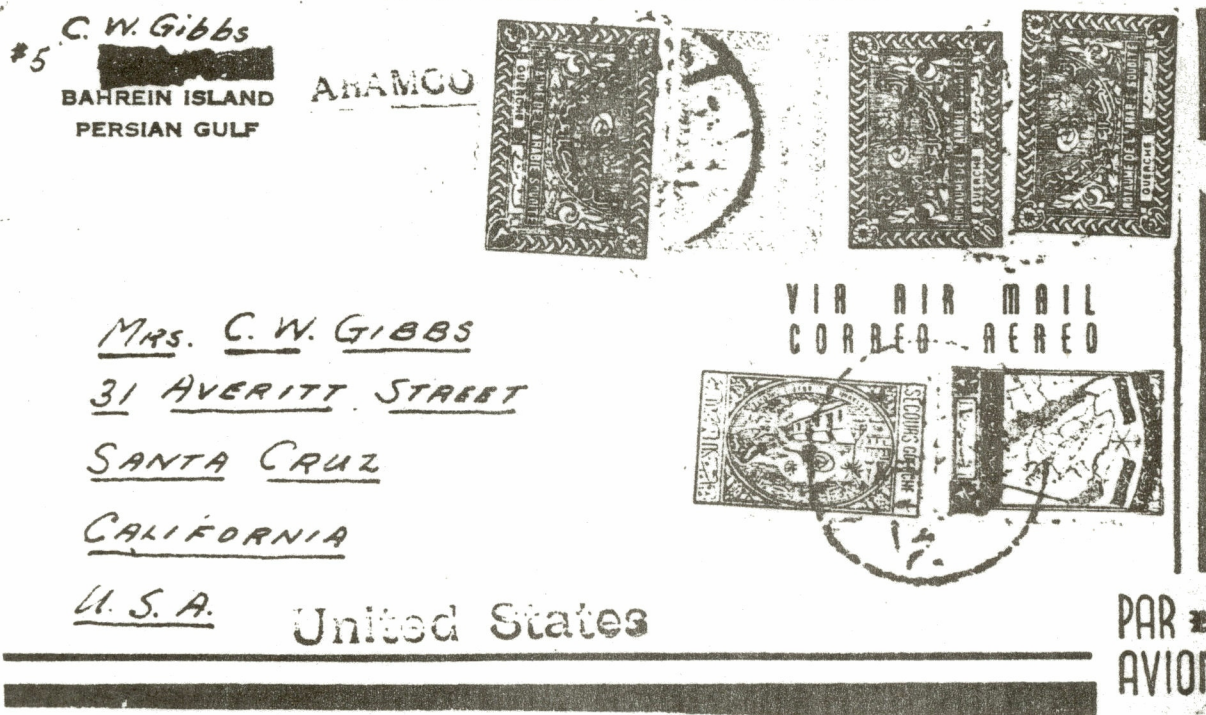


Figure 13. 1946 ARAMCO cover to U.S.A. showing use of map stamp.

By July, 1946, T.W.A. had obtained landing and mail carriage rights at the Dhahran airfield, which had been built in 1944. The first commercial flight was on July 6. Initially, postage rates remained the same. On March 1, 1947, the rate for mail to the U.S.A. via T.W.A. only was reduced to 12-1/2 qirsh for a 5 gram letter, 21-1/2 qirsh per 10 grams, and 30-1/2 qirsh per 15 grams. The American canteen sold pre-stamped envelopes at 1-1/4, 2 and 2-3/4 riyals for these rates. The letters had to be endorsed "VIA T.W.A.". See Figure 14 for a cover showing this rate.

T.W.A. substantially reduced its carrying charges for mail effective on January 1, 1947, and in late April, 1947, the Saudi government reduced postage rates accordingly to 5-1/2 qirsh for a 5 gram letter, 11 qirsh for 10 grams and 16-1/2 qirsh for 15 grams. The company sold pre-stamped envelopes at 1/2, 1 and 1-1/2 riyals for these rates. See Figure 15.

\*\* For more information on the map stamp, see RANDOM NOTES #17 and #31.

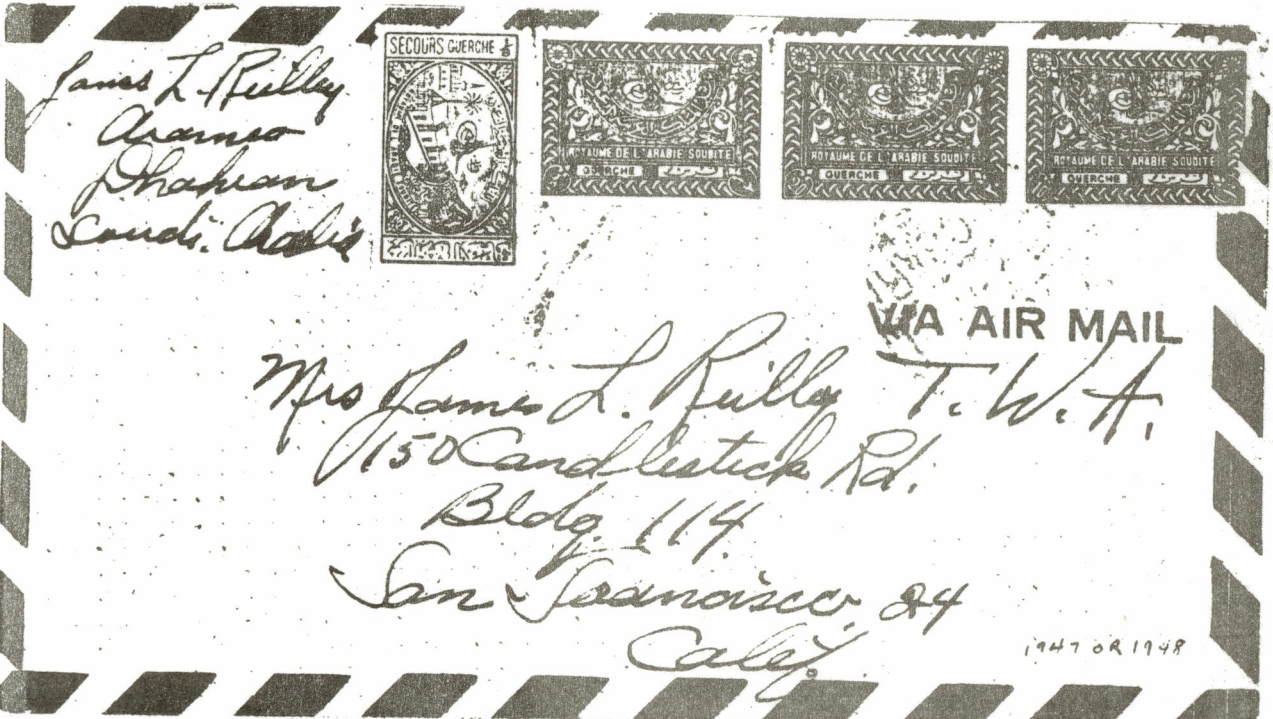


Figure 14. March-April 1947 cover to U.S.A. via T.W.A. showing reduced rate. Rate: 30-1/2 qirsh for 15 grams.

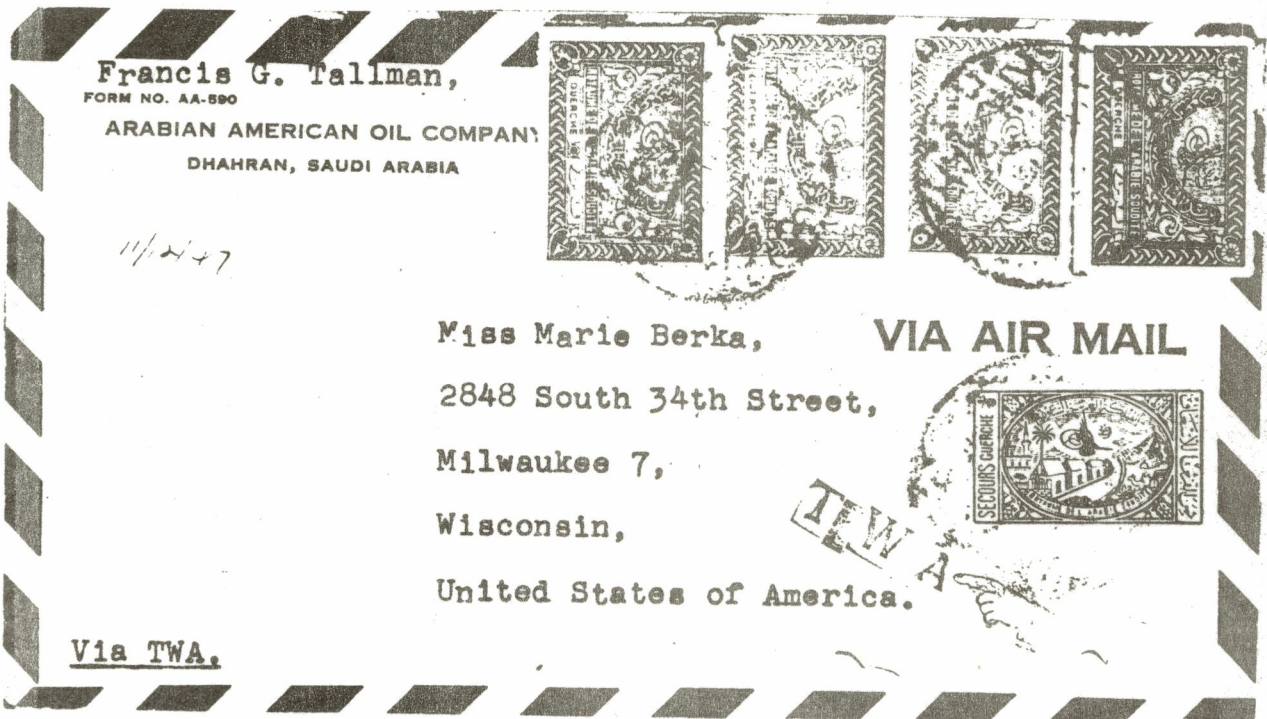


Figure 15. November 1947 cover to U.S.A. via T.W.A. showing further reduced rate. Rate: 16-1/2 qirsh for 15 grams.

T.W.A. service was only once-a-week, while B.O.A.C. service reportedly was twice a week. Some employees thus used the B.O.A.C. service at times despite the higher cost. The rates were reduced from those in effect earlier, but I have not been able to find out what they were. Such letters had to be endorsed "VIA B.O.A.C.", and also had to have a "Bahrein Island, Persian Gulf" return address. See Figure 16. This cover has 40-1/2 qirsh postage, but the weight is unknown.

At least one employee used another strategy to speed his mail. He affixed a U.S. 13 cent special delivery stamp in addition to the Saudi postage. Upon arrival in the U.S., the special delivery stamp was postmarked and the letter delivered via special delivery. I could find no evidence that this was a standard practice and presumably it was done on personal initiative. I have seen at least 5 such covers, all from the same sender. See Figure 17 for an example.

A post office was opened at Dhahran Airport apparently in late 1948. See Figures 18 and 19 for covers with the first two types of cancels that were used.

Postage rates for mail to the U.S. via T.W.A. were unchanged until 1958. Handling the mail was entirely a Saudi government post office operation, with nothing unusual. Thus this article will stop here.

Figure 20 is a map showing the various B.O.A.C. air routes discussed in this article.

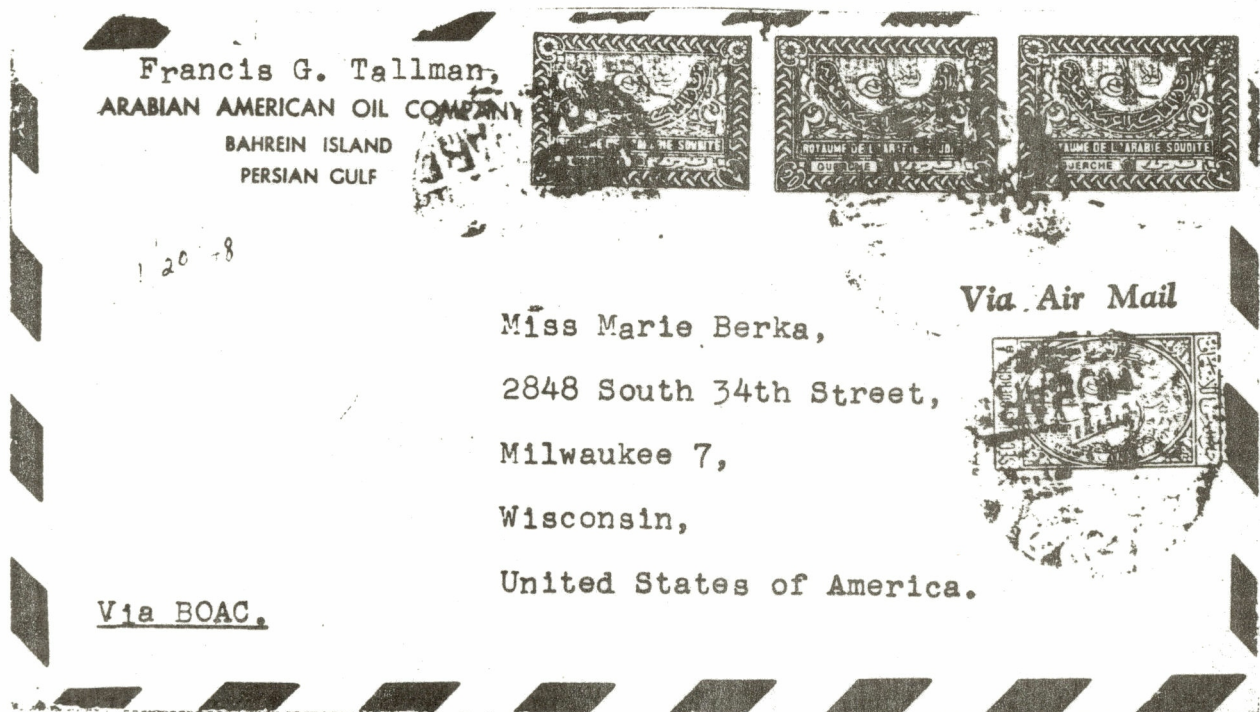


Figure 16. January 1948 cover to U.S.A. via B.O.A.C. at reduced rate. (Details of rate structure unknown).

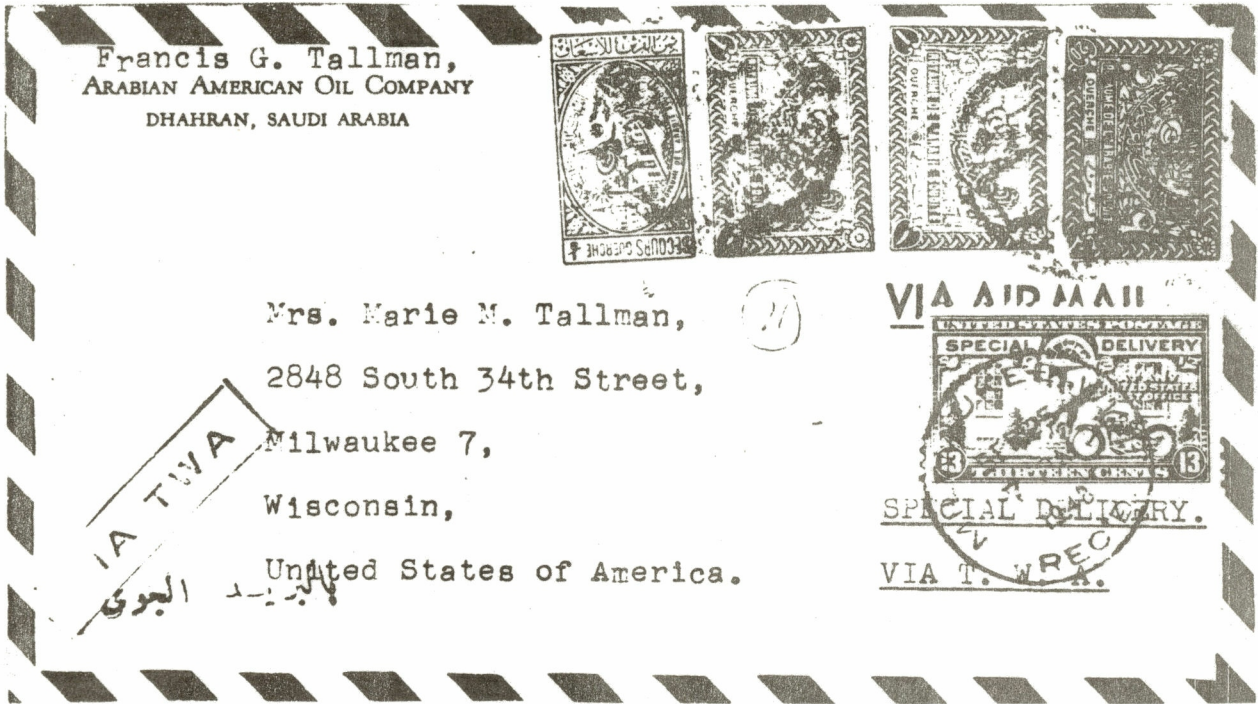


Figure 17. September 1948 cover to U.S.A. via T.W.A. with Special Delivery in U.S.A.

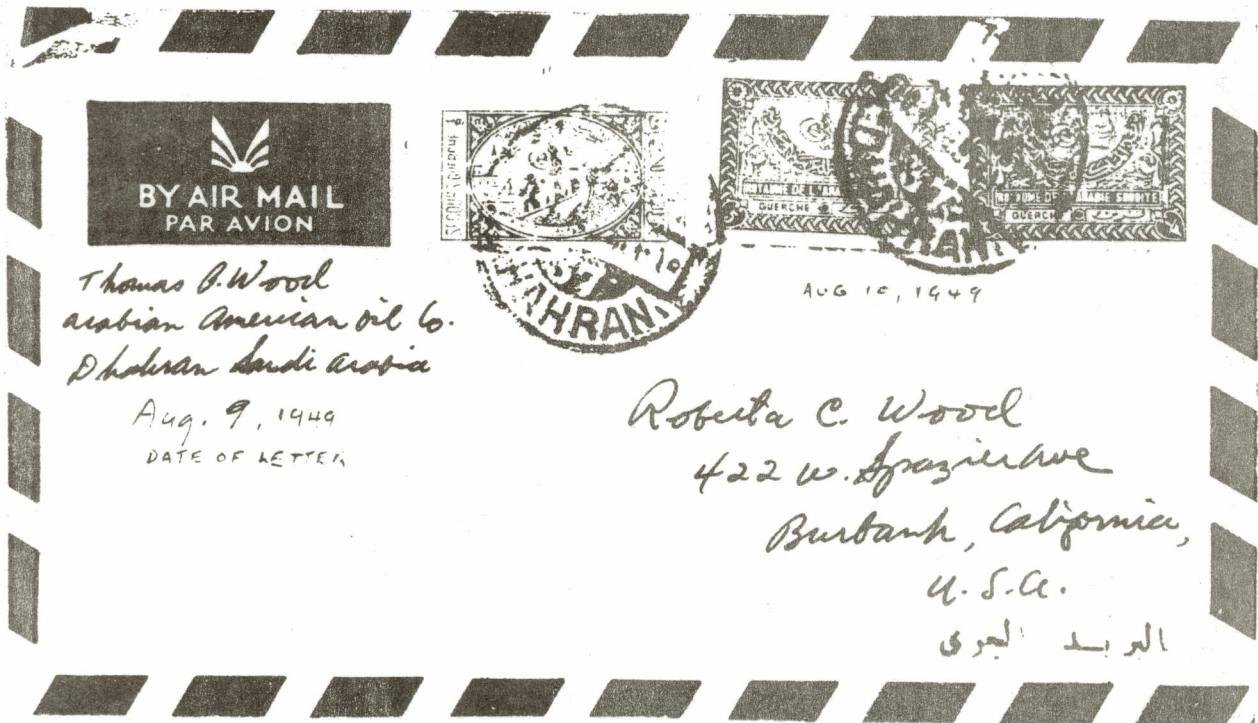


Figure 18. 1949 cover to U.S.A. showing first type Dhahran cancel. Note the "37" and the date in the cancel.



Figure 19. 1950 cover to U.S.A. showing second type Dhahran cancel.  
 Note the "61" and lack of date in the cancel.

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- Ministry of Information. MERCHANT AIRMEN - THE AIR MINISTRY ACCOUNT OF BRITISH CIVIL AVIATION 1939-1944. London, England: His Majesty's Stationery Office, 1946.
- Hoye, Paul F. (editor). ARAMCO: A CELEBRATION. ARAMCO WORLD MAGAZINE, Vol. 35 No. 3. Washington, D.C.: Aramco, May/June 1984.
- Nawwab, Ismael, Speers, Peter, and Hoye, Paul F. (editors). ARAMCO AND ITS WORLD. Dhahran, Saudi Arabia: Aramco, 1980.
- Wood, Thomas P. Personal Communications, 1986.

# THE HORSESHOE

This map is centred on the two continental meridians of Africa and Australia, so that a more accurate impression may be given of the relative distances along the routes.

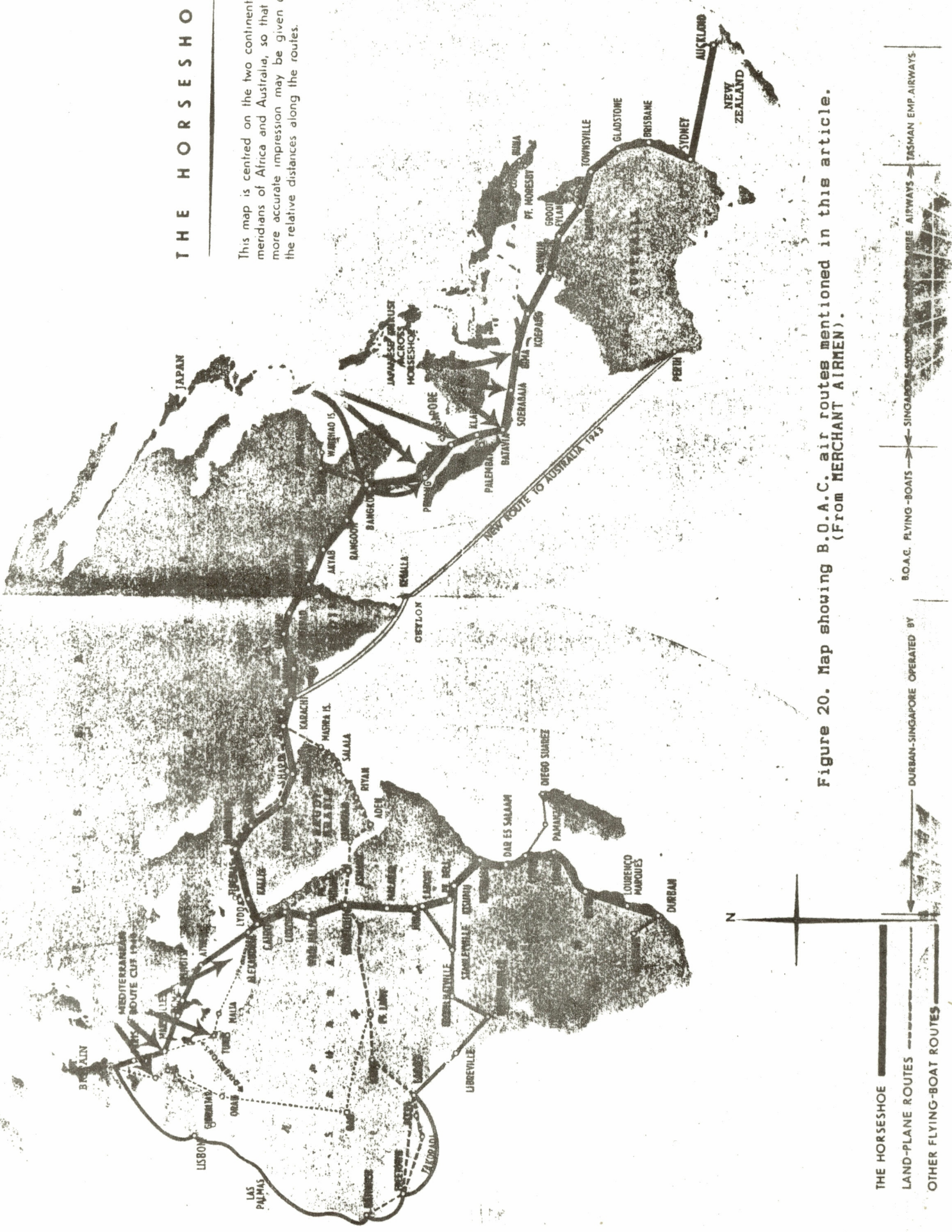


Figure 20. Map showing B.O.A.C. air routes mentioned in this article. (From MERCHANT AIRMEN).



## THE KING ALI ISSUE

### PART III

by J. I. Kearney

#### Introduction

In this installment, I will discuss and list the overprinting of the regular postage stamps that was done in Cairo. In Part II of this series, which was published in Random Notes #33, I discussed the differences between the Jeddah and Cairo overprints.

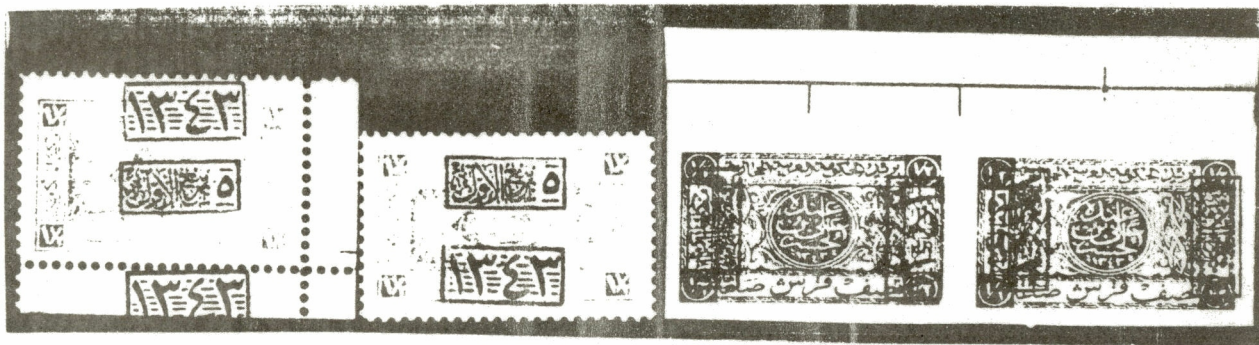
#### THE CAIRO OVERPRINTS

Rather than overprint the stamps in Jeddah, it was decided to apply the overprints in Cairo. The same company which printed the stamps also did the overprinting. The overprinting was accomplished with a 5 x 10 setting. At least one sheet is known with a 5 x 5 setting, with each 5 x 5 applied to the top and bottom halves of the sheet. To overprint the 10pi., which is a slightly larger stamp, the cliches were moved further apart vertically.

Compared to the Jeddah printings, the tablets in the Cairo printing are more uniform in size, the Arabic figures in the date have a blunter finish and the lines between the Arabic figures are longer and more regular.

There are a larger number of varieties in this printing compared to the Jeddah printings. There are certain varieties that are extremely suspect, such as all the horizontal overprints, any red overprints on the 1/2pi. carmine and any blue overprints on the 1/4pi. ultramarine and 2pi. blue. In addition to these obvious creations, many collectors feel that the entire Cairo overprinting is spurious. Why would the overprinting be done in Cairo if the purpose of the overprinting was to make valid stamps that had leaked out. The printers in Cairo may have been responsible for the leakage and now they are doing the validation (the overprinting). No Cairo overprints have ever been seen postally used or on cover. In the Sotheby sale of Mayo's collection a cover was erroneously reported as having Cairo overprints.

Pictured below are examples of some of the varieties encountered in the Cairo overprinting.

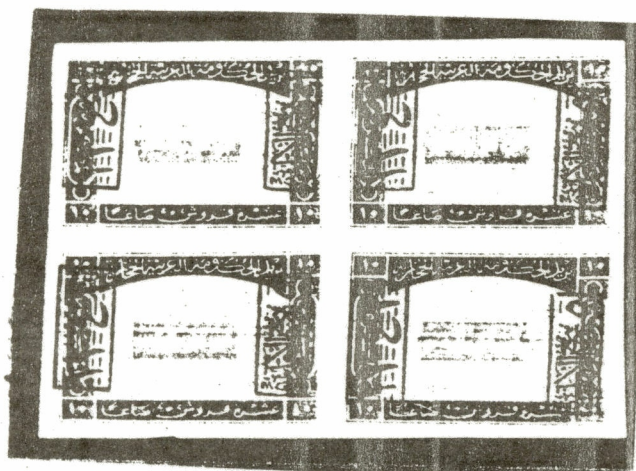


Year top

Year bottom

tete-beche pair

There is one extremely interesting variety in this issue, the 10pi. red and orange with blue overprints. This stamp is more common imperforate and should not be confused with the 10pi. red and orange which is listed in both Scott and Stanley Gibbons and is perforated. There have been attempts to perforate the 10pi. red and orange and make them more valuable. The Scott catalog states that two sheets were overprinted by error and were put on sale with the ordinary stamps. This was not reported by Warin. If it is true, then the 10pi. red and orange proofs had to have been overprinted and perforated. It is estimated that somewhere between 2 and 4 sheets of 50 exist. The perforated 10pi. red and orange has pale blue overprints and can be plated. The imperforate stamp ranges from exactly as the perforated to darker blue-black overprints.



10pi. red and orange imperf. with both tablets inverted

The listings follow. A large number of them are attributable to Mayo as I have no information about them. It would be most helpful if the individual who purchased Mayo's King Ali collection could assist me in verifying the listings.

CAIRO BLACK OVERPRINTS

<u>VALUE &amp; COLOR</u>	<u>NORMAL</u>				<u>HORIZONTAL</u>			
	<u>PERFORATE</u>		<u>IMPERFORATE</u>		<u>PERFORATE</u>		<u>IMPERFORATE</u>	
	<u>YEAR LEFT</u>	<u>YEAR RIGHT</u>	<u>YEAR LEFT</u>	<u>YEAR RIGHT</u>	<u>YEAR TOP</u>	<u>YEAR BOT</u>	<u>YEAR TOP</u>	<u>YEAR BOT</u>
1/8pi. chocolate	x	x	x	M	x	x		
a. vertical pair, imperf. between		M						
b. tete-beche (year to year) pr.(	M	)	x					
c. date tablet inverted					x			
1/4pi. ultramarine	x	x	M		x	x		
1/2pi. carmine	x	x	x	M	x	x		
a. both tablets inverted	M							
b. date tablet inverted					M			
c. tete-beche (date to date) pr.(	x	)						
d. tete-beche (year to year) pr.			(	x	)			
1pi. yellow green	x	x	x	M	x	x	M	
a. date tablet inverted					M			
1 1/2pi. orange	x	x	M	x	x	x	M	
a. additional overprint with year right & date left	x							
b. double overprint	x							
2pi. blue	x	x	M		x	x		
a. both tablets inverted	M							
b. date tablet inverted					M			
c. right margin imperf.					M			
3pi. dark green	x	x	M	M	x	x		
a. date tablet inverted	x		x					
b. tete-beche (date to date) pr.(	x	)						
c. double overprint	x							
d. double overprint, one diag.	M							
3pi. olive green	x	x						
a. tete-beche (year to year) pr.(	x	)						
5pi. orange brown	x	x			x	x		
a. date tablet inverted	M							
b. both tablets inverted	M							
c. double overprint, one invtd.		x						
10pi. red & green	x	x	x	M	x	x		
a. center inverted	x	M	M	M				x
b. as a., triple vert. perfs	M	M						
c. tete-beche (date to date) pr.(	x	)						
d. date tablet inverted	x	x						
e. year tablet inverted	x							
f. tete-beche (date to date) pr. one with invtd. date tablet (	x	)						

M - reported by Mayo, not seen by author

Attachment II

CAIRO RED OVERPRINTS

<u>VALUE &amp; COLOR</u>	<u>NORMAL</u>				<u>HORIZONTAL</u>			
	<u>PERFORATE</u>		<u>IMPERFORATE</u>		<u>PERFORATE</u>		<u>IMPERFORATE</u>	
	<u>YEAR</u> <u>LEFT</u>	<u>YEAR</u> <u>RIGHT</u>	<u>YEAR</u> <u>LEFT</u>	<u>YEAR</u> <u>RIGHT</u>	<u>YEAR</u> <u>TOP</u>	<u>YEAR</u> <u>BOT</u>	<u>YEAR</u> <u>TOP</u>	<u>YEAR</u> <u>BOT</u>
1/8pi. chocolate	x	x						
1/4pi. ultramarine	x	x						
1pi. yellow green	x	x						
1 1/2 pi. orange	x	x						
2pi. blue	x	x						
a. vertically imperf.								M
3pi. dark green	x	x						
a. vertically imperf.								M
5pi. orange brown	x	x						
10pi. red & green	x	x						

M - reported by Mayo, not seen by author

Attachment III

CAIRO BLUE OVERPRINTS

<u>VALUE &amp; COLOR</u>	<u>NORMAL</u>				<u>HORIZONTAL</u>			
	<u>PERFORATE</u>		<u>IMPERFORATE</u>		<u>PERFORATE</u>		<u>IMPERFORATE</u>	
	<u>YEAR LEFT</u>	<u>YEAR RIGHT</u>	<u>YEAR LEFT</u>	<u>YEAR RIGHT</u>	<u>YEAR TOP</u>	<u>YEAR BOT</u>	<u>YEAR TOP</u>	<u>YEAR BOT</u>
1/8pi. chocolate	x	x			M	M		
1/4pi. ultramarine	M	M			M	M		
1/2pi. carmine	x	x			M	M		
a. right margin imperf					M			
1pi. yellow green	x	x	x		M	M		
a. both tablets inverted		x						
1 1/2pi. orange	x	x			M	M	M	
2pi. blue	M	M			x	M		
3pi. dark green	x	x			M	M		
5pi. orange brown	x	x			M	M		
a. double vertical perfs.					M			
10pi. red & green	x	x	x	x	M	M		
a. center omitted								M
10pi. red & orange	x	M	x	x	M	M		
a. double horizontal perfs. in margin	x							
b. both tablets inverted			x					

M - reported by Mayo, not seen by author

# NEW ISSUES OF SAUDI ARABIA

*By: Abdul Aziz A. Sa'id*

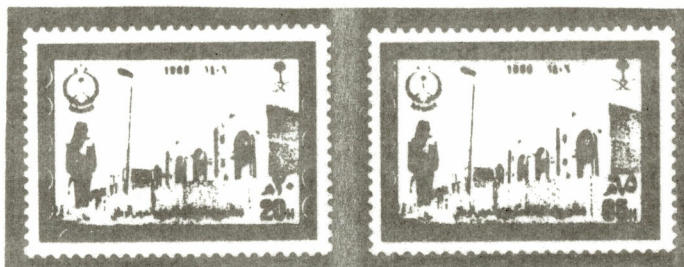
April 26, 1986: A set of two stamps, 20h and 65h, was issued to mark the 10th anniversary of the establishment of the General Electricity Corporation on March 3, 1976. The design depicts an electric tower and the emblem of the corporation symbolizing projects in various parts of the Kingdom. Designed by Ashfaq Ghani. Printed in sheets of 50 (5 x 10) on white unwatermarked paper. Perforated 12. Quantity: 800,000 sets.



June 1, 1986: A set of two stamps, 20h and 50h, was issued to commemorate the inauguration of the Continental Marine Cable. The design consists of a map showing the cable path from Singapore to Marseilles, France, passing through Jiddah, and the outline of a telephone. Designed by Abdul-Qader Al-Husseini. Printed in sheets of 50 stamps and 2 post code labels (4 x 13) on white unwatermarked paper. Perforated 12. Quantity: 800,000 sets.



July 19, 1986: A set of two stamps, 20h and 65h, was issued to note the inauguration of the National Guard Housing project on April 23, 1986. The design shows a National Guardsman standing in front of the project. Designed by Abdul-Qader Al-Husseini. Printed in sheets of 50 (5 x 10) on white unwatermarked paper. Perforated 12. Quantity: 800,000 sets.



All the above stamps were offset printed by the Government Security Press, Riyadh.

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RANDOM NOTES will publish as many free adlets in each issue as will fit on one page. Maximum five lines per adlet. Send to the editor. If more adlets are received than there is space available, a priority system will be used whereby repeat adlets by the same person will be put at the bottom of the waiting list.

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WANTED: Used stamps of the world in wholesale quantity, off/on paper. Send offers to A.R. Gani, P.O. Box 11486, New Town Post Office, Karachi-5, Pakistan.

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WANTED: Early, pre-1937 CASOC covers with Saudi stamps; 1942 CASOC cover to U.S.A. with South African censorship tape; 1945-46 ARAMCO A.P.O. cover. R.J. Thoden, ARAMCO Box 1802, Dhahran 31311, Saudi Arabia.

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ACCEPTED: Hejaz want lists from A.P.A. members in Dhahran and vicinity. Most low and medium priced stamps available. All are genuine. Indicate your preferences on centering and hinging, although not all stamps are available in all grades. R.J. Thoden, ARAMCO Box 1802, Dhahran 31311, Saudi Arabia.

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