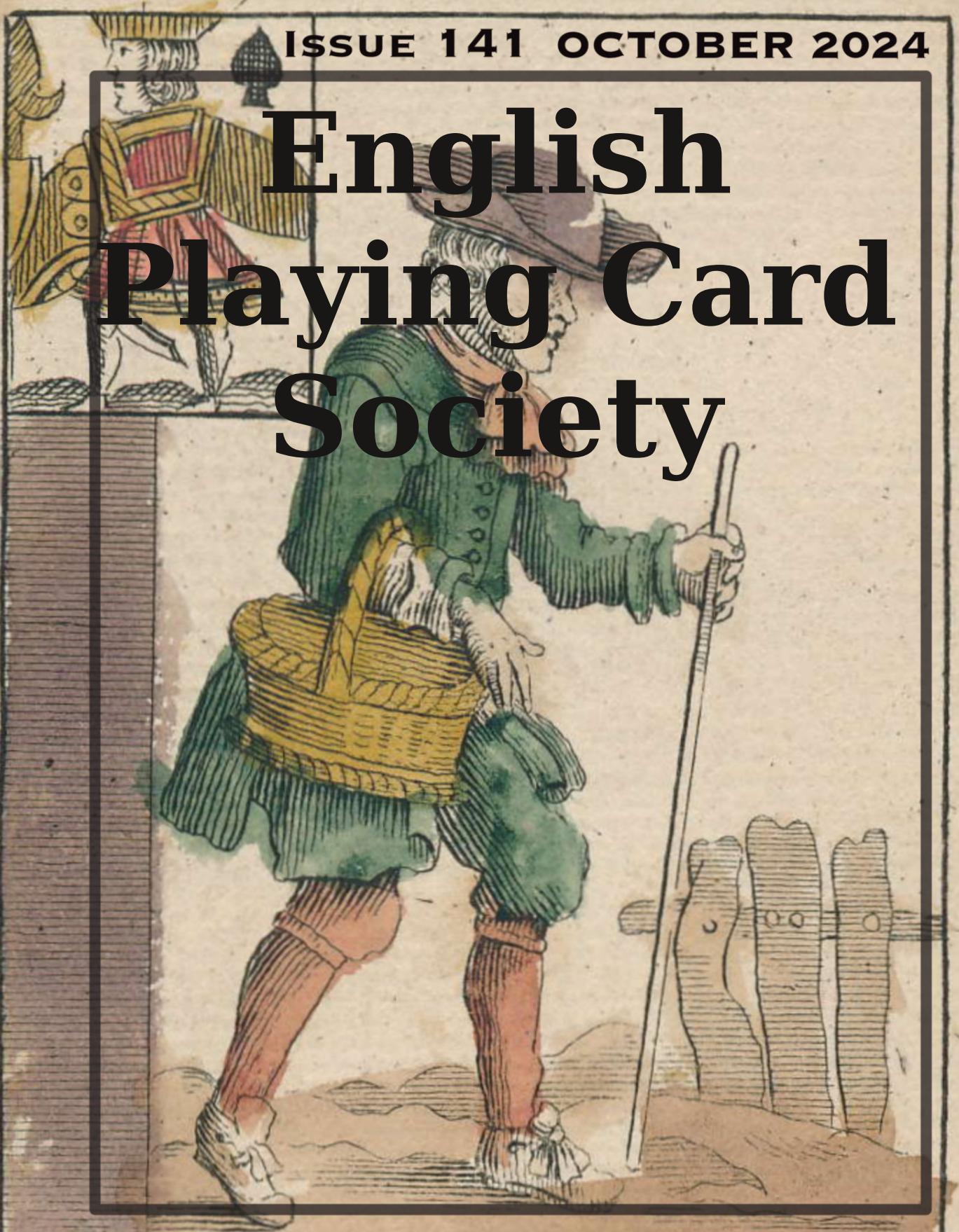
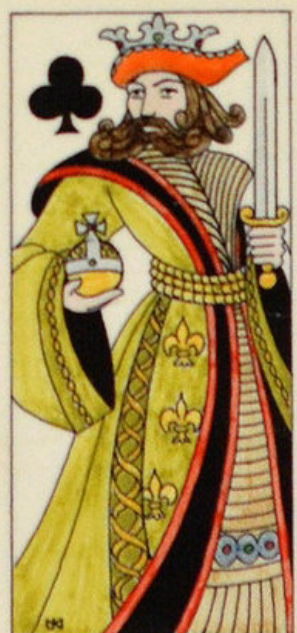
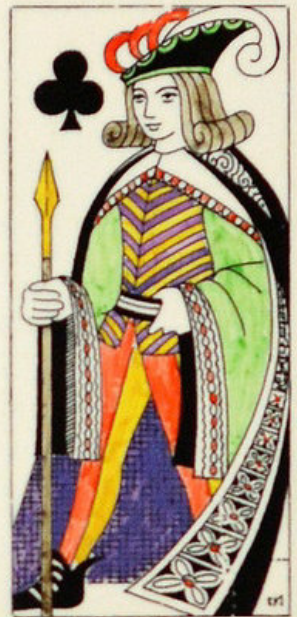


ISSUE 141 OCTOBER 2024

English Playing Card Society



*These Rascals sure can never miss their Ends,
Who can perswade mankind to think'em freinds,*





The English Playing Card Society

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NEWSLETTER No. 141 October 2024

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Left: I was recently very fortunate to see a set of Playing Card Tiles for sale at auction. I had never seen, nor even heard of, anything like them ever before, and there is very little about them on the internet. Sadly one tile was missing, but I was instantly fascinated, and very fortunate I think to be perhaps the only bidder. I was busy and left an absentee bid. "A rare set of tiles in playing card designs, from around 1966. Designed by John Mead and made by disabled ex-servicemen at the Dorincourt Works, Leatherhead, Surrey."

They are now installed on a wall in my kitchen.

Barney

Front Cover: This is the final card from the mini-series featuring the hand coloured John Lenthall Playing Cards from his pack known as the 'Delightful Cards'.

The central character does appear on (at least) another issue which may give some insight as to how Lenthall employed engravers and depicted 17th and 18th Century characters.

The inscription reads 'These Rascals sure can never miss their Ends, who can persuade mankind to think 'em friends'.

I don't pretend to understand this - John Sings.

All articles gratefully accepted. I can work with most electronic formats, and digitise anything you would like to send by post. Ideally the text and any pictures would be in separate files, but this isn't necessary, and if you have clear ideas on how you would like them to be laid out, please feel free to lay them out in a word-processor however you choose. I will try to include them in the Newsletter as quickly as possible, but may make some alterations so that they fit in! - Ed

Editorial

Since publication of the last newsletter, the United Kingdom has had a General Election. The United States of America is about to go to the polls itself, and with that in mind I thought I would include an article showing some of the satirical packs in my collection which coincide with previous Presidential Elections. The cards themselves highlight just how transient some political careers can be (and how long some politicians can last in public office!)

The Speed cards on passenger liners inspired Mike Johnson to send in an article showing some of his large collection of shipping line packs, with an example of one of his catalogued lines. If any members have any other examples they would like to share, please send them to me! Michael Cooper has also shared an article about a pack from the Steam Yacht Atalanta. Built as the plaything of an American millionaire, she ended her days as a Chinese naval boat.

This edition focuses on Speed's trains suit. I've been told that one of the key rules for writing a society newsletter (apart from: "Always double-check people's names") is that articles about steam locomotives can be relied on to generate correspondence. With that in mind, please let me know about any errors I've made, or if you have examples of other cards to share.

On a topical note I thought I would share a card from a tarot pack commemorating the 2024 Paris Olympics, and showing their Olympic flame logo. Unfortunately, apart from the card back the rest is a standard pattern - a bit of a missed opportunity for a souvenir pack.

Finally, I don't know if any members listen to the "No Such Thing As A Fish" podcast on the BBC. It features four of the researchers for QI (the "Elves") who discuss different "facts of the week" each week. Their recent episode "No Such Thing as President Iceberg" briefly mentions both engravers Mary Darly (see Newsletter 137, p5), and William Hole (see Newsletter 138 p.13). I happened to listen to it as I was editing this edition!



Secretary's Notes

Barney Townshend

Welcome to the third 2024 edition of our Newsletter, that marks the end of Julian's second year as Editor. I really want to go on record with my thanks for the amazing job he has done. The overall look of each issue now is quite remarkable, as well as having highly interesting articles. Many thanks go to John Sings too for the series this year of the new style cover. Such an improvement on the previous look.

I have just returned from Vienna, from this year's IPCS convention, and whilst it is fresh in my mind, I want to tell you about next year's IPCS Convention. It will be in the UK, in Oxford, from the 11th to the 14th of September 2025. If all goes to plan, the main venues for the programme events will be Trinity College and the Bodleian's Weston Library. Besides the usual talks, auction and trading and game sessions, an exhibition of items from the Bodleian's rich collection of 16th and 17th century playing cards is being planned.

Negotiations are underway to secure single and double ensuite accommodation (with breakfast included) on the Trinity College campus at rates that are very favourable when compared to hotel rates in the city. EPCS Members will be very welcome to attend, just as they were at the IPCS Meeting in London a few years ago.

It is really sad that we have not been able to arrange any EPCS meetings for so long. My thoughts are that the biggest reason for not attending is distance some have to travel. With that in mind I am going to see if the Milton Keynes Museum will be willing to have us again. It is about as close to the centre of England as possible. The other bonuses there are being able to park on site, and having such a good café too. If they say yes, I will bring all the Peter Way collection of cards that will fit into my car, so plenty of browsing for all. Hopefully I'll have more to say in the next issue.

Scottie Dogs

Ken Lodge



Back in 2012 Neil Darbyshire had dug out the name of an importer who used the Fairylite trademark. This was Graham Brothers of Red Cross St., London, founded 1887. The cards were "Empire made", although sometimes it said "British made" on the box. This would mean British Hong Kong. They often had the Scottie dogs in the snow back design, although there were others, too. By the late 1950s they were beginning to use copies of the USPCC wide courts, but earlier they used a copy of Universal's standard ones. Neil hadn't managed to track down the maker, but the toy cards were

imported into the UK from c.1945, just after the war. I have some of the earlier cards with Universal courts. They are like the ones my father sewed onto my fancy dress costume referred to on page 2 of my blog (see link at bottom of page).

Having recently acquired a large quantity of back design singles, mostly from the US from the 1920s-40s, I was interested to find what I assume to be the original, full-size version of the Scotties.

These cards below are by Western Press (Whitman) from the 1930s; the one on the lower right is a redrawing of the design by the same maker.



It was clearly a popular design and other makers copied it with some necessary changes to avoid copyright infringement. The one above is by Gibson with the dogs facing the other way and no snow.

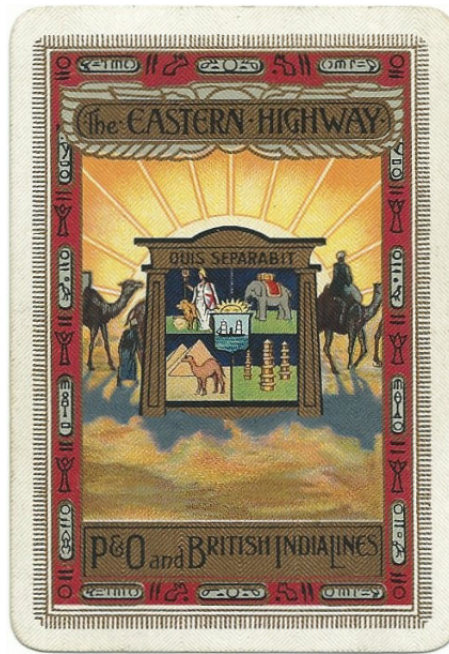
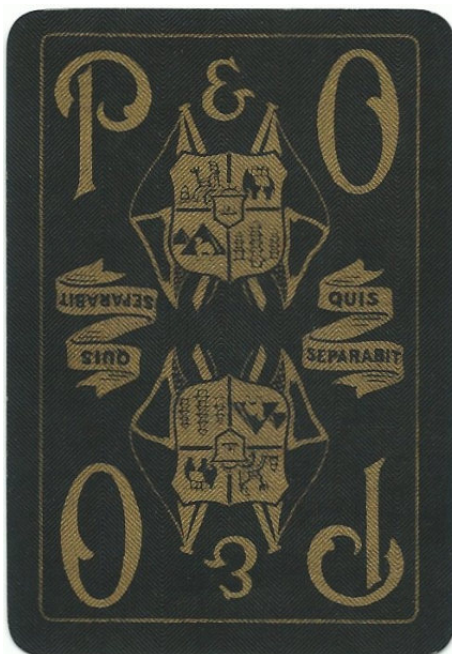
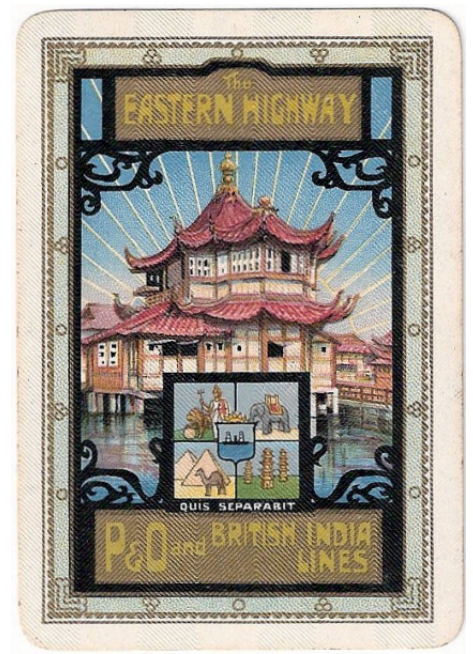
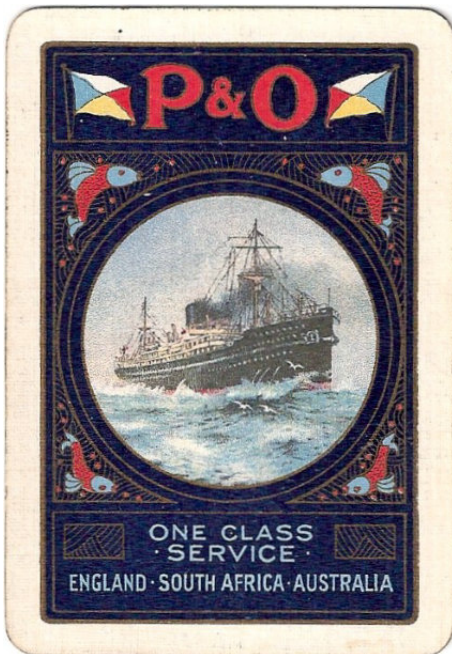
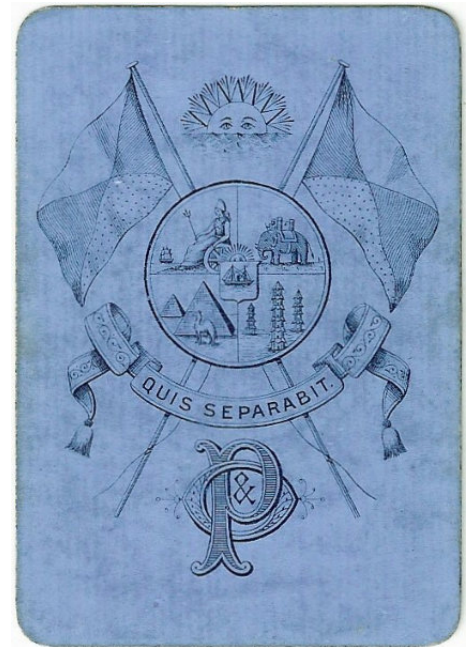


<https://www.wopc.co.uk/members/ken-lodge/80-years-of-collecting>

Shipping Lines

Mike S. Johnson

In response to the request for shipping line cards I thought I would send in a small sample. I have included a selection of P&O cards, and sample of Cunard cards - I have about one hundred cards from this line. I have also sent my catalogue pages for the African Steamship Company.





AFRICAN STEAMSHIP COMPANY

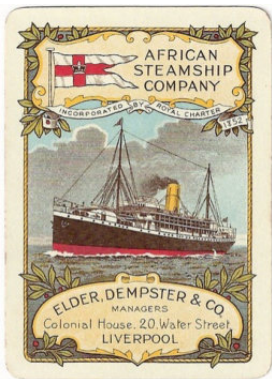
Elder Dempster & Company, Limited, was formed in 1852 as the African Steam Ship Company. In 1965 the ownership of Elder Dempster passed to the Ocean Steamship Company (Blue Funnel Line). The passenger service to West Africa was terminated in 1974 and in 1989 Elder Dempster was sold to French owners and Ocean Shipping withdrew from deep sea ship owning.

1852-1864

1864-1932



See also Elder Dempster Lines.



1A



1B



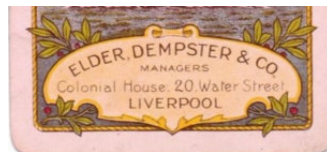
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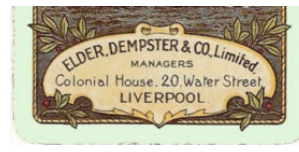
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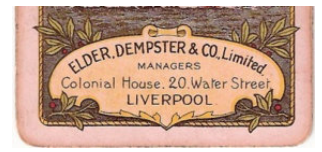
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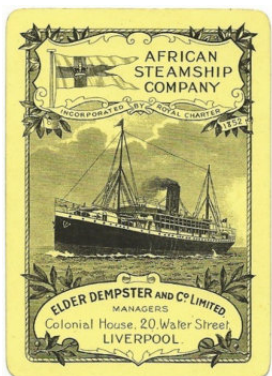
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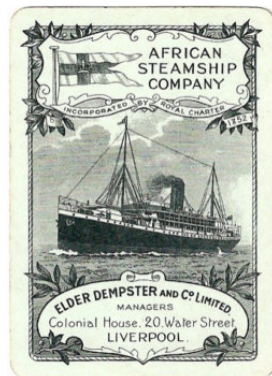
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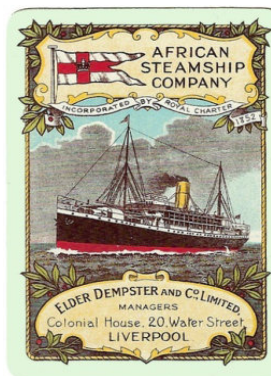
ELDER, DEMPSTER &
CO., Limited,



3A



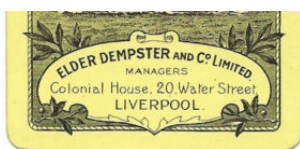
3B



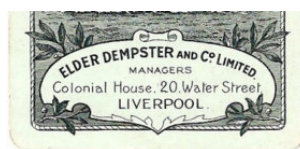
4A



4B



ELDER DEMPSTER AND Co,
LIMITED,



ELDER DEMPSTER AND Co,
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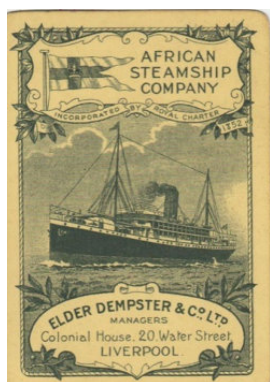


ELDER DEMPSTER AND Co.,
LIMITED,



ELDER DEMPSTER AND
Co., LIMITED,

AFRICAN STEAMSHIP COMPANY



5A



5B



6



7



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8

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Lost Cities - a Game of Intrepid Exploration

Julian Shilton

Discover the lost city of Atlantis, explore deep into the rainforests of Central America, or find hidden valleys in the Himalayas! Will you find a lost Egyptian city buried beneath the sands of the Sahara, or make a perilous trek up the slopes of an active volcano to locate a mysterious stone temple? Lost Cities has the theme of great explorations of the Victorian and Edwardian eras. This game was designed by famous German games designer Reiner Knizia (his name appears on the box). The original German version was by Kosmos Games, and the English-language version (which I have) is by Rio Grande.

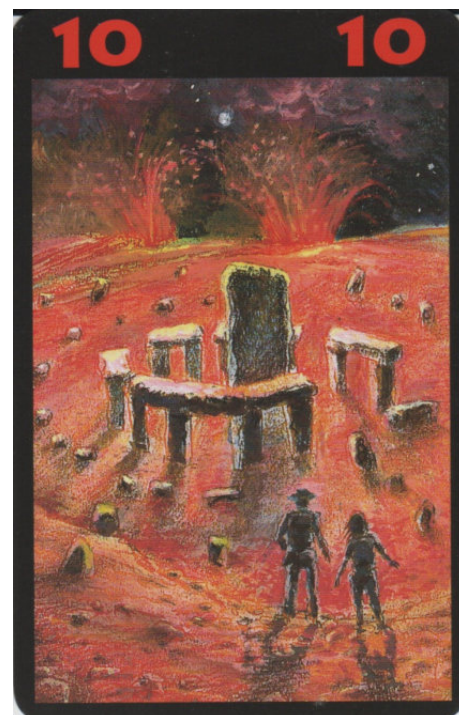
Gameplay

The game itself is a two-player card game, with five coloured suits of twelve cards each. Three of the cards are “funding” cards, showing the backers committing to paying towards the costs of the expedition, while the remainder (numbered 2-10) show the progress towards the

final goal. There is also a board, which has five locations, one for each suit. This is placed between the players, and each player plays their cards on their side of the board, in overlapping piles towards them, with the value of each card visible.

Eight cards are dealt to each player, and play proceeds by placing (or discarding) a card, and picking up a replacement card. Discards are placed on the board-space for each separate expedition, and the player may take the top card from any of the discard piles, or from the stock pile. The game ends when the stock is empty.

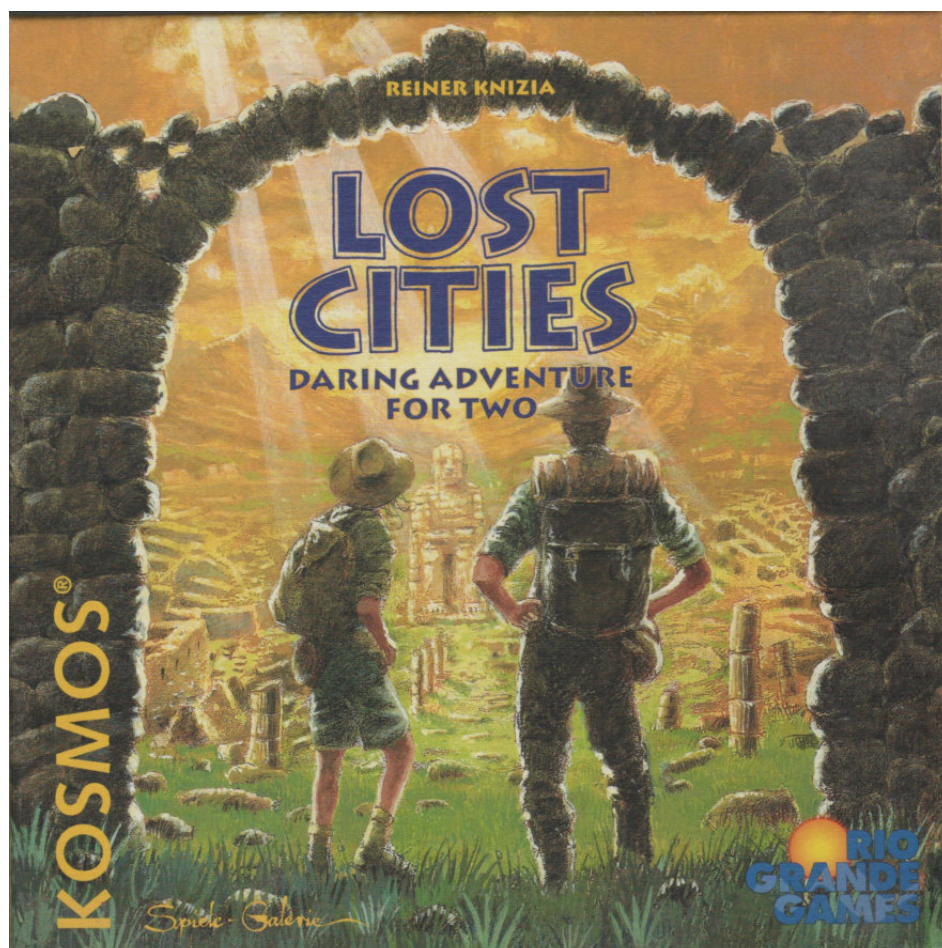
In keeping with the expedition theme, players place a card for one of their expeditions in order to begin it. Placing a funding card affects the final score (and can make the penalty for an unsuccessful expedition worse), and, once the intrepid explorers have set out (i.e., placed a numbered card to “begin” the journey) no more funding cards can be played towards the expedition by

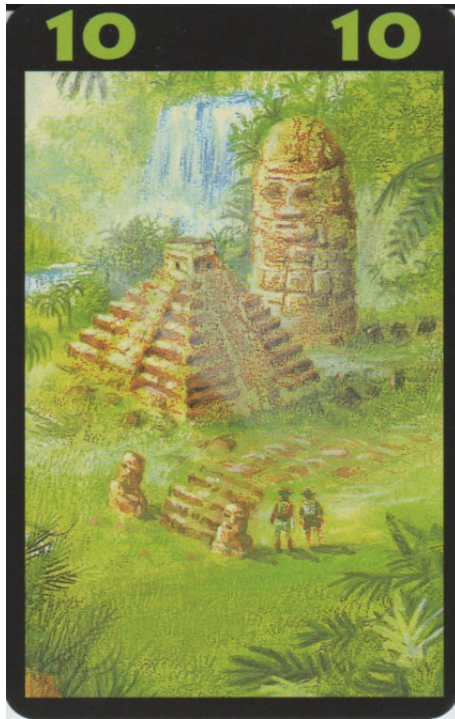
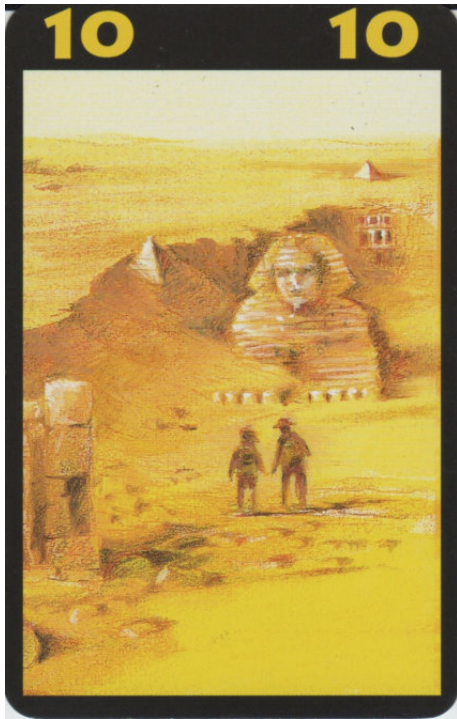


Above: the final card in the red “volcano” suit.

Below: One of the “funding” cards for the red suit. Each funding card is similar, and shows the final destination the expedition is aiming for.

Left: The box, showing suitably Indiana Jones-themed explorers.





that player. Numbered cards can only be played in increasing order, so players must balance playing a high-numbered card early, before the stock pile runs out, or waiting for lowered number cards in that suit.

Scoring

Scoring is done at the end. Each expedition costs minus 20 points to start. Each numbered card played counts its value. The final profit (or loss) of the expedition is multiplied by 2, 3 or 4 if one, two or three funding cards are played. There is an additional bonus of 20 points for each

expedition with a total of eight or more cards played (funding or journey cards).

The game's strategy depends on only starting expeditions where the player thinks they can score more than 20 points before the game ends. At the beginning it's worth holding out for "funding" cards, while near the end it may be worth playing out a sequence of high-numbered cards even if you don't have any funding cards down.

The rules suggest that each game is made of three deals, with the final score being the sum of the scores

across the deals.

One of the things I find most fascinating about this game (and it's an excellent game, by the way) is that it can so easily be played with a normal pack of playing cards, or a novelty five-suit pack. The courts would be funding cards, while the aces would be laid out to form the game board. But as far as I know the gameplay is completely new. So often card games (with custom cards) are adapted from existing games such as Rummy. This one is completely novel.



Worshipful Company Coronation Playing Cards

King Charles III 2023

Dr. C John Eaton

The Worshipful Company of Makers of Playing Cards has produced a special double pack of cards to celebrate the Coronation of every Monarch since the Coronation of HM King Edward VII in 1902. Interestingly the card backs showed the intended date for the Coronation of 26th June, which actually took place on 9th August, after the King was admitted to hospital as an emergency with appendicitis. The only exception being Edward VIII, who abdicated before being crowned.



One of the backs from 2012

After the death of Queen Elizabeth II, it was again decided that the Company would produce a special double pack of cards to commemorate the Coronation of King Charles III. In order to save time and expense, it was proposed to base the new pack on the packs produced by Past Master Canon Nigel Nicholson, commemorating Queen Elizabeth's Diamond Jubilee. These had the Queen's head on the back (see above) and the court cards showed portraits of past Kings and Queens of England, including the King (King George VI), Queen (Queen Elizabeth II), and Jack (Prince Charles, when Prince of Wales) of Diamonds.

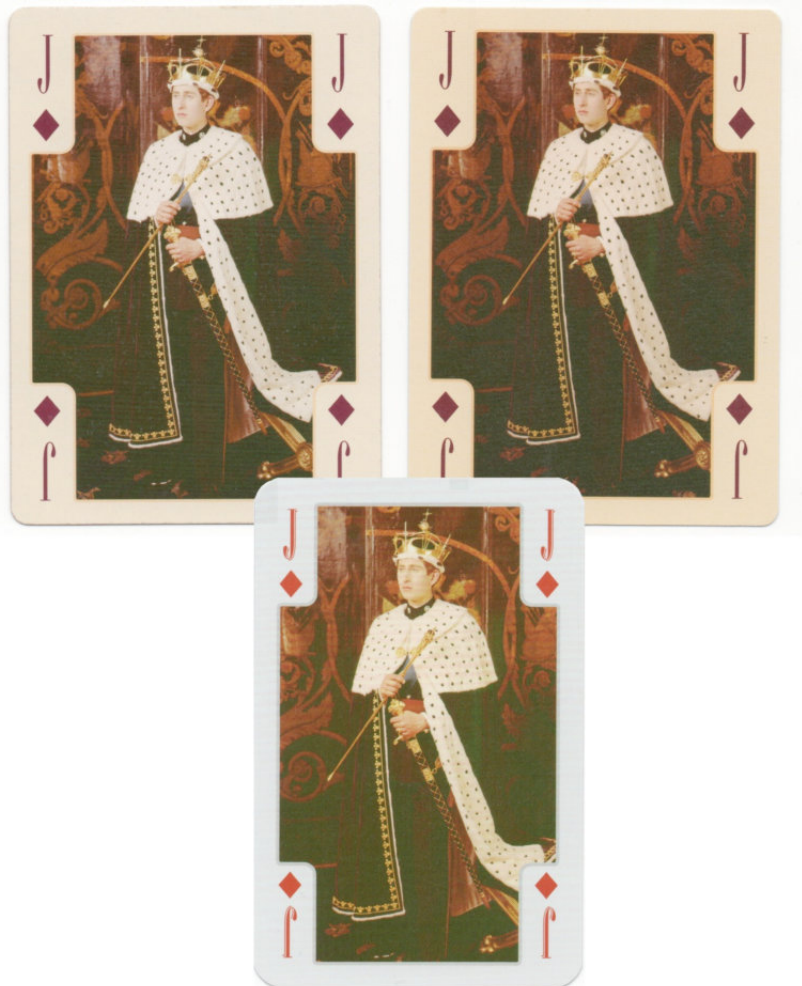
We hoped that the head of Queen Elizabeth II, which had appeared on the coinage and postage stamps from the start of her reign, could be replaced on the back of the cards by the similar image of the head of King Charles III, which was due to appear on coinage and postage stamps after the Coronation.

We approached the Royal Mint, who had previously given permission for the image of Queen Elizabeth II to be used, but this time the request was refused. We then approached the Post Office for permission to use the slightly altered image of the king that would be used for postage stamps, but again this request was refused. We then appealed to the Royal Mint to reconsider their refusal, citing precedent and asking for the reasons for their decision. They replied that the copyright for the image belonged to HM Treasury, who would again refuse the use of this image.

In some desperation, as time was getting short, we wrote to the Lord Chamberlain's office, to see if they could help, showing the images of the cards with Queen Elizabeth and the proposed image of King Charles III, and my correspondence with the Royal Mint and Post Office. They responded that they could see no reason why we could not use the image of King Charles III, so we again approached the Royal Mint, quoting the Lord Chamberlain's office, but they again refused. In the end we decided to use the Coronation emblem, which had been authorised for general use to celebrate the Coronation.

The faces come from Revd. Canon Nigel Nicholson's 2012-13 cards, also used for 'The Great 13', the Livery Company Masters' association for 2013.





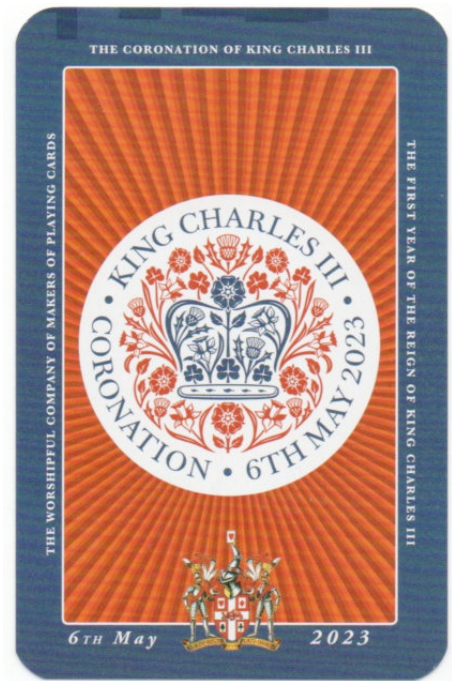
The Jack of Diamonds from the 2012 Installation cards (top left), for 'The Great 13' (top right), and for the new cards (bottom row)

We had also hoped to replace The Jack of Diamonds showing King Charles when he was Prince of Wales with an image of William as the new Prince of Wales. The only suitable portrait shows him standing by his brother, Prince Harry, and it hangs in the National Portrait Gallery. We asked them for permission to use the part showing only Prince William. Unfortunately they said that they were not able to, so we then approached the artist, who said that he did not have the copyright. Finally we asked the Royal Household for permission, who declined saying that it would not be diplomatic to only show one half of the portrait and not the half showing Prince Harry. After this we gave up on the point! The Jack of Diamonds still shows the image of King Charles III when he was Prince of Wales.

The cards finally appeared after the Coronation and they have been very successful; sales have raised more than £5,000 for charity. If you would like a set there is an order form on the front page of the Worshipful Company website:

<https://makersofplayingcards.org>

under the heading King Charles III Coronation Cards 2023



Above: the back design for the new cards.



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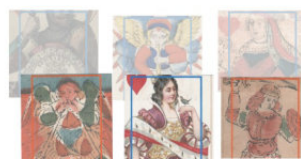
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Speed - The Train Cards

Julian Shilton

As with the other suits of Speed, the train suit reflects the changes through the second half of the 20th Century. Nearly all of the cards show different train services offered, initially, by the four independent rail companies in Britain, and in later years around the world. Only a few cards show locomotives - the focus is on high-speed travel, rather than individual engines. They do show several of the most famous designs of the Steam Age, particularly the "streamliner" locomotives. These were designed when the science of aerodynamics was in its in-



fancy, in the search for greater efficiency and speed.

As usual, the first three editions (1938-48) are identical, with the exception that the first-edition cards are in blue and orange. The suit has nine cards, numbered 1-11 (6 and 9 are missing). They are British-only, showcasing the premier high-speed rail routes offered by the four rail companies.

The first card is an exception, as it shows the locomotive *Golden Shuttle*. This was an LNER Class A4 steam locomotive designed by Nigel Gresley. This was the same class as the world-record holding *Mallard*. *Mallard* set its world speed record at 126mph in July 1938 - just too late to be included. *Golden Shuttle* entered



The GWR *Cornish Riviera* was the name given to the fast train from London to Penzance. It was named following a public competition (the prize was three guineas) in 1904, and initially took seven hours. It continued to run throughout the War, but was then briefly cancelled in the winter of 1946 due to a coal shortage, before being resumed the following summer. It still runs today. The locomotive shown is probably a "King" class, which ran from London to Plymouth. These were GWR's flagship locomotives, but they were too heavy for the Royal Albert

service in 1937. Unlike its depiction on the Speed cards, the internet claims that it was never red or yellow. It was initially LNER blue, before being painted black during the War. It reverted to LNER blue in 1945, before being painted British Rail dark blue in 1950, and then British Rail dark green in 1951. It also had a change of name, being renamed to *Dwight D. Eisenhower* in 1946. It left service in 1963, and was then donated to the United States, where it currently resides in the National Railroad Museum in Green Bay, Wisconsin.



Bridge, so were swapped for a "Castle" or "Hall" class as the train moved into Cornwall.

THE LNER *Coronation* was the name given to the fast train from London to Edinburgh, leaving at 4pm. It was introduced in July 1937, using the A4-class flagship locomotives. Card number 8 shows a distinctive feature, the "beaver-tail" observation carriage at the rear of the train. Two of these carriages were built, and were reserved for the *Coronation* route. Both of these have survived, and have been restored.

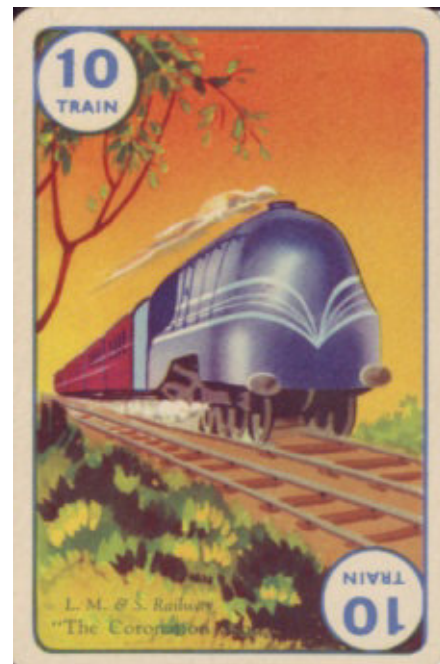
Southern Railways' *Golden Arrow* was the name of the luxury boat train service between London and Paris. The French *Flèche d'Or* all-





on holiday traffic, and the number of trains varied throughout the year, with up to five used in the summer. The service ended following the Beeching reorganisation in 1963. The lines were handed over to British Rail Western Region (still regarded as the hated GWR by old Southern employees), and the service was halted the following summer.

LMS *Royal Scot* were the first class of express locomotives built by the LMS from 1927 onwards. A total of 70 were built, mostly named after regiments of the British Army. The Speed picture may be based on an early publicity photo of the prototype (also named *Royal Scot*), as they were fitted with smoke-deflector plates on either side of the front of



first-class Pullman service was introduced from Paris to Calais in 1927. In 1929 Southern followed suit, introducing the equivalent from Victoria to Dover, with a new ship, the *Canterbury*, making the crossings. Ordinary first- and third-class carriages were quickly added, to make the service economic to run. The service ran until 1972.

Southern Railways *Atlantic Coast Express* was the flagship service offered by the company between London and several seaside resorts in the South West. Southern inherited the lines to Devon and Cornwall of the old London & South Western Railway in 1923, and decided to begin the service to rival GWR, operating out of Waterloo. It relied heavily



popular with visitors, and the service was begun before the First World War. By the 1930s journey times were under four hours, and GWR's flagship "King" class locomotives were used, taking thousands of people on holiday every year.

The fifth edition of *Speed* saw a complete redesign, with all of the cards being redrawn. When it appeared in 1954 the heyday of the 1930s luxury services must have seemed a distant memory. The War was not kind to the railways, as they were heavily used for the War effort, and maintenance of rolling stock and track was cut to the minimum. 1948 saw Nationalisation under the ownership of British Railways, with the old companies surviving as



the boiler during the 1930s.

Royal Scot was also the name of the train service which ran from London Euston to Glasgow. In 1937 this was renamed as the *Coronation Scot*, in honour of the coronation of King George VI, and new streamlined locomotives of the Coronation class were introduced. These were initially painted blue (as shown on the cards), based on the old livery of the Caledonian Railway. Later locomotives were painted in LMS' normal crimson and gold livery (from the old Midland Railway). This is the card which is shown in smaller size on the extra-turn card.

GWR *Torbay Express* was a service run between Paddington and Torquay. The area has always been





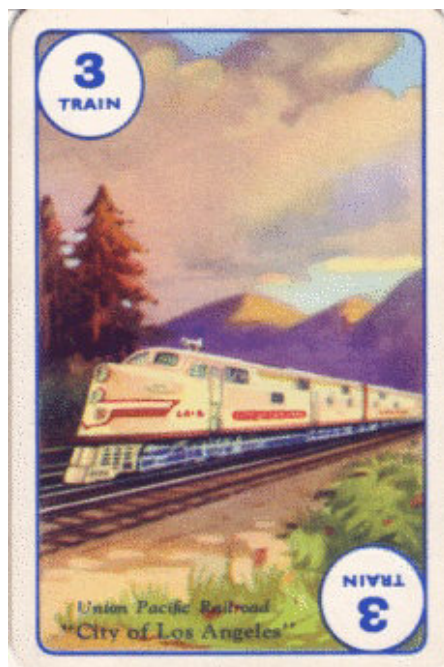
for their venture. George Stephenson oversaw the building of the railway, and design and construction of the new locomotive was left to his son Robert. Rocket was the absolute success, due to its revolutionary multi-tube steam boiler. It was the only locomotive to complete the trial successfully. Of the original ten entries, only five actually ran, including the horse-powered *Cycloped*, which used a real horse running on a treadmill. This failed almost immediately when the horse fell through the floor of the engine. (Imagine how the Industrial Revolution would have turned out if it had won!)

The ceremonial opening of the Railway in 1830 was attended by many dignitaries including the Duke



"regions". Pepys clearly felt that the time was due for a revamp. In an innovation, foreign trains were included for the first time, and (horror!) they weren't even from countries of the Empire/Commonwealth. The modern diesel and electric locomotives are also shown, as the Age of Steam was coming to an end. The suit was also renumbered from 1-9.

The first card in the suit looks backwards rather than forwards, however. Stephenson's *Rocket*, from the dawn of the railways, is one of the most famous locomotives ever. In 1829 the newly-formed Liverpool and Manchester Railway held a competition, known as the Rainhill Trials, to select the best locomotive to use



logo, which was attached to the front of the locomotive. I don't know when this was introduced.

The number 3 card shows the first American train. This is the *City of Los Angeles*, owned by the Union Pacific Railroad. This was introduced in 1936, and is also the earliest service shown to run a diesel-powered locomotive, a harbinger of what was to come for rail services around the world. The cross-continental service ran from Chicago to Los Angeles, taking just under 41 hours.

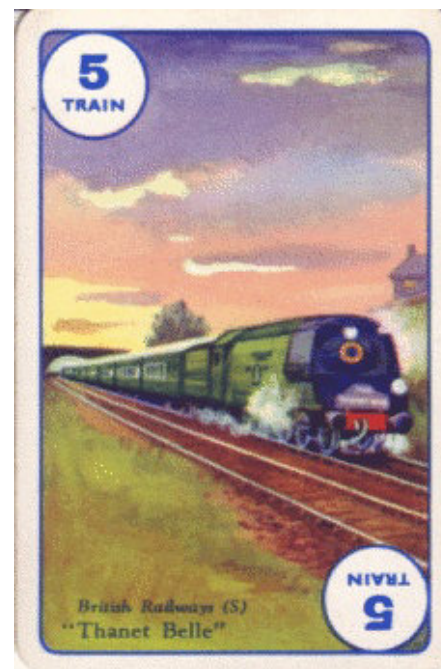
The *Royal Scot* also features again, now showing a diesel-powered locomotive, and labelled as British Railways (L.M.R.). The internet claims that diesel-powered locomotives, as shown here, only began



of Wellington (the Prime Minister) and the MP for Liverpool, William Huskisson. During the opening journey Huskisson got off his train to talk to other passengers, and was hit and killed by the train hauled by *Rocket*, coming on the other line.

The pace of innovation in this new industry was so fast that *Rocket's* design was obsolete within ten years. It was sold off to a coal-hauling railway in Cumberland, and then donated to the Patent Office Museum (now the Science Museum) in 1862.

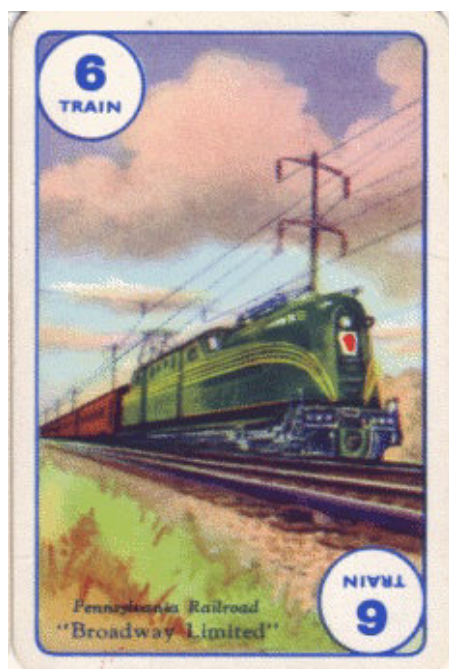
Some of the rail services survived. The card for *Golden Arrow* was redesigned, and relabelled as belonging to British Railways (S.) The picture now shows the Arrow



to appear on the service in the 1960s, so Pepys may have elected to show a very early one in 1954. The line was partially electrified in 1966.

Thanet Belle was the name of a service which ran from 1948-58 from Victoria to Ramsgate, again to appeal to day-trippers and holiday-makers. It was renamed as the *Kentish Belle*, before being discontinued when the line was partially electrified in 1959.

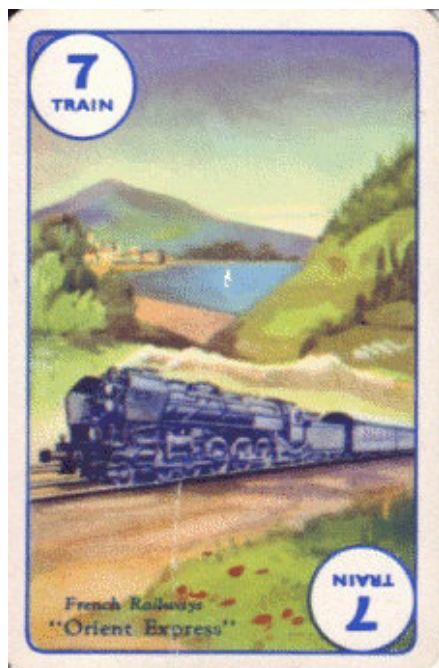
Pennsylvania Railroad's *Broadway Limited* ran between New York and Chicago from 1912 to 1995. I think that the card shows the electric streamlined locomotive introduced in 1949. The whole line was known as the Broad Way, due to the four tracks which ran along it. This card



also appears on the fifth-edition extra card - a rare non-British vehicle to do so!

The *Orient Express* has an almost-mythical reputation for glamour and luxury. The inter-continental route ran between Paris and Istanbul from 1889 until 1977, before reduced routes finally stopped using the name in 2009. More recently companies have offered reduced packages under the name as a holiday destination in their own right.

It was most popular in the 1930s when three separate routes allowed the well-heeled to cross the continent in style. This is when it acquired its reputation for luxury, probably helped by Agatha Christie's best-seller published in 1934. It also ap-

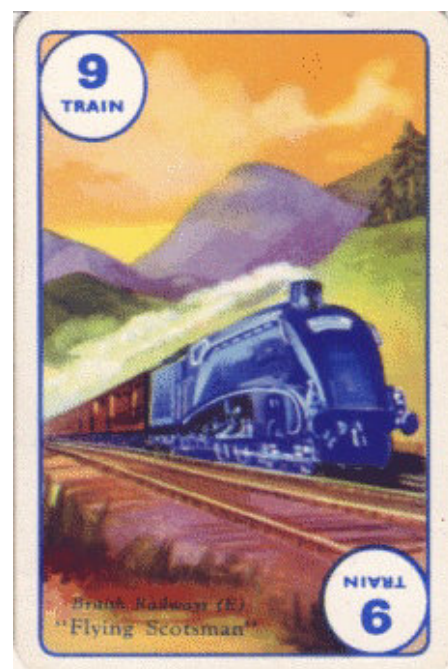


peared in Bram Stoker's *Dracula*, when the Count escapes from England by boat. The heroes take the *Orient Express* across Europe instead, and beat him to Transylvania.

The *Blue Train* was another French luxury service. It ran from Calais to Nice, and was the preferred way to travel to the Riviera in style between the wars. Passengers would cross the English Channel in the morning, before catching the train at 1pm. It then travelled to Paris, leaving in the evening and travelling overnight to the Cote d'Azur. Interrupted by the War, it restarted in 1949, but airline travel to Nice was now possible, and it never regained its glamour or its passengers.



The *Flying Scotsman* service (10am from King's Cross to Edinburgh) has existed since the 1860s. It was formally named in 1924 when the recently-formed LNER wanted to promote the service, including by naming one of their locomotives after it. It has become a byword for express rail-travel in Britain, and it's something of a surprise that Pepys didn't initially include it earlier. As shown on the card, the A4-Class locomotives were used after the War until they were replaced by diesels in 1958. Eagle-eyed readers will notice that the side-skirts which partially covered the driving wheels in the 1930s are now missing. They were removed from the locomotives during the War to make servicing easier,



and never replaced.

The sixth-edition of 1958 shows no less than six new cards in the suit. The American and French trains have all been replaced. Were there complaints from patriotically-inclined players?

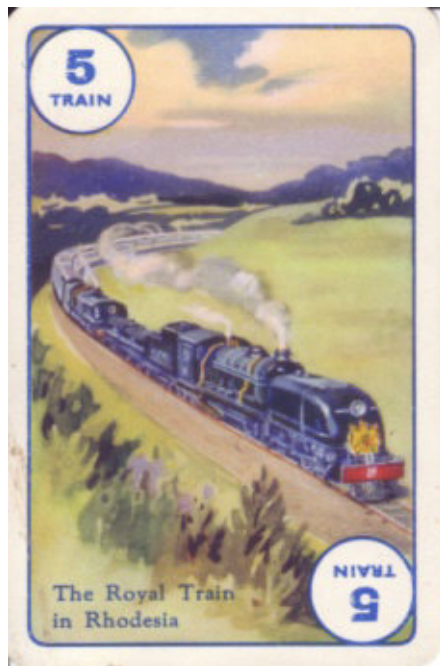
Rocket and *Golden Arrow* remained as the first two cards in the suit, with *Flying Scotsman* also keeping its spot as number nine, but the rest are new. Card number 3 is *The Spirit of Progress*. This was the Victoria Railways service, intended to connect Melbourne and Sydney. The Victoria section was a broad-gauge line, and passengers changed trains at Albury to a standard-gauge line for the rest of the journey. It started in 1937 using steam locomotives,



but was converted to more modern diesels (as shown) in 1952 (the picture is also used on the extra-turn card).

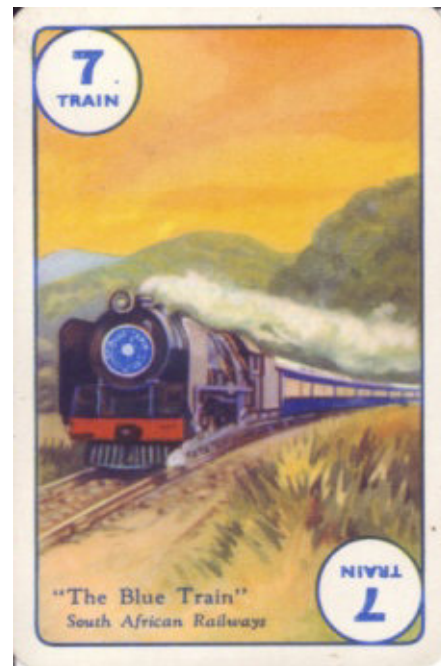
The service remained popular, carrying 200,000 passengers per year during the 1950s. In 1962 Victoria Railways converted to standard gauge, and trains then ran along the whole line, until the service ended in 1986. The Melbourne-Albury section was slower by the end of the route than it had been in the 1950s.

The *Royal Scot* card again shows a steam train running the service, proudly displaying a headboard. Clearly the diesel card hadn't been popular (or was it an error, and Pepys was responding to complaints?).



The picture of the Royal Train in Rhodesia clearly comes from a publicity photo from the trip which is available on the internet. The Royal Visit of King George VI, Queen Elizabeth, Princess Elizabeth and Princess Margaret took place in 1947. South African Railways provided a Garratt locomotive, and eight luxury ivory-painted (and air-conditioned) carriages were used by the party.

The *Auckland-Rotorua Express* service in New Zealand ran on 3'6" narrow-gauge track. It was known as the Limited during the 1930s when it operated on reduced numbers of stops, but was otherwise known as the Rotorua Express. It was extremely popular, but coal shortages during the War, followed by eco-



nomics problems during the 1950s limited trains to just two a week. The steam locomotives were finally replaced by a railcar service in 1959, which was itself shut down in 1968.

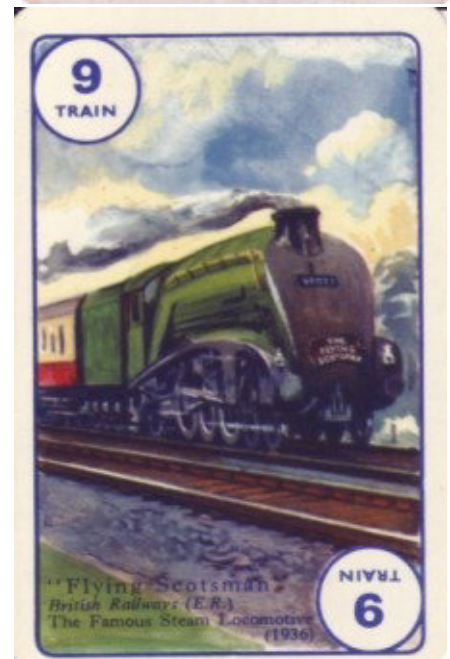
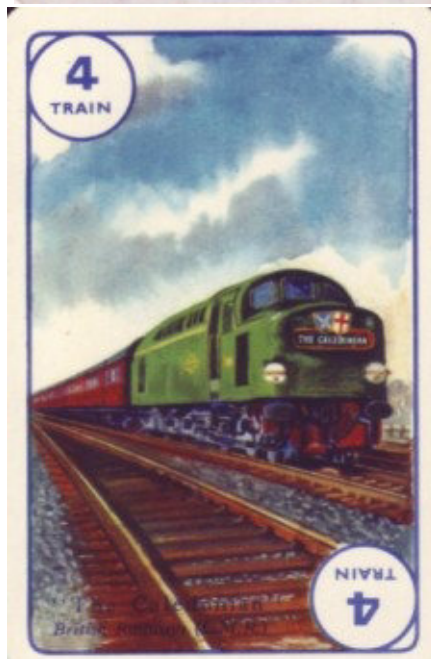
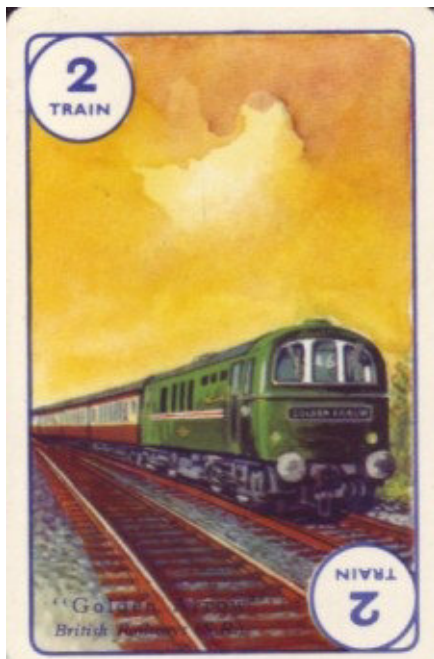
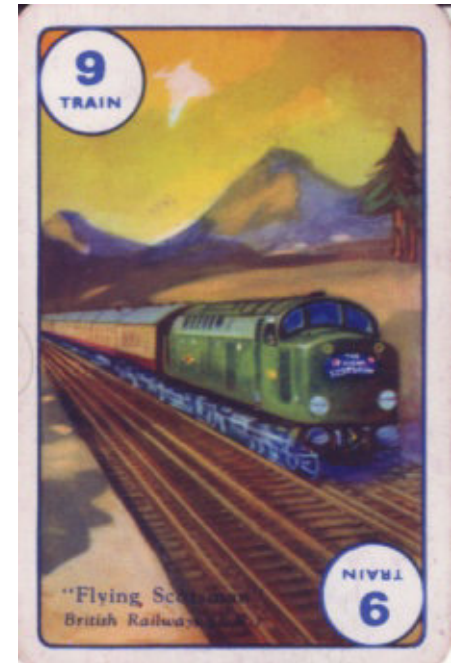
The South African *Blue Train* replaces its French namesake in the game. The 900-mile route between Pretoria and Cape Town was first based on the Union Express which started in 1923 (leaving from Johannesburg). It was reintroduced after the War when the *Blue Train* nickname was formally adopted. It still runs today, as one of the most luxurious trains in the world, taking 27hrs to complete the route. The glittering list of former passengers includes former Presidents Nelson Mandela and Cyril Ramaphosa. (And



Kylie Minogue, according to the publicity on their website!)

The Canadian was the transcontinental service operated by the Canadian Pacific Railway between Montreal, Toronto and Vancouver. It was started in 1955, and took 71 hours to cross the continent. Rival Canadian National Railways began its own rival service, the *Super Continental*, on the same day. Although the service was initially successful, passenger numbers declined during the 1960s, and Canadian Pacific sold off the route in 1978. The route is still run today by Via Rail, although it now takes 94 hours, nearly a full day longer than the 1950s.

The 7th edition of 1960 is mostly unchanged. The *Flying Scotsman* is



now a diesel locomotive, and for the first time the picture shows the headboard with the name of the service.

The only other change is on card 4, where the *Royal Scot* service has been dropped, and replaced by the *Caledonian*. This service appears to be unknown to the internet, although the locomotive shown looks very similar to the one shown on the old card, and it's also part of the LMR region. My best guess is that British Rail renamed the service (in a fit of republicanism, or just rebranding?), and the Euston-Glasgow trains were otherwise unchanged. A company still operates the *Caledonian Sleeper* overnight service today

The 8th edition of c.1963 has



three changes, although again, these are all to the picture rather than to the subject. A diesel locomotive now appears on card 2, *Golden Arrow*, and another one on card 4, *The Caledonian*. This is a reflection of the passing of the Age of Steam and modernisation on the rail network in Britain which continued throughout the 1950s. Oddly card 9, still showing the *Flying Scotsman*, reverts to an A4-class steam locomotive, although this one is painted in British Rail green. This is the fourth separate time one of these locomotives has appeared as a subject on the cards. Perhaps one of the Pepys management had a soft spot for them!

The 12th edition of 1974 also has three changes. The *Flying Scotsman* (still a steam locomotive, despite BR ending all steam services in 1968) moves from card number 9 to number 2, while *Golden Arrow* is swapped to number 9, and again redrawn to show a second diesel. *The Royal Train in Rhodesia*, dating back to the Royal Visit of 1947, is now dropped, and the *Brighton Belle* service takes its place on card 5.

It's unusual that this service took so long to appear in *Speed*. It was introduced in 1933 as a luxury Pullman service, and was electrified from the beginning. It operated as a total of three 5-carriage trains between Victoria and Brighton. The trains were taken out of service and sold off in 1972 (before the 12th edition was published). Most are now

privately-owned, and remarkably only one has been lost, destroyed in a fire in 1991.

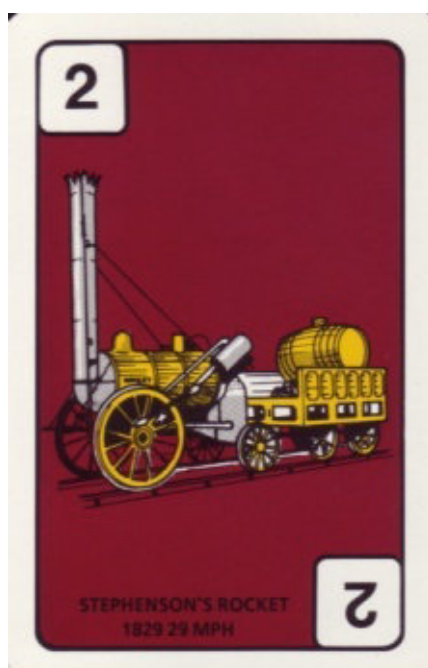
The 1978 edition has three new cards, with others moved. *The Caledonian* has been removed, and the *Auckland-Rotorua Express* takes its place on card 4, despite the card having survived the service by nearly 20 years at this point. Card 5 is now *The Canadian* (*Brighton Belle* is dropped), and card 6 is now *Golden Arrow* (the same picture as the 12th edition). The extra-turn card still shows the *Spirit of Progress* (and I suspect that the broad-gauge diesel shown was also long-retired by this point).

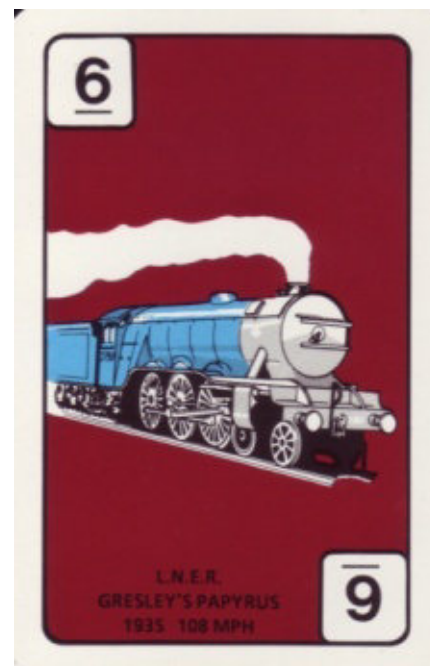
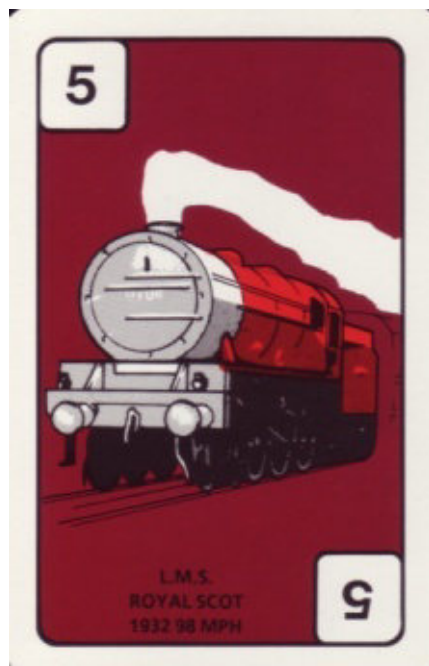
The first new card is number 7, replacing the *Blue Train*. This is the

Electric Scot, showing off the fully electric West Coast Main Line (completed in 1974). It appears to show a Class 87 locomotive which first appeared in 1973. Apparently these were withdrawn from service from about 2005, and most of them were sold off to Bulgaria.

Card number 8 now shows the "*Bullet Super Express*" of the New Tokaido Line. This is Japan's famous Shinkansen high-speed service, which was originally operated by Japanese Railways (JNR), and by JR Central from 1987.

The Tōkaidō Line (lit. East coast route) runs from Tokyo to Shin-Osaka in under three hours. It was the first Shinkansen line to open in 1964, running the trains shown on the





card. In 1987 when new rolling stock was introduced the older stock was renamed as "Series 0". (I've actually been on this line between Tokyo and Kyoto in 2017. It was as punctual as its reputation, with our train arriving on-time to the second.)

The final new card is the *High Speed Train*, or the Inter-City 125. These were first introduced in 1975, and are officially the fastest diesel locomotives in the world, with a top speed of 148mph. The slightly unusual design on the card is the prototype from 1972. Two were built, and one survives, in the National Railway Museum.

When the production versions were introduced with a standard service speed of 125mph, they allowed

journey times to be slashed across the country. Nearly 200 locomotives were built, and they are still in use on Britain's railways today.

The 15th edition of 1988 reduces the number of cards in the suit to 7 only. There is a much greater focus on speed-record holders, limited to British railways only. *Rocket* (29mph) is still the first card in the suit, but this is followed by Caledonian Railways' *Dunalastair* of 1895 (marked as 80mph). This was the pinnacle of Victorian design with a large efficient high-pressure boiler allowing for much greater power generation, essential for the steep slopes of the Caledonian Railway.

The GWR *City of Truro* is supposed to have hit a speed of 100mph

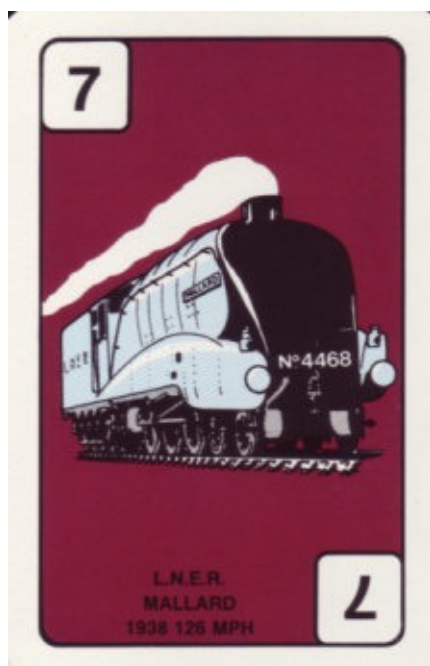
travelling downhill in 1904, while carrying mail from Plymouth to London. GWR was initially discreet about the feat, mindful of the need to maintain a reputation for safety. However, as the competition between rail companies hotted up, it began to feature more prominently in publicity material.

LMS' *Royal Scot* also makes the cut from earlier editions. It is marked as 98mph - slower than the *City of Truro*, but far more capable of sustaining high speeds than the earlier locomotive.

Nigel Gresley's *Papyrus* was an A3 Class locomotive from 1935. It hit a top speed of 108mph, and maintained an average speed of over 100mph for 12 miles as part of its speed test. This record was broken later in the same year by the streamlined A4 *Silver Link* at 112mph.

4468 *Mallard* finally puts in an appearance, fifty years after it set the speed record of 126mph near Grantham. A second run was scheduled for 1939, but this was cancelled due to the outbreak of War. Pepys seem to have been reluctant to highlight this, despite their obvious affection for the A4s!

It's worth noting that this is the same speed as the revolutionary High Speed Trains which were introduced in 1975 managed to achieve as their regular service speed. Of all the cards, I feel that the HS125 suffers from the art-style of the fifteenth edition the most!



Cards From a Millionaire's Deck

Michael Cooper

At the beginning of the 20th century, to commission a relatively short run of playing cards with a lithographed back design would have been the preserve of the wealthy. Similarly, only the very wealthy could afford the day-to-day running costs and upkeep of their own steam pleasure yacht. Taken together, it is perhaps not so surprising that it was American millionaire, George J. Gould, who ordered a pack of cards from Goodall, personalised to his steam yacht, the *Atalanta*. Like its several owners, the yacht had a chequered career.

LORENA (1903-1907)

American millionaire Amzi Lorenzo Barber (1843-1909) commissioned the British company, Cox & King, to design a steam yacht for his own use. Cox & King were famous for the design of pleasure yachts, and Barber's yacht was built in 1903 by Ramage & Ferguson, Leith, Scotland as the '*Lorena*', named after his daughter. The yacht had a crew of 44 and comfortably held around 12 passengers. Constructed from steel with a displacement of 1303 tons and length of 294 feet, she was powered by 3 Parsons Turbine engines that gave her a top speed of 18 knots or about 24 mph.

Barber made his fortune primarily in the asphalt industry and steam-powered automobiles. In the 1920s, British-built steam yachts were in vogue as status symbols for the new



Amzi L. Barber, the Asphalt King

breed of American millionaires who owed their wealth to industry and sought social recognition into American society with displays of wealth. So popular was this vogue for British yachts that on February 16th 1903, *The New York Times* reported that for the first time in its history, a steam yacht was to be the commodore's flagship and that this yacht, along with the steam yachts of the vice-commodore and rear commodore, were of British construction.

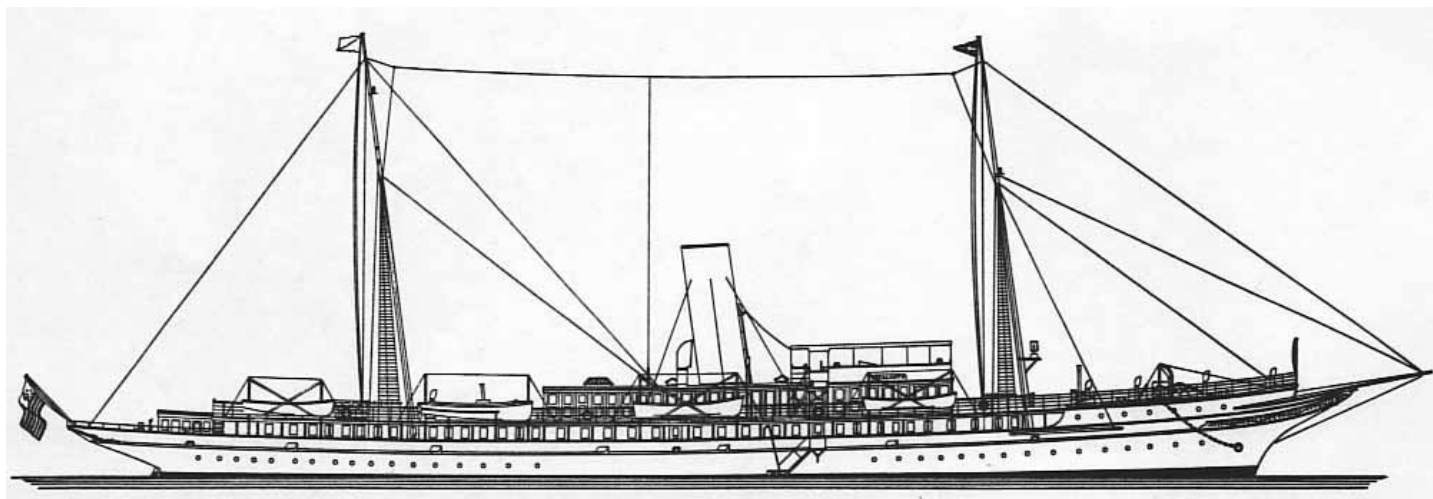
Barber was a member of the prestigious New York Yacht Club but alas shortly after *Lorena* was built, he fell upon hard times due to political strife in countries supplying the

pitch needed to make asphalt together with the rise in popularity of petrol-powered cars that soon made the steam powered ones obsolete. He was forced to sell his commercial interests and also the *Lorena* to avoid bankruptcy.

ATALANTA (1907-1928)

In 1907, *Lorena* was bought by George Gould (1864 - 1923) and re-named *Atalanta* after the speedy Greek goddess. Her new owner was a railroad magnate who had inherited a fortune from his father, Jay Gould. Gould senior had been a ruthless and wily robber baron who amassed great wealth from the railroad industry through employing dubious means that left a trail of ruined businessmen and led to his family being shunned by New York high society.

In 1884 George Gould married an actress, Edith Kingdom, against his mother's wishes naturally, with whom he had seven children. She, by her charm and popularity, was instrumental in finally gaining the family acceptance into New York high society. George fared better than his father in his application to join the New York Yacht Club; his application was accepted was admitted to the club whilst his father's had been rejected because of his unsavoury business practices. Members of the New York Yacht Club were given a 'private signal' or pennant of the New York Yacht Club consisting of a



LORENA/ATALANTA



George J. Gould as "Vigilant" in *Vanity Fair*, September 1894. Gould had bought the America's Cup-winning yacht of the same name, and was racing it in England.



'G' within a triangular pennant.

The cards were made by Goodall of London and can be dated as from before 1921. They show a view of *Atalanta* surrounded by seagulls and fish above the garlanded letter 'A' for *Atalanta*. In the corners are the pennant of the New York Yacht Club together with the Gould family 'private signal'. George Gould used his yacht mostly in the Mediterranean and it is tantalising to imagine the cards being played with perhaps off Monte Carlo or some other favoured Mediterranean haunt of the super-rich.

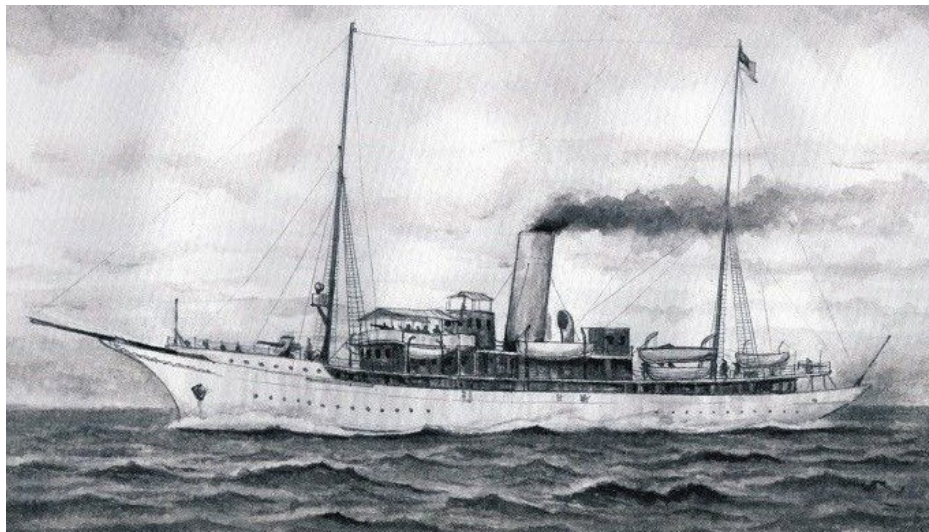
In an article in *The Strand* magazine of 1907, William Dalton relates the pleasures of playing bridge on a private yacht on the Riviera: *I can imagine no more ideal way of spending a pleasant hour or two than in playing bridge on the deck of a steam-yacht in the Mediterranean, with one's best pal and two very charming ladies, all good, sound, and quick players, in perfect weather, under a cloudless sky, with an awning overhead to keep off the sun, in flannels and a light hat, one's favourite brand of cigarettes, and a*



ONE IDEAL WAY OF PLAYING BRIDGE—ON A YACHT IN THE MEDITERRANEAN.

long cool drink at ones elbow; on the one side the glorious scenery of the Alpes Maritimes, with the promontory of Monaco or pretty little Mentone nestling at their feet, on the other the blue waters of the Mediterranean.

After the death of his wife in 1921, George Gould married his mistress of eleven years, British actress Guinevere Sinclair with whom he had already fathered three children. He died of pneumonia on the French Riviera in the spring of 1923, after contracting a fever in Egypt following a visit to the tomb of Tutankhamun (attributed by some to the Curse of the Pharaohs!). He left an estate initially valued at \$15,000,000 but after debts were paid in settlement of suits brought against his father, it was reduced to \$5,200,000 to be shared amongst his ten children; but nevertheless, still a tidy sum in today's money. Before his death, his brothers and sisters had claimed \$50,000,000 from him, alleging mismanagement of their father's fortune, but they settled for \$20,000,000 out of court. Whether they received any money is uncertain particularly since George Gould died shortly after the settlement was agreed and his



Kan Lu with one of her 3" guns visible on the foredeck

estate promptly became the source of another legal wrangle between his seven legitimate offspring from his first marriage and his three children born to his mistress out of wedlock.

KAN LU (1926-1941)

Steam pleasure yachts would at first seem to make unlikely warships but in 1926, Atalanta was sold to the Chinese government, which converted the yacht into a naval survey ship armed with two 3" guns (one on the foredeck and one on the bridge) and machine guns. The

engines were removed and replaced with diesel ones in the Kiangnan dockyard in Shanghai and the yacht entered service with the Chinese navy as the 'Kan Lu' which roughly translates as 'Looking at the Road'. She was sunk in 1941 by Japanese aircraft while on the Upper Yangtze attempting to escape westwards from the invading Japanese forces. Probably one hundred years old, this deck of cards has lasted much longer than Atalanta's wooden decks.

BRITISH BREWERY



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Telephone: 01733 239585

Email: maxinechantry@virginmedia.com

The Blue Train

Some South African Luxury Travel

Julian Shilton

As I mentioned in the Speed article, the Blue Train is the luxury service which runs from Cape Town to Pretoria in South Africa. It has been running for many years, and I have a pack of souvenir cards from the service.

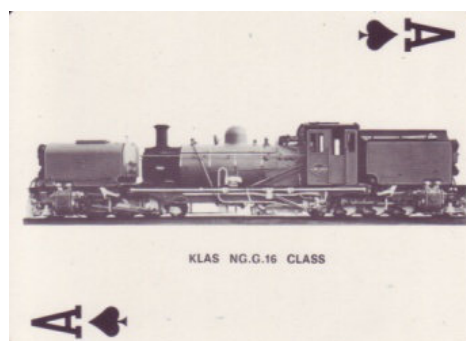
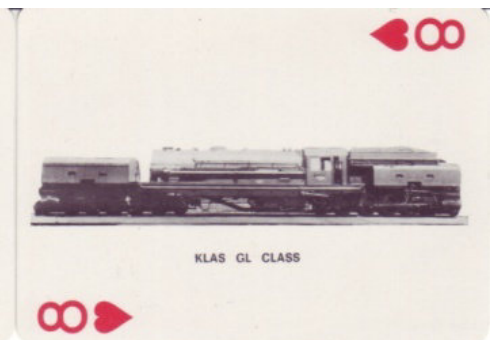
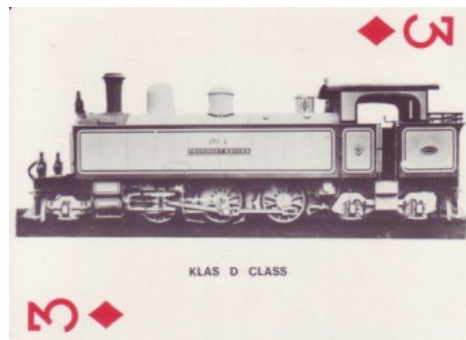
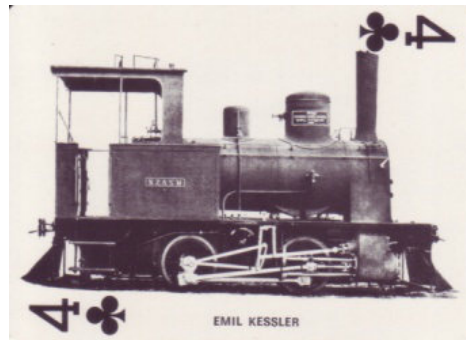
All of the cards show South African locomotives. I assume that all of the engines are ones which worked in South Africa over the years. The jack of clubs shows one of the Garratt-class locomotives

which pulled the Royal Train in Rhodesia.

The manufacturer is the Protea Playing Card Co. This started in 1968, so the cards must post-date this. They have produced (and still do, as far as I can tell) a range of

Southern African souvenir packs over the years.

I've seen the distinctive joker in a set of "collectable" jokers. Apparently it is known as "Swartpiet" in Afrikaans!



Did Someone Complain?

Ken Lodge

Between the World Wars there was a market for slightly risqué back designs, produced by the main card-makers. Waddington had photographic nudes on the backs and also used the services of artists such as Kirchner and Barribal. De La Rue had artists' drawings, too, and used them in particular in their Boudoir Series, usually under the Goodall banner with examples such as "The Kiss". I have recently come across a rather amusing example, where one wonders whether some sensitive person complained to the company, who made appropri-

ate changes. It's a design from the Boudoir Series entitled "Good Night". I have a version with a Goodall AS and one with a De La Rue ace. In the former the young woman preparing for bed has no top on, whereas in the latter she is wearing a diaphanous red top. Was this a result of complaints?



The Hen Commandments

Julian Shilton

This game is a genuine oddity, with one of the craziest themes I've come across. Although it uses cards, it's really a party game, and is probably best suited to a group of gamers who play together regularly and know each other well.

The theme is absolutely crackers. The players are followers of Heninism, worshippers of the Holy Chicken. This chicken has begun to lay eggs with words written on them. What do they mean? As each clutch of eggs is received, players compete to interpret the sayings of the Holy

Chicken. The reading should emphasize one of the Eight Virtues of Heninism (Tolerance, Purity etc.)

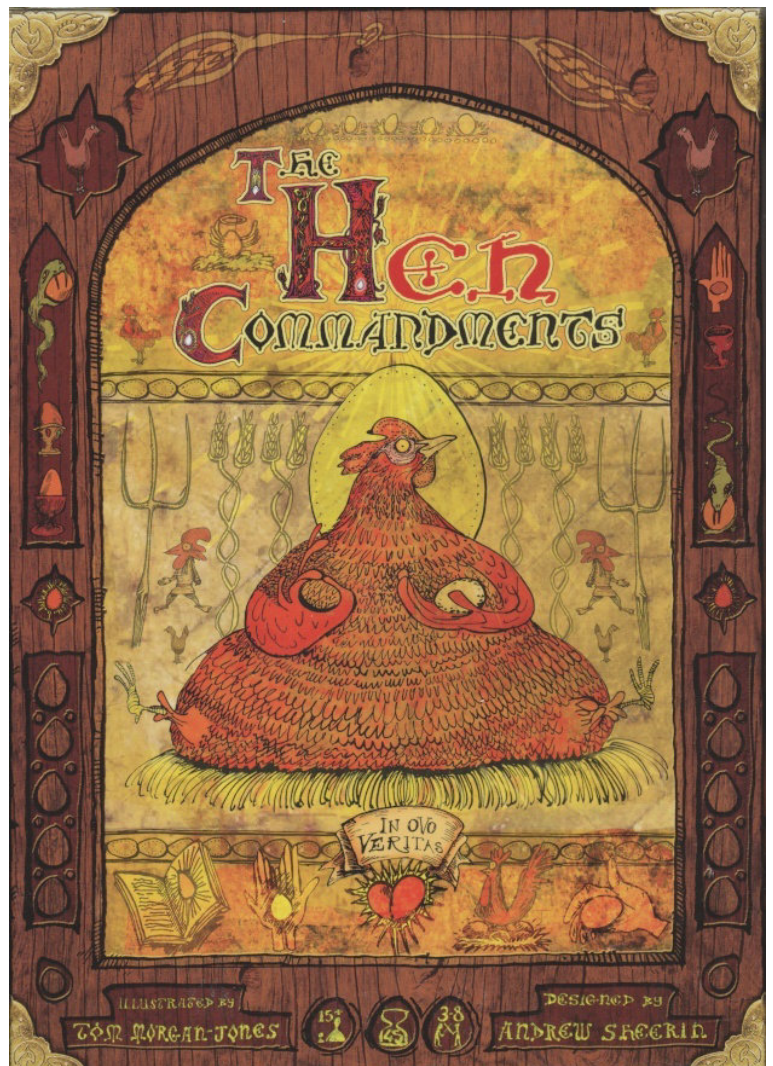
This is all done by drawing one card from each of six packs of cards, and arranging them into a sentence. Players then pick a Virtue, and attempt to interpret the sentence in line with that virtue. The player whose interpretation is judged to be the best receives wooden scoring blocks representing Holy Corn to mark their score. ("Holy Corn is cuboid: do not question this.")

Once ten rounds have been played, the player is ready to go out into the world and spread the word of The Hen

Commandments!
Example "com-
mandments" would be

"Thou shalt honour the sacred thought of The Great Egg Above" (easy), or "Never cook the deadly house near your best intentions" (downright inscrutable). I imagine with the right group of friends it would all be fun.

The game was published by Terrorbull Games in 2015. They have a website which advertises their games at www.terrorbullgames.com where they describe themselves as making "board games and satire", which fits in with the theme of this game quite well. They say that they began making games in 2004, and don't appear to be active any more (although the website still works as of 2024). One of their first games was "War on Terror: The Boardgame", to give an idea of their work!



A Handful of Presidents

Julian Shilton

The US Presidential Elections are upon us again, and so I thought I would feature some American cards from a long-running series which satirised politicians for over 40 years.

The Politicards series were started by artist Peter Green in 1971, although the illustrations are not always by him. Green was a political cartoonist for the LA Times, and the website politicards.com is still active at time of writing, with packs up to 2016 available.

The series appears to have been produced every four years in advance of the US elections, and features politicians and activists of the time. I only have four of these, which cover the elections from 1972-96.

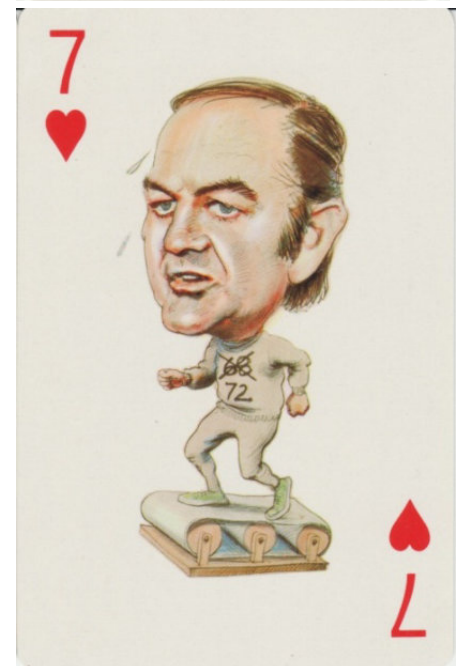
The 1971 pack was the first produced. This includes the 36th President, Lyndon B. Johnson (king of diamonds) and his Vice-President Hubert Humphrey (9 of hearts). Humphrey then stood against Richard Nixon (who had served as Eisenhower's Vice-President from 1952-60) in 1968, and was soundly defeated.

President Nixon, and his Vice-President, Spiro Agnew, appear on the king and jack of spades (Patricia Nixon is on the queen), but the 1972 challenger, George McGovern only features on the 7 of hearts. His run-

ning mate, Sargent Shriver, does not appear. Candidates (and moreso their running-mates) are often chosen quite late in the US electoral cycle, and it must be difficult for a political cartoonist to guess in advance who should be illustrated, and who is most important. This is also why House Minority Leader, Gerald R. Ford (9 of clubs) is depicted on a lower numbered card than the governor of New York, and Ford's Vice-President from 1974, Nelson Rockefeller (10 of clubs).

From the 1971 pack:
Upper: Lyndon B. Johnson (36th President) and Hubert Humphrey (38th Vice-President).

Lower: Richard Nixon (37th President and 36th Vice-President), Spiro Agnew (39th Vice-President) and Robert McGovern, the candidates in the 1972 election.





From the 1971 pack:
Upper: Gerald R. Ford (38th President and 40th Vice-President) and Nelson Rockefeller (41st Vice-President). Ford is unique as he served as President without ever having been elected to the post, or to the Vice-Presidency.

From the 1980 pack:
Middle: Jimmy Carter (39th President) and Walter Mondale (42nd Vice-President).

Lower: Ronald Reagan (40th President) and George Bush (41st President and 43rd Vice-President).



The 1980 edition of Politcards was drawn by artist Keith Nichols. I've been unable to find any information about him, I'm afraid. His art style is very different to the other artists who worked on the series.

The election was contested between President Jimmy Carter and Ronald Reagan. Carter had been something of a surprise candidate in the 1976 election. He had served in the US Navy before running his family's peanut business. He was a committed civil rights activist in his home state of Georgia; elected to the State Senate in 1963, he became the State Governor in 1971.

Something of an unknown candidate in 1976, he nevertheless defeated Ford. However, by 1980 the political tide had turned, and he was soundly defeated.

Ronald Reagan had been a minor film actor in Hollywood, but became involved with the actors' union, the Screen Actors Guild. He then went into politics, and served as Governor of California between 1966 and 1975. He stood against President Ford in the Republican Primaries in 1976, but was defeated.

Reagan had initially considered running with former President Ford, but negotiations broke down and he then selected a former rival, ex-head of the CIA George Bush. Bush (now known for clarity as George H. W. Bush) does appear in the pack on the 9 of clubs, but is listed just as "former presidential candidate".





From the 1984 pack:
 Upper: Ronald Reagan and George Bush.
 Middle: Walter Mondale and Geraldine Ferraro
 Lower: Gary Hart



The 1984 pack was drawn by artist Donald Gates. The election again saw Reagan standing, with Bush as his running mate. The Democrat candidate was former Vice-President Walter Mondale, who picked Geraldine Ferraro as his running mate. She was the first woman to become a candidate for Vice-President for one of the two main parties (Kamala Harris is the first woman to actually achieve the post).

Reagan won by a landslide. When he left office at the age of 77 he was the oldest President ever, beating Eisenhower, who had been 70 when he left office. This has now been eclipsed by Joe Biden, who will be 81 when he retires,

I don't have the pack for the 1988 election. George H. W. Bush stood, with Dan Quayle as his running mate. The Democrats selected Mike Dukakis and Lloyd Bentsen. It was Bentsen who made the famous quote about Quayle, during a debate between the two. Quayle was attempting to address remarks about his young age (he was 41 at the time), and pointed out that he was almost the same age, and with the same experience, as John F. Kennedy had been when he was elected President. Bentsen shot back: "Senator, you're no Jack Kennedy." This response haunted Quayle throughout his tenure.

Other than Bush, none of the candidates appeared in the 1984 pack, but it did include the man who had been widely regarded as the front-runner for the Democrats, Colorado senator Gary Hart. Hart had joined the US Naval Reserve while a senator (and served briefly), hence his picture on the card. During an interview he was asked about persistent rumours of an extra-marital affair, and snapped, stating "Follow me around. I don't care." Journalists took this as a challenge, and almost immediately uncovered evidence of an affair with Donna Rice. Hart was forced to withdraw from campaigning, and Dukakis, the Governor of Massachusetts, took the nomination.

I don't have the 1992 pack. This election saw the incumbents, Bush and Quayle, pitted against the Governor of Arkansas, Bill Clinton, and Tennessee senator Al Gore. The

Bush campaign focussed heavily on the American victory in the First Gulf War against Saddam Hussein, while Clinton highlighted the economy (the U.S.A. was coming out of recession). A third candidate, billionaire Ross Perot, also stood and won nearly 20% of the vote. I don't know if this was decisive, but Clinton won, somewhat against the odds.

In 1996 the Republicans selected Bob Dole (who had stood as Ford's running mate in 1976) and Jack Kemp. Kemp was a former professional American footballer, hence his picture.

Clinton was initially behind in polling due to a series of financial scandals (the Whitewater Scandal is referenced on Hillary Clinton's card), but campaigned well, focussing on the economic recovery, and won the election. Further scandals were to follow, and it's perhaps slightly prescient that his card, intended to show him as a boxer, depicts him without his trousers on.

Dole's defeat apparently makes him the first person to have stood for both Vice-President and President and lost. Ross Perot also stood again, this time for the Reform Party, but was less relevant the second time with less than 10% of the vote.

Al Gore had been a passionate promoter of new technology as a Congressman, and this led to (somewhat overblown) claims that he was the "Father of the Internet", as referenced on his card.

Hillary Clinton had her own political career as a New York State senator once her husband left office. She ran for President herself in 2016 (the first female candidate), when she was defeated by Donald Trump.

Cards from the 1996 pack:

Upper: Bill Clinton (42nd President) and Al Gore (45th Vice-President)

Middle: Bob Dole and Jack Kemp.

Lower: Hillary Clinton and Ross Perot



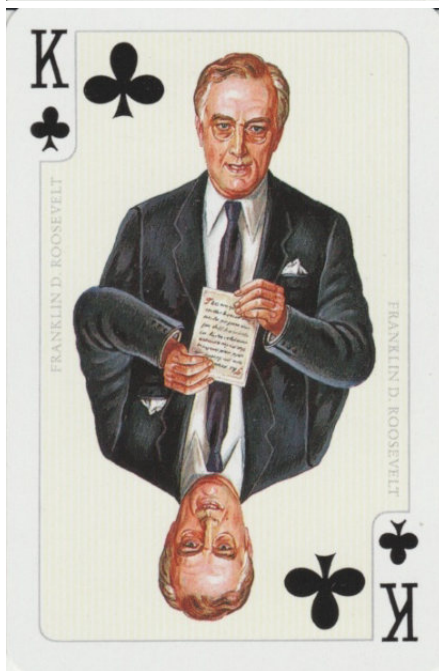
Unsurprisingly the topic of American Presidents has appeared many times on playing cards. In my own collection the American History pack from Piatnik (No. 2174) shows pictures of seven on the court cards, ranging from George Washington to Eisenhower. The exception among the men is Alexander Hamilton, shown on the jack of hearts.

The queens show a mixture of famous women. Eleanor Roosevelt appears alongside her husband on the queen of clubs, while Dolley Madison (wife of the fourth President, James Madison) is on the queen of diamonds. Betsy Ross, the seamstress who is supposed to have made the first Stars and Stripes banner, is the queen of hearts, while famous anti-slavery campaigner Harriet Tubman appears on the queen of spades.

Upper: George Washington (1st President) and Thomas Jefferson (3rd President)

Middle: Andrew Jackson (7th President) and Abraham Lincoln (16th President)

Lower: Ulysses S. Grant (18th President), Franklin D. Roosevelt (32nd President) and Dwight D. Eisenhower (34th President)





I also have a reproduction copy of a campaign pack produced in 1888 to promote the re-election of Grover Cleveland. The copy was made by U.S. Games Systems, and the courts show Cleveland on the kings, with his wife Frances (née Folsom) on the queens and his running mate Allen Thurman on the jacks. Cleveland had been elected 22nd President in 1884 with Thomas Hendricks as his Vice-President, but Hendricks died in 1885 and was not replaced. Cleveland chose Thurman in 1888 when he was challenged by Benjamin Harrison.

Cleveland lost this election, but won again in 1892 (with Adlai Stevenson as Vice-President). He thus became the 22nd and 24th



President, confusing the numbering system to this day. He is the only President to serve non-consecutive terms, a record Donald Trump is hoping to break.

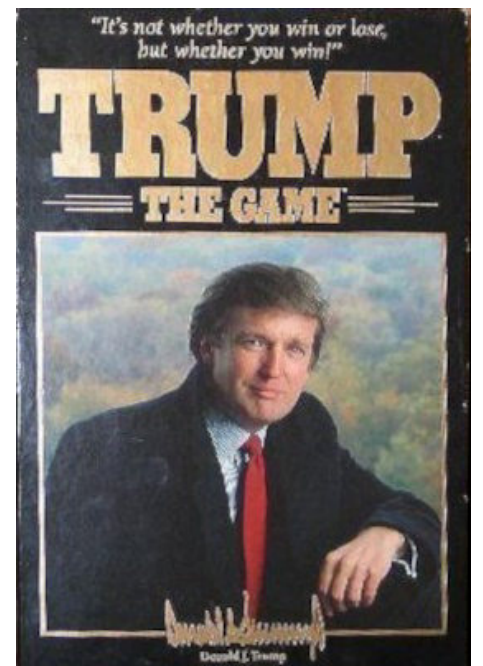
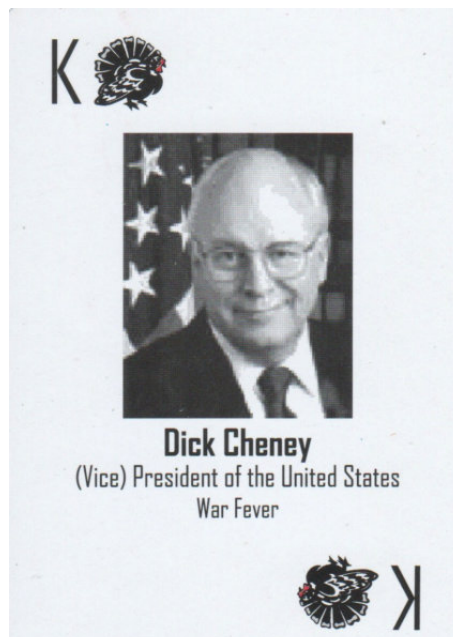
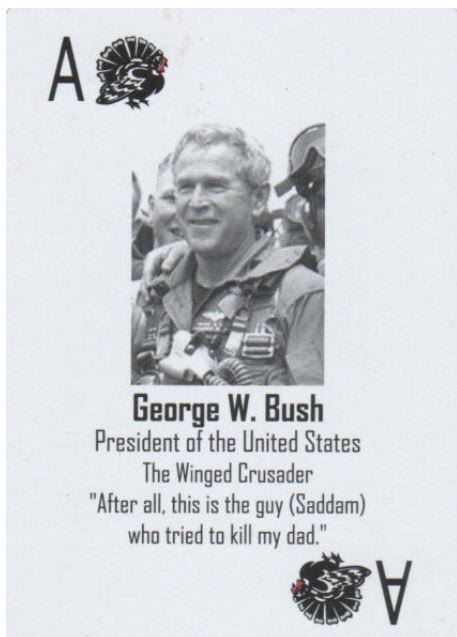
The final pack shown is a satirical pack produced shortly after the end of the Second Gulf War by Olna.biz, named Mission Unaccomplished. The suits have been replaced by birds, to mark "The turkeys, ostriches, crows and hawks that flew the U.S. into Iraq without knowing how to get out". 43rd President George W. Bush is shown in a flight suit on an aircraft carrier, where he posed under a banner stating "Mission Accomplished". This proved to be optimistic.

Vice President Dick Cheney was a



veteran politician. He had served as Chief of Staff under Ford, and Secretary of Defense under George H. W. Bush. While out of office during the Clinton administration he was CEO of Halliburton, a company involved in the oil industry. Halliburton received valuable contracts following the War, and Cheney was rumoured to have personally profited.

The final picture shows a board game based around the 45th President, rather than cards. Trump - the Game was published in 1989, and shows the real-estate mogul on the front cover. It was a Monopoly-like game of buying properties, and didn't sell very well, although it was re-issued several years later.



The Flemings of Smock Alley, Dublin

Lord Mayors and Cardmakers

Julian Shilton

The name of Smock Alley in Dublin has come up in connection with cardmakers before. In 1744 William Whitton, himself a member of a Dublin cardmaking dynasty, advertised that he “lately moved to the King of Diamonds, Smock Alley, makes and sells playing cards.” (see Issue 136, p23). He died in 1745, and his widow Elinor, who carried on the trade, died in 1754. But in 1771 a new cardmaker was recorded, working at No. 2, Smock-Alley.

Thomas Fleming (worked 1764-c.1805)

This was Thomas Fleming. He began working in 1764, and moved to Smock Alley once he was made a Freeman of the Guild of St. Luke (the guild who controlled stationers, painters, cardmakers, paper-stainers and cutlers) in 1770. He must have been an active participant in guild affairs, as he became Master of the Guild in 1774. Cardmakers were not a large part of the guild's membership, and he may have been their first cardmaker Master.

This is probably the reason that he informed on Edward Higgins for selling cards with forged duty-aces in 1776 (and again the following year). At about this time he also took ac-



tion against a Daniel Leeson (see Issues 127 and 128), “C. H.” and “S. S.” for breaches of the duty laws.

A few apprentices are recorded to him. He took Robert Kennedy, Isaac Todd and Peter Butterson in 1772, William Bergin in 1780, and a J. Ryan in 1804.

Fleming's seniority within the Guild of St. Luke was not the limit of his ambitions in Dublin. He became a senior Alderman for the city, and in 1797 he became Lord Mayor of Dublin (the first cardmaker to become a Lord Mayor!).

The 1790s was a volatile time in Ireland. This culminated in the The Irish Rebellion of 1798 - a popular uprising across the country with the assistance of France. In the wake of this Acts of Union were brought in to combine the two countries, and establish the United Kingdom in 1801.

Thomas Fleming died in 1809, after having apparently been in poor health for several years. (This makes it unlikely he would take on an apprentice at such a late date).

John Smith Fleming (worked 1802-14)

J. Ryan, Thomas' last apprentice, may have been apprenticed to Thomas' successor, John Smith Flem-

ing. John seems to have taken over the business before 1806, when he is recorded as working at Smock Alley. He may have been Thomas' nephew rather than his son. I wonder if he was not admitted as a Freeman at the time, so the business of apprentices was still under Thomas' name.

He was still at Smock Alley in 1814, but the following year he had passed the trade on to Thomas S. Fleming. John may have devoted his time to politics instead of cardmaking. He also became Lord Mayor of Dublin, this time in 1823.

Thomas S. Fleming (worked 1815-c.1825)

Thomas S. Fleming appeared in the Dublin trade directories in 1825, but was gone by the time of the next one, in 1830. In this one a Robert Barnett was at 2, Smock Alley, running a “Manufacturing Jeweller, Playing and Black Card Establishment”. Did he inherit the Flemings' old stock when he took over their old workshop?

Irish cards from this period are extremely rare. Note the Smock Alley address on the jack of spades.

All images from plainbacks.com, by kind permission of Paul Bostock.



10 ♦



IM TAKING AN
EARLY HOLIDAY COS
I KNOW SUMMER
COMES SOONEST IN THE SOUTH

♦ 10

Q ♦



THE QUEEN OF SCOTS
— LONDON and GLASGOW —
LEEDS HARRINGTON DUNELM NEWCASTLE EDINBURGH
BRITISH RAILWAYS

♦ Q

K ♦



THE
FLYING SCOTSMAN
1862 - 1962

♦ K

2 ♥

STEAM!



THE KING ARTHUR CLASS WEST OF ENGLAND EXPRESS


- 91 OF THE MOST POWERFUL -
ENGINES ARE BEING DELIVERED TO
THE SOUTHERN RAILWAY THIS
SUMMER, COSTING OVER £800,000.

SOUTHERN

♥ 2

4 ♥

"THE SILVER JUBILEE"



BRITAIN'S FIRST
STREAMLINE TRAIN
**NEWCASTLE
AND LONDON
IN 4 HOURS**

AVERAGE THROUGHOUT SPEED 67.05 MPH
Monday: From 10.15, September 1955
NEWCASTLE to 10.30, BIRMINGHAM — 2.30
BIRMINGHAM to 10.45, LONDON — 2.45
LONDON to 11.00, NEWCASTLE — 2.45
SUNDAY SERVICE: From 10.15, Sunday 11.30
LONDON to NORTH EASTERN RAILWAY

LONDON & NORTH EASTERN RAILWAY

♥ 4

A ♥

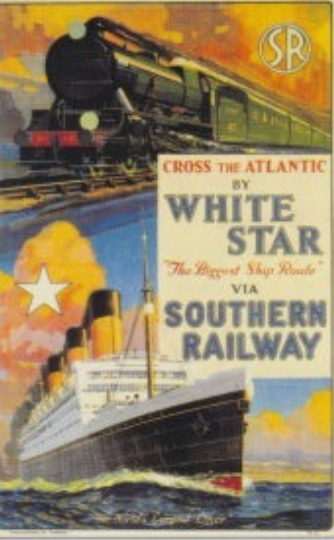
THE DEVON BELLE



SOUTHERN RAILWAY

♥ A

4 ♠

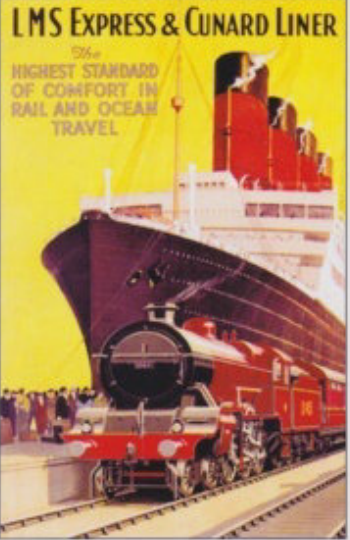


CROSS THE ATLANTIC
BY
WHITE STAR
The Biggest Ship Route
VIA
SOUTHERN RAILWAY

♠ 4


2 ♠

LMS EXPRESS & CUNARD LINER
The
HIGHEST STANDARD
OF COMFORT IN
RAIL AND OCEAN
TRAVEL



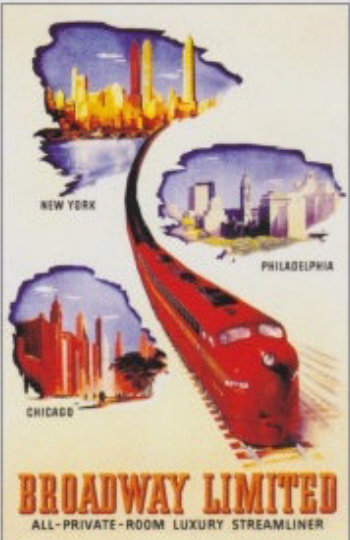
♠ 2

FAMOUS TRAINS



DEAN

3
♣




NEW YORK
PHILADELPHIA
CHICAGO

BROADWAY LIMITED
ALL-PRIVATE-ROOM LUXURY STREAMLINER

♣ 2


4
♣



FIRST IN THE FIELD
New "WEST COUNTRY" Engines
NAMED AFTER TOWNS IN THE WEST OF ENGLAND
LOOK OUT FOR THEM ON THE
SOUTHERN RAILWAY

♣ 4

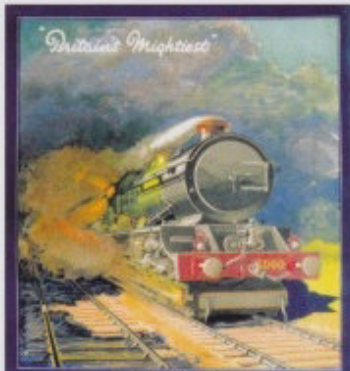
10
♣



TRAVEL
The Canadian
THE SCENIC DOME ROUTE ACROSS CANADA
Canadian Pacific

♣ 10

K
♣



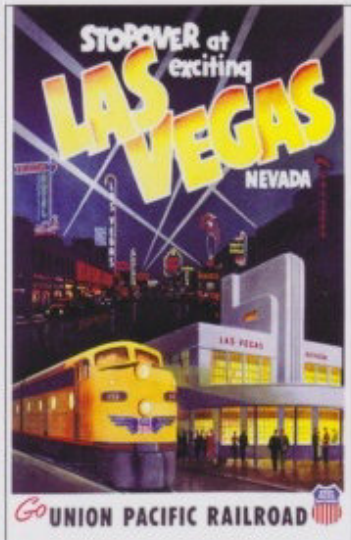
"Britain's Mightiest"

KING GEORGE V

THE KING'S LEAD
FOR POWER AND SPEED
Go Great Western

♣ K

A
♣

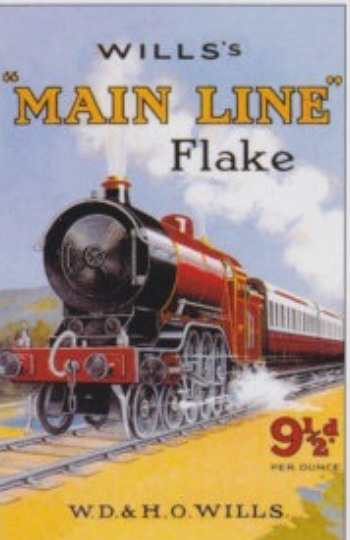


STOPOVER at exciting
LAS VEGAS
NEVADA

Go UNION PACIFIC RAILROAD

♣ A

2
♦



WILLS'S
MAIN LINE⁶⁶
Flake

9 1/2
PER OUNCE

W.D. & H.O. WILLS

♦ 2

4
♦



SOUTH FOR
WINTER

SOUTHERN RAILWAY

♦ 4

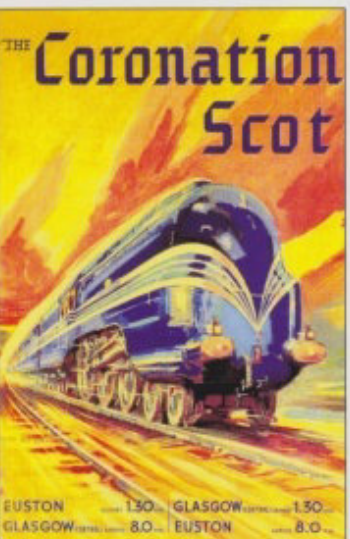
6
♦



4040
Coronation Scot

♦ 6

9
♦



THE **Coronation Scot**

EUSTON 1.30 GLASGOW 1.30
GLASGOW 8.0 EUSTON 8.0

♦ 9