# ORANGE FREE STATE PHILATELY
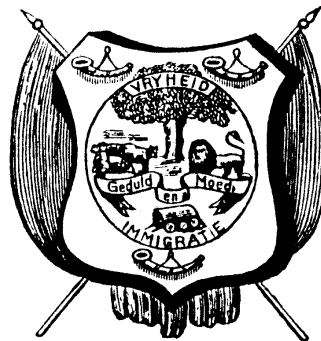
## Volume 2, The Telegraphs

## The Republic and the Occupation
### 1854-1903



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# Introduction

The philately of the Oranje Vry Staat/Orange Free State is an interesting subject for a number of reasons.  First, it is a dead country, so it has a defined philatelic range.  Second, even the most rare varieties are not as expensive as in most other countries.  Third, the country pursued a very conservative issuance policy.  Fourth, the extensive range of overprints, all of postal or telegraphic necessity, provides an almost endless series of opportunities for study.  Fifth, even though the country has been dead for almost a century, there are still large areas needing work and new discoveries yet to be made, particularly in the telegraph area.

The last handbook that covered this subject even cursorily is now some 30 years out of date, and much new information has been found since that time.

In the past, there have been many allegations of items being forgeries or created by malfeasance of the Bloemfontein government printers.  This seemed to have been a rather general hysteria at the turn of the century, as the same wild stories swirled around the overprints of the French Colonies.  Many of these stories have been repeated uncritically since that time, but deserve closer attention.

Forgeries are actually quite rare and are generally crude and not dangerous.

The accusations of malfeasance are another matter.  These arose to explain items that appeared to be legitimate, but did not fit the understanding at the time of the conditions the printers worked under or, indeed, the actual printing procedure, schedule, dates or other important details. Studies have since shown that most of the suspected cases of malfeasance are actually perfectly genuine items.  Certain of the allegations have not been absolutely refuted, but none of them were based on any factual evidence.  Buckley and Marriott in their handbook unfortunately uncritically accepted many of these fantasies as reality.  This is of less concern with the telegraph stamps as compared to the postage stamps.

The printers Borckenhagen and Curling in Bloemfontein did not work under the conditions that obtained in, say, London at De La Rue, which was the stamp printer with which most collectors of O.V.S./O.F.S. material were most familiar. Bloemfontein may have been a 'national capital', but in reality it was a tiny hamlet isolated in the middle of a vast, barely populated plain, with wild beasts still roaming within the town limits.  The printers were not security printers such as de la Rue, but rather small town job printers with limited skills and equipment.

Another major and poorly understood difference was the attitude to 'printer's waste'.  In Europe at the time, 'printer's waste' was just that, and each job was planned with an allowance for sheets that would be scrapped.  A 1943 textbook provides a guide of 10% waste for a 1-colour job of 250 sheets and 5% for a 1,000-sheet job.  The 1902 Orange River Colony contract for stamp overprinting in Cape Town had a 3.8% waste allowance for a multi thousand-sheet job.

The authorities in Bloemfontein, however, had a totally different attitude. They gave zero allowance for scrap, and insisted that each and every stamp given to the printer be returned. They also insisted that each of these stamps be clearly and distinctly marked with the new value so that none could be used to cheat the post office. As a result, misprints that would have been scrapped in Europe were printed again in various ways, yielding doubles, inverts, etc. All were then sold over the post office counter.

The possibility of printer malfeasance during the first few months of the British occupation of Bloemfontein was further limited. The small town was occupied by 40,000 British troops and was under martial law. The printer at that time, , Curling, was under the direct control of British Intelligence. Foolhardy would have been a man to risk his freedom, his business and his family for a few shillings, or as one story would have it, the smile of a lady.

Thus, in this work, we have not indulged in any fanciful 'explanations' of mysteries by calling them 'surreptitious work' of the government printers.

Basically, until the mid-Twentieth Century, no one had a decent understanding of the complexity and interrelationship of the overprintings of the postage stamps, telegraph stamps and revenue stamps. All of these were overprinted in an order that made sense to the military, although it was a printer's nightmare. This was elucidated by Laurence and then further by Buckley and Marriott. Some further development will be found in the Volume 1 of this set, and an overview is included as an appendix to this volume.

A few notes on the illustrations are in order. Most of the stamp/overprint illustrations are given in twice life size for clarity. Some are actual enhanced scans, and others are tracings or drawings from actual scans, as seemed best. Most of the actual overprints show dirty type. The tracings are generally adjusted to show an outline somewhere between the true outline of the type and that of the actual dirty print, which varies considerably from stamp to stamp. Even if an illustration of the variety is shown in the text, it will be included in the general variety page for convenience of collectors.

Keyed setting diagrams are used throughout showing the location of varieties in the forme.

# PREFACE

The purpose of this 2nd Volume in the Orange Free State Philately Series of the Philatelic Society for Greater Southern Africa is to portray the present state of our knowledge of the Telegraph system of the Orange Free State before, during and somewhat after the British Invasion.

The telegraphs of the O.V.S. have been little studied. For a number of reasons it is a rather difficult field. The telegraph system is intertwined with the postal and railroad systems. One office might serve as Railroad telegraph, civilian telegraph, post office and money order office. The man in charge was ordinarily the telegrapher. The use of various cancellers and date stamps was a bit slap dash, with the same date stamp showing on various items, such as letters, telegrams, and even revenues.

This is further complicated by the rule that the original copy with the stamps or fee marking was to be destroyed to preserve privacy. Fortunately, certain of the offices complied with this rule only after tearing off the corner with the stamps; so used stamps are available, some on piece. After 1902, the stamps used on telegrams were normal postage stamps confusing things still further.

Thus this volume does not pretend to be the final word on this subject, but hopefully will encourage and facilitate the studies of others in this interesting field.

We would like to thank the Philatelic Society for Greater Southern Africa for their efforts in co-publishing this book. The encouragement and guidance of the PSGSA Publication Committee was of great help, as well as their work on proofing, critiquing, publishing and distributing the work. Also a big vote of thanks is owed to Peter Thy, Alan Hanks and others for peer review, critiquing, proofreading and suggesting improvements.

This book, as with all scholarly works, could not have come about if collectors everywhere did not publish their discoveries and findings for the edification of all. Material held tightly and unpublished does not advance the state of knowledge and is, of course, not reflected in this book. Thanks are due to all those who have published information pertaining to this field and to those philatelic societies that encourage and enable this sharing.

*For out of the old fieldes, as men saithe,*
*Cometh al this new corne fro yere to yere;*
*And out of old bookes, in good faithe,*
*Cometh al this new science that men lere.*

Geoffrey Chaucer, *The Assembly of Fowles*.

Specific mention should be made of the Master's Thesis at the Universiteit van die Oranje-Vrystaat by F.W. Gericke and the assistance of the Anglo-Boeren Oorlog Museum in Bloemfontein.

Every effort has been made to comply with copyright law. Information, discoveries, etc. are of course not covered by copyright, and fall into the public domain, notwithstanding the unjustified belief in some quarters that information is the property of the first journal that publishes it. Credit is given in the footnotes to specific significant items to indicate the source of the information and to facilitate further study. Primary sources have been preferred, as is usual. Abbreviations for cited publications are given in Appendix A. The illustrations of overprint varieties are original drawings or enhanced scans and are generally about twice life size. The color reproductions are approximately life size and are generally a little duller appearing than the originals, whose actual colors varied quite a bit. The colors in the postmark section have been distorted to improve visibility of the mark. Unless otherwise noted, all philatelic color illustrations are from the collections of Kurt Schau or the authors.

To avoid confusion, as far as possible we have tried to keep the various notations currently in common use, such as variety nomenclature and numbering of settings, even when the old nomenclature is actually somewhat misleading. In general, the notations are consistent with the Buckley and Marriott usage in the V.R.I. era. Often, however, change has been unavoidable to improve clarity in the light of new findings. For example, the stamps of the O.V.S. era have had to be rearranged and renumbered.

All opinions, errors, omissions are strictly the responsibility of the authors. In spite of all the help, errors and typos are certainly present. Notification of errata would be appreciated so that later printings can be improved.

# Orange Free State Philately

# Volume 2, The Telegraphs

## Table of Contents

# Chapter 1.  Telegraph System Development

Telegraphy in Southern Africa began in 1860 with the opening of a line from Cape Town to Simonstown.

Little has been reported of the early days in O.V.S. telegraphy.  What is known  is largely attributable to F.W. Gericke and his researches for his 1968 MS thesis at the University of the Orange Free State.  Unless otherwise indicated, data up to 1886 is from this source[1].

## Stage 1, The Early days

In 1865, President Brand had wished to discuss telegraph connections with both Natal and the Cape, but the Volksraad (Legislature) demurred.  By 1871, the discovery of diamonds in the western corner of the Free State again raised the interest in telegraphy and discussions with Siemens of Germany ensued as to the feasibility of a line from Bloemfontein through Philippolis and Fauresmith to the Cape.  In early 1873 the Cape Colony (C.G.H) approached the O.V.S. for permission to build a line through the O.V.S. from Colesburg, C.G.H. to Klipdrift (near present day Kimberley).  This was rebuffed, due to the legal and diplomatic efforts of the O.V.S. to reclaim the diamond fields seized by the British.

By late 1873, the Raad agreed to negotiations with the Cape under certain conditions, inter alia:

a. The action would not be considered by the British to have any bearing on control of the diamond fields.
b. Telegraph Offices in the O.V.S. to be only Philippolis, Fauresmith and possibly Jacobsdal.
c. The O.V.S. would have a purchase option on the portion of the lines in its territory at cost plus 5% interest.

This was approved and the Jacobsdal office was also approved.  The line through to Kimberley was completed in 1876.

The Free State then decided to build all further lines in the O.V.S by itself.  A Mr. A.C. Howard, who had been with the C.G.H. Telegraphs, was hired as Director of the O.V.S. Telegraphs.

In February 1879 the line was completed to Edenburg and on 7 April 1879 the line to Bloemfontein was opened from Fauresmith via Edenburg and Reddersburg.  It had cost £11,115.

At this time, Bloemfontein had two telegraphers and a runner, smaller offices had only one telegrapher and in the smallest, the telegrapher was also the postmaster.

In 1880 the Raad approved the study of two further routes.

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[1] Gericke, F. W.  "Die Ontwikkelung van Pos- en Telegraafwese
  in Die Oranje-Vrystaat 1854-1886", Bloemfontein 1968

a.　　　From the diamond fields via Boshof, Bloemfontein, Winburg, Bethlehem and Harrismith to the Natal border.

b.　　　From Bloemfontein via Reddersburg, Edenburg, Smithfield and Rouxville to the Cape at Aliwal North.

In November, the Raad approved construction of a route from Bloemfontein to Natal via Brandfort, Winburg, Senekal, Bethlehem and Harrismith.

In 1881, a line was built from Bloemfontein to the Natal border at van Reenens pass via Brandfort, Winburg, Senekal, Bethlehem and Harrismith.  This opened up cable traffic to Europe, as the Empire cable had reached Natal in 1880.

In 1882, another line to the Cape was opened from Edenburg via Bethulie.  Later, the line from Reddersburg to the Cape at Aliwal North via Smithfield and Rouxville was opened.  Also this year, the line from Bloemfontein to Boshof (and on to Kimberley) was opened.

President Brand wished to exercise the option to buy the Cape telegraph lines in the O.V.S., but the Raad disagreed.  It did, however, approve running a parallel line to the Cape line, to reduce rates.  Thereupon, the Cape reduced the charges in the O.V.S. to 1/6d per 20 words.  Later the O.V.S. took over the line completely.

The Raad approved a line to the South African Republic via Ventersburg, Kroonstad and Heilbron.  They also approved line extensions from Winburg to Ladybrand, Senekal to Ficksburg, and Reddersburg to Wepener via DeWetsdorp.  These were completed in 1884.

There was then a lull in telegraph line construction until the railway was built in 1890.

These developments are more easily understood by referring to Map 1.1, following on page 5.

## Stage 2, The Railroad Comes

In 1890 a rail line straight up through the center of the country from the Cape to the Transvaal was begun.  This line was completed in 1892 when the connection to the Transvaal was made at Viljoensdrift.  Extensions were under way when the Anglo-Boer war broke out.

Map 1.2 shows the railroad lines and stations as of 1899.  One must remember that some place names changed at various times, such as Sannah's Post/Waterworks Junction, etc.

A railroad of course needs to have telegraphic connections at every station or significant siding.  This caused a major reworking of the existing telegraph system.

In fact, two systems emerged that shared responsibility for telegraphic communications in the O.V.S.  The railway operator had basic responsibility for communications for the railroad operations.  The Post Office had all the telegraph offices that were not on the railroad lines and also some of those that were.

Since the postal and telegraphic services were under the control of one man, A. C. Howard, many of the post offices had been moved into the telegraph offices.  In some cases, the

public telegraph office at a train station would be in a separate office.  But in other cases, a single office would be the local post office, the local telegraph office, and the station telegraph office.  All services were combined in the person of one man, the telegrapher.  In a large country, such an arrangement would never work, but in a small country it worked well.

Map 1.3 shows the railroad stations/sidings where there is no record of there being a telegraph office dealing with the public.  There may have been railroad telegraphy at some of these places.

Map 1.4 shows the final pre-war state of the public telegraph system as of 1899, after the railroad and public telegraph systems had been combined and expanded.  This information has been compiled from a number of sources, which often disagree among themselves and even within themselves.  The routing of the lines is somewhat hypothetical in places, but is our best estimate.

## Stage 3, Wartime

At the outbreak of the war, the O.V.S. telegraph system followed the advancing Boer Commandos and was thus expanded into the Cape and Natal at Modder Rivier, Colesburg, Aliwal North, van Reenen's Pass, etc.  Soon however, the weight of the British Empire armies prevailed, and by 1902 none of the telegraph system was left operating in O.V.S. hands.  The British restored telegraph service in the area they controlled, but outlying areas without large British forces were left with no service.  Also, for example, Lindley did not have service restored because the town had been destroyed and the inhabitants sent to the concentration camps, leaving no town.  The location did have some military telegraphic service, as it was on one of the British blockhouse lines.

The British carried on the divided authority for telegraph service.  The telegraphic branch of the Imperial Military Railways took responsibility for the railway stations, as had the old O.V.S.S. (Oranje Vry Staat Spoorwegen or Orange Free State Railways).  In addition, they were responsible for the purely military telegraph lines connecting the blockhouse lines which divided the country into sections to interfere with the movements of the Boer forces and also to facilitate the 'sweeps' which destroyed all housing, farms, cattle, etc. and removed the Boer population to the camps.

The Army Telegraphs took over the offices previously run by the Post Office.  In addition, they were responsible for cantonments and running lines connecting troop movements with headquarters.

Map 1.5 shows the telegraph system in August/September 1902, just as the whole system was returned to civilian control.  Again, some of the routings are 'best guesses.'  Table 1.1 is the PMG's (Postmaster General) report in November 1902 as to the status of telegraph and postal offices.

In some larger places, such as Bloemfontein and Kroonstad, there were separate telegraph offices for the railroad and public telegraphs.


## Stage 4, the Orange River Colony, Pre-Union


After the Peace of Vereeniging there were some extensions of the telegraph system and a major expansion of the railroad.  The use of special stamps for telegrams was stopped, with telegrams paid for with normal definitive postage stamps.

Map 1.6 indicates the telegraph and rail systems as of 1910, just before formation of the Union Of South Africa.  Again, the exact route of the lines is hypothetical in certain areas.

# Map 1.1
## O.V.S. Telegraph Lines as of 1875-1885



Heilbron

1884

Kroonstad

Ventersburg

Bethlehem

1881

Harrismith

Senekal

Winburg   1881

1884

Boshof

1882

Brandfort

Ficksburg

Kimberley
(Klipdrift)

1884

Jacobsdal

Ladybrand

Bloemfontein

1876 line

1879

Dewetsdorp

1884

Reddersburg

Fauresmith

Wepener

Edenburg

Jagersfontein
1880

1882    1882

Smithfeld

Philippolis

Rouxville

1882

Bethulie

Colesburg

Aliwal North

**Key**

1876 Line
1879/80 Line work
1881 Line to Natal
1882 Line Work
1884 Line to Transvaal
and Extensions

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# Map 1.2
## O.V.S. Railroad Lines/Stations, 1899



Vereeniging
Viljoens Drift
Parijs — Dover Jct — Wolvehoek
Groot Viel
Heilbron Rd
Heilbron 1892
Leeuwspruit
Roodewal — Kopjes
Serfontein
Honingspruit
America
Kroonstad — Jordaan
Boschrand
Geneva
Holfontein
Ventersburg Rd
Virginia
Welgelegen
Winburg Road
Vet Rivier
Bernard's Halt
Houterhoek
Brandfort
Glen
Van Tonder — Sannahs Post
Thaba Nchu
**Bloemfontein 1890**
Allemans
Karree
Kaffir River
Bethanie
Edenburg
Pompi
Krugers
Trompsburg
Kuilfontein
Springfontein
Prior — Kirkham
Providence
Bethulie
Donkerpoort
Colesburg

**1899 Railroad System
Lines and Stations**

▬ ▬ ▬ Operating

▪▪▪▪▪▪ Under Construction

# Map 1.3
## O.V.S. Railroad Stations without Telegraph Offices,  1899



*Chapter 1, Telegraph System  Development*

# Map 1.4
## O.V.S. Telegraph Lines/Offices, 1899



Legend:
- Telegraph Lines
- Completed RR Line
- RR Lines under Construction

Locations shown on map: Vereeniging, Viljoens Drift, Wolvehoek, Parijs, Heilbron Rd (Vredefort Rd), Villiers, Heilbron, Frankfort, Leeuwspruit, Bothaville, Roodewal, Kopjes, Vrede, Honingspruit(Plessis), Kroonstad, Jordaan, Hoopstad, ?, Geneva, Lindley, Reitz, Ventersburg Road, Ventersburg, Bethlehem, Virginia, Springfield, Welgelegen, Smaldeel (Theunissen), Bultfontein, Vet Rivier, Eensgevonden, Senekal, Harrismith, Boshof, Winburg, Fouriesburg, Brandfort, Ficksburg, Clocolan, Ficksburg, Modderrivier, Van Tonder, Sannahs Post, Thaba Nchu, Petrusburg, Bloemfontein, Ferreira, Jacobsdal, Kaalspruit, Karree, Dewetsdorp, Ladybrand, Koffyfontein, Kaffir River, Fauresmith, Bethanie, Reddersburg, Wepener, Luckhoff, Jagersfontein, Edenburg, Krugers, Trompsburg, Smithfeld, Zastron, Philippolis, Springfontein, Priors, Rouxville, Donkerpoort, Bethulie, Colesburg, Aliwal North

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# Map 5
## 1902 Telegraph Offices



August 1902 Telegraph Offices
Legend

Dewetsdorp — Army Telegraph Office
Later, the T.O.s run by the P.O.

Virginia — Imperial Military Rwy T.O.
Later the RR run T.O.s

Reitz — Abandoned Stations

Telegraph Lines, Approximate

# Map 6
## Telegraph and Railroads, 1910



Viljoens Drift
Wolvehoek
Parijs
Heilbron Rd (Vredefort Rd)
Vredefort
Villiers
Leeuwspruit
Heilbron
Frankfort
Bothaville
Roodewal
Kopjes
Vrede
Honingspruit(Plessis)
Kroonstad
Jordaan
Hoopstad
?
Geneva
Lindley
Reitz
Ventersburg
Bethlehem
Virginia
Springfield
Welgelegen
Smaldeel(Theunissen)
Aberfeldy
Harrismith
Bultfontein
Vet Rivier
Boshof
Eensgevonden
Senekal
Dealesville
Winburg
Fouriesburg
Brandfort
Clocolan
Ficksburg
Modderrivier
Van Tonder
Petrusburg
Tempe
Glen
Sannahs Post
Thaba Nchu
Jacobsdal
Bloemfontein
Ferreira
Kaalspruit
Ladybrand
Koffyfontein
Katree
Dewetsdorp
Kaffir River
Fauresmith
Bethanie
Reddersburg
Wepener
Luckhoff
Jagersfontein
Edenburg
Krugers
Trompsburg
Smithfeld
Zastron
Philippolis
Springfontein
Rouxville
Priors
Bethulie
Donkerpoort
Colesburg
Aliwal North

Telegraph Lines, Approximate
—··— RR Lines

*Chapter 1, Telegraph System Development*

# Table 1.1
## POSTAL NOTICE 29,  5 November, 1902

The following Alphabetical List of Post Offices and Post Office Agencies now opened in the Orange River Colony is published for general information:

Explanations regarding the List-§ Signifies Telegraph Office; X signifies Savings Bank and I signifies Railway Telegraph Office, accepts all Classes of Telegram work

In the third column:  M.O.O. signifies Money Order Office, P.O.A. signifies Post Office Agency and P.O.  Signifies Post Office

Money Order and Savings Bank Offices connected by Telegraph are authorized to transact such business by Telegraph.

| | NAME OF OFFICE. | DISTRICT | CLASS OF OFFICE | Letters to be Addressed via | NEAREST M.O.O. |
|---|---|---|---|---|---|
| I | Albertina | Harrismith | P.O.A. | Harrismith | Harrismith |
| | Allandale | Winburg | P.O.A. | Winburg | Winburg |
| | Bethany Station | Bloemfontein | P.O.A. | | Reddersburg |
| | Bethany Village | Bloemfontein | P.O.A. | | Edenburg |
| X | Bethlehem | Bethlehem | M.O.O. | | |
| § X | Bethulie | Bethulie | M.O.O. | | |
| § X | Bloemfontein | Bloemfontein | M.O.O. | | |
| § X | Boshof | Boshof | M.O.O. | | |
| § X | Brandfort | Bloemfontein | M.O.O. | | |
| § X | Bultfontein | Hoopstad | M.O.O. | Brandfort | |
| | Bothaville | Kroonstad | P.O. | Kroonstad | |
| | Brindisi | Ficksburg | P.O.A. | Ficksburg | Ficksburg |
| | Brandsdrift | Ladybrand | P.O.A. | Ladybrand | Thaba 'Nchu |
| | Commandodrift | Hoopstad | P.O.A. | Bothaville | Bothaville |
| | Commissiepoort | Ladybrand | P.O.A. | Ladybrand | Ladybrand |
| | Clocolan | Ladybrand | P.O.A. | | Ladybrand |
| | Cyferfontein | Bloemfontein | P.O.A. | Brandfort | Brandfort |
| § X | Dewetsdorp | Bloemfontein | M.O.O. | | |
| I | Donkerpoort | Philippolis | P.O.A. | | Springfontein |
| § X | Edenburg | Fauresmith | M.O.O. | | |
| | Elandsriver | Harrismith | P.O.A. | Harrismith | Harrismith |
| I | Eensgevonden | Winburg | P.O.A. | | Brandfort |
| § X | Fauresmith | Fauresmith | M.O.O. | | |
| § X | Ficksburg | Ficksburg | M.O.O. | | |
| §X | Fouriesburg | Ficksburg | M.O.O. | | |
| §X | Frankfort | Vrede | M.O.O. | | |
| I | Glen | Bloemfontein | P.O.A. | | Bloemfontein |
| I | Geneva | Kroonstad | P.O.A. | | Kroonstad |
| §X | Harrismith | Harrismith | M.O.O. | | |
| §X | Heilbron | Heilbron | M.O.O. | | |
| § | Hoopstad | Hoopstad | M.O.O. | Brandfort | |
| I | Honingspruit | Kroonstad | P.O.A. | | Kroonstad |
| | Haagenstad | Bloemfontein | P.O.A. | Brandfort | Brandfort |
| | Hibernia | Senekal | P.O.A. | Senekal | Senekal |
| §X | Jacobsdal | Jacobsdal | M.O.O. | | |

*Chapter 1, Telegraph System Development*

Table 1.1 Continued

| | | | | | |
|---|---|---|---|---|---|
| § | Jagersfontein Road | Fauresmith | P.O. | | Jagersfontein |
| § | Jagersfontein | Fauresmith | M.O.O. | | |
| I | Jordaan | Kroonstad | P.O.A. | | Kroonstad |
| I | Kaffir River Station | Bloemfontein | P.O.A. | | Bloemfontein |
| § | Koffyfontein | Fauresmith | M.O.O. | | |
| §X | Kroonstad | Kroonstad | M.O.O. | | |
| I | Karee | Bloemfontein | P.O.A. | | Brandfort |
| I | Kopjes | Kroonstad | P.O.A. | | Kroonstad |
| I | Krugers | Fauresmith | P.O.A. | | Edenburg |
| I | Kaalspruit | Bloemfontein | P.O.A. | | Bloemfontein |
| §X | Ladybrand | Ladybrand | M.O.O. | | |
| § | Lindley | Bethlehem | M.O.O. | | |
| § | Luckhof | Fauresmith | P.O. | Koffyfontein | |
| | Lombardsdrift | Bloemfontein | P.O.A. | Bloemfontein | Bloemfontein |
| | Nooitgedacht | Heilbron | P.O.A. | Heilbron | Heilbron |
| § | Petrusburg | Fauresmith | M.O.O. | Bloemfontein | |
| § | Philippolis | Springfontein | M.O.O. | Springfontein | |
| § | Parys | Heilbron | M.O.O. | Vredefort | |
| I | Priors | Bethulie | P.O.A. | | Springfontein |
| | Reitz | Bethlehem | M.O.O. | Bethlehem | |
| § | Reddersburg | Bloemfontein | M.O.O. | | |
| § | Rouxville | Rouxville | M.O.O. | | |
| I | Roodewal | Kroonstad | P.O.A. | | Heilbron |
| § | Senekal | Winburg | M.O.O. | | |
| § | Smithfield | Smithfield | M.O.O. | | |
| § | Smaldeel | Winburg | M.O.O. | | |
| §X | Springfontein | Springfontein | M.O.O. | | |
| | Steynspruit | Moroka | P.O.A. | Thaba 'Nchu | Thaba 'Nchu |
| § X | Thaba 'Nchu | Thaba 'Nchu | M.O.O. | | |
| | Trompsburg | Fauresmith | P.O.A. | Jagersfontein Rd. | Jagersfontein |
| I | Vredefort Road | Heilbron | P.O.A. | | Heilbron |
| § | Ventersburg | Winburg | M.O.O. | | |
| I | Ventersburg Road | Winburg | P.O.A. | | Ventersburg |
| §X | Viljoen's Drift | Heilbron | M.O.O. | | |
| § | Villiers | Vrede | P.O. | Frankfort | |
| § | Vredefort | Vredefort | M.O.O. | | |
| § | Vrede | Vrede | M.O.O. | | |
| I | Vet River | Winburg | P.O.A. | | Smaldeel |
| | Vaalbank | Bloemfontein | P.O.A. | Bloemfontein | Bloemfontein |
| I | Virginia | Kroonstad | P.O.A. | | Kroonstad |
| I | Water Works | Bloemfontein | P.O.A. | Bloemfontein | Bloemfontein |
| I | Welgelegen | Winburg | P.O.A. | | Smaldeel |
| § | Wepener | Wepener | M.O.O. | | |
| §X | Winburg | Winburg | M.O.O. | | |
| I | Wolvehoek | Heilbron | P.O.A. | | Heilbron |
| | Woodside | Vrede | P.O.A. | Vrede | Vrede |
| § | Zastron | Rouxville | M.O.O. | | |

*Chapter 1, Telegraph System Development*

# Chapter 2, The O.V.S. Telegraph Stamps

Initially telegrams were paid for in cash, but after 1880 it is possible that postage or revenue stamps were used, although no conclusive instances have been reported or seen by us. Gericke[1] quotes (translated) from a contemporaneous newspaper: "In 1885 it was decided to use telegraph stamps. In 1885, the treasurer reported that he had the word 'Telegraaf' overprinted on 100 sheets (24,000 stamps) of 1/-, 100 sheets of 6d, 50 sheets of 3d and 50 sheets of 1d. A total of 200 (ed. sic, actually 300) sheets or 72,000 stamps with a total value of £2,000." The Treasurer expected this to be sufficient for four months.

## Issue 1, 1885



The 1st Telegraph Issue of 1885 used postage stamps and a rubber hand stamp that read <u>TELE-</u> <u>GRAAF.</u> in two lines with hyphen and stop (Fig. 2.1, p.43 and above). Obviously there were a number of printings as the first printing of £2,000 would have lasted only a few months. The block of 1d stamps below is from an early print, judging from the very good condition of the letters. This example is in violet ink, reading down, and quite neatly and uniformly done. The block of 6d is from much later and shows badly broken type



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[1]Gericke, MA Thesis, U. of the O.F.S., 1968, p365.

*Chapter 2, The O.V.S. Telegraph Stamps*

The ink used can be characterized as black, red (sometimes called magenta) or violet, but the colors are variable.  The ink often strikes through, especially the red ink, as seen in the reverse view of the 3d red overprint, third from left.

Values first overprinted were the 1d, 3d, 6d, and 1/- postage stamps. (Copies of the 5/- green are reported[1] later with this overprint, but such a value was never issued, if indeed it was a legitimate print.)  The imprint generally reads up, but can also read down, horizontal, diagonal, or even inverted diagonally, as seen below.

The quality of the impression is highly variable, degrading over time, with occasional broken letters and in the later prints, missing stops and hyphens as shown at right.  Near right, no stop and on the far right, no stop, no hyphen and broken G.

Doubles are reported on all values[2], except the questionable 5/-. An example of the 6d partial double is shown at left.

[1] B&M, Part I, p249.
[2] B&M, Part I, p249.

*Chapter 2, The O.V.S. Telegraph Stamps*

A summary of reported variations is shown in Table 2.1 below, with Hiscock number in Parentheses.  Because of a typo, Hiscock 3 was shown as violet instead of the proper red.

| Table 2.1,  Issue 1,  TELE-GRAAF | | | | | |
|---|---|---|---|---|---|
| Value/ink | Down | Up | Diag. | Horiz. | Double |
| 1d / violet, 5th print | Y (1) | Y (1a) | Y (1b) | | Y (1c) |
| 3d/ violet | Y (2) | Y (2a) | Y (1b) | | Y (2c) |
| 3d / red | Y (3) | Y (3a) | Y (3b) | | Y (3c) |
| 6d / violet, 4th print | Y (4) | Y (4a) | Y (4c) | Y (4b) | Y (4d) |
| 6d / black | | | Y (5a) | Y (5) | |
| 1/- / violet, 2nd print | Y (6) | Y (6a) | Y | Y | Y (6b) |
| 1/- / black | Y | Y | | | |
| 5/- /black ??? | Y (7) | Y (7a) | | | |



Examples showing degraded condition of the hand stamp
during the 2nd Issue.

# Issue 2, 1886

The Issue 2 of February 1886 used the same hand stamp as Issue 1, but it was applied to the 1/- revenue stamp of both the pearl gray and the purple-brown colors (Fig 2.1a). The inks are again the same, a bluish violet and black, but the bluish violet varies in appearance. No red overprints are reported. The overprint normally reads horizontally to diagonally, but has been found inverted and doubled. Almost all known identifiable used copies are from Wepener, with the Numeral 16 or a manuscript cancel.

The rubber hand stamp was by now very worn, and made only imperfect impressions. In fact, almost all impressions are faulty. The two examples at right show no stop, no hyphen, and missing/broken letters. Below, the backs of these are shown, with major ink penetration.



The variations reported are shown in Table 2.2, with doubles shown in Fig. 2.1a (p43) and below.



| Table 2.2,   2nd Issue Tele-graph Variations | | | |
|---|---|---|---|
| Value/ink | Horiz. to Vert. | Double | Invert |
| 1s Pearl- grey / violet | Y (8) | Y (8a) | |
| 1s Purple-brown / violet | Y (9) | Y (9a) | Y (9b) |
| 1s Purple-brown / black | Y (10) | | |

*Chapter 2, The O.V.S. Telegraph Stamps*

# Issues 3 and 4, 1888

By April 1888, the 1/- values were again running out, and two new 1/- provisional issues were made. This time the base stamps were the 7/-, 8/- and 9/- revenue stamps, which were apparently not in much demand. The surcharge was typeset and printed by Borckenhagen, in two settings, as two formes were used, one for the 7/- and the other for the 8/- and 9/-. Both read TF  Een Shilling. plus bar in black ink. The forme was apparently a full 60-unit forme, as evidenced by the strip of four shown at the top of page 19.

| Table 2.3  Telegraph Issues 3 & 4 Dimensions of the Overprint (mm) | | | |
|---|---|---|---|
| | Issue 3 | Issue 4 Short TF | Issue 4 Tall TF |
| TF height | 2.75-3 | 2.9 | 3.4 |
| TF spacing | 5.0 | 3.5 | 3.5 |
| TF length | 8.0-8.5 | 6.6 | 6.6 |
| Space TF to words | 5.5-6.0 | 7.0 | 7.0 |
| Length of words, inclusive of stop | 25 | 24 | 24 |

## Issue 3, 1/- on 7/- Violet



In this Issue (Fig 2.2, Hiscock 11) the TF is 2.75-3 mm high, 8.0-8.5 mm long, with a 5 mm space between the letters. The words are 5.5-6 mm below the TF and 6 mm above the bar and are 25 mm long. A normal overprinted stamp, with Bethlehem cancel, is shown above on the left. The printed bar often shifted off the value and many of these stamps have an additional hand drawn line canceling the value, as shown on the right image above.

From the block of 6 shown below with no bar gaps in the second bar, it is clear that in this case Borckenhagen had at least some bars that could extend to 3 of these double width stamps. Only 7 bar gaps have been reported of the 10 expected. Also, no bar overlaps have

been reported, as would be expected if a half pane forme had been used, again indicating a 6x10 forme.

Bar gaps reported are:

| Table 2.3a, Bar Gaps Issue 3 |
|---|
| 1.  8 mm to the left of <u>Een</u>, hurt bottom <u>g</u>, #3 of strip of 4 below. |
| 2.  Under the <u>E</u> of <u>Een</u>. |
| 3.  A wide gap (3 mm) under the <u>n</u> of <u>Een</u>. |
| 4.  Under the <u>S</u> of <u>Shilling</u>. |
| 5.  Under the <u>h</u> of <u>Shilling</u>. |
| 6.  Under the second <u>i</u> of <u>Shilling</u>. Top middle of block of 6 below. |
| 7.  Under the <u>n</u> of <u>Shilling</u>, and a second 10 mm left of the <u>E</u> of <u>Een</u>. |



Gap 4                    Gap 5                    Gap 7

Broken letters are often found, but cannot be determined to be constant, due to a lack of large blocks and panes.  Specifically reported are: the small <u>e</u> in <u>Een</u> appearing as a <u>c</u>, or missing altogether; one or both <u>l</u>'s in shilling looking like <u>i</u>, and the <u>n</u> looking like two <u>i</u>'s. Also, on the stamp with bar gap No. 1, the bottom of the <u>g</u> is damaged on the seen copies. The variety <u>schiliing</u> shown below is clearly from the 1<sup>st</sup> column.

Further varieties and gaps are shown below.



Top left, Broken 2<sup>nd</sup> i, no BR serif n of Een.  Top middle, Gap No. 6 under 2<sup>nd</sup> i.
Top right, No top serif 2<sup>nd</sup> l.
Bottom left, No top serif 1<sup>st</sup> l.  Bottom middle, No serifs 2<sup>nd</sup> l.
Cancelled 'RVA', R van Acton, Heilbron.



#1, oblong stop.  #2, no serifs first l. #3, Bar gap No.1, damaged g.  #4, round stop
Since #1 and #4 do not repeat, this must be a 6 across forme.

# Issue 4,  1/- on 8/- Yellow and 9/- Olive

 

In this Issue the <u>TF</u> is only 6.6 mm long with a 3.5 mm space between the letters.  The letters are of two heights, 2.9mm (Hiscock 12 & 14) and 3.4 mm (Hiscock 13 & 15). Stamps are found with both letters 2.9 mm (Fig. 2.3), both 3.4 mm (Fig. 2.4) and also with the <u>T</u> 3.4 mm and the <u>F</u> 2.9 mm tall (Hiscock 12f & 14f), as shown from left to right below.

  

Broken letter varieties found are similar, but not identical, to those of the '1/- on 7/-' stamp of Issue 3.  The most notable are the <u>Shiliing</u> with gap 4 (Fig 2.14 and the small <u>e</u> of <u>Een</u> appearing as a <u>c</u> (Fig 2.15) or missing, shown to the right. Eleven bar gaps have been identified as spelled out in Table 2.4.

 

| Table 2.4,   Bar Gaps, Issue 4 | | | | | |
|---|---|---|---|---|---|
| 3.4 mm high TF | | | 2.9 mm high TF | | |
| 1 | Wide gap left of <u>Een</u>.   Bar short R, Col 6. | | 7 | Double gap, one just to the left of <u>E</u> of <u>Een</u> and a 2$^{nd}$ under the 2$^{nd}$ <u>l</u> of <u>Shilling</u>. | |
| 2 | Wide gap (3 mm) under <u>E</u> of <u>Een</u> | | 8 | Between <u>n</u> and <u>S</u>. | |
| 3 | Under <u>S</u> of <u>Shilling</u>. | | 9 | Under 1$^{st}$ <u>l</u> of <u>Shilling</u> and with short bar to right.  Col 6. | |
| 4 | Under first <u>l</u>, with Variety   <u>Shiliing</u>. Col 1, (Fig.2.14) | | 10 | Under <u>n</u> of <u>Shilling</u>. | |
| 5 | Under the stop. | | 11 | 1.5 mm to the right of the stop. | |
| 6 | 8 mm right of stop.  Top of <u>S</u> flattened.  Or 7.2 mm left of the <u>E</u> of <u>Een</u>. Col 6. | | | | |

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Having 11 stamps with bar gaps again implies 10 actual and one merely damage.


Gap 1


Gap 2


Gap 3


Gap 4


Gap 5


Gap 6


Gap 7


Gap 8


Gap 9


Gap 10


Gap 11

# Issues 5 to 13, 1888-1899

From this point on, all telegraph stamps were produced by Borckenhagen on existing postage stamps by overprinting just the two letters TF in various fonts in 9 different settings. All of these were very short-lived except the 12th, which is seemingly the only issue from which panes and sheets survived. A summary is shown in Table 2.5, with dimensions in mm. The length referred to in this table does not include the stop and the space is the distance from the center of one stem to the center of the other.

| Table 2.5, Issues 5 to 13 | | | | |
|---|---|---|---|---|
| | Height | Space | Length | Comment |
| 5th Issue | 2.8 | 3.8 | 6.8 | Thin type. Fig 2.5 |
| 6th Issue | 2.8 | 3.8 | 6.8 | Thicker type. Plus close on 6d and 1/-. Fig 2.6 |
| 7th Issue | 2.0 | 3.2 | 5.8 | 6d Fig 2.7a |
| 8th Issue | 2.3 | 3.6 | 6.1 | 1/- Fig 2.7b |
| 9th Issue | 3.9 | 4.8 | 9.5 | Block Capitals. 1d and 1/- Fig 2.8 |
| | 3.9 | 4.0 | 9.0 | Block Capitals. 6d |
| | 3.3 | 4.8 | 8.8 | Roman Capitals. Fig 2.9 |
| 10th Issue | 2.8 | 2.8 | 5.6 | Roman, Stop after F. Fig 2.10 |
| 11th Issue | 2.8 | 3.2 | 6.0 | Roman, Stops after T and F. Fig 2.11 |
| 12th Issue | 2.8 | 2.0 | 4.8 | No stops. Fig 2.12 |
| 13th Issue | 3.0 | 4.0 | 6.8 | Unissued. Fig 2.13 |

## Issue 5, 1888



This 1888 issue had the TF in fine type, 2.8 mm high, and with a space between the stems of the T and F of 3.5 mm and an overall length of 6.5 mm (Fig 2.5). The overprinted original stamps were the 1d brown (5th print), 3d blue, 6d rose-carmine (4th print) and the 1/- orange (2nd print), shown above (Hiscock 16-19 respectively). The 6d rose-carmine shows a lot of color variation from both fading and ink variability.

Little is known of the forme, but the wing stamp with misplaced overprint shown below and in Fig 2.16 is spaced corresponding to a gutter in a 120 unit setting, which at least implies the size of the forme to be 120 units.

The 3d, 6d and 1/- are all known with horizontal misplacement of the overprint, with the T on the right side and the F on the left (Fig 2.16), and are even known with a double impression, one centered (Fig 2.17).

These four doubles, all used at Heilbron, are all from the same pane/half sheet. One TF is quite well centered, and the other is slanted, (Fig. 2.17) giving rise in the third example to a double with one a misplaced print showing only the T, from somewhere in the first column. The fourth is misplaced far enough to show the split TF.



Another form of doubling is shown by the four examples below, three from Harrismith and one from Senekal. The left example shows just misplacement, with the print sloping down to the right on a wing margin copy. The spacing is correct for a half stamp leftward displacement of a 120 unit forme. The next three examples all show the downward slant of the misplaced print and also a second print which itself wanders. From this it seems that the second print was only applied to the right pane, probably because some stamps did not show any overprint.



Misplacements are also known on the 3d and 1/- as seen below. The block of the 6d at the right shows a dropped F on the bottom right stamp. Miscellaneous broken letters are also known, but seem to be merely printing problems.

# Issue 6, 1890



This 1890 issue used the same spacing as Issue 5, but with a much heavier print (Fig. 2.6, Hiscock 20-22).  This has been called a different font, but it appears to be just a much heavier print with heavier ink than Issue 5.  Below are shown magnified images of the TF from Issue 5 on the left and 6 on the right.  Note that the narrower shapes of Issue 5 can be seen within the fatter shapes of the 6th.  This is even more obvious under a microscope.  It is



clearly a separate issue, however, as none of its varieties have been seen in the lighter print examples of Issue 5.

This Issue 6 used the 3d, 6d (4th print) and 1/- (2nd print) values.  Earliest reported usage is February 10, 1891.  A 1d value reputedly exists, but has not been seen by the authors, nor is it listed in Hiscock.  Major setting varieties are listed in Table 2.6.   Varieties 9 & 10 may possibly be only printing condition artifacts.

| Table 2.6,   6th Issue Setting Varieties | | |
|---|---|---|
| Var | Description | Figure |
| 1 | FT for TF, Type a. Shows damage to top left and bottom right serifs of the T.  All values. | Fig. 2.18 |
| 2 | FT for TF, Type b.  Shows break in stem of F. | Fig. 2.19 |
| 3 | FT for TF, Type c.  Shows deformed foot of F. | Fig. 2.20 |
| 4 | Dropped T. | |
| 5 | Dropped F. | |
| 6 | Wider spaced TF (4mm, not 3.5mm).  On the 6d and 1/-. | |
| 7 | Close spaced TF on 6d and 1/-. | Fig. 2.21 |
| 8 | Slug between F and T. | Fig. 2.22 |
| 9 | Slightly smaller F | |
| 10 | Slightly smaller T | |

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Below are shown the major varieties, 1-3, the <u>FT</u> types a, b and c, from left to right, followed by a pair showing b/a.



Var 1, <u>FT</u>, a



Var 2, <u>FT</u>, b



Var 3, <u>FT</u>, c



Vars. 2 & 1
FT b/ FT a

The pair at right shows clearly the break in the lower stem of the F of type b and the right stamp shows the broken serifs T of type a.

The lesser varieties 4-10 described in Table 2.6 above are shown below.



Var 4



Var 5



Var 6



Var 7



Var 8



Var 9



Var 10

In addition to the setting varieties, the type was in rather poor condition, poorly inked and shows a vast number of broken letter varieties. Some are perhaps constant, but most appear to be transient.

Some of the more obvious broken letter flaws are shown below:

11. Top of T broken off.  3d and 1/-.
12. Right arm of T broken off, 1/-.
13. Top of F broken, all values.
14. Bottom left serif F missing, all values.
15. Bottom right serif F missing, 3d and 6d.
16. Bottom left serif T missing, all values.


Var 11


Var 12


Var 13


Var 14


Var 15


Var 16

In addition, there were printing errors.  One impression of the 1/- has the overprint misplaced horizontally, so the TF is split by the perforations as seen here at the right.


Misplaced



More importantly, a sheet of the 6d was vertically misplaced so that only a portion of the sheet was printed.  This was corrected by re-doing the print with the sheet properly placed producing doubles. Being slightly tilted, the relative positions vary. This procedure also resulted in some of these having a full, aligned offset on the back.   This double is a major rarity in spite of some 20-30 having been produced, as most apparently have not survived.

An invert has been reported on the 6d, but not confirmed. If 60 or 120 had been printed, more should have shown up by now, so this report is probably erroneous or the stamp is a forgery.

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# Issue 7, 1888/9?



This scarcest of the Telegraph issues is on the orange-yellow 1/- (3rd print) (Fig 2.7a, Hiscock 24) is very similar to the 8th and was probably produced in the same general time period.  The <u>TF</u> on the 1/- is 2.25 x 6.0 mm.  There is only one reported significant variety, where on one stamp the <u>F</u> is badly misplaced.[1]

All authorities give the issue date as 1890, but appear to be copying one another.  Three examples[2] have been seen with earlier postmarks.  Two examples are Bloemfontein (Batten postmark #55).  The year on one clearly has the first digit 8, and the second digit appears to be a 9, but just possibly could be an 8, shown above left.  Another copy is clearly the same canceller, again with the first digit 8, the second probably 9.  On the first, the date is July 25, but inverted.  They look so similar as perhaps to indicate they came off the same telegram.  Batten says this cancel was taken out of postal service in middle of 1888.  Shown above right is an example with  a third date in the 1880's from Bloemfontein.  The best bet for this issue seems to be 1888/9, as it seems to pre-date the 6d value of the Issue 8.

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[1] Hiscock, , #24a, p228, 1982.
[2] Hisey Collection, 2001

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# Issue 8, 1889?



This scarce issue used very small type only 2 mm high (Figs. 2.7b, Hiscock 23) and was used on only the 6d rose-carmine (4<sup>th</sup> print). The TF is 2.1 x 5.5 mm.  Considered more or less contemporaneous with Issue 7, which now can be placed in 1889, not 1890 as previously believed. Due to the different font size, this is clearly a separate issue.

No varieties reported, but some damaged type/poor printing is shown below.  The left stamp shows the left top of T hurt and the right pair shows the right top of the T hurt on the right stamp.

# Issue 9, 1891 (and 9A)



This 1891 issue is composed of two settings.   Issue 9 uses a large sans serif block type (3.9 x 9.5 mm, spaced 4.8 mm) (Fig 2.8, Hiscock 25-27) in the upper 5 rows and seriffed large Roman type (3.3 x 8.8 mm, spaced 4.8 mm) (Fig 2.9 Hiscock 28-30) in the lower 5 rows, as can be seen from these two blocks of the 1d value.

This forme was applied to the 1d (6th print), and 1/- (3rd print) values.

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# Issue 9A



A second setting, 9A, **was** clearly used for the 6d (Hiscock 26, 29), where the 6d sans serif prints are more closely set by 0.5mm (2 points) at 4.0 mm than the other values, as can be seen above.  The Roman 6d  (4th print) is set the same as the 1d and 1/-, so at least the top half of the forme must have been reset for some reason.



One copy of the 1d brown Roman and another of the 1 shilling are also known with the same closer 4.0 mm spacing, as shown on the lower stamps above. All others seen have the normal spacing.  Both also show a nick in the end of the top serif of the F, so it seems to be a constant variety

The only major reported variety is an invert on the 1d value, which has been catalogued for both type styles, but we cannot confirm this.  There are a number of dubious errors attributed to this issue, such as doubles, inverts, etc.  None have been confirmed.

Earliest date seen is 20 January 1891 on a 1/- value.

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# Issue 10, 1892



This 1892 issue is also a Roman capital setting, but a smaller and lighter font (2.8mm high, spaced 2.8mm and 5.5mm overall) than used for the 9th issue, with a stop after the F (Fig 2.10, Hiscock 31).  Used only on the 6d rose-carmine (5th print).  Earliest date reported is



October 13, 1892.  The major setting error is TE. For TF., as in the above right pair.

Doubles have been discovered recently and two examples[1] are shown above. It derives from correcting a poorly inked first impression  (Figs 2.24a and 2.24b).  Easily identified by the 'split' in the middle of the vertical stem of the T and the doubled stop, easily seen in Fig 2.24b.

A major variety is a very large stop, see below and in Fig 2.23.  In this example, the stop actually penetrates the paper.  This may mean that the stop itself is not larger, but that it is standing very proud in the forme.  This would probably self correct but not if there were



foreign matter under the type piece.

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[1] Hisey Collection

Other reported varieties are largely due to poor printing, such as weak or missing stop or missing serifs, as in the examples below. These do not seem to be constant.



The most notable is the so-called 'inverted L for T' (actually just the right arm of the T missing) shown on the left below and also the variety no stop F, stop T below right.



At least one impression was poorly centered causing a few impressions to fall on the perforations which shows transposed letters on the top stamp of the vertical pair below.

This was a tilted impression, which finally produced the variety only F as in the single below.

# Issue 11, 1892

This 1892 issue is almost identical to Issue 10, except there are stops after both letters. It was only applied to the 1/- (4<sup>th</sup> print) as in the block of 6 below (Fig 2.11, Hiscock 32). Earliest date reported is November 3, 1892.

Major varieties are:

1. Large stop <u>T</u> (Fig 2.25).
2. Large stop <u>F</u> (Fig 2.26).
3. Comma after <u>F</u> (Fig 2.27).
4. No stop after <u>F</u> (Fig 2.28).
5. No Stop after <u>T</u> (Fig 2.29).
6. No Stop T or F.
7. No Stop after <u>T</u>, raised stop F.



| Var 1 | Var 2 | Var 3 |
|-------|-------|-------|

| Var 4 | Var 5 | Var 6 | Var 7 |
|-------|-------|-------|-------|

The 'no stop' varieties' have the same measurements as the normal, so the stop is not truly missing, just not printing. One example does show just a tiny trace of the stop. No doubles or inverts have been seen, but one impression has been reported badly centered[1], but has not been illustrated or described.

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[1] B&M, Part I, p257

# Issue 12, 1893 - 1898.



The settings of this issue used letters 2.8 mm high, with stems spaced 2.8 mm and no spacers between the characters (Fig 2.12). It was in use from 1893 to 1898, initially on the 1d brown (7th, 8th and 9th prints), 3d ultra, 6d rose-carmine and carmine (5th and 6th prints) and 1/-



yellow-orange values (Hiscock 33-36).

Later the new colors of 1d mauve, 6d ultra and 1/- brown values were used. For these new colors, the earliest known usages are 1d mauve May 30, 1899, 6d blue August 10, 1898 and 1/- brown June 20, 1898.

The basic forme size was 120 units, as shown by precise alignment across the gutter in the row from a sheet shown vertically at the right on the following page.[1] The vertical repeat distance was not the same size as the height of a stamp, and the horizontal repeat distance is not the same as the stamp width. As a result, the overprint is seldom centered. Overall, it rises on the stamp as one moves down the sheet, and moves left on the stamp as one moves left to right.

Given the 5-year life of this issue, one might expect that there would be more than one setting. In fact, a study[2] of some 50 panes/sheets shows conclusively that there were at least two settings and gives some evidence of a third. Interestingly, none of these settings show any constant, distinctive varieties. The following Table 2.7 shows the leftward movement and the rise of the TF for both left and right panes of settings 1 and 2. The left movement is measured in the first row, and the rise is measured in the first column. (The settings are not uniform, so one must specify the row and column.)

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[1] Hisey Collection, 2001.
[2] Hisey, Unpublished, 2001

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| Table 2.7 Issue 12, Settings 1 & 2 | | |
|---|---|---|
| | Rise, mm Column 1 | Leftward Movement, mm, Row 1 |
| Setting 1, Left Pane | 6.3 | 0.4 |
| Setting 1, Right Pane | 6.6 | 4.3 |
| Setting 2, Left Pane | 9.9 | 2.0 |
| Setting 2, Right Pane | 10.1 | 2.9 |

The nomenclature of Setting 1 and Setting 2 is purely arbitrary. All sheets in the sample of both Settings are in the new colors, but Setting 2 has no examples seen of the 6d blue.

The differences may be seen more clearly in the graphs on the next page.

The upper graph shows the vertical repeat distance in mm. Both panes of the Setting 1 are quite constant at about 23.4 mm. Setting 2 is quite different, with the vertical repeats at 23.0 mm except for that between Rows 5 and 6, where it is 24.0 mm.

The lower graph shows the total width of the overprint, in points. Three of the panes are fairly uniform at some 280 points, although there seems to be variability in the first couple of rows. However, the right pane of Setting 2 is quite different, with a uniform width of some 276 points.

Examples of these panes are shown at 50% of life size.

## Row Repeat, mm



Legend:
- Setting 1, Left Pane
- Setting 2, Left Pane
- Setting 1, Right Pane
- Setting 2, Right Pane

y-axis: mm (22.0 to 24.5)
x-axis: Row No. (1 to 9)

## Horizontal Repeat



Legend:
- Setting 1, Left Pane
- Setting 2, Left Pane
- Setting 1, Right Pane
- Setting 2, Right Pane

y-axis: mm (18.0 to 20.5)
x-axis: Column No. (1 to 5)

## Width of Overprint (1"=72 points)



Legend:
- Setting 1 Left Pane
- Setting 2 Left Pane
- Setting 1 Right Pane
- Setting 2 Right Pane

y-axis: Points (270 to 286)
x-axis: Row No. (1 to 10)

Setting 1, Left and Right Panes

Note that the Row 1 Overprint of the left pane is noticeably longer at 285 points than any other row of any pane.  (1 inch =72 points)

Setting 2, Left and Right panes

Notice the overprint does not migrate up between Rows 5 and 6.

Also, the horizontal repeat between Columns 3 and 4 of the left pane is noticeably less (19 mm) than any of the other three panes.

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The type was in rather poor shape, and the inking control and packing, at least on the later prints, was so poor that the overprint is sometimes just a blob on some areas of a pane while fine on other areas. Some of the impressions almost punch through the paper. Most of the letter varieties reported appear to be inking and forme looseness problems, so are probably not constant. The most notable varieties found are:

Var 1. Inverted overprint on the 1d brown. There seem to be at least two sheets so treated, one on the dark brown 8th Print and one on the medium brown 9th Print as shown at right. Note the 9th Print example has the cancel of the manager of telegraphs, who obviously had no problem with the inverted overprint.



Var 2. Wide spaced TF, 6d carmine[1] (Fig 2.30). 2.8 mm, space 2.0 mm and 4.8 mm in length (see below left). Might just possibly be a true 'no stop' variety of the Issue 10.





Var 3. Misplaced horizontally across the perforations, so reads 'F    T'. Seen on 1/- yellow[2] (below), 6d blue (Fig 2.31), 3d ultra (on right). These panes must also have had stamps with only one letter, whether F or T.

[1] Hisey Collection, 2001.
[2] Hisey Collection, 2001.

Var 3A.  Shows only F on stamp, 3d Ultra.  Top right corner of a top right pane, see block of 8 preceding.  Probably the bottom left corner of the left pane would show only T.



Var 4.  Raised F, (or dropped T) above, all values (Fig 2.34).  Apparently not constant, but due to type looseness[1].  On various panes this shows up in different places.



 Var 5.  Dropped F (or raised T) above, also not constant (Fig 2.35).  See above.

Var 5.  Raised stop between T and F, type a, is seen on the 3d blue[2] and the 6d Carmine.  Type b is shown on the 1s yellow, the 6d blue (Fig 2.32, 2.33) and the 1s brown below.  It is easy to see that these are not absolutely identical, but must be at least a semi-permanent variety, as it is too much of a coincidence.

[1] Hisey collection, 1994.
[2] B&M, Part 1, p259

*Chapter 2, The O.V.S. Telegraph Stamps*

Poor prints, broken letters, bad inking and misplaced prints are known on all values.



Variability in inking is shown in this block of 6, where the top left stamp has normal inking but the bottom right area is grossly over-inked, to the point that the overprint is close to being just a blob.  Bottom center also shows a short leg to the <u>T</u>.

Below is shown a full-aligned offset on the back of a block of 6 of the 1d mauve, where the inked press closed on the backing sheet.  When a pane was then inserted for the next cycle, it got printed on both front and back.



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# Issue 13, 1899, Unissued



This issue had a wider spaced <u>TF</u> as shown above and in Fig 2.13.  It was 3 mm high, spaced 4 mm and had an overall length of 6.8 mm.  The only value known is the 6d blue.

It was never issued by the O.V.S., but was later additionally overprinted <u>V.R.I.</u> and used by the British, as illustrated above.


# Forgeries

Chilton[1] describes a vertical pair of the 1d purple with what purports to be the third TF Issue, the lower stamp with the overprint inverted.  The 1d purple base stamp was issued after the third TF Issue. He also describes three other dubious items; a 1d brown, 1d purple and 6d carmine with a double '11<sup>th</sup> TF' Issue overprint.

Crocker[2] reports a small group of <u>TF</u> forgeries of a new type. Both letters are 3 mm tall and have been impressed with purple ink. Used on 1d brown and purple and 6d rose-carmine values. These occur as normal, double, invert (tete-beche), misplaced, etc.

Previous authors have listed a 12th issue variety of FT for TF, but  we can not confirm this.  It has not shown up in any of the many panes, sheets, or multiples available for examination.  One must question its validity.

Two more rather crude forgeries are shown below.



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[1]Chilton, Bull 126, p1548, Dec. 1986.
[2]Crocker, Bull 148, p2063, Sept. 1992.

**TELE-GRAAF.**

Fig. 2.1
Rubber stamp



Fig. 2.1a
Rubber stamp, doubled



Fig. 2.2
Issue 3, 7/- violet



Fig. 2.3
Issue 4
2.9 mm high TF



Fig. 2.4
Issue 4
3.4 mm high TF

Fig. 2.5
Issue 5

Fig. 2.6
Issue 6

Fig. 2.7a
Issue 8
1/-

Fig. 2.7b
Issue 8
6d

Fig. 2.8
Issue 9
Block

Fig. 2.9
Issue 9
Roman

Fig. 2.10
Issue 10

Fig. 2.11
Issue 11

Fig. 2.12
Issue 12

Fig. 2.13
Issue 13

# Chapter 2 Illustrations

**iliin**

Fig. 2.14
Issue 4
Var Shil_ii_ng

**Ecn**

Fig. 2.15
Issue 4
Var E_c_n



Fig. 2.16
Issue 5
Misplaced OP



Fig. 2.17
Issue 5
Double

**F T**

Fig. 2.18
Issue 6
Var1, <u>FT</u> type a

**F T**

Fig. 2.19
Issue 6
Var 2, <u>FT</u> type b

**F T**

Fig. 2.20
Issue 6
Var 3, <u>FT</u> type c

**TF**

Fig. 2.21
Issue 6, Var 7,
Close <u>FT</u>

**T¡F**

Fig. 2.22
Issue 6,  Var 8,
slug

**T F.**

Fig. 2.23
Issue 10
Large stop.



Fig. 2.24a
Issue 10
Double



Fig. 2.24b
Issue 10
Double

**T.F.**

Fig. 2.25
Issue 11
Very lg stop <u>T</u>

**T.F.**

Fig. 2.26
Issue 11
Lg stop <u>F</u>

**T.F,**

Fig. 2.27
Issue 11
Comma after <u>F</u>

**T.F.**

Fig. 2.28
Issue 11
No stop <u>F</u>

**T F.**

Fig. 2.29
Issue 11
No stop <u>T</u>

**T F**

Fig. 2.30
Issue 12
Wide <u>TF</u>



Fig. 2.31
Issue 12
Misplaced, '<u>FT</u>'

**T·F**

Fig. 2.32,
Issue 12
Raised stop <u>T</u>, type a

**TF**

Fig. 2.33
Issue 12
Rsd stop <u>T</u>, type b

**TF**

Fig. 2.34
Issue 12
Raised <u>F</u>

**TF**

Fig. 2.35
Issue 12
Dropped <u>F</u>

# Chapter 3, V.R.I. Overprints on O.V.S. Stamps

## General

The British Occupation re-validated the O.V.S. stamps by overprinting them with the initials <u>V.R.I.</u> (Victoria Regina Imperatrix). The telegraph printings were interspersed with the postage printings, and basically all were done with a forme that could overprint just one pane of 60 of the normal postage stamps or 30 of the double size revenue stamps. This was done in a peculiar sequence, which is explained in some detail in Volume 1 in connection with the postage stamps. An outline of the evolution of the forme is presented in Appendix B.

## V.R.I. Telegraph (TF) Stamps

The V.R.I. overprinting of the O.V.S. telegraph stamps, which already had a <u>TF</u> overprint made during the Republic, occurred after the 2$^{nd}$ Revenue Stamp Setting and just before the 2$^{nd}$ Postage Setting. At that point the forme of 60 units had 167 of the 180 stops that were so-called 'raised' stops (where the stop is considerably above the bottom of the letters, as on the left stamp) and 13 that were 'level' stops (as after the <u>V</u> on the right stamp) distributed over 10 stamps,

The values overprinted included all of the then current values of the 12$^{th}$ Issue Republican <u>TF</u> values, i.e. 1d purple, 3d ultramarine, 6d blue and 1/- brown (Fig. 3.1, Hiscock 40-43).

Also overprinted were the 6d blues of the un-issued 13$^{th}$ Republican <u>TF</u> Issue, which had a wider spaced <u>TF</u>, Fig. 3.2 (Hiscock 44) and on the left. Although no full panes have been reported, it is assumed that it was overprinted along with the others in this setting of the forme and thus will have the same varieties. It seems to have been allocated to the Army Telegraph system, based on known cancellations.

A related stamp was produced when a sheet of the 1d <u>TF</u> was mixed into the plain 1d stamps and given the <u>V.R.I./1d</u> overprint (Hiscock 45 and below). This is a legitimate error and quite scarce.



Because of the presence of the <u>TF</u> overprint already on the Republican <u>TF</u> stamps, there was no room for the value, so the overprint was just the <u>V.R.I.</u>, and carried most of the varieties of the 'mixed stops' 2<sup>nd</sup> Postage Setting involving the <u>V.R.I.</u>, along with a new variety[1] f, V slightly raised on No. 54, and some other level stops. See Tables 3.1 & 3.2, and Figs. 3.3 to 3.21.

This setting is called the 'mixed stop' setting because of the presence of 10 stamps, which have a mixture of raised and level stops in the overprint. The block to the right is R7-10/Col3-5 and shows the most notable of these.



R7/4 (#40) shows Var bc, level stops after <u>R</u> and <u>I</u>. In the postage stamps, all stops were level, but now one has been replaced.

R8/4 (#46, Fig 3.20) shows Var b, level stop <u>R</u>, plus Var G, top right serif <u>I</u> hurt.

R9/4 (#52, Fig 3.3) shows Var B, level stops <u>V</u>, <u>I</u>.

R9/5 (#53, Fig 3.4) shows Var C, Level stop <u>V</u>.

R10/4 (#58, Fig 3.5) shows Var D, Level stops <u>R</u> and <u>I</u> plus hurt right serif of the <u>V</u>.

In addition, there were level stops <u>V</u> (Var a) on Nos. 6, 30 and 55. Also, level stops <u>I</u> (Var c) on Nos. 11 and 36.

Complete variety list and Setting Diagram are shown in Tables 3.1 and 3.2 on p 54.

---

[1] Bartshe, ILSAPEX98 Exhibit.

Near-complete panes are shown of the four values on pages 50-53, at 80% of life. The 3d and 6d panes have the <u>TF</u> overprint of Setting 1 of the 12<sup>th</sup> Issue, while the 1d and 1/- values have the <u>TF</u> overprint of Setting 2. Because of the variable and shifting placement of the TF on the stamps, the placement of the panes in the press was varied to minimize conflict in the overprints. Thus the first 3 values shown have the <u>V.R.I.</u> placed low and the 1/- has it high.

Occasionally, stops and other parts of the letters fail to print in various locations. This can occur if the ink has been thinned, but not completely mixed, leaving globules of pure thinner in the ink. This is especially true of the 3d where large parts of the <u>V.R.I.</u> are sometimes missing. Previously all of these reported were used at Jagersfontein,[1] and from three panes, but the example shown below right and in Fig. 3.16 is from Philippolis and one example on the 1d is from Edenburg.



The 3d is known doubled, with a slight angle between the two prints that would cause the relationship between them to vary widely[2] throughout the pane. The four examples below are all from the same pane.



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[1] B&M, Part II, p164.
[2] Bartshe, ILSAPEX98 Exhibit.

*Chapter 3, V.R.I. on O.V.S. Telegraph Stamps*

On the 1d example shown below, the horizontal misplacement was extreme enough to split the <u>V.R.I.</u> across the perfs.



Sloping overprints are reported for the 6d and 1/-. On the one 6d pair example shown below left, the final stop is on the adjoining stamp, but, given the slope, the other stamps in this pane would not show the split. The other two examples are from the 13<sup>th</sup> Republican Issue and seem from two different panes.



On the 1shilling examples shown below, the slant caused split overprints. The red ink cancels probably indicate accountancy canceling. All are from one pane.



In addition transposed overprints are common. These were deliberately done so as to accommodate the prior misplaced <u>TF</u>.

One half sheet is reported[1] where the right pane did not have the V.R.I. overprint, as proven by two interpanneau blocks, one in the royal collection.

***Forgeries.*** A 1/- value with level stops in the overprint has been reported[2]. The V.R.I. looks very blotchy and the stops are thick and dirty, reminiscent of the 6th Postage Setting. A 1d raised stop (Hiscock 46) shows a TF of a different font, probably rubber, obviously a forgery.

***Postal Usage.*** Although not authorized for postal use, considerable latitude was granted up till June for letters to POW's in Cape Town. V.R.I. TF stamps were accepted (as were Republican).

[1] Lowe, Africa III, p314-5
[2] Stroud, Bull 165, p2509, Dec 1966.

*Chapter 3, V.R.I. on O.V.S. Telegraph Stamps*

*Chapter 3, V.R.I. on O.V.S. Telegraph Stamps*

# V.R.I. Telegraph (TF)
## 6d BL Pane (partial)



*Chapter 3, V.R.I. on O.V.S. Telegraph Stamps*

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# Chapter 3,  V.R.I. on O.V.S.,   Diagram, varieties



Fig. 3.1
VRI on the TF Issue 12



Fig. 3.2
VRI on the TF Issue 13

## Table 3.1, 'Constant' varieties

| Var. | Description | No. | Fig. |
|---|---|---|---|
| B | Level stops <u>V</u> and <u>I</u>, all stops larger. | 52 | 3.3 |
| C | Level stop <u>V</u>, larger stops <u>R</u> & <u>I</u>. | 53 | 3.4 |
| D | Level and larger stops <u>R</u> & <u>I</u>, rt serif <u>V</u> damaged. | 58 | 3.5 |
| E | No left serif <u>V</u>. | 4,57 | 3.6 |
| F | Bottom left serif <u>I</u> damaged, sometimes obscured by dirt. | 34 | |
| G | Top rt serif <u>I</u> damaged. | 46 | 3.7 |
| H | Broken stop <u>V</u>. | 5,7 | 3.8 |
| I | Slight break center rt arm <u>V</u>. | 32 | 3.9 |
| J | Notch rt arm <u>V</u>  under serif. | 22 | 3.10 |
| P | Break left arm <u>V</u>. | 12 | 3.11 |
| Q | Nick right side <u>I</u>. | 39 | 3.12 |
| R | Nick in loop <u>R</u>, Var C in 1st Postage. | 16 | 3.13 |
| S | Bottom serif  <u>R</u> clipped, Var F in 1st Setting. | 36 | 3.14 |
| T | Nick in bottom left side <u>V</u>. | 31 | 3.15 |
| U | Large Stop <u>I</u>. | 48 | |

|    | 1 | 2 | 3 | 4 | 5 | 6 |
|----|---|---|---|---|---|---|
| 1  |   |   |   | E | H | a |
| 2  | H |   |   | c |   | Pd |
| 3  |   |   |   | R |   |   |
| 4  |   |   |   | J |   | e |
| 5  |   |   |   |   |   | a |
| 6  | T | I |   | F |   | Sc |
| 7  |   |   | Q | bc |   |   |
| 8  |   |   |   | Gb |   | U |
| 9  |   |   |   | B | C | f |
| 10 | a |   | E | D |   |   |

## Table 3.2
## Other varieties

| Var. | Description | No. | Fig. |
|---|---|---|---|
| a | Level stop <u>V</u>. | 6, 30,55 | 3.19 |
| b | Level stop <u>R</u>. | 40, 46 | 3.20 |
| c | Level stop <u>I</u>. | 11,36,40 | 3.21 |
| d | <u>I</u> and stops missing some panes of 6d. Similar, unplaced, seen on 1d and 3d. | 12 | |
| e | <u>V</u> and stop slightly dropped | 24 | |
| f | <u>V</u> slightly raised. | 54 | |

**V. R. I.**

Fig. 3.3
Var.B

**V. R. I.**

Fig. 3.4
Var.C

**V. R. I.**

Fig. 3.5
Var.D

**V**

Fig. 3.6
Var. E

**I**

Fig. 3.7
Var. G

**V.**

Fig. 3.8
Var. H

**V**

Fig. 3.9
Var. I

**V**

Fig 3.10
Var. J

**V**

Fig. 3.11
Var. P

**I**

Fig. 3.12
Var. Q

**R**

Fig. 3.13
Var. R

**R**

Fig. 3.14
Var. S

**V**

Fig 3.15
Var. T

Fig 3.16
Broken R

Fig. 3.17
Misplaced 'I  VR'

Fig. 3.18
Double

**V. R. I.**

Fig. 3.19
Var a, level stop V

**V. R. I.**

Fig. 3.20
Var b, level stop R
Var G, Hurt TR serif I

**V. R. I.**

Fig. 3.21
Var c, level stop I

# Notes

# Chapter 4, <u>V.R.I.</u>/<u>AT</u>  Stamps

## V.R.I. Army Telegraph  (<u>AT</u>) Stamps

After all the original telegraph stamps of the O.V.S. had been overprinted <u>V.R.I.</u>, more stamps were needed.  Since the civilian telegraph system was now run by the army, the new stamps were overprinted <u>V.R.I.</u>/<u>AT</u> for Army Telegraph, all using the same font as the postage overprints and with no values in the overprint.

There were three different <u>AT</u> settings interspersed among the postage and revenue printings.

## 1st AT Setting

This Setting (Diagram 4.1) was done immediately after the 3rd Postage Setting, which was earlier diagrammed in Vol. 1.  This was the first of the 'Thick <u>V</u>' settings.  The only change was to replace the figures of value with the <u>AT</u>, so all the varieties present in the 3rd Postage <u>V.R.I.</u> Setting are also present here (except Var. H).  See Table/Diagrams 4.1 for those and other plateable minor varieties. The <u>AT</u> is 6.5 mm long, and is spaced approximately 6.5 mm. The values printed are the same four as in the <u>TF</u> issue; 1d, 3d, 6d, and 1/- (Hiscock 49-52), and near-complete panes of these are illustrated here.

The major characteristic of this Setting is the presence of 6 'thick' <u>V</u>s as shown on the right with an arrow, with normal for comparison.  A 'thick' <u>V</u> has both legs the same width, as opposed to the thin right leg of a normal <u>V</u>.  These are located on Nos. 5,

17, 23, 39, 45 and 48.  (The thick V̱s in the 2^(nd) AT Setting are an exact mirror image of these placements.)  By this time all the 'level' stops have been replaced with 'raised' stops.



A major new variety, 'Dropped V̱ and stop' arose on #24, seen at right.



The 3d is known inverted, as here, presumably just one pane.  We have not seen it used.

The 1/- is known doubled, with one impression weak and one strong.  This appears to be a deliberate double to correct a weak impression.  Note the first A̱Ṯ on the right hand stamp below is almost missing.



The 3d is known with a slanted shift so the V̱ falls off the stamp.  The example shown is from the 6^(th) column, so shows only the Ṟ.I̱. but other examples should show Ṟ.I̱.   V̱.  The 6d is found with the imprint misplaced to the right, so the I̱ and stop fall off the stamp, showing as I̱.      V̱.Ṟ. .

 

No other misprints have been recorded.

# 1st Setting <u>V.R.I. AT</u>
## 1d and 3d Panes, 65% of life size

# Diagram 4.1  1st Setting <u>V.R.I. AT</u>

|    | 1   | 2 | 3 | 4   | 5 | 6 |
|----|-----|---|---|-----|---|---|
| 1  |     | B |   |     | A |   |
| 2  |     |   |   | 1,2 |   |   |
| 3  |     |   |   | C   | A |   |
| 4  |     |   |   |     | A | a |
| 5  |     |   |   |     |   |   |
| 6  | F   |   | 4 |     |   |   |
| 7  | G   | D | A |     |   |   |
| 8  |     |   | A |     |   | A |
| 9  |     |   |   |     |   |   |
| 10 | 3,5 |   | 6 |     | 7 | E |

## 'Constant' Varieties (p69)

| Var. | Description | No | Fig |
|------|-------------|-----|-----|
| A | Thick <u>V</u>. | | 4.1 |
| B | Both serifs <u>V</u> damaged to various degrees. | 2 | 4.2 |
| C | No top serif <u>R</u>. | 16 | 4.3 |
| D | Top serif <u>R</u> clipped to point. | 38 | 4.4 |
| E | Broken comma after <u>R</u>,TL serif <u>I</u> shaved. | 60 | 4.5 |
| F | Right arm <u>V</u> damaged. | 31 | 4.6 |
| G | Base of <u>V</u> hurt. BL side clipped to point. | 37 | 4.7 |

## Specific Varieties

| | Description | No |
|------|-------------|-----|
| a | Dropped <u>V</u> and stop. | 24 |
| 1 | Large stop <u>R</u>. | 10 |
| 2 | TR serif T rounded. | 10 |
| 3 | Larger stop I. | 55 |
| 4 | Nick BR leg A. | 33 |
| 5 | Damage BL serif A. | 55 |
| 6 | Nick TL stem T. | 57 |
| 7 | BL serif A clipped | 59 |



Var. a, Dropped <u>V</u> and stop.



Var. 1,  Large stop <u>R</u>



Var. 2,
TR serif <u>T</u> rounded



Var 3, Larger stop R & I



Var. 4
Nick BR leg <u>A</u>



Var. 5
Damage BL serif <u>A</u>



Var. 6
Nick UL stem <u>T</u>



Var. 7
BL serif <u>A</u> clipped

# 2<sup>nd</sup> AT Setting

A need was soon felt for much higher values of AT stamps.  No explanation for this has been published, but it was probably due to high press telegraph (cable) traffic back to the UK, as oceanic lines were available through Durban and the rates were in shillings per word.

The values of this issue were 5/- green (on postage stamps), 10/- orange, £1 purple and £4 carmine (on revenue stamps) (Hiscock 53-56).  Note that the AT is spread considerably further apart than in the 1<sup>st</sup> or 2<sup>nd</sup> AT Settings.  Full sheets of the pound values are in the British Library Philatelic Collection, Supplemental Area, and the top pane of the £4 value is shown on page 64.[1]

These stamps were overprinted in the middle of the 4<sup>th</sup> Postage Setting and generally carry the V.R.I. varieties of the 1<sup>st</sup> group of the 4<sup>th</sup> Postage Setting.  This 2<sup>nd</sup> Setting of the V.R.I. / AT has the same thick Vs as the 1<sup>st</sup> AT Setting, but in mirror image arrangement in the forme.  The setting is mapped in Diagram 4.2.

There are three characteristic varieties of this Setting besides the pattern of the thick Vs.   First is the mutation on No. 5 of Var B, top serif of V hurt, to Var J, where the top left serif of the R is also hurt, see above and fig 4.8.

Second is the level stop after the V on No. 60, Var K, see left.

Third is the Var L on No. 31 where there is no stop after the V.

For the 5/-, it was only necessary to replace the figures of value with AT, but for the larger revenues, it was necessary to temporarily spread the forme out to double width. During this spreading out, the left serif of the V on No. 13 was damaged.

The AT is of the same font as the 1st AT Setting, but is wider set at 7.5 mm instead of 6.5 mm. On No. 35 of all values the A is from a different font and is broader and shorter, as seen at right, Var b, p65.

The 5/- is known with the overprint shifted up and at an angle[2], causing a transposed overprint as on the upper stamps here, as well as at least one missing the V.R.I. as shown on the lower stamp at right.

The 10/- exists with the overprint inverted[3] as seen at left. One copy is known with the overprint transposed[4]. It is unusual that only one copy of each has been reported when 30 must have been produced.

The £ values show the base variety 'Hyphen between Vry and Staat' on No. 5 along with Var J as in the enlarged example above.

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[1] Courtesy of the British Library, Philatelic Collection, Supplemental Area.
[2] Buckley collection, B&M Part II, p170.
[3] Royal Collection, per B&M Part III, p243.
[4] Durell Collection, per B&M Part III, p243.

# VRI/AT, 2nd Setting
## Top Pane, £4



Illustration courtesy of the British Library Philatelic Collection, Supplemental Area.

# Diagram 4.2, VRI/AT, 2nd Setting

| | 1 | 2 | 3 | 4 | 5 | 6 |
|---|---|---|---|---|---|---|
| 1 | | A | | | J,1 | |
| 2 | | | 9 | | | |
| 3 | i | A,2 | C | | | 3 |
| 4 | | A | | | | 4 |
| 5 | | | | | | 5 |
| 6 | L | | | | b | F |
| 7 | | | | A | D,6 | G |
| 8 | A | | 6 | A,7 | 8 | |
| 9 | | | | | | |
| 10 | E | | | | | K |

2nd AT Setting
During 4th Postage

## Constant Varieties (p 69)

| Var. | Description | No | Fig |
|---|---|---|---|
| A | Thick <u>V</u>. | | 4.1 |
| C | No top serif <u>R</u>. | 15 | 4.3 |
| D | Top serif <u>R</u> clipped to point. | 41 | 4.4 |
| E | Broken comma after <u>R</u>, TL serif <u>I</u> shaved. | 55 | 4.5 |
| F | Right arm <u>V</u> damaged. | 36 | 4.6 |
| G | Base of <u>V</u> hurt. BL side clipped to point. | 42 | 4.7 |
| J | Tops <u>V</u> & <u>R</u> damaged. | 5 | 4.8 |
| K | Level stop <u>V</u>, sl break right arm <u>V</u>. | 60 | 4.9 |
| L | No stop V. | 31 | |

## Specific Varieties

| Var. | Description | No. |
|---|---|---|
| b | Broad short <u>A</u>. | 35 |
| i | Weak left serif <u>V</u>. | |
| 1 | Nick BL leg <u>A</u>. | 5 |
| 2 | Nick rt leg <u>A</u> at bar | 14 |
| 3 | Damage BL serif <u>A</u>. | 18 |
| 4 | Nick TL stem <u>T</u>. | 24 |
| 5 | Nick BR leg <u>A</u>. | 30 |
| 6 | Large stop <u>I</u>. | 41 |
| 7 | Nick lower rt leg <u>A</u>. | 46 |
| 8 | Clipped BL serif <u>A</u>. | 47 |
| 9 | Caslon <u>AT</u> | 9 |

Var. b
Short broad <u>A</u>

Var 1
Notch BL leg <u>A</u>

Var 2
Nick R leg <u>A</u> at bar

Var 3
Damage BL serif <u>A</u>

Var 4
Hurt top stem <u>T</u>

Var 5
Nick BR <u>A</u>

Var. D, 6
Large stop <u>I</u>, clipped top serif <u>R</u>

Var 8
Clipped BL serif <u>A</u>

# 3rd AT Setting

In 1961 a new [1] 3rd Setting of the AT was reported. Only four identifiable copies have been reported, all 1/- values. The <u>AT</u> is back to the 6.5 mm length of the 1st AT Setting. This Setting was done after the 5th Postage Setting. Identification is only possible for those stamps from the 3rd AT Setting that do not fit the 1st AT Setting diagram.

The most characteristic variety of the 5th Postage Setting or the 3rd AT Setting is Var Ak, thick <u>V</u> with 'inverted <u>1</u> for <u>I</u>', shown here at left. Almost as characteristic is the Var Go, where the bottoms of all 3 letters are damaged, below at right. [2]

Both are characteristic of the late stages of the 5th Postage Setting. This agrees with the appearance of the overprint, which has worn dirty letters.

Less definitive, but still characteristic is Var R, (below left) nick in upper left stem of the <u>I</u>. [3] Also Var i, no left Serif V on 10/1, on the right.

A mint pair with the Var No stop <u>R</u> has been reported[1]. This variety has not been reported on the 2d, the last value of the 5th Postage Setting, but has been reported as variable on the immediately previous value, the 3d. Possibly the accepted order of printing is wrong or the variety being variable, it showed up in the 3rd AT after skipping the 2d.

Since these examples cover the full width of the pane, a full pane forme was used. One must thus assume that all of the varieties of the very late 5th Postage Setting could appear in this setting.

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[1] Buckley, Bull, p356, 1961.
[2] BartsheCollection.
[3] Hisey Collection, 2001

The Setting for the 3$^{rd}$ AT shown in Diagram 4.3 is based on the last state of the 2d 5$^{th}$ Postage and is thus rather hypothetical.

For convenience in identifying examples, the 1$^{st}$ AT setting table/diagram is reproduced next to the 3$^{rd}$ AT table/diagram. Identification is based on any variety that can be placed in the 3$^{rd}$ AT diagram, but not in the 1$^{st}$ AT diagram. These are shown in the center diagram.

Apparently, during the 5$^{th}$ Postage Setting, the word came down to process all the remaining bits and pieces of O.V.S. stamps in preparation for the move against the Transvaal. Between the 5$^{th}$ Postage, the 3$^{rd}$ AT and the 6$^{th}$ Postage, all values extant were covered. The small amount of 1/- at hand was apparently felt more useful for telegraph than postal use.

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[1] Allison, Bull 178, p2833, March 2000.

# Diagram 4.3, VRI/AT, 3rd Setting

The 3rd Setting was done after the 5th Postage. It can be told from the 1st AT Setting 1/- only by varieties that occur on the 5th Postage Setting but not the 3rd. In addition, the type looks dirty and worn versus the quite clean appearance of the earlier Setting.
There are only a few very specific varieties that are clear, such as the 'inverted 1 for I'. Otherwise, it is best to have a pane of postage stamps of the two settings at hand to make a positive identification.

| | 1 | 2 | 3 | 4 | 5 | 6 |
|---|---|---|---|---|---|---|
| 1 | | B | | | A | |
| 2 | | | | 1,2 | | |
| 3 | | | | C | A | |
| 4 | | | | | A | a |
| 5 | | | | | | |
| 6 | F | | | 4 | | |
| 7 | G | | D | A | | |
| 8 | | | A | | | A |
| 9 | | | | | | |
| 10 | 3,5 | | 6 | | 7 | E |

1st AT

| | 1 | 2 | 3 | 4 | 5 | 6 |
|---|---|---|---|---|---|---|
| 1 | | J* | | e' | | N |
| 2 | | | | | | Ai |
| 3 | | | | M | | |
| 4 | | | c,6 | | | |
| 5 | | | | | | Ac' |
| 6 | | e' | T | e' | | |
| 7 | Ak | | Go | Ce' | | |
| 8 | | | | e' | | P |
| 9 | | | e' | ce' | | |
| 10 | | | e' | | | R |

5th Postage not on 1st AT

| | 1 | 2 | 3 | 4 | 5 | 6 |
|---|---|---|---|---|---|---|
| 1 | | J* | | e' | | N |
| 2 | | | | | | Ai |
| 3 | | | | M | | |
| 4 | | | c,6 | | 7 | |
| 5 | | | | | | Ac' |
| 6 | | e' | T | e' | | |
| 7 | Ak | | Go | Ce' | | |
| 8 | A | | | e' | | P |
| 9 | | | e' | ce' | A | |
| 10 | i | | e' | A | | R |

5th Postage, 2d , Final State
Var. c' variable, late

## 1st AT Setting 'Constant' Varieties

| Var. | Description | No | Fig |
|---|---|---|---|
| A | Thick <u>V</u>. | | 4.1 |
| B | Both serifs <u>V</u> damaged to various degrees. | 2 | 4.2 |
| C | No top serif <u>R</u>. | 16 | 4.3 |
| D | Top serif <u>R</u> clipped to point. | 38 | 4.4 |
| E | Broken comma after <u>R</u>,TL serif <u>I</u> shaved. | 60 | 4.5 |
| F | Right arm <u>V</u> damaged. | 31 | 4.6 |
| G | Base of <u>V</u> hurt. BL side clipped to point. | 37 | 4.7 |

### Specific Varieties (see p. 61)

| Var. | Description | No |
|---|---|---|
| a | Dropped <u>V</u> and stop. | 24 |
| 1 | Large stop <u>R</u>. | 10 |
| 2 | TR serif T rounded. | 10 |
| 3 | Larger stop I. | 55 |
| 4 | Nick BR leg A. | 33 |
| 5 | Damage BL serif A. | 55 |
| 6 | Nick TL stem T. | 57 |
| 7 | BL serif A clipped | 59 |

## 5th Postage Setting 'Constant' Varieties

| Var. | Description | No. | Fig. |
|---|---|---|---|
| A | Thick <u>V</u>. | | 4.1 |
| C | No top serif <u>R</u>. | 40 | 4.3 |
| G | Base of <u>V</u> hurt. BL side clipped to point. | 39 | 4.7 |
| J* | Left top of V also hurt | 2 | 4.8 |
| M | Top of <u>R</u> shaved. | 17 | 4.10 |
| N | Break right arm <u>V</u>. | 6 | 4.11 |
| P | Notch in right arm of <u>V</u>. | 48 | 4.12 |
| R | Notch in left side of <u>I</u>. | 60 | 4.13 |
| T | Break in centre of R | 33 | 4.14 |

### Specific Varieties

| Var. | Description | No. | Fig. |
|---|---|---|---|
| c | Large stop <u>I</u>. | | |
| i | No left serif <u>V</u>. | 12 | 4.15 |
| k | Inverted <u>1</u> for <u>I</u>. | 37 | 4.16 |
| o | Bases of <u>R</u> & <u>I</u> hurt. | 39 | 4.17 |
| e' | Notch cross bar <u>R</u>. | | 4.18 |

# VRI/AT, 3rd Setting, Specific Varieties

Fig. 4.15 Var. i

Fig. 4.16 Var. k

Fig. 4.17 Var. G +o

Fig. 4.18 Var. e'

# VRI/AT, Constant Varieties

Fig. 4.1 Var. A

Fig. 4.2 Var. B

Fig. 4..3 Var. C

Fig. 4.4 Var. D

Fig. 4.5 Var. E

Fig. 4.6 Var. F

Fig. 4.7 Var. G

Fig. 4.8 Var. J

Fig. 4.9 Var. K level stop <u>V</u>, very slight brk rt arm <u>V</u>

Fig. 4.10 Var. M

Fig. 4.11 Var.N

Fig. 4.12 Var. P

Fig. 4.13 Var. R

Fig. 4.14 Var. T

# Chapter 5,   6d and 1/- V.R.I. Provisionals



By late 1902, the telegraph stamps apparently ran low.  It was decided to overprint some of the remaining 2d and 3d stamps of the 5th Postage Setting to provide provisional 6d and 1/- telegraph stamps.  This is the first instance of up-rating stamps by a surcharge to be seen in this country.

They were issued early in 1903, with the earliest known usage of March 10, 1903. Since the new Edwardian definitives were received and issued by July 6 of the same year, these provisionals had a very short life of some 4 months and are quite scarce, especially the 6d.

Both were done on the 5th Postage Setting basic stamps, so varieties of that Setting are found on these stamps (Tables 5.4-5 and Diagrams 5.2 & 3, Hiscock 47, 48).  Since the varieties of the 2d varied somewhat from the initial state to the final state, there is still some uncertainty concerning the minor varieties of the 2d.  The setting diagrams shown later are our best estimate.  Both overprints, as shown above, consist of the letter T over the spelled out value, with a thin canceling bar over the base stamp value.

It seems that both overprints were done with the same basic forme, keeping the T and the bar and changing the wording.  Thus the bar gaps should be the same for each.  Shown in Diagram 5.1 and Table 5.1 is the present state of our knowledge of the bar gaps.

The shaded cells on the diagram indicate positions of either value that we have actually seen.  The 'x' denotes a known bar gap and the 'no' denotes a position seen or reported as not having a gap.  The pattern looks very much like that of previous overprints, with at least one bar gap per line, usually in the first or last stamp. However, all the stamps in Row 4 have been seen by the authors or reported by B&M, with no gap seen or reported. Perhaps it exists, but was so tightly set that it has not been visible.  The B&M diagram shows no breaks in Row 5 for stamps 1 & 2 and 5 & 6.  This seems to imply that they had seen these stamps and there were no bar gaps.

However, according to B&M[1], an unplaced font variety 'N' (see later) has a gap in the bar under the 2nd i of shilling.  Rows 4, 5 and 8 are the only rows without an identified original setting gap.

|   | 1 | 2 | 3 | 4 | 5 | 6 |
|---|---|---|---|---|---|---|
| 1 |   |   |   |   |   | x |
| 2 |   |   |   |   |   | x |
| 3 |   |   |   |   |   | x |
| 4 | no | no | no | no | no | no |
| 5 | no | no |   |   | no | no |
| 6 | x |   |   | x |   |   |
| 7 | x |   |   |   |   |   |
| 8 | no | no | no | no | no | no |
| 9 | x |   |   |   |   |   |
| 10 |   |   |   |   |   | x |

Diagram 5.1
x=known gap
no=reported no gap

| Table 5.1 Bar Gaps, Provisional TF | | | |
|---|---|---|---|
| Row | Description | 6d, No. No. | 1sh, No. |
| 1 | Gap under P, 8mm from end of bar or under the first i of shilling and Var Schii. <br> Var N, Large break right arm of V | 6 B&M | 6 |
| 2 | Gap below the P or under the first i of shilling <br> Also Var Ai, thick V, weak left serif. | 12 | 12 |
| 3 | Gap under the first i of shilling. <br> Also Var C, no T serif R. | | 18 |
| 4 | Per B&M diagram, no gap in row. | | |
| 5 | Per B&M diagram, no gap in row. | | |
| 6 | Gap between h and first i of shilling. Present early in the 1s, but almost invisible.  Developed during printing, along with damage to 1st i in Shilling. | | 31 |
| 6 | Gap in margin between Nos. 34 and 35, B&M pane drawing. | | 34/5 B&M |
| 7 | Gap under P, 8mm from the start of the bar or under the S. <br> Also Var Ak, Thick V and inverted 1 for I. | 37 | 37 |
| 8 | Per B&M diagram, no gap in row. | | |
| 9 | Gap under the h of Shilling, 9.5mm from start of bar or just after the x of Six <br> No gap shown on B&M diagram | | 49 |
| 10 | Gap between S and h, 10.5mm from end. <br> Also, Var R, notch left side of I. | 60 | 60 B&M |

The B&M pane diagram[2] shows no gaps on Nos. 12 and 49, but they do elsewhere refer to a gap on No. 12, and a copy of No. 12 of each value is shown here with gaps (the first two at right).  A copy of No. 49 with gap is also shown at far right.

The 1-shilling No. 12 shown at right has a fully aligned mirror imprint on the back from the tympan or backing sheet.  This occurs when the press closes when empty.  No other copy of this variety has been recorded, a sign of the poor survival rate of telegraph stamps.

The gap at No. 37 is interesting, and its development is shown below.  At

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[1] B&M, Part III, p67
[2] B&M, Part III, p72/3.

first the gap is almost invisible, only a slight trace can be seen under the tail of the <u>d</u>. in the enlargement second from left. It is quite distinct under a microscope.

Third from the left is shown an intermediate state, and the image on the right shows the final state, with a large gap and missing <u>i</u> in <u>Shilling.</u>



## The 6d 'T' Provisional



This overprint of <u>T/Six Pence/bar</u> as seen above is scarce, less than 50 copies having been viewed by us, with no panes or large blocks. The overprint was done in a Setting of 60 on the 2d value of the 5th Postage Setting of the V.R.I. overprints. So it carries the varieties of that setting as discussed above.

The <u>T</u> is from a 10-point font and all 50 seen are identical. The words are from a different 12 point font and are all also the same.

It was well set, with the main variable being the location of the <u>T</u> with respect to the <u>P</u> of pence, which ranges from the left side of the <u>P</u> to near the first <u>e</u> of <u>Pence</u>, as seen above.

A number of examples of minor flaws are known, but, due to the paucity of material examined, none can be said to be constant. See p 78.



So far, 4 bar gaps have been located, all near the beginning or end of rows. No. 37, shown at the top on the right, shows a gap 8mm from the beginning of the bar, as well the signature variety of the 5th Setting, Aki, thick <u>V</u>, inverted <u>1</u>. No. 6 shows a gap 8mm from the end of the bar, No. 12 one 9mm from the end of the bar and No. 60 one 11mm from the end of the bar. It is likely that the additional bar gaps found on the 1/- value are present here also.

# The One Shilling 'T' Provisional



This overprint of <u>T</u>/<u>One Shilling</u>/bar shown above has the same <u>T</u> and bar breaks as the 6d provisional, merely different value words in a very different font.  We have seen somewhat more than 100 copies.  Whether it came first or second is unknown, but the poor quality of this setting may imply that it came first.

As with the 6d issue, the alignment of the <u>T</u> and the <u>One Shilling</u> varies, as can be seen above.  In the left case, the <u>T</u> is over the <u>S</u>, and in the right it extends over the first <u>l.</u>

The letters in the words <u>One Shilling</u> are quite variable.   It again is a seriffed 12-point font, but all of the letters come in at least 2 to 5 different styles, whereas the Six Pence overprint had very uniform letters.  Since the two overprints have only <u>n</u> and <u>e</u> in common, all one can say is that some of the letters in this print look quite similar to the common letters.

 It would seem that almost every stamp is at least slightly different.  Attempts have been made to plate this issue[1], but since only one or two examples of each of 39 out of 60 stamps have been seen and identified, and since some of the letters are very similar, great caution is advised.  A summary of this information as seen or reported is shown in Tables 5.3 & 4.

We have here retained the font numbers as per B&M, although the ascription of all the letters to five different fonts is quite arbitrary.  Instead of using sketches of the various letters, actual scans are used here, with multiple scans of some letters to better illustrate the variability of the actual prints.  In two cases no example was at hand to scan, so new sketches were made based on the information in B&M, and so noted.

It has been said that the actual type case used was populated with the leftovers of a number of different 12 point fonts.  However, even a cursory examination of the tables reveals that something very non-random is at work.  From position 35 on, all the 'l's are of type 2, a total of 64, while only 6 occur earlier.  Similarly, from position 46 on, all the 'g's are of type 4, while earlier only one example is reported.  So it appears that more than one type case was

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[1] B&M, Part III, p62ff.

used.  Of course, the setting used 120 'l's, which is a lot more than are to be found in a normal type case.

It is of interest to note that the letters with extended limbs are similar to those on the Natal Half-Penny overprint which is all from a single font with deliberately variegated letters, reportedly Caslon 'Enchorial' 12 point[1].

In addition to the four bar gaps shown for the 6d, four more have been identified on the 1s issue for a total of 8, and are reflected in the gap table shown earlier.

Four major varieties occur in this Setting.  In the initial prints, the word <u>Shilling</u> was misspelled as '<u>Shiiling</u>' on No.6 as at right.   The second '<u>i</u>' was of type 5.  This was soon corrected, but the replacement letter <u>l</u> was set a bit low.

The second major variety is the damaged or missing first <u>i</u> in shilling on No. 31, which is illustrated earlier in the discussion on bar gaps.

Two different doubles are known.

The first is a double of the provisional overprint as seen at right.  The first closing of the press obviously occurred before the type had been re-inked, with only the bar printing and that just partially.  A second full strike followed.  Only one example of this variety has been recorded.

The second double is a double of the V.R.I. overprint. One print is angled upwards to the right at approximately 20 degrees angle, and the second is normal.  We know two examples.  The one illustrated at the near right is postmarked Bloemfontein, March 10, 1903, which is the earliest known usage of this issue.  This example is the unpositioned Var G of the <u>One Shilling</u>, a normal of which is shown here on the far right.  Note the dropped <u>n</u> and the location of the <u>T</u> is the same on both. This rather puts to rest the convoluted theory of B&M that some nefarious character had the pane/block printed double in 1900, recovered it, then had to sneak it back in to have it printed again in 1903.  And then used it on a telegram, which had to be left in the Telegraph Office! All his work for naught.

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[1] Sydow, S.A.P. March 1949, p 41.

# Table 5.2
## Letter Styles of the 1/- Provisional

e1　e　e　　　e4　e

g1　g g g　　g2　g g g　　g3　g　　g4　g g g

h1　h h　　h2　h　　h3　h h　　h4　h

i1　i i　　i3　i　　i5　i　　i4　i　　i2 sketch　i

L1　l l l l　　L2　l l l l　　L4　l　　L5 sketch　l

n1　n n　　n2　n n　　n3　n n n　　n4　n

O1　0 0　　O2　0

S1　S S　　S4　S

## Table 5.3, Plating, letter fonts, 1sh Provisional
### Blank = letter font 1, No. is pane position

| ID | No. | O | n1 | e | S | h | i1 | L1 | L2 | i2 | n2 | g | Notes |
|----|-----|---|----|---|---|---|----|----|----|----|----|---|-------|
| 1 | 1 | | | | | 4 | | | | | | | n1 hurt |
| 2 | 2 | | | | | 4 | | | | 3 | | | |
| 3 | 3 | | | | | | | 4 | | | | | |
| 4 | 6 | | | | | | 5 | (i5) | | 4 | 3 | | Var Shii early, then L2 dropped |
| 5 | 7 | | | | | | | | | | | | i2 dropped |
| 6 | 8 | | | | | | | | | | 2 | | |
| 7 | 9 | | | | | 4 | | | | | | | |
| 8 | 14 | | | | | 2 | | 2 | 2 | | | | |
| 9 | 17 | | 4 | | | | | | | 2 | 4 | 4 | dropped L2 |
| 10 | 18 | | | 4 | | | | | | | 3 | 2 | Bar gap beneath h |
| 11 | 19 | | | | | | | | | | 3 | | |
| 12 | 20 | | | | | | | | | 3 | | | |
| 13 | 21 | | | | | | | | | | | | |
| 14 | 22 | | | | | | | | | | 2 | | |
| 15 | 23 | | | | | | | | | | | | |
| 16 | 24 | | | | | | | | | | | | L2 dropped |
| 17 | 25 | | | | | | | 2 | | | 2 | | i2 weak |
| 18 | 26 | | | | | | | 2 | | | 2 | | |
| 19 | 29 | | | | | 3 | | | | | | | |
| 20 | 30 | | | | | | | | | | | | |
| 21 | 31 | | 2 | | | 3 | | 2 | 2 | | | 2 | Gap hi, or i1 gone |
| 22 | 32 | | | | | 3 | | | | | | | L2 dropped |
| 23 | 35 | | 2 | | | | 3 | 2 | 2 | 3 | 3 | 2 | |
| 24 | 36 | | 2 | | | | 3 | 2 | 2 | 4 | | 3 | |
| 25 | 37 | | | | | | | 2 | 2 | | 2 | 2 | Gap at S |
| 26 | 38 | | 3 | | | 2 | | 2 | 2 | | 2 | | |
| 27 | 39 | | 2 | | | 2 | 4 | 2 | 2 | | 2 | 2 | |
| 28 | 40 | | 2 | | | | | 2 | 2 | | | | n2 hurt |
| 29 | 41 | | | | | 3 | | 2 | 2 | | | | |
| 30 | 42 | | | | | 2 | | 2 | 2 | | 3 | | |
| 31 | 43 | 2 | 2 | | | 2 | | 2 | 2 | | | | i2 weak |
| 32 | 46 | | | | | 2 | | 2 | 2 | | 4 | 4 | |
| 33 | 48 | | | | | 2 | | 2 | 2 | | 3 | 4 | |
| 34 | 49 | | | | | | | 2 | 2 | | 2 | 4 | |
| 35 | 51 | | 2 | | | | | 2 | 2 | 4 | | 4 | |
| 36 | 52 | | 4 | | | | | 2 | 2 | | | 4 | |
| 37 | 53 | | | | 4 | | | 2 | 2 | | 2 | 4 | |
| 38 | 54 | | 3 | | | | | 2 | 2 | 4 | | 4 | |
| 39 | 57 | | | | | 2 | 4 | 2 | 2 | | | 4 | |
| 40 | 58 | | | | | | 4 | 2 | 2 | 4 | | 4 | n1 hurt severely |
| 41 | 60 | | 4 | 4 | 4 | | 4 | 2 | 2 | 4 | 4 | 4 | |

| Table 5.3, Plating of the 1sh Provisional | | | | | | | | | | | |
| :-- | :-- | :-- | :-- | :-- | :-- | :-- | :-- | :-- | :-- | :-- | :-- |
| Unplated Examples, | | | | | | | | | | | |
| Blank = letter font 1 | | | | | | | | | | | |
| No. | O | nl | e | S | h | il | L1 | L2 | i2 | n2 | g | Notes |
| A |  |  |  |  |  |  |  | 4 | 3 |  |  | B&M |
| B |  |  |  |  | 2 | 3 | 2 | 2 | 3 | 4 | 4 | B&M |
| C |  | 2 |  |  |  |  | 2 | 2 |  | 3 | 2 |  |
| D |  |  |  |  |  | 4 |  |  |  |  |  |  |
| E |  |  |  |  |  |  |  |  |  |  |  | B&M |
| F |  |  |  |  | 2 |  | 2 | 2 |  | 2 | 4 | B&M |
| G |  |  |  |  |  |  |  |  |  | 3 |  |  |
| H |  |  |  | 4 |  | 4 | 2 | 2 | 4 |  | 4 |  |
| I |  |  |  |  |  | 3 | 4 |  |  |  |  |  |
| J | 2 | 2 |  |  |  |  | 2 | 2 |  | 3 | 2 | B&M |
| K |  |  |  |  | 3 | 4 | 2 | 2 | 4 |  | 4 |  |
| L |  | 3 |  |  |  |  |  |  |  | 3 |  |  |
| M |  |  | 4 |  |  | 5 | 5 |  |  |  |  | B&M |
| N |  |  |  |  | 3 | 4 | 2 | 2 | 4 | 3 | 4 | 2nd i missing bottom serif  Gap below 2nd i. B&M |
| O |  |  |  |  | 2 | 4 | 2 | 2 |  |  | 4 |  |
| P |  | 2 |  |  | 2 |  | 2 | 2 |  |  | 2 |  |

Note that some of these arrangements duplicate others, but the underlying stamp differs.

These 15 plus the identified 48 make 63, more than the positions available.

## Illustrations, 6d Provisional Varieties Seen.



Var a, No. 2
Top Serif S absent



Var b, No. 4
Hurt BR serif i



Var c, No. 16
Gash through loop P



Var d, No. ?
Hurt TR serif x



Var e, No. ?
Missing bottom serif i

# Base Overprint Diagrams

| | 1 | 2 | 3 | 4 | 5 | 6 |
|---|---|---|---|---|---|---|
| 1 | | J* | | e' | | N |
| 2 | | | | | | Ai |
| 3 | | S | | | M | |
| 4 | | | c,6 | | 7 | |
| 5 | | | | | | Ac' |
| 6 | | e' | T | e' | | |
| 7 | Ak | | Go | Ce' | | |
| 8 | A | | | e' | | P |
| 9 | | | e' | ce' | A | |
| l0 | i | | e' | A | | R |

Diag 5.2, Base Varieties
2d , 5th Postage, Final State
Var. c' variable, late
6d on 2d provisional TF

| | 1 | 2 | 3 | 4 | 5 | 6 |
|---|---|---|---|---|---|---|
| 1 | | J*3 | te' | c | | N |
| 2 | | | c | | | Ai |
| 3 | | S | | | M5 | C |
| 4 | | | c | | 2 | |
| 5 | | | | | dp | A |
| 6 | | e' | Tp | e' | | |
| 7 | Ak | | Go | Ce' | s | 1 |
| 8 | A | 4 | | e' | | P |
| 9 | | | e' | ce' | Ay | |
| 10 | i | | e' | A | | Rc |

Diag 5.3
1/- on 3d provisional TF
3d, 5th Setting

## Table 5.4 'Constant' Varieties
## 5th Postage Setting , 2d &3d

| Var. | Description | No. | Fig. |
|---|---|---|---|
| A | Thick V. | | 5.1 |
| C | No top serif R. | 40 | 5.3 |
| G | Base of V hurt. BL side clipped to point. | 39 | 5.7 |
| J | Tops V & R damaged. | 5 | 5.8 |
| J* | Left top of V also hurt | 5 | |
| M | Top of R shaved. | 17 | 5.10 |
| N | Break right arm V. | 6 | 5.11 |
| P | Notch in right arm of V. | 48 | 5.12 |
| R | Notch in left side of I. | 60 | 5.13 |
| S | Right arm of V hurt | 14 | |
| T | Break in centre of R | 33 | 5.14 |

## Table 5.5, Specific Varieties
## 5th Postage Setting, 2d & 3d

| Var. | Description | No. | Fig. |
|---|---|---|---|
| c | Large stop I. | various | |
| d | No stop R. | various | |
| i | No left serif V. | various | |
| k | Inverted 1 for I. | 37 | 5.16 |
| o | Bases of R & I hurt. | 39 | 5.17 |
| p | No tail to d. | 29 | |
| t | No stop V. | 49 | |
| y | Large nick BR of thick V, 53. | 53 | |
| e' | Notch cross bar R. | | 5.18 |

## Table 5.6, 5th Setting, Value Varieties

| Var. | Description | No. | |
|---|---|---|---|
| 1 | Top ball of 3 damaged. | 42 | 5.73 |
| 2 | Bottom loop 3 shaved. | 23 | 5.74 |
| 3 | Mark between 3 and d. | 2 | |
| 4 | Notch BR loop 3. | 44 | 5.75 |
| 5 | TR loop 3 shaved. | 17 | 5.76 |
| 6 | Notch TR 2. | 15 | |
| 7 | Shaved top 2. | 27 | |

*Chapter 5, V.R.I. Provisionals*

# Illustration 5.3, Provisionals, Base Varieties

**V**

Fig. 5.1 Var. A,

**R**

Fig. 5.3 Var. C

**V**

Fig. 5.7    Var. G

**V.R**

Fig. 5.8    Var. J

**R**

Fig. 5.10 Var. M

**V**

Fig. 5.11 Var.N

**V**

Fig. 5.12 Var. P

**I**

Fig. 5.13
Var. R

**R**

Fig. 5.14  Var. T

**V**

Fig. 5.15 Var. Ai

**V.R.I.**

Fig. 5.16, Var. k

**V.R.I.**

Fig. 5.17 Var Go

**d**

Fig. 5.18 Var. p

**3**

Fig. 5.  73
Var. 1

**3**

Fig. 5. 74
Var. 2

**3**

Fig. 5. 75
Var. 4

**3**

Fig. 5. 76
Var. 5

**2**

Fig. 5. 77
Var. 6

**2**

Fig. 5. 78
Var. 7

# Chapter 6, Forms & Stationery

A telegraph system requires a number of forms to function.  Types needed include:

1.  The form on which the sender writes out the message.  This form normally also shows the date, the time, the number of words, and the fee.
2.  The form retained by the sender, usually a carbon copy of Form 1.
3.  The form on which the receiving telegraph office writes down the received message, which is retained by the telegraph office.
4.  The form handed to the recipient, usually a carbon copy of Form 3.
5.  An envelope to contain the received message for delivery.
6.  Other forms as needed, such as Field telegrams, press telegrams, receipts, and, in the case of the O.V.S. and the Z.A.R., forms for paying postal orders by wire.

Very little has actually been recorded as to the forms and stationery used by the telegraph system, and much of that which is known, is known only by inference.

In the earliest days, the line through the O.V.S. from the Cape to Kimberley was run by the Cape telegraph system, and presumably utilized Cape forms and stationery.  None has been reported used in the O.V.S., however.

The next piece of hard information is the order by the Raad in 1881 that forms must be available in Dutch at all telegraph offices[1].  Apparently, the new head of OVS Telegraphs, A. C. Howard, previously of the Cape Telegraphs, had issued forms in English.  Probably copies of the Cape forms, although none have been reported, so this must be considered conjectural.

Those that the authors have found are illustrated here.

### O.V.S.  Form A, Inland Telegrams.  Face.   Ill 6.1

Part A, Inland Telegrams.  7.25" x 8.25".  Whitish paper.

This form is to be used by the sender of the telegram.  It was made in pads, interleaved with Part B for a carbon copy.  Part A to be retained in the Office, Part B given to the sender. Theoretically, no Part As should survive, but war brought chaos and a very few survived.

### O.V.S. Form A, Inland telegrams.  Reverse. Ill 6.2

On the reverse of Part A is a detailing of the charges.

### O.V.S.  Form A, Inland Telegrams.  Face.   Ill 6.3 and 6.4

These show two more shades of the paper, tan above and grey below.  Here someone cut off the tops of the forms, to preserve the privacy of the message.

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[1] *Gericke, op cit.*

### O.V.S.  Form C, Inland Telegrams.  Face.  Ill 6.5

Form C is the receiving office copy and should not have survived, but this again is a wartime telegram.  It also was padded with a Form for a carbon copy, with no identifying code, but here referred to as Form Ca (See next item).  They both are 7.25" x 8.375" and printed on tan flimsy paper.

### O.V.S.  Form Ca, Inland Telegrams.  Face.  Ill 6.6

This form is given to the recipient of the telegram.  It gives much less detail than Form C.

### O.V.S.  Form Fa, Press Telegram.  Face.  Ill 6.7

Form Fa is the carbon copy of Form F, which is the receiving office copy of a press telegram.  It is 8.5" x11" printed on white flimsy paper.  Blythe & Co. in Bloemfontein printed it in interleaved blocks of 50.  It is likely that the sending office Press forms were E and Ea.

The press form is all in English as required for all inter-state telegrams.

### O.V.S. Field Telegram.  Ill 6.8

The O.V.S. issued a special form for use by the 'Field Telegram Service, O.V.S.'.[1]  The form was approximately 8.5" wide by 5.5" high.  Seen used near Kimberley on 1 Feb 1900.  Message sent per Helio from Post II to the field Telegraph at Scholznek, where it was forwarded to Ladybrand.  This is the sending office copy.

### C.G.H. Notice of prepayment of telegram reply.  Ill 6.9

This Cape form or 'Docket' was used during the occupation of portions of the Cape by O.V.S. forces.

GPO form # 506, Telegraph form #17.  200,000 printed by W.A. Richardson in Cape town.

### OV.S. Delivery Envelope.  Ill 6.10

Form T4. A telegraph delivery envelope of the O.V.S. used by the British at Kroonstad, 16 IV 01.

Translated, it says 'TELEGRAM / NO CHARGE FOR DELIVERY'.

### Imperial Military Telegraphs.  Ill 6.11

Imperial Military Telegraphs, Civilian use.
Senders original office copy.
White paper

### Imperial Military Telegraphs.  Ill 6.12

Imperial Military Telegraphs, Civilian use.
Senders original office copy.

---

[1] Bezuidenhout, Andre Exhibit.  Anglo-Boeren Oorlog Museum, Bloemfontein.

Tan paper

### (Military) Signals.  Ill 6.13

(Military)  Signals, civilian use.
Senders original office copy.  Grey Paper

### AT Occupation Civilian Form.  Ill 6.14

This is similar to the O.V.S. form, but now all in English.  Cream paper, special red instructions

### Imperial Military Telegraphs Form C.  Ill 6.15

Form C, Imperial Military Telegraphs (Railway).  This is the carbon copy at the receiving office.  Seemingly used for civilian traffic.
Form Tel 4, printed by Argus Press, Bfn, job 3904.

### Army Telegraphs, Form C.  Ill 6.16

Army telegraphs, Army Book C. This again is the carbon copy at the receiving end. Military usage.
 Printed in London by Wyman and Sons.  Bloemfontein at 9/25 to Springfontein Military Post Office. Received at 10/2.

### Postal Order Telegraph.  Ill 6.17

This illustration shows a Z.A.R. form for sending a Telegraphic Postal Order.  A so-called 'Advice Telegram'.  It is taken from the Convention of December 1891 establishing telegraphic Postal Orders between the Z.A.R. and the O.V.S..  The Convention states that forms similar to this and the next will be used as of 1/1/92.  Since we can find no example of the O.V.S. forms, the Z.A.R. forms are the closest we can come.
This is the form that is filled out by the Postmaster of the originating P.W.K. (Money Order Office) and handed to the telegrapher, who retained this copy.

### Postal Order Telegraph.  Ill 6.18

This form is the carbon copy of the above, and is retained by the Postmaster of the originating P.W.K. for their records.

### Telegraphic Postal Order Senders Receipt.  Ill 6.19

The receipt given to the sender of the Telegraphic Postal Order is on the left side, and the Postmaster's copy is on the right.  Perforated down the design.

### Telegraphic Postal Order Receiver's Receipt.  Ill 6.20

Telegraphic Postal Order, Receiver's Receipt is on the left and the paying Postmaster's copy is on the right of the perforations.

## A. ORANJE VRYSTAATSCHE TELEGRAMMEN.

**BINNELANDSCHE TELLEGRAMMEN.**

No. van Boodschap Voor Zegels.

Prefix_____ Code_____

Kantoor van Verzending en Dienst Instructien.

Woorden. 11

Verzonden. Te____M.

Kosten. Aan____

Door____

(Eene Kwitantie voor de Kosten van dit Telegram kan verkregen worden by betaling van Twee Pence.)

VAN — Gelieve duidelyk te schryven. — AAN

*Botha*

*Morton*

*Smithfield*

*Impossible all men from 16 to 60 commandeered*

Ill 6.1  Part A, Inland Telegrams.  7.25"x8.25".  Whitish paper.
From Gen. Botha at Aliwal North in the Cape to Gen Morton at Smithfield.
November 20, 1899.
"Impossible, all men from 16 to 60 commandeered."
11 Words, no charge, as had been paid for by Morton.

Handteekening *Louis S Botha*

[ZIE OVER,

KOSTEN.

| | s. | d. |
|---|---|---|
| Telegram...................... | | |
| Herhaling.................... | | |
| Antwoord.................... | | |
| Te veel in Antwoord betaald | | |
| Extra Copien................ | | |
| Re-directie.................. | | |
| Vervoer..................... | | |
| Byzondere Kosten............ | | |
| Total............ | | |

N.B.—Het Departement is niet verantwoordelyk voor eenig verlies veroorzaakt door onnaauwkeurige verzending, oponthoud, of niet aflevering van Telegrammen.

Ill 6.2   Reverse of Part A, Inland Telegrams.  White paper, foxed.  Translation: Costs.   Telegram, repetition, answer, too much in paid answer, extra copies, re-direction, conveyance, special costs, total.

"N.B.—The department is not responsible for any loss based on inaccurate transmission, delay, or delivery failure of telegrams."

# Forms Ill 6.3-6.4

Part A s  7 1/4" x 8 1/4"



Illus. 6.3
36 words, 1/6d Franking



Illus. 6.4
35 words, 1/6d Franking

Two examples of top strips of Part A, Inland Telegrams, showing two
more paper shades; tan above and grey below.

# Forms Ill 6.5



Ill 6.5  Form C, Receiving Office copy.  7.25" x 8.375" tan flimsy.

Telegram about a special train to evacuate Kroonstad.
Stationmaster Kroonstad 4:30 am to Stationmaster Wolvehoek 5:50 am.
"Telegram 422 a special train will run Kroonstad to Viljoensdrift today Friday as follows
Kroonstad dept 3:30 am
Honingspruit "  5.10 am
Roodewal        6.15
Vredefortweg  8.45 x 123 (+illegible)
Wolvehoek      10.5
V'drift  arr    11.
Advise all concerned to act sharp

Ill 6.6  Form Ca, or D, recipients carbon copy of Form C. Tan flimsy. 4.25 x 8.375"
Not labeled as such.

From General Lemmer at Vredefortweg to chief of Wolvehoek Station.

"Herby you are directed to have ready at 6 o'clock pm a train for the transport of the Burghers weak and poor horses to Vereeniging.

# Forms Ill 6.7, 6.8



Ill 6.7  Press Telegram Form FA.  8.5"x10.5", white flimsy.  Shown @75% width.
Printed by M. Blythe & Co. in Bloemfontein interleaved in blocks of 50 for receiving press  tele-grams.  It is likely that Forms E and EA were for the press telegram sending office.  All in English as required for all inter-state telegrams.  Recipients carbon copy.

From (Bloemfontein) Express 6.30 pm Jan 4 95 to Luyt at Heilbron 9.45 pm.  Relaying a press tele-gram from Johannesburg announcing the defeat and capture of Rhodes Aide Dr. Jamieson  during his piratical invasion of the Z.A.R.



Ill. 6.8  Field Telegraph Service of the O.V.S.  Senders carbon copy.  Sent by Helio to Scholz-nek and then by telegraph to Ladybrand.  Andre Bezuidenhout Exhibit, Anglo-Boeren Oorlog Museum, Bloemfontein.

# Forms Ill 6.9, 6.10



Ill 6.9  O.V.S. use of a Cape 'docket' or form noting that a reply had been paid for by the sender, General Morton at Smithfield.  Given to General Louis Botha (or staff).  Paying for an unlimited number of words, dated No 20, 99.
GPO form # 506, Telegraph form #17.  200,000 printed by W.A. Richardson in Cape town.



Ill 6.10 A telegraph envelope of the O.V.S. used by the British at Kroonstad, 16 IV 01.  Form T4.  'TELEGRAM / NO CHARGE FOR DELIVERY'.  Sent at AM/PM-hour minute.

Ill. 6.11, 1/5d, Bftn, 2.X.0.0
Imperial Military Telegraphs, Civilian use.  White paper



Ill 6.12  5/6d, Bultfontein, OC 20.
Imperial Military Telegraphs, Civilian use.  Tan paper



Ill. 6.13, 1/2d, Bftn 2.X.00
(Military)  Signals, civilian use.  Grey Paper



Ill. 6.14  1/-, Bftn. 1.X.0.0
Occupation Civilian Form AT, red instructions, cream paper

Ill 6.15  Form C, Imperial Military Telegraphs (Railway).  Used  Koffiefontein to Bloemfontein on 8 May 0?.  Form Tel 4, printed by Argus Press, Bfn, job 3904.



Ill 6.16  Army telegraphs, Army Book C.  Printed in London. Shown at 90% of lifesize which is 8.75 x 5.5".  Bloemfontein at 9/25 to Springfontein Military Post Office. Received at 10/2.  Gen. Allen, head of the RR moving from Springfontein to Brandfort as the army moves north.

Ill 6.17  An 'Advice Telegram' form authorizing the receiving
PWK to pay the order.
(PWK=Postwisselkantoor=Money Order Office)

Ill 6.18. The carbon copy of the 'Advice Telegram' for retention by the postmaster sending.

# Forms Ill 6.19



Ill. 6.19.  The receipt given to the sender of the Postal Order on the left side, and the Postmaster's copy on the right.  Perforated down the design.

# Forms Ill 6.20



Ill 6.20.  Telegraphic Postal Order, Receiver's Receipt on the left and the paying Postmaster's copy on the right of the perforations.

# Chapter 7,  Telegraph Office Marks.

The marks associated with various offices with telegraph facilities depend largely upon the function performed at the office and the administration responsible for the office.  Because of major differences, it is best to break this consideration into three sections:

A.  Offices under Republican control

B.  Offices under British military control

C.  Offices under O.R.C. civilian control.

### Offices under Republican Control

The original offices under Cape control seemingly did not use stamps, and no marks have been reported.

The functions that might be performed at an office with telegraph facilities include:

1. Sending/and or receiving telegrams from the public or officials.
2. Sending telegrams from RR (railroad) passengers.
3. Sending/receiving traffic and dispatching orders for the trains.
4.  Serving as a Post Office.

Before the railroad came, all offices were under the control of the Telegraph Department (which quickly became a division of the Department of Posts and Telegraphs).  When a TO (Telegraph Office) was opened in a town, it was normal for the PO (Post Office) to be moved into the TO office.  When the RR arrived, many telegraph offices were moved to the station, and some POs were moved there also.

Many RR stations, however, did not handle civilian traffic.  These we refer to as RRO's. So the possibilities were:

1.    RRO.  This is a RR station handling only RR business (until the war, when they also handled military messages).  Controlled by the O.V.S.S., the state RR company.  No stamps were used, and no marks have been recorded.

2.    RRO2.  This is a RRO that accepted telegrams from only those civilians who were passengers on a train.  Controlled by the O.V.S.S.  Since these offices used stamps, they had cancellers/date stamps.  Example, Wolvehoek.

3.    RTO.  This is a telegraph office at a station, which handled civilian traffic. The station would also be a RRO, of course.  Some of these were run by the PO, and some by the O.V.S.S.  Usually associated with postal service, and used cancellers similar to, and often identical to, the postal canceller.

4.      TO (or POTO).  This is a TO run by the PO, usually at the same location as the PO for the town.  Cancellers again similar to and often identical to, those used by the post.  Often, of course, the same person and counter served both purposes.

Basically, there were no special telegraph cancellers.  All were normal postal cancellers.  One variation is the large percentage that showed no year.  They also generally did not use a time code, as the exact time was written on the telegram.

In 1899, the O.V.S.S. (the Free State Railways) began to issue cancellers with 'O.V.S.S.' on the bottom of the single circle instead of 'O.V.S.'  Only a few were issued to some RR Stations.  In the colonial period, some date stamps were issued with the words 'Railroad Telegraph', and their usage is somewhat uncertain.

### *Offices under British Military control.*

As the British invasion progressed, various Republican offices were overrun.  The British had again two separate telegraph operations:  The 'Army Telegraphs' and the telegraph arm of 'The Imperial Military Railways', respectively known as AT and I.M.R.

### *The I.M.R. Telegraph Offices*

The I.M.R. was basically responsible for operation of all rail lines in the conquered territory, including all the railroad station telegraphs.  Some of these stations also were open to civilian telegraph traffic as well as sometimes being post offices too.

### *'Army Telegraph' Offices.*

The 'Army Telegraphs' organization had two separate and somewhat distinct functions.  It operated fixed, mobile and semi-mobile telegraph offices for units of the Army in the field, mainly so-called FTO's (Field Telegraph Offices).  It also operated all the POTO's as they were overrun, whether located in a town or at a RR station.  These offices served the public as well as the Military.

Since the original function of the AT was to provide field telegraph service, the date stamps they were issued were not specific to a place, but allowed for a code.  The basic date stamp is of the type commonly referred to as "Swiss".  Extensive studies by Edgar Brown[1] and Peter Langmead[2,3] have elucidated the use of this canceller in the Transvaal as well as in the occupation of the O.V.S.

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[1] Brown, Edgar, ABWP March 1960
[2] Langmead, Peter, ABWP, Vol 17, No. 4, p115. Dec 1974.
[3] Langmead, Peter, ABWP Vol 31, No. 2, June 1988

Langmead quotes from "The Manual of instruction in Army Telegraphy-Field Telegraphs of 1897":

"<u>OFFICE DATING STAMP</u> – A steel stamp engraved with 'Army Telegraphs' and having 9 steel type wheels, each revolving freely on a common axis, which can be set to print an desired combination.  Wheels 1 & 8 each having 13 letters of the first half of the alphabet A to M and a blank or hyphen.  Wheels 2 & 9 each having the letters of the second half of the alphabet N to Z with a blank or hyphen.  Wheels 3 to 7 having numerals to print any date up to A.D. 1919."

Below is an example coded <u>FR</u>/date/<u>AT</u>.



The local unit was expected to set these place codes to be indicative of the office of use.  In this case 'FR' was expected to indicate Frankfort.  'AT' at the end merely redundantly shows that it is an AT office.

In South Africa, the wheels all had hyphens, no blanks, although sometimes the hyphen does not print, or the wheel may have been removed.

The code often ends in 'N' or 'M' which seems to connote 'Military'.  These seem to be in use at 'Cantonments' or semi-fixed army encampments.

Bloemfontein is an example.  The Swiss Cancel reads BF date –N, using N because the two wheels having an M were in use for 'BF'.  Post & Telegraph Notice #7 of 1904 states that "a Telegraph Office, which shall be known as "Bloemfontein Army," has been opened at the Military Cantonment, Tempe, for the transaction of all classes of Telegraph business."  This clearly indicates that there was already a PO at the Cantonment.  Later, Post & Telegraph Notice 60 of 1904 states that as of 1/1/05 the name of Bloemfontein Army will be changed to Tempe.  So it appears that BF –N was for the cantonment at Tempe.

Harrismith gives an example that also sheds light on the question.  During the period the Harrismith TO was under the Army Telegraphs, the date stamp read HS/date/M-.  But after it was turned over to civilian control, the stamp was altered to read HS/date/CO.  Various interpretations could be 'Cantonment' or 'Civilian Office', but it was clearly in use by the ORC

PO.  Post & Telegraph Notice 24 of May 1904 reads 'a Post and Telegraph Office for the transaction of all classes of business has been opened in the Military Cantonment, at Harrismith and will be known as "Harrismith Army."

Not all offices run by the AT used this 'Swiss' datestamp, as all were not cantonments. For example, no date stamps of this type have been recorded for Bethlehem, Fauresmith, Ficksburg, Hoopstad, Jagersfontein, Parys, Rouxville, Smithfield or Smaldeel, all of whom were listed by Reisener[1] as having been run by the AT as of August 15, 1902 when they were returned to civil control of the Department of Posts and Telegraphs, O.R.C.

Oddities abound.  Wolvehoek is listed by Reisener as being an I.M.R office turned back over to RR control, but it had been using an AT cancel.

The Brandfort 'Swiss' stamp has only been reported on letters to prisoners of war in the Cape, never on TF stamps.  Actually, no Brandfort cancel of any sort has been seen on occupation telegraph stamps.

Paardeberg has been seen with this type of date stamp, but was not a Republican TO, nor does Reisener list it in the stations turned over to civil control.  It is on the road from Bloemfontein to Kimberly and appears to be purely a FTO, Field Telegraph Office.

Not all of the Republican TOs were kept open by the British, as they were only able to maintain control of areas where they had substantial forces stationed.  Thus large portions of the O.V.S. remained under Republican control or were 'no man's land'.


### Imperial Military Railroads Telegraph Offices.

The basic function of the I.M.R. was of course to maintain and operate the railroad as it was taken over in the war.  This necessitated, as in Republican times, telegraphic communication at each station to pass on orders to the trains and coordinate repairs, etc.

During the course of the war, the British concentrated their troops on the defense of the rail system, which was their lifeline.  Based on the railway, they then ran lines of barbed wire and blockhouses out to the sides, enclosing large areas.  These areas were then, in their terminology, 'scoured'.  Basically it was made uninhabitable by destroying all farms, wells, livestock and crops and putting the Boer civilians into concentration camps.  The blockhouses in a given line were connected by telegraph to one another and to the base at the rail.  The I.M.R., being responsible for the RR telegraphy, was also made responsible for the blockhouse lines. Since none of this work involved civilian telegraphs or telegraph markings, it is beyond the scope of this work.

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[1] *Reisener, Hugo, SAP July 1974, pp174ff.*

Again, it should be noted that the telegraphy at a station might include civilian work and even a post office. While the RR telegraphy portion was always under the I.M.R. as it controlled operation of the RR, the other functions might or might not be.

Reisener[1] list 33 telegraph offices that were turned over to civilian control on August 15, 1902, becoming RTOs. Certain difficulties exist, as he lists Karree Siding as becoming an RTO and Karree becoming a POTO. It seems unlikely that such a small place would have two distinct telegraph offices. Probably it had been listed under each name at different times.

Some 5 of the I.M.R. offices had a rectangular mark similar to the sketch and cover below. Those marks that have been reported are Edenburg, Bloemfontein (Station), Kaalspruit, Karree, and Kaffir Rivier.



EDENBURG

I. M. R.



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[1] *Reisener, loc cit*

Although used at stations with telegraph facilities, these marks are recorded only on covers and postage stamps. Sometimes as a receiving mark and sometimes apparently as a cancel as on the cover above.

In Table 7.1 following is a composite list of all reported telegraph offices open during the occupation period. This list excludes purely RR traffic offices and blockhouse telegraphs. It does include some Field Post Offices. It combines information from Reisener, Langmead, the authors' collections and bits from some other sources. One immediately notes that there are internal inconsistencies, and more work is needed in this area.

| AT Mark | PTO 1902 Reisener | RTO 1902 Reisener | | Open Langmead | Close Langmead | Comment |
|---------|-------------------|-------------------|---|---------------|----------------|---------|
| | | Y | Bethany | | | |
| | | Y | Bethany Station | | | |
| | Y | | Bethlehem | | | |
| B-/-U | Y | | Bethulie | 16/3/00 | | |
| B-/FN | Y | | Bloemfontein | 13/3/00 | | |
| /date/ | | | Bloemfontein FPO43 | | | Date only, no letters |
| | | Y | Bloemfontein Sta. | | | |
| BO/M- | Y | | Boshof | 15/3/00 | | |
| B-/DN | Y | | Brandfort | 5/3/00 | | Seen only as Letter cancel to POWs |
| | | Y | Brandfort Sta. | | | |
| DP/M- | Y | | Dewetsdorp | 26/4/00 | | |
| | | Y | Donkerpoort | | | |
| -E/-B | Y | | Edenburg | 14/3/00 | | 10.XII.00 |
| | | Y | Edenburg Station | | | |
| | | Y | Eensgevonden | | | |
| | Y | | Fauresmith | | | |
| | | Y | Ferreira | | | |
| | Y | | Ficksburg | | | |
| | Y | | Frankfort | | | |
| | | Y | Geneva | | | |
| GN/M- | | Y | Glen | 9/5/00 | | |
| HS/CO | Y | | Harrismith (Civil Office?) | | | 23.X.02 after return to civil |
| HS/M- | Y | | Harrismith (AT office) | 8/7/00 | | |
| | | Y | Heibron Sta. | | | |
| HN/-X | | | Heilbron | | | |
| H-/-N | | | Heilbron | 31/5/00 | | |
| | Y | | Hoopstad | | | |
| JD/ | Y | | Jacobsdal | 16/2/00 | 3/14/1900 | |
| JD/ | Y | | Jacobsdal | 1/1/00 | | |
| | Y | | Jagersfontein | | | |
| | | Y | Jagersfontein Rd | | | |
| | | Y | Jordaan | | | |
| | | Y | Kaalspruit | | | |
| KR/R- | | Y | Kaffir River Bridge | 2/1/00 | | |

| | | | | | | |
|---|---|---|---|---|---|---|
| KF/R- | | Y | Kaffir River Bridge | 15/3/00 | 9/1/1902 | |
| | Y | | Karree | | | |
| | | Y | Karree Sta. ?? | | | |
| | Y | | Koffyfontein | | | |
| | | Y | Kopjes | | | |
| K-/DN | Y | | Kroonstad | | | |
| -K/DN | | | Kroonstad | 5/12/00 | | |
| | | Y | Kroonstad Sta. | | | |
| | | Y | Krugers | | | |
| | | Y | Kuilfontein | | | |
| -L/B- | Y | | Ladybrand | 17/5/00 | | |
| -P/K- | NO | | Paardekop | 21/6/00 | | 2.VIII.00 |
| | Y | | Parys | | | |
| | | Y | Priors | | | |
| -R/-R | NO | | Rhenoster (Bridge) | 26/6/00 | | OFS VRI 23 & 25 VII.00 |
| | | Y | Roodewal | | | |
| | Y | | Rouxville | | | |
| SK/M- | Y | | Senekal | 26/5/00 | | |
| | Y | | Smaldeel | | | |
| | Y | | Smithfield | | | |
| -S/FN | Y | | Springfontein | 18/3/00 | | 21 IV 00 on TF form, VRI TF |
| -S/GN | | | Springfontein? | | | |
| TK/-M | NO | | Tafelkop | 1/1/00 | | 4.VI.02, FTO |
| TC/M- | Y | | Thaba 'Nchu | 27/4/00 | | |
| VG/ | | | Ventersburg | 17/8/00 | | OVS VRI/AT |
| ??/VG | | | Ventersburg? | | | none/none/VG |
| | | Y | Ventersburg Rd | | | |
| | | Y | Vet Rivier | | | |
| | | Y | Viljoensdrift Sta. | | | |
| | | Y | Virginia | | | |
| VF/M- | Y | | Vredefort | 13/7/00 | 9/10/1900 | OVS VRI/AT |
| -V/WM | Y | Y | Vredefortweg | 24/5/00 | 5/26/1900 | Reopened 1/1/00 |
| | | Y | Waterworks Sta. | | | |
| | | Y | Welgelegen | | | |
| WK/M- | NO | No | Welkom | 7/2/00 | 7/5/1900 | OVS VRI/AT |
| -W/-R | Y | | Wepener | 30/3/00 | 5/29/1900 | |
| W-/G- | Y | | Winburg | 5/5/00 | | |
| WG/M- | Y | | Winburg Military | | | |
| -W/-H | NO | Y | Wolvehoek | | | OVS VRI/AT 28.VII.00 & 13.IV.01 |
| -W/KN | NO | | Wolvehoek Military? | 1/1/01 | | OVS VRI/AT 6/III/01 |

## Colonial Period

In the colonial period, the telegraph services were part of the Department of Posts and Telegraphs or of the RR Administration, which became known as the C.S.A.R. or Central South African Railways. The C.S.A.R. included the Transvaal railways, but not the Cape or Natal rails.

In this period regular O.R.C. postage stamps were used for telegraphs.

Notes

*Chapter7, TO Marks*

Post & Telegraph Office. Kroonstad O. R. C.



With Compliments of the Season

Post and Telegraph Office,
Kroonstad, O.R.C.

From Jean with love

Many Happy Returns of the day. How are you all, how often have you written since you left. Imrie is not working yet. Are you there too...

*Telegraph Offices, Plate 1*

POST OFFICE, BETHLEHEM.



Bloemfontein O. R. C.          Railway Station

*Telegraph Offices, Plate 2*

THE RAILWAY STATION, KROONSTAD.



THE POST OFFICE AT THE MILITARY
ENCAMPMENT BLOEMFONTEIN (ABOUT 1901)

*Telegraph Offices, Plate 3*

Smaldeel Railway Station



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R.T.O. BLOEMFONTEIN 1893

*Telegraph Offices, Plate 4*

# Chapter 8, Cancels and Other Marks

In this chapter we have listed every town, station, etc. that has been identified as having a telegraph office up to 1910. Where possible, the opening/closing dates are indicated. After each town name is listed a number of cancellations, date stamps, or markings. These fall under a number of categories:

Marks seen by us on TF stamps or stationery.

Marks reported in the literature as in use for TF purposes.

Marks in postal use during a period but not seen by us with identified TF marks.

Marks from identified TF offices, but not used for telegrams themselves.

A few odd balls that clearly have a TF purpose or origin.

This listing is the first attempted, and so must be considered as quite preliminary. It should be born in mind that under TF regulations, no telegrams with stamps attached should exist, but rather should have been destroyed. In some cases, the stamp corner of the telegram was torn off and saved, then being sold for the benefit of the TF employee. The sender and recipient copies would bear date stamps, etc., but are most elusive, only a handful having been seen or reported.

It should also be remembered that in many cases, the same person or office handled both post and telegraphs, so the distinction between Postal and TF marks is often lost. Before 1885 and after 1902, there were no TF stamps, but regular or revenue stamps were used.

Key

Wherever possible, an actual scan of the mark is shown, along with the description. Otherwise, a drawing of the mark is shown, and indicated by a small icon of a man at a drawing board, as at right. To improve the legibility of the mark, the color of the stamp is often distorted.

Where the scan or drawing is of a postal mark, it is indicated by a small icon of the letter 'P'. **P**

SCDS stands for Single Circle Date Stamp.

DCDS stands for Double Circle Date Stamp.

TO is Telegraph Office.

Swiss Cancellers are identified by the four letters, including hyphens.

For convenience in cross referencing, both Putzel and Batten numbers are indicated, where possible. Putzel No. is from his monumental work "The Post marks of South Africa". Batten No. is from his "The Orange Free State. Its Postal Offices and Their Markings, 1868-1910".

Much information also came from Putzel's "The Encyclopedia of South African Post Offices and Postal Agencies." 1986.

PO=Post Office. POA=Post Office Agency

TO=Telegraph Office

MOO=PO with Money Order Office.

Only open during the Occupation of portions of the Cape by Republican forces.
Dates seen range from 20 November 99 on telegrams used by the army and 10 February to 9 March 1900 on 12th Setting TF stamps.

Number:  1          Putzel No. 7x          Batten No.  NL

SSDS 24 mm.  Name above, hyphenated with the CGH chiseled out.
Variety year as '19'.
No time code, since time written on the telegram.
Seen 20 Nov 99 to 9 March 19(00)



Number:  2          Putzel No. 8          Batten No.  NL

SSDS 23 mm.  Non-hyphenated name above with CGH at base and raised stops before/after.  Missing base of second L in ALIWAL.
Time code "A".  Seen used 13 Dec 99.



ABERFELDY RAIL

Putzel— RTO opened 15.10.02.  This is the transition date from IMR to RTO.  In 1903 listed as RO (RTO).
RSTO 1906-10
Not mentioned by Reisener.  So apparently not in operation during the war.  Or Reisener is incomplete.
No TF markings recorded, as TF stamps no longer in use.

Number:  1          Putzel No. 4/5          Batten No.  1B

DSDS 25/16 mm
Date day month year without time code.  R.O. at base separated from name by modified crosses.
Seen used 30 Aug 05 through 10 Jan 10 in black and in blue the later of which may be a telegraphic cancel.

P



*Chapter 8, TF Cancels*

<div style="border:1px solid black; text-align:center;">ALBERTINA RO</div>

Putzel— PTA transferred from Albertina which was re-opened after the war under control of Natal PMG but handed back to ORC on 1.7.02, to Rail April 1903.  Renamed SWINBURNE R.O. 1.8.06.
Not mentioned by Reisener.  So apparently not in operation during the war.  Or Reisener is incomplete.
PMG Nov 1902:  POA plus handles all classes of TF.

| Number:  1 |     Putzel No. 7var     Batten No.  5

SCDS 22 mm with month-day/year and O.R.C at base.
Not reported on TF.

P

<div style="border:1px solid black; text-align:center;">BETHANY RAIL</div>

Putzel—Opened as RTO in 1892 and PA in 1898.  Closed 1899 re-opened 15.12.01.
Batten—Status changed to POTP 1.9.02 & RSTP 15.3.05 with name change to BETHANY RAIL about that time.
Reisener-IMR listed as PA BETHANIE STATION in P.O. Circular 15.12.01.  Also called Bethany by the IMR.
AKA Bethany Station/Siding.  Original spelling Bethanie.
No marks known for the station pre 1898, so must have used a Bethany mark, possibly  the 16 bar '15' or the SCDS 22mm, Putzel 4.

| Number:  1 |     Putzel No. 1     Batten No.  11

16 Bar No. 15
Not seen on TF

P

| Number:  2 |     Putzel No. 4     Batten No.  12

SCDS 22mm, Large stop at bottom.
This mark has been seen with no year, which is typical of TF usage, but no TF usage reported.

P

| Number:  3 |     Putzel No. RO 1     Batten No.  13

SCDS 26mm.

BETHANY RAIL

**Number:  4**    Putzel No. 2    Batten No.  14/15

Identical to previous but STATION removed.  Date only as month and day, no year on examples seen.
No TF usages seen.  Postal usage reported February 1899 and during occupation through 21 December (1900) on occupational issues.



P

**Number:  5**    Putzel No. 4    Batten No.  16

SCDS 22 mm with Bethany above and STATION apparently removed, not seen with station intact.  O.R.C at base and day-month/year.
Reported used 1 May 03, seen used 14 Mar 04 with day-month inverted.
Not seen on TF.



P

**Number:  6**    Putzel No. 3    Batten No.  17

SCDS 22 mm with Bethany above and R.O  below.
Not seen on TF.
Seen used 6 March 01 through 27 May 02 and cancel in BLUE.
No TF usages seen.



P

**Number:  7**    Putzel No. 5    Batten No.  18

DCDS 26/17 mm with Bethany above and R.O. below separated by crosses.
Seen used 20 June 1904 through Sep 1905.
No TF usages seen.



P

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### BETHLEHEM

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Opened as TO in 1881.  Putzel, Gericke.

| Number:  1 | Putzel No. 1 | Batten No.  20 |

16-bar number <u>11</u>.
Seen used on numerous copies of 3rd issue TF stamps and a 6d copy of
the 9th issue

| Number:  2 | Putzel No. 7 | Batten No.  24, 24v |

SCDS 22 mm , month-day or day-month with year.  Some-
times seen with time control above date.
Reported used 22 May 93 to 22 June 1900.  Dated TF exam-
ples seen 1894-13 June 1899.
Variety no year (24v) always seen with control above date.

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### BETHLEHEM RAIL

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Opened 1 March 1905 as RTO (When RR line opened.?) becoming TtO in 1910.
No TF cancels reported yet.

| Number:  RO1 | Putzel No. 1 | Batten No.  37 |

DCDS 27/17 mm as R.O. BETHLEHEM RAIL with side squares.
No recorded use seen per Batten, canceller sent from London 4 April
1907.

P

| Number:  RO2 | Putzel No. 2 | Batten No.  37A |

DCDS 26/16 , Name above, R.O  below, crosses at sides.
Reported postal use 1905-1908.

P

## BETHULIE

TO 1882.  Gericke.

| Number:  1 | Putzel No. 7 | Batten No.  39 |

23mm SCDS, name above, blank below.
Very similar to Batten 38B.
Seen  18 OCT on TF

| Number:  2 | Putzel No. 13 | Batten No.  39A, 40 |

22mm SCDS.  Larger name and has OVS at the bottom.  B of Be-
thulie begins about level with first dateline.
Reported 10-13 Nov 91on TF
If small OVS, Putzel 13
If Large OVS=Putzel 15, no year=Putzel 15a
Thinner type = Batten 40, probably just inking.

**P**

| Number:  3 | Putzel No. 15-15b | Batten No.  41A |

SCDS 23mm.  Two line date code.  Example shown has date offset to
the left..  Large O.V.S. below.  Type varies from heavy to very worn.
All dates seen are between 10 Mar 99 and 2 Oct 99.

| Number:  4 | Putzel No. NL | Batten No.  NL |

Army Telegraphs Swiss type.
B– date –U
Date 5.X.00.
Opened 16.3.00

## BETHULIE RAIL

RTO opened July 1892 Putzel.  Closed 1894-?
RTO reopened 1.9.02, the switch date from IMR to Civilian.
No mark recorded.  Probably a pure RR telegraph for most of the period..

One of first TF offices.  Also had TF headquarters, and RR TF at the station after the rail arrived.

Number:  1        Putzel No. 14        Batten No.  49

DCDS 24/16 mm.  O.V. STAAT below.
Only reported postally used 1874 -1880, but obviously resurrected for TF service.

Number:  2        Putzel No. 15b        Batten No.  50v

Description: DCDS 25/16mm., No OV STAAT below.
Date only as "18".  Probably fixed, with only the last two figures move-able.
Sometimes with no year at all.
Often control 'M'.  Also seen with date slug inverted. Seen used March to October on 7th-9th printings.

Number:  3        Putzel No. 19        Batten No.  55

SCDS 25mm.  Small OVS at bottom with two asterisks before and after name.  Batten says postally used only in 84.
This example 31 August, year unclear, but seems to be 84.  Forgery?

Number:  4        Putzel No. 19v        Batten No.  55v

As above, but inverted date, year seems to be 83 or 88?  The TF Stamp issued in 91.
The base stamp is a wing example from a very early printing, while the TF was on the 4th print of November 75.
So both this and perhaps the one above may be forgeries of the TF over-print.  Forgeries of this TF issue are known mint.

*Chapter 8, TF Cancels*

**Number: 5**  Putzel No. 21v  Batten No. 56

SCDS 23mm with stops OVS and year below month-day.
Seen 1890-1892, last postal usage of canceller seen 8 Sept 90, before first usage as TF cancel Dec 90.  Apparently it was retired to the TF office.

**Number:  6**  Putzel No. 22  Batten No. 57

Squared Octagon
Extremely uncommon canceller usage, pictured examples only recorded. Right one dated 8 April 90.  This is prior to the earliest postal usages reported by Batten of 11 Nov 90.

**Number:  7**  Putzel No. 29  Batten No. 65

SCDS 23mm.  No OVS at bottom.  No time code
Seen used only on TF stamps; dedicated canceller to TF.
Seen used from 5 Nov 92 through 9 April 94 then 30 Sep 96 through 20 OCT 99.  Probably replaced Batten No. 56.
Seen with no stop T and the variety 'FT'

**Number:  8**  Putzel No.  34  Batten No.  70

DCDS 25/15 mm,  name above, O.V.S. below, one line date.  Crosses on sides.
Only one example seen, dated in 1898.

**Number:  9**  Putzel No. 35v  Batten No.  71v

SCDS 25mm, thick type.  Year as '9'.  Seen 13 JAN 9.
Heavy stops at sides.
Possibly the thick type of Batten 81 with "1" in "19" failing to print?
Only one example seen.

Number: 10     Putzel No. 35v     Batten No. 81

SCDS 25mm, thin type.
Year as '19'.

Number: 11     Putzel No. 37     Batten No. 72

SCDS 25mm, but with thin type.  Two line date stamp, with time code above.  Often are without the time code.
Seen on TF from 18 May 1892 to 12 March 1900 (the last day of the TO.

Number: 12     Putzel No. 52     Batten No. 90

SCDS 22mm
8 May 1903 also used on 6d AT 1902 and 10 March through 16 April 1903 on the 1903 6d and 1sh Provisional

Number: 13     Putzel No. NL     Batten No. NL

Army Telegraphs Swiss style.  'B– date FN'
Opened 13 April 00.  Seen used on £ and d AT values from 13 June 1900 through 11 Jan 1902.  Also seen on Republican envelope 17 April 1900 (earliest recorded usage).
This is at the PO, the Station was IMR.

*Chapter 8, TF Cancels*

| BLOEMFONTEIN |
|:---:|

| Number: 14 | Putzel No. NL | Batten No. NL |

Army Telegraphs Swiss style
No letters.  FPO 43 only, Langmead



| BLOEMFONTEIN |
| TF Head Office |

| Number: HO1 | Putzel No. NL | Batten No. NL |

Oval Seal,  'Bestuurder der Telegrafie' above, 'Oranje Vry Staat' below, Arms in middle.

Here on 1892 11th issue stamp.  Also recorded on 6th and 10th issues.

These cancels seem to be used to settle accounts that various departments had run up with the Dept of Telegraphs.



| Number: HO2 | Putzel No. NL | Batten No. NL |

Double Oval, 'Office of the Manager of Telegraphs' above 'Oranje Vry Staat' below.  'Bloemfontein' in center.

Noted used on the 6th and 9th through 12th issues.  Seen on large blocks of the 1d 9th issue and very commonly on the 3d, 6d and 1sh of the 12th issue.

Number: HO3        Putzel No. NL.        Batten No. 148

Lilac color, 48 mm quadruple ring, heavy, light, heavy, light.
30 mm heavy inside ring. Lettered in between on top 'TELEGRAAF
BOODSCHAP TAK.' and below two florets 'BLOEMFONTEIN' in a
serif font.
A square in the inner ring has corner florets and 'G.P.K' in one line be-
low which 'O.V.S.' Below that Nr ……...

Listed as a PO in 1904/5
Obviously designed as a telegraph handstamp, but only seen used as an
accountancy stamp canceling large blocks/sheets to balance accounts
between departments.
Translation: Telegraph Message Branch, General Post Office, Bloem-
fontein. Number …..

(See also Kroonstad.)

Block below, signed 'correct', A.C. Howard. £17/3/6d, Modder River
Headquarters account.
Photostat of a portion of a sheet, lilac canceller, v d Hurk.

| BLOEMFONTEIN |
| Central Telegraph Office |
| This was also a PO, so these may be postal cancels. |

**Number: CTO1**    Putzel No. NL    Batten No. NL

A double edged oval 28mm by 41 mm, with an inner oval 16mm by 30 mm. Labeled above 'SUPERINTENDENT', below 'C.T.O. - O.R.C.' and with the date in the middle. Not reported in use, only from an imprint sheet. Sent from London 21 May 1907 (Batten).
Batten's illustration has the date as 17 May 1907.

**Number: CTO2**    Putzel No.CTO2    Batten No. 151

DCDS, 27/17 mm. From Impression sheet, Putzel.
Date illustrated 23 Mar a 06

**Number: CTO3**    Putzel No.CTO3    Batten No. 150

DCDS, 27x17 mm.
From Impression sheet, Putzel
Date illustrated 23 Mar a 06. Perhaps a faulty strike of CTO2

**Number: CTO4**    Putzel No. CTO4    Batten No. 152

As above, but side arcs replaced with stops and stops in date..

**Number: CTO5**    Putzel No.CTO5    Batten No. NL

As above, but the stops above ORC are irregular.
A recorded date is 6.MAY.10. Putzel

## BLOEMFONTEIN
### Central Telegraph Office

**Number: CTO6**    Putzel No. 7     Batten No. 154A

Like Putzel 6, but level stops in C.T.O. and no side stops.
Dash instead of time code.
Putzel date 22 MAR 05.

**Number: CTO7**    Putzel No. 7A     Batten No. NL

Same as 7, but with stops after day and month
Putzel 24 OCT 05. latest 09

**Number: CTO8**    Putzel No. 8     Batten

SCDS 32 mm. Stops after day and month. Side stops.
Putzel date 21 FEB 09

**Number: CTO9**    Putzel No. 9     Batten No.

DCDS 27x17mm. Stops on sides, dash instead of time code.

**Number: CTO10**    Putzel No. 10     Batten No. NL

As Putzel 9, but 'O.R.C.' at bottom erased, along with the side stops.
Date shown is after Union, 8 MAY 11, but may have been in use earlier.

**Number: CTO11**    Putzel No. 12     Batten No. NL

28mm DCDS. CTO at top, name at bottom. Putzel date is after union,
21 SEP 15, but may have been in use earlier.

RTO opened in April 1891when the RR arrived.
Re-opened 15/9/02 when the IMR turned it over to Civilian control.
Seen 13 Jun 98 to 9 Mar 00.
No VRI cancels known, so was not open to civilian traffic during the occupation.

| Number:  STA1 | Putzel No. 1 | Batten No.  174 |
| --- | --- | --- |

SCDS 26 mm, Bloemfontein RO above, OVS below, two small side dots.
Four examples seen are from March 1900.  Date as 00 and right "0" some times failing to print well yielding what looks like an reversed "C".



| Number:  STA2 | Putzel No. NL | Batten No.  NL |
| --- | --- | --- |

Rectangular Box, ca 46 x ? mm. Bloemfontein above in sans serif capitals, and I.M.R. below in serif capitals.  No place for a date.
IMR Name initiated on 11 Sep 00.
IMR ran the Station and Army Telegraphs ran the POTO.
This actually not seen on TF material.  More of an internal mark.

| **BLOEMFONTEIN** |
| --- |
| I. M. R. |

Putzel reports that this was opened 15 November 03 as a PA + RO, with the PA closed 30 June 1905 and the TO closed 31 March 1906.

No Postal or Telegraph marks reported.

| BOSHOF |
|---|

TO opened in 1882.

| Number: 1 |
|---|

Putzel No. 1          Batten No. 178

16-bar canceller No. 8.
Found used on 5th and 9th issues.



| Number: 3 |
|---|

Putzel No. 2          Batten No. 179b

Double Arc DS, 26/18 mm.
Year as only 2 last figures. Old cancel brought back for postal purposes
in 1890 and used through 1898 and early 1899.
Seen used on 6th and 12th issues. 6 Jan 92 and 8 March 98.



| Number: 4 |
|---|

Putzel No. 4v          Batten No. 181v

SCDS 24mm. Boshoff spelled with 2 'F's.
TF usage seen 8 Jan, no year. Time code above date.
Reported in PO use 1883-1885. Only recorded TF use on 9th issue of
1891. Obviously a device taken from storage and used only for tele-
graphic purposes, postal use being supplanted some 6 years earlier.
Also seen used in 1898 on 1d purple postage and no year on 3d postage
both with time control A.

*Chapter 8, TF Cancels*

Mentioned by Putzel as an RTO 1.7.04 to 15.4.06.
No recorded mark, postal or telegraphic.

BOTHAVILLE

TO opened in Summer of 1899.  Putzel states October 1899 but example seen used 23 August 1899 so is in error.  Re-opened 15.11.1902, Putzel.

Number:  1          Putzel No. 4          Batten No.  189

SCDS 22 mm with OVS and level square stops after each letter.
Only example seen 23 Aug 99



Number:  2          Putzel No. 4v          Batten No.  189A

As above, but no year.
Only example seen used 20 April (1900).

Opened in 1881

Number:  1    Putzel No. 1    Batten No.  191

11-Bar number canceller No. <u>20</u>.
Seen used on 12th issue.



Number:  2    Putzel No. 4    Batten No.  193

SCDS 22 mm, thin letters.
OVS with square level stops, no side stops.
Earliest recorded dated usage of telegraph issues on 1st setting 3d and
6d, dated 11 Oct 1886.  Earliest reported postal use is 21 Feb 87
(Batten).  Examples possibly canceled by favor?



Number:  3    Putzel No. 4/a    Batten No.  193/v

SCDS 22 mm, thin letters.
OVS with square level stops, no side stops.  Variety no year.
Two examples seen on 6th issue 1sh.  This example error 'FT'.
Two others reported on first issue, 11 October 86.



Number:  4    Putzel No. NL    Batten No.  194a

DCDS 23/16mm.  O.V.STAAT below, but whole center plug removed.
Original postal use reported Dec 78 through April 91 by Batten, al-
though authors have only seen use through 1880.  Was superseded first
by asterisk cancellers in 83-86 then by Batten 193 so late date in doubt.
Probably only used as a stop gap cancel for a very short period prior to
PK canceller coming out.



Number:  5    Putzel No. 6    Batten No.  195

SCDS 22 mm.  'P.K. Brandfort' with no time code above date.  Level
stops after OV not S, side stops.
Only recorded TF usage  20 Sept 99.



*Chapter 8, TF Cancels*

## BRANDFORT

| Number: 6 | Putzel No. 6 | Batten No. 196 |

SCDS 22 mm.  'P.K. Brandfort' with time code <u>A</u> above date.
Two TF usages seen, 9 Aug 98 and 13 Aug 98, both on partial telegraph forms.

| Number: 7 | Putzel No. 6v | Batten No. 197 |

Same as above, but time code <u>B</u>.
Four TF usages seen, 1, 3, 4 and 31 Aug 98

| Number: 8 | Putzel No. 6v | Batten No. 198 |

Same as above, but time code <u>C</u>.
Three TF usages seen dated 6 Aug 98.
It is unknown why the telegrapher would have used different time codes other than convenience of using what ever canceller was at hand.

| Number: 9 | Putzel No. NL | Batten No. NL |

SCDS 24 mm.  Name above, OVS below
Small letters, looks like a rubber stamp.  Probably a relief canceller.
Apparently very rare.
Appears to have no date on it.

Number: 10        Putzel No. NL        Batten No. NL

Army Telegraphs Swiss canceller
'B- date DN'
Seen only on letters to POW's, see example below.
Dates 29 V 00, 5 VI 00 and 18 VI 00.
Opened 3.5.00





Brandfort Swiss Canceller B- 29 V 00 DN.
Used on a letter to a POW in Cape Town
POW censor. 'Prisoner's Letter' written in red ink, as always.
The only uses seen of this cancel are POW letters.

| BRANDFORT ROAD |
| :---: |

Putzel states first office opened RTO 1892/93 and TO only in 1896.  He does not state any closing date. Batten states opened about 1895, not in 1899 list, no recorded mark.
RTO re-opened 1902.  It is obvious from this used example that it was open in 1898.

| Number:  RO1 | Putzel No. NL | Batten No.  NL |
| :--- | :--- | :--- |

SCDS 22 mm.  Name above as BRANDFORT R(OAD/STATION?)
with large centered stop below.
No day with month March or May and year 98.  Only recorded example
of mark, TF or postal.



| BULTFONTEIN |
| :---: |

PO opened 1874, reopened 26.8.1902.  Putzel
Only fully dated TF postmark 27 DEC 98.

| Number:  1 | Putzel No. 5 | Batten No.  216 |
| :--- | :--- | :--- |

SCDS 25 mm with level stops OVS.
Seen used 27 Dec 98 on 12th issue.  18 Jan ?? and 20 Oct NO YEAR
are on the 1st issue, apparently from old stock being used up.
Earliest use as postal cancel seen by authors is May 97 although Batten
reports Oct 93.



| Number:  2 | Putzel No. 5v | Batten No.  216v |
| :--- | :--- | :--- |

SCDS 25 mm with OVS apparently blanked out.  Variety with no year.
Seen used Oct 20 (1900) on telegraph form piece with VRI/AT stamps.

*Chapter 8, TF Cancels*

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┌─────────────────────────────────┐
│        CHRISTIANA RAIL          │
└─────────────────────────────────┘
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TO opened in 1906 per Putzel
No TF or Postal marks seen.
Previously just a RR Office.

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┌─────────────────────────────────┐
│         CLOCOLAN RAIL           │
└─────────────────────────────────┘
```

RO opened 1897
TO open in 1907

```
┌──────────────────┐
│  Number:  1      │     Putzel No. 1          Batten No.  232
└──────────────────┘
```

DCDS 27/17 mm.  CLOCOLAN above, R.O. below, two side asterisks.
Very rare.
Not seen by the authors and no TF uses reported.
Postal dates 1904 and 1910.

```
┌─────────────────────────────────┐
│     COALBROOK RAIL/STATION      │
└─────────────────────────────────┘
```

Putzel states TO opened 15.5.05 and post office transferred to station 1907 (PTAR Coalbrook).

```
┌──────────────────┐
│  Number:  1      │     Putzel No. 1          Batten No.  232A
└──────────────────┘
```

Only recorded mark Batten is BONC 10. (9 line boxed numeral cancel-
ler)   Its attribution to the rail station would be problematical.  No CDS
recorded.
No TF uses reported.

```
┌─────────────────────────────────┐
│         COLESBURG, CGH          │
└─────────────────────────────────┘
```

Occupied by the Republicans in 1899/00.

```
┌──────────────────┐
│  Number:  1      │     Putzel No. 8          Batten No.  NL
└──────────────────┘
```

SCDS 23 mm.  CGH excised.
Postal usage seen from 21 Dec 99 through 27 Feb 1900

Number: 2          Putzel No. 5a          Batten No.  NL

Squared circle, Name at top covers 180 degrees.  CGH on bottom.
'OC'  for '00'.
Also Putzel 5b, with Time Code above.
Seen used as TF Jan 15 and 24 1900.  Postal usage seen 27 Nov 99
though 9 Feb 00.



---

DEALESVILLE

TO open 1907
No marks directly attributed to telegraph office reported.
Only became a town in 1899 with PA opening 15.2.1903.
Contemporaneous postmarks used for postal purposes are shown below.

Number:  1          Putzel No. 1          Batten No.  NL

30 mm rubber double circle Relief canceller.
POA Dealesville above, Dist. Boshof. O.R.C.  Dd mm yyyy in middle.

P



Number:  1          Putzel No. 2          Batten No.  241

27/17 mm DCDS with level stops after ORC and square stops at sides.
Not seen by authors.

P



Number:  2          Putzel No. 3          Batten No.  241A

SCDS 25 mm with ORC at base, level stops O.R.C. and small round
stop at sides.
Seen postal usage from June 1906 into Union time.
2 MAY 10.

P

Separate TO opened 1.5.1908, SRTO transferred to Rail Sept 1908
No marks directly attributed to telegraph office reported.
Contemporaneous postmark shown below.

| Number:  1 | Putzel No. 2 | Batten No.  244 |

26/16 mm DCDS with level stops after ORC and square stops at sides.
Seen postal use Sep 1908-Aug 1910.
S.O. DE BRUG.

**P**

DEWETSDORP

TO opened 1884

| Number:  1 | Putzel No. 2 | Batten No.  250A |

SCDS 23 mm.  Raised stops after O and V, no side stops.  'DE  WETS-DORP' two words.
Seen from April 90 to Sep 91 on 5th and 9th issues

| Number:  2 | Putzel No. 3 | Batten No.  251 |

SCDS 24 mm.  Heavier  type than on previous.
'DEWETSDORP' all run together.
Seen Sep 98 and Sep 99 both examples on 12th issue.

| Number:  3 | Putzel No. NL | Batten No.  NL |

Army Telegraphs Swiss Type.
'DP date M-'
Opened 26.4.00

| Number:  4 | Putzel No. 8 | Batten No.  251 |

DCDS 27mm, square stops with name above, O.R.C. below and full
single line date with time code.

## DONKERPOORT

RO 1891,  TO 1899
1897 PMG reports that the PO continues at the station with the Railway staff handling the PO work free.
PMG 1902, handles all classes of TF.

| Number:  1 | Putzel No. 2 | Batten No.  261 |

SCDS 23mm.  No OVS at the bottom
Seen TF use17 April 99.  Postal usage from 1892 to Sep 1899

P



| Number:  2 | Putzel No. 3 | Batten No.  262 |

25 mm SCDS with ORC at base, level stops OR not C.  Date in two
lines and side stops.
Not seen on specific TF, but postal usage from Nov 1900 (on VRI) to
July 1903

P



## DONKERPOORT R.O.

| Number:  RO1 | Putzel No. RO1 | Batten No.  NL |

SCDS 22mm
Donkerpoort above, R.O. below
Putzel show drawing from Bezuidenhout used 1907.
No specific TF usage seen.

P



| Number:  RO2 | Putzel No. RO2 | Batten No. 262A |

DCDS 26/16 mm.  Name above, R.O below, asterisks at side.
Batten quotes Fenn as in use Mar - July 09.  Putzel illustrates 18 Nov
1911.
No specific TF usage seen.

P



| Number:  RO3 | Putzel No. NL | Batten No.  NL |

Army Telegraphs Swiss Type.
'D- date ?N'
Seen used on 1sh TF VRI pair 1 July 00.

<div style="text-align: center; border: 2px solid black; padding: 10px;">

**DOVER/DOVER RO**

</div>

Putzel states 1st office opened as SO 15.7.1906 (Batten states CSAR operated it from 1906). Moved to Station as RSTO July 1908.
Located on mail line from Kroonstad to Johannesburg 26 miles north of Kopjes at junction of branch line to Vredefort.

Number: 1     Putzel No. 1          Batten No.  263B

BONC <u>95</u>
No TF usages and no cancels seen by authors.

Number: 2     Putzel No. 2          Batten No.  264

DCDS 26 mm , recorded used at SO.
No TF usages and no cancels seen by authors.

<div style="text-align: center; border: 2px solid black; padding: 10px;">

**EDENBURG**

</div>

TO opened 1879—Gericke
Putzel TO July 1883

Number: 1     Putzel No. 3          Batten No.  270

Double Arc DS, 27/19 mm
Earliest TF use seen is 4 Mar 92 to Jan 93.  The earliest postal uses from 1874 show year in full.  Upon revival of canceller in 1892, only last two digits remain.  A philatelic cover with 12th issue stamps is dated 2 Apr (18)89, philatelic or an error of the telegraphist.

Number: 2     Putzel No. 3av          Batten No.

Double Arc DS, 27/19 mm, variety no year..
 Only recorded TF usage.
As a Postal canceller, the year was sometimes written in in MS.  Putzel illustrates 27 May 93

<div style="text-align: center;">133</div>

EDENBURG

---

Number: 3    Putzel No. NL    Batten No. NL

Initials ARA= A.R. Ashman who was in Edenburg in 1895.
On the 1sh on 8sh yellow provisional.

---

Number: 4    Putzel No. 6    Batten No. 271

SCDS, 23mm.  No OVS
Seen July 96 to March 99, all on 12th issue.

---

Number: 5    Putzel No.    Batten No. 271v

SCDS, 23mm.  No OVS, variety no year.
On Republican issues and also Occupation TF issues from May (00).

---

Number: 6    Putzel No. NL    Batten No. NL

Army Telegraphs Swiss Style.  '-E date –B'
Opened 14 Mar 00.
Reported 10.XII.00.

---

Number: 7    Putzel No. NL    Batten No. NL

Rectangular Box, ca 46 x 20 mm. EDENBURG  above in non-serif
capitals, and I.M.R. below in Serif Capitals.  No provision for a date.
IMR Name supposedly initiated on 11 Sep 00.
IMR ran the Station and Army Telegraphs ran the POTO.
Recorded on a cover cancelling a GB stamp, which was also crossed out
in crayon.  Also FPO 4 April 00! Jerram.

## EDENBURG RO

Edenburg RO/Rail/Station
Edenburg PO, Railway Station and TO were in same building in 1904 and probably since the RR opened.  TO (RO) already open in 1890.  In 1891 the RO office was reported to accept telegrams only from Passengers.  Became a PA in 1892, and, according to Putzel, was operated by the Cape Government in 1896!!!

| Number:  1 | Putzel No. 1 | Batten No.  277 |

SCDS 23 mm.  Edenburg above, R.O. below with rounded side stops and stop after R.
Not known on TF but from a number of examples of provisional postal cards items were canceled from train passengers.  Earliest date seen Nov 1891.  Note damage to base of outer circle inflicted by mid-1895

**P**

| Number:  2 | Putzel No. 2 | Batten No.  NL |

SCDS 22 mm, Edenburg Station above, ORC below.
Date seen 12 Jan 01, Putzel; unseen by us.

**P**

| Number:  3 | Putzel No. 3 | Batten No.  278 |

DCDS 26/16mm.  Edenburg above, R.O. below. 2 side crosses so typical of RO cancellers.
Stop after O weak or absent.
Not seen by authors but reported used 18 Oct 1905 to 9 Oct 1906.

**P**

*Chapter 8, TF Cancels*

## EENSGEVONDEN RO

RTO opened 1896 as Eensgevonden Siding and RTO re-opened 15 Sep 02, when transferred from IMR which ran it during war.
Same as Eensgevonden, which became separate from the RR in 1909.  RO postal canceller not issued until sometime before May 1904 per Batten example of No.279B.

| Number:  1 | Putzel No. 1 | Batten No.  279 |
| --- | --- | --- |

SCDS 25 mm  with O.V.S at base and side stops.  Some times with time code seen as 8.
All postal uses seen from Jan to Aug 99.  No TF usages seen.

P

| Number:  2 | Putzel No. 2 | Batten No.  279A |
| --- | --- | --- |

SCDS 22 mm  with name at top and O.R.C at base.
Not seen on TF or postal,  but reported used July 1905.

P

| Number:  3 | Putzel No. RO1 | Batten No.  279B |
| --- | --- | --- |

DCDS 25/16 mm  with R.O at base and side crosses.
Not seen on TF, only example seen partial on KEVII 1d dated 1910.

P

## ELSTOW SIDING (RO)

Putzel states PA (+TO) renamed from Jantjesfontein 1903.  Listed as Elstow Siding RO.  Batten states opened 1903 or earlier (Reisner states Jantjesfontein until Aug 1903).  Raised to SO 15.3.1905.

| Number:  1 | Putzel No. 1 | Batten No.  287 |
| --- | --- | --- |

Double-edged 37 mm with P.O.A. at top.
Shown example from KEVII postal card cutout.  TF usage not seen.
Scarce postal cancel.

P

## FAURESMITH

TO opened in 1876.

| Number:  1 | Putzel No. 6 | Batten No.  293 |
|---|---|---|

SCDS 23 mm.  Fauresmith above, nothing below.
In postal use from 81-99, but seen on Republican TF stamps in 97 and
on VRI stamps in June 1900 (with year as 19).  Also seen used on £1
AT 7 July 00

| Number:  2 | Putzel No. 6V | Batten No.  293a |
|---|---|---|

Same as above, but no year.
Seen on both Republican 6th issue and VRI stamps.

## FAURESMITH RO

Putzel says a TO here opened 1.5.6.1906, but must have had TF facilities for the RR prior to that.
Batten states office was operated by CSAR from 1906.  No marks known.

## FERRIERRA RO

Putzel states RTO opened 1.9.1902.  Also mail office closed 29.2.1908.  Probably a RR only office before.
No marks known.
Just outside Bloemfontein.  Marshalling yard?

## FICKSBURG

TO opened 1884.

| Number:  1 | Putzel No. 6 | Batten No.  304 |
|---|---|---|

Squared octagon.
14 July 96 on 12th Issue.

Number: 2          Putzel No. 6v          Batten No. 304v

As above but variety without year.
Used 19 Jan on pair of 6th issue.



Number: 3          Putzel No. 8          Batten No. 306

SCDS 26 mm.  Large thin type.  Name above, O.V.S below and side stops.
Seen 4 July to Sep 1896 and only on 12th issue.



Number: 4          Putzel No. 8b          Batten No. 306v

Identical to above only letters are worn and seem thicker.
Examples seen date Mar to Aug 1898 on 12th issue.



Number: 5          Putzel No. 9          Batten No. 308

SCDS 22mm.  Name above, O.R.C below, no side stops.
Seen on 1sh on 3d blue provisional VRI.
?? May, 1903.



FICKSBURG ROAD

TO opened 1.7.1907 as Road and RTO 1908 as Rail.  No known mark.

*Chapter 8, TF Cancels*

## FOURIESBURG

No opening date recorded although PA first listed Sep 1893.  Earliest dates seen on TF use are in 1899.

Fouriesburg Rail opened as TO in1907.

Number:  1      Putzel No. 1       Batten No.  313

SCDS 24 mm.  P·K· Fouriesburg above, O.V.S below.
Usages July to August 1899 are recorded.
Time controls A and inverted 7 seen.



## FOURIESBURG RAIL

Putzel reports SO opened 2.7.1907 and shown as RTO in 1908.  No specific TF usages seen.

Number:  RO1      Putzel No. RO1       Batten No.  316A

DCDS 26/16 mm  with R.O at base and side crosses.
Not seen by authors but reported used 1907 right after opening.



Number:  RO2      Putzel No. RO1x       Batten No.  317

DCDS 26/16 mm  S.O. and Rail with level stops ORC.  Square/
rectangular side bars.
Seen July 1908.



Number:  3      Putzel No. RO1y       Batten No.  317A

26/16 mm DCDS S.O. and Rail with raised stops O & R level stop C.
Square/rectangular side bars.
Date of usage Sep 1908.  Why it seems to be concurrent with the above
is a mystery.  Why would they need 2 cancellers in such a small office?

Putzel, TO 1.6.1891.

Number: 1      Putzel No. 1      Batten No. 318

11-bar No. <u>25.</u>
Seen on the 1sh on 7sh provisional, 3rd Issue
Also on the 1s yellow, 12th issue.



Number: 2      Putzel No. 2v      Batten No. 319v

DCDS 24/16 mm.  Name above, O.V.STAAT below.
Whole time/date plug removed as also noted from a few other offices.
As the use is on a 12the issue stamp, the office probably "liberated" the
obsolete canceller from the post office and used it for telegraphic oblit-
eration.  At least 3 examples are known.



Number: 3      Putzel No. 5av      Batten No. 321v

Squared octagon with all four corners removed.  O.V.S. at base.  Con-
trol above date.  Variety no year.
Only one example recorded for this postmark.



Number: 4      Putzel No. 6      Batten No. 322

SCDS 23 mm.  Name above, O.V.S. below, no side stops.
Only seen example dated 11 Oct 99 on 12th Issue.
All recorded postal marks have month prior to day until mid-1897 and
from there on day is before month through 1899.



*Chapter 8, TF Cancels*

| FRANKFORT |
|---|

**Number: 5**     Putzel No. 6v     Batten No. 322v

SCDS 22 mm.  Name above, spaced O.V.S. below.  No year.
Only seen example dated 23 May.
Batten says in use from 93-99 as postal mark.

**Number: 6**     Putzel No. NL     Batten No. NL

Swiss type Army Telegraphs
'FR  date AT'

| GENEVA RAIL/SIDING/RO |
|---|

TO opened in 1895, PO in 1897.
Batten-Geneva opened as PA in 1899 or earlier.  POTO in 1 Sep 02, when the telegraphs reverted to civilian control (technically, 15 Sept 02).  Says Geneva Siding opened in 1897 and closed 1.8.1907.
Putzel states TO first listed in 1895 as Geneva Siding and became a RTO 1.12.1902 as Geneva RO..
No Marks known until 1907 when Batten 328A appeared.
Apparently Geneva and Geneva Rail/Siding are all the same place.
PMG Nov 1902, handles all classes of TF.

**Number: 1**     Putzel No. 1     Batten No. 327

SCDS 26 mm with P.A.K in front and O.V.S at base.  Side stops.
Not seen on TF stamps, but postal use appears to be as early as Dec 98
or 95 (year indistinct).

P

**Number:**     Putzel No. RO1     Batten No. 328A

DCDS 25/16 mm with name at top R.O at base and side crosses.
Not seen by authors.  Reported by Fenn used 1907 which is consistent
with usage of all other cancellers of this type.

P

| GLEN |

Batten—POTO in 15.9.1902, when all reverted to civilian control.   Putzel states PMG report states RTO opened Jan 1893 and closed Nov 1899.
It is apparent that the Glen PO was at the station, which must have had a RR telegraph office, at least.
No civilian TF usages have been reported or seen in the republican period.
PMG Nov 1902, handles all telegraph services.

| Number:  1 |   Putzel No. NL        Batten No.  NL

Army Telegraphs Swiss style.
'GN date M-'
Opened 5.Sept.00
Complete example not seen



| Number:  2 |   Putzel No. RO1        Batten No.  335

DCDS 26/17 mm with day month and year in full.  R.O. at base separated by crosses.
Not seen on TF stamps/forms.  Used on PC 24 Aug 1904 as well as a partial on KEVII 1d in purple.  **P**



| GUMTREE RO/STATION |

Batten states opening as PA unknown.  Putzel mentions rename from Schuttesdraai Rail 1.8.1908 as an RTO.
No TF usages have been reported or seen, however there is a canceling device reported during this period.

| Number:  1 |   Putzel No. 1        Batten No.  339

27/17 mm DCDS with S.O. with name and O.R.C. at base and curved bars at side.
Seen used on KEVII stamps 15 Jan 1908 to Mar 1910.
Batten says sent from London in 1908, October.

**P**

<div style="border:1px solid black; display:inline-block; padding:4px 20px;">HAMILTON RO/STATION</div>

Putzel — TO renamed from Jagersfontein Road 1.5.1904 and renamed again Trompsburg Station 1.1.1905. Another RTO was opened in 1910.

Putzel shows example of RAILWAY TELEGRAPHS/HAMILTON used on post card February 1907 which is odd as according to his records this office was already transferred to Trompsburg by then. [See Putzel 1990, volume 4, page 181.]

| Number: 1 | Putzel No. NL | Batten No. NL |

27 mm SCDS. RAILWAY TELEGRAPHS above in thin type, HAMILTON below. Single line date. 4 FEB 07. Bloemfontein marks on the card are dates 5 Feb 07 and also 5 Jan 07. Presumably someone forgot to change the month when coming on duty.

P

<div style="border:1px solid black; display:inline-block; padding:4px 30px;">HARRISMITH</div>

TO 1881.
Putzel says TO open by July 1883.

| Number: 1 | Putzel No. 6 | Batten No. 345 |

SCDS, 22/23 mm. Name above, blank below.
4 Feb 91 to 13 Apr 92 on the 6th and 9th issues then beginning again on the 12th issue Mar 98 to May 99.

| Number: 2 | Putzel No. 6v | Batten No. 345v |

Same as above, No Year. Many of the date stamps used for TF only had the day and month, no year or time code.

| Number: 3 | Putzel No. 7 | Batten No. 346 |

Same as No. 1, but Time control <u>A</u> above. Since these codes are actually for mail, they were using the same canceller for both.
The two examples seen are from Feb 91. The left example shows the split 'TF'

## HARRISMITH

**Number: 4**   Putzel No. 11   Batten No. 351

SCDS 22 mm.  No side stops.  O.V.S. below.
Used on 12th issue from 1898 to Nov 99

**Number: 5**   Putzel No. 11v   Batten No. 351v

SCDS 22 mm.  No side stops.  O.V.S. below.  Same as above but with
time control A above date.
Only recorded use is from Feb to Mar 1894 on 12th issue.



**Number: 6**   Putzel No. v2   Batten No. 351v2

SCDS 22 mm.  No side stops.  O.V.S. below.
Same as above, but Variety without year.
Seen used in the months of  March through June
(1900?).



*Chapter 8, TF Cancels*

**Number: 7**    Putzel No. 14    Batten No. 354

SCDS 25mm.  First 'H' in line with date, stops OV not S and side stops.
Thin letters
Postal usage generally contains time code above date, ranging from A to
D.  Earliest recorded postal use is 20 Nov 97 and is seen into May 99.

**Number: 8**    Putzel No. 14Av    Batten No. 355v

Same as above, but no year and no time code.  Thick letters.  This can-
cel is probably in continuum with above type, wear increasing the width
of letters.
Seen used sometime early in 1899 into (19)00 with a postal use 2 Jun.
Use continued with the OVS being scratched out under occupation

**Number: 9**    Putzel No. 20v    Batten No. 357v

SCDS 22mm.  Name above, ORC below, no side stops.
In place of time code, '12 AM'.
22 SP 02.  on 1s brown VRI AT

**Number: 10**    Putzel No. NL    Batten No. NL

Army Telegraphs Swiss canceller
'HS date M-'
Seen used on 1£ AT 12.X. 01 and 1d AT 19.X.01

*Chapter 8, TF Cancels*

<div style="border:1px solid black; text-align:center; padding:4px; width:40%; margin:auto;">HARRISMITH</div>

| Number: 11 | Putzel No. NL | Batten No. NL |
| --- | --- | --- |

Army Telegraphs Swiss canceller
'HS date CO'
Seen 23.X.02. This is after the return to civilian control, so someone
turned the dial to show 'Civilian Office'?



<div style="border:2px solid black; text-align:center; padding:4px; width:40%; margin:auto;">HARRISMITH STATION</div>

RO opened in 1898 per PMG. TO opened 1.9.1903 per Putzel. Second office opened as RO 1.7.1904, RTO
1906, closed 24.2.1910 per Batten

| Number: RO1 | Putzel No. RO1 | Batten No. 366 |
| --- | --- | --- |

26/16 mm DCDS name at top, R.O at base and side crosses.
Reported used Sep 1909 to Feb 1910, Batten.
No identifiable TF usage known.



**P**

HEILBRON

Putzel TO opened 1884.
RTO 1892, but this must be the station.

| Number: 1 | Putzel No. 2b | Batten No. 368v |

DCDS 24/16 mm. Name above, O.V. STAAT below with square side stops. Center plug removed.
Original cancel used for postal purposes during 1878. There appears to be a gap of some 5 years until the next postal device comes to light. As this is on the 12th issue, canceller was revived for use in the TO.

| Number: 2 | Putzel No. 10v | Batten No. 372 |

SCDS 22 mm. Name above, O.V.S. below, no side stops.
Year below, no code.
4 Jan 95 on a press telegraph form. All other examples seen have no year as in Batten 372v and have blue or black ink. Seen on 6th and 12th issues.

| Number: 3 | Putzel No. 10 | Batten No. 372v |

SCDS 22 mm. Name above, O.V.S. below, no side stops.
No year.
Seen used on 5th and 6th issues in blue ink, also without any date slug as shown at right. Postal usages in blue are from April to November.
Seen used on 6th issue in black all dated from March and May. Postal usages are seen from January to December.

| Number: 4 | Putzel No. 4 | Batten No. 373 |

SCDS 23 mm. Name above, O.V.S. below, side stops.
This as a postal canceller is seen both in blue and black. All recorded blue marks are from 1891and black from 1892-3. "9" is of different font than "2" or "3". Dec 7, 99.

<div style="border:1px solid black; width:40%; margin:auto; text-align:center;">HEILBRON</div>

| Number: 5 | Putzel No. 9 | Batten No. 373A |

Same as above, SCDS 23 mm. Name above, O.V.S below.
No stop S and a very wide H.
Seen used on 12th issues from 1898 into Boer War era, 9 December 99.



| Number: 6 | Putzel No. NL | Batten No. NL |

MS initials RvA for R v Acton
Heilbron 1888-1898.  He then moved to Winburg in 98.
Seen used on the early issues from 1st through 5th issues.  By the 6th
issues, all manuscript cancellations had virtually ceased.



| Number: 7 | Putzel No. NL | Batten No. NL |

Army Telegraphs Swiss canceller.
'H– date –N'
Opened 31.V.00
Seen used 1£ AT 7 Feb 1902.



| Number: 8 | Putzel No. NL | Batten No. NL |

Army Telegraphs Swiss style.
'HN date –X'

Putzel — RTO opened 1.7.1892 as Heilbron Station and no longer listed in 1894.
Putzel — RTO re-opened 1.9.1902 and closed sometime between 1910 and 1911.
No cancels of any sort recorded.  An undated photograph from around the turn of the century show the Heilbron
'Post and Telegraph Office'. Perhaps they used the postal cancellers.

## HEILBRON ROAD

Batten states RO opened October 1892 as Heilbron Road RO, with PA last listed 1898.
Heilbron Road renamed Vredefort Road/Weg on 31 January 1899.  See there.

Number:  1      Putzel No. 1/1a       Batten No.  379/80

SCDS 22 mm with Heilbron Road R.O and no OVS at base.  Variations
exist with centered stop below and without year.
Not seen on TF stamps but postal usage from 1893 until September
1898.

P

Number:  2      Putzel No. 2/2a       Batten No.  381

SCDS 22 mm.  P.A.Heilbron Road above, O.V.S below with two side
stops.  Variety no year.
Reported used on 12th issue.  Postal usages on this cancel seen dated
from 1896 to 96.

P

Opened in 1892 under the name Plessis as RTO.
Renamed Honningspruit in April 1894 and listed as RTO and Honningspruit Siding as PA in 1896

Reopened in Sept 1902. There is some confusion as to opening and closing dates and with Honningspruit and the siding/station/rail/RO office. All of these are the same thing. It was a siding with a RTO and postal service. RO in 1905 with DCDS mark.
Only one TF usage seen, but in all the years it was a TO, there must have been some business!
PMG Nov 1902, Handles all classes of TF.

| Number: 1 | Putzel No. 1 | Batten No. 390 |

SCDS 22 mm. Honings Spruit above as two words. Nothing below.
TF usage reported on 12th Issue. April, no year.
Postal usage from 1896-98 as well as examples without year.

**P**

| Number: 2 | Putzel No. 2 | Batten No. 390A |

SCDS 22 mm with name above and ORC below.
Single example seen on ORC COGH provisional in blue dated 2 Oct 02

**P**

| Number: 3 | Putzel No. R.O. 1 | Batten No. 391 |

DCDS26/16 mm with name above and R.O below separated by side crosses. Date without time code and year in full.
Not seen on TF stamps. Example on occupation postal card.

**P**

Putzel — Office opened 1878.  Batten— Office opened 1883.
Earliest TF DS is March 1891.

Number:  1          Putzel No. 5          Batten No.  395

SCDS 22 mm.  Name above, O.V.S below with two side stops.  H and D
slightly below month.  All examples seen have time control "A" above
date.
Seen used March 91 to April 92 on 5th and 6th issues.



Number:  2          Putzel No. 6          Batten No.  396

SCDS 22 mm.  O.V.S., no side stops.
H commences well below month.
Seen 16 May 98 to October 99 on 12th issue TF stamps.



Number:  3          Putzel No. 7          Batten No.  396v

SCDS 22mm.  O.V.S., no side stops.
H commences well below month.  No Year
Seen Jan and April on 12th issue.



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## JACOBSDAL

TO opened 1876 as a CGH TF line.  Later O.V.S.

**Number:  1**     Putzel No. NL     Batten No.  NL

Manuscript.   A Wernberg, Jacobsdal 1885.
Seen on 1st and 2nd issues.



**Number:  2**     Putzel No. 2x     Batten No.  403

DCDS 23/15 mm.  Name above, O.V.STAAT below, year in full.
Seen March 90 to Jan 92 on 5th issue.
Postally used 1875-1899, Halmo.



**Number:  3**     Putzel No. 5     Batten No.  406

SCDS 23 mm.  Name above, O.V.S below, two side stops.  Code letter
none, A or H.
Seen used 1 Oct 92 to Jan 93 on 6h and 11th issues. and 22 May 99 on
the 12th.



**Number:  4**     Putzel No. 5v     Batten No.  406v

SCDS 23mm.  Name above, O.V.S below, two side stops.  Code letter
none, A or H.
Year as '9'
Two examples seen, both dated 1 Jan on 6th and 11th issues.



**Number:  5**     Putzel No. NL     Batten No.  NL

Army Telegraphs Swiss canceller
'JD date blank'
Opened 16 Feb 00, closed 14 Mar 00.  Reopened 1 Jan 01.



*Chapter 8, TF Cancels*

TO 1880, Gericke.
To 1883, Putzel
Reopened as TO in September 02 under the PO.

| Number: 1 | Putzel No. NL | Batten No. NL |

Manuscript, Jagersfontein, see below.
Seen used on 1st and 2nd issues.



| Number: 1a | Putzel No. NL | Batten No. NL |

Purple script handstamp name in full, on 1sh revenue.  Same initials as above.  So apparently one man was handling telegrams, revenues, and probably mail.  A very versatile Landdrost, telegraphist and post master.



| Number: 2 | Putzel No. 6 | Batten No. 412 |

DCDS 25/15 mm name above O.V. STAAT below and year in full, later examples seen with space between 18 and 96.
First seen on 3rd issues dated June 188?.  Seen April to July 92 then from July 1895 to August 1896 on 6th, 9th and 12 issues.  Postal usage of canceller seen from 1886 into 1892 concurrently used with TF from April until August 1892.  Use also seen on 1/- revenue in 1882.



| Number: 3 | Putzel No. 6v | Batten No. 412v |

DCDS 25/15mm as above except date as 92 without "18".
Seen on single 6th issue example.  Could be poor inking.



| Number: 4 | Putzel No. 2 | Batten No. 413 |

SCDS 22mm.  Name above, large stop below, 2 line date.
Seen 12 Dec 92 on 11th issue and 23 Sep 96 on 12th issue.
Stop very faint on example here.
Example on right either very worn or a different cancel.

**Number: 5**    Putzel No. 2v    Batten No. 414

SCDS 22 mm. Name above, nothing below.
Seen 26 Aug 98 to July 99 on 12th issue.

**Number: 6**    Putzel No. 2a    Batten No. 414v

SCDS 22 mm. Name above, nothing below, as above.
Variety no year.
Occupation usage on VRI TF/AT stamps May and June (1900).

**Number: 7**    Putzel No. 7x    Batten No. 415v

SCDS 26 mm. Jagersfontein PWK above, OVS below, variety no
year.
Reported March-May 99.
Also seen with a May date but no year, but on VRI/TF stamps with
O.V.S., so must be 1900.

## JAGERSFONTEIN ROAD

On Main RR from Cape to Bloemfontein, some 20 miles from Jagersfontein, so must have had at least a RR tele-
graph when the RR came in 1890. Putzel says PA 15.7.1892, PO 1.4.1899 and renamed Hamilton in 1904.
Also called Jagersfontein Rail/Station. Putzel says PA opened at station 1890, RO 1897, reopened as Jagersfon-
tein Road (RTO) 1.9.1902. Batten states date of opening 1905 (per Schoeman) with no recorded mark.
A Batten unlisted postmark is known dated 25 MAR 91 as a 32 mm double-edged stamp. Also Batten 421 is
known used from Dec 91 to May 92. Both cancellers obviously indicate a postal agency/office was open prior to
July 92. The earliest dated TF usage is 1899.
PMG Nov 1902, PO and TO

**Number: 1**    Putzel No.1    Batten No. 422

SCDS 22 mm. Jagersfontein Road above, O.V.S below with 2 side
stops. Seen with Control A above.
Seen here used Oct 1899 on 12th issue.

Putzel — Opened as RTO March 1896.  However, must have had a RR office when RR line built in 1890-92.
Was transferred back to civilian RR control September, 1902 as RTO.  Apparently IMR during occupation.
No cancels on TF seen, but typical R.O cancel shown below on postal usage.
PMG Nov 1902, handles all classes of TF.

| Number: 1 | Putzel No. 1 | Batten No.  NL |
|---|---|---|

26/17 mm DCDS with name above, R.O below and side crosses.  Date-line year in full.
No usages on TF seen.

P

KAALSPRUIT

Putzel — Opened TO in 1895 and PA 22.12.1896.  Probably opened as a RR office during line construction in 90-92.  Re-opened as a P.O.A. in 1901 and transferred to Rail 1909.
Not in the list by Reisener of those reopened in 1902 as civilian TF offices.
Probably the same as Kaalspruit Rail/RO which was first listed as RO in 1904 and simultaneously with Kaalspruit in 1908.
No definite TF marks known in any period, but typical DCDS R.O cancel has been recorded post-war.
PMG Nov 1902: POA plus handles all classes of TF.

| Number:  1 | Putzel No. NL | Batten No.  428A |
|---|---|---|

Rectangular Box, ca 46 x 19 mm. KAALSPRUIT above in non-serif capitals, and I.M.R. (Imperial Military Railroads) below in Serif Capitals.  No place for a date.
IMR Name initiated on 11 Sep 00.
Known only as a receiving mark on a cover from England forwarded to Kaalspruit.  Jerram.

**KAALSPRUIT**

I. M. R.

P

| Number:  2 | Putzel No. | Batten No.  429 |
|---|---|---|

27/17 mm DCDS with town above and R.O below.
Date with DD.MMM,YYYY
No TF usages seen.  Postal usage reported seen March 1907 to January 1910.

P

Putzel— TO opened in 1890 as RR line being built.  Also a PA in 1890 but transferred over to Rail 1892 as RSO (Kaffer River Siding).  RTO 1896.  Reopened as RTO 1.9.1902 transferred to PO 1903 back to RSTO 1909.  Same place as Kaffer River.  No actual town.

Only republican TF usage is on 12th issue in 1897.  Republican postal cancels are known with R.O (Batten 432) and the DCDS R.O cancel of ORC period is also known.  Neither are recorded on TF stamps or stationery.

PMG Nov 1902, POA and handles all classes of TF.

| Number:  1 | Putzel No. RO1 | Batten No.  432 |

SCDS 23mm.  KafirRivier above, R.O below, two line date, side stops.
No TF usages reported.
Only one 'F' in name

| Number:  2 | Putzel No. RO2 | Batten No.  434A |

Same as above, but 2 'F's in name.
Seen postally used in 1901.

| Number:  3 | Putzel No. 2 | Batten No.  433 |

SCDS 26mm.  PAK Kaffirrivier above, OVS below, two side stops.
Seen on single TF example of 12th issue dated 15 Dec 97.
Postal use 1893-1899.  Fenn.

| Number:  4 | Putzel No. NL | Batten No.  433A |

Box, 46 x 19 mm, Kaffir River above, I.M.R. below.
No place for date, but here used as a postal cancel.
Not seen on TF material.
IMR Name initiated on 11 Sep 00.
IMR ran the Station and Army Telegraphs ran the POTO.

| Number:  5 | Putzel No. NL | Batten No.  NL |

Army Telegraphs Swiss style.
'KF date R-'
Opened 15 April 00.  Only example seen by us.  Date ? IV.0(0)

| KAFFERRIVIER RAIL |
|---|

| Number:  6 |
|---|

Putzel No. 3          Batten No.  435

DCDS 26/16mm with name above and R.O below, side crosses.  Date-line year in full.
No recorded TF usage but postal use known 1903-1905.

P

| KARREE RAIL/SIDING |
|---|

Putzel—It is not clear whether Karree ever existed outside the Station.
Reisener lists both Karree and Karree Siding as being tranferred to civilian control in Sept 1902 to a TO and RTO respectively.  This can not be correct.  Putzel says RTO.
Karree Siding must have started as a RR office in 1890 when the RR was built.  By 1899 it was accepting civil traffic.  No cancels on TF material known.
PMG Nov 1902:  POA, handles all classes of TF.

| Number:  1 |
|---|

Putzel No. NL          Batten No.  NL

Rectangular Box, ca 46 x 16 mm.KARREE above in serif capitals, and I.M.R. below in Serif Capitals.  No place for a date.
This mark only recorded on cover bearing an English 1d stamp and a 1d VRI stamp cancelled Bloemfontein OVS May 7, 00.  Jerram.

P

| KARREE |
|---|
| I. M. R. |

| KOFFYFONTEIN |
|---|

TO was certainly open by early TF DS of July 96.
Reisener lists as being restored to civil control as a TO in Sept 1902.
PMG Nov 1902 lists as TO and MOO.

| Number:  1 |
|---|

Putzel No. 1          Batten No.  451

Squared octagon.
Seen 3 July 96 to 14 August 98 all on 12th issue TF.
Seen postally 94-96 Batten.

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## KOFFYFONTEIN

**Number: 2**        Putzel No. 2x        Batten No. 453

SCDS 25 mm.  Name above, OVS below, two side stops.
All examples have time control A above date.
Seen 6 August 96 to 15 July 99 all on 12th issue.
Also seen postally with no year, usually a TF sign.

**Number: 3**        Putzel No. 2xa        Batten No. NL

SCDS 23 mm.  Koffyfontein above and T.O below.
Single example seen 10 Nov 91 on pair 6th issue, including variety FT
for TF.

**Number: 4**        Putzel No. 5        Batten No. 454

SCDS 22 mm with name above, O.R.C below.  Date as time/month-day/
year.
Only example seen on VRI/AT 28 Oct 02.

## KOPJES/RAIL/SIDING

Putzel—RTO opened May 1898 as Siding.  RTO changed to TO 1.9.1902 as Rail.  PA opened 15.8.1902 with
SO moved to St. Clair October 1908.  Rail RO remained.
Probably existed from the 90-92 construction of the RR, but as a pure RR office.
No TF marks reported.  Same as Kopjes Rail/Siding.
PMG Nov 1902 reports POA and handles all classes of TF.

**Number: 1**        Putzel No. RO1        Batten No. 458

DCDS 26/16 mm with name above, R.O. (note stop after O which is
unusual) and side crosses.
Dateline with YYYY.
Postal usages seen from December 1904 until January 1907.

**P**

*Chapter 8, TF Cancels*

TO opened in 1884 with post office first listed in 1856.
First dated TF usage seen from 1891. Obviously earlier usage occurred.
One obvious candidate is Putzel 3 (Batten 463)

Putzel No. 3          Batten No. 463

Number: 1

DCDS 23/15 mm. Name above, O. V. STAAT
below. No center plug has been seen. This would be unacceptable for
postal use, but fine for TF.

P

Number: 2     Putzel No. 7          Batten No. 467

SCDS 22 mm. Name above, O.V.S. below, no side stops.
Time control "B" present on all examples, obviously ignored by TF.
Seen used on 6th issue July 91 to May 92. Postal usages recorded from
October 91 to December 93 and up to July 95 without time control.
Also seen with blue ink December 91 and January 92.

Number: 3     Putzel No. 9a          Batten No. 467b

SCDS 22mm. Name above, O.V.S. below, no side stops,variety no
year, typical for TF use..
All 3 examples seen have Feb date, two on the 5th issue and one on the
9th issue.

Number: 4     Putzel No. 24a          Batten No. 470

SCDS 22 mm. Name above, O.V. S below plus two side stops. Squar-
ish stops.
Seen from Sep 96 to Mar 99, all on 12th issue. Early examples tend to
have thinner letters possibly related to wear. Postal usage seen from
July 96 to July 99 and used concurrently with No. 5, Batten 471.

**Number: 5**  Putzel No. 11  Batten No. 471

SCDS 25mm. Thin type. Name above, O.V.S below plus to side stops.
Similar to No. 4, but larger.
Seen March 98 to June 1900 on 12th issue.
Var a. '00' for year

**Number: 6**  Putzel No. NL

Swiss canceller,
'-K date DN' and also 'K– date DN'
Date stamp on a telegram envelope addressed to Medical Officer.
10.IV.01
Opened 12 May 00. Seen used on 10 sh AT 30 July 1900 through 20 Aug 1901 and 3d 3 VII 00.

**Number: 7**  Putzel No. NL  Batten No. NL

Double Oval, 45 x 30 mm. Postmeester Generaal above, G.P.K Kroonstad below, with Gothic lettered O.V.S. in the middle.
Used as an accounting mark for Telegraph system when Kroonstad was the capital from 13 April to 11 May 1900. Same use as the Boodschap mark in Bloemfontein. Hepworth sketch reads Genraal. [Hepworth, Bull 82 p 978, Sep 85.]

RTO opened in 1892 when the RR arrived.
Putzel — RTO opened 1.4.1892 as RO/Rail. RTO re-opened 1.9.1902 and transferred to Station in 1903 where status was PO+TO. Rail office re-opened side-by-side with PO 1905 with RTO last functioning 1908.

**Number: RO1**  Putzel No. RO1  Batten No. 483

SCDS 23 mm. Kroonstad Station R.O all the way around, centered round stop at base. Two line date.
Seen Sep 97 to Sep 99. All Republican examples seen are on 12th issue; no postal usage of cancel noted.

Number:  RO2        Putzel No. RO1v        Batten No.  483v

SCDS 23 mm.  Kroonstad Station R.O. all the way around.  Variety no year.
Examples seen are from May, possibly 1900 on 12th issue.

Number:  RO3        Putzel No. 2        Batten No.  484

DCDS 26/16mm, P.)-KROONSTAD STATION above, O.R.C below, two side dashes.  One line date with time code, dd.mmm.t.yy

KRUGERS /RO

Putzel — RTO open April 91, closed 92(?).  RTO open May 97 as Siding.  PA opened 2.3.1898 and transferred back to Rail sometime 1903-4.
Listed as being returned to a RTO under PO control in 1902 by Reisner.
No TF marks recorded.

Number:  1        Putzel No. 1        Batten No.  485

SCDS 25 mm with name above and O.V.S at base and side stops.
Only two examples seen used postally early 1898.

P

Number:  2        Putzel No. RO1        Batten No.  485A

DCDS 26/16mm.  Name above, R.  O below, side crosses, 4-figure year.
Only uses reported are postal in 1904/05, but this may be a much older handstamp.
Only example seen by authors is in blue which might indicate a telegraphic usage.  Dated October 1905 (copy of too poor quality for reproduction).

P

<div style="border:1px solid black; text-align:center; padding:4px; width:40%; margin:auto;">KUILFONTEIN</div>

Putzel — TO opened 1.9.1902 and renamed HIGHBURY TO 15.5.1903.  Highbury reported in Pietermaritzburg Natal district with TO 1903 closed 1908.  May be a typographical error on Putzel's part.

No markings of any kind reported.

<div style="border:1px solid black; text-align:center; padding:4px; width:40%; margin:auto;">LADYBRAND</div>

PO opened 1871 per PMG report.
TO opened in 1884, Gericke.  Returned to Civilian control in Sep 1902 as TO.

| Number:  1 | Putzel No. 1 | Batten No.  487 |

16 bar canceller No. 17.
Seen used on 6d carmine TF of the 9th issue.
In use from 71 through to 1900 on the VRI issues.
This example postal.

**P**

| Number:  2 | Putzel No. 8v | Batten No.  494v |

SCDS 23 mm.  Name above, O.V.S below with two side stops, no year, as is common for TF use.
Two examples seen from April (1900?) on 12th issue and one reported 15 SEP 00, with year.

| Number:  3 | Putzel No. 9 | Batten No.  495 |

Double edged circle DS, 30 mm.  Name above, small O.V.S. below, one-line date.
Seen March 92 to September 92 mostly on 6th issues and a single 12th issue.  Only seen in purple.

| LADYBRAND |

**Number: 4**    Putzel No. 11       Batten No. 497

SCDS 25mm.  Name above, O.V.S  below, two side stops.
Seen 13 June 93 to 24 August 98 all on 12th issue stamps.  Early on in use, top left portion of outer rim damaged with large gap between D and Y of LADYBRAND.  All examples from 1898 with gap.

**Number: 5**    Putzel No. 8v      Batten No. 498

Old Batten 494, used during occupation.  Year distinct with OC for OO.
Seen July and August 1900 on VRI/AT stamps.



**Number: 6**    Putzel No. NL      Batten No. 500

SCDS 22 mm name above with O.R.C. below.  With or without time above date.
Only examples seen dated 26 Nov 02 on 3d VRI/AT and 27 Mar 1903 on 1sh on 3d provisional.



**Number: 7**    Putzel No. NL      Batten No.  NL

Army Telegraphs Swiss style.
'-L date B-.
Opened 17 May 1900.  Seen here on VRI/AT 1/- 16.V.02



| LADYBRAND STATION |

Putzel — TO 1906, RTO 1907.  Opened when RR reached it.
No TF or postal marks seen or reported.

<div style="border:1px solid black; text-align:center;">LEEUWSPRUIT RO</div>

A siding, so probably had a RR telegraph at least during construction in 1892.
Putzel — RO opened in 1896.  So must have had a station, not just a siding.
No marks of any kind seen or reported.

<div style="border:1px solid black; text-align:center;">LINDLEY</div>

Putzel, PO 1878 + TO opened in 1892.  The town was razed by the British, so there was no TO to reopen in
1902.
It was rebuilt after the war, and an RO office opened 1.10.1905 as a PA and STO 1.7.1906 (TO opened
1.10.1906) when the RR came through.  Putzel lists this as LINDLEY ROAD RAIL and states there is some
confusion as to which office was under whose control and the years associated with same.  He does state that
Lindley Road Rail was only a TO opened 20.6.1906 and closed ?

| Number:  1 | Putzel No. 3 | Batten No.  518 |

SCDS 22mm.  Name above, O.V.S. below, no side stops.  Two line
date.
Seen 19 Oct 93 to 28 Dec 93, with one reported 28 Nov 19(00) on TF
form piece.  Seen only on 12th issues.

| Number:  2 | Putzel No. 3v | Batten No.  518v |

As above, SCDS 22 mm.  Name above, O.V.S. below, no side stops but
no year, as is common with TF use.
3 Jan (1900)

| Number:  3 | Putzel No. 2 | Batten No.  519 |

SCDS 22mm.  P.K.Lindley above, O.V.S below with raised stops, no
side stops.
Letter A above date on all seen examples.
Seen only from 2 Jan 94 to 20 Jan 94 on 12th issue.  Postal use of can-
celler seen from October 1893 to end of 1895.

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| LINDLEY |
|---|

| Number: 4 | Putzel No. 4v | Batten No. 520v |

Same as previous, except much thicker type.  May be just over-inking and/or wear.  Letter A above date
20 June 98 to 30 June 98 plus 2 Sep 9?  And 29 June '9'.

| Number: 5 | Putzel No. 4 | Batten No. 520 |

Same as previous, except no letter above date.
Seen used postally from February 1899 until June.  Obviously, time code letter was lost or felt unnecessary.  Only example seen on 12th issue 28 Feb 99.



| LOVAT RO |
|---|

Putzel — TO opened 20.6.1906 as Rail in conjunction with PA opened at same date.  Run by S.A.R.  No TF markings recorded.

| Number: 1 | Putzel No. 2 | Batten No. 525 |

DCDS 26/16mm, S.O. Lovat at top and O.R.C. below.  Squares at sides.



| LUCKHOFF |
|---|

Known as Koffiekuil until 1894.
No recorded opening of the TO, but was in operation at least as early as March 1899.
Shut by the British and not reopened in 1902 although May 1903 usage of 1903 provisional values would indicate it reopening sometime not much later.

| Number: 1 | Putzel No. 1 | Batten No. 526 |

SCDS 22 mm.  Name above, O.V.S. below, no side stops.
Seen used 1 Mar 99 to 14 Mar 99 on 12th issue.  Postal usage reported from Dec 95 into 1900 with occupation issues.

## LUCKHOFF



| Number: 2 | Putzel No. 1v | Batten No. 526v |

Same as above, SCDS 22mm.  Name above, O.V.S. below, no side stops, but with no year.
Single example seen January (1900).

| Number: 3 | Putzel No. 2v | Batten No. 527v |

SCDS 22 mm.  Name above, O.R.C. below, no side stops, variety no time above date.
Seen used various dates in May 03.  On 6d on 2d and 1sh on 3d provisional VRI.

## MARQUARD

Putzel, SO opened 15.9.1905 with separate TO 1.11.1908.
No TF markings recorded.

| Number: 1 | Putzel No. NL | Batten No.  NL |

SCDS, Name above, O R C below with no stops and two line date in middle.  Date 3 NO 1904.



| Number: 2 | Putzel No. 3 | Batten No.  532 |

DCDS, 26/16, Name above, O-R-C below, one line date in middle with time code.  Two side rectangles.
Date 1 MAR 07.



## MARSEILLES RO/RAIL/STATION

Putzel — First office TO opened 1.7.1904 with SO transferred from Marseilles 1906.
No known TF cancels, however Railway Telegraph cancel used for both postal and TF purposes.

| Number: 1 | Putzel No. NL | Batten No.  532 |

SCDS 26 mm with RAILWAY TELEGRAPHS at top and town at base separated by raised stops.  Date in single line, two digit year, but Batten says four digit year.  Usages seen are from mid-1905 until January 1906.  Occurs in both black and blue inks.



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| MODDERPOORT STATION/RAIL |

Putzel — First office RO opened 1.7.1904 PA transferred from PO 1905 and PTAR 1909.
Railway Telegraph cancel recorded used on postage stamps as well as R.O cancel.  Postage stamps used after 1902.

| Number:  1 |  Putzel No. RO1     Batten No.  534A

DCDS 26/18 mm with name at top and R.O at base with side crosses.
Dateline single line with year in full.
Reported used 1904 into union.  Reisener.  None seen by authors.

**P**

| Number:  2 |  Putzel No. NL     Batten No.  535

SCDS 26 mm with RAILWAY TELEGRAPHS at top and name at base with side stops (?).  Single-line date with year in full.  No side stops.
Reported used 1908 but unseen by us.
Basically the same as the one used at Marseilles, with name changed and side stops eliminated.

**P**

| NAVAL HILL |

Putzel — Opened as TO 1.5.1906 and closed 1910 (Batten says still open 1910).  Army TO.
No marks recorded.

| PAARDEBERG STATION |

Putzel — SRTO as Paardeberg first listed 1908.
No markings attributable to TF use recorded.

| Number:  1 |  Putzel No. NL     Batten No.  547

DCDS 26/16.  S.O. PAARDEBERG above, O.R.C. below with two rectangles on the sides.  Full date one line.

**P**

<div style="border:1px solid black; text-align:center;">PARIJS</div>

Putzel — TO opened 1892 after the nearby rail to the Transvaal had opened.
Reopened as civilian TO in Sep 02 from Army Telegraphs (Putzel states 1.12.1902).
PMG Nov 1902: MOO and TO.

| Number: 1 |
|---|

Putzel No. 2          Batten No.  550

SCDS 22 mm.  PARIJS above, O.V.S. below, no side stops.
Seen April 96 to 2 Dec 99 on 12th issue.
Batten says postal use 92-99.



| Number: 2 |
|---|

Putzel No. 2v          Batten No.  550v

SCDS 22mm.  PARIJS above, O.V.S. below, no side stops,  variety no year.
Examples seen dated  7 March, 8 April and 25 Oct.



<div style="border:1px solid black; text-align:center;">PETRUS</div>

Putzel — RTO opened 1901 and probably closed 1910.
No recorded  marks either postal or TF.

<div style="border:1px solid black; text-align:center;">PETRUSBURG</div>

Putzel — TtO opened 1893.  Closed in war.  Not on the list of those transferred to civilian control in 1902,
Putzel says reopened 1.12.1902 as PO.
PMG Nov 1902: MOO and TO.

| Number:  1 |
|---|

Putzel No. 3          Batten No.  556

SCDS  24 mm.   Name above, O.V.S. below, side stops.
Only date is ?? Dec 99.



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## PETRUSBURG

**Number: 2**     Putzel No. 3A     Batten No. 556v

SCDS  24 mm. Name above, O.V.S. below, side stops.  No Year
All dates are 24 Feb No Year.  Seen on telegraph form  tops.  Seem to
be press reports sent to various places.  Obviously 1900, as have to do
with the retreat from Modder Rivier.

**Number: 3**     Putzel No. 3v     Batten No. 556v2

Same as above, but no day and no year.  SCDS 24 mm.  Name above,
O.V.S below with two side stops.
Months seen March and February, later on TF forms during retreat from
Modder Rivier.

## PHILIPPOLIS

Opened in 1876 per Gericke, 1.1.1877 per Putzel.
Closed in war, not among those transferred to civilian control in 1902, PO reopened 15.10.1902.  TO again by
1910.
PMG 1902:  MOO and TO.

**Number:  1**     Putzel No. 5     Batten No.  565

SCDS 23 mm.  Name above, nothing below.  Two line date.
5 Dec 91 to August 92 on 6th issue, then February 98 to 30 September
99 on 12th issue stamps.  Later usage letters are thicker than earlier ex-
amples.  Postal usage does not overlap until 1899 and seen 1894 being
replaced by Batten 566 for postal use.

**Number:  2**     Putzel No. 5v     Batten No.  565v

SCDS 22 mm.  Name above, nothing below.
Year as '9'.
April, June, August and September seen.  All on Republican stamps of
6th issue.  Probably 1890 as examples seen above with 1891 and 1899
dates.  Possibly lost 0.

<div style="border:1px solid black; text-align:center;">PHILIPPOLIS</div>

Number: 3       Putzel No. 5v2       Batten No. 565v2

SCDS 22 mm.  Name above, nothing below and no year.
Seen 30 Mar to 16 October on VRI stamps.  So probably 1900



Number: 4       Putzel No. 6        Batten No. 566v

SCDS 22 mm.  Name above, Large stop below.
No Year
4 October to 16 October.  1900? since on VRI stamps.



<div style="border:1px solid black; text-align:center;">PHILIPPOLIS ROAD/WEG</div>

Putzel — PA opened 20.2.1905 raised to SRTO 1909.
No examples of TF markings are known but there is a recorded example of the RAILWAY TELEGRAPHS PHILIPPOLIS canceller.

Number: 1       Putzel No. NL       Batten No. 570A

SCDS 26 mm with RAILWAY TELEGRAPH and name below sepa-
rated by stops.  Single line date.
Reisener reported a use from 1914, no other recorded example.  Batten
says surely in use pre 1910.  Probably same period as the other cancel-
lers of this type.

P



<div style="border:1px solid black; text-align:center;">PLESSIS RO</div>

Putzel — RTO opened July 1892, renamed Honningspruit RO in 1894.  See there.
No marks recorded.

## PRIORS/SIDING/RAIL/RO

Putzel—RO opened 1.12.1891 as Priors Siding renamed Priors in1896.  Also known as Priors Station in 1901.
Returned to civilian RR control Sep 1902 from IMR.  Putzel states PA transferred from station to town yet all
ORC period postmarks have RO.
No specific TF marks reported but postal marks recorded with incorporation of RO throughout history.
PMG Nov 1902:  POA plus handles all classes of TF.

| Number:  1 | Putzel No. 1 | Batten No.  572 |
|---|---|---|

SCDS22 mm  with town and R.O at top.  Base with large centered stop.
Seen postally used from August 93 though December 99.  Sometime
after 1896, outer ring damaged causing large gap between Priors and
Station.

P

| Number:  2 | Putzel No. 2 | Batten No.  572B |
|---|---|---|

SCDS 22 mm with town above and R.O below.  Date as month and day
only, no year, typical of TF usage.
Postal use from May to November.  As the KEVII stamps were not is-
sued until March 1903, year must be that or later.

P

| Number:  3 | Putzel No. 3 | Batten No.  572A |
|---|---|---|

DCDS 25/16 mm with town above and R.O below with side crosses.
Single-line date with year in full.
Seen used on KEVII 1d postal issues from October 1903 through Febru-
ary 1906.  It would appear to have been just concurrent with prior issue

P

## REDDERSBURG

TO opened in 1879—Gericke.
Putzel — TO July 1883 and PO opened January 1892.

| Number:  1 | Putzel No. 2a | Batten No.  579 |
|---|---|---|

SCDS 22 mm.  Name above, blank below, no side stops.
Seen 14 April 92 to 22 November 99.
Same as No. 2, but has year.

<div style="border:1px solid black; text-align:center">REDDERSBURG</div>

Number:  2     Putzel No. 2v     Batten No.  579v



SCDS 22 mm.  Name above, blank below, no side stops.  Variety no year.
January, March through May and  September seen on 9th and 11th issues.  This does not appear to be an exclusive TF mark as January, June and December dates are known with postal use.

<div style="border:1px solid black; text-align:center">REITZ</div>

TO 1896—Putzel
Closed by British, not listed as reopened in 1902 turnover to civil control.  Reappears by 1910.

Number: 1     Putzel No. 1     Batten No.  585



Squared Octagon.  Two line date day, month, year.
Seen 3 December 99 or 98 on 12th issue.

<div style="border:1px solid black; text-align:center">REITZBURG</div>

Putzel — PA + TO renamed from Lindequesfontein 1.12.1890 with PO opening in January 1892.
No TF markings recorded.  Republican squared octagon recorded postally.

<div style="border:1px solid black; text-align:center">RHENOSTER BRIDGE</div>

Pre-war, this had been a siding with only pure RR telegraphs.
Why this was taken over by Army Telegraphs and opened for public use, as evidenced by the use of AT stamps, is unknown.

Number:  1     Putzel No. NL     Batten No.  NL



Army Telegraphs Swiss style.
'-R date –R'  or 'R date R'
Opened 26 June 00.
Seen on AT stamps 23-25.VII.00.

<div style="border:1px solid black; display:inline-block; padding:8px;">

ROODEWAL RAIL

</div>

Putzel —RTO opened 14.9.1893
Certainly existed earlier as a pure RR office when rail came there in 91/92.
Listed as turned over to RR control from IMR in1902.
RO in 1905.
No specific TF marks reported but reported on KEVII 1d issues from 1905 until late 1909.
PMG Nov 1902:  POA plus handles all classes of TF.

| Number:  1 | Putzel No. 1 | Batten No.  597 |
| --- | --- | --- |

DCDS 26/17 mm with name above and R.O below with side crosses.
Seen used from 1905 until 1909 in black and blue inks.



**P**

<div style="border:1px solid black; display:inline-block; padding:8px;">

ROUXVILLE

</div>

TO opened in 1882—Gericke.  Putzel does not mention this office having a TO.
On the list of T.O.s turned over to PO in September 1902.

| Number:  1 | Putzel No. 1 | Batten No.  598 |
| --- | --- | --- |

16-bar Numeral No. 12
Noted on 9th and 10th issues, both examples on piece in conjunction
with 604.



| Number:  2 | Putzel No. 6 | Batten No.  602 |
| --- | --- | --- |

SCDS 23 mm.  Name above, blank below, no side stops.
Seen used 3 September 1892 on 11th issue and 15 November 1893 on
12th issue. Used early on as postal cancel in 1885 then contemporane-
ous with TF usage 1892-3.



| Number:  3 | Putzel No. 5 | Batten No.  604 |
| --- | --- | --- |

SCDS 22 mm.  Name above, O.V.S below with two side stops.
Seen used 5 April to 21 November 92 and one example 10
August 98 on 5th and 6th issues former, 12th issue later. It is
interesting that all postal dates seen (some 50+) are from May
94 through 99.



173

## ROUXVILLE

**Number: 4**    Putzel No. 5v    Batten No. 604d

SCDS 22 mm.  Name above, O.V.S below with two side stops variety no year.
Seen used 5, 19 January and 11 February on 5th and 11th issue.

**Number: 5**    Putzel No. 8A    Batten No. 607

SCDS 22 mm.  Name above, O.R.C. Below with year above date line.
Seen used on £1 AT 1 September, year unknown.
Postal use known in 1902

## SALT PAN

Putzel ––- First office RTO opened 1.9.1904 and RTO closed 1.12.1904.
Nospecific TF  markings recorded.

**Number: 1**    Putzel No. 2    Batten No. 614

DCDS 26/16.  S.O.Saltpan above, O.R.C. below, single line date with time code

## SCHUTTESDRAAI/RAIL

Putzel — 1st office TO opened 1.7.1907 transferred to Rail 1.9.1907.  SO opened 15.7.1907.  States that RAIL was renamed GUMTREE in 1.8.1908.

No specific TF cancels seen but examples of postage stamp cancels used while it was TO office shown.

**Number: 1**    Putzel No. 1    Batten No. 616

SCDS 26 mm with name above and O.R.C below, no side stops.  Year in full below month-day.
Seen used on 1d KEVII from 23 August –11 September 1907

P

**Number: 2**    Putzel No. RO1    Batten No. 618

DCDS 25/16 mm name above as RAIL, side stops and Maltese cross at base.
Seen used on KEVII postal issues November-December 1907.

P

*Chapter 8, TF Cancels*

| Number:  3 | Putzel No. 2 | Batten No.  617 |

DCDS 26/16, Name above, O.R.C. below with one line date with code
in middle and two square stops.
Example shows 4four 5/- stamps for £1 total, probably a telegram.



| SENEKAL |

TO 1881—Gericke, Putzel states TO opened 1883.

On list transferred to PO control in 1902.

| Number:  1 | Putzel No. 1 | Batten No.  621 |

11-bar No. <u>29</u>
One seen on 6d carmine 5th and this one on 6d blue 12th.



| Number:  2 | Putzel No. 4 | Batten No.  624 |

SCDS 23 mm.  Name above, blank below.
Control A above.
Seen 2 February 91 to 14 March 91only on 5th issue.  Seen postal usage
as early as May 1886 and as late as September 1891.

| Number:  3 | Putzel No. 5a | Batten No.  625 |

SCDS 23 mm, name above, O.V.S below with two side stops.
Seen 20 June to 15 November 93 on 8th, 9th and 12th issues.  Postal use
ranges from 19 August 1891 through 25 February 19(00).



| Number:  4 | Putzel No. NL | Batten No.  NL |

Army Telegraphs Swiss style.
'SK date M-'
Opened 26 May 00.  Seen used on this 10sh AT 14.12.00.

Also known as Theunissen, and Winburg Ansluiting, Road, Weg and Junction.
See Winburg Road.
Putzel —RTO opened April 1899 and closed ? Reopened 15.12.1901 and closed?
PMG Nov 1902:  TO plus MOO.

Number:  1     Putzel No. RO1     Batten No.  636A

SCDS 27 mm.  Name above, O.V.S.S below with two side stops.
Seen on 12th issues 10 April 99 to ? December 99.



Number:  2     Putzel No. RO1v     Batten No.  636Av

SCDS 27 mm.  Name above, O.V.S.S below with two side stops variety
no year.
Seen on 12th issue from 15 January to 23 April (1900?).



Number:  3     Putzel No. 3     Batten No.  635

SCDS 24 mm, name above, O.R.C  below with two side stops.
Seen used on 10sh AT 6 Dec 01



Number:  4     Putzel No. 3     Batten No.  635

SCDS 24 mm, name above, O.R.C  below with no side stops.  Three
line center, time above, DDMM in middle and YY below. With the
time, probably only a postal mark.

SMITHFIELD

TO opened 1882—Gericke.
On list of T.O.s reverting to PO control in 1902.

| Number: 1 | Putzel No. NL | Batten No. NL |

MS initials RAR for RA Ramsbottom. Smithfield 1888.
Moved to Bethlehem in 1889, but this is early stamp.



| Number: 2 | Putzel No. 4 | Batten No. 638 |

Borderless DCDS 26/14 mm. Name above, O.F.STATE separated by
two side dashes on each side.
Seen in 1892 and 1893.
Postal use 1882 to 1899.



| Number: 3 | Putzel No. 4v1 | Batten No. 638c |

Borderless DCDS 26/14 mm. Name above, O.F.STATE below separated by two side dashes on each side. '18' in smaller type than last digits.
1 April 1893 to 4 April 1893 on 11th issue and 3 January 1898 on 12 issue 1sh. Postal usage recorded from 1882 through 1891. Usage picks back up in 1896 through March 1898. At this time the "18" is lost and all remaining examples are 638b with abundant examples of 98 and 99 for year.



| Number: 4 | Putzel No. 4v2 | Batten No. 638b |

Borderless DCDS 26/14 mm. Name above, O.F.STATE separated by
two side dashes on each side.
Year shown by last two numbers only.
Seen used on 12th issue July 98 and December 99. See note below

## SMITHFIELD

**Number: 5**      Putzel No. 6      Batten No. 639

SCDS 22 mm.  Name above, O.V.S. below with no side stops.
Seen on 11th issue 7 March 93, 4 January 96 on 12th issue 1sh and 11
December 99 on 6d 12th issue.  Also seen in blue ink 30 November 91
to 21 May 92 on 6th issue.  Postal usage ranges from 1892 through 19
(00) and occupation VRI issues.

**Number: 6**      Putzel No. 6v      Batten No. 639v

SCDS 22 mm.  Name above, O.V.S. below with no side stops.  '19' for
year 1900.
Seen Jan 19(00) on Republican and 26 May 19 (00) to ? Aug 19 (00) on
VRI stamps

## SPRINGFONTEIN, / RO

RO opened 1891-Batten.
Putzel — PA opened at Springfontein  in 1890 or 1892.  RO closed ? 1893 (TO 1894/96).  Second RO office
opened 1.7.1898.
Must have been a RR TF when started building the RR in 1890.  First postal usages seen December 1892.
Listed as becoming a POTO in Sep 1902 reversion by Reisener.
PMG Nov 1902:  TO, MOO.

**Number: 1**      Putzel No. 1      Batten No. 643

SCDS 24 mm.  Name above, O.V.S below, side stops.  Two line date.
Seen 28 Sep 99 on OVS H&B 12th 1sh and 1 August 99 on 3d.  Postal
usage seen 1892-94 and 1898-99.

**Number: 2**      Putzel No. RO1      Batten No. 649

SCDS 24 mm.  Name above, R.O below with two side stops, no time
code.
Reported 11 Feb 97 on 12th issue.
Postal use 91 to 99.
See over for usage.

SPRINGFONTEIN / RO

**Number: 2 (cont'd)**    Putzel No. RO1    Batten No. 649



SCDS 24 mm.  Name above, R.O below with two side stops.
24 ??? 91 to 11 Feb 97.  The 98 on 6d rose, #6.  97 on 12th TF.

**Number: 3**    Putzel No. 4    Batten No. 646



SCDS 22 mm. Name above, O.R.C below, no side stops.  Three line
time, date, year.
Seen 11 Jan 1 on VRI 6d on envelope.
Non-telegraphic stamp usage in blue ink time (inverted hour) over
month-day over year, 24 April 01.

P

**Number: 5**    Putzel No. NL    Batten No.  NL

Army Telegraphs, Swiss style.
 '-S date GN' in center.
Very early date, 21 IV 00.
This is an army signals form.



**Number: 6**    Putzel No. NL    Batten No.  NL

Army Telegraphs, Swiss style.
'-S date FN' in center
Later 10.XI.01 date.
Receiving mark on telegram from the head of the IMR, moving office
from Springfontein to Brandfort.



*Chapter 8, TF Cancels*

## SWINBURNE STN/RAIL

Putzel — RSTO renamed from Albertina 1.8.1906.
No recorded markings on TF.

| Number: 1 | Putzel No. 1 | Batten No. 653 |

DCDS 26/17 mm with S.O. and name above and O.R.C. and side
dashes.  Single line date with time code.
Sent from London 1906-Batten

## TAFELKOP

A PA near Vrede.  Was not a TO in Republican times, but had an AT in 1902.
Apparently an Army base of some sort.

| Number: 1 | Putzel No. NL | Batten No. NL |

Army Telegraphs Swiss style.  'TK date –M'  Opened 1.1.02.
Reported 4.VI.02

## THABA 'NCHU RAIL

Putzel—Thaba 'Nchu (sta) opened 1884, closed 1885, continued at Post Office!  RTO reopened from PA after
fire destroyed building sometime in 1906? and closed 6.10.1908.
No record seen that the RR was finished to here by 99.  So Station may be misprint, or perhaps it was on the spur
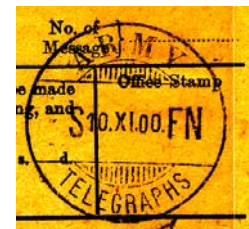road.  Also no record of telegraph office in Republican times but obviously had one (see below).
PMG Nov 1902:  TO plus MOO.

| Number: 1 | Putzel No. 3 | Batten No. 663 |

SCDS 22 mm.  Name above, O.V.S below with two side stops.
Seen used on 12th issue stamps ranging from 16 June 96 to 24 October
98.  The postal usage ranges from 1890-98 and during 1895-6 cancella-
tions in blue ink are recorded.

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┌─────────────────────────────────────┐
│         THABA 'NCHU RAIL            │
└─────────────────────────────────────┘
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Number: 2          Putzel No. 4          Batten No.  664

SCDS 22 mm.  Name above, O.V.S. below, no side stops.
Seen used on 12th issue stamps from 9-12 February 97 and 1 March to
20 December 99.  Postal use concurrent with 663 from 1889 through
1899.



Number: 3          Putzel No. 4v          Batten No.  665

SCDS 22 mm.  Name above, O.V.S. below, no side stops.
19 for 1900.  Still in Republican hands.  From a telegram emanating
from  the Information Commission in Bloemfontein reporting on
Paardeberg.  5 Mar 19 (00)



Number: 4          Putzel No. NL          Batten No.  NL

Army Telegraphs, Swiss style.
'-T date ??'
Example seen with 17.IX.0(0).  No other TO starts with 'T', so tenta-
tively used here.



Number: 5          Putzel No. NL          Batten No.  NL

Army Telegraphs, Swiss style.
'TC date ??'
Example dated 10 X 00.  No other TO starts with 'T', so tentatively
used here.

```
┌─────────────────────────────────────┐
│            THEUNISSON               │
└─────────────────────────────────────┘
```



Originally SMALDEEL, then Winburg Aansluiting, then Theunisson in 1908.  A tele-
graph office under early names.  No TF usage known by this later name.

Number: 1          Putzel No. 1          Batten No.  672

SCDS 26mm, Name above, two line date, DDMM above, YYYY be-
low.  Then O R C with no stops.

```
┌─────────────────────────────────────┐
│          TIGER RIVER RAIL           │
└─────────────────────────────────────┘
```

Putzel — RO opened 1.6.1905, RTO January 1906.
No TF markings recorded and only a BONC "63" recorded postally.

| TROMPSBURG/RAIL |
|:--:|

Originally called Jagersfontein Road, see there.  Then Middelfontein, then Trompsburg (1.7.99 per Batten, but Batten shows a postal cancel Trompsburg 6 Jan 96.) and then after the war reopened in civil control on 1.9.02 as a TOPO called Jagersfontein Road. (Reisener) but Putzel says reopened as a PA named Trompsburg in15.11.02.
In 1910 Batten says listed as MTO Trompsburg.
Putzel— says TO at Trompsburg Station renamed from Hamilton 1.2.1905 then transferred to PO 1.5.1905.  A second TO was opened at the station 1.7.1907.
Clearly the first telegraph here came with the construction of the RR in 1900 which here crossed the main road to Jagersfontein and Fauresmith.
No TF marks as Trompsburg recorded yet the distinctive Railway Telegraph cancel is recorded from here.
PMG Nov 1902 lists as POA with no TF.

| Number:  1 | Putzel No. NL | Batten No.  679A |
|:--:|:--:|:--:|

SCDS 26 mm with RAILWAY TELEGRAPHS at top and town below with side stops.  Full year in dateline.
Reported used 11 August 1905.

**p**

| TWEESPRUIT STATION/ RAIL |
|:--:|

Putzel — RTO opened 1.7.1904 with office transferred from Tweespruit 1.11.1907, RTO returned July 1910.
No TF markings recorded but Railway Telegraph cancel known on postage stamps, as regular stamps used for TF..

| Number:  1 | Putzel No. NL | Batten No.  683 |
|:--:|:--:|:--:|

26 mm SCDS, RAILWAY TELEGRAPHS above and town below with side stops.  Full year on single line dateline.
Reported used 23 May 1905.
Listed by PMG in Nov 1902 as POA, no TF.

**p**

| VAAL RIVIER |
|:--:|

1898 renamed Viljoensdrift—Putzel.  See there.
Original telegraphic office came with the construction of the RR line to the Transvaal, as this is the last station on the line which then connects to the Transvaal RR.  This line was opened in 1902.

Probably just a RR office at the beginning.
No TF marks recorded, nor postal.

*Chapter 8, TF Cancels*

## VAN REENENS PASS

The connecting point of the OVS and Natal telegraphs.
There is no information seen as to an actual TF office here. Putzel — states TO opened 1.12.1891 in Van Re-
enen Rail Natal and RTO opened Jan 1892.

No TF marks recorded.

Number: 1     Putzel No. 1          Batten No. 685

SC milled edge 32 mm with name above and O.V.S. below. Single line
date.
Only examples recorded on postage stamps used 1891-93. Red ink.

## VAN TONDER RO

RTO opened 15.11.02—Putzel.
Opened as a siding when the RR came in 1890-2. By 1899 was a TO so was then an IMR office 1900-02. Then
reverted to the RR late in 1902, although not on Reiseners list of stations reverting on 1.9.02.

No TF marks recorded, nor postal.

## VENTERSBURG

Putzel — Office opened 1879 per PMG, PO 1.2.1882 and reopened after War 15.10.1902.
Ventersburg had its own TO by 1899, probably a branch wire from Ventersburg Road.
PMG Nov 1902: TO and MOO

Number: 1     Putzel No. 5          Batten No. 689

SCDS 22 mm with town above, O.V.S below and side stops.
Seen used on 6th issue 25 March 99 and 12 issue 1 May 99.

Number: 2     Putzel No. 5v          Batten No. 689v

SCDS 22 mm with town above, O.V.S below and side stops.
Same as above, but year as '19', meaning 1900.
Seen on 12th issue 11 March 19 (00).

| VENTERSBURG |
|:---:|

Number: 3    Putzel No. NL    Batten No.  NL

'VG date blank'
Opened 17 August 00.
Reported, but not seen by us.

Number:  4    Putzel No. NL    Batten No.  NL

Army Telegraphs Swiss style.
'?? date VG'
Perhaps Ventersburg Road.
Date -X 00.

| VENTERSBURG ROAD |
|:---:|

Putzel — RTO opened 1.4.1892.  On Reisener's list of offices turned over to civilian control as a POTO on 1.9.02.  Reisener further says Venterburg Road Station (sic) set up as a TO October 1903 and a MOO August 1903.
PMG Nov 1902:  POA plus handles all classes of TF.

Ventersburg had its own TO by 1899,  See there.

Number:  1    Putzel No. RO1    Batten No.  693

SCDS 22 mm.  Ventersburg Road R.O above, single stop below.
Two line date.
Seen used on 12th issues May to 31 August 99.



Number: 2    Putzel No. NL    Batten No.  NL

SCDS 36mm.  Two illegible words above, single line Date DD MMM YYYY.  Ventersburg Road below.
Usage seen 17 Aug 1903.



Number:  3    Putzel No. 2    Batten No.  695

DCDS 26/16.  P.O.VENTERSBURG ROAD above, O.R.C below, with side bars.  One line date with code.  Raised stops P&O, level O&R.



*Chapter 8, TF Cancels*

<div style="border: 1px solid black; text-align: center;">VET RIVIER RAIL</div>

Putzel — TO listed 1893-96, RSTO 15.8.02. Probably under RR control. Reisener lists it as transferring to civilian RR control 1.9.02. Batten misreads Reisener and has it becoming a POTO. Certainly established with the construction of the RR in 1900-02. No TF marks seen only postal cancel after SO designation 15.3.1905. PMG Nov 1902: POA plus handles all classes of TF.

| Number: 1 | Putzel No. | Batten No. 697 |
|---|---|---|

DCDS 26/16. Name above as VET RIVER, single large stop below. Single line date stamp, DD.MMM.YY No hyphen in date.

<div style="border: 1px solid black; text-align: center;">VICTOR</div>

Putzel — SO opened 29.5.1906, PO in 1.1.1907 and TO added 29.5.1907.

| Number: 1 | Putzel No. 1 | Batten No. 698/9 |
|---|---|---|

DCDS 26/16. P.O.VICTOR above, O.R.C. below, Side rectangles, Single line date with time code. 08 Jan 08

<div style="border: 1px solid black; text-align: center;">VIERFONTEIN</div>

Putzel — PA opened May 1893. After a couple of closings, TO was opened 1.9.1906 and transferred to Rail 15.10.1906. No TF marks seen.

| Number: 1 | Putzel No. 3 | Batten No. NL |
|---|---|---|

SCDS 39mm, double outer ring. 'S.O.,' (sic) above, Name with stop below, Single line Date, DD MMM YYY in middle. Obviously a relief canceller. Putzel date 27 June 1905, this 23 Jun 1906. Putzel year questionable.

| Number: 1 | Putzel No. 4 | Batten No. 701 |
|---|---|---|

DCDS 26/16, S.O.VIERFONTEIN above, two side dashes, O.R. C. be-

| VILJOENSDRIFT RO |
|---|

The town was originally Vaal River, renamed in 98, but the RR station was always Viljoensdrift.  Border station with the Transvaal.  Batten — RTO opened by 1894.  Putzel — RTO opened 1.7.1892.  Only to receive telegrams from passengers.  After War RTO reopened 1.9.1902.  Reisener—transferred to civilian control from the IMR 1.9.02.  PMG Nov 1902:  TO and MOO.  Station shown below.



| Number:  1 | Putzel No. RO2 | Batten No.  707 |
|---|---|---|

DCDS 27/17mm typical of the ORC ROs.  Name above, R.O below, two crosses, single line date, year in full.  Not seen on TF material, but only canceller seen for the ORC period, so was likely used for TF purposes.



| Number:  2 | Putzel No. 1a | Batten No.  706 |
|---|---|---|

SCDS 22 mm. No time code.   VILJOENSDRIFT R.O above. Single stop below.
Year as '19',  2 seen with ??JAN 19.



| VILLIERS |
|---|

Putzel —TO 1894, PO + TO reopened in 1902.  Not on Reisener list of active TO  returned to PO control 1.9.02.  PMG Nov 1902:  TO plus PO.

| Number:  1 | Putzel No. 1 | Batten No.  708v |
|---|---|---|

SCDS 25 mm.   Villiers above, O.V.S below with two side stops.
Var Date as '19'  Seen on 12th issue 9 June? 19(00).

VIRGINIA SIDING/STATION

RTO opened 1894—Batten.  RO 1896—Putzel.  Obviously was a RR station/siding built when the RR came through in 90-92.  Named by two American RR engineers who chiseled the name on a kopjie.
Virginia is on the Reisener list of RTOs returned to civilian control 1.9.02.
No TF marks seen.  Two postal marks seen, Republican and the typical R.O cancel of the ORC shown below.

| Number:  1 | Putzel No. 2 | Batten No.  711 |

SCDS 22 mm with Virginia Station R.O and centered stop at base.    **P**
Recorded used on Republican stamps August 1894, April 1899.
Also known without year.



| Number:  2 | Putzel No. 4 | Batten No.  710 |

DCDS 26/17 mm with town above and R.O below and side crosses.    **P**
Single line date, year in full.
Recorded used on KEVII issues from June 1904 to March 1909.



VOORSPOED/VOORSPOED DIAMOND MINE

Putzel — TO opened 20.1.1908 and PO opening 10 days later.
No recorded specific TF marks

| Number:  1 | Putzel No. | Batten No |

SCDS 28mm, Name above, two line date, MM DD/YYYY.  Raised stops after O and R below.  Apparently a temporary canceller seen in April 1908.



| Number:  2 | Putzel No. 1 | Batten No. 713 |

DCDS 26/16, Name above, two squares at sides, O.R.C. below.  Single line date, with time code.  1908-1909



VREDE

Putzel — TO in June 1891, 'reopened' 1.11.02.
Not on Reisener list of active offices in September 02.
PMG Nov 1902:  TO plus MOO.

| Number:  1 | Putzel No. 4 | Batten No.  715 |

Squared Octagon DS.
Seen 2 Feb to 7 Feb 93 on 6th and 11th issues.



*Chapter 8, TF Cancels*

Number: 2      Putzel No. 5      Batten No. 716

Octagon not Squared DS .
Seen 22 April 99 to July 99 on 12th issue TF stamps.
Also on 6th issue.



Number: 3      Putzel No. 5v      Batten No. 716v

Octagon not Squared DS vs Batten 715.
Year as '19'=1900
Seen on single example of 1sh 12 issue dated 9 June 19(00).



Number: 4      Putzel No. 6v      Batten No. 717v

SCDS 22 mm.  Name above, O.V.S. below, no side stops.
No center plug.
No dates known, seen on 5th & 6th Setting, 3d and 6d.



Number: 5      Putzel No. 6v2      Batten No. NL

SCDS 23 mm.  Name above, O.V.S below, no side stops.
No center plug.  Difference from above is size of plug and there is no stop after S.
No dates known, seen on single example of 6th issue 6d and postal pair of 4d.

TO 1.5.1889—Putzel
Listed as returning to PO control in 1.9.02.
PMG Nov 1902:  TO plus MOO.

Number:  1          Putzel No. 1          Batten No.  721

SCDS 22 mm.  Name above, single stop below.
Seen 23-30 Nov 91on 6th issue 6d and on 12th issue to 12 October
99.  A commonly used canceller for postage from 1892-99.



Number:  2          Putzel No. 1v          Batten No.  721v

SCDS 22 mm.  Name above, single stop below.
No Year
Seen 5 November on 6d carmine 5th Setting
30 May  6d carmine, 9th Setting.
3 April, 6d blue, 12th Setting.



Number:  3          Putzel No. NL          Batten No.  NL

Army Telegraphs Swiss style.
'VF date M-'
Opened 13 July 00.
Possible confusion between Vredefort and Vredefort Weg

VREDEFORT ROAD

Putzel, Batten— RTO Renamed from Heilbron Road 31.1.1899 and PO 1.3.1899.
With the coming of the RR in 90-92 with a branch to Heilbron.
Listed by Reisener are reverting to Civilian RR on 1.9.02.

**Number:  1**      Putzel No. 1          Batten No.  725B

SCDS 27  mm.  Vredefort Weg above, O.V.S.S below with two side
stops.  'Issued by the RR in 1899'-Batten.
Example seen 20 May 99 on 12th issue.  Postal usage in May and June
99.



**Number:  2**      Putzel No. NL       Batten No.  NL

SCDS 27 mm.  Vredefort Road R.O with round stop at base.
Not recorded by Batten.
Only partial strike on 12th issue used June 99.
Appears to be a rubber relief  Date Stamp.



**Number:  3**      Putzel No. NL       Batten No.  NL

Army Telegraphs Swiss style. '-V date WM'
'Opened 24 May 00, Closed 26 May 00, Reopened 1 Jan 01.'
But shown here used 28 November 00.  Proving piece.
Also boxed straight line 'VREDEFORT WEG' mark.



**Number:  4**      Putzel No. 3         Batten No.  727

DCDS 26/16.  P.O-VREDEFORT ROAD above, O.R.C below, two side
bars.  Single line date qith code.  Jan 1904-Nov 1909.

| WATERWORKS RAIL |
|---|

Previously and later known as Sannaspost originally changed 15.7.1902.
Waterworks Station listed by Reisener as returned to civilian RR on 1.9.02 as an RTO.
It seems the branch line to Thaba 'Nchu had been completed this far before or during the War.
No TF marks have been recorded, only those seen on postage.
PMG Nov 1902:  POA plus handles all classes of TF.

Number:  1          Putzel No. 1v          Batten No.  729Ev

  DCDS 26/16, Name above, fleuron below, Single line date, here
   30 DEC 07.   No bars or stops at the sides

| WELGELEGEN/ SIDING |
|---|

Welgelegen was opened as a PA in Jan 1892 as the RR went through.  Must have had at least a pure RR tele-
graph.  In 1898 Name changed to Welgelegen Siding.  On 1.9.1902 Reisener lists Welgelegen as reverting to
civilian control as a RTO.  Only Republican TF usage reported, although RO canceller utilized (shown below).
PMG Nov 1902:  POA plus handles all classes of TF.

Number:  1          Putzel No. NL          Batten No.  730

SCDS, 26 mm.  Welgelegen above, O.V.S below with two side stops.
Seen 24 May 1899 on 12th issue 6d.

Number:  2          Putzel No. 3v          Batten No.  731

DCDS 26/16 mm with town above and R.O at bottom with side crosses.
Year in full in dateline.
Recorded used August 1904 to November 1908 on KEVII issues.  No
specific TF usage seen.

p

| WELKOM |
|---|

No report of a TO at this location, except the known AT cancel.  Reportedly opened 2
July 00, closed 7 May 00!!  Apparently a typo in the open/close report.  Apparently
temporarily opened on the drive north.  Perhaps for the convenience of the press?

Number:  1          Putzel No. NL          Batten No.  NL

  Army Telegraphs Swiss style.
   'WK date M-'

Putzel —TO 1885 and full PO 1.1.1886.
TO 1884—Gericke
On Reisener's list reverting in 1.9.02 to civilian POTO.

| Number: 1 | Putzel No. NL | Batten No. NL |

Manuscript. "Wepener"
1sh purple-brown, 2nd Issue dated 29.11.86 with initials "OWC"?.



| Number: 2 | Putzel No. 1 | Batten No. 735 |

16-bar No. <u>16</u>
Seen on:
6d Carmine 1st;  1sh brown-purple 2nd;
1sh grey-violet 2nd;  1s on 8sh 3rd;
1s on 9sh 3rd; 6d carmine 5th issues.



| Number: 3 | Putzel No. NL | Batten No. 736 |

Double Arc DS 25/21 mm.  Wipener above, O.F.STATE below with two arcs on each side.  Year in large letter without "18".
Seen from 7 Oct 91 to 12 April 99 on 5th, 6th, 9th and 12th issues.
Batten says this canceller retired from Postal service in April 89, but seen postally used from 1888-1899. Obviously device was being used concurrently for postal and telegraphic purposes.



*Chapter 8, TF Cancels*

Number: 4        Putzel No. NL        Batten No.  736v

Double Arc DS.  Wipener above, O.F.STATE below as above with vari-
ety no year.
Seen 12 March on 6th issue.



Number: 5        Putzel No. NL        Batten No.  736v2

SCDS 26 mm.  Double Arc DS.  Wipener above, O.F.STATE below as
above with variety SMALL YEAR.
Seen on 12th issue 1sh 12 March 94.  Also seen used on postal issues of
same year.



Number: 6        Putzel No. NL        Batten No.  740

SCDS 22 mm.  Wepener above, O.V.S below, no side stops.
Seen 8 April 99 to 20 July 99 on 12th issue.



Number: 7        Putzel No. NL        Batten No.  NL

MS Initials NJAG for NJA Galloway.
Wepener 1898



Number: 8        Putzel No. 4        Batten No.  742

SCDS 22mm.  Wepener above and O.R.C below.
Reported 20 Oct 02.  5sh green, VRI OP



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| WEPENER | |
|---|---|

| Number: 9 | Putzel No. NL | Batten No. NL |
|---|---|---|

Army Telegraphs Swiss style. '-W date –R'
Opened 30 March 00. Shut 1 April 00. Reopened 29 May 00.
Seen on 10sh AT 19.X.00.

| WESTMINSTER STATION RO |
|---|

Putzel — PA opened 1.6.1904 at Westminster with RTO added 1.10.1904 at station.
No identifiable TF usage seen but Railway Telegraph cancel seen on postage.

| Number: 1 | Putzel No. 1 | Batten No. NL |
|---|---|---|



SCDS 39mm, double outer ring. 'S.O.,' (sic) above, Name with stop
below, Single line Date, DD MMM YYY in middle. Obviously a relief
canceller. Same type as Vierfontein. This date 25 Sep 1905.

| Number: 2 | Putzel No. NL | Batten No. 744C |
|---|---|---|

SCDS 26 mm with RAILWAY TLEGRAPHS above with town below
and no side stops.
No confirmed TF usage seen but recorded on post card 17 December
1906.

**P**



| WINBURG |
|---|

Putzel — TO July 1883 with PO reopened 1.3.1902.
TO 1881—Gericke
Winburg on Reisener list restored to civil control as a POTO.

| Number: 1 | Putzel No. 2 | Batten No. 752 |
|---|---|---|

Double Arc DS 25/2 mm. Winburg above, O.F.State below. Va-
riety no year shown here also.
Seen 18 Dec 91 to 13 October 92, on 5th & 6th Settings.

**Number: 2**      Putzel No.          Batten No. 770

SCDS 23 mm. Winburg above and nothing below. Time control "A" above date.
Only example seen on 6th issue 1sh 18 December 1891.
This canceller and its varieties are only seen on TF stamps.
Note: Batten appears to have misunderstood the relationship between his 758A and 770 in that the higher number was used first. 770 was used on the 1890-92 TF overprints while 758A is known mainly on the last overprint. They are most likely the exact same device.

**Number: 3**      Putzel No. 8v        Batten No. 758A

SCDS 23 mm. Winburg above and nothing below.
Seen used only on 12th issue. Earliest date 26 October 96 through 11 September 99.
This canceller and its varieties are only seen on TF stamps.

**Number: 4**      Putzel No. 8v        Batten No. 758Av

SCDS 23 mm. Winburg above and nothing below. Variety no year.
Examples without control "A" are from the 12the issue and dated either from March or April. It would appear that these are associated with the no control above and are 1900 usages.

**Number: 5**      Putzel No. 5v        Batten No. 759v

SCDS 26mm. Heavy type. Winburg above, O.V.S below, two side stops. Variety no time control above date.
Seen used 10 August 98 on 12th issue 1sh brown.

**Number: 6**      Putzel No. 5v        Batten No. 759v2

SCDS 26mm. Heavy type. Winburg above, O.V.S below, two side stops. Variety no time control above date and no year.
Seen used 1 March on 12th issue, probably 1900.

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WINBURG

**Number: 7**   Putzel No. 4v   Batten No. 760v

SCDS 22 mm. Winburg above, O.V.S below with two side stops and no
time control letter. Variety no year.
31 March on 6d blue 12th issue.



**Number: 8**   Putzel No. 6a   Batten No. 763

SCDS 22 mm. Town above and O.R.C below. Two side dots. Time
above date.
Seen on 1d VRI/AT 13 February 1903.



**Number: 9**   Putzel No. 8   Batten No. 770v

SCDS 22 mm. Winburg above, nothing below with time control "A"
above date. Variety no year shown.
All recorded examples with control A are dated May-June and October-
November and are on the 7th and 9th though 11th issues.
Used on issues 5, 8, 9, 10, 11, and 12.



**Number: 10**   Putzel No. NL   Batten No. NL

Army Telegraphs Swiss style.
'W– date G-'
Opened 5 May 00.
Seen 24.III.01 through 9 IX 01 on VRI AT issues



**Number: 11**   Putzel No. NL   Batten No. NL

Army Telegraphs Swiss style.
'WG date M-'
Same physical canceller as above, someone just played with the wheels.



*Chapter 8, TF Cancels*

Putzel — Winburg Road and Rail RTO opened July 1892.
Batten — Winburg Rail opened 27.7.1893.
Putzel — Supposedly became Winburg Road 1896, Winburg Aansluiting 1.8.1898, and then Smaldeel 1.3.99 and no mention of a PO being established yet virtually all examples recorded and seen are postal.
Winburg Station listed by Reisener as restored to civilian control as a RTO 1.9.02.  But he also lists Smaldeel as restored as a POTO.  See there.

| Number:  RO1 | Putzel No. RO2 | Batten No.  773 |

SCDS 22 mm with P.K. Agent, Winburg Road and fleuron at base.
Seen postally used June 1892.

**P**

| Number:  RO2 | Putzel No. RO1 | Batten No.  774 |

SCDS 22mm.  Winburg Road R.O above, single stop below.
Reported used 30 March 98 on 12th issue.  Examples seen on postage stamps range from November 1893 to date of transfer 1 August 1898.
Also seen year as "9" probably 97 as no examples of that year seen.

**P**

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┌─────────────────────────────────┐
│      WINBURG AANSLUITING         │
└─────────────────────────────────┘
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Putzel — PO renamed from Winburg Road 1.8.1898 and renamed to Smaldeel 1.3.1899.
No TF marks recorded, but should exist.

| Number:  A1 | Putzel No. AS1 | Batten No.  771 |

SCDS 26 mm.  Winburg—Aansluiting above, single dash below.     **P**
No TF marks recorded.  Postal usage recorded 9-20 January 1899

## WOLVEHOEK RAIL

Wolvehoek came into being in 1892 as the junction station from the main line to Heilbron.  So it must have had telegraph facilities then.  No distinction can be made between Wolwehoek and the station. which included the PO.

Putzel — PA opened August 1893 (PMG reports moved from Mr. Pierce's shop to Station).  Reopened after War 1902 (probably 1.9) as PA.  Transferred to Rail 1.7.1905.

Wolvehoek (sic) on list of offices returned to civilian control as RTO.  Reisener.

PMG Nov 1902:  POA plus handles all classes of TF.

| Number:  1 | Putzel No. 2, 2v | Batten No.  780A |

SCDS 26 mm.  Wolvehoek above, O.V.S.S below and two side dots.
var No Year.
No year shown, but is 19 May 1900 from the date on the telegraph.
Seen postal use 20 March to April 11 1899, in black and blue inks

| Number:  2 | Putzel No. NL | Batten No.  780B |

SCDS 22 mm with name above and R.O below.
Not seen by us on either TF or postal, but reported  22 February 1901 on VRI.





| Number:  3 | Putzel No. NL | Batten No.  NL |

Army Telegraphs Swiss style.
'-W date KN'
Opened 1 Jan 01.
VRI AT 6 March 01.



| Number:  4 | Putzel No. | Batten No.  NL |

Army Telegraphs Swiss type.
'-W date –H'
VRI AT 28.VII.00 and 13.IV.00.

Putzel — TO opened 1.8.91.
Not on the Reisener list of TO returned to civil control 1.8.02 at TOPO.
PMG Nov 1902:  TO and MOO.

Number:  1          Putzel No. 4          Batten No.  794A

11-bar  Letter K.
Seen on 1sh orange 11th Setting.

Number:  2          Putzel No. NL          Batten No.  795

Squared Octagon Datestamp.
Seen 9 Nov ?? with control A on 1s orange TF Issue 6.

P

Number:  3          Putzel No. 3          Batten No.  797

SCDS 22 mm. 'Z' reversed.  Zastron above, O.V.S. below, no side stops.
Seen on  October ? and 5 Dec 98, 12th Issue.

*Chapter 8, TF Cancels*

Notes

# Appendix A

# Telegraph Traffic and Rates

The recorded information on traffic and rates is spotty, and far from consistent. The purpose of this section is to bring together all the data we could find, both direct and indirect. We have tried to analyze the data as far as possible, and then record it for future use by others.

Much information was lost in the Bloemfontein P.O. fire. A few rates were published in the Government Gazette. The only usage evidence is partial telegram forms that have both the word count and the stamps or rate notation present, i.e. the sending office original form. None these have been reported for the pre-stamp period and only a few for the stamp period. There was a strict policy that the original form must remain confidential and destroyed when accounted for. It is clear that the telegraphers were diligent in this matter. However, many used TF stamps are known, so the practice must have been to tear off the corner with the stamps for sale. In a few cases, the entire top of the form was cut off and a few survive.

A major mystery is the issuance of 1d value telegraph stamps when no rate so far reported for this time period would use a 1d stamp. The first recorded rate known in S.A. using the 1d value is a later 1905 Transvaal rate of 1d per word with a minimum of 1/-.

Information found is recorded chronologically below, including neighboring entities as useful.
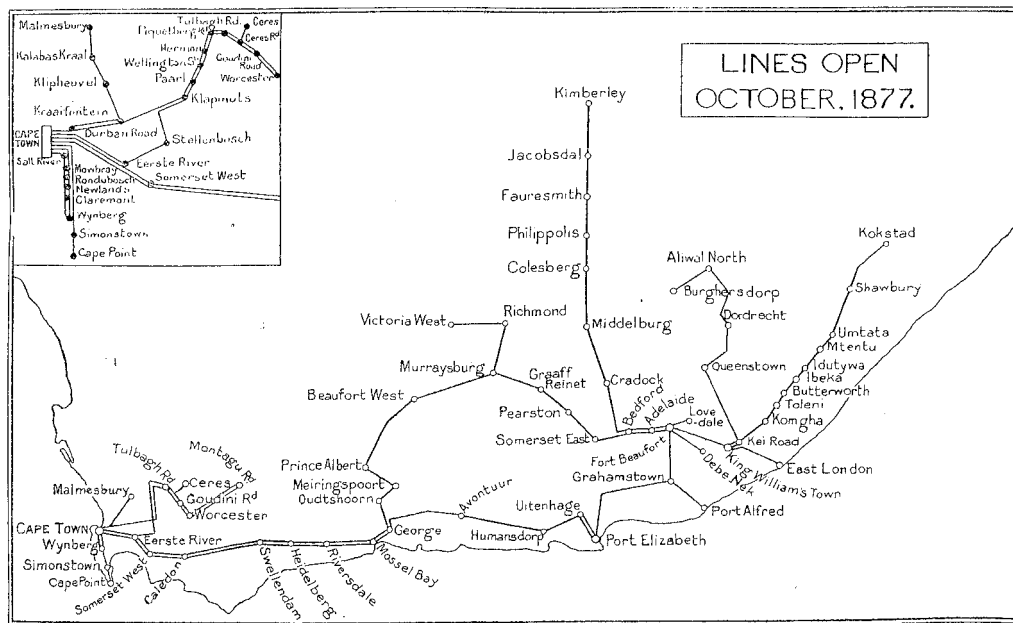
*1877*

## CAPE OF GOOD HOPE TELEGRAPH COMPANY (LIMITED).

Table of Rates, and Rules and Regulations for the Transmission of Messages approved of by the Colonial Government.

| | Cape Town. | Caledon. | Swellendam. | Riversdale. | Mossel Bay. | George. | Avontuur. | Humansdorp. | Uitenhage. | Port Elizabeth. | Graham's Town. | Fort Beaufort. | King William's Town. | East London. | Simon's Town. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. |
| Cape Town | ... | 2 6 | 3 0 | 4 0 | 5 0 | 5 6 | 6 0 | 7 6 | 8 0 | 10 0 | 12 5 | 12 6 | 14 0 | 15 6 | 2 0 |
| Caledon | 2 6 | ... | 2 6 | 3 0 | 3 6 | 4 0 | 4 6 | 6 0 | 6 6 | 8 6 | 11 0 | 11 0 | 12 0 | 14 0 | 3 6 |
| Swellendam | 3 0 | 2 6 | ... | 2 6 | 3 0 | 3 6 | 4 0 | 5 6 | 6 0 | 8 0 | 10 6 | 10 6 | 11 6 | 13 0 | 4 6 |
| Riversdale | 4 0 | 3 0 | 2 6 | ... | 2 6 | 3 0 | 3 6 | 5 0 | 5 6 | 7 6 | 10 0 | 10 0 | 11 0 | 12 6 | 5 0 |
| Mossel Bay | 5 0 | 3 6 | 3 0 | 2 6 | ... | 2 6 | 3 6 | 5 0 | 6 0 | 7 0 | 9 6 | 9 6 | 10 6 | 12 0 | 6 0 |
| George | 5 6 | 4 0 | 3 6 | 3 0 | 2 6 | ... | 2 6 | 4 0 | 4 0 | 6 0 | 8 6 | 8 6 | 9 6 | 11 0 | 6 6 |
| Avontuur | 6 0 | 4 6 | 4 0 | 3 6 | 3 6 | 2 6 | ... | 2 6 | 3 6 | 4 6 | 7 0 | 7 0 | 8 0 | 9 6 | 6 0 |
| Humansdorp | 7 6 | 6 0 | 5 6 | 5 0 | 5 0 | 4 0 | 2 6 | ... | 2 6 | 3 0 | 5 6 | 5 6 | 6 6 | 8 0 | 8 6 |
| Uitenhage | 8 0 | 6 6 | 6 0 | 5 6 | 5 0 | 4 0 | 3 6 | 2 6 | ... | 2 0 | 5 0 | 5 0 | 6 0 | 7 6 | 10 0 |
| Port Elizabeth | 10 0 | 8 6 | 8 0 | 7 6 | 7 0 | 6 0 | 4 6 | 3 0 | 2 0 | ... | 3 6 | 3 6 | 6 0 | 7 6 | 9 0 |
| Graham's Town | 12 6 | 11 0 | 10 6 | 10 0 | 9 6 | 8 6 | 7 0 | 5 6 | 5 0 | 3 6 | ... | 2 0 | 3 6 | 4 6 | 12 6 |
| Fort Beaufort | 12 6 | 11 0 | 10 6 | 10 0 | 9 6 | 8 6 | 7 0 | 5 6 | 5 0 | 3 6 | 2 0 | ... | 2 0 | 3 6 | 12 6 |
| King William's Town | 14 0 | 12 0 | 11 6 | 11 0 | 10 6 | 9 6 | 8 0 | 6 6 | 6 0 | 6 0 | 3 6 | 2 0 | ... | 2 6 | 14 0 |
| East London | 15 6 | 14 0 | 13 0 | 12 6 | 12 0 | 11 0 | 9 6 | 8 0 | 7 6 | 7 6 | 4 6 | 3 6 | 2 6 | ... | 15 6 |
| Simon's Town | 2 0 | 3 6 | 4 6 | 5 0 | 6 0 | 6 6 | 6 0 | 8 6 | 9 0 | 10 6 | 12 6 | 12 6 | 14 0 | 15 6 | ... |
| Alfred Docks | 0 6 | 2 6 | 3 0 | 4 0 | 5 0 | 5 6 | 6 0 | 7 6 | 8 0 | 10 0 | 12 6 | 12 6 | 14 0 | 15 6 | 2 0 |

The Cape of Good Hope rate table above[1] shows the very high and complex rates early in the telegraph era.



The Cape route map for the telegraph system shown[2] above is quite informative as to the O.V.S., since the Director of the O.V.S. Telegraphs was hired from the Cape. There were few switching points, so a great deal of traffic would have to go to Cape Town for resending to the destination. The same practice is clear in the O.V.S., where Bloemfontein (more suitably positioned centrally) had 10 telegraphers, and most places had one or two.

## *1879*

In 1879[3], the rates on the O.V.S. lines, that is, between Bloemfontein, Reddersburg, Edenburg and Fauresmith, were 1/- for the first 10 words and 6d for each additional 5 words. Cipher messages were twice this rate. Press dispatches were 1/- for the first 20 words and 3d for the next 10 words.

On the Cape line between Fauresmith, Jacobsdal and Kimberley, the rate was 1/6d for the first 20 words. It is not clear if these rates would be additive on a message from say, Bloemfontein to Jacobsdal.

To Colesburg, the rate was 2/6d for 20 words and other places in the Cape, Transkei and Natal cost 5/- for 20 words and 1/- each additional 10 words. Cipher was twice normal and press dispatches were at 'one-third' of normal. It is not clear whether the press rate, e.g. to Natal, was

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[1] 18?? Cape PMG report, per Brian Dennis.
[2] 1877 Cape PMG report per Brian Dennis.
[3] Gericke, op cit.

1/8d for 20 words and 4d each additional 10, or 5/- for 60 words and 1/- each additional 30. In other rates known, press dispatches got the higher wordage, not the lower unit price.

Drysdall[1] reports that the Transvaal rates, per Government Notice 131 published in the Transvaal Government Gazette on Sept 2 1879, were: 1/- for the first 10 words, and 6d each additional 5 words. Cipher messages were twice normal. Press messages were 1/- for the first 20 words and 3d each additional 10 words. Further, that the rate to Delagoa Bay was 1/4d per word in 1892.

### 1883

In 1883, a convention was signed between the O.V.S. and Natal and the Cape, setting up a uniform tariff. The rate was 1/- per 10 words and 6d per every additional 5 words. Cipher messages would be charged an additional 50% over normal. Press messages would be charged at one-fourth the normal rate, but with a minimum of 1/-. In this case it appears that press messages would cost 3d per 10 words and 3d per added 10 words with a minimum of 1/-.

### 1885

In September 1885, the O.V.S. issued its first telegraph stamps, including the 1d value, although none of the known contemporaneous rates appear to call for it.

### 1886

In 1886[2], this telegraph convention was amended to include the Transvaal, so rates were uniform throughout S. Africa, effective September 1, 1886. Thus knowledge of the rates of any of the entities should apply to all.

### 1891

In 1891, effective 1 Jan 92, the O.V.S. and the Z.A.R. entered into a Convention[3] concerning Telegraphic Money Orders, which set the rate for the advice telegram at 1/- per Money Order. For details, see Money Order section in a later volume.

### 1893

Lomax[4] reports that in 'The Guide to South Africa' telegraph rates are given for 1893. The rate within town and within all parts of S. Africa except Mashonaland was 1/- for the first 10 words and 6d for each additional 5 words. To Mashonaland it was 3/6d for 10 words and then 3d per word. To the UK it was 9/2d per word, and to the rest of Europe from 8/7d to 9/4d per word

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[1] Drysdall, Transvaal Revenue and Telegraph stamps. 1995, p134ff.
[2] Thy, Peter. Extract from CGH PMG report, 1886.
[3] Hisey Collection 'Conventie omtrent Telegrafische Postwissels…' 1891.
[4] Lomax, Bull 32, p 401, Dec 1961.

*Appendix A, Traffic and Rates*

The Natal rates are known for 1896 from the below telegram back of August 10, 1896[1]. Since by this time the two nations and the two colonies had a telegraph rate convention, these rates should also apply to the O.V.S.

The Charges for the transmission of Telegrams are as follows:—

### ORDINARY MESSAGES

Within Natal, or to Zululand, Cape Colony, Bechuanaland, Orange Free State, or Transvaal:

10 Words, 1s. Every additional 5 Words, or fraction thereof, 6d.

Between Durban and the Point, and between Offices in the same town where such exist:

20 Words, 1s. Every additional 10 Words, or fraction thereof, 6d.

REPEATED or COLLATED MESSAGES—*i.e.*, Messages repeated back from office to office, and checked in the course of their transmission—are charged 50 per cent. in excess of the rates applying to the class to which they belong.

CYPHER or CODE MESSAGES are charged 50 per cent. in excess of the "ordinary" rates; PRESS MESSAGES, one-fourth of the "ordinary" rates, the minimum charge for any Press Message being 1s.

OCEAN TELEGRAMS are transmitted at a charge of 2d. per word, and OCEAN PRESS TELEGRAMS at a half-penny per word, such amounts to be in addition to the published rates of the other Administrations or Companies over whose lines the Telegrams pass.

PORTERAGE is charged on Messages having to be delivered beyond a mile from any Telegraph Office, at the rate of 6d. per mile, or fraction thereof, after the first mile.

A Telegram addressed to a place in South Africa must contain the name of the sender, the name and address of the receiver, the name of the delivering Telegraph Office, and at least one word as the subject matter of the Message.

A Foreign Telegram must consist of not less than two words—the name of the receiver, and the name of the town in which he resides—as, for instance, "Hercules, Bombay." It is not imperative that the name of the sender or a text-word should be supplied in the case of a foreign telegram.

N.B.—The Department is not liable for losses incurred through the incorrect transmission, delay, or non-delivery of Telegrams.

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[1] Natal & Zululand Post, v.7, no. 4(28) December 2003

Below is the face of the telegram shown on the previous page[1].  It is difficult to reconcile the 1/6d rate with the schedule given on the reverse.

**A.**  NATAL GOVERNMENT TELEGRAPHS.

FROM — Please Write Distinctly. — TO

WILL NOT BE AT MEETING

[1] Natal & Zululand Post, loc. Sit.

*1898*

A complete telegraph from Lindley is known with a word count of 10 (including address) paying 1/-.[1] It has a perfectly normal rate of 1/- for 10 words.



*1900*

The most detailed rate information available is for Petrusburg on 24 February 1900 to Bloemfontein, with 6 examples listed In Table A.1 below, plus a 7th from Colesburg.

The first five examples of telegrams from Petrusburg with stamps attached and word count are shown[2,3] in Illustrations A.1-A.5. All are dated 24 February 1900. The first two have almost identical word counts of 35/36 and cost 1/6d. They were sent at the same time to Bloemfontein. This seems to imply a rate of 1/- per 20 words and 3d per added 10 words, which could be a press rate somewhere between half and quarter of normal. This rate is, however, the

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[1] De Raay, The History of Postcards, Envelopes and Wrappers of the O.V.S. and O.R.C. Watergraafsmeer, N. Yaar & Co., [1923]. Per Andre Bezuidenhout exhibit, Anglo-Boeren Oorlag Museum, Bloemfontein.
[2] Hisey Collection.
[3] Bartshe Collection.

*Appendix A, Traffic and Rates*

same as the reported actual press rate in the Transvaal in 1879, which was superseded by the convention of 1893.  The normal rate would have been 3/6d or 4/-.

The third example of 29 words for 1/3d again fits this rate.

The fourth example shows a word count of 21 words and a cost of 11d.  No explanation for this rate is known, but it does make use of the 1d stamp!  A possible rate structure for this and the fifth and 6th[1] examples is quite similar, but figured as 6d for 10 words rather than 1/- for 20 words.  Also an entirely hypothetical rate step of 2d for an additional five is needed to make it work out as well as not utilizing the 1-shilling minimum.

This seems to indicate 3 different rates.  Items 1-3 the highest, Items 4, 5 and 6 pay a slightly lower rate without the 1/- minimum, and Item 6 from Colesburg[2] pays a rate of 25% of normal.

| | | | | | Table A.1 |
|---|---|---|---|---|---|
| | | | | | Examples of 1900 Telegraph Rates |
| | | | | | Normal=1893 Convention rate 1s first 10 words +6d each added 5 words |
| | | | | | 25%=1883 Convention Press rate, 25% of normal, 1/- minimum |
| Item | Words | Cost | Normal | 25% | Possible rate structure |
| 1 | 35 | 1/6d | 3/6d | 1/- | 1s/20+3d/10*2=1/6d.  ZAR 1879 Press Rate |
| 2 | 36 | 1/6d | 4/0d | 1/- | 1s/20+3d/10*2=1/6d.  ZAR 1879 Press Rate |
| 3 | 29 | 1/3d | 3/0d | 1/- | 1s/20+3d/10=1/3d.  ZAR 1879 Press Rate |
| 4 | 21 | 11d | 2/6d | 1/- | 6d/10+3d/10+2d/5=11d or 6d/10+2x2d/5+1d/1 |
| 5 | 15 | 8d | 1/6d | 1/- | 6d/10+2d/5=8d |
| 6 | 20 | 10d | | | 6d/10+2d/5+2d/5=10d |
| 7 | 43 | 1/2d | 4/6d | 1s2d | Seems to be 25% of civil rate.  Colesburg During occupation.  ZAR Press telegram form |

The Colesberg telegram referred to above[3] as 43 words and 1s/2d rate does not fit either of the first two rates rates.  The payment does work out to be 25% of the civilian rate to the next highest penny. This is the same as the reported 1883 press rate and the message is on a press form, but the telegram was apparently military being addressed to '(Illegible) Headquarters'.

The price of 1/2d was paid with Transvaal postage stamps, although the office at that time was run by the O.V.S. Telegraph Department.  Commandant Duncan (the Z.A.R. commander) sent it to someone at Headquarters.  The form was a Transvaal Press Telegram part D.  However, it was actually a military message so might have had a special rate.  Otherwise if it were a press message, the rate would have been 1/6d, while a normal message would have been 4/6d. Further, Drysdall reports that a number of forms pre-franked with 1/- and 1/3d in stamps

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[1] Exhibit
[2] Drysdall, Transvaal Revenue and Telegraph Stamps, Limassol, 1995, p153.
[3] Drysdall, Transvaal Revenue and Telegraph stamps.  1995, p134ff.

*Appendix A, Traffic and Rates*

during the occupation in 1900 have been seen.[1]  The 1/3d franking implies a different civilian rate than the convention rate.

### *1900-1902*

During the Occupation, AT (Army Telegraphs) pieces are known showing rates of 4d, 1/-1/2d, 1/3d, 1/4d, 1/5d, 2/-, 2/1d, and 5/6.  All seen were from Bloemfontein except the last.  There must have been a very common rate including 1d/word.  Unfortunately, none of these pieces shows the word count.

Obviously, a great deal of information has yet to be found and reported.  For future study, 21 examples of rates are appended here, IllA.1-A.21.

### *1905*

In early 1905, the Transvaal rate was 1/- for the first 10 words and 6d for each added 5 words and, later on that year, the rate was 1d/word, with a 1/- minimum.[2] Later in that year, stated to be 1d per word, with a minimum of 1/-, with cipher 50% extra.

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[1] Sotheby's sale of March 1984, by Drysdall.
[2] Mathews, Transvaal Philately, Cape town1986, p120/121

*Appendix A, Traffic and Rates*

# Rate Illustrations A.1-A.3



Illus. A.1
35 words, 1/6d franking



Illus. A.2
36 words, 1/6d franking



Illus. A.3
29 words, 1/3d franking

*Appendix A, Traffic and Rates*

# Rate Illustrations A.4-A.9



Illus. A.4,  21 words, 11d franking



Illus. A.5,  15 words, 8d franking



Ill. A.6,  4d, Bloemfontein, 2.X.0.0



Ill. A.7,  1/-, Bloemfontein, 1.X.0.0



Ill. A.8,  1/-
Ladybrand
18 Nov 93

Ill. A.9,  1/3d,
Bloemfontein,
2.X.0.0

*Appendix A, Traffic and Rates*

# Rate Illustrations A.10-A.15

Ill. A.10,  1/-, Bloemfontein. 1.X.0.0

Ill. A.11,  1s2d, Bloemfontein 2.X.0.0

Ill. A.12, 1s2d, Bloemfontein 2.X.00

Ill. A.13,  1s4d, Bloemfontein, 1.X.0.0

Ill. A.14,  1s5d, Bloemfontein, 1.X.0.0

Ill. A.15, 1s6d PK Brandfort, Au 9

Ill. A.16,  1s5d, Bloemfontein, 2.X.O.O



Ill A.17, 2/- Lindley



Ill A.18,  2/-, Bloemfontein, 1-X.0.0



Illus. A.19,  2s1d,  Bloemfontein 2.X.0.0



Ill A.20, 2s3d, Springfontein 11 IV 00



Ill A.21,  5s6d, Bultfontein, OC

*Appendix A, Traffic and Rates*

# Volumes & Financials

Examination of the spotty records available for the volumes of messages and the financial figures for the Telegraph Department sheds some light on rates.

In the 2nd and 3rd quarters of 1879, the Fauresmith-Bloemfontein line made 4% on capital, or about £45 annualized.

The fiscal year 1879/80 showed revenues of £1424 and expenditures of £1592, or a gross loss before capital charges of £168.

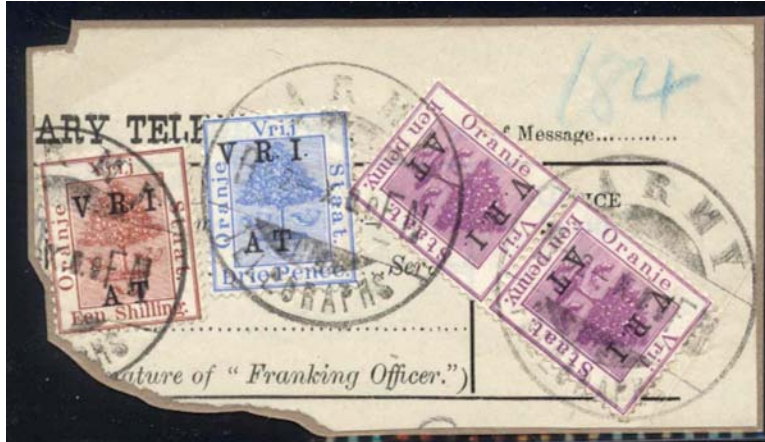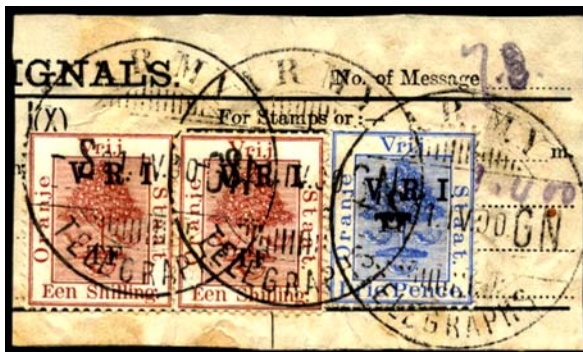For the fiscal year 1881/82, the credit in the Telegraph Department was £1713/6/5, or a return on capital of 2½%. The Kimberley line had just opened and was expected to make a good return in the coming year.

In June 1885, it was decided to use telegraph stamps. The auditor general reported in December 1885 that the Treasurer General had overprinted postage stamps with 'Tele-Graaf': 100 sheets each of 1d, 3d, 6d, and 1sh, a total of £2,000 which he figured would last for 4 months, implying a total volume of £6,000 per year at the time.

| Telegraph Volume & Revenue[1] | | | | |
|---|---|---|---|---|
| Year | # of TO's Open | TFs Sent | Revenue | Rev/TF |
| 1893-4 | 36 | 593,088 | 9,985 | 4d |
| 1897-8 | 42 | 623,802 | 11,141 | 4.29d |
| 1902-3 | 89 | 1,101,264 | 18,826 | 4.10d |
| 1906-7 | 100 | 1,286,852 | 22,538 | 4.20d |
| 1908-9 | 100 | 1,162,174 | 22,804 | 4.71d |

These numbers do not seem to add up. The minimum charge for a telegram was 1sh during this period, in general. So his 'Revenue' may well be the gross return on capital for the TF system. To be used to pay back the borrowings.

In only one year do we have a complete set of numbers. In Fiscal year 1885/6, there were 85,780 telegrams sent including 9,741 Official, and the word counts were respectively 1,777,000 total and 280,248 official. So all Telegrams averaged 20.72 words and official telegrams 28.77. Per Gericke, Revenues were £6,500 and expenses £8600.

Paying telegrams: 76,039. This would be 1/8½d per telegram commercial, including press, cipher, and perhaps some cables.

Paying words: 1,496,752 or 1.04d per word, or just under 1/- per 10 words.

Received were a total of 83,987 telegrams of 1,465,606 words, or 17.45 words each

In total 119,525 telegrams consisting of 1,943,869 words were sent between the states (16.26 words/tf).

Gericke shows two charts showing Telegraph Department and Postal Department Income and Expenses. The numbers estimated from these charts are shown in Table A.2.

---

[1] Mr. Hugo of the PO Museum reported by W. Seeba . Bull 139, June 1990.

<table>
<tr><td colspan="7" align="center">Table A.2<br>Interpolated from Gericke Charts</td></tr>
<tr><td></td><td colspan="3" align="center">Telegraph Department</td><td colspan="3" align="center">Postal Department</td></tr>
<tr><td>Year</td><td>Income</td><td>Expenses</td><td>Net</td><td>Income</td><td>Expenses</td><td>Net</td></tr>
<tr><td>1879</td><td>1150</td><td>4650</td><td>-3500</td><td>7050</td><td>7600</td><td>-550</td></tr>
<tr><td>1880</td><td>2020</td><td>2070</td><td>50</td><td>7500</td><td>9200</td><td>-1700</td></tr>
<tr><td>1881</td><td>4400</td><td>1350</td><td>3050</td><td>9500</td><td>9600</td><td>-100</td></tr>
<tr><td>1882</td><td>6850</td><td>4650</td><td>2350</td><td>10600</td><td>9950</td><td>650</td></tr>
<tr><td>1883</td><td>8400</td><td>9700</td><td>-1300</td><td>11400</td><td>9950</td><td>450</td></tr>
<tr><td>1884</td><td>6750</td><td>7900</td><td>-150</td><td>10600</td><td>10350</td><td>250</td></tr>
<tr><td>1885</td><td>7500</td><td>7500</td><td>0</td><td>9200</td><td>10800</td><td>-1600</td></tr>
<tr><td>1886</td><td>6500</td><td>8650</td><td>2150</td><td>8050</td><td>10600</td><td>2550</td></tr>
<tr><td>Total 79-86</td><td>43570</td><td>46470</td><td>2650</td><td>73900</td><td>78050</td><td>-50</td></tr>
</table>

This data is summarized in Table A.3 below, with added information as to the number of telegraph offices open at the time.

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Table A.3 Telegram Volume, Revenue and Cost Data, 1879-1910 | | | | | | | | | | |

<table>
<tr><td colspan="11" align="center">Table A.3<br>Telegram Volume, Revenue and Cost Data, 1879-1910</td></tr>
<tr><td>Year</td><td>TF Sent</td><td>Words</td><td>d/TF</td><td>d/word</td><td>Revenue</td><td>Expense</td><td>Gain</td><td>W/TF</td><td>TO's</td><td>Ref</td></tr>
<tr><td>79</td><td></td><td></td><td></td><td></td><td>1,424</td><td>1,592</td><td>(3500)</td><td></td><td></td><td>1</td></tr>
<tr><td>80</td><td></td><td></td><td></td><td></td><td>2020</td><td>2070</td><td>50</td><td></td><td></td><td>1</td></tr>
<tr><td>81</td><td></td><td></td><td></td><td></td><td>4400</td><td>1350</td><td>1,713<br>3050</td><td></td><td></td><td>1<br>1</td></tr>
<tr><td>82</td><td></td><td></td><td></td><td></td><td>6850</td><td>4650</td><td>2350</td><td></td><td></td><td>1</td></tr>
<tr><td>83</td><td></td><td></td><td></td><td></td><td>8400</td><td>9700</td><td>(1300)</td><td></td><td></td><td>1</td></tr>
<tr><td>84</td><td></td><td></td><td></td><td></td><td>6750</td><td>7900</td><td>(1,150)</td><td></td><td></td><td>1</td></tr>
<tr><td>85</td><td></td><td></td><td></td><td></td><td>7500</td><td>7500</td><td>0</td><td></td><td>27</td><td>1</td></tr>
<tr><td>85/86, total</td><td>85,780</td><td>1,777,000</td><td>18.2</td><td>0.88</td><td>6,500</td><td>8,600</td><td>(2,100)</td><td>20.7</td><td></td><td>1</td></tr>
<tr><td>paid</td><td>76,039</td><td>1,496,752</td><td>20.5</td><td>1.04</td><td>6,500</td><td></td><td></td><td>19.7</td><td></td><td>1</td></tr>
<tr><td>Official</td><td>9,741</td><td>280,248</td><td>0</td><td>0</td><td>0</td><td></td><td></td><td>28.8</td><td></td><td>1</td></tr>
<tr><td>93/94</td><td>593,088</td><td></td><td></td><td></td><td></td><td></td><td>9,985</td><td></td><td>36</td><td>2</td></tr>
<tr><td>97/98</td><td>623,802</td><td></td><td></td><td></td><td></td><td></td><td>11,141</td><td></td><td>42</td><td>2</td></tr>
<tr><td>1899</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>65</td><td>4</td></tr>
<tr><td>1902</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>61</td><td>3</td></tr>
<tr><td>02/03</td><td>1,101,264</td><td></td><td></td><td></td><td></td><td></td><td>18,826</td><td></td><td>89</td><td>2</td></tr>
<tr><td>06/07</td><td>1,286,852</td><td></td><td></td><td></td><td></td><td></td><td>22,538</td><td></td><td>100</td><td>2</td></tr>
<tr><td>08/09</td><td>1,162,174</td><td></td><td></td><td></td><td></td><td></td><td>22804</td><td></td><td>100</td><td>2</td></tr>
<tr><td>1910</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>67</td><td>4</td></tr>
<tr><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr>
</table>

*Appendix A, Traffic and Rates*

| References | Key |
|---|---|
| Ref. 1 = Gericke<br>Ref. 2 = Hugo/Seeba<br>Ref. 3 = Reisener<br>Ref. 4 = Hisey, collated from various sources. | d/TF = pence per telegram<br>d/Word = pence per word<br>Revenue = Total intake from TF sources.<br>Expense = Total spending by TF Department, not including capital expenditure or payment on bonds.<br>Gain = Gross Profit from TF operations, excluding capital expenditures and payment on bonds.<br>W/TF = Words per TF<br>TO's = Reported number of Telegraph Offices Open. |

Notes:

The Reisener number of TO's includes both Karree and Karree Siding. Quite unlikely that there were two stations here at the same time.

The Hugo/Seeba number for 'Gain' is called by them 'Revenue'. However, since it works out to about 4d/Telegram, it must be what is referred to here as 'Gain''.

The Hugo/Seeba numbers of TO's are higher than from any other source. It appears that they include the 10-20 Railroad Stations with telegraph service only for the Railroad.

*Appendix A, Traffic and Rates*

Notes

*Appendix A, Traffic and Rates*

# Appendix B

# The V.R.I. Overprints

       The British Occupation re-validated the old O.V.S. stamps by overprinting them with V.R.I. alone or with additional matter. The Telegraph and Revenue printings were interspersed with the Postage printings, and basically all were done with a forme that could overprint just one pane of 60 of the normal postage stamps or 30 of the double size Revenue stamps. This was done in a peculiar sequence which is explained in some detail in Volume 1, Chapter 13, in connection with the Postage stamps. In this volume, for the convenience of the reader, we will briefly repeat the diagrams of how this forme evolved for the various printings of the postage, telegraph, and revenue stamps. A recent article argues that the 1st Revenue was actually done during the 1st Postage and was a 40(!) or 60 unit forme, not 30.[1]

       The variety identification letters on these diagrams do not necessarily correspond to the same letter in any specific setting, but are there to trace the evolution of the formes. There are actually three different forme groups.

       Group A covers up through the 2nd Postage Setting, after which it was redistributed to the case.

       Group B covers up through the 6th Postage Setting, after which it also was redistributed.

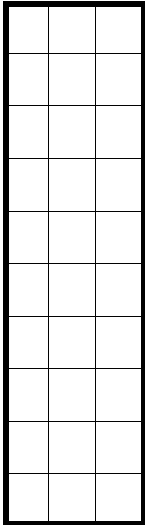       Group C has only two components, the 5th Revenue Setting and the 3rd Vertical 6d Revenue Setting.

       The overprinting of the post cards is a separate matter and will not be considered here.
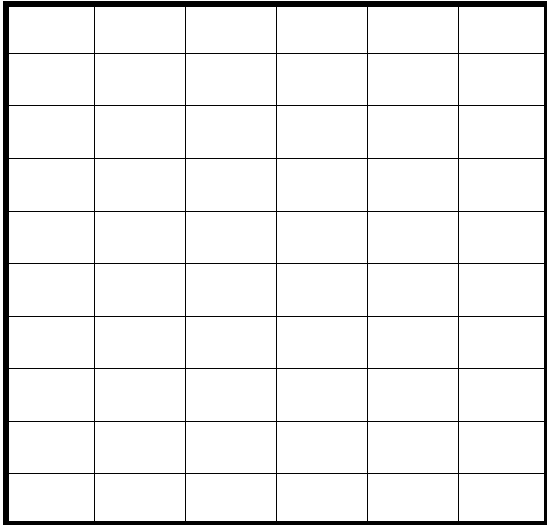
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1. Allison, Bull, March 2003, p3168.

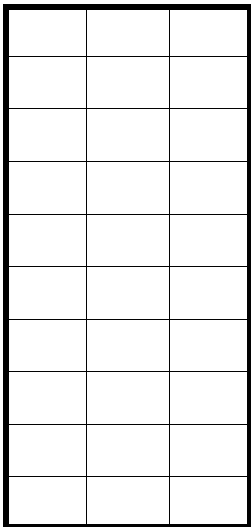# Illustration  B.1
## Basic Forme Configurations
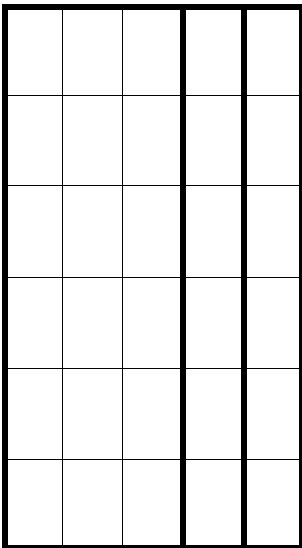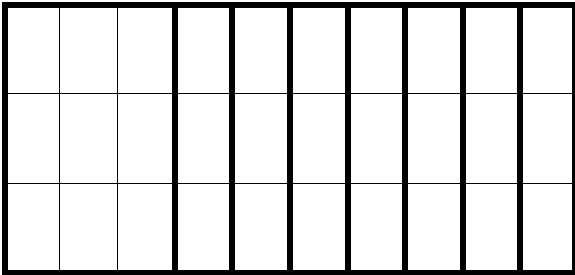
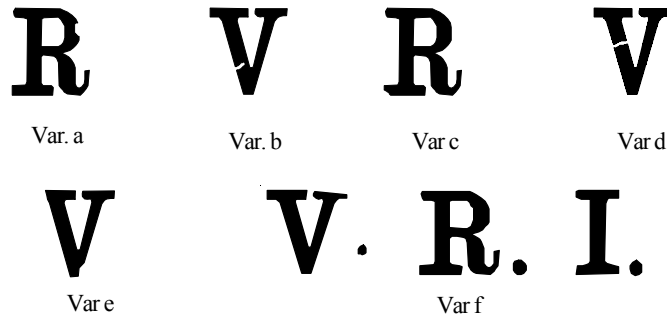Forme Config. A

Forme Config. A*

Forme Config. B

Forme Config. C

Forme Config. D

Forme Config. E
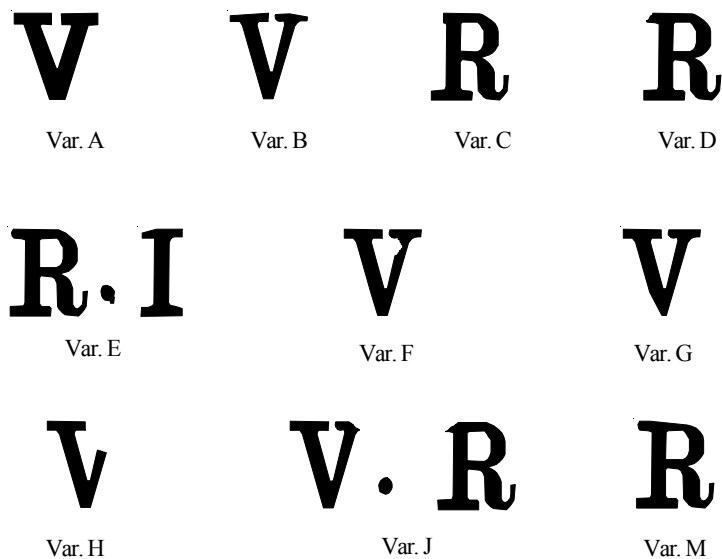
## Table B.2
## Tracking Varieties

### Group A
### Tracking Varieties

a    Nick in loop <u>R</u>.

b    nick in left arm <u>V</u>.

c    Bottom serif <u>R</u> clipped to point.

d    Break left arm <u>V</u>.

e    No left serif <u>V</u>.

f    Level stops <u>R</u> & <u>L</u> rt Serif <u>V</u> hurt

**R**    **V**    **R**    **V**

Var. a    Var. b    Var c    Var d

**V**    **V. R. I.**

Var e    Var f

### Group B
### Tracking Varieties,
### General

A    Thick <u>V</u>.

B    Both serifs <u>V</u> damaged.

C    No top serif <u>R</u>.

D    Top serif <u>R</u> clipped to point.

E    Broken comma <u>R</u> .

F    Hurt right arm <u>V</u>.

G    Base of <u>V</u> hurt. Bot L side  clipped

H    Top right arm <u>V</u> broken off.

J    Tops <u>V</u> & <u>R</u> damaged =B+hurt top <u>R</u>.

K    Level stop <u>V</u>.

L    No stop <u>V</u>.

M    Top of <u>R</u> shaved.

N    Break right arm <u>V</u>.

P    Nick inside top left arm <u>V</u>.

R    Nick in left side of <u>I</u>.

T    Notch in cross-bar <u>R</u>.

**V**    **V**    **R**    **R**

Var. A    Var. B    Var. C    Var. D

**R. I**    **V**    **V**

Var. E    Var. F    Var. G

**V**    **V. R**    **R**

Var. H    Var. J    Var. M

### Specific

| | | |
|---|---|---|
| a | Dropped <u>V</u>, 1st AT. | 1st AT |
| c | Large stop <u>I</u>. | 2nd AT |
| h | Left serif <u>V</u> hurt. | 2nd AT |
| i | Weak left arm <u>V</u>. | 4th Revenue. |
| k | Wider space 9.5 mm <u>VRI</u>-value | 4th Revenue. |
| r | No left serif <u>V</u>. | 2nd 6d Reve- |
| x | Comma after <u>R</u>. | 5th Postage |
| ss | Square stop <u>V</u>. | 6th Postage |

**V**    **V**    **I**    **R**

Var.N    Var. P    Var. R    Var. T

219

# Illustration B.2

**Diagram 1, Config. A**
**1st Postage**

| | | | | |
|---|---|---|---|---|
| | | | | d |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| b | | | a | |
| | | | | c |
| | | | | |
| | | | | |
| | e | | | |

**Diagram 2, Config. C**
**1st Revenue**

| | | |
|---|---|---|
| 4 | 5 | 6 |
| 10 | | 12 d |
| 16 | | |
| 22 | | |
| 28 | | |
| 34 | 35 a | 36 |
| 40 | | 42 c |
| 46 | | |
| 52 | | |
| 58 f? | | |

**hypothetical rotations** →

**Diagram 3, Config. D**
**1st 6d Revenue**

| | | | | |
|---|---|---|---|---|
| 28 | 22 | 16 | 10 | |
| | | | | 5 |
| | | | 12 d? | 6 |
| 58 | 52 | 46 | 40 | 34 |
| | | | | 35 a? |
| | | | 43 c? | 36 |

**Diagram 6, Config. A**
**2nd Postage**

| | | | | |
|---|---|---|---|---|
| | | e' | | |
| | | | | d |
| | | | | |
| | | | | |
| | | | | |
| b | | | | c |
| | | | | |
| | | | | |
| | | | | |
| | e | | | |

**Diagram 5, Config. A**
**Telegraph**

| | | | | |
|---|---|---|---|---|
| | | e' | | |
| | | | | d |
| | | a | | |
| | | | | |
| | | | | |
| b | | | | c |
| | | | | |
| | | | | |
| | | | | |
| | e | f | | |

**Diagram 4, Config. C**
**2nd Revenue**

| | | |
|---|---|---|
| 4 e' | 5 | 6 |
| 10 | | 12 d |
| 16 | | |
| 22 | | |
| 28 | | |
| 34 | 35 | 36 |
| 40 | | |
| 46 | | |
| 52 | | |
| 58 f | | |

a=Nick in loop 'R'  b=nick in left arm 'V'
c=Bottom serif 'R' clipped to point
d=Break left arm 'V'  e=e'=no left serif 'V'

*Appendix B, The V.R.I.Overprints*

# Illustration B.3
## Forme transitions, Group B of the V.R.I. Overprints

Diagram 7,
Config. A

Diagram 8,
Config. A*

Diagram 9,
Config. A

Diagram 10,
Config. A

Diagram 11,
Config. B

Diagram 12, Config. A
4th Postage Initial
1/2d 1st & 2nd, 1d 1st & 2nd,

*Appendix B, The V.R.I.Overprints*

# Illustration B.4
## Forme transitions, Group B of the V.R.I. Overprints, continued

**Diagram 13   Config. A**
**2nd AT, 5/- and 2½d?**

| | A | | | J |
|---|---|---|---|---|
| | | | | |
| h | A | C | | |
| | A | | | c |
| | | | | |
| L | | | | F |
| | | A | D | G |
| A | | A | | |
| | | | | |
| E | | | | K |

**Diagram 14   Config. B**
**2nd AT on revenues**

| | A | | | J |
|---|---|---|---|---|
| | | | | |
| | A | C | | |
| | A | | | c |
| | | | | |
| L | | | | F |
| | | A | D | G |
| A | | A | | |
| | | | | |
| E | | | | KN |

**Diagram 15   Config. A**
**4th Postage Final**

| | A | | | J |
|---|---|---|---|---|
| | | | | |
| M | A | C | | |
| | A | | | |
| | | | | F |
| | | A | D | G |
| A | | A | | |
| | | | | |
| E | | | | K N |

**Diagram 16   Config. C**
**4th Revenue**

| i | A | c |
|---|---|---|
| | | c |
| M | A | Cc |
| i | A | c |
| i | | c |
| i | | c |
| i | | c |
| Ai | | c |
| k | | c |
| E | | c |

**Diagram 17   Config. E**
**2nd 6d  Vertical Revenue**
**Varieties move during this**
**rearrangement and it picks up**
**some of BR corner of 4th**
**Postage, Var KN.**

| | c | | | a | c | Cc | | A |
|---|---|---|---|---|---|---|---|---|
| | | M | i | | r | O | | A |
| KN | Ai | | | | A | | P | |

**Diagram 18   Config. A**
**5th  P & 3rd AT Initial**

| | J | | c | KN |
|---|---|---|---|---|
| | | | c | Ai |
| | | | | M |
| | | c | c | |
| | | | a | A |
| | | c | c | r |
| A | D | G | Cc | O |
| A | | | | P |
| | | | | A |
| | | x | A | R |

Turned 90 and mirrored

*Appendix B, The V.R.I.Overprints*

# Illustration  B.5
## Forme transitions, Group B of the V.R.I. Overprints,

Diagram 19   Config. A
5P & 3rd AT,
Final

Diagram 20 Config. A*
6th Postage
Var ss=square stop



Replace raised with
level stops

# Illustration  B.6

## Forme transitions, Group C of the V.R.I. Overprints

This group is comprised only of the 5th horizontal revenues and the 3rd 6d vertical revenue.  Not enough is known of either to determine the setting diagrams, but there obviously was a transition from one shape to the other.



Forme Layout Config. B
5th High value Revenues
Likely 30 units only

Forme Layout Config. E
3rd 6d Revenue

*Appendix B, The V.R.I.Overprints*

Notes

*Appendix B, The V.R.I.Overprints*

# Telegraphy

## Introduction

The purpose of this chapter is to provide a brief insight into the practice of telegraphy in this time period of the late 19th Century. This knowledge has been of some use to us, and will, hopefully, be of some use to others in understanding of telegraph issues of the time and the life of a telegrapher. Those with extensive knowledge of telegraphy are asked to excuse the rudimentary nature of this chapter.

Little is specifically known of the practice of telegraphy in the Orange Free State at this time, but it is safe to assume that it followed practices in the Cape, and that Cape practices generally followed those of Great Britain.

In general, one might assume that the OVS practices were somewhat behind the leading edge. However, since the major advances were in place by 1870, this has little effect on our understanding of O.V.S. practices.

Three main reference sources used are 'American Telegraphy & Encyclopedia of the Telegraph', 1892-1908 by W. Maver Jr. Reprinted by Lindsay Publications Inc, Illinois in 1997, 'History, Theory and Practice of the Electric Telegraph' 4th Edition, by George B. Prescott, Boston, 1866, Reprinted by Frank Jones, 1972 and The 1911 Encyclopaedia Britannica.

## History

A Practical and commercial telegraph system was introduced by Samuel Morse in 1845 and a Wheatstone needle system had been put in use in the UK in 1839. Both were based on previously known facts, but they reduced them to commercial practice. Many other schemes

were proposed both before and after these developments, but the Morse system won out due to its simplicity and economy.  Growth was greatly speeded up by the expiration of the basic patents in 1860-62.

The Free State was not far behind the rest of the world in adopting a telegraph system.

## Basics

### *Components of a Telegraph system*

Gericke indicates that the system used in the O.V.S. was a normal Morse system.[1]

The basic components of any (Morse) telegraph system are Battery, Key, Receiver, Wire, and Code.  Later of course there were many added components and refinements.  Diagram C.1



THEORETICAL MORSE CIRCUIT.

below shows the absolute minimal telegraph circuit to transmit signals from station 'X' (or 'home') to station 'Y' (or 'away').  At far left is a battery B, with one pole connect to earth and the other connected to a key K, which can be opened or closed.  The other side of the key is connected to the main line leading to the away station Y.  There it passes through many wraps around a soft iron core to create a solenoid, or temporary electromagnet.  When energized, the solenoid pulls closed an element creating a sound or other effect that can be read by the receiving station. Connecting the final end of the solenoid wire to earth completes the circuit.

There are two variations of this basic circuit.  In normal American use, the circuit is closed when no signal is being sent.  That is, when the circuit is idle, current is flowing. Breaking or opening the circuit initiates a signal.  Britain, on the other hand, generally operated with open circuits, where no current flowed until the key was closed.

---

[1] Gericke, op cit p326

Since the Cape was run by the British at this time, and the Free State system was set up and run by veterans of the Cape system, we assume that the Free State system was of the normal British 'open' system. A diagram of a 3 station open system is shown below in Fig C.2 (Maver).



MORSE TELEGRAPH SYSTEM—OPEN CIRCUIT.

Fig C.2  Simplified 3-Station Morse Open Circuit Diagram

| Fig C.2, Morse Open Circuit System Key | |
| --- | --- |
| A, B, C | Stations.  A & C are terminal stations, B is a way station. |
| b | Main battery set at each station, required for an open system.  Normally off-line. |
| R | The main Solenoid at each station, which closes the sounder relay r. |
| k | The telegraph key, which activates main solenoid R at all stations, closing sounder relay r. |
| r | Relay breaker which controls the flow of electricity from local battery b' to activate sounder solenoid S. |
| b' | The 'local' battery at each station to power the local Sounder S |
| S | The Sounder solenoid, which pulls the sounder bar against a stop, making an audible signal. |

*Appendix C, Telegraphy*

*Battery*

The types of battery suitable for their use were limited by the fact that the system was open circuit, thus ensuring long idle times for the batteries. Thus the popular gravity cell, also called crow's foot or Callaud cell using a copper and a zinc plate, was not suitable as it would quite rapidly deteriorate whenever idle.

Their practical choices were limited to the LaClanche or the Fuller cell, and since the Fuller cell was the most common in the UK for open circuit work, it was probably the battery of choice.



FULLER CELL.

Fig C.3, The Fuller Cell (Maver)

Figure C.3 shows the elements of a Fuller cell. The outer glass cell J contains a plate of hard carbon K, with binding post attached. The cell is filled with a solution of potassium bichromate, sulfuric acid and water.

Immersed in this solution is a porous cup C, filled with dilute sulfuric acid. In this is immersed a stout substantial zinc rod, Z, sometimes shaped as shown.

In the bottom of the porous cup is placed a few ounces of mercury. This forms an amalgam on the surface of the zinc and prevents impurities in the zinc from cannibalizing the zinc.

The cell generates 2.028 volts with a low internal resistance of only 0.5 ohms. It can remain idle for long periods, making it suitable for open circuit telegraphy.

Maver suggests that the cell will need attention about once per month. More bichromate is needed when the color becomes bluish and the cell will need topping up with acid and water. After some 4-5 months of service, the whole cell will need renewing.

Some 50 of these cells are required to produce only 100 volts. Thus caring for these is a significant job for the telegrapher, since about 3 to 5 per day will need attention and 1 per day will need complete renewal.

### *Main line*

The main line would require wire, poles and insulators. The wire was most certainly iron (probably galvanized), not copper, for a number of reasons. Cost was important, and though it required much more iron (6 times as much by weight) than copper, it was still a lot cheaper. Raising the voltage with more batteries could also compensate for the lower conductivity. Iron also posed less of a temptation for theft and, being stronger, it stretched less and so needed less attention and upkeep than copper. Comparative properties are shown in Table C.1[1]

| Table C.1, Iron vs. Copper Wire | | | |
|---|---|---|---|
| Iron Size, Lb/mile | Resistance Ohms/mile | Copper Size Lb/mile | Resistance Ohms/mile |
| 200 | 26.64 | 100 | 8.78 |
| 400 | 13.32 | 150 | 5.85 |
| 450 | 11.84 | 200 | 4.39 |
| 600 | 8.88 | 400 | 2.19 |
| 800 | 6.66 | | |

Copper wire has a major advantage in coastal areas where the deposition of salt causes great leakage. Copper's higher conductivity makes it preferable here.

The poles were originally wood, supplied from Natal for the most part, but white ants caused early failure. Iron poles were then shipped in from the UK. Later, treated wood became dominant.

Generally there would be some 15-40 poles per mile, less as the wire strength properties improved. A good installation will have a lightning arrester on each pole, running to a ground stake. Every quarter mile or so there would be a 'stretching' post where the wire could be tightened to adjust the ground clearance.

There were many types of insulators used to isolate the wire from the cross arm and thus the earth. Common materials were glass, hard-fired earthenware, rubber, etc. In the 1870s the most common type in the US was simple glass, see right (Maven).

On the left is the glass insulator attached to the side of a pole by a wooden
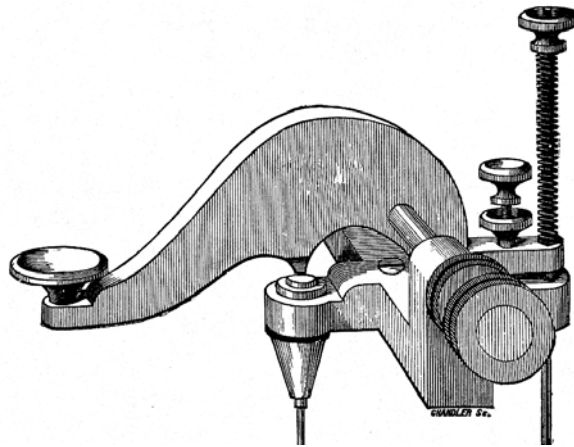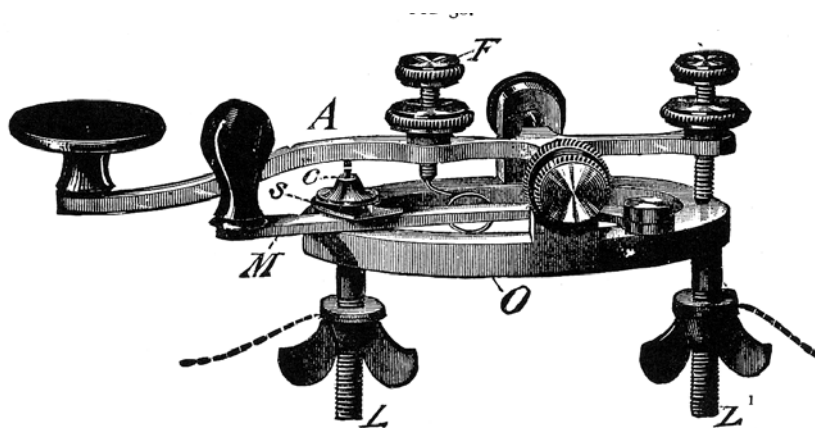
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[1] Encyclopaedia Britannica, 1911.

bracket and iron spikes.  On the right is shown this style both on the post and on cross arms.  The wire is tied to the insulator with iron wire.

## *Key*

The sending key is in essence very simple, just a switch that could be opened and closed.  In practice, where it is desired to send some 30 words per minute, it could get quite fancy.  An early Morse key is shown below[1].  The two wires are shown leading down.  The key is supported on an axle that is insulated from the frame.  The circuit is completed by pressing on the button at the end of the key, making the two platinum points contact.  The circuit is opened again by the pressure of the adjustable spring at far right.  The small screw between the key and the spring is used to control how far the spring opens the points.



Later, more highly developed keys appeared, such as the 'Bunnel' legged key below[2].



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[1] Prescott, op cit p78.
[2] Mavel, op cit p59.

Here there is a metal frame O with two legs, L and L'.  The legs project down through holes in the telegrapher's table.  L' is attached to the frame and makes one part of the circuit.  L is insulated from the frame, with a platinum 'anvil' c on its tip.  Also on leg L is a metal strip, under which the circuit closer lever M may be inserted to take the key out of the circuit.

The sending key itself is lever A that rotates on trunnions.  The return pressure comes from the small coiled spring that is adjusted by means of the screw F on the lever.  Again, the screw at the back adjusts total travel.

All of these adjustments are needed to accommodate different operators in order to get the right 'rhythm' so the signal can be read easily.

### *Receiver Relay*

The fluctuations in current are detected at the receiving station and must be converted into a useful signal. Since the current is quite small, in the milliamp range, it is quite inadequate to operate any substantial equipment.  The solution is to use the mainline current to activate only a very sensitive relay, which closes a local circuit powered by a local battery.  This stronger signal then operates the receiver.

An early Morse main line relay is shown below.[1]



The left two binding posts connect the two coil electromagnets to the main line circuit. The right two binding posts are in the circuit of the local battery and the receiving apparatus.  A main line current will then pull the lever on its axle to the left.  This will then complete the local circuit, activating the receiver.   Adjusting screws are provided to compensate for various conditions on the line.  These adjustments can be difficult in the best of times, but become critical in bad conditions of leakage, etc.

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[1] Prescott, op cit, p82

Originally Morse conceived of the main line as a group of linked short sections with a relay of this type passing an amplified signal from section to section, but soon realized the benefits of using a local battery with the relay for the receiver. This allowed the main line to extend to 100 miles and further.

### *Receiver, Recording*

The first receivers were designed to make a record of the incoming signals. Morse's design is shown below. On the left is a skeleton view and on the right an illustration of a commercial instrument.[1]



The circuit is connected to the binding posts at right. When a current passes through the coil magnets, they pull down the armatures, thus pulling down the long horizontal bar. At the end of the bar is a needle that is aligned with a groove in the bar against which it moves. A paper tape, pulled by clockwork (or weights) is guided over this bar. The needle then makes a mark in the paper corresponding to a dot or a dash depending on the length of the activation. The tape was then read and the message transcribed. Later, an inked pen was substituted for the needle.

### *Receiver, Sounder*

Soon telegraphers found that they could read the message directly from the sound of the armature clicking. Morse fought bitterly, as he believed one large advantage of his system was making a permanent record, but the telegraphers won.

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[1] Prescott, op cit p74,5.

The recorder was replaced by a 'sounder', a device run off the local battery that could make a louder and adjustable sound.

An early Morse sounder is shown below.[1]



The binding posts at left connect it to the local circuit, which, when energized, causes the electromagnet to pull the lever down against the stop on the left. When de-energized, the spring at right pulls the lever up against the top stop at the left. The stops on the left are on an upright brass rod affixed to the hardwood base. The base is suspended off the table, providing a sounding board to amplify the clicks. Being on the powerful local circuit, the action is quite intense, so a quite loud sound could be generated. The various adjustments allow the operator to set the volume as desired. In busy and noisy locations, the sounder is sometimes mounted in a box on a stand and moved close to the operator's ear.

### Receiver, Needle

The other receiver type that gained some prominence, especially in the UK is the 'needle' or Wheatstone receiver. It was generally supplanted by the superior Morse system, but remained in use in special applications in the UK until at least 1910. Maver's American book does not even mention it, although it is described in the 1911 Encyclopedia Britannica. It is possible that

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[1] Prescott, op cit, p91

it received some early use in South Africa, but that is very doubtful.  It will be mentioned here just in case.

The simplest form is the single needle style.  Basically a galvanometer is connected indirectly into the main line circuit and has an auxiliary battery.  The needle of the galvanometer is moved by a very sensitive coil, and can be made to move either right or left of center.  By counting how many lefts and right and in what order, one can read a letter.  The face of such a receiver is shown below, including the code.[1]



For example, two left deflections means the letter A, while a left followed by a right would mean D.

An advanced form with two needles, but requiring two wires, gained some success in British railroads.

### Duplex Transmission

The standard Morse system can only handle one message per wire at a time.  Some clever people figured out how to handle two messages simultaneously, one in each direction.  This development was quickly taken up in the Free State to minimize new construction costs.

The internal circuits at each station are a bit complex, and will not be elaborated on here. In practice it was only a bit more difficult than normal Morse, requiring a 'circuit balancing' before transmission.

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[1] Prescott, op cit, p105.

# Capital Costs

Prescott[1] gives estimates of the cost of a single line telegraph in 1860 in the United States as in Table C.2.

| Table C.2, U.S. Line Costs/mile 1860 | |
|---|---|
| #9 wire, 7.75c/lb, 320 lbs/mile | $24.80 |
| 30 posts @80 cents | 24.00 |
| 30 insulators @20 cents | 6.00 |
| Setting posts | 5.00 |
| Stringing wire | 2.00 |
| | |
| Total cost/mile | $61.80 |

This is for the bare minimum. The wire is not galvanized, nor are the posts treated. No allowance for overhead or contingencies. He estimates a better quality line at $150/mile. French lines then cost some $200

The various Free State lines generally cost about £90 per mile, or about $400/mile. This was on the basis of a fixed price contract. Of course the remoteness and added freight added costs, as well as the decision to use iron poles. In some cases it is not clear whether this cost included the station equipment or not.

The wood poles from Natal cost 25/- each in 1877, or $6.06, 7 times as much as in the forested US areas. Presumably, this includes freight. Species were Yellowwood (podocarpus sp) or 'sneezewood'. They were 20 feet long and to be placed 84 yards apart, or 21 per mile.

The 1880 proposed line Bloemfontein, Brandfort, Winburg, Senekal, Bethlehem and Harrismith was estimated to require 120 wagonloads of 7,000 lbs for the line. The bid price for freight was approximately $5/100lbs, or a total freight of $42,000. The line would be about 200 miles, so freight alone would run about $200/mile. This exact line was not built, but its freight cost explains most of the difference in cost. Customs were not a problem, as both the Cape and Natal waived their normal customs duties for O.V.S. telegraph construction.
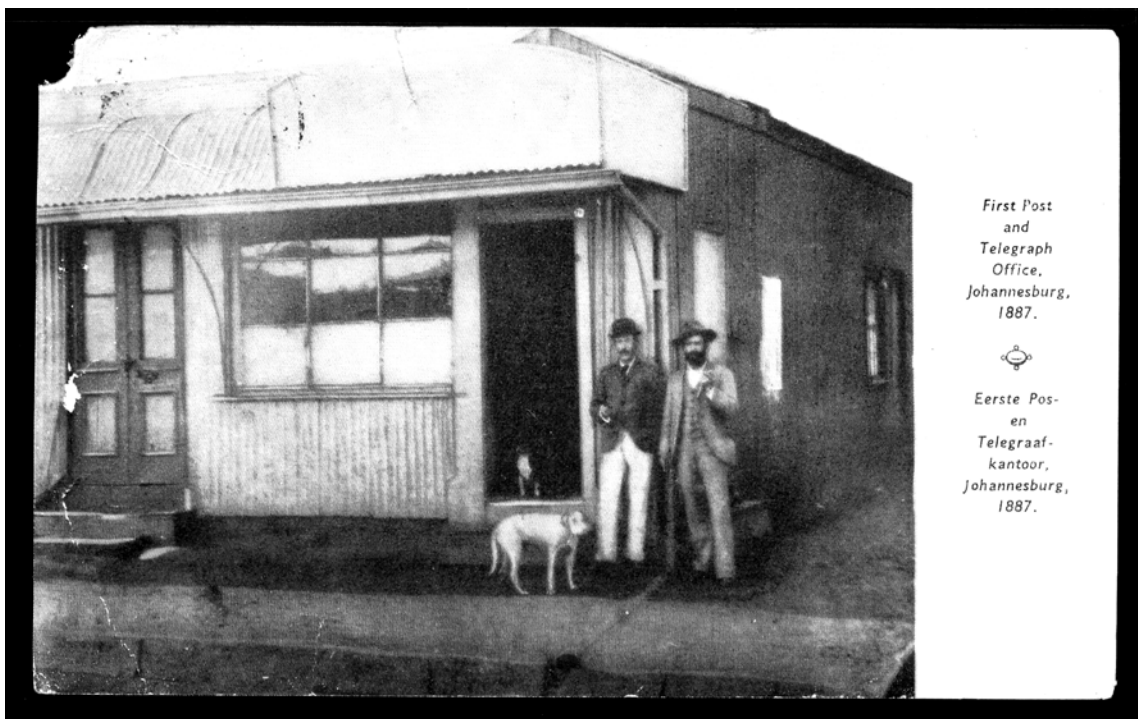
Line maintenance costs at the turn of the century in the US were estimated at some $25 to $30 per mile per annum. A lineman can go over and care for about 20 miles of line/day.

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[1] Prescott, op cit p270-3

*Appendix C, Telegraphy*

*Telegraph Office*

The equipment for a telegraph office in 1880 was said to include: brackets, insulators, stays, lightning rods, staples and binding wire. Further equipment could be bought including 'and alphabetical dial instrument with six pairs of permanent magnet' and 'polarised alarum for same.' Also a 'direct-working ink-recording instrument', Morse keys, lightning guards, galvanic batteries, contact breaking alarum, stretching post insulators, ordinary post insulators, and tubular iron telegraph posts.'[1]

The earliest photo we have a telegrapher and his office is from the Transvaal, showing the first office at Johannesburg when it was just a camp. This is a postcard issued for the Empire Exhibition of 1936 in Johannesburg.



This was apparently the common style combined office of Post and Telegraph of a middle size, as there are two adults to share the work. In the smallest offices, one man would do it all, probably with the help of a runner/helper. The telegrapher was the more highly skilled, so usually would be the senior job.

We have found no record of telegrapher's wages in the Free State, but in the U.S. in 1860 the pay for operators was about \$55/month.[2] This continued basically unchanged, as in 1901 the daily rate was \$1.95 for a workweek of 70 hours. The rate then in the Netherlands was between
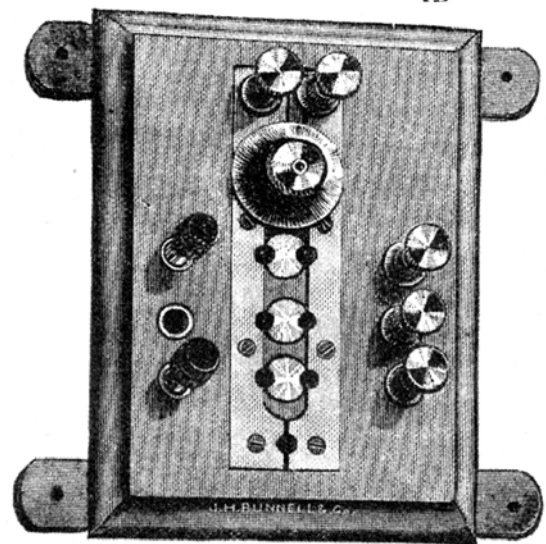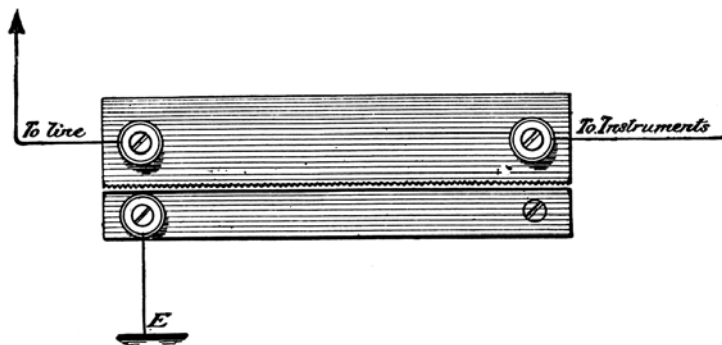
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[1] Gericke, op cit, p364.
[2] Maver, op cit, p561.

$0.50 and $0.99 per day and in the UK it was $1.11 to $1.95[1]. So the Free State rate must have been in this range, or perhaps somewhat higher.

In 1884 the service hours of the telegraph offices (except Bloemfontein and Winburg) were altered so that they were closed Friday at 2 pm. However, they had to open Friday from 6 pm to 6:30 pm to service urgent telegrams. Otherwise, they were open during normal hours on weekdays.

The office itself would have a counter for public access, a table for telegraphic work that could not be overseen by the public, and a battery room that was often also the storage room. Some offices also included living quarters for the telegrapher. If it were a railroad office, it would have to have a clear view of the track and platform and direct access, in order to handle train orders.

The iron main line would terminate outside the office and be led inside by copper wires to a lightning arrestor and switchboard as below.



At the left is a simplified lightning arrest of a common type.[2] The line between the main line and instrument is attached through the upper copper plate. This is positioned very close to the lower copper plate, which is attached to a ground, E. The main plate has a serrated edge to help lightning jump the gap.

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[1] Carrol Wright, U.S. Commissioner of Labor, 1901. per Maven op cit p561.
[2] Maver p85.

On the right is a Western Union one-line button switch with lightning arrestor.[1] The binding posts at the top are for the main line, which is connected to the two long copper plates. Suspended slightly above these plates is the round button with serrated bottom that is connected to ground. This is the lightning arrestor.

Below are three copper buttons between the plates, but not touching. The plugs sitting at left can be inserted to make any connection desired. The three binding posts at right are each connected to a center button, and connect to various instruments. Inserting a copper plug in the bottom hole takes the whole office out of the circuit.

Even though by this time operators received by ear via a sounder, each office would also have to have a recorder, probably ink. Certainly in the small offices, this would be necessary to give the operator a break.

Each office would also have at least some equipment to analyze the condition of the line and help locate breaks. It would also store supplies for the lineman.

The car and maintenance of the batteries would be a major responsibility of the telegrapher. With 20-100 cells to maintain, it would be a never-ending chore.

Winburg and Bloemfontein were the hubs. From these two points, no place on the line was more than 100 miles. We know that Bloemfontein had ten operators as opposed to one or two at most places. This implies that the Free State lines were set up like the Cape. That is, all lines originated at a central point or points. In order to send a telegram from an office on one line to an office on another, it would have to be relayed through one of the two hubs. At least part of the time this was done manually, as can be seen by examining the time lapse from handing in to receipt.

Each office also had to deliver the telegrams. This was done for free, but apparently only within town or 1 mile. The Natal rates then spell out a charge of 6d per additional mile. Even a moderately busy office would have a delivery person, who probably also did other chores around the office.


### Wartime Telegraphy

We have been unable to document the Free State Field telegraph system except it is known to have existed.

Some insight may be gained from a brief look at the field telegraph system of the U.S. Army in the Civil war. This was some 30 years earlier, but condition were not that different. The cuts are all from the September 1889 issue of 'Century Illustrated Magazine'.

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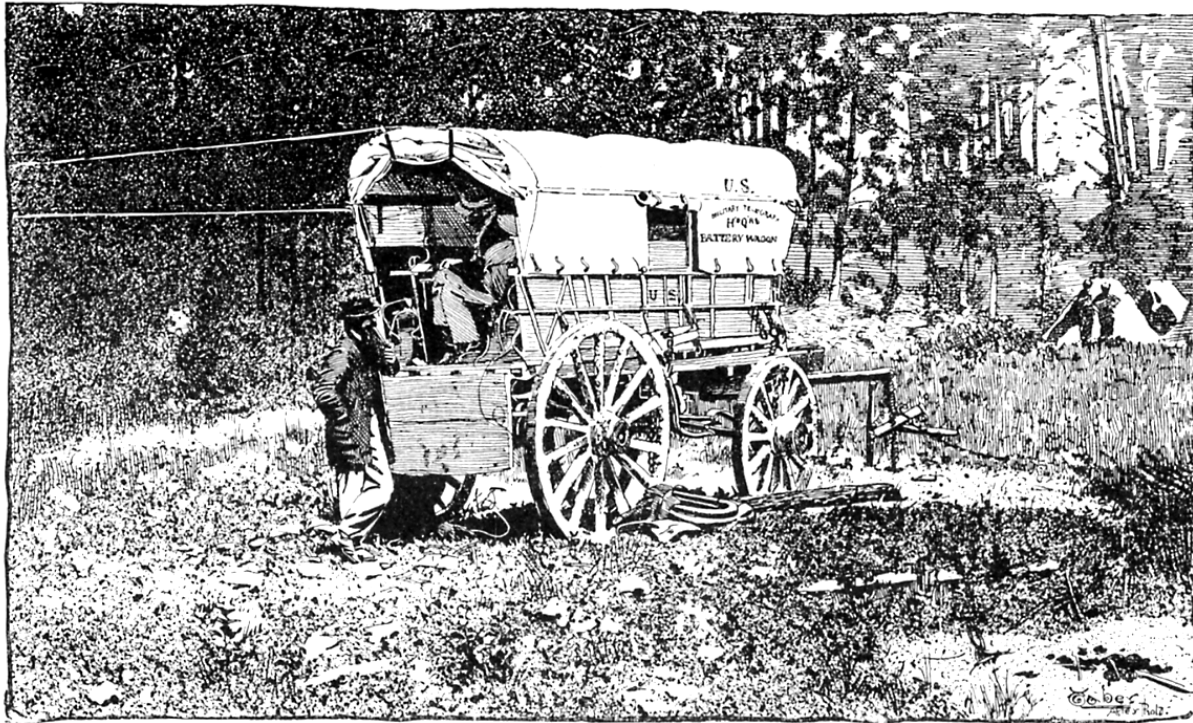[1] Bunnell Catalog, New York, circa 1900.

TELEGRAPH CAMP, BRANDY STATION, ORANGE AND ALEXANDRIA RAILROAD (ON THE LINE BETWEEN WASHINGTON AND CULPEPER).

Illustrated above is a base telegraph station of a semi-permanent nature composed of huts and tents for men and equipment. Note the use of trees as telegraph poles.



On the left is a photo of a less permanent Union field telegraph station in 1864. Note the telegrapher is not in uniform, as they were civilian employees

FIELD TELEGRAPH — BATTERY WAGON.

Pictured here is a more mobile telegraph Office, self-contained in one wagon. Small tents for living quarters can be seen at right. The caption and lettering on the wagon tent say 'Battery Wagon', but a telegrapher can be seen inside.

GENERAL GRANT AND HIS OPERATOR.

Here is the ultimate in portable telegraphy.  A makeshift line is strung from one of the base stations to keep up with the General.  Note the operator at the right, with the incoming wire and a ground wire strung to a stake driven into the ground.  The base station would have supplied power, so batteries would not have to be lugged around.

UNITED STATES MILITARY TELEGRAPH CONSTRUCTION CORPS.

Above is shown the construction of a base camp and erecting the telegraph poles and wires. This would have been for the more permanent lines.

At left is depicted the laying of a line for 'light field service', a most hasty and temporary type of line.



LIGHT FIELD SERVICE.

# Appendix C, Citation Abbreviations

| | |
|---|---|
| B&M | The Stamps of the Orange Free State, Parts I-III, Reigate, 196?-1974 |
| Bull | Bulletin of the Orange Free State Study Circle |
| The De La Rue History | Easton, John; The de la Rue History of British and Foreign Postage Stamps, 1855-1901.  D. Nostrand Company (for the RSPL), Princeton, N.J., 1958. |
| Forerunners | Forerunners, Journal of the Philatelic Society for Greater Southern Africa |
| G.S.M. | Gibbons Stamp Monthly |
| Hiscock | Telephone and Telegraph Stamps of the World, 1982 |
| Lowe | Robson Lowe, Encyclopaedia of British Empire Postage Stamps, Vol. II, The Empire in Africa.  Robson Lowe, Ltd, London |
| L.P. | The London Philatelist |
| Moreley's P. J. | Walter Moreley's Philatelic Journal |
| Phil. Rec. | The Philatelic Record, London |
| Quik & Jonkers | W.J. Quik & G.H. Jonkers, The Postal Stationery of South Africa, Blue Printing, Daalhuisen, Schiedam NL, 1998. |
| S.A.P. | The South African Philatelist |
| Setempe | Setempe, South African Post Publication. |
| S.C. | Stamp Collecting |
| S.C.F. | The Stamp Collectors Fortnightly |
| Wereldpost | Wêreldpos, Amsterdam |

Notes

*Appendix C,Citations*

# The PSGSA Story

## *Brief History*

It all began in the early spring of 1987. Two members of a local southern California stamp club were discussing how "lonely" it was being the only two members who collected the pre-Union states of South Africa (Cape of Good Hope, Natal, Orange Free State and Transvaal). These collectors then decided that they wanted to locate others in the U.S. who had the same collecting interests. They then placed notices about the formation of a pre-Union study group in *Linn's, Stamp Collector,* and *The American Philatelist.* Shortly after the appearance of these notices, the Pre-Union South Africa Study Group came into being with 16 founding members and the subsequent publication of the first issue of a 4-page newsletter in the Fall.

Over the next 3-4 years, growth was very rapid. The newsletter evolved into the award-winning journal, Forerunners. Membership expanded to include over 100 collecting enthusiasts on every continent. With this growth in membership and collecting interests, the group's scope naturally expanded thus resulting in group's name being changed to The Philatelic Society for Greater Southern Africa (PSGSA).

Why has the Society become the success that it has? Simply put, the Society's area of collecting focus is as fascinating and challenging as one may find anywhere in the philatelic universe, containing as yet "uncharted waters", as well as some of philately's significant rarities.

## *Society Scope*

PSGSA focuses upon all philatelic areas related to the following past and present stamp-issuing entities and eras: Anglo-Boer War, the Bechuanalands, Botswana, British Central Africa, Cape of Good Hope, Griqualand East/West, the Homelands, the Interprovisional Period, Lesotho, Local Posts, Malawi, Namibia, Natal, New Republic, the Nyasalands, Orange Free State/Colony, the Pre-Adhesive Period, the Rhodesias, South West Africa (German & British Periods), Stellaland, Swaziland, Transvaal, Union/Republic of South Africa, Zambia, Zimbabwe and Zululand.

## *Society Purpose*

To promote appreciation, understanding, increased knowledge and camaraderie through the mutual sharing of information and materials on the philately of greater southern Africa.

## *Society Affiliations*

PSGSA is affiliated with the American Philatelic Society and the Philatelic Federation of Southern Africa.

## *World- Wide Society Membership*

PSGSA has over 100 members located in the following countries: Australia, Botswana, Canada, Germany, Namibia, the Netherlands, New Zealand, Norway, Switzerland, South Africa, United Kingdom and the United States.

## *Organization*

The elected Society Board consists of the following positions: President, Vice President, Treasurer, Secretary, Director/Library & Archives, Director/Intenational Affairs, Director/Publications and Director/Programs.

Ex-officio members on the Board are the Society's International Representatives (IR's). The present complement of IR's reside in Canada, Germany, the Netherlands, the UK, Switzerland, South Africa, and the U.S. IR's are responsible for responding to inquiries about the Society, setting-up regional meetings and acting as a point of contact for members visiting their areas.

## *Publication*

The Society's journal, Forerunners, is published three times per year, averaging 48 pages per issue. Over the years, Forerunners has won numerous competitive literature awards at the regional, national and international levels. Journal content includes feature articles, a question and answer department, plus 12 specialty columns covering a variety of topics ranging from "Aerophilately" to "Back of YOUR Book".

Ads for buying/selling/trading are free to non-dealer members. Additional information is available from Bill Brooks, P.O. Box 4158, Cucamonga, CA 91730 or e-mail at bbrooks @ hss.co.sbcounty. gov.

The Society also has a program to encourage publication of pamphlets and books in its area of interest. While it does not itself have resources to subsidize these, it can provide advice as to where support can be found and in many cases can arrange low cost short run printing. For further information, contact Dr. Peter Thy at thy@geology.ucdavis.edu.

### Translation Service

Membership in the Society provides access to volunteers who are willing to translate materials, especially Afrikaans, Dutch and German into English. A listing of volunteers and languages presently covered appear in the "Society Affairs" journal feature.

### Question and Answer Panel of Experts

Among the Society membership are well-respected scholars in a number of collecting areas. The 20+ Panel members are ready, willing and able to respond to questions covering a wide range of topics such as forgeries, postal history, rates/routes, country-specific issues, back-of-the book and so on. A list of the Panel members and individual areas of expertise is to be found in Forerunners.

### Library & Archives Services

Society members have access to a continually growing selection of books, multi-volume works, generalist and specialized monographs, occasional papers, significant articles and publications of a number of other British Africa specialty groups. In addition, the library archives contain photocopies of significant, award-winning exhibits of greater southern Africa material. Recent library acquisitions are briefly reviewed in the journal feature "From the Archives". Further information is available from the Director/Library & Archives, Tim Bartshe, 13955 W. 30th, Golden, CO 80401 USA or email timbartshe@aol.com.

### Annual Membership Fee/Application

The present (2002) annual dues are $25 in the US and $30 airmail to Europe and South Africa.  The rest of the world is now $45 due to the recent exorbitant mailing rate increase.   Please contact the Treasurer regarding payment method options. He is Robert W. Hisey, 7227 Sparta Road, Sebring, FL 33875 USA, or e-mail bobhisey@comcast.net.

### Internet

The Society  maintains a web site at www.homestead.com/psgsa.  Up-to-date addresses and officer lists will be found there as well as other information and a membership form.