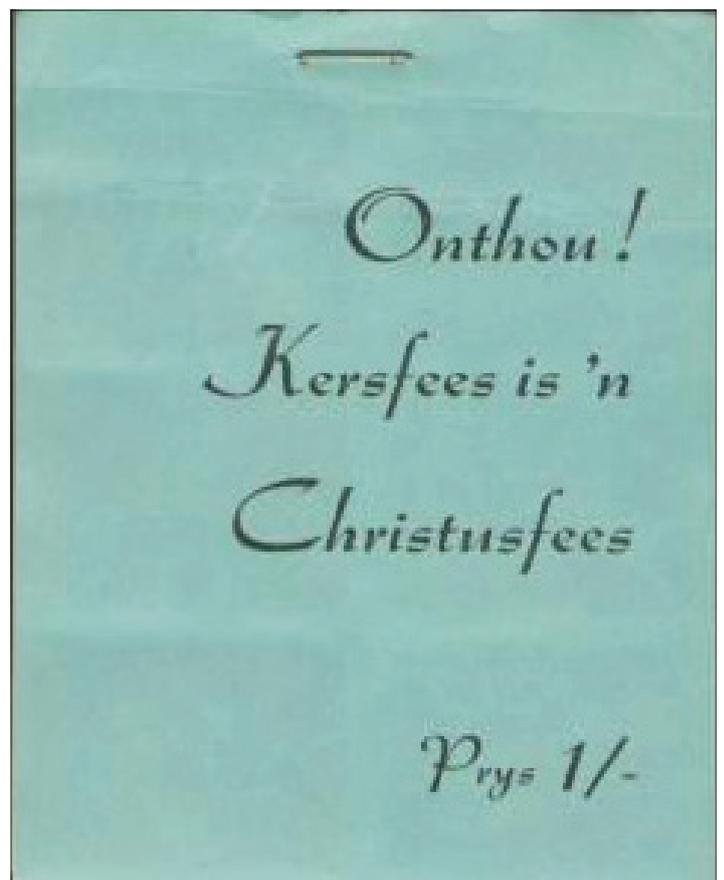
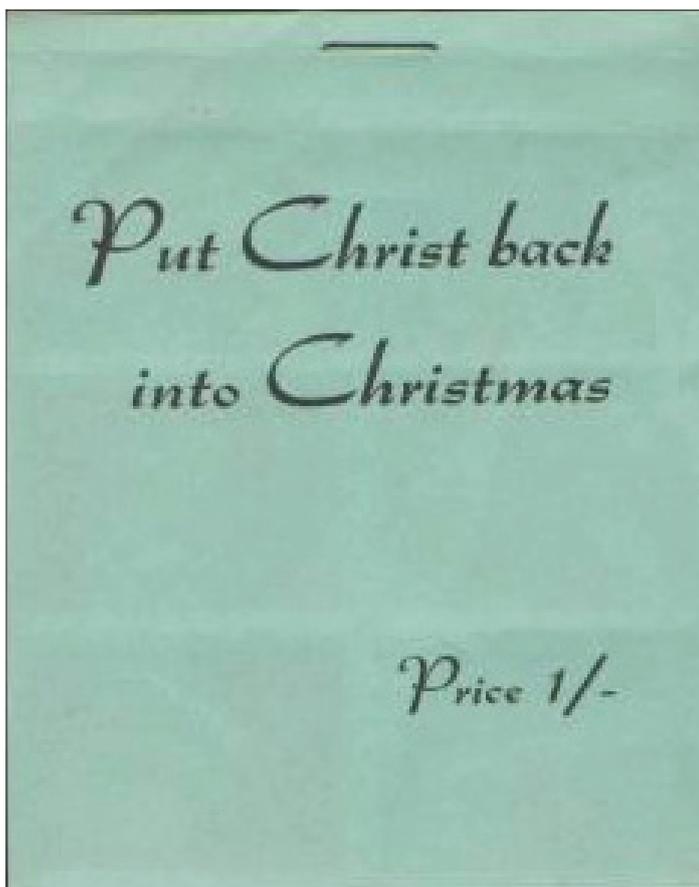
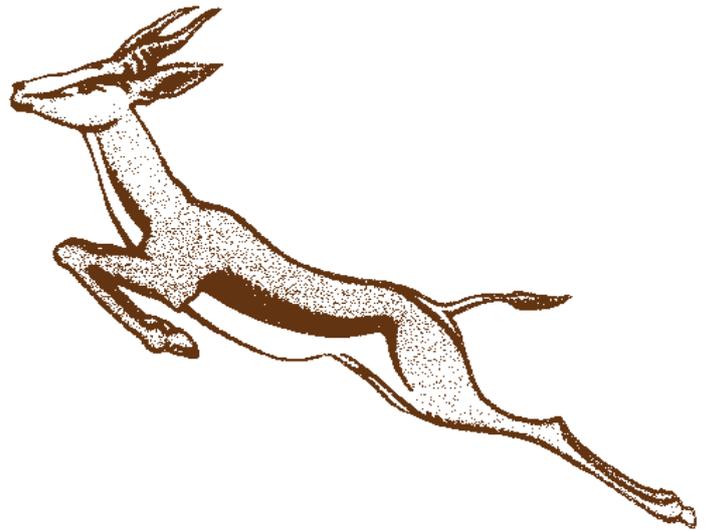


# ***THE SPRINGBOK***



Unrecorded Christmas Booklets?

**SOUTH AFRICAN COLLECTORS' SOCIETY QUARTERLY**  
**Volume 60 No. 1**

Jan/Mar 2012

Whole Number 317

## SOUTH AFRICAN COLLECTORS' SOCIETY

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[www.thespringbok.africastamps.co.uk](http://www.thespringbok.africastamps.co.uk)

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*The Springbok* is published quarterly for the benefit of Members of the South African Collectors' Society. It is not available to non-members. Contributions in the form of letters, notes, reports of SA related activities, articles, etc., are always welcome and should be sent to the Hon. Editor. All correspondence including a SAE will be acknowledged.

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### Editorial Panel

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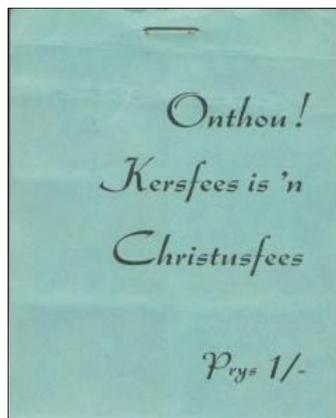
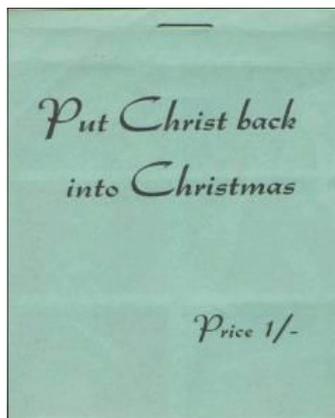
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### The front cover

These booklets, recently surfaced, have been a mystery. At first I thought that they were the booklets described in the SAP some time ago. After looking this I found it (SAP Aug 1993 page 135) only to find that it was not the issue described by Howard Cook at the time. Further searches in my extensive library has not come up with anything. If anyone can help with further information, please let the editor know. The stamps inside are illustrated elsewhere in this issue

## Events for your Diary 2012

31 March	SACS Carlisle meeting, County Hotel at 10:00	Subject: Open day (show anything)
21 April	SACS London meeting, Calthorpe Arms at 13:30	Subject: RSA 1st Definitive Issue
28 April	SACS West Country meeting, Harnham at 11:00	Key Speaker Bas Payne
26 May	SACS London meeting, Calthorpe Arms at 13:30	Subject: Revenues
7 July	SACS Midlands meeting, Letchworth at 14:00	Subject: Open day
15 Sep.	SACS London meeting, Calthorpe Arms at 13:30	Subject: Airmails
29 Sep.	SACS Carlisle meeting, County Hotel at :10:00	Subject: Open day

### Venues for the meetings:

Calthorpe Arms London, 252 Grays Inn Road, London, WC1X 8JR  
County Hotel Carlisle, 8 Botchergate, Carlisle, CA1 1QP  
Postal Pursuits Letchworth, 9 The Arcade Letchworth, SG6 3ET  
Scout Hut Harnham, SP2 8HB

---

**9-11th Nov. Southern African Societies Convention, Falstaff Hotel Leamington Spa**

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For further details, please contact the secretary. We have several joint meetings in the year.  
Please support these events.

### Other events of interest

19-21 April	Philatex, Royal Horticultural Halls London SW1P 2QD
20-21 July	York Racecourse Stamp Fair, York YO23 1EX
26-29 Sep.	Autumn Stampex, Business Design Centre, London N1 0QH
18-20 Oct.	ABPS UK National Exhibition, Dewar Centre, Perth PH2 0TH
18-21 Oct	Centapex 100, South African National Exhibition, Port Elizabeth
1-3 Nov.	Philatex, Royal Horticultural Halls London SW1P 2QD



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## Editorial

As I sit and put the finishing touches to **The Springbok** I have been reflecting on the past 8 years of me editing the journal. Time has flown and life has taken many turns.

I remember way back in 1994 or 1995 when the late Alec Page made an appeal for someone to take over the editorship, I volunteered. A polite note back from Alec at the time suggested that it would be too difficult to handle and coordinate as I was living in Germany at the time.

At that time **The Springbok** was still put together with a basic computer and illustrations/photos were cut out and pasted in place. The copy was taken to a copy shop and photocopied. This was in the days before the technology was available to communicate freely by email, send files and photos/illustrations digitally.

I moved to the UK in 1998 to take on a new project for the company I work for. Towards the end of 1993 the Late Franz Heymann, the editor at that time, indicated that he was looking for a new editor to take on the job. I decided that I would take on the challenge and 8 years later it is time for a change again. The reasons are many but mainly that I have moved back to Germany to start a new project again (hopefully the last), and that my time has been increasingly in short supply. I have not been able to get **The Springbok** out on time in recent years due to many factors which we shall not elaborate on. Now it has become even more difficult to get the copy done on time due to my work load. It has now become a burden and I think it is only fair on the membership that someone else takes on the job.

If anyone is interested please let the Editor know and we can discuss. It is a very rewarding job, but requires a commitment for a few years.

Recently some criticism has been forthcoming which I find most encouraging as it means that the journal is read and members would like to see continual improvements. Some changes have been proposed and I have taken some of these on board, hence the change in front cover design. It was felt that printing on better quality paper, A3 folded and stapled in the centre would produce a better looking journal. We will try this during this year and see if the results are a better journal. As you are aware I am sure, my aim has always been to improve **The Springbok** and any proposals will be considered.

We will try and put something on the front cover of interest and relevant to Union or Republic philately. So if you have something unusual or a feature article with a nice eye catching illustration, please let your editor have it!

The finances of the Society have also come under scrutiny, mainly due to the accounting practices and the way the accounts have been presented. The Society is not in a financial bind, but needs to ensure its finances stay on a sound footing to continue to survive. Here a member has put in a lot of effort to examine the accounts and make some proposals to reduce the cost of **The Springbok** and at the same time improve the quality.

This is important as **The Springbok** is the largest consumer of cash in the Society. With the increase in postage due at the end of the month, **The Springbok** costs more to produce and post than the membership subscription. Other options are being looked at like emailing to members who are willing to accept **The Springbok** in this format.

Let me know your thoughts on the above. Sorry that I had to use so much space for an editorial but it was necessary to say a few things.

I hope you all have a good collecting year.

**Eddie Bridges**

## ERIC DAY August 1946 – January 2012.

By Chris Oliver

Eric was an accountant, auditor and taxation expert in his business life and was still employed part time although he had reached normal retirement age. He was an active man who was involved with philately throughout his native county of Essex, mainly on financial matters. He was Hon. Treasurer of the Association of Essex Philatelic Societies at the time of his death and auditor for a number of philatelic societies in and around Essex.

A few of Eric's formative years were spent in Southern Africa. This was the main reason that he collected the stamps of Rhodesia and South Africa. He belonged to the Rhodesian Study Circle as well as the South African Collectors' Society.

He joined this Society in 1995 and had served as "auditor" [ independent examiner ] since January 2004. Eric made regular appearances at our London meetings where his infectious laugh was often heard. We all will sorely miss him, particularly our Hon. Treasurer who lived only a short way off and could easily deposit the accounts with Eric for scrutiny at short notice.

In recent years Eric had suffered with heart problems but, after a heart bypass operation a few years ago, all now seemed satisfactory. He had a further heart attack about a year ago but seemed to be back to his usual cheerful self soon after. In latter months, however, he had been feeling under-the-weather. This had been diagnosed as heart related but was not considered critical. Eric lived alone, although still married but separated from his wife with whom he was still on good terms. Police were alerted to enter his flat when he did not arrive at his workplace in mid-January.

Other interests in Eric's life were scouting and his church at Rayleigh where his funeral service was held and about 150 of his friends congregated to celebrate his life. This was a truly splendid affair, which those who attended will not forget. R.I.P. Eric.



Eric, second from the left at a London meeting

## PRIVATE PERFIN ON KING GEORGE V UNION ROLL STAMPS

By Jan van Beukering

Recently I was successful on a bid for a small KGV coil collection, which added onto my own fairly representative accumulation. As is usual one tends to look for 'jewels' in the lot and I found two, namely KGV coils with perfins with initials of the firm B Lawrence & Co of Cape Town. One was on cover (two 1d coils) perfined from the front. Another pair - on piece - was perfined from the rear of the stamp, with a 'jubilee line' coil join of uneven width! These occurred in strips 1 or 12, the columns furthest away from columns 6 & 7, where the guide perforations were made in the vertical gutter to line up stamp sheets for cutting. Where the uneven width occurred on the left it was from column or 'strip' 1 and when on the right from strip 12.

When going through my own stock I discovered a used 1½d example with the same perfin "BL Co". This one also perfined from the face of the stamp.

The firm B Lawrence could not have had access to coil sheets prior to cutting, and / or joining, to process their letter perforation, thus it must have been rather cumbersome to apply the perforated lettering onto the roll stamps. I do not have examples of the 'BL Co' perfin on normal stamps, but must surmise that these are probably more plentiful than those applied on roll stamps – simply as it would be much easier to process them in flat sheets, rather than in single strips of coil stamps. Perhaps the firm used this process as 'job creation'?

Perfin collectors will tell that perfins were applied fairly erratically from the front or the back of stamps and in any direction (reading from left or right). Thus variants occur in most perfin examples. It does look as if the perforator was provided with only one set of 'letters', as the pins forming the letters seem to be in exactly the same positions for the various stamps and stamp values they were perforated with. Does anyone know more about the privately owned perfin perforators? Did they have multiple perf pin lettering to treat more than single stamps at one time?

*See illustrations on the next page*

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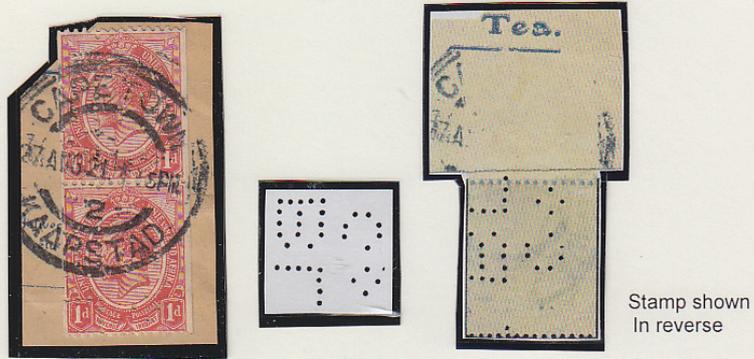
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## PRIVATE SECURITY PERFORATION - PERFIN

Stamp stocks of private firms with large postage turnovers of postage or fiscal stamps were often privatised by means of overprints or *PER*forated with such a firm's *IN*itials - referred to as '*PERFINS*' - to discourage pilferage by staff members. Stamps were bought in bulk for that purpose and perforated in various ways. Perforation of *roll* or *coil* stamps was probably done by hand and as this proved cumbersome few coil stamps were used for the purpose. It must be assumed that paper was fed for perforation from stamp 'face up' or 'face down' and applied in different directions, thus causing a variety of possibilities. **B. LAWRENCE & CO.** - wholesale merchants from Cape Town, and agent for "*RANEE*" tea, was such a bulk user. Apart from privatising their franking stock by perforating the letters *BL Co* they also created pre printed envelopes with their advertisement and instructions for return of mail if not deliverable within 30 days. Views as seen from face of stamp.



1½d value "BL Co" reading Up



Stamp shown  
In reverse

Copy with stamp folded over  
1d pair on piece of preprinted B. LAWRENCE envelope  
(see copy with stamp folded over) "BL Co" reading down  
Perforated with 'face DOWN'



Company printed envelope franked with pair of 1d coils for internal postage in Cape Town dated NOV 5 1921. Perfin BL Co applied 'face UP'

# Leamington Spa 2011 - The Philatelic Weekend

By Otto Peetoom

**Friday afternoon 11th November**, pulling into the car park at the hotel I spotted a left hand drive Merc that indicated Herr Bridges had made it across the ditch from Germany. At reception, no Sox Trotter was checking in and as the afternoon wore on many of the regulars made their annual appearance. From the South came Francis Kiddle without his suit, Tony Howgrave Hyphen cheerful as usual, Alan Drysdall made a quiet entrance, whilst a blast of dialogue told us that John Sussex had arrived from Yorkshire.

From Manchester came the R.S.C. pair in the form of Colin Hoffman & Derek Lambert, Master of Ceremony Simon with his young lady Beverley joined the throng of many others in the bar. The hotel manager had thrown down a gauntlet by purchasing most of the South African wine stock. The Dinner bell empties the bar, Paul van Zeyl joins us in time, but Roald Sand's late arrival from Norway meant he had to eat three breakfasts the next morning.

On Saturday morning several others joined the party and the scene was set for a philatelic treat, before the displays start there is the usual hive of activity around four dealer's tables.

To start the proceedings, Chris Board presented Eddie Bridges with an award from the Philatelic Federation of South Africa being a Plaque 'For outstanding services to Philately over many years' Then followed a minute silence for Godfrey Mellor and Patrick Williams. I knew Patrick for more than twenty years and a finer Gentleman you could not wish to meet.

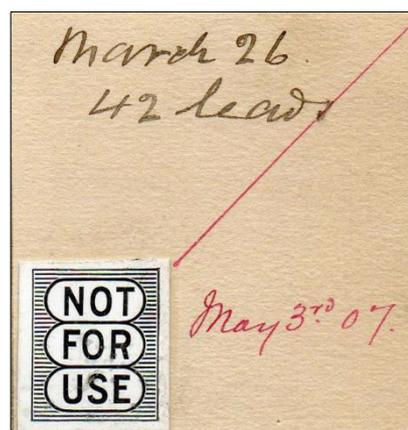
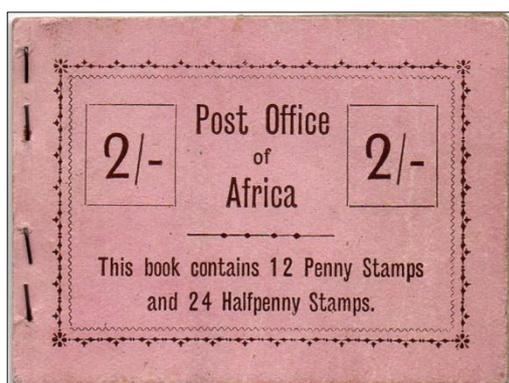
**The Leamington Spa Annual Philatelic weekend is a joint meeting of the following Societies:**

South African Collectors Society – As the host  
Anglo Boer War Society  
Bechuanaland and Botswana Philatelic Society  
Natal and Cape Study Circle  
O.F.S. Study Circle  
Rhodesian Study Circle  
Transvaal Study Circle

**Early Provincial & Union booklets by Brian Trotter**, an excellent display starting with a De La Rue Orange River Colony 2/- dummy booklet, whilst there was a correspondence with D.L.R. the O.R.C. did not place an order and it is the only province not to issue stamp booklets.

The Cape Province made up a dummy booklet and sent it to D.L.R. Brian's collection includes a range of archival material and in December 1905 the C.O.G.H. issued a 2/7 booklet with a 1d premium delivering 2/6 worth of stamps.

There were three printings of this particular booklet.



For Natal there are proofs of the Type I 2/7 booklet & Type II 2/6 that includes one stamp overprinted 'NOT FOR USE' Brian showed a die proof of the foregoing as well as Specimens. Two booklets were issued during 1906 & 07.

The Transvaal was the first to issue Edwardian booklets and a DLR Appendix sheet was shown along with specimens. Five types of booklets are known. Type I issued by mid 1905 with 30 bi-coloured 1d stamps, Types II, III & IV with a single colour 1d. All four were priced at 2/7 allowing a 1d premium to offset the cost of production.

Type V is the final version issued in 1909, priced at 2/6, it included 24 x 1d plus 12 x ½d, the intention was that prior to sale, two ½d stamps had to be removed to account for the premium and the front cover states the booklet contained only Ten ½d Stamps.

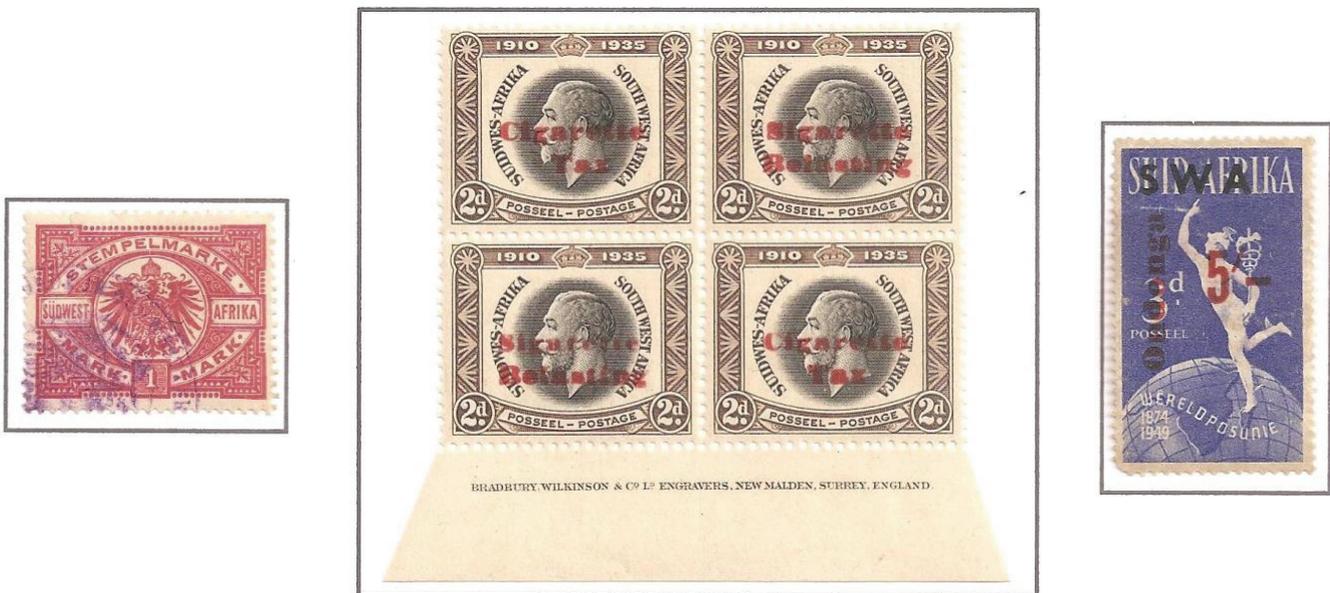
After the 1910 Union the required 1d premium was discontinued and for instance the second Natal booklet was then sold for 2/5 instead of 2/6.

The final part of the display covered the five Union King's head booklets, three at 2/6 plus one each at 3/- and 3/6.

Complete 2/6 booklets are major rarities and it is thought that only three complete examples of each are known.

Anyone who has an interest in the Provincial booklets is recommended to read Brian's account of them in his book *The Edwardian Stamps of the South African Colonies*.

**South West Africa Revenue Stamps by Francis Kiddle** – The display commences with scarce German overprints, only two values saw use. Prior to WWI a supply of 25pf, 5 & 10 Mark revenues was received but not used, during the War the stock was looted and Francis has managed to obtain a mint 5 mark value for his collection. In 1925 the inscriptions were changed from Dutch to Afrikaans. By the mid 1930's the S.W.A. Postal authorities resorted to overprinting obsolete postage stamps for use as revenues which includes Cigarette Tax, Cigarette Tobacco Tax and Entertainment Tax. Native Tax stamps include overprints for Tribal Trust Funds, Tribal Tax stamps, Monthly Pass Fee. An article on these Native taxes appeared in the August 2011 *SA Philatelist*. The first issue to be overprinted were the remains of the 1935 Silver Jubilee stamps and I pointed out that it was the wish of King George V that the issue should be withdrawn on the 31 December 1935 and that all remainders should be destroyed. It seems that S.W.A. decided to ignore the Monarch's wish. After the 1931 Definitives were withdrawn these stamps were all overprinted with bi-lingual text and the residue of the 1949 UPU & Voortrekker Monument, 1952 Van Riebeeck & 1953 Coronation issues received similar treatment. Transposed overprints are known and on the archival sheets the overprinted 1931 20/- definitive is known with a double overprint. Francis pointed out that the various overprints make for a complicated subject and the best guide to them appears in a catalogue *ALNIS GUIDE No 10 to S.W.A. Revenues & other non-postal stamps* by L. Jacobson published by Glass Slipper, York (1990)



Illustrated a GSWA 1Mark Revenue, 1935 2d Silver Jubilee overprinted 'Cigarette Tax' 1949 UPU overprinted 5/- Tribal Fund Taxation used by the Ondonga tribe in Ovamboland

**A quote from *The South African Philatelist* – May 1936 on page 66: S.W.A. 'JUBILEES.'**

*Having heard that the remainder of at least one of the values of the Jubilee stamps was being used up fiscally on cigarette packets, we made enquiry of the Director of Post and Telegraphs if this statement was correct and at the same time asked if official information could be supplied as to the number of stamps printed and used.*

*We have been informed "that all surplus S.W.A. Jubilee issue of stamps have been overprinted for Inland Revenue purposes."*

*As regards numbers printed and used, a change seems to have come over the Administration. In the old days of busy overprinting of Union stamps for use in S.W.A. we used to be able to get such information readily. To-day the reply we have received is: "It is regretted that statistical data in connection with the use made of the issue cannot be supplied, as such information is not made available for public information."*

*"And that" said John, "is that."*

**The History of South Africa 1896-1910 with emphasis on Transvaal as the Economic centre**

**by Paul Van Zeyl** This display and talk by Paul is an ongoing subject as he has presented the audience with earlier chapters of the History in previous years.

The earlier story was published in *The South African Philatelist* from the February 2011 edition.

In his own style Paul entertains those present which includes a South African habit of throwing Afrikaans words into his dialogue. On this occasion those who understand Afrikaans were relieved that none of the characters in his story were given a *klap* (a slap) by some disapproving party.

His talk starts with the failed 1896 Jameson Raid, the build up of Armour by the Transvaal funded by its gold.

President Kruger celebrated his birthday on 10 October 1899 followed by a declaration of War the following day.

Ladysmith is besieged and as the war progresses the British outnumber the Boers. At Pietersburg stamps were issued by the Boers to demonstrate that they were still in charge. War ends, Gold must be mined and in 1904 Chinese labour is introduced.

In December 1905 when the Conservative government under Arthur Balfour collapsed, Smuts joined Botha in London and sought to negotiate full self-government for the Transvaal within British South Africa. Using the thorny political issue of Chinese labourers, the South Africans convinced Prime Minister Sir Henry Campbell-Bannerman, the Cabinet and Parliament to allow the Boers to run the core of their economy.

In 1910 the Union of South Africa came into being and although Botha was appointed Prime Minister, Smuts was given three key ministries: those for the Interior, the Mines and Defence. Undeniably, Smuts was the driving force and visionary in South Africa.

**Further recommended reading** *Chinese Miner's on the Rand, 1904 – 1910* by Franco Frescura *The SA Philatelist* October 2010.

**Orange Free State Postal Stationery by Mike Smith** This display is an in depth study of the subject that Mike divides into three: I Printed by De La Rue II Printed locally in Bloemfontein III The V.R.I. overprints The Postal Stationery cards were based on an 1870 Great Britain design and their earliest known local use is 1 March 1884 (see image). Due to a shortage of cards they were printed locally in 1889 by Borckenhagen and Co. In 1891 the internal rate was reduced to ½d and cards were surcharged locally. ½d cards were not printed by D.L.R. until 1898.

Many cards are rare, in particular in used condition. Mike's collection includes a vast range of interesting examples that includes a registered postcard, one sent to Brazil and another to Norway with tax markings. Examples used during the Boer War included *Service Suspended*.

## Leamington Spa Weekend 2012

### (Southern African Societies Conference!)

**This will be held on the weekend of the 9-11 November. Please make a note in your diary!**

**Tony Howgrave-Graham is also looking for auction material.  
Let him know if you have anything for the auction.**



In 1891 locally printed cards were produced at the ½d rate and in 1892 for overseas use. An essay for a 1½d card was included. The 1900 British occupation had new cards with V.R.I. overprint printed by Curling and Co., ready within ten days and these included locally printed 1½d cards. Mike's display was well received and appropriately includes a card written on 27 May 1900 being the last day of the Orange Free State and used on the 28 May, the first day of the Orange River Colony (see image). During the viewing of his display there was quite a debate over some of the items, including a card with three different T.P.O. markings.

**South Africa – Union Unhyphenated Definitives by Tony Howgrave-Graham** Tony presented a comprehensive display of the 1930-45 first Rotogravure printings.

There are three issues of the ½d, the first and third are scarce and the second is the most interesting.

The 1d is divided into three main groups and Tony's collection includes a spectacular multiple showing blurred frames, this piece looked somewhat familiar to me and it was a delight to see it again.

2d value also with three issues and six printings in total and copies from issue I with a sepia vignette were never on sale to the public but part of a trial printing.

The 3d value appeared in black and red and in 1933 was changed to blue and blue and reprinted in 1937.

Both existed with Watermark upright and inverted and it should be noted that the 1933 upright and the 1937 inverted are the scarcest versions.

The 1932 and 1936 issues of the 4d are very different, with the latter having the end of the scroll redrawn.

The first issue with watermark upright is rare, especially in unmounted mint condition and the second issue common in any state.

The 6d first appeared without marginal arrows and is only recorded with an inverted watermark. The 1932 reprint included marginal arrows, has both watermark versions and the frame shades are quite different too.

The 1932 1/- is known with watermark up and inverted, several shades are noted and a good variation is a misplaced centre.

Issue two followed in 1938 only with an upright watermark and in use for about one year thus it a rare.

The unhyphenated 2/6 is probably the most interesting value as it remained in use until 1949. The 1932 Green and brown shade is very scarce in unmounted condition and the watermark inverted version is in my opinion a very under rated stamp. There are several intermediate shades that provide an interesting study and the 1952 Union handbook lists four shade between 1932 & 1942 plus a further three between 1945 & 1949, the later is listed as SG 49b in blue and brown. This simple listing does not do justice to the numerous reprints & shades that are encountered.

Unhyphenated Coil stamps exist for the ½d, 1d and 2d, the last value being scarce in that format.

For the production of the 1930 – 31 booklets tete-beche sheets were printed and used in the 2/6 Firestone and 3s Smith's Cooperage booklets. Surplus material was sold over the post office counter in economy strips, the ½d & 1d in 20 rows x 3 and 2d in 10 rows x 2, the 2d being used only in the 1931 3s booklet.

Although not part of Tony's collection, it worth concluding that some of the rarest 'Colour omitted' varieties are found on the unhyphenated series: 1d, 2d & 3d blue all with the frame omitted and the centre omitted on the 3d blue.



This Spectacular Piece is accompanied by a 7th July, 1933 letter addressed to a Mr Gilbert Stating that this part sheet was sold over the Post Office counter in Pretoria by a Counter clerk.



1d Frame omitted  
Not part of Tony's collection

**Imperial Military Railways by Alan Drysdall** – This fascinating subject was new to most of the audience and focuses on events during the 1899 – 1901 Boer War and Alan's display includes many interesting items of postal history & memorabilia.

Whenever the Boers retreated they blew up everything of use and badly damaged the railway system. For the British the movement of troops and equipment required the control of the railways. In 1899 four Railway Pioneer Corps were formed with the task of repairing the railways damaged by the enemy. Often temporary repairs were effected that would bypass the damage and Alan's display includes photographs that demonstrates the foregoing. The Railway Corps made use of Postal Stationery and employed their own handstamps on private and official mail.

These handstamps are either encountered as cachets or at times used to cancel postage stamps. They used British or Z.A.R. stamps & stationery and also operated their own T.P.O.'s.

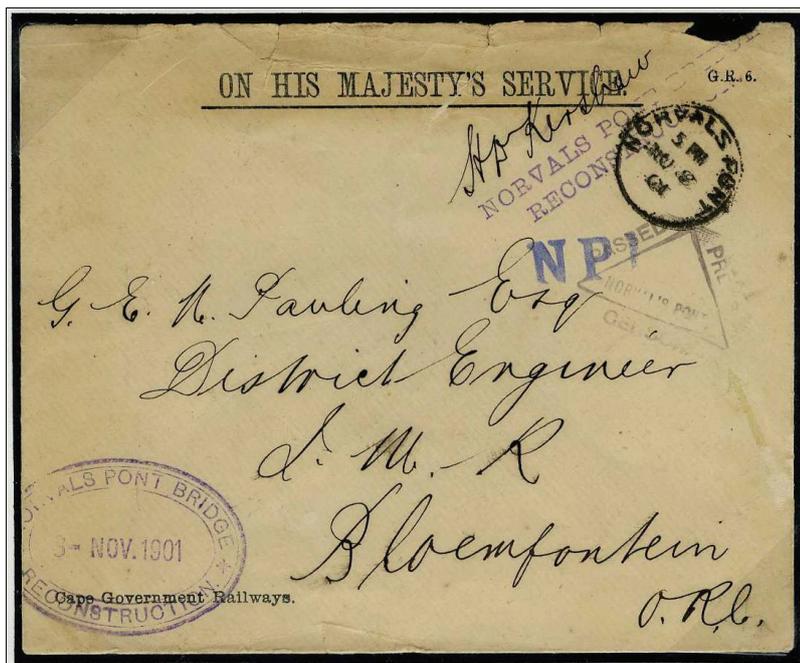
Alan pointed out that when using GB registered envelope the rate was 2d and when they employed Z.A.R. envelopes the rate was 3d. The various T.P.O.s consisted of a Northern T.P.O. that went from Pretoria to Pietersburg and the Western T.P.O. ran to Krugersdorp. The Midland T.P.O. to Bloemfontein and possibly as far South as the major junction of Naauwpoort some 30+ miles South of Colesburg.

The Eastern line to Lourenco Marques was important to the Boer forces as it was their only access to the sea. In the Eastern Transvaal the railway line from Pretoria to Komatipoort went via Waterval Boven. This route consisted of two T.P.O.s, one from Pretoria to Waterval Boven known as the Eastern T.P.O. with a cancels coded A, B, C & D. Between Waterval Onder and Komatipoort it was known as T.P.O. East with cancellers No 1 & 2. The route between Waterval Onder to Waterval Boven created constant problems to the Pioneer Corps because it had to transverse a steep incline plus a tunnel using two locomotives on a rack-railway.

*The Encyclopaedia of South African Post Offices & Postal Agencies – Volume 4* by Ralph Putzel provides the following information: **Waterval Boven** „From Waterval Onder to Waterval Boven the line climbs 208 metres in 7.5 kms, from the Elands River Valley and the Lowveld to the eastern edge of the Highveld – a gradient of 1:20. Consequently it was found necessary to build a rack-railway over this distance, which passed through a steep, curved tunnel near the waterfall. “

**Waterval Onder** situated 90 metres below the waterfall on the Elands River: „During the Second Anglo-Boer War President Kruger stayed there from July to August 1900 before his departure for Europe. “

Alan Drysdall's was the last display on Saturday and I estimate that about 40 people attended on the day. The South African Collector's Society held their usual A.G.M. before everyone dressed for dinner and attempted to reduce the hotel's South African wine mountain. Due to a wedding party upstairs, dinner was served downstairs. The votes for the Saturday displays were announced and Mike Smith proudly took possession of the *Tony Chilton Memorial Trophy*.

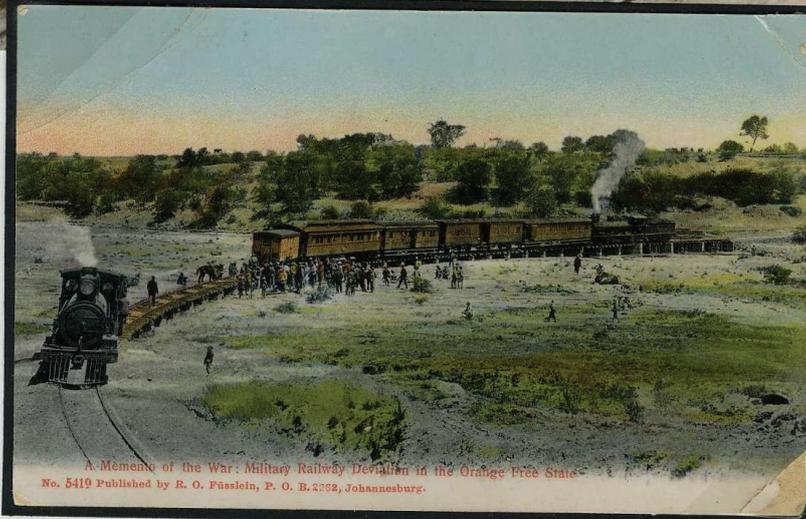


This Cape Government Railways envelope was evidently used for an official letter sent or authorized by H.P. Kershaw, a senior member of the reconstruction team, to G.E.N. Pauling, the IMR District Engineer responsible for the track maintenance between the Orange River, Smaldeel and Winburg. The oval date stamp at bottom left and the unframed straight line cachet at top right were unrecorded until this cover was described in 2007. The only backstamp records receipt in Bloemfontein on "10 Nov/01"

### Norvals Pont Reconstruction



FIRST TRAIN CROSSING



A Memento of the War: Military Railway Deviation in the Orange Free State  
No. 5419 Published by R. O. Fasslein, P. O. B. 2392, Johannesburg.

### Norvals Pont Reconstruction

Three spans of the railway bridge over the Orange River at Norvals Pont were destroyed on the 6<sup>th</sup> March, 1900, by the last Boer detachments retreating from the northern Cape. A temporary pontoon was constructed by the Royal Engineers, allowing British troops under Gen. Clements to cross. Supplies were ferried over on a flying bridge – a pontoon slung on a wire cable – and then by a steam-operated aerial tramway, both constructed by the RPR. A low-level bridge was in service from the 30<sup>th</sup> March, and the high-level bridge was completed by the RPR on the 20<sup>th</sup> May. It was, however, later decided to completely reconstruct the bridge.

**Sunday 12th November** Breakfast revealed a few sorry looking people who had been defeated by the Wine Mountain the previous night. The wedding party had left their calling card, having smashed a window in the bar and some of our members spoke fondly of them as their allocated room happened to be above the wedding disco. The smiling faces of Susan & Chris Oliver confirmed that they had not spent the night at our hotel!

The attendance on the day was down to around thirty people and the shortened displays commenced with **John Sussex** showing Irish mail during WWII to and from South Africa, Southern & Northern Rhodesia, Nyasaland and Tanganyika. It included various Censors etc. John also brought to our attention an interesting P.O.W. cover sent from Montagu Camp near George in the Eastern Cape.

**John Shaw** entertained us with the Union's first hyphenated definitive, being the 5/- value, his display included many multiples, varieties and the Official overprints.

**Richard Stock** put up six pages relating to Crocodile Pools in Bechuanaland. It may be of interest to note that during the Boer war it was an important Railway siding as it had a dead-end that allowed the armoured trains to pass each other. Occupied by Boer forces in October 1899, they blew up bridges and culverts on each end of the rail line. Towards the end of January 1900, under fire by the Boers on Fortress Kopje, the Imperial forces under Col. Plumer managed to repair the Metsemaswaane railway bridge just North of Crocodile Pools. Shortly afterwards the Siding was retaken under Boer retreat.

**Roy Ferguson** showed his Union Silver Jubilees with a range of known varieties.

**Chris Oliver** gave a display of covers of the Angola Border Military action by South African Forces starting in 1975. The Troops were there to protect the country's infrastructure such as Dams. Initially their headquarters was focussed on Pretoria, but later moved to Groofontein. Chris brought attention to Soldiers mail, FPOs, various unit censors etc.

Their presence came to an end around the time of Namibia's Independence in March 1990.

A book on the subject has been published by George van der Hurk entitled „*Border Mail 1975-1988*.“

**Bob Hill's** display focussed on Cape of Good Hope postmarks and our attention was drawn to several scarce and previously unrecorded marks. Bob also showed Court cancels and Shipping postmarks.

**Mark Thomas** with his interest in art gave a display of early Rhodesian Postcards pointed out an array of errors such as mis-spellings, enhanced images plus cards originally issued in black & white that were later coloured in. It was mentioned that an interesting card exists of a photograph of the bridge over the Victoria Falls taken during its construction and the remaining gap was then completed by hand with a locomotive being placed on the bridge.

**Tony Stanford**, an enthusiast of overprinted stamps, displayed a range of Queen Victoria ½d Great Britain stamps overprinted BECHUANALAND. He also showed a range of South African matchbox labels.

**Eric Day** showed Airmails to and from England to South Africa & the Rhodesias by Imperial Airways from the December 1931 Southbound Christmas flight to the first Northbound return flight in January 1932. Eric, who was recovering from a heart attack earlier in the year, has sadly passed away recently. He was a pleasant and enthusiastic Philatelist.

### **Simon Peetoom**

Put up four items he titled 'Funny things I have found.' This included a scarce R.S.A. definitive, a 10c Emerald No watermark (SG 217a) on a commercial envelope.

A cover with a Gillitt's Rail cancellation and a rare use of a Union 1948 ½d SG 126 in a block of four with the same Cancel having the word 'RAIL' excised.

The fourth item a cardboard cut out with the S.W.A. 1937 Coronation set with a MRL parcel cancellation.



**Tony Howgrave-Graham** displayed a S.W.A. WWI correspondence between a German Immigrant at Swakopmund and his wife during the South African invasion of German South West Africa. The man was a lookout at the lighthouse and he described the bombardment of Swakopmund – a nice piece of social history.

**Sebastian Payne** was next up with 15 pages of cancellations covering the Second Boer Republic in Transvaal pointing out that in 1879 there were 49 Post Offices & Agencies, by 1889 there were 133 and in 1899 they totalled 300. His research covers all the double circle cancellers used during 1894. He displayed various types of cancels including altered handstamps & fake cancels. He has a group of 1s values with squared circle cancels taken off telegrams dated between June & July 1900.

**Chris Board** followed Sebastian on a similar vein by displaying 30 pages of Transvaal from 1889 to 1899 consisting of numeral cancellation. The belief is that there are ninety numbers and Chris is attempting to link each No to the respective Town that used it.

After a break, there was one more display by **Mark Thomas** who showed flaws, errors and esoteric material from Rhodesia, Southern Rhodesia and Zambia. Items included KGVI Jubilee Lines, scratches on the Admiral Issues, offsets, shifts of colours, perforation shifts and training stamps from classic issues to modern.

For Rhodesia & Nyasaland Mark drew attention to the fact that, whilst there are certain recorded plate varieties such as the 'Canon' flaw on the 1955 3d Victoria Falls stamp, the challenge for him is to find constant flaws that are not recorded. An unusual display, which in the words of the exhibitor, he collects anything that other people are not interested in!

Readers may not appreciate that whilst the Federation lasted less than ten years, the philately of that period affords a fascinating field to collect. For instance, numerous Postal Agencies were opened in African Townships that were soon to be closed again. The survival rate of some of such postmarks is minimal and in some instances as low as one to five known.

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## South Africa South West Africa

Fully illustrated lists available for the above countries. Two lists available for South Africa, one featuring better single items, sets and varieties and the second, Postal History. If you would like a copy, please contact:

**OTTO PEETOOM**

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For those with other interests, we have separate lists for The Rhodesias including Nyasaland; Basutoland, Bechuanaland & Swaziland, East Africa, Tanganyika, Zanzibar & K.U.T. and Nyasaland Field Force.

# Membership Matters

By Chris Oliver

## We welcome the following new members:

No. 1161                      Roland Archer                      Richmond on Thames, Surrey

Bill Branney has asked that all his friends be advised through *The Springbok* that he has moved and his address is as follows: 94 Beck Green, Egremont, CA22 2AS.

Simon Peetoom has a new Postal address: AfricaStamps.co.uk, PO Box 16296, Tamworth, B77 9LL

## Albums closed:

Eric Day who passed away in January. Obituary on page 4.

## Resignations:

No. 1126                      D.J. Lewis  
No. 717                        Jonathan Brooke  
No. 1030                      John Hair

## Unrecorded Christmas Booklet from the front cover

By Eddie Bridges

The booklet that is illustrated on the front cover contains stamps that I have not seen used on cover before. I do not recall seeing anything in the late Godfrey Mellor's wonderful collection of Christmas seals as well. The stamps are illustrated here and if anyone has further information, please let me know. If you have a copy used on cover, please send a scan!



Pane of 6 labels in English.

Pane of 6 labels in Afrikaans.

It is unusual to note that these stamps were not printed bilingually or alternately in English and Afrikaans as was usual at the time. English labels were stapled in a booklet with English text on the cover and Afrikaans labels in a booklet with Afrikaans text on the cover. Time is the main question. There is no date recorded on the booklet or stamps anywhere. The feeling was that these were issued as an alternative to the controversial Christmas issue of 1958 where the labels with the image of the Madonna and child were withdrawn due to protests from the Dutch Reformed Church at the time. I have no evidence for this. An example on cover with a clear date might help.

## The story behind the stamp The 1½d War Issues value

By Nicholas Arrow

Could it be suggested that the War Issues by South Africa fall in to no particular category at all? They were not strictly definitives as the then Definitive Issue (the Union Pictorial Issue) was still widely available and sold alongside the War Issues, nor were they commemoratives - who would wish to commemorate a War, at least during the conflict - nor of course were they a charity issue, although the margins of the Small War Issue recommended the purchase of Union Loan Certificates.

The predominant idea behind the creation of the issue was acknowledging the activities of the various branches of the Union Defence Force. It was suggested that Captain Neville Lewis, the South African war artist, should be approached to design the series. Lewis produced 5 designs. Although all 5 were warmly approved by the Postmaster-General and the Minister of Posts and Telegraphs, only three were accepted. One of the rejected designs was a portrait of a black soldier and it seems that Gen Smuts, then Prime Minister, himself vetoed the design.

The 1½d design (see right a copy of the original portrait) was of Robert Harold Carlisle (Bob) Kershaw, then a Lieutenant in the South African Air Force, who in March 1941 became the first South African to be made a Companion of the Distinguished Service Order. He achieved this honour as a result of a spectacular act of bravery.

On the 15th March 1941, a formation of 6 Hurricanes, in two flights, took off from Daghabur in order to attack Direedawa Airfield, Abyssinia. The leader of Kershaw's wing, Capt 'Jack' Frost, got into difficulties. Various accounts say that he was shot down and/or was forced to land and/or crashed - not much depends on the wording as it is clear that Frost was on the ground in hostile territory where he was under either heavy artillery fire (most probable) or in danger of being captured by enemy infantry (also probable although less immediate).

What is not in doubt is what Kershaw then did. The official citation in the "London Gazette" states that he "immediately went to [Frost's] assistance, landed his aircraft under heavy artillery fire and picked up his Flight Commander, who flew the aircraft back to base while sitting on Lt Kershaw's knees...". During the outstanding act of courage, the other Hurricane pilots made a thorough nuisance of themselves, attacking everything in sight which might hinder the rescue! As space in the Hurricane must have been extremely squashed, Frost abandoned his parachute, in effect sitting on Kershaw's lap. Kershaw operated the rudder and foot pedals while Frost operated the joystick and throttle controls.

For this, Kershaw was immediately awarded his DSO although he was recommended for a VC. He had a distinguished war record, ultimately achieving the rank of Major before being shot down and captured. He also was also awarded the DFC. He died in 1998.

This achievement was commemorated in 1985, when on the 44<sup>th</sup> Anniversary of the award of the DSO to Kershaw, a special, supersonic, flight was made by a Mirage jet from Air Force Base Waterkloof to AFB Port Elizabeth on the 11<sup>th</sup> April 1985. 8000 covers were flown, of which some were signed by Kershaw.



The Portrait of Lt. Bob Kershaw by war artist Capt. Neville Lewis, now residing in the War Museum in Johannesburg



There is a sad postscript to this story. Capt Frost's final tally was 15 aircraft shot down, the highest of all the SA Air Force - other South Africans (in particular Pattle and Malan) achieved higher figures, but they were all members of the RAF, not the SAAF. On the 16<sup>th</sup> June 1942, while on escort duties, Frost and his command ran into some Bf-109s over Bir Hakeim, Egypt, which developed into "one hell of a dogfight" according to one of the other South Africans involved in the action. Frost was heard over the R/T that his troop should "form up" as he was heading North. He was not seen or heard of again and his remains have never been found.

## LOOKING FOR THE UNUSUAL (OR THE USUAL)



1892-4 Cape of Good Hope ½d slate/white Postal Stationery Envelope with addit. 1d KEVII red tied by manuscript WALVIS BAY 5/7/09 in black pen, to Swakopmund, with very neat arrival postmark 12.7.09.

Similar material on our regular postal auctions. Auction Catalogues viewable on the internet at:

[www.philateliefriends.com](http://www.philateliefriends.com) or printed catalogues available on request.

Email us at: [info@philateliefriends.com](mailto:info@philateliefriends.com)

P.O. Box 26456 Hout Bay 7872 South Africa



### PHILATELIC FRIENDS

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Fig.2

Fig.3

Fig.5

Fig.6

Chronologically my next noted surprise was on e-bay. A 1933 Union Castle Line telegraph form in green from the southbound *Arundel* to the northbound *Balmoral Castle*, franked 2d with a Southampton paquebot cancel, but markedly faded, made £156! People can be quite observant on e-bay. An unhyphenated ½d side arrow B4 caught my eye because it was from Issue 1. Not only is this quite scarce, it's one I'm missing. No mention of the Issue was made in the description and it's not that easy to spot so I was hopeful of acquisition. However it attracted a double figure number of bids and made £87. There were gasps again at Leamington when 2 copies of Hagger made £65 and £60. Spare a thought then for the blushes of "cbestamps", whoever they may be, who advertised a copy on e-bay for the bargain price of £425!!

Argyll Etkin had one of their interesting sales on 20 May. The item I was interested in here was a 10 Feb 1914 registered commercial cover from Walfish Bay franked ½d, 1d & 6d Transvaal adhesives. It was quite heavily rust speckled but very unusual and not from any of the usual suspects for philatelic use of interprovincials. Estimated £80-£100 It fell sadly short of its £292 price! Quite a nice SA King's head £1 with a part registered cancel and a couple of coil stamps thrown in for good measure looked a good buy, only making £104.

Grosvenor followed quickly with their sale of 23-5 May. This contained some really fine material from the Rowland Stott and John Sussex collections. Amongst the King's head material were 2 specimen sets (both "mainly fine") which made £746 & £783, the controversial 1½d overprint on 1d (**Fig.7**) £229, 2d without wmk, Imm, £193, a 2½d B4 with inverted watermark, "fine mint", £265, a fu B4 of the £1 green & red a more than double estimate £1806 and a gum toned control single of the pale olive green & red, um, £698. A non-control B4 of the same was unsold estimate £3-3500. Interestingly a horizontal pair of the 1925 9d Air imperf between stamp and margin, "fine mint", made £265 (compare with Spink's £558 for um!). Of most interest to me was a 2x3 block of 6 of the same variety (**Fig.8**) additionally showing the "strut" variety on row 5/1, fu on a piece. A superb item it made £783 and this might have been more if I hadn't been so impecunious at the time!



Fig.7



Fig.10



Fig.8

Turning to the typographed, tête-bêche pairs of the ½d & 1d, each "fine mint" made £626 and a marginal single of the 1d with **watermark sideways** and additionally showing an extra jubilee line (ie making a total of 3) in the margin made £578. A rare stamp indeed. A non-booklet item of the Pretoria 1d, a B4 with 2 stamps imperf on 3 sides made £361 (again compare to Spink's £558 for the same). The block was misfiled under the rotogravure. Many of the high value recess printings which claimed to be Group II were, in fact, Group I but the 5/- perf upwards was correct and again "fine mint" made £313. Another item of possible interest in this grouping was a pair of the 6d grey-green & orange red perforated proofs on a registered Jacobson cover. Their story has been told before and this item made £313 whilst another on piece failed to sell.

There was interest again in the unhyphenated rotogravure, especially the 2d's. Here a block of 6 from the right of the sheet (not left as in the description) with 2 tête-bêche pairs, one um, and with some perf separation on the mounted pair, made a huge £12,040. A strip of 5 with the frame missing from the lower 2½ stamps (**Fig.9**) made a double estimate £13,244 and an extraordinary item of a vertical marginal pair with the top stamp missing its frame used on a small piece dated Jo'burg 21.X.34 (**Fig.10**) made £4,816. Both these missing frame items come from an Issue 3 sheet where the interrupted printing extended right across the sheet from rows 13 to 17. A small mark over the "D" of Suid on the strip of 5 is a cylinder flaw on row 12/3 so it would appear that the strip comes from vertical row 3, next door to Mike Tonking's strip illustrated in his book on the 2d's. So, congratulations Mike, you'll no doubt be interested in the realisation! The used pair is confirmed as row 17 & 18/1 by a dot in the sky on row 18/1 which is just visible below the postmark. It's very unusual for an interruption to occur so cleanly as between these two stamps. If you keep the auction reports have a look at the Jan-June 2004 and Jul-Dec 2005 reports. There are 2 strips of 5 from the bottom of the sheet illustrated in these, one from vertical row 7 with part arrow. In both cases traces of the frame can be seen at the bottom of row 17. They made £2415 and £3175 so look to have been better investments than I seem capable of making! Returning to the used example I ask again "if you owned the mint pair would you dared to have stuck it on paper and got it cancelled?!" and returning to earth a serial number block of 4 of the 2d indigo & violet, um, made £482.

There was still more to come at Grosvenor. A 6d falling ladder made £157. The missing roulettes on the bantam war efforts made £578 for the ½d ("fine mint"), £385 for the 1d ("fine mint"), £337 and £349 for B4s of the 1½d with the bottom units um, and £506 for the 2d (um). A top right corner block of 10 of the 2d dry printing (so only the serial numbers showing) failed to sell at the very ambitious estimate of £1000-£1200. A 1½d top marginal B4 (**Fig.11**) with CERTIFICATES and SERTIFIKATE printed on the top of the stamps made £132. Many of the covers and cancellations failed to sell but a 1934 proof of the postal stationary registered 4d (**Fig.12**) made £265. There was also some nice South West Africa with a 1923 set of specimens (singles as issued) making £939, a first setting 1d pair with inverted overprint made £253, the same 2d £240 and 1/3 £181. The setting II 5/- showing no stop after Afrika, "fine mint" made £602 and the setting III set with some extra pairs & blocks, £337.

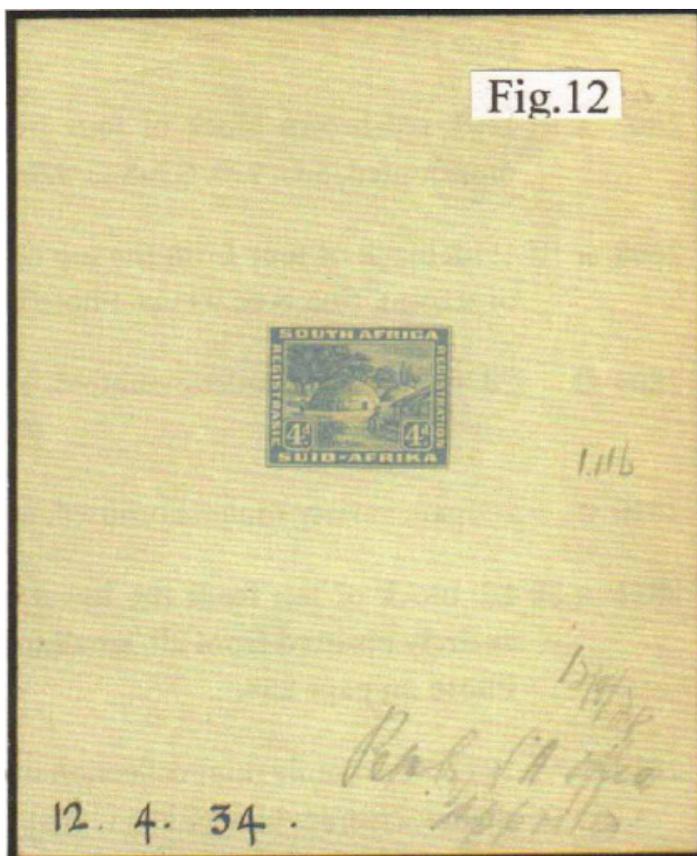
Next up were our reliable South African friends Stephan Welz on June 29. As usual at the moment they struggle to find good Union material to offer but again managed to interest me with some rare South West African postal history. With the rand having strengthened to 11 to the £1 life gets more expensive! Some of the more ordinary material failed to sell but all the rarer stuff did, A fine Eastern Force FPO 19 on a 1d on a Vallancey cover made £163 and an interesting, apparently civilian, use of an OAS card franked with the appropriate ½d with an FPO 26 cancel and countersigned by the Captain i/c Gibeon made £153. A 1916 envelope franked 2½d cancelled the SA Field Telegraph & Postal Corps double ring at Otjiwarongo made £274, a Hans Wieland ½d ps card cancelled FPO 59 in magenta + an Otavi cds in black made £438, an Albrechts rubber in violet on ½d ps card £712, a nice Arandis Rail rubber in blue on 1d on envelope £548, a nice Berker cover with a strip of 5x1d cancelled 4xAroab rubber made £383, a Gries ½d ps card cancelled Brackwater in manuscript £712, a 1918 Erundu on 1d ps card £438, a Feldschuhhorn "FHN" manuscript cancel on cover £511, a fine Ham River Rail rubber on



typical Gries envelope £657 and a 1d on envelope from Khan cancelled "22/2/16" in ms (ex Berker & illustrated in Putzel p286) made £986. A large part of the SAEC Kolmannskuppe Station on cover made £438, a 1916 Kupferberg on unstamped OHMS envelope £1205 (the same hammer price as when last offered in 2007), a nice Neuheuschis manuscript on 1d on envelope £657, the unaltered German wanderstempel FPO1 at Tsumeb £712, which was the same as a Witley manuscript of 1918 which is also illustrated in Putzel on page 503. Finally a fair Waldau rubber on envelope made £460.

Turning to the mandate period rarities a Damara rubber (**Fig.13**) made £712 just as a receiving stamp and a 1944 envelope franked a bantam 2d single but cancelled Sterreprag and dated "33" instead of "44" made £460. The 1923 1st setting £1, mm, made £438.

July saw the Murray Payne sale. They were dealing the fantastic GVI collection formed by Dave Boakes, a fellow Salisbury Club member until he sadly died late in 2010. An Issue 11 1d imperf pair, mm, made £75. A vertical strip of 4xhyphenated 1d, the bottom stamp & a half with missing frames, hinged in the margin only, made £550. The 1½d missing mine dump shading, um, made £220, the 6d ladder flaw, um, £170 and a pair of the medium format 1½d with the gold completely missing from one, and half missing on the other, um, £3,100 (this shows again the error of Grosvenor's ways in putting a £20-25,000 estimate on a strip of 4, see *Auction Report Jul-Dec 2008*, and approximately equates to the £7,500 the Grosvenor lot made at Welz). The large war effort 3d with "cigarette" flaw, um, made a surprising £70, the bantams with missing roulettes, um, made £850 for ½d, £700 for 1d, £210 for 1½d and £600 for the 2d. A 1935 Drifoot booklet with some clipped perfs made £95. Of the officials the 1933 1/- made £375 for a top right corner pair with the "twisted horn" variety (mounted in margin only), £550 for a lmm 6d pair with the "falling ladder", £95 for a 1940 5/- pair with "broken yoke pin", lmm and £190 for the 1940 10/-, lmm, which seems a lot. The horrible (my opinion only!) 1½d with horizontal overprint made £600, a 1947 2d with diaeresis (here on 11/5), um, made £375, SGO35 made £2,600 and the 2d inverted watermark £600 (I say it again, same rarity!!). That just leaves the wonderful, if fabricated, complete horizontal row 6 of the 1947 set 21 1/- official with diaereses on the 2nd "E" of Offisieel on row 6/2 & 6/3. I remember Dave saying he'd bought it for the diaereses and it wasn't until some time later that a friend pointed out that the left pair had OFFICIAL twice on 6/1 and OFFISIEEL twice on 6/6!! It's been illustrated before in *The Springbok* so I won't show it again, but estimated £2,000, it realised £4,800!



So now we jump on to November. Stephan Welz had their second sale of the year and it contained a superb selection for Air Mail collectors. I quote in rands because I'm not quite sure what the conversion rate was at the time, I think still between 10 & 11 rands to the £1. Four 1911 Kenilworth - Muizenberg cards (1st flight, 1st return, 2nd flight & the rare 2nd return) made a 5 times estimate R23,600! A further 3 cards (2 from the 2nd flight & another rare 2nd return flight) made 5x estimate again at £16,520. A special large presentation card of the 1918 "make your 6d fly" (**Fig.14**), of

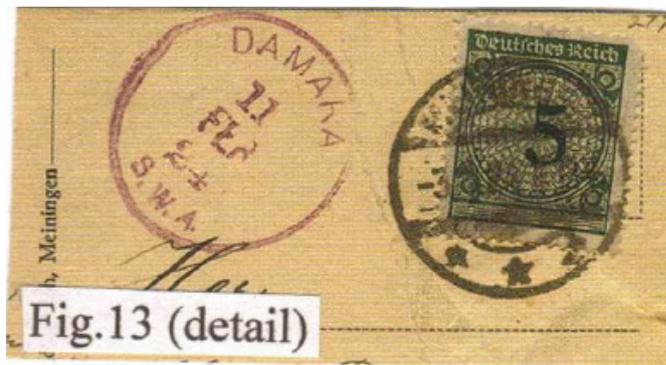


Fig.13 (detail)

which only 3 are known and which was offered by the well known dealer J.Robertson for £4 in 1926, made a near double estimate R33,040. Two of the large wing Cape cards, unused, made R1,888 and 6 used made R6,490. Four Transvaal small wings cards made R5,310. A 1925 Cobham 1st flight card made R11,800 and a 2nd flight card R10,620. A 1926 Mittelholzer cover made R2,124 which doesn't seem to tally with the cover quoted earlier in this report. A 1931 Kidson record flight cover made R10,030 and a 1920 Handley Page cover (**Fig.15**) made a double estimate R33,040 (I can't lay my hands on the listing of these covers issued some years ago but presume it was in it). A charred envelope from the 1931 *Davenport* crash together with the PO note and envelope that accompanied it made R4,720. The rest of the sale was a bit lightweight from a Union perspective though the 1925 Air set in um "value" B4s made R6,490 and a 1929 Verneuk Pan cover franked 1d, 2d & 3d singles with 2 of the skeleton postmarks, R2,124. The South West Africa was mostly re-runs of the unsolds from the previous sale with quite markedly reduced estimates. This didn't seem to help them much as most remained unsold. This wasn't too surprising with some. Take, for example, a 1924 registered envelope from Kolmanskop with the error of spelling in the cachet. I've seen a number of these over the years and rate them around the £45 mark. This one, even reduced, still had an estimate of R2-3,000. One new item was a nice damaged Albrechts rubber cancel on 1d on cover. It made R5,310.

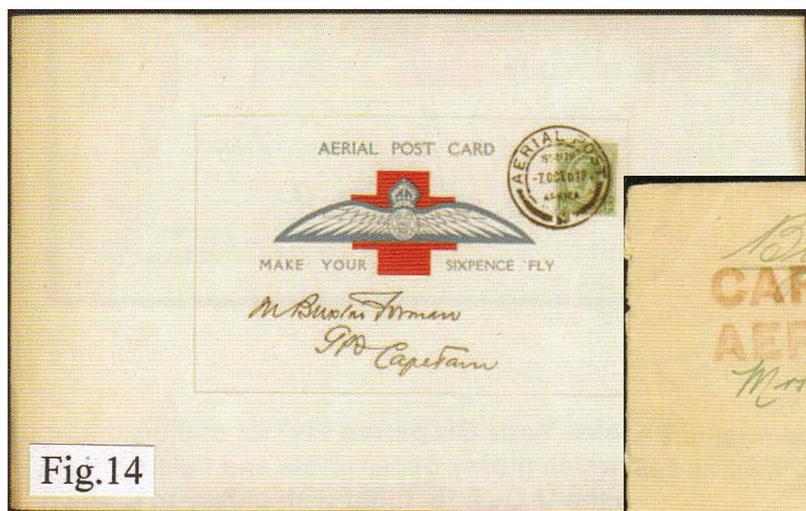


Fig.14



Fig.15

The only other significant event in November was, of course, the Leamington sale! The sale went very well with lots of competitive bidding. The total sales got into 5 figures again and percentage sales were high. Most of the unsolds moved on within a week of the end of the sale so **I need you to start hunting out material for the 2012 sale now!** The list of realisations from the sale has been published with the last *Springbok*, so I won't repeat any. General trends, confirmed by all the auctions above, seem to be that rare material, postmarks and varieties are even more in the ascendancy. The proportion of items going to postal bidders also rose significantly with quite a few of the higher value lots disappearing overseas for the first time.

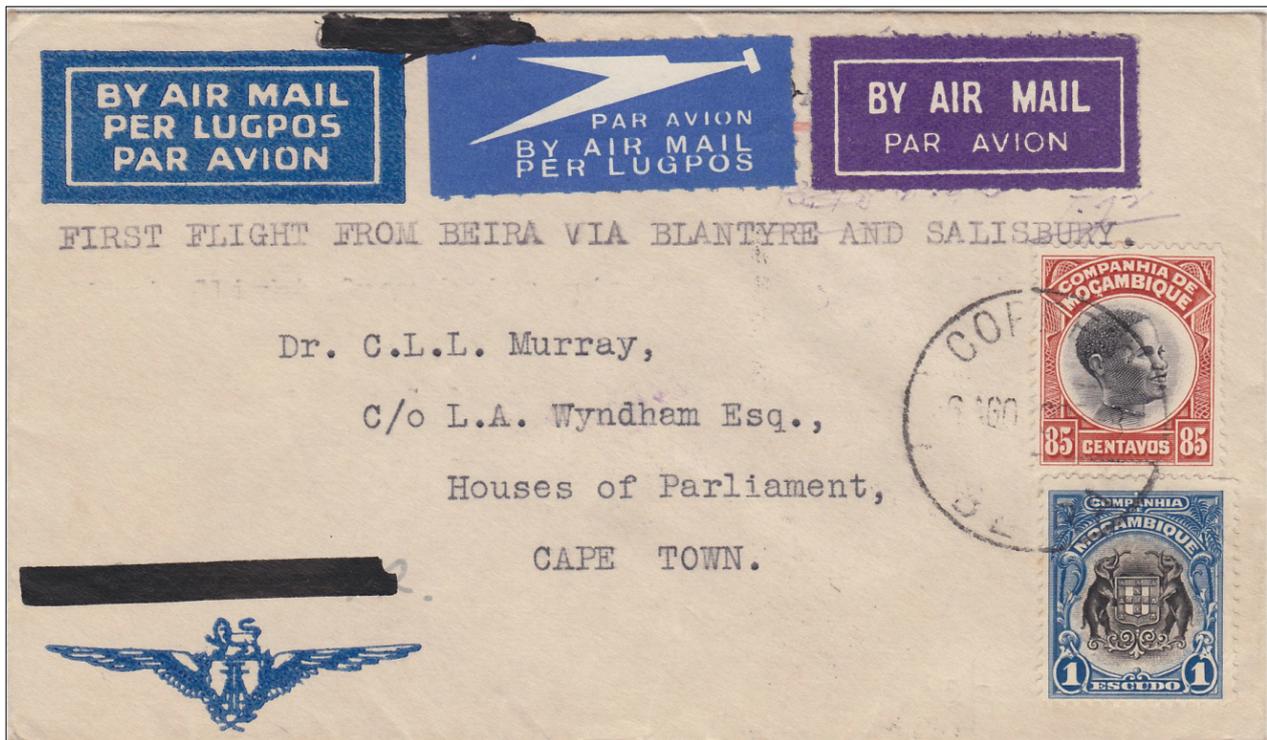
Overall I think the "prize" for best auction of the year must go to Grosvenor for their May auction.

# The "Horseshoe Route" Part II

By Nick Arrow

Although the basic route to Australia had been established by the end of 1934, several feeder services were inaugurated after that date.

In 1935, RANA inaugurated two services between Salisbury and Beira (one going via Blantyre). The first (direct) service was on the 1<sup>st</sup> August the return flight being undertaken on the 3<sup>rd</sup>. Mail left South Africa for this flight on the 30<sup>th</sup> July. That from Beira was on a "duplicate" South bound service (which went as far as Johannesburg only) and mail for Cape Town was flown on by SAA. The "stopping" service was inaugurated on the 5<sup>th</sup> August, with the return on the 6<sup>th</sup>, reaching Cape Town on the 9<sup>th</sup>.



***A cover flown on the first flight of the "stopping" service from Beira via Blantyre to Salisbury, and flown from there to Cape Town by Imperial Airways.***

In 1936, a new feeder service linked Khartoum with Kano, the flight to Kano taking place on the 17<sup>th</sup> and 18<sup>th</sup> February, and the flight from Kano to Khartoum on the 17<sup>th</sup> and 18<sup>th</sup>. Mail from South Africa for this flight left Johannesburg on the 8<sup>th</sup> February, and reached Cape Town on the 24<sup>th</sup> February. This service was not well publicised and South African mail on both outward and inward flights is scarce.

This service was extended by degrees, the first in 1936 on the 20<sup>th</sup> October from Khartoum to Lagos, with the return service on the 29<sup>th</sup> October. South African mail reached Johannesburg on the 7<sup>th</sup> November. Logic would indicate that South African mail to connect with the first flight of this new service would have left Johannesburg on the 14<sup>th</sup> October, but other dates have been given - with respect to the very learned authors, both are clearly wrong, as referring to a date after the service had been inaugurated.

Yet another extension was on the 11<sup>th</sup> October 1937 to Accra (Gold Coast), the return service also taking place on the 11<sup>th</sup> October. Mail from South Africa was carried on the 2<sup>nd</sup> flight of this new extension. Yet another extension was made on the 1<sup>st</sup> May 1939 to Takoredi (also in the Gold Coast). No mail to or from South Africa is recorded for the 1939 extension, nor is mail recorded from Accra to South Africa in 1937.



**Carried from Johannesburg to Accra on the first flight of the extension of the West African feeder service to Accra. The total mail from South Africa is estimated at 8 covers only.**

Back to 1936, on the 27<sup>th</sup> March, another feeder service was inaugurated between Hong Kong and Penang, the mail (less than 20 covers) reaching Johannesburg on the 11<sup>th</sup> April - no mail is recorded from South Africa on this inaugural flight.

There was a seasonal extension of the Tata Airlines service from Karachi to Madras, to Colombo, Ceylon, on both the 22<sup>nd</sup> and 23<sup>rd</sup> December, with return flights on the 23<sup>rd</sup> and 24<sup>th</sup> December. Publicity outside India, Ceylon and London was non-existent, and, by what can only be described as a fluke, a single item from South Africa was carried on the 2<sup>nd</sup> outward flight to Colombo (the mail should have been carried on the first flight, but it was delayed at Karachi).

Finally, during the early stages of World War II, two further feeder services were inaugurated. The first was in China, when on the 30<sup>th</sup> October 1939, Imperial Airways in conjunction with China National Aviation Corporation inaugurated a service from Chungking to Rangoon. A single cover is known addressed to South Africa. Secondly, and finally, on the 27<sup>th</sup> April 1940, mail to South Africa was carried on the Trans-Tasman service, which linked New Zealand with Australia and with the Australian end of the service which by then was operated by BOAC, formed by a merger on the 1<sup>st</sup> April 1940 of Imperial Airways with British Airways. Such items must be rare at best as "owing to prevailing restrictions, little official information was given regarding this important new service" (SAP of July 1940 which confirmed that there was no record of any mails sent from South Africa).

In 1943, there was a further and somewhat occasional service which started in 1943 (it was "announced" on the 25<sup>th</sup> February and seemingly started then) and which was extended to Mauritius and the Seychelles on the 9<sup>th</sup> September 1943.

The Declaration of War in September 1939 did little to affect the Imperial Airways services at the time as, both from Cairo to Hythe and from Cairo to Australia, the route lay over territories which were either neutral or allied to the British cause. The invasion of the Low Countries by the Germans on the 10<sup>th</sup> May 1940 caused a few wobbles, but it was the moment that Italy entered the War (10<sup>th</sup> June 1940) which effectually put an end to the airmail direct route from Cairo to Hythe.

However, apart from a few more "tremors", the route to Australia continued to function well. However, Japan became ever more threatening, finally entering into the War on the 7<sup>th</sup> December 1941.



***A fairly straight-forward cover sent shortly after the outbreak of War, from Bombay to Johannesburg. It was routed via Poona to Karachi and thence by the "Horseshoe Route".***

Various contingency plans were put into operation, but when Singapore finally surrendered on the 15<sup>th</sup> February 1942, the far eastern section of the Horseshoe Route had become so dangerous that it was quite impossible to continue to fly considerable distances over what was a wholly hostile country, particularly using the Short C-Class flying boats, which had a maximum speed of 200pmh, a cruising ceiling of 5,500ft (maximum ceiling 20,000ft) and a range of 760 miles (the S-30 derivatives of the C-Class had a range of 1,500 miles). The Horseshoe Route now stopped at Calcutta, with postal service in complete disarray, with the mail beyond Calcutta being returned with various postal markings by routes which can only be guessed at!

It was of course essential to keep communications with Australia and New Zealand open and this was initially achieved over America. However, eventually a link was achieved by flying Catalinas, fitted with long range fuel tanks, from Trincomalee, Ceylon, the first flight (to Perth) being undertaken by the RAF on the 3<sup>rd</sup> May 1943. Qantas took the service over, with an intention that it should be weekly, although in fact it became more frequent quite early on. On the 3<sup>rd</sup> June 1944, the Catalinas were substituted by Liberators, and, due to some handling problems in Ceylon, the start of the Liberator service was changed to Karachi.

What of the feeder services? The War in North Africa mainly affected Libya and other African nations to the west of Libya. Tobruk, towards the eastern part of Libya saw fierce fighting, with successes going each way, but though efforts were made to invade Egypt, they were largely ineffectual, and Cairo, which was the fulcrum in respect of the Horseshoe Route, remained comparatively safe.

The route between Khartoum and Accra was, frankly, incredibly well served, both by BOAC and by SABENA, and contact between South Africa and England was achieved regularly either through Khartoum using land planes via Kano, or with flying boats from Lagos to Libreville and Stanleyville, when services to South Africa were achieved by SAA and SABENA acting in concert with each other. The feeder services to Madagascar and Mauritius were also not affected.

The feeder services which were based in the Indian sub-continent were also not affected. The service from Karachi via Madras to Ceylon was maintained seemingly throughout the War, as well as the service to Lahore.

Further east of course there were enormous problems thrown up by the Japanese War effort. The service between Hong and Bangkok was maintained, rather perilously until political pressure from the Japanese on the French Indo-Chinese authorities led to the service being suspended and finally cancelled on the 15<sup>th</sup> October 1940. The Chungking to Rangoon service as originally planned fell victim to the Japanese hostilities in Burma, but it was re-routed via Kunming (China), Lashio (Burma) and Chittagong (East Pakistan), in about October 1941, operating twice weekly. On Lashio being occupied by the Japanese, the stop there was, unsurprisingly, abandoned, and possibly flights also went via Dinjang, in north-east India.



***This cover was sent to Durban from Batavia in the Dutch East Indies, on 5th November 1941, when pressure from Japan was becoming acute - Japan entered the war a month after this cover was sent.***

It must be said that mail from South Africa to China, Madagascar, New Zealand and other out of the way places, carried by airmail during the war years, which has survived to this day, will be extremely rare, but at least the mechanism to get it from A to B existed.

Finally, acknowledgement must be given to Peter Wingent's book "Extracts from the Air Ministry Civil Aviation Intelligence Reports Summaries 27<sup>th</sup> August 1939 to 30 May 1945", from which much of the finer detail contained in these articles was obtained. Anyone who considers this book cannot help but be astonished as to the incredible number of air flights which were regularly undertaken during the war years, which makes the rationing of petrol in England at least inevitable!



**New website offering fine Southern Africa stamps and specialised items.**



**Email: [info@AfricaStamps.co.uk](mailto:info@AfricaStamps.co.uk)**

## FIRST HEART TRANSPLANT – 7.7.1969

### RSA Study Group

**Design:** Dr Irmin Henkel and Ernst de Jong  
Final design: W F van Reenen, Government Printing Works



Two stamps were issued, together with Commemorative cover No 11, at the opening of the 47th Congress of the Medical Association held in Pretoria. The stamps are a tribute to medical science in South Africa in general and to Prof Chris Barnard and his heart team in particular.

### STAMPS

Several suggestions were made for the stamps: two different coloured hearts over each other, an operating room, Groote Schuur Hospital, the medical emblem, portraits of different surgeons. It was then decided to honour Dr Barnard but also to celebrate medical science in South Africa. Two artists were approached to submit designs.

Only one month later, one stamp, with Groote Schuur Hospital and the portrait of Dr Barnard on the right, was taking shape. In the background is the silhouette of Devil's Peak. In fact, the hospital cannot be seen as depicted on the stamp as a result of outbuildings. On the stamp the hospital serves as a reminder that Dr Barnard was assisted by his team, the staff of the hospital, his own training and medical science in general.

Only Heads of State, as living persons, could be depicted on a stamp. Special approval was obtained from Government to depict the portrait of a living person on a stamp and it was the first time that this happened in South Africa. The original portrait of Dr Barnard showed a very good likeness but when reduced to stamp size, finer lines became blots. This difficulty was eventually overcome and a satisfactory rendition of the original portrait was obtained.

From the outset it was the intention to depict medical science on the 12½c stamp. Several unsuccessful designs were submitted before a design of Ernst de Jong was accepted. The human heart, safely held by the glove covered hands of the surgeon was used as symbol. The position of the hands, emphasizes the form of a human heart and not the well-known "Valentine" heart. The white hands, with gloves, surround the heart protectively, and the sharp lines symbolize accuracy and efficiency.

Both stamps therefore symbolize the first heart transplant.

### 2½c

Swiss coated paper, RSA watermarked, the marks being in tête-bêche format up and down and showing distinctly. The sheet format is vertical, double die, two panes B and A, B having been on die left of A. 100 stamps per sheet in 20 rows of 5.

Perforation was done externally by the Grover two row appliance, gauge 14 (13,75x14). The bottom margins are perforated through, the top are imperforate, the left and right are imperforate except for the single extra hole at each end of the horizontal rows of perforations.

<b>Pane B</b>	R4/5	Tiny dot on collar
	R7/1	White mark at left of R of RSA
	R11/1	Tiny dark dot on top frame line above S of RSA
	R16/3	Tiny maroon dot in top gutter above c of 2½c
	R19/1	Maroon dot below small 2 of 2½c

<b>Pane A</b>	R3/5	White dots above, and also to right of S of RSA
	R5/2	Large curved white line at top left of R of RSA
	R20/3	White dot on mountain edge below large 2 of 2½c and large faint maroon cloud below small 2 of 2½c

### 12½c

The new Harrison coated RSA watermarked paper with the marks being in tête-bêche format up and down and showing distinctly. The sheet format is vertical, single die, 100 stamps per sheet in 20 rows of 5.

Perforation was done internally by the 11 row appliance, gauge 15x14 14 (14,75x14). The top and bottom margins are perforated through, the left and right are imperforate except for the single extra hole at each end of the horizontal rows of perforations. The comb join seen on all sheets examined is between rows 9 and 10 and below row 20.

R1/4	Tiny blue dot in middle of S of RSA
R2/4	Tiny white dot at top margin near right corner
R3/4	White dot at left of H of HEART
R12/1	Tiny white dot at the centre of the bottom frame line
R12/2	White dot to the right of the arm on the right
R18/4	White dots above SA of RSA

### FDC

Designed by W F van Reenen, Government Printing Works. The insert shows the Congress emblem in brown and white on a light brownish background. Descriptive matter in English and Afrikaans appears on either side, printed in grey.

The datestamp followed the format used for the SA Games with the name of the town at the bottom and was retained in Philatelic Services for further special use. It has been used several times since 1969.



Envelopes have been seen bearing the Groote Schuur Postal deposit stamp, as well as envelopes signed by Chris Barnard.

## **DR CHRIS BARNARD**

Christiaan Neethling Barnard was born in Beaufort West on 8 November 1922, one of four boys. His father was a preacher. He attended the local school and was to obtain a scholarship to the University of Cape Town Medical School, where he qualified in 1946. He did his internship and residency at Groote Schuur Hospital and Peninsula Maternity. He then joined a colleague and moved to Ceres, and married Louwtjie.

He soon left Ceres to take a medical officer post at the City Hospital for Infectious Diseases. He undertook research on tuberculous meningitis, his thesis earning him the MD degree. He proceeded to surgical training at Groote Schuur Hospital, spending time in the research laboratory to perform novel research on intestinal atresia, work which was to earn him a PhD, his second doctoral degree.

A scholarship in 1956 took Barnard to Owen Wangenstein's Department of Surgery in Minneapolis, USA where he was to spend two years learning the unfolding complexities of open-heart surgery. He returned to South Africa to the post of Director of Surgical Research in the Department of Surgery with important and valuable luggage: a heart-lung machine had been donated to him in order to develop open-heart surgery in South Africa.

In 1958 he undertook the first successful open-heart surgery procedure at Groote Schuur Hospital, in the same theatre where he was later to perform the first heart transplant.

Over the next decade he was to build up a strong team of cardiac surgeons and technicians. He worked both in Groote Schuur Hospital and Red Cross Children's Hospital. In the J S Marais Surgical Research Laboratory, he designed a prosthetic heart valve, the UCT valve, which he and others used for several years in the correction of aortic and mitral valve disease.

In 1967 Barnard undertook to prepare himself for heart transplantation. He returned to America to learn immunosuppressive techniques, spending 3 months with the kidney transplant surgeon David Hume, and two weeks with Tom Starzl. Back in SA he prepared for kidney transplants and built up surgical expertise. He performed the first kidney transplant at Groote Schuur on Mrs Edith Black and everything functioned perfectly, hailed by Prof Val Schrire, who had built up the Cardiac Clinic, as a major surgical event.

During the night of 2-3 December 1967 the first heart transplant in the world took place. Denise Anne Darvall, aged 25, had been struck by a car and suffered severe brain damage. When approached for permission to donate her organs, her father did not hesitate. Louis Washkansky, a grocer, was 55 years old and had diabetes and an incurable heart disease. He could either wait for certain death or risk transplant surgery with an 80 percent change of surviving. He chose the surgery.

The team consisted of Chris Barnard as head surgeon, cardiologists, radiologists, anaesthetists, technicians, nurses, immunologists and pathologists, some sources say 33 in all. It included Dr van Heerden, Dr Azinsky, Senior Anaesthetist, Dr Rodney Hewitson, Senior Surgeon and right hand man of Dr Barnard, Prof Welsch and Dr Marius Barnard, younger brother of Chris. In the 5 hour (some say 9 hours) operation Barnard with his team replaced Washkansky's diseased heart with the healthy heart of Denise Darvall. Louis lived for 18 days, dying of double pneumonia as a result of his suppressed immune system. His new heart beat strongly to the end.

The second transplant was undertaken exactly a month later, on 2 January, and the recipient, Philip Bleiberg, lived for 18 months. Four of his first 10 patients lived for more than a year, two for more than 10 years, and one was still going strong more than 20 years later. All in all he performed more than 420 heart transplants.

For the subsequent 15 years, Barnard continued to develop cardiac transplantation from an experimental procedure into a routine clinical one for end-stage heart disease. In 1974 he developed the heterotopic or "piggy-back" heart transplant operation. His successes owed much to the system of post-operative care that he pioneered. His concept of intensive care for individual patients spread to other areas, and many regard this as a more important contribution to medicine than doing the first heart transplant.

After the transplant operation, Barnard, only 45 at the time, was celebrated around the world for his daring accomplishment. He graced the covers of magazines, toured the world and became quite a popular figure. He enjoyed his fame, but it strained his marriage of 21 years. Louwtjie was a nurse who had helped support him while he developed his career as a surgeon. They were divorced in 1969. Barnard married his second wife in 1970 but this marriage, too, ended after 12 years. He married for a third time. He had five children, spanning 32 years, but one of his sons died at age 31.

He had been bothered by rheumatoid arthritis since he was young and advancing stiffness in his hands forced his retirement from surgery in 1983. He took up writing and wrote a cardiology text, a (sometimes sensational) autobiography and several novels, including a thriller about organ transplants.

In 1986 he endorsed an “anti-ageing” skin cream, Glycel, which turned out to be of dubious effectiveness and was withdrawn from the US market in 1987. Although his endorsement made him a great deal of money, it tarnished his medical reputation. He died from an acute asthma attack in his hotel room in the coastal town of Paphos, Cyprus, Greece, where he was holidaying, on 2 September 2001.

The original theatre where this transplant was performed has been turned into the Heart of Cape Town Museum, situated at Groote Schuur Hospital, in honour of these pioneers of medicine, and to the first donor and recipient.

## MEDICAL ASSOCIATION OF SOUTH AFRICA

Jan van Riebeeck, a ship’s surgeon, established the medical tradition in South Africa. One of his first tasks was to set up a hospital for seafarers suffering from scurvy. After the British occupation a Supreme Medical Committee was set up in 1807 which compelled all doctors to prove their fitness to practise. The Committee developed into a council which was eventually absorbed into the South African Medical and Dental Council (SAMDC) when it was established in 1928 to fulfil the function of the four former provincial councils.

South African medical scientists have made major contributions to knowledge in many fields and have received international recognition.

### References:

Atlas Listing of Commemorative and Special Date Stamps No 177, Danie van Zyl, 2006  
The Special & Commemorative Postmarks, Cachets & Covers of South Africa 1892-1975, Hasso O Reisener, p242 and  
S A Philatelist, July 1969, p 141, August 1969, p166  
Philatelic Bulletin No 77, May 1969 and 78, June 1969  
RSA Handbook, page WA 13

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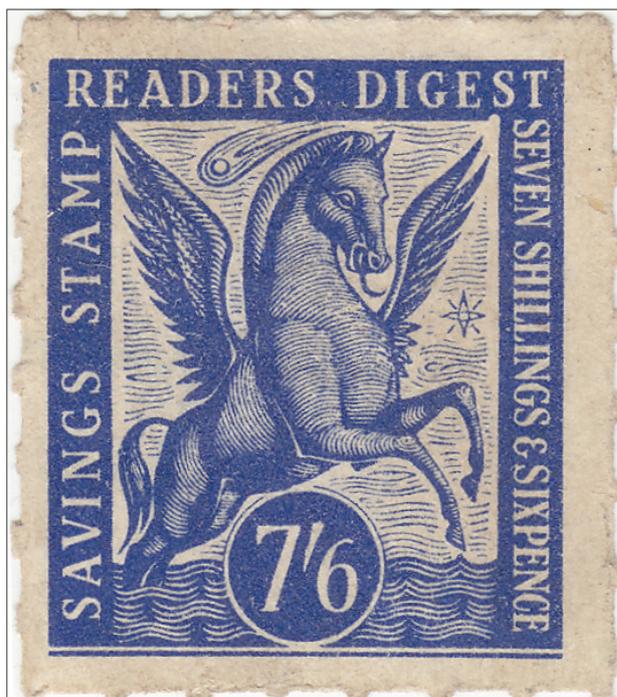
## Readers Digest Savings Stamp

By Jan van Beukering

Jan has advised that he was sold this stamp as being from South African origin, but he has some doubts. Was this so, or was it a label valid in Sterling wherever Sterling was valid?

The 7/6 value is rather steep figure for “saving”, unless it was a gimmick by Readers Digest to save on subscriptions?

If anyone has any further information or ideas, please let the editor know.



## 100 ANNIVERSARY OF ZAR – 6.10.1969

### RSA Study Group

The ZAR 100 National Philatelic Exhibition was jointly sponsored by the Philatelic Society of Johannesburg, die Afrikaanse Filatelistevereniging and the Society of Israel Philately. It was held in the Wanderers Pavilion in Corlett Drive. The name "ZAR 100" is based on the fact that 1969 marks the centenary of the first South African Republic (ZAR) stamps which were issued in 1869. The Zuid-Afrikaansche Republiek usually is referred to as the Transvaal. The 31st Congress of the Philatelic Federation was held at the same time at the Wanderers Club. A temporary post office was opened at the entrance of the exhibition hall.



Two commemorative stamps, a special official cover No 12 and two special datestamps were provided by the Post Office for the event.

The 2½c stamp was designed by N W Meadows and the 12½c stamp by W F van Reenen.

### THE STAMPS

#### 2½

Paper: Coated, RSA watermarked, the marks being in tête-bêche formation facing up and down. To assist the automatic facer and canceller machines installed in some of the larger sorting offices a phosphorous material was applied to the border of the stamps. Only five commemorative stamp issues received this treatment. The 2½c of the ZAR 100 issue was the only one to be treated with a 5mm wide phosphor edge, as against the 3mm phosphor edge of the other issues. The phosphor bars are barely visible in daylight but glows brilliantly in a lemon colour under ultra violet light.

Two types of paper, Swiss paper and a new Harrison paper with all the characteristics of the original Harrison paper but for the watermark arrangement. The two papers can be distinguished by the palpably thicker and stiffer quality of the Harrison, as well as by their appearance under UV light. There is also a slight difference in the whiteness of the papers. The front of the Swiss paper is whiter than the Harrison while the reverse holds for the back or gummed side. It is described: Harrison paper fluorescent front and back and Swiss fluorescent front only. This distinction is very striking under UV light. The printing started on Swiss paper, then on Harrison paper and ended on Swiss paper again. As the Albertina machine prints, it numbers the sheets in cycles of a million with the numbers running backwards. Each turn of the printing cylinder gives the four panes, A to D one number, the next turn gives the number below and so on.

The sheet numbers on each paper are recorded. The numbers printed on the Harrison paper start at 169395 and end at 126831. If the cylinder block has its sheet number between 126831 and 169395, inclusive, it is certain that it is on Harrison paper. All other numbers are on Swiss paper. The order was for 550 000 sheets with a first delivery of 14 700 on 18 September 1969 and completed on 22 December 1969 with a total of 550 000 sheets. 158 300 sheets were on Harrison paper and 483 640 on Swiss paper.

Sheet format: Vertical, quadruple die, four panes, A being top left, B top right, C bottom left and D bottom right. 100 stamps per sheet (20 rows x 5). The master negatives were stepped up 200 times and the multi-positives were laid on twice by means of the dividing head on the cylinders. There are thus common multipositive varieties on panes A and C and also on B and D. Printing was done on the Albertina machine.

Perforations: Gauge 14 (13,75x14) by the Grover two row machine. The bottom margins are perforated through, the top margins are imperforate as are the left and right margins except for the single extra hole at each end of the horizontal rows of perforations.

**Common to panes A and C**

R4/1	Faint black dots and lines below c of 2½c
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**Common to panes B and D**

R10/3	Large white dot at left of large 2 of 2½c
R18/1	White area in curve of whip

<b>Pane</b>		<b>Identification</b>
A	R2/1	Short vertical white line in top left corner
	R6/2	Tiny green dot on second horse's back
	R7/2	Dark mark above mountain below S of RSA
	R15/2	Dark dot above peak of mountain on the left
B	R2/2	Small white dot below ½c of 2½c
	R15/5	Large ring flaw with granular centre below mountain peak on the right
	R17/4	Tiny dark dots on top margin above 2½c
C	R1/3	White dot at lower left of large 2 of 2½c
	R2/4	White dot at top left of large 2 of 2½c
	R4/2	Large white speckled area at bottom right of A of RSA
	R12/4	White dot below large 2 of 2½c
	R20/1	Large faint white area at bottom left of large 2 of 2½c
D	R1/4	Dark dot below A of RSA
	R5/4	White dot at centre of top frame line

Note: On Pane C on the right margin there are two brown dots, one above the other, opposite row 11. On some sheets these dots have long lateral pointed tails and these are the earliest printings. The tails gradually disappeared as printing proceeded. These marks, in conjunction with the sheet numbers, could provide interesting results.

**12½**

The coat of arms and flag of the ZAR were approved in a Assembly meeting of 16-19 February 1958. The first reproduction of the coat of arms appeared in the Government Gazette of 10 July 1867 but differed slightly from that approved by the Assembly in that the eagle was omitted. The postage stamps with the coat of arms of the ZAR came into use on 1 January 1870. From 20 February 1872 it also appeared on the Government Gazette.

The coat of arms of the ZAR is also used by the Nederduitsch Hervormde Kerk. The church was entitled to use the coat of arms because it was designated as the state church according to Art 20 of the Constitution of 1858.

Paper: Coated, Swiss, RSA watermarked, the marks facing left and right.

Sheet format: Horizontal, double die, two panes A and B, B having been on the left of A. 100 stamps per sheet (5 rows of 20).

Perforations: Gauge 14 (14x13,75) externally by the Grover two row machine. The left margins are perforated through, the right margins are imperforate except for the single extra hole at each end of the horizontal rows of perforations.

Pane		Identification
A	R3/4	Tiny dark dot on the right frame line opposite c of 12½c
	R3/19	Faint wavy dark line above ½c of 12½c
	R5/9	White dot at the top of Z of Postzegel of the inset stamp
	R5/14	White dot above 9 of 1969
B	R3/3	Tiny copper coloured dot at the left bottom corner of the inset stamp
	R4/10	Faint white dot at the left of the inset stamp
	R4/16	White dot at the right of A of RSA

On the order of 19 000 sheets a first and final delivery of 22 600 was made on 16 September 1969.

### THE DATESTAMPS

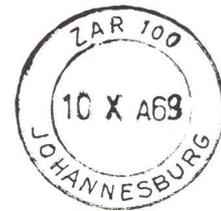
Originally it was intended to provide only one special datestamp for the exhibiton. The original design showed the fixed dates 6-11.X.69. This was changed to show the single date 6-X-69. This datestamp was used on the day of issue of the commemorative stamps and the official cover. The postmark was designed by J L Booysen and the datestamp was hand-engraved.



Original design



Actual Postmark



Extra Datestamp

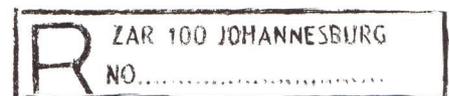
An extra datestamp was issued for general counter use at the exhibition. This was the only datestamp used for the Helicopter Flight.

### THE INSERT



Designed by the Philatelic Bureau showing panes of ZAR stamps and the original blocks used for printing these stamps. The blocks were prepared from photographs of the original stamps. In order to show what the postmarks used in those days looked like, two, based on old designs, were made and impressed on the copies. The designer was J L Booysen. The reverse shows descriptive matter on the history of the stamps in English and Afrikaans.

The registration cachet used at the exhibition - according to the records not many registered covers were handled, mainly due to the issue of the official cover serviced by the Post Office.



## HELICOPTER MAIL

For the first time in the history of the Transvaal's postal service, a helicopter was used for the despatch of mail matter. This consisted of ZAR 100 commemorative covers franked with the commemorative stamps. A large cachet was impressed on the covers. The cachet was designed by Q Lydall. This mail was carried by a helicopter to the Rand Airport. It was then taken to the Germiston Sorting Office and backstamped with the Germiston "Lug 1 Air" datestamp and dispatched in the normal manner.



The postmark appearing on the covers, carried on the helicopter flight, was the normal one used at the Germiston Sorting Office. This datestamp has since been withdrawn and the sorting office transferred.

### FDC NO 12

The following covers exist:

1. Commemorative cover, franked with the two stamps and postmarked with the special datestamp showing the ZAR stamp in the design. The date is 6.X.69
2. Same cover postmarked with the double-circle exhibition datestamp in use for the duration of the philatelic exhibition. The date for the opening day is 6.X.69
3. Same cover but with other dates up to 11.X.69.
4. Same cover with Helicopter cachet. 10.X.69
5. Plain covers exist showing the helicopter cachet and the commemorative postmark but some of these are of doubtful status.

Varieties:

Nick in outer frame of cachet, next to ZES

Nick in outer frame of cachet, higher up

FDC without these two nicks

### References:

*The Special & Commemorative Postmarks, Cachets & Covers of South Africa 1892-1975, Hasso O Reisener, p103 and 242*

*S A Philatelist, August 1969, p171, November 1969, p237, December 1969, p261, May 1970, p51, August 1970, p192*

*Philatelic Bulletin No 80, August 1969 and 82, September 1969*

*RSA Handbook, page Q77*

*25th Anniversary Issue of the RSA Stamp Study Group*

*Konteks, September 1998, p4*

## Members Smalls

Members may submit small adverts for wants or items they wish to dispose of. Please keep it within reasonable limits. Large amounts of material etc. should be sent to the auctioneer for disposal through the Society auctions or at the Leamington Auction in November every year. This service is free of charge.

### Wanted

Large War Effort proving pieces with UHB varieties.  
Contact Eddie Bridges. Details in front of journal.

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### Wanted

1/2d Issue 1, block with blue sheet no. and block with red sheet no.  
1d Issue 3, BL corner block of 6  
2d Issue 1, Bottom arrow block of 4 or 6  
4d Issue 1, LL corner block of 6  
6d Issue 1, LR corner block  
6d Issue 3, UL and UR corner blocks  
1s Issue 1, TL corner block  
Contact Ken Radley ([kradley@telus.net](mailto:kradley@telus.net)) or 23 Heritage Point West, Lethbridge, Alberta, T1K 7B7, Canada.

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### Wanted

ZAR / Transvaal postmarks between 1890 and 1903 - especially clean strikes with legible dates, and places other than Pretoria and Johannesburg. Bas Payne ([bas.payne@gmail.com](mailto:bas.payne@gmail.com), or The Mill House, Clifford Bridge, Drewsteignton, EX6 6QE, UK)

If you have any but don't want to sell them, good quality scans or xerox copies would be much appreciated for study purpose

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### David Haig has advised on the following activities:

09 November 2011 I displayed my collection of mining stamps, covers & ephemera to the Paisley Philatelic Society. While including material for the Californian, Australian & Klondike gold rushes the main part of the collection covers gold & diamond rushes and mining in South Africa, SWA/Namibia & Swaziland as shown on the stamps, covers & postcards of those countries.

05 December 2011. I showed the same collection to Glasgow Thematic Society.

20 April 2012: I will be showing my collection of the Boer War to my home society Lanarkshire Philatelic Society. Been a big job adding new material into the collection. I had 200 pages already & have added 200-300 more. There's probably enough already to do a monograph especially if other SACS members collecting that area added scans of pages from their collection.

---

### Bas Payne has commented on some items in the previous issue:

Nick Lindstrom's piece is an interesting one: I think he's probably right in suggesting that Pane B was above Pane A (but I don't agree that the names should be switched ... too confusing; probably better to call them Upper and Lower).

Mike's questionable SWA LWE FDC is fun. Oddly, I think it's probably OK - if you think about the order of issue, the positioning of the stamps on the cover make much better sense if they were put on in the issued order than all at the same time; and as the address is a PO Box in the same PO, it would have been easy to do. I have e-mailed Mike saying the same thing in more detail....

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## Member Query

Jan van Beukering a South African member has in for comment:

Looking through some cinderellas I noticed this item (One image as is with pen marking, one cleaned by photo-shop). A 1/- Medicine Fee / Medisynefooi of the Department of Health / Department van Gesondheid. I must presume this is a basic levy stamp for government patients to obtain medicine from Departmental hospitals in South Africa. I doubt if this is South West, although both Afrikaans and English languages were used there as well up to about 1967 when the use of SWA came into being.

Can anyone throw some light on this? Does it qualify as a type of revenue (similar to tribal tax) ?



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## A request from our librarian

### South African Philatelist Magazines in the SACS Library

The library is short of a number of SAP magazines to complete the full complement of issues from the 1920's. If any members have any spare copies of the following editions please would you donate them to the library. I do however recognise that there may be some "antique" value in the early editions and I am sure that the SACS would consider purchasing such SAP's if that was the way that they could be acquired.

#### The Library needs:

All pre 1934  
All 1935 / 36  
All 1938 / 41  
All 1943 / 45  
April - May 1946  
July 1946  
September 1946  
July - October 1947  
January 1948  
October 1948  
August 1949  
All 1984  
January - March 1985  
February - June 1995  
February - August 2000

I do have some duplicates, including some early 1950's if you are looking to fill any holes.

The library does have some duplicates including some early 1950's which could be used as swaps for any one (or more) of the above or can be sent to members if you let me know which ones you need.

I can be contacted using my details on the inside of the front cover of The Springbok.

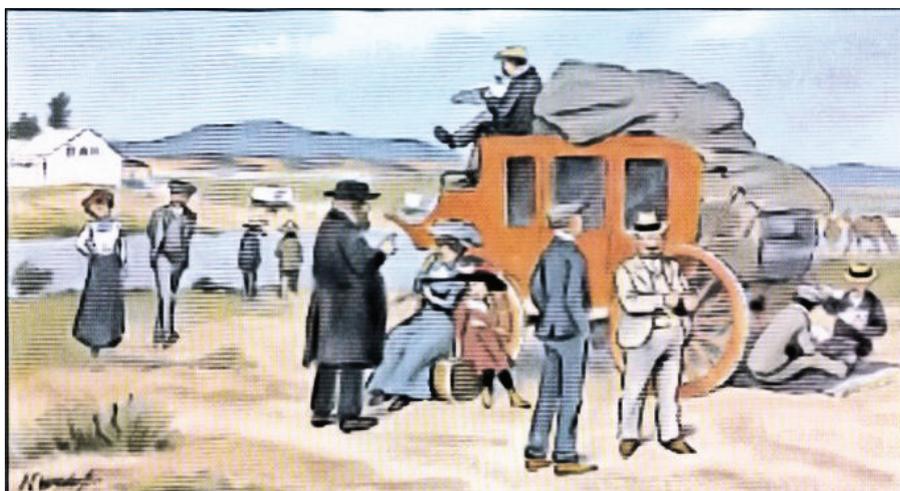
Thanks very much in anticipation of your help.

**Malcolm Ridsdale**  
**SACS Hon Librarian**

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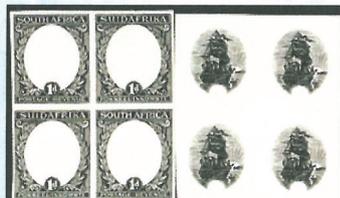
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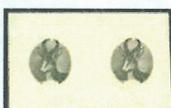
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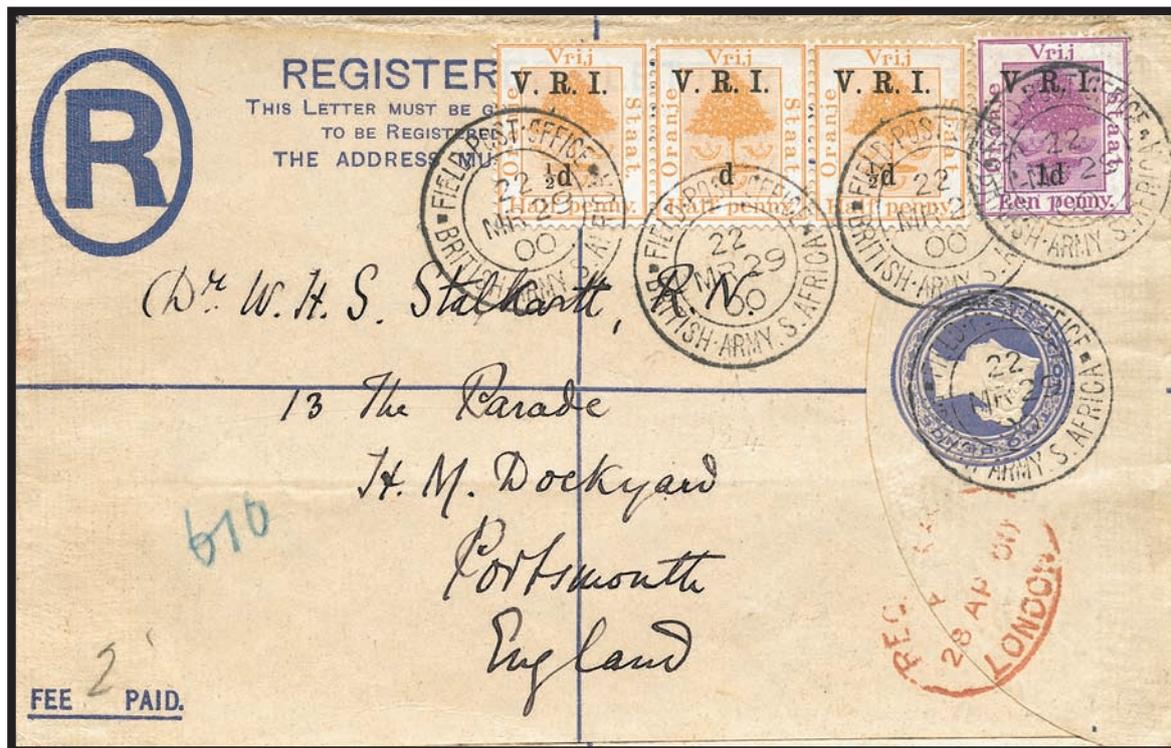
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Missing '1/2' in strip of three

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