

NZASM TRAVELLING POST OFFICES

After much muddling, the Railway line between Pretoria and Cape Town, through the Orange Free State, was **opened** on 15 September 1892. The **first** Travelling Post Office (TPO) in the ZAR came into being in 1894 between Naauwpoort and Johannesburg

At first the **Cape** Colony **officials** worked the section between Naauwpoort and Bloemfontein and **from** there to Pretoria ZAR officials

Early 1895 the **ZAR** worked the section from Norvalspont and from 1895 the **whole** section from Naauwpoort



NZASM TRAVELLING POST OFFICES

In January 1899, the ZAR notified the OFS of their **withdrawal** from the 1895 postal agreement and later that year restricted their operations from Kroonstad to Johannesburg
 The introduction of the TPO's saw Elandsfontein (later **Germiston**) to become the **main** mail depot in the ZAR (later Transvaal). All incoming and outgoing mail were **distributed** from there
RPK HEEN/TERUG (TPO DOWN/UP), 1894 to 1899, Norvalspont and later Naauwpoort to Johannesburg

Letter from Johannesburg to Paris, France dated 16 November 1896 with "RPK HEEN" handstamp dated 16 November 1896

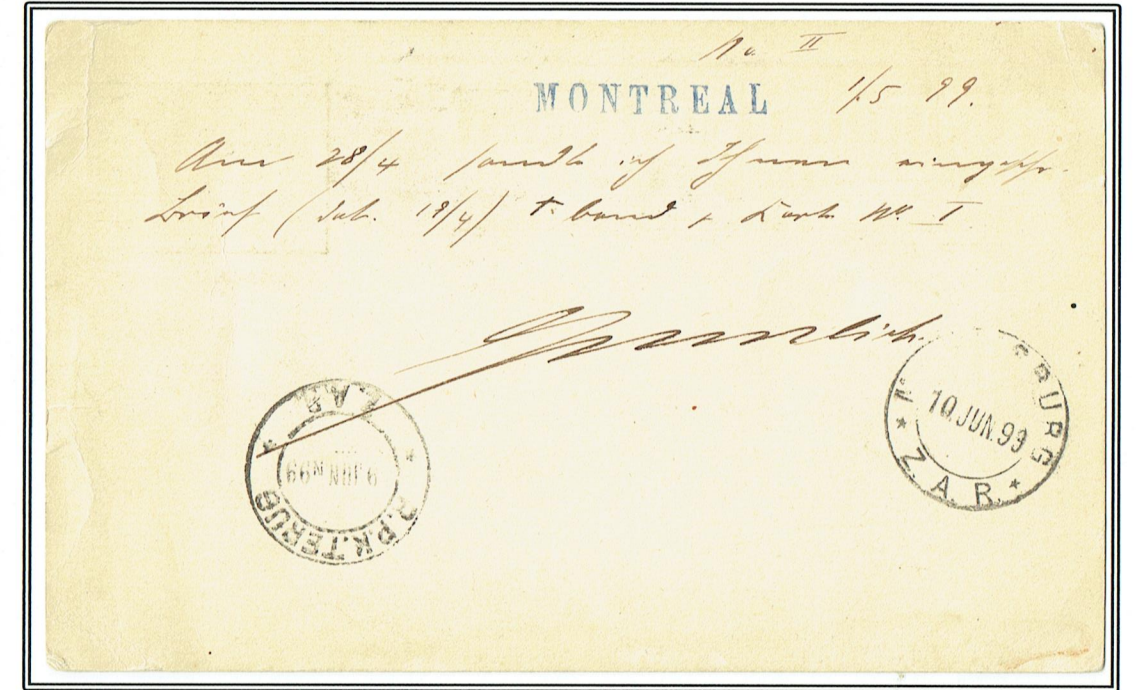


The letter was posted on the TPO on its way to Naauwpoort, a late fee of 6d was paid in addition to the normal Foreign postal rate and cancelled with a "RPK HEEN" handstamp on 16 November arriving in France on 1 December 1896

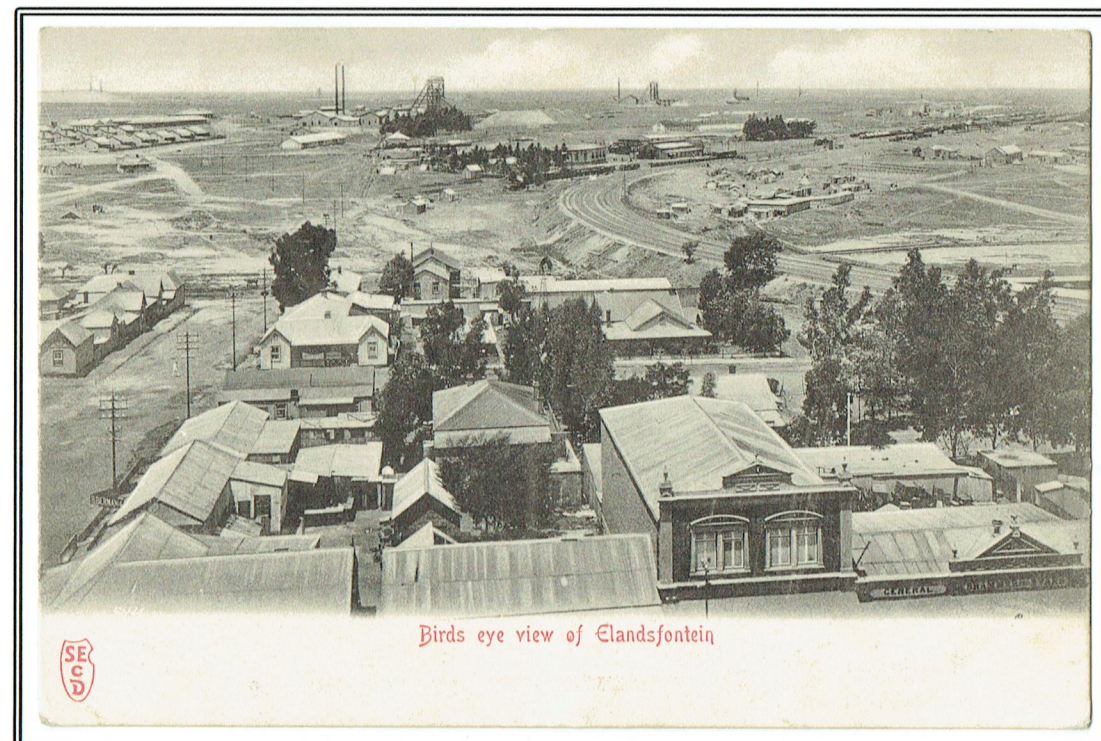


Major Railway lines of NZASM/Transvaal in 1910

Post Card from Montreal, Canada to Maraisburg, ZAR dated 9 May 1893 with a "RPK TERUG" handstamp dated 9 June 1893 at the reverse



Travelled by train from Cape Town to Naauwpoort where it gets onto the ZAR TPO to Johannesburg on 9 June 1899 receiving a "RPK TERUG" handstamp, arriving in Maraisburg on 10 June 1899



Birds eye view of Elandsfontein



Unused NGR luggage label (F. No. 70) to Angelo Station used on the Germiston – Springs line by the NGR for passenger luggage from Natal



PRETORIA-PIETERSBURG RAILWAY COMPANY (PPR)

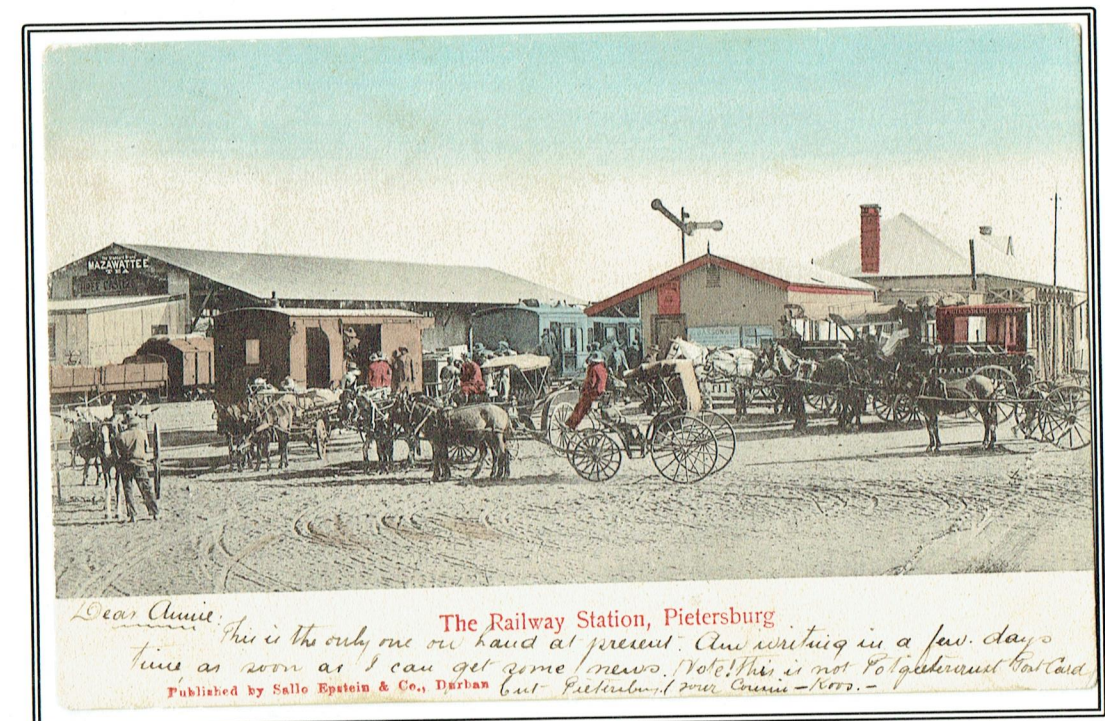
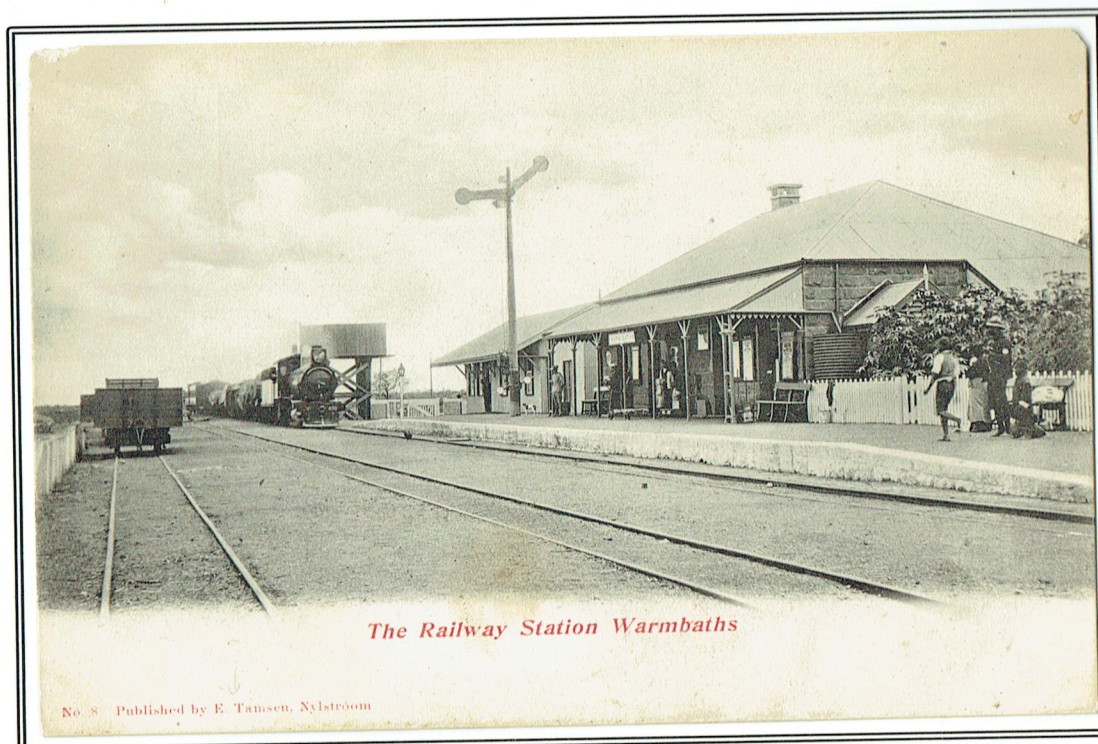
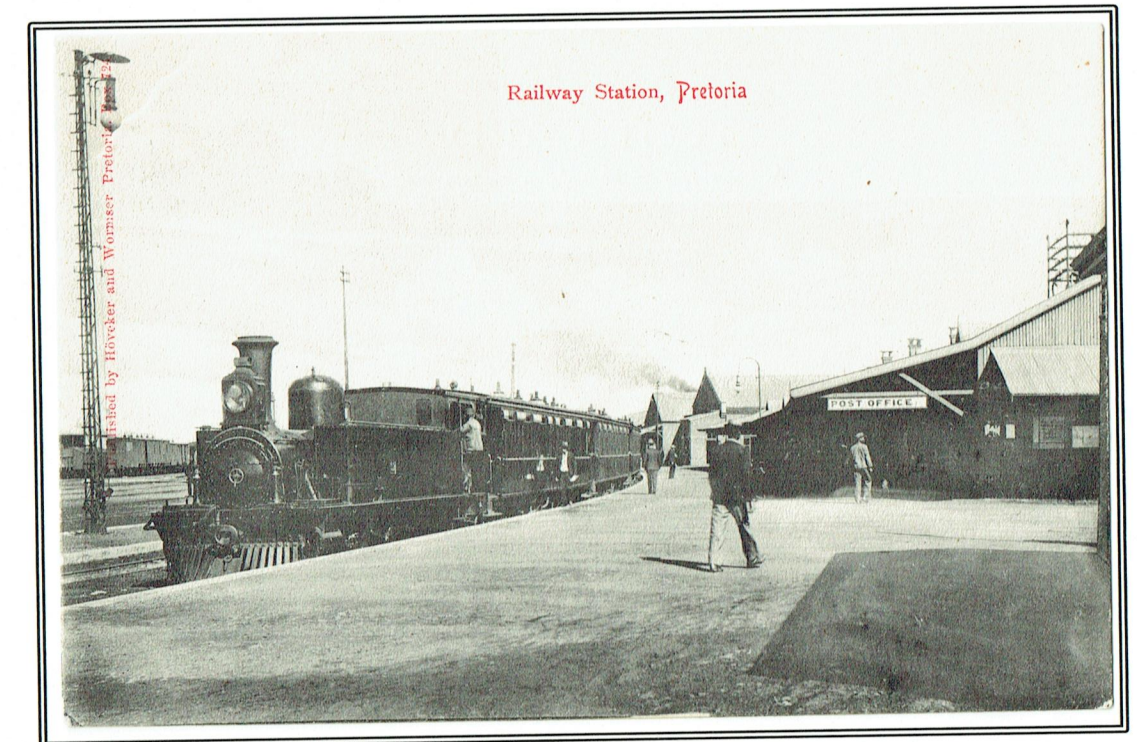
The Pretoria-Pietersburg Railway Company (PPR) constructed a railway under concession from the ZAR government which operated northward from **Pretoria** via **Warmbaths** and Nylstroom to **Pietersburg**. Construction commenced in 1897 and five months after the railway was completed, the Anglo Boer War broke out and the ZAR government seized the railway.



Extremely rare "PRETORIA PIETERSBURG SPOORWEG MAATSCHAPPIJ, BEPERKT" from Pretoria to Ostende, Belgique. The three 1d Transvaal stamps is cancelled with a Pretoria cds dated 17 March 1900 with an Ostende backstamp dated 29 April 1900. It was underfranked and taxed 20 centimes with no indication if was paid

Only one registered

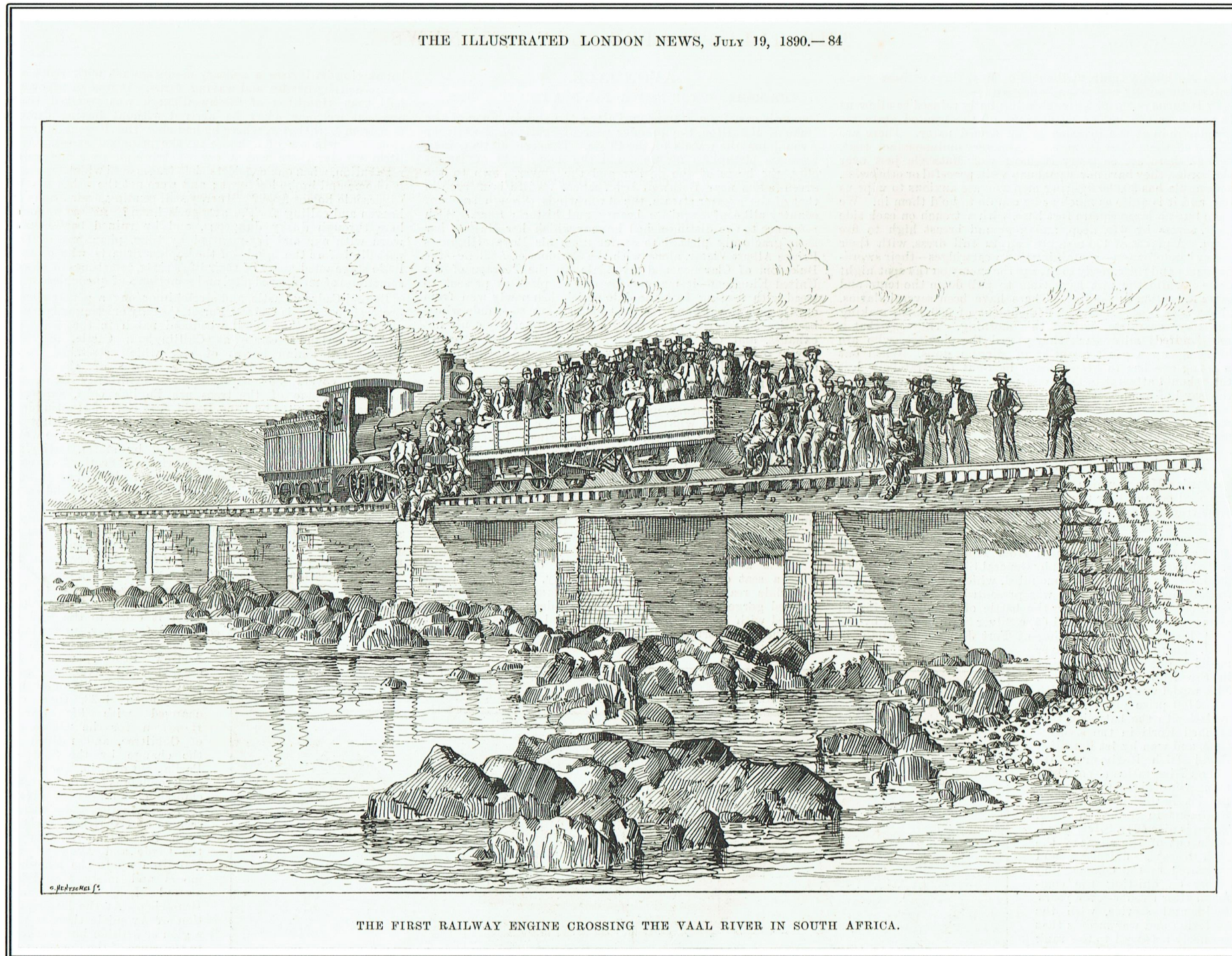
After the war it came under the control of the Central South African Railways (**CSAR**)



ORANGE FREE STATE

The Republic of the Orange Free State (OFS) became independent in 1854 and a weekly transport service was introduced for goods between Bloemfontein and the Kimberley diamond fields in 1873. Government neglected **development** of a railway system but rather accepted the assistance of the Cape government in constructing its railway lines

This led to the building of a wholly financed railway line from the Cape to Bloemfontein by the Cape Government Railways (CGR) to reach Bloemfontein via Naauwpoort and Springfontein in the late 1880's



Original wood engraved print image from a **rare, retained** copy of "The Illustrated London News" of 19 July 1890, pg. 84, illustrating an artist presentation of the first train over the Vaal River – an event that materialized two years later in 1892

Political disagreements between the Cape Colony and the ZAR make the **extension** of the line from Kimberley to Johannesburg impossible. The Bloemfontein line was later extended to Viljoensdrift on the **Vaal River**, the border between the two Republics. After the ZAR government finally **agreed** in June 1890, it was **extended** to Johannesburg where it was formally opened on **15 September 1892**



Official CGR envelope used in the OFS from Bloemfontein to Vryburg dated 30 June 1891, indicating free OFS franking privileges for the CGR. The letter is addressed to the wife of Sir Sydney Shippard, at the time the Administrator of British Bechuanaland and deputy Commissioner for Bechuanaland Protectorate



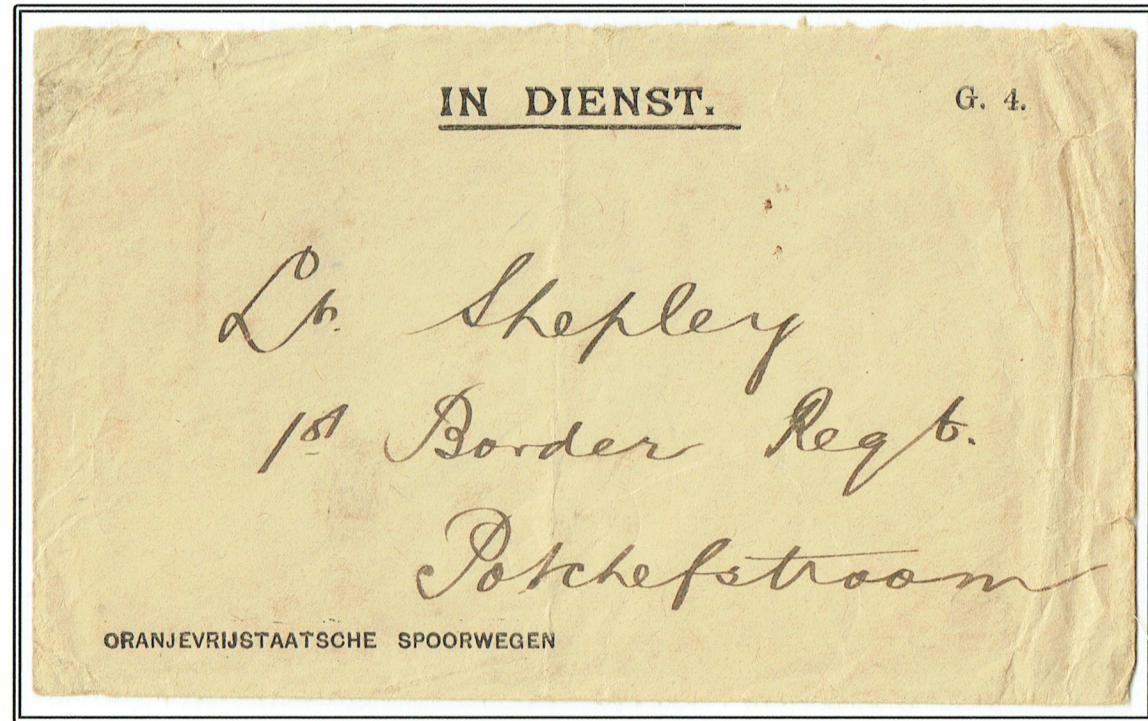
Cover from Wolvehoek, OVS to ZASM, Pretoria dated 25 April 1899. Wolvehoek was on the Kroonstad – Vereeniging line and this was most probably inter-railway administration mail

ORANJEVRIJSTAATSCH E SPOORWEGEN (OVSS)

OFFICIAL STATIONERY

In September 1896, the Orange Free State government under President Steyn **decreed** that all railways within its boundaries would be taken over by the Republic of the Orange Free State. Agreements were drawn up and arrangements for the **takeover** started. All the locomotives and rolling stock were purchased from the CGR for £2 450 000

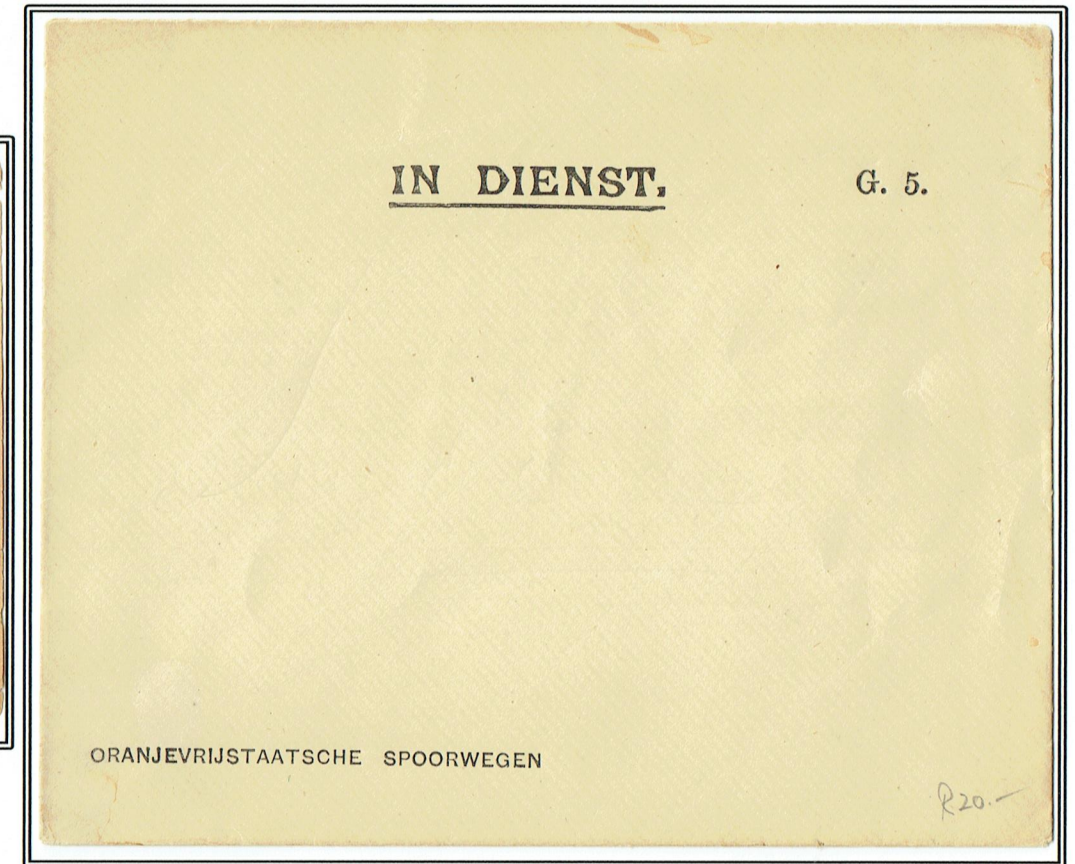
The government owned **ORANJEVRIJSTAATSCH E SPOORWEGEN (OVSS)** (Orange Free State Railways) came into existence and immediately started to print their own stationary



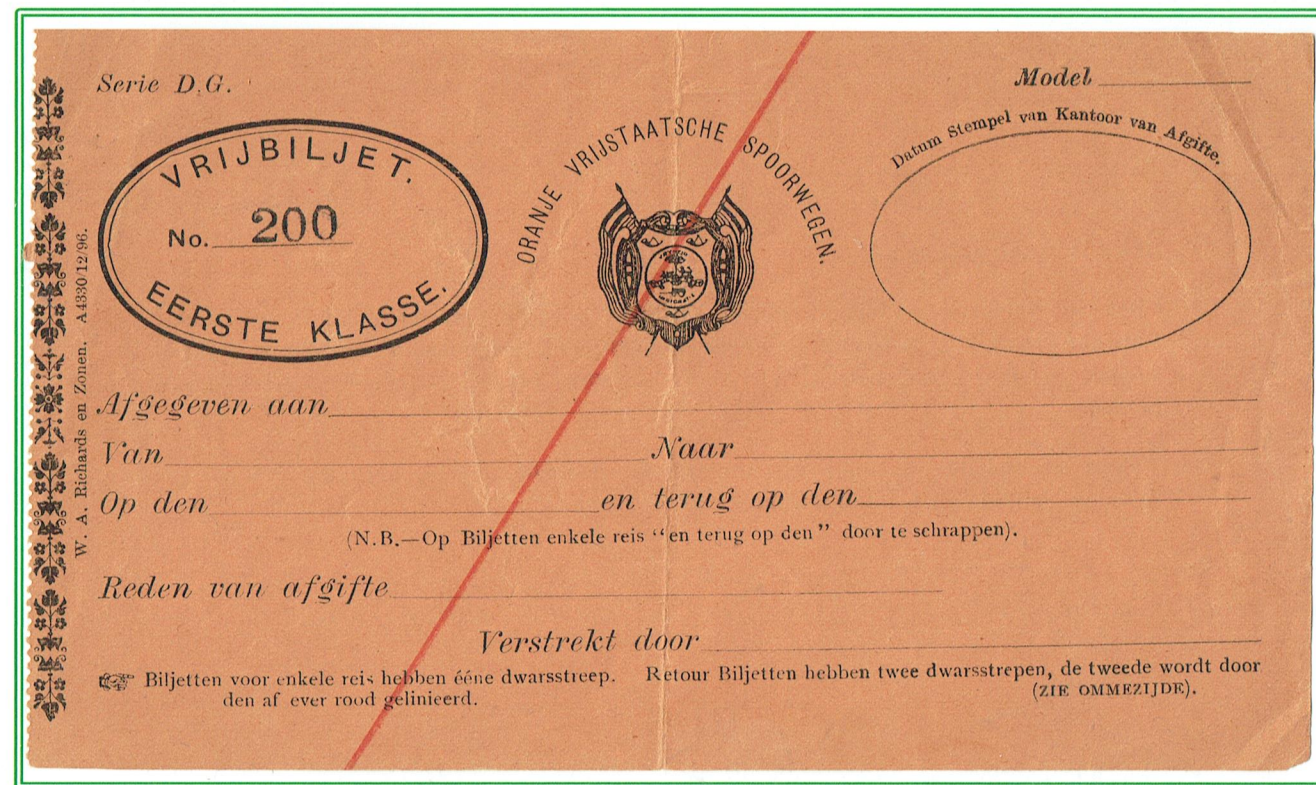
Official G.4 size cover addressed to Potchefstroom – No postmarks appear on the cover and it was most probably sent by hand or by internal Military mail



Unused OVSS passasiersgoed (luggage label), marked model T.2, used to mark luggage destined for Viljoensdrift on the Vereeniging – Kroonstad line



Official G.5 unused envelope



Extremely rare unused first-class free pass ticket of the OVSS (OFS Railways) – **only one known**



The OVSS crest was printed at the back of the Official envelopes

OVSS TRAVELLING POST OFFICES

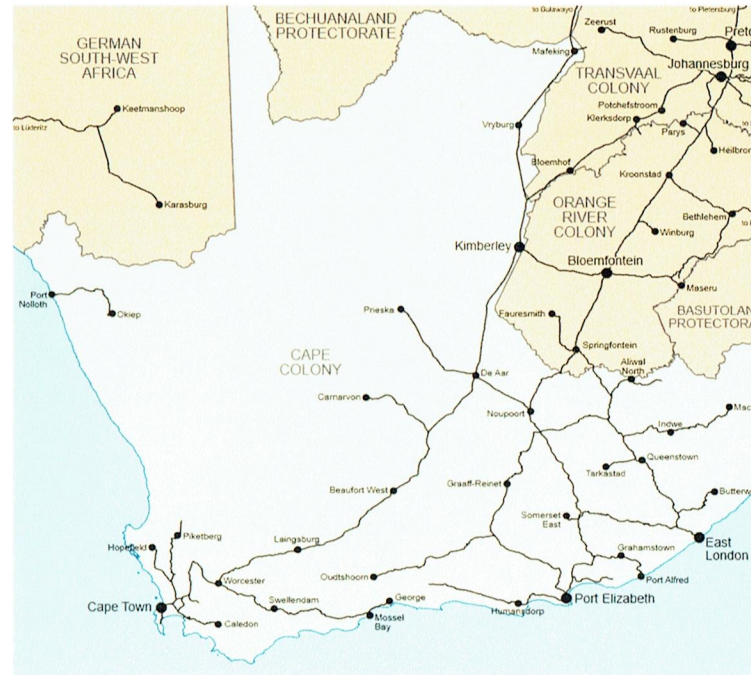
The line from Port Elizabeth to De Aar **passed** through Noupoort in the Northern Cape. By **arrangement** with the Orange Free State Parliament in 1889 the CGR could **extend** the line from Noupoort through Colesberg to enter the Free State at Norvals Pont

The line was **continued** northwards to reach Springfontein where in 1892 the Eastern Cape line would connect with Bloemfontein



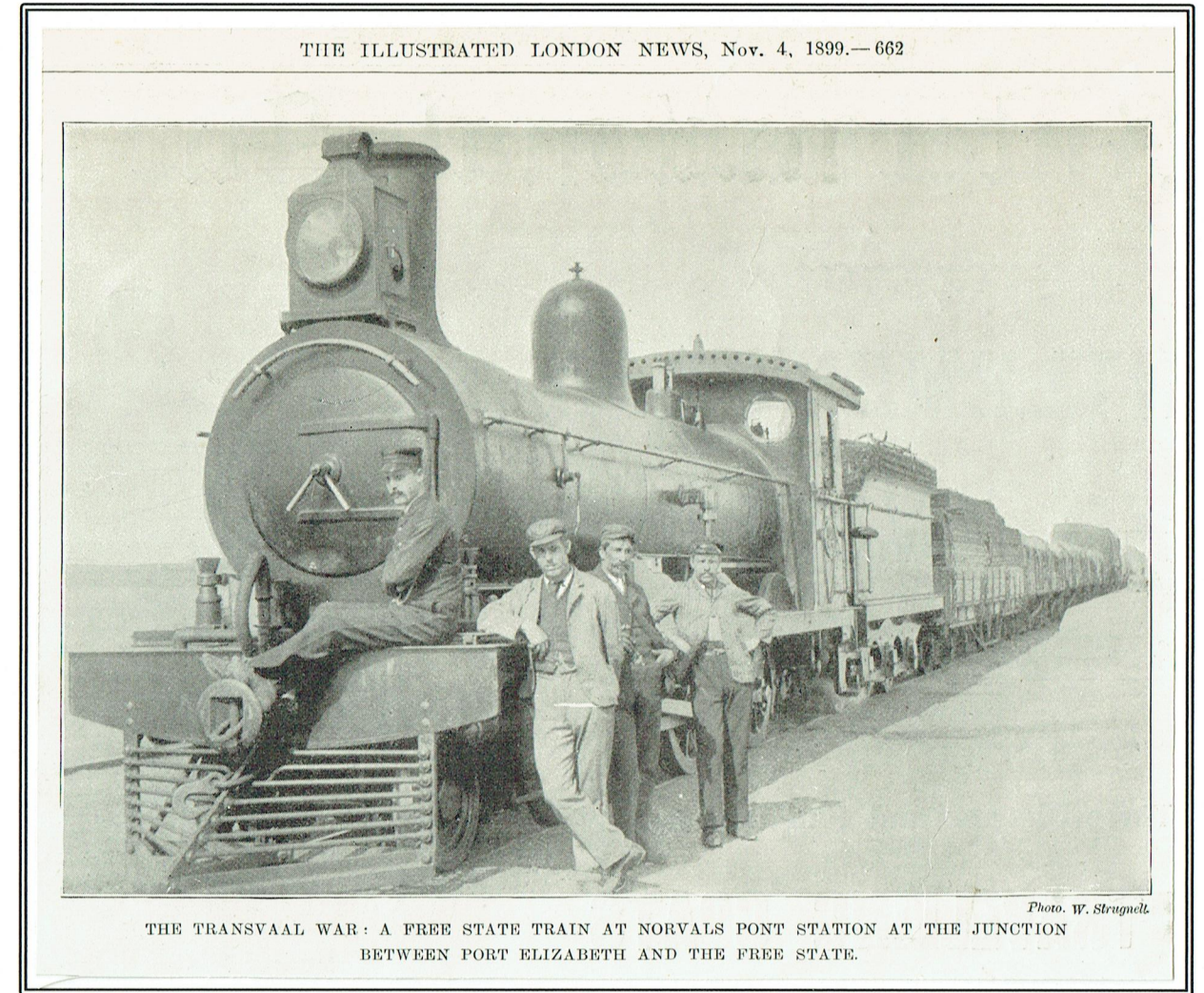
Postcard from Bethanie to Riversdale dated 13 January 1894

From Bethanie it travelled by road to Bloemfontein from where it was sent to its destination with the Cape Colony operated Western TPO "UP" to Riversdale via Cape Town



Major Railway lines in 1910

Wikimedia Commons

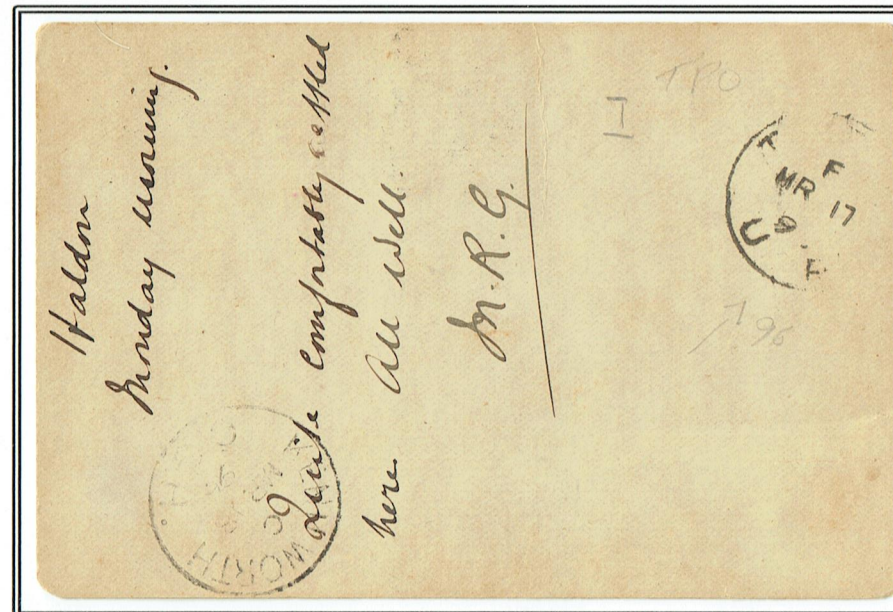


Original print image from a **retained** copy of "The Illustrated London News" of 4 November 1899 pg. 662



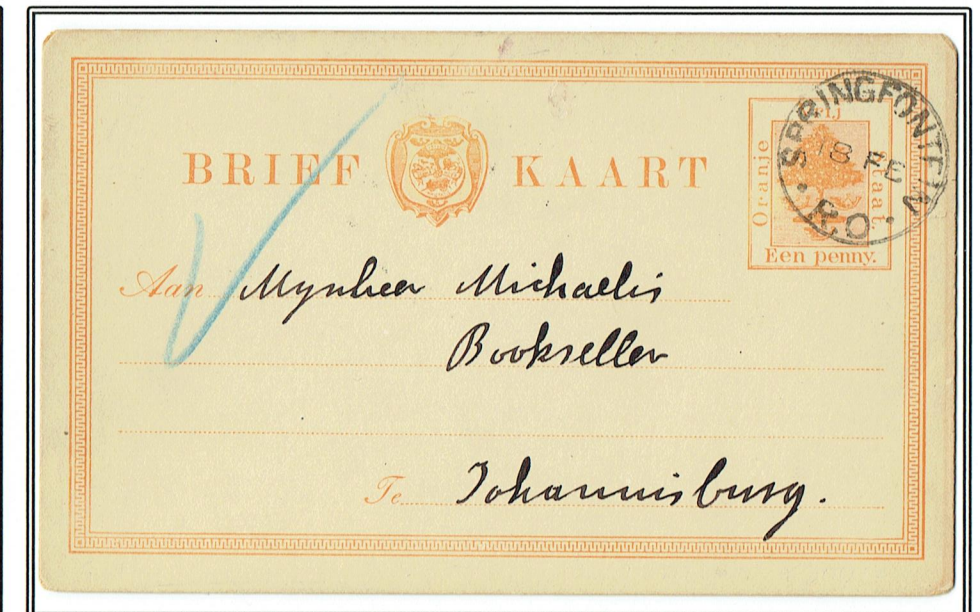
OFS letter card from Springfontein to Pretoria dated 24 May 1898 cancelled with a Springfontein Railway Office cds

The card travelled with the main line from the Cape through the Free State to Pretoria via Bloemfontein. Although the railway at the time was taken over by the Free State Government, the ZAR still operated on the line from Kroonstad to Pretoria receiving a ZAR "RPK TERUG" datestamp



Postcard from Bloemfontein to Cape Town dated 16 March 1896

Travelled by train from Bloemfontein to Naauwpoort where it boarded the Western line via De Aar to Cape Town on 17 March 1896 receiving a "TPO UP" handstamp, reaching Cape Town on 18 March 1896 indicated by a Kenilworth cds



Postcard from Springfontein Railway Office to Johannesburg dated 18 February 1900

The card travelled with the main line from the Cape to Pretoria of which the full section through the Free State was operated by the OVSS and not receiving a TPO datestamp

OFS RAILWAY ASSOCIATED STATION MARKS

The practice to add a suffix to Railway Station Post Offices was also accepted in the OFS to identify such offices



Post card from **Winburg Aansluiting** (Junction) to Barkly West dated 29 January 1899 with Barkly West arrival cds on 31 January 1899



Unused OVSS passasiersgoed (luggage label), marked model T.7, used to mark luggage destined for Brandfort on the Kroonstad – Bloemfontein line



Envelope from **Bethany R. O. (Railway Office)** addressed to Port Elizabeth dated 1 May 1902



Post card from Winburg to Kroonstad "Railway Camp" dated 20 June 1906
Most probably a wrong date as it received an arrival cds at Kroonstad on 22 June 1905 from where it was sent to the **PO Kroonstad Station** receiving an arrival cds on 23 June 1905



Virginia Station

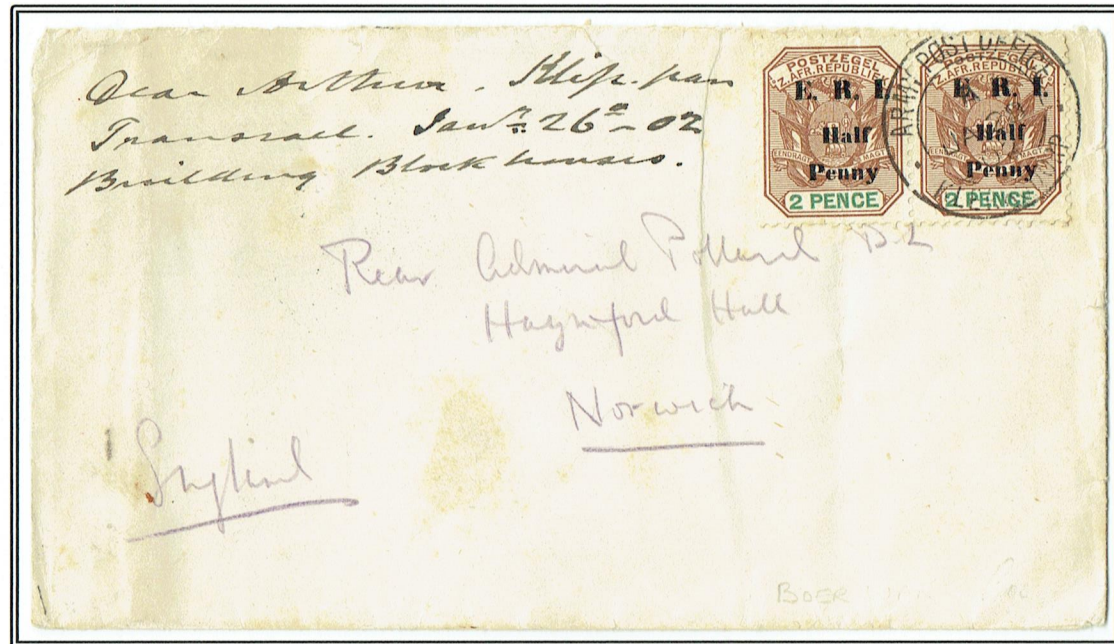


Edenburg **boxed** type **station mark** in red, more intended for use on waybills, defacing the ORC 1d stamp also tied by a Bloemfontein OVS datestamp dated 7 July 1900 addressed to Dover, England
It also bears an octagonal "T" over "15" tax mark and a 3d FB tax mark

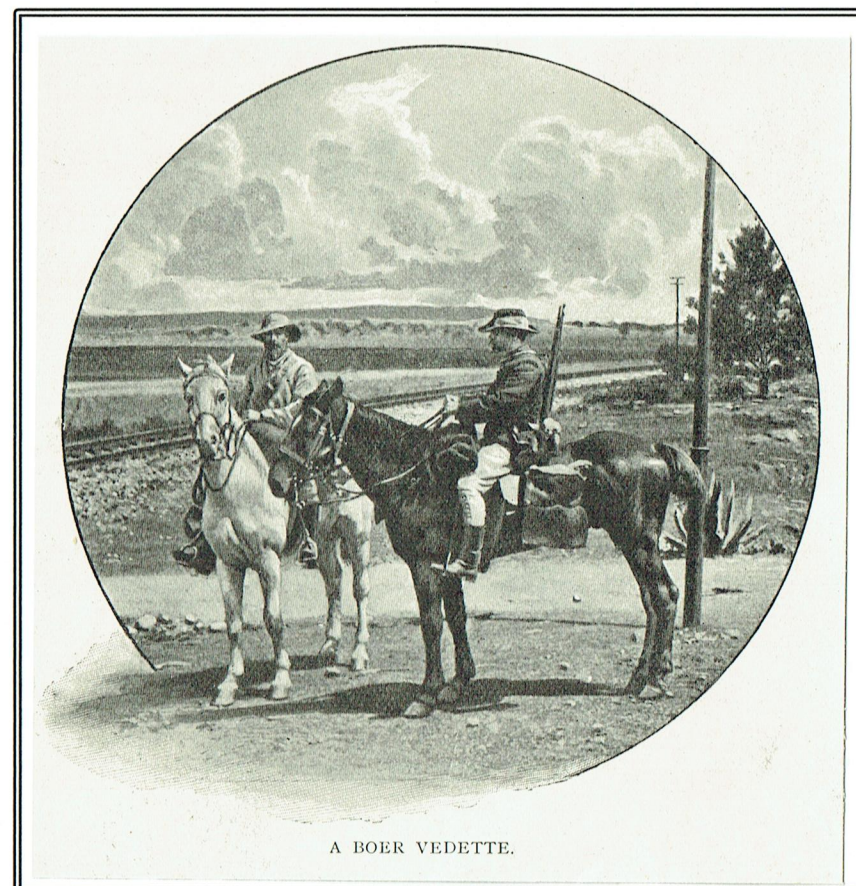
ANGLO BOER WAR (1899 – 1902) RAILWAY RELATED MATERIAL

Reinforcements were rushed to the front hitting back and, after the Battles of Modderivier and Paardeberg the British Forces advanced to the North. Bloemfontein was captured on 13 March 1900, several towns followed and on 28 May 1900 the OFS was officially **annexed** in the name of the Queen as the **Orange River Colony (ORC)**

Britain started to build **blockhouses** towards the end of 1900 to **protect** and guard the **railway lines** and bridges



Correctly franked letter from Klerksdorp to Norwich, England dated 29 January 1902. The two ½d ZAR overprinted "ERI" stamps is cancelled with an Army Post Office, Klerksdorp cds. The cover is endorsed in writing "Dear Arthur, Klippan Transvaal. Jan 26th 02 **Building Blockhouses**" - Klippan is near Mafeking



Boer reconnaissance patrol with a railway line in the background. Original print image from a copy of "With the Flag to Pretoria" – 15 December 1899, pg. 121

Sentry points formed an integral part of the British strategy to **protect** communication and supply lines

At the end of the war over 8 000 blockhouses covering 6 000 km of railway lines were build and manned by 50 000 British troops and 16 000 Africans

LOOTED MAIL



Letter from Johannesburg to Bloemfontein dated 6 January 1901. The 1d GB stamp is cancelled with a BRITISH ARMY POST OFFICE #17 that was used at Johannesburg

On the way South, the letter was in a mail bag captured by the Boer Forces. The bag was recovered by the British and carries a three-line cachet "**INCLUDED IN MAIL BAG LOST ON CAPE RAILWAYS AND RECOVERED JULY 1901**". The letter was returned to the postal channels, eventually redirected to England from Cape Town on 26 August 1901, arriving in London on 21 September 1901 - **Rare**

