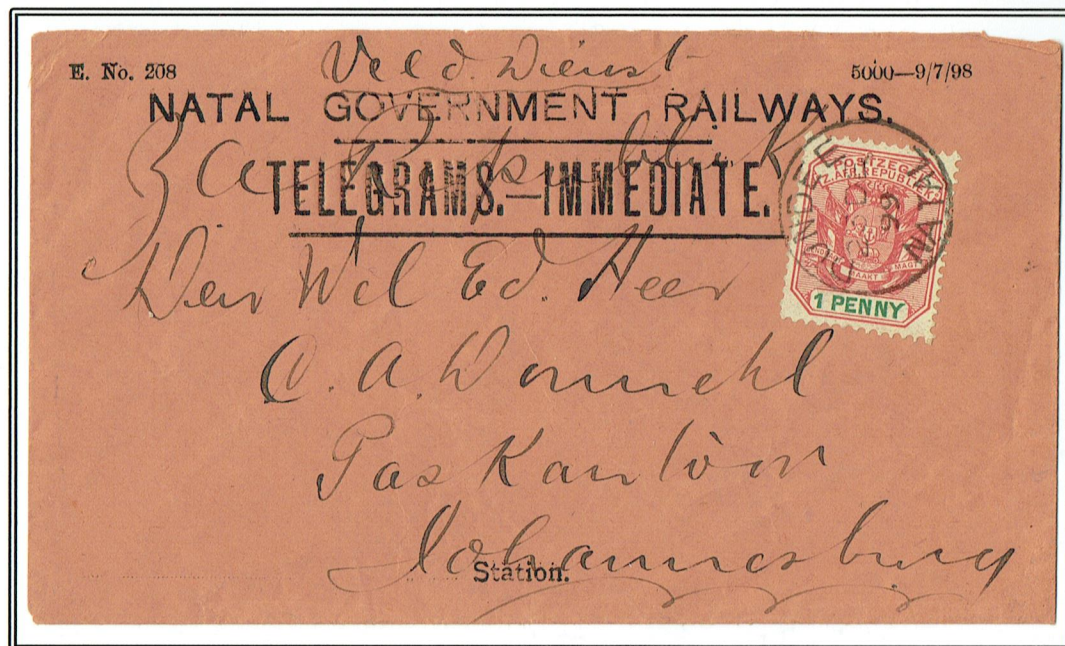


**ANGLO BOER WAR (1899 – 1902) RAILWAY RELATED MAIL**

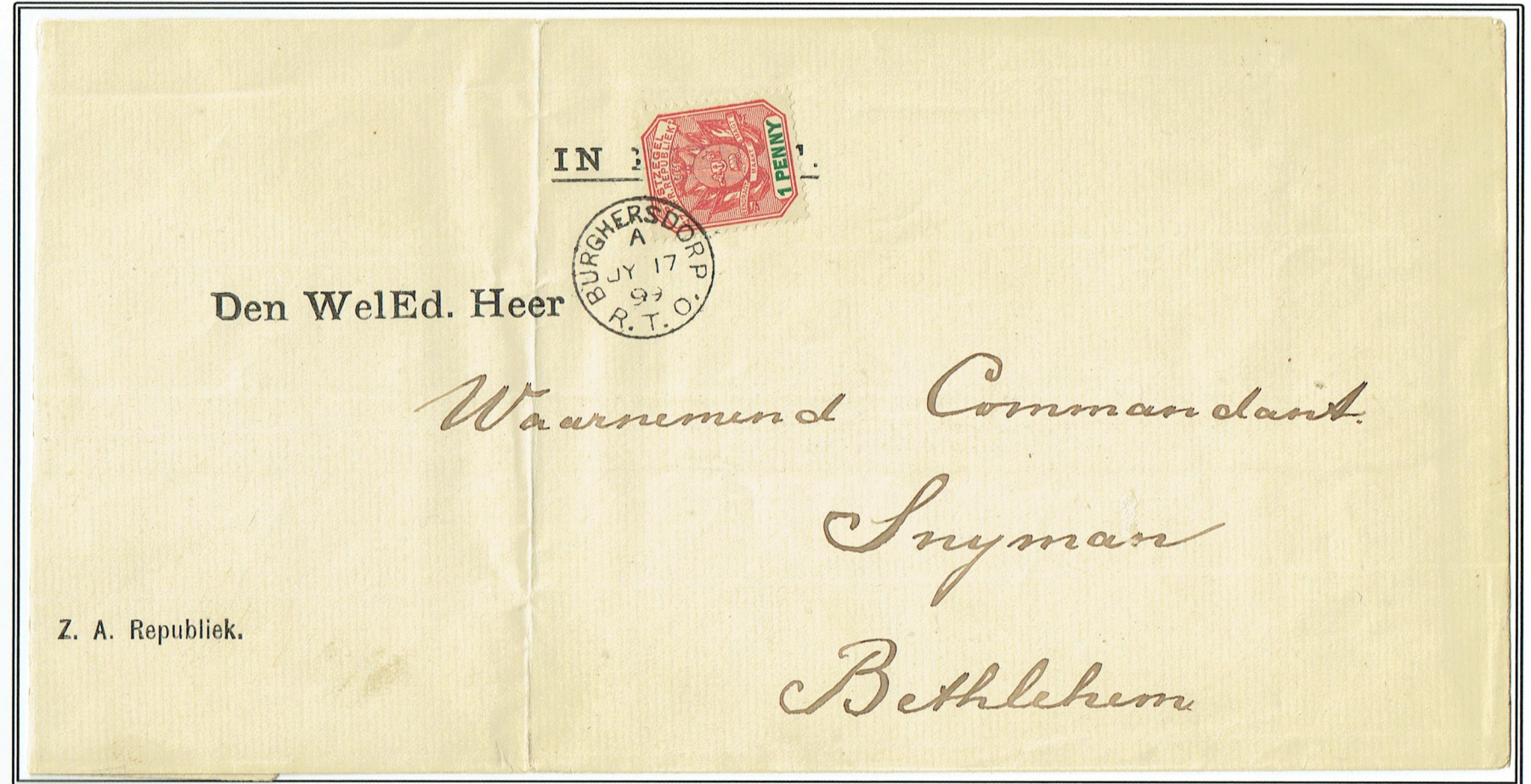
The Anglo-Boer War broke out between Britain and the two Boer Republics – the ZAR and the Republic of the Orange Free State (OFS) – on 11 October 1899 with the Boers taking offensive and **punished** the Imperial forces in several battles, the so called **"Black Week"**



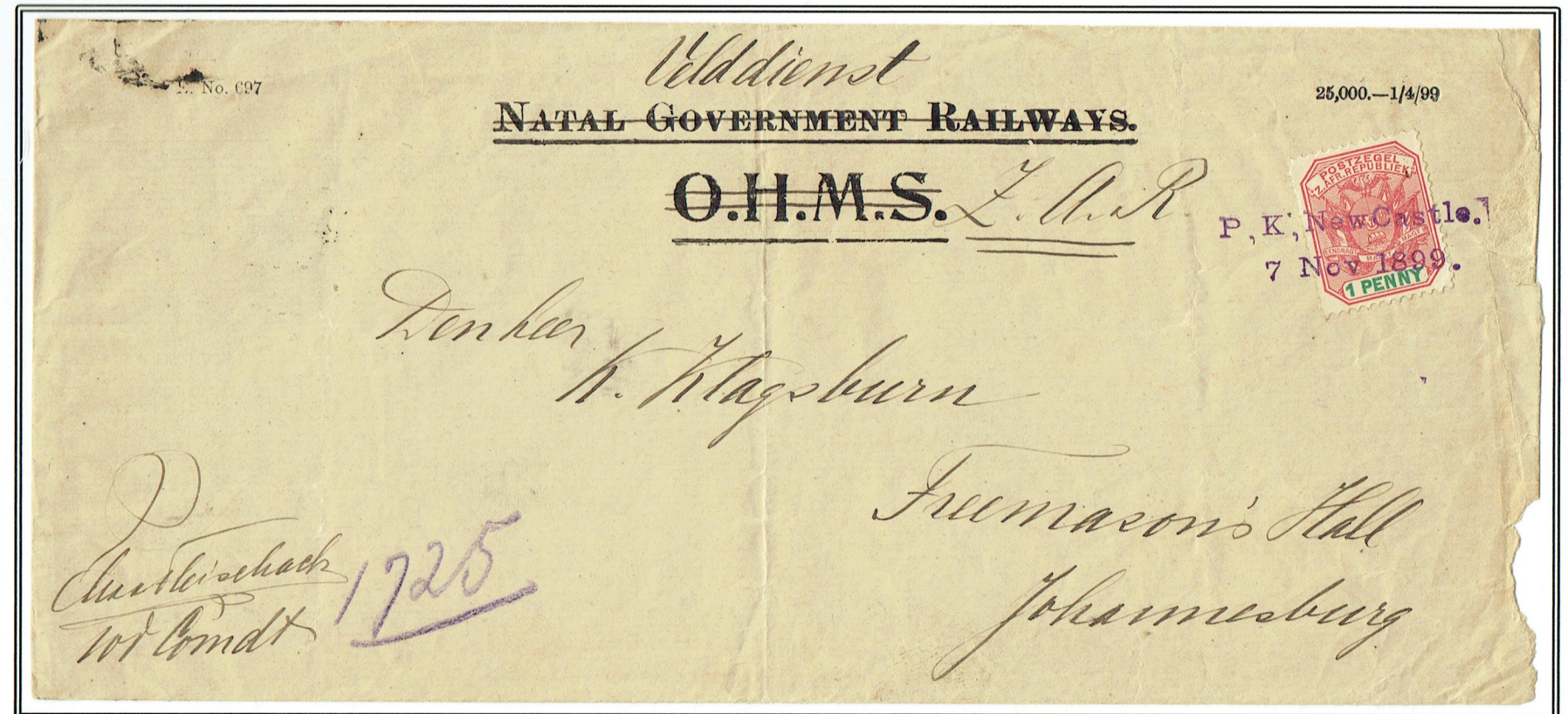
Official NZASM envelope send from Hattingspruit to Utrecht, Holland, cancelled with an oval "VELDPOST ZAR, HATTINGSPRUIT" canceller dated 16 April 1900. Sent by the "Station Chief", Hattingspruit during the occupation of Northern Natal by the Boer Forces, with NZASM operating the railways. It is marked "VEROWERDE GEBIED" (Occupied Territory) at the back (Insert)



NGR Official Telegrams Envelope used by the invading Boer Forces at Dundee, Natal endorsed "VELDDIENST" (field service), addressed to Johannesburg. The 1d ZAR stamp is cancelled with Dundee, Natal cds dated 25 December 1899



Official ZAR envelope used from Burghersdorp, Cape Colony to Bethlehem in the OFS. It is correctly franked with a Transvaal 1d stamp and cancelled on 17 July 1899 with a **Burghersdorp Railway Telegraph Office (RTO)** cds. The letter is addressed to Acting Commandant Snyman at Bethlehem, OFS three months before the outbreak of the Anglo Boer War. Burghersdorp was occupied by OFS forces in November 1899



Official Natal Government Railways envelope used by the Boer forces in Northern Natal on 7 November 1899 to Johannesburg. NZASM operated the railways during the occupation of Northern Natal. The print is deleted by pen and replaced with "VELDDIENST, ZAR" and the 1d ZAR stamp is cancelled with a two-line date stamp P.K. (Post Office) New Castle dated 7 November 1899

## ANGLO BOER WAR (1899 – 1902) HOSPITAL TRAINS

To **provide** medical assistance, Britain attached to each brigade a medical section with ambulances and **hospital** wagons with a field hospital for each division. Wounded soldiers were transported to dressing stations and after receiving treatment, returned to their unit or referred to a field hospital and, if necessary, **transported** to hospitals upon the lines of communication

A **hospital train service** was implemented to enhance the medical service and may be classified as follows:

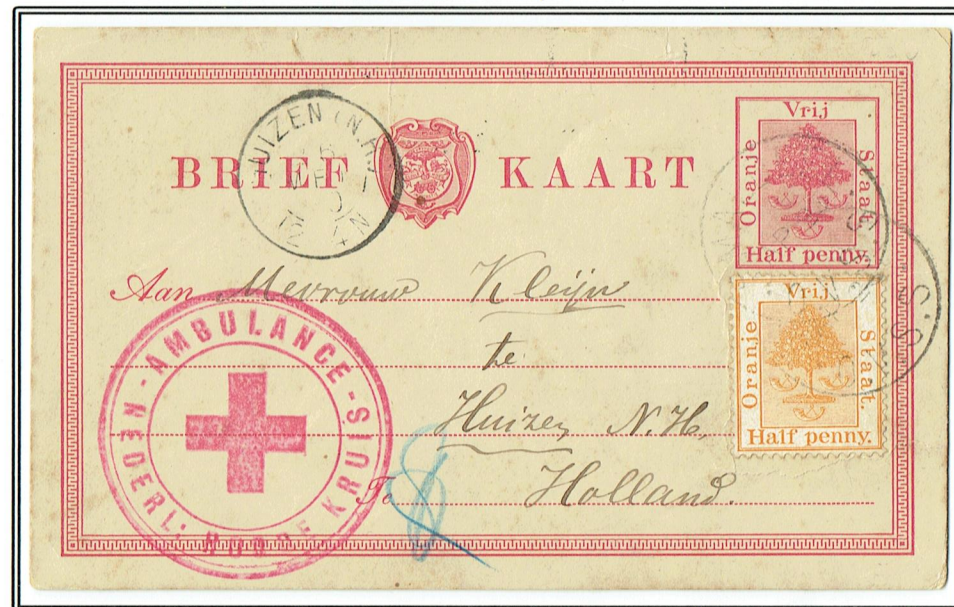
- Hospital trains, specially fitted, equipped, and staffed as such, for "lying-down cases"
- Improvised Hospital Trains, first-class corridor-carriage trains, with a kitchen-car attached, for the conveyance of less severe cases and of convalescents
- Ambulance Coaches, these were specially fitted carriages placed at convenient intervals on the railways. They were used to pick up small parties of sick from the various posts along the lines and were attached to passing trains for conveyance to the nearest hospital and mostly had a regular service up and down their stretch of line

Manuscript endorsed "**Hospital train, Cape Town SA**" letter from Karree, OFS to Ventnor, England



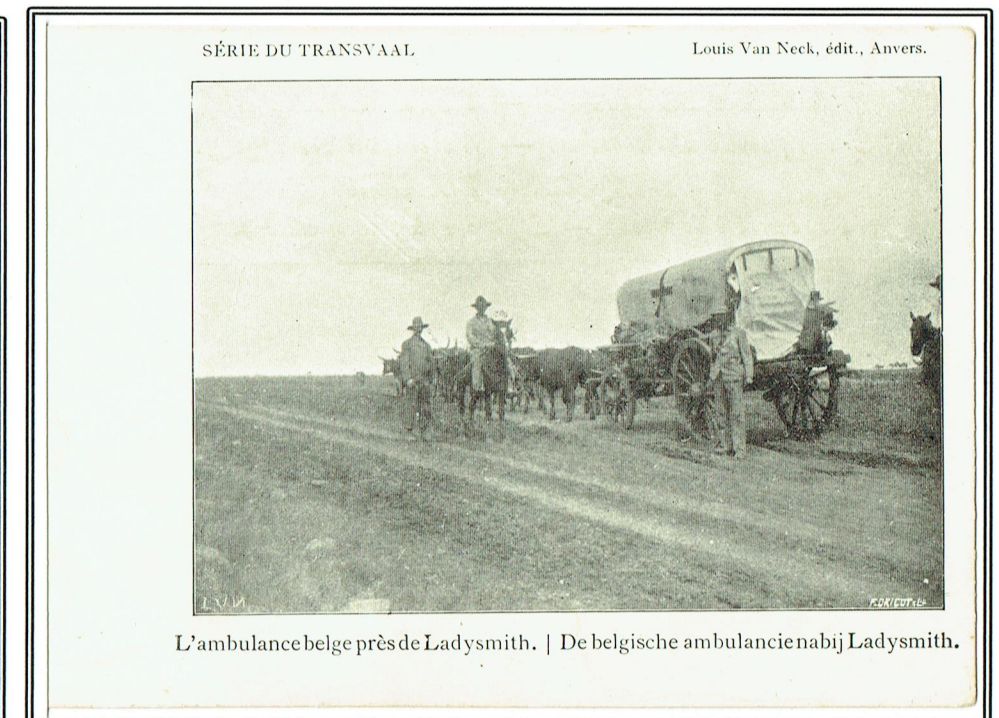
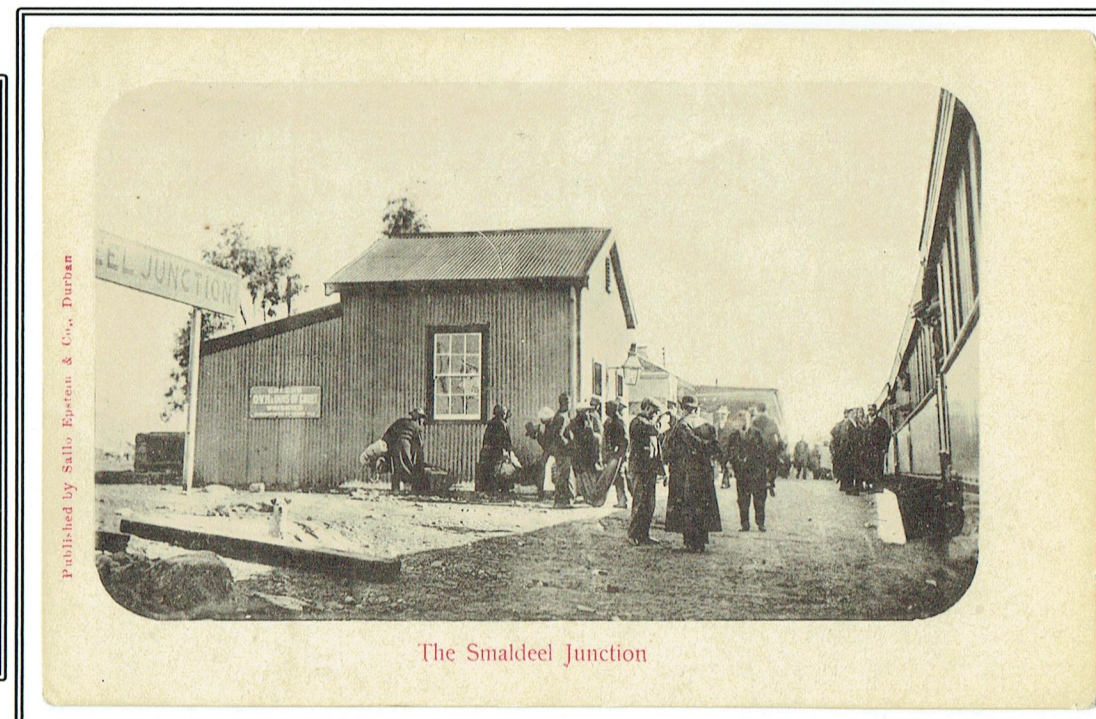
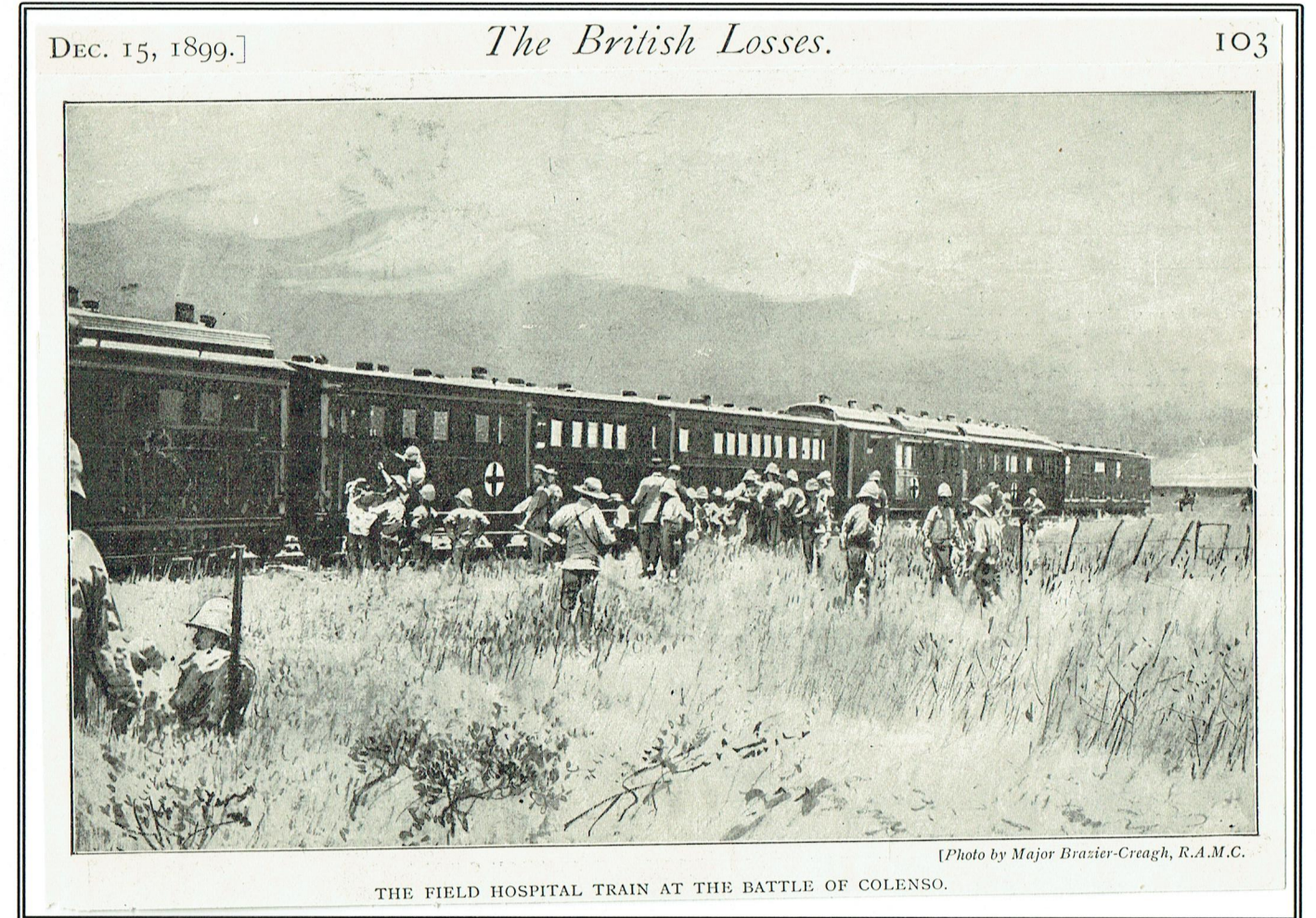
Letter is franked with a 1d GB stamps cancelled with a **Rare** boxed type "IMR KARREE" station cachet and uprated with a 1d OFS "VRI" overprinted stamp tied by Bloemfontein datestamp dated 17 May 1900. It also shows a Southampton Packet Letter datestamp applied in transit and a Ventnor arrival backstamp  
**PFSA certificate**

Correctly franked OFS letter card from Smaldeel, OFS addressed to Holland on 23 April 1900



A Dutch Red Cross cachet used at a **hospital train** stationed at Smaldeel Station appears on the front of the card

Original print image from a copy of "With the Flag to Pretoria" – 15 December 1899, pg. 103



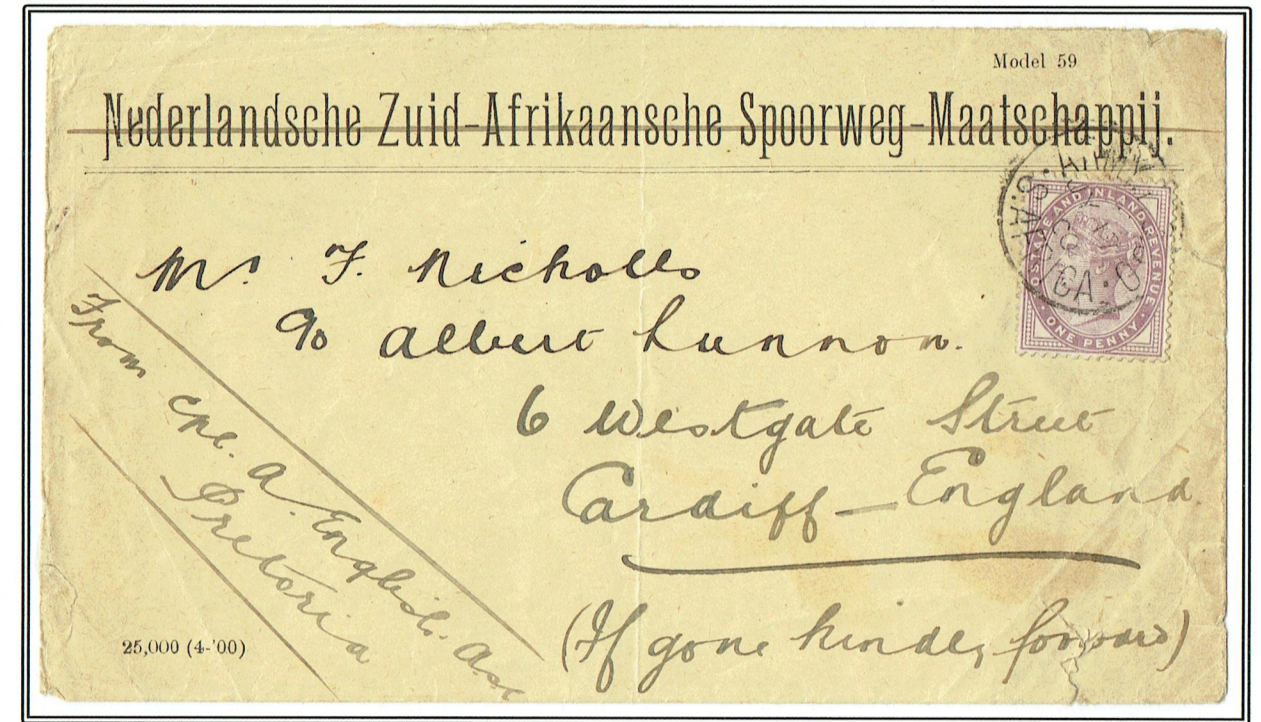
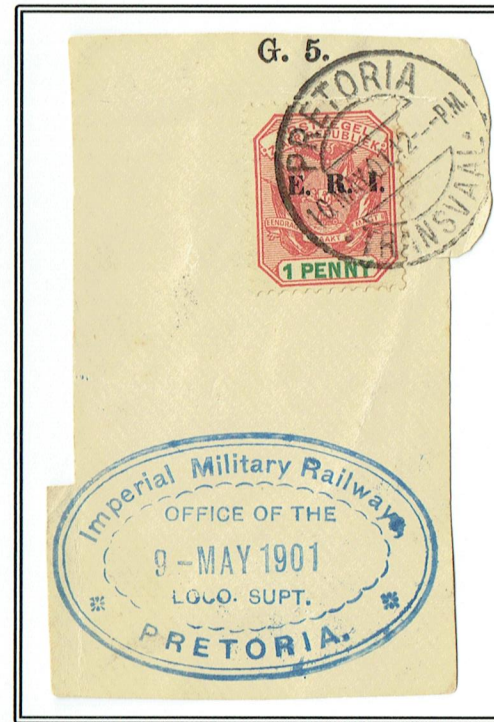
Ambulance wagon provided by Belgium to the Boer forces

**IMPERIAL MILITARY RAILWAYS  
USAGE OF NZASM AND OVSS OFFICIAL STATIONERY AFTER BRITISH OCCUPATION**

**Pretoria** fell on 5 June 1900 and Britain seized control of the two Republics, **annexing** Transvaal on 1 September 1900. The annexation of the OFS and ZAR saw British **administration** take over operation of the **railways** for the **rest** of the War. In **September** 1900, the **Imperial Military Railways (IMR)** came into being under supervision of Lieut-Colonel Sir Percy Girouard



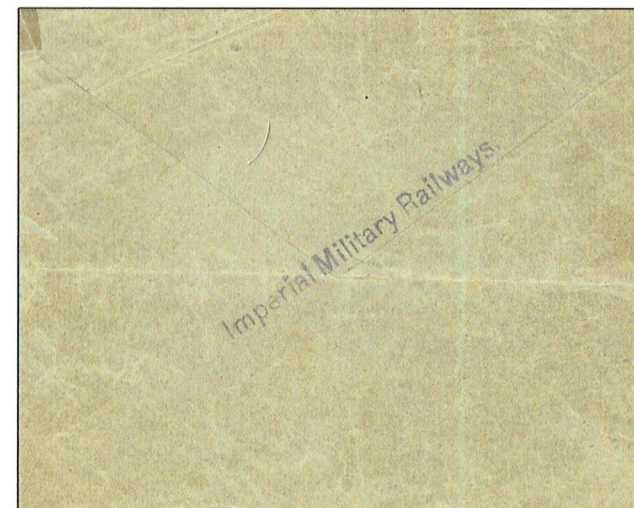
Early usage of marked **IMR** stationery at Klipriver near Johannesburg on 12 September 1900 as the ZAR was annexed on 1 September 1900



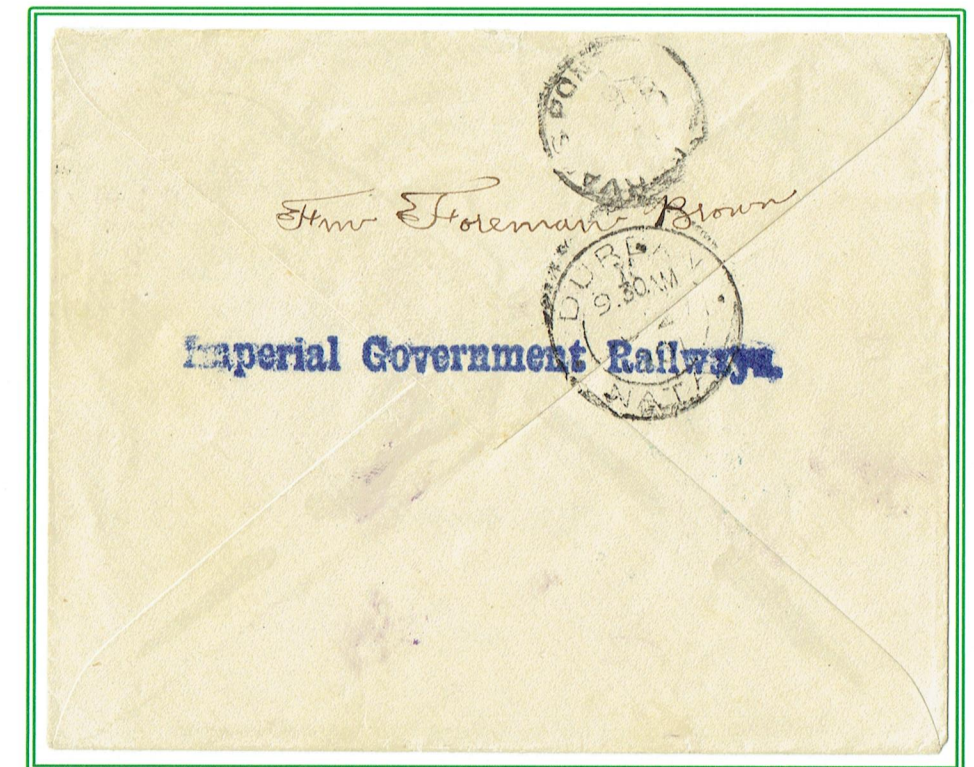
Official NZASM envelope used by a corporal of the British Forces, Pretoria sent to Cardiff, England in July 1900, shortly after the British occupation of Pretoria  
The 1d GB stamp is cancelled with an Army Field Post Office cds, illegible date, and at the back appear a Cardiff arrival stamp dated 11 August 1900



Official NZASM envelope used by the British administration and marked "**Imperial Military Railway**" in blue at the back  
This cover franked registered cover was sent from Johannesburg to Kazerne Station bears five "VRI" overprinted ZAR stamps cancelled with a Johannesburg Circular Date Stamp (cds) dated 29 October 1900 with ZAR still appearing in the cds



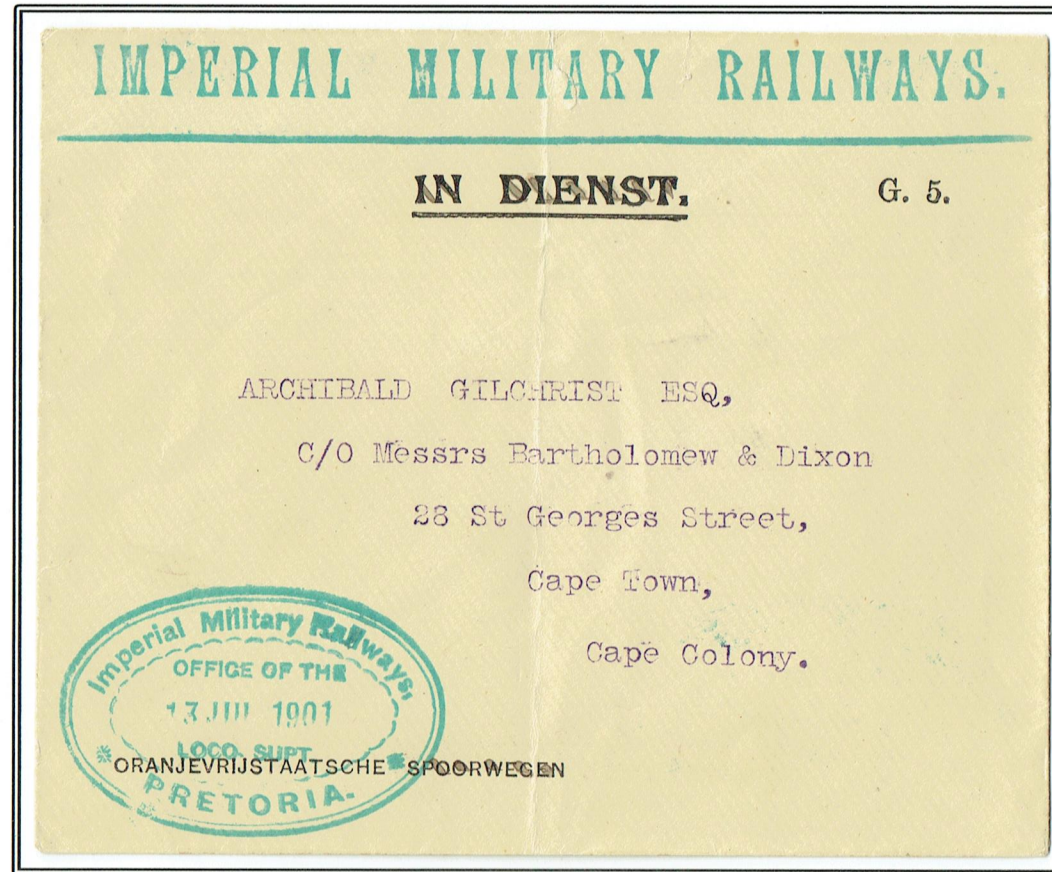
Reduced back of the cover at left



Cover endorsed in manuscript "*from Foreman Brown*" marked "**IMPERIAL GOVERNMENT RAILWAYS**" in blue. This is **incorrect** as there never was such an administration in South Africa. The cover was sent from Donkerhoek (ORC) to Durban, Natal  
**Only one registered**

**IMPERIAL MILITARY RAILWAYS  
USAGE OF OFFICIAL STATIONERY AFTER BRITISH OCCUPATION**

Assets of NZASM and the short-lived OVSS were formally **confiscated** and transferred to the IMR who then operated as part of the Southern Africa Railway Network. Postal Stationery of the two former Republics were used, initially identified with "**Imperial Military Railway**" applied with a rubber stamp



Official OVSS Railway cover marked "**Imperial Military Railway**" in green sent from the Office of the Loco Supt., IMR, Pretoria to Cape Town on 13 June 1901



Official OVSS Railway cover marked "**Imperial Military Railway**" in purple franked with an OFS 1d stamp from Bloemfontein to Durban on 30 March 1901. It carries a Durban cds dated 7 April 1901 where it was redirected to Pietermaritz-



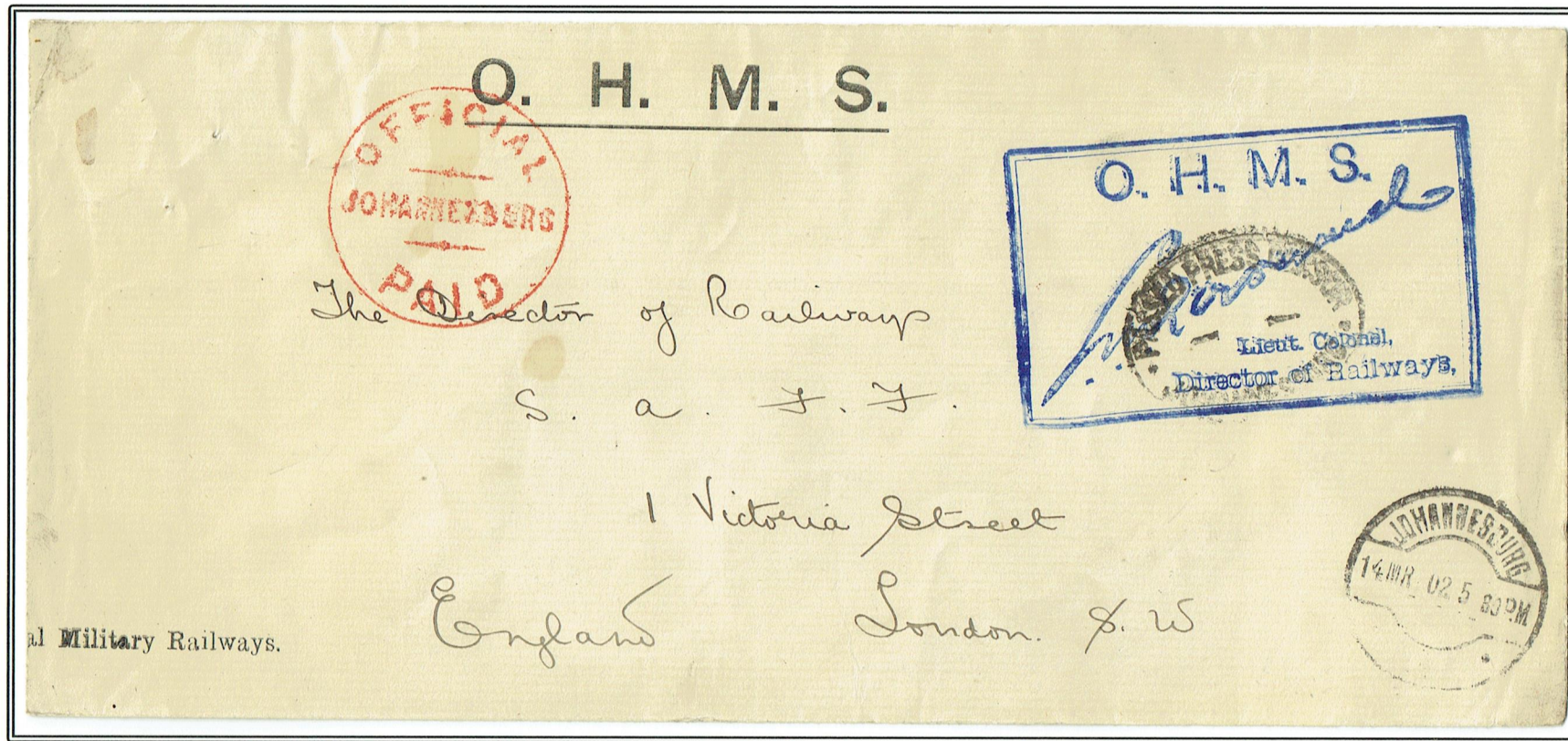
Late usage of official OVSS Railway cover marked "**Imperial Military Railway**" in green used in Transvaal from Pretoria to Cape Town on 10 September 1901

Military usage of Official OVSS Railway cover franked with a 1d GB stamp to Aberdeen, Scotland cancelled by British Army PO dated 19 April 1901



**IMPERIAL MILITARY RAILWAYS (1900 – 1902)  
OFFICIAL STATIONERY**

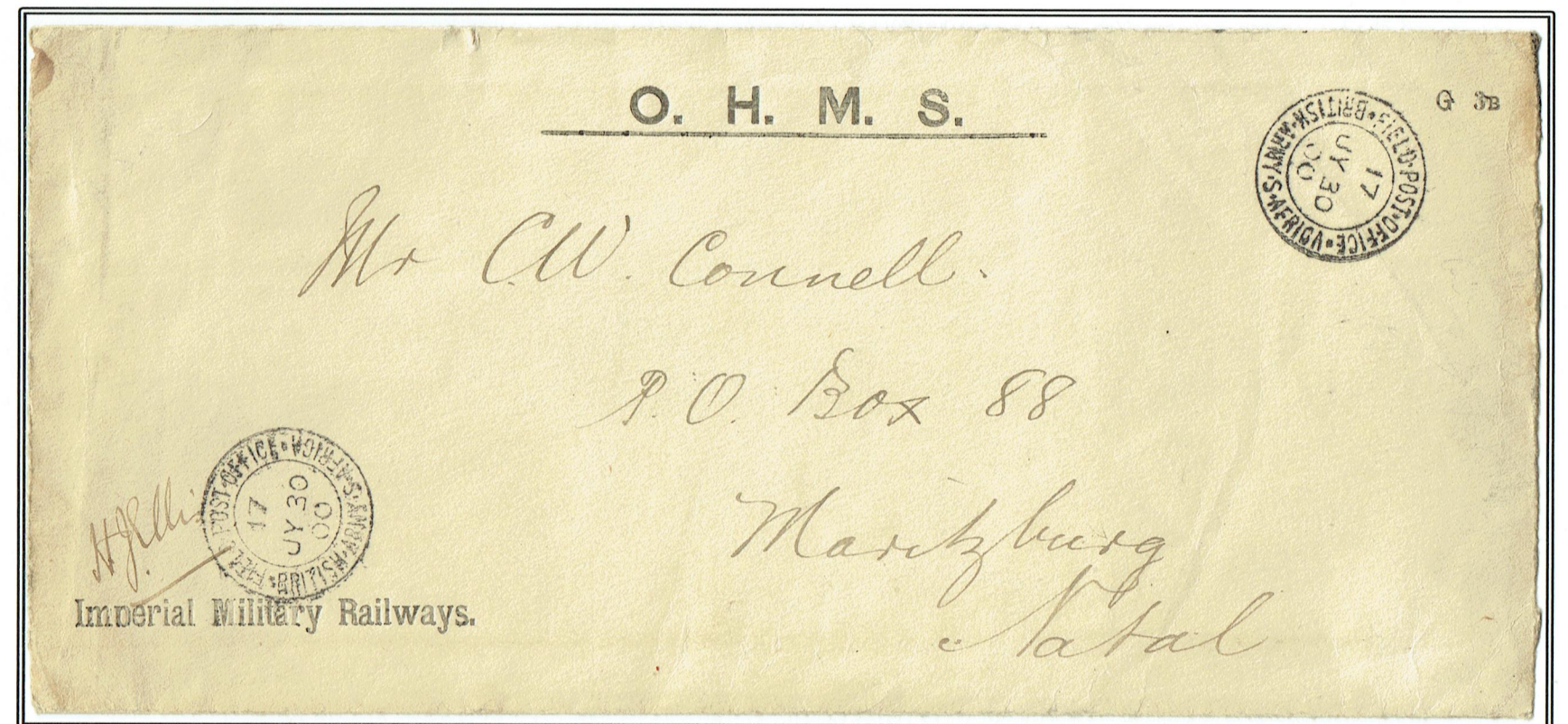
Girouard became the Director of the Imperial Military Railways and was responsible for co-ordinating the **reconstruction** of the railway lines and bridges that had been blown up by the retreating Boer forces



Official cover with the **IMR crest** in embossed printing at the back as well as an oval cachet in blue of the District Engineer, IMR, Waterval Boven dated 16 May 1902



**IMR** parcel tag with illegible date stamp franked with 1/- Transvaal "VRI" overprinted stamp addressed to Derbyshire, England via Cape Town where it received a Cape of Good Hope Foreign & Colonial parcel post label and taxed 5d Inland postage charge



Official IMR envelope, size G3b, printed O.H.M.S. on top and **"Imperial Military Railways"** in the bottom left corner posted at British Field Post Office 17 to Maritzburg in Natal on 17 July 1900

**IMPERIAL MILITARY RAILWAY (1900 – 1902)  
OFFICIAL STATIONERY**

Although the IMR issued their own official railway stationary, stamps were never produced

**IMR. GOODS CONSIGNMENT NOTE.** T. 165

The Imperial Military Railway Department.

Please receive the undermentioned from Pretoria Station Time December 5 1905 and forward same to Newcastle Station for M. J. Pieterse of Newcastle and charge carriage to Card

in accordance with the Goods Traffic Regulations in force on the Imperial Military Railways, or on the lines of any other Administration over which it is necessary, that the said consignment should travel to reach its destination as set forth herein, and which regulations I hereby agree to be applicable to this consignment as though they were fully stated thereon.

Marks	No.	Description of Goods	Weight, lbs.
<i>addressed M. J. Pieterse Nelspruit</i>	<i>1</i>	<i>Dbl gunpowder</i>	<i>261<sup>lb</sup></i>

Example of an IMR Goods Consignment Note. The note was issued at Pretoria for goods to be transported to New Castle, Natal in December 1905 without changing to "CSAR"

No. **E 1055** IMPERIAL MILITARY RAILWAYS. T. 242.  
**78** Passengers' Ticket—Single Journey, *4 95*  
 Argus Co.—601. NOT TRANSFERABLE.

No. of Passengers (in words).	Class (in words).	Station from	Amount.
<i>one</i>	<i>first</i>	<i>Wolverdend</i>	<i>free</i>
		<b>I.M.R.</b> <i>Potchefstroom</i>	

Date *27 11 01* Issued by *A. A. Smith*

IMR Passengers ticket – single journey from Welverdiend to Potchefstroom dated 27 November 1901

O. H. M. S.

JOHANNESBURG  
3 MAR 1901

*Fred. H. Rose Esq  
P. O. Box 250  
Bloemfontein*

Imperial Military Railways. *ORC*

Official IMR envelope printed O.H.M.S. on top and "Imperial Military Railways" in the bottom left corner posted at Johannesburg to Bloemfontein, ORC, on 3 March 1901

**IMPERIAL MILITARY RAILWAY (1900 – 1902)  
OFFICIAL STATIONERY**

The IMR existed up to the end of the war that came to an end on 31 May 1902



IMR usage of Official OFS Railway cover addressed to the "Chief Rolling Stock Office", Cape Town. The cover is franked with a 1d OFS stamp overprinted "VRI" and cancelled with a Bloemfontein cds on 25 October 1901 and backstamped Cape Town on 28 October 1901

Passed Censor, Cape Town cachet with the censors' initials NP in blue also appears on the front



Official IMR Permit no 1195 from the Office of the Military Com. of Police instructing the Railway staff Office, Park Station, Johannesburg to grant Railway accommodation on Government expenses to the bearer from Johannesburg to Pretoria dated 3 December 1901. Apparently, the bearer was a nurse



1195

**Imperial Military Railways.**

To the Railway Staff Officer,

*Park*

You are authorised to grant Railway accommodation

{ Chargeable to Government } for  
 { or }  
 { on payment }

*Miss Whiteman*

from *Johannesburg* *6 Inst*

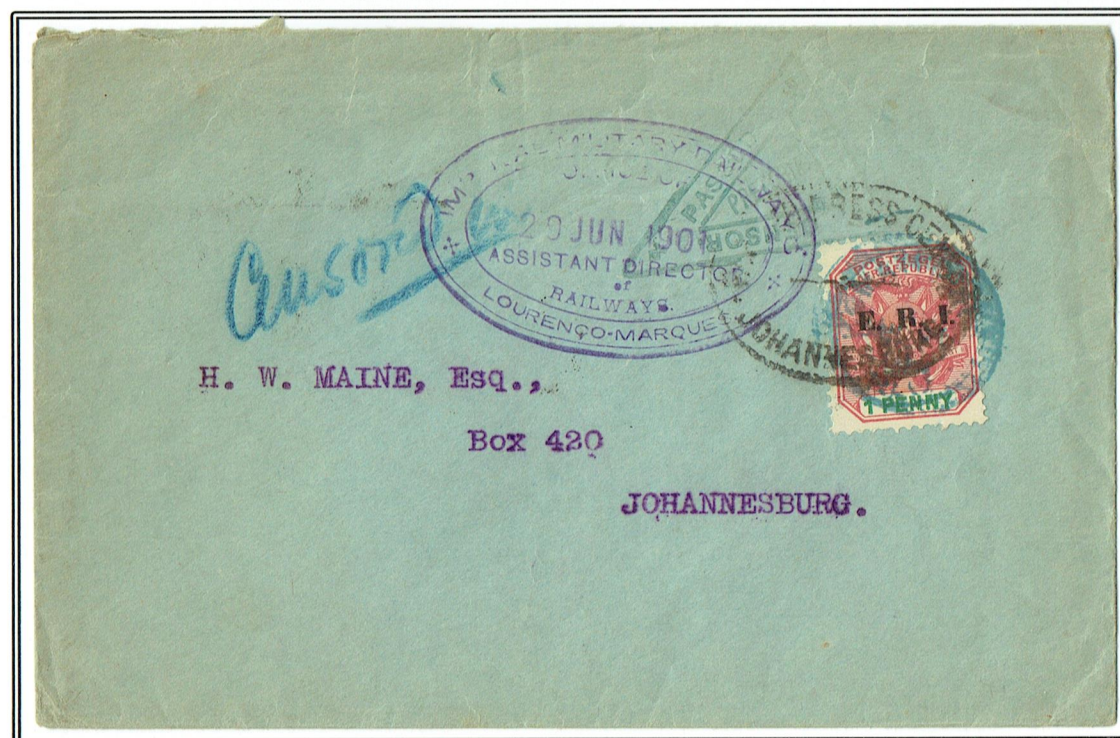
to *Pretoria*

*W. J. Paulsen*  
 For Military Com. of Police.

Place *Jh*

Date *Dec 3*

\*Condition not applicable to be struck out.  
 This form must be retained by the Railway Staff Officer.



Cover from Lourenco Marques, Mozambique to Pretoria franked with a Transvaal overprinted "ERI" 1d stamp and cancelled with an illegible cds. It received a Johannesburg triangular and oval "Pass Censor" cachet

It was sent from the Office of the Assistant Director of Railways, Imperial Military Railways, Lourenco Marques on 29 June 1901. It is backstamped at Machadodorp (2 July '01), Pretoria (5 July '01) and Johannesburg on 6 July 1901

Note from the Railway Staff Officer (RSO) authorising Sister Whiteman to leave her luggage at the Station's Parcel Office, most probably Johannesburg and Pretoria Stations



*Please allow Sister Whiteman to leave whatever luggage she desires at the parcel office*

*Burton M. L.*  
*RSO*  
*22.9.01*

**IMR TRAVELLING POST OFFICES**

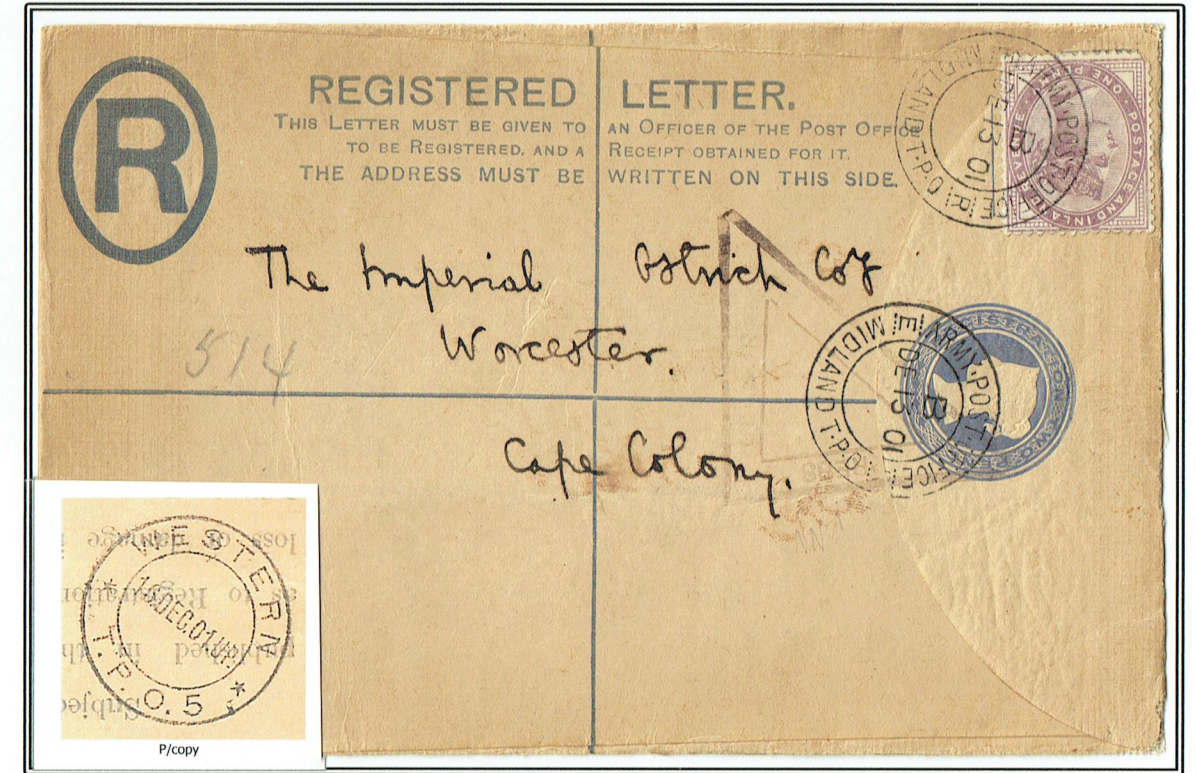
British Army TPO's played an **important** role during the war operating daily receiving and **distributing** mail, selling stamps, postal orders and stationery. Initially British Army Field Post Office datestamps were used for a short while before Army Post Office **TPO** handstamps were issued. Contrary to the TPO norm, the datestamps did not **indicate** the direction of travel

Letter from Elandsfontein to Cape Town cancelled with a British Army Field Post Office datestamp dated 16 December 1900



**Forerunner** to the Army Post Office TPO datestamps. The letter is endorsed "Imperial Military Railway, Elandsfontein" in manuscript and travelled with the 'IMR MIDLAND TPO' to Naauwpoort and Cape Town

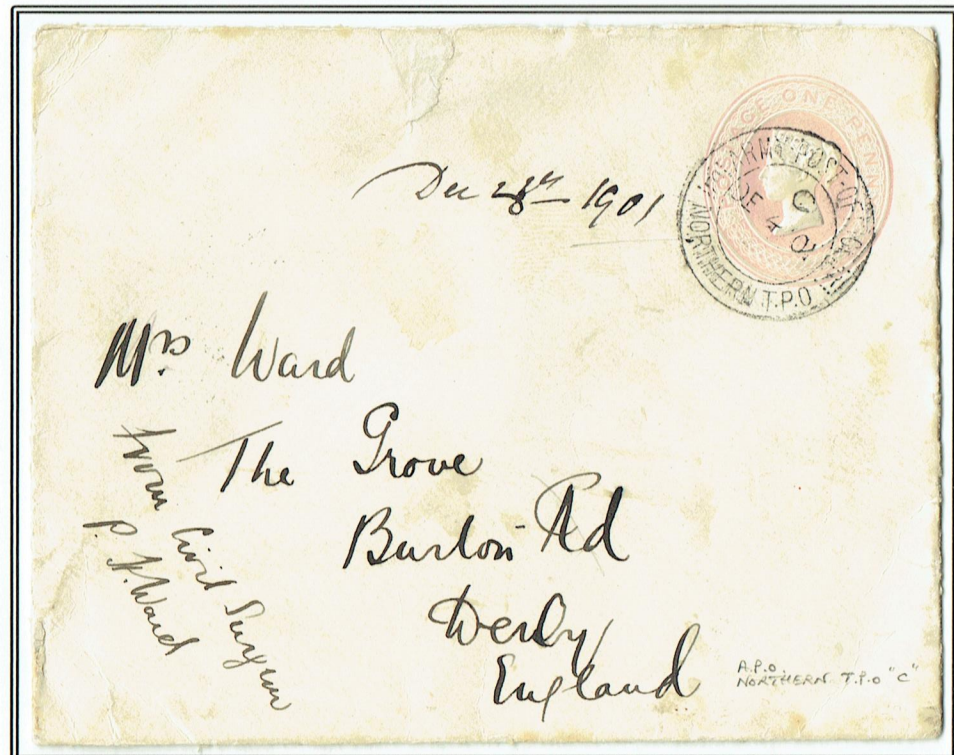
Cancelled with an Army Post Office "MIDLAND TPO" handstamp dated 13 December 1901 addressed to Worcester, Cape Colony



**(IMR) MIDLAND TPO: Naauwpoort - Bloemfontein – Elandsfontein (Germiston) - Pretoria**

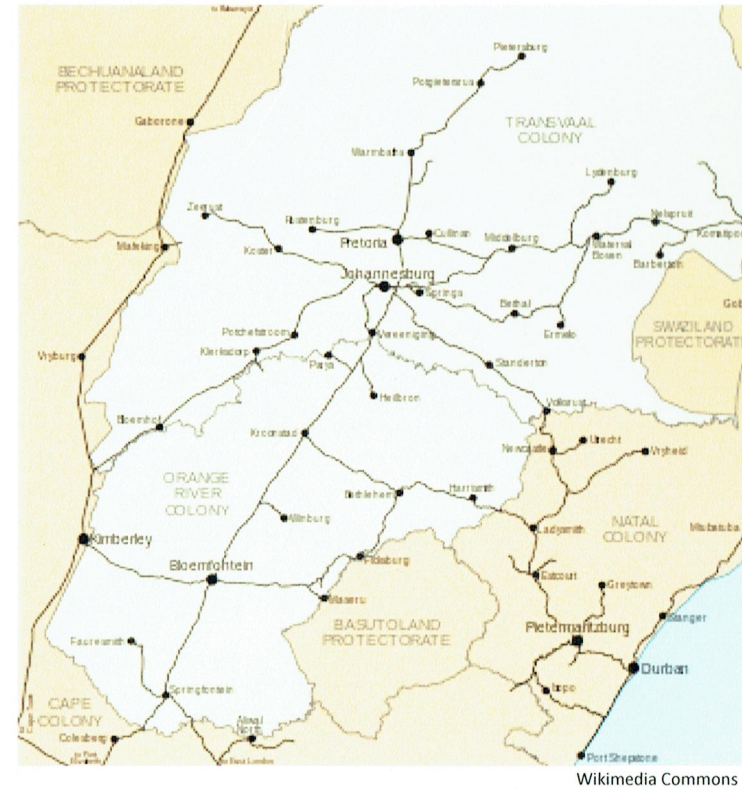
Travelled to Naauwpoort where it was transferred to the Cape Western and stamped "WESTERN TPO" (Cape) at the back on 16 December 1901 onto Worcester

Cancelled with an Army Post Office "NORTHERN TPO" handstamp dated 4 December 1901 and addressed to Derby, England



**(IMR) NORTHERN TPO: Pretoria - Pietersburg**

Travelled to Naauwpoort and from there in a mailbag on the "Cape Western TPO" to Cape Town and per sea to England, backstamped Derby on 28 December 1901



IMR Major Railway lines

Wikimedia Commons

Letter addressed to Cradock, Cape Colony and cancelled with an Army Post Office "EASTERN TPO" handstamp dated 6 March



**(IMR) EASTERN TPO: Waterval Onder - Pretoria**

The letter received a Pretoria backstamp on 6 March 1902 from where it was forwarded by rail to Cape Town via Naauwpoort, arriving and backstamped at Cradock on 9 March 1902

Letter addressed to Bodmin, England cancelled with an Army Post Office "WESTERN TPO" handstamp dated 11 January 1902



**(IMR) WESTERN: Elandsfontein (Germiston) - Klerksdorp**

To Naauwpoort and from there in a mailbag on the "Cape Western TPO" to Cape Town and per sea to England where it was backstamped Earls Court SW and Bodmin on 31 Jan and 2 Feb 1902 respectively