






























ST AUGUSTINE'S		Op 1901 near Dundee, closed during military operations in 1899, SO 1911, PA 1913			
					
		DF1, TCL none, A			
No. 1 PUT - 1 HKL - R	POA 55 n/c ER 1901 KAN LR 1902 KAN Rarity R/RR	No. 2 PUT - 2 HKL - M2	25 mm DC.N ER 20.9.1901 RNP LR.10.12.1932 RNP Rarity C/C		
ST FAITH'S M.S.		POA Op 1898 near Highflats (Kantey), PO 1905,PTA 1913			
					
Confirmed 6.1903 RNP		DF2		DF1, DF2, TCL A	
No. 1 PUT - 1 HKL - R	POA 64 ER 1899 KAN LR 1903 KAN Rarity R/RR	No. 2 PUT - 1x HKL - M3	27 mm DC.B.N ER 20.10.1905 RNP LR 5.9.1906 RNP Rarity C/RR	No. 3 PUT - 2 HKL - M2	25 mm DC.N ER 4.9.1911 UN LR 5.5.1931 AV Rarity C/C
SALEM		POA Op 1897 between Stanger and Greytown, PA 1900, PA last listed 1904			
					
		DF1, TCL D			





No. 1 PUT – 1 HKL - R	POA 4 n/c ER 1898 KAN LR 1906 KAN Rarity R/RR	No. 2 PUT – 2 HKL – M3	27 mm DC.B.N ER 3.1.1905 RNP LR 22.3.1911 PUT Rarity C/RR		
SARNIA / SARNIA RAIL / STATION		PTA (Sta) renamed from Pinetown Bridge in 1909, PTA transferred to Sarnia 1911, alternated between PO and Rail jurisdiction.			
 <p data-bbox="295 891 502 925">DF2, TCL none, A</p>					
No. 1 PUT – 1 HKL – M3	26 mm DC.N ER 14.9.1910 AV LR 14.7.1925 AV Rarity C/R				
SCHROEDERS RAIL/STA		PA renamed from Noodsberg Road Rail near Dalton 1.6.1904, PTA 1913, PO transferred to Schroeders 3.9.1951.			
 <p data-bbox="225 1630 576 1693">DF2, TCL none, A, B, C, D + D sideways or reversed</p>					
No. 1 PUT – 1 HKL – M3	27 mm DC.B.N ER.8.5.1906 RNP LR 7.8.1927 AV Rarity C/R				
SCOTSTON		PA first listed 1891, 50 km from Bulwer, PA last listed in Guide 1902. Evidently, the local name was STONTON, as mail has been seen addressed to STONTON.			









 <p>Gap between 1895 and 1900 KAN Confirmed 9.1903 AV; 8.1908 RNP</p>					
No. 1 PUT - 1 HKL - R	POA 34 ER 1891 KAN LR 1908 RNP Rarity R/RR				
SCOTTBURGH / SCOTTSBURG		PA south of Umkomaas on coast Op 1901, PO 1908, PTA 1913, PO 1925.			
				 <p>Name SCOTTSBURG.</p>	
No. 1 PUT - 1 HKL - R	POA 71 n/c ER 1901 KAN LR 1904 KAN Rarity R/RR	No. 2 PUT - 1x HKL - R	POA 95 n/c ER 1902 KAN LR 1904 KAN Rarity R/RR	No. 3 PUT - 2x HKL - M2	25 mm DC.N ER 15.7.1905 RNP LR 25.7.1907 RNP Rarity C/R
 <p>DF1, TCL A</p>					
No. 4 PUT - 2 HKL - M3	27 mm DC.B.N ER 4.7.1907 RNP LR 18.6.1915 AV Rarity C/R				
SEAVIEW / SEAVIEW STATION		PA Op 1901 in suburb of Durban, PA (Rail) only listed 1903 (Kantey), PTA transferred to Station 1913.			

					
		DF2, TCL A, B, C			
No. 1 PUT – 1x HKL - R	POA 99 n/c ER 1901 KAN LR 1904 KAN Rarity R/RR	No. 2 PUT – 1 HKL – M2	25 mm DC.N ER 14.7.1904 RNP LR 12.4.1912 RNP Rarity C/R		
SEVENOAKS / SEVENOAKS R.O.		Office renamed from The Huts (Dickson)1865, near Greytown (Kantey), PO July 1892, PO closed 1.2.1907, RTO Op May 1900, RO last listed 1903, New STTO first listed 1911.			
		Pmk not seen			
No dated covers seen.				DF3, month in numerals	
No. 1 PUT – 1x HKL - H	Type H numeral 27 ER LR Rarity RR/RRR	No. 2 PUT – 1y HKL –L1	23 mm Shield 27 ER LR Rarity RR/RRR	No. 3 PUT – 1 HKL – N	22 mm SC.N ER 22.6.1895 AV LR 21.9.1898 RNP Rarity C/R
					
DF1, month in letters		DF2, seen with date inverted (1908).			
No. 4 PUT – 1b HKL – N	22 mm SC.N ER 3.7.1900 RNP LR *.7.1905 RNP Rarity C/R	No. 5 PUT – 2 HKL – M3	26 mm DC.B.N ER 5.8.1907 RNP LR 27.6.1914 RNP Rarity C/C		
SHAFTON GRANGE		Opened 1899 near Howick, PA 1902, PTA 1913.			






					
No. 1 PUT - 1 HKL - R	POA 12 n/c ER 1899 KAN LR 1900 KAN Rarity C/RR	No. 2 PUT - 2 HKL - N	26 mm SC.N ER 10.11.1898 RNP LR 16.7.1927 AV Rarity C/C		
SINGLETREE		PA Op. 1903 (PMG) 12 km from Dalton Station, PA closed 1.5.1918.			
					
No. 1 PUT - 2 HKL - R	POA 91 n/c ER 1904 KAN LR 1910 KAN Rarity R/RR	No. 2 PUT - 1 HKL - M3	27 mm DC.B.N ER 17.2.1910 MF LR 28.1.1918 AV Rarity C/C		
SINQUASI		Earliest mail from Zululand (mostly Missionary mail) entered the Natal postal system at Siquasi. Their mail would have been collected from this PO. According to Dickson this office was replaced by New Guelderland 4.1872. Natal postal administration did not order a Crown type SINQUASI (RNP). Numeral 24 was the last of the Berri Type G numeral cancellers; a Type F was not made			
					
No. 1 PUT - 1 HKL - G	Type G numeral 24 ER LR Rarity RRR/RRRR				
SMIT'S CROSSING / SMITHS		2 km north of Ladysmith is the OFS Junction where the line to Harrismith leaves the Main Railway to Transvaal and proceeds westwards to Smith's Crossing. Note that the place was called Smith's with an 'H', which was absent for the skeleton relief canceller.			









 <p>DF1, Month in letters.</p>					
No. 1 PUT - 1 HKL - N	26 mm SK.R ER 13.8(1903) RNP LR 14.8.1903 RNP Rarity RR/RRR				
SOMKELE / SOMKELE STA/RAIL		PO (Rail) renamed from Hlabisa Rail 1.12.1903, near Mtubatuba, PO transferred to Somkele before 1905, PTA 1908, office returned to Rail 1913.			
 <p>DF2, TCL B</p>					
No. 1 PUT - 1 HKL - M2	27 mm DC.N ER 6.11.1906 RNP LR 10.4.1914 SP Rarity C/C				
SOUTH COAST JUNCTION / SOUTH COAST JUNCTION R.O.		PAR Op July 1895 in a suburb of Durban, PAR 1896, transferred to South Coast Junction 1897, PO 1902, PTA 1912, PO renamed Rossburgh 18.10.1926. This place was at the rail junction of the Main line to Johannesburg and the South Coast rail line to Port Shepstone.			
 <p>DF1, DF2, seen with and without year.</p>					
No. 1 PUT - 1 HKL - M4.1	26 mm DC.N ER 21.1.1897 RNP LR 25.10.1915 RNP Rarity C/RR				








SOUTHDOWNS		PA first listed 1894, 20 km from Estcourt, PA 1897, PA 1911, PA closed 1959.			
 <p>Confirmed 1.1904</p>					
No. 1	POA 40				
PUT - 1	ER 1893 KAN				
HKL - R	LR 1910 KAN				
	Rarity R/RR				
SOUTH SHEPSTONE		Op 1.10.1907 on South Coast, renamed to Port Shepstone Rail 1.1.1908.			
 <p>Name as SO SHEPSTONE, Ex Chutter, DF2</p>					
No. 1	26 mm R.SK				
PUT - 1	ER 3.10.1907 RNP				
HKL - N	LR 21.11.1907 UN				
	Rarity RR/RRR				
SPIONKOP		PA Op 1898, near Estcourt, PA 1911, PA closed 30.11.1925.			
		 <p>Confirmed 3.1905; 7.1907 two items RNP</p>		<p>DF2. TCL B POA 69 in use until 1910. Use may have occurred pre-Union.</p>	
No. 1	POA 32 n/c	No. 2	POA 69	No. 3	25 mm DC.N
PUT - 1	ER 1898 KAN	PUT - 1	ER 1903 KAN	PUT - 3	ER
HKL - R	LR 1899 RNP	HKL - R	LR 1910 KAN	HKL - M1	LR 14.11.1911 AV
	Rarity R/RR		Rarity R/RR		Rarity C/RR









 <p>Bogus postmark, PK SPIONKOP / 1 FEB 1900</p>					
<p>SPITZKOP (NEWCASTLE) SPITZKOP (GREYTOWN)</p>		<p>PA (Newcastle) Op 1891, PA July 1892, PA listed to 1897 (Kantey), closed during military operations in 1899 (PMG 1899 report), PA (Greytown) listed 1887, PA again listed 1898 to 1901 (Kantey)</p>			
 <p>Newcastle</p>		 <p>Greytown</p>			
No. 1 PUT - 1 HKL - R	POA 22 n/c ER 1891 KAN LR 1897 KAN Rarity R/RR	No. 2 PUT - 1 HKL - R	POA 22 n/c ER 1898 KAN LR 1901 KAN Rarity R/RR		
<p>SPRINGFIELD</p>		<p>PA Op 1.1879 (Dickson) near Frere, PO July 1892, closed during military operations in 1899, PO date stamp issued April 1902, PO 1904, PO renamed Winterton 1.6.1907.</p>			
 <p>DF3, month in numerals, seen with manuscript day, month or year (1888).</p>		  <p>DF2, month in letters, TCL none, B, C inverted, Year as 2 or 4 digits</p>		 <p>Confirmed 12.1901 RNP</p>	
No. 1 PUT - 2 HKL - N	22 mm SC.N ER 25.10.1883 PUT LR 19.*.1894 AV Rarity C/C	No. 2 PUT - 2a HKL - N	24 mm SC.N ER 18.3.1898 AV LR 18.9.1902 AV Rarity C/C	No. 3 PUT - 1 HKL - R	POA 81 ER 1900 KAN LR 1904 KAN Rarity R/RR
					






DF2, TCL B + B inverted, year as 2 digits, inverted month in date.					
No. 4 PUT – 3 HKL – M2	26 mm DC.N ER 1.11.1901 AV LR 30.5.1906 RNP Rarity C/C				
SPRING GRANGE		PA Op 1.1875 (Dickson) in Pinetown area, PO July 1892, PA closed 1905.			
 <p>No dated covers seen.</p>		 <p>DF1, DF2, month in letters, seen with day in date in manuscript.</p>			
No. 1 PUT – 1x HKL – 11	Type I1 numeral 66 ER LR Rarity C/RR	No. 2 PUT – 1 HKL – N	22mm SC.N ER 20.*.1889 AV LR 29.1.1904 MB Rarity C/C		
SPRINGVALE		PO Op 1.1871 (Dickson) between Richmond and Ixopo, PO July 1892, PO 1897, PA 1913, PA 1928 last listing.			
 <p>HKL V.6.1 HKL V.6.2 HKL V.6.3</p> <p>On cover 22 SEP 1870 RNP On cover 19 NO 1870 ex KK</p>					
No. 1 PUT – 1x HKL – V.6	SV and manuscript All are ca. 1869/70 RNP.				



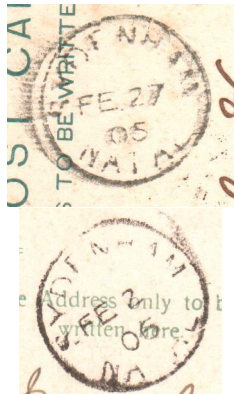

 <p>No dated covers seen.</p>		<p>Postmark not seen</p>		 <p>DF1, DF2, seen without year.</p>	
No. 2 PUT – 1 HKL - H	Type H numeral 29 ER LR Rarity RR/RRR	No. 3 PUT – 1 HKL – L1	23 mm Shield 29 ER LR Rarity RR/RRR	No. 4 PUT – 1 HKL – N	23 mm SC.N ER *.6.1896 RNP LR 29.1.1912 RNP Rarity C/C
SPUDENI		PA Op Jan 1903 in Eshowe district, PA closed 1906/7 during native rebellion, PA re-opened 1907, PA renamed Sibudeni1.10.1913.			
		 <p>Confirmed 1.1906 RNP</p>			
No. 1 PUT – 1 HKL - R	POA 65 n/c ER 1903 KAN LR 1905 RNP Rarity R/RR	No. 2 PUT – 2 HKL - R	POA 33 ER 1907 KAN LR 1909 KAN Rarity R/RR		
STAFFORDS		Office Op 1.1877 (Dickson) in Harding district, office existed 1884 – 1887.			
 <p>No dated covers seen.</p>					
No. 1 PUT – 1 HKL – II	Type II numeral 63 ER LR Rarity R/RR				
STAMFORD HILL / STAMFORD HILL RAIL		RTO transferred from Queen’s Bridge 2.1879 (Dickson), suburb of Durban about 4 km north of Durban Station on the North Coast line and on the south bank of Mgeni River, RTO 1886 (POG), probably transferred to Post Office before 1892, PO closed 1901? PO Op 1.4.1902, PO transferred to Station about 1913/4.			

 <p>DF1, DF2</p>					
No. 1 PUT – 2 HKL – N	23 mm SC.N ER 1.9.1897 RNP LR 3.4.1903 RNP Rarity C/R				
STANGER / STANGER STATION R.O.		RO Op 3.1874 (Dickson), RTO July 1886, RTO closed shortly thereafter, PO 1.4.1883, RTO Op 1898, closed during Boer War?, RTO reopened 1903 as was the PO.			
					
No. 1 PUT – 1w HKL – II	Type II numeral 51 ER LR 1875 KAN Rarity RR/RRR	No. 2 PUT – 1x HKL – II	Type II numeral 72 ER 1875 KAN LR (17).3.1879 RNP Rarity RR/RRR	No. 3 PUT – 1y HKL – L1	23 mm SHIELD 72 ER 11.4.1879 RNP LR 3.6.1880 AH Rarity RR/RRR
 <p>DF2, TCL none, B</p>		  <p>Wear</p>			

		DF2, none, TCL none, A, B, C, D, seen with provisional year slugs 1900, seen with 1 year slug (190)1, year as 2 or 4 digits.			
No. 4 PUT - 1 HKL - N	23 mm SC.N ER 22.5.1879 RNP LR 15.4.1894AV Rarity C/R	No. 5 PUT - 3 HKL - M1	25 mm DC.N ER 27.8.1896 UN LR 13.8.1911 RNP Rarity -C/C	No. 6 PUT - 3x HKL - N	27 mm SK.R ER 28.6.1911 AV LR 3.8.1911 RNP Rarity R/RR
STENDAL		PA first listed 1905, 12 km from Weenen, PA closed 1.12.1914.			
				 This may have a cross enclosed by curved bars.	
No. 1 PUT - 1 HKL - R	POA 30 n/c ER 1906 KAN LR 1907 KAN Rarity R/RR	No. 2 PUT - 2 HKL - R	POA 84 n/c ER 1908 KAN LR 1910 KAN Rarity R/RR		
STEPMORE		PA Op 1906 33 km from Himeville, PA 1911, PA continuous since.			
					
No. 1 PUT - 1 HKL - R	POA 46 n/c ER 1906 KAN LR 1910 KAN Rarity R/RR				
STERKSPRUIT		Office Op 1855 (Dickson), office still listed 1876 with Caversham in brackets, Thereafter listed as Caversham.			
					

No. 1 PUT – 1x HKL – F	22 mm Crown ER 2.11.1861 RNP LR Rarity RR/RRR	No. 2 PUT – 1 HKL – G	Type G numeral 22 ER 2.11.1861 RNP LR Rarity RR/RRR		
STERKSPRUIT MILL		Near New Hanover			
					
No. 1 PUT – 1 HKL – V3	20 mm Dumb pmk ER 24.3.1897 RNP LR 19.3.1898 RNP Rarity RR/RRR				
STIRLING		PA listed July 1892. 1897. Office no longer listed Oct 1897.			
					
No. 1 PUT – 1 HKL – R	POA 4 n/c ER 1891 KAN LR 1897 KAN Rarity R/RR				
SUNDAYS RIVER / SUNDAYS RIVER BRIDGE		Office Op 1.1875 (Dickson), 32 km from Ladysmith, PA July 1892, closed on account of the Boer invasion of northern Natal and siege of Ladysmith, PA closed 1.2.1907.			
  <p>DF3, month in numerals, seen with day and month in manuscript.</p>		 <p>OC 15 1888 date. Unsure of status. TCL A</p>   <p>DF2, month in letters, , seen with day in manuscript (1898).</p>			
No. 1 PUT – 1 HKL – M1	25 mm DC.N ER 15.6.1896 RNP LR 14.7.1896 UN	No. 2 PUT – 1 HKL – M1	25 mm DC.N ER 28.11.1896 RNP LR 1.10.1898 AV	No. 3 PUT – 2 HKL – R	POA 88 n/c ER 1902 KAN LR 1903 KAN

	Rarity –R/RR		Rarity –R/RR		Rarity R/RR
SUNKELSDRIFT		PA Op 1903 in Paulpietersburg district, PA 1905, PA 1911, PA closed 13.2.1950.			
 <p>Confirmed 10.1904 (RNP) to 3.1909AV</p>					
No. 1 PUT – 1 HKL – R	POA 3 ER 1903 KAN LR 1910 KAN Rarity R/RR				
SUTHERLANDS		PA Op 1904 in Pietermaritzburg district; PA closed 1.12.1912.			
					
No. 1 PUT – 1 HKL – R	POA 117 n/c ER 1905 KAN LR 1910 KAN Rarity R/RR				
SWEETWATERS		PA Op 1904 near Hilton Road, PTA 1.10.1913, PTA transferred to Rail 1.7.1917.			
 <p>Confirmed 7.1904 AV to 2.1905 RNP, 2 items</p>		 <p>DF2, TCL A</p>	 <p>Telegraph MAY 27 13</p>		
No. 1 PUT – 1 HKL – R	POA 109 ER 1904 KAN LR 1910 KAN Rarity R/RR	No. 2 PUT – 2 HKL – M3.1	27 mm DC.N ER 6.12.1909 RNP LR 19.7.1916 RNP Rarity R/RR		
SYDENHAM		PO Op 1.1876 (Dickson), a suburb of Durban, PO 1892, PA 1913, PA closed 1954.			

 <p>Dated cover not seen.</p>		 <p>DF3, month in numerals</p>		 <p>DF2, month in letters</p>	
No. 1 PUT - 1 HKL - I2	Type I2 numeral 60 ER LR Rarity RR/RRR	No. 2 PUT - 1 HKL - N	23 mm SC.N ER 17.1.1891 RNP LR 14.8.1895 PUT Rarity R/RR	No. 3 PUT - 1a HKL - M2	23 mm SC.N ER 27.2.1905 RNP LR 5.7.1923 RNP Rarity -C/R
SYDENHAM INDIAN OFFICE		PA Op 1902 in Durban, PA 1913, PA closed 1943.			
					
No. 1 PUT - 2 HKL - R	POA 100 n/c ER 1901 KAN LR 1910 KAN Rarity R/RR				