Since 1976 our unique weekly auctions offer you 1000’s of lots from £20 to £20,000

Professional
descriptions
and pricing
(by our full time career philatelists)

Professional
Customer
service
(from our fully qualified accounting and administrative staff)

Professional
packing
and shipping
(by our dedicated full time despatch team)

visit Sandafayre.com

Follow us on: 📣∥∥∥

SANDAFAYRE, PARKGATE, KNUTSFORD, WA16 8DX, UK. Tel: +44 (0)1565 653214 Email: stamp@sandafayre.com
The South African Philatelist

Contents

The Journal of the Philatelic Federation of South Africa
www.stamps.org.za

Awards:
• Large Silver Hafnia 1994,
• Silver Bronze Pacific 1997,
• Vermeil APS Stampshow1999,
• Large Silver Egoli 2001,
• Federation Plaque 2004,
• Silver España’06, Literature Award 2006,
• Large Silver NZ Literature Exhibition 2007,
• Large Silver JAKARTA 2008,
• Large Vermeil IPHLA 2012.

REGULARS

4 Letters to the Editorial Board
4 Closing dates for future issues
7 Phun with Postmarks
8 The ‘ABC’ of Stamps
11 Errors on Stamps
17 New Issues
33 Society news

FEATURES

6 2019 - East Rand 100 Stamp Show
by Dr Ian Matheson RDPSA

6 Founding Fathers of the Royal
by The Royal Philatelic Society London

10 Exhibition Report:
Thailand 2018
by Vernon Mitchell

11 Inter Club Quiz
by David Wigston

12 The Union of South Africa:
Customs Duty/Douane Stamps
by Dr Gerhard Kamffer RDPSA

16 Segmental Colour Bars in the
Protea Definitive Series
by Dr Vic Sorour

20 The TBVC Report: The Evolution
of the first definitive printer’s sheets
complied by Heinz Wirz

22 The 1997 & 1998 Blue Train Issues
by David Sinclair

25 ‘Sticking Stuff’
A comment on the ‘rules’
by H C J (Monus) Flemming

28 The 1936 Schlesinger Air Race
by André du Plessis & David Wigston

Wishing All Our Readers
A Prosperous New Year!
See page 11

ADVERTISERS

2 Sandafayre
5 Stephan Welz
9 David Feldman SA
11 Janssen Stamps
15 Rand Stamps
18 Corinphilia Auction
24 John & Mark Taylor
35 Stanley Gibbons
36 Spink

The SA Philatelist

Publication closing dates for FINAL submission of Advertising Material to avoid late delivery.

ARTICLES should be submitted in the month prior:

- **April 2019** - Vol. 95: 2. 953 : 06/03/2019
- **June 2019** - Vol. 95: 3. 954 : 07/05/2019
- **August 2019** - Vol. 95: 4. 955 : 09/07/2019
- **October 2019** - Vol. 95: 5. 956 : 10/09/2019
- **February ’20** - Vol. 96: 1. 958 : 06/01/2020
- **April 2020** - Vol. 96: 2. 959 : 09/03/2020

**PLEASE NOTE:**

Enquiries regarding subscriptions and membership can be referred to Jill Redmond RDPSA at pfsasec@mweb.co.za
Tel: +27 (0)11 917 5304

Contributions and letters for the publication must be forwarded to the Editorial Board of The SA Philatelist, PO Box 131600, Benoryn, 1504. South Africa or email: saphilatelist@iafrica.com

Subscription & circulation: Annual subscription rate for 2019 in South Africa is R324.00. For SADC countries, the subscription is R600.00 per year. International overseas, the subscription is R800.00 per year.

These prices all include postage via airmail. Should you have enquiries or wish to subscribe, please communicate with the Membership Secretary/Subscriptions Manager: email: pfsasec@mweb.co.za

Publication: This journal is published by The Philatelic Federation of South Africa. The Secretary is Jill Redmond RDPSA, P.O Box 9248, Cinda Park 1463, email: pfsasec@mweb.co.za Tel: +27 (0) 11 917 5304

Advertising: Rates available from the Advertising Manager, Box 131600, Benoryn, 1504 or email: pfsasec@mweb.co.za

The Production Editor: Janice Botes email: janice@gdb.co.za

**DISCLAIMER:**

The views expressed in this publication do not necessarily represent those of the Philatelic Federation of South Africa. While every effort is made to ensure accuracy and honesty in the editorial columns of this magazine, the publisher and editor cannot be held responsible for inaccurate information supplied and consequently published. Publication of articles is subject to availability of space and cannot be guaranteed in each edition. Copyright for material published in this magazine is strictly reserved. Illustrations are not necessarily actual size because of space constraints.

**EDITORIAL POLICY:**

The Editorial Board reserves the right to accept or decline any articles, letters or other material submitted for publication, and reserves the right to effect minor changes of spelling, punctuation, grammar and word choice without requesting prior permission from the author(s). For more substantial revisions, such as shortening or restructuring, either the Board will request the author(s) to effect such changes or will propose amendments to the author prior to publication - if no agreement can be reached then publication will be declined.

**LETTER FROM THE EDITORIAL BOARD**

Correspondence to THE SA PHILATELIST should be addressed to the Editorial Board. Material received is most welcome and will be reviewed. Articles, letters and items of interest may be published and stand the chance of being rewarded with a STAEDTLER writing gift.

**Sponsored by STAEDTLER**

From L to R: David Wigston, Robin Messenger, Alan Rose, Moira Bleazard, Peter van der Molen and Janice Botes.

Janice Botes is employed by the PFSA as the SAP Production Editor, where she ‘sets’ all material submitted by contributors for review with the Editorial Board.

In addition, she negotiates with authors on amendments required, handles all advertising matters together with soliciting prizes and promotional materials, covering also liaison with printers and despatching of journals. Janice has now completed her 15th year in that function and has put together ninety issues of the SAP, starting with issue number 863 of April 2004 and has now completed the present one, number 952 of February 2018, without missing a single issue over that period. Her colleagues on the Editorial Board congratulate Janice on this achievement and are extremely proud to have her on the SAP team. We now all look forward to Janice completing her ‘centenary’ with the October 2020 issue.

Peter van der Molen RDPSA, FRPSL
Chairman, SAP Standing Committee and the SAP Editorial Board.

Dear Reader,

A special request... If you change your address, please let our Membership Secretary know. We do need to keep on top of our mailing list in order to ensure that you continue to receive your copy of The SA Philatelist. Kindly notify Jill Redmond of any changes by sending an email to pfsasec@mweb.co.za or call 011 917 5304.

JANICE COMPLETES HER 90TH SOUTH AFRICAN PHILATELIST

The SA Philatelist, February 2019.
Welz online

The Vega Sale
Stamps & Coins

SWAZILAND 1892
1/2d Grey overprinted 'Swaziland' in red
Used Pair with Missing overprint on one stamp, BPA Certified

R 12 000 - R 15 000

KRUGERRAND PROOF 1971
1 oz. Gold in SAM box
Low mintage 6000

R 18 000 - R 20 000

Welz Online presents the Vega Sale, featuring a wide variety of collectable stamps and coins from across the globe.

Register to bid at www.stephanwelzandco.co.za and follow the auction.

Date of sale: 19-26 Feb 2019 (ending at 21h00 SAST)
Viewing date: 12-20 Feb 2019 (Come in and let us help you register)
Viewing Time: 10am- 4pm
Items can be viewed online through www.stephanwelzandco.co.za
or at our Johannesburg offices at the Killarney Country Club,
60 5th Street, Houghton Estate.

Special appointments to be made with
Andrew Kennedy – andrew.kennedy@stephanwelzandco.co.za
or call +27 11 880 1325

Stephan Welz & Co.
FINe ART & DESIGN AUCTIONEERS

Home of the Collector.
East Rand 100 - this is the name of the exhibition, as it is the centenary of East Rand Society.

The venue will be The Lakes Conference Centre, 1 Country Lane, Lakefield, Benoni. The hall is 650 square metres in area, adequate for over 300 frames.

Facilities have also been arranged to accommodate the dealer stands, jury room, Congress, facilities for specialist society meetings, a snack area and Palmares at the same venue. The hotel has a fine restaurant too. Accommodation is available at the Conference Centre / Hotel or at numerous Bed and Breakfast sites within walking distance or a short drive from the exhibition.

The show will run from Wednesday 4 September to Saturday 7 September 2019. Tuesday 3 September has been booked for erection of frames and mounting. Judging will take place while the exhibits are on display, now a common practice at international shows. The exhibits will be taken down and frames dismantled on Saturday evening and Sunday.

Congress is scheduled for Friday 6 September, and the Palmares for Saturday 7 September. The show will not close early on Saturday, because, unlike last year, we do not need the same room for the Palmares.

The dates are earlier than the traditional October dates to avoid the high conference season.

Further information can be obtained from Jimmy Mitchell jimmy.hcmitchell@gmail.com or Ian Matheson ian@cdi.biz.

He started collecting stamps in 1859 and compiled some of the earliest catalogue listings. He frequently sent off as much as £5 to postmasters all over the world asking them to mail him the latest issues. In the 1860s, he edited a number of philatelic magazines. It was Viner who proposed that the Society should publish monographs on the stamps of all countries.

Thomas Keay Tapling (1855-1891) is widely remembered today as he bequeathed his enormous collection to the British Library where parts of it are available for inspection. He studied law but had to take over the very profitable family business in 1882. From then on, he was a wealthy man and had enough free time to indulge in his stamp hobby. In 1890, he chaired the committee that organised the celebration of the 50th Anniversary of the postage stamp. Tapling will be celebrated on 1 June 2019.

On the last day of the exhibition, Marcellus Purnell Castle (1849-1917) will be in the limelight. He hardly ever missed a Society meeting for the last 40 years of his life. In January 1892, Castle produced the first issue of The London Philatelist, the magazine that he then edited until his death in 1917.

It is only fitting to remember all these pioneers when the RPSL is now celebrating its sesquicentennial.

PostNord, the Danish-Swedish Postal Service, will be using seven different commemorative handstamps during the exhibition. The designs are the work of Bengt Bengtsson FRPSL who over the years has designed more than 50 handstamps for mostly philatelic events in Sweden. More information about the designs and pictures of the handstamps can be found at the website.

www.stockholmia2019.se
Phun with postmarks

by Alex Visser RDP SA, Pretoria Philatelic Society

Email: alex.visser@up.ac.za

Who did it?

Post offices are not immune to criminality, and this has been true for a long time. Stolen or misplaced date stamps were reported in the Union Post Office Circulars (UPOC) up to the time South Africa became a Republic when they were renamed Republic Post Office Circulars (RPOC). Putzel in the Encyclopaedia Volume 1 mentioned these ‘lost’ date stamps in the historical introduction. Date stamps in the wrong hands could hold an important implication as was described in the Phun column in the December 2018 SAP.

It is an interesting challenge to try and identify which of the recorded date stamps were the ones that were ‘lost’. Examples of the phun for a selected few offices are provided in this column. The listing in Putzel started in 1923, and the last one was in 1980. It is unlikely that date stamps had stopped being lost, as I remember a discussion a few years ago with the Regional Postmaster in Vryburg where he supported the use of self-inking date stamps. These were not often lost in comparison with the steel date stamps that were stolen for scrap iron.

Hondeklip Bay (UPOC 281 of 12.11.1923)

Date stamp and seal stolen, no date given, but it should be before this UPOC date. The single circle date stamp with ‘C.G.H’ at base (Fig.1) was recorded used until 12.12.1913. The next date stamp, a 31 mm circle with English name has only been recorded dated on 11.1940 (illustration too poor to reproduce). This is most likely the replacement date stamp. The stolen date stamp could be either the single circle or as yet unrecorded date stamp. The seal has not yet been recorded. Who can help?

Driefontein Station

(UPOC 772 of 10.4.1933)

Date stamp had disappeared, thought to have been stolen. This office is located near Germiston, and had three date stamps before the office was transferred to the station. The Station had two date stamps, shown as Figs.2a and b. Fig.2a has been recorded used until 18.3.1931 and Fig.2b seen used from 13.11.1935. It is thus likely that Fig.2a was the date stamp that disappeared and Fig.2b became the replacement. It is unlikely that the replacement was produced immediately, and either a skeleton type relief canceller or SA Railways cachet was used in the intervening period.

Transvaal TPO North (UPOC 822 of 26.3.1934)

The Travelling Post Office (TPO) was the name given to a special type of van which was attached to a main line train. Its purpose was for mail matter to be sorted en route to expedite delivery. All matter processed received a date stamp of the particular TPO which served as transit mark. The stamps on mail matter accepted by staff at intermediate stations were cancelled, and thus cancelled stamps loose or on cover are relatively scarce. The Transvaal TPO North operated between De Aar and Johannesburg from 1919 to 1950. There were 12 date stamps with counter numbers from 1 to 10.

The UPOC reported that Transvaal TPO North date stamp number 8 (Fig.3) was reported missing. Since it was used for a relatively short period it is an elusive item. In this case there is no doubt about the date stamp that was lost as there was only one with number 8.

Durban (RPOC dated 4.8.1980)

It was reported that a steel date stamp engraved Durban 62 and a pair of lead sealing pliers engraved Brondal were missing. The time sequence of Durban date stamps with number 62 that encompass the RPOC date are shown in Figs.4a and b. The one in Fig.4a was seen used 1.7.1960 and the other date stamp was seen used from 2.3.1990. This is a large time gap and suggests that the Fig.4b was the one that was lost. For each of the two date stamps only the one date was recorded. One often hears the comment that it is not interesting to study postmarks of larger offices as they are plentiful. I contend that there are a number of date stamps from larger offices, such as this example, that are scarcer than smaller offices.

**Supplement to the Dutch connection**

(SAP August 2018, p. 111)

It is well-known that the moment information is distributed in print there will be further updates. I am indebted to a Dutch correspondent who pointed out additional information.

Two post offices were omitted from the previous list, namely Utrecht (named after Dutch town, opened 1866 in the Transvaal Republic) and Delft (1992 in Cape Town). I had only used exact names, but with poetic license one could include New Arnhem (near Ermelo in Transvaal, 1.1903 to 1.1915).

Besides the place names, there are also two Dutch provinces that were used to name towns, namely Limburg (opened 3.4.1923) and Overyssel (opened 27.6.1938, initially as Overzyl, both in the vicinity of Potgietersrus, now Mokopane (since 2007).

Skelms is oral, ook in die poskantoor stelsel. En dit was nog altyd so. Datumstempels is vroëër jare gebruik om geld in die pospaarbank boekie te krediteer. Dit kan nie meer gebeur nie want die boekiesstelsel is gestaak. Deesdae word die verlore stempels gebruik vir skrotyster. Dit is nogal ‘n uitdaging om te bepaal watter stempels die verlore was. Heelwat vrae het in hierdie rubriek na vore gekom en miskien kan leser help met die onopgeloste vrae.
In this month’s ABC we deviate from our normal format to look at some of the abbreviations used in stamp collecting. To the average collector these abbreviations are probably puzzling and baffling. They feature in cancellations and cachets, which were described in the December 2018 issue, making this column an extension of the previous one.

**C.T.O. Cancelled-To-Order**
A cancelled-to-order cover is one where the stamp(s) have a postmark applied by a post office clerk, on request, and the item is handed directly back to the collector or dealer. The important point is that the item has not travelled through the post. While this does result in almost perfect cancellations, the practice is frowned upon. C.T.O. stamps have little commercial value. It is easy to recognise a C.T.O. cover when there is no address plus a perfect cancellation (Fig.1). A C.T.O. cover is usually also a F.D.C. – note the differences in the cancellations with that of Fig.2 which has passed through the post.

**D.L.O. Dead Letter Office**
When mail cannot be delivered, it is returned to the sender. If there happens to be no return address, then the mail is sent to the Dead Letter Office where the item is opened in an attempt to find a return address. A cachet is applied to the cover (Fig.3). If the item cannot be returned, contents of any value are auctioned while the correspondence is destroyed. Annually, about 20-million undeliverable items in the UK end up in Belfast, while in the US, some 90-million undeliverable items accumulate in Atlanta.

**F.D.C. First Day Cover**
Sometimes also referred to as an F.D.I. (First Day of Issue) this is the use of a stamp on a cover or postcard on the first day that issue is authorised for postal use (Fig.2). The collector needs to consult a catalogue to verify the date of issue.

**F.P.O. Field Post Office**
This is a post office set up in the field during time of war or military manoeuvres. The US refers to A.P.O. (Army Post Office), the A.F.P.O. (Air Force Post Office) and F.P.O. (Fleet Post Office). Canada uses M.P.O. (Military Post Office). As these post offices move around during war time, no place names are indicated in the cancellation, merely a number (Fig.4). These post offices often worked under the most rudimentary conditions. Figure 5 shows an A.P.O. during the Korean War. Identifying the location of an F.P.O. at a specific time is a challenge. However, catalogues are available in which the identity and location of the F.P.O. can be traced.

**T.P.O. Travelling Post Office**
Refers to a mobile post office, usually a train but can also be a bus or van. Mail handled in a travelling post office usually receives a postmark marked T.P.O. together with the names of two towns on the route. Sometimes the word UP and DOWN (Fig.6) were used to show the direction of travel. Variations can be found, such as the use of DAY or NIGHT MAIL, or NORTH or SOUTH (Fig.7), in the postmark. In the US the inscription R.P.O. (Railway Post Office) was used. The Post Office made use of a dedicated coach, where mail collected at the various stations en route was cancelled and sorted (Fig.8).
Consign with us

For over 50 years, David Feldman has been entrusted to assist thousands of collectors from all over the world with finding a new home for their prized philatelic treasures.

Our Philatelists will be travelling to South Africa in February 2019 and will be available to value your collections and discuss consignments to our auctions in Switzerland.

Our Chief Philatelist Marcus Orsi will be delighted to meet old and new clients in the Cape Town and Johannesburg areas. Please contact us to make an appointment or to ask any questions about consigning with us:

Email: info@davidfeldman.com
Telephone: + 41 22 727 07 77

David Feldman SA
59, Route de Chancy
1213 Petit Lancy, Geneva, Switzerland
Tel. +41 (0)22 727 0777
Fax +41 (0)22 727 0778
Email info@davidfeldman.com

www.davidfeldman.com
EXHIBITION REPORT

THAILAND 2018 WORLD STAMP EXHIBITION
Report by the SA Commissioner, Vernon Mitchell, Port Elizabeth Philatelic Society

The Thailand 2018 World Stamp Exhibition under the patronage of FIP and auspices of FIAP was held in Bangkok from 28 November to 3 December 2018. The venue was The Royal Paragon Hall at the Siam Paragon Centre. This exhibition was the sixth FIP World Stamp Exhibition to be held in Thailand; the first one was in 1983.

On 28 November, Pansak Siriruch-atapong, Vice Minister for Digital Economy and Society and the Event Chairman, presided over the opening ceremony. Speeches were also made by Dr. Prakob Jirakitti, President of the Philatelic Association of Thailand, under the patronage of HRH Princess Maha Chakri Sirindhorn and Mrs Samorn Therdthampibul, Managing Director of the Thailand Post Co. Ltd. For the event Thailand Post launched five specially designed tourism stamps to promote ‘must see’ attractions in five provinces.

A total of 2,647 frames of the World’s finest Philatelic collections were on display including the private collection of HRH Princess Maha Chakri Sirindhorn from Thailand and HRH Sultan of Selangor from Malaysia, as the highlight of the World Stamp Exhibition. Just over 603 exhibits were brought and mounted by 72 Commissioners. The exhibits in 14 classes were judged by 62 Jurors and 33 Large Gold and 110 Gold Medals were awarded. The South African exhibitors achieved the following results:

- Ian Matheson: Entertainment Tax in South Africa. 5 frames. 91pts. Gold & SP.
- Gerhard Kamffer: The Road to Democracy in SA up to 1994. 8 frames. 90 pts. Gold.
- Patrick Flanagan: The Double Head Stamps of Rhodesia 1910-1913. 5 frames. 88 pts. Large Vermeil.
- Emil Minnaar: Airmails of Rhodesias & Nyasaland until 1946. 8 frames. 86 pts. Large Vermeil.
- Gila Orkin: Namibia The Overprints of the 2000s & their origin. 1 frame. 72 pts.

Howard Green represented South Africa on the jury and at the FIAP meetings and on 1 December 2018, FIAP members met and elected the following members:

- Mr Bernard Beston (Australia) as FIP President.
- Mr Prakob Chirakiti (Thailand) as FIP Vice President.
- Mr Richard Tan (Singapore) as FIP Director.

Then a dinner reception was held as an invitation to China 2019 World Stamp Exhibition in Wuhan, China which takes place from 11 - 17 June 2019.

The Palmares Banquet, was hosted on 2 December in the Rajthevee Grand Ballroom at the Asia Hotel. The final event was held at the Exhibition Centre where HRH Princess Maha Chakri Sirindhorn presented the top awards to the winners.

The exhibition was well attended and a huge success. I would like to thank the Thailand Organising Committee and everyone involved with the exhibition for their warm welcome, hospitality and efficient assistance throughout my stay and congratulate them on an outstanding exhibition.

I was privileged to represent South Africa as Commissioner to the Thailand 2018 World Stamp Exhibition and would like to thank the Philatelic Federation of South Africa for nominating me.

My sincerest thanks to Howard Green for all his assistance and support throughout the exhibition.

On a personal note, I would like to express my sincere thanks and gratitude to Emil Minnaar for his guidance, support and leadership that he afforded me.
The 2019 Lunar New Year stamp from Jersey Postal Service celebrates the Year of the Earth Pig (2019). In Chinese culture, pigs represent good luck and fortune and are thought to attract wealth. People born in the year of the pig are friendly and popular although they can also be gullible and judgemental.

On the evening of Wednesday, 21 November 2018, four teams squared up against each other in the Annual Inter-Club Stamp quiz organised by Clive Carr of the Philatelic Society of Johannesburg. The four participants were East Rand, Sandton, Wits and Philatelic Society of Johannesburg. The quiz master, Robin Messenger, promised that the questions were not difficult - the contestants agreed to differ on that point. Terry Lydall was the arbitrator, conciliator, judge and jury.

There were four categories: the first set of questions related to varieties found in Union stamps, which floored most of the contestants who were not Union collectors. The second set of questions related to the identification of the first stamps issued by certain countries. The third set was the naming of the currencies used by certain countries on their stamps. The last set called for the previous names of six countries. Much fun was had by all regarding what qualified as a correct answer being hotly contested between the four teams. The quiz was won by PS of J, followed by Wits, with Sandton and East Rand bringing up the rear. A generous spread of eats provided by PS of J, followed after the competition.

This 60 sene stamp of Samoa was issued in May 1986 for the International Stamp Show ‘AMERIPEX’. It was announced by the postal administration that it showed the U.S.S. Swan, a mine-sweeper of the U.S.Navy of the Albatros type, built in 1919 which served in the Pacific Ocean, near Samoa, in 1942 during World War II. The ship on the stamp has the same name but is definitely the wrong one because it was built long after the war. (The original ‘Swan’ is shown below the stamp.)

The Chinese Year of the Earth Pig starting in February and lasting until 24 January 2020. ‘Pig’ is the twelfth in the twelve year cycle of Chinese Zodiac Signs. The years of the pig include 1923; ’35; ’47; ’59; ’71; ’83; ’95; 2007 and now 2019.
The Union of South Africa: Customs Duty/Douane Stamps
by Dr Gerhard Kamffer RDPSA, Pretoria Philatelic Society

Part 1: Stamps used over the period 1910 - 1961

Customs duty stamps were introduced to enable overseas business concerns to prepay the customs duty on packets containing printed advertising matter (with the exclusion of catalogues and price lists), and can be regarded as revenue stamps.

It all started when the four colonies (Cape, Natal, Transvaal and the Orange River Colony) combined into a customs union and established a uniform tariff in 1905. It was then announced by the Postmaster General of the Cape in 1906 that various categories of printed matter coming into South Africa, through the post, were made subject to a duty.

The focus of this article will be on the stamps used for this purpose after the formation of Union in 1910. The aim is to introduce these types of stamps to collectors, and illustrate a selection and their usage. Customs Duty stamps can be regarded as revenue stamps and should be included in any such Union collection.

Duty was charged on the net weight in terms of the Customs Tariff, for example “Under 1 oz. - ½d, From 1 oz. to 3 oz. - 1d, From 5 oz. to 8 oz. - 3d, Thenceforth to the nearest penny based on the actual weight”. The senders of such packets could, if they so desired, assess the duty at the nearest penny based on the actual weight”.

The first article on this topic was published in 1956 in The SA Philatelist by L.J. Dodd and T.B. Berry entitled ‘The Customs Duty Stamps of the Union of South Africa’. This was followed in 1991 by an article authored by S.J. Hagger RDPSA and also published in The SA Philatelist in May/June 1991: ‘The Customs Duty Handstamps and Overprints of the Union’ in which he classified the Union Customs Duty stamps into four groups:

Group 1: Handstamped ‘Customs Duty’ in two lines, in violet.

This handstamp was introduced circa 1908. J.P. Wharton-Hood according to Drysdall suggests that it is possible that a metal and a rubber handstamp was used on the Transvaal stamps, the rubber handstamp giving a slightly smudged impression. These stamps were also used during the Union period. The latest recorded date according to Drysdall is the 1d duty used in 1911 (Fig.3).

Group 2: Overprinted ‘Customs Duty’ in two lines, in black or red.

These were overprinted on the stamps of the Cape of Good Hope, Natal, Orange River Colony and Transvaal bearing the head of King Edward VII as well as on the King George V issue of the Union (Figs.4 & 5).

Group 3: Overprinted in black ‘DOUANE’ on the London Pictorials and recess issues (Fig.6).

According to the daybook records of the Government Printer the last issue that was overprinted with this format was the ½d in June 1949. These were overprinted available at the offices of the Union’s High Commissioners in London and New York and other consulates abroad.

The latest recorded date according to Drysdall is the 1d stamp in combination with an overprinted 1d stamp of the Cape probably used during the Interprovincial period. (Source: Collection Neil Cronje, Bloemfontein).

Group 4: Overprinted in black ‘DOUANE’ with the stereo process with no stop (Fig.8).

The first stamps that were overprinted with the stereo process were the ½d, 1d, 2d, 6d and 1/- values in December 1950 according to the daybook records of the Government Printer in Pretoria. These stamps were...
The SA Philatelist, February 2019.

Table 1: Summary of Customs Duty overprints on stamps of the Colonies: 1908 - 1913

<table>
<thead>
<tr>
<th>Date</th>
<th>1d</th>
<th>2d</th>
<th>3d</th>
<th>4d</th>
<th>6d</th>
<th>1s</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cape of Good Hope</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6.7.08</td>
<td>2 400</td>
<td></td>
<td></td>
<td></td>
<td>1 200</td>
<td>2 340</td>
</tr>
<tr>
<td>9.7.08</td>
<td>660</td>
<td></td>
<td></td>
<td>480</td>
<td>60</td>
<td></td>
</tr>
<tr>
<td>24.9.08</td>
<td>6 960</td>
<td></td>
<td></td>
<td></td>
<td>1 200</td>
<td></td>
</tr>
<tr>
<td>24.10.08</td>
<td>2 880</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>27.5.09</td>
<td>2 400</td>
<td>4 800</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6.9.09</td>
<td>2 400</td>
<td>4 800</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>18.3.10</td>
<td>7 200</td>
<td>4 800</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>26.11.11</td>
<td>9 600</td>
<td>9 600</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>23.3.11</td>
<td>14 400</td>
<td></td>
<td></td>
<td></td>
<td>4 800</td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>38 880</td>
<td>34 020</td>
<td></td>
<td></td>
<td></td>
<td>7 680</td>
</tr>
</tbody>
</table>

Natal

<table>
<thead>
<tr>
<th>Date</th>
<th>1d</th>
<th>2d</th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>13.7.11</td>
<td>24 000</td>
<td></td>
<td></td>
<td></td>
<td>2 400</td>
<td></td>
</tr>
</tbody>
</table>

Orange River Colony

<table>
<thead>
<tr>
<th>Date</th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>13.7.11</td>
<td>9 600</td>
<td></td>
<td></td>
<td></td>
<td>4 800</td>
<td></td>
</tr>
</tbody>
</table>

Transvaal

<table>
<thead>
<tr>
<th>Date</th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>23.3.11</td>
<td>9 600</td>
<td></td>
<td></td>
<td></td>
<td>4 800</td>
<td></td>
</tr>
<tr>
<td>11.1.12</td>
<td>12 000</td>
<td>19 200</td>
<td></td>
<td></td>
<td>4 800</td>
<td></td>
</tr>
<tr>
<td>10.6.12</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>2 400</td>
<td></td>
</tr>
<tr>
<td>11.9.12</td>
<td></td>
<td>6 000</td>
<td>2 880</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>19.9.12</td>
<td></td>
<td>4 800</td>
<td>4 800</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6.7.13</td>
<td></td>
<td>15 000</td>
<td></td>
<td>4 800</td>
<td>1 800</td>
<td></td>
</tr>
<tr>
<td>14.5.13</td>
<td></td>
<td>18 000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>16.9.13</td>
<td></td>
<td>4 800</td>
<td>9 600</td>
<td>7 200</td>
<td>2 400</td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>16 800</td>
<td>61 800</td>
<td>20 400</td>
<td>26 880</td>
<td>9 000</td>
<td></td>
</tr>
</tbody>
</table>

Source: Alan Drysdale, Transvaal Revenue and Telegraph Stamps, pp. 101-103.

As a starting point he proposed his article as a rough draft. Since then nothing has been done to compile such a handbook or catalogue. It should also be noted that in 1986 at the Johannesburg 100 National Stamp Exhibition, J.P. Wharton-Hood exhibited his Union Customs Duty collection for which he got a Silver-Bronze. In the same 1991 issue of The SA Philatelist, Hagger also suggested at that stage that collectors of Union 'Cinderella's' should combine their efforts and knowledge to produce a companion volume to the 1986 edition of the Union Handbook Catalogue.

Table 2:

<table>
<thead>
<tr>
<th>Stamp value</th>
<th>Overprint on Cylinder no.</th>
<th>Job no</th>
<th>Date of overprint</th>
</tr>
</thead>
<tbody>
<tr>
<td>½d Springbok</td>
<td>11B</td>
<td>2210</td>
<td>June 1949</td>
</tr>
<tr>
<td>½d Springbok</td>
<td>11B</td>
<td>8316</td>
<td>Dec 1950</td>
</tr>
<tr>
<td>1d</td>
<td>14 76, 50</td>
<td>8316</td>
<td>Dec 1950</td>
</tr>
<tr>
<td>2d</td>
<td>692 6927</td>
<td>8316</td>
<td>Dec 1950</td>
</tr>
<tr>
<td>6d</td>
<td>6 6930</td>
<td>8316</td>
<td>Dec 1950</td>
</tr>
<tr>
<td>1/-</td>
<td>6926/6935</td>
<td>8316</td>
<td>Dec 1950</td>
</tr>
<tr>
<td>½d Springbok</td>
<td>70 31</td>
<td>17398</td>
<td>Unknown</td>
</tr>
<tr>
<td>½d Springbok</td>
<td>70 31</td>
<td>1953</td>
<td>Unknown</td>
</tr>
<tr>
<td>½d Springbok</td>
<td>70 31, 103403</td>
<td>8316</td>
<td>Aug 1954</td>
</tr>
<tr>
<td>½d Springbok</td>
<td>70 31</td>
<td>11047</td>
<td>Oct 1954</td>
</tr>
<tr>
<td>1d</td>
<td>48 54</td>
<td>11047</td>
<td>Oct 1954</td>
</tr>
<tr>
<td>1d</td>
<td>48 54</td>
<td>127072</td>
<td>July 1955</td>
</tr>
<tr>
<td>1d</td>
<td>127072</td>
<td>127072</td>
<td>July 1955</td>
</tr>
<tr>
<td>½d Warhong</td>
<td>84 126565</td>
<td>126565</td>
<td>June 1955</td>
</tr>
</tbody>
</table>

Source: Daybook Records, Post Office Archives, Silverton, Pretoria.
Hugh Amoore RDPSA published an article: ‘Notes and a bibliography: Customs Duty on printed matter’ where he indicated the rates of duty on advertising matter from 1906 up to 14 February 1961 when the rates were converted to the decimal currency. He also indicated that the two ways in which the duty was collected - either by means of overprinted stamps or by means of a postmark or cachet - were of direct interest to collectors and philatelists. In 1996 the author published an article in *The SA Philatelist*: ‘Die Etikette en Handstempels van die ‘Customs Duty’ seëls 1908 - 1913’.

Dr Alan Drysdall RDPSA included a chapter called ‘Customs Duty Stamps’ in his book *Transvaal Revenue and Telegraph Stamps*. Here he summarised, from data abstracted from De La Rue’s daybooks, the postage stamps of the Cape, Natal, Orange River Colony and Transvaal overprinted ‘CUSTOMS DUTY’ in black or red.

He concluded that it was evident from the data summarised in Table 1 that the first customs duty stamps used throughout the Union were Cape stamps which had been overprinted during the period 1908-1911. Drysdall further concluded that from March 1911 Cape stamps were supplemented by the overprinted Transvaal stamps (2d and 4d duties) and in July of the same year by the stamps of Natal and the Orange River Colony (ORC). For the first time a 3d duty was included. As can be seen from the data (see Table 1) only Transvaal overprints filled the gap until the first King’s Heads of the Union were overprinted.

Drysdall also made mention of a constant variety regarding the ‘S’ that occurred in the overprints. The variety shows the final ‘S’ in ‘CUSTOMS’ cut diagonally rather than horizontally. In this case the ‘s’ in the first row of the sheets are in a different font. The 1/- value of the Kings Head issue will be used to illustrate this interesting variety (Fig.10 A & B).

Table 2 gives an indication of the frequency and number of overprints for the different values. Throughout the Union period the 1/- value is the most difficult value for collectors to find. For example, in the period from June 1949 to July 1955 only 1,000 sheets x 120 stamps (120,000 stamps) of the 1/- value were printed by the Government Printer out of a total of 2,519,400 individual stamps of all the values printed. For this period (1949 - 1955) the 1/- value comprised less than 5% of all the values printed (Fig.11).

For a complete listing of all the Customs Duty/Douane stamps of the Union collectors should either consult the list compiled by Hagger (*SAP* May/June 1991) or use the latest Barefoot revenue stamp catalogue.

The collecting of the Customs Duty stamps of the Union of South is a fascinating aspect of Union philately that has not been explored to the fullest. This article will hopefully encourage potential collectors of Union revenue stamps to be on the lookout for these interesting stamps.

![Fig.7B: The last Union postage stamps overprinted ‘DOUANE’ by the Government Printer in the old format June 1949. (Source: Post Office Archives, Silverton, Pretoria)](image)

![Fig.8: First union Customs Duty stamps overprinted with the stereo process in December 1950. (Source: Post Office Archives, Silverton, Pretoria.](image)

![Fig.9: Types of overprints used from 1910 to 1961.](image)

![Fig.10A: Detail from the block of four stamps (shown on next page) illustrating the ‘S’ in the first row that is in a different font. This constant variety shows the ‘S’ in ‘CUSTOMS’ cut diagonally rather than horizontally. (Source: Ex- Kaniffer collection.](image)

<table>
<thead>
<tr>
<th>GROUP 2 (Hagger)</th>
<th>GROUP 3 (Hagger)</th>
<th>GROUP 4 (Hagger)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>CUSTOMS DUTY</strong></td>
<td><strong>CUSTOMS DUTY</strong></td>
<td><strong>CUSTOMS DUTY</strong></td>
</tr>
<tr>
<td>‘S’ VARIETY</td>
<td>NORMAL ‘S’</td>
<td>‘S’ VARIETY</td>
</tr>
<tr>
<td>TYPE 1 (Black Ink)</td>
<td>TYPE 2 (Red Ink)</td>
<td>GROUP 3 (Hagger)</td>
</tr>
<tr>
<td><strong>DOUANE</strong></td>
<td><strong>DOUANE</strong></td>
<td><strong>DOUANE</strong></td>
</tr>
<tr>
<td><strong>TYPE 3</strong></td>
<td><strong>TYPE 4</strong></td>
<td><strong>TYPE 4</strong></td>
</tr>
</tbody>
</table>
The author is also thankful to Jan van Beukering from Bloemfontein for making his extracts of the overprints available for this article as illustrated in Fig.9.

Sources:


• Dodd L.J. and Berry T.B. The Customs Duty Stamps of the Union of South Africa The South African Philatelist, April 1956.


• South Africa Post Office Archives, Silverton, Pretoria.

Macro rationale: South Africa faces a steep decline in members of ‘Organised Philately’ & in the creativity of existing management structures. Suggested change: A proposed introduction of a brand new ‘History Class’ has been sidelined by 2019s National OrgCom, reasoning it could be accommodated in the ‘No rules’ segment of the exhibition. The rationale for the introduction of this new class is the existence of Township history writer groups in Gauteng whose exhibits could generate a convergence in collecting cultures & increased media attention, especially if these writers/collectors would be permitted to generate their own rules for the judging of their/our History Class exhibits.

Personal view penned by Paul van Zeyl t/a Rand Stamps (& SAPDA ExCo) in the interest of growing a collecting culture & related organised/semi-organised interest groups in South Africa; Please discuss locally & e-mail comments to paulvz@mweb.co.za
Segmental Colour Bars in the Protea Definitive Series
by Dr Vic Sorour, Witwatersrand Philatelic Society

Stamps in the Protea Definitive Series were printed by either photogravure or lithography. Stamps produced by photogravure have four Segmental Colour Bars (SCBs) on the left margin (LM) of Pane B between the top margin (TM) and the left arrow (LA) (Fig.1).

SCBs have several common features:
- They are on the LH margin of Pane B between the TM and the LA.
- They are 20 mm from the left margin of the stamp.
- There are always four different coloured bars. The lower 3 are magenta, cyan and black, in that order from the bottom up. This is the reverse order to the cylinder numbers on the Control Blocks (Fig.2).
- The top SCB is a different colour in each value and corresponds to the 722 cylinder colour and the pane letter.
- There is no SCB for the yellow colour, but there is a yellow colour bar on the right margin of Pane A opposite rows 1 to 5 (Fig.3).

Fig.1: SCB on the left margin of Pane B, 1c Protea, Issue 1.

Fig.2: The relationship between the SCBs and the cylinder numbers. The lower piece, the control block has been rotated 180 degrees to show that the SCBs are in the same order but reversed.
- The top SCB is a different colour in each value and corresponds to the 722 cylinder colour and the pane letter.
- There is no SCB for the yellow colour, but there is a yellow colour bar on the right margin of Pane A opposite rows 1 to 5 (Fig.3).

Fig.3: The yellow colour bar on the right margin (RM) of Pane A.

The SCBs are printed by their respective cylinders and act as a visual guide to the alignment of the cylinders. Three states can be identified (1).

State A
- Value | Issue | Date
3c     | Issue 1 | 10 August 1976
1c     | Issue 1 | 9 September 1976

Features of State A
- The SCBs are 25 mm in length.
- They extend from row 1 to 4. There is no SCB on the LM opposite row 5. Fig.1.
- The top end of the 722 SCB is broken. Fig.5.

State B
SCBs can be found in all the remaining issues of the Protea series printed by photogravure. There are only two exceptions and they form State C.

Features of State B
- All the SCBs are 30 mm in length.
- As a result of this increased length, a large part of the magenta SCB is on the LM opposite row 5. Fig.4.
- The top end of the 722 SCB is square (Fig.5).

Fig.4: State B SCB. Part of the magenta SCB is on Row 5.

Fig.5: The top of Cylinder 722 SCB, broken in State A. Normal in State B.

State C
- Value | Issue | Print
3c     | Issue 2 | 1-5
1c     | Issue 2 | 1

Features of State C
The SCB of cylinder 722 increases in length to 30 mm. The other SCBs do not change in length or position, as a result:
- there is no magenta SCB in the LM opposite row 5. Fig.6.
- there is an overlap between the 722 SCB and the black SCB below (Fig.7).

Fig.6: State C SCB

Fig.7: State A + B. No overlap. State C. Overlap

An example of a shift of Cylinder 722 to the right. The ‘RSA’ is shifted right and the corresponding SCB is also shifted right.

Reference:
NEW ISSUES

NEW SOUTH AFRICAN STAMP ISSUES - 2018 - Part III

by Robin Messenger,
South African Stamp Study Circle

26 November 2018 - THE BIG 5 - Booklet

**Denominations:** 5 x Airmail Postcard Rate (R8.50)
**Designer:** Rachel-Mari Ackermann from photographs by Ross Couper.
**Printer:** Southern Colour Print, Dunedin, New Zealand
**Process:** Offset lithography
**Stamp size:** 24 x 30mm
**Quantity:** 300,000 booklets
**Booklet size (opened):** 150 x 60, comprising two horizontal strips of five stamps depicting: lion, elephant, leopard, rhino and buffalo, in that order.
**Cylinder numbers:** None
**Gum:** self adhesive
**Perforation:** Kiss-cut simulated of approximate gauge 13 x 12.5. There is a 6mm gutter, in the centre of which is a roulette (the fold), between stamps 3 (leopard) and 4 (rhino) of the strip. Top and bottom margins of the booklet pane are imperforate.
**Phosphor:** 1.5mm yellow-green phosphor bands at right and bottom margins of each stamp image
**Printing sheet size:** not yet seen

Acknowledgement:
The above information was collated from SAPO’s Philatelic e-mail newsletter WHAT’S NEWS, dated December 2018, and from Newsletter 387 of the RSA Stamp Study Group, produced by Jan de Jong together with personal observations.

26 November 2018 - THE BIG 5 - Postcard Set

**Denominations:** 6 x Airmail Postcard Rate (R8.50)
**Designer:** Rachel-Mari Ackermann from photographs by Ross Couper. Five cards depict each of the Big 5 animals with the corresponding stamp image in the booklet designs on the address side. The sixth card shown above, illustrates all five animals with the stamp image in the lion design.
**Printer:** Southern Colour Print, Dunedin, New Zealand
**Process:** Offset lithography.
**Postcard size:** 170 x 116mm
**Quantity:** 1,000 sets of six postcards
**Phosphor:** 1.5mm yellow-green phosphor bands at right and bottom margins of each stamp image on the address side of each card
**Printing sheet size:** not yet seen

Acknowledgement:
The above information was collated from SAPO’s Philatelic e-mail newsletter WHAT’S NEWS, dated December 2018, and from Newsletter 387 of the RSA Stamp Study Group, produced by Jan de Jong together with personal observations.
CORINPHILA AUCTIONS – A TRADITION OF SUCCESS

As the oldest stamp auction house in Switzerland, situated in the international financial centre of Zürich, we at Corinphila Auctions really know the market.

The most specialised philatelic knowledge, fastidious presentation and an international customer base with strong purchasing power guarantee the highest prices.
CONSIGN NOW!

Next Corinphila Auction:
11-15 June 2019

Separate ‘hard bound’ Auction Catalogues for ‘one country’ or ‘single owner’ a specialty

We are quite willing to discuss larger holdings in your own home.

Latest date for consignments: 15 March 2019
The first definitive stamps of Transkei

The first definitive stamp series of the Transkei depict its people undertaking traditional activities and developments in infrastructure, agriculture, industry and constitutional matters. It consists of seventeen stamp values ranging from 1c to R2. It is interesting to note that the highest South African definitive stamp value at that time was R1. Thirty-five first definitive reprints were issued by the Transkei Department of Posts and Telecommunications during the seven year duration of the first definitive issue from 26 October 1976 till 30 November 1983.

No first day cover, only a collector's sheet (1.2), was issued. The stamps and collector's sheet were made available locally by order from Intersapa (on behalf of the Transkei Department of Posts and Telecommunications) or direct to the public at the Umtata main post office philatelic counter.

Collector's Sheet: 1.2

Printer: Could not be identified
Quantity ordered: Unknown

Transkei's commemorative canceller number 2 for Transkei's first definitive stamp series

A single circle postmark with 1ST DEFINITIVE SERIES on the curve within the circle at the top and the post office name UMTATA similarly at the base. The date is horizontally situated in the centre. The canceller number (2) is placed centrally between the date and post office name.

The study of Transkei's first definitive issue is an exciting venture as one discovers the evolution of a suitable template for future stamp issues and an appreciation of the trying times for the stamp printing section of the South African Government Printer with its limited capacity and ageing machinery. The need for stamps for Transkei by 26 October 1976 came at a time when the South African second definitive, with all its problematic intaglio and photogravure printing issues on the headache Giori printing press had been cut short. This required the commencement of printing the South African third definitive stamps (Protea issue) for issue by 27 May 1977 and also to have Bophuthatswana's inauguration and first definitive ready by 6 December of 1977!

The Transkei stamps were all printed lithographically as the photogravure Giori printing press, with its all in one synchronised continuous paper roll printing and slow internal rotatory perforation being occupied with the printing of half of the new Protea series stamp values and many of the other South African stamps. In addition two new two colour lithographic Roland printing presses had come on board which allowed perforation to be done separately, not restricting printing. A limiting factor drying before continuing with the next two colours. The Transkei first definitive 50c stamp, with its seven colours, required four printing runs! The ageing Grover external perforators with their ageing two row perforating heads producing 'drunken perforations' were replaced with two new Walter Kroll external perforators in 1975 and a third one being commissioned in 1976. Things were looking up. The Giori's time consuming internal rotatory perforator was disengaged from the printing press in August 1977 to speed up printing and the perforation of these sheets was done on external perforators.

Crunch time occurred again with the rise in standard postage from 4c to 5c in April 1979 requiring further 5c stamp reprints as well as having Venda's inauguration and first definitive stamps ready for use by 13 September 1979. This resulted in overloaded external perforators necessitating the Giori internal rotatory perforator to be re-engaged in April 1979 until March 1981. Furthermore, the Government Printer was requested to facilitate stamp separation from pane imperforate margins and widely spaced perforation holes. This required wider pin-perforating heads, for full marginal perforation and the implementation of a narrower perforation gauge. The continued rate-limiting perforation backlog was reduced with the adjoining of two single row Comb perforating heads to act as a two row perforating unit in March 1983.

Transkei's first definitive issue has evidence of the implementation of many of the above features with the margins of the panes, being the printer's playground, changing many times till the ideal aesthetic looking final product became the standard for the future homeland definitive issues. The use of different comb perforating heads are also evident. The Transkei 4c stamp issue can be regarded as the black sheep of the series due to a number of unique ‘aberrations’. More importantly, however, the 4c issues should be regarded as a historical record of developments at the Government Printer for a number of reasons, viz.

1. The evolution of pane dating and in relation to the change of the TPT logo...
and subsequent insertion of summation figures on the pane margins.

2. Different Comb perforating head use with new perforation formats for the progressive facilitation of stamp separation from the stamp pane (frequently referred to as a sheet).

1. The evolution of the dating of panes and in relation to the change of the TPT logo and marginal summation figures.

The first printing of all the stamp values of Transkei’s first definitive are undated (released date - 26 October 1976) with the positive TPT logo image printed within three white circles and all placed within a black frame. This boxed logo was part of the black printing plate. The first four reprints continued to be undated - date format version 0.

**Undated - Date version 0**

<table>
<thead>
<tr>
<th>Stamp value - reprint #</th>
<th>Date</th>
<th>PCB#</th>
</tr>
</thead>
<tbody>
<tr>
<td>1c - R2</td>
<td>1976-10-26</td>
<td>022-118</td>
</tr>
<tr>
<td>All 1st printings</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1c - 1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2c - 1</td>
<td>1977-09-12</td>
<td>150-155</td>
</tr>
<tr>
<td>3c - 1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4c - 1</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

In date version 1 a single date appears on the top left margin and is only found on 4c (reprint 2) and 5c (reprint 1) sheets. Unique to the 4c series (reprint 3) is date version 2 - a vertical format dual date squeezed below the TPT logo block. The top date (1976-10-26) is the release date of the first printing. The bottom date (1979-11-15) being the date of release of the second reprint. The final 4c reprint date version 6 (reprint 4) has a more aesthetically appealing dual date written vertically beneath the new negatively printed TPT logo. The new logo format commenced in April 1980 and started with date version 3.

The 4c standard postage rate was increased to 5c on 1 April 1979 explaining why no further 4c stamp reprints were required hence no top right-sided dual date printings exists (date version 7 & 8). The need for an increased number of 5c and subsequently 8c stamp reprints arose, as a result of the increased standard postage rate to 5c from 1 April 1979 to 31 March 1982 and to 8c from 1 April 1982 to 31 March 1983 as well as the increased international rate to 10c (1 April 1979).

Some of these reprints have further unique date formats that are required to complete the evolution of the varying date versions and their positioning in relation to the TPT logo and the introduction of new printed values being stamp row and column summation values commencing with date version 4. All these changes are shown and described in the charts below.

Also included are tables containing the stamp printings, their release date and plate control block numbers for the different date formats.

**Date version 1**

Single date - top left margin

<table>
<thead>
<tr>
<th>Stamp value</th>
<th>Date</th>
<th>PCB#</th>
</tr>
</thead>
<tbody>
<tr>
<td>4c - 2</td>
<td>1976-01-01</td>
<td>168-192</td>
</tr>
<tr>
<td>4c - 1</td>
<td>1976-01-01</td>
<td>162-166</td>
</tr>
</tbody>
</table>

* PCB# - plate colour block number

**Date version 2**

Vertical left-hand margin dual date

**Date version 3**

Horizontal left-hand margin dual date with new TPT logo format

**Date version 4**

Separated dual date by stamp row summation value

**Date version 5**

Row summation value between TPT and dual date

**Date version 6**

Dual date & TPT logo now above the summation value

With the change from a left-sided 5 stamp control strip to a four stamp control block on the top right, two new date format versions exist. In the first four reprints of this format, date version 7, the stamp summation values are no longer present. The date order of these four reprints also differed in that the initial printing date now appears second with the reprint date on top!

The summation values only reappeared in the final date format, date version 8. Note also the revised format of the dual date order with the first printing release date once again appearing on top.

**Date version 7**

Incorrect date ordering top margin right-sided dual date and no stamp columns summation values

**Date version 8**

Corrected right-sided dual date ordering and recurrence of stamp column summation values.

A number of people have asked the question why the control block numbers are not strictly sequential. Careful perusal of the progression of Plate Control Block numbers for each date format indicates their chronological progression with gaps occurring at the end of the various date formats and occasionally within a date format group where a date jump occurs or with a missing sequential stamp.

Take for example date version 6 where the sequential printing of the stamp value excludes the 7c stamp value, as it was never reprinted, yet PCB numbers 568-573 were reserved for it, as is the case for the two highest stamp values, viz. R1 & R2 with the 50c value reprints only being printed at a later date with newly assigned PCB numbers (PCB#).

To be continued... 2. The evolution of the perforation of the Transkei first definitive issues...
Serendipity
Some time ago I had the pleasure of subscribing to the Australian magazine *Stamp News*. To my surprise, the free gift enclosed one month was a mint miniature sheet issued by South Africa showing one of the Blue Train stamps. Somehow this set-off a closer detailed examination of the stamp. This article sketches the Blue Train issues, presents details of the differences, and publishes interesting discoveries. Am I correct in calling this ‘serendipity’?

The First Issue
The sheetlet, (Fig.1) containing pairs of the five Blue Train stamps, was issued in South Africa on 1 August 1997. However, there remains some doubt about the date of issue. A.J.C. Borgstein of the Railway Thematic Group published an excellent article in the August 1997 *The SA Philatelist* entitled ‘Blue Train under the magnifier’ in which he details the design problems of the issue, and quotes an overseas collector saying ‘the pretty Blue Train miniature sheet was sold by Philatelic Services during Pacific 97 in San Francisco (held from 29 May to 8 June 1997)’.

If this were so, the date on each of the five first day covers issued by Philatelic Services is fictitious. However, Dr Franco Frescura, has commented that this was not so as the stamps had not been printed in time for the Pacific 97 exhibition. There the matter rests (Feb 2019).

The two main errors occurring on the sheetlet are:

1. (3rd Row) HUCHINSON, for HUTCHINSON
2. (5th Row) NORTHERN TRANSVAAL, instead of NORTHERN PROVINCE

It has been reported (Borgstein, 2004: 252) that there was a second printing of the first issue in February 1998. The blue in the stamps of this second printing “tends to a more violet shade”.

Corporate Sheets: the Second and Third issues
Two corporate sheets were issued, each containing one Blue Train stamp. The security perforations used for the sheetlet were not used for the corporate sheets.

A) The Cape Stamp Show sheetlet. Issued 8 October 1997 (Fig.2)

B) The Eastgate Universal Stamps and Coins sheetlet. Issued 1 November 1997 (Fig.3)

The Fourth issue:
The Blue Train Booklet
A booklet, featuring the five Blue Train stamps, was issued on 2 November 1998. The pane of 10 stamps (the designs are each repeated) is shown in Fig.4 and the booklet cover in Fig.5.

The previous errors
The first three issues have a distinctly coarser appearance.

<table>
<thead>
<tr>
<th>Blue Train Summation</th>
<th>Issued</th>
<th>Dated on stamp SE corner</th>
<th>Phosphor</th>
<th>Security Perfs</th>
<th>HUCHINSON</th>
<th>HUTCHINSON</th>
<th>Northern Transvaal</th>
<th>Northern Province</th>
<th>Litho (Govt. Printer)</th>
<th>Super Litho (Questa)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Original P.O. Issue</td>
<td>Issue 1</td>
<td>01-Aug-97</td>
<td>Phos. Paper</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
</tr>
<tr>
<td>Harmers Corporate</td>
<td>Issue 2</td>
<td>08-Oct-97</td>
<td>Phos paper</td>
<td>NO</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
</tr>
<tr>
<td>Eastgate Corporate</td>
<td>Issue 3</td>
<td>01-Nov-97</td>
<td>Phos paper</td>
<td>NO</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
</tr>
<tr>
<td>Booklet Issue</td>
<td>Issue 4</td>
<td>02-Nov-98</td>
<td>Band on RHS</td>
<td>NO</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
</tr>
</tbody>
</table>

The effect of the super-lithography printing is shown in Fig.6. There were also significant changes to the design detail; these differences are shown in Fig.7 overleaf. The table that follows summarises the differences to be found in the four

**What is new and apparently unpublished up to now (Feb 2019) is the following:**

1) The Harmers corporate sheet is the ONLY SOURCE of the Beaufort West Stamp printed WITHOUT SECURITY PERFS and WITHOUT PHOSPHOR LINES.

2) The Eastgate corporate sheet is the ONLY SOURCE of the incorrect Huchinson spelling (Row 3 of the original issue) having STANDARD PERFORATIONS (i.e. WITHOUT SECURITY PERFS).

3) The Booklet stamps exhibit five design differences from the original issues (see Fig.7)

**Conclusion**

The differences between the various Blue Train issues have not been studied extensively in the past. This article, therefore, shows these differences carefully and thus is a source of new knowledge. Collectors looking for completeness of this issue will have to include the two corporate mini sheets, an area of study usually neglected.
Fig. 7: Other differences between sheetlet stamps and booklet sheet listed

References

STICKING STUFF * by H C J (Monus) Flemming
Philatelic Society of Johannesburg

EXHIBITING

The Colnect web-page says you can join 44 collectors of paper napkins. People collect what they want, can join others and create rules to govern activities. You can control those decisions but not their outcomes. So that rules suited only to some are for others a matter of stay away. I read the FIP environment as suited only to some.

The problem is not with the FIP rules. People who want to be in that arena must be catered for. The problem is that we lack decent catering for the others e.g. the second hand treatment of no-rules exhibits and one-page exhibits. The SA Philatelist August 2018 proposal of a new class to cater for Cinderellas is an admission of the need to move beyond the strictures of FIP. Two knowledgeable philatelists were prepared to move, however their proposal will yield nothing.

Getting organised outside commercial interests did not come to collecting, only to competitions. That leaves 99% philatelic activity in the cold. The few from the 1% who intend to participate in internationals realise that they will get nowhere unless they comply with FIP regulations and unwritten preferences to the last letter — although the regulations state that they are only for ‘guidance’ and only in an exhibition although the regulations state that they are.

The problem is not with the FIP rules. People who want to be in that arena must be catered for. The problem is that we lack decent catering for the others e.g. the second hand treatment of no-rules exhibits and one-page exhibits. The SA Philatelist August 2018 proposal of a new class to cater for Cinderellas is an admission of the need to move beyond the strictures of FIP. Two knowledgeable philatelists were prepared to move, however their proposal will yield nothing.

Getting organised outside commercial interests did not come to collecting, only to competitions. That leaves 99% philatelic activity in the cold. The few from the 1% who intend to participate in internationals realise that they will get nowhere unless they comply with FIP regulations and unwritten preferences to the last letter — although the regulations state that they are only for ‘guidance’ and only in an exhibition although the regulations state that they are.

WHY CLASSES AT ALL?

I have a vague suspicion that ‘traditional’ as a class came to be recognised at the moment when the first different class was recognised. The splitting-off of classes in effect served as an excuse for deviating from the purity of traditional collecting. Is the development of coil stamps (frame 118 at the Centurian National ) so different from the production of Downey heads that a separate class for ‘modern’ needs to be introduced?

The August proposal does not address the primary question: What is the reason for creating classes at all? This is now 2019. I do not think that the FIP offers is a cohesive, principled system. The restrictions of classes persists for their own distinctiveness. There is yet to be an explanation of the illogical inclusion of revenue stamps - admittedly they often have perforations. What justification exists for social philately? Is it that all the (very ordinary) items have the same author? Do we need a class for ships’ mail because aerophilately has crept in, or balloon mail, or Christmas mail? The FIP general principles for ‘traditional philately’ (article 3.1.3) include as philatelic material: ‘local stamps, private delivery services, parcel company and carrier stamps, shipping company stamps’. These are nothing but Cinderellas.

On the other hand one may, of course, ask why not a new class? I admit insufficient knowledge about the FIP rules but the essential answer is the need for, and the reality of, a slow but very clear pattern opening up.

The latest internet version of FIP classes appeared after Bucharest 2008. It recognises about 11 classes with more to come, with

The SA Philatelist, February 2019.
1935 sticker on window envelope. Were the instructions postal?

disagreed holding that the control would not last. Those Rhodesian stamps are therefore cinderellas. An expat judge held that the RSA homelands could not issue stamps; The House of Lords held that authority came from RSA legislation and that therefore a homeland government was in no worse position than an authorised company. So France had a Vichy government and a German occupation-government in two distinct areas. Gibbons would not admit...

3 - Local stamps. Because of e.g. a postal strike or other practical reasons the N.Z. Government may authorise Mary’s Post to handle intra-Auckland mails. Maybe our administration should conspicuously mark intra-Centurion post so that it goes directly to Waterkloof distribution office and not in the first instance to the national distribution point in Germiston.

4 - Some Swiss airmail stamps were local posts in that they were only sold and only valid on a specific route and only for a few days. They are catalogued as regular stamps.

5 - Railway Stamps. The August riposte states that railway stamps “through the railway companies and not postal administrations are now generally (acceptably to FIP) shown in the class for ‘traditional’ entries”. In the Union of South Africa the railways administration was as much part of the government as the postal administration, both being authorised to carry post. Currently, in various countries, no stamps are issued by the government, an authorised private company runs the postal service...

Cinderellas?

6 - Some stickers can logically not be cinderellas. Doubt lives only in the assumptions of the observer. An airmail label is an instruction to staff and an aid in the first postal sorting. Similarly an instruction as to how the item is to be handled is implicit in express labels, registration labels, certified post labels. They are philatelic but the airmail label not.

Definitions generally bring problems as defining a larger issue from two ends inherently has the risk of a missed or duplicated area. Some material becomes neither philatelic nor cinderella. Each definition of a class is invariably both a relaxation of ‘traditional’, and a sibling competing with sister definitions. A second quirk of definitions follows from the suggestion in the August proposal, perhaps to escape the Mobsby comment, that juries must apply the definitions flexibly. Acting sensibly instead of technically is desirable in all situations. However, if you have a rule it must be applied consistently and with enough firmness so that the intending exhibitor knows where he stands with respect to the jury and relative to competitors. As it is an exhibitor too often comes away with a sense of unfairness through applying a rule because of wrong (or correct) classification. A final comment is that the whole classification idea has, in the eyes of the 99% of collectors who have not undergone special training, become unhelpful in their pursuits and first attempts at exhibiting.

Such problems and the modern shape of collecting was in evidence at the 2018 Centurion Stampshow.

The main numbers were:

- Open Class 18
- Postal history 6
- Postcards 6
- Thematic 2
- Topical 0
- Traditional 10

I ignore revenues because they are not evidence of what happens amongst stamp collectors. I also ignore the one page exhibits because I cannot exclude inaccuracy of the exhibition publication. (e.g. frame 93 might be topical, frame 94 ‘postal history’; and frame 95 aerophilately). Further it is not disclosed why the jury accepted two exhibits under ‘FDC and cinderellas’ as a legitimate class, nor what point scoring they applied. (The exhibit that was awarded a well-deserved Vermeil could have been postal history if the title was something like ‘The post utilised for raising awareness of wartime needs.’)

In my layman’s eyes the Centurion ‘traditional class’ may have been flattered. E.g. Basutoland (overprints only) and the history of King Edward VII, I in fact selected topics that determined their contents, and the Nyasa Company exhibit could logically be postal history. (Frames 46, 57 and 67). Even without such adjustments the exhibition demonstrates a move away from chronological parades of stamps (only or mainly), and there is a clear component of ‘wishing to tell an informative story’. WHY, IF A MAP OR PHOTO ARE FORBIDDEN ARE THEY SUDDENLY ‘PHILATELIC’ ONCE YOU ANNOUNCE THAT YOU ARE A COLLECTOR OF CLIPPINGS AND Pamphlets? There is no logical reason as to why material is sometimes excluded in one instance, but it is perfectly admissible in another class? Exclusions hamper the said desire to make the story interesting and impressive. Inclusions that are detracting because of their nature or relationship to the heading chosen for the exhibit, or quantity can be adequately dealt with under a points-heading such as ‘presentation’. You do not need a rule to exclude a stamp depicting a ship from a theme on Boeing aeroplanes. It should be possible to include a photo if the ship that returned the wreck of the
first transatlantic Boeing? The categorical approach to ‘classes’ is not the best or only way.

WHAT HEADINGS CAN GET CREDIT?
The Centurion exhibition inspires reference to another feature of the FIP regulations that is problematical in modern times. Postal Rate is in a sense not history of the post but a partially illustrated writing on the history of the law. Is it not more proper in ‘open class’? Secondly, the FIP rules allow some nice points for research. The question is: ‘What research?’; reading government gazettes, clicking the internet? Should anyone get credit for research on the Union of South Africa 1d Ship after so many books, articles and previous exhibits? Is the message: ‘do not exhibit what has been shown because you will not get points for research’ or does the jury play ignorant in order to help him who is second about ‘researching’ postal rates or 1d ships? Or had no access to old publications?

UNDERSTANDING THE HEADINGS and POINTS
You must know that you are on the wrong track if the non-internationalist, perhaps living in Prieska, needs to be taught what ‘treatment’ means. ‘Importance,’ relative to something is potentially worth many points. In the end, non-FIP exhibiting allows only 5 points for the many hours of measuring and adjusting. In examination terms you will fail (40%), pass strongly (60%), or get a high distinction (80%). Marking out of 5 never allows for 50% or 71%. It is difficult to devise a rougher tool for measurement than marking out of five.

Determining achievable points in the August proposals is, as in any point system, necessarily rather arbitrary. Moreover, specifics of any determination are in actual application problematic in 2019s wide collecting field with so many angles of approach and so many variables.

CONCLUDING REMARKS AND PROPOSAL FOR SOCIETIES.
The fact must be faced that the field is too extensive and too diverse to cater for needs using the current FIP Regulations. Secondly, a system that avoids specifics can help to get rid of illogical clichés.

Why does traditional collecting, which rejects what is not issued for postal use, accept proofs, designs and photos? Why is a signature on an item philatelically relevant? An excellent exhibit of revenues on white paper cannot be seen clearly, but, if Havid mounts are black, why can you not exhibit on blue paper? Why, a (hotly denied) de-valuing of vertical pairs? Let us rather look at what the collector wanted to do and what he has achieved. Do not limit the pleasure to those with cheque books, equating price with rarity.

Realising that any proposal will be contentious, I suggest trying at society level to get all exhibits on a uniform understandable and enjoyable level:
1 - How well did the exhibitor succeed philatelically in doing what he set out to do including completeness and relevance of material  
2 - Appearance of the exhibit and originality in approach  
3 - Quality of the material  
4 - Difficulty in collecting and/or difficulty to complete  
5 - Discretionary bonus for rarity and new facts, normally zero, maximum

TOTAL = 100

* Thought to be jargon used by Post Office clerks:
In RSA post offices a stamp is a sticker. (The more colourful sticking stuff is really for dealers’ and thematic collectors).

THE ROYAL PHILATELIC SOCIETY OF CAPE TOWN
An ‘Honorary Life President’ award has been bestowed on David Sinclair.

As only a single member can be appointed at a time, and the post continues for the full lifetime of the recipient, this recognition is indeed great news and a wonderful achievement.

Congratulations David!
Email: royalphilct@gmail.com
Website: https://www.rpsct.org/

Bill Barrell Ltd. Dealer in the postage stamps and postal history of Great Britain offers their latest illustrated list No149. This list offers over700 items from 1643 - 1996, all accurately described with illustrations. It includes good postal history, 1d blacks, a superb selection of 1d reds, 2d blues, excellent selections of Mulreadies, caricatures and many more interesting items from other regions.

Bill Barrell Ltd.would be happy to send you a copy, free of charge, if you request a copy. Contact them at this address:
PO Box 10494, Grantham, Lincolnshire, NG31 0HS, United Kingdom
01476 594698

e-mail: bill@barrell.co.uk website: www.barrell.co.uk

Demonetised stamps commercially used. Do they remain ‘stamps’ or were they Cinderellas when used?
Today the event would be labelled as a publicity stunt to generate media coverage. However, what started out as a public relations exercise to promote the Empire Exhibition of 1936 to celebrate the golden jubilee of Johannesburg was, by the end, labelled a ‘fiasco and a tragedy’ by the press (Fig. 1).

While the Schlesinger Race might have been inspired by the London-Melbourne Race, it was also unfairly compared with that event. From the outset there was disapproval of the race: the Race did nothing to encourage the development of British aircraft like the Melbourne Race. It “would prove nothing, but might give a very false impression either of British aircraft or of British superiority”. These were prophetic words indeed with only one entrant making it to the finishing line.

The Schlesinger Air Race was onerous, such as being at least five days before the start, while others proved ironic like the £25 entry fee which would be refunded on arrival in Johannesburg within five days. Only one competitor qualified for the refund...

The Race was divided into two classes; one a handicap race determined by a complex formula and the other a pure speed race with the prize money suitably allocated. It was scheduled to start on 15 September 1936 at Hatfield, London; the day on which the Empire Exhibition opened in Johannesburg. This was postponed in August to 29 September so that competitors could take advantage of the full moon for night flying and the start moved to Portsmouth. The planned route is shown in Fig. 2. Flying through Africa in the 1930s was not for the faint-hearted. Navigation aids were rudimentary, if they existed, and maps were far from reliable. Tommy Rose, who had previously broken the England-Cape Town record earlier in 1936, when asked about the nature of the route east of Nyasaland (Malawi) commented: “This is a very naughty bit of country, and is said to be full of tsetse fly, not too good for a forced landing. Unless one has a safe two hundred miles of space, in range, on any leg across Africa, one is likely to be causing the nervous system a lot of trouble sooner or later. Taking a heavily laden machine [with fuel] off high altitude aerodromes is always a matter of extreme difficulty. . . . it is better not to try and pull the machine off until one can see the whites of the eyes of the ants on the far boundary fence”.

**DAY ONE: Tuesday, 29 September 1936.** The first aircraft was flagged away at 06:15, with the others following at one minute intervals (Fig.3). By lunch time of the first day, two competitors were already out of the Race. Miller (competitor 1) (Fig. 4B), short of fuel, had to make a forced landing 48km short of Belgrade. With no telephone to summon help, the locals provided 50 litres of questionable quality petrol which took four hours to load. In the process, Miller saw three competitors pass over head, but was unable to attract their attention to his plight. Once refuelled, he was able to complete the journey to Belgrade in less than ten minutes. Miller decided to abandon the race at this point because of Portsmouth five days before the start, while others proved ironic like the £25 entry fee which would be refunded on arrival in Johannesburg within five days. Only one competitor qualified for the refund...

The Race was divided into two classes; one a handicap race determined by a complex formula and the other a pure speed race with the prize money suitably allocated. It was scheduled to start on 15 September 1936 at Hatfield, London; the day on which the Empire Exhibition opened in Johannesburg. This was postponed in August to 29 September so that competitors could take advantage of the full moon for night flying and the start moved to Portsmouth. The planned route is shown in Fig. 2. Flying through Africa in the 1930s was not for the faint-hearted. Navigation aids were rudimentary, if they existed, and maps were far from reliable. Tommy Rose, who had previously broken the England-Cape Town record earlier in 1936, when asked about the nature of the route east of Nyasaland (Malawi) commented: “This is a very naughty bit of country, and is said to be full of tsetse fly, not too good for a forced landing. Unless one has a safe two hundred miles of space, in range, on any leg across Africa, one is likely to be causing the nervous system a lot of trouble sooner or later. Taking a heavily laden machine [with fuel] off high altitude aerodromes is always a matter of extreme difficulty. . . . it is better not to try and pull the machine off until one can see the whites of the eyes of the ants on the far boundary fence”.

**DAY ONE: Tuesday, 29 September 1936.** The first aircraft was flagged away at 06:15, with the others following at one minute intervals (Fig.3). By lunch time of the first day, two competitors were already out of the Race. Miller (competitor 1) (Fig. 4B), short of fuel, had to make a forced landing 48km short of Belgrade. With no telephone to summon help, the locals provided 50 litres of questionable quality petrol which took four hours to load. In the process, Miller saw three competitors pass over head, but was unable to attract their attention to his plight. Once refuelled, he was able to complete the journey to Belgrade in less than ten minutes. Miller decided to abandon the race at this point because of Portsmouth five days before the start, while others proved ironic like the £25 entry fee which would be refunded on arrival in Johannesburg within five days. Only one competitor qualified for the refund...

The Race was divided into two classes; one a handicap race determined by a complex formula and the other a pure speed race with the prize money suitably allocated. It was scheduled to start on 15 September 1936 at Hatfield, London; the day on which the Empire Exhibition opened in Johannesburg. This was postponed in August to 29 September so that competitors could take advantage of the full moon for night flying and the start moved to Portsmouth. The planned route is shown in Fig. 2. Flying through Africa in the 1930s was not for the faint-hearted. Navigation aids were rudimentary, if they existed, and maps were far from reliable. Tommy Rose, who had previously broken the England-Cape Town record earlier in 1936, when asked about the nature of the route east of Nyasaland (Malawi) commented: “This is a very naughty bit of country, and is said to be full of tsetse fly, not too good for a forced landing. Unless one has a safe two hundred miles of space, in range, on any leg across Africa, one is likely to be causing the nervous system a lot of trouble sooner or later. Taking a heavily laden machine [with fuel] off high altitude aerodromes is always a matter of extreme difficulty. . . . it is better not to try and pull the machine off until one can see the whites of the eyes of the ants on the far boundary fence”.

**DAY ONE: Tuesday, 29 September 1936.** The first aircraft was flagged away at 06:15, with the others following at one minute intervals (Fig.3). By lunch time of the first day, two competitors were already out of the Race. Miller (competitor 1) (Fig. 4B), short of fuel, had to make a forced landing 48km short of Belgrade. With no telephone to summon help, the locals provided 50 litres of questionable quality petrol which took four hours to load. In the process, Miller saw three competitors pass over head, but was unable to attract their attention to his plight. Once refuelled, he was able to complete the journey to Belgrade in less than ten minutes. Miller decided to abandon the race at this point because of

**Table 1:** The entries and their race numbers.

<table>
<thead>
<tr>
<th>Race Number</th>
<th>Pilot</th>
<th>Aircraft</th>
<th>Outcome</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Capt. A.M. Miller</td>
<td>Percival Mew Gull</td>
<td>Retired; Belgrade, with fuel feed problems</td>
</tr>
<tr>
<td>2</td>
<td>Capt. S.S. Halse</td>
<td>Percival Mew Gull</td>
<td>Out of the race; Southern Rhodesia, crash landing</td>
</tr>
<tr>
<td>3</td>
<td>Victor Smith</td>
<td>Miles Sparrowhawk</td>
<td>Retired, Khartoum with oil leaks</td>
</tr>
<tr>
<td>4</td>
<td>Ftl. Lt. Tommy Rose</td>
<td>B.A. 4 Double Eagle</td>
<td>Out of the race; Cairo, with collapsed undercarriage</td>
</tr>
<tr>
<td>5</td>
<td>Lt. Misri Chand</td>
<td>Percival Mew Gull</td>
<td>Disqualified, aircraft not ready</td>
</tr>
<tr>
<td>6</td>
<td>C.W.A. Scott</td>
<td>Percival Mew Gull</td>
<td>Winners</td>
</tr>
<tr>
<td>7</td>
<td>D.W. Llewellyn</td>
<td>Percival Mew Gull</td>
<td>Out of the race; Abercorn, with crash landing</td>
</tr>
<tr>
<td>8</td>
<td>F/O A.E. Clouston</td>
<td>Miles Hawk VI</td>
<td>Out of the race; Umvuma, with crash landing</td>
</tr>
<tr>
<td>9</td>
<td>H. Buckingham</td>
<td>D.H. 92 Dolphin</td>
<td>Disqualified, did not arrive in time</td>
</tr>
<tr>
<td>10</td>
<td>C.G.M. Alington</td>
<td>B.A. Eagle</td>
<td>Out of the race; Bavaria, with broken undercarriage</td>
</tr>
<tr>
<td>11</td>
<td>Flt. Lt. H.R.A. Edwards</td>
<td>Miles Peregrine</td>
<td>Withdrawn, aircraft not ready</td>
</tr>
<tr>
<td>12</td>
<td>John E. Carberry</td>
<td>Percival Vega Gull</td>
<td>Disqualified, did not arrive in time</td>
</tr>
<tr>
<td>13</td>
<td>Maxwell H. Findlay</td>
<td>Airspeed Envoy</td>
<td>Out of the race; Abercorn, crashed on take-off with fatally injuries</td>
</tr>
<tr>
<td>14</td>
<td>Tom Campbell Black</td>
<td>Percival Mew Gull</td>
<td>Fatally injured in ground collision with another aircraft before the start of the Race</td>
</tr>
</tbody>
</table>

**Fig. 1:** Report on the Schlesinger Air Race from the Manchester Guardian.
damage to the engine caused by the poor quality fuel he received, plus a concern over uncertain fuel consumption. Although Miller signed the covers he carried, there is no indication these actually went through the post (Fig.4A).

According to the clock, Alington and Booth (competitor 10) were overdue at Belgrade and with no news this resulted in much anxiety. It was getting dark, had started to rain and the cloud level was low. The Commandant of Belgrade airport ordered all airfields in Yugoslavia to be lit. Anti-aircraft searchlights were brought into use in the hope of penetrating the thick cloud cover just in case Alington and Booth were circling above Belgrade. It was only two hours later that news arrived that they had landed at Regensburg, Bavaria, damaging the undercarriage, thus preventing any further participation.

On arrival at Cairo, Halse (competitor 2) (Fig.7A), an instructor at the Johannesburg Aero Club, had only a slim 9½ minutes lead over Clouston (Fig.11C) and Tasker (competitor 8). This lead increased significantly when Clouston and Tasker were later delayed at Khartoum in order to repair a bearing. By nightfall, Rose (Fig.5B) and Bagshaw (competitor 4) were also out of the race. They had to make several unplanned landings because of airlocks in the fuel system which cost them time. All stops were counted as flying time. Worse was to happen on arrival at Cairo when the undercarriage of their aircraft collapsed ending their chances in the race. Having ended the race in Cairo, his cover (Fig.5A) has a South African meter mark applied, suggesting it was posted on his arrival in SA. But covers, with a cachet showing the Race logo, were also posted in Cairo (Fig.5C).

**DAY TWO:** Wednesday, 30 September 1936, which started at 06:15, saw Halse (Fig.7A) leading the pack. He appeared to be on a runaway victory, completing the race inside a record time of 36 hours. When Halse was already leaving Kisumu at 08:00, Guthrie and Scott as well as Llewellyn and Hugheson had only left Khartoum with little hope of catching up. Then the news came that Halse had crashed short of Salisbury. He could not find the airfield because of smoke from veld fires. For Halse, who had now been in the air for 31 hours and was suffering from chronic fatigue, it was difficult for him to distinguish between bush fires and the airfield’s landing markers. As the daylight was fading he had little option but to land in what appeared to be a suitable field at Bomboshawa. The field had recently been ploughed and soil clogged the aircraft’s wheels causing it to flip over (Fig. 6). Halse emerged with a dislocated shoulder and he was out of the race. Some sources say he hit an ant hill (termite hill?) in the twilight and suffered a fractured arm. Fig.7B illustrates an item of crash mail salvaged from Halse’s aircraft.

This mishap put Scott and Guthrie in the lead. They decided to stop at Abercorn, Northern Rhodesia (Zambia) arriving at 19:15, and taking a seven hour rest. Llewellyn and Hughesdon were lagging well behind, passing over Entebbe at 14:15, while Findlay and Waller only departed from Entebbe at 05:41, at the end of day two. Both were now in the race for second and third positions.

Meanwhile, at Rand Airport a crowd of some 55,000 strong arrived in 15,000 cars, anxiously awaiting the arrival of the race favourite, Halse, enthusiasm generated by the media (Fig.7C). The crowd waited in vain until late into the night, as Halse was already out of the race. When the news broke of Halse’s accident, public interest in the Race waned rapidly.

**DAY THREE:** Thursday, 31 September 1936. As Scott and Guthrie (competitor 6) (Fig.8) were the first to arrive at Rand Airport, Germiston, at 11:34, they were the winners of the speed section of the race. They achieved a time of two days, four hours and fifty-seven minutes, covering 9,900 km at an average speed of 187 km/h. They were met by Mr Pirow,
Minister of Defence; I.W. Schlesinger, as well as Sir Pierre van Ryneveld and Quintin Brand, pioneers of the African Route (Fig.9).

At this time, there were still several competitors in the race, but not for long. There was no report of Llewellyn and Hughesdon (competitor 7) after they left Entebbe. Then the news came that they too were out of the race having crashed on the shores of Lake Tanganyika – neither was hurt. They were trying to find Abercorn in poor visibility caused by the smoke from veld fires – the same problem experienced by Halse. Eventually, with their fuel level dangerously low, they had to land somewhere, damaging their Vega Gull beyond repair.

Smith (competitor 3) (Fig.10C), travelling in an open cockpit, was held up in Salonica with what appeared to be a serious oil leak. Eventually he discovered the problem was a return valve and there was no oil leak. Having lost so much time, on arrival at Khartoum, he realised that he could not finish the Race within the five day deadline and retired. Smith carried the most covers of all the entrants, two examples are shown in Figs.10A and 10B.

Findlay and Waller (competitor 13) also encountered the same visibility problem as Llewellyn and Hughesdon at Abercorn, but did manage to find the airfield and land. Now being second, and the only competitor left in the race, they were anxious to continue, regardless of local advice to wait out a change in the direction of the wind. As the wind direction had shifted, Findlay and Waller had to take off up-hill. At an altitude of over 1,800m, their Airspeed Envoy lacked power to gain height quickly and the aircraft struck trees at the end of the runway. Findlay and A.H. Morgan, the radio operator, were fatally injured. Waller, and Derek Peachy, a passenger, only received minor injuries.

It was ironic that Findlay and Waller’s Airspeed Envoy was one of few aircraft to have radio and blind-flying navigational instruments.

On hearing of the incident, Schlesinger wired London to say that, if no competitor arrived within the time limit, the balance of the prize money be given to the dependents of Findlay and Morgan. As it was, there were no competitors left in the race.

As an event to promote the 1936 Empire exhibition in Johannesburg and Empire air-communication it was nothing more than a damp squib remembered more for the disasters and mishaps than for the achievements. C.G. Grey, the editor of *The Aeroplane*, critical of the event from the beginning, concluded by saying “the race was a flop, so far as encouraging the design of British aeroplanes was concerned”. No one really worried about the race except for the keen adventurous pilots who entered for it. It was a missed opportunity to develop British aircraft. If mail-carrying aircraft could be based on the aircraft in the race, then the delivery time from the

**Fig.5A:** Cover to Vereeniging with a feint bilingual South African 1d meter mark applied by Machine M113, a Universal ‘Midget’ introduced in 1927. According to the International Postage Meter Stamp Catalog, a meter mark without a circular franking showing the town are nearly always an illegal use of decertified meters. Was this the case here? The cover is endorsed on the reverse ‘By Air Mail. Tom Rose, Portsmouth-Johannesburg Sept 29 1936’, with a Vereeniging back stamp, Oct 13.

**Fig.5B:** Tommy Rose (1895 – 1968) who went on to be a test pilot for Miles Aircraft.
UK to South Africa could have been cut from five to two or three days. What the 69-year old Mr Schlesinger had hoped would contribute to the Empire Exhibition and promote his new interests was not to be.

**FLIGHT COVERS FROM THE RACE**

Covers carried on the various flights form an important record of the event. In the May 1938 *SA Philatelist* it was reported that Miss van Heerden of the Pretoria Philatelic Society had made arrangements for ten covers to document the Race. Nine were to be carried by each pilot while the tenth was sent by ordinary post as a control, which arrived 12 October 1936. Only three of the nine covers supposedly carried by the pilots were ever received.

<table>
<thead>
<tr>
<th>Race No.</th>
<th>Pilot</th>
<th>No of Covers</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Miller</td>
<td>5</td>
<td>Not autographed; at Salisbury an additional stamp was added</td>
</tr>
<tr>
<td>2</td>
<td>Halse</td>
<td>24</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Smith</td>
<td>39</td>
<td>Finally arrived - George, 9 October 1936; all covers signed &amp; postmarked George 9 Oct 1936</td>
</tr>
<tr>
<td>4</td>
<td>Rose</td>
<td>100</td>
<td>25 signed and inscribed</td>
</tr>
<tr>
<td>5</td>
<td>Scott</td>
<td>100</td>
<td>25 covers signed on the back together with co-pilot Guthrie. All 100 covers reported as missing</td>
</tr>
<tr>
<td>6</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>Llewellyn</td>
<td>Not recorded</td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>Clouston</td>
<td>45</td>
<td>Covers recovered from wreckage and returned to UK; reported Aldershot, Hunts, 14 March 1937, arriving 7 April 1937</td>
</tr>
<tr>
<td>10</td>
<td>Alington</td>
<td>Not recorded</td>
<td></td>
</tr>
<tr>
<td>13</td>
<td>Findlay</td>
<td>Not recorded</td>
<td></td>
</tr>
</tbody>
</table>

**Fig.5C**: Posted at Cairo, where Tommy Rose withdrew from the Race because of undercarriage problems.

**Fig.6**: Police & officials examine the righted wreckage of Halse’s Mew Gull.

**Fig.7A**: Captain Stan Halse.

**Fig.7B**: Cover carried by Halse, salvaged from his Percival Mew Gull Baragwaneth which crash landed 20 miles from Salisbury. Originally postmarked Bristol, 22 Sep 1936, then Salisbury, 3 Oct 1936 & Jeppesedown, 7 Oct 1936; a result of being redirected from Job to Pta. Probably carried Salisbury - Johannesburg by train. He carried 24 covers, of which four have the De Havilland cachet.

**Fig.7C**: Enthusiasm for Halse’s possible win reflected in a placard for The Star.

**Table 2.**

**Fig.8**: Scott & Guthrie, winners and the only Competitor to finish the Schlesinger Race.

---

**ISADORE WILLIAM SCHLESINGER**  
**1871 – 1949**

Born on 15 September 1871 in Lemes, in Slovakia, he was the second of ten children. As the saw mill owned by his father could not support the family, they emigrated to New York. As a boy Schlesinger sold hairclips and newspapers to augment the family income. By 18 he was an insurance salesman. In 1894, at 23, Schlesinger relocated to South Africa as a salesman for Pepsin Gum (a combination of pepsin powder and chicle – an aid to digestion). This was soon abandoned when he joined the Equitable Insurance Company, which was more profitable, earning Schlesinger over £1000 a month in commission. By 1904 he had started his own insurance company, the African Life Assurance Society.

Schlesinger, at 5’2” in height, quickly expanded his business interests, moving into entertainment. In 1913 he started building a number of theatres and sponsoring performances. Cinema soon followed, first with the importation and distribution of films followed by film production. He was the first to produce news reels, known as the African Mirror. In 1927 he ventured into broadcasting when he set up the African Broadcasting Company which he eventually sold to the government as the SABC. At the height of his business career, Schlesinger controlled over 70 companies in nearly every sector of the economy.

Schlesinger remained an American citizen until his death in 1947. His son, John Schlesinger, inherited the business empire, which he continued to grow well into the 1960s.

I.W. Schlesinger
The recorded number of covers carried, as reported in the May 1938 SA Philatelist, is given in Table 2.

References

**LOCAL EVENTS & SOCIETY NEWS**

**BELVILLE PHILATELIC SOCIETY**

Meetings start at 19h00 to 21h00 and consist of club cup competitions, workshops and fun evenings with specific themes. Members from other societies are regularly invited. Chairperson: Werner Barnaud; wernerb@axis.co.za

Secretary: Reanie de Villiers; 082 567 0353; philately@netpoint.co.za

Website: http://belvillephilatelic.tripod.com

Contact the Secretary for further Programme details.

**FISH HOEK PHILATELIC SOCIETY**

Founded in 1954 and still promoting philately in the ‘Deep South’ of the Cape Peninsula. Circa 20 – 30 members and often a few guests gather once a month. FHSPS reaches a wider audience on the internet since launching their website. Please have a look and maybe get ideas or inspiration for your own society. The society meets every first Tuesday at 19h30 at Civic Centre, Minor Hall, Recreation Road, Fish Hoek. President: Dave Young; email: davesueyoung@gmail.com

Contact: Volker Janssen

Website: www.fhps.infoFHSPS

**THE ROYAL PHILATELIC SOCIETY OF CAPE TOWN**

Meetings are held every 2nd and 4th Monday of the month at 8.00pm at the Athenaeum, Camp Ground Road, Newlands. Visitors are always welcome.

Contact: Mary Rogers; 0729461767 or 021 5582662

President: Victor Millard 0828028882 or 021 6714613 (Secretary);

Email: royalphilct@gmail.com

Website: https://www.rpsct.org/

**STELLENBOSCH FILATELISTEVERENIGING**

Meetings – 1st Tuesday of the month at 19h00.

Plek: Biblioteek, La Clémence afdelingsrooif, Webers-valleiweg/Road, Stellenbosch. Ons hou uitstallings, ontvang gasprekers, ervaar praatjies/demonstrasies, monthly newsletters with news on local philatelic activities, Show, Tell and Ask sessions covering all aspects of the hobby of stamp collecting, Besoekers altyd welkom.

Visitors always welcome.

Join us. Kom saam of kontak stellenboschstamp@gmail.com

**GEORGE PHILATELIC SOCIETY**

The Society meets every 2nd Thursday in the Minor Hall, Presbyterian Church, 8 Caledon St. President: Nick Zerbst 0836255804; Secretary: Rob Sinclair-Black 044 8746337; email: robrita@mweb.co.za

**PORT ELIZABETH PHILATELIC SOCIETY**

The society meets monthly at 19:00 on first non-holiday Monday at the Bible Society House, 31 Cotswold Ave, Cotswold. Have a more inforrmation contact either Francois Friend (President, 082 554 8900, francois@softchem.co.za);, or Rodney Maclachlan (Secretary / Treasurer, 072 619 5409).

**PAARLSE FILATELISTE**

Sedert 1951

Die Paarlse Filateliste vergader elke maand op die tweede Donderdag van die maand om 19h30. Filatelistie, seëvellamers en besoekers is baie welkom. Vergaderings is baie informeel en daar word lekker gekuis en daar is altyd iets te leer (en te eet). Ver my inligting oor die program en vergaderplek kontak gerus vir: Gavie Hugo; 083 956 2410 gaviehugo@gmail.com of Riaan Crafford; 022 4824005 nvu craffies@telkomsa.net

**CAPE SIRIETY FOR PALESTINE-ISRAEL PHILATELY**

Meetings in the Heritage Room, 1st Floor, Berea Gardens 70 Jarvis Road, Berea

Meetings : Every 4th Thursday of the month. Time: 19h30

President : David Preston

0827742090. Email:prestee@telkomsa.net

Secretary: Carlos Da Fonseca 082 334 7603

**CASPIP**

CAPE SOCIETY FOR PALESTINE-ISRAEL PHILATELY

Meets on the third Wednesday of the month, 20h00, excluding Jewish & Public holidays.

Contact for details: Aubrey Katzef; akatzef@mweb.co.za, +27 (21) 4615134

the President of CASPIP

**SINGPEX 2019**

36th Asian International Stamp Exhibition, at Suntec Singapore.

Date: 31 July to 4 Aug 2019

South African Commissioner: Joof van der Merwe

jncl1@vodomail.co.za

**LONDON 2020**

INTERNATIONAL STAMP EXHIBITION

Date: 2 to 9 MAY 2020

South African Commissioner: Patrick Flanagan.

patf@fgprop.com

**EUROCIRCLE STAMP STUDY**

Meetings in the Captains Table at Woodmead - last Wednesday of each month at 20h00 (except December).

**TBVC STUDY GROUP**

Contact: Chairperson Jan de Jong djjohnetii6@gmail.com; Secretary Eugene du Plooy eugenepdplouy@gmail.com

Meeting 1st Saturday of the month at 09:00am for 09:15am at the Greek Orthodox Church Posteria Stamp Fair. Corner Lynnwood Rd & Roper St, Hillcrest, Posteria - right opposite the entrance to the University of Posteria

**RSA SEÌLSTUDIEGROEP**

Vergader elke 2e Woensdag om 10:00 van elke onewe maand (Januarie, Maart, Mei, Julie emi) by Filateliiedienste in Silvertone. Kontak: djjohnetii6@gmail.com Doen uitstekende studie en navorsing en publiceer ‘n gereelde maandelike nysbrie.

**SOUTH AFRICAN STAMP STUDY CIRCLE**

Meetings: First Saturday of month at 13h00 at the Thornhill Manor Retirement Village Hall, Modderfontein. Contact: Secretary, Keith Perrow 083 379 2626, email: keith.perrow232@gmail.com

**RHODESIAN STAMP STUDY**

The Rhodesian Study Circle holds regular member meetings and events across the world. Visitors are welcome to attend. For more information on meeting visits please visit http://www.rhodesianstudycircle.org.uk/engage/meetings or Contact us (http://www.rhodesianstudycircle.org.uk/about-us/contact-us/)

**PINELELANDS CIRCLES**

Meet on the last Wednesday of every month (except December) at 19h30 – Activities Hall of Pincelands Library, Howard Centre, Western Cape. The Circle caters for all interested in stamp collecting - from beginner to more experienced philatelists. Programmes for meetings include displays of stamps, talks by visiting speakers and members’ Show and Tell exhibits. The Circle operates an Exchange Circuit and holds auctions from time to time. Visitors are always welcome! Contact: Marilyn Crawford at 021699 0505 or email: m.tristan.crawford@gmail.com

**Durbanville Stamp Fair**

THE CAPE FAIR

Please note: new name & new venue. Bellville Valley DRC Hall, c/o Postma & St Andrews Streets, from 9am - 12:30pm. Public parking & entrance is in St Andrews Street. All welcome, free entrance & parking, refreshments available. Large contingent of dealers in attendance to sell, buy, evaluate and advise on all aspects of philately, including stamps, envelopes, covers, post cards, correspondences, postal history, revenues, documents & non-fiction books of a historical nature, plus coins, banknotes & medals, etc.

Stamp Fairs dates for rest of 2019: (all on 1st Saturday monthly)

2 Mar, 6 Apr, 4 May, 1 June, 6 July **, 3 Aug, 7 Sept, 5 Oct, 2 Nov, 7 Dec **, *The Stamp Fair on 6 July returns to the old venue (Bergsig DRC Hall) as Bellville Valley unavailable in July 2019. Auctions for 2019 continue to be at the Bergsig DRC Hall c/o Boland Way & Protea Way, Durbanville. Auction dates for 2019: 16 Mar, 18 May, 20 July, 21Sept, 16 Nov. Contact: Ken Joseph ken@philatelicfriends.com

**Study Groups**

**EXHIBITION NEWS**

The SA Philatelist, February 2019.
**Venues:**
- *EDENVALE PHILATELIC SOCIETY*
  - Meets first Saturday monthly at the Retirement Village Hall, 13 February '19. 
  - Workshop on Thematics.
  - Venue: Retirement Village Hall, Modderfontein.
  - Tel: 011 789 6357.

- *AFRIKAANSE FILATELIEVERENIGING VAN PRETORIA*
  - Vergader elke 3de Saterdag van die maand om 10:00 by Glen Carpendale se Seëlwinkel in Kilnerpark. Baie aktiewe groep wat gereeld bywoon. Nuusbrief ‘Die Postduif’ verskyn maandeliks. Voorsitter is Petra Heath en Sekretaris is Herman van Niekerk.
  - Contact: **Helena.snyman@gauteng.gov.za**

- *THEMATICSA PRETORIA CHAPTER*
  - Meeting 1st Saturday monthly at the Greek Orthodox Church Pretoria Stamp Fair @ 10:00 for 10:15. Vibrant & active group of attendees - loads of expertise and lots of topical discussions. Group Leader: Helena Snyman.
  - Contact: **Peter Gutsche, Box 11933, Bendor Park 0713. Tel 083 276 1124. email: pgutsche@mweb.co.za**

- *POLOKWANE PHILATELIC SOCIETY*
  - Meets last Tuesday of every month. Contact: **Peter Gutsche, Box 11933, Bendor Park 0713. Tel 083 276 1124. email: pgutsche@mweb.co.za**

- *MARITZBURG PHILATELIC SOCIETY*
  - Established in 1924.

- *THE PHILATELIC SOCIETY OF KWAZULU NATAL*
  - Meetings are held at the Classic Motorcycle Club, 137 Tara Road, Bluff, Durban at 18h00 on the 2nd Saturday of the month. Contacts: **Sanjiri**
  - Email: **sanjari@mweb.co.za**

- *PHILATELIC SOCIETY OF JOHANNESBURG*
  - President: **Clive Carr**, Tel: 011 789 6357.
  - Meetings: 19h30, Third Wednesday of the month, at Blairgowrie Recreation Centre, Park Lane, Blairgowrie. P O Box 131037, Bryanston 2021, South Africa.

- *PHILATELIEVERENIGING VAN JOHANNESBURG*
  - President: **Joyce Hulse - Assistant Librarian**, Tel: 011 789 6357.
  - Meetings: *AGM & invited exhibits*.

- *WEST RAND PHILATELIC SOCIETY*
  - Meets 3rd Wednesday monthly at 19h30 at Panorama Sports Grounds, Corinethus, Weltevreden Park, PO Box 198 Florida Hills 1716. Contact: **Andrews, Tel: 083 269 9374, Chairman & Secretary Ian Walker. Tel: 011 4721161. email: iwalker@vodamail.co.za**

- *PRETORIA PHILATELIC SOCIETY*
  - Meets on the first Monday evening of the month at 19:30 at Statech Centre, St. Allanes College, Clearwater Street, Lynwood Glen. Monthly newsletter, active exchange section and loads of expertise on traditional philately and postmarks.
  - Day meeting meets every first Thursday of the month following the first Monday in Glen Carpendale’s shop, Kilner Park, Gardens. Monthly newsletter, active exchange section and loads of expertise on traditional philately and postmarks.

- *EAST RAND PHILATELIC SOCIETY*
  - Meets at the Victorian Secret coffee shop, corner Russell / Woburn Ave, Benoni,14h00 last Saturday each month. Exhibits, talks and workshops by members and invited guests. Items of interest, quiz, general networking. Free entrance, refreshments and safe parking.
  - President: **Jimmy Mitchell**
  - Secretary: **Paul Hammetton**
  - Contact: **hampaul@ananzi.co.za**

- *COLOC PHILATELIC SOCIETY*
  - Meetings on the first Monday monthly (Feb to Dec) Venue: Blairgowrie Recreation Centre, Park Lane (off Susman Avenue), Blairgowrie.
  - Time: 7:30 for 8:00 PM. The society has an active exchange group and members with a wide range of philatelic interests. Visitors are welcome.
  - For further information contact: Chris Carey 083 6622150 / 011 6732229 / ccarey@icon.co.za

- *SANDTON PHILATELIC SOCIETY*
  - Meets on the first Monday monthly (Feb to Dec) Venue: Blairgowrie Recreation Centre, Park Lane (off Susman Avenue), Blairgowrie.
  - Time: 7:30 for 8:00 PM. The society has an active exchange group and members with a wide range of philatelic interests. Visitors are welcome.
  - For further information contact: Chris Carey 083 6622150 / 011 6732229 / ccarey@icon.co.za
KING EDWARD VII ALBUM (1901-1910)

Designed to complement the King George V and King George VI Albums, the new King Edward VII Album is in four volumes, securely held within two matching slip cases. The pages are neatly laid out, with the current SG number in every box for easy identification. The lay-flat, 22-ring binders allow you to work on your collection without removing the pages, which, together with the option of having hingeless mounts already applied to the pages, makes the album not only supremely stylish, but simplicity itself to use.

The stamps of the Indian Convention and Feudatory States are housed in a separate volume.

King Edward VII 4-Volume Album (1901 - 1910)  R3414  R6250
King Edward VII 4-Volume Luxury Hingeless Album (1901 - 1910)  R3414HL  R11875
King Edward VII Indian States Album  R3414S  R1750
King Edward VII Indian States Luxury Hingeless Album  R3414S H  R3375

2019 COMMONWEALTH & BRITISH EMPIRE STAMPS 1840-1970

Awarded a Large Vermeil medal in the Philatelic Literature category at Thailand 2018.

To help readers avoid buying forgeries or fakes, or stamps with forged postmarks, there is helpful information on identification.

Several new plate flaws and watermark varieties have been added to Great Britain and many Commonwealth territories.

R2813-19  R2250

CHINA CATALOGUE

12th Edition 2018

The catalogue contains detailed and up to date listings of all current stamp issuing countries (China, Hong Kong, Macao and Taiwan) as well as many other areas of interest including Japanese Occupation of China, Kiao-chow, Kwangchow, Manchuria and Tibet.

R1410-18  R1225

Our distributor in South Africa is Peter Bale Philatelics, cell: 082 330 3925. Please use this contact for all of your requirements.
SPINK

The Philatelic Collectors’ Series Sale
South and South West Africa Airmails
The award-winning Neville Polakow Collection | 25 April 2019

1925 Issue 1d. pen and ink drawing by F.W. Mullins

For more information contact David Parsons or Ian Shapiro:
David Parsons: Tel: +44 020 7563 4072 | Email: dparsons@spink.com
Ian Shapiro: Tel: +44 020 7563 4060 | Email: ishapiro@spink.com

SPINK LONDON | 69 Southampton Row Bloomsbury | London WC1B 4ET
#SPINK_AUCTIONS  WWW.SPINK.COM