

ZAR and Transvaal date-stamps until Union: a working catalogue. Part 1: AANGEWIJS to BISLEY.

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Purpose, approach and sources

The purpose of this catalogue is to provide a chronological listing of the date-stamps used by the postal authorities in Transvaal, from the beginnings until Union (31 May 1910). Handwritten cancellations are outside the scope of this catalogue even when dated.

The best listing of Transvaal date-stamps is found in Putzel's catalogue (Putzel and Visser 1992-2003; hereinafter referred to as Put) and Alex Visser's Addenda (Visser nd; referred to as Add). However these rarely give earliest and latest known dates of use, and are not easy to refer to because information is awkwardly divided between them as new postmarks are reported.

We are very conscious that this catalogue is a work in progress. New postmarks are still being frequently reported, and published information on dates of use is still often very sketchy. Part of the purpose of this catalogue is to encourage collectors to report new cancellations and new dates. If enough are reported, our intention is to make updates of sections of the published catalogue available on the internet.

Putzel's and Visser's numbering will be used for date-stamp types. While this can look a bit odd, since their numbering is sometimes not in chronological order, this will spare collectors the confusion of yet another numbering system, and make it easier to reorder this catalogue when new information changes the order of known first use of different instruments.

Other published sources on which this catalogue depends heavily are:

- Mathews' *Transvaal Philately* (Mathews 1986, hereinafter referred to as Mat),
- Putzel's *Encyclopedia of post offices and agencies* (Putzel 1986-90, (Ency)),
- the series of three articles on ZAR date-stamps published by Alan Drysdall and George van den Hurk in *The Transvaal Philatelist* (van den Hurk and Drysdall 1993 (vdH&D), van den Hurk 1993 (vdH), and Drysdall and van den Hurk 1994 (D&vdH)), and
- Aab's website (Aab nd).

For full details see bibliography.

Listing conventions and abbreviations:

Office information (follows Ency):

PAK	Post Agent Kantoor (until 1900)
PA	Postal Agency (after 1900)
PO	Post Office
PWK	Post Wissel Kantoor (post office and money order office, until 1900)
RO	Rail Postal Agency
SO	Sub Post Office
TO	Telegraph Office, also T = Telegraph in combinations such as RTO and PTA

Types of cancellers, and measurements:

As an aid to searching, descriptions of date-stamp types start with a brief code indicating what kind of date-stamp it is, following the approach used by Frescura (2018) but adapted for the different kinds used in the ZAR and Transvaal:

DC	double circle
DC.ICB	double circle, inner broken
DC.IHM	double circle, inner half moons
DC.RO	double circle, RO at bottom
DC.TRA	double circle, TRANSVAAL at bottom
DC.TVL	double circle, TVL at bottom
DC.ZAR	double circle, ZAR at bottom
DO	double oval
RDR	rectangular dated registration
SC	single circle
SC.R	single circle relief
SC.ZAR	single circle, ZAR at bottom
SO	single oval
SQC	squared circle
SQC.ICB	squared circle, inner circle broken
SQ.OCT	squared octagon
TC	triple circle
TDC	truncated double circle

Diameters are taken from the centre of the outer line of the cancellation on one side to the centre of the outer line on the other side – not as an overall maximum, which varies depending on inking. In most cases measurements taken in this way are reproducible to the nearest 1mm, but not with greater precision. The same basic approach is used for other measurements as appropriate. When measurement has have been estimated from an image, this has normally been done using the size of the stamp as a known dimension.

Details:

The detailed descriptions are mostly self-explanatory, starting with whatever appears at the top of the date-stamp – usually the office name, separated by / from whatever appears at the bottom of the date-stamp, and then a description of the side ornaments if present:

- asterisk is avoided as lacking precision
- 5-pointed and 6-pointed stars are frequently used as side ornaments in ZAR date-stamps
- x is frequently used as an ornament, especially in Transvaal date-stamps; because of wear and ink build-up, it is sometimes hard to distinguish from a large dot or a +-cut stop
- +-cut stop – a stop cut vertically and horizontally, creating four smaller stops in an x
- hollow crosses, found in some ZAR date-stamps (e.g. BARBERTON Put 8 and Add 8x) are large cross-shaped stops with a cut (i.e. a white line) down the middle of each arm of the cross; these can fill with dried ink, and are subject to damage with use
- Maltese crosses are less often used in Transvaal than in the Cape; however
- x-cut stops – a stop cut from top left to bottom right and from top right to bottom left, leaving four smaller stops in a cross-shaped pattern, which with wear and dried ink accumulation, can start to look like a small Maltese cross, especially when the stop that is cut is approximately square or rectangular.

The form in which dates are given varies in ZAR and Transvaal date-stamps. The day of the month is given as two digits (dd), followed or preceded by the month, usually abbreviated as two (e.g. OC (mm)) or three (e.g. OCT (mmm)) letters; the year is usually given as either two or four digits (e.g. 89 (yy) or 1907 (yyyy)). Sometimes a “time code letter” (t) is included, usually between the month and the year (e.g. dd mmm ty); sometimes the time is given in hours and minutes (thm), usually after the year (e.g. dd mmm yy thm) and followed by AM or PM.

tcl: lists time code letters seen, including –, ■ and blank where appropriate.

Images:

are of variable quality, as a result of the range of sources; they are reproduced as close to 1:1 as possible. The diameter of the image should be compared with the diameter given in the description before taking measurements from the images, or can be estimated using the size of any stamp as a known dimension.

Date ranges:

give the earliest known date and latest known date; where there is thought to be a significant change or gap, an earlier range may be followed by a later range.

Uncertainty and doubt:

Where a cancellation cannot be read, this is indicated by an asterisk, e.g. 2* JUN 190*; where a reading is uncertain, this is indicated by parentheses, e.g. 24 JUN 190(7); where a reading suggested by another source seems doubtful for some reason, this is indicated by square brackets, e.g. 24 JUN [1900].

Sources of images and dates:

These are given where possible. Many are from published sources (Aab, D&vdH, Put, vdH, vdH&D, Add (for full references see bibliography). Otherwise ATV = Alex Visser's collection; BP = Bas Payne's collection, MH = Michael Hamilton's website (<http://www.michael-hamilton.com/>), PC = private collection.

Corrections and additions:

We are very aware that new postmarks are still being frequently reported, and that published information on dates of use is usually very sketchy. An important purpose of this catalogue is to encourage collectors to report new cancellations and new dates. If enough are reported, we plan to make updates available on the internet. We would be most grateful for details and scans of any previously-unreported date-stamps, earlier and later dates of use, better images, and any corrections and comments. Please send to bas.payne@gmail.com. If possible, scans should be 300 or 400 dpi, and saved as .jpg files.

Acknowledgements:

Our thanks to all those collectors who have made material and images available; and particularly to Frits Aab and Michael Hamilton for kind permission to reproduce images taken from their websites.

References:

Aab F nd *Postal history and postmarks of Transvaal*, <http://www.postmarks.co.za/PH%20Transvaal.htm>.

Drysdall A and van den Hurk G 1994 "The double-circle datestamps of the Second Republic", *The Transvaal Philatelist* 29 (1): 2-18

Frescura F 2018 *Postal cancellers of the Cape 1853-1910*, Philatelic Federation of South Africa, Johannesburg

Mathews IB 1986 *Transvaal philately*. Cape Town.




Putzel RF 1986-1990 *The Encyclopedia of South African post offices and postal agencies*. 4 vols. Cape Town.

Putzel RF and Visser AT 1992-2003 *The postmarks of South Africa and former states and colonies*. 10 vols, Tokai, and then Meyerspark, South Africa.





van den Hurk G and Drysdall A 1993 "The single-circle datestamps of the Second Republic", *The Transvaal Philatelist* 28 (3): 72-79





van den Hurk G 1993 "The experimental datestamps of the Second Republic and the cancellers used with them", *The Transvaal Philatelist* 28 (4): 93-105

Visser AT nd *The addendum of "The postmarks of South Africa and former states and colonies"*, <http://linus.up.ac.za/academic/civil/books/> (published in sections, frequently updated).





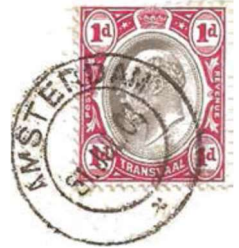
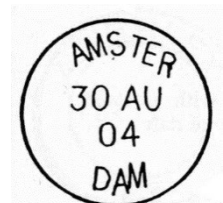
<p>AANGEWIJS</p> <p>approx. 25 km NW of Bethal (shown on 1898 Post Office Guide map)</p> <p>PAK opened 01.01.1898, no longer appears in Post Office Guide for 07.1899 (Ency)</p> <p>No date-stamps known.</p>	
<p>ABELSKOP</p> <p>approx. 60 km NW of Bloemhof</p> <p>PA opened 23.11.1905, open → Union (Ency)</p>	
<p>Put 1 = Add 1*</p> <p>25 mm DC.TRA</p> <p>ABELSKOP / TRANSVAAL, small xs at sides, date as dd mmm yyyy</p> <p>(4) DEC 190(7) Aab – 4 NOV 1910 Aab</p>	 <p>Aab</p>  <p>BP: Date looks like 1903, but stamp not yet issued and office not open at that date.</p>
<p>ADAMONT</p> <p>Head Office Standerton, so presumably in that area</p> <p>PA listed 1909, probably short-lived (Ency)</p> <p>No date-stamps known.</p>	
<p>AFRIKANDER MINE</p> <p>approx. 20 km W of Klerksdorp</p> <p>PO opened 15.5.1910, open → Union (Ency)</p>	
<p>Add 1</p> <p>(29) mm DC.TRA</p> <p>AFRIKANDER MINE / TRANSVAAL, date as dd mmm tyy</p> <p>21 AUG 12 Aab</p> <p>tcl: P seen.</p>	 <p>Aab</p>


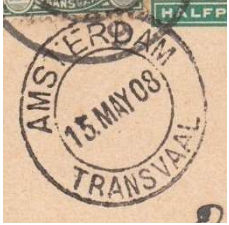





<p>AGATHA</p> <p>presumably near Leydsdorp, W of Pietersburg</p> <p>PO open 1887, ?transferred to LEIJDSORP; PAK opened 1.5.1890 – closed 30.6.1892 (Ency)</p>	
<p>Put 1, Add 1a</p> <p>23 mm SC.ZAR</p> <p>AGATHA / Z.A.R., dots at sides, date as t / mm dd / yy</p> <p>22 JU 81 Put¹, AU 22 90 Aab - AU 22 91 Aab</p> <p>tcl: blank, B seen</p> <p>seen in blue ink.</p> <p>¹ Example in Cultural Museum, probably not true date as well before opening and instrument type not known otherwise at that date; unusual also at that date in having dd mm rather than mm dd</p>	 <p>BP</p>  <p>Aab</p>
<p>AIRLIE</p> <p>approx. 55 km E of Belfast</p> <p>SO transferred from Station 1908, PTA 1909, open → Union (Ency)</p>	
<p>Put 1</p> <p>25 mm DC .TVL</p> <p>AIRLIE / TVL, date as dd mmm yy</p> <p>25 SEP 07 Aab - 15 AUG 10 Put</p> <p>EKD before date given by Ency for transfer</p>	 <p>Aab</p>
<p>May have had a relief canceller: see Mat p. 163.</p>	<p>none seen</p>
<p>AIRLIE RAIL</p> <p>approx. 55 km E of Belfast</p> <p>(TO 1904); PTA (Rail) opened 1905, transferred to Airlie as SO 1908 (Ency)</p> <p>No date-stamps known (it would appear that AIRLIE Put 1 was used at AIRLIE RAIL before transfer).</p>	
<p>ALBASINI'S PLACE</p> <p>presumably near Spelonken, E of Louis Trichardt</p> <p>private mail coach service 1850-1860 period; later reopened as SPELONKEN (Ency)</p> <p>No date-stamps likely to be found.</p>	




<p>ALBERTON</p> <p>approx. 10 km S of Johannesburg</p> <p>PA opened 1.6.1905, SO 1906, PO 1.9.1909, open → Union (Ency)</p>	
<p>Put 2x</p> <p>25 mm DC.TRA</p> <p>ALBERTON / TRANSVAAL, xs at sides, date as dd mmm ty</p> <p>15 AUG 07 Aab - 2 FEB 42 ATV</p> <p>tcl: A, P seen</p> <p>Put says tcl changed to P between 1925 and 1935; however P now recorded in 1912, and A in 1942; probably A used for a.m. and P for p.m..</p>	 <p>BP</p>  <p>Aab</p>
<p>ALEWIJNSKOP</p> <p>approx. 80 km N of Zeerust</p> <p>PAK opened 1.4.1892, (closed during Boer War), last listed 1904 (Ency)</p>	
<p>Add 1</p> <p>25 mm DC.ZAR</p> <p>ALEWIJNSKOP / Z.A.R., 5-pointed stars at sides, date as dd mmm yy</p> <p>21 AUG 98 BP</p>	 <p>BP</p>
<p>ALKMAAR</p> <p>approx. 20 km W of Nelspruit</p> <p>PA opened 7.1903, closed about 3.1906; PA re-opened ca. 9.1909, open → Union (Ency)</p>	
<p>Put 2</p> <p>26 mm DC</p> <p>ALKMAAR / x, Date as dd mm yyyy</p> <p>27 APR 1910 Aab – 21 MAY 193* BP</p> <p>Post-Union date, but probably pre-Union instrument.</p>	 <p>Aab</p>
<p>ALKMAAR RAIL</p>	





<p>RO opened 1893, closed 1895; PA Rail op. 15.10.1902, (TO 1.1903), (RTO 3.1904), PTA 9.1906, handed back to PO 9.1909 (Ency)</p> <p>No date-stamps known.</p>	
<p>ALLISONIA</p> <p>Head Office Standerton, so presumably in that area</p> <p>PA opened 3.3.1905, (+TO 1.4.1905), SO 1906, PA 1910, open → Union (Ency)</p>	
<p>Add 1</p> <p>(24) mm DC.TRA</p> <p>ALLISONIA / TRANSVAAL, xs at sides, date as dd mmm ty</p> <p>** APR 07 PC</p> <p>tcl: A seen.</p>	 <p>Add</p>
<p>ALMA</p> <p>approx. 40 km W of Nylstroom</p> <p>PA first listed 1909, open → Union (Ency)</p>	
<p>Put 1, Add 1a</p> <p>25 mm DC.TRA</p> <p>ALMA / TRANSVAAL, (xs) at sides, date as dd mmm ty</p> <p>13 SEP 08 ATV - 24 JAN 55 ATV</p> <p>tcl: (F) and – seen</p>	 <p>Aab</p>
<p>AMERSFOORT</p> <p>approx. 35 km N of Volksrust</p> <p>PAK opened 1.6.96, (closed during Boer War), PO open in 1903, open → Union (Ency)</p>	
<p>Put 1 = Add 1*</p> <p>24 mm DC.ZAR</p> <p>AMERSFOORT / Z.A.R., 5-pointed stars at sides, date as dd mmm yy</p> <p>20 OCT 96 BP - 5 AUG 00 Aab</p>	 <p>BP</p>  <p>BP</p>

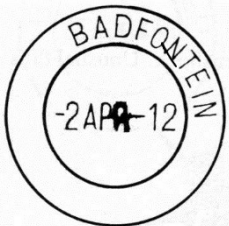





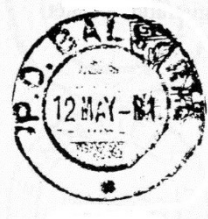

<p>Add 1x SQC.ICB AMERSFOORT, date as dd mmm yyyy 16 JUN 1900 BP</p>	 <p>BP</p>
<p>Add 2x 29 mm DC.IHM AMERSFOORT / ?, date as dd mmm yy hh mm thm *2 JAN 04 BP - 28 JUN 04 Aab</p>	 <p>BP</p>
<p>Put 2 = Add 2* 25 mm DC AMERSFOORT / x-cut rectangle, date as dd mmm yy 15 SEP 04 BP - *2 MAY 15 BP</p>	 <p>PC</p>  <p>Add</p>
<p>AMSTERDAM approx. 70 km E of Ermelo PAK opened before 1881, last listed 1888 PWK opened 1.4.1892, (closed during Boer War), PO re-opened 1.11.1902, open → Union (Ency)</p>	
<p>Add 1x 25 mm SQC.ICB AMSTERDAM, date as dd mmm yyyy ** JU** 1894 PC – *6 AUG 1895 BP, 11 JUNI 1900 BP – 4 JULI 1900 BP</p>	 <p>BP</p>  <p>Aab</p>





<p>Add 1v SQ OCT AMSTERDAM / Z.A.R., date as t / dd mmm / yy A / ** JAN / 95 tcl: A seen</p>	 <p>Aab</p>
<p>Add 1w 24 mm DC.ZAR AMSTERDAM / Z.A.R., 5- pointed stars at sides, date as dd mmm yy 26 AUG 95 Aab – 27 APR 00 BP</p>	 <p>BP</p>  <p>PC</p>
<p>Put 1 24 mm DC.TVL AMSTERDAM / TVL, date as dd mmm yy 23 APR 98 Put Use of TVL in this way has no known parallel in pre-Boer War ZAR cancellers; drawing seems likely to be a misreading. Included for completeness.</p>	 <p>Put drawing</p>
<p>Add 1z 25 mm DC AMSTERDAM / x, date as dd mmm yy 31 JUL 03 Add - 8 OCT 08 Aab</p>	 <p>Add</p>
<p>Put 2 24 mm SC.R AMSTER / DAM, date as dd mm / yy 30 AU 04 Put</p>	 <p>Put drawing</p>



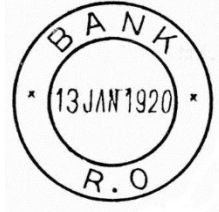

<p>Add 1y</p> <p>24 mm DC.TRA</p> <p>AMSTERDAM / TRANSVAAL, date as dd mmm yy</p> <p>30 AUG 06 Aab – 23 JUN 09 ATV</p>	 <p>Aab</p>  <p>PC</p>	<p>(cont.)</p> <p>14 OCT 08 Put – 23 NOV 25 ATV</p> <p>tcl: A, ■ seen</p>	
<p>Put 4</p> <p>28 mm DC.TRA</p> <p>AMSTERDAM / TRANSVAAL, date as dd mmm ty</p> <p>2 OCT 09 Aab – 7 DEC 25 BP</p> <p>tcl: A and P seen</p>	 <p>BP</p>	<p>ANSTRUTHER RAIL</p> <p>Head Office not given, location unknown</p> <p>RTO listed 1903, 1904; may never have opened (Ency)</p> <p>No date-stamps known.</p>	
<p>ANGELO</p> <p>approx. 20km E of Johannesburg</p> <p>PA first listed 9.1909, open → Union (Ency)</p>		<p>APEX RAIL</p> <p>approx. 30 km E of Johannesburg</p> <p>(RTO listed 1.1903), renamed BENONI JUNCTION RAIL 26.5.1903 (Ency)</p> <p>No date-stamps known.</p>	
<p>Put 1</p> <p>28 mm DC.TRA</p> <p>ANGELO / TRANSVAAL, xs at sides, date as dd mm YYYY</p> <p>11 OCT 1909 Aab – 24 SEP 1915 Put</p>	 <p>Aab</p>	<p>ARDENTINNY</p> <p>approx. 85 km NE of Ermelo</p> <p>PA first listed 3.1909, open → Union (Ency)</p>	
<p>ANGELO RAIL</p> <p>(TO opened 15.10.1902), ?PO 1903- 1904, (then TO only), open → Union (Ency)</p> <p>No date-stamps known.</p>		<p>Put 1</p> <p>25 mm DC.TRA</p> <p>ARDENTINNY / TRANSVAAL, date as dd mmm yy</p> <p>7 DEC 10 Add - 30 NOV 11 Put</p> <p>post-Union date, but probably pre-Union instrument</p>	 <p>Add</p>
<p>ANNYSSPRUIT</p> <p>approx. 25 km W of Piet Retief</p> <p>PA opened 18.1.1906, SO 1907, PA 1909, open → Union (Ency)</p>		<p>ARGENT</p> <p>approx. 55 km SW of Witbank</p> <p>PTA first listed 3.1910, open → Union (Ency)</p> <p>No date-stamps known.</p>	
<p>Put 1, Add 1a</p> <p>25 mm DC.TRA</p> <p>ANNYSSPRUIT / TRANSVAAL, xs at sides, date as dd mmm tyy (cont.)</p>	 <p>Aab</p>	<p>ARISTON</p> <p>approx. 5 km S of Klerksdorp</p> <p>PA first listed 1909, open → Union (Ency)</p>	
<p>Add 2</p> <p>25 mm DC.TRA</p> <p>ARISTON / TRANSVAAL, ? at sides, date as dd mmm ty</p> <p>27 JAN 13 Add – 22 JAN 14 ATV</p> <p>tcl: - seen</p> <p>Post-Union date, but probably pre-Union instrument.</p>		<p>ASHBURY RAIL</p> <p>probably S of Pretoria</p>	 <p>Add</p>











(RTO opened 10.6.1903, last listed 1904); (TO re-opened 1912) (Ency)	
Add 1 26 mm DC.RO ASHBURY / R.O., [asterisks] as side ornaments, date as dd mmm yyyy 6 AUG 1912 Add Post-Union date, but possibly pre-Union instrument.	no image available
ATHALIA approx. 5 km E of Piet Retief PA first listed 3.1910, open → Union (Ency)	
Add 1, Add 1a (29) mm DC.TRA ATHALIA / TRANSVAAL, date as dd mmm ty 14 APR 10 Add – 25 APR 10 ATV tcl: letter and - seen	 Add
AUCKLAND PARK approx. 5 km N of Johannesburg PO opened 1/2.1904, open → Union (Ency)	
Put 1 26 mm DC AUCKLAND PARK T.S.O. / JOHANNESBURG, (xs at sides), date as dd mmm YYYY 3 OCT 1917 Put Post-Union date, but probably pre-Union instrument.	 Put, partly drawn
AVOCA approx. 20 km N of Barberton PAK opened 1.2.1894, (closed during Boer War), re-opened by 1.9.1901, renamed EUREKA STA. 1.3.1903 (Ency)	
Add 1 24 mm DC .ZAR AVOCA / Z.A.R., 5-pointed stars at sides, date as dd mmm ty 21 APR 96 PC - 16 FEB 00 ¹ ¹ TP 19: 77-8 (cont.)	 BP

Add 1 (cont.)	 Add
Add 2 (24) mm DC AVOCA / (blank), (no side ornaments), date as dd mmm yyyy ** MR. 1902 Add Letters of AVOCA wider than in Add 1. MR. seen instead of MRT or MAR Possibly same as AVOCA RAIL R.O. (NATAL) Put 2.	 Add
Add 3 25 mm DC.RO AVOCA / R.O., (6-pointed star at sides), date as dd mmm yy 7 MAY 02 Add – 4 JUN 0(2) Aab Possibly same instrument as Add 2.	 Add  Aab
BADFONTEIN approx. 25 km S of Lydenburg PAK opened 1.2.1896, (closed during Boer War), re-opened before 1.6.1903, open → Union (Ency)	
Put 2 25 mm DC BADFONTEIN / x-cut rectangle, date as dd mmm yy 15 OCT 04 ATV – 27 APR 66 Put	 BP  Aab









<p>Put 1</p> <p>28 mm DC</p> <p>(perhaps P.O. or P.O. deleted) BADFONTEIN / (blank), no side ornament, date as dd mmm tyy</p> <p>2 AP(R) 12 Put</p> <p>tcl: - seen</p> <p>Post-Union date, but probably pre-Union instrument.</p>	 <p>Put drawing</p>	<p>Add 1</p> <p>25 mm SC</p> <p>RAILWAY TELEGRAPHS / BALFOUR, (no side ornaments), date unclear</p>	 <p>Add</p>
<p>BADZIJNLOOP</p> <p>approx. 25 km NE of Nylstroom</p> <p>Office opened 1892, ?closed; (TO opened 24.12.1893), PAK opened 1.10.1895 (temporarily closed 1899), PA reopened 10.1900, probably closed soon after, last listed 1.1904 but may never have re-opened after 1902, (Ency).</p> <p>No date-stamps known.</p>		<p>BALMORAL</p> <p>approx. 35 km W of Middelburg</p> <p>PAK opened 5.11.1894, (closed during Boer War), PA re-opened 1.1.1901 and again 15.9.1902, PO 1903, SO 1907, open → Union (Ency)</p>	
<p>BALFOUR</p> <p>approx. 35 km SW of Heidelberg</p> <p>PO re-named from VLAKFONTEIN 1.6.1905, open → Union (Ency)</p>		<p>Add 1x</p> <p>24 mm DC.ZAR</p> <p>BALMORAL / Z.A.R., () at sides, date as dd mmm yy</p> <p>2 FEB 96 BP – 3 APR 00 Aab</p>	 <p>Aab</p>
<p>Put 1, Put 1a</p> <p>25 mm DC.TRA</p> <p>BALFOUR / TRANSVAAL, xs at sides, date as dd mmm t yy</p> <p>10 MAY 06 Put - 7 FEB 11 ATV</p> <p>tcl: A, ■ seen</p>	 <p>Aab</p>	<p>Put 3, Put 3a</p> <p>25 mm DC</p> <p>P.O. BALMORAL / +-cut stop, date as dd mmm yyyy (Put 3); later as dd mmm tyy (Put 3a)</p> <p>25 APR 1902 Aab – 19 SEP 1910 BP (Put 3); 12 MAY (3)1 Put (Put 3a)</p> <p>tcl: - seen (Put 3a)</p> <p>seen in blue ink (1902)</p> <p>MR. seen instead of MRT or MAR</p>	 <p>Put 3, BP</p>  <p>Put 3, BP</p>  <p>Put 3a, BP</p>
<p>BALFOUR</p> <p>approx. 35 km SW of Heidelberg</p> <p>PO re-named from VLAKFONTEIN 1.6.1905, open → Union (Ency)</p>		<p>Put 1, = Add 1*</p> <p>29-30 mm DC.IHM</p> <p>BALMORAL / small cross, date as dd mmm yy thm</p> <p>** APR 03 ATV – 11 JUL 08 Aab</p>	 <p>Add</p>
<p>BALFOUR RAIL</p> <p>probably TO only, re-named from VLAKFONTEIN RAIL 6.1905, open → Union (Ency)</p>			



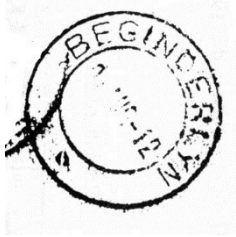


<p>Put 4</p> <p>[24] mm SC.R</p> <p>BALMORAL / TVL, date as dd mm / yy</p> <p>7 FE 10 Put – 9 FE 10 Aab</p>	 <p>Put</p>
<p>BALMORAL RAIL</p> <p>RTO opened 1895, (closed during Boer War), re-opened 15.10.1902, closed in 1907 (Ency)</p> <p>No date-stamps known.</p>	
<p>BANDOLIERKOP</p> <p>approx. 35 km S of Louis Trichardt</p> <p>PAK open before Boer War, (closed during Boer War), PA re-opened late 1902, ?closed, PA re-opened 27.7.1906, open → Union (Ency)</p>	
<p>Put 1a, Put 1</p> <p>26 mm DC.TRA</p> <p>BANDOLIER KOP / TRANSVAAL, +-cut stops at sides, date as dd mmm tyy (Put 1a); later as dd mmm yyyy (Put 1)</p> <p>** *** *09 Put – 3 MAY 21 ATV(Put 1a), 11 OCT 1921 BP – 2 JUN 1928 Put (Put 1)</p> <p>tcl: A seen</p>	 <p>Put 1a, BP</p>  <p>Put 1, BP</p>
<p>BANK</p> <p>approx. 10 km SW of Randfontein</p> <p>PAK first listed 1897, (closed during Boer War), PA re-opened 10.12.1900, PTA moved to railway station 15.10.1902.</p>	
<p>Add 1x</p> <p>24 mm DC.ZAR</p> <p>BANK / Z.A.R., 5-pointed stars at sides, date as dd mmm yy</p> <p>*8 JAN 00 Aab</p> <p>only seen in blue ink</p>	 <p>Aab</p>





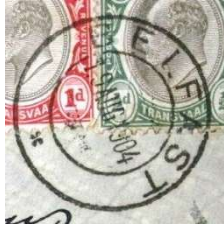


<p>Put 1, Put 1a</p> <p>25 mm DC</p> <p>P.O. BANK / +-cut stop, date as dd mmm yyyy (Put 1); later dd mmm tyy (Put 1a)</p> <p>3 JUL 1901 Aab – 14 SEP 1917 Put (Put 1); 5 OCT 27 Put (Put 1a)</p> <p>tcl:- seen</p> <p>MR. seen instead of MRT or MAR</p> <p>seen in blue ink (1901-1902)</p> <p>Presumably used at BANK RAIL.</p>	 <p>Put 1, Aab</p>  <p>Put 1, BP</p>
<p>BANK RAIL</p> <p>approx. 10 km SW of Randfontein</p> <p>PTAR moved to railway station 15.10.1902, PA 3.1910, open → Union (Ency)</p>	
<p>Put 1</p> <p>26 mm DC</p> <p>BANK / R.O., xs at sides, date as dd mmm yyyy</p> <p>13 JAN 1920 Put</p> <p>tcl: A seen</p> <p>May have been issued after Union.</p>	 <p>Put drawing</p>
<p>BANKFONTEIN</p> <p>Head Office Breyten, presumably N of Ermelo</p> <p>PA opened 14.1.1903, closed 29.2.1904 (Ency)</p> <p>No date-stamps known.</p>	
<p>BANKOP</p> <p>approx. 50 km E of Ermelo</p> <p>PA opened 14.3.1905, open → Union (Ency)</p>	
<p>Put 1</p> <p>25 mm DC .TRA</p> <p>BANKOP / TRANSVAAL, xs at sides, date as dd mmm tyy</p> <p>12 DEC 08 Aab – ** *** 24 ATV</p> <p>tcl: A, ■ seen</p>	 <p>BP</p>
<p>BANKPAN</p> <p>Head Office Bethal, presumably in that area</p> <p>PAK first listed 7.1899, (closed during Boer War), re-opened 30.6.1903, closed 9.1905 (Ency)</p>	

<p>Add 1x</p> <p>25 mm DC</p> <p>BANKPAN / ? , date as dd mmm yy</p> <p>8 APR 05 Add</p>	 <p>Add</p>	<p>Put 1</p> <p>21-22 mm SC.ZAR</p> <p>BARBERTON / Z.A.R., date as t / mm dd / yy</p> <p>SP 7 8(6) PC – SP 21 86 Aab - JU 4 88 BP, [DE 13 96 Aab]</p> <p>tcl: A, B, C, D, E, G, H, K seen</p> <p>Also forgeries, A NO.16 85, G NO 15 87, G OC 15 92, A NO.16 93: rather intense black, common.</p>	 <p>Aab</p>  <p>BP</p>  <p>(forgery) BP</p>
<p>BAPSFONTEIN</p> <p>approx. 40 km NE of Johannesburg</p> <p>PAK opened 1.5.1892, (closed during Boer War), PA re-opened 30.6.1903, open → Union (Ency)</p>		<p>Put 2</p> <p>[46 x 30] mm SO</p> <p>GEREGISTREERD / BARBERTON, ornaments at sides, date as dd mmm yy between wavy lines</p> <p>11 AUG 87 Put</p> <p>only seen in blue ink</p>	 <p>Put drawing – ca. two thirds life size</p>
<p>Add 1x</p> <p>24 mm DC.ZAR</p> <p>BAPSFONTEIN / Z.A.R. , 5-pointed stars, date as dd mmm yy</p> <p>5 AUG 95 BP – 6 APR 99 D&vdH</p>	 <p>Aab</p>	<p>Put 3</p> <p>22 mm SC</p> <p>BARBERTON / large dot, date as t / mm dd / yy, occasionally / dd mm / yy</p> <p>AU 27 87 Aab – JY 26 89 BP</p> <p>tcl: B seen</p> <p>seen in blue ink (1887-1888)</p> <p>Frequently on higher values (1/-, 2/6): possibly telegraphic use.</p>	 <p>BP</p>
<p>Put 1</p> <p>25 mm DC</p> <p>BAPSFONTEIN / x-cut square, date as dd mmm yy</p> <p>5 DEC 03 Aab – 9 JUL 11 Put</p>	 <p>PC</p>	<p>BARBERSPAN</p> <p>approx. 90 km SW of Lichtenburg</p> <p>PA renamed from ZOUTPANNEN 1905, ?briefly closed, PA re-opened 1.5.1907 open → Union (Ency)</p>	
<p>Put 1, Put 1a, Put 1b</p> <p>24 mm DC.TRA</p> <p>BARBERSPAN / TRANSVAAL, xs at sides, date as dd mmm yy</p> <p>10 JUN 05 Aab – 19 MAR 35 Put</p> <p>tcl: blank, A, ■ seen</p>	 <p>Aab</p>	<p>BARBERTON</p> <p>approx. 310 km E of Johannesburg</p> <p>PAK opened 23.9.1885, PO 1.10.(1896), (closed during Boer War), PA re-opened 26.11.1900 or 15.10.1901, open → Union (Ency)</p>	
<p>BARBERTON</p> <p>approx. 310 km E of Johannesburg</p> <p>PAK opened 23.9.1885, PO 1.10.(1896), (closed during Boer War), PA re-opened 26.11.1900 or 15.10.1901, open → Union (Ency)</p>		<p>Add 2x</p> <p>32 x 23 mm SO</p> <p>BARBERTON / (emblem), date as dd mmm yy</p> <p>** NOV 87 Aab – ** MAR 88 Aab, also *0 APR 8* Add</p> <p>Only seen in blue ink, probably telegraphic use.</p>	 <p>Add</p>


<p>Put 5</p> <p>30 mm TDC</p> <p>BARBERTON Z.A.R., date as blank / mm dd yy / 6-pointed star, occasionally dd mm yy</p> <p>JU 12 88 BP – OC 5 95 Aab</p> <p>“3” below date illustrated in drawing in Put, but seems unlikely.</p>	 <p>Aab</p>  <p>PC</p>	<p>Add 8x</p> <p>24 mm DC.ZAR</p> <p>P.W.K. BARBERTON / Z.A.R., hollow crosses at sides, date as dd mmm yy</p> <p>[11 JAN 90 Aab] 19 SEP 94 PC – 26 NOV 98 PC; 11 APR 00 Aab – 6 AUG 00 ***</p>	 <p>Add</p>  <p>D&vdH</p>
<p>Add 2y</p> <p>50 x 14 mm RDR</p> <p>GEREGISTREERD / date as dd mmm yy / BARBERTON Z.A.R.</p> <p>(28 SEP 91) BP – 31 DEC 91 Put</p> <p>blue ink seen</p>	 <p>Put – ca. two-thirds life size</p>	<p>Put 8, Put 8a, Add 8w</p> <p>24 mm DC.ZAR</p> <p>BARBERTON / Z.A.R., hollow crosses at sides, date as dd mmm yy</p> <p>29 SEP 94 PC – 19 JAN 01 BP</p> <p>Put and others have suggested that there are two instruments of this type; this seems likely as there is considerable variation in the strikes seen, especially in the appearance of the side ornaments; however no clear separation has yet been described.</p>	 <p>BP</p>  <p>Aab</p>  <p>BP</p>
<p>Put 4</p> <p>SQC.ICB</p> <p>BARBERTON, date as dd / mmm / yyyy</p> <p>27 SEPT 1892 Put – 25 AUG 1900 BP</p> <p>only seen in blue ink, probably telegraphic use</p>	 <p>BP</p>	<p>Add 10x</p> <p>25 mm DC</p> <p>BARBERTON / small x or + cut stop, date as dd mmm YYYY</p> <p>9 MR 1901 ATV – 28 OCT 1919 ATV</p> <p>MR. seen instead of MRT or MARLettering differs from Put 10 – wider-spaced, O narrower; also date format different.</p>	 <p>BP</p>
<p>Put 6</p> <p>22 mm DC.ZAR</p> <p>BARBERTON / Z.A.R., date as / mm dd / yy</p> <p>AP 4 94 PC – JY 5 94 PC – [OC 27 94 Put¹]</p> <p>Smaller letters than Put 1, more widely set.</p> <p>¹ vdD&H: struck from canceller in museum.</p>	 <p>PC</p>  <p>Put</p>		

<p>Put 9</p> <p>30 mm DC.IHM</p> <p>BARBERTON / x or +-cut stop, date as dd mmm yy thm</p> <p>30 AUG 01 PC – 17 MAR 06 PC</p>	 <p>Aab</p>	<p>Put 1</p> <p>[25] mm SC.?R</p> <p>BARBERTON (*****) / (*), date as / mm dd / yy</p> <p>AU 2 (07) Put</p> <p>Put suggests this may be an early relief canceller.</p>	 <p>Put</p>	
<p>Put 11</p> <p>25 mm DC</p> <p>BARBERTON / blank, x-cut stops at sides, date as dd mmm yy</p> <p>18 AUG 02 PC – 6 APR 14 ATV</p> <p>Put 21 (later) is similar but has larger letters.</p>	 <p>BP</p>  <p>BP</p>	<p>BAVIAANSKRANS, BAVIAANSKRANTZ</p> <p>Head Office Klerksdorp, presumably in that area</p> <p>PA opened 7.11.1903, closed 30.9.1904. PA re-opened 1909, open → Union (Ency)</p> <p>No date-stamps known.</p>	<p>BECHWICK SIDING RAIL</p> <p>? = Beechwick, approx. 20 km NW of Volksrust (RTO listed 1904, but may never have opened) (Ency)</p> <p>No date-stamps known.</p>	
<p>Put 10</p> <p>26 mm DC</p> <p>BARBERTON / x, date as dd mmm tyy</p> <p>12 JAN 07 PC – 15 NOV 13 ATV</p> <p>tcl: A, C, D, E, F, G, H, J seen</p>	 <p>BP</p>  <p>Aab</p>	<p>BEERLAAGTE</p> <p>approx. 40 km S of Heidelberg</p> <p>PA opened 16.05.1903, open → Union (Ency)</p>	<p>Put 1</p> <p>26 mm DC</p> <p>BEERLAAGTE / (x), date as dd mmm yyyy</p> <p>** MAR 1906 ATV – 11 MAR 1919 Put</p>	 <p>Aab</p>
<p>BARBERTON RAIL</p> <p>approx. 310 km E of Johannesburg</p> <p>TO opened 12.1895, RTO first listed 15.10.1902, TAR from 4.1905, open → Union (Ency)</p>	<p>BEGIN DER LIJN, BEGIN DER LYN</p> <p>approx. 25 km S of Ermelo</p> <p>PA opened 3.3.1891, (closed during Boer War), re-opened between 1.7.1902 and 30.6.1903, open → Union (Ency)</p>	<p>Add 3</p> <p>24 mm DC.ZAR</p> <p>BEGIN DER LIJN / Z.A.R., 5-pointed stars at sides, date as dd mmm yy</p> <p>24 JAN 94 D&vdH – 1 MEI 98 BP</p>	 <p>BP</p>	

<p>Put 1</p> <p>25 mm DC</p> <p>BEGIN DER LYN / (blank), date as dd mmm yy</p> <p>21 MEI 96 Put</p> <p>Drawing only; probably Add 3, misread (LYN for LIJN).</p>	 <p>Put drawing</p>
<p>Put 2 = Add 2*, Add 2a</p> <p>26 mm DC</p> <p>BEGINDERLYN / ?, date as dd mmm yy (Put 2); later as dd.mmm.tyy (Add 2a)</p> <p>** DEC 03 Aab – 19 MAY 08 Put (Put 2); ** AUG - 12 Put (Add 2a)</p> <p>tcl: - seen (Add 2a)</p>	 <p>Put 2, Aab</p>  <p>Add 2a, Put</p>
<p>BEIT STREET, JOHANNESBURG</p> <p>approx. 2 km NE of Johannesburg</p> <p>SO opened 1.12.1903, closed 1.2.1905. (Reopened 1.3.1905 as DOORNFONTEIN (Ency))</p>	
<p>Add 1</p> <p>26 mm DC</p> <p>BEIT STREET T.S.O. / JOHANNESBURG, x at sides, date as dd mmm yyyy</p> <p>xx xxx 190* Add</p>	 <p>Add</p>
<p>BELFAST</p> <p>approx. 215 km E of Johannesburg.</p> <p>BELFAST PWK opened 1.6.1893, (closed during Boer War), PO re-opened 1.4.1901, transferred to BELFAST RAIL 1902/3, transferred back to BELFAST about 1904, open → Union (Ency)</p>	
<p>SQ.OCT</p> <p>(BELFAST / Z.A.R., date as t / mm dd / yy)</p> <p>Listed by vdH, no details.</p>	<p>none seen</p>
<p>Put 2</p> <p>24 mm DC.ZAR</p> <p>BELFAST / Z.A.R., 5-pointed stars at sides, date as dd mmm yy</p> <p>2 MRT 95 BP – 28 MEI 00 D&vdH (cont.)</p>	 <p>PC</p>


<p>Put 2 (cont.)</p>	 <p>BP</p>
<p>Add 2x</p> <p>SQC.ICB</p> <p>BELFAST, date as dd mmm yyyy</p> <p>6 JUN 1900 BP – 25 JUL 1900 BP</p>	 <p>Add</p>  <p>Aab</p>
<p>Add 2y</p> <p>25 mm DC</p> <p>BELFAST / +-cut stop, date as dd mmm yyyy</p> <p>29 AUG 1901 BP – 13 OCT 1919 ATV</p>	 <p>Aab</p>  <p>PC</p>
<p>Add 2z</p> <p>30 mm DC.ICB</p> <p>BELFAST / +-cut stop, date as dd mmm yy thm</p> <p>29 DEC 02 BP</p>	 <p>BP, Add</p>
<p>Put 3</p> <p>29-30 mm DC.ICB</p> <p>BELFAST / TVL, date as dd mmm yy thm</p> <p>11 MAY 05 BP - 9 MAY 11 Put</p>	 <p>BP</p>

Put 3 (cont.)



PC

Put 7
 (25) mm DC.TVL
 BELFAST / TVL, date as dd mmm yyyy
 10 AUG 1907 ATV – 20 JUN 1919 ATV



BP

BELFAST RAIL
 PO transferred from BELFAST 1902/1903, transferred back about 1904; TO thereafter, open → Union (Ency)
 No date-stamps known.

BELGRAVIA, JOHANNESBURG
 approx. 1 km NW of Johannesburg
 PA opened 1.5.1904, S.O. 1.7.1905, PO 1.8.1905, open → Union (Ency)

Put 2
 26 mm DC
 BELGRAVIA / JOHANNESBURG, xs at sides, date as dd mmm yyyy
 4 DEC 1911 Aab - ** ***
 1937 Put
 Post-Union date, but pre-Union type.




Aab



BP


BELLEVUE, JOHANNESBURG
 approx. 5 km NE of Johannesburg
 PO opened 15.9.1908, open → Union (Ency)

Put 1 = Add 1*
 24 mm DC
 BELLEVUE T.S.O. / JOHANNESBURG, ? at sides, date as dd mmm ty



(cont.) Add

(cont.)
 10 JUN 10 Add -3 SEP 10
 ATV
 tcl: - seen
 post-Union date, but pre-Union type



ATV


BENONI
 approx. 30 km E of Johannesburg
 PAK opened 12.5.1891, (closed during Boer War), PA re-opened 1.8.1901, PO 1.2.1902, open → Union (Ency)

Add 1x
 24 mm DC.ZAR
 BENONI / Z.A.R., date as dd mmm yy
 5 MRT 94 BP – 22 JUL 99 Aab




BP

(Add 1x)




Aab

Put 2, Put 7 = Add 7*
 24 mm DC
 BENONI / blank, 5-pointed stars at sides, date as dd mmm ty
 ** AUG 01 Put – 15 MAY 22 Put



PC

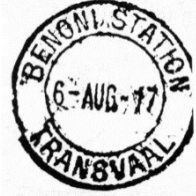


MR. seen instead of MRT or MAR
 Probably Add 1x modified.













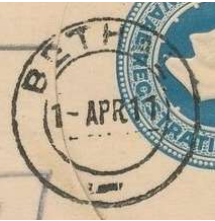
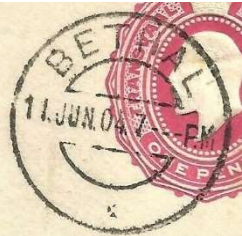



BP (above and below)








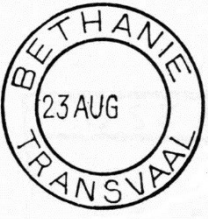








<p>Put 3, Put 31, (Add 3a)</p> <p>30 mm DC.ICB</p> <p>BENONI / cross-cut stop, date as dd mmm yy thm (Put 3); later as dd mmm tyy or dd mmm yyt (Put 31)</p> <p>3 APR 02 Put – 7 SEP 03 PC (Put 3); 23 JUL 04 BP – 22 JAN 07 Put (Put 31)</p> <p>tcl (Put 31): D (before yy) and E (after yy) seen</p>	 <p>Put 3, PC</p>  <p>Put 31, BP</p>
<p>Add 26</p> <p>25 mm SC.R</p> <p>BENONI / TVL, date as dd mm / yy</p> <p>16 NO 08 Aab</p>	 <p>Aab</p>
<p>Put 1</p> <p>24 mm DC.TRA</p> <p>BENONI / TRANSVAAL, x at sides, date as dd mmm tyy</p> <p>[11 JUL 00 Put]¹ – 19 APR 09 Aab – 30 NOV 15 PC</p> <p>tcl: B, F, G, H, - seen</p> <p>As Put 4, but smaller side ornaments higher in relation to the date line.</p> <p>¹improbably early date in Put drawing: ,seems likely to be a misreading</p>	 <p>Aab</p>  <p>BP</p>
<p>Put 4</p> <p>28 mm DC.TRA</p> <p>BENONI / TRANSVAAL, x at sides, date as dd mmm tyy</p> <p>xx JAN 10 BP – 2 DEC 12 BP</p> <p>tcl: A, C, F, G, H, J, K seen</p>	

<p>BENONI JUNCTION RAIL / STATION</p> <p>RTO renamed from APEX STATION RAIL 26.5.1903, renamed BENONI RAIL 1.6.1905, open → Union (Ency)</p>	
<p>Put 1</p> <p>24 mm DC.TRA</p> <p>BENONI STATION / TRANSVAAL, , date as dd mmm tyy</p> <p>6 AUG 17 Put</p> <p>tcl: - seen</p> <p>Post-Union date, but pre-Union type.</p>	 <p>Put</p>
<p>BERGEN</p> <p>approx. 30 km S of Piet Retief</p> <p>PAK opened 1.9.1894, (closed during Boer War), ?re-opened 1.7.1902 and then closed; PA re-opened 30.6.1903, closed 1.1.1905. PA re-opened again by 1908, open → Union (Ency)</p>	
<p>Put 1</p> <p>29 mm DC.IHM</p> <p>BERGEN / TRANSVAAL, date as (dd mmm yy)</p> <p>10 MAR 10 ATV – 1.AUG 19 ATV – [2 DEC 35 Put]¹</p> <p>¹Put 1 drawing: date oddly spread out; but possible as PA still open and no other canceller reported.</p>	 <p>Aab</p>
<p>BERGENDAL</p> <p>According to Ency, 140 km E of Pretoria on the Lourenço Marques railway, i.e. between Middelburg and Belfast.</p> <p>PAK opened 1.2.1887, closed 1893 (Ency)</p>	
<p>Add 1</p> <p>SQ.OCT</p> <p>BERGENDAL / Z.A.R., date as t / dd / yy</p> <p>2* (SEP) 91 Add</p> <p>tcl: A seen</p>	 <p>Add</p>
<p>BERGPLAATS</p> <p>approx. 55 km SE of Piet Retief</p> <p>PA first listed 1909, open → Union (Ency)</p>	



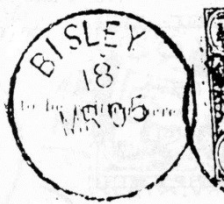
<p>Put 1</p> <p>28 mm DC.TRA</p> <p>BERGPLAATS / TRANSSVAAL, x at sides, date as dd mmm tyy</p> <p>15 JUL 09 Aab – 19 SEP 14 Put</p> <p>tcl: V, - reported</p>	 <p>Aab</p>	<p>Put 1 = Add 1</p> <p>26 mm DC</p> <p>BERTRAMS T.S.O. / JOHANNESBURG, xs at sides, date as dd mmm YYYY</p> <p>24 DEC 1903 ATV – 18 MAR 08 Aab</p>	 <p>Aab</p>	
<p>BERGVALLEI</p> <p>PAK opened 1.4.1896, no later listing; perhaps same as BERGVLEI (Ency)</p> <p>No date-stamps known</p>		<p>BETHAL</p> <p>approx. 155 km E of Johannesburg</p> <p>PAK opened 1.2.1886, PWK 1.9.1896, (closed during Boer War), PA re-opened by 15.9.1902, open → Union (Ency)</p>		
<p>BERGVLEI</p> <p>approx. 10 km NE of Johannesburg</p> <p>PAK opened 1.1.1897, (closed during Boer War), PA re-opened 30.6.1903, open → Union; perhaps same as BERGVALLEI (Ency)</p>		<p>Put 1</p> <p>SQ.OCT</p> <p>BETHAL / Z.A.R., date as t / dd mmm / yy</p> <p>3 MEI 94 Put</p> <p>tcl: A seen</p>	 <p>Put drawing</p>	
<p>Add 2</p> <p>24-25 mm DC.ZAR</p> <p>BERGVLEI / Z.A.R., 5- pointed stars at sides, date as dd mmm yy</p> <p>3 MRT 98 BP – 10 JUL 99 Add</p>	 <p>PC, (Add)</p>	<p>Add 1x</p> <p>24 mm DC.ZAR</p> <p>BETHAL / Z.A.R., 5-pointed stars at sides, date as dd mmm yy</p> <p>2 JUN 96 BP - ** APR 00 Add</p> <p>All examples seen with no stop after dd and stop after yy as in example illustrated. Canceller probably supplied with number wheels transposed.</p>	 <p>BP</p>  <p>Aab</p>	
<p>Put 1 = Put 2 = Add 1*</p> <p>25 mm DC</p> <p>BERGVLEI / x, date as dd mmm yy</p> <p>22 NOV 04 Aab – 26 NOV 28 BP</p>	 <p>Add</p>  <p>BP</p>	<p>Add 1w</p> <p>SQC.ICB</p> <p>BETHAL, date as dd mmm YYYY</p> <p>** JU* 19(00) BP</p>		 <p>BP</p>
<p>BERTRAMS</p> <p>approx. 5 km E of Johannesburg</p> <p>SO opened 1.3.1903, PO 1.10.1903, last listed 1905; PO re-opened 1.8.1908, ?closed and re- opened 1909, closed 1.9.1909; STO re-opened 1910, open → Union (Ency)</p>				

<p>Put 2 = Add 2*</p> <p>25mm, SC.R</p> <p>BETHAL / blank, date as dd mm / yyyy</p> <p>17 VI 19[00]¹ Put</p> <p>month in Roman numerals</p> <p>¹Included for completeness, but date certainly in error: also seen dated 15 X / 1960, and month in Roman numerals otherwise not known for Transvaal pre-Union.</p>	 <p>Put drawing</p>
<p>Put 5x = Add 5x*</p> <p>24mm DC</p> <p>BETHAL / short horizontal line, date as dd mmm yy</p> <p>20 DEC 02 (Lundy) Aab – 29 JUN 15 ATV</p> <p>MR. seen instead of MRT or MAR</p>	 <p>PC</p>
<p>Put 4 = Put 5</p> <p>28 mm DC.IHM</p> <p>BETHAL / cross-cut stop, date as dd mmm yy thm</p> <p>*8 M** 03 BP – 2 SEP 05 ATV, then ** ** 10 - 10 MR 15 Put</p> <p>MR. seen instead of MRT or MAR</p>	 <p>PC</p>  <p>PC</p>
<p>Put 3 = Add 3*</p> <p>25 mm DC.TRA</p> <p>BETHAL / TRANSVAAL, xs at sides, date as dd mmm ty</p> <p>10 APR 08 ATV – 14 JUN 09 ATV</p> <p>tcl: A, P seen</p>	 <p>BP</p>
<p>Put 7 = Put 13</p> <p>28 mm DC.TRA</p> <p>BETHAL / TRANSVAAL, date as dd mmm ty</p> <p>16 DEC 09 PC – 2 OCT 51 Put</p> <p>tcl: A, P, - seen</p>	 <p>PC</p>
<p>BETHAL RAIL</p> <p>TO opened 1.11.1905, open → Union (Ency)</p>	

<p>Put 2</p> <p>26 mm DC.RO</p> <p>BETHAL / R.O., date as dd mmm yyyy</p> <p>6 SEP 190(4) Put¹ – 7 JAN 1910 ATV</p> <p>¹ on ORC stamp, which is surprising given the date, but date seems clear</p>	 <p>Put</p>
<p>Put 7</p> <p>(26) mm DC</p> <p>RAILWAY TELEGRAPHS / BETHAL, date as dd mmm yy</p> <p>13 NOV (10) Put</p>	 <p>Put</p>
<p>BETHANIE</p> <p>approx. 45km NW of Pretoria</p> <p>PAK opened 1.6.1892, (closed during Boer War), PA re-opened by 30.6.1903, open → Union (Ency)</p>	
<p>Add 1x</p> <p>24 mm DC.ZAR</p> <p>BETHANIE / Z.A.R., 5-pointed stars at sides, date as dd mmm yy</p> <p>3 FEB 94 BP – 12 NOV 98 D&vdH</p>	 <p>BP</p>
<p>Put 1 = Add 1*</p> <p>24 mm DC</p> <p>BETHANIE / x-cut rectangle, date as dd mmm yy</p> <p>17 MR 01 ATV – 22 DEC 13 Aab</p> <p>MR. seen instead of MRT or MAR</p>	 <p>PC</p>  <p>PC</p>

<p>Put 2</p> <p>26 mm DC.TRA</p> <p>BETHANIE / TRANSVAAL, date as dd mmm yy; re-used in 1970 with month in Roman numerals</p> <p>17 OCT 11 ATV – 24 SEP13 ATV</p>	 <p>Put drawing</p>	<p>Add 2</p> <p>24-25 mm DC</p> <p>GEREGISTREERD / JHBRG BEURS, fleurons at sides, date as dd mmm yy</p> <p>22 JUL 95 BP – 2.MEI 97.ATV</p> <p>seen in black and in blue ink</p> <p>All examples seen with no stop after dd and stop after yy as in examples illustrated. Cancellor probably supplied with number wheels transposed.</p>	 <p>BP</p>
<p>BETTY STREET, JOHANNESBURG</p> <p>approx. 2 km E of Johannesburg</p> <p>SO opened 2.7.1906, PO 8.1906, open → Union (Ency)</p>			 <p>BP</p>
<p>Put 1</p> <p>24 mm DC</p> <p>BETTY S^T (SO) / JOHANNESBURG, short bars at sides, date as dd mmm YYYY</p> <p>** *** 08 ATV – xx DEC 19(12) Put</p>	 <p>Aab</p>		 <p>BP</p>
<p>BEURS, JOHANNESBURG</p> <p>central Johannesburg</p> <p>PO opened 1.3.1891, closed 1899/1900 (Ency)</p> <p>Renamed STOCK EXCHANGE after Boer War.</p>			
<p>Add 3</p> <p>24 mm SC</p> <p>JOHANNESBURG / BEURS dots at sides, date as dd / mm yy</p> <p>27 AP 91 ATV – 18 SP 94 vdH&D</p>	 <p>Add</p>	<p>DE BEURS Put 1</p> <p>(24) mm DC</p> <p>DE BEURS JOHANNESBURG / Z. A. R., date as dd mmm yy</p> <p>10 JUL 97 D&vdH – 15 SEP 99 Aab</p>	 <p>Put</p>
<p>Add 1</p> <p>SQC.ICB</p> <p>JOHSBURG BEURS, date as dd mmm yyyy</p> <p>10 JAN 1892 ATV – 30 SEP 1896 ATV</p> <p>Add suggests that an attempt has been made to remove BEURS (12 DEC 95).</p>		<p>BEZUIDENHOUT VALLEY</p> <p>approx. 5 km E of Johannesburg</p> <p>SO opened 1906/1907, open → Union (Ency)</p>	
<p>Put 1 = Add 1*</p> <p>27 mm DC</p> <p>BEZUIDENHOUT VALLEY / JOHANNESBURG, small xs at sides, date as dd mmm yyyy</p> <p>19 AUG 1907 Aab – 16 OCT 1924 Put</p>	 <p>Add</p>		 <p>BP</p>

	 <p>BP</p>
<p>BIESJESLAAGTE</p> <p>Head Office Bloemhof, so presumably in that area.</p> <p>PAK opened 26.10.1903; closed 21.3.1905 (Ency)</p> <p>No date-stamps known.</p>	
<p>BIESJESVLEI</p> <p>approx. 30 km SW of Lichtenburg</p> <p>PAK opened 1.9.1896 (closed during Boer War), PA re-opened by 30.6.1903; PTA 1906; open → Union (Ency)</p>	
<p>Add 1x</p> <p>24 mm DC.ZAR</p> <p>BIESJESVLEI / Z.A.R., 5-stars at sides, date as dd mmm yy</p> <p>9 SEP 97 D&vdH – 6 OCT 99 Aab</p>	 <p>Aab</p>
<p>Put 2</p> <p>25 mm DC</p> <p>BIESJESVLEI / (x-cut stop), date as dd mmm yy</p> <p>** APR 03 BP – 12 MAY 37 ATV</p> <p>seen in blue (1903)</p>	 <p>PC</p> <p>MH</p>

<p>Put 1</p> <p>24 mm DC.TRA</p> <p>BIESJESVLEI / TRANSVAAL, xs at sides, date as dd mmm tyy</p> <p>19 APR 22 Put</p> <p>tcl: ■ seen</p> <p>Put drawing oddly asymmetrical.</p> <p>Post-Union date, but pre-Union type.</p>	 <p>Put drawing</p>
<p>BISLEY</p> <p>Johannesburg area</p> <p>Special PO for shooting competitions; annual event in Johannesburg area 1903-1912; special postmarks recorded 1904 and 1905 (Ency)</p>	
<p>Put 1</p> <p>(25) mm SC.R</p> <p>CAMP PO / *****NS, date as dd / ?mm yy</p> <p>29 (A)P 04</p> <p>Ency suggests lower part may read "BOOYSENS"</p>	 <p>Put drawing</p>
<p>Put 2</p> <p>(24) mm SC.R</p> <p>BISLEY / blank, date as dd / mm yy</p> <p>18 MR 05</p>	 <p>Put</p>

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