
THE SPRINGBOK



Volume 7 No. 1 January/February 1959

" THE SPRINGBOK "

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Hon. Editor.

C.E. Sherwood, 105 Marford Crescent, Sale, Cheshire. G.B.

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All correspondence to be addressed to the Editor, who invites communications but does not accept responsibility for any views so published.

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15/-d (\$2.00)

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+		+
+ + + + +		+ + + + +

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THE EDITOR'S CHAIR.

So here we are in 1959 commencing volume 7 and wondering what the year has in store. One thing seems evident and that is that the interest in the animal series will continue to grow and more and more collectors will be looking for the early printings of the 1d stamps. This value is going through quite a number of reprinting stages each with their own differences and thus quite an interesting collection can be made up in the low values although this time it seems to be 1d and 2ds as against the old pictorial $\frac{1}{2}$ d and 1ds.

We have not heard of any new issue being announced for this year but of course one never knows quite what a post office will do so we just have to wait.

The Society will be exhibiting at the Grundy Art Gallery in Blackpool on 4th April, 1959, by invitation of the Blackpool and Fylde Philatelic Society in association with The North West Federation of Philatelic Societies.

We apologise for the mix-up in the identification of some of the flaws in the last issue which is rectified elsewhere.

A number of our members give talks, papers, and displays on the subject of the Union and it is hoped they always seize the opportunity to mention the Society and its activities to those collectors who appear to be in need of some guidance on Union philately.

The Exchange Packet is still suffering from a lack of contributions in club sheets and we can never have too many. If your name is not on the list and you want to see it please write for it to be added.

Many members no doubt will have seen the announcement that it is hoped to have a revised edition of the Union Handbook/Catalogue ready for the Big Show in South Africa at Johannesburg during the beginning of June, when no doubt there will be an issue of commemorative stamps. Now is the time therefore to record those omissions and errors which creep in, to the ultimate benefit of us all as we know the Editors will be only too glad for such information. So let us have your report and we will see that it is duly passed on.

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SOUTH AFRICAN TRAINS - THE BLUE TRAIN

by R.D. Allen.

Volume 6 page 106 of this magazine asks a question and I do hope the following will answer part of it. Gratefully I acknowledge the assistance of Mr J.H. Selke of South Africa House, one of our members and of the South African Railways Department of South Africa House in London.

There are three special trains in South Africa.

- (1) The White Train or the Governor General's Train.
- (2) The Blue Train, the subject of this article.
- (3) The Orange Train (Cape Town to Durban via Orange Free State.)

The Blue Train is the fastest train in South Africa covering the 999 miles from Cape Town to Pretoria in just about $27\frac{1}{2}$ hours. This is not a bad time when one bears in mind that the maximum capable speed on the railways of South Africa is 55 miles per hour. (ED. query - Why is this?) The air in the train never varies for the train carries its own air conditioning plant and clean air is ensured every three minutes. The windows, being double, are sealed and what a blessing, soot nor dust cannot enter the train. The train has coat hangers, cushions, note paper and even waste paper baskets and it is quite easy for a passenger to have a shower (hot or cold) and the h. and c. is in one's own compartment. The train is pulled by steam and diesel. It leaves Cape Town at 12 noon on Monday and Thursdays, calling at Worcester at 2.50 p.m., Towns River leaving 4.57 p.m. Beaufort West 10.17 p.m. De Aar 2.47 a.m. Tuesday and Fridays; Kimberley 6.35 a.m. passing through Fourteen Streams, Klerksdorp it departs at 11.20 a.m., Pochefstroom 12.01 p.m., Johannesburg 2.39 p.m., passing through Germiston, arriving at Pretoria 3.40 p.m.

Leaving Pretoria Mondays and Thursdays at 10.30 a.m., Johannesburg 12 noon, Pochefstroom 2.03 p.m., Klerksdorp 2.55 p.m., passing through Fourteen Streams, Kimberley departs 7.40 p.m., De Aar 11.25 p.m., Beaufort West 3.42 a.m. Tuesdays and Fridays, Towns River departing 9.10 a.m., Worcester 11.09 a.m. and arriving Capetown 2.08 p.m.

The White Train is part of the Royal Train of 1947. This Royal Train was made up of eight coaches made in the United Kingdom for the Royal Visit and the remainder of the White Train with its Pilot Train was drawn from existing South African Blue Train stock.

Maybe the make up of the Blue Train will not be amiss for then we may be able to understand the reason for its existence and of its postmarks of which I am at present unable to give any information.

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The sleeping accommodation is about 22 to 26 per coach the lounge is one complete coach with separate toilets for ladies and gentlemen. The dining coach will seat 44; waiters are on call to each compartment by the use of press buttons. The coaches are approximately 65 feet by 9 feet 3 inches and the upholstery, paneling etc. throughout are the best workmanship possible and the crews are selected especially for their particular job

(Editor's Note. In acknowledging our gratitude to Mr Allen for this information we also thank him for his generosity in donating to the Society a brochure containing a reprint from "The Railway Gazette" of 29th November, 1946, in which there is a full description of the Royal Train and its make-up, details of the various compartments complete with diagrams and sketches showing the layout. It also lists all the firms who sub-contracted to supply various equipment for the royal coaches. The brochure is on loan at 1/-d. to cover postage and packing - it is expected that members may have to form a queue to borrow it so please return within 10 days and if necessary get your name on the list again. Patience please if it does not come to you right away - you will know why!)

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A Retouch?

A member writes to the effect that the first and second double-die cylinders (3 and 105) were made from the same multipositive and they have several distinct varieties in common. These varieties can be assigned to their correct cylinders because of the numerous "flyspecks" which are individual to each cylinder ----- but this is a digression to show that "flyspecks" can be useful.

One-bar sheet cylinder 3, row 17/7 shows a distinct white "moon" over the last "a" of "Afrika." The same position on cylinder 105 shows heavier shading in exactly the same place.

The member asks one of our experts to have a look at the stamps and venture an opinion as to whether it is a retouch. Who will oblige?

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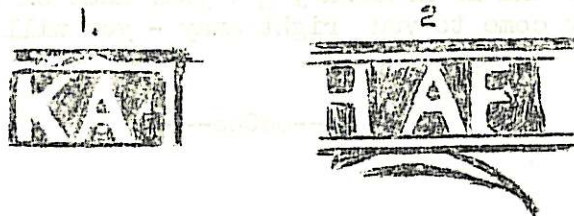
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TWO INTERESTING FLAWS ON THE HYPHENATED 1D.

by A.J. Brown.

Although these two flaws come from printings widely separated in time, their basic nature appears to be the same. One of them in all probability is the one referred to and illustrated by Dr. Gordon Ward in the last issue, i.e. from row 13/7, plate XI. (I11. 1.) The other is a rather nice variety, and is so large and distinct that I am surprised no one has reported it before. I do not know what printing it comes from, but by the appearance I am pretty sure it is from Pl.XVI. (I11. 2.)

Both of them are what are usually called "gelatine flaws," and are probably caused by the disturbance of the carbon tissue when laying it on the cylinder, I should think.



SOME WARTIME CANCELLATIONS.

Having succeeded in completing the four wartime cancellations used at the various Fairs in aid of the Governor-General's War Fund, it may be of interest to illustrate these, since they have not, as far as I know, been illustrated elsewhere. They are described by Harvey-Pirie in "World War II Philately of Southern and Eastern Africa."



1. Liberty Cavalcade, Johannesburg 25.V.42 to 1.VI.42.
2. Liberty Cavalcade, Cape Town, 25.III.44 to 1.IV.44.
3. Thanksgiving Cavalcade, Durban, 29.VII.44 to 7.VIII.44.
4. Speed the Victory Fair, Johannesburg, 25.XI.44 to 2.XII.44.

In the same work, it is stated that none of the various internment camps throughout South Africa had any special post office attached, and that only censor marks and camp

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cachets were used. From a cover I have from Andalusia Internment Camp, however, it seems possible that this camp did have a post office. The mark illustrated, reading "Andalusia No. 2" has every appearance of datestamp used for cancelling mail. Its use for this purpose is not proved, unfortunately, as it is on a stampless cover, also bearing one of the usual rectangular rubber official franks "Department of the Interior - Official Free - Andalusia Internment Camp." Was there also an "Andalusia No. 1.?"

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LONDON GROUP MEETING.

The last meeting of the London Group, ended the year on a somewhat festive note when on 16th December, 1958, at the 'George' members saw a display of Christmas Seals.

Several of the members contributed to make as complete a selection of these interesting and colourful items as one would wish to see.

The accountancy, printing and distribution, followed by the ultimate destruction of the remainders is done under the jurisdiction of the G.P.O. They are printed at the Government Printing works, Pretoria, by the same process and on the same machines as the various stamps and in fact have the same perforations. It is even suggested that they have been used as 'guinea pigs' in the preparation of Union issues, the screened rotogravure was first used in the production of seals.

To round off a truly seasonal evening, one or two topical and unusual 'thematic side lines' were shown, mainly very far removed from Union philately, and the serving of liquid refreshments completed a very informal gathering.

W.A.P.

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London Group Meeting Programme.

February 17th: Members displays. "Commemoratives."

" 19th: Visit to Woolwich and District P.S.

March 17th: Auction.

Meetings commence 6.30 p.m. in the 'George' Public House, in the Strand, London W.C.2. Opposite the Law Courts. All visitors very welcomed and assured of a pleasant evening.

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YOU CAN'T BE TOO CAREFUL.

There is in our Society a certain picker-up of odds and ends, especially those illustrative of the postal history of South Africa. In his collection are three covers with the cachets set out below together with the dates and places of origin: -

- (1) Grahamstown 11.3.38 BY SURFACE CONVEYANCE.
- (2) PORT ELIZABETH 1.4.38. BY SURFACE MAIL.
- (3) Humansdorp 4.4.38. LANDPOS/SURFACE.

These cachets were symptomatic of a special postal arrangement which was probably wiped out by the war then imminent. It was one of those kindly thoughts in which Post Office authorities indulge from time to time, for example, Trinidad gave writers the choice of carriage by a French or English packet (this was in 1950). In the case of the above covers the choice was between air mail and surface mail - which cost the same at the time. They are all addressed to a firm of solicitors and their correspondents were evidently aware that this firm, even in 1938, was still a little suspicious of that nasty innovation, the air mail service.

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A MATTER OF RECORD.

It seems well (to the writer if to no-one else - but one has great hopes of the Editor) to record the following item from a club sheet. It is a block of six "ship" pennies; actually a pane from Booklet 17 or 18 on which the stamps are from the same sheet. For those particularly interested it may be noted that the stamps have the flaws of numbers 10 to 12 of the first and second rows but it is the postmark which is of particular interest. This has been made by a post office seal and therefore a negative, white on black. There is a large crown in the centre and around it the words "ENGABENI NATAL." On the club sheet from which this item was gladly retrieved was the query "Any views on postmark?" and the replies "Looks like Engabeni, Natal, done with a postal seal instead of a die stamp. M.D. Sibson" and "I agree with Mr Sibson, E. Lauder." I am glad they did not choose to acquire this curiosity.

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Do YOU know the answers?
Suggest you come and find out
Not at the bar either -
21-10-58, Strand, George P.H.

---ooOoo---

The above is the message that was sent to the non-regulars of the London Group as the programme read 'QUIZ' and in addition, we had invited "Questions."

The QUESTIONS were taken first.

- (a) Pretoria 1d's, with two missing lines of shading above the mast, regret to report the only answer being that somebody had a similar copy.
- (b) Postmark, 1-OZ. This 'appeared' to be as if the Post Office clerk had mislaid his normal canceller and had used the one ounce weight in its place.
- (c) Springbok Vol. 6, page 84, invited answers, so an example of the 1d with a paste up join with the uneven piece on the LEFT and not the right, it was stated that the owner had a strip of four which had a similar make up. Repair join, a rather bad one at that, the stamps were of different colour although mint (?), it is doubtful if this item had been assembled officially in its present state.
- (d) Springbok Vol 6, page 98, BRUSH MARK, a block of four with bottom selvedge was shown which appeared to be 19/9, if this is so, then there are similar marks on 20/8.
- (e) A booklet of Georgian 1d, complete pane, was shown with complete holes on the RIGHT, with it a perpendicular pair of $\frac{1}{2}$ d. with complete holes on the LEFT. On first sight the pair appeared to be from a booklet sheet. Upon examination the postmark proved the piece to be a fake, scissors had been used to do some trimming.

The QUIZ: Due acknowledgement is made with gratitude to the Philatelic Congree of Great Britain for their GLOSSARY OF PHILATELIC TERMS, upon which the answers were based.

The question will be followed by the answer. Only selected questions will be given in this paper, as it will be realised, that it would take nearly two complete Springboks to publish all of the Questions and their answers.

1. What is ANILINE COLOUR? A term used in philately to indicate a certain characteristic shade (scarlet) produced by the pigment ink used for printing the design, which penetrates the paper to the reverse side. This particular colour produces a distinct fluorescence under ultra-violet rays.
2. What are JUBILEE LINES? The coloured line which surrounded the sheets or panes of the current stamps of Great Britain and many of the British Colonies is known by this name, sheets showing it having first been issued in 1887; The Jubilee year of Queen Victoria's reign. The lines were added to prevent the edges of the plates from becoming un-duly worn by pressure of the inking rollers and are either continuous or co-extensive (i.e. in short lengths.)
3. What is TONED PAPER? Paper which is not dead-white, but is slightly shaded though not definitely 'coloured'.

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4. What is PRINTER'S WASTE? and IS IT CATALOGUED? Impressions put on one side as printer's proofs, or as being defective in some way and therefore not intended for issue, but which have come into the hands of collectors. Also See SAC/H 16 V.a.
5. What is a SPLIT? Fragments of stamps used postally to represent an appropriate portion of their original value.
6. What is COLOUR? The sensation produced on the retina of the eye by visible light, which is a combination of many colours, each of which has a specific wavelength.
7. What is LAKE? Term used in printing to indicate definite process of manufacture of a colour to bring about amalgamation of a dye with a base, (mordant.) Used erroneously in stamp catalogues to designate a certain shade of colour. Can refer to many colours, such as red, blue, green, violet etc.
8. What is "AS IS?" When stamps are sold with this proviso it is understood that they are not guaranteed but sold to the collector at his own risk.
9. What question in stamps is it that we nearly all disagree upon? The price.
10. Is there any relationship between the 1/3d. animals stamp and any other South African Stamp, excluding the 1/2d. springbok. See SAC/H Harrison Essays.
11. How many watermarks are there in South Africa, referring to the official issues? There are THREE, rosettes, single and multiple springbok's head.
12. Could you find stamps other than those of South Africa in the SAC/H other than the Interprovincials. If so, what? Kenya.

It would appear that all present at the quiz enjoyed the answers and the questions, two teams were made up at random, and we are pleased to say it was a draw with a score of 29 points each.

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THE PRINTING OF POSTAGE STAMPS IN

SOUTH AFRICA.

The regular printing of postage stamps in South Africa dates from 1930 when, after extensive enquiries and the training of personnel overseas, the Government Printer imported special machinery for the printing of postage stamps. Space does not permit of a description of the machine which is probably quite well known in the printing industry - the Goebel Rotary Stamp Printing Machine.

Model K.M. 11.

When stamps are produced in two languages, alternated on the sheets, and in two colours, two original drawings are made, one for each colour. The original of the exterior frame is drawn complete in one language and photographed. Strips are drawn in the other language and are placed in position over the language shown on the original. This is then also photographed. The making of these photographic negatives requires much attention, as the two negatives made in both official languages must be exactly the same size and also balance exactly as regards tonal values. These master negatives are usually made $1\frac{1}{2}$ times the size of the actual stamp. In the step and repeat camera the positive of the external frame, or design, is moved along and, at the end of each row, down, until 240 positives have been made and the same procedure then follows for the internal design. After drying, examination for defects and of the register, any errors are corrected and the multipositives used for printing on carbon tissue.

This tissue, after having been sensitised, is mounted under pressure on a clean glass plate and dried. Thereafter it is taken off the glass, trimmed to size, placed in contact with positives, in a vacuum frame and exposed under powerful lamps for some minutes. Register marks, in pencil, are then made on the back of the tissue so that when it is later placed on the metal cylinder for the etching of the design the alignment will be correct.

After the cylinder has been polished, it is placed on the shaft of the dry-transferring machine. The cylinder is now chemically cleaned and the tissue placed in position round the cylinder. When the register lines on the back of the tissue coincide, the front edge of the tissue is moistened and fixed to the cylinder. The rubber pressure-roller of the machine is now brought down to rest on the fixed edge of the tissue, the rest of the tissue is held away from the cylinder and a spray of water is brought to play between the cylinder and the gelatine side of the tissue. The cylinder is now slowly rotated and the pressure roller then makes the tissue adhere to the cylinder. The purpose of this dry-transferring is to prevent water coming in contact with the back of the tissue and so causing it to stretch. No stretch is tolerated at this stage otherwise the space allowed for the perforations will not coincide with the perforator in the printing machine.

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The development process causes those parts of the tissue which have not been hardened by the light-action of the arc lamps to dissolve, leaving a negative image of hardened gelatine on the cylinder. This gelatine image, or "resist" as it is called, is made up of different thicknesses of hardened gelatine corresponding in reverse to the tonal values of the positive, that is, the darkest parts of the positive are now represented by the thinnest layers of gelatine, and the lightest parts of the positive by the thickest layers of gelatine. This "resist" controls the etching, as the acid will etch through the thinnest portions of the "resist" first, while the thickest portions will etch last, giving a printed result which corresponds to the tones of the original. Any exposed copper on the cylinder is protected from the etching fluid by a coat of bitumen.

Once etching has begun the work must be carefully watched and any uneven etching corrected immediately by applying a weaker solution to the retarded portions in order to expedite penetration. When all the various tones have reached the required gradation, the bitumen is removed, the cylinder is polished and placed on the printing machine to try out the register, colour and perforating. If everything is satisfactory, the cylinder is cleaned with chemicals and chromium-plated. This special plating enables one million sheets of 240 stamps each, to be printed before the plating becomes too worn to continue and when this happens the old plating is stripped electrically and the cylinder replated.

The machine on which the work is done can print in two colours, overprint in one colour and perforate all in one operation. The feeding of the gummed paper, perforating and cutting of sheets or rolling on reels is all done automatically by the same machine while printing is in progress. The machine also numbers each sheet separately and counts how many have been printed. In addition to the printing technique, safeguards have to be taken to ensure the correct humidity necessary for easier working in the case of gummed paper. Suction fans on the machine are also necessary to deflect the small discs which result from perforating, and dust, too, has to be guarded against.

It is noteworthy that South Africa, although almost the last to start printing its own stamps, was one of the first of the Commonwealth countries to use the photogravure process.

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The Airposts of South Africa

by N.C. Baldwin and M.F. Stern.

The many collectors of Union airposts within the Society will welcome the publication by Francis J. Field Ltd of Sutton Coldfield of this booklet which consists of a check list of flights etc. from 1911 to mid 1956, reprinted from the "Aero Field." Printed on good quality paper with many photographs and maps it is very good value at 3/6d. It is, I think, a must for the airpost collector.

The book of the same title by the late L.A. Wyndham dealt fully with flights up to the autumn of 1936 and there has long been the need for a check list of flights since that date. Since this booklet covers the whole period of the Union it is most welcome giving all the facts in one complete booklet.

It is surprising that there should be so many omissions, some quite notable, in view of the reputation of the two authors in matters aerophilatelic. Amongst those which come to mind are:

- (1) Jan. 1st 1936: Re-opening of Port Elizabeth aerodrome after having been off the air mail route for some years due to the aerodrome being unsuitable.
- (2) Oct. 12th 1936: Port Elizabeth, Bloemfontein and Germiston and return flight.
- (3) July 1st 1937: South African Airways took over the Germiston-Kisumu portion of the Old Imperial Airways route, linking with the latter's East African service, at Kisumu.
- (4) Xmas 1937: Concession labels issued by Mauritius.
- (5) July 22nd 1938: First "All-up" service to Australia and New Zealand the third stage of the Empire Air Scheme.
- (6) Feb. 8th 1939: The special Flood airmail flown to Lourenco Marques by the Portuguese Air Line D.E.T.A. although the Barberton mail is listed.

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- (7) Apr. 30th 1946: "All-up" air mails resumed within the Union and South-West Africa at 2d.
- (8) Oct. 3rd 1953: Capetown-Johannesburg service via George with the return flight being made on the 7th.

It is hoped that when the booklet is reprinted in the future the next edition will include these and any other omissions.

The authors have expert knowledge of these flights and the publishers of course hold unique stocks of this material. It is a pity, therefore, that no attempt has been made to price the items listed as did the late Mr Wyndham in his book. I feel that the check list would have been even more valuable to the collector had this been done. Much of the material does not come up for auction and for many of the items, collectors are "groping in the dark" as to the value to be put on the cover. May I suggest that the publishers rectify this in any later edition to be produced so that it becomes even more useful to the collector who after all, is not going to buy the booklet unless he is collecting the covers?

In conclusion, these criticisms do not detract from what is an excellent production and well worth the price asked. The criticisms have been made so that, if adopted, the check list would be indispensable to the Union Airpost collector.

E.G. Kinsey.

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A JAPANESE CACHET FROM CAPE TOWN.

At some time late in the year 1957 the Japanese Antarctic Research ship "Soya" arrived at Singapore on its long journey to the southern snows. It was visited by a Malayan Civil Service ornament who addressed six postcards to England and asked a Japanese sailor to post them "at the Pole." There were no stamps on these cards but sufficient money was given to the sailor to allow of a surplus for his own use, on the supposition that the normal postal rate for postcards was all that would be required. The "Soya" then proceeded to Cape Town and there the whole business went to pieces. The sailor decided to send off one postcard but he sent it by air mail with a 1/3d South African stamp. This was on 27.12.56. The other five - what happened to the other five? There was certainly not enough money to send them all by air and their fate is unknown unless by chance some collector has found them on the Polar ice or in some unlikely spot. If he has, he will be aware that each has a fine cachet with a picture of the globe and the words, in English and Japanese, "JAPAN ANTARCTIC RESEARCH EXPEDITION I."

G.W.

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FOR THE RECORD.

Since the listing of animal issues and reprints in the July/August issue last year the following have appeared.

1d series: From double die cylinder 42 with the number 42A appearing on one sheet and 42B on the other, both sheets having a single broken lozenge line top and bottom, the 42B panes seeming darker in shade than those with 42A.
June, 1958.

Some flaws are:

42A. Row 1/4 - short line under "d" 1/12 - large vertical thick line in margin above starp.
12/4 - hyphen between South and Africa.

42B. Row 1/2 - large irregular spot of colour below "d",
2/4 - line forming v with "i" of Suid.
12/6 - line from top of "S" of SUID to top left corner.

In later printings of this issue a daub of colour appeared opposite the number 42A in the margin which was taken as indicative of the break-up of the cylinder.

1 series: From double die cylinder 3 with the number 3A appearing on one sheet and 3B on the other, both sheets having the one single broken lozenge line top and bottom.
October, 1958

Some flaws are:

3A. Row 11/5 - Colon under "d" of "ld."
20/11 - Two dots below "D" of SUID.

3B. Row 19/1 - Smudge below "A" of AFRICA.
20/4 - Dots below "R" of Revenue.

1/- series From interior cylinder 105 and exterior cylinder 104.
Date of release not known as yet. Shade just a little deeper than the original printing although this may be due to creamed paper.

Christmas Seal: Orange-red and blue. Design Madonna and Child with Cross of Loraine.
November, 1958.

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Due to outcries from religious bodies in South Africa this issue was hastily withdrawn and the 1957 Father Christmas label re-issued with the year altered to 1958.

Air letter.

At an unknown date a "Greetings" Air letter form was released costing 1d over the usual 6d although the postage fee remains 6d.

The words "Greetings from South Africa" appear at the top left of the form over a view of Table Bay. At the right a sketch of Beit Bridge over the Limpopo River is over the words "Groete van Suid-Afrika." Down the left side vertically appear sketches of four flowers, the Protea, Barberton Daises, Red Disa and Kaffir Boom. The forms are printed in the usual blue and call for additional postage to be affixed if they are to be sent to the Americas, Australasia or the Far East.

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CORRECTION

Reference the Picture Page in the last issue, Messrs. J.B. Levy and G.D. Oliver draw attention to the fact that:

Illustration No. 2	refers to	Item No. 6.
"	4	" 5.
"	5	" 4.
"	6.	" 2.

We hope too much trouble was not caused in trying to sort out the obvious tangle.

Regarding the Illustration No. 10 - "Bullet" on the 1½d bantam, Mr. Levy says this occurs on row 13 stamp 3 but only in the later printings. Mr. R.J. Lawrence confirms this. Mr. A. Lichtenstein writing also about this variety says in the Union it is known as the "cigar" or "ear-flap" variety and it can be found on the overprinted S.W.A. issue.

Mr R. McDougall points out that No. 12 - "line between "d" of "1d" and "P" of "Posgeld" is not from the double-die cylinder 42A/42B but is constant on the first and second double die cylinders 3 & 105, row 3/11 of the double bar sheets.

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CORRESPONDENCE

Dear Sir,

A Problem of Cylinder Set XI

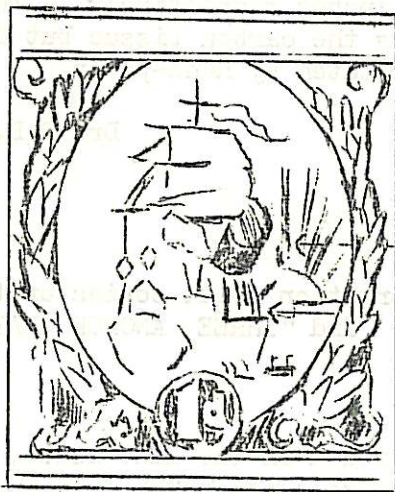
The following remarks may possibly throw some light on the problems presented in the above article, appearing in Volume 6 Number 5.

The multipositive situation is as follows:-

FRAME: (1) Plates VIII, IX and R10b derive from the same multipositive. As the article refers to cylinder set X and XI only I will confine my remarks to saying that there are about 30 such flaws of which at least half a dozen are prominent. In addition quite a few would seem to have developed on cylinder set IX and appear in IX and R10b only but here material is extremely scarce and one cannot dogmatise.

(2) Plates X and XI derive from the same multipositive which is different from the above.

VIGNETTE: Plates VIII, IX, X, XI and R10b all derive from the same vignette multipositive.



There are only about 12 multi-flaws and they are mostly so small that some are weak on plate X and entirely absent on plate XI. There is only one of any prominence - "the torn shrouds and hole in sail" on row 8/7. As with the frame multis, about half a dozen additional flaws have developed on cylinder set IX.

Vc. "Bud on leaf." Multi flaws frequently differ slightly in appearance in each successive appearance but seldom to the extent of the "bud on wreath" on row 6/10 plates X and XI.

Vd. "Break in oval frame." Row 11/4. I have found several copies of the break in the oval frame on plate X and none on plate XI. I think we may conclude definitely that it does not appear on the latter.

Plate XIV: The writer knows nothing about this plate but he is looking forward to a full explanation in the coming brochure which it is rumoured Dr. Gordon Ward has under preparation.

In the meantime I am sure the worthy Doctor will excuse me trespassing on his domains so far as to reply to some of your contributor's queries.

" THE SPRING BOK "

It is rumoured also that Mr. G.N. Gilbert has made some interesting discoveries with regard to the elusive R10b and 10bs which will appear shortly in the "S.A.P."

"Caeculus."

----ooOoo----

Dear Sir,

The Eleventh Row Flaw.

I have read with interest Dr. Gordon Ward's remarks on the eleventh row flaw appearing in the November/December, issue and in response to his suggestion "that only those who can make investigations on the spot can tell us about such questions" - raised in his article, I approached the Government Printer.

Through the courtesy of the Publicity Officer I was informed that the diameters of the squeezing down roller and the printing cylinder used at the Government Printing Works are about 4 and 6½ inches respectively. They are not geared together in the process of applying the carbon tissue but in relation to one another by pressure-friction and are rotated by hand-power.

P.O. Bryanston.

Dr. T.B. Berry.

----ooOoo----

Mr. John E. Hodkinson is asking for information about copies of the 5/-d Transvaal which show "PARK AVENUE Nov. 4.13" and "THREE ANCHOR BAY 9.July.13" postmarks. Can anyone oblige?

Anent the Imperial Airways envelope mentioned in the last issue, Mr. W.A. Matthews reports having a similar cover with cancellation reading "Grahamstown Jan. 29.1932" but has not yet checked the date the plane left Johannesburg.

Mr. R.D. Allen Snr. has such a cover postmarked "Johannesburg 26th Jan.1932 11 a.m. which seems to provide the answer for Mr. Matthews. This cover is back stamped "17th Feb. 1932 Aldershot, Hants" and is commercially used.

----ooOoo----

" THE SPRINGBOK "

1d "Gnu" - Doctor-blade Flaw, Cyl. 3, One-bar sheet.

Doctor-blade flaws are common on South African stamps and they have been noted as occurring on consecutive sheets, in a slightly different position each time as one would expect from the movement of the blade. The explanation I have seen given in "S.A.P." is that a particle of hard matter nicks the knife-edge of the Doctor-blade which then does not sweep the surplus ink from the cylinder along the line of movement of this nick. The result is a thin coloured line extending the length of the sheet, visible in design and margins as well. The flaw eventually disappears, either because the Doctor-blade wears down or is ground down to resharpen it.

In much the same manner, it might be expected that if a hard particle was trapped in front of the Doctor-blade (or under its edge) then the surface of the cylinder itself would be scratched and this scratch would be printed in the same position on sheet after sheet. I think that I am able to prove that this has happened on the above Cylinder.

When I was going through a lot of used 1d stamps, trying to assign their printings to the correct Cylinders, I noticed a Doctor-blade flaw occurring frequently in the same position. So frequently indeed that I automatically put them aside as coming from the first stamp of each row of the One-bar sheet of Cylinder 3. This has proved correct in every case.

The flaw occurs in the first stamp of each row. In the first row the line just touches the left side of the "d" of "Suid" and the right side of the "u" of "South." In the 20th row the line is $1\frac{1}{2}$ m.m. to the left, i.e. it is between the "i" and "d" of "Suid" and through the middle of the "u" of "South."

According to "S.A.P." stamps from this Cylinder were first delivered on 5/755 and at various times since then, up to March 1958. It may be in use still.

I went through these particular stamps again, looking for dated cancellations. The earliest dates I can find are November and December, 1955 and these stamps show no sign of the flaw. The next date is February and of the six stamps with this date only one shows the flaw: it has the rectangular machine cancellation of Durban. All dated specimens since then show the flaw and I have a complete sheet, number 4177, also showing it. The last date is May, 1957.

Is this sufficient proof of a constant flaw?

R. McDougall.

" THE SPRINGBOK "

MEMBERSHIP INFORMATION

New Members.

- 360. Daniel S. Franklin, 107 Westchester Ave., Thornwood, New York, U.S.A.
- 361. M.F. Thorogood, 48 Ravenswood Avenue, West Wickham, Kent.
- 362. Frederick D. Randt, 2903 North 74th Street, Milwaukee 10, Wisconsin, U.S.A.
- 363. Fred Williams, 4928 Gould Avenue, La Canada, Calif. U.S.A.
- 364. R.F. Wilson, 21 Lassell Gardens, Maidenhead, Berkshire.

Member Rejoining.

- 161. Pretoria Railway Philatelic Society, S. Africa.

Changes of Address.

- 10. P.D. Haigh, 38 Rosslyn Avenue, Harold Wood, Essex.
- 42. E.R. Gunstone, 5 Meyrick Villas, Merthyr Tydfil, Glam. Wales.
- 257. Lt. Col. S. Smith, Headquarters (E.M.E. Branch), Scottish Command,
P.O. Box 85, G.P.O. Edinburgh 1.
- 344. G.D. Oliver, 29 Waverley Road, Oxshott, Surrey.
- 336. J.H. Selve, Dept. of External Affairs, Union Buildings, Pretoria,
South Africa.

Member Resigning.

- 65. B.H. Stone, Mumbles.

Membership Lapsed.

- 46. F.J. Falkiner, Belfast.
- 84. A.W. Cousins, Hemel Hempstead.
- 224. J. Berman, Johannesburg.
- 325. Morgan W. Godwin, New York.
- 345. I. Gilchrist, Leeds.

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PRESS CUTTINGS.

"South African Philatelist" December 1958. Various queries and comment. Excellent article on "The Union 2d Photo-Vignette Hyphenated Rotogravure Stamps" by G.N. Gilbert in collaboration with P.D. Haigh, with summary of findings. (to be continued.)

The "O.F.S." Philatelic Magazine December 1958. Article on covers from various Victorian Wars in S.A.

"Aero Field" November 1958. Announcement that from September 1st all air-mail flown into S. A. from overseas previously sorted at Janx Smuts Air-Port, Johannesburg now to be sent to Germiston for sorting.