

THE UNFINISHED NETWORK

History of African Railways

Paolo Guglielminetti

STOCKHOLM, May 30th, 2019



BAMAKO_2 LOCOMOTIVES ALSTHOM BB ACCOUPLES_1947

AGENDA



1. Content of the exhibit
2. Story of the exhibit
3. Overall principle for the selection of the material
4. Exploiting the relationship between postal service and the topic
5. Careful documenting key thematic aspects
6. Q&A

→ Visit of the exhibits in the frames



CONTENT OF THE EXHIBIT



1. Before the rails
2. The pioneering phase
- ★ 3. Exporting raw materials: the link between the ports and the inland
4. The building difficulties
5. The development of the networks
- ★ 6. The big dreams never completely achieved
- ★ 7. The wartime importance of African railways
8. Railways structuring the African space
9. 1945-1980: the Golden Age of African railways
10. Towards the XXI century: between opportunities and risks of decline

Historic
development



Emphasis on key drivers driving the development of African railways

STORY OF THE EXHIBIT



Exhibition	Level	Sheets (A3)	Points	Medal	
ROMAFIL 2011	National	48	93	LG nat	National Grand Prix
ECTP 2013	FEPA	42	93	G	Champion for Transport & Technology
Brasiliana 2013	FIP	42	90	G	
ECTP 2015	FEPA	66	93	G	2nd in Champions class
Stockholmia 2019	RPSL	64	?	?	

PRINCIPLE FOR THE SELECTION OF THE MATERIAL



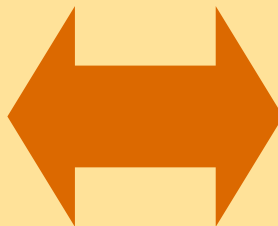
❖ Maximizing both thematic and philatelic content

Products / activities
benefiting from railway
development

People & firms involved in
railway development

Specific (differentiating)
aspects of building
railways in Africa

Balanced geographic
coverage



EXAMPLES

Railway carrying the mail

- TPOs (incl. «special» ones)
- Railway letter service
- Transport of parcels & newspapers

Train crash & interrupted
mail

Post offices

of railway stations & cities built
because of the railways

Military mail
related to the railways

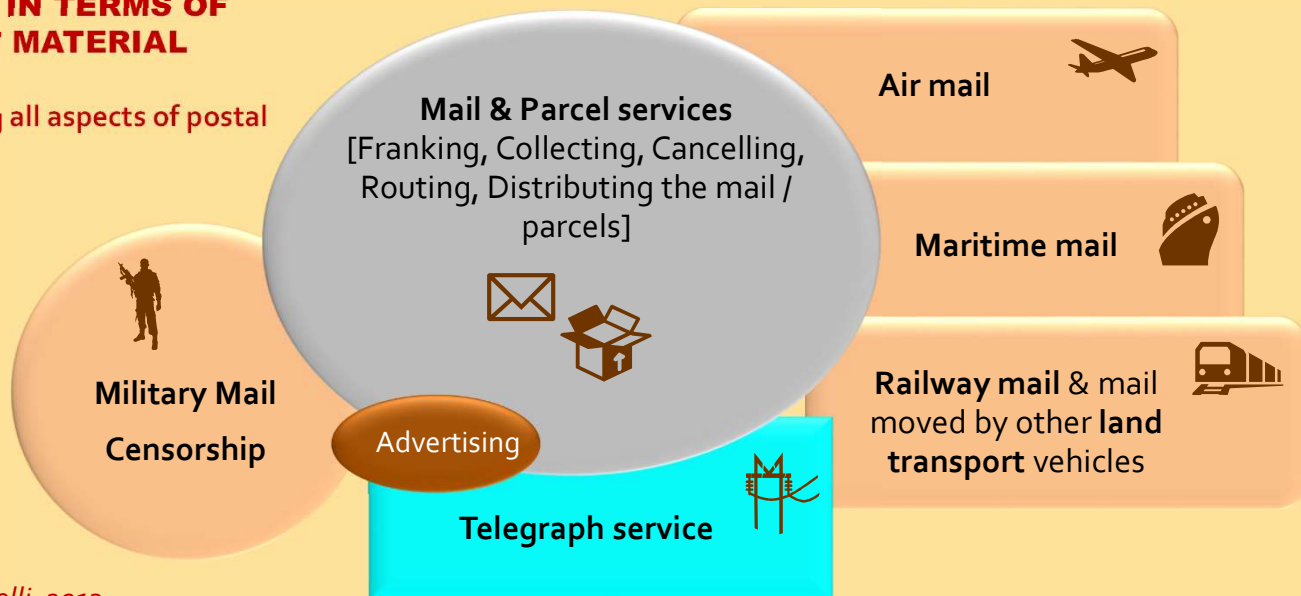
Free frank and official mail
of railway companies

PRESENCE AND BALANCED UTILISATION OF ALL THE DIFFERENT PHILATELIC TYPES OF MATERIAL



VARIETY IN TERMS OF TYPE OF MATERIAL

Considering all aspects of postal services



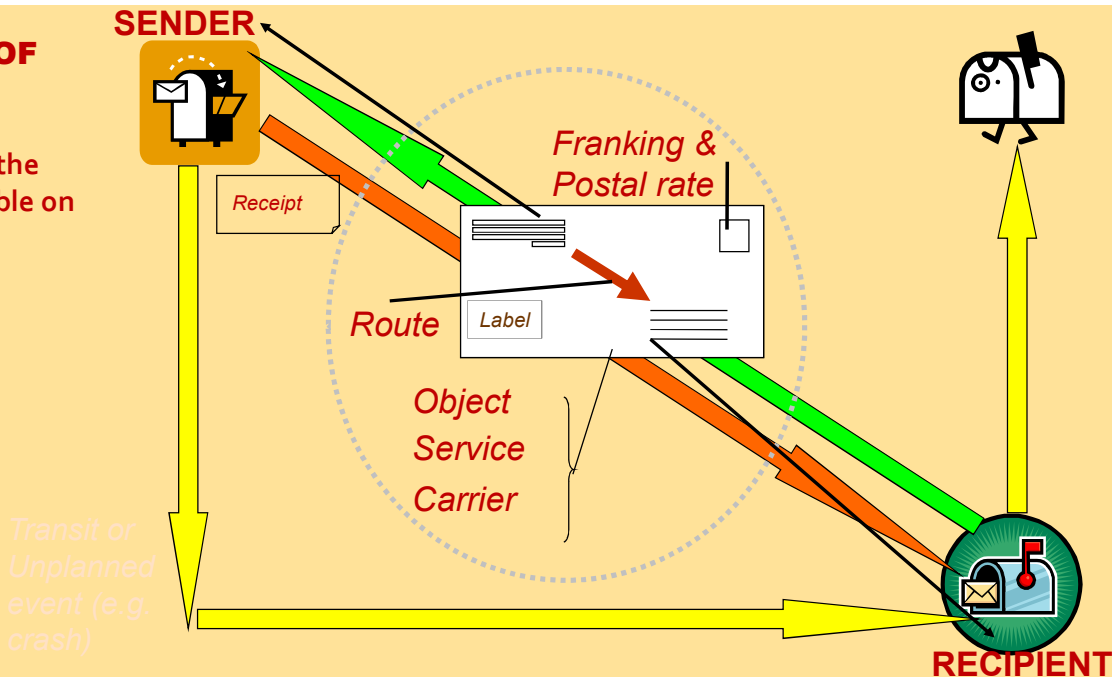
Based on G. Morolli, 2013

PRESENCE AND BALANCED UTILISATION OF ALL THE DIFFERENT PHILATELIC TYPES OF MATERIAL



VARIETY IN TERMS OF TYPE OF MATERIAL

Considering all aspects of the postal process as identifiable on postal items



Based on G. Morolli, 2013

EXPLOITING THE RELATIONSHIP BETWEEN POSTAL SERVICE AND THE TOPIC

A SPECIALISED LIBRARY AND MEMBERSHIP TO SPECIALISED ASSOCIATION are essential to identify, find and correctly classify & describe relevant material



ASSOCIATION PHILATELIQUE
D'ETUDES POSTALES ET MARCOPHILIE
D'ALGERIE
PHIL - EA

West Africa Study Circle



CS Scanned with
CamScanner

EXPLOITING THE RELATIONSHIP BETWEEN POSTAL SERVICE AND THE TOPIC

TPOs

CAIRO – ALEXANDRIA TPO, 1875

The Cairo – Alexandria was the first Egypt's TPO postmark ("extremely rare" according to P. Smith) with the Italian word "Ambulante" since Egyptian post was managed by Italian expatriates.

The line **Alexandria - Cairo** was used from the beginning for the carriage of mail, but only after approx. 20 years its trains were endowed with wagons equipped to sort it during the trip.

From Woking, UK (26.12.1875) to Catania, then re-routed to Cairo, arrived in Alexandria by sea (14.01.1876 transported by sea between Marseilles and Alexandria and then by the TPO Cairo - Alexandria



EXPLOITING THE RELATIONSHIP BETWEEN POSTAL SERVICE AND THE TOPIC

TPOs

KHARTOUM – SENNAR TPO, 1933

In Sudan one key railway extension was the line connecting Khartoum with Sennar (via Makwar), Gedaref, Kassala and Haiya (completed in 1929), creating with the Khartoum - Port Sudan line a railway loop serving a large area with substantial agricultural cultivations.

Railway TPOs in Africa being often the only available postal facility, they were used by public not just to post urgent mail, but also to send **registered mail**.

Registered letter to UK sent via the TPO Khartoum – Sennar (27.01.1933) and registration label of the Khartoum – Makwar TPO (service operated until 1930, than superseded by the longer Khartoum – Sennar TPO once the line was extended) - Registration label of the Khartoum – Makwar TPO not recorded in the literature



EXPLOITING THE RELATIONSHIP BETWEEN POSTAL SERVICE AND THE TOPIC

SPECIAL TPOs

ROYAL TOUR, 1925

Prince of Wales (later Edward VIII) visited South Africa from 30 Apr. to 29 Jul. 1925.

The government provided a **special Royal Train** preceded by a Pilot Train. A TPO equipped with special datestamp was available on the pilot train.

The TPO sent on average 100 letters per day (about 9000 in total).



From the royal train, 1.07.1925, to Durban, with the special postmark of the post office travelling on a 2nd train accompanying the royal one

EXPLOITING THE RELATIONSHIP BETWEEN POSTAL SERVICE AND THE TOPIC

SPECIAL TPOs

IMPERIAL PRESS CONFERENCE TPO, 1935

The Empire Press Union held the 5th **Imperial Press Conference** in South Africa & Rhodesia. from 4 Feb. to 21 Mar. 1935.

Two special trains were placed at the disposal of the 65 delegates and their families & secretaries (total 160 passengers).

Special post office were attached to each train. About 9815 postal items were despatched by the two TPOS (203 registered)

Registered letter from the special train to the Imperial Press Conference, 14.03.1935, with date and registration markings of the post office traveling on the train. On that date the trains travelled to Maseru and then Queenstown.



EXPLOITING THE RELATIONSHIP BETWEEN POSTAL SERVICE AND THE TOPIC

RAILWAY LETTER SERVICE

RAILWAY LETTER POST IN SOUTH AFRICA, 1931

In South Africa, railway companies were allowed to directly collect mail from customers willing a faster posting.

Such letter were franked with basic postage + **specific railway fee**, and handed on the rail stations' staff who cancelled them by means of the station datestamp.

"Railway letter" accepted by the Bloemfontein SAR office (15.05.1931) to Durban (arrival postmark 16.05), T110 label for the indication of train and date; franked 4 pence (1st weight postal rate 2 p. + rail-letter fee 2 p.) – the label specify the train number and date



EXPLOITING THE RELATIONSHIP BETWEEN POSTAL SERVICE AND THE TOPIC

RAILWAY PARCEL IN GERMAN SOUTH WEST AFRICA

The development of the transport of mail by train also boosted the traffic of parcels between Europe and the colonies, since the weight limits imposed by portage and other less performing means of transport were not a constraint any more.

In some cases, such as German South West Africa, this generated the establishment of a two tariff systems, with lower rates for parcels transported to/from places along the railway lines.

Parcel of 3 kg from Aus (German Sud-West Africa, 10.12.1913) to Ludwigsburg (Germany, 30.01 arrival postmark on the back) – parcel form franked by 2,50 marks (1-5 kg parcel rate to/from sites along the railway lines, in force between 1910 and 1914; rate for other sites would have been 0,50 marks higher, i.e. 3 marks)

134 * Aus (Deutsch-Südwestafrika)

Unbei *kein Roß* Ci-joint

Wertangabe
Valeur assurée

Nachnahme
Remboursement

2 In *Ludwigsburg i/W.*
À *Ludwigsburg i/W.*

(Bestimmungsart) in
(Lieu de destination) a

(Wohnung)
(Straße und Hausnummer)

Postgewicht 3 kg
Poids g

Zollgebühren. (*)
Droits de douane. (*)

Postleitvermerk:
Acheminement:

Von der Grenzangelegenheitskanzlei des Bestimmungslandes auszufüllen.
Cadre à remplir par le bureau d'échange d'entrée du pays de destination.

A. 26.

EXPLOITING THE RELATIONSHIP BETWEEN POSTAL SERVICE THE TOPIC

RAILWAY PARCEL IN BELGIAN CONGO

Chemin de fer du Bas-Congo au Katanga (B. C. K.) incorporated in 1906 to build the railway line in the region along the Southern part of the Congo River, 1067 mm track gauge

Special stamps were issued since 1942 to frank the small parcel transported by the railway. Stamps were stuck on the parcel consignment notes and cancelled by railway station dated cancellations. Consignment notes were expected to be destroyed after 2 years of the delivery, but some examples survived, especially from the later period (1970s).

Four stamp issues exist.

Belgian Congo, 1972 – parcel card of the Bas Congo au Katanga (BCK) railway with a total franking of 177 Kutas with BCK overprinted parcel stamps of the 3rd and 4th series issued by the company cancelled by Lubumbashi station cancellation

Compagnie du Chemin de fer du Bas-Congo au Katanga R. C. 919 Eville		N° du colis 809	P. C. 119	N° 714
BULLETIN D'EXPÉDITION D'UN PETIT COLIS				
N° Wagon		DESTINATAIRE: MUSUL KAVOK KAMABAK KALENDA		
STATION D'EXPÉDITION Lubumbashi		STATION DE DESTINATION KALENDA		COPIE 129 128
Marques N°	Emballages	Contenu	Poids Réel	Poids Taxé
AD	Ballon	intérieurs	53	60
Distances			Taxes	
BCK	RE	BCK	RE	Total
894	—	177	—	177
Nom et adresse de l'expéditeur: MUSUL KAVOK AV Depark 21-16 KALIBA TOLLEVE ABAK				
J'exonère les Compagnies de transport des responsabilités résultant de: <i>ballon intérieur</i>				
L'Expéditeur: (s) — MUZOV				
Je déclare connaître et accepter sans réserve les cahiers des charges, règlements des transports et tarifs des organismes transporteurs et manutentionnaires qui interviennent dans l'acheminement de cette expédition jusqu'à destination. MUZOV				
L'Expéditeur: (s) —				

EXPLOITING THE RELATIONSHIP BETWEEN POSTAL SERVICE AND THE TOPIC

TRANSPORT OF NEWSPAPERS

NEWSPAPER TRANSPORTED BY RAIL IN RHODESIA

Rhodesia Railway Ltd. operated the line between Beira and Rhodesia since 1927.

In Southern Rhodesia, the Post Office has facilities for Parcel Post and regular mail. The Rhodesia Railways also handled parcels but such shipments are way-billed and not franked with any stamp. **The Rhodesia Railways, however, issue their own stamps for newspaper parcels.** Regulation stated that "Single newspapers enclosed in wrappers, open at both ends, are carried at one penny per copy, irrespective of distance"

Wrapper of the newspaper "Noticias da Beira - The Beira News" sent from Beira to Umtali, 21/12/1945 with Mozambican franking completed by 1 p. stamp for the transport of newspapers of the Rhodesia Railways company



EXPLOITING THE RELATIONSHIP BETWEEN POSTAL SERVICE AND THE TOPIC

TRAIN CRASH & INTERRUPTED MAIL

ROODEWAL INCIDENT, 1900

During their counter attacks, often successful, the Boers did not hesitate to **sabotage railway communications**.

On June 7th, 1900 they attacked the **Roodewal station on the line Bloemfontein - Pretoria**, where several wagons with mail for the soldiers at the front were temporarily parked, and subtracted 2000 bags of mail, then partially recovered, and other supplies; they also destroyed the rail installations.

Letter from Birmingham, 28.4.1900, to a British soldier involved in the Anglo-Boer War, looted by the Boers in Roodewal on 8.06.1900 and then recovered, as indicated by the linear marking



EXPLOITING THE RELATIONSHIP BETWEEN POSTAL SERVICE AND THE TOPIC

TRAIN CRASH & INTERRUPTED MAIL

EXPRESS TRAIN FIRE IN SOUTH AFRICA, 1909

A common reason of railway accidents in Africa were the train fires generated by some inflammable freight (such as chemicals) and/or the sparks from the locomotives. Most wagons were still made of wood, increasing both the probability and the severity of such kind of disasters.

From Leipzig, 16.09.1909 to Middelburg (S.Africa) – Mail damaged by fire on express train at Brandfort (6.10.), due to explosion of chemicals in a packet; linear blue cachet explaining the damage (less than 5 recorded in the literature)



EXPLOITING THE RELATIONSHIP BETWEEN POSTAL SERVICE AND THE TOPIC

TRAIN CRASH &
INTERRUPTED MAIL

KABALO ALBERTVILLE TRAIN FIRE, 1925

From Kindu, 14.04.1925 to
Bruxelles – Mail damaged by
the fire on the train Kabalo –
Albertville (today Kalemie) on
the line between river Congo
and Tanganyika lake operated
by the “Compagnie des Chemins
de Fer du Congo Supérieur aux
Grands Lacs Africains »; linear
3-lines black cachet explaining
the damage (only piece known
– not recorded by Gwynn-
Hoggarth)



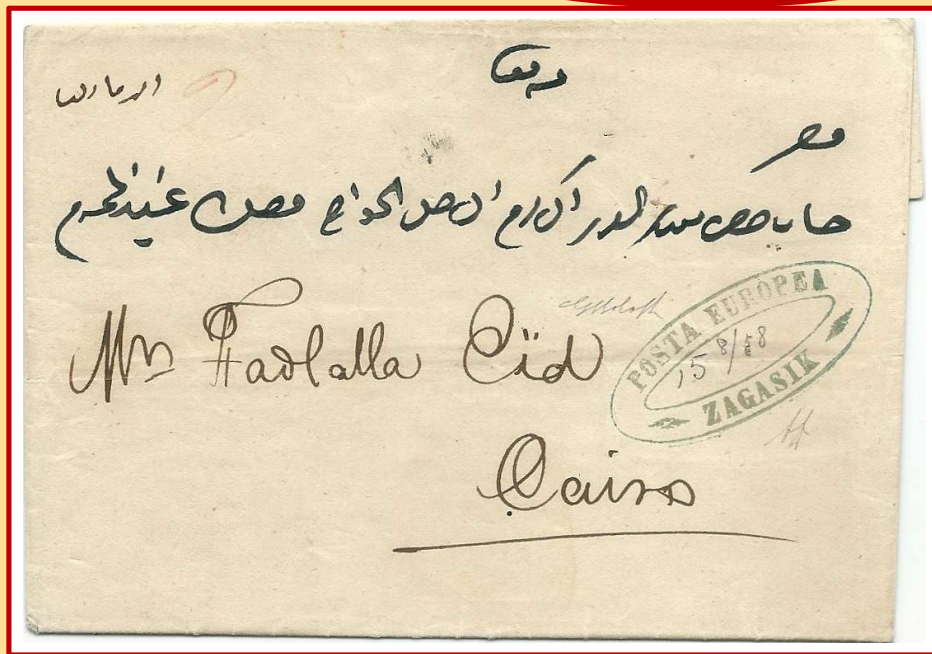
EXPLOITING THE RELATIONSHIP BETWEEN POSTAL SERVICE AND THE TOPIC

RAILWAY RELATED
POST OFFICES

POSTA EUROPEA IN EGYPT

The development of the first railway lines in Egypt generated the opportunity of an agreement for the carriage of the letters by train between the Transit Administration of Egypt (governing the rail system) and the "Posta Europea" mail service developed by some Italian entrepreneurs.

The "Posta Europea" company also took the opportunity of the completion of the railway to open branch offices in some intermediate stations in 1856-57.



EXPLOITING THE RELATIONSHIP BETWEEN POSTAL SERVICE AND THE TOPIC

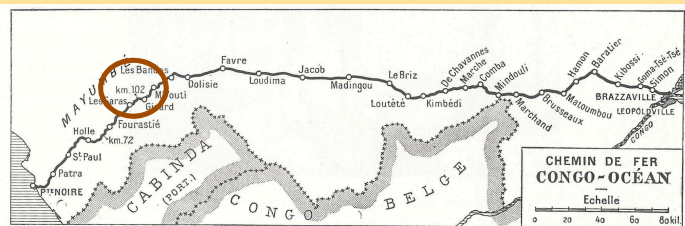
RAILWAY RELATED
POST OFFICES

POSTAL AGENCY CREATED ALONG THE CONGO RAILWAY LINE

The relationship with the railway is confirmed by the post office designation, based on the distance from the railway terminus in Pointe Noire.

Registered letter to Brazzaville on 29.09.1936, from the auxiliary post office at P.K. 102 (Point Kilométrique 102) of the Congo – Océan railway.

Letter fee 50-100 gr. 1,00 Fr. + registration fee 1,25 Fr.



EXPLOITING THE RELATIONSHIP BETWEEN POSTAL SERVICE AND THE TOPIC

RAILWAY RELATED
POST OFFICES

POST OFFICE CREATED ALONG THE UGANDA RAILWAY

The post office at "Escarpment" was opened on the top the rift escarpment during railway construction.

The crossing of the Escarpment was one of the most difficult section of the line (initially rope inclines were built and remain in service for almost two years before the permanent tracks were laid

From Escarpment (21.07.1933) to London, with franking of 65 cent. (combined basic and air mail rate to UK)



EXPLOITING THE RELATIONSHIP BETWEEN POSTAL SERVICE AND THE TOPIC

RAILWAY RELATED
POST OFFICES

POSTAL AGENCY CREATED ALONG THE USUMBARA RAILWAY

Railway agency located in such locality, at km 113 of the Usumbara railway between Tanga and Moshi in Tanganyika (line built during the German colonial period, and later extended to Arusha during the British mandate)

Registered letter from Makuyuni to Mnyusi station on the same line, with the framed linear postmark and handwritten registration label of Makuyuni. Kilimajaro TPO postmark (22.02.1934) on the back

Only example recorded by T. Proud of such railway agency postmark



EXPLOITING THE RELATIONSHIP BETWEEN POSTAL SERVICE AND THE TOPIC

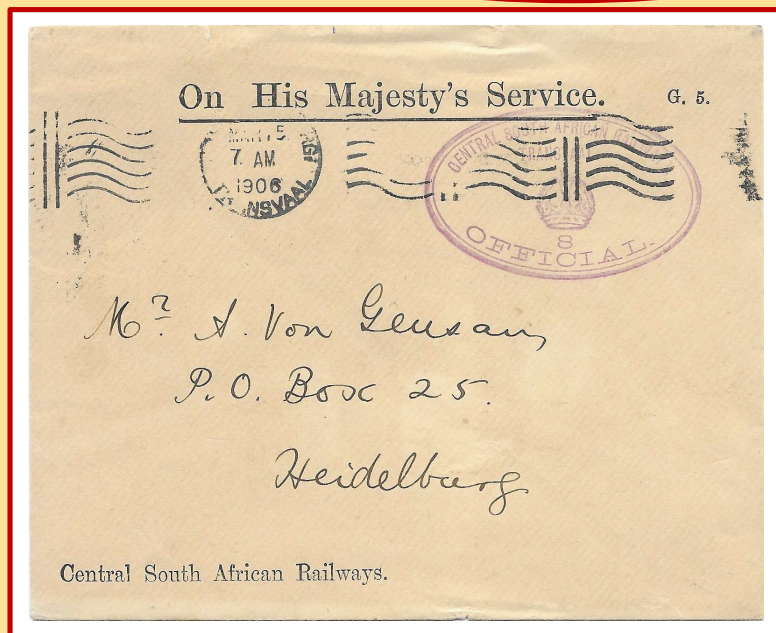
RAILWAY RELATED
FREE FRANKING

FREE FRANK MAIL OF THE CENTRAL SOUTH AFRICAN RAILWAYS

Lack of tariff and operational integration between the various territories were among the reasons that led to the unification of South Africa. The railways of Cape (CGR), Natal (NGR) and former Boer republics (CSAR) were merged creating the South African Railways.

Very uncommon use of the free franking cachet in the period after 1904, during which perforated / overprinted official stamps had to be used on official mail

Letter from Johannesburg (5.03.1906) to Heidelberg, letterhead on his majesty's service, and free franking oval cachet "CENTRAL SOUTH AFRICAN RAILWAYS / TRANSVAAL / 8 / OFFICIAL"



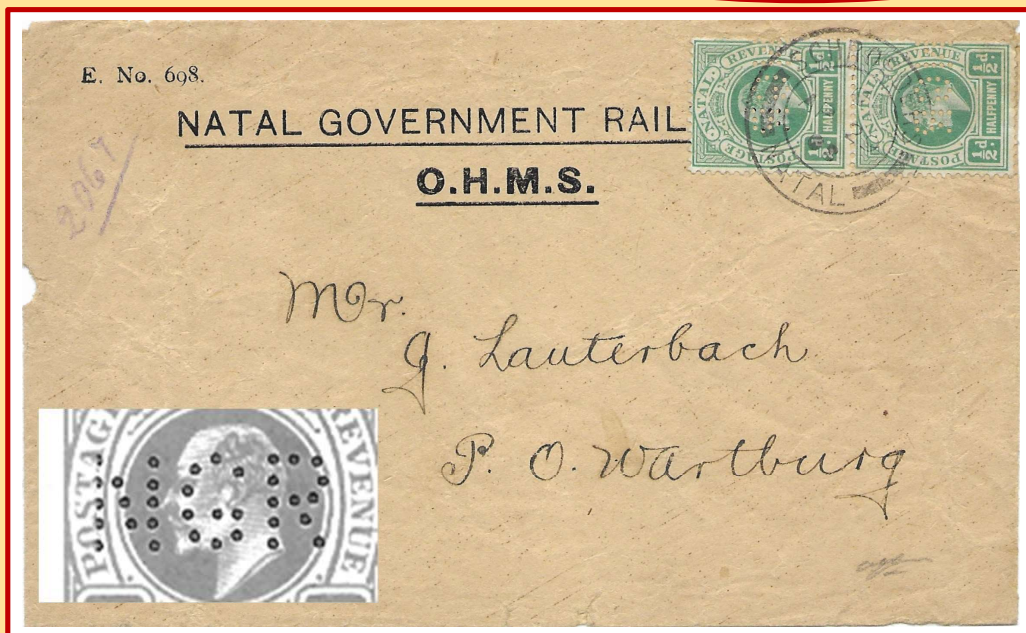
EXPLOITING THE RELATIONSHIP BETWEEN POSTAL SERVICE AND THE TOPIC

OFFICIAL RAILWAY
MAIL

NATAL GOVERNMENT RAILWAY PERFINs, 1908

After 1st July 1904, in South Africa official mail of railway companies had to be franked by special stamps perfinned / overprinted or stencil-cut with the acronym of the company, after the withdrawn of the free franking privilege.

Natal Government Railways, letter from Schroeders to Wartburg, 29.05.1908, letterhead OHMS (On Her Majesty's Service) and franking with railway business stamp perforated "NGR" to be used on official mail



EXPLOITING THE RELATIONSHIP BETWEEN POSTAL SERVICE AND THE TOPIC

RAILWAY RELATED MILITARY MAIL

MILITARY ENGINEERS BUILDING THE RAILWAY, DAHOMEY, 1901

In Dahomey the first railway between Cotonou and Parakou was built and opened between 1902 and 1933.

The first section was built by military engineers, even if it was then assigned for the operation to a private company.

Free frank letter from da Lieutenant of railway works engineers, postmark CORRESPDE MILITAIRE / KOTONOU – BENIN (05.07.1901), year digit reversed; arrival markings of Cette and Chalon sur Saone on the back



EXPLOITING THE RELATIONSHIP BETWEEN POSTAL SERVICE AND THE TOPIC

RAILWAY RELATED
MILITARY MAIL

POSTAL AGENCY ON THE SWAKOPMUND – WINDHOEK MILITARY RAILWAY

The line was classified as "Feldbahn" (field railway) since it was built using field railway equipment at 600 mm track gauge

Dated railway station marking of Rössig on the Swakopmund – Windhoek line, 18.12.1900 (such markings were used on the mail collected by stationmasters, who were in charge of that)



EXPLOITING THE RELATIONSHIP BETWEEN POSTAL SERVICE AND THE TOPIC

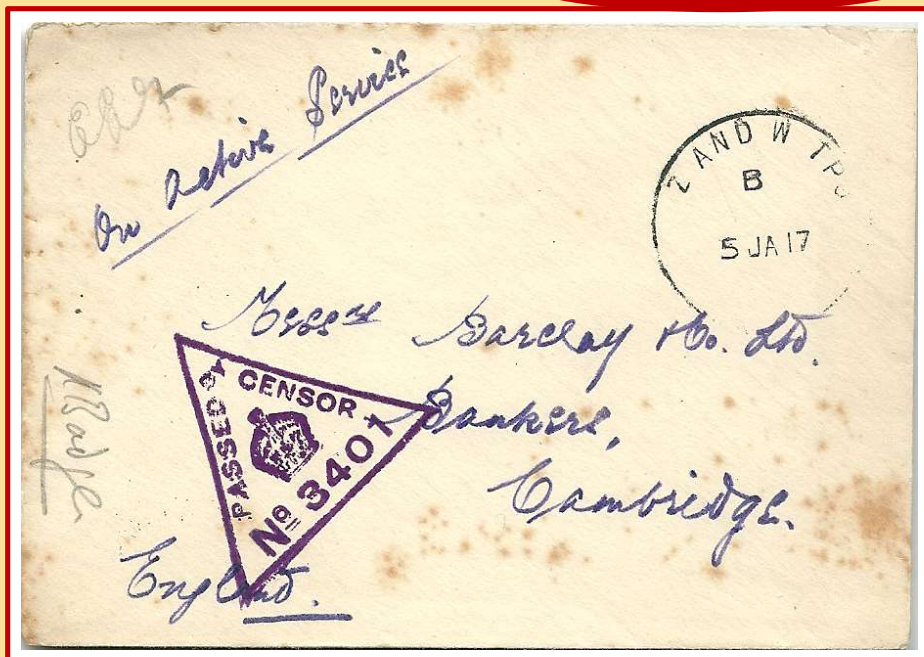
RAILWAY RELATED
MILITARY MAIL

BRITISH ARMY TPO, EGYPT, 1917

During the First World War, the British Army used the Egyptian railway lines to support the campaign against the Ottoman troops who wanted to end the British protectorate over the country.

To ensure secrecy on the movements of the troops, the field post offices traveling on trains were marked by letters instead of places of origin and destination.

From British soldier in Egypt to Cambridge (GB), posted on 5.01.1917 on the TPO on a train of the line Alexandria – Daaba (near the Western border) indicated as « Z and W »; triangular British censor's marking



CAREFUL DOCUMENTING KEY THEMATIC ASPECTS

A LIBRARY OF SPECIALISED PUBLICATION ON AFRICAN RAILWAY AND GENERAL HISTORY HAS BEEN – AGAIN – ESSENTIAL to

- properly develop the exhibit structure (giving the appropriate relevance to each section),
- understand key thematic elements to be developed (independently from the amount of postal item available),
- verify the correctness of what is represented on postal item,
- explore the connection between the topic and the overall social and economic development of the continent



CAREFUL DOCUMENTING KEY THEMATIC ASPECTS

RAILWAY CONNECTION TO CITIES ALONG THE SUEZ CHANNEL

After the first line between Cairo and Alexandria, the Egyptian rail network continued to expand with a system of lines between Cairo and Lower Egypt. **They reached the growing cities along the Suez Canal**, opened in 1869, as Ismailia and Suez.

Neopost meter franking machine with fixed values, n. 4 of the 10 authorised for usage in 1933-34 (15 mills was the surface basic rate to Europe) – missing in Kaplan gold medal exhibit



CAREFUL DOCUMENTING KEY THEMATIC ASPECTS

STANLEY – NOT SUPPORTED BY THE BRITISH CROWN – INVOLVED IN COLONISATION OF THE CONGO FOR THE BELGIAN KING

After having found **Dr. Livingstone**, the explorer **Stanley** – given the **lack of backing from the British crown**, accepted to be recruited by **Leopold II** to build some trading stations as first step of the colonization of the area. He declared that "Without the railroad the Congo is not worth a penny" and designed a possible rail route to avoid the cataracts near the estuary, convincing Leopold II of the need to build the line.



G.B. 1973 – variety missing gold (Queen's head)

CAREFUL DOCUMENTING KEY THEMATIC ASPECTS

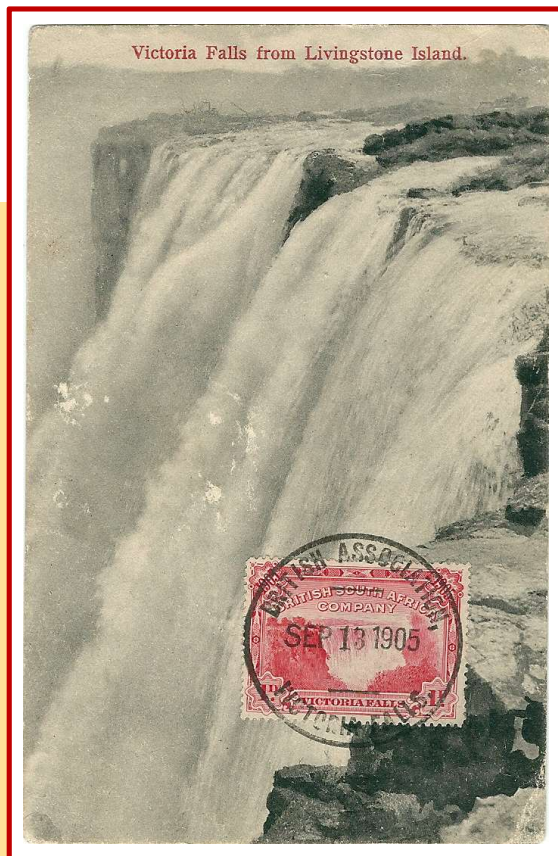
VISIT OF THE BRITISH ASSOCIATION TO THE VICTORIA FALLS ON THE OCCASION OF THE INAUGURATION OF THE BRIDGE

The Victoria Falls Bridge was officially opened on 12 September, 1905.

For the conveyance of the British Association for the Advancement of Science group and other guests reaching the site for the event, the BMR (Beira Mashonaland Railway) ran six special trains between Bulawayo and Victoria Falls. The trains did not have special postal arrangements, but special cancellations exist for the British Association visit in Bulawayo (double ring) and Victoria Falls (Single ring).

The Victoria Falls special cancellation is recorded on September 12th and 13th, 1905. All cancellations are recorded as being struck in black.

Victoria Falls, 13.09.1905, special postmark for the visit of the British Association on the occasion of the inauguration of the bridge, cancelling the 1 p. stamp of the set issued for the same event



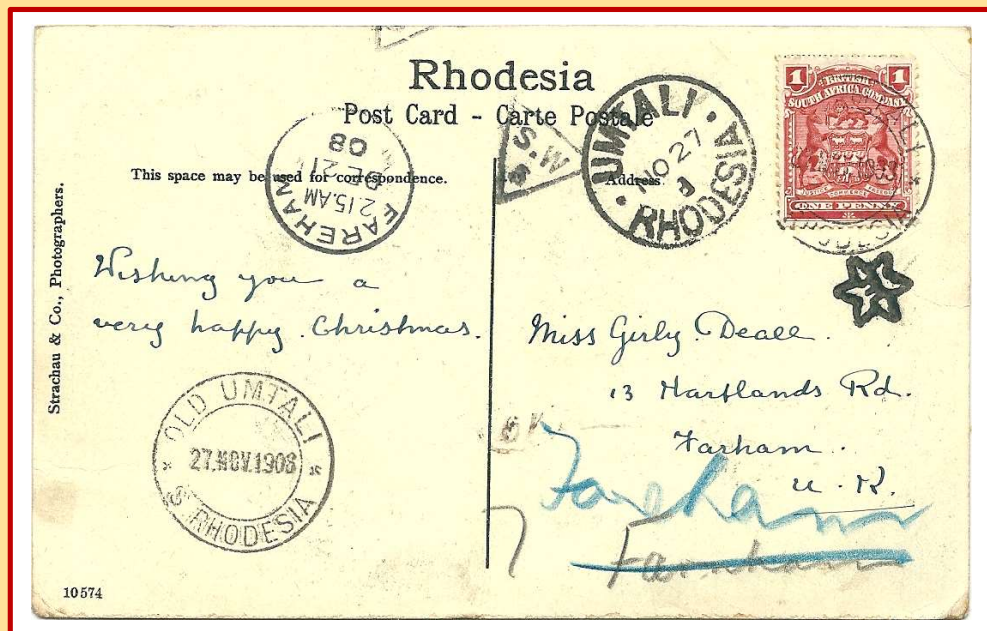
CAREFUL DOCUMENTING KEY THEMATIC ASPECTS

DISPLACEMENT OF THE BORDER TOWN OF UMTALI

In 1898 the Beira – Umtali railway was opened to connect the Mozambican port of Beira to Rhodesia.

The building was perilous due to malaria and heavy rains, and required also the displacement of the border town of Umtali (now Mutare).

From Old Umtali, 27.11.1908 to Fareham (GB), with transit postmark of the new Umtali: the postcard has then both postmarks of the new settlement built after the opening of the railway and of the old one (become a mission)



CAREFUL DOCUMENTING KEY THEMATIC ASPECTS

PRODUCT ENSURING EXTENDED LIFE OF WOOD used in railways

The realization of the lines in Africa had to cope also with some redoubtable insects: termite nests had to be destroyed killing all the termites and filling all cavities, while **wooden sleepers had to be properly protected** to avoid being eaten by white ants.

Protective coating for wood “Carbolineum Avenarius” was sold also to the Congo railways

Belgium, 1932, official envelope of the postal giro service with “Carbolineum Avenarius” advertising

Conservation illimitée du bois au moyen du véritable
CARBOLINEUM AVENARIUS
(55 ans de succès)

Les meilleurs **MEUBLES** aux conditions les plus avantageuses se trouvent uniquement aux

Réf : Minist. Trav. Publics. — Port d'Anvers
Charb. Mariemont. — Chem. Fer Congo
Belge. — Pont Tamise. — Briquet
Landuyt — Métal Hoboken, etc.

AGENTS :
Ant. LONGERSTAEY & C^o
Rue de Pret, 77,
ANVERS

BRUXELLES
88, Rue de la Montagne
LA GARANTE S. A.
Assurance et financement des ventes à tempérament.

Etab. A. MAX
8, Rue de la Madeleine
BRUXELLES-Centre.
Tél. 12.59.21
ENTRÉE LIBRE
20 ans de garantie contre les inconvénients de chauffage et tout défaut de construction.

Cache-corsets
Chemises Américaines
— Culottes pr Enfants. —
Tous sous-vêtements pour
— DAMES & ENFANTS —
Tricots - Laine - Coton - Mixte, etc.

Fabrique de BONNETERIE

ANC^{ns} ET^s CRACCO FRÈRES S. A.
121, Rue Burvenich, GENTBRUGGE-Nord lez-Gand.

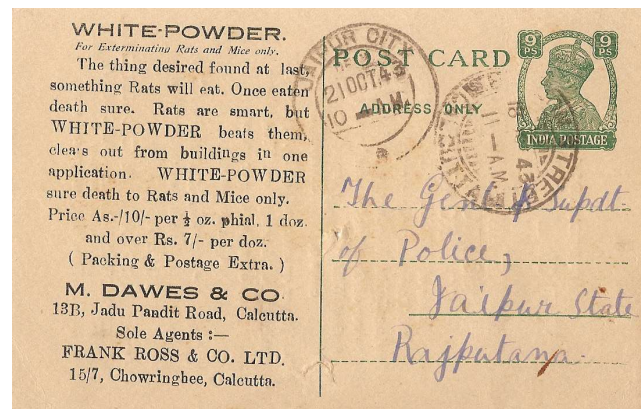
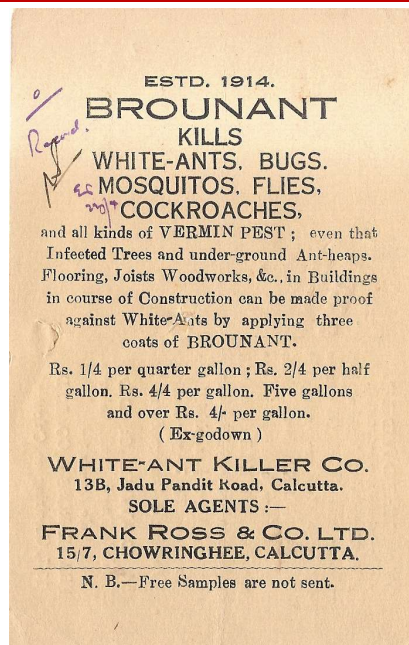
PUBLICITY OFFICE, 86, av. Rogier, Brux. Tél. 15.69.00. Toutes publicités.

CAREFUL DOCUMENTING KEY THEMATIC ASPECTS

USING WHEN NECESSARY “BORDERLINE” ITEMS

- Advertising overprint is of fully private nature, printed on normal Indian postcards (not “stamped-to-order”)
- However, it is a unique item documenting fighting against white ants to prevent building & construction, a typical issue of tropical areas such as India and Africa
- The description shall openly state the nature of the item

*Insecticide against white ants
“WHITE-ANT KILLER” - India, 1943, 9
piastres postal card with private
advertising overprint*



CAREFUL DOCUMENTING KEY THEMATIC ASPECTS

TROPICAL DISEASES, often affecting engineers and workers building railways in Africa

In addition to the complexity of the morphology of the territory, building railways in Africa was also a challenge to nature. **Tropical diseases such as malaria, cholera, yellow fever and sleeping sickness**, were a severe threat to white workers and technicians, also due to the lack of properly equipped medical services. During the construction of the railway Mombasa - Uganda even cases of bubonic **plague** were recorded.

Portugal, 1914, free frank postcard for the communication of infectious pathologies including smallpox, tuberculosis, plague, cholera and yellow fever



CAREFUL DOCUMENTING KEY THEMATIC ASPECTS

SIR EVELYN BARING restructuring Egyptian finances (making possible the rail network extension)

The first of the major networks in Africa, the Egyptian one, began to **develop intensively only after the financial restructuring** of the state created by the English "Protectorate" which was set up following the revolt of 1881-82, under the guidance of the British Consul General **Sir Evelyn Baring** (Lord Cromer), of the famous bankers' family.

Registered envelope (postal stationery) from London, 8.03.1923, to Fribourg, with additional stamps with perfin BB and forwarding mark of the Baring Brothers



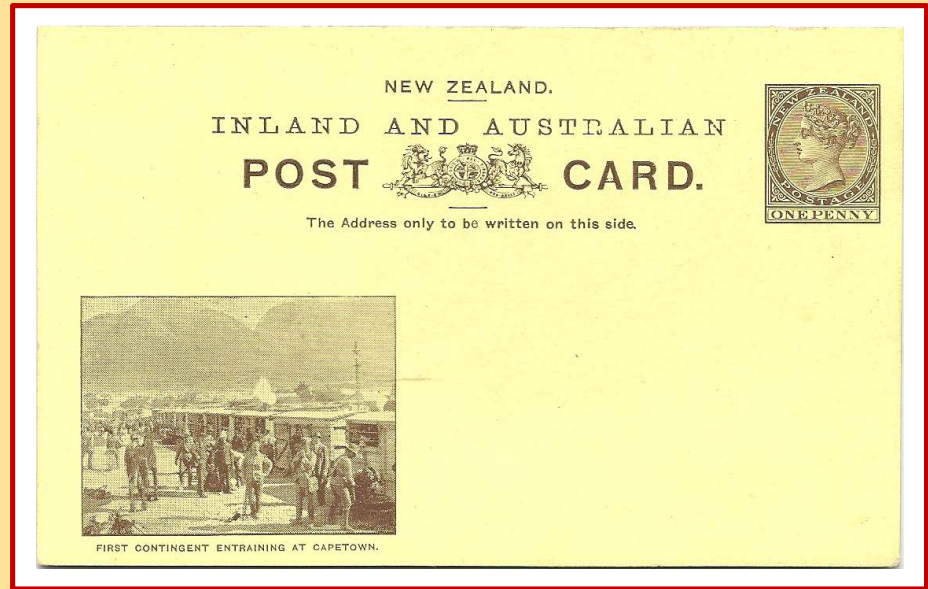
CAREFUL DOCUMENTING KEY THEMATIC ASPECTS

BOER WAR

PRESENCE OF SOLDIERS FROM VARIOUS BRITISH TERRITORIES

Go beyond geographic limits:
Relevant items also issued by ...New Zealand!

*Postcard of 31.03.1900 showing New Zealand
soldiers in Capetown boarding a military
train to the Boer War front*



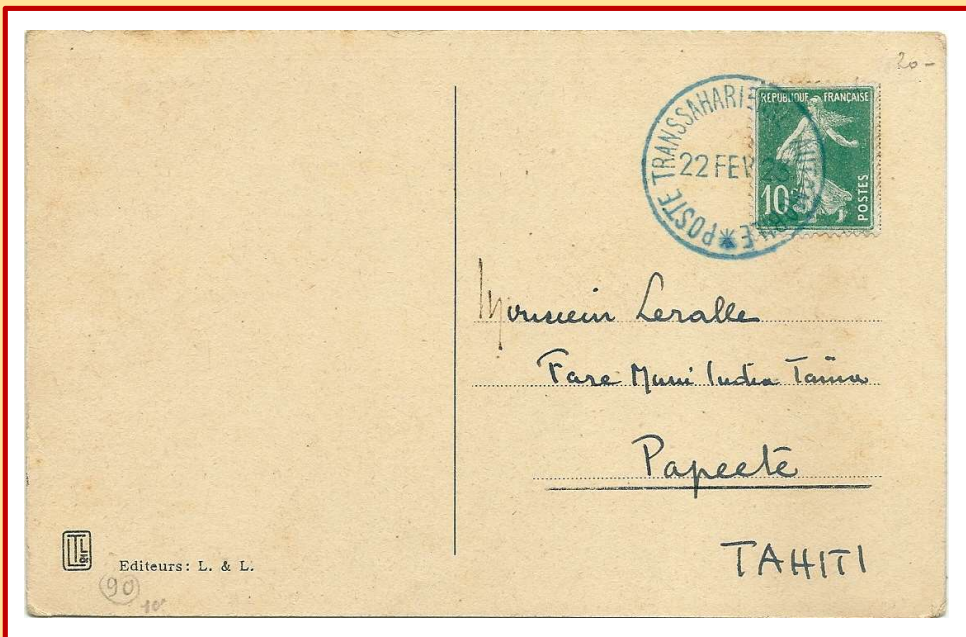
CAREFUL DOCUMENTING KEY THEMATIC ASPECTS

TRANSSAHARIAN MAIL SERVICE BY CAR, challenging the dream of creating a trans-saharian railway

Between 1922 and 1925, test trips of the **Citroën tracked vehicles** contributed to the increasingly prevalent idea to use road transport instead of rail to cross the Sahara. Such tests were not always very successful but much publicized.

The **first trans-Saharan raid** of such Citroën vehicles took place between 17 December 1922 and 7 mars 1923 between Touggourt (Algeria) and Timbouchou.

Postcard posted on the special post office accompanying the first Citroën trans-Saharan raid, 22.02.1923



CAREFUL DOCUMENTING KEY THEMATIC ASPECTS

RAILWAY COMPANIES INVOLVED IN AIR TRANSPORT DEVELOPMENT

Railway companies, at that time the main transport operators in the continent, showed **direct interest in aviation**, e.g. **South African Railways took control of the South African Airways in 1934** after the predecessor private airline became State-owned

South Africa, 1958 – Meter stamp of South African Railways advertising the South African Airways services, Universal multi-value machine nr. 606

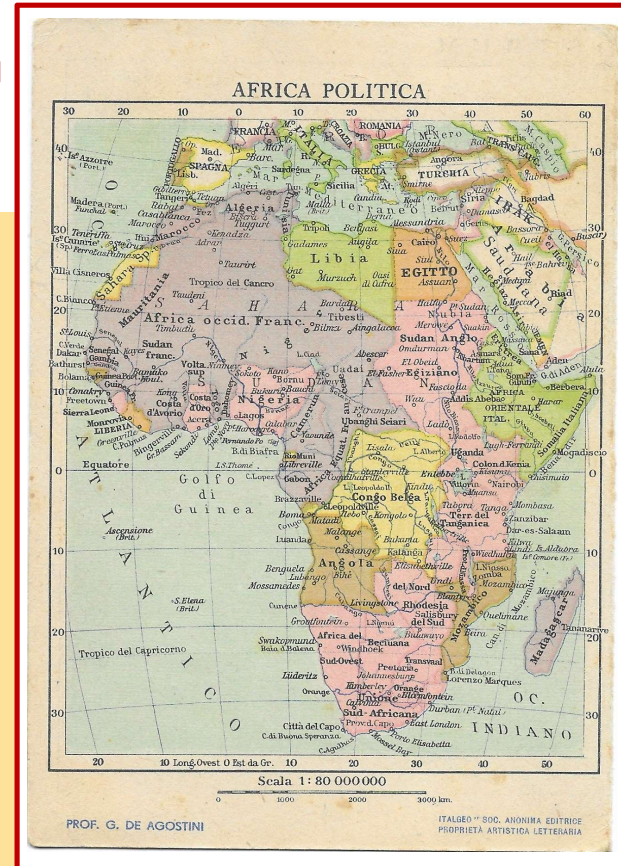


CAREFUL DOCUMENTING KEY THEMATIC ASPECTS

CAPE-TO-CAIRO RAILWAY TO UNIFY BRITISH DOMINIONS IN AFRICA

The progressive expansion of the British dominions in the eastern part of Africa, achieved between the late XIX century and the first world war, gave rise to the idea of creating a rail link Cape-to-Cairo between the southern end of these territories (Cape Town) and the Mediterranean, in order to unify such territories, ease its control and encourage settlement and trade.

Freek frank postal card for the Italian army, 1943 (in rose the British colonies, a continuous strip in the Eastern part of Africa)



Q & A

Thank you for your kind attention!

→ Visit of the exhibits in the frames

