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# ASNP



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# Netherlands Philately

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PHILATELY

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## Journal & Newsletter

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## From the Editor:

Traditionally fall is the time when philatelists start a new philatelic season, and although in the U.S. philately goes on pretty much year around (the annual APS show for example is in August) it is still a special time. We'll be spending more time indoors and of course that's where most of the philately takes place. After the philatelic summer hiatus in the Netherlands the september issues of the various magazines from over there start coming in. This of course is important to the ASNP since I'm always on the lookout for material to be translated and published in our Journal. Of course I'll rather have original material from our own members.

Remember, that in order to stimulate members' contributions, it was decided to award a free one-year ASNP membership for the best article published by an ASNP member in this year's (Volume 28) ASNP Journal. You, the members, will decide next summer, who won this award.

Don't wait any longer, put something together. You might not think that you have in it you, but you'll be surprised that once you put the first sentence on paper the rest seems to come relatively easy. And who knows you might get a free membership out of it.

Since it is hard for publisher Jan Enthoven to exactly fill the right number of pages, short articles can be very helpful. This is the reason that some short articles that could have been put in the Newsletter, might show up in the Journal instead.

September is also the start of the ASNP membership cycle, so if you haven't renewed yet, please don't wait much longer; the treasure would love to see your check.

I also like to remind you that we are working on putting together a program for the ASNP members who will be coming to the annual APS show in Sacramento, California, to be held Aug. 12 - 15, 2004. Try to attend, it should be a lot of fun, and it is one of the few chances we have to meet as a group.

Enjoy the current issue; as always you might not like what we offer in this issue but in another four months the subjects could be quite different.

Hans Kremer

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### Pre-cancels and the 'Bossche' Perforation

*by Arie Bosman (translated by Ben H. Jansen)*

Original posted on: [www.nvpvnijmegen.nl/Bossche%20Tanding.htm](http://www.nvpvnijmegen.nl/Bossche%20Tanding.htm)

"My stockbook contains several stamps with a double perforation, and some with a poor perforation. What shall I do with them? Throw them out?", he asked.

"No, of course not; they are most likely to be stamps with a pre-cancel and the 'Bossche' perforation", was the answer.

"What do you mean with pre-cancels and 'Bossche' perforation? I have heard a lot about them, but what do those terms mean?"

Well, that is the objective of this article: to provide simple explanation of these terms.

## Newspapers

Around the turn of the 20th century, newspapers were generally distributed by mail, and therefore, stamps had to be affixed. Newspapers underwent a considerable number of time-consuming operations before they could be sent out. Consequently, the publishers of the newspapers looked for ways to expedite the process of preparing the papers for mailing.

### Precanceling

Canceling (i.e., devaluing) the stamps prior to mailing was an especially time-consuming task. The prepaid marking ('Port Betaald'/'Port Payee') or machine franking ('Frankering by abonnement') mode of mailing were not known at that time. However, the publishers came up with the following idea. Affix the stamps to address labels in the morning, and have these labels canceled by the Post Office during the 'quiet' hours of the day. These labels were then wrapped around the papers as soon as they came of the press, and delivered to the postoffice for mailing.

In other words, the address labels were pre-canceled, i.e., the stamps were devalued before the items to be mailed were presented to the post office. There were two advantages to this approach: 1) lots of work was saved during the busiest time of the day, and 2) the printer could deliver the newspapers a little later to the post office, providing for more up-to-date news. After all, the subscribers did not receive the evening paper until the next morning, as some kind of morning paper.

Postal officials liked the idea, and the postal regulations were feverishly researched to see if pre-canceling was allowed. Although nothing was found that specifically allowed this method, neither did any rule exist that explicitly forbade pre-canceling. At a later point in time, pre-canceling became disallowed, but it was made legal as of July 1, 1890 by Royal Degree of May 2, 1890.

## Implementation

The plan was implemented as follows. Each newspaper to be delivered by mail was wrapped with a narrow strip of paper. A label with the name and address of the subscriber, plus a stamp, was subsequently affixed to the wrapper (after pre-canceling). The critical factor was the address label with stamp. Twenty of these labels were produced from a single sheet of paper, on which horizontal and vertical lines were drawn (see Figure 1).

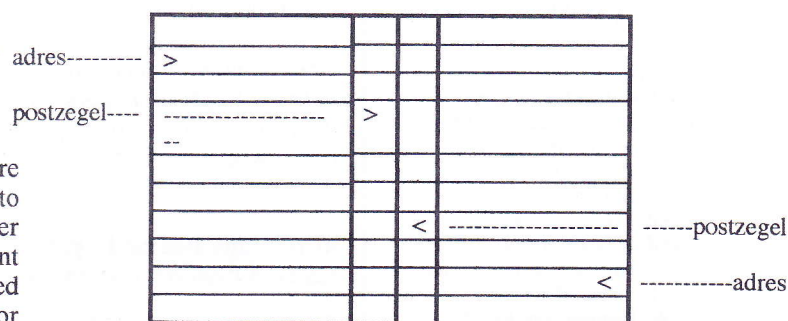


Figure 1: Horizontal and vertical lines divided a sheet of paper into twenty strips, with space for name, address and postage stamp.

The distance between the horizontal lines was exactly the size of a stamp. Therefore, a vertical strip of ten stamps could be affixed at once. In fact, two such strips were placed down the middle of the sheet in a tête-bêche fashion.

## Perforation

Next, the sheets were addressed and presented to the Post Office for canceling. Once the canceled sheets were back at the printer's, it was time to separate the address labels. A perforation machine was available for that purpose in 's Hertogenbosch. Ten strokes with this device, delivered by the youngest office help, were generally sufficient to allow for easy separation of the twenty labels. The speed with which this happened sometimes resulted in less than desirable accuracy. As a result, the new perforation did not overlap the official one, but was placed higher or lower. Therefore, it was possible that a stamp was shortened on one side, while other stamps could have a piece of the neighboring one. Because all of this took place in 's Hertogenbosch (or Den Bosch), one referred to these stamps as the 'Bossche' pre-cancel. One example is shown in Figure 2.



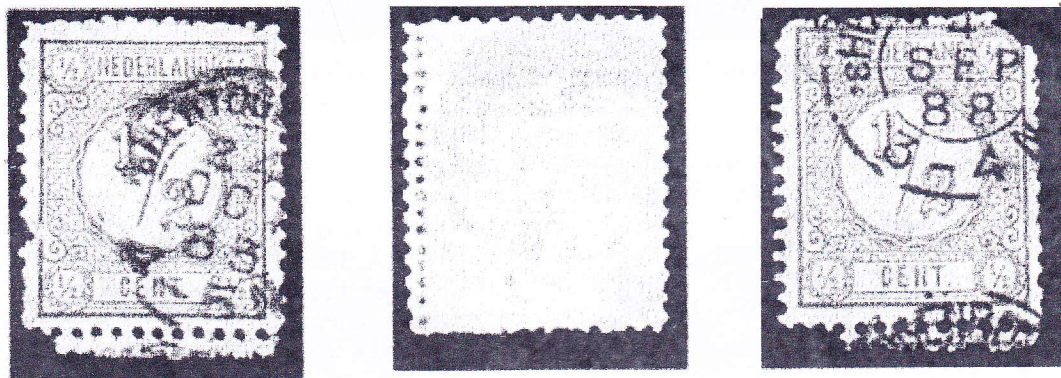


Figure 2: Example of Bossche Perforation.

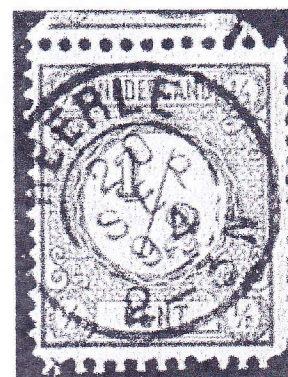
However, this does not mean that 's Hertogenbosch was the only city where pre-canceling and extra perforation took place. On the contrary, other locales, such as Amsterdam and even Gendringen (a small hamlet in 'De Achterhoek' of the province of Gelderland -BHJ) produced pre-cancels with extra perforation (see the examples shown in Figure 3).



Figure 3: Example of Amsterdam and Gendringen pre-cancels.

Other printers used a knife or a pair of scissors to separate the address labels. Since the act of cutting by scissors is referred to in Dutch as 'knippen', the resulting 'perforation' was referred to as the 'Amsterdam knip', 'Heerlen knip', 'Roermond knip', 'Utrecht knip', etc. (i.e., the name of the town using scissors to separate the labels, followed by the noun 'knip'.) Examples are shown in Figure 4.

HEERLENSE KNIP



ROERMONDSE KNIP



AMSTERDAMSE KNIP



UTRECHTSE KNIP



Figure 4: Examples of 'knip' perforations.





Figure 5a Fragment of a newspaper label canceled in Amsterdam on June 19, 1898. As shown by the hour characters (12-6 V), the band was canceled between midnight and 6 am. The reverse shows traces of a mirror cancel. The  $\frac{1}{2}$  cent stamp is from the 'cijfer' (numeral) emission of 1876.

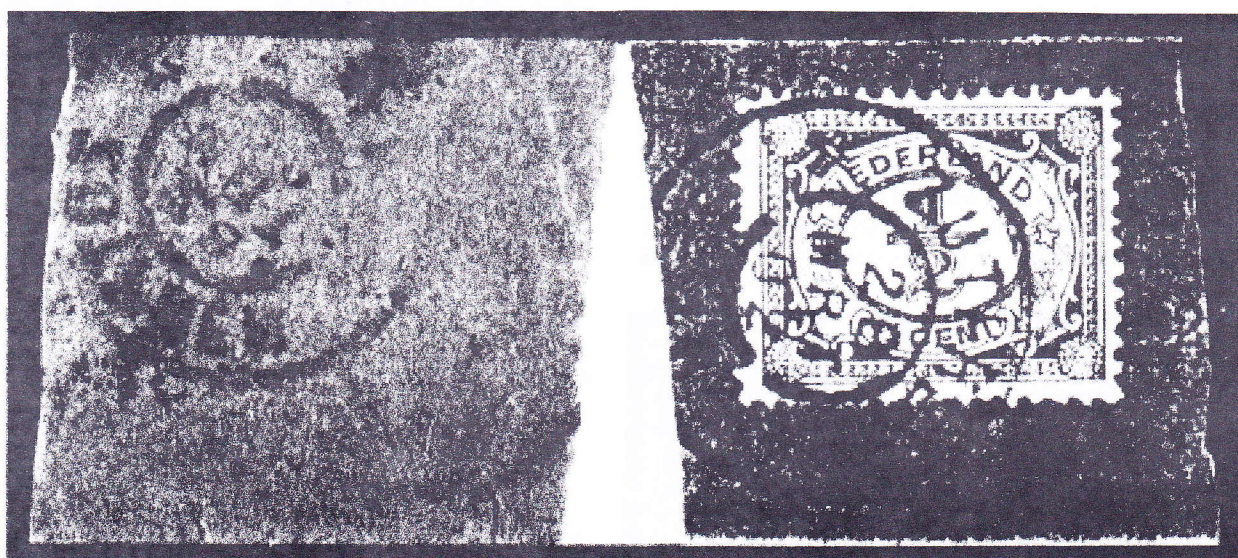


Figure 5b. Fragment of a newspaper label canceled in Zutphen on March 28, 1902. This label was processed during the afternoon, as evidenced by the 3-4 N hour characters. The back side of the label shows clear signs of a mirror cancel. The  $\frac{1}{2}$  cent stamp is from the 'cijfer' (numeral) emission of 1899.



## Mirror prints

In addition to the perforation or 'knip', there is another method to discover whether a newspaper wrapper contains a pre-cancelled stamp. A sure sign of a pre-cancel is the presence (or remnants) of a cancel's mirror print in a location not commensurate with normal canceling procedures. For example, if the address labels were pre-cancelled at high speed, it might be possible that the backside of the address label picks-up a mirror print of the cancel placed on the previously processed sheet. Once the labels were affixed to the newspapers, the mirror print disappeared to the inside. In other words, a place where mirror cancels could never have appeared as a result of normal canceling procedures. Two such examples are shown in Figure 5.

Figure 5b shows that pre-canceling took place in Zutphen as well. Other forms of pre-canceling exist as well, e.g., pre-canceling a complete sheet. Therefore, this report should by no means be considered as an exhaustive treatment of pre-cancels, as pre-canceling took place in many different ways in many different towns. Still, the author hopes to have provided a glimpse of what can be collected and studied in this area. Have lots of fun.

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## The World's First Postage Dues and a Forger's Tale

by Kees Adema

(Synopsis of a Presentation made to the Collectors Club in New York-January 2003)

### Historical background

That the Dutch created a reliable system of mail transportation at an early stage in their country's economic development, the 17<sup>th</sup> century, is not surprising when one considers the geographical characteristics of the area then called the province of Holland.<sup>1</sup> The area would later be split into two sections, basically the current provinces of North and South Holland. No better job could have been done if the area had been designed for trade. Holland has a long coast line with many harbors while the navigable rivers Rhine, Meuse and many tributaries crisscrossed the area. Inland harbors as well as seaports bustled with activity in the trade in lumber and grain from the Baltic, salt from Portugal, wines from Bordeaux and of course spices from the Indies. Domestically the horse-pulled track boats carried cargo and passengers, using the elaborate system of canals that were dug from about 1630. The system was the envy of other countries in Europe because of its reliability and fees that were regulated, and thus predictable. Track boats (Fig. 1) also carried mail and the

cost of sending a single sheet letter from one major city in Holland to the next was set at two stuivers.<sup>2</sup>

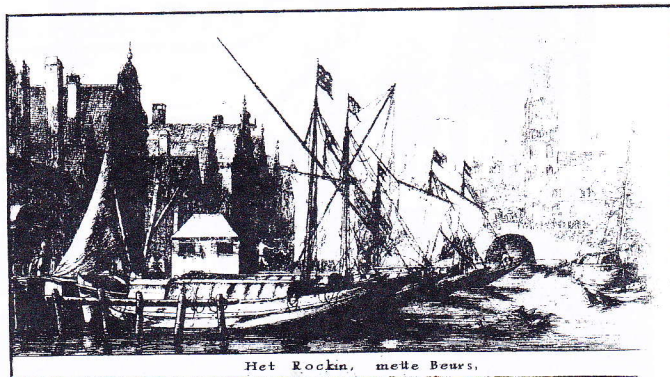


Fig 1. Track boats ready to depart from Amsterdam; in the background the Bourse. (Engraving Reinier Nooms, 1652 - 1654; Rijksmuseum Amsterdam)

<sup>1</sup> After the signing of the Peace Treaty of Münster in 1648, ending the Eighty Years' War of independence against Spain, the country would officially be referred to as the United Republic of The Netherlands, conferring statehood on Holland in combination with six other provinces. The Dutch often refer to the province as well as the country as Holland and because the subject matter relates only to that province, I will use the name throughout this article.

<sup>2</sup> The word *stuiver* is used to refer to the Dutch coin equaling 5 cents. Webster's dictionary refers to *stiver*, which is somewhat archaic. In the plural the addition of an -s is not obligatory, i.e. both *stuiver* and *stuivers* are correct. In old Dutch numerous different spellings occur, as well as the abbreviation *st.*



## Manuscript notations.

Written notations referring to the method of delivery (on foot, by boat) or the fee to be paid to the messenger had made their first appearance in the middle ages. At the time there was no organized mail delivery system and letters were carried by messengers of opportunity. This took place elsewhere in Europe. In southern Germany butchers would travel with their live merchandise from town to town, usually with trade fairs, taking letters along against a small fee. Such mail is referred to as *metzger post*, butcher mail. In Holland the earliest reference to a rate for delivery is found on a letter dated January 5, 1541, from Amsterdam to Hoorn, both important sea ports. It is a manuscript request on the face of the letter to the addressee to *give the messenger three stuivers*. As a rule the recipient paid the messenger, in accordance with the common belief that one should not pay for a service before it was performed. Rate notations were made in red crayon, in Roman numerals in vertical markings, an aide to the sometimes illiterate messenger.

## Need for speedier mail service

The tremendous increase in trade in Holland starting in the late 16<sup>th</sup> and early 17<sup>th</sup> century went hand in hand with an increase in the volume of correspondence. The boom in trade, due in no small measure to the efficient system of canals with their adjacent tow paths, brought with it a flurry of economic innovations. The first trading bourse and stockmarket was founded in Amsterdam in 1608 (Fig 2) while the first currency exchange was created one year later.

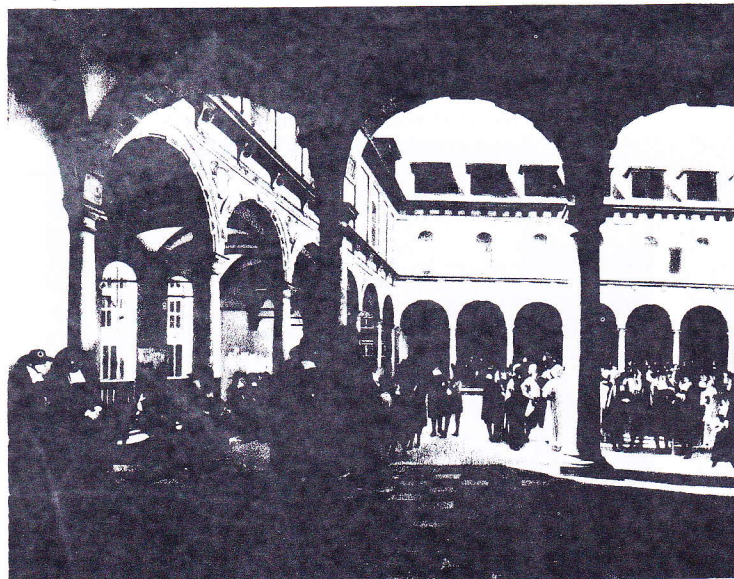


Fig 2. The bourse at Amsterdam (Hiob A. Berckheyde; Museum Boymans Beuningen, Rotterdam).

The first fiscal stamps were issued in 1624. By 1665 400 miles of dug waterways crisscrossed a country that measured 200 miles from its northernmost to its southernmost point. The track boat services between the major towns were reliable albeit slow. An urgent need

arose to expedite reports and correspondence with the day's closing stock and commodity prices. Because the skippers were very much in tune with the wishes of their best customers, the merchants, they founded a postillion service in 1659, a mail service on horseback between the towns of Amsterdam, The Hague, Rotterdam and Delft. Other towns were soon added. As was the case with so many postal innovations, the postillion service was patterned after a similar service created by Thurn & Taxis.

The skippers charged two stuivers for a letter transported by track boat and three stuivers for a letter carried by postillion. As long as a merchant made sure that his letter was in the hands of the postillion by 9 p.m., delivery by 7 a.m. the next day was guaranteed (8 a.m. in the winter). Another development took place around the same time. While at first boats and postillions from competing skipper services had passed each other without exchanging mail, the skippers now joined forces and exchanged mailbags at the town of Alphen, conveniently located about half way between Amsterdam in the north and Rotterdam and The Hague, both further south. Alphen was a busy place at 2 a.m. Not only was the mail exchanged, but letters were counted and records had to be kept for the monthly settlement of accounts.

## A revolutionary postal development: The First Postage Dues

By the 1660's trade had increased so much that a need arose to eliminate the cumbersome writing on each and every letter. Even the method of placing three vertical crayon markings apparently took too long. In 1667 the skippers' office in Amsterdam started placing postal markings on letters arriving from Rotterdam (Fig. 3) and The Hague (Fig. 4).



Fig 3



Fig. 4

They are the world's first postage due markings and I believe that their postal as well as philatelic importance has not been sufficiently recognized. The English Bishop marking probably had more publicity for no other reason than that the use of English is more widespread than its Dutch counterpart. Yet, where the Bishop marking is no more than a date control device, the Dutch 3S marking, as it is commonly referred to, shows the town of origin or transit of the letter (R for Rotterdam, H for The Hague), the amount of postage due (3 S = three stuivers for a single sheet letter, two strikes for a heavier letter etc.) and the coat of arms of the town of destination or transit, Amsterdam (shield with three St. Andrew's crosses).



How do we know that the first handstamps were placed in 1667? The Amsterdam Municipal Archive houses the correspondence to the mayor and municipal council of

types show a posthorn.

Fig. 8 and Fig. 9 show letters with postmarks placed in Rotterdam on letters sent from or via Amsterdam.

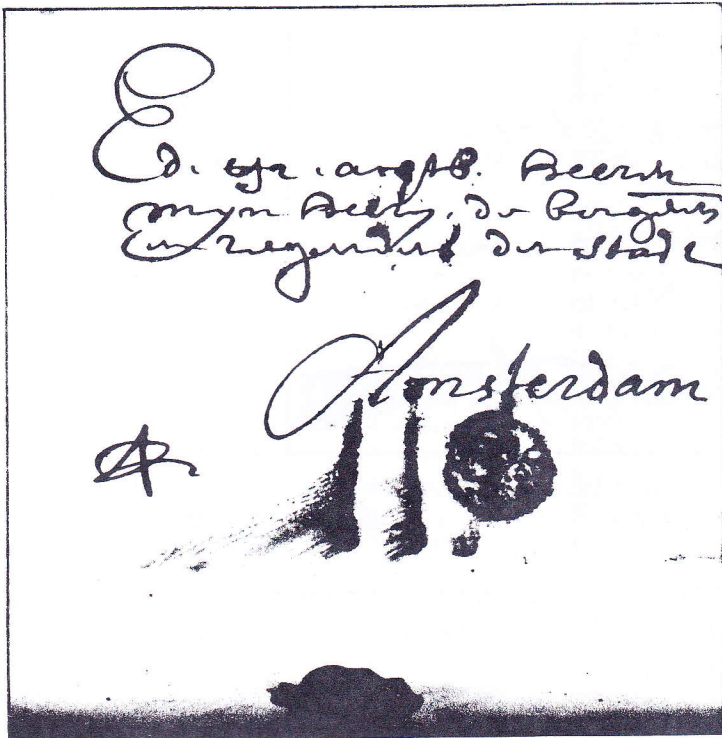


Fig 5. Letter with the earliest H-type marking, dated November 29, 1667 (Amsterdam Municipal Archive).

Amsterdam. Large volumes of letters are bound in chronological order. The first letter with an R(otterdam)-type marking is dated November 19, 1667, while the preceding letter carries only three red vertical crayon marks. Similarly, the first letter from The Hague with an H-type marking is dated November 29, 1667 (Fig. 5), while the preceding letter without a marking dates from September 27.

The clerk in the Amsterdam skippers' office who placed the 3S handstamp on this letter obviously still had to get used to the idea that the three vertical crayon marks were no longer necessary.

The 3S markings placed in November 1667 on these letters are the earliest in a group that eventually came to number more than two dozen varieties over a period of 140 years. If longevity can be equated with viability then certainly these markings were a great success. Few philatelic parallels exist.

Some of the many different types are shown below. Fig. 6 and Fig. 7 both show markings placed in Amsterdam on letters from Rotterdam and Alphen. They clearly show the R, the 3S and the Amsterdam coat of arms. All

### The early findings.

Although there are some earlier references to 3S postmarks, the first substantive article dates from 1927. It elicited an exchange of letters on these markings and a few were reproduced in 1931 in a book by the well known Dutch philatelist O.M. Vellinga. Who discovered the letters with the earliest markings? Credit goes to R.E.P. Maier, a former lieutenant colonel in the Dutch colonial army, the K.N.I.L. (*Koninklijk Nederlandsch-Indische Leger* (Royal Netherlands Indies Army, the Dutch colonial army in the East Indies)).

Maier had been stationed in the Dutch East Indies for his entire military career, entitling him to early retirement in 1934 when he returned to Holland. He had become interested in Dutch East Indies postal markings while still stationed there but back in Holland his interest soon also included early Dutch postal markings, which were not yet a popular collecting area. Maier was the first philatelist to catalog his findings, publishing them in 1936 in an article in *S.A.V.O. (Internationalen Vereins der Sammler vorphilatelistischer Briefe und Postdokumente)*, (*D.A.S.V.'s (Deutscher Altbrief Sammler Verein* (German Organization of Collectors of Old Letters)) predecessor).

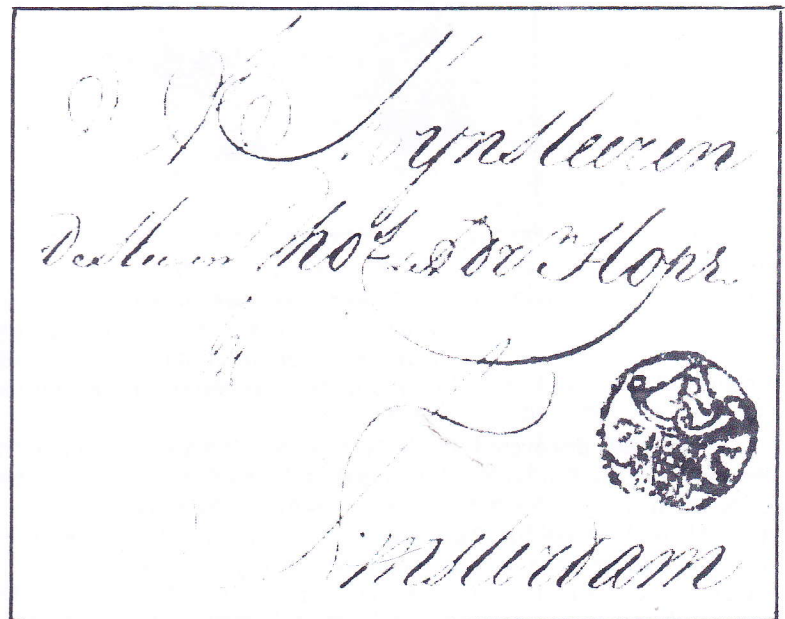


Fig. 6 Letter from Rotterdam to Amsterdam, dated January 1759.



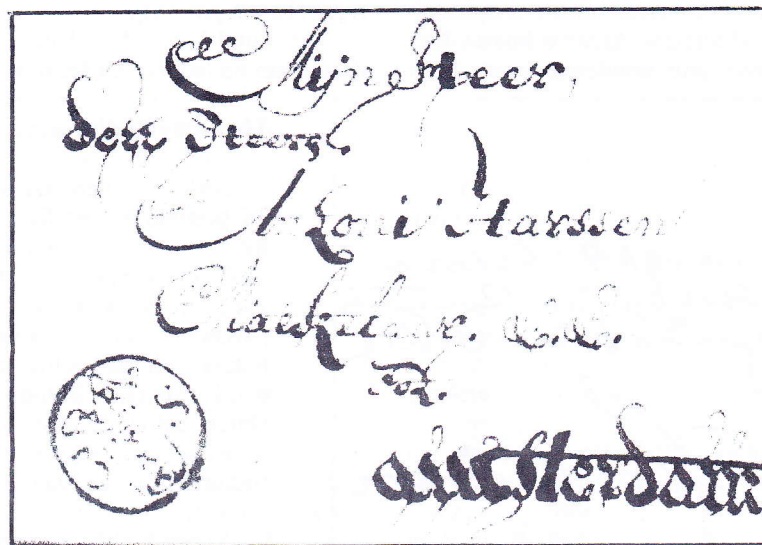


Fig 7. Letter from Alphen to Amsterdam dated October 1775. Letters from Alphen were added to the Rotterdam mailbag and received the R marking upon arrival in Amsterdam.

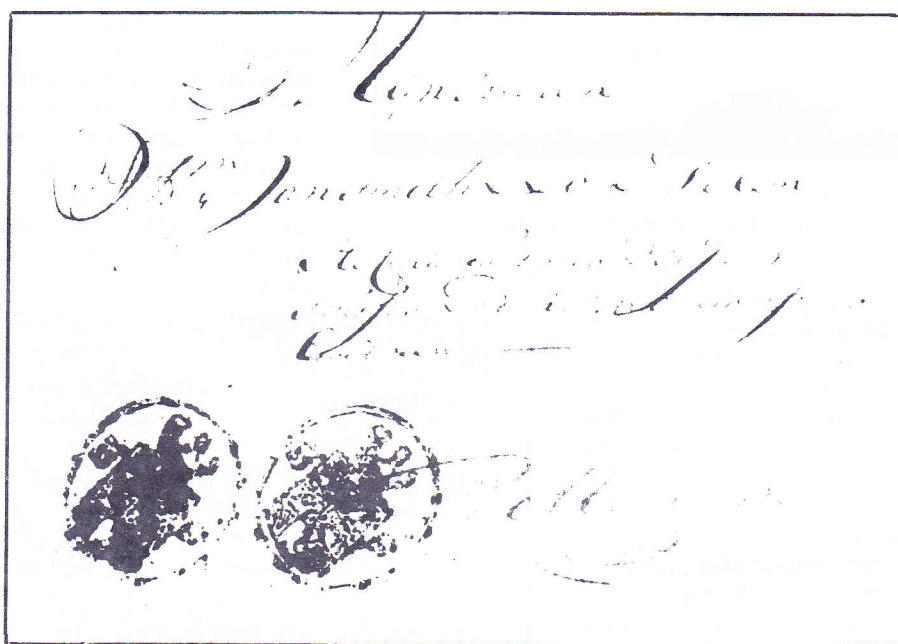


Fig 8. Letter dated March 24, 1739, from Amsterdam to Rotterdam. It received a postmark with the Rotterdam coat of arms upon arrival. This extremely rare marking does not show the A of Amsterdam (origin) within the cords of the posthorn. The exception that confirms the rule.

Maier also discovered the letters with the earliest postmarks in the Amsterdam Municipal Archive and wrote about them in the Dutch philatelic monthly in the same year, 1936. At exhibitions he would show the rarest Indies material and he soon gained the respect and joined the ranks of the top philatelists in Holland at the time. This respected philatelist was later convicted of forging postal markings, including some 3S markings, but especially those of the Netherlands East Indies, a very popular

collecting field at the time. Letters with Maier forgeries have entered the market place.

#### Sources and objective.

When I decided to conduct a comprehensive study of the 3S markings, I realized that unless I devised a method to separate Maier's chaff from the philatelic wheat, my study would be lacking in substance. Although I personally



believed that Maier did not start forging Dutch postal markings until about 1940, I decided to play it safe and use only totally untainted sources that existed prior to his return to Holland in 1934. After publication of Maier's article from 1936 other 3S studies had been carried out, especially by the renowned philatelist P.C. Korteweg, who published a postmark catalog in 1941. That catalog listed a total of 26 R and H types while his subsequent book published in 1956 listed thirty-three types, seven more than in 1941. I soon found out that Korteweg unwittingly included several forgeries but also that he had made several errors.

In the meantime I had received copies of letters with 3S markings from all substantial collections, but of course none of them were untainted and initially I was unable to check their authenticity. One of my untainted sources was the Waller collection in the Museum for Communications in The Hague, formerly known as the *Postmuseum*. P. W. Waller had not only donated his famous first issue collection but, basically unknown to others, had assembled a collection of pre-stamp markings which he also contributed to the then new museum (*Postmuseum*) in 1928. This collection has been left in its original form, displayed on large cardboard sheets, since 1928 and one of the crucial finds was a letter from 1780 with a so called double ring mark. (Fig 10).

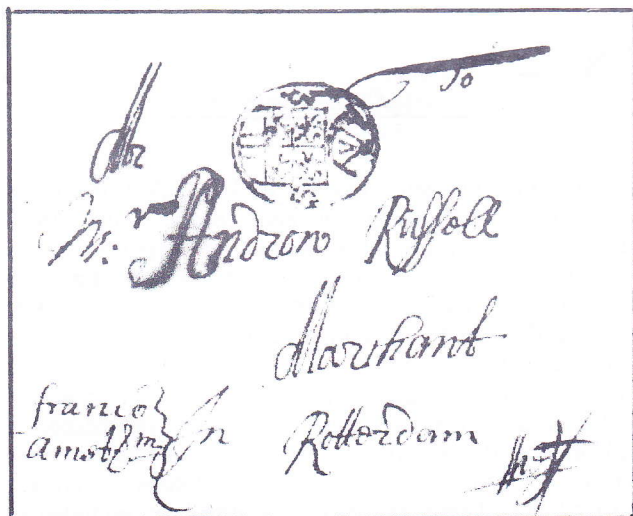


Fig. 9. Letter dated August 1, 1691, from Helsingør, Denmark, to Rotterdam. It followed the overland route via Hamburg and Amsterdam where it was added to the domestic mail. Postage for the leg to Amsterdam was prepaid. Unlike the letter in Fig. 8, the A is part of the design and clearly visible within the cords of the posthorn.

This was crucial because this postmark's existence had in the past been used as an argument that Maier had started forging Dutch postmarks already in 1936 because

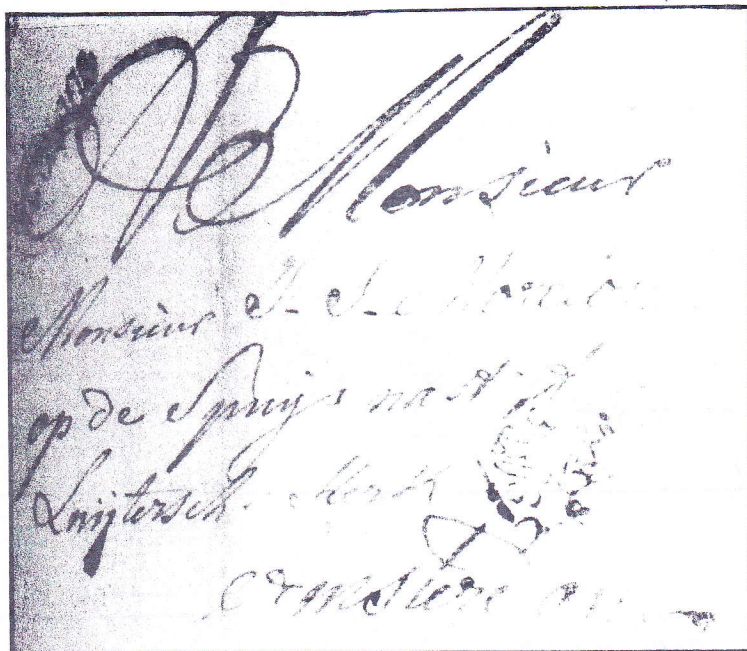


Fig. 10. Letter dated 1780 from the Waller collection in the Museum of Communications. The double ring postmark on a letter from this untainted archive confirmed that it had authentically existed.

this type had been included in his S.A.V.O. article of that year (Fig. 11). It had been argued that it had not authentically existed because it has two features that differ from all other 3S types:

1. it has a double ring
2. the 3 is rounded.



Fig. 11. Maier's drawing of double ring type in 1936 S. A. V. O. article

Although the double ring can only partially and vaguely be seen on the copy of the original letter shown here, the rounded 3 is clearly visible. Therefore, the Waller letter removed all doubt that this postmark had authentically existed, although later forgeries do exist. Maier's 1936 article showed nineteen different postmarks and I believe that all were reproduced from authentic markings or contained "honest" errors as a result of erroneous interpretations of blurred or smudged impressions.

I decided not to use letters from another major collection of this material in the Museum, because although it was donated prior to 1934, the donor had added material afterwards. Although the forgeries in that collection are believed to pertain primarily to Dutch East Indies material, I did not want to taint the study in any way.

I was also able to peruse a section in the large untainted archive of an old and wellknown, Dutch noble family. It dates back to about 1500 and contains the correspondence of numerous mayors and regents. I was



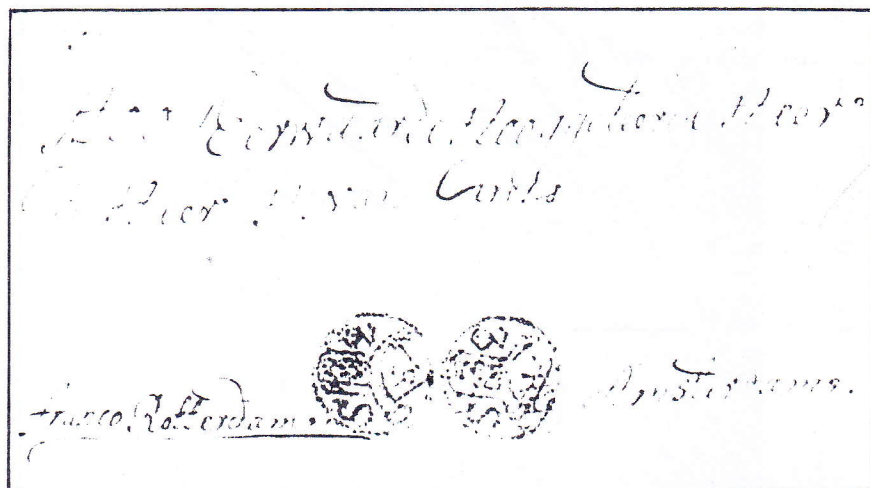
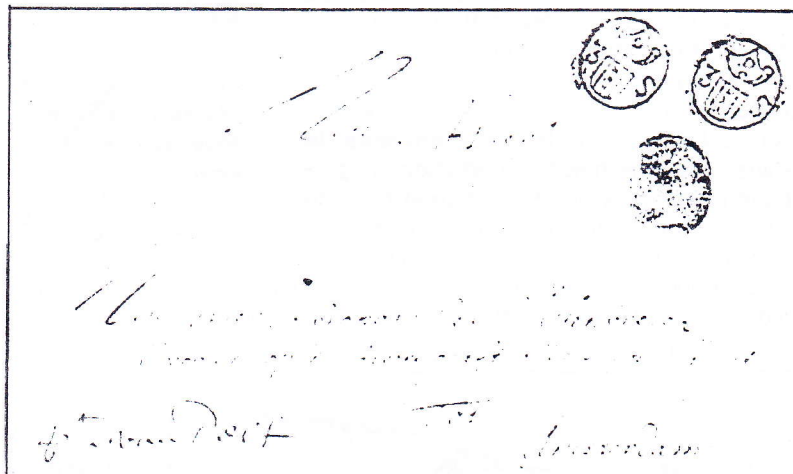


Fig. 12. Enhanced markings on an authentic letter from 1755. The name of the addressee, a high ranking official in the Lutheran Community in Amsterdam, has been removed to hide the origin of the pilfered letter.

Fig. 13. A triple strike of the fifty-three rare D(elft) postmark on an authentic letter dated 1683. Unfortunately the two "good" postmarks are Maier forgeries.



able to check the letters from some crucial periods and although I was not permitted to copy letters with postal markings, I was allowed to compare my transparencies with red reproductions of postmarks against some of those from this archive which I knew to be authentic. I was thus able to confirm the correctness of some of the data I had developed earlier.

The archival holdings of the Amsterdam Municipal Archives (G.A.A.) total in excess of twenty miles, reputedly the largest in western Europe. Over the years I had made numerous visits to this facility but research had often been hit or miss because of the sheer volume of 17<sup>th</sup> and 18<sup>th</sup> century material. Some individual archives measure twenty yards in length and contain thousands of letters. Yet I had developed somewhat of a 6<sup>th</sup> sense in locating interesting material, much of which I planned to use for my study. Then, a few years ago, when the management of the G.A.A. became aware of the seriousness of my study, a curator was assigned to assist me and the archival searches became focused and fruitful. They resulted in numerous important discoveries, data that

became an integral part of my study. The G.A.A. itself was made aware of the rarity of some of the items. As is customary in such institutions, correspondence is cataloged by historical rather than philatelic content and importance. By copying their letters with postal markings, knowing them to be authentic and untainted, my task was facilitated. The sheer volume and variety enabled me to fill most gaps in my study. Then, using material from the Waller and G.A.A. archives, I produced transparencies with untainted postmarks of most types in red, to easily detect variations with impressions on letters which are always black. These transparencies have been included in my book as an aide for verification to collectors. A new chronological numbering system will be used by Dutch auction houses in the future.

#### The forger and his methods.

When Maier was arrested and convicted, the police confiscated 323 stamps, mostly cut into linoleum, as well as 1132 entires, 515 with marking which were not forged or irrelevant. The Maier archive is now located in the



MVC (*Museum voor Communicatie* (Museum for Communication, the new name for the old Postmuseum)) and I had access to it for my study. A large chapter in my book covers forgeries and I have written about it elsewhere.

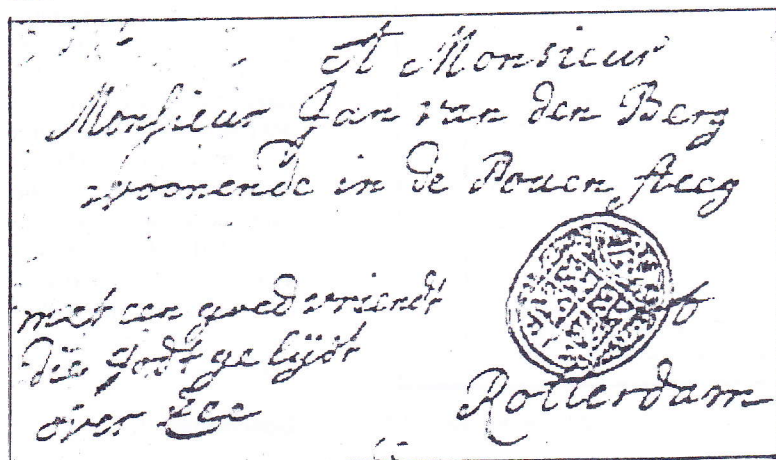


Fig. 14. Maier fantasy postmark on an authentic letter. One cannot help but begrudgingly admire its quality.

Who was Maier? The charges against him listed that he had started collecting Indies postmarks around 1924. In his position in the army's topographical service he traveled extensively around the East Indies and had access to many archives. He was often allowed to take old letters. Just as often he would just take them. After his return to Holland, realizing that many of the recorded postmarks on letters were poor in quality, he initially started improving them. Many other philatelists in those days filled in missing details to obtain a better impression or to make the letter more collectible. Enhanced postmarks are not forgeries *persé*. Maier was a talented graphic artist and also an expert in manufacturing inks. By using ingredients such as oak apple he was often able to closely match the original ink. Although he had excellent drafting skills, when enhancements are drawn by hand no two impressions are exactly alike. (Fig. 12)

Maier then started creating duplicates of genuine postmarks, which he used to superimpose on poor impressions. From there it was only one more step to start placing "his" postmarks on letters that had none originally or adding one or more to a letter with a genuine postmark to create a rarer usage. (Fig. 13)

Finally he created fantasy postmarks that never authentically existed and placed them on letters given to him or stolen by him from the archives of religious institutions or others. (Fig. 14). Often he would change the name of the addressee on letters to hide their origin.

Why would Maier have created these forgeries? When he retired from military service in 1934 his monthly pension was fl. 1,250.-, a substantial sum in those days.<sup>3</sup> Why would he start forging Indies postmarks in the late 1930's and Dutch postmarks from about 1940? I believe

that initially he had the feeling that he could fool the so-called experts because "his" postmarks were accepted without their authenticity being questioned. He probably felt a bit like the master forger Han van Meegeren who was so good at forging Vermeers that many experts did not believe him when he confessed. Yet, a second reason might be financial. The first post war issue of the Dutch philatelic monthly published in September 1945 states that Maier had been removed from the editorial board because of this membership in the N.S.B. (*Nationaal Socialistische Beweging*), the pro-German Dutch Nationalist Movement. Under the Dutch Freedom of Information Act records of convicted war criminals were released in November 2000 and I was able to obtain

the Maier file.<sup>3</sup> It stated that he had been found guilty of various activities, including betrayal of a neighbor he had suspected of harboring weapons for the underground. He served a 2½ year prison sentence and paid a heavy financial fine. Although he definitely forged some Dutch

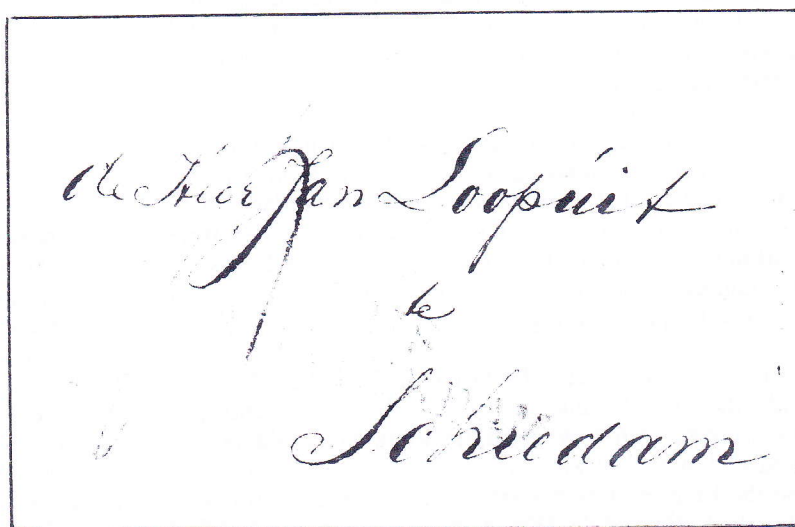


Fig. 15. Letter dated December 1812, while the country was annexed by France. Note the Département nr. 118 above "Amsterdam".

postmarks prior to 1945 and sold some of the items to collectors, I strongly suspect that his activities increased after his release from jail. He might have needed the money brought in by selling letters with forged postmarks

<sup>3</sup> According to one of my sources it was likely that Maier's army pension was cut in half after he was found guilty of collaboration with the German occupiers during WWII. This apparently was a customary part of the punishment. Although I believe it to be likely I could not find any evidence of this in the documentation that was released in 2001 under the Dutch Freedom of Information Act.



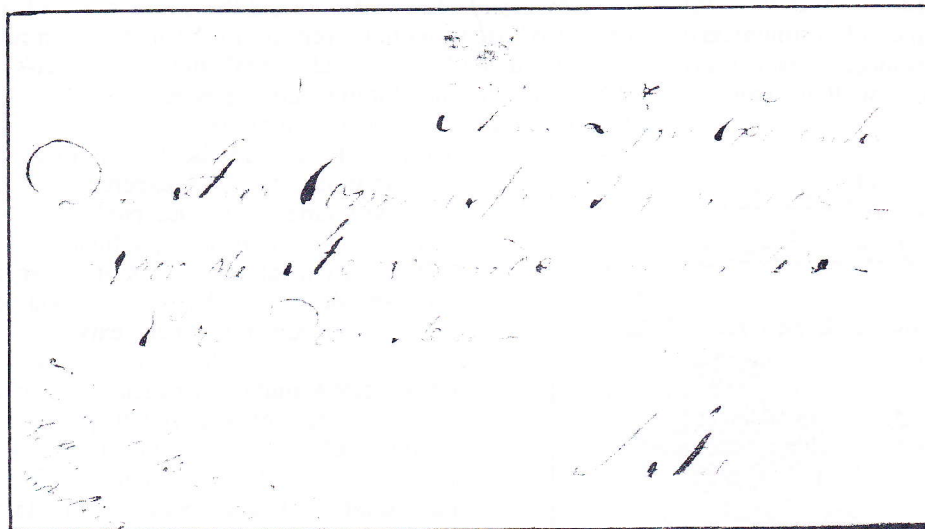


Fig. 16. Example of letter with Département number removed after departure of the French.

maybe combined with the urge to take revenge on the philatelists who now ostracized him.

#### The forger unmasked.

How were Maier's illegal activities discovered? It was almost embarrassing for a man of his caliber. In 1957 he submitted a very valuable collection of letters with rare postal markings of The Netherlands and the Netherlands East Indies to a wellknown Dutch auctioneer. Several letters in this large lot carried postmarks which could not possibly be genuine.

One of the letters was dated 1812, at which time the country had been annexed by France. The French postal service had created *Départements* and in accordance with existing regulations all letters received a departure marking that showed the name of the town and above it the number of the *Département* in which it was located, a so called Empire marking. (Fig 15).

By November 1813 the last French soldiers had left and the Dutch had regained their independence. Handstamps with new departure markings could not be produced at such short notice so the Dutch continued to use the Empire markings but immediately crossed out or otherwise removed the *Département* numbers so identified

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Maier was found guilty in 1960, paid a fine and received a prison sentence which was suspended because of his age.(Fig. 17)

Fig. 17 R.E.P Maier in 1942



It should be noted that upon his arrest, in addition to Netherlands and Netherlands East Indies material dozens and dozens of impressions of forged foreign postmarks were found in his home. They include markings from the U.S., Canada, Great Britain, France and Thurn & Taxis, to name a few. His activities do not seem to have had a negative effect on his health. He reached the ripe age of 100. Until the end he was ready to discuss philately, but I was told he always refused to comment on the subject of forgeries.

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with the hated French.(Fig. 16). The letter in question was from January 1812 and showed an Amsterdam DÉBOURSE postmark with the number of the Département, 118, removed. That was an obvious impossibility and it unraveled Maier's entire scheme. The auctioneer and others he consulted then started analyzing the postmarks on some of the other letters and found more questionable material.

#### Conclusion.



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## The Difficult 'Van Konijnenburg's'

by Mardjohan Hardjasudarma

In the 1940's, new definitives were issued in The Netherlands and her three colonies using Van Konijnenburg's design of Queen Wilhelmina 'in profile'. In the Dutch East Indies, a set of circumstances arose that caused some of these stamps to become very rare, in particular the 35c, 5 Gld and 25 Gld values. To begin with, the stamps were issued in 1941, and saw only limited use before the Japanese overran the colony.

Depending on the source, as few as 4,000 copies of the 5 Gld, and 10,000 each of the 35c and 25 Gld may have been sold. The 2003 'Speciale Catalogus' mint/used prices (in Euros) are 208/453 (35c), 400/800 (5 Gld) and 325/180 (25 Gld). Used 35c and 5 Gld stamps need to have cancels with a legible date; otherwise they are priced as mint copies.

Large numbers of unfinished, imperforate sheets fell into the hands of unauthorized persons, and eventually

into the stamp trade. Some have been privately perforated, gummed, or provided with a fake cancel, and even with certificates of authenticity' (Ned Maandblad v Philatelie, January 1967, p 12 and September 1970, p 465). At one time the NVPH was so concerned it offered to provide free certificates to authenticate the 25 Gld (and others?). (ibid. June 1949, p 139). Caveat emptor!

Used on cover the 5 and 25 Gld can be found on heavy letters to foreign destinations, often to the United States. Despite the commercial or official nature of these covers, the franking often suggests that the sender, the recipient, or both, were philatelists.

The 35c on cover is extremely rare. For the above reasons, the Dutch decided not to use the VK's anymore when they reestablished their authority at the end of the war, except for the 5 Gld and some other values, which were reissued with a '1947' overprint as a safety



precaution.

The Japanese divided their new conquest into three independently administered areas: Java, Sumatra, and Borneo & the Great East. Stamps bearing the Queen's picture were not allowed on Java. They were used with overprints on Sumatra and BGE.

Table 1 gives an idea about quantities printed, distributed, sold, and remainders.

Value	Printed*	Distributed (NVPH)	Sold (estimate)*	Remainder*
35c	212,200	10,000	10,000	200,000
5 Gld	66,700	9,000	4,000	61,700
25 Gld	16,600	14,000	10,000	----,----

From:

\*: Ned. Maandblad v. Philatelie. Aug 1947, p 99

NVPH: Speciale Catalogus 2003

While the 'Speciale' clearly states that quantities overprinted by the Japanese are unknown, one can deduce from the table (assuming the data is reasonably accurate) that no more than 2,200 of the 35c stamps and 1,000 of the 5 Gld were. The number for the 25 Gld. is probably significantly less, judging from their generally higher market prices (compared to the 35c and the 5 Gld.). in

Tables 2 a and b. Of these, unknown quantities were yet again overprinted by the Indonesians when they took over at the end of 1945. Tables 2 a & b and 3 provide an oversight of the types of overprints applied by the Japanese and by the Indonesians, and their valuation.

A total of nine different Japanese overprint types are known for the 35c, 21 for the 5 Gld., and 30 for the 25 Gld. (Table 2) The valuations are in Euros and show generally higher prices for the 25 Gld, followed by the 5 Gld and the 35c. The 35c saw some use on postal money orders. Non-philatelic usage of the 5 Gld. and the 25 Gld. was probably only on statements of account for telegraphic money orders from Sumatra. Even this is quite rare? since preference was apparently given to using low values, often in large numbers. All Indonesian overprints are from Sumatra, four types are reported for the 35c, seven for the 5 Gld., and just six for the 25 Gld. (Table 3) Like the Japanese types, the 25 Gld. are generally priced higher than the 5 Gld. which in turn are more expensive than the 35c. Prices in Table 3 are in Dutch guilders of some 22 years ago, making, meaningful comparisons with the Netherlands Indies and the Japanese types practically impossible. Only one price is given for every known type' without apparent distinction between mint and used. The author has personally not seen non-philatelic usage.

TABLE 2  
JAPANESE OCCUPATION TYPES OF  
THE 35C, 5 GLD AND 25 GLD VAN KONIJNENBURG VALUES, 1942 - 1945  
PRICES IN EUROS  
A. SUMATRA OVERPRINTS

SUMATRA OVERPRINTS	35 c		5 Gld.		25 Gld.	
	Mint	Used	Mint	Used	Mint	Used
Tapanuli 21 r					1500	1200
22 p					1500	1200
Riau 381 z					675	
West Coast 33 z				230		
34 z			280	340	350	500
Palembang 53 z	15	30	400	400		
53v			400	400		
572 z			325		1500	
572 r			325		500	
Lampung 61 z					1500	2000
611 b					2500	
612 z					1500	2000
BangkaBelitung 70r				750		
70v					750	1100
Semi General 824 z			180	275	550	600
824v			150	180		600
824 b			125	180	550	600
87 z/3 z	80					
87 v/3 z			150	150		
88 z/3 z	30	70				
88v/3v				240		
General 912 z	12	20	120	60	230	340
913 z					230	340
913 v					750	1250
92 z			120	180		



# B. BORNEO & GREAT EAST OVERPRINTS

BGE ANCHOR OVERPRINTS	35 c		5 Gld		25 Gld	
	Mint	Used	Mint	Used	Mint	Used
10 z	45	135	180	270	675	900
10 v		270			1150	
111 z	45	135	180	270	675	
112 z	55	135	180		675	900
113 z					675	
114 z	55		270		675	900
116 z					675	
117 z			270			
112v					1150	
114 v			270		1150	
201	135	135				
41 v					675	
42 z					900	
42 r					1350	
53 z					900	
53 g					900	1350

b - blue; g - green; p - purple; r - red; v - violet; z - black

From: Vosse, L. B. Catalogue of the postage stamps of the Netherlands East Indies under Japanese Occupation 1942-1945. Dai Nippon Philatelic Society, 2001

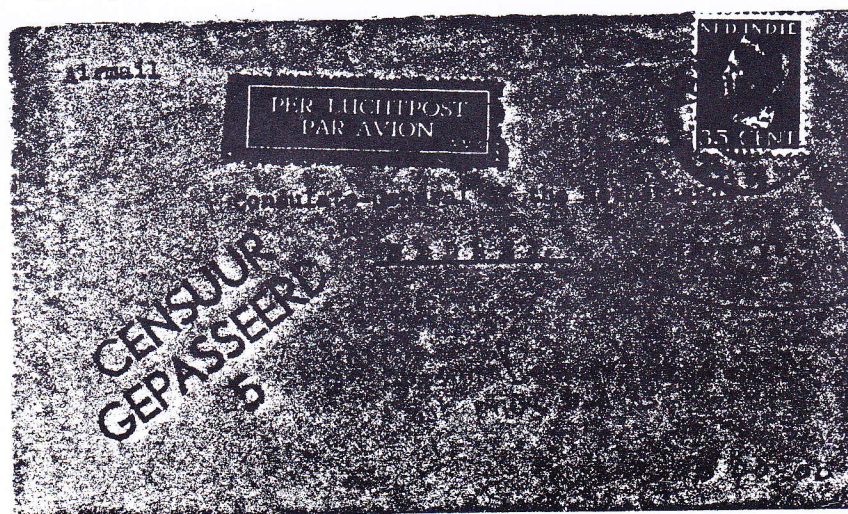
TABLE 3  
INDONESIAN OVERPRINTS OF THE 35C, 5 GLD  
AND 25 GLD  
VAN KONIJNENBURG VALUES, 1945- 1949  
PRICES IN (1981) DUTCH GUILDERS

b - blue; g - green; p - purple; r - red; v - violet; z - black  
From: Catalogus van de postzegels uitgegeven door het rebellerende regime van de Republiek Indonesie 17 augustus 1945 - 27 december 1949. Philatelistenvereniging Dai Nippon, 1981

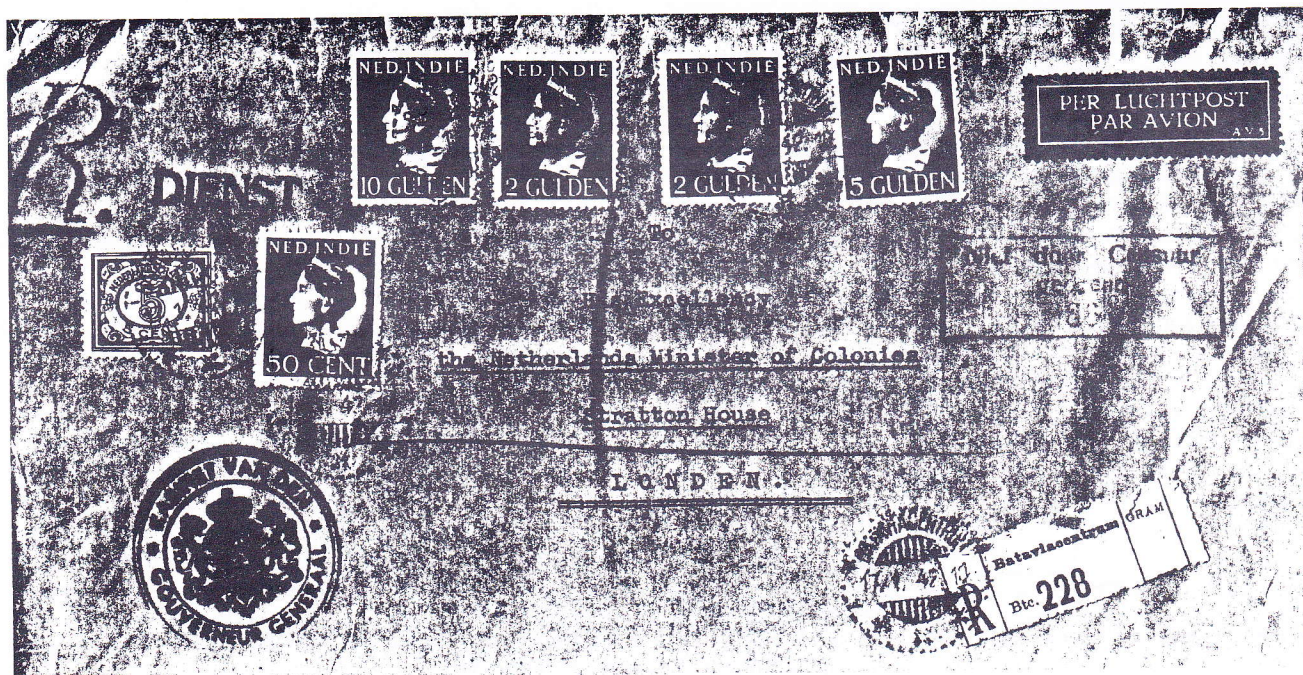
In summary, the rare and often forged 35c, 5 Gld and 25 Gld Netherlands Indies Van Konijnenburgs acquired their unique status because of the small numbers released during a short period of validity. Much less is known of their Japanese and Indonesian offshoots, though they are equally scarce, if not more so.

OVERPRINT TYPE	35 C	5 GLD	25 GLD
Sm 11 -92z		150	
-87v/30z			350
Sm 211z-91 lz	100	175	275
-92z		150	
211v-92z		150	
Sm 213v-911z		250	
Sm 221 z-92z		250	
221 r-92z		250	
Sm 32-88z130z	50		
Sm 32			500
Sm 54	75		400
-53z	60		
-70v			400
-911z			400

35c Single letter rate Batavia  
Centrum December 11, 1941 to  
Australia. Censored at Batavia. A  
stamp dealer at one time priced this  
item at \$40, a steal by today's  
standards.







5 Gld on registered cover from the Cabinet of the Governor General to a member of the Dutch government in exile in London, Batavia Centrum January 17, 1942. Framed 'Not opened by censor/86'. Red lacquer seals but no receiver on the back.



25 Gld on registered cover from the Commander of the Armed Forces and Head of the War Department in the Netherlands Indies, Bandung August 9, 1941. Framed 'Not opened by censor/85'. New York, NY' August 27 receiver.



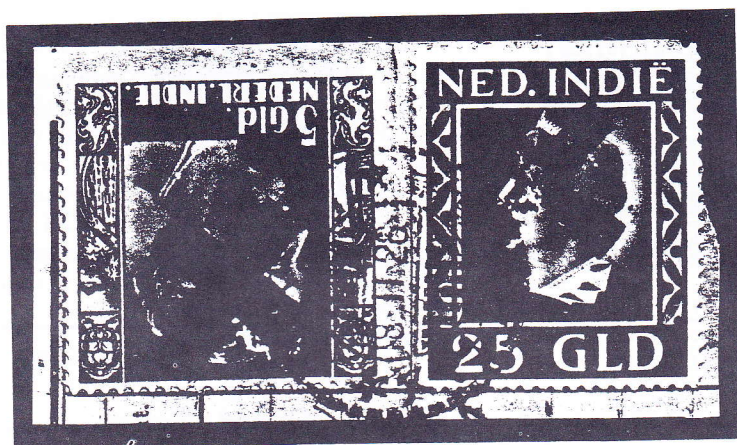
## Japanese occupation overprints



35c with lilac anchor overprint (2p-49) with 5c numeral on a fragment of a postal money order from Tandjoeng Kandangan, (1)9 3 4 in manuscript (March 4, 1944)



5 Gld with Sumatra West Coast black cross overprint, Padang 19.2.28 (February 28, 1944)



25 Gld with Sumatra West Coast black cross overprint (34z/58) together with 5 Gld Kreisler on statement of account fragment, Padang 18.11.28 (November 28, 1943)

## Indonesian overprints

35c with Japanese Sumatra general 'bar-T' overprint, as well as 'Rep. Indonesia'





## GEVESTIGD TE ROTTERDAM



Memperingati 9 mab  
6 bulan berdirinya  
"negara Republik  
Indonesia" 17-2-1946

R.



Abold Lofjan  
Abdani

Dikl.  
 Puan L. P. Mahendja  
 Pengumpul Bungklo  
 Jalan Cendana. No.  
 Medan.



## What happened to the Dutch Windmill Perforator?

The Dutch Windmill perfin has been the subject of much discussion over time, especially during 1984 when recently issued stamps appeared with the windmill perfin in it. The initial reaction was that these were bogus perfins, made by an impostor who had replicated the pattern in order to cash in on the popularity of this particular pattern. Copies sold for around \$15 at the time. After some investigation however, it was concluded that the perfins were 'legitimate', in the sense that they were made with the original perforator. The story that follows shows the history of the windmill perforator.

In 1932 the Eerste Nederlandsche Cooperatieve Kunstmestfabriek (E.N.C.K) in Vlaardingen, whose main product was superphosphate, started using perflins (stamps

with PERFORated INItials) in their mail room. Many other companies used the same method to cut down on the theft of stamps. By having the stamps perforated they could be identified as belonging to the company and not to an employee. Instead of using the E.N.C.K. initials as the perforin pattern they decided to use their company logo as their pattern; the E.N.C.K.'s logo was a windmill. They had chosen the windmill to better appeal to their international clients; E.N.C.K.'s foreign subsidiaries had been using this windmill logo for quite some time.

The windmill perfin is based on the outline of a so-called Zuid-Hollandse Windmill (Zuid-Holland is the province where Vlaardingen is located). It was not without controversy that the original symbol was accepted since

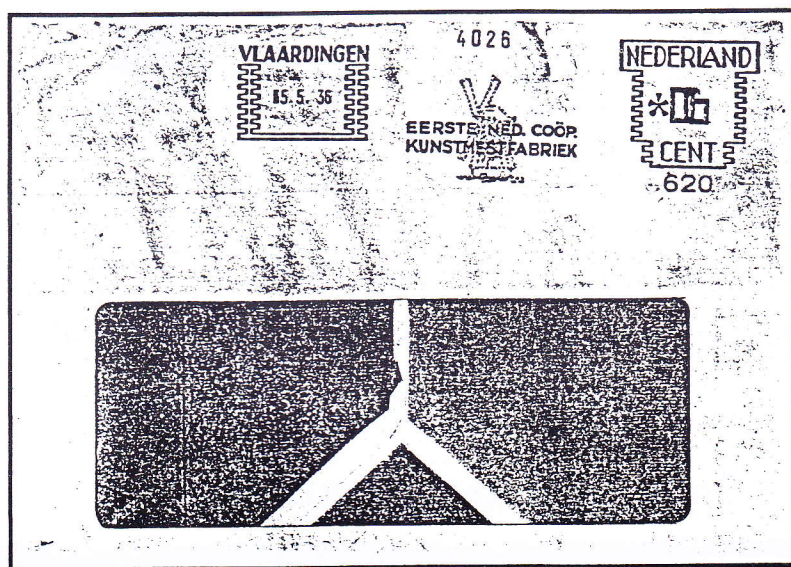


the position of the sails is incorrect. They are pointing in the wrong direction, however, no correction was ever made.



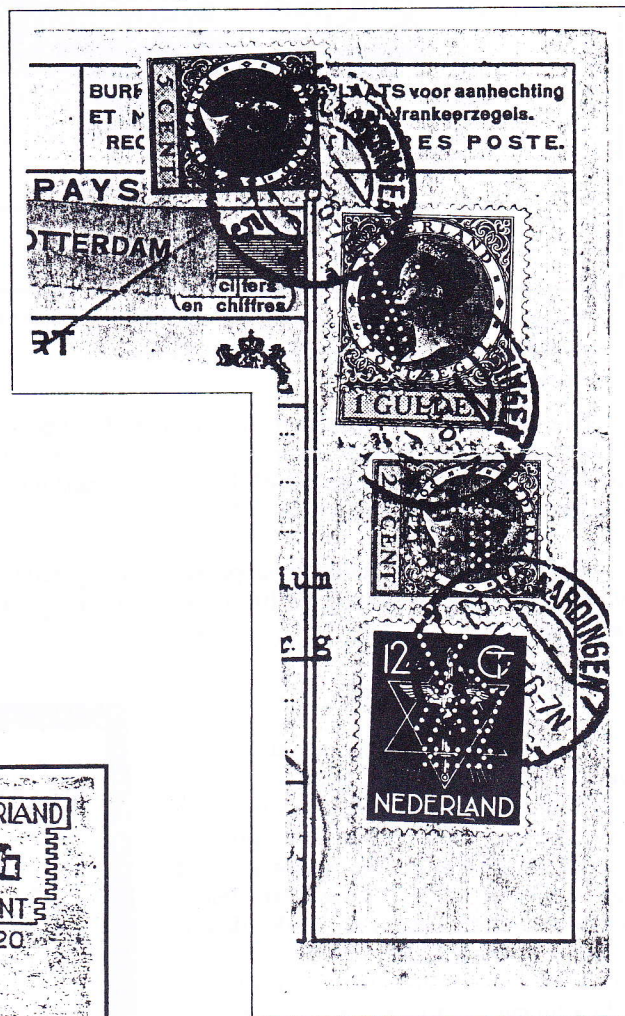
*Illustr. 1 Letter sent June 28, 1933 from E.N.C.K. in Vlaardingen to a company in Velsen. The 5 cent William of Orange stamp has the windmill perfin.*

By the end of 1935 the use of postage meters (so-called red frankings since these markings were applied using red ink) had become the far more efficient way for franking larger amounts of mail and the E.N.C.K. too decided to switch. They purchased a Francotyp postage meter machine (its number was 620), which they started to use in early 1936. As part of their design they once again choose a windmill. The windmill perfin was sporadically used until the end of 1936.



*Illustr. 3 Letter sent May 15, 1936 from E.N.C.K. in Vlaardingen. The letter was franked with a 6 cent Francotyp 'red franking'.*

As time progressed, and the company changed hands, they continued using postage metering devices for their frankings. When E.N.C.K. was taken over by CRC (Central Resources Corporation) in 1970 the company (it became a subsidiary of CRC) changed its name to Windmill Holland, and later to Windmill International, which in 1989 was bought out by the Norwegian Hydro corporation; they used a Viking ship as their logo. Windmill International however, remained a subsidiary (as was the Fertex corporation) and windmills were still being used in their metering markings. By the end of 1999 the plant in Vlaardingen closed down.



*Illustr. 2 An unusual use of the windmill pattern is shown here on a 1935 parcel post clipping. When sending out a package a form had to be attached, containing the proper amount of franking. In this case 142 1/2 cent. Three of the four stamps used had the windmill perfin pattern. These address cards became property of the Dutch PTT, but once the PTT found out that money could be made reselling these used forms they cut off the part containing the address and sold the leftover part containing the stamps.*





*Illustr. 4 Letter sent February 14, 1989 from Fertex B.V. to a department of the town-office in Vlaardingen. Notice the dominant use of the windmill logo.*

One would have thought that with the use of the postal franking machine the perforator would have seen its last use, but it turns out that the life of the windmill perforator was prolonged and it even saw new life.

Early 1984 there suddenly appeared a few modern stamps with the windmill perfin in it. How was this possible?

This is what happened:

In 1936 the perforator was set aside in an E.N.C.K. office and it lead a dormant life until another E.N.C.K. employee was assigned that office. When this employee moved in he noticed the perforator and not knowing what it was, but being somewhat fascinated by it, he decided to take it home. The employee's son attended a vocational school in Vlaardingen, and when he started attending a new class, the teacher (Jan Hendriks) introduced himself by talking, among other things, about his hobbies. One of Jan's hobbies turned out to be stamp collecting and then especially the collecting of perfins. Of course he had to explain what a perfin was. The student realized that his Dad had a perforator on his hands. He brought it to Jan, who was delighted to see it. After clarifying where it came from and getting permission to keep it Jan took possession of his treasure. Come Christmas time he decided to surprise about a dozen of his friends in the U.S. and he sent them

Christmas cards with windmill perforated stamps on it. Apart from these perfins, and a couple of other perfins done for his U.S. friends as a lark, no new ones were made.

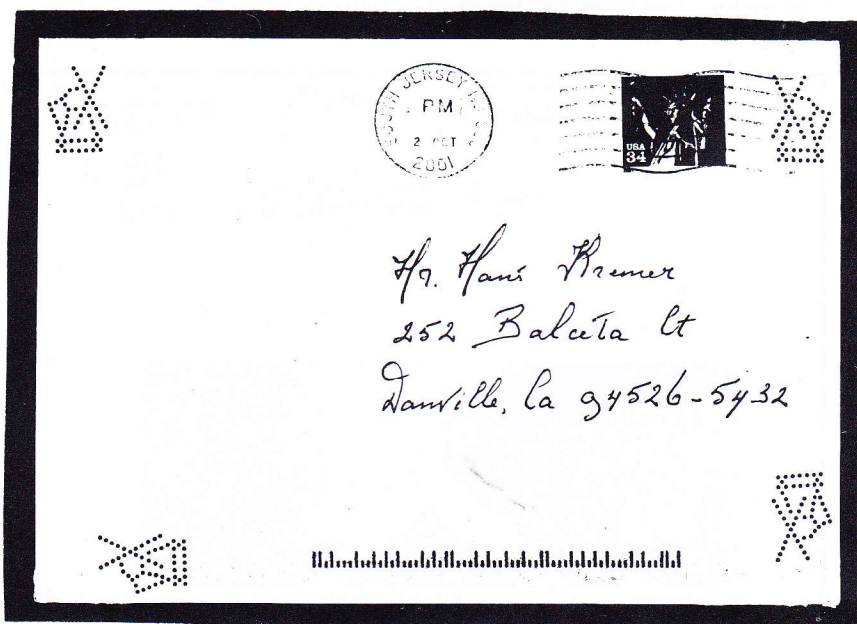
A few of these perfins fell into perfin collectors hands and they of course caused quite a stir, and it lead to the previously mentioned speculation about the windmill perforator's whereabouts.

I managed to track Jan down (he lives close to Hellevoetsluis), and not knowing that he still had the perforator I was surprised to get a letter from him, with windmill perforations in all four corners of the letter, and an invitation to have a look at the perforator myself.

I recently had a chance to visit Jan and make some pictures of the perforator. Although there are no manufacture identification markings on the perforator, making it impossible to

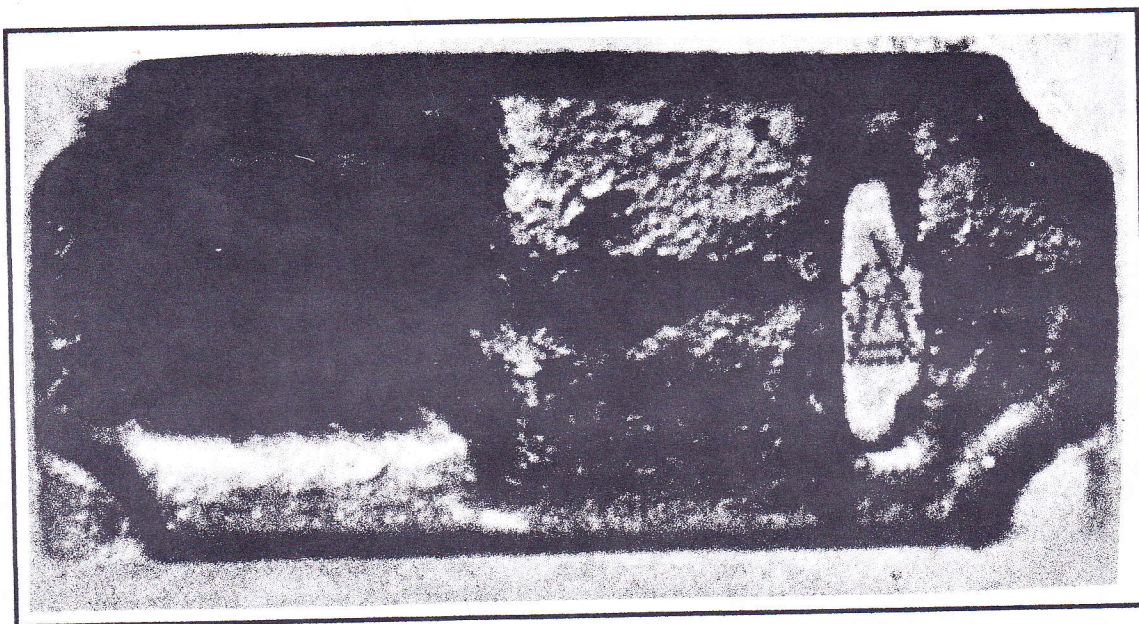
identify where and by whom it was made, it does have a number "14" under its handle.

A while back I encountered one of these 'modern windmill perfins' on the eBay Internet auction site. It was sold for \$18. It was this modern perfin that was the starting point for this article.



*Illustr. 5 Cover with windmill perfins in all four corners. The sender of the letter (Jan Hendriks) was in the U.S. at the time and he had some pre-perforated envelopes with him.*

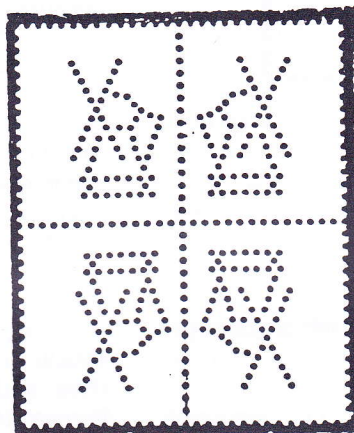




*Illustr. 6 The windmill perforator and a close up of the bottom of the windmill perforator.*



*Illustr. 7 A modern (1989) windmill perfin.*



*Illustr. 8 By folding a block of four stamps twice, perforating them, and unfolding them the shown pattern results.*

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 Marty O'Grady, Personal correspondence, 2002

### The First Railway on Java

*by Richard Wheatley*

For sometime now I have been puzzled by the competing claims for the commencement date of the railways on the island of Java. In an effort to sort these claims out, I decided to tabulate the information that I have found. Hopefully one of our members will be able to come up with the definitive answer.

1867 Indonesia Post Office. On 15 May 1968 it issued two stamps to commemorate 100 years of the railways on Java. The stamps are inscribed 1867 - 1967.

Railway Study Group. They mention the issue of the 1968 stamps, with the additional information that the first line ran the 16 km from Semarang to Tanggoeng.

1869 De Elektrische Stadstrams op Java. This little book says that on 20 April 1869 horse drawn trams ran between Weltevreden - Amsterdamsche Poort - Molenvliet - Harmonie by BTM. Line extended in June and again in March 1870.

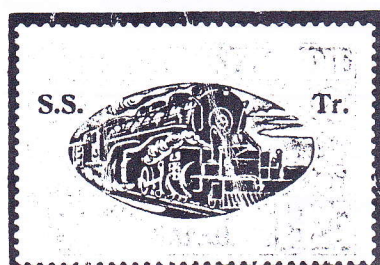


1871 Poststempel Catalogus N-I 1864 - 1942, P. Storm van Leeuwen. In his book Peter states that on 16th September 1871 the first 6 km of track was opened between Batavia and Weltevreden by NISM.

The NISM private railway ran from Semarang to the *Vorstenlanden* (Sultanates of Soerakarta and Djokjakarta) where there were many plantations.

1873 In this year he says that SS opened its first line on May 16, a 63 km stretch between Soerabaja and Pasoeroean.

1875 I have a label which portrays a steam train, the years '1875 6 April 1925' and the letters 'S.S. / Tr.' All this seems to suggest 50 years of State Spoorweg (railway) and Tramways (Tr).



Label to commemorate 50 Years of Staats Spoorwegen and Tramweg My.

1883 Village name *langstempels* were issued to Halt(e)s on the railway, with the instruction to use them only on telegraph forms.

1891 It now becomes official to use the Halte langstempels on postal items.

#### Definitions

**Tramway** A light railway with restricted speed.

**Railway** Able to travel at higher speeds than trams, due to a signalling system being used and there are more safety controls.

#### Abbreviations

BTM	Bataviasche Tramway Mij
NISM	De Nederlandsche Spoorweg Mij
SS	Staats Spoorwegen (State Railway)

#### Editor's Note:

When I was researching the info above I discovered a Website with a lot of information about the history of railways in Indonesia. What follows is only part of what is written on the Website: <http://keretapi.tripod.com/>. The author is Indra Krishnamurti. Check it out.

#### History of Railways in Indonesia

On June 17, 1864, Governor-General Mr. L. A. J. W. Baron Sloet van Beele broke ground for the first railway line in Java, which was then part of Netherlands East Indies. The line belonged to the *Nederlandsch-Indische Spoorweg Maatschappij* (Netherlands East Indies Railway

Company), and the first line in operation was between Semarang and Tanggung, opened on August 10, 1867.

The line was unprofitable, so the company turned to the government for help in completing the rest of the 166 km long main line to Yogyakarta through the *Vorstenlanden*. The high costs involved in the building was partly caused by the decision to build the tracks at the standard gauge (1435 mm / 4' 8 1/2"). This also resulted in the selection of a narrower gauge for most of the later construction, after a 1869 report by J. A. Kool and N. H. Henket showed the economy and suitability of a 1067 mm (3' 6") gauge.

The first of the narrow gauge line was also built by the NIS, connecting Jakarta and Bogor. It was opened on January 31, 1873 after two years of construction. The line was quite profitable, but as it was isolated from the rest of the NIS lines in Central and East Java; it was later sold to the SS in 1913.

The state then began to get involved directly in the construction of railways. In May 16, 1878 the first line of the *Staatsspoor- en Tramwegen in Nederlandsch-Indië* (State Railway) was opened between Surabaya and Pasuruan. Three years later, construction was begun on a line from Bogor to Cicurug in West Java, with the intention to reach Cilacap, an important port on the southern coast of Java.

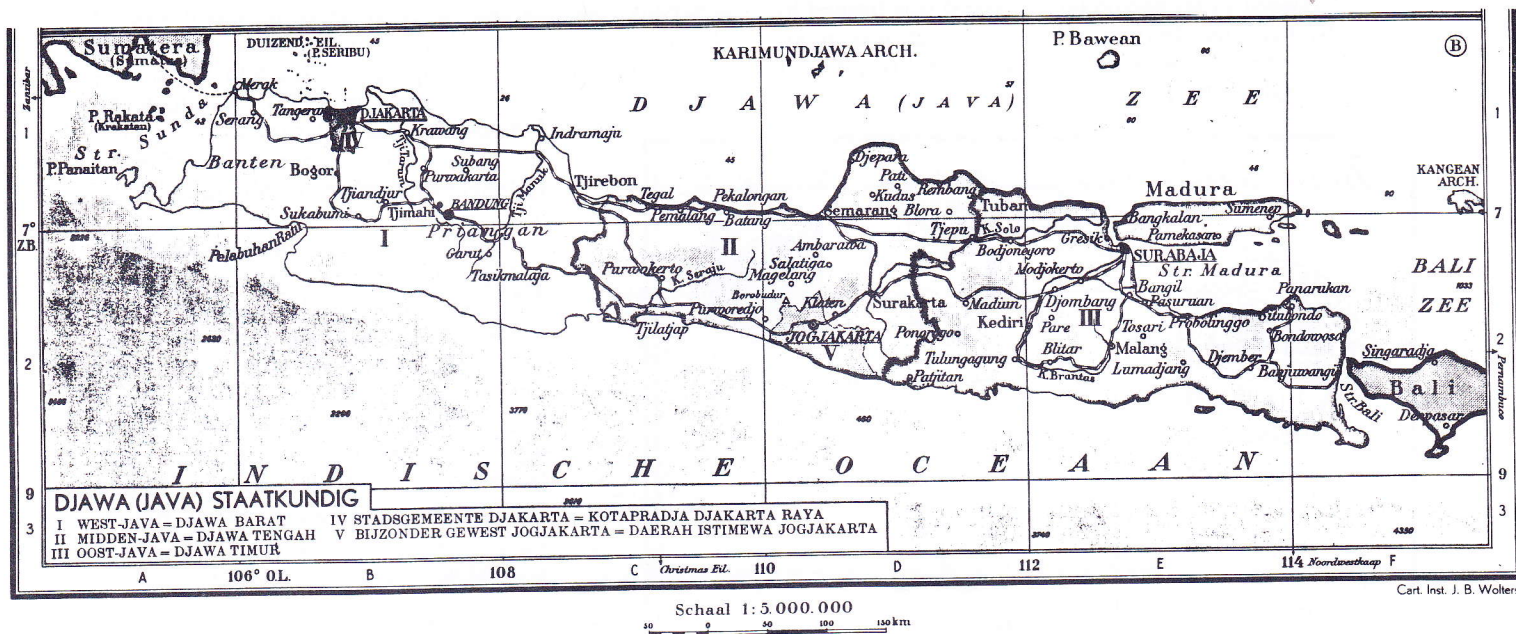
In 1884, the SS lines reached Surakarta, on the NIS main line, and in 1888, Cilacap. A continuous railway line was in place between Jakarta and Surabaya in 1894, with the completion of the last section, between Maos and Cibat. The journey between the two points took three days, with the actual travel time being 32 1/2 hours, because trains did not run at night, and the presence of different gauges required passengers and goods to be transferred at both Yogyakarta and Surakarta. Yet it was a great improvement over the horse-hauled carriages, which took up to two weeks for the trip.

The *Samarang-Joana Stoomtram Maatschappij* received the concession to build a light railway ("tramway") between Semarang and Juwana in 1881. It was the first of the 15 tramway companies in Java. The tramways were usually related to agricultural developments, especially sugar plantations and factories, tobacco and rubber plantations, and forestry. The lines also acted as feeder to the main lines.

#### Railway and tramway companies in Java, Madura and Sumatra

Sumatra had its first railway by 1876, a 4 km line between the port of Ule Lhee and Banda Aceh, built for military purposes. The first line of economic significance was laid by the *Deli Spoorweg Maatschappij* in 1886, between Labuhan and Medan. This line served the fertile Deli region, and served Besitang, Tanjungbalai, Rantau Prapat and Pematang Siantar. The last section of the line to Rantau Prapat was completed in 1937.





Map of Java with the main railroads (Bos-Kleine Schoolatlas der gehele aarde-1962)

The Aceh line was later regauged to 750 mm (2' 51/2"), and was completed to Besitang, 520 km southeast of Banda Aceh, in 1917, where a junction was made with the DSM line from Medan. The *Atjeh Staatsstoomtram* was transferred from the military to the SS in January 1, 1916.

The government constructed a line in the Minangkabau region in West Sumatra between 1891 and 1894, between Teluk Bayur and the coal mine at Sawah Lunto. The 158 km-long line had to clear the Bukit Barisan range, climbing up to 773 m, and requiring a 43 km-long rack section between Kayutanam and Batu Tabal. It was (and is) the only rack line of a significant length in Indonesia.

In the southern part of Sumatra, the government constructed a railway line from Panjang (the ferry port for Java) to Kertapati (across the River Musi from Palembang), and to Lubuklinggau, serving also the coal mine at Tanjung Enim. The construction began in 1914 and was completed in 1932.

The only public railway in Indonesia outside Java, Madura and Sumatra was opened in July 1922 in South Celebes. The line went from Ujung Pandang to Takalar, a distance of 47 km. It was closed in 1930 due to lack of traffic.

The railway service improved gradually. By 1899, a third rail was installed on the standard gauge line between Yogyakarta and Surakarta, although through passenger trains only began operating in February 1, 1905. The opening of the new line through the Priangan mountains on May 2, 1906 allowed the introduction of a much faster passenger service between Jakarta and Surabaya, requiring

only 23 hours of travel time, but the actual journey still took two days.

In December 31, 1912, the law allowing the construction of the Cirebon-Kroya line was passed. The First World War stagnated the construction, but it was completed and opened on January 1, 1917. This line allowed trains to avoid the long, heavily graded (2.5%) original line through Bandung, and shortened the distance between Jakarta and Surabaya by 44 km. In 1918, the banning of running trains at night was lifted. The passenger train from Jakarta to Surabaya then took 17 hours.

The *Samarang-Cheribon Stoomtram Maatschappij*, a tramway stretching along the north Central Java coast, was an important one: it served 27 sugar mills. Beginning in 1914, its main line was improved to higher standards, allowing greater speeds and heavier trains. It became a significant partner to the SS in the Jakarta-Semarang passenger trains.

The fiftieth anniversary of the SS in 1925 was marked by the inauguration of an electric line connecting Bogor to Jakarta and its suburbs. The electrification was at 1500 volts DC.

On May 1, 1929, a 1067 mm line was completed between Yogyakarta and Surakarta, finally allowing much faster schedules between Jakarta and Surabaya. The best time was cut to 13 1/2 hours, and then gradually to 11 hours and 27 minutes, in 1939. The train, *Eendaagsche-Expres*, had an average speed of 71.7 km/h on the Surabaya-Jakarta run.

On November 1, 1936, another express service was introduced: the *Nacht-Expres* (Night Express). It was



slower (between 21.00 and 05.00, the speed was limited to 60 km/h) than its daytime counterpart, but was more comfortable, because the passengers would not be affected by the tropical sun heat.

Ketapang, and another in South Borneo, and a line in North Celebes. A number of unprofitable lines were closed, including the Tulungagung-Tugu and Jatibarang-Karangampel lines (both closed in 1932), Warungdowo-Purwosari and Warungdowo-Ngempit lines (1933), Tanahmerah-Kebanyar (1936) and Pamekasan-Kalianget (1937).



Postcard sent on 11-1-1936 with the first Nachtexpress train from Batavia to Soerabaja.

The Great Depression came in 1929, and the economic difficulties that resulted caused the cancellation of several projected extensions, for example, a railway line connecting the Southern and Western Sumatran SS lines to the DSM line, a line in West Borneo from Pontianak to

Plans to renew the locomotives of the railways were also affected. In 1931, only the SJS bought new locomotives, which became the last order by any of the Indonesian railways until after the Second World War. The SS, facing competition from autobuses and aeroplanes, but unable to buy new locomotives, rebuilt many freight locomotives, enabling them to run at higher speeds, resulting in faster schedules.

Generally, on the SS in the 1930s, passenger train speeds and frequencies were increased. For example, the Jakarta-Bandung expresses numbered only two in 1934, taking 3 hours and 40 minutes. On November 1, 1934, the frequency was doubled, and the run time became 2 hours and 45 minutes, later to be cut down further to 2 hours and 30 minutes. The trains were commonly known as the *Vlugge Vier* (The Four Fast [Trains]).



### Railway and Tramway Companies in Java, Madura, and Sumatra

Company Name	Locaton in 1939	Built	Length	Notes
Nederlandsch-Indische Spoorweg Mij	West Java, Eastern Central and East Java	1867-1924	855 km	
Staatsspoor- en Tramwegen in Nederlandsch Indië	Java	1878-1928	2761 km	
	West Sumatra	1891-1921	263 km	
	South Sumatra	1914-1932	661 km	
	Aceh	1876-1917	512 km	
Deli Spoorweg Mij	North Sumatra	1886-1937	554 km	
Javasche Spoorweg Mij	Tegal-Balapulang, Northwest Central Java	1885-1886	(24 km)	To SCS 1895
Bataviasche Oosterspoorweg Mij	Jakarta-Krawang	1887-1898	(63 km)	To SS 1898
Samarang-Joana Stoomtram Mij	Semarang-Cepu, Northwest Central Java	1882-1923	417 km	
Semarang-Cheribon Stoomtram Mij	Semarang-Cirebon, Northern Central Java	1897-1914	373 km	
Oost-Java Stoomtram Mij	Surabaya area	1889-1924	36 km	
Serajoedal Stoomtram Mij	Maos-Wonosobo, Serayu River Valley	1896-1917	126 km	
Poerwodadi-Goendih Stoomtram Mij	Purwodadi-Gundih, Central Java	1894	(17 km)	To SJS 1892
Pasoeroean Stoomtram Mij	Pasuruan area, East Java	1896-1912	32 km	
Probolinggo Stoomtram Mij	Probolinggo area, East Java	1897-1912	41 km	
Kediri Stoomtram Mij	Kediri-Jombang, East Java	1897-1900	121 km	
Malang Stoomtram Mij	Malang area, East Java	1897-1908	85 km	
Madoera Stoomtram Mij	Bangkalan-Kalianget, Madura	1898-1913	213 km	
Modjokerto Stoomtram Mij	Mojokerto area, East Java	1898-1907	78 km	
Babat-Djombang Stoomtram Mij	Babat-Jombang, East Java	1899-1902	(71 km)	To SS 1916
Solosche Tramweg Mij	Solo-Boyolali, Central Java	1908-1911	(27 km)	To NIS 1914