

# New Zealand Railway Charges stamps 1925-1959



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Version 19 (1925 cancel, Kaitangata & Pukerau secondary stations, Katikati sighted, another 10/-, Appendix I Auction Prices separated out)

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New Zealand Railways  
C class 2-6-2 locomotive,  
1931

## Introduction

These stamps, used to prepay railway parcel & freight charges, were introduced on 31 August 1925. From then on, all parcels were expected to be prepaid with stamps. Any sent "On Collect" were subject to an unpopular 25% surcharge. This surcharge on "to pay" parcels was abolished on 11 October 1928. The rationale for stamps was then largely lost and usage dropped rapidly thereafter. Sale to "private persons" ceased in 1933, leaving only bulk sales to businesses. By 1940 the use of the stamps was very limited<sup>1</sup> In April 1951 their use was limited to just Newspapers and stereotype casts. The last stamps were finally withdrawn in 1959.

Two major works deal with the stamps production and use. The first was a chapter in Volume VI of *The Postage Stamps of New Zealand*, 1977 (RPSNZ), which also covered the earlier Newspaper, Parcel and Freight stamps. In 1979 the chapters relating to railway and revenue stamps were released in monograph form as *New Zealand Railway and Revenue Stamps*. In 1983 the RPSNZ published a monograph by Jim Brodie entitled *New Zealand Railway Charges Stamps: Design and Printing*. All are still reasonably frequently available, and so a lot of information contained in them is not repeated here.

More recently, the stamps have been catalogued at a specialised level in the Kiwi Catalogue of New Zealand Revenue and Railway Stamps (now 8<sup>th</sup> Edition, 2023, Mowbray Collectables), and also online by Dave Elsmore at [www.ozrevenues.com](http://www.ozrevenues.com) (since 1997).

This document aims instead to give a broad coverage of the stamps, and illustrate interesting features and examples as a permanent record. Most illustrations are at 150%.

## The Stamps

The stamps were issued in 13 values, to a common design. The colours below are the usually accepted catalogue colours, with the original printer's colours in parentheses.

- ½d black
- 1d violet (mauve)
- 2d blue (light blue)
- 3d yellow (golden chrome)
- 6d green (dark green)
- 8d yellow-green ("3/- postal note" green)
- 9d red-brown (Indian red)
- 1/- brown (lake brown)
- 1/6d dark blue (dark blue)
- 2/- pink (salmon pink)
- 2/6d grey (slate)
- 5/- crimson (vermilion)
- 10/- plum (maroon lake)

There were multiple printings of all values, from just two of the 10/- to 15 of the ½d. All but the ½d, 8d and 10/- were initially printed in 1920, but not issued until August 1925. The 10/- followed in February 1926, the 8d in July 1926 and finally the ½d in February 1928. All bar the ½d were initially printed in sheets of 100 (10 rows of 10).

After February 1927 the printing plates were increased from 100 to 120 (10 rows of 12) by the addition of supplementary pair of blocks of 5 rows of 2 (printing as columns 1 & 2).

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<sup>1</sup> Brodie, 1977, p272

The later printings of the 1d were made from a new plate, where the design differed in omitting the dot from under the "D" of "1D", possibly in 1935 (Brodie, 1983, p37).

Brodie (1983, Table 3) has tabulated all the printings, and records the last runs on 24/10/1958 of 2,000 sheets each of the ½d, 2d and 3d. All were printed on wove paper.

From Government Printing Office records, the number of each value printed can be totalled:

½d	3,480,000
1d	3,600,000 (of which 1,440,000 are "no dot", using 1935 as the change year)
2d	2,000,000
3d	2,940,000
6d	4,490,000
8d	900,000
9d	1,420,000
1/-	3,100,000
1/6d	1,480,000
2/-	1,340,000
2/6d	980,000
5/-	660,000
10/-	110,000

Unused stocks were returned to Head Office over time, especially the less used 5/- and 10/-.

### Catalogue values against numbers printed

At first glance, one should expect that the catalogue value would be proportional to the numbers printed. Let's reorder the stamps by number printed, and show the current (Kiwi 2023) catalogue value for used stamps.

6d	\$10
½d	\$60
1/-	\$10
3d	\$10
1d (dot)	\$5
2d	\$10
1/6d	\$25
1d (no dot)	\$5
9d	\$50
2/-	\$25
2/6d	\$50
8d	\$75
5/-	\$75
10/-	\$3,000

Apart from the final four, there is little obvious correlation. Plus the high catalogue for used ½d's seems non-intuitive.

The ½d is actually quite scarce. This can be attributed to the fact they were for shipping a single newspaper, and so almost all would have gone out with the newspapers themselves. Early stamped newspapers are very rare anyway, and I'm unaware of any complete papers bearing a ½d Railway Charges stamp.

The 8d was for cases of fruit, especially. Being often stuck to wood, fewer have survived as a result.

We know that many 5/- and 10/- were returned unused (they were originally produced to pay the rate on Excess Luggage). A handful of used copies of the 10/- are known, one mint and a few pairs also (see Appendix H).

## Perforations

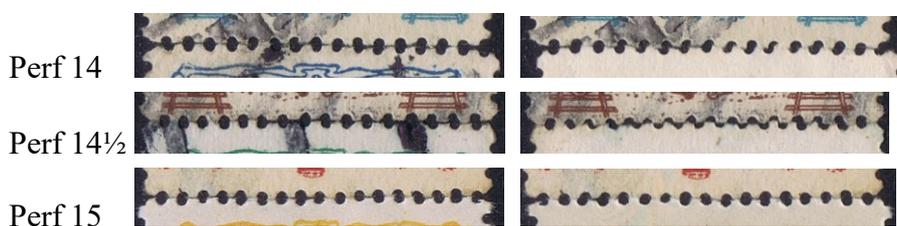
Three perforators were used - 14½x14, 14 and 15x14.

All seem equally common, although not all values ended up acquiring all three perforations.

The exceptions are<sup>2</sup>:

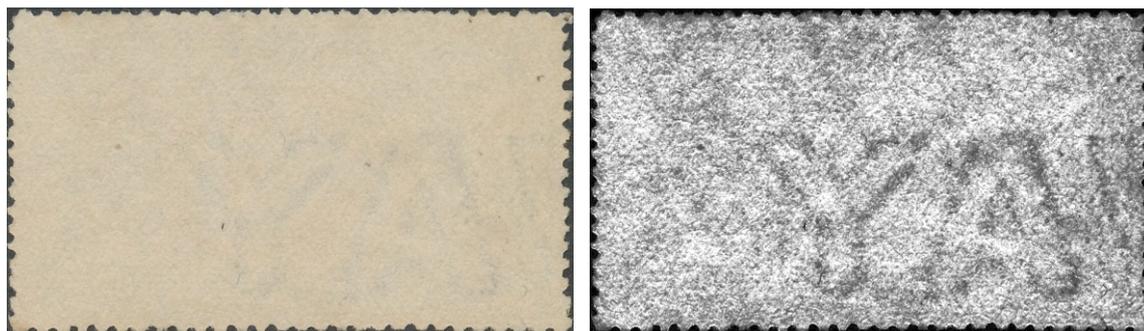
½d	14, 15x14
1d (no dot)	15x14
10/-	14½x14, 14

The 14½ perforations are not regular, and would more accurately be described as 15-14. That is, the first half as p15 and the second half p14. This is best demonstrated by aligning two stamps, then flipping the lower item over. Regular perforations will continue to closely align when flipped, irregular ones will not.



## Watermark

A few stamps perf 14½x14 were printed in 1926 on paper with the watermark "KINGSWAY BOND"<sup>3</sup> in large double-lined capitals reading twice per sheet up and down. From the printing date, they should only have type I station names. Many stamps on the sheet would be no watermark, but apparently once you know what to look for, the paper is quite distinct.



A 2/6d value showing part watermark “YA” (standard and using Retroreveal)

Those recorded so far with letter watermarks are 3d, 8d, 9d, 1/-, 2/- and 2/6d.

All are very scarce and probably under-priced in the Kiwi catalogue.

<sup>2</sup> Smitham (2023), p88

<sup>3</sup> Brodie (1977) incorrectly assumed this to be “ROUGHWAY BOND”.

# The Station overprints

Prior to being issued to stations, all stamps were to be overprinted with the station name "to reduce the possibility of fraud to a minimum".

The earlier publications note five main types of overprint:

**Type I** - "Typewriter" seriffed capitals 2¼-2½mm, printed through a screen. Reading horizontally.

**Ia** – Slightly larger capitals, but reading vertically. Only known for AUCKLAND<sup>4</sup> & (possibly) COURTENAY PLACE, late 1927-early 1928, apparently a trial to replace Type I. Reading up or down.

**Type II** - Seriffed stencilled capitals, 3mm high. Reading up or down.

**Type III** - Very similar, but Letterpress. A few stations seen so far, including AUCKLAND, CHRISTCHURCH CENTRAL B.O., DUNEDIN, HAWERA, LAMBTON, MATAURA, MOSGIEL, MERCER, PETONE, ROTORUA, TIMARU, THORNDON, WANGANUI & WELLINGTON. Reading up or down.

**Type IV** - Mixed upper and lower case, only seen for Onehunga Town, reading up or down.

**Type V** - Station number (usually) and name hand-stamped in violet ink, occasionally other colours. The letter size varies.

All are in black, except Type V.

Type I is the earliest, and generally appears on perf 14½x14 stamps. Conversely, the other overprint types are almost always found on the other two perforations. Finally Type V is the last type introduced, and are rather scarce. Type V seems to be found mainly on the 15x14 stamps.

This author has not sighted a Type I on the ½d value suggesting that type of overprinting had ceased before February 1928<sup>5</sup>. As Type Ia seems to be a trial of a larger vertical overprint preceding the introduction of Types II and III, any use of those types before 1928 would be unexpected. Usage of Type I after that time would be expected from remaining stock, but rapidly diminishing, especially from the larger stations.

Types II and III can be hard to distinguish sometimes, but the grain effect of being printed through an inked mesh is obvious under magnification, and there are frequently ink mesh marks between letters (see illustrations on the following page). The Letterpress letters are crisper, with nothing printed between. Some stations are known to have used both Types II and III – refer Appendix A.

Stamps are known used without any station overprint. Mint gummed stamps *sans* overprint also exist.

Mint gummed stamps with station overprints also exist but seem very rare, certainly much more so than the catalogue prices would indicate.

Many stations are found in two or three overprint types, but many are also only known by one type. Refer Appendix I.

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<sup>4</sup> In his research notes, Brodie has also noted a vertical typed "Chch" alongside "Auck". An example, presumably reading CHRISTCHURCH, yet to be sighted.

<sup>5</sup> Although Alan Craig notes they do exist on some Central Bus Office items.

**Sample overprints.**

**Types I & Ia**



**Type I DUNEDIN**



**Type I LAMBTON**



**Type Ia AUCKLAND**



**Type II AUCKLAND**



closeup



DUNEDIN closeup



**Type III MOSGIEL**



closeup



DUNEDIN closeup

Note: some heavily inked Type II can appear like Type III.



Type IV Onehunga Town



Type V 21 Auckland

PALMERSTON NORTH



(note, 1D no dot)



BLENHEIM

WELLINGTON



## Secondary Stations

Secondary stations appear as handstamps (rarely manuscript) on other stations' stamps, it being conjectured that they did not conduct sufficient business to justify having properly overprinted stamps of their own. They differ from unmanned Flag stations in that they were manned, sometimes intermittently.



BALCAIRN on SEFTON



TE HORO on OTAKI



TAIPUHA on PAPAROA



Kaitangata manuscript on Stirling.

Also recorded are Claudelands on Hamilton, Owhango on National Park, Walton on Matamata, Hangatiki on Te Kuiti, Waikanae on Paekakariki, Pukurau on Gore and Tirau on Putaruru. Kaitangata exists as a manuscript on Stirling. All are extremely scarce.

A list of Flag stations can be found in *The Mail Coach* V13/3 Nov. 1976, but none of those have yet been recorded on Railway Charges stamps.

## Overprint varieties

### Type I.

Only one example of Type I is known inverted (COURTENAY / PLACE). This station<sup>6</sup> also known in violet (recorded on both 1d & 2d), and in one line with thin line above<sup>7</sup>.



Millers Flat, Type I mixed case  
(only Type I recorded as such)

GREYMOOUTH  
doubled

COURTENAY PLACE,  
trebled, one inverted



MIDDLEMARCH doubled

LINCOLN doubled

LAMBTON doubled

<sup>6</sup> There are also two settings of COURTENAY / PLACE - one where the "P" is under the "C", and the other has the "P" beneath the "U". The latter seems more common. Dated examples sought.

<sup>7</sup> Possibly another Type 1a being trialed alongside AUCKLAND in late 1927 & early 1928 – dated examples required.

Doubled overprints of Type I are notably scarcer than those of Type II/III. That is likely because they were produced over a much shorter length of time. Note also that doubled overprints are vertically offset for Type I, but horizontally for Types II/III implying the direction of feeding sheets into the press differed.

### Types II & III

Types II and III are found both reading up and down for many stations. The direction is not significant and should not be treated as such<sup>8</sup>.



CENTRAL B.O. / WELLINGTON up



and down

<sup>8</sup> A study of over 700 Type II/III stamps showed 47.5% reading Up, 52.5% reading down.

This common Wellington overprint is also known with Wellington first.



WELLINGTON / CENTRAL B.O. up



and down



and "mixed"



AUCKLAND down and up pair

Type II double overprints are known (not to be confused with "kiss" or "chatter" double overprints).



AUCKLAND



LAWRENCE



CLINTON



MAUNGATUROTO



DUNEDIN up and down



AUCKLAND up and down



DUNEDIN



TAUMARUNUI double

and even Triple+ overprints



DUNEDIN Triple plus  
(a hint of a fourth overprint at far left)



CHRISTCHURCH



CENTRAL B.O. WELLINGTON "Kiss overprint"



CENTRAL B.O. WELLINGTON  
Triple "Kiss overprint"



WAIMATE "Kiss overprint"

Missing letters are known, generally at the beginning or end of the overprint.



REEFTON missing R



AUCKLAND missing A



CHRISTCHURCH missing CH



WELLINGTON CENTRAL  
B.O. missing O.



NEW PLYMOUTH missing  
NE



WELLINGTON missing N

Overprints are sometimes seen quite mis-aligned.



AUCKLAND



AUCKLAND

INVERCARGILL

CENTRAL B.O.



HELENSVILLE, on 1d No Dot, with a second fainter but Reversed (Mirror) overprint, likely caused by the sheet folding face-to-face before the overprint was dry.

AUCKLAND mirrored



INVERCARGILL

## Overprint layouts

Brodie, in his publications, did not discuss the layout of the overprinting formes. It remains possible that the forme was a set of vertical columns but did not encompass a complete sheet, especially when the sheet sizes were increased with two extra columns. Possibly the sheet needed to be either slid across or inverted and fed back under the press to overprint the columns not yet done. That manual process would account for the multitude of double prints seen quite frequently with type II/III, and the existence of up and down overprints on adjacent horizontal pairs, and especially the mixed up and down double overprints on the one stamp.

### Type I

Strips of any Type I are very scarce. On the SYMONDS STREET strip of four below<sup>9</sup> the spaces are 9.5mm on stamp 1 and between stamps 3 & 4, and 11mm between stamps 2 & 3. The narrow gap and the vertical offset between stamps 1 & 2 imply the sheet being moved and the overprint forme being reapplied.



### Type II/III

This horizontal strip of four 3d THORNDON, hand-stamped "CANCELLED", are all reading Up. The horizontal spacings measure 23mm, 18mm & 18mm.



<sup>9</sup> Auckland City Stamps auction Aug 16 2022

Of particular interest is this large block of 3d WELLINGTON, showing the rightmost seven columns from a 120-impression sheet<sup>10</sup>. This has the strange overprint orientation pattern of Down-Up-Up-Down-Up-Up-Down. In addition, it appears to have been folded while the station overprint was still wet, giving some mirrored overprints. The horizontal spacings measure 19mm, 20mm, 21mm, 19mm, 20mm & 21mm.



There is no obvious reason why each individual station overprint layout had to follow some standard pattern. Nonetheless, the above show some evidence towards the overprint formes covering 3 columns and being applied in some manual step-and-repeat process, especially post the 1927 move to 12 column sheets. A set-up of 3 columns does not make sense against to a 10x10 layout which applied before then.

More horizontal strips and blocks in excess of 3 stamps wide are required for further analysis.

<sup>10</sup> The sheet number is from the 25.5.38 printings (Brodie, 1983, p31)

As noted previously, used examples are known without any station overprint. Most known have pen or crayon cancels, station postmarks being very scarce.



And finally, fresh mint **full gum** items, with and without the station overprint, are also known. Values 6d and up are very scarce or unknown. In fact, the Kiwi catalogue underrates all the mint items.



2d DUNEDIN, MUH

Mint stamps without overprints are notably more common than those with station overprints.



No Overprint 1/2d MUH; 2d & 3d MLH

MNG items are reasonably scarce but should be treated as used items that escaped being cancelled, and valued as such. Beware modern mint forgeries, usually in an incorrect colour.

# Cancellations

Used stamps generally have one of four types of cancellations:

1. Coloured pencil or crayon lines or cross or text.
2. Dated station large oval handstamp (various types exist) Usually black, but can be violet.
3. "Clock" timestamp. Black, violet, blue and green seen.
4. Sending Station number, with bars. Black, red or violet seen.

Other known types include rectangular boxed and straight-line station name.

## A. Pencil/crayon lines or text



ALLANTON M/S "Cancelled"

## B. Large dated ovals

Several different types are shown here, variants no doubt exist. For instance, differences in the number of points on the stars that are often found at each side (5, 6, 8 & 11 reported), or hollow versus solid stars<sup>11</sup>.

Usually in black, the cancellations are also known in violet, red or greenish-blue. The same can be said for the Timestamp and Station Number cancellations.

### a. Outside single-lined 55x37mm, 8-point stars



DUNEDIN PARCELS 5 JUL 1928



CENTRAL B.O. / WELLINGTON 26 NOV 1929

<sup>11</sup> Brodie (1977) describes 12 varieties in his Panpex '77 Literature entry.

**b. Outside single-lined 55x33mm**



AUCKLAND PARCELS JUN ? 1932  
Date line inverted

**c. Outside single-lined 55x33mm, 6-point stars**



HASTINGS 28 DEC 1931, in blue

**d. Outside double-lined 55x37mm**



DUNEDIN PARCEL

**e. Outside double-lined plus inner  
55x35mm**



COURTENAY PLACE / WELLINGTON  
PARCELS 17 OCT 1933

**f. Outside double-lined 54x33mm**



CHRISTCHURCH PARCELS 3 FEB 1940

**C. Date & Time “clock” cancellations**



WANGANUI PARCELS 6 APR 1926

**D. Station numbers**

These are usually a number in a square frame of six bars. The number in an oval is very unusual. Generally applied in black, also known in blue, purple, green or red.



242 of NATIONAL PARK



706 of CLYDE



308 of ARAMOHO



751 of WAIPAHI

**E. Station Parcels Handstamps**



AUCKLAND PARCELS



333 PALMERSTON  
NORTH / PARCELS



KUROW



ALEXANDRA



GREYMOUTH /  
PARCELS OFFICE  
(JUN 1946)

Also seen: NAPIER PARCELS, GORE PARCELS.

See also the Type V column in Appendix A.

**F. Other cancellations**



CH'CH  
*(ex Classic Stamps auction 19 Aug 2010)*



CH'CH  
CBO

“PAID BY STAMPS”

“PAID BY STAMPS” (two types)



Straight-line date-stamp



Boxed date

**Early use dates**

A clear dated cancel from 31 August 1925 would be first day of use of most values. Any 1925 cancel should command a premium.



NOV 27 1925 CH'CH



DEC 21 1925 CH'CH



JAN 14 1926  
THORNDON



30 JAN 1926  
DUNEDIN



16 MAR 1926 DUNEDIN



25 MAR 1926 DUNEDIN



6 APR 1926 WANGANUI



31 August 1926 DUNEDIN (exactly one year after first issued)

As usage declined rapidly from the mid-1930s, clear dated items from 1940 onwards are scarce.



12 NOV 1943 DUNEDIN



15 MAY 1944  
CHRISTCHURCH



21 JAN 1946  
GREYMOUTH



15 3 1947 WANGANUI



MAR 1948  
WELLINGTON /  
CENTRAL B.O.

Items from the last year (1959) would also command a significant premium, as indeed any item dated in the 1950s should<sup>12</sup>. These are most likely to be ½d, or the 1d No Dot. Brodie (1983, Table 5) noted a date of use in 1953.

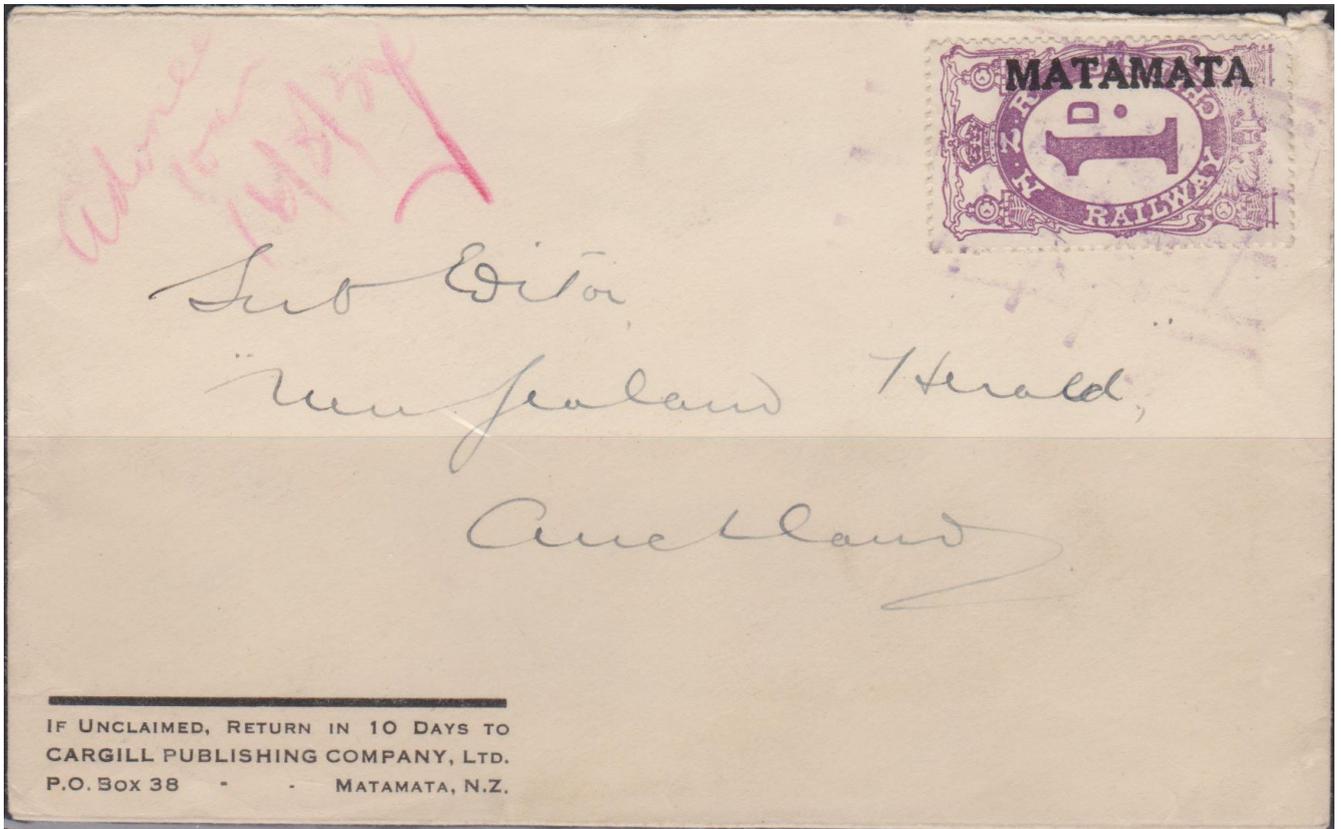
As Types II and III appear to have been introduced in 1928, any usage before that would be unexpected and noteworthy. Likewise as Type I was phased out, usages after 1928 would be unusual but not unexpected as smaller offices used up slow-moving stocks on hand, or stamp purchasers slowly used up their own held supplies which they had purchased somewhat earlier.

For the three stamps issued after August 1925 - the 10/- in February 1926, the 8d in July 1926 and finally the ½d in February 1928, these obviously have later “early” dates of use.

<sup>12</sup> This author has yet to sight any dated 1950 or later.

## Used on cover

Letters could be carried by the railway service in special circumstances. Urgent mail relating to newspapers was one of these. The cover below from Matamata is addressed to the Sub Editor of The New Zealand Herald in Auckland, on 16/3/34. Such covers are extremely scarce.



Classic Stamps Ltd Private Treaty offers list from 2003 had two such covers, another from Matamata (Type II) tied by a clear "144" station number cancel, and one from Putaruru (Type I) tied by an oval cancel for 15 MAR 1931, both addressed to Sub Editor, N.Z. Herald, as the item illustrated above.

## NZ Post Office postmarks

Rare examples are known with a postal date-stamp.



NATIONAL PARK 8 FE 32



ROLLESTON  
12 DE 31



HEATHCOTE (I)  
? 1930



HEATHCOTE (II)  
25 AU 32

### Cancellation Errors

Inverted date parts of cancellers are known.



Day "28" inverted



Date line inverted



Day "23" and "AM" inverted



Day "18" inverted

# Perfins

Perfins are very scarce and are so far recorded for E W Mills Wellington, MGM and Kodak.

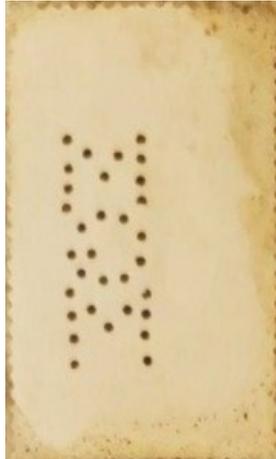
All CENTRAL B.O. / WELLINGTON so far.



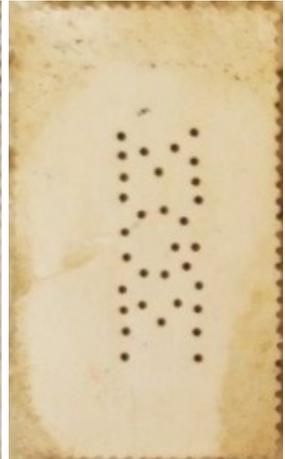
EWM / W (EW Mills Wellington) (*Trademe*)



MGM (*Elsmore*)



MGM (*Trademe*)



MGM (*Trademe*)



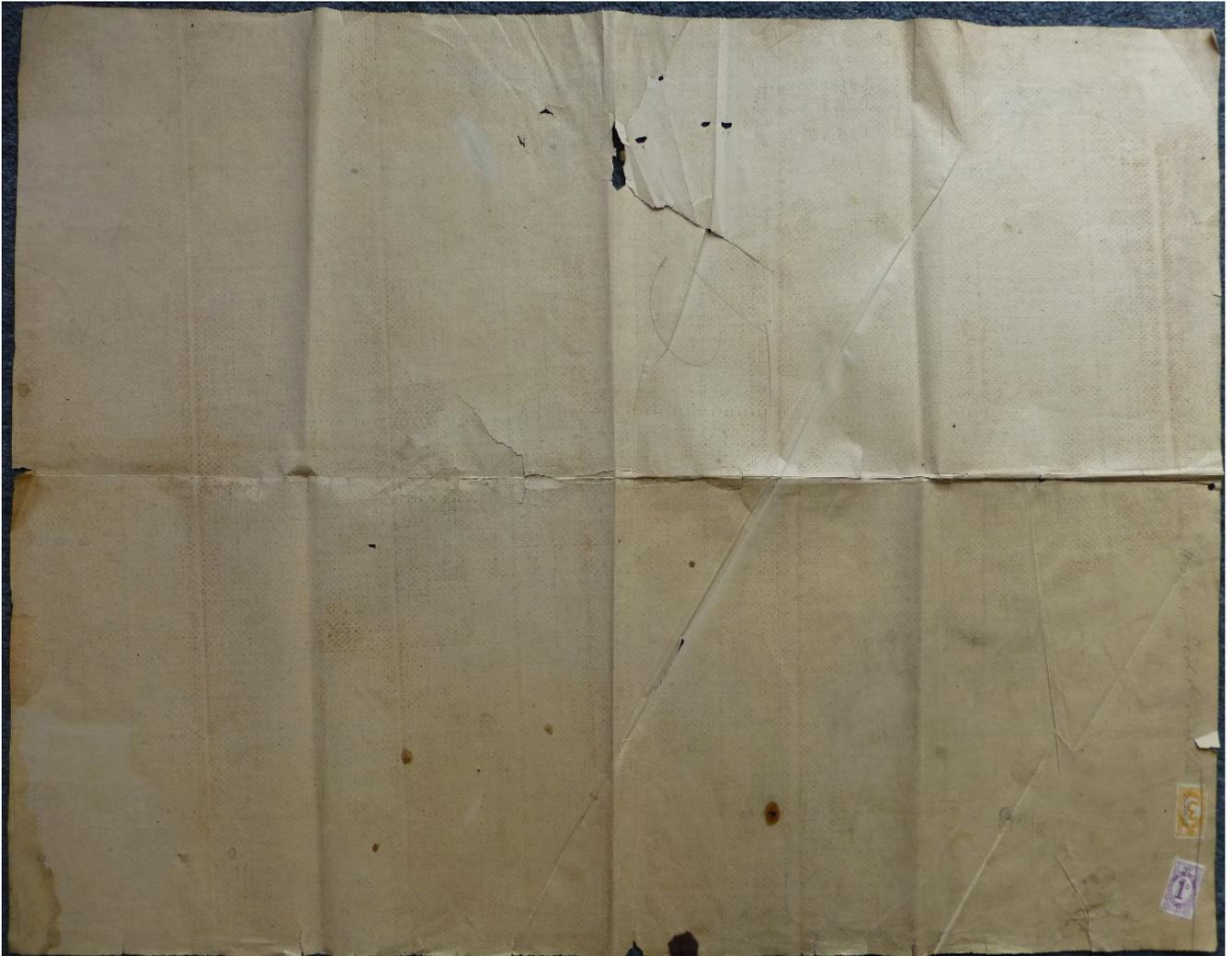
"K" (Kodak)

## Items on piece

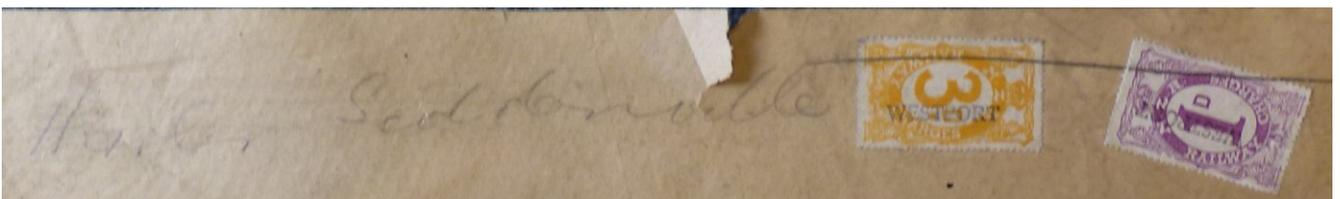
### On Newspaper

Once sales to the public ceased in 1933, the predominant business continuing to use the stamps were newspaper publishers. Bundles of newspapers continued to be delivered to stations for pickup by local deliverers, and general stores.

Below is a very rare (unique?) survivor, being a printer's single-sided proof pull of two pages of *The Buller Times* (published 1937-Nov 1 1941), used to wrap 8 newspapers from Westport to Seddonville, on July 5 1941.



It appears to be addressed to "Harlen Seddonville", probably the local general store owner.



The 3d is perf 14, while the 1d is perf 15x14.

The masthead, showing the date.



The full proof pull.



## On Piece

Stamps still on piece, especially showing a clear dated cancel are desirable, even more so if a "mixed" franking.



DUNEDIN 22 JUL 1931

In the Dunedin item above, the 2/- and 1/- stamps have the Type II 3mm stencil overprints, while the 9d is the Type III 3mm Letterpress.



This parcel piece from Auckland, dated December 30 1931, shows a franking of £1/7/2 which is exceptionally high, certainly the highest I've seen to date. It was either for a very heavy package travelling a long way from Auckland, possibly with one of the various additional percent surcharges in play (see Appendix D), or it represented a consolidated payment for a collection of items going to the same destination<sup>13</sup>.

Even a parcel at the maximum permitted weight of 2 cwt (224lbs) going from Auckland to Invercargill would only be 24s (£1/4).

It also highlights the likelihood that no 10/- stamps were available, as the Excess Luggage fee they were intended for had ceased the year before (February 1930) so supplies had presumably already been returned to Head Office for destruction.

<sup>13</sup> Of course, there may be a later (pre-December 1931) rates sheet that better explains the high charge.



3d WELLINGTON block of 14 for a charge of 3/6d.

The sheet number means this came from the printings of mid-1938.

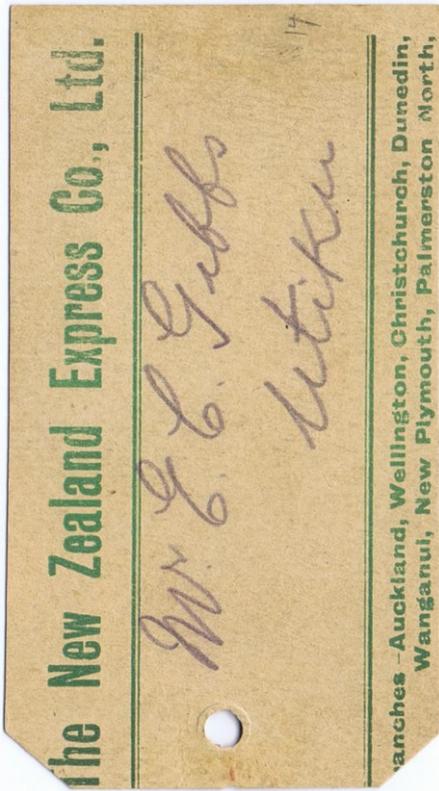


This strip of three 6d stamps shows a late use of the Type I overprint for LOWER HUTT, from 1931.

**Parcel Tags**

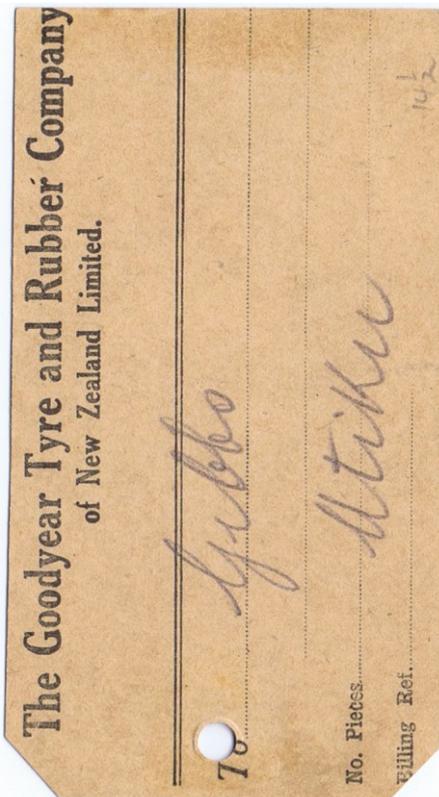
Parcel tags, especially those from identifiable senders are also desirable.

**The New Zealand Express Co.**



PALMERSTON N.

**The Goodyear Tyre & Rubber Co.**



WANGANUI

## Railway Charges PAID and TO PAY labels

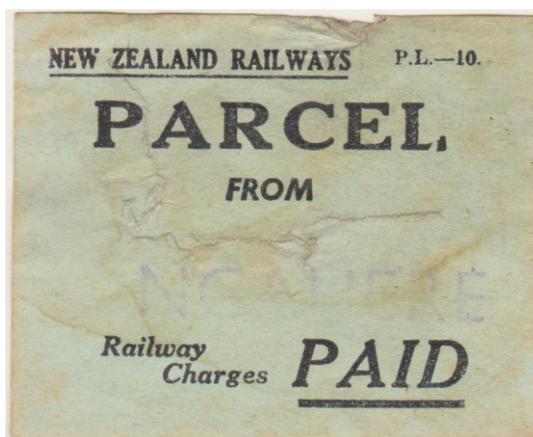
From 1925, all parcels sent from manned stations had to be prepaid, although this did not necessarily mean using the stamps. Regular business customers could arrange to operate accounts, and settle up monthly. To avoid the 25% surcharge applied to unpaid parcels by the recipient, a series of green PAID labels (stationery number PL10) were issued around the same time as the stamps, and are known in use to at least 1932.

They perform the same function as the stamps, as their use on parcel tags demonstrates. There are various types, differing in size, text and font. They are catalogued in the Kiwi catalogue (2019) at \$40 each.

Images in this section are at 100%, Kiwi RP and RCTP codes have been used.



RP1 AUCKLAND



RP2 NGAHERE handstamp



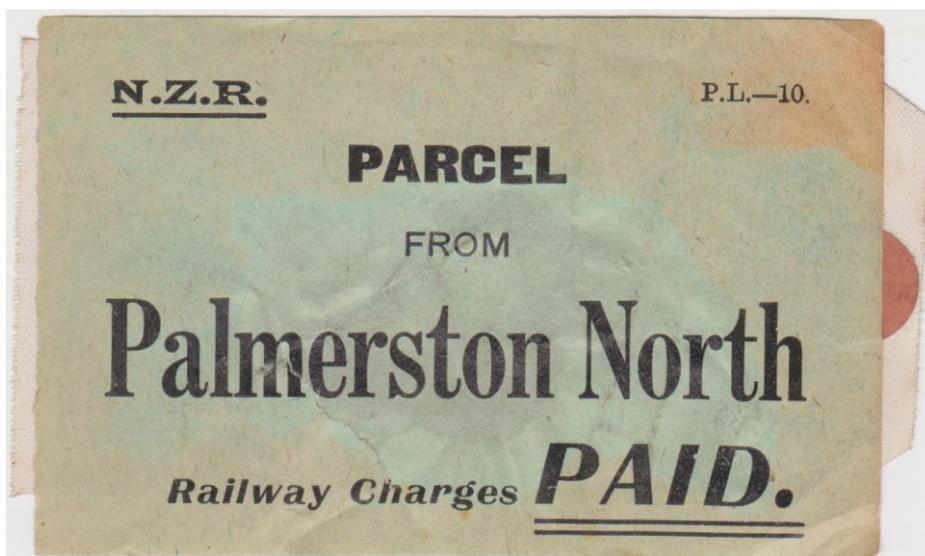
RP3 WELLINGTON on parcel tag



RP4 Palmerston North



RP5 CHRISTCHURCH



RP6 Palmerston North on parcel tag

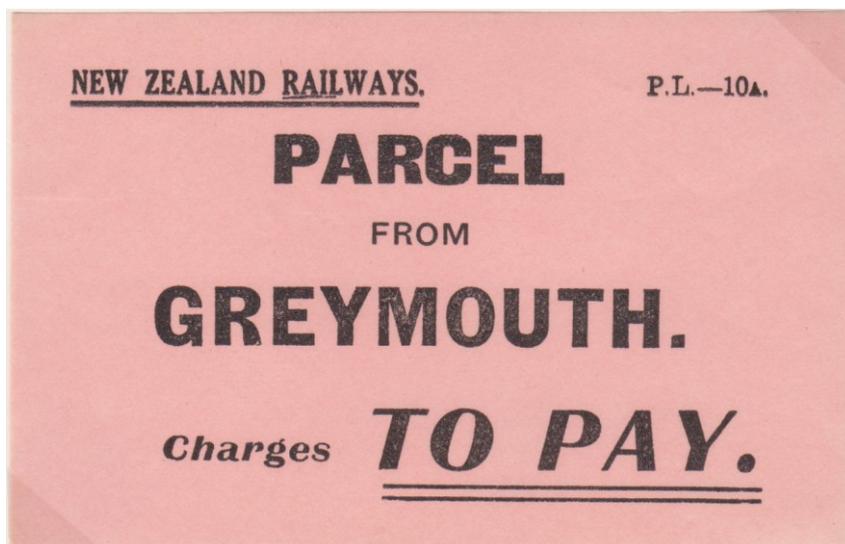
The unpopular 25% surcharge on unpaid parcels was abolished on 11 October 1928. However, to indicate to the receiving station to obtain payment nonetheless, red TO PAY labels were also in use, with stationery number PL10A. They are catalogued in the Kiwi catalogue (2014) at \$60 each.



RCTP1 AUCKLAND



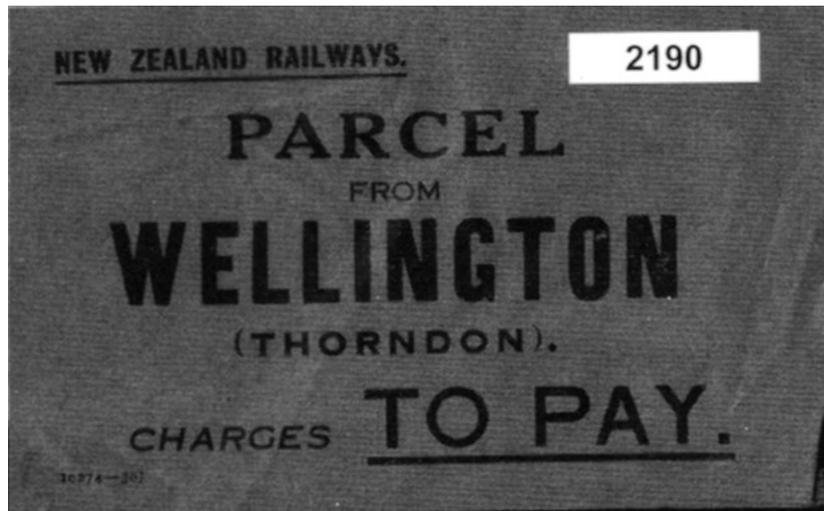
RCTP2 973 BLENHEIM handstamp



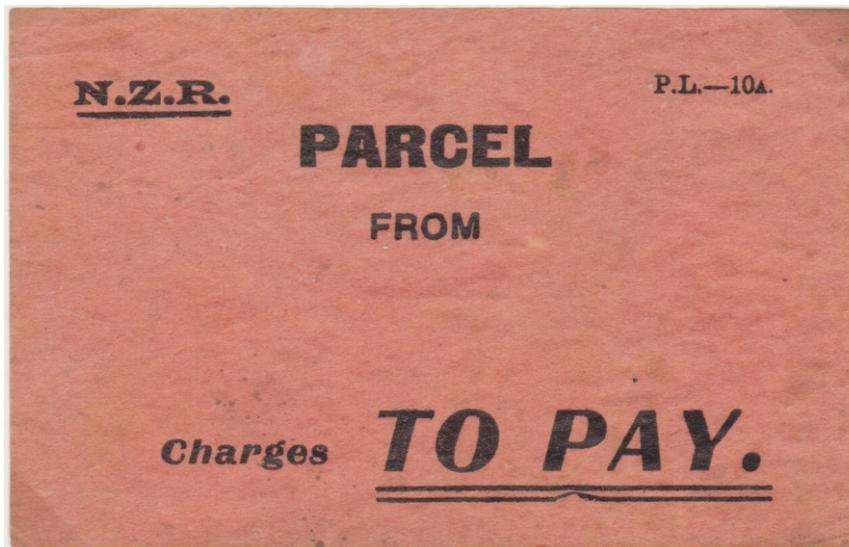
RCTP3 GREYMOUTH



RCTP4 CHRISTCHURCH



New type - PARCEL seriffed, TO PAY in large sans-serif, single underline (1930?)  
(Auckland City Stamps Auction #237, June 1 2021, sold \$40)



RCTP5, unused

## Scarcity of Station overprints

It is obvious that the stamps from the main stations (Auckland, Wellington, Christchurch, Dunedin) will be met with more frequently than those from small towns e.g. Duntroon or Miller's Flat. Apart from experience, the best guide available to relative station scarcity exists in Brodie, 1983, where he reproduces the value of stamps shipped to nearly all 300-odd stations between 1 September 1930 to 24 August 1931, from information in the Railway Dept archive. The 11 largest stations are not recorded, but the remaining range from a high of £1,226 to Hamilton to just £3 to several minor stations such as Springfield and Rangitata. Many very small stations recorded no requirement for stamp supplies at all, including Penrose and Hinds.

Brodie also recorded elsewhere other manned stations as having allocated station numbers, which were not in the 1930-31 returns, they are shown in Appendix A with "?" for Band, and some may not ever have had stamps issued to them<sup>14</sup>.

By sorting the stations by value of stamps supplied in that time period, a crude relative scarcity can be attained. Stations with a similar value can then be arbitrarily grouped into bands from 1 - Most Common to 10 - Very Scarce and ? - Unrecorded.

Band	£Value range 1930-31	No. stations
1	Not recorded, but very high. Basically the top 11 stations encountered frequently – AUCKLAND, WELLINGTON (including THORNDON, LAMBTON & COURTENAY PLACE), CHRISTCHURCH, DUNEDIN	8
2	The remainder of those 11 not recorded, and any with £500 supplied or greater e.g. HAMILTON. The remainder of those noted by Brodie, e.g. WANGANUI, PALMERSTON NORTH, INVERCARGILL.	9
3	£200-£499	22
4	£100-£199	35
5	£50-£99	33
6	£30-£49	30
7	£20-£29	24
8	£10-£19	36
9	£1-£9	28
10	No stamps supplied 1930-31	70
?	Station not recorded in 1930-31 list	23

What premium collectors apply as the Band increases remains unknown, but one definitely exists. See the examples in Appendix I (a separate document since V19).

<sup>14</sup> Although a few have been sighted – see Appendix A.

## Acknowledgments

1. Dave Elsmore ([www.ozrevenues.com](http://www.ozrevenues.com)) for images, especially the 10/- pair, the COURTENAY PLACE varieties and the large used block of the 3d WELLINGTON.
2. Darryl Keegan for many additions to the list of known station overprints, scans of cancellations and the 1d on cover.
3. Craig Bourne for the Wanganui clock cancel.
4. Graham Robertson (pers. corr.) re Flag Stations v. Secondary Stations.
5. Paul Wreglesworth for some items on piece, especially the high franking one.
6. Alan Craig for the watermark example and the “K” perfin.
7. Some stations noted in the list published in *The Mail Coach* V7/11 July 1971 (G. Riley) are also recorded here but have yet to be sighted (noted as ?MC in Appendix A).
8. Neil Fenwick for more 10/- Plum images
9. Various online auction sellers’ images of items<sup>15</sup>
10. Warwick Jost for the Kaitangata on Stirling secondary station and the Alexandra station cancel

## References

1. *New Zealand Railway Stamps*, G. Riley, *Mail Coach* Vol. 7 No. 11, July 1971.
2. *The Postage Stamps of New Zealand Volume VI*, 1977, RPSNZ, Brodie, Chapter XXII
3. *New Zealand Railways Newspaper and Freight Stamps*, J.W. Brodie, Panpex ’77 Literature Entry (copy held in RPSNZ Library)
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7. *The Kiwi Catalogue of New Zealand Revenue and Railway Stamps*, 8<sup>th</sup> edition, 2023, Mowbray Collectables, D. Smitham (Ed.)
8. J.W. Brodie research notes held in RPSNZ Archives, section 4.8
9. [www.ozrevenues.com](http://www.ozrevenues.com) (since 1997), Dave Elsmore
10. Classic Stamps Ltd Auction catalogues 1997-2012
11. Ashford Stamps Ltd Auction catalogues 1995-2020
12. David Holmes Philatelist and Auckland City Stamps Postal Bid Sales 1997-2022
13. Stirling Auction catalogues, 1987-1997

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<sup>15</sup> Online images used here under Fair-use for non-profit research, of general public benefit.

# Appendices

**Appendix A.** Station Names, Open/Close dates, Station numbers, 1930-31 stamps' value ordered, Scarcity Band and Overprints sighted.

The table in Appendix A gives known information about all recorded stations during this period. When a station opened or closed in the stamp period (date in red) may provide information regarding the likelihood of various overprints or perforations. Closure date is Goods traffic where it remained open subsequently for passenger traffic (e.g. Johnsonville).

A "Y" in an overprint column means it exists with the text as shown for the Station Name (in CAPITALS however), else the actual text used is shown. A ? means the station was not in the original Brodie list of known stations, and some may never have had stamps issued.

Double and Triple overprints sighted are noted by (dbl) and (tpl); Mirrored by (mrr).

A blank means that overprint has not yet been sighted by the author.

Determining the relative scarcity of any different overprints for the same station has not been attempted.

**Appendix A-1.** 1956 Maps of North & South Islands' railway lines and stations.

**Appendix B.** Brodie proofs

**Appendix C.** Sheet Numbers

**Appendix D.** 1925 Stamped Parcels Rates poster

**Appendix E.** 1927 rejected ½d proof

**Appendix F.** 1982 Dunedin Railway postage stamp Cinderella mini-sheet

**Appendix G.** Modern Forgeries

**Appendix H.** The 10/- plum

**Appendix I.** Recent(-ish) auction realisations (includes Index to Appendix I). Refer separate document  
*New Zealand Railway Charges stamps Auction Prices.*

## Appendix A. Station Names, Station numbers, 1930-31 stamps' value ordered, scarcity Band and Overprints sighted.

Station	Opened	Closed	Stn No.	£Value	Scarcity Band	Typewritten Type I	3mm CAPS Types II (=Y) & III	Handstamp Type V
Abbotsford	1/7/1984	-			10	ABBOTSFDF		
Addington	13/10/1866	-	511	£119	4	Y	Y	
Albury	1/1/1877	3/3/1968	625		10	Y		
Alexandra	18/12/1906	4/4/1990	705	£15	8	Y	Y	Y
Allanton	1/9/1875	20/7/1980	715	£15	8	Y	Y	
Amberley	9/2/1876	-	529	£30	6	Y		
Aramoho	17/5/1877	22/9/1986	308	£109	4	Y	Y	
Arthur's Pass	1/7/1914	3/11/1986	598	£37	6	ARTH PASS		
Ashburton	24/8/1874	-	610	£379	3	Y	Y (dbl)	
Ashurst	4/3/1891	9/10/1983	335	£16	8		Y	
Auckland	24/12/1873	- (Britomart)	21	V.High	1	Y (also Type Ia)	Y (both types) (dbl, tpl, mrr)	21 AUCKLAND, AUCKLAND (4mm serif)
Avondale	29/3/1880	28/6/1986	29	£143	4	Y	Y	
Balclutha	2/9/1875	-	737	£134	4	Y	Y	
Balfour	1/8/1880	15/1/1978	770		?			
Beaumont	15/12/1914	1/6/1968			10	Y		
Belfast	29/4/1872	13/10/1986	516	£18	8			
Blackball	7/1910	21/12/1966		£25	7		Y (both types)	
Blenheim	18/11/1875	-	973	£60	5	Y	Y (dbl)	Y
Bluff	5/2/1867	-	792	£60	5	Y	Y	
Breakwater	6/1872	2/5/1937	651		10			
Burnham	2/1868	29/3/1981	602		?			
Burnside	c.9/1882	13/8/1983	687	£9	9	Y		
Cambridge	8/10/1884	2/2/1999	138	£95	5	Y		
Carterton	1/11/1880	13/10/1986	386	£36	6	Y	Y (dbl)	
Caversham	1/7/1874	6/8/1978	686	£24	7	Y	Y	
Chertsey	24/8/1874	4/3/1979	608	£10	8	Y		
Cheviot	?	?			?MC			
Christchurch	1/12/1863	-	508,509	V.High	1	CH'CH, CHCH CBO	CENTRAL B.O. / CHRISTCHURCH, CHRISTCHURCH / CENTRAL B.O. (both) (tpl)	
Clinton	1/11/1877	10/1990	749	£16	8	Y	Y (dbl)	
Clive	12/10/1874	25/5/1977	417	£20	7	Y		
Clyde	2/4/1907	14/4/1980	706		10	Y	Y	
Coalgate	c.6/1875	31/3/1962	600		10			
Courtenay Place	?	?	366	V.High	1	Y, (Blk & Vio), Inv., tpl As 1 line Rare		
Cromwell	11/7/1921	14/4/1980	707	£7	9	Y	Y	
Culverden	9/2/1886	15/1/1978	563	£35	6	Y		
Cust	1/12/1874	19/4/1959			?	Y		
Dannevirke	13/6/1887	-	402	£294	3	Y, DAN'VIRKE	Y	
Darfield	1/12/1874	-	592	£20	7	Y		

Station	Opened	Closed	Stn No.	£Value	Scarcity Band	Typewritten Type I	3mm CAPS Types II (=Y) & III	Handstamp Type V
Dargaville	2/1889	-	450	£84	5	DARGA'VLE	Y	Y
Dipton	20/10/1875	21/6/1981	822		10	Y		
Donnelly's Crossing	1/4/1923	18/7/1958	453	£3	9	DONNELLYS		
Drury	20/5/1875	21/5/1972	107		10	Y		
Dunedin	26/10/1884	-	682,683	V.High	1	Y	Y (both types) (dbl, tpl, mrr)	Y
Dunedin Bus Office	?	?			?	Y, BUS OFFICE/DUNEDIN		
Dunsandel	3/2/1873	25/4/1982	604	£13	8	Y		
Duntroun	c.12/1881	5/6/1983	645		10	Y		
Ealing	31/5/1875	4/10/1975	615		?			
Edendale	7/6/1875	-	775	£10	8	Y		
Edgecumbe	9/1920	3/12/2001	185	£47	6	Y		
Eketahuna	8/4/1889	4/8/1987	392		10	Y	Y	
Ellerslie	1/1874	26/11/1959	92	£25	7	Y		
Eltham	7/2/1881	22/9/1986	291	£82	5	Y		
Fairlie	9/1/1884	3/3/1968	627	£97	5	Y	Y	
Featherston	12/10/1878	13/10/1986	381	£87	5	FEATHRSTN	Y	
Feilding	20/10/1876	1/7/2002	330	£415	3	Y	Y	
Fordell	17/5/1877	19/4/1986	312		10			
Foxton	26/7/1873	19/7/1959	340	£31	6	Y		
Frankton	19/12/1877	-	133		10	Y		
Frankton Jcn	19/12/1877	-	133	£328	3	FRANK JN		
Gisborne	26/6/1902	-	475	£48	6	Y	Y	Y
Glen Afton	14/6/1924	5/3/1973	127	£130	4	Y		
Glenavy	17/4/1876	27/11/1980	640		10	Y		
Glenhope	2/9/1912	3/9/1955	955		10			
Gore	30/8/1875	-	763	£355	3	Y	Y	763 GORE PARCELS
Granity	28/2/1892	16/5/1982	949	£9	9	Y		
Greatford	20/5/1878	27/3/1983	316	£4	9	Y		
Green Island	1/7/1874	-	689	£9	9			
Greenlane	c.11/1877	4/8/1987	081	£24	7	Y	Y	
Greymouth	8/4/1876	-	911,912	£457	3	Y (dbl)	Y (both types)	Y
Greytown	14/5/1880	25/12/1953	384	£44	6	Y		
Halcombe	22/4/1878	27/3/1983	329	£27	7	Y	Y	
Hamilton	22/3/1879	-	134	£1226	1	Y	Y (dbl)	Y
Hampden	4/11/1876	6/12/1981	660	£3	9	Y		
Hastings	12/10/1874	-	415	High	2	Y	Y (tpl)	415 HASTINGS
Hawarden	15/9/1884	15/1/1978	561	£56	5	Y		
Hawera	20/10/1881	-	300	£417	3	Y	Y (both types)	
Heathcote	1/12/1863	11/8/1985	504		10	Y	Y	
Helensville	18/7/1881	12/6/1987	40	£114	4	Y	Y (mrr)	
Henderson	21/12/1880	<2006	33	£294	3	Y	Y	
Heriot	18/3/1884	7/10/1978	755	£22	7		Y	
Hikurangi	2/7/1894	-	70	£102	4	Y	Y (dbl, tpl)	
Hinds	31/3/1875	22/9/1986	616		10		Y	

Station	Opened	Closed	Stn No.	£Value	Scarcity Band	Typewritten Type I	3mm CAPS Types II (=Y) & III	Handstamp Type V
Hokitika	c.3/1876	-	907	£380	3	Y	Y	
Hornby	13/10/1866	-	571	£7	9	Y		
Hukanui	3/5/1897	17/10/1982	394	£21	7	Y	Y	
Hunterville	2/6/1888	13/10/1986	265	£49	6	HUNTER'LE	Y	
Huntly	13/8/1877	-	125	£126	4	Y	Y	
Ikamatua	27/7/1891	26/2/1983	933		10			
Inangahua	1/7/1914	9/8/1943	936		?			
Inglewood	30/11/1877	22/9/1986	276	£64	5	Y	Y	
Invercargill	5/2/1867	-	783	High	2	INCARGILL	Y	Y
Islington	c.4/1880	18/6/1972	588	£37	6	Y	Y	
Johnsonville	24/9/1885	13/5/1968	358		10	JOHNSONVL		
Kai Iwi	28/6/1879	22/9/1986	306		10	Y		
Kaiapoi	29/4/1872	13/10/1986	518	£65	5	Y		
Kaikohe	1/5/1914	10/3/1987	77	£52	5	Y	Y	
Kaikoura	15/12/1945	-	546		?			
Karangahape Rd	?	?			10	K'HAPE RD		
Katikati	18/6/1928	12/9/1978	172	£95	5	Y*		
Kawakawa	1/7/1903	-	74	£115	4	Y	Y	
Kelso	1/12/1880	7/10/1978	754	£12	8	Y	Y	
Kingston	10/7/1878	25/11/1979	829	£5	9	Y		
Kirwee	1/12/1874	1/3/1970	591		10	Y	Y	
Kohatu	4/2/1906	1/2/1931			10			
Kumara	18/12/1893	3/11/1986	909	£12	8			
Kurow	1/4/1885	5/6/1983	647		10	Y	Y	
Lambton	1885	19/6/1937		V.High	1	Y (dbl)	Y (both types) (dbl)	
Lawrence	2/5/1877	1/6/1968	725	£71	5	Y	Y (dbl)	
Leeston	13/7/1875	30/6/1962	578		10	Y		
Levin	2/8/1886	-	352	£157	4	Y	Y (mrr)	
Lichfield	21/6/1886	12/6/1950	149		10			
Lincoln	26/4/1875	1/7/1967	573	15	8	Y (dbl)		
Little River	16/3/1886	30/6/1962	585		10	L RIVER		
Longburn	20/10/1876	13/10/1986	338	£30	6	Y	Y	
Lovell's Flat	22/1/1878	23/12/1979	732	£9	9			
Lower Hutt	18/4/1874	16/3/1981	371	£49	6	Y		Y
Lumsden	7/2/1876	15/1/1978	824	£116	4	Y	Y	824 LUMSDEN
Lyttelton	9/11/1867	13/10/1986	500,501	£44	6	Y	Y	
Maheno	4/11/1876	26/2/1983	658	£19	8	Y	Y	
Makareao	12/7/1900	1/6/1989	664		?			
Makarewa	3/10/1864	12/12/1982	796	£12	8	Y	Y	
Makikihi	30/10/1876	25/7/1971	634		10	Y	Y	
Mamaku	24/11/1893	10/6/2000	153	£9	9	Y		
Mangapehi	1/4/1901	8/1/1950	229		10			
Mangatainoka	11/8/1897	1/2009	397		10	M'TAINOKA	Y	
Mangaweka	3/11/1902	15/11/1981	261	£40	6	Y, M'WEKA	Y	
Marton	1/6/1898	-	270	£142	4	Y	Y	

Station	Opened	Closed	Stn No.	£Value	Scarcity Band	Typewritten Type I	3mm CAPS Types II (=Y) & III	Handstamp Type V
Masterton	1/11/1880	-	388	£402	3	Y	Y	Y
Matamata	8/3/1886	<12/2007	144	£187	4	Y	Y	
Mataroa	1/6/1907	22/9/1986	257	£15	8		Y	
Mataura	7/6/1875	-	773	£50	5	Y	Y (both types)	
Matawhero	1/2/1943	28/2/1982	477		10			
Maungaturoto	1/2/1920	12/6/1987	48	£39	6	MAUNGA-/TUROTO	Y (dbl)	
Mercer	20/5/1875	<1993	122		10	Y	Y (type III)	
Methven	13/12/1880	31/7/1976	607	£29	7	Y		
Middlemarch	28/4/891	4/4/1990	696	£85	5	Y, MD'MARCH (dbl)	Y	
Midhirst	17/12/1879	22/9/1986	280		10			
Milburn	22/1/1878	27/4/1985	719	£13	8			
Miller's Flat	16/12/1925	1/6/1968	728	£22	7	Mlrs Flat	Y	
Milton	22/1/1878	-	721	£45	6	Y	Y (both types)	
Mina	1/8/1910	13/10/1986	538	£18	8	Y		
Moana	6/12/1892	11/8/1985	920	£21	7	Y	Y	
Morrinsville	1/10/1884	-	142	£158	4	MRNSVILLE	Y (dbl)	
Morven	1/2/1877	3/10/1971	638	£9	9	Y		
Mosgiel	1/9/1875	-	711	£183	4	Y	Y (both types)	
Motuhora	26/11/1917	15/3/1959	482		10	Y		
Mount Eden	29/3/1880	-	26	£142	4	MT EDEN	Y	
Mount Somers	15/9/1886	1/1/1968	614	£3	9	MTSOMERS		
Napier	12/10/1874	-	418	High	2	Y	Y	Y
National Park	9/11/1908	-	242	£80	5	NAT.PARK	NATIONAL PK.	
Nelson	31/1/1876	3/9/1955	962,964	£371	3	Y	Y	
New Plymouth	14/10/1875	5/4/1988	271,272	High	2	N.PLYMTH	Y	Y (green, violet)
Newmarket	20/12/1873	-	25	£325	3	Y	Y	
Ngahauranga	14/4/1874	13/12/1965	369		?	NHAURANGA	Y	
Ngahere	1/8/1889	-	930	£23	7			
Ngapara	1/4/1877	12/7/1959	655		10	Y		
Ngaruawahia	13/7/1877	29/7/1988	129	£87	5	NRUAWAHIA	Y	
Normanby	18/6/1881	22/9/1986	299	£13	8			
Nuhaka	1/7/1939	22/9/1986	427		?			
Oamaru	22/9/1875	-	650,651	£643	2	Y	Y	Y
Ohakune	15/2/1909	-	246	£266	3	Y	Y (dbl)	
Ohaupo	4/6/1878	13/6/1982	220		?	Y		
Ohura	4/9/1933	-	235		?			
Okahukura Jn.	1912	27/8/1978	233	£97	5			
Okaihau	29/10/1923	15/8/1983	79		?			
Omakau	1/9/1904	4/4/1990	704	£26	7	Y	Y	
Onehunga Town	20/12/1873	16/3/1981	95	£186	4	ONEHUNGA, ON'GA TOWN	Onehunga Town (Type IV)	
Onehunga Wharf	c.6/1874	28/12/2006	95		10			
Onerahi	2/10/1911	30/6/1933			10			
Ongarue	1/7/1903	-	232	£38	6		Y	
Opawa	30/4/1864	30/4/1972			10			

Station	Opened	Closed	Stn No.	£Value	Scarcity Band	Typewritten Type I	3mm CAPS Types II (=Y) & III	Handstamp Type V
Opuā	7/4/1884	18/2/1981	75		10	Y		
Opunake	12/7/1926	31/7/1976	293		?			
Orari	4/2/1876	30/8/1981	618	£47	6	Y	Y	
Orepuki	6/5/1885	31/7/1976	802	£13	8	Y		
Ormondville	9/8/1880	31/8/1985	405	£47	6	ORMONDVL		
Otahuhu	20/5/1875	-	100	£60	5	Y	Y	
Otaki	2/8/1986	-	354	£100	4	Y	Y	
Otane	28/8/1876	8/6/1985	412	£19	8	Y	Y	
Otautau	15/12/1879	-	810	£33	6	Y	Y	
Otira	13/11/1900	2/1992	925	£41	6	Y		
Otiria Junction	29/11/1925	15/8/1983	73	£63	5	OTIRIAJCN	Y	
Otorohanga	9/3/1887	-	225	£45	6	OTO'HANGA	Y	
Oturehua	2/12/1901	3/11/1986	702	£37	6	Y		
Outram	1/10/1877	4/12/1953	713		10	Y		
Owaka	22/6/1896	27/2/1971	740	£63	5	Y	Y	
Oxford East	21/6/1875	19/4/1959	525		?	OXFORD E	Y	
Paekakariki	31/3/1886	-	356	£125	4	P'KAKARIKI	Y	
Paeroa	20/12/1895	28/6/1991	160	£62	5	Y	Y (dbl)	
Pahiatua	3/5/1897	1/2009	396	£77	5	Y	Y	396 PAHIATUA
Palmerston	22/7/1878	25/7/1980	663	£22	7	Y, PAL SOUTH	Y	
Palmerston N.	27/4/1876	-	333	£889	2	PAL.NORTH	Y (both types)	PALMERSTON NORTH
Papakura	20/5/1875	3/11/1986	105	£90	5	Y	Y	
Papanui	29/4/1872	13/10/1986	514		10	Y	Y	
Paparoa	29/11/1925	25/5/1980	50	£109	4	Y		
Papatoetoe	20/5/1875	5/12/1983	102	£95	5	PAPA'TOE		
Parnassus	2/9/1912	15/2/1982	540		10	Y		
Patea	28/8/1883	22/9/1986	302	£191	4	Y		
Penrose	24/12/1873	16/3/1981	93		10	Y		
Petone	9/6/1875	22/3/1981	370	£171	4	Y	Y (both types)	
Picton	12/10/1875	-	970	£13	8	Y		
Pleasant Point	24/12/1875	3/3/1968	624		10	PL POINT	Y	
Pokeno	20/5/1875	30/3/1980	116	£76	5	Y		
Port Ahuriri	25/11/1874	26/2/1984	420	£28	7			
Port Chalmers	26/12/1872	18/2/1962	675,676	£156	4	PCHALMERS	Y	
Port Chalmers Upper	20/12/1877	25/6/1978	673	£10	8	P.CHAS UP		
Prebbleton	26/4/1875	1/7/1967		£6	9			
Pukekohe	20/5/1875	-	112	209	3	Y	Y	Y
Pukeuri	27/9/1875	26/7/1981	612		10	Y		
Putaruru	21/6/1886	10/12/2002	147	£229	3	Y	Y	
Putorino	6/10/1930	26/2/1982	422		?			
Queenstown	N/A	N/A	831		10	QUEENSTN	Y	
Raetihi	18/12/1917	1/1/1968	249	£36	6	Y		
Rakaia	2/6/1873	-	605	£36	6	Y	Y	
Ranfurlly	1/2/1898	4/4/1990	700	£112	4	Y	Y	
Rangataua	15/2/1909	19/9/1986	253	£17	8	R'GATAUA	Y	

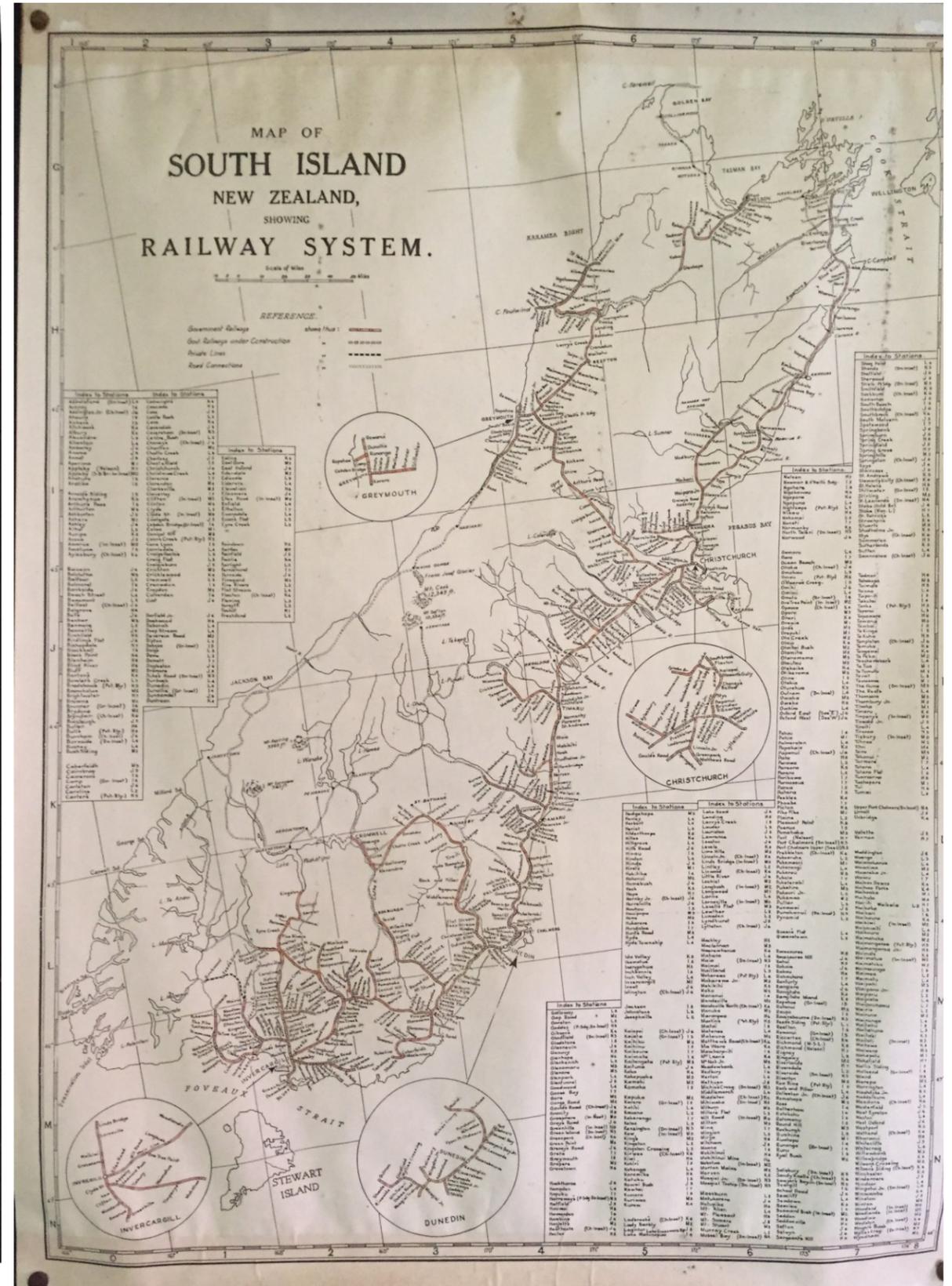
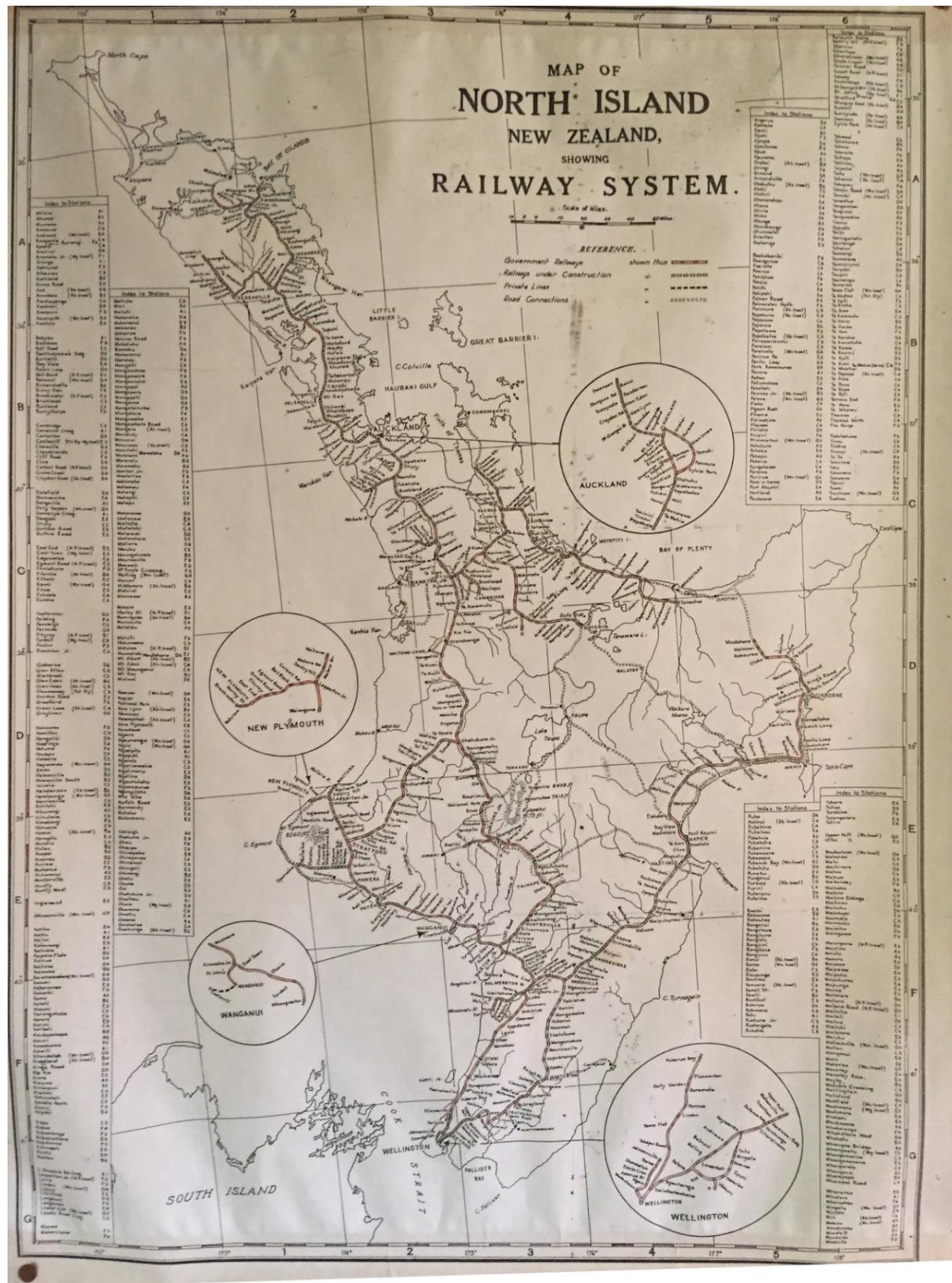
Station	Opened	Closed	Stn No.	£Value	Scarcity Band	Typewritten Type I	3mm CAPS Types II (=Y) & III	Handstamp Type V
Rangiora	5/11/1882	-	521		10	Y		
Rangitata	4/2/1876	14/5/1972	617	£3	9	Y		
Rapunga	27/2/1939	22/9/1986	423		?			
Ravensbourne	1873	13/9/1981	679		10	RAVENSB'E		
Reefton	29/2/1892	-	935	£82	5	Y	Y	
Remuera	20/12/1873	3/8/1987	86	£11	8	Y	Y	
Rewanui	21/1/1914	19/8/1985	916		10			
Riccarton	29/4/1872	2/7/1977	512	£9	9	Y		
Riversdale	1/8/1880	1/4/1971	766	£13	8	R'DALE	Y	
Riverton	9/6/1879	15/1/1978	799	£59	5	Y	Y	
Rolleston	16/10/1866	13/10/1986	590	£6	9	Y		
Ross	1/4/1909	24/11/1980	905		10	Y	Y	
Rotorua	8/12/1894	10/6/2000	155	£224	3	Y	Y (both types) (dbl)	
Roxburgh	18/4/1928	1/6/1968	729	£4	9	Y		
Runanga	1/12/1904	1944	914		10			
Sawyer's Bay	<16/4/1874	3/11/1986	674	£3	9	Y		
Seacliff	7/5/1878	5/8/1973	669	£9	9	Y	Y	
Sefton	5/10/1875	24/4/1977	528	£6	9	Y		
Shannon	2/8/1886	22/9/1986	350	£43	6	Y	Y	
Sheffield	1/12/1874	29/3/1981	594	£9	9	Y		
Southbridge	13/7/1875	30/6/1962	579	£19	8	S'BRIDGE		
Springfield	24/12/1879	3/11/1986	595	£3	9	SPGFIELD		
Springston	26/4/1875	30/6/1962	595?		10	SPRINGSTN		
St Andrew's	1/7/1876	21/12/1980	633	£30	6	Y		
St. Leonards	26/12/1873	3/5/1932	677	£23	7	Y		
Stillwater	14/11/1887	-	918	£6	9	STILLWATR		
Stirling	22/1/1878	-	735	£15	8	Y		
Stratford	17/12/1879	-	281	£333	3	Y	Y	
Studholme	1/2/1877	-	635	£12	8		Y	
Symonds Street	?	?			10	Y		
Tahakopa	4/2/1915	27/2/1971	742	£13	8		Y	
Taihape	1/11/1904	-	258	£417	3	Y	Y	
Takapau	12/3/1877	-	407		10	Y		407 TAKAPAU
Taneatua	1/2/1926	2/12/2001	190	£13	8	Y	Y	
Tapanui	1/12/1880	7/10/1978	753	£29	7	Y	Y	
Tariki	17/12/1879	26/2/1977	278	£42	6			
Taumarunui	1/12/1903	-	238	£358	3	T'MARUNUI	Y (dbl)	Y
Taupiri	19/12/1877	3/10/1982	128	£56	5	Y		
Tauranga	18/6/1928	c.12./1989	175	£326	3		Y	175 / TAURANGA
Te Aroha	1/3/1886	11/7/1986	158	£191	4	Y	Y	
Te Awamutu	1/7/1880	-	222	£145	4	TAWAMUTU	Y (both)	
Te Karaka	13/4/1905	15/3/1959			10	Y		
Te Kauwhata	13/8/1877	24/11/1985	123		?	TKAUWHATA		
Te Kuiti	2/12/1887	-	227	£189	4	Y	Y	Y
Te Puke	16/10/1913	-	180		10	Y	Y	

Station	Opened	Closed	Stn No.	£Value	Scarcity Band	Typewritten Type I	3mm CAPS Types II (=Y) & III	Handstamp Type V
Te Wera	20/6/1910	2/5/1986	283		10	Y		
Tekauwhata	13/8/1877	24/11/1985	123	£54	5	TKAUWHATA	Y	
Templeton	13/10/1866	25/7/1971			10			Y (on ISLINGTON T3)
Temuka	26/10/1875	-	620	£102	4	Y	Y (dbl)	
Thames	28/4/1929	28/6/1991	165	£208	3	Y	Y	
Thames South	19/12/1898	27/4/1929	??4		10	THAMES S		
Thornbury	9/6/1879	-	798		10	Y		
Thorndon	1884	17/6/1937	361	V.High	1	Y	Y (both types)	
Timaru	26/10/1875	-	630,631	High	2	Y	Y (both types) (dbl)	630 TIMARU
Tinwald	31/5/1875	11/10/1981	612	£18	8	Y		
Trentham	8/1/1907	-	374		?			
Tuakau	20/5/1875	2/3/1986	114	£72	5	Y	Y	
Tuatapere	1/10/1909	31/7/1976	805		10	Y	Y	
Turakina	17/5/1877	7/2/1947	314	£12	8	Y		
Upper Hutt	1/2/1876	-	376	£103	4	Y	Y	
Utiku	1/11/1904	13/10/1986			10	Y		
Waiareka	4/11/1876	<1/11/1904	653		10			
Waiau	15/12/1919	15/1/1978	565	£6	9			
Waihi	9/11/1905	12/9/1978	170	£168	4	Y		
Waikari	6/4/1882	15/1/1978	560	£30	6	Y		
Waikouaiti	c.4/1886	19/12/1986	667	£22	7	W'KOUAITI	Y	
Waimahaka	9/6/1899	31/7/1966	786		10			
Waimangaroa	1879	3/2/1957	947		10			
Waimate	19/3/1877	1/4/1966	636	£106	4	Y	Y	
Waiotira	29/11/1925	12/6/1987	54		10	Y	Y	
Waiouru	1/7/1908	13/10/1986	255		?			
Waipahi	21/6/1877	31/1/1979	751	£8	9	Y	Y	
Waipara	6/10/1880	-	530	£6	9	Y		
Waipawa	28/8/1876	18/8/1984	411	£116	4	Y	Y	
Waipiata	1/12/1898	3/11/1986	699	£69	5	Y	Y	
Waipukurau	12/3/1877	-	410	£127	4	W'PUKURAU	Y	410 WAIPUKURAU
Wairio	2/2/1882	<12/1999	811	£10	8	Y	Y	811 WAIRIO
Wairoa	2/1923	23/8/1937	425		?			
Waitahuna	22/1/1877	1/6/1968	7xx		10	Y		
Waitara	14/10/1875	2/2/1999	274	£185	4	Y	Y (dbl)	
Waitati	20/12/1877	28/4/1874	671	£16	8	Y	Y	
Waitoa	1/3/1886	29/3/1981	156	£24	7	Y		
Waitotara	20/9/1880	15/9/1986	304		10	Y		
Waiuku	10/5/1922	1/1/1968	110	£25	7	Y		
Waiwera	22/1/1879	21/6/1981	747		10			
Wakefield	31/1/1876	17/6/1954	959		10	Y		
Wanganui	21/1/1878	-	310	High	2	Y	Y (both types) (dbl)	
Ward	15/4/1911	13/10/1986			10	Y		
Washdyke	26/10/1875	22/9/1986	623	£21	7			
Waverley	23/3/1881	22/9/1986	303	£19	8	Y	Y	

Station	Opened	Closed	Stn No.	£Value	Scarcity Band	Typewritten Type I	3mm CAPS Types II (=Y) & III	Handstamp Type V
Wellington	1/11/1880	-	362, 364,365	V.High	1	WN CBO	WELLINGTON (mrr), WELLINGTON/ CENTRAL B.O. (dbl), CENTRAL B.O./ WELLINGTON (both) (dbl)	Y (at least 3 types)
Wellsford	15/2/1909	<4/1999	44	£125	4	Y	Y	
Westport	5/8/1876	-	945	£393	3	Y	Y (dbl, tpl)	945 WESTPORT
Whakatane	26/7/1937	3/12/2001	191		?			
Whangamomona	1/7/1914	2/5/1986	285	£22	7	W'MOMONA		
Whangarei	28/10/1880	-	67	£860	2	Y	Y	Y
Winchester	4/2/1876	22/9/1986	619	£27	7	W'CHESTER		
Wingatui	1/9/1875	3/11/1986	693		10	Y	Y	
Winton	20/8/1871	13/12/1982	815	£93	5	Y	Y	
Woodlands	11/2/1874	4/4/1982	780	£47	6	Y		
Woodville	22/3/1887	-	399	£15	8	Y		
Woolston	c.6/1883	13/10/1986	505	£7	9	Y		
Wyndham	2/10/1882	9/9/1962	776	£15	8	Y		

# Appendix A-1. 1956 Maps of North and South Island railway lines and stations

Based on photographs taken of original maps on the wall of the restored Ormondville Station rooms.













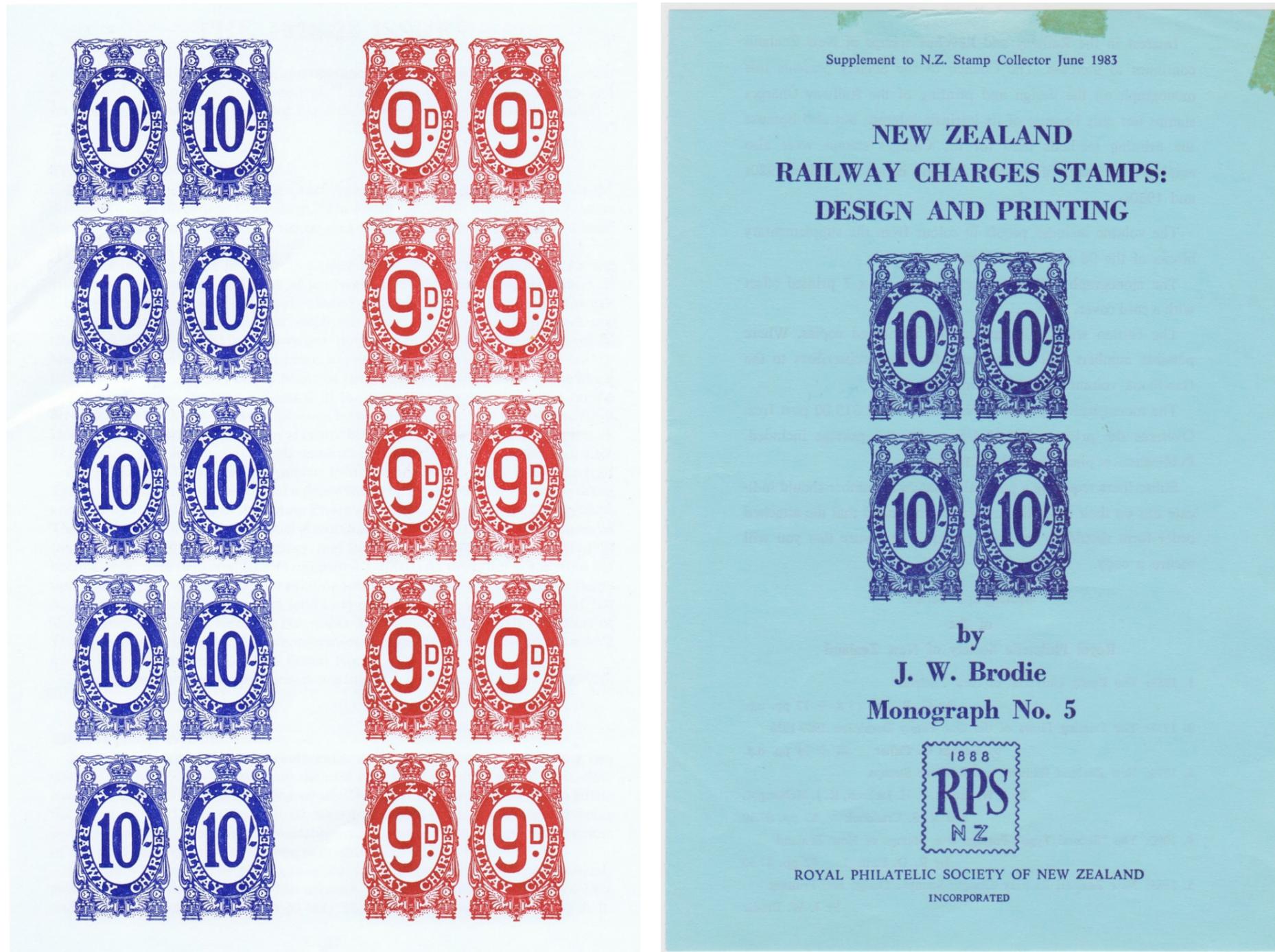


## Appendix B. Brodie proofs

For the 1983 RPSNZ publication on these stamps, author Jim Brodie arranged with the Government Printer, and with permission of New Zealand Railways, to have posthumous proof pulls made from the remaining plates held at the National Museum (now Te Papa Tongarewa).

Prints were made variously of the part-sheets of 60, 50 and the make-up clichés of 10, in a variety of colours (many in similar colours to the original).

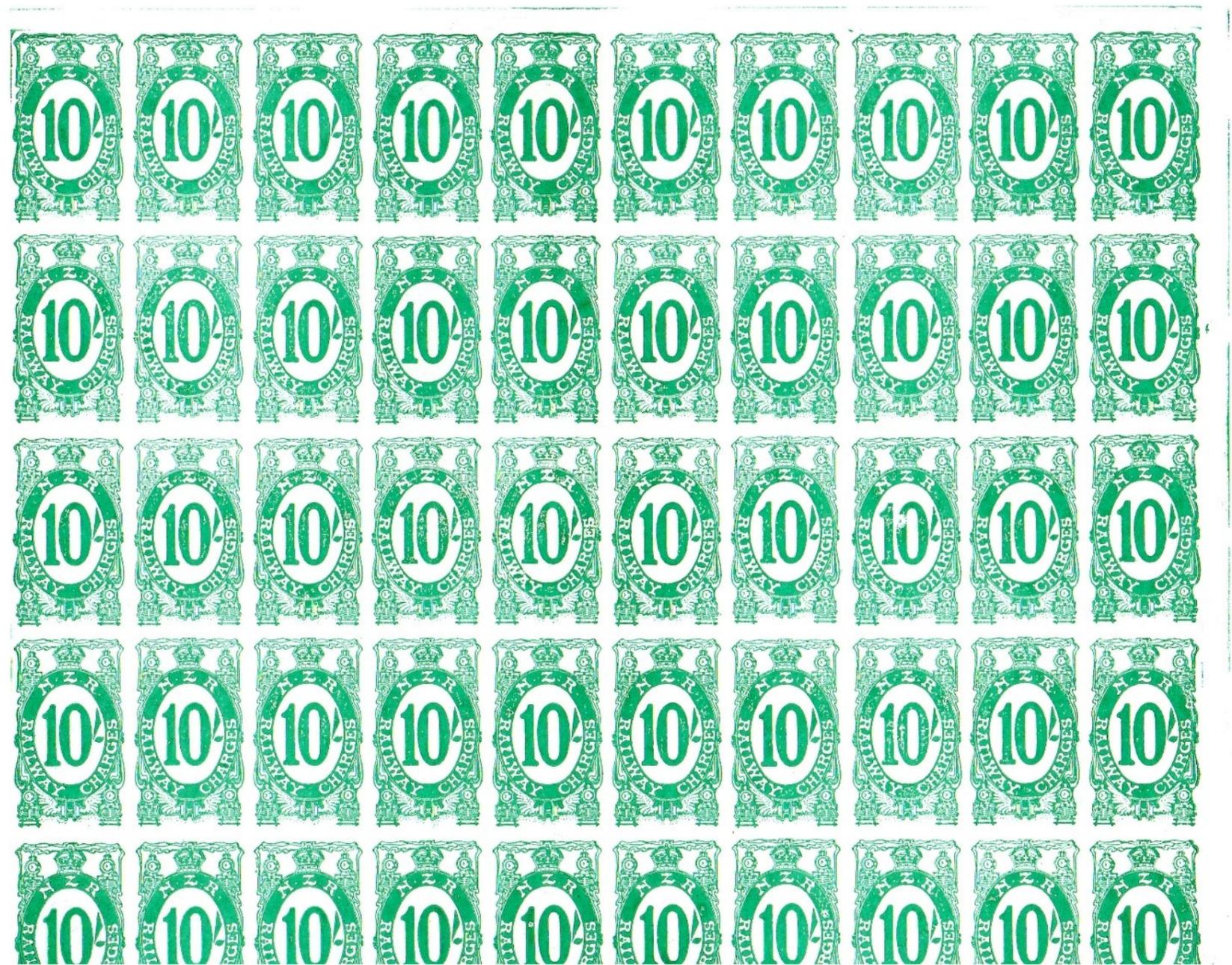
A pair of the sheetlets of 10 – the 10/- in blue and 9d in red - were used in the publication. A block of 4 of the 10/- were also used in the advertising flyer.



Of the others, the table shows the make-up and colours known to have been produced. Numbers produced were small, with a few of most known in private hands, and a full set (generally two of each) is held in the Archives of the RPSNZ. Part of a 5x10 sheet of the 10/- in emerald is shown below.

	5x2	5x2 pair	5x10	5x12
6d orange	Y		Y	
6d lake	Y		Y	
8d yellow-green	Y		Y	Y
8d red	Y		Y	Y
9d red	Y		Y	
9d black	Y		Y	
9d blue	Y			
9d deep red	Y			
1/- red-brown	Y		Y	Y
1/- red	Y		Y	Y
1/6 black	Y		Y	Y
1/6 blue	Y		Y	Y
1/6 orange			Y	
2/- orange-yellow	Y		Y	Y
2/- vermilion	Y		Y	Y
2/6 black	Y			
2/6 red	Y		Y	
2/6 deep red	Y			
5/- vermilion	Y	Y	Y	Y
5/- blue-green	Y		Y	Y
5/- grey-green	Y	Y		
10/- emerald	Y		Y	
10/- brown-lake	Y		Y	
10/- ultramarine	Y		Y	Y
10/- dark blue	Y			

Collectors should be aware of any being presented for sale as “original” proofs.



## Appendix C. Sheet Numbers

In his publication, Brodie notes sheet numbers in black figures are found in the top selvedge above stamp 1/12 for ½d, 2d, 3d, 6d & 1/- stamps issued 1928-33. The large 3d block shown previously can extend this to at least 1938.

Later printings 1944-58 have the sheet number in the stamp colour reading upwards beside stamp 1/1 for the ½d, 2d & 3d, or downwards beside stamp 10/12 for the 1d No Stop.

Some images from part sheets held in the New Zealand National Archives are shown below.



Earlier ½d (*Elsmore*)

**NEW ZEALAND RAILWAYS.**

**STAMPED PARCELS RATES.**

*Stamped Prepaid Parcels will be conveyed at the following rates:—*

STATIONS.	Mileage not exceeding	WEIGHT NOT EXCEEDING								For each 28 lb. or Fraction thereof in excess of 112 lb.
		3 lb.	7 lb.	14 lb.	28 lb.	56 lb.	84 lb.	112 lb.		
		s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
	30 miles.	6	6	6	9	1 6	2 0	2 6	6	
	50 miles.	6	6	9	1 0	2 0	2 9	3 3	6	
	100 miles.	6	1 0	1 0	1 6	2 6	3 6	4 0	6	
	200 miles.	6	1 0	1 6	2 0	3 9	5 6	6 6	1 0	

	300 miles.	6	1 0	2 0	3 0	5 0	7 6	10 0	2 0
	Over 300 miles.	6	1 0	2 0	3 0	6 0	9 0	12 0	3 0

Articles exceeding 2 cwt. in weight or 20 cubic feet in measurement will not be accepted for conveyance at parcel rates.

In addition to the above rates a charge of 6d. for each hundredweight or part of a hundredweight will be made upon all parcels consigned to Auckland, Frankton Junction, Hamilton, Wanganui, Palmerston North, Wellington, Christchurch, Dunedin, or Invercargill.

The foregoing charges apply only when charges are prepaid (in the case of an officered station) by stamps or (in the case of a flag station) by cash or stamps. 25 per cent. additional will be imposed when railage is not prepaid or when parcels are insufficiently stamped. Minimum additional charge, 3d.; maximum, 1s.

Adhesive stamps for use in prepayment of railage on parcels of the following value—namely, 1d., 2d., 3d., 6d., 9d., 1s., 1s. 6d., 2s., 2s. 6d., 5s., will be sold at all railway-stations where Stationmasters are in charge.

Except where otherwise specified, each parcel will be charged for separately. Fractions of 1d. will be charged as 1d.

Stamps are not to be used when the consignment consists of more than one package and the charges are computed on the total weight of all the packages. In such cases, however, charges will, if prepaid, be computed at the stamped-parcel prepaid rates.

Parcels from flag station at which stamps are not procurable will be charged at the stamped rate provided charges are prepaid.

Consignment-notes must be tendered with all parcels whether stamped or not. Stamps should be securely affixed as nearly as possible to the address on the parcel, but so as not to obliterate any part of the address. Where the nature of the package does not admit of the stamp being securely affixed thereon it should be affixed to a label securely attached to the package.

Articles or packages conveyed at parcel rates will be allowed free storage for seven days after arrival at destination. After the expiration of the period named 3d. per week or part of a week will be charged on each package. Parcels not taken delivery of within four working-hours after being available for delivery will be held by the Department as warehousemen. Parcels not claimed within six months may be sold.

Cut flowers not made up into wreaths, &c., packed in baskets, hampers, or boxes will be charged half parcel rates; minimum charge, 6d.

Parcels or packages containing or consisting of the following articles will be charged rate and a quarter:—

Artificial flowers,	Handcarts,
Basketware,	Kapoc in parcels, mattresses,
Basket-chairs,	or other packages,
Bath-chairs,	Liquor not packed in cases,
Bicycles packed in cases or crates,	Perambulators and go-carts,
Bicycle and motor-bicycle rims, wheels, frames, or forks,	Picture-frames and mouldings,
Bird-cages,	Rocking-horses,
Birds in cages,	Side-cars for motor-bicycles,
Cardboard or strawboard boxes, empty or containing millinery, feathers, or other goods liable to damage by crushing,	Stags' heads, mounted or unmounted,
Cycle-trailers,	Stuffed birds and animals,
Dress-stands,	Toys,
Glassware, chinaware, or crockery (except druggists' bottles), not packed in cases,	Tricycles, tricycle-wheels, or frames,
	Typewriters, loose,
	Wickerware,
	Wreaths and other similar articles made up of cut flowers or plants.

When more parcels than one are consigned by one consignor to one consignee as one consignment they will be charged for separately, except in the case of fish, game, dead rabbits, dead hares, birds in cages, live pigeons in hampers, live and dead poultry, meat, bread, butter, eggs, cheese, vege-

tables, flowers, plants, shrubs, seed, fruit, and ice, from one consignor to one consignee, which will be charged upon the total weight of each consignment; with a limit (except where otherwise specified) of 2 cwt. per consignment.

Bicycles, pedal, not packed in cases or crates, to seat one rider, each machine will be charged as 28 lb., rate and a quarter. For every seat after the first, on each machine to seat more than one rider, 50 per cent. additional will be charged. Bicycles, pedal, packed in cases or crates, will be charged on actual weight at the foregoing rates.

Bicycles with motor-propelling attachment will be charged rate and a quarter, computed on actual weight.

Bicycles, motor, to seat one rider, will be charged rate and a half. Charges will be computed on actual weight in each case.

Bicycles, motor, with trailers or side-cars attached, will be charged double the rates for motor-bicycles; charge shall not exceed that for a motor-car.

Tricycles, motor, will be charged two and a half times the ordinary parcels rates on actual weight; maximum charge as for a motor-car.

Parcels containing or consisting of the following articles will be charged double rate:—

Canoes,  
Crackers, Chinese,  
Fuze.

In no case shall the charge for a canoe be less than as for 5 cwt. at Class A rate, Part III.

The maximum weight of Chinese crackers carried through Parcels Department by any one train will be 14 lb.

Dangerous goods other than Chinese crackers, safety small-arm cartridges, fuze, and cinematograph-films, will not be accepted for carriage through Parcels Department.

Parcels must be at the station at least thirty minutes before the due time of departure of the train by which they are to be forwarded.

Charges on all letter parcels must be prepaid.

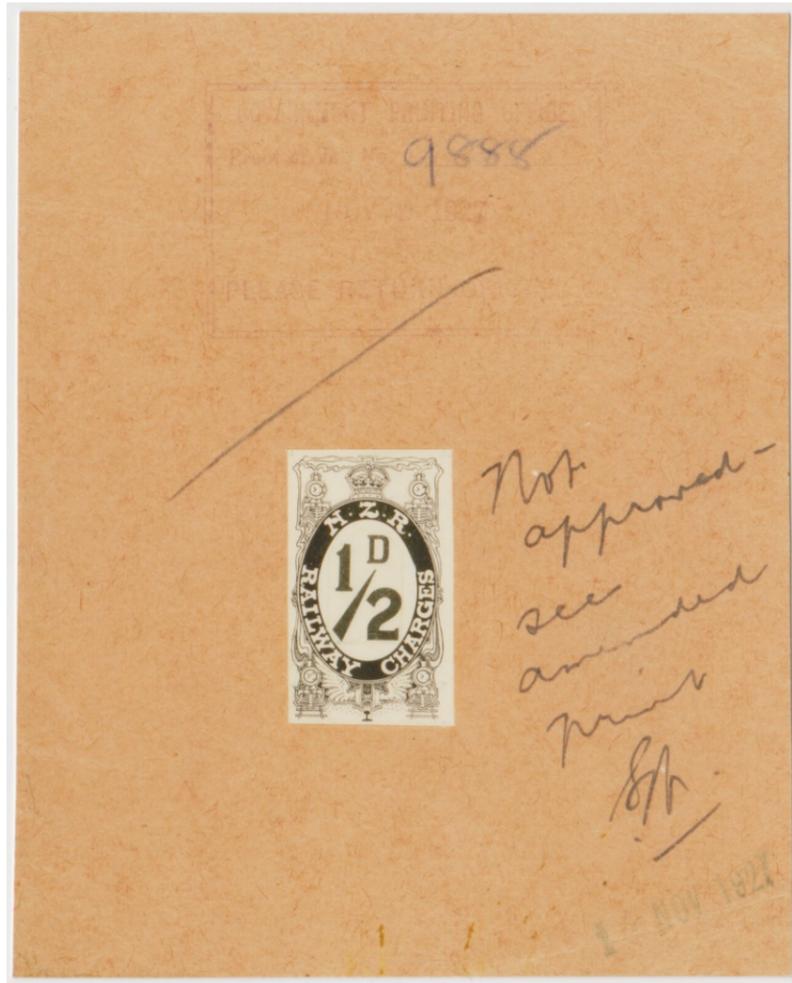
## Appendix E. 1927 rejected 1/2d proof

With the imminent withdrawal of the earlier Railway Newspaper 1/2d stamp, a new value was required for the Railway Charges set.

On 1 November 1927 the Government Printer produced this proof, using a diagonal fraction bar (see the 2/6d design).

This was rejected on the 9<sup>th</sup> November, and the following day an amended design with a horizontal design was approved.

Note this has the rail section at the base (per the 9d), this was removed prior to printing the first sheet on 9 January 1928, in sheets of 120.



## Appendix F. 1982 Dunedin Railway postage stamp Cinderella mini-sheet

As part of the 1982 Architecture set, the 30c value showed the Dunedin Railway station.



To coincide with that, a limited edition of 500 Cinderellas in miniature sheet form was issued by the Cancer Research Trust.

The 1/- Railway Charges stamp was used as the main design, with text reading up the left side

“1928 RAILWAY CHARGES STAMP / SPECIAL REPRODUCTION 1982”. It is rouletted 9.5.

The 1928 year is incorrect, the 1/- (and most other values) were issued in 1925.



## Appendix G. Modern Forgeries

Unfortunately, as at April 2019, eBay seller scottvisnjic (Taiwan) is successfully selling a wide variety of forgeries of scarce New Zealand stamps, including Railway Charges. Those sold go for between NZ\$5 and \$10. Those illustrated below are perf 14.



Per eBay's rules, they are clearly marked as forgeries on the back, and advertised as such:

**Gummed Aged MNH**

**Modern Reproduction**

**This Stamp is a Modern Reprint Stamp**

**參考品 / 複製品**

**Why are we selling replica/fantasy stamps for the collector?**

Because some stamps are too expensive.  
Not every collector can buy the original stamps,  
so they need replica to complete their collection.

**All Reproduction Stamps items are marked "FORGERY" on the back as required by eBay.**

Unfortunately, examples are already appearing on TradeMe with the "FORGERY" text removed, and not being unambiguously described as being forgeries.

## Appendix H. The 10/- Plum

As the scarcest and top value, the 10/- plum only shows up occasionally<sup>16</sup>. This appendix aims solely to illustrate those I have obtained images of. Reference to ebay/Trademe given, or to other online sites. The owner is not given for privately owned examples.



1,2. THORNDON Type I (2013, before being split)



1. THORNDON Type I  
(TradeMe, March 2014, left of pair)



3. THORNDON Type I



4,5. CHRISTCHURCH Type II  
(ozrevenues.com)



6. ROTORUA Type II  
(TradeMe, March 2014)



7. INVERCARGILL Type I  
(virtualanewzealandstamps  
.blogspot.com)



8. TIMARU Type I



9. TIMARU Type II  
(TradeMe)



10. ex Presentation Set

<sup>16</sup> The 2023 8th Edition of the Kiwi Catalogue increased the value from \$1,750 to \$3,000.



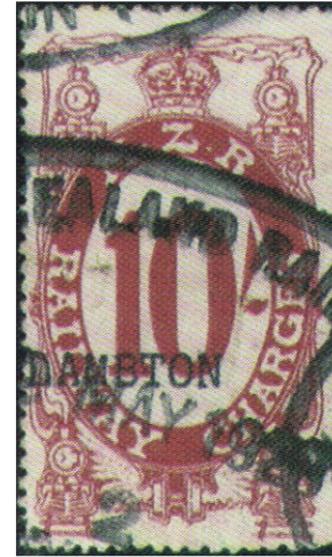
11. CHRISTCHURCH Type II  
(TradeMe November 2021)



12. THORNDON Type III  
(Ashford Stamps auction #22  
25/1/2001)



13. LAMBTON Type III  
(Classic Stamp Ltd auction #29  
29/11/2002)



14. LAMBTON Type I  
(Classic Stamp Ltd auction #49  
8/2/2008, TradeMe Nov 2024)



15. THORNDON Type I  
(David Holmes Philatelist Ltd auction #18  
16/11/1999, also RPSNZ Handbook Vol VI, p273)



16. THORNDON Type I



17. COURTENAY PLACE  
Type I



18. CHRISTCHURCH Type II  
(Spink, Nov. 2008)



19. LAMBTON Type III  
(Mowbray International #18  
2009)



20,21. THORNDON Type I  
(Mowbray International #29 2017)



22. TIMARU Type I  
(TradeMe Sept 2014)



23. HAWERA Type III  
(Ashford #87 2018)



24. DUNEDIN Type II?  
(ACS #180 2009)



25. THORNDON Type I  
(ACS #181 2009)



26. THORNDON Type I  
(ACS #217 2017)



27. THORNDON Type II  
(ACS #240 2022 lot 1850)



28. Specimen H/S<sup>1</sup>  
(Corbitts 22/4/2022  
ex lot 175)



29. HASTINGS Type II  
(ebay Jan 2025)

A tabulation of recorded items, by Station and Overprint Type.

Station	Type I	Type II/III
CHRISTCHURCH		4
COURTENAY PLACE	1	
DUNEDIN		1
HASTINGS		1
HAWERA		1
INVERCARGILL	1	
LAMBTON	1	2
ROTORUA		1
THORNDON	9	2
TIMARU	2	1

<sup>1</sup> Local experts have not seen this form of Specimen overprint before, hopefully the purchaser will submit the stamp to the RPSNZ for expertising.

## Postscript - Areas for further study

### The Missing Stations

Stations banded 9 and below are known to have had stamps issued to them, at least in the 1930-31 year. Examples have been sighted for all banded 4 and below, but some in the 5 to 9 range have yet to be sighted (at least by this author).

5	6	7	8	9
Okahukura	Tariki	Ngahere	Belfast	Green Island
		Port Ahuriri	Kumara	Lovell's Flat
		Washdyke	Milburn	Prebbleton
			Normanby	Waiau

A few of those banded 10 or ? have also been sighted and so the search for examples of the many in those two Bands yet to be recorded should also continue, with some hope that they also exist.

Unrecorded types of station overprints for those where at least one type has been so far recorded continue to be sought to increase the completeness of Appendix A. This includes examples of the type III Letterpress overprint where so far only type II is recorded.

### Cancellations

Five different types of large oval cancellations are described and illustrated in a preceding chapter. Generally, this requires an item on piece or a large multiple for the cancellation to be identified and described accurately. Three types of the "PAID BY STAMPS" cancellation are also shown, along with various (non-number) station handstamps. There are undoubtedly more to be recorded and illustrated.

### Early & Late Dates

Clearly dated items from the first year (1925) of use remain very scarce. Brodie (1977) noted the trial of Time & Date (clock) stamps at Thorndon in November 1925, and that Date & Station cancellers were preferred by District Traffic Managers in February 1926. Given the initial instructions were to use the station number stamp, examples of any dated cancellation in the first 3-6 months will remain elusive, and most likely the Time & Date format. Naturally they will be on Type I overprints.

As noted earlier, dated examples from 1940 onwards are also rare, most likely from the very reduced volume of stamps in use.

### Overprinting forme set-up

This 18<sup>th</sup> version has made some initial observations on this topic, in relation to type II/III. More horizontal examples of 3 or more stamps, preferably showing selvedge or a constant flaw to prove positioning are required.

### Flaws

Brodie (1983) went to some length to describe the variety of constant flaws and their cause throughout the plate creation and subsequent printing processes. Some were illustrated in black & white from original proof sheets held at The Museum of New Zealand Te Papa Tongarewa, with the rest being described only, but having actual printed examples illustrated close-up and in colour would be useful as well. Being able to position a stamp and therefore its overprint would also possibly assist with study on the forme set-up.

Finally, collectors with information or images to update this monograph are invited to contact the author at [nz78adam@gmail.com](mailto:nz78adam@gmail.com). A 300dpi (or better) scan is appreciated.