

# GEORGE PAULING

Issued 15<sup>th</sup> May, 1974

This issue was the eighth in the Famous Figures Series, and depicted the railway contractor, George Pauling, who did so much to build the country's railway infrastructure.

George Pauling was born in Huntingdonshire, England in 1854. His early life had been none too easy. His father, a railway engineer, was invalided out of India. George, one of four children, had to leave school when he was 14 in order to contribute to the family exchequer. He went from job to job and eventually was employed by a Mr. Ralph Firbank who taught him the rudiments of engineering. At 20 George decided to visit South Africa where his father was currently working; he himself obtained employment on the construction of the Waai Nek tunnel, near Grahamstown, where his apprenticeship gave him the grounding for the incredible achievements which lay ahead of him.

He founded the firm of Pauling and Co. Ltd., in 1877 which was backed by the banking house of d'Erlangers. The company extended its activities throughout Southern Africa, to the Holy Land, Greece, South America, Great Britain, India and China. In these and other lands railways, tunnels, bridges, harbours and public works stand as a monument to his drive and engineering skill.

He was summoned to Cape Town by Rhodes in 1891 for discussions on the extension of the railway in South Africa, resulting in an agreement wherein Pauling contracted to build the railroad to Rhodesia. After many hardships the contractor's construction train pulled in to Bulawayo on the 19th October, 1897.

In the meantime, construction of the Beira-Umtali railway had been commenced but was proceeding slowly. In September 1892, Pauling and Co., on behalf of the Beira Railway Co., began building a 2 ft. gauge line from Fontesville on the Pungwe River to Umtali. It was to take over five years to complete for the terrible 205 miles lead through swamps and mountainous terrain and disease and wild animals played havoc with man and beast. Finally, the first train arrived in Umtali on 4th February, 1898, four months after the first arrival of a train in Bulawayo. Many more railways in and about Rhodesia were constructed by George Pauling and Co., right up until 1928.



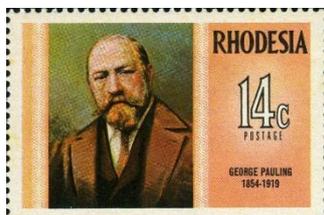
Apart from railway construction George Pauling was at one-time Commissioner of Public Works, Head of the Department of Mines and from 1895-1897 Postmaster General of Rhodesia.

George Pauling died at his home in Effingham, Surrey, England on February 10th, 1919 from appendicitis, but the firm of George Pauling and Co., continued in business, mainly on construction work in Central Africa until 1930.

A post office, named Paulington, was opened at Umtali on 1st November, 1910, but closed on the 30th October 1927. It was however reopened on 2nd January 1973. It is indeed a befitting reminder of one of Rhodesia's great pioneers.

(Source: PTC Bulletin No. 1 of 1974)<sup>3</sup>

## THE ISSUED STAMP



### Catalogue listings

SG	RSC <sup>2</sup>	Value	Description
488	C135	14c	George Pauling
	a.		“Broken ‘O’ of Rhodesia” variety R10/1 Cyl 1B

### Technical details

<b>Stamp size:</b>	42 x 28 mm
<b>Sheet Size:</b>	50 stamps (10 rows of 5 stamps), two panes within printed sheet
<b>Artist:</b>	Portrait painted by Peter Birch
<b>Paper:</b>	Type 10 - Chromo, creamy/brown gum
<b>Print colours:</b>	Cyan, yellow, magenta and black
<b>Perforations:</b>	Comb perf: SG 14½, RSC 14¼ Top margin: Perforated through Side margins: One perf hole Bottom margin: Imperforate
<b>Printer’s Imprint:</b>	Type 6a, bottom margin, below columns 2 to 4 – black printing
<b>Cylinder numbers:</b>	Cyls. 1A & 1B bottom margin under R10/1, colours reading across from left – cyan, yellow, magenta, black.
<b>Colour register:</b>	Type TL 4 – round boxed - left margin opposite R10/1, colours reading down – cyan, yellow, magenta, black.
<b>Sheet Value:</b>	Bottom margin, below R10/5, black printing

**Sheet Number:** Type SN 4 with 'PTC' prefix, right margin opposite R10/5, reading down

**Print numbers:** 400,000 stamps (4,000 1A & 1B sheets each)

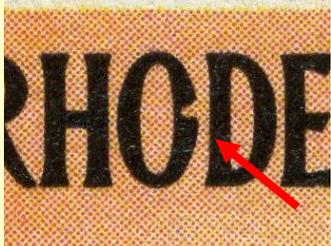
**Issue date:** 15<sup>th</sup> May, 1974

**Withdrawal from sale:** 27<sup>th</sup> February, 1975

**Demonetarisaton:** 1<sup>st</sup> July, 1978

### Listed varieties

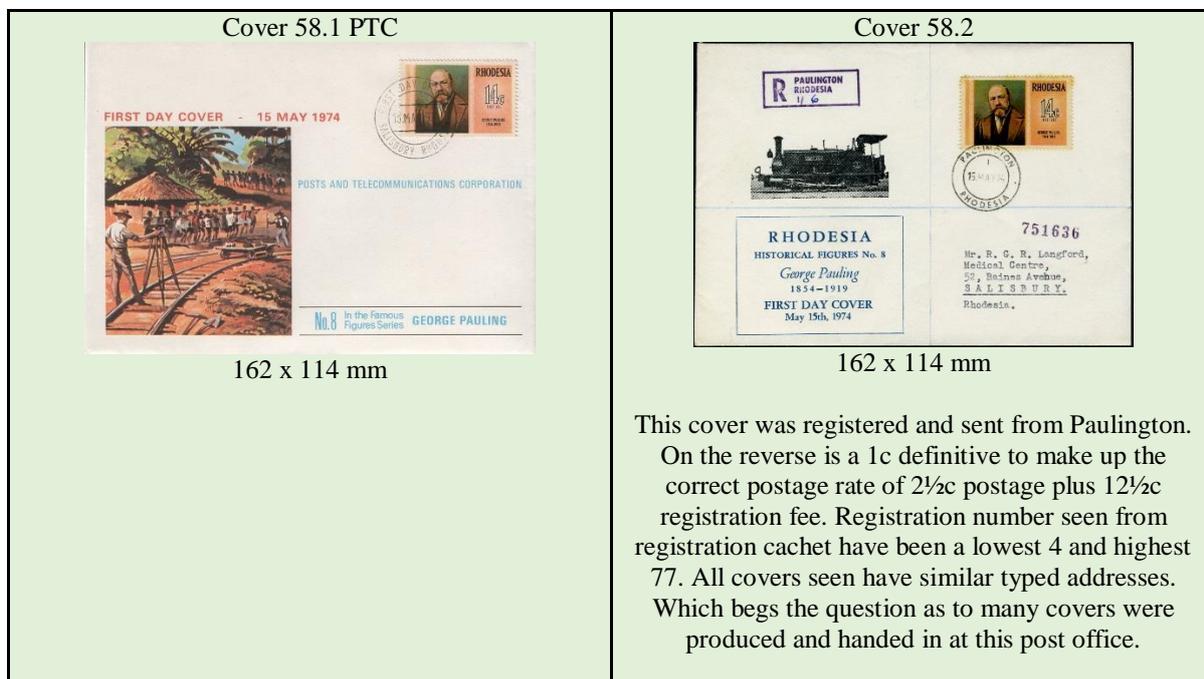
Below are varieties documented or seen for each of the values, starting with the listed varieties within the Mashonaland Guide<sup>1</sup>, and those listed in the RSC<sup>2</sup>, shown in yellow shaded tables. The varieties listed in bold are considered by the authors of the Guide to be more important.

Row	Col	
<b>Cyl 1A</b>		
2	4	Green mark to right of head
3	2	Diagonal white line to right of figure '4'
3	3	Orange spot in right-hand lacework, halfway down
4	5	On some sheets a black dot in left-hand lacework level with forehead
5	4	On some sheets there is a weak entry around 'E' of Rhodesia
<b>Cyl 1B</b>		
5	3	Small black dot at top of left-hand white column
5	5	Black spot one-third way down in left-hand coloured column
10	1	<b>Broken 'O' of Rhodesia</b>
		

## First Day Covers

The cover numbering comes from the catalogue produced by Geoff Brakspear

Note from Rhodesian Stamp Catalogue – “A very small number of First Day covers were cancelled at Paulington. Collectors can expect to pay a small premium over the normal price to obtain these.”<sup>2</sup>



## Bibliography

1. “A Guide to the Postage Stamps of Rhodesia”, supplement No 5, issued 1978, published by the Mashonaland Philatelic Study Group
2. “The Rhodesia Stamp Catalogue”, 1983/84, published by Salisbury Stamp Company
3. Post & Telecommunications Corporation Bulletin No 1 of 1974, published by the Philatelic Bureau