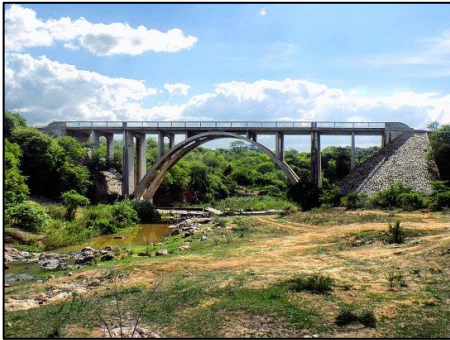


BRIDGES OF ZIMBABWE

Issued 24th October, 2006

(Extracted from Philatelic Bureau Bulletin No 5 of 2006)²

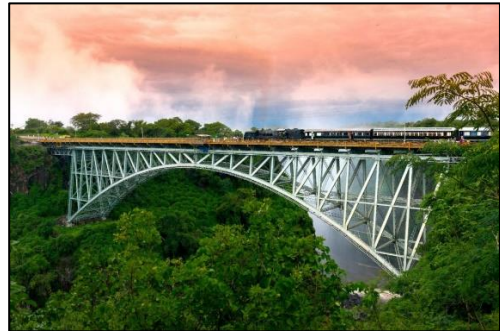


Z - The Mpudzi River Bridge

Situated on the Masvingo-Birchenough Bridge -Mutare Road at the 42.1 km peg from Mutare. The substructure is a single 30.5 metre open spandrel twin rib arch, reinforced concrete trestle approach piers and reinforced concrete abutments. The superstructure is a reinforced concrete deck slab at approaches and arch section. The bridge was constructed by the Ministry of Roads and Road Traffic in 1961.

\$450 - The Victoria Falls - Zambezi River Bridge

Situated on the border linking Zimbabwe with Zambia at the 438 km peg from Bulawayo. The bridge was constructed in 1905 by The Cleveland Bridge and Engineering company of Middlesbrough, England and designed by Sir Douglas Fox and Partners of London. Victoria Falls bridge is an international combined Railway and Road Bridge with the superstructure being made up of a steel arch over the gorge with a main span of 152.5 metres. The one lane roadway was installed in 1930 and a new wider reinforced concrete surface was added in 1980.



\$600 - The Limpopo River Bridge – Beitbridge



This border bridge links Zimbabwe with the Republic of South Africa. Beitbridge originally had a combined railway and road bridge consisting of a steel superstructure of steel trusses and a 4.9 metre wide concrete roadway. The substructure of this bridge consists of reinforced concrete abutments and piers. It has 14 spans and was originally constructed by a private contractor. This older bridge was originally built in 1929 is now only used for railroad and pedestrian traffic. A new road bridge has now been built using Bulgarian aid and has a wide two lane cambered concrete brick surface.

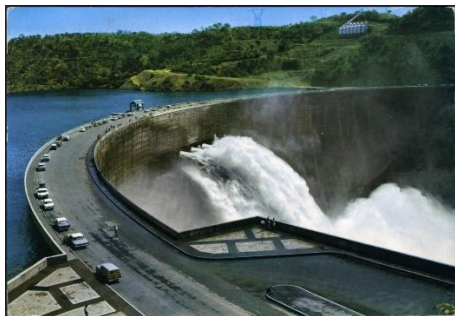
\$750 - The Otto Beit Bridge - Chirundu - Zambezi River

This suspension bridge is situated on the border linking Zimbabwe with Zambia and is situated at the 352.1 km peg from Harare. There are now two bridges at this border crossing. The older Otto Beit Bridge is a single lane carriageway for outgoing traffic from Zimbabwe and was built by Dorman Long & Company Ltd in 1939. A new two lane carriageway has recently been built which deals with vehicles passing from Zambia into Zimbabwe.



\$800 - The Lake Kariba Barrage Road Bridge

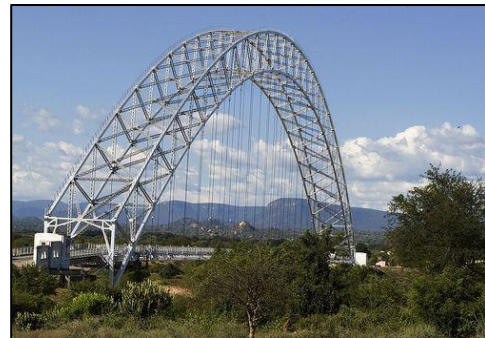
This is situated on the Zambezi River at Kariba between Zimbabwe and Zambia. It is one of Zimbabwe's largest bridges in that it carries a 40 feet wide road (12.2 metres) with a crest length of 2,025 Feet (617 metres) making this bridge the widest and longest international bridge in both Zimbabwe and Zambia. The Kariba Barrage Dam/Wall was constructed by Impresit of Italy between 1957-1960. It was opened by the British Queen Mother, Queen Elizabeth. The barrage was built to provide much needed industrial hydroelectric power for both Zimbabwe and Zambia.



Postcard published by Sapra Studio,
Lusaka

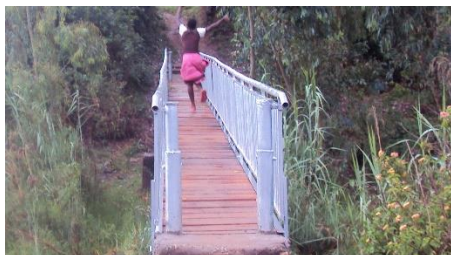
\$1,000 - The Birchenough Save River Bridge

This is the main link between Mutare and Masvingo and is situated at the 124.9 km peg from Mutare. The Superstructure is a two hinged arch of 329.2 metre span with a road deck suspended by means of hangars from panel points on the arch. The road deck is 10 metres wide with 0.9 metre footwalks. It was built by Dorman Long and Company in 1935 at a cost of US\$270,00. The bridge was designed by and construction supervised by Sir Douglas Fox. The bridge is named after Sir Henry Birchenough, who was President of the British South Africa Company for 12 years, 1925-1937.



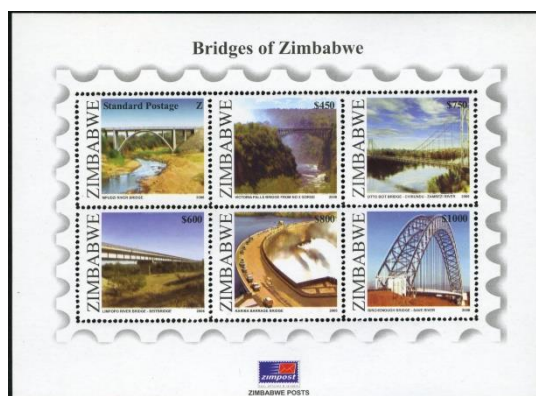
First Day Cover

The Fuve, Zaka Footbridge is featured on this bulletin front cover for its simple design is often used in rural Zimbabwe. The bridge is used by rural school children to pass over a long drainage irrigation ditch near Zaka a small communal village which is part of the Province of Masvingo.



Footbridge in rural area

The Stamps



(Reduced to 50% of size)

Catalogue listings

| SG | ZSC ¹ | Value | Description |
|--------|------------------|---------|--|
| 1196 | 617 | Z | Mpudzi River Bridge |
| 1197 | 618 | \$450 | Victoria Falls – Zambezi River Bridge |
| 1198 | 619 | \$600 | The Limpopo River Bridge, Beitbridge |
| 1199 | 620 | \$750 | The Otto Beit Bridge, Chirundu |
| 1200 | 621 | \$800 | Lake Kariba Barrage Road Bridge |
| 1201 | 622 | \$1,000 | Birchenough Save River Bridge |
| MS1202 | MS14 a. | | Miniature sheet (se-tenant block of six values) Imperforate – vertical perforations |

Technical details

| | | | | | | | | | | | | | | | | | |
|---------------------------|--|----------|---------|--------|---------|--------|--------|--------|--------|--------|--------|----------|--------|-----------------|-------|--|--|
| Stamp size: | Sheet stamps: 35 x 30 mm | | | | | | | | | | | | | | | | |
| Sheet Size: | 50 stamps (5 rows of 10 stamps), two panes per printed sheet | | | | | | | | | | | | | | | | |
| Artist: | Cedric D Herbert, based on photographs taken by Cedric Herbert, Sean Herbert and Gift Pongo | | | | | | | | | | | | | | | | |
| Paper: | ZSC paper type J: paper described by Zimpost as “Chancellor Litho PVA Gummed Postage Stamp Paper”. This paper is produced by Tullis Russell Coaters of Glenrothes, Fife, Scotland. Under UV there is no fluorescence either front or back, the stamp appears to be very dark | | | | | | | | | | | | | | | | |
| Print colours: | Cyan, magenta, yellow & black | | | | | | | | | | | | | | | | |
| Perforations: | Sheet stamps and miniature sheet: SG 14½ x 14, ZSC 14¼ x 14 Top margin: Perforated through Other margins: Imperforate Miniature sheet: Imperforate margins | | | | | | | | | | | | | | | | |
| Printer: | NatPrint, Harare, Zimbabwe | | | | | | | | | | | | | | | | |
| Printer’s Imprint: | Sheet stamps only: Bottom Margin, below Row 10 Column 3. Imprint printed in black | | | | | | | | | | | | | | | | |
| Cylinder numbers: | Sheet stamps only: Top margin above R1/1. Colours from left – cyan, magenta, yellow, black | | | | | | | | | | | | | | | | |
| Colour register: | Sheet stamps only: Type TL 4– round boxed – left margin opposite R1/1. Colours reading down – cyan, magenta, yellow, black | | | | | | | | | | | | | | | | |
| Sheet Value: | Sheet stamps only: Top margin, above R1/5, printed in black | | | | | | | | | | | | | | | | |
| Sheet Number: | Sheet stamps only: Type SN 7 with printed ‘ZIMPOST’ prefix, right margin opposite R1/5, reading down | | | | | | | | | | | | | | | | |
| Print numbers: | <table><tr><td>Z</td><td>600,000</td><td>\$450.</td><td>400,000</td></tr><tr><td>\$600.</td><td>50,000</td><td>\$750.</td><td>50,000</td></tr><tr><td>\$800.</td><td>50,000</td><td>\$1,000.</td><td>30,000</td></tr><tr><td>Miniature sheet</td><td>5,000</td><td></td><td></td></tr></table> | Z | 600,000 | \$450. | 400,000 | \$600. | 50,000 | \$750. | 50,000 | \$800. | 50,000 | \$1,000. | 30,000 | Miniature sheet | 5,000 | | |
| Z | 600,000 | \$450. | 400,000 | | | | | | | | | | | | | | |
| \$600. | 50,000 | \$750. | 50,000 | | | | | | | | | | | | | | |
| \$800. | 50,000 | \$1,000. | 30,000 | | | | | | | | | | | | | | |
| Miniature sheet | 5,000 | | | | | | | | | | | | | | | | |
| Issue date: | 24 th October, 2006 | | | | | | | | | | | | | | | | |

Postal Rates

The local postage rate for the 'Z' value as at the date of issue was \$100. The \$450 value does not represent the basic postal rate for any external destination, with the \$800 for surface mail to the rest of the world.

Proofs

From the scan below, it is evident that Natprint has undertaken a trial printing of the issue. with a single illustration of each stamp. Each stamp is on a single sheet with margins showing printer's marks. First time this treatment of the printing process has been seen. (*Courtesy of Jefferson Ritson*)



Listed varieties

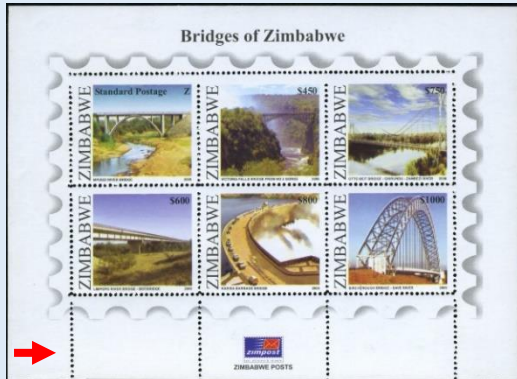
Miniature sheet

Imperforate to vertical sides
ZSC MS14a



Unlisted Varieties

There are numerous small dots and specks in the printing of these stamps, particularly in the backgrounds. Some colour variations have been noted for this issue, this is considered normal.



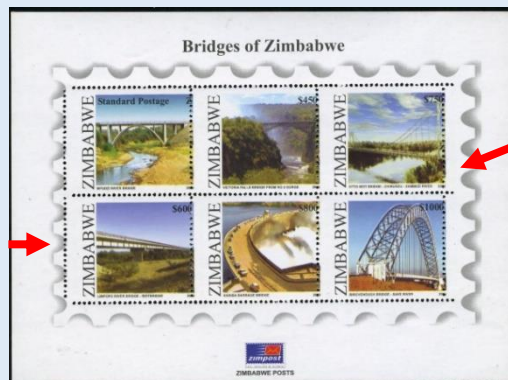
Miniature sheet: Additional perforation to bottom margin



Miniature sheet: Double top horizontal perforations



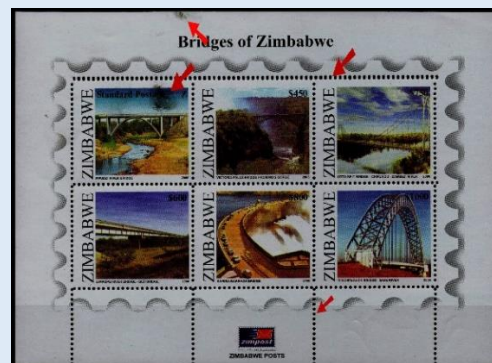
Miniature sheet: Vertical sides of stamps imperforate, double top line of horizontal perfs



Miniature sheet: Vertical perforation moved to left



Miniature sheet: Completely Imperforate
(Courtesy Jefferson Ritson)



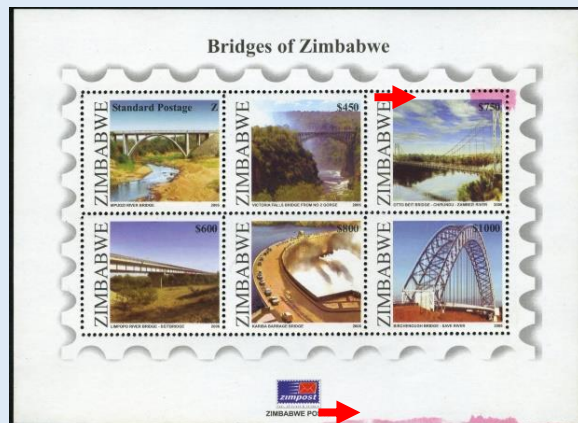
Miniature sheet: Additional perforations to bottom margin, with various black marks (thumbprints?) on Z value and top margin
(Source eBay)



Miniature sheet: Magenta wash to all stamps, Zimpost logo and top margin



Miniature sheet: Magenta wash affecting the top row of stamps.



Miniature sheet: Magenta was affecting \$750 stamp and bottom margin

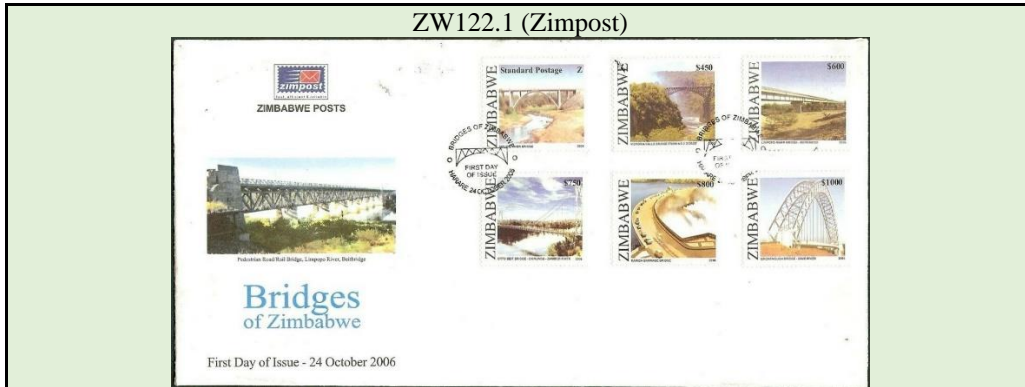
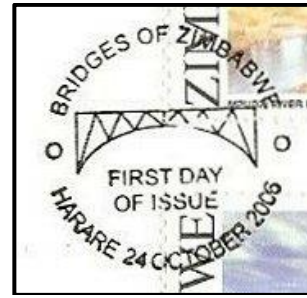


Miniature sheet: \$600 value – top of sky with light printing
(Courtesy of Narendhra Morar)

First Day Cover

The cover numbering comes from the catalogue produced by Geoff Brakspear.

A pictorial first day of issue canceller was produced for this issued and was used by the Philatelic Bureau. Other first day cover cancellers continued to be used at main post offices.



Cover with set of stamps, placed on cover using Autophix machine and Printed pictorial cancellation
220 x 110 mm



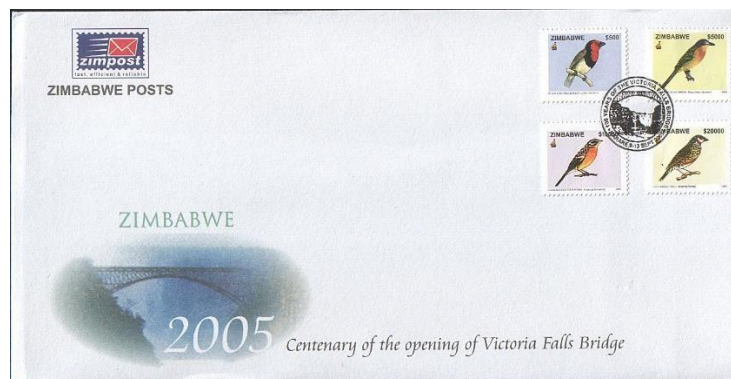
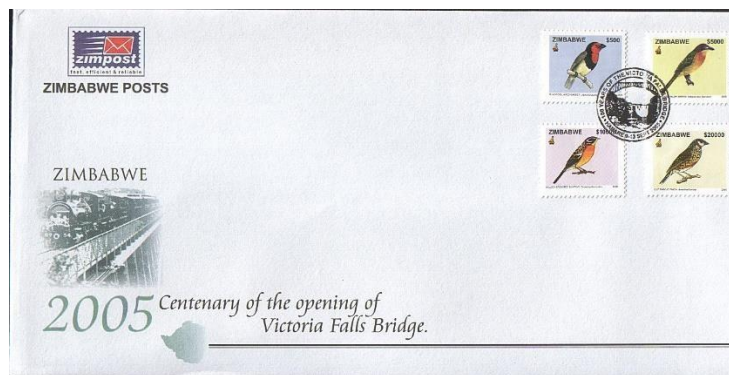
Miniature sheet with hand struck
First Day of Issue, Harare, cancellation for 16.10.06

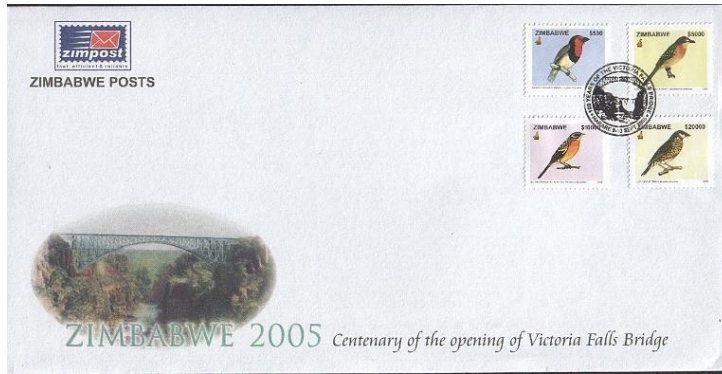
Related Material

The Victoria Falls Bridge.

This structure across the Zambezi River was the first link between Zimbabwe and Zambia and was constructed in 1905 at a cost of £72,000.00. It has a main arch span of 152m and was originally designed for two rail tracks. The superstructure contains 1,540 tonnes of steel and now carries one rail track and one road traffic lane. The commencement of construction started by firing a rocket across attached to a string across the gorge, with the string a rope was pulled across, and so on until finally a steel cable spanned the gorge. Before the bridge was completed, a railway engine was dismantled and hauled across in pieces and reassembled on the north bank to be used in the construction of a railway line northwards to Kalomo. The bridge was built out from each side and the two halves were successfully joined and bolted together early in the morning of 1 April 1905, before the heat of the sun could cause the metal to expand too much. The bridge was finally opened for use on 12 September 1905. Due to corrosion from years of spray from the Falls, the steel road decking was replaced in 1980 and a reinforced concrete deck structure incorporated.

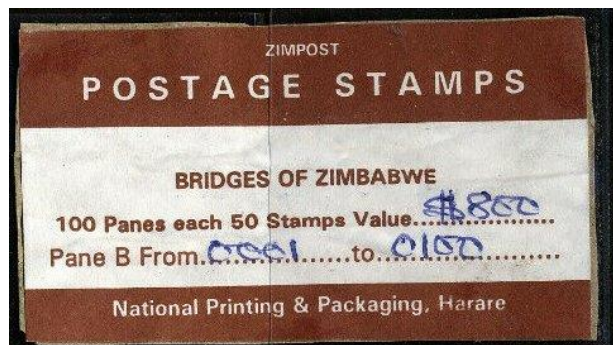
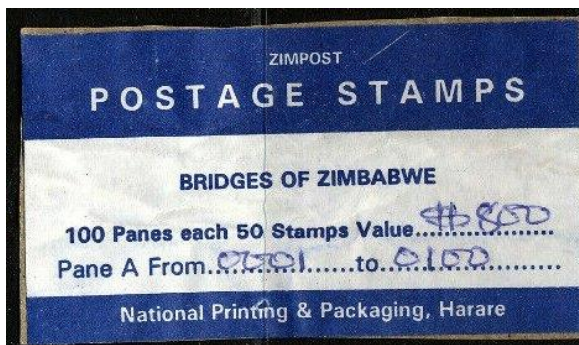
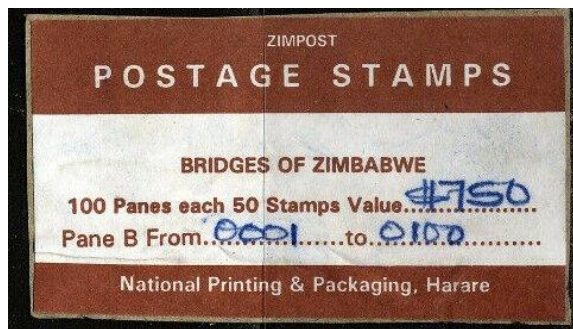
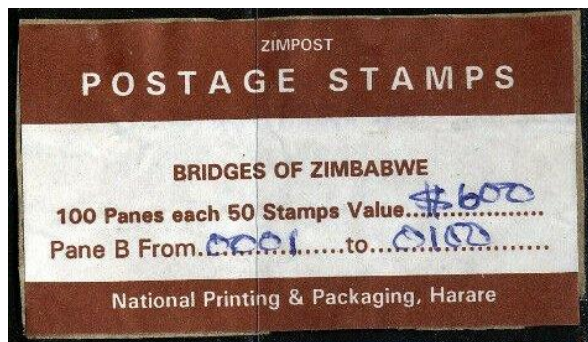
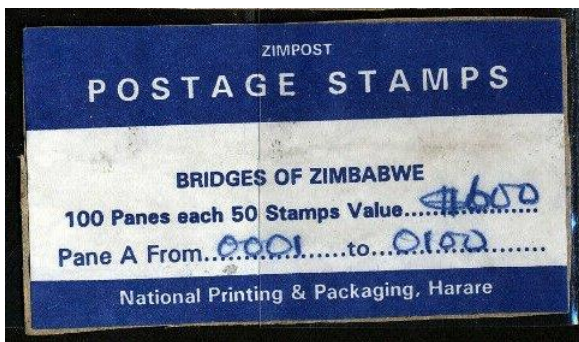
On 9th September 2005, Zimpost released three covers commemorating the centenary of the opening of the Victoria Falls Bridge.





Related Material

Delivery Labels from packaging containing sheets of 100 stamps. Three of the values are represented below with the Cylinder 1A on blue labels only and 1B on brown. All labels are for sheet numbers 0001 to 0100. (Source EBay)



Bibliography:

1. “The Zimbabwean Concise Postage Stamp Catalogue”, published by Harare Stamp Company, edited by Ken Allanson, Mike Amos and Geoff Brakspear. The catalogue continues to be updated and expanded by Geoff Brakspear
2. Zimbabwe Post, Philatelic Bureau Bulletin No 5 of 2006