

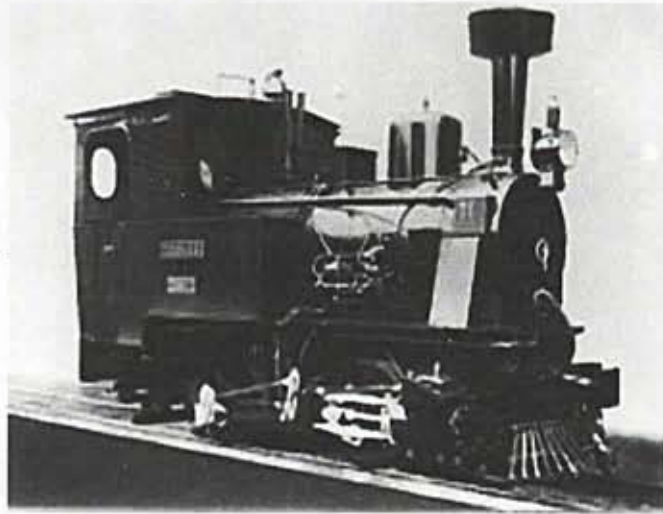
# TOGO RAILWAYS



## TOGO RAILWAYS

The basics of the rail network in Togo were laid during the German colonial period.

A 600mm gauge tank locomotive made by Henschel in Kassel, Germany was the first to be delivered in 1904.



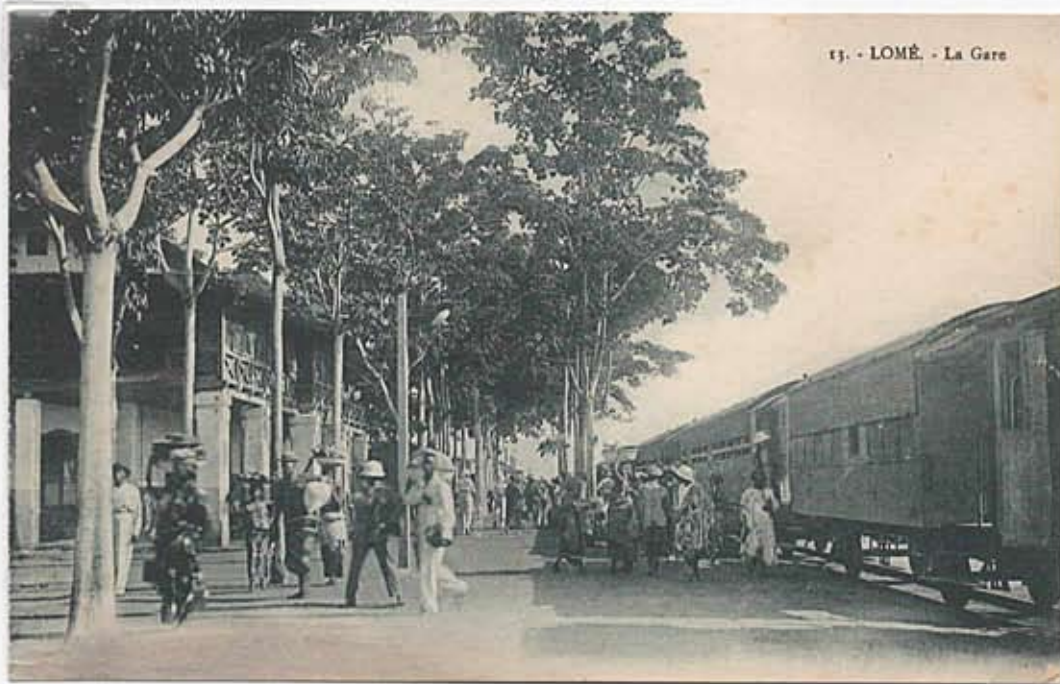
The network developed as three lines from the capital and main port of Lome – a 75 mile line north-west to Palime, 30 miles east along the coast to Aneho, both completed in 1905 and thirdly 110 miles due north to Atakpame finally opened in 1913.

Although there are German period 'Station' cancellations these are thought to be Government or Telegraph stations rather than railway stations. Mail may have been accepted at those points and consigned to trains to Lome but there are no specific markings to confirm that.



## TOGO RAILWAYS

Passenger numbers built up quickly as the service ran with Teutonic efficiency.



The operating personal, including the mechanics, were mainly indigenous and predominantly Ewe people. The train drivers, however, were always German as was the operating language.

By 1912 the staff consisted of 768 locals managed by 26 Europeans.



## TOGO RAILWAYS

### 'STATION CANCELS'

In the German period 'stationstempels' were issued to government offices (equivalent to district offices in a British colony), police stations and customs posts.

These were never authorised for cancelling stamps but sometimes appeared for information on letters (equivalent to a sender's address) as in this ATAKPAME example posted in Klein-Popo in 1900.



Correct usage would have been on documents, telegraph forms, etc. This 1897 example from MISAHOHE has been used to cancel a stamp, but this practice was strictly forbidden by the Reichs Postal Bureau in October 1909. .



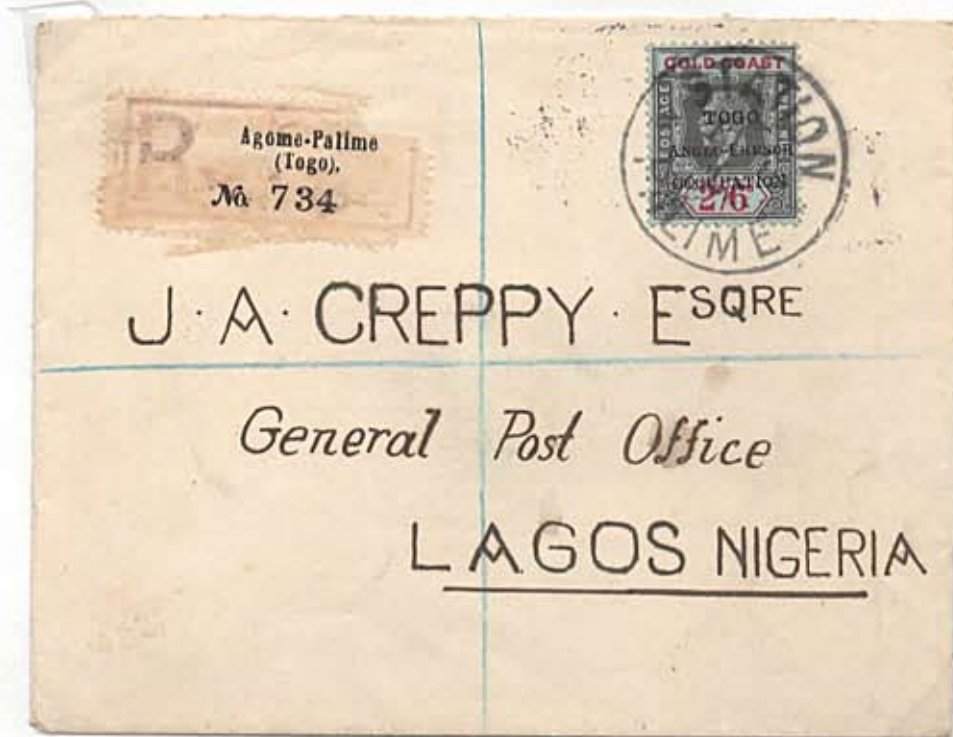
After the occupation of Togo in 1914, the British began to use the stempels to cancel overprinted stamps. It is assumed that these were more acceptable as they appear to be in English rather than using the German post office cancellers which although showing the town also still included the word TOGOBEIT.



## TOGO RAILWAYS

### 'STATION CANCELS'

Most often seen is the STATION PALIME cancellation. One example recently emerged of STATION ANECHO and although stempels for seven other offices exist no postal examples have been reported.



This rather expensive registered letter to Nigeria was sent on 11 4 17 and is backstamped LOME 13.4.17, ACCRA (GOLD COAST) APR 17 1917 and LAGOS (SOUTHERN NIGERIA) 19 AP 17.



## TOGO RAILWAYS

The German builders were undaunted driving the lines through rough country. This card shows them testing a bridge constructed over a river in the Gadjia Forest.

The postcard has been 'captured' during the British and French First World War Occupation and sent to Derby in July 1917 with a message indicating that the personnel pictured are German - surely an unpatriotic comment?



The Germans were interned and replaced with Gold Coast Government Railways staff who ran the trains as the Togoland Military Railway (TMR) until the occupation ended. Any additional rolling stock added during that period was sourced from the British Empire.

In 1922, under a League of Nations mandate the network was handed over to the French and acquired the new name Chemin de fer de Togo (CFT). This new administration introduced the Convoyeur service which was a postal service on a railway line conducted from a dedicated compartment. The public could take their mail directly to the train rather than through a post office.

Clerks cancelled the mail with a distinctive mark typically with a wavy outer line. Examples for each line are shown below.



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LOME A PALIME

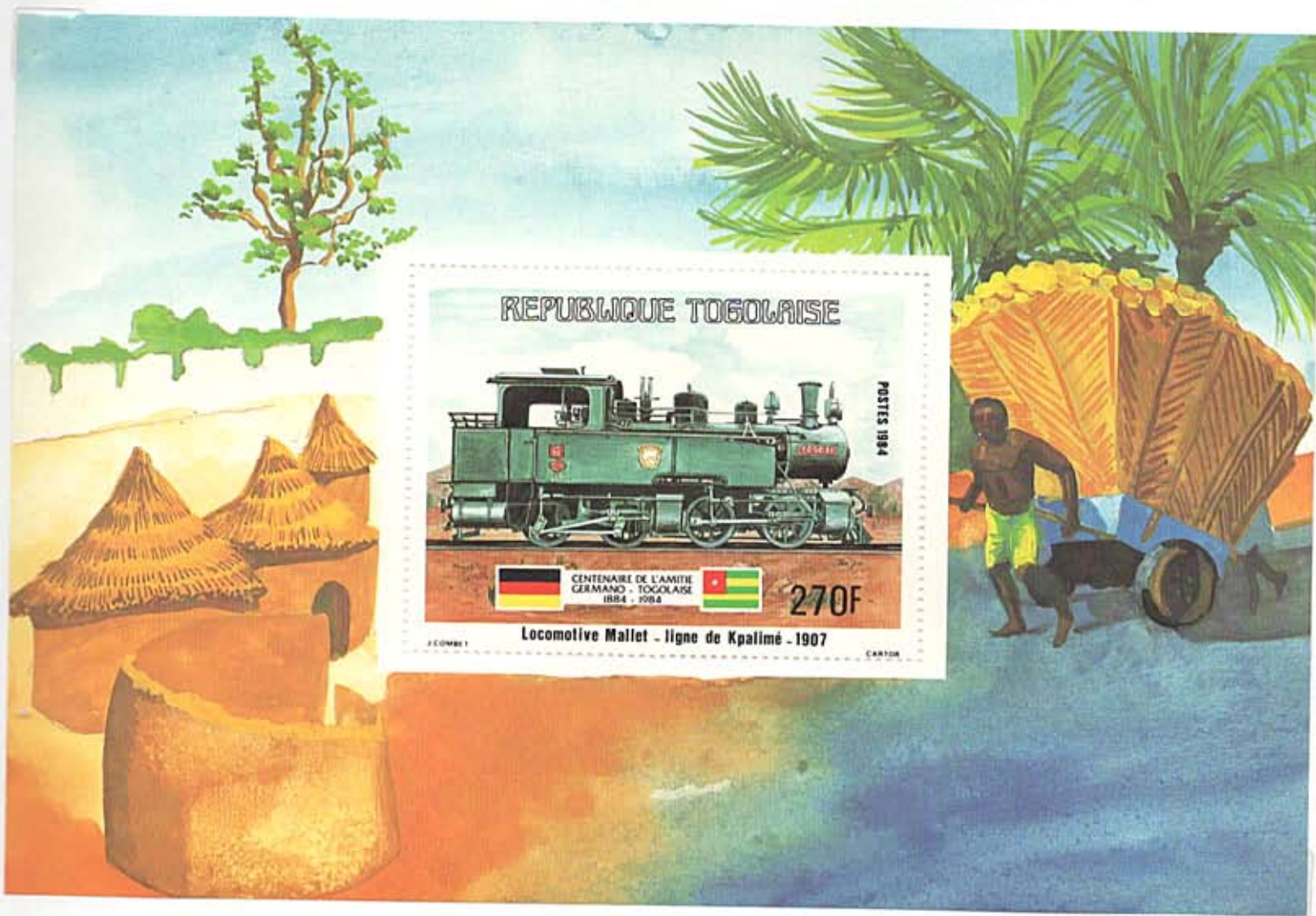
Lome – Sanguera – Noepe – Keve – Assahoun – Amoussoukove – Agou – Kpalime.



## TOGO RAILWAYS

### LOME A PALIME

Lome – Sanguera – Noepe – Keve – Assahoun – Amoussoukove – Agou – Kpalime.



# TOGO RAILWAYS

LOME A ANECHO

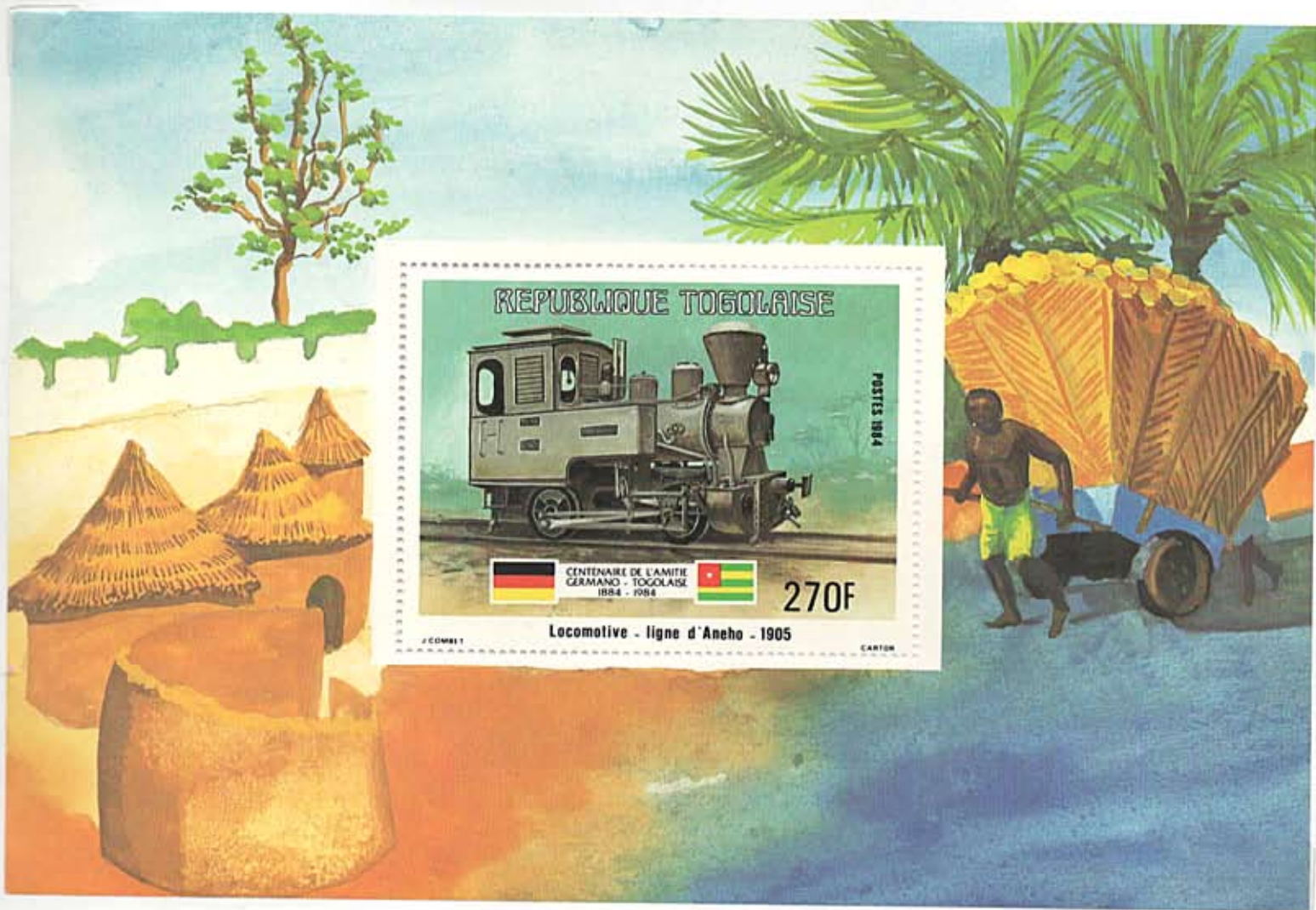
Lome – Tokoin – Lome-Port – Baguida – Porto-Segouro Kpeme – Anecho.



## TOGO RAILWAYS

LOME A ANECHO

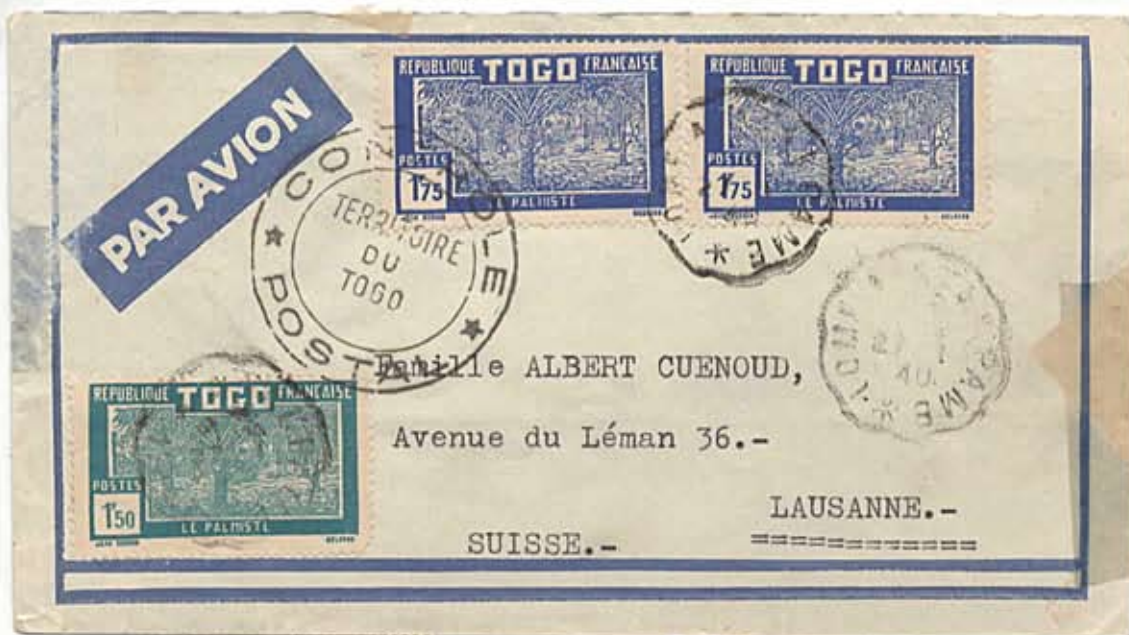
Lome – Tokoin – Lome-Port – Baguida – Porto-Segouro Kpeme – Anecho.



# TOGO RAILWAYS

LOME A ATAKPAME

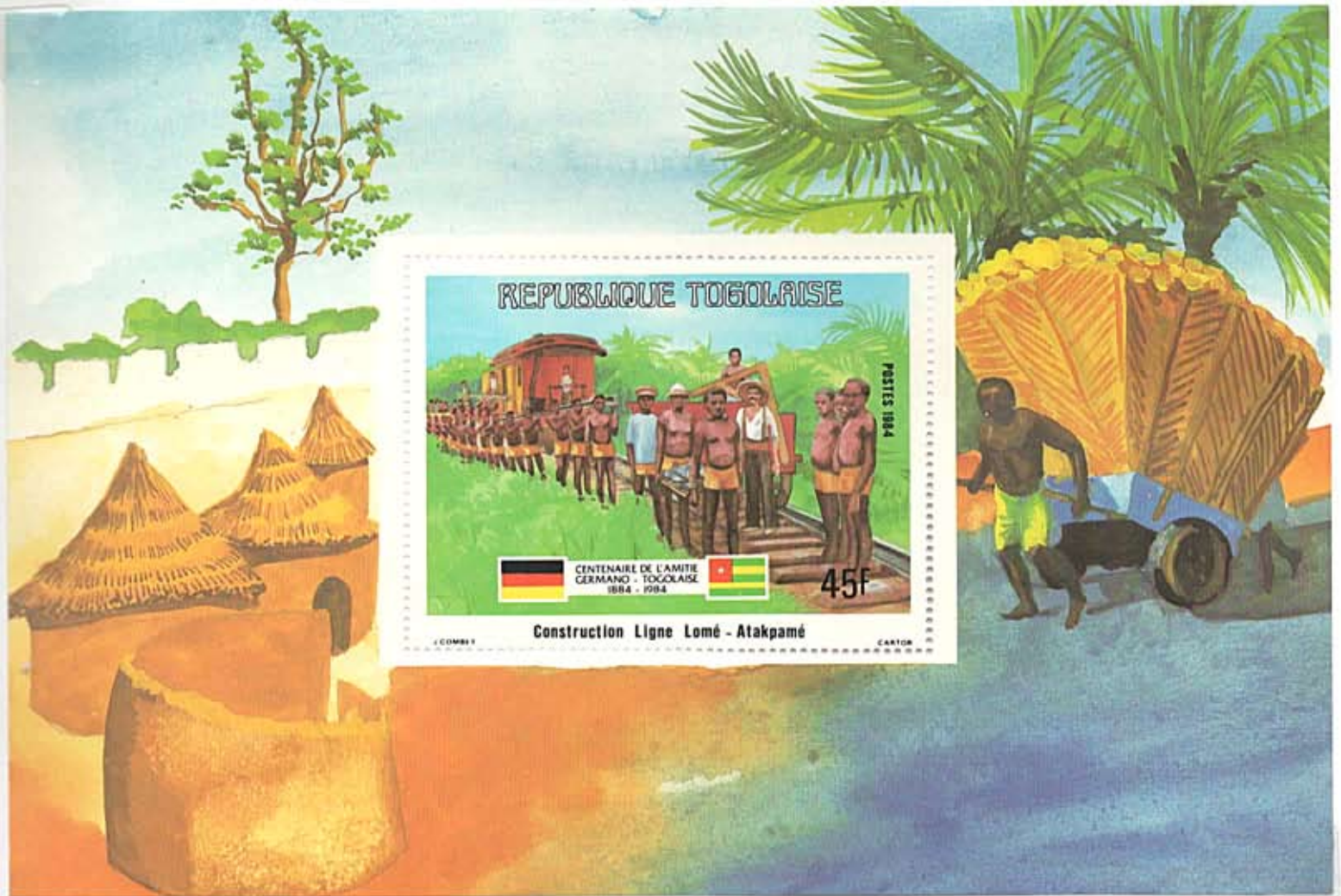
Lome – Tokoin Junction – Agoueve – Tsevie – Agbelouve – Kpedome – Agbonou – Atakpame.



## TOGO RAILWAYS

### LOME A ATAKPAME

Lome – Tokoin Junction – Agoueve – Tsevie – Agbelouve – Kpedome – Agbonou – Atakpame.





## TOGO RAILWAYS

### LOME WHARF

The railway network would have been impotent without a first class port and wharf to transfer goods to ships for export.



## TOGO RAILWAYS

As the railway extended northwards there were significant obstacles to overcome. This rather impressive suspension bridge was built to cross the River Kara.

