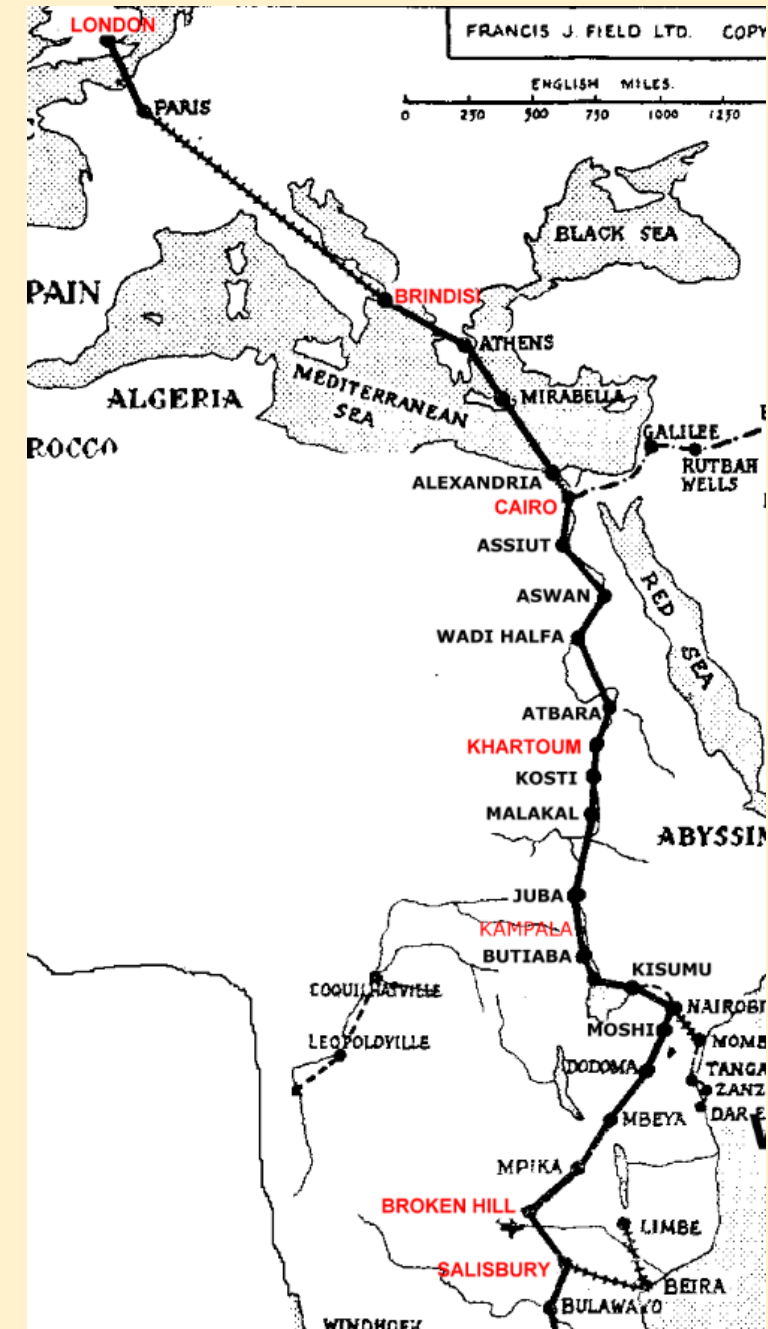


OFF-LINE DESTINATIONS from N. and S. RHODESIA on AN47

Christopher J. Cooksey
August 2025

Off-Line Destinations via

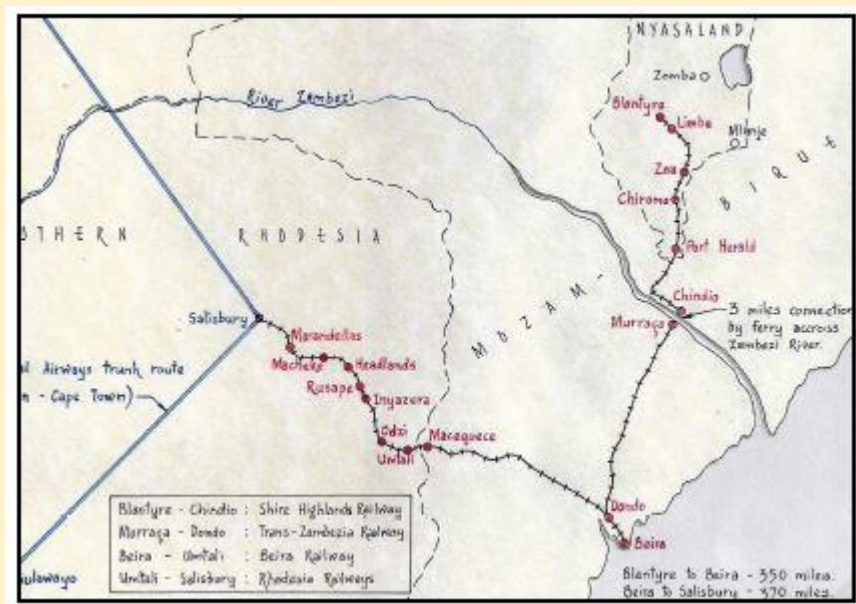
Salisbury	to	Nyasaland
Broken Hill		Elizabethville
		Leopoldville
Kampala		Jinja
Khartoum		Sinkat (Sudan)
Cairo		Luxor
Brindisi		Malta
		Russia
		East Prussia
London		Paris
		Latvia
		Belgium
		Denmark
		U.S.A
		Germany
		Switzerland



Central African "Off Line Destination" via Salisbury

Bulawayo to Chikwawa, Nyasaland

Mail for Nyasaland was carried north on Flight AN47 and off loaded at Salisbury where it was transferred on Sunday 31st January to the railway via Umtali and Beira. The train arrived at Blantyre on Tuesday 2nd February. The route and timetable for the railway are shown below.



Map of the Rhodesian Railways (Salisbury-Umtali), Beira Railway Umtali to Beira, Trans-Zambesi Railway (Dondo to Murraqa) and the Shire Highlands Railway Chindio to Blantyre). (Courtesy P. Wingent)



Route No. 4.—SALISBURY-UMTALI-BEIRA-NYASALAND.		
Leave Salisbury	...	Sun. 8.30 a.m.
Leave Marandellas	...	Sun. 10.47 a.m.
Leave Macheke	...	Sun. 11.53 a.m.
Leave Headlands	...	Sun. 1.1 p.m.
Leave Rusape	...	Sun. 2.12 p.m.
Leave Inyazura	...	Sun. 3.10 p.m.
Leave Odzi	...	Sun. 4.44 p.m.
Arrive Umtali	...	Sun. 5.45 p.m.
Leave Umtali	...	Sun. 7.15 p.m.
Leave Macequece	...	Sun. 8.54 p.m.
Arrive Beira	...	Mon. 7.30 a.m.
Leave Beira	...	Mon. 8.30 a.m.
Arrive Chindio	...	Mon. p.m.
Leave Chindio	...	Tues. 8.0 a.m.
Arrive Blantyre	...	Tues. 7.0 p.m.

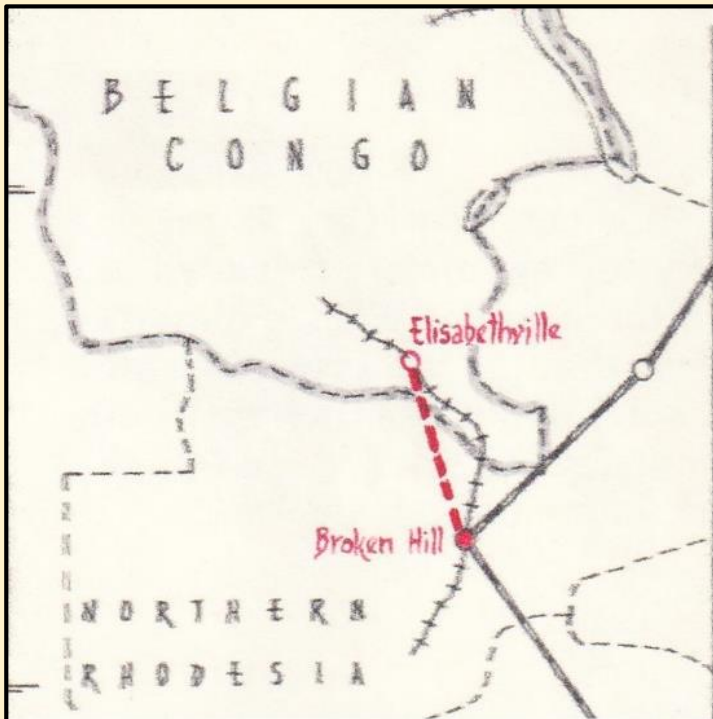


Backstamps on the reverse

Central African "Off Line Destination" via Broken Hill

Broken Hill to Elisabethville, Belgium Congo

In 1932 the rail link between Broken Hill and Elisabethville was replaced by an airmail service on 26th August, operated by the Aero Club de Katanga and piloted by J.H.Veasey. The service was discontinued in November 1935.



Central African "Off Line Destination" via Broken Hill

Broken Hill to Leopoldville - Belgium Congo

Mail from Northern Rhodesia delayed by the non-arrival of the *City of Delhi*. was carried on the supplementary flight to Nairobi via Dodoma on the *City of Baghdad*, At Dodoma mail joined the Dar-es-Salaam-Kingoma TPO to Kingoma leaving Dodoma on 6th February and arriving at Kingoma on the 8th from where it crossed lake Tanganyika on a steamer of *Chemin de Fer aux Grand Lacs* to Albertville. From Albertville the journey was by train (*Chemin de Fer du Congo Supérieur aux Grand Lacs Africains*) to Kindu, a distance of 444 miles. From Kindu to Ponthierville was a journey 198 miles by river steamer on the Lualaba river. The last 78 miles to Stanleyville was again by train. The final stage of the journey was by Sabena who operated an internal air service from Stanleyville to Leopoldville, In this case the cover was flown from Stanleyville on 29th February arriving at Leopoldville on 1st March.



Map showing the route between Dodoma and Leopoldville
(Courtesy of Peter Wingent)

Dodoma	4 February 1932
Dar-es- Salaam-Kingoma T.P.O. No.1	7 February
Kingoma	8 February 1932
Albertville	16 February 1932
Stanleyville	22 February 1932
Leopoldville	1 March 1932

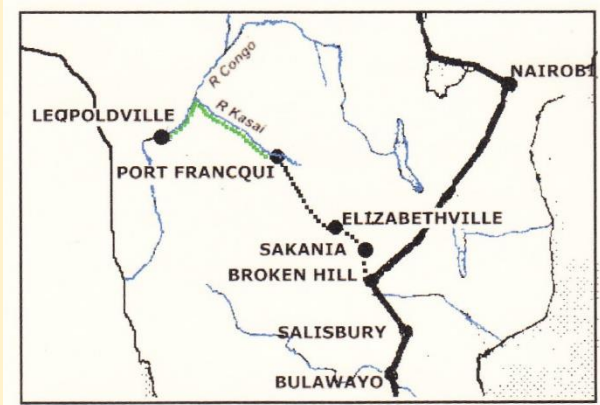


Central African "Off Line Destination" via Broken Hill

Salisbury to Leopoldville - Belgium Congo

Northbound mail for Leopoldville was off loaded from the "City of Delhi" after its crash near Broken Hill and taken by rail from there to Port Francqui via Sakania and Elizabethville. The final stage of the journey to Leopoldville was by steamer down the Kasai and Congo rivers.

No rate for this service was published. The 8d. charged would appear to be 5d. airmail to N. Rhodesia plus 3d foreign surface rate.



Part of reverse showing back-stamps

Back-stamps	
Broken Hill	4 February 1932
Sakania	5 February 1932
Elizabethville	5 February 1932
Leopoldville	13 February 1932

Central African "Off Line Destination" via Kampala Lusaka to Jinja, Uganda

The cover would have travelled north 88 miles by road to Broken Hill and then followed the normal route of AN47 via Nairobi to Kampala, completing the final stage of the journey by road.



Jinja is a resort on the shore of Lake Victoria, 50 miles from Kampala



28th January 1932 cover from Lusaka to Jinja

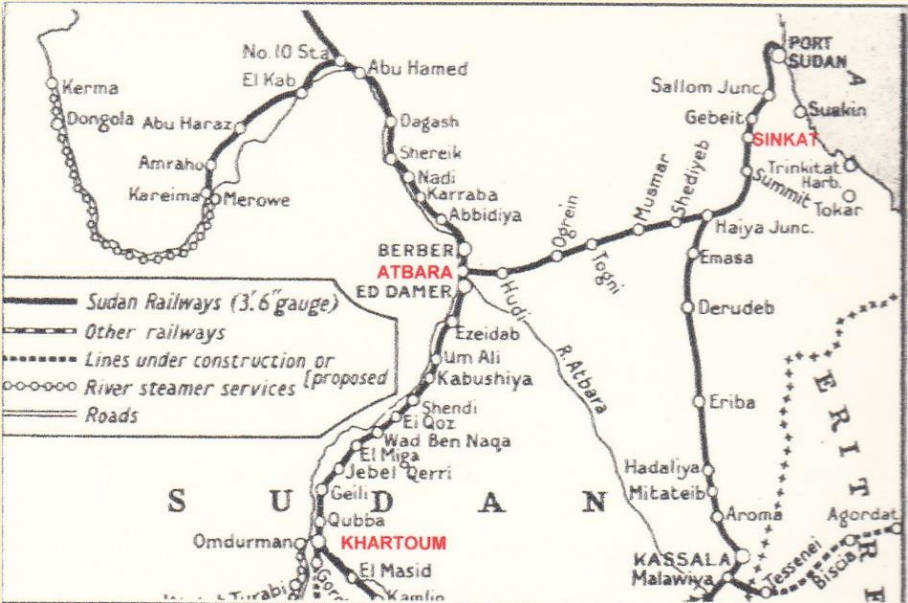
Back-stamps

Broken Hill	29 January
Nairobi	3 February
Jinja	5 February

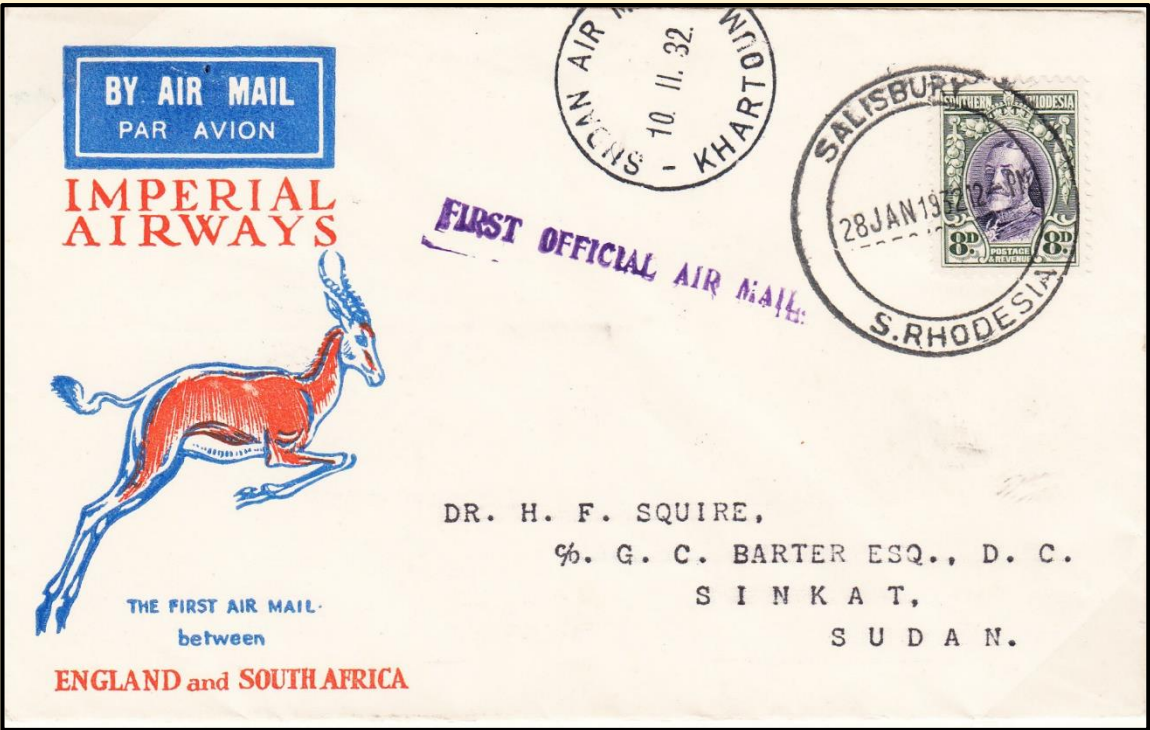


East African "Off Line Destination" via Khartoum Salisbury to Sinkat - Sudan

Northbound mail for Sinkat left Salisbury on 29th January on the *City of Delhi* which crashed near Broken Hill. Mail was transferred to the *City of Baghdad* which left Broken Hill on 2nd February and arrived at Khartoum on Wednesday 10th February in time to catch the 8.45am train on Thursday 11th February to Port Sudan arriving the next day about 1pm. (Although not shown on the timetable Sinkat is a stop a little before Sallom Junction.)



Extract from a map of Sudan Railways Of August 1939



back-stamped Sinkat 12 February 1932

SUDAN RAILWAYS.					
KHARTOUM—PORT SUDAN					
Sun. and Thur.	8 45 a. p. Khartoum	arr.	18 5	Wed. and Sun.	
" "	18 5 arr. Atbara	dep.	8 15	" "	" "
" "	18 45 p. Atbara	arr.	7 35	" "	" "
Mon. and Fri.	14 17 arr. Sallom Jnc.	dep.	14 33	Tue. and Sat.	
" "	14 25 dep. Sallom Jnc.	arr.	14 23	" "	" "
" "	15 20 arr. Port Sudan	dep.	13 10	" "	" "

Extract from Thomas Cook’s timetable for Sudan Railways for March 1932

East African "Off Line Destination" via Cairo

Cairo to Luxor

The cover was initially carried on the *City of Basra* (AN47) and transferred at Salisbury to the *City of Delhi*. Following the crash at Broken Hill, mail was recovered and flown to Cairo on AN48. Mail for Luxor was offloaded at Cairo on 12th February and taken by one of the two overnight trains to Luxor arriving the following morning.

NILE LINE.																			
123	123	123	123	123	123	123	123	123	123	123	123	123	123	123	123	123	123	123	123
6 30	7 08	30 12	0 1330	1630	19 0	1930	2130	dep. Cairo	.....	arr.	1130	1630	15 0	2020	19 06	07 07	30		
.. 7 59	p 13 2	.. 8	A					dep. Badrasheim	dep.		1326	..	1921	p	4 57	A	B		
7 29	8 45	1545	1430	1730	..	2227	dep. Ayat	.....	dep.	1029	1439	1359	1836	..	4 57	A	B		
8 31	20 29	35 15	5 15	0 18	3 ..	2055	2259	dep. Wasea	.....	dep.	9 58	1340	1328	1740	1732	4 25	5 30		
9 39	1127	1117	1731	..	1944	..	0 34	dep. Maghagha	.....	dep.	8 20	1039	..	1449	16 9	2 46			
1055	1415	1220	1920	..	21 6	..	2319	1 51	dep. Mitla	.....	dep.	7 59	15 2145	13 0	1510	1 30	5 53	45	
arr.	1743	1426	2255	..	2320	0 29	1 54	0	arr.		4 45	5 40	1815	8 55	13 0	23 01	8 17	44	
.. 1748	1430	..	..	0 34	1 20	..	dep.	Assiut	.....	arr.	1810	8 50	1236	2250	1 01	30			
.. 2030	1630	..	..	4 52	58 3	0	dep.	Sohag	.....	dep.	..	1545	6 0	11 6	20 0	2318	2343		
.. 1733	..	..	..	7 5	..	4 5	dep.	Bahana	.....	dep.	..	14 4	..	9 58	1825	22 9			
.. 1827	..	..	..	8 29	4 25	4 52	dep.	Nag-Hamadi	.....	dep.	..	13 5	..	9 9	1710	2126	2133		
.. 2215	..	1239	437	07 30	..	..	arr.	Luxor	.....	arr.	..	10 0	..	6 15	14 0	29 0	1930		
.. 6 45	8 30	1015	17 0	1450	1130	1210	5 ..	dep.	Assuan	.....	arr.	..	7 30	9115	1135	1820	..	5 1415	1445
.. 7 08	45 1030	1720	1530	1155	1225	5 ..	arr.	Shellal	.....	dep.	..	7 15	9 40	1120	18 0	..	5 14 0	1430	

A Daily ordinary Service. B Train de Luxe from Cairo and Assuan, daily to April 30th. P Pullman Car Cairo to Luxor, Tues., Thur. and Sat.; from Luxor, Wed., Fri. and Sun. to April 30. † Mondays only.

Thomas Cook's March 1931 Nile Line Timetable for trains between Cairo and Shellal



Reverse of cover showing back-stamps
Registered Bulawayo 28 January 1932
Cairo 12 February 1932
Luxor 13 February 1932
Winter Palace Luxor 13 February 1932



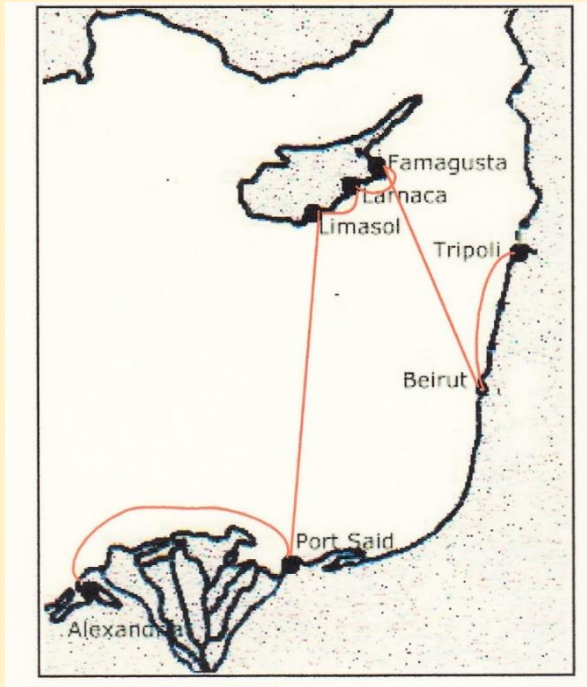
European "Off Line Destinations" via Alexandria

Broken Hill to Cyprus

There was no airmail service to Cyprus prior to April 1932. In December 1931 an air mail service was offered to Cape Town via a mail boat to Egypt.

On 1st October 1931 a new mail boat contract with the Khedivial Mail Steamship Company commenced. In Egypt the service started at Alexandria then to Port Said-Limassol-Larnaca-Famagusta-Beirut-Tripoli.

Northbound mail would have been taken by rail from Cairo to Alexandria and thence by this mail boat service to Cyprus.



29 January 1932 cover from Broken Hill to Larnaca, Cyprus
Cover back-stamped Nairobi 3 February, Cairo 12 February and Nicosia 19 February

The cover has been redirected in pencil (subsequently rubbed out).
The Nicosia transit mark is thought to be related to the return journey

12 covers were flown from Broken Hill to Cyprus

European "Off Line Destinations" via Brindisi

Broken Hill to Malta

Mail for Malta was off-loaded at Brindisi and despatched south to Regiodi di Calabria by rail from where it crossed to Sicily by sea and then by rail to either Catania or Pozzallo from where it made the final sea crossing to Valetta, Malta. This service ran daily.

The ½ oz. rate to Malta was 10d., the same as to the UK rather than the 11d. European rate.



29 January 1932 cover from Broken Hill to Malta
Cover back-stamped Nairobi 3 February, Cairo
12 February and Valetta 17 February

This is the scarcest destination form Broken Hill with just 7 covers flown

European "Off Line Destinations" via Brindisi

Ndola to Moscow

The cover was unloaded at Brindisi and taken on the Milan to Chiasso T.P.O. Zurich Switzerland. continuing to Berlin from where it travelled on the East Prussian Railway to Eydtkuhnen. In order to continue to Moscow passengers had to transfer from standard gauge to the Russian broad gauge track.



Back-stamps

Ndola	27 January
Broken Hill	29 January
Nairobi	3 February
Brindisi	14 February
Pescara-Milan T.P.O.	14 February
Milan-Chiasso T.P.O.	15 February
Moscow	19 February
Moscow	20 February

Date-stamps have been anglicized



European "Off Line Destinations" via Brindisi Ndola to Eydtkuhnen, East Prussia

The cover was unloaded at Brindisi and taken by rail to Bologna where it was transferred to the line to Brennero, continuing to Innsbruck in Austria, and thence to Berlin from where it travelled on the East Prussian Railway to Eydtkuhnen.



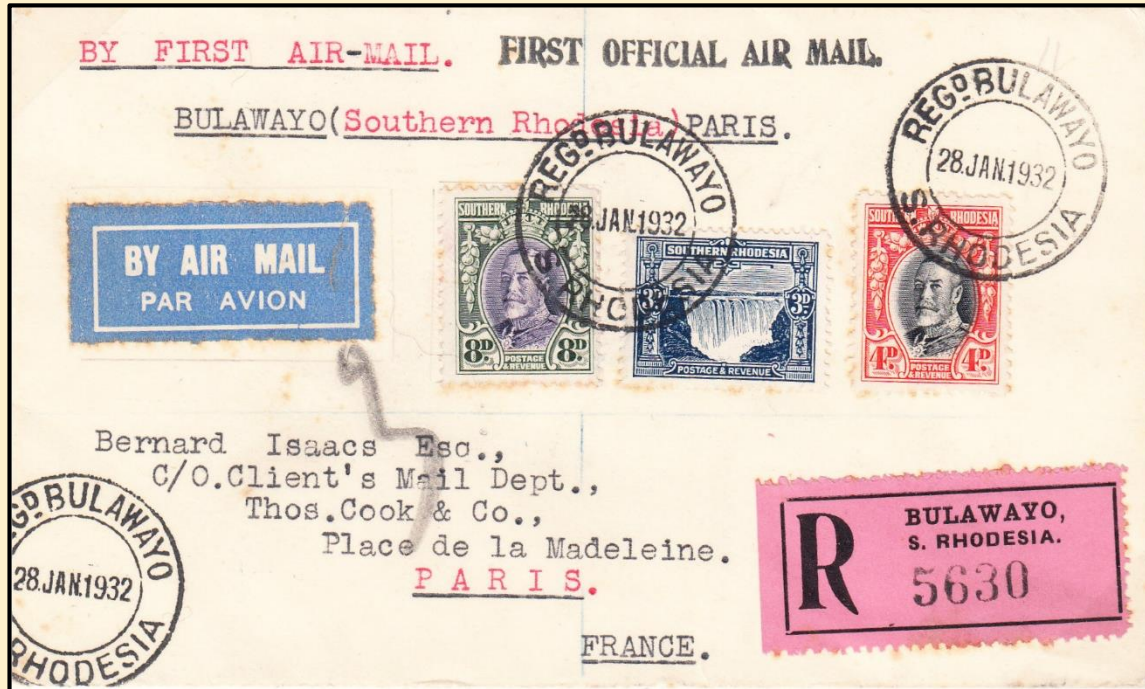
Back Stamps

Ndola	27 January
Broken Hill	29 January
Nairobi	3 February
Brindisi Transit	14 February
Brindisi-Pescara T.P.O.	14 February
Pescara-Milan T.P.O.	14 February
Bologna- Brennero	15 February
Berlin	16 February
Eydtkuhnen	17 February



European "Off Line Destinations" via London

Bulawayo to Paris



28 January 1932 registered cover from
Bulawayo to Paris
(No arrival date-stamp)



28 January 1932 cover from Bulawayo to Paris
with London Jusqu'a marking.
Cover back-stamped Paris 12 February

As the registered cover did not receive a Jusqu'a mark, it would suggest that registered mail was off-loaded at Paris whilst ordinary mail continued to London for onward transmission.

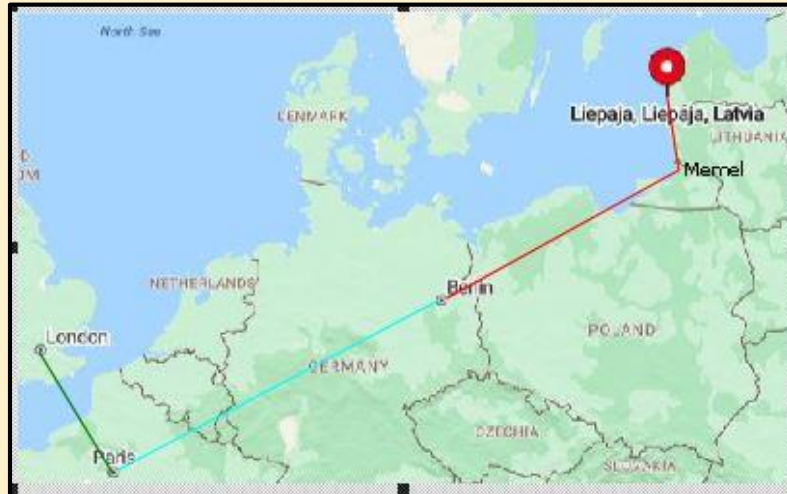
Did non-registered mail go via London?

European "Off Line Destinations" via London

Ndola to Libau, Latvia

The lack of back stamps makes determining the route that this cover took difficult. As the cover is endorsed via Croydon, it was most likely placed in the unopened London bag. It most possibility was flown by D.L.H. from London to Berlin via Paris, arriving at 16.50pm on 16th February. Then by train departing Berlin at 00.05 on 17th, arriving Labau at 18.18 and back stamped the following day.

An alternative would have been via Brindisi, but as the cover did not receive any back stamps as per those to Moscow and Eydkuhnen, this is considered less likely.



(Berlin) Tilsit—Memel Liepaja.			
23			23
0 5	dep. Berlin (S) (p. 205)	arr.	6 50
9 26	dep. Insterburg	arr.	21 17
10 6	arr. Tilsit c	dep.	20 36
10 16	dep. Tilsit c	arr.	20 12
11 48	arr. Memel (C.E.T.)	dep.	18 37
12 5	dep. Memel (C.E.T.)	arr.	18 12
12 39	arr. Bajohren c	dep.	17 34
17 10	arr. Priekule c (E.E.T.)	dep.	14 38
17 24	dep. Priekule c	arr.	14 24
18 18	arr. Liepaja (Libau)	dep.	13 30
Through 2 & 3 cl. Cars Berlin to Liepaja and v.v., via Schneidemühl.			
1, 2 & 3 cl. Sleeping Cars Berlin—Memel and v.v.			



Back stamps – Ndola 27 January, Broken Hill 29 January and Libau, Latvia 18 February

1934 Air Mail to LATVIA

Nkana to Liepaja

The cover was sent from Nkana to Broken Hill by train on 25th September 1934 and flown to Athens on AN126 leaving 27th September and arriving on 2nd October in Athens. Then flown by Hellenic Air Communications to Salonika and from there by DLH to Berlin arriving 3rd October.

The routing from Berlin is uncertain. There was a Deruluft air service which departed Berlin at 06.00am and arrived Riga at 13.20pm or it could been sent by rail. The timetable in the August 1939 edition of "Cook's Continental Timetable" shows a night train departing Berlin at 23.42pm and arriving Riga at 17.35pm the next day



25 September 1934 cover from Nkana to Liepaja, Latvia on Imperial Airways AN186
Backed-stamped Athens 2 October and Berlin 3 October

Cover correctly rated at 11d.

European "Off Line Destinations" via London

Salisbury to Belgium



28 January 1932 cover from Salisbury to Bruges
(no back-stamps)
As no Nairobi backstamp likely included in London bag

Livingstone to Belgium via Broken Hill



27 January 1932 cover from Livingstone to Brussels
Cover back-stamped Broken Hill 29 January, Nairobi
3 February and Brussels 17 February
The correct rate was 11d. The cover was not routed
via Bulawayo

Why no Jusqua Mark?

European "Off Line Destinations" via London

Salisbury to Denmark



28 January 1932 cover from Salisbury to Copenhagen
Cover backstamped Kobenhavn Luftpost 17 February

Broken Hill to U.S.A



29 January 1932 cover from Broken Hill to New York
No back-stamps. London Jusqua mark indicating no airmail
beyond London
The correct rate to the U.S.A. was 1s/5d. not 1s/3d.

Why no Jusqua Mark?

European "Off Line Destinations" via London

Gwelo to Germany



28 January 1932 cover from Gwelo to Berlin
(no back-stamps)

Broken Hill to Switzerland



29 January 1932 cover from Broken Hill to Lucerne, Switzerland
Cover back-stamped Nairobi 3 February

Did this cover go via Brindisi?