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Inside: Mail by Rail; The Easifind timetable

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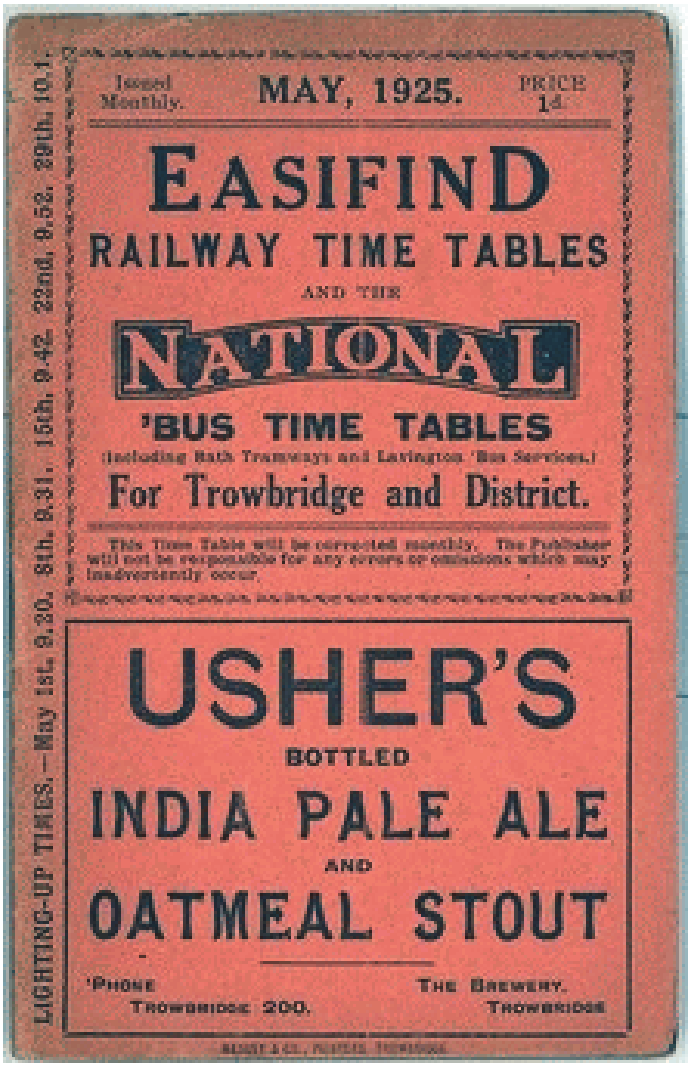
Easifind trip planning then and now



Mail Train timetables on three continents

GEOFF LAMBERT *and* BRYANT LONG

CLANCY GOT HIS MAIL BY RAIL. Paterson implied that his Travelling Post Office was a coach, although most TPOs of his day were on trains. The term was also used to describe mail carried by road, sea and air. There does not seem to be a generic description of a TPO, but one imagines that a TPO would have to process mail in motion, as well as actually transport it.

One hundred years ago, in Australia, England and America and at least 104 other countries nearly everybody received their mail by rail. The letter which arrived in your mailbox (up to 18 times a day in some places) was almost certainly carried some of the distance by a train. It may well have been posted directly into a mailbox on a train and it would very probably have been sorted on a train. It was very common for TPOs to be attached to regular passenger trains. Passenger-carrying "Mail Trains" ran in NSW well into the 1980s but I am concerned here mainly with trains that were run purely for mail.

One defining characteristic of each TPO is its distinctive postmark or *"cancellation"*. These were not necessarily impressed onto mail in transit– but usually they were.

The English Mail

I first saw the term "*English Mail*" in a 1911 WTT, when I was compiling a bibliography of NSWGR Working Time Tables from the collection at the NSW State Archives. Major changes in Melbourne-Sydney services were introduced on 25-Oct-1908, but the *English Mail* was not among the new trains. It appears in the next extant issue of 28-May-1911.

The name was coined by the former Victorian Post-office for a TPO postmark as early as 1866 to designate sea-mail bound for England. Victoria, the first British colony to print its own stamps, began to print and postmark them from 1850. The three-penny "3d" stamp below carries a cancellation for mail bound for England on a ship from Hobson's Bay ("OUT"). This is an Australian stamp, rather than a Victorian stamp. The Commonwealth PMG adopted some of the conventions of its Victorian predecessor when it was formed at Federation.

The Travelling Post Office– A.B.Paterson

The roving breezes come and go, the reed beds sweep and sway,
The sleepy river murmurs low, and loiters on its way,
It is the land of lots o' time along the Castlereagh.
The old man's son had left the farm, he found it dull and slow,
He drifted to the great North-west where all the rovers go.
'He's gone so long,' the old man said, 'he's dropped right out of mind,
'But if you'd write a line to him I'd take it very kind;
'He's shearing here and fencing there, a kind of waif and stray,
He's droving now with Conroy's sheep along the Castlereagh.

And now by coach and mailman's bag it goes from town to town,
And Conroy's Gap and Conroy's Creek have marked it 'further down'.
Beneath a sky of deepest blue where never cloud abides,
A speck upon the waste of plain the lonely mailman rides.
Where fierce hot winds have set the pine and my all boughs asweep
He hails the shearers passing by for news of Conroy's sheep.
By big lagoons where wildfowl play and crested pigeons flock,
By camp fires where the drovers ride around their restless stock,
And past the teamster toiling down to fetch the wool away
My letter chases Conroy's sheep along the Castlereagh.

Victorian railway TPO postmarks often contained the words "LINE1", "LINE 2", etc.– these terms were meaningful only to the Post Office. The Victorian PMG ran TPOs over 19 of these numbered "lines"— also called "vans". Four of them, plus the un-numbered *English Mail*, ran on the Western railway line. TPO cancellations also referred to "UP" trains and "DOWN" trains. Within Victoria these terms were congruent with railway terminology, but when crossing borders there was apt to be confusion. The Adelaide-Melbourne Express was a Down train out of Adelaide, but an Up train after Serviceton. To the Victorian Post-Office though it was an UP train all the way– or was it the other way around?

Adelaide-Melbourne

Soon after the rail connection between Adelaide and Melbourne was made in 1886, the Victorian PMG realised that a train could shift overseas mail to and from Adelaide faster than could a ship. This was not a big gain after a month-long sea journey, but worth having nevertheless. *English Mail* rail TPO cancellations appeared soon after, in January 1887. At first these would have been for the regular Adelaide Express, which ran via Geelong. When the line was re-routed through Bacchus Marsh in 1890, a conditional special mail train was put on. A timetable was published in a

commemorative guidebook of the day showing two conditional Mail Specials out of Adelaide at 6:50 PM or 9 PM on the day of arrival of mail steamers. There was no *Special Mail* in the reverse direction as far as I can ascertain. It is not clear that these trains immediately appeared in the WTT of this era– they were not in the 1894 WTT, for instance, but were in the 1909 WTT. There was a schedule for such a train as late as 1924 (Adelaide departure at 3 PM) but it had vanished by 1938.

There is no evidence that the Adelaide–Melbourne train was ever named the *English Mail*- the term comes only from the postal cancellations. Regular interstate mail would have travelled on the normal *Adelaide Express*. The *Special Mail* usually ran on a relief timetable for the *Adelaide Express*, as trains 1b or 1c. In 1909, the timings were:

Adelaide dep 5 PM (approx.)
Melbourne arr 11:12 AM (next day).

This train was a true Travelling Post Office and had its own postmark: "E.M.T.P.O."

Melbourne—Albury—Sydney

There is a dearth of information in the philatelic literature about an *English Mail* TPO cancellation for mail trains which ran between Melbourne and Sydney, but there certainly were special mail trains run over this route.

In the 1909 WTT, there was a Sunday-only "Mail Special" which ran as No. 32a, although this was really only the column number in the WTT. There was neither an *Albury Express* nor a *Sydney Express* on Sundays– the mail special was presumably some kind of substitute. The times for this leg of the journey were:

Melbourne dep 11:30 AM
Albury arr 4:48 PM
dep 5:47 PM (1911)

Notice the extremely fast turn-around from the incoming Adelaide train at Melbourne– only 18 minutes was allowed. Presumably this involved just switching the mail van. At Albury, the mail was manhandled across the platform and into the standard gauge train. In 1912, the train from Melbourne arrived at 4:38 PM.

The full timetable for the *English Mail* train northwards from Albury, an extract of the Southern WTT for 5-May1912, appears on page our 5.

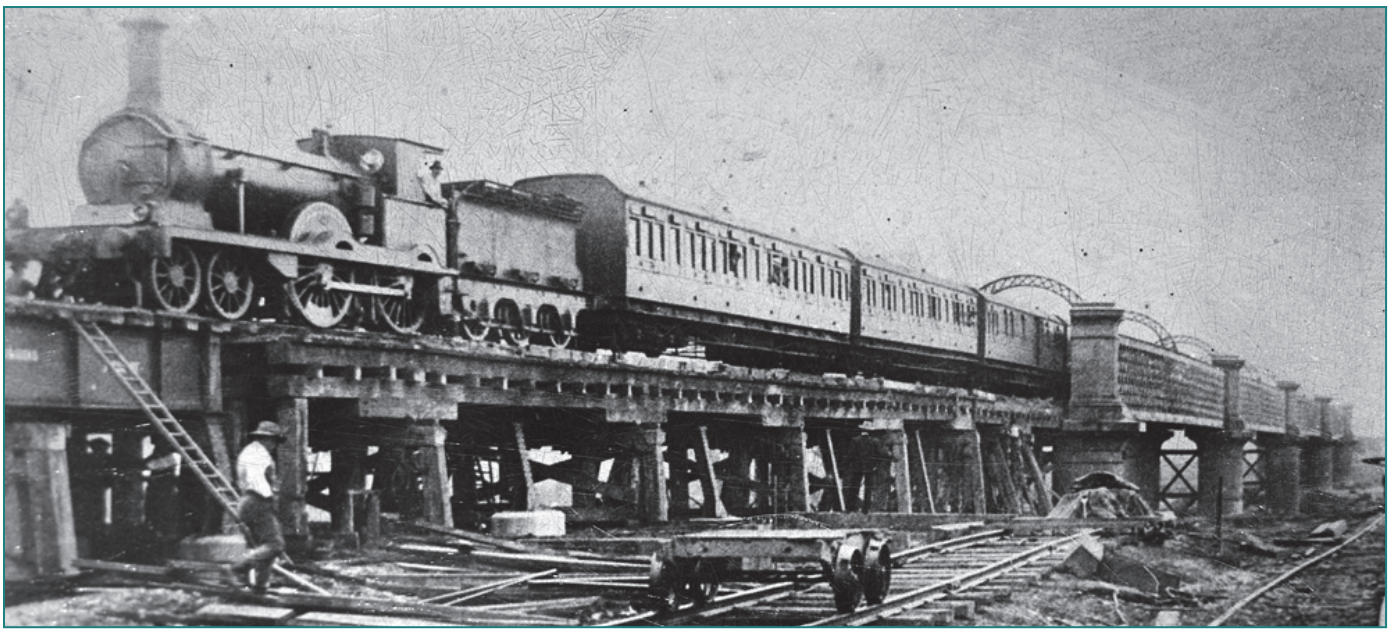
The *English Mail* did the journey in 5 minutes short of 12 hours. At this time, the *Melbourne Express* and the *Melbourne Limited Express* did the journey in 12 hours and 11 hours and 19 minutes respectively. The English Mail carried only "interstate" passengers for NSW stations and did not take NSW passengers. It set down only where timetabled to pause. These short stops of 5 to 10 minutes were probably for engine requirements or changes. On weekdays, at least two other mail trains, the *Temora Mail* and the *Albury Mail* ran at similar hours, but much more slowly.

The line from Albury as far as Picton was single at this time, worked with Electric Train Tablet. As the notes at the bottom of this page indicate, the English Mail took advantage of Tablet Automatic Exchanging Apparatus to maintain an express run. This apparatus was a recent invention by a NSWR engineer, William Clarke of Junee. Even though this was a Sunday evening train, there were still plenty of single-line crossings to keep everyone alert– 26 in all before double track was reached. Some of these were overtakes of other Up trains. One of the reasons for such a large number of crosses was that NSW had yet to straighten out and regrade its main lines. Trains had to be small and numerous.

). 200 English Mail Train will run regularly each Sunday from Albury, unless otherwise advised. Passengers by K 200 will not be booked from New South Wales stations to Sydney or other intermediate stations. The train will only convey interstate passengers and they will be set down at stations where the train is timed to call.
1 the event of No. 200 being cancelled or running later, Station-master, Albury, to advise all concerned by wire; and, where altered running is necessary, Station-masters at Depôt Stations to arrange altered time-table through their district, as required. On occasions when No. 200 is running late, it may be given preference over the Down Express and Mail trains, but the delay which is to take place to the Down trains must be such as will not interfere with the punctual arrival of such Down train at destination.

Tablet Exchanging Apparatus to be used on No. 200 English Mail.
For General Instructions. see pages 3 to 20.

* **No. 200** English Mail must not be allowed to delay **No. 16** Pass. (7·27 a.m. ex Campbelltown). If **No. 200** cannot pass Campbelltown at 7·4 a.m., it must follow **No. 16,** leaving Campbelltown at 7·45, pass Mer ylands at 8·25 a.m., run on Goods Line from Flemington, arrive Homebush at 8·40 a.m., follow **No. 50** South, and leave at 8 48 a.m., arriving Sydney at 9·3 a.m.



UP.

	SUNDAYS 200 English Mail. *
	p m
ALBURY†† ..... W ...dep.	5 45
Albury Racecourse* ... ,,	...
Ettamogah* .... ,,	...
Table Top†† ..... arr.	...
dep.	6 0
Gerogery†† ..... arr.	...
dep.	6 13
Culcairn†† ..... W arr.	6 28
dep.	6 33
Henty†† ..... arr.	...
dep.	6 46
Yerong Creek†† ..... arr.	...
dep.	6 59
Kubura* ..... ,,	...
The Rock†† ..... W arr.	...
dep.	7 12
Bon Accord* ..... ,,	...
Urânquinty†† ..... arr.	...
dep.	7 24
Stock Yds. & Show Gd. Sg.* ,,	...
Wagga Wagga†† W arr.	7 39
dep.	7 43
Bomen†† ..... arr.	...
dep.	7 53
Shepherd's Siding* ..... ,,	...
Harefield††† ..... arr.	...
dep.	8 7
Water Siding* ..... ,,	...
JUNEE JUNC.†† W arr.	8 21
dep.	8 26
Marinna* ..... ,,	...
Illabo†† ..... arr.	...
dep.	8 45
Bethungra†† ... W arr.	...
dep.	8 57
Frampton†† ..... arr.	...
dep.	9 13
Stratton's Sdg.* ..... ,,	...
Cootamundra †† W arr.	9 28
dep.	9 32
Cootamundra W. ,,	...
Cootamundra N. Signal-box †† ..... arr.	...
dep.	9 34
Cullinga †† ..... arr.	...
dep.	9 39
Jindalee* .. .. ,,	...
Wamba †† ..... arr.	...
dep.	9 47
Morrison's Hill †† arr.	...
dep.	9 54
Wallendbeen †† W arr.	...
dep.	10 0
Nubba* ..... ,,	...
Newington †† ..... arr.	...
dep.	10 8
Demondrille Jct. †† arr.	...
dep.	10 16
Murrumburrah ..... ,,	...
HARDEN †† ... W ..... arr.	10 22

Arrives Albury 4.38 p.m.

* See note, page 68.

UP.

	SUNDAYS 200 English Mail. *
	p m
HARDEN†† ..... W ...dep.	10 27
Cunningart†† ..... arr.	...
dep.	10 33
Rocky Ponds†† ... W arr.	...
dep.	10 41
Galong†† ..... arr.	...
dep.	10 53
Binalong†† ..... arr.	...
dep.	11 7
Emu Flat†† ..... arr.	...
dep.	11 16
Goondah†† ..... arr.	...
dep.	11 24
Bowning†† ..... arr.	...
dep.	11 36
Silverdale†† ..... arr.	...
dep.	11 41
YASS JUNC.†† ... W arr.	11 47
dep.	11 51
Coolalie†† ..... arr.	...
dep.	12 1
Mundoon†† ..... arr.	...
dep.	12 9
Jerrawa†† ..... arr.	...
dep.	12 13
Oolong†† ..... arr.	12 23
dep.	12 30
Gunning†† ..... arr.	12 40
dep.	12 53
Fish River†† ..... W arr.	...
dep.	1 0
Razorback†† ..... arr.	...
dep.	1 11
Cullerin†† ..... arr.	...
dep.	1 17
Taylor's Siding * ..... ,,	...
Breadalbane†† ..... arr.	...
dep.	1 24
Yarra†† ..... arr.	1 35
dep.	1 42
GOULBURN†† ..... W arr.	1 51

* See note, page 68.

Mondays

WEEK-DAYS. UP.

	200 English Mail. *
	a m
GOULBURN†† ...W...dep	2 0
North Goulburn ..... ,,	M
N. Goulburn B. Sdg.* ... ,,	...
Murray's Flats†† ... arr.	...
dep.	2 8
Towrang†† ..... arr.	...
dep.	2 15
Carrick* ..... ,,	...
Arrangull†† ..... arr.	...
dep.	2 21
Marulan†† ..... arr.	...
dep.	2 30
Morrice's Siding* ..... ,,	...
Tallong†† ..... W arr.	...
dep.	2 37
Uringalla†† ..... arr.	...
dep.	2 42
Wingello†† ..... arr.	...
dep.	2 47
Penrose* ..... ,,	...
Kareela†† ..... arr.	...
dep.	2 53
Erith Sdg.* ..... ,,	...
Bundanoon†† ..... arr.	...
dep.	2 59
Collins' Siding* ..... ,,	...
Exeter†† ..... arr.	...
dep.	3 5
Werai†† ..... arr.	...
dep.	3 10
Moss Vale†† ..... W arr.	3 16
dep.	3 21
Bong Bong* ..... ,,	...
Burradoo* ..... ,,	...
Bowral†† ..... arr.	...
dep.	3 30
Bowral Quarry Sdg.* ... ,,	...
Mittagong†† ..... W arr.	...
dep.	3 35
Berrima D.F. Co.'s Sg.* and Malting Co.'s. Sg. ,,	...
Braemar* ..... ,,	...
Colo Vale†† ..... arr.	...
dep.	3 45
Hill Top†† ..... arr.	...
dep.	3 51
Balmoral†† ..... arr.	...
dep.	3 56
Buxton* ..... ,,	...
Picton Lakes†† ... W arr.	...
dep.	4 4
Thirlmere†† ..... arr.	...
dep.	4 8
PICTON .... W arr.	...
dep.	4 15
Maldon* ..... ,,	...
Douglas Park ..... arr.	...
dep.	4 25
Menangle ..... arr.	...
dep.	4 32
North Menangle* ... arr.	...
dep.	...
Glenlee Platform* ... arr.	...
dep.	...
Camden Rd. Signal Box ,,	...
CAMPBELLTOWN W arr.	...
dep.	4 41
LIVERPOOL ..... W arr.	...
dep.	4 58
GRANVILLE ... W arr	...
dep.	5 10
Clyde Sidings ... W arr.	...
dep.	...
Flemington ..... arr.	...
dep.	...
Strathfield ..... arr.	5 21
dep.	5 T 26
Redfern ..... ,,	...
SYDNEY ..... W ... arr.	5 40
Darling Harbour .. W ... ,,	...

* See note, pages 26 and 68.

The Night Mail

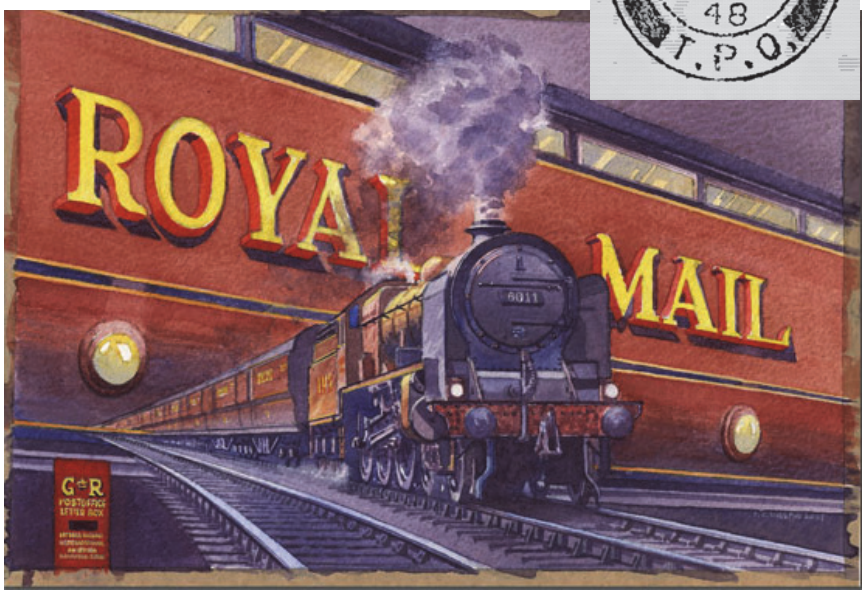
W.H.Auden wrote "The Night Mail" for the closing minutes of a 1996 English documentary film of the same title, produced by the GPO Film Unit. The rhythm of the latter part of the poem was based on that of Robert Louis Stevenson's "From a Railway Carriage". The film documents the way the post was distributed by train in the 1930s, focussing on the so-called *Postal Special* train, a train dedicated only to carrying the post and with no members of the public, travelling on the mainline route from Euston to Glasgow and on to Edinburgh and Aberdeen. The locomotive featured in the film was Royal Scot 6115 *Scots Guardsman*, built in 1927. The film made the train famous, but a timetable for it was never seen by the public. In railway circles the train was the *West Coast Postal* or *Postal Special*. It was one of two pairs of non-passenger, all-mail trains. The Up Postal was the train which was robbed in "The Great Train Robbery" in August 1963.

The best description comes from an American book, *Mail by Rail*, by Bryant Long:

"At about 7 P.M. the fifty-odd sorters manning the Special begin to converge upon the Euston Station mail room from all parts of London and its suburbs, carrying handbags. Most arrive via suburban train, bus, underground, or tram, but even those commuting in by train over the Special's own route must pay fares; their official warrants are no good for commuting to work. At the mail room, with its lockers and bulletin boards, the sorters pick up their black cloth tote bags. Their contents are mostly work clothes, for the British clerk need carry no headers, schemes, schedules, slips, or labels; such of these as he requires are sent direct to the car in the train-supplies bag (labeled "T.P.O, Stores").

A rather fussy little shunting engine brings in the long line of sixty-foot coaches from the Willesden yard, where they are marshaled, and spots them at Euston's No. 2 platform. Fully five cars are sorting carriages, while the rest are for storage mails (one devoted largely to the catcher apparatus). By seven fifteen, the reporting time, the sorters are inside the car and donning their coveralls; the handbags containing overnight needs are stowed on overhead shelves; all sorters sign the lick sheet, and the 14-hour stationary period begins. All slips, labels, and letter bills have been previously furnished, stamped, and run out by office personnel; and twine and sealing materials accompany these supplies in the "stores" bag. Three of the junior sorters or mail porters (postmen under reallocation) thereupon hang some 250 to 280 bags on the pegs in each R.P.O. car in limp Christmas-stocking style.

Each sorting coach is also equipped with sealing presses, car keys, reference books



Night Mail—*W. H.Auden*

This is the night mail crossing the border,
Bringing the cheque and the postal order,
Letters for the rich, letters for the poor,
The shop at the corner, the girl next door…
Letters of thanks, letters from banks,
Letters of joy from girl and boy,
News circumstantial, news financial,
Letters with holiday snaps to enlarge in,
Letters with faces scrawled on the margin,
Letters from uncles, cousins, and aunts,
Letters to Scotland from the South of France,
Letters of condolence to Highlands and Lowlands
Written on paper of every hue,
The pink, the violet, the white and the blue,
Clever, stupid, short and long,
The typed and the printed and the spelt all wrong…

Reporting Numbers ..			157
			p.m.
EUSTON ..... dep.	1		8 30
Broad Street	2		
Dalston	3		
Camden	4		
Kilburn (High Road)	5		
Queen's Park	6		
WILLESDEN JN. arr.	7		
(Main Line) dep.	8		8 40
Wembley (for Sudbury)	9		
Harrow & Wealdstone arr.	10		
dep.	11		R
Hatch End (for Pinner)	12		
Bushey & Oxhey	13		
WATFORD JUNCTION arr.	14		DR
dep.	15		8 54
King's Langley ..... arr.	16		
dep.	17		
Apsley ..... arr.	18		
dep.	19		
Hemel Hempsted & Boxmoor arr.	20		
dep.	21		A
Bourne End	22		
Berkhamsted ..... arr.	23		
dep.	24		R
TRING ..... arr.	25		R
dep.	26		9 11
Cheddington ..... arr.	27		
dep.	28		
Leighton Buzzard ..... arr.	29		
dep.	30		R
BLETCHLEY ..... arr.	31		DR
dep.	32		9 25
Wolverton (for Stony Stratford) arr.	33		
dep.	34		
Castlethorpe	35		
ROADE .. .. arr.	36		
dep.	37		9 38
Blisworth .. .. .. arr.	38		
dep.	39		9 41
Weedon .. .. arr.	40		
dep.	41		
Welton	42		
NORTHAMPTON arr.	43		
(Castle) dep.	44		
Althorp Park	45		
Long Buckby	46		
Kilsby & Crick	47		
RUGBY .. .. arr.	48		10 3
dep.	49		10 7
Brinklow	50		
Shilton	51		
Midland Junction	52		
NUNEATON (T.V.) .... arr.	53		DR
dep.	54		10 24
Weddington Junction	55		
Atherstone .. .. .. arr.	56		
dep.	57		
Polesworth	58		
TAMWORTH (L.L.) .... arr.	59		10 39
dep.	60		10 46
LICHFIELD (T.V.) .... arr.	61		
dep.	62		
Armitage	63		10 55
RUGELEY (T.V.) .. arr.	64		
dep	65		
Colwich .. .. arr.	66		11 3
dep.	67		
Milford & Brocton (for Cannock Chase)	68		11 8
STAFFORD ..... arr.	69		
dep.	70		
Great Bridgeford	71		11 13
Norton Bridge .. .. arr.	72		
dep.	73		
Badnall Wharf	74		11 20
Standon Bridge	75		
Whitmore	76		
Madeley	77		11 31
Betley Road	78		
CREWE ..... arr.	79		
dep.	80		11 42 11B58

EXPRESS (Postal Train) to Aberdeen and Glasgow †

Limited load.

† —Glasgow only on Saturday nights.

A—Receives Mails from P.O. apparatus (SX).

R—Receives Mails from P.O. apparatus.

B—11.56 (SO).

D—Delivers Mails to P.O. apparatus.

Reporting Numbers ..		157
		SX
		p.m.
CREWE ..... dep.	1	11 58
Coppenhall Junction	2	12 3
Winsford	3	....
Over & Wharton .. ⊕ dep.	4	..
Winsford Junction..... ⊕.....	5	12 9
Hartford .. .. .. arr.	6	..
dep.	7	....
Northwich (C.L.C.).. .. dep.	8	..
Hartford & Greenbank (C.L.C.)	9	....
Hartford Junction	10	..
Acton Bridge ..... arr.	11	....
dep.	12	..
Weaver Junction	13	12 16
Frodsham Junction	14	..
Halton Junction	15	....
Runcorn .. .. .. arr.	16	..
dep.	17	....
DITTON JUNCTION arr.	18	..
dep.	19	....
Halebank	20	..
Speke Junction	21	....
Garston Dock .. ⊕dep.	22	..
Garston (Church Road)⊕....	23	....
Garston Junction ⊕ ..	24	..
Allerton ..... arr.	25	....
dep.	26	..
West Allerton	27	....
Mossley Hill	28	..
Sefton Park	29	....
Wavertree	30	..
Wavertree Junction	31	....
Edge Hill .. .. .. arr.	32	..
dep.	33	....
LIVERPOOL (Lime St.) arr.	34	..
Preston Brook.....	35	....
Acton Grange Junction	36	12 23
Walton New Junction	37	....
Walton Old Junction	38	..
WARRINGTON ..... arr.	39	DR
dep.	40	12 25
Winwick Junction.....	41	12 29
Vulcan (Halt)	42	
Earlestown South Jn.....	43	
Earlestown West Jn.	44	
Earlestown East Jn.....	45	
Newton-le-Willows .. arr.	46	
dep.	47	
Lowton	48	
Golborne Junction	49	
Golborne	50	
Bamfurlong	51	
Bamfurlong Junction..	52	
Springs Branch	53	
WIGAN (N.W.) .. .. arr.	54	
dep.	55	12 39
Boar's Head Junction..	56	..
Red Rock.....	57	....
White Bear..	58	..
Adlington Junction	59	....
Amberswood Junction East ..	60	..
De Trafford Junction	61	....
Whelley Junction	62	..
Standish Junction & Station	63	12 47
Coppull	64	..
Balshaw Lane & Euxton	65	....
Euxton Junction	66	12 55
Leyland..... arr.	67	....
dep.	68	..
Farington ..... arr.	69	....
dep.	70	..
PRESTON ..... arr.	71	1 3
dep.	72	1 13

EXPRESS (Postal Train) 8.30 p.m., Euston to Aberdeen and Glasgow.

DR—Delivers mails to, and receives mails from, Post Office apparatus at Warrington.

Miles.			For continuation of trains from junctions see page	Reporting Numbers ..		S. 9	S. 10
							EXPRESS (Postal Train) 8.30 p.m., Euston to Aberdeen and Glasgow.
							157
							a.m.
0				PRESTON ..... dep.	1	....	1 13
1¼				Oxheyz	2	..	1 16
9¼				Garstang & Catterall..... arr.	3	....	....
				dep.	4	..	1 24
15½				Bay Horse .. .. .. arr.	5	....	....
				dep.	6	..	..
21				LANCASTER (Castle) arr.	7	....	....
23	0			dep.	8	..	1DR35
				Morecambe South Junction	9	....	....
				Bare Lane	10	..	..
	1¼			MORECAMBE arr.	11	....	....
				(Euston Road) dep.	12	..	..
	2			„ (Promenade).. arr.	13	....	....
		0		dep.	14	..	..
				„ (Euston Road) arr.	15	....	....
		1¼		dep.	16	....	....
				Bare Lane ..⊕.....	17	....	....
24¼		3		Hest Bank ....⊕..... arr.	18	..	..
				dep.	19	....	....
25½				Bolton-le-Sands	20	....	..
27½			27	CARNFORTH ..... arr.	21	....	....
				dep.	22	..	1DR41
31¾				Burton & Holme	23	....	....
34¼				Milnthorpe	24	....	....
		0		Arnside ..... ⊕.....	25	....	Limited Load.
		2		Sandside	26	..	
		3½		Heversham	27	....	
36¼		5¾		Hincaster Junction .. ⊕ ..	28	..	..
40	0			OXENHOLME ..... arr.	29	....	....
				dep.	30	..	1 56
	2¼			KENDAL ..... arr.	31	....	....
				dep.	32	..	..
	4			Burneside	33	....	....
	6½			Staveley .. .. .. arr.	34	..	..
				dep.	35	....	....
	10			WINDERMERE ..... arr.	36	..	..
47¼				Grayrigg	37	....	....
		0		Clapham	38	..	..
		4¼		Ingleton (Mid.) .. arr.	39	....	....
		4½		dep.	40	..	..
				„ (L.N.W.)	41	....	....
		9¼		Kirkby Lonsdale .. arr.	42	..	..
				dep.	43	....	....
		12¾		Barbon.. .. .. .. arr.	44	..	..
				dep.	45	....	....
		19		Sedbergh .. .. .. arr.	46	..	..
				dep.	47	....	....
49		23¼		Low Gill ..... arr.	48	..	..
				dep.	49	....	....
53				TEBAY ..... arr.	50	..	..
				dep.	51	....	2 13
58½				Shap Summit	52	..	2 23
60¾				Shap .. .. arr.	53	....	....
				dep.	54	..	..
68				Clifton & Lowther	55	....	....
69				Eden Valley Junction	56	..	..
72½			32	PENRITH ..... arr.	57	....	....
				dep.	58	..	2DR36
77				Plumpton	59	....	2 41
79¼				Calthwaite	60	..	..
82¾				Southwaite ..... arr.	61	....	....
				dep.	62	..	..
89¼				CARLISLE (No. 12 Box)	63	....	....
90				„ (Citadel Station) arr.	64	..	2 54

DR—Delivers mails to and receives mails from Post Office apparatus.

† —If minutes recovery

such as the *Postal Guide* and [a list of] P.O.'s in the United Kingdom, a postmarker, rubber stamps, various pairs of official scissors, and (in one car) an "official watch"—a standard timepiece brought up by runner from the G.P.O. Inland Section.

Once the last collection has been made from the station's late fee posting box, the zero hour of eight-thirty approaches. Mail trucks with the final loads from Euston Square Post Office and latecomers with letters to mail, hurry to the train-side. At a prolonged blast from the whistle the great *Night Mail* slowly pulls out; it crawls under Ampthill Square and Hampstead Road and gathers speed, passing Regent's Park on the left and the Camden Town section to the right."

The Working Timetables of the LMS naturally showed the timetable for the Mail Special. The Euston to Carlisle pages on our page 7 shows about two-thirds of the run. The notation "D" and "R" in the middle of a train time represents, places where mail was Delivered or Received on the fly via the mail-exchangers. The *Night Mail* was a fast train– it sprinted out of Euston 35 minutes ahead of the *Glasgow Express Passenger*, which could only close the gap by 4 minutes by Carlisle.

"The Special is carrying at least three thousand bags of mail, including five hundred or more "workers," containing seventy thousand letters (about two thousand, eight hundred packages) and thousands of newspapers all to be sorted. Mail received later may equal and even exceed this total. The electric tea urns are switched on, and some men place soup or other food in the various handy electric ovens.

The Special rushes through South Hampstead tunnel, past Killburn Station and Willesden Junction, then crosses the London city line into the thickly settled Middlesex suburbs; Wembley (8:43) is first, but not served going north. Sorters are busy in all five T.P.O. coaches—the two English cars, the two for Scottish divisions, and the Glasgow city car. The bag opener is throwing letter bundles in all directions—the labelled bundles (directs) going right into the proper outgoing bag, of course. Nine storage cars precede and follow them!

At exactly 8:46 the train is due to make its first "catch"— the apparatus working at suburban Harrow. All Harrow letter bundles have now been tied out, the R. L-. man's billed bundle of entry items is ready, and all mail is put in the bags due off here; each bag is sealed with the T.P.O.s imprint. Then they are stuffed into the outgoing leather pouches and tightly strapped. The pouches to be caught have been previously hung on the lineside apparatus (mail crane) by Harrow's local apparatus postman (mail messenger). The gallows-shaped structure has from one to three pouchfuls of mailbags hung on its high projecting arm. Attached to the standard are suitable lights, plus a permanent folding receiving net at the bottom; all fittings are at the exact proper height to engage the identical complementary equipment on the train. Since wayside signs erected at approach points are hard to see at night, the iron man or apparatus officer must expertly recognize the exact sound of the overhead bridges and so on which constitute the fix-on for this particular catch.

Outgoing pouches are hung on the "despatching arms" beside the regular doors—only one to each arm, but with twenty such arms on the train there is far more than enough equipment. With speed up to 60 mph and more, precision timing in working the iron is vital. As soon as the crane is sighted, the apparatus officer presses levers which lower both the carriage net and despatching arms into working position; an electric bell also rings continuously to warn clerks not to approach the open centre of the apparatus coach (where the big safety door beside the net has also opened automatically).

With a thunderous roar, the powerful strap of the carriage net catches the incoming pouches, which bound into the car with great force; simultaneously, the outgoing pouches are trapped by the wayside net, whereupon the despatching arms fold back automatically. When the carriage-net lever is released, it too folds back, and the bell stops. It is a ticklish business to lower the projecting devices at the exact proper instant only, for they must avoid engaging some station platform, signal, or other railroad structure if extended too quickly. Important stations have several lineside standards in operation, permitting the exchange of over half a ton of mail at one time—despite a sixty-pound limit on each pouch container. Expert iron men learn to recognize fix-ons instantly by counting wheel clicks, by listening for the rattle of points, and so on."

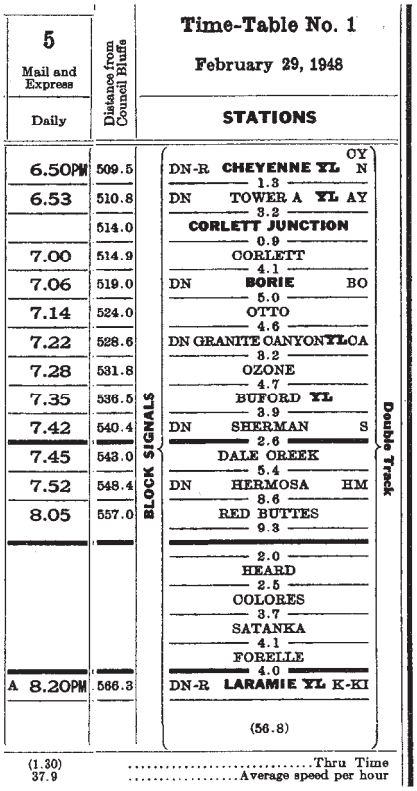
Owney

Owney (ca. 1887 – June 11, 1897) was the US equivalent of Bob the Drover's Dog, or Red Dog—no-man's dog, everyman's dog, an inveterate traveller. Owney's claim to fame was that he only ever travelled by mail trains. He was a stray mixed breed terrier adopted as the first unofficial postal mascot by the Albany, New York, post office about 1888. The Albany mail professionals recommended the dog to their Railway Mail Service colleagues, and he became a nationwide mascot for 9 years (1888–1897). He traveled throughout the 48 contiguous United States and voyaged around the world traveling over 140,000 miles in his lifetime.

Owney had a lot of mail trains from which to choose. Like a gigantic spider web, the RPO network sprawled across the United States. Even in 1963, a network of over seven hundred busy RPO lines, on 165,000 miles of route, was speeding US mail in all directions twenty-four hours a day.

For example, there was the famed transcontinental *Fast Mail* route which included the New York Central's great *20th Century Limited* (a train of the *NYR Chicago RPO*), the Chicago & North Western's *Chicago and Omaha RPO*, the Union Pacific's *Omaha & Ogden RPO* (the subject of one of the world's first motion pictures) and the SP's storied *Ogden & San Fran*, or "Overland" route. Part of the Omaha and Ogden schedule is shown above.

Another famous transcontinental route was that of the AT&SF from Chicago, to Los Angeles, the *Fast Mail-Express*. The timetable for this daily train in 1938 spread across 22 pages of 7 volumes of the Employee Time Table. Departing Chicago at 10:35 PM, 80 minutes behind the *California Limited*, it arrived in Los Angeles at 6:30 AM on the 3rd morning, still only 120 minutes behind the Limited. For 2227 miles to Los Angeles through 7 states, 12



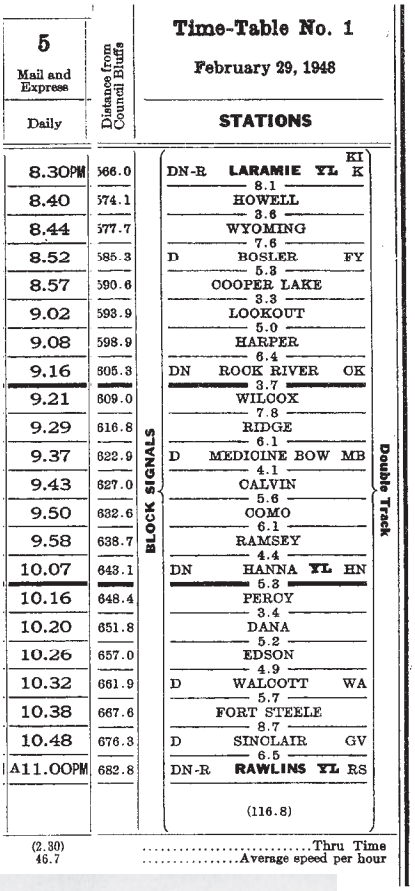
Time-Table No. 1

February 29, 1948

5 Mail and Express Daily	Distance from Council Bluffs	STATIONS	
6.50PM	509.5	DN-R **CHEYENNE YL**	OY N
		1.3	
6.53	510.8	DN TOWER A **YL**	AY
		3.2	
	514.0	**CORLETT JUNCTION**	
		0.9	
7.00	514.9	CORLETT	
		4.1	
7.06	519.0	DN **BORIE**	BO
		5.0	
7.14	524.0	OTTO	
		4.6	
7.22	528.6	DN GRANITE CANYON **YL**	CA
		3.2	
7.28	531.8	OZONE	
		4.7	
7.35	536.5	BUFORD **YL**	
		3.9	
7.42	540.4	DN SHERMAN	S
		2.6	
7.45	543.0	DALE CREEK	
		5.4	
7.52	548.4	DN HERMOSA	HM
		9.6	
8.05	557.0	RED BUTTES	
		9.3	
		2.0	
		HEARD	
		2.5	
		COLORES	
		3.7	
		SATANKA	
		4.1	
		FORELLE	
		4.0	
A 8.20PM	566.3	DN-R **LARAMIE YL**	K-KI
		(56.8)	

BLOCK SIGNALS — Double Track

(1.30) Thru Time
37.9 Average speed per hour



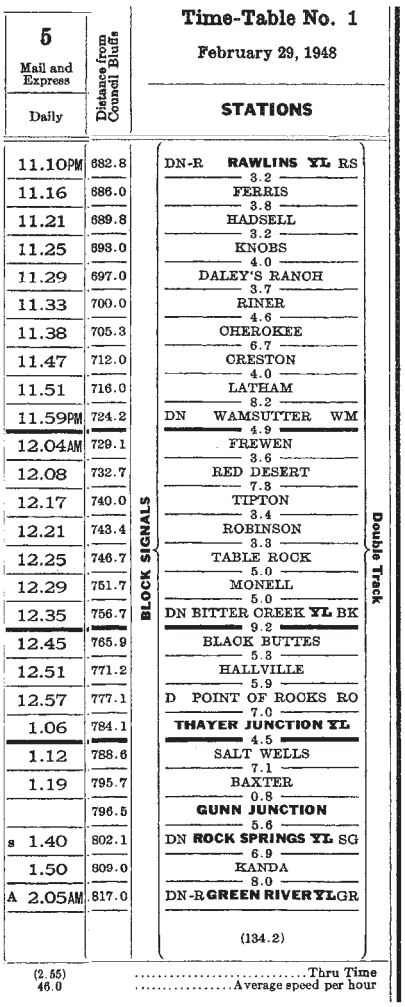
Time-Table No. 1

February 29, 1948

5 Mail and Express Daily	Distance from Council Bluffs	STATIONS	
8.30PM	566.0	DN-R **LARAMIE YL**	KI K
		8.1	
8.40	574.1	HOWELL	
		3.6	
8.44	577.7	WYOMING	
		7.6	
8.52	585.3	D BOSLER	FY
		5.3	
8.57	590.6	COOPER LAKE	
		3.3	
9.02	593.9	LOOKOUT	
		5.0	
9.08	598.9	HARPER	
		6.4	
9.16	605.3	DN ROCK RIVER	OK
		3.7	
9.21	609.0	WILCOX	
		7.8	
9.29	616.8	RIDGE	
		6.1	
9.37	622.9	D MEDICINE BOW	MB
		4.1	
9.43	627.0	CALVIN	
		5.6	
9.50	632.6	COMO	
		6.1	
9.58	638.7	RAMSEY	
		4.4	
10.07	643.1	DN HANNA **YL**	HN
		5.3	
10.16	648.4	PEROY	
		3.4	
10.20	651.8	DANA	
		5.2	
10.26	657.0	EDSON	
		4.9	
10.32	661.9	D WALCOTT	WA
		5.7	
10.38	667.6	FORT STEELE	
		8.7	
10.48	676.3	D SINCLAIR	GV
		6.5	
A 11.00PM	682.8	DN-R **RAWLINS YL**	RS
		(116.8)	

BLOCK SIGNALS — Double Track

(2.30) Thru Time
46.7 Average speed per hour



Time-Table No. 1

February 29, 1948

5 Mail and Express Daily	Distance from Council Bluffs	STATIONS	
11.10PM	682.8	DN-R **RAWLINS YL**	RS
		3.2	
11.16	686.0	FERRIS	
		3.8	
11.21	689.8	HADSELL	
		3.2	
11.25	693.0	KNOBS	
		4.0	
11.29	697.0	DALEY'S RANCH	
		3.7	
11.33	700.0	RINER	
		4.6	
11.38	705.3	CHEROKEE	
		6.7	
11.47	712.0	CRESTON	
		4.0	
11.51	716.0	LATHAM	
		8.2	
11.59PM	724.2	DN WAMSUTTER	WM
		4.9	
12.04AM	729.1	FREWEN	
		3.6	
12.08	732.7	RED DESERT	
		7.3	
12.17	740.0	TIPTON	
		3.4	
12.21	743.4	ROBINSON	
		3.3	
12.25	746.7	TABLE ROCK	
		5.0	
12.29	751.7	MONELL	
		5.0	
12.35	756.7	DN BITTER CREEK **YL**	BK
		9.2	
12.45	765.9	BLACK BUTTES	
		5.3	
12.51	771.2	HALLVILLE	
		5.9	
12.57	777.1	D POINT OF ROCKS	RO
		7.0	
1.06	784.1	**THAYER JUNCTION YL**	
		4.5	
1.12	788.6	SALT WELLS	
		7.1	
1.19	795.7	BAXTER	
		0.8	
	796.5	**GUNN JUNCTION**	
		5.6	
s 1.40	802.1	DN **ROCK SPRINGS YL**	SG
		6.9	
1.50	809.0	KANDA	
		8.0	
A 2.05AM	817.0	DN-R **GREEN RIVER YL**	GR
		(134.2)	

BLOCK SIGNALS — Double Track

(2.55) Thru Time
46.0 Average speed per hour

Top: The schedule of #5 "Mail and Express", westbound across Wyoming. These tables are from the UP issue of Feb-28-1948, a date on which the UP ETTs were completely reorganised. **Bottom:** An RPO scurries across Nebraska.

Divisions and 23 Districts in 59 hours. that was 37 mph. It was probably the longest TPO route in the world. The famed *Route 66* highway paralleled this mail route for a long way—but the train left the cars far behind.

These were just two of the 7,666 mail trains operated daily by a vast railway mail system and involving 600,000 miles of daily travel at its peak. These railroads rushed well over forty billion pieces of mail each year to 41,500 post offices and their branches—ranging in size, with the same impartial type of designation, from New York, New York (population 7,840,000) to Huntley, Virginia (population 3).

So prolific were the trains, so complex was the system and so diverse were the railroads contracted to haul the mail that the Post Office issued its own set of Employee Timetables. This notion was first suggested by a Post Office Clerk, James White in 1872 (page 10) and was quickly approved by the General Superintendent. White later rose to this rank. These timetables were issued for well over one hundred years running to 15 "Divisional" volumes, issued two or three times per year– a total, probably, of at least 8,000 volumes. That's more "working timetables" than all the railways of Australia have ever issued. The Divisional structure was done away with in 1955.

These timetables were based around, and mimicked, the Employee Timetables of the carrier road, mixed *ad libitum*. A sample for some small lines is shown on our page 10. Note the Denver & Ogden timetable for D&RGW train 5a at upper left. This is a "branch line" off the UP train #5, which appears at the top of this page. Similar timetables were issued for air and road transport. The system was reviewed in *The Timetable Collector* of June 1988, from which the timetable illustrations overleaf have been taken.

Epitaph: *Here, There and (almost) Everywhere* all of these trains have vanished. Australia's air-mail service was 100 years old in July and is still going strong.

★ Denver & Ogden R.P.O.

D. & R. G. W. R. R. Co.
E. D.—Denver to Grand Jct. (14th Div.)
W. D.—Grand Jct. to Ogden (8th Div.)

5a	19a	June 2, 1940	6b	20a
6 15	7 55	lv ..... ★Denver, Colo. ..... ar	12 45	6 30
1 02	2	..... Crested Colo. (no)	5 14	5 59
2 26	2 01	..... Dotsero, Colo.	7 01	12 25
2 58	2 51	..... ★Glenwood Springs, Colo. (nj)	6 35	11 48
3 30	3 42	..... Ritle, Colo. (nj)	5 37	10 56
4 58	5 15	.....	4 06	8 50
		..... Grand Jct. Colo.	2a	
	11 00		5 55	
	9 42	..... Price, Utah, (nj)	1 37	
	8 05	..... Thistle, Utah	11 05	
	6 35	..... Provo, Utah	10 30	
	7 55	..... ★†Salt Lake City, Utah	9 30	
	9 10	ar ..... ★†Ogden, Utah lv	7 45	

Mountain time

Drain & Reedsport S.R.

Rt. 70281, 51.50 ms. (Dis't 4)

1b	July 1, 1938	2b
8 00	lv ..... Drain, Oreg. ..... ar	5 00
9 45	..... Elkton, Oreg.	4 30
12 00	ar ..... Reedsport, Oreg. lv	1 30

★Eastport & Spok R.P.O. (I. E. Can. DR)

Spokane International Ry. Co. 142.26 ms. Rt. 113726 part. (Dis't 2)
S.R. 70102 Bonners Ferry to Addie, 30.75 ms.

*1ag	1a	May 15, 1939	2a	*2ag
	9 30	lv ..... *Winnipeg, Manitoba* ..... ar	5 15	
	5 45	lv ..... *Medicine Hat, Alta.* ..... ar	9 50	
	9 35	lv ..... *Lethbridge, Alberta* ..... ar	5 50	
	2 26	lv ..... *Fernie, B. C.* ..... ar	10 38	
	6 20	lv ..... *Yahk, B. C.* ..... ar	6 30	
	7 00	lv ..... Eastport, Idaho ..... ar	4 50	
3 05	7 08	..... Addie, Idaho	4:40	3 00
4 00	7 32	..... Meadow Creek, Idaho	4:19	
5 35	8 11	..... Bonners Ferry, Idaho	3 36	1 00
	8 47	..... Elmira, Idaho	2:50	
	9 20	..... Sandpoint, Idaho	2 23	
	10 56	..... Grand Jct, Idaho, (no)	12 37	
	11 45	..... N. P. Crossing, Wash. (n.o.)	11 50	
	11 56	ar ..... †★Spokane, Wash. lv	11 45	

Clerks of trs. 1 and 2 run through to Yank. B. C., in Kingsgate & Yahk trs. 725 and 726 19' Class B
S.R. 70102 April 1 to Nov. 30.

TRAIN 1		TRAIN 2	
§Spok & Portland	ll..a Spokane	§Med. H. & Nel.	11...a Yahk
Spokane Term RPOa	Spokane	§Med. H. & Nel.	12....a Yahk
§Will& Seat	27.WD..a Spokane	Yahk, B.C.	....a Yahk

Elmer City, Almira & Ephrata S.R.

Rt. 71121, Elmer City to Almira, 23.9 ms.
Rt. 71212, Elmer City to Ephrata, 63.3 ms. (Dis't 2)

5a	3b	1a	Nov. 1, 1939	2a	4b
10 00	9 30	5 30	lv ..... Elmer City, Wash. ..... ar	6 15	2 15
by					
10 30	9 45	6 00	lv ..... Mason City, Wash. ..... ar	8 00	1 55
10 45	10 00	6 15	..... Coulee Dam, Wash.	7 50	1 40
10 45	10 15	6 15	..... Grand Coulee, Wash.	7 45	1 40
.....	11 15	.....	..... Almira, Wash.	.....	12 30
12 00		7 30	..... Coulee City, Wash	6 30	
12 30		8 00	..... Soap Lake, Wash.	5 45	
1 30		8 30	ar ..... Ephrata, Wash. lv	5 00	

Trip 2a holds until 6 30 for mail from Will & Seattle Tr. 3 and for ordinary papers and parcel post from Tr. 28.

★ Eugene & Powers R.P.O.

Southern Pacific Co. 166.20 ms. Rt. 113735 part
S.R. 73269, Eugene to Noti, 24.91 ms.
S.R. 73270, Eugene R.R. Sta. to Myrtle Point, 151.08 ms. (Dis.4)
S.R. 73983, Marshfield to Myrtle Point 30 ms.

*3b	*×1g	334a	Sept. 29, 1940	333a	*+2g
.....	.....	7 15	lv ..... *Portland, Ore.* ..... ar	7 40	.....
7 30	.....	.....	lv ..... †★Eugene, Oreg. ..... ar	.....	.....
.....	1 30	12 01	..... Eugene, Oreg. Sta. (n.o.)	12 01	1 45
.....	2 10	.....	..... *Cottage Grove, Oreg.*	.....	.....
.....	2 30	.....	..... *Drain, Oregon Sta. (n.o.)*	.....	12 30
9 00	.....	12:30	..... Veneta, Oreg.	11 27	.....
9 30	.....	12:39	..... Noti, Oreg.	11:16	.....
.....	.....	1:54	..... Swisshome, Oreg.	10:06	.....
.....	.....	2 12	..... Mapleton Oreg.	9 48	.....
.....	.....	2 48	..... Cushman, Oreg.	9 22	.....
.....	6 00	4:03	..... Reedsport, Oreg.	8 15	10 15
.....	6 45	5 08	..... North Bend, Oreg.	7 17	9 45
.....	6 00	5 20	.....	7 00	9 30
*6b	.....	4:56a	..... Marshfield, Oreg.	.....	.....
3 00	6 20	7 00	.....	6 00	.....
4 15	6 45	7 40	..... Coquille, Oreg.	5 20	7 00
5 00	7 00	8 30	..... Myrtle Point, Oreg.	4 57	6 40
.....	.....	10 00	ar ..... Powers, Oreg. lv	3 45	.....

Trs. 405 and 406 service by truck. Class A

SPACE AUTHORIZATION

Tr. 334 Eugene-Marshfield 15' Eugene-Reedsport 18'
Tr. 333 Marshfield-Eugene 18' DH Reedsport-Eugene 18'
5-1

TRAIN 333	TRAIN 334
§Eug & Powers 334..a Veneta	*§Ada, Oreg. .....b Ada Sta.
§Port & S F ND 16c Eugene	*§Bandon, Oreg ....a Marshf'd
§Port & S F ND 17a Eugene	§Broadbent, Oreg...a Marshf'd
	§Coquille, Oreg. ....a Marshf'd
	*§Elmira, Oreg.....a Veneta
	§Florence, Oreg.....a Cushman
	§Gaylord, Oreg. ....a Marshf'd
	Glenada, Oreg. ....a Cush. Sta
	*§Gold Beach, Ore...a Marshf'd
	§Myrtle Pt., Oreg. .a Marshf'd
	*§Norway, Oreg. ....b Marshf'd
	*§Pt. Orford, Oreg....a Marshf'd
	§Powers, Oreg. .....a Marshf'd
	*§Wedderburn, Oreg. Marshf'd

★Flaxton & White R.P.O.

Minn. St. P. & S. Ste M. Ry., 136 ms. (10th Div.)

51p	141a	June 30, 1940	140p	52a
2 00	2 45	lv ..... Flaxton, N. D. ..... ar	11 29	12 55
3 59	4 10	..... Crosby, N. D.	10 06	11 15
7 15	6 35	..... Raymond, Mont.	7 45	7 15
8 40	7 40	ar ..... Whitetail, Mont. lv	6 45	6 00

Central time

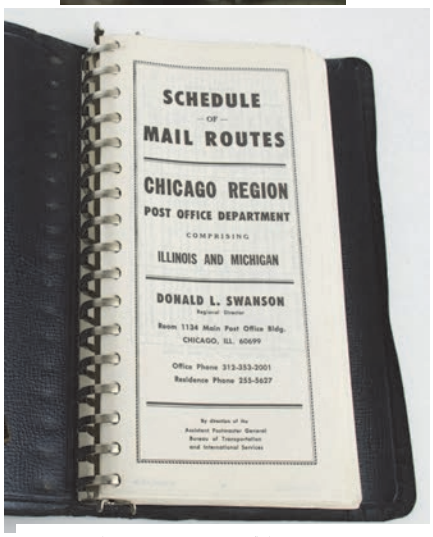
Forsyth & Sheridan S.R.

Rt 68324, Ashland to Otter, 31 ms.
Rt. 68325, Ashland to Birney, 26 ms.
Rt. 68329, Ashland to Forsyth, 69.50 ms.
Rt. 68424, Sheridan, Wyo., to Birney, 65.50 ms.
Rt. 68428, Otter to Decker, 44 ms. (Dis't 1)

1b	July 1, 1938	2b
9 30	lv ..... Forsyth, Mont. ..... ar	5 15
1 00	.....	1 45
6p	3a	4p	5p
7 00	9 00	4 30	2 00
10 00	.....	.....	11 00
9aa	7a	9aa	10pp
6 30	6 30	.....	6 00
.....	11 00	4 30	5 00
17a	11a	12a	16a
12 00	.....	10 00	.....
2 00	11 30	8 10	10 09
.....	15a	14a	.....
.....	13a	14a	.....
9 30	4 30	8 00	.....
11 30	6 00	7 00	.....

Otter, Mont. — Birney, Mont. — Decker, Mont. — ar..Sheridan, Wyo. ..lv

Trips 11 and 12 June 1 to Sept. 30.
Trips 7 and 8, May 1 to Dec. 31.
Trips 9 and 10, Jan. 1 to Apr. 30.
Trips 16 and 17, Oct. 1 to May 31.



SCHEDULE OF MAIL ROUTES

NO. 146

NOVEMBER 30, 1940

THIRTEENTH DIVISION

RAILWAY MAIL SERVICE

Comprising

ALASKA, IDAHO, MONTANA, OREGON AND WASHINGTON.

PREPARED UNDER THE SUPERVISION OF

A. D. LAWRENCE,

Superintendent, Thirteenth Division

212-220 Post Office Bldg., Seattle, Wash.

By direction of the General Superintendent, RMS.

Decisions, Decisions—*Letter*

DAVID WHITEFORD

Another interesting *The Times* as usual. I must get an article or two written soon

Geoff Mann's *Decisions....* commented on two trains to same destinations leaving Malvern at the same time from different platforms.

Because the Armadale / Thornlie and Midland lines share a four track main line between Perth and Claisebrook, there are many times when it's a case of *decision, decision* at Perth, McIver and Claisebrook stations. At Perth you can use train indicators to tell if a Midland, Armadale or Thornlie train will leave first, but at McIver you have to be on a platform to see an indicator and it will only show the train due at that platform. You could (as I have done) stand near the subway entry to see which train is coming first and dash to the appropriate platform. On Claisebrook you can wait on the overhead footbridge to see if a train is coming from the Midland or Armadale lines, and there are indicators at the entry ramp to each platform so you can have them in sight too.

McIver and Claisebrook are compulsory stops for all suburban trains on the Midland and Armadale / Thornlie lines. There is no time advantage in one line over the other. On Monday to Friday ex Perth there are many trains timetabled to leave Perth at the same time. Of course, one is always a Midland train. Armadale trains feature once in the early morning (6.43am departure) and in the late night midnight, 1 am & 2am services (latter two Friday only) while all the others are Thornlie trains.

On Saturday, Sunday, and Public Holidays there are also many trains due to parallel out of Perth. In fact all Midland trains on Saturday from 5.30am to 7.30pm are due to parallel an Armadale train and on Sundays and holidays it is the same from 7.30am to 7.30pm.

However, for Perth bound passengers from Claisebrook or McIver it is only Monday to Friday when trains from both lines are due to depart at the same time for Perth with many trains from 8.31am to 7.53pm, then just one at 12.53am.

I'm guessing this situation arises in a number of cities where short parallel running in and out of a main city station is possible.

To Midland timetable

Monday to Friday

Pattern	99009 Perth	99014 McIver	99024 Claisebrook	99422 East Perth
	3:07	3:08	3:10	3:11
	3:18	3:19	3:21	3:22
	3:28	3:29	3:31	3:32
B	3:40	3:41	3:43	3:44
A	3:50	3:51	3:53	-
B	4:00	4:01	4:03	4:04
A	4:10	4:11	4:13	-
B	4:20	4:21	4:23	4:24
A	4:30	4:31	4:33	-
B	4:40	4:41	4:43	4:44
A	4:50	4:51	4:53	-
B	5:00	5:01	5:03	5:04
	5:09	5:10	5:12	5:13
A	5:20	5:21	5:23	-
B	5:30	5:31	5:33	5:34
A	5:40	5:41	5:43	-
B	5:50	5:51	5:53	5:54
	6:00	6:01	6:03	6:04

To Thornlie / Armadale

Pattern	Perth 99005	McIver 99012	Claisebrook 99022	Burswood 99042	
C pm	3:02	3:03	3:05	-	-
T	3:05	3:06	3:08	3:12	3:14
B	3:17	3:18	3:20	-	-
T	3:20	3:21	3:23	3:27	3:29
B	3:32	3:33	3:35	-	-
T	3:35	3:36	3:38	3:42	3:44
C	3:47	3:48	3:50	-	-
T	3:50	3:51	3:53	3:57	3:59
C	4:02	4:03	4:05	-	-
T	4:05	4:06	4:08	4:12	4:14
C	4:17	4:18	4:20	-	-
T	4:20	4:21	4:23	4:27	4:29
C	4:32	4:33	4:35	-	-
T	4:35	4:36	4:38	4:42	4:44
C	4:47	4:48	4:50	-	-
T	4:50	4:51	4:53	4:57	4:59
C	5:02	5:03	5:05	-	-
T	5:05	5:06	5:08	5:12	5:14
C#	5:13	5:14	5:16	-	-
C	5:17	5:18	5:20	-	-
T	5:20	5:21	5:23	5:27	5:29
C#	5:28	5:29	5:31	-	-
C	5:32	5:33	5:35	-	-

Timetable Riddle: Burren Junction to Pokataroo

Is there still a heap of trains at the end of the Pokataroo branch line?

TIM FISCHER

Years ago I noticed in an old NSWGR Country Timetable a gem relating to the Burren Junction to Pokataroo Branchline, part of the old North by North West segment of the NSW network up through the Hunter Valley. Recently when researching the ABC Book "Trains Unlimited" I came across this example again, from Timetable No 49 of 1965.

It clearly shows four scheduled train services down the gentle slope from Burren Junction to Pokataroo each week but only three services back! So to my mind there might have been a heap of trains at the terminus at Pokataroo but more logically, I assume the Monday train returned on a secret working schedule but was not available for passenger traffic.

I recall that in an earlier NSWGR timetable that I used to have, the Burren Junction to Pokataroo Branchline was shown in standout form and separate from the Narrabri to Walgett Branchline. Maybe a member might have that version from around 1960 as once again it showed four trains TO and only three trains FROM Pokataroo weekly [1938 version below–Ed].

So here is a challenge, can anyone find any other examples in black and white listing an actual non balanced set of Branchline services anywhere in Australia? Whilst I do assume that a detailed Working Timetable for the Region would reveal all, in the meantime readers can enjoy this unusual published listing of services.

I have now moved on to research a new book "Maestro John Monash" due out in November 2014, again sadly I have encountered another riddle, namely that great feat engineered and built by Monash, the Monash Outer Circle covering the eastern and northern quartile of Melbourne. It was ripped up just as it began to show promise and today would have provided a vital set of metro links.

It would be interesting to see the published Outer Monash Circle Timetable when it did operate, again perhaps the hard working Editor can refind and reprint this gem in a future edition*.

Tim Fischer AC, Author
"*Transcontinental Train Odyssey*", "*Trains Unlimited*"
"*Maestro John Monash*" and four other books.

* I'm working on it—Ed.

NARRABRI WEST—WALGETT AND BURREN JUNCTION—POKATAROO. ***TABLE 53.***

Height.	Distance.		—	Mondays to Fridays, and Sundays.				—	Thurs. and Sats.	Tues.	Tues. and Thurs.	Mons., Thurs. and Sats.
				Mail.					Mixed.	Pass.	Mixed.	Pass.
feet.	m.	c.		p m					a m	p m	a m	a m
67	—	—	SYDNEY ..... dep. (See Table 45.)	3 30				WALGETT ..... dep.	...	...	10 25	11 50
4	104	37	NEWCASTLE ..... R arr.	6 33								p m
			dep.	6 58				Eurie Eurie	...	...	10 53	12 14
			(See Table 46.)					Waminda	...	...	*a*	*a*
				Mondays to Saturdays.				Beanbri	...	...	11 26	12 38
				a m				Inverness	...	...	11 46	*a*
											p m	
1246	255	23	WERRIS CREEK R arr.	12 34				Cryon ..... arr.	...	...	12 10	1 7
			(See Table 52.) dep.	12 53				dep.	...	...	12 20	1 9
697	353	59	NARRABRI ..... R arr.	4 14				Bugilbone	...	...	12 53	1 27
				Pass.				POKATAROO ..... dep.	10 55	12 20	...	...
			dep.	4 45				Merrywinebone	11 20	*a*	...	...
698	351	44	Narrabri West ..... arr.	4 57					p m			
			dep.	5 3				Rowena	12 12	1 5	...	...
686	358	15	Kiandool	*a*				Old Burren	12 50	*a*	...	...
669	362	43	Culgoora	5 28				arr.	1 26	1 55	1 40	2 0
625	372	14	Wee Waa ..... arr.	5 50				BURREN JCT. ..... R				
			dep.	5 56								Pass.
597	381	32	Merah North	6 20								Mons. to Sats.
582	385	71	Carbeen	6 30								p m
564	391	75	Cubbaroo	6 45				dep.				2 20
			arr.	7 10				Cubbaroo				2 45
				Mons. Thurs. and Sats.	Weds. and Fris.	Tues.	Mons., Weds. and Fris.	Carbeen				*a*
				Pass.	Mixed.	Pass.	Mixed.	Merah North				3 13
534	402	50	BURREN JCT. ... R	a m	a m	a m	a m	Wee Waa ..... arr.				3 35
			dep.	7 30	7 45	7 30	8 0	dep.				3 39
509	414	65	Old Burren	...	...	*a*	8 32	Culgoora				4 1
507	424	47	Rowena	...	...	8 18	9 20	Kiandool				*a*
489	435	18	Merrywinebone	...	...	*a*	10 10	Narrabri West ..... arr.				4 27
477	444	62	POKATARCO ..... arr.	...	...	9 5	10 41	dep.				4 33
594	418	0	Bugilbone ..... dep.	8 4	8 36			NARRABRI ..... R arr.				4 43
576	425	40	Cryon ..... arr.	8 21	8 59	...	...					Mail.
			dep.	8 24	9 10	...	...	(See Table 52.) dep.				5 29
462	432	51	Inverness	*a*	9 42	...	...	WERRIS CREEK ..... R arr.				8 57
453	438	40	Beanbri	8 53	10 5	...	...	dep.				9 11
450	443	71	Waminda	*a*	*a*	...	...	(See Table 46.)				a m
444	448	60	Eurie Eurie	9 17	10 40	...	...	Waratah ..... arr.				2 2 3 0
437	457	28	WALGETT ..... arr.	9 40	11 15	...	...	NEWCASTLE ..... R. ..... (See Table 45.)				2 2 2 4 9
								SYDNEY ..... arr.				5 † † 5 1

A New Timetable for 1927: the *Easifind*

by CONRAD SMITH

We look at a short-lived experimental timetable, the *Easifind*, which was the brainchild of a remarkable man along with his even more remarkable wife.

This new timetable incorporated several novel features. Primary amongst these was a desire to promote the many cross-country direct trains and through carriages, the existence of which could be masked by the traditional London focus of existing publications. Such a focus is taken to the extreme with the ABC timetable, but even Bradshaw and the companies' own timetable books tended to be designed around the needs of the English home counties. In a system where the majority of train paths in Great Britain terminated in London, the *Easifind* timetable addressed more seriously the needs of the provincial traveller seeking to travel elsewhere than to London without necessarily having to travel through the capital.

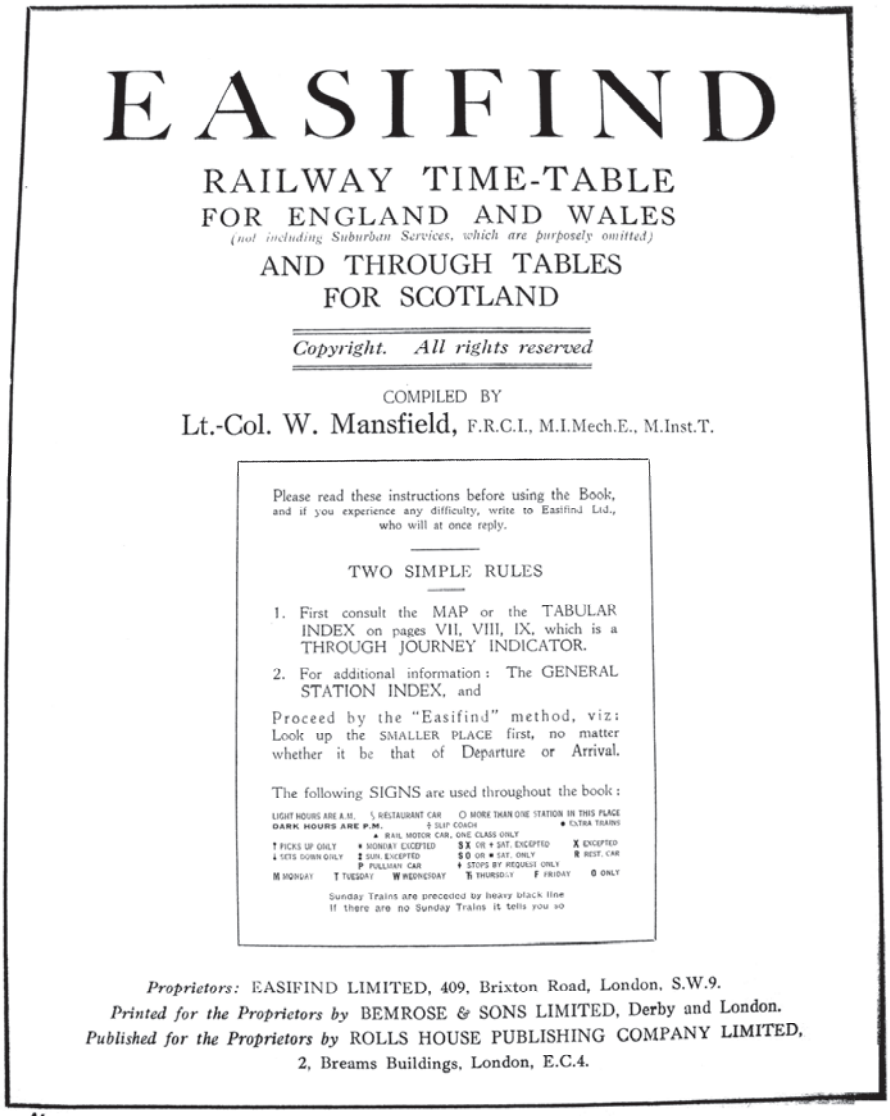
Tradition had it that any journey could be made via London, and Royal Mail letters were originally all routed this way. This had as much to do with the needs of the censor and routine examination of the mails at a secure location as it had with the practicalities of transporting the letters each day, so that a letter from Bristol to Exeter was routed (and charged on a mileage basis) via London.

Such cross-country trains as did exist could be ignored entirely in the ABC Guide, and appear only in fits and starts in a scattering of Bradshaw's pages, and much time and energy was spent in coming up with a workable design to show the many long and sinuous through journeys between provincial centres:

> *A wonderful railway time-table owes its existence to a small mishap. The inventor, Lieutenant-Colonel W. Mansfield, missed a train through a faulty railway guide. In his vexation he determined to produce a time-table that could not go wrong. His labours resulted in the 'Easifind' time-table, giving every train for every station, and a map which shows at a glance 12,000 through connections. A tabular station index shows the best trains and routes, and there is a mass of other railway information*[1].

The result was a large-format production with an elaborate two-colour map and index, and it received an enthusiastic review in *The Athaenium*:

> *A New Railway Guide: Easifind Railway Time Table. Compiled by Lt.-Col. W. Mansfield. (Rolls House Publishing Co., 2s.)*



EASIFIND

RAILWAY TIME-TABLE
FOR ENGLAND AND WALES
(not including Suburban Services, which are purposely omitted)
AND THROUGH TABLES
FOR SCOTLAND

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COMPILED BY
Lt.-Col. W. Mansfield, F.R.C.I., M.I.Mech.E., M.Inst.T.

Please read these instructions before using the Book, and if you experience any difficulty, write to Easifind Ltd., who will at once reply.

TWO SIMPLE RULES

1. First consult the MAP or the TABULAR INDEX on pages VII, VIII, IX, which is a THROUGH JOURNEY INDICATOR.
2. For additional information: The GENERAL STATION INDEX, and

Proceed by the "Easifind" method, viz: Look up the SMALLER PLACE first, no matter whether it be that of Departure or Arrival.

The following SIGNS are used throughout the book:

LIGHT HOURS ARE A.M. DARK HOURS ARE P.M. ◊ RESTAURANT CAR ‡ SLIP COACH ▲ RAIL MOTOR CAR, ONE CLASS ONLY ○ MORE THAN ONE STATION IN THIS PLACE ● EXTRA TRAINS
↑ PICKS UP ONLY ↓ SETS DOWN ONLY * MONDAY EXCEPTED ‡ SUN. EXCEPTED P PULLMAN CAR $X OR ● SAT. EXCEPTED $O OR ● SAT. ONLY + STOPS BY REQUEST ONLY X EXCEPTED R REST. CAR
M MONDAY T TUESDAY W WEDNESDAY Th THURSDAY F FRIDAY O ONLY

Sunday Trains are preceded by heavy black line
If there are no Sunday Trains it tells you so

Proprietors: EASIFIND LIMITED, 409, Brixton Road, London, S.W.9.
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Some men find time tables engrossing, using them either as an aid to dream journeys or as the raw material for a fascinating game, in which there is a pleasant mixture of arithmetic and romance. To these especially may be commended the new 'Easifind Railway Time Table' by which may be traced over 12,000 through communications on British railways. Compilations of this kind seldom claim an individual authorship, but this latest monthly time table is the work of Lt.-Col. W. Mansfield, who is said to have devoted a considerable period of his life to perfecting his system. At first glance the Easifind time table appears very far from easy, and it is doubtful if it will ever become popular with those whose only adventures are summer excursions to seaside watering places. But really only a little patience is needed to master a system by which cross-country journeys may most quickly be traced and intercommunications made clear. The key to Colonel Mansfield's guide, with its original features, is supplied in an excellent map and tabular index.

It would seem that this new time table would be principally valuable to the enquiry offices of the railways themselves, to the booking agencies and those business travellers who are always 'on the road'. These last will find very useful the fact that the market day and early-closing day of every town is recorded, together with other such information as the population of the town, whether the station has a telegraph office and a refreshment room[2].

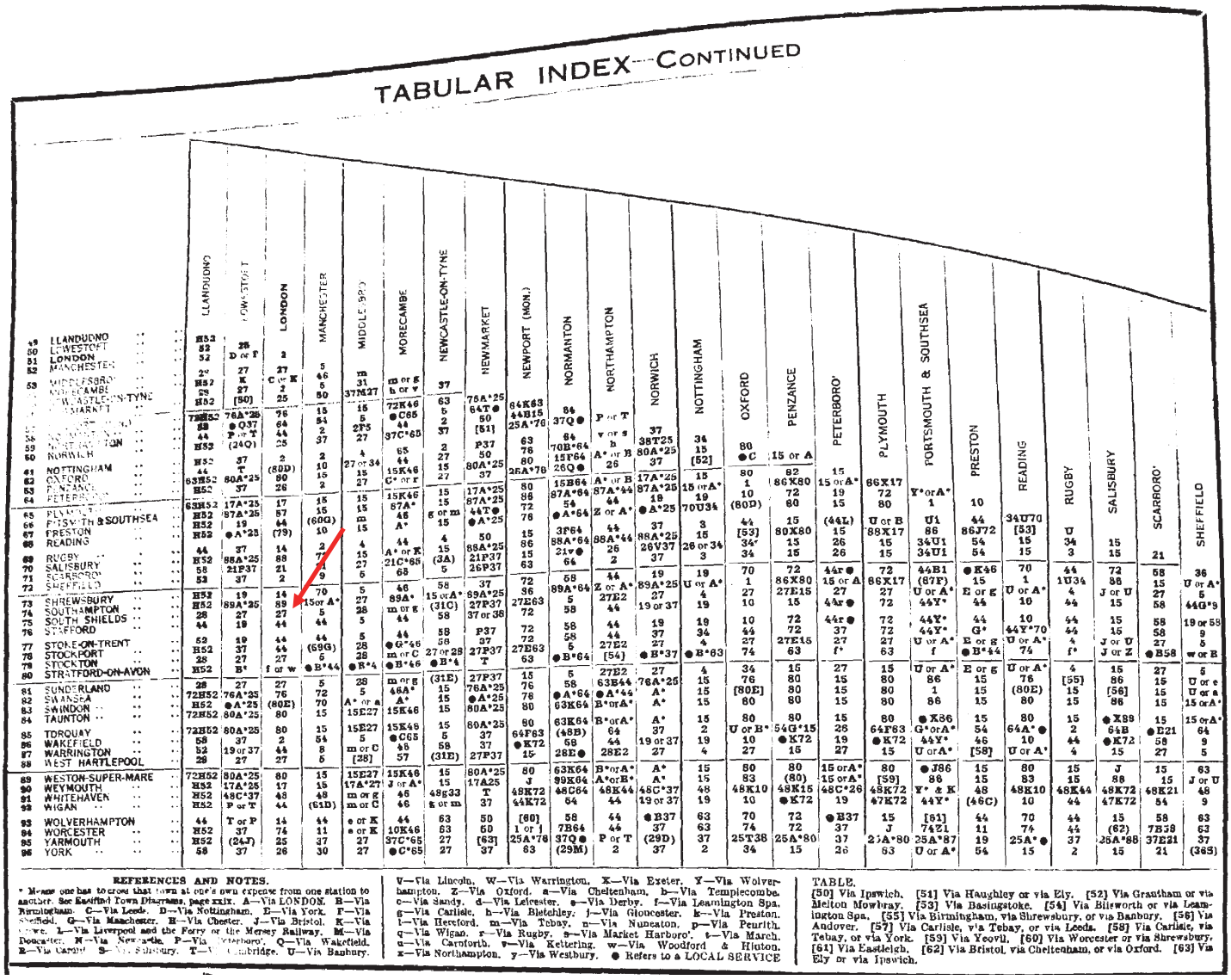
The new timetable received fulsome praise also in the provincial press:

> *To the traveller who is constantly using the railways get about his business in all parts of the country, time-tables present the most annoying and complex feature*

of his journeys, and often is a connection missed through his inability to find the right train at the right moment. Simplicity is the keynote of modern conditions, and in future there will be no need for sweat and worry on the part of those unfortunates already referred to, who will learn with satisfaction that a unique time-table, valuable because of its simplicity, has been published. […] In this country there some thirty-five Railway Companies, each issuing time-tables of different forms. The 'Easifind' is a digest of these, and is the first to give us the information which they contain directly, without sending us off from one perplexing page another. It has a map which shows every stopping-place in the British railway system, and from a series of figures around the bigger stations the reader can refer at a glance to any of 12,000 through communications. For the district around Grantham, the new book provides through tables in a convenient form, showing the best connections with every part of the country[3].

A writer's account gives the background to Mansfield where he gave a confident interview:

Col. Mansfield, the painstaking author of the new timetable, which is making such a sensation among travellers, was having his second cigar when I met him yesterday. During the six years it has taken him



to compile 'Easifind', he limited himself to one smoke a day – and his working day extended from 6.30 a.m. to 10 p.m. A fully qualified engine driver at 19 years of age, Col. Mansfield was in charge of the time-table department of the Transvaal railways 30 years ago. Then for a whole year he was on passenger and express service on the Belgian frontier, and delegate to the Inter-Allied Railway Commission in Germany after the Armistice.

He began to work on the timetable immediately after being demobilized in December 1921. By a clever index device, Col. Mansfield shows 12,000 through communications at a glance, gives diagrams of every place with more than one railway station, and shows where taxi-cabs, buses, trams, hotels, restaurants, and cinemas are to be found[4].

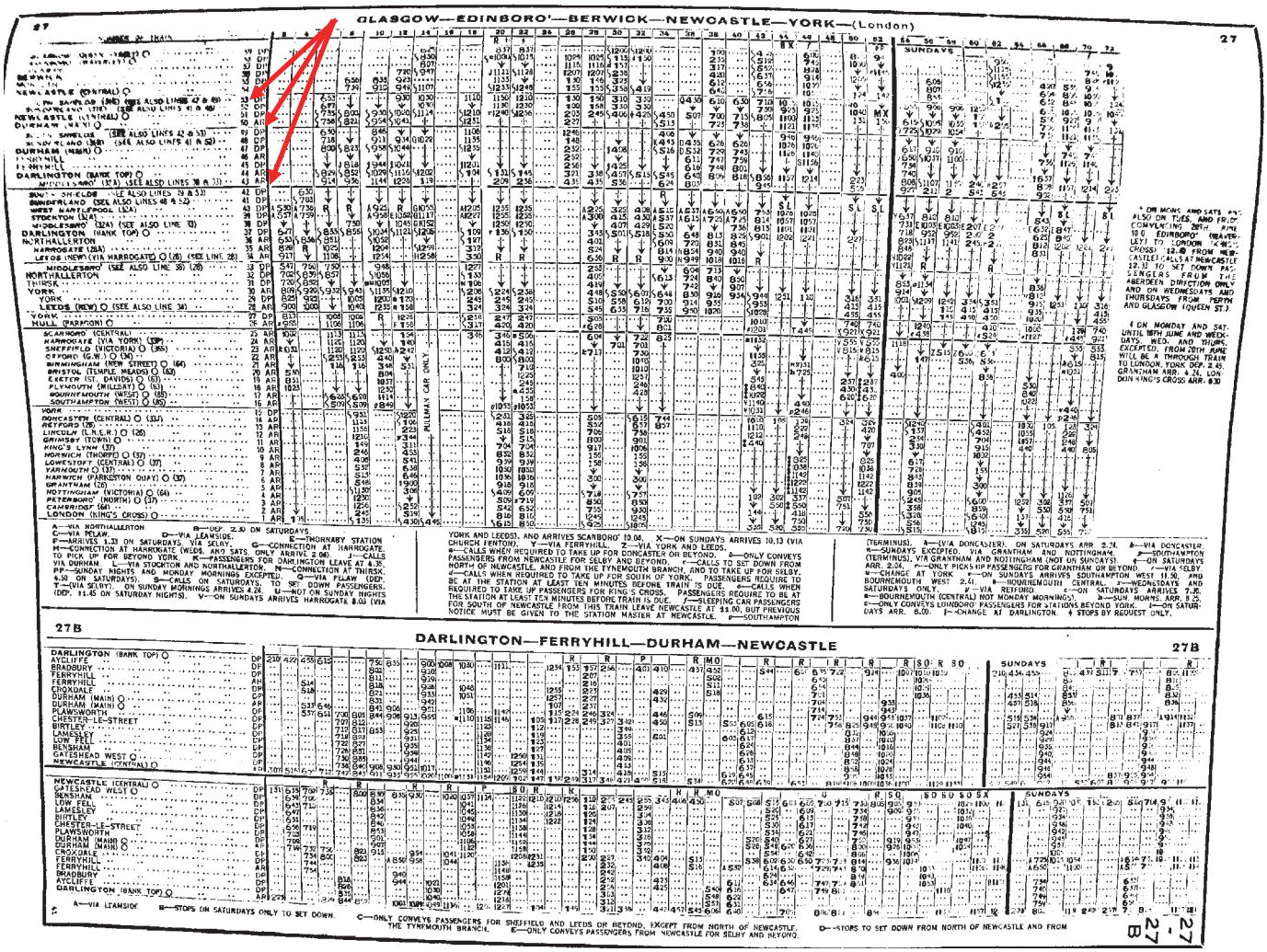
The review in the *British Medical Journal* in 1927 was also favourable:

Travellers who might feel perplexed at the route followed by Mr. G. K. Chesterton in the couplet 'The night we went to Birmingham 'By way of Beachy Head', would find their difficulties smoothed out by a perusal of the 'Easifind' Railway Time-Table. This ingenious production is said to have cost its author, Lieut.-Colonel W.V. MANSFIELD many hours' daily labour – for five and a half years. As the result a would-be tourist from South Shields to Lowestoft need only consult the numbers on a map, or a tabular index, and he will at once find a reference giving him the through route between these two places. The whole thing is based on a system of figures and signs which is clearly explained at the beginning of the time-table. The reader, it is said, can refer at a glance to any one of 12,000 through communications without wandering from one page to another in the effort to link up communicating lines. The mental strain of the railway traveller should be greatly alleviated by Colonel Mansfield's efforts. The 'Easifind' Railway Time-Table. By Lieut.-Colonel W. R. Mansfield. London: Rolls House Publishing Co., Ltd. 1927. (2s.)[5]

Mansfield was a colourful character indeed, born Wladimir Raffalovich in 1876 to a French mother Eugénie d'Hénin and to Michel Raffalovich whose grandfather was a banker in Odessa, being a principal player in railway building:

The Odessa banking houses of Ephrussi and Co. and Raffalovich Brothers […] signed an agreement in October 1868 with the founders of the Kharkov–Kremenchug Railway Company for the issue of a bond loan […]. The main part of the loan was placed in London with the participation of Baring Brothers[6].

His parents were living in London at the time of his birth but then moved to France where his five younger siblings were born. Wladimir was educated in Holland and Germany, receiving diplomas in civil and mechanical engineering[7]. By 1895, he had qualified as an engine driver in South Africa as he gained experience as engineering assistant to the chief traffic manager of the Transvaal Railways, moving to a similar position with the German Trust Railways in Berlin, becoming a civil and mechanical engineer. He seems to have had a taste for adventure; with two companions and a guide he is reported in the press as having made an ascent of the Cime de l'Est and Dents du Midi peaks in Switzerland on 28 June 1900[8]. Returning to South Africa in 1903 he went into practice as a consulting engineer to a financial group in Johannesburg, being elected to the Geological Society of South Africa in 1905[9]. During 1909,



he became general manager to the Vooespore Diamond Mining Company in the Orange Free State, but events in England were about to change his life, leading to the most ambitious timetabling project ever undertaken.

This was the year the successful novelist Charlotte Mansfield chose to mount a lone expedition from the Cape to Cairo, partly by rail. She was to write extensively of her African adventures, and following some days soaking up the atmosphere of Cape Town, she set out by train for the north. At Kimberley she visited what became the world's deepest diamond mine, then set off for Bulawayo on another train.

As she relates in her 1911 book *Via Rhodesia: A Journey through Southern Africa*:

> *I should be the last to grumble at the train service in Africa, for not only was every consideration for my comfort paid me, both by the Cape Government and the Rhodesia and Mashonaland Railways, but I was allowed to journey on the engine for some distance, which was a novel experience, and I do not mind confessing that until that day I had a vague idea that trains were steered somewhat after the fashion of motor-cars! How delightful it was to sit on the cow-catcher of the engine, motoring with no motor in front, the earth passing rapidly away under one's hanging feet, and the fresh air kissing one's face with the keen fillip of swiftness and sweetness, for we were approaching Rhodesia, and the air came to greet us laden with the fragrance of the promised land*[10].

At one point, the severe rains had caused so much flooding that the rail services had been severed over a section too deep to allow a steam locomotive to pass, a difficulty she overcame in a singular manner:

> *There appeared in the Press, local and otherwise, the official notification that on account of the height of the floods of the Kafue River no passengers or parcels would be carried beyond this spot until further notice. What was to be done? A wire came stating that my carriers had arrived at Broken Hill and would be ready to take me north as soon as I could get there. Mr. Wallace Smith wired for further information, and then arranged that I may go through with a coach if natives could manage to drag it through the floods—as a letter!—for mails were to be taken if possible. I am quite certain that I have the distinction of being the most weighty epistle yet carried by the Rhodesian mail.*
>
> *Kafue station was quite unapproachable. The stationmaster armed with the mail bravely set forth on a raft to deposit the letters on the coach which, meanwhile, had been detached from the engine. I stood on the front platform and was keenly interested in watching the arrangements for dragging the coach through the water to the bridge, on which another engine was standing.*
>
> *A very stout rope was fastened to the coach, and a hundred natives, like athletes in a tug-of-war, seized the rope, and with much shouting pulled with all their might. The funniest sight was the head-boy cracking a long whip and beating, not the boys but the water, as with wild gesticulations he urged them on. It took over an hour to drag the coach through the mile and a quarter of water-lilies. […]*
>
> *On the bridge, the waiting engine was attached, and also the white coach of the doctor, who twice a week journeyed down from Broken Hill*[11].

Charlotte Mansfield continued on foot, camping on the long journey with her 49

porters, but cut short her Cairo attempt, returning to England from Mozambique via Zanzibar: not for long as it turned out:

I returned to Africa much sooner than I had anticipated returning, and owing to certain reasons, which are not of public interest, came out this time on the D.O.A. liner 'Admiral', by the West Coast. […] My one and only journey […] started with faith, travelled through danger, and ended in love[12].

Events in London had gathered pace:

A love story begun in the wilds of Africa was brought to a happy conclusion at St. Paul's Church, Baker-street, where Miss Charlotte Mansfield, the famous traveller and author, was married to Mr. Wladimir Raffalovich, mining engineer, of Johannesburg. The bride and groom first met on their travels in Africa. […] After the honeymoon, Mr. and Mrs. Raffalovich […] returned to Johannesburg, where they will make their home. Mrs. Raffalovich was the first woman to make the overland journey from the Cape to Cairo. It took her seven months. […] Many hundreds of miles she was forced to cover on foot or in a 'machila', a hammock slung on poles carried by natives[13].

The Cairo myth was perpetuated in some newspapers, much to Charlotte's amusement and annoyance, as she relates:

I myself sent the following letter to a number of papers:-

'In order to prevent any erroneous impression being formed as to my having crossed Africa from Cape to Cairo by land, I should esteem it a favour if you would publish this letter. I am anxious to have it known that I was prevented from proceeding north of Abercorn (Lake Tanganyika) owing to the ravages of sleeping sickness having stopped all traffic by natives on the road, as well as all steamer transport on the lake. After being informed by the officials that my progress northward was impossible under these circumstances, the lives of too many people being at stake. I was reluctantly compelled to proceed with my caravan via Nyasaland to Chinde. From here I came to Marseilles by the D.O.A. liner "Kronprinz" by the Suez Canal route.'

Most papers have had the courtesy to publish this letter and have not again referred to the imaginary travels[14].

Wladimir was appointed consulting engineer and technical adviser to the New Transvaal Chemical Company in 1911, and Charlotte continued to write novels in South Africa, publishing *Red Pearls* in 1914 and *Gloria, a Girl of the South African Veld* in 1915, also contributing articles to such as *Pall Mall Magazine* and *Westminster Gazette*.

The onset of war brought Wladimir back to England. He brought his engineering skills to the British army in 1917 where he was:

commissioned as a Railway Transport Officer with the rank of lieutenant. He served in France and was eventually promoted to the rank of lieutenant-colonel and appointed assistant director of general transportation. On the conclusion of hostilities he served as a member of the Inter-allied Railway Commission in Germany and was then engaged as chief engineer and production superintendent in charge of an ammunition breaking-down factory in France[15].

It was in 1919 that he changed his name by deed poll:

I, Wladimir Raffalovich-Mansfield, heretofore called and known by the name of Wladimir Raffalovich, of 149, Gleneldon-road, Streatham, in the county of Surrey, a Major in His Majesty's Army, being a natural born British subject, hereby give notice, that I have assumed and intend henceforth upon all occasions and at all times to sign and use and be called and known by the surname Mansfield in addition to the surname Raffalovich, and that such assumption of name is formally declared and evidenced by a deed poll under my hand and seal, dated the thirtieth day of September, 1919, […] In witness whereof I do hereby sign and subscribe myself by such my intended future name. —Dated the third day of November, 1919. W. RAFFALOVICH-MANSFIELD[16].

so that Charlotte effectively regained her Mansfield surname, the name she had always used as an author. Quite why Wladimir Raffalovich should feel more comfortable as Lieut.-Col. W. R. Mansfield, one can only speculate: the world had been transformed; Russia, the 1914 close ally of Britain along with France in the Great War was no longer so, and perhaps Wladimir preferred not to trumpet his Russian origins. It was during this year that an entry 'Vladimir Raffalovich to United Kingdom: Information on Mr. George Sanders' appears in the British Foreign Office Russia correspondence guide[17].

Raffalovich was indeed a very unusual name in 1919 England; at any event he could not have foreseen that his younger brother André would die very likely as a result of his name after the arrest in August 1944 by the Gestapo of his wife at their home in Paris, who was alleged to be acting for the Resistance. Raffalovich was a name which led the Gestapo to arrest An-

DRAGGING THE COACH THROUGH THE FLOODS

dré too for good measure, and he did not survive Buchenwald where he died in December 1944[18].

As soon as he was demobilized in December 1921, Wladimir commenced working on his grand project, adopting the working habits of an author, and he had much for which to thank Charlotte:

With Colonel Mansfield was his wife Mrs. Charlotte Mansfield, the well-known novelist. I asked her what part she had played in the completion of this colossal task.

'My line is more fiction than facts — and facts are essential in a time-table,' she told me. 'But my job was to look after the colonel. He had to stop smoking during the day, and limited himself to one cigar in the evening after his work was done. For exercise we used to go on top of a 'bus to Caterham and back. But I helped him in this respect that I gave him my spare bedroom for his first office, and without a murmur of complaint, saw its walls being gradually covered from top to bottom with railway maps and time-tables for a period of two years. Don't you think that was a big thing for woman to do?'[19]

The enthusiasm for his task was unique:

Some 30 years ago Col. Mansfield was in charge of the Time-Table Department of the Transvaal Railways, and the first scent he got there has never left his nostrils. He talks about time-tables as if they were living, vital things, thinks in long tabulated columns of figures, and is the one man I have ever met who shows a genuine passionate enthusiasm for dry-as-dust pages upon pages of arrivals and departures, expresses, 'R' for restaurant car, and 'E' for Saturdays excepted.

But it is really to that ubiquitous place called Uttoxeter that the new railway timetable is due. Once upon a time Col. Mansfield had to go to Uttoxeter. His old fashioned time-table showed that he had to change at Derby, and change at Derby he obediently did. He waited and waited and then inquired.

His time-table had not indicated that at Derby [he] had to change stations, and he missed the train. From that moment he determined to compile a time-table that would indicate change of stations as well as many other things calculated to assist the travelling public.

The time-table not only shows where change of stations is necessary, but contains a diagram of every town with more than one station, showing how you may get from one station to another. The tabular index is the masterpiece of the time-table. It gives every station in the country, and with it a map reference, the population, market days, early closing day, whether there is a refreshment room, whether private telegrams can be sent from the station, and whether it deals with luggage in advance.

AT KAFUE BRIDGE.

Similarly, he has produced a map of small compass which gives every stopping place in Great Britain, and the different stations where there are more than one in any town. The cost of any complicated railway journey is also shown in simple table.

Colonel Mansfield started on his time-table immediately he was demobilised in December, 1921.

'As rule,' he told me, 'I got up at 6.30 in the morning and started work right away. I usually finished about ten at night, and I have been doing that for over five years. The time-table began to become almost a part of me, and I put so much value on the work as it progressed that I was afraid to let it out of my sight. I carried the manuscript about with me in my dressing-case, and if ever I went visiting I took it with me[20].

He may have been conscious that he was being interviewed for a Scottish newspaper when he added:

So far, I have not included detailed tables of the local services in Scotland, but all through trains to and from the North are given. The reason is that in Scotland there is already produced the best of all existing time-tables. I am, however, considering the publication of a sectional "Easifind" covering all the railway services in Scotland.[21]

Lt.-Col. Mansfield was active in promoting his timetable:

A lantern lecture entitled "Time Tables—Old and New", was given […] on February 16 by Lieut.-Colonel W. R. Mansfield, director of the 'Easifind' Railway Time Table[22].

This lecture addressing members of the Y.M.C.A. Literary and Debating Society in the Victoria Hall, Derby was indeed on the history of timetables:

Amongst the numerous slides there was one which was particularly interesting. It was that of a timetable published in 1873 by a London publisher who had sufficient pluck to guarantee the correctness of the same. This time-table, it might be mentioned is not in existence today. […] Coming down to modern time-tables, the Colonel showed certain interesting illustrations of a wonderful time-table known as the 'Easifind', of which he is the originator and compiler. The audience was interested to learn that the 'Easifind' Railway Time-table, together with its map, is actually printed in Derby[23].

The large rear fold-out map was key to understanding the timetable [our page 14]. Mindful of the great personal input that Mansfield had invested in his publication, it was stated 'This map is the exclusive copyright of Easifind Limited, and any infringement thereof will be proceeded against.' His years spent compiling were an investment.

The lines on the map were thicker for main lines than for other lines. Pullman trains or cars were shown as running on the red lines. Figures alongside each line were the table numbers, large figures indicating any through table for the principal trains only and small figures showing the section tables with full local services.

Instructions as to how to trace journeys: 'Red figures at a station and the same number in black at the other station indicate your through table.' The example given was Lowestoft to South Shields: 'RED 27 at South Shields occurs in

BLACK at Lowestoft, therefore Table 27 gives you the THROUGH COMMUNICATIONS. Another example: Worcester to Manchester: RED 11 at Manchester occurs in BLACK at Worcester, this refers you to THROUGH TABLE 11 which gives the communications over SIX DIFFERENT ROUTES. REMEMBER IT MUST BE RED AND BLACK.'

'Names in RED, thus: LEEDS, mean that there is in this place MORE THAN ONE STATION. The SMALL NAMES in RED refer to the separate stations, viz. Central, Wellington and New station. One has to cross between these stations at ONE'S OWN EXPENSE. For details, see town maps in the book.[24]

The Index page shows the single entry '27' opposite South Shields in the Lowestoft column [our page 15, arrowed]

The first page of Table 27 [our page 16] shows the three departure lines for South Shields – Lines 42, 49 and 53 [our arrows] – each cross-referenced to the other two, representing differing routes to reach the main line, and Lowestoft is shown at Line 8.

There was more than this to the appearance of the timetable:

Lieut.-Col. W. R. Mansfield, the compiler, has designed his own type for the timetable, which is printed on specially made paper cut to the size now popular with many weekly magazines[25].

The production process was innovative, the Monotype Corporation [below left] providing the necessary printing equipment to Bemrose of Derby, the timetable's printers [below right]. The type used was very distinctive and Mansfield chose to highlight the a.m./p.m. problem by the use of a different style of type for each, so that columns did not need to be so labelled, and the succession from a.m. to p.m. times within columns would stand out more clearly. Later issues of the Easifind timetable carried prominent advertisements for the Monotype Corporation, which at the time considered the timetable something of a flagship product.

The initial deliberate omission of suburban timetables was reversed and, for subsequent editions, tables of short-distance journeys radiating from London and provincial cities were incorporated.

The enterprise published monthly, but after six successive issues it seems not to have been a commercial success, the company finally being wound up in 1934:

Notice is hereby given that the Partnership heretofore subsisting between us, the undersigned, carrying on business as Printers and Publishers, at Hawkers Buildings, Davigdor Road, Hove, in the county of Sussex, under the style or the firm of THE EASIFIND TIME TABLE COMPANY, has been dissolved by mutual consent as from the twelfth day of December, 1934.—Dated the 12th day of December, 1934. W. P. Fielden, J. Bowden.[26]

Colonel Mansfield had by this time moved on to other interests, eventually becoming an expert witness in forgery cases thanks to his experiments over the years photographing traces of faint and invisible writing fluids which enabled him to expose alterations in documents.

References

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2 'A New Railway Guide', The Athaeneum, 18 June 1927 supplement, p. 394.

3 Grantham Journal, 4 June 1927, p. 11.

4 'A Painstaking Author', Adelaide Register, 4 July 1927, p. 7.

5 'Notes on Books', British Medical Journal, 9 July 1927, p. 62.

6 V.I. Bovykin and B.V. Anan'ich, 'The role of international factors in the formation of the banking system in Russia' in Rondo Cameron and V.I. Bovykin (eds), International Banking 1870–1914 (Oxford: University Press, 1991), 130–58, p. 149.

7 Institute of Mechanical Engineers' Journal, vols. 161–2, 1949, p. 478.

8 Le Confedre: Organe des Liberaux Valaisians, 7 July 1900, 54, Year 40, p. 2: 'L'ascension de la Cime de l'Est et des Dents du Midi a été faite le 28 juin par MM. Aug. Baumann, du C.A.S., Alfred Vanex, pasteur, Wladimir Raffalovich, accompagnés de l'excellent guide Gaspard Cuqoz, de Salvan. Vue superbe, ascension intéressante.'

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10 Charlotte Mansfield, Via Rhodesia: A Journey through Southern Africa (London: S. Paul and Co., 1911), pp. 49–50. The photographs are Charlotte's own, and illustrate her book.

11 Mansfield, Via Rhodesia, pp. 162–4.

12 Mansfield, Via Rhodesia, pp. 405, 410.

13 New Zealand Herald, 23 November 1909, p. 7.

14 Mansfield, Via Rhodesia, p. 401.

15 Institute of Mechanical Engineers' Journal, vols. 161–2, 1949, p. 478.

16 London Gazette, 11 November 1919, p. 13721.

17 Guide to the Scholarly Resources Microfilm Edition of the Public Record Office Collection, vol. 3 (Wilmington, DE: Scholarly Resources Inc, 1984)

18 http://gw.geneanet.org/alanguggenheim?lang=de&p=andre&n=raffalovich accessed 30 January 2014

19 Dundee Courier, 30 May 1927, p. 4.

20 Dundee Courier, 30 May 1927, p. 4.

21 Dundee Courier, 30 May 1927, p. 4.

22 London & North Eastern Railway Magazine, 18, 1928, p. 113.

23 Derby Daily Telegraph, 7 Feb. 1928, p.1.

24 'Easifind Railway Map of England and Wales, being a pictorial index to Best Routes and Through Trains at a glance' in 'Easifind' Railway Timetable, 1, June 1927.

25 Gloucester Journal, 11 June 1927, p. 13.

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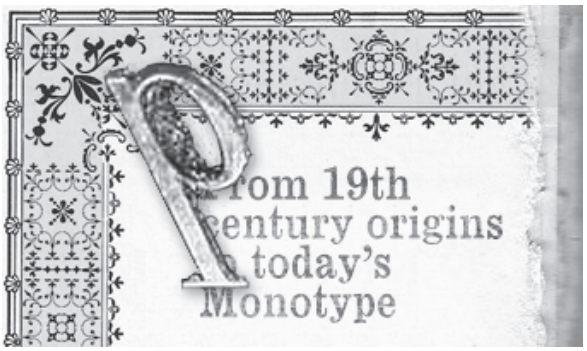

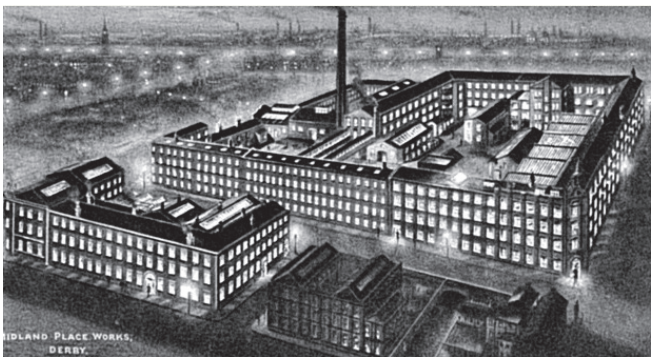

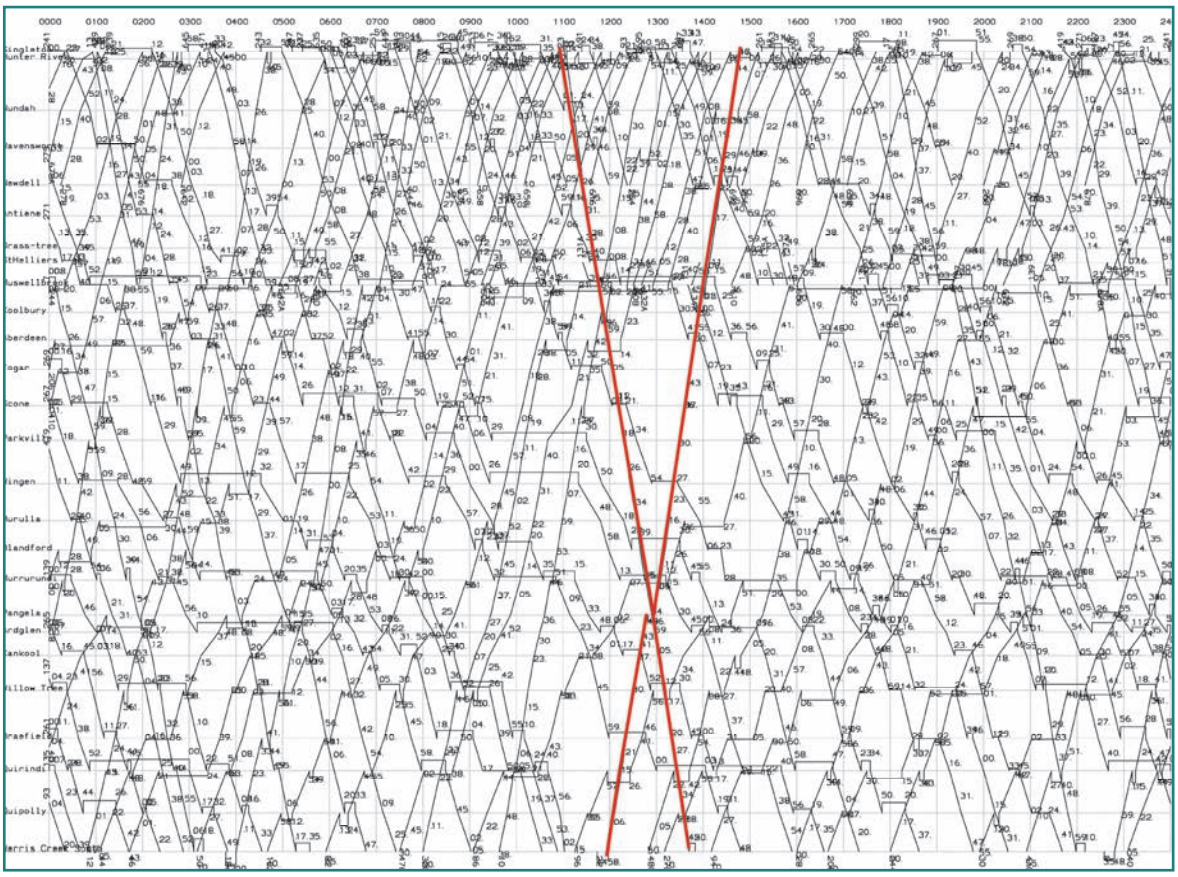

Above is the neatest correct entry for August's Mission ~~Im~~possible quiz. The winner was J.L.Russell. The train was the *Northern Tablelands Express*, over the Singleton—Werris Creek section in 1964, pictured below at a later date. Most contestants realised that the graph in the August issue was conjured up merely by deleting the already-existing services for the NTE. In 1964. the Main Northern line was by far the busiest electric staff-worked line in the world.