

RAILWAY AIR SERVICES Ltd.

Route Two

London – Birmingham – Manchester – Belfast – Glasgow

London – Isle of Man Stage

RAILWAY AIR SERVICES

(3328)

MAIL LIST

AIRCRAFT *GAAGW.*

DATE *28/8/34* TIME *15.10*

FROM *LONDON*

TO *DOUGLAS (I of Man)*

2011 P434 100 1/2 (11/2 804)

No. OF BAGS	ORIGIN*	DESTINATION*	WEIGHT (in lbs.)	TOTAL WEIGHT (lbs.)
<i>One</i>	<i>LONDON</i>	<i>DOUGLAS</i>	<i>5 1/2 lbs</i>	<i>5 1/2</i>
<i>One</i>	<i>LONDON</i>	<i>DOUGLAS</i>	<i>5 1/2 lbs</i>	<i>6 1/2 lbs</i>

BY AIR FROM LONDON-DOUGLAS.



Mr. L. Dale,
Poste Restante,
D O U G L A S.
Isle of Man.

Cover and Weigh Bill, flown as far as Birmingham and then forwarded by rail and sea. Cover is back stamped 4-30 pm 21 Aug. F.D.C envelope with a type 5 cancellation.

RAILWAY AIR SERVICES Ltd.

BY AIR MAIL

IMPERIAL AIRWAYS LIMITED.

Memorandum

From

G ACPL
LONDON

To

2 19/34 1510
Manchester

One London Manchester 15y 15y

RAILWAY AIR SERVICES LTD.

LONDON POSTAL SERVICE.

Statement of Air Letter Parcel Mails delivered to the *Railway Air Services Co.*
at *1.30 p.m.* on the *20* day of *Sept* 19*34*.

Destination	No. of bags	Gross Weight	
		lb.	ozs
Belfast	1	9	4
Birmingham	1	1	4
Douglas Dom	1		8
Glasgow	1		12
Liverpool	1		5
Manchester	1		14

L.P.S., Controller's 73.

G. Williamson
Signature of Despatching Officer.

Provisional white form of Imperial Airways (used on 27th September) used during a temporary shortage. Also a G.P.O docket showing the total amount of mail being handed over to R.A.S for transportation on 20th September.

RAILWAY AIR SERVICES Ltd.

FROM LONDON

29th SEPTEMBER 1934

Last Acceptances for the Shuttle



Cover flown on the last day of the shuttle service from Manchester to the Isle of Man. Bears a back stamp of 1st October. Although the shuttle service ceased on the 29th, route two remained in operation.

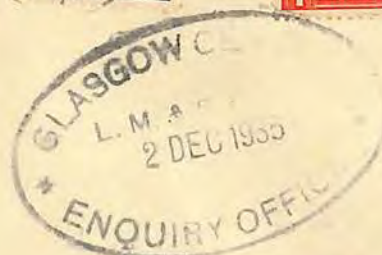
RAILWAY AIR SERVICES Ltd.

2nd December 1935

London – Liverpool – Belfast – Glasgow

Glasgow – Liverpool & Return

Airmail to GLASGOW
RAILWAY AIR SERVICES LTD
First flight under new
contract December 2.1935



Mr J. Stephen,
c/o Rail way Air Services Ltd
Glasgow Central Station,
GLASGOW. SCOTLAND.

Airmail to Liverpool
Railway Air Services Ltd
first flight under new
contract December 2.1935



Mr J. Stephen.,
c/o Railway Air Services Ltd
Lime Street Station
Liverpool. ENGLAND.

On this date R.A.S started a new contract with the G.P.O having regained it from Hillman Airways Ltd. The route being the previous amended route two.

RAILWAY AIR SERVICES Ltd.

Route Two

London – Birmingham – Manchester – Belfast – Glasgow

The inauguration ceremony was held at Croydon Airport at which Captain W. Armstrong accepted the mail for the Northbound service.



Departing from Croydon in the Westland Wessex G-AAGW he was only able to fly as far as Birmingham where the mail was off loaded and forwarded by road & rail. Cover indorsed by Capt Armstrong.

RAILWAY AIR SERVICES, LTD.

20 AUGUST 1934

LONDON - GLASGOW

RAILWAY AIR SERVICES

(3328)

MAIL LIST

AIRCRAFT *G.AAGW* DATE *20/8/34* TIME *15.10*
FROM *LONDON* TO *GLASGOW.*

200 Pairs 100 lbs. (11) 5-12

No. OF BAGS	ORIGIN*	DESTINATION*	WEIGHT (in lbs.)	TOTAL WEIGHT (lbs.)
<i>One</i>	<i>LONDON</i>	<i>GLASGOW.</i>	<i>64 lbs 6 oz</i>	
<i>One</i>	<i>LONDON</i>	<i>GLASGOW.</i>	<i>80 lbs 64 lb 14 oz</i>	

By Air LONDON-GLASGOW.



John S. Davis Esq.,
c/o Railway Air Services Ltd.
Glasgow Central Station.
GLASGOW.

Cover and unique way bill, both carried as far as Birmingham on plane G.AAGW which arrived at 5pm. The mail was off loaded and forwarded by rail. The plane returning to London empty.

RAILWAY AIR SERVICES Ltd.

Route Two

London – Birmingham – Manchester – Belfast – Glasgow

TEST LETTER

Imperial Airways Ltd. dispatched some test letters addressed to their station superintendent E.V.Dolby. from their headquarters at Hudson Place, Wilton Road, Victoria, SW London.



This cover was flown on the London to Belfast sector, but only reached Birmingham before being off loaded and forwarded to Belfast by road and rail. Note the Hudson Place cancellation.

RAILWAY AIR SERVICES Ltd.

G.P.O NOTICE



NEW AIR MAIL SERVICE *from* LONDON

I. THE POSTMASTER-GENERAL ANNOUNCES THAT, COMMENCING ON THE 20th AUGUST, 1934, MAILS WILL BE DESPATCHED FROM LONDON EACH WEEKDAY FOR CONVEYANCE BY AIR TO :—

BIRMINGHAM	DOUGLAS (including Isle of Man)
LIVERPOOL	BELFAST (including Northern Ireland)
MANCHESTER	GLASGOW

The Mails for DOUGLAS and BELFAST will afford a later time of posting in LONDON for first delivery the next day in the ISLE OF MAN and NORTHERN IRELAND generally. Ordinary correspondence for the other towns mentioned will not benefit in time of delivery from transmission by air, but LETTERS FOR ALL THE TOWNS NAMED, IF PREPAID FOR EXPRESS DELIVERY (Service II), WILL BE DELIVERED IN TOWN AREAS THE SAME DAY.

II. THE INCLUSIVE RATES OF POSTAGE FOR ALL CLASSES OF LETTERS AND LETTER PACKETS WILL BE 1½d. FOR THE FIRST TWO OUNCES AND 1d. FOR EACH ADDITIONAL OUNCE. THE RATE FOR POSTCARDS WILL BE 1d. EACH. Thus, for an Air Mail letter not exceeding two ounces in weight, and for a postcard, the charges will be the same as for conveyance by ordinary inland mail.

III. CORRESPONDENCE INTENDED FOR AIR TRANSMISSION MAY BE POSTED IN THE SPECIAL BLUE AIR MAIL BOX AT THE HEAD DISTRICT POST OFFICE, KING EDWARD STREET, E.C. 1, UP TO 1.0 P.M. AND IN OTHER BLUE BOXES UP TO TIMES RANGING FROM 12 NOON TO 12.30 P.M. AS SHOWN ON THE BOXES. They may also be posted in any ordinary posting

RAILWAY AIR SERVICES

Commencing Monday, 20th August, 1934
a service will be operated each weekday by four-
engined express air liners for the conveyance of
passengers, mails and freight between

**LONDON, (Croydon)
BIRMINGHAM, MANCHESTER
BELFAST and GLASGOW**

At the times and fares shewn overleaf

A connectional service for the conveyance of mails
and freight only will operate between

**MANCHESTER
ISLE OF MAN and BELFAST**

FOR BOOKINGS AND FURTHER INFORMATION APPLY LMS
STATIONS, ENQUIRY OFFICES OR PRINCIPAL TRAVEL
AGENTS, OR 'PHONE

LONDON { Museum 2900, Ext. 640
Victoria 2211
BIRMINGHAM { Midland 2740 Ext. 254
Central 7944, Ext. 83
MANCHESTER Central 5784
BELFAST Belfast 8331
GLASGOW Douglas 2900



**RAILWAY
AIR
SERVICES
Ltd.**

Company handbill
detailing the route
and flight times for
the service to start
on the 20th August.
No mention is made
to the carriage of the
Royal Mail.

RAILWAY AIR SERVICES, LTD.

20 AUGUST 1934

LONDON - MANCHESTER

RAILWAY AIR SERVICES

(3328)

MAIL LIST

AIRCRAFT *GAAGW.*

DATE *20/8/34* TIME *15.10*

FROM *LONDON*

TO *MANCHESTER*

200 Pds 100 lbs. 011 8-34.

No. OF BAGS	ORIGIN*	DESTINATION*	WEIGHT (in lbs.)	TOTAL WEIGHT (lbs.)
<i>One</i>	<i>LONDON</i>	<i>MANCHESTER</i>	<i>13 lbs 8 oz</i>	
<i>One</i>	<i>LONDON</i>	<i>MANCHESTER</i>	<i>60 oz 13 lbs 14 oz</i>	

*For completion only when mail is labelled from or to

BY AIR
FROM LONDON
TO MANCHESTER.



EXPRESS



DELIVERED
POST OFFICE
EXPRESS



MR. T. E. FIELD,
% MR. CHARLES L. MASON,
99, PORTLAND STREET,
MANCHESTER, I.

629

RAILWAY AIR SERVICES

(3328)

MAIL LIST

AIRCRAFT

GACVY

DATE

2/27/34

TIME

15 10

FROM

LONDON

TO

GLASGOW

200 Pads 100 lbs. (11) 8-34

No. OF BAGS	ORIGIN*	DESTINATION*	WEIGHT (in lbs.)	TOTAL WEIGHT (lbs.)
One	London	Glasgow	322 lbs	322 lbs

*For completion only when mail is labelled from or to towns not served by the Air Services.

RAILWAY AIR SERVICES

Commencing Monday, 1st October, the service operated each weekday by four-engined express air liners for the conveyance of passengers, mails and freight between

**LONDON, (Croydon)
BIRMINGHAM, MANCHESTER
BELFAST and GLASGOW**

will operate at the times and fares shown overleaf

**FOR BOOKINGS AND FURTHER INFORMATION APPLY LMS
STATIONS, ENQUIRY OFFICES OR PRINCIPAL TRAVEL
AGENTS, OR 'PHONE**

LONDON { Museum 2900, Ext. 640
Victoria 2211

BIRMINGHAM { Midland 2740 Ext. 254
Central 7944, Ext. 83

MANCHESTER Central 5584

BELFAST Belfast 8381

GLASGOW Douglas 2900



**RAILWAY
AIR
SERVICES
Ltd.**

Time table detailing
the change to the
schedule on route
two from 1st October.
Note the omission of
shuttle service to the
Isle of Man.

RAILWAY AIR SERVICES Ltd.

Route Two

London – Birmingham – Manchester – Belfast – Glasgow

The inauguration ceremony was held at Croydon Airport at which Captain W. Armstrong accepted the mail for the Northbound service



He departed from Croydon in the Westland Wessex G-AAGW and flew as far as Birmingham where the mail was off loaded and forwarded by road and rail.

RAILWAY AIR SERVICES Ltd.

Route Two

London – Birmingham – Manchester – Belfast – Glasgow

Extract from the Daily Telegraph giving a full description of the flight from London to Birmingham where it was terminated due to the weather conditions. It was written by a reporter that was actually on the plane, being the only passenger.

WITH THE MAILS IN THE GALE

BUCKING & LEAPING MACHINE

By RENEE McCOLL

who, as special representative of The Daily Telegraph, was the only passenger in the 'plane making the inaugural flight on the London-Glasgow route.

BIRMINGHAM, Monday.

An impish fate saw fit to disorganise the inaugural day of the new inland air mails with violent gales that compelled services in both directions between London and Glasgow to be halted, the former when it reached Birmingham and the latter at Manchester.

The mails were taken out of the aeroplanes and sent on by train.

It was cruel luck for Railway Air Services Limited, the company operating the new services on behalf of the L.M.S. Railway, for to-day's rare August gales followed several windless days, which would have provided ideal flying conditions.

For some time, while rumours of the planes gale-bound at Manchester reached us, it did not seem that we would make a start. Finally, however, 12 bags containing the 164lb of mail were put on to a taxi at the Airways terminus, Victoria, and they and I were rushed to Croydon.

The original plan had been to await one of the De Havilland machines arriving from the north and to make our journey in that. But Manchester, it seemed, was producing a 70 mile an hour gale, and no planes could leave. A Westland Wessex tri-motor machine was substituted and the mail bags placed in its baggage compartment.

Start Delayed

The belated Croydon inauguration ceremony took place, then Capt. Armstrong, the pilot, climbed into his cockpit, and at 10 minutes past 4, exactly one hour behind schedule, with the onlookers waving cheerily, we jumped into the air and headed north.

Croydon broadened below us. The horizon fled away from us in a widening circle, the Thames rose serpentine under our landing wheels.

Bucking and leaping like a spirited entrant in a rodeo, our machine charged along with a head wind nagging at us every foot of the way.

We lurched over the Northern suburbs, did a jig where London finally gave way to the country, and as the green fields of the Midlands came into view we bumped and staggered like a cork in a choppy sea.

The speedometer needle flickered between 90 and 100 miles an hour. The altimeter said 2,000ft. Bright sunshine filtered through black clouds. In the hedges below us one could see the trees bending and swaying in the same wind that tore at us.

According to schedule we should have been in Birmingham in 50 minutes, but by 5 o'clock we were still battling with the wind somewhere south of our objective.

Lively 90 Minutes

Smoking chimneys danced by on the right. "Coventry," shouted the pilot. Finally comes the mass of the British Industries Fair buildings, and the Castle Bromwich landing field eddies into place beneath us. Our wheels touch earth once more at 5.40. The journey has occupied a lively hour and a half. The twelve bags of mail and the passenger are decanted. "Cheerio," says Capt. Armstrong, and roars South again.

There is, unfortunately, no machine from Manchester to meet us. A telephone inquiry reveals that there is not likely to be any to-day. "Really dirty conditions up here," says Manchester sadly.

Earthbound once more, the twelve mailbags with their 3,500 letters and the single passenger continue their journey by car and train.

RAILWAY AIR SERVICES Ltd.

Route Two

London – Birmingham – Manchester – Belfast – Glasgow

London – Birmingham Stage

RAILWAY AIR SERVICES

(3328)

MAIL LIST

AIRCRAFT

GAAGW.

DATE

20/8/34 TIME 15 10

FROM

LONDON

TO

BIRMINGHAM

200 Pads 100 lbs. G.D. 8/34

No. OF BAGS	ORIGIN*	DESTINATION*	WEIGHT (in lbs.)	TOTAL WEIGHT (lbs.)
One	LONDON	BIRMINGHAM	44 lbs 4 oz	
One	LONDON	BIRMINGHAM	80 oz 44 lbs 12 oz	

BY AIR FROM CROYDON-BIRMINGHAM.



FIRST UNITED KINGDOM
AIR MAIL BY
RAILWAY AIR SERVICES LTD.



Miss R. Margoschis,
29, Lower Temple St.,
BIRMINGHAM, 2

Weight Bill for the Birmingham mail, note the dispatch time of 15-10 just 50 minutes prior to departure. FDC envelope bearing a type 5 cancellation.

THIS ANNOUNCEMENT CANCELS HANDBILL A1073

A 10761

RAILWAY AIR SERVICES

Commencing Thursday, 1st November, the daily service (Sundays excepted) by four-engined Royal Mail air liners between London and the North will operate between

**LONDON, (Croydon)
LIVERPOOL and BELFAST**

A connectional service will be given between

BELFAST and GLASGOW

For all times and fares see overleaf

FOR BOOKINGS AND FURTHER INFORMATION APPLY LMS STATIONS, ENQUIRY OFFICES OR PRINCIPAL TRAVEL AGENTS, OR 'PHONE

LONDON { Museum 2900, Ext. 640
Victoria 2211

LIVERPOOL Royal 2960 Ext. 61

BELFAST Belfast 8381

GLASGOW Douglas 2900



**RAILWAY
AIR
SERVICES
Ltd.**

Time table detailing the change of route from 1st November, substituting Liverpool for Birmingham and Manchester.

RAILWAY AIR SERVICES Ltd.

Route Two

REVISED ROUTE

By AIR MAIL
London--Glasgow.

First Flight by the
new direct route to
Glasgow.



Mr. W. E. Barnett,
10 Dudley Drive,
Hyndland,
Glasgow, W. 2.



1 NOV 1934
First flight
London-Liverpool



Mr John S. Davis.,

71, Rodney Street,

LIVERPOOL. 1.

*G.P.O.
Holyhead*

Starting on 1st November 1934 a faster route was introduced by substituting
Liverpool as a stop and removing both Birmingham and Manchester.

RAILWAY AIR SERVICES Ltd.

Route Two

Last Day of Contract

30 November 1934

Wilton Road Cancellation



On this date the contract for carrying mail came to an end and the contract was awarded to Hillman Airways. Unfortunately disaster struck, the plane whilst landing at Birmingham broke its undercarriage and thus the mail had to be forwarded by rail. The cover has the Imperial Airways Hudson Place cancellation which was used when large quantities of mail were being dispatched by air

RAILWAY AIR SERVICES Ltd.

Route Two

2nd CONTRACT

AIR LINE CHANGE OVER

Railway Air Services, to-day, took over the air mail service between Glasgow, Belfast, Liverpool and London from Hillmans Airways.

A load of mails totalling 377 lbs. was carried from Speke to London. More than 300 lbs. of this came from Glasgow and Belfast.

Newspaper Cutting of 2 December 1935 giving details of the change of service from Hillman Airways to Railway air services Ltd.



Official cover from the initial service flown from London to Glasgow on the New Service.

Postage
will be
paid by
Addressee.



BUSINESS REPLY ENVELOPE
Licence No. 3313.

JOHN S. DAVIS,

71, Rodney Street,

LIVERPOOL, 1.

No Postage
Stamp
necessary if
posted in
Great Britain
or Northern
Ireland.



London to Southampton.



*Mrs Grinneth St Clair Jacobs
Gutter Lane
Kewdown
Totter
Southampton*

The Airmails of Malaya

IMPERIAL AIRWAYS SERVICE

CHINA via SINGAPORE



Railway Air Services souvenir cover posted on the day of introduction of the Internal All Up services. As it was posted in London where it received the London F.S Air Mail cancellation it did not fly on any of the new internal routes, it would have gone into the mail destined for Singapore, for forwarding to China where it has been backstamped. However the cover does bear the new 1 1/2d photogravure stamp and is thus cancelled on the first day of issue.

RAILWAY AIR SERVICES Ltd.

London F.S Air Mail

Cancellations

Type 1
Machine
Cancel



The Wilton Road cancellation was used on the supplementary mail made up at the Imperial Airways offices.

RAILWAY AIR SERVICES Ltd.

London F.S Air Mail

Cancellations



Type 7

Type 5



Due to the heavy demand for souvenir covers, a new hand stamp had to be introduced (type 7). The type 5 was also employed, the distinctions being the size of lettering of 'Air Mail' and the space between (3.5 & 6.5mm).

RAILWAY AIR SERVICES, LTD.

20 AUGUST 1934

LONDON F.S. AIR MAIL



Cover prepared for London - Belfast stage of route 2, flown as far as Birmingham on the 20th. It has been cancelled with the London F.S. type 7 handstamp and also bears the G.P.O. advertising label.



RAILWAY AIR SERVICES Ltd.

Route Two

London – Birmingham – Manchester – Belfast – Glasgow

London – Manchester Stage



Cover bearing a first day of issue stamp cancelled by the London F.S type 7 hand stamp. The inauguration ceremony which was held at Croydon Airport was delayed due to the weather. Eventually Captain W. Armstrong departed with the mail on the Northbound service but had to abandon the flight at Birmingham. The mail being off loaded and forwarded by surface transport to Manchester. The cover has been endorsed by Capt. Armstrong.

RAILWAY AIR SERVICES Ltd.

20th August 1934



*Introduction of the
Photogravure Stamps*



It was on this date that the 1 1/2d stamp was first issued. They were printed in Large format (frame 18.7 x 22.5mm) in sheets with controls in lower margin (V34 & U34). Due to the popularity in First Day covers, this gave a boost to the numbers of First Flight covers. Cover cancelled by London F.S type 5 cancellation on type 2 thin paper envelope.

RAILWAY AIR SERVICES Ltd.

Route Two

London – Birmingham – Manchester – Belfast – Glasgow



TEST LETTER

Cover bearing the new 1 1/2d stamp used on its first day of issue. Flown to Snow Hill Station in Birmingham. Thence redirected to Imperial Airways headquarters in London. Also shown is a Railway Air Services "With Compliments" slip.

With
The Compliments
of
Railway Air Services
Limited

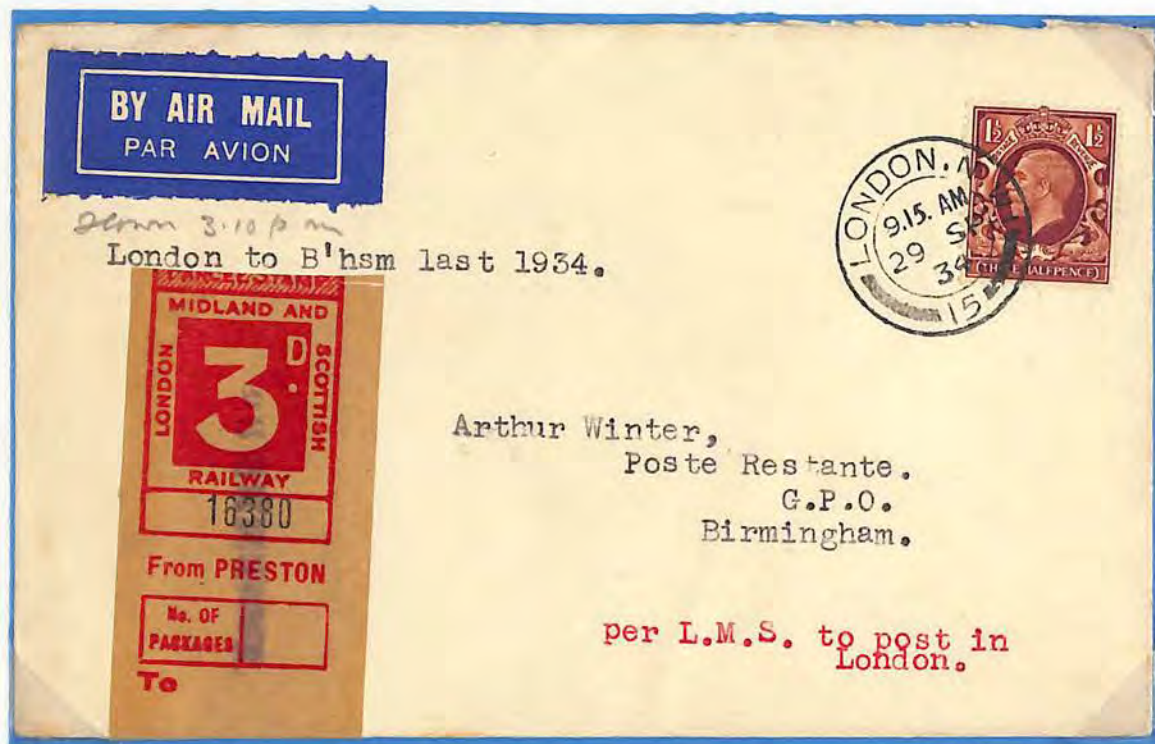
Airway Terminus, Victoria Station
London, S.W.1

RAILWAY AIR SERVICES Ltd.

Route Two

RAILWAY LETTER

Commemorating the End of Services



A Railway letter posted at Preston and carried by L.M.S to London where it entered the G.P.O postal system and was flown to Birmingham by R.A.S on behalf of the Post Office. This service (route 2) was to continue, the services ending this day were routes one and three plus the Isle of Man shuttle. The 3d L.M.S label paid the rail fee, 1 1/2d was first class UK rate. Backstampd, single ring Birmingham * 29 SP 34 PB.

RAILWAY AIR SERVICES Ltd.

Route Two

LAST CALL at BIRMINGHAM

On the 31st October 1934 the last flight took place on the original route which incorporated both Birmingham and Manchester, before being withdrawn and replaced by Liverpool.



The aircraft G-ACPL 'Delphinus' piloted by Capt E.C. Poole was forced to land at Stokemere Airport (near Coventry) due to bad weather. After a considerable delay he was able to continue and complete the journey, by omitting the stop at Birmingham he was able to make up time, thus the Birmingham mail was over flown and off loaded at Manchester.

RAILWAY AIR SERVICES, LTD.

ROUTE TWO

LONDON - GLASGOW

RAILWAY AIR SERVICES

(3328)

MAIL LIST

AIRCRAFT *GAAGW.* DATE *20/8/34* TIME *15.10*
FROM *LONDON* TO *BELFAST*

200 Pds. 100 lbs. (11) 8-11

No. OF BAGS	ORIGIN*	DESTINATION*	WEIGHT (in lbs.)	TOTAL WEIGHT (lbs.)
<i>One</i>	<i>LONDON</i>	<i>BELFAST</i>	<i>10 lb. ✓</i>	
<i>One</i>	<i>LONDON</i>	<i>BELFAST</i>	<i>box ✓</i>	<i>10 lb box</i>



Original Weigh Bill for the first flight, showing the total amount destined for Belfast. The flight was terminated due to bad weather at Birmingham and the mail sent on by rail.

RAILWAY AIR SERVICES, LTD.

ROUTE ONE & TWO

Cover flown to Birmingham on route Two, thence by route One to its destination, which was by the return flight arriving at 7-45 pm.

RAILWAY AIR SERVICES

(3328)

MAIL LIST

AIRCRAFT *G AAGW*

DATE *20/8/34* TIME *15.10*

FROM *LONDON*

TO *LIVERPOOL*

209 Pails 100 lbs. (11) 8-34.

No. OF BAGS	ORIGIN*	DESTINATION*	WEIGHT (in lbs.)	TOTAL WEIGHT (lbs.)
<i>One</i>	<i>LONDON</i>	<i>LIVERPOOL</i>	<i>23 1/2 Bags</i>	
<i>One</i>	<i>LONDON</i>	<i>LIVERPOOL</i>	<i>50y</i>	<i>23 1/2 Bags</i>



Unique weigh bill showing the total amount of mails for the flights to Liverpool, the plane G-AAGW being used.

RAILWAY AIR SERVICES

MAIL LIST

AIRCRAFT

GACVY

(3328)

FROM

LONDON

DATE

24/8/34

TIME

15.10

TO

BELFAST

ORIGIN

DESTINATION

WEIGHT
(in lbs.)TOTAL WEIGHT
(lbs.)No. OF
BAGS

One

One

Belfast

London

NEW AIR MAIL

NOTABLE SAVING IN
TIMELONDON TO BELFAST
AND GLASGOW

From Our Aeronautical Correspondent

The first of the new home air mail services, to which the Postmaster-General referred recently, will be in operation about the middle of August. It will touch Birmingham, Manchester, the Isle of Man, and Belfast on the journey between London and Glasgow. The public will be able to send letters by this service without any surcharge, and as the north-bound aeroplane will not leave Croydon until 3.10 p.m., and will reach Belfast at 6.25 p.m., it may represent a notable saving in the transit time of mails to Northern Ireland.

The service, which is to be operated by Railway Air Services, will be maintained by Diana class four-engined air liners of the type chosen for use between Singapore and Australia on the Imperial mail route. These machines, which cruise at 145 miles an hour, are intended to carry 10 passengers in addition to about 300lb. of mails. At the start there will be one service in each direction daily, leaving Glasgow and Belfast in the morning and leaving London in the afternoon.

SCHEDULED TIMES

On the Belfast and Glasgow service, the small air liners will be manned by two pilots, one of whom will act as wireless operator and will attend to the comfort of passengers. The schedules of the service are as follows:—

Glasgow depart 9.15 a.m.; Belfast arrive 10.5 a.m., depart 10.20 a.m.; Isle of Man arrive 11 a.m., depart 11.5 a.m.; Manchester arrive 11.50 a.m., depart 11.55 a.m.; Birmingham arrive 12.25 p.m., depart 12.40 p.m.; London (Croydon) arrive 1.30 p.m.

London (Croydon) depart 3.10 p.m.; Birmingham arrive 4 p.m., depart 4.10 p.m.; Manchester arrive 4.40 p.m., depart 4.55 p.m.; Isle of Man arrive 5.40 p.m., depart 5.45 p.m.; Belfast arrive 6.25 p.m., depart 6.40 p.m.; Glasgow arrive 7.30 p.m.

(3328)

RAILWAY AIR SERVICES

MAIL LIST

TIME

1510

DATE

21/1/34

TO

DOUGLAS

WEIGHT
(in lbs.)

bag

TOTAL WEIGHT
(lbs.)

bag

AIRCRAFT

FROM

London

ORIGIN*

DESTINATION*

Douglas

No. OF
BAGS

one London

*For completion only when mail is labelled from or to towns not served by the Air Services.

(3328)

RAILWAY AIR SERVICES

MAIL LIST

AIRCRAFT

G-ACVY

DATE

21/9/34

TIME

1510

FROM

LONDON

TO

MANCHESTER

TOTAL WEIGHT
(lbs.)

WEIGHT
(in lbs.)

DESTINATION*

ORIGIN*

No. OF
BAGS

One

London

Manchester

1 lb bag 1 lb bag

*For completion only when mail is labelled from or to towns not served by the Air Services.

(3328)

RAILWAY AIR SERVICES

MAIL LIST

AIRCRAFT *G-ACVY* DATE *21/9/34* TIME *1510*

FROM *LONDON* TO *MANCHESTER*

200 Pds. 100 Lbs. (11) P-44

No. OF BAGS	ORIGIN*	DESTINATION*	WEIGHT (in lbs.)	TOTAL WEIGHT (lbs.)
<i>One</i>	<i>LONDON</i>	<i>Manchester</i>	<i>166 lbs</i> ✓	<i>166 lbs</i>

*For completion only when mail is labelled from or to towns not served by the Air Services.

RAILWAY AIR SERVICES, LTD.

ROUTE TWO

COMMERCIAL MAIL

A private letter from London carried on the modified route Two service via Liverpool to Belfast and thence by the connecting service from Belfast to Glasgow.



Mail is not often seen, as this service was in operation for only 30 days. Letters and cards intended for this service had to bear the Blue etiquette in the top left hand corner.

RAILWAY AIR SERVICES Ltd.

Route Two

LAST CALL at MANCHESTER

On the 31st October 1934 the last flight took place on the original route which incorporated both Birmingham and Manchester, before being withdrawn and replaced by Liverpool.



The aircraft G-ACPL 'Delphinus' piloted by Capt E.C.Poole was forced to land at Stokemere Airport (near Coventry) due to bad weather. After a considerable delay he was able to continue and completed the route, he omitting the stop at Birmingham due to the time lost.

RAILWAY

AIR SERVICES

Ltd.

Time table detailing
the change to the
schedule on route
two from 1st October.
Note the omission of
shuttle service to the
Isle of Man.

RAILWAY AIR SERVICES

TIME TABLE DAILY (Except Sundays) LONDON - GLASGOW

Connections by car for departing passengers	AIRCRAFT SCHEDULE	Connections by car for arriving passengers
Airway Terminus a.m. Victoria Station dep. 9 0 New Street Stn. " 10 10 Snow Hill Stn. " 10 15	LONDON a.m. (Croydon) dep. 9A45 BIRMINGHAM ...arr. 10 40 (Castle Bromwich) dep. 10 50 MANCHESTER ...arr. 11 30 (Barton) dep. 11 50 p.m. BELFAST arr. 1 30 (Aldergrove) dep. 1 50 GLASGOW (Renfrew) arr. 2 45	Snow Hill Stn. a.m. arr. 11 10 New Street Stn. " 11 15 p.m. Midland Hotel " 12 5 LMS Office, 47 Piccadilly, 12 10 Smithfield Omnibus Stn. " 2 5 York Road Stn. " 2 10 Central Stn. " 3 10
LMS Office, 47 Piccadilly, 11 10 Midland Hotel " 11 15 York Road Station " 12 50 Smithfield Omnibus Stn. " 1 0	GLASGOW - LONDON	
Central Station a.m. dep. 8 30 York Road Stn. " 9 15 Smithfield Omnibus Stn. " 9 25	GLASGOW a.m. (Renfrew) dep. 9 0 BELFAST arr. 9 55 (Aldergrove) dep. 10 15 MANCHESTER ...arr. 11 55 (Barton) p.m. dep. 12 15 " dep. 12 15 BIRMINGHAM ...arr. 12 55 (Castle Bromwich) dep. 1 5 LONDON (Croydon) arr. 2A0	Smithfield Omnibus Stn. a.m. arr. 10 30 York Road Stn. " 10 35 p.m. Midland Hotel " 12 30 LMS Office, 47 Piccadilly, 12 35 Snow Hill Stn. " 1 25 New Street Stn. " 1 30 Airway Terminus Victoria Stn. " 2 45
LMS Office, 47 Piccadilly, 11 35 Midland Hotel " 11 40 New Street Stn. " 12 25 Snow Hill Stn. " 12 30		

A—Connection with air service from and to Southampton and Cowes as under :—

Cowes a.m. dep. 8 40	Croydon p.m. dep. 3 30
Southampton dep. 8 55	Southampton arr. 4 10
Croydon arr. 9 35	Cowes arr. 4 25

The times shown are subject to weather conditions but every endeavour will be made to maintain the advertised schedule.

FARES	Single s. d.	Return s. d.
LONDON—BIRMINGHAM	35 0	55 0
MANCHESTER	60 0	90 0
BELFAST	110 0	185 0
GLASGOW	120 0	200 0
BIRMINGHAM—MANCHESTER	25 0	42 0
BELFAST	80 0	140 0
GLASGOW	90 0	150 0
MANCHESTER—BELFAST	55 0	100 0
GLASGOW	65 0	110 0
BELFAST—GLASGOW	40 0	65 0

NOTE—The above fares include road conveyance by special Car
between aerodromes and terminals shown

RAILWAY AIR SERVICES LTD.



DEAN & CO. Supt. Ltd., Stockport & 41 Moorfields, London E.C.2—2580—75,000

ERO 53303

RAILWAY AIR SERVICES Ltd.

Route Two

LAST FLIGHT OVER ORIGINAL ROUTE



On the 31st October 1934 the last flight took place over the original route which incorporated both Birmingham and Manchester. Both being withdrawn and replaced by Liverpool. The above covers were supplementary mail made up at Wilton Road. The flight was delayed by a forced stop at Stokemere near Coventry due to the bad weather, the call at Birmingham then being omitted.

THIS ANNOUNCEMENT CANCELS HANDBILL A1073

A 1076

RAILWAY
AIR
SERVICES

RAILWAY AIR SERVICES

The companies
own publicity
handbill number
A1076

Commencing Thursday, 1st November, the daily service (Sundays excepted) by four-engined Royal Mail air liners between London and the North will operate between

LONDON, (Croydon) LIVERPOOL and BELFAST

A connectional service will be given between

BELFAST and GLASGOW

For all times and fares see overleaf

FOR BOOKINGS AND FURTHER INFORMATION APPLY LMS STATIONS, ENQUIRY OFFICES OR PRINCIPAL TRAVEL AGENTS, OR 'PHONE

LONDON { Museum 2900, Ext. 640
Victoria 2211

LIVERPOOL Royal 2960 Ext. 61

BELFAST Belfast 8381

GLASGOW Douglas 2900



122566

DAILY (except Sundays)

LONDON - LIVERPOOL - BELFAST - GLASGOW

Connections by car for departing passengers	AIRCRAFT SCHEDULE	Connections by car for arriving passengers
Airway Terminus a.m. Victoria Station dep. 9 30	NORTHBOUND LONDON a.m. (Croydon) dep. 10 15	
Lime Street Station 11 25 Adelphi Hotel " 11 27	LIVERPOOL ... arr. 11 45 (Speke)..... dep. p.m. 12 5	Adelphi Hotel arr. p.m. 12 8 Lime Street Station " 12 10
	BELFAST arr. p.m. 1 30 (Aldergrove)	Smithfield Omnibus Stn. .. 2 10 York Road Stn. " 2 15
	Connecting 'plane BELFAST (Aldergrove) dep. 1 40	
York Road Station p.m. 12 45 Smithfield Omnibus Stn. .. 12 55	GLASGOW (Renfrew) arr. 2 55	Central Stn. " 3 20
	SOUTHBOUND Connecting 'plane GLASGOW a.m. (Renfrew) dep. 8 20	
Central Station dep. a.m. 7 50	BELFAST arr. p.m. 9 35 (Aldergrove)	Smithfield Omnibus Stn. arr. a.m. 10 15 York Road Stn. " 10 20
	Main Service BELFAST (Aldergrove) dep. 9 45	
York Road Stn. " 8 50 Smithfield Omnibus Stn. .. 9 0	LIVERPOOL arr. 11 10 (Speke) dep. 11 30	Adelphi Hotel " a.m. 11 38 Lime Street Station " 11 40
Lime Street Station 10 55 Adelphi Hotel " 10 57	LONDON p.m. 1 0 (Croydon) arr. 1 0	Airway Terminus p.m. Victoria Stn. " 1 45

Every endeavour will be made to maintain the advertised schedule but the Company cannot accept responsibility for delay or cancellation due to weather or other conditions

FARES		Single s. d.	Return s. d.
LONDON—LIVERPOOL	.....	60 0	90 0
BELFAST	.....	110 0	185 0
GLASGOW	.....	120 0	200 0
LIVERPOOL—BELFAST	.....	55 0	100 0
GLASGOW	.....	65 0	110 0
BELFAST—GLASGOW	.....	40 0	65 0

NOTE—The above fares include road conveyance by special Cars between aerodromes and terminals as shown

RAILWAY
AIR
SERVICES

RAILWAY AIR SERVICES

TIME TABLE
DAILY (Except Sundays)
LONDON - GLASGOW

Connections by car for departing passengers	AIRCRAFT SCHEDULE	Connections by car for arriving passengers
Airway Terminus p.m. Victoria Station dep. 2 25	LONDON p.m. (Croydon) dep. 3 10A	
New Street Stn. " 3 30	BIRMINGHAM ...arr. 4 0	Snow Hill Stn. p.m. 4 25
Snow Hill Stn. " 3 35	(Castle Bromwich) dep. 4 5B	New Street Stn. " 4 30
L M S Office, Piccadilly .. 3 55	MANCHESTER ...arr. 4 35	Midland Hotel " 5 20
Midland Hotel " 4 0	(Barton) dep. 4 50	L M S Office, Piccadilly .. 5 25
York Road Station " 5 50	BELFAST .....arr. 6 20	Smithfield Omnibus Stn. .. 6 55
Smithfield Omnibus Stn. .. 6 5	(Aldergrove) dep. 6 40	York Road Stn. " 7 0
	GLASGOW	
	(Renfrew) .....arr. 7 30	Central Stn. " 7 55

GLASGOW - LONDON

Central Station a.m. dep. 8 45	GLASGOW a.m. (Renfrew) dep. 9 15	
York Road Stn. " 9 35	BELFAST .....arr. 10 5	Smithfield Omnibus Stn. arr. a.m. 10 40
Smithfield Omnibus Stn. .. 9 50	(Aldergrove) dep. 10 25	York Road Stn. " 10 45
L M S Office, Piccadilly .. 11 15	MANCHESTER ...arr. 11 55	Midland Hotel p.m. 12 40
Midland Hotel " 11 20	(Barton) dep. 12 10	L M S Office, Piccadilly .. 12 45
	" dep. 12 10	
New Street Stn. " 12 15	BIRMINGHAM ...arr. 12 40B	Snow Hill Stn. " 1 5
Snow Hill Stn. " 12 20	(Castle Bromwich) dep. 12 45	New Street Stn. " 1 10
	LONDON	
	(Croydon) .....arr. 1 35A	Airway Terminus
		Victoria Stn. " 2 20

A—Connects with services to and from the Continent.

B—Air service from and to Bristol, Southampton and Cowes arrives Castle Bromwich at 2-0 p.m. and departs 2-15 p.m. (until 29th September)

The times shown are subject to weather conditions but every endeavour will be made to maintain the advertised schedule.

	FARES	Single s. d.	Return s. d.
LONDON—BIRMINGHAM	35 0	55 0
MANCHESTER	60 0	90 0
BELFAST	110 0	185 0
GLASGOW	120 0	200 0
BIRMINGHAM—MANCHESTER	25 0	42 0
BELFAST	80 0	140 0
GLASGOW	90 0	150 0
MANCHESTER—BELFAST	55 0	100 0
GLASGOW	65 0	110 0
BELFAST—GLASGOW	40 0	65 0

NOTE—The above fares include road conveyance by special Car between aerodromes and terminals shown

RAILWAY AIR SERVICES LTD.



Osca & Co. (Sept) Ltd., Stockport, and 41 Moorfields, London, E.C.2—1947—75,000

The companies
own publicity
handbill.

RAILWAY AIR SERVICES Ltd.

Route Two

Last Day of Contract

30 November 1934

London F.S Cancellations



Covers cancelled on the last day of the London F.S cancellation on Inland Mail. This coincided with the last day of the R.A.S contract. Both covers destined for Glasgow, but due to the aero plane breaking its undercarriage at Birmingham the mail was forwarded from there by rail

RAILWAY AIR SERVICES, LTD.

ROUTE TWO

END OF CONTRACT

On the 30th November the northbound plane left London as usual but was compelled to make a landing at Birmingham. The mail was unloaded and sent on by rail. Mail awaiting at Liverpool being held pending the late arrival, but on landing the undercarriage broke and fully disabled the plane.

Covers are all
backstamped
1st Dec 1934

BY AIR MAIL
PAR AVION

Last despatch by
Railway Air Services Ltd
(November 30, 1934)
LONDON-GLASGOW



BY AIR MAIL
PAR AVION



S. Davis.,
~~Poste restante,~~
GLASGOW.

Last
Railway
(Nove
LOND

BY AIR MAIL
PAR AVION

Last despatch by
Railway Air Services Ltd
(November 30, 1934)
LONDON-BELFAST



J. S. Davis.,

Poste Restante,

BELFAST.

use of
Air
ernal

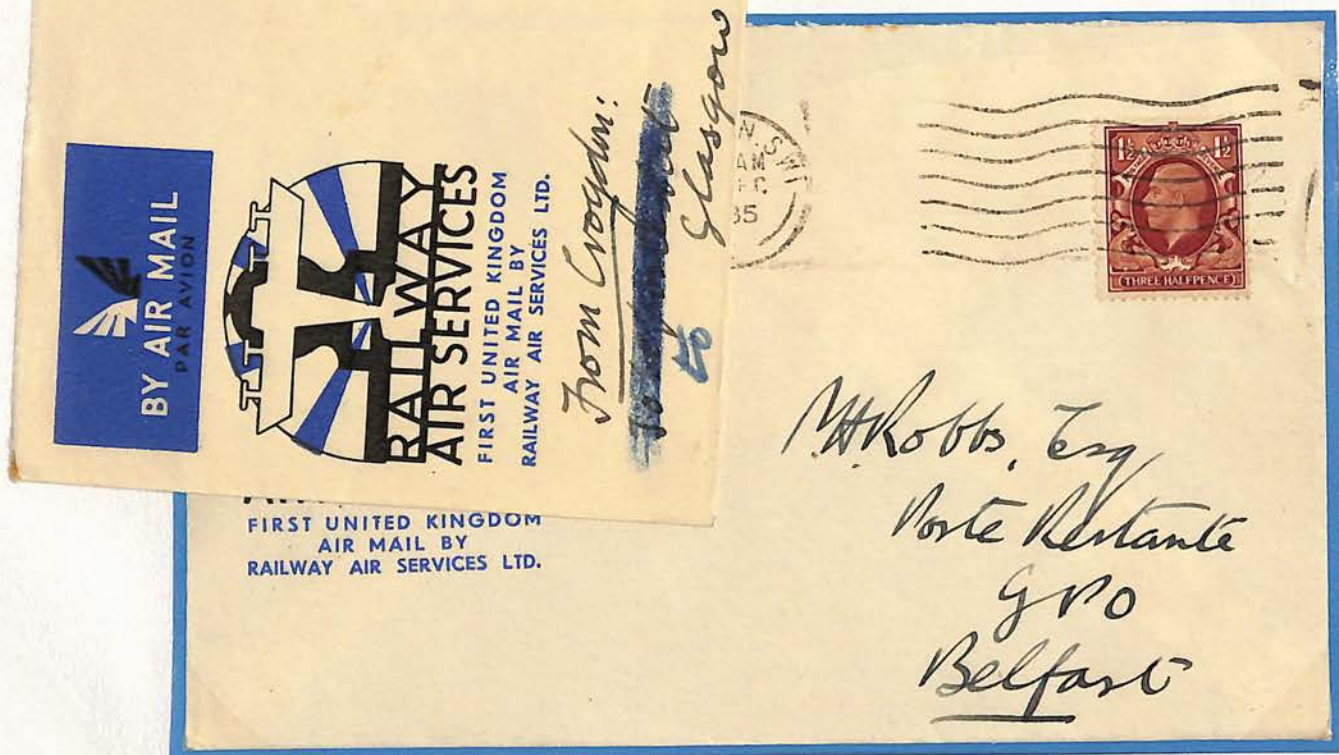
RAILWAY AIR SERVICES Ltd.

Route Two

2nd CONTRACT

2nd December 1935

First Flight of the new contract. Covers of the original 1934 type are rarely seen used after the 1st contract had ended. All are back stamped due to having a Poste Restante address.



RAILWAY AIR SERVICES, LTD.

ROUTE ONE & TWO

'EXPRESS' SERVICE

BY AIR

This cover was flown to Birmingham on route two, thence on route one to Liverpool which was by the return flight which arrived at 7-45 pm.



A further acceleration was obtained by payment of the ordinary Express Fee, which ensured that the letter or post card would be sent out for delivery by messenger immediately on arrival at the office of destination. The above cover was treated in this way, the Express label being defaced when the envelope was redirected at Liverpool, hence it received the 1pm 21st Aug. cancellation.

RAILWAY AIR SERVICES Ltd.

UNFLOWN

CONTRARY TO REGULATIONS



The regulations stated that to be dispatched by the air, it had to be a quicker service than by direct surface transport. If these covers were to be flown they would have gone via Birmingham connecting with the route 3 service.

RAILWAY AIR SERVICES, LTD.

17/18 AUGUST 1934

LONDON F.S. AIR MAIL



Type 6

The scarce type 6 handstamp is easily distinguished by the small blocks. Redgrove records only seeing this used on the 17 (similar to the cover above) Both covers were posted in advance for the first flights of the 20th.

RAILWAY AIR SERVICES Ltd.

Route Two

London – Birmingham – Manchester – Belfast – Glasgow

ADVANCE POSTING

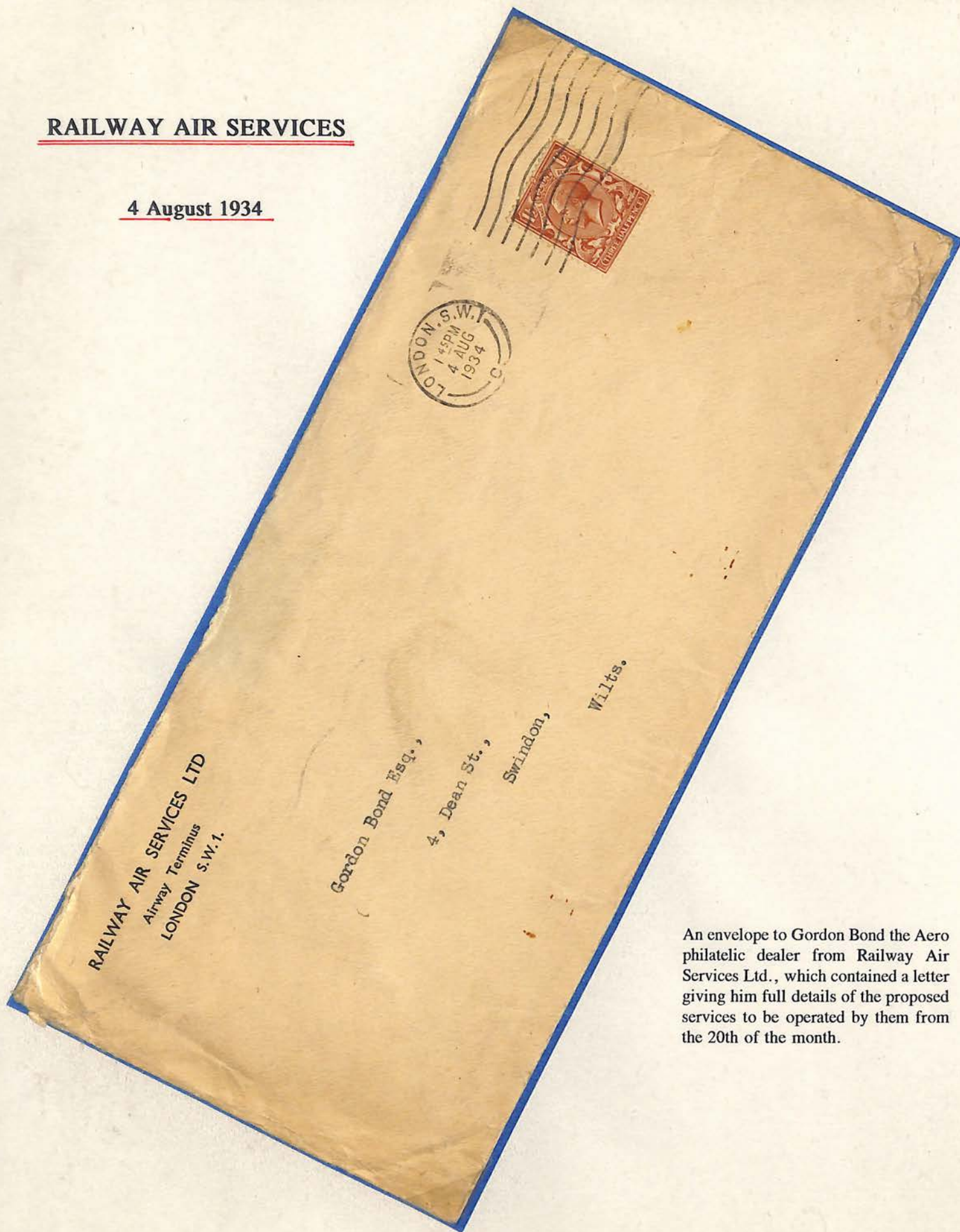
Railway Air Services made their souvenir envelopes available to the public in advance of the 20th.



However mail posted in advance was not held by the Post Office for inclusion on the flights, it was dispatched as the rules dictated by the quickest means available at the time of receipt. Hence this item of mail posted at Kingston on Thames would have gone by road rail and sea, via Belfast to Lurgan.

RAILWAY AIR SERVICES

4 August 1934



An envelope to Gordon Bond the Aero philatelic dealer from Railway Air Services Ltd., which contained a letter giving him full details of the proposed services to be operated by them from the 20th of the month.

RAILWAY AIR SERVICES, LTD

2ND CONTRACT

1935



DH 86 'Mercury' in Railway Air Services livery pictured at Croydon Aerodrome between the years 1935 and 1936. This is proven by the Imperial Airways plane 'Boadicea' G-ACOX in the background which was registered in 1935 and crashed into the English channel during September 1936.

RAILWAY AIR SERVICES

LONDON
LIVERPOOL
BELFAST
GLASGOW



Revised Services Commencing
January 7th, 1935.

THE machines employed on the London-Belfast route are luxuriously appointed four-engined express air-liners, each seating ten passengers and provided with every modern wireless and other device.

Toilet accommodation also exists.

All the aircraft are double-manned, carrying both a Captain and a First Officer.

FOR BOOKINGS
AND FURTHER INFORMATION
APPLY LMS STATIONS,
ENQUIRY OFFICES
OR PRINCIPAL TRAVEL AGENTS,
OR TELEPHONE

LONDON
LIVERPOOL
BELFAST
GLASGOW

{ Museum 2900, Ext. 640
{ Victoria 2211

Royal 2960, Ext. 61

Belfast 8381

Douglas 2900

ISLE OF MAN AIR MAILS

BY

RAILWAY AIR SERVICES

INWARD LETTERS

Letters posted in GLASGOW not later than 8.0 a.m. and in BELFAST not later than 9.15 a.m. received by Air Mail for ADDRESSES IN DOUGLAS will be available from 11.45 a.m. on the same day, for delivery (on request) by Express Messenger, at the ordinary charge of 6d. a mile, or over the Counter at the Head Post Office. In the latter case the usual Search Fee of 3d. will be payable unless the letter is addressed to a Private Box holder or a Poste Restante Caller. If not already delivered, the letters will be included in the 4.0 p.m. ordinary delivery. Letters on which an Express Fee has been paid will be sent out by Special Messenger as soon as possible after receipt in Douglas. Air Mail letters from Glasgow and Belfast for addresses in other Isle of Man towns will also be delivered the same evening as despatched.

Similarly, letters for addresses in DOUGLAS posted at the Head Post Offices of other places on the route not later than the times shown below will be available at, approximately, 6.15 p.m. for delivery on request over the Head Post Office Counter. If not called for, they will be included in the delivery of ordinary letters next morning. Air Mail letters arriving from the places mentioned for other town postal areas in the Island will also fall into the next morning's delivery.

						<i>Latest times of posting.</i>
COWES (Isle of Wight)	...	...	...	...	...	11. 0 a.m.
SOUTHAMPTON	...	...	...	...	...	11.15 a.m.
BRISTOL ...	...	...	...	...	...	12.15 p.m.
LONDON, E.C. ...	...	...	...	...	...	1. 0 p.m.
BIRMINGHAM ...	...	...	...	...	...	3. 0 p.m.
MANCHESTER ...	...	...	...	...	...	3.30 p.m.

CHARGES.

The rate of postage will be for letters 1½d. for the first two ounces and 1d. for each additional ounce, for postcards 1d. each ; that is to say, for letters not exceeding 2 ounces in weight, and for postcards, only ordinary postage will be payable. NO SPECIAL FEE WILL BE REQUIRED ; and the limits of size and weight will be as for ordinary letters.

LABEL

Letters intended for transmission by the new service must bear a special blue AIR MAIL label or be plainly superscribed "BY AIR MAIL" in a prominent position on the envelope. The use of the special label, which may be obtained free of charge at any Post Office, is very desirable.

located 27 miles north-east of Dresden.

£30.00

for the Liverpool-Belfast

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Cvt 1st DOUGLAS - LONDON
AIR MAIL.

BY AIR MAIL
PAR AVION



Mr George Killy
c/o Mr G. Cralley
88 Chase Side
Enfield
London

Middlesex

RAILWAY AIR SERVICES Ltd.

ISLE OF MAN - LONDON

21st August 1934

SECOND FLIGHT COVER



Official Railway Air Services envelope cancelled with the 7 am Casletown, Isle of Man double ring obliterator of the 21st August. Thus this would be in time for the flight to London on the second day. It would have accompanied the bulk of the mail from the previous day with the 4.30pm obliterations.

RAILWAY AIR SERVICES, LTD.

ROUTE TWO

THE DOUGLAS SHUTTLE

TIME TABLE OF SERVICE

Belfast (Aldergrove)	...dep.10-07	↑	arr.6-30
I.O.M. (Ronaldsway)	...arr.10-57	↓	dep.5-37
Manchester (Barton)	...arr.noon	↓	dep.4-37



FLOWN DOUGLAS - BELFAST

BELFAST - LONDON

Signed *Gordon Store* shuttle pilot

One of the many covers prepared for the first flight of the 20th, but was actually dispatched on the 21st along with the bulk of mail.

Captain Gordon Store

CAPTAIN Gordon Store, who has died aged 87, was one of the few merchant air-men to keep passenger routes open during the Second World War.

He was also a pre-war pioneer of passenger flying-boats and land-based airliners.

In 1931 Store was co-pilot and navigator on the 19-year-old Peggy Salaman's record-breaking flight to South Africa in a small, single-engined De Havilland Puss Moth. They set off on Oct 30, 1931 from Lympne in Kent and five days, six hours and 40 minutes later they landed at the Cape, knocking more than a day off the record.

Salaman said that Store had "threaded his way through Africa as easily as a taxi-man in London".

By 1939 he was captain of *Cabot*, one of two C-class Empire flying boats on Britain's transatlantic mail service. When war broke out the service was discontinued and the flying-boats were attached to RAF Coastal Command.

After the German invasion of Norway in April 1940, Store flew *Cabot* to Bodo, carrying an RAF radio-location unit, and was raked by fire from a low-flying Heinkel 111 bomber.

Store's left foot was shattered in the attack, but he managed to swim ashore and was eventually rescued by a Sunderland flying-boat which took him to Scotland.

Cabot was destroyed in enemy action, but later in the war flights to America were resumed, and Store became skipper of one of three Boeing Clipper flying-boats



Store: flying-boats

bought from Pan-American Airways for British Overseas Airways.

Over the next few years he flew both the Atlantic and West Africa routes, conveying many VIPs. On one occasion he carried Winston Churchill and Gen George Marshall from Washington to Gibraltar in the clipper *Bristol*.

Albert Gordon Store was born at Kimberley, South Africa, on Jan 28, 1906. His father, one of eight children of a gardener from Louth, Lincolnshire, had emigrated in 1879; he prospered in the diamond fields and founded the merchant house of Store Brothers.

Young Gordon was educated at Kimberley Boys High School, at Mill Hill and Imperial College, London. He learned to fly at the De Havilland school and in 1926 was commissioned into the

Reserve of Air Force Officers. After his flight with Peggy Salaman in 1931, Store remained in South Africa as a director of Aero Services, operating from a grass airfield at Wynburg.

In 1934 he joined Imperial Airways and flew giant flying-boats on the Empire routes.

Store's wartime trips across the Atlantic included a delivery flight of Hudson bombers from Canada in December 1940.

In October 1942, while flying across Africa, he spotted a lifeboat off the Liberian coast chalked with the legend: SOS WATER.

He dropped supplies to the boat, which was carrying 16 survivors from a ship which had been sunk by a U-boat 27 days before. Some provisions reached them, and they managed to beach near Monrovia.

After the war Store was recruited by Air Vice-Marshal Don Bennett of "Pathfinder" fame as operations manager of British South American Airways, which merged with BOAC in 1949. Store became a Douglas Strato-cruiser captain.

He commanded the aircraft which took the Queen on her post-Coronation visit to Canada, and was afterwards appointed MVO. He retired in 1963.

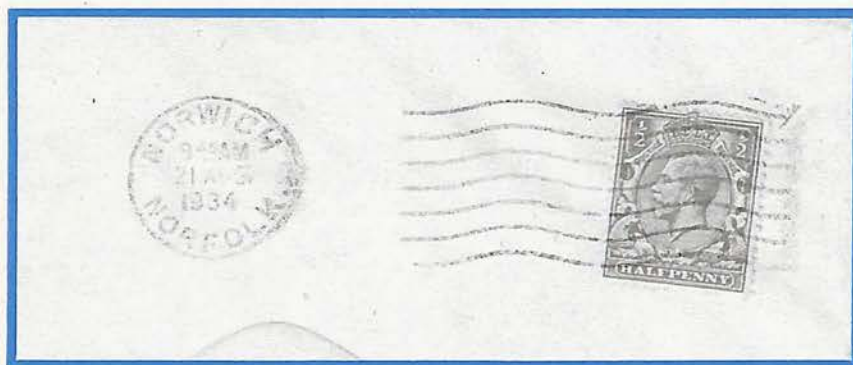
Store was appointed OBE in 1948 and held the King's Award for Valuable Services in the Air. He was a Fellow of the Royal Aeronautical Society.

He married, in 1936, Betty Bonnar, whom he met in Cape Town; they had a son and a daughter.

RAILWAY AIR SERVICES Ltd.

ISLE OF MAN

Only Fully Flown Stage



Cover bearing the new 1 1/2d photogravure stamp, cancelled with the Douglas 10 am machine cancel. Flown to Manchester thence by surface transport to Norwich where it was reposted and obtained the 9.45 am postmark confirming that it was on the first flight from the Isle of Man.

RAILWAY AIR SERVICES Ltd.

ISLE OF MAN – LONDON

20th August 1934



Cover flown from Douglas to Manchester on the first flight from the Isle, but due to the prevailing weather conditions the connecting service to London had to be a banded and thus it was forwarded by surface transport. Due to it being addressed 'poste restante' it received a back stamp prior to being delivered on the following day.

RAILWAY AIR SERVICES Ltd.

ISLE OF MAN – LONDON

20th August 1934



Covers bearing the 10 o'clock postmark, flown on the first Southbound shuttle from Douglas to Manchester, neither cover is back stamped.

INLAND AIRMAILS
BY
RAILWAY AIR SERVICES Ltd.

ISLE OF MAN

20th August 1934



Covers bearing the 10 am postmark, thus these were carried on the first return shuttle flight to Belfast and then on the connecting flight to Glasgow. The lower cover bears the new photogravure stamp being the first day of issue.



RAILWAY AIR SERVICES Ltd.

ISLE OF MAN - GLASGOW

20th August 1934



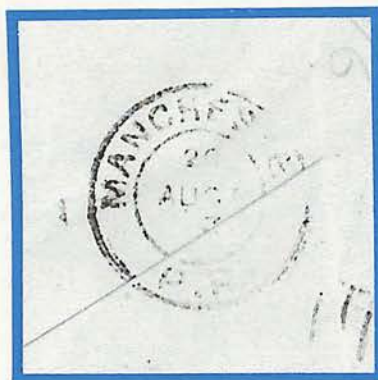
Cover flown from Douglas to Belfast on the first Northbound Shuttle. Thence via route Two to Glasgow. As the address did not exist, the cover was then forwarded to RAS headquarters in London for returning to sender. Note the red GPO hand stamp 'No such Street', re posted on the 27th in London by RAS to George King, also note their green cachet on the adhesive label.



RAILWAY AIR SERVICES Ltd.

ISLE OF MAN

Only Fully Flown Stage

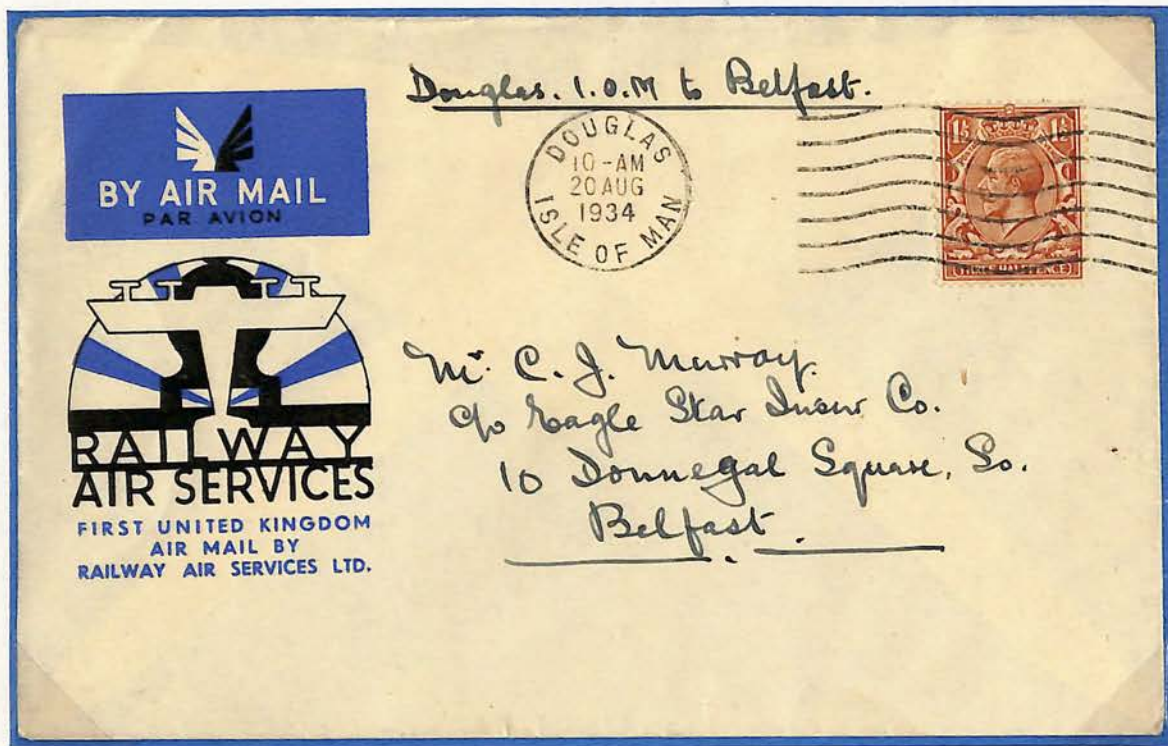


A very rare example of a cover flown on the shuttle from Douglas, due to it having been addressed 'Poste Restante' it has received a back stamp of the 20th August thus confirming that it had definitely flown on the first flight from the Isle.

RAILWAY AIR SERVICES Ltd.

ISLE OF MAN - BELFAST

20th August 1934



Covers bearing the 10 o'clock postmark, flown on the first Northbound shuttle from Douglas, neither cover is back stamped.

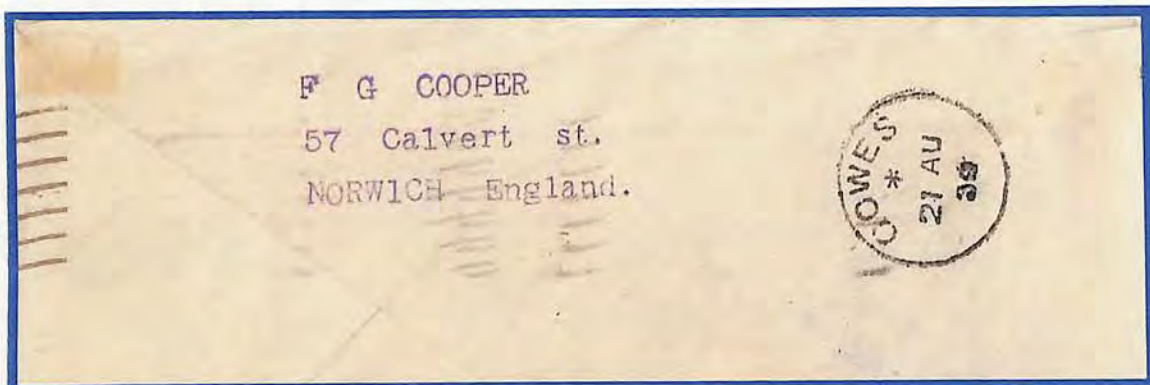
RAILWAY AIR SERVICES Ltd.

ISLE OF MAN – ILSE OF WHIGHT

20th August 1934



Cover flown from Douglas to Manchester on the first Southbound Shuttle. Due to the weather and the cancellation of flights it is most likely that this cover was sent to Birmingham by surface transport and held over until the next day (21st) and then forwarded by air on route 3 to Cowes. Due to the 'poste restante' address it received the back stamp.



INLAND AIRMAILS
BY
RAILWAY AIR SERVICES Ltd.

ISLE OF MAN

20th August 1934



Covers bearing the 10 am postmark, thus these were carried on the first shuttle flight to Manchester before being forwarded by surface transport to Birmingham as the connecting flights had to be abandoned.



RAILWAY AIR SERVICES Ltd.

1st THROUGH FLIGHTS

SOUTHBOUND ROUTE TWO

Via Air Mail to Manchester.

BRITAIN'S

FIRST

INTER
CITY

ALL

MA

COV

BY AIR MAIL
PAR AVION



BY AIR FROM DOUGLAS-BIRMINGHAM.

BY AIR MAIL
PAR AVION



N. C. Baldwin, Esq.,
Poste Restante,
Old Square Post Office,
BIRMINGHAM.

BY AIR FROM DOUGLAS-LONDON.

BY AIR MAIL
PAR AVION



Miss Hodille,
55a, High St.,
St. John's Wood,
LONDON, W.8.

Covers bearing 4.30 pm

20th Aug 34 postmark.

Held over and fully
flown on the 21st.



RAILWAY AIR SERVICES Ltd.

1st THROUGH FLIGHTS

SOUTHBOUND ROUTE TWO & THREE



Covers bearing 4.30pm
20th Aug 34. postmark
Held over and fully
Flown on the 21st.



Envelope:
Third printing
Close setting

Covers interchanged
the route from 2 to 3
at Birmingham





ISLE OF MAN
AIR MAIL
INLAND SERVICES

Commencing on 20th August next, an experimental Air Mail service will operate daily (Sundays excepted) in both directions between GLASGOW and LONDON via BELFAST, DOUGLAS, MANCHESTER and BIRMINGHAM, with connections to and from BRISTOL, SOUTHAMPTON and the ISLE OF WIGHT.

Any kind of letter packet may be sent by AIR MAIL to and from the ISLE OF MAN and the ordinary arrangements for registration and Express delivery will apply ; but, for the present, definite acceleration will be obtained only in the case of the correspondence for the places indicated.

OUTWARD LETTERS

Air Mail letters for MANCHESTER, BIRMINGHAM, LONDON, BRISTOL, SOUTHAMPTON, and the ISLE OF WIGHT may be posted at the Head Post Office, Douglas (preferably in the special AIR MAIL letter-box) up to 10.0 a.m., or in the Street Letter-boxes up to 7.15 a.m. daily (except Sundays). Those for BELFAST and GLASGOW may be similarly posted at the Head Post Office up to 4.30 p.m. or in the Street Letter-boxes up to 1.30 p.m. The corresponding posting-times at the principal Post Offices in other towns in the Island will be :—

for Manchester, etc. for Belfast and Glasgow

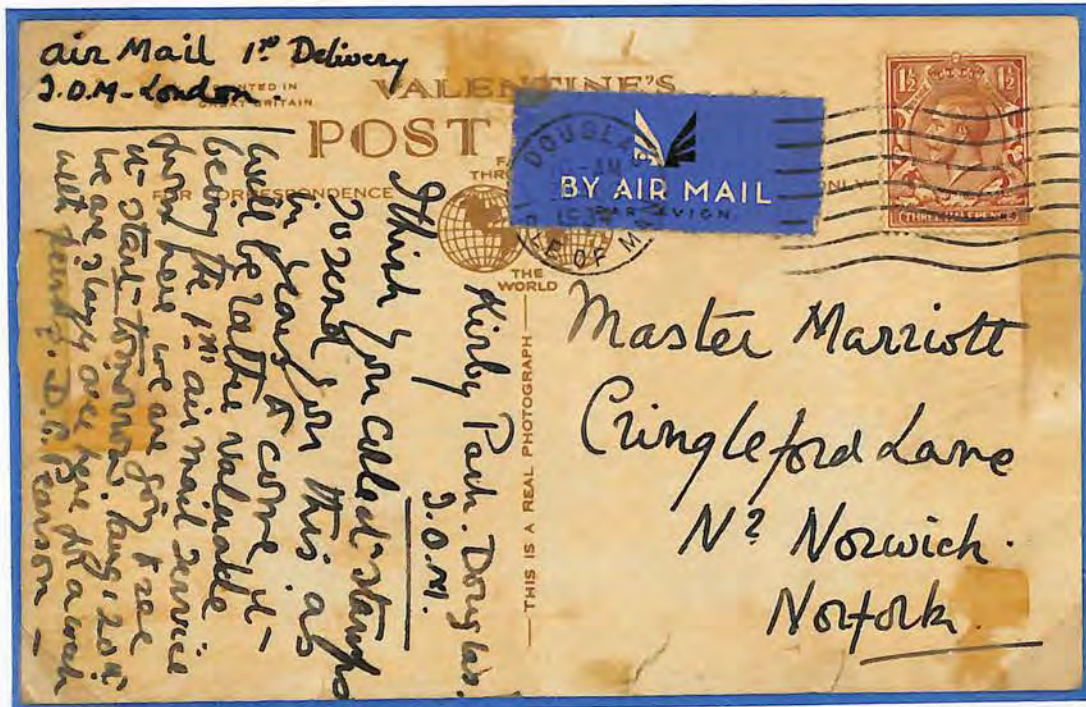
	a.m.	p.m.
RAMSEY	6.30	1.45
PEEL	7. 0	1. 0
PORT ERIN	6.30	12.45
PORT ST. MARY ...	6.30	12.30
CASTLETOWN	7. 0	1. 0

(These times are subject to alteration after mid-September.)

RAILWAY AIR SERVICES Ltd.

ISLE OF MAN - LONDON

20th August 1934



Both cover and postcard were flown on the first flight, having received the 10 am obliteration. The card would have been forwarded to Norwich by normal means. It is rare to find a flown postcard and note the message having been dispatched by a collector.

RAILWAY AIR SERVICES Ltd.

ROUTE TWO
THE DOGLAS SHUTTLE

RAILWAY AIR SERVICES (3328)

MAIL LIST

AIRCRAFT *9-ACX1* DATE *21-8-34* TIME *11-5*

FROM *I.O.M.* TO *London*

300 Pads 100 lbs. (11) 8-34.

No. OF BAGS	ORIGIN*	DESTINATION*	WEIGHT (in lbs.)	TOTAL WEIGHT (lbs.)
<i>1</i>			<i>7-12</i>	
<i>1</i>			<i>5-4</i>	
				<i>13 lbs</i>

Due to an oversight by the Postmaster, the majority of the souvenir mail was not cancelled until after 10 am when the first mail plane had departed on its scheduled first flight.

RAILWAY AIR SERVICES (3328)

MAIL LIST

AIRCRAFT *9-ACX1* DATE *21-8-34* TIME *11-5*

FROM *I-O-M* TO *London*

300 Pads 100 lbs. (11) 8-34.

No. OF BAGS	ORIGIN*	DESTINATION*	WEIGHT (in lbs.)	TOTAL WEIGHT (lbs.)
<i>1</i>			<i>5-4</i>	<i>5-4</i>
<i>1</i>			<i>3-4</i>	<i>3-4</i>
<i>1</i>			<i>7-12</i>	<i>7-12</i>

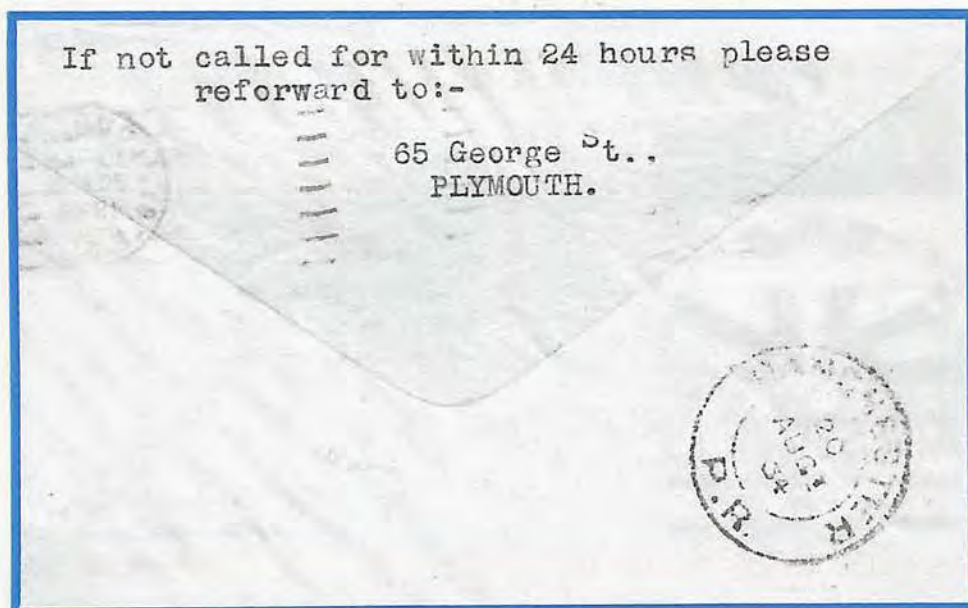
*For completion

Hence mail bearing the 4-30 pm postmark was held over to the next day. A second weigh bill was made out which included an additional 3 lbs 4 oz for the additional mail posted on the 21st.

RAILWAY AIR SERVICES Ltd.

ISLE OF MAN

Only Fully Flown Stage



Cover cancelled with the 10am strike, flown to Manchester, due to
Poste Restante it received a back stamp which guarantees it was on
the first flight from Douglas.

RAILWAY AIR SERVICES Ltd.

1st THROUGH FLIGHTS

NORTHBOUND ROUTE TWO



Covers bearing 4.30 pm
20th Aug 34 postmark.
Held over and fully
flown on the 21st.

RAILWAY AIR SERVICES Ltd.

1st THROUGH FLIGHTS

NORTHBOUND ROUTE TWO



Privately prepared
covers posted at PEEL
on the 20th Aug at 1pm
They were carried on
the first northbound
shuttle on the 21st.



RAILWAY AIR SERVICES, LTD.

ROUTE TWO

THE DOUGLAS SHUTTLE

Backstamped at
Birmingham
22 Aug

BY AIR FROM DOUGLAS-BIRMINGHAM.



BY AIR FROM DOUGLAS-LONDON.



BY AIR FROM DOUGLAS-COWES.



Miss V. Leake,
Poste Restante,
COWES.
Isle of Man.

Backstamped at
Cowes 5 pm
22 Aug.

They were flown to Belfast on the 5-37 pm flight on the 21st and then transferred to the main route two service and flown on the 22nd. The Cowes cover being transferred to route three at Birmingham.

RAILWAY AIR SERVICES Ltd.

COMMERCIAL USE

23rd August 1934



50th Anniversary of the Airmail Service to the Isle of Man, 1934-1984.
Railway Air Services Ltd., 'Star of Yorkshire', Rapide, at Ronaldsway, 1934. (Photo: J. H. Flower)



Cover flown on the Southbound shuttle from Douglas to Manchester, thence by surface transport. Postcard and stamp depicting the 50th anniversary of the service.

RAILWAY AIR SERVICES, LTD.

ROUTE TWO

END OF SHUTTLE CONTRACT

On the 29th September 1934, the mail carrying contract for the Isle of Man shuttle came to an end, along with most of the other routes operated by R.A.S.



FLOWN DOUGLAS - LIVERPOOL

The above cover was flown on the last shuttle flight from Douglas, departing at 10-57 and landing at Manchester 12-00 where it was transferred to the main route two service which left at 12-10 and arrived at Birmingham at 12-40. The cover had to wait for the returning route one plane for carriage to Liverpool this departed at 7-00pm and arrived Liverpool at 7-45pm. This was also the last flight and last stage of the route one service, as it also ceased on this date.



RAILWAY AIR
SERVICES

Time table and broacher, Issued May
1934. Note that it is of a different design
to the accepted green and red pattern.

RAILWAY AIR SERVICES, LTD.

ROUTE ONE

June 1934 issue.

RAILWAY AIR SERVICES

PLYMOUTH
TEIGNMOUTH
CARDIFF
BIRMINGHAM
LIVERPOOL



PLYMOUTH-LIVERPOOL SECTION

TIME TABLE—contd.

			Service
Liverpool, 11, James' Street	..	dep. by Car	p.m.
" Lime Street Station	..	dep. " "	3.00
" Adelphi Hotel	..	dep. " "	3.05
Liverpool Airport	..	arr. " "	3.20
" "	..	dep. " Plane	3.30
Castle Bromwich Aerodrome	..	arr. " "	4.15
" "	..	dep. " "	4.20
Cardiff Air Port	..	arr. " "	5.20A
" "	..	dep. " "	5.30B
Haldon Aerodrome	..	dep. " "	6.10
Roborough Aerodrome	..	arr. " "	6.30
Plymouth, North Road Station	..	arr. " Car	6.45

Special Motor Car Services operate between Teignmouth and Haldon Aerodrome, Cardiff General Station and Cardiff Air Port, also between Birmingham, Snow Hill Station, and Castle Bromwich Aerodrome, in order to give connections each way on all services as follows:—

Teignmouth Enquiry Bureau	..	dep.	a.m.	p.m.
Haldon Aerodrome	..	arr.	8.55	5.55
" "	..	dep.	9.05	6.05
Teignmouth Enquiry Bureau	..	arr.	9.15	6.10
" "	..	arr.	9.25	6.20

Cardiff General Station	..	dep.	a.m.	p.m.
Cardiff Air Port	..	arr.	9.40	5.10
" "	..	arr.	9.50	5.20
" "	..	dep.	10.05	5.35
Cardiff General Station	..	arr.	10.15	5.45

Birmingham, Snow Hill Station	..	dep.	a.m.	p.m.
" New Street Station	..	dep.	10.30	3.45
Castle Bromwich Aerodrome	..	dep.	10.35	3.50
" "	..	arr.	10.55	4.10
" "	..	dep.	11.15	4.20
Birmingham, New Street Station	..	arr.	11.35	4.40
" Snow Hill Station	..	arr.	11.40	4.45

A Connects with Western Airways, Ltd. to Bristol and Bournemouth.

B Connection from Bristol by Western Airways, Ltd.

C Connects with K.L.M. (Royal Dutch Airlines) to Hull and Amsterdam, departing at 12.10 p.m.

* Connects with 6.45 p.m. train Plymouth North Road to Penzance on prior notice being given to Railway Air Services.

Connections cannot be guaranteed.

WESTERN AIRWAYS, LTD.

Cardiff Air Port	..	dep.	a.m.	p.m.
Whitchurch Aerodrome (Bristol)	..	arr.	10.05	5.30
" "	..	arr.	10.20	5.45
Bournemouth	..	dep.	10.30	6.00
" "	..	arr.	11.10	6.40

Bournemouth	..	dep.	a.m.	p.m.	p.m.
Whitchurch Aerodrome	..	—	11.25	—	7.00
(Bristol)	..	arr.	—	12.05	7.40
" "	..	dep.	9.40	12.10	7.45
Cardiff Air Port	..	arr.	9.55	12.25	8.00

Fares:—Cardiff and Bristol	..	Single	Return
" " Bournemouth	..	9/6	17/6
	..	29/-	55/-

RAILWAY AIR SERVICES, LTD.

G.P.O. NOTICE



NEW AIR MAIL SERVICE

FROM	TO
PLYMOUTH	CARDIFF BIRMINGHAM LIVERPOOL

For conveyance of Letters, Packets and Postcards.

BEGINS The new service will commence on 20th August, 1934, leaving Roborough Aerodrome by the Railway Service Airplane at 4.35 p.m. (Sundays excepted).

CHARGES Letters 1½d. for the first 2 oz. and 1d. for each additional ounce, postcards 1d. each.

LATEST	Plymouth P.O.	Street letter boxes
POSTING TIME	Blue Air Mail Box Devonport P.O. Plymouth and Devonport	
	3.30 p.m.	3.30 p.m. 1.45 p.m. to 2.30 p.m.

BLUE AIR MAIL LABELS These can be obtained at any Post Office and should be affixed to letters for despatch by this service. Failing this a prominent inscription "BY AIR MAIL" is required.

RAILWAY AIR SERVICES Ltd.

20th AUGUST 1934

FROM PLYMOUTH

Covers flown to
Birmingham on
route one, thence
by surface.



RAILWAY AIR SERVICES Ltd.

ROUTE ONE

NORTHBOUND

Covers fully flown
on the first day of
the service on 20th
August 1934.

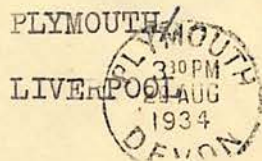


PLYMOUTH/CARDIFF



RAILWAY AIR SERVICES LTD
FIRST UNITED KINGDOM
AIR MAIL BM
RAILWAY AIR SERVICES LTD
BETWEEN
PLYMOUTH AND BIRMINGHAM.

Robert D. Gilmour,
c/o G.P.O.,
BIRMINGHAM.



A Phillips
Railway Air Services
11 James Street
LIVERPOOL



RAILWAY AIR SERVICES Ltd.

ROUTE ONE & LINK

NORTHBOUND



Covers fully flown on the first day of the service from Plymouth. Flown as far as Cardiff where they were transferred to the Cardiff Bristol link operated by Norman Edgar.



RAILWAY AIR SERVICES Ltd.

ROUTE ONE

PRESS REPORTS

Liverpool Daily Post

August 21, 1934

AND MERCURY, TUESDAY

FIRST AIR MAIL FLIGHT

NEW INLAND SERVICE FROM SPEKE

PILOT'S STORY OF BATTLE AGAINST GALE

A liner of the Railway Air Services, displaying the Royal Air Mail crest, left Speke at 9 a.m. yesterday, thus inaugurating an experimental inland air mail service between Liverpool, Birmingham, Bristol, Cardiff, Plymouth, Southampton, and the Isle of Wight. The liner encountered violent weather on this, its initial trip.

The plane for the first time had the Royal air mail crest upon it, and before its departure there was a ceremony to present the Royal air mail pennant to the pilot.

Mr. S. Pickering, Assistant Postmaster-Surveyor of Liverpool, handed the token to Mr. J. A. Eckes, chairman of the Postal Telegraph and Telephone Advisory Committee of Liverpool Chamber of Commerce, who, in turn, gave it to Mr. T. Martin, district goods manager of the Great Western Railway Company, under whose service the plane is jointly run with the L.M.S. Railway. The pennant was then handed to Captain R. Beresford, the pilot, and affixed to the machine.

British Inland Air Mails.

RAILWAY AIR SERVICES LTD.

Plymouth-Cardiff-Birmingham-Liverpool Section.

By W. NICHOLS.

THIS Service was in operation from August 20th to September 29th, 1934. A period of less than six weeks. The following official information in regard to mail carried has recently been supplied to the writer by courtesy of the Plymouth Postmaster.

Outward mail from Plymouth.		Inward mail to Plymouth.	
2494 covers	First day, Aug. 20th	...	2000 covers
345 covers	Aug. 21st-Sept. 28th	...	69 covers
99 covers	Last day, Sept. 29th	...	49 covers
2938		2118	

These figures are of interest, as out of a total mail in both directions of just under 5000 covers, nearly 4500, or 90 per cent., were carried on the opening day. Consequently if the figures relating to other points are similar, as seems probable, last day covers should be very much better from the philatelic standpoint than first day ones, and covers of any individual day of the intermediate period must be still scarcer. The bulk of these latter would be commercially flown, and out of the total of just over 300 carried, some would no doubt be destroyed.

Nearly the whole of the first day mail would be souvenir covers; the scarcest of these being those that were back-stamped. A few also exist signed by the pilot (Rodney Berisford). The majority bear the postmark of the sending point only, and include practically all those handled by railway air services themselves on behalf of the philatelic public.

Comparatively little use seems to have been made of the service by the general public, excluding first and last day covers, the average is under eight covers per day, and on several days no mail at all was carried. In addition to the passenger traffic, for which the service was originally started, regular consignments of Devonshire clotted cream have been carried daily from Plymouth to South Wales, the Midlands, and the North of England.

This traffic was of course not handled by the Post Office, but dealt with direct by the Railway Company under Parcels Way Bill.

Similar information in regard to mail carried to and from other points should be obtainable and if so will presumably be published in due course.

RAILWAY AIR SERVICES Ltd.

FROM PLYMOUTH

29th SEPTEMBER 1934

Last Acceptances for Route One



Cover prepared for the last flight of routes one, however the route was altered after the first day (20th August) and Teignmouth was omitted. Mail for Teignmouth being flown to Plymouth and then forwarded by road. Thus this cover would have gone direct by road, it bears a back stamp of Teignmouth 29th September.