



## MANCHESTER

### INLAND AIR MAIL SERVICES

Commencing on the 20th August AIR MAIL SERVICES will be instituted between MANCHESTER and the places shown below.

Correspondence for transmission by these services should, whenever possible, be posted in the special air mail letter boxes and should bear the blue air mail label or be clearly marked in manuscript for transmission by air.

Rates of postage will be :—

|           |     |                             |     |      |
|-----------|-----|-----------------------------|-----|------|
| Letters   | ... | Not exceeding 2 oz.         | ... | 1½d. |
|           |     | For every additional oz.... | ... | 1d.  |
| Postcards | ... | Each card                   | ... | 1d.  |

| Destination          | Hour of Posting               |                                      |                   | Time sent out for delivery |                 | Acceleration     |                 |
|----------------------|-------------------------------|--------------------------------------|-------------------|----------------------------|-----------------|------------------|-----------------|
|                      | In Newton Street Air Mail Box | Head Office and other Air Mail Boxes | In Ordinary Boxes | Ordinary Letters           | Express Letters | Ordinary Letters | Express Letters |
| Birmingham ...       | 10.45 a.m.                    | 10.30 a.m.                           | 8.15 a.m.         | 4. 0 p.m.                  | 2. 0 p.m.       | —                | 2 hours         |
| London, E.C. ...     | 10.45 a.m.                    | 10.30 a.m.                           | 8.15 a.m.         | 3.30 p.m.                  | 3.30 p.m.       | 5 hours          | 1½ "            |
| Bristol ...          | 10.45 a.m.                    | 10.30 a.m.                           | 8.15 a.m.         | 4.15 p.m.                  | 3.45 p.m.       | 14½ "            | 2½ "            |
| Southampton ...      | 10.45 a.m.                    | 10.30 a.m.                           | 8.15 a.m.         | 7. 0 a.m. next day         | 4.30 p.m.       | —                | 4½ "            |
| Cowes, Isle of Wight | 10.45 a.m.                    | 10.30 a.m.                           | 8.15 a.m.         | 7. 0 a.m. next day         | 4.30 p.m.       | —                | 14½ "           |
| Douglas, I.O.M. ...  | 3.45 p.m.                     | 3.30 p.m.                            | 1.45 p.m.         | 8.50 a.m. next day         | 7. 0 p.m.       | 7 "              | 20 "            |
| Belfast ...          | 3.45 p.m.                     | 3.30 p.m.                            | 1.45 p.m.         | 7. 0 a.m. next day         | 8. 0 p.m.       | 1½ "             | 11 "            |
| Glasgow ...          | 3.45 p.m.                     | 3.30 p.m.                            | 1.45 p.m.         | 7. 0 a.m. next day         | 8.45 p.m.       | —                | 2½ "            |

Correspondence intended for EXPRESS DELIVERY after transmission by air should be distinctly marked "EXPRESS" and bear in addition to the ordinary postage, stamps to cover the usual express delivery charge, i.e., sixpence per mile or part of a mile.

The RAILEX service (see page 53 Post Office Guide and page 26 Manchester and Salford Local Guide) may be used in conjunction with the new Air Mails. For an inclusive charge of 2s. 6d. any Post Office in Manchester and Salford which transacts Express Delivery business will accept an inland letter not exceeding 2 oz. in weight, despatch it by Air, with further transit by Rail if necessary, arrange for a messenger to meet the letter on arrival and deliver it at its address.

Further information may be obtained from any Post Office in Manchester and Salford.







RAILWAY AIR SERVICES

(3328)

# MAIL LIST

AIRCRAFT

*D. 401*

DATE

*10/1/34*

TIME

*11.30*

FROM

*Manchester*

TO

*London*

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

| No. OF BAGS | ORIGIN*           | DESTINATION*  | WEIGHT (in lbs.) | TOTAL WEIGHT (lbs.) |
|-------------|-------------------|---------------|------------------|---------------------|
| <i>1</i>    | <i>Manchester</i> | <i>London</i> | <i>100 lbs</i>   |                     |
| <i>1</i>    | <i>Manchester</i> | <i>London</i> | <i>120 lbs</i>   | <i>2 lbs</i>        |
|             |                   |               |                  |                     |
|             |                   |               |                  |                     |
|             |                   |               |                  |                     |
|             |                   |               |                  |                     |

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





A Phillips  
Railway Air Services  
General Station  
CARDIFF

NOTE MANCHESTER TO  
CARDIFF  
PLYMOUTH  
TEIGN DO NOT SEEM 10  
TO EXIST. RAIL ONE



RAILWAY AIR SERVICES Ltd.

20<sup>th</sup> AUGUST 1934

FROM MANCHESTER

Although the covers are correctly timed 10.45am No flights were made beyond Birmingham and thus all the mail was sent by surface.

  
**BY AIR MAIL**  
PAR AVION

MANCHESTER-  
BIRMINGHAM



  
**BY AIR MAIL**  
PAR AVION

Manchester  
to London



  
**BY AIR MAIL**  
PAR AVION

MANCHESTER-  
SOUTHAMPTON



  
**BY AIR MAIL**  
PAR AVION

Manchester  
to Cowes



  
**BY AIR MAIL**  
PAR AVION

Manchester  
To Bristol



FIRST UNITED KINGDOM  
AIR MAIL BY  
RAILWAY AIR SERVICES LTD.

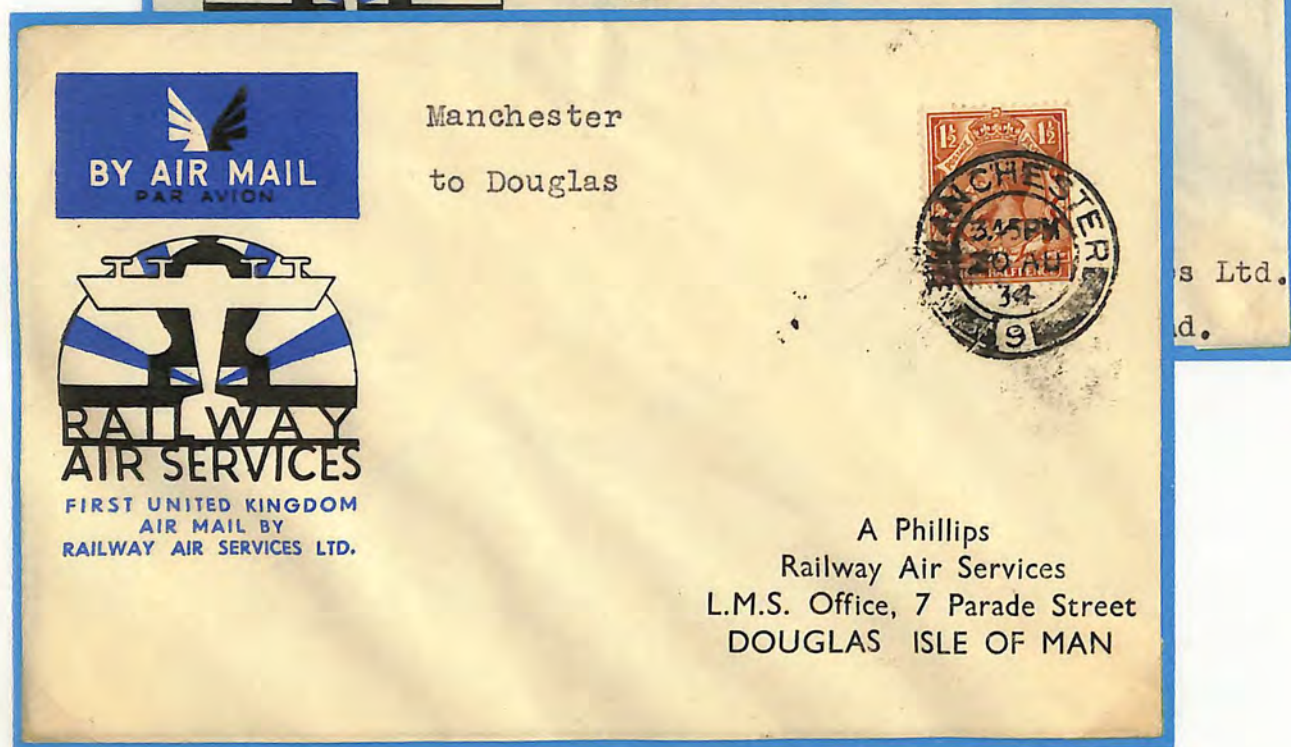
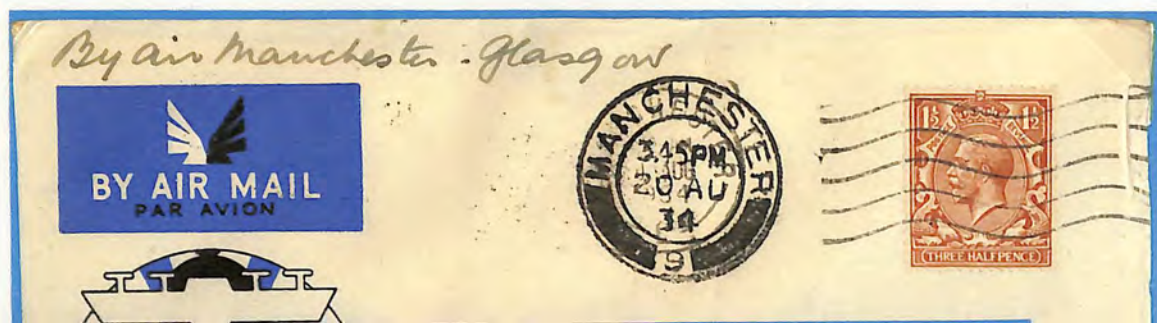
A Phillips  
Railway Air Services  
Temple Gate Enquiry Office  
BRISTOL



RAILWAY AIR SERVICES Ltd.

20<sup>th</sup> AUGUST 1934

FROM MANCHESTER



Although the covers are correctly timed 3.45pm No northbound flights were made beyond Birmingham and thus all the mail was sent by surface.



RAILWAY AIR SERVICES Ltd.

21<sup>st</sup> August 1934

London – Birmingham – Manchester – Belfast – Glasgow

Manchester - London Stage

RAILWAY AIR SERVICES (3328)

**MAIL LIST**

AIRCRAFT *G/a 4 P* DATE *Aug 21* TIME *12-10*

FROM *Manchester* TO *London*

200 Pads 100 lbs. (11) 8-4.

| No. OF BAGS | ORIGIN* | DESTINATION* | WEIGHT (in lbs.) | TOTAL WEIGHT (lbs.) |
|-------------|---------|--------------|------------------|---------------------|
| <i>3</i>    |         |              | <i>8</i>         | <i>8</i>            |
|             |         |              |                  |                     |
|             |         |              |                  |                     |
|             |         |              |                  |                     |
|             |         |              |                  |                     |
|             |         |              |                  |                     |
|             |         |              |                  |                     |
|             |         |              |                  |                     |
|             |         |              |                  |                     |
|             |         |              |                  |                     |



Weight Bill for the first through flight on the 21<sup>st</sup> August, re posted on arrival at St Johns Wood, 11-30 pm cancellation. The 'Map' cover is one produced by F.J.Field.



RAILWAY AIR SERVICES Ltd.

FROM MANCHESTER

29<sup>th</sup> SEPTEMBER 1934

Last Acceptances for the Shuttle



Along with routes one and two the Isle of Man shuttle service also ceased operation on the 29<sup>th</sup> October. This was the first alteration to route two. Thus this cover was carried on the final flight of this stage to the Isle via the shuttle.

RAILWAY AIR SERVICES Ltd.

FROM MANCHESTER

29<sup>th</sup> SEPTEMBER 1934

Last Acceptances for Route Three

All covers are back  
stamped October 1<sup>st</sup>  
at destinations.



Covers flown to  
Birmingham on  
route two where  
they transferred to  
the southbound  
route three.



RAILWAY AIR SERVICES Ltd.

31 October 1934

London - Birmingham - Manchester - Belfast - Glasgow

Manchester - London Stage

RAILWAY AIR SERVICES (3328)

**MAIL LIST**

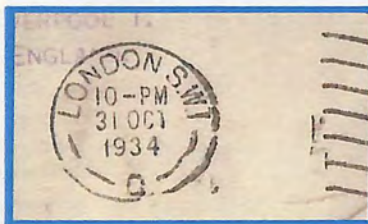
AIRCRAFT *GAC 24* DATE *Oct 31 1934* TIME *12:15 PM*

FROM *Manchester* TO *London*

500 Pads 100 lbs. (11) 8-24.

| No. OF BAGS | ORIGIN* | DESTINATION* | WEIGHT (in lbs.) | TOTAL WEIGHT (lbs.) |
|-------------|---------|--------------|------------------|---------------------|
| <i>one</i>  |         | <i>to</i>    | <i>4lb 4oz</i>   | <i>5</i>            |
| <i>one</i>  |         | <i>Sw.</i>   | <i>1lb 5oz</i>   | <i>2</i>            |
| <i>one</i>  |         | <i>Sw.</i>   | <i>14oz</i>      | <i>1</i>            |
|             |         |              |                  |                     |
|             |         |              |                  |                     |
|             |         |              |                  |                     |
|             |         |              |                  |                     |

\*For co



Weight Bill for the last flight on route two, via Birmingham & Manchester to London, prior to the change of route.



RAILWAY AIR SERVICES Ltd.

LAST DISPATCH

FROM MANCHESTER

BY AIR MAIL  
PAR AVION

Manchester - Glasgow  
Oct 31. Last flight



Liverpool was  
substituted for  
Manchester on  
route one on 1<sup>st</sup>  
November 1934.

Mr John S. Davis.,

BY AIR MAIL  
PAR AVION

*Manchester-Belfast*  
*Oct: 31<sup>st</sup> Last flight*



BY AIR MAIL  
PAR AVION

Manchester-Birmingham  
Oct: 31. Last flight



Mr John S. Davis.,  
Poste Restante,  
BIRMINGHAM.







**RAILWAY AIR SERVICES**  
FIRST UNITED KINGDOM  
AIR MAIL BY  
RAILWAY AIR SERVICES LTD.

*S. L. Monro*  
1st Officer

A Phillips  
Railway Air Services  
Airway Terminus  
LONDON S.W.1.



FOLIO  
PHONI

*Glasgow - Birmingham*  
*Oct 31 Last Flight*

*Mr John S. Davis*  
*Poste Restante*  
*Birmingham*



# RAILWAY AIR SERVICES, LTD.

## Acceleration.

## Particulars of acceleration in delivery.

| Delivery secured by Air Service |              | Acceleration |
|---------------------------------|--------------|--------------|
| Office                          | Approx. Time |              |
| Belfast                         | 1.0 p.m.     | 18 hours     |
| Douglas (I.O.M.)                | 4.0 p.m.     | 24 "         |
| Manchester                      | 4.0 p.m.     | 15 "         |
| Birmingham                      | 4.0 p.m.     | 15 "         |
| London (City)                   | 3.30 p.m.    | 5 "          |
| Bristol                         | 4.15 p.m.    | 15 "         |

## Express Service by Air.

Further acceleration may be obtained by payment of the ordinary Express fee, which will ensure that a letter or post card paid at this rate will be sent out for delivery by messenger immediately on arrival at the Office of destination.

## "Railex" Service.

The Inland Air Mail Service will also be available for the transmission of "Railex" letters.

## Imperial and Foreign Air Mails.

The Glasgow-London Inland Air Mail also affords a later outlet from Glasgow for the Air Mails to Holland (weekdays) and Dutch East Indies (mid week).

Attention is also directed to the facilities afforded by the existing Imperial and Foreign Air Mail Services, *e.g.* to India, South Africa, etc.

## Inquiries relative to Air Mail Services.

Further information may be obtained at:—

- (1) The Postal Inquiry Office, Head Office, Glasgow.
- (2) By telephone, Glasgow Central 6500 Extension 7.
- (3) By written application to the Postmaster-Surveyor, Glasgow, C. 2.

## G.P.O NOTICE

## GLASGOW AIR MAIL

Backpage of the Post Office notice referring to both the G.P.O Express mail service and 'Railex' which was operated by the railway companies. It also shows that an acceleration on overseas mail could be obtained by use of the service.



# RAILWAY AIR SERVICES Ltd.

20<sup>th</sup> AUGUST 1934

GLASGOW - LONDON



The southbound flight piloted by Capt. J.H.Lock departed from Glasgow using G-ACVY 'Mercury' they called at Belfast, but had to abandoned the flight at Manchester due to the weather.



Cover signed by both Capt. J.H.Lock and Eric Pool who piloted a second plane carrying freight. Note cover went on to Nyasaland and is back stamped there.



RAILWAY AIR SERVICES Ltd.

1<sup>st</sup> November 1934

London – Liverpool – Belfast – Glasgow

Glasgow – London

RAILWAY AIR SERVICES (3328)

# MAIL LIST

AIRCRAFT *Dolphin GACPL* DATE *1-11-34* TIME *9-20am*

FROM *Glasgow* TO *London*

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

| No. OF BAGS  | ORIGIN* | DESTINATION* | WEIGHT (in lbs.) | TOTAL WEIGHT (lbs.) |
|--------------|---------|--------------|------------------|---------------------|
| <i>Three</i> |         |              | <i>7oz</i>       |                     |
|              |         |              | <i>6oz</i>       | <i>1lb 15oz</i>     |
|              |         |              | <i>1lb 2oz</i>   |                     |

erved by the Air Services.



Weigh Bill for the first flight on the changed itinerary, together with a Test Letter from the traffic manager of Railway Air Services, Mr E.V. Dolby.



## MAIL LIST

AIRCRAFT *Mercury GACVY* DATE *31/10/34* TIME *9-0am*FROM *Glasgow* TO *London*

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

| No. OF BAGS  | ORIGIN* | DESTINATION* | WEIGHT<br>(in lbs.) | TOTAL WEIGHT<br>(lbs.) |
|--------------|---------|--------------|---------------------|------------------------|
| <i>Three</i> |         |              | <i>11 11 ozs</i>    |                        |
|              |         |              | <i>1 lb</i>         | <i>3 lb. 8 ozs.</i>    |
|              |         |              | <i>13 ozs</i>       |                        |
|              |         |              |                     |                        |
|              |         |              |                     |                        |
|              |         |              |                     |                        |

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



RAILWAY AIR SERVICES, LTD.

ROUTE TWO

GLASGOW - LONDON

On 20th August two planes departed from Glasgow at 9-15 am,  
bound for London. They were DH 86A Diana class G-ACVY 'Mercury'  
and G-ACPL 'Delphinus'.



FLOWN GLASGOW - MANCHESTER

Signed by both pilots John H Lock E.C. Poole

The call at Belfast was made but on reaching Manchester the flight had to be abandoned and the mail for Birmingham and London sent on by rail. Of the two planes only one carried mail (Mercury) which was piloted by Captain John Lock. The other only carried freight.



RAILWAY AIR SERVICES Ltd.

20<sup>th</sup> AUGUST 1934

FROM GLASGOW

Covers dispatched  
from Glasgow on  
route two. Flown as  
far as Birmingham  
and thence by  
surface transport.





RAILWAY AIR SERVICES Ltd.

20<sup>th</sup> AUGUST 1934

FROM GLASGOW



Covers dispatched from Glasgow on route two. Flown as far as Birmingham and thence by surface transport.

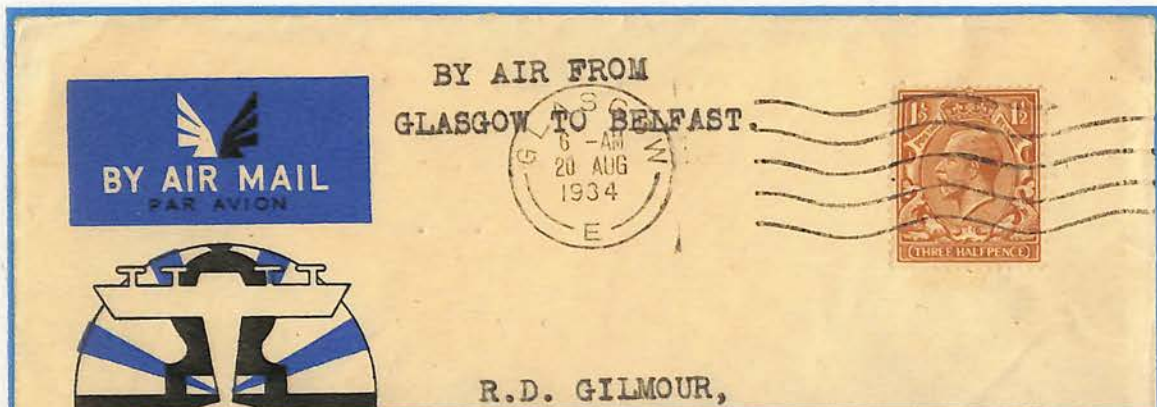




RAILWAY AIR SERVICES Ltd.

20<sup>th</sup> AUGUST 1934

FROM GLASGOW



Covers fully flown  
from Glasgow on  
route two.  
The Isle of Man  
cover transferring at  
Belfast to the shuttle.





RAILWAY AIR SERVICES Ltd.

21<sup>st</sup> August 1934

London – Birmingham – Manchester – Belfast – Glasgow

Glasgow - London Stage

RAILWAY AIR SERVICES

(3328)

MAIL LIST

AIRCRAFT

GACPL

DATE

21/8/34

TIME

9.10am

FROM

Glasgow

TO

London

100 Paid 100 lbs. (11) 1934.

| No. OF BAGS | ORIGIN* | DESTINATION* | WEIGHT (in lbs.) | TOTAL WEIGHT (lbs.) |
|-------------|---------|--------------|------------------|---------------------|
| 3           |         |              | 2                |                     |
|             |         |              | 5                |                     |
|             |         |              | 2                | 9                   |



Miss Rodelle  
55a High St.,  
St. John's Wood,  
London N.W.8.



Weight Bill for the first through flight to London. Note the small amount of mail, a total of 9lbs. The 'Map' cover was prepared by F.J.Field.



RAILWAY AIR SERVICES Ltd.

21<sup>st</sup> AUGUST 1934

FROM GLASGOW



F.J.Field covers flown on the first through flights to destination. All are back stamped due to 'Poste Restante' or re posting upon receipt.





RAILWAY AIR SERVICES Ltd.

FROM GLASGOW

29<sup>th</sup> SEPTEMBER 1934

Last Acceptance for Route One

Flown from Glasgow  
to Birmingham on  
route two to connect  
with the last route one  
service.



Esq.,  
ante,  
of W.



Esq.,  
ante,  
TON.

John S. Davis Esq.,  
Poste Restante,  
BRISTOL.



RAILWAY AIR SERVICES Ltd.

31<sup>st</sup> October 1934

London – Manchester – Belfast – Glasgow

Glasgow - Manchester Stage



Cover flown on the last flight to Manchester by Railway Letter Service  
(Boxed RAS 3d paid cachet) hence posted and obliterated on arrival.

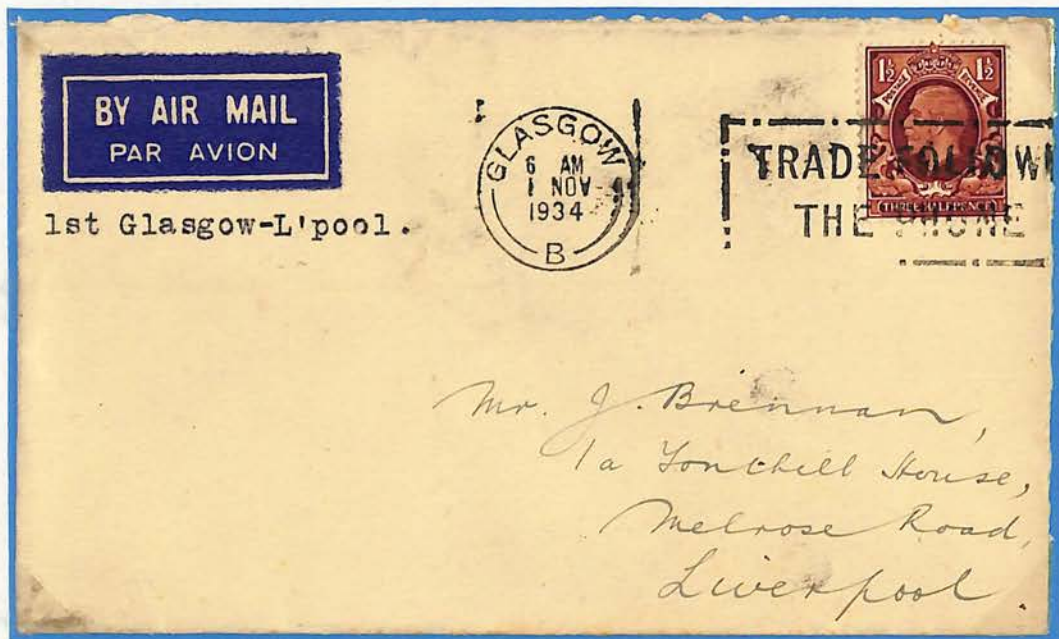


RAILWAY AIR SERVICES Ltd.

1<sup>st</sup> November 1934

London – Liverpool – Belfast – Glasgow

Glasgow - Liverpool Stage



Weight Bill for the first through flight to Liverpool. This being  
the first day of operation of the amended route.



RAILWAY AIR SERVICES Ltd.

30<sup>th</sup> November 1934

London – Liverpool – Belfast – Glasgow

Glasgow - London

RAILWAY AIR SERVICES (3328)

**MAIL LIST**

AIRCRAFT *Mercury G-ACVY* DATE *30-11-34* TIME *8-20 am*

FROM *Glasgow* TO *London*

250 Pads 100 lbs. (11) 8-34

| No. OF BAGS  | ORIGIN* | DESTINATION* | WEIGHT (in lbs.)   | TOTAL WEIGHT (lbs.) |
|--------------|---------|--------------|--------------------|---------------------|
| <i>Three</i> |         |              | <i>1 lb 11 oz</i>  |                     |
| <i>(3)</i>   |         |              | <i>11 oz</i>       |                     |
|              |         |              | <i>3 lbs 10 oz</i> | <i>5 lbs 7 oz</i>   |
|              |         |              |                    |                     |
|              |         |              |                    |                     |
|              |         |              |                    |                     |
|              |         |              |                    |                     |
|              |         |              |                    |                     |
|              |         |              |                    |                     |
|              |         |              |                    |                     |



Cover and unique  
Weight Bill carried  
over the whole of  
route two on the last  
day of the R.A.S  
contract. Note, cover  
is signed by Captain  
J. Oliver of Imperial  
Airways Ltd.



RAILWAY AIR SERVICES Ltd.

Route Two



Covers flown from Glasgow, without mishap over the three stages of the southbound route. All covers bear arrival date stamps of the 30<sup>th</sup>



RAILWAY AIR SERVICES, LTD

ROUTE TWO

THE DOUGLAS SHUTTLE

END OF CONTRACT



FLOWN GLASGOW - BELFAST

BELFAST - DOUGLAS

Cover posted at 11-15pm 28th September to ensure flight to Belfast where on arrival was transferred to the last shuttle flight to the Isle Of Man. It has been backstamped with a Douglas 3pm wavy line machine cancellation of 29th.

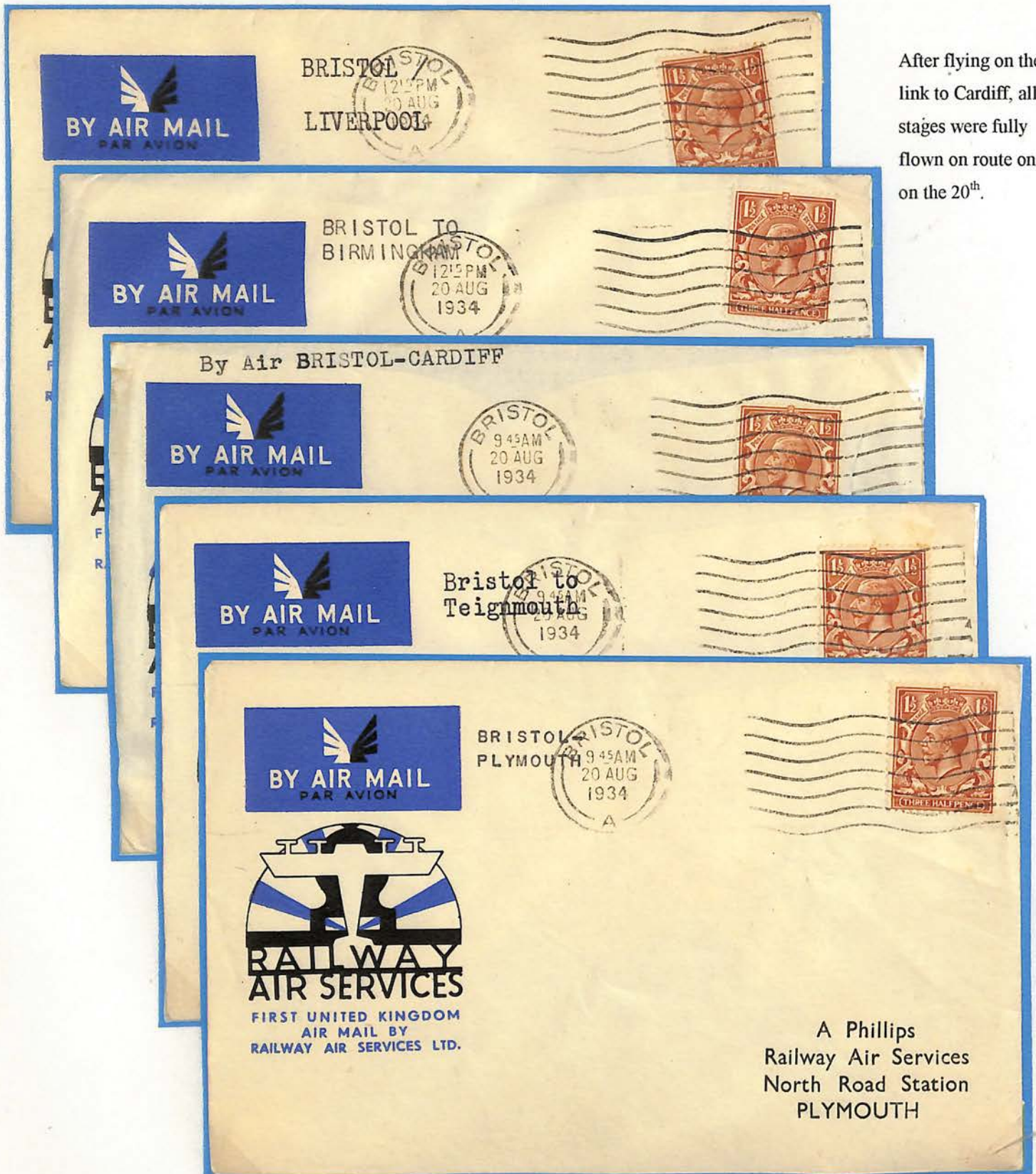


RAILWAY AIR SERVICES Ltd.

20<sup>th</sup> AUGUST 1934

FROM BRISTOL

After flying on the  
link to Cardiff, all  
stages were fully  
flown on route one  
on the 20<sup>th</sup>.



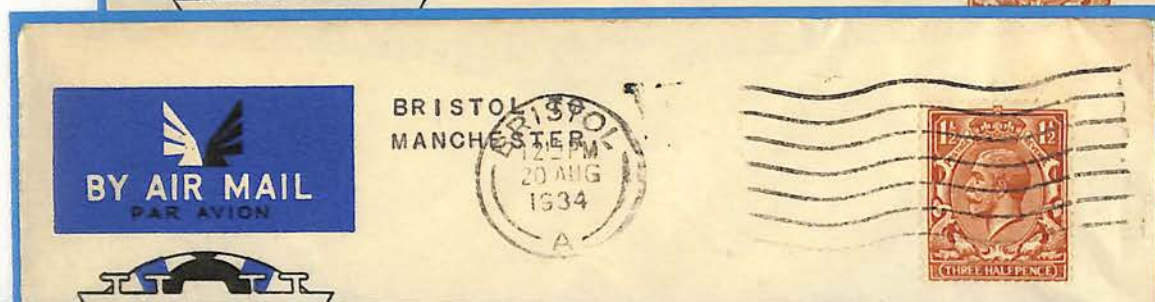


RAILWAY AIR SERVICES Ltd.

20<sup>th</sup> AUGUST 1934

FROM BRISTOL

As route Three  
was not operated  
on the 20<sup>th</sup> the  
Northbound mail  
was dispatched  
by surface.





RAILWAY AIR SERVICES Ltd.

FROM BRISTOL

29<sup>th</sup> SEPTEMBER 1934

Last Acceptances for Route Three

All covers are back  
stamped October 1<sup>st</sup>  
at destinations.



Esq.,  
ante,  
ON.



Esq.,  
te,  
W.

Covers prepared  
for the last north &  
southbound flights  
of route three



RAILWAY AIR SERVICES Ltd.

20<sup>th</sup> AUGUST 1934

FROM BRISTOL



The Southbound flight of route Three did not take place on the 20<sup>th</sup>, thus the mail was forwarded by surface transport.



# RAILWAY AIR SERVICES Ltd.

## G.P.O NOTICE



### BRISTOL

## AIR MAILS

Air Mail Services operate between Bristol and the towns shown below with the object of affording acceleration of correspondence :—

- A. BRISTOL—SOUTHAMPTON, COWES, I.O.W.
- B. BRISTOL—BIRMINGHAM (Forming connexions with Liverpool, Manchester, Isle of Man, Belfast, Glasgow).

CHARGES : The charges to the public are 1½d. for the first 2 oz. and 1d. for each subsequent ounce, that is to say there is no increase in charge as compared with the ordinary services for letters not exceeding 2 oz. in weight. Postcards at the ordinary rate of 1d. each.

The limits of size and maximum weight are the same for similar correspondence sent by ordinary post.

POSTING : In order to secure maximum acceleration correspondence should be :—

- (1) Handed over the counter at Bristol Head Office, or
- (2) Posted in the Blue Air Mail Pillar Box outside the Bristol Head Office.

Air Mail correspondence intended for these services may, however, be posted at any Post Office or ordinary letter box in the Bristol Central Area (i.e., in Bristol No. 1 District).

LABELS : A special BLUE AIR MAIL LABEL should be affixed to the top left hand corner of every Air Mail packet. These labels may be obtained free of charge at any Post Office.

Letters bearing a manuscript indication "By Air Mail" will, however, be accepted in place of the appropriate labels.



RAILWAY AIR SERVICES, Ltd.

Cardiff – Bristol Link

20<sup>th</sup> August 1934



The link between Cardiff and Bristol was operated by Norman Edgar (Western Airways) however due to the weather conditions on the 20<sup>th</sup> the service only operated in one direction and this cover was held over until the 21<sup>st</sup>. Note that the cover has been signed by the chief pilot Mr. C.R. Cubitt.





RAILWAY AIR SERVICES Ltd.

BRISTOL - CARDIFF LINK

20<sup>th</sup> August 1934



The connecting service from Cardiff to Bristol was operated by Western Airways on behalf of R.A.S. Mail was held over at Bristol due to the weather.





RAILWAY AIR SERVICES Ltd.

20<sup>th</sup> AUGUST 1934

FROM BRISTOL

ROUTE THREE

The Birmingham – Cowes route was flown by Flt. Lt. J.H. Sender piloting a De Havilland 'Dragon' he departed from Castle Bromwich at 10-20 am bound for Cowes, but in consequence of a gale warning he did not proceed beyond Bristol.



Signed by pilot J.H. Sender

The plane later returned to Birmingham carrying mail for that destination only, of which the above cover is an example. Due to the continuing weather conditions, the second scheduled round flight of the day was cancelled.



# RAILWAY AIR SERVICES Ltd.

## WESTERN AIRWAYS

### WESTERN AIRWAYS TIME TABLE SUMMER SERVICES 1938 COMMENCING WEDNESDAY, 1st JUNE

**WESTON — CARDIFF**  
DEPARTURES FROM CARDIFF  
**EVERY HOUR ON THE HOUR**  
DEPARTURES FROM WESTON  
**TEN MINUTES TO THE HOUR**  
AIR TRAVEL TIME—TEN MINUTES  
LIGHT TYPE—A.M. HEAVY TYPE—P.M.

| SERVICE NO.   | Weston Depart. | Cardiff Depart. | SERVICE NO. | Weston Depart. | Cardiff Depart. |
|---------------|----------------|-----------------|-------------|----------------|-----------------|
| Mondays only. | 8.20           | ...             | 13          | 2.50           | ...             |
|               | ...            | 8.30            | 14          | ...            | 3.00            |
| 1             | 8.50           | ...             | 15          | 3.50           | ...             |
| 2             | ...            | 9.00            | 16          | ...            | 4.00            |
| 3             | 9.50           | ...             | 17          | 4.50           | ...             |
| 4             | ...            | 10.00           | 18          | ...            | 5.00            |
| 5             | 10.50          | ...             | 19          | 5.50           | ...             |
| 6             | ...            | 11.00           | 20          | ...            | 6.00            |
| 7             | 11.50          | ...             | 21          | 6.50           | ...             |
| 8             | ...            | 12.00           | 22          | ...            | 7.00            |
| 9             | 12.50          | ...             | 23          | 7.50           | ...             |
| 10            | ...            | 1.00            | * 24        | ...            | 8.00            |
| 11            | 1.50           | ...             | 25          | 8.50           | ...             |
| 12            | ...            | 2.00            | 26          | ...            | 9.00            |

\*LAST SERVICE : June 6—Aug. 2 8.50 9.00  
Aug. 3—Aug. 29 7.50 8.00  
Aug. 30—Sept. 18 6.50 7.00

**FARES** Single : 6s. 6d. Child : 4s. 6d.  
Return : 9s. 6d. Child : 6s. 6d.  
Series Tickets: 12 Return Journeys : £5. Child: £3 10s.  
Group Tickets: Parties of not less than 8—Return 8s. 4d.  
Child: 5s. 10d.

### WESTON — BIRMINGHAM WEEK-END SERVICES AIR TRAVEL TIME—FORTY-FIVE MINUTES

|                      |           | Weston Depart. | B'ham Depart. |
|----------------------|-----------|----------------|---------------|
| FRIDAY, 24 JUNE      | Fri. p.m. | 6.00           | 7.00          |
| to                   | Sat. p.m. | 1.00           | 2.00          |
| MONDAY, 29 AUG. 1938 | Sun. p.m. | 6.00           | 7.00          |
|                      | Mon. a.m. | 9.00           | 10.00         |

**FARES** Single : 29s. 6d. Child : 21s.  
Return : 49s. 6d. Child : 35s.

**CARDIFF — WESTON — LE TOUQUET — PARIS**  
For latest particulars of this Service ring Western Airways  
Weston-super-Mare 2002

Passengers are carried subject to the conditions  
on the Company's notices.

### WESTERN AIRWAYS

WESTON - CARDIFF



WESTON - BIRMINGHAM

### TIME TABLE

The 1938 folded timetable giving flight details  
between Weston and Cardiff. The company  
making a valid point in the saving of time.



# RAILWAY AIR SERVICES Ltd.

## WESTERN AIRWAYS



*CARDIFF—BRISTOL—BOURNEMOUTH.—The Bristol—Bournemouth extension of the Bristol Channel ferry run by Norman Edgar Western Airways Ltd., was opened on May 17, and the inaugural flight took place the previous Sunday. Before the Dragon (left to right) are Mr. Norman Edgar, Mr. C. R. Cubitt (chief pilot), Major Ropner, Mr. C. T. Culverwell, M.P., Mr. N. Ker Lindsay, M.P., Mr. R. H. Bernays, M.P., Lord Apsley, M.P., and Capt. C. D. Gunston, M.P.*

Photograph showing the dignitaries of Western Airways who operated the Cardiff to Bristol link on behalf of R.A.S.



DH89 Rapide G-ADDD belonging to Norman Edgar.



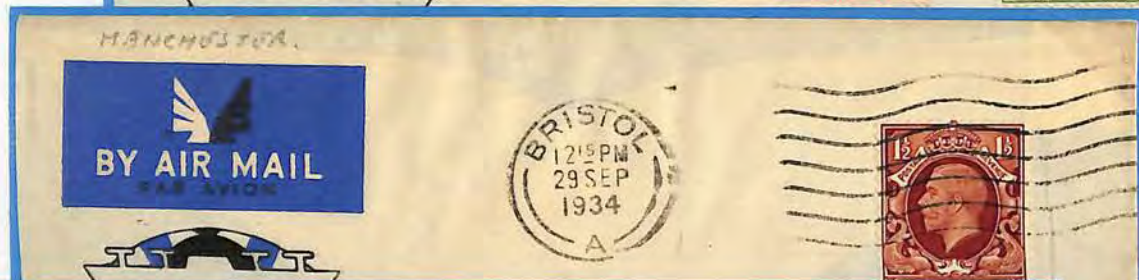
RAILWAY AIR SERVICES Ltd.

FROM BRISTOL

29<sup>th</sup> SEPTEMBER 1934

Last Acceptances for Route Three

All covers are back  
stamped October 1<sup>st</sup>  
at destinations.



John S. Davis Esq.,  
Poste Restante,  
BELFAST. N.Ireland.

Covers flown to  
Birmingham on  
route three where  
they transferred to  
route two.



RAILWAY AIR SERVICES Ltd.

FROM BRISTOL

29<sup>th</sup> SEPTEMBER 1934

Last Acceptances for Route One & Three



Cover flown from Bristol to Birmingham on route three where  
it transferred to route one for flight to Liverpool.



By FIRST FLIGHT Railway Air Service.



and INVERNESS-KIRKWALL



John S. Davis Esq.,  
Poste Restante,  
KIRKWALL. Orkney.  
SCOTLAND.





RAILWAY AIR SERVICES, LTD.

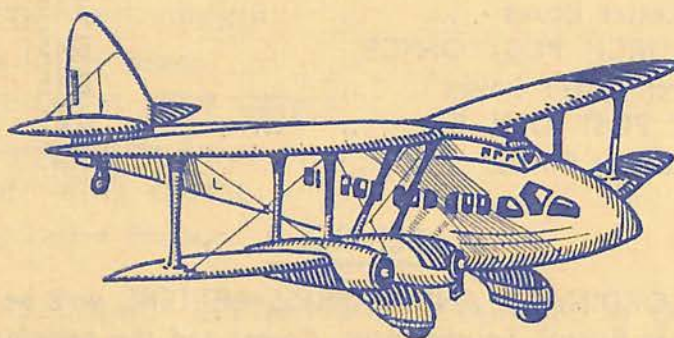
G.P.O. NOTICE

CARDIFF

AUGUST, 1934



# INLAND AIR MAIL SERVICES FROM CARDIFF



AIR MAIL SERVICES FROM CARDIFF TO THE CITIES  
AND TOWNS NAMED WITHIN WILL COMMENCE  
ON THE 20th AUGUST, 1934

POSTAGE CHARGES :—LETTERS NOT EXCEEDING 2 oz. - 1½d.  
FOR EVERY ADDITIONAL oz. - 1d.  
POSTCARDS - - - each 1d.

FOR FURTHER PARTICULARS SEE WITHIN.



## RAILWAY AIR SERVICES

### EXPRESS DELIVERY

#### CARDIFF - BRISTOL LINK

A service, was operated for Railway Air services by Norman Edgar  
(Western Airways Ltd.) in one direction from Cardiff to Bristol only.



On the 20<sup>th</sup> August, only the morning schedule could be operated due to the bad weather conditions, thus only covers bearing an early postmark were flown on the first day of the operations. The above cover correctly rated at 11/2d + 6d express was carried over this stage and has been endorsed by the pilot Captain David Cubitt.



RAILWAY AIR SERVICES Ltd.

CARDIFF – BRISTOL LINK

20<sup>th</sup> August 1934



AIR TRANSPORT AT BRISTOL.—Left to right,—Norman Edgar, C. R. Cubitt, G. W. Monk, and Lieut.-Col. D. B. Gray, O.B.E., M.C., of Western Airways.

The link between Bristol and Cardiff was operated by Western Airways, owned by Norman Edgar. The service was flown by David Cubitt both of whom appear in the cutting from "The Aeroplane" The return service being cancelled this day due to the weather.



# RAILWAY LETTERS

## BY

# RAILWAY AIR SERVICES

### Acceleration.

### Particulars of acceleration in delivery.

| Delivery secured by Air Service |              | Acceleration |
|---------------------------------|--------------|--------------|
| Office                          | Approx. Time |              |
| Belfast                         | 1.0 p.m.     | 18 hours     |
| Douglas (I.O.M.)                | 4.0 p.m.     | 24 "         |
| Manchester                      | 4.0 p.m.     | 15 "         |
| Birmingham                      | 4.0 p.m.     | 15 "         |
| London (City)                   | 3.30 p.m.    | 5 "          |
| Bristol                         | 4.15 p.m.    | 15 "         |

### Express Service by Air.

Further acceleration may be obtained by payment of the ordinary Express fee, which will ensure that a letter or post card paid at this rate will be sent out for delivery by messenger immediately on arrival at the Office of destination.

### "Railex" Service.

The Inland Air Mail Service will also be available for the transmission of "Railex" letters.

### Imperial and Foreign Air Mails.

The Glasgow-London Inland Air Mail also affords a later outlet from Glasgow for the Air Mails to Holland (weekdays) and Dutch East Indies (mid week).

Attention is also directed to the facilities afforded by the existing Imperial and Foreign Air Mail Services, *e.g.* to India, South Africa, etc.

### Inquiries relative to Air Mail Services.

Further information may be obtained at :—

- (1) The Postal Inquiry Office, Head Office, Glasgow.
- (2) By telephone, Glasgow Central 6500 Extension 7.
- (3) By written application to the Postmaster-Surveyor, Glasgow, C. 2.

G.P.O. notice issued at  
Glasgow giving details  
of the 'Express Service  
by Air' and the 'Railex'  
system.



RAILWAY AIR SERVICES Ltd.

20th AUGUST 1934

FROM CARDIFF

Covers fully  
flown from  
Cardiff on all  
the stages of  
route one.





RAILWAY AIR SERVICES Ltd.

20th AUGUST 1934

FROM CARDIFF

Covers flown  
from Cardiff on  
the link to Bristol  
thence by  
surface.





RAILWAY AIR SERVICES Ltd.

FROM CARDIFF

29<sup>th</sup> SEPTEMBER 1934

Last Acceptances for Route One & Three

Flown from Cardiff to  
Bristol for connection  
to route one. Cardiff to  
Plymouth direct for  
Teignmouth.



Esq.,  
tante,  
PTON.



Esq.,  
te,  
of W.

All covers bear  
appropriate back  
stamps.



RAILWAY AIR SERVICES, LTD.

ROUTE ONE (NORTHBOUND)

END OF CONTRACT



the two northbound stages.  
at 5-55pm and arrived at  
and 7-45pm respectively.  
cancel of the 29th and  
cancel of the 30th as