



## COWES

# INLAND AIR MAIL

Commencing on the 20th August, *Inland Air Mail Services* twice daily will be established on weekdays between Cowes and Birmingham, Bristol and Southampton at the following times :—

	p.m.	p.m.
Cowes (Somerton Aerodrome) ... ..	12. 5	5. 0
Southampton Airport ... ..	12.15	5.10
Bristol (Whitchurch Aerodrome) ... ..	1. 0	5.55
Birmingham (Castle Bromwich Aerodrome) ... ..	2. 0	6.55

The first service from Cowes to Birmingham will connect with the Air Mail Services to Belfast, Douglas (Isle of Man), Glasgow and Manchester, and the second Service with an Air Mail Service to Liverpool.

## RATES OF POSTAGE

The rates of postage will be 1½d. for the first 2 oz. and 1d. for each subsequent ounce, for postcards 1d. each ; that is to say, there will be no increase in charge as compared with the ordinary service for letters not exceeding 2 oz. in weight, and for postcards.

## USE OF AIR MAIL LABELS

All correspondence intended for despatch by Air Mail should bear a blue Air Mail label, and if one is not available, letters should be clearly endorsed "By Air Mail" on the left hand top corner of the envelope.

## POSTINGS AND COLLECTIONS

The latest times of posting in Cowes for the places mentioned will be as follows :—

	a.m.	p.m.
Head Post Office ... ..	11. 0	4. 0
General Collections from Street Letter Boxes between	8. 0	2. 0
	and	and
	8.45	2.45

## RAILWAY AIR SERVICE

### WESTERN AIRWAYS



Photograph taken at Weston - Super - Mare of Railway Air Services DH 84 G-ACPX and Weston Airways Dragons.





# RAILWAY AIR SERVICES, Ltd.

## Route Three

### Cowes – Birmingham thence Liverpool



## RAILWAY AIR SERVICES



De Havilland Dragon 8 Seater Twin Engine Aeroplane as operating on the Plymouth - Liverpool and Cowes - Birmingham Services

**PLYMOUTH, TEIGNMOUTH, CARDIFF  
BIRMINGHAM and LIVERPOOL.**

**COWES (I. of W.), SOUTHAMPTON  
BRISTOL, BIRMINGHAM.**

**LONDON (Croydon) and ISLE of WIGHT**

Full information from any G.W.R. or S.R. Station  
or Office, Principal L.M.S. Stations  
and Travel Agents



A postcard, flown on the day of introduction of the All Up service at the 1d rate. The card has been inspected by the G.P.O to ensure that it met with the conditions for post cards and has been cancelled with the inspectors triangular mark to this effect. The card was transferred at Birmingham to route One for the final part of its journey. Examples of flown postcards are very scarce.



RAILWAY AIR SERVICES Ltd.

20<sup>th</sup> AUGUST 1934

FROM COWES

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



COWES/GLASGOW



COWES -  
BELFAST



*By air Cowes - Manchester*



By Air from COWES-BIRMINGHAM.



John S. Davis Esq.,  
c/o Railway Air Services Ltd.  
Snow Hill Station.  
BIRMINGHAM.



RAILWAY AIR SERVICES Ltd.

20<sup>th</sup> AUGUST 1934

FROM COWES

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

BY AIR MAIL FROM COWES-DOUGLAS,  
VIA BIRMINGHAM.

  
BY AIR MAIL  
PAR AVION



BY AIR FROM COWES-LIVERPOOL.  
via Birmingham.

  
BY AIR MAIL  
PAR AVION



*By Air Cowes - Cardiff*

  
BY AIR MAIL  
PAR AVION



By Air COWES-BRISTOL

  
BY AIR MAIL  
PAR AVION



FIRST UNITED KINGDOM  
AIR MAIL BY  
RAILWAY AIR SERVICES LTD.



John S. Davis Esq.,  
c/o Railway Air Services Ltd.  
TEMPLE GATE ENQUIRY OFFICE.  
BRISTOL.



RAILWAY AIR SERVICES Ltd.

21st AUGUST 1934

FROM COWES



The first through flights from Cowes did not take place until the morning of the 21<sup>st</sup>. As all the souvenir mail had been sent by surface very little mail was flown on this day.



No. 385.

On His Majesty's Service.

  
BY AIR MAIL  
PAR AVION



POST OFFICE.

If undelivered to be returned to the Postmaster  
of the District in which the Letter is posted.

POST OFFICE.

This is official OHMS cover.  
arrived at my address at same time as  
marked on back  
Box from the Post Office (Care)



*Handwritten:* N. 10.



RAILWAY AIR SERVICES, LTD.

ROUTE THREE

UNOFFICIAL PRIVATE ETIQUETTE



Unused Example



A Mr. L.Pitman produced a small pink label to affix to envelopes as souvenirs of the First Railway Air Services mail carrying flights. One hundred labels for each stage were printed, but when R.A.S prepared their own envelopes he decided to apply his labels to their covers to show the stage to be flown, approximately 20 of each were used.



RAILWAY AIR SERVICES, LTD.

ROUTE THREE

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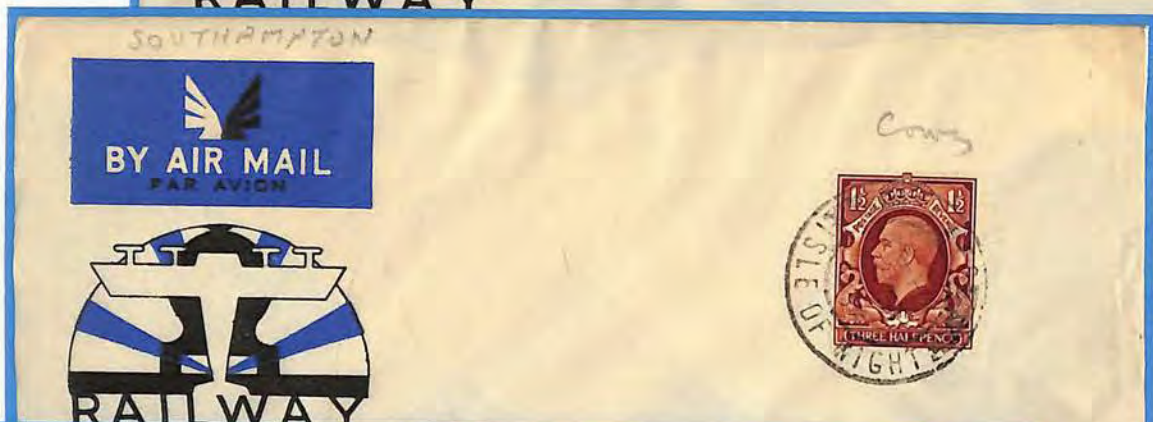
RAILWAY AIR SERVICES Ltd.

FROM COWES

29<sup>th</sup> SEPTEMBER 1934

Last Acceptances for Route Three

All covers are back  
stamped 1<sup>st</sup> Oct.



Covers intended for  
all stages of route 3  
The flight was  
cancelled and the  
mail sent by surface.



RAILWAY AIR SERVICES Ltd.

FROM COWES

29<sup>th</sup> SEPTEMBER 1934

Last Acceptances for Route Three

Covers intended for all  
stages of route 2 after  
completion of route 3.  
Unflown as the service  
was cancelled.



All covers are back  
stamped 1<sup>st</sup> Oct.



## RAILWAY AIR SERVICES Ltd.

## FROM COWES

**29<sup>th</sup> SEPTEMBER 1934**

### Last Acceptances for Route One & Three

Both covers  
receiving a back  
stamp of Oct 1<sup>st</sup>.



Covers prepared for the last flights of routes one & three, however the route three service was cancelled and the mail sent by surface.



RAILWAY AIR SERVICES Ltd.

FROM COWES

29<sup>th</sup> SEPTEMBER 1934

Last Acceptances for Route One & Three

Both covers are back  
stamped October 1<sup>st</sup>  
at Plymouth.



Covers prepared for the last flights of routes one & three, however there was never any service from Southampton to these destinations, due to the distance by surface being much shorter than by the air routes. Thus the cancellation of the service made no difference.



RAILWAY AIR SERVICES Ltd.

G.P.O NOTICE



COMMENCE  
20 AUGUST 1934

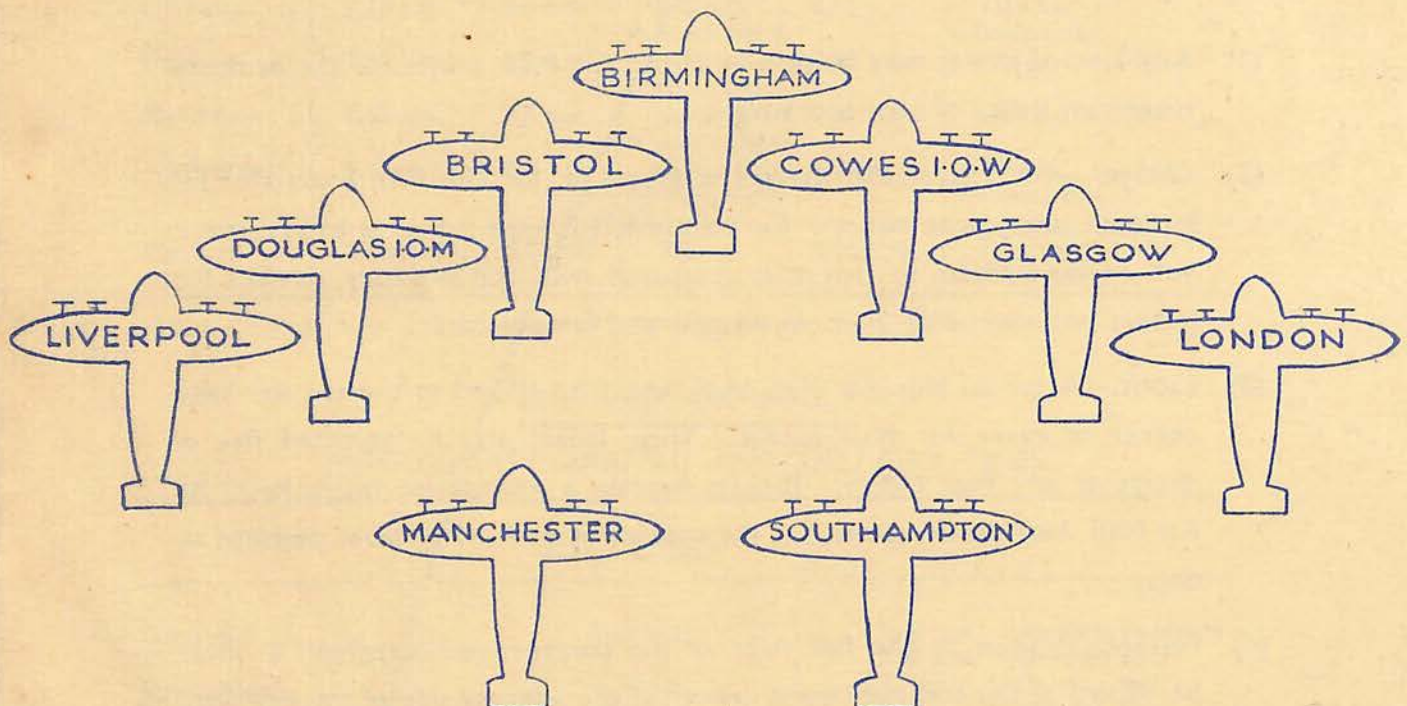
INLAND AIR MAILS

(RAILWAY AIR SERVICES, LTD.)

FROM

BELFAST

TO



THE OUTWARD SERVICE FROM BELFAST IS, FOR THE PRESENT,  
RESTRICTED TO ARTICLES POSTED IN THE BELFAST TOWN AREA

Page 2. *General observations and Charges.*

„ 3. *Latest times of posting and hours of delivery.*

„ 4. *Other services which may be used in conjunction with the Inland Air  
Mail Services.*

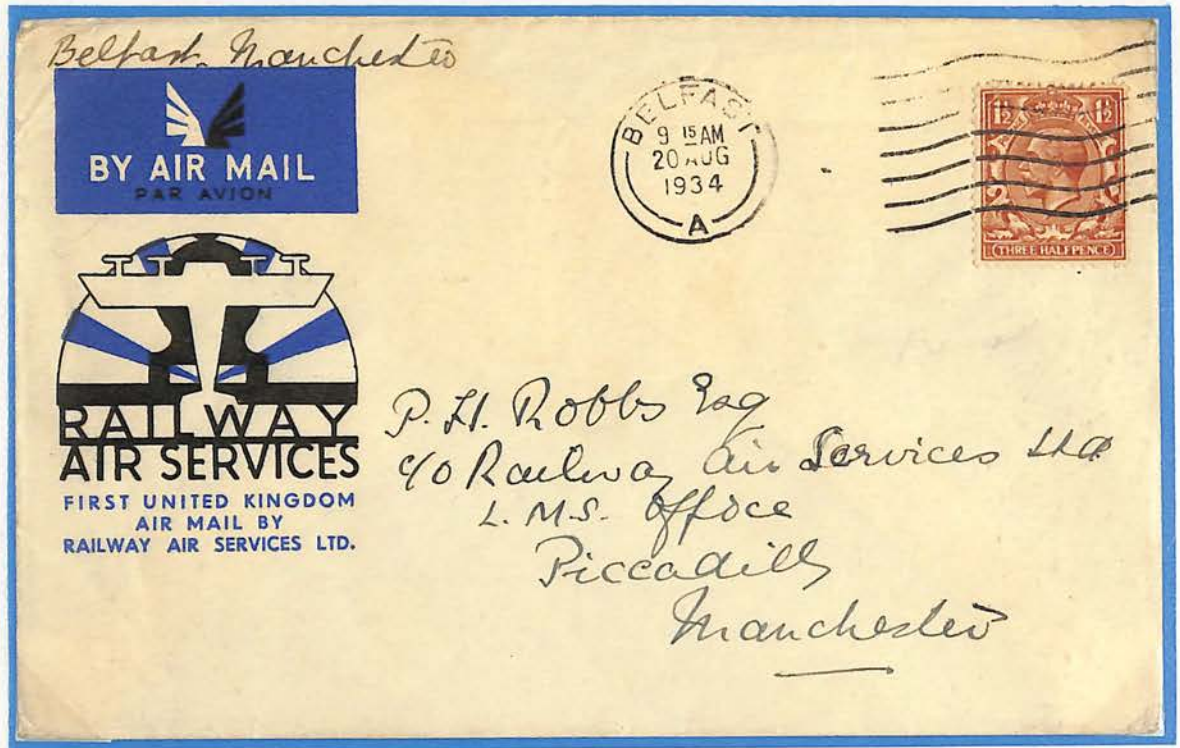


RAILWAY AIR SERVICES Ltd.

20<sup>th</sup> AUGUST 1934

FROM BELFAST

Only two stages  
were fully flown  
from Belfast on the  
first day of service.  
Namely, direct to  
Manchester and the  
shuttle to Douglas.





RAILWAY AIR SERVICES Ltd.

20<sup>th</sup> AUGUST 1934

FROM BELFAST

Flown by air to  
Birmingham  
thence by surface  
to destination.



BELFAST TO  
SOUTHAMPTON



*By air from  
Belfast  
Comes to Belfast  
9 15AM  
20 AUG  
1934  
A*



BELFAST/CARDIFF



*John S. Dore Esq  
c/o Railway Air Services  
Temple Gate Engineering Office  
Bristol*

*£5.50*



RAILWAY AIR SERVICES Ltd.

20<sup>th</sup> AUGUST 1934

FROM BELFAST

Flown by air to  
Birmingham  
thence by surface  
to destination.



BELFAST TO  
BIRMINGHAM



BELFAST :  
LIVERPOOL



BELFAST/LONDON



By Air BELFAST-GLASGOW.



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

The only exception  
being to Glasgow  
which went totally  
by surface.



RAILWAY AIR SERVICES Ltd.

Route Two

London – Birmingham – Manchester – Belfast – Glasgow

Belfast - London Stage

RAILWAY AIR SERVICES

(3328)

MAIL LIST

AIRCRAFT

DATE

TIME

FROM

TO

200 Pairs 100 lbs. (11) 8-34

No. OF BAGS	ORIGIN*	DESTINATION*	WEIGHT (in lbs.)	TOTAL WEIGHT (lbs.)
1			5.8	5.8
1			1.12	1.12

By Air From BELFAST to LONDON



Squadron Leader Townsend  
4, Craven Hill  
Lancaster Gate  
London, W.2.



Weight Bill for the first through flight on the 21<sup>st</sup> August, re posted on arrival at Paddington bearing 9-45 pm cancellation. The cover is one produced by F.J.Field



# RAILWAY AIR SERVICES, Ltd.

## Route Two

### Belfast – Manchester Sector



Baggage Label

#### **BELFAST 'PLANE'S BAD JOURNEY SIR HAROLD HARTLEY'S ESCAPE**

The passengers in another of the Home Air Mail liners had a terrifying experience.

This machine left Glasgow for Belfast about 9.30 in the morning with Sir Harold Hartley, vice-president of the L.M. and S. Railway, and chairman of Railway Air Services; Mr. D. P. Bradbury, assistant

(Continued on Page Twelve, Column Two)

An extract from the Daily Telegraph giving a graphic description of the conditions on the trip from Belfast to Manchester.

## **'PLANES IN GALE**

(Continued from Page Eleven, Col. One)

to the chief commercial manager of the L.M. and S. Railway; Wing-Comdr. A. H. Measures, superintendent of Railway Air Services, and five other persons.

By the aid of special wireless direction it managed to land at Belfast about twenty minutes late. It was forced to leave its course at one period and follow the coast line for safety.

Taking off from Belfast for Manchester, it flew straight into the teeth of the gale.

"Beneath us we could see the effect of the wind upon the Channel," stated a passenger. "The sea was a white mass of churning foam. We were flying at over 130 miles an hour, with the full force of the gale on our starboard.

"Suddenly the mountainous outlines of the Isle of Man loomed below, and the next instant all of us were shot from our seats by the most appalling 'bump.'

"Sir Harold Hartley, sitting in the middle of the 'plane, was thrown up against the emergency roof exit, his head and shoulders smashing right through the canvas.

"Another passenger who had been flung from his seat behind me fell across me as I was shot back into my seat. At the rear of the 'plane I saw Wing-Comdr. Measures bleeding from a cut on his forehead. All the passengers behaved with remarkable calm.

### ***Swaying and Bumping***

"Sir Harold Hartley was unhurt, although shaken. The emergency-exit through which he had crashed was flapping violently. Wing-Comdr. Measures stood up and held his raincoat over the opening.

"All the time the machine was being buffeted violently by the gale. Passengers were told to hang on to their seats, but everyone was doing so. One passenger hit the baggage rack with such force that it was knocked out of shape.

"There were sighs of relief when the English coast appeared below. A few minutes later the 'plane, still swaying and bumping in the storm, glided down at Manchester, and the pilot made a very good landing considering conditions. With about twenty people holding the wing-tips the machine was wheeled into the hangar, and the air mails were rushed off by car to join the train for London."

Sir Harold Hartley, replying to the speeches of welcome at Manchester, expressed regret that owing to the gale they could not continue to London.

Some of the other 'planes in connection with the inauguration of the service were able to complete their flights,



Route Two

## BRITAIN'S FIRST AIR MAILS HELD UP BY GALES

MACHINES SEVERELY BUFFETED  
ON INAUGURAL FLIGHTS

COUNTRY SWEEPED BY 77 M.P.H.  
WINDS

WOMAN AND CHILD KILLED BY  
FLYING MISSILES

Gales of unusual violence, the worst in August for fourteen years, raged over many parts of Britain yesterday. The full force of the wind was felt in the northern part of England, where gusts reached a force of 77 miles an hour.

**The inaugural flights of Britain's first inter-city air service were seriously interfered with.**

The 'plane from Belfast to Manchester had a particularly bad passage. Passengers were thrown from their seats and some of them were injured.

**A woman and a child were killed by falling missiles blown from houses.**

Widespread havoc was caused to telegraph and telephone wires, and communication with many towns was interfered with. Great damage was done in the fruit orchards. Fallen trees caused serious hold-up of traffic all over the country.

Extract from the Daily Telegraph giving a full description of the havoc caused by the winds on the sector between Belfast and Manchester of the route to London.



RAILWAY AIR SERVICES Ltd.

21st AUGUST 1934

FROM BELFAST

By Air From BELFAST to BRISTOL



Mr. P. W. Ware  
69, Queens Road  
Clifton



F.J.Field 'Map'  
covers flown on  
the first through  
flights from  
Belfast.



By Air From BELFAST to BIRMINGHAM



By Air From BELFAST to COWES



Francis J. Field Esq.,  
Post Restante  
Cowes, I. O. W.





# RAILWAY AIR SERVICES Ltd.

**31 October 1934**

**London – Birmingham – Manchester – Belfast – Glasgow**

## Belfast - London Stage

RAILWAY AIR SERVICES				
MAIL LIST				
AIRCRAFT <i>G-ACVY</i>		DATE <i>31 OCT 1941</i>	TIME <i>10-15 am</i>	
FROM <i>BELFAST</i>		TO <i>LONDON</i>		
No. OF BAGS	ORIGIN*	DESTINATION*	WEIGHT (in lbs.)	TOTAL WEIGHT (lbs.)
<i>1</i>		<i>LONDON S.W.</i>	<i>1 12</i>	<i>1 12</i>
<i>1</i>		<i>LONDON E.C.</i>	<i>6 1</i>	<i>6 1</i>



*Oct. 31*  
*Belfast - London*



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

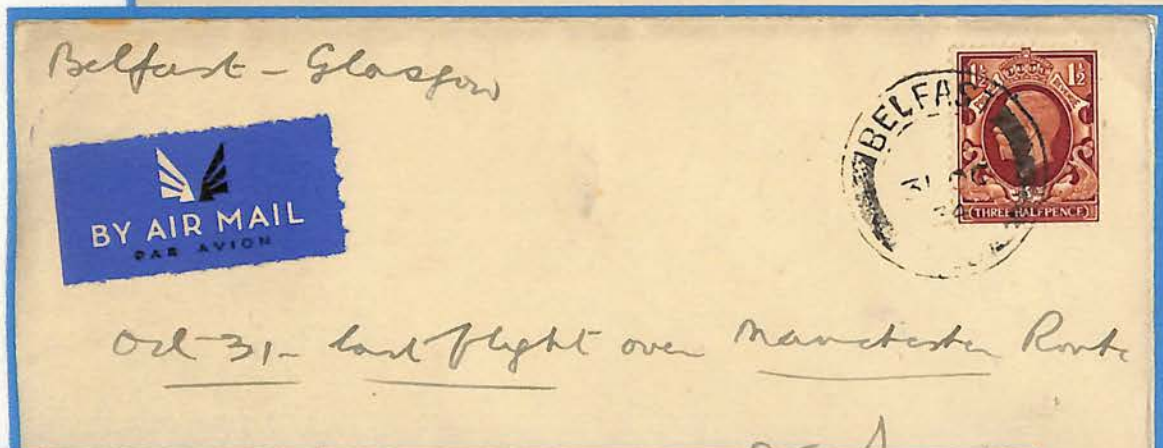


RAILWAY AIR SERVICES Ltd.

31<sup>st</sup> OCTOBER 1934

FROM BELFAST

Covers dispatched  
from Belfast on the  
last flight of route 2  
prior to replacing  
Manchester and  
Birmingham with  
Liverpool.



Covers are all  
appropriately  
Back stamped



RAILWAY AIR SERVICES Ltd.

1st NOVEMBER 1934

FROM BELFAST

RAILWAY AIR SERVICES

(3328)

MAIL LIST

AIRCRAFT

G-ACPL

DATE

1 NOV 1934

TIME

9-45 am

FROM

BELFAST

TO

LONDON

500 Pds 100 lbs. (113 kgs.)

No. OF BAGS	ORIGIN*	DESTINATION*	WEIGHT (in lbs.)	TOTAL WEIGHT (lbs.)
1		LONDON SW		1-14
1		LONDON E.C.		6-6

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

Weigh Bill for the London stage of the revised route.



RAILWAY AIR SERVICES Ltd.

1st NOVEMBER 1934

FROM BELFAST

Covers dispatched  
from Belfast on the  
First flight of the  
revised route two via  
Liverpool.





RAILWAY AIR SERVICES, LTD.

ROUTE TWO

END OF CONTRACT

On the 30th November the mail carrying contract held by Railway Air Services came to an end. Mail was flown over the southbound route in G-ACVY 'Mercury' without incident.

RAILWAY AIR SERVICES

(3328)

MAIL LIST

AIRCRAFT

G-ACVY

DATE

30 NOV 1934

TIME

9.45 am

FROM

BELFAST.

TO

LONDON

500 Pads 100 lbs. (II) 8-34.

No. OF BAGS	ORIGIN*	DESTINATION*	WEIGHT (in lbs.)	TOTAL WEIGHT (lbs.)
1		LONDON E.C		7-3
1		LONDON S.W		1-9

BY AIR MAIL  
PAR AVION

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



J. S. Davis.,  
c/o S.D. Barfoot Esq.,  
11, Cecil Road,  
MUSWELL HILL.  
London. N.10.

71 Rodney St  
Liverpool



FROM BELFAST

RAILWAY AIR SERVICES

(3328)

MAIL LIST

AIRCRAFT

G-ACPL

DATE

1-10-34

TIME

10-15-24

FROM

BELFAST

TO

Southampton

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

No. OF BAGS	ORIGIN*	DESTINATION*	WEIGHT (in lbs.)	TOTAL WEIGHT (lbs.)

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

On this date, no mail was posted at Belfast for Cows or Southampton, thus the only items to be flown was these way bills.



RAILWAY AIR SERVICES Ltd.

30<sup>th</sup> NOVEMBER 1934

FROM BELFAST

Covers dispatched  
from Belfast on the  
last flight of route 2  
prior to the contract  
going to Hillman  
Airways.



Covers are all  
appropriately  
backstamped





RAILWAY AIR SERVICES, LTD.

NEW CONTRACT

2nd DEC. 1935

BELFAST - GLASGOW

This connecting route, Belfast to Glasgow was an extension to the main London - Belfast service.



Cover signed by Capt. Allen at a later date as regulations required all mail bags to be officially sealed. The plane for the flight was G-AGVY 'Mercury'.



The D.H.86 'Mercury' of Railway Air Services Ltd. at Croydon in 1934.



RAILWAY AIR SERVICES LTD.

2ND CONTRACT

2ND DECEMBER 1935



Covers flown  
original Railway Air Services covers.



RAILWAY AIR SERVICES Ltd.

1938

FROM BELFAST



Cover dispatched from Belfast to Birmingham, which received the 'Posted Too Late' cachet as the mail for the afternoon flight from Aldergrove had already been made up. Thus it received the 11.45 am cancellation of the following day.



# RAILWAY AIR SERVICES Ltd.

## G.P.O NOTICE



## BIRMINGHAM

## INLAND AIR MAILS

Commencing on the 20th August, Air Mail Services with the object of affording acceleration to correspondence will be introduced between Birmingham and the various towns as shown below :—

- A. London-Birmingham-Manchester-Isle of Man-Belfast-Glasgow.
- B. Liverpool-Birmingham-Cardiff-Plymouth.
- C. Birmingham-Bristol-Southampton-Cowes (Isle of Wight).

## CHARGES

The charges will be 1½d. for the first 2 oz. and 1d. for each subsequent ounce, that is to say *there will be no increase in charge as compared with the ordinary services for letters not exceeding 2 oz. in weight.* The charge for postcards will be 1d. each.

## POSTING

To secure maximum acceleration letters should be posted at the Head Post Office, Birmingham, or in one of the three special blue Air Mail Pillar Boxes situated :—

- (1) Outside Head Post Office, Birmingham.
- (2) Corner of Corporation Street and Martineau Street.
- (3) Corner of Colmore Row and Church Street.

Air Mail correspondence may be posted at any Post Office or in any ordinary posting box in the Birmingham Central Area. A blue Air Mail label should be affixed at the top left-hand corner of the envelope, but a manuscript indication "By Air Mail" will be accepted.



RAILWAY AIR SERVICES Ltd.

20<sup>th</sup> AUGUST 1934

FROM BIRMINGHAM

ROUTE THREE



Cover flown on the first day of the service by Flt. Lt. J.H. Sender who took off from Birmingham at 10-20 am but by the time Bristol was reached the Air Ministry had issued a gale warning and it was therefore decided not to proceed to Southampton and Cowes. The mail for these destinations was therefore unloaded and forwarded by rail to Southampton, the mail for Cowes completing its journey next morning by the packet boat. The cover is back stamped 21 AU 34 Freshwater Bay I.O.W and is endorsed by the pilot.



RAILWAY AIR SERVICES Ltd.

7<sup>th</sup> SEPTEMBER 1934

FROM BIRMINGHAM

ROUTE TWO

RAILWAY AIR SERVICES					(3328)
MAIL LIST					
AIRCRAFT <i>Gaech</i>		DATE <i>Sept 7/34</i>		TIME	
FROM <i>BIRMINGHAM</i>		TO <i>London</i>			
<small>200 Pairs 100 lbs. (11) 8-34</small>					
No. OF BAGS	ORIGIN*	DESTINATION*	WEIGHT (in lbs.)	TOTAL WEIGHT (lbs.)	
		<i>hel</i>			

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

On this date 7<sup>th</sup> September no mail was dispatched from Birmingham for London thus the only item that travelled was this weigh bill. This is very surprising as Birmingham is an industrial city and also shows how much souvenir mail was carried by comparison on the 20<sup>th</sup> August.





FIRST UNITED KINGDOM  
AIR MAIL BY  
RAILWAY AIR SERVICES LTD.

*Handwritten signature*

BY AIR BIRMINGHAM - LONDON



F.G.L. Bertram Esq., C.B.E.,

Deputy Director of Civil Aviation,

Air Ministry,

Whitehall,

London, S.W.1.

FIRST INLAND AIR MAIL SERVICE  
BIRMINGHAM - LONDON

POSTED at *Have*  
under cover to POSTMASTER  
BIRMINGHAM



Mr. John Edgar,

c/o Poste Restante,

G.P.O.,

LONDON.



RAILWAY AIR SERVICES, LTD.

ROUTE ONE

END OF CONTRACT

RAILWAY LETTER



FLOWN BIRMINGHAM - CARDIFF

A Railway Letter originating from Preston, carried by the L.M.S Railway to Birmingham at a charge of 3d Railway Fee. From Birmingham it travelled by air on the last flight of route one operated by Railway Air Services. The cover was backstamped 29 Sept. P.R at Cardiff on its arrival there.



RAILWAY AIR SERVICES Ltd.

20th AUGUST 1934

*A Double First*



Envelope dispatched from Birmingham at 6pm bearing the new 1 2/2d Photogravure stamp to Liverpool, it was delivered and re posted bearing another 1 1/2d photogravure stamp. Cancelled Liverpool 9.30pm 20<sup>th</sup> August, thus making it a double First Day Cover.



RAILWAY AIR SERVICES Ltd.

20th AUGUST 1934

FROM BIRMINGHAM

Covers dispatched  
from Birmingham  
fully flown to  
destination on  
route one. (Bristol  
route three).





RAILWAY AIR SERVICES Ltd.

20th AUGUST 1934

FROM BIRMINGHAM

Covers dispatched  
from Birmingham  
on route 2 only  
went by surface.

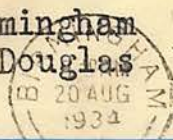
  
**BY AIR MAIL**  
PAR AVION

Birmingham  
to London



  
**BY AIR MAIL**  
PAR AVION

Birmingham  
to Douglas



  
**BY AIR MAIL**  
PAR AVION

BIRMINGHAM  
MANCHESTER



*By air Birmingham - Belfast*

  
**BY AIR MAIL**  
PAR AVION



  
**BY AIR MAIL**  
PAR AVION

BIRMINGHAM  
TO GLASGOW



FIRST UNITED KINGDOM  
AIR MAIL BY  
RAILWAY AIR SERVICES LTD.

A Phillips  
Railway Air Services  
Central Station  
GLASGOW



RAILWAY AIR SERVICES Ltd.

20th AUGUST 1934

FROM BIRMINGHAM

Covers dispatched  
from Birmingham  
flown to Bristol  
on route three,  
thence by surface.





RAILWAY AIR SERVICES Ltd.

21st AUGUST 1934

FROM BIRMINGHAM



Envelope dispatched from Birmingham to Douglas Isle of Man on the 21<sup>st</sup> the second day of the shuttle service. Due to the return service of the 20<sup>th</sup> being cancelled this became the **First** through flight to the Isle.

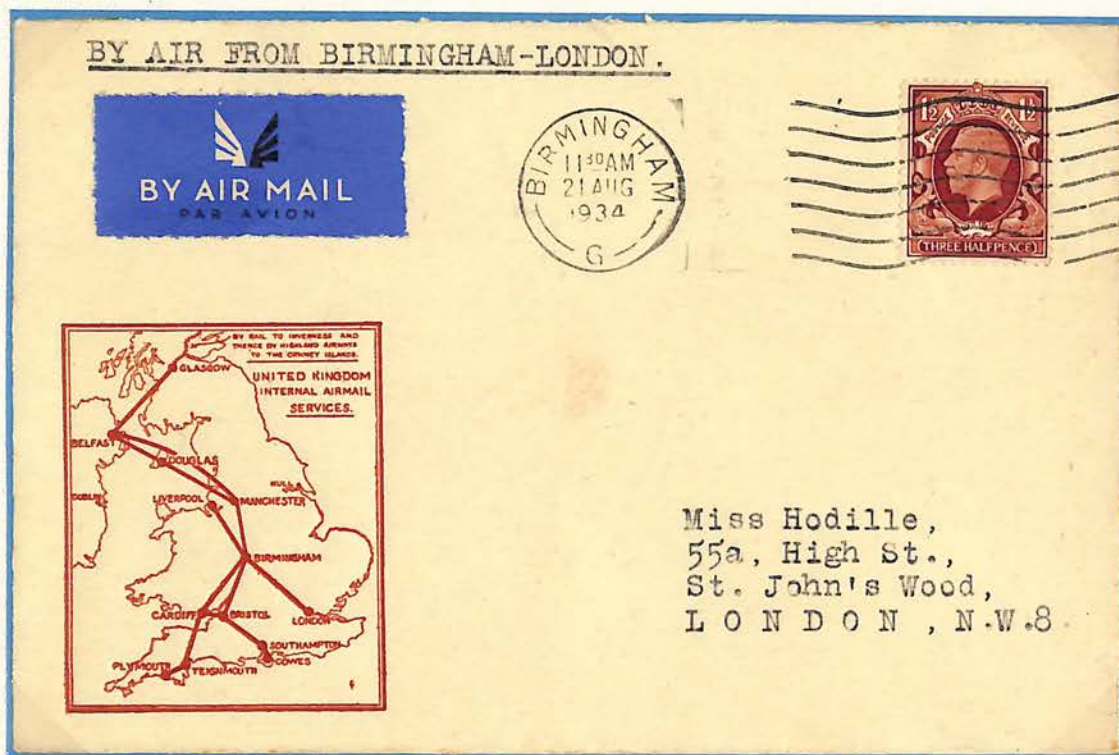


RAILWAY AIR SERVICES, LTD.

ROUTE TWO

FIRST SOUTHBOUND FLIGHT

FROM BIRMINGHAM



The first flight southbound was carried out on this date 21st August. De Havilland 86 'Diana's were being utilised on this sector of the route.



RAILWAY AIR SERVICES, LTD

ROUTE TWO

FIRST NORTHBOUND FLIGHTS

FROM BIRMINGHAM

Owing to the termination of the northbound plane at Birmingham on the 20th, the first flights took place in the afternoon of the 21st. covers bear backstamps of the 22nd due to their late evening arrival.





RAILWAY AIR SERVICES Ltd.

FROM BIRMINGHAM

29<sup>th</sup> SEPTEMBER 1934

Last Acceptances for the Shuttle



Covers flown on the last day of the shuttle service from Manchester to the Isle of Man. Bears a back stamp of 1<sup>st</sup> October. Although the shuttle ceased operation the route remained in operation.



RAILWAY AIR SERVICES Ltd.

FROM BIRMINGHAM

29<sup>th</sup> SEPTEMBER 1934

Last Acceptances for Route One

Covers flown on  
the afternoon flight  
from Birmingham  
on north and  
southbound stages  
of route one.



sq.,  
reet,  
Eng.



sq.,  
e,

All cover bear  
back stamps of  
29<sup>th</sup> September.





FIRST UNITED KINGDOM  
AIR MAIL BY  
RAILWAY AIR SERVICES LTD.

Last Flight  
Sept. 29 1934

Posted at Liverpool under  
to Postmaster

BIRMINGHAM



J.S.Davis Esq.  
Poste Restante  
PLYMOUTH.

RAILWAY AIR SERVICES Ltd.

FROM BIRMINGHAM

29<sup>th</sup> SEPTEMBER 1934

Last Acceptances for Route Three

Covers flown on  
the afternoon flight  
from Birmingham  
to all stages on  
route three.



All cover bear  
back stamps of  
1<sup>st</sup> October.



RAILWAY AIR SERVICES Ltd.

31<sup>st</sup> October 1934

London - Birmingham - Manchester - Belfast - Glasgow

Birmingham - London Stage

RAILWAY AIR SERVICES

(3328)

MAIL LIST

AIRCRAFT *Lyacrr*

DATE *31/10/34*

TIME *1.50*

FROM *Birmingham*

TO *London*

300 Pads 100 lbs. (11) 4-22.

No. OF BAGS	ORIGIN*	DESTINATION*	WEIGHT (in lbs.)	TOTAL WEIGHT (lbs.)
<i>one</i>			<i>2 1/2 lbs.</i>	<i>2 1/2 lbs.</i>



Last B'ham-London.



*Miss Rodella*

*55a High St*

*St Johns Wood*

*London NW8*

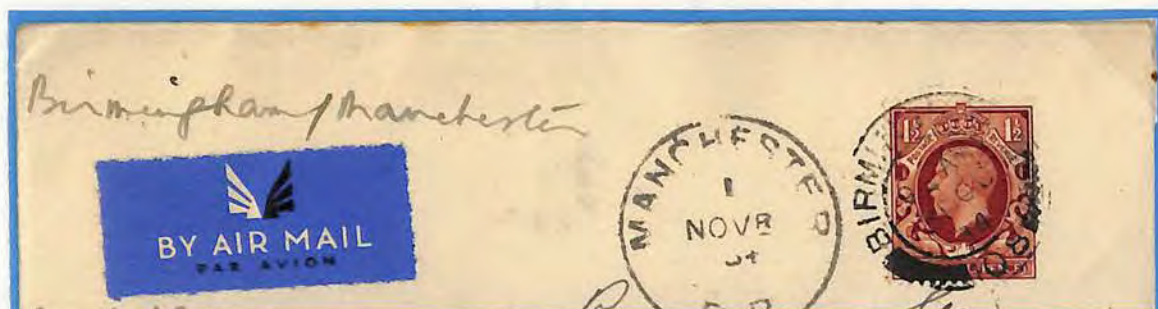
Weight Bill for the last flight on route two prior to Birmingham and Manchester being replaced by Liverpool. The envelope was re posted at St Johns Wood receiving the 11-30 pm cancellation.



RAILWAY AIR SERVICES Ltd.

31<sup>st</sup> OCTOBER 1934

FROM BIRMINGHAM



The northbound plane from London 'Delphius' piloted by Capt. Eric Pool was forced to make an emergency landing at Stokemere aerodrome (near Coventry) thus the mail awaiting pickup at Birmingham was sent on by surface.



RAILWAY AIR SERVICES Ltd.

18<sup>th</sup> AUGUST 1940

FROM BIRMINGHAM



Late use of the cover by J.J. Marshall of Birmingham. Railway Air Services were not operating at this time as all airlines had been requisitioned by the government and were being operated by the AAJC. Some routes were kept in operation but these were on a very ad hoc basis.





## RAILWAY AIR SERVICES

### EXPRESS DELIVERY

#### OTHER SERVICES WHICH MAY BE USED IN CONJUNCTION WITH THE INLAND AIR MAILS

##### EXPRESS DELIVERY

By Special Messenger after receipt at office of delivery at request of sender.

##### Marking

The word "Express" must be boldly and legibly marked above the address on the left-hand side of the cover which must also be marked with a broad perpendicular line from top to bottom, both on front and back.

##### Label

Air Mail label (see paragraph 3, page 2).

##### Charges

In addition to the full Air Mail postage an Express Fee of 6d. a mile or part of a mile, from the Office of Delivery to the place of address.

*The sender is responsible for the charges.  
The postage and charges must be prepaid by means of stamps affixed to the letter.*

A Belfast G.P.O notice giving full details of all the services starting on the 20<sup>th</sup> August 34. Including "Express" by air.

Cover carried on the first flight from Belfast to Manchester where it was reposted to obtain the second timed cancellation.





# RAILWAY LETTERS

## BY

### RAILWAY AIR SERVICES

#### PARTICULARS OF POSTING

(Correspondence posted in Birmingham)

Destination	Latest time of posting in Blue Air Mail Boxes		Latest time of posting in Ordinary Boxes	Advantages of Blue Air Mail Box Service
Cardiff ... ..	8.30 a.m.	8.15 a.m.	Nearest Box tablet time to 5. 0 a.m.	2 hrs. later posting for delivery in central area at Cardiff 12.15 p.m.
Plymouth ... ..	8.30 a.m.	8.15 a.m.	Nearest Box tablet time to 5. 0 a.m.	2 hrs. later posting and acceleration of $2\frac{1}{2}$ hrs. for ordinary delivery at Plymouth. $1\frac{1}{2}$ hr. ac- celeration for Express ser- vice at Plymouth
Liverpool ... ..	5.45 p.m.	5.30 p.m.	Nearest Box tablet time to 5. 0 p.m.	1 hr. later posting for delivery of Express letters same day. Arrive approx. 8.15 p.m.

## TELEPHONE LETTERS

A letter may be telephoned to the Head Post Office, Birmingham (ask for "Telegrams") for inclusion in the Air Mail despatch.

*The telephone letter service may prove extremely useful to persons residing outside the central posting area. The charge for writing down the message is 3d. for the first 30 words and 1d. for every 10 words or part thereof in excess of 30 ; plus postage.*

## RAILEX SERVICE

Under this service (see page 53 of the Post Office Guide) the Post Office undertakes the entire transmission of a Railway Letter for an inclusive charge of 2s. 6d. This service, which is confined to letters not exceeding 2 oz. in weight, may be used in conjunction with the Air Services mentioned above ; the letters should be handed in at the Head Post Office Counter.



G.P.O. notice issued at  
Birmingham giving details  
of the 'Railex' system.



RAILWAY LETTERS  
BY  
RAILWAY AIR SERVICES

RAILEX SERVICE

The G.P.O. announced that from the 20<sup>th</sup> August the Railex service could be used in conjunction with the new Air Mail. Unlike railway letters these 'Air' Railex are postmarked at the point of dispatch whereas railway letters are cancelled at the point of arrival.



This cover, one of only eight dispatched on the first day, only flew as far as Bristol due to a storm and then went by surface transport to Freshwater Bay. Note the arrival backstamp of the 21<sup>st</sup>. The cover also bears an RAS 3d paid cachet, and for this, 3d excess was paid by the sender. No excess was needed as the RAILEX 2/6d charge was inclusive.



Backstamp.



RAILWAY LETTER  
BY  
RAILWAY AIR SERVICES

RAILEX SERVICE

1<sup>st</sup> November 1934



Cover flown on the first day of the revised service from Liverpool after the change in route, now being Glasgow – Belfast – Liverpool - London, Liverpool replacing the stops at Manchester and Birmingham. Charged at 2/6d being 2/3d for the Railex and 3d to the company.

RAILWAY LETTER  
BY  
RAILWAY AIR SERVICES

RAILEX SERVICE

22<sup>nd</sup> November 1934



Commercial cover flown from London on the service via  
Liverpool and Belfast charged a total of 2/6d which covered  
the payment to Railway Air Services of 3d, Inland letter  
rate 1½d and Express service. The 2¼d being in cash.



# RAILWAY AIR SERVICES

THESE SERVICES MAY BE USED IN CONNECTION WITH THE RAILEX SERVICES

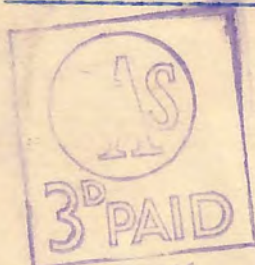


Cover was not flown due to the damage done to the aircraft whilst landing at Liverpool.

**BY AIR MAIL**  
PAR AVION

AIR RAILEX

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



FROM  
Lime Street Station,  
**LIVERPOOL**



Alex M. Carnegie Esq.,  
41, Tassie Street,  
SHAWLANDS.  
Glasgow. S1.



## RAILEX SERVICE

Under this service the Post Office undertakes the entire transmission of a Railway Letter. For an inclusive charge of 2s. 6d., any Post Office which transacts Express Delivery business will accept a letter not exceeding 2 oz. in weight, convey it to the appropriate Railway Station, dispatch it by train to a Station in Great Britain or Northern Ireland, arrange for a messenger to meet the train and deliver the letter at its address.





RAILWAY LETTERS  
BY  
RAILWAY AIR SERVICES

RAILEX

The Post Office decided not to continue the Railex service when they awarded the second air mail contract to Railway Air Services.

However the general public were not aware of this which resulted in a few attempts to use the service.



This cover was dispatched from London the day prior to the new contract in the belief that it would travel to Glasgow from Liverpool as under the Railex system. However the postal clerks being aware that the service was unavailable endorsed the cover "Senders Excess" and dispatched it in the normal way. Whether it flew or not is conjecture as there is no backstamp of arrival.



RAILWAY LETTERS

BY

RAILWAY AIR SERVICES, LTD.

"RAILEX" LONDON - LIVERPOOL

November 30th, 1934

Handed in at the Head Office of Imperial Airways this "Railex" letter was carried on the last north bound service of the first RAS contract. The plane was forced to land at Birmingham where mail for the north was off-loaded and sent on by rail.



However, this is one of 3 "Railex" covers which were overlooked and flown later to Liverpool - where the undercarriage was broken on landing!.

The fact that the letter was flown to Liverpool is substantiated by the backstamp of that city timed 9-30pm the same day.

RAILWAY LETTERS  
BY  
RAILWAY AIR SERVICES, LTD.

"RAILEX"

LIVERPOOL - LONDON

November 30th, 1934

The contract which encompassed Liverpool, lasted just 30 days. This was due to the Post Office awarding the follow up to Hillman's.



This example was one of the few covers which were flown from Liverpool on the last day. This was due to the fact that the northbound plane was disabled on route from London.



The Vivien Sussex Collection of Express Mail: 1935 (Dec. 2nd) envelope from Glasgow to London, endorsed "BY RAILEX SERVICE/Per Railway Air Service Airplane/Monday 2nd. Dec. 1935" with red on white "EXPRESS/To be handed to/POST OFFICE MESSENGER" label. Photo.

GROSVENOR

£200-£250





**RAILWAY LETTERS**  
**BY**  
**RAILWAY AIR SERVICES**

**RAILEX SERVICE**

December 2<sup>nd</sup> 1935

Although it had been decided not to re-introduce the Railex system when Railway Air Services regained the contract for the carriage of mail by air from Hillman Airways, this letter was accepted at Glasgow, for the all-in fee of 2/6d, then conveyed to the plane by messenger to London.



The cover should have had a vertical blue line, to denote special treatment.  
It was flown by Captain Finnigan to Croydon in the D.H. 89 Dragon Rapide  
"City of Birmingham". G-ACPR.



RAILWAY LETTERS  
BY  
RAILWAY AIR SERVICES

RAILEX SERVICE

Railway Air Services regained the contract for the carriage of mail by air for the G.P.O. on the London - Glasgow route starting on the 2<sup>nd</sup> December 1935. The regulations for the 'Railex' service being the same as applied to the 1934 contract.



This cover posted by in Caithness (Wick) was flown by Highland Airways to Inverness, by train to Glasgow where Railway Air Services flew the mail to London for local delivery. This cover is a test letter as the address is that of Imperial Airways head office.

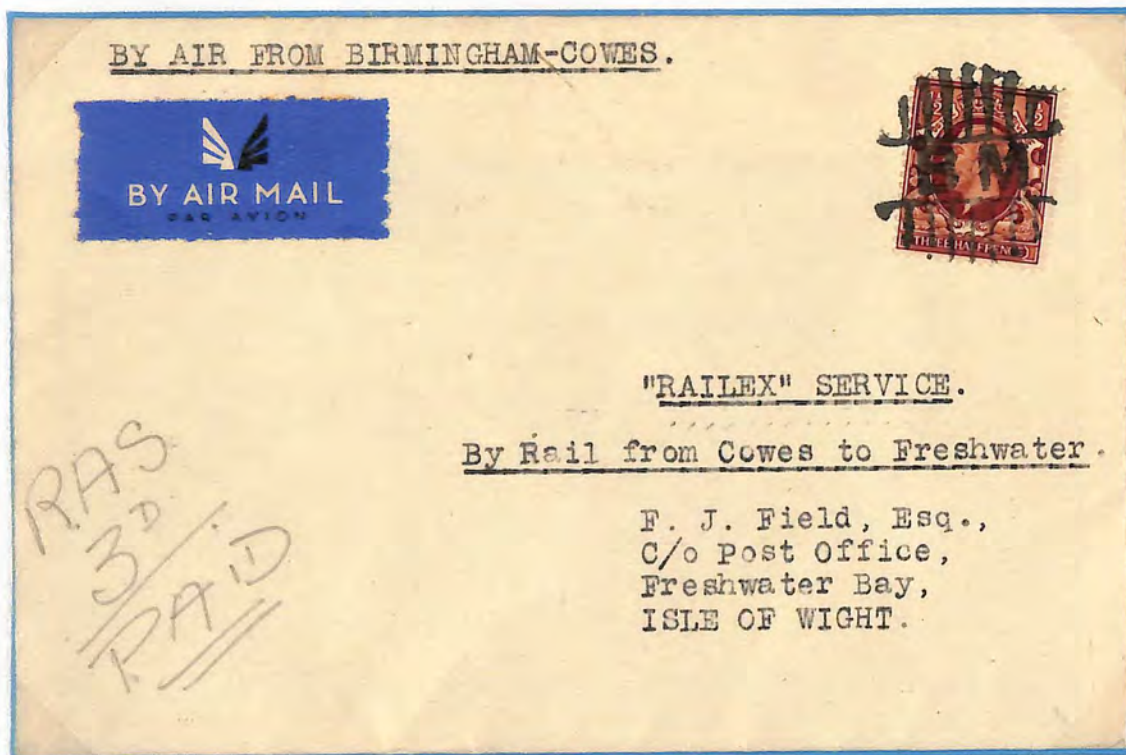


RAILWAY LETTERS  
BY  
RAILWAY AIR SERVICES

RAILEX SERVICE

20<sup>th</sup> August 1934

The Post Office announced that commencing on the 20<sup>th</sup>, a "Railex" system would be in operation in connection with the Inland Air Mails. Operating on weekdays only when messengers were on duty.



This "Railex" cover was one of eight sent from Birmingham on the 20<sup>th</sup>, a manuscript RAS 3d Paid was applied as the handstamp was not yet available. The cover was carried only as far as Bristol due to a gale warning. The plane being a D.H Dragon G-ACPY piloted by Ft/Lt J.H.Sender, from Bristol the mail was forwarded by surface transport to destination



RAILWAY LETTERS  
BY  
RAILWAY AIR SERVICES

BIRMINGHAM - LIVERPOOL

August 23rd 1934

Cover carried under the Railway Letter agreement and flown from  
Birmingham to Liverpool on route one.



The RAS 3d paid cachet was applied at Birmingham to denote payment of the Railway Letter fee. The additional Birmingham Snow Hill cachet is that of the Great Western Railway, which was used by them on mail during their Air Mail service in 1933. This date, 23<sup>rd</sup> August is the first day of use of the "3d Paid" cachet, very few examples of which are recorded.



RAILWAY LETTERS  
BY  
RAILWAY AIR SERVICES, LTD.

UNFLOWN AIRWAY LETTER

October 31st 1934

This Airway Letter was intended to be flown on the last northbound service on Route 2. However "Delphinus" did not arrive at Birmingham, having been forced by bad weather to land at Stoke. Thus, no mail was flown north from Birmingham.



After cancelling the RAS 3d PAID cachet and refunding the fee, the letter was returned to the sender with the postage stamp uncanceled.

RAILWAY LETTERS  
BY  
RAILWAY AIR SERVICES

RAILWAY LETTER

The Glasgow – London route operated by Railway Air Services Ltd.  
was altered on 31<sup>st</sup> October 1934 to include Liverpool as a substitution  
for Manchester.



This cover posted by the eminent aerophilatelist Leigh Walker was posted  
in Glasgow and carried on the last day of the service via Manchester to  
London . The cover is backstamped Croydon Surrey 31 OCT 34. 3, the  
same cancellation as on on the stamp.



RAILWAY LETTERS  
BY  
RAILWAY AIR SERVICES

FROM LIVERPOOL

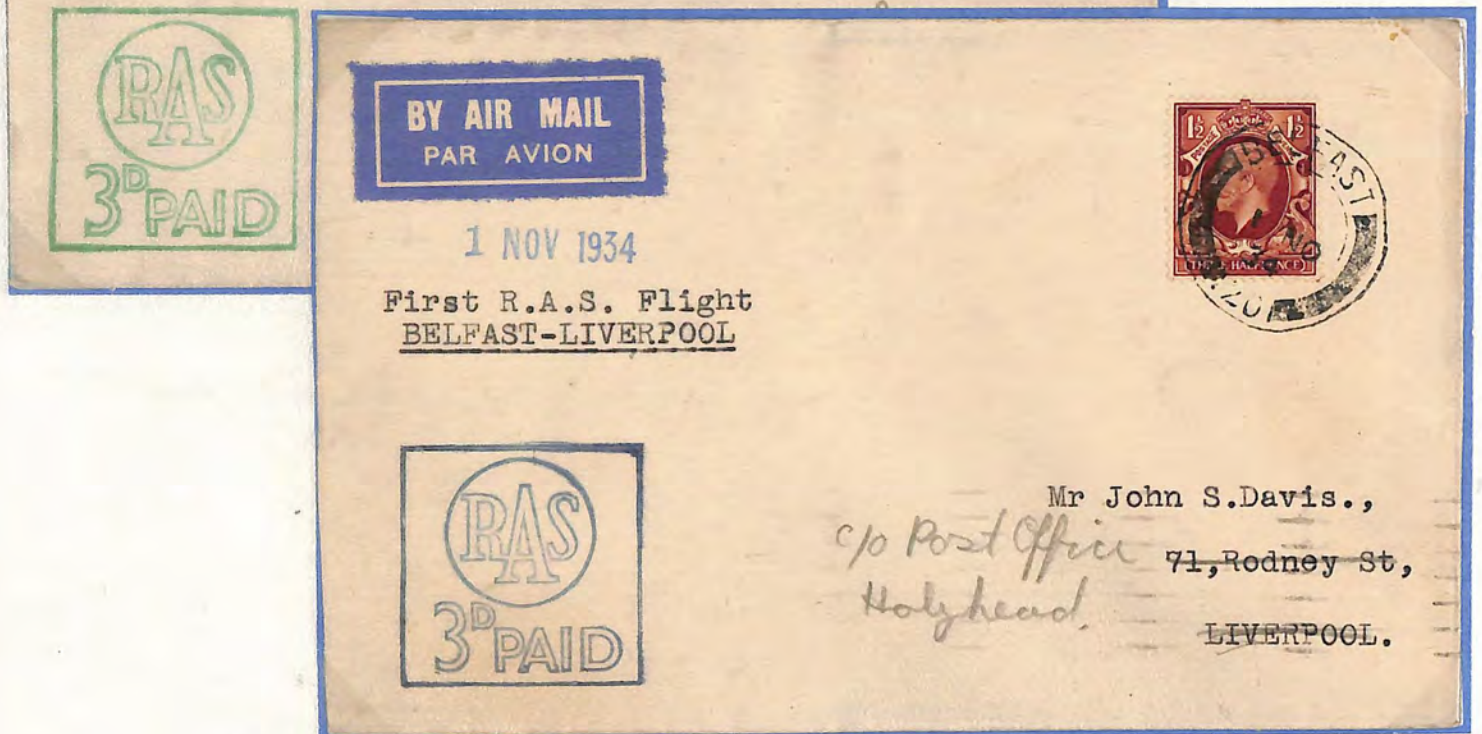
1<sup>st</sup> November 1934

On this date an important change in the schedule took place. Liverpool replaced Manchester and Birmingham. Thus bringing Liverpool in direct link with air services to Scotland and Ireland.



Covers originating from Liverpool always have the "RAS 3d Paid" cachet applied in violet. Lime Street being Railway Air Services receiving office.

RAILWAY LETTERS  
BY  
RAILWAY AIR SERVICES, LTD.  
A FIRST AND LAST FROM BELFAST



On the 31st October 1934 Railway Air Services made a change to route two by substituting Liverpool for Manchester. Both covers bear the Belfast 3d Paid, cachet in various shades of green and show incorrect cancelling of a railway letter. Cancellations should be applied at the town of destination and not at the point of dispatch, both are backstamped @ destination.



RAILWAY LETTERS  
BY  
RAILWAY AIR SERVICES, LTD.

FROM BELFAST

30th November 1934

This date represents the last day on which mail was carried by the Railway Letter Service as the contracts for the conveyance of mails had come to an end.



This Railway Letter has been handled correctly as it has the 3d Paid cachet of Belfast and the London postmark as a cancellation, as this is where it entered the Post Office system. At the beginning of the month the authorities at Belfast had been both cancelling and franking.

RAILWAY LETTERS  
BY  
RAILWAY AIR SERVICES, LTD.

LATE USE OF 'RAS 3D PAID' CACHET

January 25th, 1936

The Airway Letter Service was not re-introduced when R.A.S again took over the mail contract in December 1935. However, the RAS 3d Paid cachet continued to be used at Glasgow for some reason.



It should be pointed out that this is not an Airway Letter since the latter always bear the postmark of the town of destination, as distinct from the ordinary flown mail and 'Railex' letters which bear that of the town of origin.

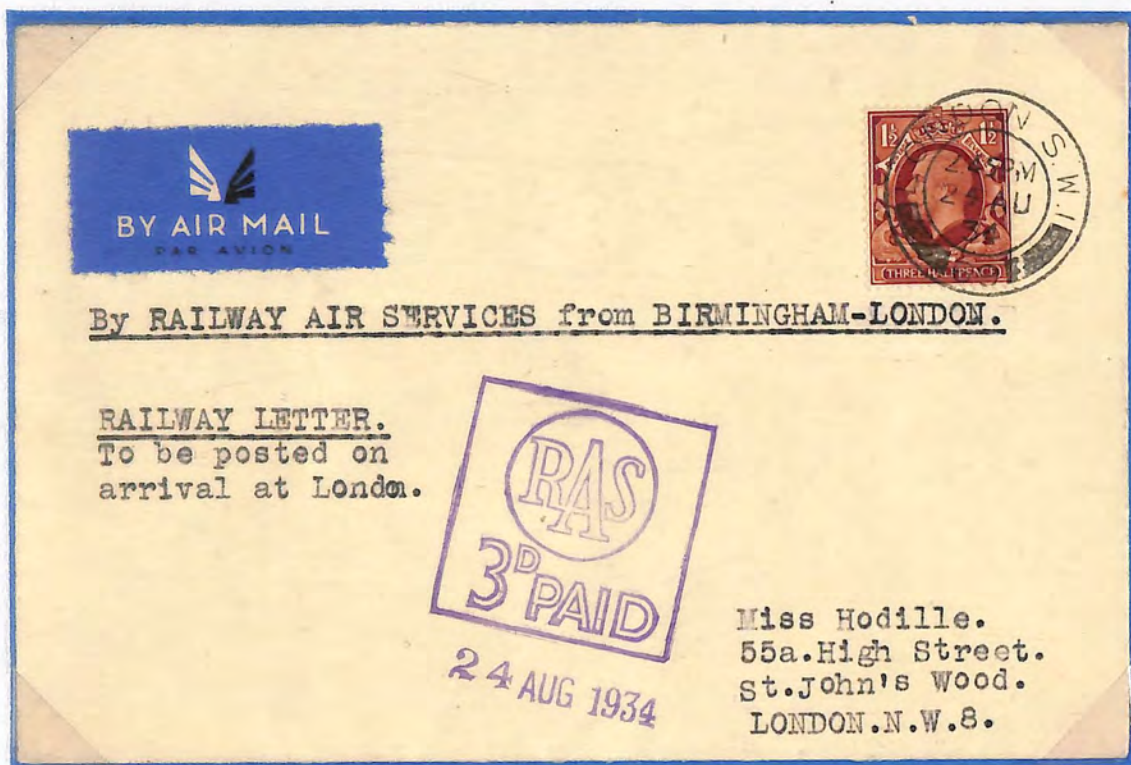


RAILWAY LETTERS  
BY  
RAILWAY AIR SERVICES

BIRMINGHAM - LONDON

August 24<sup>th</sup> 1934

Cover carried under the Railway Letter agreement and flown from  
Birmingham to London on route one.



The RAS 3d paid cachet was applied at Birmingham to denote payment of the Railway Letter fee. The date of 24<sup>th</sup> is the second day of use of the cachet, although philatelic early examples are rarely seen.

RAILWAY LETTER  
BY  
RAILWAY AIR SERVICES

Birmingham - Cowes

August 24th 1934

This letter was carried under the  
Railway Letter arrangement and flown  
on Route 3 to Cowes.



The RAS 3d PAID cachet was applied at Birmingham to denote payment of the Railway Letter fee, the additional Birmingham Snow Hill cachet is that of the Great Western Railway and is the same cachet as used by them on their Air Mail service of May - Sept. 1933.



RAILWAY LETTER  
BY  
RAILWAY AIR SERVICES

Birmingham - Belfast

August 24th 1934

First Day Of Operation

Birmingham was one of the five places in the United Kingdom where letters were accepted for transmission by air under the Railway Letter regulations. The fee payable to R.A.S was 3d and a handstamp reading 3d Paid was applied to all such mail.



This service ceased on 30th November 1934 with the end of the 1st R.A.S contract, but was briefly resumed in december 1935 when the Glasgow - London service reverted to R.A.S. It should be noted that Railway Letters are cancelled at destination (on hand over to the Post Office) and not at the town of departure, as is the case with the normal mail.



**AIRWAY LETTERS**  
**BY**  
**RAILWAY AIR SERVICES**

31st October 1934

LAST FLIGHT via MANCHESTER



BELFAST - BIRMINGHAM

Cover flown on the last flight before the change of route. It bears the R.A.S. 3d paid airway letter cachet of Belfast but appears to have been posted at Belfast for carriage to Birmingham instead of at Birmingham, and thus travelled as normal contract mail. It has been backstamped at Birmingham on the 31st due to post restante.



RAILWAY LETTERS  
BY  
RAILWAY AIR SERVICES, LTD.

LAST DAY OF USE AT BIRMINGHAM

October 31st, 1934

Cover flown under the Railway Letter arrangement on the last flight of route two southbound, from Birmingham to London, due to the proposed change in the route to include Liverpool.



The plane, the D.H.86 G-ACVY "Mercury", was delayed at Manchester, but the schedule was completed.

RAILWAY LETTER  
BY  
RAILWAY AIR SERVICES

From Manchester

31st October 1934

This date represents the last date  
on which the R.A.S 3d Paid cachet was  
employed at Manchester.



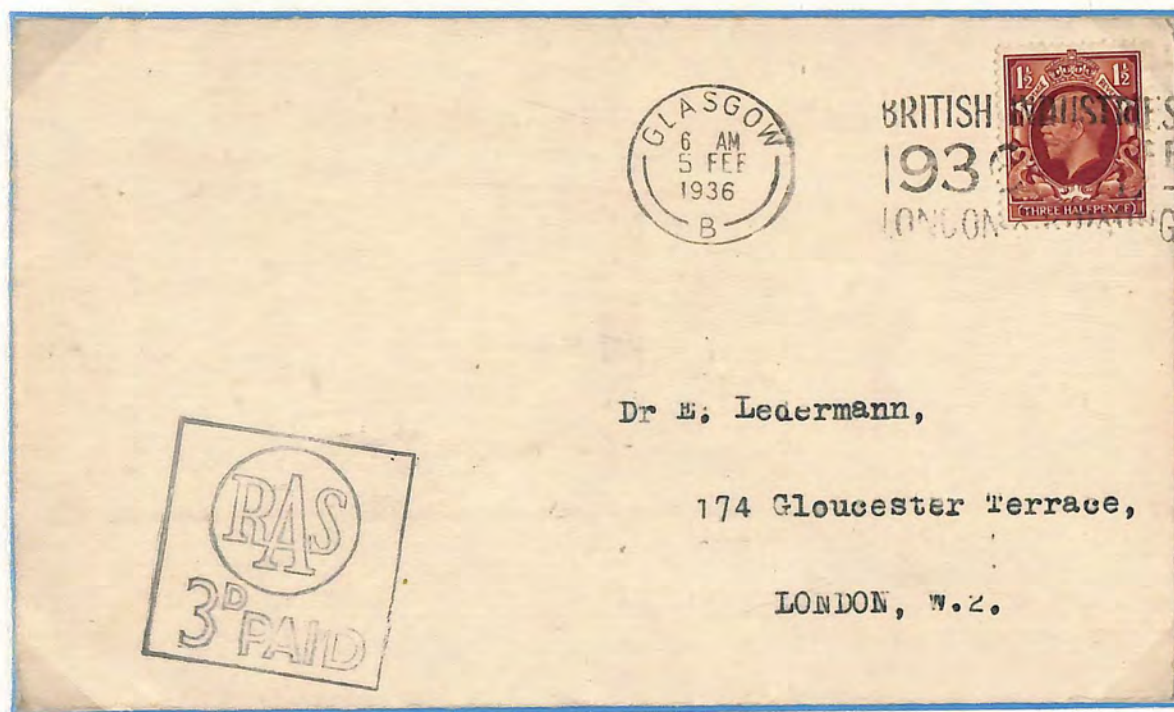
This was due to Railway Air Services  
changing their route to include Liver-  
pool as a substitute to Manchester on  
the London - Belfast - Glasgow service.



RAILWAY LETTERS  
BY  
RAILWAY AIR SERVICES, LTD.

LAST DAY OF USE  
February 5th, 1936

This is the last known date on which the  
'RAS 3d Paid' cachet was applied.



The cachet had been applied at Glasgow until this date by error, when discovered, the cash paid by the sender was refunded and the letter sent by ordinary air mail service.

**AIRWAY LETTERS**  
**BY**  
**RAILWAY AIR SERVICES**

2nd November 1934



GLASGOW - LIVERPOOL

Cover flown on the second day of the new route from London to Glasgow via Liverpool, which replaced Manchester airport.

This was the First Day on which mail was sent from Liverpool under the Airway Letter agreement, according to J.S.Davis just twenty items were dispatched.



RAILWAY LETTERS  
BY  
RAILWAY AIR SERVICES, LTD.

FROM LIVERPOOL  
1st November 1934



RAILWAY LETTERS  
BY  
RAILWAY AIR SERVICES, LTD.



Covers for conveyance by air could only be accepted for towns on the air routes, in this case London. It appears that a 3d charge for a railway letter was made and then deleted when the address was noted, thus the cover was sent by ordinary 1st class mail which was cancelled by the Liverpool machine on 30th November. As the cover bears a local P.O backstamp of the same day it is possible that the item was flown to London, then sorted and forwarded to Southend before being cancelled by favour at the post office counter.



RAILWAY LETTERS  
BY  
RAILWAY AIR SERVICES

RAILEX SERVICE—

*YOU must have often wanted to send a letter to a distant place as a matter of special urgency. This is where "Railex" can help you.*

*The Post Office has recently introduced a new service for sending a letter, not more than 2 oz. in weight, more quickly than is usually possible by the ordinary Express Service. Hand in your letter at any Post Office which accepts Express Letters (you will find a list of these offices in the Telephone Directory). The Post Office will send your letter to the Railway Station for despatch by the first available train and will arrange for it to be collected at the Railway Station on arrival by a messenger who will take it at once to the addressee.*

*The total charge is 2s. 6d., irrespective of distance.*

*The service is available, on weekdays only, in Great Britain, Northern Ireland, the Channel Islands and the Isle of Man.*

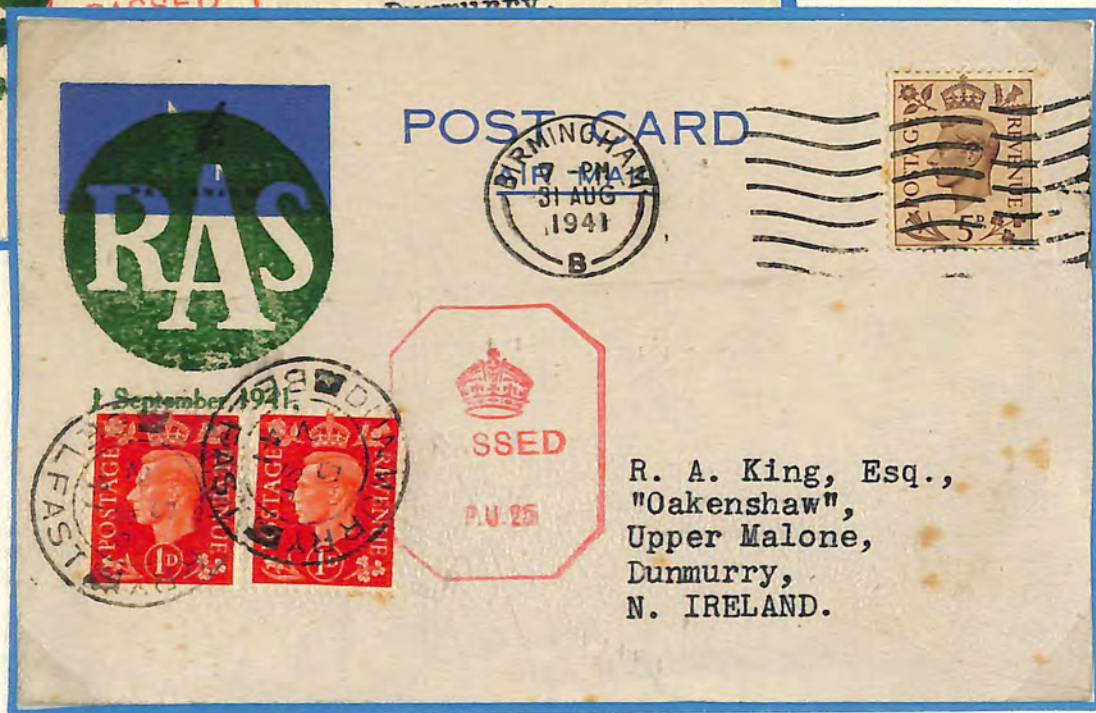




RAILWAY AIR SERVICES, LTD.

WARTIME AIR MAIL

1st September 1941



Railway Air Services inaugurated their wartime air mail service between Liverpool and Belfast on this date. An air fee of 3d was charged in addition to the normal postage rate. All the mail was censored at Liverpool.



RAILWAY AIR SERVICES , LTD.

WARTIME AIR MAIL

1st September 1941



The return flight mail from Belfast was also charged at 3d Air Fee, but did not receive any censorship thus a more speedy delivery was ensured.



RAILWAY AIR SERVICES, LTD.

WARTIME AIR MAIL

9th February, 1942



On this date the Belfast - Liverpool service accepted mail for Scotland  
On arrival at Liverpool, the mail took preference at the censorship  
office before being forwarded to Glasgow by rail.



45965

## "THE AERO FIELD"

(founded 1926)

3/6 PER ANNUM

(U.S.A. 85c.)



Publishers of . . .

"The Aero Field"

"Lo"

FRANCIS J. F  
SUTTON COLDFIELD

Wholesale and Retail  
AIR POST and PHILATELIC

M. P. H. K. K. K.

RAS 9/74

Mr Belfast. Glasgow

From Monday (9/2/42) air-mail letters from Northern Ireland will be delivered about one delivery earlier in England and Wales than at present. An air-mail service from Northern Ireland to Scotland will be introduced on the same day. Times 7/2/42.

-mail  
 will  
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 e day.

Aero Field

from Ireland  
 1942 when  
 the mail service  
 February 9th  
 acceptance of  
 the first conveyance of  
 service.  
 An acceleration  
 took place on  
 their conveyance  
 for the Liverpool  
 priority  
 - Liverpool  
 given censorship  
 to Scotland  
 Services Belfast  
 3d air fee  
 the mail was  
 given this for  
 the acceleration.  
 subject to their  
 eastbound  
 Liverpool  
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 the airmail  
 service.  
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 and by  
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 only  
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 and by

On arrival at Liverpool office; responsible use of airmail by rail. On censorship mainly the use of Scotland to forward to priority rather than forward to priority delivery then forwarded to The mail was then forwarded to The



THE INLAND AIRMAIL

THE WARTIME SERVICES

TO IRELAND

The service operated by Railway Air Services between Belfast and Liverpool continued throughout the war with just a few interruptions. Railway Air Services were nationalised and became part of British European Airways (1st February 1947 formal take over of the A.A.J.C.), and thus B.E.A. continued the service. The rate was not reduced until 1st July 1948 when the old "All - Up" was re introduced.





THE INLAND AIRMAIL

RAILWAY AIR SERVICES Ltd.

WARTIME AIR MAIL



Due to wartime paper shortages, rubber hand stamps were introduced at Birmingham, Wolverhampton and Derby. Only Derby's hand stamp was unboxed and most surviving examples from there are addressed to Southern Rhodesia.

THE INLAND AIRMAIL

RAILWAY AIR SERVICES Ltd.

WARTIME AIR MAIL



Due to wartime paper shortages, rubber hand stamps were introduced at Birmingham, Wolverhampton and Derby. These bear the words 'AIR MAIL'. These examples from Wolverhampton differ in that one of them also bears a 'wings' etiquette.



RAILWAY AIR SERVICES LTD.

WARTIME AIR MAIL

INAUGURAL FLIGHT BY R.A.S.

TO BELFAST



Mail that was intended for dispatch by Air to Ireland, was charged, in addition to the normal postage 3d. (Air Fee). the above commercial cover proves that this service operated as the London postmark is of 31 Aug 1941 the day prior to the commencement. The postage due labels (2 x 3d) double the air fee are cancelled at Belfast, showing that the charge was made and collected for the flight. The 6d handstamp was applied at either London or Liverpool. Note the examiner label, labels were not affixed to philatelic mail.



RAILWAY AIR SERVICES LTD.

WARTIME AIR MAIL



Commercial private mail carried on the Belfast - Liverpool service at 5½d rate, they originate from an officer serving with the 6th Battallion Royal Inniskilling Fusiliers.



RAILWAY AIR SERVICES LTD.

WARTIME AIR MAIL

Liverpool - Belfast Service

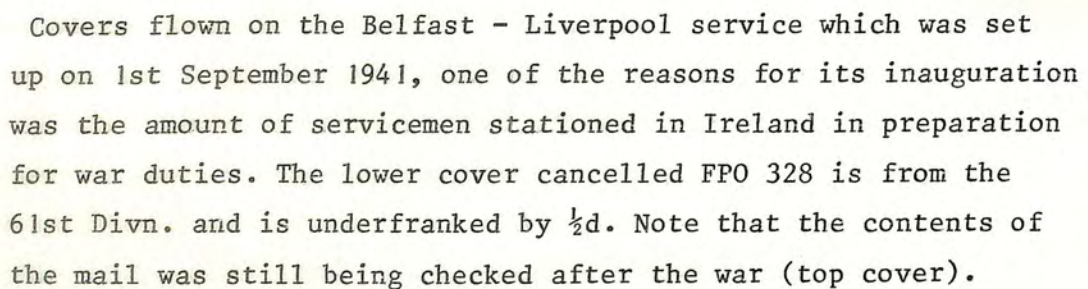
During the summer of 1941 the Post Office asked the Air Ministry and R.A.S for a Liverpool - Belfast service for the carriage of surcharged mail. Agreement was reached and the RAF released a pilot for the service, which qualified for a subsidy and the GPO bore the cost less the amount of subsidy and revenue from carrying passengers.



Commercial covers carried on the surcharged service, note that the military Field Post Office also made use of the service. Both covers originate from the same person in Bangor N.I.



Commercial Use

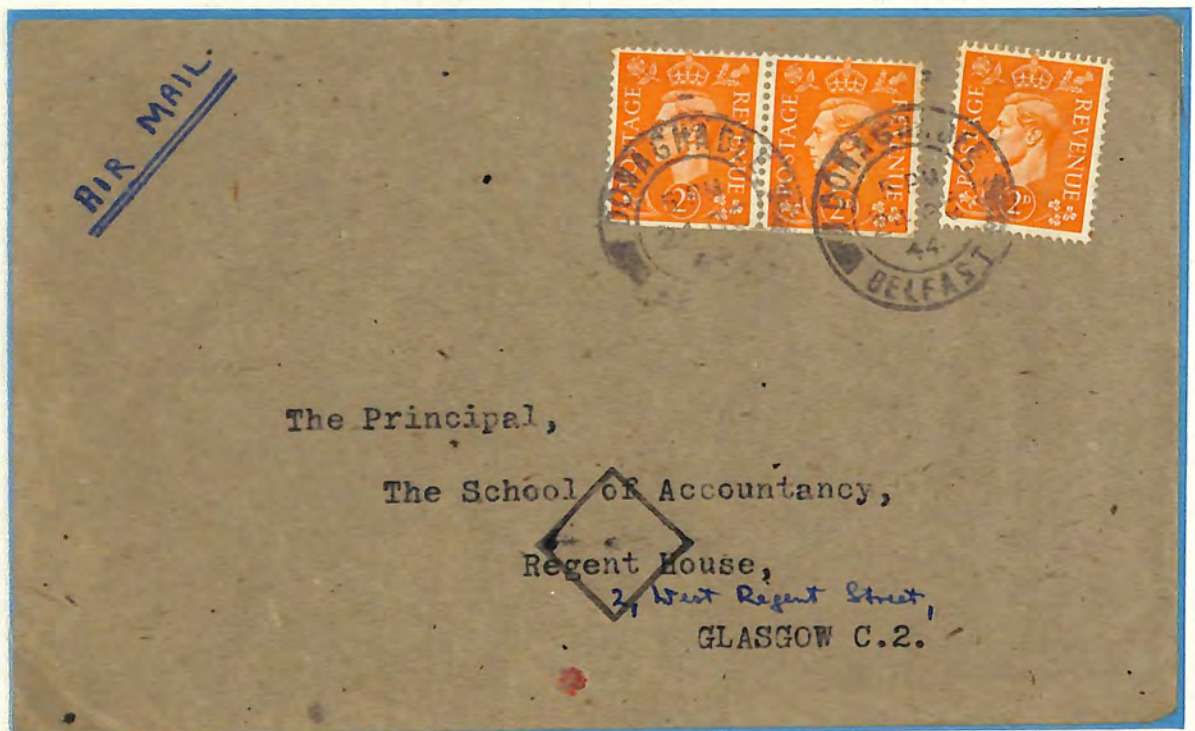




RAILWAY AIR SERVICES LTD.

WARTIME AIR MAIL

Commercial Use



Commercially used covers, flown on the Belfast - Liverpool service which accepted items for Scotland from 9th February 1942. The Air Fee being 4d.



## THE INLAND AIRMAIL

## THE WARTIME SERVICES

## BY RAILWAY AIR SERVICES Ltd.

The service to and from Belfast to Liverpool was re opened on the 1st September 1941, for both civilian and military use. An additional air fee of 3d being charged.



A registered envelope sent via the Army postal service, and carried on the first flight, the rate being, 3d air fee, 4d registration, 2 1/2d postage. Back stamped on Sep. 2nd 1941 at Rotherham. Also an additional 1d stamp affixed. F.P.O 339 was at Belfast.

A post card sent on the same service, from army post office 341. The card was carried on the second flight from Belfast.





RAILWAY AIR SERVICES LTD.

WARTIME AIR MAIL

INAUGURAL FLIGHT BY R.A.S.

TO BELFAST

Additional 1d. stamp on reverse.

A registered envelope sent via the Army postal service, the rate being made up as 4d Registration, 3d Air Fee, and 2½d postage. The cover is backstamped Rotherham Sep 2, 41. F.P.O. 339 was at Belfast.

INS 82

401



WARTIME AIRMAIL BY  
RAILWAY AIR SERVICES Ltd.

London – Manchester – Belfast



Cover flown to Belfast from London, being posted at Epsom Surrey on 16<sup>th</sup> March 1946. held at Belfast and returned. R.A.S had introduced Avro XIX aircraft on this service on 26<sup>th</sup> July 1946. The rate being 2½d surface plus 3d air fee. The service was introduced on September 1<sup>st</sup> 1941.



Avro XIX



SPECIAL SERVICE

BY

RAILWAY AIR SERVICES

2nd May 1938

Cover intended for carriage on the first direct return flight from London to Glasgow, but was posted too late for the flight and hence went by surface transport. Postmarked St. Johns Wood NW8 9.45am 2 May 38, the flight leaving Croydon airport at 9.30 am.



Note, only a very small amount of covers were prepared for this flight.



RAILWAY AIR SERVICES Ltd.

ROUTE TWO

The Empire Exhibition

On the 2nd May 1938 R.A.S. introduced a new direct London - Glasgow service, presumably due to the staging of the Empire Exhibition at Ibrox Park.

The return service departed from Glasgow at 15.25 and flew via Belfast, Isle of Man, Liverpool arriving at Croydon at 19.55. This was a special service as the full summer timetables did not commence until 23rd May.

The cover  
Day, and wa  
as souvenir  
day.



EMPIRE EXHIBITION  
GLASGOW

May to October, 1938



Miss A. Cooke,  
7, Foulser Road,  
LONDON, S.W.17.



THE 'ORCADIAN' ENVELOPES

TYPE *B*

The example above, used from Kirkwall on 8th July 1935 is of Type *B* (Round 'O') but the shade of the Green ink is that of the type B, a yellowish green.