

EXCURSION FLIGHT
BY
RAILWAY AIR SERVICES



Souvenir of the First Aerial Excursion
PLYMOUTH-CARDIFF-PLYMOUTH
Great Western Railway
July 18th 1934



Carried by

W. Nichols
Passenger.

The Midland Stamp Co., Ltd.,

65 George Street,

PLYMOUTH.

On the 18th July 1934 Railway Air Services flew a special air excursion over the route previously operated by the Great Western Railway. Mail was unofficially carried by one of the passengers, W. Nichols who signed the above memento.

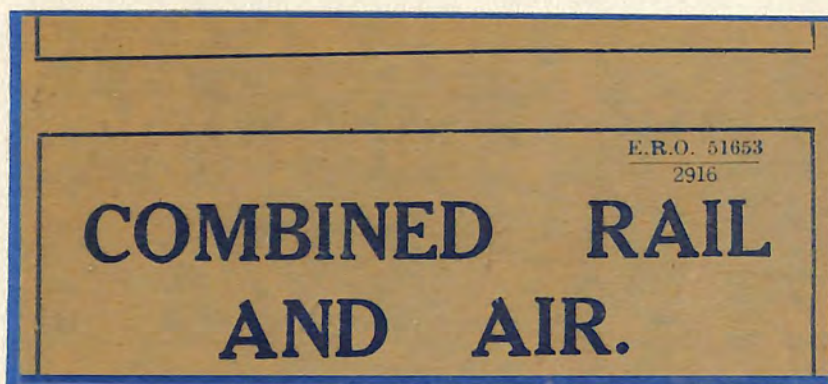
EXPERIMENTAL FLIGHTS

BY

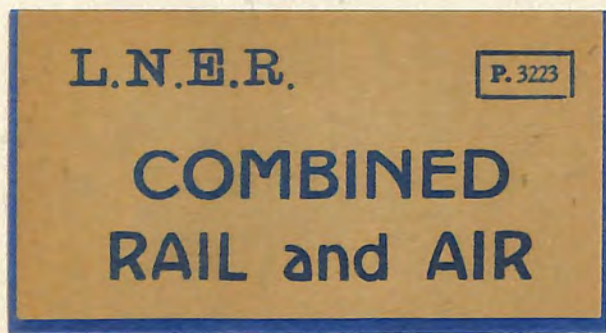
RAILWAY AIR SERVICES

Pre August 1934

Prior to the introduction of the All Up service on the 20th August 1934, experimental flights were undertaken by various companies who were part of Railway Air Services Ltd. Examples of their labels are shown, they are not readily obvious as an airmail item as the covers bear the normal Prepaid Railway Parcel Label and the Air label is applied on the reverse side.



Great Western Railway label as used on the cover below.



L.N.E.R. company label



G.W.R cover of 23 July 1934 bearing
E.R.O 51653 label on reverse.

VERY RARE LABLES
ONLY SEEN ONE
USED EXAMINE

R. A. ...

1. Redgrou

2. Ch. ...
By ...

Part's ...

54. ...

(a) ...
and ...
for ...

(b) ...
as ...

(c) ...
"f ...

*

RAILWAY AIR SERVICES Ltd.

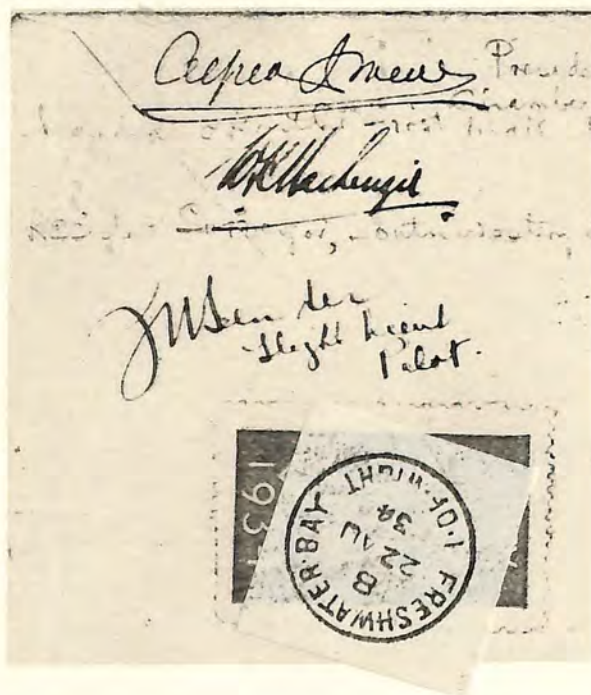
MISSING COLOUR



Cover flown on the first northbound flight of route one, from Teignmouth to Liverpool. Note the missing 'Black' from the printing. The photograph depicts the arrival of the plane, a De Havilland 'Dragon' flown by Captain Rodney Beresford.

RAILWAY AIR SERVICES

ROUTE 3



An unusual cover posted in Birmingham on 20th August, but not received at Freshwater until the 22nd however most of the mail was sent to Southampton by rail on the 20th and forwarded by boat on the 21st.

This cover is signed by 'The President of the Chamber of Commerce I.O.W' the 'Assistant Surveyor of mails South Western District G.P.O and the pilot Flt.Lt. J.H.Sender who flew the mail from Birmingham as far as Bristol on the 20th.

Cecilia Innes

President, S. C. C.

W. H. H. H.

to

Cecilia Innes

President, S. C. C.

Member, C. C. C.

W. H. H. H.

to

When the
Slight hand
Pilot.



IMPERIAL AIRWAYS

LIMITED

AIRWAY TERMINUS

Victoria Station.

LONDON. SW1

Telephone:
VICTORIA 2211.
(15 LINES)



Codes:
BENTLEY'S & LATA
Telegrams:
"IMPAIRLIN" LONDON

TMO/4065/AM/14101

17 November, 1934

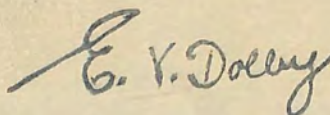
Dear Sir,

You were kind enough earlier this year to give me the latest posting times at which Air Mail letters can be posted at your Head Office to connect with the main Air Mail dispatches from the General Post Office in London

Since then there have been many changes in the Air Mail facilities from this country, and it is thought that, to ensure accuracy, it is advisable again to ask you to be good enough to give me your co-operation

If, therefore, the attached form could be completed and returned to me at your convenience, your kindness in doing so would be very much appreciated

Yours faithfully,

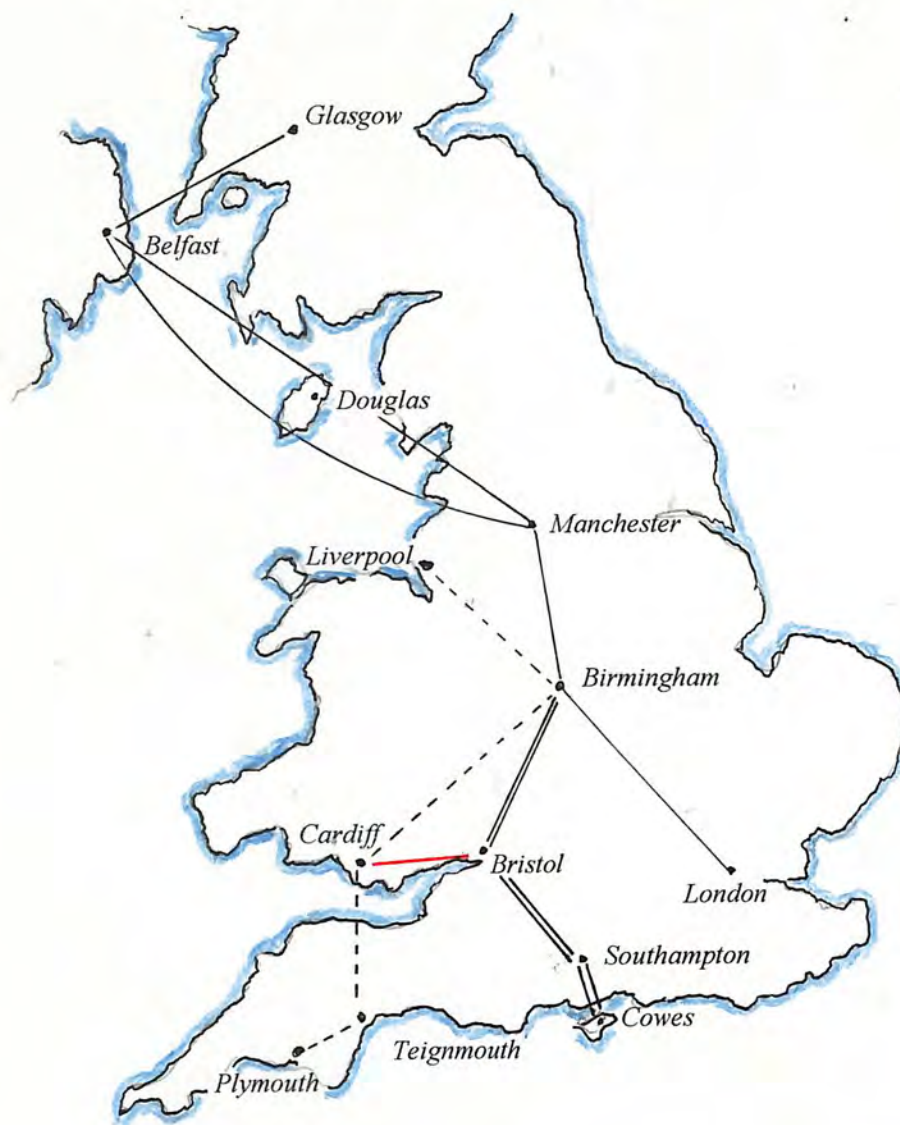


AIR MAIL DEPARTMENT

RAILWAY AIR SERVICES Ltd.

THE ROUTES

On the 20th August 1934, the flying of mail was officially sanctioned by the Post Master General. The concept was to operate flights over the country by three main routes with an additional link between Cardiff and Bristol which was to be operated by Norman Edgar.



Route1	Liverpool - Plymouth	-----
2	London - Glasgow	————
3	Birmingham - Cowes	=====

IMPERIAL AIRWAYS

LIMITED

AIRWAY TERMINUS

Victoria Station.

LONDON. SW1

Telephone:
VICTORIA 2211.
(15 LINES)



Codes:
BENTLEY'S & LATA
Telegrams:
"IMPAIRLIM" LONDON

TMO/4065/AM/14101

17 November, 1934

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You were kind enough earlier this year to give me the latest posting times at which Air Mail letters can be posted at your Head Office to connect with the main Air Mail dispatches from the General Post Office in London

Since then there have been many changes in the Air Mail facilities from this country, and it is thought that, to ensure accuracy, it is advisable again to ask you to be good enough to give me your co-operation

If, therefore, the attached form could be completed and returned to me at your convenience, your kindness in doing so would be very much appreciated

Yours faithfully,

E. V. Doling

AIR MAIL DEPARTMENT

EXCURSION FLIGHT
BY
RAILWAY AIR SERVICES

18th July 1934

Cover carried on the first aerial excursion from Plymouth to Cardiff and return. These excursions were flown to promote air travel and souvenir covers were carried by one of the passengers W.Nichols.

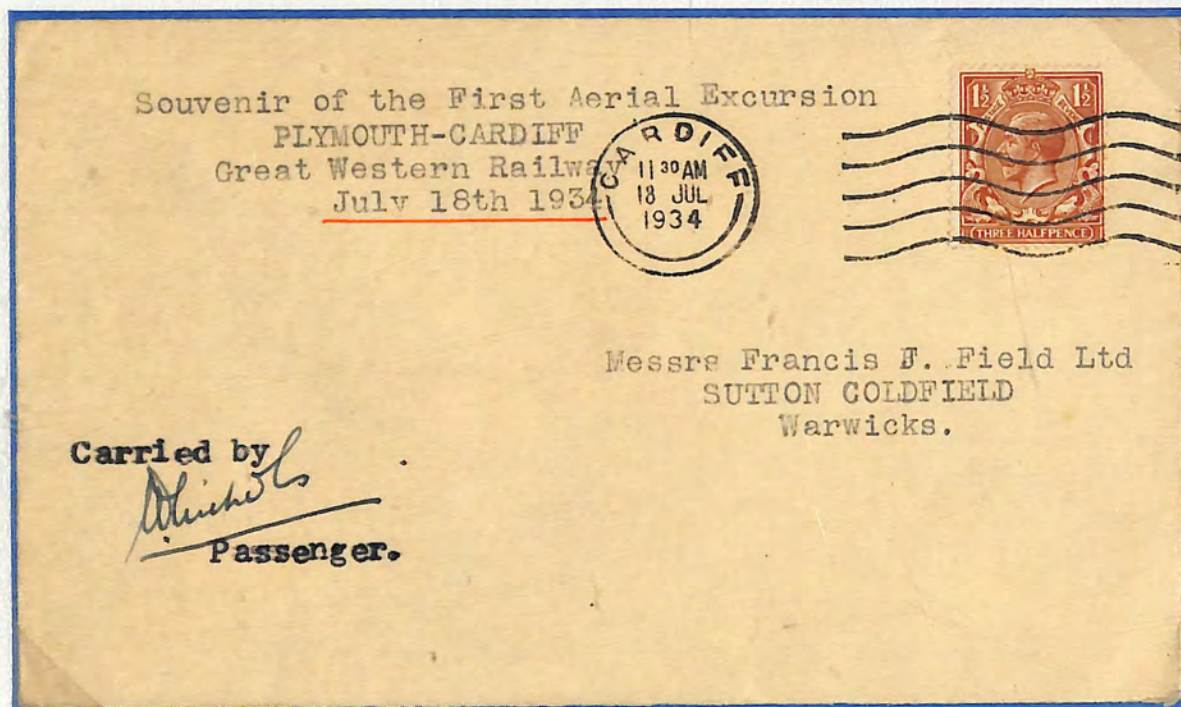


The above cover bears an embellishment by the addition of the essay for the 1933 Great Western Railway label which was designed by Charles Mayo. Examples of these are extremely scarce.

EXCURSION FLIGHT
BY
RAILWAY AIR SERVICES

18th July 1934

Prior to the introduction of the All Up service on the 20th August 1934, experimental and excursion flights were undertaken by various companies who were part of Railway Air Services Ltd. The Great Western Railway flew an excursion flight on the 18th July over their route of 1933.



Flown Plymouth – Cardiff

RAILWAY AIR SERVICES, LTD.

RAILWAY AIR SERVICES

Season 1935.

LONDON
BIRMINGHAM
MANCHESTER
LIVERPOOL
BLACKPOOL
ISLE of MAN
BELFAST
GLASGOW



Services Commencing
April 15th, 1935.

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

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

Toilet accommodation provided.

FARES (RETURN FARES SHOWN IN HEAVY TYPE)

	LONDON	BIRMINGHAM	MANCHESTER	LIVERPOOL	BELFAST	GLASGOW	BLACKPOOL	ISLE OF MAN
LONDON ...		55/-	90/-	90/-	185/-	200/-	105/-	140/-
BIRMINGHAM ...	35/-		42/-	42/-	140/-	150/-	57/-	92/-
MANCHESTER ...	60/-	25/-			100/-	110/-	20/-	60/-
LIVERPOOL ...	60/-	25/-			100/-	110/-	15/-	50/-
BELFAST ...	110/-	80/-	55/-	55/-		65/-		
GLASGOW ...	120/-	90/-	65/-	65/-	40/-			
BLACKPOOL ...	70/-	35/-	12/6	10/-				40/-
ISLE OF MAN ...	90/-	55/-	35/-	30/-			25/-	

CHILDREN under three years of age and not occupying a separate seat—carried free.

Three years of age and under seven, and younger children occupying a seat—half fare.

Seven years and over—full fare.

ROAD CONVEYANCE to and from AERODROMES.

The fares include special road transport to and from the aerodromes, except at Blackpool and Ronaldsway, where public services are available.

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

LONDON	{ Museum Victoria	2900 2211	Ext. 640
BIRMINGHAM	{ Midland Central	2740 7944	
MANCHESTER	Central	5584	
LIVERPOOL	{ Royal Bank	2960 8640	Ext. 61
BELFAST	Belfast	8381	
GLASGOW	Douglas	2900	

RAILWAY AIR SERVICES, LTD.

RAILWAY AIR SERVICES

LIVERPOOL
AND

BIRMINGHAM BIRMINGHAM
CARDIFF BRISTOL
TEIGNMOUTH SOUTHAMPTON
PLYMOUTH COWES, I. of W



LIVERPOOL—PLYMOUTH AND
BIRMINGHAM—ISLE OF WIGHT SECTIONS

TIME TABLE.

DAILY EXCEPT SUNDAYS.

JULY 30TH TO AUGUST 31ST INCLUSIVE.

LIVERPOOL-PLYMOUTH ROUTE.

			Service.
			a.m.
Liverpool, 11 James' Street	.. dep. by Car		8.20
" Lime Street Station	.. dep. " "		8.25
" Adelphi Hotel	.. dep. " "		8.25
Liverpool Airport	.. arr. " "		8.40
" " "	.. dep. " Plane		8.45
Castle Bromwich Aerodrome	.. arr. " "		9.30A
" " "	.. dep. " "		9.45
Cardiff Air Port	.. arr. " "		10.45
" " "	.. dep. " "		10.50C
Haldon Aerodrome	.. arr. " "		11.30
" " "	.. dep. " "		11.35
Roborough Aerodrome	.. arr. " "		11.55
			p.m.
Plymouth, North Road Station	.. arr. " Car		12.15

			Service.
			p.m.
Plymouth, North Road Station	.. dep. by Car		4.10
Roborough Aerodrome	.. arr. " "		4.30
" " "	.. dep. " Plane		4.35
Haldon Aerodrome	.. arr. " "		4.55
" " "	.. dep. " "		5.00
Cardiff Air Port	.. arr. " "		5.40D
" " "	.. dep. " "		5.55
Castle Bromwich Aerodrome	.. arr. " "		6.55
" " "	.. dep. " "		7.00B
Liverpool Airport	.. arr. " "		7.45
Liverpool, Lime Street Station	.. arr. " Car		8.00
" Adelphi Hotel	.. arr. " "		8.00
" 11 James' Street	.. arr. " "		8.05
A Connects to Bristol, Southampton, Cowes and Bournemouth.			
B Connects from Bournemouth, Cowes, Southampton and Bristol.			
C Connection from Bristol by Western Airways Ltd.			
D Connection to Bristol by Western Airways Ltd. by prior arrangement with Railway Air Services.			

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

			a.m.	p.m.
Birmingham, Snow Hill Station	.. dep.		9.00	6.25
" New Street Station	.. dep.		9.05	6.30
Castle Bromwich Aerodrome	.. arr.		9.25	6.50
" " "	.. dep.		9.45	7.00
Birmingham, New Street Station	.. arr.		10.05	7.20
" Snow Hill Station	.. arr.		10.10	7.25
			a.m.	p.m.
Cardiff General Station	.. dep.		10.30	5.30
Cardiff Air Port	.. arr.		10.40	5.40
" " "	.. dep.		10.50	5.55
Cardiff General Station	.. arr.		11.00	6.05
			a.m.	p.m.
Teignmouth Enquiry Bureau	.. dep.		11.15	4.40
Haldon Aerodrome	.. arr.		11.25	4.50
" " "	.. dep.		11.35	5.00
Teignmouth Enquiry Bureau	.. arr.		11.45	5.10

RAILWAY AIR SERVICES

UNOFFICIAL PRIVATE ETIQUETTES



Covers prepared by L. Pitman, for dispatch on routes One, Two and Three. Unfortunately the last was not flown, but went by surface mail only, the same day.

RAILWAY AIR SERVICES

FOUR YEARS OF PROGRESS

AIR transport has grown rapidly during the last few years. Although for the present it is confined to passenger and the lighter classes of freight and traffic and mails, the advantages to be gained over other forms of transport have created an especial demand for air travel.

The United Kingdom, with its comparatively short distances to be traversed and its highly efficient surface communications, does not lend itself easily to the development of air transport, and it is where a substantial saving of time can be effected—for example, in the case of cross-Channel journeys—that air travel is more likely to become a commercial proposition.

The railways foresaw that a demand would arise in the future for accelerated transport between the industrial centres, to distant holiday resorts, and to link up the provinces with Continental air services from London. In order that they might be in a position to provide for their patrons with this form of transportation the L.M.S., in company with the other group railways, took steps to obtain Parliamentary powers to operate, or be interested in, air transport.

These powers were granted in 1929. Early in 1934 the four group railway companies decided to exercise them, and in conjunction with Imperial Airways formed a company styled "Railway Air Services, Limited," to operate such air routes as they required. Coast Lines, Limited, in view of their Irish Sea interests, subsequently became associated with Railway Air Services.

Experimental services between London and Belfast (calling intermediately at Birmingham and Manchester) and between Belfast and Glasgow were inaugurated on behalf of the L.M.S. in August, 1934, these two routes being considered most likely to create a demand for internal air travel by reason of the sea journey involved. These services have continued up to the present time, although for technical reasons it was later found necessary in connexion with the London-Belfast service to transfer the intermediate stop at Manchester to Liverpool. Both

Manchester and Liverpool are now served by the trunk service.

After negotiations with the Isle of Man Steam Packet Company in the spring of 1935, it was decided to provide air services to and from the Isle of Man, and in that year services were started between Manchester, Blackpool, Liverpool, and the Isle of Man, under the title of "Manx Airways." These services were operated by R.A.S. on behalf of the L.M.S. and Isle of Man Steam Packet Company.

From that time until the end of September,

operating a direct Liverpool-Glasgow flight connecting in both directions with the London-Belfast service at Liverpool. This now gives a London-Glasgow service in 3½ hours.

The London-Glasgow and London-Belfast services are operated with four-engined De Havilland express air-liners seating ten passengers and carrying a crew of two. Two-way radio giving constant communication between aircraft and ground stations is carried on all aircraft.

Between 1934 and the end of 1937 approximately 1,150,000 miles were flown on the trunk routes from London to Glasgow and Belfast, and almost 100,000lb. of urgent freight traffic were conveyed. In addition, since the end of 1935, when the company were awarded the contract for the carriage of his Majesty's mail, over 380 tons of letters have been conveyed.

In Scotland the L.M.S. Company have, in conjunction with David MacBrayne, Limited, and the established air companies, formed new companies under the names of "Scottish Airways, Limited," and "Western Isles Airways, Limited," to pursue the development of air routes in that area.

Services are also operated by Railway Air Services within the territories of the G.W. and Southern Railway Companies. These have hitherto been seasonal, but when working they provide important links between the industrial centres of the Midlands and the South and West Coasts of England. These two railway companies also have an interest in Channel Islands Airways, which is the parent company of Jersey Airways, Limited, and Guernsey Airways, Limited.

Thus the greater part of Great Britain is covered by a network of railway associated air services. Moreover, Railway Air Services and Associated Air Companies are able to offer the prospective traveller various special facilities. These include interavailability of tickets, enabling the holder of a return air ticket, if he wishes, to travel back by rail or steamer. The holder of a return half of a rail or steamer ticket may return by air or a combination of air and surface transport on payment of a supplement.

Facilities are also available for circular tours by air or by a combination of air and surface travel. Hand baggage up to 25lb. is taken free of charge. At many places cars are provided free of charge to convey passengers to and from the aerodromes.



ber, 1937, further expansion followed and Glasgow, Belfast, Carlisle, Leeds, and Bradford were connected with the Isle of Man.

In September, 1937, the services to and from the Isle of Man were merged with the "Isle of Man Air Services, Limited," with a view to eliminating uneconomic competition. The constituent parties were the L.M.S. Company, the Isle of Man Steam Packet Company, and Olley Air Service, Limited (the parent company of Blackpool and West Coast Air Services, Limited).

On the opening of the Empire Exhibition at Glasgow last May a direct London-Glasgow service was introduced by

*By Air from Cores
to Southampton*

BY AIR MAIL
PAR AVION



FIRST UNITED KINGDOM
AIR MAIL BY
RAILWAY AIR SERVICES LTD.

GLASGOW
LIVERPOOL



A Phillips
Railway Air Services
11 James Street
LIVERPOOL

Plymouth-Southampton

As per Plymouth - Cores

BY AIR MAIL
PAR AVION



FIRST UNITED KINGDOM
AIR MAIL BY
RAILWAY AIR SERVICES LTD.



*John S Davis Esq
C/o Railway Air Services
Lovers St
Isle of Wight*

R.A.S. 1934

Unique collection of documents.

Aug. 20.	C London - Birmingham.	First Flight.
"	C " Liverpool.	First Flight, via B'ham.
"	C " Manchester.	Flown to B'ham only,
"	C " Douglas.	do
"	C " Belfast.	do
"	C " Glasgow.	do
Aug. 21.	London - Manchester.	First through flight.
"	" KIX Douglas.	do
"	" Belfast.	do
"	" Glasgow.	do
"	Glasgow - London.	do
"	Belfast - London.	do.
"	I.O.M. - London.	First through flight, but the two bags on this bill are evidently those posted late on Aug. 20th as they are included on another bill with an additional bag, which would no doubt be that posted on Aug. 21.
"	Manchester - London.	First through flight.
Sept. 7.	Birmingham - London.	No mail, so this was the only item flown from B'ham.
Sept. 27.	London - Manchester.	Provisional white form, used during temporary shortage of usual form.
Oct. 1.	Belfast - Southampton. — MTG	No mail, so this was the only item flown between these two points.
1.	Belfast - Cowes. — MTG	ditto.
31.	Glasgow - London	Last flight via B'ham & Manchester.
31.	C Belfast - London.	ditto
31.	C Manchester - London.	Last flight.
31.	C Birmingham - London.	ditto.
Nov. 1.	Glasgow - London.	First via Liverpool.
1.	Belfast - London.	ditto
1.	Manchester - London.	This was made out incorrectly, as it was mailed to L'pool by rail and should have had Liverpool inserted against "From" at top.
1.	C Liverpool - London. — <i>Handled in collection</i>	Note this bill includes the 2 Manchester bags mentioned above.

DAKOTA'S REST



A Dakota airliner owned by Railway Air Services and flying on charter to Scottish Airways prepared to take off from Northolt Aerodrome on a scheduled service to Scotland on December 19, 1946—during one of the year's heaviest snowstorms. As the Glasgow-bound airliner became airborne and passed over the airport boundary, it became clear that it was fighting for altitude. The aeroplane thundered towards a nearby residential district and, shortly afterwards, tail and port wing down, struck telegraph wires, ripped through the roofs of several houses and finally came to rest on the top of No 46 Angus Drive, Ruislip. Incredibly, no one in the Dakota or in the street was injured—not even David Zigmond, a four month old baby who slept soundly in an upstairs bedroom of No 44 as the Dakota shattered the surrounding houses. Across the way in No 50 a family of three in a downstairs room watched in horror as plaster and matchwood rained down from the ceiling. Even more unbelievable was the route by which the four crew and one passenger aboard the airliner escaped from the wreckage. They lowered themselves from the crippled Douglas into the remains of No 46's loft. From there they crossed the landing, descended the staircase and walked out of the front door into the

Whilst browsing through some old newspaper cuttings **STEPHEN PIERCEY**, Editor of *Propliner* magazine, came across pictures of an amazing air crash in which miraculously no one was hurt. Thirty five years after the event he managed to track down some of those involved in one of the luckiest escapes in aviation history.

street, just half a mile from where they had started their journey to Scotland. Prompt action by the Northolt Aerodrome fire officer possibly prevented a serious fire. He could see that the aircraft was not gaining altitude and immediately alerted the fire services. Blazes which started in some houses were soon put out, but firemen went around damping down coal fires and turning off gas taps as the Dakota's 600gal of fuel began dripping into the shattered homes.

Thirty five years after the crash I traced the passenger, John Livingston, to the house in Ruislip where he still lives. His memories of that cold and wintry day are, as one would expect, vivid. A return visit to Angus Drive in January this year brought back even more memories—for still living at No 46 are the same occupants, Mr and Mrs Levene, who recall the accident as if it had occurred a week

ago! They had just got married days before the crash and were in the final throes of moving into their new home, which was already filled with their new furniture. Not realising what had in fact happened, Mrs Levene was advised to visit the house to tend to a "burst water tank". Indeed it had burst, but as she cycled into Angus Drive she was astounded to see the wrecked Dakota nestling on the roof of her now shattered new home. The Levene's recalled that more damage was caused to the house during the aircraft's removal than had been caused by the accident. Six months were spent repairing the building and for a further ten years, oil stains reappeared on the living room ceiling as the rafters gradually dried out. It was a decade before they could consider redecorating the house. Now they are just about the last residents of Angus Drive who remember December 19, 1946, so well and to this day their house is named *Dakota's Rest*.

John Livingston was astounded when I (a comparative youngster born 11 years after the crash took place) knocked on his front door in search of 35-year old history. At the time of the accident he was with BOAC and was partly responsible for the preparation of BEA'S schedule planning for the anticipated domestic services

proposed by the airline. Duty called and he booked himself on the Scottish Airlines' service to Glasgow. He arrived at Northolt in a howling blizzard and recalls that he was the only passenger daft enough to travel on this day. The aeroplane was cleared of snow and sprayed with de-icing fluid prior to its departure. During taxiing manoeuvres the temperature dropped a further 3°F and the Dakota, holding short of the runway, was obliged to wait for an incoming aircraft. In such low temperatures the fresh snow froze on the wings.

"Once airborne it became clear to me that we were not gaining sufficient height and there was no doubt in my mind that we were going to crash. The stories of one's past life flashing before one's eyes are nonsense, although I was probably too dim to realise that we might be killed."

After crossing Victoria Road, the Dakota's line of flight straight from the runway's end, was parallel with Angus Drive, where a new row of

Incredibly, no one in the Dakota or in the street was injured when this Railway Air Services aircraft dropped into No 46 Angus Drive, Ruislip.

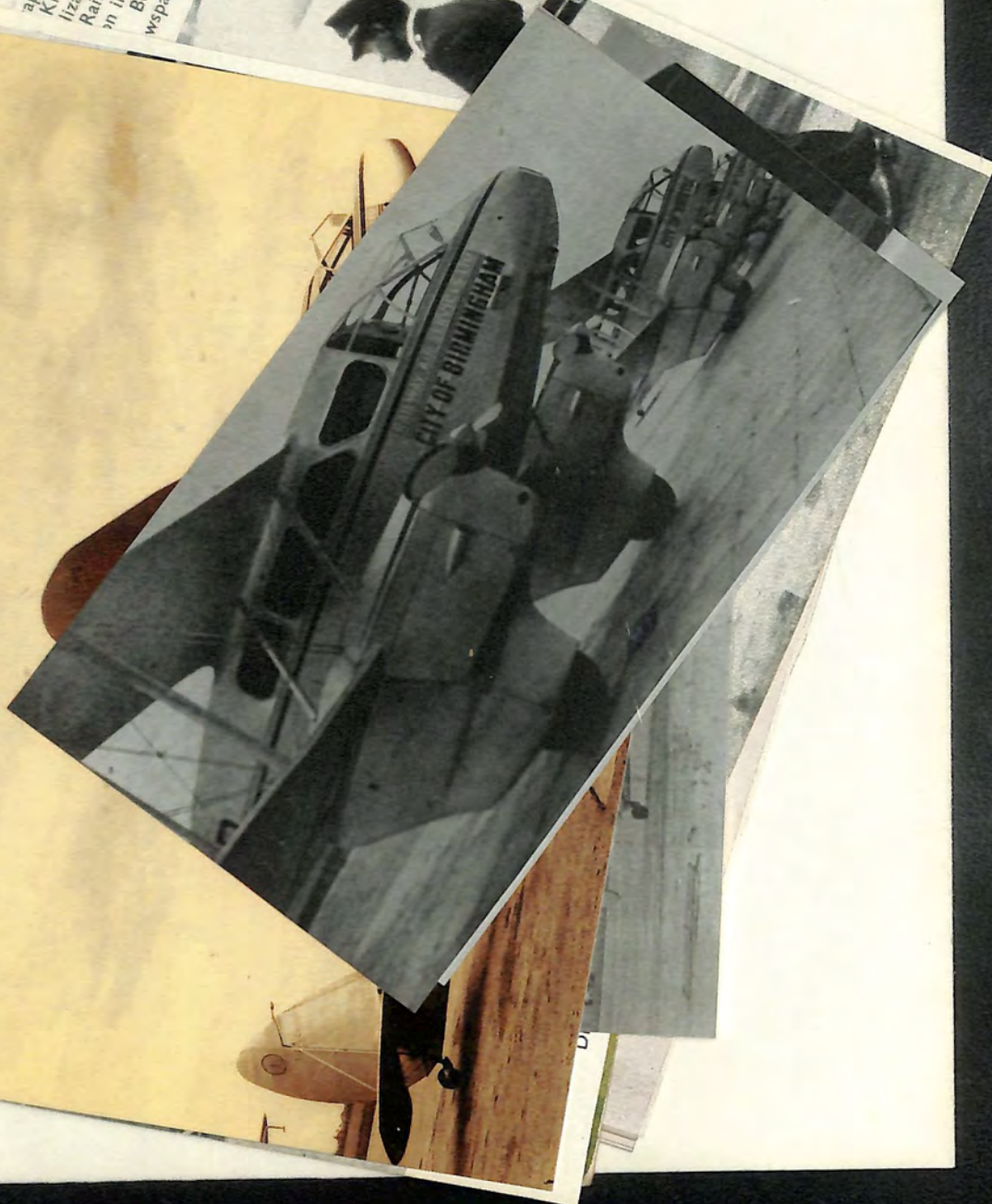






aphs of the wedding
King George VI and
Elizabeth being handed
in in May 1937 to be
Belfast for the
wspapers for the

1935



BY AIR MAIL



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



*J. Davis
Poste Restante
Cardiff*

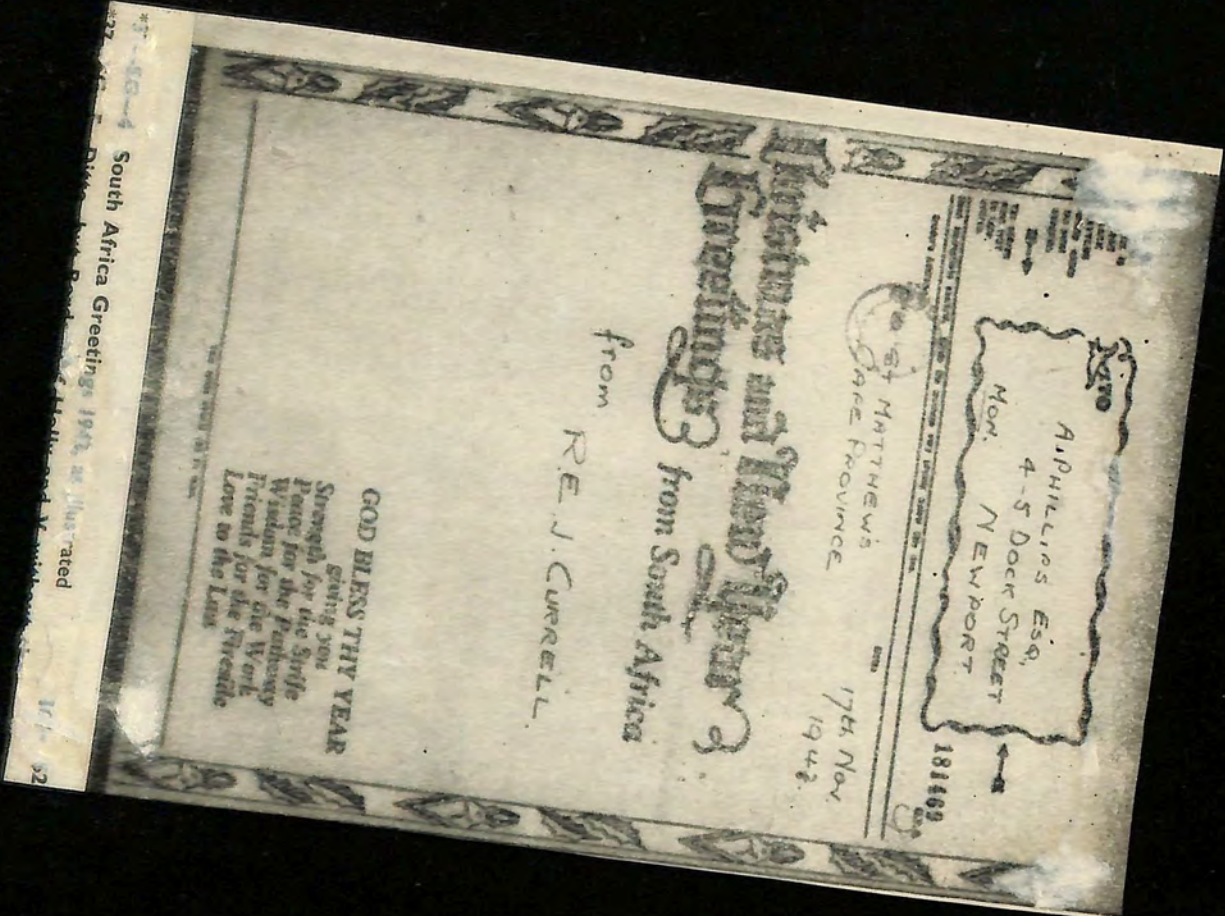


71, RODNEY STREET,
LIVERPOOL, ENG.

G.B. Day of issue 1st photogravure stamp
From Liverpool/Candiff
Ras cover with black printing
omitted



844



RAILWAY AIR SERVICES

20 AUGUST 1934

From this date it should have been possible to fly a letter from one end of England to the other. The proposal was Railway Air Services (route one) Plymouth-Birmingham, (route two) London-Glasgow via Birmingham, by train to Inverness and hence by Highland Airways to Kirkwall. However due to the weather



Backstamp



conditions route two only flew northwards as far as Birmingham and thus the mail was transferred to rail and completed the Birmingham-Glasgow section in this way.



RAILWAY AIR SERVICES LIMITED

August, 1934.

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

INLAND AIR MAILS

On and after Monday, 20th August, inland letters within the United Kingdom, not exceeding 2 ozs. in weight and prepaid 1½d, addressed to certain towns and localities served by the Air Services operated by this Company will, if there is any gain in transit time, be forwarded by air without additional charge. To ensure, therefore, that letters are carried by the quickest possible means, a blue Air Mail label should be affixed to the top left-hand corner of the envelope.

Special souvenir envelopes to commemorate the inauguration of this service are being issued by this Company and can be obtained on application to the above address at the price of 1d each, 3/6d per 50, and 6/6d per 100. A limited number only of these covers will be issued and it is particularly requested that orders should reach this office as early as possible.

HANDLING FEES.

A handling fee of 3/- will be charged for each set of 100 covers or less sent from any one Railway Air Service Office to any other. This fee includes the cost of clerical work in preparing, issuing, stamping, and despatching the covers, and return to the point of origin for distribution to the senders.

PORTS OF CALL

	<u>Aerodrome.</u>	<u>R.A.S. Offices.</u>
LONDON	Airport of London, Croydon.	Airway Terminus, S.W.1.
COWES	Somerton	Cowes Station, I. of Wight.
SOUTHAMPTON	Southampton Airport	Southampton Terminus Station.
BRISTOL	Whitchurch	Temple Gate Enquiry Office.
BIRMINGHAM	Castle Bromwich	Snow Hill Station.

LIVERPOOL	Speke	11, James Street.
MANCHESTER	Barton	L.M.S. Office, Piccadilly, Manchester.
DOUGLAS, I.O.Man.	Ronaldsway	L.M.S. Office, 7, Parade Street, Douglas, I.O.Man.
BELFAST	Aldergrove	York Road Station.
GLASGOW	Renfrew	Glasgow Central Station.
CARDIFF	Cardiff Airport	Cardiff General Station.
TEIGNMOUTH	Haldon	Teignmouth Station
PLYMOUTH	Roborough	North Road Station

METHOD OF ADDRESSING

The face of the cover must be addressed as follows:-

A. Smith, Esq.,

c/o Railway Air Services Ltd.,

.....

.....

The back of the cover must bear the name and address of the sender.

At the top of the envelope the route should be indicated thus:-

"By air from to"

inserting the names of the towns or aerodromes between which it is desired that the envelope should be flown.

It may be emphasised here that under normal circumstances the posting of a letter bearing an Air Mail label is no guarantee that the letter will be carried by air; collectors are therefore advised to use the special souvenir envelopes and to follow out these instructions to the letter.

TIMETABLES

AIRPORT ARRIVAL AND DEPARTURE TIMES

LIVERPOOL	dep	a. m.	08.45	PLYMOUTH	dep	p. m.	4.35				
BIRMINGHAM	arr	09.30		TEIGNMOUTH	arr	4.55					
	dep	09.45			dep	5.00					
CARDIFF	arr	10.45		CARDIFF	arr	5.45					
	dep	10.50			dep	5.55					
TEIGNMOUTH	arr	11.30		BIRMINGHAM	arr	6.55					
	dep	11.35			dep	7.00					
PLYMOUTH	arr	11.55		LIVERPOOL	arr	7.45					
BIRMINGHAM	dep	a. m.	09.35	p. m.	2.15	COWES	dep	p. m.	12.05	p. m.	5.00
BRISTOL	arr	10.30		3.10		SOUTHAMPTON	arr	12.15		5.10	
	dep	10.35		3.15			dep	12.20		5.15	
SOUTHAMPTON	arr	11.15		3.55		BRISTOL	arr	1.00		5.55	
	dep	11.20		4.00			dep	1.05		6.00	
COWES	arr	11.30		4.10		BIRMINGHAM	arr	2.00		6.55	
GLASGOW	dep	a. m.	09.15			LONDON	dep	p. m.	3.10		
BELFAST	arr	10.05				BIRMINGHAM	arr	4.0			
	dep	10.20					dep	4.10			
ISLE OF MAN	arr	11.00				MANCHESTER	arr	4.40			
	dep	11.05					dep	4.55			
MANCHESTER	arr	11.50				ISLE OF MAN	arr	5.40			
	dep	11.55					dep	5.45			
BIRMINGHAM	arr	12.25				BELFAST	arr	6.25			
	dep	12.40					dep	6.40			
LONDON	arr	p. m.	1.30			GLASGOW	arr	7.30			

Air Connections between Bristol and Cardiff.

The above timetables are provisional
and subject to alteration.

REMITTANCES:

Orders; which should be accompanied by remittances covering postages at the rate of 1½d per 2 oz letter, cost of covers, and handling fee, must be sent to Railway Air Services, Limited, at the above address, not later than Monday, 13th August, 1934. On no account should instructions or money be sent direct to any of the offices or aerodromes on the routes operated by this Company, and instructions are being issued that any correspondence on the subject which they receive must be forwarded immediately to the London Office.

RAILWAY AIR SERVICES LIMITED.
A.H. MEASURES.
SUPERINTENDENT.

RAILWAY AIR SERVICES Ltd.

846

AUGUST 1934

INFORMATION DOCUMENT

A document giving full details of how the mail was be handled on the new all up internal air mail service starting on the 20th August. It also quotes a charge of 3/6d per 50 & 6/6d per 100 for the souvenir envelopes. It is interesting in that they also charged 3/- for up to 100, handling fee at each office for their services. The face of the cover had to be endorsed "c/o Railway Air Services Ltd." as per this example.



RAILWAY AIR SERVICES

August 20th 1934

The special souvenir envelopes, prepared by Imperial Airways, were printed in two colours. This envelope has the Black missing and was flown on the return service of Route 1 on the first day.



Photograph of the presentation of the Air
Mail Pennon at Plymouth.

RAILWAY AIR SERVICES Ltd.

THE SOUVENIR ENVELOPES

1 st.



2 nd.



The official stationery produced for the first flights proved to be so popular that a second printing had to be made. Unused examples are scarce especially the first printing on the thick paper measuring 0.0038" against the second on the more translucent paper of 0.0029".

RAILWAY AIR SERVICES

The Stationery

1st.



FIRST UNITED KINGDOM
AIR MAIL BY
RAILWAY AIR SERVICES LTD.



FIRST UNITED KINGDOM
AIR MAIL BY
RAILWAY AIR SERVICES LTD.

2nd.

The Official Stationery produced for the first flights proved so popular that two printings had to be made. Unused examples of the envelope are scarce, especially the first which was printed on a thick paper measuring 0.0038" against the second on the more translucent paper of 0.0029", examples of both are shown above.

RAILWAY AIR SERVICES

Railway Air Services Ltd. was a company formed in 1934 by the principle British railway concerns, in conjunction with Imperial Airways Ltd., for the operation of regular commercial airways over Great Britain & Northern Ireland.



The Official Commemorative Cover

Letters not exceeding two ounces in weight were flown without extra fee, at the ordinary rate of 1½d.

Correspondence was only accepted and delivered by the air services within the area of each city on the airway map, excepting Teignmouth which benefited on the 20th August only, the first day of operation.

AIRPOST

STAMPS,
COVERS,
NOVELTIES,
ACCESSORIES,
COLLECTIONS,
WRITING UP,
CONSULTANTS,
EXPERTISERS AND
VALUERS.



Publishers of
"DE LUXE" SERIES
OF MOUNTED
AEROGRAMMES,
THE "BLUE LIST,"
"LOXON" HOLDALLS,

THE AEROFIELD
HANDBOOKS:—

"Coronation Aerial
Post, 1911."
"Air Mails of British
Africa."
"Abyssinia, 1929-1931."

Achat, vente et
échange de
pièces transportées
par avion.

Correos Aéreos y sus
cubiertas para compra
para venta y para
cambia.

Kauf, Verkauf und
Austausch von
Luftpostbriefen, etc.



FRANCIS J. FIELD, L^{TD}.

AIR MAIL AND
AVIATION SPECIALISTS



SUTTON COLDFIELD :: ENGLAND

Phone:
Sutton Coldfield 1748.

Cables:
"Aerofield,
Sutton Coldfield."
(Two words in all)

Bankers:
Midland Bank Limited,
Sutton Coldfield.

24th September, 1934.

D. McDonald, Esq.

Dear Mr. McDonald,

We thank you for your letter and returns
of September 23rd and note that you have
retained items to the value of 32/6 gross.

Regarding the Railey and

letter (3).

by/
the first 'plane. Meantime I tried to get
similar covers sent up from London and said
that covers had been accepted for this
service in Glasgow. The only result of this
was the cancellation of the service from
Glasgow by headquarters in London, before
covers had been sent off. The R.A.S.
were had, however, stamped all
for sending them off,

I do not know whether I mentioned
that in my last letter on the R.A.S. 3d Paid
cachets that I had actually been trying to
obtain these on the new R.A.S. contract at
the time of receiving your letter. I was told
by the Glasgow R.A.S. official that this
late fee service was in operation and so I
prepared a number of covers, paid my 3d fee,
and asked him if he would send them down as
late fee letters to be posted on arrival, by

RAILWAY AIR SERVICES Ltd.

PRINTERS ERRORS



Covers showing a miss alignment of the Black Printing, top cover has 3.5mm upward shift, lower cover 1mm to right resulting in Blue outside of Black arc.

RAILWAY AIR SERVICES



A company photograph # 12233 taken after February 1935 depicting D.H.Rapide's City of Birmingham G-ACPP, City of Bristol G-ACPP and D.H Dragon IIs City of Cardiff G-ADDI and City of Plymouth G-ADDJ

RAILWAY AIR SERVICES Ltd.



Photograph of 'Mercury' taken at Croydon aerodrome on behalf of Flight magazine. (Ref # 14696)

RAILWAY AIR SERVICES Ltd.

OVERSEAS DESTINATIONS



Covers bearing First Day of Issue of the 1 1/2d photogravure stamp, flown
from Birmingham on the 20th August

RAILWAY AIR SERVICES Ltd.

OVERSEAS DESTINATIONS



Covers bearing First Day of Issue of the 1 1/2d photogravure stamp, flown from Birmingham on the 20th August

OVERSEAS ACCEPTANCE



Covers from Germany & Eira flown both to & from Birmingham on the 20th August, both bearing additional UK franking for re posting for the UK flight.

RAILWAY AIR SERVICES, LTD.

ROUTE TWO

BELGIUM ACCEPTANCE FOR

FIRST FLIGHT



Considering the importance of the introduction of this internal "All Up" service and the vast amount of mail that was prepared as aero philatelic souvenirs, only a few examples of overseas acceptances were handled of which a minority were on official envelopes.

858

RAILWAY AIR SERVICES LTD.

Registered Office: AIRWAY TERMINUS, VICTORIA STATION, LONDON, S.W.1

LUGGAGE IN ADVANCE.

Special facilities exist on most routes for the forwarding of luggage in advance by the usual railway arrangements.

Particulars on application.

Air Carrier : RAILWAY AIR SERVICES LTD.
Reg. Office : AIRWAY TERMINUS, VICTORIA STATION, LONDON

Air Carrier, if additional to Railway Air Services

FARE
£ s. d.

RETURN TICKET
Outward Journey
R9574
S.2

Passenger's Name

Agreed stopping places, see Time Tables of Carriers concerned

From

Via

To

FOR CONDITIONS OF CARRIAGE—SEE BACK

Valid for :

Place and Date

Date

Depart (Car)

From

Time

Depart (Air)

of Issue

RAILWAY AIR SERVICES

PASSENGER TICKET

FOR CONDITIONS OF CARRIAGE
SEE TICKET WITHIN



Examples of Air Tickets as used on internal flights, both are endorsed Specimen. The top ticket is of the early style, whilst the right hand one is of the later type (Note that the RAS symbol has wings), it is also perforated for separation for the return flight.

CARRIAGE BY AIR.

This ticket and the contract of carriage are, except as appears hereafter, subject to the Company's Conditions of Carriage of Passengers and Baggage which can be inspected at the Company's Offices and at the airports from which their services operate. In so far as the carriage covered by this ticket is "international carriage" as defined by the Convention of Warsaw for the Unification of Certain Rules Relating to International Air Transport of the 12th October, 1929, it is also subject to the rules relating to liability established by that Convention but in the case of any conflict the terms and conditions of the Convention shall apply and over-rule anything in the said Conditions of Carriage inconsistent therewith.

Carriage (whether "international carriage," as defined above, or otherwise) performed other than by the Company is subject to the Conditions of Carriage of the Carrier actually performing the carriage, and no liability, howsoever arising, will be accepted by the Company in respect of such carriage.

The Company reserves the right to alter the stopping places in case of necessity and if the Company exercises this right the alteration shall not have the effect of depriving carriage which might otherwise be "international" of its "international" character.

By accepting this ticket or making a flight in the Company's aircraft the passenger shall be taken to have accepted and have agreed to be bound by the aforesaid Conditions of Carriage.

CARRIAGE BY RAIL AND/OR SEA.

The Companies or Owners on whose Railways, coaches or vessels this ticket is available are not liable for any occurrence however arising off their own Railways, coaches or vessels and their liability on their own Railways, coaches or vessels is subject to the conditions contained in their respective Regulations, Time-Tables, and Notices, which form part of this contract.

CARRIAGE BY AIR.

This ticket and the contract of carriage are, except as appears hereafter, subject to the Company's Conditions of Carriage of Passengers and Baggage which can be inspected at the Company's Offices and at the airports from which their services operate. In so far as the carriage covered by this ticket is "international carriage" as defined by the Convention of Warsaw for the Unification of Certain Rules Relating to International Air Transport of the 12th October, 1929, it is also subject to the rules relating to liability established by that Convention but in the case of any conflict the terms and conditions of the Convention shall apply and over-rule anything in the said Conditions of Carriage inconsistent therewith.

Carriage (whether "international carriage," as defined above, or otherwise) performed other than by the Company is subject to the Conditions of Carriage of the Carrier actually performing the carriage, and no liability, howsoever arising, will be accepted by the Company in respect of such carriage.

The Company reserves the right to alter the stopping places in case of necessity and if the Company exercises this right the alteration shall not have the effect of depriving carriage which might otherwise be "international" of its "international" character.

By accepting this ticket or making a flight in the Company's aircraft the passenger shall be taken to have accepted and have agreed to be bound by the aforesaid Conditions of Carriage.

CARRIAGE BY RAIL AND/OR SEA.

The Companies or Owners on whose Railways, coaches or vessels this ticket is available are not liable for any occurrence however arising off their own Railways, coaches or vessels and their liability on their own Railways, coaches or vessels is subject to the conditions contained in their respective Regulations, Time-Tables, and Notices, which form part of this contract.

RAILWAY AIR SERVICES

PASSENGER TICKET

FOR CONDITIONS OF CARRIAGE
SEE TICKET



This card, designed by Ronald Maddox, is issued by the National Postal Museum to commemorate the presentation of a replica Air Mail Letter Box to the Shuttleworth Collection, Old Warden Aerodrome, Biggleswade on the occasion of the 70th Anniversary of the First Aerial Post in the United Kingdom. The card shows an Air Mail Letter Box outside the London EC District Office, King Edward Street, London EC1 with a special air mail collection vehicle in the background. This box was one of the first to be installed in June 1930. The Museum, situated in King Edward Street, London, EC1, is open from 10 am-4.30 pm Monday to Thursday, and 10 am-4.00 pm Fridays, admission free. Closed weekends and Bank and Public Holidays.

Printed at The House of Quessa, London, England SE5 7TP

© National Postal Museum, London, EC1A 1LP SS/6 8/81

Manchester
-Liverpool



QTY ESTIMATE

ds
1 464 £ 40.00
3. 12 £ 8.00

1 £ 4.00

1 £ 4.00

1 £ 4.00

1 £ 4.00

£ 8.00

£ 4.00

£ 4.00

£ 4.00

2 £ 4.00

1 £ 4.00

1 £ 4.00

1 £ 10.00

1 £ 5.00



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

POSTED-at-*Manchester*
under cover to *POSTMASTER*
BIRMINGHAM

A Phillips
Railway Air Services
11 James Street
LIVERPOOL

9551 (F) 1934

INTERRUPTED MAIL - delayed at Manchester but flown on to B'ham
later in the day, with arrival b/s.
Railway Air Svs Last Flt cover, Belfast-Manchester (Oct 31) with
arrival b/s.



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

Manchester
-Liverpool



POSTED-at-*Manchester*
under cover to *POSTMASTER*
BIRMINGHAM

A Phillips
Railway Air Services
11 James Street
LIVERPOOL

6-0

INLAND AIRMAILS
BY
RAILWAY AIR SERVICES Ltd.

20th August 1934

Cover prepared for the inaugural flight on the new all up service. The cover posted at 11-15 pm on the 19th in Eltham South East London would have been in the morning dispatch for Glasgow. It bears an interesting address "The Post Master at Glasgow".



Flown London – Birmingham only

RAILWAY AIR SERVICES LIMITED

Registered Office
AIRWAYS HOUSE, LONDON, S.W.1

DIRECTORS :

SIR HAROLD HARTLEY, C.B.E., F.R.S. (Chairman)

O. H. CORBLE.

JOHN ELLIOT (formerly J. Elliot Blumenfeld)

K. W. C. GRAND

MAJOR J. R. McCRINDLE, O.B.E., M.C.

J. W. RATLEDGE

COMMERCIAL MANAGER :

W. P. BRADBURY, O.B.E.,
THE GROVE, WATFORD
Tel. WATFORD 6051

SUPERINTENDENT :

Wing Commander A. H. MEASURES, O.B.E., M.I.Mech.E.,
LIVERPOOL AIRPORT,
LIVERPOOL, 19
Tel. GARSTON 1871/2/3

PLEASE REPLY TO _____

19 _____

Our Ref. _____

Your Ref. _____

RAILWAY AIR SERVICES

ADVANCE PUBLICITY

THE TIMES WEDNESDAY JULY 25 1934

INTERNAL AIR MAILS

LINKING UP LARGE CITIES

MANY NEW SERVICES

The Post Office is about to establish air mail services between a number of cities in the British Isles. The mails will be carried by the air services of the railway companies, which in August are to add further services tentatively to those they are now running. They will thus link up London, Birmingham, Manchester, Belfast, Glasgow, Liverpool, Cardiff, Plymouth, and Southampton, together with the Isle of Man; and air mail services will be started for these places so far as the flying times are practicable for the purpose.

Sir Kingsley Wood, the Postmaster-General, announced yesterday that it is now the settled policy of the Post Office to use the air wherever practicable, when

regular flying can be assured and appreciable saving of time secured postal users. The Post Office first made regular use of the inland air services a few weeks ago by its arrangement with the air service operating between Inverness and the Orkney Islands. That service is running regularly and successfully, carrying about 3,000 letters a day with a marked saving of time, and it has encouraged the Post Office to extend the area of its experiments.

The new services will mean an appreciable saving of time in some instances. For example, a letter posted at Belfast at 8.45 a.m. should be delivered in the City of London at about 4 p.m., or at Southampton at about 4.30 p.m. There will be no extra charge for letters weighing not more than 2oz., or for postcards. Over 2oz. the rate for letters will be 1s. an ounce. The blue air label—which the next day or two will be changed to new and more attractive pattern—must be put on letters intended for air transmission, or alternatively letters may be marked "By Air Mail."

AN AIR MAIL ADVISER

To ensure that the Post Office is kept in the closest touch with air developments the Postmaster-General has arranged, after consultation with the Secretary of State for Air, to appoint an air mail adviser. It will be the duty of this official to maintain close liaison with the Air Ministry and to keep in touch with other agencies concerned with air mail matters. He will keep a lively eye on possible developments, and thus help to ensure that the mails factor is given the fullest possible consideration when arranging the details of new air services. The Postmaster-General proposes also to appoint one or two extra members to the Post Office Advisory Council, and with their assistance to form a small air mail panel which he can consult from time to time.

The Postmaster-General also announced his intention of increasing considerably, and as speedily as possible, the number of blue air mail boxes in London. The new boxes are to cover a wider district, bringing in, for instance, Kensington and Hampstead. He hopes that it will be possible to speed up the collections from these boxes by increasing the number of blue air mail vans. In the provinces steps will be taken similarly to increase the number of blue letter boxes. It is emphasized that air letters can be posted in any letter box if clearly marked for air mail.

Steps are being taken to cut down the period between the latest time of posting in the air mail boxes and the departure of the aeroplane. The Post Office recently has been able to extend the latest time of posting for the Continental air services, which leave Croydon from midday onwards and ensure delivery of letters in Paris and other cities the same evening. It is also hoped in the near future to improve the late posting facilities in the City and in the West End. At present there is a special last-minute posting time for all air mails at the Head Post Office in the City and for certain services at the office of Imperial Airways at Victoria Station. It is hoped to supplement this by giving special late facilities in the neighbourhood of the Haymarket.

Discussing improvements in the ordinary postal services, the Postmaster-General said a review had been undertaken recently of all places in England with postal deliveries less frequent than once a day. As a result, a daily delivery is to be given to all places where it can be afforded without absolutely disproportionate expense.



INLAND AIR MAILS IN BRITAIN

NEW SERVICE TO START TO-DAY

THE PLACES SERVED

The new inland air mail service will begin operating to-day. It will serve the following places:—

London	Liverpool
Birmingham	Cardiff
Manchester	Plymouth
Douglas	Bristol
Belfast	Southampton
Glasgow	Cowes

The first regular inland air mail in Great Britain was that between Inverness and Kirkwall, in the Orkney Islands, which was opened on May 30 this year, and is operated by Highland Airways, Limited. Its success encouraged the Post Office to arrange the more extensive experiment which starts to-day. Apart from the Orkney service, all inland air mails will be carried by Railway Air Services, Limited, the company formed early this year by the four main line railway companies in conjunction with Imperial Airways. Railway air services are already operating three passenger services, and these services will convey the air mails. They are as follows:—

- (1) LONDON-GLASGOW, via Croydon, Manchester, Douglas (Isle of Man), and Belfast.
- (2) LIVERPOOL-PLYMOUTH, via Birmingham and Cardiff.
- (3) BIRMINGHAM-COWES (Isle of Wight), via Bristol and Southampton.

Considerable saving of time will result in most instances, by comparison with the ordinary postal services. The Postmaster-General, in an official announcement of the new service, points out that it is ex-



perimental and that for the present it will be restricted to correspondence posted at the places mentioned for addresses in the town areas of other places on the air routes.

Letters intended for air transmission should bear the air mail label, which may be had free in a new and attractive form at any post office. There will be no charge beyond the ordinary postal rate for letters and packets weighing not more than two ounces, or for postcards. Letters above two ounces will be charged 1d. for each additional ounce. Particulars of posting times for inclusion in the air mails will be supplied at local post offices in the towns concerned.

The first letter to be posted for transit by air mail from the Isle of Man will be dropped into a newly erected blue pillar-box in Douglas this morning by the Governor of the island, Sir Montagu Butler. It will be addressed to the Postmaster-General.

AIR EXCURSIONS

Railway Air Services are to run five excursions next Wednesday, as follows:— Liverpool to Cardiff; Cardiff to Plymouth; Birmingham to Bristol; Bristol to Cowes; Cowes to Bristol.

The fares will be 45s. for the Liverpool-Cardiff and Cardiff-Plymouth excursions; 25s. for the Birmingham-Bristol excursion; and 30s. for the Bristol-Cowes and Cowes-Bristol excursions. On the forward journey passengers will travel by aeroplanes leaving Liverpool at 8.45 a.m., Cardiff at 10.50 a.m., Birmingham at 9.35 a.m., Bristol at 10.35 a.m., and Cowes at 12.5 p.m. In each instance the return journey will be made by the last daily service.

THE ISLE OF MAN

The first letter to be posted for transit by air mail from the Isle of Man will be dropped into a newly erected blue pillar-box this morning by the Governor of the island, Sir Montagu Butler. It will be addressed to the Postmaster-General. The Isle of Man is on one of the new routes organized by Imperial Railways and Railway Air Services. The aeroplane will arrive in the island at 10.55 a.m. and will be met by the Governor, who will receive from the pilot the island's first air mail-bag from Glasgow and Belfast.

Extract from the 'Times'
newspaper 20th Aug. 1934

21 1934

INLAND AIR MAIL

NEW SERVICE BEGUN IN GALE

SOUTHWARD FLIGHT INTERRUPTED

The opening of the new inland air mail services yesterday coincided in the North with severe storms, which interrupted the south-bound service between Glasgow and London.

Two four-engined Diana air liners, carrying passengers and mails, left Glasgow in company, and after turbulent crossings of the Irish Sea to and from Belfast reached Manchester. The rest of their flight to Croydon was cancelled on account of the gale, and the mails for Birmingham and London were sent on from Manchester by rail.

A dozen cities and towns are linked by the air mail services, and at several of them the departure or arrival of the first mail-carrying aeroplane was attended by official ceremonies. Among the passengers from Glasgow were Sir Harold Hartley, chairman of Railway Air Services (the company holding the Post Office contract for the air mails), and Wing-Commander A. H. Measures, superintendent of Railway Air Services. The Air Mail pennant was handed to Sir Harold Hartley before the departure from Renfrew aerodrome. The two aeroplanes took off in heavy rain into a wall of mist. Aided by the directional wireless they reached Aldersgrove punctually, after a rough crossing. Sir Harold Hartley and his companions were greeted by the Lord Mayor of Belfast, to whom the first bag of air mail from Scotland to Northern Ireland was handed. With the Mayor were Mr. J. Milne Barbour, Minister of Commerce in the Government of Northern Ireland, and Mr. T. Somerset, M.P. When the machines left Belfast about an hour later they carried letters of greeting from the Lord Mayor of Belfast to the Lord Mayors of Manchester and Birmingham.

Extract taken from the 'Times'
newspaper of 21st August 1934.

HEAVY BUFFETING

As the passenger service between Glasgow and London does not touch the Isle of Man, a shuttle service between Belfast, Douglas, and Manchester is to be maintained by De Havilland Dragons carrying mails and freight only. One of these two-engined machines left Belfast yesterday with the two Diana air liners, and after landing its cargo at Douglas went on to Manchester. All three aeroplanes suffered a heavy buffeting over the Irish Sea. At intervals the wind reached a force of 80 to 85 miles an hour.

The arrival of the first air mail at Croydon was to have been the occasion of a ceremony at 1.15, the time at which the mails from Glasgow were due to arrive. When it was learned that the southward flight had been cancelled at Manchester there was disappointment. The ceremony was postponed until the departure of the first air mail for the North, which in the normal course would have left Croydon at 3.10 on board a Diana air liner returning to Glasgow. The 200lb. of mails were placed instead on board a Westland machine. They were formally handed to the pilot, Captain W. Armstrong, by Brigadier-General Sir Frederick Williamson, Director of Postal Services. The mails were to be flown thus to Birmingham and there transferred to another machine for the rest of the journey to Glasgow if the weather permitted.

The first air mail from Liverpool left Speke airport at 8.45 a.m. The six blue air-mail bags were seen away by the Assistant Surveyor of Liverpool (Mr. S. Pickering), the Chief Postal Superintendent (Mr. C. Whitehorn), Mr. J. A. Eckes, chairman of the Postal Telegraph Advisory Committee of the Chamber of Commerce, and other officials. The Dragon aeroplane which conveyed them called at Birmingham and Cardiff on its way to Plymouth, the terminus of this particular route, and at Birmingham the mails for Bristol, Southampton, and Cowes were transferred to another aeroplane.

MAILS SENT ON BY RAIL

FROM OUR CORRESPONDENT

MANCHESTER, AUG. 20

The opening of the Glasgow, Belfast, Birmingham, and London air mail service to-day had a premature ending, for when the three aeroplanes reached Barton airport, on the outskirts of Manchester, after a stormy passage, they found that the Air Ministry had issued a gale warning. The machines were run into the hangars, passengers were advised to continue their journey by train, and the mail bags, with their 35lb. of letters as well as 66lb. of freight, were sent on by rail.

An official reception party, including the Deputy Lord Mayor of Manchester and the Mayor of Salford, was waiting at the airport for the arrival of the machines, which were 20 minutes late. The first one to land carried Sir Harold Hartley, vice-president of the London Midland and Scottish Railway Company, and while he was talking to the civic representatives and to Mr. C. A. Moorhouse, the acting Postmaster of Manchester, there was a moment when the aeroplane seemed likely to be blown over on top of the party. A dozen volunteers seized the machine on the windward side, while the party was directed to a safer place.

T 22 1934

INLAND AIR MAIL

NEW SERVICES SUGGESTED

SOME RESTRICTIONS EXPLAINED

The Post Office have received a number of suggestions for new inland air mail services in addition to those which have come into operation this week on the passenger routes of Railway Air Services, Limited.

There is now a network of internal air lines carrying passengers and freight about Great Britain, and several of the operating companies have offered the use of their aircraft to the Post Office for the transport of mails. Group Captain W. H. Primrose, whose appointment as Air Mails Adviser to the Post Office was announced at the beginning of this month, has already visited various parts of the country to examine these offers, and they are now being considered by the Post Office.

BY RAIL WHEN QUICKER

In the 12 towns covered by the new air mail services all post offices are now supplied with leaflets giving full particulars of the outward services. The post offices can therefore explain certain points which hitherto have not been made clear to the public. Official announcements may have created an impression that letters may be sent by air from any town to any other in the list. There are, in fact, exceptions.

The three air routes of Railway Air Services meet only at Birmingham, and it would in some instances take longer to send a letter by air by way of Birmingham than to send it direct by train. This is so, for example, between Liverpool and Manchester, or London and Cowes, or Southampton and Plymouth. Letters between these places, and between others to which the same consideration applies, will therefore be carried by rail in the ordinary way, since it is intended to use the air mail only when it is quicker. Letters between Cardiff and Bristol, towns situated on different air routes from Birmingham, will, if they bear the air mail label, be conveyed by Mr. Norman Edgar's air ferry over the Severn.

Though in general the use of the air mail is for the present restricted to correspondence from town to town, it has now been decided to accept air mail letters for any address in Northern Ireland or in the Isle of Man. They will go as far as Belfast or Douglas by air, and thence by rail or road.

DISPATCH FROM LONDON

The places to which air mails are dispatched from London are Birmingham, Liverpool, Manchester, the Isle of Man, Northern Ireland, and Glasgow. The mails for Douglas and Belfast 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 will be delivered in town areas the same day.

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 p.m. and in other blue boxes up to times ranging from noon to 12.30 p.m. They may also be posted in any ordinary posting box in time for the general collections at times ranging from 10.30 a.m. to 11 a.m. in head district areas and at 8.30 a.m. in sub-districts. Express letters should be handed in at a post office counter in time for the last ordinary collection to connect with the service, but they may in emergency be posted in any special blue air mail or ordinary posting box. They must be boldly and legibly marked "express" in the top left-hand corner below the air mail label. Railex letters will also be accepted for air transmission.

50 MILES AN HOUR

STRONG WIND AGAINST MAIL AEROPLANE

The new air mail service again had to contend with unfavourable weather yesterday, but it was better than on Monday, when the first service between Glasgow and London, by way of Belfast, was interrupted at Manchester.

The machine taking the 9.15 a.m. service yesterday from Glasgow to Croydon had to face a wind of 50 miles an hour practically all the way to Belfast and Manchester. In consequence the aeroplane arrived at Manchester one hour 25 minutes late. Conditions on the journey to London were better and the distance was flown in the scheduled time. The machine reached Croydon at 3 p.m., instead of 1.35 p.m., with passengers and 30 bags of mails.

Extract from the 'Times'
newspaper 22nd Aug. 1934

RAILWAY AIR SERVICES

Wednesday
Daily Herald. July 25th 1934

Think!
NO colouring matter
NO injurious ingredients
Gordon's
IN THE BOTTLE WITH THE SQUARE FACE.



ONE PENNY

Air Mails To Link Up Britain



LOADING THE AIR MAIL.

LETTERS AT THE USUAL RATE

THE larger provincial cities in Britain are shortly to be linked together and with London by a new air mail service.

Letters weighing less than 2oz. and postcards will be carried on these services at ordinary rates.

This new Post Office experiment was announced yesterday by Sir Kingsley Wood, Postmaster-General.

London, Birmingham, Manchester, Belfast, Glasgow, Liverpool, Cardiff, Plymouth, Southampton, and the Isle of Man will be the centres from which the new services will start in the near future.

Already there is an air mail service between the mainland and Orkney.

Very considerable saving of time will be made by the new services.

A letter posted by Air Mail in Belfast at 8.45 a.m., for example, will be delivered in London on the same day at about 4 p.m., or in Southampton about 4.30 p.m.

A press announcement giving advance publicity to the forthcoming all up internal air mail scheme.

NEW LABEL

An Air Mail adviser is to be appointed.

The only condition to be imposed is that the blue Air Mail label shall be put on letters intended for air transmission or that letters be marked "By Air Mail."

Sir Kingsley Wood, in making the announcement, said:—

"A new and more attractive form of Air Mail label is being issued, and will be available within the next day or two free of charge at all post offices.

"In the provinces the number of blue letter-boxes will also be increased.

"I should, however, like to stress the point that air letters can be posted in any letter box if clearly marked for Air Mail."

ROCKET-MAIL ATTEMPT

An experiment in sending letters by rocket—the invention of Herr Gerhard Zucker, a young German—will be made on Friday and Saturday between the islands of Lewis and Scarpe (in the Western Isle), which are a mile and a half apart.

AIR MAIL LINES ACROSS BRITAIN

TOWN-TO-TOWN SCHEME TO
START IN AUGUST

THREE-HALFPENNY LETTERS AT
NO EXTRA CHARGE

DEVELOPING FLYING SERVICES OF
THE RAILWAYS

From the middle of next month air mail services between London and the Provinces are to be made available to the public at no extra charge.

This important extension of postal facilities was announced by the Postmaster-General, Sir Kingsley Wood, yesterday.

It has been made possible by co-operation between the Post Office and the railway companies, who are adding further inland air services tentatively to those they are now running.

Letters weighing not more than 2oz will be carried at no extra charge; over 2oz the rate will be 1d per ounce.

Centres to be connected up by the new services include:

London,	Glasgow,
Birmingham,	Liverpool,
Manchester,	Cardiff,
Belfast,	Plymouth,
Southampton,	Isle of Man.



THE NEW LABEL.

Deliveries will be considerably accelerated. A letter posted in Belfast at 8.45 a.m. will be delivered in London at about four p.m. and in Southampton half an hour later.

RAILWAY AIR SERVICES

GENERAL TIME TABLE



The companies time table and brochure giving full details of flights and conditions for the period up to September 1934.

Photograph is as shown on pages 1 and 2.

To 29 Sep 34

RAILWAY AIR SERVICES, LTD.

TIME TABLE & BROCHURE

FOR SUMMER 1935



RAILWAY AIR SERVICES, LTD.

UNOFFICIAL PRIVATE ETIQUETTES

BY L. PITMAN



RAILWAY AIR SERVICES, LTD.

RELATED EPHEMERA

E.R.O. 80012

RAILWAY AIR SERVICES LIMITED

Registered Office : AIRWAYS TERMINAL, LONDON, S.W.1

Directors
GEORGE MORTON (Chairman)
O. H. CORBLE
JOHN ELLIOT (formerly J. Elliot Blumenfeld)
K. W. C. GRAND
MAJOR J. R. McCRINDLE, O.B.E. M.C.
J. W. RATLEDGE

Superintendent :
Wing Commander A. H. MEASURES
C.B.E., M.I.Mech.E.

OUR REFERENCE

Please reply to

YOUR REFERENCE

.....19.....

Examples of stationery and Air Ticket
as used on the Internal Routes. Numbered
S400 and cancelled Specimen in ink.

RAILWAY AIR
SERVICES LTD



RAILWAY AIR SERVICES, Ltd.

WINTER 1938 - 39

RAILWAY AIR SERVICES



GENERAL TIME TABLE WINTER SEASON 1938-39

From SEPTEMBER 12th UNTIL FURTHER NOTICE

PRINTED IN GREAT BRITAIN

RAS 89/38.

RAILWAY AIR SERVICES ROYAL MAIL ROUTE

ON, BELFAST, GLASGOW & INT

Daily—Sundays Excepted

AIRCRAFT SCHEDULE.				Connect
NORTHBOUND.				
Victoria Station ... dep.	a.m.	LONDON (Croydon) ... dep.	a.m.	
on	8 45	*BIRMINGHAM (Castle	9 30	{ Snow H
... ..	9 45 }	Bromwich) (On request)	arr. 10 20	{ New St
... ..	9 50 }	*STOKE-ON-TRENT (Meir)	dep. 10 25	
... ..		(On request) ...	arr. 10 40	
... ..		LIVERPOOL (Speke) ...	dep. 10 45	
... ..	9 55 }		arr. 11 5	{ Adelphi
... ..	10 0 }	Manchester (Ringway) ...	arr. 11B30	{ Lime St
... ..	10 5 }		dep. 10B50	{ Midland
... ..	10 10 }	LIVERPOOL (Speke) ...	dep. 11 20	{ Victoria
... ..		BELFAST (Harbour) ...	p.m.	{ Piccadill
... ..		GLASGOW (Renfrew) ...	arr. 12 35	{ London
... ..	10 45 }		dep. 12 45	
... ..	10 50 }		arr. 1A40	{ 11 Done
... ..	12 10 }			{ Midland
... ..	12 20 }			{ Central
SOUTHBOUND.				
... ..	a.m.	GLASGOW (Renfrew) ...	a.m.	
... ..	7 15	BELFAST (Harbour) ...	dep. 7A50	
... ..	8 30 }	LIVERPOOL (Speke) ...	arr. 8 45	{ 11 Done
... ..	8 40 }	Manchester (Ringway) ...	dep. 9 0	{ Midland
... ..	9 5 }	LIVERPOOL (Speke) ...	arr. 10 15	{ Adelphi
... ..	9 10 }		arr. 10B35	{ Lime St
... ..	9 15 }	LIVERPOOL (Speke) ...	dep. 10B 0	{ Midland
... ..	9 20 }	*STOKE-ON-TRENT (Meir)	dep. 10 30	{ Victoria
... ..	9 55 }	(On request) ...	arr. 10 45	{ Piccadill
... ..	10 0 }	*BIRMINGHAM (Castle	arr. 10 50	{ London
... ..	10 30 }	Bromwich) (On request)	dep. 11 5	
... ..	10 35 }	LONDON (Croydon) ...	arr. 11 10	{ Snow H
... ..			arr. 12 0	{ New St
... ..				Airway

will call at Birmingham (Castle Bromwich) and Stoke-on-Trent (Meir Aerodrome) for the conveyance of passengers not less than 6 hours' notice being given to any R.A.S. Booking Office.
available at Stoke-on-Trent Station; also at Meir Aerodrome on notice being given at the time of booking.
passengers to and from Glasgow change aeroplanes. B—By Isle of Man Air Service.
Full information as to the Continental Services from Croydon can be obtained at R.A.S.

SCOTLAND and NORTHERN IRELAND Daily—Sundays included except where otherwise state

	N.S.	a.m.	a.m.	
n. (dep. by road)...	a.m.	7 15	9 0	BELFAST—
Airport dep.	7 50	9 35		Midland Hotel, York Rd. Station
Airport arr.	8 45	10 30		(dep. by road)
11 Pl. (arr. by road) ...	9 0	10 45		11 Donegal Pl. (dep. by road) ...
Hotel, York Road Stn. road)	9 10	10 55		Harbour Airport dep.
				GLASGOW—
				Renfrew Airport arr.
				Central Station (arr. by road) ...

Not Sundays.

RAILWAY AIR SERVICES, Ltd.

WINTER 1945

RAILWAY
AIR
SERVICES

WINTER
TIME TABLE



OCTOBER 8th 1945 AND UNTIL FURTHER NOTICE

Four fold time table effective
from the 8th October 1945. The
services in operation being,
London – Liverpool – Belfast
London – Glasgow
Glasgow – Belfast

NON EXISTING ROUTES

These covers were optimistically posted from and to towns on the air mail routes.



The Liverpool-Belfast cover would have had to fly via Birmingham which is a longer distance than that by sea from Liverpool.

Similarly the Plymouth-Cowes, again if flown would require three stages 1) to Cardiff 2) the Link 3) Bristol to Cowes, and thus would have been sent by rail. The 1½d photogravure stamp is cancelled on the day of issue.

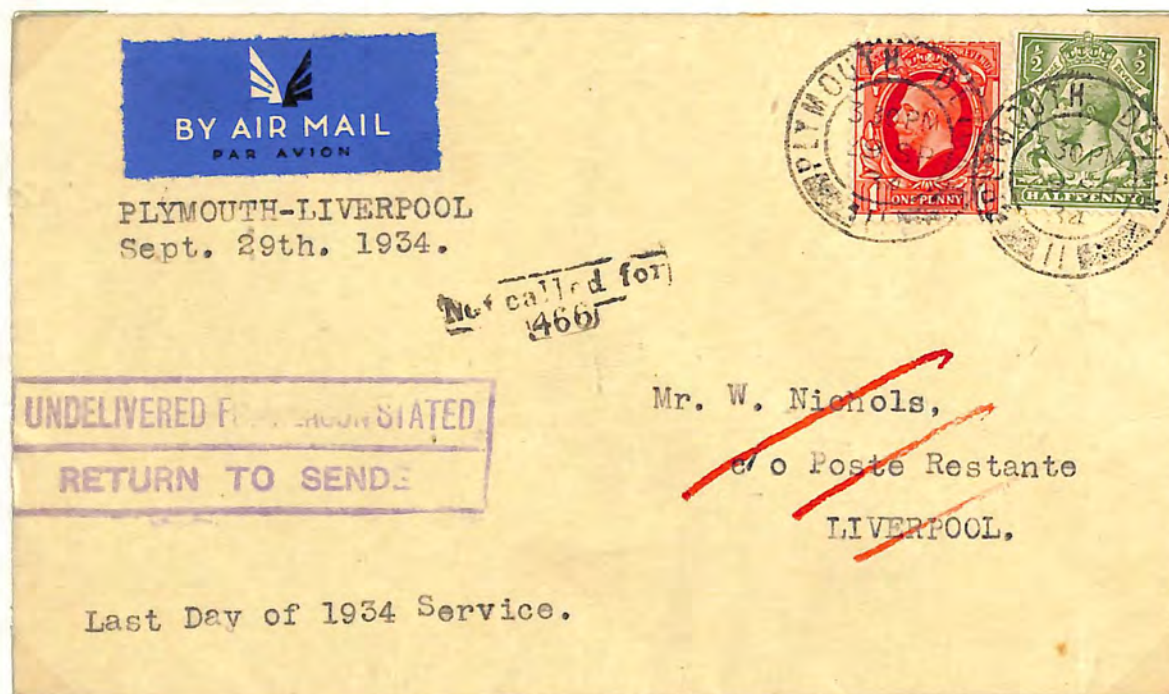
CONTRARY TO
REGULATIONS



Letters addressed to destinations outside the town of arrival contravene the regulations therefor these covers would have been treated as normal mail and sent by rail in the normal manner.

LAST FLIGHTS

29th SEP 1934

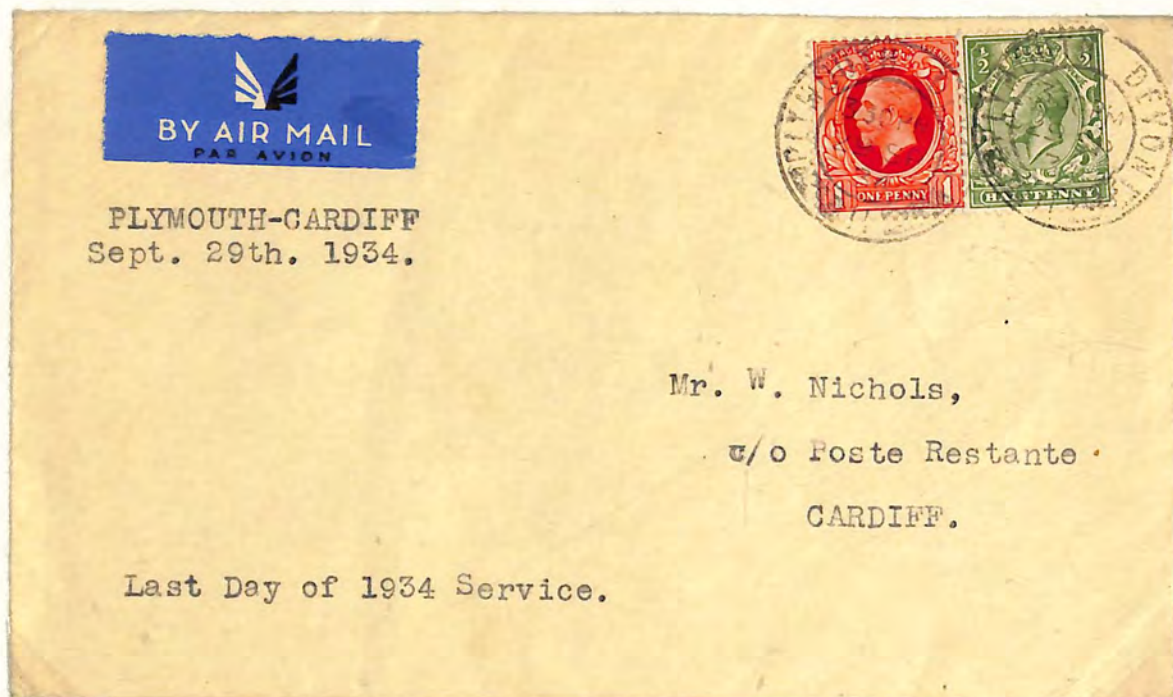


The above covers were flown on the last flights
on route No.1. by the R.A.S Ltd.

LAST FLIGHTS OF

ROUTE ONE

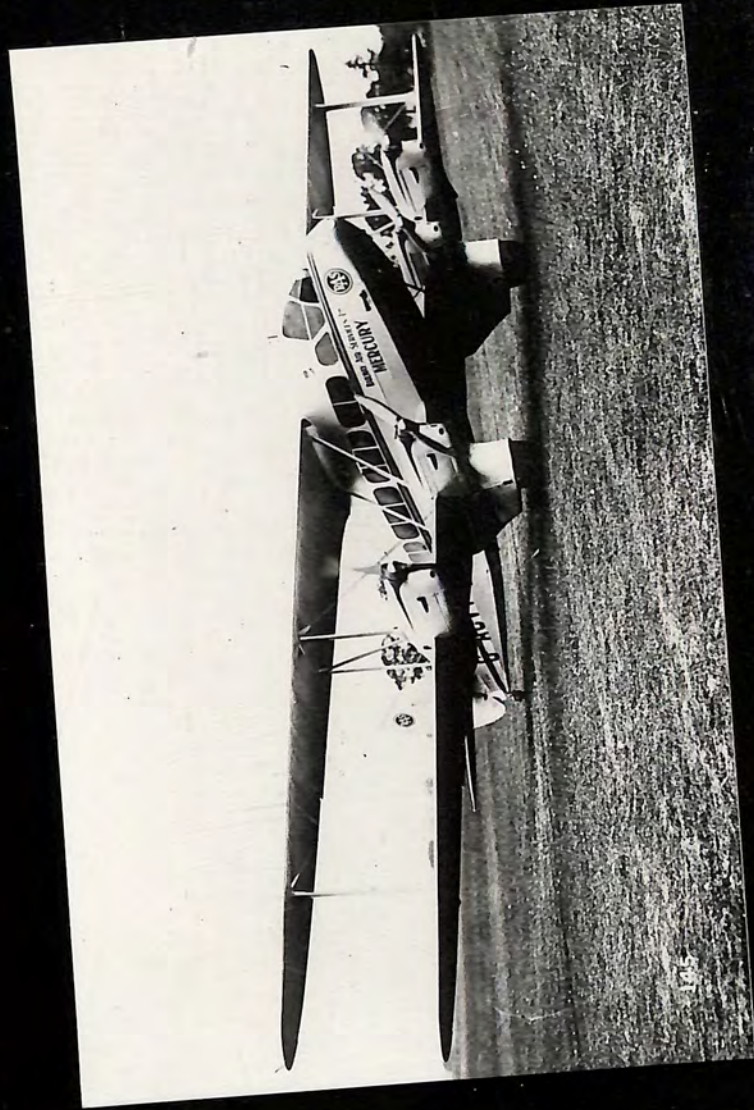
29 SEPT. 1934



Note. only 99 covers carried on this stage.



878



21-

© Published by Photomatic Ltd., Dellisome Lane, N. Myms, Hertts.

POST CARD

CARTE POSTALE

Communication—Correspondance Address—Adresse



£3



145

aviation books - plans - in print

Beaumont



Aviation L. Beaumont

650 Holloway Road - London N19 2P
01-272 9690



RAILWAY AIR SERVICES LTD., DH89 RAPIDE, 'STAR OF YORKSHIRE', AT RONALDSWAY, ISLE OF MAN, 1936



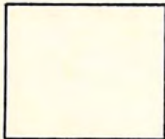
50th Anniversary of the Airmail Service to the Isle of Man, 1934-1984.
Railway Air Services Ltd., 'Star of Yorkshire', Rapide, at Ronaldsway, 1934. (Photo: J. H. Flower)



YN KAART POST MANNINAGH

Scrieu dty Lettyr ayns shoh.
(Write letter here)

Yn Ennym as yn
Ynyd-Vaghee
(Name and address)



Mannin Collections Ltd :- Tel.(0624) 76116

This postcard is No. 349 of a
limited edition of 500
Mannin Postcard No.20/1986

(From an original by
Frank Farnworth)

YN KAART POST MANNINAGH

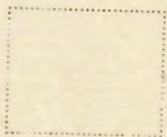
60

This souvenir postcard is No. 138
of a limited edition of 500 issued by
The Douglas Stamp & Postcard Club,
Isle of Man.

POST CARD

CORRESPONDENCE

ADDRESS ONLY



RTS St. John's
G. H. A. P. X
arrived at
St. John's
7th May 1934

POST CARD

JEROME Ltd.

Aug 31
A. F. Farnworth

ES

Levy

First
Flight

British
airways

RAILWAY AIR SERVICES



European Division



Airway letter labels



The Designer

These stamps were designed by F H K Henrion MBE RDI PPSIA AGI who, with Henrion Design Associates, has been responsible for BEA's new corporate image. Mr Henrion was consultant designer to the General Post Office from 1965 to 1969 and a member of the stamp committee.

Henrion Design Associates are consultants to KLM Royal Dutch Airlines and are at present evolving the new corporate image of Volkswagen, Audi NSU, and VW Porsche across the world.

Mr Henrion has been President of the Society of Industrial Artists and Designers, and is now President of Alliance Graphique Internationale and ICOGRADA, (National Council of Graphic Design Associations).

For three years he was a member of the Council of Industrial Design.

The Printers

The labels were printed in three colours by Bradbury, Wilkinson and Co. Ltd, using a special fine screen lithographic process on an unwatermarked coated paper with PVA adhesive, and perforated using a comb perforation.

Folder designed by C. Holt LSIA ASTD

POST CODE



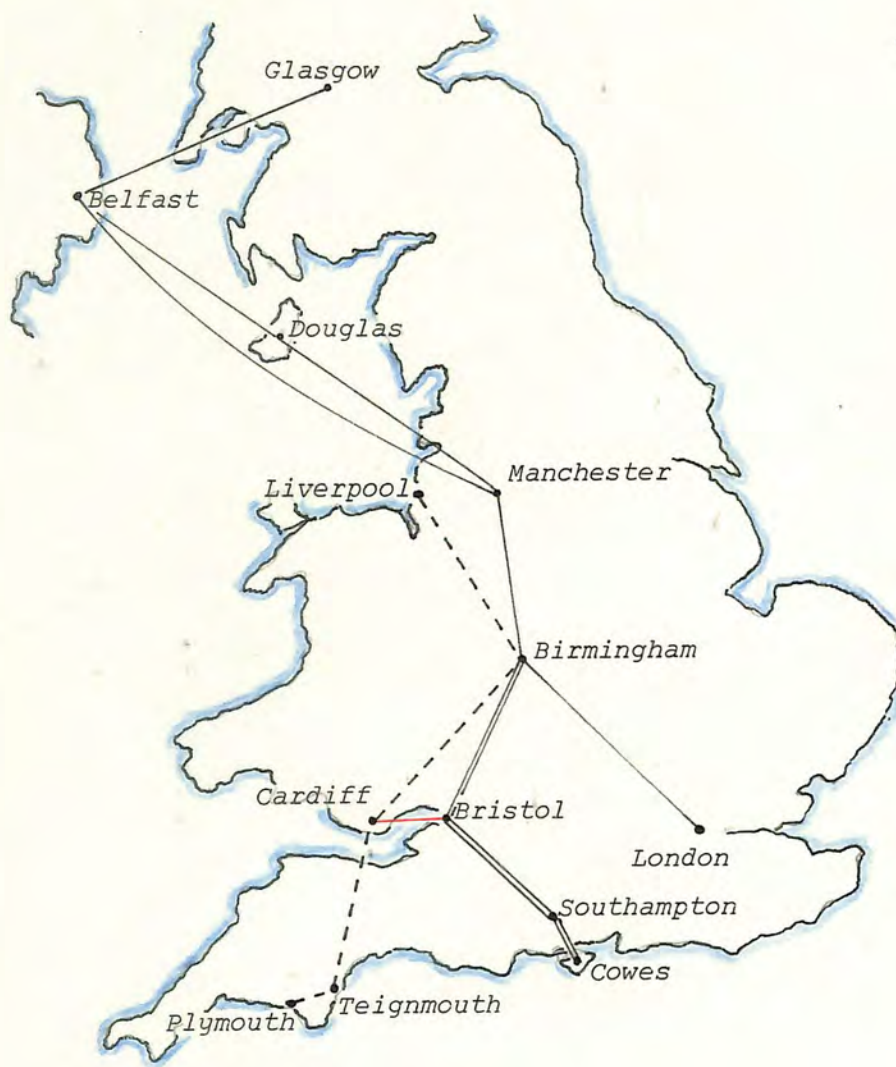
First Edition

PH 230
RAILWAY AIR SERVICE

RAILWAY AIR SERVICES, LTD.

THE ROUTES

On the 20th August 1934, the flying of mail was officially sanctioned by the Postmaster General. The concept was to operate flights over the country by three main routs with an additional link between Cardiff and Bristol which was to be operated by Norman Edgar.



<u>Route</u>	1	Liverpool - Plymouth	-----
	2	Glasgow - London	=====
	3	Birmingham - Cowes	=====



RAILWAY POST LETTER.
To be posted at Cardiff.



Coy.	Route	No. of Packages	STAMP LABEL	
			D. S. to S.	To
BIRMINGHAM SNOW HILL		3d		

By Railway Air Services Ltd.,
(G.W.R., Section)

Miss H. Faulkner,
Hotel Metropole,
SWANSEA, S. Wales.

0485-540574

12 White Horse Drive,

D BRSINGHAM

Kimo's Lane,

Nonnew.

PE31 6HL

20-5-94

Dear Peter,

As promised, if somewhat belatedly, I am sending you P/C's of one or two items in which you expressed interest (if there were others, please let me know). Since I was doing this anyway, plus a few for Frank Jones, I thought you might be interested in a few other items, also enclosed.

I have a huge wad of A/C's on R.A.S., and next time we come to Hatfield, I'll bring them on its off - chance of seeing you.

Reduced photocopy
mination of the
cancellation of

The note (very f
fer to the shutt.

ouncing the ter-
uglas, and the

fast for trans-
ed.

Extracts from rep

"....the mails due to be received from Belfast and Glasgow were over-carried to Manchester, owing to an oversight on the part of the Railway Air Services,...."

Head Postmaster, Douglas, 5th September, 1934

"....Two of the through bags were Air Mails from Glasgow and Belfast for Douglas, I.O.M. which were overcarried to Barton owing to the key of the Mail cabin having been left at Belfast after the mails had been locked in."

Postmaster Surveyor, Manchester, 28th August, 1934

BY AIR MAIL
PAR AVION

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

DOUGLAS
10-AM
20 AUG
1934
ISLE OF MAN



Mr Geo. J. King,
Poste Restante,
General Post Office,
E.C.1.

S. T. Reg
107 Lon
x 2
10 1/4
+ RAS
Covers
Dated 1934

BY AIR MAIL
PAR AVION

FIRST INLAND AIR MAIL SERVICE

DOUGLAS - BELFAST

DOUGLAS
10-AM
20 AUG
1934
ISLE OF MAN



Engg's Ordinance rec'd priority stamp
20c per h. am x
20c h. h. rec'd back stamp Aug 22
- note formally held back for Aug 21 page
with P.G.S. Special Envelope

Mr. John Edgar,
c/o Poste Restante,
G.P.O.,
BELFAST,
IRELAND.

0
8
8

UF

Envelope was posted 10.0 am

RAILWAY AIR SERVICES

GENERAL
TIME TABLE



Free

DIAGRAM OF ROUTES

RAILWAY AIR SERVICES LTD.
(and connecting services)

DIAGRAM OF ROUTES

The numbers correspond with the number of the time-table contained in this folder.

BEDBROOK & PAGE LTD.
3, HOLLES STREET,
OXFORD STREET,
TEL. MAYFAIR 3421. LONDON, W.1.

BEDBROOK & PAGE LTD

3, HOLLES STREET,

OXFORD STREET;

TEL. MAYFAIR 3421.

LONDON, W.1:

1122



22 MAY 33

DRM 1884

3. 11. 33

Mr L. P. Butten
40 Stanley Avenue
New Malden
Surrey

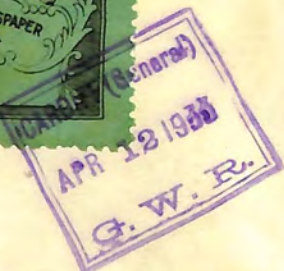
To Plymouth Station

on arrival.



882

FIRST FLIGHT
Great Western Railway
Air Service
South Wales to Devon
12th April 1933



SHOP
BY
TELE



A. PHILLIPS
65 GEORGE STREET
PLYMOUTH

ALL FOR HER. Series III.

Raphael Tuck & Sons "Oilette" Postcard No. 8675

ART PUBLISHERS TO THEIR MAJESTIES THE KING & QUEEN

By Appointment



TUCK'S POST CARD

CARTE POSTALE

(FOR BUSINESS ONLY.)



London, in France
Dearest Tom,

All well - hope
you are. rather rough weather
here. I can see dear old Brighton
from here fine. I wish that
could be there too. - still
must be patient. Oh, guess how
to day. But makes me
yearn for his arms & see

Miss D. Thomas

188 Highbury Rd

Hastings

Sussex

Yr. Binsley

Printed in England



3.

IMPERIAL AIRWAYS LINER "HANNIBAL"

Z1-

AMBETEUSE FRANCE
12-5-17

3-11-17

COZORNE (HOLLAND)
WEISBADEN

19-12-18

22-1-16.

Pas un centime

888



TUCK'S POST CARD

CARTE

POSTALE



For Address Only



HANNIBAL CLASS.—(This and the Heracles type are the largest aeroplanes in the world employed in civil aerial transport). Span 130'. Length 86' 6". Height 27' 3". Crew 4. Passengers 22. Can carry over a ton of mails. 4 Bristol "Jupiter" engines, each 490 H.P. Speed max. 130 m.p.h., cruising 100 m.p.h. Names and registration numbers:—Hannibal G-AAGX. Hanno G-AAUD. Hadrian G-AAUE. Horsa G-AAUC.

Printed in England
Raphael Tuck & Sons
Official Photograph "Postcard"
ART PUBLISHED TO THEIR MAJESTIES THE KING & QUEEN
AND TO H.R.H. THE PRINCE OF WALES

21-

AMBETEUSE FRANCE
12-5-17

3-11-17

COLOGNE (GERMANY) 19-12-18
WEISBADEN 22-1-16.

Pas un centime

ES8



TUCK'S POST CARD

CARTE

POSTALE



By Appointment



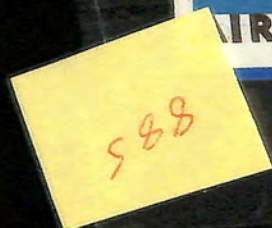
For Address Only



HANNIBAL CLASS.—(This and the Heracles type are the largest aeroplanes in the world employed in civil aerial transport). Span 130'. Length 86' 6". Height 27' 3". Crew 4. Passengers 22. Can carry over a ton of mails. 4 Bristol "Jupiter" engines, each 490 H.P. Speed max. 130 m.p.h., cruising 100 m.p.h. Names and registration numbers:—Hannibal G-AAGX, Hanno G-AAUD, Hadrian G-AAUE, Horsa G-AAUC.

Printed in England
Raphael Tuck & Sons
Official Photographers to the King & Queen
and to H.M. the Prince of Wales
ART PUBLISHED TO THEIR MAJESTIES THE KING & QUEEN
AND TO H.M. THE PRINCE OF WALES





BY AIR MAIL
PAR AVION

POST OFFICE
EXPRESS
DELIVERY



Mrs. B.M. Dale

54 Andrews Vicarage

Handsworth

Birmingham

988



SCOTTISH AIRWAYS
JERSEY - PRESTWICK
14 JUN 1952



14/6/52
FFC JERSEY - PRESTWICK
ONLY 7 FLOWN (f35)
JAMES WOTHERSPOON
29 LIMEFIELD AVE.
POLBETH, WEST CALDER,
MIDLOTHIAN, SCOTLAND

887

50 Postcard Imperial Airways flying boat Caledonia postally used KGV6 period £2.50



38A2

By AUTOGIRO G. ACIN

HANWORTH—WINDSOR—HENDON—HANWORTH
MAY 8th 1934

Pilot: R. BRIE Passenger: JOHN S. DAVIS

This card was flown over the route of the first
U.K. Aerial Post, with permission of the P.M.G.



£ 2.50
JR 14

VALENTINE'S
POST CARD

FOR CORRESPONDENCE

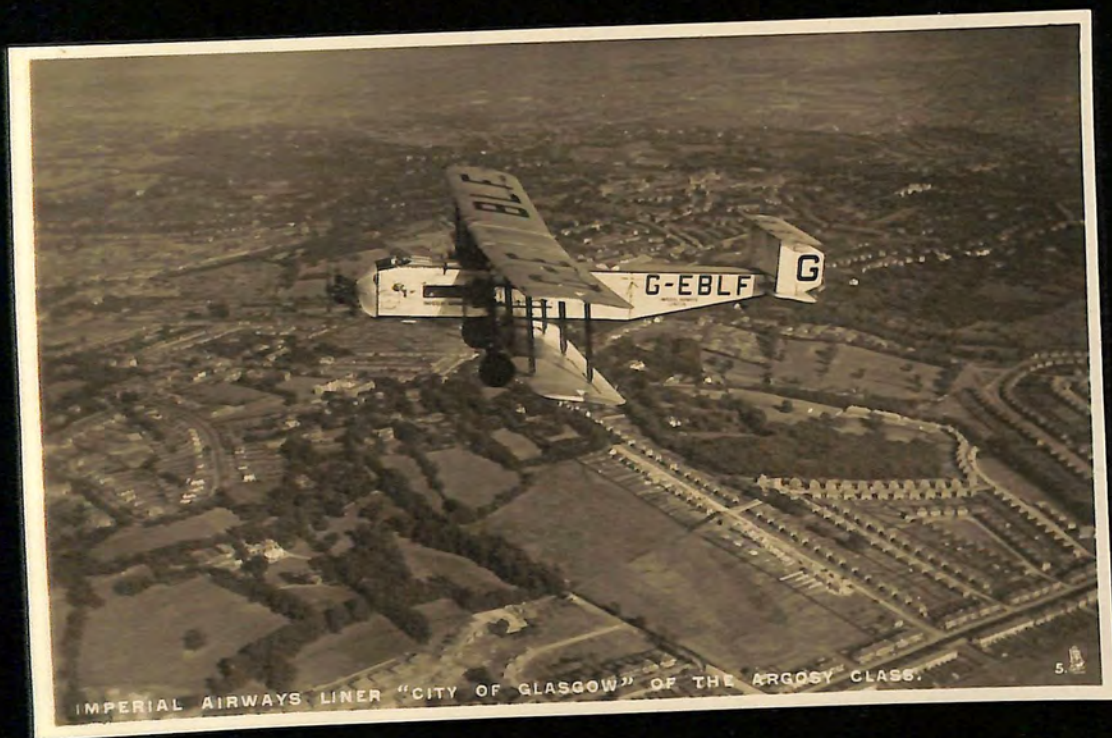
FOR ADDRESS ONLY



— THIS IS A REAL PHOTOGRAPH —

I hope you arrived
safely Tuesday -
had a nice journey.
I have just bought
an enormous
kicker. I will tell
about it in a letter
etc. I love you
tremendously.

Master C. Salt
Abberley Hall.
Worcester.





By Appointment

TUCK'S POST CARD

CARTE



POSTALE



By Appointment



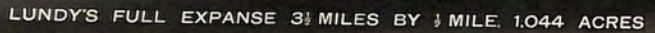
For Address Only

Printed in England
Raphael Tuck & Sons
Official Photograph—Imperial Airways
ART PUBLISHERS TO THEIR MAJESTIES THE KING & QUEEN
AND TO H.R.H. THE PRINCE OF WALES

ARGOSY.—Span 90' 5". Length 66' 7".
Height 20' 16". Crew 4. Passengers 20.
3 Armstrong Siddeley "Jaguar" engines,
each 420 H.P. Speed, max. 105 m.p.h.,
cruising 90 m.p.h. Names and registration num-
bers:—City of Glasgow G-EBLF. City of
Arundel G-EBOZ. City of Liverpool G-AACI.
City of Manchester G-AACJ. City of Coventry
G-AAEJ.

Photo, Chas. E. Brown.

1890



503A

022257

BY ATLANTIC COAST
AIR SERVICES
ONE PENNY.

[illegible]

35-45

LUNDY: 1936 plain env to Lundy with 3d, 1d GV cane fine Barnstable M/C 20 May 36. Part removed large Air/Map 3d at left with complete 3d affixed partly over & cane boxed Air pk 21 May 36 in blue. 4p defin below cane boxed Lundy H/5 21 My & signed by pilot. N1 & 11. Mostly good

Aircraft on Lundy with passengers.

07-083

693
269
169
069
689
889



POST CARD

Correspondence

Address

Photograph R. L. Knight, Barnstaple & Bude.
Lundy, Copyright
Summer Daily Air Service { From Barnstaple Airport
Winter Weekly Air Service {

At Lundy Island. left
£4.15 p.m. here at
3 p.m. - Very rough landing
everybody had. landed in small
boat. This Island is private
property, note stamps. the houses
only. No roads. This is written
outside the local tavern general
stores - very queer.

Please send this card for me.

Guaranteed Real Photo and British Manufacture

Mrs. Collins

Auntie Reekie

Sandhurst Bress

Superior

£6

WAF

- 681 LUNDY: 1936 3d 'Tram Ticket' M/M No.00567 2nd Roll. N7 ca
682 LUNDY: 1935 1d 'Tram Ticket' M/M, from Roll 1 No.00157, N
683 LUNDY: 1936 B/W photo, aerial view Lundy, 'Lundy's full e
Acres'. Air advert on rear, photo by R.L. Knight Barnstaple
Ticket on face No.04200 from Roll 9 + 1/2 p defin (N1 & B)
on rear canc Branton D/C 17 Fe 36. Very good cond. & sc



- 684 LUNDY: 1936 large Air 1d values M/M showing varieties 'Flag on T
N12a & b cat. £34+
685 LUNDY: 1936 large Air 1/- value M/M showing variety 'missing d
after Lundy'. N13b & 15c cat. £45+
686 LUNDY: 1936 plain env to Gade, Lundy with 1 1/2 d GV canc fine B
Map at right canc superb blue boxed Air pmk 1 Apr 36 FDI. 1/2
boxed pmk for same day. N1 & 11. Good cond. Also B/W reprinted photo showing Short Scion



**SHETLAND'S FIRST
AIR MAIL.**

**Tuesday, 23rd Nov.,
- - - 1937 - - -**

The Shetland Times

**The Popular Paper in
the Islands.**



**INAUGURATION OF
THRICE WEEKLY
AIR MAIL
KIRKWALL to NORTH RONALDSBAY
31st July 1939**

23/11/37

Albion Airways (Gordon Dowe) Ltd began carrying mail on
its Aberdeen - Shetland service. First mail flight by Dragon
DH89 G-ACNJ "Sir Rowland" (Capt Eric Sterling)

see page 14 of Richard Beith's Book
on Scottish Air Mail.

890



Victoria 2211

3-1

IMPERIAL
AIRWAYS

HILLMAN'S AIRWAYS
LONDON & PARIS
IN 90 MINUTES
EX 14.5 0 Return
AIRPORT, NEAR
Telephone - 144000

ESSEX
ANDON'S AIR
IN 90 MINUTES
4.50 Return
AIRPORT, NEAR ABRIDGE
 Telephone 241



POST CARD
AIR MAIL



British
airways

cargo

the best way there

CARRIER PREFIX	AWB·C/N·NO	DESTINATION	No PKGS	WGT KGS	VIA

A5264



RAF

(*10107) 7/42 T.S. 700

Up
Weston
Muckle

DRLS Via *Andrew Gosport*

FROM RECORD OFFICE GLOUCESTER

Route.....

IN THE CASE OF NON-DELIVERY
TO BE RETURNED TO THE AIR MINISTRY,
LONDON, W.C.2.

This thirty-four seat twin-engine helicopter carries over 85,000 passengers a year between Penzance and the Isles of Scilly. A beautiful trip. Ring British Airways Helicopters, Penzance 3871.

C. R. Groul
48 Woodridings Court
Crescent Road
Wood Green
London N22 4RX

Printed in England by Beric Tempest & Co Ltd, St Ives, Cornwall

Waiting for Mr to
clear & flying to
start at St Marys
Airport.

Wells 19th



BERIC TEMPEST
COLOURCARD

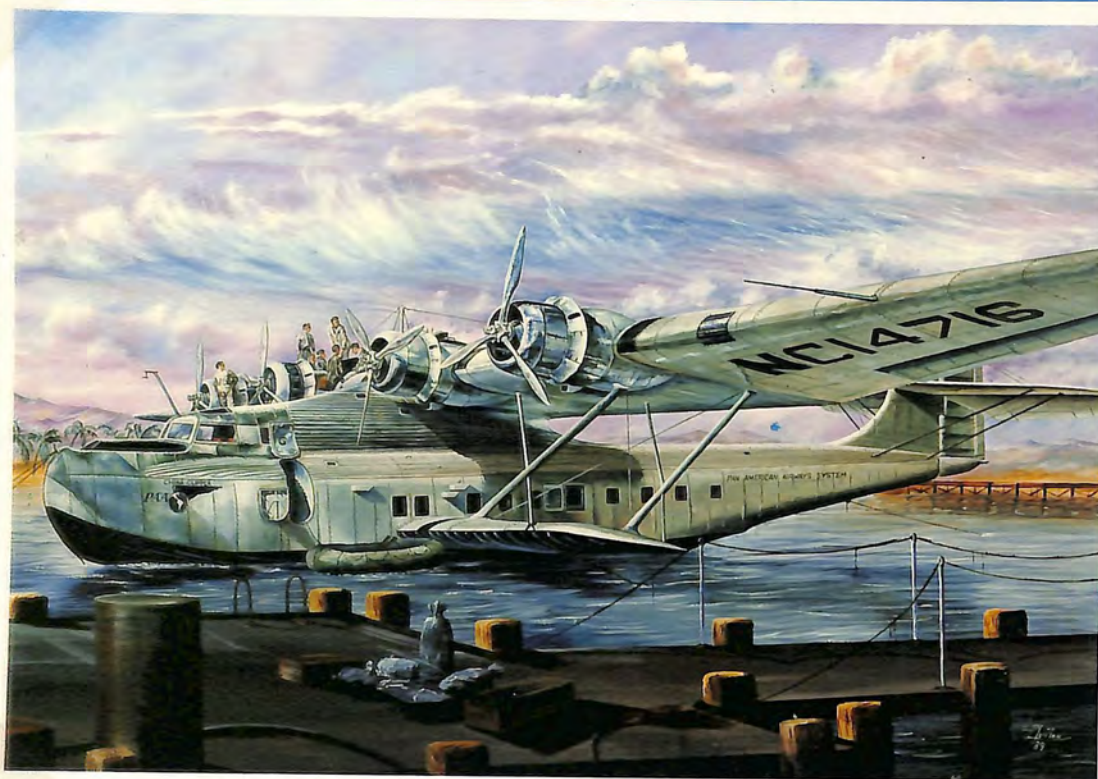
ADDRESS



Have to take off on 9.15 AM. I will be waiting for 6 hours at St Marys Airport. I will be waiting for 6 hours at St Marys Airport. I will be waiting for 6 hours at St Marys Airport.

St. Marys Airport
(From the Helicopter)

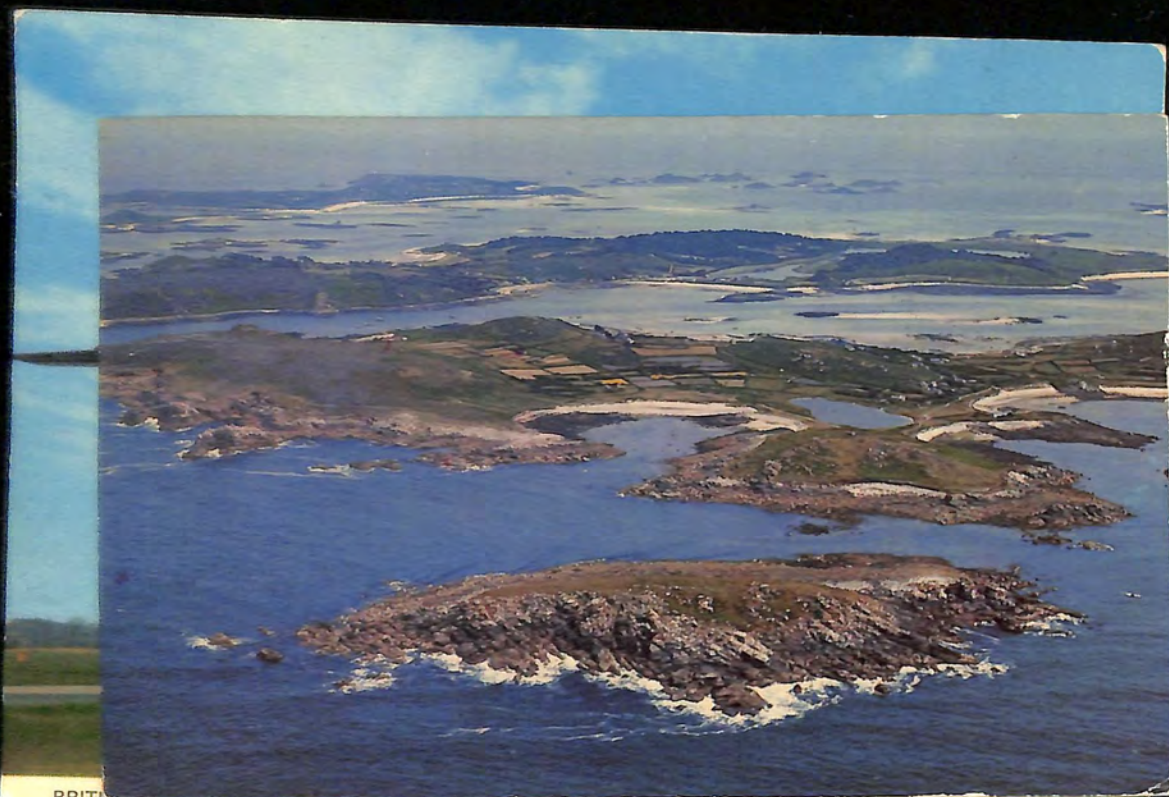
WED 19th SEP '79



...nders about the work... and philatelic videos was shown during the day. A special limited edition cover containing stamps from both 1971 and 2001 and autographed by stamp designer Jeffery Matthews was presented to those attending and a unique cover was raffled on the day. Mr Matthews kindly donated his signature in aid of the Multiple Sclerosis Society, raising £138 for this worthy cause •

Mail van postcard The North of Ireland Philatelic Society has issued its postcard for 2001 – number 16 in the series. It features loading mail from a Post Office van onto BEA aircraft at Nutts Corner, Crumlin, 1961. Price 30p unused, 60p with first day postmark. Postage 40p on all orders, which should be sent to: N Scott, 49 Kingsdale Park, Belfast BT5 7BZ •





BRITISH AIRWAYS Super J-11

282



CHARLES SKILTON'S POSTCARD SERIES



Printed in Great Britain

CHARLES SKILTON & FRY LTD

British Airways Super 1-11.

British Airways has 18 Super 1-11's and 4 BAC 1-11 Series 400's in service.

Built by British Aircraft Corporation, Hurn, England.

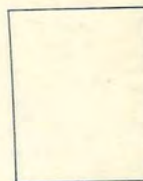
Powered by two Rolls-Royce Spey turbofans.

Super 1-11: Length 107' 0"; 99 passengers;

Cruising speed 550 mph.

1-11 Series 400: Length 93' 6"; 86 passengers.

POST CARD



I was a passenger on board
British Airways/Singapore
Airlines Concorde

Please send me my
Concorde Certificate

Please write your name in block capitals as you
would like it to appear on the certificate

NAME

ADDRESS

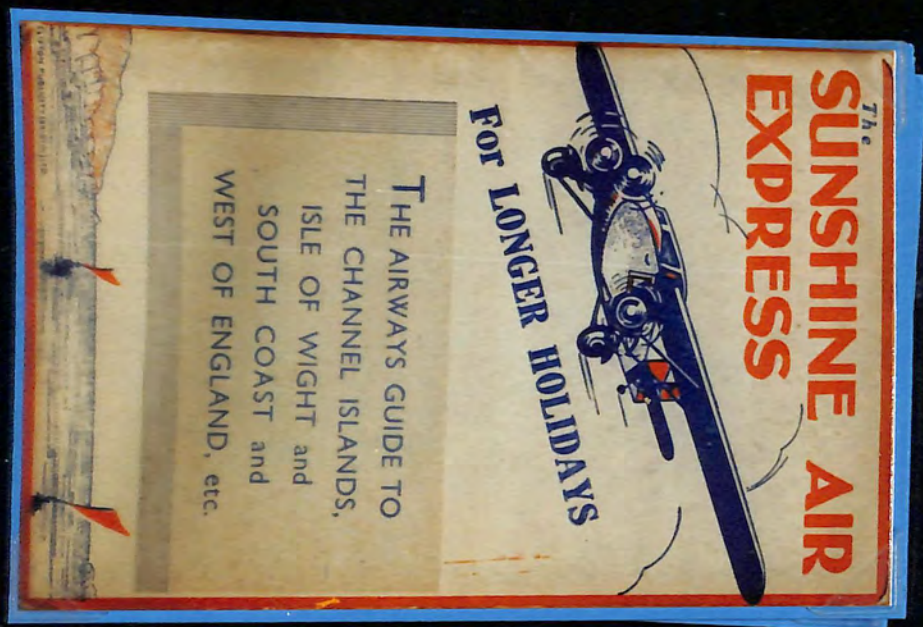
FROM

TO

DATE

Printed in Great Britain

Sales Promotion Manager
British Airways
PO Box 13
LONDON SW1W 9SR



Plant of the Pennsylvania Match Co., Bellefonte, Pa.



RAF TP14

ALEX HENSHAW

MBE



THE
7TH
SPE
SOU
DAT
WEI



DM
FILE
S
O

SPITFIRE ON TEST - CAPTAIN
ALEX HENSHAW IN G-AEXF
THE FASTEST OF ALL RACING MEW GULLS



ROWLAND HILL 1793-1879

FLOWN FROM RAF COSFORD AND RETURN ABOARD THE
GOODYEAR AIRSHIP EUROPA N2A OVER PART OF THE
ORIGINAL ALEX HENSHAW SPITFIRE TESTING ROUTE.

CREW

DICK WIDDICOMBE

(PILOT)

PAUL DEACON

(COURIER)

DEPARTED COSFORD 1730 HRS., 16 MAY 1980,

LANDED COSFORD 1800 HRS.



Officer
Commanding
Royal Air Force
Cosford



QANTAS
FIRST FLIGHT
SYDNEY TO LONDON
VIA AMSTERDAM

APRIL 1967



AUSTRALIA'S ROUND-THE-WORLD AIRLINE

£1.60



QANTAS EMPIRE AIRWAYS LTD.

c/o B.E.A. HIRSCH BUILDING

LEIPSEPLEIN 23

AMSTERDAM



GREAT FAILURES
OF OUR TIME



No 23
First Transatlantic
Crossing



the place in the 1911
William Brett, vol. 1,
35, gives additional

details. Some co.
Another co. vice
on February 1st, when
a complimentary
first direct flight
Baptist said that
photographs, with
He got me copies.

The enclosed co
design, sent with
will amuse you.
are not seeing this
1980. Finally, I do
Peter Westwood, if
design. I have
22) 2202 2202

PIVINT·XRIK↑



13 JUN

Mrs D. Winter,
23 Ascot Gardens,
Enfield
Middlesex EN3 5RS
England

Stornoway, Orkney. 12 June. We
arrived on a Scottish coach from the
crossed over the Pentlands with
yesterday from Scrabster, a very
good crossing, 2 hours.
For once I have got a very good
single room overlooking gardens.
I'm at bath & breakfast. The
flooded glass windows to face
the rubber lane etc. the cross back
to Scrabster tomorrow & on to
Stirling after for a night.
Weather fine but a bit. Have
been to Squire Head, Kirkcaldy & Squire Head
today. Love from Winnie

54. Orkney. Latitude 59° N 6 miles from Scottish
Mainland. Of approx. 100 islands, only 17 are inhabited,
by the population of nearly 18000. Total area is 360 sq.m.
and the group covers 53m N-S and 30m E-W.

Charles Tait publ. by CTP, Kelton, St Ola. ORKNEY tel 0856 3738

SHETLAND IN VIEW

the heartbeats dose from Winnie.

Greetings from

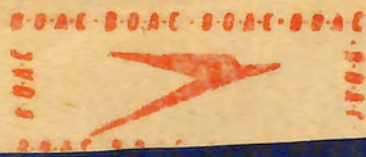


Glasgow
Airport
Scotland

ORKNEY



Shetland

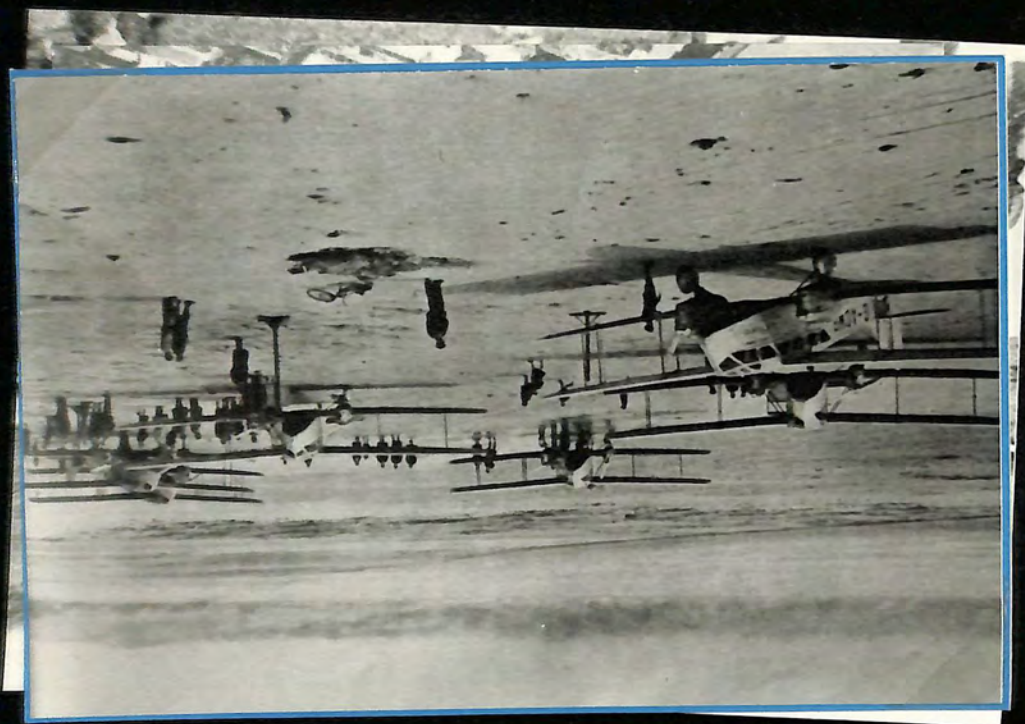


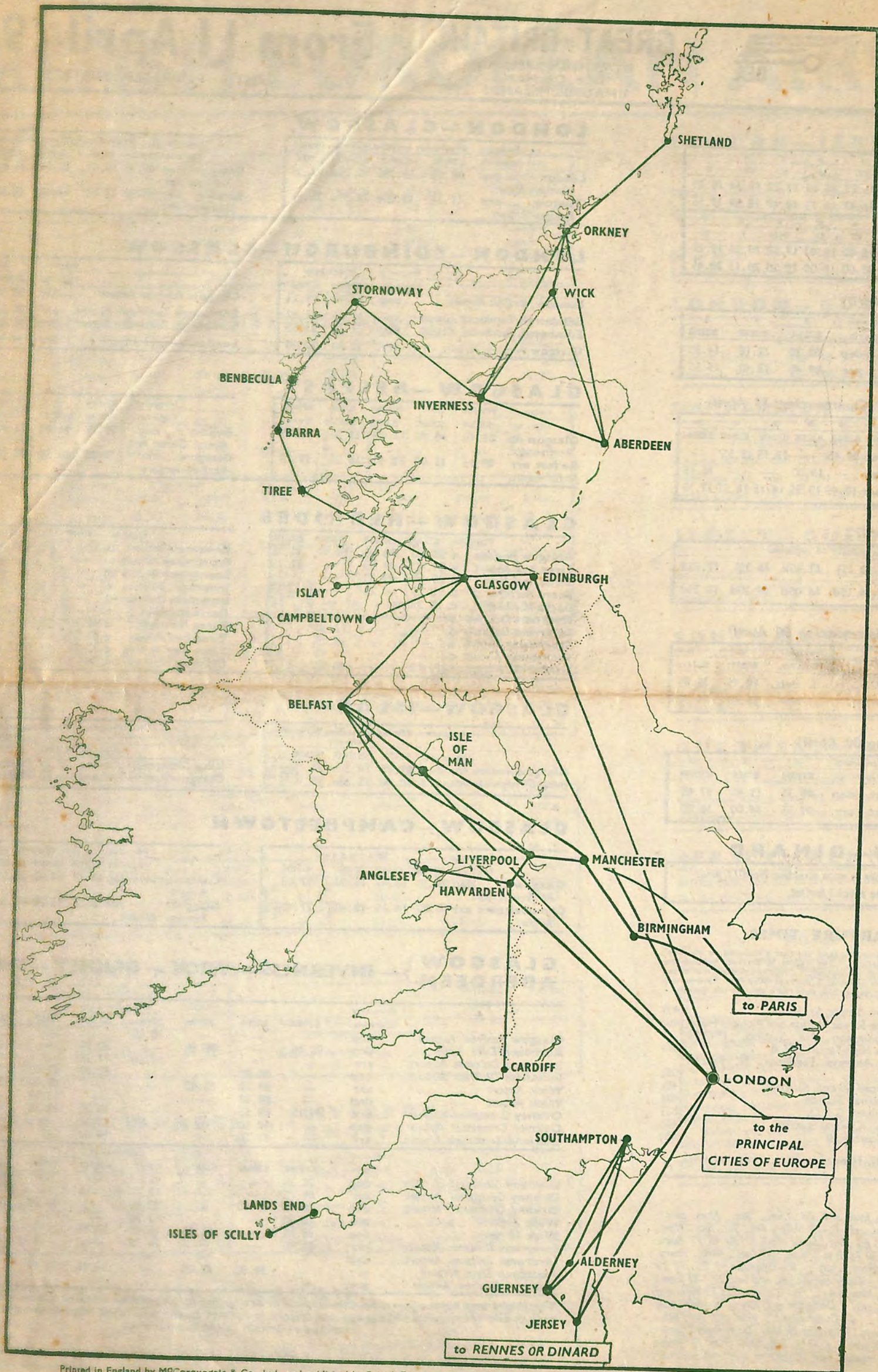
BRITISH OVERSEAS AIRWAYS CORPORATION

W. E. Duncan-Young, Esq.,
Middle Hill Farm,
Chalford,
NR. STROUD,
GLOUCESTER

B.O.A.C

Printed in U.K.





FARES, EXCESS BAGGAGE AND CARGO RATES

The fares and rates shown below are given in one direction only, but apply both ways

Between	Single Fare	Return Fare 1 month	Return Fare 6 months	Excess baggage rate per Kg. (2.2 lbs.)	Cargo per Kg. (2.2 lbs.) *
ABERDEEN	£ s. d.	£ s. d.	£ s. d.		
and Benbecula	5 2 0	8 13 0	9 4 0	1s. 0d.	1s. 0d.
Inverness	2 4 0	3 15 0	4 0 0	5d.	5d.
Kirkwall (Orkney)	3 9 0	5 18 0	6 4 0	8d.	8d.
Lerwick (Shetland)	5 8 0	9 6 0	9 16 0	1s. 1d.	1s. 1d.
Stornoway	4 17 0	8 4 0	8 14 0	1s. 0d.	1s. 0d.
Wick	2 15 0	4 14 0	4 19 0	7d.	9d.
ANGLESEY (Valley)					
and Hawarden	1 10 0	2 15 0	on request	4d.	4d.
BARRA					
and Benbecula	1 5 0	2 2 0	2 5 0	3d.	6d.
Tiree	1 15 0	2 18 0	3 1 0	4d.	9d.
BELFAST					
and Isle of Man	1 19 0	3 7 0	3 12 0	5d.	5d.
BENBECULA					
and Tiree	2 5 0	3 17 0	4 2 0	5d.	9d.
CARDIFF					
and Anglesey (Valley)	4 0 0	6 0 0	} on request	10d.	10d.
Hawarden	3 0 0	5 0 0		7d.	7d.
Isle of Man	5 12 0	9 10 0		1s. 1d.	1s. 1d.
Liverpool	3 10 0	5 10 0		8d.	8d.
EDINBURGH					
and Belfast	3 10 0	4 15 0	6 6 0	8d.	8d.
Campbeltown	2 6 0	3 17 0	4 4 0	6d.	7d.
Glasgow	10 0	15 0	18 0	2d.	2d.
Islay	2 17 0	4 16 0	5 3 0	8d.	8d.
GLASGOW					
and Barra	4 9 0	7 11 0	8 0 0	11d.	11d.
Belfast	3 0 0	4 0 0	5 8 0	7d.	7d.
Benbecula	4 15 0	8 2 0	8 11 0	1s. 0d.	1s. 0d.
Campbeltown	1 16 0	3 2 0	3 6 0	4d.	5d.
Inverness	3 3 0	5 6 0	5 13 0	8d.	6d.
Islay	2 7 0	4 1 0	4 5 0	6d.	6d.
Kirkwall (Orkney)	6 3 0	10 10 0	11 2 0	1s. 3d.	1s. 1d.
Lerwick (Shetland)	7 14 0	13 3 0	13 19 0	1s. 6d.	1s. 5d.
Stornoway	4 15 0	8 2 0	8 11 0	1s. 0d.	1s. 0d.
Tiree	3 2 0	5 6 0	5 12 0	7d.	9d.
Wick	5 1 0	8 13 0	9 3 0	1s. 0d.	11d.
GUERNSEY					
and Alderney	1 0 0	1 14 0	1 16 0	2d.	2d.
INVERNESS					
and Benbecula	2 18 0	4 19 0	5 5 0	7d.	9d.
Kirkwall (Orkney)	3 1 0	5 4 0	5 9 0	7d.	7d.
Lerwick (Shetland)	5 13 0	9 13 0	10 5 0	1s. 2d.	1s. 1d.
Stornoway	2 18 0	4 19 0	5 5 0	7d.	9d.
Wick	2 6 0	3 18 0	4 3 0	6d.	6d.

Between	Single Fare	Return Fare 1 month	Return Fare 6 months	Excess baggage rate per Kg. (2.2 lbs.)	Cargo per Kg. (2.2 lbs.) *
JERSEY	£ s. d.	£ s. d.	£ s. d.		
and Alderney	1 6 0	2 6 0	2 8 0	3d.	4d.
Guernsey	1 0 0	1 14 0	1 16 0	2d.	2d.
KIRKWALL (Orkney)					
and Lerwick (Shetland)	2 19 0	5 3 0	5 8 0	7d.	7d.
Wick	1 8 0	2 8 0	2 11 0	4d.	4d.
LERWICK (Shetland)					
and Wick	3 16 0	6 11 0	6 18 0	9d.	9d.
LIVERPOOL					
and Belfast	4 0 0	5 10 0	7 4 0	10d.	10d.
Hawarden	15 0	1 0 0	on request	2d.	2d.
Isle of Man	2 9 0	4 3 0	4 9 0	6d.	6d.
LONDON					
and Belfast	8 0 0	11 0 0	14 8 0	1s. 8d.	1s. 5d.
Edinburgh	8 0 0	11 0 0	14 8 0	1s. 9d.	1s. 11d.
Glasgow	8 0 0	11 0 0	14 8 0	1s. 9d.	1s. 11d.
Guernsey	5 1 0	8 13 0	9 3 0	1s. 0d.	1s. 0d.
Isle of Man	6 10 0	10 15 0	11 15 0	1s. 4d.	1s. 6d.
Inverness	10 19 0	15 18 0	19 14 0	2s. 4d.	2s. 4d.
Jersey	5 1 0	8 13 0	9 3 0	1s. 0d.	1s. 0d.
Kirkwall (Orkney)	13 19 0	21 2 0	25 2 0	2s. 10d.	2s. 10d.
Lerwick (Shetland)	15 10 0	23 15 0	27 18 0	3s. 2d.	3s. 2d.
Stornoway	12 14 0	19 0 0	22 17 0	2s. 6d.	2s. 10d.
Wick	12 17 0	19 5 0	23 3 0	2s. 8d.	2s. 8d.
MANCHESTER					
and Belfast	4 0 0	5 10 0	7 4 0	11d.	11d.
Birmingham	2 4 0	3 15 0	3 19 0	5d.	5d.
Liverpool	10 0	—	15 0	3d.	3d.
PENZANCE					
and Isles of Scilly	1 6 0	2 4 0	2 7 0	3d.	4d.
SOUTHAMPTON					
and Alderney	2 16 0	4 15 0	5 1 0	7d.	7d.
Guernsey	3 11 0	6 1 0	6 9 0	9d.	9d.
Jersey	3 11 0	6 1 0	6 9 0	9d.	9d.
STORNOWAY					
and Barra	2 19 0	5 0 0	5 6 0	7d.	9d.
Benbecula	2 3 0	3 12 0	3 17 0	5d.	6d.
Tiree	3 9 0	5 18 0	6 4 0	8d.	11d.

FARES Where a through fare is quoted for a journey which involves a night stop en route, the cost of meals and accommodation for the over-night stop is NOT included in the fare.

BAGGAGE The free allowance between places in Great Britain, Northern Ireland, the Isle of Man and the Channel Islands for adults and children over three years of age is 15 Kgs. (33 lbs.). Passengers holding through tickets to or from other places than these are granted a larger allowance according to the journey made. There is no free allowance for children under three years of age, unless paying half the adult fare. Baggage in excess of the free allowance will be charged for at the rates shown above.

CHILDREN One child under three years of age accompanied by an adult and not occupying a seat is carried at 10 per cent. of the adult fare. Additional children under three years and children of three years and under fourteen years of age are carried at half the adult fare. The free baggage allowance of 15 Kgs. (33 lbs.) is available for children paying half the adult fare.

* **CARGO RATES** Minimum charge is as for 1 Kg. or 1s. 6d., whichever is the greater. Quantity consignments benefit from percentage rebates by scale. Particulars of such rebates and special commodity rates may be obtained upon application.



Civil Aerodromes and A. A. Landing Grounds in Britain 1933

- Civil Aerodromes ●
A. A. Landing Grounds ○
Towns of over 100,000 inhabitants LEEDS
Towns of between 100,000 & 50,000 inhabitants... Bath
Towns of between 50,000 & 5,500 " --- Boston
Towns of less than 5,500 " --- (Munungoon)
Towns that have bought or reserved sites ●
Towns that have had sites inspected and/or
are considering purchase of sites ★
Towns that have shown interest in
acquiring aerodromes ✦

Scale
0 10 20 30 40 50 60 70 Miles

NORTH SEA

IRISH SEA



A synopsis of the state of British Aerodromes in being
and to be and hoped for at the end of 1933 compiled by

EAGLE VERSUS AEROPLANE

By
Harry Harper
and
Robert Brenard

STRANGE are the tales pilots tell of their encounters, while flying, with lordly eagles and other denizens of the sky.

Terrifying have been some of these experiences.

An adventure which befell Captain Gordon Olley, the famous British pilot, is one he is not likely to forget. He was flying a single-seater 'plane over Scotland one day, and the weather was bad, with intermittent falls of snow.

Visibility was far from good, but the air was clear enough for him to observe, suddenly, that a large eagle was flying along level with his machine.

His first impression was that the bird was trying to race him, for every now and then, after flying beside the aeroplane, it would swoop in as though to challenge the pilot to further efforts.

That the eagle had any idea of attacking him did not enter Capt. Olley's head for a moment, and he was watching the bird with curiosity, when it suddenly darted ahead, rose slightly, and then wheeled round and charged straight at the aeroplane.

There was a tremendous impact as it flew straight into the propeller, not only killing itself instantly, but smashing the propeller.

All that Captain Olley could do was to make the best kind of landing he could, gliding down into a small snow-covered field.

It was the late Colonel Minchin—a well-known pilot, who was lost on an Atlantic flight—who used to tell of his trip to Cairo in a British aeroplane, and how he was warned, on alighting, to expect some big and powerful bird, located in mountainous regions.



towards them, and they began to feel decidedly uncomfortable.

The passenger, however, determined to adopt a bold attitude. He snatched up a Vercy pistol from a locker in the cockpit, and began firing this as the bird drew nearer.

This action, to their great relief, seemed to have the desired effect. After eyeing them for a moment the eagle dived away again towards the mountains, without attempting any attack on their machine.

A somewhat similar experience befell a French airman. He was attacked by an eagle while flying over the Pyrenees from Paris to Madrid.

The machine he was piloting was a small monoplane, and perhaps the eagle mistook this machine for some rival kind of bird. He seems, at any rate, to have decided upon a fight to the death.

After flying all round the monoplane, seeing it hesitantly, he began to dart furiously at the machine.

part of valour, and dived away towards some cyrie amid the peaks below.

Quite a different encounter with an eagle was reported by another pilot, after flying near some mountains.

In this case an eagle flew towards him and, by its actions, seemed to be challenging him to a high-flying contest.

Up soared the bird. And up level with it flew the airman.

★

BUT the eagle had underrated the capacity of that engine-driven rival. By the time the bird's wings had begun to flag, and it was near its "ceiling," or limit of height, the motor of the aeroplane was still driving it upward.

But that bird was a game one. It succeeded in struggling a little higher still. Then, apparently

seen by lighthouse men near the English coast. He waved his hand to them as he flew by. But he never reached Dover. Nothing more was ever heard of him. His body was never recovered. No wreckage of his machine was ever found.

The only theory experts consider likely is that he made some error of judgment in steering, and flew away up the North Sea, coming down into the water when his petrol was exhausted, and being drowned in his sinking 'plane.

One of the strangest air mysteries was that of the three R.A.F. officers who set off to fly across the Irish Sea.

On a fine day they ascended from Shotwick, near Chester, their destination being Baldonnel, not far from Dublin.

They were experienced pilots. One of them was familiar with the route.

Their machines were equipped with wireless. There seemed no reason for anticipating danger. Yet those three men simply went up into the air and vanished.

They never returned to Shotwick. No wireless message was received from them.

No wreckage was found. There was just an inexplicable silence. And to this day nobody knows—and probably nobody ever will know—the fate of those three men.

When airmen can disappear on Channel flights, or in crossing the

"Captain Olley glanced up and saw the eagle swooping towards his 'plane . . ."



Irish Sea, it is not surprising that pilots should have vanished—as they have done—when attempting pioneer flights over such a vast expanse of water as the Atlantic.

The ocean has taken its aerial toll. But it is being conquered.

Already an air-mail spans the South Atlantic. Before long we shall have one over the North Atlantic. Plans are in hand, too, for throwing aerial girdles over even such an expanse of ocean as the great Pacific.

A PART from the dramas, and tragedies, of ocean flying, strange stories are told of pilots who have vanished on cross-country flights.

There was the case of the airman in the United States who started off to fly from one city to another, having to cross on his way a wide, dense stretch of forest-land.

He, like others vanished. There was an extensive search. But no trace of man or machine could be found.

Several years elapsed. Then one day, penetrating into a dense part of the forest, a hunter came upon the moss-covered wreckage of an aeroplane, embedded among some trees.

It was the machine of that missing airman. But search in the neighbourhood never revealed any trace of the man himself.

It is believed that after his crash—due, perhaps, to engine failure—he abandoned his machine and tried to find his way out of the forest.

CONTINUED ON PAGE TEN.

What the World Is Laughing At

"Might Is Right."

EMPLOYER: "You can have the position, my lad, but you would not have got it if I had any choice."

"Fancy coming after a situation with a dirty collar, a torn coat, and a black eye."

Boy: "That's nothing; you should have seen the other three chaps who were after the job."—Tit-Bits.

Examination for Driving Licence.

EXAMINER: "Darling—sweet—I love you—adored one!"

Fair Candidate: "Sir!"

Examiner: "Failed! You should not have listened to me but kept your eyes on the wheel—come back for a test in a month."

—Der Lustige Sachse (Germany).

Not So Innocent.

MOTHER: "You mustn't make a noise this morning, David, the doctor has called to remove daddy's appendix."

David: "Why, has he got that on the hire-purchase system, too?"

—Humorist.

The Hostage.

"I'm sorry," said the diner who hoped to get away with it, "but I haven't any money to pay for that meal."

"That's all right," said the cashier. "We'll write your name on the wall and you can pay the next time you come in."

"Don't do that. Everybody who comes in will see it."

"Oh, no, they won't. Your overcoat will be hanging over it."

—Montreal Star.

Nerves That Lead To

DO not believe it humanly possible for two people to