

ATLANTIC COAST AIR SERVICES "TRAMTICKETS" FOR LUNDY ISLAND

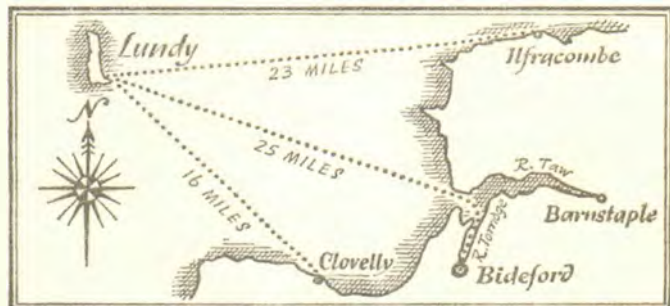
Purpose: This is a traditional study of the private tramticket airmail issues of Atlantic Coast Air Services. The exhibit shows tramtickets from all known rolls, uses of all values, mail to and from challenging sources and difficult markings. This exhibit cannot be duplicated and tells the complete story of the issue.

Background: Martin Coles Harman bought Lundy in 1925, with the mail boat and mail carrying contract. Sub postmaster, F. Allday, left Lundy in 1926. Two of Harman's employees replaced Allday but left in 1927. On December 31st the contract expired. Harman asked the GPO for better terms, they refused and were dismissed from Lundy. He took the mail to and from the island. It was expensive and service was sporadic: once or twice a week during good weather, less in the winter. In 1929 he issued stamps to defray his expenses. Lundy still uses local carriage labels.

Development of air service: Experimental flights started June 1, 1934 per John Stanard, in September per Felix Gade who ran the island for Harman and served as postmaster. No covers are recorded. Flights were made by R.T. Boyd, founder of the Barnstaple and North Devon Flying Club. Boyd agreed with Harman to provide regular air service, with Gade as a director of his company. To track payments for services, Boyd ordered rolls of tramtickets to be numbered, printed with "BY/ ATLANTIC COAST/AIR SERVICES", in values of 1/2d., 3d. and later 1d..

They were used as local air carriage labels around April 1, 1935. Flights were daily in summer, down to once a week in winter. **Demand for stamps and covers was large. The next year a set of stamps designed by Boyd replaced tramtickets.** Airmail service continued until the end of civil flying on September 2, 1939, when war broke out. Planes and boats were appropriated for military use. Boyd became a captain and instructor for the R.A.F. Air service was canceled until October 1950.

Routes to Lundy from the nearest ports and airfield.



Plane on Lundy just after landing with passengers.



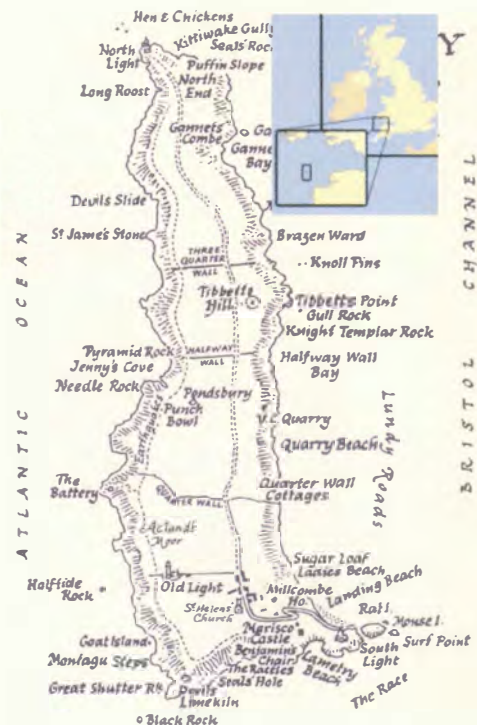
Lundy is nearly solid granite, 3 1/2 miles long, 1/2 mile wide, 300-400 feet high and 12 miles from the nearest point of land. Boats traveled from 16-25 miles, only near high tide in good weather. It took 2 1/2 hours one way. Flights from Barnstaple flew 27 miles in 15-20 minutes.

The Lundy windsock may change direction but is always horizontal.



The landing field flying due South, mainland to the East. A bumpy landing awaits.

Lundy Island and the Mainland



Lundy is quartered by three horizontal stone walls to confine the sheep. The landing field was and is a bumpy field. Boyd was so skilled he flew rescue flights at night, in bad weather, staying below the cliffs to avoid the horizontal winds that blow in from Newfoundland. He'd pop up just in time to touch down and have the islanders grab his plane so it would not blow over. He flew Short Scions MK II, (G-ACUW and G-AETT) cargo planes with 5 passenger seats.

EXHIBIT PLAN

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HALF-PENNY TRAMTICKETS

FIRST PRINTING ISSUED APRIL 1, 1935

Printed by Willsons - 8 rolls of 500, Consecutively Numbered from Right to Left

Roll 1



Roll 2



Roll 3



Roll 4

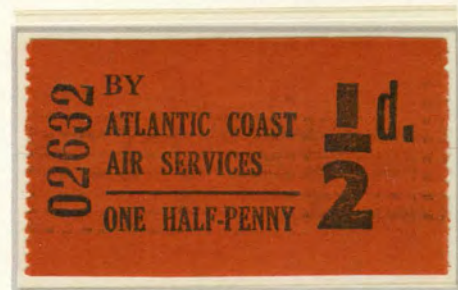


All recorded mint examples are without gum.

Roll 5



Roll 6



1 and fraction bar form an inverted "T" on entire roll.

Roll 7



Roll 8 - 2 mint, 3 used recorded

Roll 8

2 on cover examples shown

Second Printing by Willsons - 2 Rolls of 1000, Issued December 3, 1935

Roll 9



Roll 10



Larger, thinner numerals, 1 and fraction bar form an inverted "T" on both rolls.

THREE PENCE TRAMTICKETS

FIRST PRINTING ISSUED APRIL 1, 1935

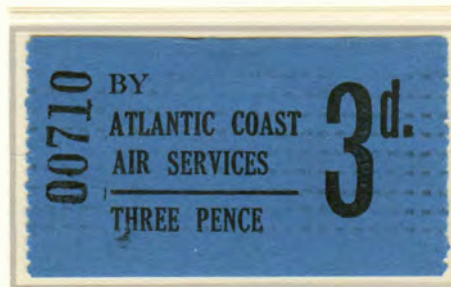
Printed by Willsons - 4 Rolls of 500, consecutively numbered from right to left

Roll 1

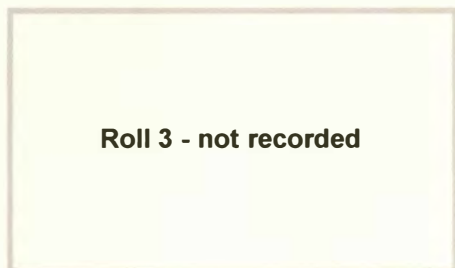


"T" of THREE PENCE indented
under "R" of AIR.

Roll 2

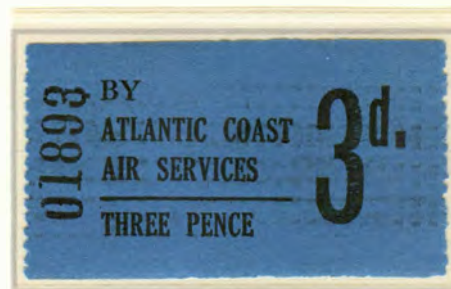


Roll 3



Roll 3 - not recorded

Roll 4



Second Printing by Willsons - 2 rolls of 1000, issued December 3, 1935

Roll 5



Chipped foot of "3" on entire roll.

Roll 6



ONE PENNY TRAMTICKETS

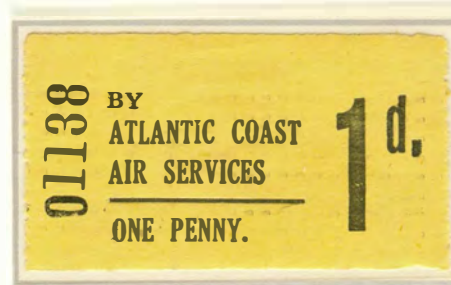
ONLY PRINTING ISSUED DECEMBER 3, 1935

Printed by Willsons - 2 Rolls of 1000, consecutively numbered from right to left

Roll 1



Roll 2



All tramtickets were replaced on April 1, 1936. The one penny was valid for less than 4 months.

TRAMTICKET STRIPS

BY DENOMINATION

1/2 penny: Roll 1, first printing, normal fraction bar

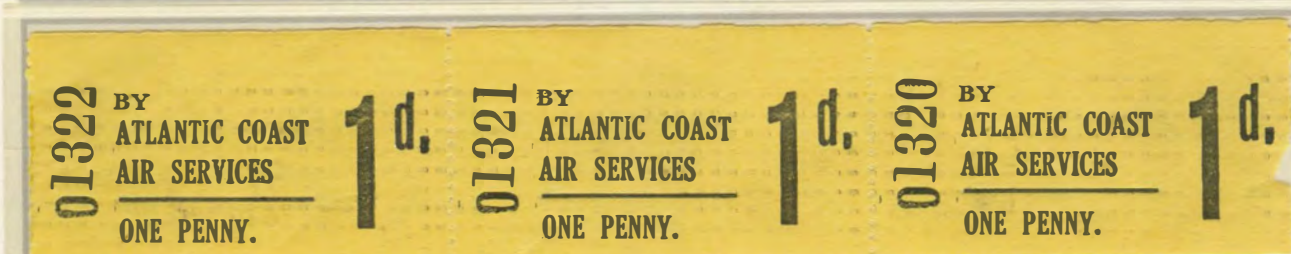
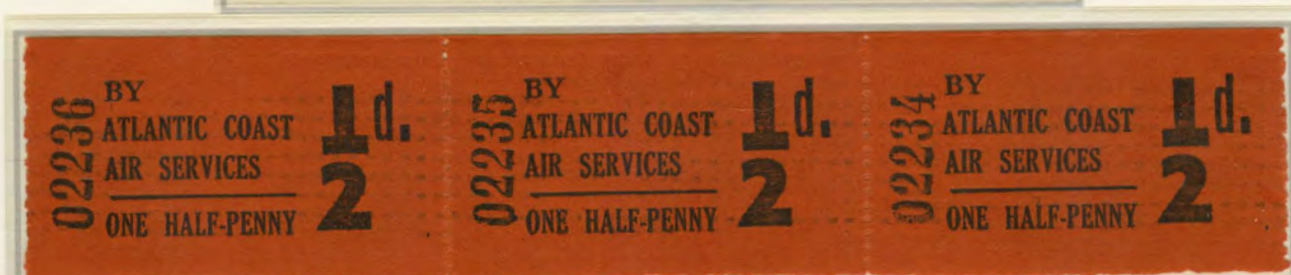
Roll 5, first printing, inverted "T" (1 connected to fraction bar)

Roll 10, second printing, thin numerals and fraction bar

1 penny: Roll 2, no varieties on either roll, all second printing, very few used recorded

3 pence: Roll 2, first printing, standard word alignment - (Roll 1 has indented 3 pence)

Roll 5, second printing, chipped foot of "3"



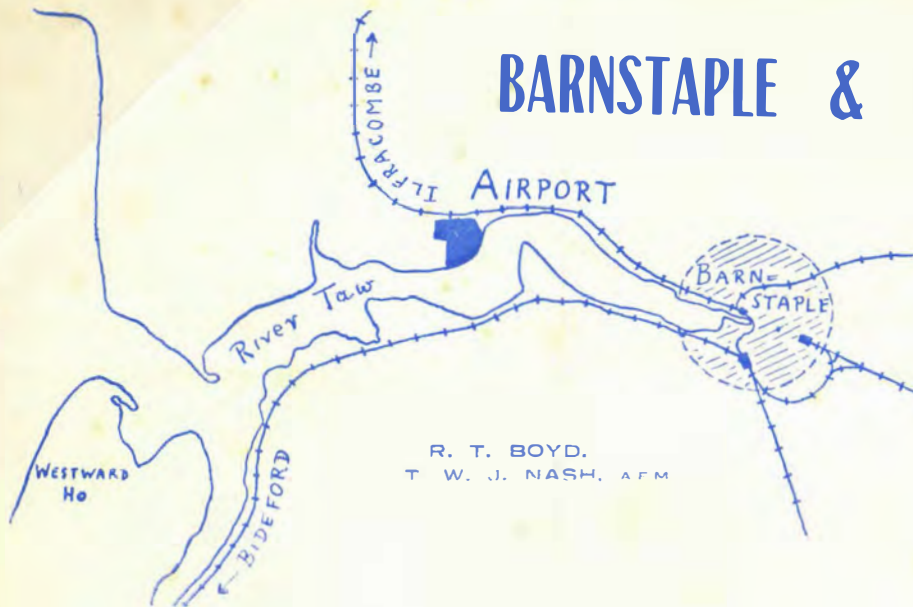
EARLY REQUESTS TO CREATE UNUSUAL USES WERE REJECTED

DAY TEL. BRAUNTON 121.
NIGHT " " 87.

BARNSTAPLE & N. DEVON AERODROME,

HEANTON COURT,

BARNSTAPLE.



AIR TAXIS.
SCHOOL.
SALES.
SERVICE.

August 5th, 1935.

SPECIAL RATES TO LUNDY ISLAND AND
CARDIFF.

A. Phillips, Esq.,
4 & 5 Dock Street,
Newport, MON.

Dear Sirs,

In reply to your letters of 30th August and 4th September, I am still in a difficulty with regard to your letters, as I am unable to carry letters between Cardiff and Barnstaple in the manner you require, as by so doing I should be competing with the mails.

I will, however, carry the package of letters which you have marked to be carried from Lundy Island to Barnstaple, and await your instructions with regard to the other covers.

I can, of course, post the covers which you have marked as to be carried from Lundy Island to Barnstaple at a local Post Office, whereby they would be delivered to the Aerodrome with the postage stamp cancelled, and they would then have the Atlantic Coast Air Services Carriage label affixed, also a $\frac{1}{2}$ puffin stamp on arrival at Lundy Island.

Beyond doing this I do not as yet see how I can meet your requirements without infringing the laws with regard to the carriage of mails.

Yours faithfully,

TRAMTICKET USES

HALF-PENNY ROLL 1

The Half-Penny Paid the Air Carriage Rate for a Single Letter Between Lundy and Barnstaple.
The British Post Office Was Refused Authority to Transport Mail Between Lundy and the Mainland.

Tramticket Census

Roll 1 (00001 - 00500)

Mint 19 Used 96

Stamps could be placed on the face of the cover on incoming mail only. On outgoing mail the BPO insisted stamps be placed on the reverse. The 12 puffin Lundy local was a huge overpayment of the half puffin rate. Phillips was an airmail specialist. 1 puffin equaled 1 penny.

Type Bb boxed puffin, the usual cancel. Many tramtickets were not canceled.



To Phillips, but this time overfranked by only one half puffin.

Type Ca straight-line date stamp. **Only 10 examples recorded.**

Census

Sept. 9, 1935	2
Sept. 12, 1935	2
Oct. 25, 1935	2
Jan. 30, 1936	3
Date not noted	1

TRAMTICKET USES

HALF-PENNY ROLLS 2 AND 4

Roll 3 is not recorded on cover.



Tramticket Census

Roll 2 (00501 - 01000)

Mint 62 Used 14

Cancel Type Bb.

Properly franked to L. Pitman, another airmail specialist.

Less than 5 covers from roll 2 are recorded.

Tramticket Census

Roll 3 (01001 - 01500)

Mint 28 Used 5

No covers recorded.

Tramticket Census

Roll 4 (01501 - 02000)

Mint 2 Used 44

Cancel Type Bb.

Pitman, another major airmail specialist, used a hand stamp to customize his covers.



TRAMTICKET USES

HALF-PENNY ROLLS 5 AND 6



Tramticket Census

Roll 5

(02001 - 02500)

Mint 72 Used 62

1 and fraction bar form an inverted "T" on entire roll.

Cancel Type Bb.

To Isle of Man.

Tramticket Census

Roll 6

(02501 - 03000)

Mint 106 Used 14

Type Ca straight-line date stamp used as cancel.

Only 10 examples recorded.

Census

Sept. 9, 1935	2
Sept. 12, 1935	2
Oct. 25, 1935	2
Jan. 30, 1936	3
Date not noted	1



TRAMTICKET USES

HALF-PENNY ROLLS 7 AND 8



Tramticket Census

Roll 7
(03001 - 03500)

Mint 4 Used 67

Cancel Type Bb.

By this time more people knew of the air service and sent covers to Gade to be serviced and returned with the stamps they had ordered.

Tramticket Census

Roll 8
(03501 - 04000)

Mint 2 Used **3**

3 pence **Roll 1**
(00001-00500)

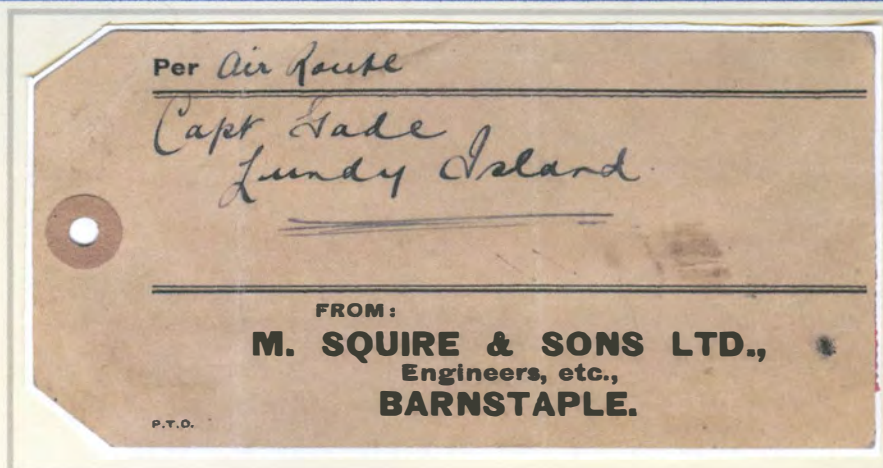
Mint 59 Used **13**

Cancel Type Bb.



The pilot often carried supplies to Lundy for Felix Gade, getting them directly from local businesses. No British postage was involved. Sometimes British postage was applied to the parcel, not the tag, when the parcel was mailed.

The only recorded use of roll 8. Less than 5 uses of the 3 pence Roll 1 are now recorded. The most important Lundy airmail item.



TRAMTICKET USES



The short period of validity of the tramtickets meant that nearly all uses were within the United Kingdom.

This cover to Northern Nigeria is the most exotic destination recorded.



HALF-PENNY ROLLS 9 AND 10 Second Printing

Tramticket Census

Roll 9
(04001 - 05000)

Mint 191 Used 38

Cancel Type Bb

Tramticket Census

Roll 10
(05001 - 06000)

Mint 375 Used 30

Cancel Type Bb

Tramtickets were replaced by the large map series on April 1, 1936. Last day covers were mostly prepared with Roll 10 stamps.



TRAMTICKET USES

ONE PENNY ROLLS 1 AND 2

The 1d. was only in use from December 3, 1935 through March 31, 1936.



Tramticket Census

Roll 1 (00001 - 01000)

Mint 155 Used 8

Lowest recorded number for roll 1.

Cancels Type Bb for both items.

Tramticket Census

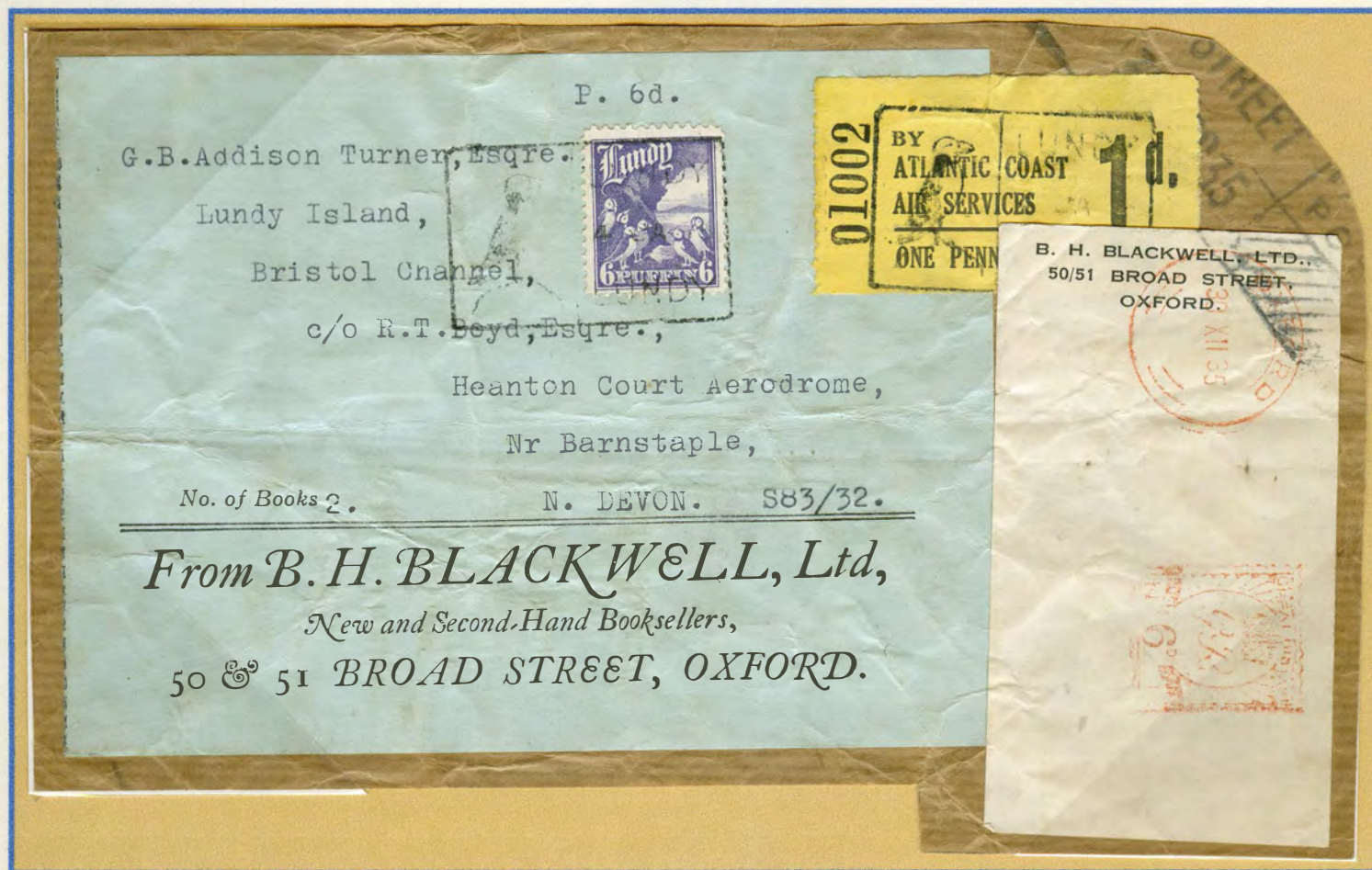
Roll 2 (01001 - 02000)

Mint 238 Used 18

Lowest recorded number for roll 2.

There was a concessionary rate for printed matter.

Only recorded example for 1d.



TRAMTICKET USES

THREE PENCE ROLLS 1 AND 4

Roll 2: 8 Used Recorded, no Covers Seen. Roll 3: no Examples Recorded in any Form.

Tramticket Census

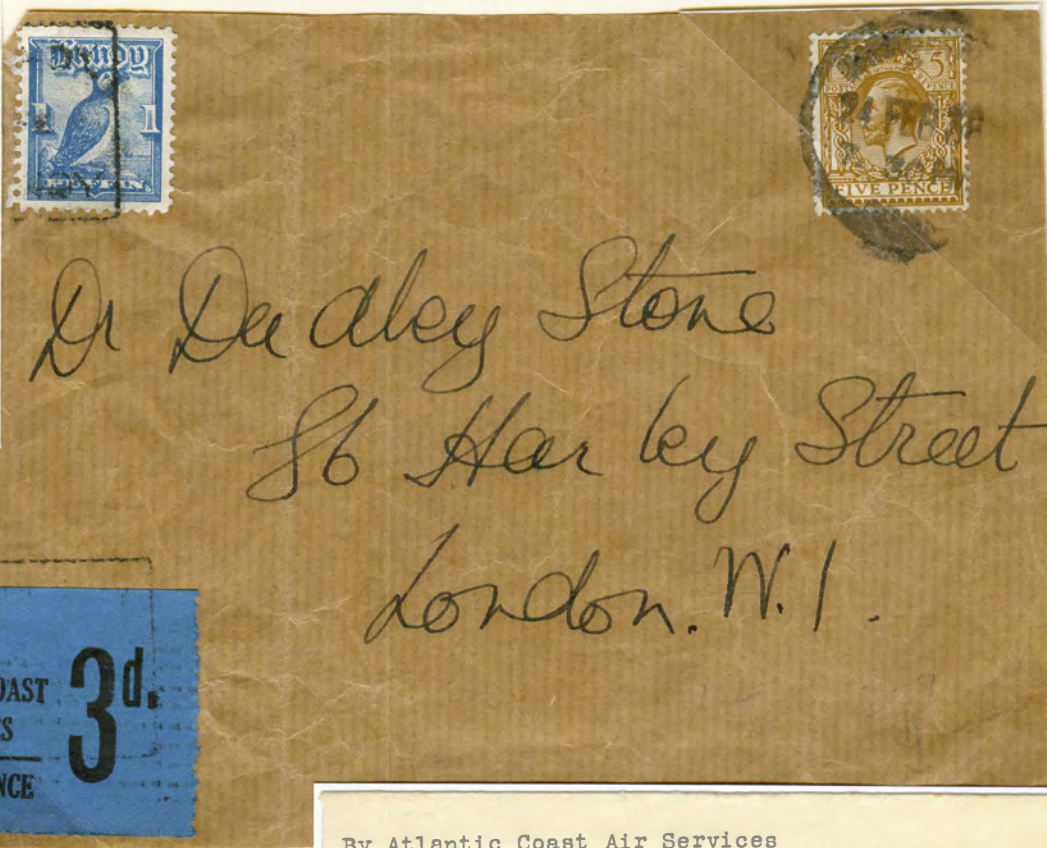
Roll 1

(00001 - 00500)

Mint 59 Used 13

Cancel Type Bb

The three pence was intended for parcels. Very few partial wrappers survive



By Atlantic Coast Air Services
from LUNDY ISLAND
to BARNSTABLE.

P.H. Robbs, Esq.,
32 Unthank Road,
Norwich, Norfolk.



Tramticket Census

Roll 4 (01501 - 02000)

Mint 133 Used 26

Half-penny (Roll 1) and three pence tramtickets uncanceled. The full set, prior to the issuance of the one penny.

TRAMTICKET USES

THREE PENCE ROLLS 1 AND 4

Roll 2: 8 Used Recorded, no Covers Seen. Roll 3: no Examples Recorded in any Form



Tramticket Census

Roll 1
 (00001 - 00500)

Mint 59 Used 13

Cancel Type Bb

The three pence was intended for parcels. This back part of a bank statement is the **only one seen by the exhibitor in 25 years.**



Tramticket Census

Roll 4 (01501 - 02000)

Mint 133 Used 26

Cancel Type Bb on the half-penny only

One penny was not yet printed, so added later. The three pence likely added as well.

LAST DAY TRAMTICKET COVERS

INCOMING AND OUTGOING

Tramticket Census

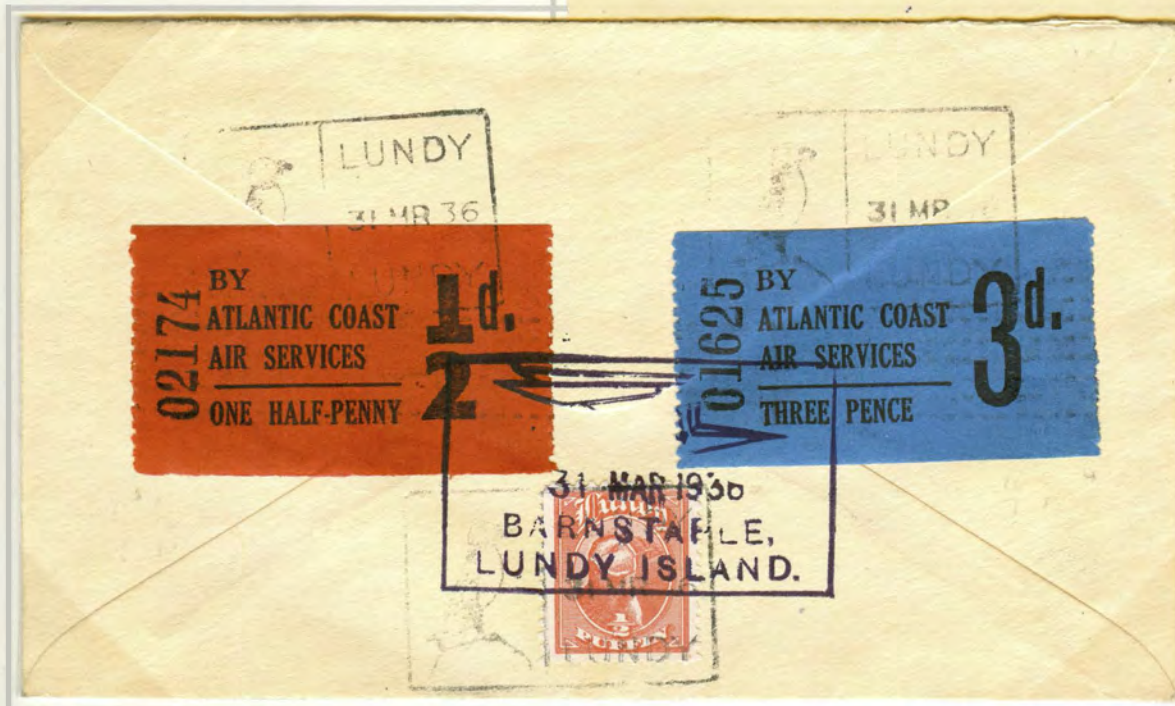
Roll 10

(05001 - 06000)

Mint 375 Used 30

Cancel Type Bb

Nichols was an early collector of Lundy airmail covers.



Tramticket Census

Roll 5 (02001—02500)

Mint 72 Used 62

Roll 4 Three Pence (02001—02500)

Cancel Type Bb

The Midland Stamp Co. was late in buying tramtickets, but were major Lundy related dealers for decades.

TRAMTICKET LATE USES

AIR SHOW HAND BACK COVERS

Tramticket Census

Roll 10

(05001 - 06000)

Mint 375 Used 30

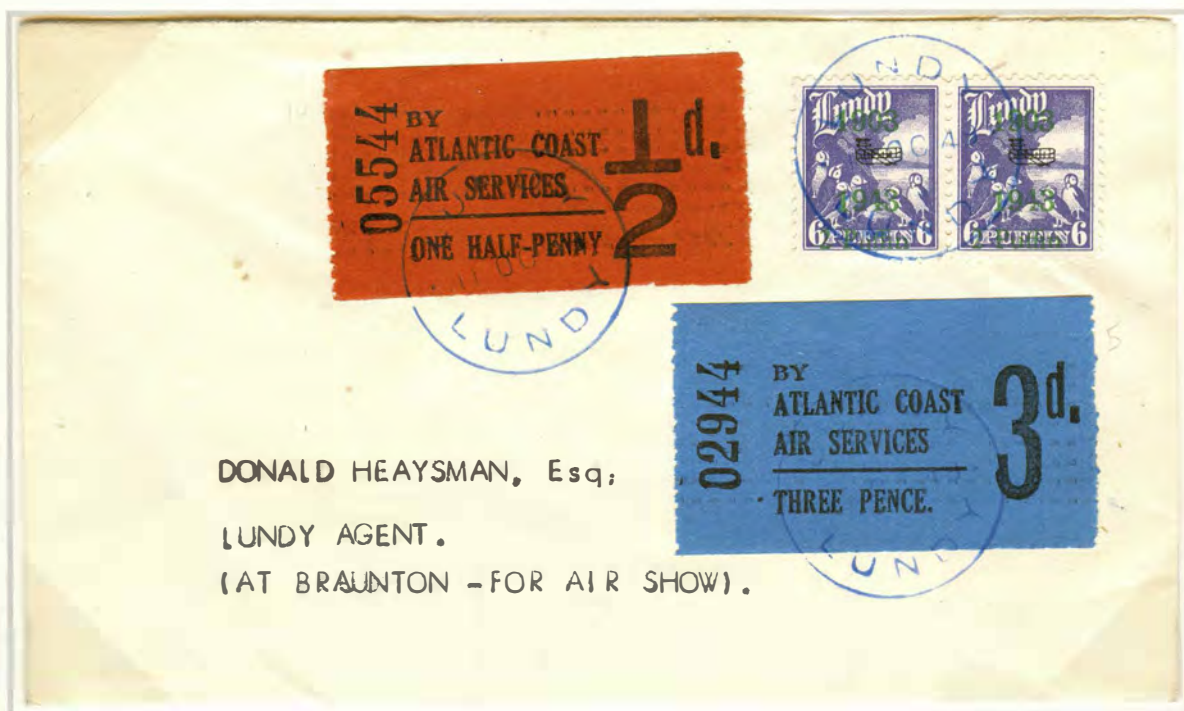
Roll 6 Three Pence

(03001 - 04000)

Mint 183 Used 8

Cancel Type I

Air shows were very popular post war. The Lundy agent typed up a number of souvenir covers using tramtickets and the 1943 Wright Bros. overprints.



Tramticket Census

Roll 6 (03001—04000)

Mint 183 Used 8

Cancel Type I

Sales were so brisk that he ran out of his typed covers and used blanks. Most of these covers went to visitors to the air show and never made it back to the philatelic market. Tramtickets bought and covers mailed by day trippers on Lundy also rarely show up on the market.

TRAMTICKET LATE USES



Tramticket Census

Roll 10 Half-Penny
(05001 - 06000)
Mint 375 Used 30

Roll 2 One Pence
(01001 - 02000)
Mint 238 Used 18

Roll 6 Three Pence
(03001 - 04000)
Mint 183 Used 8

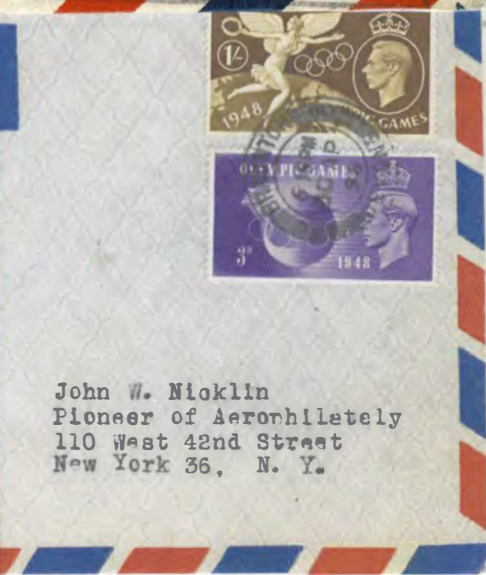
Roll 4 Three Pence
(01501 - 02000)
Mint 133 Used 26

Cancel Type J



FLOWN COVERS

After the resumption of air service, the major collectors and dealers created their own covers. John Nicklin used older issues with airmail themes, producing the most colorful and sought after covers of the period. The first mixes tramtickets with Wright. Bros. and V + Plane overprints, while the second mixes tramtickets with Jubilee Year By Air stamps. Supplies ran out: mint examples became too expensive to use on covers.



Tramticket Census

Roll 10 Half-Penny (05001 - 06000)
Mint 375 Used 30

Roll 2 One Pence (01001 - 02000)
Mint 238 Used 18

Cancel Type L