

Appendix 1: Air Mail Rates on the *Horseshoe Route*: June 1940 – February 1942

The air mail rate from the United Kingdom for countries on the *Horseshoe Route* was 1s 3d. Rates from some other countries can be complex. Additions or corrections to the following tables are welcomed.

From Australia [Aus]

Dutch East Indies	9d	1s 0d (if also flown by <i>KNILM</i> internal service)
Egypt	1s 6d	
Europe	1s 7d (surface from UK)	1s 10d (surface from Portugal)
Empire Forces	9d (from 23 Nov '40)	
Hong Kong	11d (until Oct '40)	9d (Oct '40 – Dec '41 surface from Singapore)
India	1s 1d	
Iraq	1s 6d	
Malaya	9d	
New Zealand	5d	
South Africa	1s 6d	
Thailand	1s 0d	
UK	1s 6d	

From Ceylon [Boy]

UK	1 Rupee (includes air Colombo to Karachi)
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From Cyprus [Boy]

Europe & USA	14 piastres (surface from UK)
UK, South Africa	12½ piastres

From Dutch East Indies [Boy]

Australia	25c
Red X Geneva	35c
UK	55c (<i>KLM</i> to Lydda)

From Egypt [Sea]

Empire countries	45 mills (to 15 Aug '40)	47 mills (from 15 Aug '40)
UK	45 mills (to 15 Aug '40)	47 mills (from 15 Aug '40)
USA	50 mills (to 15 Aug '40)	52 mills (from 15 Aug '40)

From Empire Forces in Egypt [Boy, Sta]

India	40 mills (to 30 Ap '41)	8 Annas
Australia, NZ	40 mills (to 30 Ap '41)	9d (from 1 May '41) 3d (Air letter Cards 5 July '41)
UK	40 mills	10d 3d (Air letter Cards 1 Mar '41)

From Hong Kong [Cre]

Australia	\$1.15 (until Oct '40)	(from Oct '40) \$1.15 (sea to Singapore) \$1.50 (CNAC to Rangoon)
Europe	\$1.20 (surface from UK)	
UK	\$1.15 (until Oct '40)	(from Oct '40) \$1.15 (sea to Singapore) \$1.50 (CNAC to Rangoon)
New Zealand	\$1.50 (until Oct '40)	(from Oct '40) \$1.50 (sea to Singapore) \$1.85 (CNAC to Rangoon)

From India [Boy]

Australia	14 Annas	
Empire Forces	8 Annas	
South Africa	14 Annas	
UK	14 Annas	
USA	1 Rupee 9½ Annas	(from Sep 1940, surface from Durban)

From Iraq [AJ]

Australia	105 fils	63 fils (from 1 Jan '41)
Burma	55 fils	50 fils (from 1 Jan '41)
Dutch East Indies	75 fils	50 fils (from 1 Jan '41)
Egypt	25 fils	50 fils (from 1 Jan '41)
Hong Kong	75 fils	50 fils (from 1 Jan '41)
India (not Calcutta)	35 fils	50 fils (from 1 Jan '41)
India (Calcutta)	45 fils	50 fils (from 1 Jan '41)
Malaya	65 fils	50 fils (from 1 Jan '41)
New Zealand	105 fils	63 fils (from 1 Jan '41)
South Africa	75 fils	50 fils (from 1 Jan '41)
UK	75 fils	50 fils (from 1 Jan '41)

From Kenya, Uganda, Tanganyika

Empire countries 1s 30c

From Malaya [Boy, Pri]

Registration 15c.

Empire countries	55c (until 8 May '41)	50c (from 11 May '41)
Europe	55c (until 8 May '41)	50c (from 11 May '41)
Dutch East Indies	40c	<i>KLM/KNILM</i>
Empire Forces	25c (from 3 Feb '41)	

From New Zealand [SL, Sta]

Australia	5d
Dutch East Indies	2s 0d
Egypt	1s 6d

Empire Forces	9d (from 14 Sep '40)	6d (air letter card from 17 June '41)
Hong Kong	1s 6d	
India	1s 6d	
Iraq	1s 6d	
Malaya	1s 6d	
South Africa	1s 6d	
Switzerland	2s 6d (to 5 Mar '41)	2s 0d (from 5 Mar '41)
Thailand	2s 0d	
UK	1s 6d	

From Palestine [Boy, Sta]

All countries on HS	60 mills	
Forces to Aus/NZ	9d or 45 mills (from Nov '40)	3d (air letter card from 5 July '41)
Forces to UK	10d	3d (air letter card from 17 June '41)

From Thailand [RE]

Dutch East Indies	45 satang	
Australia & India	55 satang	
UK & Europe	1940: 60 satang	1941: 1 baht

From South Africa [Boy]

Empire countries	1s 3d
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References

- [AJ] *Iraq Postal History 1920s to 1940s*, D.B.Armitage and R.I. Johnson, Stuart Rossiter Trust, 2009.
- [Aus] *Australian Table of Air Mail Charges*, February & April 1941.
- [Boy] *Air Mail Operations During World War II*, T.H. Boyle, American Air Mail Society, 1998.
- [Cre] *Hong Kong Airmails 1924-1941*, D. Crewe, Pub. Hong Kong Study Circle, 2000.
- [Pri] *Air Mail Notices 1941*, R. Price, *The Malayan Philatelist*, Vol. 19, No. 105, pp 7-10, January-February, 1978.
- [RE] *Airmails of Siam Part 4: International air mail routes and services in the WW2 years (2nd Edition)*, N. Ramm-Ericson, Malmo, Sweden, 2003.
- [Sea] *The Airmails of Egypt, 3rd Edition (with Supplement)*, J. Sears, 2008.
- [SL] *The Postal History of World War II Mail Between New Zealand and Switzerland*, R. Startup and C. LaBlonde, Handbook No. 63, Pub. The Postal History Society of New Zealand, 2005.
- [Sta] *Airmails of New Zealand, volume 3*, R.M. Startup, Pub. Airmail Society of New Zealand, 1997.

Appendix 2: Trans-Tasman flights: April 1940 – March 1941

Contemporary Australian and New Zealand newspapers [AS,EP,Tr] give information about both trans Tasman flights by TEAL and trans Pacific flights by Pan American up until the end of March 1941 when the reporting ceased. The table uses that information to give the day and date of the trans Tasman flights from their inauguration on 30th April 1940 until the end of March 1941 along with the flying boat used (Ao is *Aotearoa* while Aw is *Awarua*).

A flying boat would fly the outward service from Auckland to Sydney and then the return service from Sydney to Auckland and the table is organised as these outward / return pairs. At no time were both flying boats in Sydney.

The *Pan American FAM 19* service between San Francisco and Auckland began in July 1940 with the first arrival in Auckland on 18th July. The frequency of the trans Tasman flights was increased from once a week to three times a fortnight in order to give a good connection with the *FAM 19* service. The dates of arrival and departure of the *FAM 19* flights are given along with the associated trans Tasman connections. The *FAM 19* arrival date is on a later row in the table than its departure date as the associated trans Tasman connection was after an arrival, but could be several days before a departure. When a *FAM 19* arrival in Auckland was delayed, the connecting trans Tasman flight to Sydney was also delayed. On occasion, the Sydney – Auckland service was too early because of the delayed departure of the *FAM 19* flight from Auckland.

Local New Zealand dates are used. Some publications have used US dates for the Auckland arrival/departure of *FAM 19* flights which differ by one day due to the International Date Line.

Connections with Horseshoe flights are not given. As Horseshoe flights were twice a week, most trans-Tasman flights carried Horseshoe mail. The first dispatch from Auckland for countries up to South Africa was on 17th June while the first dispatch for UK was on 22nd July. The first Horseshoe mail from Durban was received in Auckland on 4th July while the first Horseshoe mail from UK was received on 27th July.

Where two consecutive dates are given for the Sydney – Auckland flight, it is because the flying boat returned to Sydney for mechanical reasons and left later that day, but did not arrive in New Zealand until the following day.

Proud [Pr] also gives a list of dates for trans Tasman flights from official sources which is very similar, but it appears that, from Auckland, he gives the scheduled date of departure and does not deal with occasions when the flight was delayed due to last minute mechanical problems or the weather. From Sydney he normally gives two consecutive dates. My belief is that the first refers to when the mail closed in Sydney while the second refers to the scheduled date for the flight. In the table, * refers to a flight delayed due the weather, ** to a flight delayed for mechanical reasons and ***

delayed for some other reasons. In all cases, these are the occasions when there is a difference in my data from the data given by Proud.

PanAm arrival	Plane	Auckland – Sydney		Sydney – Auckland		PanAm departure
		Day	Date	Day	Date	
	Ao	Tu	30 Ap	Th	2 May	
	Aw	M	6 May	Th	9 May	
	Aw	M	13 May	Th-F	16-17 May**	
	Aw	W	22 May*	Th	23 May*	
	Aw	Tu	28 May	Th	30 May	
	Aw	M	3 Jun	Th	6 Jun	
	Aw	M	10 Jun	Th	13 Jun	
	Aw	M	17 Jun	Th	20 Jun	
	Aw	M	24 Jun	Tu	25 Jun	
	Aw	M	1 Jul	Th	4 July	
	Aw	M	8 Jul	Th	11 Jul	
	Aw	M	15 Jul	Th	18 Jul***	20 Jul
18 Jul	Ao	M	22 Jul	Sa	27 Jul*	
	Ao	M	29 Jul	Th	1 Aug	3 Aug
1 Aug	Aw	F	2 Aug	Su	4 Aug	
	Ao	Th	8 Aug	Su	11 Aug	
	Ao	Th	15 Aug	F	16 Aug	18 Aug
16 Aug	Aw	Sa	17 Aug	Su	18 Aug	
	Ao	Su	18 Au	Mo	19 Aug	
	Ao	F	23 Aug	F	30 Aug	3 Sep
	Aw	Sa	31 Aug	Su	1 Sep	
2 Sep	Aw	W	4 Sep	Th	5 Sep	
	Aw	F	6 Sep	Su	8 Sep	
	Aw	Th	12 Sep	Su	15 Sep	18 Sep
16 Sep	Aw	Tu	17 Sep	Th	19 Sep	
	Aw	Th	26 Sep	F	27 Sep	4 Oct
26 Sep	Aw	Sa	28 Sep	Su	29 Sep	
	Aw	Th	3 Oct	Su	6 Oct	
	Aw	Th	10 Oct	F	11 Oct	12 Oct
10 Oct	Ao	Sa	12 Oct	Su	13 Oct	
	Ao	Th	17 Oct	Su	20 Oct	
	Ao	Th	24 Oct	F	25 Oct	28 Oct
26 Oct	Aw	Su	27 Oct	M-Tu	28-29 Oct**	
	Ao	Th	31 Oct	Su	3 Nov	
	Ao	Th	7 Nov	F	8 Nov	12 Nov
10 Nov	Aw	M	11 Nov	Tu	12 Nov	
	Ao	Th	14 Nov	M	18 Nov*	
	Ao	Th	21 Nov	F	22 Nov	26 Nov
24 Nov	Aw	M	25 Nov	W	27 Nov***	
	Ao	F	29 Nov	Su	1 Dec	
	Ao	Th	5 Dec	F	6 Dec	7 Dec
5 Dec	Aw	Sa	7 Dec	Su	8 Dec	
	Ao	Th	12 Dec	Su	15 Dec	
	Ao	Th	19 Dec	F	20 Dec	
	Ao	Th	26 Dec	F	27 Dec	29 Dec
27 Dec	Ao	Sat	28 Dec	Su	29 Dec	
	Aw	Sat	4 Jan	Su	5 Jan	7 Jan
5 Jan 1941	Ao	M	6 Jan	Tu	7 Jan	
	Aw	Th	9 Jan	F	10 Jan	
	Ao	Sat	11 Jan	Su	12 Jan	
	Ao	Th	16 Jan	F	17 Jan	19 Jan
17 Jan	Aw	Sa	18 Jan	Su	19 Jan	
	Ao	Sa	25 Jan	Su	26 Jan	
	Ao	Th	30 Jan	F	31 Jan	3 Feb
2 Feb	Aw	M	3 Feb	Tu	4 Feb	
	Aw	Sat	8 Feb	Su	9 Feb	
	Ao	Th	13 Feb	F	14 Feb	

	Aw	Sa	22 Feb	Su	23 Feb	
	Ao	Th	27 Feb	F	28 Feb	1 Mar
28 Feb	Aw	Sa	1 Mar	Su	2 Mar	5 Mar
2 Mar	Ao	Tu	4 Mar	W	5 Mar	
	Aw	Sat	8 Mar	Su	9 Mar	
	Ao	Sat	15 Mar	Su	16 Mar	
	Ao	Sa	22 Mar	Su	23 Mar	
	Ao	Sa	29 Mar	Su	30 Mar	1 Apr
31 Mar	Ao	Tu	1 Ap			

References

[AS] *Auckland Star 1870-1945*, Papers Past, available at:

paperspast.natlib.govt.nz/cgi-bin/paperspast

[EP] *Evening Post Wellington 1865-1945*, Papers Past, available at:

paperspast.natlib.govt.nz/cgi-bin/paperspast

[Pr] *Intercontinental Airmails Vol.2 - Asia and Australasia*, E.B. Proud, Pub. Proud Publications, 2009.

[Tro] *Australian Newspapers 1803-1954*, Trove, National Library of Australia, available at: trove.nla.gov.au/newspaper

Appendix 3: Censor Codes

Australian Censor Codes

Australian censor labels used red dots with the number indicating the censor office.

Number	Office	Number	Office
1	Brisbane	6	Hobart
2,9**	Sydney	7	Darwin
3	Melbourne	8*	Townsville
4	Adelaide	9	Newcastle
5	Perth	10*	Thursday Island

*Allocated, but not clear if used.

**The 9 dot labels were used in Sydney from 17 May 1940 until 11 March 1941. During 1941, the dots were replaced by the corresponding number. Townsville had the number 1/2 as a sub-office of Brisbane rather than 8.

German Censor Codes

Code	City	Area of Censorship
a	Königsberg	Baltic States, Soviet Union
b	Berlin	Transit, Airmail South & North America, Finland
c	Cologne	Netherlands, Belgium, Luxembourg, France
d	Munich	Italy, Spain, Portugal, Switzerland
e	Frankfurt	Switzerland, South & North America, Southern France
f	Hamburg	Scandinavian countries non-Airmail
g	Vienna	Balkan countries, Hungary, Turkey
h	Berlin	POW after 1944
k	Copenhagen	Sweden, Norway, Finland
l	Lyon	To and From Southern France, Transit Mail
n	Nancy	Southern France and Neutral Hinterland
o	Oslo	Sweden, Finland, Denmark
t	Trondheim	Sweden
x	Paris	Zone Post, Red Cross Mail, Belgium, Netherlands
y	Bordeaux	To and From Southern France, Transit Mail

Indian Censor codes (until March 1942)

Code	City	Code	City
A	Calcutta	I	Quetta
B	Karachi	J	Rawalpindi
C	Bombay	K	Chittagong
D	Madras	L	Darjeeling
E	Negapatam	M	Port Blair
F	Madura	N	Ahmednagar
G	Belgaum	P	Bombay, POW
H	Peshawar		

Appendix 4: Bangkok – Hong Kong Service

The table summarises the flights by *DH 86* aircraft between Hong Kong and Bangkok via Fort Bayard, Hanoi and Udorn that connected with the early flights on the *Horseshoe Route*. Service *HB 252* was cancelled and its intended mail was flown from Hong Kong by *CNAC* to Rangoon, but did not connect there with *WS 3* and was flown on *WS 4*.

Hong Kong flights earlier in June are discussed in Chapter 1.5.

Flight	Date	Connection with:	DH 86	Flight	Date	Connection with:	DH 86
HB 248	23 Jun	WS 1	Dorado & Dardanus	BH 247	24 Jun	WS 1	Dardanus
HB 249	26 Jun	NE 1	Dardanus	BH 248	27 Jun	NE 1	Dorado
HB 250	30 Jun	WS 2	Delphinus	BH 249	1 Jul	WS 2	Dardanus
HB 251	3 Jul	NE 2 & WS 3	Dardanus	BH 250	4 Jul	NE 2	Delphinus
HB 252	cancelled			BH 251	10 Jul	WS 3	Delia
HB 253	10 Jul	NE 3	Delphinus	BH 252	11 Jul	NE 3	Delphinus
HB 254	13 Jul	WS 4	Delphinus	BH 253	15 Jul	WS 4	Dardanus
HB 255	17 Jul	NE 4	Dardanus	BH 254	20 Jul	NE 4	Dardanus
HB 256	21 Jul	WS 5	Delia	BH 255	22 Jul	WS 5	Delphinus
HB 257	24 Jul	NE 5	Delphinus	BH 256	25 Jul	NE 5	Delia
HB 258	28 Jul	WS 6	Delia	BH 257	29 Jul	WS 6	Delphinus
HB 259	31 Jul	NE 6	Dardanus	BH 258	1-2 Aug	NE 6	Delia
HB 260	4 Aug	WS 7	Delphinus	BH 259	5 Aug	WS 7	Dardanus
HB 261	7 Aug	NE 7	Dorado	BH 260	8 Aug	NE 7	Dorado
HB 262	11 Aug	WS 8	Dardanus	BH 261	12 Aug	WS 8	Delphinus
HB 263	14 Aug	NE 8	Delphinus	BH 262	18 Aug	NE 8	Dardanus
HB 264	18 Aug	WS 9	Dorado	BH 263	19 Aug	WS 9	Delphinus
HB 265	21 Aug	NE 9 & XWS 9	Delphinus	BH 264	25 Aug	NE 9 & XWS 9	Dorado
HB 266	25 Aug	XNE 9 & WS 10	Dardanus	BH 265	27-28 Aug	XNE 9 & WS 10	Delphinus
HB 267	28 Aug	NE 10 & WS 11	Delia	BH 266	30 Aug	NE 10 & WS 11	Dardanus
HB 268	1 Sep	NE 11 & WS 12	Delphinus	BH 267	3 Sep	NE 11 & WS 12	Delphinus
HB 269	4 Sep	NE 12 & WS 13	Dardanus	BH 268	6 Sep	NE 12 & WS 13	Denebola
HB 270	8 Sep	NE 13 & WS 14	Delphinus	BH 269	10 Sep	NE 13 & WS 14	Dardanus
HB 271	11 Sep	NE 14 & WS 15	Denebola	BH 270	15 Sep	NE 14 & WS 15	Delphinus
HB 272	15 Sep	NE 15 & WS 16	Dorado	BH 271	17 Sep	NE 15 & WS 16	Denebola
HB 273	18 Sep	NE 16 & WS 17	Dardanus	BH 272	21 Sep	NE 16 & WS 17	Dorado
HB 274	22 Sep	NE 17 & WS 18	Delphinus	BH 273	cancelled		
HB 275	cancelled			BH 274	cancelled		
HB 276	cancelled			BH 275	cancelled		
HB 277	cancelled			BH 276	cancelled		
HB 278	5 Oct	NE 21 & WS 22	Dorado	BH 277	7 Oct	NE 21 & WS 22	Delphinus
HB 279	8 Oct	NE 22 & WS 23	Denebola	BH 278	11 Oct	NE 22 & WS 23	Dorado
HB 280	11 Oct	NE 23 & WS 24	Delphinus	BH 279	15 Oct	NE 23 & WS 24	Dardanus
HB 281	15 Oct	NE 24 & WS 25	Dorado	BH 280	Cancelled, no more flights		
HB 282	Cancelled, no more flights						

The September *Aircraft Movement Chart* does not give the names of the aircraft used. The names listed here are from the local newspaper, courtesy of Duncan Crewe [Cr5].

When the flights restarted on 5th October, they were via Tourane.