

FIRST ASSISTANT POSTMASTER GENERAL,
Washington, August 11, 1938.

USE OF FORM 3950

It has been noted by the Department that some postmasters after completing Forms 3950 concerning irregularities in the handling of special delivery mail are sending them direct to the Department. This is not the correct procedure. When an error is noted, Form 3950 should be completed and submitted direct to the office at fault. A space is provided at the bottom of the form for an explanation of the irregularity which should be completed at the office of origin to show the employee at fault and the action taken to eliminate such irregularities in the future.

See page 3 of the May 1938 Supplement to the Postal Guide concerning the use of Form 3950.

AIR MAIL SERVICE—A. M.—13

Effective August 15, 1938:

Trip 3a, leave Salt Lake City 6:45 a. m.; Las Vegas 8:05 a. m.; Los Angeles 9:35-9:45 a. m.; Long Beach 10:05 a. m.; arrive San Diego 10:45 a. m.

Effective on the dates shown the following service is authorized:

A. M. 1, New York, N. Y., to San Francisco, Calif., 2,773 miles; A. M. 17, Cheyenne, Wyo., to Denver, Colo., 99 miles

[Contractor, United Air Lines Transport Corporation]

Table listing air mail routes for August 15, 1938. Columns include Trip numbers (e.g., Trip 37a, Trip 7a) and departure/arrival times for various cities (e.g., New York, Toledo, Chicago, Omaha, Denver, Salt Lake City, Reno, Sacramento, San Francisco, Oakland, Seattle, Los Angeles).

1 Route A.M. 17 service. 2 Effective Aug. 16, 1938. 3 Stop temporarily discontinued pending airport improvements. a Daily.

A. M. 11, Seattle, Wash., to San Diego, Calif., 1,264 miles

[Contractor, United Air Lines Transport Corporation]

Table listing air mail routes for August 15, 1938. Columns include Trip numbers (e.g., Trip 10a, Trip 14a) and departure/arrival times for various cities (e.g., Seattle, Tacoma, Portland, Medford, Sacramento, Oakland, San Francisco, Monterey, Fresno, Bakersfield, Santa Barbara, Los Angeles, San Diego).

1 Sept. 1, 1938, the stop at Tacoma will be discontinued because of unavailable airport facilities. 2 Temporarily suspended pending airport improvements. a Daily. j Daily except Sunday and holidays.

A. M. 12, Seattle, Washington, to Salt Lake City, Utah, 1,019 miles

[Contractor, United Air Lines Transport Corporation]

Table listing air mail routes for August 16, 1938. Columns include Trip numbers (e.g., Trip 6a, Trip 4a) and departure/arrival times for various cities (e.g., Seattle, Tacoma, Portland, Pendleton, Walla Walla, Spokane, Boise, Salt Lake City).

1 Sept. 1, 1938 the stop at Tacoma will be discontinued because of unavailable airport facilities. 2 Stops will be resumed as soon as airport is suitable for Douglas DC-3 equipment. a Daily.

Trip 5, Portland to Seattle, route A. M. 11 service.

A. M. 27

The stop at Lewiston-Auburn, Maine, has been suspended pending airport improvements.

W. W. HOWES,
First Assistant Postmaster General.

SECOND ASSISTANT POSTMASTER GENERAL,
Washington, August 9, 1938.

MAILS FOR THE MEXICAN STATES OF CANPECHE, YUCATAN, ETC.

Mails for the Mexican States of Campeche and Yucatan, originating in the fourth, sixth, seventh, eighth, tenth, eleventh, twelfth, thirteenth, and fourteenth divisions of the Railway Mail Service should be forwarded to New Orleans for dispatch from that office. Postmasters in other divisions of the Railway Mail Service will forward articles for the States of Campeche and Yucatan to New York unless specially addressed overland.

Parcel post, with the exception of special handling parcels and parcels too large to be enclosed in mail sacks for the Federal District (including Mexico City) for the States of Chiapas (excepting Amatan, Catazaja and Palenque), Colima, Guanajuato, Guertaro, Guerrero, Hidalgo, Jalisco, Michoacan, Morelos, Oaxaca, Puebla, Tamaulipas, Tabasco, and Vera Cruz originating in the first, second, and third divisions of the Railway Mail Service including the States of New York and Pennsylvania should be forwarded to New York. Postal Union (regular) mails, special handling parcels, and parcels too large to be enclosed in mail sacks for the Federal District (including Mexico City) and the Mexican States named should be routed overland. Parcel post originating in the other divisions of the Rail-

C. O. D. MONEY ORDERS MUST BE PROMPTLY ISSUED AND MAILED

