

AUSTRIA

Edited by Andy Taylor

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The next meeting of the South West Group will be held at Romsey on 18th October from 2-4pm, in conjunction with Hampex. Further details and directions from Geoff Frost: ring 01985 840433.

Editorial 143

By Andy Taylor

How time passes! Suddenly, it's 2 weeks to press date, and a blank page stares back at me. Looking at my calendar, I do seem to have been away more than usual; and the ever-expanding ramifications of Vienna and its Pneumatic Post have left me with many articles, all 99% complete. *"The moving finger writes; and, having writ, / Moves on: nor all thy piety nor wit / Shall lure it back to cancel half a line"* - whereas with a word processor it's always tempting to fiddle with the perfectly adequate in the vain hope of improving it. I have also been marvelling at the Special Issues information from the Austrian Post Office, including a Limited Edition CD of the Rolling Stones recent tour accompanied by a special cancel on the 4-stamp block. [Happy 60th, Mick!]



Do Not Mock The Afflicted, as Frankie Howard said - on 26th March the British Post Office issued a set of self-adhesive "fun with fruit and veg" stamps: these come with 76 adhesive hats, horns, eyes etc for you to add to the basic image "to make a unique work of art". One features a lemon....

Meanwhile back in my world, Hannes Margreiter produced a commemorative sheet for the 90th anniversary of the Wiener GANZSACHEN Sammlerverein, whose excellent newsletter we receive.

And I am eagerly looking forward to the "Tirol 2003 Philatelistischer Salon" which Innsbruck Merkur are holding on September 5-7; APS members are exhibiting a total of 37 frames (plus

'Austria') and several will be attending the event, including your Editor.

C ~~L~~Corrections ~~K~~Corner

"Must Try Harder", or "Don't just type it, proof-read it".

The Druckfehlerteufelin and her colleagues were busy last May; amongst the errors in 'Austria' 142 are:

Page 3 line 1 for 'b' read 'B' [this is a Word default-setting problem]

In the Enlargement of Vienna article, for Florisdorf read Floridsdorf throughout. On page 9, the second para should conclude "the politically and philatelically independent U.N. Centre was built". And Hans Smith remarks that Vienna in 1850 was not "surrounded by its ancient walls". These had been demolished in the 1530s and replaced by artillery fortifications (enclosing a much larger area than the old walls). The enceinte shown on my map would seem to date to the late 17th century (as useless in 1850 as the 1530 ramparts proved to be during the 2nd Turkish siege in 1668 - it was the Polish cavalry, not its walls, that saved Vienna).

The 3-5 October Leamfest dates on page 13 were correct when the article was written, but should have been changed when the event was moved to 10-12.

The article on the Crystal Cup on page 30 said "*In 1579, Archduke Ferdinand had commissioned the owner of the Hall glassworks to let Montano carry out his work ... the crystal cup depicted on the stamp was made ... around 1880-90*". JB observes that to accomplish this feat, Montano must have lived for over 300 years. The text of my article came verbatim from the Austrian Post's web site (both english- and german-language versions); however their printed Blackprint gives the cup-making dates as the more believable "around 1582-1590". Perhaps my article is an exemplification of the old definition of a University Lecture: a device whereby words are transferred from the lecturer's notebook to the student's without passing through the mind of either.

And on pages 71-2, the card illustrated clearly went on its travels in 1933, including the "1st South America Flight" which took place that year, not in 1931 as I said. The original article in the WIPA Festschrift has 1933; however the translation which I faithfully if unthinkingly reproduced has 1931.

Dear Mr. Taylor, in Austria 142, page 43, I made a mistake in answering Q2 and Q3 (Austria 140, page 37, 38). The last sentence of the first paragraph should be corrected to "The minimum rate was 60 h for letters dated after 1.10.1916". With kind regards, Gerrit Matthijssen

The Pneumatic Post in Vienna: Part 1

By Colin Tobitt & Andy Taylor

Contents:

- Introduction
- Pneumatic postal system starts in Vienna
- Details of technology and organisation.
- Telegrams
- Pneumatic Office numbering
- The Service expands
- The Collecting Office hypothesis
- List of offices
- A Cancel discovery
- Operational troubles
- Acknowledgements
- References
- System maps
- Container types

Note: Parts 2, 3 & 4 are scheduled for publication 3, 6 & 9 months hence, and the authors expect feedback from readers to change & expand their contents!

Introduction

In the 19th century, the use of air pressure as a source of power became widespread in Europe. It had certain theoretical advantages: the tubes containing it would not need to be protected against cold, as the air would neither condense nor freeze; furthermore, should the air escape, it would be inoffensive. Practice was not quite as easy! The air around us contains water vapour, which when compressed can condense at ambient temperature especially in the winter; the compressors frequently introduce oil vapours; and accidental ingress of compressed air to the human body produces "air embolisms" which can be fatal. Nevertheless, good engineering, sufficient investment, and good management can overcome such difficulties.

One of the first postal implementations was in 1853 when J. Latimer Clark constructed a pneumatic tube system in Britain, designed initially to carry messages along the 220 yards between the London Stock Exchange and the offices of the Electric and International Telegraph Company where he was employed. This tube has been variously reported as having a diameter of 1½" or 3", and was later extended as far as Charing Cross. Originally the containers holding the messages were driven forward by lowering the air pressure in front of them, but Cromwell F. Varley, Clark's assistant, improved matters a few

years later when he used compressed air to push the containers through. [While you cannot have a negative absolute pressure, in a pneumatic tube system air can be compressed 20-30 fold before practical limits are reached.]

The Pneumatic Despatch Company was founded in 1859, and in 1863 issued a Prospectus (see refs) to attract new investors. The Duke of Buckingham and Chandos was Chairman, and Latimer Clark one of the chief Engineers. The Prospectus stated that "the Directors having satisfied themselves and the Shareholders of the complete mechanical success of the Company's system of transmission ... determined on laying down a permanent tube of thirty inches gauge between Euston Station and the North Western District Post Office, Eversholt Street. This tube, with the stations, machinery, and appliances, is now completed, and is found to work most efficiently; and the Post Office authorities have notified their readiness to make an immediate trial of it for the transmission of mail bags between those points."

The "thirty inches gauge" must have been that of the rails, not the pipe's diameter, as it is described in 'Stamp Collecting' (& illustrated elsewhere) as being "4 foot high by 4½ foot wide ... the entrance to each tube was closed by two iron doors inclined at an angle to each other so as to resist air pressure and were kept closed by iron bolts. After the cars were directed into the tube the doors were closed and bolted and pressure turned on so as to propel the cars forward. The return journey was effected by rarefying the air in front of the cars. When the cars reached their destination the wheels pressed a treadle which released the bolts and allowed the doors to swing open under the influence of heavy weights."

Thus emboldened, the Pneumatic Despatch Company planned to install a 5 mile line of 48-inch tube connecting the Railway Stations at Camden Town, Euston, and Charing Cross with High Holborn, Smithfield Market, Gresham Street, Covent Garden Market, and the General Post Office. Shareholders were assured of an annual return of 10% net. This seems not to have been built, and the 30" tube was closed down on 31 October 1874 because of insuperable problems: "...[the door-opening] mechanism was not foolproof, however, and occasionally failed to operate properly, the doors remaining shut and the impact of the cars causing damage..." Also they found it increasingly difficult to keep the doors airtight, even after the engine power had been increased to six times the original, and the system had to be abandoned.

The French were also early starters, and a pneumatic post system was introduced in Paris in 1866 (see refs: "The Pneumatic Post of Paris" by J D Hayhurst). The Paris tubes were not available to the general public until 1879. The system was progressively converted from one-tube-one-way to double

tubes from 1888, and in 1931 the cylinders were equipped with conducting bands which actuated an automatic switching system, instead of every cylinder having to be examined at each office it passed.

Meanwhile, in 1799 the Austrian Matthias Zagizek submitted a plan to the Emperor Francis II, "to provide by means of a pipe a method for speedy correspondence"; he "requested the highest support for this project". This was of course rejected immediately. An early reference to the use of air as a means of transmitting postal material is to be found in an article which appeared in the Leipzig "Illustrierte Zeitung" on the 9th November 1861, where the Bohemian-born Josef Ressel, better known and commemorated as the inventor of the screw for ship propulsion, is described as "der Erfinder der atmosphärischen Briefpost". In 1844 he suggested to the k.k. Department of Commerce the installation of a "pneumatic post". This was equally in vain; in Austria at that time any suggestions for any changes whatsoever fell foul of two objections: (i) they might involve the government in expenditure; (ii) they implied that the existing arrangements were other than perfect. Nor did it impress the authorities that Josef Ritter v. Blum had held since 1835 a patent for an "Eilkorrespondenzbahn" [express letter railway] which was in use both in Paris (since 1867) and Berlin (1865).

As the new technology seemed to function well abroad, interest grew in Austria for the building of a pneumatic postal system in Vienna, on the French model. Credit for the eventual construction of the Vienna Pneumatic Post System goes to Franz Felbinger. Born at Hainburg in Lower Austria on the 8th July 1844, he studied at the Vienna Polytechnic and subsequently went to the U.S.A. where he worked as an engineer. Returning to Austria in 1872, Felbinger first undertook the construction of a funicular up the Leopoldsberg to the west of Vienna; he then built the Vienna pneumatic post, after which he went on to install similar systems in Munich and Hamburg. In later years Felbinger turned his attention to painting, studying at Brunn and Munich, and died at Trebitsch (Třebíč, Moravia) on the 15th July 1906.

For more than a century and a half before Felbinger's arrival on the Viennese scene, the city had been surrounded with an inner and outer fortification system, consisting of walls, a rampart, and a fosse. However, following an imperial decree in 1857, these fortifications were gradually removed, their place being taken by the splendid Ring-Strasse surrounding the Old Town. Felbinger was thus active at a time of major redevelopment for Vienna; not only was access to the inner City made easier but many of the stately buildings which are now the city's pride were erected.

As the Capital City of an Empire, where commerce was booming following the Settlement with Hungary, efficient communications were of the utmost importance, both within Vienna itself and with the major centres many hundreds of miles away. At this time speedy communication was confined to the telegraph, introduced from 1845 (the first telephone system in Vienna was opened in 1881 with 154 subscribers), and it was intended that the Vienna Pneumatic Post system would be used to send written telegraph messages from outlying post offices to the Central Telegraph Office for onward transmission by wire. This would solve the problems of the expansion of Vienna (it could take a messenger on foot an hour to go from the Central Telegraph Office to the boundaries) and of the expansion of telegram traffic as trade increased.



1st March 1875: a pneumatic postal system starts in Vienna

In 1872 a limited company applied for a concession for the establishment of "a pneumatic postal system". The negotiations extended for so long that the financial crash after the Viennese World Fair of 1873 seemed likely to endanger the project. Money was however found, and in January 1874 the k.k. Department of Commerce formally agreed to the establishment of a City Pneumatic Postal Service in Vienna. The Viennese Pneumatic Post was opened to the public on the 1st March 1875, having cost 364,700 gulden (equivalent to £30,418 then: about £2 million in 2002!) including all the machines, apparatus, pneumatic receivers and the land at Gumpendorf for a second machine house.

While the Postal decrees of the year 1875 are silent on the Pneumatic Post, the "Ordinances for the Austrian Telegraph Offices" No. 3 of 19th March 1875 announced the "starting of the pneumatic pipe system and introduction of

pneumatic letters in Vienna with effect from 1st March of this year" (¹). Post and Telegraphy were at that time under separate administration, and the reason for assigning the new service to the telegraph is clear from the announcement: the new service was primarily for the expedition of telegrams or Depesche (²), for which the telegraph service had long looked for a fast means of transport. To use the new system to capacity, it would also accept written communications "for which the sender and addressee are found within the Linienwälle of Vienna" - that is, for those districts within the "Gürtel".

Pneumatic pipes joined the following offices with each other. The addresses and numbers are those listed in the Decree; the actual numbers found on letters & cards are given later.

1. k. k. Telegraph Central Station, Börseplatz No 1;
2. Laurenz Building (³), in the old Fleischmarkt;
3. k. k. Post Office Leopoldstadt, Taborstrasse No 27;
4. k. k. Post Office Landstraße, Haupstrasse No 65;
5. k. k. Telegraph Office Kärtnerring No 3;
6. k. k. Post Office Wieden, Neumanngasse No 3;
7. k. k. pneumatic station Gumpendorf, Magdalenengasse No 67;
8. k. k. Post Office Neubau, Siebensterngasse No 13;
9. k. k. Post office Josephstadt, Mariatreugasse No 4 and
10. k. k. pneumatic station in the provisional (⁴) Exchange, at Schottenring;

Three of the pneumatic offices - Börse, Leopoldstadt, and Landstrasse - were connected through radial pipes, while the others were connected in a circle.

¹ See separate article with reproduction, transcription and translation

² Depesche is from the French "dépêche" meaning official or urgent news: there is an old Austrian verb "depeschieren" meaning "to telegraph".

³ Today's No 19 Fleischmarkt. Note that the type of the office is not stated.

⁴ ie, temporary; see separate article on where the Stock and Produce Exchanges were at various dates.

There were air pumps in the Central Telegraph Office and in Gumpendorf, driven by steam-engines. Between the individual stations there was only one pipe, so a carefully-worked out schedule was required to operate two-way traffic. The pneumatic offices had to deal predominantly with the following:

- a) the forwarding and delivery, to addressees within the pneumatic district, of foreign telegrams received at the Central Telegraph office;
- b) the forwarding of telegrams, handed in at the pneumatic or telegraph offices, to the Central Telegraph office for onward telegraphic transmission;
- c) the acceptance and express delivery of pneumatic mail within their district;
- d) the acceptance of Pneumatic Railway Station Correspondence (which will be discussed later).

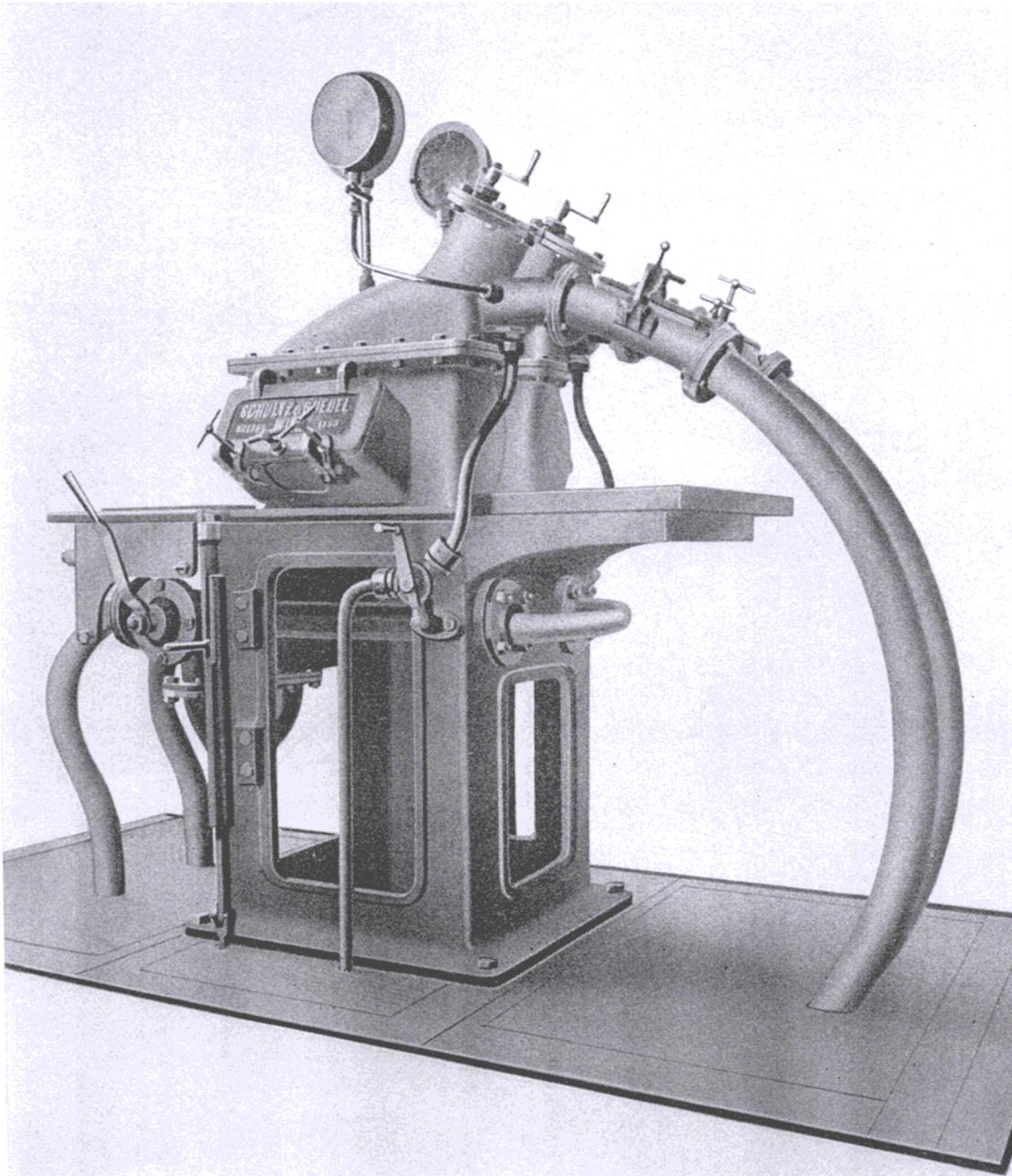
Details of technology and organization.

In its simplest form a Pneumatic Post system consists of a single tube linking two points or 'stations'. Inside this tube, closely fitting cylindrical containers are either blown along by compressed air or drawn along by a vacuum, and by placing messages inside the containers, a self-contained communications system is produced. In a more sophisticated form, two tubes would link the individual Pneumatic Post Stations, thus enabling two-way traffic to be maintained: one tube would be under pressure and in the other a vacuum be maintained. Vienna had only a single pipe between stations, and depended on strict adherence to a complicated timetable.

[At least, so it seems! All the pre-1938 documents, and the Austrian Post Office's "100 Years" press release of 1975, are consistent with a single-pipe system; indeed Hajek (Ref 4: written in 1933) pp72-73 outlines a proposal "to bring the system up to modern standards as exemplified at Berlin" which would involve doubling the pipes. This was rejected as too expensive. But, Turner (Ref 3: written in 1978) includes maps and timetables which Andy Taylor believes require travel in both directions at the same time: this is impossible in a single-pipe system with the compressor house at one end. As our subject is philately not plumbing, we'll leave the mystery unresolved!]

The operation of the apparatus was complex; the picture below shows a typical 'Felbinger' intermediate Pneumatic Station. Incoming cylinders arrived in the large chamber, and were retrieved through the hatch; outgoing ones were

inserted through the fitting at the top of the curved pipe. With an intermediate station, many of the incoming cylinders required forwarding to the next station (a label on each cylinder said which station it was for), and with this design of apparatus this involved taking the cylinder round to the other side. A simpler and smaller apparatus was later devised, called the "1892 model": one is illustrated in the long thin picture below, and the method of interconnection of three of them is in a diagram below that.

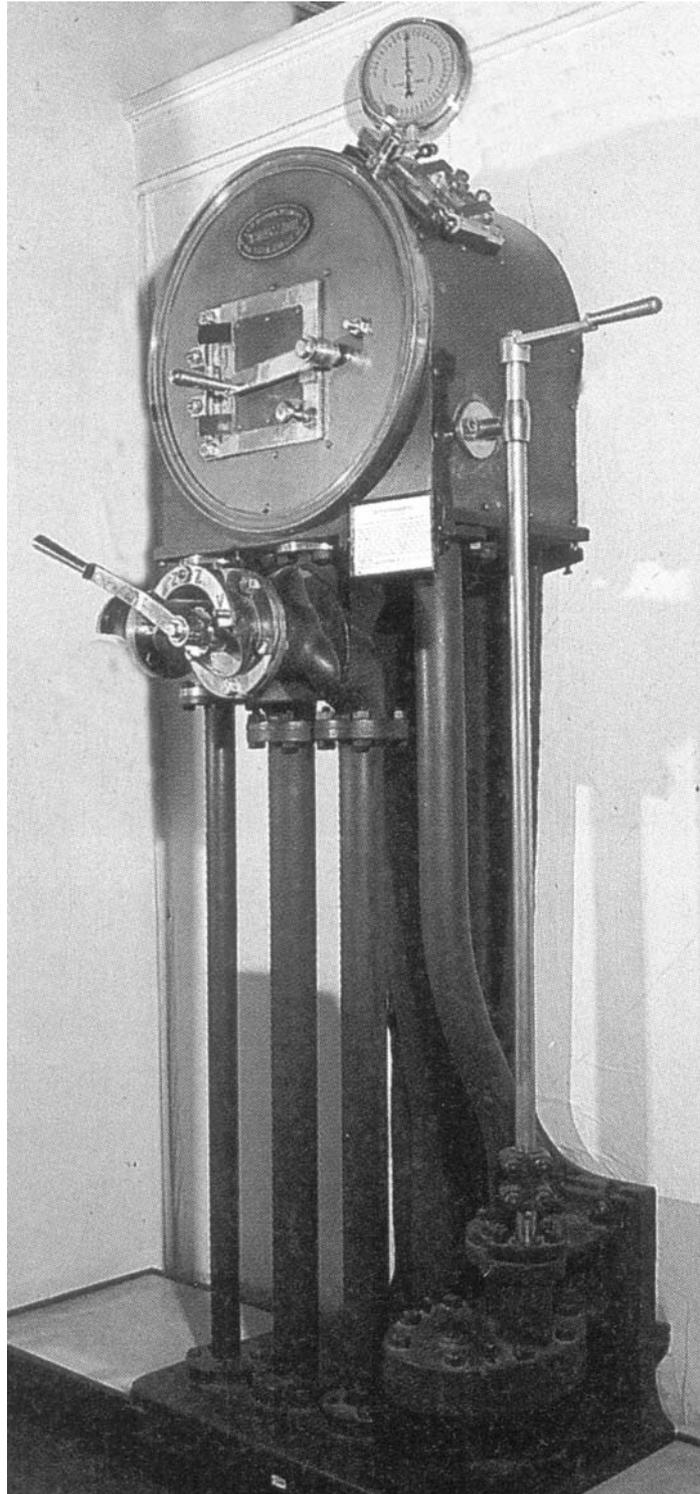


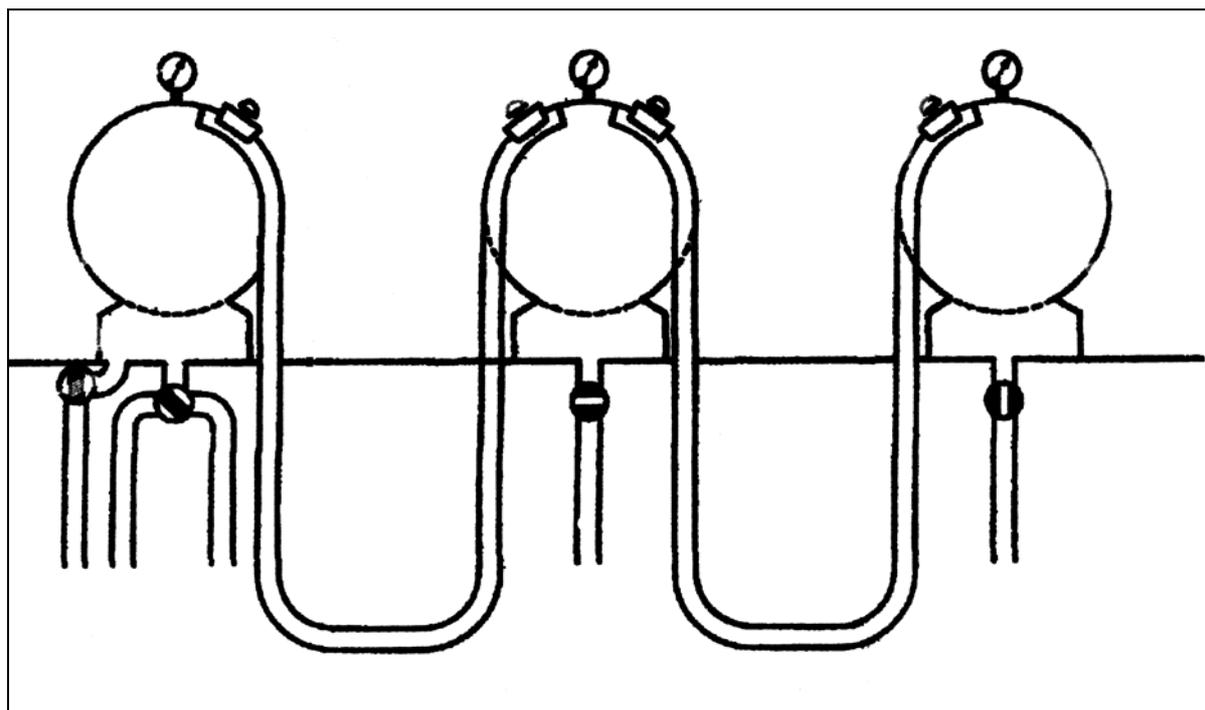
This shows a typical 'Felbinger' intermediate Pneumatic Station - note the complex arrangement of 2- & 3-way valves, which the operator had to manipulate in the correct sequence to send or receive the cylinders.

To supply and maintain the required pneumatic pressure, power stations and 20m³ air reservoirs were needed. In the list of Pneumatic Post Stations shown later, a column indicates the “machine house” for each station. A total of five was required to supply the 44 Pneumatic Post Offices in operation in 1932.

The network of 1875 had a length of 14km: 11.8km was used to send the mail; the rest was service piping supplying 40%-60% vacuum and 1-1½ats compressed air from the large steam-powered machine unit in the Central Telegraph Office to two receivers in the Laurenz building in the Fleischmarkt.

The pipes were made of lengths of seamless steel bolted together; they measured 74mm OD x 65mm ID. They were given 2 coats of paint, tarred, wrapped in jute, and covered in powdered chalk; then laid at approx. 1m depth under the streets of Vienna.





Method of interconnection of three of the "1892 model".

The mail was carried through the pipes in cylindrical containers (called Büchse). Pneumatic post stationery had to be small and thin, and folded to fit in the cans. The folding was on the vertical axis, twice, so that when the item is opened out it has three vertical fold marks; often the second fold's marks do not show. Pneumatic envelopes were sometimes rolled instead. These creases are helpful in identifying non-Pneumatic Post stationery which has actually passed through the Pneumatic Post, such as express letters sent from Vienna to other places and incoming express mail put into the Pneumatic Post for speedy delivery within the city.

The original containers were made of steel, 130mm long by 52mm outside diameter; the inside dimensions were 124mm by 48mm dia. They were capped by an outer jacket or casing (Hülse) in the form of a lid made from 3 thicknesses of leather. It was pushed on to the container and enclosed about two thirds of it, thus securing the contents for their journey and providing a seal with the walls of the tube so that the compressed air or vacuum caused the container to travel easily along the tube. Such a can took 20 letters, 25 telegrams, or 30 pneumatic postcards; the weight limit was 10 grams per item. A photograph (from the late lamented Post und Telegraphenmuseum, Vienna) at the end of this article illustrates the several types of containers and ancillary equipment used.

Dienstankweisung für die österreichische Post- und
Telegraphenanstalt.

10.

Dienstankweisung

für den

Rohrpostverkehrsdiensft.

I. Teil.

Behandlung der mit der Rohrpost zu
befördernden Sendungen.

Herausgegeben
vom Bundesministerium für Handel und Verkehr
(Generaldirektion für die Post- und Telegraphen-
verwaltung).



Wien 1932.

Druck der Österreichischen Staatsdruckerei.

The employees had every aspect of their duties prescribed in an Operations Manual entitled "Dienstanweisung für den Rohrpostverkehrsdienst". The 10th edition (1932) has two parts: (1) "Behandlung der mit der Rohrpost zu befördernden Sendungen" [the regulations for dealing with the mail - suited to the counter clerks] (2) "Vorschriften für den Rohrpostzugsverkehr und den Rohrpostapparatdienst" [the mechanics of operating the apparatus, with diagrams & maps - suited to the equipment operators]. The title page is shown above. Both parts are full of specimens of the registers etc. that had to be kept.

During the life of the system (1875-1956) small improvements were often made. One was to introduce cans made of aluminium (then a novel material) to reduce the dead weight; they were made shorter (130mm long by 52mm dia; inside measurements 124mm x 48mm dia) so as to negotiate the bends more easily. These cans held 15 letters, 25 telegrams, or 30 cards. The photo also shows special items of hardware used to stretch the leather casings, to clean the tubes, to remove condensation from the tubes by surrounding a driver with a sponge, and to remove a blockage .

When it was required to send mail only to an adjacent Pneumatic Post Station the leather-capped container would be inserted into the tube by itself. When there were containers for transmission to more than one station, these would be linked up according to destination and a driver placed at the trailing end, thus making up a "pneumatic train" consisting generally of up to 10 steel cans, with leather caps. Drivers (Treiber) were generally shorter than the containers and were made of wood or solid metal; they were thus heavier and had an additional leather washer in the form of a tail-piece (Manschette), thus providing extra contact with the tube. They travelled through the pipes at about 50km/h. The despatch and arrival of each train was signalled between the stations by bells (a dedicated telegraphing system was provided through wires laid beside the pipes). Extra trains, eg to return empty containers to their source, were carefully fitted in to spare slots in the timetable: the mail schedule could not be delayed!

Occasionally one finds a used item of Pneumatic Post stationery which has, apparently, never been inside a container as it bears no trace of having been folded: these are possibly philatelic items, although it is perhaps evidence that the Pneumatic Post system has been used simply for the express delivery service it provided, the sender being prepared to pay the extra Pneumatic Post fee in order to benefit from the prompt attention given to Pneumatic Post mail. Or, the item was used because its imprinted rate happened to equal that required for some other service: eg, a 1895 registered letter-card to Germany (illustrated later), where the 15Kr paid the (inland) postage of 5Kr plus the registration fee of 10Kr.

Telegrams

Before 1875, telegrams to Vienna were transmitted to the Telegraph Central Office by the Hughes Apparatus, transcribed on to forms, and delivered by messengers, on foot or possibly bicycle. ("Vienna" at these dates was bounded by the present Gürtel.) With the opening of the pneumatic system the same form was used, and a stamped **Pneumatik überg.** applied with spaces for the manual entry of date & time.

Post-Nr.	
Regst.-Nr.	18 5. 75.
9151	
TELEGRAMM	
an	
Graf Chosek Oberlieutenant	
Mün. Mariahilferstrasse 20	
Pneumatik überg. U. 9 M/AM	
Von der Telegrafien-Station	dem Boten zur Bestellung gegen
Empfangschein übergeben am	187 um 5 Uhr Min. Mitgs.

Delivery confirmation by "Aufgabs-Recepisse" was introduced in 1873. They were normally cancelled by the Telegraph Office oval canceller; explicitly-pneumatic cancels are extremely rare. In 1875, a new design of form was introduced, with at the top right a special area for recording the date & time.

Pneumatic Office numbering

There is often a large crayon number at the top left of a pneumatic item; normally blue, though black, red, green and pencil are occasionally found. It is the number of the destination office on the Pneumatic system; is applied by the operating staff; is used to route the item; and is taken from a List of Offices numbered in more-or-less the order in which they were built. It may or may not be the same as the Office Number used by the general public. It is called the "Instradierungs-Chiffre" (which means routing or destination code).

Question: Which Office used which code when?
--

The major problem is: **the numbering sequence of the original ten stations in Vienna, as given in the decree announcing the opening of the system to the public in 1875 (see separate article), is different from the official numbers applicable to the pneumatic stations themselves and used on their cancellers and as the destination codes.**

Our researches have revealed a complex web of American philatelists, working in parallel in the 1970s on this question and reaching the same answer! The principal actors were Arthur Thomas; Robert Dalton Harris; and the late APS member John G Fluck. From the incomplete information available, it seems that Harris deduced from studying examples of pneumatic postcards that the published sequence of numbers for offices 1-10 was wrong. (Müller, or possibly Hajek, made the original mistake; all subsequent authors including Klein & Godden carefully copied it!) Harris mentioned this to Thomas in Spring 1972; Thomas meanwhile had motivated Fluck to study the Vienna Pneumatic system, and when Fluck visited Vienna in 1972 he also discovered the error. Fluck met Klein in December 1973; see below. Fluck and Harris do not seem to have directly communicated until July 1976.

The follow-up article to 'Austria' 14, which appeared in 'Austria' 58 (issued Winter 1981), attributed this research on office numbers to "*Robert Dalton Harris, who had presented it at WIPA 81*". There was (we think it is no longer produced) a quarterly journal of postal history called "P.S." (Post Schrift), edited by Diane DeBlois with major contributions by Robert Dalton Harris; see refs. It ran a series of articles on the Vienna pneumatic post in issues 5-10, published in 1980 & 1981 and then issued as a handbook at WIPA, May 1981. In them, exactly the same discovery is recorded on the station numbers as in Fluck's work.

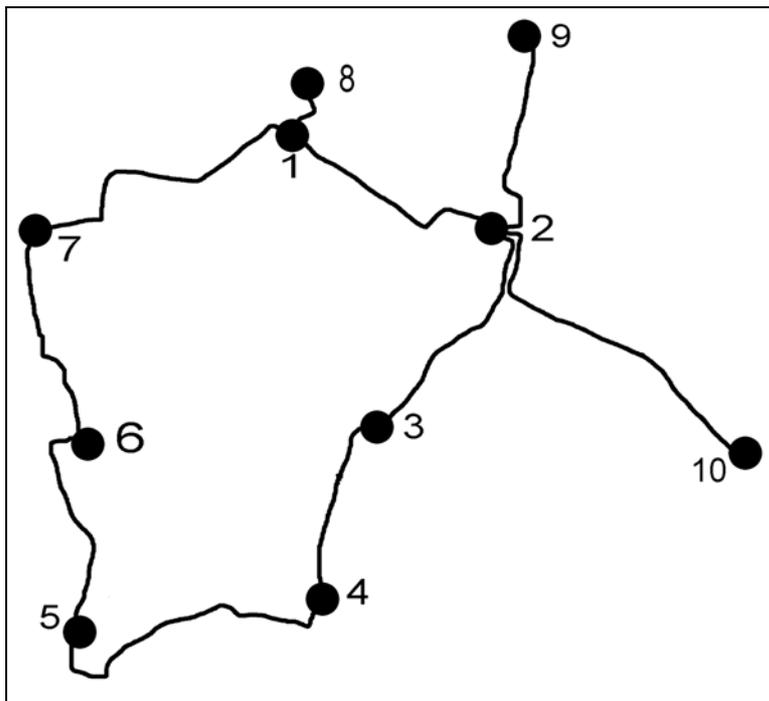
Document 219/14 in the Austrian Post Office Archives is a report of John Fluck's research, written by him & dated 1987. It says: *To study the Vienna Pneumatic Post as to the location of each station the Klein handbook, "Die Postalischen Abstempelungen Und Andere Entwertungsarten Auf Den Österreichischen Postwert-Zeichen-Ausgaben 1867, 1883 und 1890: Zweiter Band", was used as a reference. Using the postal cards as a reference material as to the sending and receiving stations of the system, the station numbers and names of the 1883-1891 cancels did not correlate with Klein's listing. On Dec 28 1973 at a meeting with Mr. Klein in Vienna I demonstrated my assumptions as to station numbers, based on the postal card data, and after reviewing this data he stated, "You may be correct, as I did not research the Pneumatic Post but just took Ing. E. Müller's information verbatim and published it in the*

Zweiter Band". With this encouragement I exhibited my findings and continued to search for further confirmation. In the Postal Library of the Austrian Post Office in Vienna [with special thanks to Frau Dr. Christine Kainz], a copy of "Zeitschrift Fur Post Und Telegraphie" dated 20 January 1900, an article entitled "25th Year Jubilee of the Vienna Rohrpost" was found listing the first ten stations as established by the collection. Further search at the Post and Telegraphen Museum, Wien a map "Pneumatisher Telegraph In Wien" dated 1875 was discovered listing the first ten stations as established by the collection [with special thanks to Herr Leopold Holub]. Thus based on the postal stationery of the Pneumatic Post, the notations of the sending station postal clerks, and the circular receiving stations name cancellations, the first ten station numbers and names are as listed.

[HP comments: Actually, the "Müller" to which Klein referred must be the book on the 1867 cancels (the Austrian part of No. 68 in the APS library, "Die Poststempel auf der Freimarkenausgabe 1867 von Oesterreich und Ungarn"). But the statement Fluck quotes is not quite accurate (sorry; de mortuis etc). Mueller pp238ff: 4757 FRUCHTBÖRSE err(ichtet) (- - 80); Klein 7798: FRUCHTBÖRSE err (- - 79). Müller 4785 ZIEGLERGASSE err. (- - 79); Klein 7809, ZIEGLERGASSE err. (1.8.80); Müller 4758: FÜNFHAUS SCHONBRUNNERSTRASSE err. (1.8.80); Klein 7822 identical. Conclusion: Klein did NOT take Müller "verbatim", as Fluck quotes Klein, but interchanged the years for the Fruchtbörse and for the Zieglergasse & Schonbrunnerstrasse pneumatic offices. Why? The most likely answer is that Müller's 1867 book was published in 1930. Hajek writing three years later had uncovered information Mueller did not have, and therefore Klein changed these dates, but did not remember to mention it to Fluck.]

Below is the masthead of the *Zeitschrift Fur Post Und Telegraphie*; the article is headed "25th Anniversary of the Vienna Pneumatic Post" and the text says "... the heart of the system was the Central Telegraph Building, Station I. The pipe ran thence to the Laurenzergebäude in Fleischmarkt (Station II), from there... to Kärntnerring (Station III), out to Wieden (Station IV), then through Margareten to Gumpendorf (Station V)... to Neubau (Station VI) and Josephstadt (Station VII) and completed the circle at its point of commencement. From Laurenzergebäude two branches ran to Leopoldstadt (Station IX) and Landstrasse (Station X) and similarly from the Centrale a branch ran to the Börse (Station VIII)".

The map discovered by Fluck (we think it comes from yet another unpublished study by Turner) shows the route drawn on a Vienna street plan. The Danube Canal is the S-shaped thing across the top, with the not-yet-partially-covered Wienerfluß running past the old city to join it.



This sketch is traced from the map, and shows the original pipe route with the three branches

In the following table, F = Fluck's (and Harris's) amended station numbering as found on the items; N = number in original decree (& in Müller, Klein etc).

F	N	Name	Address
1	1	K.K. Central Telegraph Office	Börseplatz 1
2	2	K.K. pneumatic station in the Laurenz building	Fleischmarkt 19
3	5	K.K. telegraph office Kärtnerring	Kärntner-Ring 3
4	6	K.K. post office Wieden	Neumanngasse 3
5	7	K.K. pneumatic station Gumpendorf	Magdalenengasse 67
6	8	K.K. post office Neubau	Siebensterngasse 13
7	9	K.K. post office Josefstadt	Mariatreugasse 4
8	10	K.K. pneumatic station in the Börse (Stock Exchange)	Schottenring 19 until 18.3.1877; Schottenring 16 thereafter

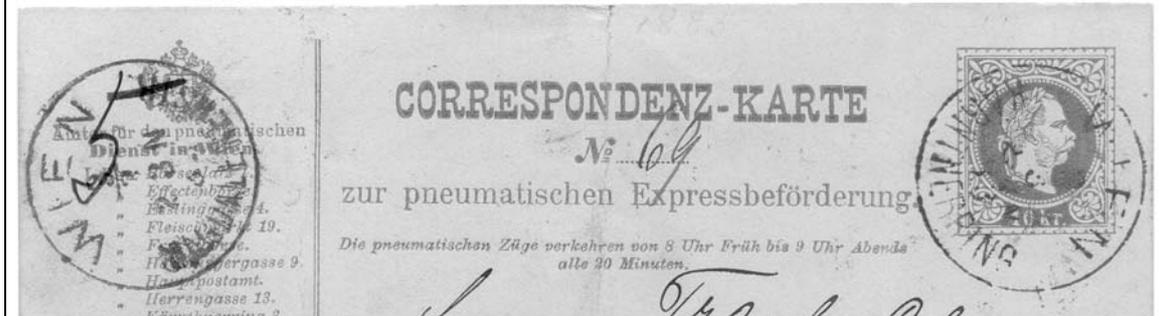
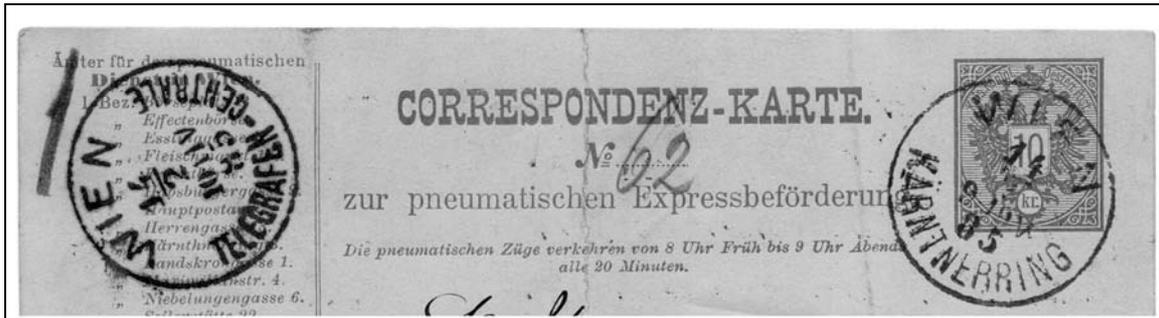
F	N	Name	Address
9	3	K.K. post office Leopoldstadt	Taborstrasse 27
10	4	K.K. post office Landstrasse	Hauptstrasse 65

And once you start looking at actual specimens, it's obvious! The next two pages show examples from each office, from the modest collections of the authors and their collaborators, clearly showing the arrival cancel and the office destination number code.

Klein part 2 (⁵) chapter 9 'for lack of total clarity' sticks to the numbers of the Decree; and goes on to say: "*With the establishment of further Pneumatic Post Offices, the previous numbering of the Pneumatic Post Stations (and their designation as such) was abandoned and, from 1883, in general the only distinction between the various offices was by their location. In connection with this a system of "Instradierungs-Chiffre" (abbreviation or destination codes) was also introduced for the despatch service. Thus Pneumatic Station No 3 received the code 9, Station No 5 received code 3 and the Fruchtbörse (first established in 1879) code 11, to mention but a few. An important and lasting alteration came in 1892 on the occasion of the numbering of the Viennese Post offices. The Pneumatic Post Offices received the same numbers as the Post and Telegraph Offices with which they were associated, and these numbers also, simultaneously, formed the new destination codes. The unnumbered offices Telegraph-Centrale and Rathaus received the codes W and R. We find the destination codes in the left upper corner of the pneumatic postal items - markings made usually with coloured pen, but also with ink or pencil.*"

[Other similar numbers, especially if in a different colour or place, are thought to be (a) the "train" number (eg, 7 could be the seventh train that day) possibly applied in times of heavy traffic to excuse delays (b) an indication of additional postage paid in cash, for onward transmission of the item in the normal mail. Occurrences are rare, and the explanations tentative! Sometimes, the item's serial number is applied in the blue crayon.]

⁵ Ie, Klein's "The regular postmarks of the permanent local post offices in the Austrian half of the Austro-Hungarian monarchy" Volume 1 is dated 1967 and vol 2 1972. The Fluck-Klein meeting took place after Klein's vol 2 was completed.





DeBlois & Harris' "Post Schrift" issue 7 says at page 23: *Though Edwin Mueller propagated the erroneous numbering of the stations in his "Die Poststempel auf der Freimarken-Ausgabe 1867 von Oesterreich und Ungarn" (Wien, 1930) [pp 238-240], his later writings on the Austrian Telegraphs in "Die Sammlerwoche" (1935, p.131) cite an official announcement of 17 January 1876 (Z 38094/1875) that correctly associates station number with station location. Mueller, however, apparently didn't note the incongruity. Accordingly, more modern writers (e.g. Anton Lessig in "Mitteilungsblatt" 145 (July 1961) and A.H. Godden in "Austria" 14) have repeated the error in station sequence. Most recently, Wilhelm Klein in Vol.II of his "Die postalischen Abstempelungen und andere Entwertungsarten auf den oesterreichischen Postwertzeichen-Ausgaben 1867, 1883 und 1890" (Wien 1973) also catalogued the Wien Rohrpost according to the old list though, to be fair, he did remark on the incongruity given the evidence provided by associating the circular date/time stamps with the wax-pencilled target station numbers. Perhaps Klein believed that a numbering sequence demonstrated for 1883 need not necessarily have applied to 1875. But, then, the 1875 list was already outdated in 1878 ...*

The 1932 Operations Manual for staff of the Pneumatic Post gives instructions for adding the delivery office number (in part I pp8-9). "On the front side of express mail to be transported with the Rohrpost, the identifying number of the Rohrpost delivery office is to be placed clearly in the upper left corner, with red pencil, in Arabic numerals. For items, which because of their routing have to be forwarded from the last Pneumatic Post Office to another office, the number of the last Pneumatic Post Office is to be stated. The identifying number (Leitvermerk) is to be taken from the Rohrpostleitbehelf." ⁽⁶⁾

So summarising (and anticipating the expansions), each item sent through the pneumatic system was marked at top left with the number of its destination station. Until the 1892 renumbering (see separate article), these were allocated in order-of-construction; from 1892 they were the new Post Office number. The following table gives old-new conversions.

Old	1	2	3	4	5	6	7	8	9	10	11	12	13
New	CR	2	15	50	57	62	64	E	23	40	P	60	100

Old	14	15	16	17	18	19	20	21	22	23	24	25
New	10	R	71	110	105	55	101	34	102	104	82	85

⁶ This is a directory with the pneumatic office number for each street: the 1901 edition is described in a separate article.

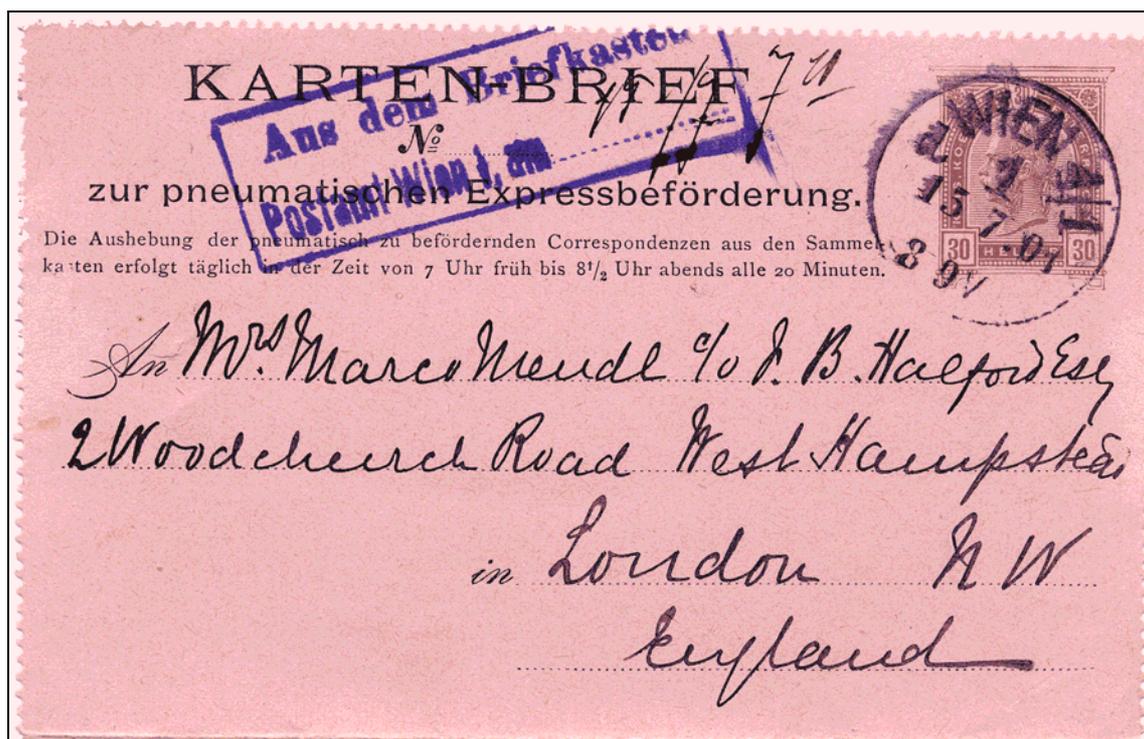
The Service expands...

The pneumatic post, first conceived only for the speedy transport of telegrams, expanded on 1 August 1879 to accept specifically-manufactured Pneumatic Post Cards franked at 10Kr. Further expansion followed a year later, with dedicated red-painted Pneumatic Post letter-boxes with the inscription "ROHRPOST". They were smaller than the normal yellow ones for ordinary mail, and were emptied every 20 minutes; the ordinary boxes were only (only!) emptied five to nine times per day. The Pneumatic Post ran to a strict timetable: every 20 minutes, latterly in the central district every 10 minutes. As will be seen later, the cancellations gave the despatch time including the minutes.

The picture below is a Pneumatic Post-box, exhibited at WIPA 2000 (with white title card in front).



If an item of pneumatic mail was found mistakenly posted in an ordinary yellow post box, the postman had to take it immediately to the nearest Pneumatic office, where it received a special explanatory boxed cancel "**Aus dem Briefkasten / Postamt Wien [district] am [date & time]**".



Initially, the delivery of pneumatic mail was restricted to Districts I to IX (excluding the Brigittenau but including limited parts of the Prater area); the costs of the delivery were included. The opening of an office in Fünfhaus in 1880 marked the first extension of the original concept of setting a boundary at (today's) Gürtel. This office took care of deliveries to Sechshaus and Rudolfsheim as well as items for Gaudenzdorf and Meidling (which incurred a delivery fee called Botenlohn; this will be discussed in a later article).

The original ten Pneumatic Post Offices of 1875 were extended to 12 by 1880, to 17 by 1881, to 27 by 1883 and to 31 by 1884. Expansion went on; later changes meant that certain offices were closed down, although these were sometimes replaced by a new office nearby. In the 1890s, 21 new offices were opened; by 30 July 1900 there were a total of 45 offices; and by 1913 there were 53 pneumatic post offices, joined by 82½km of pipes. The service pipework network also expanded (and later contracted).

Each office had a (large!) number of Büchse labelled with the number of every other office. So, if mail from A to E was routed A-B-C-D-E, the Büchse would be examined at B, C & D and sent on down the line without opening it. Regulations prescribed how the empties should be returned! Later, Registered mail was also carried; it used numbered containers with sealed ends.

The customer service expanded along with the area covered: from 1880 the pneumatic stationery (including reply-paid cards) were obtainable in tobacconists, and the introduction of "pneumatic Railway Station Correspondence" on 1st July 1883 (discussed later) also helped to ensure the viability of the system. From about the mid-1890s the insistence on special

Stamp Impressions was dropped, and ordinary postage stamps were permitted. And officially from 1899, though in practice earlier, incoming mail if adequately franked could be delivered to Vienna addresses via the pneumatic system.

Another development was "express forwarding": a Decree of 1887⁽⁷⁾ introduced a facility whereby "*pneumatic correspondence which is handed in to the pneumatic system for an address outside the area of the pneumatic network, but within the Vienna Local Postal Area, shall be placed in a cover (Post Office Form 776) and entrusted to a Post Office for conveyance as an express letter and delivery as such by a delivery office within the Vienna Local Postal Area, provided the delivery address lies within that office's delivery area. For addresses outwith the office's delivery area the item is to be delivered as for ordinary letters.*".

The new postal facility brought with it specially prepared stationery, first in the form of envelopes and letter sheets, later supplemented with post cards and letter cards. Pneumatic Post rates were, not surprisingly, higher than the ordinary rates in view of the cost of operating the system, but because of the advantage of speed, a premium over the ordinary mail rates was quite justified. In 1875 the rate for Pneumatic Post letters was 20kr as against only 3kr for ordinary local mail, and when postcards were introduced in 1879, the Pneumatic Post rate was 10kr as against 2kr for a like item in the ordinary mail. However, the public's early response had been good, and in 1887 when Pneumatic Post letter cards were introduced, the Pneumatic Post letter rate was reduced from the original 20kr to 15kr, the same as for letter cards.

The Collecting Office hypothesis

From their introduction until 1884, pneumatic postcards carried a list of offices [*Ämter für den pneumatischen Dienst in Wien*]. There is a mystery here: several of the offices named on the 1883-84 postcards (Asher 7, 8 & 9) do not appear on any list of those offices having pneumatic facilities by 1884 (indeed, in most cases they **never** had them), nor are they on the lists of cancellations seen on correspondence. Some are mentioned in Müller's book on the 1867 issue, but he acknowledges that he obtained some of his information from the canceller-maker's records, not from actual posted specimens. Nor do the collections of the authors or their colleagues have any examples of cancels from these offices.

⁷ See separate (& later) article on "Express Delivery of pneumatic correspondence outside the pneumatic area in the Viennese Postal Area (in 1887)"

These offices are: Bez. I: Esslinggasse 4; Bez. I: Herrengasse 13; Bez. I: Minoritenplatz; Bez. I: Nibelungengasse 6; Bez. II: Nordbahnhof; Bez. II: Praterstrasse 54; Bez. III: Löwengasse 32; Bez. V: Hundsthurmerst. 26; Bez. VI: Gumpendorferst. 63; Bez. IX: Abgeordnetenhaus; Bez. IX: Währingerstrasse 11 and Funfhaus: Westbahnhof

The publication "*Post-, Telegraphen-, Telephon- und Rohrpostdienst im Localpost-Rayon von Wien*" dated February 1892 has at pp 144-147 a list of all the pneumatic postboxes (the red ones described above, introduced in 1880) in Vienna. For example, the inner city had Augustinerstraße 4, Bellariastraße 4, Börsegebäude, Doblhofgasse 5, Elisabethstraße 2, Eschenbachgasse 4, Essiggasse 92, Fleischmarkt 2 & 19, Franz Josephs-Quai 1, 19 & 29, Friedrichstraße 6 & 8, Gonzagagasse 12, Graben 13, Habsburgergasse 9, Heidenschuss 92, Herrengasse 13 & 19, Jungferngasse 92, Kärnthnering 9, Kärnthnerstraße 5, 14 & 24, Kohlmarkt 10, Kolowratring 10, Landskronngasse 1, Lichtenfelsgasse 2, Lugeck 1, Marc Aurelstraße 12, Maximilianstraße 4, Minoritenplatz 9, Museumstraße 8, Nibelungengasse 5, Parkring 12, Operngasse 6, Opernring 5 & 19, Petersplatz 12, Postgasse 1 & 10, Reichsrathsplatz 9, Renngasse 6, Riemergasse 4, Schottengasse 8, Schottenring 33, Seilerstätte 22, Seitzergasse 1, Stubenring 1, Wipplingerstraße 8, and Wollzeile 17.

All the offices listed above as not having pneumatic service did have a red post box at or very close to their address. We conclude that the messengers who emptied the red boxes also served these offices, and that their explicit mention on the postcards was perhaps publicity for the new service.

List of offices.

The table below shows all the pneumatic offices. Columns give the official 1892-version Pneumatic Office number with the old number added in square brackets where applicable; the Vienna District number; the address & aliases; the "machine house" from which each station was provided with power; dates when the station was in service; and the Klein Catalogue reference.

Under "addresses & aliases" we have put in for each office number (a) the addresses listed in the 1892 PuTVOBlatt, prefixed 'P:'. Twin addresses can arise when an office has the front door in one street and the back in another, (b) the addresses listed in the 1932 Dienstanweisung, prefixed 'D:'. Prefix 'PD:' means both sources give the same address. Addresses are in *italics*.

One little-known complication in attempting to explain the markings on a pneumatic item is the effect of the expansion of the city of Vienna (see article in 'Austria' 142). In 1890, the boundaries of Vienna were enlarged to include as Bezirke X to XIX many of the previously-independent suburbs. It was then

realised that many street names were duplicated, and a large number of changes were made in the following years to avoid confusion. The Fünfhaus office address is given at the bottom of the pneumatic cards of that time as "Schönbrunnerstrasse 42"; this street was renamed Außere Mariahilferstrasse! Many streets in the busy commercial district of Gaudenzdorf were likewise renamed; and some areas were reassigned from one Bezirk to another following the partial canalisation of the Wienerfluß. Addresses given as "Simmering, Hauptstrasse 82" are the pre-enlargement ones.

List of Pneumatic Offices - Column Headings:

- 1 Pneumatic Office number, following the 1892 Verordnungsblatt renumbering [old number in square brackets].
- 2 Bezirk ie District (of Vienna)
- 3 Aliases (in upper case on cancels) and *addresses in italics* [see above for meaning of P, D, PD]
- 4 "Machine House" from which each station was provided with air-power: G=Gumpendorf (57), M=Mohsgasse (128), Wb=Webergasse (129), Wg=Währing (110), Z=Zentrale
- 5 Service dates ("D" = listed as an operational Pneumatic Station in Dienstanweisung of 1932 but not shown on Turner's 1956 map)
- 6 Klein reference

"KKPS" = "K. K. Pneumatische Station No" (for 1-10 as corrected by Fluck & by Harris)

1	2	3	4	5	6
Z or W [1]	I	KKPS 1 Telegraf-Centrale T.Z.St. <i>PD: Börseplatz 1</i>	Z	1875-1956	7787
2 [2]	I	KKPS 2 T.St. Fleischmarkt Wien 2 W1 <i>P: Fleischmarkt 19</i> <i>D: Laurenzerberg 2</i>	Z	1875-1956	7788
This is the building where counter service is provided today (2002); in 1875 it provided parcel, telegraph, telephone and pneumatic services, while letter post was at Wien 1 in the HQ building, Postgasse 10.					

1	2	3	4	5	6
7 [8]	I	KKPS 8 [Effekten]Börse Wien 7 <i>PD: Schottenring 16</i>	Z	1875-D	7789
See separate article on where the Effekten- & Produkten-Börse were.					
8	I	P.A. Franz Josef Quai Wien 8 <i>P: Börseplatz 4, Neuthorgasse 11</i>		1911-1921	
Stohl is the only source to list pneumatic cancels from Office 8. We have found three examples from 1917-21: see below. It's an odd location for a pneumatic office, as both Centrale and Börse are visible from its front door!					
10 [14]	I	P.A. Rathaus Wien 10 <i>P: Lichtenfelsgasse 2</i>		1883-1922	7790
11	I	Bräunerstrasse	Z	1902-1932	
13	I	Bräunerstrasse, Wien 13		1894-1902	7791
		Poliziedirektion, Schottenring		1905-1922	
See separate (& later) article on the complex history of offices 11 and 13!					
15 [3]	I	KKPS 3 T.St. Kärnthnerring Wien 15 <i>P: Maximilianstrasse 4, Kärnthner- ring 3</i> <i>D: Krugerstrasse 13</i>	Z	1875-1956	7792
23 [9]	II	KKPS 9 P.A. Leopoldstadt Wien 23 <i>P: Taborstrasse 27</i> <i>D: Heinestrasse 8</i>	Wb	1875-1932	7793
24	XX	P.A. Nordwestbahnhof Wien 24 <i>P: Nordwestbahnstrasse 23</i> <i>D: Nordwestbahnhof</i>	Wb	1893-D (-1940?)	7794
25	II	Kriegsministerium Wien 25		1913-1922	
In the 1892 list, "Wien 25" is a telegraph office at the Hotel National at Taborstrasse 18 near the Prater! It must have closed, and the number been reused later					

1	2	3	4	5	6
when the Reichskriegsministerium moved from Am Hof 2 to Stubenring in 1913. Although neither the authors, nor several Vienna-based experts, have ever seen or heard of pneumatic cancels from Wien 25, its status in Hajek & on the system maps is as good as for the other offices. Stohl, ambiguous on location changes, lists a non-pneumatic cancel type anyway.					
27	II	P.A. Praterstrasse Wien 27 <i>P: Praterstrasse 54</i> <i>D: Weintraubengasse 22</i>	Wb	1894-1956	7795
28	II	P.A. Nordbahnhof Wien 28 <i>P: Nordbahnstrasse 1</i> <i>D: Nordbahnhof</i>	Wh	1893-WWII	7796
34 [21]	II	P.A. Stephaniestrasse Wien 34 <i>P: Stephaniestrasse 1, Obere Donaustrasse 83</i>		1889-1917	7797
36 [11]	I	Fruchtbörse (in Schottenring 19); Frucht- u. Mehlbörse. <i>In 1890 moved to new location:</i>	Z	1879-1890	7798
	II	Productenbörse; Wien 36 <i>P: Taborstrasse 10, Grosse Mohrengasse 3</i> <i>D: Taborstrasse 10</i>	Z	1890-D	
See separate article on where the Effekten- & Produkten-Börse were.					
40 [10]	III	KKPS 10 P.A. Landstrasse Wien 40 <i>P: Hauptstrasse 65</i> <i>D: Razumovskygasse 29</i>	M	1875-1956	7799
41	III	P.A. Aspangbahnhof Wien 41 <i>P: Am Canal 2</i> <i>D: Aspangbahnhof</i>	M	1894-D	7800
43	III	P.A. St Marx Wien 43 <i>PD: Zentralviehmarkt</i>	M	1900-1956	

1	2	3	4	5	6
45	III	P.A. Weißgärber Wien 45 <i>P: Löwengasse 22, Hetzgasse 35</i> <i>D: Hetzgasse 33-35</i>	M	1895-1956	7801
49	III	P.A. Marokkanergasse Wien 49 <i>P: Marokkanerg. 17, Strohgasse 21</i> <i>D: Marokkanergasse 17</i>	M	1895-1956	7802
50 [4]	IV	KKPS 4 P.A. Wieden Wien Wieden Wien 50 <i>P: Neumanngasse 3</i> <i>D: Taubstummengasse 7</i>	G	1875-1956	7803
53	IV	P.A. Wieden III Wien 53 <i>P: Belvederegasse 17</i>		1895-1914; 1921-1923	7804
54	V	P.A. Margarethen Wien 54 <i>PD: Rüdigergasse 2, Hundsthurmerstrasse 26</i>	G	1894-D	7805
55 [19]	V	P.A. Hundsturm Wien 55 <i>P: Hundsthurmerplatz 7, Untere Bräuhausgasse 69</i> <i>D: Am Hundsturm 11</i>	G	1888-1956	7806
57 [5]	VI	KKPS 5 Pneu Stat Gumpendorf Wien 57 <i>P: Magdalenenstrasse 67, Ecke Esterházygasse</i> <i>D: Esterházygasse 15a</i>	G	1875-1956	7807
59	VI	P.A. Mittelgasse Wien 59 <i>PD: Mittelgasse 2</i>	G	1892-D	7808
60 [12]	VII	KKPS Zieglergasse P.A. Neubau Wien 60 <i>PD: Zieglergasse 8</i>	G	1880-1956	7809

1	2	3	4	5	6
62 [6]	VII	KKPS 6 P.A. Neubau II Wien 62 <i>P: Lindengasse 2, Stiftgasse 13</i> <i>D: Mondscheingasse 13-15</i>	G	1875-1956	7810
63	VII	P.A. Bernardgasse Wien 63 <i>P: Bernardgasse 12: Schottenfeldgasse 90</i> <i>D: Schottenfeldgasse 90</i>	Z	1892-D	7811
64 [7]	VIII	KKPS 7 P.A. Josefstadt Wien 64 <i>PD: Mariatreugasse 4-6</i>	Z	1875-1956	7812
66	IX	P.A. Alsergrund 1 Wien 66 <i>P: Porzellangasse 13, Thurngasse 19-21</i> <i>D: Porzellangasse 18</i>	Z	1892-1956	7813
68	IX	P.A. Franz Josef Bahnhof Wien 68 <i>P: Althangasse</i> <i>D: Franz Josef Bahnhof</i>	Wb	1893-1923; 1926-1956	7814
69	IX	P.A. Alsergrund IV Wien 69 <i>P: Nussdorferstrasse 55</i> <i>D: Ayrenhoffgasse 4</i>	Wg	1900-1956	7815
71 [16]	IX	KKPS XVI P.A. Lazarettgasse Wien 71 <i>P: Lazarettgasse 6</i>	Wg	1886-(1931)	7816
73	IX	T. St Allg Krankenhaus <i>P: Alserstrasse 4</i> <i>D: Lazarettgasse 6</i>		(1931)-1956	
Office W71 was "renamed (<i>Umbenennung</i>) as Office 73" in 1931. Research continues on what geographical or organisational changes took place; should a conclusion be reached it will appear in a later issue!					
74	X	P.A. Favoriten Wien 74 <i>P: Laxenburgerstrasse 24, Götzgasse 1</i>	M	1895-(1907)	7817

1	2	3	4	5	6
75	X	P.A. Favoriten II Wien 75 <i>P: Quellengasse 66, Himbergerstrasse 62</i> <i>D: Buchengasse 77</i>		(1907)-1956	
The service of office 74 moved to office 75 in 1907					
76	X	P.A. Südbahnhof Wien 76 <i>P: Bahnhofplatz 6</i> <i>D: Südbahnhof</i>	M	1893-1956	7818
77	X	P.A. Staatsbahnhof P.A. Ostbahnhof Wien 77 <i>P: Staatsbahnplatz 1</i> <i>D: Ostbahnhof</i>	M	1893-D (1952?)	7819
79	XI	P.A. Simmering Wien 79 <i>P: Simmering, Hauptstrasse 82</i> <i>D: Hauffgasse 4</i>	M	1900-1956	
82 [24]	XII	P.A. Meidling Wien 82 <i>P: Meidlinger Hauptstr. 4, Hufelandgasse 2</i> <i>D: Arndtstrasse 81</i>	G	1890-1956	7820
85 [25]	XII	P.A. Gaudenzdorf Wien 85 <i>P: Gaudenzdorf, Schönbrunner Hauptstrasse 39-41</i>		1890-1923	7821
88	XIII	P.A. Hietzing Wien 88 <i>Am Platz (Kaiserstockl)</i> <i>Hietzing, Altgasse 13, Ecke Maierhofgasse</i>	G	1912-1956	
89	XIII	P.A. Penzing <i>Penzing, Hauptgasse 61</i>			
<p>What seems to have happened is that the service was originally provided at office 89 in Penzing. At some date between 1918 and 1929 office 88 was closed and office 89 moved across the Wienerfluß and into office 88's premises at Altgasse 13, Hietzing. At the same date (or perhaps later, but before 1956) it moved again to Am Platz (Kaiserstockl) in Hietzing where it remains today. Research continues!</p>					

1	2	3	4	5	6
100 [13]	XV	KKPS Fünfhaus P.A. Fünfhaus Wien 100 <i>P: Fünfhaus, Schönbrunnerstrasse 42, Österleingasse 1</i> Service moved to Office 127 in 1893		1880-1893	7822
101 [20]	XV	P.A. Westbahnhof Wien 101 <i>PD: Westbahnhof</i>	G	1889-1956	7823
102 [22]	XVI	P.A. Ottakring Wien 102 <i>P: Ottakring, Hauptstrasse 53, Annagasse 8</i> <i>D: Hellgasse 8</i>	Wg	1889-1956	7824
104 [23]	XVI	P.A. Neulerchenfeld Wien 104 <i>P: Neulerchenfeld, Thaliastrasse 25, Neumayergasse 40</i> <i>D: Hofferplatz 1</i>	Wg	1889-D	7825
105 [18]	XVIII	P.A. Hernals Wien 105 <i>P: Hernals, Bergsteiggasse 48, Karlsgasse 14</i> <i>D: Bergsteiggasse 26</i>	Wg	1887-1950s	7826
110 [17]	XVIII	P.A. Währing Wien 110 <i>P: Währing, Schulgasse 23, Kirchengasse 30</i> <i>D: Schulgasse 43</i>	Wg	1887-1956	7827
111	XVIII	P.A. Währing II Wien 111 <i>P: Währing, Feldgasse 31</i>		1902-1919; 1920-1924	
117	XIX	P.A. Döbling Wien 117 <i>P: Ober-Döbling, Hauptstr. 65, Ecke Alleegasse 41</i> <i>D: Dollinergasse 12</i>	Wg	1903-1956	7828

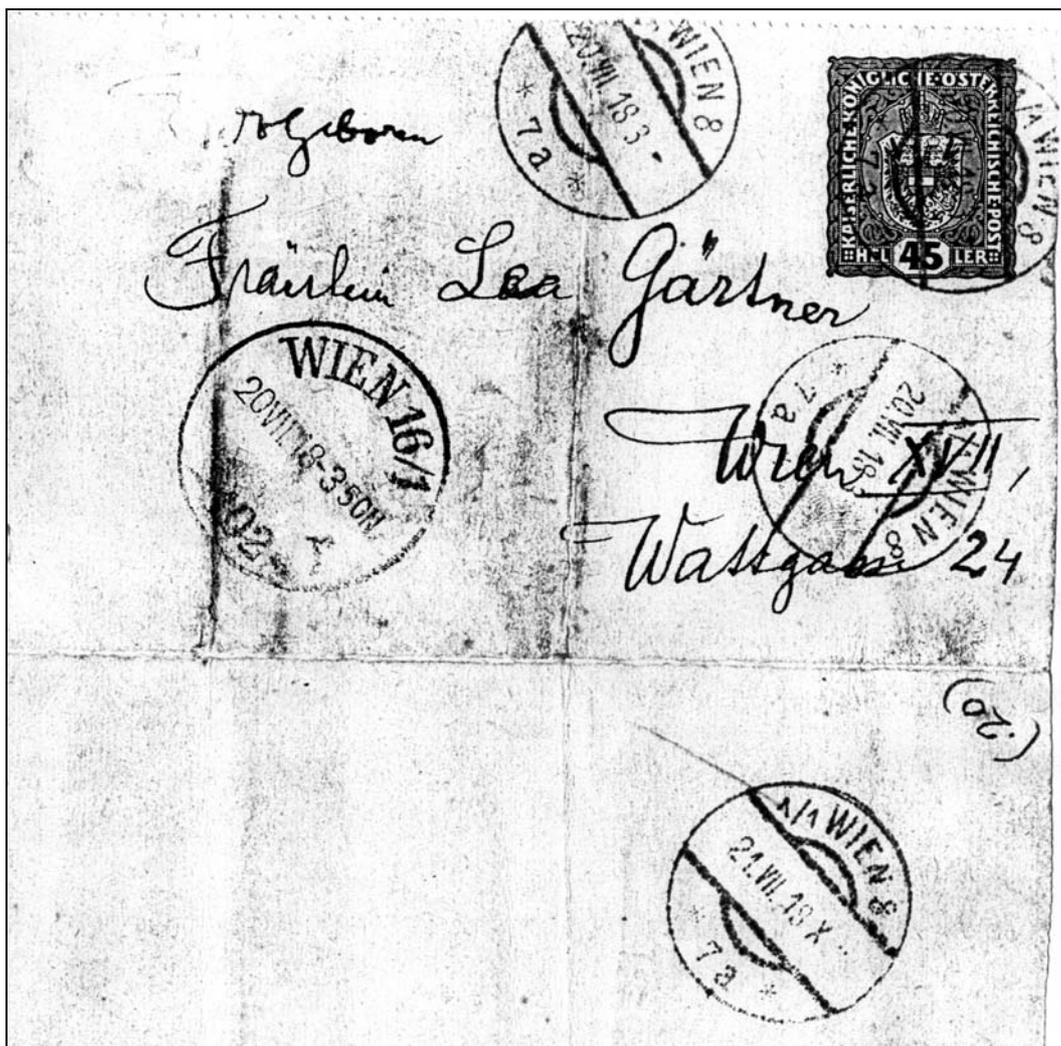
1	2	3	4	5	6
125	IX	Wien 125 <i>D: Rossauer Lände (Polizeigefangenhau)</i>	Z	1905-D	
127	XV	Rudolfsheim Wien 127 <i>D: Mariahilferstrasse 194</i>	G	1893-1950s	7829
128	III	Wien 128 <i>D: Mohsgasse 20</i>	M	1893-D	7830
129	XX	Wien 129 <i>D: Webergasse 14</i>	Wb	1893-1956	7831
SD	III	Staatsdruckerei {Private line}		1893-1919	
F	I	Finanzministerium {Private line}		1893-1919	
R [15]	I	Reichsratsgebäude <i>P: Franzensring 1, Stadiongasse 1</i>		1883-1922	7832

A cancel discovery

As stated in the above table, we have found three examples of a cancel from office 8 where the published literature other than Stohl shows none for it.

The engraver Josef Schatz, Wien XVII, made new cancels and repaired old cancels in the years 1908-1938. Schatz kept books in which he made an impression of every cancel as it left his care. The late Erhard Goerig made a list from these books of all cancels for places in today's Austria, and later, in view of the uncertain political future after the assassination of Kennedy, typed and deposited a copy overseas. **This we have access to.** It is 140 pages long, and lists on what day impressions were made of 9,527 cancels. Included are all OT cancels that Schatz made or repaired in those 30 years, and also Postablagen, TPOs, Lloyd and Kriegsmarine.

The first example is **1/1 WIEN 8 7a**; this cancel was delivered by Schatz on 28.12.11. He did not repair it in any way before 1938, when his listing stops. It looks as if the cancel deteriorated, but that in that period nobody bothered to have it repaired. The first specimen is cancelled **7.XI.17.XI30**, and the minute indication is clear. The next one, **20.VII.18.3⁻**, has a dash where the minute indication might have been. In the third one, the minute indication is gone completely.



There's a further oddity: all the cancels on the front of the letter-card above are dated 20.VII.18. but there's another cancel on the back from 10am the following morning. Why? One possible explanation: there is the remains of an adhesive label on the left hand side; was the letter undeliverable? The message is hard to read, but it says "meet me in the cafe at 7:30 this evening, the 20th." Perhaps she didn't wish to meet him, and, recognising the handwriting, refused to accept the letter? See Part 4 for an example of an "undeliverable please return" label still on its envelope.



Cancel dated **22.X.20.XI**; minute indication absent. Stohl type **A2529be**.

Operational troubles

The last Chief of the Viennese Pneumatic Post, Bezirksbauführer Ing. Walter Turner, in his private memoir "The Stadtrohrpost in Vienna 1875-1956" [Ref 3] has a chapter on the most common causes of breakdown, such as loose leather caps, containers for registered letters falling apart, over-heavy trains, greatly worn and thus porous driver sleeves, defective pipes, and condensed water which sometimes even froze.

If cans stuck, the first remedy was to apply full vacuum to one side and full compressed air to the other. If that failed, a train composed only of the heavy drivers was sent down, the impact of which normally dislodged the blocked cans. Condensed water was removed with a can carrying a sponge or a driver

with a horse-hair brush. Jams & blockages would if possible be cleared by applying alternate pressure and vacuum; if that failed a 1kg iron driver was sent down, using a 5ats (75psig) portable compressor borrowed from the Vienna City Works Dept!

If all else failed, the section was isolated with wooden stoppers; the operator then blew a puff of air into the tube and used a stop watch to time the "echo" in seconds. Taking the speed of sound in air as 330m/sec, the round-trip distance is 330 times the stop watch reading, and the distance to the blockage is half that. Using large scale street maps (1:360) the location of the blockage was determined, and the street dug up.

The operation of the system from the 1930s until its closure on 2 April 1956 will be considered in the next instalment.

Acknowledgements

The authors thank all those who provided examples, articles, & information; or contributed to discussions on topics both central and peripheral to the subject: including but not restricted to Dr Christine Kainz HLM, Dr Hans Moser, Mag Klaus Schöpfer, Henry Pollak HLM, John Pitts, John Whiteside, Martin Brumby, Cathy Moldave, John Duggan, Bernard Lucas, Hans Smith, Leonard Cremona, W.A.M. Craig. However, the mistakes, misprints, ill-founded rationalisations and groundless speculations are All Our Own Work[©]

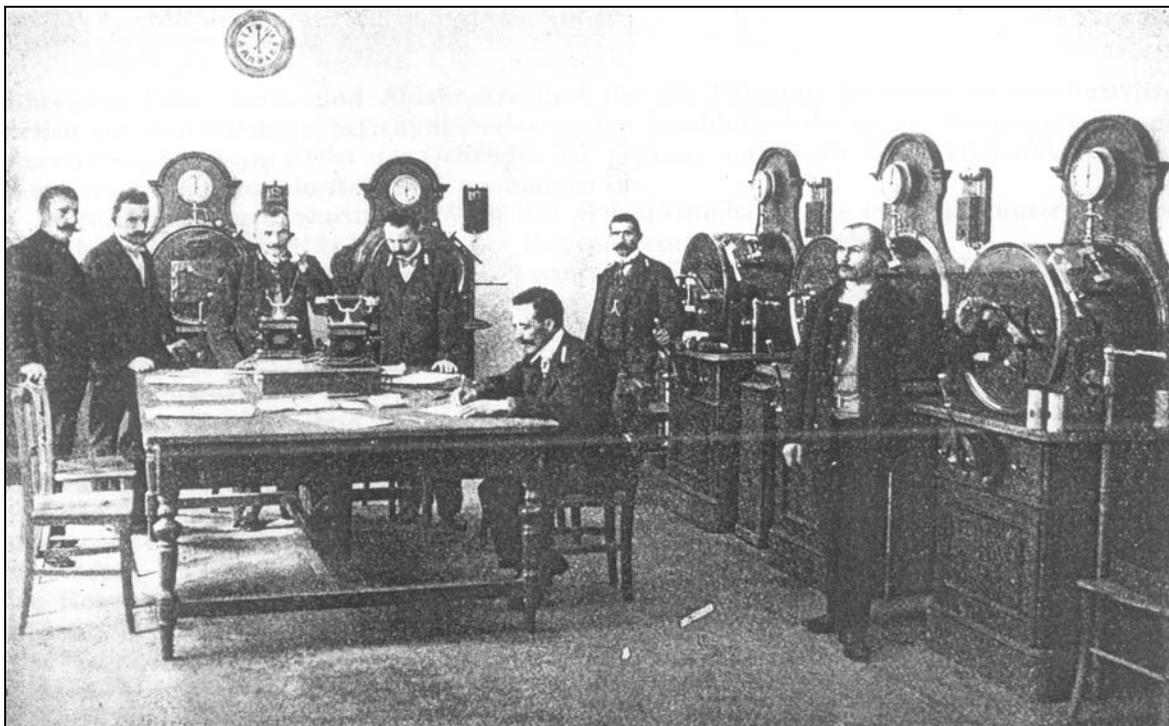
References

This survey of the Austrian Pneumatic Post services is based on earlier work, especially that of Arthur Godden in 'Austria' 14 (1969) pp6-31 [see also some letters in 'Austria' 58, 104 & 105], and on various publications of the various incarnations of the Austrian Post Office. Members of the APS & friends of the authors (predominantly Dr Kainz) have provided copies of the material used in the illustrations and the more obscure of the reference material. Further reading (most is in German):

1. "500 Jahre europäische Postverbindung aus Österreichs Postgeschichte: ein Kaleidoskop" pp73-76; published by the Austrian Post Office in Jan 1990
2. "Österreichs Post: vom Botenposten zum Postboten" published by the Austrian Post Office; pp113-117. [APS Lib 300]
3. "Die Stadtröhrepost in Wien 1875-1956 - Technische Beschreibung von Walther Turner" Wien 1978 in typescript. [Aus Post Archive ref 502/2]

4. "Geschichte der Wiener Rohrpost - von Dr Hans Hajec" Wien 1933 in typescript. [Aus Post Archive ref 306/1]
5. "Vienna Pneumatic Post - John G Fluck" - a 1-page plus appendices memo of 1987. [Aus Post Archive DOK 219/14]
6. "P.S." is (or was) a quarterly journal of postal history called Post Schrift, edited by Diane deBlois with contributions by Robert Dalton Harris, and published by their jointly-owned company aGatherin' of Wynantskill, New York. The issues on Vienna's pneumatic post are nos 5-10, published in 1980 & 1981.
7. "The Pneumatic Post of Paris" by J D Hayhurst, France & Cols Soc: www.cix.co.uk/~mhayhurst/jdhayhurst/pneumatic/book1.html
8. "Pneumatic Despatch Company (Limited), Prospectus" www.capsu.org/library/documents/0001.html
9. A description of the Pneumatic Despatch installation is in "Stamp Collecting" of 4 Nov 1960 p249.
10. "The Post that Rohred" by John Strauss, American Philatelist, Feb 1998.
11. 10. Dienstanweisung für den Rohrpostverkehrsdienst, I. Teil, Behandlung der mit der Rohrpost zu befördernden Sendungen, Wien 1932 [Pneu Post Operations Manual, part I - the regulations for dealing with the mail: suited to the counter clerks]
12. 10. Dienstanweisung für den Rohrpostverkehrsdienst, II. Teil, Vorschriften für den Rohrpostzugsverkehr und den Rohrpostapparatdienst, Wien 1932 [part II - the mechanics of operating the apparatus etc: suited to the equipment operators]
13. Wurth Österreichische Postgeschichte Vol XI (1988) "Cito cito citissime" pp 82-111 "innerstädtische Rohrpostanlagen in Wien und Prag".
14. "Verordnungen für die Oesterreichischen Telegraphen=Aemter No 3, den 19.März 1875: Anbetriebsetzung des pneumatischen Röhrennetzes und Einführung pneumatischer Briefe in Wien." [Ordinances for the Austrian Telegraph Offices" No. 3 of 19th March 1875, announcing the starting of the pneumatic pipe system and introduction of pneumatic letters in Vienna.]
15. "Circular-Verordnung der k.k. Post- und Telegraphen-Direction für Oesterreich unter der Enns. No 6, Wien, am 8. Juni 1887: Express-Bestellung der pneumatischen Correspondenzen außerhalb der pneumatischen Anlage im Umfange des Wiener Stadtpostrayons." [Express Delivery of pneumatic correspondence outside the pneumatic area in the Viennese Postal Area] - see separate article.

16. Appendix to "Post- und Telegraphen-Verordnungsblatt No. 5 of 1892" - renumbering of all Vienna's offices. See separate article.
17. Die Briefmarke references (Year/Vol Page Title [*comment*]):
- ❖ 1956/18 p235 [*Brief news item*]
 - ❖ 1966/92 p2402-5 [*French pneumatic post*]
 - ❖ 1969/122 p207 [*Prague pneumatic post*]
 - ❖ 1975/188 p19 Das Schickssal einer österreichischen Erfindung - 100 Jahre Rohrpost [*100 Years of the pneumatic post - A brief anniversary paragraph*]
 - ❖ 1986/5 p39 Rohrpost-Telegramme [*Pneumatic telegrams*]
 - ❖ 1989/10 p36-9 Stempel und Vermerke der Wiener Rohrpost [*Pneumatic post cancels, by W G Genzler*]
 - ❖ 1989/12 p52-3 & 1990/8 p34 & 1990/10 p22 Instradierungsvermerke der Wiener Rohrpost [*pneumatic post coding numbers*]
 - ❖ 1991/1 p22 "Wiener Rohrpost: Zustellgebühren und Botenlohn" [*Additional charges & messenger fees*]
 - ❖ 1993/9 p33-4 "Die Taxstempel der pneumatischen Wiener Post" [*Additional charges & messenger fees*]

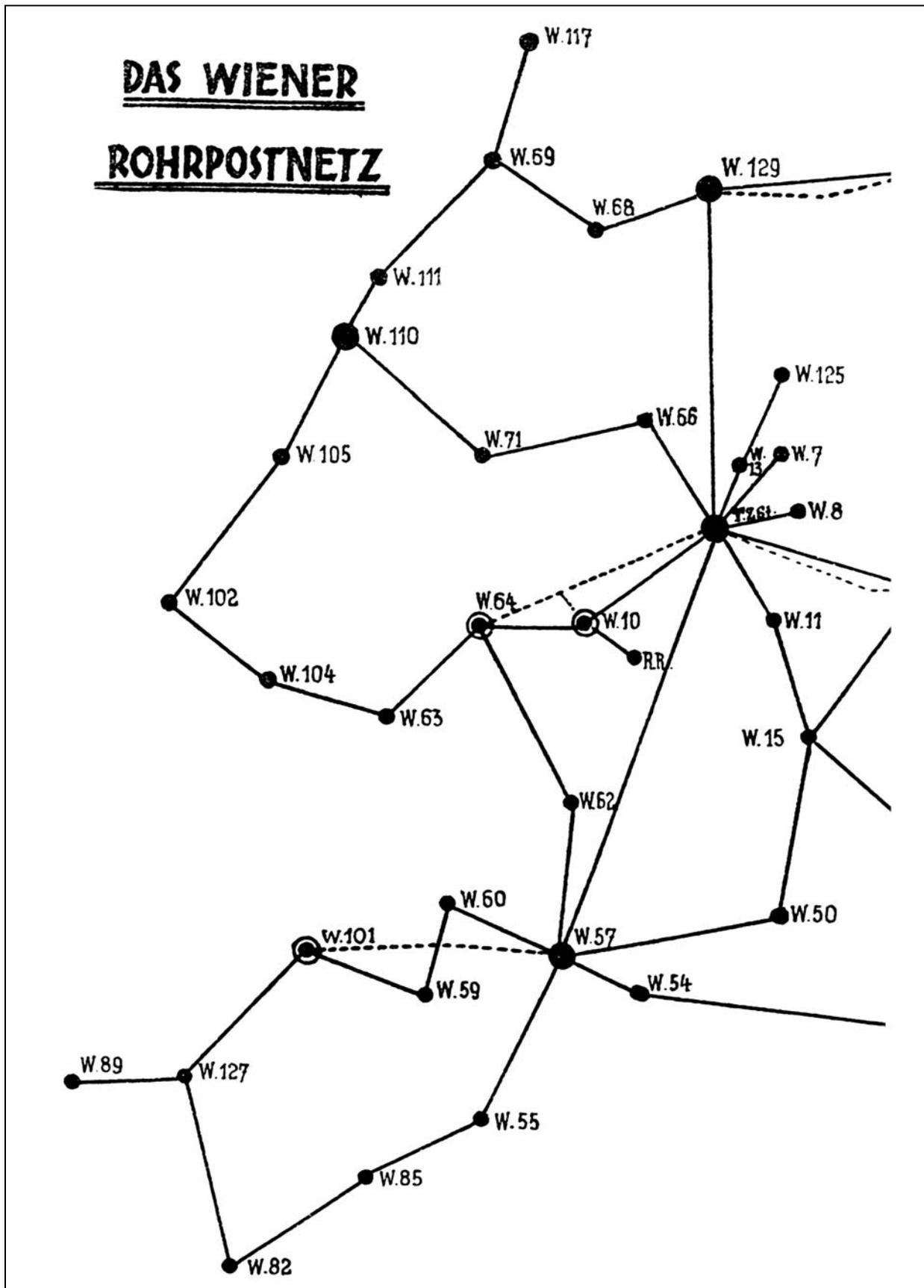


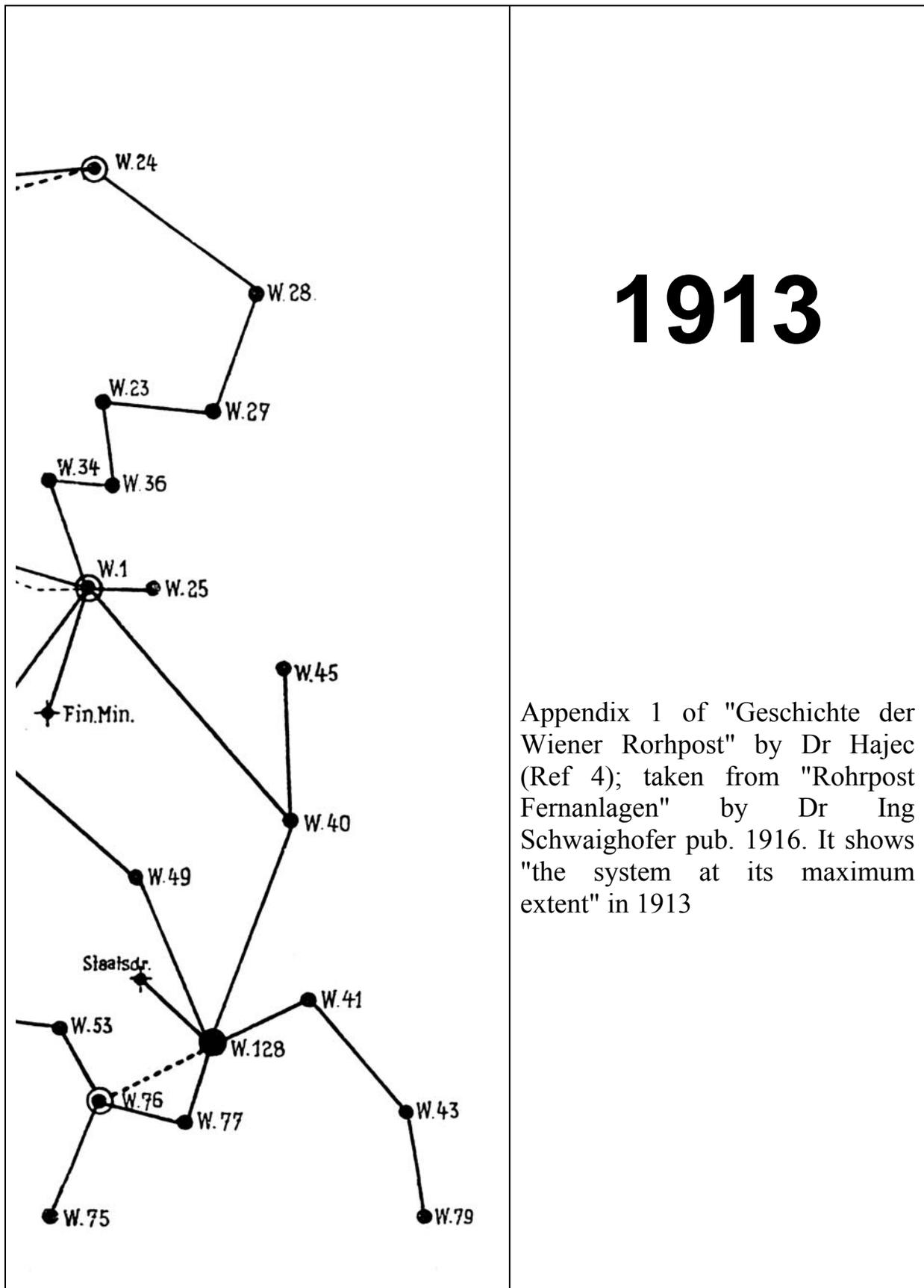
Happy in their work: The staff of the Rohrpost Zentralstation in 1907

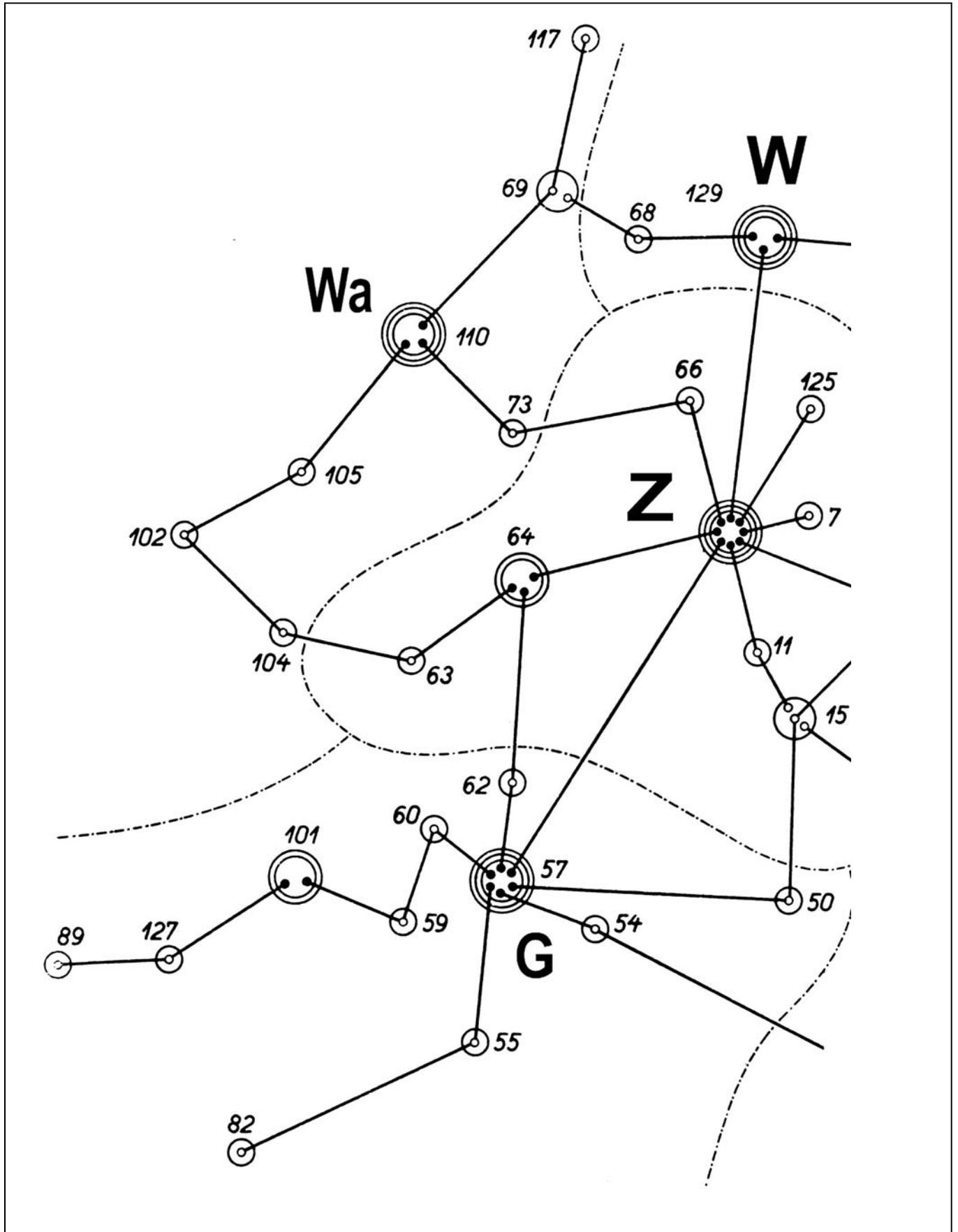
Vienna Pneumatic Post - MAPS

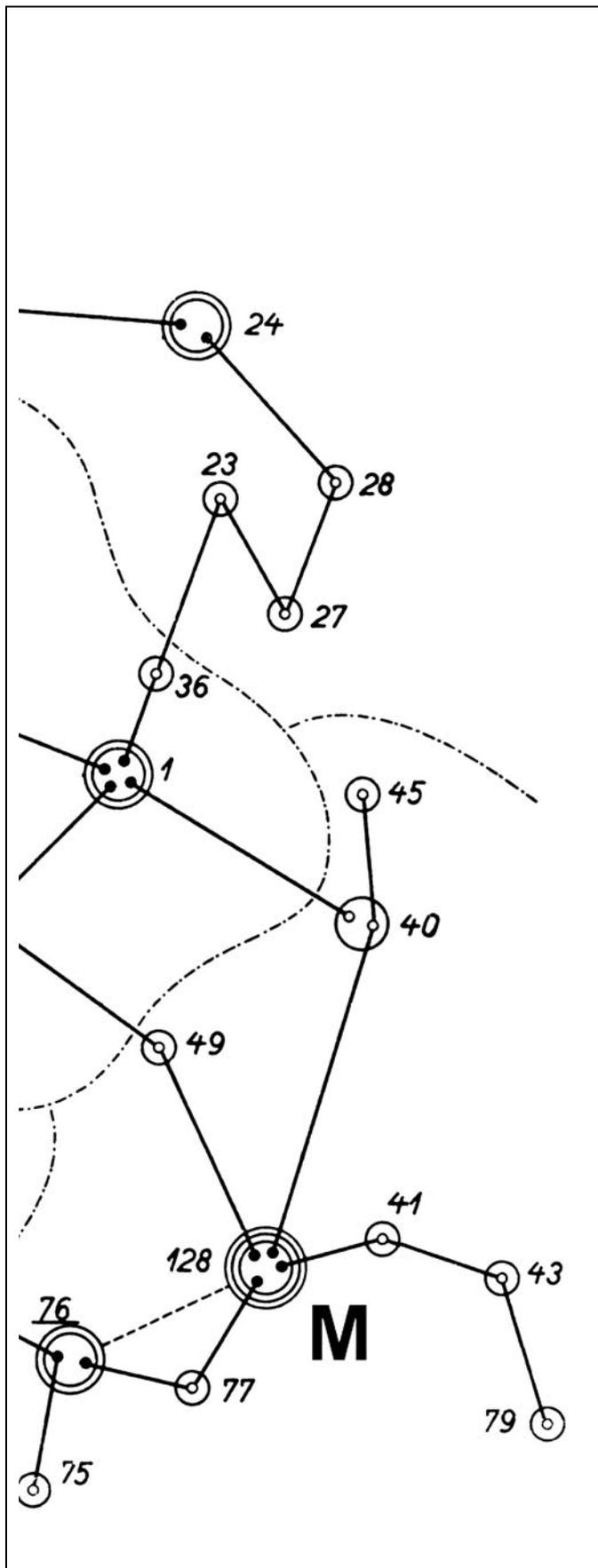
As many sources as possible are listed, since access to copies is difficult. Most of these maps are "London Underground" style, ie the logical linkage is correct, the actual route of the pipes is ignored, and the positions are adjusted to fit nicely on the paper. The 1913 and the first 1932 maps are here; the others are obtainable from the editor.

1: 1875	"Pneumatisher Telegraph In Wien" dated 1875 - found by Fluck in the Post and Telegraph Museum; possibly an appendix to one of Turner's works.
2: 1900	Klein vol 2 page 715 (APS Lib item 31B) There are two errors: W34 Stefaniestrasse and W36 Productenbörse were connected together; so were W7 Effeckenbörse and Telegr. Zentrale. Taken from "Wien am Anfang des XX. Jahrhunderts" by P Kortz; Vienna 1905; vol 1 p 153
3: 1907	From "500 Jahre europäische Postverbindung" (Ref 1) page 76 and "Österreichs Post: vom Botenposten zum Postboten" (Ref 2) page 116; both of these reproduce the plan on page 12 of Turner's "Die Stadtrohrpost in Wien" (Ref 3) pub. 1978. The "original original" is the 1907 Festschrift "Die k.k. Telegraphenzentrale in Wien".
4: 1913	Appendix 1 of "Geschichte der Wiener Rohrpost" by Dr Hajec (Ref 4); taken from "Rohrpost Fernanlagen" by Dr Ing Schwaighofer pub. 1916. It shows "the system at its maximum extent".
5: 1932	Appendix 1 of "10. Dienstanweisung" part II (Ref 11); showing also the sources of pressure and vacuum for each station
6: 1932	Appendix 2 of "10. Dienstanweisung" part II (Ref 11); showing also the 'through' and 'stopping' routes for each station
7: 1956	From "500 Jahre europäische Postverbindung" (Ref 1) page 76 and "Österreichs Post: vom Botenposten zum Postboten" (Ref 2) page 116; both of these reproduce the plan on page 13 of Turner's "Die Stadtrohrpost in Wien" (Ref 3) pub. 1978.
8: 1956	Turner (Ref 3) also has a detailed diagram with each pipe labelled with the streets under which it ran; it also shows several of the out-of-commission sections.









1932

Appendix 1 of "10. Dienstanweisung" part II (Ref 11). Service pipes deleted.

Key:

Single circle = simple installation
 Double circle = installation with air supply
 Treble circle = installation with machine house

Chain dots are boundaries of machine house supply areas; houses abbreviated as

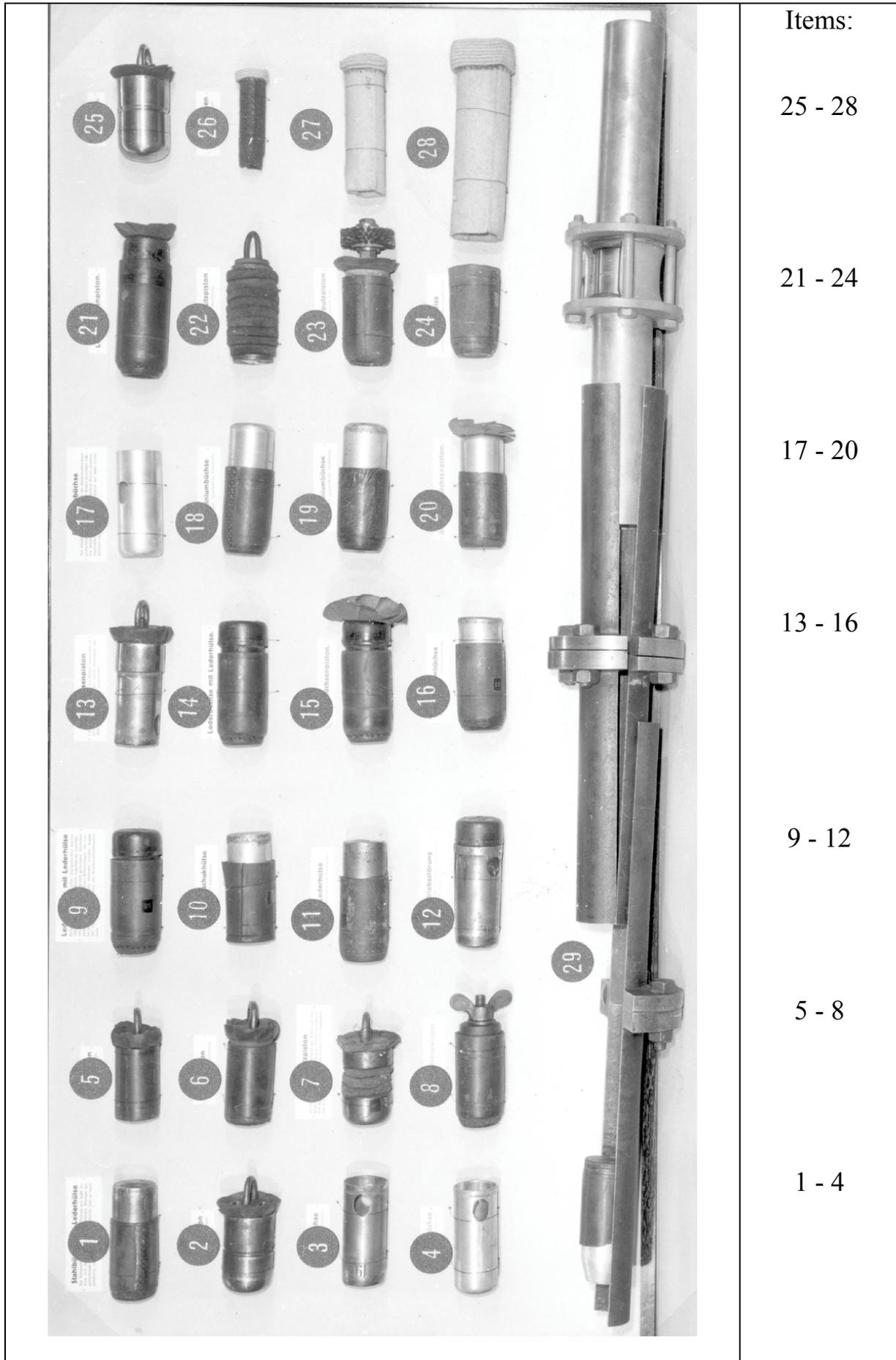
Z - Zentrale

Wa = Währing

W = Webergasse

G = Gumpendorf

M = Mohsgasse



Description of items in illustration:

1. Steel container and leather casing. These and containers made of wrought iron were the originals, although the latter wore out very quickly
 2. Steel driver with leather tailpiece.
 - 3 & 4. Steel containers.
 5. Wooden driver with leather tailpiece.
 6. Wooden driver with leather casing and tailpiece.
 7. Tube-cleaning driver with sponge washer to absorb condensation.
 8. Leather casing stretcher (with leather casing).
 9. Light leather container and casing, introduced from Berlin in 1891: more suitable for use in the vacuum tubes.
 10. Rubber casing with steel container.
 11. Leather casing with wooden base and steel container
 12. Obstruction remover.
 13. Steel container-driver (these were hollow to accommodate mail.
 14. Leather container and casing.
 15. Leather container-driver.
 16. Aluminium container with leather casing : first experimental type .
 17. Aluminium container: experience showed that these needed a strongly reinforced base.
 - 18 & 19. Aluminium containers with leather casings.
 20. Aluminium Container-driver.
 21. Leather container-driver.
 22. Tube-cleaning driver -early example.
 23. Tube-cleaning driver -later model.
 24. Leather container, worn out through use.
 25. Steel driver.
 - 26, 27 & 28. Three casings from the London Pneumatic Post.
- The long item is some sections of pneumatic tube with a container in position.

The founding Ordinance for Vienna's Pneumatic Post

The “**Ordinances for the Austrian Telegraph Offices**” No. 3 of 19th March 1875 announced the “starting of the pneumatic pipe system and introduction of pneumatic letters in Vienna with effect from 1st March of this year”. The commonly-quoted text of the Ordinance contains a few errors; however some of these (eg the details of the 10th station) are of crucial importance! This article contains (a) a transliteration (b) a free but not deliberately wrong translation; (c) a facsimile of the Ordinance.

Verordnungen

für die

Oesterreichischen Telegraphen=Aemter

No 3

Redigirt im k. k. Handelsministerium

Freitag
den 19.März 1875

Inhalt: Anbetriebsetzung des pneumatischen Röhrennetzes und Einführung pneumatischer Briefe in Wien.

Anbetriebsetzung des pneumatischen Röhrennetzes und Einführung pneumatischer Briefe in Wien.

Zahl 6106.

Zur Erleichterung und Beschleunigung der Depeschenaufgabe und der Depeschenzustellung in Wien ist ein pneumatisches Röhrennetz hergestellt und am 1. März d.J. dem öffentlichen Verkehre übergeben worden.

Die pneumatischen Röhren verbinden die nachbenannten zehn Stationen:

1. k. k. Telegraphen=Centralstation, Börsenplatz Nr 1;
2. Laurenzergebäude, am alten Fleischmarkte;
3. k. k. Postamt Leopoldstadt, Taborstraße Nr 27;
4. k. k. Postamt Landstrasse, Hauptstraße Nr 65;
5. k. k. Telegraphenam Kärntnerring Nr 3;
6. k. k. Postamt Wieden, Neumanngasse Nr 3;
7. k. k. pneumatische Station Gumpendorf, Magdalenengasse Nr 67;
8. k. k. Postamt Neubau, Siebensterngasse Nr 13;
9. k. k. Postamt Josephstadt, Mariatreugasse Nr 4 und
10. k.k. pneumatische Station in der prov. Börse, am Schottenring; die neun ersten halten vorläufig in den Stunden von 8 Uhr morgens bis 9 Uhr Abends Dienst und es

verkehren zwischen denselben während dieser Zeit in viertel= bis halbstündigen Zwischenräumen pneumatische Züge. Die Station in der provisorischen Börse ist nur während des Börsenverkehrs eröffnet; die Züge zwischen ihr und der Telegraphen-Centralstationen folgen sich in Zwischenräumen von zehn Minuten.

Die pneumatischen Trains dienen theils zur Beförderung der bei den pneumatischen Stationen für auswärtige Stationen aufgegebenen Telegramme zur hiesigen Telegraphen-Centralstation, theils zur Zustellung der bei letzterer durch die Telegraphenleitung einlangenden Telegramme an die Adressaten.

Ein Gebührenzuschlag zur reglementären Taxe der Telegramme findet aus Anlaß der Anwendung der neuen beschleunigten Beförderungsweise nicht Statt.

Außerhalb der obgenannten Dienststunden können Telegramme nur bei der hiesigen Telegraphen-Centralstation aufgegeben werden, welcher auch für die Stunden von 6-8 Uhr Morgens und von 9-12 Uhr Abends die directe Zustellung der von auswärts einlangenden Telegramme durch die hierzu bestellen Telegraphenboten obliegt. In den Stunden von Mitternacht bis 6 Uhr Morgens wird die sofortige Zustellung auf Staatsdepeschen, Zeitungstelegramme und solche Mittheilungen (z.B. Nachrichten über Erkrankungen, Verlangen von Sendungen mit dem nächsten Eisenbahnzuge u. dgl.) eingeschränkt, aus deren Inhalt ihre besondere Dringlichkeit ersehen oder vermuthet werden kann.

Endlich werden durch die pneumatischen Röhren während der Dienststunden von 8 Uhr Morgens bis 9 Uhr abends auch schriftliche Mittheilungen befördert, für welche der Aufgeber und der Adressat sich innerhalb der Linienwälle Wiens befinden.

Diese pneumatischen Briefe sollen in der Regel auf die für sie bestimmte amtliche Drucksorte, welche bei den obgenannten Stationen verkäuflich ist, anderenfalls auf dünnes Briefpapier geschrieben werden, welch' letzteres aber vom Aufgeber in eine, mit Francaturmarke versehene Enveloppe, die ebenfalls bei den pneumatischen Stationen verkauft wird, einzulegen ist.

Die pneumatischen Briefe dürfen das Maximalgewicht von 10 Grammen nicht übersteigen, keine steifen oder zerbrechlichen Einlagen enthalten und können offen oder verschlossen zur Aufgabe gebracht werden; jedoch ist der Verschluss nur durch Zukleben der gummirten Ränder des Briefes, respective der Enveloppe, oder durch Verwendung dünner Siegelmarken, nicht aber mittelst Siegellacks herzustellen.

Die pneumatischen Briefe sind bei der Aufgabe zu frankiren; die Beförderungsgebühr, welche von der Wortzahl unabhängig ist, beträgt für jeden Brief 20 kr ö.W. Wünscht der Aufgeber über die Annahme seines Briefes eine Bestätigung zu erlangen, so wird ihm gegen Entrichtung einer weiteren Gebühr von 5 kr ö.W ein gestempeltes Aufgabsrecipisse ausgefertigt.

Wien, den 2. März 1875.

Ordinances for the Austrian Telegraph Offices

No 3

Edited by the k. k. Ministry of Trade

Friday
19 March 1875

Contents: Commencement of operation of the pneumatic pipe system and introduction of pneumatic letters in Vienna.

Commencement of operation of the pneumatic pipe system and introduction of pneumatic letters in Vienna.

No. 6106

For the simplifying and expediting of the collection and delivery of Depeschen (¹) in Vienna, a pneumatic pipe system has been constructed, and made available for public use on 1st March of this year.

The pneumatic pipes join the undernoted ten stations:

1. k. k. Telegraph Central Station, Börseplatz No 1;
2. Laurenz Building (²), in the old Fleischmarkt;
3. k. k. Post Office Leopoldstadt, Taborstrasse No 27;
4. k. k. Post Office Landstraße, Hauptstrasse No 65;
5. k. k. Telegraph Office Kärntnerring No 3;
6. k. k. Post Office Wieden, Neumanngasse No 3;
7. k. k. pneumatic station Gumpendorf, Magdalenengasse No 67;
8. k. k. Post Office Neubau, Siebensterngasse No 13;
9. k. k. Post office Josephstadt, Mariatreugasse No 4 and
10. k. k. pneumatic station in the provisional (³) Exchange, at Schottenring;

the first nine will for the present provide service from 8am to 9pm and during this time will run at quarter to half-hour intervals. The station in the provisional

¹ “Despatches”, ie telegrams in this context

² This is today's No 19 Fleischmarkt. Note that the type of the office is unstated.

³ ie, temporary; see article on where the Stock and Produce Exchanges were at various dates.

Exchange is open only during the Exchange opening hours; the trains between it and the Telegraph Central Station run at intervals of ten minutes.

The pneumatic trains serve both for the forwarding to the local Telegraph Central Station of telegrams handed in at the pneumatic stations for stations outside Vienna, and for the delivery from it through the Telegraph system of incoming telegrams to the addressees.

No surcharge is made to the published Telegram Rates for the use of the new accelerated forwarding.

Outside the office hours listed above, telegrams can be handed in only at the Telegraph Central Station, which is also responsible between the hours of 6 - 8 am and 9 - 12 pm for the direct delivery of incoming telegrams from abroad by means of its Telegraph messengers. Between midnight and 6 am immediate delivery is provided for Government Despatches, Newspaper Telegrams and similar announcements (eg news of illnesses, requests for shipments with the next train etc) if their particular urgency can be observed or presumed from their contents.

Finally, written missives for which the sender and the addressee are found within the Linienwälle ⁽⁴⁾ of Vienna are transported through the pneumatic pipes during the office hours of 8am to 9pm.

These pneumatic letters should be written as a rule on the official printed sheet, which is sold at the above-mentioned stations, otherwise on thin stationery, which latter however is to be inserted by the sender in a pre-stamped envelope, which is sold likewise at the pneumatic stations.

The pneumatic letter may not exceed the maximum weight of 10 grams, must contain no stiff or fragile contents, and can be handed in open or sealed; however it is to be fastened only through sealing the gummed edges of the letter or the envelope, or by using a thin adhesive seal, and not by the use of sealing wax.

The pneumatic letters are to be cancelled on handing-in; the charge, which is irrespective of the value of the contents, is for each letter 20kr O.W. If the sender wishes to have a confirmation of the acceptance of his letter, a cancelled receipt will be issued to him against payment of a further fee of 5kr O.W.

Vienna, 2nd March 1875.

⁴ The old outer fortification, on the line of today's Gürtel.

Verordnungen

für die

Oesterreichischen Telegraphen-Beamten.

N^o 3.

Redigirt im k. k. Handelsministerium.

Freitag,
den 19. März 1875.

Inhalt: Inbetriebsetzung des pneumatischen Röhrennetzes und Einführung pneumatischer Briefe in Wien.

Inbetriebsetzung des pneumatischen Röhrennetzes und Einführung pneumatischer Briefe in Wien.

Zahl 6106.

Zur Erleichterung und Beschleunigung der Depeschenaufgabe und der Depeschenzustellung in Wien ist ein pneumatisches Röhrennetz hergestellt und am 1. März d. J. dem öffentlichen Verkehre übergeben worden.

Die pneumatischen Röhren verbinden die nachbenannten zehn Stationen:

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2. Laurenzergebäude, am alten Fleischmarke;
3. k. k. Postamt Leopoldstadt, Laborstraße Nr. 27;
4. " " " Landstraße, Hauptstraße Nr. 65;
5. " " Telegraphenamt Kärntnerring Nr. 3;
6. " " Postamt Wieden, Neumanngasse Nr. 3;
7. " " pneumatische Station Gumpendorf, Magdalenengasse Nr. 67;
8. " " Postamt Neubau, Siebensterngasse Nr. 13;
9. " " " Josephstadt, Mariatreugasse Nr. 4 und

10. " " pneumatische Station in der prov. Börse, am Schottenring; die neun ersten halten vorläufig in den Stunden von 8 Uhr Morgens bis 9 Uhr Abends Dienst und es verkehren zwischen denselben während dieser Zeit in viertel- bis halbstündigen Zwischenräumen pneumatische Züge. Die Station in der provisorischen Börse ist nur während des Börsenverkehrs eröffnet; die Züge zwischen ihr und der Telegraphen-Centralstation folgen sich in Zwischenräumen von zehn Minuten.

Die pneumatischen Trains dienen theils zur Beförderung der bei den pneumatischen Stationen für auswärtige Stationen aufgegebenen Telegramme zur hiesigen Telegraphen-Centralstation, theils zur Zustellung der bei letzterer durch die Telegraphenleitungen eintreffenden Telegramme an die Adressaten.

V. T. Ä.

—»» N° 3 ««—

Ein Gebührensuschlag zur reglementären Taxe der Telegramme findet aus Anlaß der Anwendung der neuen beschleunigten Beförderungsweise nicht Statt.

Außerhalb der obgenannten Dienststunden können Telegramme nur bei der hiesigen Telegraphen-Centralstation aufgegeben werden, welcher auch für die Stunden von 6—8 Uhr Morgens und von 9—12 Uhr Abends die directe Zustellung der von auswärts einlangenden Telegramme durch die hierzu bestellten Telegraphenboten obliegt. In den Stunden von Mitternacht bis 6 Uhr Morgens wird die sofortige Zustellung auf Staatsdepeschen, Zeitungstelegramme und solche Mittheilungen (z. B. Nachrichten über Erkrankungen, Verlangen von Sendungen mit dem nächsten Eisenbahnzuge u. dgl.) eingeschränkt, aus deren Inhalt ihre besondere Dringlichkeit ersehen oder vermuthet werden kann.

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Wien, den 2. März 1875.



spacer page

Renumbering of Vienna's Post Offices in 1892

By Andy Taylor

In 1892, after the incorporation of the suburbs into Bezirke 11-19, all Vienna's Post Offices were renumbered. An appendix to Post- und Telegraphen-Verordnungsblatt No. 5 of 1892 lists all Post, Telegraph, Pneumatic and Telephone Offices in Vienna by district, with their old names (eg Post-Amt Franz Josef Bahnhof) and new numbers (eg WIEN 68) and the services provided at each.

Columns:

- 1 1 = postal services available
- 2 1 = telegramme accepting services available
- 3 1 = Pneumatic post services available
- 4 1 = Telephone services available
- 5 Former description
- 6 Address
- 7 New number as Post Office
- 8 New number as Telegraph office
- 9 New delivery number and district

Column 6 uses, of course, the 1892 street names; some have changed since (eg Wien 15 where Maximilianstrasse is now called Mahlerstrasse!) and some offices have moved.

In columns 7-9, I have abbreviated the original names by these letters: W = Wien; E = Effbörse; Rr = Reichsrat; P = Pdbörse. For example, the telegraphic address of the Telegraph Central Station was "Wien", and of the Stock Exchange " Effbörse".

Some office numbers (eg 21, 22) were given as "provisional"; I have omitted them.

[It proved impossible to devise a readable layout in portrait format, so it's in landscape. Ed.]

1	2	3	4	5	6	7	8	9
I. Bezirk								
1				Central-Postamt	Postgasse 10, Dominikanerbastei 11 & 13	1	-	1/1
1				Fahrpostaufgabsamt	Fleischmarkt 19	2	2	1/1
	1	1	1	T. St. Fleischmarkt				
1	1			P.A. Wipplingerstrasse	Stoss im Himmel 2, Salvatorgasse 7	3	3	1/1
	1			T. St. Hôtel Metropole	Gonzagagasse 2	-	4	1/1
	1			T. St. Hoher Markt	Hoher Markt 9, Ecke Judengasse	-	5	1/1
	1	1	1	Telegr. Central Station	Börseplatz 1	-	W	1/1
1				P.A. Telegraphengebäude	Hohenstaufengasse 8, Ecke Helferstorferstrasse 10	6	-	1/1
1	1	1	1	P.A. Effectenbörse	Schottenring 16, Börsegasse 3	7	E	1/1
1	1			P.A. Franz Josef Quai	Börseplatz 4, Neuthorgasse 11	8	8	1/1
1	1			P.A. Minoritenplatz	Minoritenplatz 9, Landhausgasse 1	9	9	1/1
1	1	1		P.A. Rathhaus	Lichtenfelsgasse 2	10	10	1/1
1	1	1	1	P.A. Reichsrathsgebäude	Franzensring 1, Stadiongasse 1	Rr	Rr	1/1

1	2	3	4	5	6	7	8	9
1	1			P.A. Habsburgergasse	Habsburgergasse 9	11	11	1/1
1	1			P.A. Schillerplatz	Nibelungengasse 6, Schillerplatz 4	12	12	1/1
	1			T. St. Bräunerstrasse	Bräunerstrasse 2, Graben 14	-	13	1/1
	1			T. St. Friedrichstrasse	Friedrichstrasse 4, Elisabethstrasse 3	-	14	1/1
1				P.A. Maximilianstrasse	Maximilianstrasse 4, Kärnthnerring 3	15	-	1/1
	1	1	1	T. St. Kärnthnerring	Maximilianstrasse 4, Kärnthnerring 3	-	15	1/1
1	1			P.A. Seilerstätte	Seilerstätte 22	16	16	1/1
	1			T. St. Canovagasse	Canovagasse 5	-	17	1/1
	1			T. St. Essiggasse	Essiggasse 2, Wollzeile 13	-	18	1/1
	1			T. St. Kärnthnerstrasse	Kärnthnerstrasse 14, Seilergasse 9	-	19	1/1
	1			T. St. Berndorfer Fabriks- Niederlage	Wollzeile 12	-	20	1/1
II. Bezirk								
1	1	1		P.A. Leopoldstadt	Taborstrasse 27	23	23	2/1
1	1		1	P.A. Nordwestbahnhof	Nordwestbahnstrasse 23	24	24	2/1

1	2	3	4	5	6	7	8	9
	1			T. St. Hôtel National	Taborstrasse 18	-	25	2/1
	1			T. St. Nordbahnstrasse	Mühlfeldgasse 18, Nordbahnstrasse 50	-	26	2/1
1	1		1	P.A. Praterstrasse	Praterstrasse 54	27	27	2/2
1	1		1	P.A. Nordbahnhof	Nordbahnstrasse 1	28	28	2/2
	1			T. St. Hôtel Continental	Praterstrasse 7	-	29	2/2
	1			T. St. Franzensbrückenstr.	Franzensbrückenstrasse 19	-	30	2/2
	1			T. St. Freudenau	Freudenau	-	31	2/2
	1			T. St. Lagerhaus	Lagerhaus der Stadt Wien	-	32	2/2
1	1			P.A. Prater-Quai	Erzherzog Karl-Platz 6, Handelsquai 202	33	33	2/2
1	1	1		P.A. Stephaniestrasse	Stephaniestrasse 1, Obere Donaustrasse 83	34	34	2/3
1	1			P.A. Leopoldstadt IV	Untere Augartenstrasse 26	35	35	2/3
1	1	1	1	P.A. Productenbörse	Taborstrasse 10, grosse Mohrengasse 3	36	P	2/4
1	1			P.A. Brigittenau	Heinzelmannngasse 1, Wallensteinstrasse 24	37	37	2/5
	1			T. St. Walzmühle	Handelsquai 3	-	38	2/5

1	2	3	4	5	6	7	8	9
1	1			P.A. Kaisermühlen	Schüttaustrasse 50	39	39	2/6
III. Bezirk								
1	1	1		P.A. Landstrasse	Hauptstrasse 65	40	40	3/1
1	1		1	P.A. Wien, Aspangbahnhof	Am Canal 2	41	41	3/1
	1			T. St. Rudolfs-Spital	Rudolfsgasse 15, Böhrgasse 2	-	42	3/1
1	1		1	P.A. St. Marx	Central-Viehmarkt	43	43	3/1
1	1			P.A. Landstrasse V	Erdbergerstrasse 61	44	44	3/1
1	1			P.A. Weissgärber	Löwengasse 22, Hetzgasse 35	45	45	3/2
1				Postpaket-Bestellamt	Vordere Zollamtsstrasse 1	46	-	3/2
	1			T. St. Donau-Dampfschiff	Hintere Zollamtsstrasse 1, Ecke Obere Weissgärberstrasse	-	47	3/2
	1			T. St. Gärtnergasse	Gärtnergasse 17, Ecke Landstr., Hauptstr. 11	-	48	3/2
1	1			P.A. Marokkanergasse	Marokkanergasse 17, Strohgasse 21	49	49	3/3

1	2	3	4	5	6	7	8	9
IV. Bezirk								
1	1	1	1	P.A. Wieden	Neumannngasse 3	50	50	4/1
1	1			P.A. Wieden II	Hauptstrasse 85, Ecke Trappelgasse	51	51	4/1
	1			T. St. Wiedener Spital	Favoritenstrasse 32	-	52	4/1
1	1			P.A. Wieden III	Belvederegasse 17	53	53	4/1
1	1			P.A. Wieden IV	Resselgasse 5	126	126	4/1
V. Bezirk								
1	1			P.A. Margarethen	Rüdigergasse 2, Hundsthurmerstrasse 26	54	54	5/1
1	1	1		P.A. Hundsturm	Hundsthurmerplatz 7, Untere Bräuhausgasse 69	55	55	5/2
VI. Bezirk								
1	1			P.A. Mariahilf	Gumpendorferstrasse 63 B. u. C. Ecke Kopernikusgasse	56	56	6/1
	1	1		Pneum. Stat. Gumpendorf	Magdalenenstrasse 67, Ecke Eszterházygasse	-	57	6/1
	1			T. St. Nelkengasse	Nelkengasse 3	-	58	6/1

1	2	3	4	5	6	7	8	9
1	1			P.A. Mittelgasse	Mittelgasse 2	59	59	6/1
VII. Bezirk								
1	1	1		P.A. Neubau	Zieglergasse 8	60	60	7/1
1	1			P.A. Neubau IV	Neubaugasse 61	61	61	7/1
1	1	1	1	P.A. Neubau II	Stiftgasse 13, Lindengasse 2	62	62	7/1
1	1			P.A. Bernardgasse	Bernardgasse 12, Schottenfeldgasse 90	63	63	7/1
VIII. Bezirk								
1	1	1		P.A. Josefstadt	Mariatreugasse 4 & 6	64	64	8/1
1	1			P.A. Josefstadt II	Laudongasse 47	65	65	8/1
IX. Bezirk								
1	1			P.A. Alsergrund 1	Porzellangasse 13, Thurngasse 19 & 21	66	66	9/1
	1			T. St. Wasagasse	Wasagasse 6, Kolingasse 7	-	67	9/1
1	1		1	P.A. Franz Josef-Bahnhof.	Althangasse (Franz Josef-Bhf. Abfahrts.)	68	68	9/1
1	1			P.A. Alsergrund IV	Nussdorferstrasse 55	69	69	9/1

1	2	3	4	5	6	7	8	9
	1			T. St. Nussdorferstrasse	Nussdorferstrasse 25	-	70	9/1
1	1	1		P.A. Lazarethgasse	Lazarethgasse 6	71	71	9/2
1	1			P.A. Alsergrund III	Schwarzspanierstr. 10, Ecke Ferstelgasse	72	72	9/2
	1			T. St. Allg. Krankenhaus	Alserstrasse 4	-	73	9/2
X. Bezirk								
1	1			P.A. Favoriten	Laxenburgerstrasse 24, Götzgasse 1	74	74	10/1
1	1			P.A. Favoriten II	Quellengasse 66, Himbergerstrasse 62	75	75	10/1
1	1		1	P.A. Südbahnhof	Bahnhofplatz 6	76	76	10/2
1	1		1	P. A Staatsbahnhof	Staatsbahnplatz 1	77	77	10/2
	1			T. St. Arsenal	K. u. k. Arsenal, Object 1	-	78	10/2
XI. Bezirk								
1	1			P.A. Simmering	Simmering, Hauptstrasse 82	79	79	11/1
1	1			P.A. Simmering II	Simmering, Hauptstrasse 26	80	80	11/1
1	1			P.A. Kaiser-Ebersdorf	Kaiser-Ebersdorf, Ebersdorferstrasse 269	81	81	11/2

1	2	3	4	5	6	7	8	9
XII. Bezirk								
1	1	1		P. A Meidling	Meidlinger Hauptstr. 4, Hufelandgasse 2	82	82	12/1
1	1			P.A. Unter-Meidling II	Unter-Meidling, Dammgasse 26	83	83	12/1
1	1			P.A. Ober-Meidling	Ob. Meidling, Schönbrunner Hauptstr. 142	84	84	12/1
1	1	1		P.A. Gaudenzdorf	Gaudenzdorf, Schönbrunner Hauptstrasse 39-41	85	85	12/2
1	1			P.A. Altmannsdorf	Altmannsdorf, Breitenfurterstrasse 47	86	86	12/3
1	1			P.A. Hetzendorf	Hetzendorf, Hauptstrasse 38	87	87	12/4
XIII. Bezirk								
1	1		1	P.A. Hietzing	Hietzing, Altgasse 13, Ecke Maierhofgasse	88	88	13/1
1	1			P.A. Penzing	Penzing, Hauptgasse 61	89	89	13/2
1	1			P.A. Breitensee	Breitensee, Kandlerstr. 24, Hauptstr. 25	90	90	13/3
1			1	P.A. Baumgarten	Baumgarten, Wiengasse 5	91	-	13/4
1	1			P.A. Hütteldorf	Hütteldorf, Rosengasse 4	92	92	13/5
1	1			P.A. Unter - St. Veit	Unter St. Veit, Auhofstrasse 3	93	93	13/6

1	2	3	4	5	6	7	8	9
1	1			P.A. Ober - St. Veit	Ober St. Veit, Bognergasse 2	94	94	13/7
1	1			P.A. Hacking	Hacking, Auhofstrasse 28, Wiengasse 2.	95	95	13/8
1	1			P.A. Lainz	Lainz, Hauptstrasse 39	96	96	13/9
1	1			P.A. Speising	Speising, Hauptstrasse 48	97	97	13/10
XIV. Bezirk								
1	1			Rudolfsheim, now P.A. Fünfhaus II	Rudolfsheim, Märzstr. 46, Ecke Pouthongasse	98	98	14/1
1	1			P.A. Sechshaus	Sechshauser Hauptstr. 45, Gemeindegasse 7	99	99	14/2
1	1			P.A. Rudolfsheim	Schmelzgasse 2, Schönbrunnerstrasse 18	127	127	14/2
XV. Bezirk								
1	1	1		P.A. Fünfhaus	Fünfhaus, Schönbrunnerstrasse 42, Österleingasse 1	100	100	15/1
1	1	1	1	P.A. Westbahnhof	Fünfhaus, Westbahnhof (Abfahrtsseite).	101	101	15/2
XVI. Bezirk								
1	1	1	1	P.A. Ottakring	Ottakring, Hauptstrasse 53, Annagasse 8	102	102	16/1
1	1			P.A. Ottakring II	Ottakringer Hauptstrasse 121	103	103	16/1

1	2	3	4	5	6	7	8	9
1	1	1		P.A. Neulerchenfeld	Neulerchenfeld, Thaliastrasse 25, Neumayerg. 40	104	104	16/2
XVII. Bezirk								
1	1	1	1	P.A. Hernals	Hernals, Bergsteiggasse, 48, Karlsgasse 14	105	105	17/1
1	1			P.A. Hernals II	Hernals, Ottakringerstr. 30, Palfygasse 2	106	106	17/1
1	1			P.A. Hernals III	Hernals, Hauptstr. 114, Gschwandtnerg. 51	107	107	17/1
1	1			P.A. Dornbach	Dornbach, Hauptstrasse 147	108	108	17/2
XVIII. Bezirk								
1	1	1	1	P.A. Währing I	Währing, Schulgasse 23, Kirchengasse 30	110	110	18/1
1	1			P.A. Währing II	Währing, Feldgasse 31	111	111	18/1
1	1			P.A. Währing III	Währing, Marktgasse 8	112	112	18/1
1	1			P.A. Gersthof	Gersthof, Alseggerstrasse 15, Bastiengasse 25	113	113	18/2
1	1		1	P.A. Pötzleinsdorf	Pötzleinsdorf, Hauptstrasse 53	114	114	18/3
1	1			P.A. Neustift am Walde	Neustift am Walde, Wienerstrasse 17	115	115	18/4

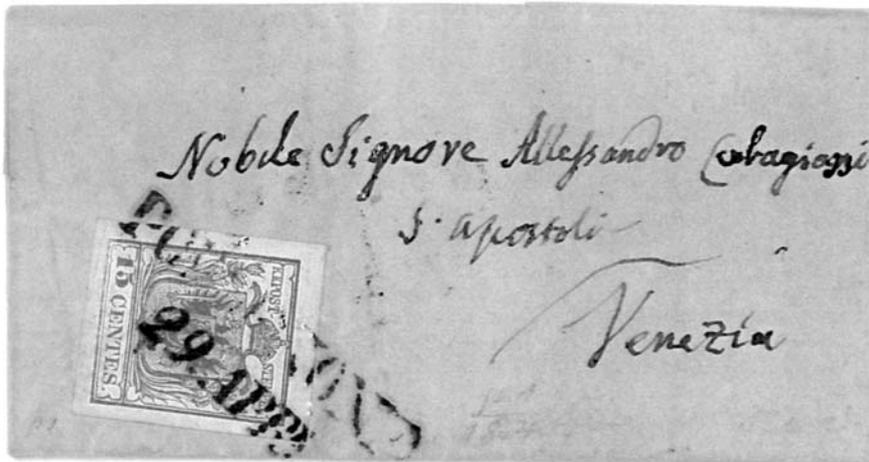
1	2	3	4	5	6	7	8	9
XIX. Bezirk								
1	1		1	P.A. Döbling	Ober-Döbling, Hauptstr. 65, Ecke Alleegasse 41	117	117	19/1
1	1			P.A. Nussdorf-Heiligenstadt	Nussdorf, Kahlenbergerstrasse 15	119	119	19/2
	1			T. St. Bahnhof Kahlenberg.	Josefsdorf am Kahlenberg	-	121	19/2
1				P.A. Kahlenbergerdorf	Kahlenbergerdorf	122	-	19/3
1	1			P.A. Grinzing	Grinzing, Bräuhausgasse 6	123	123	19/4
1	1			P.A. Unter-Sievering	Unter-Sievering, Hauptstrasse 84	124	124	19/5

Questions, Answers, Letters...

Speculations From Old Vienna...

This was an opened-out sheet with several markings and a delivery address in pale grey ink. This speculation is much better than mine: The **4** at top left is the Vienna Local Post fee in 1834 of 3kr to/from the suburbs, plus 1kr collecting or delivery fee for letters leaving or entering Vienna; it would be paid in advance in cash. The **14** is the main postal charge in kr CM; the last line of the address is Hermannstadt (alias Sibiu, in Romania). Letters to there took a convoluted route of 52 Postal Stations (about 900km) although for the proverbial crow it's only 700km; there was a maximum charge of 14kr. The '**17/11**' on the right flap is the arrival date: 7 days for 900km is unusually speedy for these times.

Small envelopes



The Kitzbühel specimen was almost certainly for a visiting card; complex social customs governed the sending of these. [Cf Mrs Beeton!] Some countries even had a special postal stationery

envelope at a special rate. They were often sent at New Year. although my Kitzbühel one appears to be dated 26.VII.36. Hans Smith comments that in the 1850s it could cost a labourer his day's wage to send a letter, and that any means to reduce its weight below 1 Loth would be used. His smallest (shown here) is 3.7"x1.9"... perhaps the area is a better measure, in which case mine is 8.75 sq.in and Hans' is 7. Alvin Guttag has one of 9.6: anything smaller out there?

Perforations of the 1916 Postage Due

These have red Heller values and blue Kronen values. The ANK catalogue lists them as ANK 47-57; it has two perfs for the Kronen values (12½x13 and 12½x12½) but is unclear on the perfs of the Heller values. SG part 2, 6th edition, says all are 12½x12½ only. Michel lists them all with 12½x13, and also 12½x12½ on the Kronen values. Bernadini & Pfalz say all are 12½x12½, and

also $12\frac{1}{2} \times 13$ on the Kronen values; Ferchenbauer says the same. Putting this in a table for ease of comparison:

Source:	Heller		Kronen	
	$12\frac{1}{2} \times 12\frac{1}{2}$	$12\frac{1}{2} \times 13$	$12\frac{1}{2} \times 12\frac{1}{2}$	$12\frac{1}{2} \times 13$
ANK	?	?	Y	Y
SG	Y		Y	
Michel		Y	Y	Y
Bernadini & Pfalz	Y		Y	Y
Ferchenbauer	Y		Y	Y

[Note that Bernadini & Pfalz express fractions in full-size print, eg they print $12\frac{1}{2}$ as 121/2.]

Checking actual examples gives: Heller values are $12\frac{1}{2} \times 12\frac{1}{2}$; Kronen values are $12\frac{1}{2} \times 12\frac{1}{2}$ and also $12\frac{1}{2} \times 13$. **Does anyone have a more authoritative answer?**

After I'm Gone' - part 2

Following the item in the last edition of Austria, page 4, I have been advised of two matters I should have mentioned.

Firstly - The dealer or Auction house that is used to sell your collection. The person who runs the local House clearance sales, even though he does have some 'antiques' will probably not have the knowledge or experience to get the best price for your collection. He may be a good friend, member of the same club or whatever but he is still not the man for this job.

Secondly, as the Club Librarian, I should have thought about the library of philatelic related books and magazines you have acquired. These can also be of value and should be disposed of either with your other philatelic material or through a specialist sale.

If your collection is to be auctioned, may I suggest that you leave a request for the auctioneer to notify the sale to any local or specialist club to which you belong, a reasonable time beforehand. At least then your friends and other club members can have a chance to buy that item they coveted when you put it up in a display!

Joyce Boyer

"Where were the Effekten-, Frucht-, Mehl-, Produkten- börse & their pneumatic posts?"

by A Taylor

This article collects together my thoughts and theories on the locations of the various Börses and their pneumatic post stations in Vienna. My approach has been to collect all the facts I can and then say "what is the most likely explanation of these"; I accept that with Habsburgian Happenings this does not always lead to the correct result! My thanks to CK & JF/WAMC for documents and to HP, JP & CT for specimens.

Summary of my assertions:

1. In 1872 the Vienna Stock Exchange moved into Schottenring 19-25
2. On 1.3.1875 their Pneu Post Station opened in that building. It was numbered 10 in the 1875 Decree but mail to it received the route mark 8.
3. In 1876 the Produce Exchange was formally separated from the Stock Exchange
4. On 19.3.1877 the Stock Exchange moved into their new building at Schottenring 19 **and took their pneumatic service with them.** The Produce Exchange stayed put (as Fruchtbörse).
5. In 1879 the Produce exchange, which had remained in Schottenring 19-25, got its own pneumatic station there, using the old pipe; it was assigned the station number 11
6. On 1.9.1890 the Produce exchange moved to Bez. II, Taborstrasse 10 as Produktenbörse and its pneumatic station was renumbered 36

Chronology

When	What	Source or Proof
1761 on	The Börse opened in 1761; after a succession of booms & crashes the first Patent was issued in 1771; after another succession of booms & crashes the second Patent was issued in 1854. The Great Crash was in 1873.	The Blackprint for "200 Jahre Wiener Börse", ANK1397, issued 1.Sep.1971.
1872	The Börse moved from Herrengasse to a "provisional building" at Schottenring 19-25	Groner, Richard: "Wien wie es war", pub. Wien 1966 page 73

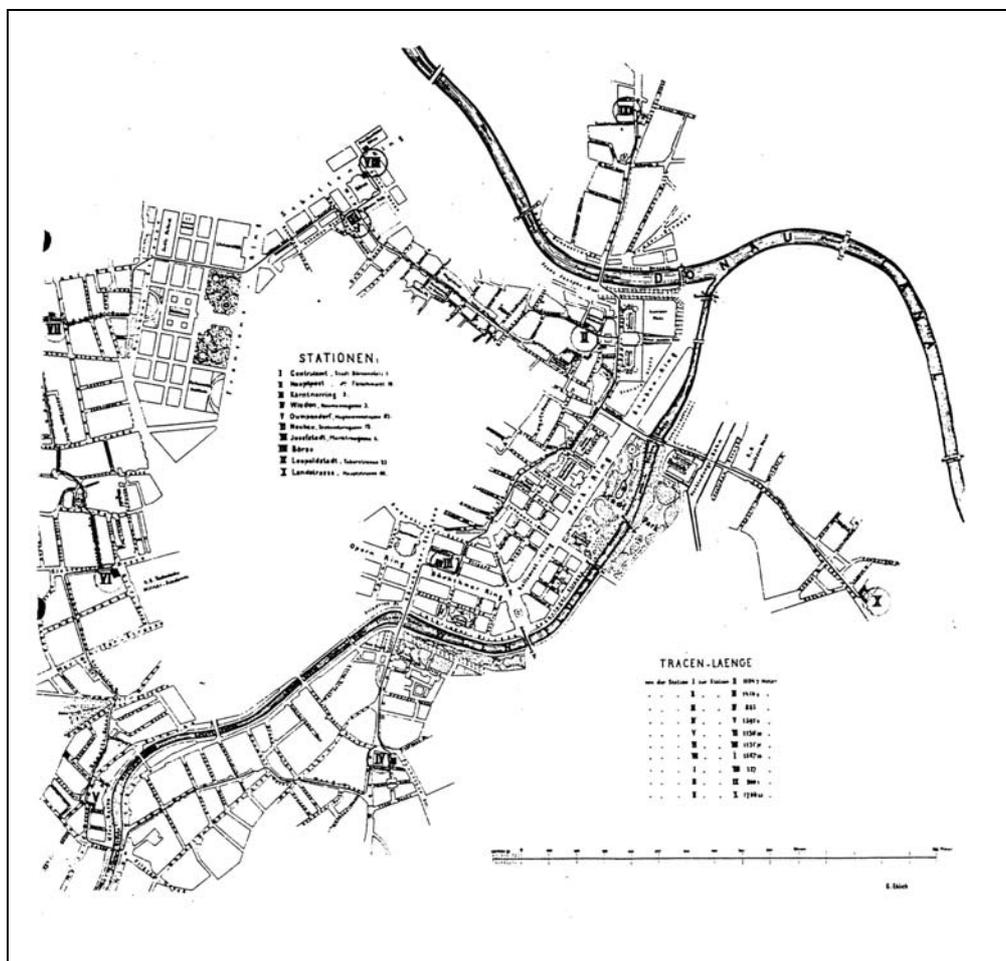
When	What	Source or Proof
1873	Fruchtbörse founded as separate department; formalised by the 1875 Act & opened 1876.	Blackprint
1872? 1874?	Construction of new Börse building begun at Schottenring 16 (where it still is today)	Groner says 1874; the Blackprint and the 1891 Baedeker say 1872.
21 Jan 1874	Approval given for construction of Pneumatic Post system	"Geschichte der Wiener Rohrpost - von Dr Hans Hajek" Wien 1933, in typescript. Page 5
1 Mar 1875	Pneumatic Post system opens for service; 10 th Station in the Decree's list is " in der prov. Börse am Schottenring "	V.Oe.TA-Blatt No 3 of 19 Mar 1875 (see separate article on this Decree)
1 Apr 1875	Börse Act passed.	Blackprint.
1875	Map "Pneumatisher Telegraph In Wien" dated 1875; shows the pneumatic pipe route drawn on a Vienna street plan	Found by Fluck in Post and Telegraphen Museum, Wien - what looks like the same map may be part of one of Turner's books
1875 [1900]	"... similarly from the Centrale a branch ran to the Börse (Station VIII)".	"Zeitschrift Fur Post Und Telegraphie" dated 20 January 1900; article entitled "25th Year Jubilee of the Vienna Rohrpost".
19 Mar 1877	Börse moves into new building, Schottenring 16	Groner and the Blackprint
Groner says the provisional building was demolished in 1877, but this cannot be true (unless it was rebuilt) because the Fruchtbörse was still there in 1880: see 10.7.1880 entry below		
1879	Fruchtbörse pneumatic office opens; given number 11	Hajek p12 & p75a Klein part 2 chapter 9 item 7798
Hajek says (p12): " <i>The expansion of the network was begun around the end of the year 1879, in that the Fruchtbörse, at that time still situated in Börsegasse, was connected to the T.Z.St. through a pipeline via the Effektenbörse.</i> " Müller, who lists this office as No. 4757 opening in 1880, used the engravers proof book as his main source, not the operating records (if indeed these had survived). Klein, writing after Müller, agreed with Hajek's different dates.		
1879	"10-station-names" pneu stationery includes "Bez I Börse"	Examples: Asher Postcard 1
8 Aug 1879	List of 10 pneumatic offices includes "Börse"	V.Oe.TA-Blatt No 16 of 8 Aug 1879

When	What	Source or Proof
1880	"12-station-names" pneu stationery includes "Bez I Börse"	Examples: Asher Postcard 3a
10 July 1880	List of 16 pneumatic offices including Effectenbörse at Schottenring 16 and Frucht- u Mehlbörse at Schottenring 19	V.Oe.TA-Blatt No 9 of 10 July 1880 [illustrated below]
1881	"17-station-names" pneu stationery includes Bez I Effektenbörse and Bez I Fruchtbörse	Examples: Asher Postcard 5a
So do the 27- & 30-name of 1883 (Ash PC 7, 8) and the 31-name of 1884 (Ash PC 9aI).		
1889	Pneumatic cancel "Frucht- u Mehlbörse" issued	Listed by Genzler (Die Briefmarke 1989/10 p36-9 Stempel und Vermerke der Wiener Rohrpost). Not in Klein. However HP has an example (shown below), so it's real!
1 Sep 1890	Fruchtbörse moves to new building at Taborstrasse 10, Bez II; renamed Produktenbörse; pneumatic office renumbered W36.	Groner Klein 7798 Hajek p76
15 Nov 1890	The Post Office previously called "Frucht- u Mehlbörse" was renamed Produktenbörse	Klein 5758
	The Pneumatic Office previously called "Fruchtbörse" was renamed Produktenbörse	Klein 7798
1892	P.A. Effectenbörse at Schottenring 16 / Börsegasse 3 providing Post, Telegraph, Pneumatic & Telephone services; given the number 7 as a Post Office but named "Effbörse" as a Telegraph office	Supplement to P T Verord. Blatt Nr 5 of 1892 listing all Vienna's offices as renumbered, with details of services provided at each.
1892	P.A. Productenbörse, at Taborstrasse 10 / Grosse Mohrengasse 3; providing Post, Telegraph, Pneumatic & Telephone services; given the number 36 as a Post Office but named "Pdbörse" as a Telegraph office	The same supplement. Also Klein 5758, which gives date of 10 Jan 1892. Klein 7798 says pneu 'name' later changed to Wien 2/4 P.r

When	What	Source or Proof
1895	Pneumatic station in service at Taborstrasse 10 Produktenbörse	Postmen's Xmas booklet
1932	Pneumatic station Nr 7 was in service at Börse Schottenring 16; station Nr 36 was in service at Taborstrasse 10 Produktenbörse	1932 Pneu Post Dienstanweisung (operations manual) part 2 page 23

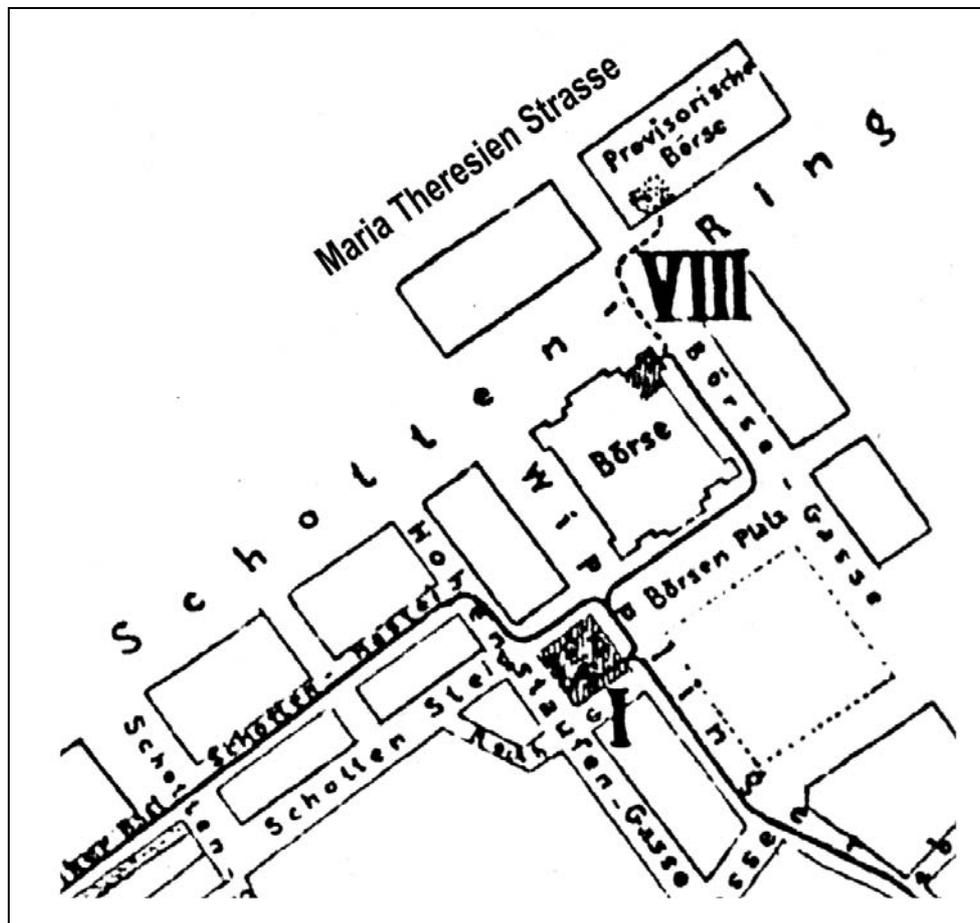
The pipes

Research undertaken in the 1970s by the late John G Fluck brought to light an 1875 map drawn on a Vienna street plan of the original ten pneumatic stations and the pipes connecting them. [On all our copies, the left margin is missing.]



Looking closely at an enlargement of this 1875 map shows the Börse building as Station VIII piped to the Central Telegraph Office AND a dotted pipe crossing Schottenring from Börse to a building on the outer side marked "Provisorische Börse". On a modern map it's number 19-25 Schottenring; the fuzzy splodge on the 1875 map is at Nr 19's end. Note that Börsegasse crosses over Schottenring & runs up the left side of the building to Maria Theresien

Strasse; the boundary of Bezirke I runs down the middle of Maria Theresien Strasse and ALL of Börsegasse is in Bezirke I.



Now, the original pneu system had compressor houses only at Centrale and Gumpendorf. And it was a single-pipe system. The branch to Börse was operated by blowing the mail-carrying cylinders (the Büchse) from Centrale, and sucking them back. So, it would have been relatively straightforward to move the pneumatic apparatus from the provisional Börse to the permanent one: break into the single pipe from Centrale running under Börsegasse and insert a bend leading into the new building; dismantle move and reassemble the apparatus itself. If the new foundations & trench were done in advance I'd estimate it would take four days - and after all, they had 3 (maybe 5) years notice! The old pipe would be left in place, crossing under Schottenring to the provisional building ... and when the volume of mail for the Fruchtbörse rose it was reused for their own pneumatic station.

[They could have left the old pneumatic apparatus in the provisional building and installed a new one in the new building. however, in those days labour was cheap and materials expensive!]

Below are all the " Börse" cancels I have seen specimens of.

EffektenBörse

In July 1878, the oval No. 8 canceller used by the Wien Börse (the Stock Exchange) was damaged and taken out of service. Various "Wien Börse" handstamps were used to replace it, the first being a rectangular boxed handstamp measuring 15x47mm with the wording "K.K. Tel. Station Wien Börse".

The second handstamp was a straight line canceller with the legend "Wien Börse". This latter type can be found in two formats, Type I measuring 5x32mm and Type II measuring 4.5x38mm.



Following the 1892 renumbering, the abbreviations C.R., E, and P were used for the Telegraph-Centrale, Effektenbörse (Stock Exchange) and Produktenbörse. The example below is dated 17 Oct 1893.



From WIEN 1/1 Er to WIEN 2/4 Pr - Effektenbörse to Fruchtbörse!

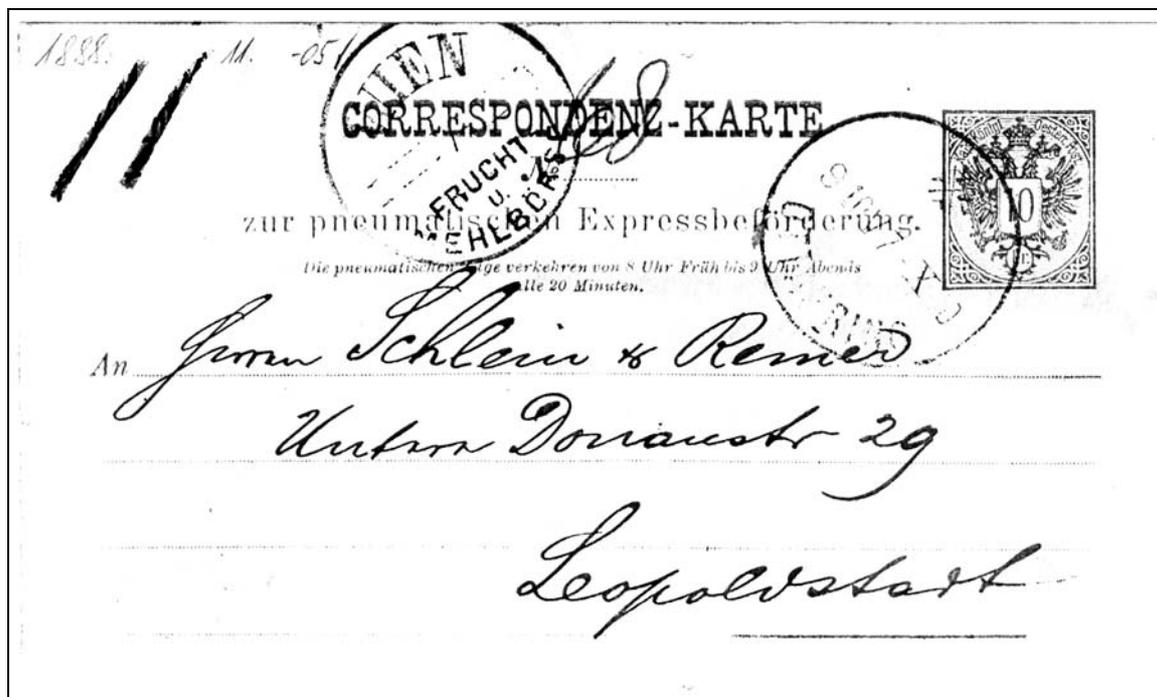
Frucht-, Mehl-, Produkten-börse



K K TELEGRAPHEN-STATION * FRUCHTBÖRSE dated 12.2.1880



From WIEN 2/4 F which is the Fruchtbörse in Taborstrasse;
36 BAHNHOF is its Railway Letter canceller.



A bad copy of a rare original: Ottakring to WIEN FRUCHT u. MEHLBÖRSE;
note Office Number 11 and date of 7 Oct 1890.

Telegraph Regulations, 10 July 1880: note the two Börses and their addresses.

Verordnungen

für die

Oesterreichischen Telegraphen-Ämter.

N^o 9.

Redigirt im k. k. Handelsministerium.

Samstag,
10. Juli 1880.

Inhalt: Einführung pneumatischer Correspondenzkarten mit bezahlter Antwort und Regelung des pneumatischen Localverkehrs in Wien. — Bestimmung des Annahmewerthes der 20 Francs-Stücke (Napoleon'sor) bei den k. k. Telegraphen-Cassen für den Monat Juli 1880.

Einführung pneumatischer Correspondenzkarten mit bezahlter Antwort und Regelung des pneumatischen Localverkehrs in Wien.

3. 18979.

Im Nachhange zu der Verordnung vom 31. Juli 1879, 3. 16551 (Telegraphen-Verordnungsblatt, Seite 71, Jahrgang 1879), die Einführung von Correspondenzkarten zur pneumatischen Beförderung in Wien betreffend, wird Folgendes bekannt gemacht:

In Folge der Activirung von pneumatischen Stationen am Neubau, Zieglergasse Nr. 8 und in Fünfhaus, Schönbrunnerstraße Nr. 42, können nunmehr bei nachbenannten Stationen nicht nur Telegramme, sondern auch Briefe und Correspondenzkarten zur pneumatischen Beförderung aufgegeben werden.

Im	I. Bezirk,	Staats-Telegraphengebäude, Börseplatz 1.	
"	"	Effectenbörse, Schottenring 16.	←←
"	"	Frucht- und Mehlbörse, Schottenring 19.	
"	"	Fleischmarkt 19.	
"	"	Kärntnerring 3.	
"	"	Habsburgergasse 9.	
"	"	Landskrongasse 1.	
"	"	Seilerstätte 22.	
"	II.	Laborstraße 27.	
"	III.	Hauptstraße 65.	
"	IV.	Neumanngasse 3.	
"	VI.	Magdalenenstraße 67.	
"	VII.	Siebensterngasse 13.	
"	"	Zieglergasse 8.	
"	VIII.	Mariatreugasse 4.	

In Fünfhaus, Schönbrunnerstraße 42.

V. T. Ä.

11

NOTES from publications en route to the Library.

by Andy Taylor

Die Briefmarke:

Issue 5/2003: "New Hope for Philately" (*eg commem stamps to be available from 500 Post Offices, Bureau to get 15 more staff*); Tag der Briefmarke 2003 stamp with correct value for registered mail except that 5 days after the stamp is issued the rates change; **make-up definitives to be issued in original design but different colours, with values of 4, 13, 17, 27 cents** (*the new rate of 55 can be made up from these alone...*); new inland-&-foreign postcard by Hannes Margreiter, some with overprint for 90th anniversary of Wiener Ganzsachen F u P-Verein; philately & postcards of 6th German Singer-Fest in Graz in 1902; the Von Poth dynasty of Postmasters; reading a Receptisse; the oldest locomotive continued; thematic: bibles; Locarno; a single-frame exhibition class?; W Blecha, former chief of Salzburg PuT Direktion, honoured by the Land; Auguste Böckör, stamp designer, dies; more and more of ÖSD production is electronically checked instead of manually; plate faults on Philis & on Ergämärks; how can it be that mint Ergämärks are available from the philatelic trade?; reprints of 51 cent definitive are on a different paper.

Issue 6/2003: 12 new definitives, some have micro-security features; VoePh's librarian to retire: successor please; new "Ford" block to be numbered (like the WIPA2000 one) and the Rolling Stones block to have a special edition coupled with a CD [and no, it isn't 1.April], changes and deletions to new-issues programme; first thoughts on 2004's issues; Oberndorf, its postal history, and several rejected bridge-stamp designs; railway matters; 20 years of ArGe Feld- & Zensurpost 1914-18; list of the 500 Post Offices where commem stamps can now be obtained; the "patriotic franking" [1Kr yellow + 2Kr black]; usw usf.

Arbeitsgemeinschaft Militaria Austriaca Philatelia

Issue 206: On new issues & the obtaining thereof; listings of the kuk Staffels; the 1918 airmails; various medals & awards; and of course much recent material.

Any cancellation-designers amongst our readers? In 2005 a "50 Years of the Army" stamp will be issued, and the ArGe is holding a design competition for the special cancel. Entries by 6 October 2003; details from the Editor!

Arbeitsgemeinschaft Feld- und Zensurpost 1914-18

Issue 73: Autumn meeting in Innsbruck; news, comment, small ads & wants; many small questions & smaller answers; FPA96; Railway troops; book reviews; etc

Arbeitsgemeinschaft Österreich e.V.

Issue 62: plate faults on the 4Kr of 1922; Rokitzan [*Easy to confuse with kitzbühel...Ed*]; Botzen; Ergamarks plate & other faults; book reviews; several short articles with black-on-black illustrations.

Czechout

Issue 2/2003: [although numbered 1/2003 ☺] meetings; letters; notes-from-pubs; lengthy list of web sites of Czech/Slovak philatelic relevance; Railway Post to be phased out; more on "German WWII censorship including reference to Viennese practice"; etc

Austrian Philatelic Society (US) - Journal

Vol 3 No 3: letter on fundamental pointlessness of specialist Society auctions; Fiscal stamps & mixed stampings (a translation of Ferch2K pp263-273); Anschluß era pictorial cards; "use me" labels on current Austrian postboxes; "striped lozenge" cancels. Accompanied by auction list with colour illustrations!

Stamps of Hungary

Issue 153 June 2003: 5-member editorial panel set up; June 2004 trip to Hungary?; AGM report; etc

Cinderella Philatelist

Vol 43 no 3: Austrian WWI war fund contributions on cafe bills; Duchy of Grand Fenwick (and the perils of over-issuing stamps, reaching the point where they cost more to print than is gained by selling them...); and much else.

Südost Philatelie

Issue 80/2003 Montenegro 1919-1923; postal & other history of the former Yugoslavia tabulated from 1850; etc

Germania

May 2003 vol 39 no 2 Prussian post in Upper Silesia; etc etc

G&CPS Third Reich Study Circle News sheet

- in which my article on the Anschluss is being reprinted: I quoted Churchill as saying that most of Hitler's convoy on 13th March broke down. There seems to be a strong divergence of opinion on what actually happened!

Czechoslovak Philatelic Society of Great Britain

The Society is pleased to announce the publication of Monograph no 16: "The Czechoslovak Legion in Poland and Russia 1939-1941; and Czechoslovaks in the Middle East 1940-1943" by the late Dr Vratislav Palkoska and Otto Hornung RDP. 60 pages A4, well illustrated, 9 colour pages plus cover. Contact Richard Beith, 14 Middlecroft, Guilden Sutton, Chester, England CH3 7HF: price £12.50 in UK.

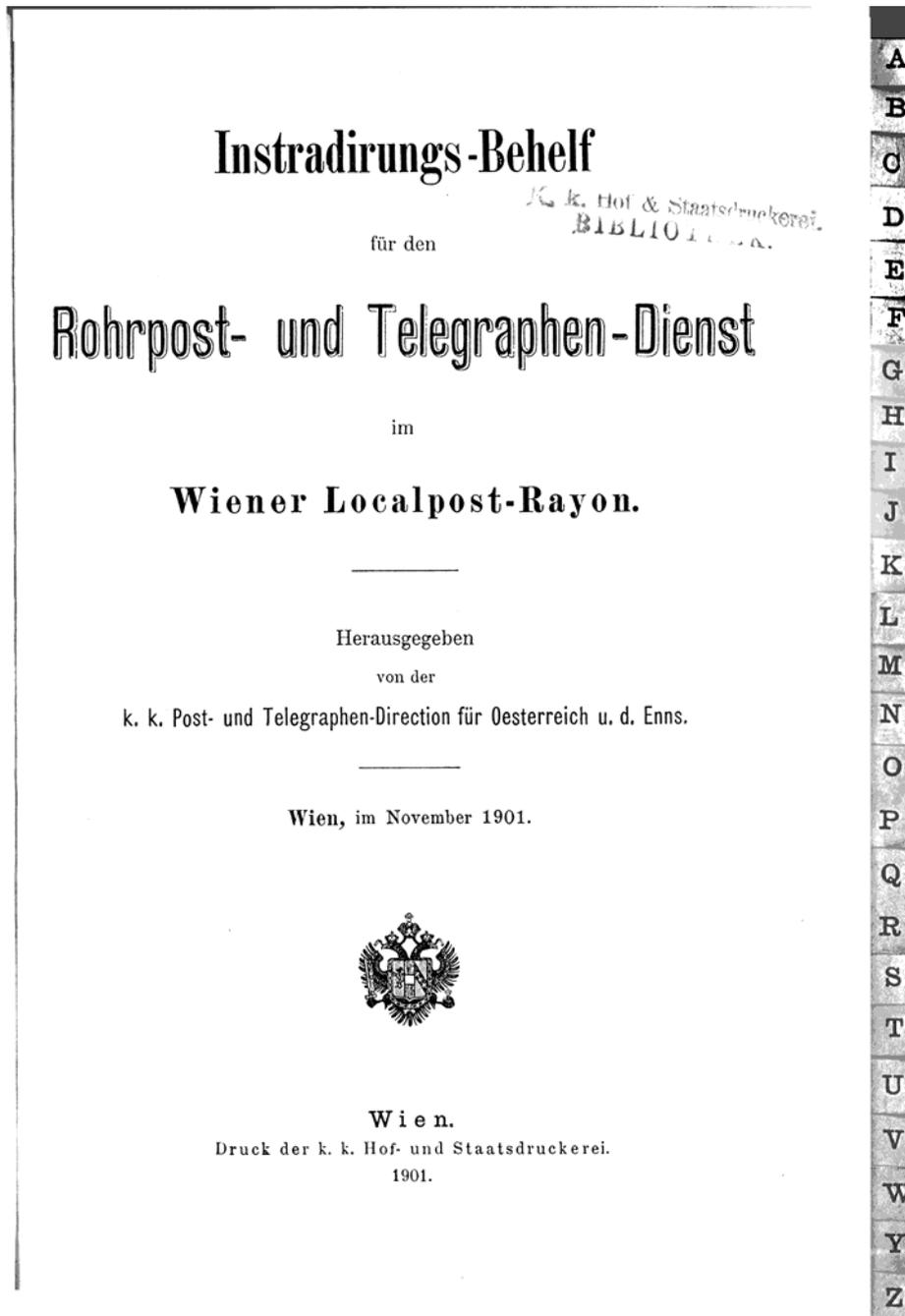
This latest monograph contains Otto Hornung's translations of two most important studies by the late Dr Vratislav Palkoska, the noted Czech postal historian. Otto Hornung has provided additional comments based on his own experiences in Poland, Russia and the Middle East and a fine selection of archival photographs to enhance the text. Much new information is included, particularly with regard to the story of the Czechoslovak Legion in Poland and Russia. The discussion of "communicating with enemy territories" is also relevant to other nationalities.

From the Membership Secretary

We are pleased to welcome the following new members: 1201 J Elias, South Wales; 1202 R P van Bruggen, Netherlands; 1203 L D White, USA; 1204 H Bander, London.

The “Instradirungs-Behelf” - the Pneumatic Post's Street Index of Vienna

Dr Kainz has found the 1901 edition of the “Instradirungs-Behelf”, an elusive document referred to in the Pneumatic Post Operations Manual. Indeed, the title is also elusive, being a fine example of Postal Austrian. This document is the vital link between the address as written on the envelope or card, and the destination number of the pneumatic station from which it would be delivered. The contents are: index of pneumatic offices (showing the services available at each); index of telegraph offices (ditto); street index with for each the code for the pneumatic office delivering to it and the code for the sometimes-different telegraph office delivering to it.



Verzeichniss

der mit der Rohrpost (R) verbundenen Bestellämter der Wiener Rohrpost-Anlage.

P = Postamt, T = Telegraphenamnt, Ts = Telephonstelle, R = Rohrpostamt.

Bezeichnung des Amtes bezw. Rohrpost-Instrad. Chiffre	Postbezirksbezeichnung des Amtes	Bestellämter
W	1/1	K. k. Rohrpost, Telegraphen-u. Telephon-Centralstation (P. T. Ts. R.)
2	1/1	Rohrpost- und Telegraphen-Amt Fleischmarkt (T. Ts. R.)
7	1/1	Post- u. Telegr.-Amt Effectenbörse (P. T. Ts. R.)
R	1/1	Reichsraths-Gebäude (P. T. Ts. R.)
10	1/1	Rathhaus (P. T. Ts. R.)
11	1/1	Bräunerstrasse (P. T. Ts. R.)
15	1/1	Kärntnerring (P. T. Ts. R.)
23	2/1	Taborstrasse (P. T. R.)
24	20/2	Nordwestbahnhof (P. T. Ts. R.)
27	2/2	Körnergasse (P. T. Ts. R.)
28	2/2	Nordbahnhof (P. T. Ts. R.)
34	2/3	Stephaniestrasse (P. T. R.)
36	2/4	Productenbörse (P. T. R.)
40	3/1	Landstrasse (P. T. Ts. R.)
41	3/4	Aspangbahnhof (P. T. Ts. R.)
43	3/4	St. Marx (T. Ts. R.)
45	3/2	Weißgärber (P. T. R.)
49	3/3	Marokkanergasse (P. T. R.)
50	4/1	Neumanngasse (P. T. Ts. R.)
53	4/2	Karolinenplatz (P. T. R.)
54	5/1	Margarethen (P. T. Ts. R.)
55	5/2	Hundsturm (P. T. Ts. R.)
57	6/1	Rohrpost- und Telegraphen-Amt Gumpendorf (T. R.)
59	6/2	Post- u. Telegr.-Amt Mittelgasse (P. T. R.)
60	7/1	Zieplergasse (P. T. R.)
62	7/2	Lindengasse (P. T. Ts. R.)
63	7/3	Bernardgasse (P. T. R.)
64	8/1	Maria-Treugasse (P. T. Ts. R.)
66	9/1	Porzellangasse (P. T. R.)
68	9/4	Franz Josef-Bahnhof (P. T. Ts. R.)
69	9/4	Ayrenhoffgasse (P. T. Ts. R.)
71	9/2	Lazarethgasse (P. T. R.)
74	10/1	Favoriten (P. T. Ts. R.)
76	10/2	Südbahnhof (P. T. Ts. R.)
77	10/2	Staatsbahnhof (P. T. Ts. R.)
79	11/1	Simmering (P. T. Ts. R.)
82	12/1	Meidling (P. T. Ts. R.)
85	12/2	Gaudenzdorf (P. T. R.)
101	15/1	Westbahnhof (P. T. Ts. R.)
102	16/1	Ottakring (P. T. Ts. R.)
104	16/2	Neulerchenfeld (P. T. R.)
105	17/1	Hernals (P. T. Ts. R.)
110	18/1	Währing (P. T. Ts. R.)
127	14/2	Rudolfshiem (P. T. R.)
128	3/4	Post-Amt Mohngasse (P. T. R.)
129	20/1	Telegr. u. Rohrpost-Amt Webergasse (T. R.)

Verzeichniss

der den Telegraphendienst (T) vershenden k. k. Aemter im Wiener Localpostrayon.

P = Postamt, T = Telegraphenamnt, TS = Telephonstelle, R = Rohrpostamt, D = Depeschen-Annahmeamt.

Bezeichnung des Amtes	Postbezirksbezeichnung des Amtes	Bisherige nähere Bezeichnung des Amtes	für den Rohrpostdienst zu instradiren nach	Bezeichnung des Amtes	Postbezirksbezeichnung des Amtes	Bisherige nähere Bezeichnung des Amtes	für den Rohrpostdienst zu instradiren nach
2	1/1	Fleischmarkt T, TS. u. R.	2	30	2/2	Franzensbrückenstr. T.	27
3	1/1	Wipplingerstrasse P.	W	31	2/7	Freudenau T.	27
4	1/1	Hotel Metropole T.	W	32	2/2	Lagerhaus T.	27
5	1/1	Hoher Markt T.	2	33	2/8	Prater-Quai T.	27
(W)	1/1	Centralstation T., TS. u. R.	W	34	2/3	Stephaniestrasse P. u. R.	34
7	1/1	Effectenbörse P., T., TS. u. R.	7	35	2/3	Leopoldstadt IV P. u. T.	34
8	1/1	Franz Josef-Quai P. u. T.	W	36	2/4	Productenbörse P., T., TS. u. R.	36
9	1/1	Minoritenplatz P. u. T.	W	37	20/1	Brigittenau P. u. T.	129
10	1/1	Rathhaus P. T. u. R.	10	38	20/2	Walzmühle T.	24
(R)	1/1	Reichsrathsgebäude P., T., TS. u. R.	R	39	2/6	Kaisermühlen P. u. T.	28
11	1/1	Bräunerstrasse P., T., TS. u. R.	11	40	3/1	Landstrasse P., T. u. R.	40
12	1/1	Schillerplatz P. u. D.	15	41	3/4	Aspangbahnhof P., T., TS. u. R.	41
14	1/1	Friedrichstrasse T.	15	43	3/4	St. Marx P., T. u. TS. s. R.	43
15	1/1	Kärntnerring P., T., TS. u. R.	15	44	3/1	Landstrasse V P. u. T.	40
16	1/1	Seilerstätte P. u. T.	15	45	3/2	Weissgärber P. u. T.	45
17	1/1	Canovagasse T.	15	47	3/2	Donau-Dampfschiffahrts-Gesellschaft T.	45
18	1/1	Essiggasse T.	2	48	3/2	Gärtnerstrasse T.	45
19	1/1	Kärntnerstrasse T.	15	49	3/3	Marokkanergasse P. u. T.	49
20	1/1	Berndorfer Fabriks-Niederlage T.	2	50	4/1	Wieden P., T., TS. u. R.	50
23	2/1	Leopoldstadt P. u. R.	23	51	4/2	Wieden II P. u. T.	53
24	20/2	Nordwestbahnhof P., T., TS. u. R.	24	52	4/2	Wiedner Spital T.	53
25	2/1	Hotel National T.	36	53	4/2	Karolinenplatz P., T. u. R.	53
26	2/1	Kaiser Josefstrasse T.	23	126	4/1	Resselgasse P. u. T.	50
27	2/2	Praterstrasse P., T., TS. u. R.	27	54	5/1	Margarethen P., T. u. R.	54
28	2/2	Nordbahnhof P., T., TS. u. R.	28	55	5/2	Hundsturm P., T. u. R.	55
29	2/2	Hotel Continental T.	36	56	6/1	Mariahilf P. u. T.	57
				57	6/1	Gumpendorf T. u. R.	57
				58	6/1	Nelkengasse T.	62
				59	6/2	Mittelgasse P., T. u. R.	59

1901: Index of telegraph offices page 1

1901: Index of pneumatic offices.

Instradirungs-Schema

für die Instradirung von Rohrpost-Correspondenzen und von Telegrammen nach den innerhalb des Wiener Localpostrayons gelegenen Strassen, Gassen, Plätzen, Höfen etc.

Bestellbezirke der Rohrpostanlage.

Namen der Strassen, Gassen, Plätze und Höfe	Bezeichnung der Stadtbezirke	Zu instradiren		
		für den Rohrpost- dienst	für telegraphisch zu befördernde Telegramme	
		n a c h		
Abelegasse	XVI.	102	102	Ottakring
Abermannngasse	XII.	76	87	Hetzendorf
Abfahrtsstrasse	II.	27	27	Körnergasse
Abgebranntes Haus	IV.	50	50	Neumannngasse
Abgeordneten-Haus	I.	R	R	Reichsrath
Absberggasse	X.	74	74	Favoriten
Abt Karlgasse	XVIII.	110	110	Währing
Academie der bildenden Künste	I.	15	15	Kärntnerring
Academiestrasse	I.	15	15	Kärntnerring
Academie der Wissenschaften, Kaiserl.	I.	2	2	Fleischmarkt
Achtfaches Wächterhaus	XIV.	127	127	Rudolfshaim
Ackergasse	IX.	71	71	Lazarethgasse
Ackerbau-Ministerium, Liebiggasse 5	I.	10	10	Rathhaus
Adalbert Stifterstrasse	XX.	129	129	Webergasse
Adamberggasse	II.	34	34	Stephaniestr.
Adamsgasse	III.	45	45	Weissgärber
Adelenhof, Spengergasse 7a	V.	55	55	Hundsturm
Adelengasse, jetzt Czerningasse	II.	27	27	Körnergasse
Adlergasse	I.	2	2	Fleischmarkt
Adlerhof	VII.	62	62	Lindengasse
Adlerhof, Margarethenstrasse 5	IV.	50	50	Neumannngasse
Adlerhof, Taborstrasse 11 B	II.	36	36	Product.-Börse
Administrationsgebäude der Südbahn	X.	76	76	Südbahnhof
Administrationsgebäude der Westbahn	XV.	101	101	Westbahnhof
Adolfsthorgasse	XIII.	127	94	Ob. St. Veit
Adtlgasse	XVI.	102	102	Ottakring
Aegidigasse	VI.	59	59	Mittelgasse
Aegidihof, Gumpendorferstrasse 94 und 96	VI.	59	59	Mittelgasse
Afrikanergasse	II.	27	27	Körnergasse
Agnegasse excl. Nr. 11	XIX.	69 (D.)	124	Sievering
Aichamt, Wiedner Hauptstrasse 82	IV.	50	50	Neumannngasse
Aichamt, Filiale, Nussdorferstrasse 90	IX.	69	69	Ayrenhoffgasse
Aichbühelgasse	XIII.	101	95	Hacking
Aichholzgasse	XII.	82	82	Meidling
Aichhorngasse	XII.	85	85	Gaudenzdorf

1901: Index of streets: page 1 - and so on until page 103

From The Honorary Secretary

In the heat of summer it is all too easy to rest on one's laurels from the earlier part of the year and to forget what autumn and winter have in store. In fact, our young Society is facing perhaps the heaviest work burden not only of its own hitherto short life but in the lives of its predecessor societies as well.

We have already had three excellent group meetings this year; one by the Northern Group in York and two by the South West Group, the first in Warminster and the second in Exeter. The latter meeting coincided with the SWIPEX convention and competitive exhibition in which our member Gerry Roberts gained a silver with a fascinating display of Austrian postmarks. Our meeting was well attended and we met a number of members we do not normally see. We also signed up several new members (because the Organisers had advertised our meeting so poorly, James Hooper had the bright idea of putting up an advertisement in the gents' w.c., which, like the proverbial medicinal compound, had a remarkable effect).

Leamfest is well on course. A day of displays has been arranged with two major speakers: our President, Martin Brumby with "Dalmatia" and John Beech with the "Kriegsmarine". So far 16 rooms have been booked and we have 30 sitting to dinner on each evening. A few places are still left for those who have not yet applied (hurry!). In accord with suggestions made last year, the number of displays has been reduced and the time allowed for displaying and looking at the exhibits has been extended.

Overshadowing all this, now, however, is our display to the Royal Philatelic Society, London on 8th January 2004. Initial offers of material have been satisfactory but we need a great deal more to represent every facet of Austrian Philately and involve each of our active members. Whatever your specialism, it will contribute to the display so do not hesitate to return your form or just send a letter to me if you have lost it. The "Royal" is, in origin at least, a "stamp club" and displays of the classical issues are particularly needed.

Remember that all members are welcome to attend the display (open 1pm to 6pm) and the Wine and Cheese party afterwards. This is your display to the Royal and all our members can of course attend, whether displaying or not (provided they let me know beforehand). A descriptive booklet will be issued with details of the display, which will be circulated with "Austria" afterwards.

Lastly, a number of our members are displaying at "Tyrol 2003" in Innsbruck on 2-7 September. If you happen to be passing, or make the journey to attend the show, it would certainly be worthwhile, especially with airfares now at their lowest ever. Also, Robert Avery, is again organising our now annual visit to Vienna at the beginning of December, details of which have recently been circulated.