

THE WIENER ROHRPOST: no. 2

After a short trial period from 15 Feb 1875, the Vienna pneumatic system was opened to public use 1 March 1875. Correspondents were to use the official stationery - either the letter sheet or the envelope - available for 20 kr at any of the 10 stations. The official decrees listed the stations serially with their locations:

1. kk Telegraphen-Centralstation, Borsenplatz No. 1
2. Laurenzer gebäude, am alten Fleischmarkt
3. kk Postamt Leopoldstadt, Taborstrasse Nr. 27
4. kk Postamt Landstrasse, Hauptstrasse Nr. 65
5. kk Telegraphen amt Karntnerring Nr. 3
6. kk Postamt Wieden, Neumangasse Nr. 3
7. kk Pneumatische Station Gumpendorf, Magdalenengasse
8. kk Postamt Neubau, Siebensterngasse Nr. 13
9. kk Postamt Josephstadt, Mariatreugasse Nr. 4
10. kk Pneumatische Station in der prov. Borse, am Schottenring

Public use of the system was light and before the introduction of the pneumatic postal card in late 1879 for 10 kr, fewer than 35,000 messages were sent, or about 2 messages per station per day. Of course, this didn't mean that the system was idle for during the same period some 3.5 million telegrams were either despatched or delivered through the tubes.



CORRESPONDENZ-KARTE

zur pneumatischen Expressbeförderung
innerhalb der Linien Wien's.



Aufgabe-Stationen.

I. B. Börseplatz 1.
Hofle.
Fleischmarkt 19.
Kärnthnering 3.

II. B. Taborstrasse 27.

III. B. Hauptstrasse 65.

IV. B. Neumangasse 3.

V. B. Magdalenengasse 6.

VII. B. Siebensterng. 13.

VIII. B. Mariatreugasse 4.

Diese Karte kann nur bei einer der oben bezeichneten Stationen an die Telegraphen- oder Telephon-Stationen in den Bezirken von Wien zum Anschluß der Hauptleitung von der Wallfischgasse ab und mit Einschluß des Posters bis zum letzten Punkt des dritten Bezirks, dem Constanthinofel und der Seitenlinie verwendet werden.

In Wien

Stettin, Pöppel & Co.

Wien.

Bezirk *Stadt* Straß *Pratergasse Nr. 6*

Nr. *106/107* am *12/13* Uhr *12* Min. *12* Mitg.

Dem Boten *...* am *...* Uhr *...* Min. *...* Mitg.

Die pneumatischen Züge verkehren von 5 Uhr früh bis 9 Uhr Abends.

Die Zustellung erfolgt unentgeltlich.

Evidently, from the beginning, each station was provided with an oval handstamp identifying the station by number to cancel the postage imprint on the stationery. New stations added in 1879 (Fruchtbörse) and 1880 (Zieglergasse and Funfhaus) were provided with oval handstamps as well, but in a different format that gave the station name rather than the station number.

The same clerk initialled the receipt for the telegram despatched 24 July 1878 and handstamped "No. 8" as initialled the receipt for the telegram despatched 29 July 1878 and handstamped "Wien Borse."

This suggests that station "No. 8" is not Neubau but "Wien Borse", or stock exchange, otherwise 10th in the serial order of the official decree. The telegrams probably concerned the market prices at the Borse.

The oval "No. 8" handstamp was probably discontinued finally because of the damage which had removed a segment of its border along with the second "k" in "kk Pneumatische Station" sometime before my earliest example 18 April 1877, which shows the same defect.

Considering this, I'd be surprised to see any "No. 8" ovals on pneumatic items after July 1878. In particular, they shouldn't be found on the pneumatic postal cards. Indeed, various "Wien Borse" handstamps are to be found instead.

Aufgabs-Recepisse

der

k. k. Telegraphen-Station

Die am 24/7 1878 um 2 Uhr 2 Minuten Mittags

erfolgte Aufgabe eines mit fl. 50 kr. frankirten Telegrammes an

in Halle Semlin bestätigt der Gefertigte:

[Signature]

k. k. Telegraphen-Station

Die am 29/7 1878 um 4 Uhr 4 Minuten Mittags

erfolgte Aufgabe eines mit fl. 50 kr. frankirten Telegrammes an

in Halle Semlin bestätigt der Gefertigte:

[Signature]

THE WIENER ROHRPOST: no. 3

The forms of stationery initially provided at the opening of the pneumatic tubes to the Viennese public in 1875 had spaces for station personnel to indicate times of despatch and receipt. In 1883, when the stationery forms no longer provided such spaces, a series of circular handstamps supplanted the old oval forms, and identified the station by name rather than by number and prescribed month/day/hour/year.

The practice, then, was for the despatch clerk to note the target station number in the upper left corner, usually in blue wax pencil, and obliterate the postage with his own station's circular date/time stamp. At the receiving station each piece would get another circular date/time stamp. The despatch station clerk's notation of the target station number in association with that station's receiving stamp bearing its name provides graphic demonstration of the proper numbering of the stations.

STATION	NAME
1	Telegraphen-Centrale
2	Fleischmarkt
3	Karntnerrung
4	Neumangasse
5	Magdalenenstrasse
6	Siebensterngasse
7	Mariatreugasse
8	Effectenbourse
9	Taborstrasse
10	Landstrasse-Hauptstrasse

This ordering corresponds to the usual cataloguing only insofar as stations 1 and 2 are concerned. Otherwise, the proper ordering, in terms of the old number assignments, goes as follows: 1,2,5,6,7,8,9,10,3 and 4. 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), his later writings on the Austrian Telegraphs in the "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" #45 (July 1961) and A.H. Godden in "Austria" #14 (Austrian Stamp Club of Great Britain July 1969) 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 when, as I showed in PS#6, station #8 was certainly not Siebensterngasse but the Bourse. Indeed, Mueller's "Sammlerwoche" quote of January 1876 official statistics listing the stations as they doubtlessly were in 1883, further reduces the possible period of validity for the questionable sequence of stations to the 10 month period from the opening of the tubes on 1 March 1875 through to the end of the year. Those January 1876 statistics, by the way, record only 5301 letters having passed through the tubes in that time. Accordingly, the likelihood of finding evidence to support the popularly propagated and probably erroneous sequence of Vienna pneumatic stations is slim indeed.

CORRESPONDENZ-KARTE
 Nr. 46
 zur pneumatischen Expressbeförderung
 Die pneumatischen Züge verkehren von 8 Uhr früh bis 8 Uhr Abends
 alle 20 Minuten.

WIEHN
 TELEFON-CENTRALE

CORRESPONDENZ-KARTE
 Nr. 47
 zur pneumatischen Expressbeförderung
 Die pneumatischen Züge verkehren von 8 Uhr früh bis 8 Uhr Abends
 alle 20 Minuten.

WIEHN
 TELEFON-CENTRALE

CORRESPONDENZ-KARTE
 Nr. 35
 zur pneumatischen Expressbeförderung
 Die pneumatischen Züge verkehren von 8 Uhr früh bis 8 Uhr Abends
 alle 20 Minuten.

WIEHN
 TELEFON-CENTRALE

An *Y. H. Fischer & Co.*

CORRESPONDENZ-KARTE
 Nr. 84
 zur pneumatischen Expressbeförderung
 Die pneumatischen Züge verkehren von 8 Uhr früh bis 8 Uhr Abends
 alle 20 Minuten.

WIEHN
 TELEFON-CENTRALE

An *6680*

CORRESPONDENZ-KARTE
 Nr. 2
 zur pneumatischen Expressbeförderung
 Die pneumatischen Züge verkehren von 8 Uhr früh bis 8 Uhr Abends
 alle 20 Minuten.

WIEHN
 TELEFON-CENTRALE

An *Sharon & Agoras*
Wiedlinggasse 3

Probable locations of the first ten Rohrpost stations in Vienna, 1875:



THE WIENER ROHRPOST: no.4

Perhaps the most enigmatic and interesting cancellation to appear on the Vienna Pneumatic Post covers is the blue numeral handstamp. Both Mueller and Klein, in their cataloguing of the pneumatic postal markings note that the numbers may be found in 1, 2, 3 and 4 digits. And Godden in his survey article on "The Pneumatic Posts of Austria" (Austria No. 14: The Journal of the Austrian Stamp Club of Great Britain, July 1869) further conjectures that the cancel "is apparently a sequential numbering system." That's it for published information on the cancel.

From an accumulation of about 75 of these markings, I have been able to conclude:

Period of Use: 17 March 1881-31 December 1882

Purpose: To sequentially number from the first of each month the letters posted.

Station: Station #1: "Telegraphen-Centrale"

While the period of use is a matter of straightforward record, both purpose and location require some further reasoning.

THE PURPOSE OF THE NUMBER HANDSTAMP

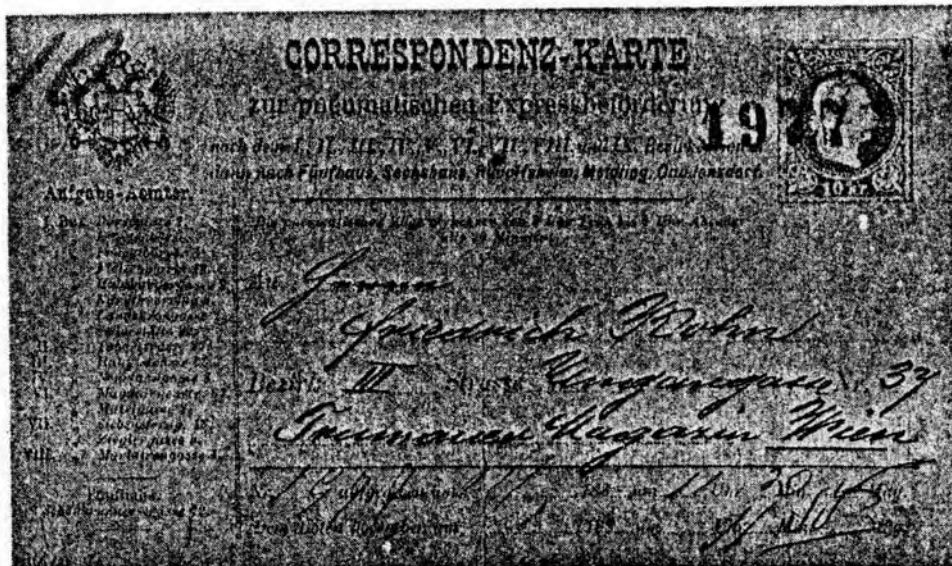
My first handstamped numeral cancels are as follows:

Date	Number
1881 March 17	2173
21	2609
24	3008
30	3685
April 1	9
7	907
12	1535
17	2159
May 3	273
6	801
8	1174

When I noted that, for a given month, the serial order corresponded with the chronological order, I guessed that the numeral handstamp was used from only one station and served to sequentially number from the first of each month each piece despatched from that station.



Had more than one station been using numeral handstamps, of course, the numbers would have been jumbled by the differing activities of the stations. In fact, the first pneumatic postal cards provided from 1879 had room at the bottom for pneumatic postal officials to record a number and date and time of despatch and arrival. While the time blanks were not assiduously completed, the number was almost always provided - except when the numeral handstamp was used. I have, however, a single example cancelled by the numeral handstamp and having, as well, the number blank filled in - both with the same number "1977". So evidently, the numeral handstamp served the same function for its station and period, as the number required in the blank space at the bottom of the card.

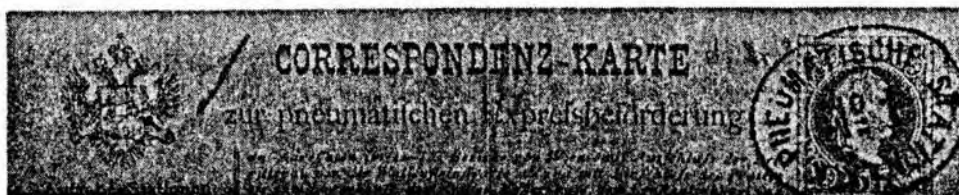


THE STATION USING THE NUMERAL HANDSTAMP

Since, as it turns out, each station kept its own serial log of items despatched and, like the station using the numeral handstamp, began its numbering sequence afresh at the beginning of each month, a station's average daily activity for any given month may be roughly computed by dividing the number by the date of posting. This, of course, doesn't take into account the days which the pneumatic system didn't operate, nor the time of the day the particular item was despatched, but the rough calculation does provide a fairly accurate picture of the comparative pneumatic postal activities from station to station and month to month. The fact is that only at stations 2 and 3, Fleischmarkt and Kaerthnerring were the pneumatic postal activities on the order of that of the station using the number handstamp, but these two stations were already properly cancelling their pneumatic mail with oval station handstamps. Stations 4-13, as well, were handling their pneumatic mail in the same way. By elimination, the best candidate for the user of the numeral handstamp is Station #1, Telegraphen-Centrale.

THE VARIOUS CANCELLATIONS OF STATION NO. 1

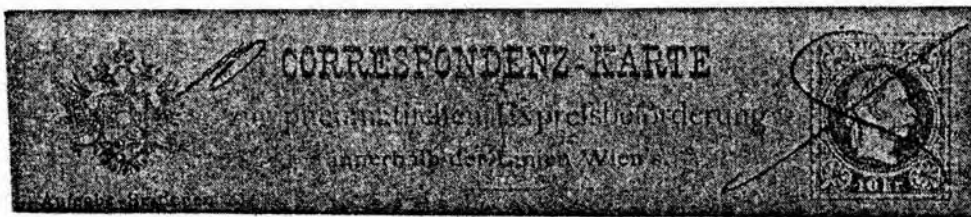
Station #1 used an oval handstamp similar to those used by the stations 2-7 and 9 & 10 (remember how I showed that Station No. 8 discontinued use of its oval cJuly 1878 in P.S. #6) but after the introduction of the pneumatic postal card, only for the short period 15 January - 14 March 1881.



So what did Station No.1 use before the 15 January 1881? I do record two instances of a boxed "KK TELEGRAPHEN/CENTRALSTATION" cancel in 1879 and 1880 that certainly originated from Station No.1.



Otherwise, the only candidates are the flock of items cancelled merely with a manuscript "X". And an analysis of the pneumatic postal activity indicated by the serial numbers associated with the manuscript "X" items corresponds with those of the isolated uses of the boxed handstamp.

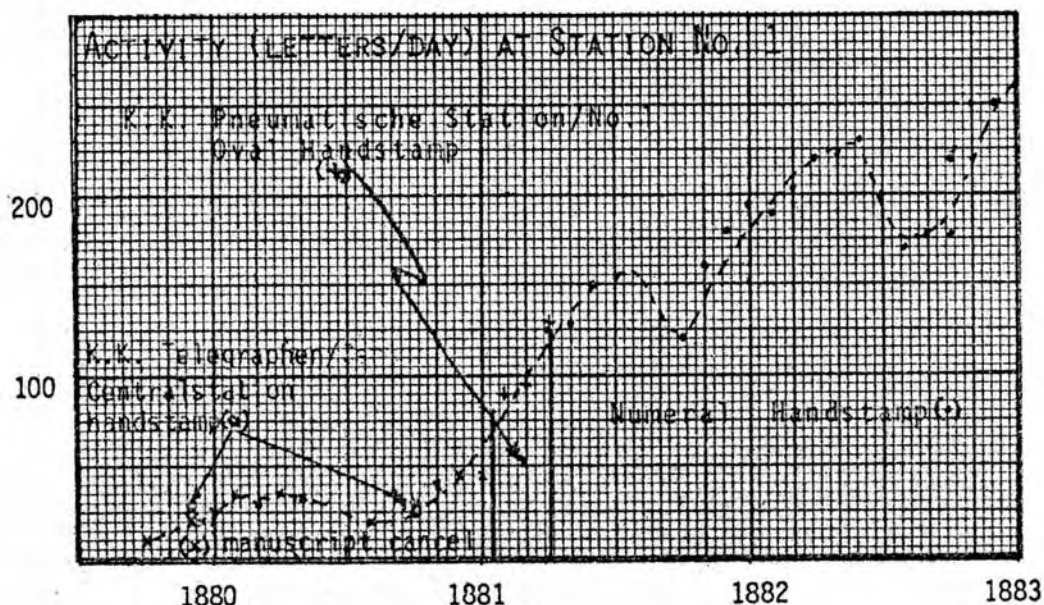


Moreover, these mate with the activities implied by the succeeding oval station #1 handstamp as this, too, dovetails with the activity at Station #1 when the ovals themselves were superceded by the numeral handstamp. So this rather complicated picture emerges of the cancelling practice at the Telegraphen-Centrale, Station #1, following the introduction of the pneumatic postal card in 1879: manuscript "X's", infrequently mixed with the boxed handstamp, followed by 2 months of the oval handstamp and that followed by almost 2 years of the numeral handstamp.

PNEUMATIC POSTAL ACTIVITY

The calculation of pneumatic postal activity at Station #1 not only serves to corroborate this assignment of the use of the otherwise enigmatic manuscript "X" and numeral cancels to Station #1; but also gives us a picture of:

- (1) the diurnal changes in activity at the station
- (2) the general increase in activity stimulated by the reduced rate and simplified format of the pneumatic postal card
- (3) from integrating over the period of use the general activity at the station, the relative abundance of the various pneumatic postal markings.



For example, the relative abundance of the numeral cancels to the oval station markings to the manuscript cancels of Station #1 are 9:1:1. And this is reflected by the representation in my own holdings of these markings respectively of 75:15:30 or 6:1:2. Klein doesn't grade the manuscript cancels, but gives a 40 point evaluation to the numeral handstamp and 60 or 90 point evaluation to the oval Station #1 marking depending upon whether it is found in black or blue. And this does, at least, represent the fact that the numeral cancels are more abundant than the oval Station #1 cancels. Klein's point evaluations, however, seem to require revision to properly reflect the relative scarcities of material originating at the other pneumatic stations during this period as provided by a similar analysis of their respective activities.

Though these plots of postal activity can't be pushed back beyond August 1879 when the first pneumatic postal cards were introduced with the space for the sequential numbers, the disregarding of the early period in assessing scarcity of most of the pneumatic postal markings is not serious. From the opening of the system in 1875 until the end of 1879, half as many pneumatic postal messages were despatched as were pneumatic postal cards in 1880 alone (Hans Hajek, "Geschichte der Wiener Rohrpost" Wien 1933, p.80)

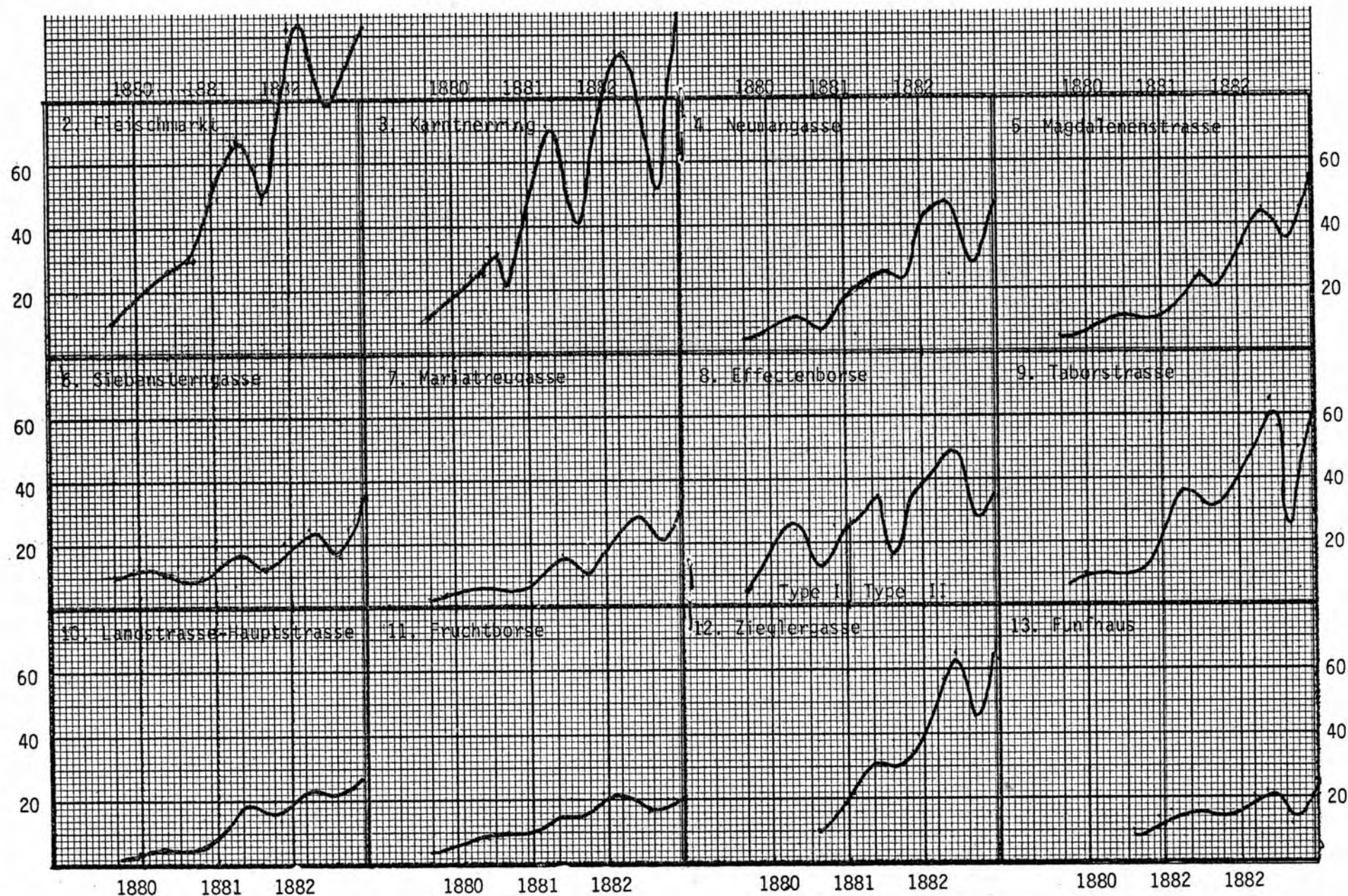
VIENNA PNEUMATIC POST TOTALS (HAJEK)

<u>Year</u>	<u>Letters</u>	<u>Cards</u>
1875	5301	
1876	6303	
1877	6915	
1878	7092	
1879	7875	10,731
1880	12,884	67,846
1881	22,847	167,862
1882	27,167	261,074

Moreover, the use of the oval station number handstamps generally beginning with the opening of the system in 1875 halts with the introduction of the circular time/date handstamps in January 1883. And this was correlated with a new issue of postal cards which dispensed with the spaces for logging time and date of dispatch and receipt, rendered obsolete by the new handstamps. A space was retained for numbering these later pneumatic items, too, but I can find no convenient correlation of these numbers with the date - I suspect that some other procedure governed their assignment rather than beginning a new serial order with the passage of some fixed period of time. Accordingly, the available data on rohrpost activity just corresponds to the most significant period of use of the original oval station number handstamps, and so provides a direct measure of their relative abundance.

With respect to the activity at Station #1 from August 1879 through 1882, the reciprocal of the relative activities at the other stations just gives a linear scale of scarcity.

<u>Station #</u>	<u>Scarcity</u>	<u>Klein's # and Value (black,blue)</u>	
1	1	7787a	(60,90)
2	2	7788a	(50,80)
3	3	7793a	(50,80)
4	5	7799a	(60,-)
5	5	7792a	(60,-)
6	8	7803a	(60,-)
7	8	7807a	(60,-)
8	4	7810a	(80,)
9	4	7812a	(50,-)
10	9	7789a	(70,100)
11	9	7834a	(90,140)
12	4	7809a	(50,-)
13	10	7822a	(60,-)



Both Stations 1 and 8 did not use the oval station handstamp for the entire period over which I have calculated the station's activity.

For Station #1, the total activity during the short period of the use of its oval (in blue) would amount to a scarcity of 10, on par with the scarcities of use of that handstamp from the least active of the stations, Fünfhaus. The numeral handstamp of Station #1 (Klein 7835b, 40) is the most abundant of the markings through this period and warrants assignment of a "1" scarcity.

Station #8, as I showed in PS#6, discontinued use of its oval in July 1878 and so it will not show upon the postal cards. In its place will be found two types of the Wien Borse straightline handstamps in blue. The first type, which I record 11 Aug 1879-17 Jan 1881 measures 5mm x 32mm. The second measures 4.5mm x 38mm and was used 31 Jan 1881-29 Jan 1883.

Referring back to the activity plot for Station #8, this would translate to a relative abundance of type I/type II of about 1:3-4, nicely reflected in the distribution of my own holdings of 15:45. I have an anomalous example, also, a type I but used during the period of the type II, 17 Nov 1881. The ink of this strike seems distinctly more transparent and the letters are thicker than the regular type I's.

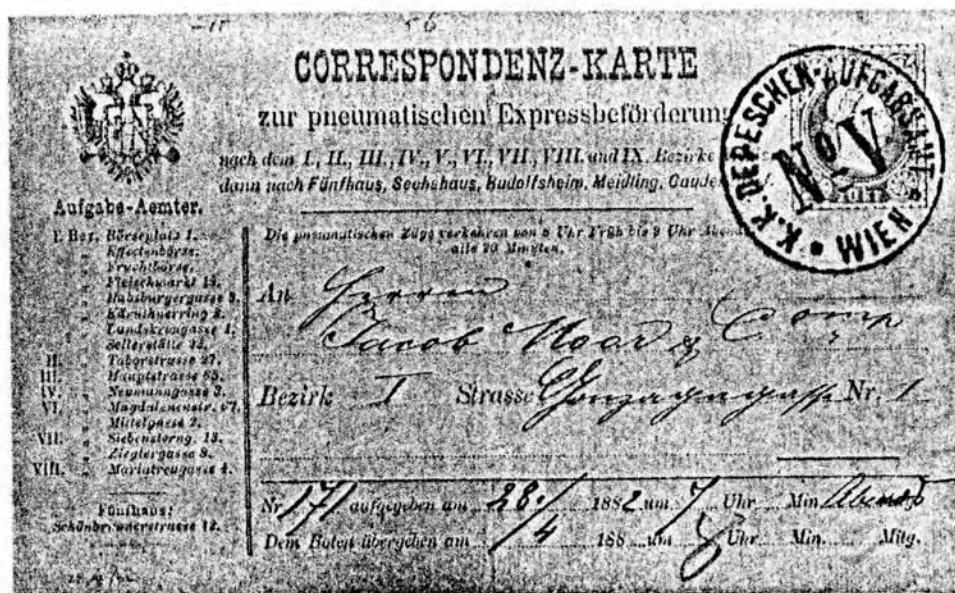
To recapitulate, now, I offer a listing of these various station cancels for the period Aug 1879-Dec 1881 (in some cases to Jan 1883) with a point value based upon Klein's 40 point evaluation of the most abundant, the numeral handstamp, and progressing as the square root of the relative scarcities taken from the table on p.15. i.e. for a scarcity of "4", a value of $\sqrt{4} \times 40 = 80$, for a scarcity of "9", a value of $\sqrt{9} \times 40 = 120$

STATION	CANCEL	STYLE	COLOR	PERIOD OF USE	KLEIN	CALC. POINT VALUE
1 Telegraphen-Centrale	"x" KKTelegraphen/Centralstation K.K.Pneumatische Station/No.1 (numeral handstamp)	manuscript Rect. 15x46 Oval 25x32 1-4 digits	brown blue blue blue	16Sep79-29Dec80 Nov79-Sep80 15Jan81-14Mar81 17Mar81-31Dec82	----- 7875a,100 7787a,90 7835b,40	125 (200) 125 40
2 Fleischmarkt	K.K.Pneumatische Station/No.2	Oval 25x32	black	25Aug79-28Oct82	7788a,50	55
3 Karntnerring	K.K.Pneumatische Station/No.3	Oval 25x32	black blue	11Mar80-30Dec82 3Nov80-18Nov80	7793a,50 -----	65 (200)
4 Neumangasse	K.K.Pneumatische Station/No.4	Oval 25x32	black	18Aug80-27Sep82	7799a,60	85
5 Magdalenenstrasse	K.K.Pneumatische Station/No.5	Oval 25x32	black	22Aug79-27Sep82	7792a,60	90
6 Siebensterngasse	K.K.Pneumatische Station/No.6	Oval 25x32	black	16Sep79-10Jan83	7803a,60	110
7 Mariatreugasse	K.K.Pneumatische Station/No.7	Oval 25x32	black	29Nov79-18Jan83	7807a,60	115
8 Effectenbörse	WIEN BORSE type I WIEN BORSE type II	1line 5x32 1line 4.5x38	blue blue	11Aug79-17Jan81 31Jan81-29Jan83	7835a,90 7835a,90	180 100
9 Taborstrasse	K.K.Pneumatische Station/No.9	Oval 25x32	black	13Dec79-26Sep82	7812a,50	80
10 Landstrasse-Hauptstrasse	K.K.Pneumatische Station/No.10	Oval 25x32	black	7Dec79-6Dec81	7789a,70	120
11 Fruchtbörse	K.K.Telegraphen-Station*/Fruchtbörse	Oval 26x37	black blue	27Aug80-29Dec82 7Dec80-9Mar81	7834a,90 7834a,140	125 (200)
12 Zieglergasse	K.K.Pneumatische Station::/Zieglergasse	Oval 29x35	black blue	10Jul80-30Jan83 Nov81-May82	7809a,50 -----	85 (200)
13 Fünfhaus	K.K.Pneumatische Station*/Fünfhaus	Oval 29x35	black	2Jul80-26Dec82	7822a,60	125

Of course, most of these markings may be found on the pneumatic letter sheet and envelopes used before the introduction of the postal cards, sometimes in different colours, and as in the case of the oval K.K.Pneumatische Station/No.8 cancel, unique to the pre-pneumatic postal card era. Considering that Zieglergasse from its establishment 1 Aug 1880 (though I record mail from 10 Jul 1880) through the end of 1882 despatched about as much pneumatic postal material as all the original 10 stations together despatched from the Mar 1875 opening of the system to the Aug '79 introduction of the postal card, such pre-pneumatic postal card usages warrant at the very least the point value of Zieglergasse, 85; and probably, more realistically, ranging upward from 200.

THE WIENER ROHRPOST: no.5

The close workings of the pneumatic system with the telegraph in Vienna sometimes produced items of one system bearing markings or handstamps characteristic of the other. A good example is shown in P.S. No. 8, p14, where a "KK Telegraphen/Central-station" handstamp appears on a pneumatic postal card apparently originating from the pneumatic station #1 also quartered at the Telegraphen-Centrale. Another class of markings usually associated with the telegraph service, but sometimes found with pneumatic mail is the circular KK Depeschen-Aufgabsamt (Telegraph Delivery Office) handstamps.



These delivery offices are distinguished one from another by Roman numerals appearing at the centre of the handstamp. I have seen only numbers II-V on pneumatic mail, but otherwise have recorded I, VII, X and XI on telegraph receipts so it is likely that they do exist for all the numbers through at least XI.

<u>Depeschen-Aufgabsamt</u>	<u>Pneumatic</u>	<u>Telegraph</u>
I	---	4 May 1874-31 Jan '75
II	7 Dec 1881-11 Dec 1882	30 March 1874
III	31 Dec 1880-14 March 1882	12 Sept 1874
IV	30 June 1881-11 Dec 1882	6 Aug 1873-3 Aug 1882
V	14 Dec 1881-7 Oct 1882	---
VI	---	---
VII	---	15 July 1874
VIII	---	---
IX	---	---
X	---	3 Nov 1873
XI	---	31 Oct 1874

As can be seen from their period of use on the telegraph receipts, the Depeschen-Aufgabsamt predated the establishment of the pneumatic service in 1875, and there's no reason to presume that the Depeschen-Aufgabsamt numbers correspond to pneumatic station numbers. In fact, on the telegraph receipt with the "Depeschen-Aufgabsamt No. XI" handstamp, the clerk identified his office as "Josefstadt", a location which is otherwise associated with pneumatic station No. 7 situated on Mariatreugasse in that district. Similarly, "Depeschen-Aufgabsamt No. VII" is associated with Wieden, the district for pneumatic station No. 4, but these Depeschen-Aufgabsamt markings have yet to be reported in use with pneumatic despatches.

Aufgabs-Recepisse

der

k. k. Telegraphen-Station *Josefson*

Die am *24/11* 187*6* um *9* Uhr *35* Minuten Mittags

Handwritten: 24. 11. 1876

Aufgabs-Recepisse

der

k. k. Telegraphen-Station *Wien Josephson*

Die am *25/10* 187*6* um *3* Uhr *15* Minuten *4* Mittags

erfolgte Aufgabe eines mit *fl. 50* kr. frankirten Telegrammes an

Handwritten: 25. 10. 1876

A very suggestive association appears on two telegraph receipts bearing Depeschen-Aufgabsamt IV handstamps -- also known on pneumatically posted items -- in conjunction with regular postal markings for the Landskrongasse station near St. Stephans.

Aufgabs-Recepisse

der

k. k. Telegraphen-Station

Die am *28. 10.* 187*6* um *11* Uhr *5* Minuten Mittags

erfolgte Aufgabe eines mit *fl. 50* kr. frankirten Telegrammes an

Handwritten: Anton Dürig

in *Wien* bestätigt der Gefertigte:

Handwritten signature

Landskrongasse, however, is not recorded as having been a terminal in the pneumatic network. Yet of the items pneumatically posted at Depeschen-Aufgabsamt IV, the two with return addresses suggest a location in the immediate vicinity of St. Stephans, corroborating the association of Depeschen-Aufgabsamt IV with the regular postal

station on Landkrongasse.

Another indication that the Depeschen-Aufgabsamt may not have been so intimately associated with specific pneumatic postal stations, comes from the activities implied by their numbers of registry. For the entire period of my record for the use of the Depeschen-Aufgabsamt despatch of pneumatic mail, the implied activities are less than the least active of the pneumatic stations through the same period (see P.S. No. 8).

The use of the Depeschen-Aufgabsamt handstamps on pneumatic mail does not seem, then, to occur as a happenstance of the co-habitation of premises by both pneumatic and telegraph services. Rather, the Depeschen-Aufgabsamt items may have been accepted at an office not part of the pneumatic system, but regularly registered for pneumatic posting and probably despatched by frequent couriers to a nearby pneumatic station. Such, at least, seems to be the case for Depeschen-Aufgabsamt No. IV.

— 22 —

Pneumatische Beförderung

telegraphischer und schriftlicher Correspondenzen in Wien.

Zur Befleunigung der Beförderung der in Wien ausgehenden und von auswärtigen Stationen eintreffenden Depeschen in die verschiedenen Stadttheile sind die nachbenannten zehn Stationen durch ein pneumatisches Rohrnetz in Verbindung gesetzt worden:

- I. Bezirk, Innere Stadt: Hofplatz 1 (Centr.-Telegr.-Amt),
" " " " Reichsmarkt (Pauzenger-Gebäude),
" " " " Schottenring 3 (Postamt),
" " " " Schottenring (Börse);
- II. Bezirk, Leopoldstadt: Laborstraße 27 (Postamt);
- III. " " Landstraße: Hauptstraße 65 (Postamt);
- IV. " " Wieden: Neumanngasse 3 (Postamt);
- VI. " " Mariahilf: Magdalenastraße 67;
- VII. " " Neubau: Siebensteingasse 18 (Postamt);
- VIII. " " Josefstadt: Mariaterrasse 4 (Postamt).

Der Verkehr der pneumatischen Bülge zwischen diesen Stationen findet in der Zeit von 8 Uhr Vormittags bis 9 Uhr Abends in viertel- bis halbstündigen Zwischenräumen statt; nach und von der I. I. Börse jedoch nur während der Vorzeit, und zwar in Zwischenräumen von je 10 Minuten; für die pneumatische Beförderung der Depeschen wird eine besondere Taxe nicht erhoben.

In der Zeit von 9 Uhr Abends bis 8 Uhr Morgens können Depeschen nur bei der I. I. Central-Station aufgegeben werden, welche auch die Zustellung der während der Nacht eintreffenden Depeschen besorgt.

In den Stunden von 12 Uhr Nachts bis 6 Uhr Morgens werden nur Staats-, Zeitungs- und jene Privatdepeschen zugestellen, deren Inhalt ihre besondere Dringlichkeit ersehen oder vermuthen läßt.

— 23 —

Bei den obgenannten Stationen können zur pneumatischen Beförderung auch Briefe und Correspondenzkarten aufgegeben werden, wenn dieselben an Personen innerhalb der Linien Wiens adressirt sind. Solche Briefe und Correspondenzkarten müssen auf die hierfür bestimmten Druckkosten oder Karten, welche bei allen pneumatischen Stationen im Verkauf liegen, gestempelt, oder auf dünnes Briefpapier geschrieben werden; im letzteren Falle sind dieselben in besondrer, mit einer Transfomarte verfehene Couverts einzuschließen, welche ebenfalls bei den genannten Stationen zum Verkauf ausliegen. Die pneumatischen Briefe dürfen das Maximalgewicht von 10 Gramm nicht übersteigen, keine Reißer oder zerbrechlichen Einlagen enthalten, können offen oder verschlossen zur Ausgabe gebracht werden. Der Verschluss ist zugulichen oder mit dünnen Eigelmasen, keineswegs aber mit Girkelast beaufsetzen.

Die pneumatischen Briefe sind bei der Ausgabe zu frankiren, die Beförderungsgeld, welche von der Wortzahl unabhängig ist, beträgt für jeden Brief 20 kr. österr. Währ. Wünscht der Aufgeber über die Annahme seines Briefes eine Bestätigung, so wird ihm gegen Entrichtung einer Gebühr von 5 kr. österr. Währung ein markirtes Aufgaberecept ausgestellt.

Die pneumatischen Correspondenzkarten, deren Rückseite zu schriftlichen Mittheilungen in unbeschränkter Wortzahl benutz werden kann, werden wie die Briefe befördert und kosten per Stück 10 kr.

Telegraphen-Tarif.

	Grund-taxe	dazu Taxe für jedes Wort
Local-Telegramme	12 kr.	1 kr.
Nach Oesterreich-Ungarn	24 "	2 "
Nach Deutschland	24 "	6 "
Nach Dänien und Herzogthum	30 "	1 "
Son	30 "	4 "

Article on telegraph and pneumatic dispatching, from "Der Gotter-Bote Merkur", pub. Wien, 1880.

telegraphischer und schriftlicher Correspondenzen
in Wien.

ӨНЧӨНГҮ ГЭЖЭЭР ИДЭХЭН.

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| I. Bezirk, Innere Stadt; Wörseplatz 1 (Centr.-Telegr.-Amt), |
| " " " Kreischmarkt (Laurenzer-Gebäude), |
| " " " Admiralring 3 (Postamt), |
| " " " Schottenring (Wörse); |
| II. Bezirk, Leopoldstadt: Tabakstraße 27 (Postamt); |
| III. " Landstraße: Hauptstraße 65 (Postamt); |
| IV. " Wieden: Neumannsgasse 3 (Postamt); |
| VI. " Mariahilf: Magdalenenstraße 67; |
| VII. " Neubau: Siebensterngasse 18 (Postamt); |
| VIII. " Josefsstadt: Mariatreuergasse 4 (Postamt). |

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Von " " " " " " " " " " " " " " " "	30 "	4 "