Forward

Shortly after this document was completed, a separate handbook on Swiss Railway Postmarks, by Alfred Müller and Roy Christian was published in 1977.
In this more recent publication, Müller and Christian list the Travelling Post Office (TPO) cancellations according to the groupings recorded in the earlier handbook of Swiss Postal Cancellations "*Grosses Handbuch der Schweizer Abstemplungen",* by Andres & Emmenegger. In recent years this latter publication has become known in its abbreviated form "*Abstempelungs-Werk*", or simply "AW".

Felix Ganz, the author of the edited version you are about to read, used his own numbering system to describe the various different Key Types and Sub-Types of railway post office cancellations he had encountered. For the benefit of student philatelists interested in the Swiss Travelling Post Office, I have included the corresponding AW Group and Type alongside Felix's original recordings. These appear in parentheses, in red bold type, e.g. (**AW 83C/1**)

Every effort has been made to ensure accuracy from the original article, with additional information inserted wherever appropriate.

The Helvetia Philatelic Society would welcome comments on this and any other article published on their website www.swiss-philately.co.uk Please address your correspondence to the Society's webmaster at: webmaster@swiss-philately.co.uk

RAILWAY & STATION MARKINGS

By Felix Ganz

A coverage of several aspects of rail cancellations in Switzerland (there are none to speak of in Liechtenstein except for the Austrian railway from Buchs in Switzerland to Feldkirch in Austria that once upon a time stopped in Liechtenstein to pick up mail posted at the three stations, and then cancelled them with the Austrian TPO marks in use at that time) has been attempted and successfully achieved, but a complete picture of ALL aspects is yet to be written.

I would like to move at least one step beyond what has been produced so far, and look at the various aspects of Swiss railway and railway station cancellations. Roy Christian for years discussed in detail all NAMED travelling post office (TPO) markings, from their inception to the present, and his articles are most valuable (*Helvetia Philatelic Society Newsletter*, 1967-1969 and beyond); Alfred Müller, in the revised edition of the Andres and Emmenegger Handbook of Swiss Cancellations and Markings, covering the period through 1907, has illustrated dozens of items to do with various modes of transportation. Paul Jenzer, back in 1944 (when in his seventies) provided the first (and so far only) attempt at covering the complicated area of train station cancellations, and Felix Graf., in 1951, published a little monograph on The Development of the Travelling Post Offices (of Switzerland) in Halle an der Saale.

I have, in the past, tried my hand at short notes on specialized aspects of this collecting specialty, but have to date shied away from attempting a full coverage for obvious reasons as you soon will see.

This document will do no more than introduce the total field, much in the manner of a short article written for the Amateur Collector's "Swiss Philatelist" in 1964, entitled Swiss Railway and Related Cancellations, where something resembling an index was presented.

When collecting this field one must carefully distinguish between the following divisions:

Early "named" route cancellations (1859-77), with subdivisions*

- Single ring cancellations
- Double ring cancellations
- Cancellations with continuous bridge
- Ambulant Circulaire markings

Early "Plain Ambulant" plus TPO number and train number cancellations

- Ambulant plus TPO number, fine segment bars
- Bahnpost plus TPO number, idem
- Ambulant plus TPO number, coarse segment bars
- Ambulant plus TPO number, without segment bars
- Other types

Private Line "named" route cancellations, from about 1890 (five different types)

Large "Plain Ambulant" plus TPO number and train number cancellations*

- Ambulant
- Bahnpost

"Plain Ambulant" without TPO number (only with train number)

- Ambulant
- Bahnpost
- Ambulante (all three above with or without bars)
- Bahnpost/Ambulant with or without bars
- Ambulant/Bahnpost with or without bars

Twentieth Century "named" TPO cancellations

- Federal lines
- Private lines
- Lines giving only the company's name or the region covered (Each exists in a great variety of strikes and types)

Station straightline handstamps found on mail posted on TPOs

Handwritten station names found on mail posted on TPOS

Tramcar straightline marking(s)

Cross-border lines' markings

Train Station cancellations:

- As used on internal messages or on railway stamps
- As used on first class mail, since when and why and where
  - ☞ Old station numbering system
  - ☞ New station numbering system, both producing markings of type
    - Double circle
    - Rimless circle
    - Oval
    - Semi-circle and rimless semi-circle
    - Squares
    - Undivided rectangles
    - Vertically divided rectangles
    - Horizontally divided rectangles
    - Multi-divided rectangles
    - Straight line handstamps with or without date
    - German stations of the federal railways
    - Automobile station cancellations
    - Ship station cancellations
    - Cable car and aerial tramway station cancellations

Foreign postmarks and TPO marks on Swiss stamps

Swiss postmarks on foreign stamps.

From this lengthy and most likely incomplete list of topics all may eventually be treated here; but it will take time.

Because the subject of Swiss TPO and Railway Station Cancellation collecting is so involved, it offers a tremendous challenge to any serious collector; and everyone may rest assured that it will be absolutely impossible to ever hope for a complete collection, even of one aspect of the above listing, and the reasons will be given as this overview progresses.

I know of one collector who is only interested in railway station cancellations on regular postal matters that do not conform in language of town and date bridge: Many Italian-Swiss stations at one time were given cancelling devices with German month names, and for years many German-Swiss stations used similar devices with French indication of the month.

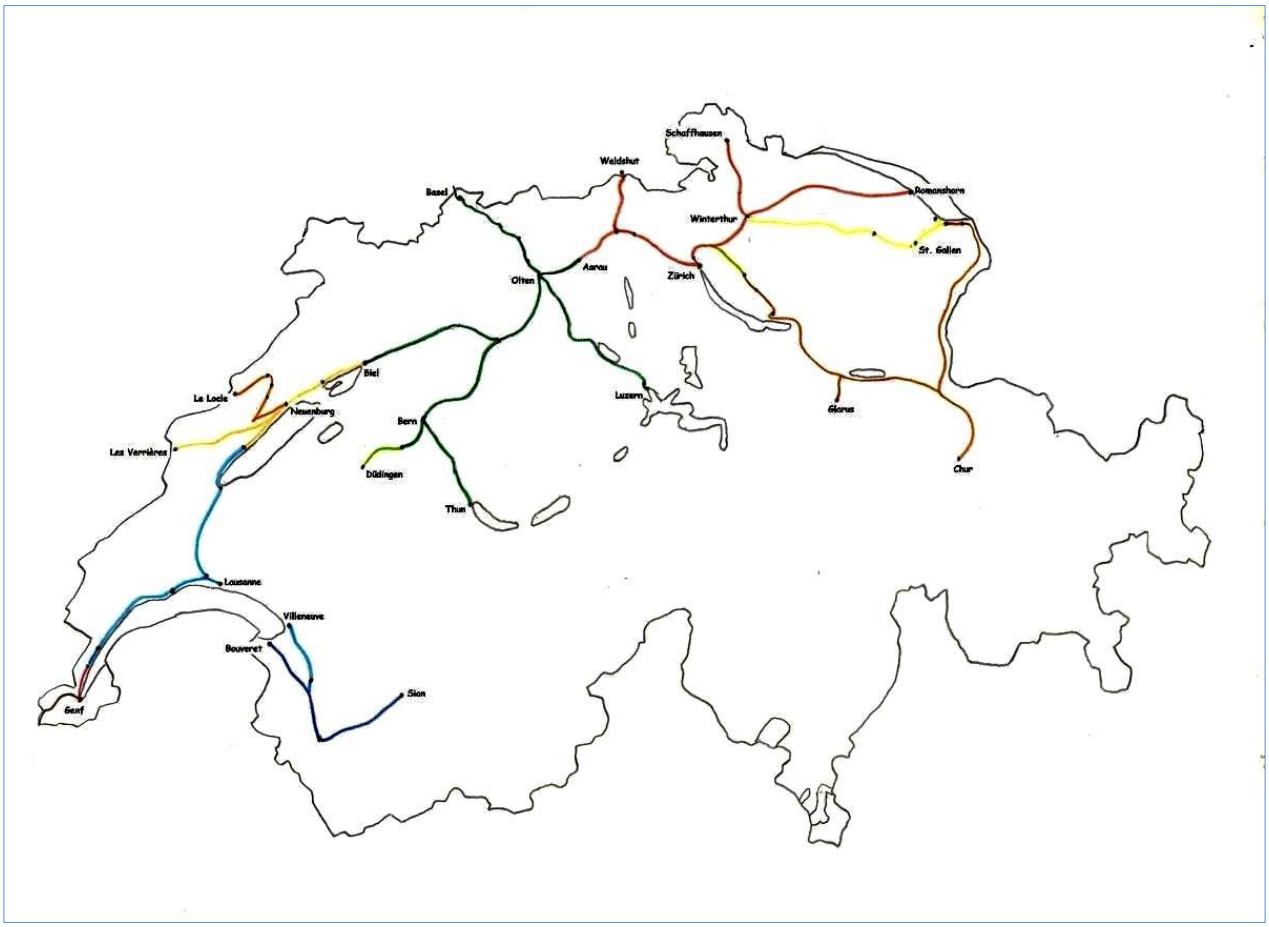
As for the total number of different cancellations; about 900 Federal railway stations and a similar amount of private railway stations use their station mark on first class mail, especially at weekends, and since the rubber devices may wear quickly, each station since 1925 may have used between 10 and 25 different cancellers. Similarly, TPO routes between 1875 and 1912 were reassigned twice-yearly, making this particular field endless.

A few brief historic notes, plus map abstractions of the Swiss railway system follow. They might be helpful for identification purposes of locations and lines since individual maps of each line will not be given.

The first railway on Swiss soil was the extension of the French line from Strasbourg (Alsace) to the French border town of Huningue/ Huningen. Inaugurated in 1841, it was brought into Basel on 15th June 1844.

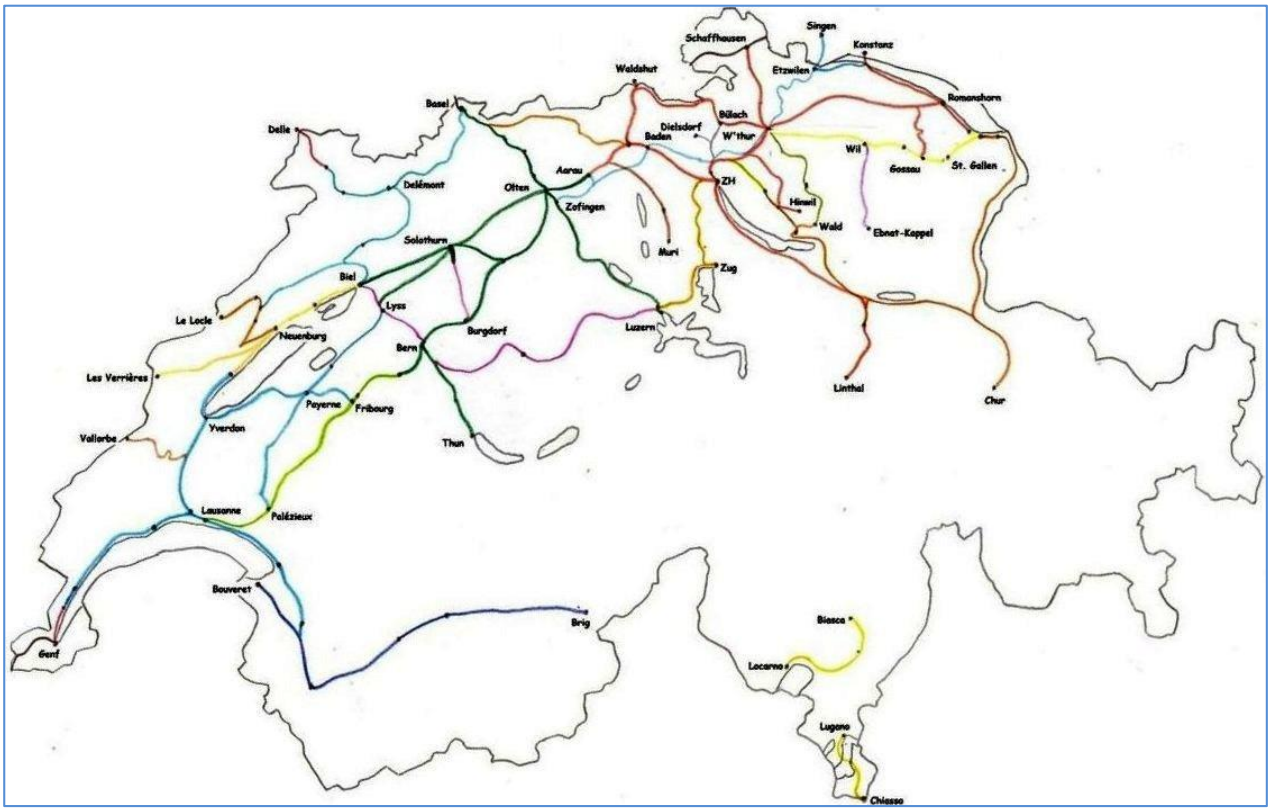
The first line inside Switzerland was the "*Spanisch-Brötli Bahn*" from Zürich to Baden (1847, centennial celebrated in 1947. with stamps) from which it was said that hot cross buns put on at one end would still be warm when taken off at the other end, a major cause of wonderment at the time.

By 1860 (Map 1) the so-called "flat" part of the country possessed a continuous railway network, albeit built by a variety of companies, and Basel, then the country's largest city by far, and Bern, as well as Sion in the Valais, Thun, Luzern, Glarus, and Chur in the Grisons were reachable by rail.



Map 1

By 1880 (Map 2) the second, competing trans-Swiss line was operating (Lausanne-Romont-Fribourg-Bern-Burgdorf-Olten; now the main line) and a rival to the line Olten-Aarau-Baden-Zürich-Winterthur, from Zofingen via Suhr (by-passing Aarau)-Lenzburg-Baden Oberstadt-Wettingen-Winterthur (by-passing Zürich) also was in service, heralding both the immense impact of the "iron horse" on the country's rapidly expanding growth, but also the eventual collapse of the entire railway construction business by private parties.

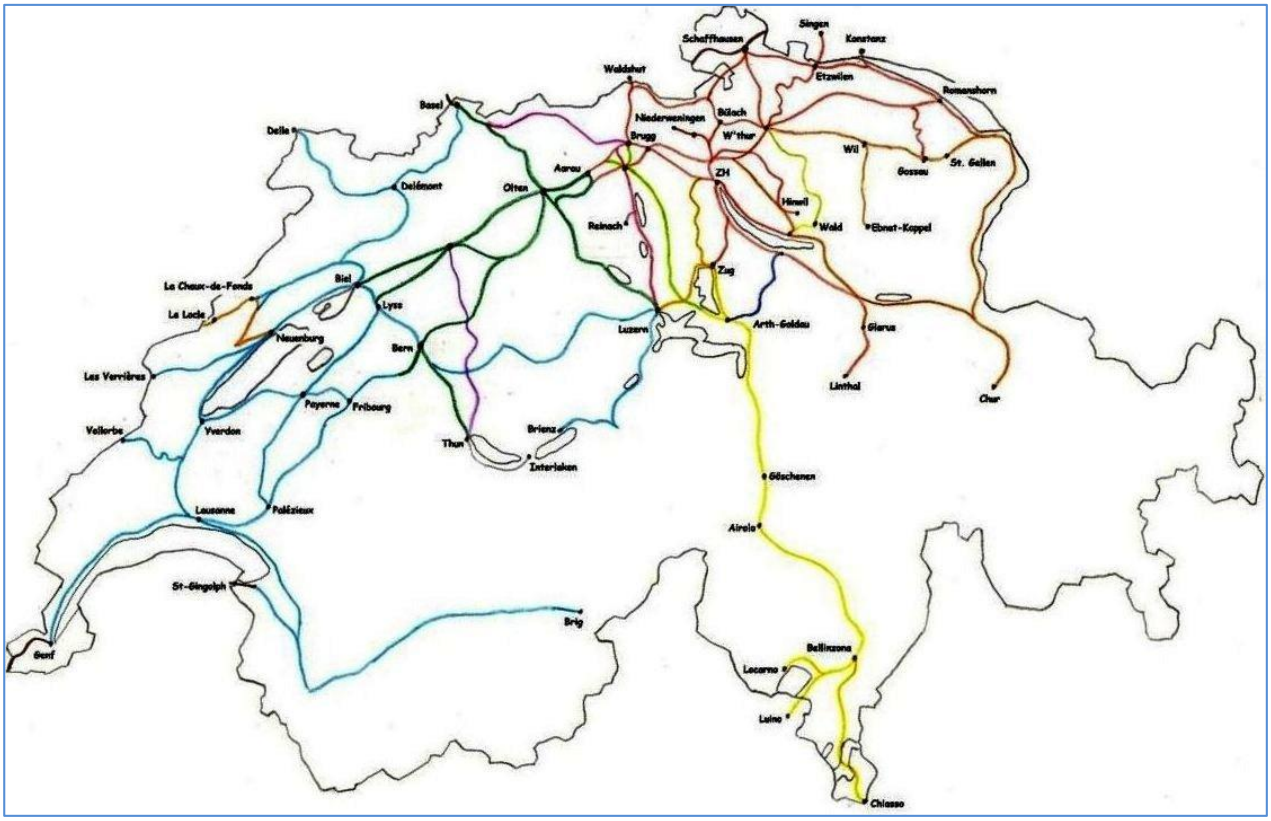


Map 2

By 1880 the first narrow-gauge and/or mountain (cog) lines were operating (Giessbach-Hotel Giessbach funicular; Vitznau-Rigi and Arth Goldau-Rigi; Zürich-Uetliberg; Liestal-Waldenburg; Lausanne-Echallens; Herisau-Urnasch; Rorschach-Heiden).

The lines in the Valais and in Glarus were extended to Brig and Linthal respectively (the latter expected to become the rail head for a transalpine tunnel), and in the Ticino the Italian line to Como was extended to Lugano, plus the Locarno-Bellinzona-Biasca segment of the later Gotthard railway built.

By 1900 the basic and very dense rail network of Switzerland had been more or less completed, with dozens of narrow-gauge lines interconnecting with the main lines (Map 3), and in the same year the acquisition of the major lines by the Swiss Confederation (public vote of 1897) began.



Map 3

On most of these lines, including an amazing number of tiny local railways, called "regional" in their cancellations at times, travelling post offices (TPOs) circulated; as part of passenger trains, of freight trains, or of special TPO-only compositions. Since the railways, the postal system and customs are all administered by the same federal department, it becomes quite clear that cooperation between these three branches is sought, resulting in personnel savings and in a faster and more efficient service.

As early as 1848 the Swiss parliament reserved for itself the right to govern and regulate the Swiss rail network, just beginning to take shape, but at that time strictly proposed and financed by private interests.

In the revised federal constitution of 1874, and based on a law issued in 1872, concerning the establishment and administration of railways on the territory of Switzerland, article 26 unmistakably stated:
"*The governing of the construction and administration of railways in Switzerland is an inalienable domain of the federal government*".

From that time on the federal government encouraged the merging of railway lines that had sprung up in considerable numbers and that were unhealthily competing with each other, resulting in the survival of the following major companies:

Suisse Occidentale-Simplon, SOS (Western Switzerland and Valais);
Jura-Bern-Luzern, JBL (centred in Bern, with cantonal supervision);
Schweizerische Centralbahngesellschaft, SCB (operating from Basel);
Schweizerische Nordostbahn, NOB (North Eastern, operating from Zürich);
Vereinigte Schweizerbahnen, VSB (United Swiss, centre St.Gallen);
Gotthardbahn, GB (St. Gotthard, operating out of Luzern).

Subsequently, in 1889-90, the **SOS** and the **JBL** merged, to be renamed **Jura-Simplon Bahn, JSB**).The federal government bought large parcels of stocks, and this action eventually, although initially in the face of enormous public objection, resulted in the establishment of the Swiss National Railways (Schweizerische Bundesbahnen, SBB; Chemins-de fer fédéraux, CFF; Ferrovie Federali Svizzere, FSS - earlier Italian abbreviation SIFF), letter symbols most often encountered on railway station cancellations.

In 1900 the Confederation acquired the **SCB**, in 1901 the **NOB**, as well as the **Bözberg** (line Basel-Zürich), the **Süd-Aargauerbahnen**, the **Wohlen-Bremgarten** line, and the **VSB**, plus the **Toggenburg** valley railway. In 1903 followed the acquisition of the **JSB** and in 1909-10 that of the **Gotthardbahn** and its Ticino Canton branch lines of regular gauge.

Almost seventy years later, negotiations to purchase the **Bern-Lötschberg-Simplon, BLS** and the narrow gauge **Rhätische Bahn**), both heavily subsidised money losers and burdens on their respective cantonal administrations, are continuing.

As will be seen later this still left dozens, if not hundreds of small independent lines operating by themselves and a great many of these little lines prided themselves of operating TPO services, with cancellers announcing those lines' end points, such as: Yverdon-Ste.Croix, Basel-Flüh, Wil-Konstanz, Biasca-Acquarossa, Bulle-Broc (3½ miles), Burgdorf-Thun, Ramsei-Sumiswald-Huttwil, etc. (Listings of the existing types will follow under respective headings).

While larger railways, from their inception, were obliged to transport TPOs, and the personnel manning them, without compensation, small, regional lines enjoyed remuneration for these same services. The first TPOs, according to Roy Christian, were introduced on the line Zürich-Baden-Brugg in the autumn of 1857, on the NOB in 1855, and on the VSB in 1856. However, neither Christian nor Müller, in the updated Andres & Emmenegger handbook, have come up with cancellations showing dates earlier than 1858. The federal government had previously announced the construction of special TPO vans in 1856, as well as their introduction on 12th October 1857.

SINGLE RING CANCELLATIONS

It must be assumed then that Swiss TPO cancellations commence with the year 1858. The two strikes shown in Figure 1 should be called Type I (**AW 83A/10**), with name of company at foot. This is actually a unique strike; the examples shown are most likely different hammers of the same basic cancellation, because it could be used on any lines of that railway, while all other types gave the actual names of the two towns between which the TPO operated.

Figure 1

The cancellation itself shows the following: at top, in block letters, the words SCHWEIZ<erische> BAHNPOST (Swiss train mail). Below that the number of the train to which the postal wagon was attached, **Z** meaning ZUG, or train, with the French **T** (train) also appearing on some of these early types. As a rule all trains in one direction were assigned even numbers, and those going in the other direction uneven ones. However, it seems that quite often the clerks may have forgotten to change numbers. Anyhow, our two strikes show Zug 4 and 14, respectively. Below that appears the day and (Roman) month, and below that the year (four digits), and at the bottom, in serifs letters, the NORDOSTBAHN legend.

Type IIA (**AW 83A**) is quite similar to Type I except that the two 'end-terminals' are named (Figure 2), and Type IIB (**AW 83A**) is almost identical to Type IIA except for the lettering of the two town names which are now also in block letters (Figure 3).

Figure 2

Further minor differences may be observed between the two words at top: sometimes there is a dot after SCHWEIZ, sometimes a dash, and sometimes nothing.

Examples of Type IIA (**AW 83A/4; 5; 13; 14; 15**) are known for these lines:
AARAU-ZÜRICH (two types); BASEL-OLTEN (two types); ZÜRICH-AARAU (two types)
Examples of Type IIB (**AW 83A/1; 2; 8; 9; 11; 12**) are known for these lines:
AARAU-BERN (two types);
BERN-AARAU (two types);
OLTEN-BASEL (two types)

Figure 3

At times the clerks mixed up the proper order of the date and train number, and as a result one may find the year date at top, only a number of the train without "Z" in front of it, or even a month date (in letters instead of numbers) in slanted letters.

Müller, in the Andres and Emmenegger book, lists all these and some following types in AW Group 83, and he also records the train numbers so far observed.

Type III (**AW 83B**) is reasonably similar to Type II (**AW 83A**) except that the top word reads BAHNPOST only (without "SCHWEIZ."). All 'end-terminals' are given in serif type (Figure 4) and the following lines seem to exist:

CHUR-STGALLEN (year date 2 & 4 digits)
CHUR-ZÜRICH
GLARUS-ZÜRICH
ST.GALLEN-CHUR (year date 2 & 4 digits)
ST.GALLEN-ZÜRICH (year date 2 & 4 digits)
ZÜRICH-CHUR (year date 2 & 4 digits)
ZÜRICH-GLARUS (year date 2 & 4 digits)
ZÜRICH-ST.GALLEN (year date 2 & 4 digits)

Figure 4

Both Type II and Type III (**AW 83A** and **83B**)are found on letters from the late 1850s to about the middle 1860s, with a few later occurrences, and the majority of early TPO strikes appear on the back of letters (postal cards were not yet invented), as transit marks. On stamps they are quite infrequently observed, and a Strubel stamp on entire letter with a TPO strike commands a hefty premium: Even on a "Seated Helvetia", 1862-81, a TPO strike adds quite a premium (depending on the line) to a stamp on cover.

Type IV (**AW 83C**) makes allowances for Switzerland's three main languages, by replacing the German only BAHNPOST with the abbreviation BP. BA. (BAHNPOST/BUREAU AMBULANT), which now appears at the bottom, either side of a Swiss cross (Figure 5), and the 'end-terminals' are at the top. All these Type IV are in block letters only.

Figure 5

The following have been recorded, again with occasionally reversed or mixed-up date lines, from 1861 to 1865, with a few later uses to 1875:

AARAU-BERN; AARAU-NEUCHÂTEL; AARAU-WINTERTHUR
CHUR-ST.GALLEN; CHUR-ZÜRICH; GLARUS-ZÜRICH
NEUCHÂTEL-AARAU; NEUCHÂTEL-GENÈVE;
ROMANSHORN-ZÜRICH; ST.GALLEN-CHUR; ST.GALLEN-ZÜRICH
WINTERTHUR-AARAU; ZÜRICH-CHUR (some with a fractional Z number)
ZÜRICH-GLARUS; ZÜRICH-ROMANSHORN; ZÜRICH-ST.GALLEN

For several of these lines more than one hammer may have existed, but the differences are too minimal to be discussed here (dots or no dots after BP. or BA., slightly varying Swiss crosses, year date in 2 or 4 digits, etc.).

Type V (**AW 83D**) looks just like Type IV (**AW 83B**), except that now the BP. BA. Inscription is absent, and only the appearance of the two 'end-terminals' indicates these are TPO strikes (Figure 6).

The following lines are known, with usage from 1863 through 1870:
AARAU-BERN; AARAU-ZÜRICH;
BASEL-OLTEN;
BERN-N-PONTARLIER;
BERN-ROMANSHORN;
BERN-ZÜRICH; CHUR-ZÜRICH;
GENÈVE-NEUCHÂTEL;
GENÈVE-SION; LUZERN-ZÜRICH;
NEUCHÂTEL-GENÈVE;
NEUCHÂTEL-PONTARLIER; OLTEN-ST.GALLEN; OLTEN-ZÜRICH; PONTARLIER-NEUCHÂTEL;
PONTARLIER -N- BERNE; ROMANSHORN-BERN; ROMANSHORN-OLTEN;
ROMANSHORN-ZÜRICH; ST.GALLEN-OLTEN; SARGANS-ZÜRICH; SION-GENÈVE;
ZÜRICH-BERN I, II, III, IV; ZÜRICH-CHUR; ZÜRICH-ROMANSHORN; ZÜRICH-SARGANS

Figure 6

Finally, TYPE VI (**AW 83E**), known only for the line AMB[t] NEUCHÂTEL-PONTARLIER (Figure 7) concludes the single ring named cancellations.

Figure 7

Type VII (**AW 74**), also a single ring cancel, used in the 1860s, varies from all previous ones, in that this type gives no town names and apparently was used in TPOs that travelled circuitous route, such as: Lausanne-Neuchâtel-Biel-Solothurn-Herzogenbuchsee-Burgdorf-Bern-Fribourg-Lausanne, or the like, or vice-versa (Figure 8).

Figure 8

In this single-ring type the AMBULANT CIRCULAIRE markings (most often found on the reverse of letters) exist with route numbers 1, 2, 3, and 4, and indicated different routes every year or even half-year (as listed for 1863-1869 in Andres & Emmenegger).

It has been mentioned previously that the Swiss federal authorities, through the Department of Posts, Customs and Railways, had the right to "impose" on the railways what they felt would be for the good of the entire population. Thus the Post Office Department could advise the roads which passenger trains (or other runs) would carry a postal car and at which points a speedy connection to the next rail section (owned by another company) would have to be made. If one pauses to think that separate companies could have regulated, all by themselves, their passenger, freight, and postal timetables - then a trip of 250 miles, from Geneva to Chur and involving, originally, as many as ten different companies, might have taken three days!

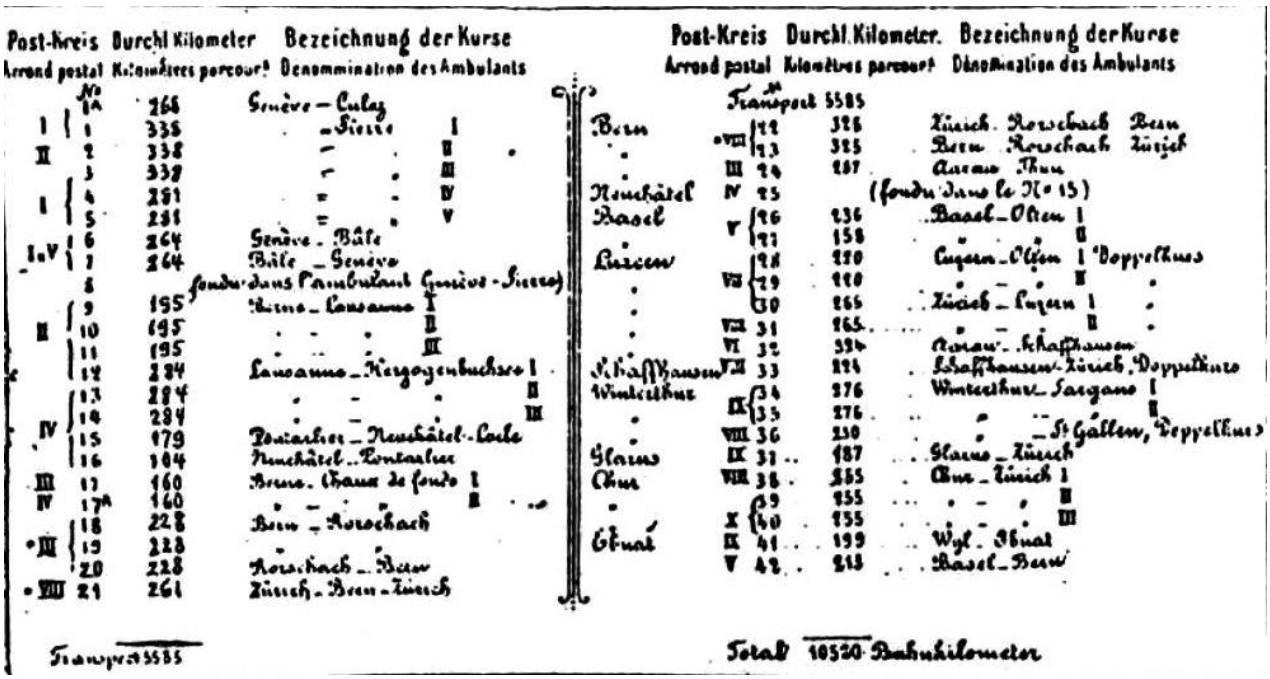
To avoid unnecessary delays to the mail, annual (and more frequently half-yearly) master time-tables were published in which each mail run was assigned a number, regardless of the rail company carrying it, and TPOs on that particular route were numbered, e.g. No.17, No.34, or No. 47A for the entire trip (or sometimes even more than one trip a day). The individual rail company's train number was also shown, after the date. Thus a double check of sorts was established, and since all transiting mail originally had to be postmarked in the TPOs (as well as mail posted onto the train or into station mailboxes), a very exact control was possible.

TABLE I, below, shows the lower half of one such timetable for 1874. The upper half contains graphic drawings of all lines' volume of service and is not of importance here. The table shows the following:

- In Roman numbers (I through XI) the postal district under whose direct control a certain TPO moved;
- The basic run number of each TPO. Literally this would mean that in 1874 there were 42 TPO vans in existence (40, plus 1A and 17A);
- The number of kilometres each of these offices travelled in a day; and
- The localities between which each TPO circulated. Some of these TPOs used only the run number as their identification, others might use the actual towns' name, or 'Amb.Circulaire', or whatever.

The term DOPPELKURS indicates that a certain TPO would circulate twice a day over the entire route, such as run 28, 29, or 30, all under postal district VII (Luzern). Nos. 28 and 29 thus travelled a total of 220kms a day, meaning that the actual length of the line Luzern-Olten is 55kms, but also that there were four mail trains circulating on that route each day in both directions. In that same year runs 8 and 25 did not exist; they were part of another TPO run. But six months later they might well be re-established!

Table 1



All this is said to acquaint the reader with the extreme complexity of collecting Swiss TPO cancellations in a logical and complete manner. Unless one owns all basic TPO tables and route assignments for every year, from about 1865 to 1910, it will be absolutely impossible to assign the numbered runs to a certain route, even if the letter or card shows the place of origin on the message side, or even if a posting mark (to be discussed later) appears on the item of mail.

In 1866 (information thanks to Roy Christian) there were 30 TPO lines; in 1869 there were 37, plus 5 ship TPOs on Lake Zürich and Lake Luzern; in 1874 there were (as shown above) 42; and in 1882 there were at least 61 on main lines.

In this observation of TPO cancellations and/or transit marks we progressed through the single-ring and into the AMBULANT CIRCULAIRE types.

DOUBLE RING CANCELLATIONS

The AMBULANT CIRCULAIRE offices, in addition to the four listed single ring markings, also possessed three other types of canceller:

Type VIII (**AW 75A**), Figure 9, is a double circle, with "floating date", plus train number;

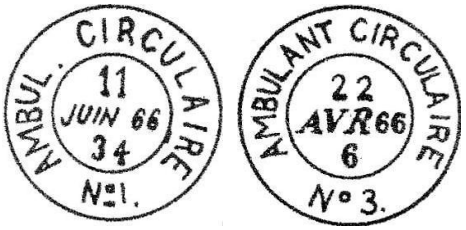


Figure 9

Type IX (**AW 75B**), Figure 10, is a double circle with an unusual, dotted outer ring.

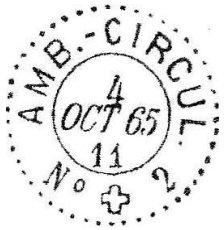


Figure 10

Type X (**AW 76A**), Figure 11, is an entirely new type, with bars in the upper and lower circular segments, a large cross inside a circle at the foot, and an enclosed date bridge. Only those shown are known to exist.

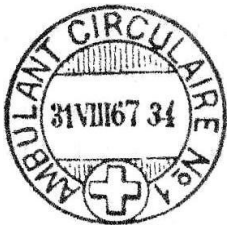


Figure 11

There are also several types of "named" double ring cancellations for the same period:

Type XI (**AW 84A**) closely resembles, except for the Swiss cross at the bottom, French TPO markings of the same period, and the **A** (to) between the towns shown is also French (see Figure 12). These markings are known only for the lines of Basel-Olten, Olten-Basel, Neuchâtel-Pontarlier (France), and Pontarlier-Neuchâtel. For a while it was thought that French TPO cars, might have travelled over these two lines (Basel's station accommodates both French and Swiss trains); but no proof backs up this interesting theory. Markings of this type were in use 1863-1866.

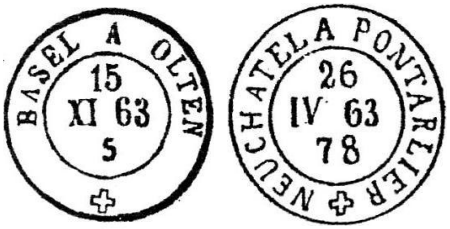


Figure 12

Type XII (**AW 84B**) is easily recognized by the AMB<ulant> in front of the route's endpoints (Figure 13). Again the date and train number "float" on three lines. Type XII was in use 1865-1869. The following lines' cancellations have become known to date of this type:

Figure 13

AMB.BERNE-BIENNE-LAUSANNE; AMB.LAUSANNE-BERNE No.1, 2, 3 & 4;
AMB.GENEVE-NEUCHÂTEL; AMB.LAUSANNE-H.BUCHSEE No.1 & 2;
AMB.H<erzogen>BUCHSEE-LAUSANNE 1 & 2;
AMB.LAUSANNE-BIENNE-BERNE; AMB.LAUSANNE-BERNE (no run no.);
AMB.SIERRE-BOUVERET (elusive)
TPO markings were usually struck in black; occasionally blue.

As Roy Christian shows convincingly, from comparing the named endpoints on the cancellers with the annual list of TPO runs, some offices did not always travel the entire distance of the route named in their cancellation, and this may have been one reason why the "named" TPO cancellers for main lines were replaced by the "numbered only" ones around 1880 (with one or two later exceptions).

But before this happened, two more groups of double-ring markings were introduced, and the latter of these is the most frequently seen one of all the early types:

Type XIII (**AW 84C**) is very similar to Type XII (**AW 84B**), but the “AMB.” in front of the town name is absent, Figure 14. The following cancellers are known to date:
GENÈVE-LAUSANNE-GENÈVE; GENÈVE-SION-GENÈVE; LUZERN-OLTEN-LUZERN; LUZERN-ZÜRICH-LUZERN; SION-GENÈVE-SION; ZÜRICH-LUZERN- ZÜRICH

Figure 14

For the first time it was attempted here (years of use: 1865-1869) to use the same postmark for a TPO's trips in both directions, an improvement!

Type XIVA (**AW 85**), shown below as Figure 15 and similar in general appearance to Type X (**AW 76A**), see Figure 11, prominently displays the large Swiss cross in a circle at the bottom. The endpoints are given in serif, often bold lettering for:

AARAU-THUN; BASEL-OLTEN; BIEL-HERZOGENBUCHSEE; CHUR-ZÜRICH; GENÈVE-CULOZ; GENÈVE-NEUCHÂTEL; GENÈVE-SION No.I, II, III, IV & V; HERZOGENBUCHSEE-BIEL; LAUSANNE-BERN No. I, II, III & IV; LAUSANNE-NEUCHÂTEL; PONTARLIER-BERNE; ZÜRICH-ROMANSHORN

Figure 15

Type XIVB (**AW 86A**) is identical to Type XIVA (**AW 85**), except for the block lettering at top. Figure 16 shows a few of these markings (occasionally with a BP in front) of which there are in existence a great number; some of these were in use from 1868 through 1889.

Figure 16

The following have been recorded to date:
BASEL-BERN-BASEL (scarce);
BASEL-OLTEN;
BP.BERN-ROMANSHORN;
BERN-ROMANSHORN (3 variants); BERN-BIEL-BERN; CHUR-ZÜRICH-CHUR; EBNAT-WYL-EBNAT; GENÈVE-BÂLE (several variants); GENÈVE-SION I (scarce); GLARUS-ZÜRICH-GLARUS; HERZOGENBUCHSEE-LAUSANNE; H.BUCHSEE-LAUSANNE; LAUSANNE-HERZOGENBUCHSEE; LAUSANNE-H.BUCHSEE; LUZERN-OLTEN-LUZERN No. I & II; LUZERN-ZÜRICH-LUZERN No. I & II; NEUCHÂTEL-PONTARLIER; PONTARLIER-NEUCHÂTEL; BP. ROMANSHORN-BERN; ROMANSHORN-BERN (2 or more variants); ST.GALLEN-SARGANS-ST.GALLEN; BP.SCHAFFHAUSEN-WJNTERTHUR; SIERRE-BOUVERET (infrequent)

On cover and on stamps these strikes are not too common. On postal cards they are quite frequently encountered, as well as on backs of letters. Each of these strikes may appear with up to ten different train numbers after the date.

Finally, in Figure 17, Type XV (**AW 86B/23; 53**) shows an "odd" strike for the cross-border line MORTEAU-CHAUX-DE-FONDS (both directions exist) on which, in addition to the towns the actual run number, AMB.No.23, is indicated (1885-1904).

Figure 17

We now leave "named" TPO cancellations temporarily to investigate the "numbered only" types, in use from about 1871 through 1909 or 1910. As was mentioned in an earlier instalment (and shown in Table I) all TPO runs were assigned frequently changing run numbers (although the lowest numbers were assigned to runs emanating from Geneva and western Switzerland, and those low numbers very often remained unchanged for the same run for years.

Figure 18
(XVIA)

There are five basic types of "numbered" TPO cancellations, each with a few subtypes:

Type XVI (**AW 76B**) in essence, has a continuous date bridge above the large cross in the circle (at foot); with Type XVIA (**AW 76B/1; 2**), Figure 18; having the legend AMBULANT and fine bars in the two semi-circular segments, Type XVIB (Figure 19) having coarse bars, but otherwise being identical to Type XVIA, and Type XVIC (**AW 76B/4**), Figure 20; identical to XVIA except that the word at top is BAHNPOST instead of AMBULANT.

Figure 19
(XVIB)

Figure 20
(XVIC)

Within these subtypes one may note slight variations of different hammers for the same run number, such as differences in '**N°**', or in the size of the number. There is also a Type XVID (Figure 21) where the number of the run either fell out or was excised on purpose. Since this type occurs for several years, its existence is more than an accident.

Figure 21
(XVID)

Of these types, the following route numbers have been seen to date:

AMBULANT (fine bars):

1, 1a, 2, 3, 4, 5, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 17 & B.C., 19, 20, 21, 23, 24, 25, 26, 27, 28, 31, 34, 35, 36, 38, 39, 40, 44, 46, 47, 48, 50, 51, 52, 53, 54, 55, 57, 58, 59, 60.

AMBULANT (coarse bars): 15, 30, 31, 42.

BAHNPOST: 19, 21, 32, 36, 42, 43.

About forty to fifty percent of these numbered-only types occur on entires together with station "posting marks", or s/ handstamps of those towns where the TPO stopped and picked up mail, marking it in a distinct way.

Type XVII (**AW 76B/6**), only known until now for TPO runs No. 6 and No.7, has an enclosed bridge, fine bars, and the large cross at the bottom (Figure 22).

Figure 22

Type XVIII (**AW 76C/1 - 6**) is the most common of all these types. Instead of the large cross in a circle, this type (Figure 23) features a small Swiss cross below the continuous bridge. Both segments have coarse vertical bars of varying numbers, shown in the list below in parentheses after each known number of this type. (Slash means uneven numbers of bars upper and lower segment; several numbers means subtypes with different numbers of bars).

Figure 23

1.(6), 2(6;7;8;8;/9), 2.(6 - 3 different hammers), 3(6), 3.(5; 6); 4(7;8), 5.(6;8); 5(5;6;7;8), 6.(6;7;7/6), 6/7(double number;12), 7.(6:8), 7(8), 8(6: two hammers with 25 or 27mm dia;7), 9(6), 10(6), 11.(6;7), 11(6;7), 12(5;6;8), 13.(6), 13(5;6;7), 14(6;7), 15(5;6;8), 16(5;6;7), 17(5:two types), 18(6;8); 18.(6), 19(6;8), 19.(6/7;8), 20(6;7;8), 21(6;8), 22(5;6;8), 23(6;7), 23.(8), 24(6;7), 25(5;6;7;8), 25.(6;7), 26(6;7;8), 27(6;7), 28(6), 29(5 - as well as another type in which the segments are solid black), 30(5;6;7), 31(6), 32(6;7;8), 33(6;7;8), 34(8), 35(7;8), 36(6), 36a(7), 37(6;8), 39(6;8), 40(6), 41(7;8), 42(7), 43(6), 44A(6), 46(7), 50(8), 51.(8), 54(8), S5(6), 56(6), 59.(6), 60(6), 61(8), 63(6)

Webmaster notes:

76C/1 -	24mm dia.	from 1877	
76C/2 -	23mm	from 1877	
76C/3 -	26mm	from 1877	
76C/4 -	25mm	from 1877	
76C/5 -	23mm	1879-1882	used on route 6 and 7 only
76C/6 -	24mm	from 1879	
76C/7 -	25mm	1892-1901	no vertical bars
76C/8 -	23mm	from 1901	no route number
76C/9 -	24mm	from 1901	no route number
76C/10	26mm	from 1904	closed-bridge type – two stars
76C/11	27mm	from 1881	two stars – BAHNPOST / AMBULANT

Figure 24

Other numbers and/or subtypes undoubtedly will be found; but the above is a good start, or a good reason for abandoning the project of collecting any of these!

Type XIX (**AW 76C/7**), Figure 24; is a variation of Type XVIII, used on the St. Gotthard Railway from 1892 to 1908, and only for run No. 20.
It may be that the bars were excised, or a new type of strike altogether.

And then there is Type XX (**AW 76C/10**), a much later and larger cancellation placed in use only about 1904, towards the end of this "number only" period for the main lines. Figure 25 shows variant XXA, with AMBULANT at top, two stars and 'No.', Cross, and digit at the foot, usually with 7-13 thick vertical bars.

Figure 25

Numbers known for this type are: 2, 3, 5, 6, 8, 11, 15, 18, 24, 21, 22, 25, 28, 30, 32, 33 and 40 (The last number was used by the Brünig line TPOs).

Figure 26 (**AW 76C/10a**); shows a subtype of Type XXA (i.e. Type XXAa): no stars.

Figure 26

Figure 27

Figure 27 (**AW 76C/10b**); shows the only known variety XXB with BAHNPOST in place of AMBULANT. These larger cancellers are known to about 1910 at which time a brief, but abandoned reintroduction of "named" main line cancellations occurred (to be treated in a future instalment) most of which seem to have existed only for about two or three years at the most, with a few notable exceptions where the named cancellations remained in use through World War II.

The previously shown Type XVID (**AW 76B**), refer to Figure 22, illustrates the precursor of what became normal for most Swiss TPOs after 1910: a "neutral" cancellation inscribed AMBULANT (most frequent), BAHNPOST (infrequent), AMBULANTE (only one or two lines known to have used the Italian term), BAHNPOST/AMBULANT, or AMBULANT/BAHNPOST only, plus the respective train number (traceable if one owns the official Swiss time table published every six months, and in which the train numbers are also apt to change frequently) after the date, in numbers varying from "1" to five-digit numbers, plus occasional letters behind the number.

These neutral TPO markings had the advantage of being usable on <u>any</u> TPO run on any line, and therefore they are frequently encountered in use both on federal as well as on private lines. A collection of types (as shown below) is interesting while a collection attempting to bring together all train numbers would be a rather silly undertaking since one would need each train number every six months (because of the reassigning of numbers, etc.).

In the early days of these neutral TPO markings a great number of different types then still in use and showing the "No." and the actual TPO run number in the lower rim, were adapted to the new use by excising the "No." and the number (while retaining the wheels for the train number after the date). At the same time some new cancellations also must have been distributed; but these look identical and, for practical purposes, cannot be differentiated from the re-cut types.

Figure 28
(XXIA)

The "oldest looking" type of this group is from Type XVIA (**AW 76B/3**); refer to Figure 18. In its new form (Figure 28) it did service for a few more years. Diameter of this type is about 23mm. It is immediately distinguished by the large cross and fine vertical bars.

Figure 29
(XXIB)

Closely related to this "oldest" type is its re-cut cousin, also with large cross, but with thicker vertical bars (Figure 29). Even fewer of these seem to have been in use in this excised form, and only through to about 1918. Let us call Figures 28 and 29 Type XXIA and Type XXIB.

In Roy Christian's typology of these "plain" types neither XXIA nor XXIB are recorded (*Helvetia Philatelic Society Newsletter, August 1968, p.49-51*). There is a faint possibility that a Type XXIC could exist in which the inscription at top would be BAHNPOST instead of AMBULANT; but to date it has not been seen by anyone collecting these postal markings.

Figure 30 represent four sub-varieties of Type XXII (a, b, c and d), with 5, 6, 7 and 8 vertical bars, top and bottom, in semicircular segments. All of these types (**AW 76C/8a**), with small cross at bottom and AMBULANT at top seem to be re-cuts from earlier types which (as listed then) also occur with 5, 6, 7 and 8 bars. It is quite possible that here, too, additional subtypes with other numbers of bars, or even unequal numbers such as 6 on top and 7 at bottom, may be discovered; but all will belong to the smaller rim types (about 25mm diameter) with continuous bridge.

Figure 30
(XXII a, b, c, d)

The AMBULANT cancels with continuous bridge also exist in a larger size of 27 mm. Since all chroniclers distinguish these from the small size items, we too shall do so and call the larger specimens Type XXIII. Figure 31 is of the less common type with 7 bars (XXIIIc). Six vertical bars are common, but five, eight, or more may occur in this type as well (a- d).

Figure 31

Whether all cancellations of Type XXIII were re-cuts (with excised numbers at bottom) or not, cannot be ascertained. It is likely that the majority were, but some may have been manufactured from the start in this way. However, over the years anything classed above as Types XXII & XXIII underwent a "face-lift" by having the bars removed. This produced the new Type XXIV (Figure 32), diameter 24½-27mm; no attempt made at subtypes according to diameter.

Figure 32

Of this same basic cancellation form (with continuous bridge) there are also in existence bilingual "neutral" cancellers with BAHNPOST at top and AMBULANT at the bottom; call this Type XXV.

Figure 33

One knows this cancellation with bars in the two semicircles, usually six bars (Figure 33) but other numbers may exist, or with bars excised (Type XXVI) in a variety of subtypes of which two quite strikingly different ones are shown as Figures 34 and 35.

Figure 34

Some of these types with bars excised can be further subdivided into those with a shaded and those with an un-shaded cross; an almost limitless undertaking! And if you care to specialize in this type, then you must consider not only the form of the cross, form and size of letters, and diameter, but you may also wish to collect all different train numbers shown after the date....GOOD LUCK!

Figure 35

Returning to the single language types there is yet another re-cut type in existence; the large double ring type with enclosed bridge, fashioned from former Type XIX, by excising the "No." and the number (Figure 36). This type is scarce in German; Type XXVII, with bars, and Type XXVIII, bars excised and very common in French, AMBULANT only, in which language it occurs in a variety of subtypes.

Figure 36
(XXVII and XXVIII)

Type XXIX (Figure 37) has seven bars, a cross at bottom, and no stars at the sides (scarce);

Figure 37

Type XXX (Figure 38) comes in at least two sub-forms of eight and ten bars, respectively, cross at bottom, and two stars;

Figure 38

and then there is an odd Type XXXI (Figure 39) in which for some reason the date bridge "floats" between the bridgeless bars, themselves in such good condition that one cannot consider this type a worn down and damaged specimen.

Figure 39
(no date bridge)

Some of the French language types were also "liberated" of their semicircle bars, and some of them partially re-cut as well, resulting in the new Type XXXII (Figure 40), the common type with cross at bottom and two stars;

Figure 40
(Basic re-cut)

Type XXXIII (Figure 41) with cross at bottom only and without stars;

Figure 41

Type XXXIV (Figure 42), with the cross transplanted into the upper semicircle and thus featuring three stars below;

Figure 42
(Cross at top and three stars)

Type XXXV (Figure 43) obviously fashioned from re-cutting previous Type XXXI.

Figure 43
(floating date)

Finally, probably because no one on the Centovalli Railway, that runs from Domodossola (Italy) to Locarno (Switzerland), wanted either a French or even less a German language canceller, that line utilized an Italian language-only marking, Type XXXVI (Figure 44).

Figure 44
(Italian)

From its looks an earlier type may have existed, with bars, but it has not been reported until now and thus its existence in the earlier form is highly questionable. Still of the same basic second form (date bridge enclosed in a double ring) one also finds the common bilingual Type XXXVII (Figure 45) with 12 bars in the two semicircles and, this is important, with the two circles leaving a band of about 4½ to 5mm width between them.

Figure 45

This type was also re-cut, and Figure 46 shows the resulting Type XXXVIII, one with a shaded, and the other with an un-shaded cross in the upper semicircle.

(Note: one may distinguish not only different shapes and sizes of crosses, but also of positions of the stars)

Figure 46

Closely related to Type XXXVIII is Type XXXIX (Figure 47). The two differ in the width of the band between the two rings. Type XXXIX's band is only 2 to 3mm wide, and the difference is very noticeable when one compares the two next to each other. BAHNPOST is always at the top; AMBULANT at the bottom. The three examples illustrated here differ only in the number of bars in the segments: 8 (subtype A); 12 (subtype B); and 14 (subtype C). Other numbers of bars may also exist.

Figure 47

This "thin rim" type was also re-cut, producing the basic Type XL and a rather infrequently seen Type XLI, without a Swiss cross; see examples of each in Figure 48 below.

Figure 48

Occasionally the normally tidy, perfect and industrious Swiss cancel cutters obviously did less than perfect work as the examples in Figure 49 show, the bars were not fully, or not deeply enough excised and thus show in part. This cannot be called a special type (although Roy Christian lists them as "special types" in his typology of "key types").

Figure 49

But a partially excised type which also forms a link between the double rim types with enclosed bridge and the following types with "open bridge" definitely is a special form; Type XLII (Figure 50). With narrow rim it looks as if not only the bars in the upper segment have been excised, but the inner rim lines at both sides of the date as well.

Figure 50

This is the first type with open date bridge. Of the same open bridge type are the remaining "neutral" TPO cancellations, many of them in use to this day, while the older forms and types seem to be retired.

Many of these last types also seem to be the result of re-cutting, and changing either a type with continuous bridge, or one with enclosed bridge between the double outer rim, by removing some inner lines near the date.

Figure 51

Definitely re-cut are Type XLIII (small size, made from Type XXIV) and shown in Figure 51; plus Type XLIV, Figure 52, fashioned from Type XXXII.

Type XLIV probably exists in two subtypes with shaded and un-shaded cross, but it is sometimes very difficult indeed to attribute a certain cross to either category.

Figure 52

Also re-cut is the cancel shown in Figure 53 (Type XLV: from Type XL or XLI).

Figure 53

Figure 54 is a rarely seen item, Type XLVI, with "reversed" bilingual text: AMBULANT at top and BAHNPOST at the bottom. It occurs with both shaded and un-shaded cross and was used on a handful of lines only.

Figure 54

The last two examples, Figure 55, are Type XLVIIA (shaded cross) and Type XLVIIB (un-shaded cross), respectively. These were in use on all federal railway lines and on all private lines not using cancellations spelling out the "endpoints" of such lines. They occur in a wide variety of subtypes (wide or narrow lettering, etc.) and with numbers from -1-- to about 27000, plus letters!

Figure 55

I have been asked HOW to collect railway cancellation strikes. Well, without pontificating, this is my advice: try to get one of each cancellation type on a complete card or envelope, mount it on a page, and then add either subtypes or similar types with different train numbers, etc. to that page. Most types illustrated in previous instalments were from cut-outs in my collection, and the greatest number of these cut-outs came from the cheapest possible source of origin for cancellation collectors; kilo mixtures!

I have also been asked how much longer this article will continue. Well, for railway and railway station strikes it will probably run throughout 1977! Then there are the machine cancellations to be dealt with; and then some day I may have-enough courage to start on the regular circular town date strikes. After that there will be a number of odds and ends, so that by about 1979 we should be through it all as far as the "first round" is concerned. Sorry about that.

Returning to the "named railway route types" or those that carry the names of either the railway company or of the ‘endpoints’ of a run in their design a few preambles are necessary. First of all this article is helped immensely by the publication of a very similar overview in the Berner Briefmarken Zeitung, by Alfred Müller of Bern, who has been after all these cancellations for quite a number of years. Together we own an almost complete collection, and he and I are constantly trying to do each other out of possessing and/or discovering new types, at least furnishing each other with photocopies of newly found items and trading information. This same request is once again made to every reader of this article: Please report anything which you may own that has apparently not been written up. Only in this manner will it ever be possible to strive for completeness and for a handbook that will be meaningful. Thank you.

Historically, the following should be said.

1) In the years after 1880 (and to about the beginning of World War I) just about every valley in Switzerland, and a little later a lot of mountain tops as well, initiated plans for being connected to the standard gauge rail network, initially by coal and steam engine narrow gauge trains (no one owned a car then), but soon thereafter by electric, trolley-type "suburban's". Some of these "regional" lines, as they are often called even in their cancellations, served up to forty communities and villages (Montreux-Oberland Bahn; Furka-Oberalp Bahn; Rhätische Bahn, etc.) but others were just small railways: Thun-Steffisburg; Bulle-Broc; Zweisimmen-Lenk, etc., of only a few miles in length, yet several of these tiny lines inaugurated railway post office services. Hence collecting cancellations from these private lines is not only a challenging enterprise because of both the scarcity and the multitude of lines with their own name in the cancellation; but it is also an instant lesson in Swiss geography; and in addition it is still possible to make discoveries of completely new lines or cancel types. Without either Roy Christian or Alfred Müller, this article could not have been written.

2) For the sake of making it reasonably easy to find <u>which</u> types of named 'endpoint' cancellations existed on which line(s) the following pages will contain a double entry system: first the different cancellation-types will be given, and underneath each a listing of the lines on which they are known to have been in use; and then an alphabetic list of the approximately 120 differently inscribed TPO cancellations will be given, with a numbers code after each that will show <u>which</u> types were used for that particular line.

3) For a brief period of about 6½ years preceding World War I (ca.1908-1914) a number of federal railway lines, such as CHIASSO-ROMANSHORN-CHIASSO, BASEL-MILANO-BASEL, or YVERDON-FRIBOURG-YVERDON and ZÜRICH-ST.GALLEN-CHUR-ZÜRICH, etc. once again were furnished with "named" TPO cancellation devices, and some of these survived, in re-cut form, through World War II (ZÜRICH-LUZERN-ZÜRICH; LUZERN-WILDEGG-LUZERN; WINTERTHUR-RÜTI; etc.) and into the 1950s.
For reasons of simplification <u>all</u> lines (federal and private) are listed together, distinguished, if known, only by a "P" (private line) or an "F" (federal line).

The most frequently encountered form is that of the large double ring with enclosed bridge (basic type "A", 1). It measures about 27mm in diameter and contains the endpoint town names within the upper part of the rim. Separated by two stars one finds at the bottom a variety of terms indicating TPO; such as POSTA AMB., POSTE AMB., BAHNPOST, or BAHN-POST-AMB. In its original form (A1) this cancellation type featured from 8 to 12 bars in the two semicircles (number of bars is given by a number such as (8) or (12) in parentheses for each A1 form Type XLVIIIa (**AW 86B/15**), Figure 56. Further differences are found in the position of the stars, etc.

Figure 56

Type XLVIIIa has been reported for the following lines:

P AARAU-MENZIKEN-AARAU * BAHNPOST * (8); 2 subtypes; later re-cut (B1)
P AIGLE-SEPEY-DIABLERETS * POSTE AMB * (12); later re-cut to B1
P APPENZELL-GOSSAU * BAHNPOST * (12); later re-cut to B1
F BÂLE-BELFORT-BÂLE * POSTE.AMB * (8); cross-border route (very scarce)
F BASEL-BERN-BASEL * BAHNPOST * (8); scarce
F BASEL-CHUR-BASEL *BAHNPOST * (8); scarce
F BASEL-MILANO-BASEL * BAHN-POST-AMB.* (12); cross-border route
According to Christian, a second type possibly exists with 14 bars (??)
P BASEL-RODERSDORF-BASEL * BAHNPOST * (8); a cross-border tram-train
P BAUMA-URIKON-BAUMA * BAHNPOST * (9); later re-cut to B1
F BELLINZONA-LOCARNO * POSTA AMB.* (12); later re-cut to B1
F BELLINZONA-LUINO * POSTA AMB.* (12); very scarce
P BERN-BELP-THUN-BERN * BAHNPOST * (8)
P BERN-SCHWARZENBURG-BERN * BAHNPOST * (8 and 12); both later re-cut to B1
P BEX-CHESIÈRES * POSTE AMB.* (8); later re-cut to B1
P BIASCA-ACQUAROSSA *POSTA AMB.* (12); later re-cut to B1
P BULLE-BROC * POSTE AMB.* (12); later re-cut to B1
P CHAUX-DE-FONDS- PONTS-DE-MARTEL * POSTE AMB.* (8)
P CHAUX-DE-FONDS- SAIGNELÉGIER * POSTE AMB * (8 and 12);
Christian erroneously reports 11 instead of 12 bars for subtype 2
F CHIASSO-ROMANSHORN-CHIASSO * BAHNPOST * (8)
P EINSIEDELN-WÄDENSWIL *BAHNPOST * (8)
F GENÈVE-CUL0Z-GENÈVE * POSTE AMB.* (8 and 12);
cross-border route, mostly in France
F GENÈVE-LAUSANNE-GENÈVE (7); very questionable as to existence
F GENÈVE-LA PLAINE-GENÈVE * POSTE AMB.* (12); Swiss part of Genève-Culoz
P GOLDAU-RAPPERSWIL * BAHNPOST * (6 and 8); later re-cut to B1
P INTERLAKEN-GRINDELWALD * BAHNPOST * (12); later re-cut to B1
P INTERLAKEN-LAUTERBRUNNEN * BAHNPOST * (12); 2 subtypes; later re-cut to B1
P LANGENTHAL-WOLHUSEN * BAHNPOST * (8); 2 subtypes; later re-cut to B1
P LANGNAU-SOLOTHURN-LANGNAU * BAHNPOST * (8); 2 or more different subtypes
P LAUSANNE-BERCHER * POSTE AMB.* (8); 2 subtypes; later re-cut to B1a
P LAUSANNE-MOUDON *POSTE AMB.* (12); later re-cut to B1a
F LAUSANNE-PONTA RLIER- LAUSANNE * POSTE-AMB.* (8): cross-border route
P LUGANO-TESSERETE * POSTA AMBULANTE * (8)
P LUZERN-ENGELBERG-LUZERN * BAHNPOST * (12); 3 or 4 subtypes; later re-cut to B1
Used until 1964 both on train and lake steamer.
F LUZERN-WILDEGG-LUZERN * BAHNPOST * (8); later re-cut to B1
P MARTIGNY-CHÂTELARD * POSTE AMB.* (8)
P MARTIGNY-ORSIÈRES * POSTE AMB.* (12); cancellation has a distinctly thinner rim between the two circles, analogous to Figures 53-55.
P MONTHEY-CHAMPERY * POSTE AMB.* (8)
P MOUTIER-SOLOTHURN * BAHNPOST * (8); later re-cut to B1a
F OERLIKON-WETTINGEN-OERLIKON * BAHNPOST * (8), later re-cut to B1
P POSCHIAVO-TIRANO *AMB.POST.* (8); part of Bernina railway to Italy; scarce
P RAMSEI-SUMISWALD-HUTTWIL * BAHNPOST * (8); later re-cut to B1

P ROMANSHORN-RAPPERSWIL *BAHNPOST * (12)
F RORSCHACH-SCHAFFHAUSEN * BAHNPOST * (8); scarce
P ST.GALLEN-APPENZELL-ST.GALLEN * BAHNPOST * (12): later re-cut to B1; maybe G1
F STGALLEN-CHUR-ST GALLEN * BAHNPOST * (12); scarce
F SCHAFFHAUSEN-RORSCHACH * BAHNPOST * (8)
P SAMADEN-TIRANO * BAHN-POST-AMB.* (8 and 12);
cross-border route over Bernina pass. Similar, in lower rim *BAHNPOST-AMB.* (8)
P SPIEZ-ZWEISIMMEN-SPIEZ * BAHNPOST * (8)
P SURSEE-TRIENGEN-SURSEE * BAHNPOST * (12); later re-cut to B1
P TAVANNES-NOIRMONT * POSTE AMB.* (12); 2 subtypes;
rim between circles 4 or 4 ½mm.
P TAVANNFS-TRAMELAN * POSTE AMB.* (8)
P THUN-BEATENBUCHT-INTERLAKEN * BAHNPOST * (12); later re-cut to B1
P THUN-BURGDORF-THUN *BAHNPOST * (8); several subtypes: later re-cut to B1
P TRAVERS-BUTTES * POSTE AMB.* (8); re-cut to B1
F VEVEY-PUIDOUX-CHEXBRES * POSTE AMB.* (12); very scarce
P VITZNAU-RIGI-VITZNAU * BAHNPOST * (12); exists, according to Christian
P WIL-KONSTANZ-WIL * BAHNPOST * (12); line with endpoint in Germany
F WINTERTHUR-RÜTI * BAHNPOST * (8)
F YVERDON-FRIBOURG-YVERDON * POSTE AMB^{T} * (8)
F ZÜRICH-BASEL-ZÜRICH * BAHNPOST * (8)
F ZÜRICH-BUCHS-ZÜRICH * BAHNPOST * (8)
F ZÜRICH-GENÈVE-ZÜRICH * BAHN-POST-AMB.* (8)
F ZÜRICH-LAUSANNE-ZÜRICH * BAHNPOST * (8)
F ZÜRICH-LUZERN-ZÜRICH * BAHNPOST * (8); later re-cut to B1
F ZÜRICH-ST GALLEN-CHUR-ZÜRICH * BAHNPOST * (8)
F ZÜRICH-ST.GALLEN-ZÜRICH * BAHNPOST * (8); scarce
F ZÜRICH-SCHAFFHAUSEN-ZÜRICH * BAHNPOST * (8)
P ZWEISIMMEN-LENK-ZWEISIMMEN * BAHNPOST * (12); later re-cut to B1

NOTE: Roy Christian lists a few additional varieties, based on a study of this subject by Mr Stratton of the Helvetia Philatelic Society, but without visual proof of such items it is deemed wiser not to list them at this time.

Figure 57

Type XLVIIIb, also found in AW Group 86B (Figure 57), is almost identical to the above (a) types; but instead of giving the town name at top and the AMBULANT/BAHNPOST at the bottom, the inscriptions are reversed and thus one finds at top either AMBULANT, AMBULANTE, BAHNPOST, or REGIONAL, as listed below, all are private lines:

AMBULANTE * BELLINZONA-MESOCCO * (8)
AMBULANTE * LOCARNO-BIGNASCO * (8); later re-cut to B2
AMBULANTE * LUGANO-PONTE TRESA * (12)
AMBULANT * MONTREUX-ZWEISIMMEN * (8); later re-cut to B2a; several subtypes exist
BAHNPOST * RHÄT.BAHN * (12; Christian also reports 6 and 11); later re-cut to B2

REGIONAL ✠ AIGLE-MONTHEY ✠ (12; fleuron's instead of stars)
REGIONAL * BRENETS-LOCLE * (8)
REGIONAL * PALEZIEUX-BULLE-MONTBOVON * (8); later re-cut to B2
REGIONAL * VIÈGE-ZERMATT * (8)
REGIONAL * SAIGNELEGIER-GLOVELIER * (8)

Related to the above groups are the previously mentioned cancellations for the line CHAUX-DE-FONDS-MORTEAU and vice-versa (refer to Type XV; Figure 17), but having the line's TPO number 23 featured suggests they belong to earlier types.

Not very different from Types A1 and A2 (XLVIIIa and b) are Types A3 and A4 (Type IXLa and Type IXLb), shown here in Figure 58. Principal differences consist of the absence, in these types, of the train number after the date. Only day-month-year are shown in the date bridge. In Type A3 the endpoints are shown at top, and in A4 they are at the bottom. Sometimes only one town name appears, giving the general area of where the TPO operated out of.

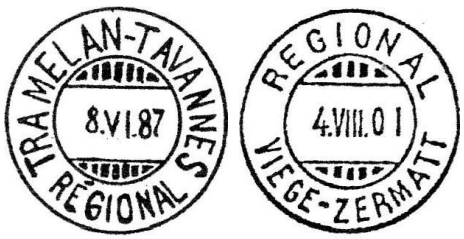


Figure 58

LOCLE-BRENETS ✠ POSTE AMB. ✠ (6); fleuron's instead of stars: with train no.
TRAMELAN-TAVANNES REGIONAL (7)
ST SULPICE-TRAVERS REGIONAL (8)
REGIONAL BIERE-MORGES (5)
REGIONAL BRASSUS-VALLORBE (5)
REGIONAL LAUSANNE-BERCHER (5)
REGIONAL VAL DE TRAVERS (6); two distinctly different subtypes
REGIONAL VIÈGE-ZERMATT (5 and 8 bars); two distinctly different subtypes
REGIONAL YVERDON-STE CROIX (6)

None of these seem to have had their bars excised and most of them were replaced before 1910.

Type A/B is a very unusual strike, used only on the Bernina railway's TPO: Type L (**AW 86J**), Figure 59; it is a hybrid between basic types A (bars in both segments of double circle) and B (all bars excised from double circle) inasmuch as there is a cross in place of the upper bars, but bars are at bottom. There are two variations (or maybe more):

Figure 59

ST.MORITZ-TIRANO (8); un-shaded cross at top
ST.MORITZ-TIRANO (8); shaded cross at top

These types were also re-cut and then turned into B1 types. The bottom inscription varies a bit, too: *BAHN-POST-AMB * and *BAHNPOST-AMB * respectively.

Types B (**AW 86G**), are re-cuts, with excised bars, of types A1, A2, and A/B. Some of them have remained in use to this day, but at times it is extremely difficult to recognize the inner circle's lines at both sides of the date bridge because they have almost disappeared, making the respective strikes look like single ring cancellations with two segments, Figure 60.
In almost all of these (B1) a Swiss cross has been added to the upper semicircle; but a few strikes (B1a or B2a) are without the cross, i.e. with two empty semicircles. The cross comes shaded or un-shaded: no special distinctions are made in the table below.

Figure 60

The following lines have been reported with this cancellation type:

AARAU-MENZIKEN-AARAU * BAHNPOST *
AIGLE-SEPEY-DIABLERETS * POSTE. AMB.*
APPENZELL-GOSSAU * BAHNPOST *
BAUMA-UERIKON-BAUMA * BAHNPOST *
BELLINZONA-LOCARNO * POSTA AMB.*
BERN-SCHWARZENBURG-BERN * BAHNPOST *
BEX-CHESIERES * POSTE AMB.*
BIASCA-ACQUAROSSA * POSTA AMB.*
BULLE-BROC * POSTE AMB.*
GOLDAU-RAPPERSWIL * BAHNPOST *
INTERLAKEN-GRINDELWALD * BAHNPOST *
INTERLAKEN-LAUTERBRUNNEN * BAHNPOST *
LANGENTHAL-WOLHUSEN * BAHNPOST *
LUZERN-ENGELBERG-LUZERN * BAHNPOST * (several types: different crosses)
LUZERN-WILDEGG-LUZERN * BAHNPOST *
OERLIKON-WETTINGEN-OERLIKON * BAHNPOST *
RAMSEI-SUMISWALD-HUTTWIL * BAHNPOST *
ST.GALLEN-APPENZELL-ST.GALLEN * BAHNPOST *
ST.MORITZ-TIRANO * BAHN-POST-AMB.*
ST.MORITZ-TIRANO * BAHNPOST-AMB.*
SURSEE-TRIENGEN-SURSEE * BAHNPOST *
THUN-BEATENBUCHT-INTERLAKEN * BAHNPOST *
THUN-BURGDORF-THUN * BAHNPOST *
TRAVERS-BUTTES * POSTE AMB.*
ZÜRICH-LUZERN-ZÜRICH * BAHNPOST *
ZWEISIMMEN-LENK-ZWEISIMMEN *BAHNPOST *
Others may exist; but also see below.

Figure 61

B1a: Type LII (**AW 86H**), Figure 61; no cross in upper, and thus empty, segment:
LAUSANNE-BERCHER * POSTE AMB.*
LAUSANNE-MOUDON * POSTE AMB.*
MOUTIER-SOLOTHURN * BAHNPOST *

B2: Type LIII (**AW 86H**), Figure 62; with BAHNPOST, AMBULANT, AMBULANTE or REGIONAL in top of rim and endpoints below, occur for the following lines:

B2:
AMBULANTE * LOCARNO-BIGNASCO *
BAHNPOST * BRIG-ZERMATT * (no type A2 exists because TPO changed its name)
BAHNPOST * RHAT.BAHN *
REGIONAL * PALEZIEUX-BULLE-MONTBOVON *

Figure 62

B2a: (no cross in upper segment)
AM BULANT * MONTREUX-ZWEISIMMEN *
This last named is shown in Figure 63 as Type LIV (**AW 86H/3**).

Figure 63

Moving from true double circle cancellations to modified double circles, we next come to the various types with continuous date bridges: C1: endpoints indicated at top and bottom respectively, with bars in both semicircles. If re-cut by removing bars this becomes D1.
C2: both endpoints in upper semi-circle; at bottom Swiss cross. Re-cut, this becomes D2.
C3: AMBULANT, BAHNPOST, or REGIONAL in upper circle, and endpoints or region in lower circle. Re-cut, minus bars, this becomes D3, with subtype D3a. Diameter = 25-27mm.

Related, though quite different, is type E (re-cut, type F) because the lower semicircle is totally absent and replaced by part of the route's towns.

Of the C1 items; Type LV (**AW 86D**), Figure 64; the following routes are known to date:
APPENZELL-GOSSAU (7); re-cut
APPENZELL-WINKELN (5, 6 and 7 bars; 3 types); predecessor line of APPENZELL-GOSSAU
CHAUX-DE-FONDS -SONCEBOZ (6)
GRINDELWALD-INTERLAKEN (6)
ZÜRICH-SIHLBRUGG (6); re-cut
ZÜRICH-SIHLWALD (6); re-cut

Figure 64

C2; Type LVI (**AW 86C**), Figure 65; examples are known only for:
FRAUENFELD-WYL (7)

Figure 65

C3; Type LVII (**AW 86E**), Figure 66; are known for:
AMBULANT BASEL-FLÜH (6)
BAHNPOST RHAT.BAHN (6); subtypes
REG IONAL BIERE-MORGES (6)
REGIONAL BRASSUS VALLORBE (7)
REGIONAL LAUSANNE-BERCHER (7)
REGIONAL SAIGNELEGIER (7)
REGIONAL VIÈGE-ZERMATT (6)
REGIONAL YVERDON-S^{te} CROIX (7/8)

Figure 66

Also of the C type is a commemorative railway cancellation on the occasion of the opening of the Simplon tunnel, a very elusive item, shown at right, with the inscription BRIGUE-ISELLE • OUVERTURE • 1 JUIN 1906 (Figure 67). Where else to classify this item is each collector's choice and preference.

Figure 67

D1 (**AW 86L**), Figure 68; strikes exist from:
APPENZELL-GOSSAU (2 subtypes)
ZÜRICH-SIHLBRUGG

Figure 68

D1a (with part of date-bridge also excised):
ZÜRICH-SIHLWALD

D2 (**AW 86M/2**) exists only for:
FRAUENFELD-WYL (with "VIII", for postal district 8, in lower segment)

D3 exists for:
BAHNPOST BRIG-ZERMATT
BAHNPOST RHAT.BAHN

D3a (**AW 86M/1**), Figure 69; is known only for:
BAHNPOST BRIG-ZERMATT (with "II", for postal district 2, in lower segment)
BAHNPOST BRIG-ZERMATT

Figure 69

The very special form E; Type LXI (**AW 86F**), Figure 70; is known for four small railways:
BAHNPOST LIESTAL WALDENBURG
REGIONAL BEX-VILLARS S/OLLON
REGIONAL PALEZIEUX CHATEL-ST.DENIS
REGIONAL PONTS-CHAUX DE FONDS

Figure 70

In its re-cut form F (**AW 86K/1**), Figure 71; it is known only for the line:
LIESTAL WALDENBURG; narrowest narrow-gauge track in Europe

Figure 71

Basic Type G distinguishes itself by being a single ring cancellation with an open bridge, below and above of which there are two semi-circles that are either empty or decorated with a Swiss cross, alternately shaded or un-shaded (no particular distinctions observed here) and occasionally with some other postal indication, such as the postal district number. These types are the newer TPO strikes, and some of them (indicated where it is known, or obvious) were re-cut from double ring types A by excising the inner ring's sections to the left and to the right of the date bridge. Some of these may have become types G by simple wear and tear and a specialist is advised to hunt specifically for the tiniest remainder of the double ring at left and right of the date bridge. Whenever there is one millimetre's worth, the item is not of type G, but of type A.

Since about 1967 a number of somewhat different TPO cancellations with open date bridge have been introduced. These we refer to as basic Type H, although the distinction between G and H is not always immediately apparent.

Type G1 (**AW 86O**), Figure 72; with the endpoints at the top, mostly two stars at the side, and BAHNPOST, AMBULANT, or the like at the bottom, is known from these lines:
BERN-SCHWARZENBURG-BERN * BAHNPOST * (a re-cut of Type A1)
BEX-CHESIERES * AMBULANT *
BIASCA-ACQUAROSSA AMBULANTE (no stars; but XI below date)
FRAUENFELD-WIL BAHNPOST (no stars)
GOLDAU-RAPPERSWIL * BAHNPOST *
LIESTAL-WALDENBURG-LIESTAL * BAHNPOST *
MARTIGNY-LE CHABLE (VS) AMBULANT (no stars)
NYON-ST.CERGUE * POSTE AMB.*
ST.GALLEN-APPENZELL-ST.GALLEN * BAHNPOST * (re-cut of A1?); Maybe a damaged B1
ST.MORITZ-TIRANO * BAHNPOST-AMB.* (maybe an A1 re-cut?) La damgd.B1)
TAVANNES-NOIRMONT * POSTE AMB.* (probably an A1 re-cut)
THUN-BEATENBUCHT-THUN * (2 subtypes; a trolleybus line)
WOLHUSEN LANGENTHAL-WOLHUSEN * BAHNPOST *
ZÜRICH-SIHLBRUGG BAHNPOST (no stars: two very different types)

Figure 72

Type G2 (or continuing the numbering of all TPO types, Type LXIV) features the AMBULANTE, AMBULANT, BAHNPOST, or REGIONAL at the top and the line's endpoints at the bottom (**AW 86O**), Figure 73. Particular details are given after each listing where appropriate.

Figure 73

AMBULANTE LUGANO-PONTE TRESA (no stars; postal district "XI" in lower semicircle)
AMBULANT * BIERE-MORGES *
AMBULANT * MONTREUX-ZWEISIMMEN* (re-cut from type A2; tiny cross in upper segment)
AMBULANT MONTREUX-ZWEISIMMEN (no stars; un-shaded cross in upper semicircle)
AMBULANT MONTREUX-ZWEISIMMEN (no stars; un-shaded cross in lower semicircle)
AMBULANT * VALLORBE-BRASSUS * (line above date bridge almost always damaged)
AMBULANT * YVERDON-STE.CROIX *
BAHNPOST * CHUR-AROSA-CHUR *(postal district "X" in lower semicircle; two subtypes)
BAHNPOST * FURKABAHN *
ZBAHNPOST * FURKA-OBERALP * (exists, according to Christian, via Stratton)
BAHNPOST * RHAT.BAHN * (several subtypes; narrower and wider letter spacing)
BAHNPOST * WOHLEN-MEISTERSCHWANDEN * (looks like a re-cut of an unknown A2 or B2)
REGIONAL * BEX-CHESIERES *

The last Type of the circular TPO cancellations has been in use for only about ten years at the time of producing this article, i.e. since about 1967. These cancellations really are a modified Type G, but the very narrow lettering of the endpoints (invariably at the bottom of the strikes) distinguishes them sufficiently to call then basic Type H (Type LXV); Figure 74.

Figure 74

In years to come, provided that travelling post offices are retained in the Swiss postal system (no certainty exists here because the PTT claims uneconomical balances especially on short, private line runs that offset the possible time gain realized from sorting on the train), additional lines may receive these modern looking cancellations, and reports of any not listed below will be welcome and much appreciated. To date the following are known:

H:
BAHNPOST * AARAU-MENZIKEN-AARAU *
BAHNPOST * BERN-SCHWARZENBURG-BERN *
BAHNPOST * BRIG-ZERMATT-BRIG * (two subtypes)
AMBULANT * BULLE-ROMONT-BULLE *
BAHNPOST * BURGDORF-LANGNAU-BURGDORF *
BAHNPOST * BURGDORF-SOLOTHURN-BURGDORF *
BAHNPOST * FURKABAHN *
BAHNPOST * GOSSAU-APPENZELL-GOSSAU *
BAHNPOST * LANGENTHAL-WOLHUSEN-LANGENTHAL *
AMBULANT * PALEZIEUX-BULLE-MONTBOVON *

BAHNPOST * RAPPERSWIL-GOLDAU-RAPPERSWIL *
BAHNPOST * SOLOTHURN-BERN-SOLOTHURN *
BAHNPOST * SOLOTHURN-BURGDORF-SOLOTHURN
BAHNPOST * SPIEZ-ZWEISIMMEN-SPIEZ *
AMBULANI * VALLORBE-LE BRASSUS *
BAHNPOST * WIL-KREUZLINGEN-WIL *
BAHNPOST * ZWEISIMMEN-LENK-ZWEISIMMEN *
(two distinct subtypes; wide & narrow lettering)

One private rail line, FRIBOURG-MORAT-ANET, uses an entirely different cancellation:

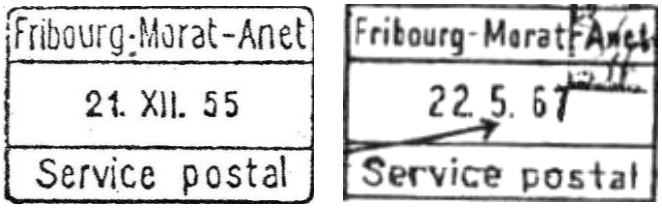


Figure 75

Type J; LXVI (**AW 86Q/1**), Figure 75; rectangular, existing in several subtypes (2 shown): note the use of Roman and Arabic characters for 'month',

Type J-a; LXVII (**AW 86Q/2**), Figure 76; square.

Each conductor is supposed to own a different cancellation device.

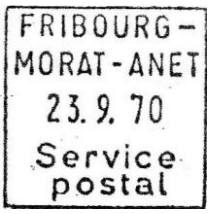


Figure 76

For completeness this instalment advises the reader that once in a while TPO cancelling devices are rendered inoperable and have to be sent to a respective regional centre for repairs. During such (usually very short) periods emergency date strikes are issued to the clerks on such TPOs. All of these cancels; never announced in advance and in use for no more than a few days, are extremely elusive and scarce. To date, only three (that feature endpoints) are definitely known to have existed since 1900, plus one that is of "neutral" type.

With the exception of the four shown her as Figure 77, (Type K; LXVIII), others that may come to light should be reported.

Figure 77

Furthermore a number of special cancellations; as well as mobile post office cachets, commemorating centennials, opening of railway lines and the like, were issued by the PTT commencing in 1906. Roy Christian illustrates a few of them in his comprehensive article, with maps and charts, in the Helvetia Philatelic Society's Newsletter, and all of them are recorded in the PEN catalogue of special and automobile cancellations. Therefore, they are only listed below in chronological order, but not illustrated since most of them are marginal to TPO cancellation collecting, albeit interesting and attractive.

1906, June 1: cds. BRIGUE-ISELLE OUVERTURE (opening of Simplon tunnel)
1933, March 30, large violet pictorial cachet, showing a locomotive and three other modes of transportation for the Zürich TOURISM CONGRESS
1937, various dates, mobile post office cachets inscribed BAHNHOFPLATZ, etc.
1938, various dates: as above
1944, June 21-25, red mobile post office cachet with Red Cross Train in Zürich
1947, June 23-28: Special cds for the International Railway Congress in Luzern;
1947, August 9, Special TPO strike, centennial of Zürich-Baden Railway
1947, August 9: as above but with text Baden-Zürich
1947, December 6-7: mobile post office cachet for the centennial of railways (UPG)
1951, April 14-23: mobile post office cachet for International Container Show, with a locomotive
1955, May 14-15: mobile post office cachet 100 Years BUSSIGNY-YVERDON line
1956, May 18: Special cancellation 50 Years Simplon line, Lausanne
1956, May 18, as above: special cachet used for same event with Brig cds
1956, May 18, as above: same cachet used for same event with MPO cds, Brig
1956, June 9-10: Special cds One Hundred Years "Train City" Olten
1956, June 23-24: MPO cachet Geneva exhibition "Railways in the Arts"
1957, June 18-21: Special TPO cancellations, in German and Italian, for the 75th Anniversary of the St. Gotthard Railway, showing rails and church
1960, July24: Special cancellation, Les Verrières, 100 Years Franco-Suisse Railway
1962, July 1: Special cds, Zürich: Swiss Electric TEE Trains
1962, Nov.12-16: Special cds. Basel, International Travel Agents/Special Trains Convention
1963, June 22: Special cds, Kandersteg, 50 Years Lötschberg Railway
1964, June 20-21: MPO cachet; 100 Years railway line Bern-Lyss-Biel, Lyss
1964, October 24: MPO cachet 100 Years railway Zürich-Affoltern-Zug-Luzern
1964, October 31: MPO cachet 75 Years railway Langenthal-Huttwil
1964, Dec.19: Special cds for the opening of the line Luzern-Engelberg
1965, Nov. 20: MPO cachet for Subterranean Access SZB to Bern Railway Station
1967, Dec. 4: Special cds. Bern 75 Years Central Railway Office for International Timetables
1968, June 15-16: MPO cachet, 5th International Congress of Railway Philatelists, Bern
1969, April 25-27: Special cds, NAMEBA Exhibition of Railway Philatelists, Zürich
1971, May 21-Dec.31: Special cds 100 Years Vitznau-Rigi Railway
1972, April 21-23: Special cds, 8th Railway Employees Stamp Exhibition, Zürich
1972, Sept. 10: Special cds commemorating TPO run LYSS-PAYERNE-YVERDON
1972, Oct. 1: Special cds commemorating TPO run WINTERTHUR-SCHAFFHAUSEN
1973, Nov. 11: Special cds. Cheseaux s/, centennial of 1st narrow gauge railway
1975, May 27: Special cds. Opening of Heitersberg Railway line;
and take it from here: There may be others.

A number of machine cancellations showing train motives or celebrating some aspect of railways also exist. Refer to the machine cancellations catalogue.

Returning to more railway-related postmarks, there existed, in some TPOs, s/ markings similar to those assigned to every post office. Most of these s/ strikes were used for internal use, on forms and reports, and the like; but a few were used on stamps and/or on mail. Two are shown below: BASEL-MAILAND and AMB<ULANTE> LAUSANNE-DOMODOSSOLA on Italian stamp, Figure 78.

Figure 78

And Figure 79 below depicts one other s/ of railway origin which comes from mail deposited in the box attached to the trolley car interurban, while stamps on such mail are always cancelled in St. Gallen 1. Similar items, such as Boîte Weinfelden-Wyl, or "Postwageneinwurf", plus names of localities (Obertoggenburg, Yberg, etc.), are not of railway origin but from mail boxes carried on horse coaches.

Figure 79

Swiss postmarks can occur on foreign stamps if a TPO travels across the border (Figure 80); and foreign TPO markings can occur on Swiss letters for the same reason (Figure 81). In the case of the French EVIAN A PARIS strike on a letter from Geneva to a town in the neighbouring French border zone the letter must have been posted on a French TPO while it stopped in Geneva.

Figure 80

Figure 81

And in conclusion one could also collect non-Swiss postmarks of other countries, with one of the endpoints naming a Swiss town or city.
There are *Italian* ones: UFF.AMB.V.E.SEZ. TICINO and AMB.MILANO-CHIASSO, *Austrian*: FELDKIRCH-BUCHS, etc., *German*: KONSTANZ-BASEL; HEIDELBERG-BASEL, etc., and *French*: LYON à GENÈVE etc.

The last paragraph mentioned the existence of non-Swiss travelling post office markings that featured the name of a Swiss locality in the endpoints. A few of these are shown below in Figure 82, for whatever that may be worth.

Figure 82

As another postscript to the enumeration of existing Swiss TPO markings the existence of a series of 'negative postmarks', very infrequently seen used as cancellations, should be mentioned. These rather unattractive markings (Figure 83) owe their existence to "make-do" usage, as temporary markings when the regular cancellation was unavailable, or 'once in a while as a favour item.

Figure 83

It seems that TPOs, in addition to their cancellation devices, were also in possession of a seal, probably for affixing on wax that was applied over twine that sealed postal bags, or satchels with registered or value-declared items. Occasionally, however, these seals saw use as (dateless) cancellations.

The following alphabetic list of all newer, named travelling post office cancellations, from Type XLVIIIa (A1) through Type LXVIII (K) should serve as a checklist and quick reference to any collector interested in the field of TPO cancellation collecting. The alphabetic list on the next page refers to the letters and numbers under the type and subtype forms below.

As regards prices; Alfred Müller has attempted a point system, 0 to 5, and his study will be published by Zumstein & Co. as a special booklet in the near future. "0" means quite common, "5" can mean a premium if clearly struck on a stamp. This study is not investigating prices, but simply relates facts known to date.

GUIDE TO THE MORE RECENT NAMED TPO MARKINGS, BY LINE NAME AND TYPE

AARAU-MENZIKEN-AARAU: A1; B1; H
AIGLE-MONTHEY: A2x (with fleuron's)
AIGLE-SEPEY-DIABLERETS: A1; B1
APPENZELL-GOSSAU: A1, B1; C1; D1
APPENZELL-WINKELN: C1 (3)
BALE-BELFORT-BALE: A1
BASEL-BERN-BASEL: A1
BASEL-CHUR-BASEL: A1
BASEL-FLÜH: C3
BASEL-MAILAND: s/
BASEL-MILANO-BASEL: A1 (2?)
BASEL-RODERSDORF-BASEL: Al
BAUMA-UERIKON-BAUMA: A1; B1
BELLINZONA-LOCARNO: A1; B1
BELLINZONA-LUINO; A1
BELLINZONA-MESOCCO: A2
BERN-BELP-THUN-BERN: A1
BERN-SCHWARZENBURG-BERN: A1 (2); B1; G1; H
BEX-CHESIERES; A1; B1; C1; G2d
BEX-VILLARS S/OLLON: E
BIASCA-ACQUAROSSA: A1; B1; G1c
BIERE-MORGES: A4; C3; G2b
BRASSUS-VALLORBE: A4; C3
BRENETS-LOCLE: A2
BRIG-ZERMATT: B2; D3: D3a; H
BULLE-BROC; A1; B1
BULLE-ROMONT-BULLE: H
BURGDORF-LANGNAU-BURGDORF: H
BURGDORF-SOLOTHURN-BURGDORF: H
CHAUX-OE-FONDS-MORTEAU No.23: see Fig. 18
CHAUX-DE-FONDS-PONTS-DE-MARTEL: A1
CHAUX-DE-FONDS-SAIGNELEGIER: A1 (2)
CHAUX-DE-FONDS-SAIGNELEGIER: A1 (2)
CHAUX-DE-FONDS-SONCEBOZ: C1
CHIASSO-ROMANSHORN-CHIASSO: A1
CHUR-AROSA-CHUR: G2c
EINSIEDELN-WÄDENSWIL; A1
FRAUENFELD-WIL: G1a
FRAUENFELD-WYL: C2; D2
FRIBOURG-MORAT-ANET: J; J-a
FURKA BAHN: G2c; H
FURKA-OBERALP: G2c (???)
GENÈVE- CULOZ-GENÈVE: A1 (2)
G ENEVE-LAUSANNE-GENÈVE: A1 (???)
GENÈVE-LA PLAINE-GENÈVE: A1
GOLDAU-RAPPERSWIL: A1 (2); B1; G1
GOSSAU-APPENZELL-GOSSAU: H
GRINDELWALD-INTF.RLAKEN: C1
INTERLAKEN-GRINDELWALD: A1; B1
INTERLAKEN-LAUTERBRUNNEN: A1; B1
LANGENTHAL-WOLHUSEN-LANGENTHAL: H
LANGENTHAL-WOLHUSEN: A1; B1
LANGNAU-SOLOTHURN-LANGNAU: A1
LAUSANNE-BERCHER: A1; A4; B1a; C3
LAUSANNE-DOMODOSSOLA: s/
LAUSANNE-MOUDON: A1; B1a
LAUSANNE-PONTARLIER-LAUSANNE: A1
LIESTAL-WALDENBURG: E; F
LIESTAL-WALDENBURG-LIESTAL: G1
LOCARNO-BIGNASCO: A2; B2a
LOCLE-BRENETS: A3 (fleuron's & train no.)
LUGANO-PONTE TRESA: A2; G2a
LUGANO-TESSERETE: A1
LUZERN-ENGELBERG-LUZERN: A1; B1
LUZERN-WILDEGG-LUZERN: A1; B1
MARTIGNY-LE CHÂBLE: G1a
MARTIGNY-CHATELARD: A1
MARTIGNY-ORSIERES: A1x
MONTHEY-CHAMPERY: A1
MONTREUX-ZWEISIMMEN: A2;B2a; G2b/bb/bbb;K
MORGES-BIERE: K
MORTEAU-CHAUX-DE-FONDS No.23: see Fig. 18
MOUTIER-SOLOTHURN: A1; B1a
NYON-ST.CERGUE: G1; K
OERLIKON-WETTINGEN-OERLIKON: A1; B1
PALEZIEUX-BULLE-MONTBOVON: A2; B2; H
PALEZIEUX-CHATEL ST.DENIS: E
PONTS-CHAUX DE FONDS: E
POSCHIAVO-TIRANO: A1
RAMSEI-SUMISWALD-HUTTWIL: A1; B1
RAPPERSWIL-GOLDAU-RAPPERSWIL: A1; H
RHÄTISCHE RAHN: A2; B2: C3; D3: G2c
ROMANSHORN-RAPPERSWIL: A1
RORSCHACH-SCHAFFHAUSEN: A1
ST.GALLEN-APPENZELL-ST.GALLEN: A1; B1; G1?
ST.GALLEN-CHUR-ST.GALLEN: A1
ST.MORITZ-TIRANO: A/B; B1; G1
S^{T}.MORITZ-TIRANO: A/B; B1
ST.SULPICE-TRAVERS: A3
SAIGNELEGIER: C3
SAIGNELEGIER-GLOVELIER: A2
SAMADEN-TIRANO: A1 (3)
SCHAFFHAUSEN-RORSCHACH: A1
SOLOTHURN-BERN-SOLOTHURN: H
SOLOTHURN-BURGDORF-SOLOTHURN: H
SPIEZ-ZWEISIMMEN-SPIEZ: A1; H
SURSEE-TRIENGEN-SURSEE: A1; B1
TAVANNES-NOIRMONT: A1 (2) G1
TAVANNES-TRAMELAN: A1
THUN-BEATENBUCHT-INTERLAKEN: A1; B1
THUN -BEATENBUCHT-THUN: G1d
THUN-BURGDORF-THUN: A1; B1
TRAMELAN- TAVANNES: A3
TRAVERS-BUTTES: A1; B1
TROGEN-ST.GALLEN: s/
VAL DE TRAVERS: A4 (2)
VALLORBE-BRASSUS: G2b
VALLORBE-LE BRASSUS: H

VEVEY-PUIDOUX-CHEXBRES: A1
VIÈGE-ZERMATT: A2; A4 (2); C3
VITZNAU-RIGI-VITZNAU: A1???
WIL-KONSTANZ-WIL: A1
WIL-KREUZLINGEN-WIL: H
WINTERTHUR-RÜTI: A1
WOHLEN-MEISTERSCHWANDEN: G2c
WOLHUSEN-LANGENTHAL-WOLHUSEN: G1
YVERDON-FRIBOURG-YVERDON: A1
YVERDON-STE.CROIX/: A4; C3; G2b
ZÜRICH-BASEL-ZÜRICH: A1
ZÜRICH-BUCHS-ZÜRICH: A1
ZÜRICH-GENÈVE-ZÜRICH: A1
ZÜRICH-LAUSANNE-ZÜRICH: A1
ZÜRICH-LUZERN-ZÜRICH: A1; B1
ZÜRICH-ST.GALLEN-CHUR-ZÜRICH: A1
ZÜRICH-ST.GALLEN-ZURICII: A1
ZÜRICH-SCHAFFHAUSEN-ZÜRICH: A1
ZÜRICH-SIHLBRUGG: C1; D1; G1 (2)
ZÜRICH-SIHLWALD: C1; D1a
ZWEISIMMEN-LENK-ZWEISIMMEN: A1; B1; H

Source: The Postal Markings and Cancellations in Switzerland & Liechtenstein, by Felix Ganz

Note: the information supplied in this article has not been verified for accuracy