

PROFITABLE WORKING CONDITIONS TO ALL LABORERS ONE

THE NEW HOTEL

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It's past time for another issue and here I am dragging my feet again. Guess this will be another short issue.

Even though it's summer, when "stamp activity" is supposed to come to a slowdown, I guess it's time we should be thinking about this year's convention, which comes early in September. Harry has asked me if I think we should have a Locals Group award this year. I think we should probably have something, but am not sure whether for the all-round best Locals or for the best novice, if indeed we have an award at all. Do any of you have any feeling on this one way or the other (I guess this is a democratic organization)?

I'm glad we have at least one member who reads German and does a lot of research. Ben Beede has prepared a very interesting response to my Glauchau article which I will put in the next bulletin along with my response to it (if I get the latter prepared). It should be interesting if we can get an informative dialog going.

For now I have no other information. Into the article for this issue.

THE PROVISIONAL USE OF RAILROAD CANCELLATIONS

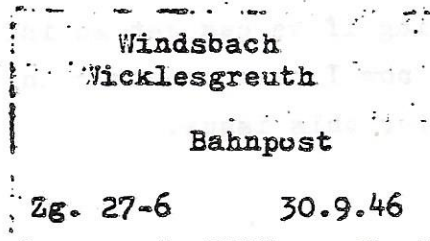
AFTER THE WAR

by Myron G. Hill, Jr.

From the time of the Old German States mail clerks on railroad trains have used special cancellations to devalue postage stamps. Usually these are oval and contain the word "Bahnpost" along with the names of the terminal cities of the railroad line. The train number and date also appear on the cancels, but sometimes they are handwritten.

A railroad cancellation should only be used when a letter is delivered directly to the railway mail car, i.e., put into the mail slot on the car. In some post offices after the war where they did not have the usual canceller a railroad canceller was employed. Thus railway cancellers found their way into normal use by post offices as an emergency measure. Since some railroad lines continued to operate their mail service after the war, it is impossible to distinguish provisional use from normal usage merely looking at the cover itself. It is necessary to know which cities used railway cancels. There is an exception: in the Soviet Zone direct posting of mail into the mail car was not possible. Therefore any railroad cancel from the Soviet Zone must be an emergency usage. Since the occupation zones or railroad damage necessitated a change in some rail lines after the war, the name of one of the cities is sometimes removed from the cancel. In addition, the date is sometimes applied with a separate rubber stamp when provisionally used.

In Bavaria, from 1924, all railroad cancels were boxed. Their use after the war does not necessarily mean that an old cancel had been reactivated as it is the usual cancel for that district. One such cancellation reads:



This is not an emergency use, but the normal usage insofar as I can tell.

In the French Zone emergency cancels are common as late as 1950. In other zones they are not frequently found after 1948 or 49. However, for the sake of completeness, railroad cancellations used after those periods are included although they may not be true emergency usages. If any collector has additional information on railroad cancels he is invited to share his knowledge with our group.

The following format is used in describing the cancels: wording of the cancel; date of cancel (A date in () means that it was not placed on the cover by postal authorities, but discovered thru the text of the letter or by some other means.); description, color and size in mm. The size of rubber cancellations will vary with use so those measurements are only approximate. The absence of information means it is not known. All cancels in the list are made of rubber, have Latin type, and are enclosed in a single oval line unless otherwise described. Altered metal refers to medal cancels which have had part removed, e.g., one of the cities.

Abbreviations used:

h - handwritten	bv - blueviolet	bkv - blackviolet
r - red	bk - black	v - violet
b - blue		

Angermünde-Tantow

Angermünde-Tantow/Bahnpost/Zug ___(h) 1633 Dt ___(h); 13.12.51;
bv, 45:25

Aschaffenburg

Postamt Aschaffenburg 2/Bahnpost/Zug . . . /Bahnpostabteilung;
(2.10.46); double oval with datebridge, bk, 44:27

Augsburg

x Postamt Augsburg 2 (Hbhf) x/Bahnpostabtlg; (1946); bk, 53:31
Postamt Augsburg 2/Bahnpost/Zug . . . /Bahnpostabtlg; 11.11.48;
bk, 46:29

Bohmte-Holzhausen

Bohmte-Holzhausen/*; 1947-50; circle, bk, 29

Brilon-Paderborn

Brilon-(Wald)-Paderborn/Bahnpost/Zug 2139; 10.11.48; r
Brilon (Wald)-Paderborn/Bahnpost/ (line) Zug 2153/ (line);
separate rubber stamp for date: 7. Nov. 1948; r, 43:26

22.

Braunschweig

Braunschweig-Göttingen/Bahnpost/Zug . . . / am . . . ; (1948);
v, 37:23

Braunschweig-Hildesheim/Bahnpost/Zug . . . ; v, 37:24

Delmenhorst-Osnabrück

Bp. Delmenhorst/Osnabrück/Zug 1684; 3 lines, no date; v and r, 29:25:27

Dresden

Bahnpostamt 20; separate rubber stamp for date; 8.5.46; v or b,
boxed 33:22

DRESDEN-ALTENBERG (ERZGEB) x Bahnpost/ Z . . . ; bk, 32mm circle

Bp. Dresden-Altentberg/Zug/g; (h) 25.4.46; circle, b or v, 33

Dresden-Bad Schandau/Zug/Nr.; (h) 25.12.46, or separate rubber
stamp 7 Mai 1946; v, 33mm circle

DRESDEN-COTTBUS/Bahnpost/Zug . . . / x; separate rubber stamp for
date 15.12.46; bk, 33mm circle

Dresden--Kamenz--Lübbenau x Zug/Nr. ; separate rubber stamp 2.5.46;
bk, 33mm circle

DRESDEN-ZITTAU x/Bahnpost/Zug Nr. . . . ; 1948; bk, 33mm circle

DRESDEN-ZITTAU x/Bahnpost/Z . . . ; separate rubber stamp 10.1.46;
bk or v, 33mm circle

Erfurt-Sangerhausen

Bahnpost/Zug 00615/10.7.47; altered metal

Freital-Nossen

FREITAL-NOSSEN/Bahnpost/Z. . . . ; separate rubber stamp 15.2.46;
v, 33mm circle

Freital-Nossen/Zug/x; (h) 19.1.47; v, 29mm circle

Göttingen-Bodenfelde

Göttingen-Bodenfelde/Bahnpost/Zug . . . ; separate rubber stamp
10 Juli 1949; v, 44:24

Hainsberg-Kipsdorf

Hainsberg-Kipsdorf/Bahnpost/28. Okt. 1946/Zug Nr. . . . ; 4 line
rubber stamp, v, 37:16, 25:34

Hainsberg (Sachs) --Kipsdorf (Erzgeb)/Bahnpost/Z . . . /x; (h)
13.1.47 or a separate rubber stamp 28.4.46; 33mm circle

Halle

HALLE (S) -- Teltow (middle) BAHNPOST/ (line) Z. 0833 23.9.52/
(line)/(4 dotted lines); bk, altered metal oval 38:27

Halle/S.-Ludwigsfelde; v, rubber stamp of 1 line used with normal
oval cancel: HALLE (S) (Lücke)/Bahnpost/Zug 00833.-5.8.52

Hannover

- Bahnpost 16/Hannover-Goslár/Zug . . . / . . . ; v and bk, 55:29
 Bp. 16 Hannover/Goslar/Zug . . . am; (1948); bk, boxed 54:28
 B. P. 16/Hannover-Helmstedt/Zug . . . ; (h) 8.6.1948; bk, 55:30
 Bahnpost 16/Hannover-Helmstedt/Zug _____; (h) 20.12.49; bk and v,
 55:30
 Bahnpost 16/Hannover-Vorsfelde/Zug . . . / . . . ; 1945; v or bk,
 55:29
 Bahnpost 16/Hannover-Vorsfelde/Zug _____(h)2063/____(h) 9.5.53;
 v, 54:29
 B.P. 16/Hannover-Vorsfelde/Zug . . . / . . . ; (h) 7.6.48 to
 20.12.49; v and bk, 53:28
 Bp. Hannover/(line)/Vorsfelde/Zug . . . ; bk, boxed 60:30

Hausach-LoBburg

- Hausach-LoBburg/Zg. . . . /am . . . ; (h) 7.2.47 and sometimes
 omitted; v or bk, 35mm circle

Heidenau-Altenberg

- Heidenau--Altenberg/. . . /Nr. . . ; (1946 and 47); bk, and bk,
 35mm circle

Hildesheim

- Bp. Hildesheim/(circle)/Zug . . . ; (1945); bk, 2 lines, 52:22
 Hildesheim--Löhne/(line)/Bahnpost, Zug Nr. . . . ; bk, 2 lines
 50:50
 Bahnpost Hildesheim/Löhne . . . /Zug . . . ; (before 1948);
 bk, 3 lines, 50:50:50

Kempten--Ulm (1948)

Klotzsche--Königsbrück

- Klotzsche--Königsbrück (Bz. Dresden)/Bahnpost/Z . . . /x; separate
 rubber stamp 20.2.46; v, 33mm circle

Magdeburg--Güsten

- Bahnpost/Zug oo626/(date)/a; metal mute cancellation

Minden--Nienburg

- Minden--Nienburg/Bahnpost/Zug; 3.6.49 & 6.10.49; bk, 53:33

München

- MÜNCHEN/BAHNPOST/Zug 1812; 7.7.46; altered metal 34:24; city
 SALZBURG removed

Münster

- Münster--Essen/Bahnpost/Zug . . . ; 40:25
 Münster--Kassel/Bahnpost/Zug . . . ; (h) 16.4.49; 40:25
 Münster--Wilhelmshaven/Bahnpost/Zug . . . 194 . . . ; v,
 boxed rubber 60:27

