

EARLY MAIN-LINE RAILWAYS

GENEVA to MARSEILLE

1859

The cover below was posted in GENEVA on 12th July 1859 and cancelled at 9:30 in the morning. It then crossed the border into France, receiving a Swiss transit mark in Geneva in red (Type A). It arrived in Marseille which stamped it on the reverse, but the marks are difficult to decipher.

The probable route taken is marked in **black** on the map to the right.

The card on the left is a reproduction of a poster issued in 1915 advertising the railway from Paris to the Mediterranean, through the Jura and via Neuchâtel.





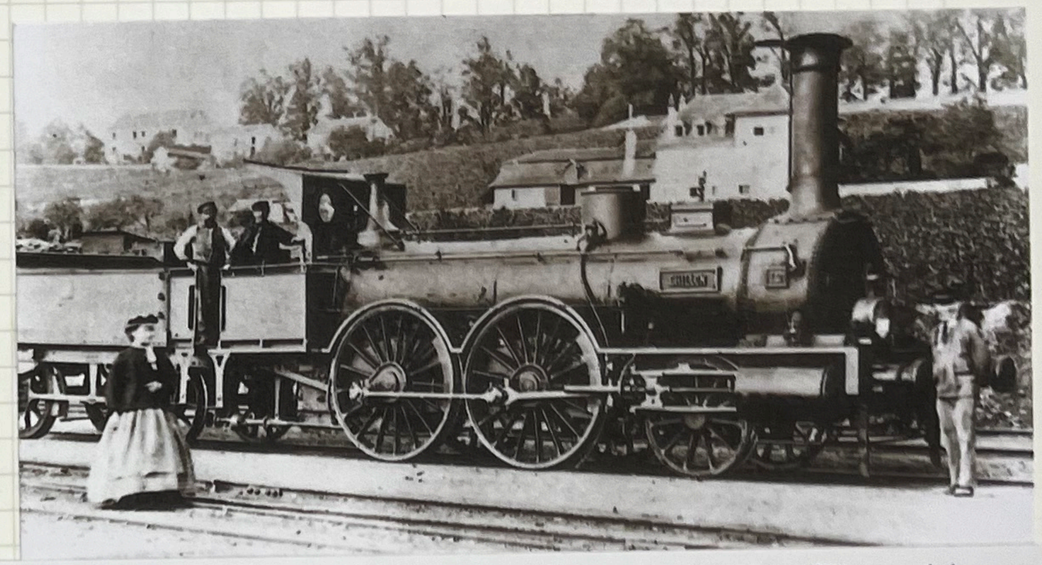
EARLY MAIN-LINE RAILWAYS 1858

GENEVA to MARSEILLE (France)

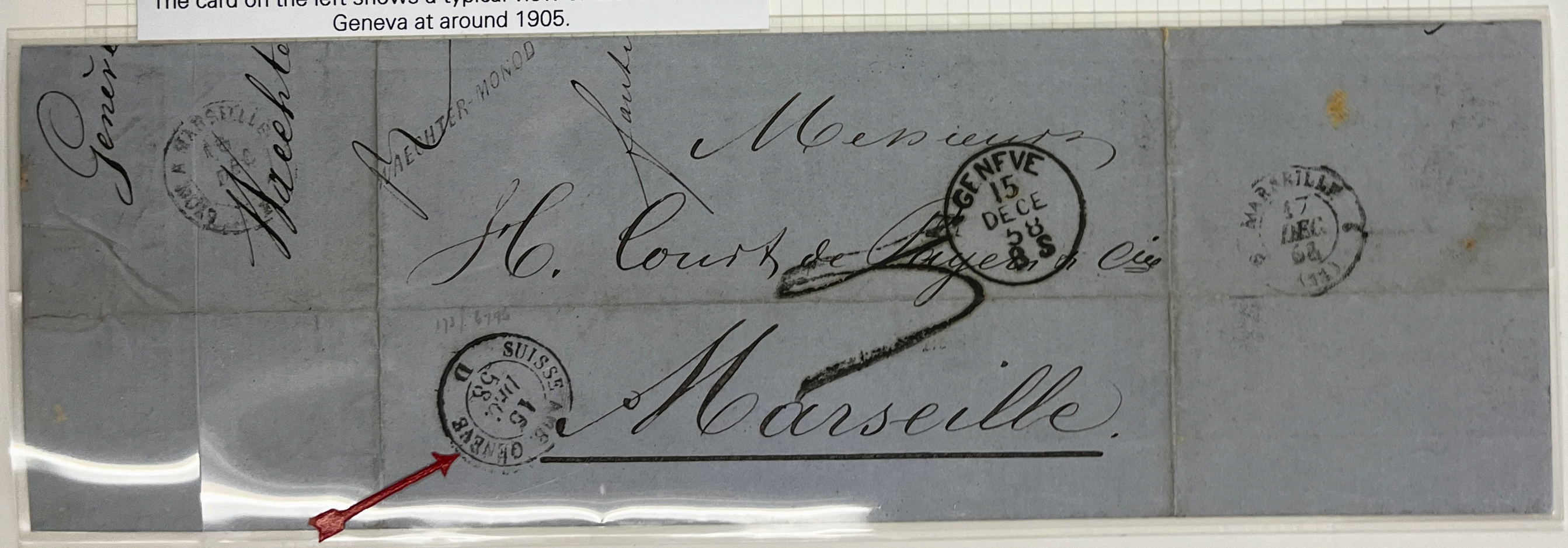


The card on the left shows a typical view of the lakeshore in Geneva at around 1905.

The letter was posted in GENEVA on 15th December 1858 where it received an 8S cancel. On the train to France, it received a black TPO cancellation, SUISSE AMB. GENÈVE D of type 173/6796.On the train from LYON to MARSEILLE it received a French TPO on 16th December and finally on the 17th December it received an arrival cancel in MARSEILLE.



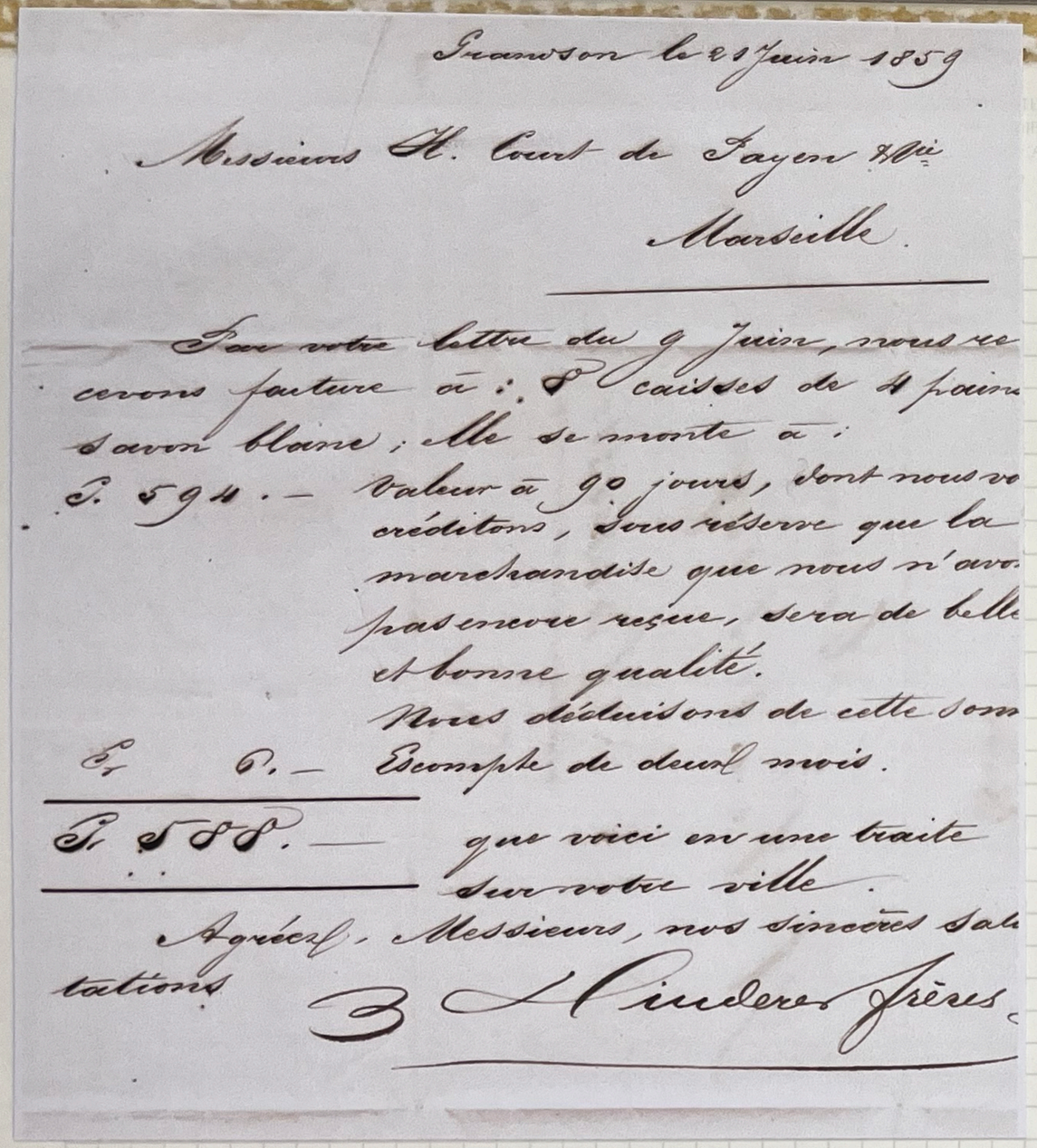
OS tender engine "Chillon" from 1857. The driver is holding the regulator while the fireman takes a break.



EARLY MAIN-LINE RAILWAYS

GRANDSON to MARSEILLE 1859

The letter was posted in GRANDSON on 21st June 1859 and then carried to GENEVA where it received a Swiss transit mark in red of type 173/6796. It was then carried onwards on the French railways where it received a TPO mark on 22nd June from the Lyon-Paris train 29. It arrived to receive a mark in Marseille which is unreadable – the French Post Office was obviously less careful than the Swiss.



Grandson le 21 Juin 1859

Messieurs H. Court de Payen & Cie

Marseille

Par votre lettre du 9 Juin, nous recevons facture à : 8 caisses de 4 pains savon blanc ; elle se monte à :

P. 594.— Valeur à 90 jours, dont nous vous créditons, sous réserve que la marchandise que nous n'avons pas encore reçue, sera de belle et bonne qualité.

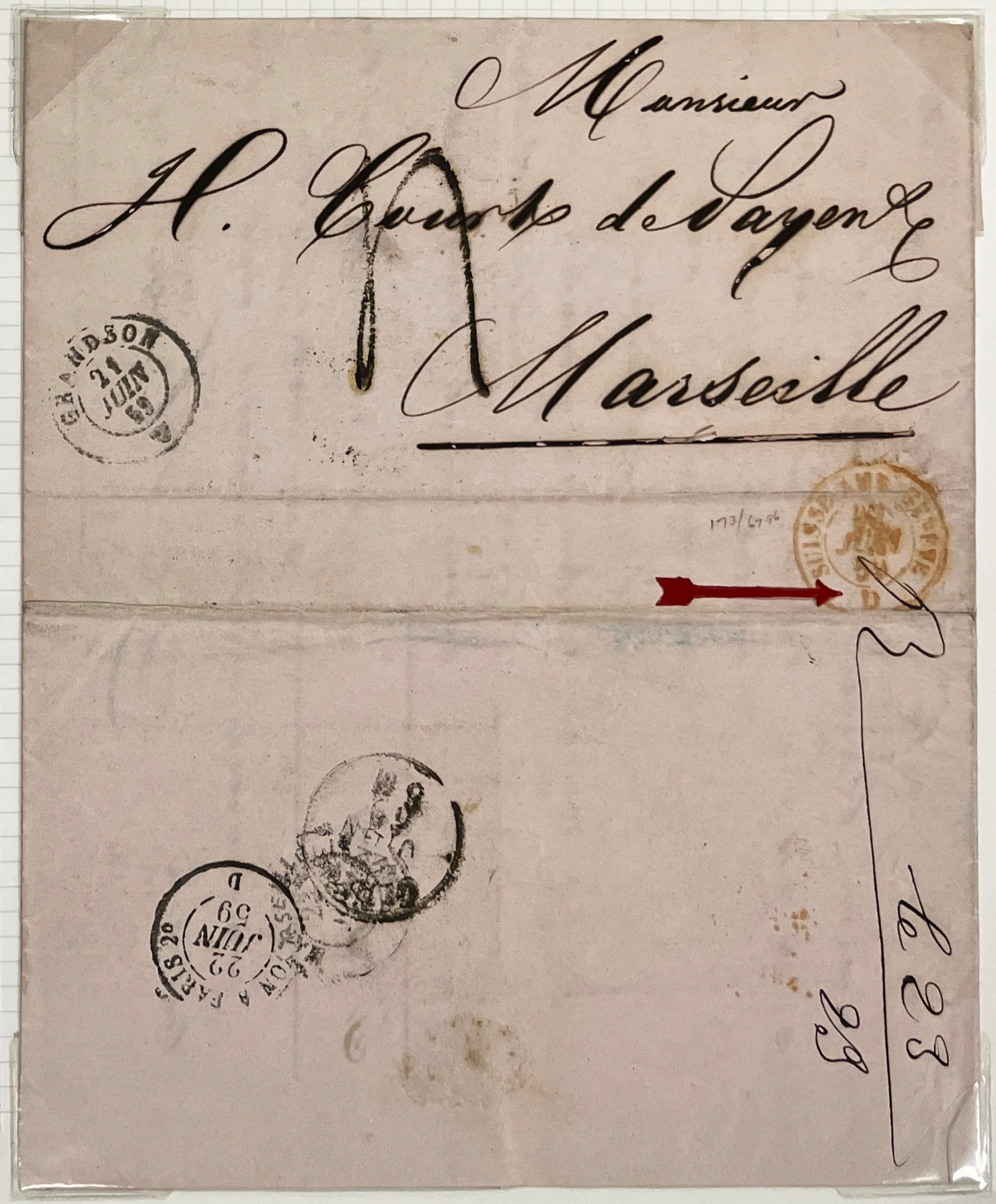
Nous déduisons de cette somme

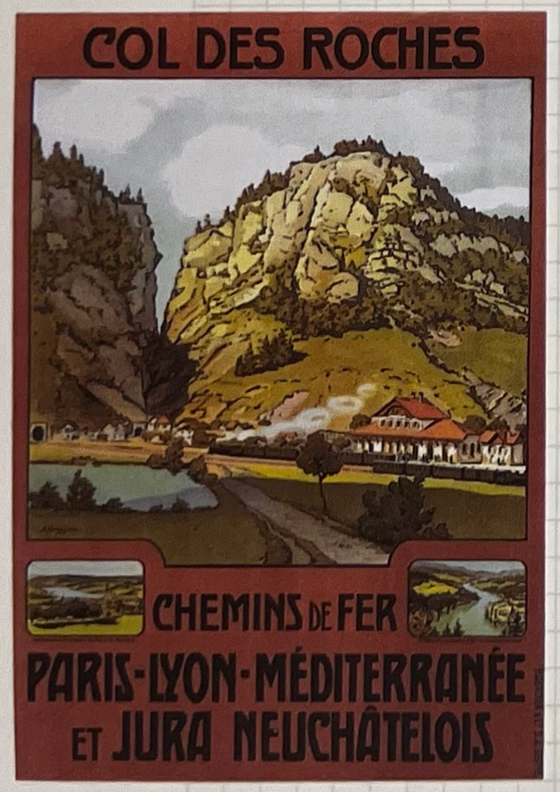
Er 6.— Escompte de deux mois.

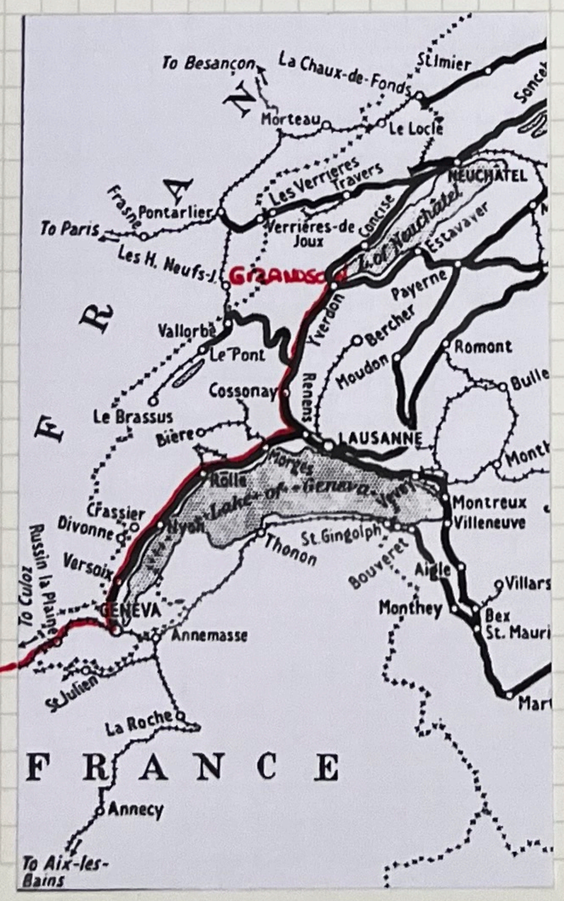
P. 588.— que voici en une traite sur votre ville.

Agréez, Messieurs, nos sincères salutations

B. Hinderer frères







Lyon & Marseille

EARLY MAIN-LINE RAILWAYS 1860

BERN to AARAU



The top letter, from ZOFINGEN to FRAUENFELD, left on 16th November 1860 with a cancellation type 101/4024. It joined train number 34 from BERN to AARAU at OLTEN, and received a TPO cancel type 83/3783. It went on to receive a ZÜRICH transit mark 10A the next day, and an arrival cancel 8M at FRAUENFELD of type 115/4944 on the 17th November.



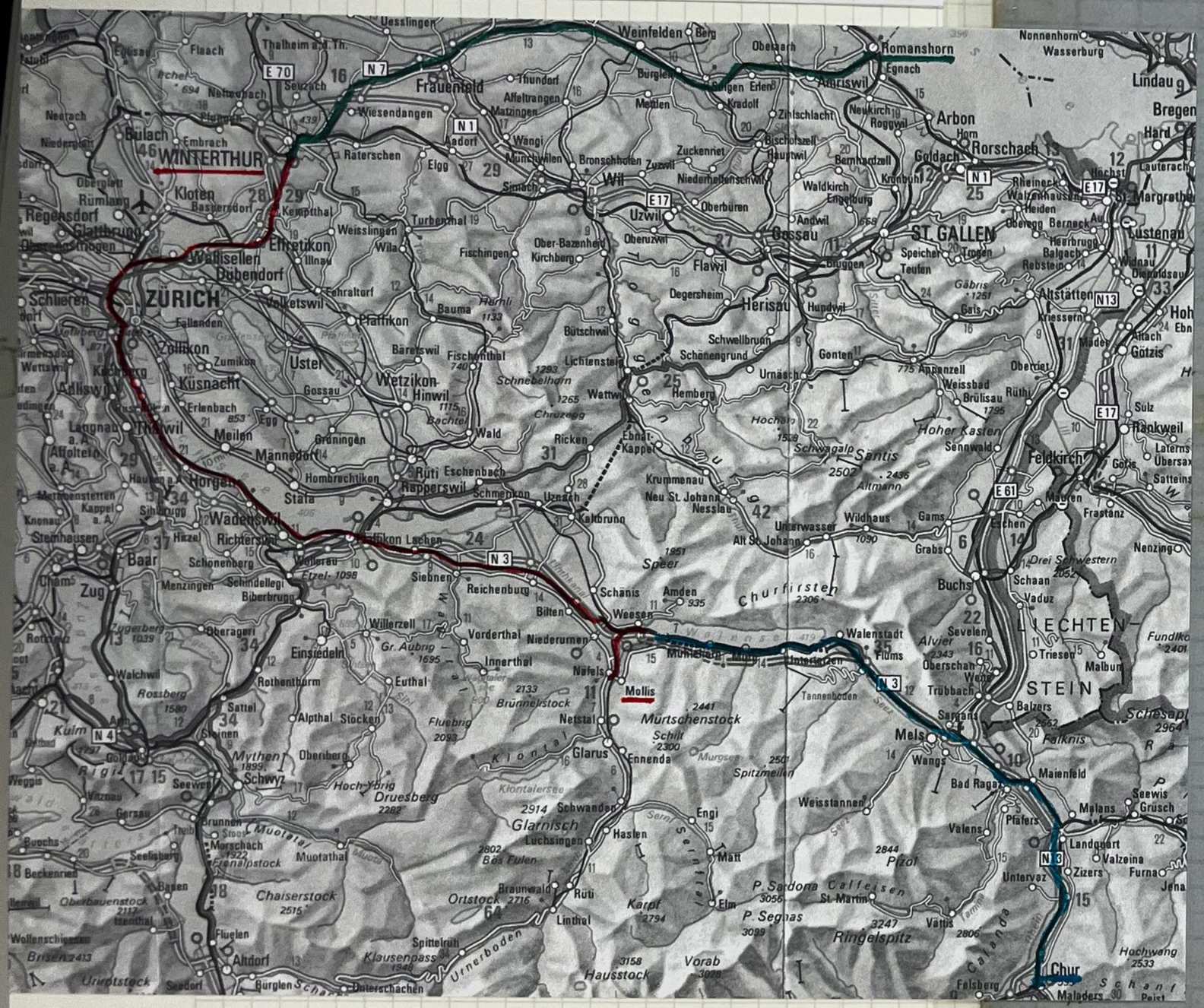
The right-hand letter, also from ZOFINGEN to FRAUENFELD, left ZOFINGEN on 13th October 1860 with a cancel type 101/4024. It joined the "NORDOST BAHN" train number 14 to FRAUENFELD where the TPO cancelled it with a type 83/3791 on 14th October. At FRAUENFELD it received an arrival cancel 4 A x, type 115/4944 on the 15th October.



EARLY MAIN-LINE RAILWAYS
1863

ROMANSHORN - ZÜRICH and ZÜRICH - CHUR

Letter from WINTERTHUR to MOLLIS





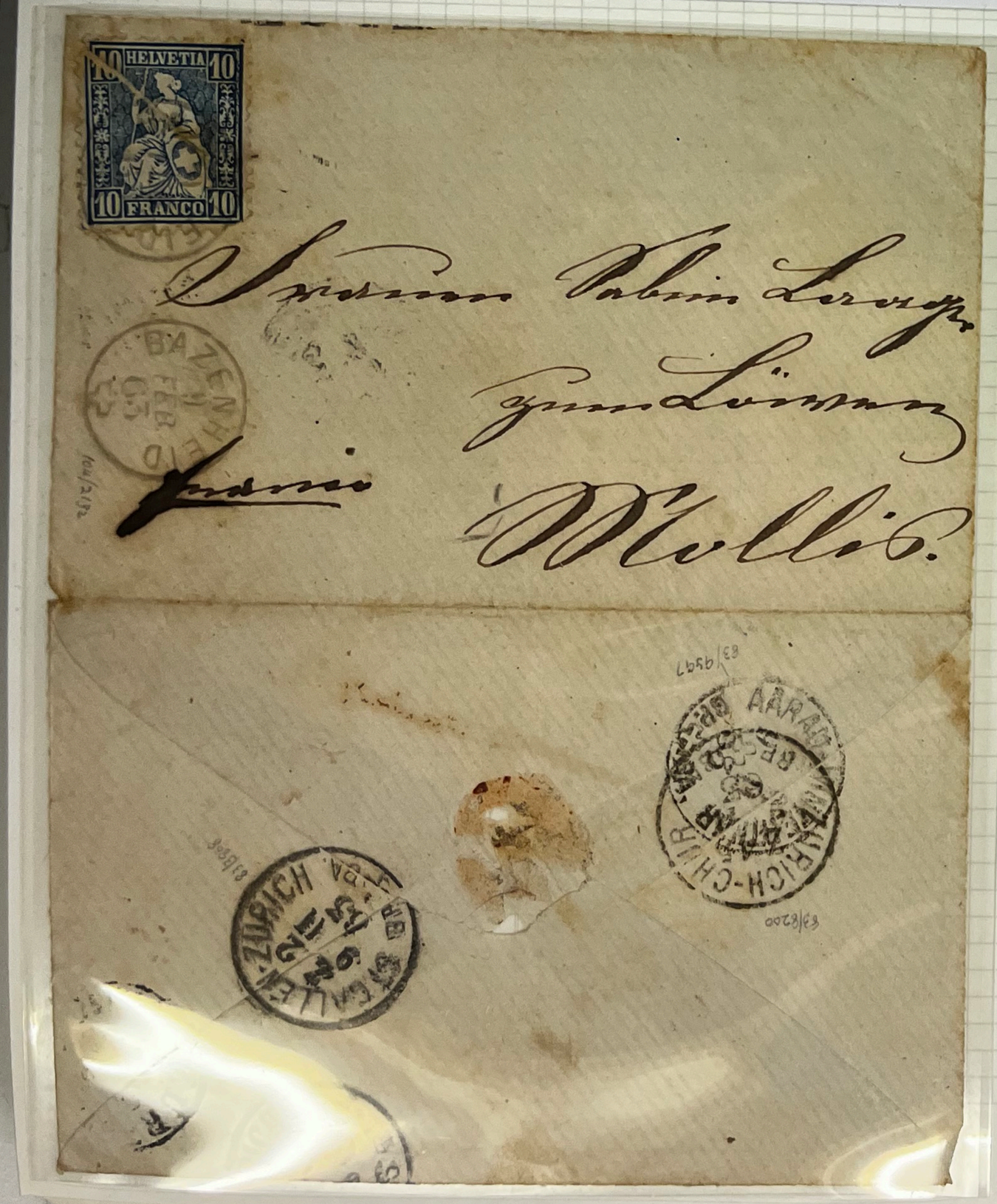
The cover was sent from WINTERTHUR where it received a **3 A** mark type115/5029 on 29th March 1863. It then joined train 16 from ROMANSHORN to ZÜRICH where it received a TPO mark. Then it collected a ZÜRICH transit mark type 117/5103 **NACHMITTAG 4½**. The next day, the 30th March, it caught train 41 running from ZÜRICH to CHUR where it got another TPO mark **BP.XBA** type 83/8200.

EARLY MAIN-LINE RAILWAYS 1863/64

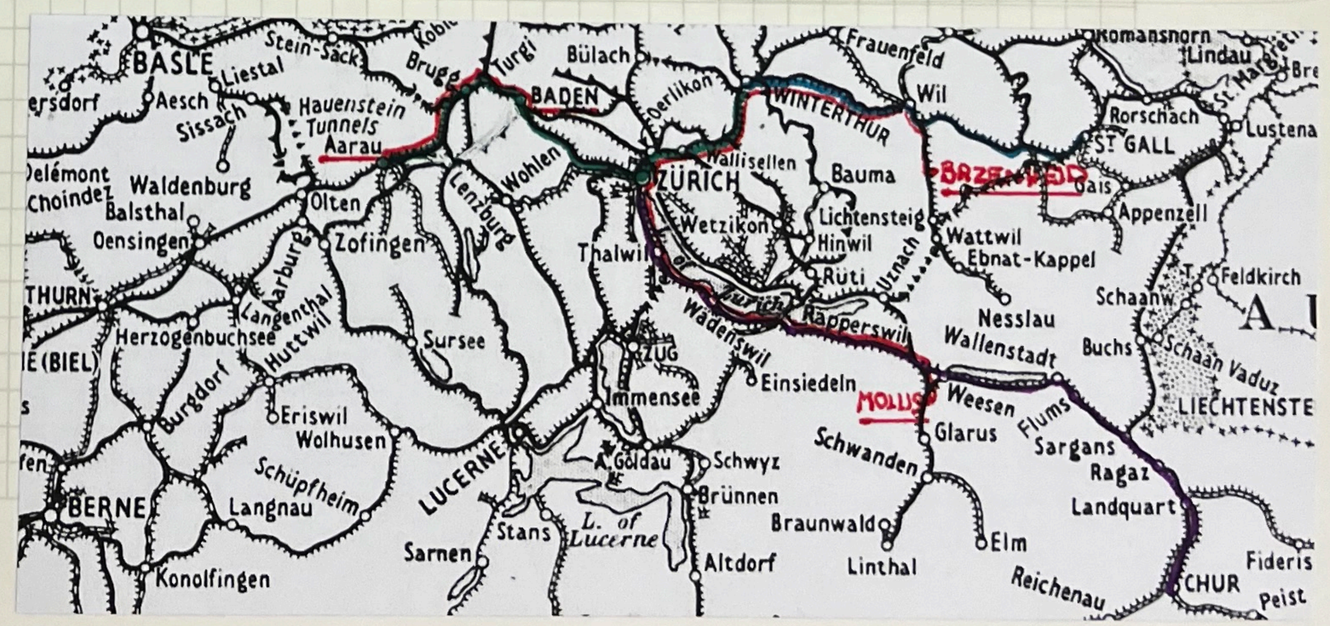
AARAU to CHUR via BADEN, ZÜRICH, WINTERTHUR and ST.GALLEN

On the right is a letter from BADEN to AARAU via **BRUGG**. It is marked on despatch in BADEN on 19th August 1864 with a type 115/4917. It then received a TPO mark on train number 17 from AARAU to ZÜRICH, of type 83/3811 with a date of **19.VIII** but no year. On arrival it was marked in AARAU with a **BR. EX.**

The cover below was sent from BAZENHEID to MOLLIS. On despatch on 9th February 1863, it was cancelled with a type 104/2312. It then received a TPO mark on train 2 from ST.GALLEN to ZÜRICH, of type 83/3868, followed by a TPO mark on train 45 from WINTERTHUR to AARAU of type 83/9597. In **ZÜRICH** it got a transit mark before joining the ZÜRICH-CHUR train for another TPO mark, this time of type 83/8200



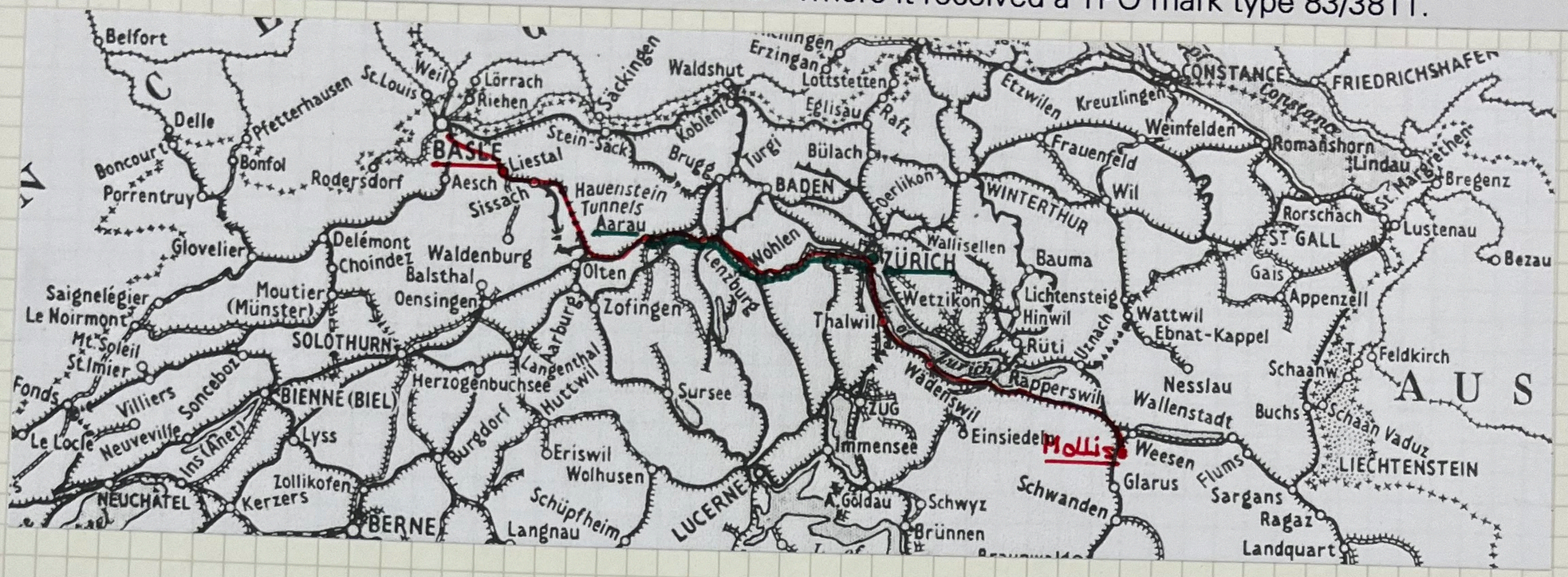


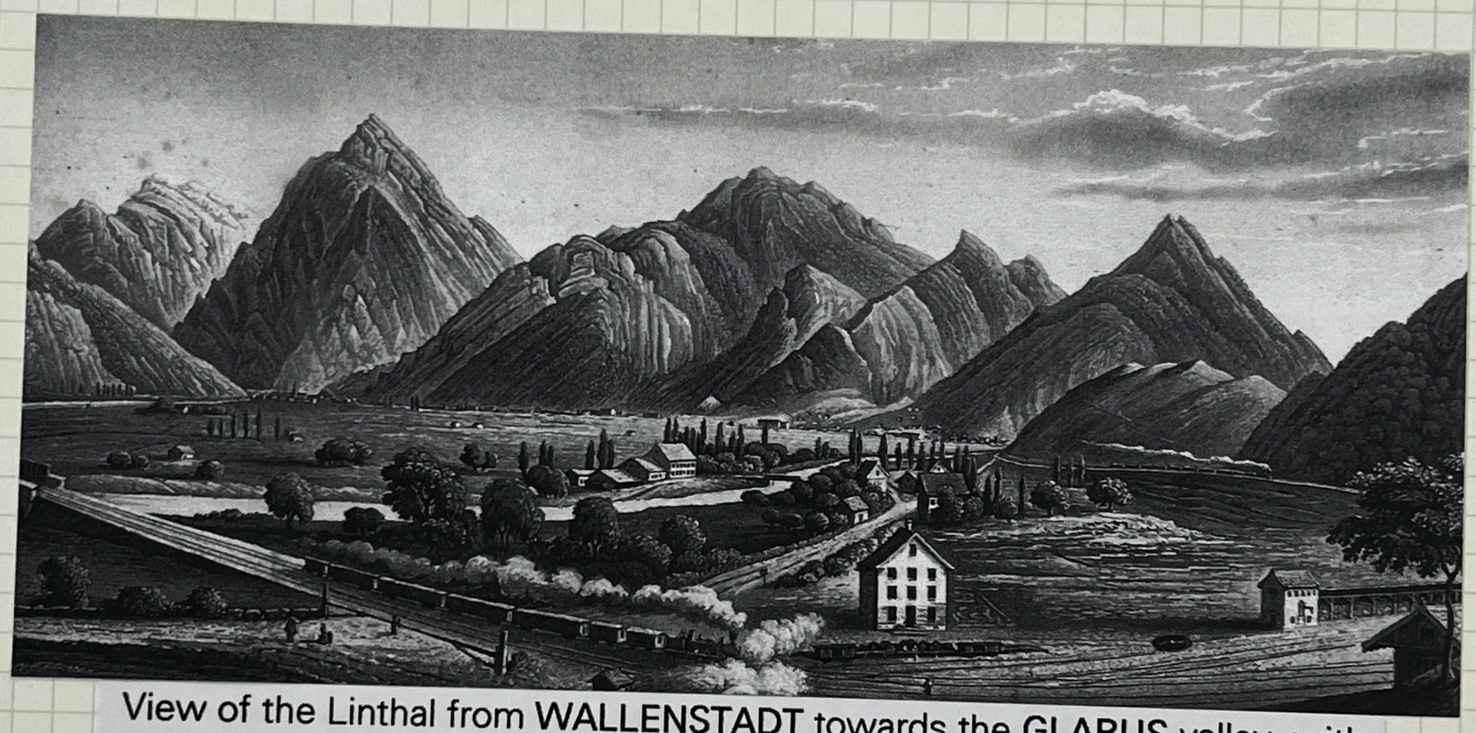


EARLY MAIN-LINE RAILWAYS 1864

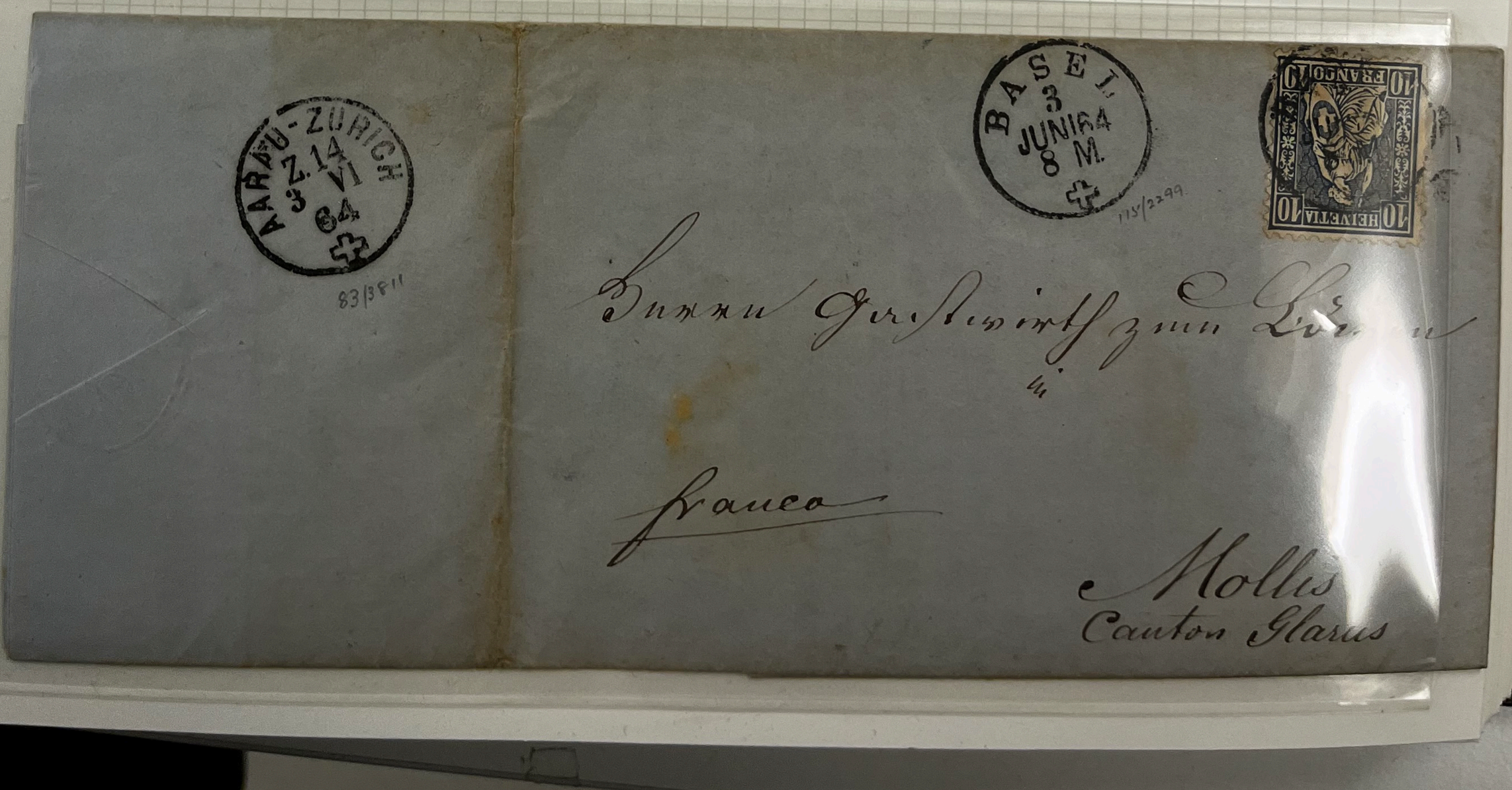
AARAU - ZÜRICH

The letter travelled from BASEL to MOLLIS, near Glarus, via AARAU and ZÜRICH. It received a departure cancel 8 M in BASEL on 3rd June 1864. It joined train 14 from AARAU to ZÜRICH where it received a TPO mark type 83/3811.





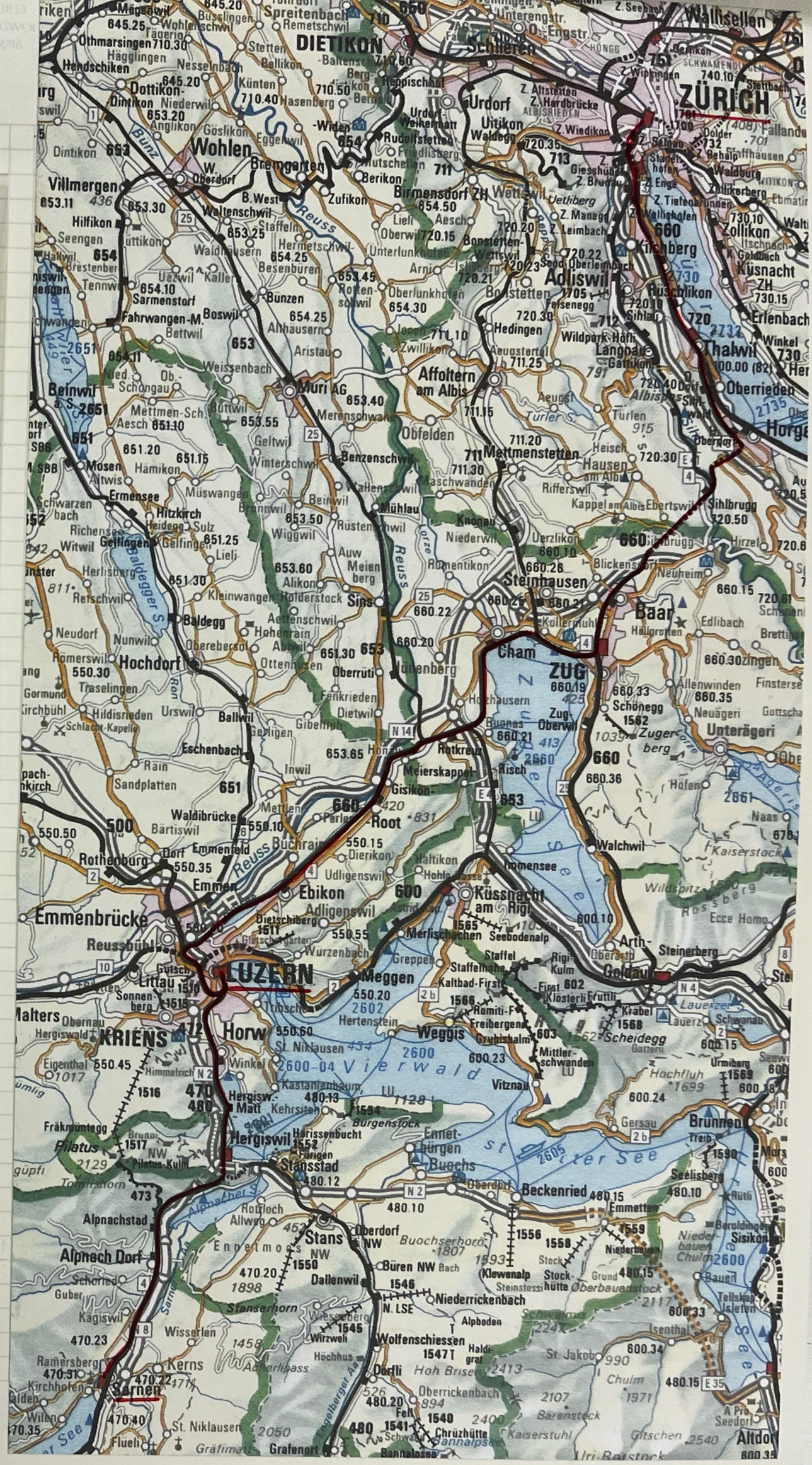
View of the Linthal from **WALLENSTADT** towards the **GLARUS** valley, with the Village of MOLLIS at the entrance. The train, making for ZÜRICH, is on the line taken by the letter.



LUZERN – ZÜRICH

This letter travelled from SARNEN to ZÜRICH on 10th November 1865. It received its first cancel at SARNEN, marked **10 NOV**, without a year. It then arrived in LUZERN, where it received a transit mark **BP+EX** before boarding the express train number 44 for ZÜRICH. On board, the TPO cancelled it with a type 83/3819A. Note the large date figures **10 XI 65**.



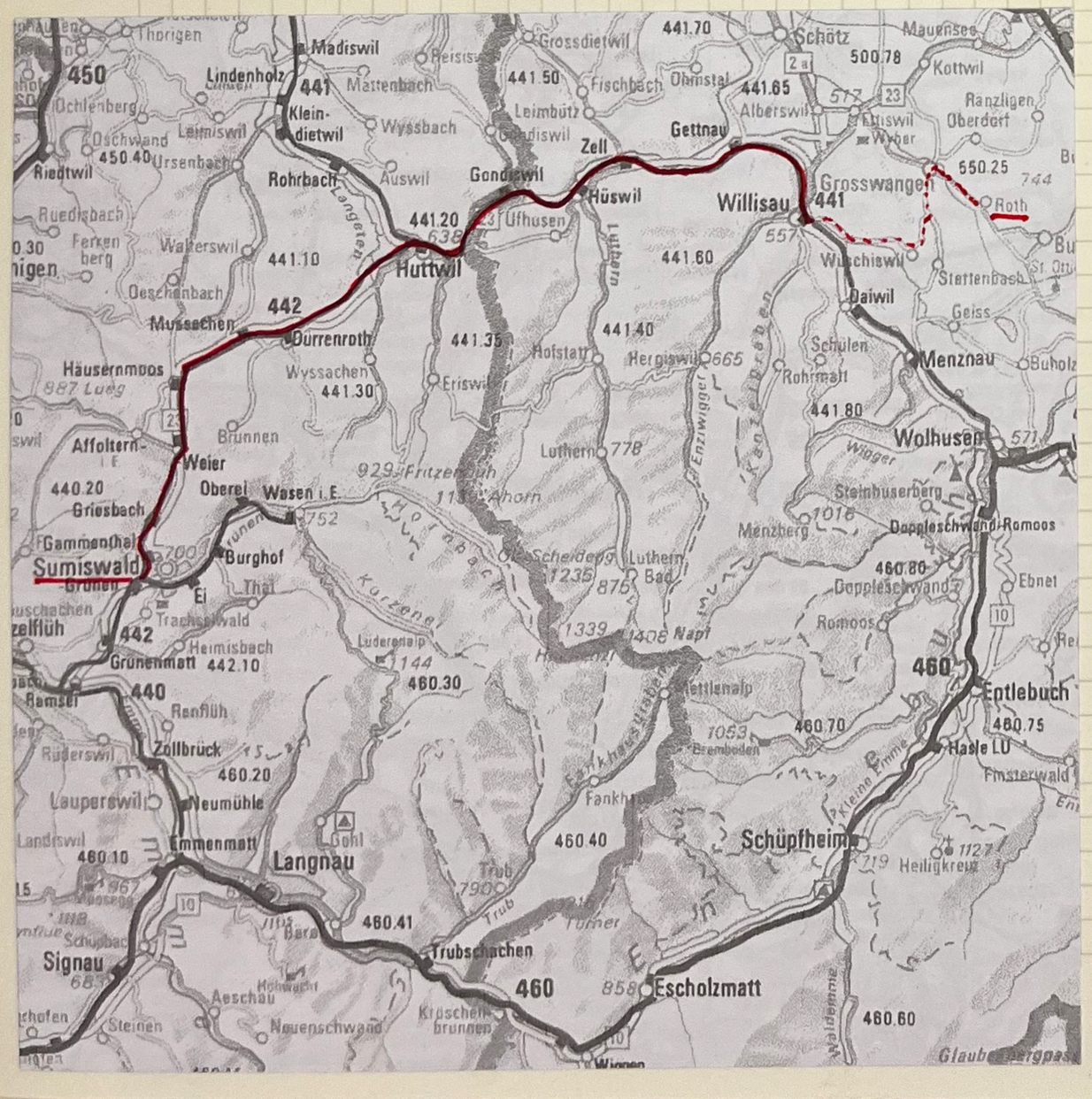


EARLY MAIN-LINE RAILWAYS 1865

LUZERN to ZÜRICH

The letter below was posted in SUMISWALD on 5th June 1865 and cancelled with a type 122/5722. It then received a LUZERN X transit mark the same day of type 125/5989. Next it boarded train number 44 on the LUZERN to ZÜRICH line, and received a cancel from the TPO on the 6th June of type 83/3819. Eventually it was delivered to its final destination, ROTH. The map shows what would have seemed a logical and direct way, but it seems to have achieved a much more complex routing. The picture shows an aerial view of ZÜRICH engraved in the early railway era.



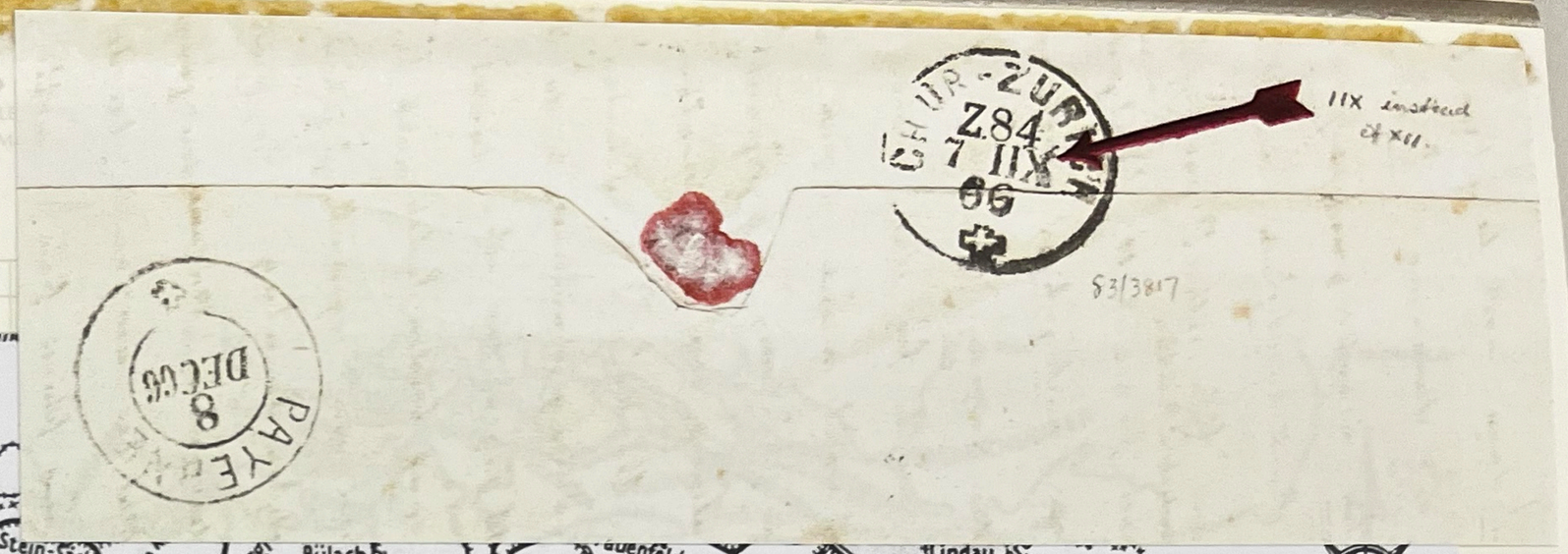


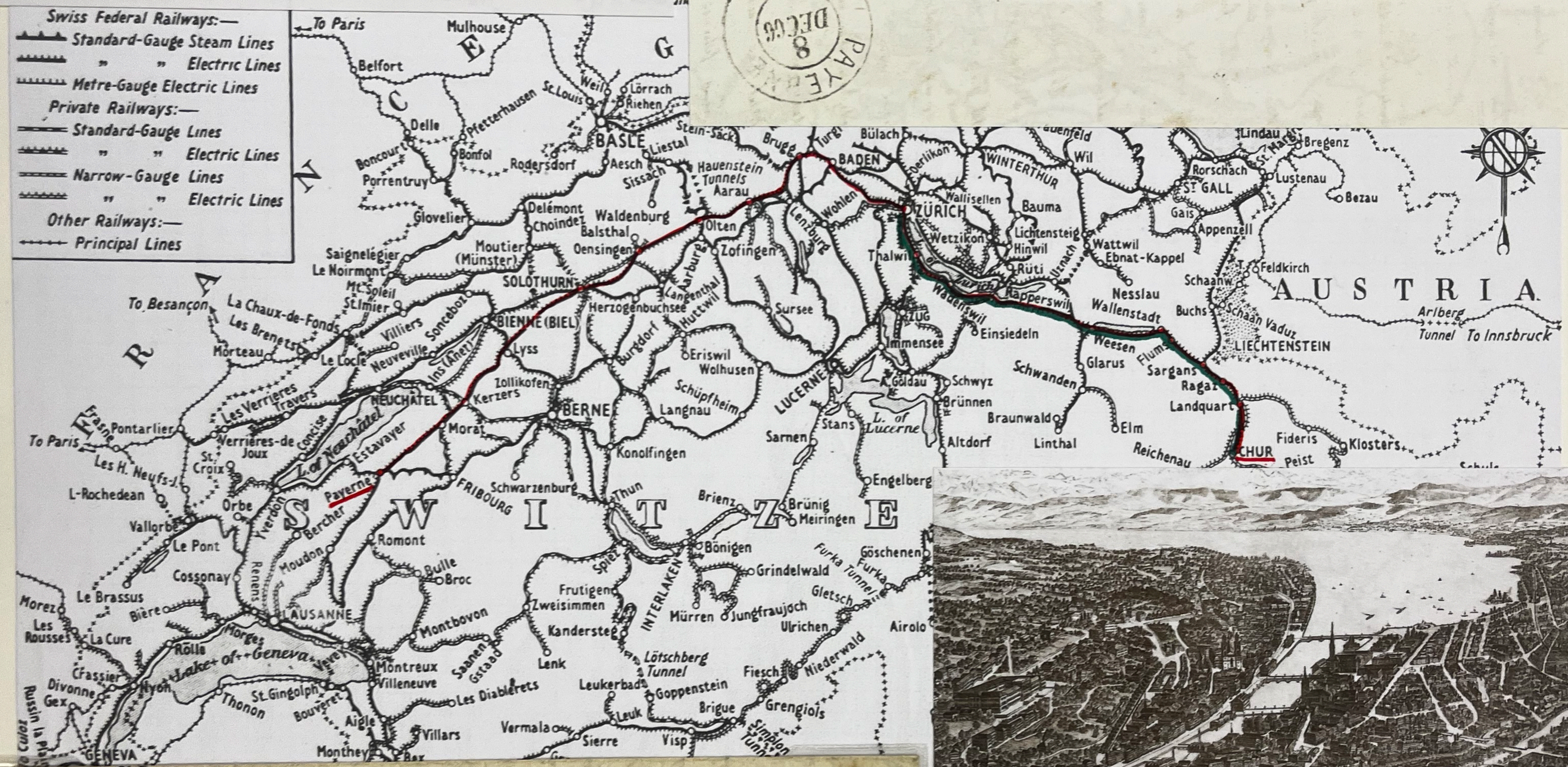


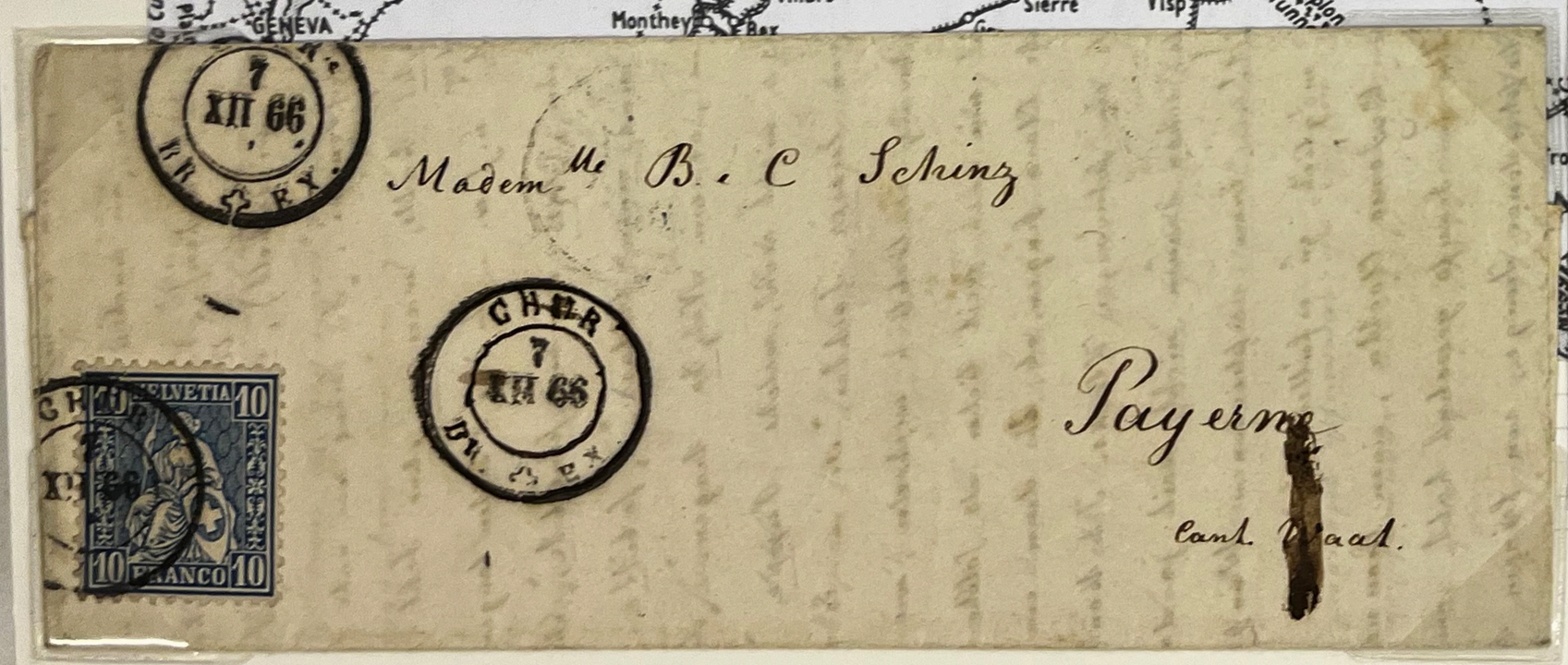
EARLY MAIN-LINE RAILWAYS 1866

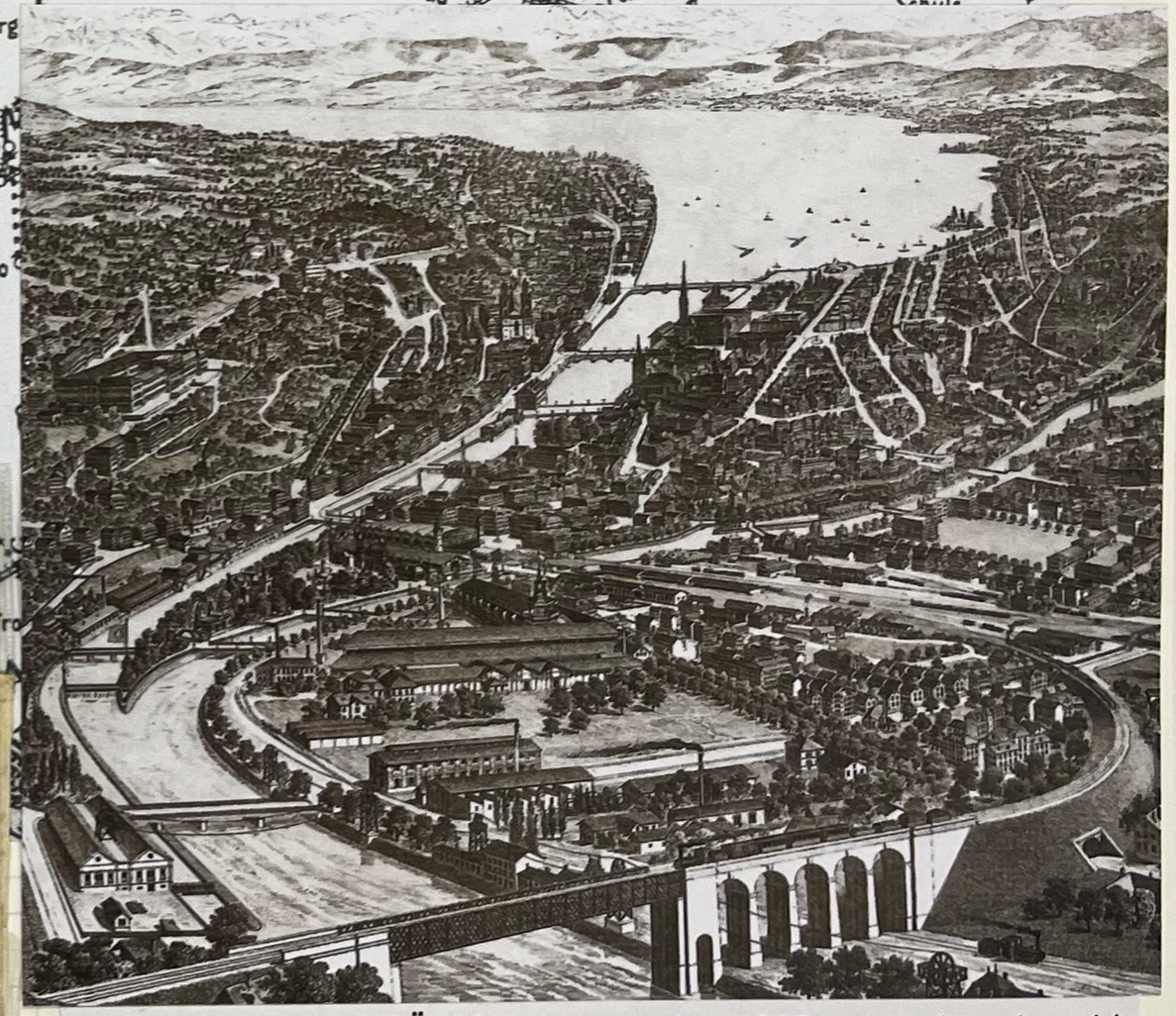
CHUR - PAYERNE

The letter travelled from CHUR to PAYERNE. It was first cancelled with a 7 **BR. RY.** mark on 7th December 1866. On board the CHUR - PAYERNE train number 84 it received a TPO mark of type 83/3817. There is a notable error in the date description which appears as 7 IIX 66. It then received a final mark on arrival in PAYERN on 8th December.





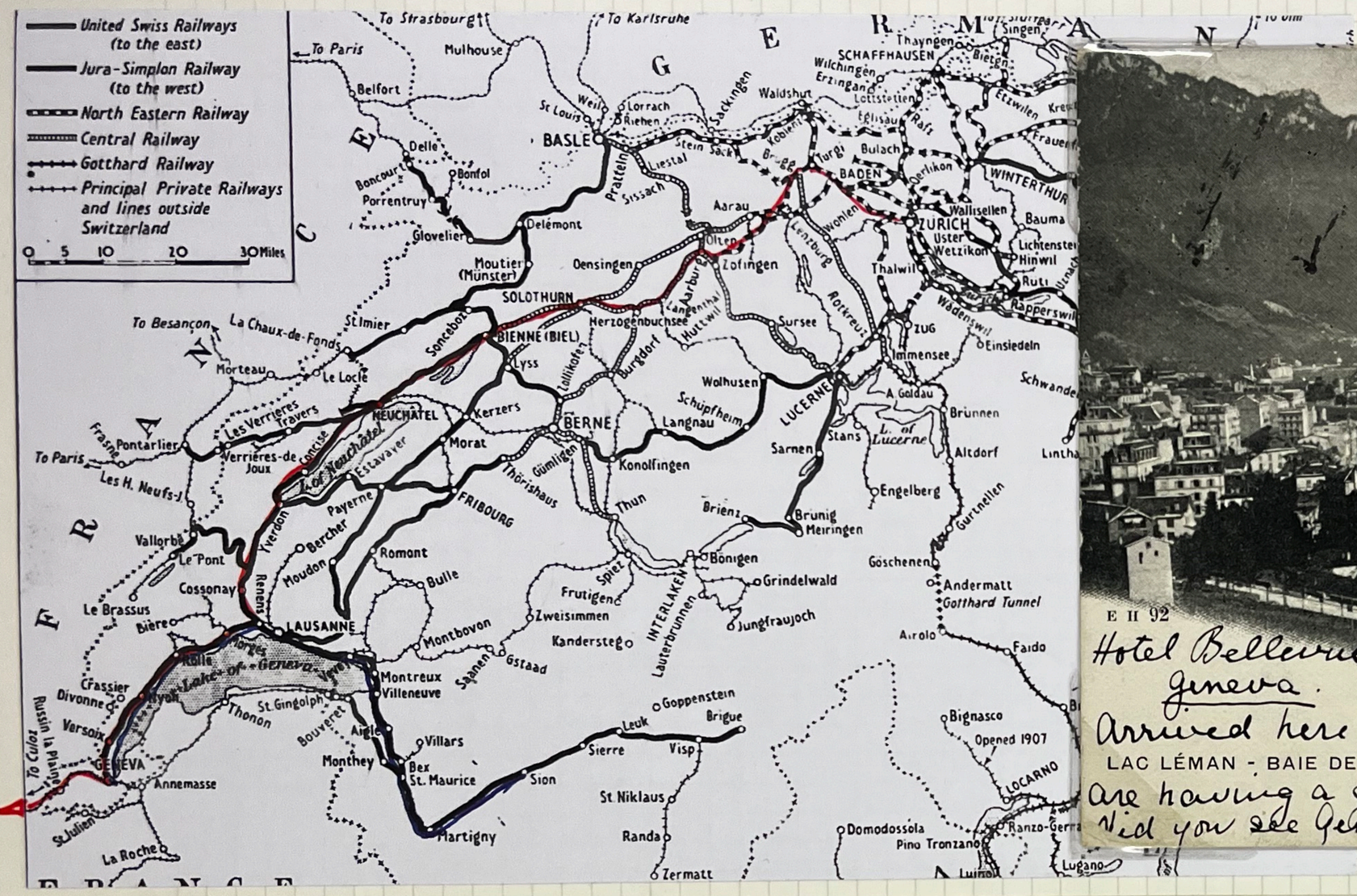




An engraving of **ZÜRICH** around the 1880s showing the old station and access bridge. The embankments and bridge are much as they were when the letter passed through.

EARLY MAIN-LINE RAILWAYS GENEVA to SION 1866

The cover below was posted in ZÜRICH on 7th November 1866 where it received a 2A type 115/5046 postmark and a PD in box type 13/7102. It was then carried to LAUSANNE where it joined the train from SION and received a TPO type 84/3840 mark. At GENEVA it got a Swiss transit mark, again from a TPO, this time type 173/6801, and finally an arrival mark from THOR in France on the 9th November, two days later.

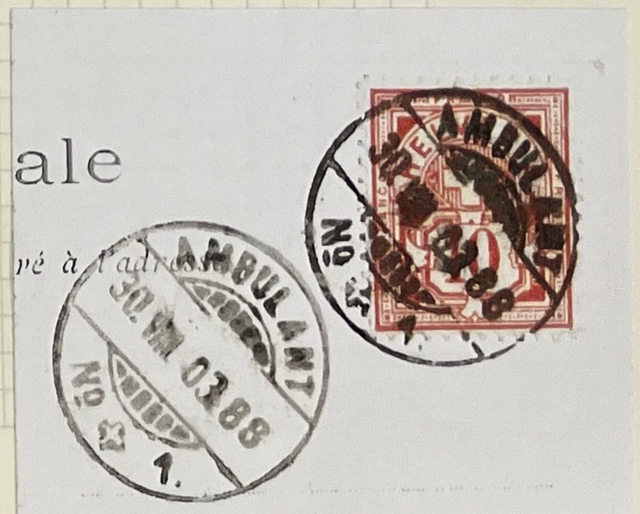




Hotel Bellevue
Geneva.
Arrived here yesterday—
LAC LÉMAN - BAIE DE CLARENS-MONTREUX
are having a glorious time, and the weather is lovely
Did you see Geneva when you came to Switzerland? Love from Pearl.



The postcard above, illustrating part of this route along the Lake of Geneva, was postmarked on the TPO of train 88, route 1, 30th August 1903.



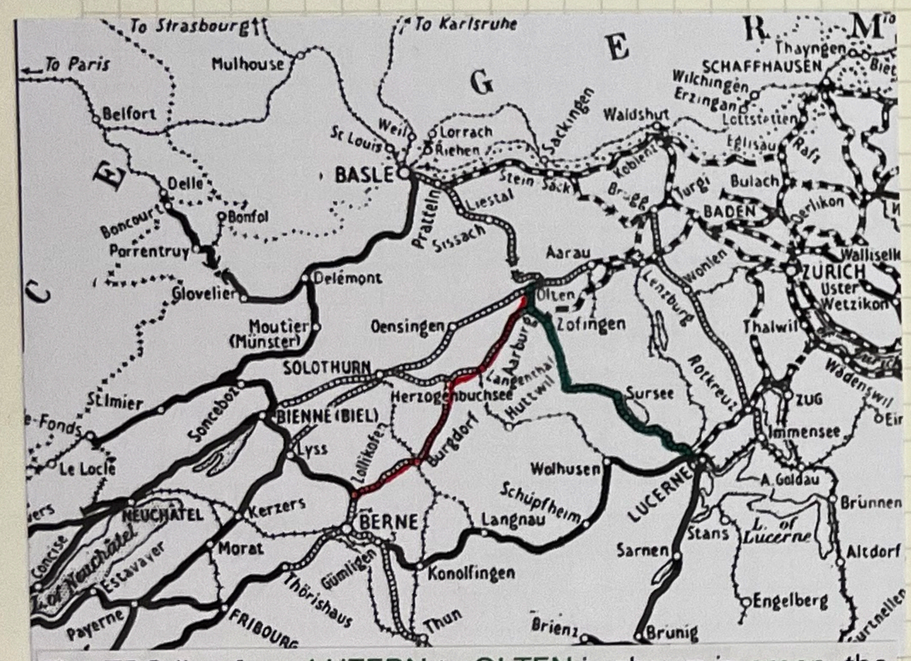
EARLY MAIN-LINE RAILWAYS

LUZERN-OLTEN-LUZERN 1867

The cover below was posted in LUZERN and was cancelled on board train number 24 running to OLTEN, with a type 86/3841 T.P.O mark on 23rd September 1867. From OLTEN it was carried to BERN, its destination, where it received an arrival postmark on 24th September at 6:30 for morning delivery.



A train with a Schweizerische Central Bahn locomotive is preparing to leave the wooden Aarau station hall in 1873, bound for OLTEN. Passengers and staff are enjoying the fresh air before being exposed to the steam and smoke in the 466m city tunnel.



The TPO line from LUZERN to OLTEN is shown in green, the further journey of the letter to BERN in red.



OLTEN station of the Swiss 'Centralbahn' in 1865. The train in the station is headed up with one of the three original American Norris tender locomotives from Philadelphia, which were purchased as a bargain, mainly for construction and shunting purposes.



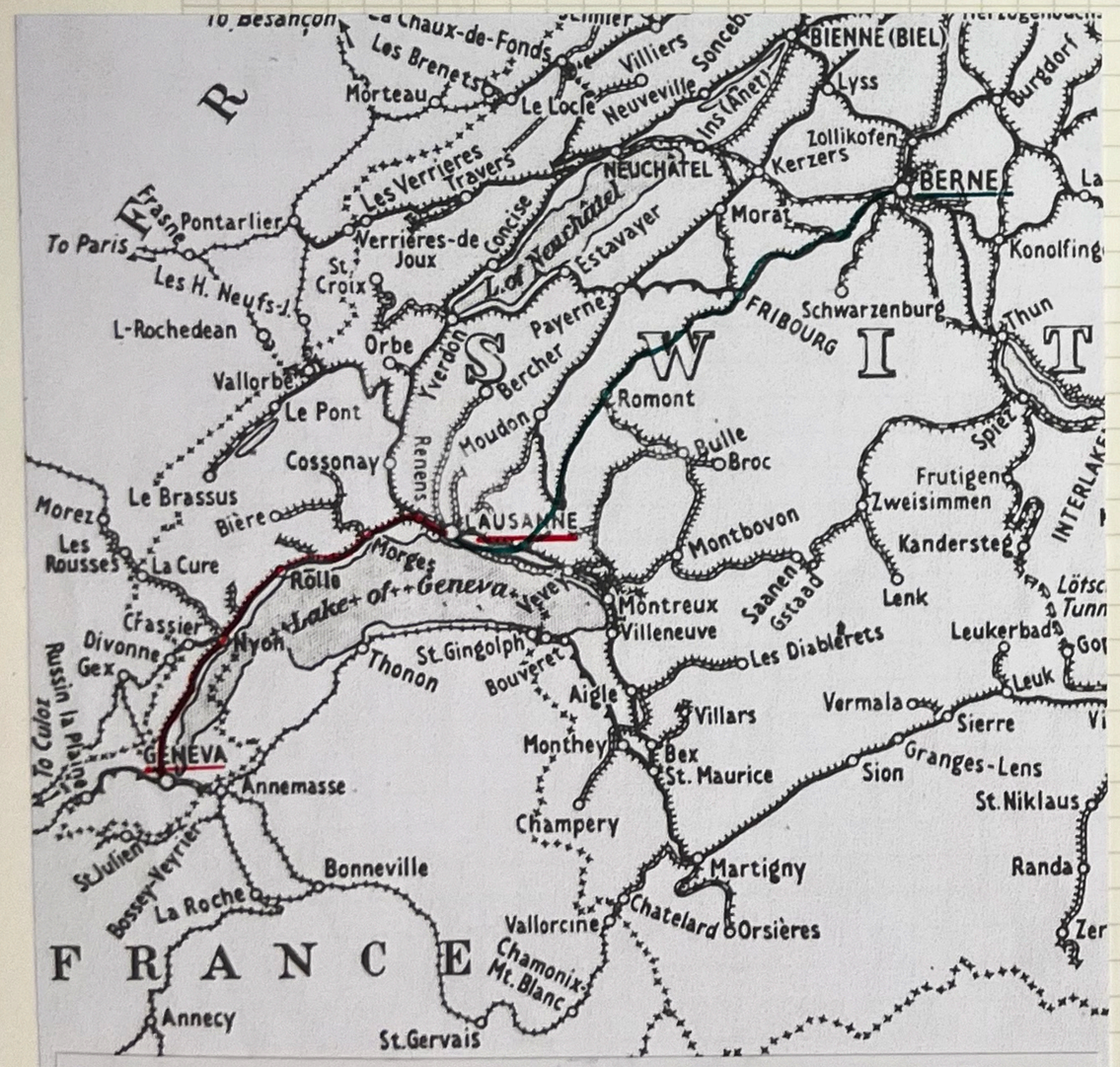
EARLY MAIN-LINE RAILWAYS

GENEVA to LAUSANNE 1867

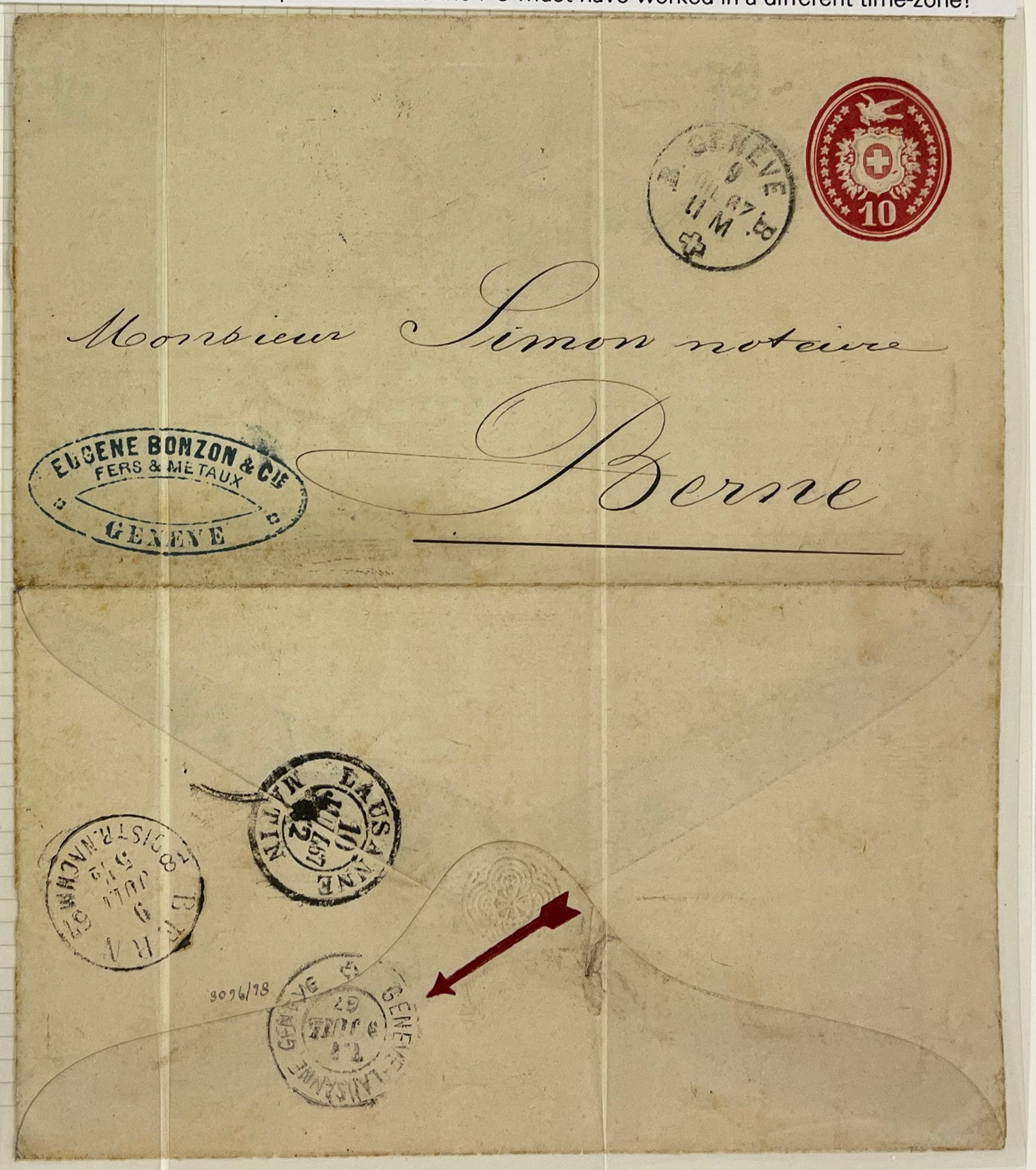
The cover below was posted in GENEVA on 9th July 1867 with a B:B II M mark. On the Geneva to Lausanne train number 7 it received a TPO mark type 86/9608. It was off-loaded in Lausanne where it received a transit mark for the morning of 10th July 1867. It then continued onwards to BERN where it received an arrival mark for 9th July (5 ½) for afternoon distribution. The dates indicate confusion at the various points – Lausanne PO must have worked in a different time-zone!



Shortly after Geneva station was finished, Sorrieu made this coloured lithograph. Rue du Mont Blanc was elegantly crossed by the railways before the bridge of the same name was built at the end of the lake.



The map above shows the route of the letter from Geneva on train 16 to Lausanne in red, and then on to Bern in green.

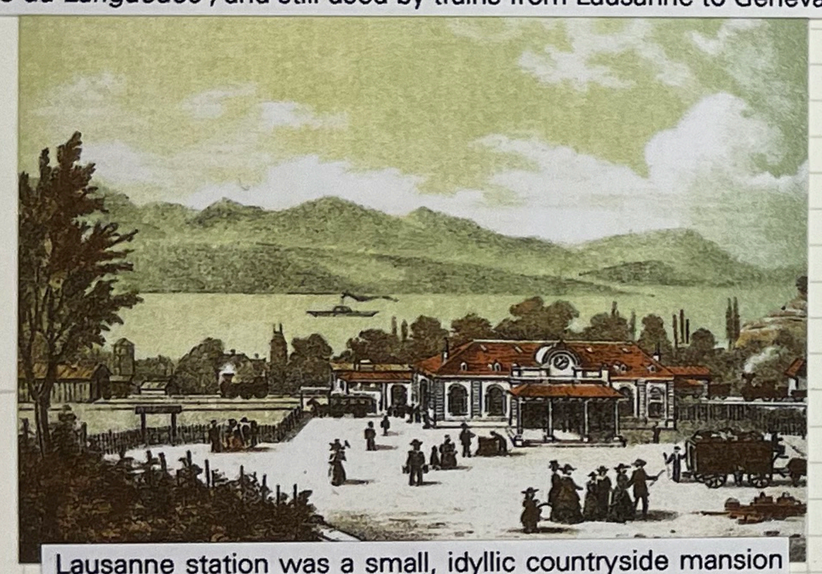


EARLY RAILWAYS – Geneva-Sion & Lausanne-Bern

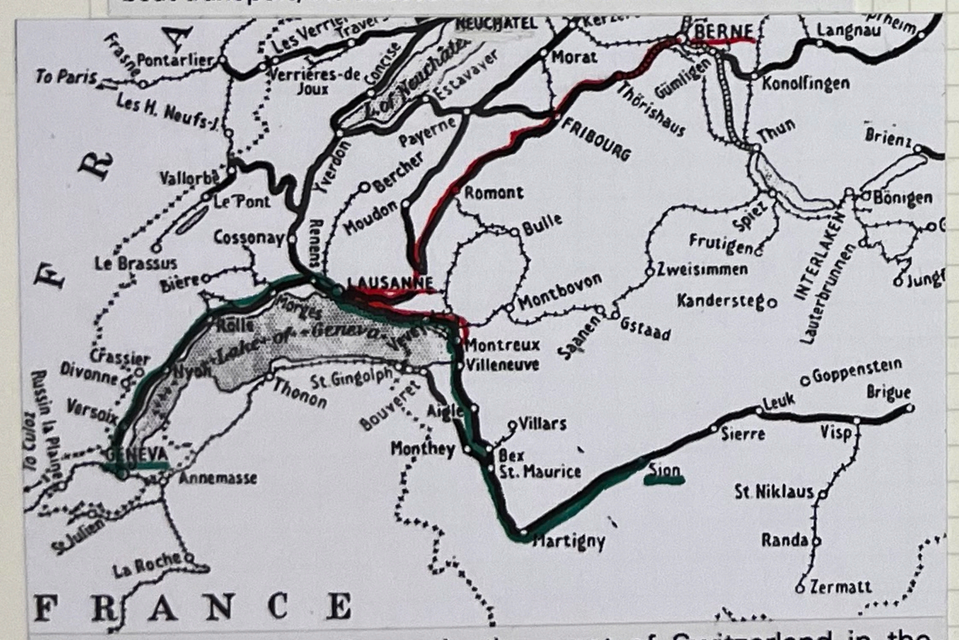
The cover was posted in MONTREUX on 24th December 1867 and received in BERN the same day for afternoon distribution (4½ DISTR.NACHM.). It joined train 6 from SION to GENEVA where it received a TPO cancellation (Type 85/3849). It then changed at LAUSANNE onto train 25 bound for BERN where it received another TPO cancellation (Type 85/3854).



Above is one of the oldest Swiss railway photographs, showing a passenger train with compartment coaches of the 'Ouest-Suisse' (OS) around 1856. The train with a 1B tender locomotive from the series 6 to 8 stopped specially for the photographer in the cutting to the west of Lausanne station, called *'La tranchée du Languedoc'*, and still used by trains from Lausanne to Geneva.



Lausanne station was a small, idyllic countryside mansion 1856. Road traffic is shown, discretely, by horse-drawn omnibus, while a flat-deck steamboat symbolises steam-boat transport, introduced onto Lake Geneva in 1823.



The map shows railways in the west of Switzerland in the 1860s. Marked in green is the SION-GENEVA route, while the red shows the route of the cover from MONREUX to BERN.



The photograph below shows LUZERN in 1893, before the opening of the 'new' station in 1896. It looked like this when the letters on this page were sent. Normal-gauge trains went along what today is the Pilatusstrasse. The photo shows the turreted Post building, now listed, with the Water Tower and 'Kapellbrücke' in the background.



The letter on the right came from LONDON to LUZERN. On departure on 2nd July 1867 it received a red London PD in an oval, an X cancel from WC and a WC 22. It then received a cancel from the TPO on the boat train to Calais, **ANGL. AMB. CALAIS** the next day. In **PARIS** it got a transit mark no. 60, and on reaching Switzerland on 4th July, it received another TPO cancel on train 5 from BASEL to OLTEN, type 85/3846. On arrival it got a LUZERN cancel **BR.DI.**



EARLY MAIN-LINE RAILWAYS 1867 BASEL–OLTEN

The card on the left also came to LUZERN, but this time from Hungary, where it left on 20th November 1882. On arrival in Switzerland, It travelled by train 10, district 30 where it received a TPO cancel on the 22nd November. It was cancelled again on arrival in LUZERN with a type **BRF.DIS.**

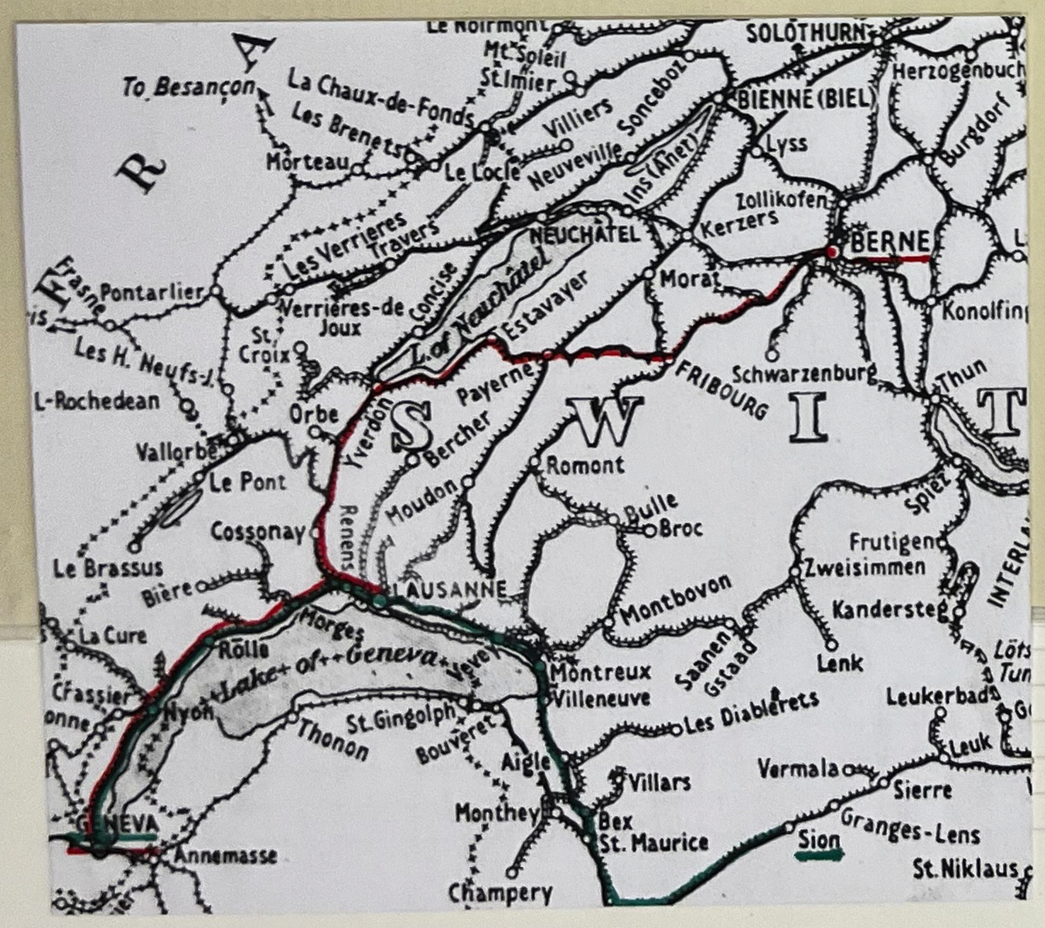


EARLY MAIN-LINE RAILWAYS 1867

SION - GENEVA - SION

The cover came from GENEVA, albeit without a departure postmark. It joined the SION - GENEVA – SION train where it received a TPO mark of type 86/3844 on 30th July 1867. In LAUSANNE it left that train and received a transit mark S.7. EXP.:LET. On arrival at its destination in BERN it received a 6½ DISTR:VORM. arrival mark a day later on 31st July.



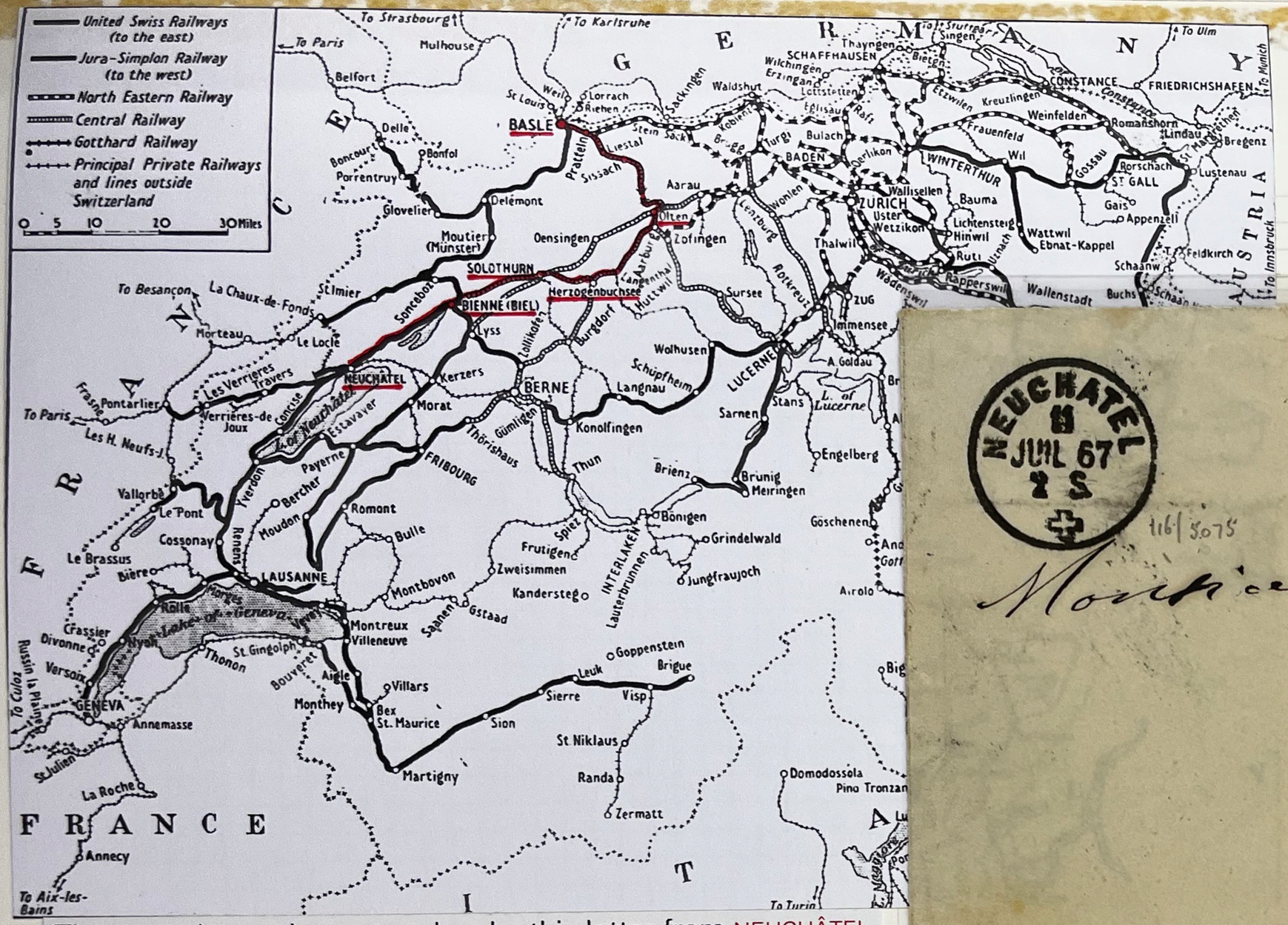




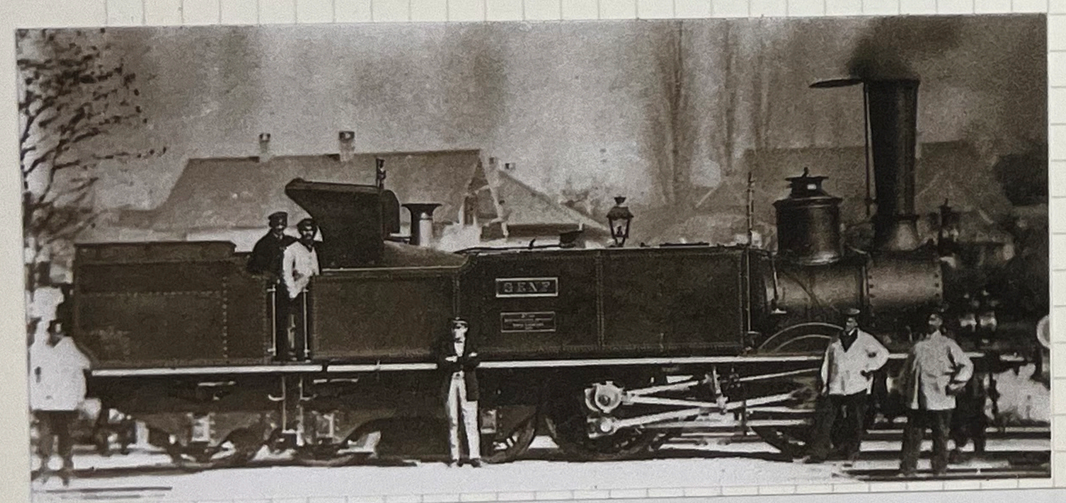
EARLY MAIN-LINE RAILWAYS

NEUCHÂTEL to BASEL 1867

The card left **NEUCHÂTEL** with a type 116/5075 cancel on 11th July 1867. It then received a mark from the TPO on train 37 from **NEUCHÂTEL** to **HERZOGENBUCHSEE**, and then one from BIEL to **HERZOGENBUCHSEE**, on train 54. It then completed its journey to **BASEL**. Where it was stamped with a type 147/6384 BR:DI mark.



The map shows the route taken by this letter from NEUCHÂTEL to BASEL marked in red.

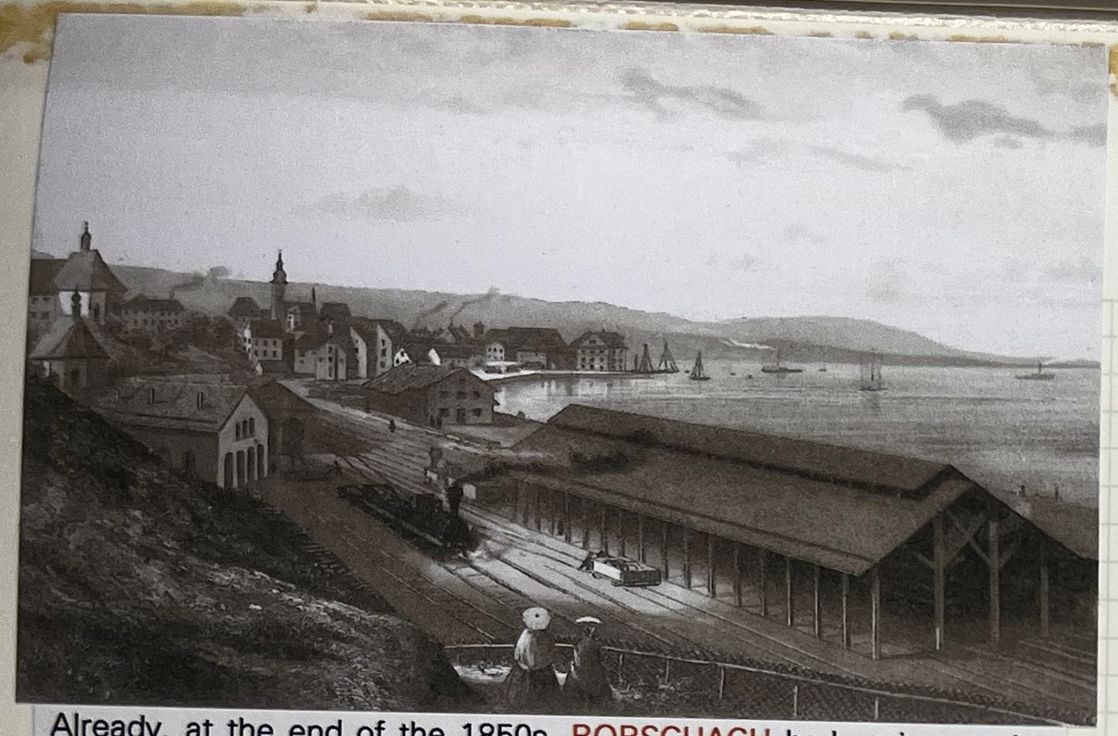


Being photographed was not a common event in the mid 1800s. This SC posed accordingly in the 1870s in front of the supported tender locomotive 'Geneva' in Herzogenbuchsee.

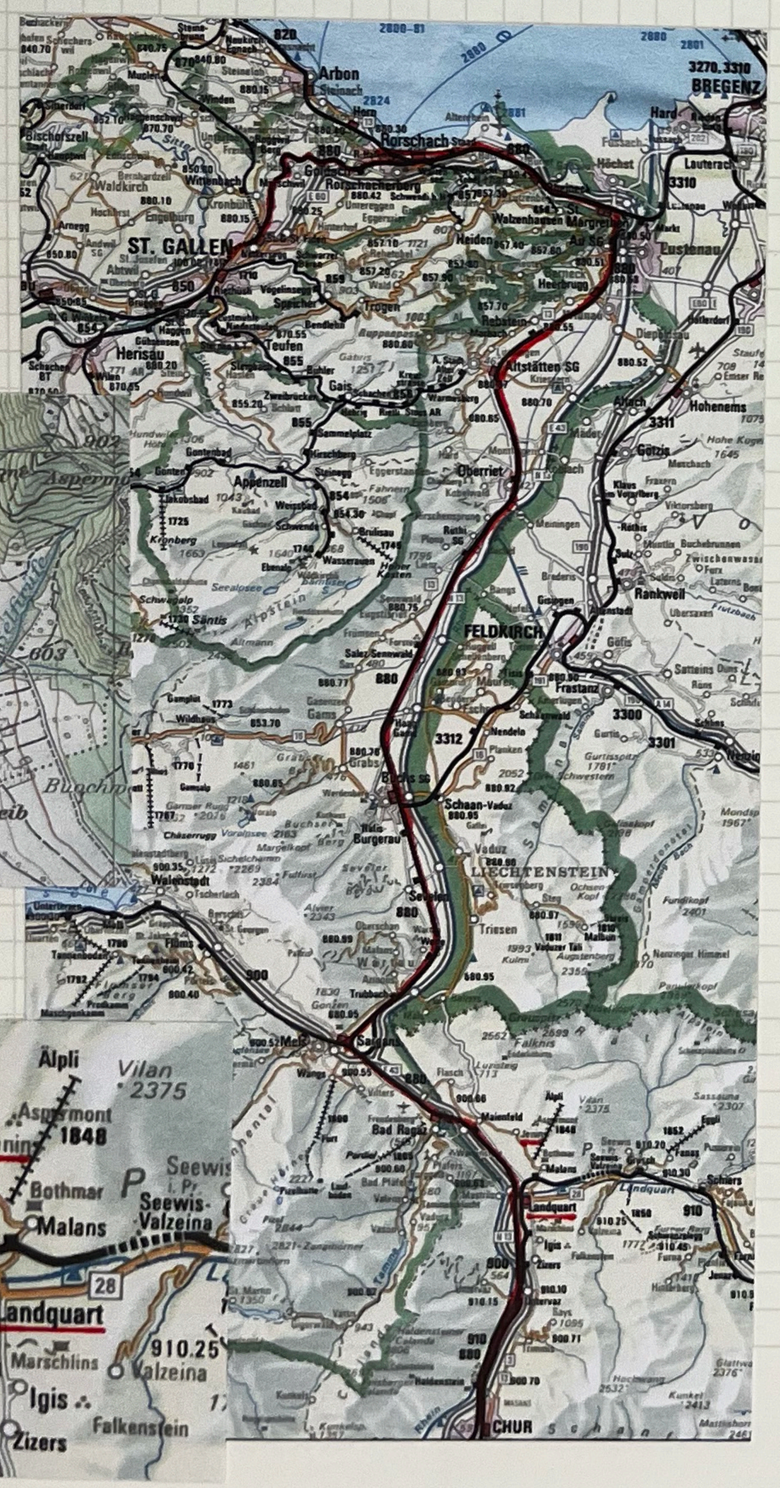


EARLY RAILWAYS – Chur to St.Gallen 1868

The cover was sent from JENINS (spelt IENINS at that time), with a straight-line postmark of type 30/1376. It received a cancellation from LANDQUART on 28th August 1868, where it was put on the train, an arrival cancel from RORSCHACH on the same day labelled 9A and a TPO cancellation from train number 14 (Z 14) on the CHUR to ST.GALLEN route of type 83/3806.



Already, at the end of the 1850s, RORSCHACH had an impressive wooden station hall, together with a wheat store and locomotive sheds similar to the one illustrated on the left in the picture above.



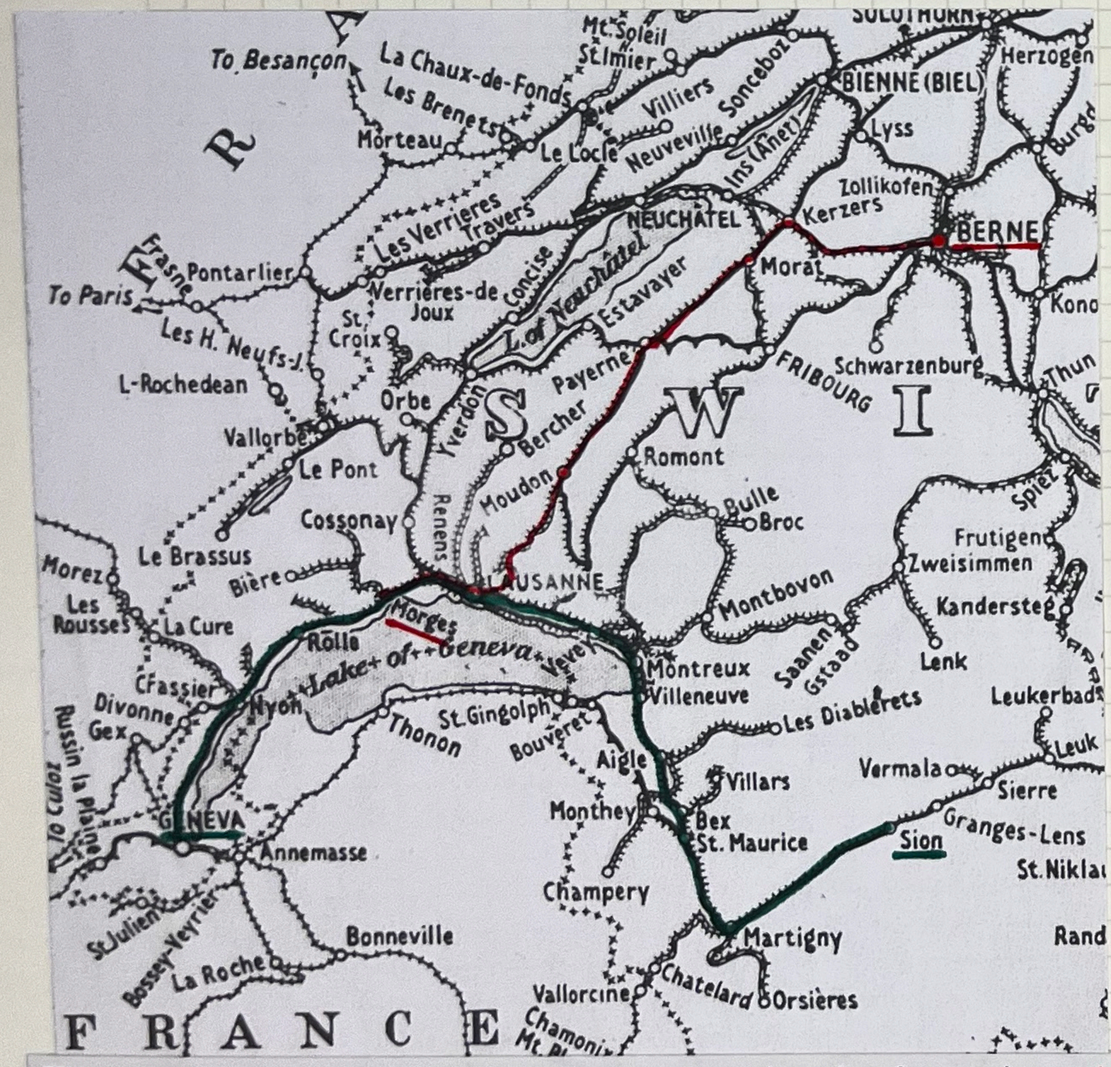


EARLY MAIN-LINE RAILWAYS GENEVA to SION 1868

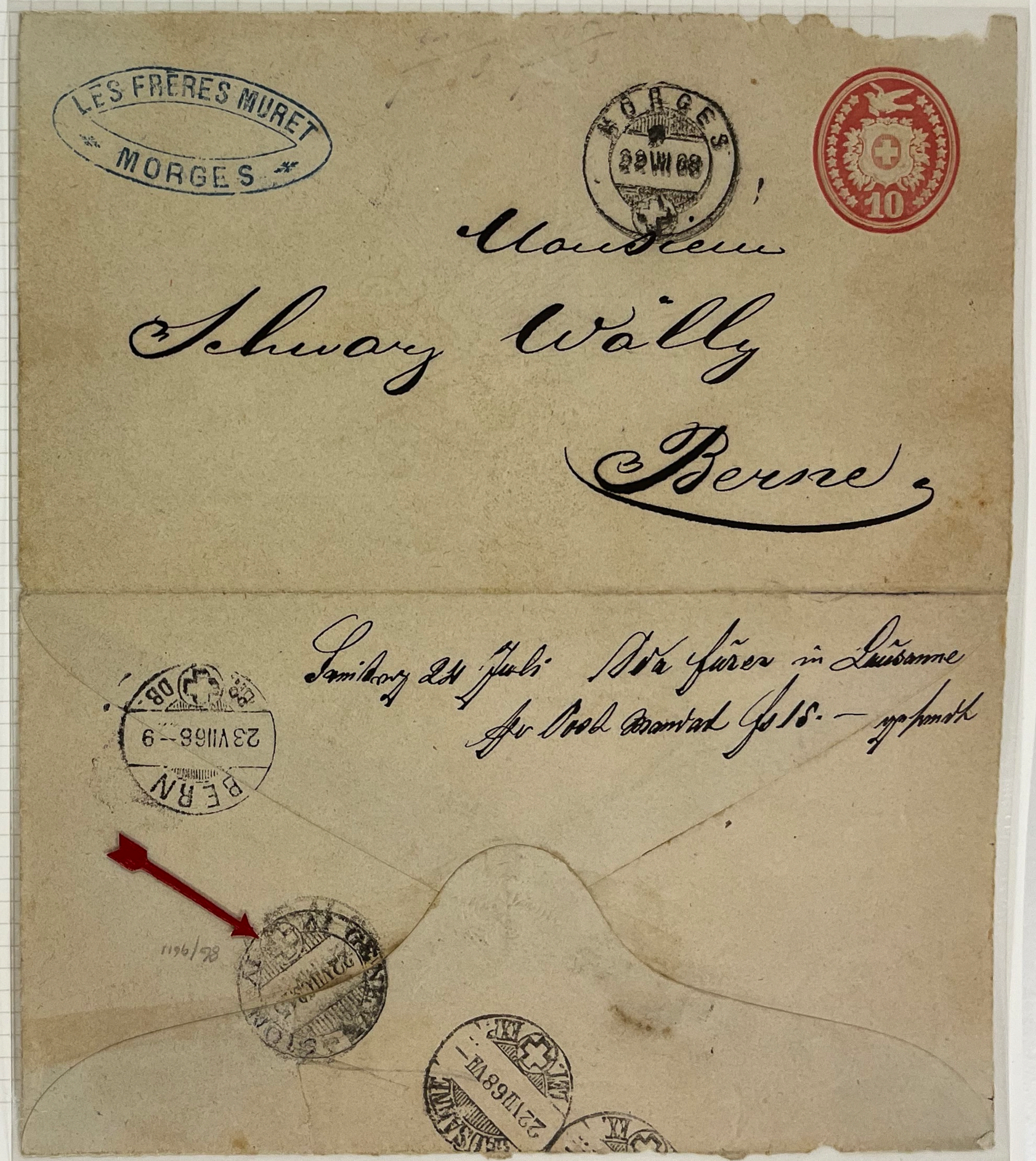
The cover below was posted in MORGES on 22nd July 1868, arriving in BERN on the next day. It received a postmark at Morges, joined the express train number 15 from Geneva to Sion, where it was stamped in the TPO with an 86/9611 mark for route number IV. It was then off-loaded at Lausanne, where it received a transit mark VII LET.EXP. It then travelled on to Bern where it was received on 23rd July 1868 with a -9 BR:DB mark.



A TEE express running from Geneva, through Sion and on to Milan, just passing the Château de Chillon near Montreux.



The map above shows the route taken by the letter in red, with the train on which the letter received its TPO mark in green. This mark must have been applied in the short distance between Morges and Lausanne.

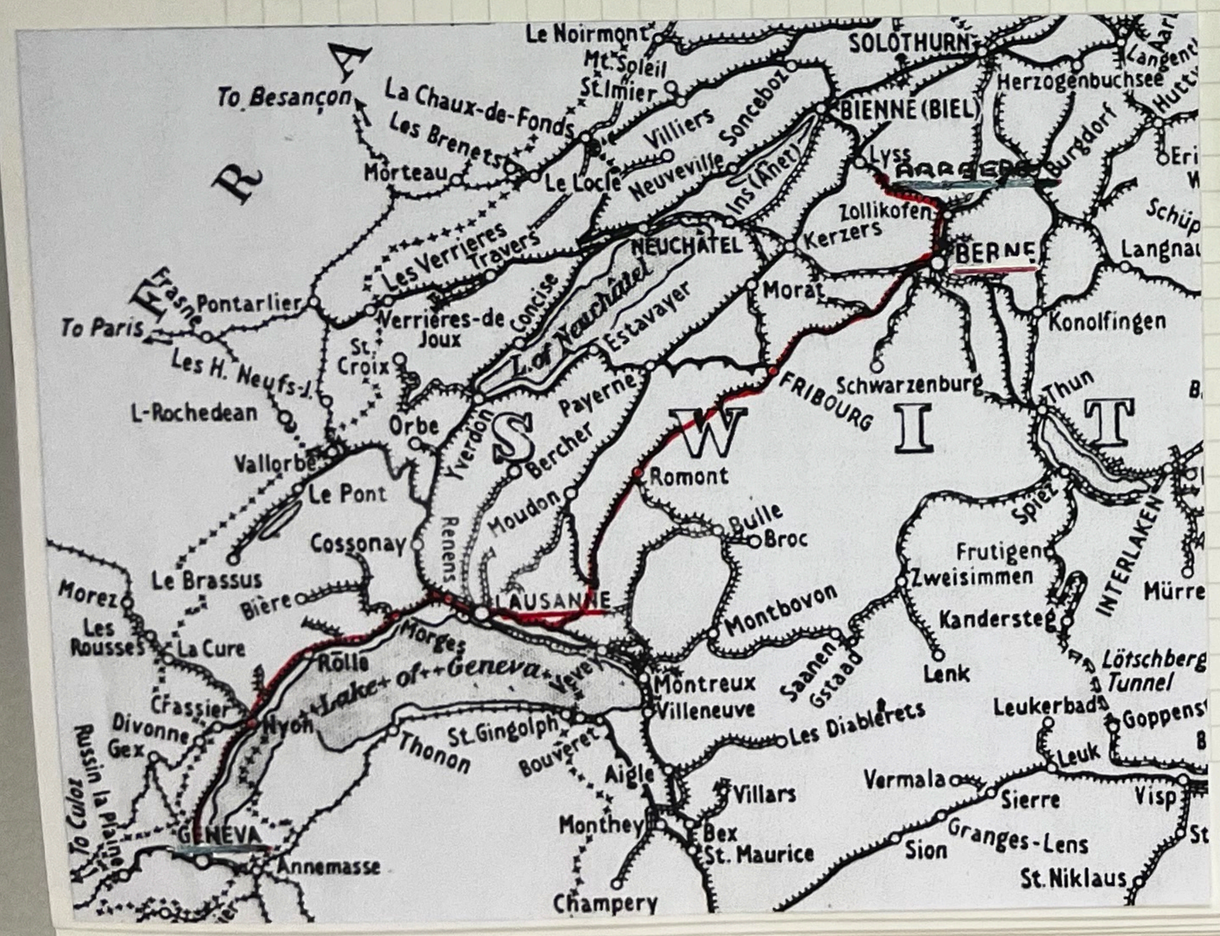


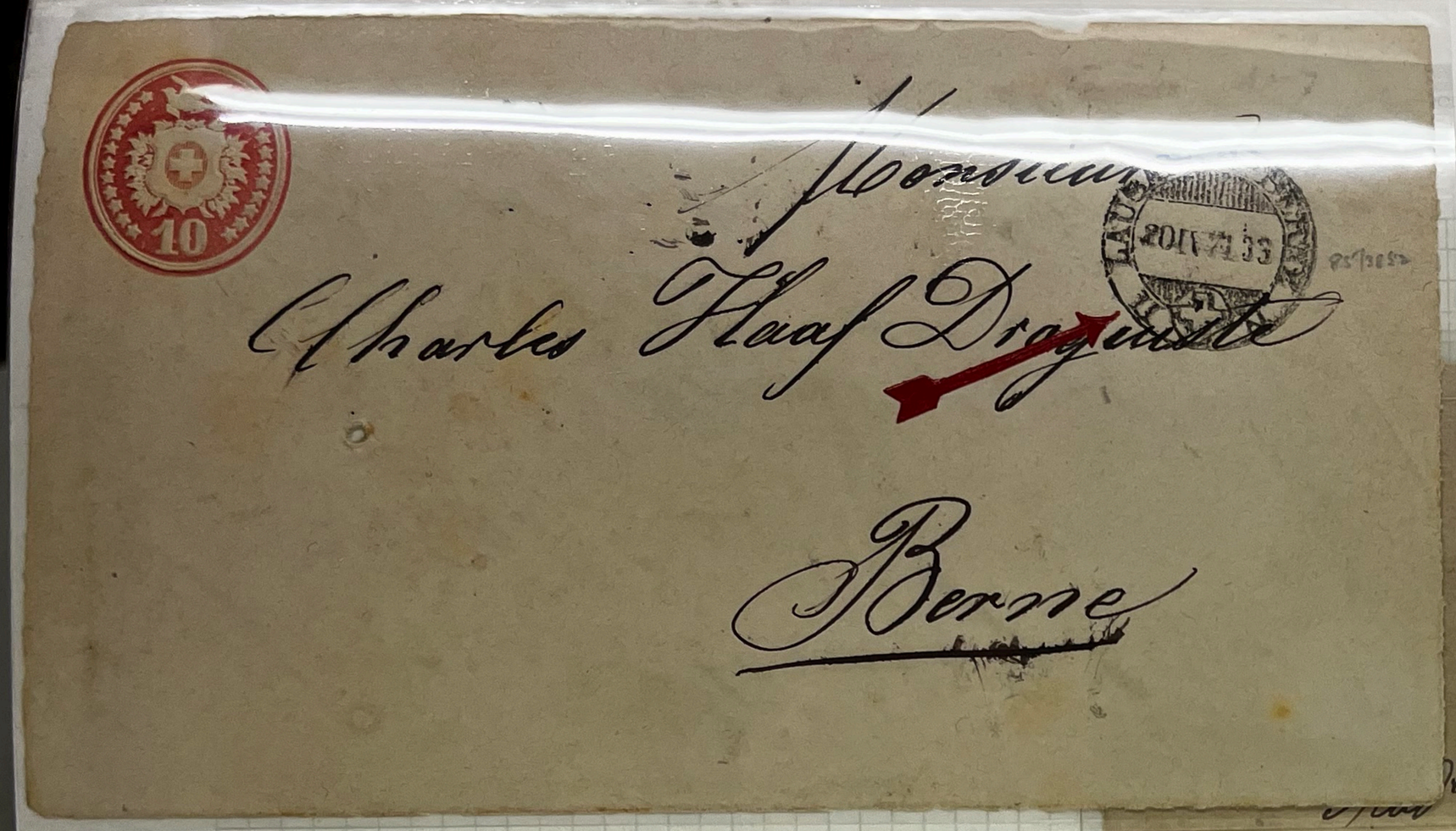
EARLY MAIN-LINE RAILWAYS

LAUSANNE to BERN 1868/71

The cover on the left, front addressed to **BERNE**, received a TPO cancel on the LAUSANNE to BERN train 33 on the 20th April 1871 of type 85/3852.

The cover on the right went from GENEVA to AARBERG. It received a proliferation of cancels, starting with two at the point of departure on 4th October 1868, one from the "PL. PAL" (sub Office) and the other A "LET. EXP." V (Main Office). It then joined the LAUSANNE to BERN train 21 where it was cancelled at the TPO on the 5th October with a mark of type 85/3853. It then got a BERN transit mark 10 (BR.EX.) and finally an arrival mark at its destination of AARBERG.



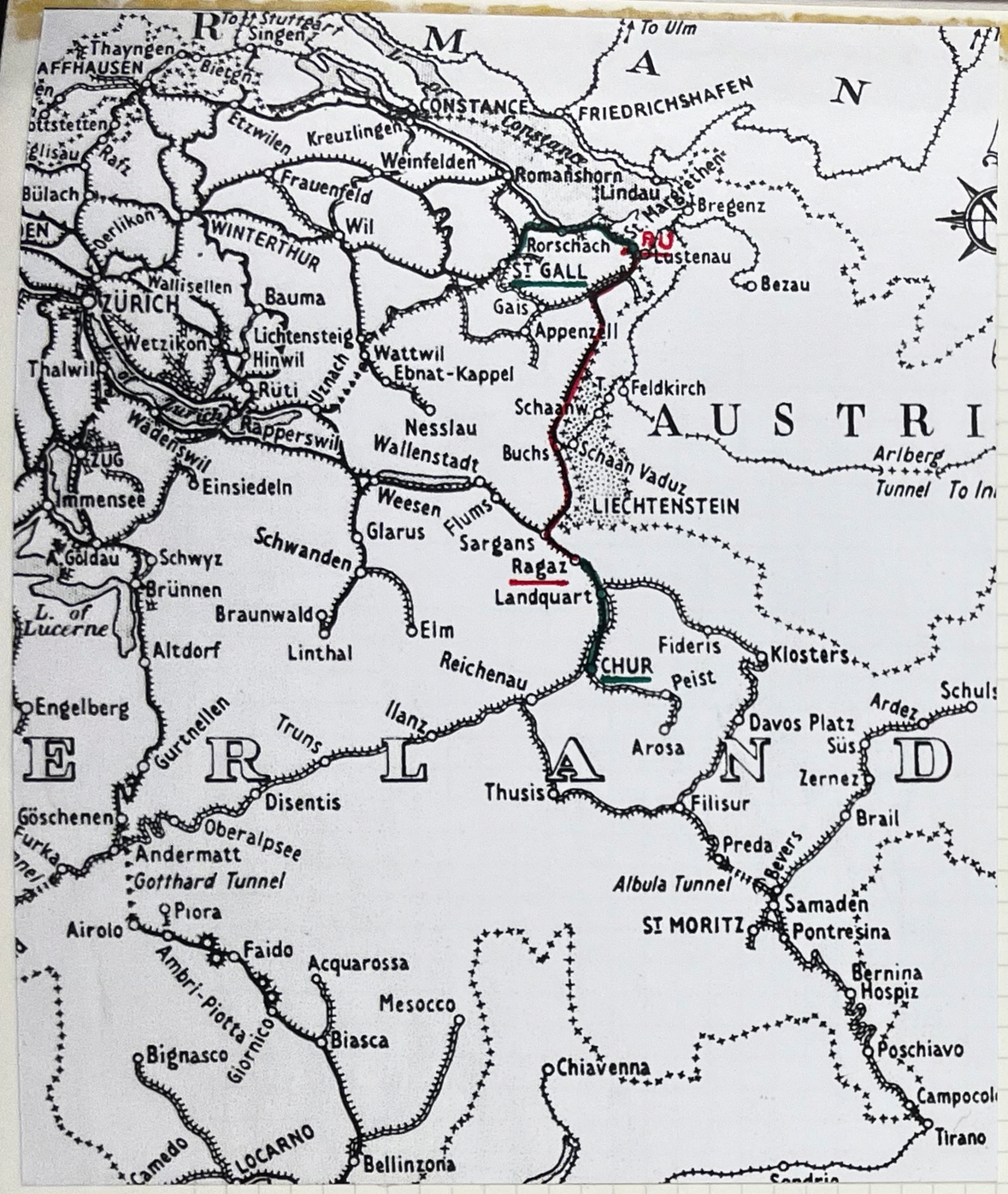




EARLY MAIN-LINE RAILWAYS 1869

ST.GALLEN - CHUR

This cover went from AU to RAGAZ It was cancelled on departure at AU with a type 104/2312 mark on 29th June 1869. It joined train number 1 from ST.GALLEN – CHUR where it received a type BP.+BA mark from the on-board TPO. On arrival at RAGAZ it received an 8 M mark.





RAGAZ FROM THE SOUTH, CANTON ST. GALL.



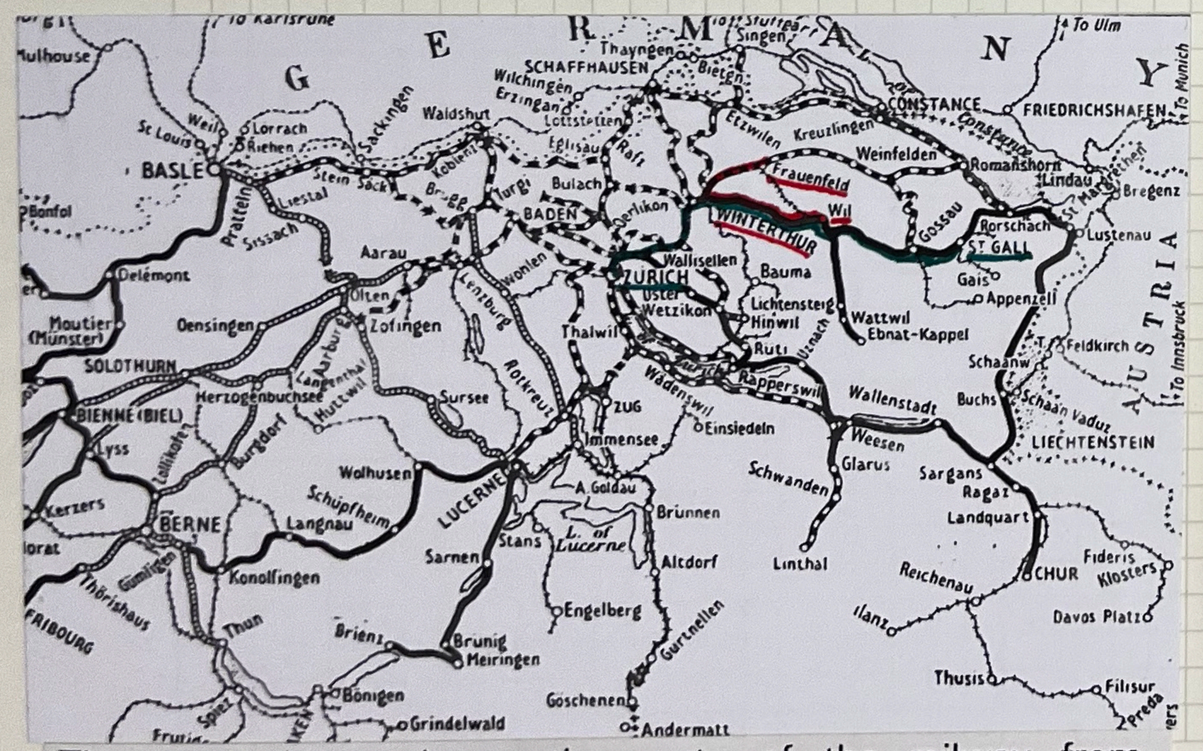
EARLY MAIN-LINE RAILWAYS

CHUR to ZÜRICH via ST.GALLEN 1869

The cover below was posted in WIL in St.Gallen on the 27th July 1869 (Cancellation type 150/2789A) and was carried to the nearest station of **FRAUENFELD**, where it was cancelled on 28th July 1869 (Type 149/2778 without a cross in the circle) the next day on the way to its destination at THUNDORF. It carries an additional T.P.O cancel (BP x BA Type 83/3808) obtained en-route on train 10 from **ST.GALLEN** to **ZÜRICH**, and a transit mark from **WINTERTHUR** (149/2761).



In 1891/2 the SLM in WINTERTHUR supplied a dozen passenger train tender locomotives of the E/b 2/3 type to the Nord-Ost Bahn (NOB). Shortly after nationalisation, engine number 284 was modified as shown on the main label from 1st August 1903, shown below the factory plate. The locomotive got its new SBB number 5174.



The map above shows the route of the railway from ST.GALLEN to ZÜRICH as operated in the 1860s, together with the branch line to FRAUENFELD.



EARLY MAIN-LINE RAILWAYS

ST.GALLEN to ZÜRICH 1869

The cover below was posted in WÄNGI near Ebnat-Kappel in the Toggenburg on 19th April 1869 and was carried to the nearest station of THAL, where it arrived the next day on the way to its destination at BUCHBERG in the Rhine valley. It carries two additional cancels obtained en-route from the ZÜRICH-ST.GALLEN train number 69.



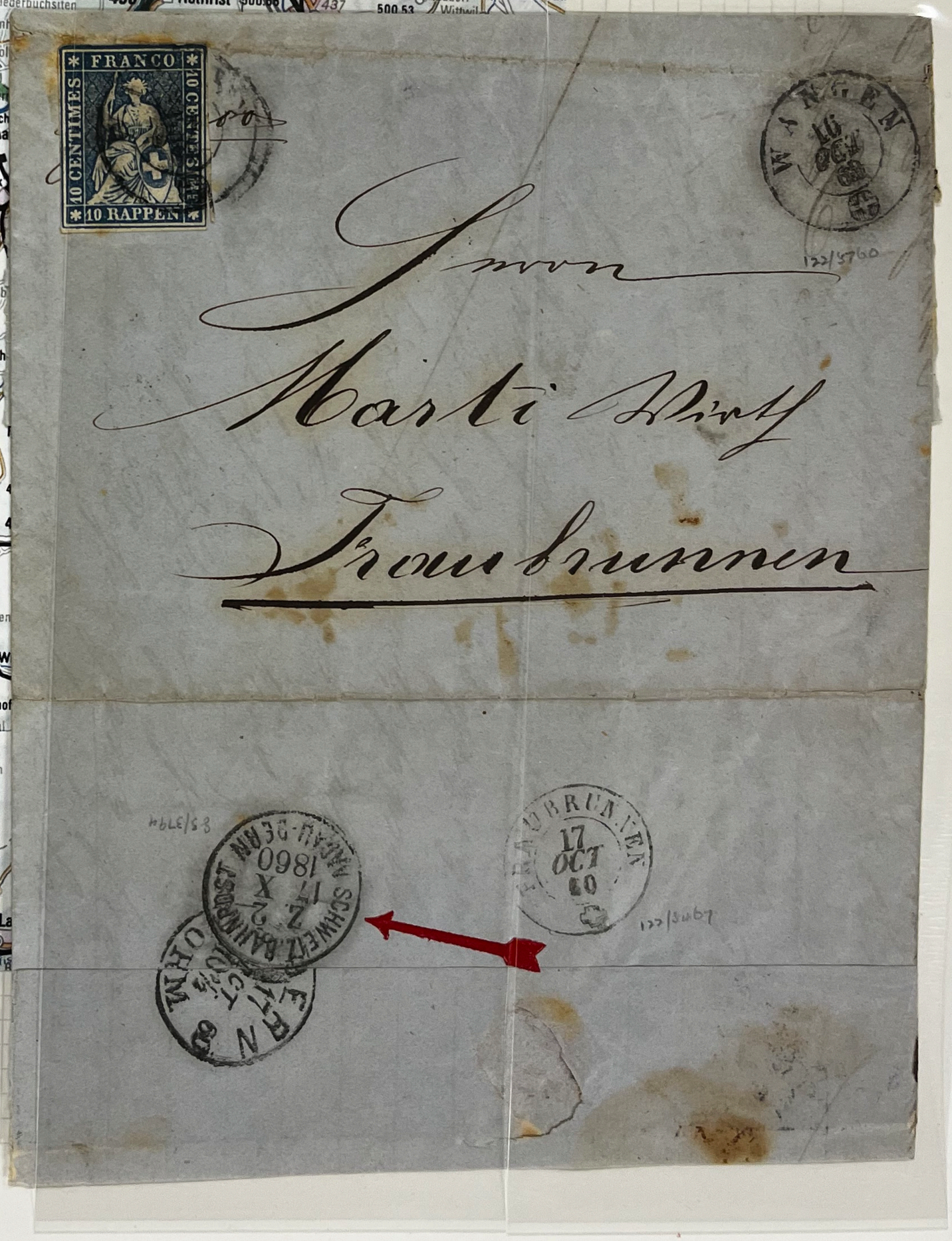
The etching above shows a train of the *"Vereinigte Schweizer Bahnen(VSB)"* crossing the Linth canal on an iron bridge just before Weesen station on its way from Glarus or Chur to Zürich.



The map above shows the route of the cover from WÄNGI to BUCHBERG with the railway route operative in the 1860s.



The route of this train from AARAU to BERN is shown in green, with the section covered by the letter in red.



EARLY MAIN-LINE RAILWAYS

AARAU to BERN 1869

The letter was posted in WANGEN on 16th October 1860 and cancelled with a type 122/5760. It joined the AARAU to BERN train number 2 on 17th October 1860 where it received a type 83/3794 mark from the TPO on board. It arrived at FRAUBRUNNEN where it received a mark type 122/5467.

AARAU – THUN
21 IV 69.36

85/3845

10

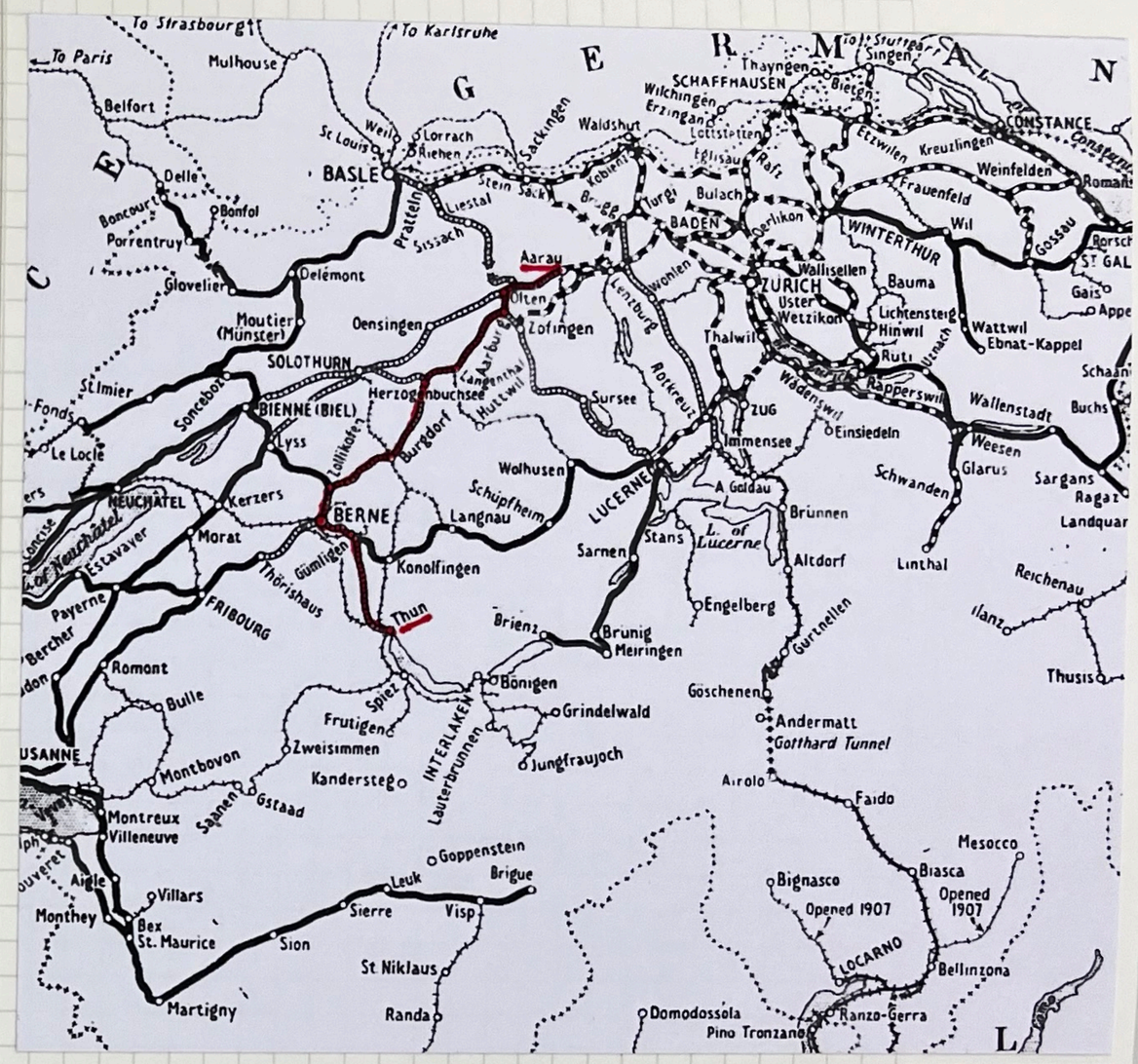
BR
21 IV 69
BERN

WE

EARLY MAIN-LINE RAILWAYS

AARAU to THUN 1869

The route of this train number 36 is shown in red on the map below



Thun den 21ten April. 1869.

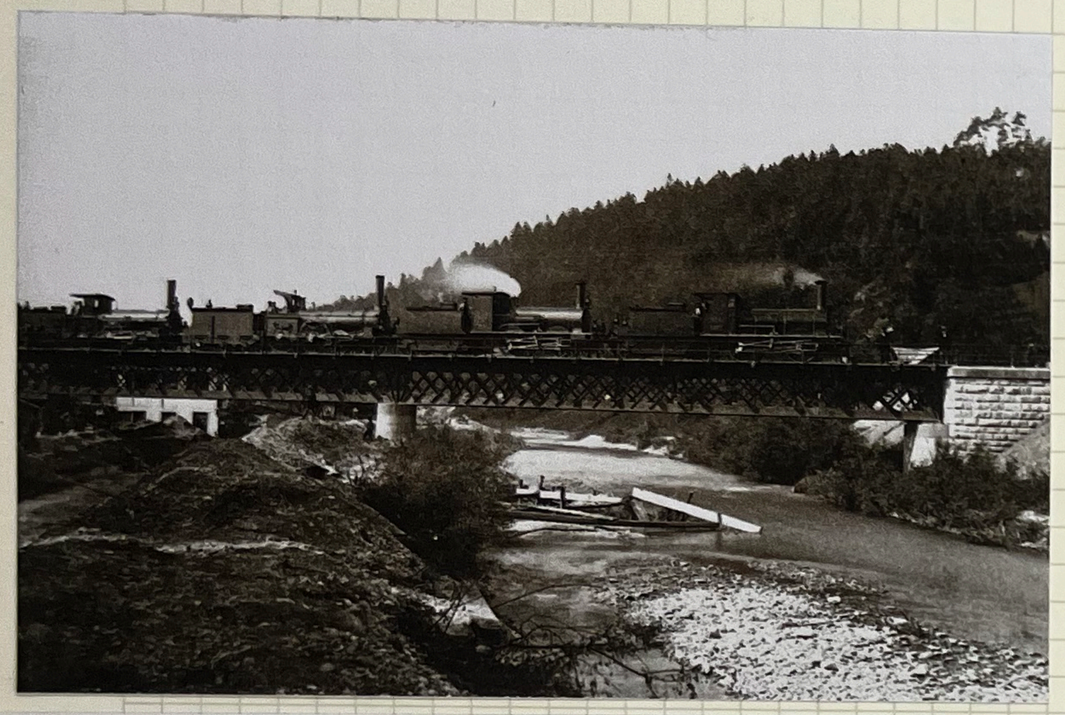
Für Herrn Konrad, Vorsteher
der Kantonalen Anstalt in Bern!

Mit die mir letzten Herren
Tagsatzung, haben Ihnen für den Knaben
[illegible]

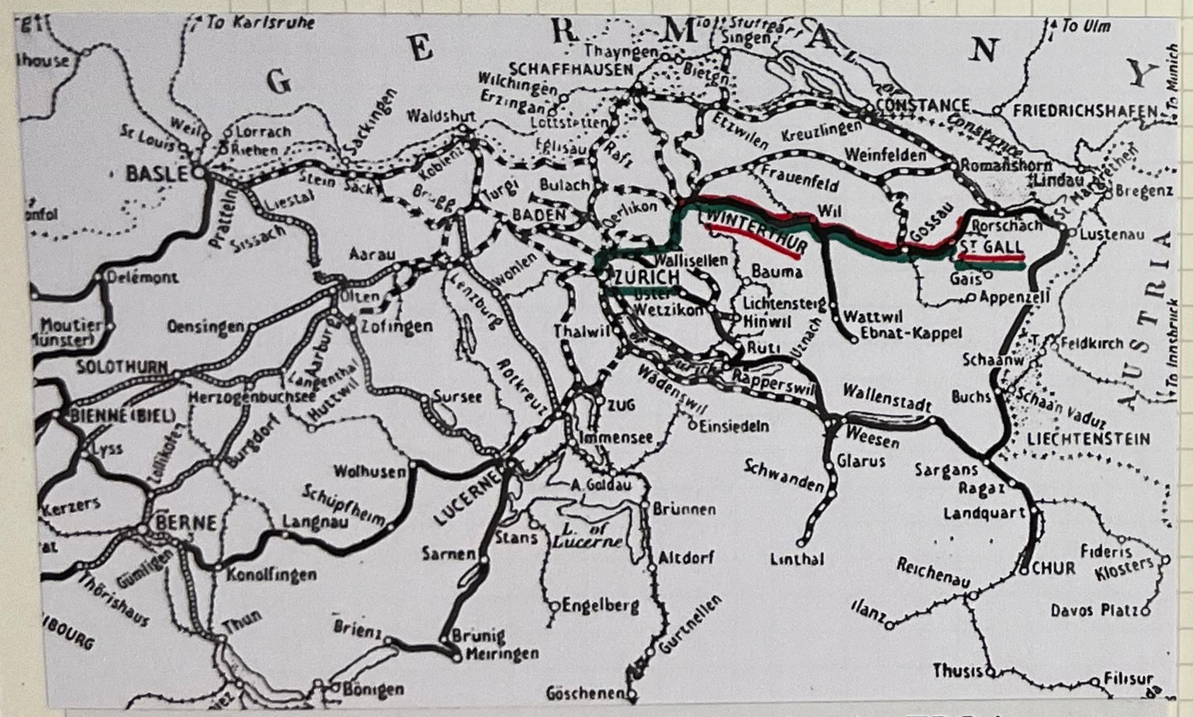
The cover was posted in THUN and carried on train number 36 on 21st April 1869 to BERN. It received a cancel on the TPO on the train of type 85/3845 and an arrival mark BR:DB.

EARLY MAIN-LINE RAILWAYS
ZÜRICH to ST.GALLEN 1869

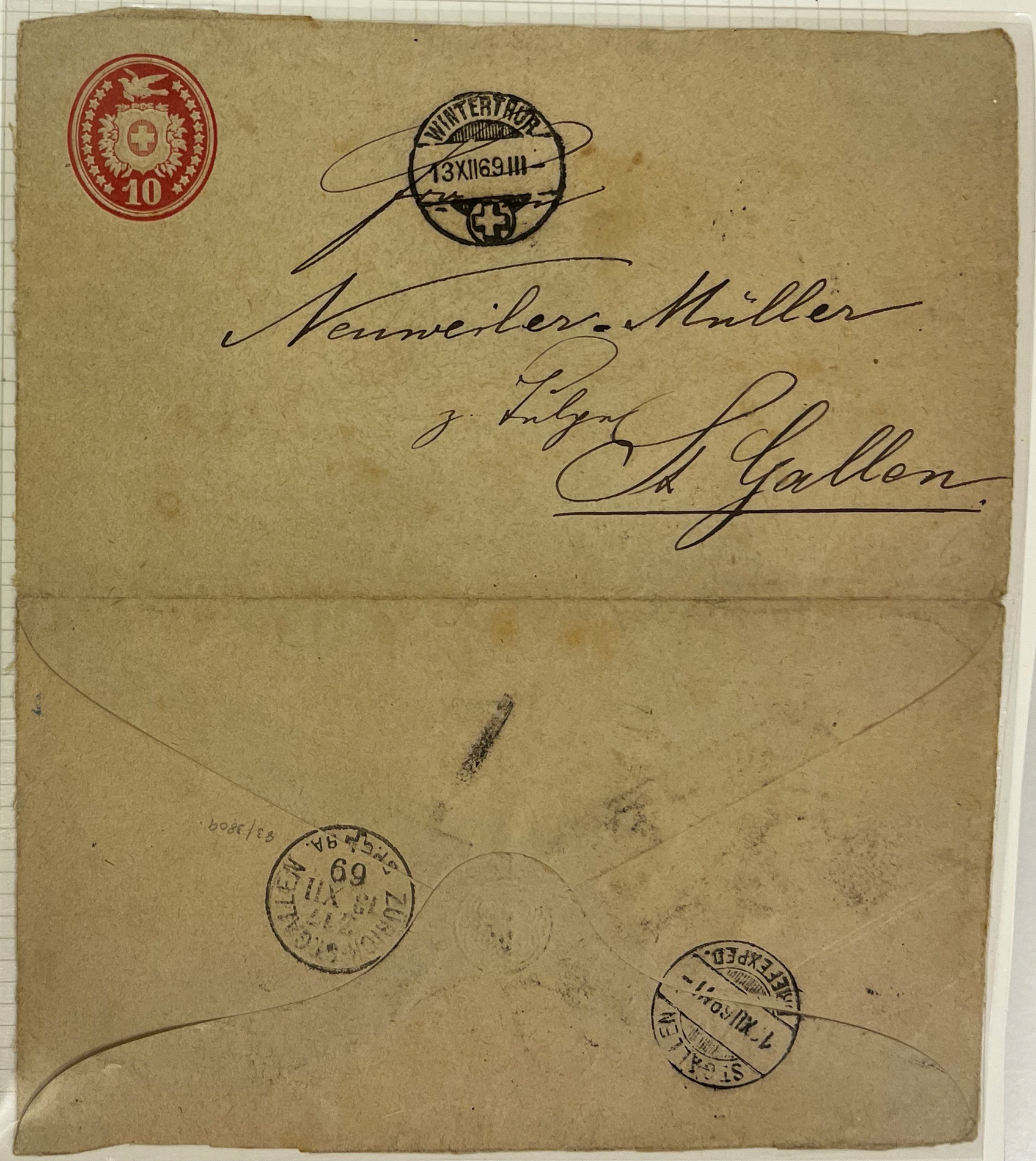
The cover below was posted in WINTERTHUR on 13th December 1869, arriving in ST.GALLEN on the same day. It travelled on train number 17 routed from Zürich to St.Gallen, where it received a TPO mark BP x BA type 83/3809.



The above photograph shows locomotives testing the bridge across the river Töss between Winterthur and Wülfligen in the summer of 1876. Engines 106 and 68 from the 1870s were joined by two NOB veterans from 1855/57.



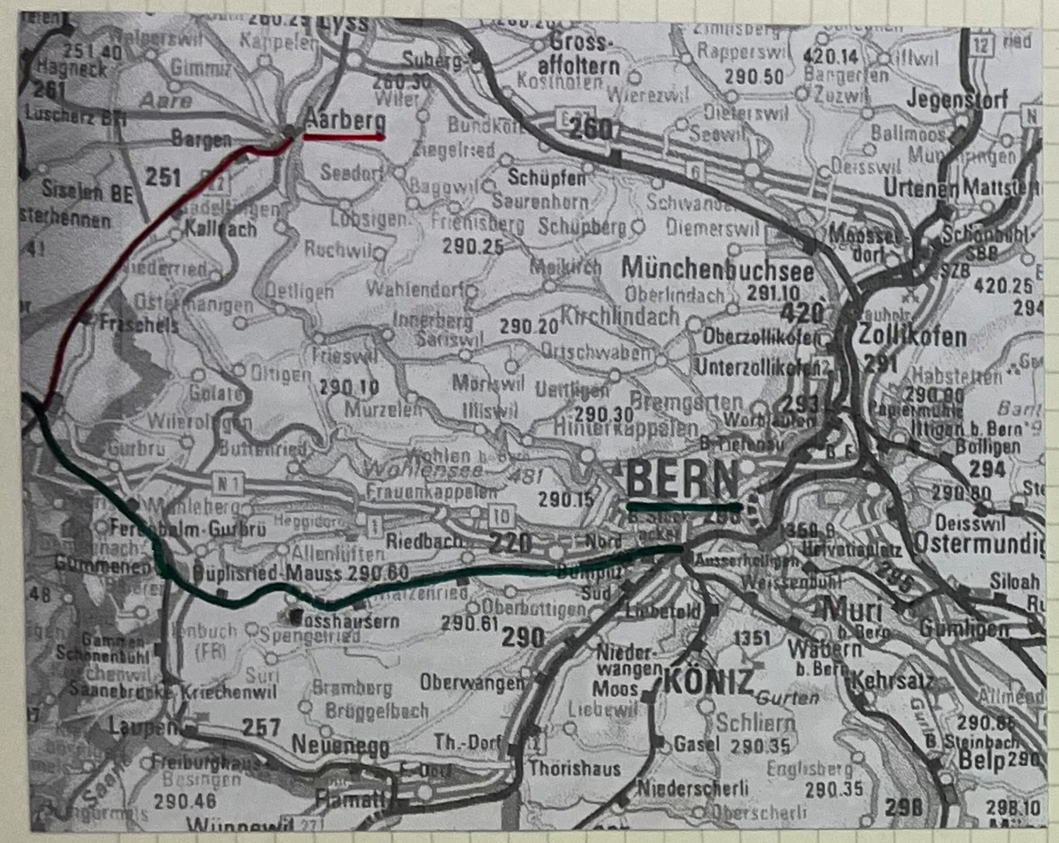
The map above shows the route taken by the TPO in green, with the route for the letter in red.



EARLY MAIN-LINE RAILWAYS 1869

BERN to PONTARLIER

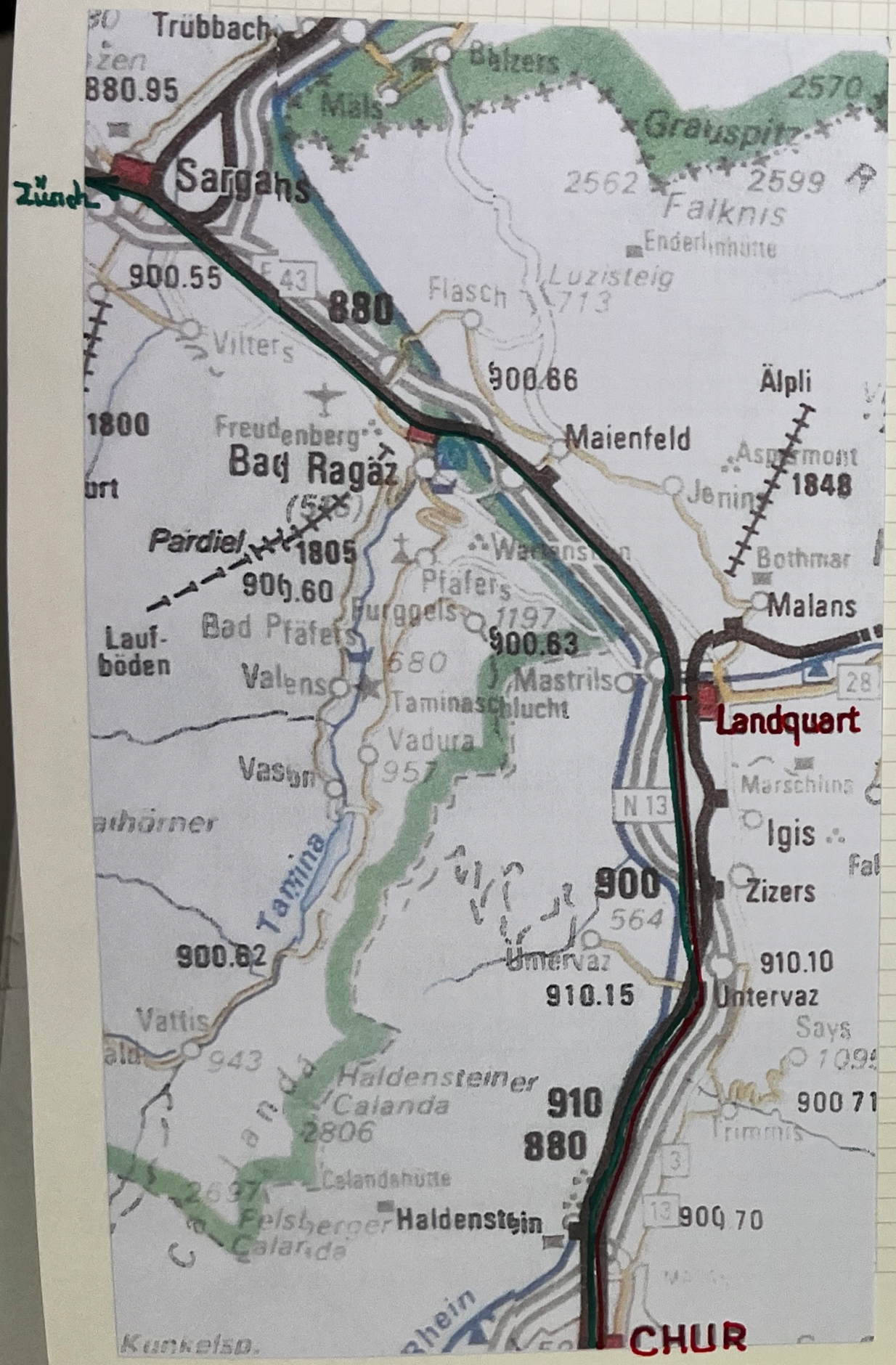
The letter on the right was posted in GENEVA on the 7th January 1869 where it received a PL:PAL VIII cancellation. At BERN it joined train number 56, whose TPO then cancelled it with a type 83/3813 on 8th January. On arrival at its final destination, AARBERG, was cancelled again.

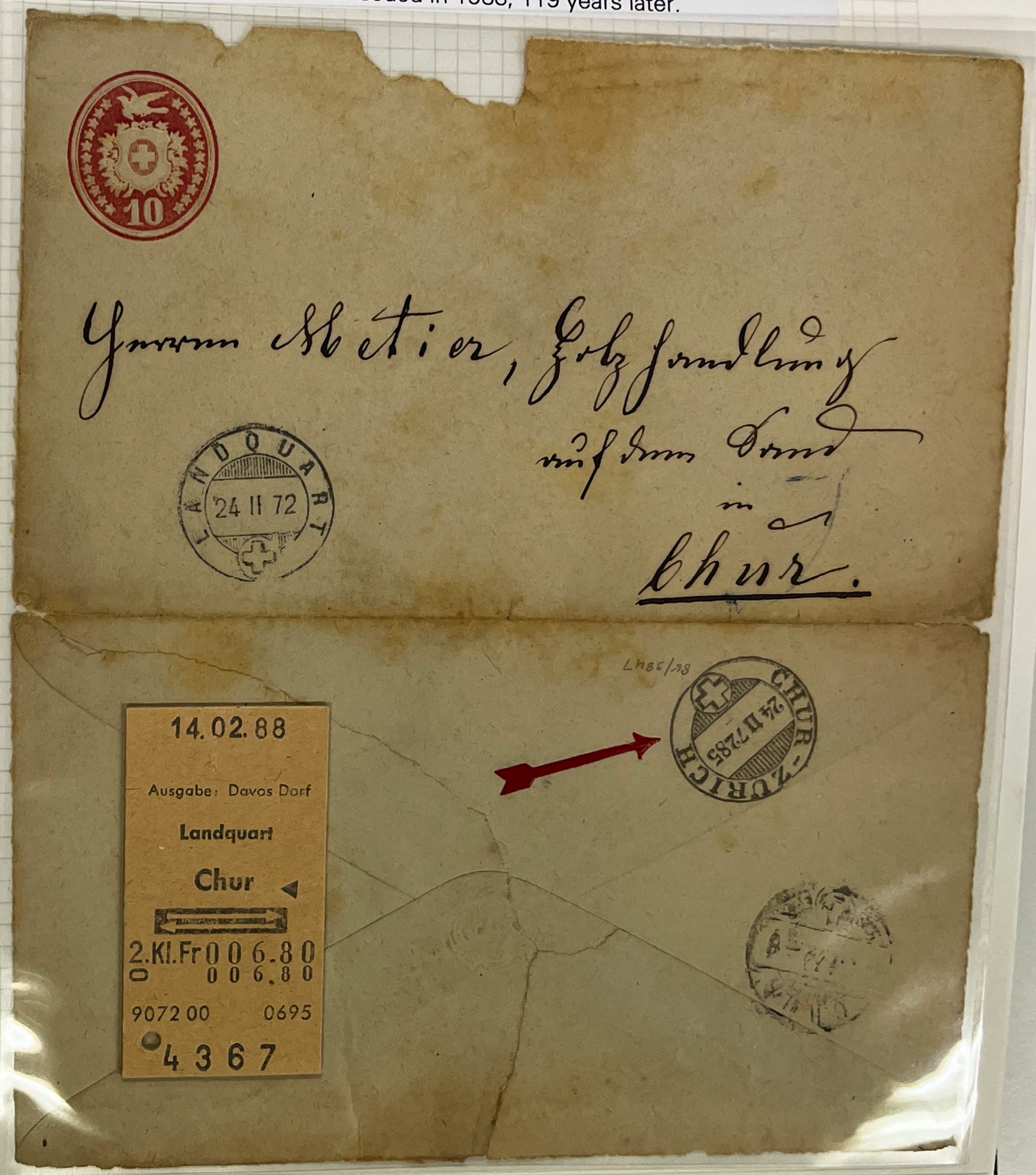

BERN
Aarberg
Bargen
Gross-affoltern
Jegenstorf
Urtenen
Münchenbuchsee
Zollikofen
Bremgarten
Ostermundigen
Muri
KÖNIZ
Niederwangen
Oberwangen
Neuenegg
Schliern
Gasel
Belp
Thorishaus
Flamatt
Wünnewil
Schüpfen
Seedorf
Kallnach
Frieswil
Kirchlindach
Oberzollikofen
Unterzollikofen
Ortschwaben
Hinterkappelen
Wohlensee
Frauenkappelen
Riedbach
Allenlüften
Duplisried-Mauss
Oberbottigen
Lobsigen
Ruchwil
Meikirch
Detligen
Wahlendorf
Innerberg
Seftigen
Mörigen
Diemerswil
Moosseedorf
Schönbühl
Habstetten
Bolligen
Deisswil
Siloah
Gümligen
Wabern
Kehrsatz
Gurten
Schwarzenburg
Englisberg
Niederscherli
Oberscherli
Steinbach
Laupen
Freiburg
Thörishaus
Neuenegg
Th.-Dorf
Gasel
Schliern
Niederwangen
Moos
Lobsigen
Frieswil
Seedorf
Bargen
Aarberg
Lyss
Suberg
Wiler
Ziegelried
Bundkofen
Seewil
Deisswil
Ballmoos
Münsingen
Rapperswil
Zuzwil
Ilfwil
Kosinglen
Wierezwil
Dieterswil
Schwanden
Diemerswil
Schwarzenburg
Seftigen
Mörigen
Detligen
Wahlendorf
Innerberg
Seftigen
Ortschwaben
Uettligen
Bremgarten
Worblaufen
Illiswil
Mörigwil
Murzelen
Oltigen
Gelate
Wileroltigen
Gurbru
Buttenried
Ferenbalm-Gurbru
Gümmenen
Gammenschwand
Schwanenbühl
Chiemenschwand
Sensebrücke
Kriechenwil
Bramberg
Brüggelbach
Laupen
Freiburg
Thörishaus
Neuenegg
Th.-Dorf
Gasel
Schliern
Niederscherli
Oberscherli
Englisberg
Steinbach
Belp
Flamatt
Wünnewil
Sensebrücke
Kriechenwil
Bramberg
Brüggelbach
Oberwangen
Niederwangen
Moos
Lobsigen
Frieswil
Seedorf
Bargen
Aarberg
Lyss
Suberg
Wiler
Ziegelried
Bundkofen
Seewil
Deisswil
Ballmoos
Münsingen
Rapperswil
Zuzwil
Ilfwil
Kosinglen
Wierezwil
Dieterswil
Schwanden
Diemerswil
Moosseedorf
Schönbühl
Habstetten
Bolligen
Deisswil
Siloah
Gümligen
Wabern
Kehrsatz
Gurten
Schwarzenburg
Englisberg
Niederscherli
Oberscherli
Steinbach
Laupen
Freiburg
Thörishaus
Neuenegg
Th.-Dorf
Gasel
Schliern

EARLY MAIN-LINE RAILWAYS 1869

CHUR - ZÜRICH

The cover travelled the relatively short distance from LANDQUART to CHUR. It received a cancel on 24th February 1872 in LANDQUART, where it then boarded train number 85 from ZÜRICH to CHUR on board which it was cancelled by the TPO with a mark type 85/3847. This mark implied travelling in the opposite direction, so had probably been reset for the return journey before this "tail-ender" arrived. Attached is a return ticket for the stretch issued in 1988, 119 years later.

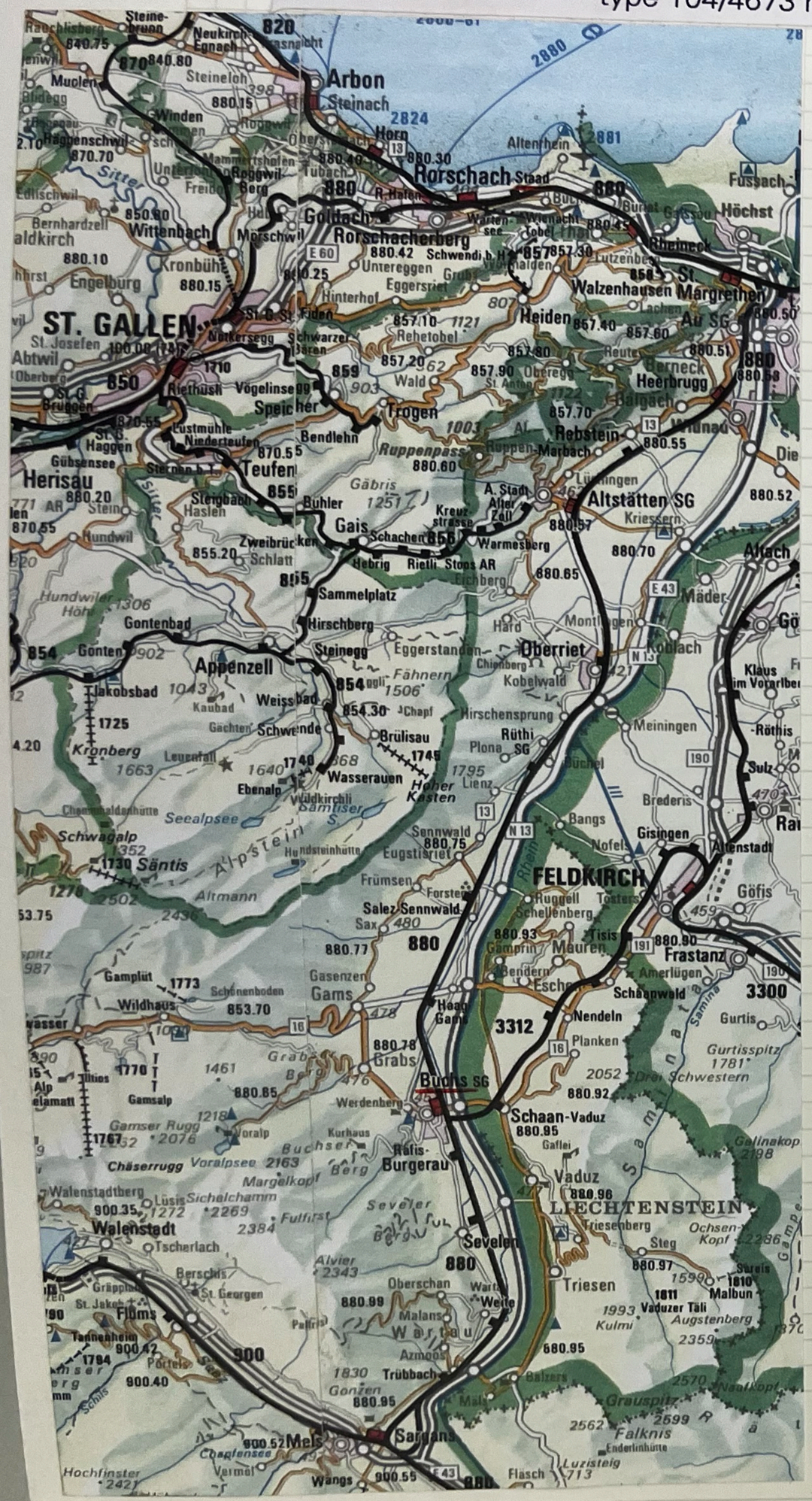


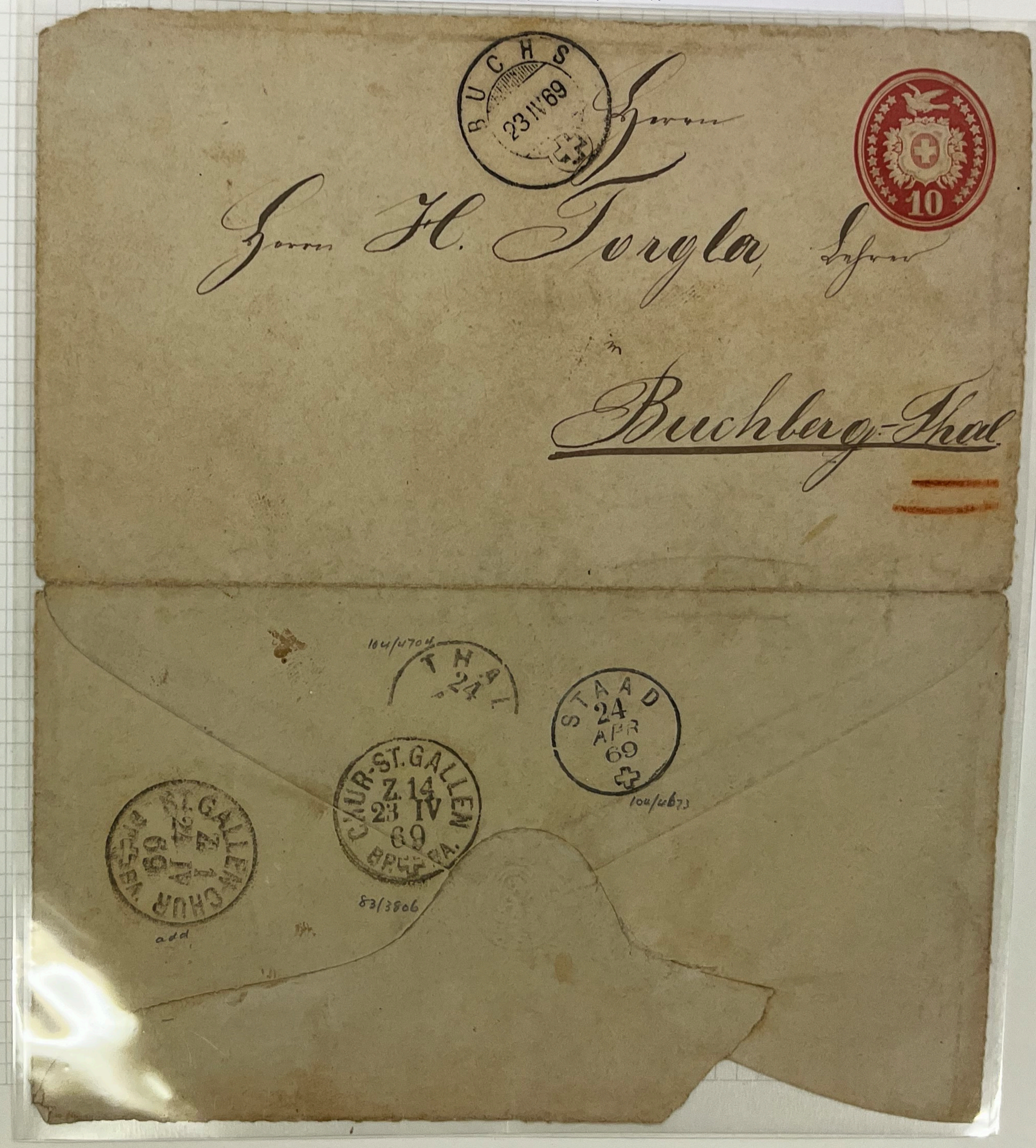


EARLY MAIN-LINE RAILWAYS 1869

CHUR – ST.GALLEN - CHUR

The cover came from BUCHS, where it was cancelled on 23rd April 1869. It joined train 14 from CHUR – ST.GALLEN where it received a mark BP.xBA. of type 83/3806. It must then have passed through STAAD and arrived in ST.GALLEN, where it then joined train 1 a day later, 24th April, travelling back from ST.GALLEN – CHUR to be dropped off at STAAD where it received a type 104/4673 mark. Finally it received its arrival mark at THAL of type 104/4704.

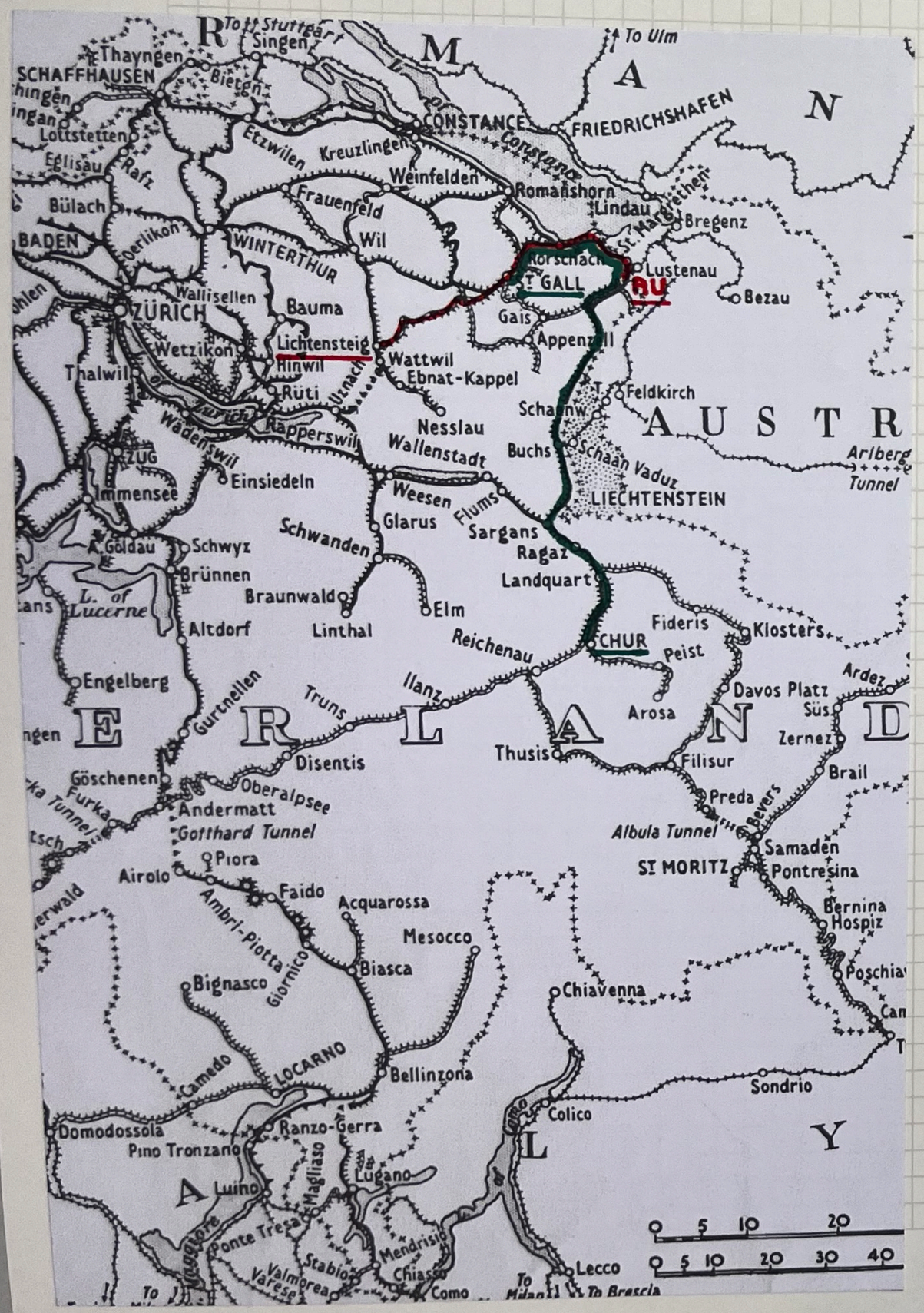


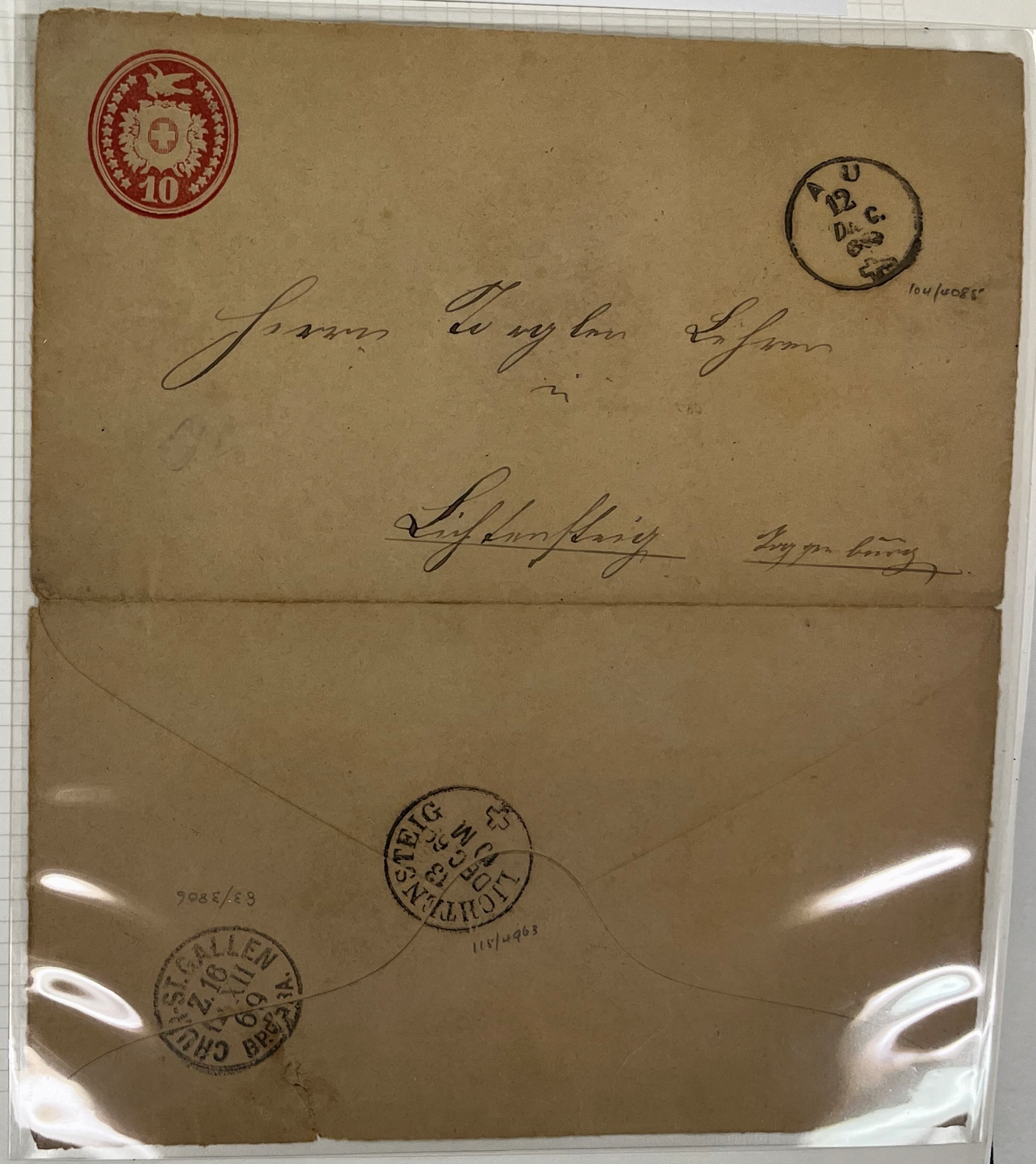


EARLY MAIN-LINE RAILWAYS 1869

CHUR – ST.GALLEN

The cover came from AU, where it was cancelled on 12th December 1869. It joined train 18 from CHUR to ST.GALLEN where it received a mark BP.xBA. of type 83/3806. It left this train at ST.GALLEN and travelled on to its destination at LICHTENSTEIG where it received an arrival cancel of 10M of type 115/4963, the following day, 13th December.





EARLY MAIN-LINE RAILWAYS 1870

ST.GALLEN - SARGANS - ST.GALLEN

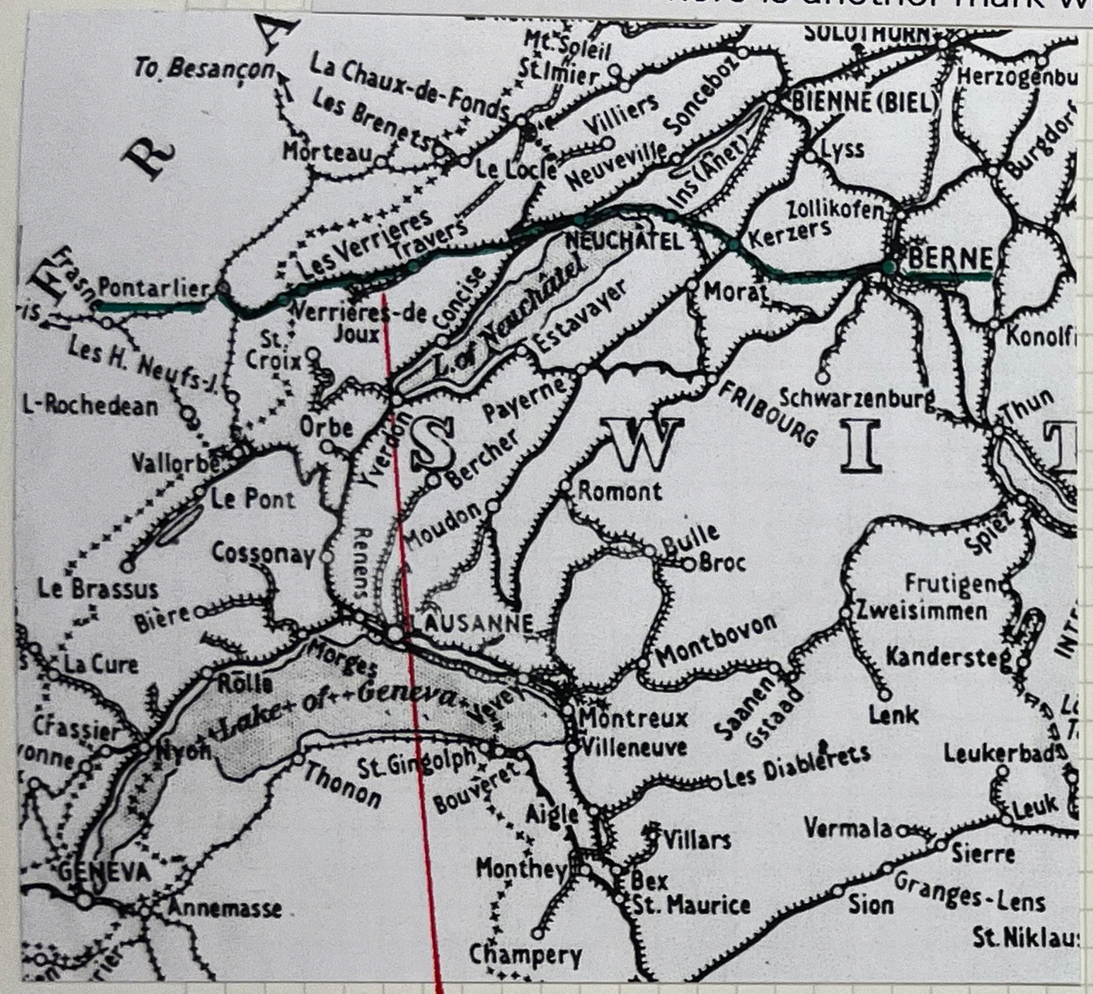
This cover travelled from THAL to LICHTENSTEIG. It started with a type 104/4704 cancellation at THAL on 6th June 1870. It then joined the ST.GALLEN - SARGANS - ST.GALLEN train number 8 and received a mark type 86/3869 from the TPO on board. It will have travelled from THAL to ST.GALLEN on this train, and then continued by other means to LICHTENSTEIG, where it received an arrival mark **5A** of type 115/4963.



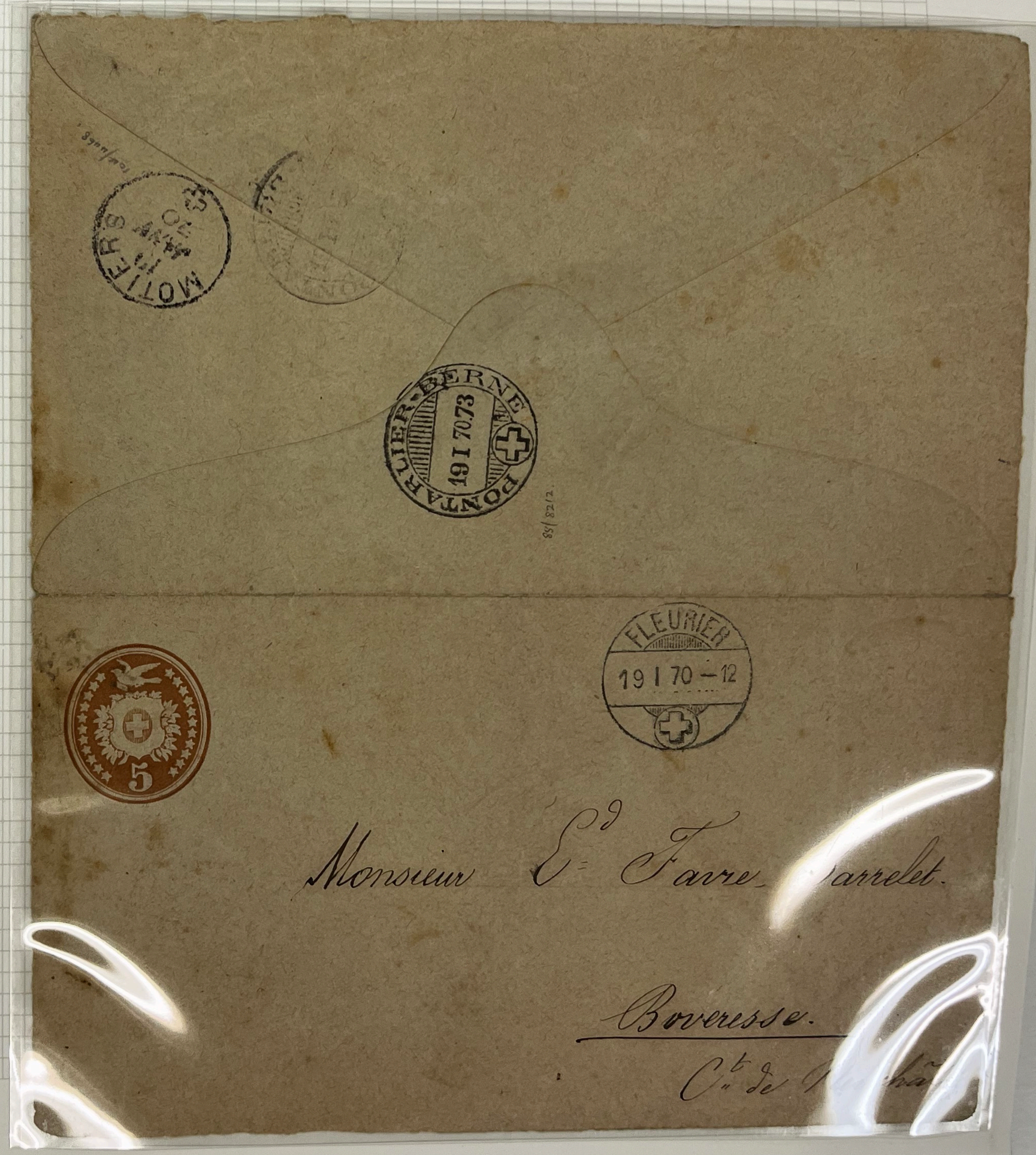
EARLY MAIN-LINE RAILWAYS 1870

PONTARLIER - BERN

The cover came from FLEURIER to BOVERESSE via MÔTIERS. It completed its journey by special messenger. On departure it received a mark in FLEURIER on 19th January 1870. It joined the PONTARLIER – BERN train number 73 where it received a mark from the TPO of type 85/8212. It left the train at MÔTIERS were it was cancelled with a received mark of type 104/4468. There is another mark which is indistinguishable, but could be a duplicate of the TPO mark.







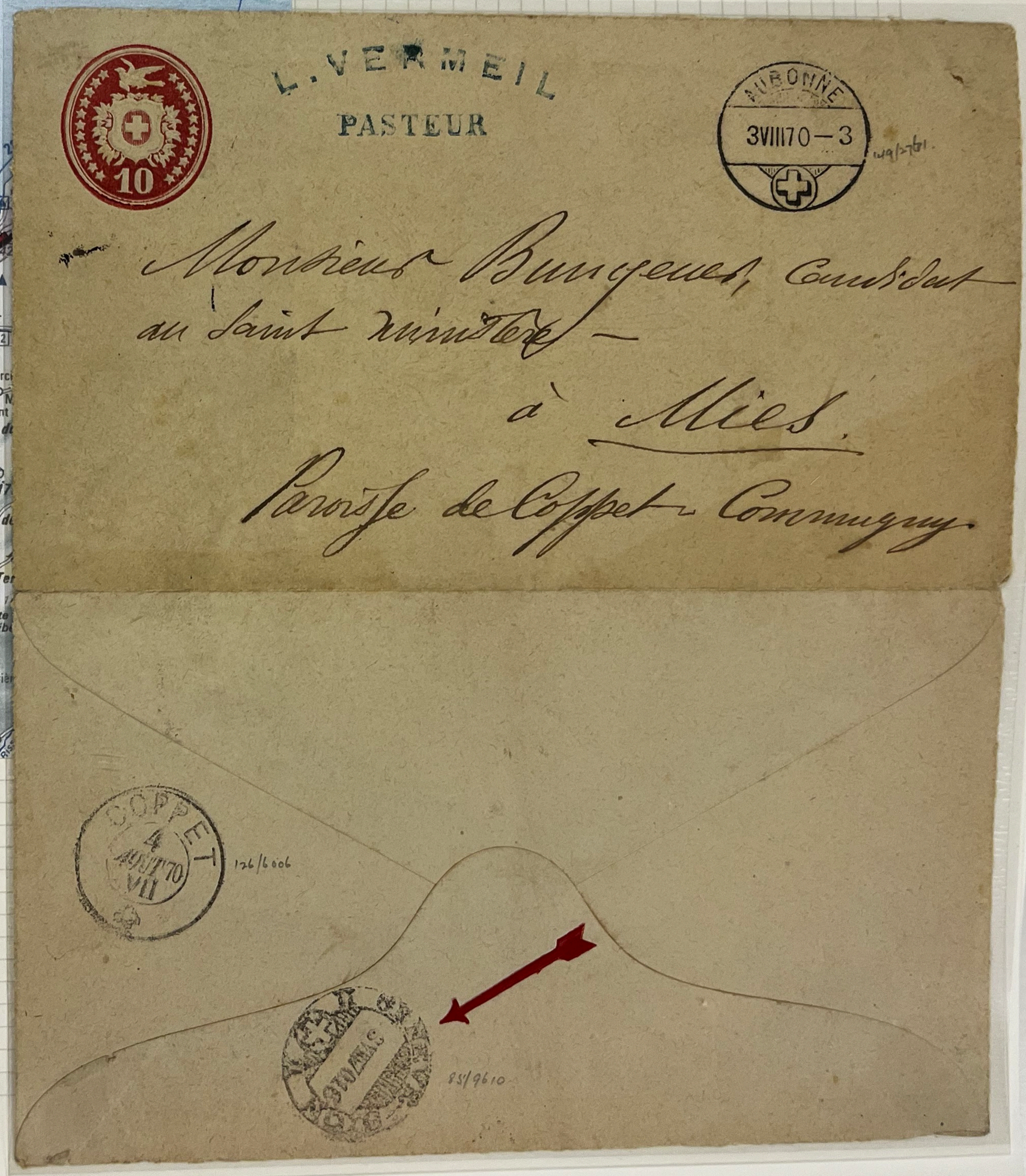
EARLY MAIN-LINE RAILWAYS
SION to GENEVA 1870

The cover below was posted in AUBONNE on 3rd August 1870, with a cancel of type 149/2761. It arrived in COPPET, the nearest railway station to its ultimate destination in MIES the next day, receiving a type 126/6006 mark. It also received a TPO mark type 85/9610 on train 16 on route 2 going from Sion to Geneva



Red marks the route taken by the letter, green the section of the route of train number 16 from Lausanne to Geneva.





EARLY MAIN-LINE RAILWAYS

SCHAFFHAUSEN to WINTERTHUR 1870/73

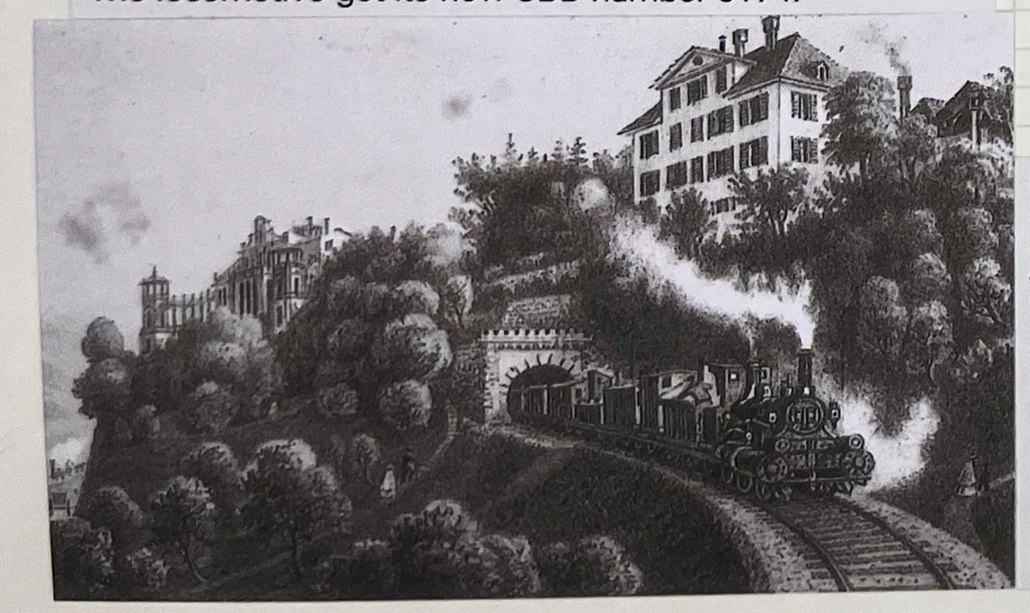
The card on the left was sent from SCHAFFHAUSEN to ZÜRICH. It received a straight-line cancellation in SCHAFFHAUSEN (Type 30/1822) and a T.P.O mark on board train number 34 on 22nd October 1870. The card below was sent from BASEL, where it received a cancellation on 29th September 1873 at 2:00 at the "Filiale SCB" to ZÜRICH where it had an arrival cancellation for the same day at 7:00. It also received a cancellation from the Basel Boned Warehouse of the Schweizerische Central Bahn (S.C.B), where it must have been held pending departure of the train.





In 1891/2 the SLM in WINTERTHUR supplied a dozen passenger train tender locomotives of the E/b 2/3 type to the Nord-Ost Bahn (NOB). Shortly after nationalisation, engine number 284 was modified as shown on the main label from 1st August 1903, shown below the factory plate. The locomotive got its new SBB number 5174.





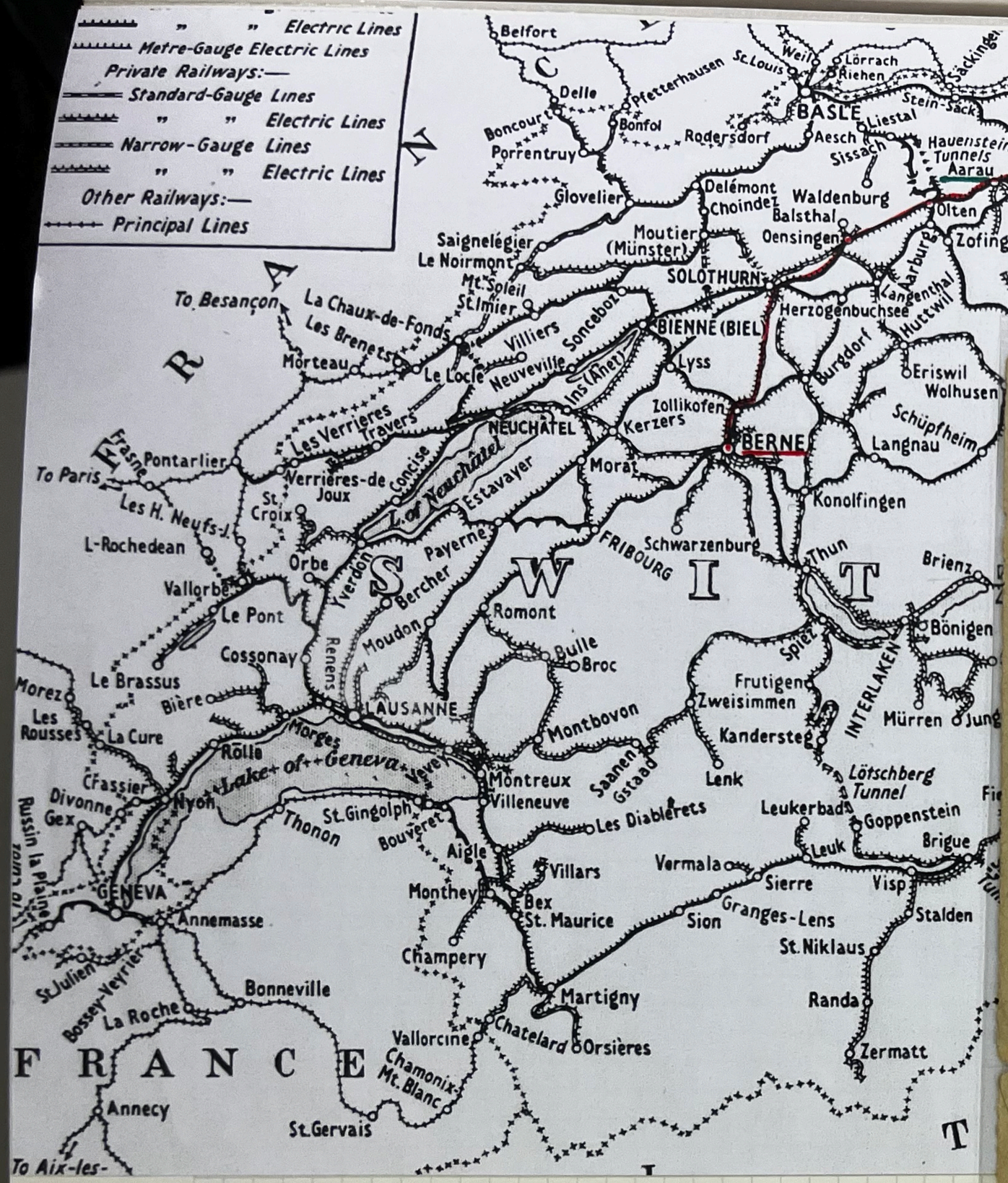
On the left is a train of the Baden Grand-Dukedom National Railways just heading out from the Charlotte rock tunnel towards SCHAFFHAUSEN. The line was opened in 1863 and double-tracked in 1865. The locomotive with its unique arrangement of cylinders and bumpers already has the narrow cab which rapidly came into use later in the 1860s.



EARLY MAIN-LINE RAILWAYS
1870/73
ST.GALLEN - STRASBOURG
via ZÜRICH, BADEN and BASEL

The right-hand cover was posted in ST.GALLEN on 2nd December 1870 and cancelled, once with a **4A** of type 115/4995 and again with a **PD** in a box of type 13/365. It received a transit mark **11 BR.EX.** in **ZÜRICH** with the date **2.XII.70**. It then received a **SCHWEIZ über BADEN** TPO mark in an oval, of type 172/6690. This was probably on board train 12 from ZÜRICH to BASEL as it passed through **BADEN**, as it received another TPO mark **BAD.BAHNPOST** on **3 DEC**, a day later. Finally, it received a cancel at its destination, STRASBOURG, in France.



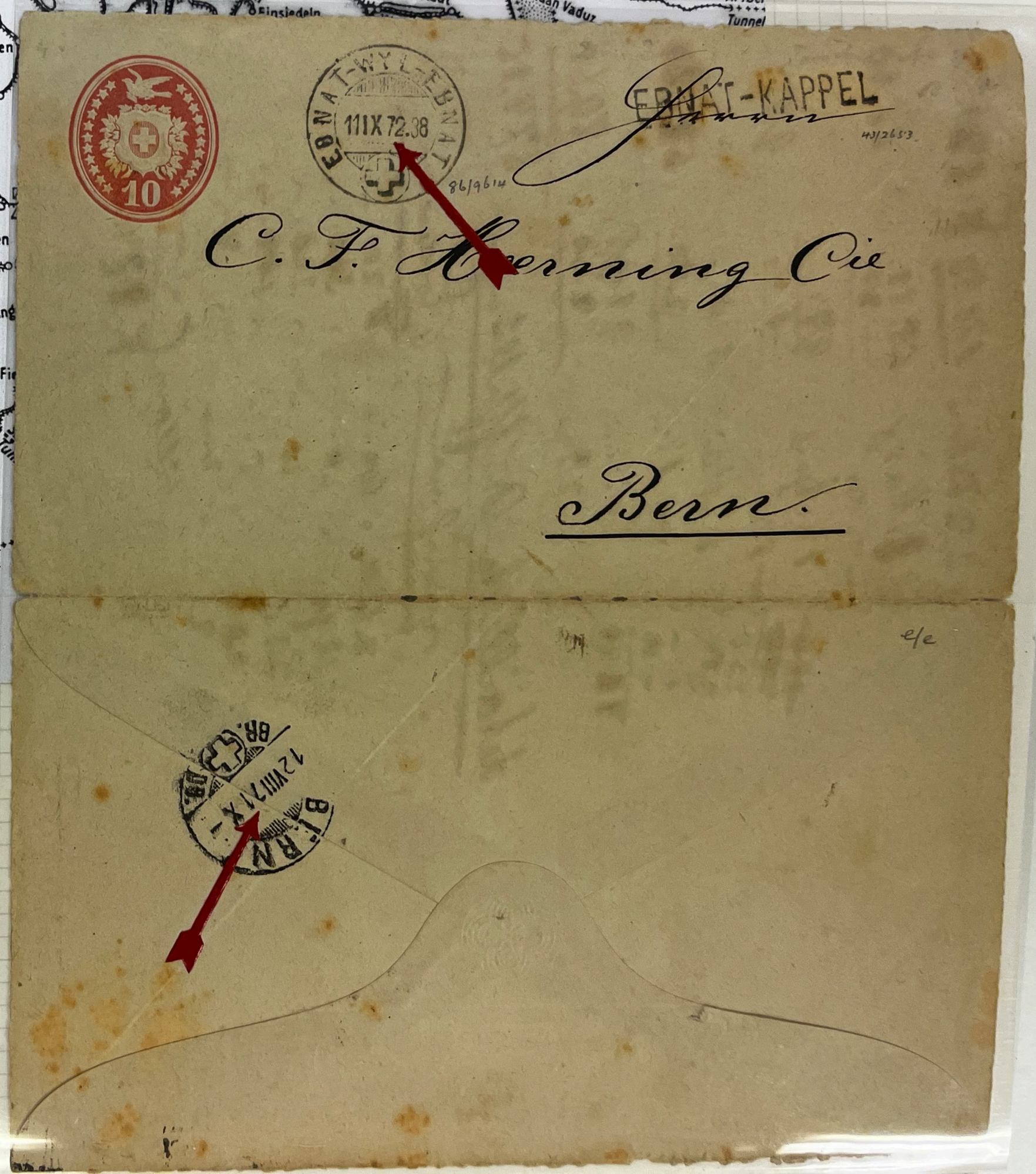


EARLY MAIN-LINE RAILWAYS 1872

EBNAT-KAPPEL to BERN

via WYL (WIL), WINTERTHUR, ZÜRICH, AARAU and OLTEN

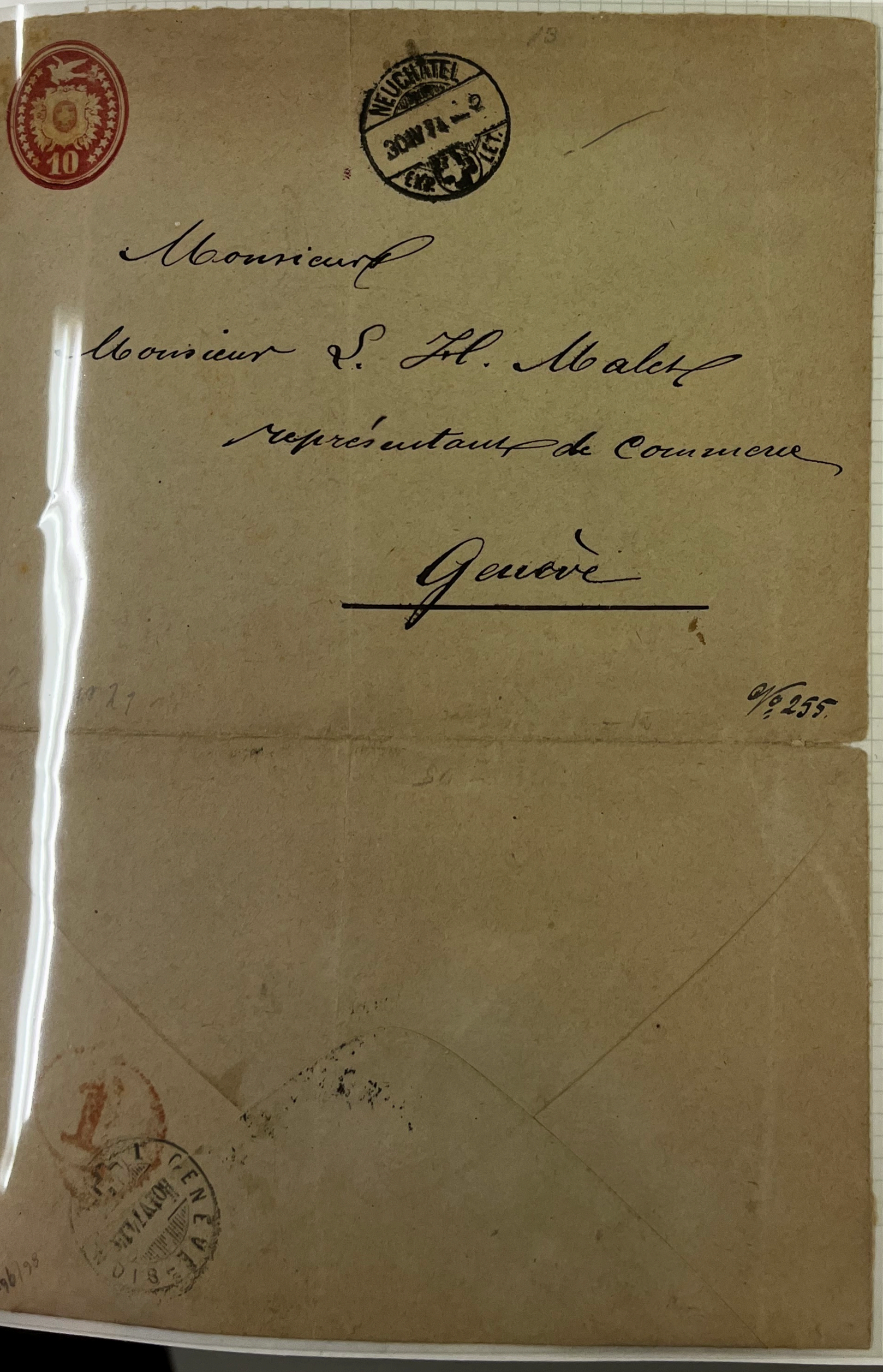
The cover started with a straight-line cancel from **EBNAT-KAPPEL** of type 43/2653. It then joined the train 38 from **EBNAT** to **WYL** where it got a type 86/9614 cancel from the TPO, dated 11th September 1872. On arrival at its destination in **BERN** it was cancelled with a type **BR.+BD**, dated 12th August 1871 – an error in BERN or a distortion in the space/time continuum; or was it a precursor of Concorde?

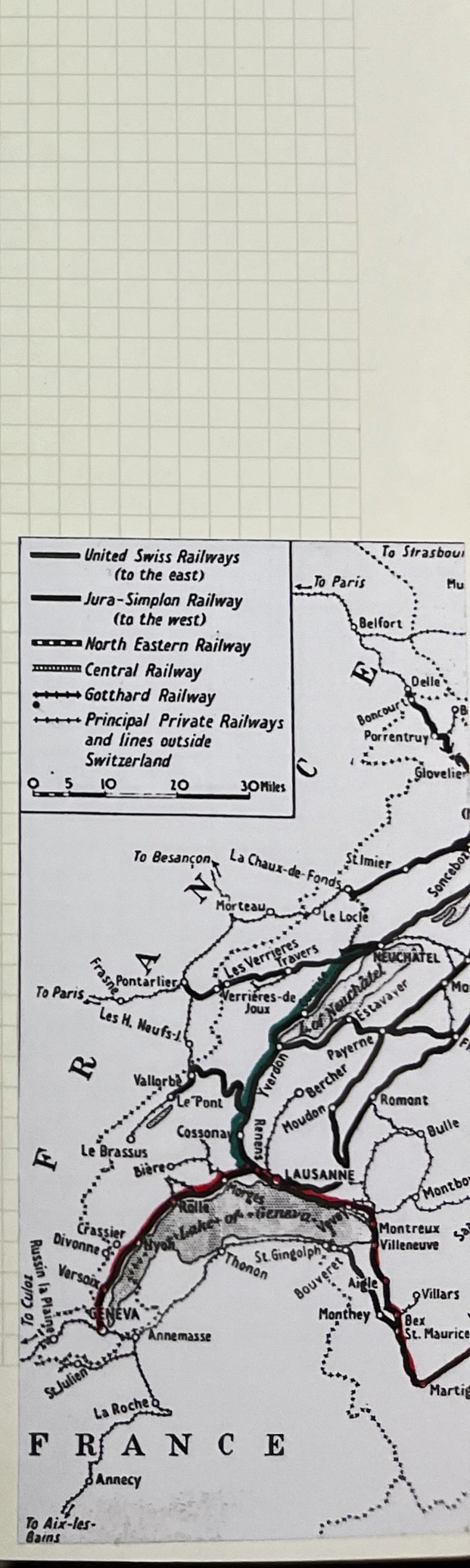


EARLY MAIN-LINE RAILWAYS 1874

GENEVA - SION

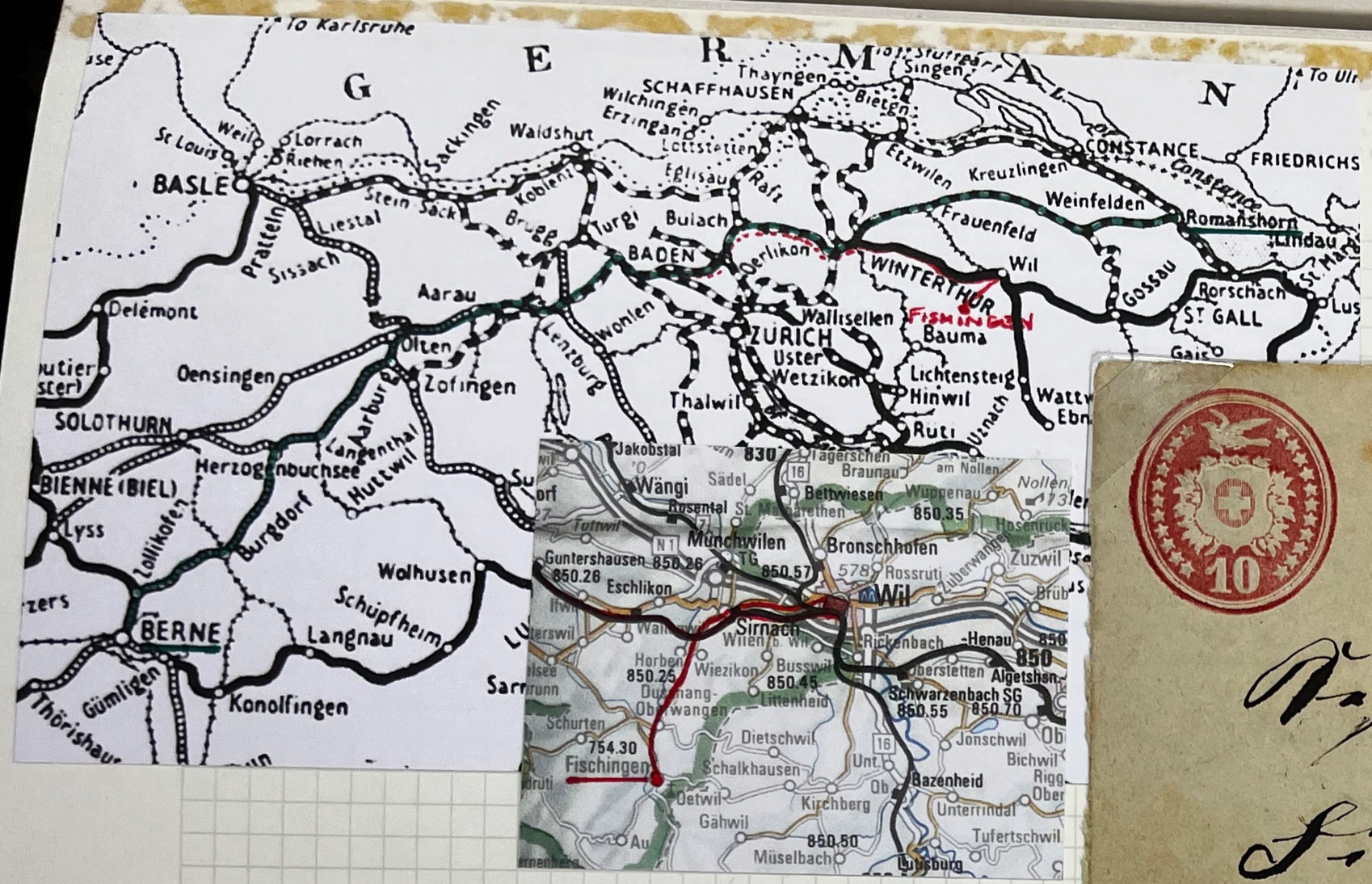
The cover came from NEUCHÂTEL to GENEVA. It received a 2 DP.xLET. departure mark in NEUCHÂTEL on 30th April 1874. It then joined the GENEVA – SION train 14 where it received a TPO mark type 86/9617A, though probable when the train was actually travelling back again. Finally it received an arrival mark from GENEVA, type 18/642 1 in red circle.





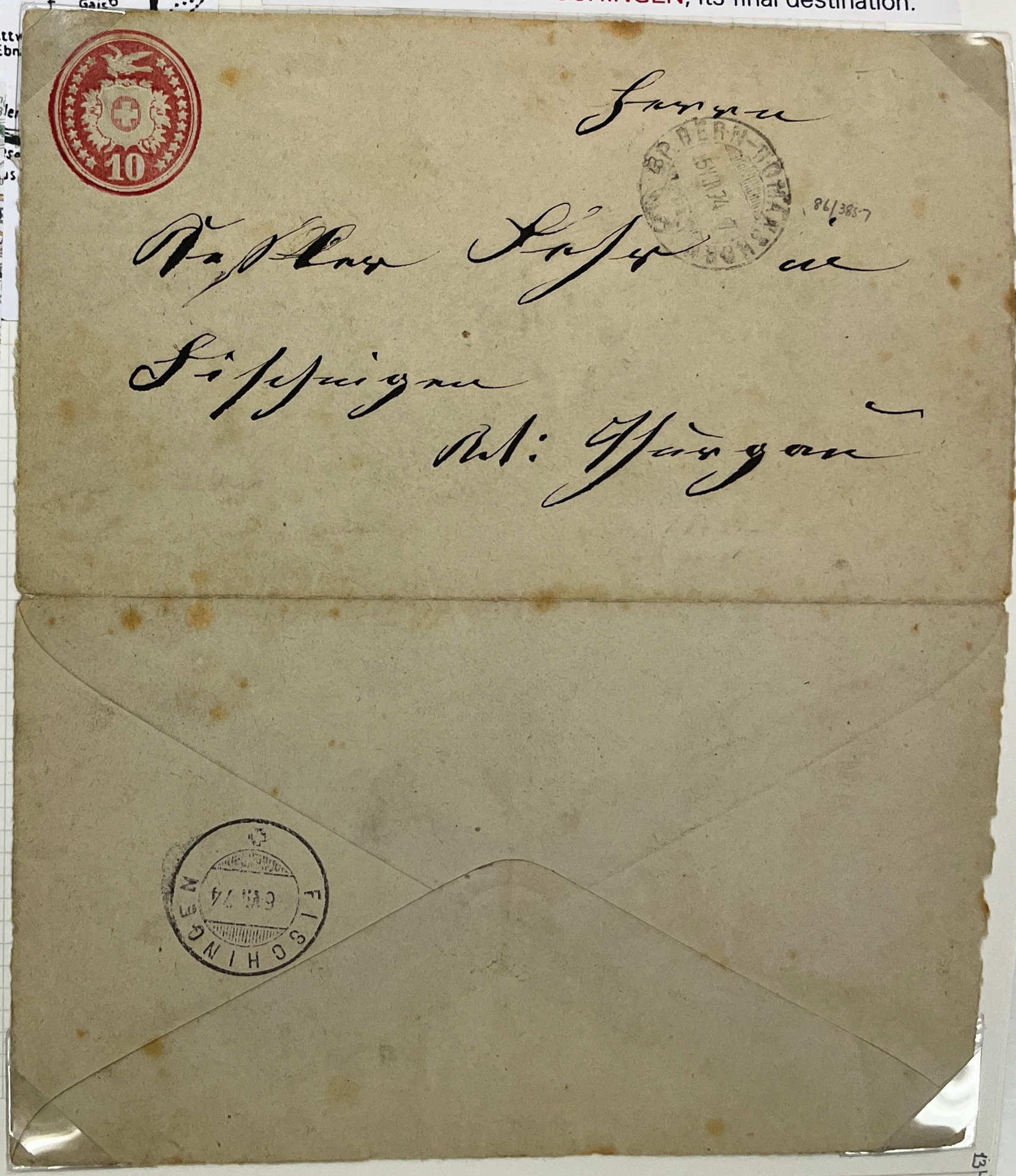
EARLY MAIN-LINE RAILWAYS
1874
BERN to ROMANSHORN

The cover was cancelled on train number 7 at the TPO with a mark type 86/3857 on 5th August 1874. It was also cancelled on arrival at FISCHINGEN, its final destination.



The map shows the probable route taken by the train, marked in green, and the letter, marked in red. While it is clear that the letter ended up at it final destination of FISCHINGEN, there is insufficient information left to tell where it came from.



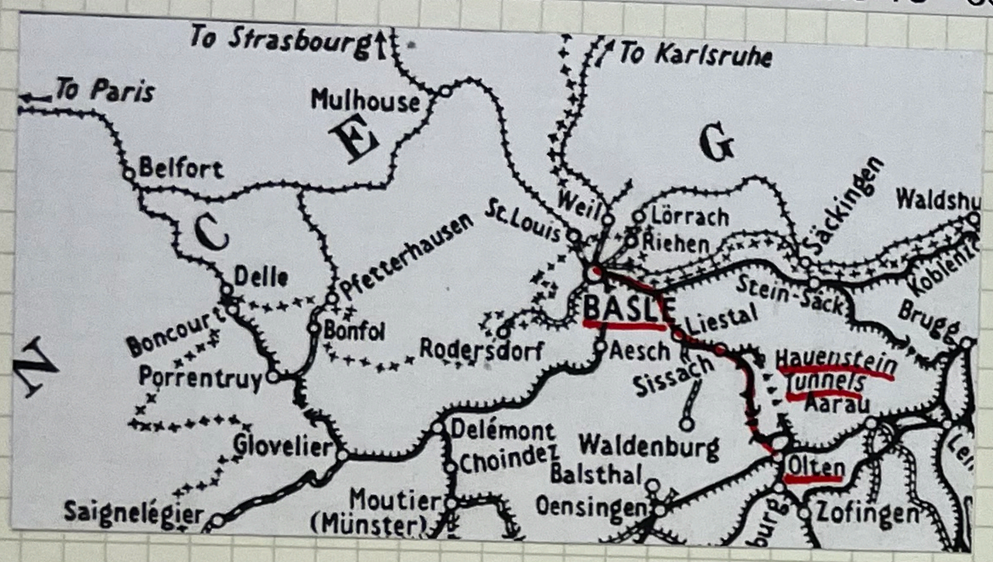


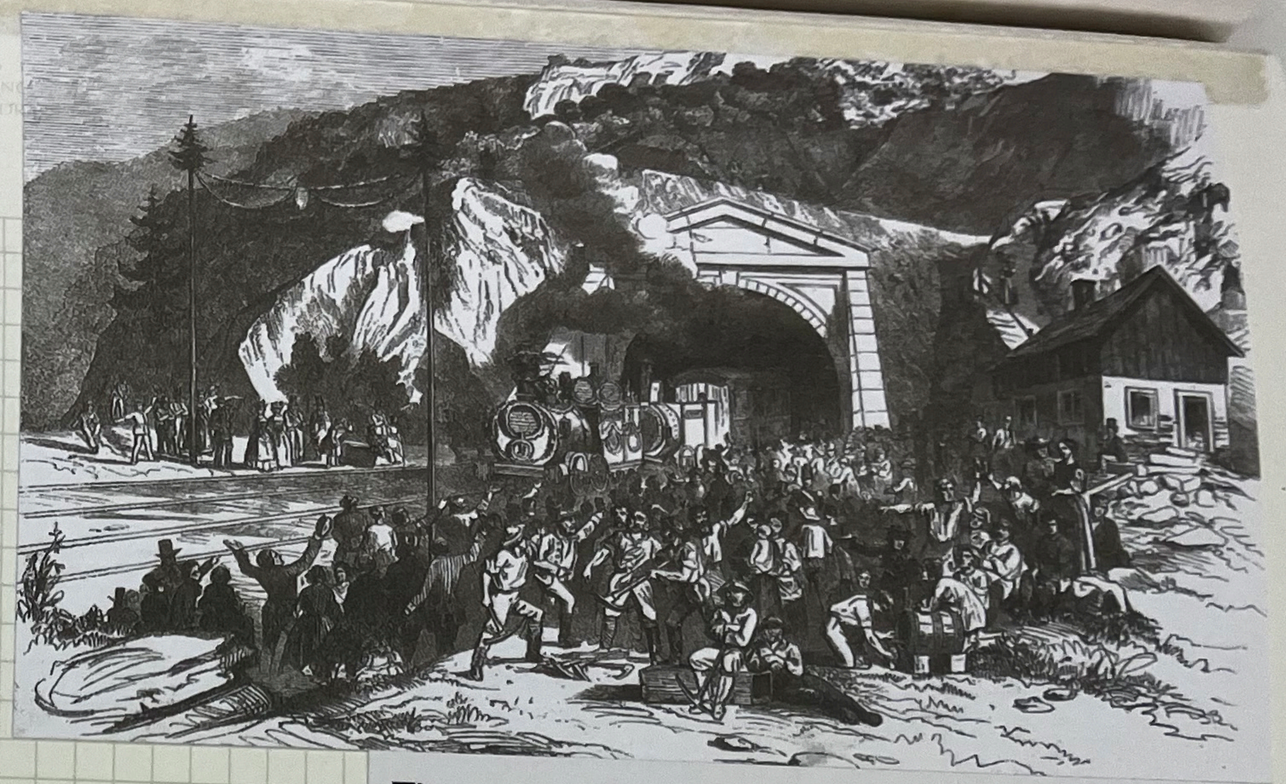
EARLY MAIN-LINE RAILWAYS

BASEL to OLTEN 1875

The card was sent from BASEL on 7th March 1873. It joined the BASEL to OLTEN train number 5 on the same day, where it received a type 86/3860 cancellation from the TPO on board. It arrived at BERN where it received a cancellation type BR. DB. 2. on the reverse.

The route is marked in red and would have passed through the first HAUENSTEIN TUNNEL, now no longer used because it was replaced by the much longer one from Gelterkinden late in the 19th century.





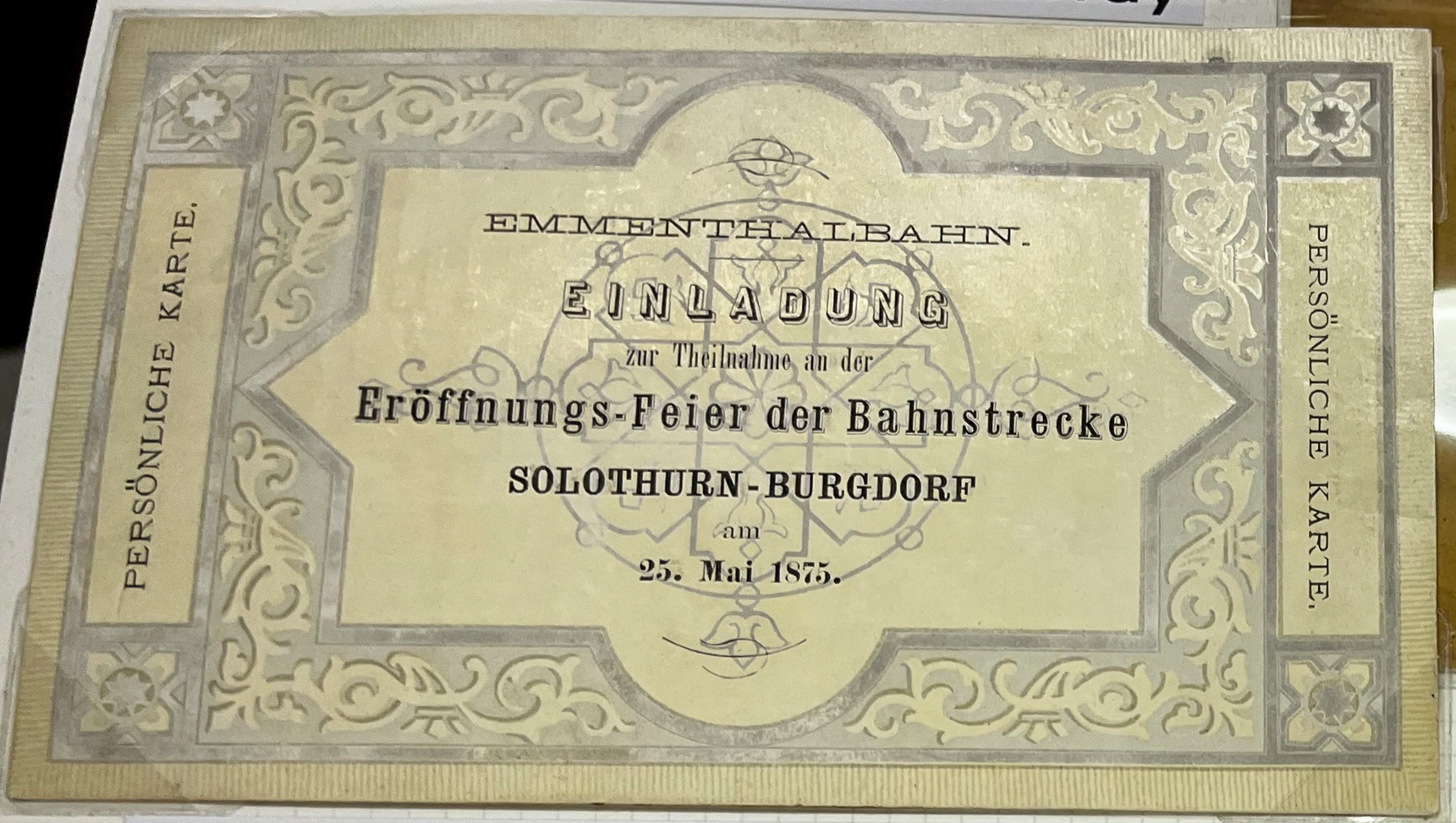
The print above shows the inauguration of the first Hauenstein Tunnel, with a train of the Centralbahn emerging from the southern portal.

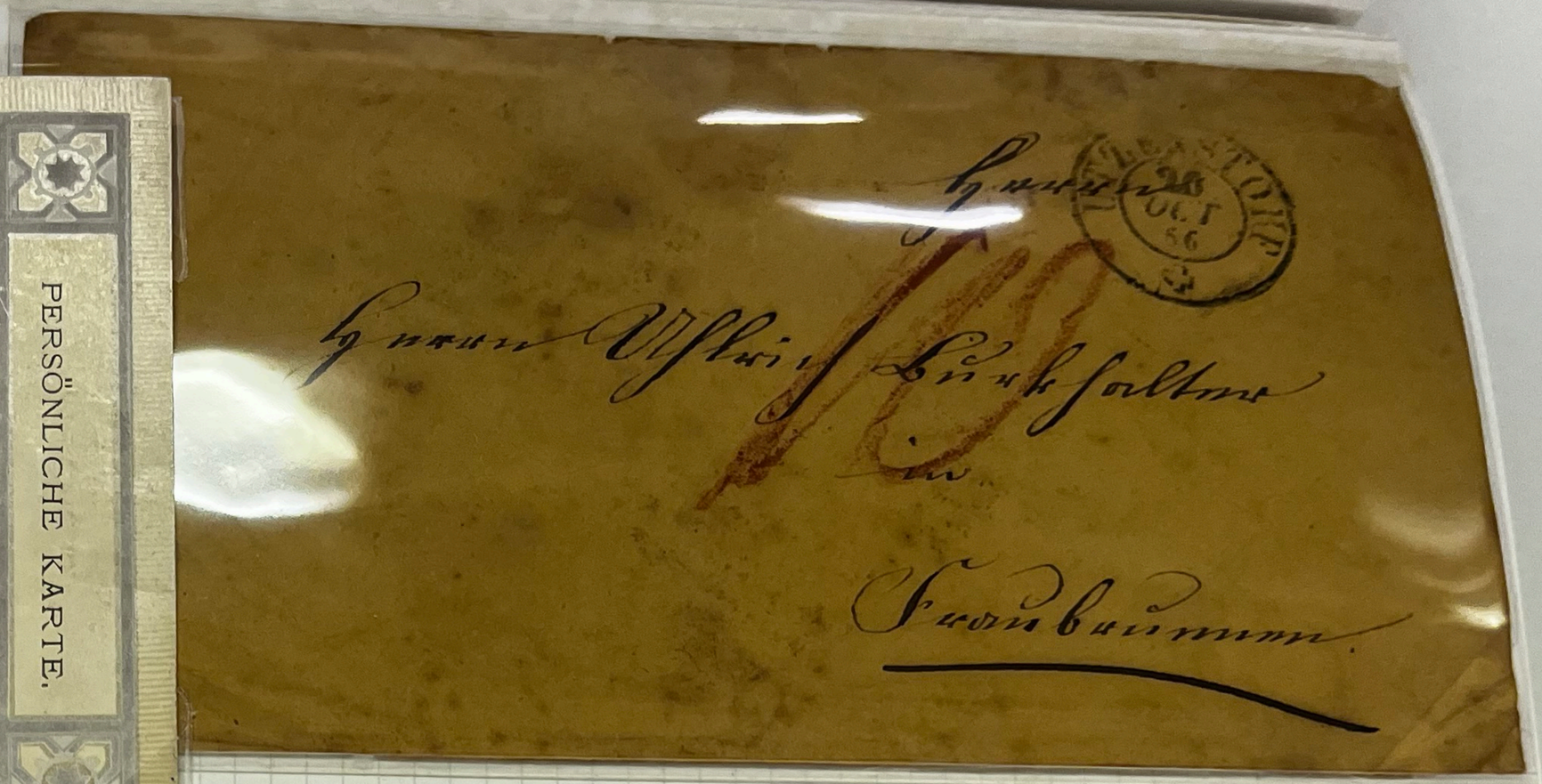






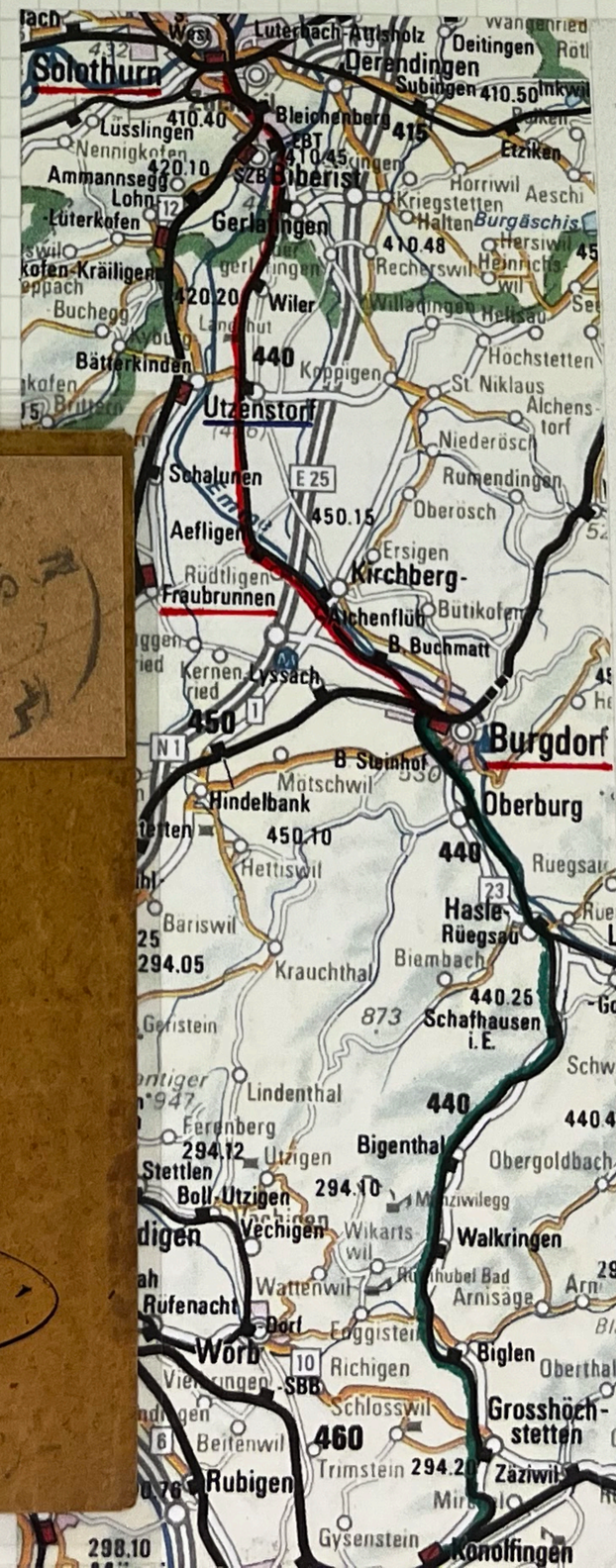
The EMMENTAL Railway





Above is an invitation given for 25th May 1875 to a celebration of the opening of the SOLOTHURN to BURGDORF section of the EMMENTAL railway. The cover below from SOLOTHURN to FRAUBRUNNEN travelled on the EMMENTAL Railway on 22nd May 1875, just before the official opening ceremony three days later. The cover top-right was posted in UTZENSTORF to FRAUBRUNNEN on 26th October 1866, before the EMMENTAL railway was opened, and was carried on the BASEL to BERN line.





Programm.

FAHRT

von **Solothurn** nach **Burgdorf,**
zur Aufnahme der Gäste.

Abgang in Solothurn 10 Uhr 18 Minuten Vormittags.
Anhalten auf sämmtlichen Stationen.
Ankunft in Burgdorf 11 Uhr 50 Minuten Vormittags.

Gabelfrühstück im Garten des Hôtel Guggisberg, freundlichst angeboten durch die Behörden der Stadt Burgdorf.

Festfahrt

von **Burgdorf** nach **Solothurn.**
Abgang in Burgdorf 1 Uhr 10 Minuten Nachmittags.
Anhalten auf sämmtlichen Stationen.
Ankunft in Solothurn 3 Uhr Nachmittags.

Abends 3¼ Uhr Bankett in der Krone zu Solothurn,
gegeben von der Regierung und den Stadtbehörden von Solothurn.

Abends Extrazug von Solothurn nach Burgdorf.
Abgang in Solothurn 6 Uhr 25 Minuten. Ankunft in Burgdorf 7 Uhr 43 Minuten mit Anschluss an Schnellzug nach Bern.

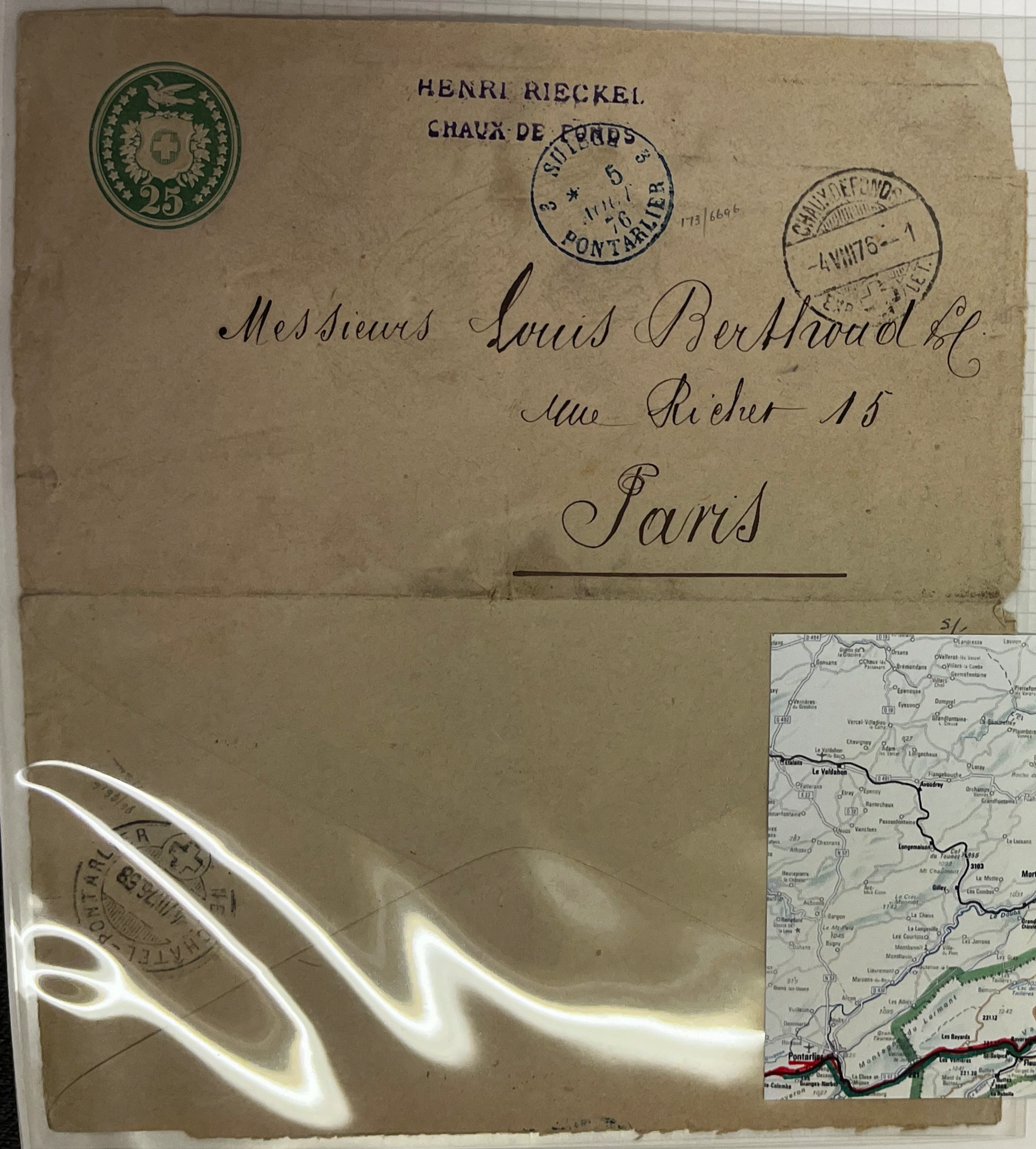
Herrn Regierungsstatthalter
Fraubrunnen

J. Gassmann, Solothurn

EARLY MAIN[illegible]E RAILWAYS 1876

NEUCHÂTEL – PONTARLIER

The cover was posted in CHAUX-de-FONDS on 4th August 1876 with a 1 EXP. LET. Cancel. It joined train 68 from NEUCHÂTEL to PONTARLIER were it received a TPO mark of type 86/9616. A day later it received an entry mark at the French frontier SUISSE PONTARLIER 3 2 5 AOUT 76.





View of La Chaux-de-Fonds from the south-west, showing the station of the Neuchâtel railway, completed in 1860, on the right





The letter below was sent from **MUNSTER** to **WINTERTHUR**. It was dispatched on 3rd July 1865 with a **MUNSTER** mark cancelling a 10c blue Sitting Helvetia stamp. It was then carried on a train from **LUZERN** to **ZÜRICH** where it got a mark from the TPO. In **ZÜRICH** it transferred to train 15, running from **OLTEN** to **ST.GALLEN**, where it received another TPO mark on 4th July of type 83/9599. In **WINTERTHUR** it received a **4A** arrival mark

EARLY MAIN-LINE RAILWAYS 1879/80

The card on the left Travelled in the reverse direction to the letter – from **WINTERTHUR** to **LUZERN**. It got an arrival mark in **LUZERN** on 24th May 1880 of the BRF.+DIS. Type. En route it was cancelled in a TPO on train number 16 in area 28, most probably between **ZÜRICH** and **LUZERN**.

The letter below originated in **MUNSTER**, not a location traceable on modern maps, so the name must have changed – or at least the spelling thereof!









REGIONAL RAILWAYS -BLONAY

The postcard above, which was posted in VEVEY-PLAN on 27th September 1915, shows the view towards VEVEY from the HOTEL MOSER, which was owned by my father's cousins. We stopped there in 1948 when visiting Aunt Emma in hospital. Her son Arthur, who ran the hotel, charged us for the stay as normal tourists. When Aunt Emma heard, she was furious and insisted he repaid us. To our delight, a money order was delivered at Davos for 74 Frs. This was a great help in supplementing our meagre travel allowance at that time!

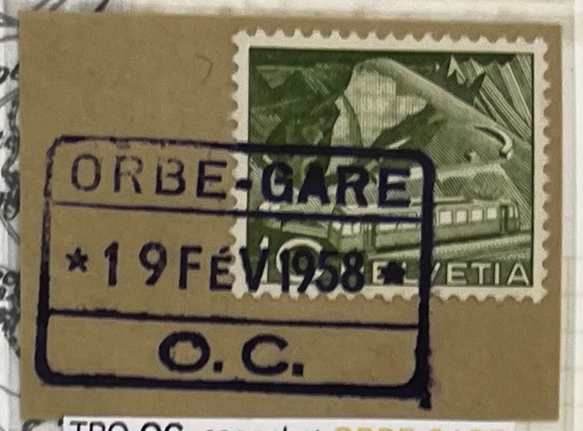




3632. Blonay. Pension Mon-Foyer.



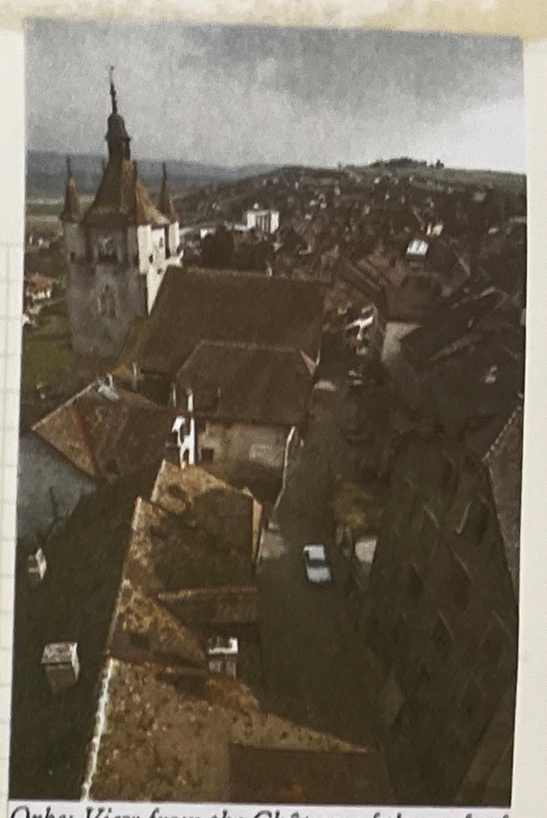
TPO OC cancel at ORBE-FABRIQUE local factory
18th November 1960 on train 1193, region 067



TPO OC cancel at ORBE-GARE railway station on 19th February 1958



TPO cancel at ARNEX on 10th January 1954 on train 30



Orbe: View from the Château of the roofs of the town and the Reformed parish church.



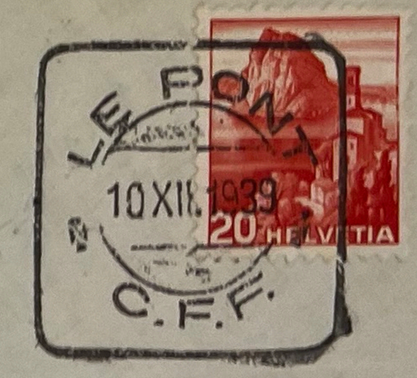
TPO OC cancel at ORBE-MOULINS on 8th June 1958

REGIONAL RAILWAYS

ORBE to CHAVORNAY (OC)

and

LE DAY to LE PONT



The cover on the right received a TPO CFF cancel at LE PONT on 10th December 1939 on its way to a destination in Lausanne

ST. GOTTHARD RAILWAY



Postkarte.

arte postale. — Cartolina postale.

Nur für die Adresse.

LUZERN 7.IV.02.–8. BRF. EXP.

MALVERN 2. PM AP 9 02

The card below was postmarked with a 'razor-blade' cancel in LUZERN on 7th April 1902. All the cards show the area round GÖSCHENEN, in the steam era and after electrification.

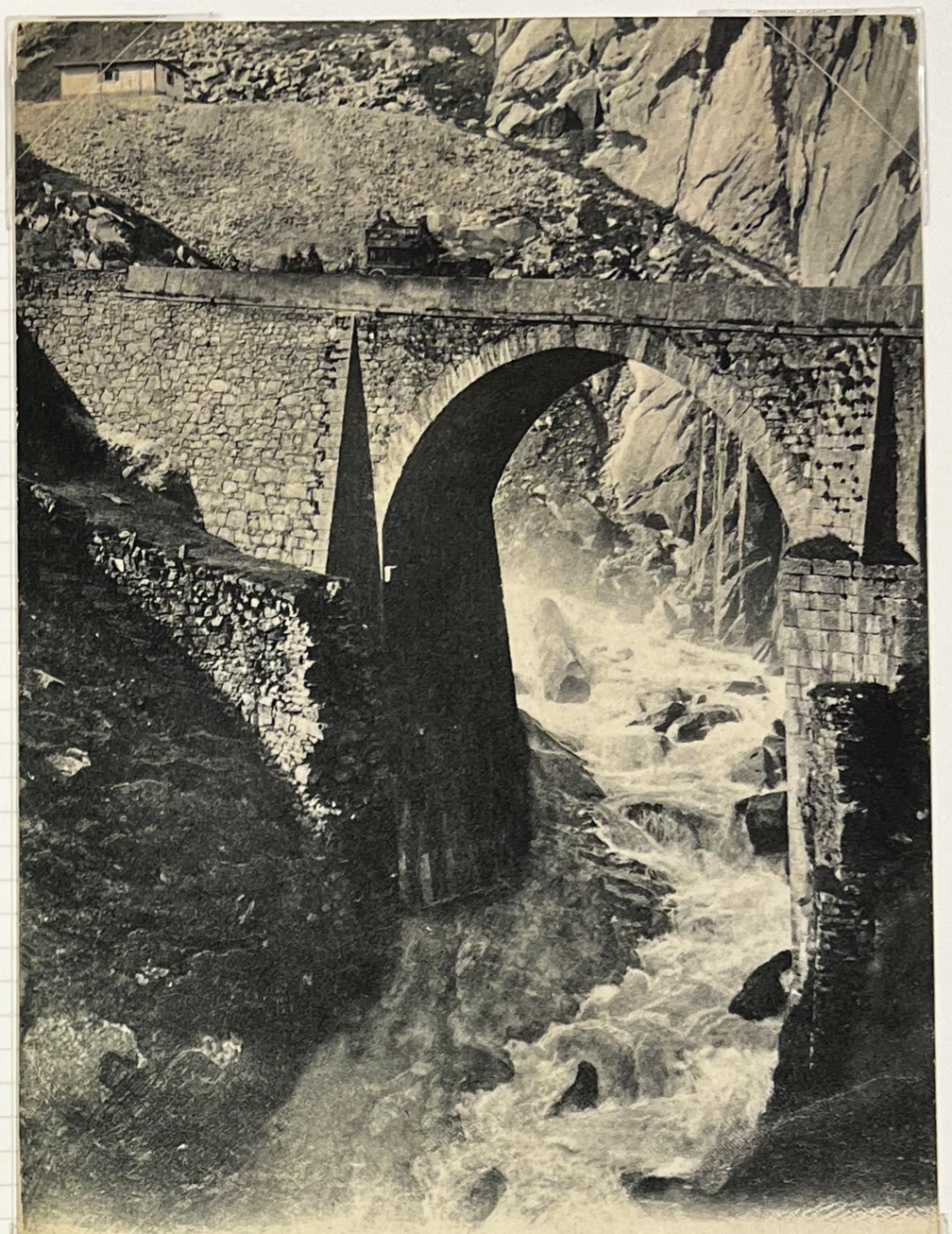




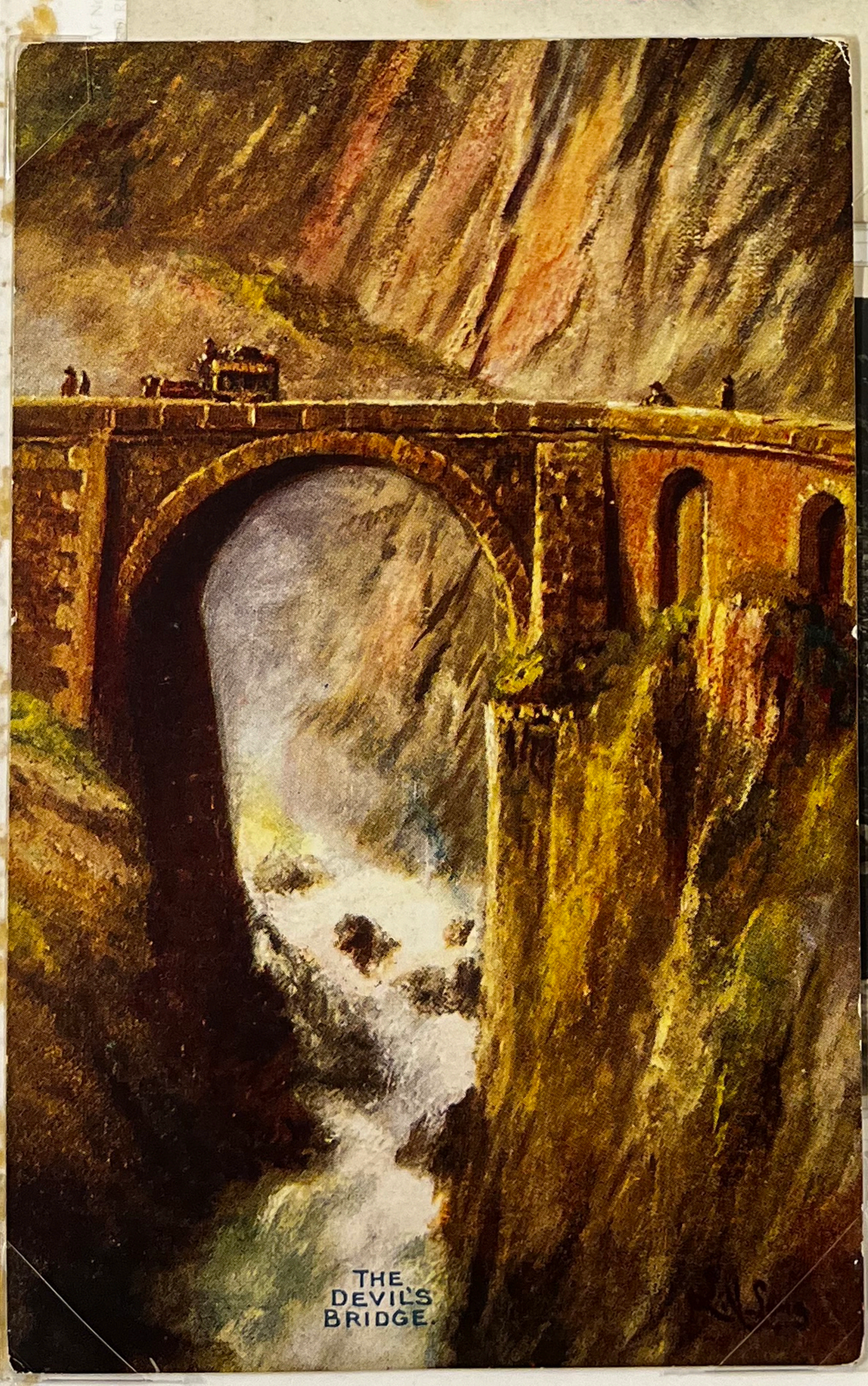




Schöllenen - Reussfall



2322 Gotthard — Furka, die Teufelsbrücke





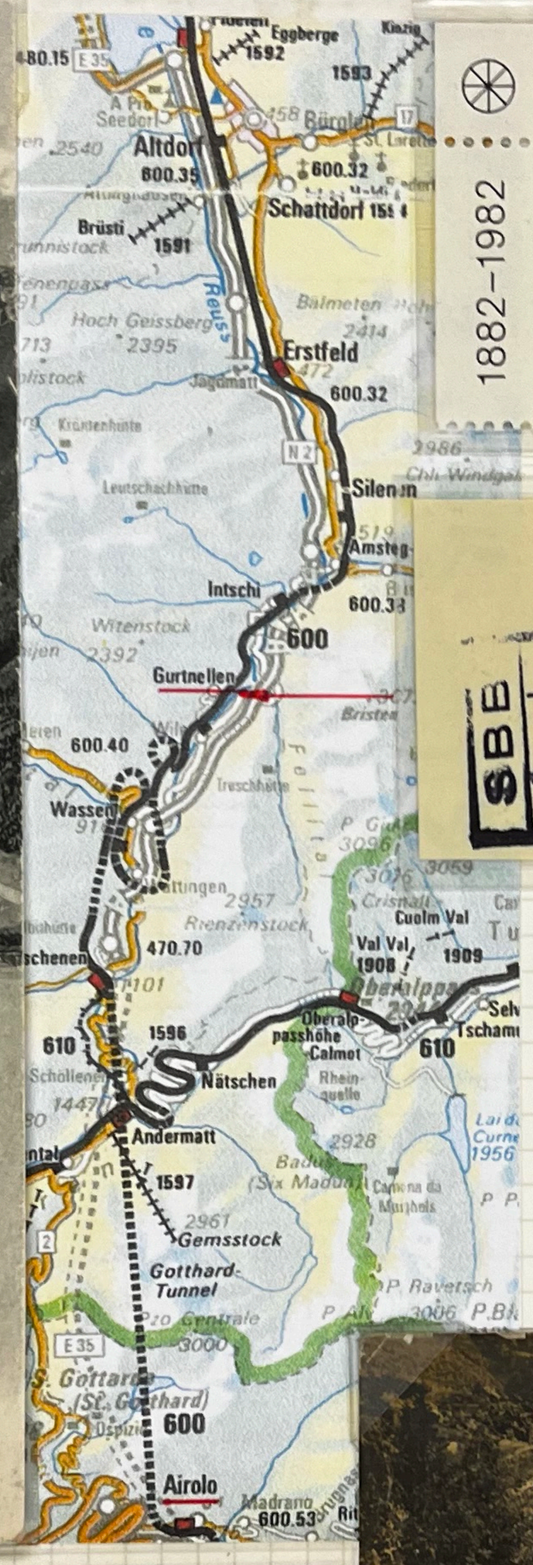
28669 Partie an der Schöllenenbahn



REGIONAL RAILWAYS

The SCHÖLLENEN railway connecting GÖSCHENEN with ANDERMATT









WASSEN

This is where the north ramp of the railway executes a series of loops to gain height. Previously, trains pass through GURTNELLEN where the TPO on train 314 cancelled the piece on the left on 5th September 1961



The piece on the right was cancelled first at AIROLO post office, and then again on the train as it took the mail on board the travelling post office.

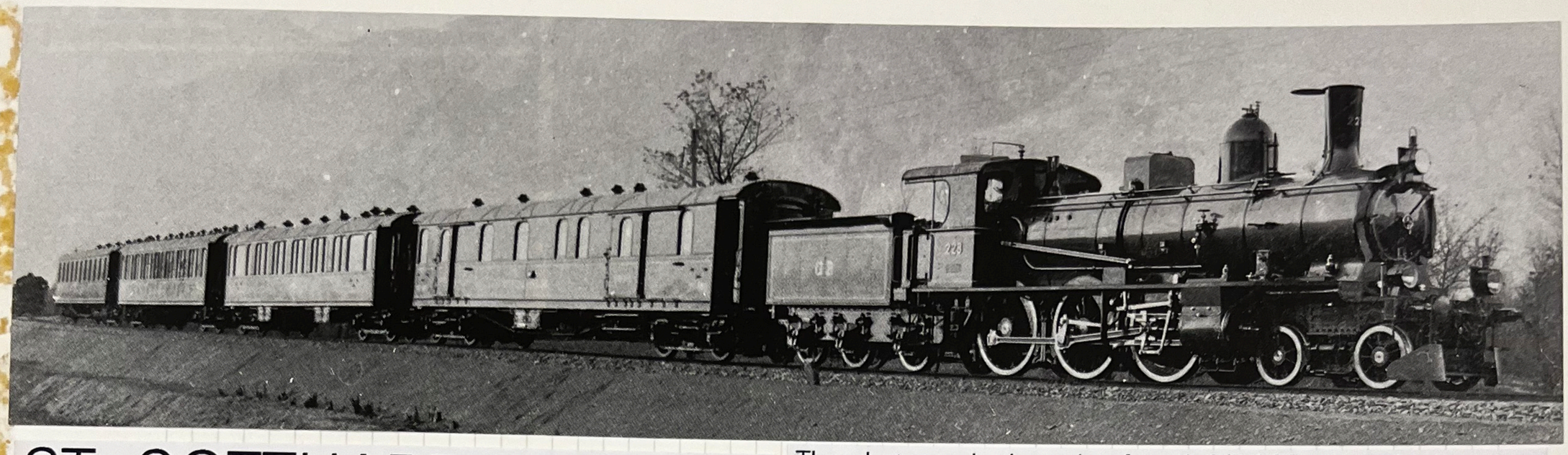


ST. GOTTHARD RAILWAY



Cancelled on train 262
2 JAN 1962

Cancelled on train 262
on 21st July 1942



ST. GOTTHARD RAILWAY

The photograph above is of an A 3/5 228 steam locomotive, first series, pulling a Gotthard Express near Campolago in the second year of operation, 1906.



Parker

8 Queens Road

The postcard on the right shows a Gotthard Express near Flüelen, double-headed with A 3/5 steam locomotives, travelling north along the Lake of Uri with the Bristenstock in the background. It was sent from WÄDENSWIL on 21st October 1909 to London, franked with Z117I and Z118I Tell Boy stamps.





Gotthard Express.

PVIS Z 3556.



The postcard on the left shows a similar Gotthard Express, travelling south at night near Schwyz, with the Mythen in the background. It was posted in SEEBURG, near Luzern on 15th September 1905 to Norwich in England.

COMMEMORATIVE 1932

50th ANNIVERSARY - ST.GOTTHARD RAILWAY 1882-1932

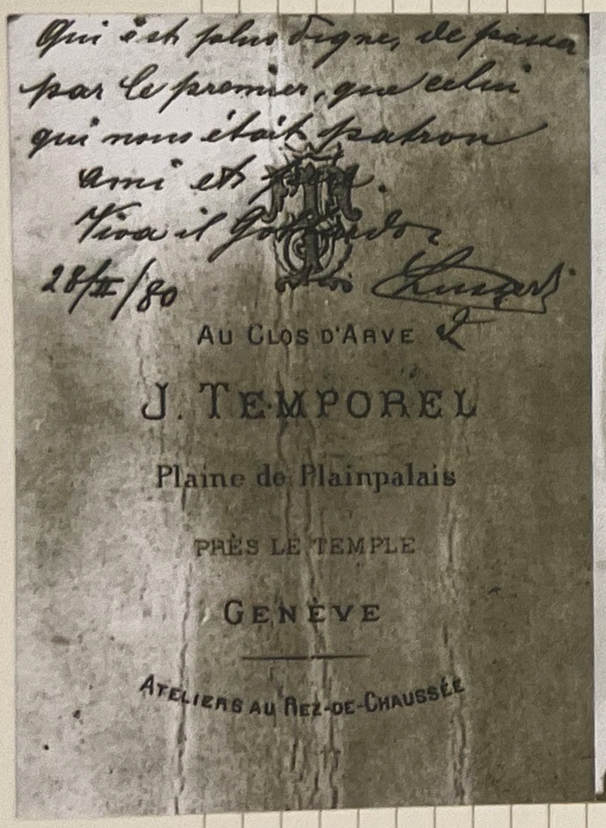
The stamps illustrate the three men who most influenced the building of the St. Gotthard railway, particularly the tunnel. Louis Favre was the Engineer, Alfred Escher the Financier and Emil Welti the Politician. All three skills needed to come together to enable the project to succeed.

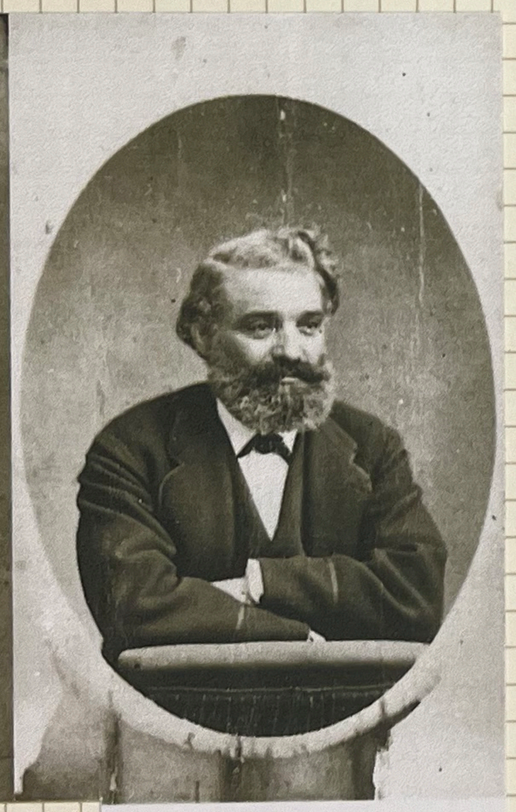




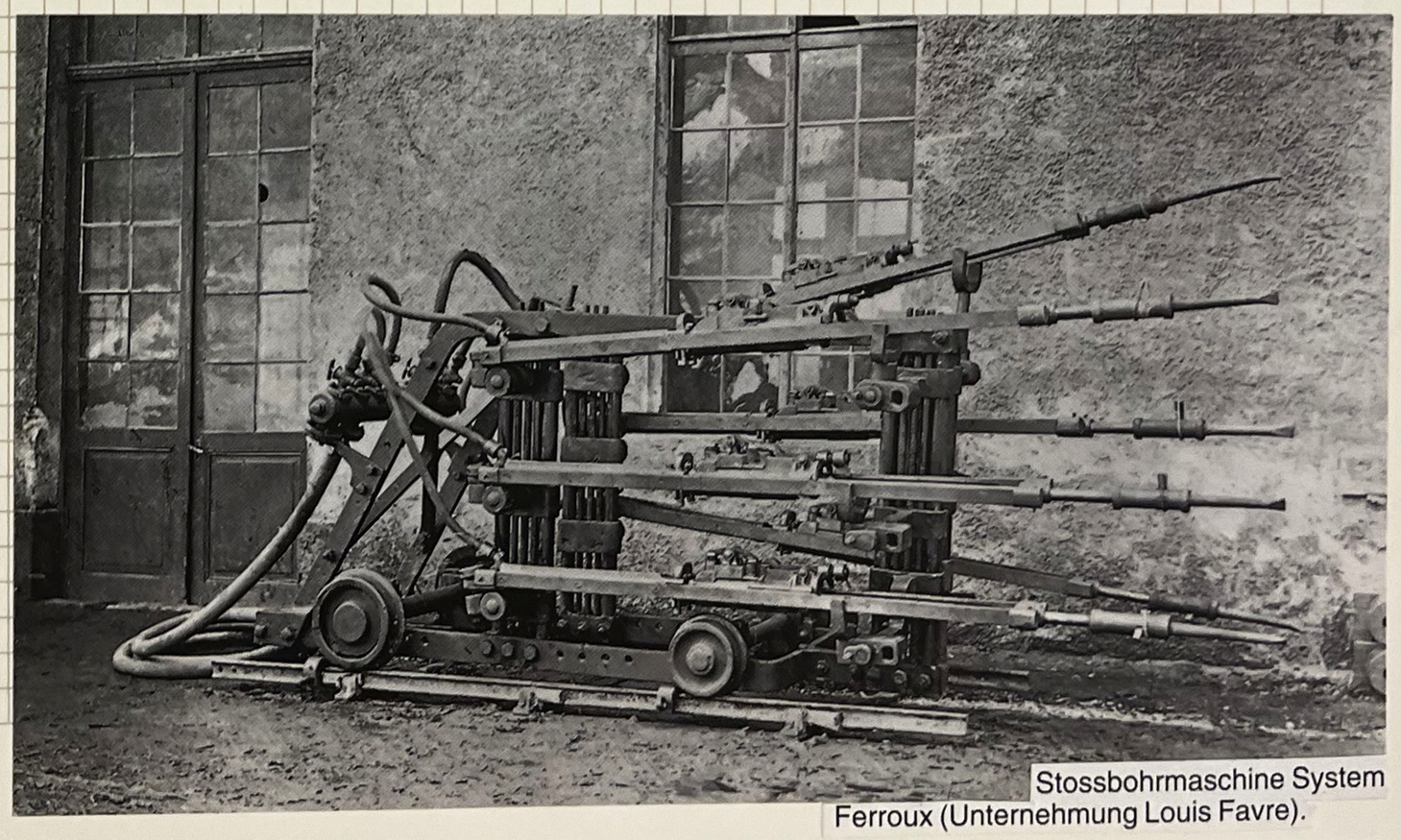








On Sunday, February 28, 1880, the pricker of the south side broke through the northern tunnel front, causing great excitement. The tunnel was drilled. The first thing to pass through the hole was a tin box handed over from the Ticino side. It contained the photo of Louis Favre who had died on July 19, 1879. The 'Capo' was meant to be the first to pass through the tunnel.



Stossbohrmaschine System Ferroux (Unternehmung Louis Favre).

FURKA-OBERALP and RHÄTISCHE BAHN
CHUR to SEDRUN

These four covers trace the route of the railway from Chur through Ilanz and Disentis to the ultimate destination of three of them at Sedrun.

Orell Füssli-Annoncen
CHUR

H. WEBER, Eisenhandlung, ILANZ

JOS. CONDRAU : DISENTIS
BUCH- UND AKZIDENZDRUCKEREI
EXPEDIT. DER GASETTA ROMONTSCHA
TELEPHON 4. TELEPHON

This cover was sent from DISENTIS to SEDRUN on 24th January 1919 from printers Jos. Condrau.

This cover was sent from ILANZ to SEDRUN on 11th July 1921, arriving a day later.

This cover was sent from CHUR to SEDRUN on 31st May 1921, arriving a day later.

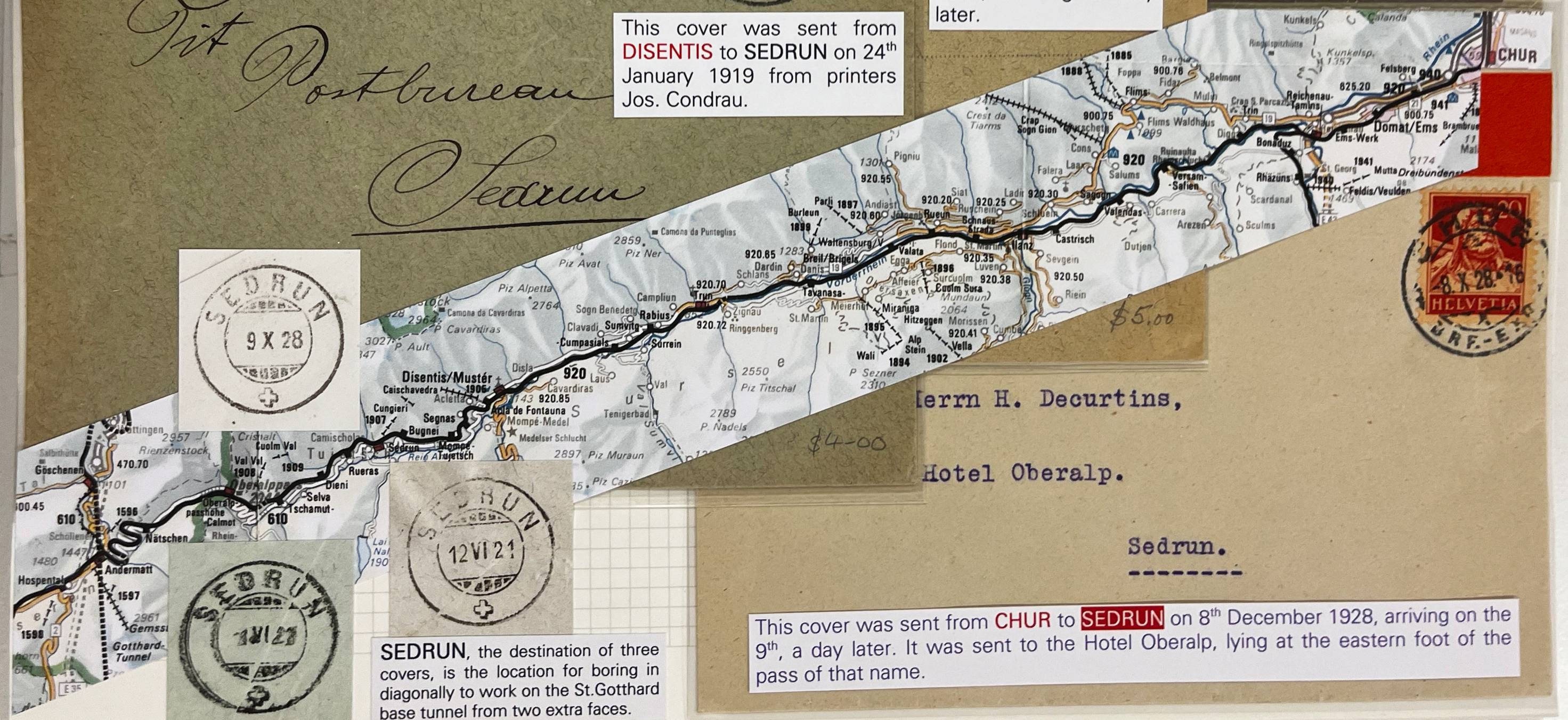
Sedrun.

Herrn H. Decurtins,

Hotel Oberalp.

Sedrun.

This cover was sent from CHUR to SEDRUN on 8th December 1928, arriving on the 9th, a day later. It was sent to the Hotel Oberalp, lying at the eastern foot of the pass of that name.



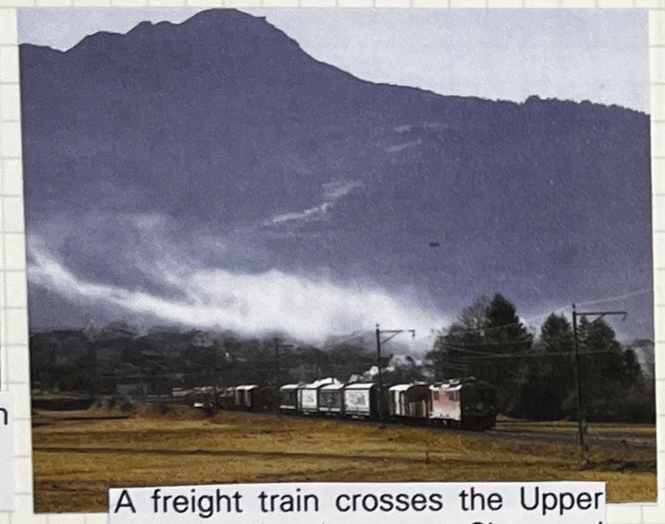
SEDRUN, the destination of three covers, is the location for boring in diagonally to work on the St.Gotthard base tunnel from two extra faces.

RHÄTISCHE BAHN

This is a metre-gauge railway system which serves the mountainous Canton of Graubünden. On this page are 9 different cancellations made on board trains in Travelling Post Offices (TPOs), but there is no place record, only a train number.



Local train to Chur passing Ilanz, a village with 2,300 inhabitants, founded in 1289, with a celebrated Protestant Church.



A freight train crosses the Upper Rhine valley between Chur and Disentis. thus helping to minimise disturbance from lorry traffic.



Cancelled on train 64 on 21st January 1916

Cancelled on train 59 on 23rd August 1938

Cancelled on train 88 on 19th December 1957



This is a spectacular photograph of snow, and smoke pouring from an old steam engine as it labours up the gradient towards Davos Wolfgang, pulling a nostalgia train-load of enthusiasts.



Cancelled on train 264 on 22nd September 1940

Cancelled on train 68 on 24th December 1959

Cancelled on train 62 on 26th September 1962

Cancelled on train 68 on 21st January 1954

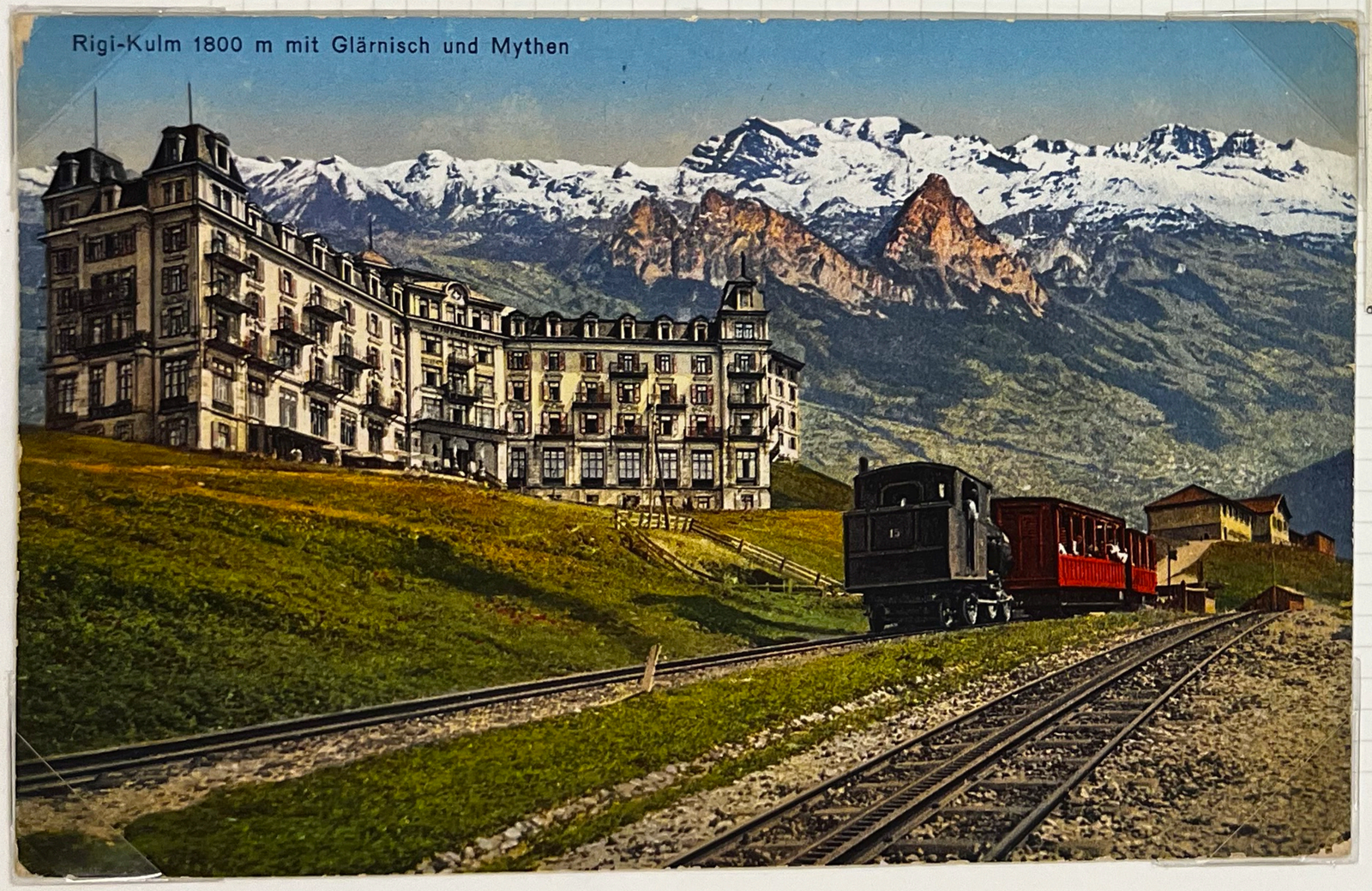
MOUNTAIN RAILWAYS - The Rigi



This postcard shows a train leaving Arth-Goldau station for the Rigi in 1906



The card above was posted at the RIGI-KULM on 23rd August 1903 to France with a 5c stamp which incurred a 10c surcharge on arrival. On the reverse it illustrates the huge hotel built on top as a result of the rail access.



Serie 47
Vitznau-Rigi-Bahn.

Officielle Ansichtskarte
No. 2.

CARTE POSTALE

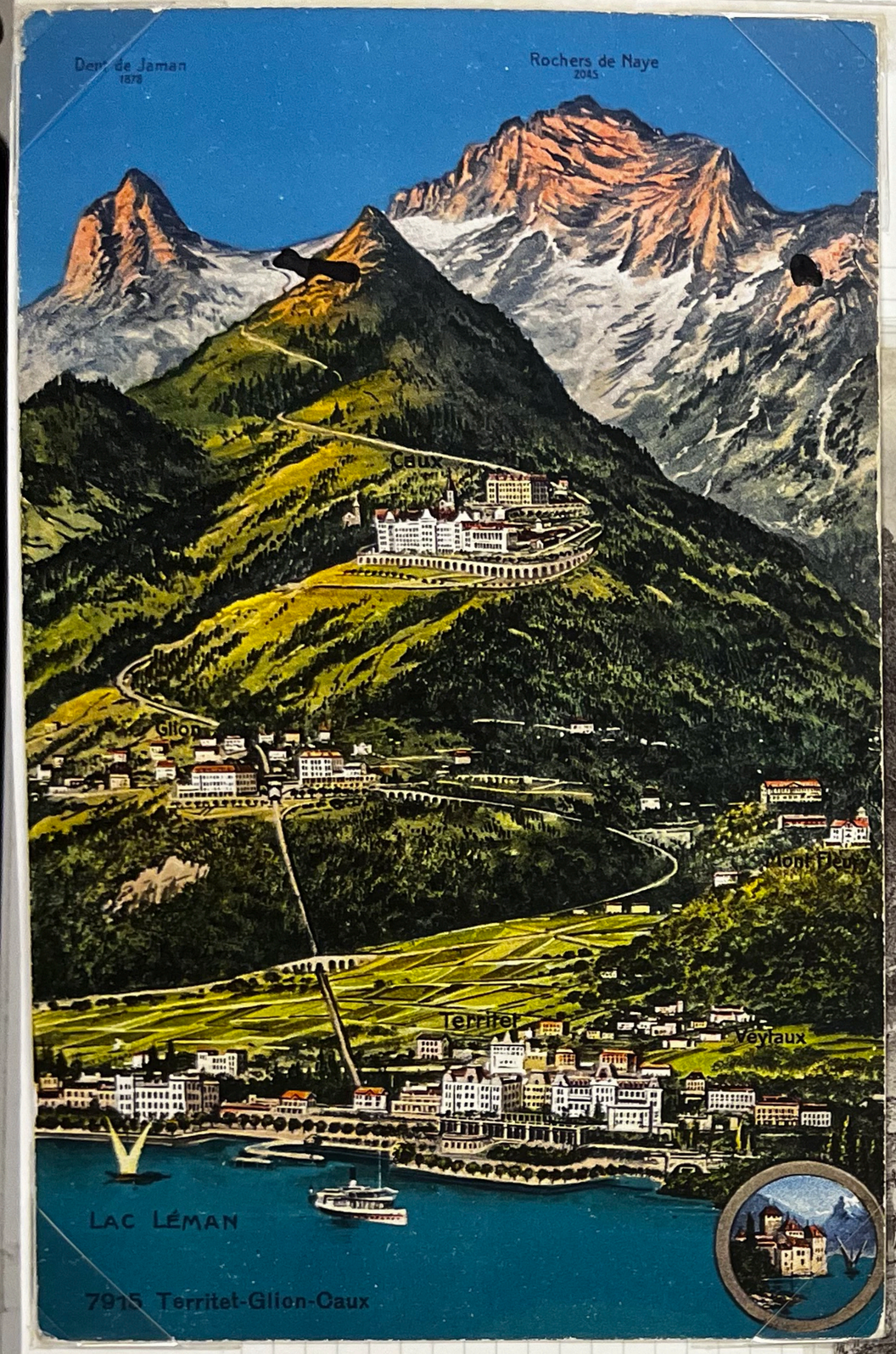
Union postale universelle. — Weltpostverein. — Unione postale universale.
SUISSE. SCHWEIZ. SVIZZERA.
Nur für die Adresse.

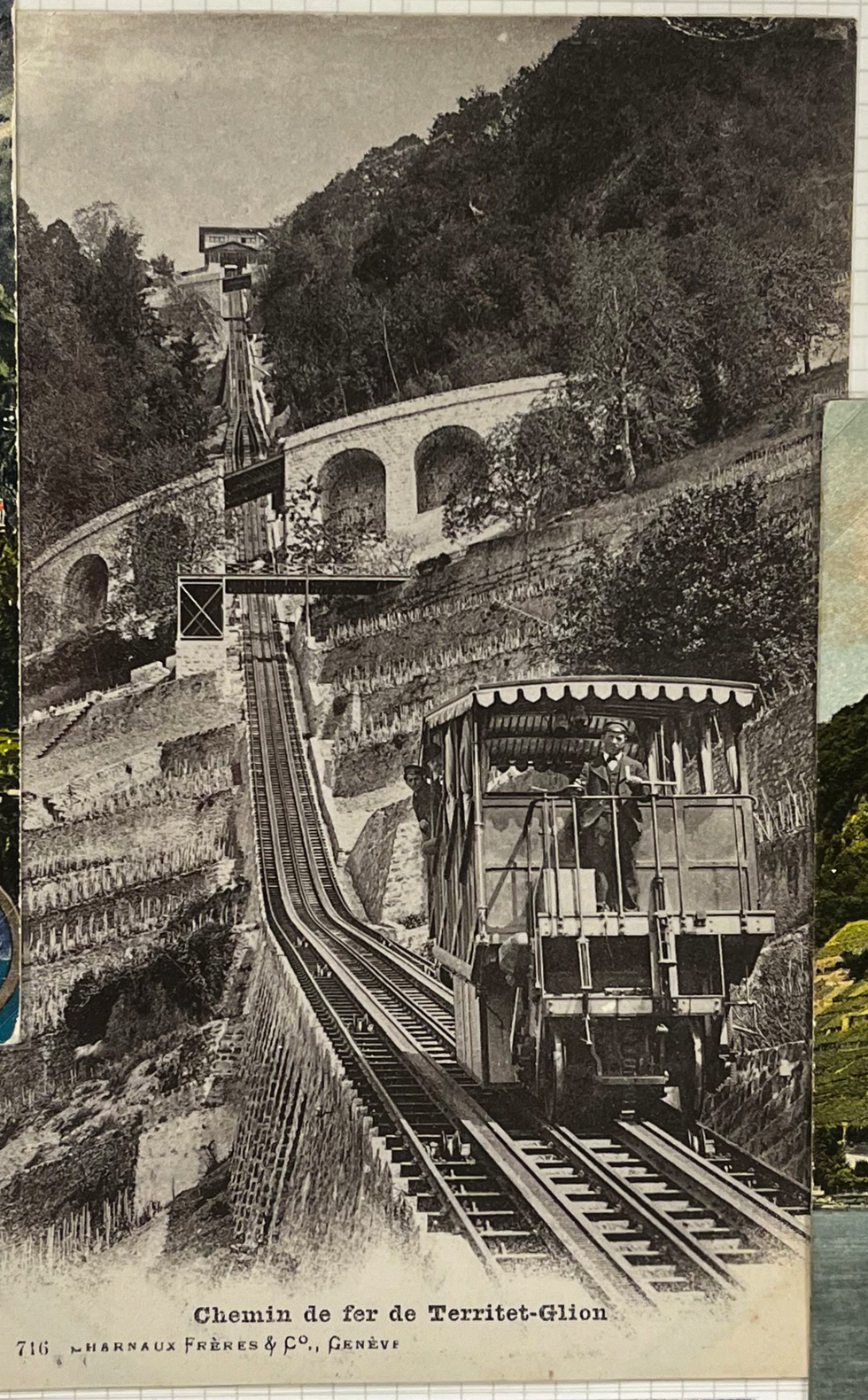


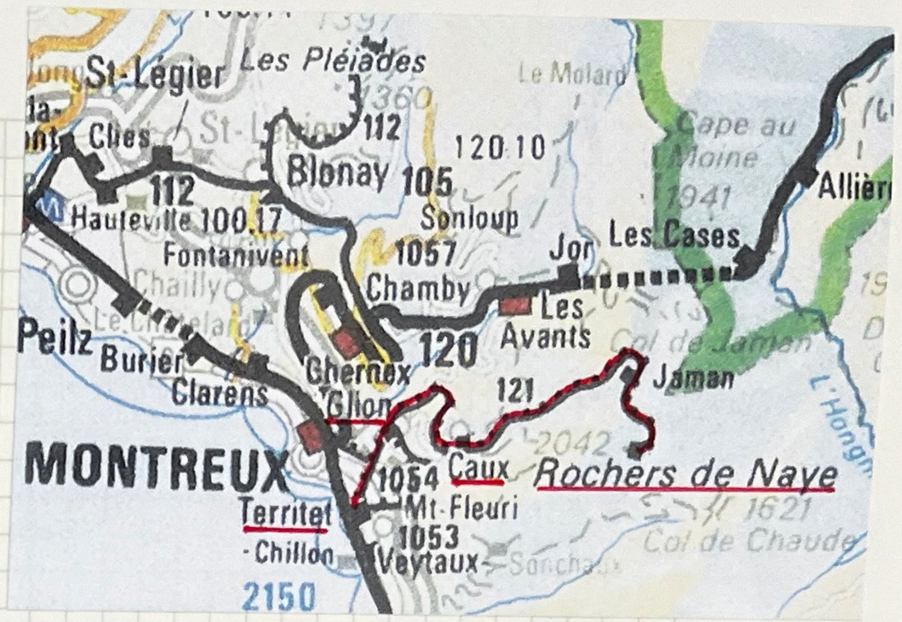
Rigi-Kulm

SWISS MOUNTAIN RAILWAYS

Territet to Rochers de Naye, via Glion and Caux

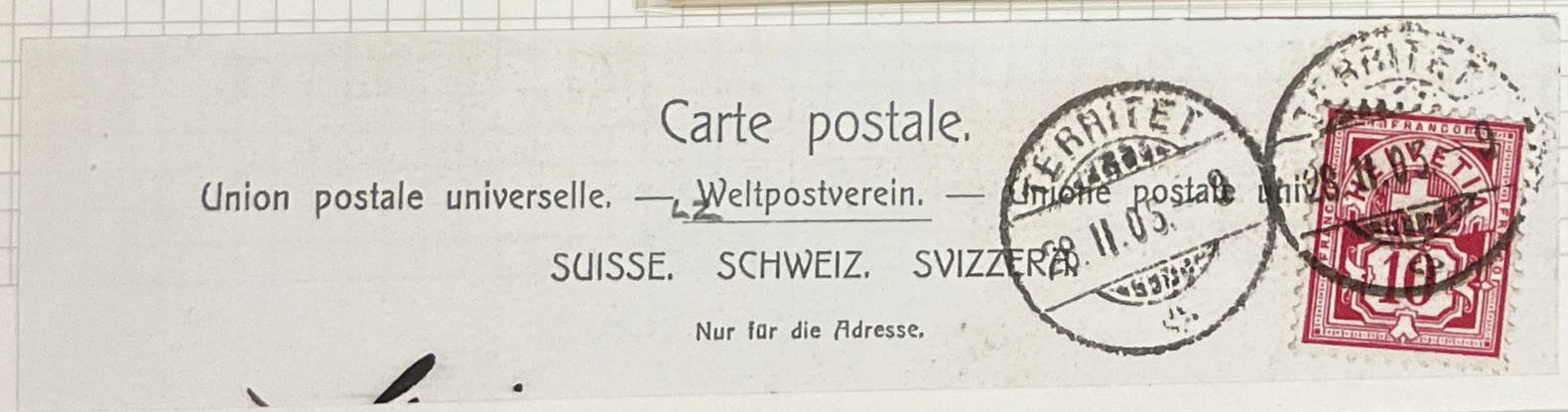






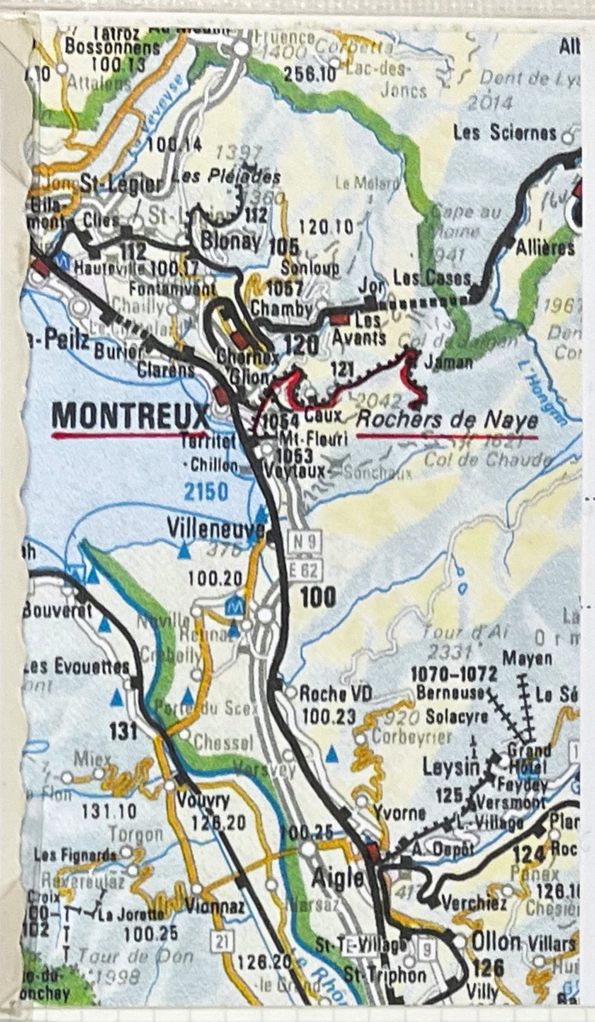


The card above shows the route of the railway up from the lake at Territet to Rochers de Naye. The card in the centre shows the first section of funicular to Glion. The card on the right, posted in Territet on 28th February 1905 shows a more distant view of this first stretch.

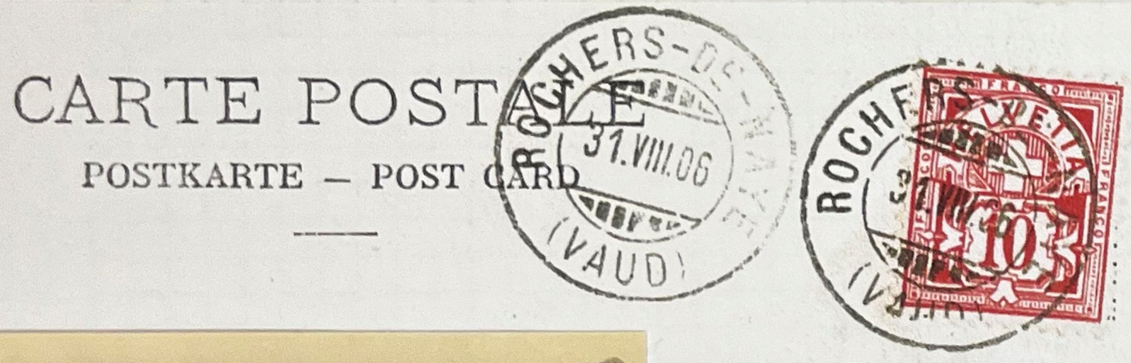


Carried on train 262
21st July 1942









MOUNTAIN RAILWAYS - ROCHERS de NAYE

The postcard above, cancelled in Montreux on 6th August 1960, illustrates the modern electric train arriving at the terminus. This is the type of rolling stock shown on the 10c green stamp of that time. The card below was cancelled at the Rochers de Naye on 31st August 1906 and shows the magnificent panorama of the Alps seen from the top station. The railway runs from Montreux to the Rochers de Naye via Glion and Caux. The 70-seater coaches (see above) make the journey of 6.5 miles in just under an hour; climbing 5,164ft. to 6,460ft. with a maximum gradient of 1 in 4.5.







Cancelled on train 262 on 21st July 1942

MOUNTAIN RAILWAYS

AIGLE – LEYSIN
(AL)

Electric, narrow-gauge rack and pinion assisted railway, rising from 1300 ft. to almost 5000ft. in 4 miles, with a maximum gradient of 1 in 4.5, ending at the Grand Hotel.

AIGLE – SEPEY – DIABLERETS
(ASD)

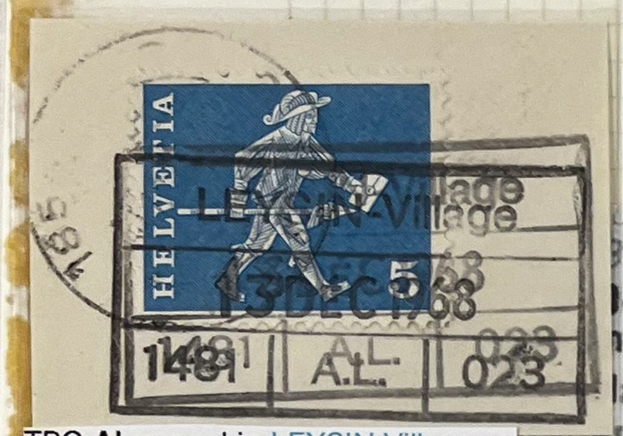
Narrow gauge grey and white trains run on a gradient of 1 in 16.5 for 14 miles without any rack and pinion assistance



TPO **ASD** cancel in LE SEPEY on 12th January 1958



TPO cancel on the AIGLE-SEPEY-DIABLERETS railway on 3rd August 1952 on train **156**



TPO **AL** cancel in LEYSIN Village on 13th December 1968 on train **1481**, region **023**





AIGLE castle



TPO **AL** cancel in LEYSIN-FEYDEY on 5th December 1943



TPO cancel in LEYSIN-FEYDEY on 5th November 1944



DIABLERETS mountain



The pictorial cancel from LEYSIN on 1st July 2002 promotes the village for sport, relaxation and sun with an aerial view of the village from the cable car up to the Mayen

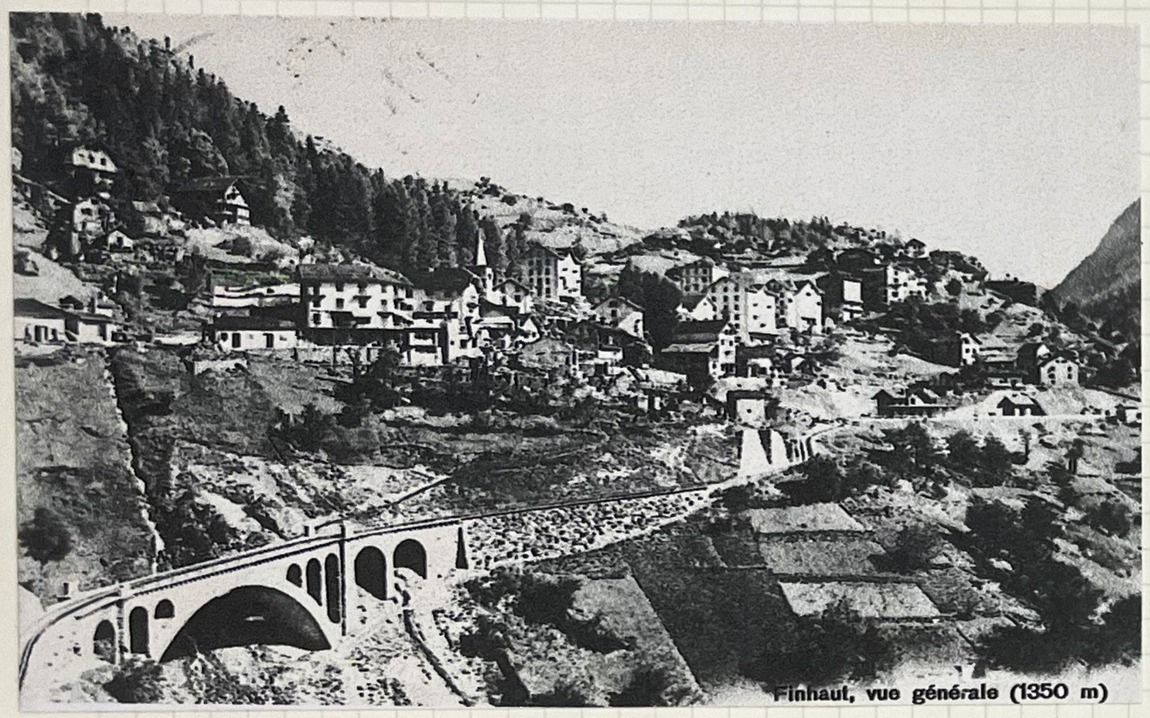




MOUNTAIN RAILWAYS

MARTIGNY to LE CHÂTELARD

The Martigny to Le Châtelard railway runs on over the Swiss frontier to Chamonix in France. It is mainly adhesion but with rack-and-pinion to help on the steepest sections. It climbs to 1116m at the frontier, in 11.41 miles with the steepest gradient of 1 in 5. The card below shows the Finhaut valley, and was cancelled on board train 7 on 14th July 1909 with a cachet from the Hotel Montpleuri at Finhaut. The map shows the track of the railway, with cancellations from Finhaut and Martigny made on board the train,



Finhaut, vue générale (1350 m)



J. J. 982 B Vallée de Finshaufs

Jullien frères, Phot. Editeurs, Genève

290 EDITION PHOTOGLOB CO., ZURICH

Hotel Mont-Henri
Finhaut Suisse July 14th

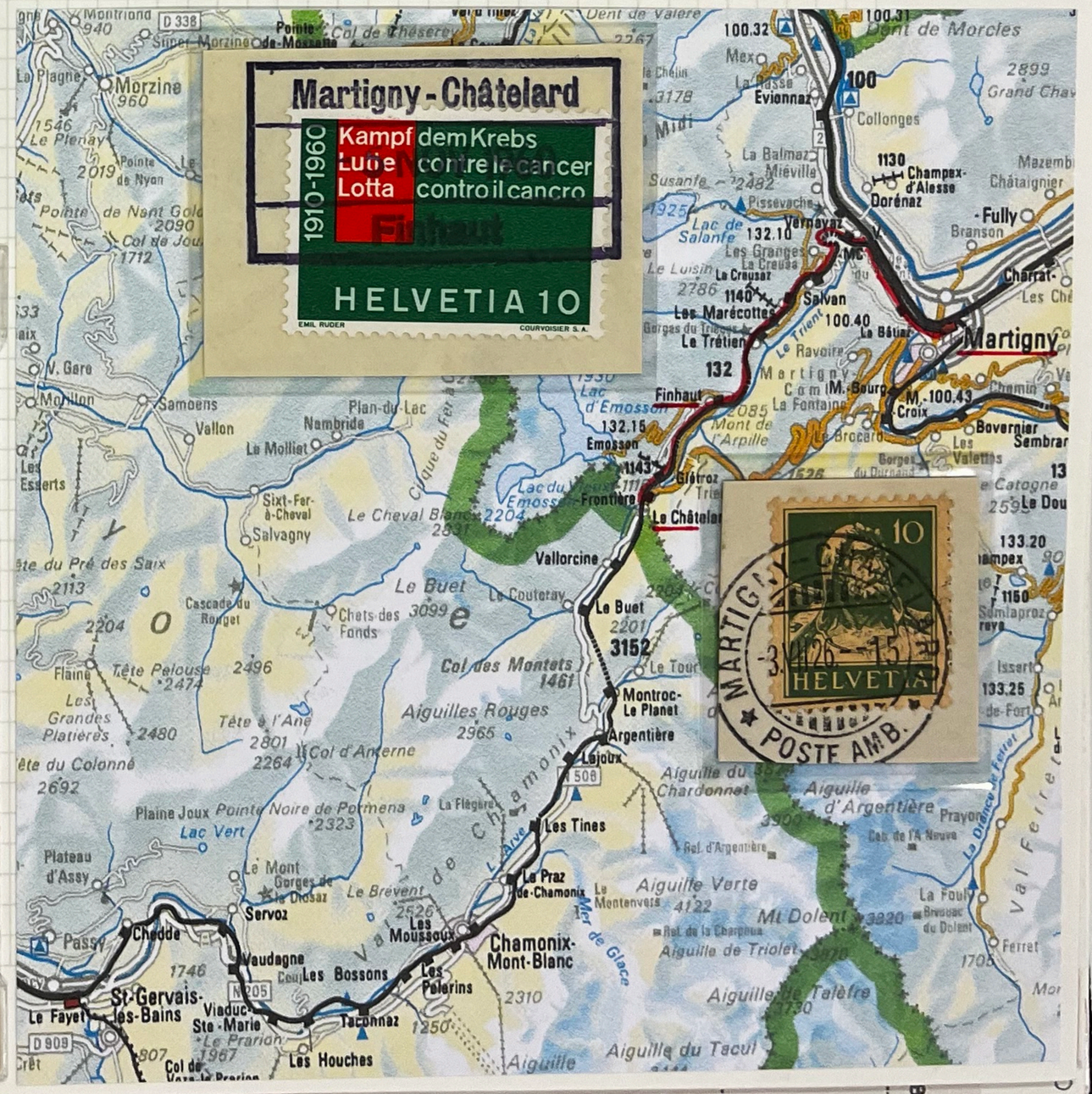
My dearest Q

This is to give you a
brief description of the view opposite
our bedroom window. There are
miles of ice & glaciers just round
the corner, also huge mountains
waterfalls & lots of flowers. It is
impossible to describe the grandeur
of the mountains & the heights & the
depths of which the pictures give no
idea. It is far too joyous to describe.
We are staying here a week at present
Would you rather we sent you a £ 1
for to cheer you but until Aug 3rd
I could not be certain.
Fondest love
Edie

HOTEL MONT-BLANC
F. GAY, Prop.
FINHAUT (Valais)

Miss Dyer
224 London Rd
Croydon
England

HELVETIA 10
MARTIGNY-CHÂTELARD 14.VII.09 7 POSTE AMB.


Martigny - Châtelard
Kampf dem Krebs
Lutte contre le cancer
Lotta contro il cancro
1910-1960
HELVETIA 10
EMIL RUDER
COURVOISIER S.A.
Martigny
Finhaut
Le Châtelard
Chamonix-Mont-Blanc
Vallorcine
Le Buet
Montroc-Le Planet
Argentière
Les Tines
Les Houches
St-Gervais-les-Bains
Le Fayet
Servoz
Les Mousseaux
Les Pélerins
Taconnaz
Vaudagne
Les Bossons
Morzine
Samoëns
Sixt-Fer-à-Cheval
Salvagny
Le Molliet
Nambride
Plan-du-Lac
Vallon
Les Esserts
Le Cheval Blanc
Cascade du Rouget
Chets-des Fonds
Col des Montets
Aiguilles Rouges
Tête à l'Ane
Col d'Anterne
Tête Pelouse
Plaine Joux
Pointe Noire de Pormena
Lac Vert
Le Mont
Gorges de la Diosaz
Le Brevent
Plateau d'Assy
Passy
Chedde
Le Praz-de-Chamonix
Aiguille Verte
Aiguille du Chardonnet
Aiguille d'Argentière
Mt Dolent
Aiguille de Triolet
Aiguille de Talèfre
Aiguille du Tacul
Mer de Glace
Col de Balme
Col de Forclaz
Col de Tronchet
Col de Montets
Col de Chesery
Dent de Valère
Dent de Morcles
Evionnaz
Collonges
Dorénaz
Champex-d'Alesse
Vernayaz
Salvan
Les Marécottes
Le Trétien
Emosson
Frontière
Fully
Branson
Charrat
Bovernier
Sembrancher
Le Châtelard
Croix
Le Tour
Les Granges
Les Creusaz
Le Bâtiaz
Le Ravoire
Martigny Com.
Martigny Bourg
La Fontaine
Le Brocard
Les Valettes
Les Marécottes

MOUNTAIN RAILWAYS

KRIENS to SONENBERG

The postcards illustrate this short funicular railway which runs up from Kriens, near Luzern, to the Sonnenberg ridge. The one below was sent from Sonnenberg on 1st December 1909, the one on the right from Luzern on 4th September 1908.The two TPO postmarks in **KRIENS** on the 2nd June and **KUPFERHAMMER** on 9th June in 1958 were from a freight-only line running from Luzern to Kriens, since discontinued. Its probable route is marked on the map as a dotted red line.



Sonnenbergbahn bei Luzern



11628 Drahtseilbahn auf den Sonnenberg bei Luzern

Wehrli A. G., Kilchberg-Zürich.







Cancelled on train 262
on 21st July 1942

290 EDITION PHOTOGLOB CO., ZÜRICH











MOUNTAIN RAILWAYS

PILATUS

This railway runs from ALPNACHSTADT on the shores of the lake to the PILATUS-KULM at over 6,000ft. It is one of the steepest and sections are spectacular engineering, especially the 'Esel'. The card above was posted in Luzern on 10th August 1903 and shows the early steam-powered carriage ascending the Wolfort Viaduct. The other postcards illustrate the destination hotel as it was at that time, the lower one carrying a cancellation from the summit on 18th August 1904.



MOUNTAIN RAILWAYS

BÜRGENSTOCK

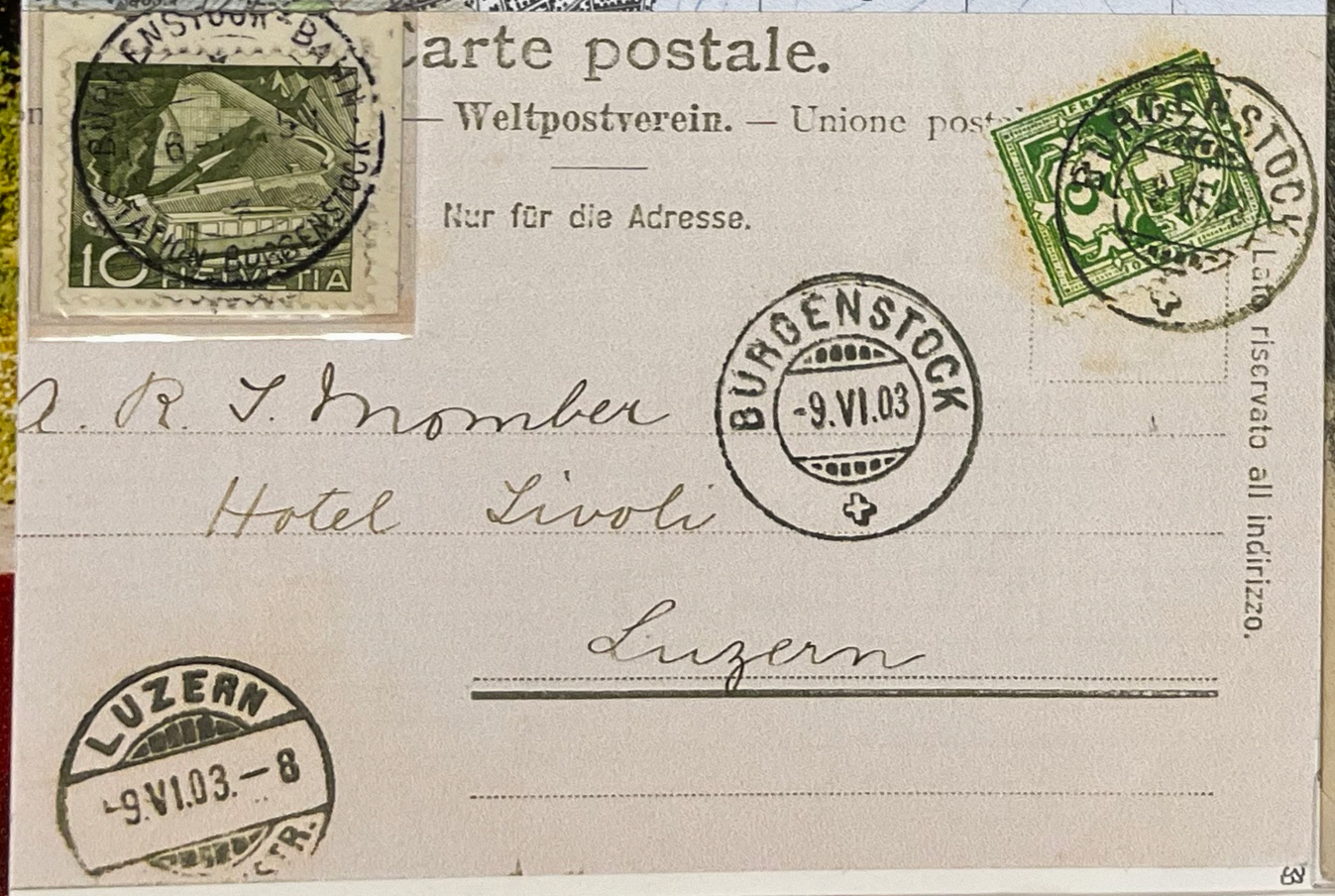
The photograph on the left shows Rene, Valerie and Vrenli at lunch opposite the Bürgenstock, which forms such a feature as it juts out into the Lake of Luzern. The precipitous slope up which the funicular railway has to climb is very evident. Below is an extract from the map showing the rock with the track of the railway running from Kehrsiten-Bürgenstock on the lake up to the hotel shown in red. The 10c stamp was postmarked at the railway station in 1945 and the photograph below shows the descent of the top section made in 1998. The 1Fr stamp facsimile also shows the rock rising steeply out of the lake. The funicular is 1032 yds. long and climbs from the lake to a height of 1443 ft.



The card below shows the Bürgenstock railway in an exposed section about half way up. It was postmarked at the hotel on 9th June 1903, and again on arrival at Luzern the same day. The railway was still quite new at that time. The hotel served by the funicular was built to serve exclusive clients and was saved from financial ruin in the 50s by imaginative links to the world of Hollywood.









Cancelled on train 262 on 21st July 1942

MOUNTAIN RAILWAYS

Interlaken to Lauterbrunnen

Berner Oberland Bahnen (BOB)

The cover on the right was cancelled on 28th July 1955 in the TPO between Interlaken and Lauterbrunnen. The other piece was cancelled on the 19th November 1942 on train 114 on the same stretch. The pictures show trains on the line around this time, while the postcard shows a rather earlier train of the Wengneralpbahn climbing up from Wengen to Kleine Scheidegg.



Drucksache



R. L. Christian, Esq.,
91, Cross Street,
Lincoln,
England.





Cancelled on train 282
on 21st JUN 1942





MOUNTAIN RAILWAYS

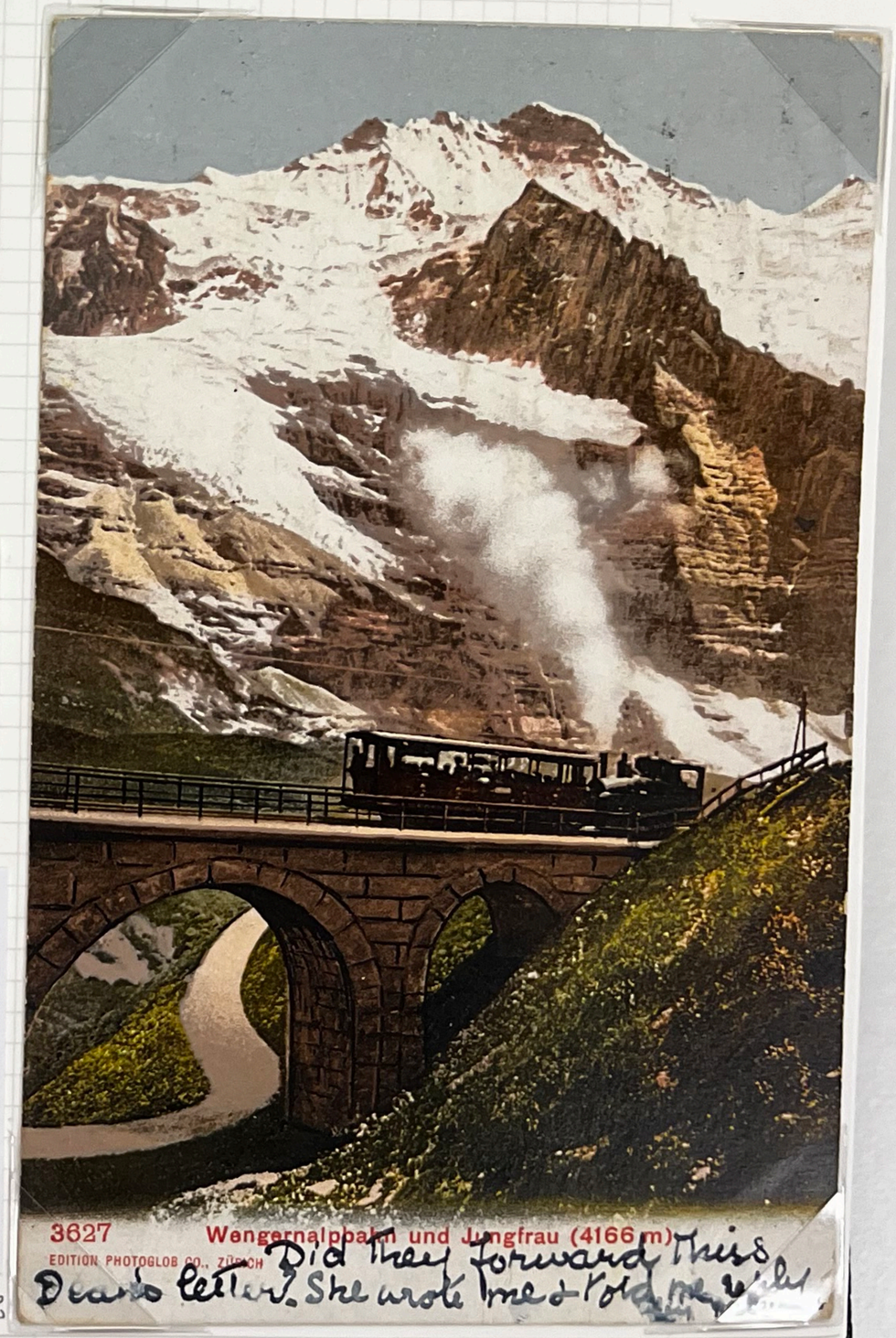
Berner Oberland Bahnen (BOB) – Wengen to Jungfrau







Traction varying from steam in the early 1900s, through the first electrification in the 1930s and the modern 1990s multiple car sets are illustrated here. The backdrop of the Jungfrau mountain features on the 10Fr stamp from the 1920s. The map shows, diagrammatically, the Interlaken, Lauterbrunnen, Wengen, Kleine Scheidegg and Grindelwald railway line.



Cancelled on train 1942





MOUNTAIN RAILWAYS

BRIG-VISP-ZERMATT-GORNERGRAT

The card above was cancelled on the Visp-Zermatt train number 1349 on 25th August 1906. It illustrates a typical local party of pilgrims outside the mountain chapel up on the Schwarzseealp. The card below was cancelled on board train 1344 on 31st July 1903. It illustrates a party, probably comprising mainly English tourists, on top of the Gornergrat, admiring the panorama focussed on Monte Rosa. The glaciers have shrunk noticeably since then!





Cancelled on train 262
on 21st JUN 1842




Domhütte S. A. C. und Weisshorn 4512 m

MOUNTAIN RAILWAYS

VISP-ZERMATT

The card above was cancelled on the T.P.O between Visp and Zermatt on 2nd October 1924 town marking from Zermatt itself. The picture shows a view of the Dom hut with the Weisshorn (4,512m) from above Randa in the valley.


Zermatt
Randa
Täsch
Mattmark
Weisshorn
Mischabelhütte
Mattmarksee
Mattertal
Mattervispa
Visp
Stalden-Saas
Herbriggen
Kalpetran
Grächen
St. Niklaus
Embd
Unterbäch
Brand
Eyholz
Baron
Ausserberg
Mund
Furggbahn
Furggsee
Furggletscher
Theodulpass
Theodulhütte
Gornergrat
Riffelalp
Riffelberg
Riffelhaus
Findeln
Gant
Blauherd
Sunnegga
Parrularne
Tischbiel
Tischbiel Hütte
Fluonbodmen
Ki Matterhorn
Breithorn
Breuil Cervinia
Schwarzsee
Furggbahn
Schalbett
Gasenried
Gasenried Hütte
Tasch
Randa
Mattervispa
Vispa
Vispertal
Zeneggen
Moosalp
Törbel
Ausserberg
Eyholz
Visp
Stalden-Saas
Grächen
Herbriggen
Kalpetran
Embd
Unterbäch
Brand
Baron
Mund
Ausser

COMMEMORATIVE 1932

Centenary of the St. Gotthard Railway - Personalities



1932 ZURICH-INTERLAKEN FLIGHT, with vignette.



EMIL WELTI

ALFRED ESCHER

LOUIS FAVRE

SWISS RAILWAYS Centenary 1847-1947



Electric Trains crossing the Rhine (*1930s near Basel*)

Designed by O.Ruegg and printed by photogravure on Chalky Granite paper
by Courvoisier SA of La Chaux-e-Fonds

SWISS RAILWAYS Centenary 1847-1947

1847-1947 100 JAHRE EISENBAHN - CENTENAIRE DES CHEMINS DE FER - CENTENARIO DELLE FERROVIE 1847-1947

1.— 2.— 3.— 4.— 5.—

Gültig Valables Valevoli 9. VIII. 1947 — 31. XII. 1948

20 1847-1947 HELVETIA

C 2 1

Electric Locomotive

(St.Gotthard 1930s – on Melide viaduct)

Designed by O.Ruegg and printed by photogravure on Chalky Granite paper by Courvoisier SA of La Chaux-e-Fonds

SWISS RAILWAYS Centenary 1847-1947



Express Steam Engine (*St.Gotthard up to 1926*)

Designed by O.Baumberger and printed by photogravure on Chalky Granite paper by Courvoisier SA of La Chaux-e-Fonds

Cancelled on train 262 on 21st July 1942

SWISS RAILWAYS Centenary 1847-1947

1847-1947 100 JAHRE EISENBAHN - CENTENAIRE DES CHEMINS DE FER - CENTENARIO DELLE FERROVIE 1847-1947

-.25 -.50 -.75 1.— 1.25

Gültig Valables Valevoli 9. VIII. 1947 — 31. XII. 1948

1847 - 1947 5 HELVETIA

BERNHARD REBER COURVOISIER S.A.

027733

A 1 1

First Swiss Steam Locomotive (*Spanisch Brötli-Bahn*)
Designed by B.Reber and printed by photogravure on Chalky Granite paper
by Courvoisier SA of La Chaux-e-Fonds

CENTENARY of the SWISS RAILWAYS
1847 – 1947



The cover was cancelled on the first day of issue of the four stamps – 9th August 1947. The postmark celebrates the opening of the first railway in Switzerland in 1847, running from Baden to Zürich, with a diagrammatic representation of two rails with three connecting sleepers.



5c First Swiss Steam Engine



10c Express Steam Engine



30c Electric trains on bridge



20c Electric Gotthard Train

Centenary of the Swiss Railways 1847-1947

Congrès
de l'union européenne
des fédéralistes
MONTREUX 27-31 VIII 1947

"Europa"

430 Extremely Rare!!

Postmarked in the mobile post office at the Congress of the European Federalists held at MONTREUX on 27th August 1947

Express steam engine GBA 3/5 2-6-4 one of the last and best on Swiss railways

The postcard is from GRINDELWALD to LONDON posted on 15th July 1947, cancelled with a postmark promoting itself as "The beautiful glacier village" with a picture of the Jungfrau range

Centenary of the Swiss Railways 1847-1947



The card is postmarked in BRIENZ on 4th September 1947. It is promoting holidays by the lake with a picture of a steamer.





Electric Gotthard train crossing the causeway over lake Lugano at Melide

CENTENARY of the SWISS RAILWAYS



This cover, sent on 10th October 1947 was carried on the first Swissair flight from Geneva to South America and back again. It carries a postmark on the back from Buenos Aries in the Argentine, dated 14th October 1947, and one on receipt back in Switzerland at Jegenstorf on 23rd October 1947,



Ae 4/7 3120 PS 100 km/h



Electric trains crossing a bridge over a large river



Be 6/8 3640 PS 75 km/h