

# Tram Post of Hamburg

Hamburger Straßenbahnpost



**The picture shows a tram on line 33 (Wilstorf to Hamburg Centre) crossing the bridge of the river Elbe. The post box is fixed above the coupling.**

## Objective of the exhibit

The exhibit shows the history of the connection between the *Reichspost* and the tram companies in Hamburg between 1868 and 1958.

## Foreword

The different forms of organization (transport of mailbags, tram transport by Reichspost's own sidecars and tram boxes) are described and the tram vehicles used are shown. During this time the „*Reichspost*“ (imperial post) used the extensive tram network for postal letter and express service. The tram network in Hamburg was in a star configuration at the central railway station.

The purpose of the transportation was a fast supply lead of the letters in the post internal circuit.

Letterboxes on street corners or in post-office buildings were emptied regularly one to three times per day; tram mailboxes nearly every hour. Every box reaching the central points was emptied. The transmission time for letters could be shortened to around one to two days.

A contract was entered between the „*Reichspost*“ and the „*HHA*“ („*Hamburger Hochbahn Aktiengesellschaft*“ – Hamburg elevated railway corporation) concerning the postal service and was effective from the 1. September 1920. Between the 1. September 1920 and 31. December 1921 only express letters or telegrams were allowed to be send.

The „*HHA*“ fastened post boxes to the tramcars. Emptying places were located near Hamburg central station. Because of the success of this postal service ordinary letters were also allowed to be posted; these however required special charges of 75 Pfennig; beginning 1. January 1922.

For telegrams and express letters no special fee was to be paid.

The central theme of the exhibit is the sending of ordinary letters (1922 to 1943).

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# Plan of the exhibit

## 1. Foreword, General and History (1868 to 1921)

Postal Administration of Hamburg

Early Days (1868 to 1920)

Stadtrohrpost (city pneumatic tube system) of Hamburg

The tram mailboxes (September 1, 1920 to 1958)

The "Post Pavillon"

## 2. Changes of the special charge in the time of hyperinflation (1922 – 1923)

## 3. Constant charge - 5 Pfennig (1. December 1923 – July 1943)

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3.1 Postcards

3.2 Standard Letter for up to 20 grammes

3.3 Express delivery

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3.4.1 Foreign airmail and express letters

3.4.2 Express letters to occupied countries – for example Bohemia and Moravia

3.5 Army postal service

3.6 The End of the tram post 1943

3.7 Schaffnerpost (railway mail employee) Altrahlstedt-Volksdorf-Wohldorf (1909-1922)

## 4. Tram post between 1949 and 1958

## 5. Souvenir Postcards and special Postmarks

## 6. My special thanks

## References

/1/ Schwaneberger Verlag Hrsg.: Michel, Postgebühren-Handbuch Deutschland, München 2001

/2/ Kahlborn, Thomas u. Krieg, Harald: Straßenbahnpost in Hamburg, Sonderdruck Harburger Briefmarkensammler-Verein v. 1920 e.V.; Hamburg April 2000

/3/ Erich Kulmann: Post und Straßenbahn in Hamburg; in Postgeschichtliche Blätter Hamburg, Heft 21, 1978

/4/ Selig, Heinz: Tram Post of Hamburg, in "Germania", Heft 43/2, 2007 Seite 18 ff.

/5/ <https://fredriks.de/hvv/>

/6/ <http://home.arcor.de/fredriks.de/HVV1>

/7/ [https://de.wikipedia.org/wiki/Stra%C3%9Fenbahn\\_Hamburg](https://de.wikipedia.org/wiki/Stra%C3%9Fenbahn_Hamburg)

## Postal Administration of Hamburg



The post office Hamburg 36 and the post office Hamburg 2 were housed in the building of the "Oberpostdirektion" (**Postal Directorate**). Post office 36 was a central point of the pneumatic tube system. There was a close connection between the tram post and the pneumatic tube in order to transport letters and telegrams quickly.

Picture Postcard: "Hamburg, Hauptpost und Botanischer Garten", Publishing sign without name, unused, printed around 1905.



## Early Days beginning 1868.

A horse-drawn tram connected Hamburg's Rathausmarkt with the Wandsbeker Zoll. The first trams of Hamburg beginning from August 16, 1866.

In November 1866, a second line to Barmbek was built also for horse cars by the Hamburger Pferde-Eisenbahn-Gesellschaft (Hamburg horse car railway company)

For three shillings it goes from Rathausmarkt to Wandsbek or Barmbek, according to the timetable in 42 minutes.



Original photo from the Selig © collection (Photo taken around 1880)

The two level horse tram cars with space for 38 people were delivered by the Lauenstein'schen Wagen-Fabrik-Gesellschaft in Hamburg. The seats on the upper deck were not accessible to female passengers. The construction of the 10.5 km long route to Wandsbek was completed in a few months.

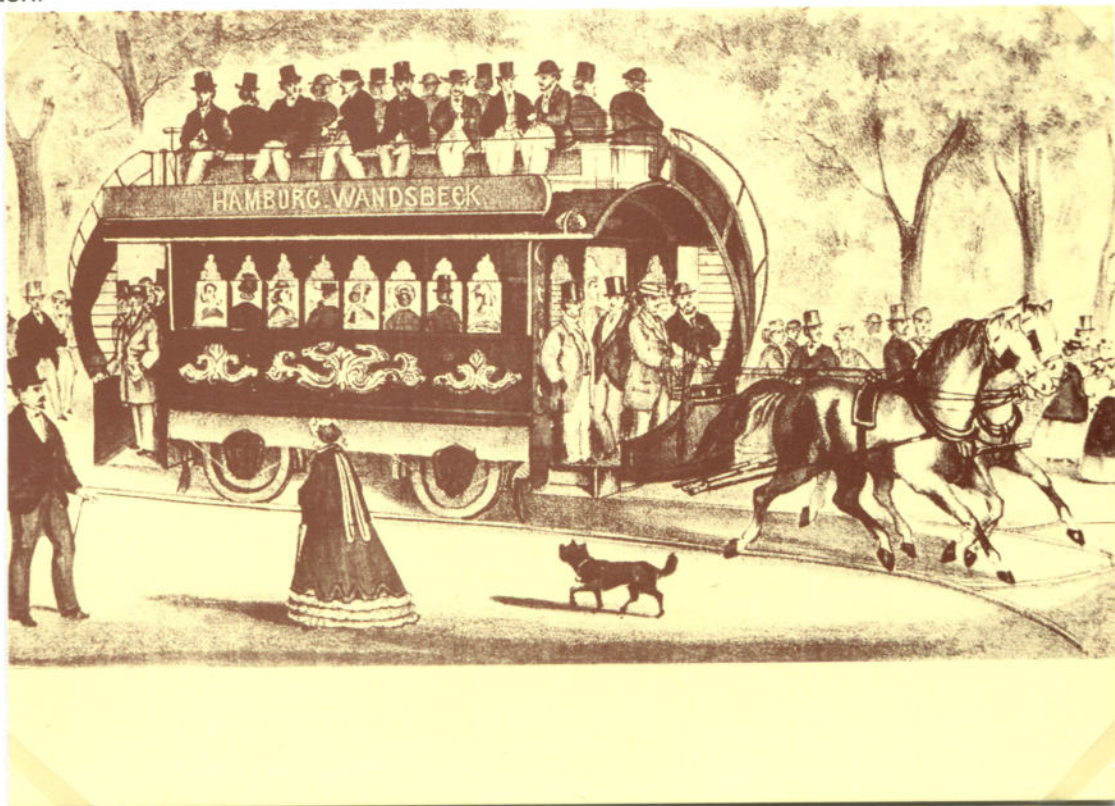
The picture shows the place in front of the Commerz-Deputation (Handelskammer, still without town hall) 1880.

The Royal Prussian Post began using the existing tramway services to transport letters and parcels as early as 1868.

The trams took over the transport of letter sacks with a flat rate of 10 Pfennigs per 10 kg sack. The postal workers also use the tram to carry out their duties.

More routes followed gradually.

1875 to Hamm and Horn; 1880 to Eppendorf, Fuhlsbüttel, Hohenfelde and Uhlenhorst; 1884 to Eimsbüttel and Pöseldorf.



Picture Postcard: Publisher Hamburger Hochbahn AG 1978. "First horse tram to Wandsbek (1866)"

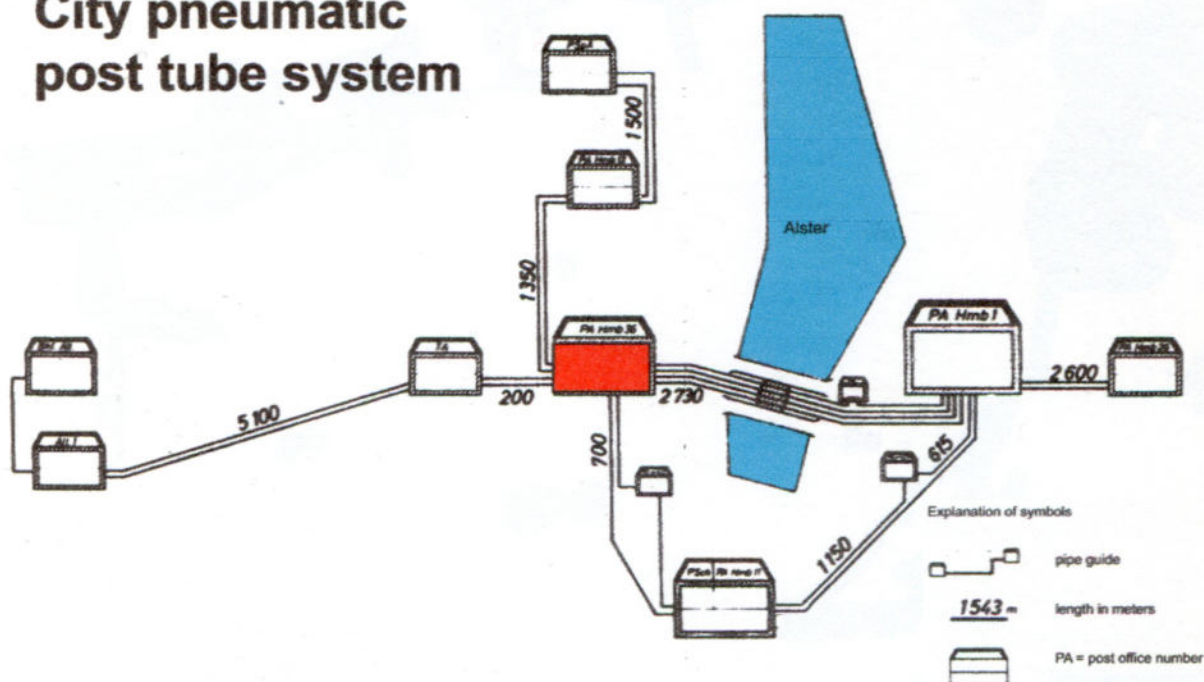
The horses were Norman gray stallions, Belgian black horses as well as Mecklenburg browns and foxes. The "Horse Car Railway Company Hamburg" built a depot with stables for 145 horses and a carriage hall on the site of the former Wendemuth manor.



## Stadtröhrepost (city pneumatic tube system) of Hamburg

To forward telegrams and letters quickly pneumatic tube line was put in Hamburg into operation on 1 February 1887. As an example of the construction was the 1853 between the London Stock Exchange and the Central Telegraph Office built city pneumatic tube system. Manufacturer of the system in Hamburg was the Hamburg-based companies K. A. Gutknecht. Later built this company also the systems in Rio de Janeiro and New York. The pipelines consisted of 65 mm iron pipes manufactured in diameter.

### City pneumatic post tube system



In 1912, the network had a length of 19.5 kilometres. At this time, 10 post offices were connected in Hamburg, as well as the post office Altona (Prussia). In the building of the Postal Administration of Hamburg the post office Hamburg 36 and the post office Hamburg 2 were accommodated at the same time. In the post office Hamburg 36 was a central point of the pneumatic post system.



The postcard shows the post office Hamburg 36 in which also the post office 2 was. Lithograph postcard used 1901. (publishing house Heinr. Gethmann, Hamburg Borgfelde).  
Right: Stadtröhrepostapparat (pneumatic tube station) from 1887.

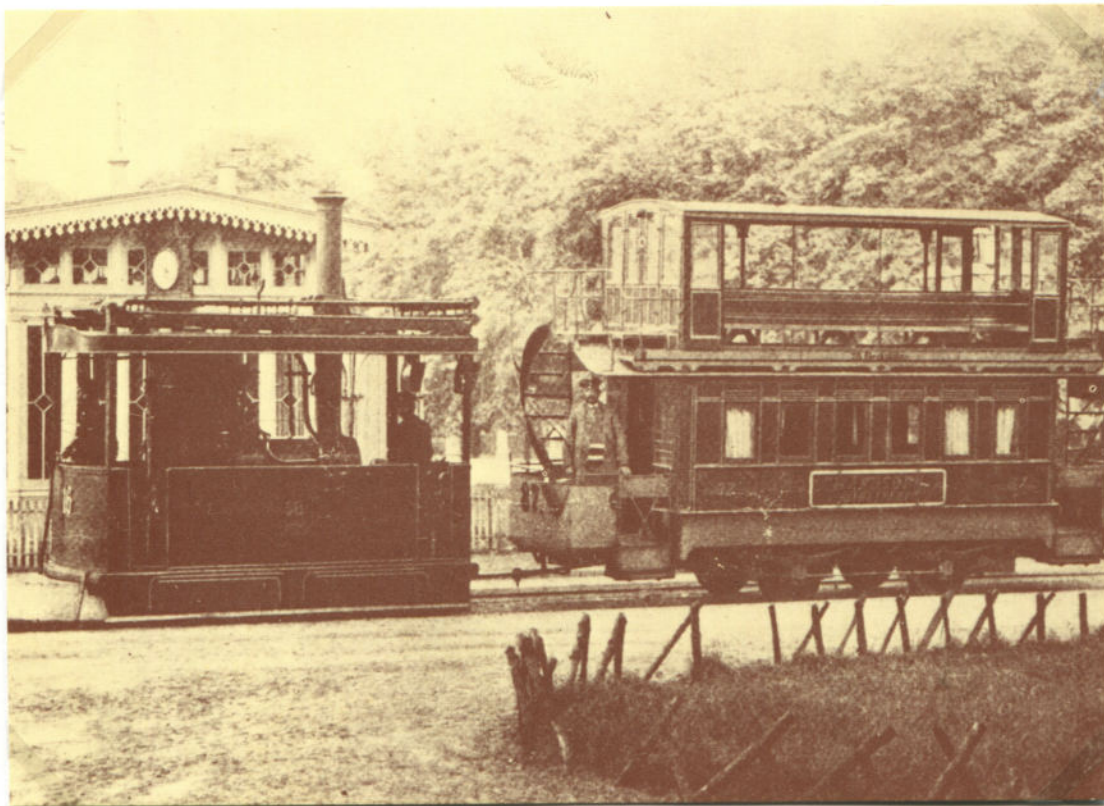


The later cooperation between the Reichspost and the tram company in Hamburg was based on the Prussian State Railways Act of July 28, 1892.



Tram station in front of the Commerz Deputation building (Handelskammer / Börse). In 1884 the Hamburg City Hall was built on this site.

Hamburger the Commerz-Deputation (Handelskammer) and "Kleine Alster", background St. Nikolai, Foto about 1870. References: Wikipedia - Datei:Börse Hamburg 1860.jpg



Picture Postcard: Publisher Hamburger Hochbahn AG 1978. "Dampf-Straßenbahn Hamburg-Wandsbek 1879 – 1897 ("Das Plätteisen")"

From 1879 to mid-1897, the wagons were pulled by steam locomotives on the horse-drawn tram line between Rathausmarkt and Wandsbek. They were called "Bügeleisen" (iron) because of the look of the locomotive.






Planned as an electric railway with overhead lines, the trains were first steam powered, because of difficulties concerning the construction of the electrical installations and a delay delivering the engines. In Hamburg, the first electric trams powered by contact wires were in regular service on March 5, 1894. By the end of the first stage of tram electrification in 1897, 387 two-axle tram (Motor-Tram of the Z1 series (with 5 side windows)) had been produced. In 1896 for the first time, the two-axle motor vehicle was allowed to drive a sidecar. The old horse-drawn tram cars were used for this.



The postcard shows the traffic situation on Stephansplatz around 1904. A traffic junction for various tram lines. Here the Ringbahn (a red "R" as roof sign) threads its way from the direction of the main train station from the Esplanade in the direction of the Ringstrasse (in the middle). It crosses Mittelweglinie (later line 28), which has a black "O" as the roof symbol (from the left) and the line "Kleiner Alsterring" (later line 18) with the red "A" as the roof symbol on the right.

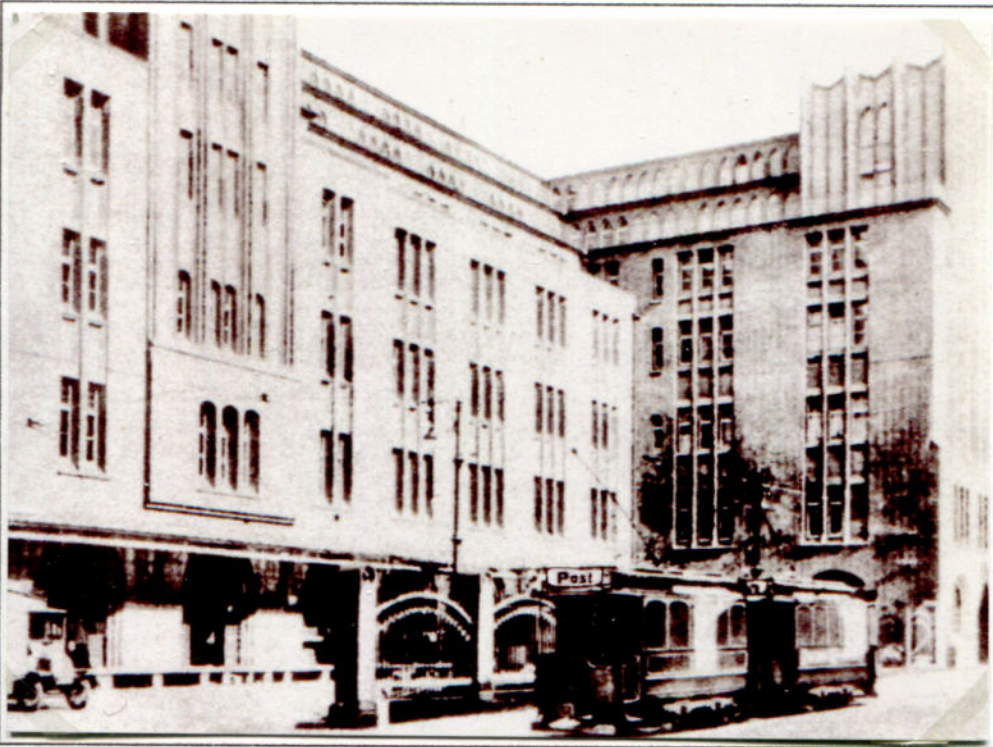
You can see the Hotel Meyer opposite the "Esplanade-Hof" which was demolished in 1906 and on whose property the luxury hotel "Esplanade" was inaugurated in 1907.

Picture Postcard: "Hamburg, Stephansplatz" Verlag Knackstedt & Näther, Kunstanstalt für Lichtdruck und Photographie, Hamburg, unused, printed around 1904.

Roof sign	Lines Signage, roof lantern, interpretation of the roof sign
	28. Ohlsdorf - Rathausmarkt via Alsterdorfer Straße, Winterhuder Marktplatz, Maria-Louisen-Straße, Mittelweg, Stephansplatz. White signs with black lettering, white roof lantern. Roof sign: O for Ohlsdorf
	26. Ring tram around the inner city from Georgsplatz via Lombard Bridge, Holstenplatz, Landungsbrücken, Baumall, Messberg and vice versa. White signs with black lettering, white roof lantern. Roof sign: R because Ringbahn
	18. Großer Alsterring, Winterhuder Marktplatz via Eppendorfer Landstrasse, Rothenbaumchaussee, Rathausmarkt, Mundsburger Brücke, Mühlenkamp and vice versa. Light green signs with red letters, roof lantern dark yellow. Roof sign: Pretty big A because big Alsterring



## Post tram system of Hamburg



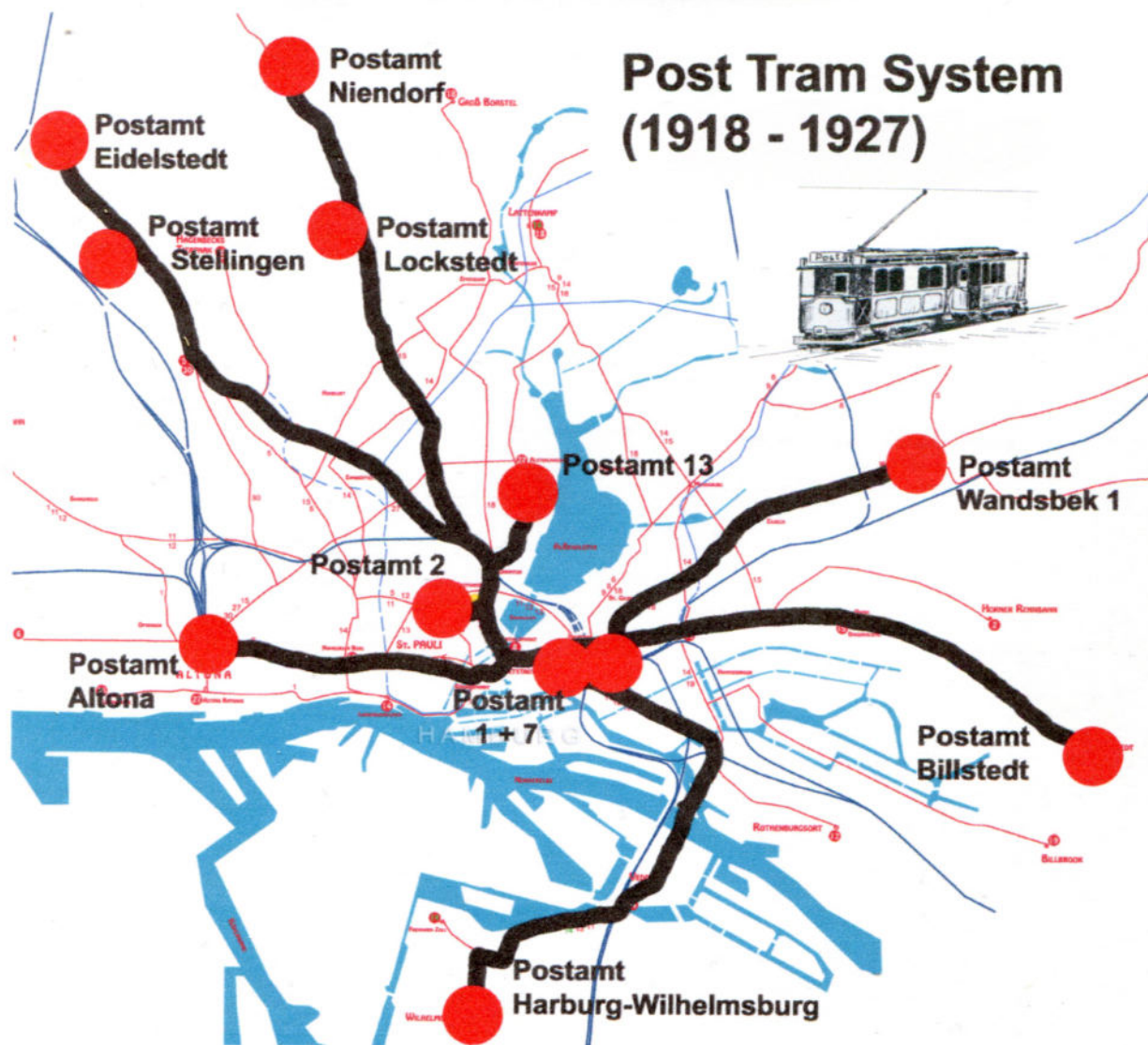
Increasing postal traffic, shortage of personnel and the effects of the war forced the Reichspost in Hamburg to find ways to transport parcels and letters economically.

Already before 1900, the tram network was used to transport closed mail bags by courier from one post office to another. Now the Reichspost began to use its own post tram mail vans on the extensive rail system of the tram.

Older sidecars were 1917 rebuilt, equipped with sliding doors and used as a van.

Some post offices even got a direct siding.

For philatelists there are no identifiable features on the documents, which were transported by the post mail trains.



The average daily 38 trips were carried out by the tram driver of the HHA. About 425 km was the daily distance. The HHA received 50 Pfennigs compensation per kilometre driven. (HHA - Hamburger Hochbahn Aktiengesellschaft, which operated the tram network).

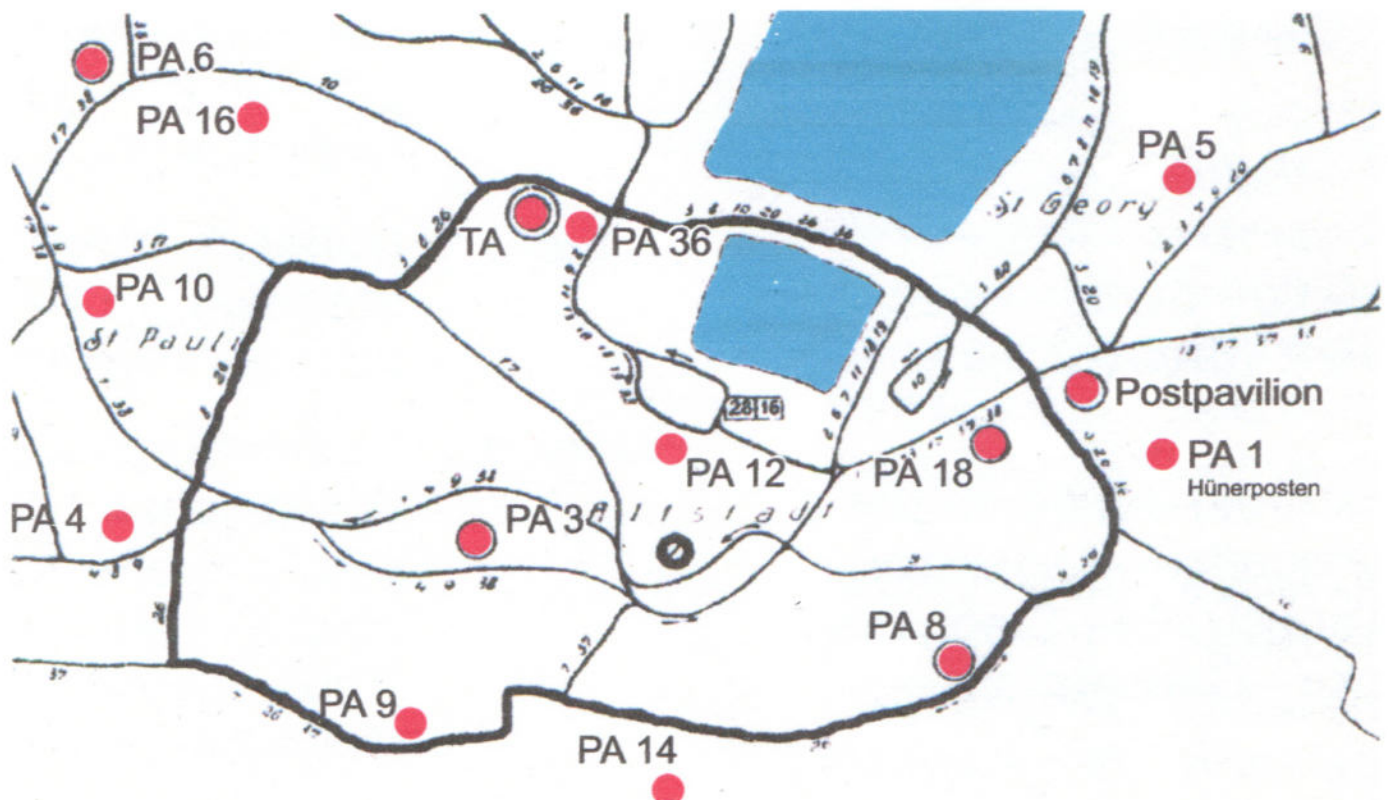


For example Tram line 26 (Ringbahn around the city center)

Ring-Line: "Glockengießerwall" - "Georgplatz" - "Lombardsbrücke" (today "John -F.-Kennedy-Brücke") - "Stephansplatz" - "Ringstrasse" - "Müllentor" - "Sylter Allee" - "Landungsbrücken" - "Kayen" - "Dovenfleeth" - "Messberg" - "Steintorwall" - "Glockengiesserwall".



Line 26. Postcard (Verlag Karl Wülbert, Hamburg 36, Neustätter Str.): "Burchhardplatz" (1924). The postcard shows a Z1 motor car. The Ringbahn was integrated in 1918 from the "Strassen-Eisenbahn.Gesellschaft SEG" in the HHA. The tramcar of the line 26 carries the red R as a roof sign.

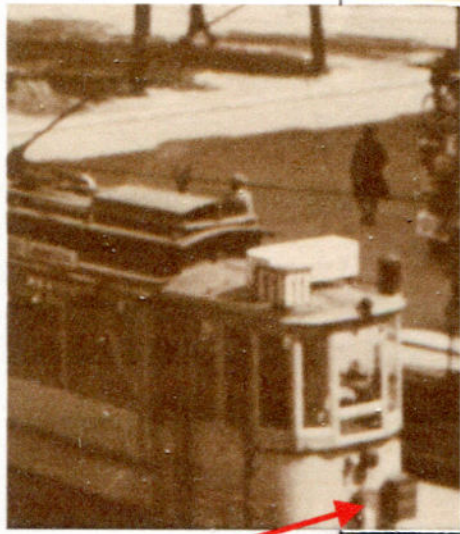


The Ringbahn touched 10 post offices in Hamburg. The staffs of the Post Office 1 and the Postpavilion sorted the incoming mails in mailbags. Every mailbag was for another delivery post office. The mailbags were then delivered via the ring train to the destination post offices by courier. Thus, the delivery of mail bags to the delivery post offices could be done quickly and easily. At the same time, the pneumatic tube system was relieved of the normal letters, which was mainly intended for telegrams and express letters.



## For example Tram line 11

**Line 11:** Borgfelde (Burgstrasse) - Graumannsweg - Lange Reihe - Hermannstrasse - Rathausmarkt - Stephansplatz - Dammtor - Schäferkampsallee - Eimsbüttel - Langenfelde (Kieler Strasse).



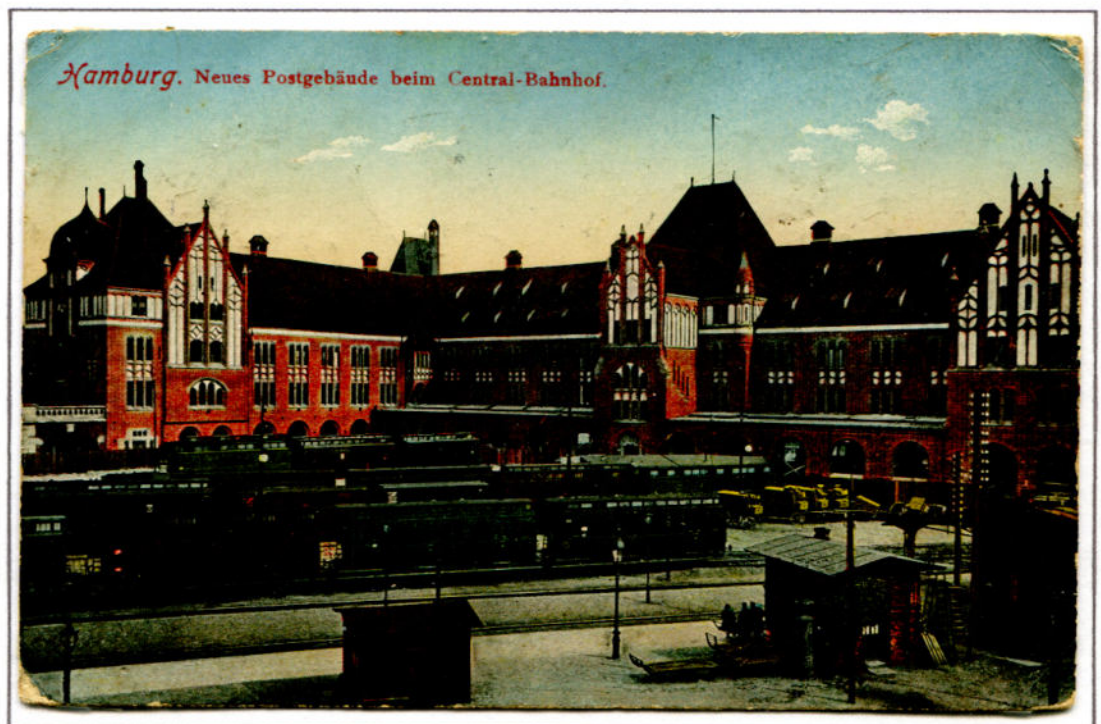
Post box



**Post box on the tram line 11.** Postcard "Stephansplatz with Hotel Esplanade" (publisher Arnold Cohn, Hamburg). Two-axle tram motorcar V1 2019. The typical rear and front of the motorcar with 5 side windows. The route of line 11 was changed from 14.10.1924 on Hammer Park - Central Station - Mönckebergstraße - Rathausmarkt - Stephansplatz - Schäferkampsallee - Langenfelde. The tram mailbox service was introduced in Hamburg on 1.9.1920. The emptying of the tram mailboxes of the line 11 took place at the Hauptbahnhof (main station) by the employees of the "Postpavillions". The collected telegrams, express letters and normal letters from the street mail box were sent to the post office 1 "Hühnerposten" by pneumatic post system or manually through a walk-in tunnel below the rail system.



At the last car of the trams, which touched the **Stephansplatz** or the **Hauptbahnhof** ( main station), a mailbox was attached..



The coloured postcard (publisher Kunstverlag A.N.H. - used 1916) shows the mail railway sidings and the building of the main post office 1 "**Hühnerposten**" in the year 1905. This post building is opposite the **Hauptbahnhof** (central station). The office Hamburg 1 (Postbahnhof - so called "**Hühnerposten**" ) is still without roofing. In the foreground to the right is a guardhouse of the station "Klostertor". In 1905, the railway line to Altona was still in operation.



**Mönckebergstraße** connected the Rathausplatz with the Hauptbahnhof (main train station). The following lines ran on this road: 1, 2, 4, 6, 7, 9, 16, 18, 22 and 25



The picture card from Mönckebergstraße in the direction of Mönckebergbrunnen and fork in Spitalerstrasse shows on roof signs on the Hamburg tram which were abolished in 1935.

Next to the taxi in the foreground you can see the track that leads from the horse market (current name Gerhart-Hauptmann-Platz) to Rosenstraße. The tram mailbox can be seen at the right tram (line 4) rear of the tram's sidecar. At that time the mailboxes were red.

Picture Postcard: "Hamburg, Mönckebergstraße" photo publishing company: Edmund Kummer, Hamburg 39, unused. Print about 1935



This postcard also shows Mönckebergstraße in the direction of Mönckebergbrunnen and the fork in Spitalerstraße. The cream-colored tram Z1 runs as line 16. The photo was probably taken in 1940 before World War II. No author is indicated on the postcard. The reprint comes from "Der Stöberladen", Hamburg, printed around 1970. The GEVERS & MYRUS logo could be seen on a picture from 1940. Apparently this was a specialty store for housewares and steel goods. The big sign of "NIROSTA", the stainless steel is said to be rust resistant as a result of the presence of chromium in the alloy.

Picture Postcard: "Hamburg, Mönckebergstraße" photo publishing company: "Der Stöberladen", Hamburg 39, unused. reprint about 1970.





### Alster pavilion, Jungfernstieg and Z2 / Z2B tram 1936.

This picture postcard from 1936 The black-white-red trade flag flutters on the Alster pavilion, the lively traffic on Jungfernstieg is regulated by a traffic light. This Alster pavilion, designed by the architectural office of Rambatz & Jollasse, was opened on June 9, 1914.

The "Prien-Haus" can be seen on the left edge of the photo. The letters on the facade form the name "Alstereck". The building designed by the architect Gottfried Schramm (Elingius + Schramm Architects) was built in 1936 for the businessman Ludwig Prien. Mr. Prien ran the "Alstereck" café until the beginning of the Second World War. The letter box was attached on the last car of the tram.

Picture Postcard: "Hamburg, Jungfernstieg - Alsterpavillon and Alsterblick" photo print logo P M, used without stamp



**Gansemarkt**, the left tram shows the characteristic roof sign "W" (Wansbek - Eimsbüttel) with the letter box attached on the rear and the right one with the roof sign "O" (Ohlsdorf - Rathausmarkt).

Buildings and vehicles provide an indication of when a photo is available. The UFA-Palast in the Deutschlandhaus was opened on December 21, 1929, the Deutschlandhaus was built in 1928/1929. So the photo was taken in 1929 or 1930.

Picture Postcard: Hamburg "Gänsemarkt" Publisher: Hans Andres Hamburg 1. Photo: Hans Hartz Nr.E 115/50 used without stamp



## Rolling stock of the tram

In times of rush hour the trams running with motor coach and trailer vehicle. The mail boxes were always attached at the end of a tram train. If the motor coach ran alone at weekends, then this got the mail box.



Post box

"Gänsemarkt". The line 18 had the following route 1939: Business station "Dorotheenstraße", "Winterhuder Marktplatz", "Rothenbaumchaussee", "Rathausmarkt" (city hall market), "Hauptbahnhof" (central station), "Hofweg".

More than 20 of 42 tram lines were involved in the network of the postal service.

V2 four-axle railcar with V2B sidecar. Year 1928, manufacturer: Waggonfabrik Falkenried, Hamburg WaF

At first time the fleet of tram cars consists out of two-axle basic steel rack and wooden car castes. In 1927 a greater four-axle vehicles became in use, since 1935 in a version in a complete steel style.

### Tram post rubber supplement cancel (choice)

A	Aus dem Straßenbahn-Briefkasten	two line rubber cancel L 2: 43 mm	1922 - 1924
B	Aus dem Straßenbahn-Briefkasten	two line rubber cancel L 2: 55 mm	1924 - 1930
C	Aus dem Strassenbahnbriefkasten	two line rubber cancel L 2: 70 mm	1930 - 1938

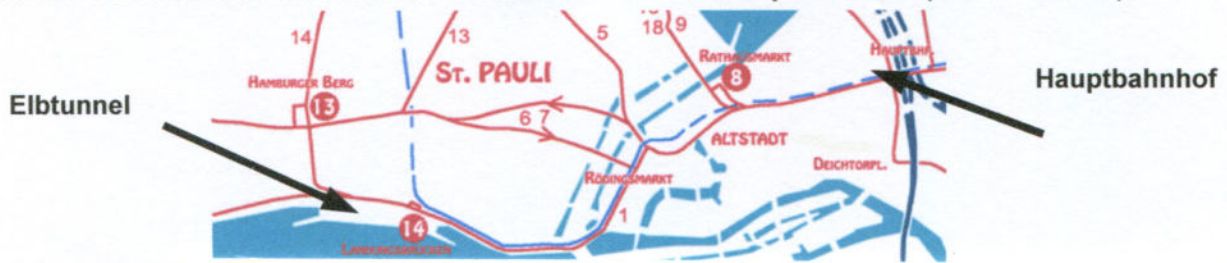
Because of the special charges the shipments required a special rubber stamp from the tram post; this had to display the message "Aus dem Straßenbahnbriefkasten" ("From the tram post box").

Insufficient payments for postage received an excess penalty.

In order to avoid misunderstandings with the public the signification of "express letter" was gradually replaced by the stamp from "EILBRIEF" (express letter) to "Straßenbahnpost" (tram post). Therefore the rubber stamp "Aus dem Straßenbahnbriefkasten" ("From the tram post box") had become redundant (see cancel Type 3 to 4 and 5).



The tram route network between the "Elbtunnel" and the "Hauptbahnhof" (central station)



Between 1907 and 1911 a tunnel was built between Hamburg and Steinwerder with a length of 450 m and a depth of 20 meters below the Elbe. The postcard shows the tunnel entrance. On the left side of the photo you can see two trams (line 14 and line 7) each with letter boxes.

Picture Postcard: "Hamburg, Elbtunnel u. St. Landungsbrücken", photo without printer information, unused 1930.



The main station was the central point for emptying the mailbox of the tram. On the postcard on the far left you can see a group of Post employees (so-called "runners") waiting for the next tram.

Picture Postcard: "Hamburg, Hauptbahnhof", printer Verlag Wilhelm Wagner, Hamburg 19, unused 1940.



## The "Postpavillon"

The mail house or "Postpavillon" (also known as the "NIVEA-Pavillon" due to its neon sign from the Baiersdorf company) was located in "Steintorwall" next to central station. It was the drop-off point for all the letters from the tram service. The tram post mail boxes were attached on the trams which crossed the streets "Steintorbrücke", "Mönckebergstraße" and "Georgsplatz". The mail boxes were emptied from 7 a.m. to 11 p.m.. At other times the letter box flap was locked down.

*The mail house or "Postpavillon" (also known as the "NIVEA-Pavillon") - part of a postcard*



Vor 80 Jahren Beginn der Straßenbahnpost



A souvenir of the stamp exhibition 2000 from the "Harburg Briefmarkensammler Verein von 1920 e.V." ("Harburger - stamp collector organization") an illustration on a postcard shows the emptying of a tram mail box.

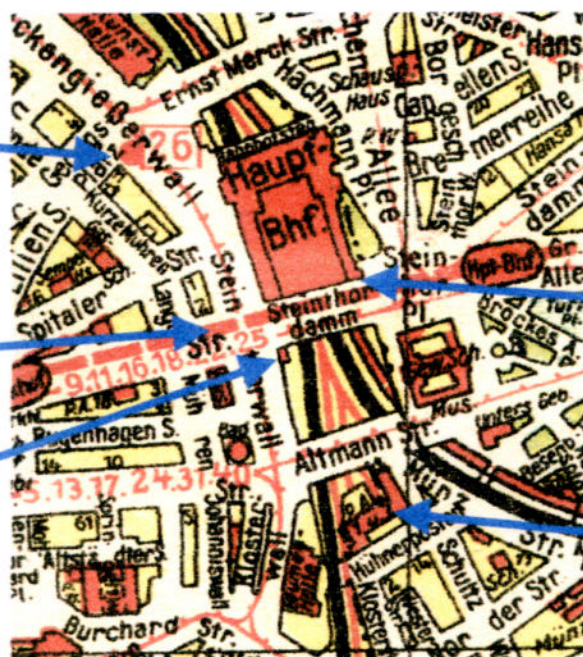


Straßenbahnen mit Briefkasten

stop point  
„Georgsplatz“

stop point  
„Mönckebergstraße“

„Postpavillon“



stop point  
„Steintorbrücke“

Main Post Office 1  
„Hühnerposten“

**Cut out of a map of Hamburg from the year 1936.**

At the every stop points "Steintorbrücke", "Mönckebergstraße" and "Georgsplatz" the mail was picked up by a "Dauerposten" (static postman). He then placed the mail in a leather bag which was to be delivered to the "Postpavillon" by a "Läufer" (runner) every 10 minutes.



## Main Post Office 1 "Hühnerposten"

The "Postpavillon" was under supervision of Hamburg Main Post Office 1 ("Hühnerposten"). This Main Post Office 1 held a special position among the post organisation of the German Reich because the public tram post service was only in Hamburg established. From the Main Post Office 1 could the consignment of the inter-city-letter by railway directly. The building has direct railway sidings.



Hamburg

Postamt 1



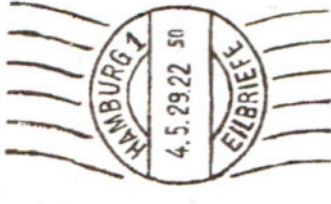
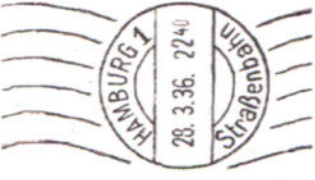
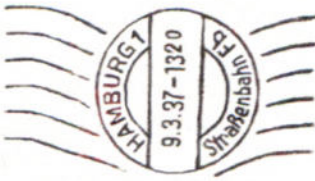


The postcard (publisher M. Glückstadt & Münden, Hamburg - used 1923) shows the mail railway sidings and the building of the **Main Post Office 1 ("Hühnerposten")** in the year 1907. The picture shows the 1907 built roof of the Postbahnhof (post train station).

With the further spreading of the telephone the telegram traffic went back. It was no longer worth it to empty the tramcars at "Stephansplatz" - the emptying there was discontinued on 1.2.1925 and only made at the "Postpavillon". The "Postpavillon" at the main station became the central link between the telegrams, express letters and tram mail letters sent by tram to the Main Post Office 1 (Hamburg 1 - "Hühnerposten").



For example: "Fernbrief", sent to Mittenwald on February 20, 1939, for a total of 17 pennies (12 pennies that pay the inter-city letter rate plus 5 penny special charges for the postage rate). "Hand Rollenstempel" (cancel 4) - stamped with day indication and "tram" in the segment in the "Postpavillon". Unmarked stamps with the hand cancel "HAMBURG" with "1 ag" in the segment (cancel 2) - cancelled in the stamp room of the "Hühnerposten".



	Cancel	Description	Employment time
1		<b>ring segment standard cancel</b> • 27 mm „1“ = post office Hamburg 1 ring segment bridge with information: date, time in steps of ten minutes and time of day - V = „Vormittag“ (a.m.); N = „Nachmittag“ (p.m.) The lower ring segment shows: “EILBRIEFE” (express letters)	1920 - 1927
2		<b>ring segment standard cancel</b> • 26 mm ring segment bridge with information: date, time domain. The lower ring segment shows: „1“ = post office Hamburg 1 and index number “aq”.	1923 - 1942
3		<b>handroller stamp</b> • 25 mm „1“ = post office Hamburg 1; ring segment bridge with information: date, time in steps of ten minutes The lower ring segment shows: “EILBRIEFE” (express letters)	1927 - 1934
4		<b>handroller stamp</b> • 25 mm „1“ = post office Hamburg 1; ring segment bridge with information: date, time in steps of ten minutes The lower ring segment shows: “Straßenbahn” (tram)	1931 - 1940
5		<b>handroller stamp</b> • 25 mm „1“ = post office Hamburg 1; ring segment bridge with information: date, time in steps of ten minutes The lower ring segment shows: “Straßenbahn Fb” (tram - department description “Fb”).	1934 - 1939
6		<b>standard cancel</b> • 28 mm „1“ = post office Hamburg 1 segment bridge with information: date, time. In step of hours Index number “a” The lower ring part shows: “STRASSENBAHN” (tram)	1934 - 1943
7		<b>handroller stamp</b> • 34 mm „1“ = post office Hamburg 1 „ZUG“ (train) in upper ring segment. Ring segment bridge with information: date, time in steps of ten minutes. Typically the cancel is used for express letter incoming by railways. On route passing cancellation the ring segment bridge shows in addition the railway train number. By using for tram post, the train number are missing. The lower ring segment shows: “EILBRIEFE” (express letters)	1934 - 1940



## 2. Changes of the special charge in the time of hyperinflation (1. January 1922 – 30. November 1923)

The political situation enforced the introduction of these special charges.

With the start of postal service for ordinary letters special charges of 75 Pfennigs per letter were levied. The special charges were changed 18 times before 26. November 1923. They rose in the time of hyperinflation to 5 billion marks on the 1. December 1923.

Because of the special charges the shipments required a special rubber stamp from the tram post; this had to display the message "**Aus dem Straßenbahnbriefkasten**" ("From the tram post box"). Insufficient payments for postage received an excess penalty.

If the payment was not enough an excess postage was charged. The excess postage was written by hand with blue crayon on the letter. The receiver of the letter had to pay the excess postage. Incorrectly paid letters were charged double the difference to the regular price until 27. February 1923 and from the 1. March 1923 they were charged 1 ½ times the difference.

In order to avoid misunderstandings with the public the signification of "express letter" was gradually replaced from the stamp "**EILBRIEF**" (express letter) to "**Straßenbahnpost**" (tram post). Therefore the rubber stamp "**Aus dem Straßenbahnbriefkasten**" ("From the tram post box") had become redundant

**Mail rate period 1. January 1922 – 30. September 1922: 75 Pfennigs special charges**



Posted to Berlin on 16. May 1922 with a regular total of 2,75 Marks (2,00 Marks paying the inter-city rate - "Fernverkehr" - for up to 20 grams plus 75 Pfennigs **special charges** for the tram post).

Trampost postmark : L 2 „Aus dem / Straßenbahn-Briefkasten“ (43 millimetre postmark).



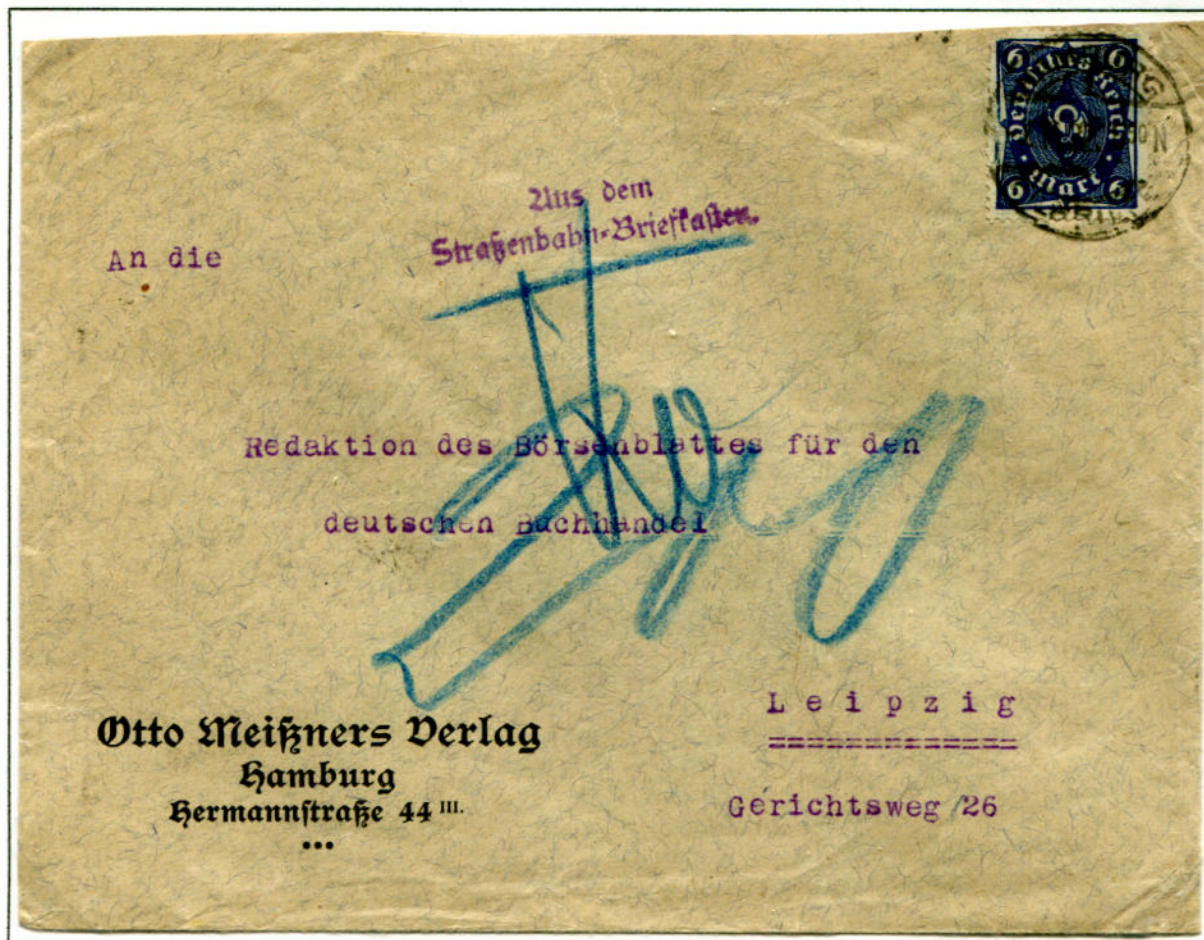
Mail rate period 1. January 1922 – 30. September 1922: 75 Pfennigs special charges



Posted to Berlin on 2. July 1922 with a regular total of 3,75 Marks (3,00 Marks paying the inter-city rate - "Fernverkehr" - for 20 to 100 grams plus 75 Pfennigs **special charges** for the tram post).

Trampost postmark : L 2 „Aus dem / Straßenbahn-Briefkasten“ (43 millimetre postmark).

Mail rate period 1. October 1922 – 14. November 1922: 100 Pfennigs special charges



Posted to Leipzig on 7. November 1922 with a regular total of 7,00 Marks (6,00 Marks paying the inter-city rate - "Fernverkehr" - for up to 20 grams plus 1,00 Marks **special charges** for the tram post).

Trampost postmark : L 2 „Aus dem / Straßenbahn-Briefkasten“ (43 millimetre postmark).

Paying 6,00 Marks. The letter is 1,00 Mark incorrectly paid. Surcharge : 200 Pfennig. The excess postage signed with a blue pen „200“ for 200 Pfennig. Surcharge regulation double the difference to the regular price.



Mail rate period 15. December 1922 – 14. January 1923: 400 Pfennigs special charges



Posted to Magdeburg on 9. January 1923 with a regular total of 39,00 Marks (35,00 Marks paying the inter-city rate - "Fernverkehr" - for up to 20 grams plus 4,00 Marks **special charges** for the tram post). Paying 37,00 Marks. The letter is with 2,00 Marks incorrectly paid. Permitted delivery without at a surcharge regulation.

Trampost postmarks : ring segment standard cancel Ø 27 mm "EILBRIEFE" (Cancel 1); L 2 „Aus dem / Straßenbahn-Briefkasten“ (rubber supplement cancel A).

Mail rate period 1. March 1923 – 30. June 1923: 20,00 Mark special charges



Posted to Magdeburg on 9. June 1923 with a regular total of 120,00 Marks (100,00 Marks paying the inter-city rate - "Fernverkehr" - for up to 20 grams plus 20,00 Mark **special charges** for the tram post). Paying 120,00 Marks.

Trampost postmark : ring segment standard cancel Ø 27 mm "EILBRIEFE" (Cancel 1); L 2 „Aus dem / Straßenbahn-Briefkasten“ (rubber supplement cancel A).



Mail rate period 24. August 1923 – 31. August 1923: 1,000 Marks special charges



Posted to Solingen on 27. August 1923 with a regular total 21,000 Marks (20,000 Marks paying the inter-city rate – „Fernverkehr“ – for up to 20 grams plus 1,000 Marks special charges for the tram post). Paying 20,000 Marks. The letter is 1.000,00 Mark incorrectly paid. Surcharge : 1.500,00 Marks. The excess postage signed with a blue crayon „1500“ for 1,500 Marks. Surcharge regulation 1 ½ times the difference to the regular price.

Trampost postmark : ring segment standard cancel Ø 27 mm „EILBRIEFE“ (Cancel 1); L 2 „Aus dem / Straßenbahn-Briefkasten“ (rubber supplement cancel A).

Mail rate period 5. November 1923 – 11. November 1923: 50 million Marks special charges



Express letter posted to Berlin on 6. November 1923 with a regular total of 3,000 million Marks (1,000 million Marks paying the inter-city rate – „Fernverkehr“ – for up to 20 grams plus 2,000 million Marks special charges for the express surcharge).

Trampost postmark : ring segment standard cancel Ø 27 mm „EILBRIEFE“ (Cancel 1); L 2 „Aus dem / Straßenbahn-Briefkasten“ (rubber supplement cancel A).



### 3. Constant special charges – 5 Pfennig ( 1. December 1923 – 1. July 1943 )

The German Reich undertake a currency reform. With the introduction of the "Rentenmark" on 1. December 1923 a special charge of 5 Pfennig was fixed on all forms of tram post. Exceptions were express and airmail. In these postage class the price of tram postage was included. In the case of airmail it was common that many items were overcharged.

#### 3.0 After the Currency Reform (1. December 1923 – 31. December 1924)



Inter-City-Letter ("Fernbrief") posted to Potsdam on 20. March 1924 with a regular total of 15 Pfennig (10 Pfennig paying the inter-city-letter rate plus 5 Pfennig special charges for the tram post rate). Tram post postmark : L 2 „Aus dem / Straßenbahn-Briefkasten“ (55 millimetre postmark).

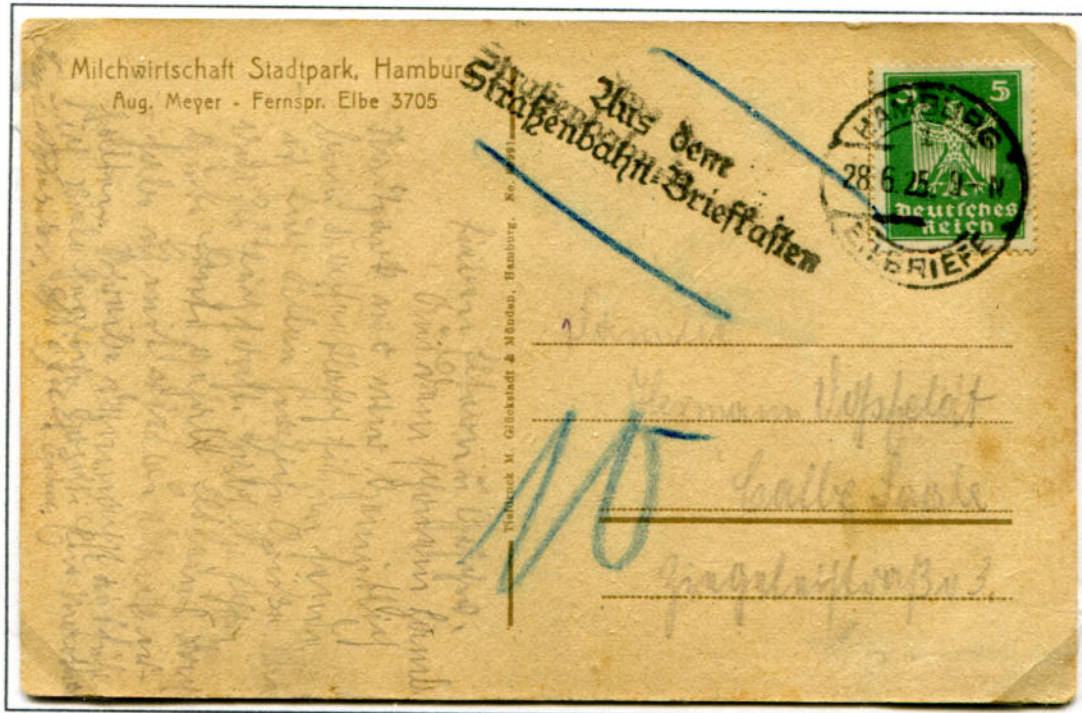


City Express letter (Eilbrief im Ortsverkehr) posted on 15. December 1924 with a regular total of 40 Pfennings (10 Pfennings paying the city letter rate plus 30 Pfennings special charges for express delivery inside the city area.). Tram post postmark : L 2 „Aus dem / Straßenbahn-Briefkasten“ (55 millimetre postmark).



### 3.1 Postcards

Mail rate period 1. January 1925 – 31. July 1927 (Postcard paying rate 5 Pfennig)



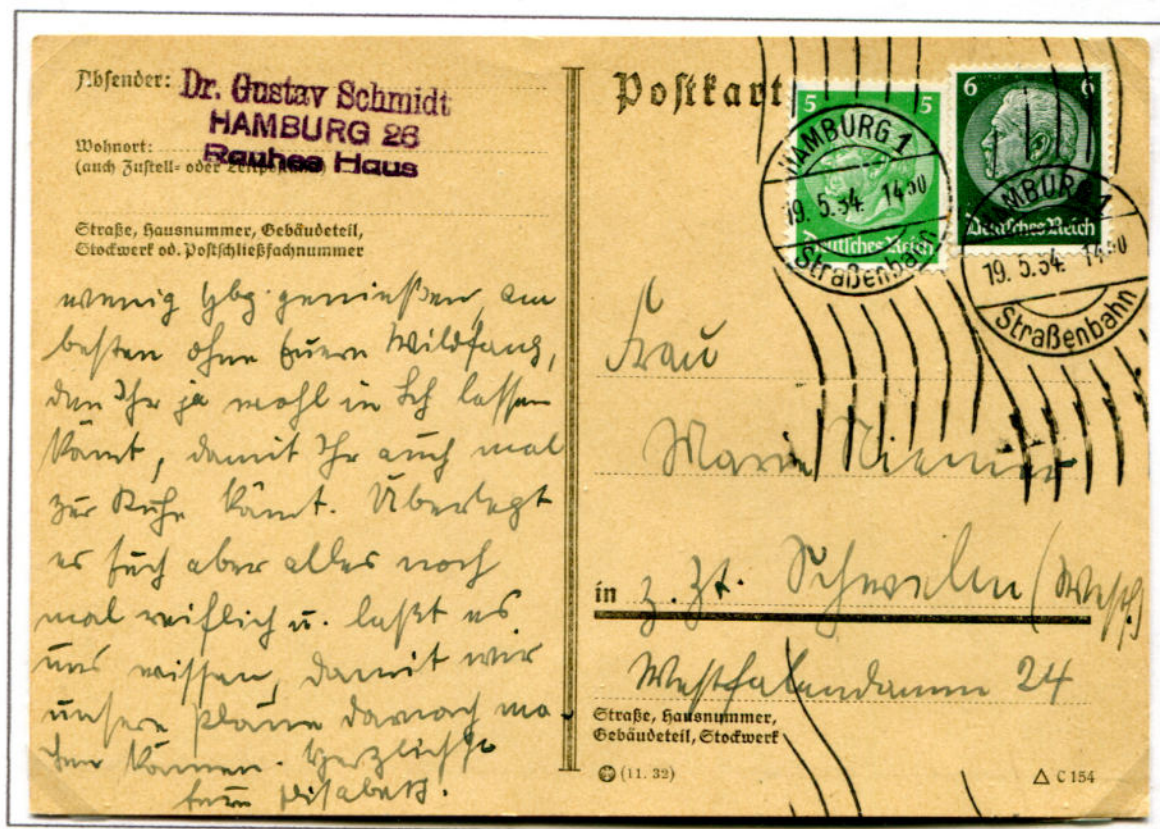
Postcard posted to Halle/Saale on 28. June 1925 with a regular total of 10 Pfennig (5 Pfennig paying the postcard rate plus 5 Pfennig special charges for the tram post rate). Paying 5 Pfennig. The postcard is 5 Pfennig incorrectly paid. Surcharge regulation:  $1 \frac{1}{2}$  times the difference to the regular price must be at least as high as 10 Pfennig. Surcharge: 10 Pfennig. The excess postage signed with blue pen „10“ for 10 Pfennig. Trampost postmark : L 2 „Aus dem / Straßenbahn=Briefkasten“ (55 millimetre postmark).



Postcard posted to Harpen-Bochum on 22. August 1926 with a regular total of 10 Pfennig (5 Pfennig paying the postcard rate plus 5 Pfennig special charges for the tram post rate). Paying 5 Pfennig. The postcard is 5 Pfennig incorrectly paid. Surcharge regulation:  $1 \frac{1}{2}$  times the difference to the regular price must be at least as high as 10 Pfennig. Surcharge: 10 Pfennig. The excess postage signed with blue pen „10“ for 10 Pfennig. Trampost postmark : L 2 „Aus dem / Straßenbahn=Briefkasten“ (55 millimetre postmark).



Mail rate period 1. December 1933 – 14. May 1938 (Postcard paying rate 6 Pfennig)



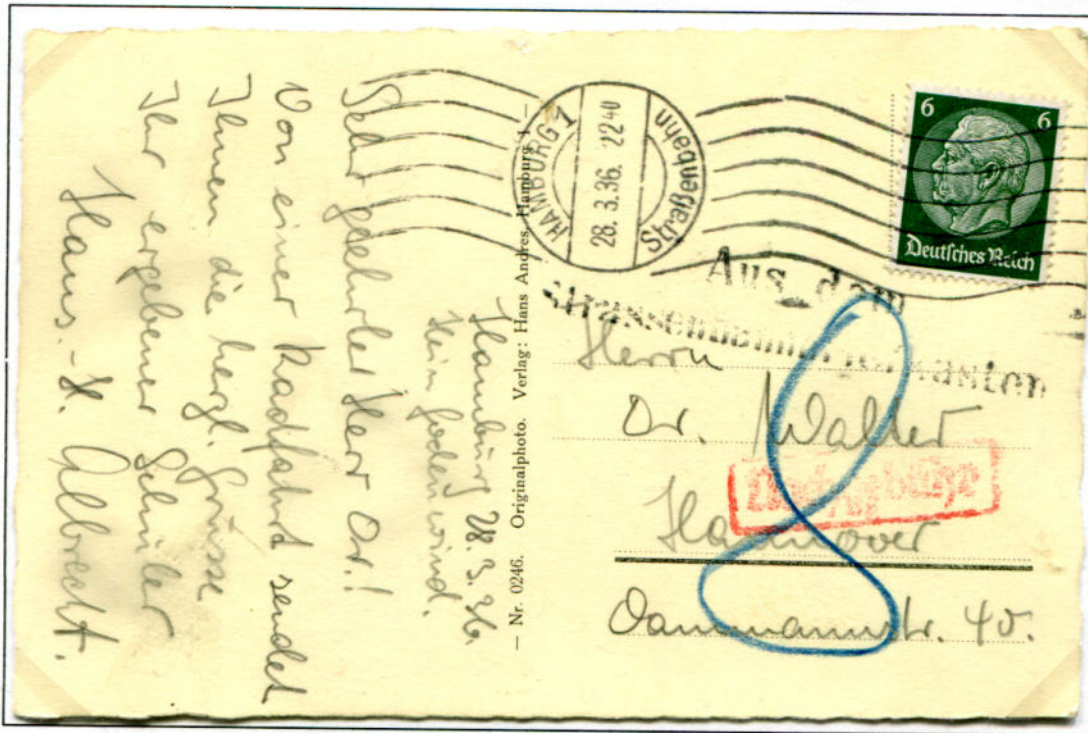
Postcard posted to Schwelm (Westfalen) on 19. May 1934 with a regular total of 11 Pfennig (6 Pfennig paying the postcard rate plus 5 Pfennig special charges for the tram post rate). „Handrollenstempel“ (hand roller postmark) with day-long readout and „Straßenbahn“ (tram) in segment (cancel 4).



Postcard posted to Bremen on 16. November 1934 with a regular total of 11 Pfennig (6 Pfennig paying the postcard rate plus 5 Pfennig special charges for the tram post rate). „Handrollenstempel“ (hand roller postmark) with day-long readout and „Straßenbahn“ (tram) in segment (cancel 4).  
Note: Stamps as instruments of Nazi propaganda.



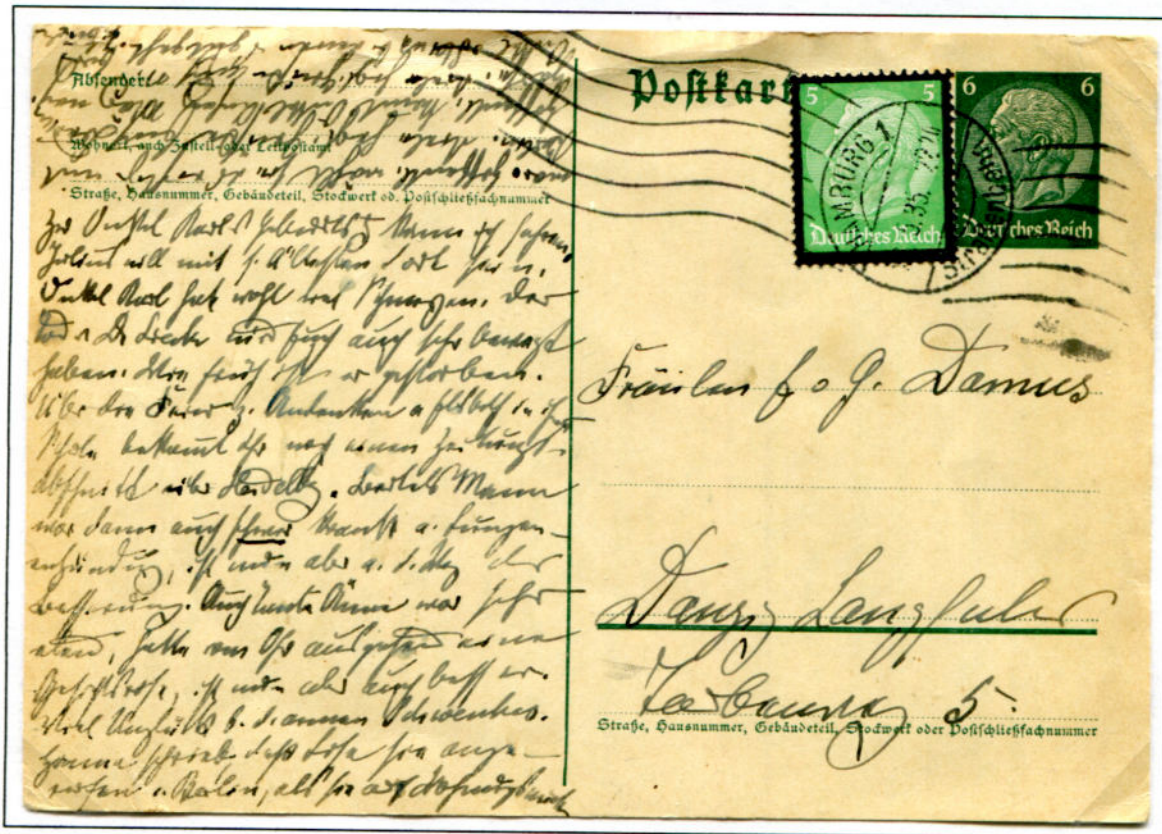
**Mail rate period 1. December 1933 – 14. May 1938 (Postcard paying rate 6 Pfennigs)**



**Postcard posted to Hanover on 23. March 1936** with a regular total of 11 Pfennigs (6 Pfennigs paying the postcard rate plus 5 Pfennigs special charges for the tram post rate). The payment is 6 Pfennigs. The postcard is 5 Pfennigs incorrectly paid. Surcharge regulation: 1 ½ times the difference to the regular price must be at least as high as a full Pfennig (Surcharge rate up to March 1931). Surcharge: 8 Pfennigs. The excess postage signed with blue crayon „8“ for 8 Pfennigs.

Trampost postmark : handroller stamp with ring segment standard cancel Ø 25 mm "Straßenbahn" (Cancel 4); L 2  
 „Aus dem / Straßenbahnbriefkasten“ (rubber supplement cancel C); supplement cancel: "Nachgebühr" (surcharge).

**Mail rate period 1. December 1933 – 14. May 1938 (Postcard paying rate 6 Pfennigs)**



**Postcard posted to Gdansk (national mail) on 23. May 1935** with a regular total of 11 Pfennigs (6 Pfennigs paying the postcard rate plus 5 Pfennigs special charges for the tram post rate). The payment is 11 Pfennigs.

Trampost postmark: handroller stamp with ring segment standard cancel Ø 25 mm "Straßenbahn" (Cancel 4)

**Note:** German stamps featuring President Paul von Hindenburg. When von Hindenburg died they printed a black border on the stamps.



Der Alsterpavillon wurde 1799 erbaut. 1899 nieder-  
gelegt und am 20. Januar 1900 wiedererrichtet. Am  
30. Sept. 1913 geschlossen, abermals abgedeckt und  
der jetzige Pavillon am 6. Juni 1914 als schönste und  
sehenswürdigste Gaststätte Hamburgs neu eröffnet.

Postkarte  
Hamburg  
Verlag Max Schröder.  
Postkarte  
Hamburg  
Verlag Max Schröder.

Ans dem  
Fäulnis  
Hertha Rahmann  
Kirschhof b. Löhre  
Dr. Rahmstedt 1. Altm.,

schöne  
Photographie

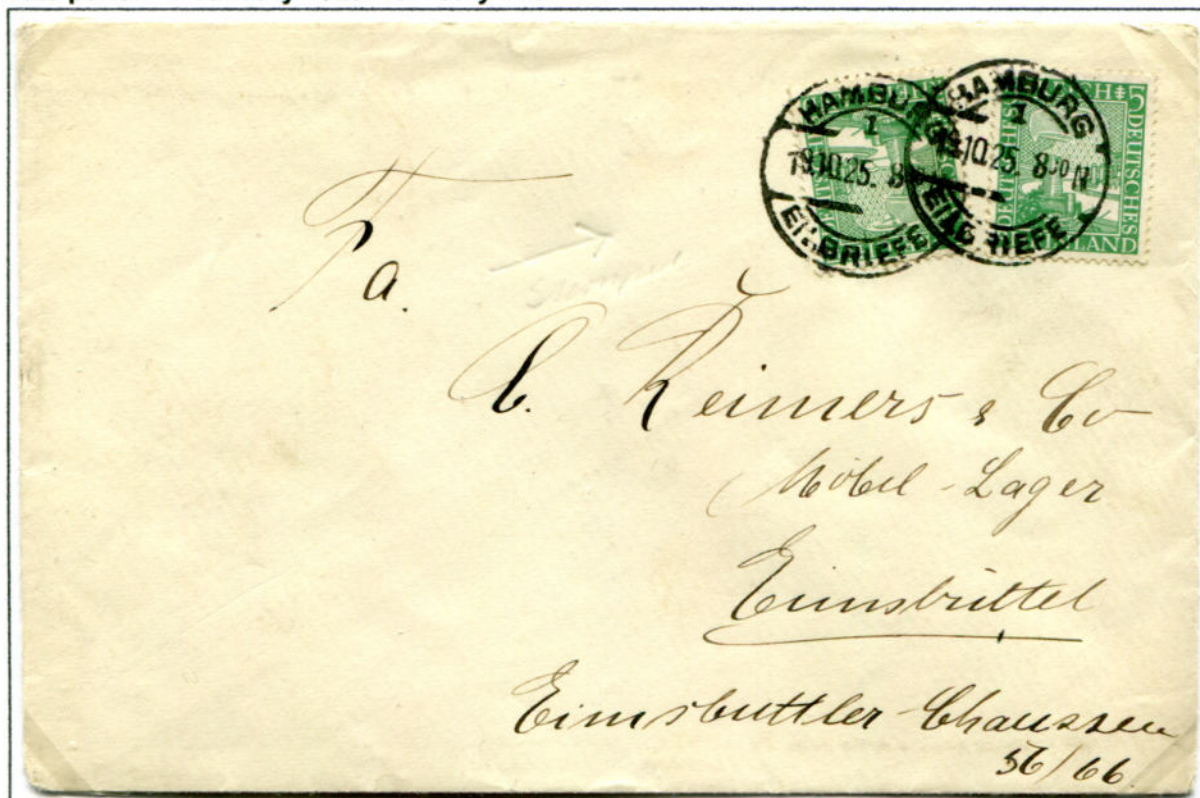
**Mail rate period from 15. January 1932 (Postcard paying rate 6 Pfennig)**



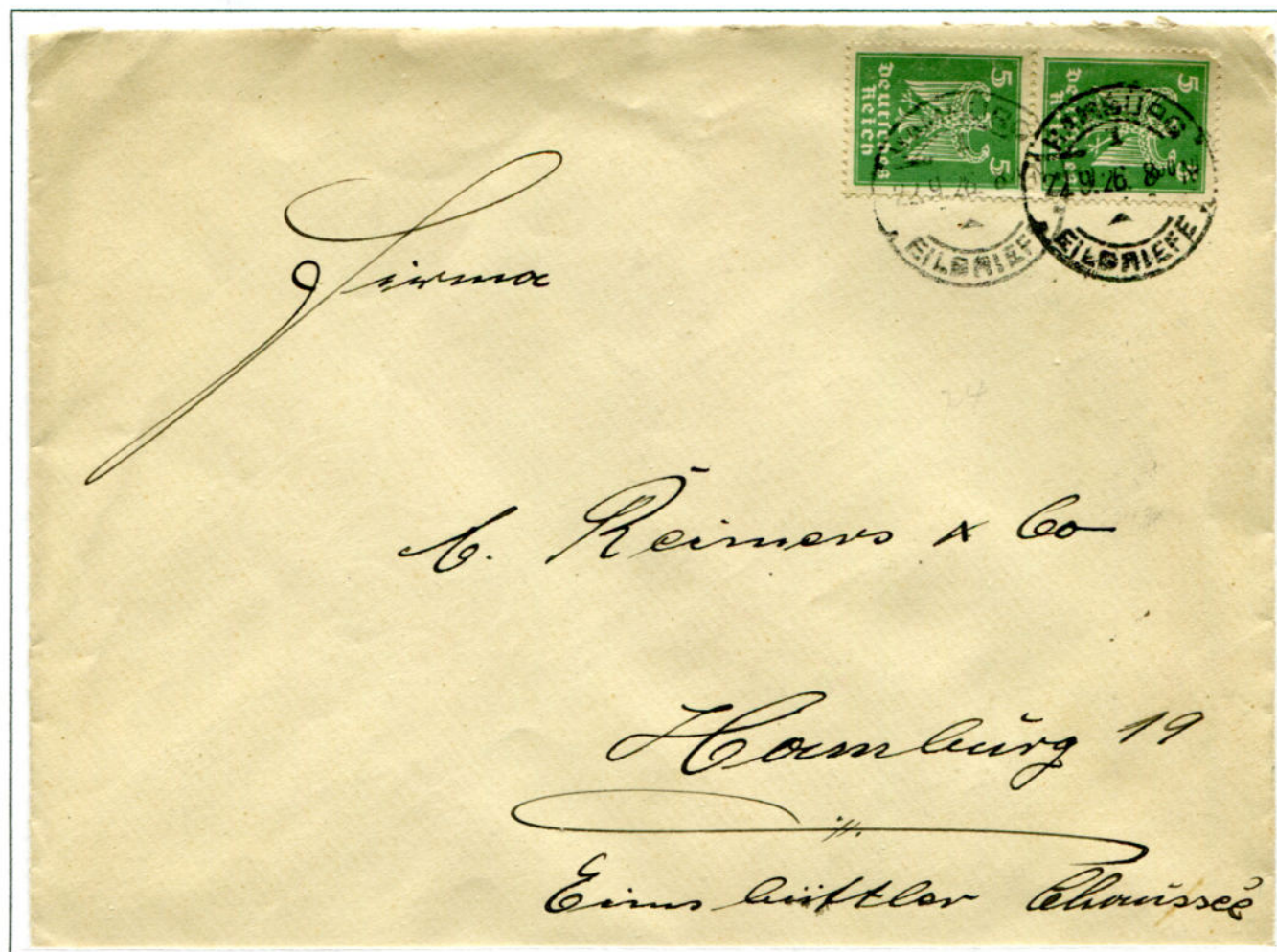
**Postcard posted to Dortmund on 24. February 1934** with a regular total of 11 Pfennig (6 Pfennig paying the postcard rate plus 5 Pfennig special charges for the tram post rate). Paying 12 Pfennig. The Postcard is 1 Pfennig overpaid.



**3.2 Standard Letter for up to 20 grams.**  
**Mail rate period 1. January 1925 – 31. July 1937**

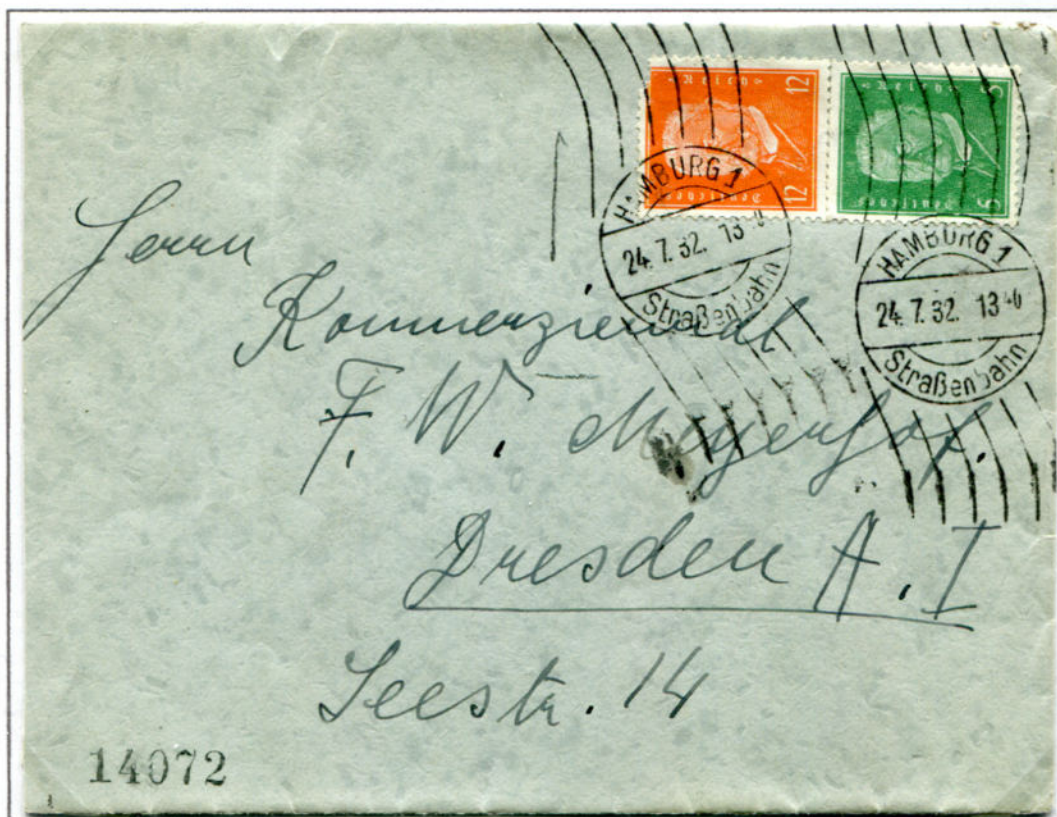


**City-Letter ("Ortsbrief") posted on 19. October 1925** with a regular total of 10 Pfennigs (5 Pfennigs paying the city-letter rate plus 5 Pfennig special charges for the tram post rate)



**City-Letter ("Ortsbrief") posted on 22. September 1926** with a regular total of 10 Pfennigs (5 Pfennigs paying the city-letter rate plus 5 Pfennig special charges for the tram post rate)





Inter-City-Letter ("Fernbrief") posted to Dresden on 24. JULY 1932 with a regular total of 17 Pfennig (12 Pfennig paying the inter-city-letter rate plus 5 Pfennig special charges for the tram post rate). "Handrollenstempel" (hand roller postmark) with day-long readout and "Straßenbahn" in segment (cancel 4).



Inter-City-Letter ("Fernbrief") posted to Leipzig on 18. January 1933 with a regular total of 17 Pfennig (12 Pfennig paying the inter-city-letter rate plus 5 Pfennig special charges for the tram post rate). "Handrollenstempel" (hand roller postmark) with day-long readout and "Straßenbahn" (tram) in segment (cancel 4).



Mail rate period 1. December 1933 – 14. May 1938

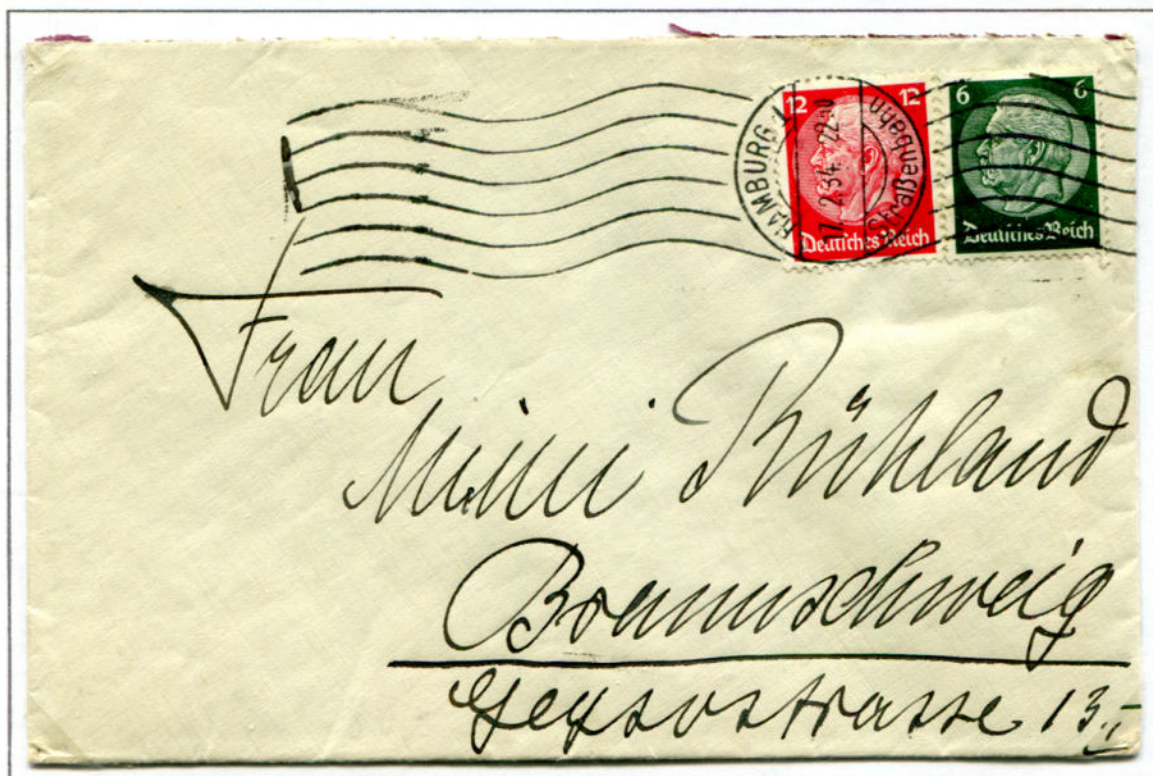


**City-Letter ("Ortsbrief")** posted on 8. August 1937 with a regular total of 13 Pfennig (8 Pfennig paying the city-letter rate plus 5 Pfennig special charges for the tram post rate). Paying 13 Pfennig. „Handrollenstempel“ (hand roller postmark) with day-long readout and „Straßenbahn“ (tram) in segment.



**Inter-City-Letter ("Fernbrief")** posted to Munich on 5. March 1935 with a regular total of 17 Pfennig (12 Pfennig paying the inter-city-letter rate plus 5 Pfennig special charges for the tram post rate). Paying 17 Pfennig. „Handrollenstempel“ (hand roller postmark) with day-long readout and „Straßenbahn“ (tram) in segment.





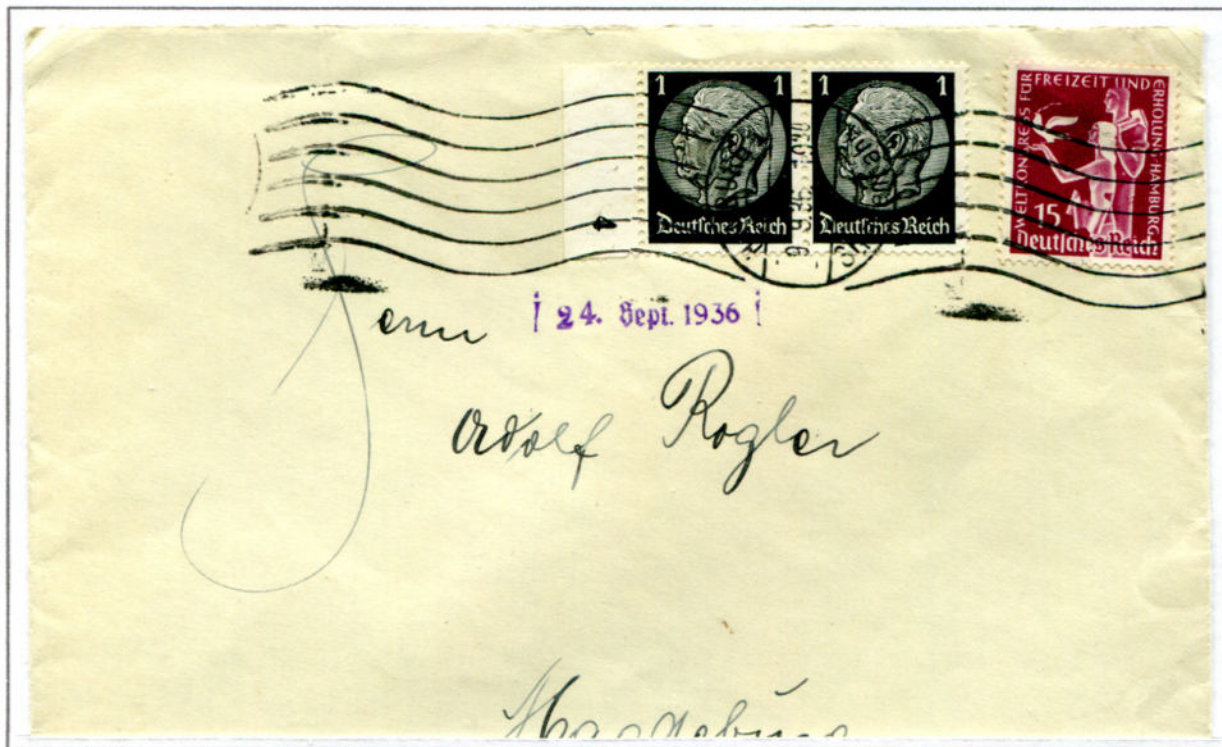
Inter-City-Letter ("Fernbrief") posted to Braunschweig on 17. February 1934 with a regular total of 17 Pfennig (12 Pfennig paying the inter-city-letter rate plus 5 Pfennig special charges for the tram post rate). „Handrollenstempel“ (hand roller postmark) with day-long readout and „Straßenbahn“ in segment (cancel 4). Fee 17 Pfennig - paid 18 Pfennig - 1 Pfennig more glued.



Inter-City-Letter ("Fernbrief") posted to Berlin - Charlottenburg on 11. September 1937 with a regular total of 17 Pfennig (12 Pfennig paying the inter-city-letter rate plus 5 Pfennig special charges for the tram post rate). „Handrollenstempel“ (hand roller postmark) with day-long readout and „Straßenbahn“ in segment (cancel 4). Fee 17 Pfennig - paid 21 Pfennig - 4 Pfennig more glued.



Postal charges Period for standard letters from 1 January 1925 (12 Pfennig)



Inter-City-Letter ("Fernbrief") posted to Magdeburg on 9. September 1936 with a regular total of 17 Pfennig (12 Pfennig paying the inter-city-letter rate plus 5 Pfennig special charges for the tram post rate). „Handrollenstempel“ (hand roller postmark) with day-long readout and „Straßenbahn“ in segment (cancel 4). **Note: Philatelic letter: recipient and sender identical. Mr. "Rogler" is a collector and dealer of tram cancels.**



Inter-City-Letter ("Fernbrief") posted to Berlin on 14. May 1942 with a regular total of 17 Pfennig (12 Pfennig paying the inter-city-letter rate plus 5 Pfennig special charges for the tram post rate). Day cancel "HAMBURG 1" with "STRASSENBAHN" in segment (cancel 6).



Letter for up to 20 grams.  
Mail rate period as from 15. May 1938



Inter-City-Letter ("Fernbrief") posted to Schwerin on 9. October 1942 with a regular total of 17 Pfennigs (12 Pfennigs paying the inter-city-letter rate plus 5 Pfennigs special charges for the tram post rate). Paying 17 Pfennigs. „Handstempel“ (hand postmark) with day-long readout and „Straßenbahn“ (tram) in segment.



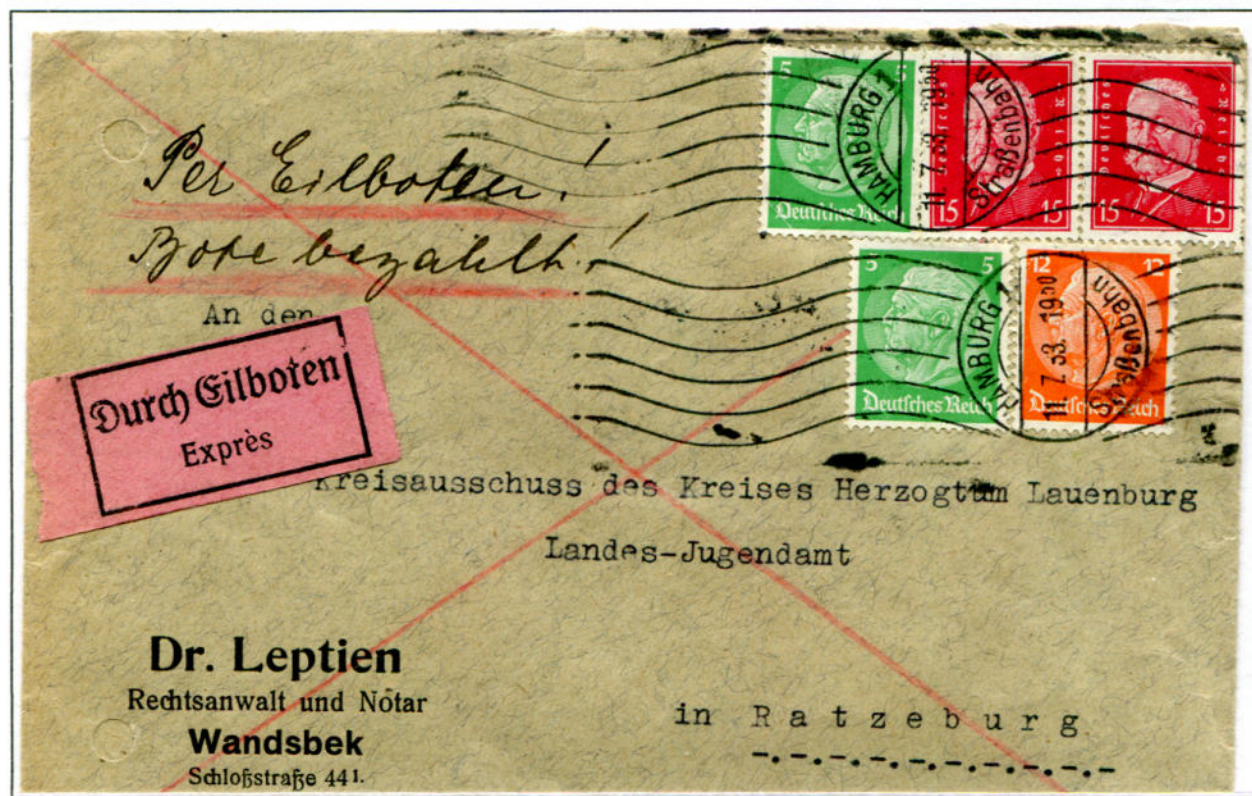
Inter-City-Letter ("Fernbrief") posted to Meinberg on 9. October 1942 with a regular total of 29 Pfennigs (24 Pfennigs paying the inter-city-letter up to 20g till 40g rate plus 5 Pfennigs special charges for the tram post rate). Paying 29 Pfennigs. „Handstempel“ (hand postmark) with day-long readout and „Straßenbahn“ (tram) in segment.



### 3.3 Express delivery

Mail rate period as from 1. August 1927

City delivery area ("Ortszustellung") rate 40 Pfennigs; overland delivery area ("Landbestellbezirk") rate 80 Pfennigs. In these postage class the price of tram postage was included.



Express letter posted to Ratzeburg on 11. July 1933 with a regular total of 52 Pfennigs (12 Pfennigs paying the inter-city-letter rate plus 40 Pfennigs special charges for city delivery area - "Ortszustellung" -).

Trampost postmark : handroller stamp with ring segment standard cancel Ø 25 mm "Straßenbahn" (Cancel 4)

Note: hand made red crayon cross for post internal information: this is an **Express letter**. Express label.



Express letter posted to Reinfeld on 18. April 1942 with a regular total of 92 Pfennigs (12 Pfennigs paying the inter-city-letter rate plus 80 Pfennigs special charges for overland delivery area ("Landbestellbezirk") rate.

Trampost postmark : segment standard cancel Ø 28 mm "STRASSENBAHN" (Cancel 6)

Note: hand made red crayon cross for post internal information: this is an **Express letter**. Express label.



**Mail rate period as from 1. August 1927**

City delivery area ("Ortszustellung") rate 40 Pfennigs; overland delivery area ("Landbestellbezirk") rate 80 Pfennigs. In these postage class the price of tram postage was included.

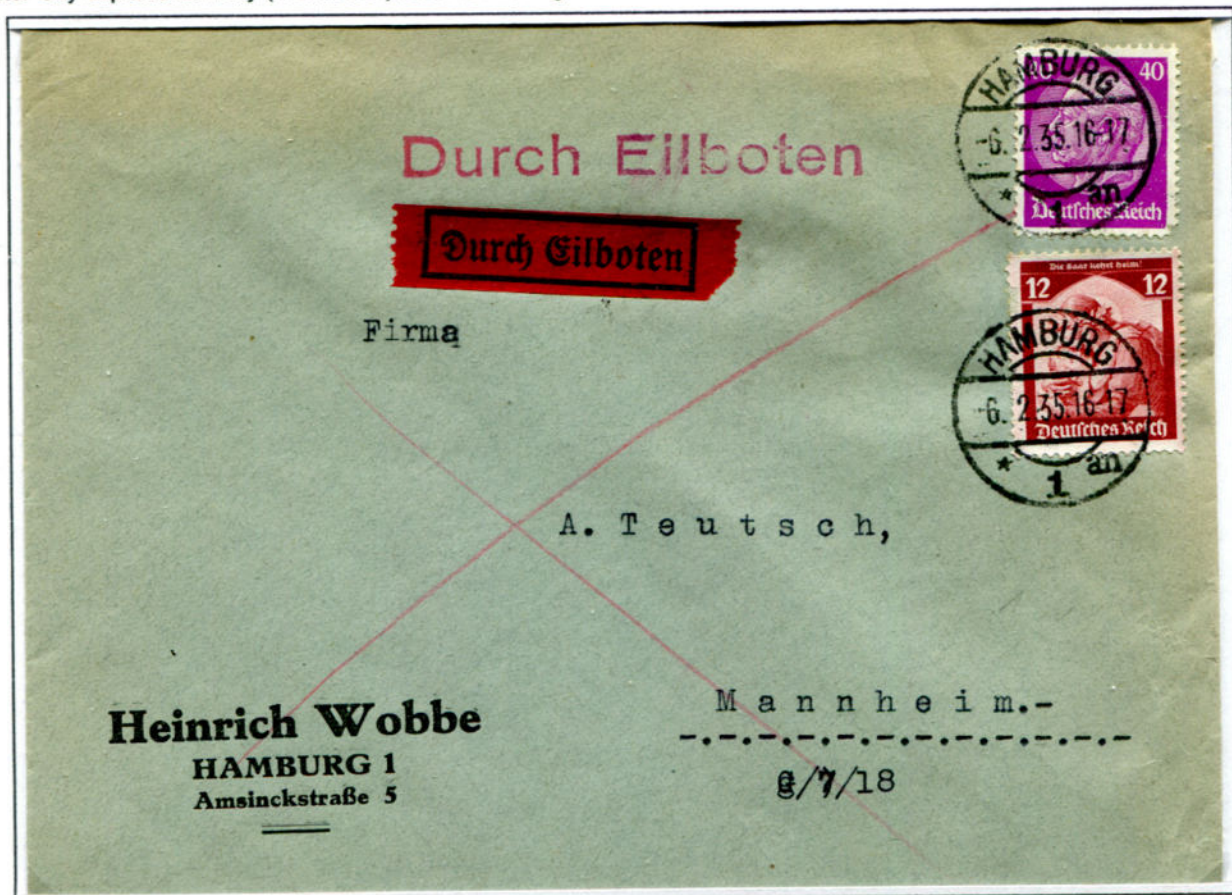


**Express letter posted to Reinfeld on 10. July 1933** with a regular total of 92 Pfennigs (12 Pfennigs paying the inter-city-letter rate plus 80 Pfennigs special charges for overland delivery area ("Landbestellbezirk") rate. „Handstempel“ (hand postmark) with day-long readout and „Straßenbahn“ (tram) in segment.



**Express delivery**

Inter-City express delivery ("Fernbrief") rate 40 Pfennig.



Express letter posted to Mannheim on 6. February 1935 with a regular total of 52 Pfennig (12 Pfennig paying the inter-city-letter rate plus 40 Pfennig special charges for city delivery area). Cancel with day-long readout and "1 an" in segment.



Express letter posted to Chemnitz on 2. March 1939 with a regular total of 52 Pfennig (12 Pfennig paying the inter-city-letter rate plus 40 Pfennig special charges for city delivery area). „Handrollenstempel“ (hand roller postmark) with day-long readout and „Straßenbahn“ (tram) in segment.



**Mail rate period as from 1. August 1927**

City delivery area ("Ortzzustellung") rate 40 Pfennigs; overland delivery area ("Landbestellbezirk") rate 80 Pfennigs. In these postage class the price of tram postage was included.



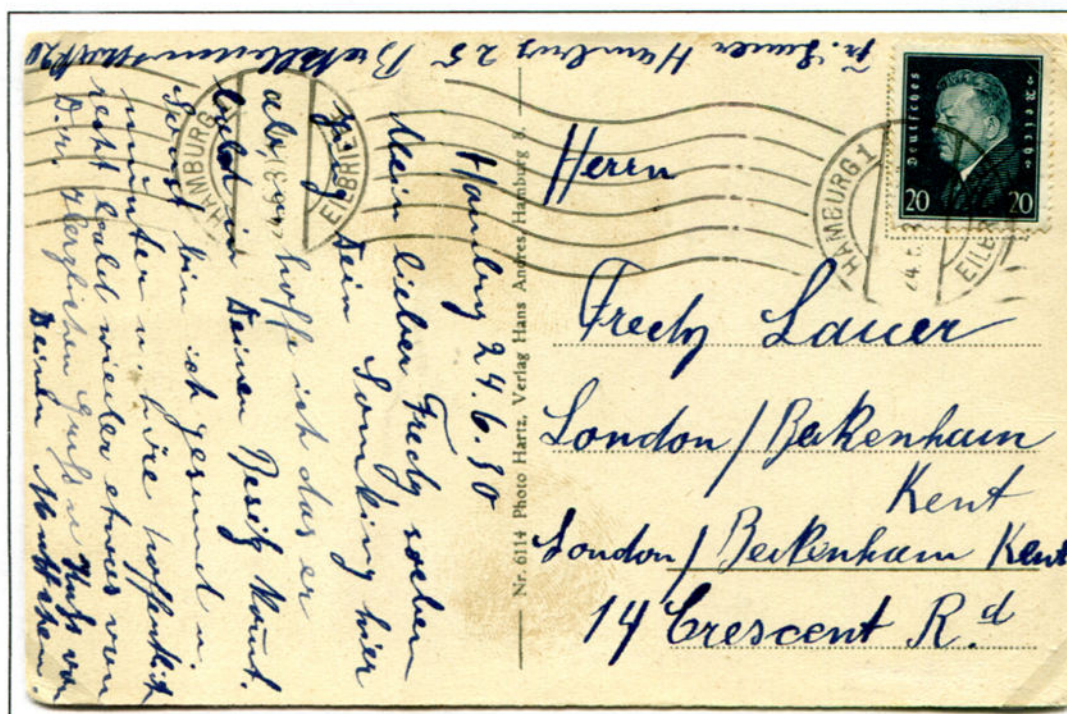
Express letter posted to Schwerin on 14. January 1941 with a regular total of 52 Pfennigs (12 Pfennigs paying the inter-city-letter rate plus 40 Pfennigs special charges for city delivery area - "Ortzzustellung" -). „Handstempel“ (hand postmark) with day-long readout and „Straßenbahn“ (tram) in segment.



Express letter posted to Halle on 19. January 1941 with a regular total of 52 Pfennigs (12 Pfennigs paying the inter-city-letter rate plus 40 Pfennigs special charges for city delivery area - "Ortzzustellung" -). „Handstempel“ (hand postmark) with day-long readout and „Straßenbahn“ (tram) in segment.



### 3.4 Posted to foreign countries



Foreign-Postcard ("Auslandspostkarte") posted to London on 24. June 1930 with a regular total of 20 Pfennigs (15 Pfennigs paying the postcard rate – European countries - plus 5 Pfennigs special charges for the tram post rate).

Trampost postmark : handroller stamp with ring segment standard cancel Ø 25 mm "EILBRIEF" (Cancel 3).



Foreign-Letter ("Auslandsbrief") posted to Copenhagen on 22. August 1931 with a regular total of 30 Pfennigs (25 Pfennigs paying the letter rate – European countries - plus 5 Pfennigs special charges for the tram post rate).

Trampost postmark : handroller stamp with ring segment standard cancel Ø 25 mm "Straßenbahn" (Cancel 4)



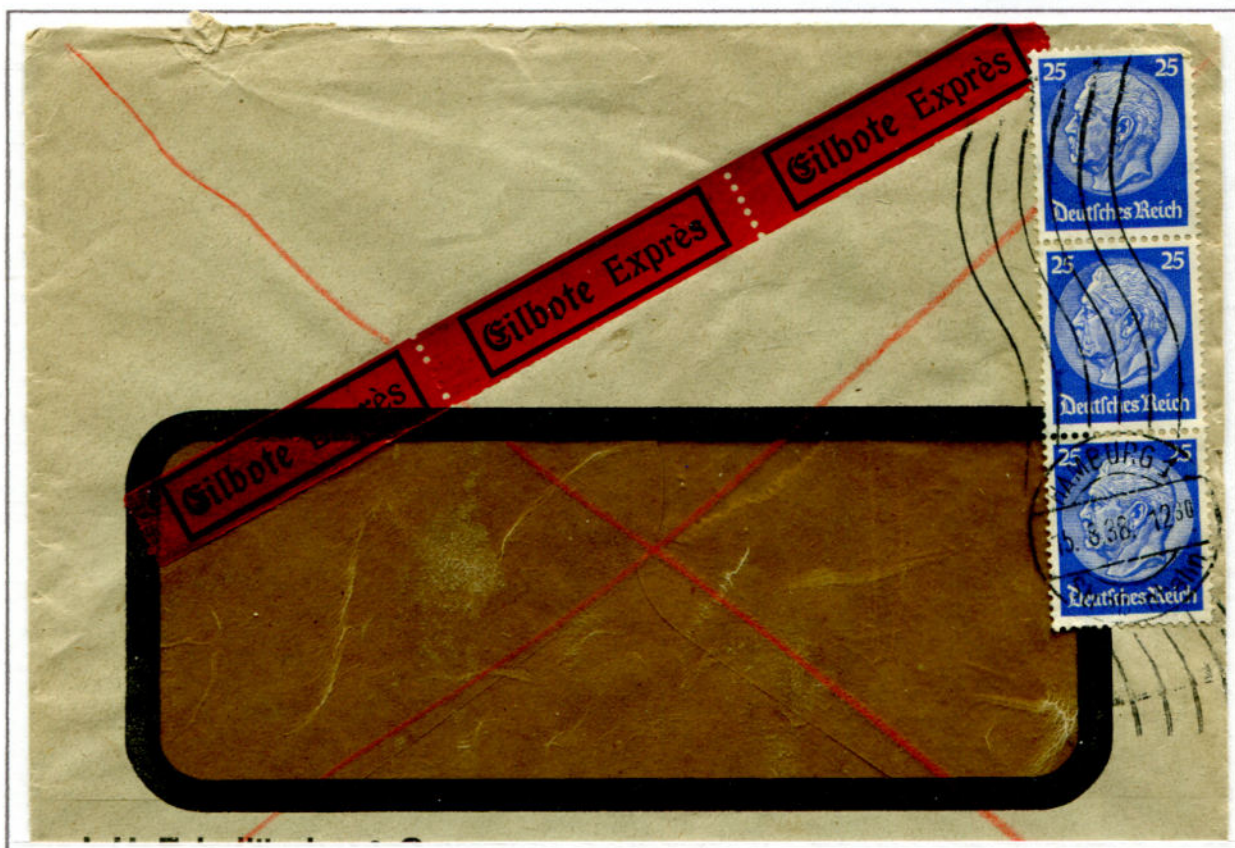
## Express letters to foreign countries.

The express delivery rate to foreign countries is 50 Pfennig. In these postage class the price of tram postage was included.



Foreign express postcard ("Express Auslandspostkarte") posted to Kildekrog by Hornbaek in Denmark on 14. August 1933 with a regular total of 65 Pfennig (15 Pfennig paying the postcard rate – European countries - plus 50 Pfennig special charges for the express post rate to foreign countries). Paying 55 Pfennig. The postcard is 10 Pfennig incorrectly paid. Surcharge regulation. The Denmark Post collect a debt about 1 Krone 20 Øre („Statstelegrafestation HORNBAEK" surcharge paper on the backside of the postcard) from the addressee.

„Handrollenstempel" (hand roller postmark) with day-long readout and „Straßenbahn" (tram) in segment (Typ 4).

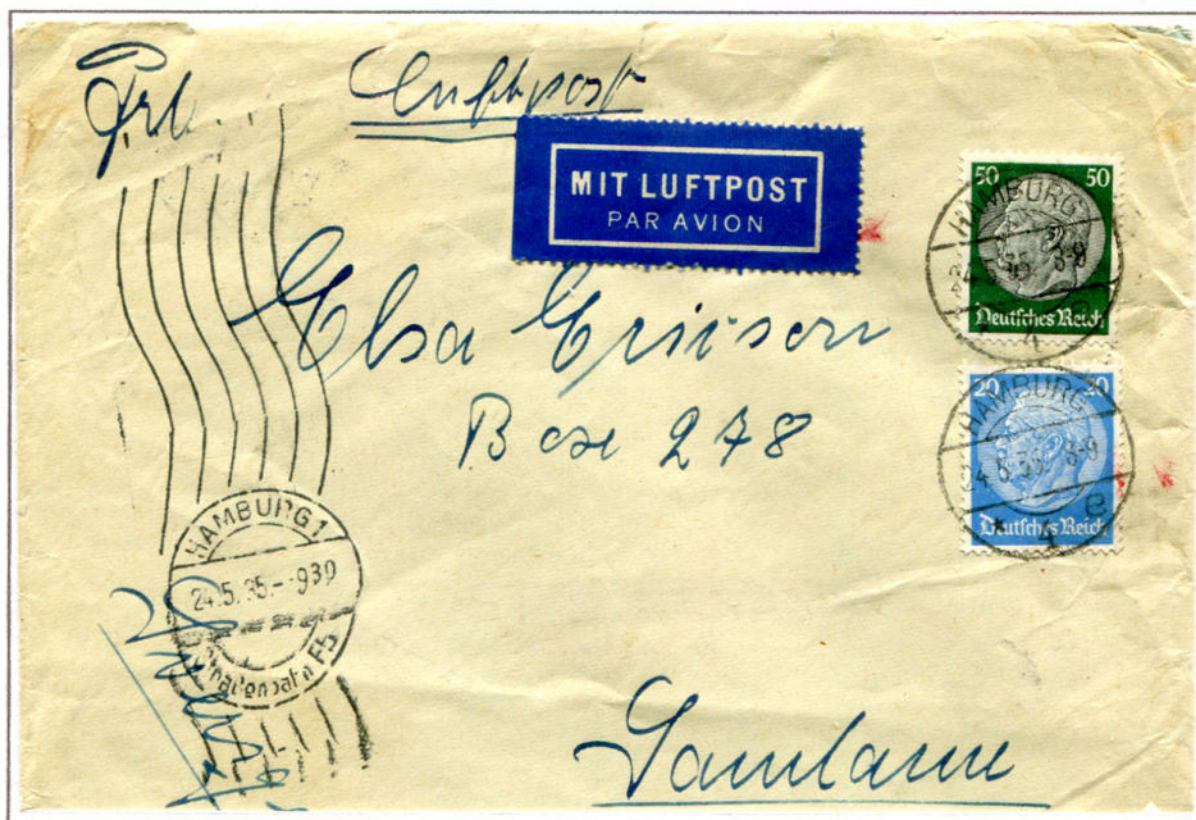
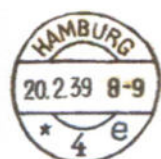


Foreign express letter ("Eilbrief - Auslandsbrief") posted to Helsingborg in Sweden on 15. August 1938 with a regular total of 75 Pfennig (25 Pfennig paying the letter rate for up to 20 grams – European countries - plus 50 Pfennig special charges for the express post rate to foreign countries). „Handrollenstempel" (hand roller postmark) with day-long readout and „Straßenbahn" (tram) in segment (Typ 4).





Foreign letter ("Auslandsbrief") posted to London on 11. May 1937 with a regular total of 105 Pfennig (55 Pfennig paying the letter rate for up to 60 grams – European countries – plus 40 Pfennig special charges for the air mail rate). „Handrollenstempel“ (hand roller postmark) with day-long readout and „Straßenbahn Fb“ (Straßenbahn Fb) in segment (cancel 5).



Foreign letter ("Auslandsbrief") posted to Malmö / Sweden on 25. May 1935 with a regular total of 70 Pfennig (40 Pfennig paying the letter rate for up to 40 grams – European countries – plus 30 Pfennig special charges for the air mail rate). Entrance cancellation "HAMBURG \* 4 e", by tram to the post office Hamburg 1. „Handrollenstempel“ (hand roller postmark) with day-long readout and „Straßenbahn Fb“ (Straßenbahn Fb) in segment (cancel 5). Back: arrival mark Malmö airport "MALMÖ 1 - LUFT POST" day and arrival time 24 May 1935 15:15 Uhr (3:15 pm).



Foreign airmail letters



Foreign letter ("Auslandsbrief") posted to London on 15. January 1936 with a regular total of 45 Pfennigs (25 Pfennigs paying the letter rate for European countries - plus 20 Pfennigs special charges for the air mail rate - 2 Pfennigs too much franked). The item carried no special charges for tram post. Trampost postmark : handroller stamp with ring segment standard cancel ◀ 25 mm "Straßenbahn" (Cancel 4)



Foreign letter ("Auslandsbrief") posted to Casablanca / Morocco on 11. June 1936 with a regular total of 50 Pfennigs (25 Pfennig paying the letter rate for foreign airmail plus 25 Pfennig special charges for the air mail rate - Morocco rate up to 10 grams). The payment is 50 Pfennigs. The weight is signed with black crayon "8" for 8 grams. Trampost postmark : handroller stamp with ring segment standard cancel ◀ 25 mm "Straßenbahn" (Cancel 4). Transported by Air France via Marseille to Casablanca. Passing cancellation "MARCELLE-GARE-AVION..." 17. June.



## Foreign airmail letters

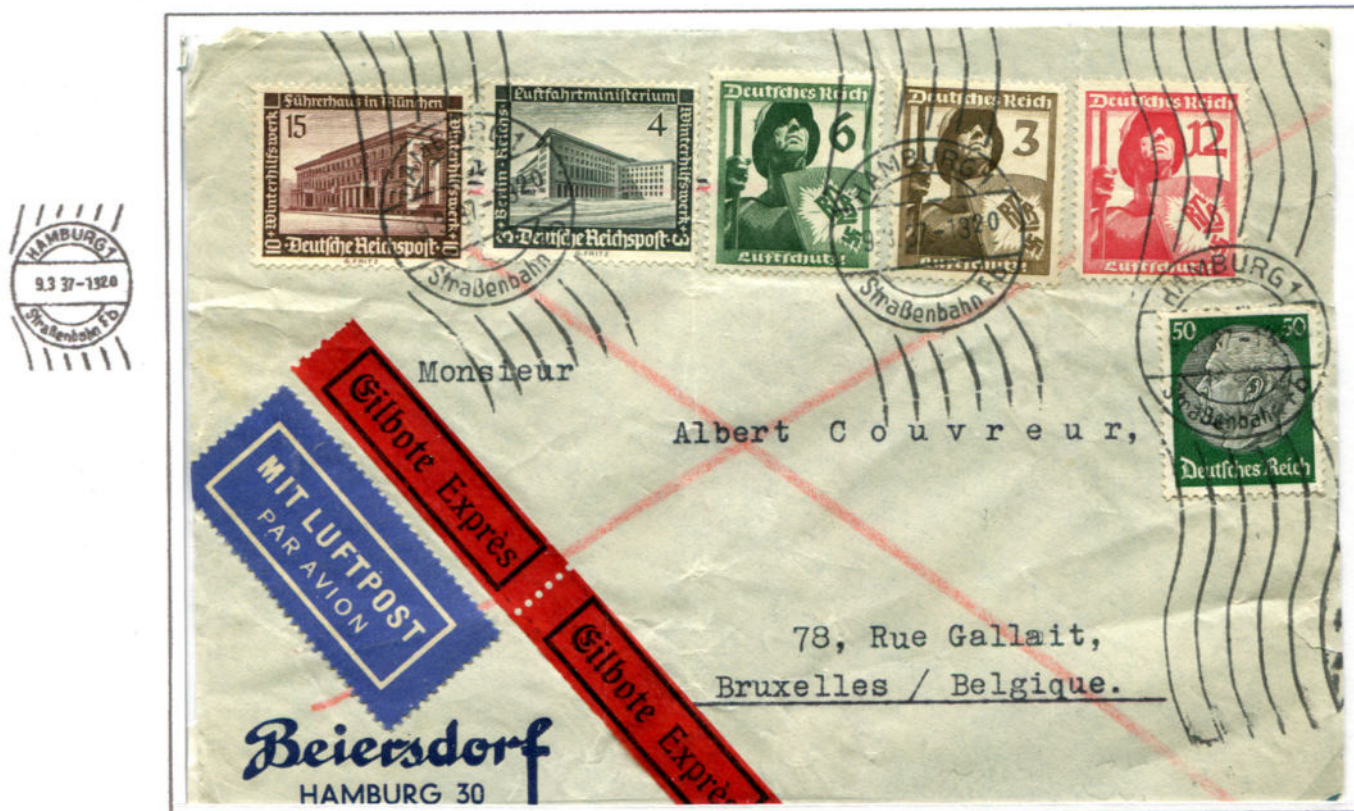
Hamburg was the only city in Germany that offered a unique postal express service between the airport and the post offices in the city to its customers with tram post boxes. The connection of the airport to the tram system in Hamburg took place on 18 May 1928.

The route of line 28 was used as a shuttle between the main station (post office 1) and the airport. The fact time of this line was 25 minutes.

Airmail letters were initially treated like express letters, so that no special fee was charged.

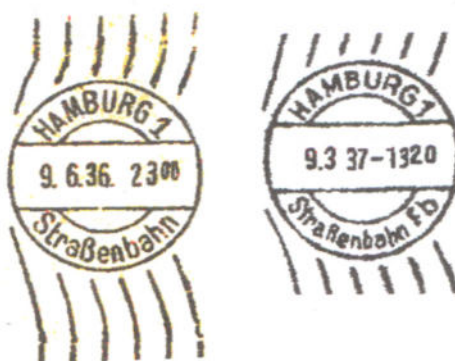
This was changed on December 28, 1938. From then on, 5 Pfennig special fees were also charged for air mail.

Already before, many customers had paid the special fee. In particular collectors paid the special fee.



Foreign express letter ("Express Auslandsbrief") posted to Brussels in Belgium on 9. March 1937 with a regular total of 90 Pfennig (40 Pfennig paying the letter rate for up to 40 grams – European countries - plus 50 Pfennig special charges for the express post rate to foreign countries). „Handrollenstempel“ (hand roller postmark) with day-long readout and „Straßenbahn Fb“ (tram) in segment (Typ 5).

**Note:** In 1928, the Beiersdorf stocks were dealt for the first time on the Stock Exchange in Hamburg. Globally, more than 20 production sites existed. Numerous products like shaving cream or shampoo were launched in the 1930s. When Beiersdorf celebrated its 50th company anniversary in 1932, it already employed more than 1.400 employees. In 1936, tesa was introduced as umbrella brand for self-adhesive technology. The first product was the transparent self-adhesive film known as tesa film.



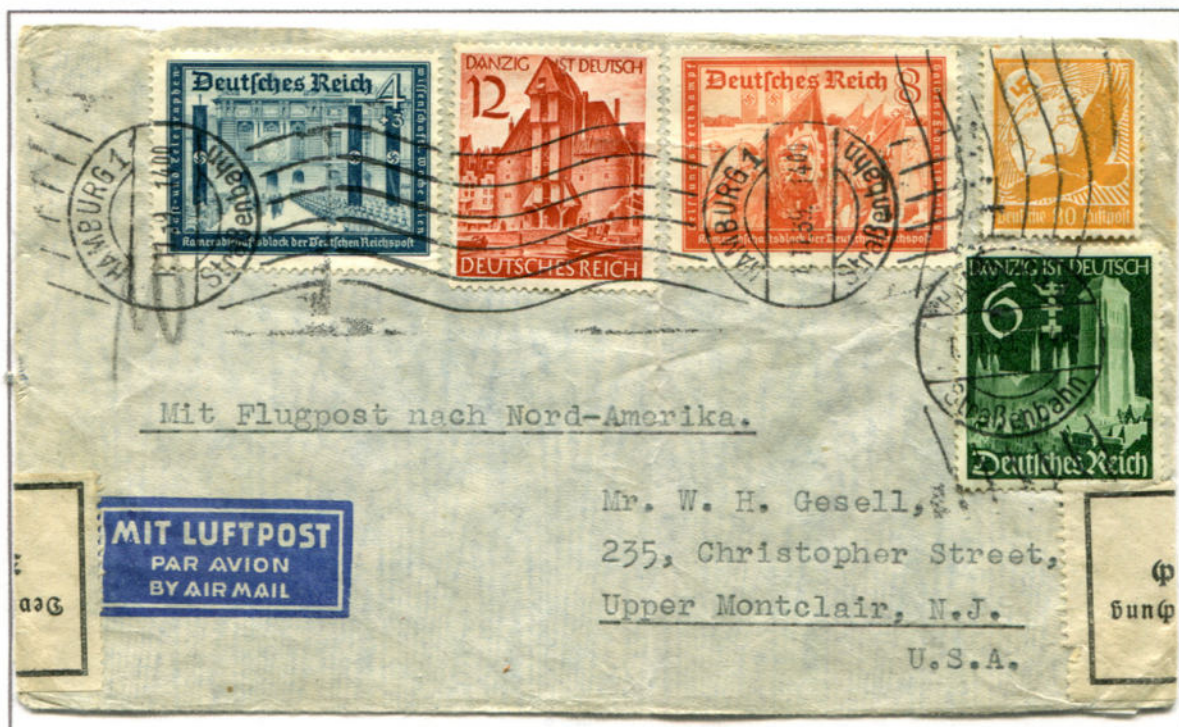
The lettering of the wavy line cancel changed after 1931 from "EILBRIEFE" in "Straßenbahn". The reason was the reorganization of the post office organization. The name of the newly installed department "Fb" was added to one of the stamps. Both cancel were used in parallel.



# Foreign airmail letters



Foreign letter ("Auslandsbrief") posted to San Francisco with a regular total of 45 Pfennigs (25 Pfennig paying the letter rate for foreign letters plus 25 Pfennig special charges for the air mail rate from New York). Admission cancel "HAMBURG 13" date 17.11.38. Trampost postmark: handroller stamp with ring segment standard cancel • 25 mm "Straßenbahn" (Cancel 4) on the reverse - date 17.11.1938. Transport: Admission post office Hamburg 13. By Tram to post office Hamburg 1. Transported by ship to New York and by airmail to San Francisco.



Foreign letter ("Auslandsbrief") posted to Upper Montclair, New Jersey on 1. November 1939 with a regular total of 55 Pfennigs (25 Pfennig paying the letter rate for foreign letter, plus 25 Pfennig special charges for the air mail rate - USA rate up to 10 grams, plus 5 Pfennigs tram post rate, 5 Pfennigs over franked). Opened by customs administration. Closed by adhesive strip "Zur Devisenüberwachung zollamtlich geöffnet" (Open for exchange control).

Air route (?): 1.) Germany to Rom. 2.) Rom - Lisbon by LATI with „Savoia Marchetti SM 83“ 2. ) Lisbon - Azores - New York by Pan American World Airways with "Boeing 314".

Note: The entry of the United States into the Second World War took place on 8 December 1941 with the declaration of war against Japan. A few days later, on 11 December, the declaration of war on Germany and Italy.



# Der wöchentliche Deutsche Luftpostdienst EUROPA - SÜDAMERIKA



Bringt IHRE Post in 4—5 Tagen nach:

## Brasilien, Uruguay, Argentinien

Unmittelbare Anschlüsse nach: Paraguay, Bolivien, Chile.

**Postschlüsse:** In Deutschland: je nach Auflieferungsart **jeden** Freitag oder Sonnabend. — Fragen Sie Ihr Postamt am Ort nach dem Postschluß und den Luftpostgebühren.

### Postgebühren:

#### Gewöhnliche Auslands-Postgebühren:

Briefe bis 20 g .. 25 Rpf.; jede weiteren 20 g ..	15 Rpf.
Karten ..	15 Rpf.
Drucksachen, Warenproben, Geschäftspapiere je 50 g ..	5 Rpf.
(Warenproben: Mindestsatz .. 10 Rpf.)	
(Geschäftspapiere: Mindestsatz .. 25 Rpf.)	

#### Luftpostzuschlag:

für Briefe — je 5 g — Postkarten, für andere Briefsendungen je 25 g ..	RM 1.25
Nach Brasilien ..	RM 1.50
Nach Argentinien ..	

Ab November wird der Luftverkehr wöchentlich in beiden Richtungen unter Bezeichnung der Katapultschiffe „WESTFALEN“ und „SCHWABENLAND“ durch Flugzeuge der **DEUTSCHEN LUFTHANSA** ausgeführt. Flugzeuge der **Syndicato Condor Ltda.** übernehmen die Weiterbeförderung auf dem südamerikanischen Kontinent. Wiederbeginn der Luftschiffreisen im Südamerikadienst im Frühjahr 1935. — Änderungen vorbehalten.

### Vermerke auf den Briefen:



(Kostenlos bei allen Postämtern)



(Kostenlos bei allen Lufthansa Dienststellen)

Wenn Aufklebezettel nicht zur Verfügung, genügt handschriftlicher Vermerk!



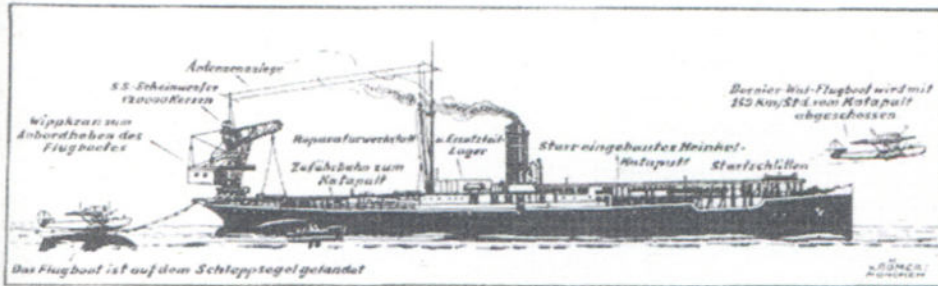
DEUTSCHE LUFTPOST \* EUROPA - SÜDAMERIKA \*



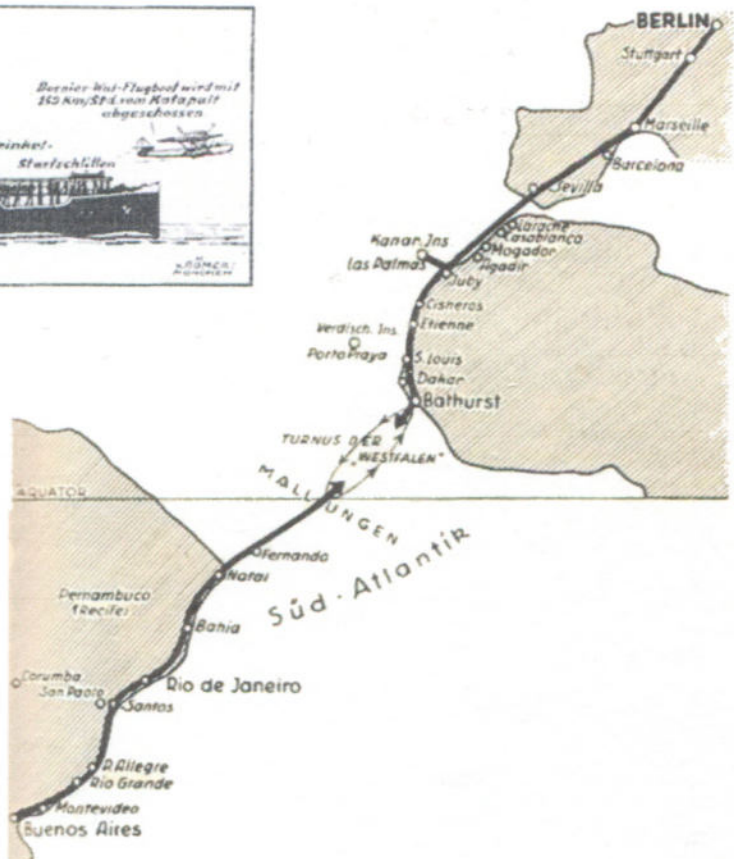
Foreign letter ("Auslandsbrief") posted to Buenos Aires / Argentina on 1. May 1937 with a regular total of 180 Pfennigs (25 Pfennigs paying the letter rate for foreign airmail plus 150 Pfennigs special charges for the air mail rate — Argentina rate up to 5 grams, plus 5 Pfennigs tram post rate). The payment is 180 Pfennig. The item carried the special charges for tram post. Tram post postmark: handroller stamp with ring segment standard cancel • 25 mm "Straßenbahn Fb" (Cancel 5) Note: The weight is signed with black crayon "5" for 5 grams. Airmail label. A red conformation postmark **DEUTSCHE LUFTPOST \* EUROPA - SÜDAMERIKA \*** (German Airmail — Europe - South America. (30 Pfennigs is stuck on back side).



## Foreign airmail letters



The German "Luft Hansa" introduced in January 1934 a post service to guarantee the delivery from Europe to Brazil in not more than four days. This service was mail-only; Luft Hansa used a "Donier J Wal" retrieved by crane, refuelled and launched by steam catapult from a modified steamer ("MS Westfalen", "MS Schwabenland", "MS Friesland" and "MS Ostland") permanently stationed in the middle of the Atlantic. A fast "Heinkel HE70" aeroplanes provided the connection from Germany to Seville (Spain) or Larache (Morocco), and a "Junkers JU52" took the mail to Bathurst (Gambia) to the waiting "Donier J Wal". The mid-ocean touchdown and catapulting was necessary because the "Donier J Wa" did not have the range to reach Natal in Brazil. The flight to Santiago over the South American airports would have been by "Junkers JU52" from Sindicato Condor.



DEUTSCHE  
LUFTPOST c  
EUROPA -  
SÜDAMERIKA



Foreign letter ("Auslandsbrief") posted to Rio de Janeiro / Brasil on 26. May 1937 with a regular total of 155 Pfennigs (25 Pfennigs paying the letter rate for foreign airmail plus 125 Pfennigs special charges for the air mail rate – rate up to 5 grams, plus 5 Pfennigs tram post rate). The item carried the special charges for tram post. The weight is signed with black crayon "5" for 5 grams. The payment is 155 Pfennigs. A red conformation postmark „(German Airmail – Europe – South America).

Trampost postmark : handroller stamp with ring segment standard cancel - 25 mm "Straßenbahn" (Cancel 4).

Arrival postmark: Rio de Janeiro "CORREO AERO 2a T \_ D.(istrito) FEDERAL" cancellation 30. May 1937. Note:

Airmail envelope with printed airmail label.



## Foreign airmail letters

The **Dornier Do J Wal** ("whale") is a twin-engine German flying boat of the 1920s designed by Dornier Flugzeugwerke. The Do J was designated the **Do 16** by the Reich Air Ministry (RLM) under its aircraft designation system of 1933. This aircraft was like the Junkers Ju 52 (left in the image of Lufthansa) an important aircraft in the postal service to South America.



4

4 Gramm



Foreign letter ("Auslandsbrief") posted to Rio de Janeiro / Brasil on 11. December 1937 with a regular total of 155 Pfennigs (25 Pfennigs paying the letter rate for foreign airmail plus 125 Pfennigs special charges for the air mail rate – rate up to 5 grams, plus 5 Pfennigs tram post rate). The item carried the special charges for tram post. The weight is signed with black crayon "4" for 4 grams. The payment is 155 Pfennigs.

Trampost postmark : handroller stamp with ring segment standard cancel • 25 mm "Straßenbahn Fb" (Cancel 5)

Arrival postmark: Rio de Janeiro "CORREO AEREO 2a T \_ D.(distrito) FEDERAL" cancellation 15. December 1937.

**Note:** Airmail envelope with printed airmail label.

Towards the end of August 1939, Lufthansa ceased flights over the South Atlantic. The last flight took place on 24th August 39. Air mail to South America could be transported via Lisbon and New York with the clippers of Pan American Airways PAA. The last flight of Air France over the South Atlantic was carried out on June 25, 1940. From December 21, 1939 to December 19, 1941, there was the possibility of airmail transport via Rome by the Italian airline LATI.



## Foreign airmail letters

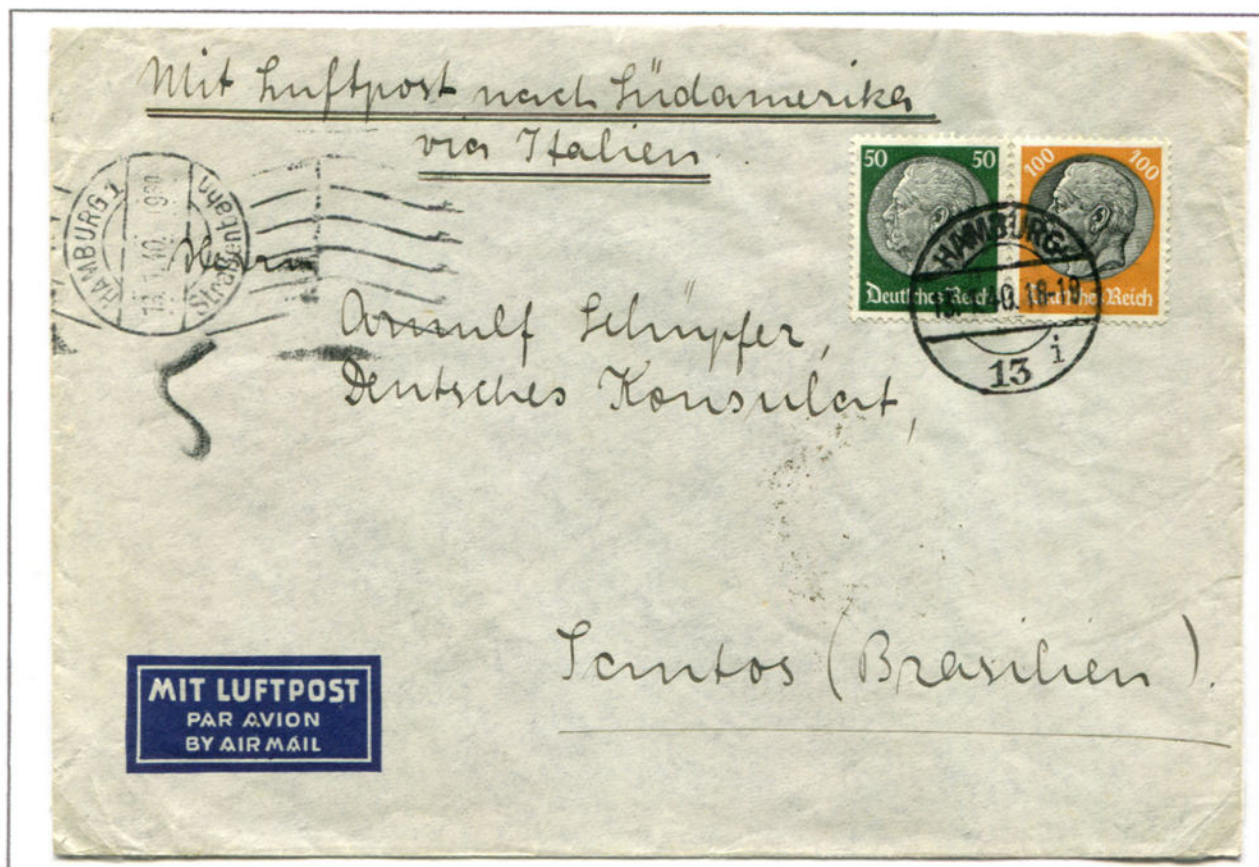
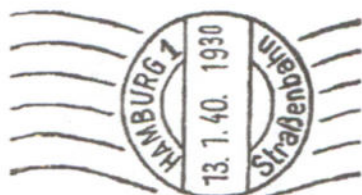
Until the outbreak of the Second World War, the German airline Condor had a very strong position in South America traffic. This was of course with the outbreak of war over. On December 21, 1939, the first flight of an Italian airline to Rio de Janeiro took place in Rome. Since the German Lufthansa from 26 August 1939 no longer served the overseas traffic, Italian "LATI" („LINEE AEREE TRANSCONTINENTALI ITALIANE") could transport a large shipment volume from the beginning. The LATI was a way to continue to maintain the postal service to and from South America. To and from Germany the exchange of letters took place without control of one censorship.

As a route was due to the over flight rights the following route available; Roma / Guidonia (Montecelio Airport) - Seville - Villa Cisneros (Rio de Oro / Spanish Western Sahara) - Sal (Cape Verde Islands) - Fernando de Noronha (Brazilian island) - Recife (tratto atlantico) - Rio de Janeiro (tratto sudamericano).

For each section, three different aircraft were used. To cover the route, it was decided not to use a seaplane.

Instead, the conventional Savoia-Marchetti S.M.79 and Savoia-Marchetti S.M.83 were used. Thanks to the Portuguese cooperation, an airport was quickly built on the Ilha do Sal, an island in the archipelago of Cape Verde, then part of the Portuguese Empire. As an emergency airport, there was still the possibility to land on the Brazilian island of Fernando de Noronha. In addition, land bases were built on the Atlantic coast. Ships and submarines were sent to the Atlantic to monitor the radio link and provide meteorological information.

After Italy's entry into the war, the LATI planes flew only to Lisbon, from where the post service to South American continued with PAN AM machines. This route was maintained until the USA entered the war in December 1941.



Foreign letter ("Auslandsbrief") posted to Santos / Brasil on 13. January 1940 with a regular total of 150 Pfennigs (25 Pfennigs paying the letter rate for foreign airmail plus 125 Pfennigs special charges for the air mail rate). The weight is signed with black crayon "5" for 5 grams. The payment is 150 Pfennigs.

Trampost postmark: handroller stamp with ring segment standard cancel ← 25 mm "Straßenbahn Fb" (Cancel 5)

Arrival postmark: Santo "SANTOS - AEREO MANHA S. PAULO" cancelation 23. January 1940. Note: Airmail envelope with printed airmail label. Note: Airmail envelope with printed airmail label.

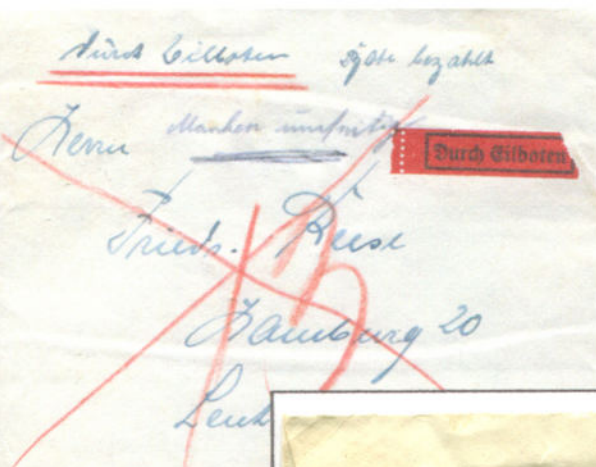
Note: The São Paulo Airway (VASP) was a Brazilian air carrier based in São Paulo cooperated with LATI.

On Dec. 7, 1941, Italy and Germany declared war on the United States. The last crossing of the Atlantic took place on 18 December 1941 (South America - Europe) and on 19. December 1941 (Europe - South America). A return flight to Europe was cancelled.



### 3.4.1 Incoming Mail

#### 3.4.1.1 Incoming express train mail



6

13



**Express letter** (label "Durch Eilboten" - "by courier") from Ostseebad Boltenhagen posted to Hamburg. Franking date 12 November 1937 with a total of 52 Pfennigs (12 Pfennigs paying the letter rate for up to 20 grams - plus 50 Pfennigs for the express post rate). The cancel "OSTSEEBAD BOLTENHAGEN - (MECKL.)" with date and time 12 November 1937, time 7 to 19 (7:00 am to 7 pm). By courier to the station Wismar By train (route: Wismar - Schwerin - Hamburg - train number 340) to Hamburg. Incoming mail Hamburg 1 with cancel "HAMBURG 1 - EILBRIEFE" with train number "340", date and time 12 November 1937, time 21.40 Uhr (9:40 pm). Marking with registration number "6", red number "13" for the delivery post office Hamburg 13.

A transmitting and receiving station for the city tube post (Stadtröhrepost - Type Diameter Steel Tube 65 mm - System) was in the Postpavilion. The pavilion had a connection to the Post Office 13 in "Schlüterstraße 51-55 / Binderstraße 26-30". Incoming post in Hamburg 13: cancel "HAMBURG \* 13 i" with date and time 12 November 1937 time space "21 - 22" (morning 21 to 22 Uhr = 9:00 to 10:00 pm).

**Note:** This page is to show the difference between the incoming express mail by airmail, by tram post and by rail. In general, incoming mail received via the Reichsbahn to the post office Hamburg 1 the wave stamp "HAMBURG 1 - EILPOST" - with train number, date, time (10 minutes). Mail that reached the post office Hamburg 1 via the tram post system (airmail) or from another Hamburg post office (tram post) received the postmark "HAMBURG 1 - EILBRIEFE" without train number but with date and time range (10 minutes).



# Incoming express airmail



**Express airmail letter** (marked with "**Durch Eilboten**" and "**MIT LUFTPOST**") from Frankfurt to Hamburg. Marking with a red cross for priority mail.

Franking date March 26, 1936 with a total of 64 Pfennigs (12 Pfennigs up to 20 grams - plus 50 Pfennigs for the express post rate). - 2 Pfennigs overrated.

Day stamp: "**FRANKFURT \* (MAIN) 9 ZW. 6**" with date and time March 26, 1936 time 12-13.

Arrival stamp "**HAMBURG 1 ZUG EILBRIEFE**" (tram post) with date and time March 26, 1936, time 16:15.

By using the tram system, the train number (ZUG) is missing. Transport from the airport to post office 1 (Hünerposten). Arrival stamp "**HAMBURG T.A. (EILBRIEFE)**" with date and time March 26, 1936, time 4:15 pm (T.A. = Telegramamt - Postamt 1 "Hünerposten"). Identification with registration number "26".

A sending and receiving station for the city tube mail (city tube mail type, road tube diameter 65 mm system) to post office Hamburg 36 (marked with a red "**H**" (= Hauptpost)).



### 3.4.1.2 Incoming foreign airmail

Due to the provisions of the Treaty of Versailles 1919 Gdansk was separated with its surrounding areas of the German Reich and with the simultaneous establishment of the Polish access to the Baltic Sea (Polish Corridor) on 15 November 1920 declared an independent state, the Free City of Gdańsk. This state was under the supervision of the League of Nations; Polish and British troops ensured the new status of the city.



**Foreign air mail-express letter ("Luftpost - Eilbrief") from Danzig posted to Hamburg.** Franking date 27 February 1938 with a total of 85 Pfennigs (25 Pfennigs paying the letter rate for up to 20 grams - foreign postage charges - plus 50 Pfennigs special charges for the express post rate and 10 Pfennigs (?)).

The cancel "**DANZIG 5 - LUFTPOST**" with date and time 27 February 1938, time 10 to 11. Flight to Hamburg. Incoming mail Hamburg 1 with cancel "**HAMBURG 1 - EILBRIEFE**" with date and time 27 February 1938, time 21.30 Uhr (9:30 pm). Marking with registration number "**291**", red courier cross and "**18**" for the delivery post office Hamburg 18.

A transmitting and receiving station for the city tube post (Stadtröhrepost - Type Diameter Steel Tube 65 mm - System) was in the Postpavilion. Since 1913 the pavilion had a connection to the Post Office 18 in "Mönckebergstraße". Incoming post in Hamburg 18: cancel "**HAMBURG \* 18 t**" with date and time 27 February 1938 time space "**8 - 10 N**" (mining 20 to 22 Uhr = 8:00 to 10:00 pm).

#### Note:

Sender: Paul Feldkeller (born April 12, 1889 in Gdansk, † January 20, 1972) was a German philosopher and psychologist.

Address: The square named after Adolf Hitler during the era of Nazi Germany. Before 1933 and after 1945 the place was called "Rathausmarkt" again. The Hamburger Tageblatt was a newspaper of the NSDAP, which appeared from January 1, 1931 to August 31, 1944 as a daily newspaper in Hamburg.



## Express letter to occupied countries – for example: Denmark

At the outset of World War II, Denmark declared itself neutral. For most of the war, the country was a protectorate, then an occupied territory of Germany. The decision to occupy Denmark was taken in Berlin on 17 December 1939. On 9 April 1940, Germany occupied Denmark in "Operation Weserübung" and the king and government functioned as normal in a *de facto* protectorate over the country until 29 August 1943, when Germany placed Denmark under direct military occupation, which lasted until the Allied victory on 5 May 1945.



Foreign express letter ("Eilbrief - Auslandsbrief") from Nuremberg posted to Charlottenlund in Denmark on 15. September 1941 with a regular total of 75 Pfennigs (25 Pfennigs paying the letter rate for up to 20 grams - foreign postage charges - plus 50 Pfennigs special charges for the express post rate).

Note: hand made red crayon cross for post internal information: this is an **Express letter**. Express and airmail label. Handing over postmark Hamburg 1 (cancel 7) diameter 33 mm "HAMBURG TA" (TA = Telegrammat- hier Postamt 1 Hamburg) with train number 160 (train from Nuremberg) and date with minutes (16 September 1941 pm 3:30).

Trampost postmark : segment standard cancel 28 mm "STRASSENBAHN" (cancel 6)



### Censored mail:

Back page: censor strip "Geöffnet" - with printed censor cancel "Oberkommando der Wehrmacht" - identification letter "f" for Hamburg. Censor cancel in red "Geprüft \* Oberkommando der Wehrmacht \* of ABP Hamburg.

ABP = Auslandsbriefprüfstelle - identification letter "f" for Hamburg.

Front page: Rubber censor cancel in red "Ai".

The censorship office was in the telegraph office "Hamburg 1" and in the "Springlerhof". The Hamburg Censorship Office was primarily responsible for Denmark and Norway. The staff in the telegraph office was four officers and 20 civilian examiners and in the censorship Springlerhof six officers and 60 civilian examiners were employed.

Postmark of origin: half circle cancel "CHARLOTTENLUND 10 MB 20.9.1941".





Foreign air mail-express letter ("Luftpost - Eilbrief") posted to Hamburg from Budapest Hungary. With a regular fee of total of 132 Filler. Franked by a modern franking machine. Franking date 1 September 1938. Hand stamp "Levélgűjtő szekrény útján adatott fel" ("from the mailbox"). Passing cancellation by city post office (Budapest 72) and airport office.

132 14

LEVÉLGYŰJTŐ SZEKRENY  
ÚTJÁN ADATOTT FEL



manual charge 132 Filler, sorting characters; notes: "from the mailbox"; BUDAPEST Postoffice 72; Airport Post Office "BUDAPEST 2 REPÜLTŐR"

Shipped on 2 September 1938 by plane to Hamburg.



11



**Back of the letter:** Incoming post office Airport Hamburg; transport by Tram to tram post office Hamburg 1, „Handrollenstempel“ (hand roller postmark) with date, time in steps of ten minutes and "EILBRIEFE" in the lower ring segment (Typ 3); **On front side:** marking of the order post office handwritten in red colored pencil ("11"); day stamp City Post Office Hamburg 11. Transport between post office 1 and post office 11 by pneumatic tube,

It should be noted that 1 hour has passed between the arrival mark at the airport and the delivery post office.



### 3.4.2 Express letter to occupied countries – for example: Bohemia and Moravia

The **Protectorate of Bohemia and Moravia** (German: *Protektorat Böhmen und Mähren*; Czech: *Protektorát Čechy a Morava*) was a protectorate of Nazi Germany established on 16 March 1939 following the German occupation of Czechoslovakia on 15 March 1939. Earlier, following the Munich Agreement of September 1938, Nazi Germany had incorporated the Czech Sudetenland territory as a Reichsgau (October 1938). The protectorate's population was majority ethnic Czech, while the Sudetenland was majority ethnic German. Following the establishment of the independent Slovak Republic on 14 March 1939, and the German occupation of the Czech rump state the next day, Adolf Hitler established the protectorate on 16 March 1939 by a proclamation from Prague Castle. The German government justified its intervention by claiming that Czechoslovakia was descending into chaos as the country was breaking apart on ethnic lines, and that the German military was seeking to restore order in the region. Czechoslovakia at the time under President Emil Hácha had pursued a pro-German foreign policy; however, upon meeting with the German Führer Adolf Hitler (15 March 1939), Hácha submitted to Germany's demands and issued a declaration stating that in light of events he accepted that Germany would decide the fate of the Czech people; Hitler accepted Hácha's declaration and declared that Germany would provide the Czech people with an autonomous protectorate governed by ethnic Czechs. Hácha was appointed president of the protectorate the same day. The Protectorate was a nominally autonomous Nazi-administered territory which the German government considered part of the Greater German Reich. The state's existence came to an end with the surrender of Germany to the Allies in 1945.

Effective from 30. November 1940 geographical limits of the inland mail charges were expanded to the occupied countries.



Foreign express letter ("*Eilbrief - Auslandsbrief*") posted to Prague in Bohemia and Moravia on 28. May 1942 with a regular total of 47 Pfennigs (12 Pfennigs paying the letter rate for up to 20 grams – inland mail charges - plus 40 Pfennigs special charges for the express post rate and 5 Pfennigs airmail charges).



Trampost postmark : segment standard cancel 28 mm "**STRASSENBAHN**" (Cancel 6)

**Note:** hand made red crayon cross for post internal information: this is an **Express letter**. Express and airmail label.

Back page: **Postmark of origin:** half circle cancel bilingual "**HAUPTTELEGRAPHENAMT PRAG \* TELEGRAFINI USTREDNI STANICE PRAHA**" and post office cancel "**PRAG 82 \* PRAHA 82**".



### 3.5 Army postal service

Fieldpost letter which took the special trampost service had to carry the regular charges of 5 Pfennigs.



**Army postal service city letter posted on 19. November 1942** with a regular total of 5 Pfennigs (army postal exempt from postage plus 5 Pfennigs special charges for the tram post rate). Paying 5 Pfennigs. This is probably a **counterfeited** letter. The tram post cancel (cancel no. 6) seems to have been used for the counterfeited letters in the confusion of the war. Particularly pieces of evidence to the Reg. Baurat (government building officer) Ernst Müller are in danger of being counterfeited or of cancellation to order.

Trampost postmark : segment standard cancel 28 mm "STRASSENBAHN" (Cancel 6)

### 3.6 The end of the tram post 1943

The war came to Germany. The whole infrastructure destroyed by air raid in July and August 1943 in Hamburg (Operation Gomorra). After the bomb attacks the tram division of postal service was terminated (last date 24. July 1943).

The allied bombing of Hamburg during World War II included numerous attacks on civilians and civic infrastructure. As part of a sustained campaign of strategic bombing during World War II, the attack during the last week of July 1943, code named Operation Gomorrah, created one of the largest firestorms raised by the Royal Air Force and United States Army Air Forces in World War II, killing 42,600 civilians and wounding 37,000 in Hamburg and virtually destroying most of the city.



**Inter-City-Letter ("Fernbrief") posted to Berlin on 27. March 1943** with a regular total of 17 Pfennigs (12 Pfennigs paying the inter-city-letter rate plus 5 Pfennigs special charges for the tram post rate). The payment is 17 Pfennigs.

Trampost postmark : segment standard cancel 28 mm "STRASSENBAHN" (Cancel 6).

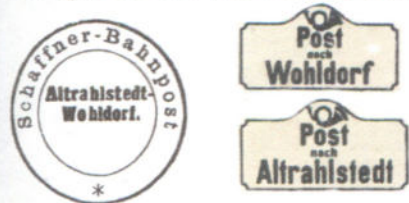


3.7 Schaffnerpost (railway mail employee) Altrahlstedt - Volksdorf - Wohldorf (1909 - 1922).

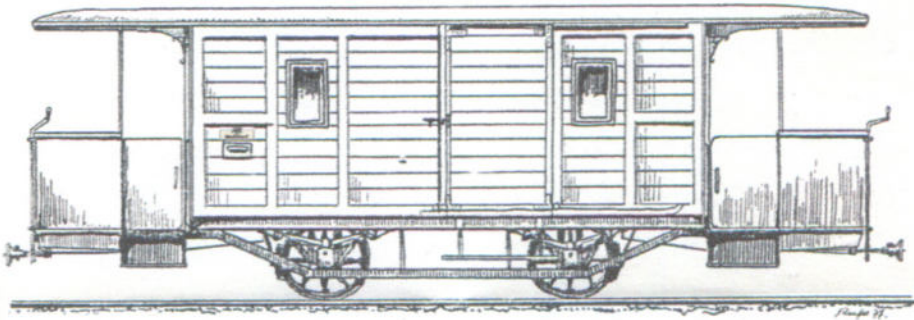
The tram line "Altrahlstedt - Volksdorf - Wohldorf" is included in the collection even if the route did not belongs in connection with the inner-city tram network.  
With the Greater Hamburg Act (German: Groß-Hamburg-Gesetz) from 1937 the territory was incorporated by exchange of territory with Prussia.  
Letters and parcels were transported from 1906 in a mail van. .

	Cancel	Description	Employment time
1		<b>oval course cancel</b> <b>38 X 27 mm</b> The upper ring segment shows the railway "ALTRAHLESTEDT - WOHLDORF" - above the bridge is the note "BAHNPOST" (railway mail). Ring segment bridge with information: Z (=Zug) train number und date.	1909 - 1922

Between 01.10.1909 until 30.06.1922 a "Schaffnerpost" existed. Principal post office was the Hamburg Post Office 7 in Barmbek  
During 1909 until 1922 railway postmarks were used. Based on the introduction from 1906 (Normstempel - standard stamp). The train number of the oval course stamp (pointed oval) is corresponding with the train numbers to the railway timetable.



The conductor ("Schaffner") was responsible to take the mail from the mailbox, to provide the letters and postcards with the railway postmark and to sort the shipments.  
First, railroad mail cars were used, later there was a closed compartment in the carriage section, which was used for passenger transport.



Postcard posted to Hamburg on 19. July 1912 with a regular total of 5 Pfennigs (fee in local and domestic long-distance traffic). There is no special charge for using the tram mailboxes on the line Altrahlstedt - Wohldorf. .



Wohldorf.Schaffnerpost (raiway mail employee) Altrahlstedt - Volksdorf - Wohldorf (1909 - 1922).



Tram in the "Oldenfelder Bahnhofstrasse". Postcard used 1910.

Stationen	29	31	33	35	37	39	41	43	45	47	49	51	53	55
Zug-Nr.														
Wohldorf Ab	3:20	4:05	4:29	4:59	5:51	6:18	6:54	7:40	8:20	9:00	9:20	10:11	10:52	11:42
Volksdorf .	41	26	50	5:20	6:13	39	7:15	8:07	51	21	50	92	11:18	12:03
Altrahlstedt 40,														
40a An	4:01	4:45	5:09	5:39	6:22	6:58	7:34	8:26	9:10	9:40	10:10	10:51	11:32	12:24

An Sonn- und Festtagen sowie je nach Erfordernis fahren Sonderzüge.  
 An sämtlichen Zwischenhaltestellen wird nur nach Bedarf gehalten.  
 \* Postbeförderung nur Werktags.

The train number of the oval course stamp (pointed oval) is corresponding with train numbers to the tram timetable.  
 For example Tram 43: Station Wohldorf 7.46 an Altrahlstedt 8.26.



BAHNPOST  
 Z (ug) 43 29.8.12

Postcard posted to Mölln on 29. August 1912 with a regular total of 5 Pfennigs (fee in local and domestic long-distance traffic). There is no special charge for using the tram mailboxes on the line Altrahlstedt - Wohldorf.



Wohldorf.Schaffnerpost (railway mail employee) Altrahlstedt - Volksdorf - Wohldorf (1909 - 1922).



Tram in the "Oldenfelder Bahnhofstrasse". Postcard used 1910.



Obove: Tram 25: Postcard posted to Hamburg on 14. October 1914 with a regular total of 5 Pfennigs (fee in local traffic and domestic long-distance traffic).

Below: Tram 27; Postcard posted to Hamburg on 16. August 1916 with a regular total of 7 1/2 Pfennigs (up to 1.08.1916 - fee in local traffic - domestic long-distance traffic 10 Pfennigs).



## 4.0 Tram Post between 1949 and 1958

For a short period between August 1, 1949 and May 31, 1958 the tram post was reintroduced. In this period no special fee was charged. No special cancel are used. With the increase of telephone and teleprinter usage the public network service was no longer necessary.



The picture postcard shows the street "Steintorwall" in front of Hamburg Central Station in 1956. On trams on lines 12 and 13, the letter boxes are attached to the back of the tram trailer.

Picture Postcard: "Hauptbahnhof mit Kunsthalle" printed 1956 , photo without printer information, unused.

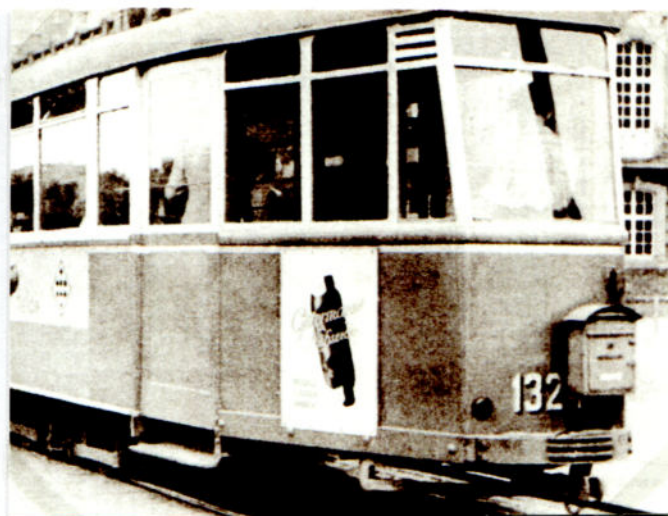
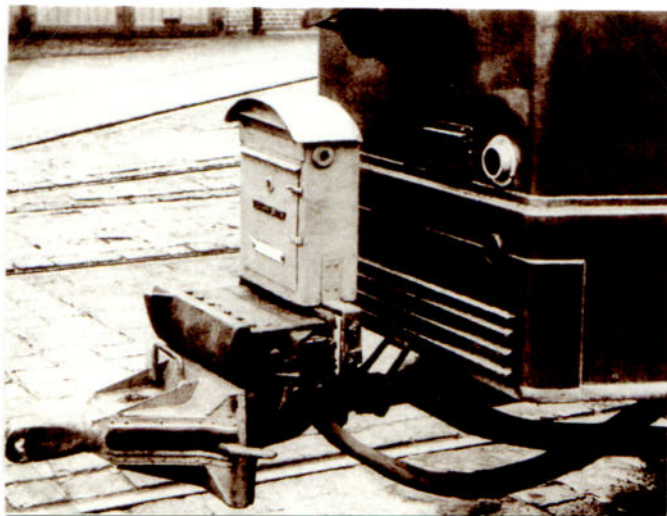


Tramcar of the line 2 station "Hoheluftbrücke" published by Hamburger Hochbahn AG 1978

Picture Postcard: Publisher Hamburger Hochbahn AG 1978. "Straßenbahnwagen der Linie 2. Hoheluftbrücke" printed 1978, unused



The tram mailbox service was temporarily suspended after the heavy bombing raids on Hamburg from July 24th, 1943 to August 3rd, 1943. It was resumed on July 18, 1949, initially on lines 3, 9, 12, 16, 18, 31 and 33. From 6:00 p.m. to 11:00 p.m., the mailboxes at the intersection of Mönckebergstrasse and Glockengießerwall were emptied. Now the tram mailboxes were yellow again. Shipments that reached Hamburg Central Station by 8:00 p.m. could still leave Hamburg on the evening trains. Later mail was disposed of with the night and early trains. Hamburg was the only city in the Federal Republic in which a tram mailbox service was offered.



Picture left: "Hamburg, letter box" photo Hamburger Hochbahn AG company: 11.04.1952; picture right: "Hamburg, letter box" photo Hamburger Hochbahn AG company: unknown.

The letter box was permanently installed in the rear wall of the new large trailer V6BE. When an V6BE without a sidecar was traveling on a route with a tram mailbox service, an old-style tram mailbox was placed on its Scharfenberg coupling and fastened (see photo left).

The tram mailbox service was completely discontinued on April 1st, 1958. Due to the night mailboxes that had meanwhile been set up in the city, the tram mailboxes were outdated. Other reasons had to do with the increasing endangerment of postal customers and postal employees when handling tram mailboxes. Also, due to the increasing traffic, the trams no longer ran as punctually as before.



With the end of the tram post, the so-called post pavilion (also known as "Nivea pavilion") had lost its function. This collecting station was no longer needed. A renovation was made. The "NIVEA advertisement" from Baiersdorf was removed and that Building clad with bright tiles, only a small part was occupied by the Federal Post Office, a good 1/3 of the building was rented out as a flower shop and 4 telephone boxes were installed.

Picture Postcard: "Hamburg, Hauptbahnhof" photo without printer information, unused 1965.



## 5.0 Souvenir Postcards and special Postmarks

Hamburg's first tram service was with horse-cars, starting on August 16, 1866. Operation of steam-powered trams beginning May 13, 1878 and continued until 1897. While the horse service continued on some lines (the last line remained until 1922), some lines were electrified from March 5, 1894.

The transport concept in Hamburg envisaged a dense local transport network with bus routes as a branch. A tram was considered old-fashioned and disruptive in 1975. Therefore it was decided to give up the dense tram network.



"Abschied von der Hamburger Straßenbahn" ("Farewell to the tram") reminder postcard on the occasion of last trip the day before. Giveaway of the largest German newspaper "BILD" to the visitors of the "Naposta '78" (Nationale Postwertzeichenausstellung) stamp exhibition

80 Jahre  
Harburger Briefmarkensammlerverein 1920 e.V.  
Briefmarkenausstellung



Vor 80 Jahren Beginn der Straßenbahnpost



Straßenbahnen mit Briefkasten



Postkarte

*Klein K. Selig*  
*Postfach 822*

(Straße und Hausnummer oder Postfach)

*71608 Ludwigsburg*

(Postleitzahl)

(Bestimmungsort)

Special postcard of the Harburger Briefmarkensammlerverein 1920 e.V. on the occasion of the introduction of tram mail with letter boxes on the tram 80 years ago.

## 6.0 My special thanks

My special thanks go to Harald Krieg and Thomas Kahlbaum (authors of numerous publications on tram mail and other post-historical topics), who repeatedly helped me design my own collection and opened my eyes to this area of collecting.