AUSTRIA

Edited by Andy Taylor

APS WEB SITE www.austrianphilately.com

EDITORIAL 167

By Andy Taylor

The APS went to Midpex…

We welcomed to our stand the Lord Mayor of Coventry, many existing APS members, and one new recruit. We also attended and spoke at the ABPS AGMs.

As you can see from the photo, Midpex had decided not to use the heavy metal frames seen at Stampex, providing instead a choice of "4x3 open" and "3x3 plastic covered". That allowed them to get many more societies and dealers into the hall – indeed so many people were there that the air conditioning couldn't cope! They also suggested that societies bring disposable copies, rather than valuable originals, observing that an added bonus would be that you didn't have to stay to the end. That, we felt, was a good idea: someone is unlikely to decide to join us because our display of printing errors on the First Issue is better than another society's equivalent on their chosen country.

And we solved the "only one chair" problem by ruling that the oldest member present could choose who should sit on it ☺

> Your Editor expresses gratitude and thanks to all who responded to the call and wrote articles. To the others: if they can, you can.

We thought it was nice of the Austrian Post Office to issue these Personal Stamps featuring some of the APS Committee. They're on a miniature sheet in their Marken Edition series. Signed copies may be available at the Fest….

MEMBERSHIP

NEWS

We welcome:

1304 Mr JJC Gareze, Hampshire

1305 Mr E Quinn, York

1306 Mr J Bathard, Harrow

We say goodbye to:

1281 Mr Norsworthy, Clacton

1242 Mr. S Ellis, Stoke-on-Trent

385 Tom Marsh, Norwich

662 Peter Rollin, Diss

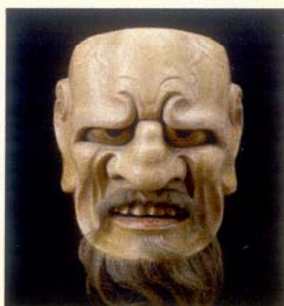### *and we offer our best wishes for the future to them all*
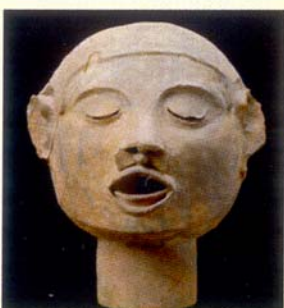
PRE-STAMP TRANSIT MAIL
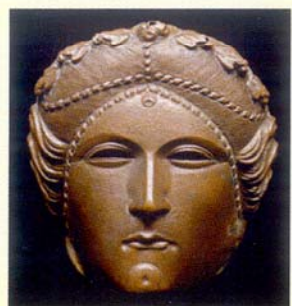# TO AND FROM AUSTRIA

By Hubert Jungwirth (translated by Keith Brandon)

INTRODUCTION

After the Congress of Vienna (in 1815), Europe resembled a patchwork carpet of small States, mainly operating their own postal regimes. The result was that letters crossing Europe often had to be carried by several postal authorities, each of which demanded a fee.

Since each country used different currencies, the layman can imagine how complicated the calculation of the resulting charges was, and how difficult it is to reconstruct them. No wonder! The complicated transit letters of the last decades of the pre-stamp period represent the master-class of pre-philately. Such letters are a life-long puzzle for even the greatest experts because of the dozens of complicated treaties and regulations.

When letters were carried and charged individually, they always conformed to the model explained on the page opposite, in which a letter from country A passes through countries B and C to the recipient country D.

Pre-stamp students often refer to a country buying and reselling the letter from B to C to D. Such "re-sold" letters often carry the ratings of all the countries transited, in their own currencies.

We call such transport of letters through several countries "open transit". It was the costliest form of transit post and also gave the intermediate countries the opportunity to open such letters (postal espionage).

Hence the "closed transit" was a simpler and more secure method. Several letters from the same origin country to the same destination country were bundled and sent in a package, which was expedited through the transit countries and only opened again in the destination country. The charges were calculated in this case not by the number of letters, but usually by the weight of the package. Moreover, some transit charges were settled between postal authorities on a flat-rate basis or by free transit between each other.

Origin country A   Transit Country B   Transit Country C   Destination country D

Payment to border   Transit charges   Transit charges   Payment from border
for A   for B   for C+ those for B   for D   + transit
                                                                                            charges for B and C

Paid by:
-sender   -transit country C   -destination country C   -addressee
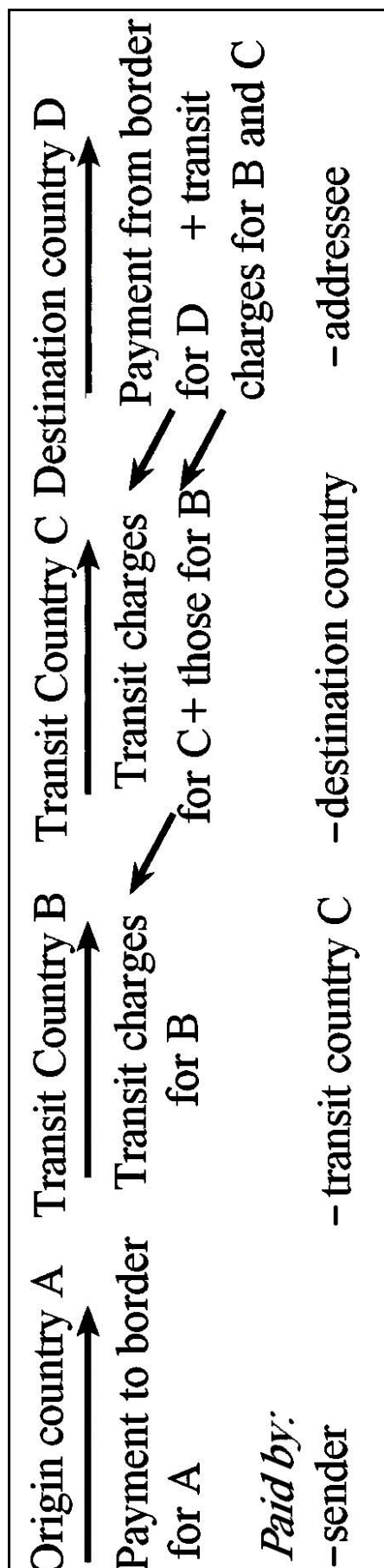
A required the sender to pay the postage to the border, and delivered the letter to B.

B took responsibility for the letter, made a note of the amount due from C for B's transit charge, and delivered it to C. The amount was marked on the front of the letter or indicated by a treaty stamp.

C accepted the letter, calculated the amount due from D and delivered it to D. Because C had to refund B, the charge from C to D was the sum of B and C's transit charges. The amount was marked on the front of the letter or indicated by a treaty stamp.

D took charge of the letter, refunded C, and delivered it to the addressee. The recipient now had to pay in total D's postage from the border plus the transit charges of B and C.

The routes and the exchange post-offices were usually specified in the postal treaties; likewise the accounting for the charges, which were usually settled quarterly.

Austria-related transit letters can be divided into three categories:

1. Transit letters from the sending country Austria,

2. Transit letters to the destination country Austria,

3. Transit letters passing through Austria.

This article deals with the first two types.

TRANSIT LETTERS FROM AUSTRIA

The Austrian charge <u>to</u> the border is frequently found on the front of transit letters. Transit charges and postage <u>from</u> the border were always stated on the front.

The figure over a fraction-line is the transit charge; the denominator under the line is usually the postage from the border. The total of the transit and from-border charges are not always marked as in the perfectly-rated letter below.
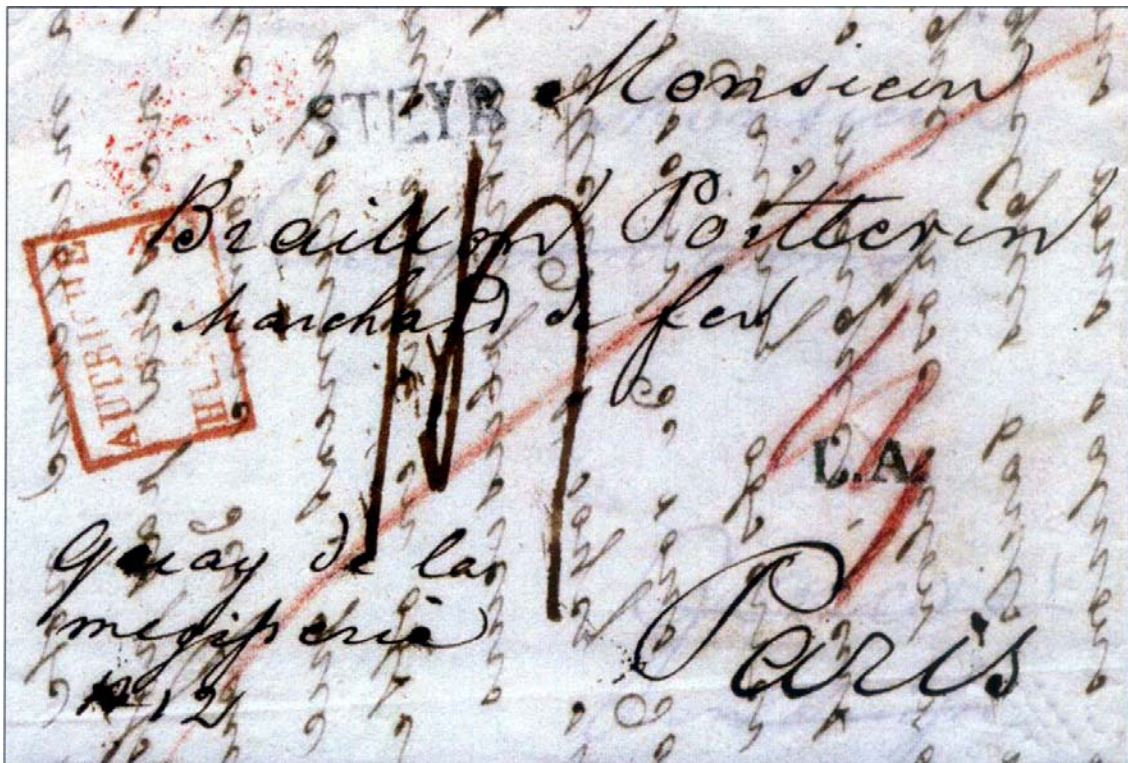

Lowest-weight, paid-to-border letter in transit through Bavaria to the Thurn & Taxis postal territory.
Vienna 13.9.1819 → Linz → Schärding → Nuremberg → Frankfurt → Mainz.

The Austrian charge to the border of *14* kr CM (bottom-centre) was paid by the sender. The Bavarian transit charge (top-left) was *16* kr rh (above the fraction-line). The Thurn & Taxis charge from the Bavarian border to Mainz was *6* kr rh (below the fraction-line). Hence the total charge to the address was *22* kr rh, marked centre-right, and all the earlier charges were then crossed out.

For all destination countries, Austrian senders had only to pay the charge to the Austrian border. On the next cover, the franking-to-border from Steyr is indicated by the diagonal line on the front, and the sender has been charged *14* kr CM for a ½ loth letter over more than twelve post-stations. In Bregenz it was marked with the origin-stamp **L.A.** (Lettre Autrichienne) and despatched in the bundle to Huningue. There the **AUTRICHE / PER / HUNINGUE** treaty-mark was applied, along with the *14* (décimes) rating. The French post required 7d for the Swiss transit charge and 7d for a 6g (lowest-weight) letter from Huningue to Paris = 14 décimes from the addressee.

Lowest-weight, paid-to-border letter.
Steyr 18.7.1821 → Bregenz → Basle → Huningue → Paris.

As an exception to this rule, the Austrian sender had to pay the charges for letters to Spain and Portugal through to the Franco-Spanish border.

Lowest-weight transit letter Vienna 29.7.1834 → Bregenz → Huningue
→ Paris → Lisbon 27.8.1834.

This letter to Portugal had to be paid to the Franco-Spanish border, thus: *14* kr to Bregenz + *12* kr transit through Switzerland and France = *26* kr CM from the sender, marked on the back. Postage for Spain and Portugal due from the sender was **480** reis, marked on the front at top-right.

TRANSIT LETTERS TO AUSTRIA

In 1819 Austria went over to a flat-fee rate paid by the addressee for all transit charges. This was to cover the dues to all the transit countries, regardless of how much Austria actually had to pay for the transit.

Flat-rate transit charges for letters from:	½ loth	1 loth	1½ loth
Tuscany	4x	8x	12x
Switzerland	6x	12x	18x
Italian States	6x	12x	18x
Thurn & Taxis territory via Bohemia	6x	12x	18x
T & T territory via Switzerland and Milan to the Coastal Province and Dalmatia	8x	16x	24x
France, Netherlands, Luxembourg and West Prussia	14x	28x	42x
Great Britain and North America	24x	48x	1fl 12x
Spain, Portugal and Colonies	36x	1fl 12x	1fl 48x

From 1 May 1827, for lowest-weight letters from the Papal States to Austria via Bologna, the transit charge was reduced to 4 kr CM, and was waived completely for those coming via Ferrara.

Lowest-weight transit letter from Great Britain through France and Germany.
Dover 29.12.1833 → Calais → Paris → Strasbourg → Prague.

This letter was pre-paid *1s.8d.* in England to the border (Calais), and bears various origin and transit stamps. The flat-rate charge of *24* kr and the Austrian internal charge from the border of *14* kr are marked on the right, together with the total of *38* kr CM to be paid by the addressee.

The letter illustrated above was pre-paid to Calais, and, from the 38 kr they raised, Austria only had to pay out the transit charges of France and Germany. France received 18 décimes (approx. 40 kr CM) for 30 grams worth of such letters, and Germany were paid an annual lump sum. Consequently a nice extra profit for Austria.

Lowest-weight transit letter from France via Switzerland.
Lyons 13.6.1835 → Huningue → Switzerland → Bregenz
→ Wels → Micheldorf 27.6.1835

The next letter was weighed in Lyons, and the weight, *8* grams, is marked at top-left. It determined the French calculation of charges. The postage to the

border amounted to 6 décimes for the sender. It was marked on the back (shown here upside-down), and supported by the **P.P.** stamp on the front at the top.

Subsequently the letter was sent to Huningue where the letters from France were bundled, and proceeded in "closed transit" to Milan, Bregenz, Verona or Vienna. In Huningue our letter had the simplest calculation of charges, the origin-stamp **L.F.** (Lettre Francaise) applied, and was despatched in the Bregenz package.

In Bregenz the packet was opened and sorted. Our letter was rated on trust from the French weight-declaration as a lowest-weight letter with *T 14* (= 14 kr for Swiss transit) + *14* (postage from the border at Bregenz to Wels), and was despatched to Wels where 28 kr was collected on delivery of the letter. Probably the messenger to Micheldorf included his fee and collected 30 kr from the addressee. This 28 kr remained in Austria since Austria and Switzerland did not charge each other for mutual postage.

The **P.P.** stamp (here red and boxed) means Port Payé (paid in full) or, in this case, Payé Partiellement (partly-paid), expressed by the single diagonal line. (Letters fully-prepaid by the sender bore two crossed diagonal lines).
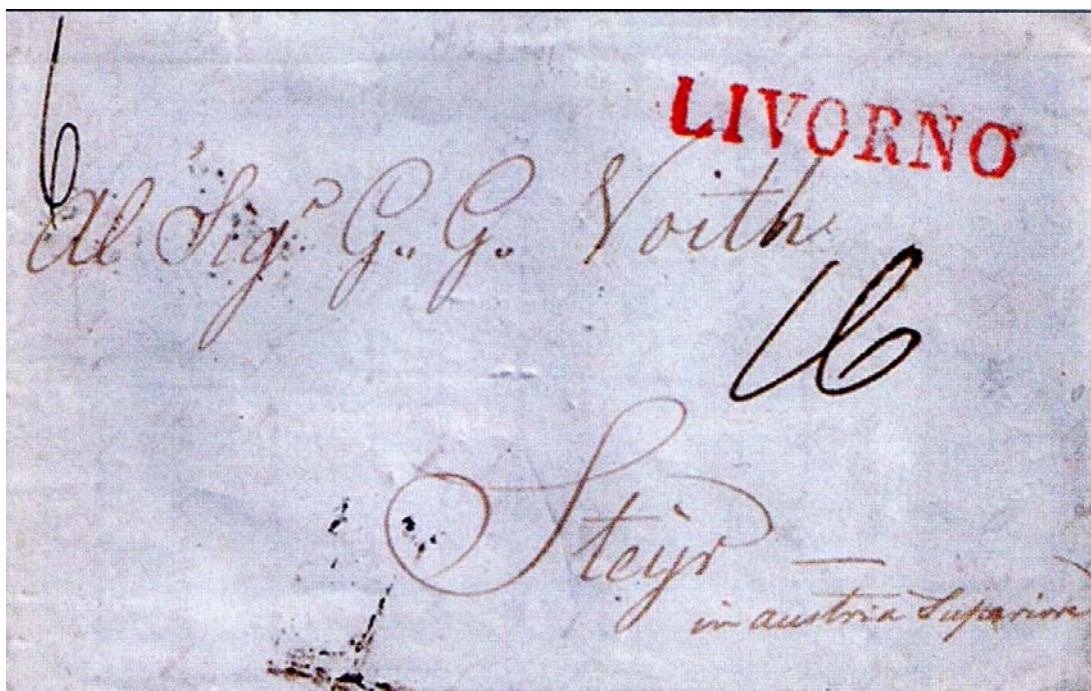
Lowest-weight transit-letter from Tuscany via the Papal States.
Leghorn (Livorno) 11.11.1842 → Florence → Bologna → Mantova
→ Innsbruck → Steyr 19.11.1842.

Pre-payment to the border was *6* crazie, paid by the sender. The charges to the addressee were 4 kr for transit through the Papal States and 12 kr for delivery from the Austrian border, a total of *16* kr CM, marked on the front.

The letter illustrated above shows how different the rating behaviour was in individual states. While the inked rate-mark on the above-left on letters from Naples and Tuscany indicated the pre-paid postage, Sardinia and France noted at upper-left the weight in grams. Moreover, the indications of transit-postage and postage from the border always appear on the front, but in completely different ways, as the first three letters in this section well-illustrate.

Lowest-weight letter from France to Vienna with genuine transit charge through Switzerland. Pontoise 15 June 1835 → Paris → Huningue → Bregenz → Vienna 25 June 1835.

The French charge for a *7*g letter to the border at Huningue was *8* décimes paid by the sender. The Swiss transit charge from Huningue to Bregenz was *14* kr CM as was the Austrian delivery charge from the border at Bregenz. These two charges of *14* are marked on the front of the cover, along with the total *28* kr to be paid by the addressee.

Particularly strange flat-rate transit charges could occur on letters from Switzerland to Austria, even though there was no transit country between the two states.

THE CURIOUS "SWISS TRANSIT CHARGE"

After the Napoleonic Wars, Vorarlberg and Lombardy reverted to Austria, and there existed once again a common border between Switzerland and Austria. A new postal contract between Austria and Switzerland was necessary because Austria wanted correspondence with France to use its newly-established road over the Arlberg mountains (and to prevent transit through Bavaria).

A provisional agreement was concluded on 22 June 1816 concerning the forthcoming opening of the postal route over the Arlberg. It included the usual "paid to border" and "due from border" system. Unusually, however, the two postal administrations chose not to charge each other for transit through their territory.

For example, Switzerland required no payment for transit between France and Austria, and Austria no payment for transit between Turkey and Switzerland. This was an administrative simplification, but resulted in no saving in transit charges for the addressee. This was because Austria charged 14 kr CM per ½ loth transit charges for these "free" letters from France in order to cover its own costs of delivering Swiss letters.

Lowest-weight, "due-from-border" letter without Swiss transit charges.
Winterthur 14 June 1825 → St Gallen → Bregenz → Hohenems →
Dornbirn 15 June 1825.

Charges to the Swiss border at Rheineck of 6 kr rh were paid by the sender. There was no Swiss transit charge as far as Vorarlberg. The amount due from border at Bregenz (the Austrian exchange office) to Hohenems was *2* kr CM = 2.4 kr rh plus 2 kr rh messenger fee from Hohenems to Dornbirn, a total of *4½* kr rh from the addressee (marked top-right). The abbreviation "kr rh" is the Rheinisch currency, which at that time was still a common secondary currency in parts of Vorarlberg and Tirol.

But, as Heribert Kaufmann writes in detail in the Zurich "*Postgeschichte*", issue 99: from 1 July 1819, Austria raised a "transit charge" of 6 kr per ½ loth for letters from Switzerland travelling over the Arlberg. Since there was no transit country, and also no genuine transit charges between Austria and Switzerland, this charge was in reality a supplement for the transport over the Arlberg. Letters from Switzerland via Vorarlberg remained free of Swiss transit charges, as did those via Milan (from 1825).

Lowest-weight letter, Zurich 26 February 1829 → Bregenz → Arlberg Pass → Landeck → Bozen → Rovereto.

(1) date-stamp used as an arrival mark by the Rovereto post office.
(2) *6* kr rh payment to the border as far as Bregenz - charged to the sender in Zurich.
(3) "*fo. fronte.*" = "franko frontiere" (i.e. "paid to the border") - marking by the sender (or his post office).
(4) town postmark of the origin post-office.
(5) Rate marking in rötel of the Austrian exchange post-office in Bregenz: *T6* depicts the curious "Swiss transit charge".

(6) *14* under the fraction line marks the "due from border" charge from Bregenz to Rovereto. Hence the addressee finally has to pay 20 kr CM.

The high costs of the newly-opened road over the Arlberg were mentioned several times in the negotiations over the Austro-Swiss postal contract of 1816. However, there was no discussion of the additional Austrian receipts which would arise from the fact that the new route avoiding Bavaria involved the longest distance-band within Austria to and from the border. Heribert Kaufmann says: "it is interesting that a general announcement of these transit charges was found to be neither advisable nor necessary".

One suspects that several Austrian postmasters had difficulty explaining to their customers the marking of "T6" (i.e. "6 kr to pay").

The APS Bookshop

CDs

❖ "**The History of Austrian Revenue Stamps**" by Dr. Stephan Koczynski. Enhanced and published it on CD in fully-text-searchable form. The CD includes (1) the main text (pages 1-802 & colour plates I-IX); (2) a companion document with the original Introduction and Contents list plus a translation of both; (3) excerpts of "Fromme's Wiener Auskunft-Kalender"; and (4) a review article by Martin Brumby entitled "The 1854 Adhesive Revenue Stamps of Austria and Lombardy-Venetia" Original page scans are also provided, so that anyone doubting our reading of the many unusual German words may check for herself. The CD costs **£12**. It is ISBN 978-0-900118-07-4

❖ **Index to "Die Briefmarke"** complete to 1999; in German but then so is the magazine! Prepared by Dr Moser of PKM Innsbruck. Available to APS members (only) for **£12**. In MSWord on CD.

CD prices include postage to anywhere

Books:

❖ "**A Celebration of Austrian Philately**": the APS 60th anniversary 'Festschrift'. viii+162 pp A4 in full colour. ISBN 978-0-900118-05-0 Now **£27.50**

❖ "**The Pneumatic Post in Vienna**" now reprinted in one A4 volume, ISBN 978-0-900118-06-7 Still only **£40** (£32 to APS members)

❖ "**The Postmarks of Dalmatia**": Supplied complete with a just-compiled 20-page update to the section on Military Unit Cachets (pages 166-171). ISBN 978-0-900118-02-9 Price **£30**

❖ **"Przemysl 1914-1918"** by Keith Tranmer. A few copies still available at the reduced price of **£12**

❖ "**The Postal History of Ukraine: KuK Ukrainische Legion Feldpost correspondence cards 1914-1918**" by Dubniak & Cybaniak. **£14**

❖ "**The Postal History of the Anschluss, The German Annexation of Austria**" by Tony Hickey, Ian Nutley, David Taylor and Colin Tobitt. Price **£30** (**£25** to APS members).

For all books, P&P costs £1.50 in UK, £2.50 to Europe, and £4.50 to Elsewhere

Back numbers of "Austria"

❖ Nos 1-99 are £2.25 each; later issues £1.75. For ten or more ordered at the same time, a reduced price applies of £2 for nos 1-99, £1.50 for 100 onwards. Some may be facsimiles or second-hand originals. Special offer: 1 copy of each issue of Austria, ie numbers 1 to date, will be sent to you for £275. Binders for 'Austria' cost £3.75 and hold 10-12 earlier issues, 8 of the recent issues. **P&P is included in these prices**.

❖ Non-members may also purchase back numbers of Austria, at **£5 per copy**. It may be better value to join the Society!

Around the Ring with Andy Taylor *

A thematic commemoration of the #1 and #2 Vienna trams

This panoramic view of Vienna as seen from the top of the Hochhaus in Herrengasse is the 1964 set issued for the WIPA exhibition in 1965. It shows most of the buildings we'll meet on our trip round the Ring.
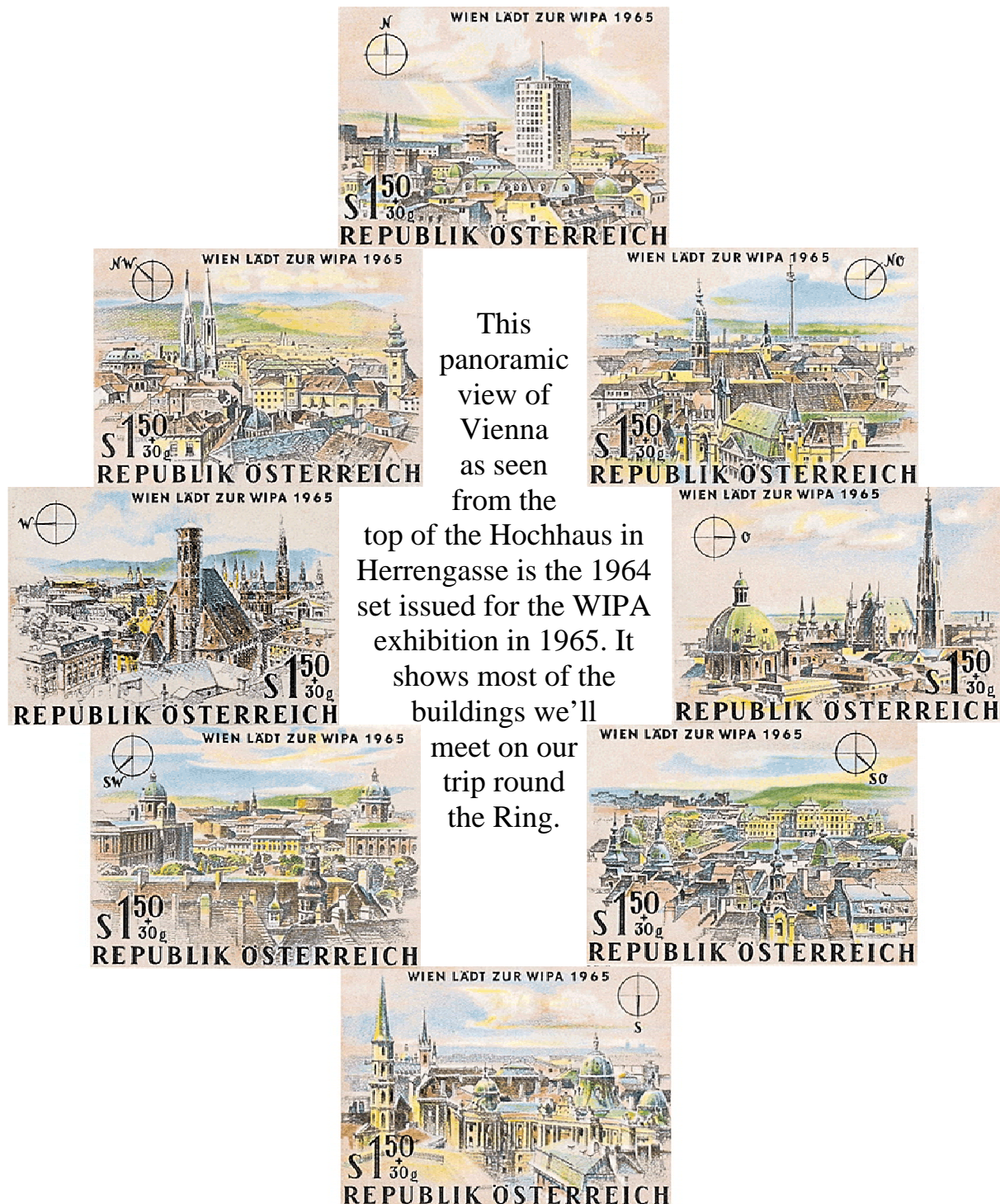
* Aided and abetted by Prof Richard Zimmerl, John Anthony, and others.

Outline map of Ring and main buildings
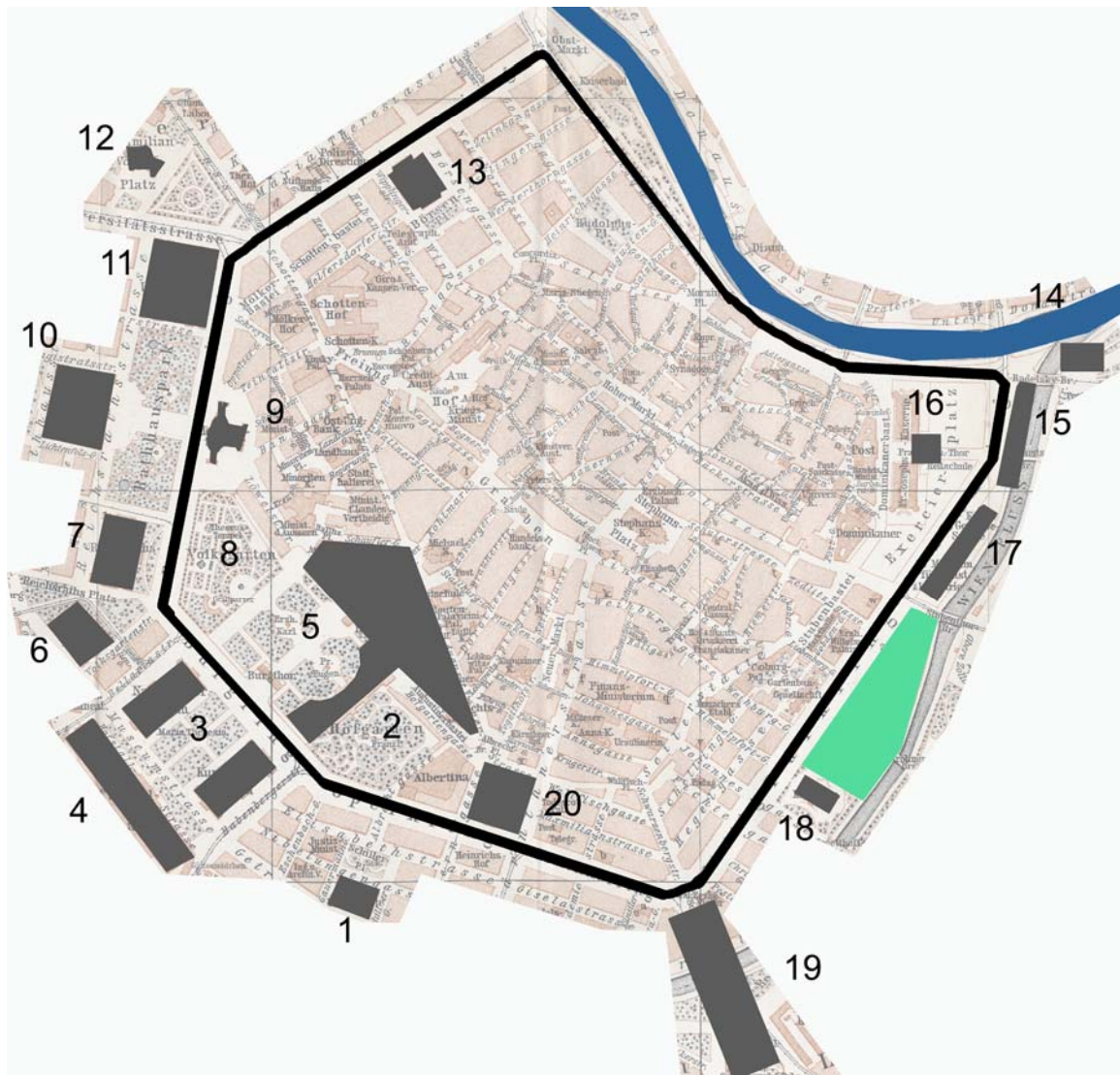
Underneath the buildings is the 1891 street map: little has changed! Key:

1	Academy of Fine Arts	11	University
2	Burggarten	12	Votivkirche
3	Art and Natural History Museums	13	Börse
4	Museumsquarter	14	Urania
5	Hofburg	15	Kriegsministerium
6	Palace of Justice.	16	Postsparkasse
7	Parliament	17	Academy & Museum of Applied Arts
8	Volksgarten	18	Kursalon
9	Burgtheater	19	Schwarzenbergplatz
10	Rathaus	20	Opera

On 26 Oct 2008 the tram network of Vienna lost one of its best-known features: the around-the-Ring services. Tram route 1 went with the clockwise flow, running on the inside of the vehicular traffic (apart from the Schwedenplatz section). Route 2, however, ran anticlockwise and on the outside – a feature that numerous tourists only discovered when with loud clangings and screechings sudden death missed them by millimetres. We'll hop on board an old Route 1 at the Opera and look for buildings and scenes shown on stamps and postcards.


We set off along the **Opernring** (between 1917 & 1920 called Kaiser-Karl-Ring). [1] On our right is the statue of Goethe, glowering across the traffic at Robert Stolz Platz which is named after the composer (1980 stamp). Behind Stolz is the Schillerplatz and the Academy of Fine Arts.
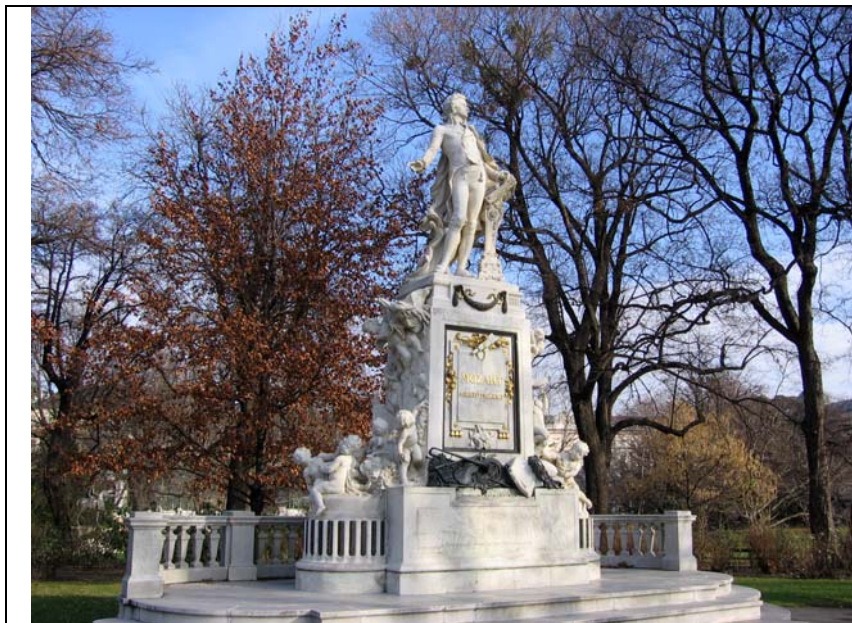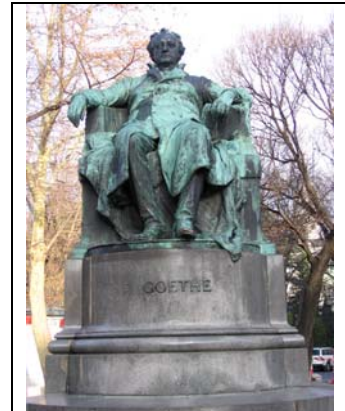
Next to Goethe is the Burggarten. This contains a large statue of Mozart formerly in Albertinaplatz, and what may be the only statue in Vienna of Kaiser Franz Josef.

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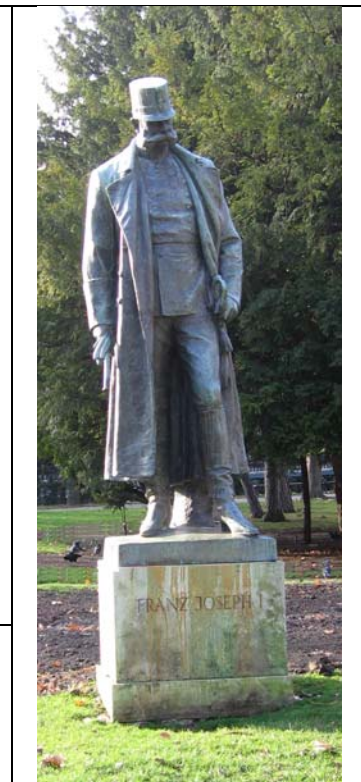
[1] *A note to those who worry about the correct writing of German. Until the "spelling reform" of 2005, only the last two words of a multi-word name were hyphenated, hence Kaiser Karl-Ring. Since 2005 all the words get a hyphen, hence Kaiser-Karl-Ring. In practice you'll find versions with all, some or none!*

At the bend, the name changes to **Burgring** and the scenery widens out dramatically. For a period till 1940 the Burgring was called Dr.-Ignaz-Seipel-Ring after the Chancellor in the First Republic, and from 1940 to 1945 Josef-Bürckel-Ring after the Nazi Reichskommissar.
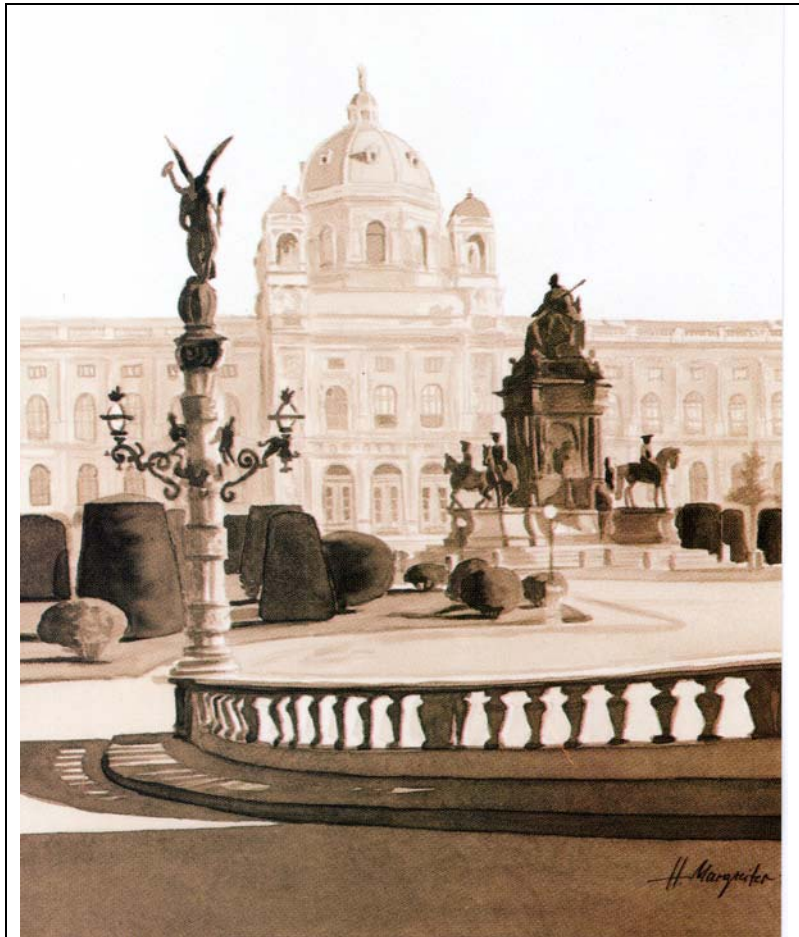
On our left are the twin Museums of Art and Natural History, the former also containing the Münzekabinett with its philatelic rarities (entry only by prior application and a good reason). Between them is a huge statue of Maria Theresia, and behind lies the new Museumsquarter, which used to be the Imperial Stables!

The illustration on the post card is by Hannes Margreiter, internationally famed stamp designer.

The stamp on the left was issued in 1991 for the 100th anniversary of the K-H museum; it shows the main staircase (!). On the right is the issue of 2002 marking the opening of the new Museums-Quartier.

In the Natural History Museum lives the Venus of Willendorf, a stone age fertility symbol found near Vienna and about 24,000 years old. A recent Austrian stamp features a three-dimensional representation, achieved by

"lenticular technology". On your tram's right are the buildings of the Hofburg, the seat of Imperial residence and government and arguably a virility symbol!
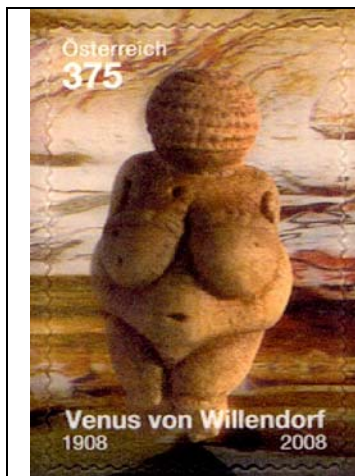
The Hofburg, as you would expect, features on numerous stamps; the three below are from 1972, 1975 & 1993.
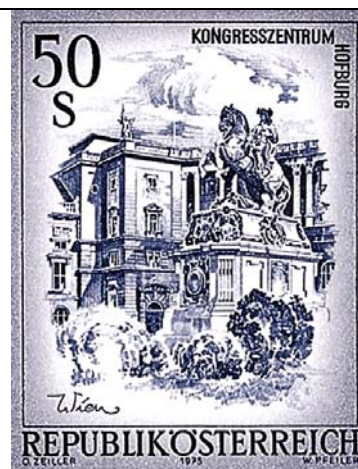
As you turn the corner from Burgring into **Dr.-Karl-Renner-Ring,** you can catch to your left a glimpse of the Palace of Justice. The frontage featured on a block of 8 issued in 1989; the amazing staircase appeared on an 1984 issue.

Wien. Burgring.

This coloured postcard was printed in 1920, hence the caption 'Burgring'. I have a B/W card posted to York in 1913: same publisher, exactly the same view, but captioned "Neue Hofburg mit Burgring".

WIEN I. Ring des 12. November.

This card shows the corner of today's Burgring and Dr-Karl-Renner-Ring. The Parliament building is clearly seen, with the Rathaus behind. In the middle the Votivkirch lies behind the University, and on the right is the extensive Volksgarten in front of the Burgtheatre. The card is captioned "Ring des 12. November" so it must have been issued between 1920 and 1934.

Dr.-Karl-Renner-Ring runs past the Parliament building. It is named for the first President of the First and also of the Second Republics. It was originally part of the Mölkerring, and then was called Franzensring (after Kaiser Franz I). From 1920 to 1934 it was Ring des 12. November, marking the proclamation of the Republic in front of the Parliament building on that date in 1918. It appears on numerous issues, from 1919 onwards.

The stamps above were issued in 1919, 1969 & 1999; on the left is 1963. They also show the changes in design and printing techniques.

On the right is the 1993 stamp showing the statue of Pallas Athene outside the building.

After the Burgtheatre the name becomes **Dr.-Karl-Lueger-Ring**, named for the famous Bürgermeister of Vienna. Before him it was originally part of the Mölkerring. On your right is the Burgtheatre, and on the left the Rathaus (Town Hall).

Above: the Rathaus' designer; middle: 100th anniversary of the building.

50th anniversary of the reopening of the Burg-theatre after WWII.

Neue k. k. Hofburg am äusseren Burgplatz.   Wien.   Burgring mit k. k. Hofmuseen.

This is the view from high up the Rathaus, looking back towards the Hofburg and the Museums. Today's Dr-Karl-Renner-Ring is in the foreground.

K. k. Hof-Burgtheater mit den Statuen historischer Persönlichkeiten Wien's.   *Wien.*

6540   K. Ledermann. Wien I
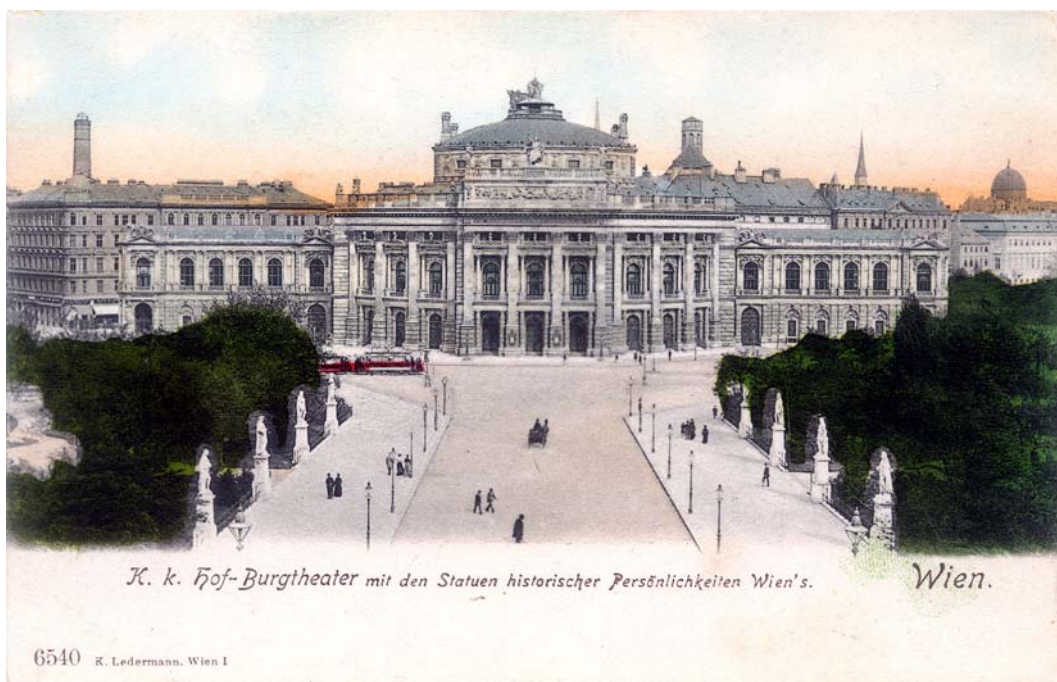
The Burgtheater, seen from the Rathaus balcony (undated but pre-1919); in front is where the Christmas Market is held.

The garden in front of the Rathaus contains lurking in the bushes many statues to persons commemorated on stamps – notably Dr Renner. It is also the site of the famous Christmas Markets and the Post Office In The Clouds– illustrated here by three of the Personal Stamps produced for them.

Next, you pass the University on your left and then arrive at Schottentor which is named after the Schottenkloster, the nearby monastery of the Irish monks. To your left is the Votivkirche, a somewhat unloved building.

This card was printed in 1931, and shows a traffic jam of trams! This was a problem for decades. Eventually it was cured by constructing a double-deck roundabout! The trams approaching from the right of the church turn below ground level; those from the left have their roundabout at ground level.
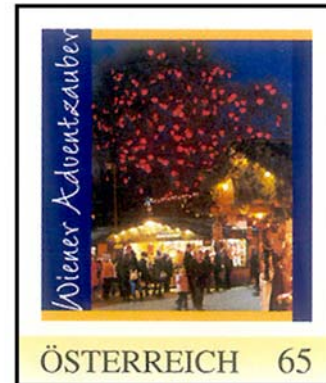
Behind these roundabouts is the Sigmund Freud Park, underneath which is the Votivgarage. The piece of ground between that and the church has an interesting history – it kept changing its name. It was built in 1875 as Maximilianplatz. becoming Freiheitsplatz in 1920 (as on the card shown), Dollfuß-Platz in 1934,

Adolf-Hitler-Platz (but only for two days) then Hermann Göring Platz in 1938, Freiheitsplatz again in 1945 and Roosevelt-Platz since 7 May 1946.

The **Schottenring** runs from Schottentor to the Danube Canal. The only notable building along it is the Borse (Stock Exchange) halfway down on your right, shown on this stamp from 1991 that commemorates the centenary of its architect.

Leaving the Ring, your tram turns right into **Franz-Josefs-Kai.** Again, this section of the route is sadly lacking in any philatelic commemoration. The best I can manage is the Blue Danube Walz, and what you are passing isn't the Danube but the Danube Canal and is scarcely ever blue!

The card below shows the view towards the Kahlenberg from the Hotel Metropole, which was on Morzinplatz, on your right just before you reach Schwedenplatz. It was built in 1873 in an ornate style with rich decorations. It was requisitioned as the Gestapo Headquarters in WWII, badly damaged by bombs, and torn down after the war, being replaced by a monument to concentration-camp survivors made of granite from Mauthausen. On the hill overlooking it is the Ruprechtskirche – well worth a visit.

Ausblick von den Fenstern des Hotels Metropole in Wien I gegen Kahlenberg
Vue des fenêtres de l'Hôtel Métropole-Vienne vers le Kahlenberg
View from the windows of the Hôtel Mètropole-Vienna to the Kahlenberg

26

The next card was posted to London in 1908. It shows Franz-Josefs-Kai at the Marienbrücke junction; the Hotel Metropole is the white building on the left.

You are now at Schwedenplatz, a major tram and U-Bahn junction. It is shown on the right of this 1923 card, the view being from the Leopoldstadt side of the Schwedenbrücke.

Franz-Josefs-Kai continues until the Urania building, and as you approach you may get a glimpse to your left of the Riesenrad, the giant Ferris Wheel in the

Prater. The card below, posted to London in 1900, shows it with all the cabins; when it was repaired after WWII only half were reinstalled.

At the Urania building (2000 stamp shown) your tram turns right into **Stubenring**, named for the old city gate of Stubentor. During excavations for the Stubentor underground station the foundations of the tower were revealed. The district was renowned in the Middle Ages for naked mixed bathing – not commemorated on a stamp!

Kriegsministerium

The photo above is the former Kriegsministerium on Stubenring, now occupied by various departments and ministeries. The Imperial Eagle still broods over the entrance. Opposite it, set back from the Ring, is the Postsparkasse, the headquarters of the Post Office Savings Bank which also handled all the money transfers.

Next on your left is the Academy & Museum of Applied Arts, where such classics of design as the Thonet chair are displayed.

Thonet chair	Kursalon	Johann Strauss II

View of the Parkring and part of the Stadtpark, from 1904

The **Parkring** takes its name from the adjacent Stadtpark; from 1910 to 1920 it was called Kaiser-Wilhelm-Ring after the German Emperor. The Stadtpark contains many statues of people who are also shown on Austrian stamps (eg Bruckner, Lehár, Schubert & Stolz) but all are screened from the trams by the bushes. Using your imagination, you can see the gilded bronze monument to Johann Strauss II, unveiled on 26 June 1921.

At the end of the Stadtpark is the **Kursalon**, opened in May 1867. Johann Strauss II gave his first concert here on 15 October 1868. Today it is well known to philatelists for the biannual Numiphil dealers fair. Above is a Personal Stamp produced to publicise it, and below is the commemorative card for 2005, with another Personal Stamp, a special cancel, and a dedication by the stamp designer & artist Maria Schulz.

The 2005 Numiphil postcard.

After the Stadtpark you enter **Schubertring**, named in honour of the composer Franz Schubert. Until 1928 it was called Kolowratring after the old Palais Kolowrat, the Vienna residence of the Bohemian politician Franz Anton Graf von Kolowrat-Liebsteinsky.

Postcard to Budapest captioned Kolowratring & posted 23 July 1908.

At the corner you pass Schwarzenbergplatz on the left, another area rich in history but devoid of philately.

In the foreground is the statue of Prince Schwarzenberg; in the background the Hochstrahlbrunnen is in front of the Schwarzenberg Palace Hotel with the Belvedere in the shadowy distance. You can no longer see this view, as the huge wall of the Soviet War Memorial is just behind the fountain.

Now you enter **Kärntnerring**, which took its name from the former Kärntnertor. From 1917 to 1920 it was called Kaiserin-Zita-Ring.

This card shows Kärntnerring; it is franked (or more likely decorated) with a 1920 newspaper postage stamp, cancelled (to order?) in Vienna on 20 Jan 1921.

In the middle, what looks like the left member of a pair of trams is actually a small office; it probably was then, and certainly is now, the location of the ticket office for the Wiener Lokalbahn, which turns sharply down Kärntnerstrasse to its left and runs slowly but elegantly to Baden. The large building is of course the Opera House, where we began our journey. It is shown on many stamps; that on the right marks the 125th anniversary of the architects while on the left is the design of the 1955 stamp as re-engraved for the 50th anniversary in 2005.
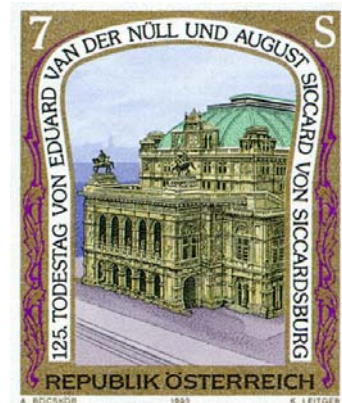
This shows the Opera House, where our trip began.

Finally, why not walk one block down Kärntnerstrasse to the Austrian Post Office's Philatelic Shop and obtain some souvenirs? The card below shows Kärntnerstrasse from Karlsplatz looking up towards St Stephens. The tram crossing in the middle distance is on the Ring, and the Philatelic Shop is under one of the white awnings on the left, at the side street.

Annex I: The development of Vienna's Ring

Vienna in 1850 consisted of the old city surrounded and hemmed in by fortifications and a military glacis, which separated it from a surrounding and ever-expanding fringe of suburbs (and vineyards!). This is shown clearly on a map of 1858. Note what became the Danube Canal above the city, the open Wiener Fluss (Vienna River), the channels of the Danube at the top, and the jagged line of the outer fortification walls (Linienwälle) which are today's Gürtel. The street heading to the bottom right is Wiedner Haupstrasse. The large dark building at the 'bottom' of the inner city is the Hofburg; directly facing it through the Burgtor and across the glacis are the Imperial Stables, now the Museum-Quarter. The top of the map points roughly north-east.
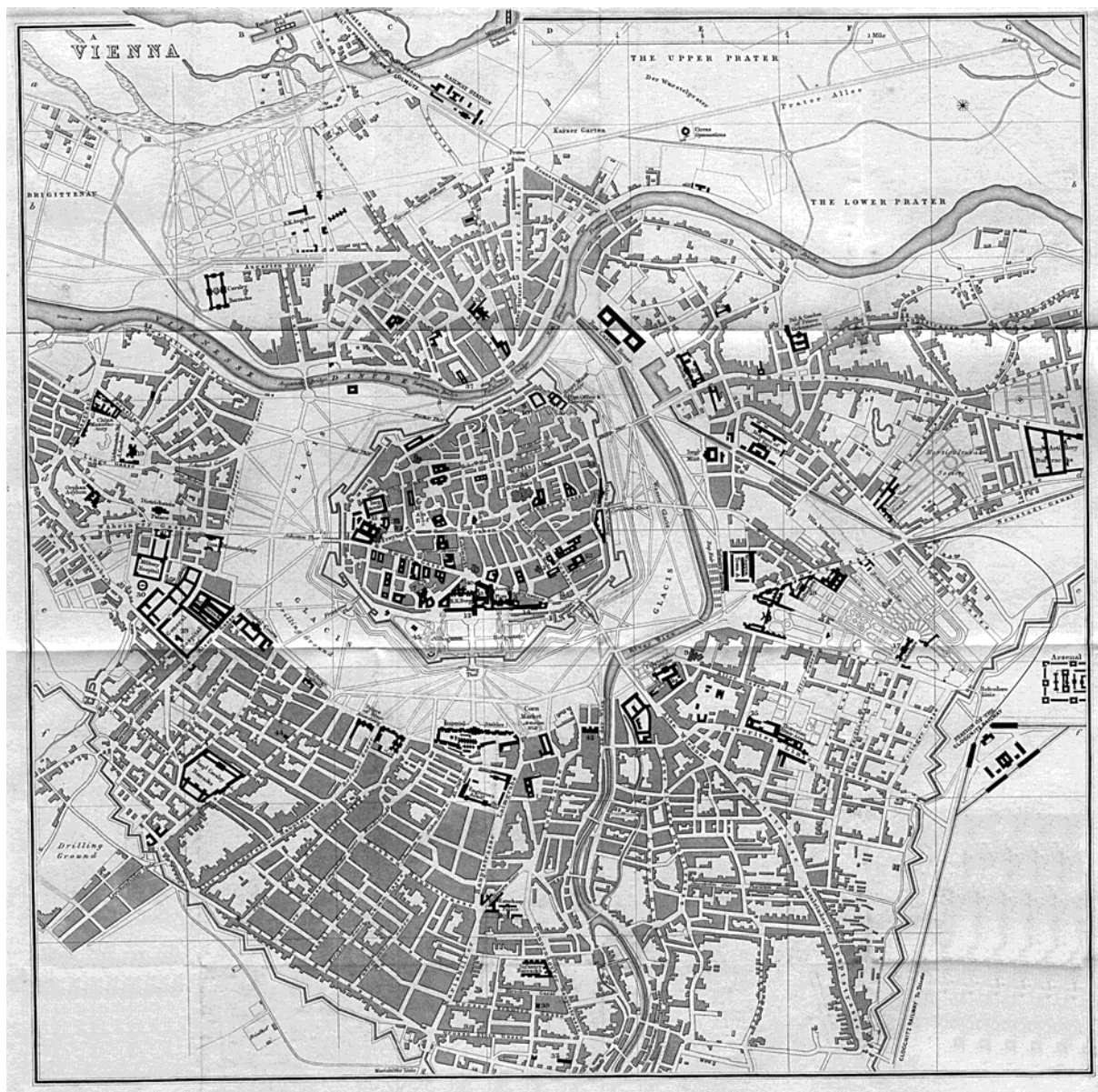
Compare the 1858 map with a modern satellite photo which has been rotated to match. At the top is the Danube; below it the "star" of roads radiating from the Praterstern, Wien Nord station, with Lassalle Strasse going straight up and crossing the Reichsbrücke. The Danube Canal meanders across the middle; the outline of the old city walls has been superimposed in white; the parallel streets surrounding it are the Ring; the route of the Wien river through the Stadtpark is visible. Part of the Gürtel, which follows the line of the old Linienwälle, runs from Westbahnhof at the bottom towards the left, passing the Allgemeines Krankenhaus which is next to the Volksoper.
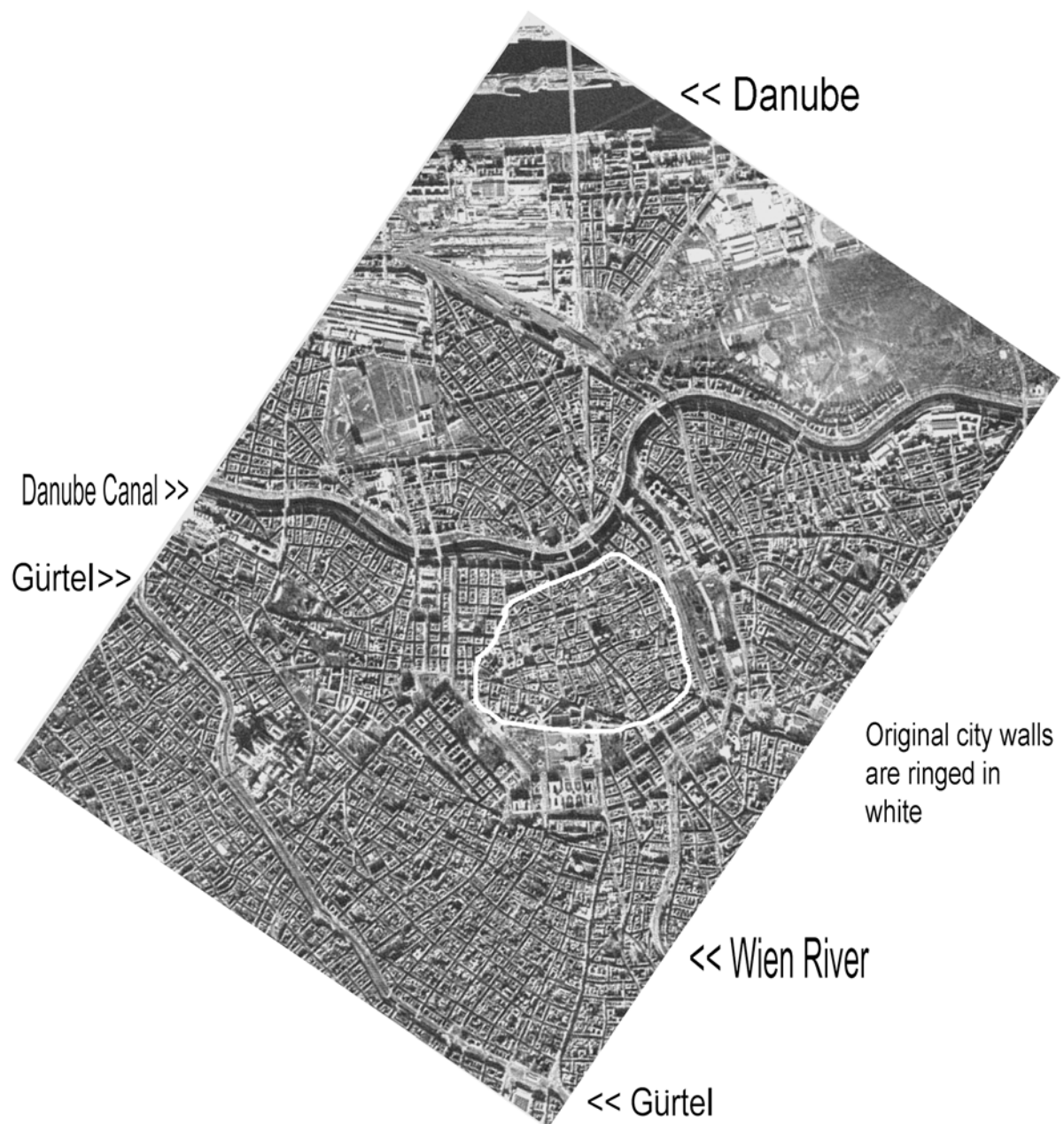

From 1850, Vienna began to expand, by incorporation of the suburbs and especially by demolition of the old defences - the revolutionary events of 1848

convinced the authorities that it was more important to allow the Imperial Army free access to the citizens of the inner city than to keep the Turks out of it! The post-1848 constitutional changes enabled the City to prevail over the suburban landlords. A further drive to incorporation of the suburbs was the rapidly rising population and increasing squalor; housing was entirely privately owned and the suburbs had insufficient revenue to deal with their inadequacies. Tuberculosis became internationally known as "Vienna disease".

In "A History of the Habsburg Empire 1700-1918" by Jean Bérenger, page 226, one reads: *By the Imperial Rescript of 25 December 1857, the emperor ordered the demolition of the old bastions encircling the capital. ... Until Francis Joseph's intervention, the town proper had been separated from the suburbs by a featureless expanse of ground which was used by the regiments in the garrison for manoeuvres ... The decision to undertake the project was reached after long discussions and was generally well-received. Work began immediately and after two months the first bastions were blown up. On 31 December 1858, the plans for rebuilding, the work of the architects Siccarsburg, Van der Null and Förster, were published ... the latter ... had the idea of putting the Ringstrasse in the middle of the old glacis. ... The imperial administration [sold] the vast expanses of ground to capitalists who then built apartment blocks. The treasury received from this venture 220 million florins which was then spent on public buildings*".

This map shows the plan; it is about 45º clockwise to the previous one. Note the large open area to the left: this was retained for military exercises for many years, until released for the construction of the Town Hall. The Linienwalle show up well! It's interesting to compare the map with this "birds eye view" stamp issued for the European Conference for Security and Cooperation in Vienna on November 4, 1986
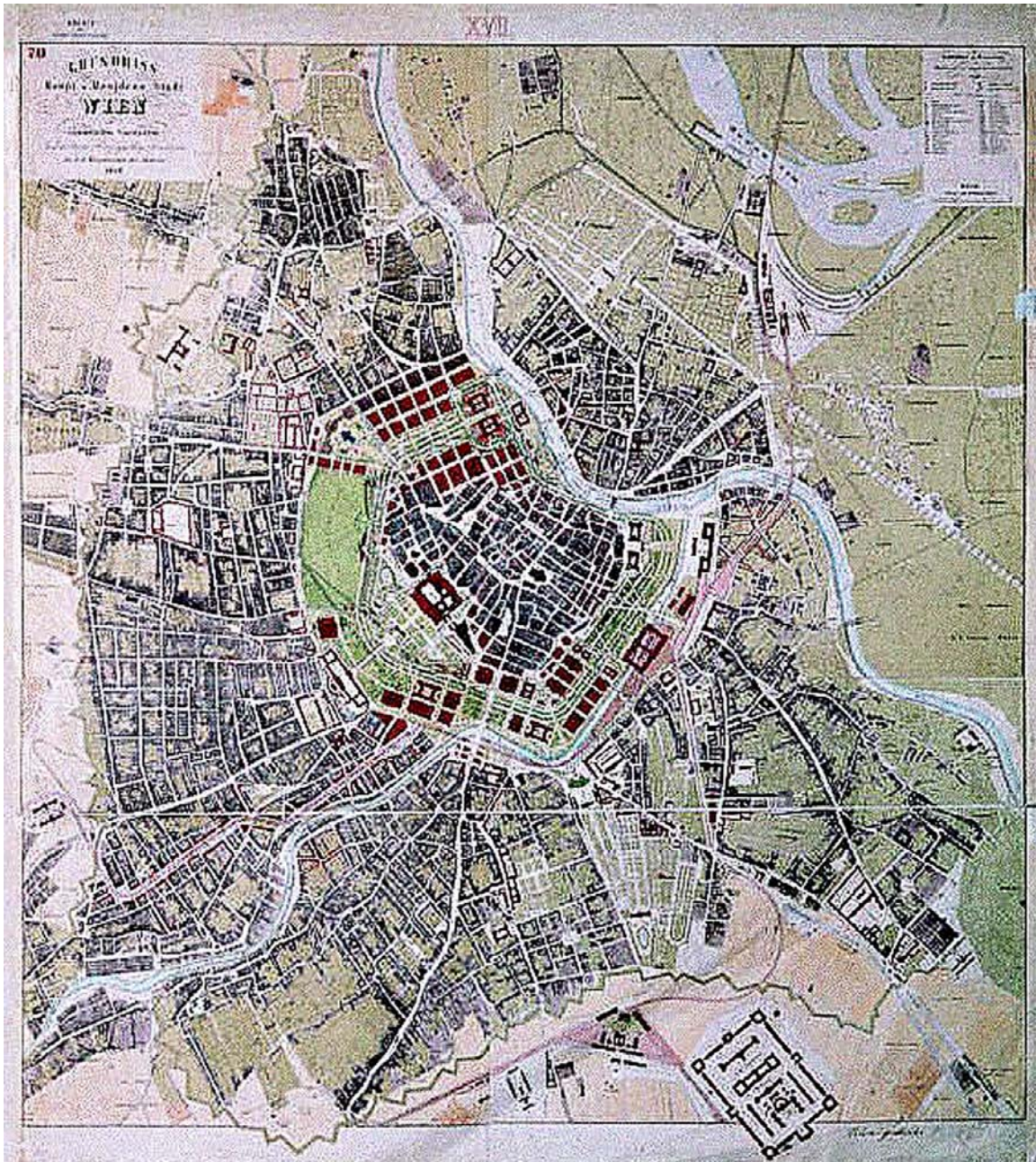
The Opera House was the first, opening in 1869; Town Hall (built 1872-83); Stock Exchange (1877); Parliament (1874-83); Burgtheatre (1888). At the same time the Wiener Fluß was partly canalised, and a few streets reassigned to a Bezirk on their own side of the new channel. The boundary of Bezirk I was, and remained, in the middle of the western glacis, the outside of the southern glacis, and up the centre of the Wiener Fluß - eg it runs up the middle of Maria-Theresien-Straße, not Schottenring.

However in most people's minds the Ring is the boundary of the Inner City, and it remains as Baedeker described it a century ago: "Architecturally one of the finest streets in Europe" – which he qualified by "apart from a number of disfiguring buildings erected by speculators"!

Annex II: The bridges over the Donaukanal ♥

The Donaukanal is the branch of the Danube which runs past the Inner City of Vienna. It is not the Danube, as tourists may suppose, nor is it blue nor particularly beautiful! It splits from the main Danube at the Brigittaspitz, and rejoins it some 17 km downstream at the Praterspitz. It is crossed by numerous bridges; a list follows, ordered from upstream to downstream.

Name today	*Notes*
Josef-von-Schemmerl-Brücke	(Also called Löwenbrücke) Minor road to Schleusen-anlage (Hochwasserschutz), part of the flood-control installations.
(two railway bridges)	Connects the Danube bank railway lines and those to Franz-Josef-Bahnhof & goods yard. Schnellbahn S 45 runs on the second bridge's lower deck.
Two nameless road bridges	Access ramp from the B277 (Nordbrücke, over the Danube) to the B14 towards Klosterneuburg
	Access ramp from Handelskai to Nussdorfer Lände
[Nussdorfersteg]	*Formerly a footbridge, no longer there.*
Another two nameless road bridges	Access ramp from Nussdorfer Brücke (from the B227) to Nussdorfer Lände
	Access ramp from the B14 from Klosterneuburg to Handelskai
Heiligenstädter Brücke	Connects Gunoldstraße to Lorenz-Müller-Gasse – heavily used!
Döblingersteg	Footbridge
Gürtelbrücke	Joins Döblingergürtel to Adalbert-Stifter-Strasse
(rail bridge)	UBahn U6
Friedensbrücke	In 1911 called Brigittenaubrücke
Rossauer Steg	Footbridge
Roßauerbrücke	Not built in 1911. Now one-way towards Hörlgasse

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Name today	*Notes*
Augartenbrücke	In 1911 called Maria-Theresienbrücke. Now one-way from Hörlgasse. Underneath it is the tunnel where the U2 crosses under the Donaukanal
Salztorbrücke	In 1911 called Stefaniebrücke
Marienbrücke	Same name in 1911
Schwedenbrücke	In 1911 called Ferdinandsbrücke. Underneath it is the tunnel where the U1 crosses under the Donaukanal.
Aspernbrücke	In 1911 called Aspernbrücke
Rohrbrücke	"Pipebridge" – carries gas pipes etc.
Franzensbrücke	In 1911 called Franzensbrücke
(rail bridge)	S-Bahn only
Rotundenbrücke	In 1911 called Rotundenbrücke
[Erdbergersteg]	*Formerly a footbridge, no longer there*
Stadionbrücke	In 1911 called Kaiser-Josefsbrücke
Erdbergerbrücke	Autobahn A 23 (Südost-Tangente)
Gaswerksteg	Footbridge
(rail bridge)	Ostbahnbrücke
Ostbahnsteg	Footbridge
Schrägseilbrücke	Takes A4 Autobahn over the water
Freudenauer-Hafenbrücke	Road to the port

OFFICIAL AUSTRIAN POPULATION STATISTICS

By Keith Brandon

Population statistics are often helpful to postal historians wanting an indication of the size of a community featuring on a cover or card. For those with internet access it is easy to obtain these data from the official website.

"**Statistics Austria**" is the organisation concerned, and their English-language home page can be found on http://www.statistik.at/web_en/statistics/index.html. Clicking on the "population" and then "population censuses" tabs brings us to http://www.statistik.at/web_en/statistics/population/population_censuses/index. html where we find the following information about the census history for Austria.

130 years of population censuses in Austria

The first "modern" population census, in other words, a statistical survey applying uniform principles involving the entire population in all parts of the country on the same survey date, was held in Austria in 1869. (Surveys carried out prior to this did not comply with all these principles.) At that time, the questionnaires were counted locally and added up into district totals (and then into province and Reich totals). The same applied to the 1880 census. The 1890 Population Census was held using punched cards, and the results compiled by means of electric counting machines. Austria and the USA were the first countries to use this modern technical method. The technology was refined in 1900 and 1910. During the inter-War period, population censuses were held in 1923 and 1934, and in 1939 under foreign rule. Counts have been made regularly in the years ending in "1" since 1951. While punched cards were still in use in 1961 (one cycle through the tabulating machines took six weeks), electronic methods were introduced in 1971, when data collection was converted to electronic slip reading simultaneously with Germany and Switzerland. This method was in turn refined in 1981 and 1991 to enable the transition to new technologies (the use of scanners and recognition software) in 2001.

The 2001 Population Census was the last "traditional" census in which counting machines and questionnaires were used. As a register survey, the next population census will make use of statistical registers and administrative registers and databases to obtain most of the characteristics surveyed in censuses to date. In the future, characteristics such as language of habitual use, religion and profession will not be included in the scope of the population censuses, as there is zero or insufficient register information on these topics.

Thus, the collector of "classic" philately has access to the 1869 census; the WW1 enthusiast can use the 1910 count as his base; students of the Anschluss have the 1939 census (conducted by the German authorities); while the modern collector has the 2001 survey at his fingertips.

How do we obtain the census data for a particular town or village? From the "population censuses" page referenced above, click on "municipalities". From the next page choose a province and click that. We will choose Burgenland. You will then see an alphabetical list of all the communities. We will choose Andau and click on that. A number of different analyses are then offered. We choose the first one "Bevölkerungsentwicklung". This will yield the following page [*but AOL users may have to right-click, download the pages as PDFs, and open them locally. Ed*]:

Jahre	Gemeinde		Politischer Bezirk		Bundesland	
	absolut	1869=100	absolut	1869=100	absolut	1869=100
1869	1.751	100	38.909	100	254.301	100
1880	1.980	113	42.467	109	270.090	106
1890	1.987	113	42.311	109	282.225	111
1900	2.192	125	45.085	116	292.426	115
1910	2.397	137	46.072	118	292.007	115
1923	2.356	135	46.206	119	285.698	112
1934	2.655	152	51.669	133	299.447	118
1939	3.033	173	52.270	134	287.866	113
1951	3.003	172	50.572	130	276.136	109
1961	3.011	172	49.509	127	271.001	107
1971	3.058	175	49.342	127	272.319	107
1981	2.766	158	48.458	125	269.771	106
1991	2.624	150	49.397	127	270.880	107
2001	2.514	144	51.730	133	277.569	109
2008	2.398	137	53.502	138	281.190	111

We can see Andau's population for all the censuses from 1869 to 2001, plus a (non-census-based) estimate for 2008. The growth in population (indexed at 1869 = 100) can be compared with that of the Bezirk (administrative district) and Bundesland (Province). For readers interested in modern philately, there are several further analyses of the 2001 census available on other pages.

Two cautionary notes. Firstly, the data on the Statistics Austria website only relates to territory in today's Austria, and not to parts of the Austrian Empire now found in other successor countries. Secondly, website owners (even our own revered webmeister ☺) have a habit of redesigning their sites. Future readers of this article might find that the sequence of links described above has changed, but I am sure that this useful data will still be in there somewhere.

The Schneeberg and the Schneebergbahn

by John Anthony

The Schneeberg, "The Snow Mountain", with its 2076 metre-high summit Klosterwappen, is the highest mountain in Lower Austria and the most easterly 2000 metre mountain in the Alps. It is a distinctive limestone massif with steep slopes on three sides and forms part of the borderland between Lower Austria and Styria. It and the Rax (2007m) some 13km to the southwest, are collectively considered the Viennese Hausberge or "local mountains". From their rich plateaux drinking water has been provided, via a 120 km-long pipeline, since 1873; it is claimed to be the best drinking water in the world.

A card from 1899 sent to Vienna depicting the delights that awaited the visitor to the Schneeberg.

On clear days, the Schneeberg can readily be seen from parts of Vienna, some 65km away as the crow flies. The area provides visitors with a marvellous variety of alpine scenery; rich meadows and pine forest are followed by breathtaking mountain panoramas. Not surprising therefore that with such a large, reasonably well-heeled population on its doorstep, the area should have seen early development as a popular tourist venue

The name Schneebergbahn technically applies to the whole of the line from Wiener Neustadt, but it is more commonly associated with the 1000mm gauge rack-and-pinion railway climbing up from Puchberg to heights of over 1200 metres.
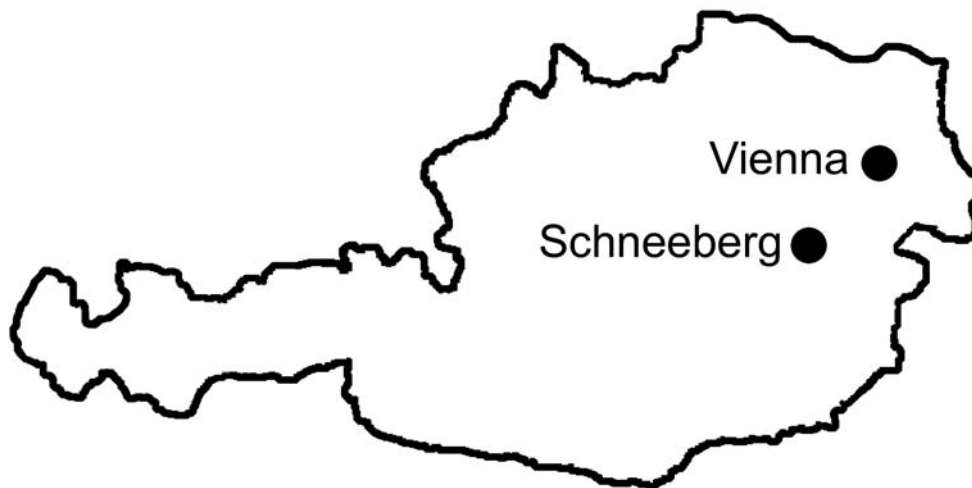
Location of Schneeberg in Austria

A modern map of the line showing little change over the railway's lifetime.

Plans for a rack railway had first been formulated as early as 1872 but those plans were not considered seriously until 1885 when Ing. Josef Tauber obtained a preliminary licence to build a railway from Wiener Neustadt to Puchberg. In December of 1895 the rail works began at Puchberg on the line to Wiener Neustadt and it was only then that an Italian engineer, Leo Arnoldi, was engaged to build the rack rail on to the Schneeberg.

Two years later in 1897 the normal gauge railway from Wiener Neustadt was opened closely followed by the rack railway as far as Baumgartner. The last section, the few kilometres from Baumgartner to Hochschneeberg, was completed later the same year. One further year later, in 1898, the mountain hotel "The Hochschneeberg" and the Elisabethkirche were opened. The Elisabethkirche is a chapel built in memory of Empress Sissi.

The terminus station at Puchberg where the main line from Wiener Neustadt and the Schneebergbahn are adjacent.

The line was originally operated by the Arnoldi company, whose majority shareholder was the Berlin Bank Landau, but due to economic problems the operation was taken over in 1899 by the AG der Eisenbahn Wien–Aspang (EWA) (ie the Vienna-Aspang Rail Company). From 1937 it was operated by the BBÖ (Bundesbahn Österreich): the Federal Railway of Austria and the predecessor of today's ÖBB, Austrian Federal Railways, which was an independent commercial company after 1923.

After 1940 the railway was fully nationalized, a situation lasting until 1990, when the ÖBB announced it was unable to maintain the existing level of service. As a result an independent operating company, the Niederösterreich-ischen Schneebergbahn GmbH (Lower Austrian Schneeberg Railway Company Ltd.) was founded in 1996, with a 50% shareholding owned by the federal state of Lower Austria, and the other 50% held by the ÖBB.

The line begins at the station in Puchberg am Schneeberg (577m). After about one km the first stop is at Hengsttal, a station rebuilt in 2008 and renamed "Schneebergdörfl in Hengsttal" to coincide with the opening of the museum of the artist Voka nearby. From here the line climbs the mountain Hengst (Stallion) to reach the foothills of the Schneeberg.

Approximately one third of the way along the route is the next station at Hauslitzsattel where there is a loop to allow up and down trains to pass. The

points are operated by radio from the locomotive. From here it climbs to a place called Weichenart where steam trains used to stop for water.

Puchberg am Schneeberg 577 m
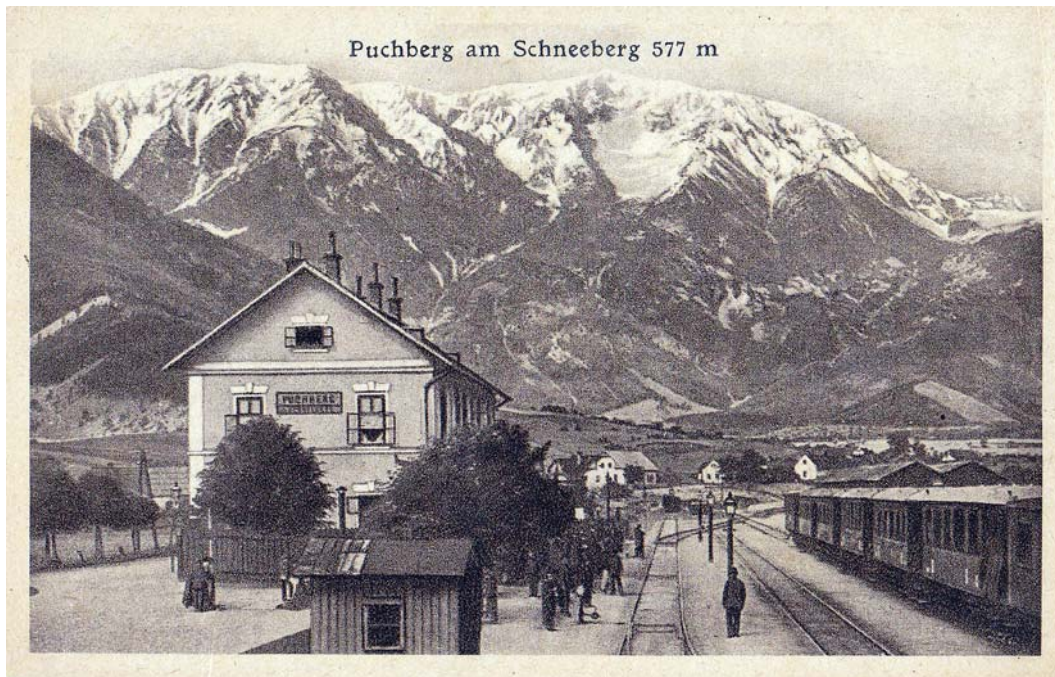
The station at Puchberg again. In the background, above the right-side of the roof can be seen part of the route (the white Y-shaped gully!).

Half-way sees us reach the station at Hengsthütte at an elevation of 1012m; next to the station the Hütte is open all year and ideal for short breaks. A further 5.9km climbing to 1231m brings us to the station at Ternitzerhutte. Between these two stations, there is also a loop and a water station for the steam trains. If visibility is good, passengers on reaching Köhlerhaus will see one of the most beautiful views in the Schneeberg range with the mighty 1888m high Waxriegel.

Now, the train begins to climb real mountains! After 7.3km, Baumgartner station is reached at an elevation of 1397m. A 5-minute stop for the steam trains to take on yet more water provided an opportunity for the local innkeeper to sell his famed jam donuts! Originally water was brought to these water stations by the trains themselves but this provided only a limited supply and it wasn't long before a water line was installed. Although the new diesel Salamanders don't require water, the traditional facilities have been retained (thus far) for those steam trains that occasionally run.

An early view of the station at Baumgartner where watering facilities existed.

From here begins the hardest and steepest part of the route, running through one of Austria's most important sources of drinking water. After emerging from the tree line at an elevation of 1660m, the train enters the high alpine zone of the Schneeberg making use of a number of vented tunnels built mainly to remove the need for snow clearance. From this point on the passenger has, on clear days, excellent views of the Krumbachstein and Rax as well as distant views to the Semmering. Finally, after passing through a second series of tunnels and a journey of 9.7km the line reaches its destination of Hochschneeberg at an elevation of 1796m.

For 102 years the railway was operated exclusively by steam locomotives. These powerful 200hp locomotives in black and red, numbered in the series 999.xxx, are still running and are without significant change to their original design. The Schneebergbahn originally owned five of these steam locomotives, but in 1974, due to increased traffic, a locomotive of the same series was transferred to Puchberg from the Schafbergbahn. This locomotive differed from the typical Schneebergbahn machine in that it was equipped with a more steeply sloped boiler. The locomotives were named as follows: 999.01 – Kaiserstein; 999.02 – Klosterwappen; 999.03 – Waxriegel; 999.04 – Hengst; 999.05 – Puchberg; 999.101 - Schneeberg

One of the original steam locomotives, 999.101, now plinthed at Puchberg but incorrectly named Hengst

But change was in the air and in attempt to bring profitability and indeed viability back to the line, on the 11th of September 1999 the first diesel-engined "Salamander" railcar was commissioned. Today three of these luridly-painted devices, named by local school children as Sissi after the Empress Elisabeth, Leo after the builder of the line and Franz Josef, operate a significant majority of the services over the line. The steam locomotives are still there, one is plinthed as shown above and two others are serviceable but only see duty perhaps twice a day in high season and special charters.

Originally, the Schneebergbahn had just a wooden shed for the accommodation of the six steam locomotives and passenger trains. But since the 1999 season, there has been an additional concrete building available and the station building at Puchberg has been renovated. The new building now houses the Salamander railcars and the operational steam locomotives and provides facilities for the full maintenance and repair of rolling stock. The old shed is retained for the storage of out-of-use machines, including coaches and three steam locomotives.

This interesting by-way of the Austrian railway system offers a rich assortment for the philatelic collector. Obviously cancels exist for the various towns and villages along the line, examples of which are shown below.

The cancellations of Hochschneeberg

Klein-by-Rieger lists HOCHSCHNEEBERG as nr 1714, a Summer Post Office, first opened on 27 September 1898 and providing service from 1 May to 31 October. Only one cancel type is given, a Schraffenstempel (the "barred lozenge").

Stohl's nr A0781 is HOCHSCHNEEBERG, a Summer Post Office, first opened on 25 August 1898 Two cancel types are listed: a Schraffenstempel (the "barred lozenge") recorded from "1900" to 1904; and a ring used from 1905 to 1914. He states that the office was downgraded to a Postablage on 5 Nov 1915 but corrects this to 5 August in the supplement, volume B-Z1.2 He does not record a telegraph or telephone cancel.

Kühnel's nr 552 says HOCHSCHNEEBERG was a Summer (1.6 - 30.9) post and telephone office, downgraded to a Postablage on 5 Aug 1915 and finally closing on 15.2.1942. There are five Postablage cancels listed: HOCHSCHNEEBERG flanked by stars and boxed; three straight-line versions, and one boxed with stars and the supervising office Puschberg am Schneeberg – shown later.
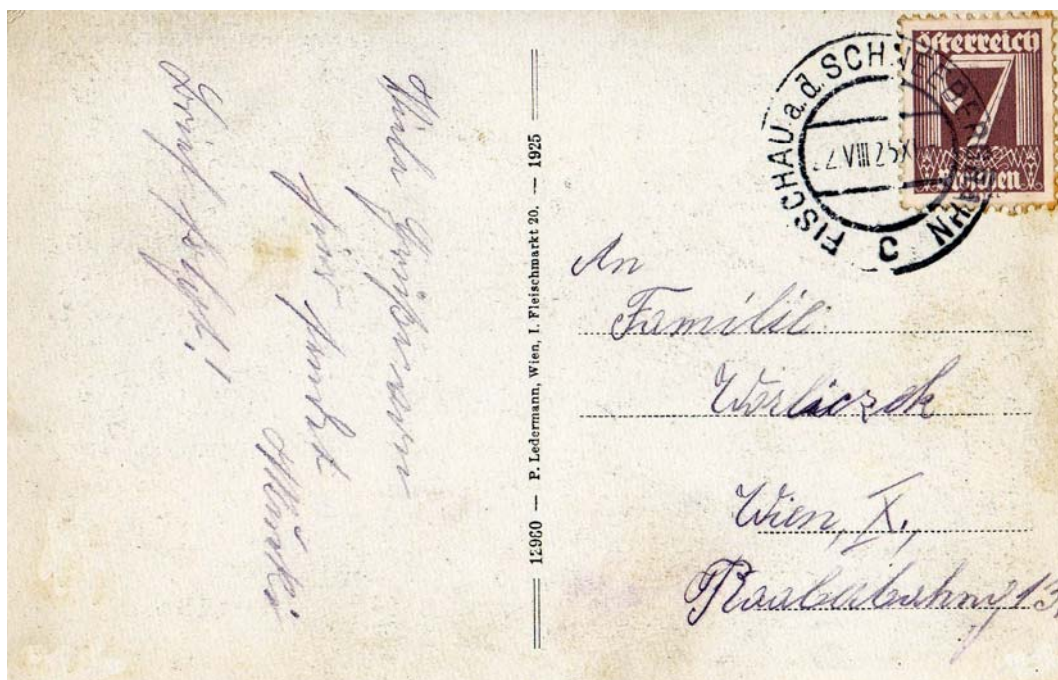
Examples

PS Card to Wollersdorf cancelled "PUCHBERG am SCHNEEBERGE 26/2/09 a"

PPC sent to Vienna cancelled " HOCHSCHNEEBERG 7.9.02"

PPC to Vienna cancelled "FISCHAU a.d. SCHNEEBERGBAHN 22.VIII.25 c"

PPC sent to Vienna on 2 June 1935. Puschberg cancel on the stamp. Rectangular boxed Postablage cancel (5th subtype), which can also be found used as a non-postal cachet in 1943, the summer after the office closed.
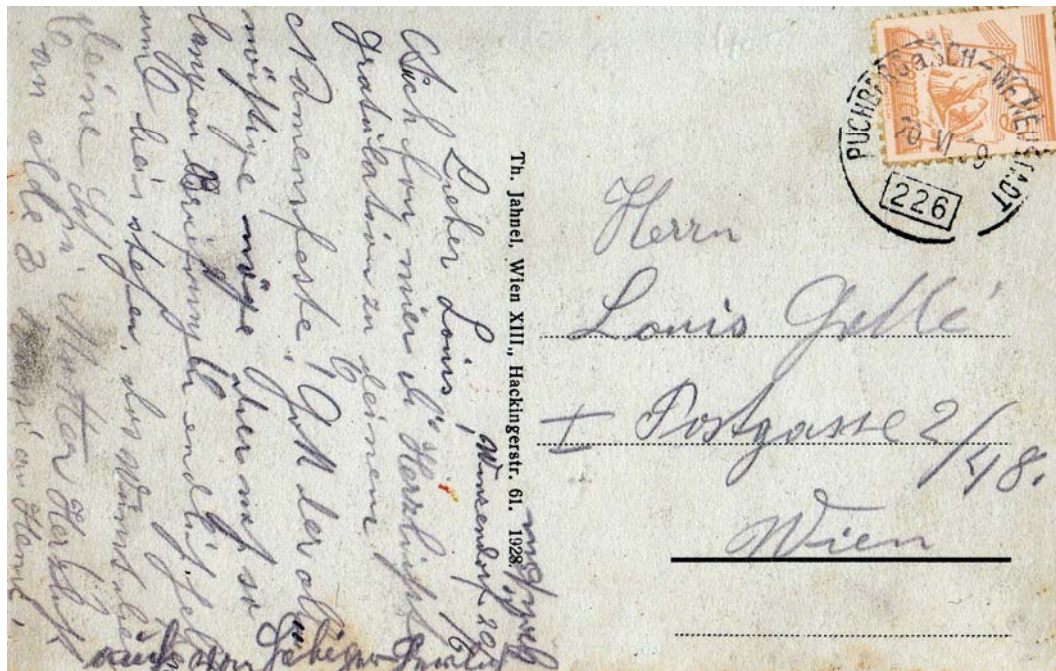
The line was allocated a route number, 226, as shown on this PPC sent from Winzendorf to Vienna in 1929.

Hut cachets abound! Below are three examples from the author's collection.

In recent times the line has been recognised philatelically on a number of occasions by the issuing of special stamps and FDCs as well as the commissioning of numerous special commemorative cancels. Below are three examples, celebrating the 75th, 95th and 100th anniversaries of the line.

95 Jahre
Schneeberg-Bahn

Puchberg a. Schneeberg – Hochschneeberg (1795 m)
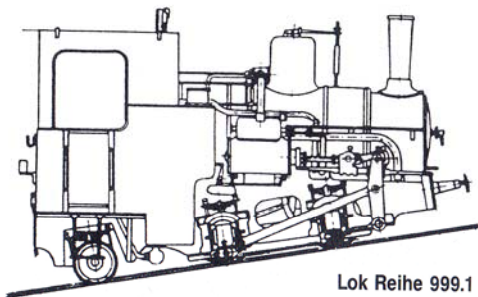
Lok Reihe 999.1

Zahnradbahn: Dampfbetrieb
Streckenlänge: 9.746 km
Größte Steigung: 200‰
Spurweite: 1,0 Meter
Normalspur: 28.268 km

**100 Jahre Zahnradbahn
auf den Hochschneeberg**

How to remove the new Austrian self-adhesive stamps: philately or alchemy?

By Andy Taylor

An interesting article in the February issue of "Die Briefmarke" discusses how to remove the new Austrian self-adhesive stamps without damaging them. Some are easy; some are anything but! **Try what follows at your own risk!** It says:

"Many stamps were issued on cards and in rolls, eg the Signs of the Zodiac, endangered animals. These can be removed in the same way as traditional stamps."

These I'd soak for a short time in lukewarm water, perhaps with the addition of a drop of washing-up liquid.

"The woven stamps (Edelweiss, Gentian) require soaking in 'Benzin' until they come loose. Then scrape off the adhesive with the back of a knife, and remove the residue with a cloth dipped in Benzin. The round football 'Europass' stamp also requires soaking in Benzin, with the added complication that the adhesion of the colour to the plastic covering is bad, so you must only dab the back not scrub it."

What is this wondrous Benzin? It appears to be "Benzinum Medicinale" which one source says is petroleum ether: not readily available from high street chemists! However, further researches (thanks, CM MM & HM) suggested that it is actually "Surgical Spirit B.P.", which is sold by Boots for cleaning skin or rubbing on to harden it. [*Note that Surgical Spirit BP probably contains water, castor oil, methyl salicylate, and diethyl phthalate as well as the ethanol and methanol stated on the label. It has a strong smell of wintergreen due to the presence of the methyl salicylate. It might thus leave a slight oily residue.*] The label warns that it is Highly Flammable, so the safety precautions include no smoking, no source of ignition, no cooking or heating appliance, work beside an open window in a cold well-ventilated room. Even better, use it outside. **The APS (and the author) takes no responsibility if you use it. Read the label; then read it again.**

So I tried it, on the woven stamps. You'll need a dish, preferably flat-bottomed, made of glass, or ceramic, or hard plastic; tweezers; something flat like a ceramic wall tile or square of window-glass; cloth or cotton buds; and some kitchen roll. Trim off as much as possible of the paper the stamp is stuck to, put the stamp face up in the dish, and pour on some surgical spirit (putting the top back on the bottle). The surgical spirit loosens the glue but does not dissolve it,

so don't let it go dry. And as the stamp is made from cloth, it becomes soaked in surgical spirit.

After some time, lift out the stamp with the tweezers, put it face down on the tile, and see if the paper and glue come off. Try gentle rubbing, with a small piece of cloth or a cotton-bud stick. I found the edges and the heavily-embroidered parts of the flower the most difficult to get clean. You'll probably need to re-soak it several times. I also found the green stamp, the Edelweiss, had significantly stronger gum than the Gentian stamp – I don't know if the gum gets stronger with age, or if it was stronger to begin with! The cancellation was fainter but still present.

When you think it's cleaned, fold a piece of kitchen roll in half and pat the stamp dry. If it sticks to the paper, re-soak it in clean surgical spirit. Yes, you get surgical spirit on your hands – but that's what they sell it for. Let the stamp dry in fresh air (it takes quite some time), and leave your dish, paper, cloth etc outside so that any leftover surgical spirit can evaporate.

Finally, check the top of the surgical spirit bottle is tight, put it in a safe place, and wash your hands in soapy water.

Is there another way? Maybe: the "Scotch Easy Clean Pen" is suggested in the article, although it is unclear if it will work on the layered stamps described next. It apparently contains "extract of sweet orange"! Nobody in Britain seems to sell it.

For the really bold…

ribbed plastic front
colour
glue-1
paper
glue-2
envelope

The multiple-image "winning pass" and "Venus of Willendorf" stamps are a headache! They are constructed in 5 layers (plus the envelope), as shown on the left. Both glues, and the colour, are soluble in Benzin! You have to trim the envelope to leave say a 5mm margin; then briefly dip the stamp face up in Benzin, or put it face down & drop some on the back.

The aim is to loosen glue-2 so that the envelope and the glue-2 can be removed; the final scraping should be done from the middle outwards. It is **vital** not to damage the paper layer by tearing or folding, or to let Benzin reach glue-1, the colour, or the front. One way in which this can happen is by the Benzin creeping through the "perforations".

This I have NOT tried ☺

"VENUS TRAVELS THROUGH TIME IN 3 DIMENSIONS"

While researching for this article, I discovered a Press Release from Outer Aspect Ltd, the company who created the layered stamp. It gives interesting detail on how it was achieved. They say:

Taking a 25,000 year old artefact and bringing it to life on a postage stamp might appear to be an exercise in tackling the improbable, but the fact that it's never been done before adds an extra edge to the achievement. Discovered 100 years ago, the Venus von Willendorf (also called the Woman of Willendorf) is an 11cm high statuette of a female figure believed to have been created between 24,000 BC and 22,000 BC.

Apparently representing a goddess of fertility, little is known about its origin, method of creation or cultural significance. We can tell you a lot, on the other hand, about the process of creating a high definition 3D image on a tiny scale; Outer Aspect have achieved depth and detail never seen before in such a small product. Venus literally has 14mm of 3D out of material that is less than 1mm in thickness!

Capturing The Image: Since Venus is kept at the Naturhistorisches Museum in Vienna and insured for 75 million euros, popping it in a courier pack was not an option. The team from Outer Aspect took custom-made equipment to the museum and lit the figurine on site, then photographed it using a 2,400 MegaPixel camera and a computerised system that captures hundreds of different view points

Creating The Stamp: Once the image files were composed on a three-dimensional cave background created by Outer Aspects designers, the images were printed onto the reverse side of sheet of clear plastic optical lens array made with precise focused fine lenses (39 lenses per centimetre) called lenticules. Then, the final images were encrypted. After a further specialised optical process, they could now be replayed to the viewer with an astonishing illusion of depth and movement.

This process is not without its challenges; if there is a mis-registration of greater than 1/100mm, the effect is compromised. Also, the lens acts as a magnifier and exaggerates any faults that may exist. But, having achieved the ideal level of accuracy, the finishing process went ahead.

This consisted of adding a specialised coating to make it a reflective rather than a translucent image, applying an adhesive produced specially for the philatelic market and adding security features. Outer Aspect are continually evolving new products in this area; most of the time, several patents are pending.

This article is in two parts. Firstly, Steve Schweighofer discusses the star-shaped marks sometimes found on Austrian airmails. Working on the examples led Andy Taylor to explore the rates, aided by Kainbacher's new book and courteously corrected by Henry Pollak.

I: Asterisks as auxiliary postal markings

by Steve Schweighofer

Sometime about 20 years ago, or so, I began noticing a small marking on letters and postcards from Austria. These markings were shaped like an asterisk. I found examples in various colours, mostly shades of red and purple, and sometimes even black. So I began to accumulate these covers and cards, on the assumption I could ascertain whether there was a pattern to their appearance. These only appeared on foreign airmail.
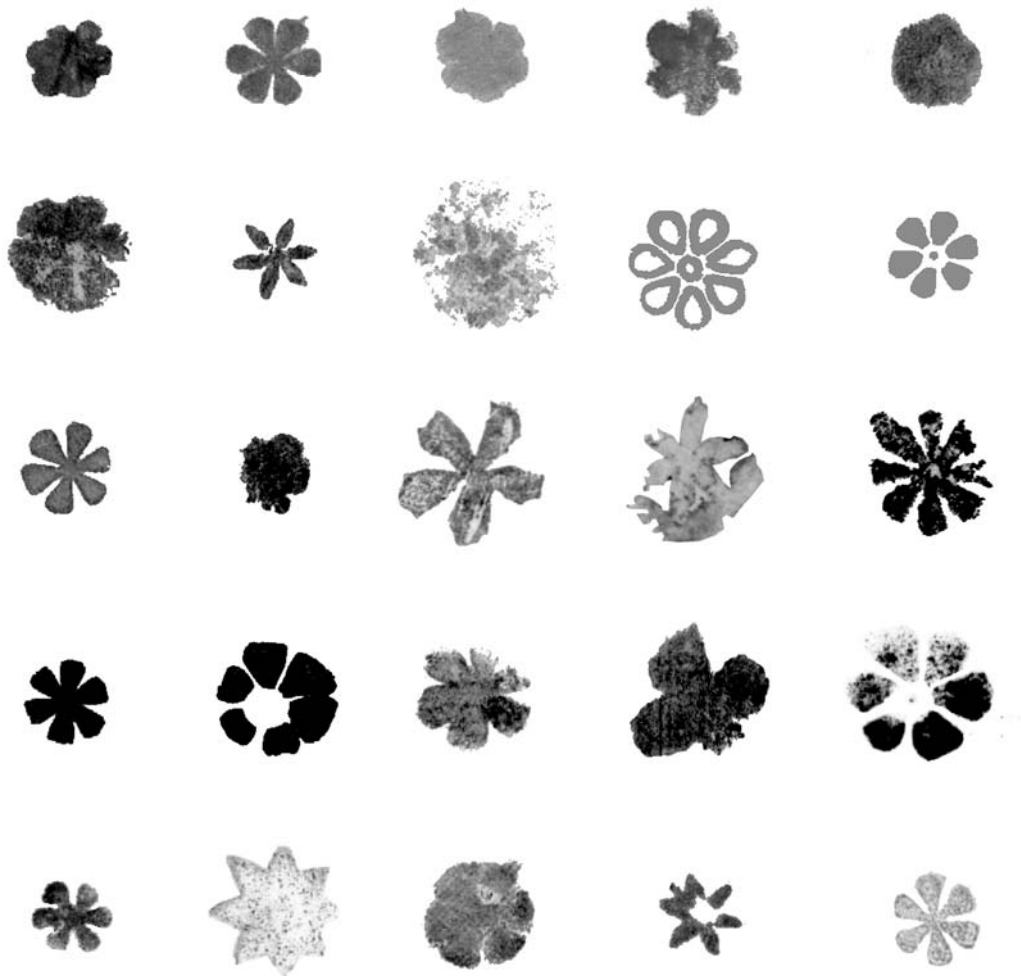
In November of 1990 I wrote to the Austrian Post Office requesting information about this little marking and enclosed a photocopy of a recent card to help them understand what it was I was asking about. The writer regretted to inform me the meaning of the marking was not known. The reply was disappointing, but I wasn't stopped. About a year later I wrote again, including a photocopy, requesting the same information. The person who answered this request checked with the post office that cancelled the card and provided the simple answer: The mail piece was checked for proper postage to its destination and marked so, letting other postal clerks know the mail has already been checked.

So now I knew the meaning! What I needed to know now was, where I can get more information about this program, such as its beginnings, locations of use and different types (colours, shape and size)? With my next request of the Austrian Post Office, I asked a bit too much and got no reply at all. In the meantime, I was browsing through back issues of Die Briefmarke and came across an article about these markings (*Issue 72/150, 29. Ed*). The small two-paragraph article verified what I already knew.

After accumulating over 300 covers with these markings, sorting by colour, size, date and place of mailing, I thought I was ready to begin analysing my stash. I'm no closer now than I was years ago! I do, however, have quite a range. The earliest one I have is from 1958 and they seem to still be in use today. I've also found other markings that are possibly forerunners.

These stars can be arranged into groups by colour; they vary from very clean, clear and bright markings to what I believe to be the same device in various stages of deterioration and some other shapes of the same colour. Oddities include a device re-inked on a different coloured stamp pad, resulting in a darkened red (two of them in different shapes) and a red & black marking; an 8-pointed star, and lastly the only example I have seen of a cover being marked and rated up as postage due. Note the cover to the Rocky Mountain News. Not even the Austrian government is exempt from being checked!

It would be nice if this small article sparks some interest in others that results in more information.

This piece shows an extremely clear asterisk; but the cover is not cancelled!

That could suggest that the checking was done as soon as possible after posting or handover, and before cancellation.

II: Air Mail Rates to the USA, 1951 to 1989

by Andy Taylor

The examples that follow are selected from Steve's collection. The surface rates can be found in any of the usual references – which has thrown up an anomaly! There was a major rate change on 1 July 1971; some books show this in error as being in 1972.

Surface foreign letter unreduced rates

From:	1 9 1951	1 2 1960	1 1 1967
up to 20 gram	240	300	350
20+ to 40 gram	385	480	550

From:	1 7 1971	1 1 1976	1 3 1982	1 2 1986	1 1 1990
up to 20 gram	400	600	700	800	900
20+ to 50 gram	700	1000	1100	1200	1200

Notes (1) weight step changed in 1971 (2) all the rates are shown in groschen

The significance of the surface rates is that the air mail rates are always stated as a **surcharge**, to be added to the surface rates.

Using Kainbacher

By "Kainbacher" I mean Volume IV Part 1 of his "Flugpost Österreich 1946-2007", which is APS Library book 436 -I

1. Ascertain the date of cancelling and the destination country; look for registration, express, special conditions (eg printed matter, braille, special rates). Re-check your reading of the cancellation date; one common error is to misread the month of February when written as II, as 11 ie November ☺

2. From tables such as the above, work out the surface rate for the cancel date. In general you won't know the weight. Note that surface rates and airmail surcharges often changed on different dates, as well as having different weight steps.

3. Place Kainbacher vol IV part I on a strong table. Open it at page 7, the index of contents, and locate on pp 7-10 the entry dated on, or before but closest to, your item's cancel date.

Eg 1: a letter to USA cancelled 28 September 1966; you need "1. Berichtigung FPBV (mit Gebührentafeln) ab 1. Juli 1966" which is on page 9 and directs you to page 253.

Eg 2: a letter to USA cancelled 1 Dec 1952; you need "China und Nord-Rhodesia, Berichtigung ab 21. September 1952" (because of the date, not the content!) which is on page 8 and directs you to page 189.

4. Turn to that page. Does the referred-to section include a table? If so, does that table include your destination?

5. If yes and yes, read off the rate - noting carefully the table headings: do you have a postcard (flat rate irrespective of weight), a letter (rate is per 5 grams), or something else (eg printed matter; rate is per 5 grams).

Eg 1: a USA letter cancelled 28 September 1966 is on the first line of Rate Table III on page 255, and the air mail surcharge is 150 groschen per 5 grams or part thereof.

6. If there isn't a table containing your destination, work backwards until you come to one that does.

Eg 2: a USA letter cancelled 1 Dec 1952 is unsurprisingly not dealt with on page 189, working backwards you come to USA at the bottom of page 188 where the air mail surcharge is 190 groschen per 5 grams or part thereof.

7. Finally, seek a combination of surface rate and air mail surcharge that adds up to the franking on your item. Note: it is unlikely that an item is underfranked, especially if it has the 'checking asterisk'; it is more likely that you have read the wrong table, or the wrong column of the right table, or similar error-prone operations. Overfranking, especially philatelic, is less rare.

> Note that a Kainbacher-typo needs correcting! On page 25, the headings for columns 5 and 6 under "To European countries" are correct: "Postcards" for column 5, "all other letter mail per 20g" for column 6. In all the "To European countries" tables on pages 28 to 73, make the same change wherever possible. Leave all non-European tables alone.

Examples (and explanations)

The data for each is: date of cancellation as year month day / required franking in groschen / actual ditto / weight in grams (as deduced) [/ other markings if any]; then in a box the calculations of the rate . "K123" means Kainbacher Vol IV part 1 page 123. The examples are presented in date order.

1958 5 10 / 540 / 550 / 10 gram

K244 col 3 applies: 150 per 5g. 10 grams needs postage of 240 + 2 x 150 = 540. The bottom left stamp is used 2 days after issue. Mild philatelic overfranking
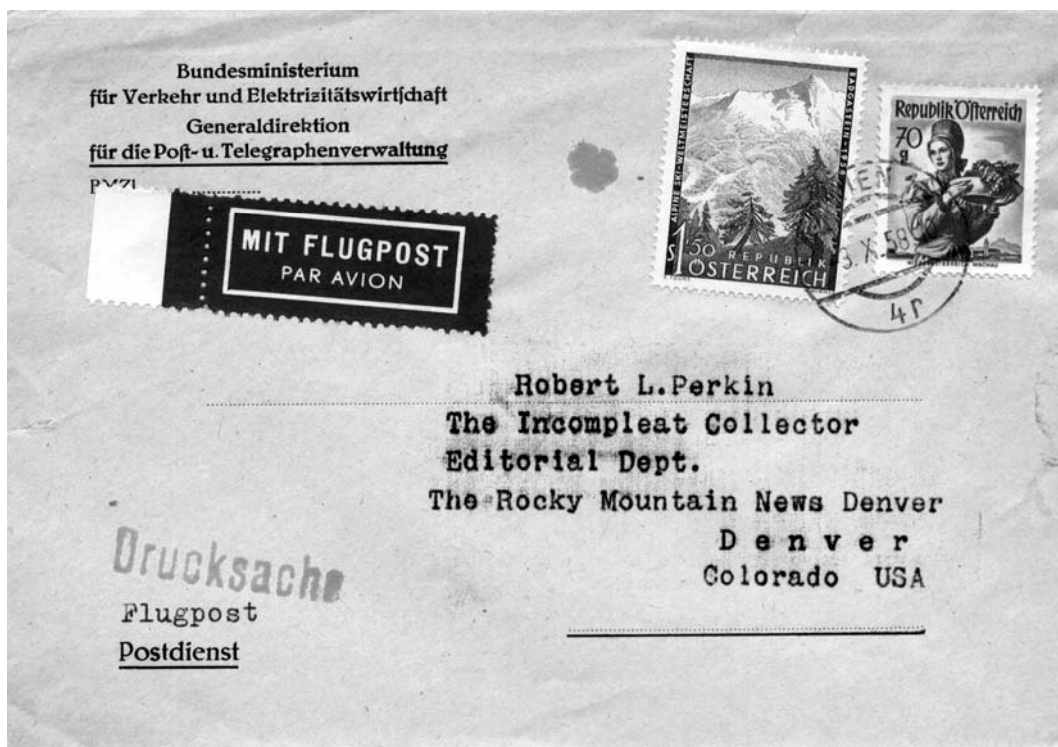
1958 10 3 / 220 / 220 / 50 gram / Drucksache

Surface rate from Michel is 100 for first 50g. K244 col 4 applies: 60 per 5g. 10 grams needs postage of 100 + 2 x 60 = 220

1959 ?? ?? / 540 / 540 / 10 gram

K244 col 3 applies: 150 per 5g. 10 grams needs 240 + 2 x 150 = 540
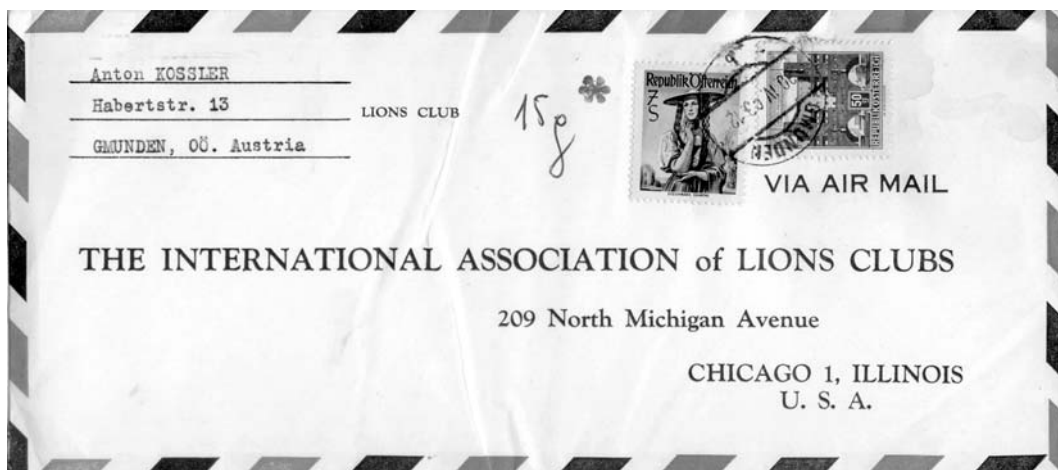

1960 10 22 / 450 / 450 / 5 gram

K249 col 3 applies: 150 per 5g. 5 grams needs 300 + 150 = 450

1962 6 6 / 480 / 600 / 10 gram / (To Canada!!)

K237 applies: 180 per 5g. 10 grams needs 300 + 2 x 180 = 660. Possibly franked and checked at USA rates, which would be 300 + 2 x 150 = 600

1963 4 30 / 750 / 750 / 15 gram / '15g'

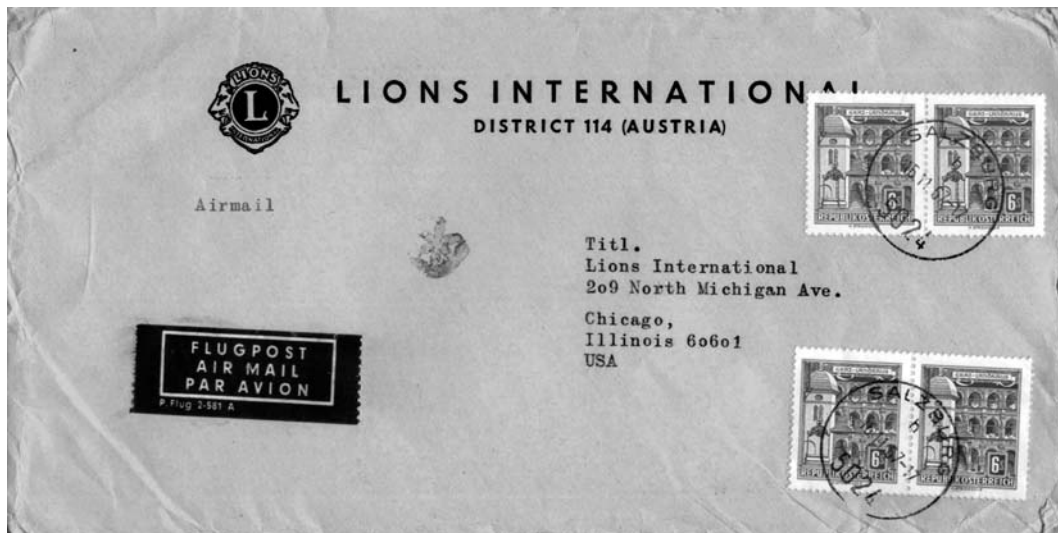K249 col 3 applies: 150 per 5g. 15g needs 300 + 3 x 150 = 750

1965 5 21 / 450 / 450 / 5 gram

K249 col 3 applies: 150 per 5g. 5g needs 300 + 150 = 450

1966 9 28 / 600 / 670 / 10 gram / '6g'

K249 applies: 150 per 5g. 6g counts as 10g & needs 300 + 2 x 150 = 600. This is a FDC of two of the stamps so it's philatelic overfranking

1967 11 15 / 2400 / 2400 / 55 gram

Surface rate is 550 for 40g plus 200 per extra 20g. K255 col 3 applies: 150 per 5g. 55 grams needs 550 + 200 + 11 x 150 = 2400
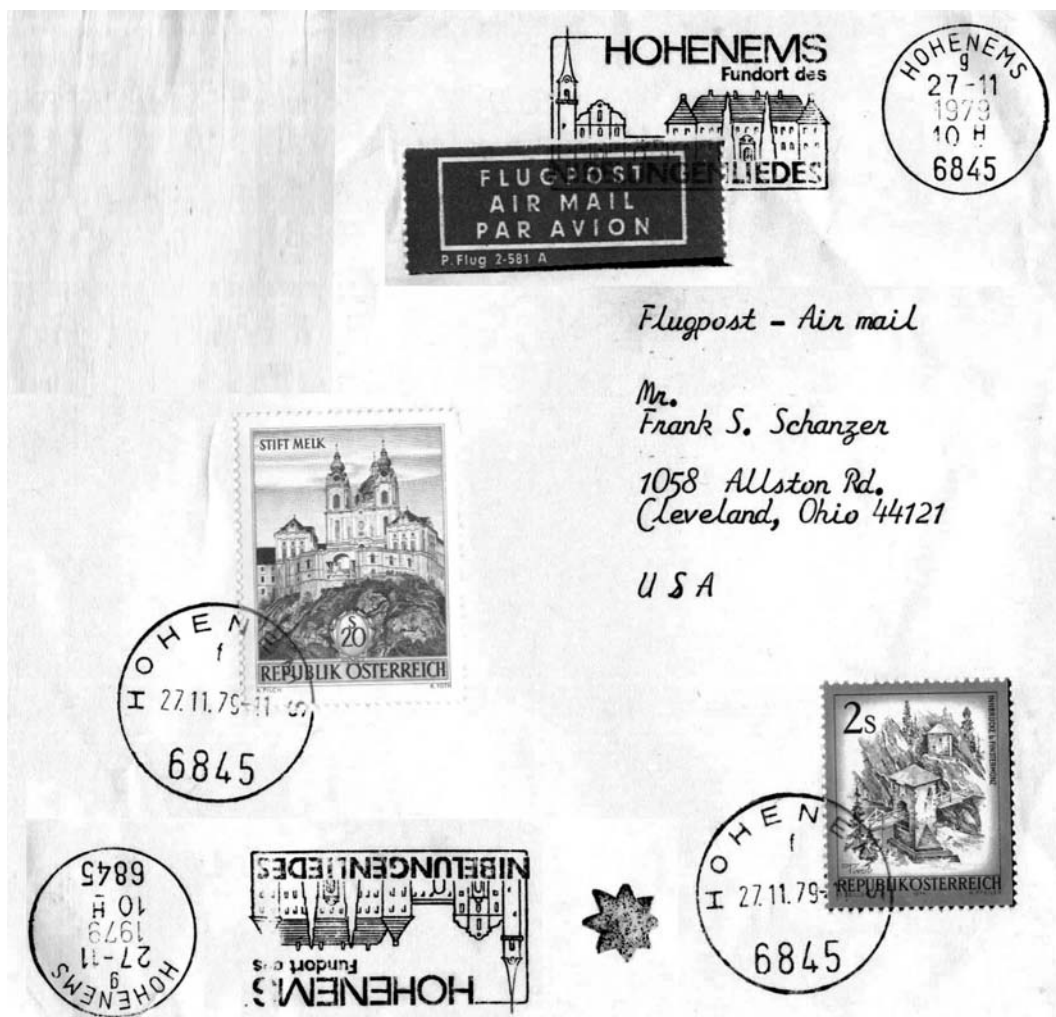

1967 11 24 / 650 / 650 / 10 gram

K255 col 3 applies, 150 per 5g. 10 grams needs 350 + 2 x 150 = 650
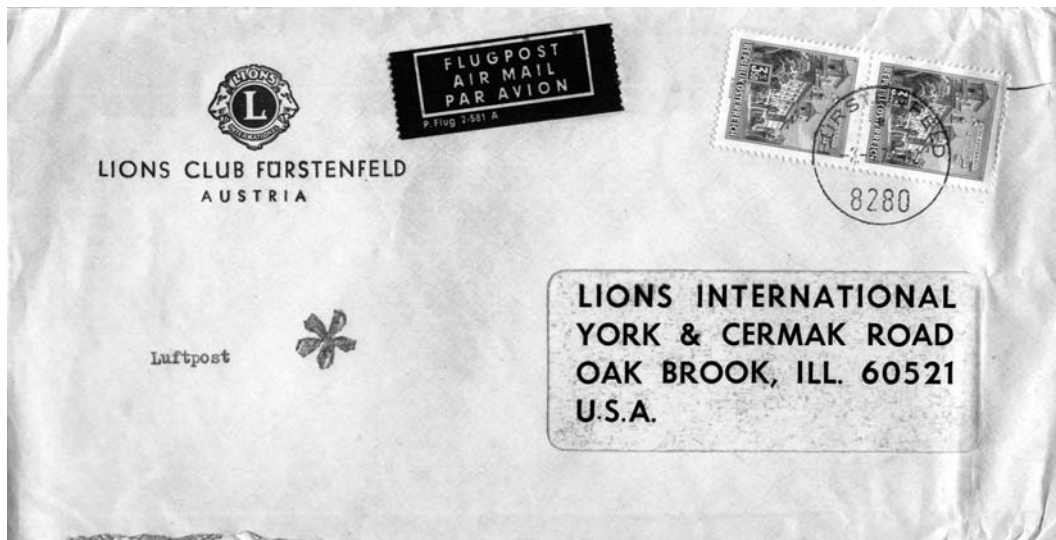
1972 6 2 / 700 / 700 / 10 gram

K255 applies: 150 per 5g. 10g needs 400 + 2 x 150 = 700

1979 11 27 / 2200 / 2200 / 40 gram

K270 applies: 150 per 5g. 40 grams needs 1000 + 8 x 150 = 2200
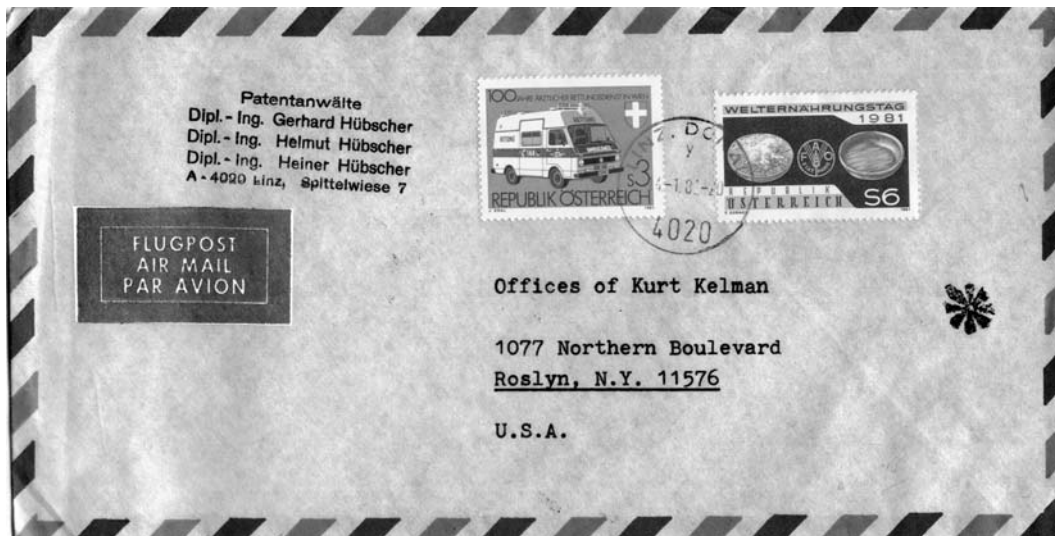
1982 1 14 / 900 / 900 / 10 gram

K277 applies: 150 per 5g. 10g needs 600 + 2 x 150 = 900
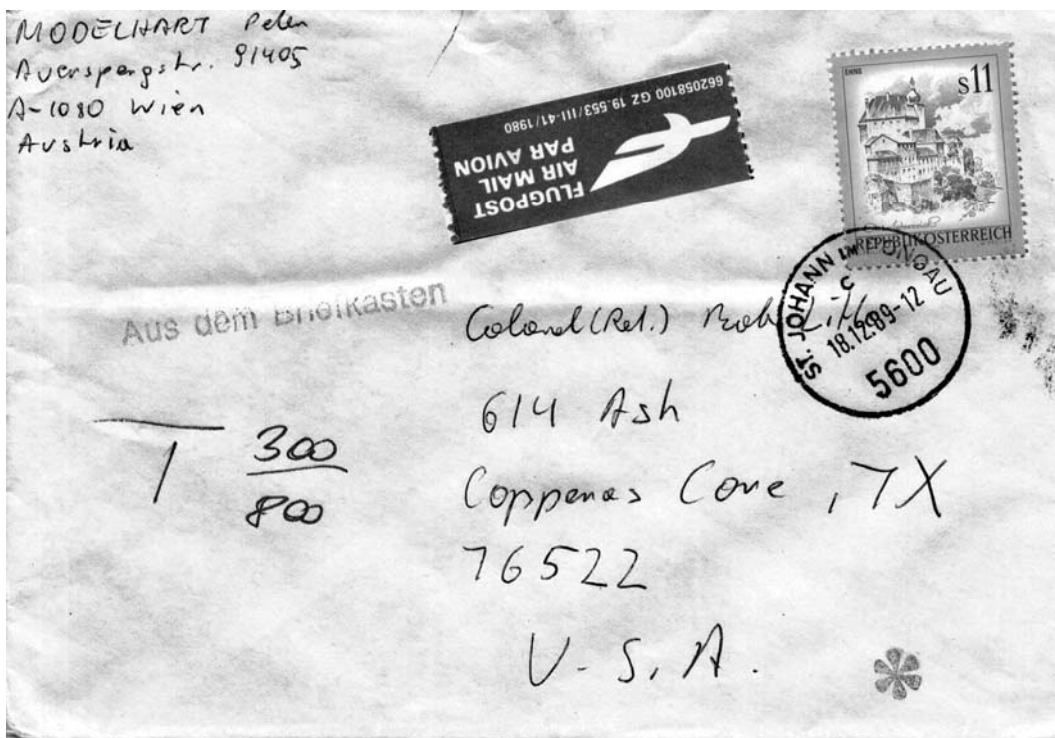
1989 12 18 / 1400 / 1100 / 20 gram / T300/800; "Auf dem Briefkasten"

K282 applies: 150 per 5g. 20g needs 800 + 4 x 150 = 1400 but only 1100 applied. Deficiency 300, correctly shown as T followed by "deficiency over standard weight surface letter rate". Ignored in USA! Was it sent surface (it's adequately franked for that)?

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WORLD HERITAGE SITES IN AUSTRIA.

by M A Rillen

Text from the UNESCO WEB SITE under "Austria"

In 1972 the General Conference of the United Nations Educational, Scientific and Cultural Organization (UNESCO) endorsed the "World Heritage Convention" which aims to identify those sites that are of exceptional interest and value for the whole of humanity in a "World Heritage List". At present, Austria has 8 World Heritage Sites, each of which is an outstanding example of European culture or natural beauty. Applications for others are under way.

Historic Centre of the City of Salzburg (listed in 1996)

Salzburg has managed to preserve an extraordinarily rich urban fabric, developed over the period from the Middle Ages to the 19th century when it was a city-state ruled by a prince-archbishop. Its flamboyant Gothic art attracted many craftsmen and artists before the city became even better known through the work of the Italian architects Vincenzo Scamozzi and Santini Solari, to whom the centre of Salzburg owes much of its Baroque appearance. This meeting-point of northern and southern Europe perhaps sparked the genius of Salzburg's most famous son, Wolfgang Amadeus Mozart, whose name has been associated with the city ever since.

Located at the heart of Europe, Salzburg owes its world fame to the incomparable charm of its urban architectural design, the scenic beauty of its environment and the birth of Mozart there in 1756. Wealth and prosperity can be traced back to the centuries-long trade with salt, proceeds from which made it possible for the Prince-Archbishops to build a city which, due to its Italian character, its numerous sacral buildings and its special atmosphere was also called "Rome of the North".

Palace and Gardens of Schönbrunn (1996)

From the 18th century to 1918, Schönbrunn was the summer residence of the Habsburg emperors. It was designed by the architects Johann Bernhard Fischer von Erlach and Nicolaus Pacassi and is full of outstanding examples of decorative art. Together with its gardens and its extensive grounds Schönbrunn constitutes one of Europe's outstanding cultural and artistic monuments from the Baroque Age.

A tour of the Palace with its opulent State Rooms affords an insight into the lifestyle of Baroque rulers. The Gloriette, located above the Palace, has a panorama terrace which offers a truly 'imperial' view over Vienna. Another highlight in the Palace grounds, the fascinating Palm House, is notable both for its architecture and for its collection of exotic plants. In the gardens is the site of the world's first zoo, opened in 1752

Hallstatt-Dachstein Salzkammergut Cultural Landscape (1997)

Human activity in the magnificent natural landscape of the Salzkammergut began in prehistoric times, with the salt deposits being exploited as early as the 2nd millennium B.C. This resource formed the basis of the area's prosperity up to the middle of the 20th century, a prosperity that is reflected in the fine architecture of the town of Hallstatt. The historic cultural landscape which encompasses the towns of Hallstatt, Gosau, Obertraun and Bad Goisern is the nucleus of the Inner Salzkammergut, which looks back on 3,500 years of continuous cultural heritage. Salt has been extracted here since the middle of the Bronze Age, accounting for the local people's prosperity.

Semmering Railway (1998)

The Semmering Railway, built over 41 km of high mountains in the remarkably short time of six years between 1848 and 1854, is one of the greatest feats of civil engineering from this pioneering phase of railway building. The high standard of the tunnels, viaducts and other works has ensured the continuous use of the line up to the present day. It runs through a spectacular mountain landscape and there are many fine buildings designed for leisure activities along the way, built when the area was opened up by the advent of the railway.

In 1841, Minister of State Karl Friedrich Kübeck commissioned the construction of a railroad to Trieste. The Venetian civil engineer Carlo di Ghega was entrusted with the planning, and under his direction it was constructed over the almost 1000 meter high mountain pass - then the highest altitude reached by a railway line anywhere in the world. At the time, this daring project was acclaimed as a harmonious blend of technology and nature. Today the Semmering-Rax-Schneeberg region ranks among the classical holiday destinations of Europe.

City of Graz: Centre (1999) & Schloss Eggenberg (2005)

Graz is a particularly fine example of a central European urban complex which experienced many centuries of Habsburg rule. The old city is a harmonious blend of the architectural styles and artistic movements that have succeeded each other since the Middle Ages, together with cultural influences from the neighbouring regions. For centuries now the original town centre, nestled at the foot of the Schlossberg with its famous Clock Tower, has been a repository of the

architectural styles of each era, from Gothic, Renaissance and baroque to historical eclecticism and Jugendstil. For a vivid insight into life in the Middle Ages, visit the renowned Armoury. Yet each of the lanes and streets of the Old Town also bear witness to the long-standing cultural pre-eminence of a city which has always fostered a way of life in which art and culture set the tone.

Wachau Cultural Landscape (2000)

The Wachau is a stretch of the Danube Valley between Melk and Krems, a landscape of high visual quality. It preserves in an intact and visible form many traces of its evolution since prehistoric times: in terms of architecture, (monasteries, castles, ruins), urban design, (towns and villages), and agricultural use, principally for the cultivation of vines.

The Wachau accounts for only a brief stretch of the Danube's total course (22 out of 1,740 miles). Nevertheless, it is a region immensely rich in scenic diversity, outstanding cultural monuments, and fine ensembles of historic architecture in the small towns that line the river banks. The characteristic culture that makes the Wachau so distinctive is a blend of natural beauty - the meandering river itself, the wooded riverside meadows, and the rugged cliffs - and man-made attractions like the terraced vineyards, the unique villages and farms, the abbeys, castles and ancient ruins. A special feature of this landscape is its succession of ravishing views afforded by the various buildings perched on the steep banks: from Melk Abbey and Schönbühel Palace, the ruined castles of Aggstein, Dürnstein and Hinterhaus to Göttweig Abbey surmounting a hilltop and visible from far and wide.

Fertö / Neusiedlersee Cultural Landscape (2001)

The Fertö/Neusiedler Lake area has been the meeting place of different cultures for eight millennia. This is graphically demonstrated by its varied landscape, the result of an evolutionary symbiosis between human activity and the physical environment. The remarkable rural architecture of the villages surrounding the lake and several 18th- and 19th-century palaces adds to the area's considerable cultural interest.

At Central Europe's largest steppe lake, Puszta and reed belts converge and romantic vineyards blend with the distant horizon. Nominated by both Austria and Hungary, the cross-border region extends from the lowlands to the Lake and its expansive reed belt to picturesque towns, magnificent vineyards and

wide pastures on which cattle and white burros graze. Archaeological monuments, lime sandstone quarries, antique sanctuaries, farmyards and castles are witness to an impressive settlement history.

Historic Centre of Vienna (2001)

Vienna developed from early Celtic and Roman settlements into a Medieval and Baroque city, the capital of the Austro-Hungarian Empire. It played an essential role as a leading European music centre, from the great age of Viennese Classicism through the early part of the 20th century. The historic centre of Vienna is rich in architectural ensembles, including Baroque castles and gardens, as well as the late-19th-century Ringstrasse lined with grand buildings, monuments and parks.
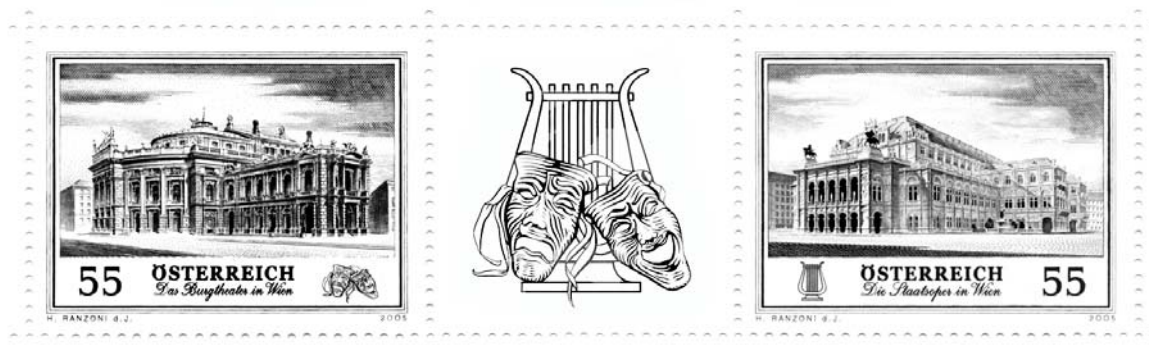
Three epochs shape the face of the former city of residence of the Habsburg emperor: The Middle Ages with the gothic St. Stephen's Cathedral; the Baroque Period, whose most important heir is the Hofburg with its luxuriant domes; and the Ringstrasse era of the late 19th century, where in place of the city wall magnificent structures were built such as the State Opera and the Art History Museum. The numerous churches, palaces and parks, as well as the affluent rulers' wealth of collections contribute, too, to the imperial flair of Vienna's Old Town. Equally inextricably linked to Vienna's Old Town are the culinary pleasures of the Viennese cuisine, the comfort of the coffee houses and nostalgic shopping in former purveyors to the imperial court.

The future?

UNESCO list the following as "under preparation": Abbey of Kremsmünster, Bregenzerwald, Gurk Cathedral, Hall in Tirol, Heiligenkreuz Abbey, Hochosterwitz Castle, Innsbruck-Nordkette-Karwendel, Erzberg and old Steyr, National Park "Hohe Tauern", Prehistoric Pile Dwellings around the Alps.

NOTES FROM PUBLICATIONS.

Die Briefmarke:

Issue 5/2009: thematic: Wagner; the Wachaubahn; valuing old letters; Letterboxes in 1945's Vienna; thematic: Mucha ii; new issues, news, books etc; PKMI's exhibition in Hall.

Issue 6/2009: thematic: endangered animals; Europe and Astronomy; 240 years of the Albertina; ways in 1840s of legalising private letter-carrying; crash mail; ship mail on the Bodensee; postage-due problems; new issues, news, books etc (*did you know the Post sell model cars and fridge magnets*?);

The results of the readers' vote for "the most and least beautiful stamp of 2008" are: most – the Post Coach, designed by **Hannes Margreiter**; least – "your personal patch of turf" (football-related, as were the second and third least).

Arbeitsgemeinschaft Österreich e.V.

Issue 86: many members' letters; Notgeld ('emergency money') used as postage stamp; valuing postal stationery; polemic on CTO vs 'genuine' cancellation; printed matter rates in 1938; 'Austria in 1938' part 1; Mühlviertel (iii); book reviews; etc.

ARGE Feldpost Österreich-Ungarn
(formerly Arbeitsgemeinschaft Feld- und Zensurpost 1914-18)

Issue 97: "Sr Majestät K.U. Leibgarde"; Qs & As; Alpine Detachments; Fluchtige Feldbahn; "Unter Kriegsrecht geöffnet" in 1918; military hospitals etc in Montenegro (4pp); the Vienna-Krakau-Lemberg-Kiew line and the Olmütz connection; the Electric Fence detachments; Jindrich alias Heinrich Kostrba; etc

Austria Philatelic Society[US]

Vol 9 No. 3: dearth of articles; Austrian mails from the 2nd Mexican Empire; translation of Ferch2000 pp 1321-28 (B&H 1878-9 issue); revealing a forgery by colour-processing; auction list.

Czechout

Issue 2/2009: News'n'views; Q&A; Slovak Army in WWII (lovely map!); etc.

Germania

May 2009 vol 45 no 2: Society Reports; "Saxon Blackings" (obliterations made in May 1945 in Saxony of Hitler Head adhesives; loose ones could be confused with loose Vienna obliterations. Ed.); a parcel card used in Austria in Oct 1938; book reviews; reports of interesting-sounding regional meetings; etc..

Jugopošta

Vol 90 June 2009: Monograph 7: "Postal Rates of Bosnia & Herzegovina 1878-1918" by Alfred Kraut & Gerrit Matthijssen (reprinted from AUSTRIA)

Militär und Philatelie

Issue 230 April 2009: the WIPA2008 Cover Series part 3; descriptions of several WWI Fieldpost items; many shorter articles.

Issue 231 May 2009: Ilag XVIII censor marks; news of recent activities; .Personal-Stamp details wanted; etc

[Their Editor seeks to compile a list of every Austrian Personal Stamp with a military connection. Since these can be privately commissioned by anybody, the task is akin to nailing jelly to the ceiling! Ed]

Stamps of Hungary

Issue 177: June 2009: AGM; circled-number postage due markings; forged Debrecen issue; where was/is Brood; Fieldpost cards with a numeric cachet; etc.

Südost-Philatelie

Vol 110/2009: Queen Milena of Montenegro; new finds; German occupation of Laibach 1943-45; scanning reveals security underprint variations; etc etc

Supplement: the processing of registered mail by the larger post offices in Croatia, 1941-45.

Austrian Registered Post Rates

<div align="right">By A Taylor</div>

In AUSTRIA 139 I printed a list of Austrian Registered Post Rates, including the Anschluβ period for which the rates normally given in the major catalogues cannot be justified. Note that **these are surcharges, payable <u>as well as</u> the normal postage on the item.** I repeat it here, extended backwards by adding the pre-stamp rates according to Wurth, Die Briefmarke June & August 1955; and forwards by asking Prof Zimmerl. The currency abbreviations used are: Kr=Kreuzer; H=Heller; K=Kronen; Gr=Groschen; S=Schilling; Rpf=Reichspfennig; €=Euro

From:	Inland [1]	Foreign [2]	Notes
1.11.1789	6Kr		
16.5.1815	12Kr		Conventions-Munze
1.6.1817	4Kr	See footnote	
1.8.1842	6Kr		
1.6.1850	3Kr local; 6Kr distant		
1.11.1858	5Kr local; 10Kr distant		Oesterreichische Wahrung
1.7.1875	5Kr local; 10Kr distant	10Kr	
1.1.1900	25H	25H	New currency
15.1.1920	60H	1K	(1.12.1919 in Kainbacher; 21.11.1919 in Wurth)
15.4.1920	120H	2K	
1.2.1921	200H = 2K	2K	
1.8.1921	5K	10K	
1.12.1921	10K	25K	
1.5.1922	40K	75K	Inflation period. No reduction in reg rate for "reduced foreign rate" countries
21.8.1922	160K	300K	
18.9.1922	320K	600K	
1.11.1922	640K	1500K	

[1] 'Inland' also included Germany for most periods up to 1945.

[2] Individually-negotiated foreign rates existed even before 1850; the UPU rates are listed here.

From:	Inland [1]	Foreign [2]	Notes
1.8.1923	1000K	2000K	
1.12.1923	2000K	3000K	
1.12.1924	3000K	4000K	
1.3.1925	30Gr	40Gr	New currency
1.10.1925	30Gr	60Gr	
1.9.1932	40Gr	70Gr	
4.4.1938	There was **no change** in these rates at the Anschluβ date.		
8.7.1938	27Rpf/ 40Gr	47Rpf/ 70Gr	**Same rate**, but restated in Rpf
1.8.1938	30Rpf	30Rpf	
2.7.1945	30Rpf	suspended	Service in Vienna and Lower Austria only; in other parts later.
1.11.1945	30Gr	suspended	
26.6.1946	30Gr	100Gr	Michel's 30Gr foreign rate is wrong
1.9.1947	1S	1S40	
1.1.1950	1S	2S40	
1.9.1951	2S	3S40	
1.2.1960	2S50	3S40	
1.1.1967	4S	5S	
1.1.1976	8S	10S	
1.3.1981	10S	10S	
1.2.1984	15S	15S	
1.2.1986	17S	17S	
1.1.1994	20S	20S	
1.7.1997	25S	25S	
1.1.2001	28S	28S	
1.1.2002	2.03€	2.03€	Same rate but in Euro
1.6.2003	2.10€	2.10€	Still true in July 2009

QUESTIONS, ANSWERS, LETTERS etc

Too much turkey?

Our web site produced an unusual query: the 1987 Christmas stamp in which the faces of Mohr and Grüber are pale green instead of reddish. Presumably it's a colour omission during printing; although other suggestions have included bleaching by sunlight, malfeasance with chemicals, and seasonal over-indulgence! Has anyone seen another example, or got a better explanation?

[*This is a change from the usual queries we receive, such as "I have found an Austrian stamp in my Grannie's handbag, it's old so must be valuable, what's it worth" The usual reply is "A scan would assist". APS Webmaster*.]

1867 Plate Faults list?

Alan Whitebread asked if there existed a list of plate faults on the 1867 issue. There are mentions of these in Die Briefmarke issues in 1958, 63, 64 & 78; also in Ferchenbauer 2000 and 2008. However the APS Librarian has found that Library Book 52 is a book by Waschutt, published in 1972, and entitled "Österreichischen Freimarkenausgabe 1867". It provides a comprehensive list of the plate faults. Examination of the book suggests that the library list's description "An exhaustive but impenetrable book on plate faults & types" is quite correct!

An Imperial and Royal Correction

[*Well, Presidential; and referring to the "KuK vs Kk" article in Austria 166 page 25.*]

I understand the use of adverbs in the second paragraph but elsewhere the normal adjectival 'Imperial and Royal' would be better.

More significantly, the piece about Musil and 'Kakanien' / 'Kakania' might lead those unfamiliar with German into trouble. The '-nien' suffix seems to signify 'the land of..'. Think Kroatien, Serbien, Slavonien etc. etc. And Kak obviously resonates with Kk / Kuk as you suggest. But Kaka is childish German for Kacke

or Scheisse. So Kakanien might be translated as the Land of Poo. Or perhaps the Empire of Poo. OK for Musil, others use with care!

More philatelically, you have missed perhaps the most famous and important occurrence of the K.K. vs. K.u.K. versions, in the postmarks of Bosnia & Herzegovina. After the initial Feldpost and Etappenpost cancellers, the postmarks issued were all inscribed K.K. MILIT. POST [number] / [location]. As the Hungarian were very much involved, the War Ministry was 'joint', and Bosnia was effectively held by Hungarian troops, they objected strongly to the Kk versions and the postmarks had to be re-issued in K.u.K. MILIT. POST versions.

Martin Brumby

Field & civil post interchange

Just received my copy of the Summer 2009 "Austria". As a collector of A-H Feldpost, I found your article on the interchange of military and civil mail interesting. A couple of comments on the first illustration. Herr Frey's 'rank' is Einj. Freiw., that is Einjahr Freiwilliger (One year volunteer.) Men with a certain level of education were permitted to volunteer for one year's service to fulfill their military obligation. Soon after the Austro-Hungarian authorities realized that the war would not be a short affair, the terms of enlistment for a volunteer were extended to the duration of the conflict.

Herr Frey's address is D.A.G., that is Division Ausbildungs Gruppe (Divisions training group), XIII. As the war progressed and warfare became more technical, many Austro-Hungarian divisions, corps and even armies instituted special training organiszations for the newly arrived replacement (marsch) companies and battalions. Before commitment to battle, the marsch units were sent to the training groups for the latest in tactics training. In the case of Herr Frey, this was the division's training group for the XIII (13th) Schutzen Division (peacetime HQ in Vienna). In June 1918, 13th Schutzen Division was assigned to XXIV Corps, 6th Army on the Isonzo Front.

The address also includes II/XXXVII Marschs., that is the 2nd Marsch company of the 37th Marsch Battalion. This was the 37th replacement formation sent to a regiment of the 13th Division since the beginning of the war. In June 1918, the division had assigned to it Schutzen Regiments 1 (recruiting area Vienna), 14 (recruiting area Brunn, Moravia), 24 (recruiting area Vienna), and 25 (recruiting area in Kremsier, Moravia).

Marsch (Replacement) battalions were sent to infantry regiments (Kuk, or Landwehr/Honved/Schutzen) by the regiment's depot. An example of the complete designation for such formations was "K.U.K. INFANTERIE-REGIMENT HOCH-UND-DEUTSCHMEISTER NR. 4, II/XVIII MARSCHKOMPAGNIE." That is Marsch Company Nr. 2, XVIII Marsch Battalion, Kuk IR Nr. 4. This was the 18th replacement battalion sent to Kuk IR Nr. 4 from the regiment's depot. Planning in 1914 called for one replacement battalion per month per regiment. One can calculate that this battalion was sent about December 1915. With all this information, it seems a bit strange to me that the feldpost officials couldn't locate Herr Frey simply because he forgot to include his regiment number.

I can only guess at the size of the replacement units by referring to the standard size of regular infantry units. Until the Army reorganization of 1917 all Kuk, Landwehr, Honved and Schutzen infantry regiments were organised on the principal of 4, four sections to a platoon, four platoons to a company, four companies to a battalion and four battalions in a regiment. Wartime strength for an infantry company at the beginning of hostilities was 250 officers and men. A battalion counted 1000 and a regiment 4600. The 600 men over and above the 4000 assigned to the four infantry battalions were medical, supply, communications, etc. I don't believe the replacement personnel were counted against the regimental strength until they were actually assigned to their ultimate unit. During the army reorganisation of 1917, infantry regiments were reduced to three battalions. The extra battalions were used to create new regiments. At the same time additional machine gun, technical and infantry gun personnel were added to the regiments.

One would think a replacement battalion counted somewhat less than 1000 men. As manpower pools began to dry up the size of replacement companies and battalions decreased. However, I have a cover in my collection with the following unit cachet: "K.u.k. Infanterieregiment Erherzog Karl Nr. 3, 9./XXXX. MarschKompagnie." The card is postmarked 18 August 1918. Does this mean that Marsch Battalion XXXX had about 2250 men assigned? I doubt it.

I have over 200 covers with marsch unit cachets. The overwhelming majority use Arabic numerals for the company and roman numerals for the battalion. There does not seem to be any difference by date of usage. The Kuk IR 4 cachet used as an example happens to be one of the few with all Roman numerals. Perhaps some Viennese thought that Roman numerals added a bit of class to the cachet!

Tom Cossaboom