

AUSTRIA

Edited by Andy Taylor

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Meeting Dates for 2001:

3 March	London	Joint Meeting
7 April	Manchester	Postal Stationery – Henry White
12 May	Manchester	Hesshaimer – Arthur Godden
30 June	Tile Hill, Coventry	MIDPEX . Support our stand!
19-21 October	Canterbury	Cantfest 2001 (John Cottrell i/c)

Editorial 133

Great oaks from little acorns grow, I hope.. the intended inaugural meeting of the Manchester Local Group had to be abandoned when it became apparent that, of the putative attenders, two including the speaker were ill, three could not come by train because there weren't any, three were marooned behind a landslide, one was abroad, one working, and one expecting indefinite delays from 10,000 football fans trying to pass 100 spontaneously-slow lorries. Brian would have been lonely! Subsequent MLG meetings were succesful. So, for those readers who have forgotten what a train looks like, I've decided to include Tony Boyer's article on WIPA, trains, Austrian stamp designers and related matters.

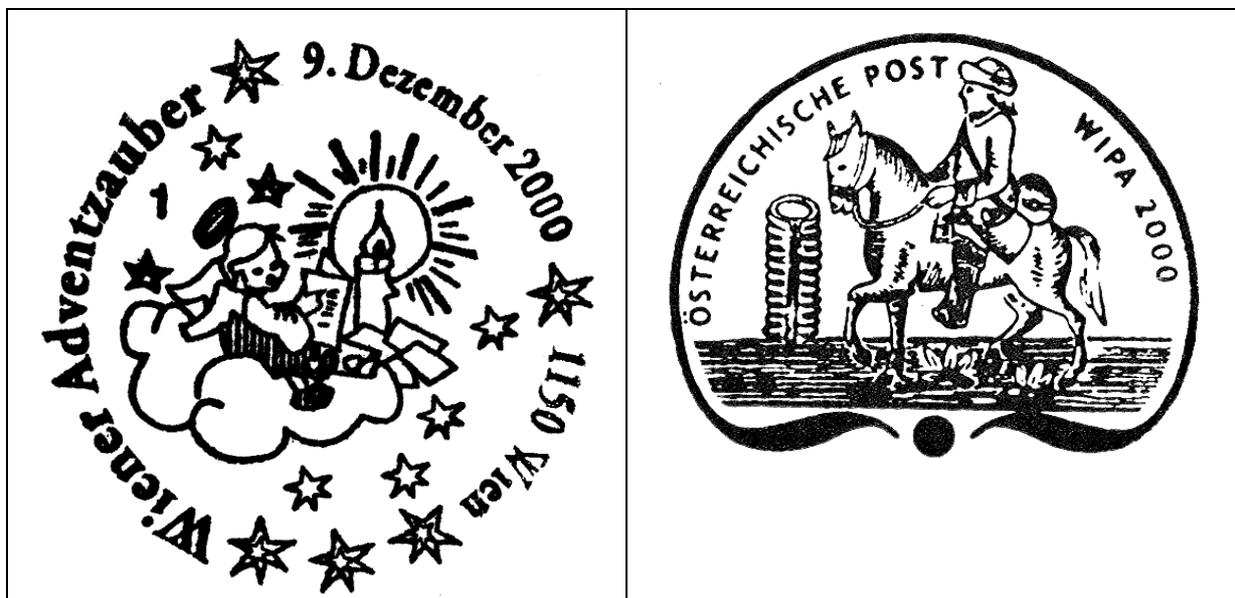
I hear that two APS members qualified for medals in the International Section at the "Glasgow 2000" Show, the first Scottish "national". Brian Presland won a Vermeil for Austro-Hungarian Military Medical Units 1914-1918 and Hans Smith a Gold for The Austro-Hungarian Military Border 1813-1872. Past experiences had suggested to the organisers that, because of the short time between judging and the exhibition, it would not be possible to manufacture individual medals in time for the presentation ceremony. Instead, each entrant received an undifferentiated polished-silver-plated memento of Glasgow 2000, along with a certificate detailing the level of their success.

Further details emerge of the changes to Austrian postal rates in the next two years. The first four of the new stamps will be pre-issued on 1 October, with a FDC date of 1 Jan 2002. Complex rules will be promulgated governing which pre-2002 stamps can be used with which new ones on what - look out for sack-loads of mixed frankings, or find an Austrian post office which is open on 1 Jan 2002 and post your own! A more serious problem will afflict our reciprocal societies (eg ArGe Mil Aus Phil) - it looks as if the reduced rate for bulk mailing of magazines is to be withdrawn as part of the drive to a "customer oriented service company". However, a country which has allegedly spent £½M to decide on "Consignia" as a new name for the British Post Office shouldn't throw too many stones!

Austria's 2001 stamp issue plan, which appears on page 56, includes an inland postcard which had been scheduled for issue in 2000 with a 6½ATS value - it is now to appear on 16 Feb but at 7ATS. It also features three railway stamps; I can already hear the distant sound of nit-picks being honed.

The December 2000 issue of Die Briefmarke was Prof Zimmerl's 100th - our congratulations! My turn comes in 2024, when I'll be 80: Notice Is Hereby Given that it will then be someone else's turn! Meanwhile, I observe that just over half of this issue was written by non-UK residents, who are only 30% of the membership.

My thanks to Prof Zimmerl and die Briefmarke for their Christmas card, and to the Austrian Post Office for their specially cancelled postcard in compensation for the delays caused while they reprogrammed their new computer.



I read that in Austria, 18% of the electorate are members of a political party; next in the EC is Belgium at 7% while the UK is 2% - indeed the Royal Society for the Protection of Birds has more members than all the UK parties together! One could speculate endlessly on the reasons for this... the relevance to this journal will appear when you read the article on 90 Years of Austrian Aviation. It is at least refreshing to find this mention of Austria in a British newspaper: there seems to be a conspiracy of silence amongst the media, making me wonder if they regard Austria as a faraway country about which they care very little.

ABPS News arrives, with sundry booklets... I see that there are four people listed as prepared to give talks an Austrian Philately, of whom two (R Feld & G B Williamson) are current members and the other two used to be. There is a section of "news from specialist societies" to which we could contribute; and we are listed as a participant at MIDPEX on 30 June at Tile Hill, Coventry. Bodies, and exhibits, needed!

Because of the serious road accident which has befallen Mrs Susan Harty, the promised article on The Build-up to WIPA has been delayed. We wish her well

Andy Taylor: 18 January 2001

NOTES from publications en route to the Library.

By Andy Taylor

The Editor would welcome fuller reviews on any item mentioned here, especially the books, and also of any other item relevant to Austrian Philately. All items below, apart from Czechout & the APS(US) journal, are in German.

Die Briefmarke

All issues have Special cancels; new stamp issues; UNO & Germany reports; closures (and, rarely, openings) of post offices, TPOs, postablages; philatelic gossip etc

Issue 11/2000 Art and Culture in Vorarlberg; Prof Sepp Buchner's death; the post in Ludesch (lavish illustrations!); WIPA co-ordinator's formal facilities report.

Issue 12/2000: It is Prof Zimmerl's 100th issue!; Info on ATS/Euro stamps; Christmas-related philately; Christkindl to have 5 dies instead of 15; P6ttsching; the 15 Post offices in Bezirk Mattersburg; Djibouti; green cancels as used on the Kronprnz Rudolf Bahn; dates in 2001 which are also valid postcodes; further concentrations of postal delivery service; Brussel's Postal Museum follows Austria's example in "closing for reconstruction".

Issue 1/2001: Austrian State Printing Works" re-sold to "Euro Investment Partners"; design of 1954 Health stamps (ANK1008-13) to be used on souvenir cards (Gedenkblatt) for Chemobyl relief; Hamburg; the Jaffa post office.

Arbeitsgemeinschaft Militaria Austriaca Philatelia.

Issue 190: MilPhila 2000 report; book reviews; 2002's designs; prizes won by members; NATO; UNPROFO; etc

Issue 191: Farewell?? (2½-fold increased postal charges; subsidies withdrawn); troubles with post and bank (late or missing items, huge bank charges which members won't pay etc etc); auctions & sales lists; the 1938 invasion.

Arbeitsgemeinschaft Feld- and Zensurpost 1914-18

Issue 63: Brian Presland's 65th birthday; prizes won by members; queries; KuK Hauptfeldpostamt 351; "censoring" by producers of important materials (eg iron) 1914-18 - 22pp by H Thielk; etc

Censorship of civil post in Austria-Hungary 1914-1918: H Thielk. Second, enlarged edition; 750AT5 + p/p. 474 pages A5. An update of APS Library item 174. This book is an illustrated compendium and listing of censor markings used throughout the whole of Austria and Hungary. Introductory sections cover

the reference system and the various types of censorship. Then each province is covered, beginning with a map. In Tirol, for example, there were censor offices at Bozen, Innsbruck, Innichen, Cavalese, Trient, Kufstein (packets) & Mal6; for each the cancels are described and illustrated. Similarly Silesia had Troppau, Oderberg, Teschen & Bielitz. Appendices include Passport Control Offices, Factory marks, Police, & Sources (including MB's Dalmatia). Anybody interested in ceusor markings will be seriously handicapped without this book. Good news for purchasers of the first edition! The second edition is available (at a slightly higher price) in a properly hardbound printing. You'll save the extra cost in sellotape, not to mention the bad language and stress when the pages of the cheap soft-bound version falls to bits!

Arbeitsgemeinschaft Osterreich e V.

Issue 52: Validity of Posthom series; Strahienstempel; provisional postage dues 1945-47 (many illustrations, some legible); blue cancels from Smirne 1868-9 (ditto); book reviews; horrible cancels on recent mailings from GB; etc

Wiener Ganzsachen F u P-Verein.

Issue 4/2000: Official packet-card for a new canceller; a registered Fieldpost letter to Turkey; 1998 "Oberndorf" envelope reprinted with millennium overprint; cancels from Kaprun.

Czechout

Issue 4/2000: 2001 programme; meeting reports; book reviews; post-1918 articles etc

Interessengemeinschaft Bosnien-Herzegowina

Issue 88: Picture postcards of B-H; B-H Fieldpost then & now; FPO 34

Issue 89: B-H postal stationery & how the various catalogues show it; Etappen-Postamt 1; collect B-H?

Austria Philatelic Society (US)

This society was recently founded by Ralph Schneider (of Illinois) to pick up the activities of the Austria Philatelic Society of New York which had "softly and silently vanished away".

Vol 1 No 1: Choice of name; what should newsletter cover; should they have auction, library, packets etc; proposed mentoring programme; translation (with colour illustrations) of Ferchenbauer-2000 on the 1851 Newspaper stamps; the Vienna-Kiev (or Kyiv) airmail service.

Südost-Philatelie

We have established links with the Arbeitsgemeinschaft Jugoslawien und Nachfolgestaaten e. V. whose 'patch' is those parts of Europe which at one time or another were called Jugoslavia, and agreed to exchange journals. Eventually we'll receive a complete set of back numbers, which I'll attempt to survey for you. In this regular item in 'Austria' I'll record mainly the pre-1919 information; however they publish articles covering postal matters right up to 2000.

Issue 71/2000: Etappen-post No 1; Turkish post [in Jugoslavia]; the mysterious letter 'K'; publications price-list; etc.

120 Jahre Österreichischer Philatelisten Club Vindobona / 150 Jahre Österreichische Briefmarke

Another monumental, exquisitely-printed Festschrift! 297 pages of glossy A4 with sharply-printed full-colour illustrations. The contents are: Documents, full & part sheets, essays & trials of the 1850-67 issues from the Austrian Postal Archive (34 bind-blowing pages); essays for 1938/9 Winter Relief, 1945 Vienna overprints, 1945 Arms colour trials, essays for Second republic definitives (10pp); Rezepisse Forms (7pp by C Kainz); 1755-1844 fumigation tax in Trieste (19pp); Austria-GB letter post via Aachen, 1842-1875 (19pp); 1861,63, 67 Austrian stationery envelopes (73pp); 1894-1918 provisional postage dues (5pp); Inflation period official post- & lettercards (10pp); The Graz 2-hour provisional [22 May 1945] (2pp); Austria-America airmail rates 1946-48 (12pp); the French Expedition to Egypt 1798-1801 (22pp).

Austrian Postal History: Volume 24 Kleine Post Ofen - Parva Posta Budensi

This is the 2001 volume of Dr Riidiger Wurth's annual handbook, and describes the introduction and development of the City Post in Ofen (later Buda, which even later combined with Pest). The tale begins in 1526 and traces the many social and political influences affecting this postal system until its closure in 1846. Many documents are reproduced (some in Fraktur, and all in their original spelling) and there are plans of Ofen-Pest in 1836 & 1837.

Salzburg: 600 Jahre Boten und Posten

Again by Dr Wurth, this 80-page volume covers the postal systems of the province of Salzburg, and their interaction with nearby parts of Europe, from 1413 till 2000. The rates at many different periods are explained, and examples range from the Head Office next Salzburg's cathedral to Kesselfall Alpenhaus.

Bosnian Punched Hole Mystery

By Hal Hite, Bosnia Study Group Chairman, 8828 Pershing Drive, Suite 120, Playa Del Rey, Calif. 90293 E-mail: halhite@earthlink.net. Reprinted by permission of The Bosnia Study Group

Everyone loves mysteries! In Bosnia stamp collecting there are mysteries galore. The production records of the Austrian State Printing Office are virtually non-existent regarding the classic Bosnia stamp issues. The literature and research on these issues is also scattered and incomplete. The Bosnia Study Group is requesting knowledge and input from any and all collectors regarding the following study project.

[This illustration is of the plate number at the top of a "punched hole sheet". A larger portion is illustrated at the end. Please send your responses to the Study Group to me. Ed.]



THE "DEMONETIZED" 1906 PICTORIAL ISSUE

Background:

On November 1, 1906, the stamps of Bosnia-Herzegovina underwent a complete change in design. The stamp size was increased from the small format stamp used since 1879, the name of the country was added, the stamps depicted scenes of local interest, and they were engraved rather than typographed. All in all the clear scenic images, large size and brilliant colors represented quite an innovative step for such a small country. The Pictorial Issue was in use for 6 years and was withdrawn from service on December 3, 1912. After the war, in 1919, four values of the issue were overprinted and re-issued for use by the newly formed country of Yugoslavia.

At some point in time, the stamps of this 1906 issue, including the imperforate varieties, were apparently cancelled by punching a series of holes into all remaining sheets. Each hole is approximately 4.5 mm. in diameter. The holes are spaced approximately 7.5 mm. or 14.5 mm. apart and are oriented in either

the horizontal or vertical direction. Some of these punch-cancelled stamps were additionally cancelled with an X and/or a line made by a blue or orange crayon.

The Bosnia Study Group is attempting to determine the who, what, when, where, and why of this mystery cancellation. What we know so far is outlined below and we have added our "best guess" conclusion. All interested collectors are encouraged to send any relevant information or references that they may have regarding this investigation to the Editor of Austria, who will forward it.

What we know so far:

1. These punched holes are present in the 1906 issue only. No other Bosnia or Austria stamps are so cancelled. The punched holes exist for all values of the issue.
2. The punch-cancelled stamps have gum and exist both perforate and imperforate.
3. There are no postally used examples of punched stamps, either on cover or off cover. There are no CTO examples.
4. The stamps were punched in sheets, after perforation. They were not punched individually. This is proved by the existence of large multiples such as the image above.
5. Punch-cancelled stamps exist with the special perforations of the 1906 issue.
6. Some stamps are known cancelled with a horizontal orientation of the punched holes and some with a vertical orientation.
7. There are also crayon cancels on many of the punched stamps, either blue or orange depending on the stamp color, in a wide variety of line and x markings.
8. In 1911, the remaining stock of the 1906 issue was shipped from Vienna to Sarajevo in order to be used up there.
9. Unpunched remainders of the 1906 issue were overprinted for subsequent postal use, after they were withdrawn from service on December 3, 1912. There are no punched cancels for these overprinted issues. The 5h and 10h were overprinted and issued November 1, 1914 (1st war charity issue). The 5h and 10h were also overprinted and issued July 10, 1915 (2nd war charity issue). *Note: Supplies of the 5h and 10h values may have become exhausted after the 1915 overprinting, since all subsequently overprinted charity issues were on other types of stamps.* The 20h, 40h, 1K and 2k were overprinted and issued in 1919 for use in Yugoslavia.
10. Similar crayon cancels exist on the Karl I Austrian issue.

The following hypotheses have been suggested: (attribution in parenthesis)

Demonetization. (E.C. Coleman) "For some reason in the final years of Bosnia's existence, stamps of the 1906 issue were demonetized. In order to make them invalid for postal service, a series of holes, either horizontal or on a vertical plane, approximately 3/16 of an inch in diameter, two or three holes per stamp were punched in all sheets remaining in the central dispersing office. It would have seemed more practical to have burned the remaining supplies but probably due to collector demand, demonetization by this method seemed expedient."

Telegraph Usage. (Leon ? a stamp dealer) "To pay for telegraph messages, people used regular stamps with punch cancellations. I don't have any additional information, but it is very interesting that they used imperfs for these purposes."

Perfins. (Eck Spahich) "Those stamps are perfins, sold to various firms for in-house use."

Pre-cancels.

Printers Waste.

Archival Punched. (Charlie Hass - Hass Stamps) "The punch holes are characteristic of the work of security printers, who often apply security punches, in lieu of SPECIMEN overprints or punctures to their archival sheets. This was a measure to prevent them from being illicitly sold and used for postage".

Political Protest. (Globus Stamp Co.) An old approval sheet discovered by R. Miller contained four punched stamps and the following printed info. "After the war was over and Bosnia became part of Yugoslavia, the Bosnians revenged themselves upon their former Austrian rulers by destroying everything left by them. These stamps were purposefully defaced by having holes punched through them and then were sold to remind the world of the intensity of Bosnia's hatred and contempt for everything Austrian."

Remainders.

Souvenirs. (J. Prins) In a note in the 1975 Perfins Bulletin, Mr. Prins writes that supplies of the 1906 issue, found in Sarajevo in 1918, were defaced with

punches and distributed to officials of the new Yugoslav government as souvenirs.

We need answers to the following questions:

Was the crayon cancel applied before or after perforating?

Were the holes punched before or after the crayon cancels were applied?

Are there any EFO's with holes?

Do any full sheets still exist?

Our "Best Guess" Scenario

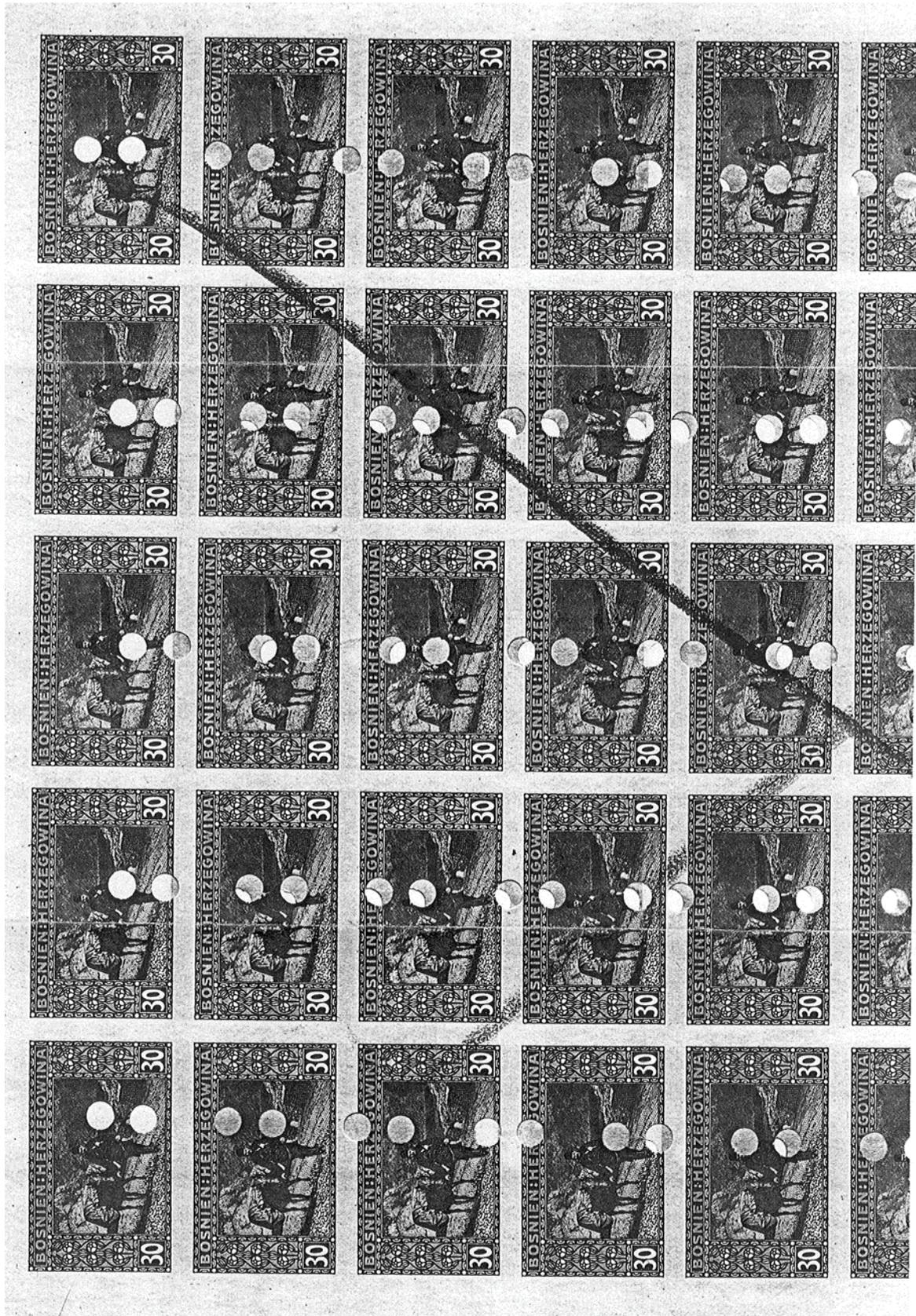
Sometime around the end of 1912, the printing office in Vienna decided to clear out its remainders of the 1906 Pictorial Issue. The issue was no longer in demand; the supplementary issues of 1912 were complete; and the 1912 First Franz Joseph Issue was in service. All stock necessary for postal use in Bosnia had been transferred to Sarajevo in 1911 and there was no foreseeable need for the remaining adhesives.

Since the philatelic market was in full swing, (the 1911 reprinting of the early Bosnia issues had been a great success) it was decided to sell (or in some cases give) the remaining stock to dealers, collectors and other privileged individuals. There was a wide variety of material to deal with; including crayon cancelled waste sheets, specially perforated sheets, imperforate sheets and normal sheet remainders. All values were represented in one manner or another.

In order to avoid major confusion about such a vast quantity and variety of material entering the market at high discounts from face value and since most of the material was destined for the packet trade, it was decided to deface the stamps by punching holes in all of the sheets. Accordingly, the sheets were punched, perhaps by a security or archival punch, in either a horizontal or vertical orientation. The finished material was sold in bulk.

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For yet another twist to this story, see page 55...



I have now the pleasure to present an as yet unreported censor office in refuge: **Kolomea** (Galicia), which continued its activity in Beszterce (which is in Northern Transylvania).

Look first at figure 1 above: an illustrated postcard, featuring a view of Beszterce, written in '*Bistritz 22/VII 1916*' (see the place & date in the text), sent to Teke (today Teaca, 30 km south of Beszterce). The departure cancel is BESZTERCE / 916 JUL 24, two days later. The item was censored with the marking K.u.K. MILITÄR-ZENSUR / KOLOMEA / WEITERLEITEN (Thielk no. 56.52).

Let's see now which was the military situation in those days. Figure 2 presents a sketch taken from part of the map featuring the front situation during the week of 17-24.7.1916 (Map no. 4(94) / July 1916, issued in the contemporary series of '*Die militärischen Ereignisse im Völkerkrieg 1914-1916 in wöchentlichen Karten mit Chronik, zu dauernder Erinnerung*', München) One can clearly see that Kolomea was at that time Russian (being occupied by the Russian Army in 30.6.1916), the front being west of the line Olesza - Zabie - Jakobeny; so it was impossible for the censor marking to be used in Kolomea.

All the above data (occupation of Kolomea and the circulation of the postcard in a restricted area around Beszterce) lead to a single conclusion: the Kolomea office continued its activity (at least in July 1916, in the first days after the occupying) in Beszterce, a situation somehow similar to that of the office Czernowitz / Maramarossziget. Another theoretical locations for this evacuated office, could be Naszód and Borgóprund (both censor offices close by Beszterce), but the data known so far doesn't support this presumption.



NINETY YEARS OF AVIATION IN AUSTRIA ¹

Wiener Neustadt - Aspern - Schwechat

By A A Graf, H Kucera, & A Taylor

The final closing of the Vienna-Aspern airport on 31st March 1977 ended a historical development which formed a parallel to the changing destiny of aviation in Austria over more than half a century.

Developments up to 1918

The cradle of Austrian aviation stood in Wiener Neustadt (about 50km south of Vienna). It had the first airport; the first motorized flights took place here and it was the site of the first aviation-related events. [The illustration below is of a violet cancel on a flown card, 8-18 Sep 1910.]



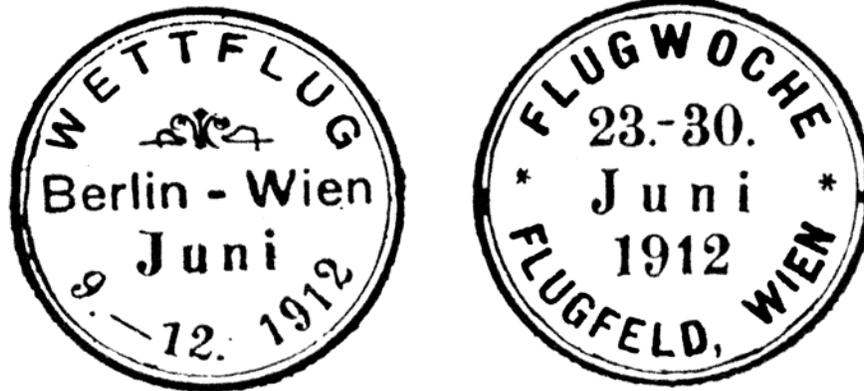
Oesterreichisches Flugfeld
Wr. Neustadt

But it was only natural that the capital and imperial residence city did not want to be left behind, and plans were soon made to develop an airport in the centre of the monarchy, rather than put up with the temporary landing facilities on the Simmeringer Heide, where motorized airplanes had started and landed since 1909. Most of the preliminary work of planning and financing the new airport was performed by the k.u.k. Österreichische Aero Club and by the k.u.k. Österreichischer Flugtechnischer Verein (Austrian Aerotechnical Society). In January of 1912 the Wiener Flugfeldgesellschaft (Viennese Airport Company) was formed with a start-up capital of 125,000 Kronen.

The only area considered for the new airport was the southern portion of the Marchfeld adjacent to Vienna in the northeast. It was one of the driest and windiest districts in Austria, and in particular a head-wind was a prerequisite for many of the starting maneuvers. The 'Viennese Gate' (an area between the Bisamberg and the Leopoldsberg which allowed the Danube to flow through)

¹ *This article was originally written by Herr Alfred A Graf and published in 1999 as a supplement to the Bulletin of the Favoriten Stamp Club in Vienna (BSV Favoriten). He granted permission to our member Herb Kucera for it to be translated and published here, which HK and I have done. My grateful thanks to them both. I have added a few illustrations of stamps and covers, and enhanced several of the cancels. Ed.*

acted like a wind-tunnel, strengthening the prevailing north-westerly winds by up to one third. Consequently the old, now fallow battlefield site of Aspern, where Austrian forces managed to defeat the armies of Napoleon in 1809, became the choice for starting and landing strips. Construction of roads, hangars and ancillary buildings took only a few months, because completion was required by May 18th 1912 for the First International Aviation Exhibition in Vienna. Local newspapers described the then long-distance Berlin-Vienna flight as a 'struggle by idealists against the rain-sodden knee-deep mud on the usually dry soil of Aspern'.



The Austrian Aero club financed a considerable part of its share of the capital through the sale of advertising and propaganda postcards with corresponding cancels, over which philatelists at first hesitated; very soon however they recognised the airplane as the post transportation method of the future and 'wanted to be in at the beginning': the popularity of such cancels has remained unbroken until today

The official opening of the airport took place simultaneously with the International Aviation week in Vienna from June 23 to June 30, 1912. The description 'International' was well justified, with more than half of the 44 participants coming from abroad, eg France, Germany, Italy, Rumania, Russia, Switzerland and even from Peru. However, a substantial portion of the quite



generous prizes went to Austrian aviators. The factors for judgement included altitude, speed, ascent, circling and landing. There was a first prize for 4300 meter altitude with one passenger: or 201.8 km distance. Austria scored 23 world records and finished closely behind France and well ahead of the USA and Germany. [The cancel illustrated is from the special exhibition post office.]

The public interest was accordingly high, and on the second last day more than 100,000 spectators were present. Following the huge success, the Vienna Aviation Week (or Meetings, as they were later called) became an annual event. The next meeting took place on June 15 to June 23, 1913. This time two female pilots participated: Mme Palliers of France and Lilly Steinschneider from Austria. Even the military was officially represented; in 1912 officer pilots had to compete under aliases and wore civilian clothes. The press reported "The Airforce Day on June 23 was a marvellous ending to the meeting. The machines flew past in Indian File at 1000 meters altitude and dropped bouquets of flowers". No participant would have had any idea that slightly more than a year later other items would be dropped from the same machines. There was a third Meeting, but the start of World War I ended the glorious days of the airport at Aspern. Already, in 1913 some of the airforce equipment had been at this location and the mobilization put an end to aspects of civil aviation. The 'Vienna Airport Company Ltd' (Wiener Flugfeldgesellschaft m.b.H.) was replaced by the military administration. This cancel was applied to airmailed official letters:

**K. u k. militärische Fluglinien-Station
Aspern**

During 1918, the last year of the war, the name Aspern appeared once more in connection with a pioneering event - the start of:

The first international airmail line

In March of 1918 the k.u.k. War Ministry, together with the two Trade Ministries (Austria and Hungary) organized a flight connection between Vienna and Kiev. Kiev was at that time the capital of the Ukraine, albeit occupied by Austrian and German troops. Ukraine had been recognized by the central powers as an independent state on February 9, 1918 and Russia ceded this area to the Ukraine in the peace treaty of Brest-Litovsk on March 3, 1918. It was expected that large scale deliveries of wheat from the "Granary of Europe" would alleviate the hunger of the civilian population at home. This required substantial negotiations between Vienna and Kiev. The railways and



telegraph lines between the two cities had been interrupted several times and were deemed inadequate for this purpose. Only airplanes could do the job. The military was given the responsibility of executing the plan, but the attendant mail service became the responsibility of the Trade Ministry. The only planes available were Albatros biplanes, which were no longer fit for combat duty. [They appear on the 1989 Tag der Briefmarke stamp shown above: ANK1990; SG2199: 24.5.1989] As the distance of 1200 km was too great for non-stop flights, the service was divided into three segments: Vienna-Krakau, Krakau-Lemberg(Lvov) and Lemberg-Kiev. [See 'further reading' for much more details.] The first experimental flight with military mail only started in Aspern on March 20, 1918. Regular mail flights began on March 30, 1918.

Although the aviation aspect was organized militarily, the pilots had to conform with postal regulations as far as mail on board was concerned. Austrian Postal Authorities issued the first airmail stamps on March 30, and the proportion of civilian mail was expected to help finance this undertaking. However, this part of the venture did not generate much revenue. On the other hand, these stamps, just like the numerous mammoth stamp issues for Feldpost, Serbia, Italy, Rumania, Bosnia, Hungarian War Issues, etc were also primarily a means of financing military objectives by stamp collectors, at that time a highly speculative activity.



[ANK225-7; SG296-8: March 1918. The original stamps are grey, ochre, and violet: for later reprints see below]

On July 5, two additional daily flights were added for the line Vienna-Budapest-Vienna, for which Hungarian Postal Administration issued two stamps. Admissible for airmail flights were letters and postcards addressed to any provincial capital in Austria, and to 24 cities in Hungary. Technical and political problems between Austria and Hungary led to the cancellation of the airmail service between Vienna and Budapest on July 24, only 19 days after its introduction.

The Airmail line functioned flawlessly until October 15 1918, although several planes had been lost for further service or had to be abandoned after making emergency landings in the Carpathian mountains. Altogether the civilian mail items transported were as follows: Vienna-Krakow 6488; Krakow-Vienna 8333; Vienna-Lemberg (Lvov) 9428; Lemberg (Lvov)-Vienna 11038; Vienna-Budapest 2411. Exact numbers for the very minute traffic between Krakow and Lemberg are not known. Although the flights continued to Kiev, civilian mail was not flown between Lemberg and Kiev; only official mail necessary for trade matters was allowed to be flown into the Ukraine.

After the ceasefire of 1918, the belief in Austria was that, due to the immense progress made in aviation during the war, there would be an opportunity to make peaceful use of the new facilities. Some people thought it possible to form new defence forces, including airforces. As a result, a German-Austria air defence team was created on December 6 1918. A large portion of the airplanes from the fronts had been secured, together with other equipment and spare parts from back-up stations. There certainly was no shortage of planes or even pilots. The peace treaty of Saint Germain between the allied powers and rump Austria (German Austria) nullified all these efforts. The new republic of Austria was forbidden to engage in any military aviation whatsoever. Airplanes and their motors had to be either delivered to the allied powers or destroyed. Airports also had to be demolished. Construction and importation of civilian aircraft was at first prohibited for a period of six months. Later, under the pretext that Austria had not kept its promise to deliver in accordance with the peace treaty, the prohibition was extended for an indefinite period.

Special airmail cancellations

Stamps, as well as airmail stamps necessary for the surcharge attached to these letters or postcards, were cancelled in the usual manner at the originating post office. In addition thereto, after March 31 1918, the airmail agents in Vienna, Krakow and Lemberg added their own cancel without considering whether the item was in fact transported by air or by other means. This cancel was applied by the agent in the originating office on the front of the letter and by the agent for the receiving office on the back of the letter. Postcards received both cancels on the address side of the postcard. Only on March 26th 1938, after Austria's annexation by Germany, were these cancels discontinued and replaced with regular cancels.



The numbers on the centre (date) bridge represent: (1) the day in arabic numerals; (2) the month in roman numerals; and (3) the hour - AM in roman numerals and PM in arabic numerals; the small numbers raised above the line indicate minutes. The cancel from Lemberg shows the third day of the fourth month at 8:30 AM.

All civilian letters were manually supplied with an acceptance number, provided they were actually flown. These numbers were applied in the lower left corner on letters, and on the left part of the address field in the case of postcards. This method is the reason for the accurate numbers of actually flown covers (exceptions do confirm the rule).

Between the wars in Aspern

All but six of the hangars in Aspern had to be destroyed after the war. Except for one miserable aviation meeting in 1921, there was nothing happening in Aspern. Until 1923 two thirds of the airfield and its hangars had to be reserved for the airplanes of the allied powers. This benefitted the French-Romanian Air line Franco-Roumaine, which operated daily flights between Prague-Vienna-Budapest beginning on May 2 1922, and subsequently added flights from Vienna to Prague, Warsaw, Budapest, Strassbourg and Paris on July 16 1922.



This cancel is on an envelope posted from Vienna to Prag in 1923. [The return address on the back is "Jockey Club, Wien"!]

With the largely regained freedom in civilian, and consequently also in postal areas, the founding of an Austrian Aviation company (Österreichische Luftverkehrs AG or ÖLAG) became possible, which started operations on May 14 on the Vienna-Munich route. The first transportation of airmail to Munich occurred on May 22 1923. The airplanes did not start or land in Aspern, but used the waters of the Danube near Jedlesee. With an extension to Budapest, where no suitable airfield could be found, it was the only way to service both. The first airmail to Budapest was flown on July 16th 1923.

During the following year (1924) ÖLAG moved its operations to Aspern. During a strike by railway workers in November 1924 new records were established for the transport of passengers and goods. Within only five days, the



totals included 205 passengers, 1540 kg baggage, 2012 kg freight, 1979 kg mail and 1673 kg newspapers. At the time the daily newspapers reported that the new airport had experienced a remarkable and unexpected upturn with daily totals of forty passengers and 1000 kg freight and mail. All airmail sendings went via the post office Wien 1, where they were back-stamped with this airmail cancel. Transport to and from Aspern was handled by either the airline or by mail lorries, according to the existing regulations.

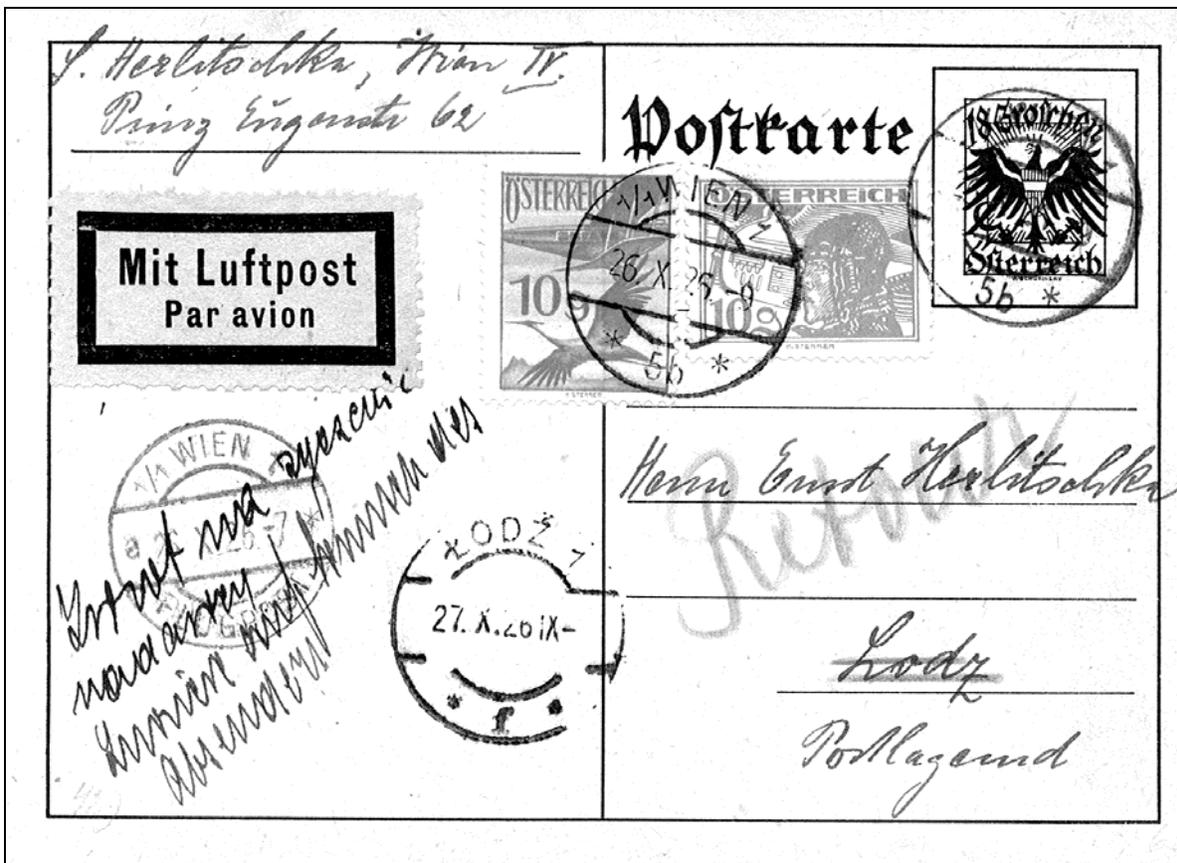
In 1925 a large scale extension of the Aspern airport began: new buildings for passport and customs controls, a restaurant, waiting room for passengers, and finally, on August 1, a separate post office (Flugfeld Wien-Aspern, Postamt Wien 1: cancel at right), which at first was only responsible for letters.



As well as the FLUGPOST cancel, the post office had a violet Postablage cancel, known used from 1926 until June 1928 [Kühnel 257]. Both cancels appear on the first illustration below, which is of a card flown on the first Vienna-Ostend-Antwerp flight.



The next illustration is of a card to Łódź dated 26-Oct-1926. The FLUGPOST cancel is concealed by the message.



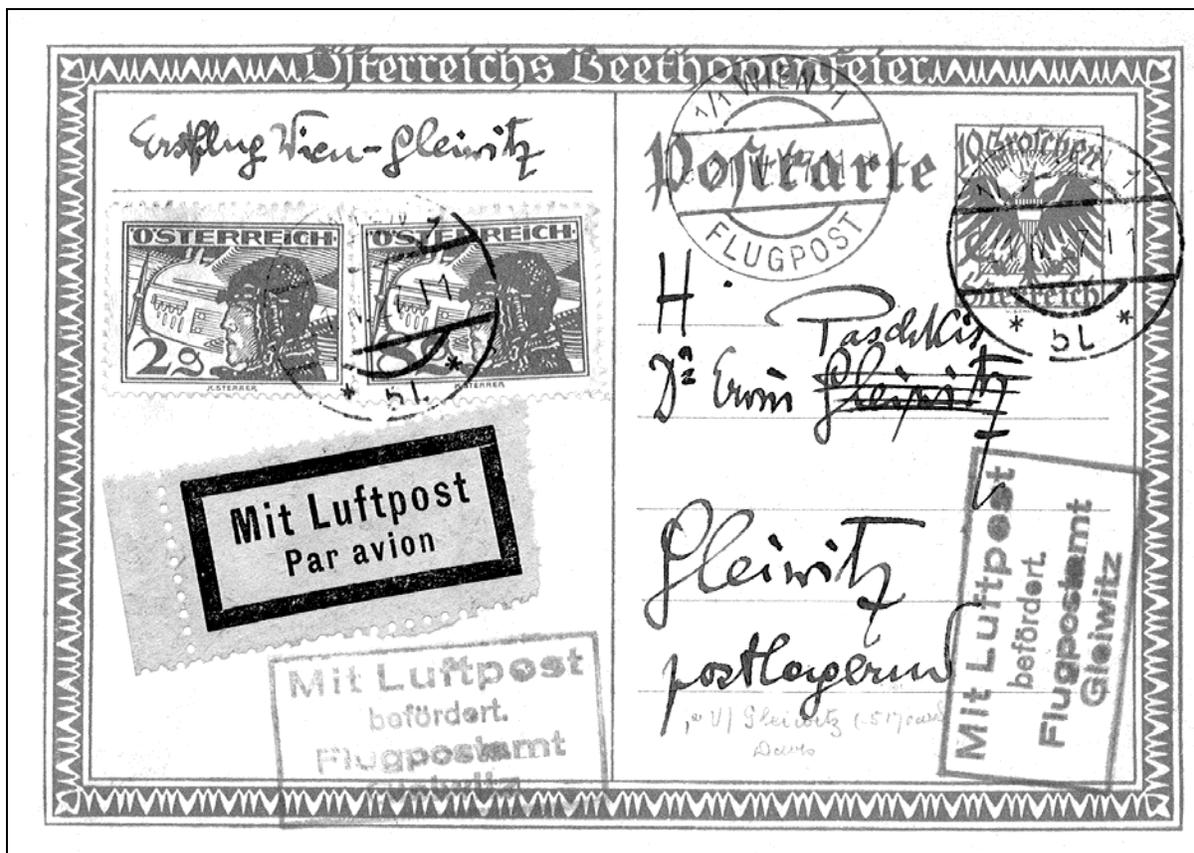


In addition to regular air traffic, the old idea of sport flying, the real beginning of the airport in Aspern, became established again. Aviation days were held in 1925 and 1926 with the then immensely popular German flying ace Ernst Udet. In his 1946 novel 'The Devil's General', the German writer Carl Zuckmayer, a friend of Udet, created a literary monument for Udet.

Suddenly, in 1927 many 'First Flights' started to take place, and a new airmail cancel made its appearance



Shown below are cards from flights to Malmö in Sweden (19.4.1927): the triangular cachet is OLAG's; Gleiwitz (21.4.1927): the FLUGPOST cancel is in red; Marseille (1.7.1927); and Klagenfurt-Salzburg (18.6.1928)





Beginning in 1930, Vienna became an interim destination for the Europa Rundflüge (European circular flights) of the International Aviation Association, or the start and finish points of the Alpine Flights with international participation, just to name two examples.

Quietly, military flights made their appearances again. Although Austria was still not permitted to possess an air force, at an ambassadors' conference in Paris in 1926, permission was magnanimously given for twelve officers to participate in sport flying. With the assistance of ÖLAG a flying school was secretly formed, which primarily trained soldiers (not in uniform!) as pilots. In 1929 this training facility was moved to Graz-Thalerhof.



The first appearance of the Austrian Airforce occurred in 1937 during a large Flugtag (meeting). More than 100,000 spectators came, who subsequently became stuck in a tremendous traffic jam, as they were trying to cross the Danube in order to return to Vienna.

The most international airport of the world

In 1980, a commemorative stone was found among the excavated material for the Aspern Motor Works on the former airfield. This caused some surprise, for the text read: "This commemorative stone was laid on 22 November 1922 in memory of the opening of the international air traffic route from Paris to Constantinopel by the Compagnie Franco-Roumaine de Navigation Aerienné". This line was the first route which flew via Vienna. Also, it provided the only sign of aeronautical life on the airfield, because until the end of 1922 the Treaty of St. Germain imposed an air traffic prohibition upon Austria, which did not extend however to foreign airlines. By 1930 ten companies were using the airport, the domestic ÖLAG and nine foreign companies, among them the British Imperial Airways on their long-distance London-India route: all this brought Aspern the title "the most international airport in the world".

Soon several airlines were flying the same routes, and postal customers could choose by which to have their letters transported. The sender of an airmail from Vienna to Budapest in 1925 besides AIRMAIL had to put a note 'JUNKERS' (Austrian Air Inc), 'ULAG' (Hungarian Air Ltd) or 'COMPT-INT' (Compagnie internationale de Navigation aérienne), to indicate the respective flight. In the absence of a such statement it was dispatched by the next available flight.

With the large expansion of the airport in 1925, the second ultra-short wave radio beacon in Europe (after Berlin) was put in service, a precursor of the present VHF beacons and instrument landing systems. Aspern had become more modern than Paris, and at the beginning of the thirties had each year over 6,000 take-offs and landings, about 14,000 passengers and 400 tons of freight - in the top bracket and way ahead of what are today very much larger European airports. Dr August Raft-Marwil, the organizer of the first international airmail line of the world (Vienna-Kiev), made an essential contribution to the development of the air-traffic control service, supported by the armed forces radio service.

The Zeppelin in Aspern



On 12 July 1931 the airship LZ 127 'Graf Zeppelin' landed at the airport in Aspern. It had started around midnight in Friedrichshafen, and arrived around 0530 in the morning in Vienna, where it had to circle for a long time over the city until it received permission to land. 120,000 curious people had come to Aspern, along with President Miklas and almost the complete government, to receive the airship commander Dr Hugo Eckener on his Austrian excursion. With him were 23 passengers and a 40 man crew. For all

those who could not be on the airfield, the speeches of greeting were broadcast on the radio.



+ Mit Luftschiff Graf Zeppelin +
Rundflug über Oesterreich !!
=====



Herrn

G. Schlorke,
Schließfach 190,
Eisenach
Deutschland

The time of the Third Reich



From 1933, all available effort went into the construction of a new Austrian air force, and also private flying came under party-political influence. The German NSFK [Nationalsozialistische Fliegerkorps = National Socialist Flying Club] corresponded to the Austrian Heimwehr-Fliegerkorps, which had taken part in 1934 in the civil strife in Vienna. [See the Historical Appendix for more details of these events.]



On 12 March 1938, spearhead troops of the German army and parts of fighter, dive-bomber and transport squadrons landed in Aspern, which became the Ostmark base of the Third Reich Luftwaffe. The flight from Germany at the end of May 1938 to Vienna was in reality a camouflaged aerial reconnaissance by more than 400 'Sports machines'.



Aspern remained also during the war the Viennese traffic and post airport, until in April 1945 the Soviet army took over the runways (which were undamaged) and made it their hermetically sealed flight base for the next ten years (as well as Bad Vöslau)

The first postwar years

Aspern, as the only intact airport, was for the western allies inaccessible in the Soviet zone, and later the British and French took over Schwechat as their airport, the Americans Langenlebarn at Tulln. However the Americans wanted from the first day in Vienna to fly in and out without their couriers being stopped by the Soviets. So in 1945 they began to lay out an airfield immediately beside the Karl-Marx-Hof along the Danube canal. The British did not go along with this, and arranged their airfield in their own sector outside Schönbrunn (where their HQ was) on Schönbrunner Schlossestraße along the Vienna river. [NB: that's the Wiener Fluß, not the Danube! Ed] In Heiligenstadt and Hietzing, people became accustomed to British and American airplanes landing in the middle of the city. The ownership and organization of aerial devices was once again forbidden to the Austrians- at first for an indefinite time. But they could at least use civil airplanes in a private capacity, which the Germans were first allowed in 1948 as a consequence of the Berlin blockade. Also in Vienna, plans for an air-lift were considered in case of a blockade. Heiligenstädterstraße would have been used as runway; at the start the available runway along the Danube canal would have served. Luckily these considerations remained only gray postwar [cold war] theories and were not carried out.



On 16 June 1946, the first civilian machine had landed in Langenlebarn: PANAM (Panamerican Airways) wanted to fly once a week to Vienna and transport airmail as well as passengers and freight. The airplane came from New York with stops in Newfoundland (Gander), Iceland, Ireland (Limerick), Britain (London), Belgium (Brussels), Czechoslovakia (Prague) en route to Vienna; it was well patronised by philatelists, as if people had no other cares at that time. In Langenlebarn, however, the obstacle race for the few passengers was not over: they still had to pass through the Soviet zone. At the exit of the US air force base a large board proclaimed in English: 'Follow the red arrows to Vienna. Driving on all other streets is absolutely forbidden.' The fraternization prohibition began to weaken: one could speak with an American soldier again, but the handshake was still forbidden! And a second board warned: 'The way to Vienna is dangerous. Narrow, winding streets full of ox carts, cyclists, children and unpredictable native drivers'. The Americans had evidently already met with the native, only this time they were not Indians. Perhaps that saved them from the former's fate... However the Viennese population was starving; 70% of the children were undernourished, half with life-threatening hunger symptoms. The Viennese mayor Körner called for help, the UNRRA (United Nations Refugee Relief Association) relief slowly started arriving via Langenlebarn.

The difficult birth of the AUA

From 1949 Austrians were allowed to fly gliders again, all other prohibitions remained for a month after the signing of the State Treaty. In June 1955 the Allies lifted the restrictions on Austrian aviation. ÖVP and SPÖ [*the two main political parties: see Historical Appendix*] wanted to found their own airlines immediately, so there emerged the ÖVP-linked Air Austria with participation by KLM (Netherlands) and the SPÖ-linked Austrian Airways with SAS (Scandinavian Airline system). Both companies sent ten pilots for training at the partner companies, but as there were no domestic airplanes they then went to

Lufthansa! It needed a bi-party agreement before the two parties lines could be combined into one company with the name Austrian Airlines - AUA.



[ANK1049; SG1329: 27/3/1958. Many different covers exist, combining the FDC for this stamp with First Flights to Frankfurt, Paris, Rome etc.]

On 31 March 1958, the first flights to London began, using four Vickers Viscounts, rented from the Norwegian Fred Olsens Flyselskap with Norwegian pilots and Austrian stewardesses. The occupancy was an inadequate 25%, ie 12 passengers per flight, and from then on the AUA made only losses, becoming bankrupt in 1962. The management, which had been party representatives in due proportion, was totally replaced with experts (naturally again in proportional representation [see Appendix!]), the staff reduced and new, jet-propelled aircraft obtained. In 1972 AUA made their first profit, and since then have developed the red-white-red fleet into a renowned international airline.

A Soviet Souvenir



This (see Questions, Austria 132 page 11) is a soviet cancel. It was a gift to the Austrian post-clerks from the soviet delegation at the occasion of the departure of the soviet troops from Austria in 1955. This is the only example known until now, and exists used at Aspern on the above stamp.

(Info from Wiener Ganzsachen Frei- und Poststempelsammlerverein - thanks)

The development of Schwechat airport



Until the State Treaty, civilian air traffic used the former military airfields Schwechat-Heidefeld, Vöslau-Kottingbrunn and Tulln-Langenlebarn. Aspern as the Soviet military airfield was completely ruled out. The situation and size of Schwechat made it the only useful airfield for the future, besides which the British had left it in operable condition. This stamp [ANK1109; SG1317; 17.6.1960] shows the control tower.

Building of the new airport Vienna-Schwechat had begun in 1955, and on 17 June 1960 it was opened by President Adolf Schärf. It had the most modern arrangements and was designed for the transport of 2 million passengers per year. Today little of the original buildings remain, as since the 1970s air traffic has grown like an avalanche, and the Vienna airport has expanded constantly and generously. In 1988 there were 4.6 million passengers, in 1998 10.6 million. From about 4,000 flight movements in 1956 the traffic has grown to 66,843 in 1988 and to 165,242 in 1998. Today (1998) the airfield has 400,000m² runways, 514,000m² taxiways, 674,000m² aprons and 578,000m² roads, footpaths and parking places. Its post office was opened on 17/4/1956.



International Airmail Exhibition - 1968

In 1968, the International Airmail Exhibition was held in Vienna; three stamps were issued [ANK1292-4; SG1521-3] depicting aeroplanes - the 2ATS is the Etrich Dove: see below. In addition, the 1918 overprinted stamps were reprinted in changed colours (green, brown, red) and issued as a souvenir sheet without postal validity.



This stamp [ANK1765; SG1658] was issued on 31.3.1983 to commemorate the 55th anniversary of the first international airmail service (Vienna-Kiev); the 50th anniversary of Austrian Aviation Corporation; and the 25th anniversary of Austrian Airlines.

Langenlebarn became a military airfield, while Vöslau and Aspern were used as sport airfields, where until 1977 the popular airfield races were organised - Jochen Rindt and Niki Lauda started in Aspern.



In March 1977 Aspern was finally shut down, for the airfield lay exactly below the approach path for the second, 3600 m long, Vienna-Schwechat runway.

The development of Austrian Airlines and of Schwechat continue, as do the philatelic links. The left-hand stamp below [ANK2172: 18.11.1994] shows an Air Hostess; the right-hand one [ANK2211: 28.3.1996] the West Pier extension of the Schwechat terminal opened in 1996.



Historical Notes.

[By Andy Taylor: an extension of those in Austria 111 pp33-34 for the article "Wollersdorf Update", with additions on post-WWII political parties.]

A: The Heimwehr

After the collapse of the Monarchy, local armed defence corps, called "Heimwehr" were formed to protect homes and farms from roving bands of demobilised soldiers, hungry refugees and common criminals. By the mid 1920s these were grouped into provincial associations led by right-wing politicians, and frequently influenced and funded by Fascists in Germany, Italy and Hungary. And by the 1930s some had formed close links with the Nazis.

Meanwhile, the Social Democrats had created a centrally-controlled opposing force, also with access to arms, based on the factory protection guards and called the "Republikänischer Schutzbund". In July 1927, a workers demonstration in Vienna developed into a riot, leaving 89 dead. Terrified, large numbers of the bourgeoisie joined the Heimwehr. Intrigues continued, both domestic and foreign, until Dr. Dollfuss became Chancellor in May 1932. He abolished one democratic institution after another, including the Republikänischer Schutzbund on 30th May, until on 11th February 1934 a Heimwehr leader - who was also the Austrian Vice-Chancellor! - announced that on the next day the buildings of the Social Democrats would be searched.

The Social Democrats in Linz determined to resist this by force. A general strike was called, and civil war broke out in several centres [notably the Karl Marx Hof at Heiligenstadt, Vienna] but was suppressed by the Heimwehr, the

police and the army. The official death toll was 314. Thousands were arrested, and the Social Democratic Party, which represented 42% of the electorate and was the strongest party in Parliament, was outlawed until the Anschluss.

B: The political parties post-WWII

The Allied occupying forces were worried that the Communist party might do well in the first post-war parliamentary election held on 25 November 1945; the Russians were perhaps less worried about extreme right-wing parties, as known ex-Nazis were banned from voting. The result surprised them both - the ÖVP (Österreichische Volkspartei = Austrian People's Party, on the rightish wing) won 85 seats and the SPÖ (Sozialistische Partei Österreichs = Austrian Socialist Party, left wing) won 76; Communists 4 and Democrats none. An ÖVP-SPÖ coalition was formed.

A relaxation by the occupying forces allowed the VDU to be created in 1949; it claimed to represent the former Nazis. In the October 1949 election it won 16 seats, the ÖVP 77, the SPÖ 67, and the Communists 5. By 1953, the VDU had become the WDU and the Communists the VO; the results were WDU 14, ÖVP 74, SPÖ 73 and VO 4; and following much spluttering an ÖVP-SPÖ coalition was again formed. [Note that the parliamentary seats do not necessarily reflect the popular vote, as the urban and rural constituencies were of different sizes.] By 1956 the WDU had become the Freedom Party, the VO the Communists again, and the result was FP 6, ÖVP 82, SPÖ 74 and Communist 3 - so again the two main parties formed a coalition. Indeed this ÖVP-SPÖ consensus remained until the late 1990s.

So, the Austrians had realised that a co-operative consensus between the two major parties (which between them consistently obtained around 90% of the votes) was best for them, or perhaps least worst. Thus it was normal for any institution, including the Austrian Airways, to have at many levels staff nominated by the two parties in roughly equal numbers.

Further Reading

1. 'Austria' No 9 (1968) pp 15-20 "The Airmail Issue of 1918"
2. 'Austria' No 115 (1996) pp 49-52 "The first official Air Mail service"
3. "Die Flugpost von Österreich: Kaiserreich und 1. Republik", R F Kohl, Verlag Pollischansky 1998 (APS Library 311)
4. "Österreichs Flugpost", C Kainz, in Worth handbook vols 10-14 (covers 1918-1938 & 1946-1949)
5. The ANK (Netto) catalogue gives at the end extensive lists of Austrian Airlines first flight cancels, from 1958 onwards.

6. Peter Meyer: Das grosse Luftschiffbuch, Elisabeth Rötten Verlag & Co, 1976
7. Karl-Albin Krause: Das grosse Buch der Fliegerei und Raumfahrt, Südwest Verlag, 1973
8. Hugo Portisch - Sepp Riff: Österreich II (3 Bände), Krenmayr & Scheriau, 1986/1996
9. Philatelistische Zeitschriften div Nummern und Jahrgänge bis Ende 1944: Die Postmarke, Wien; Sammlerwoche, Wien; Donau-Post / Dr. Weinert, Pressburg
10. Georg Sobetzky: Österreich Flugpostkatalog, Verlag Die Postmarke, Wien 1929/1934
11. Sieger: Österreichischer Flugpostkatalog, Sieger Verlag, Lorch 1968
12. Historisches Museum der Stadt Wien
13. APS(US) Journal Vol 1 No 1 pp15-20 "The world's first regular & first international air mail service", Ingert Kuzych.

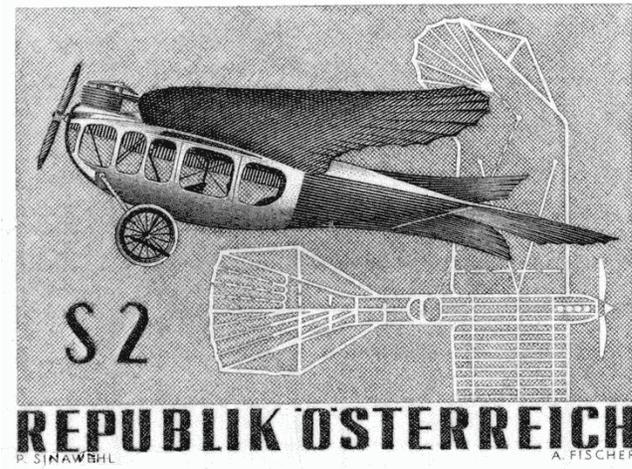
The Aeroplanes

The Lohner Arrow-flyer

The most reliable airplane of the monarchy was this two-seater biplane, built by the firm of Jakob Lohner. The characteristic arrow shape of the wings was not to increase the speed, but to improve the stability. The span totaled 13½m, the completely enclosed hull was 9.7 m long. The building of this type of aircraft was begun in 1909, and it was used in WWI in improved form with more powerful motors and larger range as a combat plane. The upper wing was around a third larger than the lower. [ANK184; SG246: 1/5/1915]



The Etrich Dove

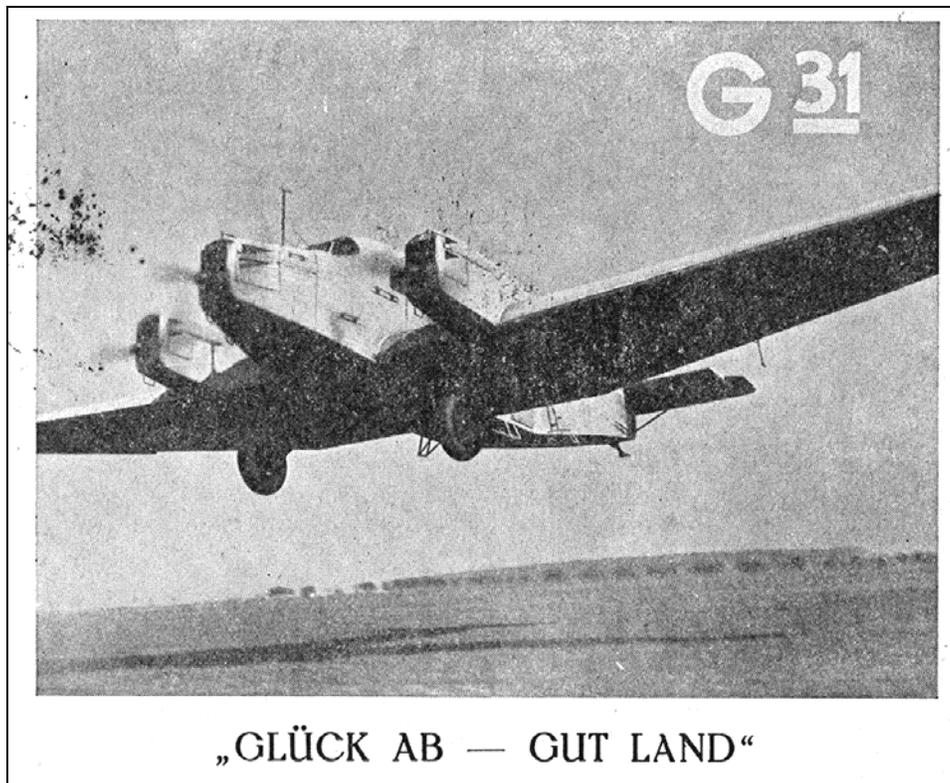


Igo Etrich constructed his 'Dove' in 1907, a high-wing with the characteristic broad, wedge-shaped tail fin. Because of financial difficulties he was forced to submit this Dove to the German airplane manufacturer Rumpler for evaluation, and they made from it their later well-known Rumpler Dove. The silhouette of the airplane became so popular, that at the beginning of WWI the French exclaimed "Dove!" whenever they

saw a German aeroplane. Igo Etrich developed the Dove further in 1912 into the first flight limousine of the world. [ANK1292; SG1521: 31/5/1968]

A 1928 plane

This is illustrated on the back of many of the 1927-28 first-flight cards.



Constantin, Freiherr von Economo: 1876-1931 ¹

Constantin Economo was a pioneer in a field of research founded by Theodor Meynert (1833-1892) in Vienna: the study of the human brain. He originated from one of Trieste's most distinguished and richest families, was an outstanding athlete and spoke Greek, French, Italian and German from his earliest youth. He was born on 21st August 1876 at Braila, the son of Johann Economo (1834-1921), a rich Greek industrialist who was made an Imperial baron in 1904, and of the latter's wife Helene Murati (1848-1923). The boy was educated at the German Grammar School in Trieste and thence went to the Vienna Technical High School to study engineering and aviation technology. However, in 1895 he decided to read medicine instead and he became a doctor of medicine in 1902. After making a long study journey throughout Europe and elsewhere, he remained for a year in Paris, where he came in direct contact with the future world of flying.

Dr. Economo returned to Vienna in 1906 to become an assistant doctor at the Psychiatric Clinic under Julius von Wagner-Jauregg, the Nobel Prize winner, the physiologist, Sigismund Exner, and others, and began his researches in Munich where his work was greatly helped and influenced by the histologists, Alois Alzheimer and Emil Kräplin.

After he had acquired his own balloon, he was trained in 1910 in Paris as a pilot. He was the first Austrian to attain the international pilot diploma. At the large military manoeuvres of the year 1912, in which aircraft took part for the first time, he participated with his own machine and was appointed as k.u.k. Field-pilot.



¹ A combination of J F Giblin's biography (P.O.A.S. addendum 80; Austria 38); Watson ("The complexities of sleep"), Stamp Monthly, Nov 1976; and Herr Graf's article.

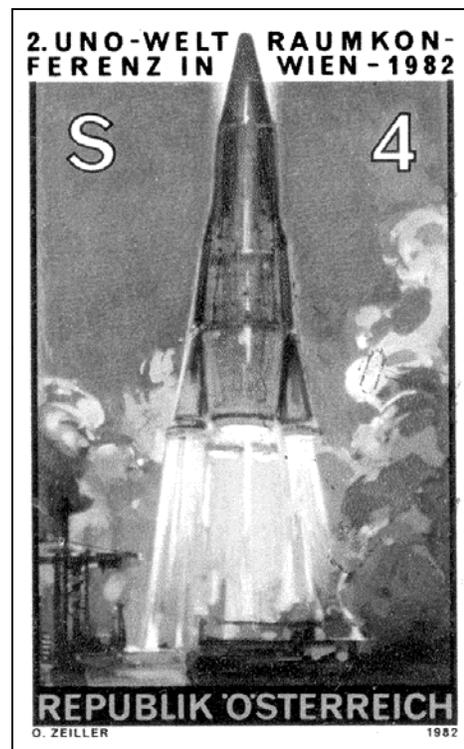
In 1913 he was promoted to the rank of Lecturer in Psychiatry and Neurology and specialised in Morbus Wilson, Hemiballismus, Multiple Sclerosis, Paranoia querulans and Dipsomania. Constantin studied cerebral nerve disorders and first published a paper on an infectious disease of the brain which he named 'encephalitis lethargica' (sleepy sickness) in 1917.

In 1910, the Austrian Aeroclub chose him, as one of its oldest members as its president. Under his presidency the Aeroclub had its most glittering period, acquiring international respect through the flight meetings in the years 1912, 1913 and 1914. He pursued the establishment of the airfield at Aspern along with his friend Alexander Casione in the sure knowledge that the airfield of Viennese Neustadt lay too far from Vienna and the Simmering-Heide selected in the year 1909 for flight demonstrations was unsuitable.

During WWI he took a leading part in promoting the Austrian airship fleet, was a field-pilot on the Isonzo front, and finally a military doctor at the Vienna Clinic where he was the first to describe encephalitis lethargica in 1917. After the war, in 1919, he married in Vienna Princess Karoline von Schönburg-Hartenstein but the marriage was childless. He remained at the Wagner-Jauregg Clinic in Vienna, being given the Chair of Psychiatry and Neurology in 1921. He declined an invitation to work in Zurich and was rewarded in 1928 with the directorship of the Vienna Clinic.

In 1925 he published his greatest work 'The Atlas of the Cytoarchitectonics of the Great Braincase of Man' and founded, in 1931, the Brain Research Institute in Vienna. His book on 'Encephalitis lethargica' was published in 1929 but his promising career was ended by his early death in Vienna on 21st October 1931 from a heart disease. His biography 'Constantin, Freiherr von Economo, sein Leben und Wirken', by his widow and J. Wagner-Jauregg, was published in 1934 in Vienna. At the festival for the thirty year existence of the Aeroclub, he had expressed, shortly before his death, the conviction that in that century gravity would be overcome and nearby space reached.

[The portrait stamp is ANK1536; SG1765: 23/8/1976. The rocket is ANK1746; SG1940: 9/8/1982, and was issued for the Second United Nations Conference on the peaceful uses of outer space.]



Questions...

A triangular dilemma

It is well known™ that the modern form of regular Austrian postmarks is a single circle, with the name of the post office at the top, underneath it figures and letters to distinguish between the different cancellation devices used, the date and time in the centre of the circle, and finally in large figures the postal code number of the respective Post Office.

It is almost as well known that some postmarks deviate slightly from the above pattern: they have two tiny equilateral triangles to the left and right and just above the postal code number, with the triangles standing on their point and filled in solidly. See 'Austria' 114 p51 and 117 p25 for a discussion and a table (correct when written, though some may now have closed) of the relevant offices. Normally, the first figure of the post code indicates the federal province in which the post office is situated. However, when the natural communications of a post office lead to a province different from the one in which it is itself located, it has a post code number that starts with the first digit of the office its post is sent to. So offices in East Tirol, which has much easier communication links with Carinthia (indeed it is now impossible to get from East Tirol to Tirol without going through another province, or Italy!) have a post code number that starts with '9' for Carinthia rather than '6' for Tirol. Such exceptions from the general rule are indicated by those two tiny triangles - eg Lienz postmarks all have them.



I have now found an exception to the exception (which might make this a trilemma)! Three Postablagen, namely St Johann (Lienz 9900), Strassen (Sillian 9920), and St Johann im Walde (Ainet 9951) have postcoded standard-looking hand cancellers which do NOT have the triangles. Does anyone have further examples, or an explanation?



Missing serif?

A member has a copy of ANK996, which was issued 29 Aug 1953 with the design of the 5S definitive issued 1946 (Schönbrunn) but in different colours and with gold overprint. The C in Österreich lacks the top serif. He asked if it could be ANK996II, the "Schlangenkopf" variety. I think not, as the variety is illustrated in Netto as having a white splodge added to the top serif of the "C", while his specimen has no serif at all. But I could be wrong - and if I am right, where has the serif gone to? Is this new variety catalogued anywhere?



"Normal" stamp



"No serif on C" stamp

Registered Post rates

Registered labels are all very nice, but where, asks a member, can he find a complete and accurate tabulation, preferably in English, of all the rates for registered post. Failing that, what's available?

A "POW Poser"

Does anyone know anything about the POW "Camp Carson" in Colorado? Were Austrians segregated from other Axis personnel? Were they treated as internees, displaced persons or POWs - and did their status change after the war officially ended? The front and back of a card from there is illustrated below.

From *Sgt. Stefan Rossman* 316-141030 Co 10
 P.O.W. Camp. Camp Carson Colorado
 U.S.A. Postage Free
Portofrei

PRISONER OF WAR POST CARD
 Postkarte für Kriegsgefangene
 Schreiben in German A

PW CAMP
 CAMP CARSON, COLO.
CENSORED
 Do Not Write Here!
 Nicht Hier Schreiben!

W. D., P. M. G. Form No. 6-1
 November 1, 1942

Address
 Adresse
Frau
Maria Lichtblau
Hoffmangasse 6/6
Hohenfurt Kaernten
Zone Austria

16-31472-1

Sg. Frau Lichtblau 29 Mai 1946

Für allen anfangen meinen schreiben die
herzlichsten grüssen an Ihnen und den holl
Ich besennde mich bereits schon zwei Jahre
hier in U.S.A. in der gefangenschaft und es geht
mir sehr gut. Ich habe Ihnen schon 44 zwei
mal geschrieben ob sie die Post bekommen haben
das mir ich nicht Ich hoffe das sie doch diese
Post bekommen werden Es grüsst herzlich Stefan

16-31472-1 5pc

...and Answers...

What was it for?

John Giblin suggests that the 10 Kronen stamp issued on 28 September 1916 (ANK203) was at the request and for the benefit of philatelists! See also the second remark in the next letter.

Four remarks on Austria 132...

1) Wien 101, Flug ("unusual cancel", page 11): It is a soviet cancel, in soviet shape. This postmark was a gift to the Austrian post-clerks from the soviet delegation at the occasion of the departure of the soviet troops from Austria in 1955. This postmark is the only one known until now. (Flug = AIR MAIL)

2) ANK 203/207/211 10 Kronen (page 11): This stamp was intended for high frankings (parcel-cards and Wertbriefe). Enclosed is the reproduction of a parcel-card with very high franking: 54 Kr. 50h. The reason for this: high weight and high value-postage (value of the parcel: 312,000 Kr.) [*see illustrations below!*]

3) page 53: error! Novi Sad was never Peterwardein but always a town on its own (german: Neusatz, hungarian: Ujvidek). Peterwardein (Petrovaradin in serbo-croat) is the neighboring town)

4) page 57: Mail from the post-office Traismauer was only transported by T.P.O. There is no connection with any ferry. The postmark on the card is a "Bahnhofbriefkastenstempel"; this kind of postmark was used in railway stations by the post-clerks, who handed the post-bags into and out of the T.P.O. This postmark was provided for mail dropped in the letter-boxes at the railway station.

I hope the remarks above could help your authors a little bit.

[*taken from a letter received from the Wiener Ganzsachen Frei- und Poststempelsammlerverein - for which the Editor thanks them.*]

322 | **Wien 1** | **Expres** | **WIEN** | **26. XI. 11 - 2** | **10**

Gattung	Inhalt	Wert
1 Paket	166 Wertpapier	312.000 K
An K. k. priv.		
& Wechselstuben-Actien-Gesellschaft „Mercur“		
in Krakau		
Straße, Hausnummer Krakau. Floryanska 28		
letzte Post (Land)		
Die stark umrahmten Teile sind von Absender		
Gewicht 700 kg	g	Post

Abgabennummer **1998** | **20** | **Vermerk**

Vorne bezeichnete S

Ort..... den

Name.....

Late usage at Smyrna?

DM emailed me this scan of a 50 Soldi stamp cancelled 4.1.1884. (I have enhanced the cancel.) An Expert says: "Austrian Post Offices Abroad" part 8 by Keith Tranmer pages 96, 97, 101 shows that this cancel exists in two genuine forms, 23mm and 24mm. They were apparently introduced 9.10.1875 and withdrawn on 3.10.1883 (ie before the supposed cancellation date). The stamp itself is obviously genuine, a fine example of the coarse printing (it doesn't exist as a fine printing). Tranmer illustrates four types of forgeries corresponding to this canceller.



In fairness, this looks more like the genuine 23mm cds than any of his illustrations and he notes that they are "by all accounts always incomplete" (less complete than this one!). As depending on perforation the stamp is considerably cheaper mint than used (from 2.30DM vs from 120DM) it is highly suspect. It may well be a "favour cancel" using the old canceller to cancel a stamp which must have been readily available (my bet), it could be a new (and dangerous) forgery or Tranmer's withdrawal date could be wrong.

An even more expert Expert says "Genuine", remarking that many of the cancellation dates in the above-cited work are very unreliable. He adds that this canceller was used in the back office at least until 1895 and perhaps even later. The use of the 50kr (or soldi) in the 1880s with this cancel suggests application either on a parcel or on an accountancy document.

DM says Yippee!

Letters to the Editor

Dear Editor,

I am disappointed that Austria 132 contains no real railway howlers for me to correct, but there are various things which call for some comment.

p.2: The dropping of REPUBLIK from the stamps is surely part of the preparation for privatisation when the Post Office will no longer be part of the Republic but just another courier company. Will the stamps still be worth collecting then?

p.5: The number 5145 is not that of the individual Blauen Blitz train but just of the class. Only one train set remains; the individual power cars are numbers 5145.11 and 5145.02; the trailers (in the middle) are 7645.04 and 7645.05.

p.10: I am sorry to see that the "changed phone number" cards will no longer be free. It is obviously a result of separating postal and telecommunications services, the same thing which destroyed telegrams (and the corresponding cards) in this country. The last time my number was changed, BT had ceased providing cards, let alone paying postage, so I used Austrian ones and posted them in Austria. They were never queried in spite of the English from and to addresses and phone number!

p.14: I cannot see anything unusual about the cover illustrated. Anything posted in Wien with an "Über CHRISTKINDL" label would normally receive an Christkindl cancellation within a day or two. The postal traffic from Wien to Christkindl at that time would justify a frequent service so a next day cancellation would be quite normal.

p.25: Mister Bosun's Locker is apparently no more. 63 East Street is not listed on my CD-ROM and 65 is now Days Gone Bye, pine furniture manufacturers.

p.28: The R is not chamfered. It is radiussed.

p.30: I am not sure what "distinction letters" means, it sounds like an over-literal translation from the German. "AT" is of course the ISO3166 code for Austria.

p.34: I can't add much constructive but I do feel instinctively that the library is important whilst never using it myself. I belong to other societies with libraries and I think my similar experience is general to the membership. The only exceptions seem to be where the library is kept where members meet and they can browse.

John R Batts

The Editor responds: The original of "distinction letters" is "Unterscheidungsbuchstaben" [Die Briefmarke 4/96 p11]; the source gives no more information. I have seen a similar German label illustrated which had "DE" in the corresponding place, and in Great Britain, Royal Mail Special Delivery and Recorded labels are SW....GB and RW....GB. Has any reader a more authoritative comment?

While I am reluctant to open a discussion on the shape of John's Rs, I fear his correction is justified: enlarged reproductions of the tops follow, from which the differing radii can be clearly seen.



R on pre-printed WIPA1981 envelope



R on 1980s label

Dear Editor,

I have created a web site for Lombardy-Venetia stamp collectors [www.regnolombardoveneto.com] covering prephilately, postal history, stamps, etc. If you are interested in publishing articles, you can contact me.

***Mr Andrea Rossignoli -
andrearossignoli@hotmail.com***



And on the subject of interesting web sites...

Centre for Austrian Studies (based at the Universities of Aberdeen and Edinburgh) www.abdn.ac.uk/german/austria/austria3.htm and www.swan.ac.uk/german/links/univs.htm

The Austrian History Yearbook ... devoted to the history of the Habsburg monarchy and the Republic of Austria. www.austria.org/oct95/yearb.htm

University of Minnesota Center for Austrian Studies www.cas.umn.edu

Centre for Austrian Studies german.arts.monash.edu.au/ZB0n2n1s000130.html

Dear Editor,

I don't know how to thank you for the article on 5/6Rpf cards. You may ask why? Well, Nicholas Harty printed my own article entitled "Austrian Postal Stationery, Second Republic", in Number 124, Summer 1998, of AUSTRIA. There I asked if some member could be of help in identifying the difference between the first Russian Zone 5 Rpf governmentally printed postal card and the same privately issued 5 Rpf postal card. I did not receive any response from the membership. Now, you have printed three privately issued types of the 5 Rpf card! Two appear on page 40 and one at the top of page 41 of the latest AUSTRIA. No doubt, Adolf Kosel was responsible for all of them. Of course, the difference between the official and private cards is the fact of the missing left top "Absender" lines. Franz Schneiderbauer, in his Ganzsachen Catalog, listed only one type for the privately issued card; now you casually display three distinct types!

The top illustration on page 40 has a line running down the middle of the card, with the name of the publisher printed alongside it. You state that the bottom card on page 40 is a thick grey postcard, while the top card on page 41 does not have a line running down the middle, and, I assume, is not grey. *[It's an envelope, made from recycled thin off-buff paper printed on the inside with the address side of Feldpost forms, cards or envelopes!! Ed.]* What are the colours of the postal cards that are not on grey cardboard? *[Buff. Ed.]* I shall make copies and include them in my Schneiderbauer Catalog.

As a last comment on these cards, I would just say that I did not receive any response about 10 years ago when I wrote a somewhat similar article for the New York Austria Philatelic Society; so this has been a long odyssey to finally have a satisfying response to my query.

On another subject, I remembered that I too had a FDC Klingebach privately printed envelope, acquired about 10 years ago and filed away in my postal stationery box. The only difference with my cover being that I have only 73 Groschen in added postage, while your cover has 110 Groschen added postage. My registered label has a Wien 184a on it; so I assume it was handled earlier in time. I also have a 10 Groschen Porto stamp with the "UNGÜLTIG" marking, and the postal clerk in that small town in Burgenland marked out in blue pencil the "Klingebach über Eisenstadt, Bgld" address and sent it back on 1.12.45. Your cover was returned on 13.12.45.

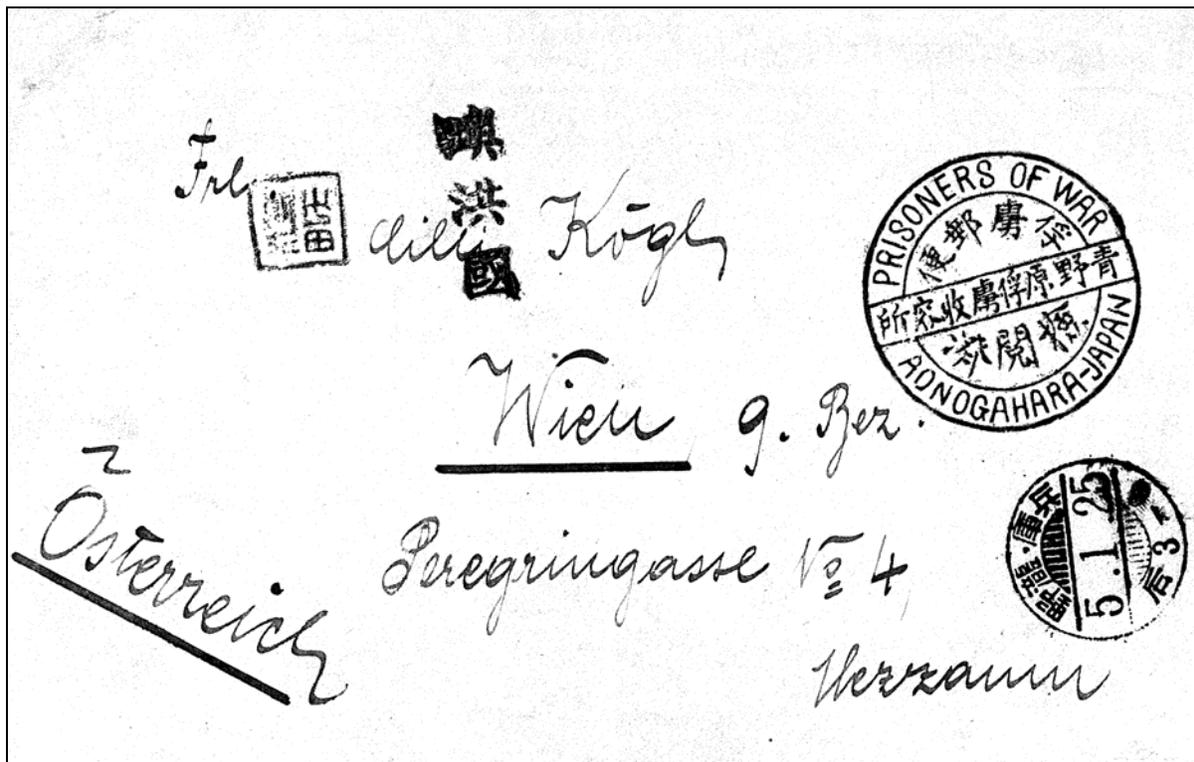
Sal Rizza

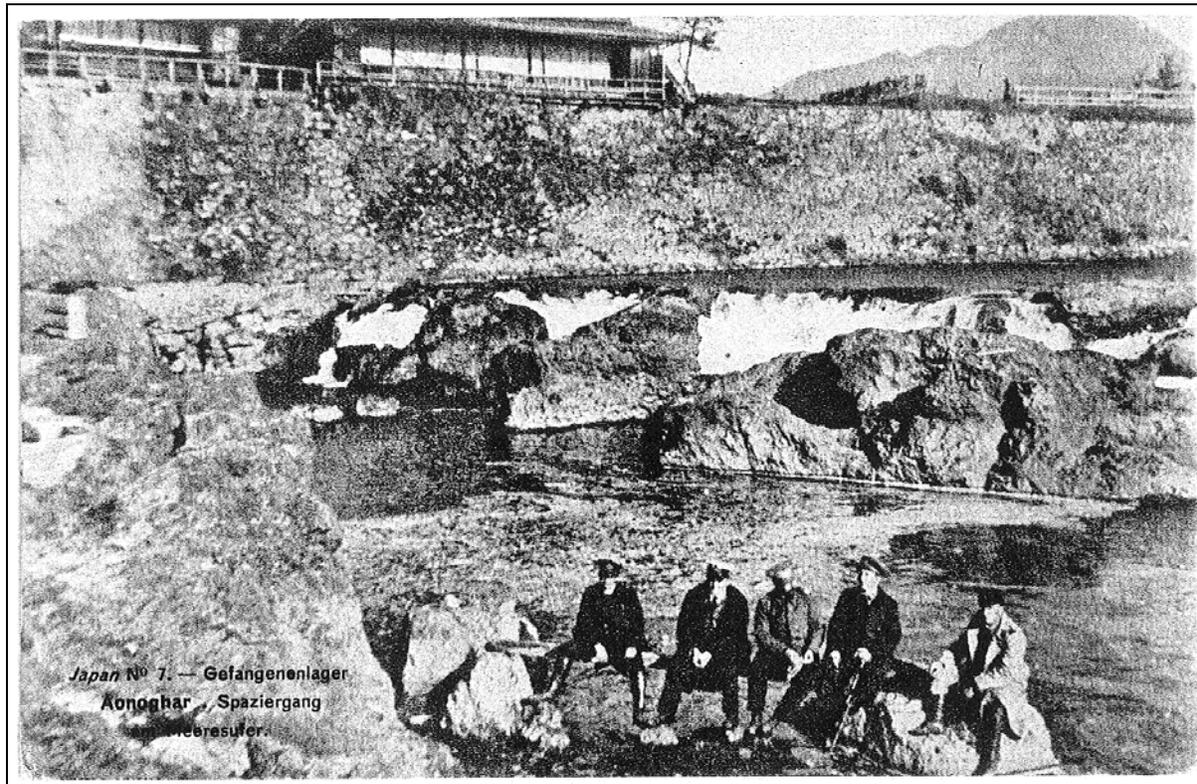
Dear Editor,

Cavendish auctions sold the majority of Bill Dennis' Austro-Hungarian maritime mail material on the 2nd December. They were lotted in 23 separate lots, and the majority of them sold for double the estimate, with only two lots below estimate. The prize items were the air bases, the Danube and Bodensee Flotillas, hospital ships and submarine material. Apparently there was a considerable number of book bids, but every thing was sold to room bidders, 90% of it going to an agent, and most of the other items to an individual purchaser.

Having travelled all the way up to Derby and not actually getting a bid in for the first 15 lots, I paid very much over the odds for an exceptionally nice P.O.W. cover (illustrated below), but this was slightly compensated for by picking up the second but last lot at well below valuation. With hindsight I feel that despite all the items going above estimate, the amount raised could have been considerably more if the material had been put into smaller lots- for example the destroyers which made double estimate still only worked out at £10 a card!

Geoff Frost





The caption says "Japan - No 7 POW camp, Aonoghar.
Going for a walk by the sea-side".

Dear Editor,

At Martin Brumby's invitation I've become a member of the ASCGB some (not very long) time ago although I'm definitely NOT a collector of Austrian stamps. My area of interest rather centres around the postal history of the Czechoslovak Republic and the SHS Kingdom 1918 to 1921, especially with regards to postmarks as inherited from the Habsburg monarchy.

In number 131 of your magazine "Austria" you have shown and described a bisect from Doudlevce. Your evaluation is certainly correct: I've seen a lot of such (I think) fakes, mostly purporting to be some special use of an Austrian stamp - bisected, FRANCO used for PORTO, PORTO used as FRANCO, newspaper stamp used as FRANCO and others. The postmarks of Doudlevce and Plzen are (as far as I know) genuine, but have been backdated: at the beginning of January 1919 only a few postmarks had already been nationalized, i.e. the Austrian inscriptions removed. For Plzen I'm quite sure that this process of nationalization was done around end of January, not earlier.

These "special" cards have been produced in quite high numbers. I doubt if they have ever been sent through "normal" channels of the Postal Administration; most of them are without any writing anyway. They are still sold at nonsensical prices to unsuspecting collectors of "rarities", even at auctions. I have some

twenty or thirty of them, in different variations of sensational franking. They are quite nice as fakes. I'm still willing to pay let's say 20 or even 40 Austrian shillings if I find them in good condition, but not more than that.

I'd like to add that bisected Austrian (and even Czechoslovakian) stamps were in "real use" around the end of December 1918. It seems that most post offices let slip them through, although they were (as far as I know) never allowed officially. Most often you can find the 20H Karl bisected on cards with New Year greetings. Their price here in Austria is between 200 and 400 Austrian shillings, depending on readability of the postmark and the general condition of the card. If you pay more - well, thanks for being overly generous.

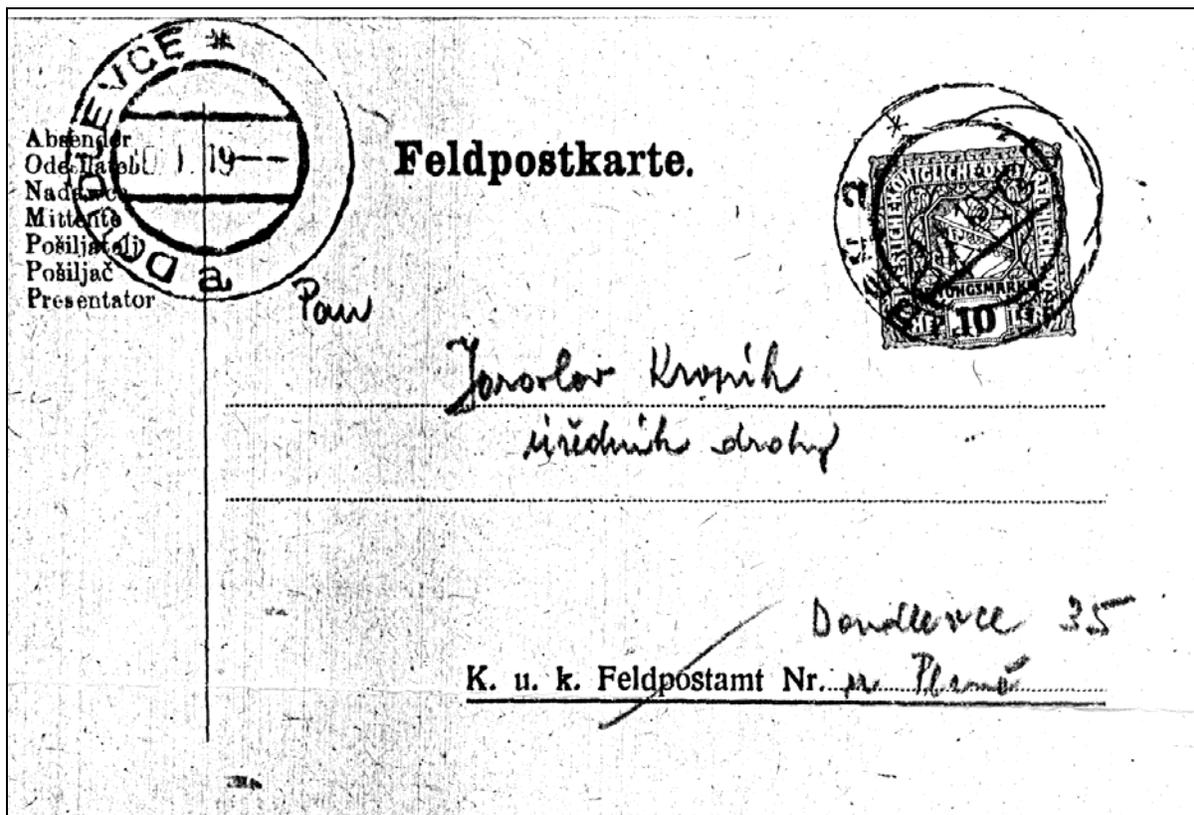
H Kobelbauer
(Austria)



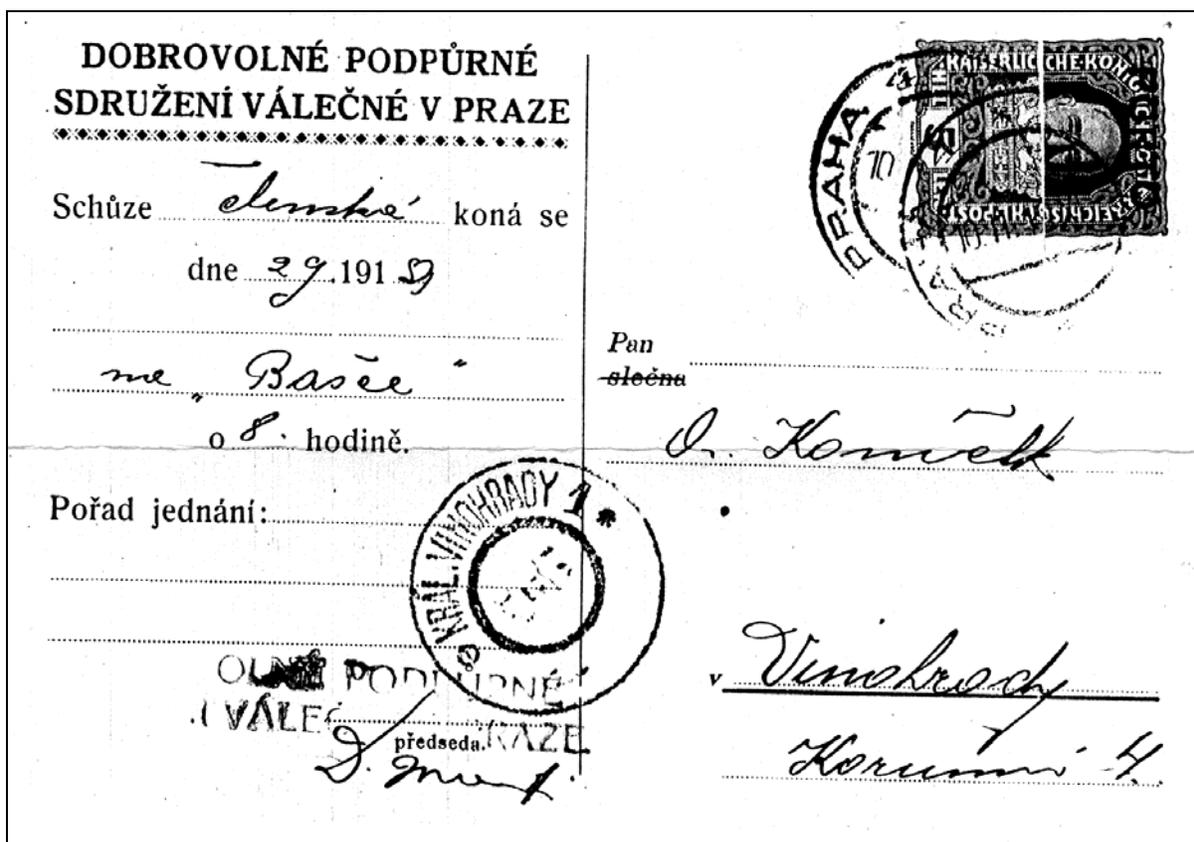
Possibly real usage: 6H bisected for printed matter 10.1.1919



Possibly real usage: 20H bisected, 29.12.1918



Fake!



Another fake.

Dear Editor,

I have a large thick envelope (pictures below) with stamps and wax seals on the back, with a Fieldpost 242 address and an inventory on the front. Can you tell me any more about it?

M A Rillen.

One of the seals --->



The Editor replies: Yes indeed - or at least, I know a man who can....

It's a Geldbrief, a letter containing money, in this case 4 off 2Kr banknotes. It was posted by Anna Gunnig of Illegible at Velden am Worthersee on 27.4.1916 (see cancels on stamps on back) to "Herr Simon Gunnig" at Feldpost 242, where it arrived on 30.4.1916 (cancel on back). The red wax seals are from the post office at Velden on Worthersee. The red writing on the front says "Besser Adressieren 16K", despite which there is no trace of its being sent back so hopefully it arrived. There is a pencil "14gr" near the top left corner, which is the weight in grams; and the 2h-arms is also pencilled. The "54" at the top right is the postage in Heller. At the bottom center is "055/37" which is suspiciously like a philatelic packet number. There's a pencil signature across the back flap.

The Geldbrief is Catalog number 20, first seen in 1915, in the book that Franz Hochleutner and Henry Pollak finished back in 1993. The postage of 54 heller is the most common franking one sees on Geldbriefe at this time. It was valid for up to 100 kronen within Austria and also to Hungary, until October 1, 1916. There's a table of these rates on page 457 of vol. 1 of Kainbacher, which is 326A in the APS library catalog. One option was to bring the letters open to the PO, who verified the contents and then sealed them - those are the two wax seals on the back, and probably also the signature across the flap.

The "white paper" of J Dixon-Nuttall, which we are working to make more widely available, lists "what was where, when" for the Austrian Army in 1914-1918. In it, FPA242 (Field Post Office 242) is recorded as being with 88 Kaiserschützbrigade from June-Aug, 1916. So where were they?

In early April 1916, 11 Armee was formed for the Italian front. One part was XXI Korps, of which KSchDiv (the Kaiserschützdivizion) was part. 88 KSchBrig, which had been attached to other units, joined other KSchBrigs in KSscDiv & was there by 15 May. These arrangements stayed until Oct 1916. So when this letter was delivered, FPA242 was somewhere on the Italian front.

According to the address, Gunnig was with LSch (Landes-schütz) regiment II, 1st battalion; it was part of 88KSchBrig and formed of German, Polish & Ruthenian troops. Perhaps he needed some cash to assist in his move.

Further reading - APS Library item 269 "Die Amtlichen Geldbrief-umschläge der Österreichischen Post" (ie Money-transmission envelopes). 128pp illustrated; by Hochleutner & Pollak 1993.

[Thanks to Henry Pollak! Ed]

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The Bosnian Hole Mystery, continued...

Some pages have reached me from what we think is an unpublished book by the late E C Coleman, describing a Cunning Plan by persons unknown to repair specimens of the demonetised stamps! Starting with 1K, 2K and 5K stamps [ANK B&H 42-44] with punched holes, a facsimile of the original, complete stamp has been pasted on the back such that the design lines up perfectly. A faked Sarajevo cancellation for 10 December 1906 has been applied to hide the join. These cannot have been used in postal service, as they now exist as loose stamps and soaking them off an envelope would result in their disintegration. They are described as difficult to see at first, but unmissable once seen.



This shows a typical stamp with the punched holes "before repair".

Austrian Stamp issues for 2001

"Changes are possible.."

	ATS	Issue date
Hunting and Environment (Protection of wet biotopes for the sake of aquatic game)	7	16 Feb
100th anniversary of the Zillertal Railway	7	30 Mar
Austrian Soccer Champions Soccer Club SV Casino, Salzburg	7	30 Mar
National Customs and Folklore Treasures: The Boat Mill at Mureck in Styria.	8	30 Mar
Confetti: Rolf Rüdiger	7	20 Apr
Austrian Working Environment: Civil Service	7	20 Apr
75 years of Salzburg Airport	14	20 Apr
Natural Beauties of Austria: Bärenschützklamm, Styria	7	4 May
National Customs and Folklore Treasures: Lenten Cloth, Tirol	7	4 May
Europa 2001	15	18 May
Day of the stamp (20 + 10 ATS)	30	18 May
100th anniversary of the Austrian Aero-Club	7	8 Jun
50 years of UN High Commissioner's Office for refugees	21	8 Jun
UNESCO Cultural Heritage: The Semmering Railway	35	8 Jun
7th IVV Hiking Olympics	7	22 Jun
Army postal service abroad	7	22 Jun
National Customs and Folklore Treasures: Riflemen's Gathering (Preberschiessen), Salzburg	7	24 Aug
The East-West Railway being four-tracked	7	24 Aug
200th anniversary of the Austrian playwright Johann Nestroy	7	14 Sep
Modern Art in Austria: Leherb (also a Maxicard)	7	14 Sep
125th anniversary of death of the painter and graphic artist Josef Ritter von Führich	8	14 Sep

Traditional Arts and Crafts: Sumptuous clerical vestments	10	14 Sep
Holidays in Austria Euro-series (see below) - preissue date 1 Oct		
200th anniversary of the magician Leopold Ludwig Döbler	7	5 Oct
Traditional Arts and Crafts: Clerical vestments cut out of a Turkish tent (1683)	28	5 Oct
150th anniversary of the Central Institute for Meteorology and Geodynamics	12	5 Oct
Domestic Animals	19	5 Oct
Christmas 2001	7	30 Nov

Postal Stationery:

	ATS	Issue date
Inland PC: Dictamnus albus	7	16 Feb
Inland PC: Owl	7	June
Envelope: Stadl-Paura and its Island Ponies Festival (Value ATS 7)	8.5	August
Maxicard: Modern Art in Austria (Leherb)	15	14 Sep

And the Euro series " Holidays in Austria ":

pre-issue date 1 Oct 2001, FDC 1 Jan 2002

	(ATS)	Euro
Schönlaterngasse, Vienna	(7)	0.51
Hadres, Lower Austria	(8)	0.8
Steinernen Meer, Salzburg	(10)	0.73
Inneralpbach, Tirol (12 ATS)	(12)	0.87

+++++

You may have seen that a WIPA souvenir block (the Basilisk) with the serial number missing had been found...

It was sold last October for 30,000 Schillings!

A Non-Philatelist's Experiences at WIPA

By Tony Boyer

Many members will know that I am married to your Treasurer who is the philatelist in our family. I have only a passing interest in the hobby, in that I act as transport manager for Joyce, taking her to meetings of the ASCGB or of the Spalding Stamp Club, or to meet other philatelists in this country or in the Tirol. If I am very lucky she will let me visit a steam railway in the Tirol.

I normally accompany her on the weekend conferences that the Club organises and on the Club visits to Vienna. At the visit to that city to celebrate the 50th anniversary of the founding of the ASCGB in December 1998, the party made the acquaintance of Hannes Margreiter, one of the younger designers of Austrian postage stamps and other related items. My interest in particular was aroused when I realised that he had designed two stamps issued in June 1994, marking the 100th anniversary of the opening of the Gailtalbahn and of the Murtalbahn (Joyce tells me the Netto catalogue numbers are 2161/2).



In recent years Hannes has designed stamps in the football series and also the pre-WIPA exhibition issues of 1998 and 1999. He has also had designs accepted in the Wildlife series, and in the year 2000, his postal stationery card was issued during WIPA itself, on 2nd June 2000. This card incorporates one of the endangered species, the Lesser Horseshoe Bat (*Kleine Hufeisennase*), with a value of ATS 6.50. As well as the plain cards (other than the usual address areas and the printed stamp) there were also issued cards with his drawing of the Pipistrelle Bat (*Zwergfledermaus*) on the left side adjoining the address box.

But interesting though these stamps or cards are, they are not the sort of thing to attract me. However, during the December 1998 trip to Vienna I had discussed with Hannes Margreiter the possibility of commissioning him to paint a picture for me of a steam-hauled passenger train crossing a specific bridge over a side valley of the Inn to the west of Landeck. We continued these discussions by fax

The Ausgabs-Recepisse form

By Andy Taylor¹

This form is a certificate of posting, ie a receipt given by a post office, on request, to acknowledge that an item has been posted. The text on the back gives the conditions of use (and fee if any) of the receipt and the procedures to follow in making a claim if the item is lost or undelivered. These forms do not seem to feature in the literature - eg, while 'Ferchenbauer 2000' uses them as illustrations I can find no discussion of them. All the reproductions have been "enhanced" because the originals are faint, flimsy, and faded. The first example is type or ref 421 cancelled at Lugos/Lugoj in Hungary (Ryan 860); the text on the back refers to ordinances dated 6th July 1838 and 27th July 1850. The date has no pre-printed year. At the top is an unused space for a number.

Druckform Nr. 421.

Nro. _____	Ausgabs-Recepisse.	
Ueber einen Brief mit	<i>ku 35 H 42 x 1 1/2 Bl.</i>	
welcher zur Beförderung unter der Adresse:	<i>Josefo Junguth</i>	
am heutigen Tage hierorts richtig angegeben worden ist.	<i>W. J. J. J.</i>	
R. R. Postamt	LUGOS am <i>ten</i> <i>8th</i>	
In Franco fl. fr.	<i>10</i> <i>11</i>	
Für ein Retour-Recepisse	<i>14</i> fl. fr.	
Zusammen fl. fr.	<i>14</i> fl. fr.	
Der Empfänger hat an Porto zu entrichten	fl. fr.	

1. Ueber für das Ausgabs-Recepisse noch für die Sigillirung des Briefes darf irgend eine Gebühr abgenommen werden.
2. Nur auf ausdrückliches Begehren des Aufgebers wird ein Retour-Recepisse gegen Entrichtung von 10 Kr. ö. W. ausgefertigt, welches nach der Rücklangung versehen mit der Unterschrift des Empfängers, gegen dieses Ausgabs-Recepisse ausgewechselt wird.
3. Die Postanstalt haftet sowohl für Abgang und Beschädigung, als auch für Verlust der Sendung nach den Bestimmungen der Fährpostordnung vom 6. Juli 1838 unter den daselbst §. 33 angeordneten Beschränkungen, bei verschlossener zur Post gebrachten Geldsendungen aber nach den Bestimmungen des §. 7 der Verordnung des k. k. Handelsministeriums vom 27. Juli 1850.
4. Die Haftung erlischt bei Versäumung der Reclamationsfrist, welche für die im Inlande abzugebenden Sendungen auf drei Monate, und für Sendungen nach dem Auslande auf sechs Monate, vom Tage der Aufgabe an gerechnet, festgesetzt ist.
5. Ueber eine mündliche, innerhalb der Reclamationsfrist geschehene Nachfrage wegen richtiger Bestellung der Sendung wird auf Begehren des Aufgebers ein amtliches Quästions-Schreiben gegen Entrichtung des einfachen Brief-Porto abgesendet. Ist bei der Aufgabe ein Retour-Recepisse ausgefertigt worden, und solches nicht zurückgelangt, so erfolgt die Absendung des Quästions-Schreibens unentgeltlich. Sowohl über die einfache als über die mit Absendung eines Quästions-Schreibens verbundene Reclamation wird die Bestätigung hier oben beigelegt, welche als ein Beweis der richtig eingehaltenen Reclamationsfrist zu gelten hat.

¹ My thanks to John Whiteside for supplying much of the information.

The second example is type 420, referring on the back to the German-Austrian Postal Treaty ordinance of 18 Aug 1860. [Yes, lower type number but later date: perhaps it's an older form, modified and reissued.] Note the "186" pre-printed for the year. The space for numbering the form has been removed.

Druckform Nr. 420.

Aufgabs-Recepisse

Ueber 1 *Brf* worin sich angeblich befinden *Brf*
 im Werthe *108* fl. *62* kr., gewogen *62* Pf. Loth, welche Sendung zur
 Beförderung unter der Adresse:
kk General Anze
H. Alsenberg
 am heutigen Tage hierorts richtig aufgegeben worden ist.
 R. R. Postamt: am *3* ten *Aug* 186*6*

An Franco-Gebühr	fl.	kr.
Für ein Retour-Recepisse	"	"
Zusammen	fl.	kr.
Der Empfänger hat an Porto zu entrichten	fl.	kr.
Nachnahme	fl.	kr.

Herrly



Reclamirt mit

Zur Nachricht.



1. Für das Aufgabs-Recepisse darf keine Gebühr abgenommen werden.
2. Nur auf ausdrückliches Begehren des Aufgebers wird ein Retour-Recepisse gegen Entrichtung von 10 kr. ö. W. aus gefertigt, welches nach der Rücklangung, versehen mit der Unterschrift des Empfängers, gegen dieses Aufgabs-Recepisse ausgewechselt wird.
3. Die Postanstalt haftet sowohl für Abgang und Beschädigung an den Postsendungen, als auch für den Verlust derselben nach den Bestimmungen der Fahrpostordnung vom 6. Juli 1838 unter den in §. 33 enthaltenen Beschränkungen, bei verschlossen der Post übergebenen Geldsendungen aber nach den Bestimmungen des §. 7 der Verordnung des bestanden Handelsministeriums vom 27. Juli 1850, und bei Sendungen aus und nach den Ländern des deutsch-österreichischen Postvereines, nach Maßgabe des Artikels 75 des Vereinsvertrages vom 18. August 1860.
 Für nicht rechtzeitig behobene Postnachnahmen wird die Vergütung nur unter der im Absatz 10 der Verordnung des Finanzministeriums vom 6. Mai 1860 angedeuteten Bedingung geleistet.
4. Die Haftung erlischt bei Versäumung der Reklamationsfrist, welche für die im Inlande abzugebenden Sendungen auf drei Monate, und für Sendungen nach dem Auslande auf sechs Monate, vom Tage der Aufgabe an gerechnet, festgesetzt ist.
5. Ueber eine mündliche Nachfrage wegen richtiger Bestellung der Sendung wird auf Begehren des Aufgebers ein amtliches Quästions-Schreiben abgefendet. Die Absendung geschieht unentgeltlich, wenn sich der Aufgeber mit einer Nachricht von Seite des Adressaten ausweist, wornach der Empfang der Sendung in Abrede gestellt wird, oder wenn bei der Aufgabe ein Retour-Recepisse ausgestellt wurde, und dieses in angemessener Frist nicht zurückgelangt ist. In allen anderen Fällen ist das einfache Briefporto zu entrichten. Ueber die geschehene Nachfrage wird immer, daher auch, wenn eine Quästion nicht ausgefertigt wurde, die Bestätigung hier oben beigefügt, welche als Beweis für die Einhaltung der Reklamationsfrist zu gelten hat.

It says "Certificate of Posting.. For 1 Brf. or Wbrf. letter or value letter, in which is to be found ÖW [Österreichischer Werth] to the value of 108fl, 62kr'. The weight has not been filled in, which may be an oversight, or possibly means

that the contents were not actual coin but a bill of exchange, or similar piece of valuable paper. It continues, '*which item is to be forwarded to the address - k.k. Steuer Amt, H. [should be U] Altenburg.*'

It was handed over at the Hungarian post office of Neusiedel am See (Ryan 1067) on 3rd Aug 1866. Neusiedel am See was the Hungarian Nezsider and was in Moson county, Hungary, which was not handed over to Austria until 1920/21. It is addressed to the SteuerAmt or Tax Office at the county seat, now the large town of Mosonmagyaróvár. At this time, this was two separate places, Ungarisch Altenburg = Magyaróvár, and Wieselburg = Moson, which were about 3km. apart.

The bit at the lower left has been largely ignored. It was to show the postage prepaid (Franco), then the charge for a Retour-Recipisse, (ie a proof-of-delivery receipt) to be sent back. This seems to have been marked 'f' for not applicable. The third line is for postage the receiver has to pay (Porto) and the fourth is for Nachnahme or c.o.d. amount to be collected. As none of these have been filled in, it may be that the 'f' stands for 'frei' and the item was an official letter not subject to a postal charge. The "seal" on the back is nicely printed.



The final example is another type 420, from Petschau in Bohemia; the year has been forgotten [or is what looks like "18/5" actually "1875" and it's the day & month that are missing?]. The dateless italic script cancel is an old pre-stamp cancel ('pre'-Muller 1115a; Votocek 1769.1), supposedly withdrawn in 1840.

Aufgabs-Recepisse.

Ueber 1 *1016* worin sich angeblich befinden *1016*
 im Werthe *92* fl. *54* fr., gewogen *?* Pf. Loth, welche Sendung zur
 Beförderung unter der Adresse:
J. H. Ruland Prag
 am heutigen Tage hierorts richtig aufgegeben worden ist.
 R. K. Postamt. *Petschau* am *18/5* 186*6*

An Franco-Gebühr fl. fr.
 Für ein Retour-Recipisse " "
 Zusammen fl. fr.

Der Empfänger hat an Porto zu entrichten fl. fr.
 Nachnahme fl. fr.

Druckorte Nr. 420.

Validity of the Posthorn Series

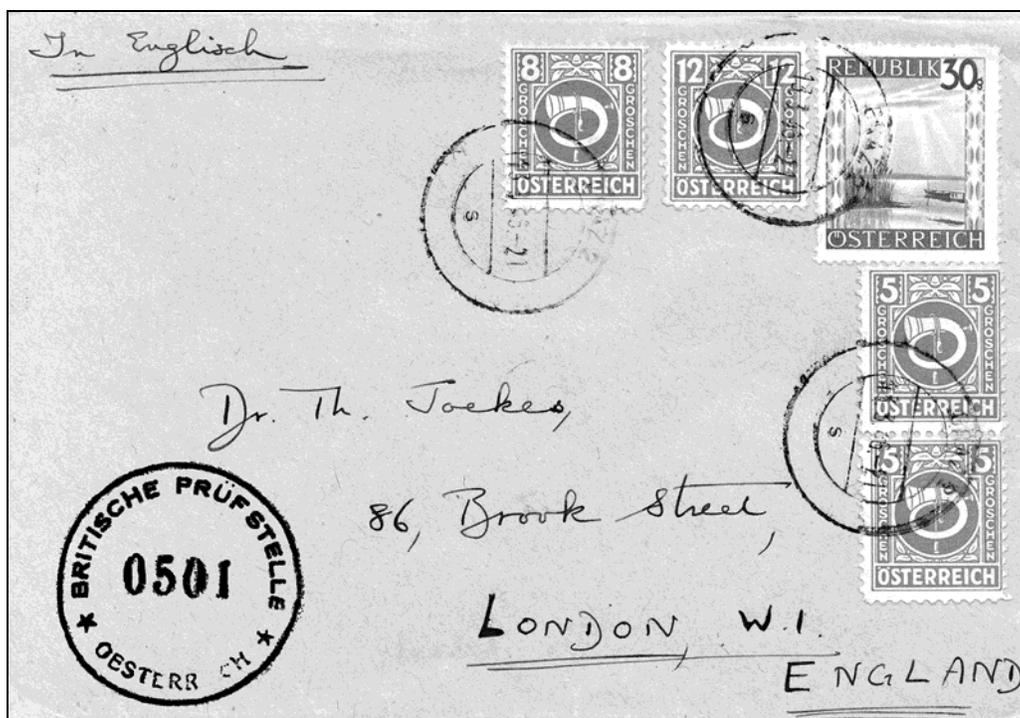
Andy Taylor

A brief article by Honorary Member Christine Kainz in Arbeitsgemeinschaft Österreich e.V's Rundbrief Nr. 52 clears up the uncertainties over the withdrawal date of the Posthorn Series (ANK697-713) brought to Austria by the Allies, and the subsequent levying of postage dues on items franked with them in the period 21 May - early June 1946.

"Post- und Telegraphen Verordnungsblatt Nr. 8/1946" dated 4 July 1946 explains all! The catalogue date of "Valid to 31.05.1946" is too simplified, and marks only the extreme expiration date of the validity.

The PuTVB says at Para 21: Suspension of validity of the stamps of the post horn series. In the areas of the Post and Telegraph Directions of Graz, Innsbruck, Klagenfurt and Linz as well as in the area of the Post and Telegraph Inspectorate of Urfar the regulation of the 21 May 1946 [BM.Zl.10/149/1946] withdrew with immediate effect the validity of the stamps of the post horn series. Items posted from 1 June 1946 with stamps of the Posthorn series are to be surcharged. [B. M.21/10/149/46 of 16 June 1946]

The PuTVB is to be interpreted thus: The relevant regulation dated 21st May 1946 as adopted states that "with immediate effect the post horn series stamps are no longer valid for postage". As soon as a post office knew the content of this regulation and/or had a copy of it (it could have been distributed by fax), it was required to immediately levy a surcharge on a letter bearing a post horn stamp. This is why some offices charge postage due before 31 May 1946.



From the Treasurer

Following the EGM in October 2000 when it was agreed to change the Club name from "The Austrian Stamp Club of Great Britain" to "The Austrian Philatelic Society", I have continued to use the old style receipts whilst considering a new format. A new version of the existing membership card with a sticky label receipt to be added for each year could be obtained (at a cost) but instead we have decided to issue a new combined receipt and membership card. This will be about the size of a credit card, and issued as necessary.

<p>Austrian  Philatelic Society</p> <p>Membership Card</p> <p>Name.....</p> <p>Membership number</p> <p>Expiry Date.....</p>

One of the new cards will be sent to all Honorary Life Members, and to those Ordinary Members who have paid in advance, with the next Newsletter due in April. I will send a renewal notice to those members who are due to pay their subscription. In both instances there will be a form asking for the basic information needed to ensure that my records are up-to-date. If you do not want to be contacted by telephone or email please say so. **Please, therefore, ensure that you look carefully inside the envelope of every communication from the APS!**

There will also be a form asking for details of your special interests, which we request for several reasons. Firstly so that Andy Taylor might contact you to ask if he could borrow items to illustrate an article - whilst the members of the committee can provide a lot of material we do not always have what is wanted. Secondly, if a member has a specific (philatelic!) problem it is useful to know who to pass an enquiry to, to obtain information to solve it. Lastly, the form is part of the handover of the APS Packet from Henry White to Martin Brumby. Again, if you do not want to be contacted say so - I realise that not every one wants to be involved in this way.

I have been asked by some member to repeat details of the credit card system. As a Club we cannot afford to have our own credit card account ¹ but the committee recognised some years ago that the use of such payments would be beneficial, especially to our overseas members. Following an appeal for a 'Good Fairy', the Treasurer of the German Railway Society, in the form of my husband, offered to handle any such transactions for a fee to cover their costs.

¹ It would cost about £200 each year, ie £1 extra subscription for every member. The GRS system means that only those using credit cards pay for them.

This fee takes the form of a surcharge of 5% with a minimum of £1. This system has worked well, and the GRS have now extended it to three other European railway societies based in the UK who are in a similar situation to us! **A new authority is required from a member on each occasion his credit card is to be charged** - this means that I cannot say 'Mr X paid by Visa for 2000/01 so I can take his 2001/02 subscription' nor can Mr X assume that having paid by Visa once it will automatically be done again. This is a safeguard for you, the member. The only people to see your credit card details are myself as APS treasurer, and the GRS treasurer. If any member wishes to renew their subscription by credit card using email they may do so, but ours is not a secure site - the safest way is to send two or three emails on consecutive days each with part of the number. If you do this please let me know which part of the number is which! The form of authority is below, but in any case it will be on the reverse of the membership renewal form.

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To The German Railway Society, as agent for The Austrian Philatelic Society.

Please debit my Access/Visa/Mastercard/Eurocard [*delete as required*] credit card account with the sum of £_____ being my annual subscription to the APS. I understand that this charge will carry a surcharge of 5% with a minimum of £1.00.

Credit Card Number _____

Expiry Date _____

Account name _____

Signature _____ Date _____

PLEASE RETURN THIS FORM TO THE APS TREASURER!!

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Membership Matters.

Correction: 1152 is **D. Grecu** - sorry!

Welcome to new members 1153 - Dr W A Ellwell (USA), 1154 - Rev J H Deakin (West Midlands), 1155 - R Goerz (USA), 1156 - A Oleksiuk (USA), and 1157 - D Cannings (Reading).

Formal resignations received from N Goodchild, D J Price, and N Constantoploulos.

Europe - South America: an unusual Air Mail cachet

Andy Taylor



The German 'Magic Carpet' service was introduced in January 1934, offering guaranteed delivery from Europe to Brazil in not more than four days. (The previous best timing was 10 days by the French route: air to Dakar in West Africa, boat to Natal in Brazil, onwards by air.) This service was mail-only; it used a Dornier Wal retrieved by crane, refuelled and launched by steam catapult from a modified steamer (the *Westfalen*) permanently stationed in the middle of the Atlantic. Fast HE70 aeroplanes

provided the connection from Germany to Seville (Spain) or Larache (Morocco), and a JU52 took the mail to Bathurst (Gambia) to the waiting Wal. The mid-ocean touchdown and catapulting was necessary because the Wal did not have the range to reach Natal in Brazil. (In emergencies, the island of Fernando do Noronha, off the Brazilian coast, provided a refuge.) The flight to Santiago over the Andes would have been by JU52.

During the Zeppelin period the aeroplane service operated weeks alternately with the airships, and the method of transport of an individual dated cover has to be determined by looking up the flight records. Although these covers continued to show a Zeppelin in the cachet, the Zeppelin service was discontinued on May 8th 1937 following the Hindenberg disaster at Lakehurst, NJ. Other methods considered or used were two intermediate boats; sailing from Bathurst with a plane on board which was launched by catapult when in range of Brazil; and a long-range seaplane that could reliably make the crossing without midocean manoeuvres. The covers also had an additional special red cachet **DEUTSCHE LUFTPOST / EUROPA-SÜDAMERIKA**. This is the airmail confirmation cachet (Luftpost Sonderbestätigungstempel), depicting a Dornier Wal seaplane (Wal means Whale; so-called as the fuselage was boat/whale shaped) plus a Zeppelin airship appearing from a cloud over the sea. The lower case 'b' after Südamerika signifies that the cover went via Berlin. In theory, mail from Austria could have used this route; in practice, examples while not unknown are rarer than hen's teeth! Kohl prices a typical example at £110.

