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Edited by Andy Taylor

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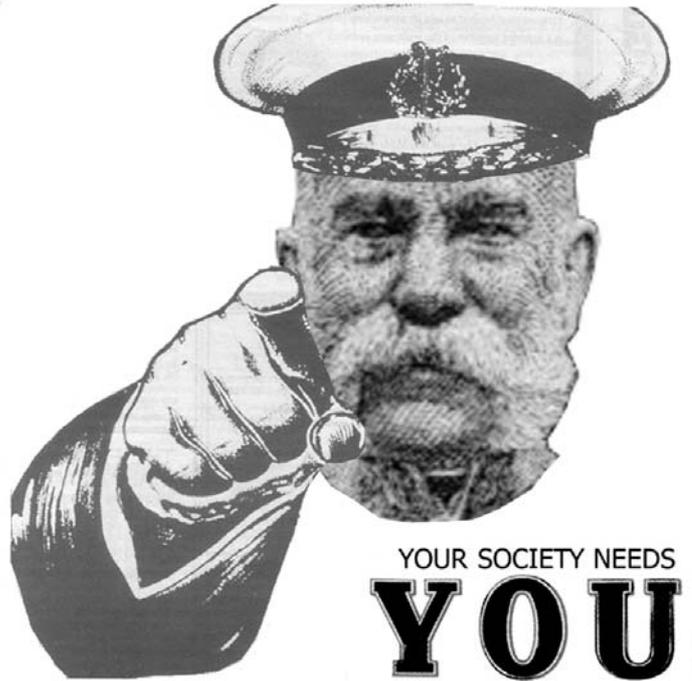
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Well, at least one of you....

Following the AGM held at Harrogate on 10th October, the Austrian Philatelic Society needs an Honorary Secretary.

The role is pivotal in managing the Society's priorities and progressing its business. Specific duties include:

- arranging 2-3 Committee meetings per year, proposing the agenda to the Chairman, arranging a venue and producing minutes of the meetings;
- advising the membership of the details and agenda of the AGM each year, arranging a meeting room, writing the minutes and circulating them to the membership;
- liaising with the Association of British Philatelic Societies and other philatelic societies; and
- advising the Committee on procedural matters and adherence to the Society's Rules.



No specific past experience is needed to carry out this role, and it is not onerous in terms of time. Diplomacy and attention to detail are useful skills, and fluency in email is essential.

This is your opportunity to support your Society in an important and influential role. The Committee would be pleased to welcome a new face, so please don't be shy about putting yourself forward. For further details, or to make your interest known, please contact the President (whose address etc are on the inside back cover).

EDITORIAL 172

Ignoring rival attractions such as the Pope and Open Doors Day, your editor travelled to Stampex in Islington on 17 & 18 September. The dealers seemed reasonably busy, and a few even had good Austrian material (less have it now...). He noticed that "Customers at the Royal Mail stand are limited to one hour at the counter" – much like our local Post Office on pensions day, then. The usual display stands had been expertly erected by the usual gang; as usual most of the exhibits were GB or Commonwealth; and equally as usual about one in three viewers were going round the wrong way! His own entry of "The Newspaper Postage Stamps of Austria" collected a Large Silver plus pointed remarks on numerous ways to improve it. It was interesting to see that several exhibits used the so-called "square A4" format, ie 297mm high (standard A4 portrait, the same as this Journal) by 297mm wide; three of these fit a row of the "standard frame". Generally it was a useful trip, the only downside being a quotation of £99 to revalidate his rail ticket for an earlier train! The refurbished St Pancras is quite pleasant to waste 2½ hours in, even if your train leaves from Kings Cross. Indeed, especially if your train leaves from Kings Cross! Or there's the British Library if it's open.

The previous issue of AUSTRIA was printed on specially-glossy paper. While no more expensive, it weighs more, so airmailed copies cost us more in postage. If all has gone to plan, what you're reading now has been printed on the 'ordinary' paper used for issue 170.

Wearing my Festmeister hat I thank all those (philatelist or partner) who attended the Fest in Harrogate. **Next year's Fest** will be at the same hotel in **Harrogate** (the Old Swan), on the weekend of **23-25 September 2011**. Be there, not elsewhere!

Historians' Corner: Attributed to Lord Palmerston: "The Schleswig-Holstein question is so complicated, only three men in Europe have ever understood it. One was Prince Albert, who is dead. The second was a German professor who became mad. I am the third and I have forgotten all about it." In Austria 170 page 29 I printed

“In 1866 Prussia and Austria fought the disastrous ‘Seven Weeks War’ that led to Austria’s loss of Schleswig.”. Austria 171 page 43 has “On page 29, under the reference to the Seven Weeks War, it was not Schleswig that Austria lost to Prussia, but Silesia / Schlesien.”.

I have now received a further comment, namely *“The previous correspondent has confused the Seven Years War with the Seven Weeks War. Austria lost Silesia to Prussia definitively as a result of the Seven Years War but in fact the province was Prussian-occupied from 1741 onwards. Austria lost nominal jurisdiction over Schleswig in 1866 as a result of the Seven Weeks War.”*

Digging in my shelf of history books suggests that this is indeed correct, although it may have been Holstein that was lost after the 1866 war, Schleswig having been taken over by Prussia as part of the same treaty that gave Holstein to Austria. Possibly Lauenburg *“where a plebiscite was never held while in Schleswig and Holstein one was”*. Definitely not Silesia. I begin to see Palmerston’s point.

THE APS BOOKSHOP

To purchase any of these items, contact the Librarian. If paying by Paypal remember to add the £1 fee!

CDs

- ❖ All CDs cost **£10 or €15 including postage to anywhere in the world**
- ❖ **“The History of Austrian Revenue Stamps”** by Dr. Stephan Koczynski. Enhanced and published on CD in fully-text-searchable form.. It is ISBN 978-0-900118-07-4
- ❖ **1910 Post Office Index.** This is the “Verzeichnis der Post- und Telegraphen-Ämter in Österreich, Ungarn und in Bosnien-Hercegovina sowie der österreichischen Postanstalten im Fürstentum Liechtenstein und in der Levante”, published in Vienna in 1910. It lists all the Austrian post offices open anywhere at that date; with symbols indicating the facilities available at each. The CD contains pictures of the original pages, not text. It is ISBN 978-0-900118-08-1

Books:

- ❖ For all books, P&P costs **£1.50 in UK, £2.50 to Europe, and £4.50 to Elsewhere**
- ❖ **“A Celebration of Austrian Philately”**: the APS 60th anniversary ‘Festschrift’. viii+162 pp A4 in full colour. ISBN 978-0-900118-05-0 Price **£19.95**
- ❖ **“The Pneumatic Post in Vienna”** now reprinted in one A4 volume, ISBN 978-0-900118-06-7 Still only £40 (**£32 to APS members**)
- ❖ **“The Postmarks of Dalmatia”**: Supplied complete with a 20-page update to the section on Military Unit Cachets (pages 166-171). ISBN 978-0-900118-02-9 Price **£30**
- ❖ **“Przemysl 1914-1918”** by Keith Tranmer. A very few copies still available; price **£12**
- ❖ **“The Postal History of Ukraine: KuK Ukrainische Legion Feldpost correspondence cards 1914-1918”** by Dubniak & Cybaniak. **£14**
- ❖ **German/English Philatelic Dictionary**, published by the Germany Philatelic Society in the USA. This is the 2005 edition, 298 sides of A5, spiral bound, with appendix of abbreviations. Copies cost **£16**.

Back numbers of “Austria”

- ❖ Copies are £1 each, subject to us having stock. Some may be facsimiles or second-hand originals. These prices include P&P (by cheapest route).
- ❖ Binders for A5 issues of ‘Austria’ cost £3.75 and hold 10-12 earlier issues, 8 of the recent issues. There’s very few left and it isn’t made any more – order now!
- ❖ Non-members may also purchase back numbers of Austria, at **£5 per copy**. It may be better value to join the Society.

The Missionary Cover

Dear Editor

I read with special interest the article in Issue 171 by Bassil and Schill on a “missionary” cover of 1839 sent from Beirut to Leipzig, not least because it was despatched from Smyrna by the Rev. W.M. Thomson, whose work “The Land and the Book” remained until quite recently one of the most respected sources of Holy Land history.

However, Mr. Thomson and his works have little to do with postal history and my concern is with the “Information” that your correspondents have dished up about the Austrian posts in the Levant, which gives rise to more question marks than any article I remember reading. Space does not allow me to deal with all the points in this letter that need to be tackled, so I shall confine myself to those I regard as far-fetched or downright wrong.

1. The writers leave the impression that before the arrival of the Austrian Lloyd in the Levant (i.e. 1837) all mail “destined to outside the Ottoman Empire” was sent via the “Austrian consular agencies in Constantinople and in Smyrna”. This is sheer nonsense. As I have pointed out elsewhere¹, there has been an exchange of mail – with certain interruptions – between the Levant and what we can loosely call the “Austrian Empire” since at least the fourteenth century, until the 1750s travelling largely by sea. In other words, for some 500 years before the Austrian Lloyd was on the scene!

There was, incidentally, never an “Austrian consular agency” in Constantinople. Mails were handled up to 1748 or 1749 by the Embassy Post Office and by the Austrian General Post Office thereafter.

2. “Austria began to operate in the Levant a postal system out of “Austrian Italy” in Trieste”.

Frankly, I do not understand this statement. Trieste was never part of Austrian Italy. The only part of Austrian Italy from which “Austria” operated a postal service to the Levant was Venice, and that had virtually packed up by the 1840. Austria began a scheduled Levant service from Trieste around 1820, the mails being carried by contractors, generally under the protection of the Austrian Navy (because of the threat of piracy, prevalent at the time).

Mail routed through Trieste to the Levant during the 18th and early 19th centuries seems to have originated very largely locally, or in Vienna. There was an input from Venice during the same period, but that is hardly “out of Austrian Italy”.

3. “From 1841 to 1845 an Austrian consular postal agency in Beirut [received mail dropped] by the Austrian Lloyd ...”

This is misleading. The more active Austrian postal agency in Beirut in 1840 was apparently that of the Lloyd’s great rival at the time, the Danube Steam Navigation Company or “D.D.S.G.” as it is known from its German initials. The D.D.S.G. operated an enterprising line in the late 1830s from Constantinople to Smyrna via Salonica, extended in 1840 or thereabouts to Beirut and Alexandria. It is not unlikely that a particular reason for the Lloyd’s acquiring the Levant business of the under-capitalised D.D.S.G. in 1843 was to get its hands on the latter’s burgeoning route to Smyrna and Alexandria, and the D.D.S.G. agency in Beirut may well have handled as heavy or a heavier flow of mail than the Lloyd agency during that period.

Unfortunately, all of the D.D.S.G.’s Levant records were lost soon after the takeover, so all our information must be based on the scant surviving mail and occasional references in the press.² Two further points in this connection: the Austrian Lloyd was not “the equivalent of today’s British Lloyd’s. There never was a “British Lloyd’s”. Lloyd’s of London is an insurance market where individual underwriters accept insurance business and a far cry from the Austrian Lloyd, which was an insurance pool set up by eight Triestine insurance companies, which subsequently established a Steam Navigation Division (II) and Information Division (III).

¹ “Early mails between Constantinople and the West” in *Rossiter Postal History Journal*, vol. 2 (2001). Copy in the APS Library.

² Admirably researched by Karl Kodrazka (“Der Postdienst der Ersten k.k. priv. Donau-Dampfschiffahrts-Gesellschaft, 1834-1880” in “2. Ungarisch-Österreichisches Symposium für Postgeschichte”, 2001).

4. “Postal rates used”

Before 1870, letters from the Levant to Austria were sent either through the Austrian post offices, “post paid” or “post-unpaid”, or handed to a ship’s captain for delivery or posting on arrival. Rates changed fairly regularly.

5. Currency

Turkish currency up to the 1860s was based on silver and weight, and there was no fixed exchange rate. The silver “soldo” was introduced by Austria as a means of exchange and was in principle equivalent to the Austrian Kreuzer, but since the Austrian Kreuzer was by then based on the gold standard, there was never a true equivalence.

6. “Convention money” – the reference to the *Conventionsmünze* is incomprehensible. The *Conventionsmünze* was used in Austria and Northern Germany as a silver standard during the 18th century, based on the Cologne silver dollar. Its purpose was merely to establish a firm basis for the conversion of the various German coinages and the Austrian ducat. It was briefly revived in Austria following the Napoleonic wars to stabilise the silver and paper currencies then in use but has absolutely no bearing on postal practices in the Austrian Levant.

7. “Smyrna ... had 12 postal counters open to the public”.

This is certainly a sweeping statement and needs more solid substantiation. Keith Tranmer, who has made a detailed study of the Smyrna postmarks in “Austrian Post Offices Abroad (Vol. 8)” says only “Smyrna was a large office with many counters”, which in view of the Raisin trade may possibly have been true in 1914, but to imply that the office had 12 counters in 1840 is mind-boggling. There would not have been enough cancellers to go round.

8. Disinfection of mail at Trieste

That “all incoming mail from the Levant was disinfected at [the] Santa Teresa Lazaretto” is simply untrue. Altogether, during the 19th century only some 10% of mail from the Levant passed through Trieste, i.e. by sea. Most mail travelled by land and in the 1840s was disinfected at Semlin, near Belgrade, and its outstations. Trieste began quarantining travellers (and presumably their goods) in the mid-14th century but an organised system for disinfecting goods, including the mails, was set up in 1730 when the Lazaretto of San Carlo was opened. The Santa Teresa Lazaretto opened on the seafront in 1769 and operated in tandem until 1867 when it gave way to the new railway station and both quarantines were replaced by the San Bartolemeo quarantine.

Disinfected mail during the 1770-1850 period was stamped in ink with the quarantine seal (at least 20 different versions of the seal have been recorded). Especially in the early period, during epidemics mails were opened for fumigation and resealed with wax (until the various embassies and authorities protested at this violation of the integrity of the posts).

9. References

The list of references is quite inadequate for the postal history of the Austrian Levant. It appears to relate primarily to French mail. The only works of any relevance are K. Tranmer (original ref 1), U. del Bianco (2) and S.D. Tchilingirian (3). Although Tchilingirian was a genius, he was essentially a marcophilist. Only del Bianco was a postal historian in the strict sense and not even he tackles the thorny subject of rates.

Postal historians I would have expected to see mentioned include Dr. Rüdiger Wurth (*Österreichs Orientalischer Post*, 1992), W. Dinslage (“Die Geschichte und Postgeschichte der Stadt Smyrna”), L. De Zanche (various works, especially “I Corrispondenti Postali”, 1988) and, the father of them all, Eberan von Eberhorst (“Die Österreichische Postanstalten in der Türkei”).

All of which merely goes to show that in postal history, as in any specialised branch of research, there is good reason to consider carefully, assemble all the evidence and check your sources, and only then rush in where angels might fear to tread.

Kind regards,

Hans Smith

AUSTRIA-HUNGARY 3, 6, 12, 24 ??

By Martin Brumby [♥]

Introduction

In Austria 163 there was an interesting article about the “Heller” stamps in the Imperial period after 1900. This was apparently taken from an article in Briefmarkensammlerverein Favoriten, Vienna. Although I haven’t seen the original, I have no doubt that this was ably translated by Herb Kucera, to whom we are indebted. But a brief passage (from quite a long article) on page 47 caught my eye. This boldly stated “there never was any legitimate use for a 12 Heller stamp.” Having duly harumphed, I went on to read of an abortive plan to increase the 10h internal rate to 12h (of which I admit I had never heard and which, to be honest, I simply don’t believe) and finally learned that “the post office had a brilliant idea: it sold the 12 Heller stamps to large corporations for use on reply envelopes.”

By this time my incredulity had got the better of me and I emailed a somewhat pithy riposte to our long suffering Editor. I freely admit that his diplomatic skills greatly exceed mine and, on page 13 of Austria 164 only a brief extract from my email appeared – “Then why”, writes Martin Brumby, “are no such envelopes known – and what about [long list] of usages?” HmMMM, replies your Editor: more work needed.

The following article represents that “more work” and restores the redacted ‘long list’. But it also explores a couple of hopefully interesting and related topics, which seem seldom to be discussed.

Firstly, although the denomination of the majority of stamps and later the postal stationery issued from the second issue of 1858 onwards were multiples of 5, there were exceptions. Some quite obvious (2kr for postcards from 1869, for a start!) and some not so obvious. Like our friend the 12h stamp issued on 1st June 1907 - which although allegedly spurned and abandoned, was duly replaced by the State Printing House in the issues of 1908, 1910, 1916, 1918 and even 1920. Other values, for example the 1890 24kr and the 1904 72h were perhaps even more unexpected. For what usage could these have been intended?

Secondly, I thought that, if it was worth looking at these “odd” values, then it would perhaps also be worth seeing what happened over the border in Hungary. Although well aware that many quite serious collectors of Hungary wouldn’t deign to notice whatever happened in Austria, an approach not infrequently reciprocated, I do feel that this is a fundamental mistake. Anyone with any awareness of the history of the period would concede that the many ethnic groups in the Dual Monarchy weren’t always a ‘happy family’. However, like most actual dysfunctional families, there were still strong bonds tying the various (in this case, ethnic) groups together (not least the figure of the Emperor, of course). And although in a few interesting cases both Austrian & Hungarian postal rates and postal practices were at variance, these were the exceptions that very much prove the rule.

Unfortunately, it isn’t always certain, for what the XXX stamp value was intended. Koczynski, when writing his Great Work on the revenues, had the great advantage of being allowed to trawl through ancient files of letters, memoranda, file notes, minute of meetings and the like which allowed him to answer such questions. With postage stamps, this type of information is not available to me and probably it hasn’t survived. And, of course, if it was in Hungarian it wouldn’t much help! But although an answer can sometimes be found by looking through old postal directives, often you can only infer what was the most likely intended use.

Briefpost

Let us then take a look at the definitive stamps issued (and some of their uses) both by Austria and Hungary between the “Ausgleich” in 1867 and the end in 1918. Further, let’s particularly consider the values not multiples of 5. I have included neither commemoratives, nor special purpose stamps (newspapers, postage dues

♥ Illustrations from the accumulations of Brumby & Brandon

etc.) I have however included the Gulden/Forint and Krone/Korona stamps, which are seldom found as proper 'single frankings' and were mostly used to pay the high charges for very heavy or valuable items. Note that I haven't included every stamp issue, just if there were value changes. I also haven't set out every type of use in every weight step – see the standard literature.

This table shows the Kreuzer/Krajczár stamps before 1900:

| | AUSTRIA (kr/fl) | | | HUNGARY (kr/fo) | | | |
|-------------|-----------------|------|------|-----------------|------|------|------|
| | 1867 | 1883 | 1890 | 1867 | 1871 | 1874 | 1888 |
| 1kr | | | X | | | | X |
| 2kr | X | X | X | X | X | X | X |
| 3kr | X | X | X | X | X | X | X |
| 5kr | X | X | X | X | X | X | X |
| 8kr | | | | | | | X |
| 10kr | X | X | X | X | X | X | X |
| 12kr | | | X | | | | X |
| 15kr | X | | X | X | X | X | X |
| 20kr | | X | X | | | X | X |
| 24kr | | | X | | | | X |
| 25kr | X | | | X | X | | |
| 30kr | | | X | | | | X |
| 50kr | X | X | X | X | | | X |
| 1fl | | | X | | | | X |
| 2fl | | | X | | | | |
| 3fo | | | | | | | X |

Perhaps the first point to note is the similarity of the values issued, reflecting the general similarity between the postage rates in Austria and Hungary during this period.

All denominations could be (and were) used in multiple and mixed frankings to make up various rates, the majority of which before 1900 were indeed in multiples of 5kr. This included internal and external letters (after 1875), money orders, external postcards, registration and so on. The most obvious exceptions to the "multiples of 5kr rule" were internal postcards (2kr), local letters (3kr, overweight 6kr), odd concessions for Serbia & Montenegro, printed matter (initially multiples of 2kr internal, 3kr external. After 1875 2kr to 50g and then multiples of 5kr), telegrams (typically 12kr + 1kr per word local or 24kr + 2kr per word internal), COD letters, money letters and parcels – of which more later. External posts up to 1875 (and in some cases later) were subject to a wealth of postal treaties leading to many, various (and now highly desirable!) frankings. These are outside the scope of this article. See Ferchenbauer Volume I pages 84 – 198.

An 'unusual' value before 1900 is Hungary's 1888 8kr, a value never issued in Austria. An inland local registered letter is (so far as I can see) the only possible single franking (local letter 3kr, local registration 5kr.). The 8kr also did frequent duty in making up values on parcel cards and telegrams. Issued on the same date in Hungary (1st June 1888) were 12kr, 24kr and 30kr values. On 1st September 1890, Austria issued the same values and resurrected the 15kr value, last normally used in 1883. A clue as to the intended use of these values is the fact that on exactly the same dates in Hungary and then in Austria, postage stamp frankings of parcel cards was first permitted.

On 1 December 1899 Austria introduced for postal uses the new Heller currency. A month later, Hungary's Filler stamps appeared. Again, the denominations issued were generally similar. The best known difference between the Hungarian and Austrian rates was certainly the internal postcard rate, set in Hungary at 4fi on 1st January 1900 but increased to the same 5h/5fi rate as Austria just less than 2 years later (1st November 1901). Note that the 8kr Hungarian stamp was not replaced with the equivalent 16fi until January 1913, although the 6fi local letter rate survived until the end of 1915 and the 10fi local registration rate until the end of September in the following year. Of course, mixed and multiple frankings can also be found.

These were the denominations (Austria:-Heller, Hungary:- Fillér):

| | AUSTRIA (h / K) | | | | | |
|-----|-----------------|------|------|------|------|------|
| | 1899 | 1902 | 1904 | 1907 | 1908 | 1916 |
| 1h | X | X | X | X | X | |
| 2h | X | X | X | X | X | |
| 3h | X | X | X | X | X | X |
| 4h | | | | | | |
| 5h | X | X | X | X | X | X |
| 6h | X | X | X | X | X | X |
| 10h | X | X | X | X | X | X |
| 12h | | | | X | X | X |
| 15h | | | | | | X |
| 16h | | | | | | |
| 20h | X | X | X | X | X | X |
| 25h | X | X | X | X | X | X |
| 30h | X | X | X | X | X | X |
| 35h | | X | X | X | X | |
| 40h | X | X | X | X | | X |
| 50h | X | X | X | X | X | X |
| 60h | X | X | X | X | X | X |
| 70h | | | | | | |
| 72h | | | X | X | X | |
| 75h | | | | | | |
| 80h | | | | | | X |
| 90h | | | | | | X |
| 1K | X | | | | X | X |
| 2K | X | | | | X | X |
| 3K | | | | | | X |
| 4K | X | | | | | X |
| 5K | | | | | X | |
| 10K | | | | | X | X |

| | HUNGARY (fi / K) | | | | |
|---|------------------|------|------|------|------|
| | 1900 | 1904 | 1913 | 1916 | 1918 |
| X | X | X | | | |
| X | X | X | X | X | X |
| X | X | X | X | X | X |
| X | | | | | X |
| X | X | X | X | X | X |
| X | X | X | X | X | X |
| X | X | X | X | X | X |
| | X | X | X | | |
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| X | X | X | X | | |
| | | | X | | |



◀ Hungarian 1906 Postautalvány (Postal Order form) (Sim. 24) with 2fi imprint and 20fi supplementary franking. Sent 18 December 1916 from Kékes, remitting 10 Korona to a military hospital in Nagyikinda. Fees from 1 October 1916 were 15fi for each Postal Order and 5fi for every 50 Korona. It isn't clear why the 2fi imprint hasn't been taken into account; possibly it had been invalidated when 20fi Postal Order forms were issued in September 1916. A non-philatelic use of 12fi and 6fi stamps together.

After 1900, denominations in multiples of 5h now covered all postcard rates, all non-local letter and registration rates, money orders, external printed matter and so on. As exceptions, local letters in Austria & Hungary were now 6h to 20g and 12h to 250g, Hungary adding a 18fi to 500g rate. Austria abolished local rates on 15th Jan 1907 but Hungary carried on and from 1st Jan 1916 introduced new local rates 10fi to 20g, 5fi per 20g and this continued with the initial 20g rate increased to 15fi from 15th June 1918. It is interesting to note that the only 'normal' Austrian 12h letter post franking requirement (2nd weight local letters) was abolished 5½ months before the Austrian 12h stamp saw the light of day. Ferchenbauer (Vol. II, page 228) shows a bravura franking using the 12h dating from July 1908. A strip of six, together with a 1h and 2h correctly makes up the second weight registered express letter rate. A nice cover. But if you don't think that it is philatelically inspired, I admire your optimism.

Telegrams were now 40h + 2h per word (local, only until 15th Jan 1907) or 60h + 6h per word. From 1st October 1916 this became 1K + 8h per word. I believe (but am not sure) that Hungarian rates were the same. So telegrams are a category where pretty much any denomination might be correctly used in combination with other values.

Printed matter internally was charged 3h up to 50g and then in multiples of 5h. After 1st October 1916 this became 3h per 50g. So that's an obvious use of the 3h, 6h etc. stamps. Hungary, to be subtly different, initially had an extra 2fi rate for just 10g internal printed matter but otherwise was similar.

Special rates for the blind were introduced on 13 October 1909. These were (similar to printed matter) 3h up to 50g, and in multiples of 5h thereafter. But these rates applied also to external mail to the blind and seem not to have been revised until 1920. Hungary probably had a similar concession



◀ This is a Hungarian Local Registered Business letter within Budapest. Sent Budapest 50 on 10th March 1910. Local letter 6fi, local registration 10fi paid with stamps. The 16fi definitive would not appear for another three years!

Bank letter sent locally in Prag. Local letter rate 6h; Registration fee 25h. Franked 31h.

Memo:- If you send a lot of registered local letters, move to Hungary – it's half the price of Austria!



Fahrpost [⊗]

The major exception to all this is the Fahrpost (something similar to our very own Parcel Farce). This had various functions including the transport of people. It really merits extended discussion and early drafts of this article, now consigned to the waste paper basket, became quite overwhelmed with the details, to the detriment of the discussion of funny stamp denominations! But we do need to mention four categories of Fahrpost mail, COD letters, Postal Mandate service, money letters and parcels.

A **C.O.D. service** was introduced as a Fahrpost function in 1860 and a special 10kr Post-Nachnahme-Karte was introduced in 1871. The 10kr imprint paid the lowest Fahrpost weight tariff and a “Provision” of 3kr per 5fl of value (but minimum 6kr) was charged up to 50fl to collect. After 50fl the rate reduced to 2kr per 5fl. The great majority of the surviving material has the minimum supplementary franking of two 3kr stamps.

The **Postal Mandate (Postaufträge) service** was introduced on 1 Nov 1882. The Postnachnahme (C.O.D.) service remained, but was refocussed on the transport of physical goods paid for on delivery. The new service handled demands for payment for services that had been or were to be rendered, accompanied by documentation such as invoices. Its special letters and cards were forwarded at internal registered letter rates and hence fall outside the self-imposed scope of this article. But you can anticipate (with pleasure or foreboding) your editor’s lengthy article about this interesting service.

Money letters (including the transport of other insured valuables) is a class of mail with complex rules and again merits more detailed consideration. Those in force prior to the introduction of frankings with postage stamps in 1888 and 1890 are available in Kainbacher. The rates from 1st November 1878 comprised two parts. Firstly the postage, which at various times was related to the distance to be travelled, or the weight, or both. Secondly, the value-fee which related to the value being sent and to whether you sealed the item or handed it in open for checking.

That leaves us with **the parcel service**. This is a topic which probably deserves a book as the subject is rather complex! So what follows here is a heavily pruned version. Again, items from before 1888/1890 are ignored as although they were subject to the same tariff, they were unfranked. Even a brief consideration of external parcel cards will certainly confuse and has been omitted (although the internal rates normally apply between Austria, Hungary and Germany, at least until 1916.)

The first thing to be noted is that the vast majority of (but not all) parcel cards bear a fiscal tax imprint for 5kr or 10h (10fi). This has everything to do with the tax on parcels and nothing to do with the postal and other charges!

Parcel charges are quite straightforward if you remember that the charges were mainly based on the weight, the distance travelled (in most cases), the value of the goods for insurance purposes, the amount of C.O.D. to collect (if any) and whether or not the parcel was bulky or awkward to pack into a wagon. I will draw a veil over delivery arrangements, storage charges, express handling or charges for re-addressing or returning parcels. To be covered another time!

These are the weight / distance rates from 1st Nov 1878 until 31st Dec 1899 (Austria or Hungary):-

| up to ► | 500g | 5kg | 6kg | 7kg | 8kg | 9kg | 10kg | extra kg |
|---------------|------|------|------|------|-------|-------|-------|----------|
| ▼ up to | | | | | | | | |
| 75km | 12kr | 15kr | 18kr | 21kr | 24kr | 27kr | 30kr | 3kr |
| 150km | 24kr | 30kr | 36kr | 42kr | 48kr | 54kr | 60kr | 6kr |
| 375km | 24kr | 30kr | 42kr | 54kr | 66kr | 78kr | 90kr | 12kr |
| 750km | 24kr | 30kr | 48kr | 66kr | 84kr | 102kr | 120kr | 18kr |
| 1125km | 24kr | 30kr | 54kr | 78kr | 102kr | 126kr | 150kr | 24kr |

[⊗] Editorial explanation. The author and the editor have spent much time discussing how long this section should be. The author is anxious that the coverage be adequate and not misleadingly simplistic. The Editor does not wish for a brief article here, a medium one in the next issue, and a longer one in the following! Both want the primary purpose of the article (the usages of the 12-Heller stamp) to be clear, not obscured by a thesis on Fahrpost! The result of these discussions lies before you.

| up to ► | 500g | 5kg | 6kg | 7kg | 8kg | 9kg | 10kg | extra kg |
|---------|------|------|------|------|-------|-------|-------|----------|
| ▼ up to | | | | | | | | |
| >1125km | 24kr | 30kr | 60kr | 90kr | 120kr | 150kr | 180kr | 30kr |

Note that the fee for every weight / distance step is divisible by three! The need for 24kr & 30kr stamps can be seen at a glance!

If the parcel was bulky (German:- ‘Sperrig’, Hungarian:- ‘Terjedelmes’), these rates were increased by 50%. If the parcel had a declared value (for insurance), this was charged 3kr up to 50fl, for over 50fl at 3kr per 150fl (minimum 6kr). If money was to be collected (C.O.D.), this was charged at 3kr per 5fl (minimum 6kr) up to 50fl, then 2kr per extra 5fl. However, this changed to 1kr per 2fl (minimum 6kr) at some time in 1892.

From 1st January 1900 to 30th September 1916 the rates were (in Austria, Hungarian rates in fillér):-

| up to ► | 5kg | 6kg | 7kg | 8kg | 9kg | 10kg | extra kg |
|---------|-----|------|------|------|------|------|----------|
| ▼ up to | | | | | | | |
| 75km | 30h | 36h | 42h | 48h | 54h | 60h | 6h |
| 150km | 60h | 72h | 84h | 96h | 108h | 120h | 12h |
| 375km | 60h | 84h | 108h | 132h | 156h | 180h | 24h |
| 750km | 60h | 96h | 132h | 168h | 204h | 240h | 36h |
| 1125km | 60h | 108h | 156h | 204h | 252h | 300h | 48h |
| >1125km | 60h | 120h | 180h | 240h | 300h | 360h | 60h |

Again bulky + 50%, declared value 6h per 100K (internal) or 6h per 300K (minimum 12h). C.O.D. charge 2h per 4K, (minimum 12h). Indeed, consideration of all the above rates and charges makes it absolutely clear why 6h, 12h, 24h, 30h, 60h, 72h stamps were issued. For example the 72h stamp neatly paid the fee for the great majority of 5kg insured or COD parcels.

From 1st October 1916, the parcel services in both Austria and Hungary changed. Notably, simple distance was no longer considered, although origin & destination (whether big towns or not) still came into the picture. The rates in Austria were now 60h/80h/2K/3K/4K, or in Hungary 75fi/90fi/95fi/155fi and so on (but all divisible by 5!). Declared value and C.O.D. were still much as before.

Coming back to the denominations of stamps issued, it can be seen that the 1916 80h and 90h Austrian stamps paid for ‘normal’ and COD 5kg parcels. The Hungarian 1916 70fi and 80fi and the 1918 75fi stamps were also no doubt aimed at the most common parcel charges. For example the 5kg charges for a parcel from 1 October 1916 was 70fi/80fi (ordinary/COD), which obviously explains the first two values. But with some exceptions delivery arrangements now had to be prepaid, and the normal charges (again for 5kg) were 75fi to small places (prepaying the 5fi cost of sending notification that the parcel had arrived), 90fi or 95fi to big towns (including delivery in big towns or in Budapest, respectively). All these rates (& those for heavier parcels) were increased by 20fi, ostensibly as a ‘war tax’, on 15 June 1918. So in Hungary, through this latter period, single frankings were unusual and an additional lower value stamp would usually be required.

Conclusion

The table below shows what could you do with a particular value, or what you might have been able to do with additional values which, however, didn’t appear. Of course there are lots of additional possibilities: both for the stamps that did appear and for those that didn’t!

But stamp issuing policy (in a time of generally very low inflation) was pretty conservative. Be mindful that in the case of documentary revenue stamps the rates were set in “new kreuzer” - i.e. Österreichische Wahrung - after Conventions Münze was abolished in 1858. These rates had to be increased in 1860 to account for the inflation in the currency that had occurred after the loss of Lombardy in 1859. This led to the tax scale 7, 13, 19, 32, 63, 94 kr and so on (depending on the amount of the transaction in question). Documents franked thus are commonplace. These rates were maintained until 1898 when the Heller/Kronen currency was introduced. Although there were numerous issues of the documentary stamps in this period, it was never thought worthwhile to issue stamps in any of the above denominations and single frankings are only possible for certain higher rates (e.g. 5fl for amounts of 1,200 - 1,600fl. Ö.W.)

| What could you do with a particular value? | | | | | | | | | | | |
|--|------------|------------|-------------|-----------|--------------|----------------|-------|------------|-------|--------------|------------|
| Odd Values | A? | H? | make up use | Post-card | Local Letter | Printed Matter | Blind | Tele-gram | COD | Money Letter | Parcel |
| UP TO 1899 | | | | | | | | | | | |
| 1kr | yes | yes | yes | | | | | yes | | | yes |
| 2kr | yes | yes | yes | yes | | yes | | yes | yes | | yes |
| 3kr | yes | yes | yes | | yes | yes | | yes | yes | yes | yes |
| 4kr | no | no | | MS | | (yes+) | | | (yes) | | |
| 6kr | no | no | | | (yes+) | (yes+) | | | (yes) | (yes) | (yes) |
| 7kr | no | no | | (reg'd) | (MS) | | | | | | |
| 8kr (H) | no | yes | yes | | reg'd | | | yes | | | |
| 12kr | yes | yes | yes | | | | | yes | | yes | yes |
| 24kr | yes | yes | | | | | | yes | | yes | yes |
| 1900 to 1918 | | | | | | | | | | | |
| 1h | yes | yes | yes | | | | | | | | yes |
| 2h | yes | yes | yes | | | yes H | | yes | | | yes |
| 3h | yes | yes | yes | | yes | yes | yes | | | | yes |
| 4fi (H) | no | yes | yes | yes | | | | yes | | | yes |
| 6h | yes | yes | yes | | | yes | | yes | | yes | yes |
| 12h | yes | yes | yes | | yes+ | yes | | yes | | yes | yes |
| 16fi (H) | no | yes | yes | | reg'd | | | yes | | | yes |
| 31h | no | no | | | (reg'd) | | | | | | |
| 72h | yes | yes | | | | | | | | | yes |

Notes to the table:

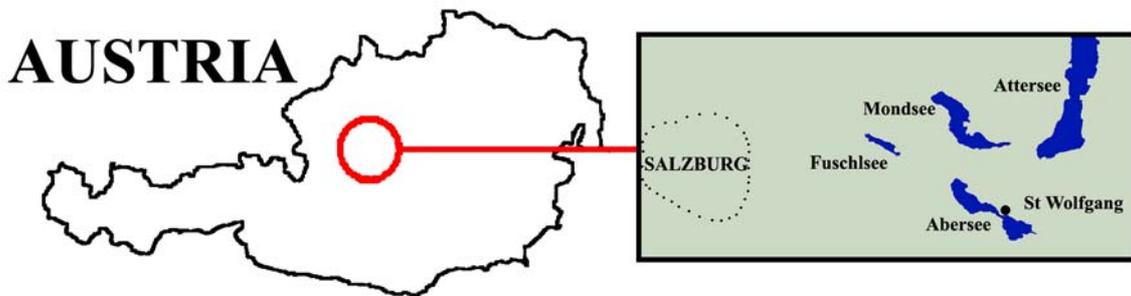
- “A” and “H” = stamp issued in Austria, Hungary
- both stamps and rates were current AT SOME TIME. Not always!
- yes+ = 2nd or 3rd weight
- yes H = yes but only in Hungary (and only to October 1901!)
- bracketed and greyed background = a use but no corresponding stamp!
- MS = special rate to Montenegro or Serbia: postcard 4kr, letter 7kr (shown in ‘local’ column above)
- Blank = may be found but are probably abnormal! (eg a postcard franked with 12kr)

I appreciate that some of this information may be a little hard to digest. But I hope that it demonstrates that there were sensible reasons to the denominations chosen. And, instead of being bemused at the strange idea of 12 h stamps being issued in error due to some bizarre misunderstanding (the Habsburg bureaucracy might often be criticised for sclerosis but hardly of taking wild excursions!), the obvious question is why it took them so long to issue this clearly needed value.

THE SCHAFBERGBAHN IN THE GLORIOUS SALZKAMMERGUT REGION

by John Anthony

The Schafbergbahn is a 1000mm gauge rack railway located in the Salzkammergut region (Austria's lake district) in the provincial state of Upper Austria. The Salzkammergut region is famous for its many lakes dotted in between high, rocky mountains with the Dachstein glacier (2995m) towering above the whole landscape.



The Schafbergbahn starts in Sankt Wolfgang am Wolfgangsee, a picturesque small town situated between steep mountain slopes and the lake and leads up to the summit of the Schafberg (1,783m). The railway is almost 6 kilometers long and rises over 1200m along its length. The summit provides a perfect vista of the whole region with its many deep blue lakes in the valleys and its many rocky peaks.



Sankt Wolfgang and the Wolfgangsee, with the Schafberg mountain behind.

The Salzkammergut together with Semmering, was in the nineteenth century considered Austria's top destination for recreation and tourism. The nobles of the Austro-Hungarian Empire including the Emperor Franz Josef, were attracted by the gorgeous landscape and the deer hunting possibilities in the area.

At the beginning of the 19th century the rich and noble people let themselves be carried up to the top of the mountains by the so-called "armchair carriers". From records we know that the occupation of "armchair carrier" was developed very early in St. Wolfgang with a professional association of the citizens approving tariffs, locations and rules for the security of the persons who were carried up to the top of the mountain. The number of "armchair carriers" in St. Wolfgang was around 30 men.

When the weather was good the carriers started the trip in the early hours of the morning, in order to make it the summit of the 1783m high mountain by sunrise, with provisions and rain protection being carried in addition to the passengers. By 1836 a hut had been erected at the summit providing overnight accommodation for the passengers and an even more romantic dawn experience on the Schafberg.

In 1872 detailed plans for the construction of a railway up to the summit were proposed and a commission given to two local entrepreneurs, Berthold Currant and Carl Peusens. Unfortunately the following year saw the onset of a great depression which was to haunt much of Europe and the rest of the world on and off for the next 20-odd years; the plans for a Schafbergbahn were postponed.

134.**Concession vom 10. August 1872,**

zum Bau und Betrieb einer Locomotiv-Eisenbahn mit Zahnradbetrieb von St. Wolfgang auf die Spitze des Schafberges.

Auf Grund Allerhöchster Ermächtigung ertheile ich dem Berthold Currant und Carl Peusens die Concession zum Bau und Betrieb einer Locomotiv-Eisenbahn mit Zahnradbetrieb von St. Wolfgang auf die Spitze des Schafberges auf die Dauer von vierzig Jahren unter nachstehenden Bedingungen:

1. Die Concessionäre sind verpflichtet, den Bau und die Betriebseinrichtung der Bahn vollkommen kunstgerecht, nach Maßgabe der von dem Handelsministerium zu genehmigenden Pläne, herzustellen und einzurichten.

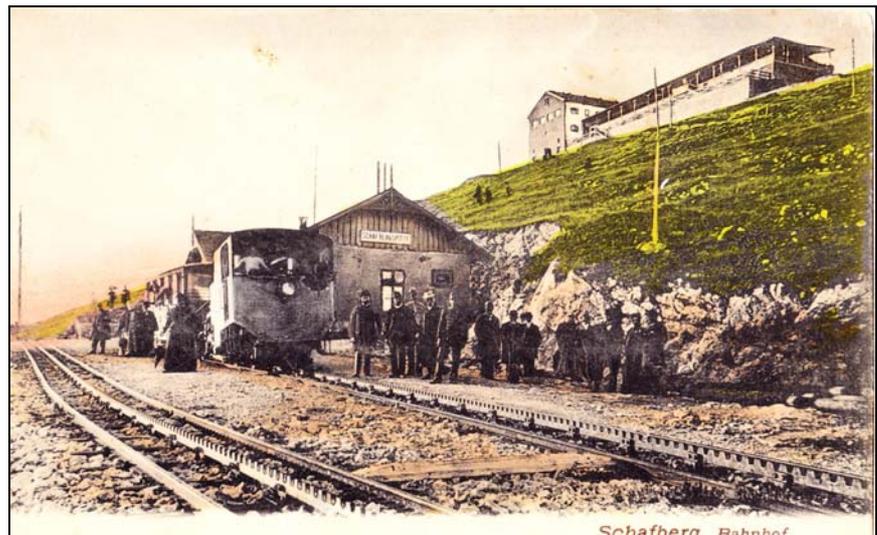
The beginning of the Decree granting Currant and Peusens the concession to construct a rack-railway.

Not until 1890 were the plans taken up again and with funding from a consortium of investors, a licence to construct a cog railway was granted in January of that year. With the support of the Oberösterreich and Salzburg regions, through the frontier of which the railway runs and that of the villages of Ischl and St. Wolfgang, for whom it would provide an important source of income, construction began in April 1892 and was undertaken by the firm of Stern & Hafferl. The work was completed at the end of July 1893 and on the 1st August 1893 a tourist service began as part of the SKGLB, the Salzkammergut Lokalbahn (aka Ischlerbahn).

The summit station of Schafbergspitze and the hotel acquired by the SKLGB in 1894.

The railway proved immediately popular and in 1894 this inspired the SKGLB not only to buy further wagons and locomotives but also a mountain hotel on Schafberg and shipping on the Wolfgangsee.

However the success was not to last and with the onset of World War I tourism waned and tourist operations were curtailed in 1919.



Continued financial difficulties saw the SKGLB taken over by the State Railway in 1920, only to be returned to SKLGB control in 1925. In 1931 it was up for sale again; this time the railway, the hotel and part of the shipping company were sold to Austrian Verkehrsbüro, a Vienna-based travel company. The line was actually operated on their behalf by the BBÖ (the pre-war name for today's ÖBB) until the outbreak of World War II when it was taken into the control of the Deutsche Reichsbahn. War put paid to the service from 1941 until 1945 after which Austrian State Railways (by then ÖBB) took over responsibility for the line; interest in tourism rose and continues today.

Motive power for the line started with four steam locomotives built by Krauss of Linz and delivered in 1893, with two others following one year later. Only six carriages were purchased because one locomotive could ascend pushing up only one carriage; five carriages were of four-axles with capacity for sixty passengers and one carriage, of two-axles, for ten passengers but later modified for twenty. Over the next 60 years locomotives and carriages underwent a number of modifications and modernisations, with changes being made to valve gear, ejector systems and chimneys and the installation of automated air-brakes and electric lighting.

Kraus loco 997.307 ascending the Schafberg in the late 1940s, giving some impression of the very steep gradient. The locomotive is actually 999.102 in the ÖBB numbering system but the engines retained their Reichsbahn numbering until the mid-1950s.



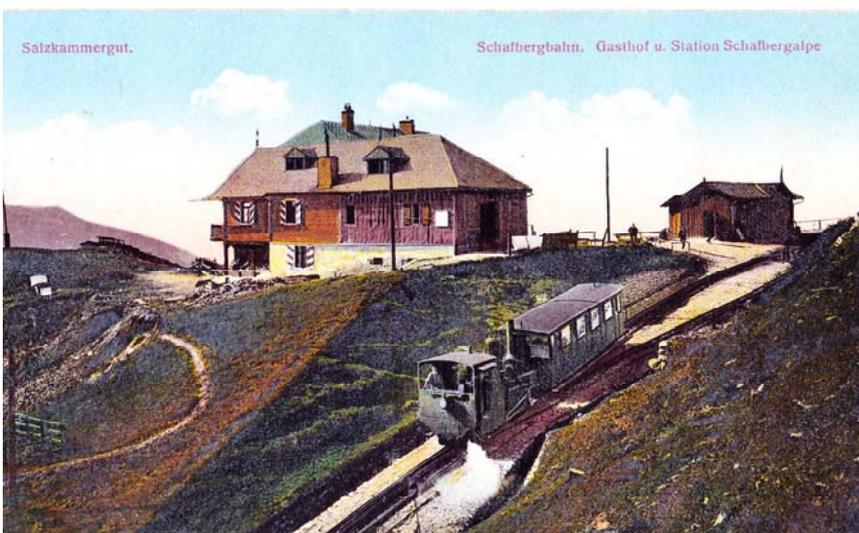
The domination of steam came to an end in 1964, when two motor coaches with hydraulic transmission from the SGP Locomotive Company were delivered. These were deployed immediately on some services displacing some of the steam-hauled journeys. Such was the reduction in the need for steam locomotive power that one engine, 999.101, left the railway in 1970 to find a new home on the Schneebergbahn, to return again in 2006.

In the late 1980s the ÖBB began to look at cost savings in its overall operations and the Schafbergbahn, where the rolling stock was in serious need of modernisation, did not escape these considerations. Fortunately however the ÖBB appreciated the attraction of the steam engine and that of the rack railway and ordered 4 new oil-fired steam locomotives from the Swiss locomotive works SLM, in Winterthur.

The first, 999.201, arrived in 1993 after trials on the Schneebergbahn. Then came 999.202 in January 1996 with the final two, 999.203 and 999.204 arriving in March 1996. The new locomotives had the advantage of being able to push a load of two coaches. During the same period the old 999.105 was sent to Attnang-Puchheim for repair and thence to the Transport Museum in Vienna for static display (A cut-back in funding to the museum saw it returned to the Schafberg in 2007). The carriage stock were modernised too. Added to the original ones were a couple of new green carriages made in 1993 by Bombardier, Wien and six new replicas of Schneeberg railway carriages made in 1995 in St. Pölten.

The arrival of new steam locomotives meant effective retirement for the remaining four Krauss locomotives, however they are still there and operational and are used to order in the main season of July and August. Today at the Sankt Wolfgang depot there are two motor railcars 5099.001 and 002, six Krauss engines 999.101-106 and the four SLM oil-fired locomotives 999.201-204.

There are two tunnels along the line, one close to the station at Schafbergalpe and second just before Schafbergspitze station where a new building and facilities were erected in 1986. There is a turnout at Dorneralpe for up-going locomotives to take on water.



Schafbergalpe station and guest house.

In April 2006 the railway changed hands again, this time Salzburg AG, primarily a local energy, transport and telecommunications company, took over the Schafbergbahn and St. Wolfgang shipping companies and operates the two as a subsidiary under the name of the Salzkammergutbahn (SKGB)

Today the bulk of the trips are powered by the newer oil-fired steam locomotives. The original machines from the end of the 19th Century are reserved almost exclusively for special nostalgia trains. The steam locomotives carry new numbers and in some cases names, as follows:

Z1 formerly 999.101

Z2 formerly 999.102 Enzian

Z3 formerly 999.103 Erika

Z4 formerly 999.104 Berg-Primel

Z5 formerly 999.105 Almrausch

Z6 formerly 999.106 Berg-Anemone

Z11 formerly 999.201

Z12 formerly 999.202

Z13 formerly 999.203

Z14 formerly 999.204

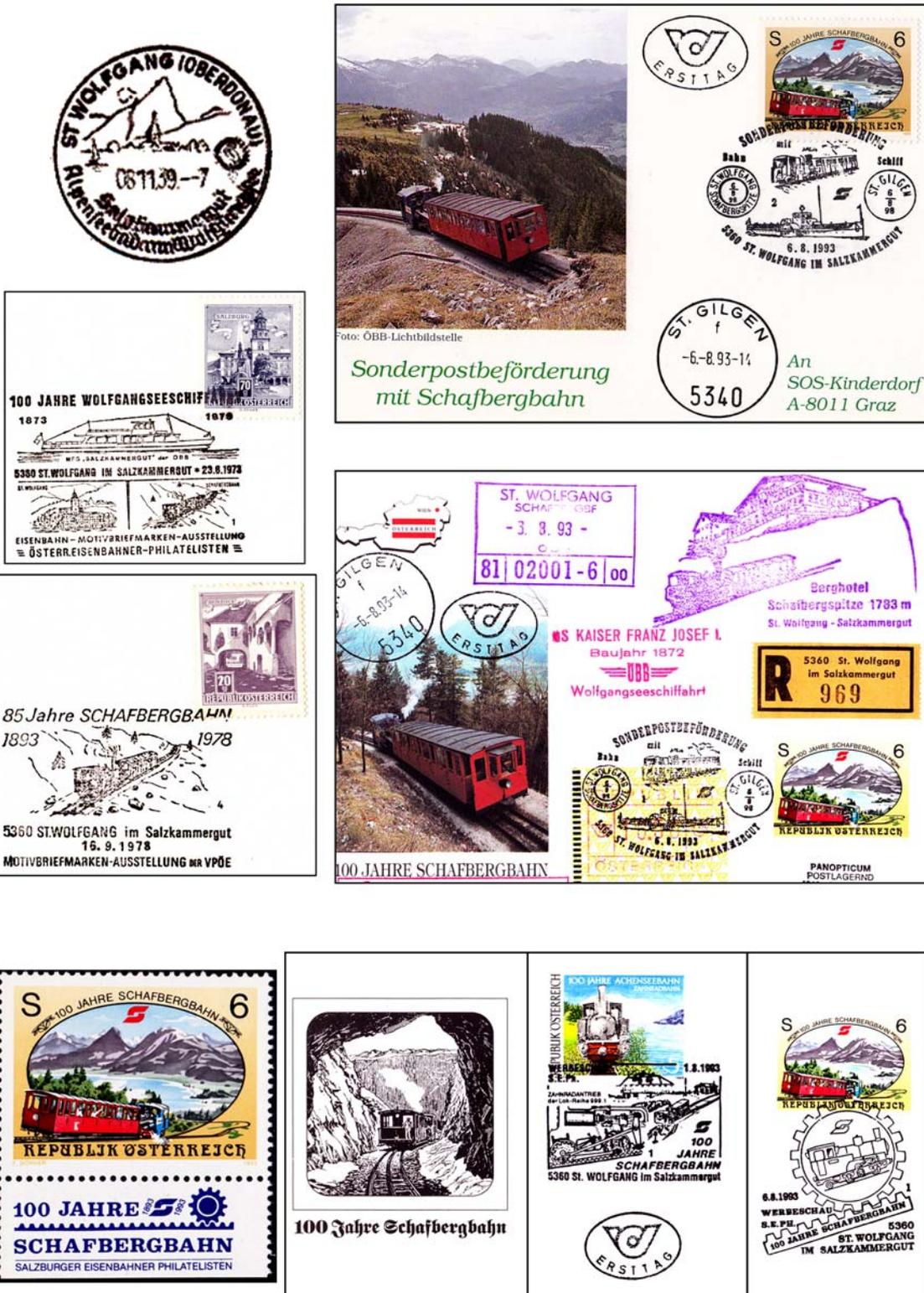


999.102 (Z2) "Enzian"

There is much here for the collector. Stohl lists many cancellations for St. Wolfgang ; a selection follows.



The philatelic world and its followers have recognised the railway on a number of occasions and in a number of ways. In 1978 the 85th anniversary of the opening of the railway was celebrated with a special cancellation; and again in 1993 the centenary was recognised with a cancel and by the issue of a commemorative stamp – resulting in a flurry of philatelic memorabilia, of which some examples follow.



Report on the Joint Summer Meeting of the Austrian, Czechoslovak, Hungarian, Polish and Yugoslav Societies, Latvian Club, Bradford, 21 Aug 2010

Twenty attendees had a grand day out at the Latvian Club thanks to Yvonne Wheatley's organisation of this year's event. As in the past, a wide variety of material was displayed with the common Central European theme, with a lot of philatelic knowledge imparted, and healthy discussion of problem items. The wide range of subjects covered in three morning and three afternoon rounds were:

- *Richard Wheatley*: Captain Řídký, depicted on the 1945 Czech issue, including personal documents
- *Mervyn Benford*: Hungarian developed railways and their TPOs now in other countries as a result of the Trianon Treaty, including Slovakia, Romania and Yugoslavia.
- *Peter Cybaniak*: Scarce Ukrainian revenues from 1918-1922, including their use for postage.
- *Edmund Jagielski*: Censorship of mails in the newly formed Poland, 1918-1922, with marks from Warsaw and Krakow
- *James Hooper*: Civil mail censor offices in Moravia, 1914-1918
- *John Whiteside*: Mail in Hungary during the Soviet invasion October 1944 - 1 May 1945 before the reopening of the formal post, plus the temporary use of railway station cancellers
- *Malcolm Stockhill*: Mail in Poland from 1945-1950 before the change of currency
- *Roger Morrell*: Mail in Baranya Province of Hungary under Serbian Occupation, 1919-1921
- *Keith Brandon*: Austrian Empire covers that have been redirected
- *Pat Rothnie*: Sudetenland mail during the political changes of 1938, including cancellations organised by the German Post Office in advance of town takeovers
- *Roger Morrell*: German Posthilfstelle (Auxilliary Post Offices) now in Poland and Austria
- *Edward Klempka*: Mail to and from Czechs and Poles in the UK during WWII
- *Andy Taylor*: Use of Austrian newspaper stamps
- *Martin Brumby*: Parcel cards used in Austria during the Anschluss period, rates, charges for various services, concessionary rates and Postgutkarten for multiple parcels to the same address
- *John Whiteside*: Postal charges during the last period of Polish inflation January to May 1924.
- *Garth Taylor*: Postal history of Brunn, Moravia, from 1656 up to the 1870s
- *Derek Baron*: TPOs running through Olomouc, Moravia
- *Keith Brandon*: The Apple Tree of Gablonz (the town crest used on official cancels of revenues)
- *Reg Hounsell*: Czech exhibitions, including Karlsbad, Reichenberg and Prag during the Austrian period
- *Andy Taylor*: Unusual uses of postage dues in Austria

With an excellent buffet lunch, refreshments on tap, and tomato box rummaging for those odd little items, we all agreed that this joint meeting is THE focused event of the year, and are most grateful to Yvonne not just for the organisation but also for preparing the food. Yvonne countered by saying that we enjoy it because we do the work, but it wouldn't happen without the facilities of Bradford Philatelic Society and her willing organisation ably supported by husband Richard.

HARROGATE 2010 – APS FEST WEEKEND

Friday 8th October – Sunday 10th October 2010

By Andy Taylor, Festmeister

Nineteen of our Members (and 8 partners) assembled in the beautiful and historic spa town of Harrogate for our 22nd annual convention. The Fest kicked off with an auction on Friday evening, and some lively bidding ensured that over half the lots sold. The bulk of Saturday was given over to Members' displays (more details below), followed by a competition and a well-attended bourse. Many will say, however, that the main attraction of the weekend was the opportunity to compare notes with other like-minded philatelists over good food and plenty of drink. The hotel was within easy walking-distance of the town centre, where the partners had no difficulty in amusing themselves in the gardens, boutiques, tea-shops and wine-bars.

Saturday Displays in order of presentation

The Editorial Accomplices were otherwise engaged this weekend, so what follows is the Festmeister's sketchy notes.



Peter Cybaniak: “Gott Strafe England” – a growing collection of WWI propaganda material. An interesting distinction exists in the wording of such items: England has erred and needs correction, while Italy is damned for ever.

Andy Taylor: “Hall in Tirol” – assorted items cancelled there, although nowhere near a collection of every known cancellation!

Colin Tobitt: modern mail – Euro frankings periods 1 & 2. Mail from the first period is already extremely scarce. Simple, heavy, registered etc items shown.

Keith Brandon: two old letters. (a) to Count Alphonse de Mensdorff-Pouilly at Buckingham Palace; he was visiting Queen Victoria to whom his extensive family were related; (b) from Trieste to the A-H Consul in

Barcelona warning of the imminent British naval blockade of Cadiz that preceded Trafalgar; the warning arrived 23 months late!

John May: United Nations Post Office in Vienna.

John Anthony: Hesshaimer items designed for WIPA1933 especially the advance publicity. Noteworthy were all shades of the labels.

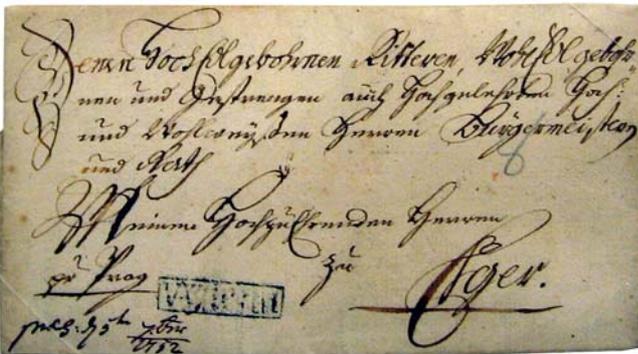
Alan Berrisford: TPOs; disinfected mail

Derek Barron: WWI Hospital mail from Olmütz, which acted as a primary receiving and distribution point for incoming casualties from the field.

Geoff Frost: Austrian Italy (“time for some stamps”, he remarked)

John Whiteside: Austrian Revenues used in Hungary between the imposition of revenue tax in Hungary and the issue of Hungarian stamps with which to pay it.

Joyce Boyer: Balloons and balloon post, some in commemoration of historic flights.



Henry White: The beginnings of mail in Vienna, from the first-ever postmark onwards.

Geoff Richardson: Buildings series – the symbol numbers and in-margin perf variations

Clive Murray: Postage Dues – his favourites were the obscure ones, and items entering Austria from abroad.

Alan Berrisford: Postablage of Galizia

Colin Tobitt: modern mail – Euro frankings periods 3 & 4; the latest registration label which also serves as the stamp.

Barry Clark: Personalities on Fieldpost cards – mainly the Field Marshalls

Clive Murray: Destroyers of the A-H Navy (the ships, that is, not those who sunk them)

John Whiteside: Rail freight forms used to Hohenems.

Derek Barron: Olmütz’ T.A. Unit 13 – cards sent by soldiers to civvy street

Geoff Frost: comic cards of military scenes

Geoff Richardson: German Tag der Briefmarke stamps with Austrian cancels on covers & special sheets.

Geoff Frost: A-H Navy – the China station, and the Naval Air Arm

Henry White: more specimens of the uncatalogued Vienna time-date cancel

Geoff Richardson: Landscapes series

John Anthony: Austro-Hungarian Navy; TPOs – “a growing collection”



Competition

Instead of the traditional “4 sheets on X” we held a 9-sheet-frame competition. The Festmeister’s Rules were:

1. The display is “complete in itself”, telling the whole of a necessarily-limited story.
2. It must have some relation to “Austrian Philately”, interpreted as widely as you dare.
3. The frames have three rows each 760mm wide by 290mm high. Sheets slightly higher (eg A4) fit OK with a small overlap.
4. Each row shall contain three sheets, which do not all have to be the same size.
5. The first sheet shall contain an introduction to the display.
6. The first sheet may, and all other sheets shall, contain at least one philatelic item.
7. Double- or treble-height sheets are liable to fall off so are not allowed. Double- and treble-width sheets are allowed and count as two or three sheets. There shall in total be nine sheets.

The competition was judged by those present, using the following schedule:

| Points | Out of | Aspect |
|--------|--------|---|
| | 10 | Visual attractiveness (of the display, not of the entrant!) |
| | 10 | Suitability of the story for a Nine Sheet One Frame Display |
| | 25 | Completeness of the story |
| | 25 | Knowledge displayed |
| | 20 | Condition and rarity of material |
| | 10 | Judge’s whim |
| | 100 | Total |

The competition was won by Bill Hedley with an entry “Precursors” which looked at Austrian Posts in the period before the government took over the running of the postal services in 1722.

An experienced judge made the general comment “An introduction is vital in a 1-frame display, saying what it is about – don’t just dive in!”. Yes, Rule 5 does say this. The marking system was possibly too complex, and needs altering to cope better with markers who do not mark all entries! Average instead of add?

First Republic Morning

On Sunday morning, instead of a keynote speaker, we held a thematic morning devoted to aspects of First Republic philately. This enabled several Members to contribute displays, summarised as follows. Although we didn’t cover all possibilities, we did have a good diversity of material – and ran out of time rather than displays.



Bill Hedley: Rates in the Schilling period. Kainbacher is the best guide. The introduction of the schilling stabilised the currency, and rates were relatively stable until 1938 apart from the 1933-34 depression.

Bill Hedley: the Charity issues, nearly all shown on cover.

Colin Tobitt: Dues in the Schilling period; also the 1935 20-groschen’s two varieties, only recorded in Bernadini & Pfalz page 68

Colin Tobitt: Rayon Limitrophe mail (ie short distances across the western borders) in the First Republic

Joyce Boyer: Air Mail. Evolution of air mail, and of the display, including Lemberg etc; co-operation with others (Austria wasn’t allowed to have aeroplanes till 1923); expansion of routes; rates & charges. Noted

that some exhibitions and judges insist that rates be mentioned, others insist that they are not mentioned!



We ran out of time, so had to combine Round Three with drinking coffee! We could look at Thematic-Music; Newspaper Post; end-of-war overprints; Picture Stationery Cards in Profusion; pneumatic mail; and “real stamps on genuine letters”

Thanks are due to Alan Berrisford, who again brought the frames! These are not the property of the APS, but belong to the Peterborough Philatelic Society and the East Midland & East Anglian Philatelic Federation, who used them for their annual convention until recently. The APS does now have its own frames in reserve (in an otherwise empty stable in Yorkshire) acquired when the Urmston Philatelic Society closed.

Next year's get-together will be at the same hotel in Harrogate (the Old Swan), and take place slightly earlier, on the weekend of 23-25 September. We hope to see many of you there for an informative but informal weekend. Put the date in your 2011 diary now!

And what did the non-philatelists do?

Window-shopped!



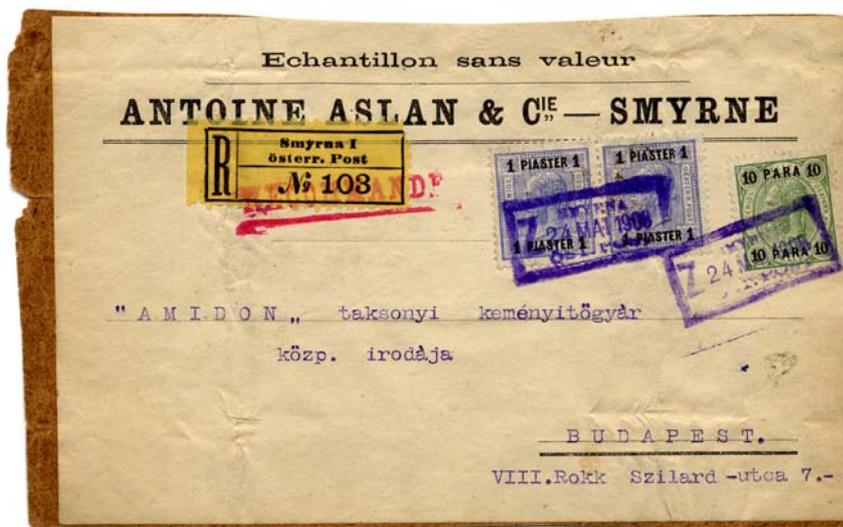
THE RAISIN CANCELS OF SMYRNA ~ THE RESEARCH REVIEWED

by Keith Brandon and friends

We have received a couple of comments and questions about these interesting cancellations, the most recent being submitted by member John Darnell, of which more later. The widely-used, English-language references for this subject are by S.D.Tchilinghirian (1), updated by K. Tranmer (2), and this short article summarises their findings. However, in the ensuing forty years, fresh evidence and research has challenged some of SDT / KT's conclusions, and member Hans Smith has contributed to this article some of the later thinking.

The "raisin cancels" were initially introduced to postmark samples of dried fruit sent from Smyrna (now Izmir in Turkey) to prospective trade purchasers. S. D. Tchilinghirian describes their usage thus: *"This rectangular type is known in Austrian philatelic circles as the "Rosinenstempel" (= "raisins-canceller) because it has been ascertained that it was used exclusively at the counters reserved for commercial samples, for the cancellation of stamps franking the many thousands of packages containing dried figs and raisins which were mailed each year to all of the countries of Europe by the exporters of these products. Even though bulk-shipments would be in cases, these had to be preceded by many postal samples, allowing wholesale buyers abroad to make a selection from the many qualities available. In addition, exporters had their own clientele who would order small quantities, such orders being executed through the Post as commercial samples. The figs and raisins of Smyrna, then as today, were renowned in the western world, and enormous quantities were exported. The total of*

commercial samples sent in a single year must have been running into six figures".



Despite these figures, it is not easy today to acquire good examples of these cancellations franking stamps on covers, packets, labels etc. One of our members, Henry Pollok, has sent us a scan of the item shown here; a label bearing the legend "Echantillon sans valeur" (= "sample without value") pasted on to a piece of brown wrapping-paper, registered and addressed to Budapest. The stamps are postmarked with the "raisin-cancel"

SMYRNA / Z / 24 MAY 1908 / ÖST. POST in violet ink.

It seems that SDT's assertion that the cancellers were used only at counters dealing with commercial samples of dried fruit was wrong. Their usage on other types of "normal" mail from Smyrna is more frequently-encountered than on parts of raisin packages. This usage varies widely, but can all be attributed to the specialist counters at the two Smyrna post offices. It was the Austrian practice in larger post offices to have separate counters for different types of mail; for registered post, money transactions, bulk mail, etc., and including one or more counters for large and small parcels. It must be remembered that although the volume of dried-fruit samples passing through the Smyrna offices was substantial, it was also seasonal. At peak-times several cancellers may have been used to cope with the volume of semi-perishable samples requiring rapid handling. At other times of year, it seems that these cancellers were allocated to other counters dealing with other types of mail which were duty-free. The relative scarcity of these postmarks today on raisin packaging reflects the fact that raisin packaging was generally not retained, whereas other types of mail were frequently archived.

This practice would save the cost of new cancellers, and HS points out that the "non-raisin" usage appears to have started at a time when the older (SDT type K) cancellers needed replacing. These were not replaced on the

same scale by the next generation of postmarks (types L and M) as was the case at, say, Constantinople. This pattern is seen in both Smyrna offices.

The cancellers themselves were made of rubber because the fruit samples were delicate and would be damaged by a regular cancel. KT shows seven sub-types, all slightly different in terms of size and type-face. He suggests that this number of cancellers was necessary because the rubber wore out quickly through constant heavy use. However, HS points out that although the “raisin-cancels” are often smudged, they rarely show significant signs of wear. Again, he asserts that the number of cancellers ordered was due to the expected need to cope with peak seasonal demand rather than because they wore out quickly.

The raisin-cancellers have in common that they are rectangular with a double frame-line, and that they incorporate a large “Z” on the left. They are invariably applied in violet ink. The meaning of the “Z” has not been definitively proven, but Tchilinghirian believed that it stood for “Zoll” (= “customs”), and this opinion seems to have received general acceptance. More speculatively, Tchilinghirian suggests that it indicates that the package concerned had to go through customs and pay duty upon arrival in Austria, and this opinion is endorsed by Tranmer. HS offers an alternative view; that the “Z” stands for “Zollfrei” (= “duty-free”). On this basis the special postmark would indicate that the item had no customs-value. It would allow the postal authorities to handle quickly samples subject to deterioration and damage without causing extra handling by the customs officers. We will never know for certain the meaning of the “Z” unless someone unearths some original documentation.

Tchilinghirian and Tranmer give the rate for posting samples as 5 centimes or 10 paras per 50g up to a maximum of 1kg. Because 10 para was actually equivalent to 5.5 centimes, the exporter saved 10% by using the French rather than the Turkish currency, and cancellations are more commonly seen on the former values. Returning to the Smyrna-Budapest cover above, the simple explanation for the franking of 2 piastres 10 paras would be 1pi registration fee plus 50pa for samples weighing 201-250g. However, HS points out that the odd 10 para (= ¼ piaster) value is seen so frequently in the 1900-1914 period on mail to Austria and Germany, especially registered mail, that it must apply to some sort of receipt or certificate, such as advice of delivery. On this assumption, the weight of the raisins would have been 151-200g.



We now move to John Darnell’s item, which triggered this article in the first place. It’s a circular piece of paper sent from Paul Milberg GmbH in Smyrna to Herr Oberlehrer Konrad Starke, a headmaster in Dortmund, Germany. It is franked with a German 20pf adhesive overprinted “1 Piastre” and cancelled with a boxed **SMYRNA / * 14 DEC 1910 * / DEUTSCHES POST** in black ink. This is the German version of the “raisin-cancel”, and the item probably labelled a circular tin of figs or raisins.

Why might a dried-fruit exporter be sending a sample to a head teacher? A Google search reveals Konrad Starke to be an eminent philatelist who contributed to Albert Friedmann’s book “Die Postfreimarken und die Entwertungen der deutschen Postanstalten in der Schutzgebieten im Auslande”. Hence this piece must be regarded as philatelically-inspired rather than normal commercial usage. Nevertheless, it is an interesting item that would grace any collection of the European post offices in the Levant.

References:

- (1) S.D. Tchilinghirian: “The Austrian Post Abroad: Commentary No.3”, Journal of The Austrian Stamp Club of Great Britain, September 1963, pp 25-28.
- (2) K. Tranmer: “Austrian Post Offices Abroad, Part 8: Austrian Lloyd, Liechtenstein, Cyprus, Egypt, Palestine, Lebanon, Asia Minor, Syria” pub. 1976. APS Library 3H

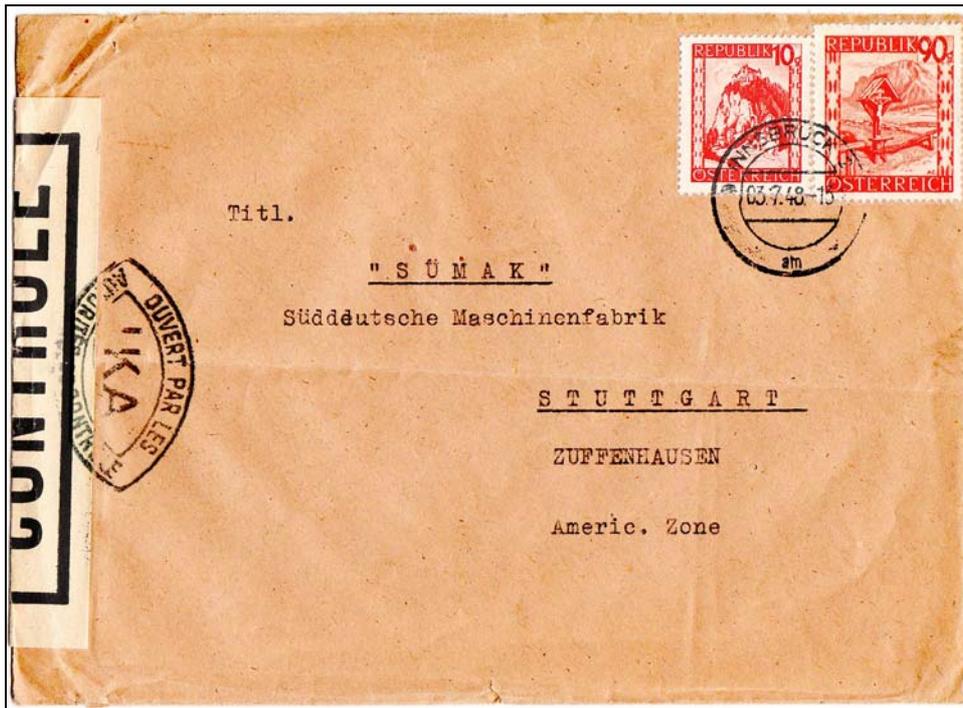
Restrictions on post-WWII mail from Austria to Germany

It was asked, what restrictions were there on post-WWII mail from Austria to Germany. The answers may be of wider interest. My primary sources are (a) Kainbacher vol IV part 2 section 4, which deals with Austrian foreign mail rates; and (b) Heinzl, "Österreich nach 1945 Band 1: Postgebühren, Flugpostgebühren, Postgeschichte". Thanks to Henry Pollak and Rex Dixon for useful advice.

Kainbacher reproduces at length (250 sides of A4) the Post Office regulations on this topic. My summary follows. Of course, I may have missed bits and misunderstood bits - all comments welcomed! I have ignored the sometimes-different restrictions for mail to Japan.

| | |
|---|--|
| Mid-1945 | No foreign mail service to anywhere. |
| 2 Jan 1946 | Limited types of foreign mail allowed to all countries except Germany and Japan. |
| 17 Apr 1946 | Mail allowed to and from Germany; restricted to 20 gram unregistered letters and postcards-without-pictures, and only in specified languages. |
| 27 Apr 1946 | Certain categories of letter mail addressed to Germany and posted before 1946 may now be sent on or returned to sender; others shall be destroyed. |
| 24 June 1946 | Relaxation of restrictions but not to Germany. |
| 24 June 1946 | Postage rates to Germany raised to 60 (letter), 35 (postcard) groschen. All other previous restrictions remain in force. |
| 15 July 1946 | Relaxation of restrictions but not to Germany. |
| 1 Jan 1947 | Increased foreign rates, but only for higher weights so rates to Germany unchanged. |
| 26 Mar 1947 | Permission granted to send Easter Cards to Germany (till 8 April). |
| 1 Apr 1947 | List of permitted sendings-to-Germany extended. Letters now up to 500 grams if on personal or family matters. Postcards still forbidden to have pictures. Braille up to 5kg; and Parcels up to 5kg. Nothing can be registered. |
| 1 Aug 1947 | Letters and postcards may now contain commercial & business material provided that their content is also permitted in Germany. |
| 1 Sept 1947 | All foreign rates raised, including to Germany. |
| 17 Mar 1948 | Permission granted to send Easter Cards to Germany (till 5 April). |
| 8 Jun 1948 | Postcards to Germany may now have pictures (and must have sender's name & address). |
| 1 Aug 1948 | What looks like full range of service now allowed - and in particular everything can now be registered. |
| <p><i>Note. Kainbacher's section heading says 1 July 1948. However the text thereof reproduces a memo from Linz on 27 July that reports a directive of 26 July announcing changes that were to take effect from 1 August, including the allowing of registered mail. I suspect a typo on Kainbacher's part. Heinzl records a decision of the Allied Control Commission on 16 July that registered mail should restart from 1 August 1948. An article in the Wiener Zeitung of 31 July 1948 (unfortunately not of reproducible quality) confirms the lifting of restrictions from 1 Aug 1948 and the reintroduction of registration.</i></p> | |
| 1 Apr 1950 | Further extension of some services, eg Small Packets now allowed. |
| 1 Sep 1951 | General rates-rise; no special mention of Germany. |

Some examples of registered mail that were successfully sent from Austria to Germany:



This letter was sent from Innsbruck to Stuttgart on 3 July 1948. Not registered.



This letter was sent from Wels to Halle on 6 Aug 1948. Registered.

An article in the Wiener Zeitung of 31 July 1948 (unfortunately my copy is not of reproducible quality) confirms the lifting of restrictions from 1 Aug 1948 and the reintroduction of registration.

Restrictions on post-WWII mail from Germany to Austria

Heinzel adds that from 1 Jan 1948 till 31 July 1948 it was permitted in Germany to send registered mail from Germany to Austria - but the Austrian Censors would send it back!! A large label was attached explaining what had happened:

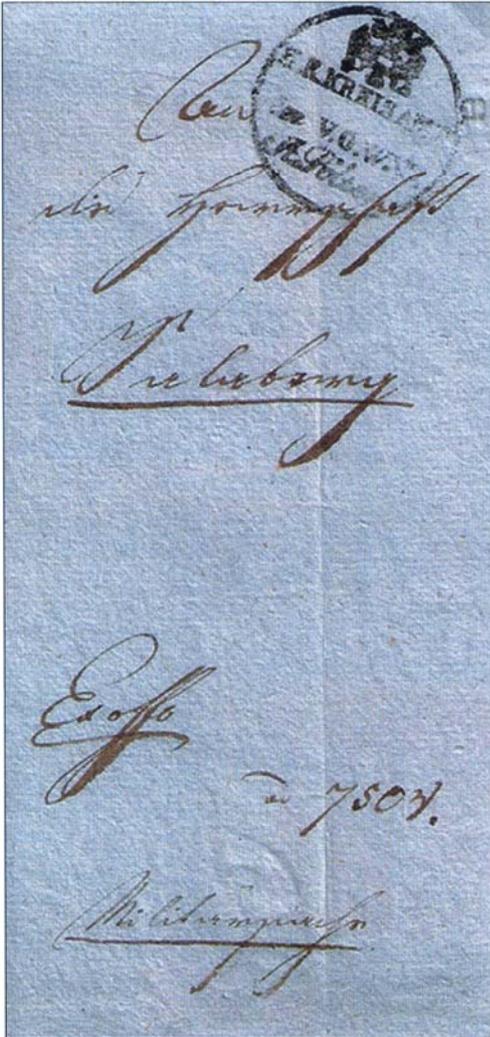
A large label was attached explaining what had happened:

[Thanks to Robert Johnson for these pictures]



Official or Semi-Official?

From Die Briefmarke. Nr. 9/2008, pp 24-25. By **Hubert Jungwirth**, translated by Jean Toghil



It is almost presumptuous to write about the exemption from charges during the pre -philately period - above all because there were so many different forms of preferential treatment and so many beneficiaries and because their number was always changing. Most common were the official letters. These were letters sent from one Imperial and Royal Authority or office to another. All these offices were registered at their places of posting and could send their mail free of charge. However, every official letter and the cost of postage was noted at the office of posting and from time to time the account would be settled by a higher government authority. Thus the so-called exemption from charges for official letters was only fictitious. Actually the Post Office received payments periodically for every official letter, not individually assessed but at a flat-rate.

In this official letter from the District Office at St. Polten, dated 27.07.1820, the authority at Salaberg was requested to submit the documents concerning a Lieutenant Heinrich N. by the 8th of the following month. In this case the letter is an official military item, for which both the sender and the recipient were exempt from charges because, ultimately, the Ministry of Defence paid the charges to the postal authorities.

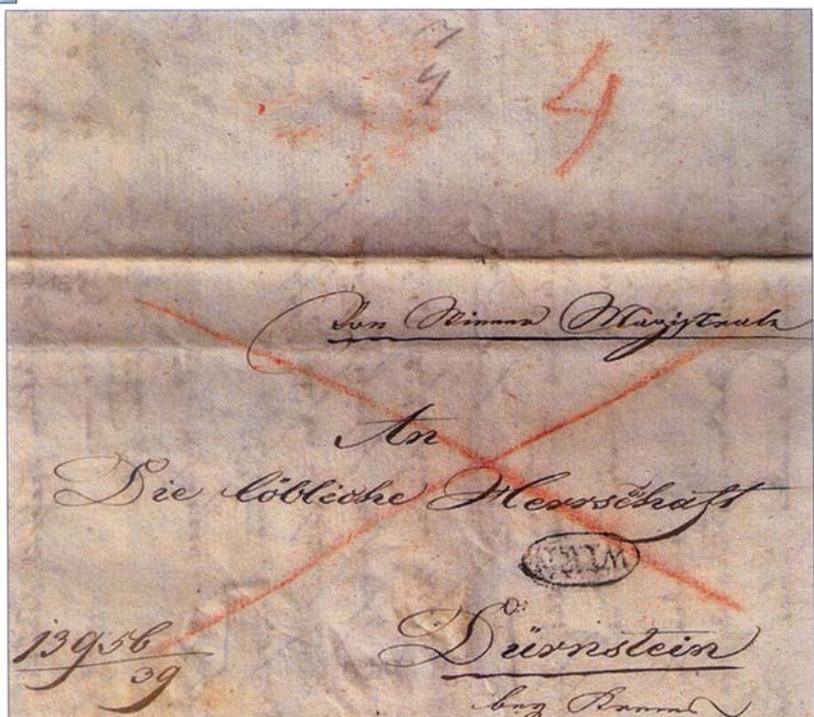
Characteristics of official letters were:

- Seal, stamp or at least particulars of the mailing office
- The endorsement “Ex-offo”, “ex-officio”, “stricte Officia”, “portofreier jud. Gegenstand”, etc.
- The number under which the letter was recorded at the place of posting - usually written on the front, bottom left.

- Until 1840 the weight of the letter also had to be noted- usually as L ½, Lth 2½.

Apart from real official letters, which were not assessed, there were also letters sent from one office to another which were. These were almost always for so-called private matters, i.e. official correspondence written in the interest of a private person.

This is a single semi-official letter, dated 21.03.1825. As, at the request of a private person, the town council of Vienna intervened with the authorities at Dürnstein concerning a matter of inheritance, this is not a free-of-charge official letter but a semi-

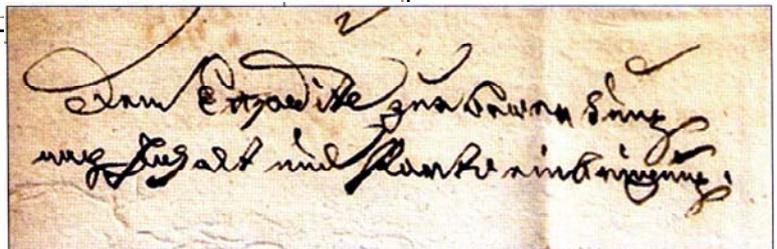


official one, for which the Viennese had already collected the postage due from the applicant.



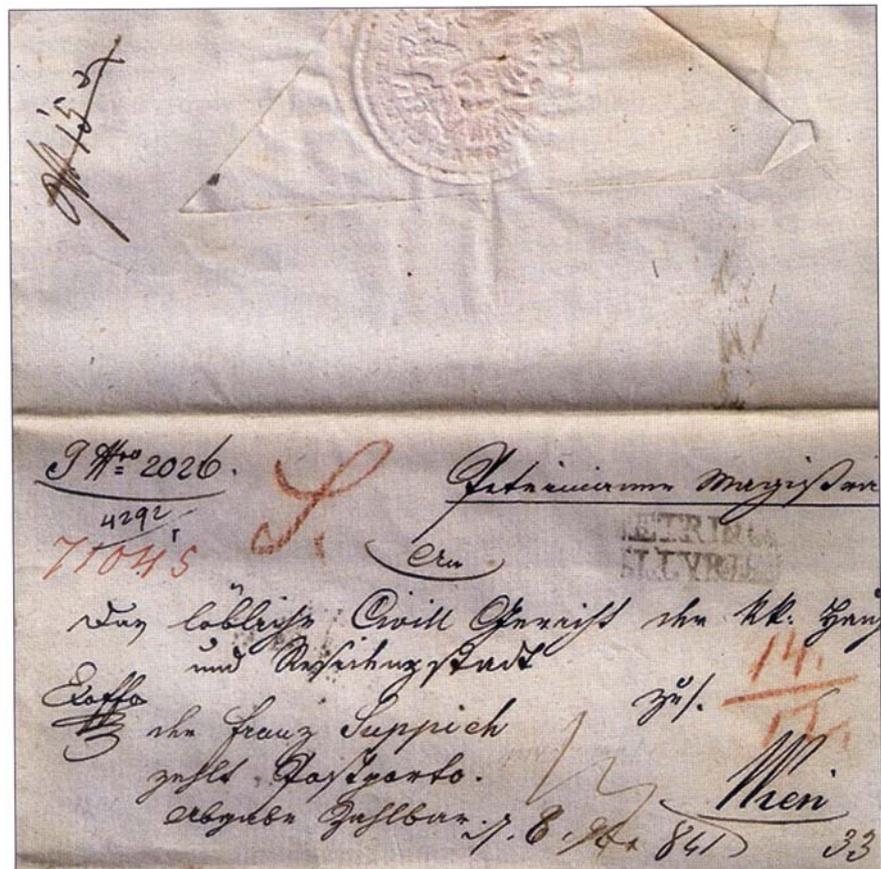
Next is a single, semi-official letter dated 10. 02. 1847, sent from Krelowitz to the town council at Klagenfurt. It contains a request from the authorities at Serlau for the renewal of a journeyman's record book for a period of one year . As the letter was not in the interest of an official body but involved the request of a private person for the renewal of a journeyman's

record book, the following notice was written in the lower left-hand corner: "The private person pays the postage". For this reason, the letter was assessed at Krelowitz with 12x postage due. At Klagenfurt, the town council had to advance the 12 Kreuzer on behalf of the private person. Thus on the back there is the following note: "to the forwarding department for assessment regarding contents and the collection of charges due."



Lastly, a single semi-official letter, dated 28.10.1841, from the town council at Petrinia, in Illyria. It bears an explanatory remark: "official letter / Franz Suppich / pays postage due / delivery to be charged". The postage due was 14x. However, Franz Suppich also had to pay 1x Viennese delivery charge. Hence "Pt 15x" is noted on the reverse of the letter .

See also "My Souvenir from Innsbruck", Austria 145 page 54ff



Confusing Currency - Confusing Assessments

From Die Briefmarke. Nr. 10/2008, pp 18-19 By **Hubert Jungwirth**, translated by Jean Toghil

In reply to requests from numerous readers, this article attempts to explain the confusion that arose concerning the Convention Coinage and the Austrian inflationary currency during the time of Napoleon, at least to the extent necessary for understanding prephilatelic letters.

In 1750, the value of a gulden in Austria was established as being equal to that of 11.69 grams of fine silver. This assessment traced its origins back to the Kolnische (Cologne) Mark, which was a generally accepted scale of weight for silver. The Austrians decided to mint 20 gulden, each worth 60 Kreuzer, from one Kolnische Mark (233g). Thus the 20 gulden standard was introduced.

As the result of an agreement, Bavaria joined the Austrian 20 gulden standard in 1753, which resulted in the creation of the Convention Money (CM, CMz). Straight away other South German countries followed suit.

One by one, however, all countries apart from Austria turned away from the 20 gulden standard and introduced the 24 gulden standard. In 1765, Salzburg, also, began minting 24 less valuable coins from one Kolnische Mark. In the end, only Austria remained true to the original Convention Coinage. Not until 1858 was a lasting reform carried out.

Apart from the Swiss cantons, it was primarily the South German states that introduced the 24 gulden standard. Therefore, even to the present day, this currency is referred to as South German, i.e. South German or Rheinland, i.e. rh., or Bavarian, or Reichswahrung = RW. The relationship of the Austrian Convention Coinage to the Reichswahrung was in the ratio 1:1.2, i.e. 1xCM = 1.2 RW, or 4xCM = 5xRW.

Paper money was introduced in Austria in 1762. In order to pay the cost of wars, more and more paper money was printed, which resulted in a steady fall in value. The creeping inflation also showed itself in the letter tariffs which were increased at ever shorter intervals. Finally, on 20.02.1811, national bankruptcy was declared. "Redemption vouchers" (Einlösungsscheine), worth a fifth of the old paper money, were issued. The next illustration is an Einlösungsscheine for 1 Gulden, March, 1811, which was issued to replace the old 5 gulden notes

On 15th March, 1811, a new letter tariff, based on these new redemption vouchers, was issued. There was, however, a transitional period during which the old paper money could be used. As a currency conversion cannot take place overnight, the Imperial and Royal Postal Authorities granted their customers the right to pay with either the new redemption vouchers or, until 31.01.1812, with the old paper money, which, however, cost five times more. The disenchanted citizens were keen to get rid of the devalued old paper money.



A "Wiener Bankozettel" (Viennese paper money), 1806, for 5 gulden. At this time the fall in the exchange rate had already started



Thus for this period there is no end of letters bearing the assessment in the old paper money.

Unfortunately, the new inflationary currency was promptly called Viennese money (Wiener Wahrung), which was later to lead to many mistakes. In 1813, the original number of redemption vouchers was increased by the issue of advance payment vouchers, which continued until the Austrian National Bank was founded in 1816 with the purpose of stabilizing the currency.

From 01.06.1816, the redemption vouchers and the advance payment vouchers (WW) could be exchanged for the new Convention Money (CM). The exchange rate was 2.5: 1. However, neither the letter tariff nor the assessment was changed until 31. 05. 1817. Only after 01.06. 1817, when the new tariff came into force, and until 31.01. 1818, was it possible to pay either with the new Convention Currency, according to the new tariff, or with the expiring inflationary money. In the latter case, the price was three times more than the official rate.

As the new Convention Currency is often noted as CM WW, it is perhaps necessary to reiterate this tip: **WW is not CMWW !!** The single abbreviation WW always refers to inflationary money, whilst CM WW always refers to the new Convention Currency which was in circulation from 01.06.1816.

An article in "Die Briefmarke", 12/2005, pp 41ff, has already dealt with the occasional use of "Reichswahrung" in Tirol and Vorarlberg after 1817.



For this letter, dated 09.01.1812, the sender apparently settled the half-postage paid fee with seven new redemption vouchers, whilst the payer of the half-postage due charge obviously did so with thirty-five old paper notes. As a result, the postmaster at Steyr crossed out the assessment "17" and replaced it with "35".



This is naturally not a threefold letter but a single postage due letter from Brody for which, according to the tariff in force on 12.09.1817, 14xCM was to be paid. However, the recipient paid in the old WW, which cost three times as much.

The Last Examples of the Prephilately Era

From Die Briefmarke. Nr. 11/2008, pp 16-17 By **Hubert Jungwirth**, translated by Jean Toghil

(This chapter covers Inland letters without stamps during the early postage-stamp era) There are several reasons for not accepting 31st May 1850, as the definitive last day of the prephilately era. During the first decades of the postage-stamp era, there were many letters without stamps which had more in common with the old foreign letters and the inland postage due letters than with ones bearing the new stamps. Therefore, such borderline examples are welcome to collectors of philatelic material.



Single postage due letter from 30th May, 1850. When it was posted at Innsbruck and assessed with 6x CM, postage due letters cost the same as postage paid ones. As it arrived at Trent on 4th June, the clerks at the post office there were cutting out postage paid stamps from large sheets and sticking them on the letters. If this letter had not been posted in May, the recipient would have had to pay an additional 3x fee.



Single official letter from the private Imperial and Royal Mining Company Accountancy. Office in Vienna, dated 6th December, 1852, which was assessed rashly with a 6x fee plus 3x additional charge. However, as the sender was exempt from charges, the additional charge had to be cancelled. Therefore, the recipient only had to pay for a single letter sent over a distance between 10 and 20 miles.

This letter of 7th December 1852, (fee 1 lot for between 10 and 20 miles), should have been given a 6 Kreuzer stamp but, because it had been posted without being franked, the recipient had to pay not only the postage but also 3x additional charge. The assessment 6/9 stands for 6x letter post charge (+3x additional charge) = 9x CM to be paid by the recipient.



On 15th June 1850, the day on which postage stamps were introduced, a new scale of charges also appeared. This was intended to promote prepayment by means of postage stamps, whose most important advantage was that postage paid letters could be simply thrown into a letter box. Also it meant the Post Office received payment in advance (from the sale of the stamps). In order to make the use of stamps attractive to senders an additional charge of 3x CM per lot was introduced for postage-due letters. However, letters sent by those exempted from charges to those required to pay charges were not liable to the additional fee.

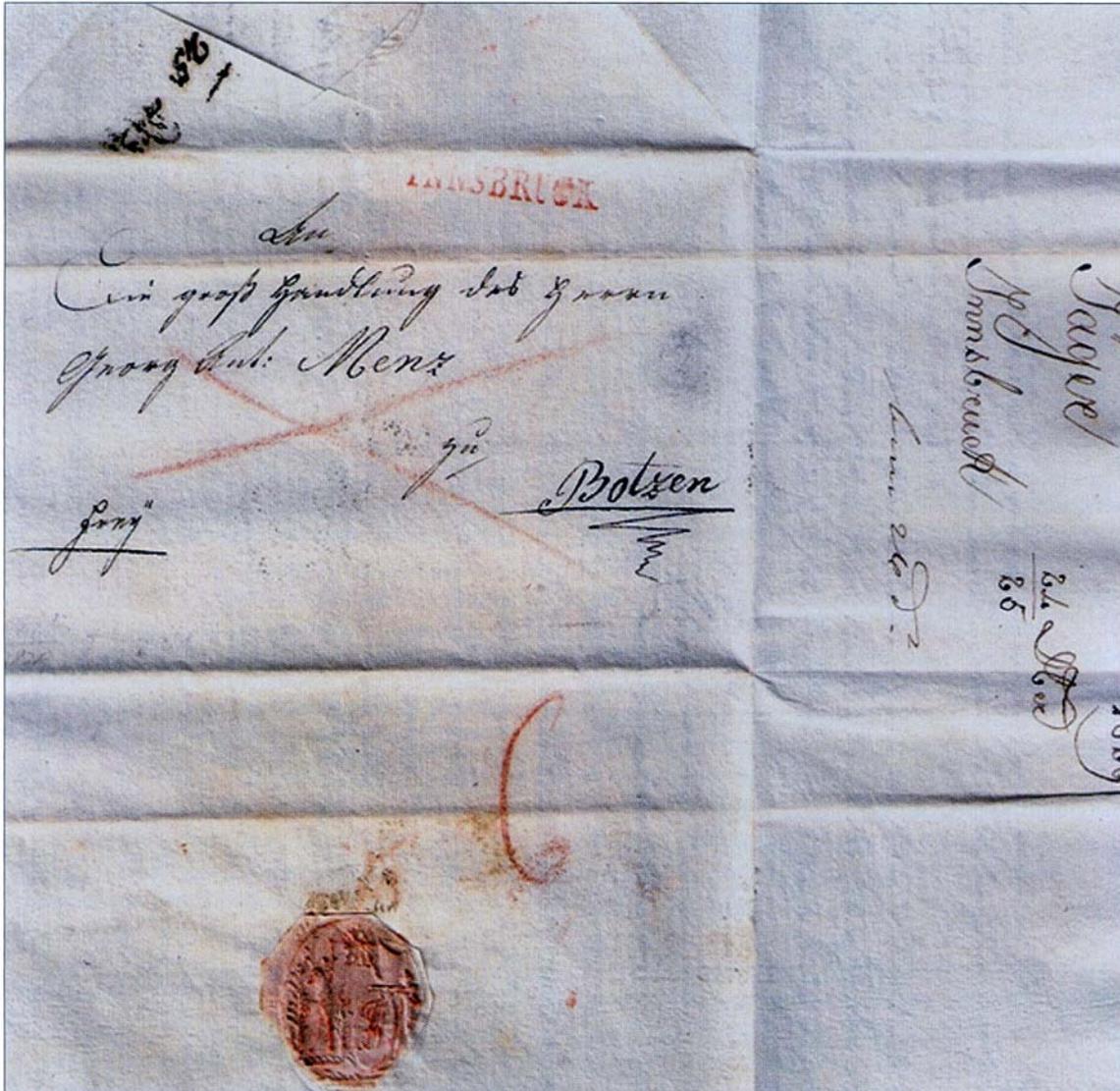


On the left is an illustration of the top of a single official letter dated 5th June 1864 and sent from Modling to Voslau, for which the recipient only needed to pay 5x öW

Christmas Post

From Die Briefmarke. Nr. 12/2008, pp 20-22 By **Hubert Jungwirth**, translated by Jean Toghill

One characteristic of good letters is the fact that they have something exciting to tell, regardless of whether this has to do with the contents or with the story of their conveyance. With this in mind, the letter described here is certainly good. It was going for a song, because previously no-one had taken the time to let it tell its story.



Frau Maria Susanne Jäger must have got up very early on 24th December, 1829, to have been able to compose this long and carefully written letter and take it to the Post Office in time to catch the express coach, which probably left Innsbruck for Bolzano at 10 a.m. on this Christmas Eve.

The fact that she went to the office to post this postage-paid letter personally indicates that she was anxious for it to be conveyed swiftly. The letter contained a request to Georg Anton Menz, a merchant at Bolzano.

In any case, the letter was accepted for the consignment for Bolzano. It was assessed as a single postage-paid letter with 6x CM for a journey covering nine stages. The postage-paid cross was made on the front and the long, red "Innsbruck" stamp applied. Finally, the letter was put in the bundle for Bolzano which was placed in the letter trunk of the black and yellow express coach.

Everyone can use his imagination as to whether the roads were free of snow then, or whether the mail coach needed sledge-runners, or whether the five passenger seats were occupied or not. At all events, a two-mile stretch with two extremely steep sections lay before the Innsbruck postillion and his carriage. With his horses

he had to climb 440 metres within two hours. He was certainly relieved when he saw the tower of the church at Schönberg and could reach for his horn to give the post official there the signal that he would be arriving according to plan at midday.

The most exciting part of the day at Elias Domenig's Post Inn at Schönberg was the five to ten minutes during which the Italian and the Innsbruck mail coaches stood there. The postmaster had to deal with the incoming and outgoing mail quickly. At the same time, the postillion probably unharnessed his four sweating horses and took them into the stable to be rubbed down. Meanwhile, the coach overseer hurried to check the vehicle and, together with the new postillion, harnessed four fresh horses from Schönberg. While all this was happening, no doubt bits of news from Innsbruck and the wide world were exchanged and then travelled along the grapevine to those attending Midnight Mass and from thence to the remote lying farms.

The postillion from Schönberg would already be sounding his horn to signal the departure of the coach as, according to the timetable, he had to reach Steinach in 1 hour and 35 minutes. It was necessary to make use of every minute. It was possible that freshly fallen snow or drifts would force him to drive for some distance at walking pace, or valuable time could be lost in making a manoeuvre to allow a vehicle coming from the opposite direction to pass.

Just before 2pm, for a few minutes, probably the same bustling activities took place before and in the Post Inn at Steinach as had previously at Schönberg. Here also the postillion had no time to lose, as the time set for the journey from Steinach to Brenner was only 1 hour and 55 minutes.

On the journey between Brenner and Sterzing, the darkness of this Holy Night probably fell on our mail coach. If nothing had happened to interfere with the timetable, on the stretch between Brixen and Kollmann, the coachman would have been able to hear the bells calling the faithful to Midnight Mass, whilst he sat on his box and froze.

At about 5a.m. on Christmas Day, the arrival of the mail coach at the Post Office at Bolzano brought the place to life. The letter-post for Bolzano contained the bundle with the letter from Frau Jäger. The bundle was opened and, for the sake of order, early on Christmas morning, the postmaster applied the arrival stamp on the back of all the incoming letters.

We do not know whether Herr Menz collected his letters from the post office on his way to church, or whether they were delivered by a postman. However, that is only one of the many things we do not know about the stories which prephilatelic letters tell us. At all events, nine postillions and at least thirty-six horses made a great effort to convey our letter.



Merrily Sounds the Horn

From Die Briefmarke. Nr. 1/2009, pp 14-16 By Hubert Jungwirth, translated by Jean Toghill



This article discusses the people who brought the most movement into the old postal history: the postillions.

Naturally, the appearance and responsibilities of postillions changed over the centuries. Originally, it was probably youths and men known to the Postmaster who were sent off as required to bring a bag of letters to the next relay station. However, the casual job of a post-rider soon became a permanent occupation - and this remained so for 400 years, always being recognisable by the sign of the guild, the Posthorn.

As a result of the construction of the railways, the first postillions were made redundant, and from 1900 onwards the last of them and their horses disappeared with the introduction of motorised post-buses and parcel vans.

The idea that the work of a postillion consisted of driving happily through beautiful countryside on sunny days whilst playing merry little tunes on his horn is pure imagination. In reality they were expected to fulfil more requirements than are at first obvious. At all events they had to be able to handle horses well and at the small relay stations, at least, they often had to do the work of the ostler as well. They had to be sure riders and reliable coachmen. They could not be oversensitive because during a journey they were not allowed to let go of the reins and had to remain in the open-air on the box, or on horseback, and that night and day, in great heat or freezing cold, through clouds of dust on country roads or in pouring rain. Most important, probably, was their exact knowledge of road conditions in all kinds of weather. Especially on journeys in the dark, they had to be able to anticipate where after heavy rainfall brooks and rivulets had broken their banks and strewn sand, stones and gravel onto the road. In winter, when a coach was mounted on sledge-runners its balance was precarious and the smallest mound of snow, when overlooked, could lead to the vehicle overturning.

Postillions often had more than one master. When they carried mail either on horseback or in the parcel-post coach, they were responsible only to the Postmaster who paid them for each stage. When working with a coach conveying mail and passengers (Mallewagen), they were not only responsible to their Postmaster, whose horses they rode or drove, but also to the Inspector, who accompanied the passengers and supervised the journey. When postillions undertook a private journey with a hired coach and horses, they, of course, served their passengers, just as every taxi-driver does today.

By the end of the first six months of service at the latest, every postillion had to be able to play all the necessary posthorn signals [*see annexe*]. The one which was played most often and which we know best could mean, depending on the situation, "Make way, the Post is coming", "Wait at the narrow road until the Post has passed by", "Do not drive onto the bridge before the Post has gone over", "Open the town-gate, the Post is coming",

“The Post is leaving now”, etc.. There were also other signals which informed the relay stations that the Post would soon arrive, with which coaches, with how many coaches, and how many horses should be harnessed and be waiting in front of the post office. Finally, there was also the signal with which postillions could call for help in case of emergency.

It is on record that not all postillions stuck faithfully to their service regulations, although these are full of threats of punishment for not keeping them. There were penalties for unkempt appearance, neglect of the horses, the coach or the harness. Offensive behaviour or drunkenness could cost up to 5 Gulden. For taking longer than the prescribed time, without good reason, for changing horses or completing a journey, between 5 and 8 Kreuzer were deducted for every 5 minutes delay from the wage due for covering one stage. The overturning of a coach was fined with up to the whole wage for travelling one stage. The lowest fine for taking passengers or goods without permission on a return journey with an empty coach, for sitting inside the coach instead of on the box, or for leaving coach and horses somewhere unattended, etc., was a whole week's wage.

The wage for a postillion on horseback or for a journey with the coach over the distance of one stage was called “Trinkgeld” [tip or gratuity]. How much it should be was settled regionally and amounted to about a quarter of the “Rittgeld”, i.e. the fee for hiring one horse to cover one stage. Including the fee for the return of the horse, the “Trinkgeld” was between 15 and 25 old Kreuzers.

After the introduction of the new Austrian currency in 1858, the “Trinkgeld” for postillions per horse and stage was as follows: Extrapost: 35 nKr; Courierpost 44 nKr; Staffetten 21 nKr; Aerarial 22 to 25 nKr; Packfahrten 14 nKr; Return of Aerarialwagen 18 nKr [see vocabulary at the end of the article]. The present-day meaning of the word “Trinkgeld” [tip] is sufficient to indicate how little the postillions were paid.

A Royal accident

Thanks are due to Oberpostrat Dr. Josef Windhager from Innsbruck for his careful research into the accident which happened to an “Extrapost” in which the King of Saxony was killed in 1854. A short version of the report illustrates how dangerous it was to travel by road and serves to acknowledge the great responsibility that postillions bore. Unfortunately, this is often played down.

On 09.08.1854, the King of Saxony, Friedrich August, wished to drive from Imst to Prutz via Wenna and the Pillersattel. As the king's private coach was unsuitable for the narrow, steep and winding road, a local one-horse vehicle was hired. It was easy to manoeuvre due to its short wheel base and low front wheels. The King and one companion sat in the carriage. The second companion had to sit in the front next to the postillion, Dominikus Vogeles. To ensure greater safety, two horses were harnessed instead of one. These were both eight years old, used to working together and reliable.

Before a steeply sloping stretch, the postillion got down and laid a brake-shoe under the left-hand rear wheel. Walking beside the horses, he led them down the hill. Unfortunately, in a right-hand bend the carriage swayed and the rather heavily-built monarch was startled and jumped up. The vehicle toppled over, the king and his companion fell under the frightened horses, one of which kicked out and struck the King so violently on the head that he died half-an-hour later.

Proceedings were initiated against the postmaster and the postillion. They were accused of endangering human life. Amongst other investigations, tests were made which showed that neither of the post-horses kicked out when they were touched or tickled. At the request of Johann, the new King of Saxony, the proceedings were eventually dropped.

Vocabulary:

| | |
|---------------|--|
| Aerarialwagen | official mail-coach |
| Extrapost | a coach, with horses and postillion hired for a private journey |
| Kariolwagerl | two-wheeled cart with one or two horses and a chest for the mail |
| Kondukteur | official inspector who accompanied coaches carrying passengers |

These are also printed in the Die Briefmarke article; and in “**Dienstbuch für den Postillon, 1893**” published by PKMI as their Schriftenreihe 13. This latter is a 74-page A5 reprint of the Handbook issued to each postillion listing in detail what they must do (and wear!) and what punishment will follow if they fail.

The article in Die Briefmarke is illustrated with a Posthorn, of a complex type with two valves.



The ‘conventional Posthorn’ is illustrated on the 1948 AMGOT stamps, and has no valves. (Dr Kainz had one hanging on her office door, which I failed to get any noise from.) Indeed, valves would rapidly freeze on an alpine journey: it would be difficult enough for the Postillion to stop his lips freezing to the mouthpiece.

All 8 of the 1844-Decree calls are composed from only 4 notes: middle C, the G below it, and the E & G above it. These are the 2nd – 5th harmonics of a single pipe with the fundamental at the C below the bass clef. No valves needed! [I speak as a former bass-trombone player.]

Perhaps Die Briefmarke’s complex horn was for ceremonial fanfares or orchestral use? Several well-known pieces of classical music have parts for posthorns, notably the second trio of the 6th movement of Mozart’s Serenade No. 9, K320, and the off-stage solo in the third movement of Mahler’s Third Symphony.

Future articles in this series will include Concerning old money letters (from 2009/03); Problems with leather post bags (from 2009/04); Concerning the price (from 2009/05); and Letters conveyed privately (from 2009/06).

QUESTIONS, ANSWERS, LETTERS etc

The Linz Cathedral stamps

More information has arrived on these Linz Cathedral fundraising stamps, from JP, PW and RZ (thanks!).

During the strike of Austrian rail workers on November 10/11 1924, a private emergency postal route from Linz to Vienna was established. To cover the cost, the fund-raising stamps (perforated) received a two-line overprint "Notpost / Linz-Wien". A notice in the Linzer Tageblatt of 10th Nov announced that mail had to be franked with the then current postage stamps at the normal postal rate, plus a minimum fee of 1000kr. met by the overprinted labels, cancelled with a rubber hand-stamp with the date added to the same wording used in the overprint. Private cars took the mail to the General post office for cancellation. These stamps are catalogued as Linz Local Issues in ANK Specialised. Genuinely-used copies are priced, so presumably exist.



The illustrations to hand show the overprinted stamps as having noticeably different shades to the original fundraising issue.



500 imperforate sets of the Linz Cathedral fund-raising stamps were printed with wide margins on special 'Japan' paper for presentation in a grey-brown folder (232mm x 235mm) bearing the caption "Oberösterreich Domweih Fest-marken 1862-1924". This example (see next page) is signed by three of the dignitaries portrayed, namely Hauser, the 'uncrowned king' of Upper Austria; Seipel, Federal Chancellor at the time; and Gföllner, Bishop of Linz. in 1924.

[NB: the brown has been lightened, otherwise it prints solid black! Ed.]



Presentation set number 299.

Why can't I find these stamps in the catalogues?

asked yet again in three more emails to the APS Web Site. Basically, because they were all loose revenue stamps. We need an article on the web site ... possibly with this illustration:



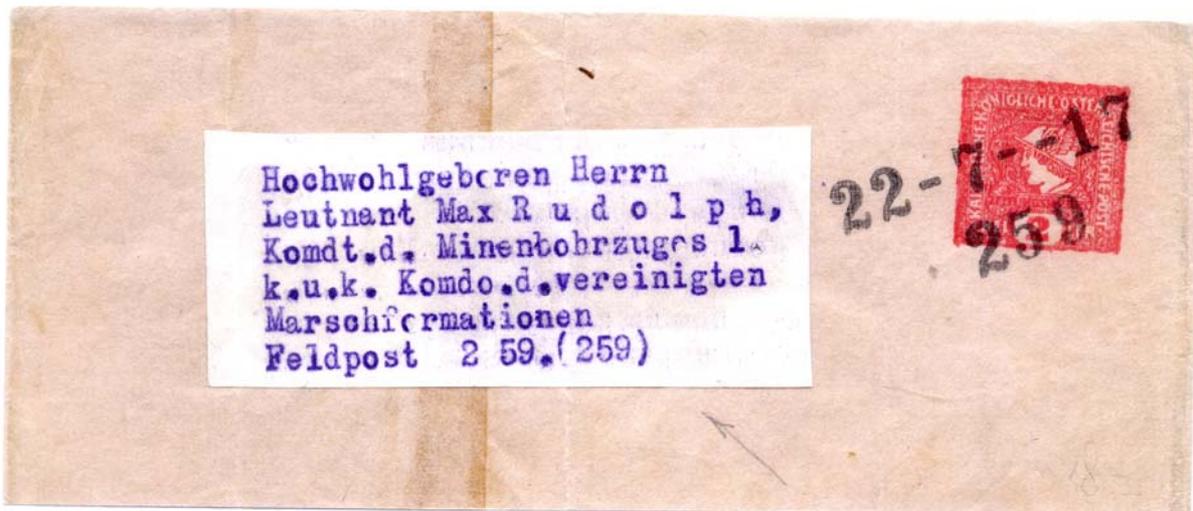
Why are there sticky labels with barcodes on my 'Austria'?

asks a member in Germany. Douglas Muir, Curator, Philately, The British Postal Museum & Archive (BPMA) has a colleague Tom Norgate who knows the answer!

“UK mail sorted by Royal Mail bear two rows of orange (Phosphor/fluor) markings. The upper is the tagcode, which includes time, date, machine number information. The lower is the sorting code, ie the postcode information of the destination of the item. Royal Mail handles an increasing quantity of larger flat items. For the last 5 years or so the latest version of the Flats Sorting machine has been in use at a number of mail centres around the country, including Heathrow Worldwide Distribution Centre (HWDC), where there are three such machines. The barcode, printed in black ink, is NOT a sorting code but one that contains date, time and location information only. When an ‘angry’ or variable envelope is presented, a label is affixed upon which this information may be printed (all automatically - DM). It would seem that approximately 50% of items receive them. Items entering HWDC from abroad receive such markings.”

Douglas Muir adds that for at least 4 years (and increasingly so now because there are more machines), Flats leaving the country have also been thus barcoded. If it's any consolation, they usually peel off without difficulty, unlike the “Royal Mail To Be Signed For”...

What did he do in the war?



He dug tunnels! This is a newspaper wrapper, sent to and cancelled at Feldpost 259 which Dixon-Nuttall states was in July 1917 attached to a headquarters unit somewhere in Poland. The recipient is a junior commissioned officer in a tunnel-digging unit (Minenbohrzuge) in a Marschformation which is troops on their way to the front lines to relieve or augment those already there. These tunnels were more likely to be for road-building through mountains, rather than for undermining fortifications – but both are known to have been done.

BOOK REVIEWS

“Vom Kongo bis in der Tschad”

Andy Taylor writes: The philately of the future! Many readers will be experienced collectors of the Feldpost of WWI, and will know of the difficulties in discovering which unit was where when. In more recent decades Austria's armed forces have taken part in numerous operations in support of the United Nations, E.U., NATO and others. This book marks the 50th anniversary of the first such occasion, when a contingent of the Austrian Army entered the Congo in November 1960. It's written by Dr Harald Gass.

Since that beginning, over 80,000 soldiers have taken part in over 100 operations: 34 peacekeepings for the UN, 29 for the E.U etc, and 35 humanitarian missions; they were in Europe, Asia, And Africa. Many are still ongoing! All the ‘alphabet soups’ are explained (eg UNMOT = United Nations Mission in Tajikistan). This book lists all of them, indicating which have produced postal material; for some no material is known while others had no special post at all. For each, a detailed description is given of the Austrian involvement, with unit names & dates; many items of unique mail are illustrated. The later operations have more details, perhaps because those involved are still active. It is not however a line-by-line list of every canceller, its strength being the background and the unit lists.

The book is in full colour, 208 pages, 275x190mm (savagely-trimmed A4), well bound with plastic-coated covers. Published under the auspices of the Heeres Briefmarken Sammler Verein, it is obtainable from Briefmarken Gilg, the philatelic dealer in Mariahilferstrasse, Vienna. 29 Euro.

Most readers will not want a copy today. But when in 20 years you expand your collection activities to what will then be 70-year old items, you will need a copy to understand what the acronyms mean, or to decide if unit X was at place Y or Z. And then it’ll be sold out: so get one now.

“GERMAN/ENGLISH PHILATELIC DICTIONARY”

Andy Taylor writes: Published by the Germany Philatelic Society, which is in the USA although it doesn’t say so. Fourth edition of 2005, compared with the 1992 third edition (the original work appeared in 1969). The book is spiral-ring-bound, with 298 pages containing 9015 words followed by 1149 abbreviations (the 3rd edition has 179 pages although they are slightly larger). The format has been changed, probably to make computer-based sorting and additions easier: the previous edition grouped compound words under the first part but now they are listed as complete words on their own line – for example:

| 3 rd edition | 4 th edition |
|---|---|
| Post -vertrag: postal agreement; -verwaltung: postal administration; -vorschrift: postal regulations; -vorschussbrief: money advance letter; -vorstand, vorsteher: postal employee in charge; -weg: postal route; -wertzeichen: postage stamp; -wertzeichenausstellung: postage stamp exhibition; -wesen: postal service; [etc etc] | Postvertrag: postal agreement. Postverwaltung: postal administration. Postvorschrift: postal regulations. Postvorschussbrief: money advance letter. Postvorstand, Postvorsteher: postal employee in charge. Postweg: postal route. Postwertzeichen [PWertz.]: postage stamp(s). Postwertzeichenausstellung: postage stamp exhibition. Postwesen: postal service. [etc etc] |

On balance, this is clearer to use although it makes the book longer. Sometimes, it becomes gratingly obvious that the book is a listing of German Post Office, military and governmental terms translated into American English, not Austrian into British! For example, “Gerichtszustellungsmarken”, “Postverordnungsblatt” and “Verrechnungsmarken” are absent; also missing is “Bancozettelverteilungskassadeputationskassaoeffizier” but that is quite reasonable! In the English, a “switching yard” is found on railways, not at the end of electric pylons as you might initially expect.

If these minor limitations are kept in mind, the book is extremely useful to those struggling with philatelic German, especially as it gives the philatelic meanings which can differ from the ordinary ones you’d find in a normal dictionary. The APS has bought a few copies of this useful book for sale to members. Price and ordering details will be found on page 2.

ADDITIONS TO THE LIBRARY

| Ref | Title | Comment | Pp | Author | Pub | Tx |
|-----|-----------------------------|--|-----|----------------|------|----|
| 445 | Vom Kongo bis in der Tschad | Background, details, and philatelic outlines of the Austrian Army's involvement in peacekeeping & humanitarian missions since 1960 | 208 | Dr Harald Gass | 2010 | G |

NOTES FROM PUBLICATIONS.

Arbeitsgemeinschaft Österreich e.V.

Issue 91 (all in colour): more about 1945 postmarks genuinely used; stamps in altered colours: trials or try-ons?; Vienna 1850s starburst cancels; unusual items from 1945 in Austria; the 1914 & 1915 charity issues: unusual uses and unauthorised destinations; letters from Italy to Austria, 1861-1875 (continued); etc.

ARGE Feldpost Österreich-Ungarn

Issue 102: “good material sells well”; parcel handling in 1914/15 (de Bellis; 9pp); the Przemysl saga (7pp); the Spanish-American War (10pp); etc etc.

Austria Philatelic Society^{US}

Vol X nr 3 (July 2010): Sanjak of Nove Pazar; translation of Ferch.2000 pp 1050-1059 “Nppr Post & Tax Stamps”; The 21 April 1921 Plebiscite stamps; Ship Mail on the Bodensee; auction lists.

Vol X nr 4 (Oct 2010): Wanted: auctioneer, article-authors (the cupboard is bare), and translators; Mail from Sigmundsherberg POW Camp; “Forwarded letters with supplementary franking adhesives” (Ferch2008 II 387-398); 100 years of Austrian Stamp Dealer Association.

Czechout

Issue 3/2010: Meeting reports; letters; new editor **STILL** wanted; reviews; much on recent philately including “the end of mail-by-rail in Slovakia”; etc

Die Briefmarke:

Issue 07-8/2010: focus on Gmunden; disinfected mail; Mount Athos; corner perf differences on roll-stamps; thematic:fruit; postal arrangements for Nagelberg; descriptions of some new issues; the impracticality of a complete set of auto-machine stamps; various international exhibition results (Austrians did well!); society news featuring personal-stamps; reviews; letters; etc

Germania

Aug 2010 vol 46 no 3: local reports; new issues; Punktverrechnungslarten; Zeppelin mail forgeries; post-WWII registered mail to Austria; and much more post-1918 of non-Austria interest.

Jugopošta

Vol 95 Sept 2010: retreat of Serbian army in 1915; etc etc.

Militär und Philatelie

See separate review of "From Congo to Chad"

Stamps of Hungary

Issue 182: Sept 2010: inland parcel post rates 1927-1944; new Máramaros cancel; ; import duty on incoming goods; Ungvár cholera station 11/1914; censorship during 1919-20 Romanian occupation; etc

Südost-Philatelie

Issue 113 (Summer 2010): Much of interest, much in colour, but none specifically "Austrian".

Wiener Ganzsachen usw

Issue 2/2010 (July 2010): 1947 Airmail stamps used alone and correctly; Fieldpost in the 1912 Balkan War.

=====

Wanted: Honorary Secretary

Following the AGM held at Harrogate on 10th October, the Austrian Philatelic Society needs an Honorary Secretary.

The role is pivotal in managing the Society's priorities and progressing its business. Specific duties include:

- arranging 2-3 Committee meetings per year, proposing the agenda to the Chairman, arranging a venue and producing minutes of the meetings;
- advising the membership of the details and agenda of the AGM each year, arranging a meeting room, writing the minutes and circulating them to the membership;
- liaising with the Association of British Philatelic Societies and other philatelic societies; and
- advising the Committee on procedural matters and adherence to the Society's Rules.



No specific past experience is needed to carry out this role, and it is not onerous in terms of time. Diplomacy and attention to detail are useful skills, and fluency in email is essential.

This is your opportunity to support your Society in an important and influential role. The Committee would be pleased to welcome a new face, so please don't be shy about putting yourself forward. For further details, or to make your interest known, please contact the President (whose address etc are on the inside back cover).

Aide Memoire

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LIBRARY: available to paid-up members; apply to the Librarian. Postage to you is free up to £4.50; any excess and all return postage is payable by the borrower.

APS INTERNET SITE: see <http://www.austrianphilately.com> for a wide variety of information, comprehensive indexes of 'Austria' and of the library, expanded & illustrated versions of articles, etc.

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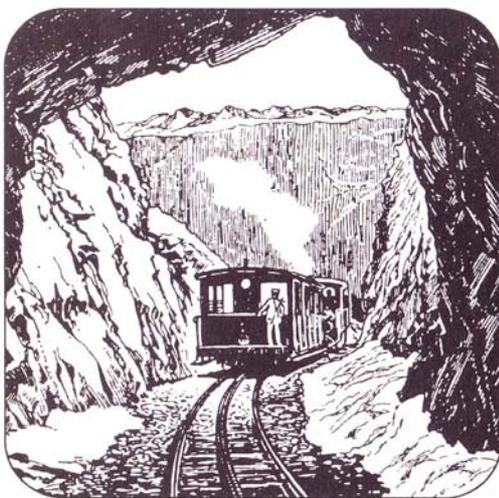
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100 Jahre Schafbergbahn

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