

Köflach



Frohnleiten



Deutschlandsberg



Weiz



Leibnitz



Feldbach

Some of the marginal tabs on recent newly issued mini-sheets



A selection of the items discussed in this issue.



## Aide Memoire

### AUSTRIA 175 – Autumn 2011 – Contents:

Page	Item
1	Editorial
1	Advert: WARDROP & COMPANY LTD
2	John Whiteside – obituary
4	New Issues: first half of 2011
9	APS Bookshop
10	My favourite cover
12	Vienna to Wiener Neustadt
14	Official Letters and Official Messengers
16	Personal Collectors of Letters, Official and Private Postmen
19	The Most Daring of All Imperial and Royal Post Routes
22	The Kahlenbergbahn
27	Otto von Habsburg
28	Arrived damaged (a story of transatlantic catapult mail)
31	Aerophilately and the sieges of Przemysl (1914 – 1915): part one
40	Questions, answers, Notes from Publications, Library matters, letters etc
IBC	Aide-memoire and Officers

**Edited by Andy Taylor**

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**Don't forget to look at the Society's web site on  
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It is regularly updated and enhanced.**

## EDITORIAL 175

I was saddened to learn of the death in May of John Whiteside. A fuller tribute appears on the following pages. I shall miss his friendship and knowledge; he never ceased to amaze me with its breadth and depth – and his tolerance of my questions.

Congratulations to those who entered ABPS Sheffield 2011; APS results known to me follow. I note that the ladies did better than the men.

- Yvonne Wheatley Large Vermeil (83 points) “Czechoslovakia: The Allegory Issue 1920”
- Joyce Boyer: Large Vermeil (81 points) “Austrian Airmails 1918-1938”
- Colin Tobitt: Vermeil (77 points) “Austrian Cross Border Concessionary Rates to Switzerland and Liechtenstein”
- Brian Presland: Vermeil (76 points) “Brazilian Airmail services 1925-1936”
- Andy Taylor: Vermeil (76 points) “Austrian Newspaper Postage Stamps”
- Alan Berrisford (part of the East Midlands Federation group entry): Vermeil “Polish paid-in-cash”

Congratulations (commiserations?) also to Herr Alfred Graf, Obman of BSV Favoriten, who has recently been elected as Regional Representative for Vienna on the Board of VOePh.

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# John Leonard Whiteside

## 9 January 1939 - 23 May 2011

John Whiteside was born in Bridlington and attended Bridlington Boys Grammar School. He found Maths easy and concentrated on science subjects, subsequently reading Chemistry at Manchester University. On graduating, John worked as an engineer in the gas industry, based in Birmingham. As the discovery of North Sea Gas changed the industry's supply network, he became a works study specialist at an engineering firm in Leeds, living first in Harrogate and later Leeds. By the time of his retirement, he had become expert in pension and redundancy arrangements, a key post in a downsizing industry.



John was a much-valued member of the Austrian Philatelic Society (since 1989) and also of a surprisingly large number of other philatelic societies, from The Royal and The Society of Postal Historians (a Fellow of both), through numerous 'specialist' societies and including local and regional societies in Yorkshire.

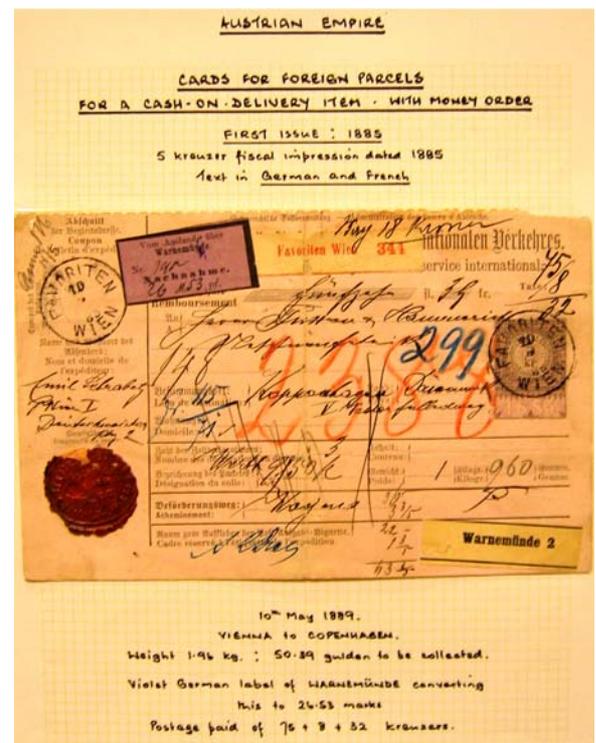
In recent years he had deliberately avoided getting embroiled with official duties and committees and had long eschewed competitive exhibiting. But he was both happy and adept at presenting fascinating displays, often of some obscure topic, and indeed not infrequently putting up material the existence of which was unsuspected by many of his viewers.

He was also often at hand, at meetings great and small, answering a query about some item, pointing out some unsuspected felicity about something in somebody's display, arguing about the interpretation or provenance of a marking, calculating

(using his phenomenal memory for dates and figures and reckoning in his head) how some postal or fiscal charge rate was derived. Naturally, he wasn't **always** right. But he had an ability to 'hit the wicket' (to nod to another obsession as a lifelong supporter of Yorkshire County Cricket Club) of which Fred Trueman would have been proud. And if he **was** wrong, or had forgotten some detail, you would likely get a phone call a few days later to say so!

He published widely on many areas of philatelic interest and was twice the winner of the prestigious RPSL Tapling Medal, awarded for the best paper written by a Member or Fellow and published in *The London Philatelist*. He also wrote a number of pieces for *Austria* and *The Stamps of Hungary* and a host of others and also made behind the scenes contributions to many other articles.

I was honoured to represent the Society (and the Hungarian Philatelic Society, and the Revenue Society) at the funeral. This was obviously a sad event, but perhaps typically for John, in death as well as in life, was also by turns impressive, interesting and at times even entertaining. I was not previously aware (although not greatly surprised) that he was a convinced Humanist. Nor of his love for Gustav Mahler. Nor indeed that before deciding to give up driving he used to go everywhere in a Reliant Robin! There was also the pleasure of meeting his family, whom John had often mentioned, including his two nephews and their children. One nephew, indeed, is at present 'One of our Men in Budapest'! I was most amused by his story about the time when he was going through the Foreign Office's intensive Hungarian language course. As soon as John heard of this, without hesitation he sent off some ancient Marhalevél (Hungarian revenue stationery veterinary certificates) for him to brush up his technical translation skills! And Uncle John wasn't about to take 'No' for an answer!



Even in the short period since his death, I've lost count of the times when I have found myself wishing I could just check something with him or regretting not jotting down some gem of information that he had been happy to share.

There were a good selection of quoted tributes to John in the funeral service, including some from fellow attenders at the Society of Postal Historians' Buxton Conference, shortly before his death. These particularly stick in my mind:

"John helped me with the 1949 rates from China to Malaya. China had hyper-inflation at the time, it was complex and he relished the complexities."

"He was one of the fellow Afghanistan collectors around and I will miss his ready willingness to share his encyclopaedic knowledge – and his sense of fun!"

And, perhaps as a Philatelic Epitaph: "John was a great postal historian and he will be greatly missed by all of us who knew him."

### ***Martin Brumby***



#### Addendum: Articles in "Austria" written or inspired by John:

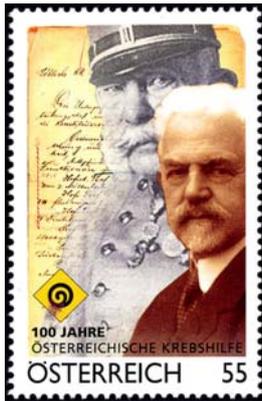
<i>Issue</i>	<i>Page</i>	<i>Title</i>
101	44	Currency relationships prior to 1914 (i)
102	31	Currency relationships prior to 1914 (ii)
128	18	Parcel Cards 1893-1904
128	18	Inflation Foreign Postcard Rates
128	26	Revenues: an overview, 1748-1918
130	57	Railway Official's Datestamps
132	65	1900-1918 parcel post oddities
132	67	Genesis of the Parcel Card
133	61	The Ausgabs-Recepisse form
136	6	Incoming WWII Air Mails: Argentina to Graz
137	37	Revenue Stamped Paper. 1802-1817
137	38	Bills of Exchange, 1854 to 1918
140	25	Parcel Cards. 1878-1891
140	26	Newspaper Tax in the Austrian Empire
140	26	Stamped Paper. 1818 – 1854
146	77	Signets as Newspaper Tax Stamp cancellers
149	61	Two parcel cards from occupied Serbia - 1917.
152	13	Parcel Post Cards, Forms and their precursors.
160	7	Railway Freight Documents to 1925
160	9	Internal Parcel Cards of 1905-18
163	57	Mail from Hungary to Austria, 20/11/1945 to 31/7/1946

## 2011 NEW ISSUES

by Andy Taylor

### Author's Notes

The information given here is face value ('c' is Euro-cents); issue date; quantity printed; printing method; designer (and engraver if relevant); printer if not Österreichische Staatsdruckerei; and some details on the design. More extensive descriptions and effusive essays can be read on the English version of the Post.at website. The illustrations are around life size, although blocks & strips are smaller. The dates are those on the Post.at website (and are mostly different from the list issued in 2010!). I have kept their order where more than one stamp has appeared on the same day; catalogues may well list them differently.



**100 years of Austrian Cancer Aid:** 55c; 21/1/2011; 180,000; Offset; Design: Michael Rosenfeld. Prof. Dr. Julius Hochenegg & Prof. Dr. Anton Eiselsberg, instigated the founding of this society; the ceremonial opening session was held on 5 March 1911 in Vienna. Leading members included numerous university professors and specialists, while further honorary members came from the Austrian aristocracy. It was these links to the aristocracy, in particular Pauline von Metternich, that led to the honorary patronage of Emperor Franz Joseph and the title “k.k. Österreichische Gesellschaft für Erforschung und Bekämpfung der Krebskrankheit”. The society continues to inform people in Austria about everything that contributes to the early recognition or prevention of cancer, and important research projects are supported that have direct benefits for the population. The attractively designed stamp shows the portraits of Emperor Franz Joseph and Prof. Dr. Anton Freiherr von Eiselsberg, the Cancer Society’s first president,

and in the background the historical foundation deed.

**Old Austria – Maribor:** 65c; 21/1/2011; 180,000; Offset; Design: Prof. Adolf Tuma. Continuing the popular series on “Old Austria”; the motif shows the historical post office in the town. Maribor (in German Marburg) with a population of around 120,000 is the second largest town in Slovenia. The town is linked to Austria by centuries of common history – until 1918 Maribor was part of the Duchy of Styria and hence a part of the Austro-Hungarian Empire under the rule of the Habsburgs. Slovenia became an independent state in 1991, but it was only its accession to the European Union, the introduction of the Euro and not least of all the Schengen Treaty that brought a new boom to the young country. Maribor will even be a European Cultural Capital in 2012.



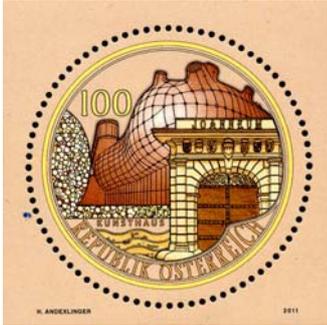
**Musical Instruments - The Violin:** 75c; 21/1/2011; 180,000; Offset; Design: Maria Schulz. “Musical instruments” is the title of a new and attractive series of stamps; the first is the violin. The violin is a string instrument mostly made of a variety of wood types. The first documented reference to the instrument dates back to 1523; the essentially unchanged shape of the violin has been in use since around 1540 and originates from upper Italy. The versatile and very different uses of the violin in music range from classical orchestral and chamber music to traditional folksongs, big band, dance, jazz and

rock music.

**100th anniversary of the birth of Bruno Kreisky:** 55c; 22/1/2011; 180,000; Offset; Design: Michael Rosenfeld. Bruno Kreisky (22.1.1911 – 29.7.1990) has gone down in Austria’s history as one of the most important politicians of the social democratic movement, as the country’s longest serving federal chancellor and as a major international statesman. His period as chancellor (from 1970 to 1983) began a series of long-term reforms in the social and legal systems and in the democratisation of the universities. Numerous social benefits for the workers were extended (among other things, the working week was reduced to 40 hours) and laws adopted on equal rights. Kreisky, in order to maintain maximum employment, pursued a course of deficit spending, which proved to be a huge burden on the budgets of Austria and the state enterprises; his comment that “I prefer a couple of billion

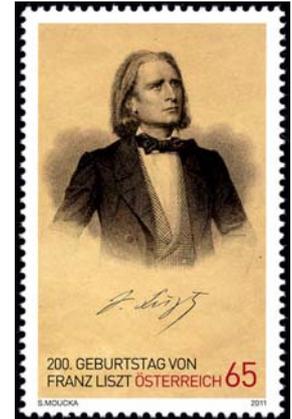


schilling in debts to a couple of hundred thousand unemployed,” became legendary. In foreign politics, Bruno Kreisky launched numerous initiatives to settle the Middle East conflict, encouraged North-South dialogue and was committed to an active policy of peace and development.



**200th anniversary of the Joanneum Graz:** 1€ 26/1/2011; 150,000; Offset; Design: Mag. Helmut Andexlinger. The Joanneum Graz, the second largest museum in Austria after the Vienna Kunsthistorisches Museum, is this year celebrating the 200th anniversary of its foundation. The motif of the commemorative stamp released on this occasion shows a successful graphic interpretation of the old and dignified Joanneum itself, together with the modern Kunsthaus Graz, famous for its bold architecture and a part of the Joanneum Universal Museum. Founded in 1811 by Archduke Johann, the Joanneum was originally not only a museum but also a renowned teaching institution.

**200th anniversary of the birth of Franz Liszt:** 29/1/2011; 10x65c; 650,000; Offset; Design: Silvia Moucka; Printed by: Joh. Enschedé Stamps B.V. Franz Liszt was born on 22 October 1811 in Raiding (now in Burgenland) and died on 31 July 1886 in Bayreuth. He was only nine when he gave his first concerts and was awarded a scholarship by Hungarian nobles to acquire an education in Vienna. In 1823, Liszt moved to Paris. His fame as a virtuoso pianist grew in the following years; in 1847 he went to Weimar and experienced a time of intense creativity. In 1861 Liszt moved to Rome, and during his last years worked in Rome, Budapest and Weimar. Sheet of 10 with fragmentary score of the Mephisto Polka at top & bottom.



**Austrians in Hollywood - Hedy Lamarr:** 10x55c; 4/2/2011; 650,000; Offset; Design: Prof. Adolf Tuma. *“Any girl can be glamorous. All you have to do is stand still and look stupid.”* This quotation from Hedy Lamarr gives a highly distorted image of this famous Austrian, since she was not only a popular actress but also an exceptionally gifted inventor whose intellectual heritage is still of everyday importance today. Hedy Lamarr (born in 1914 in Vienna as Hedwig Eva Maria Kiesler, died 2000 in Florida) was given her first leading role in only her third film (“You don’t need money”, with the other Hans Moser). She rapidly became a star and a fashion icon of the late 1930s, thanks not least to her dazzling appearance. Hedy Lamarr was also an inventor, developing a radio-based remote control device for torpedoes, patented in 1942, which used automatically changing frequencies to protect it from interference. The patent is still used every day in communications technology

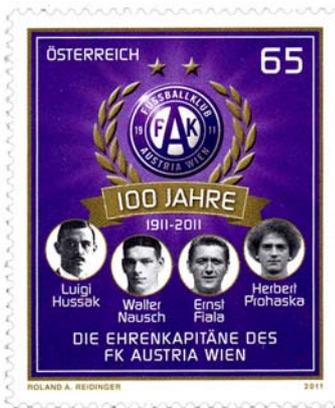
in Bluetooth connections. The Day of the Inventor is celebrated worldwide on 9 November, her birthday. Sheet of 10 simulating strips of film.

**Classical Trademarks – Niemetz:** 55c; 15/2/2011; 180,000; Offset; Design: Irmgard Paul. The popular “Classical trademarks” series continues with the “Niemetz” stamp. Niemetz is practically a synonym for traditional high-quality sweets from Vienna, above all for the “Schwedenbombe”. This “chocolate kiss” consists of a filling of whipped egg white, a tender chocolate coating and a wafer base. The opening of the first coffee houses in Vienna also led to a boom in the confectionery trade, and by the middle of the 16th century there was an appointed master confectioner at the Imperial Court. Edmund Niemetz grew up under the influence of this tradition, opening his own confectionery store in 1890. The enterprise is now based in the third district of Vienna, and is managed by the founder’s granddaughter, Johanna Niemetz.



**Motorbikes - KTM 125 D.O.H.C. Apfelbeck:** 75c; 15/3/2011; 250,000; Offset; Design: Hannes Margreiter. Just two years after releasing the R100, the first KTM motorbike, the Mattighofen based company launched itself in the image-conscious sport of road racing in 1955, and next year appointed the successful Austrian engine designer Ing. Ludwig Apfelbeck to work on his

racing machine project. Apfelbeck's short-stroke DOHC engine produced 17 hp at 12,000 revolutions per minute and had a six-speed transmission. The fully faired machine with a top speed of 180 km/h was mostly used in national races in Austria, but was also used for a few international races in Germany, where it was able to wrest some notable successes against the dominant brands in the World Championships.



**100 Years of FC Austria Wien:** 6x65c; 15/3/2011; 550,000; Offset; Design: Roland Reindinger. The attractive design of this commemorative stamp, being issued on the occasion of the centenary of the Austrian football club FK Austria Vienna, shows the club's emblem and photographic portraits of the four highly revered former captains, Luigi Hussak, Walter Nausch, Ernst Fiala und Herbert Prohaska. The "Violets" as they are lovingly called after the team's colours, have been based in the Favoriten district of Vienna since 1973, and their history dates back to 1911, when the "Wiener Amateur-Sportverein" was founded by former players from the "Vienna Cricket and Football club". It has had its current name of Austria since the club became professional in 1926. FK Austria Vienna is one of the most successful Austrian football clubs, also enjoying major international successes. Sheet of six with the violet also in the margins.

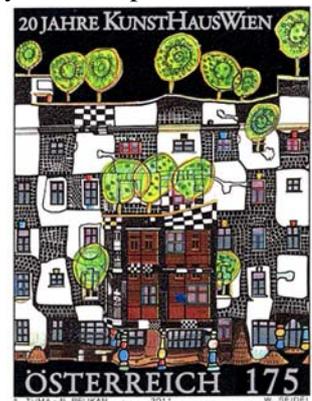
**Cars - Puch 500:** 65c; 17/3/2011; 250,000; Offset; Design: Hannes Margreiter. The "Puch Works", founded in 1899 by Johann Puch in the Strauchergasse in Graz, was an Austrian company that produced bicycles, engines, motorbikes, and cars. A few years later production moved to a bigger factory in the south of Graz. In 1928 a merger created the Austro-Daimler-Puchwerke A.G. which merged with Steyr AG in 1934 to become Steyr-Daimler-Puch AG. After WWII, one of its products was the "Puch 500", using an adapted Fiat 500 body and their own two-cylinder 493cc engine and transmission. Almost 60,000 were produced between 1957 and 1975.



**Karl Gölsdorf 150th birthday:** 10x65c; 22/3/2011; 650,000; Offset; design: Ernst Sladek; Printed by: Joh. Enschede Stamps B.V. Karl Gölsdorf (1861-1916) studied at the University of Technology in Vienna, graduating with distinction. In 1885 he joined the "Wiener Maschinenfabrik" (Vienna Engineering Works), and in 1891 he joined the Austrian State Railway's construction office. From 1893 to 1916 Gölsdorf was chief designer for the Imperial Austrian State Railway. Amongst his over 25 designs is the 310 class, which is celebrating its centenary this year and is shown on the stamp. This high speed train with six driving wheels and a four-cylinder superheated steam

compound engine is undoubtedly one of the most beautiful locomotives of its era and is certainly the best known of Gölsdorf's creations. Sheet of 10 with engine details in the tabs.

**20 years of KunstHaus Wien:** 1€75; 8/4/2011; 200,000; engraved-recess printing; design: Prof. Adolf Tuma; engraver: Prof. Wolfgang Seidel. Alongside the world's unique Hundertwasser collection, the museum has presented over 60 exhibitions by famous Austrian and international artists since 1991, attracting over 3 million visitors in these 20 years. The Vienna Kunsthaus is divided into two separate exhibition areas: the Hundertwasser Museum which presents a unique cross-section of the great artist's works; and the rooms for temporary exhibitions where the list of the artists exhibited in the last 20 years reads like a Who's Who of international art production. Alongside a variety of



interesting activities, July will see the publication of the anniversary book "In Hundertwassers Welt" to accompany an exhibition of the same name.



**Gastronomie mit Tradition - Café Hawelka:** 62c; 11/4/2011; 250,000; Offset; Design: Michael Rosenfeld. The Café Hawelka in Dorotheergasse in the inner city of Vienna is one of the last great coffee-houses in the central European tradition. Leopold Hawelka began his career as a coffee-house proprietor in 1936 at the Café Alt Wien in Bäckerstrasse. In May 1939 he and his wife

decided to take over the rundown Café Ludwig in Dorotheergasse. The impressive interior decoration, designed by a pupil of Adolf Loos, was intact when the Hawelkas took it over – and has remained untouched since then. Although the Café Hawelka was closed during the Second World War, it miraculously remained undamaged. The warm and peaceful atmosphere of the cafe attracted celebrities from abroad, such as Henry Miller, Arthur Miller, Andy Warhol, Robert Avery and Andy Taylor to mention but a few.



**50 Years of manned Space Flight:** 10x65c; 12/4/2011; 650,000; Offset; Design: Alfred Gugerell; Printed by: Joh. Enschede`Stamps B.V. Mini-sheet of 10 stamps. The age of manned space travel, a milestone in the history of mankind, began on 12 April 1961, a historic day whose 50th anniversary is marked by a commemorative stamp. In accordance with the occasion, the issue is correspondingly innovative, with a special gloss resulting from the application of a printed silver foil to the stamp. The mini-sheet margins are decorated with illustrations of various famous spacecraft.

**Lower Austrian Regional Exhibition 2011:** 62c; 16/4/2011; 300,000; Offset; Design: Irmgard Paul. From 16 April to 15 November, this exhibition offers a unique journey through the centuries to show the development of man and nature, from ancient history through the Romans to the present and beyond. The variety of the historic region of the Roman Province of Carnuntum is equalled by the endless possibilities of conquering, discovering and experiencing displayed. The visitors will be amazed by the variety of the Roman province and will experience how the past of a vibrant civilisation is acquiring new life. The attractive stamp motif, a delightful watercolour, was created by pupils of the Hainburg painting academy.



**200 years of the Mekhitarists in Vienna:** 90c; 1/5/2011; 1,000,000; Offset; Design: Hannes Margreiter. On 18 February 1811 the Mekhitarists and their abbot Archbishop Babikian moved into their new monastery in Vienna in a huge solemn ceremony. Today, 200 years later, this event is being celebrated with a commemorative stamp with an elegant and attractive motif showing a valuable antique bookcase from the Mekhitarists' library. In addition to their cultural and spiritual work, the Mekhitarists provided important services for the monarchy and its reputation abroad.

**175 years of the Budweis (Budejovice) – Linz – Gmunden Horse-Drawn Railway:** 62c; 1/5/2011; 6,000,000; Offset; Design: Georg Pucalka. This commemorative stamp recalls the completion, 175 years ago, of the Budweis (Budejovice) - Linz - Gmunden horse-drawn railway. This railway, opened in stages between 1827 and 1836, was the second public railway line on the European continent after the line between Saint-Étienne and Andrézieux. Its main function was to transport salt from the Upper Austrian Salzkammergut to Bohemia. Not only was construction difficult; the route being single-track led all too frequently to problems with unexpected oncoming traffic, despite numerous passing points. It was only once the telegraph was introduced at the end of the 1850s that an end could be put to these unwelcome interruptions to the operation of the railway.



**25 years of CARE Austria:** 70c; 1/5/2011; 2,000,000; Offset; Design: Michael Rosenfeld. CARE Austria is a politically and philosophically independent association for development co-operation and humanitarian aid. It was founded exactly 25 years ago in 1986, when after WWII, with Austria in ruins and the people starving, the CARE parcels distributed throughout the country were vital. 40 years later, Austria has become one of the richest countries on earth and is thus able to pass on aid throughout the world. Today, the Vienna office handles

roughly 30 projects in Africa, Asia and Southeast Europe according to the principle of "helping others to help themselves". In a total of 348 projects in 50 countries, CARE Austria has provided valuable assistance over the last two and a half decades – helping almost 50 million people to a life in dignity.

The new **self-adhesive definitives** were issued on 1 May 2011: see AUSTRIA 174. Since the only make-up value is 7c, it's not immediately clear how the many pre-May commemoratives can be used without overfranking.



**Day of the Stamp 2011:** 6x2€72 + 1€36 surcharge; 13/5/2011; 400,000; Offset; Design: Hannes Margreiter. This year's "Day of the Stamp" issue presents the Styrian capital Graz, the city where ÖVEBRIA 2011, the year's largest competition exhibition in Austria, was held in May. The stamp motif shows in the foreground a "Desiro" railcar of the Graz rapid transit railway in the typical blue and white livery. Next to the railcar are the armorial bearings of the Province of Styria, and in the background Graz with the Schlossberg, the Clock Tower and the River Mur.

The tabs have the arms of places served by the railway. The sheet costs 24€48!

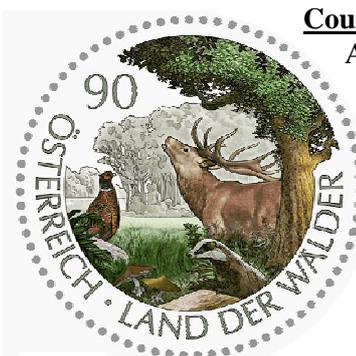
**Austrian Churches - Pöllauberg pilgrimage church:** 62c; 20/5/2011; 320,000; Offset; Design: Hannes Margreiter. The new commemorative continues the popular "Churches in Austria" series. The stamp shows the impressive church nestling in the delightful hilly landscape of east Styria. Pilgrimages to the Pöllauberg began as long ago as the end of the 12th century in the form of the veneration of a picture of the Virgin. Today's Church of St Anne stands on the site of a Romanesque chapel that was mainly attended on Saturdays, earning the hill the name "Saturday Hill".



**Old Masters - Pieter Bruegel the Elder - the Tower of Babel:** 145c; 1/6/2011; 250,000; Engraved-recess printing; Design & engraving: Prof. Adolf Tuma. Pieter Bruegel the Elder, one of the most important painters of the Dutch Renaissance, was famous above all for his representations of peasant life in the Duchy of Brabant (Flanders) in the 16th century. "The Tower of Babel" is one of his most famous paintings. It shows man's attempt to build a tower whose "pinnacle would reach to heaven", as described in the first book of Moses. The huge extent of the building, the labour and the building technology involved are the main content of this work of art, but its surrounding landscape is obviously

marked by the countryside of Flanders – in the distance behind the tower we can see the sea, mountains and a city surrounded by walls, recalling the city of Antwerp.

**Hans Makart 1840 – 1884:** 70c & 170c; 9/6/2011; 170,000; Offset; Design: Michael Rosenfeld. Hans Makart was born in Salzburg on 28 May 1840 and died in Vienna on 3 October 1884. A famous Austrian painter and decorative artist, he is regarded as being the representative par excellence of what was known as the "Ringstrasse era". Makart's paintings were particularly popular amongst the aspiring bourgeoisie, and were soon regarded as the indicator of social recognition and reputation. In addition to painting, Makart as the universal "designer" of the Ringstrasse era also had a major influence on the theatre, home design and the style of clothing. The two motifs on this commemorative block show extracts from the famous paintings "Portrait of Dora Fournier-Gabillon" (left) and "The Triumph of Ariadne" (right)



**Country of forests:** 90c; 15/6/2011; 220,000; Offset; Design: Mag. Helmut Andexlinger. The United Nations has declared 2011 to be the International Year of the Forest. On this occasion, in co-operation with the Austrian Mint, an attractive commemorative block is being released whose round motif shows typical representatives of the flora and fauna of the Austrian forests, which occupy about 47% of the country. The aim of the United Nations is to promote awareness and knowledge of the maintenance and sustainable development of all kinds of forests for the benefit of present and future generations.

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- ❖ **1910 Post Office Index.** This is the “Verzeichnis der Post- und Telegraphen-Ämter in Österreich, Ungarn und in Bosnien-Herzegovina 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:

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- ❖ **“The Postal History of Ukraine: KuK Ukrainische Legion Feldpost correspondence cards 1914-1918”** by Dubniak & Cybaniak. **£14**
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- ❖ *To all these add P&P: Pneumatic Post £4.50 to GB, £5 to Europe; all other books £2.50 to GB, £3.50 to Europe. Books to other destinations at cost.*

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- ❖ **Blue-covered binders for A4 issues of ‘Austria’ are available at £4.99 each and will comfortably hold 8 issues (or 10-12 with a squash). Postage at cost (it’s a “Packet”), or delivery by arrangement.**
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## My Favourite Cover

by Carol Ralph

By definition all Rohrpost covers are scruffy: because they were folded to fit in the tubes and were well handled even before they got to their destinations. (They were hand-sorted/checked at every stop on their journey through the pneumatic system to their destination). This card is grubbier than most!

This is my favourite - it is very ordinary but has a little story. It has a funny little cartoon picture on the front and is a 'sorry I forgot your birthday' postcard, which the sender has amended to "Name Day"; something I have never heard of before. It is from Karl to his mother, Ida, and he says: 'Darling Mother, forgive me for sending late congratulations, however you are always in my heart'. (Sons are all the same in every country!)

Karl wrote the card on 3 September 1930 but it did not get cancelled at Lienz post office until 7am the next day. From Lienz the card went by rail to Südbahnhof, Vienna, arriving at 9am, 5 September 1930, 2 days after it was written. The card then took an hour to travel between Südbahnhof Pneumatic Office No.76 and arrive at Pneumatic Office No.59 in Mittelgasse, District 6, just round the corner from the addressee's home.

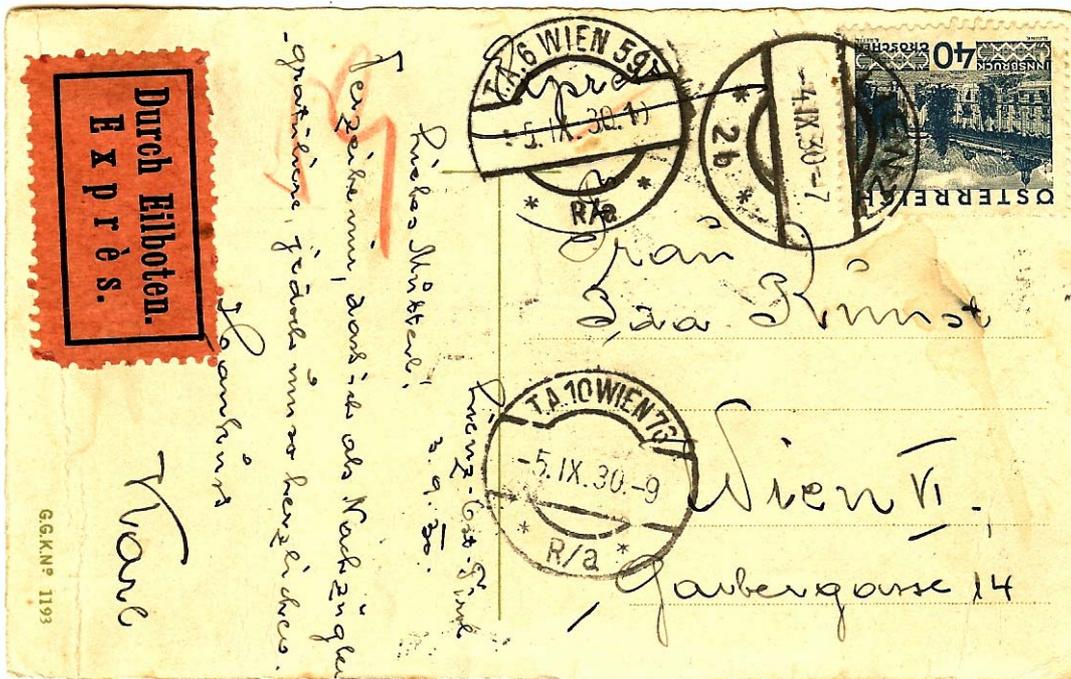
It has the correct postage of 40 groschen, (the rate from 1 January 1928 to 31 August 1932 and made up of 10 groschen for the postcard and 30 groschen for express delivery), and an express label, not a Rohrpost label; so it was the post office staff who decided that the quickest way to deliver the postcard was by pneumatic post. From Pneumatic Office No. 59 the card would have been given to a boy on a bike to deliver by hand.

The stamp is SG656 or ANK507. As well as the Lienz and two Vienna bridge datestamp cancellations, the post office clerk at No.76 Pneumatic Office has manually written in red crayon "59", the destination pneumatic office, 5 Offices west and about 4500 metres away.

From the Editor: Carol suggested that I should introduce a new feature "my favourite cover". This seems an excellent idea, so I invited her to be the first. Everybody else is invited to submit theirs! Illustrations as 300DPI uncompressed colour JPGs please (for some reason colour prints better than shades-of-grey) – or lend me the item.



Beinahe hätten wir vergessen  
zum <sup>Kamembod</sup>~~Geburtsstag~~ zu gratulieren!



## Vienna to Wiener Neustadt

By Steve Schwaighofer

All the markings on this card are on the front. The back has only a real photograph of a man, possibly the sender, and a message written in Hungarian.

The card was posted 27 July 1903, addressed to Hochwohlg. Herr Dr Stefan Máday de Maros, K.u.K. Lieut. bei Nikolaus Dragoner (First Lieutenant in the Nikolaus Dragoon Regiment), Wiener-Neustadt, about 30 miles south of Vienna. The 5-heller rate was the current inland postcard rate.

A partially unreadable 28 07 03 marking in the upper left appears to be a Wiener-Neustadt "Bestellt" mark. For some unknown reason, the card was sent to Budapest (possibly to obtain the correct current address for the regiment through a military headquarters), receiving Budapest arrival markings of 2 August and 3 August, finally arriving in Wiener-Neustadt on 4 August (inverted "Bestellt" marking near the top left). The blue crayon underlining of Wiener-Neustadt could have been done at Budapest while verifying the address.

The Wiener-Neustadt in the address was lined through in pencil and a handwritten "Retour" added, also in pencil, to the left and below the address. "Retour" was then scratched out and a "Treiskirchen (*sic*), n/d Abgangelafe(?) added at the bottom, both with a fine ink pen, forwarding the card back north towards Vienna about 15 miles to Traiskirchen, where it received a 4 August arrival marking in the lower-left corner.

In Traiskirchen the address was again changed, sending the card south again about 11 miles, by crossing out the Treiskirchen with another ink pen, but a different hand, and adding Theresienfeld, N. Oe., where it arrived and received a 17-bar oval cancellation-type marking of 5 August and also apparently delivered there. The handwritten 03 VIII 5 at the top could be the addressee's note of the date received.

As far as I can determine, the message reads:

*Kedves Oreg! Ugyan miért nem tudtad nagy mikor lálayatm meg? Ezért egy kiari hasagnam is, mert nagy on saju áltam hagy nem tulálkeztunk Mert pár hétre Balatonre megyek azután ismét ilz ressek. Irjál, leveledet utánam kületik. Szivmét alvöröl igar laráted. Károly*

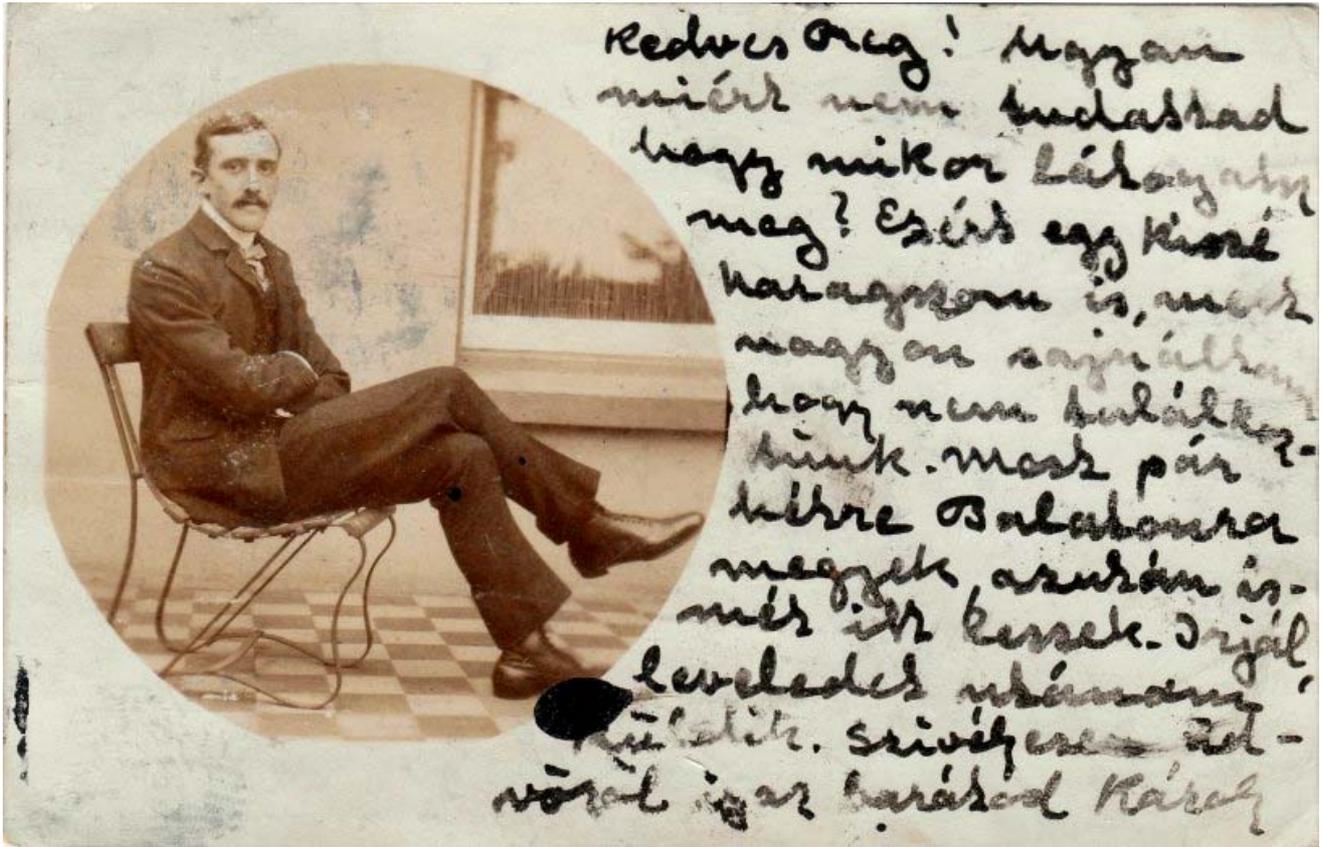
and we thank Eszter Gulacsy for translating it as

*"Dear illegible - could be Oreg (old one, old buddy)*

*I wonder why you didn't let me know when you can pay me a visit? Because of this, I am a little bit upset with you, as I feel very sorry that we cannot meet. Now am I going to the Balaton for a few weeks, but will be back here afterwards. Do write to me, as your letter will be forwarded. Heartfelt greetings from your friend, Karol"*

### **About my research and other discoveries**

The internet is a powerful and much-relied upon research tool, and it really did help to decipher the meaning of abbreviations used in and the full name of Máday's title (which I originally completely misread), but I failed to find much about him other than he was a psychoanalyst, a First Lieutenant in the Reserves and Assistant in the German University of Prague (from the book: Ludwig Boltzmann: his later life and philosophy, 1900-1906, Volume 2 by Ludwig Boltzmann, John T. Blackmore).



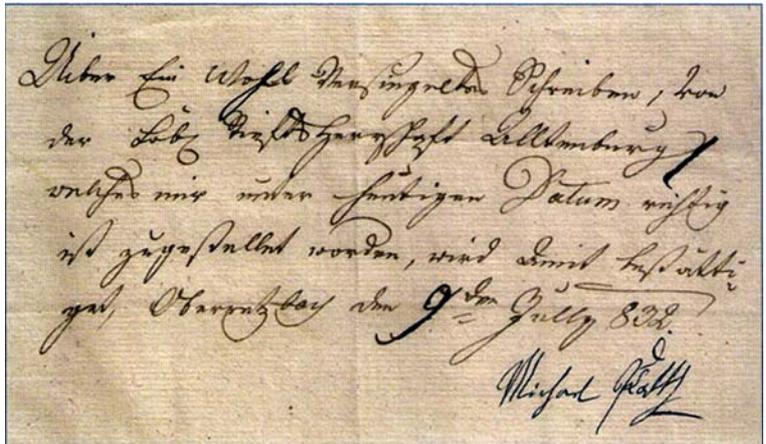
## Official Letters and Official Messengers

From Die Briefmarke. Nr. 7-8/2009, pp 18-19. By **Hubert Jungwirth**, translated by Jean Toghill

Many authorities had letters for addresses in their vicinity delivered by messengers working for public offices, courts or local authorities. These received no extra payment for their assignments as they were part of the duties for which they were paid and were carried out during their working hours. For many of these official letters, it was even necessary to sign special receipts. Such items may be suitable for local history collections but they are not of importance to postal history, as they did not come in contact with the postal system.

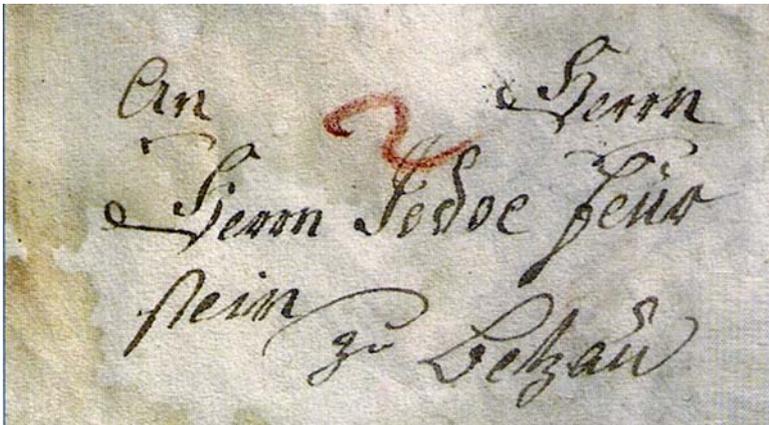
### *Officially Appointed Letter Messengers off the Post Routes*

It is a different matter with letters which were conveyed by regular messengers, who were appointed by local authorities or district courts and were entrusted to take over letters and deliver them in a specified area. For this duty, they received a messenger's fee. Such letters are still not proper letter-post items but the organisation of the messenger service was very similar to that of those carriers who possessed a contract with a post office.



Handwritten receipt for a letter from the monastery at Altenburg confirming arrival at Oberretzbach on 9th July, 1832.

### *Letter Messengers and Collectors of Letters in the Service of the Letter Post and the Stage Coach Mail*



This letter was written on 16th February 1816 at Bregenz and given to the messenger for the Bregenzerwald area, who wrote 2x messenger fee on it in red pencil. He collected the fee from the recipient at Bezaun.

In order to provide a service for places with no post office, the provincial governments and also district courts and local authorities, appointed messengers and paid them an annual lump sum to deliver official post to remote authorities and courts and to collect their mail at times specified by contract.

Since time gone by, such messengers could be recognized by the official badges on their arms and they were also able to prove their identity by showing their personal permits. With these, they were also allowed to take private letters to the next post office for the usual messenger's fee, or to collect letters from the office and deliver them to addresses in their area.

### *Extract from a contract of employment dated 1827:*

The appointment of a postman at Stams has been approved. He is to be responsible for the delivery of Letters and parcels in Obermieming and for the collection of such items there. An annual wage of 40 Gulden CMz [convention coinage] has been approved, provided that he declares himself willing to take all letters, parcels, money and mail coach items from the district court and other authorities to Obermieming three times a week and to bring back official mail

from there to Stams. Should it be necessary because of the weight of the load to acquire a horse to convey the mail, he must accept that he has no right to further reimbursement.

On the other hand, he is allowed to take one Kreuzer CMz WW [convention coinage, Viennese currency] for every private letter to be conveyed to and from Stams. Furthermore, the postman in question must provide a security of 100fl CMz WW.



Quite off all post routes, this letter was conveyed on 14<sup>th</sup> June 1847, from Bezau via Schwarzach and Alberschwende. The professional note “fo Schwarzach” suggests that the sender had paid 2x for the conveyance to Schwarzach. Here the letter was handed over to the messenger for Dornbirn, who wrote the usual fee of 2x from Schwarzach with black ink in the top right-hand corner.

Some messengers really had to procure a pack-horse or a small horse-drawn vehicle. Records show that female messengers would sometimes harness large dogs to handcars. The dogs also served to protect them from being attacked and robbed, as letter messengers also had to carry money.

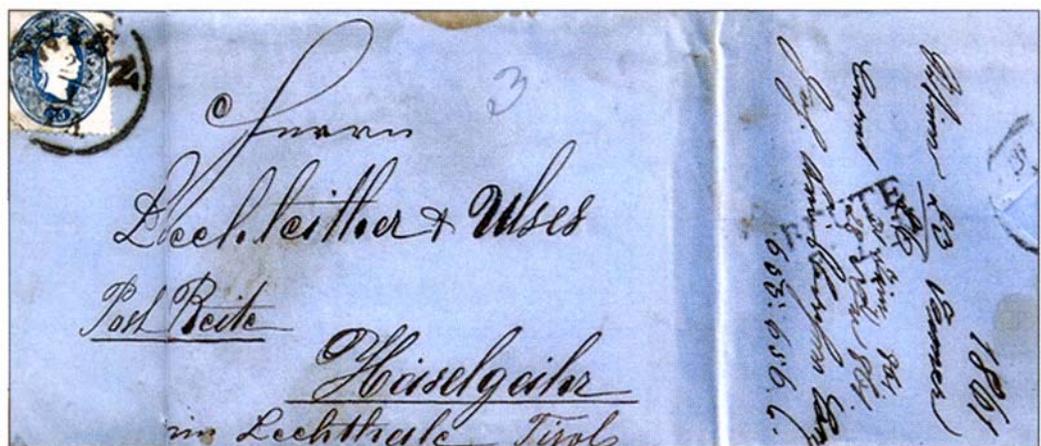
Letter collectors were more closely bound by their conditions of service to a state post office in a way similar to our postmen serving outlying districts today. However, like the non-state postmasters they were required to keep a logbook and a summary of the mail [on a pre-printed form]. From the state authority they received a remuneration for handling official mail. They were not allowed to charge a messenger's fee but they usually received 10% of the postal charges they collected. They received the usual arm-badge and also the necessary leather shoulder-bag from the

administration. Letter collectors were also allowed to employ their own letter messengers

In close co-operation with the postmasters, such letter messengers and letter collectors provided an important addition to the letter-post service and were still to be found in outlying districts long after the introduction of postage stamps.

Above all, those who wrote their messenger fee on the letters have immortalized themselves in postal history. There were not many of them and, as they are well-known to keen collectors, “messenger notations added at a later date” would be conspicuous.

In January 1861, this letter was conveyed by letter-post from Vienna to Reutte, where the messenger for the Lech Valley took it and brought it to Häselgehr. At that time, the messenger fee was no longer 2xCM (convention coinage) but 3x öW [Austrian currency].



## Personal Collectors of Letters, Official and Private Postmen

From Die Briefmarke. Nr. 10/2009, pp 14-15. By **Hubert Jungwirth**, translated by Jean Toghil

In order to obtain one's mail in small places with a post station, the simplest and cheapest method was to call in at the office regularly to ask if there was anything awaiting collection. Probably, this happened particularly often in places where the postmaster also ran a public house.

Again and again new regulations were issued for the state-run post offices in large towns. These laid down how post office clerks were to deal with incoming mail.

About 1820 at Innsbruck, for example, after the arrival of the post-chaise the addresses on the incoming letters were read to those waiting outside the office. The letters were then handed out to the addressees who were present, and the remaining ones displayed in alphabetical order in one of the post office rooms. After three days, all letters still awaiting collection were delivered by an official postman.

Over the years, in small non-state-run, ie private, post offices where more horses than letters arrived, less bureaucratic arrangements probably took root and remained in use over a long period.

However, the right to collect mail in person remained in force after the postmen in the towns and the letter messengers in outlying districts regularly delivered and collected mail. In 1839 this led to the introduction of post office boxes, at first only in the state-run post offices.

### *Various Messenger Fees, Various Letter Messengers*

Most of the messenger fees to be collected do not appear on the letters at all. After all, why should a messenger bother to note the fee which he had just received with the letter that he was about to hand in at the next post office? Moreover, most messengers who carried letters from the post offices out to the villages and delivered them there also failed to make a note of their fees on them.

Therefore, those of us with an interest in postal history are particularly thankful to all messengers who did note their fees on letters. They have made a valuable contribution which enables us to learn much about them and their messengers' fees. Thus, on some pre-philately letters, we can discover an additional scribble which awakes the desire to look for and to find even more.

The fees written in red ink by the messenger at Neuburg stand out particularly, not only because of their colour but also because he noted on every letter faithfully how much the addressee had to pay, including the messenger's fee.

Hundreds of notes of messenger fees are preserved on correspondence from Micheldorf. However, they are written in at least two hands and do not present such a clear picture as those of the messenger at Neuburg.

If on one journey there were several letters for the same addressee, the sum of the messenger's fees for all these letters was apparently written on the one at the top of the pile.

### *Messengers' Fees in "Reichswährung" [Imperial Currency]*

Only a few years ago did it become possible to fathom those assessments which showed postal charges in Austrian convention coinage, their subsequent conversion into "Reichswährung" and the addition of the messengers' fees. The reason for this was that, in parts of Vorarlberg and North Tyrol, the use of the "Reichswährung" was commonplace and the letter messengers expected to be paid in this currency in any case. Therefore, they noted all the charges in "Reichswährung".

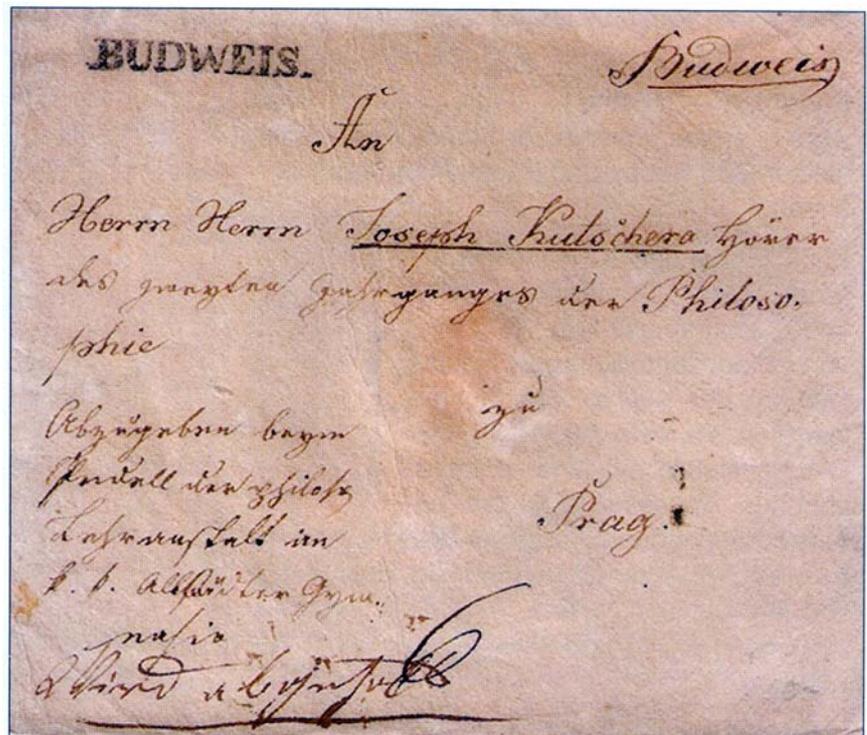
*Illustrations*



The sender of this letter, to be conveyed from Budweis to Prague, wrote on it for the postman “to be delivered to the porter at the Philosophical Department, at the Imperial and Royal High School in the Altstadt” [the old part of the town].

He obviously did not know that letters for this address were not to be delivered but were collected from the post office regularly. Therefore, a post office clerk at Prague wrote under the sender’s note “will be collected” and put the letter on one side until the porter had paid 6xCM and taken the letter away with him.

The postage due charge for this letter was 12xCM. It was obviously delivered by a postman, which increased the charge to 13xCM, as confirmed by the note “Pt 13x” on the back of the letter.





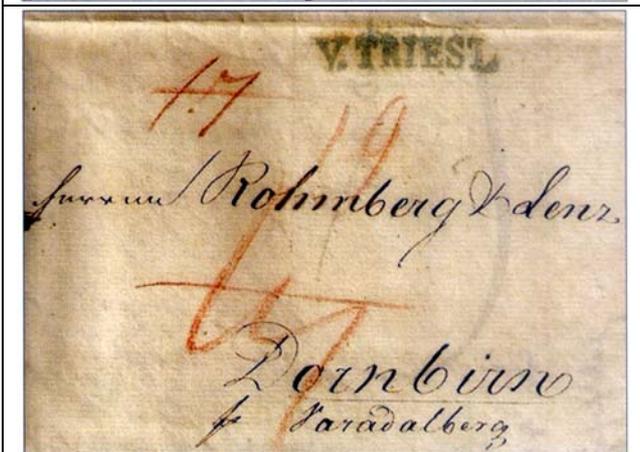
On 21.3 1847, this official letter was conveyed from Burkersdorf to Vienna free of charge. This exemption of charges, however, did not apply to the services of the Neuburg messenger and he therefore wrote 2x messenger fee in his striking red ink and collected it from the addressee.



This triple letter [to the Ecclesiastical Court] was conveyed from Reichenberg to Vienna on 8<sup>th</sup> April 1843, and was then taken over by the Neuburg messenger. He wrote on it clearly that, in addition to the postal charge of 36x, a messenger fee of 2x was also due. Therefore the recipient had to pay a total of 38x



This postage due letter, with subsequent messenger delivery, was probably thrown into a letter-box in Linz in March 1838. At the post office it was therefore assessed as a local letter with 2x and handed over to the Micheldorf messenger. On the same day, he probably had three letters for the addressee. Therefore, he wrote down a total of 6x messenger fee and, in addition, claimed the postal charges for the three letters.



At Trieste, this single postage due letter was assessed with a charge of 14xCM. As the delivery office at Hohenems knew that the addressee at Dornbirn wished to pay with "Reichswährung", the assessment was converted at an exchange rate of 5xCM = 6xRW. Thus, 14xCM was equal to 16.8xRW. This was rounded up and resulted in a postal charge of 17xRW. The messenger for Dornbirn added to this his fee of 2x and wrote down a total of 19xRW, which the addressee had to pay.

## The Most Daring of All Imperial and Royal Post Routes

From Die Briefmarke. Nr. 11/2009, pp 18-19. By **Hubert Jungwirth**, translated by Jean Toghil

It is not surprising that postal history has to do with old uniforms, post horns and mail coaches. However, the fact that postal history can take us up to one of the highest alpine passes, lying at a dazzling height of 2,753 metres above sea-level, would probably even surprise most postal historians.

### *It began in 1820 with a daring road construction project*

Just as the roads built by the Romans and the one Napoleon had constructed over the Simplon Pass served a military purpose, the Worms Road was not originally planned as a post route. From the Lombardian point of view, a short trade route to the south German area may have been tempting but originally the Austrians intended it to provide a short approach for their military from Austria to the centre of Lombardy.

The Worms Road is the 50km long stretch between Spondinig in Vinschgau and Bormio in Lombardy. The name of the road originates from the German word "Worms" for Bormio. At that time, the 2,753m high pass was called "auf den Wendel" (on the bends). Today it is known as the Stilfserjoch, or Passo Stelvio.

In 1820, 2,000 workmen began the construction of the 5m wide road, which winds up from the north in forty-eight hair-pin bends and from Bormio in thirty-four hair-pin bends up to the pass itself. On 6th August 1825 the road was declared open - at first however only for post vehicles because the stretch between Prad and Stilfs was still under construction. The "Cantonieren" (shelters for the road makers and others) and the post building "auf den Wendel" were still being built. Postmaster Kessler and his horses had to make do with melted snow; it was necessary to postpone the excavation work for the water-pipes until the following summer.



It was also daring to try to keep the road open day and night for 365 days a year. Looking back, however, we can see that it was more or less possible to keep the road over the Pass open for public transport until, in 1859, it formed the front in the Austro-Italian War and subsequently the border between Austria and Italy.

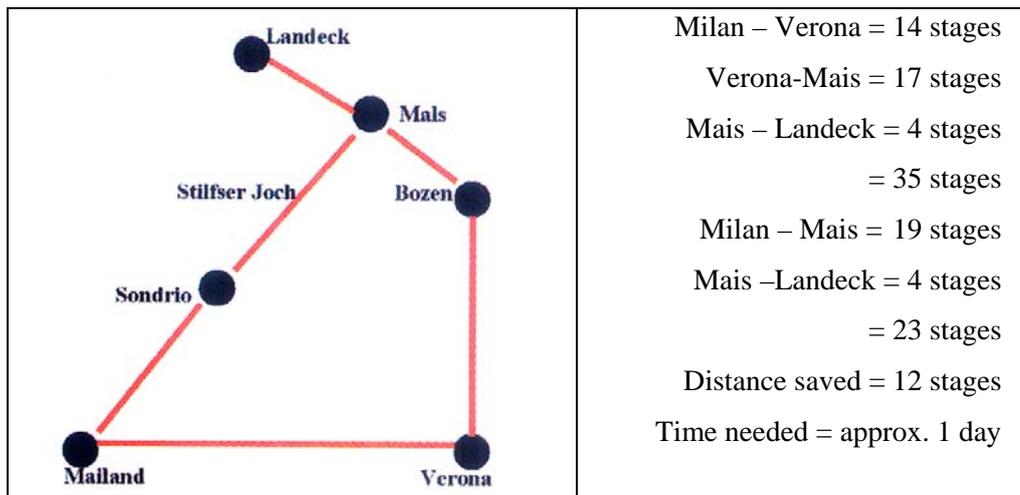
Obviously, the maintenance and the clearing of the road from snow was a large-scale adventure, which caused many problems. Soon after the beginning of the first winter, the bad news reached the valley that Postmaster Kessler had been killed by an avalanche during the night of 30<sup>th</sup> November/1<sup>st</sup> December. Following this, an assistant road construction engineer from Lombardy and his workmen had to take over the transport of the leather mail-bags over "Wendel".

Moreover, it was alleged that the Italian road-builders on the Worms Road only cleared it of snow if travellers made a special payment. They also tried other means of extortion: it is said that they refused to help Postmaster Orbler, from Trafoi, whose horse fell in the snow when he was riding over the bends. Apparently, they were so little interested in clearing the road that the carriers with their sledges often had to wait a long time until it was passable again.

***Not less daring were the far-reaching direct connections which ran via Stilfserjoch.***

At the beginning of 1821, Joseph Peter, a treasury officer from the Court Book-keeping Department, was sent on an official journey from Vienna to Milan in order to find out how the delivery time between Italy and Austria could be speeded up. Peter proved to be an intelligent and energetic “time-table manager”, who also made use of the road over Stilfserjoch to shorten the time taken to deliver mail. This was of particular importance as an additional challenge arose with the new postal agreement between Austria and France, which came into force on 1<sup>st</sup> October 1825.

The most important of Peter’s suggestions for speeding up the post service were the conveyance of items along the fastest post routes, reliable connections at the exchange post offices and many direct connections along the main routes. The direct connections were made between two larger post offices. These did not send each other single items of mail but packed and dispatched them in bundles, also called covers.



Taking the direct connection Milan/Paris as an example, the system worked as follows. At Milan all letters from the town itself and the surrounding areas (also from Bergamo and Como) for Paris and beyond (eg for Le Havre or London) were tied into a bundle. This was sent in one of the leather postbags, which were conveyed over Stilfserjoch to the connecting post office at Mais three times a week. Here it was cleared to be taken over by the Veronese mail-coach, which came via Mantua bearing a great amount of items from South Italy, and conveyed to Landeck. At this point, with others, the bundle from Milan was added to the mail which was on the way from Vienna to Bregenz. In the border post office at Bregenz, the leather bag was put in with the mail for France and sent on its way promptly.



This letter was written and posted at Bergamo on 26 October 1825. In Milan the stamp of origin “L.I.” was applied and the letter was conveyed in a bundle over Stilfserjoch, which had been opened three weeks earlier, and then via Mais, Bregenz and Hunnigen to Paris. Here the bundle was opened and, in order to be able to calculate the charges, the arrival via Hunnigen was confirmed. Just by looking at it, one could not tell that this simple letter had travelled over the highest post route in Europe

The report of the Imperial and Royal Court Post Service for 1832 and 1833 mentioned, surprisingly, that the stage-coach mail for Sondrio was not conveyed via Milan but via Chiavenna. It also stated that the direct connection Vienna/Sondrio did not run via Milan but from Vienna, via Landeck and Mais to Sondrio. Using this route, the journey took one hundred and eighty hours. The daily service from Vienna, via Ljubljana and Verona, to Milan also took one hundred and eight hours. As nine stages lay between Milan and Sondrio, conveyance along the Venetian route would, in the long run, have been about eighteen hours slower than the one via Tirol.



Double postage due letter with the routing indicator "Mais", from the collection of Heribert Kaufmann. 16.2.1832 from Milan, over Stilfserjoch, Reschen Pass and the Arlberg Pass to Hohenems and finally by messenger to Dornbirn.

The original postal charge of 28xCM was converted into "Reichswährung" and the messenger's fee added so that, in the end, the addressee had to pay 37xrh.

***The post route was relocated to lower routes.***

Once the first trains began to steam through the valleys, the time of the international post route over Stilfserjoch was definitely over. On the Worms Road the postmasters with their teams of horses could not compete with such rivals. Even the regional letter-post over the pass was abandoned with effect from 31.12.1848. However, until 1918 it remained the highest mountain pass in Europe and to the present day it offers the chance of an adventurous ride through an impressive landscape.

Joseph Peter's great service was the successful shortening of the time taken to deliver Austrian mail. On the other hand, because of the many direct connections, he has to answer for the fact that individual letters only rarely received cancels at the exchange post offices. Thus, he made it difficult for postal historians to reconstruct the way some letters travelled. This is the reason why hitherto the considerable amount of mail conveyed over Stilfserjoch has hardly been noticed. However, Mr. Peter is not likely to turn in his grave because of this!

## The Kahlenbergbahn

By John Anthony



The Kahlenberg is a mountain (484m) located in Döbling, the 19<sup>th</sup> district of Vienna. To the east is Leopoldsberg and to the west is Reisenberg, Latisberg, and Herrmannskogel.

*Left: PPC from the early 20<sup>th</sup> century depicting the hotel and restaurant complex, with Stefaniewarte inset*

The Kahlenberg lies in the Wienerwald (Vienna woods) and is one of the most popular destinations for day trips from Vienna, offering a view over the entire city. Parts of Lower Austria can also be seen from Stefaniewarte at the peak.

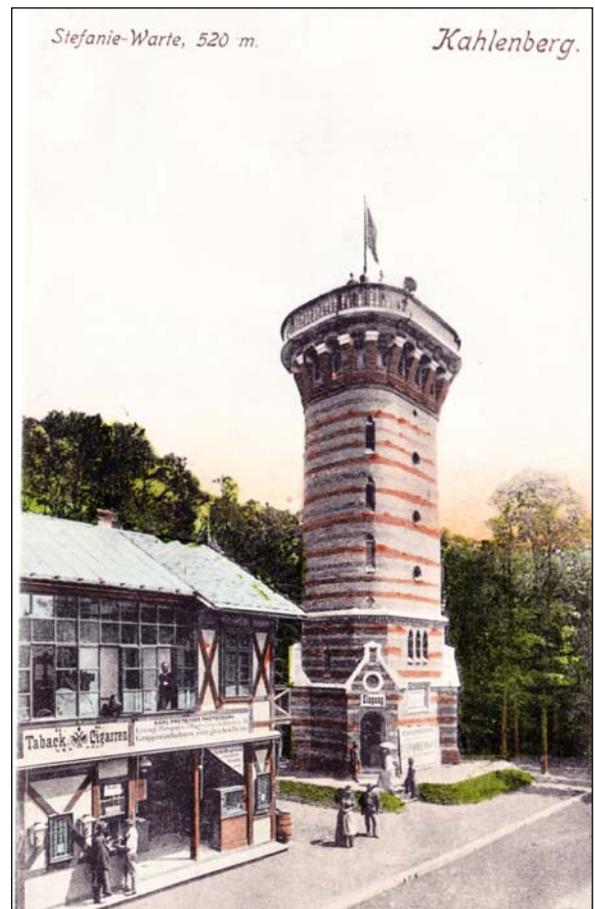
Two terraces are located on the mountain, one at a small church called St. Josef and one at a restaurant built in the 1930s by architect Erich Boltentstern. More recently parts of the restaurant and a nearby abandoned hotel were torn down and replaced by a modern restaurant. (The demolition was opposed by the local historical society and by some architects who believed the building was worth protecting).

There is also a spiritual recovery centre and a centre for a Catholic reform movement, the Schönstattbewegung Österreich. Jan III Sobieski, King of Poland launched his attack on the Turkish forces during the second siege of Vienna from here.

The mountain is notable as the place where Albert Einstein, Otto Neurath, and other mathematicians and physicists made the first plans, around 1920, for what would later become the International Encyclopaedia of Unified Science.

The Kahlenberg was uninhabited until the 1700s. Originally, the mountain was called Sauberg (sow mountain) or Schweinsberg (pig mountain), after the numerous wild pigs that lived in the pristine oak forests. In 1628, Ferdinand II acquired the mountain from the Klosterneuburg monastery and called it Josephsberg (Joseph's Mountain). Only after Emperor Leopold 1 renamed the original Kahlenberg (the neighbouring mountain) to Leopoldsberg was the name Kahlenberg given to the "Josephsberg". After acquiring the mountain, Ferdinand allowed a hermitage for the Kamaldulenser, an order of Catholic hermits, to be built. A few houses were built around the Chapel of Saint Joseph, which earned the name Josefsdorf.

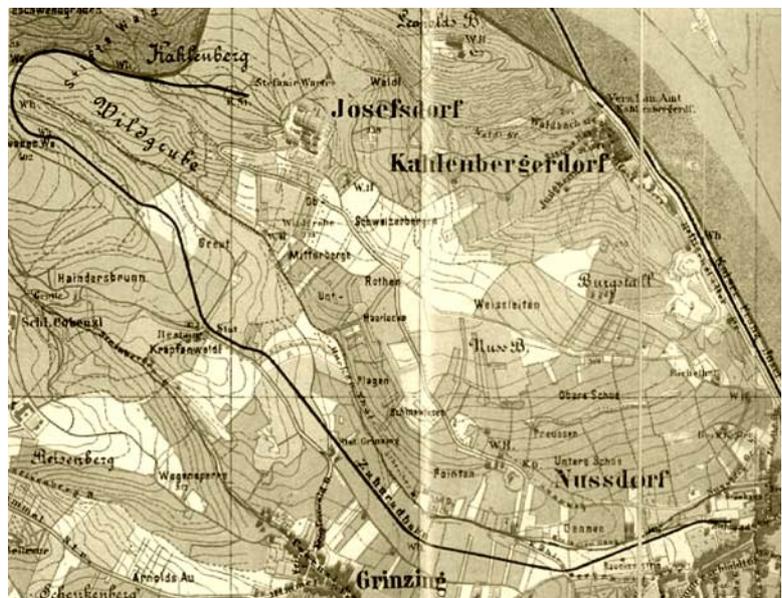
Today, the Kahlenberg is reached on foot or by car or bus via the picturesque Höhenstraße, part of which is cobblestone. However, up until the end of WWI a railway, the Kahlenbergbahn, was probably the most popular means by which visitors got to the top.





The Kahlenbergbahn, the first Austrian cog railway, was built during 1873 and opened in 1874; it was designed by Carl Maader. The track climbed 316 meters over 5.5km and started from the railway station in Nussdorf, today the end of tram-line D, and travelled through Grinzing and Krapfenwaldl to the Kahlenberg Hotel which itself had opened in 1872. An average of 180,000 passengers used the train line each year.

The route is shown on this map from 1901



A rack railway, based on the Swiss model Vitznau-Rigi-Bahn, was planned for the Vienna World Fair in 1873, as an additional attraction. A concession to build a double track line was granted by Franz Josef I on 10 August 1872. However the immensity of the task soon became apparent and the start of construction was delayed until May 1873. The 4.85km line from Nussdorf with intermediate stations at Grinzing and Krapfenwaldl had to overcome a rise of over 300m. 19 bridges and tunnels, from 1 to 7.5m in length, were required and embankments and cuttings reaching heights of up to 10m had to be built or excavated. It wasn't until 7 March 1874, one year after the World Fair, that the route was opened and then only as a single track.

In its first two years of Operation the Kahlenberg Railroad Company had to accept the fact that they could not carry their passengers to the very top of the mountain This had been successfully opposed by the cable car company which owned the Kahlenberg Hotel. It was only in 1876 when the latter ran into financial difficulties that the railway purchased the hotel, closed the cable car, and extended its own track a further 600m almost to the summit, giving a overall length of 5.45km. The Stephaniewarte was built at the new terminus.

By deed dated 20 January 1885, the Kahlenberg Railway Company was granted a license for the construction of a tram-line from the Schottenring in Vienna to the Kahlenbergbahn terminus at Nussdorf. This line was to use horse power as far as Lichtenwerderplatz and steam locomotives from there to Nussdorf. It was opened on 16 July 1885 and provided a connection to the Vienna tram system and the densely populated city of Vienna.

In addition to the transport of people, the railway was also responsible for carrying water to the residents of the Kahlenberg and for the transport of mail and postal workers; both of these latter services were free as part of the original concession of 1872.



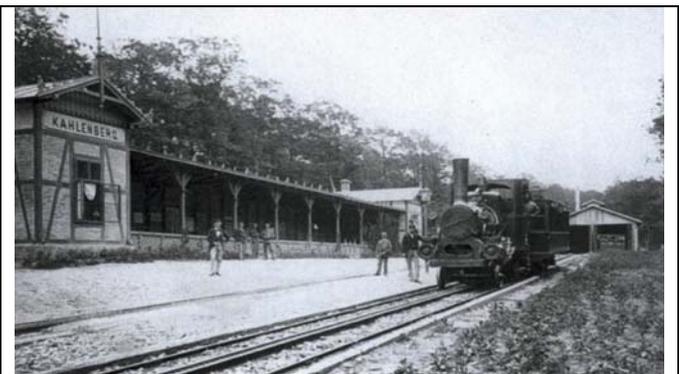
In 1912 a plan for electrification and other works was submitted: a substation, 12 motor cars and a branch line to Kobenzl. However, the start of the war in 1914 saw this project collapse. Moreover, the war saw a relaxation of previous good business practices and a neglect of the railway vehicles. Of the six locomotives three were withdrawn from service and served as a source of spare parts, soon becoming no more than wrecks. Amazingly the line kept going, only the coal shortage after the war led to operating restrictions; after

all, they had to comply with their duties to supply drinking water to the residents of the Kahlenberg.

However, the decline of the railway could not be stopped. The last passenger train ran on 26 November 1921 and by April 1922, the railway no longer took water to the Kahlenberg and the gates of the heating plant closed for good. In December 1923 the station building at Grinzing, which had been used by a company as a workshop, was destroyed by fire. In 1925 vehicles, equipment and tools were sold. The station buildings at Krapfenwaldl and Kahlenberg lasted until the 1950s, whilst the base station at Nussdorf remains preserved today; it houses a restaurant.



The locomotive faced downhill.



Kahlenberg Station; the carriage shed in the distance

The railway operated only with steam locomotives. Six engines built by Maschinenfabrik Winterthur were delivered in 1874; they were modelled on the locomotives of the Rigi-Bahn. They were essentially the same as the ones which operated on the Schwabenberg (Svábhegy) rack railway in Budapest which also opened in 1874. During its years of operation the engines were rebuilt several times; amongst other things, they received additional water tanks under the cabin floor.

As was usual for rack railways, the locomotive was always on the valley side of the train; a characteristic of the Kahlenberg was that the locomotive, with the cab to the train, stood behind the train and so pushed up the mountain. Trains ran with a maximum of three cars.

The Kahlenberg had 18 passenger cars, some equipped with first class compartments with leather seats. In the summer, they ran with open sides, windows were installed during the winter. Each car only had one door because all the station platforms were on the same side. Initially car heating was limited to hot water bottles until at the turn of the century steam heating was installed. Another curiosity was that each car had only one central buffer mounted on the mountain end of the train, this buffered against the running board of the vehicle in front.

In addition, several freight cars and tank wagons for the supply of the Kahlenberg (including water), formed part of the line's rolling stock.

The track had excellent signal and safety devices with two sensors in Nussdorf and bells and signals at the nine houses and guard stations. The brakeman on the roof of the car (!) communicated with the driver by means of a signal line that ran across the roofs of the cars and was connected to the steam whistle. The engine had two lanterns which lit up the side of the smokebox and a large lantern (35 cm) reflector at the front; each car had two lamps.



It is believed that a postal agency existed in the Kahlenberg Hotel, probably opening around 1885; documents from this are very rare. It was closed, like many others, at the end of WWI in 1918.

Left: PPC dated 10 June 1907 sent to Vaduz in Vorarlberg

With the commencement of the rail services in 1874, a telegraph station was opened at the summit at Kahlenberg railway station. In the numbering of Vienna Offices that took place on January 1st 1892, this was assigned number 121. On June

4th of that year the telegraph station was converted to a post office, albeit a seasonal one, opening in the summer months only. Although passenger services ceased in 1921, the post office remained open until 1st March 1922, a month before the closure of all services on the line.



The boxed cachet "L.B. KAHLENBERG" (Lokalbahn Kahlenberg) is not a postal marking. It was probably applied to signify that the card had travelled down from the summit on the railway; the line had a responsibility for carrying mail to and from the summit and to the intermediate villages. Typically it is struck in black ink but occasionally, as with postmarks of the time, in violet; it is believed that this was probably due to a temporary shortage of black ink.

# Reichsgesetzblatt

## im Reichsrathe vertretenen Königreiche und Länder.

XLVIII. Stück. — Ausgegeben und verfaßt am 10. September 1872.

### 133.

#### Concession vom 10. August 1872,

zum Bau und Betrieb einer Lokomotoiv-Eisenbahn mit Schmalspurbetrieb von Knudsdorf auf das Plateau des Kohlenberges.

Auf Grund Allerhöchster Ermächtigung ertheilt ich der Union-Bank im Vereine mit dem Herrn Oscar Ritter von Dreyßwitz und Dr. Joseph Ritter von Winawarier die Concession zum Bau und Betrieb einer Lokomotoiv-Eisenbahn mit Schmalspurbetrieb von Knudsdorf auf das Plateau des Kohlenberges bei Jockelshöf auf die Dauer von vierzig Jahren unter nachstehenden Bedingungen:

#### I.

Die Concessionäre sind verpflichtet, den Bau und die Betriebsanrichtung der Bahn vollkommen ungestört, nach Maßgabe der von dem Handelsministerium zu genehmigenden Pläne, herzuführen und einzurichten.

Alle diejenigen, von den Concessionären als wünschenswerth erachtete Aenderungen in den Projecten bleiben der Genehmigung des Handelsministeriums vorbehalten.

Die Concessionäre sind verpflichtet, beim Bau sich nicht nur nach den bestehenden allgemeinen Bau- und politischen Vorschriften zu richten, sondern vielmehr allen nach dem Resultate der politischen Begutachtung oder auch später im Interesse des öffentlichen Verkehrs und der öffentlichen Sicherheit notwendig befundenen Anordnungen des Handelsministeriums bezüglich der Ausführung des Baues, der Betriebsanrichtung und der Betriebsführung in jeder Richtung zu entsprechen.

Die Concessionäre sind nur zur Herstellung eines Gefalles verpflichtet, haben aber das Recht, die Bahn jederzeit nach ihrem Ermessen zweipartig anzulegen.

Alle Unterbauobjekte und Kunstbauten sind sorgfältig definitiv aus Eisen und Stein herzustellen.

#### II.

Die Concessionäre sind verpflichtet, während des Baues Vorkehrungen zu treffen, daß der Verkehr auf den bestehenden Bahnen und Verbindungsmitteln nicht unterbrochen, noch an Grundstücken und Gebäuden Schäden zugefügt werde.

### III.

Die Concessionäre sind verpflichtet, den Bau der Eisenbahnlinie binnen sechs Monaten, vom heutigen Tage, zu beginnen und binnen einem weiteren Jahre zu vollenden und die fertige Bahn dem öffentlichen Verkehr zu übergeben, widrigenfalls diese Concession als erloschen zu betrachten sein würde.

Die Verpflichtung des Bahnbetriebes ertheilt sich nur auf den Zeitraum vom 15. April bis 15. October und auf die Einrichtung je eines in der Wegfahrt und in der Endfahrt verkehrenden Zuges.

Es steht jedoch den Concessionären frei, nach dem jeweiligen Bedürfnisse und der Leistungsfähigkeit der Bahn die Zahl der täglich fahrplanmäßig verkehrenden Züge zu vermehren und auch Separatzüge einzurichten.

Ueber den Beginn und Schluß des Betriebes ist dem Handelsministerium Anzeige zu erstatten; die Fahrpläne sind dem Handelsministerium vorzulegen und der öffentlichen Genehmigung zu unterbreiten.

### IV.

Der Betrieb der Bahn kann erst eröffnet werden, wenn das Handelsministerium auf Grund einer mit Rücksicht auf die vollkommene Sicherheit ihrer Benutzung vorgenommenen Untersuchung und Erprobung derselben in all ihren Bestandtheilen die Bewilligung hierzu erteilt hat.

Sind nach Anberichtigung der Bahn ist die Regierung jederzeit befugt, eine solche Untersuchung anzuordnen. Sollte die in Folge einer Untersuchung von der Regierung angeordnete Befestigung von Wägen nicht sofort erfolgen, so ist der Regierung vorbehalten, die geeigneten Maßregeln zur Abhilfe auf Kosten der Concessionäre nach ihrer Wahl zu treffen und eventuell die Betriebsbefugnis zu verweigern.

### V.

Die Concessionäre haben die Verpflichtung:

a) Die Streifpost und den dieselbe eventuell begleitenden Postbesorger mit den pflichtmäßigen Zügen (2), sowie die Aufsichtspersonen der k. k. Generalinspektion und die polizeilichen Sicherheitsorgane im Zwecke mit allen erforderlichen Zügen unentgeltlich zu befördern;

b) längs der Bahn eine elektro-magnetische Telegraphenleitung für Betriebszwecke, entweder selbst herzustellen oder durch die Staatstelegraphen-Verwaltung gegen Vergütung der Kosten herstellen zu lassen.

Der Staatserhaltung bleibt das Recht vorbehalten, längs der folgenden Stationen Telegraphenleitungen nach Bedarf anzulegen; es kann aber auch die Betriebsleitungsleitung zur Beförderung von Staats- und Privatdepeschen benutzt werden.

Die näheren Bestimmungen über die Herstellung und Unterhaltung der Leitung und die Vergütung des Betriebszweckes für andere als Betriebszwecke, bleiben einem speziellen Abereinkommen zwischen der Staatstelegraphen-Verwaltung und den Concessionären vorbehalten.

### VI.

Den Concessionären wird gestattet, folgende Maximal-Luxuspreise einzulegen:

a) Bei Personen:	.....	1 fl. — kr.,
für die Wegfahrt per Person	.....	1 fl. — kr.,
Ersparfahrt	.....	70 „
Kinder unter zwei Jahren, die auf dem Schiffe gehalten werden, sind frei.		

### b) Bei Ewigen: Bedarf der Personen:

für die Wegfahrt per Zollcentner	.....	50 kr.,
Ersparfahrt	.....	25 „
Strecke soll jedes Goll unter 30 Pfund mit einem halben Centner, jedes Goll über 30 Pfund, jedoch unter einem Centner, für einen ganzen Centner gerechnet werden.		
Bei den Fall, als eine Waarenbeförderung eintreten würde, sollen für die Wegfahrt per Zollcentner höchstens	.....	25 kr.,
Ersparfahrt	.....	17 1/2 „

eingehoben werden.

Die Tarifpreise, sowie die Bestimmungen über die Aufnahme und Beförderung von Personen und Sachen, über die hieraus erschwärende Schutzpflicht, dann über die Befreiung sind dem Handelsministerium vorzulegen und öffentlich kundzumachen.

Steuert die Bahn- und Straßenspreche hat Niemand auf eine besondere Begünstigung Anspruch.

### VII.

Sphärisch des Betriebes und Wohnortes sind von den Concessionären das Betriebsreglement und die verschiedenen Instruktionen für die Subalternen ausgearbeitet und dem Handelsministerium zur Genehmigung vorzulegen.

### VIII.

Die Regierung wird zur Überwachung des Unternehmens einen Commissär bestellen, welchem in Falle der Bildung einer Wittensgesellschaft auch das Recht zusteht, den den Zeichnungen des Vermoögensaufschusses, sowie den Generalversammlungen, so oft er es für angemessen erachtet, beizuwohnen, und allefällige, dem Staatsinteresse zuwiderlaufende Verfügungen zu führen.

Wer die mit dieser Überwachung verbundene Geschäftsfähigkeit haben die Concessionäre eine jährliche Rechenschaftsrechnung an den Staatsrath zu legen, deren Güter das Handelsministerium bestimmen wird.

### IX.

Den Concessionären wird ferner die Concession für eine von Unter-Öbbling, und eventuell von Seitzendorf über das Krappensmüden, auf das Plateau des Kohlenberges führende Wegbahn mit Zahnradbetrieb unter der Bedingung ertheilt, daß sich bei der Herstellung des Betriebes keine Konflikte gegen dessen Durchführung ergeben.

Die näheren Bedingungen hinsichtlich des Baues und Betriebes dieser Linie werden nachträglich festgesetzt werden.

### Wahrsatz

This is the Decree of 10 August 1872. granting the Concession to build the Kahlenbergbahn

## Otto von Habsburg: 20 Nov 1912 – 4 July 2011

Franz Joseph Otto Robert Maria Anton Karl Max Heinrich Sixtus Xavier Felix Renatus Ludwig Gaetan Pius Ignatius von Habsburg was born at Reichenau an der Rax, Lower Austria on 20<sup>th</sup> November 1912. His father was Charles, later Emperor of Austria and King of Hungary; his mother was Zita of Bourbon-Parma. Emperor Franz Joseph was his great-great-uncle. Otto's father succeeded Franz Joseph in 1916, whereupon Otto became crown prince.

The baby was third in line to the throne, receiving the titles “*His Imperial and Royal Highness Archduke and Prince Imperial Otto of Austria, Prince Royal of Hungary, Croatia and Bohemia*”. With the collapse of Austria-Hungary in 1918, the family were exiled to Maderia, Otto later moving to Belgium where he was educated at the Catholic University at Leuven, writing his Ph.D. thesis about the inheritance laws and customs of the Austrian peasantry.

His opposition to Hitler's Germany led Otto to offer to lead Austria if she was going to fight the Nazis – a possibility that still triggers “what-if” debates. The Nazis sentenced him to death, so he had to spend most of WWII in the USA. There, a latent irritation at transatlantic lecturing about Old Europe developed into enthusiasm for the concept of a Union of (particularly the Catholic) States of Europe. Otto started out as a Conservative Catholic prepared to advocate short-term authoritarian solutions if such were needed. But he could be surprisingly libertarian, dismissive of protocol, and once remarked that since he was not Emperor he could tell people what he really thought about them – as the Rev. Ian Paisley discovered.

Otto's most admired ancestor was, he said, Frederick III (1440-1493) who persevered in the face of continuous set-backs. Otto did have a difficult relationship with the Republic of German-Austria that had passed a number of stern laws to guard against any return of the Habsburgs. Otto tried but failed to set up an Austrian government-in-exile during WWII.

Otto's relationship with Hungary was doomed to failure, given the political realities of Europe. He took part in secret negotiations conducted between the Western allies and Admiral Horthy, designed to enable Hungary to switch sides before the Red Army overran the country. In 1989 Otto helped facilitate the breakdown of the wall by organising the famous Euro-picnic at the Austro-Hungarian border. Otto favoured a speedy integration of Eastern Europe into the EU, though excluding Turkey and Russia. He strongly disliked the Brussels propensity for “regulations for their own sake”.

While in his heart Otto remained Emperor and King until his death, he pragmatically renounced his claim to the Austrian throne in 1961, and was finally permitted to cross the border in 1966. Since Article 149(1) of the Austrian Constitution had abolished all titles, he set off as “*by the grace of God Emperor of Austria; King of Jerusalem, Hungary, Bohemia, Dalmatia, Croatia, Slavonia, Galicia and Lodomeria; Archduke of Austria; Duke of Lorraine, Salzburg, Würzburg, Franconia, Styria, Carinthia, and Carniola; Grand Duke of Cracow; Grand Prince of Transylvania; Margrave of Moravia; Duke of Sandomir, Mazovia, Lublin, Upper and Lower Silesia, Auschwitz and Zator, Teschen, and Friule; Prince of Berchtesgaden and Mergentheim; Princely Count of Habsburg, Gorizia, and Gradisca and of the Tyrol; and Margrave of Upper and Lower Lusatia and in Istria*” but on crossing the border changed into “*Doktor Otto Habsburg-Lothringen*”, reversing the process on leaving.

Otto was also a German citizen (and Hungarian and Croatian); he latterly lived in Bavaria and sat as a Member of the European Parliament for the right-wing Christian Social Union of Bavaria from 1979 till 1999. He was the President of the Pan European Union from 1973 to 2004.

Otto's burial in Vienna on July 16 saw high-ranking Socialists joining several crowned and un-crowned European heads-of-state taking part in the procession wending its way towards the Crypt of the Capuchins. But he would certainly have been touched by the Hungarians enthusiastic display of swords, uniforms and mothball-saturated furs. As is customary for Habsburgs, his heart was buried separately; he had chosen Pannonhalma abbey, Hungary.

However, he will probably be best remembered by the Football Match Story, which in Sandi Toksvig's version relates that her father Claus was sitting in the MEP television lounge watching a match. Otto Habsburg entered, and asked who was playing. “Austria Hungary”, said Toksvig. After a pause Otto replied “against whom?”.

## “ARRIVED DAMAGED”

This article began with a question from Joachim Schaper. Many thanks to Carol Ralph, Gerhard Gilg, Henry Pollak, Geoff Reynolds and the others who have made a partial answer possible.



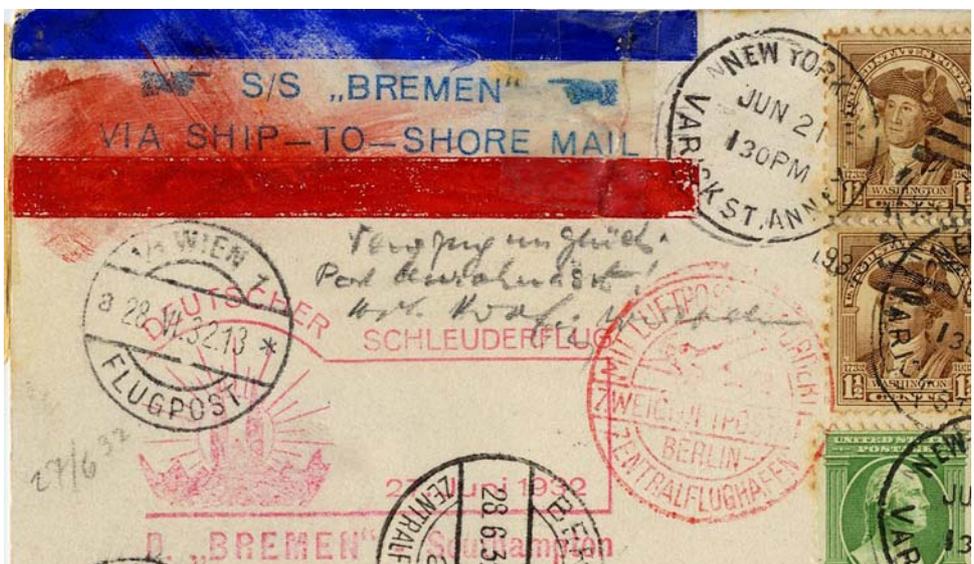
This, obviously, is an air mail postcard from New York to Vienna. It was franked with 18 cents, cancelled in New York at 13:30 on Tuesday 21 June 1932, passed through Berlin on the 28<sup>th</sup> and arrived in Vienna on the same day. There's an official label attached to the front and another on the back, plus various handwritten notes. Why?

The franking of 18 cents is correct for catapult-accelerated airmail postcard from USA to Austria at that date.

The label on the front says “Beschädigt eingelangt / ~~Amtlich verwahrt~~ / WIEN 1 Abt #”[where “#” means ‘there is something there but it’s unreadable’].

That is, “Arrived damaged / officially kept safe / Vienna 1 section #” The “Amtlich verwahrt” is crossed out, and a piece of official-looking paper has been stuck on the back, to repair a tear.

Also on the front are two pale red cachets. There is a rectangular one to the left, partly hidden by the label; it has an image of the sun rising above something, the date of 27 Juni 1932, at the top “DEUTSCHER SCHLEUDERFLUG” and at the bottom “D. ‘BREMEN’ Southampton”. This is the catapult cachet, which was applied by the on-board postal officials just prior to the actual catapult flight. Sometimes a cancellation did occur due to engine problems or delays due to bad weather but by that time it was too late to change the markings on the cover. These incidents are mentioned in the catapult catalogues. When a flight cancellation is known early enough in advance then a special “cancelled flight cachet” was applied to the mails.

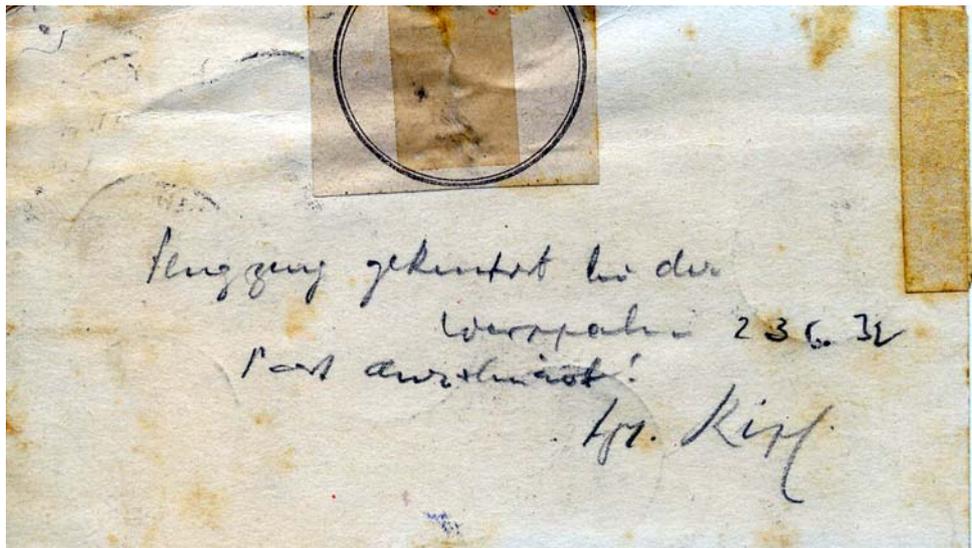


Under the label is handwritten "Flugzeug unglück / Post durchnässt / ## Kraf####" meaning "Aircraft accident, mail soaked". [The double 's' in durchnässt is shown by the single 's' with two dots above; the umlaut on the 'ä' is a single dot merged with the 'g' above.] The signature is different from that on the back; the word before it is possibly his job title ('Hpt' has been suggested) and the word after it is unreadable.

The addressee, Franz Kramlinger, was a well-known stamp collector, active between the wars. He arranged for very many envelopes to be sent via air mail, first flights etc. Specimens continue to appear on the Viennese philatelic market.

In the bottom left corner is "82a" in pencil: probably either Herr Kramlinger's reference number or a dealer's mark. Halfway up the left margin is "27/6 32", in pencil by a different hand, needlessly repeating the date of the red BREMEN marking next to it. This could be official, or some collector – there's no way of telling.

Just above the lower Air Mail sticker is another annotation, unfortunately illegible. In the middle of the envelope is a circular cachet with an image of an aeroplane and the words "LUFTPOST ### FORDER ## ZWEIG ##### POST ### BERLIN ZENTRAL-FLUGHAFEN".



On the back is written "Flugzeug gekentert bei der / ##### / Post durchnässt / ## Karl" which means "Aircraft capsized due to ##### / mail soaked / ## Karl". A date is added, 23 6. 32, with a dot after the 6 but not after the 23; it's almost certainly in a different hand.

Could the first part of the word in the second line we can't read be "Laden"? There was an accident in **LOADING** the catapult plane, in New York, it capsized, and the mail got wet. So it wasn't a flight accident, and therefore doesn't make the lists of flight accidents. But the mail still got damaged, and Vienna says it arrived in damaged condition. However, knowledgeable collectors state that the mail would not have been placed on board the catapult plane on the 23<sup>rd</sup>, four days before catapulting was due. It would be placed on the catapult plane on the day of the launching and the mail would have been prepared a day beforehand. The hand written date of the 23<sup>rd</sup> was written by another hand and could mean nothing. A collector could have written that for all we know!

### **So, where did this card travel, to get so wet?**

#### **Key dates (all are June 1932)**

Tues 21 <sup>st</sup>	"Bremen" arrives in New York
	Card posted in New York City and franked at 13:30 at Varick Street Station
Wed 22 <sup>nd</sup>	"Bremen" sails from New York in the evening
Thurs 23 <sup>rd</sup>	Something nasty may or may not have happened

Mon 27 <sup>th</sup>	In accord with the schedule, Flight K110** carrying the card was catapulted at 08:00 and landed at 15:40 at Southampton. The mail was offloaded there and forwarded to Croydon [presumably by train] where a waiting Lufthansa plane flew the mail to Berlin. The normal cancels were applied, showing these dates & times.
Tues 28 <sup>th</sup>	Card arrives in Berlin as scheduled and is cancelled 6-7 am then flown to Vienna. Cancelled at 13:00 "1/1 WIEN 1 FLUGPOST" and at 14:00 at "7 WIEN 62" in Neubaugasse.

\*\* For K-numbers see "German North Atlantic Catapult Flights 1929-1935" by James Graue and Dieter Leder, reviewed in Austria 152p79

### *Anything in the literature?*

The first book one consults is Kohl's "Die Flugpost von Österreich". This is a cover from the US to Austria, so it would seem that Kohl would be of no use. But that isn't so. On pages 126 to 131, there is a lot of detail about the traffic for catapult flights from the steamers Europa and Bremen in the relevant years - but only for trips TO America. Now Kohl lists all trips to America, and all accidents related to trips to America, but no such information for return trips to Europe, since no mail with Austrian stamps would be on it. BUT, he claims to list on pages 136 to 141 all air-related accidents between 1927 & 1938 relating to airmail both from and to Austria. He only lists two accidents in 1932, neither relating to a catapult flight at the European end of the return trip.

According to Roger Stanley Smith in his book 'The North Atlantic Catapult' there was only one "problem" flight from America to Europe in 1932, namely the one that was catapulted on Monday 1 August 1932 from the Bremen whilst it was making for Southampton. A ruptured oil line forced the pilot to abort the flight and make his way back to the Bremen where he made a successful emergency landing. Kohl doesn't list this, but as the mail was delivered safely albeit late it may not count as an accident.

### *Speculative afterthoughts*

- The item arrived on time in Vienna Head Office but was found to be damaged.
- There is a handwritten note by "Karl" ascribing the damage to an aircraft capsizing.
- This has been dated 23 June by someone else; at that date the plane and the Bremen were one day out of New York and the mail would not have been on the plane.
- There is no record in the literature of this catapult flight having had an accident
- However, there are several opportunities for aircraft accidents and mail damage after it landed – takeoff at Croydon, landing at Berlin, takeoff at Berlin, landing at Aspern (then the airport for Vienna).
- Could it have been damaged then?

### *And now it's your turn*

- to comment and correct!

# AEROPHILATELY AND THE SIEGES OF PRZEMYSL (1914 – 1915): PART ONE

By Dr. Jerzy W. Kupiec-Weglinski [<sup>1</sup>]

## Introduction

The provisional airmail effort set up by the Austrian Army during the 1914-1915 Sieges of Przemyśl represents an integral and important chapter in the history of aerophilately. The desperate necessity of the defenders to communicate with the outside world, especially with their loved ones, was the primary reason for establishing such a service. Noteworthy about this venture, unlike many others that followed, is that it was never philatelically motivated. In fact, Przemyśl airmails illustrate the first time in history that mail-laden airplanes landed and took off within a completely surrounded fortress.

The events that occurred almost 100 years ago in a remote part of Europe in a small Galician town in present-day Poland have provided a fertile ground for research by Austrian, Polish, Czech, Hungarian and Russian postal historians. It is an ideal postal history subject because it has a beginning and an end, with strong historical connections and unlimited scope. The Przemyśl siege mail has been sporadically described in the philatelic literature, including APS' Austria Journal. I have been collecting and studying the development of airmail services in the Polish territories (1914-1918) for the last 25 years, but the "Przemyśl" has only recently caught my attention. I was greatly inspired primarily by the pioneering work of Mr. Keith Tranmer (Ilford, UK) who devoted fifty years of his life to study the postal history of the Przemyśl Sieges. As usual, one thing leads to another, and after acquiring Tranmer's collection, I became fascinated by its uniqueness, the wealth of information it contains, as well as the turbulent conditions under which its individual components were created. I do believe that The Austrian Philatelic Society Journal is the most appropriate venue to re-introduce Tranmer's "Przemyśl" collection, which has never been exhibited before, and to present some of its key items in the new light and from the aerophilately perspective.

## Mail Flown by Airplane from Przemyśl

**The first flight:** After Austria declared war on Russia on August 4, the 3<sup>rd</sup> Russian Army of Radko-Dimitriev advanced on Przemyśl, and by September 18 the fortress with its 131,000 men and 21,500 horses was besieged. On October 1, 1914, an Austrian military two-seater monoplane Etrich Type VIII, nicknamed "Steffel", piloted by Oblt. Aladar Taussig (pilot license No. 78) and observer Hptm. Raabl flew to the fortress from the 3<sup>rd</sup> Army

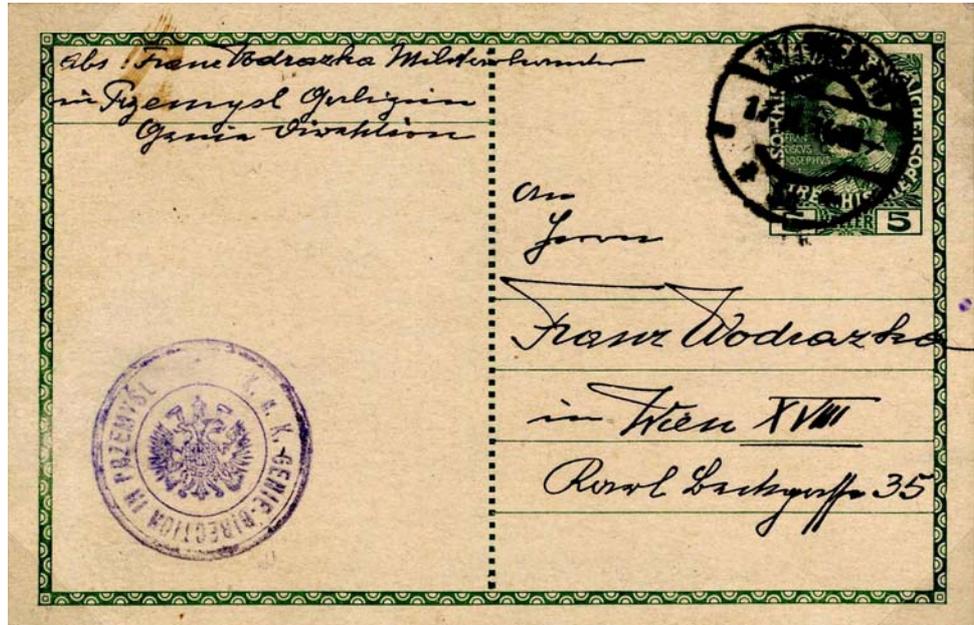


General Headquarters at Neu Sandez (Nowy Sacz). Upon return on October 6, the flyers carried about 100 field postcards with private messages (most of the 1850 cards prepared for that flight were confiscated by the censor). The plane came under Russian fire, Oblt. Taussig was severely wounded, and the plane was forced to land near Jaslo, some 30 miles from the destination. Hptm. Raabl carried the mail by motorcar to Neu Sandez, where after arrival at 9 p.m. he handed over the cards at FPO 11 for

<sup>1</sup> The illustrations have been resized to 5" and the colour balance adjusted for better reproduction. Ed.

further distribution. The airfield used by Raabl for the first Przemysl flight has not been identified. It is described vaguely in the literature as being located “South of the River San”, and might have been in Pikulice or Zurawica. **Figure 1** (above) shows an outstanding example of an item from that very first and only flight from the first siege of Przemysl. The sender, Hauptmann Karl Grebenz, a balloon pilot of the Festungsballonabteilung Nr. 3, tried to escape from the fortress on March 18, 1915 by flying the balloon “Przemysl”, only to be captured with his companion Klingohr in Russian territory at Novograd-Wolhynsk. Here, in the message written on October 1, 1914 to his mother in Graz, Grebenz writes: “*The Russians are giving us an easier time just now; I am trying to send this card by a flyer, write or telegraph me how you are*”.

This card, one of the few known to exist, carries the transit date stamp October 7, 1914 from FPO 11. **Figure 2** (right) illustrates the only known civilian postcard carried by the first flight from Przemysl. The sender, Franz Vodrazka, Militär Beamter in Przemysl, wrote to his parents in Vienna on October 5, 1914: “*This card comes to you by the kindness of a flying officer. The card will travel by train for the remainder of the journey*”. Taussig and Raabl left with this card the



next day. However, FPO 11 did not cancel it on October 7 because it would not conform to regulations or might indicate their participation in civilian postal stationary. Hence, the regular Vienna cancellation was applied on the imprinted stamp on October 17, 1914, which was correct. This unique postcard was described by Tranmer in ARGE 1914-18 Society in Vienna (Dec. 2006, p.36-7)

**The second flight:** Following an Austro-Hungarian offensive, the First Siege was quickly relieved, lasting only until October 10. However, the Russians soon regained the initiative, and once more encircled the garrison. The Second Siege commenced on November 10 and lasted 133 days. On November 23, 1914, Rtm. Georg Edler von Lehmann (pilot license Nr. 108) and observer Rttm. Nikolaus Wagner von Florheim flew from the Hureczko



airfield near Przemysl to Krakow Rakowice airport. The mail received FPO 101 transit cancellation on the same day, and was delivered in Vienna on November 27. **Figure 3** (left) shows a seldom seen envelope dispatched from Przemysl, and endorsed “Luftpost”. For wartime reasons and censorship purposes, almost the entire private mail during the Przemysl siege was written on field postcards. Prior to the introduction of special cards in January 1915, letters from selected group of high-

ranking officers and officials were accepted by the flyers. The surviving covers with the Przemysl flight cachets that confirm the means of transport are very seldom found. This cover displays the transit postmark from FPO 101 (23.XI.14). It was sent by Wilhelm Hajek, an officer of the Commissariat Branch (cachet) to his girlfriend in Vienna. Hajek, well known to those collecting the Przemysl siege items, often served as a censor, also a poet. Indeed, two of his poems were published during the siege in "Kriegsnachrichten".

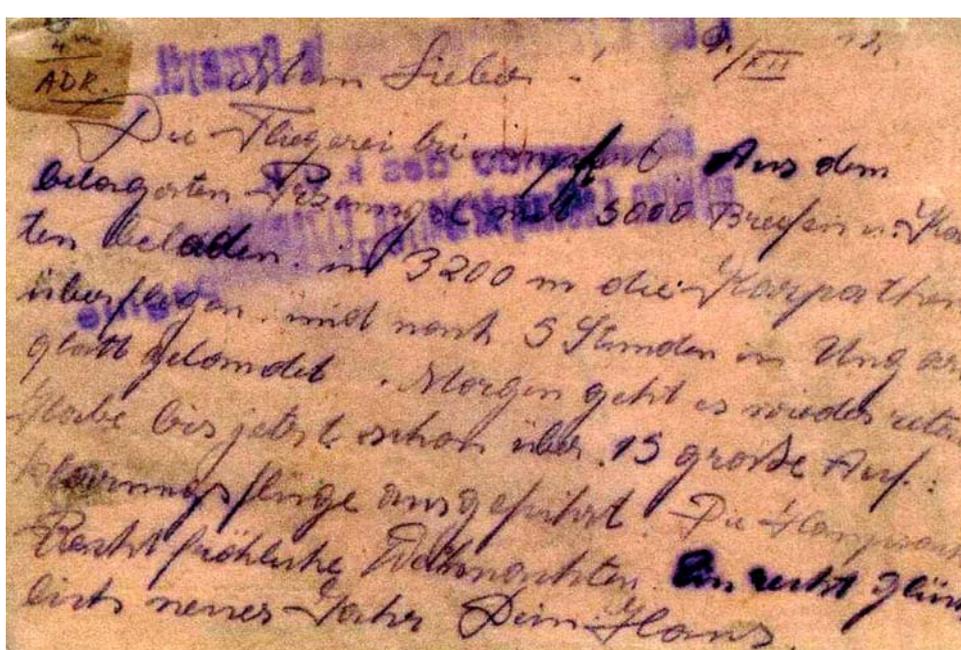
**The third "Carpathian" flight:** On December 9, 1914, Hans Wanneck, of Flik 11 (pilot license Nr. 156 issued in Dübendorf, Switzerland February 4, 1914) and observer Hans Wagner flew a Lohner Model C airplane from the Przemysl Hureczko airfield. After crossing over the Carpathian Mountains in strong winds, they landed safely in Kaschau, Hungary (present Košiče, Slovak Republic). The mail received transit cancellation from FPO



30: "TABORI POSTA HIVATAL / 914 DEC. 10- / 30", or in error Dec 1 or Dec. 11 (instead of Dec. 10).

**Figure 4** (left) displays both sides of a unique field postcard, written by Hans Wanneck himself, after completing the Carpathian flight, a considerable achievement at that time. It is addressed to his former flying instructor, H.W. Ecker in Dübendorf, near Zurich, Switzerland. On reverse Wanneck writes: "My Friend, Flying continues, I carried from besieged Przemysl some

5000 letters and cards, flying over the Carpathians at 3200 meters for 5 hours to land easily in Hungary. In the morning we go back again. I believe that up to now I have made over 15 major sorties.



I wish you a very Merry Christmas and a really lucky New Year. Yours, Hans". Interestingly, the card was endorsed "Luftpost" by the pilot, who also put his address as "K.u.K. Feldpilot, Fliegerkomp. 11 Przemysl". It also shows a "K.u.K. Fliegerkompanie No. 14" cachet (applied after landing at Squadron Nr. 14 airfield), the December 11 transit postmark from FPO 30 (where all the carried mail was deposited), and

Dübendorf receiving postmark, but no stamp (the card was sent post-free until it reached Dübendorf and a 20c postage due stamp was applied). This card is one of the most sought after items from the Przemysl Siege era, and a pioneer flight with international fame. It was sold in the 1930s to the Marquis of Bute by Georg Sobetzky and was damaged in the Luftwaffe blitz of London in 1940, when the Swiss stamp was washed off.



The card was purchased by Tranmer at the Bute sale of Robson Lowe in 1959, and recently described by him in “Die Briefmarke” Vienna (January 2010, p. 28).

**Figure 5** (left) shows another interesting item from the “Carpathian” flight. Written December 9, 1914 by Hptm. Julius Nimmerrichter, the Commander of Festungsballonabteilung Nr. 1, and the officer who played such an important role in the postal history of Przemysl, to his wife in Vienna: “I write with luck of flyer that

is leaving and will drop this when he reaches the lines of the Feldarmee. On the 29<sup>th</sup> of November I carried out the flight to Chyrow and return, a round trip of 150 km without landing. It was a wonderful experience. In my capacity as a Balloonist I have been praised by the Fortress Commander and recommended for decoration. As you can see, all goes well with me”. The card carries “K.u.K. Festungsartillerieregiment / Fürst Kinsky Nr. 3/ Festungsballonabteilung Nr. 1” cachet and FPO 30 transit Kaschau cancel with an error “914 Dec.1” (instead of “914 Dec. 10”).

**The fourth and fifth flights:** On December 26, 1914, two planes piloted by Oblt. Oskar Schmocser von Meczenzef, and observer Oblt. Vinzenz Martinek (Fl. 4<sup>th</sup>); Oblt. Eduard Rzemenowski von Trautenegg and observer Oblt. Ernst Reischer (Fl. 5<sup>th</sup>) flew from Przemysl Hureczko airfield to Krakow. Mail addressed to Vienna was delivered on December 30 and to Hungary on January 4-7, 1915. **Figure 6** (right) displays a field postcard written on December 21, 1914 and addressed to Prague. The



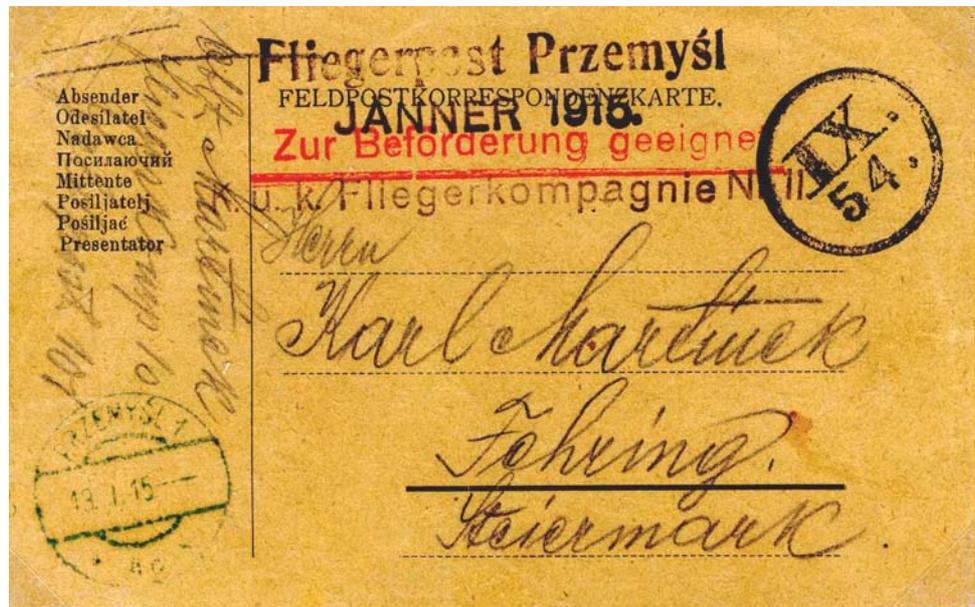
The cachet of “Landsturminfanterieregiment Jaroslau Nr. 34 4. Feldkompagnie” is significant. The Archive in Vienna has a question mark against the name: “Uncertain that it reached Przemysl when ordered”. This cachet removes then any doubts and confirms L.I.R. 34 did arrive at the fortress in time. The card also carries “K.u.K. Festungsartillerie Batallion No. 11” cachet and Krakow FPO 186 (27.XII.14) date-stamp, which is scarce. Only a few cards with this transit cancellation are known.



**Figure 7** (left) presents a card, which was written on December 13, 1914 by Prokop Maxa to his wife in Prague. It exemplifies a remarkable correspondence brought to Tranmer's attention by Maxa's son. Maxa was a Reserve Officer working in the Przemysl stores; his duties allowed him close contact with Major General von Nickl, the commander of support troops in the fortress. Maxa has informed his wife of this association and that he supplied the General with wine. In return, General

Nickl has advised Maxa on how to mail to the fortress by using contact with Oblt. v. Mayer, the commander of Flik 14 in Kaschau. This nicely preserved card shows forerunner Nr. 1 Flik 11 flight cachet along with "K.u.K. Militärverpflegsmagazin in Przemysl" and "K.u.K. Vestungsverpflegsmagazin Przemysl". It was censored by Wilhelm Hajek (see Figure 3 cover).

**Figure 8** (right) is of the previously "unrecorded" flight, discovered by Tranmer in 1999, and recorded in his handbook (Vienna, 2003) as Flight No. 5A, which took place on January 13, 1915 by Oblt. Vinzenz Martinek, a member of Flik 10. He writes to his father: "This card is flown with me at this time, write to me when you receive it". This finding after a period of some 80 years, and confirmed by a similar card illustrated in Tranmer's book (from Pirotte collection), makes this item quite unique.



Of note, this card was not numbered, and shows Przemysl "1/4c 13.I.15" postmark from Post Office, which is uncommon as the use of P.O. cancels was forbidden in the war zone. [see note at end on the IX/54 cancel].

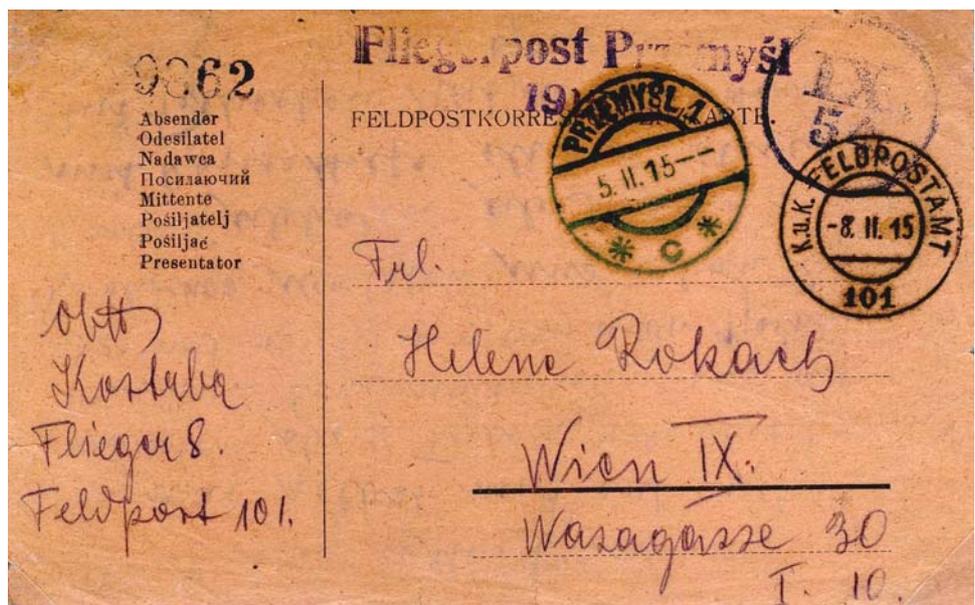
**The sixth, seventh and eighth flights:** Three airplanes left Przemysl Buszkowiczki airfield on January 18, 1915 and landed at the Headquarters of the 4th Army in Brzesko. Pilots and observers were: Alfred Schindler/Vinzenz Martinek (Fl. 6th); Oskar Schmoczner/Emil Kumstadt (Fl. 7th); Rudi Stanger (pilot license Nr. 24)/Ignaz Kozma (Fl. 8th). Apart from the courtesy mail, they carried newly issued (January 6) official cards to be used by the military personnel in the fortress.



**Figure 9** (left) is of an interesting card written by Fritz Fnadschek on January 9, 1915. The entire card is given to the message: “All are well and send greetings and kisses”, to be forwarded to the relatives of the six additional soldiers, named on the sender panel, by Fnadschek’s wife. Relatives’ names and addresses have been provided. Of note, the content of this very card was reported in the “Lower Austria Newspaper”, giving the names of soldiers whose families have received cards from them, including “The

Forester Friedrich Fnadschek of Oberberg bei St. Martin”.

**The ninth flight:** On February 7, 1915, Rtm. Georg Edler von Lehmann and observer Eugen Ranzenberger flew Przemysl Buszkowiczki airfield to Krakow. Only some cards from that flight receive transit cancellations (7 or 8. II.1915) at FPO 56, FPO 101, or FHPA 22. **Figure 10** (right) shows a rare card, sold at Przemysl Post Office on February 5, 1915 (postmark) and addressed to Vienna by the pilot, Oblt. Heinrich Kostrba of Flik 8. After completing the flight



from Przemysl on February 8, Kostrba writes: “I was myself sent to Przemysl because two other pilots were shot down. It was not a simple undertaking this time. On return, two Russian cars were waiting, but with God’s help I survived. God loves us Czechs...” One must assume Kostrba carried out a rescue mission. There is, however, some controversy regarding this cover. Tranmer suggests that Kostrba was the pilot of an unrecorded flight from Przemysl on February 8, as implied from his writing (one day after Flight 9). On the other hand, another postal historian, Janusz Bator, suggests that it was indeed Kostrba rather than Lehmann who piloted the “recorded” Flight 9 from Przemysl on February 7. Indeed, February 8 transit cancellation from FPO 101 may well suggest so. Either way, the card is of interest because it was either carried by an unrecognized pilot during the unrecorded flight or by the pilot of “regular” Flight 9 on February 7.

**The fourteenth flight:** The airplanes of 1915 could not climb sufficiently in a direct line, so flying from Przemysl was difficult and done usually in the first light of dawn to cross the Russians lines. On March 22, 1915, the day of surrender, an open-cockpit aircraft piloted by Sgt. Robert Meltsch and observer Lt. Ferdinand Junker took off from the fortress, but soon developed engine trouble and made forced landing in the enemy lines. The pilot was taken prisoner, and almost all the mail was lost. The salvaged cards were seized by the Russians, who forwarded them to Petrograd (St. Petersburg), where they were censored, and passed on to the International Red Cross for return to Austria.



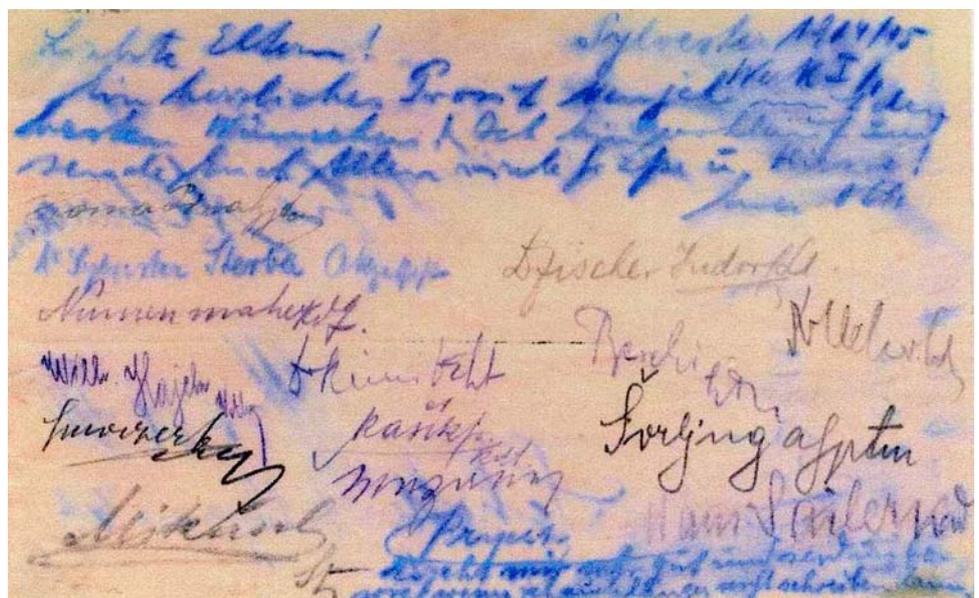
**Figure 11** (left) displays an outstanding example of an item (#7880) carried by 14<sup>th</sup> flight from Przemysl. It shows an oval Russian censorship mark “Petrogradskaja Wojennaja Censura” along with an Austrian Red Cross circular censor cachet. The card was received in Vienna five months later, evidenced by August 14 manuscript endorsement. Dates are significant in deciding if recovered mail from Russia came from the balloon, or the last Przemysl airplane flight, all of which are very

rare. This card is dated March 23, 1915, i.e., two days after the last balloon flight from the fortress.

**“Experimental” cards:**

These light-weight cards, perhaps precursors of “official” airmail cards that went on sale in Przemysl on January 6, 1915, were in the format and type of ordinary field postcards. However, they were made from two different pieces of thin paper in red/pink or light blue. These experimental cards are very rare, with just four examples recorded by auction houses in the past 50 years. They all originated in Fort Siedliska of the Przemysl fortress, were sent by the same people (Lt. Altmann, Hajek and Kadett Numenmacher), and show straight-line Flik 11 cachet.

**Figure 12** (right) presents both sides of such an “experimental” pink/white card, written by Oblt. Altmann, the Commander of Fort Siedliska, to his parents in Vienna during the New Year’s Eve celebration on December 31, 1914. It shows



seasonal greetings, and then the signatures of a number of familiar names to those who collect Przemysl airmails, including Wilhelm Hajek (the poet and censor; see Figure 3), and Capt. Sverljuga (Artillery Commander for WERK 1/1, the Siedliska Group). They all defended this position during the first siege. The card also shows “K.u.K. Festungsartillerie Regiment Kaiser Nr. 1”, and flight cachets, and was censored. Most likely, this card was privately flown and reached Vienna around January 7, 1915. Sold in the 1930s to the Marquis of Bute by Georg Sobetzsky, it was water-damaged during the Luftwaffe blitz of London in 1940, and ultimately acquired by Tranmer in 1959 from the Robson Lowe sale of the Marquis of Bute collection.



**Registered airmail:** Registered flown mail from the besieged fortress is very rare. **Figure 13** (above) illustrates a registered censored cover, which was posted in Przemysl Post Office on November 5, 1914 (2 days before 2<sup>nd</sup> siege commenced), and received in Vienna January 14, 1915, as evidenced by blue crayon manuscript endorsement. This cover was probably expedited by one of the official courier flights in early January, 1915. The envelope contains a letter from Franz Vodrazka, Militärbeamter, K.u.K. Genie-Direktion Przemysl, to his parents: “If you do not hear from me for a considerable time do not worry, and when the situation improves you will hear from me”. Registered mail was sent through the civilian Post Office with special registration labels. The censor used a framed “ZENSURIERT” cachet (55x10 mm) in black or red. This seldom-seen flown item was illustrated in color on the cover of Keith Tranmer’s book: “Przemysl 1914-1915” (Vienna 2003).



Towards the end of the siege, most soldiers were aware that there was little hope of relief. They began sending money home, as evidenced from their correspondence. This could only be done through the local Post Office. **Figure 14** (below) illustrates one of only three known (to the author) examples of a registered cover with the special paper seal from the Przemysl Post Office on the back (left), most likely applied because it contained a money order. Identified as such by Keith Tranmer, the very same “paper seal” is described as “censor label” by P. Cybaniak in his “The Siege of Peremyshl” article (Austria 128; 1999; p. 38-39), who referred to Horst Thielk’s “Zivilpost und Zensur in Oesterreich-Ungarn 1914-18” (1989; p. 135; identifies 2 different types of this black label).

The cover was correctly franked with 25 H registration fee, postage free. The civilian framed censor mark (here in black) was used on military mail sent registered. The stamp is cancelled with what the Przemysl siege historians call the “control seal” or “control mark” [see note at end]. It depicts the Roman numeral “IX” and the Arabic “54” in a circle (where IX was the code for Galicia and 54 for the Przemysl Post Office), a camouflage marking used in the war zone. This cover was flown on one of the official courier flights.



This concludes the presentation of exceptional items flown by airplanes from Przemysl. In part two, we will examine equally interesting balloon-flown cards, and seldom-seen airmails flown into the fortress. The latter will include a fascinating account of one lady from Prague, who with an unusual persistence over a five-month period used various tricks and postal routes to reach her husband stationed in the besieged Przemysl.

#### Editorial note: Tarnstempel

The “control seal” or “control mark” is in other collecting areas referred to as a “Tarnstempel” or a “Bezirks-Stempel”- see (1) Stohl B-Z Bildteil chapter H; (2) “The Tarnstempel control handstamps used in the Crownland of Galizien” by Alan Berrisford in Austria 153 pp 55-81; (3) PKM Innsbruck Schriftenreihe 4 “Österreichische Bezirkstempel 1947-1966”.

Rainer (Stempel-Handbuch der k.u.k. Feldpost in Österreich-Ungarn 1914-1918) notes that when a Tarnstempel was first issued its form was a single-bordered square. If that was damaged or lost, the normal replacement was a double-bordered square, the roman number sometimes with an underline, and the arabic numbers sometimes flanked by stars. He illustrates IX/54 thus. He adds that when in Przemysl this replacement canceller also became unavailable it was replaced by IX/54 in a single circle – which is the cancel mentioned above. Przemysl is the only post office recorded with a Tarnstempel in this format.

## QUESTIONS, ANSWERS, LETTERS etc

The APS has had to rationalise its holdings of “other Society Journals”, mainly because the free storage space previously kindly provided by various members has become unavailable for non-philatelic reasons. The following changes have been implemented. Members wishing to borrow copies of articles in these journals should continue to apply to the Librarian.

Journal	Fate
APS (USA)	Retain in full as paper copies
ARGE Feldpost	Retain in full as paper copies
ARGE Militaria	Retain in full as paper copies
ARGE Oesterreich	Retain in full as scans
ARGE Sud-Oest	Extract selected articles, which go to the Library to be added to the cuttings file
Bolletino	Retain in full as paper copies
Czechout	Retain in full as paper copies
Die Briefmarke	Retain in full as paper copies
Germania	Retain in full as paper copies
Int. Bos + Herz	Retain in full as paper copies
Jugoposta	Extract selected articles, which go to the Library to be added to the cuttings file. “Thick” issues will remain intact.
Phila Graz	This turns out to be Library Item 26: to be left thus.
Stamps of Hungary	Retain in full as PDF files
Wiener Ganzsachen	Retain in full as scans

## NOTES FROM PUBLICATIONS

### ***ARGE Feldpost Österreich-Ungarn***

**Issue 105:** news, views, many Q & some A, wants etc; Nick Cranendonk’s birthday; the March 1918 armistice; Hesshaimer; the naval radio station at Klinci and elsewhere (11 sides); date errors in Fieldpost cancels (*especially obvious if dated before the war began!*); introduction to the postal history of Bosnia & Herzegovina part 2; packets from Austria to Bosnia-Herzegovina in 1918 (de Bellis; 10 sides).

### ***APS<sup>US</sup>***

**April 2011:** Judaic Philately in Austria (including notes on ‘marginal tabs printing’); etc

July 2011: “Official or semi-Official” and “Christmas Post” as translated by Jean Toghill; Austrian mail service in the Turkish Empire (from Ferchenbauer2009); Cancellations (an overview, by Edwin Mueller).

### ***ARGE Österreich e.V.***

**2011/2 Nr 94:** Forged cancels on Levant stamps; Express rates in B&H, 1886-1918; on the valuation of reply-paid cards; rare Kleckstempel (obliterations) from Vienna and surrounds in 1945; registered mail 1789-1918 (by Brandon K!!).

## **Czechout**

**March 2011:** new editor says hello (and 'get writing!'); news snippets; society news; new issues; etc.

**May 2011:** news etc; book and magazine reviews; descriptions of several interesting post-WWII covers; new issues; etc.

## **Die Briefmarke:**

**Issue 5/2011:** different routings = different charges; horse-drawn postal vehicles; recognising perforation methods; thematic:Freud; 'Tag der Legion' special cancel, 2.4.1938; Mother's Day; poster-stamps aka labels; society news; new issues; special cancels; new catalogues; etc etc.

**Issue 6/2011:** the most beautiful Austrian stamp of 2010 (Andreas Hofer, designed by Hannes Margreiter) and the Golden Lemon Awards; thematic:Whitsun; old Austrian currencies and their abbreviations; paying for pre-philatelic transnational letters; the Scheibbs provisional; Kleinwalsertal; Keith Tranmer's Impressions; 90 years of VOePh; society news; new issues; special cancels; new catalogues; etc etc.

**Issue 7-8/2011:** thematic:Heine; WWI horse-drawn Feldpost vehicles (excellent illustrations); usw usf.

## **Germania**

**May 2011 vol 47 no 2:** Forgeries fakes & frauds; dots ordinally matter; Nordbrief stamps (a modern German private post); WWI artillery observation balloons; etc

## **Jugopošta**

**Vol 98 June 2011:** Monograph nr 9 "The Croatia/SHS Independence Issue of 29 October 1918 (72pp A4). Although this issue was valid for only one day, a vast array of proofs, flaws, essays etc exist. This monograph presents a systematic study of the available evidence, and appeals for any more information that readers may have."

## **London Philatelist**

**Vol 120 May 2011:** "Philatelic shade discrimination": corrigenda

## **Militär und Philatelie**

**Issue 237 May 2011:** Modern news and activities; novel postal methods eg Telepost; society shrinkage: "*If it's only the hardy perennials that come to the meetings, we might as well hold them in a pub*" (Editorial paraphrase)

## **Stamps of Hungary**

**Issue 185: June 2011:** Postal forms in Croat and either German or Hungarian; etc

## **Südost-Philatelie**

**Nr 115 May 2011:** A brief history of Serbia: member of the German-Austrian Postal Union 1841-1869?; AGM reports; many articles of post-WWI relevance.

## **Ukrainian Philatelist**

**Vol 59 Nr 1:** postal stationery cards linked to Ukraine (including Austro-Hungarian bi- and tri-lingual issues); many articles on immediately-post-WWI issues; digital techniques for identifying oddities; and much else of interest. I note that the annual inflation rate in Ukraine in 1993 was ten thousand per cent!!

## Wiener Ganzsachen usw

**Issue 2/2011 (June 2011):** The 30 groschen reply-paid postcard; does it exist genuinely used?; AGM minutes; Ostrumelia; etc etc.

German-readers may enjoy <http://www.briefmarken-museum.de/Ganzsachen-Forum/>

## ADDITIONS and CHANGES TO THE LIBRARY

Ref	Title	Comment	Pp	Author	Pub	Tx
448	The Silver Yardstick	Currencies applied to postal rates in the nineteenth century	60	G Fryer & J Whiteside	2003	E
449	Die Reklamemarke	Labels aka Poster Stamps	220	G Schweiger & G Spicko	2011	G

**The Silver Yardstick** is “A description of currencies of the world, their minting and their development with application to Postal Rates from circa 1800, particularly to mail sent in the period from the issue of the first postage stamps in 1840 until the commencement of operations by the Universal Postal Union in 1875 including comprehensive data providing the basis for exchange between any currency based upon minting of relevant silver coins in circulation.” Appendix II, 8 pages long, is “The Austrian & Hungarian Lands”.

John Anthony writes: **Die Reklamemarke** by Dr. Gunter Schweiger and Mag. Gerlinde Spicko. Hard bound 220pp 4-colour printing. German text. Essentially a “coffee-table” book, but since seemingly so little is published on this subject, nonetheless welcome.

Focusing on the valuable opportunity that mail offered for getting your brand, product or service into the public arena, it covers the use by trading companies of labels (poster stamps, if you like) as advertising vehicles, although there is a small reference to similar use by the military.

Sections cover the history of such material, the artists who were involved in their design and the emissions of various companies, some of whom will be familiar eg. AEG, Hapag-Lloyd, Knorr, Maggi, Suchard, as well as many that will not. Richly illustrated and whilst not exhaustive, a useful insight into identifying some of these fascinating adjunct of our hobby.

*See also the review of **Weber** on the last page. Ed.*

## AVE ATQUE VALE!

We welcome Andrew D. Brooks, Nicholas Coverdale, John Barefoot, Richard Stephens and Mike Harford.

We say farewell to: John Whiteside; Otto Habsburg; Steve Greiner

## “RED MAHLER”

Herr Rillen has informed me that it is a well-known but unattributable fact that colour trials of many issues did “leak” from the Vienna State Printing works, so my conclusion that such leakage was the most likely source of a Red Mahler stamp is further reinforced.

Another correspondent has sent me some pictures of colour trials of the Esperanto and U.N. issues, which may appear on the colour cover of the next issue (there’s no point in reproducing them here in black/white!).

## ANOTHER INTERESTING AIRMAIL COVER

This cover has given rise to two mysteries, one of which has been solved. The second mystery is that I have lost my notes on who sent me it, so to whoever-it-is thanks and apologies – and I hope they are reading this!



The sender described the cover thus and asked for confirmation or correction:

*A catapulted item from New York (the sender's address is faintly visible on the back) to Vienna; the catapulted aeroplane landed at Munich. WIEN 101 is Westbahnhof - perhaps it came from Munich by overnight train - and WIEN 28 is Nordbahnhof where it arrived at 8:40 am. The delivery address of Schwaigergasse is across the Danube in Floridsdorf.*

I had difficulty in believing that in 1929 a plane was capable of being catapulted off a ship in the Channel and flying to Munich; I'd expect it to be a sea-plane, and to land somewhere near the French coast, the mail continuing on a different plane. Luckily our member Joyce Boyer can answer such questions! She told me:

Cover posted in New York on 12 September 1929. Carried on the "Bremen" across the Atlantic and on the catapult flight on 17 September from ship to Cherbourg. Onward journey would be train to Paris, air via possibly Strassburg - Karlsruhe - Mannheim to Munich and on to Vienna by the DLH service.

Joyce added that this appears to have been a trial catapult flight before the service was introduced in 1930. It is mentioned in the introduction to catapult flights in Kohl, page 125.

## ***Book Review***

### ***Bosnien-Herzegowina 1812 bis 1920: Stempel-Kompendium Band I & II By Gerhard Weber. Published ARGE Feldpost Österreich-Ungarn, Wien 2010. ISBN: 978-3-9502580-2-8. In German.***

Bosnia & Herzegovina doesn't regularly get much attention in the pages of AUSTRIA. But it hasn't done badly (over the years) with published books. Starting with Adolf Passer's ground-breaking and still essential *Die Postwertzeichen von Bosnien und der Herzegovina* (Prag, 1930), keen collectors will likely have significant contributions from Clement, Gordon, Pillauer, Pongratz-Lippitt, Kraut & Matthijssen and most recently the excellent study by Berislav Sekelj. And, of course, Ferchenbauer's thorough treatment of the philately must be mentioned. I could continue....

So, bookshelves already groaning (to say nothing of spouses), when the ARGE Feldpost Österreich-Ungarn announced a new 'cancellation compendium' running to around 1,300 pages of good quality A4, profusely illustrated in full colour and well bound in hard covers, one could be forgiven for wondering whether this could possibly be worth the not insignificant cost of purchase (€20, plus certainly significant shipping costs)?

The answer is a resounding 'YES'.

Of course, if you are wanting to take some reference work to a Stamp Fair, I would commend Pillauer, which will slip into the pocket of even a well cut suit jacket, whereas Weber really needs a wheelbarrow. But not only is Weber chock full of valuable information but it is also a real pleasure to look through. Absolutely beautifully produced and including a plethora of fine illustrations of superb material.

Weber concentrates on the cancellations (and includes great identification guidance to differentiate between postmark sub-types, many hitherto unrecorded), including sensible valuation guidance. But he also explores very many sidelines. Different approaches to collecting B&H. A selection of the laws and regulations. Examples of the various legal, commercial, religious, government and (of course) military handstamps and seals. Demographic and confessional statistics. Locations of individual military units. Postal routes. Postal rates. Revenue stamps. Genuine use of the postage dues. TPOs. Postablagen. Manuscript cancels. Censors. Again, I could continue.

Older readers will perhaps recall the old joke about the competition to write about elephants. In one version, there are six authors: French, English, American, German, Russian and Polish. The Frenchman writes on the "L'Elephant et Ses Amours", the Englishman on "Elephants I Have Shot" and the American on "How to make Bigger and Better Elephants." The German produces a 10-volume "Preliminary Outline for an Fundamental Treatise on the Prehistoric Ancestors of the Elephant", the Russian writes a metaphysical essay entitled, "Does the elephant really exist?" and the Pole (the punch line is always the same) writes on "The Elephant and the Polish Question."

Well, this is certainly an 'elephant' (and an Austrian elephant at that) of a treatise on B&H. But it is one which is indispensable for anyone interested in the postal history of this fascinating area.

***Martin Brumby***