

The only known item of pneumatic mail sent FROM the Kriegsministerium Post Office, Wien 25.



Präsidiälbüro, Telephondpesche 5 h

Alle Herrn Offiziere und Beamten haben sich zwecks Erwartung der Hohen Leichen um 9 h 45 am Südbahnhof einzufinden.

Mössinger Zgf.

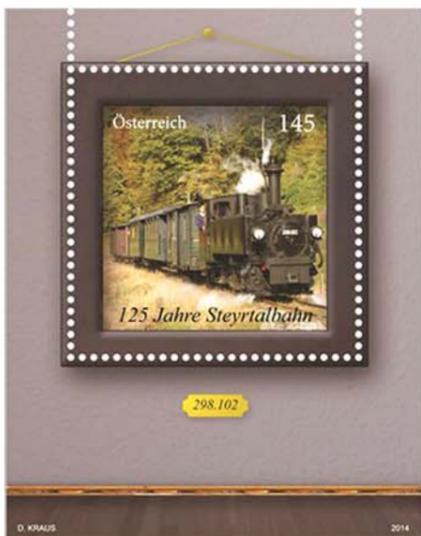
Austrian Philatelic Society

AUSTRIA



A selection of the items discussed in this issue.

Wien - Triest (Graz-ÖBB)		Wien - Triest (Glin-Triest)	
St. Nr.	St. Name	St. Nr.	St. Name
1	Wien	1	Wien
2	St. Pölten	2	St. Pölten
3	Graz	3	Graz
4	Leoben	4	Leoben
5	Marburg	5	Marburg
6	St. Veit	6	St. Veit
7	Wieselburg	7	Wieselburg
8	Wieselburg	8	Wieselburg
9	Wieselburg	9	Wieselburg
10	Wieselburg	10	Wieselburg
11	Wieselburg	11	Wieselburg
12	Wieselburg	12	Wieselburg
13	Wieselburg	13	Wieselburg
14	Wieselburg	14	Wieselburg
15	Wieselburg	15	Wieselburg
16	Wieselburg	16	Wieselburg
17	Wieselburg	17	Wieselburg
18	Wieselburg	18	Wieselburg
19	Wieselburg	19	Wieselburg
20	Wieselburg	20	Wieselburg
21	Wieselburg	21	Wieselburg
22	Wieselburg	22	Wieselburg
23	Wieselburg	23	Wieselburg
24	Wieselburg	24	Wieselburg
25	Wieselburg	25	Wieselburg
26	Wieselburg	26	Wieselburg
27	Wieselburg	27	Wieselburg
28	Wieselburg	28	Wieselburg
29	Wieselburg	29	Wieselburg
30	Wieselburg	30	Wieselburg
31	Wieselburg	31	Wieselburg
32	Wieselburg	32	Wieselburg
33	Wieselburg	33	Wieselburg
34	Wieselburg	34	Wieselburg
35	Wieselburg	35	Wieselburg
36	Wieselburg	36	Wieselburg
37	Wieselburg	37	Wieselburg
38	Wieselburg	38	Wieselburg
39	Wieselburg	39	Wieselburg
40	Wieselburg	40	Wieselburg
41	Wieselburg	41	Wieselburg
42	Wieselburg	42	Wieselburg
43	Wieselburg	43	Wieselburg
44	Wieselburg	44	Wieselburg
45	Wieselburg	45	Wieselburg
46	Wieselburg	46	Wieselburg
47	Wieselburg	47	Wieselburg
48	Wieselburg	48	Wieselburg
49	Wieselburg	49	Wieselburg
50	Wieselburg	50	Wieselburg



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Edited by Andy Taylor

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If this journal is undeliverable, please return it to Mrs C Ralph, 41 Battle Road, St Leonards on Sea, Sussex, TN37 7AA, Great Britain

The Society's web site on <http://www.austrianphilately.com> is regularly updated and enhanced.

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A word from the President

It was a great honour and privilege to have been elected as your new President at the recent AGM. You may be wondering why I put myself forward. It's because I have heard so much negativity about the future of philately and philatelic societies. You know the argument: "Young people aren't coming into philately and in 15 years we'll all be dead and philately will be dead and the APS will be dead"

I don't want to go down without a fight. There are some two hundred Members in the APS. Are there really only two hundred serious collectors of Austria in the English-comprehending world? Of course not. Several of us have recruited new Members in the last few years. They are out there, and I plan to work with you all to find ways of bringing new Members into the Society. If you would like to help me with a few suggestions to get me started, please go ahead and send them.

My second priority will be to look for a succession plan for our Committee. Most of the Committee Members have been in post for many years, and have given great service to the Society, but they can't go on for ever. Of course, if we can recruit new Members, that in turn should provide more candidates for our

Officer positions. Many of you could help in some way to maintain a vigorous Society, so why not have a word with me about it?

Thirdly, I'm looking at the way we organise meetings for our Members so that more can attend. More about that in a future issue of AUSTRIA.



Finally, I want to say a word or two about my predecessor Martin Brumby. He has been re-elected as President every year for about fifteen years. He took over shortly after the merger of the London-based and Manchester-based Austrian Societies, and steered us through a potentially difficult period. Our successful 60th Anniversary celebrations came about during his leadership. And on a personal note, he has been unfailingly helpful to me in my own interest and development in Austrian postal history

Keith

Editorial 188

Congratulations to Nick Harty, this Journal's second Editor and the society's Ur-Festmeister, who reached 80 in September! He is remembered also by the Nick Harty Award, presented to anyone who puts in a display frame more than 150% of the number of sheets it was designed for.

Editorial Thanks to (a) John Pitts, who has lent me numerous pages of Postal Stationery displays; (b) Paul Taylor for a scan of his "Period 8 Inflation" display. Both I shall turn into articles for future issues.

As an émigré Scot and convinced Europhile, I was more than interested to read the political haverings surrounding the Scottish Referendum. One would think that plebiscites on devolution and independence had never been thought of before, and that the entire concept was so strange as to warrant instant dismissal. Had the bletherers known even a smidgeon of Austrian history, they would have recalled the ghosts of Carinthia North and South, Tirol East and North, Eastern Galicia, Eastern Silesia, Mexico, Schleswig and Holstein, Ödenburg/Sopron - and Austria itself in 1938! Anyway, Scotland is where it is, although I'd bet a bawbee to a Merk that within 20 years its status will be different.

Andy Taylor

2015 Fest date – 11 to 13 September.

Add it to your diary now!

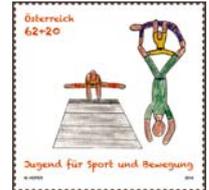
2014 NEW ISSUES (third instalment)

by Andy Taylor

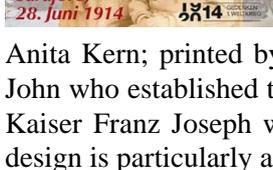
Author's Notes

The information given here is face value ('c' is Euro-cents); issue date (first-valid, not the earlier on-sale); quantity printed; printing method; designer (and engraver if relevant); printer; and some details on the design. The illustrations are around life size, although blocks & strips are smaller. Many issues are also available in mini-sheets, as blackprints, as 'Buntdrucke' (ie printed in different colours from those issued) and so on. The descriptions are sourced from "Die Briefmarke" and the Post.at website. Information on paper, colours, and perfs is no longer provided by them.

Youth for Sport and exercise. 62c+20c surcharge; 26.6.2014; 200,000; Offset; design; Nadine Hofer; engraving: Dieter Kraus; ANY Security Printing Company PLC. The design, by Krems school girl Nadine Hofer, was the winner of a competition organised by VÖPh (Verband Österreichischer Philatelistenvereine). The 20c surcharge will go towards the youth activities of VÖPh.



Assassination at Sarajevo 28 June 1914. 62c & 70c; 28.6.2014; 150,000 blocks of two stamps; Offset; design; Regina Simon; printed by Joh. Enschedé Stamps B.V. The block is 100x100mm, and is shown in colour on the cover. The story of that day's events need not be repeated here; the background of the block is based on an illustration in the 12 July 1914 issue of the French newspaper "Le Petit Journal".



Classic costumes: Aussee. 70c; 18.07.2014; 700,000; Offset; design: Anita Kern; printed by Joh. Enschedé Stamps B.V; issued in a minisheet of 10. It was Archduke John who established the custom for aristocrats to wear upmarket versions of peasant costume, and Kaiser Franz Joseph wore nothing else while on his summer holidays in Bad Ischl. The Aussee design is particularly attractive.



Stamp-puzzle: Maja the Bee. 4x62c; 29.08.2014; 150,000 blocks-of-4; Offset, Augmented Reality; design: Polypod, ©Studio 100 Animation; printed by Joh. Enschedé Stamps B.V. The famous jigsaw perforator appears again, on another of the puzzle-stamp series. In 1912, Waldemar Bonsels created Maja, lead character in a children's novel; other volumes appeared; Maja-books are now available in 40 languages; films and TV series followed; Maja-brand toys are ubiquitous; and the latest variant is a 3-D-TV version for those who prefer to purchase technology instead of philately...

Modern Architecture in Austria: Museum Angerlehner. 62c; 12.09.2014; 360,000; Offset; design: Silvia Moucka; printed: ANY Security Printing Company PLC. The museum, in Upper Austria, houses the extensive 30-years art collection of industrialist Heinz J. Angerlehner



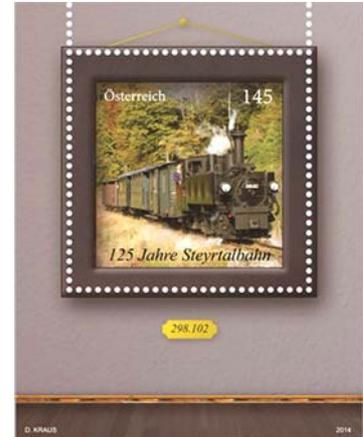
Austrian churches: 300th anniversary of the Mariatrost Basilica at Graz. 62c; 19.09.2014; 360,000; Offset; design: Kirsten Lubach; printed: ANY Security Printing Company PLC. The Basilica, one of the best-known pilgrimage churches in Styria, was begun in 1714 to house a statue of Mary previously in the chapel of the small castle on the site, to which the recovery from serious illness of the lord's daughter was attributed. Built in the gothic style, the Basilica was 'heavily baroque' then 'late-baroque'. A monastery was attached until Joseph II suppressed it.



Historic postal vehicles: a Packet waggon. 90c; 20.09.2014; 230,000; Offset; design: Tristan Fischer; printed: ANY Security Printing Company PLC. The Austrian Post in its various arrangements was for centuries responsible for transporting mail, packets/parcels, and people. This stamp shows an 1830 Packet Post waggon; in reality it was pulled by one or more horses, not a Shetland pony.

125 years of the Steyrtalbahn (Block). 1€45; 20.09.2014; 150,000; Offset; design: Dieter Kraus; printed by Joh. Enschedé Stamps B.V

The Steyrtalbahn is Austria's oldest 760mm-gauge railway. The first stretch opened in 1889, but financial difficulties delayed completion until 1909. Between the wars it began to suffer competition from buses; after WWII it was State-owned but eventually closed in 1982. The 17km stretch from Steyr to Grünburg now operates as a museum-railway, running in the summer and at Advent. The stamp shows the 1888-built steam engine nr 298.102, represented as an oil painting on an art gallery wall.



Tag der Briefmarke 2014: 2€82+1€41; 26.09.2014; 600,000 in minisheets of 6 (for 25€8!); Offset; design: **Hannes Margreiter**; printed by ANY Security Printing Company PLC. The stamp depicts the market town of Rankweil in Vorarlberg. This has been a pilgrimage centre since 700AD and is also well-known for its picturesque surroundings and its cultural activities. The design shows a row of Siberian Iris with the Basilica of Rankweil behind.

The Fußacher Bote. 90c; 27.09.2014; 235,000; combination-printing 'Offset-Stich' (Etch-Art by OeSD); design: Michael Rosenfeld; printed by Österreichische Staatsdruckerei. In former times, when mail was carried by men with mules, a 325Km route was established in 1440 from Lindau by ship over the Bodensee to Fußach, up the Rhine valley, over high mountain passes, down Lake Como, ending in Milan. It took between 5 and 11 days, depending on the weather. The stamp design is taken from a historic map by Aegidio Tschudo; North is on the left of the stamp but at the bottom of the original map.



150th anniversary of the "Gremium der Wiener Kaufmannschaft". 62c; 01.10.2014; 360,000; Offset; design: Anita Kern; Printed by ANY Security Printing Company PLC. This body, whose predecessors can be traced back to the 17th cy, functions both as a representative of Viennese businesses and as an educational and charitable body. The stamp design is a Hermes head with the winged helmet and Caduceus (the rod with two entwined snakes); the latter has since Greek times been associated with travellers and commerce. The Romans, who called Hermes "Mercury", extended the god's protective powers to shepherds, gamblers, liars, and thieves.

The present seat of the Trade Association is Schwarzenbergplatz 4, in the building which was used for the negotiations in 1955 over the Austrian State Treaty – for details of that and pictures of the building see <http://www.austrianphilately.com/statetreaty/picgal.htm> The pediment is decorated with Hermes heads.

THE APS BOOKSHOP

To purchase any of these items, contact the Librarian. If paying by Paypal remember to add the £1 fee!
NOTE!! If you pay by credit card, it will now appear as “Modelmania” on your card statement.

CDs

- ❖ *All CDs cost £10 or €15 including postage to anywhere in the world*
- ❖ “**The History of Austrian Revenue Stamps**” by Dr. Stephan Koczynski. Enhanced and published on CD in fully-text-searchable form. It is ISBN 978-0-900118-07-4.
- ❖ **1910 Post Office Index**. This is the “*Verzeichnis der Post- und Telegraphen-Ämter in Österreich, Ungarn und in Bosnien-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.
- ❖ **The Early Austrian Post Offices in the Ottoman Empire** – Hans Smith’s Presidential Display to the Society of Postal Historians on 10 April 2010

Books:

- ❖ “**The Austrian Post Offices in the Levant: Tchilinghirian and Stephen Revisited**”. by Hans Smith. Written in English and in full colour throughout, with over 200 A4 pages of text and illustrations and a comprehensive listing of all known postmarks of the consular offices. Price £50. ISBN 978-0-900118-09-8
- ❖ “**A Celebration of Austrian Philately**”: the APS 60th anniversary ‘Festschrift’. viii+162 pp A4 in full colour. ISBN 978-0-900118-05-0 Price **£15**
- ❖ **German/English Philatelic Dictionary**, published by the Germany Philatelic Society in the USA. This is the 2005 edition, 298 sides of A5, spiral bound, with appendix of abbreviations. Copies cost **£19.95**.
- ❖ *To all these add P&P: Levant £8, all other books £3 to GB; everything at cost to other destinations.*

Other items

- ❖ Back numbers of “Austria” are £1 each to members (£5 to non-members), subject to us having stock. Some may be facsimiles or second-hand originals. Postage extra at cost.
- ❖ 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 “not-small Packet”), or delivery by arrangement.
- ❖ **Ties** are available in blue from the Librarian: ties £6.75; cravats (only 3 left) also £6.75.
- ❖ **The few remaining green binders for A5 issues of ‘Austria’ now only £2 each plus P&P.**

Advert:

“**The Postal History of the Anschluss, The German Annexation of Austria**” by Tony Hickey, Ian Nutley, David Taylor and Colin Tobitt. Copies are still available; contact the Librarian.

NOTES FROM OTHER JOURNALS

ArGe Feldpost Öst.-Ung

2014 June Nr 117: Presidential foreword; Notes wants and reports; Q&A; “Austria-Hungary’s Last War”: July-Sept 1914, 11pp lavishly illustrated [including a pneumatic card sent FROM Vienna 25 – see the article in this issue]; early use of Fieldpost cancels (10½pp); 1st Army fieldpost in August 1914; corrections and supplements to Rainer’s Handbook; ditto to Clement’s; etc etc. An impressive issue!

ArGe Österreich

2014/3 Nr 107: Krankenkassenporto; the 1918 rates rise (ii); the “Austria” cancels of Tuscany; Austria in 1945: Überroller mail (ii); etc.

Czechout

See www.czechout.org where you can read (but not print) every issue including the latest.

Die Briefmarke

2014/7-8: Traunsee; the Fußbacker Bote; 1821 rules on registered mail between post-paying and post-free persons; the Eiffel Tower; postcards on improbable materials; the 1948 ‘flowers’ series and a modern variant; info on new issues; youth and club reports; book reviews; etc.

2014/9: the Fußbacker Bote: details of the route; 300 years of Maria Trost (Graz); decoding an 18cy Vienna-Prague Stundenpasse; new MarkenHefte including “best of Gulasch”; info on new issues; youth and club reports; book reviews; etc.

Germania

Vol 50 Nr 3: 1914 the first war year (many colour pics of Austrian activities); effect of WWI on mail; postal history of early WWI; etc etc. This is their 50th anniversary issue; their first-ever was in February 1964.

Stamps of Hungary

No. 197 June 2014: Special commemorative edition for their 50th anniversary exhibition at the RPSL. Introductions are followed by 39 pages, each corresponding to a section of the display and featuring a highly-desirable item shown therein. In full colour of course, and rather impressive!

Jugoposta

Nr 110 June 2014: Fiume: the d’ Annunzio legacy and a Croatia-Italy-UPU row; etc.

Additions to Library:

Ref	TITLE	Comment	Pages	Author	Pub'd	Text
462	A series of books on Registration Labels; all titles begin “Rekozettel und Einschreibebefuge” (=RuE). 1886 was the introduction of Registration labels and 1918 saw the end of the Empire. <i>See note on next page.</i>		--		--	--
462a	RuE der Bukowina (als österreichisches Kronland 1886-1918)		72	Hermann Sanbach }	2013	G
462b	RuE von Südtirol und Trentino (als österreichisches Kronland Tirol 1886-1918)		96		2013	G
462c	RuE von Schlesien (als österreichisches Kronland 1886-1918)		82		2013	G
462d	R&E von Galizien (als österreichisches Kronland 1886-1918)		285		2014	G
463	Lemberg: Cosmopolitan Crownland Capital of the Austrian Empire	The postal history of the Austrian Empire exemplified by material to and from one of its Crownland capitals: Lemberg.	174	Inger Kuzych	2014	E

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Recozettel und Einschreibebelge - Library book 462

We have added four books from this series to the library and will no doubt add more as they are issued.

The first section opens with a short history of the province, a table of statistics including the religion and languages of the inhabitants from 1900 and list of post offices. This is followed by explanations of the catalogue, illustrations of pre-label marks and the various registration labels with examples on cover.

The catalogue lists each post office in alphabetical order showing examples of the labels issued, dates of use and a valuation.

If you would like a personal copy of any book please contact the librarian for details. The price varies according to the number of pages.

Comments on and corrections to issue 187:

“Franz Josef” with an f is a glacier in New Zealand. The ruler of Austria, Hungary etc etc etc etc announced himself as Franz Joseph in the Kaiserlich Patent of 2 Dec 1848.

The “porcelain stamps” mentioned on page 11 are about Augarten porcelain but are not made from it: they are standard Meine Marke. The plaque is porcelain but it isn’t a postage stamp.

Other “Austrian postal firsts” may include perforated stamps (1854 revenues), bi-coloured stamps (1854 revenues), rocket mail (2 Feb 1931), triangle standing on its point (1916 Eilmarke), newspaper postage stamps (1851), and precancels (1858). None of this has been properly checked yet.

Hesshaimer material – “the more you look the more you find”; see most Austrian auction catalogues! Labels similar to the 1920 postcard at the bottom of page 32 exist in at least 4 colours. The 1923 International Postage Stamp Exhibition exists in Christophorus-like colours of green, blue, red, brown with a large variation in shades. There is a set of Siebenburgen labels with the same size and frame as the 1923 labels, but horizontal, with a building (Diasporaheim) and the addition of another colour, violet as with the Christophorus labels. On page 38, the set-of-ten in a folder (para 1) were imperf. The transport series of para 4 does have other overprints. And towards the end, the Post Coach’s lower inscription has 6 lines of text and is 14mm deep.

2014 YorkFest Displays Report

By Jablečný Koláč, with assistance from Mystic Meg and photography by Ernst Oberthaler.

Geoff Frost displayed two showings of Bosnia from the Turkish period to the new Yugoslavia. There was a particular emphasis on the 1906 compound perforations.

David Bravery gave a 3 frame display on the Bay of Cattaro 1870 - 1918. The display showed how the bay which was the southernmost end of Austria (Dalmatia) started off as a backwater of the Empire but became a major area of importance as a naval base during WWI, particularly in regard to the submarine dock at Gjenovic where both Austrian and German submarines were based. David also explained about the Bay's role in the attacks on the Otranto Barrage and the Cattaro naval mutiny of January 1918. All was illustrated with a range of postcards, photographs and ship mail.

John May showed two frames of "specimen" aka "publicity" stamps and postal stationery (that's the ones with a diagonal black stripe, sent to editors of philatelic journals so that they could publicise an imminent new issue).

Colin Tobitt's display of the 1945 Hitler Head overprints started with examples from plates 1a, 1b and 2 of the 3, 5, 8pfg values of the 1st provisional issues showing the many varieties which came about due to the hurried production of the printing plates, followed with sheets of the 6 & 12pfg issues showing the break-up of the 'h' on the fourth stamp. The 2nd Provisional issue not on Hitler heads followed with some of the varieties. With the advancement of the postal system more stamps were needed but the only ones available were the Hitler heads. The Soviet State Commander for Vienna decreed that the head had to be obliterated, which resulted in the "Klecksstempel" of which a variety were displayed (finger prints, cork & lino cuts etc.). This was still not acceptable so the stamps were overprinted with vertical lines. The Graz issue followed, showing the difference between the genuine and forged overprints. The display finished with the Porto overprints that were primarily for use in the British, French and US zones. These overprints were printed by the State Printing works which resulted in several varieties such as inverted, flattened O, thin O, and missing bugle cords.

Martin Brumby presented an overview of Slovenian Styria (Slovenska Štajerska) alias Lower Styria (Spodnja Štajerska); in German Untersteiermark. This is a traditional region in what is now North-eastern Slovenia, comprising the southern third of the former Duchy of Styria. About 35% of Slovenia's population lives in this area; the largest city is Maribor. The present day borders were more-or-less established by a band of 4,000 Slovene freebooters from the former KuK Armies, under Rudolf Maister, a former KuK Major. The borders were confirmed by the 1919 Treaty of Saint-Germain-en-Laye. Although the division was largely along ethnic lines, several larger cities had largely German populations, (e.g. Marburg 80%, Pettau 86%). Bordered in Slovenia by Südkärnten in the Northwest, Mur Island in the North East and Krain in the West, today's international borders are with Austria in the North and Croatia in the South. Untersteiermark contained 160 Austrian Post Offices, mostly situated in small villages, and a number of Postablagen. Although Štajerska is still recognised by tradition, it has no modern administrative role.

Alan Berrisford first presented Postablagen in Galicia, and then followed up with a miscellany of unusual and intriguing items.

In his display of Pre-stamp Postal History of Verona **Keith Brandon** concentrated on the Napoleonic era. For a few years from 1797 to 1805 the border between the Austrian Empire and the territory controlled by Napoleon and his allies was the river Adige, which ran through the middle of Verona. Highlight of the display was scarce material from the short-lived Austrian post office on the east of the river.

Keith Brandon's display of the postal history of Spalato (Split) had hardly started when Hans Smith interrupted to introduce George and Ira Gershwins' contribution to Croatian philately: "You say **Spalato** and I say **Spalato**". Undeterred, Keith went on to highlight an unrecorded postmark from 1810 and examples of mail from the city through to the end of the First World War.

In the **one-frame competition** (letter S), Keith Brandon caught the imagination of voters with his display of seasonal letter-collecting agencies in hikers' hostels in the South Tyrol. His display comprised postcards with a picture of a hostel and, on the reverse, the *ablage* cachet.

Paul Taylor showed 27 sheets from Inflation Period 8 ie 21 Aug to 17 Sept 1922. In preparation for this, ten new denominations were issued in the Symbols series: 50, 60, 80, 100, 120, 150, 180, 240, 300 and 1000 Kr.

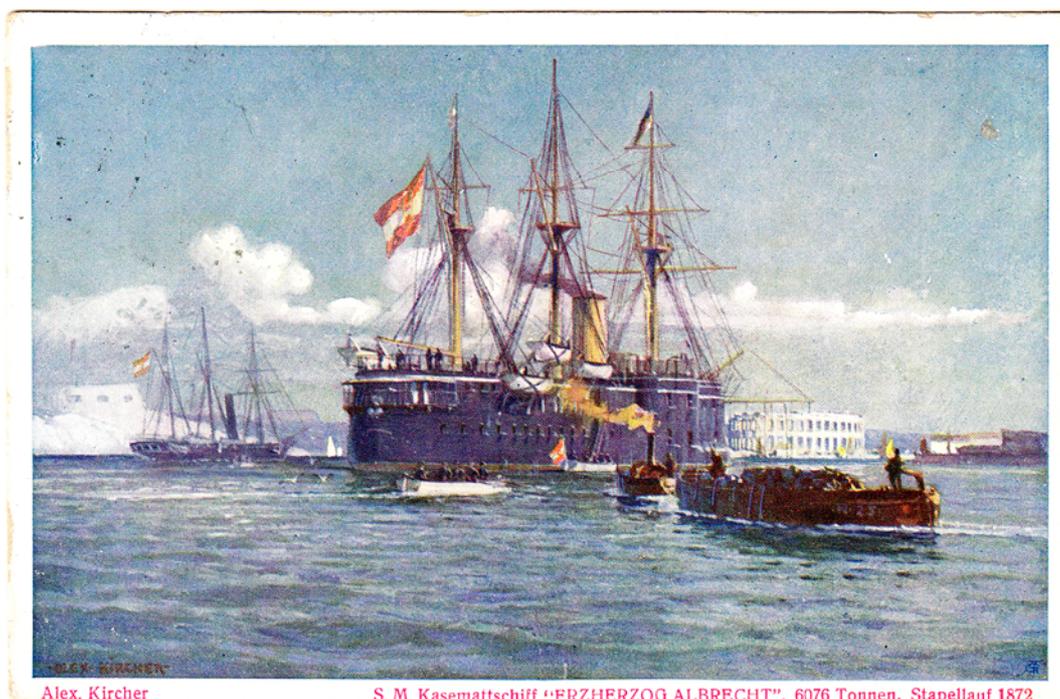
The new rates were: 20 gram letter 80Kr local, 100Kr inland, 240Kr reduced foreign, 300Kr foreign; postcards 50Kr inland, 140Kr reduced foreign, 180Kr foreign. Many of the examples were franked with amazing numbers of assorted-value stamps!

Joyce Boyer began her Olympic displays with the 1964 Winter Olympic Games held at Innsbruck. These were the first winter games where many countries issued stamps to mark the event although over half of these did not send any competitors. The display opened with examples of the stamps and postal stationery card issued by Austria followed by first day covers from Hungary and Poland. These were followed by covers showing examples of the advertising and special cancellations used on mail posted at the various venues where events were held together.

Later, **Joyce** followed up with her display showing examples of stamps and cancellations issued by Austria in connection with the Winter and Summer Olympic Games from 1948 to 2008. In 1948 and 1952 Austria was the only country other than the Hosts, Switzerland and Norway to issue a special stamp for the Winter Olympic Games. Examples of these were shown on cover. The 1948 postal stationery card was used for many years with special cancellations for special flights to later Games. The display continued with examples of later stamp issues and special cancellations ending with the special stamps issued for the Winter Paralympics games held at Innsbruck in 1984 and 1988 when these were held separately from the main Games.

Other displays presented included:

- ❑ John Pitts: Stamp Designs – Hesshaimer’s Series
- ❑ Martin Hickman: Austrian Levant
- ❑ Clive Murray: Inflation 1918-1925
- ❑ Barry Clark: The First World War Leaders
- ❑ John Pitts: Austrian Lloyd Lines to Greece and Levant
- ❑ Geoff Richardson: “Austrian People” & “Scouting Labels” – in spite of their having spent the night on the bus on which they were left...
- ❑ Hans Smith: Croatia 1850-1858
- ❑ Clive Murray: Austrian Mail in Liechtenstein
- ❑ On the Saturday, John Pitts showed his Keynote Display on “World War One Kriegsmarine”



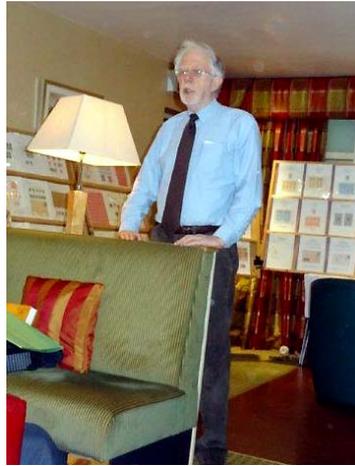
Alex. Kircher

S. M. Kasemattschiff "ERZHERZOG ALBRECHT", 6076 Tonnen, Stapellauf 1872

S.M. Kasemattschiff "Erzherzog Albrecht"



Clive



Keith addresses the throng



Joyce responds to a query



Hans cogitating



The audience settles down



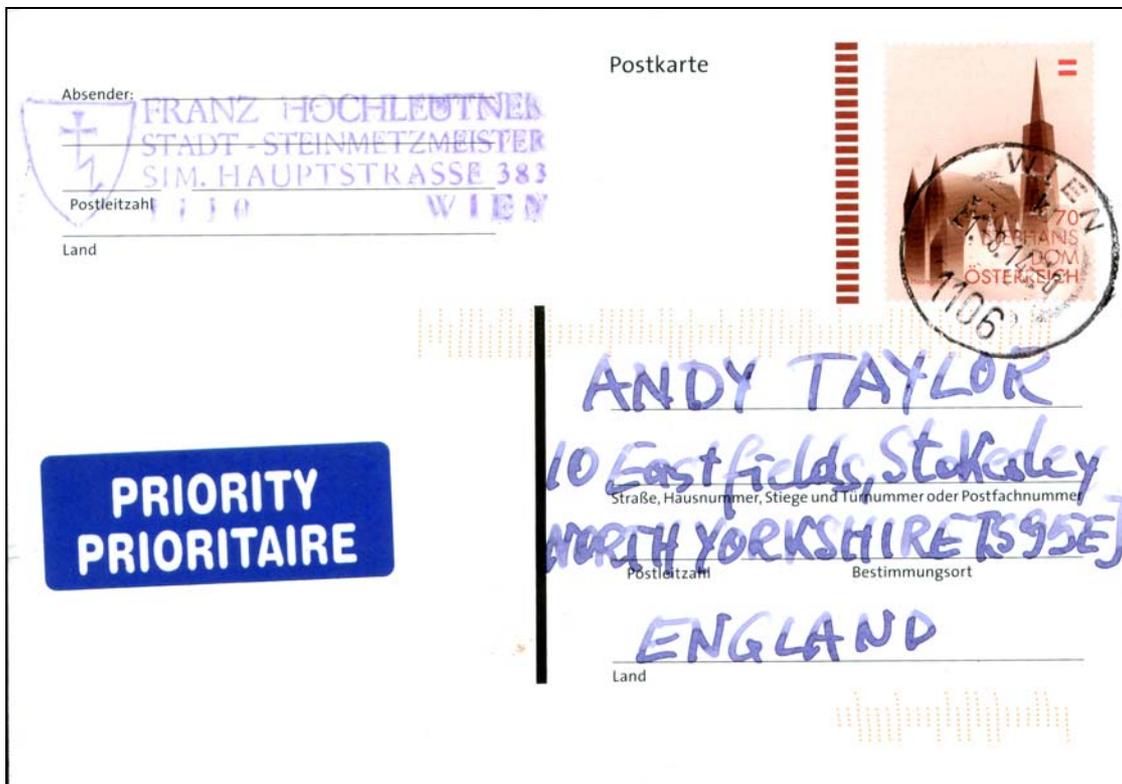
Colin in full flow

Two unusual items

by Andy Taylor



This is an Index of Registered Letters; it would have accompanied the bundle (of three letters) sent from Vienna to Hohenems on 18 June 1893.



And this is a rare item of modern mail – an officially-issued blank-back postcard with a 70c imprint for the foreign letter rate - the category of ‘postcard’ was abolished on 1 July 1997 when the Priority Mail system began.



Martin Brumby

“This was your philatelic life”...



According to the pages of “Austria”, Martin’s first official position with the then ASCGB was as Magazine Secretary in 1983, when he took over from Arthur Godden the distribution of current and back issues. In 1985 he added to this the role of General Secretary, and carried out both jobs until pressure of work (and the lack thereof) led him to retire at the 1995 AGM.

The hoped-for life of ease lasted all of 20 minutes, since at the conclusion of that AGM he was appointed as Chairman. In 2000 he added the responsibilities of Packet Secretary, passing them on to Barry Clark in 2009. At the 2002 AGM he stood down as Chairman but was appointed as President, retaining that position until the 2014 AGM.

In another part of the forest, Martin was active in local government, and the APS benefitted...

Martin Brumby, the Sheriff of York and the President of the APS, invites members and friends to a meeting in the Mansion House of York at 2pm on Saturday 17 May 2003, where he will present a display. **R.S.V.P.**

Martin himself wrote in 1985:

Born in Chatham, Kent on 13th August 1947. Educated at Sir Joseph Williamson’s Mathematical School, Rochester and The University of Sheffield, where he obtained a Degree in Civil and Structural Engineering. Qualified as a Chartered Engineer (M.I.C.E.) in 1973. Currently Deputy Area Civil Engineer for the National Coal Board.

An interest in Stamp Collecting was triggered off by (of all things) the 1960 British 6d “Europa” stamp franking the envelope containing a recently won Cycling Proficiency Certificate! A fairly large schoolboy accumulation of stamps ensued, and over a period saw a shift of interest away from the relics of a Colonial past and towards Europe, and particularly those parts of Central and Southern Europe visited in the course of several hitch-hiking expeditions.

The financial exigencies of student life, and subsequently of marriage and home-building put paid to active collecting, and even led to the disposal of much of the Commonwealth material, for an appropriately paltry sum, as a small contribution to the deposit for a mortgage.

Started collecting again in 1981, joined the Sheffield Philatelic Society in the same year, subsequently becoming Librarian and President (1984/5). Decided to specialise in Austria, joining the Austrian Stamp Club of G.B. in 1982, becoming Magazine Secretary in 1983 and General Secretary in 1984. Also seriously interested in Turkey, and to a lesser extent in early issues of Hungary, Italy and Jugoslavia. Main interest in Austria is pre-1918 postal history, particularly those areas now in Jugoslavia: the relics of another Empire!

Martin likes cats – and cats like Martin. Many philatelic meetings in his house have been enlivened by the entry of one or more felines, which after inspecting the visitors usually choose one on whose shoulders they then sit until the subject bores them.



Report on the Joint Societies meeting in Bradford, 16 August 2014 – by Roger Morrell

The annual joint meeting of the Austrian, Czech, Hungarian, Polish and Yugoslav Societies again took place at the Latvian Club in Bradford with a record participation of 27 members, some of whom had travelled long distances. Hosted by Yvonne Wheatley and husband Richard at the Bradford Philatelic Society, a huge and varied array of material was on display over five rounds of one, two and three-frame exhibits with short explanations by presenters. As usual, this attracted keen interest among participants, once again illustrating the big overlap of interests in Central European philately. In order of display:

Richard Wheatley	The Moravian exile settlement at Fullneck, near Pudsey: mail and postmarks
Keith Brandon	Pre-stamp mail of Laibach, Carniola province of Austria, now Ljubljana in Slovenia
Derek Baron	Olomouc, Moravia, including new acquisitions such as mail from Siberian exiles and an ID card
Dave Foster	Yugoslavia, 1918-19 SHS overprints on Bosnia
Edmund Jagielski	Central Lithuania, the region around Vilnius claimed by Lithuania that became a puppet state supported by Poland after WWI, with stamp issues from 1920 to 1922
Michael Waugh	Austrian Levant, stamps and postal history
James Hooper	Austrian law-court letters and receipts (<i>Rückschein</i>) 1918-1926, the acknowledgement of arrival of a court document
Derek Walker	German fieldpost letter labels including overprint varieties for the Aegean area
Alan Berrisford	Provisional postmarks on Polish mail 1944-6
Wojciech Kierstan	The story of Reinhard Heydrich and the Lidice massacre 1942
Peter Cybaniak/ Roman Dubyniak	'God punish England' labels and cachets on WWI civilian and fieldpost mail
Mervyn Benford	Hungarian <i>Visszatért</i> mail from the 1939-44 re-occupation of territories lost after WWI as a result of the Trianon Treaty
Martin Brumby	Légrády Sándor: the Hungarian engraver: examples of his engraving work on revenue stamps 1926-1946
Rex Dixon	Austrian postal documentation: a variety of relatively modern forms and receipts for a variety of postal purposes
Nick Coverdale	German occupation of Serbia: 1941 diagonal overprint issues on stamps and postal stationery, plus the Italian occupation of Slovenia 'Co.Ci.' issues
Joyce Boyer	Austrian 'modes of transport': including balloons, gliders, on foot, reindeer, <i>etc.</i>
Colin Spong	Establishment of the puppet Slovak State in 1939: <i>Slovenský Štát</i> overprints on Czech stamps 1939, including covers and mixed frankings
Nick Coverdale	First issues of Serbia: the newspaper stamps
Wojciech Kierstan	Alfons Mucha: the Czech art deco artist and stamp designer
Roger Morrell	Yugoslav parcel cards: the transition from Austrian, Hungarian and Bosnian wartime issues to a unified system, with an attempt to understand rates using Geoff Barling's tables
Alan Berrisford	Polish currency revaluation 1950: local overprint types used on mail

- Colin Spang Nicholas Winterton and exiled Czechs before WWII
 Wojciech Kierstan Czechoslovakia: stamps and covers of the scout delivery service in 1918
 Dave Foster Croatia, 1941-45: a study of proofs of the Red Cross charity issue

Side shows included a photographic record of the recent Hungarian Philatelic Society of GB 50th Anniversary display at the Royal Philatelic Society premises in London, the sale of Austrian and Czechoslovak Society publications, and shoe boxes full of Czech area postcards to browse through.

Once again, we were refreshed by a continuous supply of tea or coffee, and a wonderful array for buffet lunch and afternoon tea with plenty of time for chat and discussion. What better way to spend a happy philatelic day? Many thanks Yvonne and Richard! Same time (15 August), same place next year – put it in the diary now and don't let your holidays clash!



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John Darnell writes: The Karamitsos Sale of my Levant collection - 6th December 2014, Athens

I have been a stamp collector since, as a boy of 7, I started collecting in 1934. Many changes to my collections have occurred over those 80 years but for the last 40, one of my main areas has been the Foreign Post Offices in the Levant. Sadly, changes to my health, and particularly to my eyes, has convinced me that the time has now come, not just to give up collecting, but also to dispose of my various collections.

My reason for choosing Karamitsos was primarily his general policy of listing and illustrating in colour each individual stamp - or a small group of postmarks - despite a very low valuation (perhaps only €10) whereas most auctioneers tend to bundle such stamps together in a large group which never does justice to the material. He has undertaken to do this with my collection and I have always found him very honourable. Whilst there is a very substantial emphasis on postal history by way of covers, there are also equally substantial areas of single stamps collected for their postmarks.

The collection is housed in 13 fairly densely packed albums of which 6 relate to the Austrian area with Austrian Lloyd being strongly represented together with some 30 or so D.D.S.G. covers/entires and many ship marks. Most of the Austrian Levant post offices are well represented both with covers and single stamps. The remaining 7 albums include 3 British Levant - with strong Beyrout and Smyrna sections. Russian, French, German, Romanian and Egyptian offices are also well represented.

The advert is on page 21. The web site address at the bottom of the advert is

www.karamitsos.com

THE KRIEGSMINISTERIUM PNEUMATIC POST FACILITY, 26 Nov 1913 to 8 April 1922

By Andy Taylor

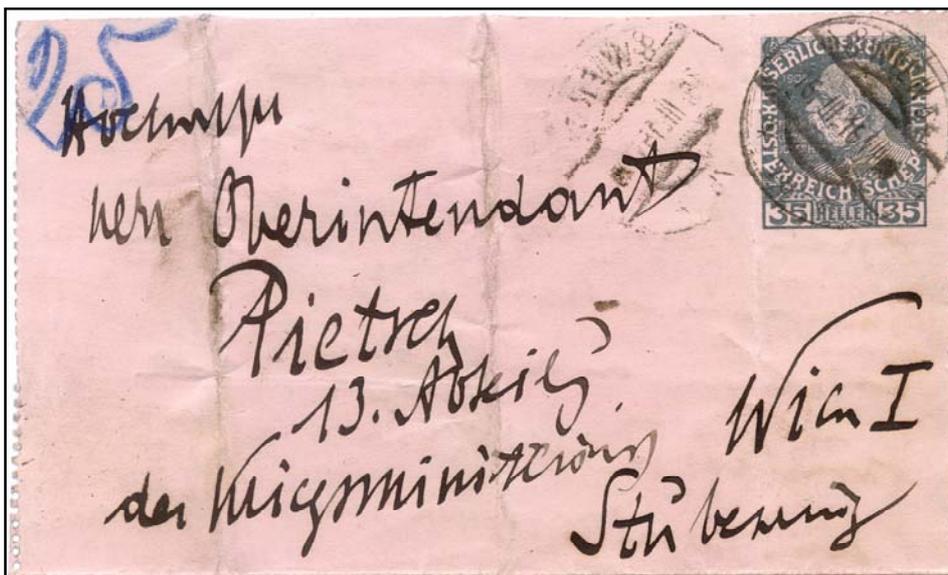
This article discusses the evidence that the War Ministry building (the Kriegsministerium) on the Ringstrasse had pneumatic post facilities at the time of the First World War, using the office number WIEN 25. Incoming and outgoing items of pneumatic mail will be described, and then the documentary evidence will be reviewed.

The Kriegsministerium



In 1909, construction of a new Reichskriegsministerium (= Imperial War Ministry) began on Stubenring to replace the old building on the corner of Am Hof; it was opened in 1913. The map in the 1911 English Baedeker (which was probably drawn for the German edition of 1908) shows the new building as an outline, marked “im Bau”. Nowadays the large building is well-known as the “Regierungsgebäude”, where various government ministries are based. A gigantic double-headed Imperial Austrian eagle, allegedly designed by Franz Ferdinand, still broods over the main entrance although its crown has been removed.

The first item

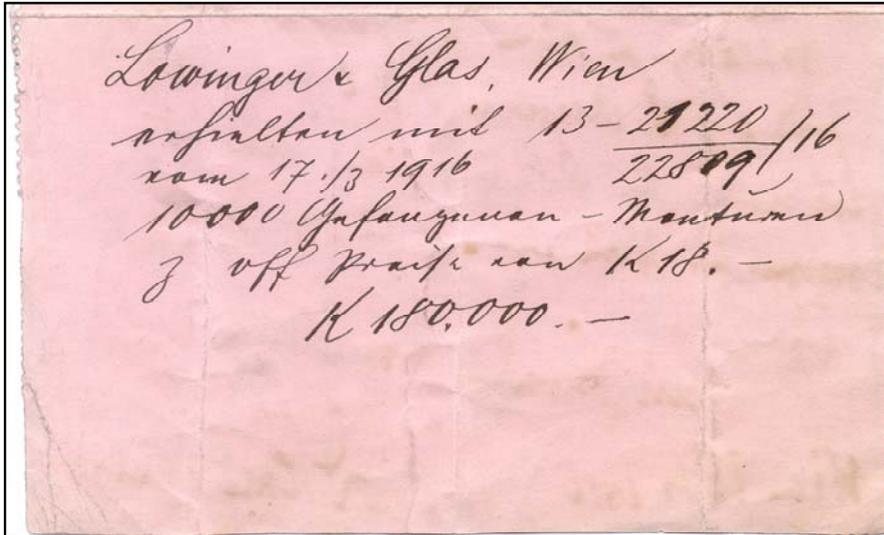


The first item was sent in 1916 to the Kriegsministerium. It's a pneumatic-post letter-card, with a 35 heller Jubilee-design imprinted stamp, the outside is rose and the inside grey-green (it's Schneiderbauer's 12y). The franking is correct (and the card was issued) for the special pneumatic-post letter-card rate of 35 heller valid between 16.1.1907 and 30.9.1916.

The front carries the address: **Hochgeehrter / Herr Oberintendant / Pietsch / 13. Abteilung / der Kriegsministerien Wien I / Stubenring**. [It should be “des Kriegsministeriums”, not plural as written: Dual Monarchy, but single War Ministry!]. An Oberintendant was a senior civil servant; Abteilung means Department or Section.

This was the author's first-ever Kriegsministerium item, so will be discussed in more detail than the others.

The imprint is cancelled with a doubled strike of the bridge cancel 8 WIEN 64 / 16.III.16.VIII.■ / * 7b * (where ■ is a Balk, ie the minutes slug is upside down). This is Stohl type R0033f. To the left of this is a reversed offset of the same - also doubled, and perhaps caused when the card was folded (the creases are visible on the illustration). Wien 64 is now Wien 1082 in Josephstadt, Bez 8, and was a pneumatic station for the entire life of the system. The cancel time is 8am, which is when the system started up for the day. The blue 25 at the top left front is precisely what would be expected for a standard Instradirungschiffre, the number of the destination pneumatic office, which by 1916 was the same as the Post Office number. There is no WIEN 25 arrival or delivery cancel - but then it wasn't being taken out to anywhere else, just delivered within the building.

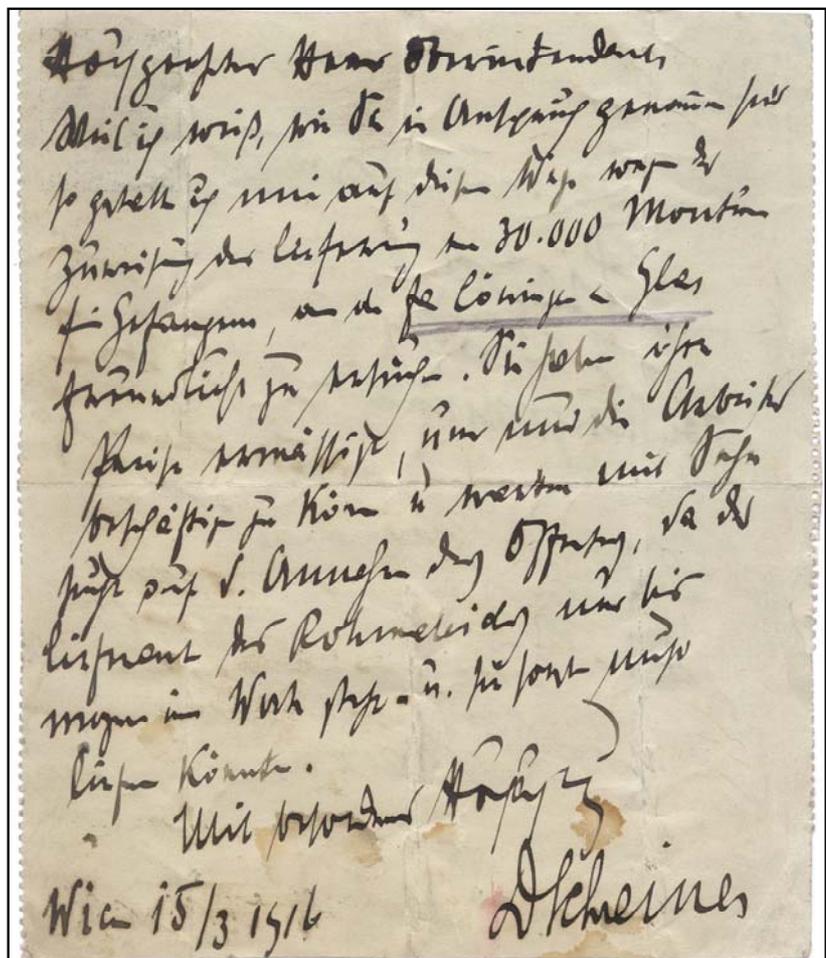


There is no arrival or delivery cancel on the back either, nor any indication of who sent it. The quite different handwriting on the back is perhaps that of the addressee. It says "Löwinger & Glas, Wien", a transaction or file reference number, a date of 17/3 1916, and a price of (or note of an order for) 10,000 prisoners' uniforms at 18 K each, or 180,000 K.

Its contents

The message inside is in the same hand as the address, and is dated Wien 15/3/1916. The writer has meticulously put an arc above each letter 'u' to distinguish it from an 'n', and almost all is readable. The lack of introductory pleasantries and of a return address suggests they know each other well. It says:

Hochgeehrter Herr Oberintendant
 Weil ich weiss, wie Sie in Anspruch genommen sind, so gestatte ich mir, auf diesem Weg wegen der Zuweisung der Lieferung von 30,000 Monturen für Gefangene an die Fa Löwinger & Glas freundlich zu ersuchen. Sie haben ihre Preise ermässigt, um nur die Arbeiter beschäftigen zu können, und warten mit Sehnsucht auf die Annahme des Offertes, da der Lieferant ??????????
 Mit besonderer Hochachtung,
 Wien 15/3 1916 D. Scheiner



Many people in several countries have tried to read the words after “Lieferant”, and a measure of interpretation has been necessary (“if A is X then B could be Y and cannot be Z”). The collective wisdom is:

der Lieferant des {Rohmaterials nur bis morgen im Wort steht u. {sie sonst nicht liefern könnte
 {Rohbekleidung {sofort

“Im Wort stehen bis” is an old set phrase similar to the commercial “das Angebot ist gültig bis” (= offer valid until). So the message says:

Dear Mr. Oberintendant

Because I know how busy you are, I have taken the liberty of hereby kindly requesting allocation of delivery of 30,000 uniforms for prisoners from the firm Löwinger & Glas. They have reduced their prices, simply to keep their workers occupied, and are now waiting very anxiously for acceptance of the quotation, since the supplier ??????

With particular regards,

Vienna 15/3 1916 D. Scheiner

The final portion means something like “their supplier of the raw material [or, specifically, “raw material for clothing” ie cloth] can only deliver [to the L&G workshop?] if it’s ordered by tomorrow” - it is however pretty clear that the matter has an urgency, justifying the use of pneumatic mail!

“Monturen” is either uniforms in general or greatcoats in particular. The “Gefangene” are most probably normal POWs. Although these would have been captured in uniform, the 1915-16 winter was bitterly cold (troops dying in tens of thousands) and additional clothing would have been justified if only to prevent the Red Cross complaining. Wilder speculations are possible but unjustified.

Abteilung 13 and its archives

Oskar Schilling and colleagues (see appendix) state that Abteilung 13’s responsibilities were: “Wirtschaftsgruppe (Monturverwaltungsanstalten, Bergstellen, Nagelschmieden und Skiwerkstätte, Bekleidungswerkstätte in Brunn a.G.); Bestellgruppen und Helmreferat (gesamte Erfordernisse an Montur)”. This means “Administrative group for uniforms management and establishments, salvaged-material depots, boot-nail forging and skiing equipment, also the clothing workshop in Brunn am Gebirge; groups for sending out purchase orders and testing helmets, covering the total requirements for uniforms”. There are records of firms called “Löwinger & Glas” working in the textile industry at Koniginhof an der Elbe/Králové nad Labem in 1872 and at Katharinberg/Katerinky in 1929; both these are in Bohemia.

The note on the back of the W25 letter card was, we guessed, in the handwriting of the recipient. It includes a number, amended to read 13-21220/22819 /16 which we surmised could be a file reference for Abt 13 for the year 1916. So the author went to the State Archives at Nottendorfer Gasse, looked up the do-it-yourself index for the Kriegsarchiv, and found there were two sets of relevant Protokollnummer indexes. He ordered both, and returned the prescribed time later to be presented with two rather large leather-bound ledgers, which turned out to be the register of outgoing correspondence. It lists every item by serial number; addressee and subject and date; unexplained codes; and comments. Not all entries had all fields complete. The entries are not in date order. The author is not listed. The first book was irrelevant; it was “Abt. TuLG” and the correspondence was all about leather and calf-skins in Bosnia. However in the second were these:

21220 Loewinger & Glas •/• Anbot auf Monturen fuer K.G. “mit 22809”

The •/• is written in the date field, presumably meaning “same as on the previous line”. Item 22809 is irrelevant, but recall that on the original it has been manually changed to 22819...

22818 BEERs Loew Wwe u. Sohn Holleschau 5/3 Anbot auf Blusen

22819 Idem 7/3 Anbot auf Monturen “mit 22033”

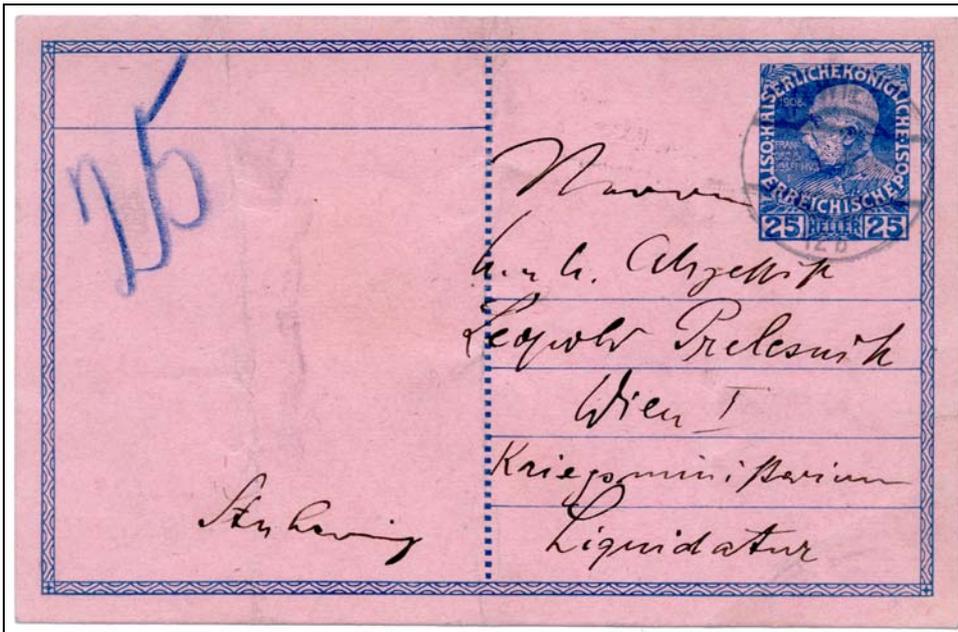
22033 RENNER v.BAND, J.V.MAUTNER 7/3 Anbot auf Mäntel

These seem to be around 5-7 March 1916, while our letter is the 15th. There was no time to order the documents themselves - even if they are still there - and return to view them. Maybe they are the enquiries, not the actual orders?

Evidently Loewinger & Glas are regulars: 22811 was written to them concerning "Anbot auf Uebermäntel 4/3" and 22812 "Idem Anbot auf Blusen 6/3".

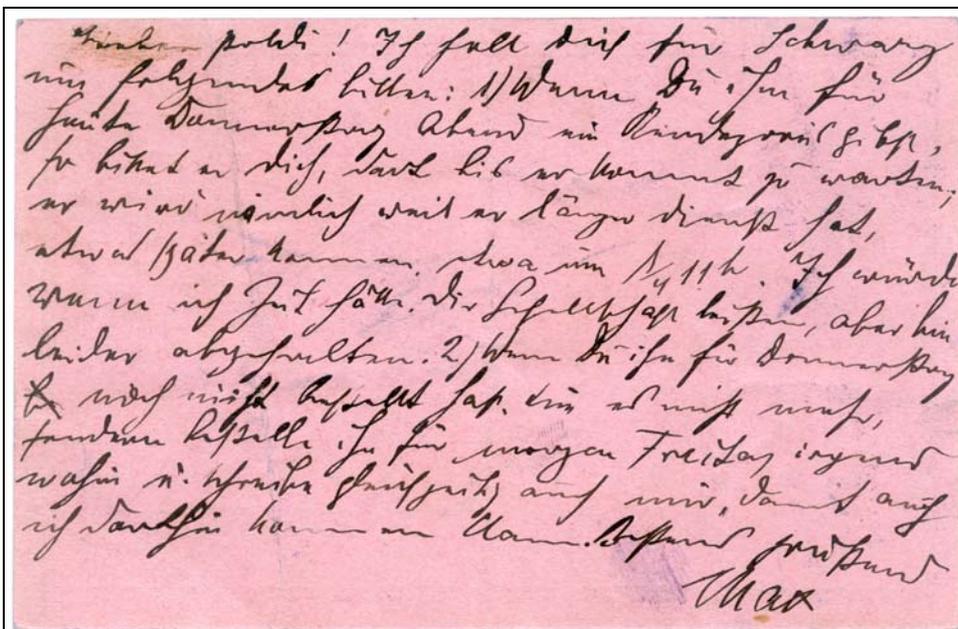
So, we can reasonably conclude that the letter-card is indeed connected with an order on Loewinger & Glas for uniforms, and was sent urgently to the relevant civil servant.

The second item



The office-of-posting cancel is readable (just) as 1/1 WIEN 1, confirmed by searching Stohl in which no other office in Austria in the relevant period had a Schalterbuchstabe (counter letter) of '12b': so it's his 'A2527ie', of type '6t20' which is a bridge with hours and minutes.

There is a clear '25' in blue crayon at the top left corner and the delivery address is Wien I / Kriegsministerium / Liquidatur.



The card has the standard three creases, so that the item can fit in the pneumatic BÜchse; they appear contemporary not modern. The cancel 1/1 WIEN 1 would only have been applied to items posted at that office, or posted in a red pneumatic-letter-box whose contents were taken to that office. The creasing was done by the BÜchse-fillers (sometimes they chose to roll items) not the cancelling clerks.

Hence if this item did go through a pneumatic pipe, it can only be a pipe from Wien 1 to Wien 25. This item is further confirmation that a service was routinely provided to office Wien 25, and strongly suggests that the provision was by means of a pneumatic pipe, not a foot messenger. The message is handwritten in German and of a private nature, not official business. It says:

Lieber Poldi! Ich soll dich für Schwarz um folgendes bitten: 1) Wenn Du ihn für heute Donnerstag Abend ein Rendezvous gibst, so bittet er dich, dass bis er kommt zu warten, er wird nämlich weil er länger Dienst hat, etwas später kommen, etwa um ¼ 11h. Ich würde wenn ich Zeit hätte dir Gesellschaft leisten, aber bin leider abgehalten. 2) Wenn Du ihn für Donnerstag noch nicht bestellt hast, tue es nicht mehr, sondern bestelle ihn für morgen Freitag irgend wohin u. schreibe gleichzeitig auch mir, damit auch ich dorthin kommen kann. Bestens grüssend, Max

Dear Poldi! I would ask you the following on Schwarz behalf. 1) If you make an appointment for today, Thursday, evening, he would like him to wait until he gets there, he will in fact get there a bit later, at around 10:15, as he is on duty longer. If I had time I would accompany you but am unfortunately unable to do so. 2) If you have not yet made an appointment with him for Thursday, don't do it now, but make one with him for tomorrow, Friday, somewhere or other and write to me at the same time as well so I can also be there. Best regards, Max

The third item

This item raises many interesting aspects of the system! It's a letter-card again, with a brown label affixed.



The imprint is cancelled 3/2 WIEN 45 24.IX.16 5.¹⁰ which was a Sunday. The second cancel is 3/1 WIEN 40 24.IX.16 8.³⁰ Both times are in arabic numbers, ie afternoon.

It has been directed to office **25**, then **49**, then **40**.

It is addressed to:

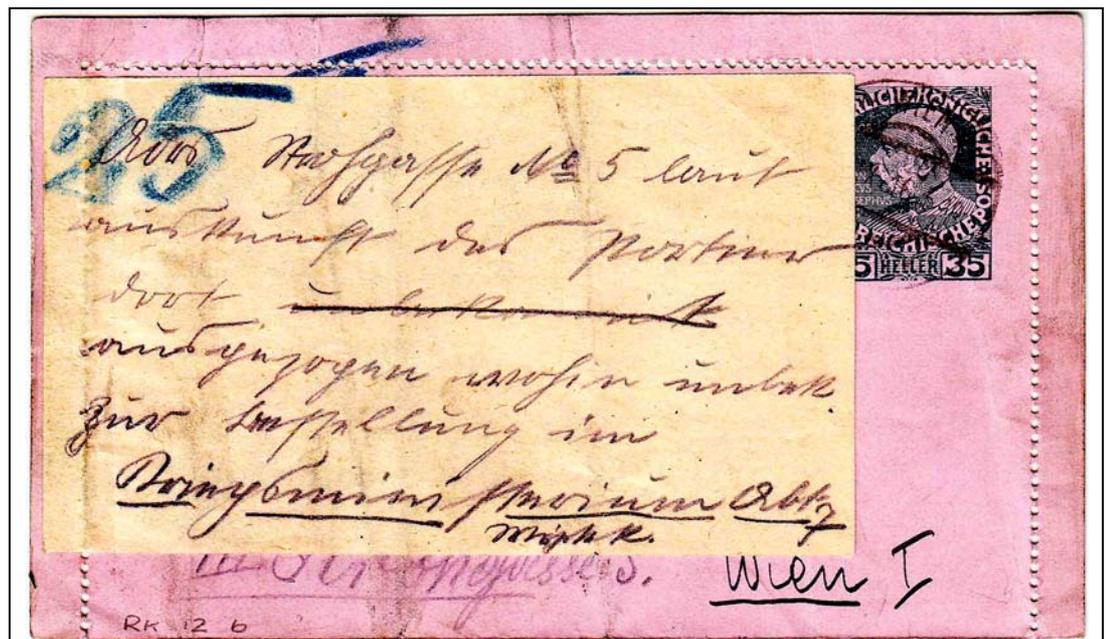
Herr Hauptmann /
Sigmund Högler / Kriegs-
ministerium Abt. 7 /
Wien I.

Added in a different hand is III Strohgasse 5.

The brown label is also addressed to office **25**, and says:

Strohgasse No. 5, laut/
Auskunft des Portiers/
dort **unbekannt** /
ausgezogen wohin unbek/
zur Bestellung im/
Kriegsministerium Abt 7/
Squiggle

where ## is unreadable
and Herr Squiggle
probably wrote the note.



Somebody has redirected it in pencil to III Strohgasse 5 and added the blue routing **49** (office 49 was at III. Marokkanergasse 17). Then someone has changed that to **40**; office 40 was at III. Landstrasse Hauptstrasse 65. Office 49 is much nearer to Strohgasse than office 40; however perhaps 49 were too busy (or wanted to shut for the night) and sent it “round the houses” back to Zentrale and on to office 40.

Who did the first redirection? It must surely have been Wien 25, since the item was first routed to them and only they would know where Herr Hauptmann Högler was. However, the tables in the Postbuch (see later) say that on Sundays the office was only open from 7am to 2pm. Our best guess is that the office was closed to in-the-building customers, but was still manned (this is after all in the War Ministry in the middle of the war!). Item 4 below shows it functioning at 18:20 on Thursday 2 July 1914.

Now we start to guess... It arrived at office 40 that evening, and was taken out to Strohgasse. There, the porter said “He’s not here”. So somebody attached the brown label saying so, adding that it should be delivered to Kriegsministerium Abt 7 which they underlined. It then re-entered the Rohrpost; the slip received another **25**; it was redelivered to Kriegsministerium; the addressee was still not there; so it was filed in the dead letter archive. Years or decades later, that archive fell amongst thieves, thence amongst philatelists.

Lieb's Schatzperl.
 Vergiss nicht, das wir beide in die
 Urania gehen und du pünktlich
 hier sein musst. Eine Verspätung wäre
 uns allen sehr peinlich. Es ist Kriegs-
 zeit und du wärest bei deiner
 vielen Arbeit leicht die Zeit vergessen,
 deshalb erlaube ich mir dich nochmals
 auf deine Pflichten als fürsorglichen
 galanten Gatten aufmerksam zu machen.
 Ich freue mich schon recht auf den
 heutigen Abend. Servus Putz.
 Immer dein Max

The contents are also interesting, albeit not philatelically...

Lieb's Schatzperl! Vergiss nicht dass wir heute in die Urania gehen und du pünktlich hier sein musst. Eine Verspätung wäre uns allen sehr peinlich. Es ist Kriegszeit und Du könntest bei deiner vielen Arbeit leicht die Zeit vergessen, deshalb erlaube ich mir, Dich nochmals auf deine Pflichten als fürsorglichen galanter Gatten aufmerksam zu machen. Ich freue mich schon echt auf den heutigen Abend. Servus Putz. Immer dein Maxl.

That is: *Darling, Don't forget that we're going to the Urania today and you must be here on time. Being late would be embarrassing to everybody. It's wartime and you can easily forget the time because of all the work you do, therefore I allow myself to bring to your attention your duties as a considerate and gallant husband. I'm really looking forwards to this evening. Say bye to Putz for me. Always yours, Max*

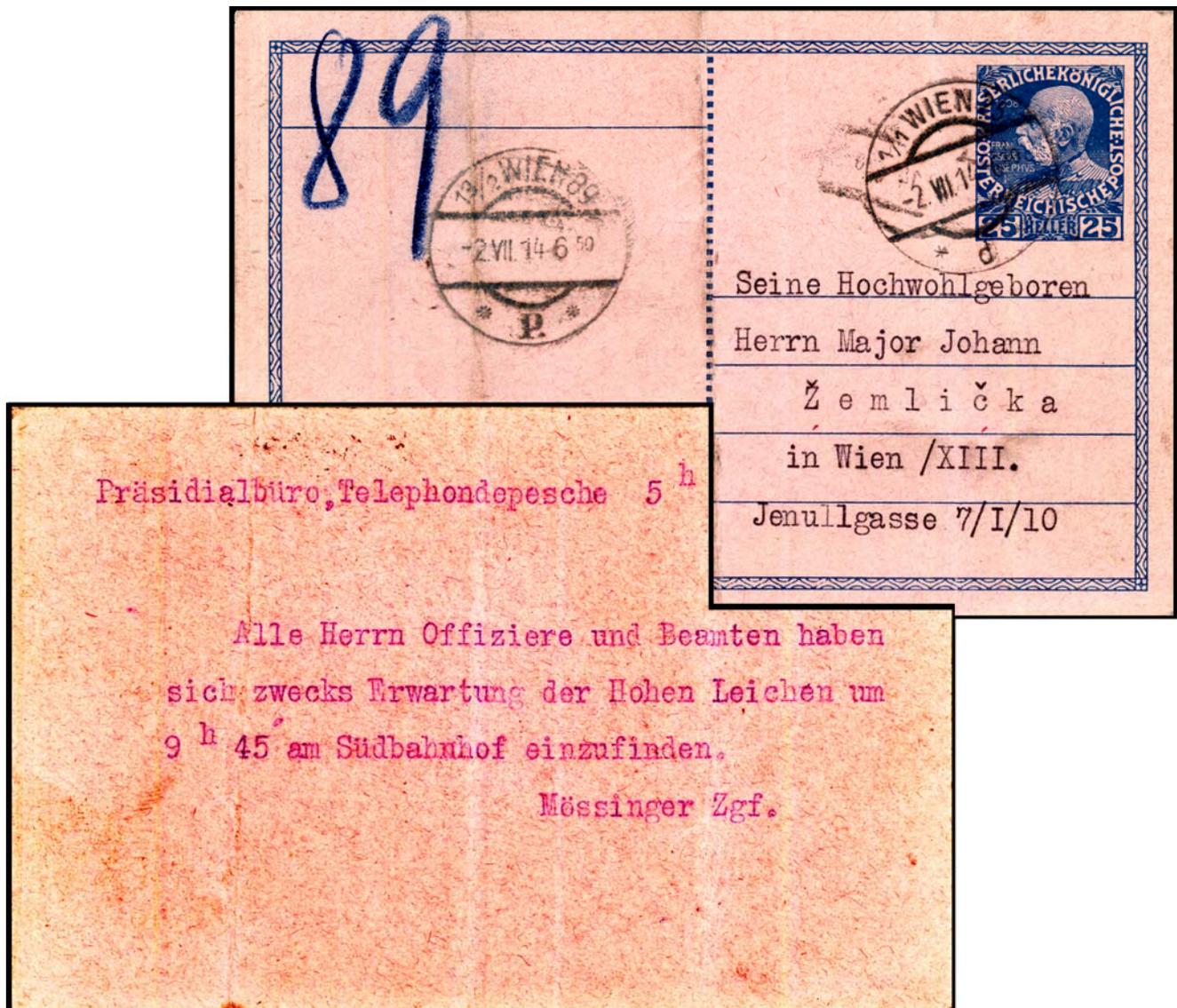
The gender of the German suggests that it's a note from a close male friend to Herr Högler. The wording is more like a male-to-female missive. Maybe Max and Sigmund were extremely close friends ☺

The fourth item - outgoing

This card is the first – and so far the only – item provably sent by pneumatic mail from the **Kriegsministerium**. It features in Rundbrief 117 of Arge Feldpost Österreich-Ungarn, page 19; and I am most grateful to their editor and its owner for permission to reproduce it.

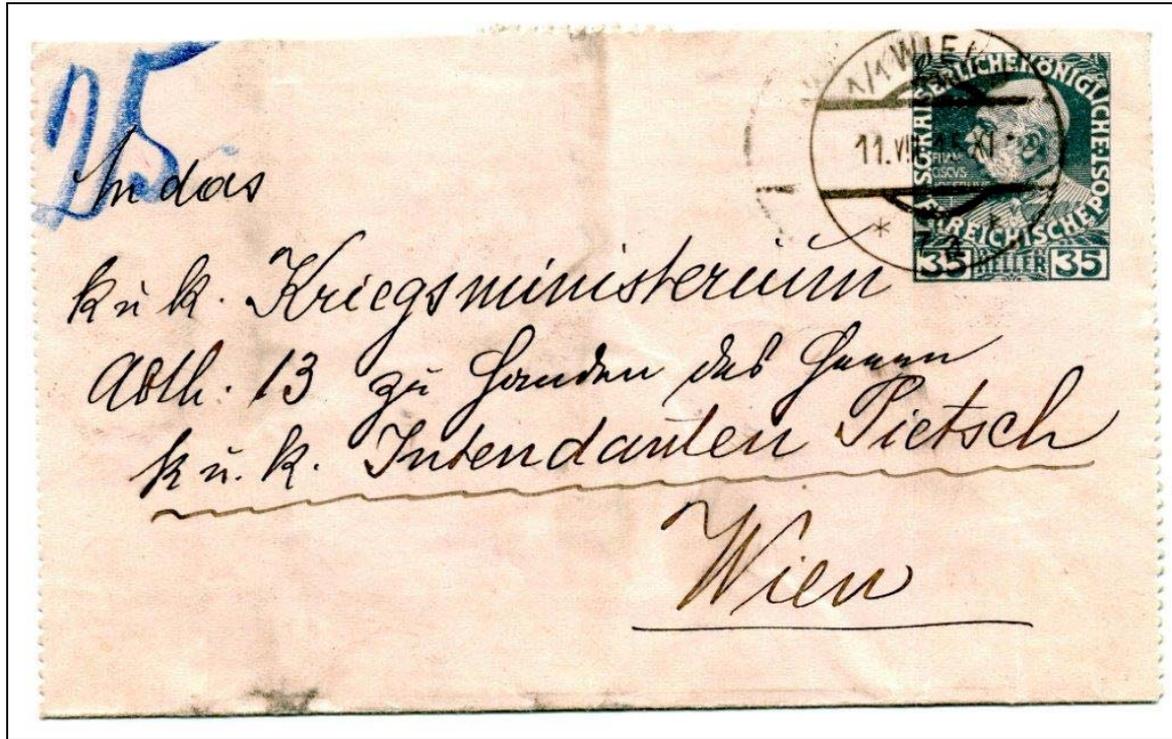
The card has the standard Buchse folding creases. The cancellation is 1/1 WIEN 25 / -2.VII.14 6²⁰ / d which would be Stohl 6t20 if he were to list it. The card was sent to office 13/2 WIEN 89 which at that date was at Penzing, Hauptgasse 61 and a sensible office from which to deliver to Jenullgasse. Its cancellation is Stohl R0047b, although his earliest date is 1915. A time expressed as 6²⁰ is in the afternoon: 18:20. The message summons Major Zemlicka to attend the arrival of the Imperial Corpse at 9:45.

This is of course Erzherzog Thronfolger Franz Ferdinand, whose coffin en route from Sarajevo left Trieste at 10:05 on 2 July 1914 and arrived at Südbahnhof at 10pm that day. It was taken in ceremonial procession early next morning to the Hofburg; lay in state for 4 hours; and was taken overnight via Groß-Pöchlarn to Schloss Artstetten. A Requiem Mass was celebrated at 11am on 4 July and the body laid in the crypt. That's 7 days from assassination to interment! Conspiracy theorists assert that the protocol had been prepared months earlier, leaving only the dates to be added.

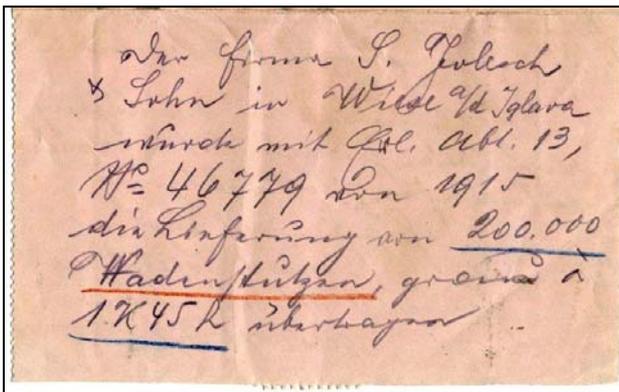


[The message side is shown cut away; the black border has been added for clarity and isn't on the original.]

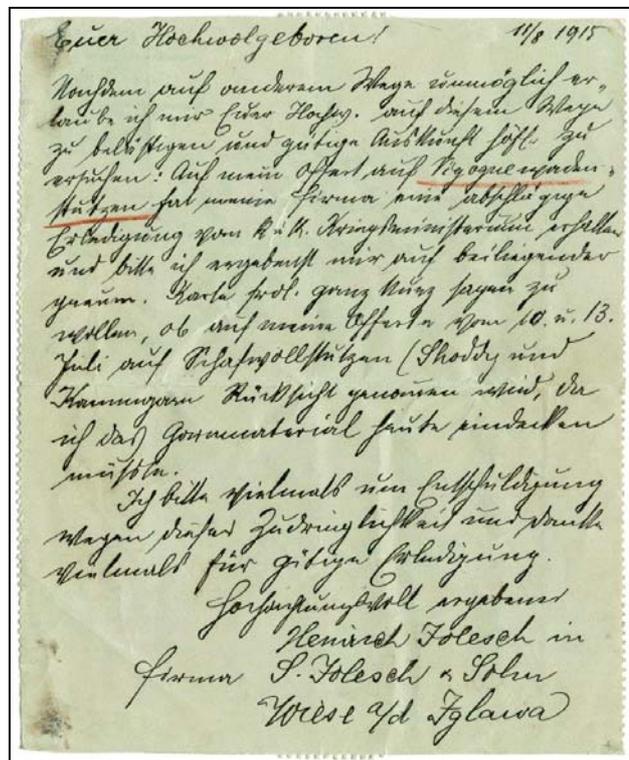
The fifth item



This letter-card was posted in Vienna ; it is dated 11/8/1915 inside, has the 35H imprint for the pneumatic postage rate in 1915, and was addressed to kuk Intendant Pietsch in Abteilung 13 at the Kriegsministerium. It is cancelled 1/1 WIEN 8 (Franz Josefs Quai) with a small blob where the despatch minutes should be, and has a blue 25 at top left. The usual pneumatic creases are present.

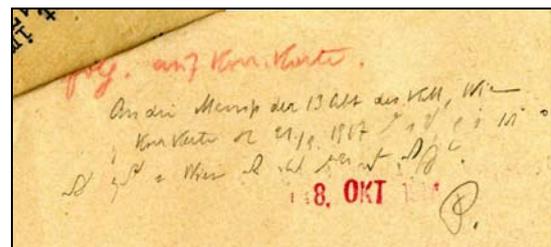


As with item 1, the card has been annotated on the back. It appears to be more correspondence about uniforms. The sender is the Vienna representative of Folesch & Son in Wiese a/d Iglawa (now Luka nad Jihlavkou) in Moravia



The sixth item

This is not pneumatic, but it was sent from Department 13 of the Kriegsministerium and is an interesting link to Pietsch, who seems to have been called up, given the rank of Military Intendant, and posted to the Military General Government at Lublin which is in South East Poland and had been captured from the Russians in 1915. It is cancelled 1/1 WIEN 25 dated 22/9/1917. Someone has added **Rohstoffzentrale**, ie Central Supply Stores.



The typed message informs the honoured recipient that under regulation 504/17 promulgated in the Kriegsministerium Gazette Nr 21 of 18/9/1917, item 217, persons who are no longer authorised to enter the Kriegsministerium building must also return their membership card for the Officers and Senior Staff Mess; he is enjoined to do so.

A piece of brown paper is stuck to it on which Pietsch has indicated his reply; most of it is in shorthand and probably pointed. One suspects that neither he nor his card ever returned to Vienna.

Documentary evidence that Wien 25 handled pneumatic mail

The Office Wien 25

First, look in Stohl. He lists Wien 25 as A2488 on page 966 and page 2822 with these details:

E –1892: TELEGRAPHENSTATION WIEN / HOTEL NATIONAL (STO Taborstraße 18), U 10.1.1892: 2/1 WIEN 25, A 31.12.1909, E 1.9.1913: 1/1 WIEN 25 (STO K.u.K. Kriegsministerium), A 8.4.1922

(= *Opened in 1892 as the telegraph station “Hotel National, Wien” at Taborstraße 18; upgraded into post office 2/1 Wien 25 on 10.1.1892; closed 31.12.1909; opened on 1.9.1913 as 1/1 Wien 25 at K.u.K. Kriegsministerium; closed 8.4.1922.*) Taborstrasse is in Leopoldstadt, Wien 2. The 1891 & 1910 Baedekers list the Grand-Hotel National at 18 Taborstrasse. The 1898 Postverordnungsblatt has office 25 as the Hotel National, providing telegram service only. Stohl lists the following Wien 25 cancels:

Stohl ref	Format	Stohl type	Dates of use; type
A2488a	1/1 WIEN 25 * a *	6l20	1913-1918; bridge
A2488b	1/1 WIEN 25 * b *	6l20	1913-1922; bridge
A2488c	1/1 WIEN 25 * c *	6l20	1913-1915; bridge
A2488d	1/1 WIEN 25 * d *	6l20	1913-1922; bridge

Stohl’s ‘6l20’ – 6 ell 20 - has 1/1 WIEN 25 in the top arc and the letter a, b, c or d in the bottom arc flanked by asterisks, with the month and the time in Roman numbers. There are no WIEN 25 in any Stohl category other than A; in particular there are none in ‘R’ which is where he lists specifically pneumatic-post cancels. Stohl’s supplement merely adds the diameter and closing date to the ‘c’ cancel, and clarifies that the reopening was in the new War Ministry building. All this is consistent with it being a ‘normal’ post office.

In 1963, Erhard Görig of Vienna transcribed and arranged into order-of-office the records of cancellers (for places in today’s Austria) created or repaired by Joseph Schatz of Vienna 17 (an Official Cancellation Repairer) between 1908 and 1938. There are four listed for 1/1 Wien 25 * # * on page 89 (# = a, b, c, or d); all were made on 28.VII.1913. This confirms Stohl’s data (unless it’s the source!). The format of the list would have shown a P, R, or R/a if there had been one. Görig’s Index of Offices has on page 155 “WIEN 25 Bis 31.12.1891 TST Hotel National, A 31.12.1909, Wiedereröffnet 1.9.1913, A 8.4.1922”.

In an article in Wiener Ganzsachen Frei- und Poststempelsammlerverein issue 1/2004 page 7, Stohl says that he has examples of counter letters a and b, which are illustrated, and knows of c and d. He says that he “*has never seen a Rohrpost cancel from 25; nor have Anton Lessig** or the Dutch pneumatic mail specialist van Duijsen.*” He concludes “*According to my conjecture, we are looking at a perfectly normal post office, for which the two examples shown*” (in his article) “*give evidence.*” These are an envelope from Oct 1918 from the War Ministry, and one from 1921 with normal civilian use in the Regierungsgebäude. However, the 1918 specimen is registered, so wouldn’t have been sent pneumatically anyway until 1925.

** Lessig wrote a series of articles in Die Briefmarke (appearing between 1963 and 1966) under the general heading “Die Poststempel von Österreich 1883-1918” covering the cancellations of Vienna districts I to VIII. This should include any office at Stubenring; but Wien 25 isn’t mentioned at all.

On page 29 of Rundbrief 77 (June 2004) of the ArGe Feld- und Zensurpost is a picture of a late-WWI registered-and-express cover from Wien 25 to Olmütz. The bridge cancel is Stohl’s type A2488b, as explained above. There is no sign of pneumatic post, but again it was registered so couldn’t have been sent pneumatically until 1925.

Given dates of 1913-1922, we’d expect bridge cancels for pneumatic service, with text such as **1/1 WIEN 25 * P. *** or perhaps **T.A. 1 WIEN 25 * R/a *** However, while cancels are known from WIEN 25 (including almost 40 in the Robish collection), none are of these pneumatic types. The solitary item of outgoing pneumatic mail has a normal-mail cancel.

The official references:

The opening and closing of Wien 25 as a pneumatic office are recorded in the Post Office Decrees (translated summaries below; copies reproduced in appendices 1 & 5).

Opening

“Amtsblatt der k.k.Post- u. Telegraphen-Direktion für Österreich unter der Enns / No 23 Wien am 1. Dez 1913 / Anhang I.”:

Einbeziehung des Postamtes Wien 25 in das Wiener Rohrpostnetz. Das im Gebäude des k.u.k. Kriegsministeriums I Stubenring 1 untergebrachte k.k. Post- und Telegraphenamts Wien 25 wurde mit 26. November l.J. in das Wiener Rohrpostnetz einbezogen. Z.VIa/5514/13

= Official News-sheet of the k.k. Post & Telegraph Directorate for Austria below the Enns, nr 23, Vienna 1st Dec 1913, appendix 1.

The Post & Telegraph office Wien 25, which has been opened in the kuk Kriegsministerium building at I Stubenring 1, was connected to the Vienna pneumatic postal network from 26th November of this year.

Closing

“Amtsblatt der Postdirektion für Wien und Niederösterreich in Wien / Nummer 6 Wien, 1. April 1922 / Abteilung II / Nr 4. Auflassung der Postämter Wien 13 und Wien 25.”

Mit Ablauf des 8. April 1922 wurden die Postämter ... 25, Wien I, Stubenring 1 (Dienststelle des Postamtes Wien 1 im Gebäude des Bundesministeriums für Heereswesen) vollständig aufgelassen.

Kurse und Kartierungen: Sämtliche Verbindungen sowie der Kartenschlußwechsel mit den Postämtern Wien 13 und 25 wurden mit Ablauf des genannten Tages eingestellt.

Zustelldienst: Den bisher von diesen Postämtern besorgten Postzustelldienst hat das Postamt Wien 1 zu übernehmen.

Abholsendungen: Sendung ... für die bisher bei dem Postamte Wien 25 abholenden Behörden, Ämter und Dienststellen an das Postamt Wien 1 zu leiten und dort von den Empfängern abzuholen. (Z. IV a/447 vom 28. März 1922)

= Official News-sheet of the Post Directorate for Vienna and Lower Austria, nr 6, Vienna 1st April 1922, §II Nr4.

Post Office Wien 25, a branch of Wien 1 located at Stubenring 1 in the building of the Federal ministry for military affairs, will be closed ... facilities will cease ... deliveries previously made from that office will be undertaken by Wien 1 ... items previously collected from Wien 25 will now be collectable from Wien 1.

Services provided:

The second (1914) edition of the “*Wiener Postbuch mit einem Verzeichnisse der Strassen, Gassen, Plätze, Behörden, Ämter und Öffentlichen Anstalten Wiens*” (which contained indexes for streets and for civil service offices and staff) was published by the k.k. Post- and Telegraph Direktion in Vienna in April 1914. Part of this book tabulates the services provided, and the opening hours, at each office (see appendix). At the bottom of page 54 is “Wien 25 (Kriegsministerium, I Stubenring 1)” listed as offering “PT” “B” and “R” services (*ie acceptance and delivery of postal, telegraph, and pneumatic items*). “Annahme von Rohrpostsendungen” (= *acceptance of pneumatic post*) is available from “VII-8:00” (= *7am to 8pm*) on “W” days (= *work-days, most probably including Saturdays*) and “VII-XII” (*7am to noon*) on “F” (= *Feiertag ie public holiday*) and “S” (= *Sunday*). A Remarks column gives for each office the restrictions applicable; for Wien 25 it says “**Nur für das Kriegsministerium und die Marinesektion**” = *use restricted to the War Ministry and the Naval Section. [That is, passers-by couldn't just pop in and use it!]*

The technical details:

Dr Hans Hajek (“*Geschichte der Wiener Rohrpost*” Wien 1933; in typescript; Postal Archive Ref PV306/1) treats Office 25 in the same way as all the other offices served by pneumatic pipes. He states that Wien 25 was

the number of the pneumatic station in the new Reichskriegsministerium, commissioned in 1913 and shutting in 1922. Station W25 is shown only on Hajek's 1913 map; it does not appear on his earlier (1907) or later (1924) maps. His text on page 37 (para 2) notes that Wien 25 was opened in 1913. Page 50 at the bottom lists offices including Wien 25 that were closed for periods to save money. And page 63 lists sections of the system that during the 1918/19 winter when there was a great shortage of coal could only open when they received compressed air from an electrically-powered station; one is "I-25". The sections listed, he says, used messengers during periods of shutdown – his paragraph would make no sense for a section that **always** used messengers.

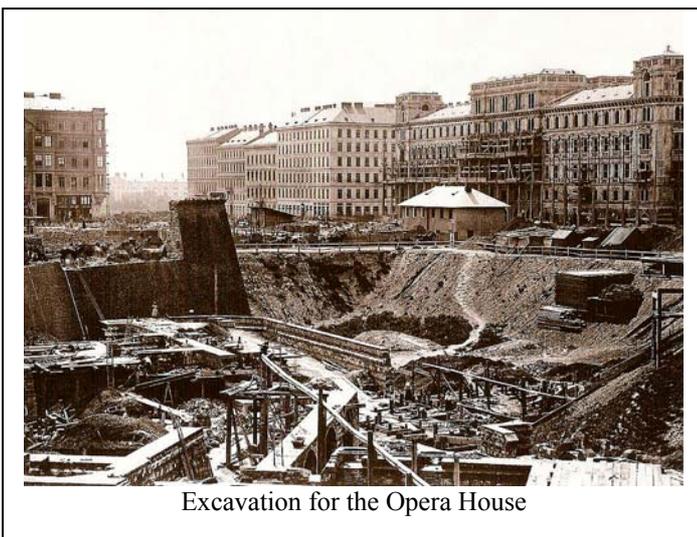
His appendix 1 is the system map of 1913, on which W25 is shown as linked to Fleischmarkt. Although these maps are schematic, the position is reasonable for the known locations of the buildings. His second appendix on his page 78 has "1913 – Wien 25 (Kriegsministerium)" under the heading "Errichtung neuer Rohrpoststellen" (= opening of new pneumatic offices); by page 79 the heading has become "Veränderungen im Stande der Rohrpoststellen" (= changes in status of pneumatic offices) and the entry is "1922 – Wien 25 aufgelassen" (= closed).

Does there have to be a pipe?

The German text in the above-quoted decrees ("Einbeziehung ... in das Wiener Rohrpostnetz"; "Den bisher von diesen Postämtern besorgten Postzustelldienst hat das Postamt Wien 1 zu übernehmen") does not unequivocally state that the pneumatic service was provided by a pipe, only that it was provided somehow, and later was withdrawn, those who had been collecting their mail from the Wien 25 office having now to go to Wien 1 for it.

The special red letter-boxes for pneumatic post were in service at this time, and specially-assigned staff were employed to collect mail from them. They could have shuttled between Fleischmarkt and the Kriegsministerium: it's about 10 minutes walk. The creases on the two items would however be pointless if they were to be hand-carried. Hajek's book is unambiguous: the new Reichskriegsministerium was served by a pipe from Fleischmarkt.

The geography of Vienna means that a physical connection, running a new pipe from the existing pneumatics in Fleischmarkt to the Kriegsministerium, would require either a complicated routing through streets broad and narrow or a tunnel under Postgasse and the Postsparkasse, before digging up the newly-built Ring.



Excavation for the Opera House

The geology of Vienna provides the answer. Digging downwards from modern street level in the Inner City, you will first find up to 5m of anthropogenic deposits dating back to the Romans, then some meters of a fine earth called Loess, then about 15m of Pleistocene gravel and then some hundred meters of bluish marls (clay, sand) of Pannonian age, originating from a lake. Going deeper you will get the brackish and then the marine sediments, the transgression sediments and finally the Alps. Under them is the Bohemian Massif; the Alps were extruded over it when the African plate crashed into the European plate: but by now we're thousands of meters deep and only oil wells go there.

So if I'm building Postgasse, I need to go down more than 20 meters, to the clay, before the ground will take the weight. The same will apply to Telegraph Central, the Opera - and the Reichskriegsministerium. Having dug my hole, there is no merit in filling it with a huge lump of concrete; and since pile-drivers hadn't been invented in 1909 I do need the hole.

What to put in it? Cellars! Postgasse 8 had (Dr Kainz told me) at least three floors below street level; the one(s) deeper than the 2nd is/are now filled up. So the pneumatic pipes, which ran a few meters under the pavements, would have entered the building at the level of the first basement. We have also found plans showing that

Telegraph Central had the pneumatic compressors etc in a sub-basement; and in the Reichskriegsministerium the Post- and Telegraph-office was located in the Tiefparterre (lower ground floor) with a basement below it, and under that a sub-basement.

Consider the maps below, which are approximately all to the same scale. One may deduce:

- There was a pipe route under the Postgasse building as shown on the 1875 pipe-run map. Pipes ran through it in 1875 from Fleischmarkt to Dominikanerbastei, turning left to Ferdinandsbrücke and Leopoldstadt, and right towards Kärntnerring and Landstrasse.
- Once the Franz Josefs Kaserne and its exercise-grounds had been demolished and replaced by the Postsparkasse building (which opened in 1906), and the Reichskriegsministerium had been erected, it would be easy to run a new pipe alongside the existing ones, then either (a) down Dominikanerbastei, along Rosenbursenstrasse, up Stubenring, and into the new building; or (b) through the Postsparkasse cellars, down Georg Coch Platz, and straight across the Ring into the Post Office which was at the front at ground level. The latter is much easier!

Information in the Austrian State Archives

The evidence above shows that Wien 25 was located in the Kriegsministerium in Stubenring; was probably connected physically to the pneumatic network; and was officially listed as providing pneumatic services to the Kriegsministerium and the Marine-section from 26 Nov 1913 till 8 April 1922. The author has pursued the following lines of enquiry, personally in Vienna and elsewhere by email.

Q1: Did the Postal Archives have any Instradierungsbehelfe or similar for the period 1913-20, which might mention W25 or the Kriegsministerium? [*The Instradierungsbehelfe were the lists of streets and pneumatic stations which the postal clerks used to decide which pneumatic station to send an item to.*]

A1: No, they did not; and what's more their staff are pretty sure that these lists were not even published during those years, there being other more urgent matters to attend to plus a general shortage of materials and manpower.

Q2: Did the War Archive contain any items sent to or from the War Ministry with evidence of pneumatic transport – specifically, these would be letters or cards with a large blue number in crayon at the top left corner (*mock-up specimens of pneumatic mail accompanied the query*)?

A2: The duty Archivist, having made enquiries, replied that neither he nor any of his colleagues (who spend all day working with the files) had any recollection of ever seeing any such item. [*One cannot search these archives in person, only by submitting a well-focussed question to the staff. And of course the archive's indexes are by subject, not by document format!*]

Q3: Did the “Staatserweiterungsarchiv”, the record of the construction of the buildings around the Ring, contain the plans for the War Ministry?

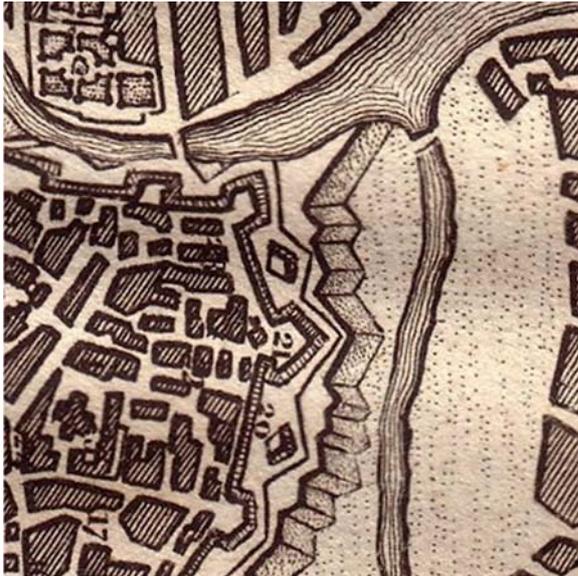
A3: Yes, it did: see below. However these plans are basically wall-layouts, and contained no information about the contents of each room except for a few function-names. The Post- and Telegraph-office was located in the Tief-parterre (= lower ground floor) just to the left of the main entrance as seen from the Ring, with 3 rooms, one having a counter. There was a basement below this, and under that a sub-basement containing stocks of coal, wine and beer.

Q4: Is there any mention of the War Ministry in the index to the Vienna Technical Museum Library?

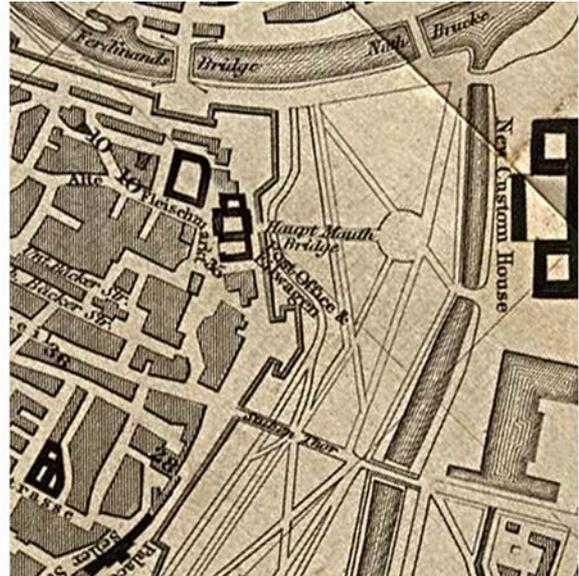
A4: No, there isn't.

Q5: Any mention of D Scheiner or Oberintendant Pietsch in Abteilung 13's archives?

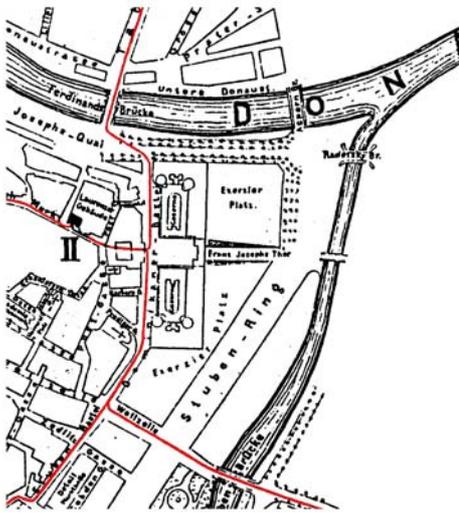
A5: No; the indexes seem to be of files not persons. The “Niederösterreichische Amtskalender” contains a list of senior staff, and the Berlin State Library kindly sent me copies of the Kriegsministerium section from the 1915 edition. Herr Oberintendant Pietsch is not listed, in Abteilung 13 or elsewhere; however the list seems to be exclusively military personnel and he, being addressed as “Herr”, is presumably a civilian.



1800: Shows walls, and Danube – WienRiver junction



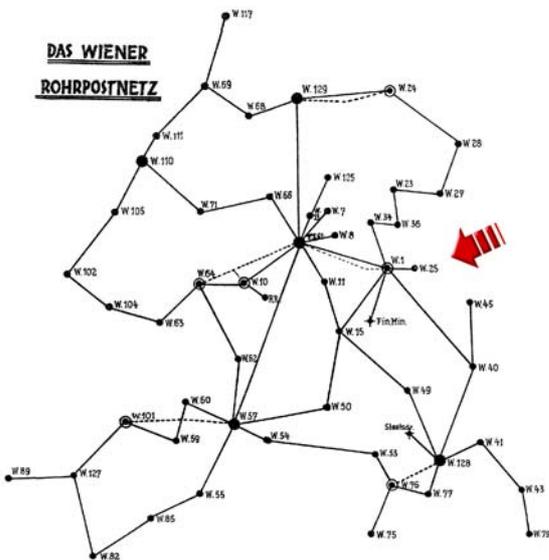
1858: Much of the walls have gone; Ring not begun.



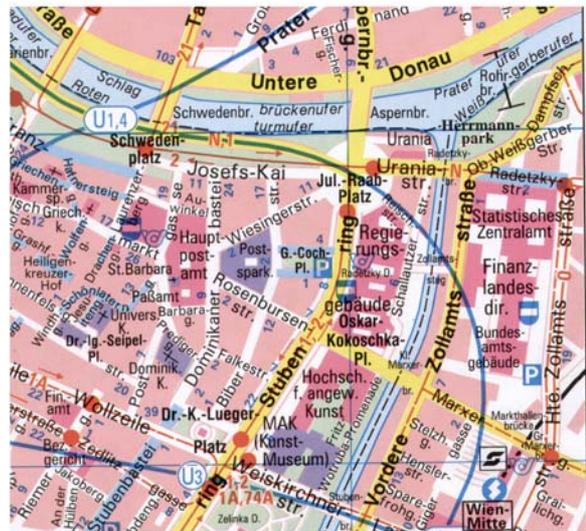
1875: street plan with pneumatic pipe routes in red



1891: street map

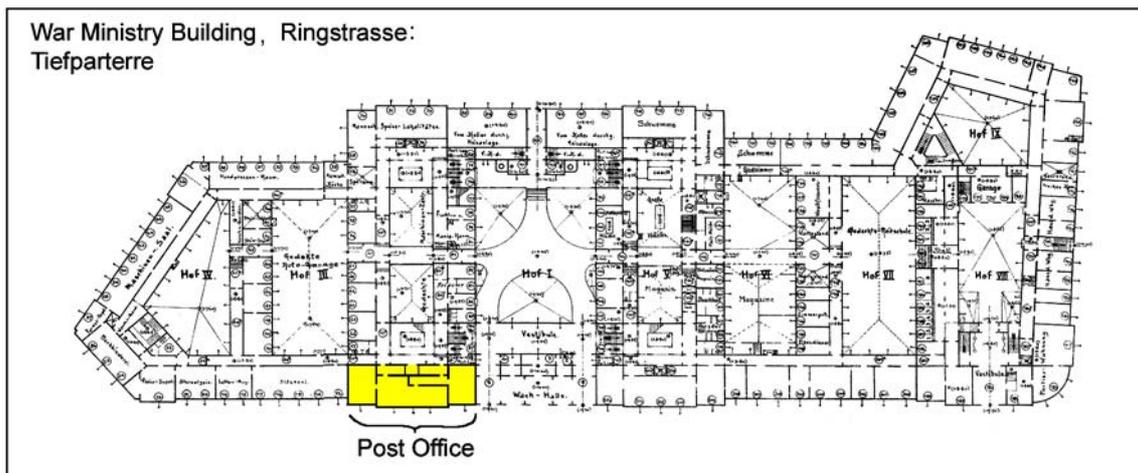


Hajek's 1913 system map



2011: street map

Location of Post Office within War Ministry



Q6: Was there any mention of Wien 25 in the files for the Kriegsministerium's central telegraph department?

A6: These files, although listed in the English version of the Staatsarchiv web site, "had been reclassified" and couldn't be located.

Conclusion

Wien 25 functioned not only as a post office but also as a pneumatic station, restricted to authorised users of the Kriegsministerium, from 26 Nov 1913 to 8 April 1922. It was served by a pneumatic pipe from the Fleischmarkt office.

Appended:

- 1913 Amtsblatt (Post Office Decree) concerning the opening of Wien 25: excerpts, typescript, with transcription & translation
- 1914 Wiener Postbuch (cover & p54 with table of facilities at each post office)
- Duties of Abteilung 13 (by O Schilling)
- 1915 Niederösterreichischer Amts-Kalender
- 1922 Amtsblatt about the closing of Wien 25

Acknowledgements

This article has passed through several editions, growing in size and (hopefully) accuracy each time. I thank an even-more-than-usually international collaboration: Frau Sinnmayer (Österreichische Post AG) & Herr Sinnmayer; the Austrian State Archive; the Technical Museum in Vienna; the Geological Survey of Austria; Henry Pollak; Chuck Colomb; Keith Brandon; Oskar Schilling; Hubert Jungwirth; Dr Kobelbauer; Herbert Robisch; and the denizens of alt.usage.german!

Post Office Decree about the opening of Wien 25

A M T S B L A T T

der

k.k. Post- u. Telegraphen-Direktion für Österreich unter
der Enns.

No. 23. Wien, am 1. Dezember 1913. Jahrgang 1913.

Inhalt: Empfangsbestätigungen in den Postaufgabebüchern und Gesamtaufgabebescheinen. - Anzeige über das nachträgliche Einlangen der als fehlend gemeldeten Pakete und Begleitadressen an die Anmeldestelle. - Vorlage der Abfuhrquittungen. - Anhang.

Z. Va/2290/1913.

Leistung der Empfangsbestätigungen in den Postaufgabebüchern und Gesamtaufgabebescheinen.

Bei Leistung der Empfangsbestätigungen in den Postaufgabebüchern und Gesamtaufgabebescheinen ist genau nach der Vorschrift vorzugehen und insbesondere die Angabe der Gattung der übernommenen Sendungen und der Stückzahl in Buchstaben (Vgl. § 1, A. II, P. 1, vorl. Absatz und III, 2, vorl. Absatz der P. B. B., Aufl. 1908, bzw. die Wiederholung der Stückzahl und des Gesamtbetrages der Postanweisungen in Buchstaben (§ 2, A. II, 4. Absatz der D. V. II. Bd., 3. Abt.) nie zu unterlassen.

Das Ausfolgen von Gesamtaufgabebescheinen (D. S. No. 101) an zivilgerichtliche Depositenämter (Steuerämter) zur Selbstaussfertigung bei Einlieferung von Postanweisungen wird, wenn auch dieses Vorgehen aus den beste-

No. 23

ist unbedingt am letzten jedes Monats abzuschließen und sofort an das Postdirektions-Rechnungs-Departement einzusenden.

W i e n, am 21. November 1913.

A n h a n g.

I.

Einbeziehung des Postamtes Wien 25 in das Wiener Rohrpostnetz. Das im Gebäude des k.u.k. Kriegsministeriums T. Stubenring 1 untergebrachte k.k. Post- und Telegraphenamt Wien 25 wurde mit 26. November l. J. in das Wiener Rohrpostnetz einbezogen. Z. VIa/5514/13.

Drucksachen mit Losankündigungen der ungarischen Klassenlotterie. Laut Mitteilung der k.k. Finanzbezirks-Direktion W i e n versendet in letzter Zeit die Hauptkollektur der kgl. ung. Klassenlotterie Erminio Loibelsberger Prospekte und Lose der ungarischen Klassenlotterie in offenen Briefen.

Die Briefe enthalten dem Anscheine nach nur ein »Verzeichnis der Losnummern der außerordentlichen k.k. Staatslotterie für gem. Militärwohltätigkeitszwecke« und darin verborgen aber Lose und Ankündigungen der ungarischen Klassenlotterie.

Die Postämter haben daher den aus Flume unter Ku-

The Wiener Postbuch for 1914

89 89

WIENER POSTBUCH
 MIT EINEM VERZEICHNISSE
 DER STRASSEN, GASSEN, PLÄTZE,
 BEHÖRDEN, ÄMTER UND ÖFFENT-
 LICHEN ANSTALTEN WIENS

1980-03-05

ZWEITE AUFLAGE
 (ABGESCHLOSSEN MIT ENDE APRIL 1914)
 HERAUSGEGEBEN
 VON DER K. K. POST- UND
 TELEGRAPHENDIREKTION
 IN WIEN

BIBLIOTHEK und ARCHIVE
 DER POST- UND
 TELEGRAPHENVERWALTUNG



Amtsbücherei
 der
 Reichspostdirektion Wien
 1. Dörfle 8

Inventarnummer: 41062

WIEN 1914
 K. K. HOF- UND STAATSDRUCKEREI

The relevant section is enlarged here

A m t Bezeichnung und Standort										Dienst- zweige			Briefpost- annahme			Annahme von Paketen u. von Briefen mit Wertangabe			Annahme von Post- anweisungen		
													W	F	S	W	F	S	W	F	S
25 Wien I (Kriegsministerium, I., Stubenring 1)										(PT) (B) (R)			VII-8-00	VII-XII	VII-XII	VII-6-00	VII-XII	VII-XII	VII-6-00	VII-XII	VII-XII
Postsparkassa Ein- und Rück- zahlungen			Telegramm- annahme			Annahme von Rohrpost- sendungen			Telephondienst			Anmerkung									
W	F	S	W	F	S	W	F	S	W	F	S										
			VII-8-00	VII-XII	VII-XII	VII-8-00	VII-XII	VII-XII				Nur für das Kriegsministe- rium und die Marine- sektion.									

The encircled letters mean:

	Stated text	Effective meaning
P	Postamt mit Telegramm- und Rohrpostannahme.	Post office also accepting telegrams and pneumatic post
PT	Postamt mit Telegraphenstation und Rohrpostannahme.	Post office which is also a telegraph station accepting & receiving telegrams and which accepts pneumatic post
T	Telegraphenamt.	Telegraph office
Tr	Telegraphenamt mit Rekommandationsannahme.	Telegraph office also accepting registered items
R	Rohrpoststelle.	Pneumatic post receiving office
TF	Telephonsprechstelle.	Public Telephone
TA	Telephonautomat (nur für den Lokalverkehr).	Automatic telephone apparatus (only for local calls)
B	Postamt mit Auf- und Abgabedienst.	Post office with mailing and delivery service
A	Postamt nur mit Aufgabedienst.	Post office with mailing service only (no deliveries)
S	Entwertungsstelle für Stempelmarken auf Wechseln und kaufmännischen Anweisung	Office which applied (fiscal) cancellations to revenue adhesives on financial and commercial papers

Also stated is that W = Werktag; F = Feiertag; S = Sonntag; and that Roman numbers mean times from 1am to noon, Arabic from 1pm till midnight.

Duties of Abteilung 13

(Information kindly supplied by Oskar Schilling and the Newsletter 78 of Arbeitsgemeinschaft Feld- und Zensurpost (September 2004)

Auszug aus der Geschäftseinteilung des Präsidialbüros, der Abteilungen und Hilfsämter, dann der sonstigen selbständigen Ämter und Kommissionen des KM. 1.Auflage Wien 1917:

1. Wirtschaftsgruppe.

Organisation der Monturverwaltungsanstalten, Bergstellen, Nagelschmieden und der Skiwerkstätte, sowie der Bekleidungswerkstätte in Brunn a.G. Alle Betriebs- und Verwaltungsangelegenheiten der vorgenannten Anstalten.

Namentliche Evidenz der den Monturverwaltungsanstalten zugewiesenen Stabs- und Oberoffiziere und Truppenrechnungsführer.

Personalangelegenheiten und Evidenz des technischen Hilfspersonales der Monturverwaltungsbranche.

Transferierungs-, Beförderungs-, Heirats- und Beurlaubungsangelegenheiten der Mannschaft der Monturverwaltungsbranche.

Angelegenheiten des Kurses für Offiziere der Monturverwaltungsbranche.

Ermittlung und Sicherstellung des Erfordernisses, dann Festsetzung des Sollbestandes an Montur, Rüstung, Feldgeräten, alpiner Ausrüstung und Kavalleriereitzeug mit Ausnahme der Pferdedecken.

Bewirtschaftung der Vorräte an Bekleidungs- und Rüstungssorten einschliesslich jener für Offiziere und Kriegsgefangene (mit Ausnahme der Vorräte bei Militärbildungsanstalten).

Evidenzführung des Materiales und der Maschinen bei den Monturdepots.

Evidenz der für Zwecke des Bekleidungswesens beschafften Nähmaschinen bei Kommandos, Truppen und Anstalten.

Retablierung unbrauchbar gewordener Bekleidungs- und Ausrüstungssorten, Vergebung der einschlägigen Arbeiten hiefür auch in Privatindustrien, Verwertung von Altmaterial für Bekleidungs zwecke.

Aufrechnungsbedeckungen, Passierungen, Abschreibungen, Ersatznachsichten, letztere im Einvernehmen mit der 11. Abteilung, im Bekleidungs- und Ausrüstungsressort (ausgenommen Militärbildungsanstalten).

Adjustierung (Rüstungswesen) in Bezug auf Personen, Reitpferde des Heeres im Einvernehmen mit dem Präsidialbureau und der 5. Abteilung (ausgenommen Reitpferde der Artillerie und Mannschaftsreitpferde der Traingruppe).

Obsorge für das Vorhandensein und die zweckentsprechende Beschaffenheit der Räumlichkeiten für Truppenmagazine, Monturverwaltungsanstalten, Bergstellen, Mitwirkung bei der Sicherstellung derselben.

Berichte über die technisch-administrative Inspizierung der Monturdepots, Bergstellen und auch der einschlägigen Zivilbetriebe.

Beschaffung und Zuschub von Feldkanzleien für höhere Kommandos, Versorgung der Armee im Felde mit dem gesamten Kanzleimaterial (Schreib-, Zeichen- und Kanzleiausstattungen, Schriftenkisten, Feldschreibtische, Feldsesseln, Petroleumlampen) - ausgenommen Schreibmaschinen, Feldpressen, Vervielfältigungsapparate, Drucksorten und Stampiglien.

Versorgung der Armee mit besonderen Ausrüstungsgegenständen wie Kartenschutztaschen, Azetylenlaternen, Megaphons (Sprachrohre) und Fechtrequisiten.

Evidenzhaltung der zugewiesenen Budgetquoten und Gebarung mit derselben.

2. Bestellgruppen und Helmreferat.

Beschaffung des gesamten Erfordernisses an Montur, Rüstung, Feldgeräten, besonderen Ausrüstungsgegenständen und Kavalleriereitzeug, ferner alpine Ausrüstung, Stahlhelmausrüstung und der Materialien und Bestandteile zu sämtlichen Sorten.

Bewirtschaftung des der 13. Abteilung zugewiesenen Eisenkontingents (inklusive Qualitätsstahl).

Vermittlung der Materialzuweisung an die ressortierende Industrie, betreffs Sparmetalle, Kohle und sonstigen Betriebserfordernissen, dann Behandlung der einschlägigen Transportansuchen.

Niederösterreichischer Amts-Kalender für das Jahr 1915

Page 87 is part of the Kriegsministerium Staff List, and includes Abteilung 13:

13. Abteilung.

(HT. 7.)

Vorstand.

Seipka Adolf, III. , A. , K. , M. , S. ,
Gen. Intdt. (HT. 6.)

Mainer Josef, A. , M. , S. , Mil. Ob.
Intdt. I. Kl.

Hagl Theodor, S. , M. , S. } Mil. Ob.
(HT. 246), } Intdt. II. Kl.

Heyl Anton, S. , M. , S. , }
Ptacek Franz, A. , M. , S. } Mil. Intdt.
(HT. 206), }

Smekal Karl, v., M. , S. , }
Ziz Johann, M. , S. , }
Machac Eugen, M. , S. , B. , 13. , } Mil.
Smekal Gilbert, M. , S. , } u. Intdt.
Göbölös Karl, M. , S. , 13. , }
Zelenka Rudolf, M. , S. , 13. , }

Kummer Karl, A. , II. , M. , S. , Hptm.
Rechgsf.

Spalek Alexander, K. , II. , } Mil. Rechn.
 M. , S. , } Ob. Offzle.

Ambrosj Wilhelm, M. , S. , }
Melot de Beauregard, Lud- } Mil. Rechn.
wig, S. , } Offzle.
Hanslofsky Rudolf, S. , }

THE SÜDBAHN

By Michael Waugh

Die Südbahn und Ihr Verkehrsgebiet in Oesterreich-Ungarn. Herausgegeben von der K.K. Priv. Südbahn-Gesellschaft Sammt dem Verkehrsgebiet des Oesterr.Lloyd. P.Rosseger, V. Chiavacci, T.Christomanos et al. Rudolf M. Rohrer. Brünn. 1899 with insert Fahrplan Südbahn 1899.

Background. After the fall of Communism I was lucky in my profession and in a position that I held in an international medical society to be asked to travel, advise and lecture in many of the countries of central Europe. On one such trip about 10 years ago to Budapest, one afternoon while I had nothing better to do I explored the many “antiquariat” of Múzeum korút in Budapest. I have always had a fascination with old railway timetables so had no hesitation in purchasing the Südbahn one. From time to time since I have referred to it, as among other important routes it has the timetable from Vienna to Trieste, and Vienna to Italy including the Brindisi connection. I also collect postal history from Siam and Straits Settlements and the timetable is more than useful for following the back cancels of receipt. I was surprised when considerable interest was shown at the meeting at Bradford on 16th. August 2014.

“Die Südbahn...” is a compact gazetteer of 506 pages very much of its period, its contents being similar to Baedeker of that time. It was written by 17 authors with 2 photographers. It has 197 illustrations (photographs and engravings), plenty of advertisements of hotels and items a traveller may need which no doubt subsidised it, and 4 maps as well as the timetable. There are 4 detailed pages in the section on Dalmatia on the many Austro-Hungarian shipping companies which traversed the Adriatic - even including lines to the Far East and Brazil. It seems to have been given as a courtesy by the Südbahn.

Important contents of “Südbahn”. Apart from the gazetteer, the Introduction is crucial. “Der Werdegang der Südbahn”. (Eine historisch – technische Skizze) pages 1 to 12 is more than helpful, by stating the importance of Austrian through-connections from north Germany and St. Petersburg to the Adriatic and Mediterranean [remembering at its start techniques were not available for long tunnels through the Alps], but also by giving commencement dates of extensions to beyond German-speaking Austria such as 1845 for Graz-Cilli (Celje). This - which some historians have misinterpreted - does not mean when it was opened for traffic. The section Vienna to Laibach (Ljubljana) was opened for traffic on 1.8.1857. There were tremendous difficulties over the Karst and the line was not opened throughout for traffic to Trieste till 10 years later on 15.4.1867.

I have travelled through Trieste station on the way to Opatija (Abbazia) by bus from the station twice in the last 10 years, the last being in autumn 2012. The station has been transformed by the Italian railways to once again a splendid building but only linked westwards into Italy, the old connection which had got worse into Slovenia not so long ago is no more and to go by train into Croatia or Slovenia would mean a long journey back via Graz. Both are reached on short journeys by bus.

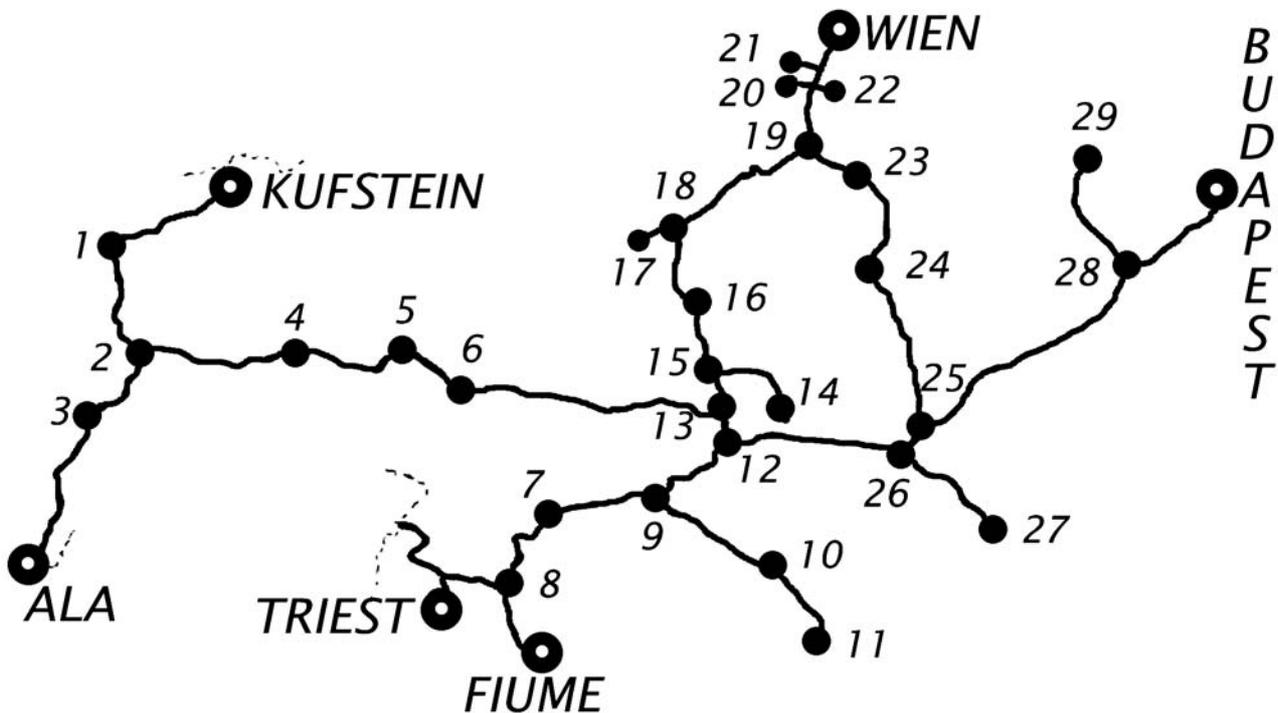
Dalmatia. In this section shipping lines (some long forgotten) with their schedules, and hotels at touristic resorts are described. Apart from Oesterr.Lloyd in Trieste; Ungaro Croata, Fiume (Rijeka); Ragusea, Ragusa (Dubrovnik); Seraf Topić, Lissa (Vis); Fratelli Rismondo, Macarsca (Makarska) and Pio Negri, Sebenico (Šibenik) are mentioned with their schedules. Two pages are devoted to describing touring excursions using these lines, their schedules and costs for first and second class travellers in gold florins.

Budapest was prosperous at the time. Several lines are described to the west of Hungary including to Székesfehérvár (Stuhlweissenburg), Balaton Szt. György, Nagy Kanizsa, Barcs, Komárom, Sopron, Szombathely and many other cities connecting with the main line.

Timetables. Some of the more important “Fahrordnung” are reproduced.

Maps. There are 4 but printed each over the equivalent of 3 pages. Unfortunately to reproduce them here would destroy the book. So atlases need to be consulted preferably of the period. The book shows (in red on maps similar to Baedeker) the lines Wiener Localstrecke through Baden, Gloggnitz, Semmering pass to Mürszuschag; Marburg-Triest (Marburg onwards through Cilli to Laibach, Triest and Fiume) with the branch to Agram (Zagreb); Mürszuschlag-Marburg-Franzensfeste includes Bruck, Graz, Marburg, Klagenfurt, Villach, Bruneck and Brixen; Kufstein-Ala via Innsbruck, Brenner Pass, Trient, Ala near the Italian border and Verona.

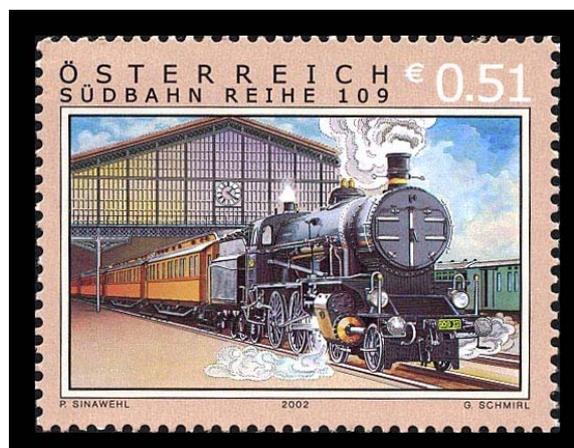
[Editorial insertion: thanks to JA and Photoshop, here is an outline map of the more important Austro-Hungarian railway routes (with contemporary names) as at about 1900.



Key: 1=Innsbruck; 2=Franzensfeste; 3=Bozen; 4=Lienz; 5=Spittal/Drau; 6=Villach; 7=Laibach; 8=St Peter; 9=Steinbrück; 10=Agram/Zagreb; 11=Sissek / Sziszek; 12=Pragerhof; 13=Marburg; 14=Luttenberg; 15=Spielfeld; 16=Graz; 17=Leoben; 18=Bruck/Mur; 19=Wiener Neustadt; 20=Hinterbrühl; 21=Kaltenleutgeben; 22=Laxenburg; 23=Odenberg/Sopron; 24=Steinamanger/Szombathely; 25=Grosskirchen or Gross-Kanizsa or Kanizsa / Veilka Kaniza or Nagykanizsa; 26=Murakeresztúr; 27=Barcs; 28=Stuhlweissenburg/Székesfehérvár; 29=Uj-Szöny/Komarom]

Finis. For any reader who wishes to read more about the economic development of Austria – Hungary at the time may I suggest “Austria- Hungary” by Geoffrey Drage, London. John Murray 1909 846pp. But for those who like the real feel of those times may I suggest the novels and writing of Joseph Roth. “The Radetzky March” is the most famous but if you want to savour the Südbahn I suggest read “Stationmaster Fallmerayer” (Collected Shorter Fiction of Joseph Roth) translated by Michael Hofmann, Granta books, London 2002.

A selection of pages from this book follows; the Editor has a few more and could email them to you...



Nord-Süd-Brenner-Expresszug.	
Derselbe verkehrt nach der nebenstehenden Fahrordnung täglich	
von Berlin nach Verona;	
Der Nord-Süd-Brenner-Expresszug vermittelt die bequemste und rascheste Verbindung zwischen Berlin einerseits und zwischen den in der Fahrordnung angeführten Stationen der Südbahnlinie Kufstein-Ala, sowie Verona andererseits.	
Zur Benützung dieses, von der Internat. Eisenbahn-Schlafwagen-Gesellschaft beigegebenen, mit allem modernen Comfort: Speisewagen, Schlafplätze etc. ausgestatteten Expresszuges berechnen innerhalb des Südbahn-Durchlaufes — nach Massgabe der vorhandenen Plätze — alle tarifmässig für die I. Wagenklasse der Schnellzüge gültigen Fahrlegitimationen, und zwar: einfache Fahrkarten, Rückfahrkarten, intern. Rundreisebillets, zusammenstellbare Fahrscheinhefte, Fernverkehrs-Zeitkarten etc. jedoch ist zu jeder Fahrlegitimation ein Zuschlagbillet der Internat. Eisenbahn-Schlafwagen-Gesellschaft zu lösen.	
Specielle nähere Auskünfte hinsichtlich des Nord-Süd-Brenner-Expresszuges über die Reservierung von Plätzen u. dgl. erteilen die Haltestationen des Zuges.	
Mit Rücksicht auf die beschränkte Passagier-Aufnahme bei diesem Expresszuge empfiehlt es sich, die gewünschten Plätze voranzubestellen	

Fahrordnung:	
Berlin	Ab 11.45 Nachts
München	Ab 9.55 Vorm.
Kufstein	Ab 11.23 Ab 11.28
Innsbruck	Ab 12.41 Ab 12.46 Nachm.
Brenner	Ab 1.58 Ab 2.01
Franzensfeste	Ab 3.02 Ab 3.04
Bozen	Ab 4.13 Ab 4.17
Meran	Ab 5.35
Trient	Ab 5.18 Ab 5.17
Ala	Ab 6.22 Ab 6.22 Abends
Verona	Ab 7.22 Abends

Verona	Ab 10.45 Vorm.
Ala	Ab 11.47 Ab 11.52
Trient	Ab 12.34 Ab 12.35 Nachm.
Meran	Ab 12.18
Bozen	Ab 1.37 Ab 1.43
Franzensfeste	Ab 3.03 Ab 3.08
Brenner	Ab 4.25 Ab 4.29
Innsbruck	Ab 5.30 Ab 5.35
Kufstein	Ab 6.22 Ab 7.22 Abends
München	Ab 8.22 Abends
Berlin	Ab 7.00 Früh.

The Fahrordnung for the Berlin-Verona Express. You'd depart at midnight and arrive at 7pm.

Express-Zug	
Ostende-Wien-Triest.	
Der Expresszug Ostende-Wien-Triest verkehrt nach der nebenstehenden Fahrordnung	
von Wien an jedem Dienstag nach Triest	
und	
von Triest an jedem Mittwoch nach Wien	
im Anschlusse in Triest an die Eildampfer des Oesterr. Lloyd nach und von Alexandrien.	
Der Ostende-Triest-Expresszug vermittelt die bequemste und rascheste Verbindung zwischen England (London etc.), Belgien (Ostende, Brüssel, Verviers, Lüttich etc.) und Deutschland (Aachen, Cöln, Frankfurt a. M., Würzburg, Nürnberg etc.) einerseits und zwischen den in der Fahrordnung angeführten Stationen der Südbahnlinie Wien-Triest, sowie Egypten (Cairo Alexandrien etc.) andererseits. Bei diesem Zuge ist auch ein Schlafwagen-Verkehr nach und von Fiume bezw. Abbazia-Mattuglie in der Weise eingerichtet, dass einer der im Expresszuge eingestellten Schlafwagen direct nach resp. von Fiume (Abbazia-Mattuglie) verkehrt.	
Zur Benützung dieses, von der Internat. Eisenbahn-Schlafwagen-Gesellschaft beigegebenen, mit allem modernen Comfort: Speisewagen, Schlafplätze etc. ausgestatteten Expresszuges berechnen innerhalb des Südbahn-Durchlaufes — nach Massgabe der vorhandenen Plätze — alle tarifmässig für die I. Wagenklasse der Schnellzüge gültigen Fahrlegitimationen, und zwar: einfache Fahrkarten, Rückfahrkarten, intern. Rundreisebillets, zusammenstellbare Fahrscheinhefte, Fernverkehrs-Zeitkarten etc.; jedoch ist zu jeder Fahrlegitimation ein Zuschlagbillet der Internat. Eisenbahn-Schlafwagen-Gesellschaft zu lösen.	
Specielle nähere Auskünfte hinsichtlich des Ostende-Triest-Expresszuges über die Reservierung von Plätzen u. dgl. erteilen die Internat. Eisenbahn-Schlafwagen-Gesellschaft (Wien I., Körnthnerring 15) und die Haltestationen des Zuges.	
Mit Rücksicht auf die beschränkte Passagier-Aufnahme bei diesem Expresszuge empfiehlt es sich, die gewünschten Plätze im Wege der Internat. Eisenbahn-Schlafwagen-Gesellschaft voranzubestellen.	

Fahrordnung:	
London	Ab 10.00 Vorm. (Montag)
Ostende	Ab 4.00 Nachm. "
Wien Westbahnhof	Ab 4.30 Ab 6.22 Abends (Dienstag)
Wien Südbahnhof	Ab 6.42 Ab 11.22 Nachts "
Wr.-Neustadt	Ab 11.42 Ab 11.43 "
Gloggnitz	Ab 12.22 Ab 12.21 (Mittwoch)
Semmering	Ab 1.22 Ab 1.23 "
Mürzzuschlag	Ab 1.42 Ab 1.43 "
Bruck a. M.	Ab 2.22 Ab 2.23 "
Graz	Ab 3.22 Ab 3.23 Früh "
Marburg	Ab 4.22 Ab 4.23 "
Cilli	Ab 5.22 Ab 5.23 "
Steinbrück	Ab 6.24 Ab 6.23 "
Laibach	Ab 7.35 Ab 7.40 "
St. Peter	Ab 9.24 Ab 9.26 Vorm. "
Abbazia	Ab 11.24 Vorm. "
Fiume	Ab 11.48 "
Divacca	Ab 10.02 Ab 10.03 "
Nabresina	Ab 10.35 Ab 10.36 "
Triest	Ab 10.58 Vorm. (Mittwoch)

Triest	Ab 6.10 Abends (Mittwoch)
Nabresina	Ab 6.22 Ab 6.23 "
Divacca	Ab 7.11 Ab 7.21 "
Fiume	Ab 5.00 "
Abbazia	Ab 5.31 "
St. Peter	Ab 7.41 Ab 7.51 "
Laibach	Ab 9.25 Ab 9.30 "
Steinbrück	Ab 10.25 Ab 10.26 "
Cilli	Ab 11.02 Ab 11.03 Nachts "
Marburg	Ab 12.24 Ab 12.25 (Donnerstag)
Graz	Ab 1.22 Ab 1.23 "
Bruck a. M.	Ab 2.24 Ab 2.25 "
Mürzzuschlag	Ab 3.22 Ab 3.23 "
Semmering	Ab 4.22 Ab 4.21 "
Gloggnitz	Ab 5.22 Ab 5.21 "
Wr.-Neustadt	Ab 5.41 Ab 5.42 "
Wien Südbahnhof	Ab 6.45 Ab 10.10 "
Wien (Westbahnhof)	Ab 10.45 Ab 11.20 "
Ostende	Ab 10.05 Vorm. Freitag
London	Ab 4.00 Nachm. "

London via Ostend and Vienna to Triest (and onward to Cairo...). Depart 10am Monday, arrive 10am Wednesday. Seat reservations recommended; sleeping berths available at a surcharge.

(Vom 1. Mai 1899.) **1. Wien-Triest.**

Schlafwagen I. und II. Classe bei S.Z. 1 und 2 Wien-Görz-Venedig, Wien-Triest, bei Expr. Z. 2/b und 1/b Wien-Triest und Wien-Abbazia-Fiume (nur I. Classe) S.Z. 5 und 6 Wien-Marburg-Ala.

Directe Wagen I. II. Classe bei S.Z. 5 u. 6 Wien-Marburg-Ala; Wien-Marburg-Franzensfeste (im Winter Meran); bei S.Z. 1 u. 2 Wien-St. Peter-Fiume (Abbazia); Wien-Venedig via Cormons; Wien-Pola via Divacca; Budapest (Sbhf.)-Pragerhof-Venedig; Budapest S. B.-Pragerhof-München; Budapest (Sbhf.)-Pragerhof-Fiume; Triest-Marburg-Innsbruck-München. — Bei S.Z. 4 u. 3 Wien-Marburg-Villach; Wien-Fiume (Abbazia); Wien-Pola via Divacca; Wien-Görz-Cormons; Budapest (Sbhf.)-Pragerhof-Fiume; Triest-Fiume; bei S.Z. 4/a u. 3/a Wien-Venedig-Mailand; Wien-Pontafel via Leoben (auch III. Classe); Wien-Leoben-Glandorf-Klagenfurt-Villach (Klagenfurt-Villach ab 1. Juni); bei P.L. 10 und 7 Wien-Pontafel (via Leoben); bei P.L. 17/a und 18/a Graz-Leoben-Salzburg und Graz-Leoben-Bischofshofen-Innsbruck vom 1. Juni an; bei P.L. 13 und 14 Graz-Leoben-Linz vom 1. Juni an.

● Ermässigte Preise bei den Zügen 100, 101 und 126 in Wagen II. und III. Classe.

P. Z.	S. Z.	S. Z.	P. Z.	P. L.	P. L.	S. Z.	P. Z.	S. Z.	Alle Züge I. II. III. Classe.	P. Z.	S. Z.	S. Z.	P. Z.	P. Z.	S. Z.	S. Z.	Alle Züge I. II. III. Classe.	P. Z.	P. Z.	
28	4/a	4	*) 14	8	12	2	10	6	Ab Wien X... An	11	3	3/a	27	7	5	1	Ab Wien X... An	9	13	
5.40	7.45	8.15	8.45	1.15	5.25	8.25	8.10	9.45	1.15	8.50	9.45	11.20	6.35	8.20	9.15	6.45	1.15	8.20	8.20	
5.42	e75l		8.52	e1.22	5.31	e8.31	e8.43		1.08		a9.33	11.23	6.28		a9.08	3.53		8.23		
5.53							e8.22													
6.05	e80l		9.09				e8.23													
6.20	e81l						e9.02													
6.27							e9.16													
6.34							e9.23													
6.53							e9.32													
6.56							e9.39													
7.10							e9.47													
7.19							10.02													
7.29							10.13													
7.32							10.22													
7.42							10.33													
7.57							10.43													

Vom 1. Juni an verkehrt an Wochentagen ein beschleunigter Personenzug mit I. II. Classe von Wien nach Müritzschlag mit Aufenthalt in allen Semmeringstationen und Haltestellen, und zwar: Wien ab 3.50, Müritzschlag an 6.32, Müritzschlag ab 6.20, Wien an 9.00.

P. Z.	S. Z.	S. Z.	P. Z.	P. L.	P. L.	S. Z.	P. Z.	S. Z.	Alle Züge I. II. III. Classe.	P. Z.	S. Z.	S. Z.	P. Z.	P. Z.	S. Z.	S. Z.	Alle Züge I. II. III. Classe.	P. Z.	P. Z.	
8.00	9.30	11.19	3.35	7.13	10.20	11.58	11.28	82	Ab Payerbach-Reichenau X... An	11.01	6.20	7.12	2.12	5.43	6.37	5.58	11.01	11.22	3.44	
8.09	9.30	11.39	4.07	7.21	10.45	12.23	11.52	82	Ab Kib P.H. X... An	10.55	6.20	7.12	2.12	5.43	6.37	5.58	10.55	11.22	3.44	
8.20	9.52	11.56	4.29	7.30	10.45	12.23	11.52	91	Ab Eichberg l. X... An	10.48	6.20	7.12	2.12	5.43	6.37	5.58	10.48	11.22	3.44	
8.38	10.17	12.11	4.39	7.42	10.45	12.23	11.52	97	Ab Klamml. X... An	10.40	6.20	7.12	2.12	5.43	6.37	5.58	10.40	11.22	3.44	
8.54	10.38	12.29	4.49	7.55	11.10	1.01	12.14	104	Ab Breitenstein. X... An	10.29	6.20	7.12	2.12	5.43	6.37	5.58	10.29	11.22	3.44	
9.09	10.59	12.58	4.57	8.05	11.10	1.01	12.14	111	Ab Wolfbengogel P.H. X... An	10.20	6.20	7.12	2.12	5.43	6.37	5.58	10.20	11.22	3.44	
9.15	11.19	13.13	4.57	8.10	11.10	1.01	12.14	112	Ab Semmering. X... An	10.17	6.20	7.12	2.12	5.43	6.37	5.58	10.17	11.22	3.44	
9.25	11.39	13.33	4.57	8.18	11.10	1.01	12.14	118	Ab Steinhaus. X... An	10.05	6.20	7.12	2.12	5.43	6.37	5.58	10.05	11.22	3.44	
9.32	11.59	13.53	4.57	8.24	11.10	1.01	12.14	122	Ab Spital. X... An	9.57	6.20	7.12	2.12	5.43	6.37	5.58	9.57	11.22	3.44	
9.45	12.19	14.13	5.09	8.34	11.30	1.29	12.34	130	Ab Müritzschlag X... Ab	9.40	6.20	7.12	2.12	5.43	6.37	5.58	9.40	11.22	3.44	
11.07	11.07	12.20	5.56	9.11	12.30	1.43	12.34	130	Ab Neuberg (k.k. Stb.) Ab	9.40	6.20	7.12	2.12	5.43	6.37	5.58	9.40	11.22	3.44	
6.7.100																				
6.25	10.40	11.04	5.25	8.41	11.35	1.55	12.38	130	Ab Müritzschlag X... An	9.33	6.15	6.50	2.02	5.43	6.27	5.54	9.33	11.53	4.21	
6.39	11.04	11.28	5.44	8.50	11.35	1.55	12.38	137	Ab Langenwang. X... An	9.28	6.15	6.50	2.02	5.43	6.27	5.54	9.28	11.53	4.21	
6.50	11.28	11.52	5.51	9.04	11.35	1.55	12.38	141	Ab Krieglaach. X... An	9.18	6.15	6.50	2.02	5.43	6.27	5.54	9.18	11.53	4.21	
7.00	11.52	12.16	5.56	9.13	11.35	1.55	12.38	146	Ab Mitterdorf. X... An	9.07	6.15	6.50	2.02	5.43	6.27	5.54	9.07	11.53	4.21	
7.07	12.16	12.40	5.56	9.22	11.35	1.55	12.38	148	Ab Warberg-Mirnthal. X... An	9.02	6.15	6.50	2.02	5.43	6.27	5.54	9.02	11.53	4.21	
7.20	12.40	13.04	6.05	9.31	11.35	1.55	12.38	153	Ab Kindberg. X... An	8.54	6.15	6.50	2.02	5.43	6.27	5.54	8.54	11.53	4.21	
7.33	13.04	13.28	6.15	9.40	11.35	1.55	12.38	160	Ab Marein. X... An	8.43	6.15	6.50	2.02	5.43	6.27	5.54	8.43	11.53	4.21	
7.46	13.28	13.52	6.25	9.49	11.35	1.55	12.38	167	Ab Kaptenb. X... An	8.33	6.15	6.50	2.02	5.43	6.27	5.54	8.33	11.53	4.21	
7.57	13.52	14.16	6.30	9.58	11.35	1.55	12.38	167	Ab l. X... An	8.22	6.15	6.50	2.02	5.43	6.27	5.54	8.22	11.53	4.21	
8.14	14.16	14.40	6.36	10.07	11.35	1.55	12.38	171	Ab Brucka.M. X... An	8.20	6.15	6.50	2.02	5.43	6.27	5.54	8.20	11.53	4.21	
8.33	14.40	15.04	7.02	10.16	11.35	1.55	12.38	171	Ab Pernegg. X... An	8.19	6.15	6.50	2.02	5.43	6.27	5.54	8.19	11.53	4.21	
8.42	15.04	15.28	7.16	10.25	11.35	1.55	12.38	181	Ab Mixnitz. X... An	8.05	6.15	6.50	2.02	5.43	6.27	5.54	8.05	11.53	4.21	
9.06	15.28	15.52	7.23	10.34	11.35	1.55	12.38	184	Ab Frohnleiten. X... An	8.05	6.15	6.50	2.02	5.43	6.27	5.54	8.05	11.53	4.21	
9.21	15.52	16.16	7.34	10.43	11.35	1.55	12.38	196	Ab Peggau. X... An	7.44	6.15	6.50	2.02	5.43	6.27	5.54	7.44	11.53	4.21	
9.30	16.16	16.40	7.42	10.52	11.35	1.55	12.38	204	Ab Stübing. X... An	7.33	6.15	6.50	2.02	5.43	6.27	5.54	7.33	11.53	4.21	
9.48	16.40	17.04	7.54	11.01	11.35	1.55	12.38	208	Ab Gratwein. X... An	7.18	6.15	6.50	2.02	5.43	6.27	5.54	7.18	11.53	4.21	
9.51	17.04	17.28	8.01	11.10	11.35	1.55	12.38	213	Ab Judendorf. X... An	7.03	6.15	6.50	2.02	5.43	6.27	5.54	7.03	11.53	4.21	
10.01	17.28	17.52	8.11	11.19	11.35	1.55	12.38	220	Ab GSting P.H. X... An	7.00	6.15	6.50	2.02	5.43	6.27	5.54	7.00	11.53	4.21	
10.11	17.52	18.16	8.27	11.28	11.35	1.55	12.38	224	Ab Graz X... An	7.00	6.15	6.50	2.02	5.43	6.27	5.54	7.00	11.53	4.21	
10.59	18.16	18.40	8.35	11.37	11.35	1.55	12.38	224	Ab Graz X... An	7.00	6.15	6.50	2.02	5.43	6.27	5.54	7.00	11.53	4.21	

Verkehrt vom 1. Juni an. † Anhalten der Züge in Kib P.H. vom Tage der Eröffnung der Haltestelle. Zug Nr. 49 verkehrt erst vom 1. Juni an.

Vienna to Triest and intermediate stations (page one of two)

	S.Z. 4/a	S.Z. 4	P.Z. 14	P.Z. 8	P.Z. 12	Ostende-Exp. 2/a I. Cl.	S.Z. 2	P.Z. 10	S.Z. 6		P.Z. 13	S.Z. 3	S.Z. 3/a	P.Z. 11	P.Z. 7	P.Z. 9	S.Z. 5	Ostende-Exp. 1/b I. Cl.	S.Z. 1	
* Vom 1. Juni an	7.45	8.15	*8.45	1.15	5.25	11.00	8.25	8.40	9.45	Ab Wien.....	*8.35	8.50	9.45	1.15	6.35	4.00	9.20	6.45	9.15	
	8.37	8.59	*10.07	2.22	6.12	11.47	9.24	10.20	10.35	An Wr.-Neustadt.....	*7.15	7.33	8.52	12.02	5.13	2.56	7.28	8.24	8.24	
	10.13	10.38	*12.28	4.37	8.09	12.22	10.09	12.58	12.13	Ab Semmering.....	*5.23	6.45	7.31	10.17	3.02	1.01	6.14	7.08	7.08	
	10.36	10.58	12.58	5.09	8.24	11.30	11.30	1.29	12.34	Ab Müzzuschlag.....	*4.45	6.20	7.00	9.40	2.12	12.13	5.48	6.37	6.37	
	11.26	11.43	2.30	6.36	9.43	2.27	12.18	3.01	4.18	Ab Bruck a. M.....	2.52	5.23	5.50	8.26	12.10	10.07	4.51	5.38	5.38	
	11.45	...	3.43	8.03	10.41	...	...	4.10	...	An ... Leoben.....	1.37	...	5.20	7.05	11.42	9.11	...	4.47	4.47
	4.27	...	10.27	...	6.37	...	...	11.20	...	An ... Villach.....	5.25	...	12.20	...	4.51	...	...	9.04	9.04
	11.00	...	...	...	...	...	...	10.27	...	An ... Venedig.....	...	...	4.45	...	5.12	...	...	2.10	2.10
	P.Z. 16/a	...	...	...	...	...	...	...	...	An ... Graz.....	1.10	4.20	...	7.00	10.03	8.07	3.45	4.31	4.31
	7.28	1.05	5.10	9.23	11.00	3.25	1.20	4.57	7.18	Ab ... Spielfeld.....	11.10	4.10	7.50	...	9.35	7.30	6.38	4.21	4.21	
	8.41	1.50	6.20	10.33	...	3.30	1.26	5.33	7.21	An ... Parklu (Gleichenberg) ..	9.48	3.20	6.30	...	8.10	6.01	...	...	...
	...	3.01	7.52	...	...	...	...	8.14	...	An ... Marburg.....	...	11.14	5.12	...	4.48	...	...	...	...
	9.17	2.14	7.04	11.22	...	4.35	2.38	7.41	3.25	An ... Klagenfurt.....	9.15	2.56	6.04	...	7.40	5.27	2.30	12.29	3.10	
	1.07	6.42	*11.12	...	...	9.51	6.17	1.07	6.17	An ... Villach.....	...	8.30	2.13	...	2.13	...	11.45	11.45	11.45
	2.35	8.12	...	...	...	11.39	7.12	2.35	7.12	Ab ... Lienz.....	...	6.15	12.40	...	12.40	...	10.51	10.51	10.51
	5.22	11.12	...	...	...	...	9.21	5.22	9.21	Ab ... Toblach.....	...	1.55	9.00	...	9.00	...	8.55	8.55	8.55
	7.15	1.22	...	...	...	...	10.49	7.15	10.49	Ab ... Bozen Gries.....	...	...	7.10	...	7.10	...	7.38	7.38	7.38
	11.08	5.53	...	...	...	...	4.42	11.08	4.42	Ab ... Innsbruck.....	...	...	12.45	...	12.45	...	4.21	4.21	4.21
	2.33	7.09	...	...	...	...	4.15	2.33	4.15	An ... Marburg.....	9.10	2.48	...	7.25	5.07	...	12.24	2.58	2.58
	...	2.22	7.14	11.52	...	4.40	2.48	8.00	...	An ... Pragerhof.....	8.39	2.22	...	6.43	4.20	...	...	2.28	2.28
	...	2.39	7.40	12.20	...	...	3.05	8.28	...	Ab ... Budapest.....	8.22	9.20	...	6.32	...	...	...	9.53	9.53
	...	8.00	6.50	...	...	...	8.00	9.25	...	An ... Pölschach (Sauerbrunn) ..	8.19	2.06	...	6.12	3.54	...	...	2.12	2.12
	...	3.05	8.28	12.53	...	...	3.23	8.59	...	Ab ... Tüffer (Bad).....	7.10	7.16	...	5.02	2.37	...	...	*1.13	*1.13
	...	8.57	9.20	2.17	...	...	*4.25	10.22	...	Ab ... Römerbad.....	7.00	4.07	...	4.51	2.16	...	...	*1.10	*1.10
	...	4.06	9.20	2.23	...	6.24	*4.33	10.32	...	Ab ... Steinbrück.....	6.50	12.57	...	4.40	2.25	...	...	10.38	10.38
	...	4.16	9.40	2.22	...	...	4.42	10.42	...	An ... Zagrab (Agram).....	...	7.50	...	12.54	9.42	...	...	9.42	9.42
	...	7.48	...	7.24	...	...	7.24	4.20	...	Ab ... Steinbrück.....	6.45	12.37	...	4.27	1.59	...	...	10.38	12.58
	...	4.23	9.45	2.52	...	6.28	4.47	11.07	...											

* Aufenthalt in Markt-Tüffer und Römerbad bei Zug Nr. 2 und 1 nur vom 1. Juni bis 31. August.

...	4.16	9.40	2.20	...	6.24	4.42	10.42	...	An Steinbrück.....	6.50	12.57	...	4.40	2.13	...	10.38	1.00
...	7.48	...	7.24	...	...	7.24	4.20	...	An ... Zagrab (Agram).....	...	7.50	...	12.54	9.42	...	...	9.42
...	4.23	9.45	2.50	...	6.28	4.47	11.07	...	Ab Steinbrück.....	6.45	12.37	...	4.27	1.59	...	10.38	12.58
...	5.33	11.12	4.21	...	7.35	5.53	12.43	...	An ... Laibach.....	5.20	11.23	...	2.50	12.25	...	9.30	11.51
...	7.17	...	7.01	...	...	7.26	3.00	...	Ab ... Adelsberg.....	...	10.09	...	1.04	9.40	...	10.32	10.32
...	7.28	...	7.25	...	9.24	7.43	3.23	...	Ab ... St. Peter.....	...	9.52	...	12.40	9.13	...	7.58	10.15
...	11.22	8.57	...	9.18	11.30	9.18	...	...	An ... Abbazia-Mattug'ie.....	...	8.09	5.22	...	5.31	...	5.31	8.25
...	12.12	9.15	...	9.38	11.48	9.38	...	...	An ... Fiume.....	...	7.45	5.22	...	5.00	...	5.00	7.55
...	7.58	...	8.41	...	10.02	8.16	4.04	...	An ... Divacca (St. Canzian) ..	...	9.18	...	11.56	8.23	...	7.21	9.38
...	11.10	...	1.00	...	...	1.00	9.42	...	An ... Pola.....	...	5.22	...	...	2.15	...	6.18	6.15
...	8.24	...	9.42	...	10.35	8.57	4.51	...	An ... Nabresina.....	...	8.32	...	10.51	7.14	...	6.38	8.59
...	9.00	...	10.25	...	10.58	9.28	5.35	...	An ... Triest.....	...	8.00	...	9.55	6.23	...	6.10	8.15
...	8.42	...	10.00	...	...	9.11	5.26	...	Ab ... Nabresina.....	...	6.35	8.11	...	10.42	6.53	...	7.58
...	9.27	...	11.18	...	...	10.08	6.24	...	An ... Görz (Lollrevis. v. Italien) ..	...	4.54	7.10	...	9.25	5.25	...	6.57
...	7.25	...	12.55	...	...	11.10	8.02	...	Ab ... Udine ( " " " ) ..	...	3.45	...	...	8.00	3.42	...	5.25
...	7.00	...	6.22	...	...	2.15	11.05	...	Ab ... Venedig.....	...	10.25	...	4.45	10.40	...	2.40	2.40
...	2.25	...	...	...	...	7.25	6.30	...	Ab ... Mailand.....	...	4.05	...	...	11.25	...	2.25	2.25
...	6.45	...	...	...	...	11.55	12.00	...	Ab ... Genua.....	...	8.35	...	...	6.35	...	3.05	3.05
...	12.47	...	...	...	...	10.18	6.42	...	Ab ... Nizza.....	...	12.20	...	10.02	...	...	3.12	3.12
...	6.03	...	...	...	...	10.47	6.34	...	Ab ... Florenz.....	...	3.00	...	9.10	10.52	...	6.10	6.10
...	11.25	...	...	...	...	7.35	4.10	...	Ab ... Rom.....	...	9.30	...	2.30	9.40	...	8.40	8.40
...	7.00	...	...	...	...	1.36	6.45	...	Ab ... Neapel.....	...	11.15	...	6.53	11.15	...	7.55	7.55
...	...	...	...	...	...	11.00	9.44	...	Ab ... Brindisi.....	...	7.00	...	7.00	7.00	...	5.35	5.35

Schlafwagen I. und II. Cl.: Wien-Triest, Wien-Venedig (via Cormons) Zug 2 und 1, Wien-Triest und Wien-Abbazia-Fiume Ostende-Expr.-Z. 2/b und 1/b nur I. Cl. und Wien-Ala (via Marburg) Zug 6 und 5.

Directe Wagen I. II. Cl.:	
Wien-Marburg-Ala	Wien-Venedig-Mailand via Leoben
" Marburg-Franzensfeste	" Pontafel
" (im Winter Meran)	" Leoben-Glandorf-Klagenfurt
" Pola via Divacca	" vom 1. Juni bis 30. September Villach
" Fiume (Abbazia)	" Pontafel via Leoben Zug 10.7
" Wien-Venedig	
" Fiume (Abbazia)	
" Pola via Divacca	
" Görz-Cormons	
" Marburg-Villach	
	Triest-Fiume Zug 3 und 4
	Triest-München (via Marburg)
	Budapest (Südbahn) Venedig
	" Fiume (Abbazia)
	" Fiume (Abbazia)

Vienna to Triest, with connections to Pola, Fiume, Venice, Brindisi etc

17. Budapest-Pragerhof.

P.L.	S.L.	G.L.	P.L.	P.L.	P.L.	S.L.	P.L.	P.L.	km	Alle Züge I. II. III. Classe.	P.L.	G.L.	S.L.	P.L.	P.L.	S.L.	P.L.	P.L.	
205	203	293	291	209	211	201	207				212	292	202	290	210	206	204	214	208
6.50	8.00	8.39	2.15	1.30	4.25	8.00	9.25	—	Ab Budapest S. B. X	8.58	9.27	9.53	1.40	4.42	8.33	9.20	...	11.23	6.33
6.57	8.06	8.51	2.23	1.37	4.33	8.05	9.33	8	An Kelenföld	8.59	9.15	9.43	1.38	4.34	8.24	9.14	...	11.19	6.24
7.07	8.10	...	...	1.42	4.37	8.11	9.40	8	Ab Promontor	8.44	...	9.43	...	4.33	8.10	9.01	...	11.15	6.10
7.14	...	...	...	1.49	4.44	...	9.48	8	Ab Promontor W.H. P.H.	8.40	...	...	...	4.18	8.05	...	...	11.08	6.00
7.19	...	...	...	1.54	4.48	...	9.51	9	Ab Tétény	8.35	...	...	...	4.02	7.18	...	...	10.55	5.49
7.29	8.24	...	...	2.04	4.59	...	10.03	16	Ab Tárnok	8.25	...	...	...	3.49	7.35	...	...	10.43	5.38
7.43	...	...	...	2.18	5.11	...	10.18	24	Ab Martonvásár	8.19	...	...	...	3.34	7.22	8.44	...	10.34	5.21
8.00	8.41	...	...	2.35	5.25	8.41	10.33	33	Ab Petten P.H.	7.59	...	9.15	...	3.14	7.09	...	...	10.20	5.02
8.14	...	...	...	2.48	5.37	...	10.43	41	Ab Nyéck	7.47	...	...	...	3.03	7.03	...	...	10.14	4.54
8.19	8.52	...	...	2.54	5.48	8.54	10.53	44	Ab Velence	7.42	...	...	...	2.58	6.58	...	...	10.08	4.40
8.27	8.58	...	...	3.05	5.51	...	11.03	48	Ab Agárd P.H.	7.35	...	...	...	2.50	6.48	...	...	10.00	4.24
8.35	...	...	...	3.12	5.59	...	11.13	52	Ab Dinyés	7.28	...	...	...	2.46	6.42	...	...	9.51	4.10
8.46	...	...	...	3.20	6.08	...	11.23	57	An Szekesfehervar X 20	7.20	...	...	...	2.35	6.32	7.58	...	...	4.00
9.01	9.16	...	...	3.35	6.22	...	11.33	67	An Szekesfehervar (Stuhlweissenburg)	7.05	...	...	...	2.25	6.22	...	...	...	...
2.50	2.50	...	...	...	12.32	...	...	...	An Komárom 20	4.02	...	...	...	12.14	...	...	...	...	...
4.22	4.22	...	...	12.14	...	...	6.30	...	Ab Komárom 20	...	...	2.50	...	...	12.32	...	...	...	8.40
9.26	9.21	...	...	3.46	6.38	9.22	11.18	67	An Szekesfehervar X 20	6.59	...	9.27	...	2.03	6.18	7.48	...	9.45	4.10
9.41	...	...	...	4.00	6.47	9.23	11.28	77	Ab Szabad-Bathyan	6.47	...	8.17	...	1.48	5.59	7.37	...	9.38	4.01
9.55	...	...	...	4.14	7.01	...	11.38	85	Ab Polgárdi	6.37	...	...	...	1.36	5.48	...	...	9.24	3.40
10.13	9.50	...	...	4.30	7.18	...	11.48	95	Ab Lepsény	6.24	...	...	...	1.18	5.32	7.17	...	9.04	3.31
10.46	10.14	...	...	5.07	7.51	10.13	12.03	115	Ab Slótok	6.00	...	...	...	1.02	4.58	6.57	...	8.58	3.28
11.04	...	...	...	5.23	8.07	...	12.13	128	Ab Szántod	5.27	...	...	...	1.02	4.33	...	...	8.50	3.20
11.08	10.28	...	...	5.29	8.11	...	12.23	130	Ab Balaton-Hévíz P.H.	5.22	...	...	...	1.00	4.31	...	...	8.42	3.15
11.14	...	...	...	5.35	8.17	...	12.33	134	Ab Szarazó P.H.	5.22	...	...	...	1.00	4.14	...	...	8.34	3.10
11.22	...	...	...	5.43	8.24	...	12.43	139	Ab Szemes P.H.	5.11	...	...	...	1.00	4.09	...	...	8.26	3.05
11.32	...	...	...	5.54	8.33	...	12.53	145	Ab Lelle P.H.	5.11	...	...	...	1.00	3.55	6.47	...	8.18	2.98
11.48	10.48	...	...	6.13	8.40	...	13.03	149	Ab Boglár	5.11	...	...	...	1.00	3.55	6.47	...	8.10	2.90
11.59	10.56	...	...	6.24	8.49	...	13.13	157	Ab Fonyód fürdőtelep	5.11	...	...	...	1.00	3.54	...	...	8.02	2.85
12.10	...	...	...	6.35	8.50	...	13.23	164	Ab Mária-telep	5.11	...	...	...	1.00	3.24	...	...	7.54	2.80
12.36	11.18	...	...	7.01	9.25	...	13.43	180	Ab Balaton-Berény P.H.	...	...	...	...	10.85	3.02	5.43	...	7.46	2.75
1.05	...	...	...	7.30	9.37	...	13.53	200	Ab Balaton-Szt. György	...	...	...	...	10.04	2.51	...	...	7.38	2.70
1.15	...	...	...	7.40	9.47	...	14.03	207	Ab Komárom	...	...	...	...	9.59	2.51	...	...	7.30	2.65
1.30	...	...	...	7.55	9.57	...	14.13	215	Ab Zala-Szt. Jakab P.H.	...	...	...	...	9.42	2.11	...	...	7.22	2.60
1.40	11.57	...	...	8.05	10.07	...	14.23	221	An Nagy-Kanizsa X 18	...	...	5.42	...	9.30	2.00	...	...	7.14	2.55
9.25	5.35	...	...	...	8.50	1.40	...	...	An Wien (via Sopron) 18	...	...	7.42	...	...	6.50	10.50	...	...	2.55
4.44	...	...	...	...	7.18	...	...	...	An Barcs 18	...	...	...	...	...	11.05	...	...	...	9.15
10.22	...	...	...	...	1.30	...	...	...	An Pakrac 22	...	...	...	...	...	...	...	...	...	2.50
2.35	12.10	...	...	...	12.17	4.43	...	121	An Nagy-Kanizsa X 18	...	...	5.22	...	...	12.09	4.53	...	...	11.22

† Die Haltestelle Balaton-Berény ist vorläufig noch nicht eröffnet.

P.L.	S.L.	G.L.	P.L.	P.L.	P.L.	S.L.	P.L.	P.L.	km	Alle Züge I. II. III. U. (Ausnahmen sind bei den Zügen vorgemerkt.)	S.L.	G.L.	P.L.	S.L.	P.L.			
205	203	249	201	207							202	248	206	204	208			
6.50	8.00	...	...	...	II. III.	8.00	9.25	—	Ab Budapest S. B.	...	...	9.53	II. III.	...	8.33	9.20	...	6.33
1.40	11.57	...	...	...	...	12.07	3.52	221	An N.-Kanizsa X 18	...	...	5.42	...	2.00	5.03	...	...	19.15
2.35	12.10	...	...	...	...	6.00	4.42	224	Ab Mura-Keresztúr	...	...	5.22	8.10	12.09	4.39	...	...	11.22
2.57	12.24	...	...	...	...	6.34	5.01	234	Ab Kotor-Alsó-Bombor	...	...	5.18	7.36	11.52	4.39	...	...	11.03
3.09	12.30	...	...	...	...	6.55	5.11	240	Ab Mura-Király	...	...	5.11	7.12	11.43	4.32	...	...	10.52
3.32	12.42	...	...	...	...	7.25	5.22	252	Ab Kis-Szabadka P.H.	...	...	5.11	6.34	11.33	4.18	...	...	10.32
3.47	...	...	...	...	...	7.50	5.40	261	Ab Csáktornya X	...	...	4.38	5.52	11.11	4.02	...	...	10.22
4.01	12.58	...	...	...	...	8.12	5.51	269	Ab Polstrau	...	...	4.38	...	11.00	3.59	...	...	10.12
4.15	1.01	...	...	...	...	8.40	6.09	281	Ab Fridau	...	...	4.38	...	10.50	3.49	...	...	10.02
4.35	1.12	...	...	...	...	9.00	6.24	284	Ab Gr.-Sonntag P.H.	...	...	4.14	...	10.33	3.38	...	...	9.52
4.54	1.21	...	...	...	...	9.22	6.41	290	Ab Moschganzen	...	...	...	...	10.17	3.28	...	...	9.42
5.09	1.26	...	...	...	...	9.45	6.51	294	Ab Pottau	...	...	...	...	10.08	3.22	...	...	9.31
5.19	1.36	...	...	...	...	9.58	7.07	304	Ab Sternthal P.H.	...	...	3.50	...	9.58	3.23	...	...	9.21
5.43	1.45	...	...	...	...	10.12	7.27	312	Ab Pragerhof X 1	...	...	...	...	9.30	3.14	...	...	9.11
6.00	1.55	...	...	...	...	10.25	7.48	322	Ab Villach 3	...	...	...	...	9.15	3.04	...	...	9.01
6.14	2.05	...	...	...	...	10.38	7.68	330	Ab Franzensfeste 3.2	...	...	...	...	9.00	2.55	...	...	8.51
2.28	8.42	...	...	...	...	2.38	8.42	...	An Pragerhof 1	...	...	3.05	...	...	2.39	...	...	7.40
2.56	...	...	...	...	...	3.12	9.12	...	An Villach 3	...	...	10.51	...	...	6.13	...	...	12.40
7.36	...	...	...	...	...	10.17	9.42	...	An Meran	...	...	6.08	...	...	...	...	...	4.45
7.09	...	...	...	...	...	2.59	...	...	An Innsbruck 2	...	...	3.00	...	...	...	...	...	3.18
12.20	...	...	...	...	...	4.15	2.33	...	An München	...	...	3.09	...	...	...	...	...	1.03
6.23	2.29	...	...	...	...	10.10	6.45	...	An Wien 1	...	...	11.25	...	...	...	...	...	9.10
9.23	4.10	...	...	...	...	2.38	8.42	...	An Pragerhof 1	...	...	3.05	...	8.24	2.39	...	...	7.40
2.02	6.15	...	...	...	...	4.21	11.10	...	An Graz 1	...	...	4.28	...	5.28	1.05	...	...	5.10
6.35	8.50	...	...	...	...	6.22	4.51	...	An Mürzschlag 1	...	...	11.35	...	7.52	11.04	...	...	1.18
2.47	...	...	...	...	...	9.15	8.22	...	An Wien 1	...	...	8.25	...	8.42	8.15	...	...	3.45
6.15	...	...	...	...	...	3.15	3.36	...	An Pragerhof 1	...	...	2.28	...	...	2.22	...	...	6.43
6.00	...	...	...	...	...	6.33	...	...	An Fiume 6	...	...	...	...	...	7.45	...	...	...
6.47	...	...	...	...	...	6.29	5.35	...	An Triest 1	...	...	...	...	...	8.00	...	...	9.55
7.70	...	...	...	...	...	10.08	6.24	...	An Görz 5	...	...	...	...	...	6.57	...	...	9.25
...	...	...	...	...	...	2.45	11.25	...	An Venedig	...	...	2.10	...	...	10.22	...	...	4.45