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## Edited by Andy Taylor

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## Editorial 199

**S**ome time ago we created a 'news emailing list'; it was slightly successful and could do with reviving. For this we need explicit consent from each 'subscriber'. Please send an email **from the account you want to use** with subject "philatelic emails" and message "yes please" to [levant@austrianphilately.com](mailto:levant@austrianphilately.com). I will then send you whatever assorted philatelic info reaches us. The emails will be sent "BCC", so that nobody sees anybody else's addresses. You can reply, and only I will receive it – this is not a discussion forum!

An international philatelic fair and exhibition takes place in **Klagenfurt, Austria, on 25-27 May 2018**. Further details available from me.

You will notice more adverts in this issue – please support those who advertise with us!

BB emailed "I am researching postal cards sent to the collector Franz Pospischil of Salzburg from 1893 to 1911. Does anyone have any information on him?"

*Andy Taylor*



Dear collectors of III Reich especially Ostmark.

I am preparing a book dealing with postal history and cancellations from the whole area of PLG 12 (= "Postleitgebiet" with Untersteiermark, Krain and others). 12a or 12b cancellations started in about the middle of 1944 and can be found in Austria till 1946 and thereafter. I would be pleased to get scans or copies of items from any kind of postal facility (post office; Poststelle II = Postablage) or registration labels and cancellations to include your information (name of postal facility, date and "counter-sign" such as a, b or c). Persons sending copies & scans will be automatically mentioned in the book unless they ask to be anonymous.

Thanking you in advance for your support

Dr. Hans Moser

Address: Dr. Moser, Bärenweg 14, A-6410 Telfs; Austria or email: [hans.moser@uibk.ac.at](mailto:hans.moser@uibk.ac.at)

## THE APS BOOKSHOP

To purchase any of these items, contact the Librarian. If paying by Paypal remember to **add their 4.5% fee**. NOTES: (1) If you pay by credit card, it will appear as “German Railway Society” on your card statement. (2) **the Librarian has a new email address – [library@austrianphilately.com](mailto:library@austrianphilately.com)** Her old one no longer works.

### CDs

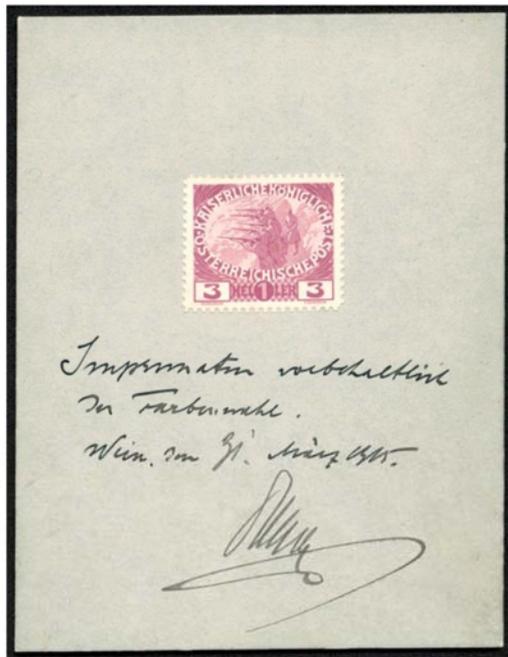
- ❖ *All CDs cost £10 or €15 including postage to anywhere in the world.*
- ❖ **“The History of Austrian Revenue Stamps”** by Dr. Stephan Koczynski. Enhanced and published on CD in fully-text-searchable form. It is ISBN 978-0-900118-07-4.
- ❖ **1910 Post Office Index.** This is the “*Verzeichnis der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

### 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 60<sup>th</sup> anniversary ‘Festschrift’. viii+162pp. 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, still current. 298 sides of A5, spiral bound, with appendix of abbreviations. Price **£20**.
- ❖ *To all these add P&P. For GB: Levant £5, all other books £3. 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. Bulk orders by negotiation.
- ❖ **“The Postal History of the Anschluss, The German Annexation of Austria”** by Tony Hickey, Ian Nutley, David Taylor and Colin Tobitt. Contact the Librarian.



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## Book Reviews

“*Soviet Authorities' Clandestine Surveillance of Domestic and International Mails To and From Soviet Controlled Industrial and Trading Facilities in Occupied Austria 1946 – 1953*”. By Richard A. Krueger, 2016, English, 16pp Quarto.

Known by the Soviets as USIA (Uprawlenje Sowjetskim Imuschtschtschestwom w Austriji). This booklet describes a little known or researched subject which involved the Austrian Soviet Zones in the areas east and north of the river Danube, and also the sectors of the International Zone of Vienna.

The study is related to the Soviet relationship with Industrial and Trading facilities within their zones (Businesses working with or for the Soviets). The surveillance program was operated independently of the Censorship facility although mail was intercepted and passed over to the Soviet Security Organizations, probably the MGB. The program involved steaming open envelopes for inspection with their specially made steam pot. Mail associated with these trading facilities had its own individual marks applied to the exterior of the envelopes. The mail was resealed with water soluble glue if required for onward delivery; occasionally a label was applied over the flap if opened roughly.

As with Richard Krueger's other books he always encourages like-minded collectors to share their knowledge and items with him - more than ever with this subject as so little is known.

Enquiries: R.A. Krueger, PO Box 4410M, Fort Washington, Maryland 20744, USA or [RichardKrueger@aol.com](mailto:RichardKrueger@aol.com)

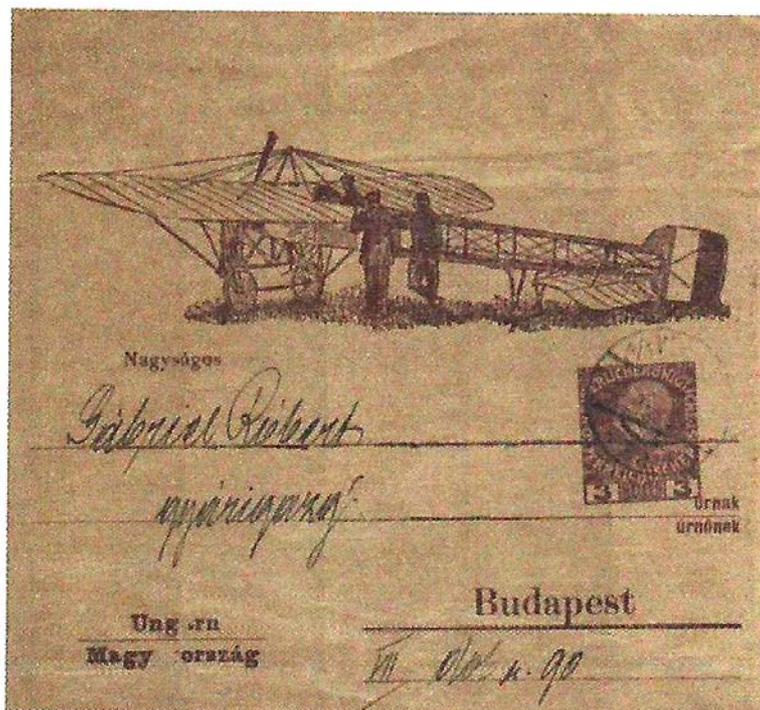
# AN INTERESTING PIECE OF POSTAL STATIONERY

by Keith Brandon

The partly pre-printed wrapper shown below caught my eye for my Trieste collection, but I did not really know what it was. It dates from 1913, and has a 3kr imprint, the correct rate for inland printed-matter up to 50g. Although depicting an aeroplane, the wrapper pre-dates scheduled air-services in Austria, and has nothing to do with air-mail. Is there anything else we can deduce from a wrapper without contents?



Since acquiring this wrapper, I have seen other similar items in the catalogues of Vienna auction houses, all addressed to different cities. All have the same illustration of the aeroplane, and all have the destination-town pre-printed, along with the salutation in the appropriate language. The wrapper below, for example, is in the Hungarian language; the wrapper above is in Italian (albeit with “Trieste” spelt the German way!).



Can we tell what was in the wrapper? A magazine or newspaper or some other printed item such as a leaflet perhaps. Nothing too substantial because it weighed no more than 50g. The printed text on the rear of the Trieste wrapper is: “*Campione Gratuito a richiesta e Franco Porto. Vedi penultima copertina di questo opuscolo*”. I translate this as: “*Free sample on request with free postage. See the inside back-cover of this brochure*”.



So it seems that the contents of the wrapper were a leaflet promoting a particular product and inviting the recipient to send off for a free sample. Is the aeroplane of any significance? Powered flight was in its infancy and commercial flights had not started in Austria. It's hard to think of a product connected with air-travel at that time that could have been offered as a free sample in a mass-mailing. Perhaps the mail-out was offering a free sample of a magazine for early plane-spotters. But where would you get the targeted mailing-list from at that time? And why not send them a free sample of the magazine in the first place? My guess is that the brochure had nothing to do with air-travel, but that the aeroplane was an attention-grabbing topical motif.

All the legible postmarks are from WIEN 3, confirming a bulk mailing from one source in 1913. Whatever the catalogue was, it must have been mailed to a substantial mailing-list to warrant pre-printing the wrapper in so many variants. I have now seen seven examples, all bearing 3h imprints for the inland printed-matter rate:

1. to Gablonz an der Neisse. Pre-printed German salutation, destination town appears to be rubber-stamp,
2. to Vienna. Pre-printed German salutation and destination town,
3. to Prague. Pre-printed bilingual German / Czech salutation and destination-town,
4. to Sarajevo. Pre-printed salutation in Bosnian (I assume), pre-printed destination-country in German, destination-town appears to be rubber-stamp, street-name typed,
5. to Trieste. Pre-printed salutation (in Italian) and destination-town (in German). The salutation is preceded by a pre-printed “*Stimat.*”, which is a polite formality meaning “*esteemed*”,
6. to Budapest. Pre-printed Hungarian salutation and destination-town
7. to Meran. Pre-printed salutation (in German and Italian) and destination-town (in German)

The sending-organisation couldn't generate address-labels from a computer, as we would today, and the names and addresses had to be hand-written. To lessen this task, as much was pre-printed as possible. We can start to see how this large mailing was organised. Firstly a quantity of wrappers was procured, printed with the 3h imprint and aeroplane.

Major destination-towns, such as Vienna, Prague and Trieste, had sufficient potential customers to justify sending some of these wrappers out for further pre-printing of the salutation and town-name. For medium-sized markets, such as Sarajevo and Gablonz, additional pre-printing of the salutation, and procurement of a rubber-stamp, were still warranted. Presumably for potential customers in small destinations, the whole name and address had to be handwritten.

That's still a lot of handwriting if it all had to be done in a short time-frame. The postmark dates are not all easy to read, but the Gablonz date appears to be 21 October, Prague 5 May and Sarajevo 2 April. It may be that the sender mailed one city at a time on a staggered basis through the year, and had an envelope for each town over-printed when needed.

There seem to be some parallels with the mailing of the magazine of the DuÖAV to its members before the First World War. In that case, the mailing was so large that not only was the mailing of each issue, staggered over several days, but the Austrian Post Office permitted the use of pre-cancels to postmark the stamps.

I would be very pleased to hear from Members who have more information about these aeroplane wrappers, particularly if they have one with surviving contents!

My thanks to Joyce Boyer who has helped me find examples in auction-catalogues.

## A Witness to History

Douglas N. Muir RDP

Postal history is not only the history of the posts. It also reflects the social mores, the economic situation, and political events of the time. Items of mail can illustrate these particularly well, as indicated by the various markings and labels which they can attract. One such described here comes from the immediate aftermath of the *Anschluss* in March 1938 and reveals the changing situation in Austria then, from both the Austrian and German points of view.

*Anschluss*, or the union of the German-speaking rump of the Austro-Hungarian Empire with Germany, was an idea inherent since at least the defeat of 1918. It did not suddenly arrive with Hitler's demands. By 1938, however, there had been political unrest, violent demonstrations and uprisings in Austria for several years and Hitler and the Nazis (both German and Austrian) were now in full cry. The Austrian Chancellor, von Schuschnigg, announced a plebiscite at very short notice for Sunday 13 March, in order to ensure public support for Austrian independence, but this instead provoked Hitler into action. Previous pledges of support from Mussolini proved illusory.

On the morning of 10 March, immediately after Schuschnigg's announcement of the plebiscite the night before, Hitler discussed invasion plans with his generals. They produced a file marked "Operation Otto" – the plans for which have been described as "inadequate" and "nothing more than a theoretical staff study which had been collecting dust ever since it was first drafted in June 1937"<sup>1</sup> This was then very hurriedly updated by Hitler and retitled as Military Operation Instruction No. 1,<sub>2</sub> (*Weisung Nr.1*). Signed by Hitler, it was dated 11 March and marked "ÄUSSERST GEHEIM!" (top secret).<sup>2</sup> It was very much a personal order from Hitler to the high command of the German army if other measures failed. Paragraph 2 begins "The whole operation will be led by me myself." and goes on to order the 8<sup>th</sup> Army, together with police and SS units, to occupy Upper Austria, Salzburg, Lower Austria, the Tyrol and Vienna, securing the border with Czechoslovakia. They should be ready for action by noon on 12 March, the next day, at the latest. Troops were to remember that "we do not want to begin a war against our Austrian brothers" and so the occupation was to take the form of a peaceful "Einmarsch". There was little in the way of detail and it was clearly made up on the spur of the moment.

In Austria the abortive gesture of a national referendum was revoked. Von Schuschnigg was forced to resign and the Nazi Seyss Inquart was appointed Chancellor, but Hitler simply ignored this and his Instruction No. 2, timed at 20.45 on 11 March, blatantly stated that German troops would enter Austria at daybreak on 12 March "in order to avoid further bloodshed in Austrian towns". At first light that day the 27<sup>th</sup> Infantry Division headed the march of the 8<sup>th</sup> Army across the Austrian border, to a general welcome.

Some nine days later Josef Prestele wrote from Grönenbach in Schwaben, an area in south western Bavaria, to a rifleman, Sebastian Heider, a member of the invading German forces. Presumably, he wrote in response to a letter from Heider as he gave the address as Timelkam (Oberösterreich) and the Field Post number 08894. He marked the envelope "Feldpost!" and affixed no stamp. (*Fig. 1; the illustrations are at the end of the article*)

Field Post Number 08894 is not listed as known used in the occupation in the book on the postal history of the *Anschluss*.<sup>3</sup> It belonged to Nachschub-Kompanie 54 (supply unit)<sup>4</sup> of the Gebirgsbrigade, a mountain unit of the 7th Army, which is known to have taken part in the *Anschluss*.<sup>4</sup> The Gebirgsbrigade had been formed in 1935 and later, in April 1938, it became the 1st Gebirgsjägerdivision.

For large-scale autumn manoeuvres in 1937 in Mecklenburg and Pommern in Germany four-figure field post office numbers had been allocated to the units involved and these may have formed the basis of the later system.<sup>5</sup> However, it was not until 22 July 1938 that regulations for the Field Post Office department were promulgated – in other words, after the experience of the *Anschluss*.

Regulations for the Feldpostdienst of German troops in Austria, on the other hand, were published in an official circular of the Reichspostministerium dated 18 March 1938.<sup>6</sup> (*Fig. 2*) This was six days after the troops had marched into Austria but a mere three days before Prestele wrote his letter. He clearly already knew what the rules were. Three paragraphs are particularly relevant.

3. Mail to and from the German troops in Austria are subject to normal domestic German rates. However, normal letters and postcards addressed to the German troops in Austria which are unpaid or not sufficiently franked should not be surcharged until further notice....
4. Mail for the Field Post Offices will be directed via the collecting and forwarding offices in Munich 2.
5. Troop units have received Field Post numbers which must be used as the address for mail, instead of the names of the units.

Thus, Prestele's letter is marked Feldpost and addressed to Field Post Office No. 08894 only and would have been forwarded very quickly by the service in Munich to Timelkam in Upper Austria, about 50 km from Salzburg, arriving the following day, 22 March. It is here that the letter gained its particular attraction for me. For Heider's company had already left. This makes sense as supply troops would be following the main units moving further into Austria. As a result the Austrian postal authorities attached a label to the front of the envelope indicating in both French and German that the person had gone away. The purple label read "Abgereist/ Parti" and the letter was returned to sender.

Such labels had been used by the Austrian Post Office since their introduction in 1887 to return undeliverable mail from abroad. They had been introduced as a result of a UPU regulation and came in various types indicating the reason for non-delivery. A detailed history was published in this journal some years ago.<sup>7</sup> The original suggestion had been a German one, probably an idea of Heinrich von Stephan. A template for the design of these labels had been provided and this was followed by most of those countries in the world who had introduced these labels. Not Austria, however, where the design had followed the standard *Nachnahme* (Cash on Delivery) labels of the time.

The use of this label proves, as does the Timelkam datestamp, that the letter was handed over to the civilian, Austrian post office, whence it was returned to the sender in Bavaria. Such Austrian labels were only used on mail due to be returned abroad and, of course, Germany was still a foreign country at this point. Legally, Austria only became part of the German Reich in April that year after the result of Hitler's own plebiscite. Gradually thereafter, German return-to-sender labels were introduced, again used only for mail being returned abroad though by this time Germany was no longer "abroad". German labels would continue to be used not only through the war years but even long after Austria had been separated from Germany again, even in Vienna at least until 1953. (*Fig. 3*)

So, this letter is a witness to history, to the first steps in the expansion of Hitler's Reich which would lead to world war. It illustrates the strange interim period between initial occupation and final incorporation of Austria into Germany. Although scenes of jubilation in Austrian crowds greeting the immediate arrival of Hitler in Vienna and elsewhere are well known and authenticated, nevertheless, there was also a degree of strong but silent opposition by many Austrian officials. Surely, the local postal officials in Timelkam would have known where the German unit had gone? Yet the letter was returned to sender in Germany, quite correctly, as the person had "left" (with no forwarding address being understood) using a label only intended for international mail. A typical illustration of Austrian bureaucracy (or a small gesture of defiance?).

#### References:

- <sup>1</sup> **Brook-Shepherd, Gordon** *Anschluss, The Rape of Austria* 1963, p.133
- <sup>2</sup> Texts given in: *Der Hochverratsprozess gegen Dr Guido Schmidt vor dem Wiener Volksgericht*, 1947 pp 576-7.
- <sup>3</sup> **Hickey, T., Nutley, I., Taylor, D. & Tobitt, C.** *The Postal History of the Anschluss: The German Annexation of Austria 1938* 2008, p. 23
- <sup>4</sup> <<http://www.axishistory.com/axis-nations/383-germany-military-other/feldpost/8933-feldpost-numbers-08000-08999>>
- <sup>5</sup> **Gericke, Bodo** "Die deutsche Feldpost im Zweiten Weltkrieg" *Archiv für deutsche Postgeschichte* 1971 Heft 1, p.4
- <sup>6</sup> *Amtsblatt des Reichspostministeriums Ausgabe A Nr 31*, Berlin, 18 March 1938: "Praktischer Postdienst Nr 94/1938 Postversorgung der deutschen Truppen in Österreich"
- <sup>7</sup> **Muir, Douglas N.** "Austrian Return-to-Sender Labels" *Austria* No. 182, Summer 2013, pp21-31

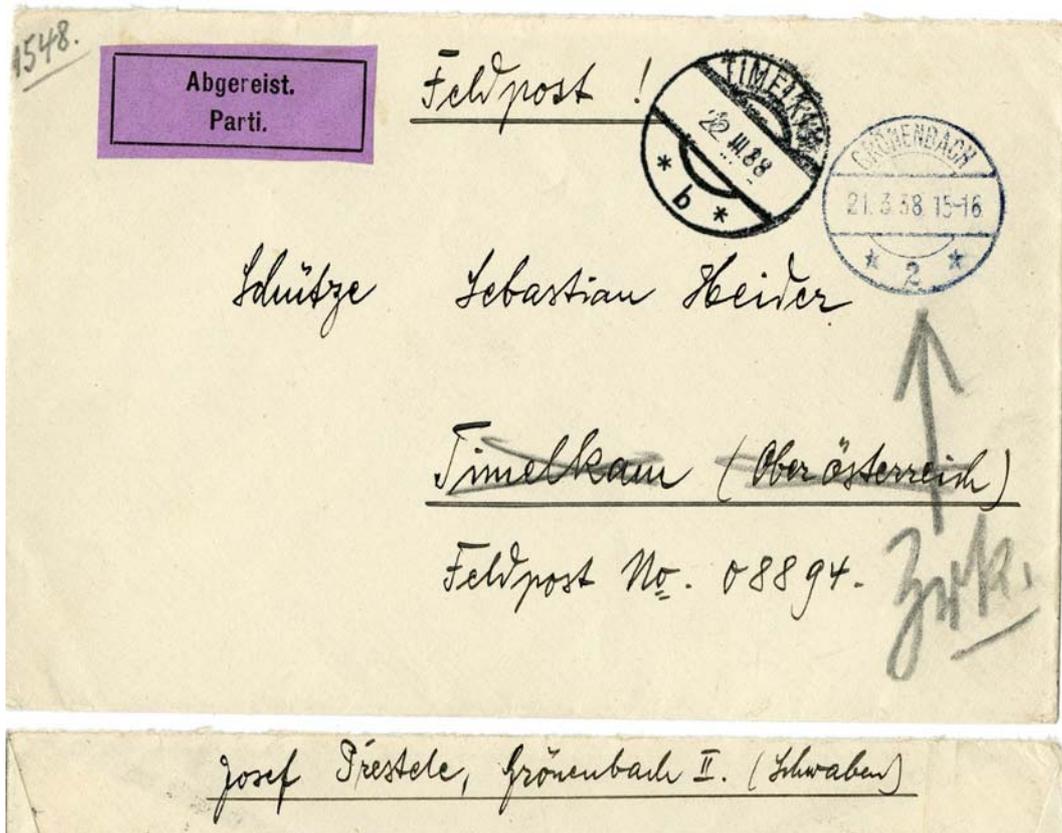


Fig. 1: 21 March 1938. Letter from Prestele to Field Post Office Nr. 08894 returned to sender with Austrian Abgereist/ Parti label.



Fig. 3: February 1939. Cover addressed to Vienna, Austria (changed to Germany) and returned to France with a German Unbekannt/ Inconnu label.

Ausgabe A 191

# Amtsblatt des Reichspostministeriums

## Bekanntmachungen der Deutschen Reichspost

Erscheint wöchentlich zweimal. Bezugspreis vierteljährlich 0,75 Reichsmark  
Zu beziehen durch die Post, Einzelaummern auch durch den Verlag: Postzeitungsamt, Berlin W

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Jahrgang 1938	Berlin, den 18. März	Nr. 31
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Inhalt  
Verfügung  
Praktischer Postdienst

Nr. 94. Postversorgung der deutschen Truppen in Österreich ..... S. 191

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Die mit \*) bezeichneten Verfügungen usw. sind bei den PöB in Umlauf zu setzen.

### Verfügung

#### Praktischer Postdienst

**\*) Nr. 94/1938. Postversorgung der deutschen Truppen in Österreich**

1. Die Postversorgung der deutschen Truppen in Österreich wird während ihres Aufenthalts in Österreich von den für diese Truppen aufgestellten Feldpostämtern übernommen.
2. Zur Feldpostbeförderung zugelassen sind alle Sendungen des inneren Postdienstes mit Ausnahme von Rückscheinsendungen, Postaufträgen, Nachnahmesendungen, Briefen mit Zustellungsurkunde, Postanweisungen, Zahlungsanweisungen und Zahlkarten. Wertbriefe sind nur zugelassen, soweit es sich um Wehrmachtisendungen handelt, die an Wehrmachtienststellen gerichtet sind, und um Sendungen von und an Feldpostdienststellen.
3. Die an die deutschen Truppen in Österreich gerichteten und von ihnen ausgehenden Postsendungen unterliegen den gewöhnlichen innerdeutschen Gebühren. Jedoch sollen die an die deutschen Truppen in Österreich gerichteten gewöhnlichen Briefe und Postkarten, die nicht- oder unzureichend freigemacht sind, bis auf weiteres nicht mit Nachgebühren belegt werden. Ebenso

sollen gewöhnliche Briefe und Postkarten, die von den deutschen Truppen in Österreich als »Feldpostbrief« oder »Feldpostkarte« bei ihren Feldpostämtern nicht-freigemacht eingeliefert werden, ohne Gebührenansatz befördert werden.

Für die Berechnung der Paket- und Postgutgebühren ist das Gebührenviereck von München zugrunde zu legen.

4. Die Postsendungen für die Feldpostämter werden über die Postsammlungstelle und die Feldpostleitstelle in München 2 geleitet.
5. Die Truppeneinheiten haben Feldpostnummern erhalten, die in der Aufschrift der Postsendungen statt der Truppenbezeichnungen angegeben werden müssen. In den Aufschriften der von den Standorten an die deutschen Truppen in Österreich nachzusendenden Postsendungen wird von den Wachtkommandos die Feldpostnummer angegeben. Kann dies nicht geschehen, so sind solche Sendungen der Feldpostleitstelle in München 2 in Bündeln mit der Bezeichnung »Sendungen ohne Feldpostnummern« zuzuführen. Lagergebühren und Nachsendgebühren werden nicht erhoben.
6. Telegramme werden unter der Feldpostanschrift brieflich nachgesandt. Dringende Telegramme und solche mit dringenden Nachrichten sind der Feldpostleitstelle telegraphisch zu übermitteln.

I 2190—0

Herausgegeben vom R P M

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Berlin, gedruckt in der Reichsdruckerei

Amtsbl. d. R P M 1938 55

Fig. 2: 18 March 1938. Amtsblatt giving the regulations for the Anschluss field post offices. Courtesy of Frau Loest, Museum für Kommunikation, Berlin.

## NOTES FROM OTHER JOURNALS

Note that the items below the ✱ are not retained long-term by the Society, although copies may be available for a short period.

### **Die Briefmarke**

**2017/3:** Numismatics; land surveys and registers; “postal wars”; 100 years of Austrian Field Post issues (part 1); thematic:(active)sports; letters; future exhibitions etc; New Issues; Society news; etc etc.

**2017/4:** VÖPh Personal Stamp “Klapperpostbote”; telephone cards; post between Austria and Kingdom-of-two-Sicilies, 1815-1850; Fieldpost issues (2); 150 years since the Bruck Camps; CEPT stamps; future exhibitions etc; New Issues; Society news; etc etc.

**2017/5:** Maria Theresia joint issue; ALEX (*the on-line document data bank much used by your editor*) now includes Postalmanachs; 95 years of meter marks; 150 years since the 1867 issues; telephone cards (2); future exhibitions etc; New Issues; Society news; etc etc.

**2017/6:** Cancelled stamps are ‘in’ again; autonomy of old-time postmasters; Maria Theresia’s postal reforms: The Postcoach; 1867 issues (2); telephone cards (3); Fieldpost issues (3); Mount Athos; Supreme Court confirms that Schilling stamps are indeed no longer valid; future exhibitions etc; New Issues; Society news; etc.

### **Germania**

**Vol 53 Nr 2:** Germania Booklet 5; German settlements in the Americas; Rhein-Ruhr-Hilfe; scarlet fever in a KLV camp; Postage Due on under- and un-paid letters (3); etc etc.

### **ArGe Österreich**

**2017/2:** Packet service in the Ostmark; the Abbeys and Monasteries series; Qs, As and snippets; USA occupation of North Tirol in 1945; remarks on Opost’s issuing policy; etc.

### **Stamps of Hungary**

**No 209 June 2017:** On the trail of the 1919 overprints, Part 15: overprinted Hungarian stamped postal stationery; Coats of arms, emblems and badges; ‘Black Book’ up-date: first inflation period rates; Cranes of the Plains (II); Baranya stationery etc etc.

### **Jugopošta**

**Nr 121 March 2017:** WWI Serbian POWs and money transfer; the Bosnian 20h newspaper stamp just after WWI; etc etc.

**Nr 122 June 2017:** Letters with declared value; tarif on money transfers; etc etc.

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### **Czechout**

See [www.czechout.org](http://www.czechout.org) where you can read every issue including the latest.

**Volume 35/1** (March 2017) includes Slovak State Inland Postal Rates (Part II); New Monografie Volume; Czechoslovakia at EXPO 58, Brussels; Sir Nicholas Winton; Slovak State Inland Mail Exemplars; Interpreting a Substitute Parcel Card and Customs Charge Label; etc etc.

**Vol 35/2 (June 2017)** includes Slovak State Foreign Postal Rates; POŠTA ČESKOSLOVENSKÁ 1919; Czech Republic Stamp Booklets and Slovak State Foreign Mail Exemplars.

## ***ArGe Feldpost Öst-Ung***

**Nr 126 (Oct 2016):** meeting-venue changed to Neubauschenke in Zieglergasse; Qs & As; WWI: Oct-Dec 1916 events; k.u.k.12<sup>th</sup> Arme; Lokal-Karten-Briefe from Bosnia-Herzegowina; k.u.k.3<sup>rd</sup> Arme's FPAs opening dates; strategic railways on the N-E Front (extensive details, drawings, maps and descriptions); Flugpark 7 at Krakau; surcharges on foreign packets from 1.1.1916 (numerous illustrations); etc etc.

**Nr 127 (Dec 2016):** Bilingual G-E editorial; Industry Group of War Ministry Dept 12 (amongst their responsibilities was a sauerkraut factory!); torpedo boat LIKA; the Romanian invasion of 1916 (excellent maps etc); surcharges on inland packets over 5kg from 1.10.1916 (numerous illustrations); etc etc

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# THE BLUE POSTMARK THAT ISN'T.

by Tina Herdbonk



A Member contacted the **AUSTRIA** editorial team and sent us the adjacent scan. He mentioned that he had not seen the blue oval postmark before and asked for more information.

In fact, it is not a postmark but the hand-stamp or “chop” of the sender, usually a business. These are quite common from the mid nineteenth century, but not usually struck across the postage-stamp. Here are two more from Vienna.



And here are a few from elsewhere in the Empire.



There is a marked similarity; the merchant’s name in the top section of the oval, the town name in the bottom section, and (usually) a blank area in the middle. Other types exist of course, including boxed and straight-line, but the oval type is by far the most common. It is not just an Austrian phenomenon. Here are examples from Russia, Bavaria and Italy.



Why the open space in the centre of the oval? These merchant's chops had a number of uses. Firstly, their presence on the cover gave a legible return-address for mail that could not be delivered. Secondly, they provided a sort of advertising and name-recognition for his firm; fore-runners of envelopes printed with the sender's name and address, trade-mark, etcetera. But the handstamp was used on documents as well, and the blank space was used for a date or a reference number.

On this Bill of Exchange, for example, the a serial number is recorded in the blank space. Bills of Exchange were typically sold on, often several times before they reached maturity, and we can see the blue ovals of three different firms on this one.



Some questions remain. Why is the oval shape, with name at the top and town at bottom, so prevalent? They can hardly have been centrally-procured! And why are they almost always in blue ink? Did the post-office request this so that the chops would not be confused with postmarks, which are usually in black or red ink? How could this have been so widely-enforced throughout Europe before the UPU exerted their influence?

Let us return to the Member's scan that prompted this article. The black postmark is from WIEN, and we can just make out the start of the W of WIEN in the lower sector of the blue oval. In the top half is the first word of the merchant's name, FRANZ. It conforms with the pattern we have seen for other such handstamps.

Why is the merchant's "chop" cancelling the stamp? Maybe the clerk was a little clumsy. But it is also quite likely that the firm did this on purpose to prevent staff steaming off the stamps to use again - a forerunner of the perforin. By the late nineteenth century, the use of firm's chops on mail had virtually ceased; by then most companies were using their own printed envelopes.

# A JOURNEY ON THE PARENZANER - ISTRIA'S NARROW-GAUGE RAILWAY

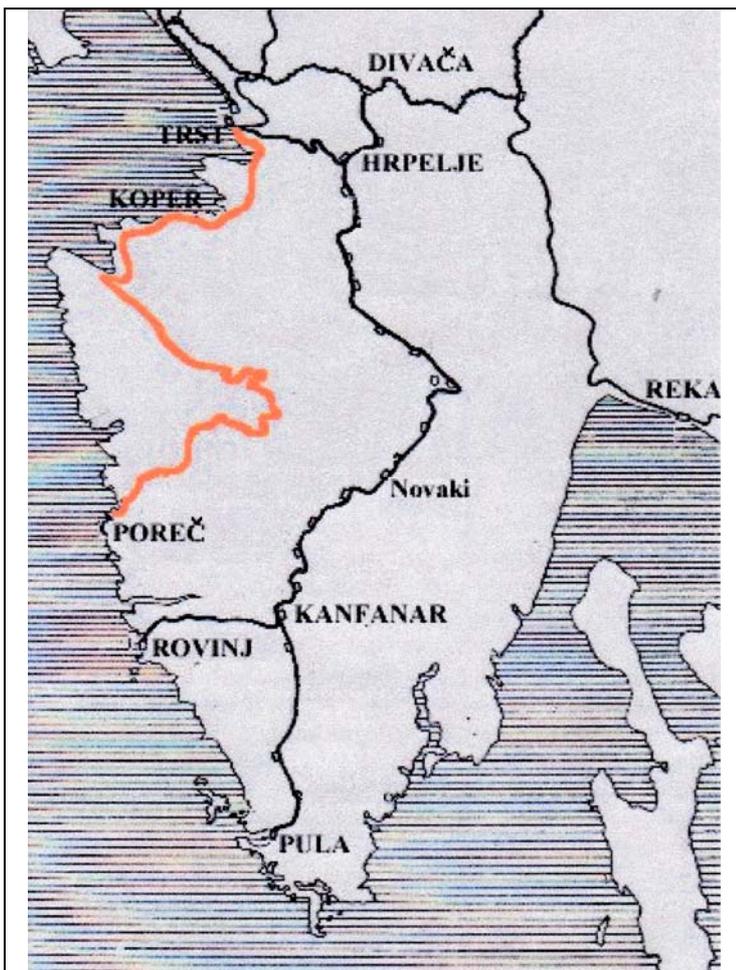
by Keith Brandon

## Introduction

In 1902 a narrow-gauge railway was opened from Trieste, Austria's premier commercial port, to Parenzo (Poreč in Croatian) on the west coast of the Istrian peninsula. Its users nicknamed the line after its destination; the Parenzaner (in German) or the Parenzana (in Italian). It was closed in 1935 and became derelict. In the early twenty-first century, the line was turned into a long-distance walking and cycling trail.

**This article describes the history and postal history of the Parenzaner, and is additionally informed by two non-standard sources of material.** Firstly the author has acquired the collection and research-notes of the distinguished Italian postal historian Umberto del Bianco relating to the postal agencies (ablagen) of the Coastal Province and Carniola and the railway-lines that carried their mail. The postal-agencies along the Parenzaner are included in this collection. Secondly, in 2016 the author walked the Parenzaner and took the opportunity to record surviving traces of railway-stations, post-offices, etc.

## The History of the Railway



After feasibility work in the 1880s/90s, a construction-permit was obtained in 1898 for a narrow-gauge railway in Western Istria. A limited company, TPC, was founded in Vienna in 1900 and work started that year. The plan was for the line to be built from Trieste (Trst) to Parenzo (Poreč) and then to Canfanaro (Kanfanar) - hence the TPC initials of the Company. In fact, the line was opened as far as Buje on 1 April 1902 and to Parenzo in December 1902, but was never extended further.

The line, marked in orange on the map, had a gauge of 760mm (2 feet 6 inches). At 123 kilometres, it was one of the longest narrow-gauge railways in Europe. Due to the frequent bends and the gradients, the train averaged only 25km/hour, and the full journey took some seven hours. There were no toilets on the trains, but passengers could get out on the uphill bends, relieve themselves and get back on the slow-moving train, an opportunity also taken by applescrumpers and fare-dodgers! Traction was so marginal here, that small boys would amuse themselves by smearing ripe figs on the line to bring the engine to a halt. The rails had to be cleaned before the train could move on.

The purpose of the line was mainly to transport goods from Istria to the markets of Trieste and, from there, further afield. Stone and lime from the limestone karst and salt from the salines at Sicciole, fish and agricultural produce were important freight. Of course, passengers and mail were also carried.

When it opened, the whole route lay within Austro-Hungarian Empire; after the First World War, it lay wholly on Italian territory. At first the Parenzaner continued to be profitable, but it declined after the Great Depression, and the Italian fascist regime took the opportunity to close it down. The last train ran on 31 August 1935. The track was taken up and put on a ship to the Italian colony of Ethiopia for further use. Unfortunately, the ship sank, and the Parenzaner's rails now lie at the bottom of the Mediterranean.

After the Second World War, the Istrian Peninsula became part of Yugoslavia, leaving just a short section of the Parenzaner route in Italy. Most of this has since been built over in Trieste's southern expansion. Meanwhile the Istrian section of the route fell into neglect. After the break-up of Yugoslavia in the 1990s, interested parties in Slovenia and Croatia successfully lobbied for the old line to be brought back into use as a cycling and walking trail. It can be followed from near the Italian/Slovenian border to the terminus at Poreč.

### **Mail carried on the Parenzaner**

By the time the Parenzaner opened in 1902, most mail going any distance in the Austrian Empire was carried by train, and mail was either put on board under the supervision of a post-conductor or was sorted in a travelling post-office.

A railway T.P.O. operated on the Parenzaner. Mail received on board uncanceled received a T.P.O. postmark number 341 or 342. Both numbers were used in both directions.



*1905 picture-postcard travelling south on the Parenzaner from Trieste to St Lucia, near Portorose. The Trieste postmark was too smudgy to read, and the card was additionally postmarked **TRIEST-PARENZO / 341 / 9.7.05** on board.*

Mail from post-offices was taken to the nearest railway-station for onward transmission. Mail from a postal-agency usually went to its supervising post-office, and was added to the other mail from that office. However, sometimes postal-agency mail went direct to the nearest station and was put on board there. In these cases, the postal official on board often wrote the station name on the mail in manuscript.

Umberto del Bianco researched the route taken by mail from each Istrian postal-agency to reach the railway network. The diagram on the next two pages attempts to summarise his research for postal-agencies using the Parenzaner.

The diagram shows the railway-stations on the Parenzana marked **⊗**, the postal-agencies marked **○**, and the post-offices through which the postal-agency mail had to pass to reach the railway marked **■**.







*An original kilometre-stone, on the right, and a modern one from the reconstruction as a walking/cycling trail. The letters TPC stood for the railway company Trieste-Parenzo-Canfanaro.*

**For the remainder of this article, we will travel south from Trieste to Parenzo, visiting some of the places along the route, illustrated by their postal history.** The place-names are given in the Italian language, with the Slovenian or Croatian name shown in brackets.

### ***Trieste***

Trieste's second mainline station, the Staatsbahnhof, was completed in 1906, replacing a smaller, temporary railway station at St. Andrae. It was built on reclaimed land at the south of Trieste bay. A new post-office, Trieste 11, opened in the station building at the same time.



The postcard shows the rear of the new station. The Parenzaner, which opened during the construction of the Staatsbahnhof, left from the low building between the main station and the harbour. The Staatsbahnhof no longer operates as a station today, but houses the Trieste railway museum.

### San Rocco di Muggia

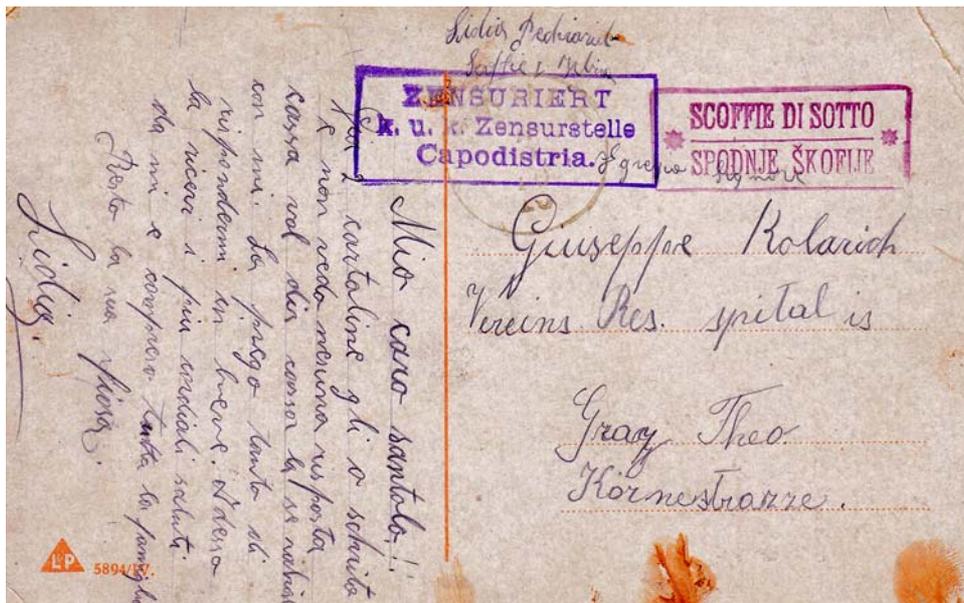
Once a small fishing village, San Rocco has now been incorporated into municipal Muggia and turned into a yachting marina. The postal-agency opened in July 1896, and was supervised by the Muggia post-office.



Picture postcard mailed 1913 to Žižkov (Prague). Postal-agency handstamp **\*S. ROCCO DI MUGGIA\*** and **MUGGIA** cds of the supervising post-office. From there the card was taken to Muggia railway-station, travelled a few stops on the Parenzaner to Trieste, and then on the main-line to Prague via Vienna.

### Scoffie di Sotto (Spodnje Škofije)

Scoffie di Sotto is today a community just on the Slovenian side of the Italian border, having been ceded to Yugoslavia in 1954 as part of the resolution of Trieste Zones A & B. The postal-agency there was opened in 1898. There was a station at nearby Scoffie, but no post-office. The agency was therefore supervised successively by the post-offices in Decani, Capodistria and Zaule. In the example below, however, the mail was put directly on to the train without going via a post-office.



Picture postcard sent during World War I to an inmate of the reserve Hospital in Graz. Military-hospital mail was sent post-free. Postal-agency handstamp **\*SCOFFIE DI SOTTO / SPODNJE ŠKOFIJE\*** and boxed handstamp of the Capodistria censor. The postcard would have gone on the Parenzaner to Trieste, and then on the main line to Graz.

### Maresego (Marezige)

Maresego is a village in the community of Capodistria. A postal-agency opened in 1901 with Capodistria the supervising post-office.



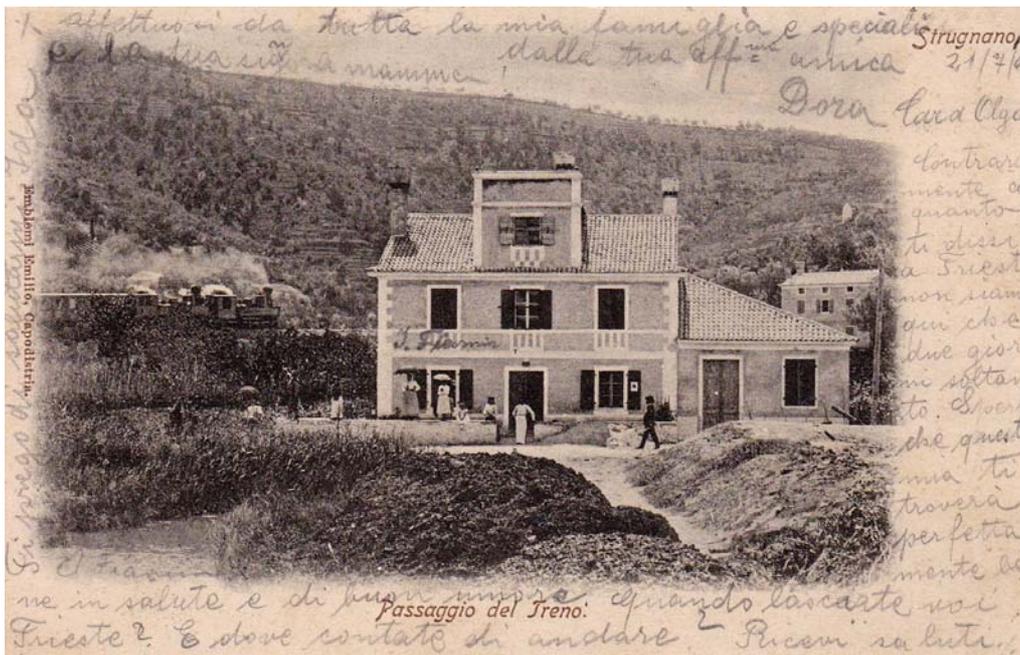
Registered letter of 1914 from Montona, carried north on the Parenzana to Capodistria for delivery to Centora (Čentura), a hamlet near Maresego. The envelope received the incoming agency handstamp \*MARESEGO / MAREZIGE\* (on the back). The letter was then redirected to nearby Monte (Šmarje), receiving an arrival cds PAUGNANO / POMJAN from the nearest post-office.



### Strugnano (Strunjan)

Strugnano is a coastal settlement in the Piran district. A postal-agency was opened in 1895 (with Pirano the supervising office) and upgraded to a post-office in 1912. The scarce postcard below shows the Parenzaner train at Strugnano railway station.





1906 postcard to Trieste. Hand-stamped **\*STRUGNANO\*** at the postal-agency, but then put uncanceled directly on the train at Strugnano (rather than the Pirano supervising office). The adhesive was therefore cancelled on-board with the **PARENZO-TRIEST 342 T.P.O.** cds.

**Fiesso (Fiesa)**

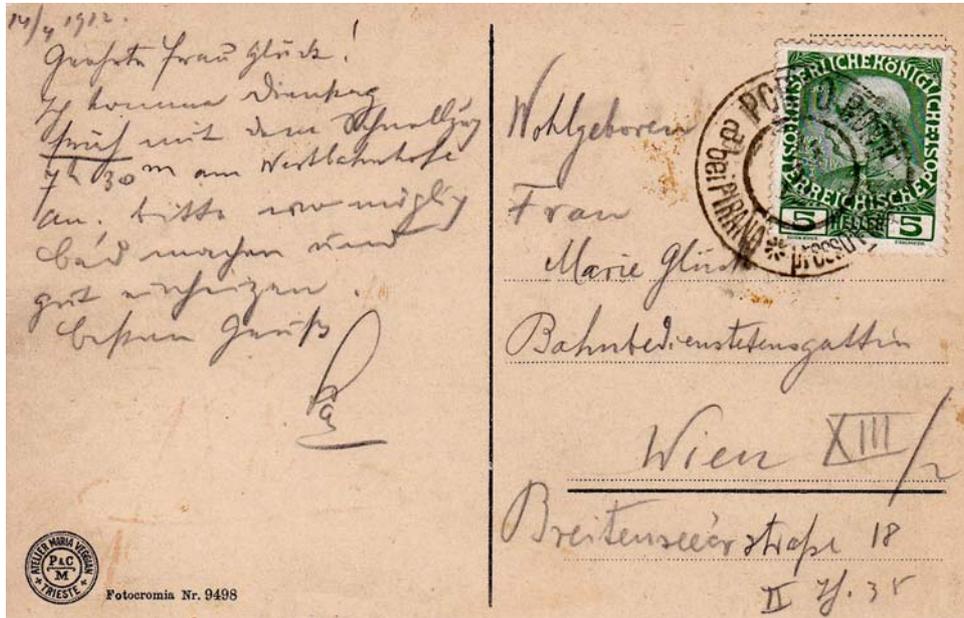
Fiesso lies on the coast between Strugnano and Pirano. The postal-agency opened in 1913, supervised by the Pirano post-office. The agency-handstamp is rare, earning Kühnel’s maximum nine points: “only one or two examples known”.



Picture postcard of Fiesso with boxed **\*FIESSO\*** hand-stamp. The card would have travelled north-east on the Parenzaner to its Trieste destination.

**Portorose, Pirano (Portorož, Piran)**

By the late nineteenth-century, these two seaside towns were already popular tourist-resorts on the Austrian Riviera. The Parenzaner did not reach Pirano, at the end of its peninsula, and the so-called Pirano halt was some distance from the town. Mail and passengers for Pirano went to the Portorose station, 4km from Pirano, and made their way from there. From 1909 the two resorts were linked by a trolley-bus, replaced in 1912 by an electric tramway which operated until 1953. The post-office opened in Portorose in 1894.



Picture-postcard sent in 1912 to Vienna and cancelled **PORTO-ROSE / bei Pirano / presso Pirano** cds. The card travelled north-east on the Parenzaner to Trieste, and then the main line to Vienna.

**San Bortolomeo (Seča)**

San Bortolomeo is a village south of Portorose, overlooking the Sicciole salt-pans. The Parenzaner turns inland near here. The San Bortolomeo postal-agency opened in 1899 and was supervised by Pirano to 1902, Portorose to 1913, then Sicciole. However, mail was often put directly on to the train at the nearby San Bortolomeo station.



Return-part of a commercial double-postcard from a customer in San Bortolomeo to a firm in Vienna in 1910. Bears the **\*S. BORTOLOMEO\*** agency hand-stamp and a 3h adhesive cancelled with the **PORTOROSE / BEI PIRANO - PRESSO PIRANO** cds of the supervising post-office. The card travelled north-east on the Parenzaner to Trieste, and then the main line to Vienna. Unusual **TRIESTE** transit-stamp.

### Sicciole (Sečovlje)

Sicciole is a village adjacent to the saline-pans and saltworks at the mouth of the River Dragonja. One of the reasons for building the Parenzana was to transport the salt from here to its markets. Salt is still produced, but the landscape and museum are also major tourist-attractions today.



The postal-agency, opened in 1899, was located inside the station (source: del Bianco), and came under the supervision of the Portorose post-office. The postcard above (mailed 1910) shows the salt-pans in the background, with the Sicciole station / postal-agency building in the centre-right. The building is still there and still houses a post-office.

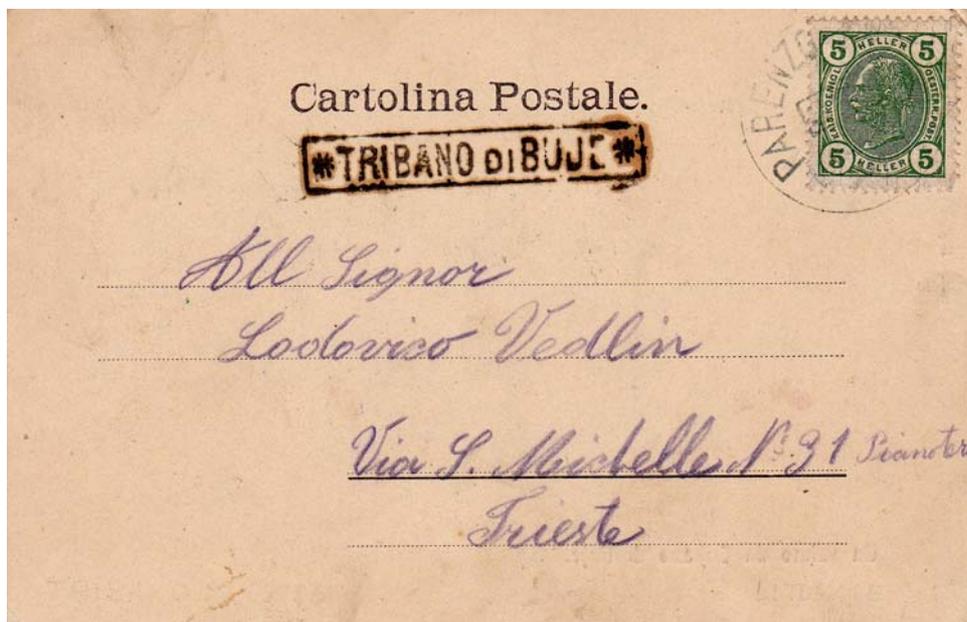


Incoming 1904 postcard from Gradisca to Sicciole, receiving on arrival the **\*SICCIOLE\*** agency-handstamp. Re-directed to Pirano and postmarked on arrival there.

Shortly after leaving Sicciole, the railway-line crossed the modern Slovenia/Croatia border, and headed inland to central Istria.

**Tribano di Buje (Triban)**

Tribano is a village on a hill about 1.5km from its station. A postal-agency opened in 1901, under the supervision of the Buje post-office. The photograph above shows the walking/cycling trail following the Parenzaner route and also the location of the former Tribano station. Notice-boards along the trail give good information about the stations, bridges and tunnels along the old railway-line.



Picture postcard of the village cancelled **\*TRIBANO DI BUJE\*** at the postal-agency. Put directly on the northbound Parenzaner at Tribano station rather than taken to the Buje post-office. Cancelled **PARENZO-TRIEST** cds on board by the T.P.O staff.

### Grisignano (Grožnjan)

Grisignana is the main settlement in the eponymous municipality, the only municipality in Istria to still have an ethnic Italian majority today. A post-office was first opened in 1870.



Pre-printed postcard with an order to a bicycle-retailer in Vienna. Franked 5h and cancelled 1916 **GRISIGNANA** cds. Censor's handstamp **ZENSURIERT / K.u.k. Militärzensur / PARENZO**. The card would have been put on the southbound Parenzaner at Grisignana station for censoring in Parenzo. It would then have returned northbound to Trieste and transferred to the main line to Vienna.

### Levada (Livade)

Levada is a village with a thermal health-resort attached. A postal-agency opened in 1899, overseen by the Montona office. There is a small museum devoted to the Parenzaner railway.



Picture-postcard from c.1912 bearing the postal-agency hand-stamp **\*LEVADE / LIVADE\***, and put on the northbound Parenzaner to Trieste, cancelled with the T.P.O. postmark **PARENZO-TRIEST / 341** canceller.

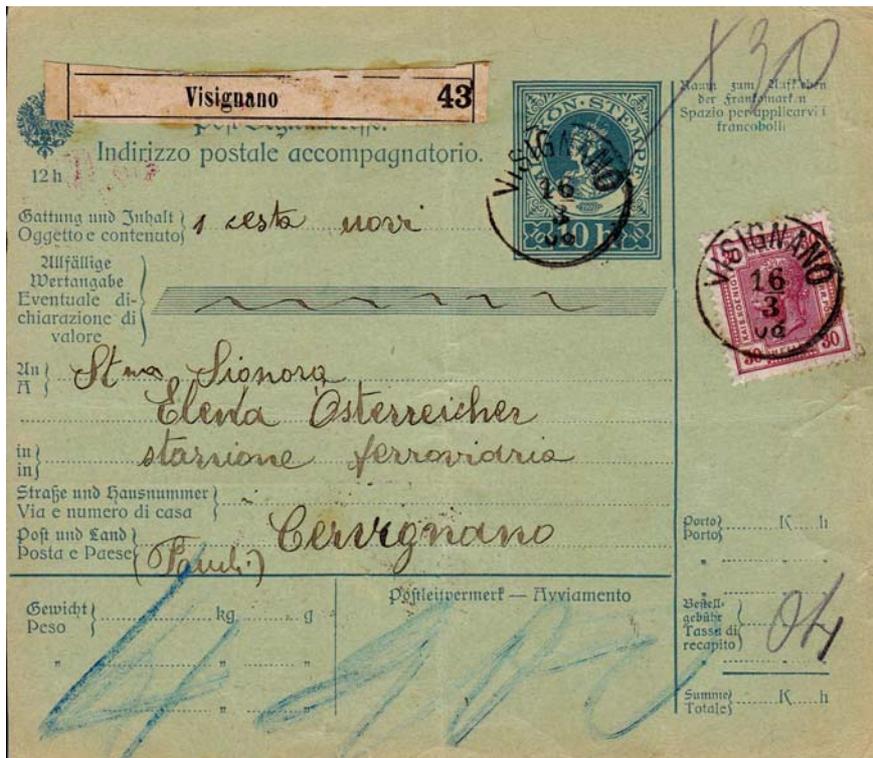
***A couple of the old stations***

Many of the stations on the Parenzaner have completely disappeared now. Others are in ruins, like Piemonte (Zavarše) station (near Levade) above. Some have been converted to new uses, such as Visignana station, now private housing and pictured below.



### Visignano (Višnjan)

Visignano is a village and municipality some 12km east of Parenzo. The post-office opened in 1871.



Parcel-card accompanying a basket of eggs from Visignano to Cervignano (north-east Italy) cancelled VISIGNANO cds. The 04 heller delivery-fee, marked bottom-right, was settled with a 4h postage-due stamp on the back, cancelled CERVIGNANO. The eggs travelled on the Parenzaner north to Trieste, and then on the Monfalcone line and from there to Cervignano, hopefully unbroken after three train-journeys.

### Villanuova (Nova Vas)

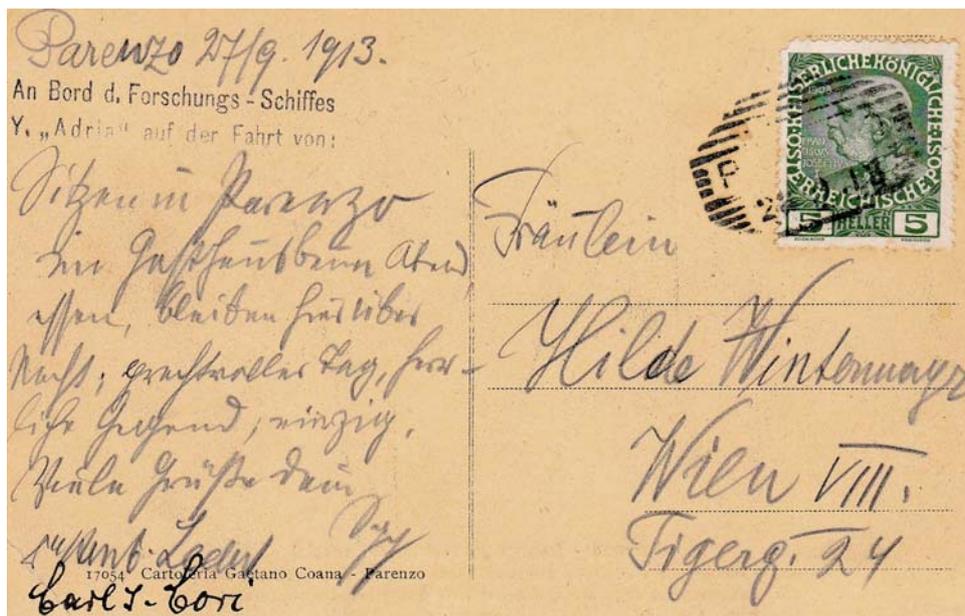
Villanuova is a village a few kilometres inland from Parenzo. The postal-agency opened in 1899 under the supervision of the Parenzo post-office.



Picture-postcard of 1907 to Muggia, just south of Trieste, with handstamp \*VILLANUOVA (PARENZO) / NOVAVAS (POREC)\* of the postal-agency, cancelled PARENZO at the supervising office. Travelled almost the full length of the Parenzaner from Parenzo station to Muggia station.

**Parenzo (Poreč)**

Journey's end! The Parenzaner trains finished here 123km and seven hours after leaving Trieste. The post-office had been open since at least the Napoleonic Wars. The photograph on the left shows the station in its heyday; the photograph on the right shows it today (June 2016), now in private use.



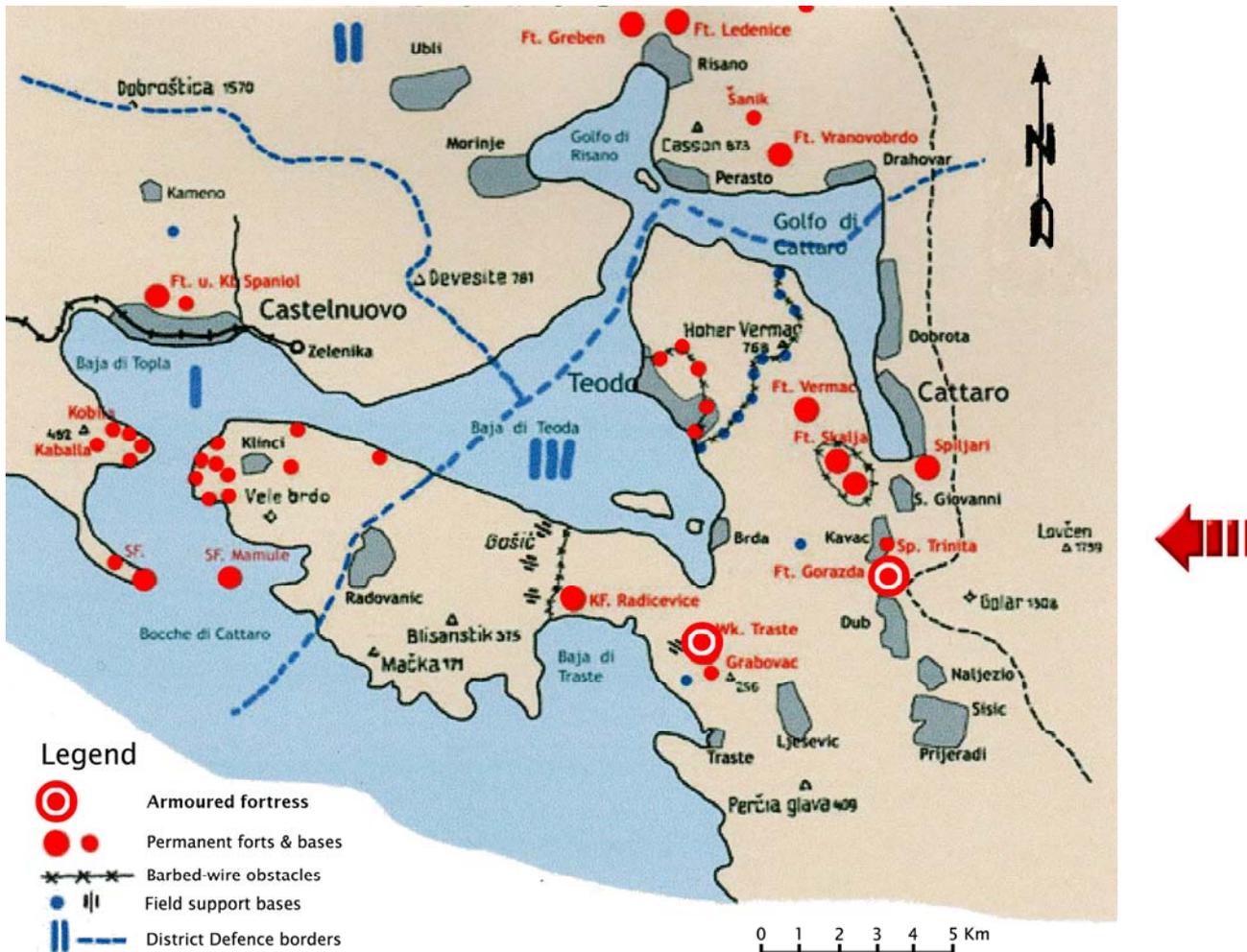
Picture-postcard inscribed **An bord d. Forschungs-Schiffes – Y. “Adria”** and dated 27 September 1913. Posted on land at Parenzo, from where the card travelled the full length of the Parenzaner railway to Trieste, continuing on the main line to Vienna.

**Sources:**

- collection and research notes of Sig. Umberto del Bianco,
- the author's collection and photographs,
- Herr Gerhard Kühnel - “*Postablagen in Österreich*”, Strasshof, 2005,
- Ferk J. & Agnoli S. - “*Die Parenzana*”, Graz, 2013,
- Railway Museum, Trieste,
- Parenzana Museum, Levada.

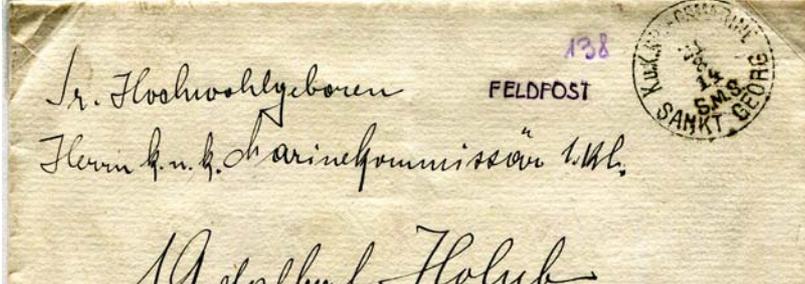
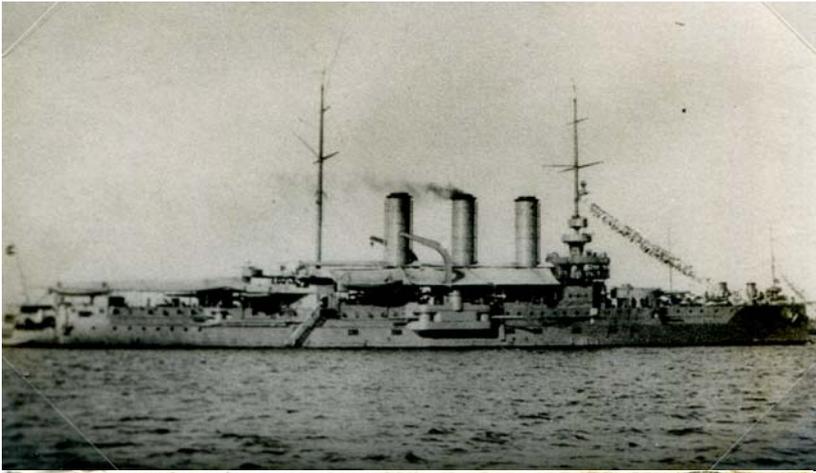
## The Austro-Hungarian Navy in World War I

This is the second in a series of articles based on the extensive and detailed display given by Lindy Bosworth to the 2016 Fest at Peterborough. The editor is most grateful to her for writing the text and supplying the scans from which the illustrations have been taken.



The Austro-Hungarian naval base at Cattaro, showing the extensive anchorages and the defensive works. The arrow shows the location of Mt Lovcen, from which the Montenegrans harassed the A-H navy.

On 1 February 1918 a mutiny began in Cattaro on the armoured cruiser Sankt Georg with the raising of a red flag. A red flag soon appeared on several other vessels. There was limited violence but Rear Admiral Alexander Hansa in charge of the Cattaro Flotilla was captured and presented with a list of demands - mainly based on conditions of service and some political demands. He agreed with most of the non-political demands. The mutiny was suppressed with the arrival of the three Erzherzog battleships with the mutineers surrendering on 3 February. Three of the ring-leaders escaped to Italy in a seaplane, 800 men were removed from their vessels with 300 imprisoned on Babenburg. On 11 February 40 seamen were tried in Pola where four were executed. Emperor Karl ordered an immediate investigation undertaken by Admiral Erzherzog Karl Stephen. Sweeping changes were recommended including the appointment of Miklós Horthy as Commander-in Chief, the retirement of all senior officers to positions on land and the appointment of 'education officers' to prevent political and nationalist subversion.



SMS Sankt Georg and its cancel

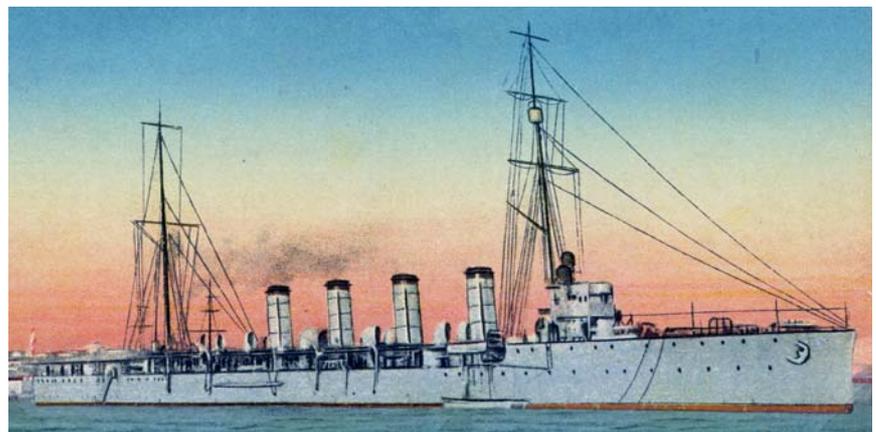


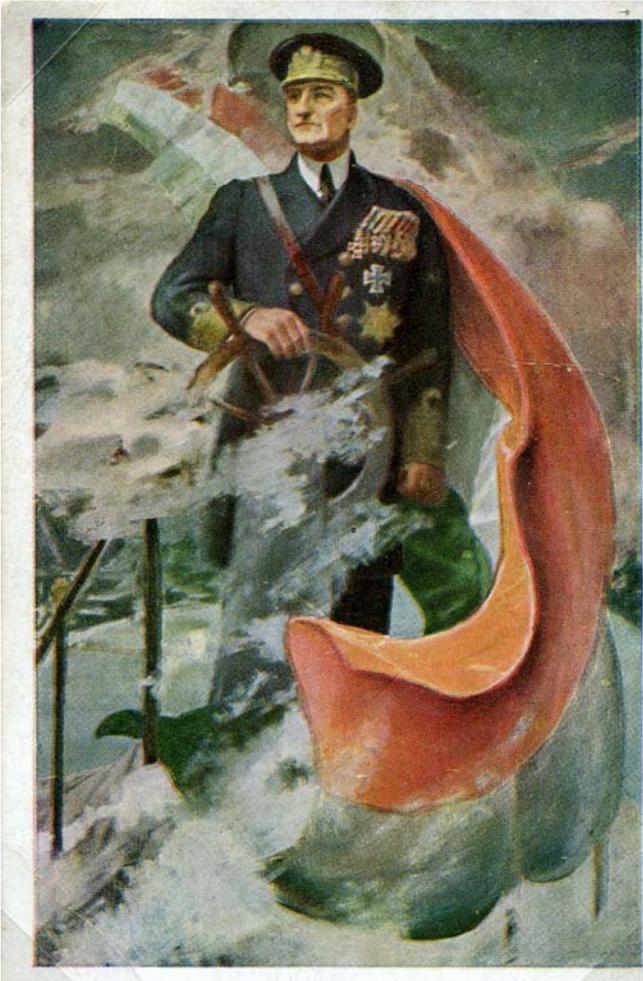
Admiral Erzherzog Karl Stephan



Between 1899 and 1915 the A/H built seven light cruisers. All were very active throughout the war along the whole Adriatic coast on patrol, engaging the enemy, shelling Italian positions and raids on the Otranto Barrage and Durazzo (Durrës). The oldest of these light cruisers, Zenta, was an early casualty when it was sunk by the French off the coast of Montenegro (Antivari) on 16 August 1914. Most of the crew were saved by swimming to shore to be captured as prisoners of war by the Montenegrans.

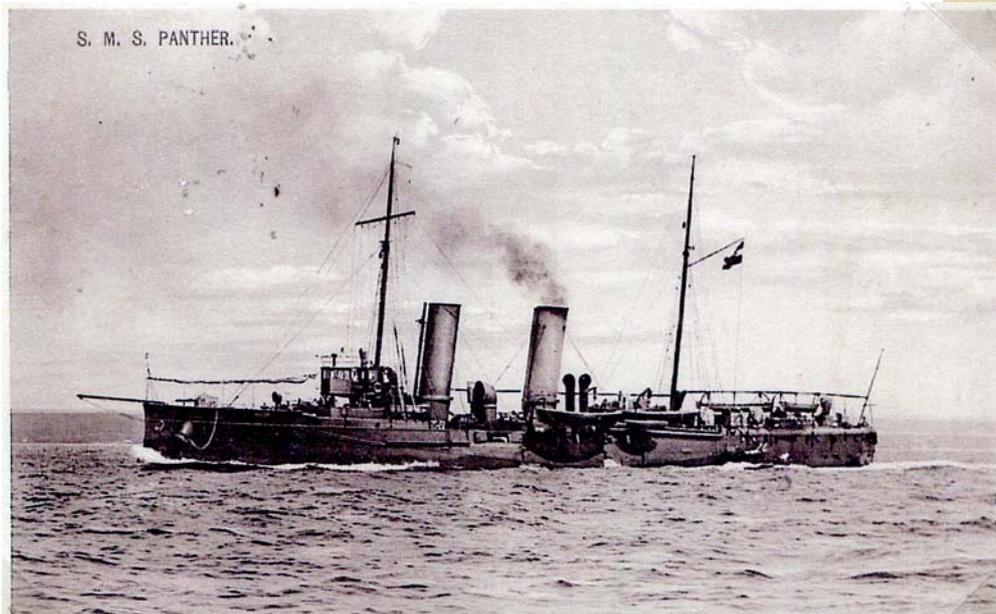
The most modern of these light cruisers was Novara, built by Danubius, Fiume and in service from January 1915. Throughout the war she undertook many missions in the Adriatic, mainly in the south from Cattaro. Her first commander was Miklós Horthy.





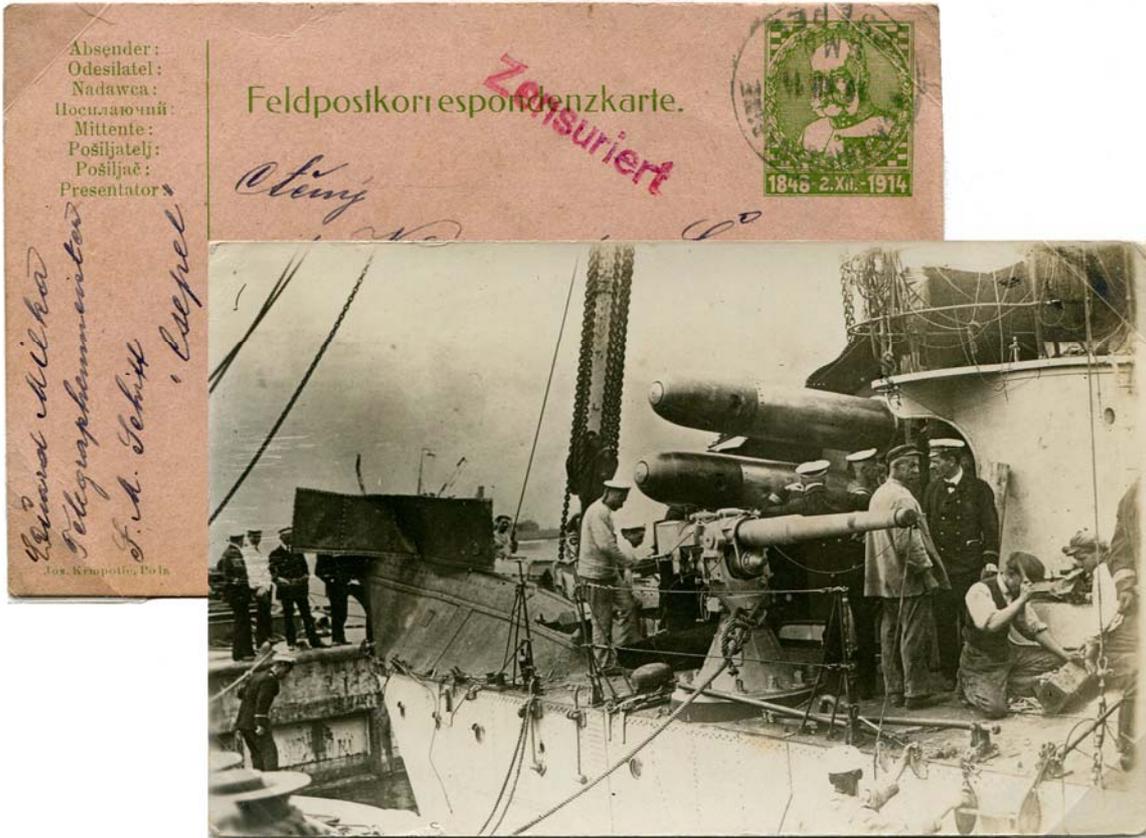
Miklós Horthy de Nagybánya was born in 1868 and joined the Navy in 1886. He was commander of Novara for a short time in 1915 but was promoted to the battleship Habsburg. After the 1918 Cattaro mutiny he was appointed Commander-in-Chief of the Navy. He was His Serene Highness the Regent of the Kingdom of Hungary from 1920 to 1944 – it never seemed quite the right time for him to allow the heir to take the throne. He died in 1957, in exile in Portugal.

Several vessels serving during the war had been built in UK yards. The torpedo cruisers Panther (1885) and Leopard (1886) built at the Elswick Yard, Newcastle were two such vessels. The Panther is shown below, and its cancel on the right.





The Navy commissioned six Tatra Class destroyers which were in service from 1912/1913, of which four survived the war; Lika and Triglav were lost to mines in 1915. This class of destroyer was so effective that a further four improved vessels were commissioned - Lika II; Triglav II, Dukla and Uzsok. At the end of the war a further four destroyers had been approved - Honved was unfinished at the end of the war, the remaining three were still on order. By 1918 all materials were difficult to obtain with repairs to existing vessels given priority over new ones.



Tatra Class Csepel; 850 tons; launched December 1912; crew of 102; awarded to Italy after the war; renamed Muggia; lost near Amoy (China) in March 1929. Above: ship-cancelled card. Below: torpedo damage: Csepel was torpedoed by a French submarine in May 1916 and eventually brought to Fiume for major repairs, resuming active service on 30 October 1916. Of the 16 men shown, at least two seem to be working.

The most extensively used vessels of the Kriegsmarine during the war was a fleet of high seas torpedo boats numbered from 50 to 100. They were regularly used for convoy and escort duties, mine-laying and mine-seeking, reconnaissance, searching for enemy submarines, supporting air attacks against Italian targets as well as direct action against Allied ships and coastal positions. The first Kaiman Class torpedo boats (Nos 50-73) were built to a Yarrow prototype and then reproduced at Trieste and the Danubius Yard, Fiume. between 1905 and 1909. These 200-ton vessels with crews of some 35 men were initially given names of water or sea creatures but in November 1913 this was changed to a number system with a following letter denoting where built - E for Yarrow, England, T for Trieste, F for Fiume and M for Monfalcone. The letter system was dropped for all Tbs in May 1917 although some vessels still used ship's cancels including the letter.





Torpedo boat 68, built at Fiume, and its cancel with the letter. Right: Tb 82, without the letter.

Torpedo boats 74-100 were a series of 250t seagoing vessels built at Trieste, Fiume and Monfalcone coming into service between 1914 and March 1916. Draft designs for a 500t and 1,000t Tb were submitted in July 1917 but they were rejected as no money was available in the draft budget of 1918-1920 for their construction.



The earlier numbered Tbs 1-12 were 110t, oil fired vessels built at Trieste or Fiume for coastal duties coming into service 1909/1910. They replaced a series of Tbs built in the late 1870s.

A further series of Tbs, numbers 13-40 which had been built 1886-1892, were used for coastal defence during the war. These were all converted to minesweepers between 1911/13 or during the war.



A 'Wutscher' card, from Tb 11. This boat defected to the Italians in October 1917.



A Buchberger card, from Tb 39

## Submarines

Submarines made their first appearance as effective vessels of naval warfare during the 1st World War. The A/H Navy initially had a negative opinion of submarines, as did the Imperial German Navy. In 1906 it was decided to procure three proven submarines types from abroad and subject them to tests to refine the A/H Navy's requirements. Two vessels, U1 & U2 of 100ft, 230 tons, single hulled were built at the Naval Arsenal Pola between June 1907 and 1909 based on plans prepared by the American engineer Simon Lake. They had retractable wheels fitted to the keel to allow the boat to roll along the sea bottom! Originally they had petrol engines (when submerged, the exhaust poisoned the crew) but these were replaced with diesel engines in 1915. During the war they were used for local defence at Pola and Trieste. From January 1918 they were berthed at Brioni for training They had a crew of 14 men.

Another four submarines joined the A/H Navy before the war U3 & U4 (296t and crews of 21) were built at Kiel then towed to Pola. U3 was sunk off Brindisi with the loss of seven crew on 13 August 1915 but U4 survived as the longest serving submarine of the A/H Navy and her commander, Rudolf Singule, also saw service in the 2nd World War. U5 & U6 were pre-produced in New York and re-assembled under licence at Fiume. U6 was sunk on 13 May 1916 near the Otranto Barrage although her crew were rescued by the Italians and sent to a PoW camp. U5 survived.

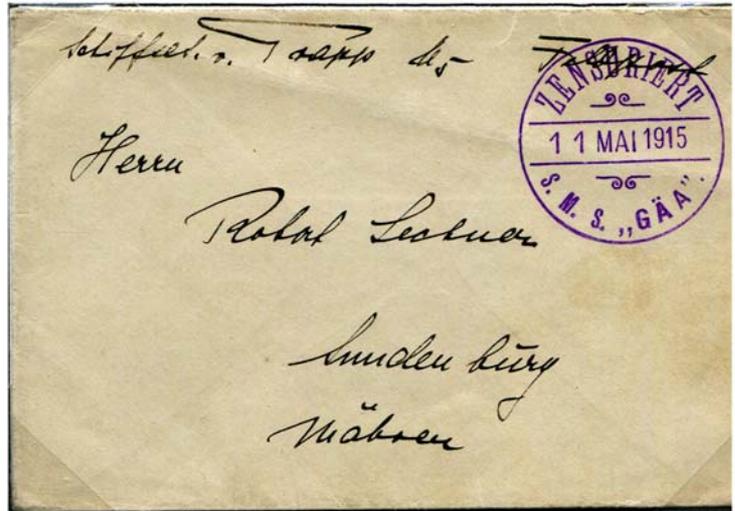
The A/H Navy had 27 submarines of various types operating during the war of which six were lost. Some were part-built in Germany and then conveyed by rail to Pola; some were on lease from Germany; others were built at various A/H shipyards. Several submarines were under construction at the end of the war but these were all broken up in accordance with the terms of the Peace Treaty. Several submarines were built in Germany, taken in sections to Pola for assembly and then commissioned by German crews. The objective was to attack Allied shipping in the Mediterranean Sea. From the summer of 1915 the number of German submarines operating from A/H naval bases rose steadily. Before Italy declared war on Germany on 28 August 1916, a number of German submarines used A/H type numerals on their vessels to attack Italian and Allied shipping. Altogether up to 1918, 75 German submarines were given 'temporary' A/H numbers.



Rudolf Singule, commander of submarine U4; a card he sent from it; and a photo of the vessel.

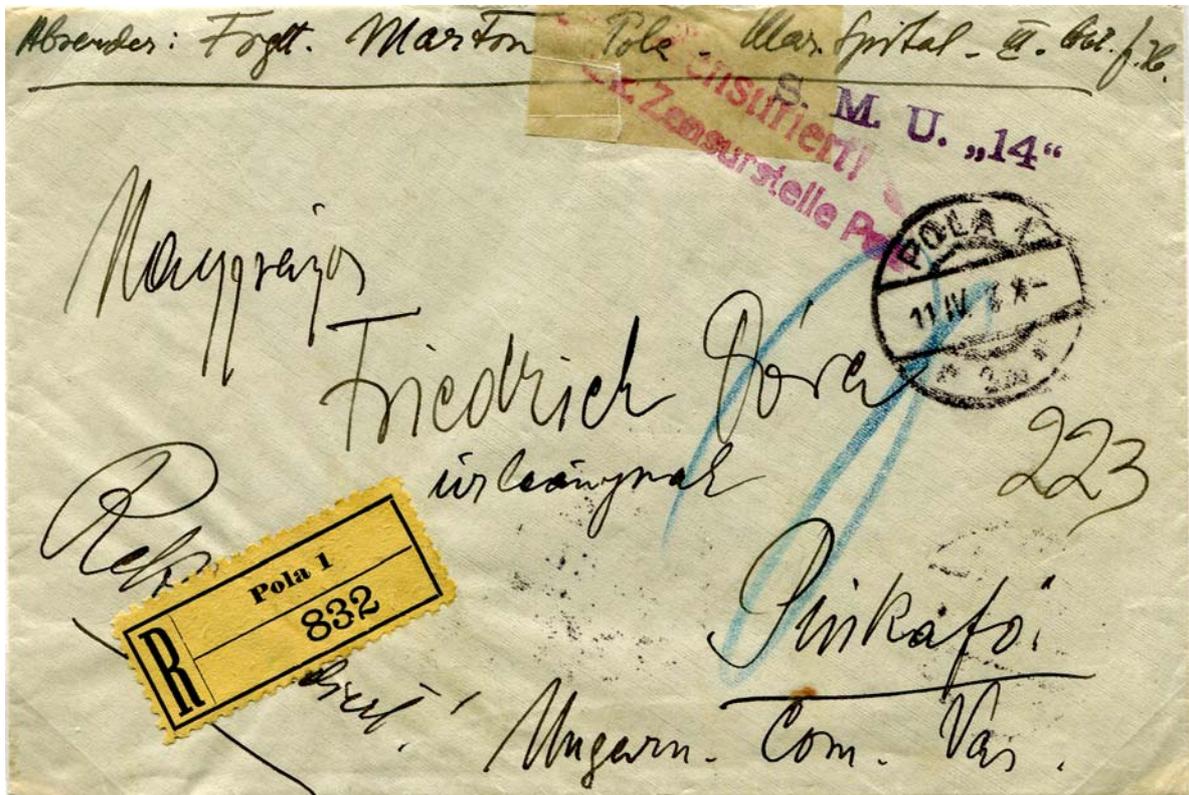


The Curie was a French submarine, launched in July 1912. She attacked Pola in December 1914 but was sunk by the shore guns. She was raised, renamed U14, and commissioned in the A-H navy on 1 June 1915. From 14 October 1915 her commander was Linienschiffsleutnant Georg Ritter von Trapp, promoted from the smaller U5. Under his command the U14 sunk 11 merchant vessels. After the war she was reclaimed by the French and renamed Curie, remaining in service until 1929.



Portrait photograph of von Trapp, and envelope signed by him posted to Lundenberg in Moravia. SMS Gäa was a submarine depot ship at Cattaro.

Below: Registered letter sent to Pinkafő in Hungary by Frgl. Marton, then in Marinespital III. Single-line S.M.U"14" ship handstamp in violet; 2-line Zensuriert / KuK Zensurstelle Pola; civilian bridged double circle Pola 1 dated 11.IV.18; registered label Pola 1 nr 832; and on the reverse a Pinkafő receiving cancel dated 13 Apr 18. It wasn't eligible for free postage, so has on the back 40h in adhesives to pay for 20g letter (15h) and registration (25h).



## 2017 NEW ISSUES (2<sup>nd</sup> instalment)

by Andy Taylor

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; engraver if any; printer; and sometimes details on the design. Many issues are also available in mini-sheets, blackprints, 'Buntdrucke' (ie printed in different colours from those issued) and so on.



**Subscriber's bonus stamp – Yellow Lady's Slipper.** 68c; 4 March 2017; 330,000; Offset; Brigitte Heiden; Regina Simon; Enschedé. Issued to standing-order subscribers as a "dividend". ANK will, SG will not list it. Valid for postage.

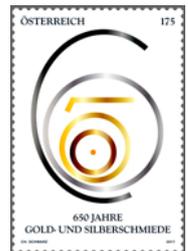
**"Birthday Party"** in the jigsaw puzzle series. 4x68c; 4 March 2017; 130,000 Blocks of 4 stamps; Offset; Dominik Gröstlinger; Enschedé. Shown on the cover.

**Austrian wine regions – Vienna.** 68c; 15 March 2017; 350,000 in minisheets of 10; Offset; David Gruber; Enschedé. The stamp commemorates Vienna's "Gemischte Satz" wine, produced within the city boundaries from a mixed planting of up to 20 different vine types in the same vineyard. It was awarded "DAC" status in 2013. A glass or three from the annual production of some 2,000 tonnes is the perfect accompaniment for traditional Austrian cuisine. Which many of us know ☺



**Tobias Pils** in the series Young Art in Austria. 68c; 22 March 2017; 175,000; Offset; Tobias Pils; Dieter Kraus; Enschedé. The work, "Untitled (autumn)", in mixed media on canvas, measures 202x152cm and dates from 2016. Tobias Pils was born in Linz in 1971 and now lives in Vienna.

**650 years of the Austrian gold and silversmiths' guild.** 1Eu75; 12 April 2017; 150,000; Offset with hot-pressed metal foil; Charlotte Schwarz; Enschedé. The first Crafts and Trade Code for goldsmiths was drawn up in 1366, thereby creating the first gold and silversmiths' guild. It was legally recognised by the sovereigns Albrecht III and Leopold III von Hapsburg on 13th October. Before this, gold and silversmiths were usually found in monasteries, where they produced dazzling artistic works for the church and the court. Nowadays the goldsmith's trade is a "regulated profession": in order to practise it proof of competence must be provided in the form of an apprenticeship certificate and a master craftsman diploma.



**Classic Issues: 1860/62.** 2Eu88 (2Eu20+68c); 12 April 2017; 130,000 blocks-of-2; Offset; Anita Kern; Enschedé.

**"Pöttschinger Tracht"** in the Classic Costumes series. 68c; 19 April 2017; 350,000 in minisheets of 10; Offset; Anita Kern; Enschedé. This traditional costume's origins can be traced back to the traditional folk costumes of Burgenland and the musician from Pöttsching, Peter Zauner. Among other things, Peter Zauner was a violinist under Carl Michael Ziehrer and also a composer: he wrote the melody for the regional anthem for Burgenland. After WWI he founded the Pöttsching brass band. In 1928 a large musical festival was organised in his home region, at which Zauner and his band appeared for the first time in the traditional costume of Burgenland.



**Classic trademarks: Schlierbach Monastery cheese.** 68c; 28 April 2017; 175,000; Offset; Dieter Kraus; Enschedé. Cheese-making at the Cistercian monastery at Schlierbach began in 1924, converting to organic in 2012. They now make a wide range of cheeses, winning many prizes. The design shows the highly traditional packaging of this cheese.



**EUROPA 2017 issue: Schloss Schönbrunn.** 68c; 9 May 2017; 230,000; Offset; Marion Füllerer; Julius Silver; Enschedé. For this year's EUROPA stamp, PostEurop chose the theme "palaces". The EUROPA stamp is intended to promote the common aims of the European post offices and to highlight common ground in our cultures and history. The stamps thus become a symbol for closer European collaboration and integration.

Austria chose the biggest and best known palace in their country, Schönbrunn Palace in Vienna. The present building was erected in 1693 and along with its gardens radically renovated and enhanced by Maria Theresa. Since 1996 Schönbrunn Palace and its gardens have been included on the UNESCO World Heritage List as a unique Baroque ensemble. The stamp design shows a bird's-eye view of the palace and the park with the Neptune Fountain and the Gloriette.

**300<sup>th</sup> birthday of Maria Theresa.** 1Eu70; 13 May 2015; 130,000 blocks of one stamp; Offset with gold-foil hot embossing; Svetlana Milijašević; Enschedé. Joint issue with Slovenia, Croatia, Hungary and Ukraine. Many will know her statue in Vienna on Maria-Theresien-Platz between the Natural History Museum and the Kunsthistorisches Museum. Born the daughter of Emperor Charles VI on 13th May 1717, she succeeded to the Austrian throne in 1740 but could not become Holy Roman Emperor - however her husband, Francis of Lorraine, was elected Emperor in 1745. Their marriage, which founded the new lineage of Hapsburg-Lorraine, resulted in sixteen children, of whom six died during Maria Theresa's lifetime. The children were married off with power politics in mind in order to strengthen the House of Austria and its relationships with other countries: Maria Theresa is often called "Europe's mother-in law". Mainly through necessity, she instigated many reforms; one of her best-known is the introduction of compulsory education in 1774 while among the least is the prohibition of peasants keeping all their hay in one barn (if it burnt down the family starved). The designer, Svetlana Milijašević, is Slovenian but trained and worked in London before returning to Ljubljana.



**PUCH 150 SR** in the Motorcycles series. 2Eu20; 19 May 2015; 500,000; Offset; David Gruber; Hannes Denzel; Enschedé. During the 1950s, the grand age of the motorised scooter, Puch, the well-known manufacturer of motorbikes and bicycles from Graz, began to get involved in these also. The 150 SR depicted was built in 1961 in the typically elegant anthracite/beige colour combination.

**Centenary of Lions Clubs International.** 80c; 19 May 2015; 175,000; Offset; Verena Gretschnig; Enschedé. On 7th June 1917, Melvin Jones, an insurance broker and member of the "Business Circle of Chicago" convened a meeting in Chicago which is today considered the founding of the Lions Clubs International. In 1952 the first Austrian Lions Club was founded in Graz. Today there are more than 46,000 Lions Clubs in around 200 countries and regions, with a total of over 1.4 million members.



**Puch XII Alpenwagen** in the 'Autos' series. 60c; 20 May 2015; 200,000; Offset; David Gruber; Wolfgang Buchta; Enschedé. Almost 100 years ago, in 1919, the Puch Alpenwagen XII was developed – evolved from a WWI vehicle. Having trained as a locksmith, in 1889 Johann Puch (1862–1914) set up his own business with a small bicycle factory in Graz. Ten years later he founded the Johann Puch Erste steiermärkische Fahrrad-Fabriks AG, which was renamed Puchwerke AG in 1914. The Puch works became a major supplier for the Austro-Hungarian army during WWI. The

Alpenwagen XII was only made between 1919 and 1920; only 300 were built and very few survive.

**175 years of the Vienna Philharmonic.** 80c; 25 May 2017; 175,000; Offset; Robert Höfler; Richard Schuster; Enschedé. Today the musical culture of Vienna and, in particular, the traditional New Year's concert are inextricably linked to the city's most famous orchestra, the Vienna Philharmonic. The stamp shows the Vienna Philharmonic at a summer evening concert in front of Schönbrunn Palace.





**125 years of the Stainzerbahn.** 1Eu25; 28 May 2017; 200,000; Offset; Peter Sinawehl; Enschedé. With the “Bosnian-gauge” of 760mm, the Stainz railway was opened on 26th November 1892, running from Preding-Wieselsdorf Station. It is one of Austria’s narrow-gauge local railway lines, covering the approximately 11.3 kilometre stretch between Preding and Stainz in western Styria. The stamp shows the tourist attraction “Flascherzug” (bottle train) with the picturesque Stainz Castle in the background.

“**Herbert Boeckl**” in the “Modern Art in Austria” series. 68c; 7 June 2017; 180,000; Offset; Herbert Boeckl; Enschedé. The stamp is dedicated to one of the most important proponents of Austrian modern art, Herbert Boeckl (1894-1966). His oil painting “Liegender Frauenakt, Weißer Akt” (reclining female, nude), dating from 1919, is considered one of his main works and is on display in the Leopold Museum in Vienna. Boeckl died on 20<sup>th</sup> January 1966 and is buried in a grave of honour in Vienna's Central Cemetery.



The new definitives (see next page!) are accompanied by various formats of postal stationery, mostly sold in packs of 5 or 10. This is the foreign postcard.

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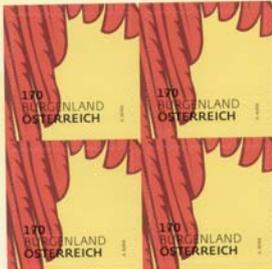
**The 2017 definitives**

In the last issue I said:

*The new definitives, valid from 1 Jan 2017, are designed by Anita Kern and printed in offset by Enschedé. Their theme is “Austria’s heraldry”, and the designer chose to focus on sections of the coats of arms in order to make unfamiliar details visible. As well as adhesives, postal stationery is available with the new design: inland and foreign postcards and envelopes.*

Since then, and somewhat to my surprise, I received nine different display-card sets of these stamps. To a philatelist they are a nuisance: which side do I show?

The 4-stamp cards have the actual stamps printed on the back; the 10-stamp card opens to reveal the stamps inside! (See next page.)

<p><b>4 BRIEFMARKEN, GRIFFBEREIT ZUM VERSENDEN.</b></p> <p>Verwenden Sie diese Briefmarken für den Briefversand Priority innerhalb Europas. Format mind. L140 x B90 mm und max. L235 x B162 x H5 mm. Gewicht bis 20 Gramm.</p>  <p>80 NIEDERÖSTERREICH ÖSTERREICH</p>  <p>9 007266 247317</p>	<p><b>4 BRIEFMARKEN, GRIFFBEREIT ZUM VERSENDEN.</b></p> <p>Verwenden Sie diese Briefmarken für den Briefversand innerhalb Österreichs. Format mind. L140 x B90 mm und max. L235 x B162 x H5 mm. Gewicht bis 20 Gramm.</p>  <p>68 BURGENLAND ÖSTERREICH</p>  <p>9 007266 247232</p>	<p><b>10 BRIEFMARKEN, GRIFFBEREIT ZUM VERSENDEN.</b></p> <p>Verwenden Sie diese Briefmarken für den Briefversand innerhalb Österreichs. Format mind. L140 x B90 mm und max. L235 x B162 x H5 mm. Gewicht bis 20 Gramm.</p> <p><b>Richtiges Adressieren</b> Die Grundlage für die schnellstmögliche Zustellung. Beim Adressblock zu beachten: • bitte linksbündig schreiben • bitte einen Abstand zwischen Postleitzahl und Ort (kein Bindestrich) • bitte kein Länderkürzel anführen (wie z. B. A-) • bei Adressen ORT und LAND in Großbuchstaben</p> <p><b>MEINE MARKE</b> Selbst auf einer Briefmarke abgebildet sein? Ja, das geht. Gestalten Sie Ihre persönliche Briefmarke oder schenken Sie ein individuelles Motiv zu besonderen Anlässen wie Geburtstag, Hochzeit oder vielem mehr. Mehr Details auf <a href="http://www.meine-marke.at">www.meine-marke.at</a></p>  <p>9 007266 247201</p>
<p><b>4 BRIEFMARKEN, GRIFFBEREIT ZUM VERSENDEN.</b></p> <p>Verwenden Sie diese Briefmarken für den Briefversand Economy innerhalb Europas. Format mind. L140 x B90 mm und max. L235 x B162 x H5 mm. Gewicht bis 75 Gramm.</p>  <p>175 TIROL ÖSTERREICH</p>  <p>9 007266 247454</p>	<p><b>4 BRIEFMARKEN, GRIFFBEREIT ZUM VERSENDEN.</b></p> <p>Verwenden Sie diese Briefmarken für den Briefversand Priority außerhalb Europas (Welt). Format mind. L140 x B90 mm und max. L235 x B162 x H5 mm. Gewicht bis 20 Gramm.</p>  <p>170 BURGENLAND ÖSTERREICH</p>  <p>9 007266 247423</p>	<p><b>4 BRIEFMARKEN, GRIFFBEREIT ZUM VERSENDEN.</b></p> <p>Verwenden Sie diese Briefmarken für den Briefversand innerhalb Österreichs. Format mind. L140 x B90 mm und max. L235 x B162 x H5 mm. Gewicht bis 75 Gramm.</p>  <p>125 SALZBURG ÖSTERREICH</p>  <p>9 007266 247393</p>
<p><b>4 BRIEFMARKEN, GRIFFBEREIT ZUM VERSENDEN.</b></p> <p>Verwenden Sie diese Briefmarken für Päckchen innerhalb Österreichs. Format mind. L140 x B90 mm und max. kleiner oder gleich L1000 x B600 x H600 mm. Gewicht bis 2 kg.</p>  <p>400 VORARLBERG ÖSTERREICH</p>  <p>9 007266 247591</p>	<p><b>4 BRIEFMARKEN, GRIFFBEREIT ZUM VERSENDEN.</b></p> <p>Verwenden Sie diese Briefmarken für Päckchen innerhalb Österreichs. Format mind. L140 x B90 mm und max. L353 x B250 x H30 mm. Gewicht bis 2 kg.</p>  <p>250 VORARLBERG ÖSTERREICH</p>  <p>9 007266 247560</p>	<p><b>4 BRIEFMARKEN, GRIFFBEREIT ZUM VERSENDEN.</b></p> <p>Verwenden Sie diese Briefmarken für den Briefversand Priority innerhalb Europas. Format mind. L140 x B90 mm und max. L235 x B162 x H5 mm. Gewicht bis 75 Gramm.</p>  <p>210 STEIERMARK ÖSTERREICH</p>  <p>9 007266 247485</p>

**Post** INLAND **6,80** EUR



68 TIROL ÖSTERREICH

(The colour of the 210 hasn't scanned well: it's olive-green not greyish-black)

## Errors and varieties

At the March meeting in Lincoln, two “it’s wrong” stamps were produced. Andy Taylor had an envelope with the “Europa” undenominated adhesive, ANK 3053 which prompted a discussion on the politically-unfortunate design error. As drawn, Serbia has annexed Montenegro, while Vojvodina has declared independence. Much inter-governmental flak followed, and the stamp was corrected and reissued.



The stamp on the right looks brighter since it's stuck on a white background; on the left the mint stamp is on its silicone-paper strip.

The mint stamp is of the first printing; the used stamp is the corrected second.



The “Europa” error is well known and catalogued. However, the next specimen is neither! Colin Tobitt had brought **an unrecorded error** – **an 8mm colour shift** - and since it's been genuinely used it counts as a **new variety**, not as printer's waste (ie, the quality control department missed it!)



The stamp on the left is a normal. That on the right shows the 8mm downwards colour shift of the mauve.



This 1948 stamp ANK 881, 45g +20g from the Flowers/Anti-tuberculosis set in the colours purple, mauve and yellow, was purchased several years ago from one of the APS packet books. At first glance it looked odd, on investigation the mauve appeared to be misplaced. On further investigation under greater magnification and with measurement it is certified that the mauve has a downward shift of 8mm.

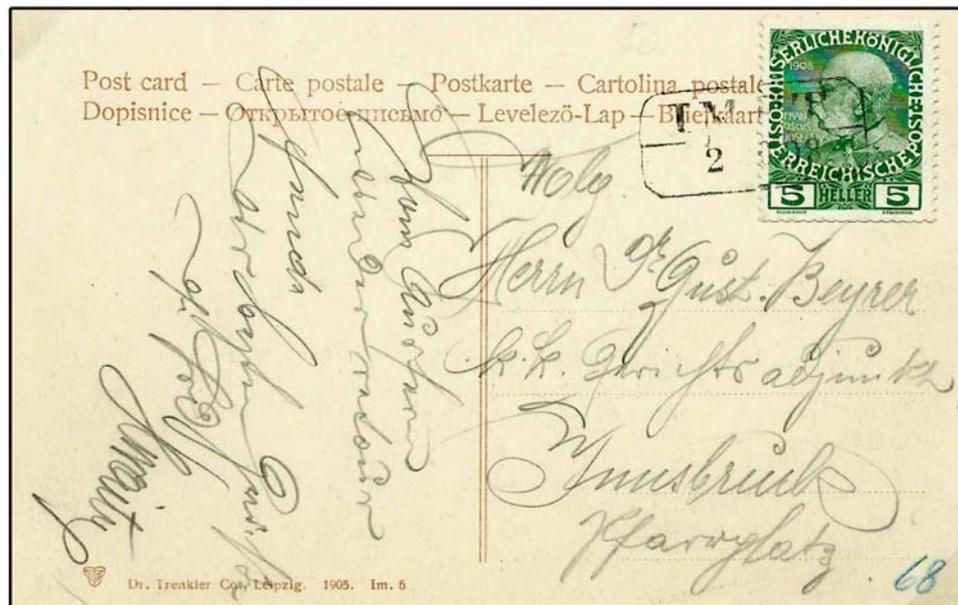
We don't know the potential quantity in circulation, but because this is a colour shift there must have been a complete sheetful printed. Nor can we find the sheet size; if it's 10x5 = 50 per sheet with 1% surviving there may be 5 'out there somewhere'; if 10x10=100 possibly 10. According to Netto there were 1,300,000 stamps of this value printed. Check yours!! [I did; I don't have one © Ed.]

# PhilatelistenKlubMerkurInnsbruck Festschrift

Our partner society in Innsbruck are celebrating their 90<sup>th</sup> anniversary next year! They will have a 3-day event in April with an (unjudged) exhibition, a Stamp Fair, and much merriment. They are to publish a Festschrift, and have invited each PKMI member to contribute a page showing some unusual, interesting, or favourite item. Here are the submissions from two of their members ...

## IMST Railway Station Letterbox

These two cards show the station letterbox cancellations from 1908 and 1910. The earlier cancellation was not listed in Hans Stohl's book and when I wrote to him to check the type he replied "I was surprised to receive a letter from England! I am happy to see the rare first type from railway station-letterbox-cancellation (5a2) which was unknown until today." When issuing part two of his book this cancellation was included in the 'amendments' section.



## Newspapers from Germany



Piece of wrapper sent from Germany to Oetz in Oetzthal in Tirol, arriving 1 Sept 1899. The cancel on the blue German 20pf stamp is a standard German 'Gitterstempel' of the period; the details are unreadable. 20pf was the German inland (which included Austria) printed matter rate for 250-500g from 1875 to 1918. The addressee is Heinrich Klett, Kapitänleutnant a.D (ie lieutenant commander, retired.). It was sent Postlagernd (Poste Restante) which was free in 1899.

These are **privately-sent newspapers**, so eight Austrian 1Kr newspaper tax stamps have been applied, and cancelled Längenfeld 1/9/99. One has been violently defaced; under the top row is handwritten "Drucksache" (printed matter). Germany and Austria treated each other as 'inland', so the Austrian inland tax rate applied and the wrapper must have contained 8 newspapers – probably from Herr Klett's home town.

The item was addressed to Oetz but was forwarded up the valley to Längenfeld where in 1893 a 65-bed "spa-hotel" had opened specialising in hydrotherapy, milk & buttermilk cures, massage etc. Oetz has been crossed out and an elongated capital L is visible from the back. Oetzthal mail was then carried by a postal messenger, and as the recipient had to pay for this item the messenger fee was 10kr, shown by the pencilled '10xr'.