



*Austrian Philatelic Society*

# AUSTRIA



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## Edited by Andy Taylor

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**AUCTION:** we run a quarterly postal Auction for members worldwide. Prospective sellers should contact the Auctioneer.

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## Editorial 204

The Editorial Telephone seems to have been added to somebody's list; scarcely a day passes without one or several scam calls from a more or less plausible number. Investigation makes for less plausibility: BT Engineers probably do not operate from a small village in North Norfolk, nor is Newcastle an international call for me. If you ring me, it's quite likely that I'm looking at my Caller Number Display, not recognising you, and muttering aspersions on your ancestry. Once the answering machine has finished, say who you are and I'll pick it up. Or leave a message and I'll get in touch.

Have you entered an exhibit anywhere, in GB or abroad? If you tell me about the award you received, I'll be only too pleased to print it here. But if you don't tell me, I'll probably not pick it up elsewhere. Congratulations to the APS medal-winners at **PRAGA 2018**, including:

Hans van Dooremalen	<i>Czechoslovakia: Postal history of Brno up to 1875</i>	95	LG
Yvonne Wheatley	<i>Czechoslovakia, The Masaryk Issue 1920 and Allegory issues 1920 to 1923</i>	90	G
Garth Taylor	<i>A study of the third issue of Czechoslovakian airmail stamps</i>	87	LV
Hans van Dooremalen	<i>War Hospitals in Brünn during the Great War</i>	80	V
Alfonso Zulueta	<i>Bohemia, Moravia, and Silesia in the Austrian Empire, 1569 – 1918</i>	71	S

And to Hannes Haslauer, whose “*‘Im Namen und Geleite Gottes’ – Der Transport von Waren im 18. und 19. Jahrhundert*” received a Gold medal in Rang 2 at Övebria' 18, Klagenfurt, May 2018.

The Annual Fest was held at Derby, a few days ago as I write. A detailed report has been prepared for the next issue. Noteworthy is the election of John Anthony to the post of President, Keith Brandon having retired.

A provisional reservation has been made for the 2019 Fest at the Stuart Hotel, Derby, on Fri 20 to Sun 22  
September 2019

Ungood: The Chairman of the Arbeitsgemeinschaft Österreich e.V. (a society for German-speaking philatelists who specialise in Austria) has recently told his members that on health grounds he is retiring forthwith, and unless one of them volunteers to succeed him, their society will have to dissolve itself. (German and Austrian societies have to comply with numerous legal and other rules that we don't.) Not a good portent ☹

Plusungood: The Czechoslovak Philatelic Society of Great Britain's latest Czechout tells its members that they urgently need an Editor and an Auctioneer. And the Yugoslavia Study Group still need an Auctioneer.

Doubleplusungood: At the risk of “preaching to the choir”, I spoke at the AGM about the increasingly pressing need for new members to join the Committee that makes your society possible. Several of the current committee members are wearing out, and it's much easier for an incoming Officer if the previous incumbent is available to hand over!

**WANTED!** For an article-in-progress on “Rückscheine in the Inflation Period” ie 1918 to 1925, I need scans of items from four periods namely I (12.11.1918-14.1.1920); VI (1.12.1921-30.4.1922); VIII (21.8.1922-17.9.1922); and XIII (1.12.1924-28.2.1925). Do you have examples, and if so please can I have 300dpi scans thereof. Thanks.

**WANTED!** Would any members who collect Coleman Compound Perforations of Bosnia please contact me.

Austria introduced yet another change to its postal rating system on 1 July 2018. A new set of definitive face values was of course needed (illustrated on back cover) and a 44-page booklet was issued to explain it all (I'm still struggling through it). Try here for full details: [https://www.post.at/footer\\_ueber\\_uns\\_agb.php](https://www.post.at/footer_ueber_uns_agb.php) A new innovation is the “Weinpaket”: a mere 8€60 gets you a box with space for 6 standard wine bottles, plus delivery within Austria. All the road taxes are included; however you do have to supply the wine yourself.

**Andy Taylor**

## Keith Tranmer, 1928-2018

**K**eith Tranmer, who died on 26<sup>th</sup> April this year, was for much of his life probably the best known proponent of Austrian philately to the collecting public and the most prominent member of the Austrian Stamp Club of Great Britain (ASCofGB) until the Club was replaced by the Austrian Philatelic Society at a meeting in 1998. In his time, his was a name to conjure with, not only within the English speaking philatelic world but also within Austria itself, where he won various major medals and distinctions. His interests in fact extended far beyond Austrian philately to Turkish, British, French and German military and naval philately. Beyond philately, Keith's interests extended to ski-ing and hiking. For years he led ski parties to Austria and, following a long established English tradition, in middle age walked across India to Nepal. It is therefore surprising that the official cause of death was 'dementia' and 'ischaemic heart disease' and that he largely lost the use of his legs in his last days.

Many collectors associated him with Hornchurch, his Essex home, yet Keith was by birth a Yorkshireman, having first seen the light of day in Selby on the fifth of March 1928. He migrated to Essex after his military service in 1948, when he joined the London fire brigade, where he rose to the position of divisional officer, retiring early with a heart problem in 1983.

Keith published a myriad of works and papers on his philatelic interests, some of his books remaining source works on Austrian philately, mainly on late 19<sup>th</sup> and 20<sup>th</sup> century topics, being awarded gold medals by the Austrian Philatelic Association in Vienna for two of his books. He joined the Austrian Stamp Club of Great Britain – the forerunner of the present Austrian Philatelic Society – in 1953 at a time of some turbulence within the membership, with a hiatus developing between London and Manchester memberships. He also developed a particular interest in the Austrian Levant, preparing Part 8 of the ASCofGB's seminal work on the Austrian Post Offices Abroad, by S.D. Tchilinghirian and W.S.E. Stephan, for publication, which had been left in draft form at Tchilinghirian's untimely death in 1960. Keith subsequently revised Part 1 (Maritime chapters) as well. Parts 3 to 8 have now been subsumed into the Austrian Philatelic Society's 'Austrian Post Offices Abroad, 2013. Tranmer's work on Part 1, which to his disappointment was not well reviewed, still awaits a reviser.

Though Keith contributed greatly to building up the ASCofGB, he contented himself with the position of the Society's auctioneer from 1985 to 1998. Many members of the ASCofGB and of OPAL have paid tribute to his unflinching interest in members who were at the early stage of collecting Austria and for his unstinting advice and support. The meeting organised by him in London in 2000 inspired the present writer to persuade a somewhat reluctant Royal Philatelic Society, London to devote one of their Thursday afternoon meetings to the APS, which received wide attention in the philatelic press and set a precedent for the Royal's devoting at least one meeting a year to special interest groups.

In 1960 he visited many of the First World War sites in The Middle East, the first of several such trips. He joined the Oriental Philatelic Association of London (OPAL) in 1968 and was subsequently made a Life Member. He wrote many articles on Gallipoli and other campaigns and edited the OPAL Journal from 1974 to 1981. He was an associate member of the Gallipoli Veterans Association, organising a trip to Gallipoli for them in 1976.

After the formation of the Austrian Philatelic Society in 1998, Keith's health was failing and he felt his active life in Austrian philately was at an end. He gradually retired from philatelic life, concentrating only on his membership of the Forces Postal History Society, becoming its president (and honorary life member) in 2002, though his interests were still largely focussed on the military history of Austria and the British occupation of Austria in 1945-46.

Keith met (in London!) and married an Austrian girl after his military service; she predeceased him by several years. He leaves a son and daughter. As a major 'stirrer' in philatelic circles and leading publicist, he will be missed.

***H.A.S.***

## 2018 NEW ISSUES (first instalment)

by Andy Taylor

The information given here is face value ('c' is Euro-cents); issue date; quantity printed; designer; engraver if any; printing method; 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) etc.

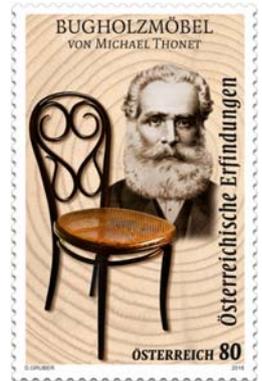
Towards the end of each year the provisional list of the following year's issues is published, with the caveat "Alterations are possible". 2018 has been no exception to the rule ☺



**Vienna Tuba.** 2€10; 22.1.2018; 130,000; Maria Schulz; Engraved-recess printing; Enschedé. The Vienna Tuba is a special version of the ordinary tuba, developed to blend seamlessly into the Classical Viennese Orchestral Sound. Unusually, it has six valves, three operated by each hand.

**Bentwood Furniture - Michael Thonet.** 80c; 22.1.2018; 350,000 in minisheets of 10; David Gruber; Offset; Enschedé. Brought by Prince Metternich from Germany to Vienna, Thonet perfected the manufacture of bent-wood chairs (as seen in every coffee-house in Vienna) – and their efficient packing: 36 of Nr 14 will fit in a 1m<sup>3</sup>

box! A previous stamp (2002) showed the Nr 14 design; this time the Nr 4 is featured.



*Coincidentally, your Editor recently found a newspaper wrapper sent to one of the Thonets in Bistritz.*



**Steyr Type 50 "Baby".** 1€25; 27.1.2018; 130,000; David Gruber; Offset; Enschedé. The Steyr 50 Kleinwagen, aka Steyr Baby, was developed by Steyr-Daimler-Puch and sold from 1936 to 1938 as a basic yet comfortable and economical transport for 4 people with their luggage. It cost 4,500 Schillings.

**Two Faces:** 68c; 15.2.2018; 240,000 in minisheets of 6; Johannes Lampert & Daniel Matt; Offset; Enschedé. The stamp illustrates the modern trend away from multi-generation families living together under the

same roof, to solitary or single-parent-with-child living in a separate dwelling, often in a different town or indeed country.



**Joannis Avramidis, Large Head.** 68c; 22.2.2018; 240,000; Regina Simon; Offset; Enschedé. The "Großer Kopf" is a characteristic bronze sculpture by the Greek-Austrian sculptor Joannis Avramidis (1922-2016) dating from around 1970. Described as "Master of the human form", Avramidis was much honoured in his adopted homeland.



**Jan Davidsz. de Heem – Still life, Breakfast with Champagne Glass and Pipe.** 2€10; 22.2.2018; 130,000; Kirsten Lubach; Engraved-recess printing; Enschedé. Baroque splendour in abundance! A characteristic painting by artist Jan Davidsz. De Heem – one of the most important Dutch still life artists of the 17th century – adorns this commemorative stamp from the “Old Masters” series.

“**Yellow Rhodendron**”: the Subscriber’s bonus stamp for 2017. 68c; 3.3.2018; 330,000; Brigitte Heiden; Offset; Enschedé. Valid for postage but not listed in most catalogues.



**Postage stamps 1863/64.** 220c+68c; 3.3.2018; 130,000; Anita Kern; Offset; Enschedé. The white double-headed eagle on the postage stamps issued in 1863 and 1864 is shown in a coloured oval frame with a geometric design, with the then currency stated above and the face value below.

**KTM R 125 Grand Tourist motor bike.** 2€20; 17.3.2018; 250,000; David Gruber; Offset; Enschedé. A legendary two-wheeler from Austria.



**2018 Road World Championships Innsbruck.** 80c; 13.4.2018; 175,000;



innsbruck-tirol sports GmbH; Offset; Enschedé. The Union Cycliste Internationale Road World Championships will be held in the Tirol from 22nd to 30th September 2018. For a few days this will make Innsbruck the focal point for road cycling, but even without this the Tyrolean capital city is well worth a visit: it is considered one of the most beautiful urban alpine cities in the world.

**Heilig-Geist-Kirche in Vienna’s Ottakring district.**

1€75; 14.4.2018; 200,000; Peter Sinaweil; Kirsten Lubach; engraved-recess printing; Enschedé. The commemorative stamp from the “Sacred Art in Austria” series shows the high altar of the Heilig-Geist-Kirche (Church of the Holy Ghost) on the Schmelz former parade ground in Vienna’s Ottakring district, which depicts the seven gifts of the Holy Spirit.



**Hotel Sacher.** 1€70; 20.4.2018;

130,000; Regina Simon; Offset; Enschedé. The stamp shows the entrance to the Hotel Sacher in Vienna and a piece of the cake named after it. The legendary Original Sacher-Torte with its deliciously smooth chocolate covering and apricot jam filling was and still is a huge success: “often imitated, never bettered”.

You can buy one in the shop – eg the PICCOLO, 12cm dia, 400-gram, 27€50 in a wooden box. If that’s not big enough you can order one up to 46cm diameter.

**650 years of the Austrian National Library.** 1€75; 6.5.2018; 200,000; Karin Klier; Offset; Enschedé. The



centrepiece of the Austrian National Library in Vienna's Hofburg is undoubtedly the Baroque State Hall, which Emperor Charles VI had built during the 18th century by Johann Bernhard Fischer von Erlach and his son. The ceiling frescoes are the work of Daniel Gran. Particularly outstanding features are the statues of the Habsburg rulers and four impressive Venetian globes. The State Hall houses around 200,000 books from the years 1501–1850. The Library also runs the ALEX web site <http://alex.onb.ac.at/> - heavily used by your Editor -where all of Austria's laws are freely readable.

**EUROPA 2018 – Vienna's Schemerl Bridge.** 80c; 9.5.2018; 185,000; Marion Füllerer; Offset; Enschedé. This year's **EUROPA** stamp is dedicated to "Bridges".

On the occasion of the 100th anniversary of the death of Otto Wagner, the Schemerl bridge on the Nussdorf weir in Vienna was selected for the commemorative stamp. Spanning 49 metres over the Danube Canal and towpath, the bridge links Nussdorf in Vienna's 19<sup>th</sup> district with the Brigittener Sporn in the 20<sup>th</sup>. It owes its name to the architect and hydraulic engineer Joseph Maria Schemerl von Leythenbach, who as Hofbauratsdirektor drew up a plan for regulating the Danube in 1810, although this was never implemented. The Schemerl bridge was built between 1894 and 1899 as part of the Nussdorf weir and lock system. Just upstream the Danube Canal branches off from the Danube, with the weir regulating the amount of water that enters the Canal. Otto Wagner designed the system; the bronze lions on the pillars at each end of the bridge are by the sculptor Rudolf Weyr. See also "The bridges over the Donaukanal" in Austria 167 (Autumn 2009).



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**150 Years of District Commissions.** 2x68c block; 25.5.2018; 160,000 blocks; David Gruber; Offset; Enschedé. On 19 May 1868 an imperial statute introduced the current form of District Administration in Austria (Bezirkshauptmannschaft); they were the administrative authorities for a specified district.

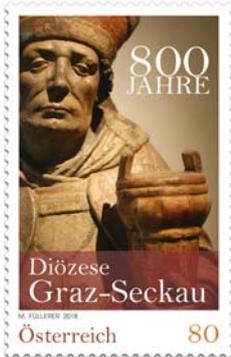
**Sports.** A group of 3 stamps on water sports issued 25.5.2018 begins an ongoing series. Designed by Roman Lipner-Keck and printed in Offset by Enschedé, the 68c depicts water-skiing; the 80c kite surfing; and the 170c sailing. The printings are 210,000, 185,000 and 190,000 respectively.



**Tag der Briefmarke.** 2€88+1€44 surcharge; 25.5.2018; 33,500 sheets-of-6; Roman Lipner-Keck; Offset; Enschedé. The design incorporates sights from around Wörthersee in Kärnten – where the Sports stamps are pictured.



**800 years of the Diocese of Graz-Seckau.** 80c; 8.6.2018; 195,000; Marion Füllerer; Offset; Enschedé.



At the start of the 13th century, Eberhard II the Archbishop of Salzburg outsourced parts of his bishopric, and the diocese of Seckau was founded on 22nd June 1218. The first Bishop of Seckau was Karl I of Friesach; with his episcopal seat and cathedral at the existing Augustinian Monastery in Seckau. When Emperor Joseph II dissolved Seckau Abbey; the episcopal seat was relocated to St. Giles at Graz. 2018 is also the 1,300th anniversary of the death of St. Rupert, a patron saint of the diocese. The stamp shows a detail from a 1520 statue of St. Rupert made by Lienhart Astl.

A range of new **Postal Stationery** was issued on 23 June 2018, and will be discussed along with the ECO-post concept in a separate article.



**The traditional costume of the Thayaal.** 80c; 24.6.2018; 350,000 in sheets-of-6; Anita Kern; Offset; Enschedé. This year's stamp in the "Classic traditional costumes" series presents that of the Thayaal in the Waldviertel region of Lower Austria.

**Centenary of the death of Peter Rosegger.** 2€30; 26.8.2018; 475,000; David Gruber; Offset; Enschedé.



2018 marks the 100th anniversary of the death of the Styrian author Peter Rosegger, born on 31st July 1843 in Alpl near Krieglach in Styria, the oldest of seven children. His parents were foresters and the boy could not attend school regularly; as he was too frail for the heavy work of forestry he trained as a travelling tailor. He learned a great deal about the lives of the people in his homeland, soon developing a passion for reading, and he started to write his own stories and poems. Throughout his life Peter Rosegger remained very attached to his home. He received many awards for his work and for his social engagement, such as the Austrian Cross of Honour for Science and Art and the Order of Franz Joseph, as well as being nominated for the Nobel Prize for Literature. He died on 26th June 1918 in his home in Krieglach.

**Austrian Presidency of the Council of the European Union** 1€35; 29.6.2018; 240,000; Marion Füllerer; Offset; Enschedé. (The original design omitted some smaller countries – rapidly corrected!)

The presidency of the Council of the European Union (also known as the Council of Ministers) changes every six months; and this is the third time that Austria has taken on the presidency and the various associated duties.

The Council comprises the member states ministers responsible for the various areas. Its remit is primarily negotiating and enacting EU legislation in conjunction with the European Parliament; coordinating the policies of member states, including in the fields of economic, budgetary and employment policy, education, culture and youth and sport; the joint foreign and security policies of the EU; international agreements and drawing up the EU budget. Additionally there are the negotiations for the United Kingdom leaving the European Union ("Brexit"). The stamp depicts the outlines of all 28 member states of the European Union; the stars are picked out in gold leaf.



Apparently, this stamp is being bought in large quantities by British expats for mailings to the UK. The Post Office cannot think of why this might be so 😊

A range of **New Definitives** (for the new rates) was issued on 1 July 2018; the designs are snippets of the coats-of-arms of the Länder and their capital cities, and to maintain balance many values are duplicated – eg there are four stamps of 80c. [They are shown on the outer back cover, as the image won't fit here! Ed.]

**Birth centenary of Leonard Bernstein.** 90c; 6.7.2018; 295,000; Regina Simon; Offset; Enschedé.



Bernstein was born the son of Jewish immigrants on 25<sup>th</sup> August 1918 in Lawrence, Massachusetts in the USA. He learned to play the piano while just a child, and in 1939 he graduated in music from Harvard University. His first major appearance as a conductor followed in 1943. Bernstein is best known for his musicals, especially *West Side Story* from 1957. The legendary film of the same name from 1962 won ten Oscars. Bernstein also worked in Europe after WWII; in 1959 he conducted at the Salzburg Festival and he was a regular guest conductor for the Viennese Philharmonic and at the Vienna State Opera from the 1960s on. Leonard Bernstein died on 14<sup>th</sup> October 1990 in New York.

**Modern Art series: Hubert Scheibl.** 1€80; 6.7.2018; 190,000; Dieter Krauss; Offset; Enschedé.



Hubert Scheibl was born in 1952 in Gmunden. Hubert Scheibl is one of the most important Austrian artists of the modern age. He says of his work, *“In the alchemy of seeing, the limits of our images are the limits of our world. The image often has a remnant of memory, a trace that points beyond what can be seen. My work is a searching movement that intuitively converges on unknown fields of energy and forms of energy, oscillating constantly between here and there.”* The American art critic Donald Kuspit wrote of him: *“Scheibl’s paintings are authentically pre-pictorial, like the best abstract art. That is, they articulate a surface that is not so much a screen on which images are projected as a seismograph registering primordial sensations.”*

**Rosenbauer ‘HEROS’ titan helmet.** 2€70; 20.7.2018; 260,000; Robert Sablovic; Offset; Enschedé. Neither Austrian Post nor Die Briefmarke deign to explain what the stamp shows. However Google reveals the secret: it’s a high spec helmet for firefighters!



**Centenary of Republic of Austria.** 80c; 23.8.2018; 350,000 in sheetlets of 10; Helmut Andexlinger, Offset; Enschedé.



After the end of the First World War and the fall of the monarchy, the Republic of Austria was created. On 21<sup>st</sup> October 1918, the Provisional National Assembly convened, after which a provisional constitution was enacted and a State Council established. The first State Chancellor was the social democrat Dr. Karl Renner. The German-Austrian Republic, as it was then called, was proclaimed on 12<sup>th</sup> November 1918 in front of hundreds of thousands of people who had gathered on the Ring in front of the parliament building. On the previous day, Emperor Charles I had renounced all participation in affairs of state (but carefully did not abdicate). The commemorative stamp shows the parliament building in Vienna, the central location of the democracy to which Austria subscribes.

**Historic Transport: Tauernstrasse coach.** 2€10; 24.8.2018; 130,000 blocks-of-one; Regina Simon; Offset; Enschedé. Four-horse-drawn passenger coach at the top of the pass on the Tauern mountain road, which connects Pongau with Lungau. In addition to the mail, the coach is also carrying passengers and their luggage, which is strapped to the roof. The coach appears to be travelling at high speed; the road looks to be exceptionally firm and well-used. The coachman sits beneath the protruding roof at the front of the carriage.



**Centenary of deaths of Klimt, Schiele, Moser & Wagner.** 3€20; 24.8.2018; 40,000 blocks-of-four; Anita Kern; Offset; Enschedé. 1918 was a fateful year for Viennese modernism; four of the most important artists of the modern age died: Gustav Klimt, Egon Schiele, Koloman Moser and Otto Wagner. The block of stamps shows Moser's painting “Spring”, Klimt's “Death and Life”, a light urban railway station designed by Wagner, and Schiele’s “self-portrait with Physalis”.

Mary in Frauenkirchen, in the district of Neusiedl am See. The church was destroyed by the Turkish invasions and rebuilt – twice! The present building is described as “A complete work of Baroque art”.



**Basilica Maria Geburt, Burgenland.** 80c; 8.9.2018; 190,000; Kirsten Lubach; Offset; Enschedé. In the series “Churches in Austria”: the stamp shows the Basilica of the Nativity of

# 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**

**2018/1:** KuK – Switzerland fieldpost; new thoughts on Austrian meter marks; post-WWII “return to sender for more franking” labels on French-zone censored items; new issues; society news; etc etc.

**2018/2:** Egon Schiele (1890-1918); new issues and products; “Die Briefmarke since 1952”: how the magazine has changed over the years; etc.

**2018/3:** thematic: motor bikes; Registration of letters (i); mail censoring in Innsbruck in 1800; OPAL counter machines now dispense labels/stamps with pictures; centenary of Budapest-Vienna-Lemberg-Kiev airmail; Koloman Moser’s 150<sup>th</sup> birthday; society news and activities; etc.

**2018/4:** goodies on show at Övebria 2018; introduction of posting-boxes in Austria; Registration of letters (ii); establishment of post routes from Salzburg in 1787; Koloman Moser (ii); etc

**2018/5:** thematic:water-skiing; genesis of Tag der Briefmarke; new issues scheduled for May; Ferdinand Schirnböck the engraver; news’n’views etc.

**2018/6:** thematic:Crown Prince Rudolf railway; 1867 correspondence cards – new discoveries; Kleinwalsertal & Jungholz in 1948; new issues & the range of postal stationery; Peter Rosegger; society news & activities; etc.

**2018/7-8:** thematic:Richard Gerstl; thematic:Otto Wagner; new issues for July & August; Leonard Bernstein; several articles on foreign (to Austria!) countries; society news & activities; etc.

## **Germania**

**Vol 51 Nr 2:** Postage Due on under- and un-paid letters (7); questions and illustrated answers; etc etc etc.

## **ArGe Österreich**

**2018/1 (Nr 121):** “If no new Officers come forward in 2018 then there will be no Society”; Abbeys & Monasteries (ii); Rohrpost in the Ostmark; Bos&Herz 8h postcard (1.9.1916 to ?); Austrian private stationery, 1903 – 1918.

**2018/2 (Nr 122):** Austrian private stationery, 1903 – 1918 (ii); the 1945 Posthorns; etc.

## **Stamps of Hungary**

**No 210 Sept 2017:** Collecting Hungary’s WWI post; on the trail of the 1919 overprints: part 16 – overprinted Hungarian fieldpost cards for the SHS; cranes of the plains (3) ‘pains of cranes’; etc

**No 211 Dec 2017:** The use of the porto provisionals of 1918 (i); Hungarian wine; destination mail – Hong Kong 1937; a complicated first inflation card.

**No 212 March 2018:** The use of the porto provisionals of 1918 (ii); Where post and railways cross; The industrial revolution in Hungarian philatelic farming (sic)

**No 213 June 2018:** The use of the porto provisionals of 1918 (iii); Postage due following the 1916 postal rate rise; The aftermath of peace settlements after world war; etc

## **Jugopošta**

**Nr 124 Dec 2017** – Monograph 13: the postal history of the Serbian Nation in exile 1915-1919 (on CD)

**Nr 125 March 2018:** The Wounded Allies Relief Committee; Civilian censorship of mail in German-occupied Serbia; Pre-WW2 slogan cancels - a tentative listing; Censorship of civilian mail in the NDH 1941-45 (iii); etc

**Nr 126 June 2018:** Discussion on aspects of Monograph 13; The Wounded Allies Relief Committee (ii); Macedonian Postal History (iii); etc etc.



## **Czechout**

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

**Vol 36/1 (Mar 2018):** Czechoslovak Airmail Rates Part II: Central America and the Caribbean; Your Heller or Mine? (Underpaid Mail between Austria and Czechoslovakia 1920-1921) by Michael Furfie

**Vol 36/2 (June 2018)** Czechoslovak Airmail Rates, Part III: Middle and Far East; Forgeries of the Czech Scout Issue; Removal of Czech Markings from Postal Cancellers in the Slovak State.

## **ArGe Feldpost Öst-Ung**

**Nr 130 (Sept 2017):** Qs&As; A-H's Last War: July-Sept 1917; the Annual Week-long Trip; POW mail from Africa: Egypt; POW cards from Russia systematised; voyage of the frigates Austria and Princess Augusta to Brazil in 1817; G.de Bellis: 1916 packet tariffs (iii); etc etc. All lavishly illustrated.

## **Book Review**

### **Austria Specialised Netto Catalogue 2018/19**

Whilst on holiday I purchased the latest – it only arrived that day - edition of the Netto [ANK] catalogue. The 2018/19 catalogue has a number of changes from the 2015/16 edition which was the last one I bought.

Firstly it is hard back making it heavier, and thicker: 704 pages against 608. Some of these are the up-date of stamp issues including the new definitives issued on 1st July. It also costs more at €2.90.

The previous edition had pages on the differences in the 9 kreuzer, type 1 but this edition has replaced these with the 45 centesimi, type 1.

There is a new section on Hundertwasser showing covers with stamps designed by him and cancellations either by him or related to him from various countries of the world. Another new section begins with an advertisement for the book 'Pionierraketenpost und kosmische post' by WM Hopferwieser and follows with a selection of Cosmic post – covers carried by rocket to the International Space Station. These are mainly foreign and contrived but should you have one it may have a high valuation!

Having been dropped in 2012/13, the list of Austrian airlines first flights has been re-introduced. On the front cover there is a statement that there are many new 'plate flaws'. I have not checked these but they appear to relate to general stamps rather than the 1948 Costumes or 1957 Building series.

Dipping into the catalogue I found very few increases in value. The final page of the book is an index that gives either the page numbers for what you are looking for or the last issue with page numbers that included it – for example Schmiedl's rocket post was last included in 2012/13 on pages 441-446 whilst the Cosmic post is on pages 627-641 of this edition.

The APS will not be adding this catalogue to the library since previous editions have rarely been borrowed. Ten years ago the library edition was regularly up-dated by committee members donating their older copy when replaced, but now that sections are regularly dropped from the catalogue we all hang onto them for our own use. However should anyone want details from the latest catalogue I will be happy to answer questions.

Should you wish to purchase your own copy, you will find it advantageous to contact Colin Tobitt.

Joyce Boyer

## THE APS BOOKSHOP

To purchase any of these items, contact the [Librarian](#). NOTES: (1) If you pay by credit card, it will appear as “German Railway Society” on your card statement. (2) Some emails to “library@austrianphilately.com” are ending up in the spam bucket: instead, please use “mjoyceb@uwclub.net”.

### 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-Herzegowina 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 **Only 14 13 copies left!**. P&P £5 in UK, elsewhere at cost.
- ❖ “**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~~ **£10**; P&P £3 in UK, elsewhere at cost.

### 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. **Very few copies left!**



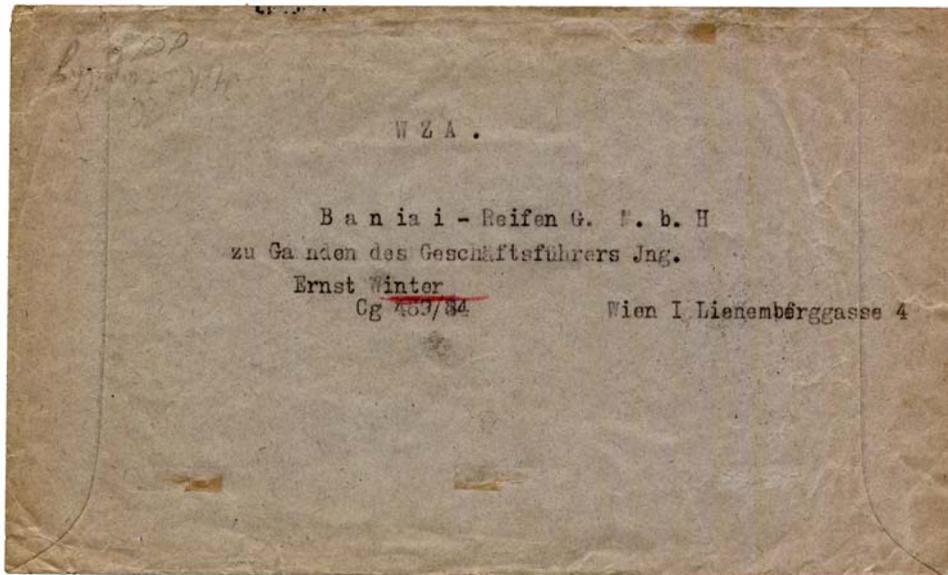
### Book received

This book, written by Hans Moser & colleagues, provides an up-to-date fully-illustrated list of all the slogan and machine cancels from the Tirol. It is the first in a projected series documenting the postal history of the former Innsbruck Post-direction, motivated by the Ferdinandeum museum in Innsbruck. Further details are obtainable from Hans Moser or Andy Taylor.

## A mysterious item



This is the envelope part of a Rückschein; the return form has been detached and the header with the RS marking removed. The handwriting, in violet ink, is not a street address but some Official Note. The other side (where the envelope sealing flaps are) has a badly-typed company address in Vienna I; the named street (Lienemborgasse) does not exist! It probably should be Liebenbergasse, which does.



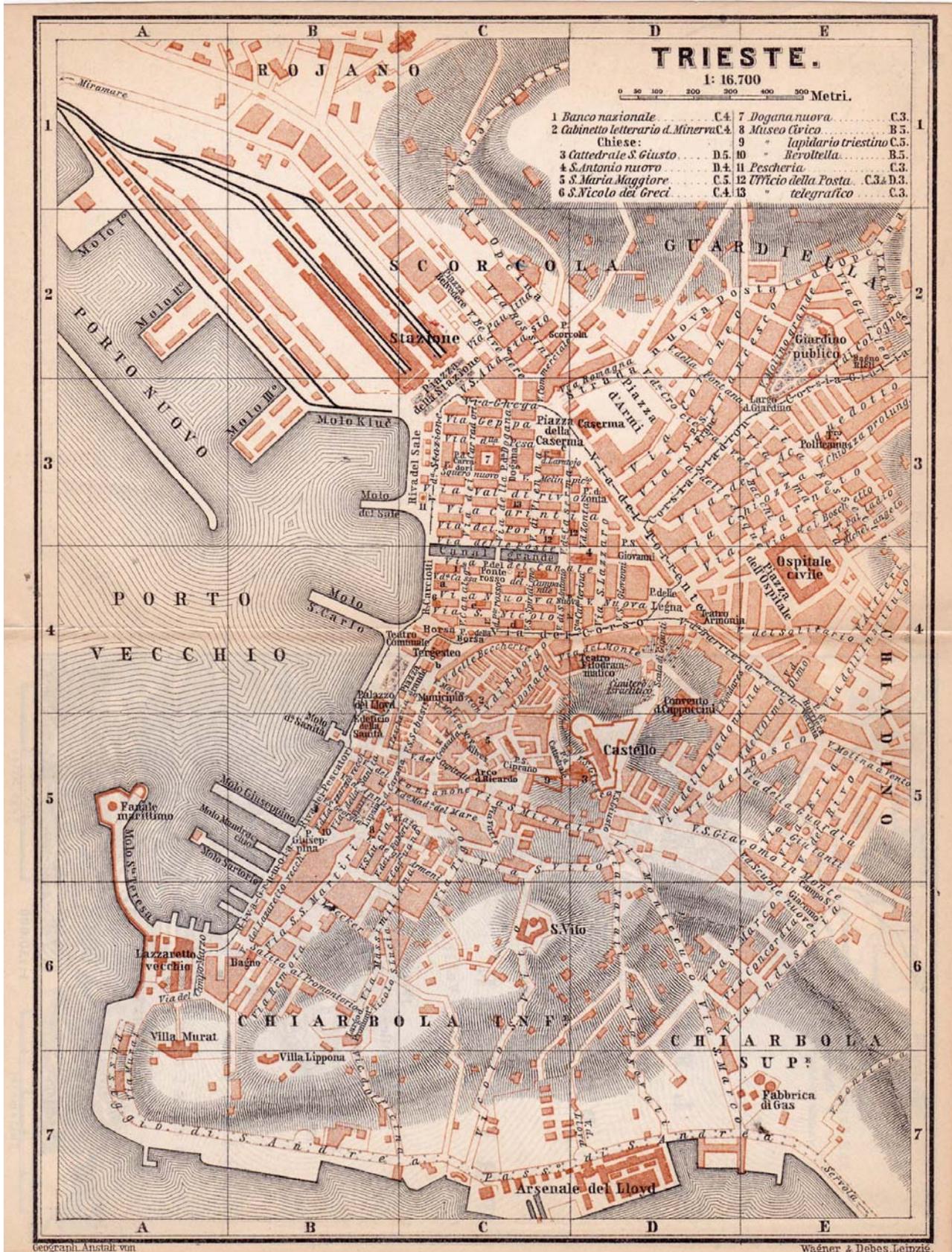
The envelope has been opened at the top, the contents removed, and the top 5mm trimmed off. Looking at the other side, you can see the envelope flaps at left and right; they are complete at the bottom, but lacking their tops at the top. There's also two rows of stamp hinge remnants along the top and bottom. The empty envelope has been resealed – maybe by the same dealer whose pencilled notes are faintly visible on the back.

The red meter-mark across the top is that of the Hasler machine installed at the end of 1928 at Wien 1 post office for the franking of official mail requiring the recipient to pay for it (and its Rückscheine if applicable) - see B&Pf p296. This printed **WIEN** and the date (here **17.5.34**) inside **zigzags**; a serial number (here **47376**); and the amount due (here **51gr**). 51 groschen is the special rate for a heavy-weight (21-250 gram) Rückscheine letter. The meter-mark has been stamped **UNGULTIG** in unforgiving black ink, and dues applied for double the amount, ie  $51 \times 2 = 102\text{gr}$ .

It looks as if a standard Rückschein has been prepared, but meter-marked on the wrong side. The Post Office have correctly (and doubtless gleefully) declared this invalid, treated the item as unpaid, and charged double deficiency.

# TRIESTE'S RAILWAY STATIONS (AND A TRAM-STOP!)

by Keith Brandon



## Introduction

By the mid nineteenth century, Trieste was already important as Austria's major port-city. It was conveniently located at the head of the Adriatic, and home to the important Austrian Lloyd Shipping Company. But two specific developments caused the city to really take off: the coming of the railway in 1857 and the opening of the Suez Canal in 1869.

The railway provided a direct and fast route over the Alps for goods (and mail and passengers) to the markets of central Europe and beyond. The Canal opened up trade with India, the Far East and Australia, bringing goods for the merchants of Trieste to sell on to their customers throughout Europe. Indeed, Trieste became popularly known as the Suez Canal's third entrance!

**This article deals with the railway lines into Trieste and the history of the railway stations that served them, along with the Opicina tram, which provided a short-cut for passengers. Reference is also made to the junction-stations on the Slovenian Karst that provided Trieste's links to the rest of the rail network.**

## *The coming of the Südbahn and opening of the Südbahnhof.*

Although Trieste was an established port by the mid-1800s, its development was hampered by poor transport links to its hinterland. There was no navigable river from Trieste to convey goods inland. The Karst (a limestone plateau) rose immediately behind Trieste, and beyond that were the Alps. Factories in Bohemia, Moravia and Silesia, the industrial heartland of the Austrian Empire, found it quicker and cheaper to trade through the northern ports of the Netherlands and Hamburg than to take the road south via Semmering to Trieste.

The first steam railway in Austria commenced in 1837, and there were soon plans to link Vienna and the industrial areas to Austria's main port. By 1842 a line had been built from Vienna to Gloggnitz, just before the climb up to the alpine pass at Semmering. There were at the time no locomotives powerful enough to haul a train over the pass, and so this difficult stretch was left out for the time being. Work recommenced on the other side of the pass, and the *Südbahn* reached Graz in 1844 and Laibach (Ljubljana) in 1849. The missing Semmering section was not completed until 1854, providing a continuous railway to Laibach from Vienna and the surrounding industrial areas. In 1857 the Laibach-Trieste section was finished, to complete the line.

From 1850 to 1857, a station at the Trieste terminal - the *Südbahnhof* - was built using repossessed land and land claimed from the sea. Emperor Franz Joseph 1 attended the opening of the passenger building on 27 July 1857. The 1879 map opposite shows the *Südbahnhof* at top-left on reclaimed land also housing the recently-built *Porto Nuovo*. The incoming railway serviced both the passenger-station and the dockside warehouses.

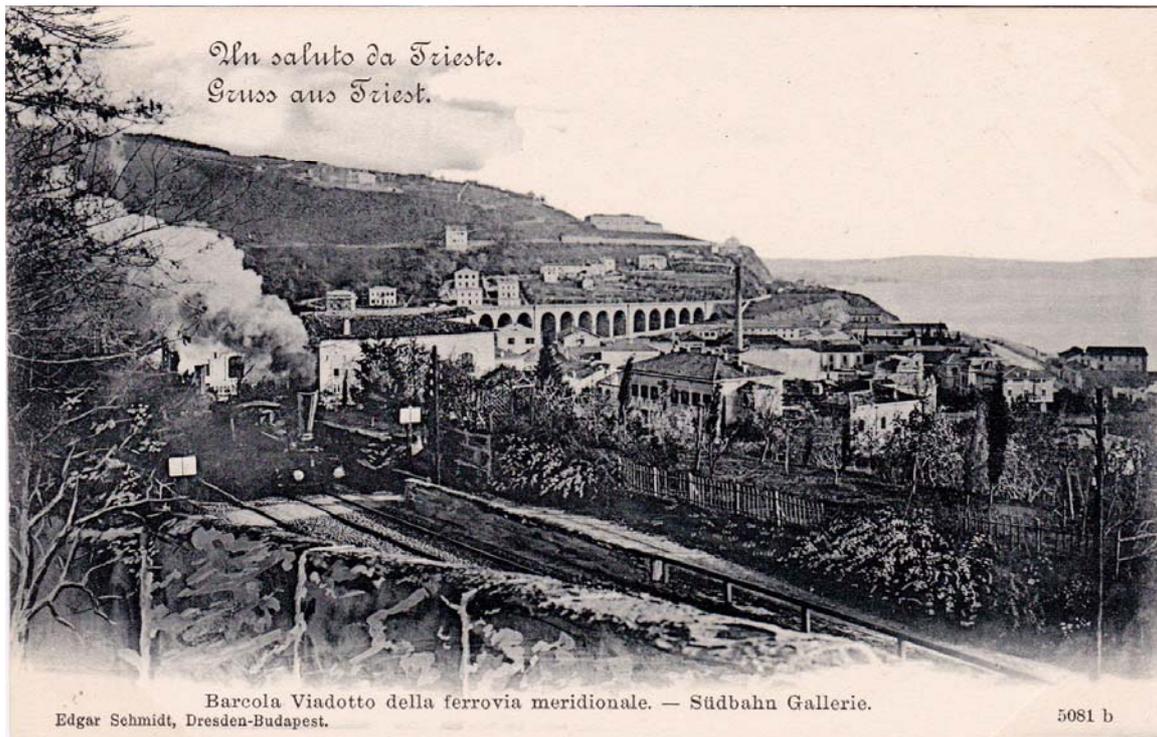


The original passenger building, designed by Carl Ritter von Ghega, was a modest affair, redesigned in 1878 with a much grander quasi-classical structure by Wilhelm von Flattich. The postcard above shows the first station in the foreground and the new docks under construction behind. The card below shows the frontage on the station after Von Flattich's reconstruction. Trieste's second post-office (*Triest Bahnhof*, later *Triest 2*) opened in 1857, located at the back of the *Südbahnhof*.



### ***The Opicina tram - providing a short-cut for passengers***

As the *Südbahn* train arrived from Laibach, it came within sight of Trieste at the village of Opicina, 329m above sea-level on the Slovenian karst, but the direct route down was too steep for a railway line. A 32km loop, gradually losing height, had to be built from Opicina to Trieste. The postcard below shows a train on the Barcola viaduct coming up from Trieste.

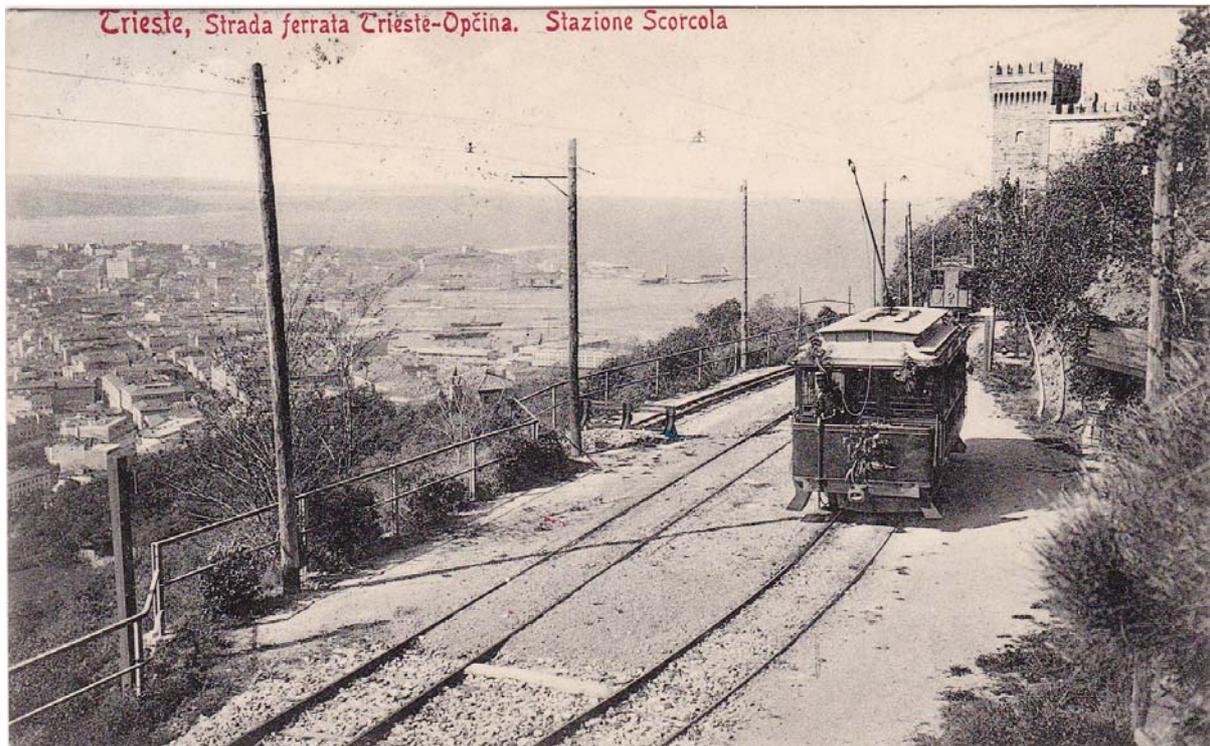


The Trieste authorities considered for a long time various projects to link the two places more directly and to provide a short-cut. Eventually the building of the Opicina Tramway was approved. Initially the tramway ran from central Trieste (*Piazza della Caserma*, now *Piazza Oberdan*) to the village of Opicina, opening in 1902.

The postcard at the foot of the page shows the tramway heading up the hill towards Opicina, and the card to the right portrays the start of the downward route. The mainline Opicina station can be seen at bottom right.

For most of the journey the line operates as a conventional, electrically-propelled tramway, with a mixture of street-running and reserved track. Following an accident in October 1902 - when a passenger-car ran away and embedded itself in a house - a rack-and-pinion section was installed on the steepest section in Scorcola. In 1928 this was replaced by a pair of cable-tractors that pushed uphill and braked downhill on funicular principles. In 1906 the tramway was extended a further 1.2 km from the village to the Opicina railway station. There have never been postal facilities on the tram.

The tram-track is 5.2km long, and climbs from just 3m above sea-level in Trieste to a height of 329m in Opicina. The metre-gauge line is single-tracked with eleven intermediate stops and four passing loops. The maximum gradient is 26%.



### ***The second and third main lines and the temporary station at St Andrea.***

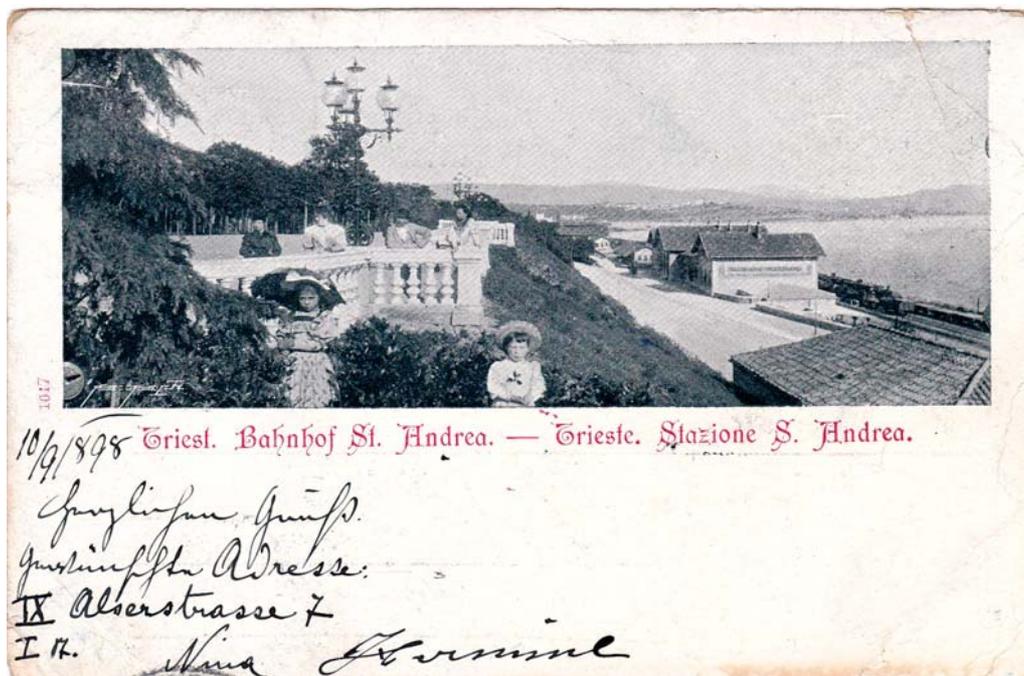
The effect on Trieste of the *Südbahn* was disappointing; it only served to catch up with rival ports that had access to the railway network for longer: Antwerp (since 1836), Hamburg (1842), Venice (1846), Marseilles (1848) and Genoa (1853). Vienna merchants still found it quicker and cheaper to transport goods to Hamburg than Trieste, even though the distance to the port was double. Moreover, the Austrian state, close to bankruptcy in the 1850s, was forced to sell the Vienna-Trieste line to private interests (mainly French investors) who raised freight-rates further. Additionally, in 1867, the *Brennerbahn* was opened, offering a railway connection between the Bavarian and North Italian networks and bringing Western Austria and Southern Germany within the reach of the port of Venice. It became vital for Trieste to be connected to the north with a railway line not operated by the *Südbahn* Company.

In the late 1870s an alternative route from Vienna (via Villach and Udine) was opened. This also terminated in the *Südbahn*hof, but avoided the loop down from Opicina. However, the Austrian government was unhappy that, since the loss of Venetia, this route ran over Italian territory. A third route was planned (via Klagenfurt and Assling) to stay on the Austrian side of the border and to reduce the Empire's dependence on the *Südbahn*.

Meanwhile the short Trieste-Hrpelje line, owned by the Austrian State Railways, opened in 1887. This line started in the south of Trieste, at a new Station *Sant'Andrea* and went to Hrpelje, 12km away on the Karst. From there, connections could be made to the Istrian peninsula and Pola, Austria's naval base.

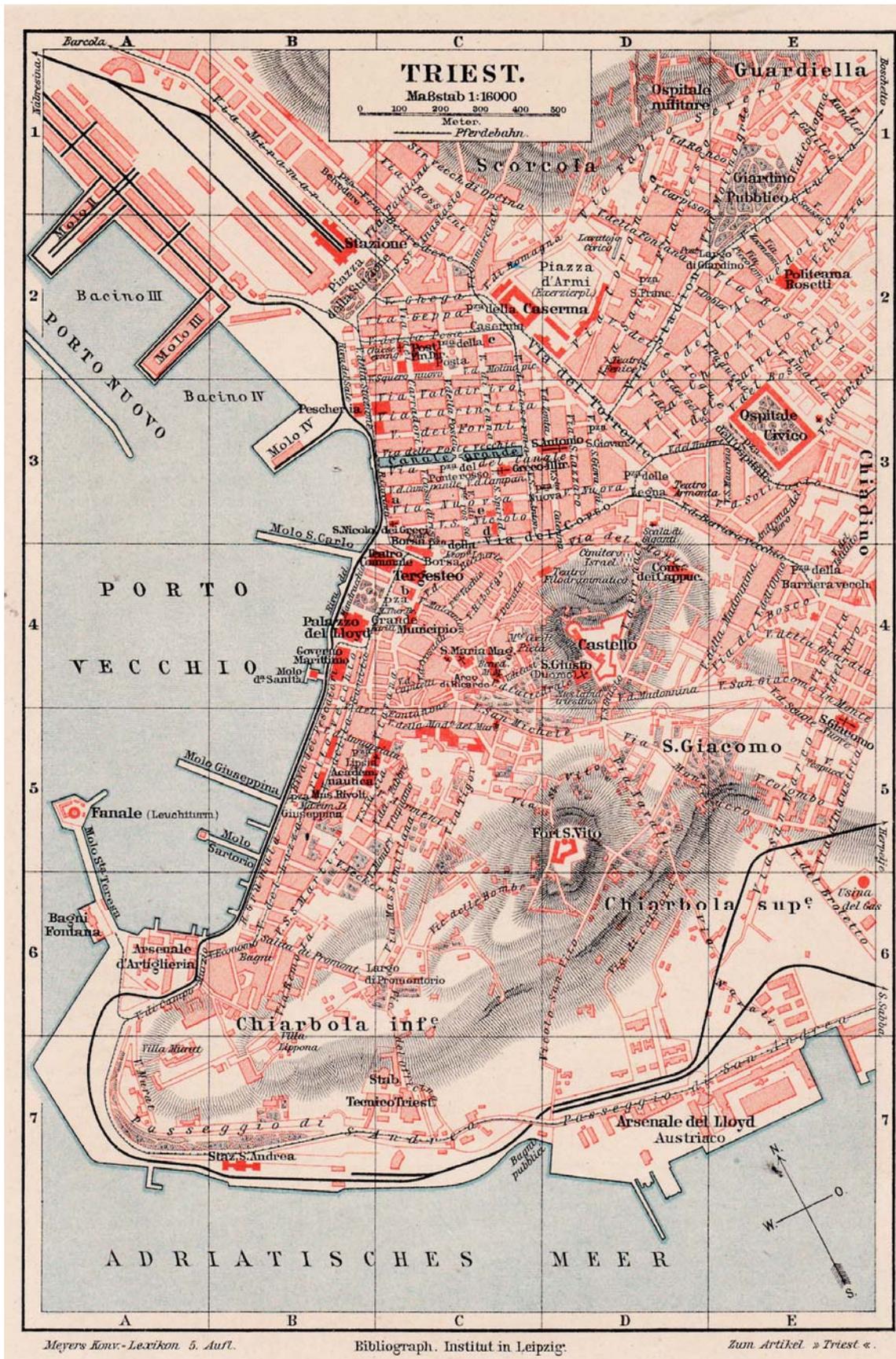
The 1897 map on the next page shows the railway lines coming in from Assling and Hrpelje to the small *St Andrea* station at the bottom-left. The railway line through the city connecting *St Andrea* to the *Südbahn* is also shown. This is described later in the article.

The new strategic line from Assling (Jesenice) to Trieste was built from 1900 to 1906, initially terminating at the small station at *St Andrea*. This completed the alternative route from Vienna travelling on Austrian territory and cutting out the privately-owned *Südbahn*. The postcard below shows the recreational park at *St Andrea*, with the station on the right.



### ***Opening of the Staatsbahnhof as Trieste's southern terminus***

The *St Andrea* station was small, and in a rather out-of-the-way suburb of Trieste, but plans had always included a major new station at the south of Trieste's harbour. The *Staatsbahnhof* was completed in 1906 and became the terminus for the new line to Vienna via Klagenfurt and Assling and for the link-line to Hrpelje. The station was built on reclaimed land as part of new docks built at the south of Trieste bay. The station retained the Italian name *Sant'Andrea* until 1923 when it was re-named *Campio Marzio*. A new post-office, Trieste 11, adjacent to the station building, was also opened in 1906.



The *Staatshof* is depicted in the postcard below. In a separate, adjacent building, but opened four years earlier in 1902, was the Trieste terminus of the narrow-gauge *Parenzaner* to Parenzo (Porec). The story of this line will be found in AUSTRIA 199 (Summer 2017) and is not repeated here.

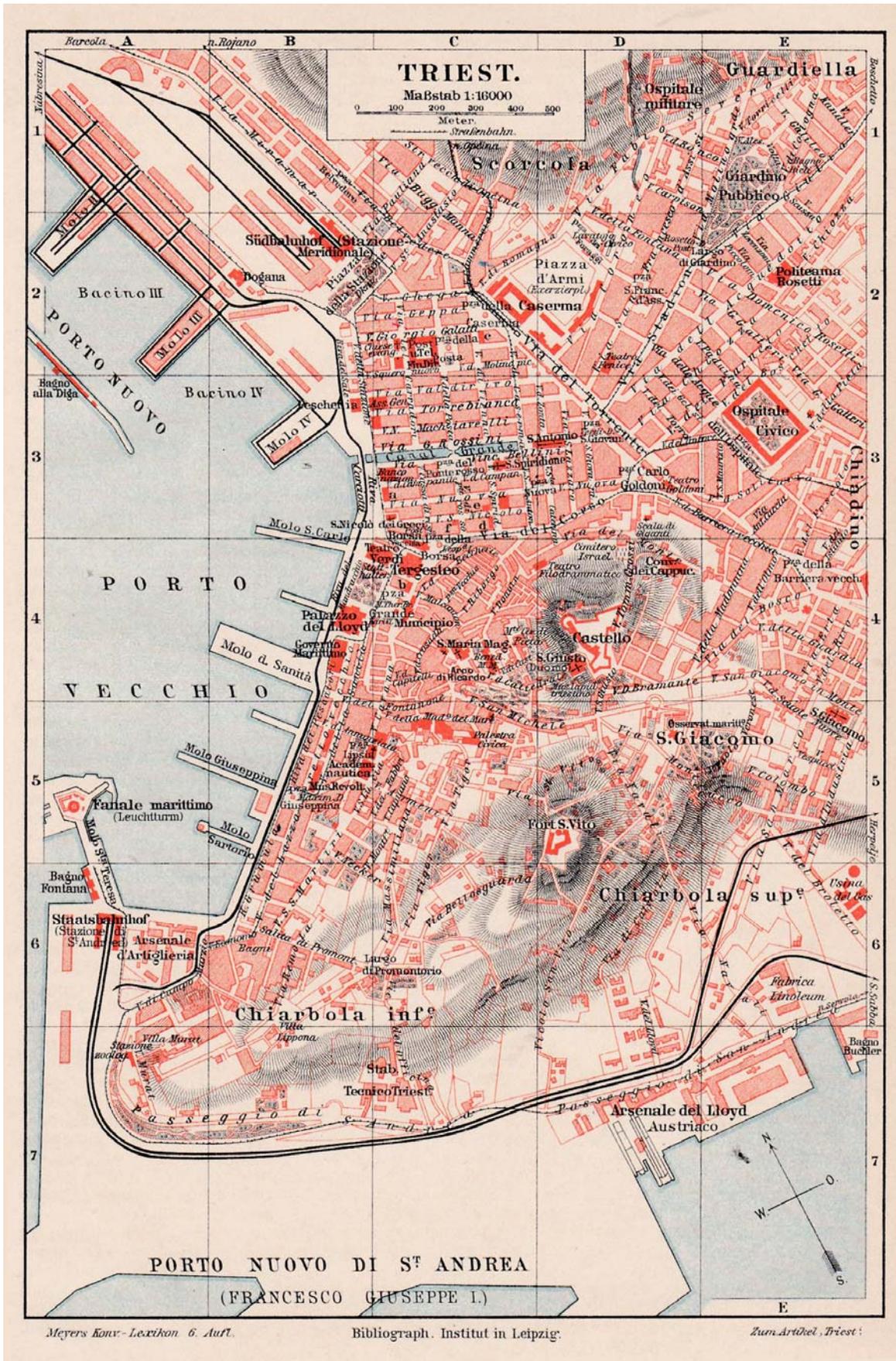


### **The Rivabahn**

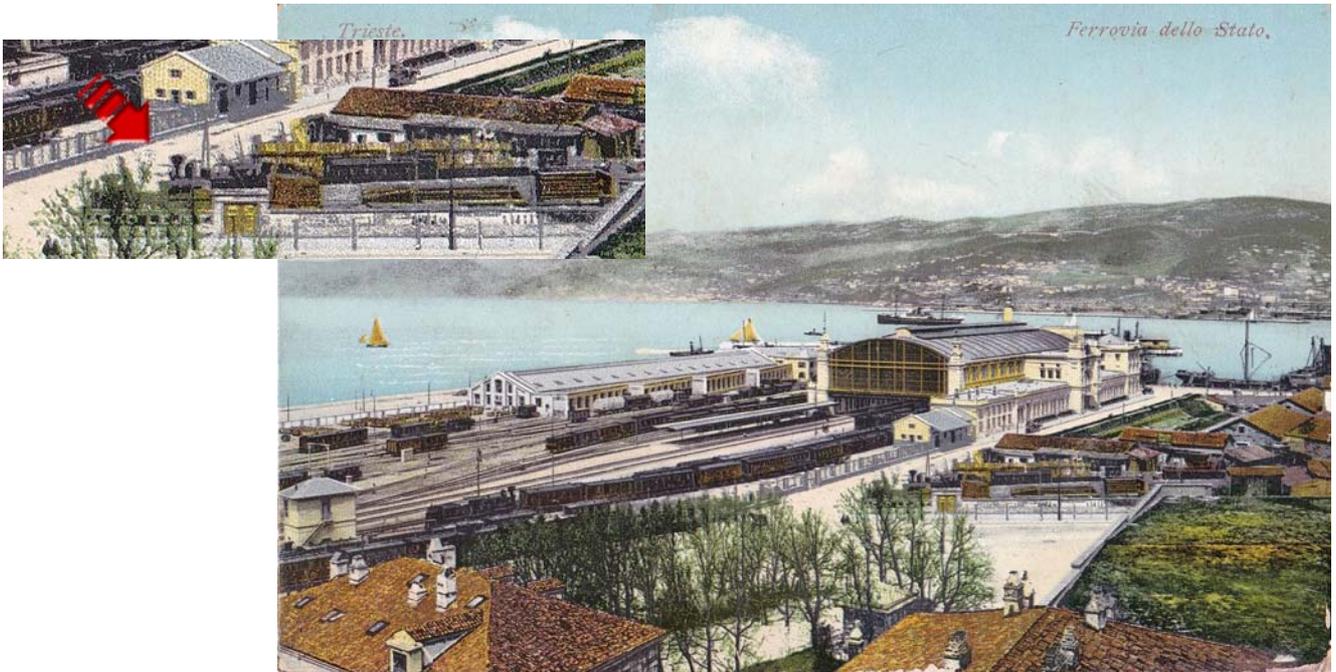
In order to facilitate freight traffic between the *Südbahnhof* and *St Andrea* station (and later the new *Staatsbahnhof*), a “temporary” line, known as the *Rivabahn* was built along the waterfront in 1887 to run into the warehouses alongside the *Südbahnhof*. It can be seen in the postcard below, mailed in 1907.



This 1905 map on the next page shows the new *Staatsbahnhof* and also the reclaiming of another large port-area in the south. Surprisingly the *Rivabahn* did not enter the new station, but stopped across the road at a small terminus, *Campo Marzio Smistamento*. Presumably goods had to be barrowed across. Similarly, the *Rivabahn*'s northern terminus was not in the main *Südbahnhof* building, but at *Barcola Smistamento* in the adjacent warehouse-sidings.



The postcard on the next page shows the rear of the Staatsbahnhof. A closer look reveals a train across the road at Campo Marzio Smistamento (enlarged in the inset). Although the Rivabahn was opened in 1887 as a temporary facility, it survived for almost one hundred years until 1981, when it was replaced by a 5.7km tunnel under the east of the city, the Linea di Cintura.



**Trieste's rail-links in summary**

The map below shows all the railway lines and stations mentioned in this article, and how they connected the port with the wider world.



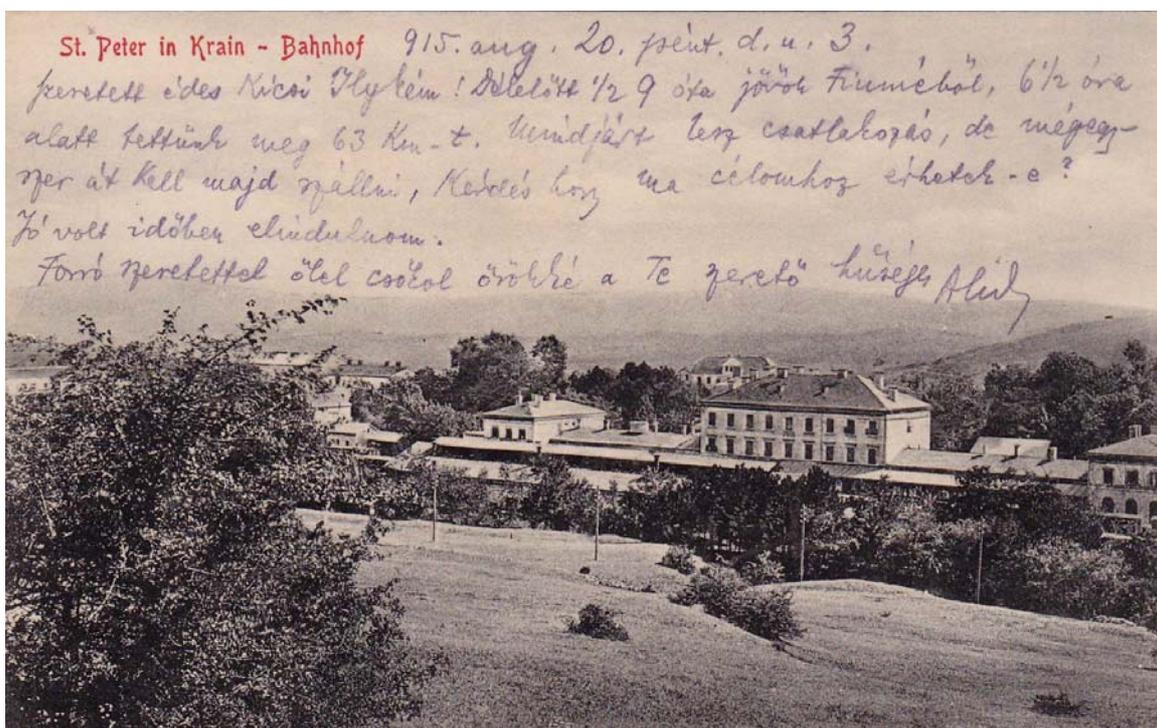
### ***The junction-stations on the Slovenian karst.***

The map above shows the importance to Trieste of four junction-villages on the Slovenian karst; Opicina, Divača, Herpelje and St Peter in Krain. All had much bigger stations than would normally be warranted for such villages/small towns; their importance came from their position as interchange-stations.



Herpelje and Divača lay on the “back-route” out of the south of Trieste, connecting with the main line to Ljubljana and Vienna and the Istrian line to Pola. Herpelje today has around 650 inhabitants and Divača about 1300. The card above shows Divača station in Imperial times.

St Peter in Krain, today Pivka, has a population of around 2000. The station linked Trieste to the Ljubljana-Fiume line and features on the 1915 postcard below.



The *Südbahn* from Vienna, Graz and Ljubljana and the *Staatsbahn* through Klagenfurt and Assling crossed at Opicina Station, also of course the terminal for the tram to Trieste. The town is now known as Villa Opicina in Italian and has a population of about 8000.

### ***Trieste's stations today***

The old *Südbahnhof*, now called Trieste Centrale, is again Trieste's main railway station, having seen off the upstart *Staatsbahnhof*. It is operated by Italy's state-owned railway company which completed a major renovation in 2007. There is no longer a post-office adjacent to the station.

The *Staatsbahnhof* closed as a passenger station in 1966, but the marshalling-yards behind remain in use, connecting the container-port with the east, via the Hrpelje link, and with the north, via the *Linea di Cintura*. The station itself now houses the Trieste Railway Museum (thoroughly recommended by your writer). There is still a post-office adjacent to the station-building.

The Opicina tram still runs from Piazza Oberdan to the village of Opicina\*\*, but the extension to the railway station was closed in 1938. One of the original tram-cars has been restored and is in occasional use again, and claims to be the oldest tram still running in Europe. There are very few railway services between Slovenia and Italy today and trains rarely call at Opicina Station. It is like a ghost station, with no taxis and a 1.2 km walk with baggage into the village (as your author found out the hard way one rainy afternoon).

\*\*The Opicina tramway is currently out of use, following an accident in August 2016, and is not expected to re-open before 2020. There is a replacement bus-service.

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# An Interesting Postage Due

By Derek Baron

In the last Austrian Society auction I was the only bidder for an attractive 1898 ‘Gruss aus’ postcard from a village near Olomouc, now a suburb of the city. The rate for a postcard was 2 kreuzer and the postcard had a 2 kreuzer stamp. I was informed that the Austrian authorities had invalidated the stamp on June 30 1891, hence the postage dues.



The story is now best told through the series of emails that resulted.

*Derek to Keith:*

Have just started writing up my purchases and have come across a problem. I looked up postage rates and found 2kr for a postcard would have been correct if the stamp was valid. So shouldn't it have been charged double deficiency, 4kr? 10kr seems a bit excessive, unless there was some penalty for using invalid stamps. Have you any solution?

*Keith to Derek:*

I'm impressed that you're writing up already! My purchases usually hide in a box for a year or two. I don't know the answer in this case for sure, but have found in the past that any abuse of the correct usage of a postcard is met with the card being treated as a letter. The 2kr stamp was invalidated in 1891 so didn't count but might have given the post-office the reason to treat it as a letter and charge twice the letter-rate of 5kr. You could run it past Colin Tobitt who is something of a guru on dues of that era.

*Keith to Derek:*

I have found the attached in Ramharter's book. It hasn't scanned too well because the book won't go flat on the platten. Basically, the Ramharter postcard is the Hungarian version, not valid for use to the Austrian half of the Empire. It has been taxed 10kr. Because it was not a validly used postcard, it was taxed as a letter; hence letter-rate deficiency of 5kr + a 5kr fine. Although this is much earlier than your example, I wonder if the story is the same. If you break any of the long list of rules for postcard usage (e.g. oversized, undersized), then it is treated as a letter, and the deficiency determined by the letter-rate. In my own collection, I have a 1903 double-size panorama postcard franked at the postcard rate of 5h but deemed (because of its size) not to qualify for this rate. Therefore taxed 15h; 5h deficiency against the 10h letter-rate + 10h surcharge. I also have a 1901 panoramic triple-postcard treated the same way. In this case, the card was underfranked anyway at 3h, treated as 7h deficient vs the letter-rate plus 10h surcharge = taxed 17h. These are of course later than your item, but again the rule seems to be that any infringement of postcard rules leads to treatment as a letter. Colin will say if I'm talking rubbish!

*Colin to Derek:*

Bernardini & Pfalz book on postage dues, page 166 section 2: "*Unfranked cards (this includes invalid cards such as 1883-issue correspondence cards with the double eagle imprint which became invalid on 1 July 1891) were treated as unfranked letters, so charged 6kr if local and 10kr if distance.*" I assume your card had a double eagle stamp applied which should have been 2kr deficit plus a 5kr surcharge = 7kr. There are always anomalies with postal clerks interpreting things and getting it wrong. I hope this answers your question.

*Colin to Keith:*

Bernardini & Pfalz write "*invalid cards (Postal stationery) with an impressed/imprinted stamp will be classed as a letter*", Derek's card has an adhesive applied, so the charge as I read it is deficiency plus surcharge 2+5=7. I assume from Derek's original E-mail that this is a small village with a small population, how many of these items will they see? That is why I think it's a error. Keith: your example was a card with an imprinted stamp which is 5+5 =10.

*Keith to Derek:*

I think you will have to use Colin's interpretation. He is more expert in this area than I, and he has Bernardini's book.

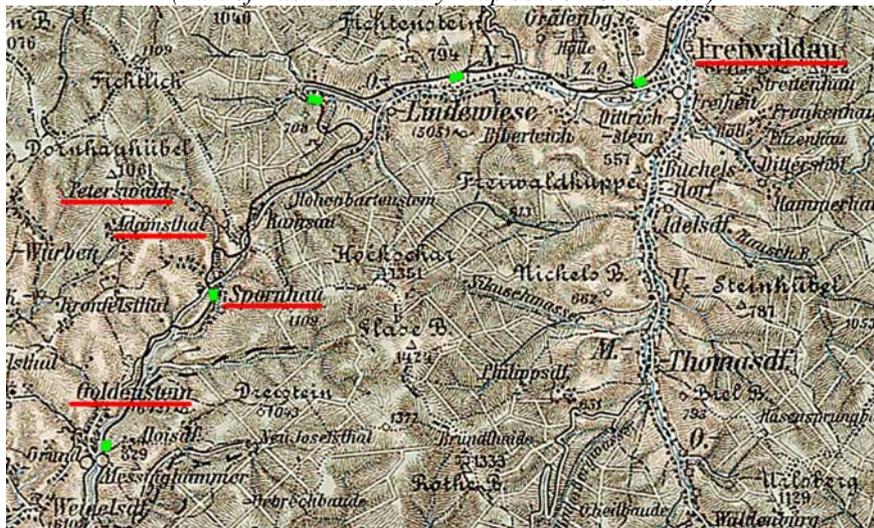
### Editorial extra: Where exactly was the card sent to?

It's addressed to "Peterswald" and had dues applied at Spornhau, which is in Moravia near Freiwaldau. Martin Brumby says that the 1906 Postlexicon has 3 plain Peterswalds, one Gross, and one Klein. The 1910 Verzeichnis lists Peterswald in Böhmen (near Aussig) and Peterswald in Schlesien (near Freistadt) plus Gross Peterswald in Moravia near Neutitschein. The key is Spornhau: we seek the Peterswald near it. This must be "*Peterswald (Petříkov) Mhr, BH Mähr. Altstadt, BG (Bezirksgericht) Mähr. Altstadt, OG (Ortsgemeinde) Spornhau, P Spornhau*". That is, it's part of the municipality of Spornhau, and its postal service comes from the post office there.

Kuhnel has no record of a Peterswald Postablage, so it must have been served by a messenger from Spornhau, whose office had opened on 28.6.1898 - only 3 months before this card was posted - and to whose railway station the card would have come. This may not have been known to the writer of the card, who sent it "Post Goldenstein" - this would have been the previous route.

This Peterswald is elusive, but Martin found two pages of descriptive detail in the Czech Wikipedia at Petříkov (Ostružná): [https://cs.wikipedia.org/wiki/Pet%C5%99%C3%ADkov\\_\(Ostru%C5%BE%C3%A1\)](https://cs.wikipedia.org/wiki/Pet%C5%99%C3%ADkov_(Ostru%C5%BE%C3%A1)). The resident population was never large: 12 in 1677, peaking at 237 in 1890 and crashing after WWII to 24 in 2001. However in 2010 it had 71 dwellings and a chapel - this is probably due to expansion of the winter ski industry. It is a village located in the northern part of the Olomouc Region, in the district of Jeseník. It is part of the village of Ostružná and lies in the valley of the Branná River, at an altitude of 740-950 meters. Set your satnav to 50°12'14"N, 17°2'31"E.

(Part of Austrian Military Map 35-50 "Olomouc")



Then	Today	Postal service
Freiwaldau	Jeseník	Office opened 1838
Spornhau	Ostružná –it had a railway station	Office opened 28.6.1898
Goldenstein	Branná (aka Koldštyn) – had a station	Office opened 1850
Peterswald	seems now to be Kaste Petřikov, a ski area.	Messenger from Spornhau
Adamsthal	no trace of it now	Presumably the same messenger

Alan Berrisford has discovered the details of the railway line. The route was Olmutz - Sternberg - M.Schonberg - Bauda - Hannsdorf; then entering this map at bottom left. There were stations (shown in green) at Goldenstein, Spornhau, Ober & Nieder Lindeweise, Freiwaldau; then it departs at top right and continues onwards to Niklasdorf & Ziegenhals (144 km). There were also ‘halts’ at Ramsau and elsewhere. The line was part of the Mährisch-Schlesische Zentral Bahn, opened on 15<sup>th</sup> October 1872 and taken over by the k.k.StB on 1<sup>st</sup> January 1895. It became part of the k.k.österr. Staatsbahnen Nordbahndirektion (under the control of the Direktion Olmutz in the area of this route)

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## The new “dispenser stamps”

by Mark Ebery

The October 2017 edition of “Die Briefmarken” noted that the Austrian Post Office was introducing a new type of stamp that can be purchased over the counter at post offices. The stamps are designed by Roland Vorlaufer and printed by the OPAL label-printers that most post offices have on their counters.

The initial release of these stamps took place on 25 September 2017 and comprised four values: 68 cents (Kaffeehaus); 80 cents (Dürnstein); 125 cents (Schafbergbahn); 250 cents (Dachstein).



A second release was announced in the March 2018 edition of “Die Briefmarken”. No specific release date was provided this time – only the information that the stamps would be available from all post offices in March. Again, there were four values: 68 cents (Körbersee); 80 cents (Heuriger); 125 cents (Burg Falkenstein); 250 cents (Eisriesenwelt Werfen).



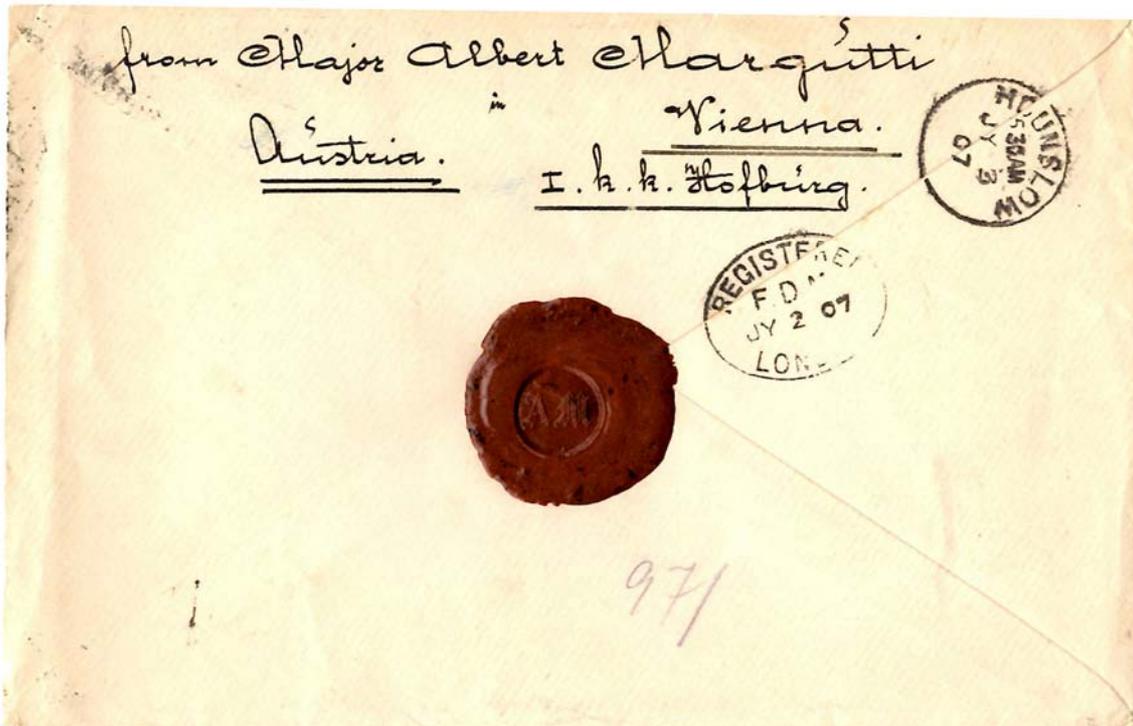
Although “Die Briefmarken” states that collectors can obtain information about the stamps from the “Sammler-Service” of Austria Post, I have been unable to find any details on their Online Shop site.

*[I think that they are available, probably in sets of several, but only by subscription. Alternatively, visit an Austrian post office, which is not simple if you live at the antipodes! Ed.]*

The July-August issue brought the third issue, in the increased rates effective on 1 July. 80c shows Seewinkel, the eastern corner of Neusiedler See; 90c is Kufstein’s castle, home of the world’s largest organ; 135c the “Heidentor” Roman remains at Carnuntum east of Vienna; and 270c is the marillenknödel (apricot dumpling).



## An intriguing cover, Part 1



This resplendent registered cover was sent from Vienna to England in July 1907. It's addressed to a senior officer of the British Army, who seems to have an unusual set of Austrian honours. The sender has written his details on the back, and applied his personal seal. The franking of 35+35+10=80 heller overpays by 5h the foreign postage rate of 25h per 20 gram plus 25h for registration. [Ferchenbauer II p224 shows another 80h cover from 1905 – can anybody explain this overpaying?]

Why might this letter have been sent? What connects the correspondents? See what you can discover! Your Editor's version is on a later page.

# “Your Heller or Mine? Underpaid Mail between Austria and Czechoslovakia 1920-1921”

by Andy Taylor

The March 2018 issue of “Czechout” carried a most interesting article with the above title, written by Michael Furfie. Anyone can read it on-line here: <http://www.czechout.org/pages/issue-list.htm> – or join the CPSGB <http://www.cpsgb.org.uk/> and get it printed on paper! I’ve expanded the Austria-to-Czechoslovakia part of Furfie’s table to include all the Austrian “Inflation Periods”. I have managed to fill in some of the gaps from my Austrian sources, and am able to explain an apparent anomaly in early 1920.

The second paragraph of Furfie’s article says “*Mail between Austria and Czechoslovakia continued to be charged inland rates until early 1920. Sources are not unanimous over the date or dates of the change to foreign rates. There is widespread agreement that it occurred on the 15 March for mail from Czechoslovakia to Austria – a date on which Czechoslovak inland rates were increased. I think it almost certain that the change for mail in the opposite direction also occurred on this date. Bernardini and Pfalz say it was 15 January, when all Austrian rates were increased, but the treatment of the letter shown as Figure 1 is not consistent with their date.*”

With the help of the Austrian Post Archivist (danke, Eva), the mystery is resolved. Briefly: until 14 Jan 1920 letter mail from Austria to Czechoslovakia was treated and charged as inland. From 15 Jan 1920 it was listed separately as a foreign country but still charged the Austrian inland rates. From 15 March 1920 it was charged full foreign rates. And from 1 Jan 1922 it was charged at a reduced foreign rate.

**Table A1. Austrian Rates from 12 November 1918**

Rates for postcard and lowest-weight letter mail to Czechoslovakia are highlighted in yellow.

Refs & Notes	Date	Inflation Period	Inland Letter	Inland P'card	Foreign Letter	Foreign P'card	Reduced Foreign Letter	Reduced Foreign P'card
A	1.9.1919	1	20h	10h	25h	10h	N/a	
B	15.1.1920	2	40h	25h	1K	40h		
C	15.3.1920		40h	25h	1K	40h		
D	15.4.1920	3	80h	50h	2K	80h		
E	1.2.1921	4	2K	1K	5K	3K		
F	1.8.1921	5	4K	2K	10K	6K		
G	1.12.1921	6	10K	5K	25K	15K		
H	1.1.1922							
K	1.5.1922	7	25K	12K50	75K	45K	60K	35K
L	15.7.1922							
M	21.8.1922	8	100K	50K	300K	180K	240K	140K
N	18.9.1922	9	200K	100K	600K	360K	480K	280K
O	1.11.1922	10	400K	200K	1500K	900K	1200K	720K
P	1.8.1923	11	600K	300K	2000K	1200K	1600K	900K
Q	1.12.1923	12	1000K	500K	3000K	1800K	2400K	1400K
R	1.12.1924	13	1500K	700K	4000K	2400K	3000K	1800K
S	1.6.1925	K-g mix	15gro	7gro	40gro	24gro	30gro	18gro

Row	Says who? ('RGB', 'PTVBI' & 'Kroiss' - see below)	Notes
A	1918 RGB 294; PTVBI 37/1919 Nr 107; Kroiss 27 & 31	Austria-Czechoslovakia postal treaty of 1919 confirming and continuing the 1918 rates.
B	1919 SGB 527; PTVBI. 2/1920 Nr. 5; Kroiss 27 & 31	Czechoslovakia became “foreign” but most mail to Cz was charged at the new inland rates.
C	PTVBI 11/1920 Nr 31; Kroiss 23	Most mail to Cz now charged at foreign rates.
D	1920 SGB 130; Kroiss 27 & 31	
E	1921 BGB 060; PTVBI 3/1921 Nrs 3 & 12; Kroiss 27 & 31	
F	1921 BGB 360; PTVBI 37/1921 Nr 23; Kroiss 28 & 33	
G	1921 BGB 620; PTVBI 56/1921 Nr 28; Kroiss 28 & 33	

Row	Says who? ('RGB', 'PTVBI' & 'Kroiss' - see below)	Notes
H	Kroiss 36	Reduced rates began for mail to Cz and three other countries
K	1922 BGB 200; Kroiss 28, 33, 36	
L	1922 BGB 406	Complete new Postordnung issued (the actual rates remained unchanged)
M	Kroiss 28, 33, 36	In this period, the PTVBI usually said "the foreign rates shall be increased as set forth in the appended new Postgebührenweiser". However, it needs luck to find a copy, as they were usually recycled when the next issue arrived.
N	Kroiss 29, 34, 37	
O	Kroiss 29, 34, 37	
P	Kroiss 29, 34, 37	
Q	Kroiss 30, 35, 37	
R	Kroiss 30, 35, 37	
S	Kroiss 30, 35, 37	

- "1918 RGB 294" refers to the Austrian Law book, here Law 294 of 1918. RGB = Reich-, SGB = Staats-, BGB = Bundes-gesetzblatt. All are available (as images-of pictures) on the ALEX web site.
- Similarly, "PTVBI 37/1919 Nr 107" is the Post & Telegraph Verordnungsblatt, here issue 37 of 1919 section 107. These can be consulted by visiting the library of the Vienna Technical Museum.
- "Kroiss nn" means "page nn in Kroiss' book on Inflation" which is "Belege der Österreichischen Inflationszeit 1918-1925" published by Kroiss in 2008.

The critical PTVBI, highlighted in blue above, state as follows. <sup>[1]</sup>

**PTVBI. 37/1919 Nr. 107:** *Vorläufiges Übereinkommen über die Regelungen des Postverkehrs zwischen den Postverwaltungen der deutschösterreichischen und der tschecho-slowakischen Republik: Artikel V: Für Briefpostsendungen einschließlich der Zeitungen, für Wertbriefe und Pakete, die zwischen den beiden vertragschließenden Staaten ausgetauscht werden, gelten die Gebühren des inneren Verkehrs. Artikel XII: Dieses Übereinkommen tritt am 1. September 1919 in Kraft...*

That is, Austria-to-Czechoslovakia letter mail (including newspapers, value-letters, and packets) would be charged at inland rates. This took effect on 1.9.1919, although the actual rates didn't change from those at the end of WWI.

**PTVBI. 2/1920 Nr. 5:** "Die neuen Postgebühren Teil II" states that on 15 January 1920 new postage rates take effect. An accompanying Beilage contains a multi-page "Postgebührenweiser" with the details; page 2 thereof has column 3 for "Inland", column 4 for Germany, 5 for Czechoslovakia, 6 for Hungary, 7 for SHS, and 8 for "UPU Countries". For letter mail the UPU rate is 100h; for all the other countries it is 40h. The layout of the table means that Czechoslovakia et al are classified as separate foreign countries, **even when the rate is the same** (corresponds to Bernadini/Pfalz).

**PTVBI. 11/1920 Nr. 31:** "Gebühren im Verkehr mit der Tschecho-Slowakei". Artikel 1: Der Artikel V des vorläufigen Übereinkommens über den Postverkehr zwischen Österreich und der Tschecho-Slowakei (PTVBI. 37/1919 Nr. 107) ist bezüglich der Gebühren abgeändert werden. Artikel 2: Vom 15. März 1920 angefangen gelten im wechselseitigen Verkehr zwischen Österreich und der Tschecho-Slowakei mit den unter 3. Angeführten Ausnahmen die für den Verkehr mit Ländern des Weltpostvereines festgesetzten Gebühren (außer für Blindendrucksachen, Pakete und Zeitungen).

That is, from 15.3.1920 on, the rate for letters to Czechoslovakia became the full UPU rate. Braille, packets and newspaper rates were not changed by this instruction.

<sup>1</sup> It is hoped to reproduced the PDFs in full in an on-line version of this article, which would also have all the RGB refs web-linked

## An intriguing cover, Part 2 <sup>i</sup>

### Who was it sent to?

Lieutenant-Colonel W S Fergusson, the officer commanding the 1st King's Dragoon Guards [<sup>ii</sup>] from 1906 to 1908. This was a mounted regiment, on horses until 1937 when they changed to light tanks. Cavalry regiments have much less manpower than infantry regiments, but more equipment. Fergusson's 2nd-in-command would be a Major, and the parts of the regiment (Squadrons, Batteries, Companies) would be commanded by Captains. [<sup>iii</sup>] In the infantry, however, a grouping like this is called a Battalion, several battalions together forming a Regiment, headed by a full Colonel.

A regiment would have a figurehead (royal or Aristocrat) who would traditionally be responsible for finding the soldiers to fill it. S/he could be called an Honorary Colonel, a Colonel Commandant, a Royal Patron or any number of titles. In addition it could have a Colonel-in-Chief - a purely honorary role - who before WWI was not uncommonly a member of a foreign royal family (see example on page 40!). The Regimental History of the 1st Kings Dragoon Guards includes a table of the "Succession of Colonels and Commanding Officers" [<sup>iv</sup>]. This states that the Colonel was Lt Gen Sir James Sayer from 1886 to 1907, then Maj Gen W.V. Brownlow from 1908 to 1925. W.J.S. Fergusson was Commanding Officer from 1906 till 1910.

The regimental web site says *"In March 1896, Emperor Franz Joseph I of Austria became Colonel-in-Chief of the regiment. At the same time the double-headed Austrian eagle became the cap-badge of the regiment, and it adopted the Radetzky March as its regimental march. On the occasion of his Diamond Jubilee on 2 December 1908, the Emperor instituted the Inhaber-Jubiläums-Medaille für Ausländer (Commander's Jubilee Medal for Foreigners) to celebrate his 60 years on the throne. Some of the 40 golden, 635 silver and 2000 bronze medals were awarded to officers and private soldiers in the regiment. The ceremonial helmet with the badge of the 1st King's Dragoon Guards which was given to Emperor Franz Joseph I on his appointment as colonel-in-chief is now on display at the Museum of Military History, Vienna."*

The Letter would be concerning the award of this Jubilee Medal, I surmise; and sent by an aide of the Emperor to the Commanding Officer. As fall-out from Emperor Franz Joseph I of Austria being Colonel-in-Chief, Fergusson would have picked up the two awards inscribed on the envelope. [<sup>v</sup>, <sup>vi</sup>]

### Who was it sent by?

This took some considerable time to resolve, until I noticed that the sender's rank was Major with an M and thus his name was Albert **Margutti**, not Hargutti. Google then found 27,000 matches, starting with his German Wikipedia entry [<sup>vii</sup>] and his book on Franz Joseph's life & times [<sup>viii</sup>].

**The Man:** Albert Alexander Vinzenz Freiherr von Margutti was born on 28<sup>th</sup> November 1869 in Fiume; he died on 3<sup>rd</sup> January 1940 in Vienna and was buried in the Gersthofstrasse cemetery in Währing. He was a much-decorated (see picture!) officer of the Imperial Austro-Hungarian army, and later a writer.



K.u.K. Generalmajor Albert Baron von Margutti

Albert Margutti's father was the Director of Naval Construction at Trieste, his mother was Carla Margutti (née Gallo). He attended the kuk Military Technical Academy in Vienna, and on leaving joined the 2<sup>nd</sup> Engineering Regiment with the rank of second lieutenant. In 1891 he was promoted to first lieutenant; from 1892 to 1894 he attended the kuk Military Academy in Vienna; and from 1895 to 1896 was assigned to the General Staff. In 1896 he qualified as captain, and from 1898 returned to the General Staff. From 1900 he was an aide-de-camp at the Imperial Court.

In 1903 King Edward VII of Great Britain made a State Visit to Austria, and Margutti was one of the 53 Austrians and Hungarians appointed to various classes of the Royal Victorian Order. The London Gazette for 9<sup>th</sup> October 1903 lists as an Honorary Member of the Fourth Class "Albert Alexander Margutti, Captain on the General Staff, Orderly Officer to the Senior Aide-de-Camp to His Majesty the Emperor of Austria King of Hungary". [Similarly honoured was Herr Johann Strauss, Conductor of the Imperial Band – this isn't *The Strauss* but his nephew.]

In 1906 Margutti was aide-de-camp to Eduard Graf Paar, the Generaladjutant of Emperor Franz Joseph I. In 1910 he was knighted; in 1911 promoted to colonel; and in 1915 to brigadier. He remained in the direct service of the emperor until the latter's death in 1916. In 1917 he was elevated to the rank of Baron and appointed deputy director of the war archive. In 1918 he was promoted to Lieutenant-General. After the war, he opted for Italian citizenship, with the result that neither the Republic of Austria nor Italy would pay for his pension. With his memories of Emperor Franz Joseph, written after the end of World War I, he provided an important (though not always

entirely accurate) historical source for both the personal biography of the emperor in his later years as well as for the time before and during the First World War. The emperor is portrayed as the tireless and dutiful top civil servant of his empire, which at the same time was becoming increasingly dependent on the German Empire.

**The Book:** “Messrs. Hutchinson & Co. are pleased to give the following particulars of many important New Books for the Spring, 1922. ... The Emperor Francis Joseph and His Times by **General Albert von Margutti, C.V.O.**” The book was published in 4 language versions; the english one, seemingly written by Margutti himself, is available in full on-line [<sup>ix</sup>],

*“In one large handsome volume, with Illustrations, 24s. net. The Author spent seventeen years in the Aides-de-Camp’s department at the palace, and all that time was in direct contact with the Emperor Francis Joseph, the men and women about him, and distinguished European figures such as King Edward VII, the late Czar Nicholas II, the Emperor William II, and the Empress Eugenie, who frequently visited the aged monarch. To those interested in world politics before and during the war this book will be an indispensable guide. The author’s relations of King Edward VII’s activities at the Austrian Court would alone stamp it as a valuable record. It also throws new and highly interesting light on the problem of the Archduke Rudolph’s death, and for the first time does justice to the outstanding qualities and charm of the murdered Empress Elizabeth. The author’s study of the ex-Emperor Charles is remarkably lucid and penetrating, and the soundness of his judgments amply proved by recent events.”*

“C.V.O.” will be Commander of the Victorian Order [<sup>x</sup>]: *“Queen Victoria established on 21 April 1896 the Royal Victorian Order as a junior and personal order of knighthood that allowed her to bestow directly to an empire-wide community honours for personal services. ... Foreigners may be admitted as honorary members, there are no limits to the number of any grade, and promotion is possible.”*

### **Military ranks**

It may be useful to have a table of military-rank equivalence. A detailed explanation of the Austrian Officer system is in Dixon-Nuttall, chapter 2 appendix C. [<sup>xi</sup>] Approximate equivalents are (Austrian ranks in *green italics*): *Feldmarshall* = Field Marshall; *General der Infanterie, General der Kavallerie, Feldzeugmeister* = General; *Feldmarshalleutnant* = Lieutenant General & Major General; *Generalmajor* = Brigadier; *Oberst* = Colonel; *Oberstleutnant* = Lieutenant Colonel; *Major* = Major; *Hauptmann, Reitmeister* = Captain; *Oberleutnant* = 1st Lieutenant; *Leutnant* = 2nd Lieutenant.

### **Colonels-in-Chief**

See the last item on page 40!

### **Footnotes**

<sup>i</sup> By Andy Taylor, with thanks to Henry Pollak (whose cover it is) and to David Hargreaves for military advice

<sup>ii</sup> [en.wikipedia.org/wiki/1st\\_King%27s\\_Dragoon\\_Guards](http://en.wikipedia.org/wiki/1st_King%27s_Dragoon_Guards)

<sup>iii</sup> [en.wikipedia.org/wiki/Structure\\_of\\_the\\_British\\_Army](http://en.wikipedia.org/wiki/Structure_of_the_British_Army)

<sup>iv</sup> [www.qdg.org.uk/pages/Colonels-64.php](http://www.qdg.org.uk/pages/Colonels-64.php)

<sup>v</sup> [en.wikipedia.org/wiki/Order\\_of\\_the\\_Iron\\_Crown\\_\(Austria\)](http://en.wikipedia.org/wiki/Order_of_the_Iron_Crown_(Austria))

<sup>vi</sup> [en.wikipedia.org/wiki/Order\\_of\\_Franz\\_Joseph](http://en.wikipedia.org/wiki/Order_of_Franz_Joseph)

<sup>vii</sup> [de.wikipedia.org/wiki/Albert\\_von\\_Margutti](http://de.wikipedia.org/wiki/Albert_von_Margutti)

<sup>viii</sup> [en.wikisource.org/wiki/The\\_Lark\\_\(Nesbit\)/end\\_matter](http://en.wikisource.org/wiki/The_Lark_(Nesbit)/end_matter)

<sup>ix</sup> [www.archive.org/stream/theemperorfranci00margiala#page/n11](http://www.archive.org/stream/theemperorfranci00margiala#page/n11)

<sup>x</sup> [en.wikipedia.org/wiki/Royal\\_Victorian\\_Order](http://en.wikipedia.org/wiki/Royal_Victorian_Order)

<sup>xi</sup> <http://www.austrianphilately.com/dixnut/dn2.htm>

## Kolo Moser: 1868-1918

by Andy Taylor 

**K**oloman Moser was an Austrian artist who had considerable influence on twentieth-century graphic art; he was one of the foremost artists of the Vienna Secession movement and a co-founder of Wiener Werkstätte. Moser designed a wide array of art works, including books and graphic works from postage stamps to magazine vignettes; fashion; stained glass windows, porcelains and ceramics, blown glass, tableware, silver, jewellery, and furniture.

He was born on 30 March 1868 in Vienna, and died there on 18 October 1918 aged 50. The year 2018 is thus the 150<sup>th</sup> anniversary of his birth and the 100<sup>th</sup> of his death. Between 1885 and 1892 he studied at the Vienna Academy of Fine Arts, and from 1893 to 1895 at the Vienna School of Applied Arts (the *Kunstgewerbeschule*), teaching there from 1899 and becoming a professor the following year. From 1888 he called himself Kolo, and as well as studying worked as an illustrator and teacher. In 1892 he joined the “Club of Seven”, the precursor of the Vienna Secession.



Moser co-founded the Vienna Secession on 3 April 1897. *Ver Sacrum* (meaning “Sacred Spring” in Latin) was the official magazine of the Vienna Secession. Published from 1898 to 1903, it featured drawings and designs in the Jugendstil style (*Art Nouveau as realised in Austria*) along with literary contributions from distinguished writers from across Europe. Kolo was one of its major contributors; the illustration on the left is a capital “A” at the beginning of an article and his cover for vol.4 is below. More detail is here:

[https://de.wikipedia.org/wiki/Ver\\_Sacrum](https://de.wikipedia.org/wiki/Ver_Sacrum) and the complete run is viewable here: <http://anno.onb.ac.at/cgi-content/anno-plus?aid=vsa&datum=1898&size=45>.

Moser’s designs in architecture, furniture, jewellery, graphics, and tapestries helped characterise this era. His drew upon the clean lines and repetitive motifs of classical Greek and Roman art and architecture as a reaction to the Baroque decadence of turn-of-the-century Vienna. Moser’s quest was for a new all-encompassing art in which everything, from architecture to the smallest decorative element of everyday utilitarian objects, was to be created in a strict artistic form. In 1901/1902, he published a portfolio titled *Die Quelle* (“The Source”) of elegant graphic designs for such things as tapestries, fabrics, and wallpaper.

In 1903, Moser and his colleague Josef Hoffmann founded Wiener Werkstätte, whose studios and artisans produced a number of aesthetically and functionally designed household goods, including glassware, flatware, silverware, rugs and textiles. In 1905, he (and the Klimt group) separated from the Vienna Secession. The same year, he married Editha (Ditha) Mautner von Markhof, daughter of one of Austria’s great (and wealthy) industrialists.

In 1907 Moser withdrew from the Wiener Werkstätte, due to internal conflicts over his ‘austerity’ plans to reorganise it. With Ditha, he spend time in Venice, and on his return resumed painting instead of designing, changing his style radically under the influence of impressionism.

Moser also achieved great fame with his designs for posters, postcards, banknotes and stamps. The first use of landscape motifs as pictorial representation on stamps was a milestone in European philately. With the “Bosnia-Herzegovina” series in 1906, Moser established the world reputation of Austrian stamp art. The combination of pictorial representation and the unavoidable text elements was achieved through an ornamentalisation and motifs that were imaginatively varied and that addressed the individual character of the image they enclosed.

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 Thanks to Eva Sinnmayer, Martin Brumby and John Anthony for their help.

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Lind, Armin: *Zum 150. Geburtstag von Koloman Moser*. Die Briefmarke 3/2018 p35-6 & 4/2018 p33-4. Describes a lesser-known aspect of Moser's work: the design of art-postcards.

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Salm-Salm, Marie-Amelie (2005). *Klimt, Schiele, Moser, Kokoschka*. Paris: Editions de la Réunion des musées nationaux.

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Art Agency Gerald Weinpolter GmbH maintain an informative web site at <http://www.kolo-moser.info/en/>

“Wiener Werkstätte: vom Jugendstil zum Modernen Design” published by Austrian Post; includes 7 stamps.

### Some of Koloman Moser's 15 stamps designed for the Austrian Post

Moser designed the 1906 Bosnia-Herzegovina landscapes issue, basing most of the pictures on the book “Durch Bosnia und die Herzegovina” by Heinrich Renner (pub. Berlin, 1896) – a fact allegedly widely-known amongst German speakers but astounding news to English ones.



The 1908 stamp issue, commemorating the 60th anniversary of Emperor Franz Joseph, was the first issue which was consciously conceived as a work of art. The newspaper stamps show on one hand the formal language of Moser in the “Jugendstil”, on the other hand the then-current features of the newspaper stamps: Mercury head, no inscription, large value numerals, no perforation.



The War Charity Issue of 1914: Moser adapted his 1908 design, and the stamps were issued on 4th October, war having been declared on 28th July.



Moser designed the War Charity Issue of 1915 from scratch, each value depicting a separate type of warfare and derived from photos taken by the Kilophot organisation. They were issued on 1st May and valid till 30 Sept 1916.



Designs for the 1908 “60<sup>th</sup> anniversary of the Emperor’s Accession” issue



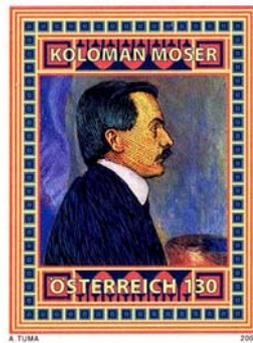
Designs for the 1915 War Charity issue.

These are two pages from the book “Koloman Moser: Gemälde Graphiken Briefmarken” published by Öst BUWuK (Österreichischer Bundesverlag für Unterricht Wissenschaft und Kunst Wien)

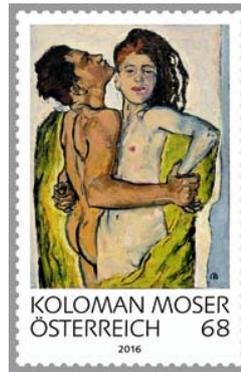
**Other Koloman Moser-related items**



18.Oct 1968: 50<sup>th</sup> anniversary of Moser’s death



31 Oct 2008, marking Moser’s 140<sup>th</sup> birthday!



7 Sept 2016: Regina Simon’s interpretation of Moser’s 1913 oil painting “Lovers”



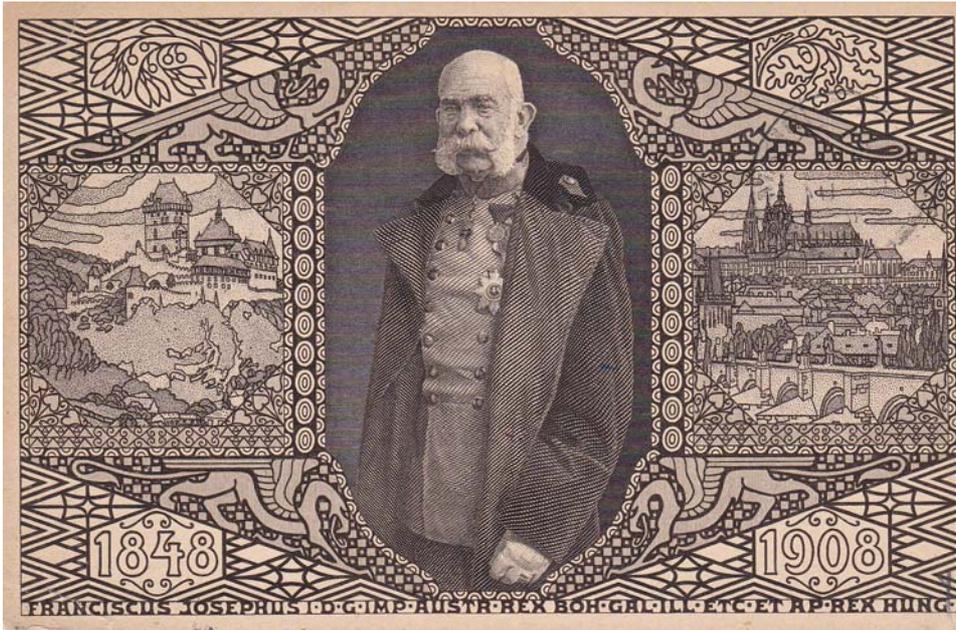
Writing bureau with chair, designed for Berta Wärndorfer.

And see the “Centenary of deaths of Klimt, Schiele, Moser & Wagner” block in the New Issues section.



The Hungarian and Austrian sides of Moser’s design for the 100Kr banknote issued in 1910

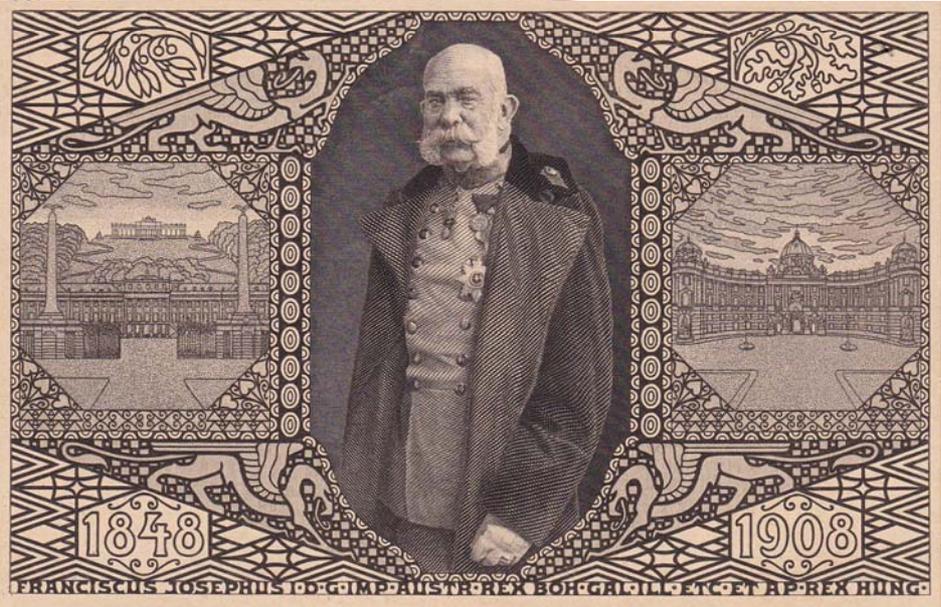
**The Koloman Moser Jubilee cards**



Commemorative postcard designed by Moser for the 1908 Prague Jubilee Exhibition.

Moser's card for the 1908 Vienna Jubilee Exhibition – same design but with different inset pictures.

For these cards, a special red postmark, also designed by Moser<sup>ss</sup>, was used for one day only (the anniversary of his accession) at each of the postal directorates<sup>\*\*</sup>; Zara is shown here.



<sup>ss</sup> The cards are described in PVOBI 1908 89 but not the cancellation. However the attribution to Moser appears in some of the contemporary newspapers (eg *Die Neue Zeitung* for 2 Dec 1908), along with where to get your card and the cost (15h).

(E-copies of the above are available from the Editor)

- <sup>\*\*</sup> Brünn/Brno; Czernowitz;
- Graz; Innsbruck; Klagenfurt;
- Laibach/Ljubljana;
- Lemberg/Lwow; Linz;
- Prag/Praha; Salzburg;
- Triest/Trieste; Troppau;
- Wien; Zadar/Zara

## Lincoln in Springtime

### AUSTRIAN EMPIRE TO GREAT BRITAIN

Trieste 9.12.1850 → Vienna → Oderberg → Berlin → Ostende → London 16.12.1850



Completion of the Wilhelmsbahn in Silesia in September 1849 linked Prussia with Austria, running from Kosel to the Austrian border-town of Oderberg. This link enabled mail from Vienna to be conveyed all the way to Ostende by rail.



Folded letter to London post-marked **TRIEST / 9 DEC / 1850**. The handstamps **Aus Oesterreich** and **K. PR. POST. EXPD. BUREAU / DER WILHELMS-BAHN. / 12 .12** were both added by the T.P.O. on board the Wilhelmsbahn.

The manuscript **3** represents the Prussian charge of 3 silbergroschen. The final charge to the addressee for a  $\frac{1}{4}$  to  $\frac{1}{2}$  ounce letter was marked as **2sh 6d**. London arrival postmark **OC 16 DE 16 / 1850** on the back.

The now-traditional Spring Meeting was held at Lincoln on Sat 24 March, attended by members from north and south despite their assorted infirmities - including one twit who missed his lunch because he got on the wrong train at Doncaster: well, it did say Lincoln on the front, but it was the one that went via Sheffield! Displays were:

Keith Brandon showed mail from Austria to Great Britain in the 1830s-1870s. The effects of railway expansion and the 1851 German-Austrian postal treaty were well illustrated by the reducing postage rates. See typical page opposite.

Nick Coverdale produced items from a large cache of WWII correspondence, much to and from the KVL at the Hotel Post in Imst. A "Kinder Versicherungs Lager" was a camp, normally in a building such as a tourist hotel unused because of the war, where children were sent for safety as the Allies advanced.

Joyce Boyer displayed her "The Introduction of the Euro", and recounted how two different sets of judges at two events had recommended quite different and incompatible changes to the display!

She also showed the Siege of Przemyśl (more detail below) based on her exhibit at Stampex, where remounting on A3 had been suggested. This can work well for items of unhelpful sizes, but while problem-free on international 4x4 frames works less well on society frames which can be 3, 4 or 5 A4-size pages per row!

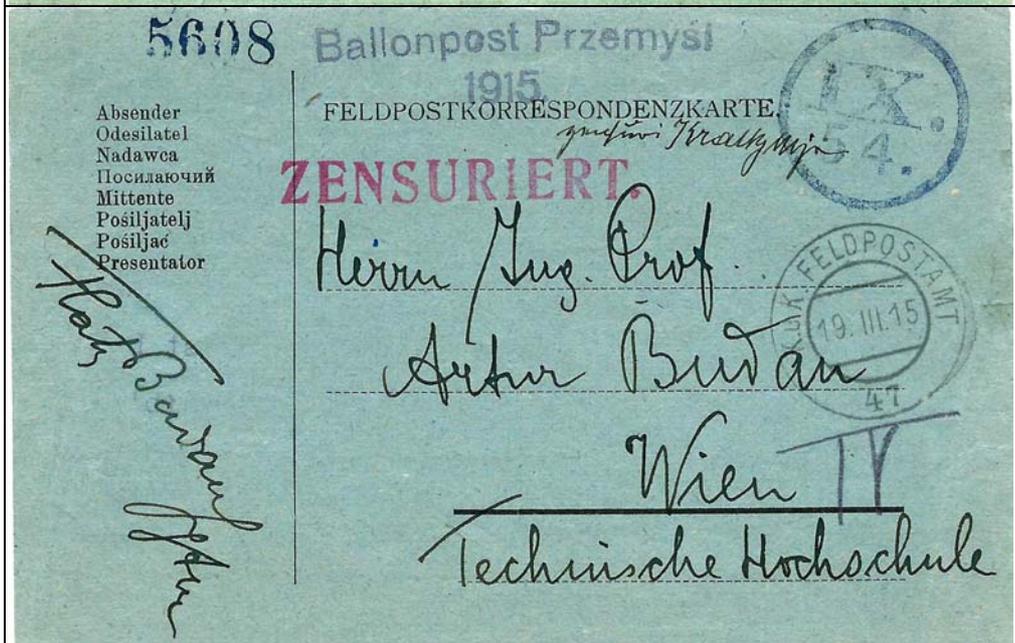
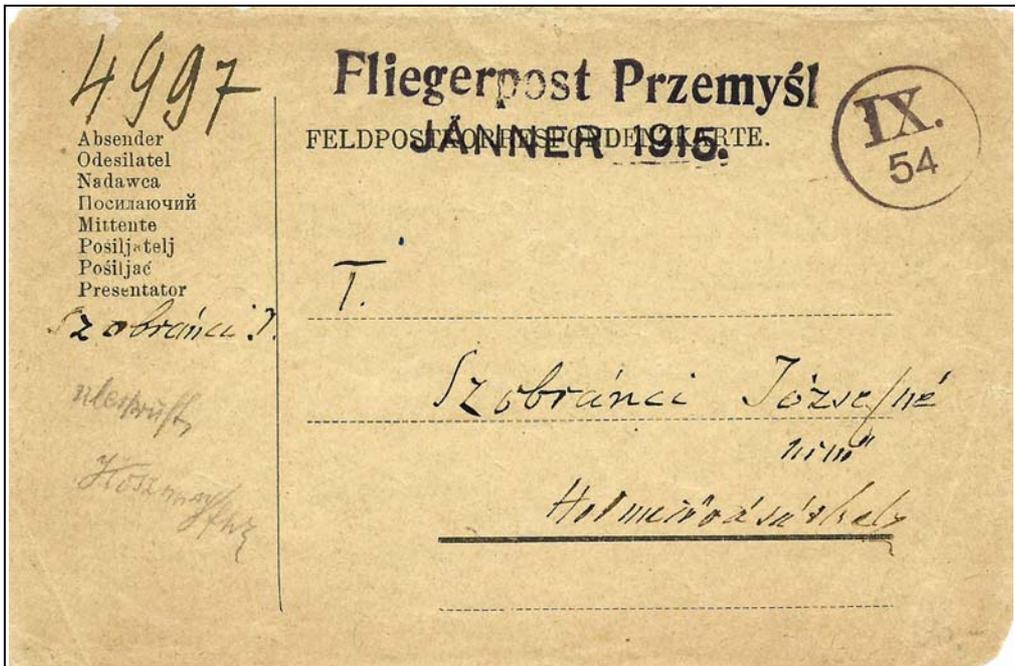
Alan Berrisford presented Goodies from Galicia.

Finally, Barry Clark reminded those working on The Austrian Telegraphs of what the adhesives and many of the nearly 1,000 different types of Ausgabescheine looked like.

### ***The Siege of the fortress town of Przemyśl in Galicia, now Poland.***

Przemyśl was besieged by the Russians twice – firstly in September/October 1914 and again from 17th November 1914 to 22 March 1915. Since the railway lines to Przemyśl had been destroyed during the retreat into the town before the first siege, all communications to and from the town during the second siege were by air. Mail carried on the first four flights in November and December 1914 was mainly standard Feldpost-korrespondenzkarte and can only be identified by the senders address. These were generally censored and most received a straight line or circular K.u.K. Fliegerkompanie Nr. 11 cachet. The flight on 9 December made history by being the first aircraft to cross the Carpathian mountains – not the intended route but the pilots took it making use of a strong tail wind! The plane landed at Kasschau, Hungary and received an arrival cachet for FPO 30.





The system for sending mail became more organised in January 1915, with light-weight cards in five colours being made available at the Head post office. The cost was 50 heller each. The cards were numbered, censored and received both a control number and flight cachet. At first the numbers were hand written but from 11 January this was done by machine of which there appear to be at least two used. They were not used in sequence as low numbers can be found on later flight cards and it may be that the cards were issued in batches to different units. There are five recorded variation of the control number and six different flight cachets. All were shown in different combinations.

In addition to the plane flights ten 'Home made' mail-carrying Balloons were released when the wind was in the right direction. Each balloon carried 500 cards with the flight cachet 'Ballonpost Przemysl 1915' together with a 10 kronen credit note that was paid to the finder when he delivered the package to the post office for onward transmission. It is estimated that 20,000 cards were carried on the balloons of which about half survived and were delivered

## JOINT SOCIETIES MEETING, Latvian Club, Bradford, 4 August 2018

Another very engaging cross-theme meeting demonstrated yet again how interlinked the interests of all the Societies involved can be and how useful networking between members can be. Many thanks to Yvonne Wheatley's organisation of the day, including a fine lunch with refreshments on tap. Powered by this we covered about five rounds of short displays on a huge variety of topics; in order of play:

Nick Coverdale	Yugoslavia: the varied use of King Peter definitives during WWII, including many of the overprinted issues under foreign occupations.
Peter Chadwick	Upper Silesia: the lead up to the post-WWI split between Germany and Poland, including the Plebiscite and local issues.
Derek Baron	Czechoslovakia: mail from one family sent to/from persons displaced into work camps following the German occupation, plus an invalid stamp postage due query.
Martin Brumby	Austrian Netherlands: documentary papers with imprinted tax signets from the 1700s (part of the extended Habsburg Empire lost to Napoleon in the early 1800s).
Alan Berrisford	Poland: telegram payment receipt forms, from overprinted Austrian types through inflation and to modern times.
Mervyn Benford	Hungary: new currency issues from 1926-36, examples of the huge variety of postage rates and uses from this period.
Malcolm Stockhill	Poland: the Gdynia-America Shipping Line from between the wars; postcards, mail and memorabilia from the ships.
Roman Dubnyak & Peter Cybaniak	Austria: 'God Punish England' and 'God Punish Italy' cachets, labels and censor marks from WWI. Presented in two parts.
Edmund & Richard Jagielski	Poland: Polish seapost in WWII: the story of Polish vessels made over to Britain just before the outbreak of war with covers used from various ships including submarines.
Keith Brandon	Austria: forerunners of pictorial postal stationery cards, including commercial and decorative printing on the backs of cards.
John Colton	Germany: 'mourning stamps' for the loss of colonies in WWI, including sheets and part sheets
Joyce Boyer	Austria: mail from Kleinwalsertal, the Austrian enclave with road access only through Germany, and the complications that this caused with postal rates.
Andy Taylor	Austria: 'Tramway day' covers sold by the Social Club of the Viennese Transport Workers.
Roger Morrell	Austria-Hungary: contributions to public displays covering Hungarians, Czechs, and Slovaks in World War I.
Nick Coverdale	Czechoslovakia: 'the life and times of Walter Stein', the story through mail of a Jewish druggist who lost his business and managed to escape to the UK at the start of WWII.
Andy Taylor	Austria: modern self-devised stamps valid for postage.
John Colton	Romania: German occupation during WWI, including postage and fiscal stamps.
Alan Berrisford	Czechoslovakia: TPO marks in use in Slovak lands between the wars.
Malcolm Stockhill	Poland: stamps of the Polish inflation period 1920-1924.
Andy Taylor	Austria: (1) currency changes as evidenced by stamps issues; (2) miniature sheets, including those celebrating 1000 years of 'Austria' twice; (3) the postmarks of Hall in Tirol.
Roger Morrell	Hungary: pictorial postal stationery cards from the 1930s.
	Austria-Hungary: how sending money by telegram works.
Alan Berrisford	Poland: provisional postmarks of 1946-8 after liberation.

Yvonne closed proceedings (later than usual) thanking everyone for coming and taking part, especially the contributions to the food, and on behalf of all attendees Peter Chadwick proposed a vote of thanks to Yvonne and Richard (helping despite an eye operation the previous day). Hopefully, there'll be another event next year.

*Roger Morrell*



Divided loyalties?



From the Dubnyiak - Cybaniak display. The cachet on the card is K.u.K. Feldhaubitzzregiment Georg V, König von Grossbritannien und Irland, Kaiser von Indien Nr 12. The picture on the front of the card is Kaiser Bill, and for balance I've added King George V on the right! The card is dated 27/11/1915 – one might have expected the regiment's name to have rapidly changed when the war began.