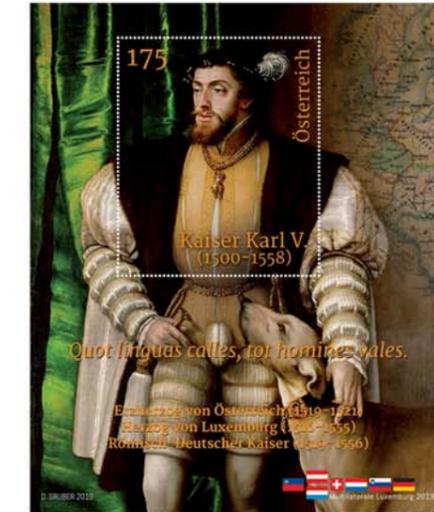


Wien. An der Stadtbahn (Hauptzollamt)



A selection of the items discussed in this issue

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Edited by Andy Taylor

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Editorial 209

“Such a beautiful death!” The lifelong ambition of every Viennese might have been changed in 1874. The management of the Central Cemetery had calculated that each day up to 50 corpses were brought on horse-drawn carriages on the long and arduous journey from all parts of Vienna. Instead of this, they proposed to build a Grand Funeral Parlour in the middle of Vienna, conveniently accessible from all the suburbs, where the funeral service would be held. This would be connected to the Central Cemetery by a pneumatic tunnel, like the Rohrpost but considerably bigger, in which compressed air would propel a special vehicle and transport the corpse to the cemetery in only a few minutes. I imagine the proposers didn’t know of the experiences of the Pneumatic Despatch Company in London, who built a 1.2 meter diameter version to transport mailbags in trucks. They soon discovered that while it’s easy to start such a vehicle it’s more difficult to stop it on arrival! The Viennese proposal was abandoned on cost grounds. If it had been implemented, I suspect Franz Joseph would have applied a transport-of-goods tax; I’ll leave it to the revenue collectors to design a Leichenmarke.

A few of the hardy perennials reached Vienna for Numiphil on 6 & 7 December. Each year weather, illness and age diminishes their number, but those who make it are rewarded by the opportunity to seek philatelic material with which to impress their friends and annoy their enemies; to visit the Christmas Markets; and to meet our Austrian friends once again. In the evenings, the rich cultural heritage of the Austrian capital can be explored – or one can be served the same meal at the same table in the same restaurant every night for a week. *‘S ist mal bei mir so Sitte / Chacun à son goût!*



“The same procedure as every year”
The APS and guests at Meixners.

Some randomly-selected readers will have found a VÖPH card with this copy of Austria. These are a gift from BSV-Favoriten, a philatelic society in Vienna that the APS perennials usually visit while Numiphilling.

Personally, I found Numiphil somewhat disappointing, in that very few dealers had brought anything matching my narrow-minded interests. On the other hand I was able to renew old friendships, some going back {cough} years, yet again take hopefully-better photos of many of the impressive buildings, and explore the constantly-altering (and often improving) tram network. Sometimes the sun shone; always the beer flowed!

Vienna is being rebuild (yet again). Everywhere there’s an improbably tall yellow crane, lifting building materials from the street up, over, and down into the middle of old buildings. The one opposite my bedroom window started at 7am on Monday morning! We couldn’t work out how some of these cranes were erected, or could eventually be dismantled.

“Austria by email” ?? Several members have requested this option, and other societies already offer it. So, from the next membership year (which begins on 1 April 2020) you will have the option of “email membership”. This gives you exactly the same rights and privileges as conventional membership except that you will receive Austria and the Auction Lists by email. They’ll come as PDF files, usually about 8Mb. The cost is £10 per year (or the equivalent thereof in Euros or USDollars). To choose this option, pay your reduced subscription in your usual way, stating clearly that it’s a £10 membership AND send a confirmatory email to the editor (at editor@austrianphilately.com) from the address you want your files sent to. This gives me the information I need, and also serves as proof to my ISP that I am not a spam merchant.

The Kaltenleutgebnerbahn was built in 1883 as a branch line of the Südbahn, running from Liesing (now in Vienna) to Kaltenleutgeben in Niederösterreich. See https://de.wikipedia.org/wiki/Kaltenleutgebner_Bahn for an informative history; and <https://www.kaltenleutgebnerbahn.at/clubdesk/www> for the many activities of the preservation society that now operates a ‘Nostalgie’ service. There were five stations on the line; three had a postal employee to deal with mail, but the other two only had post boxes. Mail from these received a station marking before it was handed to the train staff. The physical cancellers were recently rediscovered...

Waldmühle Rodaun



On the left is the resplendent franking on a Christmas card from a friend in Vienna.

And on the right is a not-a-stamp, inspired by the image of Kaiser Maximilian I on the 25 October 1996 souvenir sheet commemorating “1000 years of Austria”. The face looks oddly familiar 😊



In a corner of the internet I discovered this excellent review: reading is recommended!

Citation: Nicholas T. Parsons. Review of Fichtner, Paula Sutter, *The Habsburgs: Dynasty, Culture and Politics*. HABSBURG, H-Net Reviews. August, 2015. URL: <http://www.h-net.org/reviews/showrev.php?id=43981>

I was particularly pleased to read “Fichtner writes that Friedrich’s official motto on election as German king ... was *rerum irrecuperabilium summa felicitas est oblivio* (Lucky those who forget what can’t be changed). She might usefully have added that this remarkable sentiment resurfaces four centuries later in the beloved Johann Strauss’s operetta “Die Fledermaus” as “*Glücklich ist / Wer vergisst / Was doch nich zu ändern ist*”. As some of you know, I too have this as my life-motto. When I was boarding the plane to come home from Numiphil, an assortment of Johann Straussiana was playing. As I reached the stewardesses the music had got to *Glücklich ist*, so I was able to sing the words - the ladies were surprised but pleased! It seems especially appropriate today, Friday 13 December 2019.

Andy Taylor

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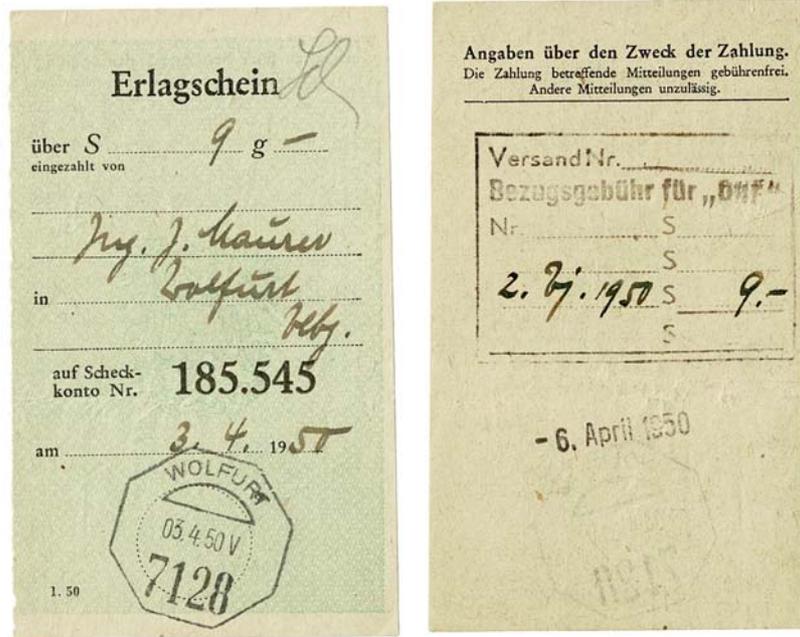
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THE ERLAGSCHEIN AFTER WWII

by Keith Brandon, Andy Taylor, and Die üblichen Verdächtige

The *Erlagschein* is the counterfoil from a money-transfer form by which cash was paid via a Post Office into someone else's account with the Austrian Postsparkasse (\approx Post Office Savings Bank). It was one section of a three-part form in the version used around 1950. The other parts either remained with the depositor or were kept by the office of inpayment, while the third, the payment slip or Erlagschein, was sent via the Postsparkasse head office in Vienna to the recipient. The images below show the front and back of a typical example.



The octagonal cancel is (supposed to be) used only for post-office financial services and was applied as a receipt by the post office where the deposit was made. It is of particular interest because of the four-digit number incorporated. In effect this was the prototype for Austrian post-codes, not introduced until more than fifteen years later. The first digit represented the province, in this case 7 for Vorarlberg. The full list was 1=Wien, 2=Niederösterreich, 3=Burgenland, 4=Oberösterreich, 5=Salzburg, 6=Tirol, 7=Vorarlberg, 8=Steiermark, 9=Kärnten. The other three digits represented the post-office where the money was deposited, by its serial number in an alphabetical list of the subset of offices in the province that provided financial services. For example in upper Ötztal, Sölden was 6210; Hochsölden 6080; and Obergurgl 6161. For lists of these office numbers see the “Part H Bezirks-Stempel” chapter of Stohl (part B-Z vol 2 Bildteil pp 251A-404A)

An analogous system was used when post-codes were introduced in 1966. The allocation was: 1=Wien, 2=Niederösterreich East and South, 3= Niederösterreich West and North, 4=Oberösterreich, 5=Salzburg, 6=Tirol and Vorarlberg, 7=Burgenland, 8=Steiermark, 9=Kärnten and East Tirol. The numbering followed the physical routes taken as the mail was carried – so for example in upper Ötztal, Sölden was 6450; Hochsölden 6452; and Obergurgl 6456 (Ötztal is more complicated today!). The financial-services numbering and octagonal cancellations was dropped for two reasons: (1) to avoid confusion, especially in Burgenland, East Tirol, and Vorarlberg where the first digit had changed (2) to save money: the new postcode system required the production of about 10,000 brand-new cancellers and the renaming of several offices – separate financial cancellers would have doubled the already-significant cost.

The majority of Erlagscheine from this period seen by the authors used the octagonal cancel, but three have a circular date-stamp. The images below show a circular cancel with the four-digit code added in manuscript; circular and octagonal cancels from two different Bregenz offices; and a circular cancel. All the offices for which we have a circular-stamped Erlagschein are on the octagonal-stamp list: perhaps they'd broken it!

All the examples used in this article are pre-printed with the same Kontonummer **185.545**. Some have the name of the individual depositor and some the stamp of the post-office of deposit; most explicitly state that the payment is for “DNF”. The amounts and calculations involved strongly suggest that these are payments for a weekly newspaper that gave a discount if you took a month's issues. The form would have been pre-printed and

sent out with the paper by the publisher or distributor. Note that the right-hand form was handled by the dedicated newspaper section of Bregenz head post office.



(The apparent faint blue stamp on the left-hand item is actually on the back but shows through the paper)



Transfer data from Wolfurt Post Office. The Erlagscheine have a violet stamp applied on the back and the required details entered.	
25 Jan 1951. 8 papers ordered, 7 sold. 7@12.20 less fee of 7@0.25 less money-handling fee of 0.20 leaves 83S45 to transfer.	19 July 1951. 6 papers ordered & sold. 6@16.20 less fee of 6@0.25 less money-handling fee of 0.20 leaves 95S50 to transfer.

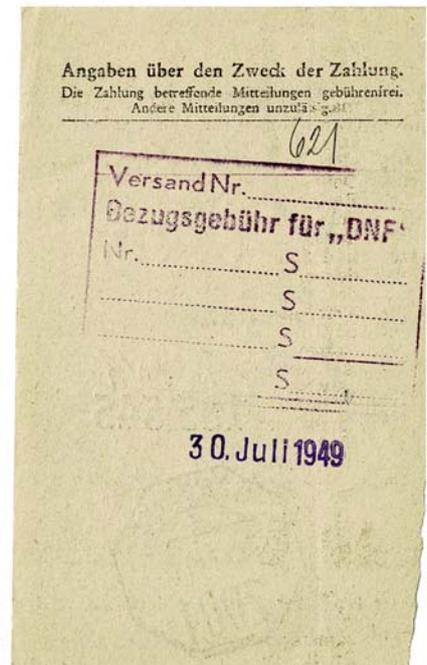
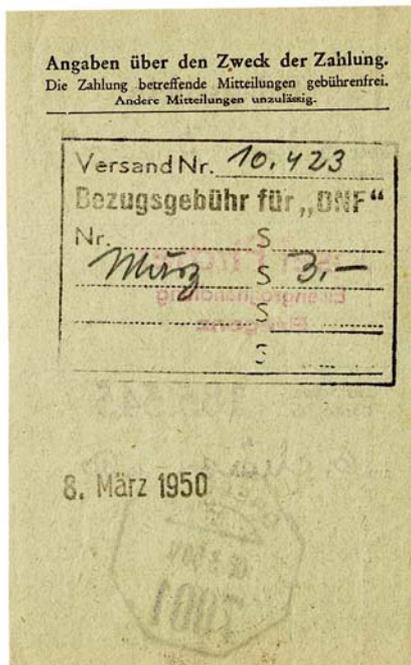
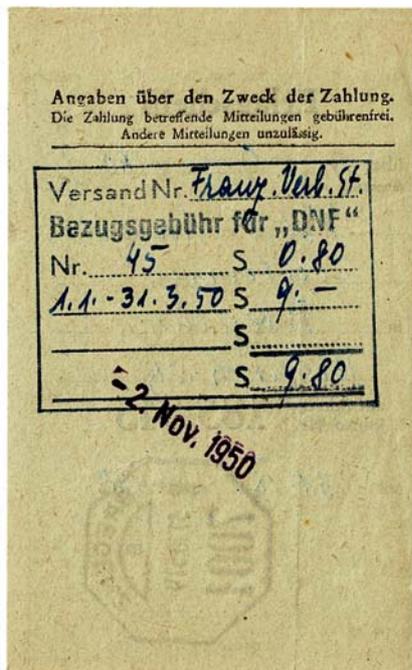
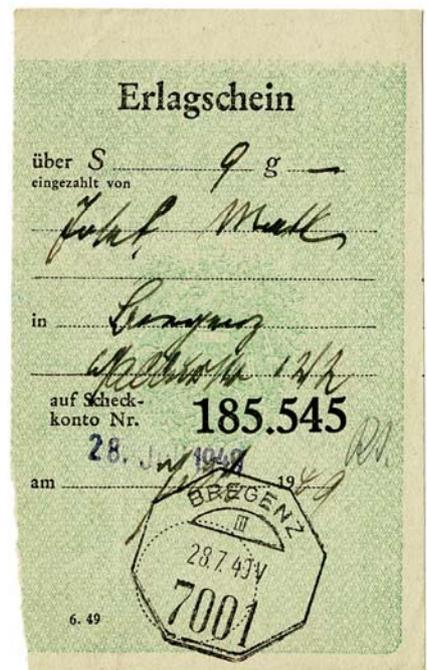


This form shows the payer-in as Verband der Unabhängigen, or VdU. This was a political party founded on 25 March 1949 to pick up former National Socialists, returning POWs etc; it was very well supported in Vorarlberg. Allegedly its formation had been encouraged by the Socialist Party of Austria (SPÖ), seeking to split the right-wing vote in the 1949 election in order to weaken the conservative People's Party (ÖVP) and gain a parliamentary majority. They failed. The VdU won 11.7% of the vote and 16 seats in 1949; in 1953 they got 11% and 14 seats.

The VdU later became the WdU (Wahlpartei der Unabhängigen), and disbanded in 1956 when many of its members joined the FPÖ (Freiheitliche Partei Österreichs).

Details of the VdU's foundation, rise, fall, and demise can be read in "Federation of Independents" in English Wikipedia; and an interestingly different version in "Verband der Unabhängigen" in German Wikipedia. Corresponding articles exist in several other languages, all different [Aside: one wonders if "Federation of Independents" is self-contradictory, or perhaps an example of the Russell Paradox... Ed.]

The Erlagscheine do not say what DNF is. It must be a small newspaper, perhaps on a special subject or from a one-sided political entity. DNF could stand for "Die Neue Front" or "Die Neue Freiheit" (there was one in Luxemburg with a similar name)



Vienna City Railway: Value-Imprinted Stamps for Monthly Season Tickets

By Martin Brumby

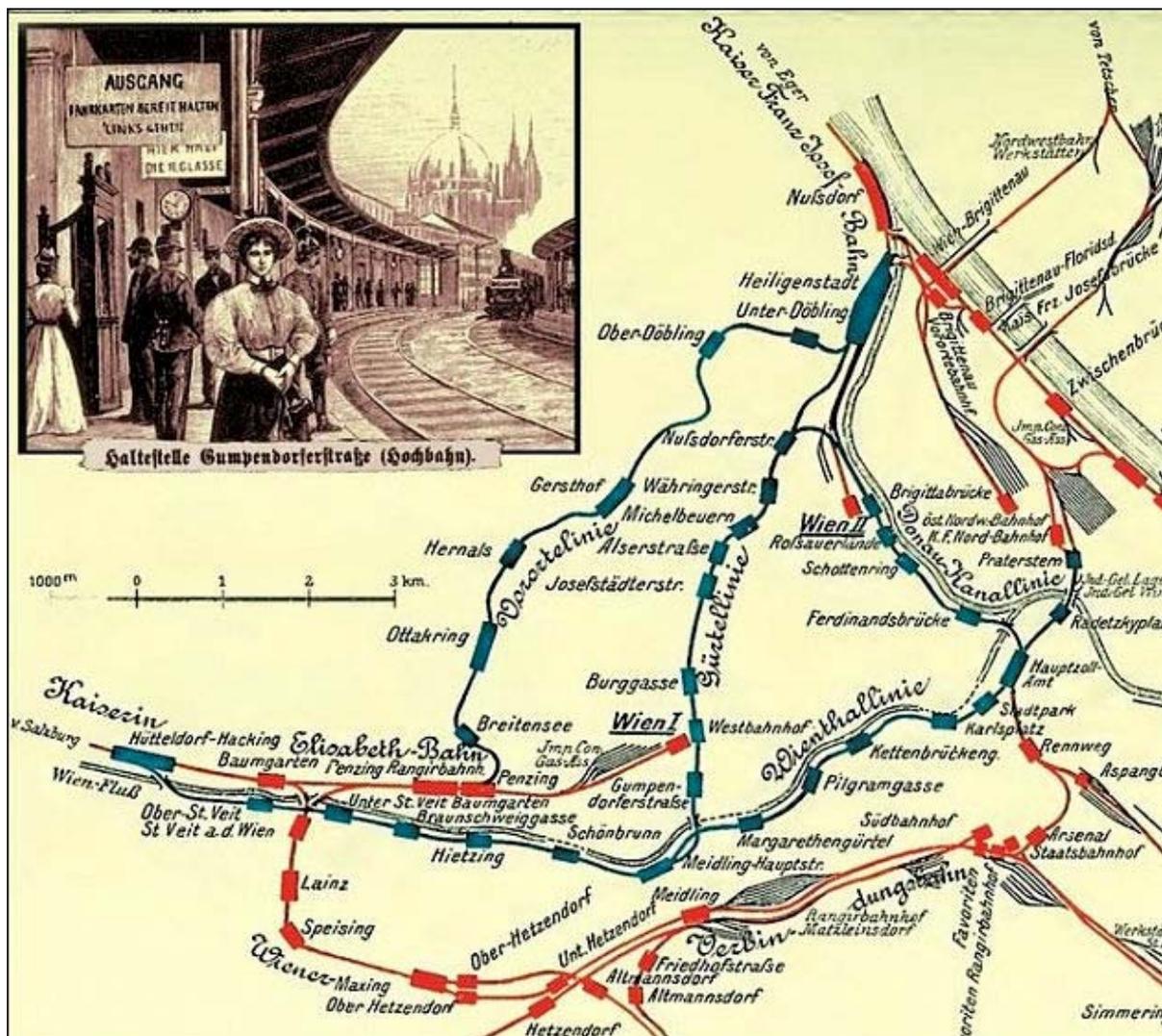
A small, half-forgotten collection of stamps of the *Wiener Stadt und Verbindungsbahn* recently came to light. An Austrian APS Member sent page scans and I subsequently purchased part of the collection. There were five old pages (apparently pre-war) of unused stamps dated 1912 mainly in blocks of four (and a single copy of a February 1913 K 10). A further page had ten used copies of different stamps dated 1914 & 1915. I already had some from 1916 and a couple from 1917 are illustrated in the Wikiwand article referenced below.

What was the Vienna City Railway?

Searches on-line showed much excellent and detailed information about the Stadtbahn and all the other railway, tram and bus transport systems of Vienna (and, of course, the ‘mainline’ Austrian railways). All the ‘main-line’ termini had been constructed on the periphery of central Vienna and the need was identified as early as 1844 for inter-connections, as well as improved communications within the City.

The history of the Vienna light steam railway, eventually built and opened by Emperor Franz Joseph I on 9 May 1898 is well worth reading on https://www.wikiwand.com/de/Wiener_Stadtbahn. Another excellent article details the history of the other light railway which developed from the ‘Strassenbahn’, the horse drawn trams (starting around 1865) can be found at https://www.wikiwand.com/de/Wiener_Elektrische_Stadtbahn

All these various railways will collectively be called the **Vienna City Railway** in this article!



Map of system in 1905 (Wikiwand)

The Stadtbahn had experimented in 1901 & 1906 with electrification, but these plans were shelved due to costs. The Elektrische Bahn / Strassenbahn (already purchased by the Municipality in 1900) had more stops and was cheaper (and no smoke & soot!) and the competition was challenging for the Stadtbahn, albeit they were always extremely busy with excursion traffic on Sundays and holidays. But World War I was a major setback for the light rail. From the general mobilization on 31 July 1914, their entire network served as troop transports for the military. Civilian passenger transport was henceforth only possible under restrictions. The final blow was the impossibility of obtaining enough coal for the steam locos and, apart from the suburban lines, the passenger system was closed on 8 December 1918. After electrification, the system was integrated with the Strassenbahn under the control of the Municipal Authorities in 1925.

What were the stamps?

And how do you categorise them? Are they actually revenue stamps? Without spending much time pedantically discussing arcane details, it is clear that the stamps indicate payment of a fee for a service rather than payment of a tax. So, in this sense, these stamps are payment for transporting a person, just as postage stamps pay for transporting a letter or a parcel. In fact the latter comparison is useful. Parcel Cards in the old Empire (and most other parts of Europe) carried a printed imprint for the collection of (in Austria) a 5 kr or 10 h parcel tax, in addition to the cost of actually transporting the parcel. And mail coach tickets for passengers are amongst the earliest (and most collectable) material of the ‘Fahrpost’.

I searched but could find scant information about these stamps. I was unable to find any reference to them in any of the specialist catalogues, nor in the specialist Revenue philately journals in UK, Germany or America. In fact the **only** listing of Austrian Railway stamps that I have is in the 1989 No.1 Rundbrief of what was ARGE Fiskalmarken im B.D.Ph. (Now ARGE Fiskalphilatelie e.V. im BDPH.) Here the indefatigable Martin Erler gives quite a long list of various Railway stamps (the illustrations unfortunately unreproducible), including (State Railways) Ausfertigungsgebühr (dispatch fee) & Zuschlags Gebühr (surcharge fee) (26 listed), Manipulations Gebühr (charge for tampering? Not having correct ticket?) (2 listed), Express packets, Sleeping Car tax, Telephone fee and much besides. A few scans, some of items in Erler’s list, others not, are appended to this article. But one item (which I can neither illustrate nor match) is a Südbahn ticket for a single 2nd class trip on 9 September 1909 from Wörgl to Fiume. The price of the actual ticket isn’t clear but there is a small space for a 2 Kronen Ausfertigungsgebühr stamp (duly applied & cancelled) and a much bigger space for the ‘State Fiscal Tax’ which contains a cancelled 1898 50 Heller documentary stamp. There must be similar items somewhere?

Returning to the Wiener Stadtbahn, these were the sort of ordinary tickets used for single journeys:

251658240



Early 30 h ticket for the Wiener Stadt- und Verbindungsbahn, valid for the second price-zone in 2nd Class, issued in Unter-Döbling

251658240



1913 20 h card ticket as patented by Thomas Edmondson. Valid for the second price-zone in 3rd Class, issued in the station of Hauptzollamt (Central Customs Office)

For monthly ‘cards’, the Value Imprinted stamps were intended to be stuck on ‘season tickets’ and cancelled. The 1912 stamps found so far are shown below. The full collection, in addition to ‘one of each’ also included blocks of four of all the January, October & November stamps, except the November 1912 K 10 stamps. (So that includes no less than 14 unused copies of the top K 22.50 stamps! Serious money! All these must surely come from either a sale – or ‘liberation’ of unused material from an archive!) There was also an imperforate block of four of the January K 10 stamp. An essay or an error? All the 1912 stamps (and the single Feb 1913) are unused and are

printed on the high security patented **decal paper** used for most Austrian (and B&H) documentary revenue stamps from 1 June 1898 (i.e. those in Kronen & then (Austrian) Schilling currency), but also occasionally others, including the first (1888) Sugar Control stamps. The paper on which the stamps are printed is very thin, almost transparent, quite hard and brittle (so good perforations are a lucky find!). Part of the printing (here the black typography dates & values) is on the gum. This means that any attempt to ‘float off’ the stamp (or even a hinge!), leaves the black print behind, effectively destroying the stamp. The best way to collect all stamps printed on decal paper is either unmounted mint, or used - nicely cancelled on clean, white, acid-free paper and in either case carefully preserved in archival conditions. Good luck with finding them thus!

5 Kronen	7.5 Kronen	10 Kronen	15 Kronen	15 Kronen	22.5 Kronen
III Class to 3 Km	II Class to 3 Km	III Class 3 to 8 Km	II Class 3 to 8 Km	III Class over 8 Km	II Class over 8 Km
					
					
					
					
					
					
					

The 1912-3 stamps are 32 x 28 mm and perforated 11½ line. The colour printing is probably by lithography and all the designs are identical. Those in the collection are (in addition to hinges to the single stamps or top pair in blocks) frequently stuck down to the paper and many have signs of light foxing. But that’s all we have!



The October 1912 stamp viewed from front & back. Note annoying un-removable hinge remnant!

It is presumed that other similar stamps were issued for use in April, June, July, September & December and for values missing in the table above. As noted above, it may well have been the case that Students’ ‘Monthly’ stamps and perhaps Workers’ ‘Weekly’ stamps may also have been issued.

It is notable that in the 1912 & 1913 stamps above all had the same corner ornaments for each date and were printed in the same colour for each value, (except the 15 K value in two colours). For some reason the black month names for the May 1912 and Feb. 1913 stamps have very different fonts to all the others – and the latter has ‘Februar’ rather than ‘Feber’.

Later Stadtbahn issues?

The later stamps seen so far (including the two 1917 stamps on the travel pass) have only two from the same month (5 K & 15 K from Jan.1914) and those are both blue and have similar ‘ornaments’ in the upper corners. There is no obvious ‘pattern’ of colour or corner ornament in the remainder. They are all singles and cancelled. They are on much thicker, softer, white (normal) paper with all the printing on one side. They are 33 mm square and perforated 11½ line. Again probably lithographed (but maybe typography). The quality of the printing doesn’t really suggest the work of the State Printing House! The 1916 November stamp is printed in a shiny ‘silver’ metallic ink, which I didn’t expect! The 1917 stamps I haven’t examined but look the same as the 1914 - 1916 stamps.



With the later stamps, each value has a different background design. The value prints of the 1915 – 1917 stamps are in solid figures whereas the 1914 stamp numerals are ‘hollow’.

The designs on these stamps appear to be as follows:-

- 5 K Josefstädter Strasse station & Breitenfelder Pfarrkirche.
- 10 K Otto-Wagner Brücke über die Zeile.
- 15 K Karlskirche & Karlsplatz station.

The cancellers on the 1914-15 stamps are from the following stations:-

- 5 K Jan 1914 – Pilgramgasse (dated double oval), 15 K Jan / Mar. / Nov. / Dec. 1914 - Hütteldorf-Hacking,
- 15 K Feb. 1914 – Karlsplatz, 10 K all 1915, all Miedling – Hauptstrasse.



1916 is represented by the two sides of one rather scruffy ‘leaf’ of a three ‘leaf’ travel card. It has the eight stamps from May to December, all with K. 5.0 value imprints. I was wondering at first if, in wartime, the MG-AK at the top was something to do with a Maschinengewehr / Armee Korps. But looking again, I realised that it must stand for MARGARETHEN-GÜRTEL (see cancels!) to ACADAMIESTRASSE (the station for which the Stadtbahn’s code was ‘AK’ and which is now called Karlsplatz!). It seems likely that these stamps in 1916 paid the monthly Student’s fares in Zone 1 and III Class.



The Wikiwand article unfortunately only shows this side of this 1917 card. But, aided by comparison with other similar material, I would speculate that the two brass rivets fastened a photograph of Dr. Josef Dolp on the other side. There will also be a side with spaces for four stamps covering 16 Sept.-15. Oct. up to 16 Dec – 15 Jan. The last side will no doubt be filled with Rules & Regulations! What is clear is that Dr. Dolp, economising with 3rd class, has validated this card with 10 K stamps for January & February 1917 and that they have been cancelled at

Unter St. Veit station, probably for distances up to four stops from there, (which would cover trips to and from the terminus Hütteldorf-Hacking or Ober St. Veit to the West, or Braunschweigasse, Hietzing, Schönbrunn or Miedling Hauptstraße to the East.)

Other Stadtbahn stamps?

The Wikiwand article illustrates these stamps, allegedly for “unaccompanied packages” carried (only before 9am!) between just three ‘nodal’ stations – Heiligenstadt (HS), Hauptzollamt (HZ) & Hütteldorf-Hacking (HH)! The distances between these were HS>HH = 13.83km, HS>HZ = 10.85km and HH>HZ = 5.56km.



Curiously, there is neither date nor maximum weight nor any clue what they are actually for. Assuming that they are really for freight, it isn’t at all clear how these stamps were used, whether stuck onto the parcel or onto some kind of accompanying ‘Begleitadresse’ or ‘Paketkarte’, emulating normal Fahrpost practice throughout the Empire.

According to the Wikiwand article, luggage transport cost 0.4 heller per kilometre and ten kilograms, with hand luggage free (but no bicycles!). However, the arithmetically unchallenged will spot that even the cheapest stamp shown would have paid for a 10kg parcel to travel a distance of up to 2,375 km which seems improbable. Perhaps 0.4 Kronen per kilometre? If weight steps aren’t limited to 10kg, you might imagine a 25kg parcel travelling HS>HZ (Heiligenstadt – Hauptzollamt = 10.85km) being charged around 10.50K. But it hard to see how the 9.5K and 15.5K values can pay for any parcels on this scale unless there are other charges (and other stamps?) to be considered. Incidentally, the first distance step of the postal parcel service at this time was a reasonable 75 km and the heaviest acceptable parcel (unless coins only, up to 65kg. which anyway would have been insured!) was 50 kg. This 75km distance 50kg parcel would have cost just 3K to post. Records show that in 1908, 571 tonnes of luggage was transported by the Stadtbahn. But if these stamps are indeed just for parcel carriage, their service certainly wasn’t cheap...

Tariffs?

Preiszone	Einzelfahrt	Monatskarte	Schülermonatskarte	Arbeiterwochenkarte
bis drei Kilometer	II.Klasse: 0,15 III.Klasse: 0,10	II.Klasse: 7,50 III.Klasse: 5,00	II.Klasse: 3,75 III.Klasse: 2,50	III.Klasse: 0,60
drei bis acht Kilometer	II.Klasse: 0,30 III.Klasse: 0,20	II.Klasse: 15,00 III.Klasse: 10,00	II.Klasse: 7,50 III.Klasse: 5,00	III.Klasse: 1,20
über acht Kilometer	II.Klasse: 0,45 III.Klasse: 0,30	II.Klasse: 22,50 III.Klasse: 15,00	II.Klasse: 11,25 III.Klasse: 7,50	III.Klasse: 1,80

The tariffs from the opening of the Stadtbahn by the Emperor on 9 May 1898 were as shown above.

There were two 15K tariffs (Monthly, II Class 3-8Km or III class over 8Km) and two colours of 1912 stamps (green and orange). It is not clear which colours were used for which tariff. There were also Student’s Monthly tariffs of 7.5K for the same options as above and lastly a Student’s Monthly 5K tariff for III Class 3-8 Km journeys. There is at present no evidence whether the same or different stamps (to those above), or different payment methods, were employed for these tariffs and for the 2.5K, 3.75K and 11.25K rates.

The Wikiwand site suggests that “the third price zone was abolished as early as 16 June 1901, which means that from then on a ticket for the second price zone covered the full network. On the same date, tickets of the first price zone on Sundays and public holidays were no longer valid due to the amount of excursion traffic, and that on these days a so-called uniform tariff applied.” However, this cannot be correct if 22.5K stamps were being produced in 1912! It is notable that the ‘monthly’ charge was 50 times the single ticket price (and one learns of a brief experiment raising this to 70 times). If Sundays and holidays were discounted, it is a bit surprising that they sold any monthly tickets at all, unless commuters went home for lunch!

The same Wikiwand site, commenting that ticket prices remained almost ‘stable’ throughout most of the Imperial period also reproduces the following tariff structure in force from 1 December 1917:

Preiszone	Einzelfahrt Erwachsene	Einzelfahrt Kinder	Monatskarte	Schülermonatskarte	Arbeiterwochenkarte
Werktagsnahzone, bis zur vierten Haltstelle, keine Gültigkeit an Sonn- und Feiertagen	II.Klasse: 0,30 III.Klasse: 0,16	II.Klasse: 0,30 III.Klasse: 0,16	II.Klasse: 16,80 III.Klasse: 9,60	II.Klasse: 6,90 III.Klasse: 4,00	III.Klasse: 0,96
Fernzone, ab der fünften Haltstelle	II.Klasse: 0,40 III.Klasse: 0,24		II.Klasse: 22,40 III.Klasse: 14,40	II.Klasse: 9,20 III.Klasse: 6,00	III.Klasse: 1,44

This shows that the “Price-zones” were now defined by ‘number of stops to destination’ (‘up to four’, or ‘from the fifth’) and suggests that rather than the original “third price zone” being “abolished”, in fact the different distance rules and the new tariffs made the shortest trips significantly more expensive whilst the longest trips were only fractionally cheaper.

I think that the Stadtbahn stamps are interesting but neglected. I would welcome any additional information members can supply!

APPENDIX – Other Austrian Railway Stamps

The ‘Austrian Railway stamps’ seem to exist in some profusion of types and usages, not to mention many individual stamps. One category which I don’t consider here (but might if goaded do in future) is the Frachtbrief forms, which documented and accompanied freight carried on the railways and which also paid the tax, introduced in 1862, payable on the transmission of freight from one party to another party. Initially this was paid (usually 5 Kreuzer but also 1 Kreuzer for distances up to 75km) by sticking a normal revenue stamp on the normal railway documents. However, from 26 March 1875 Revenue Stationery documents were issued specifically for Rail and Ship freight, analogous to our old friends the (normally smaller) Parcel Cards used for the postal transmission of freight or packets through the ‘Fahrpost’ rather than the ‘Briefpost’ branch of the system. Note that the early versions of the ‘Parcel Cards’ were also styled ‘Frachtbrief’.



The Imprint “Austria” is found on Kronen currency Frachtbrief from 1.1.1900 and the 2h value is allegedly for distances up to 10 Meilen = 75km. The coloured brown/green imprint allegedly signifies a privately operated railway, in this case the Niederösterreichische Landesbahnen. This particular form concerns a shipment of 50kg of Vinegar (described as a ‘Ball’. Not presumably a dance, maybe a sphere or globe. Carboy? It’s “80% Essig-Essenz mit Weinaroma”, rather strong for Fisch’n’Frites!) from Bregenz to Hohenems on 14 June 2010 at a total cost of 85h. The full documents are around 335x200mm (4 sided, so opens out into a sheet of 335x400mm, somewhat impractical for philatelic display!). The seller’s advertising is too good to miss...



1. Ausfertigungsgebühr (Dispatch fee) & Zuschlags- (Supplement): State Railway.

Erlr 1 c. 1900: 50 (Heller) red 30 x 40 mm, no wmk, perf 13.
 (also 2 ditto 100 (Heller) blue ditto.) [at right]

Erlr 12-16 c.1924. 1000K, 2000K, 3000K, 4000K & 20000K (also 17: 40000K violet)
 23x31 mm, no wmk., Perf.11¼ [below]



Erlr 18 – 20, 1925 Zuschlags-Gebühr (in Schillings). S0.50, S1, S1.50; 23.5x18 mm, no wmk., Perf 10¾



2 Ausfertigungsgebühr Privilegierte Österreichische Ungarische Staatseisenbahn-Gesellschaft

(A private company running lines to Hungary & Bohemia & Moravia. Nationalised 15.10.1909)

3 Ausfertigungsgebühr (Dispatch fee) Südbahn.

(Not in Erlr) c. 1885 10 Kreuzer, black on grey, & 20 Kreuzer black on salmon red. Inscribed 'PR.Ö.U.ST.E.G' , 19.5x15 mm perf 10¾.

Erlr 3 c.1885 60 Kreuzer, black on red, Inscribed 'SÜDBAHN' , 19.5x15 mm, perf 10¾, (also 30 & 40kr and c.1900 40h – 3K)



4 Manipulationsgebühr

(Tampering / incorrect use fee)

(Not in Erlr) c. 1921, 10 K black / green Inscribed 'D-Zug / Manip.Gebühr /eingehoben' (*Durchgangszug* = Fast Train / penalty collected) Perf / part perf / imperf.11½

c. 1921, 20 K red / white Inscribed 'D-Zug / Manipulationsgebühr /entrichtet' (*Durchgangszug* = Fast Train / penalty paid) Part perf. 11½. c.1922 as above but '20' manuscript altered to '50'.



5 Schlafwagensteuer (Sleeping Car tax) – Ungarische Ostbahn (Magyar Államvasutak or MÁV).

Erl 12 c. 1900 (free) blue typo 24x30 mm, no wmk, perf. 10. inscribed Ungar.Ostbahn / Stempelfrei / Laut § 29 der Conzessions-Urkunde.



6 Wiener Lokalbahnen – Zeitungsmarken (Vienna Local Railways – Newspaper Stamps)

The Wiener Lokalbahn was (and is) the light railway connecting Vienna with Baden and stamps were apparently issued c.1935-1946 for the carriage of bundles of newspapers.

<p>Erl 2: 1938 - 27Rpf, 64x31 mm bluish green, no wmk. Perf. 12 inscribed 'Forwarding fee for a newspaper bundle to 10 kg.'</p>	<p>Erl 4: 1946 - S1, 64x31 mm bluish green, no wmk. Perf. 12 inscribed 'Forwarding fee for a newspaper bundle. Maximum weight 10kg up to 30km / 10-20 kg up to 15 km.</p>	<p>Erl 5: 1946 - S1.5, 64x31 mm bluish green, no wmk. Perf 12 inscribed 'Forwarding fee for a newspaper bundle. Over 10-20 kg and over 15-30 km</p>

Others listed by Erl 5 include (1) c. 1935 S0.40 for packet 10-20 kg (?) / (3) 1946 S1 'Zeitungspaket / Wien Oper – Philadelphiabrücke' / (6) 1946 S2 / (7) 1946 S3 / (8) 1946 S3.5.

7 Österreichische Bundesbahnen (Austrian Railways). „Evidenzmarken für Fahrausweise“

Erl 5 lists 14 of these 1926 to 1950, including '1928-29' and '1930-31'. Some are specified as '2. Klasse' or '3. Klasse'. He concludes that they were confirmation or entitlement to travel for a year (or two!). He also illustrates two pieces of card (?) with both 1928 & 1929 stamps for either 2. Or 3. Class, nicely (but illegibly) cancelled.

- 1926 Österr. Bundes-/bahnen black / violet. 54x18 mm. Perf. 12½. Decal paper. No indication of value or purpose.
- 1927 Österreichische Bundes-/bahnen black / blue. 54x18 mm. Perf. 12½. Decal paper. No indication of value or purpose.



Erl 5: 1946 - S1.5, 64x31 mm bluish green, no wmk. Perf 12 inscribed 'Forwarding fee for a newspaper bundle. Over 10-20 kg and over 15-30 km

8 Reisegepäck Versicherungspolice

(Railway baggage insurance policy premium fees) (Not in Erl 5) but see <https://www.jbarefoot.co.uk/european-railway-insurance-stamps-information.htm>. John Barefoot has made a preliminary listing of 25 of these Austrian versions, from the Europe-wide scheme. (see link). Remarkably, only 3 of my modest group of eleven are on his list! I suspect there are many more!

c. 1921 0.50 K grey-brown (1000 K) in John's list. / c. 1921 0.70 K dark blue (1000 K) / c. 1921 1.30 K purple (1000 K)

- c. 1922 5.0 K green (1000 K) / c. 1922 surcharge “Versicherungsgebühr K 5.-“ on c.1921 1.20 K (?) light blue (1000 K)
- c. 1923 surcharge 500 K on 1K pale red (1 Million K on 20,000 K) in John’s list (but typo).
- c. 1923 5,000.-K inscription at sides „Ausgegebenes Reisegepäck“ (1,000,000 K) red.
- c. 1925 1.50 S on 10,000 K green (1000 S on 10,000,000 Kronen), small circles delete side inscriptions. In John’s list.
- c. 1938 surcharge RM 2.50 on 1923 5,000 K, (1000 Reichsmark on 1,000,000 K) red.
- c. 1945 Surcharge on German stamp “Schilling” on 0.30 Reichsmark green (“Schilling” on 1000 Reichsmark), bar through “Berlin”.
- c. 1945 a similar stamp “Schilling” on 5 Reichsmark brown (“Schilling” on 1000 Reichsmark), bar through “Berlin”.



9 Krankenscheinegebühr für Betriebskrankenkasse der Städtischen Straßenbahnen in Wien

(Not in Erler) (Contribution for Business Health Insurance for Vienna City Tram Service). c.1939 25Rpf Nazi embossed stamp 18x20mm, black /red perf 12., inscribed ‘BKK städt / Strassenbahnen / Wien.’ On form dated 14.12.1939.

<p>Vom Cabanaldaten an die Kasse zurücksenden!</p> <p>Mitglieder-Krankenschein</p> <p>für:</p>		<p>Betriebskrankenkasse</p> <p>der städtischen Straßenbahnen in Wien 75</p> <p>Telefon: R 12-5-54, R 13-1-81</p> <p>Kassenstunden: 7.30-14.00 Uhr. Samstag: 7.30-12.00 Uhr.</p>		<p>Nr.</p>	
<p>Wohnung: <i>S. Albertg. 8</i></p>		<p>geborene <i>Bismald</i></p> <p>geb. <i>10/12/11</i></p>		<p>14. Dez. 1939</p>	
<p>berufliche Tätigkeit: <i>W. Str.</i></p>		<p>berufliche Tätigkeit: <i>W. Str.</i></p>		<p>Arbeitsunfähig seit <i>14. Dez. 1939</i></p>	
<p>Beitrag bei Arbeitsunfähigkeit Anspruch auf Weiterzahlung der Bezüge?</p> <p>ja — nein. Für welche Zeit?</p>		<p>Beitrag bei Arbeitsunfähigkeit Anspruch auf Weiterzahlung der Bezüge?</p> <p>ja — nein. Für welche Zeit?</p>		<p>Arbeitsunfähig seit <i>14. Dez. 1939</i></p>	
<p>Ursache des Unfalls:</p>		<p>Ursache des Unfalls:</p>		<p>Arbeitsunfähig seit <i>14. Dez. 1939</i></p>	
<p>Bei welcher Tätigkeit ereignete sich der Unfall?</p>		<p>Bei welcher Tätigkeit ereignete sich der Unfall?</p>		<p>Arbeitsunfähig seit <i>14. Dez. 1939</i></p>	
<p>Wichtig bis <i>31.12.1939</i></p>		<p>Wichtig bis <i>31.12.1939</i></p>		<p>Arbeitsunfähig seit <i>14. Dez. 1939</i></p>	
<p>Wien, den <i>11. XII. 1939</i></p>		<p>Wien, den <i>11. XII. 1939</i></p>		<p>Arbeitsunfähig seit <i>14. Dez. 1939</i></p>	
<p>Unterschrift des Ausstellers</p>		<p>Unterschrift des Ausstellers</p>		<p>Arbeitsunfähig seit <i>14. Dez. 1939</i></p>	
<p>Unterschrift des Ausstellers</p>		<p>Unterschrift des Ausstellers</p>		<p>Arbeitsunfähig seit <i>14. Dez. 1939</i></p>	

10 Österreichische Bundesbahnen (Austrian Railways)

Erlr 24: 1955 50gr orange, 17.5x20.5mm, no wmk., Perf. 11. On 1960 form confirming entitlement for free travel on Express & Passenger trains, for a journey to Tarvisio Centrale from Wien Südbahnhof via Portschach & Klagenfurt.



11 Bosnia & Herzegovina Railways (B H St B)

Erlr 2: c. 1909 1 K greygreen, 19x20 mm no wmk, Perf. 13

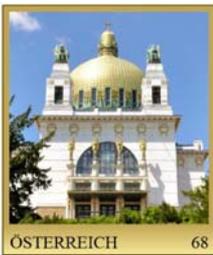


Envoi: These are just a few of the Austrian Revenue Railway stamps I have found, mostly in the ‘odds & ends’ pages at the back of my stock books. This isn’t one of my main interests (although I’m more interested than I was a month ago!) But there must be very many more Austrian Railway stamps. (Martin Erlr lists dozens that I haven’t seen). It would be excellent if YOU could add to, improve, or correct the list and supply further scans.

Otto Wagner, 1841-1918

Otto Wagner, who became one of the most outstanding pioneers of the early modernist movement and one of the most influential architects of his time, came from a wealthy family. Born on 13th July 1841, it was always intended that he should pursue a career in law, but at the age of 16 he began studying architecture at the Polytechnikum in Vienna, the modern day Technical University, and in Berlin, later also studying at the Academy of Fine Arts. He also learned his craft working as a foreman for prominent Ring architects, such as Theophil Hansen and Ludwig Förster, at the same time being able to execute some of his own projects. During the 1870s and 1880s Wagner built a number of villas and apartment buildings, and competed in the tender process for major projects. His conclusive breakthrough came thanks to his plan for the general regulation of Vienna, an example of comprehensive urban planning. From this point on he played a key role in developing the city's infrastructure. He was appointed to the Commission for the Development of the Vienna Urban Light Railway and for Regulating the Danube, and many of the archways in the city's urban railway and some underground and tram stations remind us of his work. The bridge and lock in the Vienna district of Nussdorf is also by him. In 1898/99 he built three houses on Linke Wienzeile which are richly ornamented in the Jugendstil style. Wagner is considered one of the most important exponents of the Jugendstil in Austria and as the forefather of New Objectivity (Neue Sachlichkeit).

With its gold-coloured dome, which can be seen from far and wide, the Kirche zum Heligen Leopold, better known as the Kirche am Steinhof, is another of his famous works. Wagner's premise was to combine functionality and aesthetics. His aim was to extend the professional profile of the architect. So, for example, he also designed the interior of the Post Office Savings Bank building: whether it be the carpets, the lights, the door handles or the desks, they all came from the same source. Even though Wagner had achieved a certain distinction through his prominent buildings, theoretical writings, teaching and urban planning, conservative circles continued to make his life difficult and put paid to many of his large-scale projects. Wagner provided designs for the new Academy of Fine Arts, for the War Office, the Technical Museum, an Emperor Franz Joseph City Museum and much more, but all these plans were thwarted. Otto Wagner died in 1918, the same year as Gustav Klimt, Egon Schiele and Koloman Moser. Selected commemorative stamps follow!



1983: Austrian Post Office Savings Bank



1991: Karlsplatz station. Otto Wagner's 150th birthday.



2008: 110 years of the Vienna City Railway



2012: Karlsplatz; Wagner's Staatsbahn station in the background



2016: Austrian Post Office Savings Bank – Wagner's 175th birthday



2018: Centenary of Wagner's death. Schemerl bridge on the Nussdorf weir

Some contemporary and modern views of Wagner's achievements



Karlsplatz old



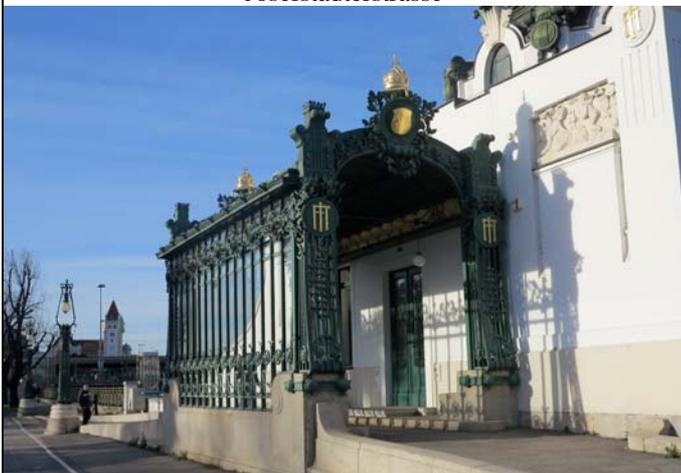
Karlsplatz today



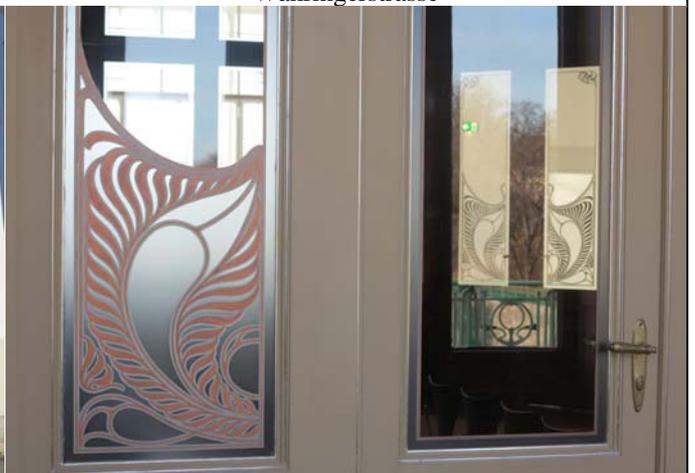
Josefstädterstrasse



Währingerstrasse



Old station, Hietzing: porch and waiting room



The Blue Danube and the bridge at Nussdorf

GERMAN-AUSTRIAN POSTAL UNION of 1850

A Treaty was concluded between Austria and Prussia on the 6th April 1850 regarding the foundation of a German-Austrian Postal Union to come into effect from the 1st July 1850. The Austrian version is available on ALEX, the on-line repository for the laws of Austria; and you can read it here in the original Fraktur:

<http://alex.onb.ac.at/cgi-content/alex?aid=rgb&datum=1850&page=1155&size=45>

The first page is shown below. Our member Bill Hedley has prepared a translation of it, and has permitted me to reproduce it here. NB: it is copyright © to him and may not be reproduced without his explicit permission. Thanks to Roger Morrell for squishing it into 2-up format.

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Allgemeines

Reichs-Gesetz- und Regierungsblatt

für das

Kaiserthum Oesterreich.

LXXXIII. Stück.

Ausgegeben und versendet am 1. Juli 1850.

253.

Vertrag zwischen Oesterreich und Preußen vom 6. April 1850,
über die Grundlagen eines deutsch-österreichischen Postvereines, vom 1. Juli 1850
angefangen in Wirksamkeit tretend.

In der Absicht, den von den Postanstalten zu vermittelnden Verkehr durch Ermäßigung der Taxe, Vereinfachung der Tarife und Expeditionsvorschriften, und durch Gewinnung gleichförmiger Normen nicht nur für die beiderseitigen Landesgebiete, sondern, womöglich, auch für das gesammte deutsche Bundesgebiet zu fördern, haben zu Commissarien ernannt, und zwar die k. k. österreichische Regierung den Rath der Generaldirection der Communicationen, Anton Langer, Ritter des russischen kais. Stanislaus-Ordens zweiter Classe; die königl. preussische Regierung den General-Postamtsdirector, Heinrich Schmückert, Ritter des eisernen Kreuzes erster Classe und des rothen Adlerordens zweiter Classe mit dem Sterne und Eichenlaub, Commandeur des kais. österr. Leopoldordens, Ritter des kais. russ. St. Annen-Ordens erster Classe in Brillanten, des St. Stanislaus-Ordens erster und des St. Vladimir-Ordens dritter Classe, Commandeur des Großkreuzes des königl. schwedischen Wasa-Ordens und Ritter des schwedischen Schwert-Ordens, Großkreuz des herzoglich-anhaltinischen Hausordens Albrechts des Bären, Groß-Officier des königl. belgischen Leopold-Ordens, Commandeur erster Classe des königl. hannoverschen Guelphen-Ordens, und Commandeur des königl. dänischen Dannebrog-Ordens; und den geheimen Postrath, Carl Adolph Meßner, Ritter des rothen Adler-Ordens dritter Classe mit der Schleife, des kais. österr. Leopoldordens, des kais. russ. St. Vladimir-Ordens dritter Classe, und Commandeur des königl. belgischen Leopoldordens, welche Bevollmächtigte sich unter Vorbehalt höherer Genehmigung über folgende Grundlagen eines deutsch-österreichischen Postvereines verständigt haben.

Allgemeine Bestimmungen.

Umfang und Zweck des Vereins.

Artikel 1.

Der deutsch-österreichische Postverein bezweckt die Feststellung gleichmäßiger Bestimmungen für die Taxirung und postalische Behandlung der Brief- und Fahrpostsendungen, welche

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TREATY FOR A GERMAN-AUSTRIAN POSTAL UNION

DATED 6 APRIL 1850

Published in the Imperial Law and Government Gazette
for the Empire of Austria
No. LXXXIII
1 JULY 1850

English translation produced in June 2019 by

Bill Hedley FRPSL

with assistance from **Thomas Hoepfner**, Secretary of the Deutsch Altbrief-Sammler Verein.

This translation is based on the text of the publication that is available on the DASV website
(www.dasv-postgeschichte.de)

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General
Imperial Law and Government Gazette
for the
Empire of Austria
No. LXXXIII
Published and promulgated on 1st July 1850

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Treaty between Austria and Prussia of the 6th April 1850

regarding the foundation of a German-Austrian Postal Union to come into effect from the 1st July 1850.

The participants have nominated Commissioners with the intention of increasing traffic between postal administrations by reducing charges, simplifying tariffs and official instructions, and creating uniform standards not only for their own territories but also, where possible, for the whole territory of the German Union. They are as follows. From the Imperial and Royal Austrian Government Council for Administration of Communications, Anton Langer, Knight of the Stanislaus Order of the Russian Empire Second Class. From the Royal Prussian Government, the Director of the General Postal Administration Heinrich Schmückert, Knight of the Iron Cross First Class and of the Order of the Red Eagle Second Class with star and oak leaves, Commander of the Imperial Austrian Order of Leopold, Knight of the Imperial Russian Order of Saint Anne First Class in Diamonds, of the Order of Saint Stanislaus First Class and of the Order of Saint Vladimir Third Class, Commander of the Large Cross of the Royal Swedish Order of Vasa and Knight of the Swedish Cross of the Sword, Large Cross of the Ducal House of Anhalt Order of Albrecht the Bear, High Officer of the Royal Belgian Order of Leopold, Commander First Class of the Royal Hanoverian Order of Guelph and Commander of the Royal Danish Order of Danebrog. From the Secret Council on the Post, Carl Adolph Metzner, Knight of the Order of the Red Eagle Third Class with the bow, of the Imperial Austrian Order of Leopold, of the Imperial Russian Order of Saint Vladimir Third Class and Commander of the Royal Belgian Order of Leopold. Subject to the approval of higher authority these plenipotentiaries have agreed on the following terms as the basis for a German-Austrian Postal Union.

General Conditions

Scope and Purpose of the Union

Article 1

The German-Austrian Postal Union aims to achieve the establishment of uniform rules for the pricing and postal treatment of letter and coach mail traffic moving between postal administrations belonging to the Union, or between them and other nations. Austria and Prussia are adhering to the Postal Union for their entire territories. Apart from them it will only include German territories. The regulations regarding internal Letter and Coach Mail traffic will be left to the individual postal administrations to decide.

Unified Postal Areas

Article 2

Without exception the entire area under the control of each postal administration will be treated as a single postal area in its dealings with other postal administrations of the Union, even where a postal administration controls several regional posts within the Union area.

Protection and Speed of Postal Traffic

Article 3

Each postal administration belonging to the Union is permitted at all times to use the routes for their traffic that offer the most rapid delivery. In addition each administration is allowed to decide whether to despatch international mail within the Union through another Union area as individual items or in sealed packets. With regard to the application of these provisions to the mail of the Hanseatic Towns, the participating postal administrations will reach a special agreement on the basis of existing legal provisions.

Article 4

The Postal Administrations within the Union mutually commit themselves to use their best endeavours to forward mail passed to them by the quickest possible means of transport. In the event that one administration uses a postal route to transport its own correspondence that passes through the area of another administration, it undertakes to comply with any request for reimbursement of costs insofar as such a claim appears justified.

Article 5

Insofar as it is their responsibility the governments commit themselves reciprocally to use their best endeavours to secure unhindered use of the railways and similar means of communication for the postal administrations and in particular to ensure that the mutual postal traffic benefits from the advantages of the fastest possible speed of travel.

Measure of Distance

Article 6

In exchanges of traffic between individual postal districts in the Union distances will be determined exclusively by geographical miles (15 to one equatorial degree).

Weight in the Union

Article 7

The Customs pound (*Zollpfund*), equivalent to 500 French grams, will be the unit of measurement for all determinations of weight in exchanges of traffic between the states in the Postal Union.

Currency

Article 8

The setting of rates and accountancy will take place in the currency of the postal authority that collects the charge. There will be a special understanding between the participating administrations on the method for converting currencies.

Accountancy

Article 9

Where a postal administration receives mail directly from another administration, i.e. without the involvement of a third postal institution in the Union, or gives mail to it in the same way, it will assume responsibility on demand for settlement of outstanding accounts with more distant German postal administrations. Conversion of the amounts to be credited for transiting correspondence will be based on the current value of the sum demanded. The determination of the means of settlement is to be set out in a special agreement.

Letter Post

I. Carriage of Letters

a) International Correspondence within the Union

Common Postage Rate

Article 10

In regard to the letter post all states belonging to the German-Austrian Postal Union under Article 1 shall put in place a unified postal area for the carriage of international correspondence and newspapers within the Union. Consequently, this correspondence etc should only be charged at the agreed common tariffs without regard for territorial borders.

Application of the Tariff

Article 11

Each postal administration is to levy the charges arising from these tariffs on all letters that are despatched from their postal establishments, whether or not these letters are franked.

Abolition of the transit tariff

Article 12

The levy on correspondents of a special transit tariff will end for all correspondence that is only moving within the territories of the Union.

Transit Charges

Article 13

The following provisions will be put in place to regulate the levy of transit charges by the individual postal administrations:

- a) In regard to correspondence both in closed packets and travelling as individual items, the transit charge will be assessed at the rate of 1/3 Silberpfennig per Loth per Mile up to a maximum of 7Pf or the equivalent rate in the local currency.
- b) This rate will not apply to returned letters and incorrectly addressed letters, Kreuzband mail and letters containing samples together with consignments sent free of charge.
- c) Each Post Office that has to provide transit is also entitled to receive the appropriate fee for its transit route measured in direct distance.

- d) The payment of a charge for forwarding a category of correspondence does not include that of a transit charge for the same letters.
- e) The transit charge will be reimbursed by the postal administration that receives the payment.

Reimbursement of the Transit Charge
Article 14

Transit charges assessed according to the provisions of Article 13 are to be noted for reimbursement and to be consolidated after one year at the very latest into a rounded flat-rate payment to apply so long as these conditions remain unchanged. Each administration is at liberty, if it considers it appropriate, to apply for independent determination of the flat-rate amounts either due from it or to be received by it.

Union Letter Charge rates
Article 15

The common charges for international Union correspondence are to be calculated according to distance in a straight line. For a basic letter (compare Article 16) they amount to:

For one distance
 Up to 10 Miles inclusive 1 Silbergroschen or 3 Kreuzer
 Up to 20 Miles inclusive 2 Silbergroschen or 6 Kreuzer
 Over 20 Miles inclusive 3 Silbergroschen or 9 Kreuzer

Where letters are exchanged between places where the rate is currently lower, the use of this lower rate can be extended by agreement between the postal administrations concerned.

Weight of a basic letter: Rate increases for higher weights
Article 16

Letters weighing less than one Loth will be treated as simple letters. The rate for a simple letter is to be charged for each additional Loth of weight.

Forwarding with the Letter Post
Article 17

Without exception only letters weighing up to 4 Loths that do not indicate value will be treated as letter post items. Heavier items will only be treated thus when the sender has specifically requested it with an addition to the address.

Franking
Article 18

As a rule the charge on correspondence exchanged between Union states is to be paid in advance and is to be raised as early as is feasible by the use of postage stamps.

Unfranked letters
Article 19

Letters may be despatched unfranked but a surcharge of 1 Silbergroschen or 3 Kreuzer per Loth is to be added to the sum due. Where letters carry postage stamps of a lower value than the applicable charge, the recipient is required to pay the deficiency on the postage and the surcharge at the same rate as above.

Kreuzband Mail
Article 20

The charge for Kreuzband mail that contains nothing written except the address, the date and the signature will be a standard rate of 1 Kreuzer (4 Silberpfennige) per Loth whatever the distance, provided it is paid in advance. Otherwise the usual letter charge will apply.

Samples and Specimens
Article 21

For samples and specimens which are packaged in such a way that the restriction on the content of these articles is easily apparent, the basic letter charge will be levied by distance for each 2 Loths. Only one basic letter may be attached to these items when the aforementioned abatement is applied. It is to be weighed with the sample or specimen when the charge is being determined. Such items will only be treated as letter post in accordance with the above provisions if they weigh no more than 16 Loths.

Registered Letters
Article 22

Registered letters must be franked before they are despatched. In addition to the basic charge the sender will be required to pay a special registration fee of 6 Kreuzer (2 Silbergroschen) without reference to the distance and weight. If the sender expressly requires a receipt of delivery (Return Receipt) from the addressee, the despatching Post Office is permitted to charge a further fee up to a limit of 6 Kreuzer or 2 Silbergroschen. Claims against postal administrations for compensation for unregistered letters will not be countenanced.

Compensation
Article 23

If a registered letter is lost, the Post Office in whose district it was handed in has an obligation to pay the claimant damages of one silver Mark as soon as the loss has been confirmed while reserving the right to seek compensation from the postal administration in whose district the loss is proven to have occurred. The right to make a claim expires six months after the day when the letter was handed in.

Exemption from Charges
Article 24

Correspondence of all members of the ruling families of the states in the Postal Union will be carried free of charge throughout the whole area of the Union.

Article 25

Correspondence on matters purely relating to state service (Official business) between state and other official authorities in one postal region and equivalent authorities in another will also be carried free of charge on a reciprocal basis throughout the entire area of the Union provided it is handled in the prescribed way for mail entitled to free postage in the postal district where it is handed in, is marked as Official Mail, is closed with the seal of the service and the despatching authority is shown on the address.

Article 26

Official correspondence from postal authorities to Post Offices under their control and to private persons, as well as official messages from Post Offices reporting to them, are

permitted to travel free of postage on a reciprocal basis. Communications from private persons must be franked in accordance with the letter post tariff. If a recipient is charged in error due to a mistake by a postal official, the party responsible must reimburse the charge on request.

Article 27

With a view to achieving uniformity in regard to exemption from postage, the general rule to be applied to internal traffic in future is that, apart from mail despatched by persons of the very highest and highest ranks, only those authorities that are engaged purely in matters of state service will be entitled to free postage. Grants of free postage for other mail should be avoided if at all possible. Free postage previously granted to private persons, societies etc should be withdrawn or, if that is not possible, restricted as far as possible.

Incorrectly Routed Letters

Article 28

Letters carried to the wrong address are to be forwarded without delay to the correct destination where the only charge to be raised is that which would have been due if they had been routed correctly.

Undeliverable Letters

Article 29

If an addressee refuses to accept an item of mail, it is to be returned to the despatching Post Office without delay. If such items are to be returned, they must not be opened and must instead remain sealed with the impressed seal of the despatcher. The only exceptions to this rule will be where letters have been opened because the name shown on the address was similar to that of someone to whom the letter did not belong, and where letters contain tickets for forbidden games that the addressee cannot use under the current state laws. If items of mail are clearly identified as undeliverable because the addressee cannot be found or for other reasons, they should be sent back to the place of despatch without delay and should not be held for more than two months at most from the date when they were handed in for postage. Mail marked '*Poste Restante*' that is not collected is to be returned to the place of despatch after three months from the date on which it was handed in unless there is a specific instruction relating to it from the sender or the addressee that needs to be followed. In all foreseen circumstances the reason for returning the item is to be marked on the letter.

Article 30

No charge is to be made for the return of undeliverable letters as described in Article 29. Provided postage was paid on despatch, they will be sent back to the despatching post office without charge. If postage was not paid when a letter was despatched, the entitlement to postage due for the outward despatch will be remitted by the post office at the handling location at the same rate and in the same currency as was marked on the letter. Conversely the post office to which it is returned is authorised to recover the full charge for the despatch for its own cash account.

Article 31

Letters that have to be sent to an addressee at a different location from the one shown in the address (letters with forwarding instructions) will be handled and charged for according to such provisions as apply at the place where the forwarding takes place for sending franked letters to the new destination. The charge already made, within the Union or

otherwise, will be taken into account as a payment. An exception will be if forwarding from the first handling location to the receiving location takes place directly in which case the same procedure will apply as with undeliverable letters (Article 30). In regard to forwarded letters which cannot be delivered to the addressee and which, therefore, have to be returned to the location where they were handed in, only those charges may be taken into account by the post office demanding them that it would have charged for a delivery to the returning post office.

Abolition of non-Union charges

Article 32

Apart from the rates expressly stipulated in the previous articles no further charges whatsoever may be raised for the carriage of international mail within the Union. An exception relates to the delivery charge where only those postal administrations that still levy such a charge are permitted to continue to do so for the time being. However, under no circumstances should this charge be increased above its current level. On the contrary the administrations concerned will give careful consideration either to its abolition or to reducing it. This does not exclude administrations from claiming compensation for cash expenses incurred on providing exceptional services (e.g. delivery by an express courier).

b) Exchanges of mail with foreign countries

Article 33

Mail from the Union to foreign countries is subject to the same treatment as international mail within the Union. Consequently, the post office closest to the frontier where mail to Union states arrives will be designated as a receiving office, and the office from which it leaves will be a despatching office. The additional charges for unfranked letters mentioned in Article 19 will not be apply.

Article 34

All postal administrations that deal directly with foreign countries are committed to put the general Union regulations on charges into effect as quickly as possible. They will also ensure that the conditions applying to their own mail will in no way be more favourable than those that apply to the whole area of the Union.

Article 35

In regard to mail between a Union state and a foreign state that is carried in transit in sealed packets through another Union administration on the frontier, charges for transit through the frontier administration's territory will remain as stipulated in existing treaties between the Union postal administration that is taking advantage of the transit and the foreign state concerned for the duration of the treaties. This is subject to any other special understandings that may be reached.

Article 36

Foreign mail to other foreign countries that passes in transit through Union states will be handled in the same way as Union mail and treaty relationships between the frontier states and foreign states will continue to be a matter for agreements reached freely between the states concerned. Insofar as existing postal treaties with foreign states would lead to reimbursement of a higher transit charge for administrations in the centre of the Union than would be payable under the previous provision, those postal administrations that grant such mail transit should be compensated in full by the frontier post office for losses from reduced transit charges with a payment equivalent to any gains the frontier office has made.

Article 37

So far as possible postal treaties with foreign states should be brought to an end before their termination date and new versions should be put in place that are consistent with the terms of the Union. The terms of proposed new treaties should be shared with the other German postal administrations that have an interest in them.

II. Carriage of Newspapers

General Conditions

Article 38

The post offices in Union states will organise the acceptance of advance orders of newspapers and journals appearing in the Union area and abroad as well as their despatch and delivery to customers placing advance orders.

Newspapers produced in the Union that are transported within the Union area

Article 39

Postal administrations are required to order newspapers and journals that have been paid for through the postal administration in whose area the place of printing is located. The participating postal administrations are responsible for reaching agreement on designation of the individual post offices where orders can be placed.

Article 40

Despatch is to start immediately after the ordering post office has been determined.

Article 41

As a rule, an order cannot be placed for a period of less than three months. As an exception in special cases, however, the subscription can be made for a shorter period but in this case the conditions of the printing house will have priority.

In order to be sure that all publications appearing from the beginning of the advance ordering period will be received, the order has to be placed sufficiently far in advance to allow the post office at the despatching location to have them in stock before the planned delivery dates.

Article 42

If, when a newspaper packet is received, there is a shortfall in the number of publications ordered, the missing items are to be forwarded by the despatching post office free of charge if the shortfall can be made up immediately by post or otherwise by deduction from payment due to the publisher.

Article 43

A common charge will be made for the forwarding of newspapers and journals published in the Union to international destinations that will be shared equally between the ordering and the despatching post offices.

There will no longer be an additional charge for transit through a third Union postal area. However, if a particular package travelling from one Union area to another Union area has to transit through a foreign postal area that is not part of the Union, the transit fee due to the foreign post office is to be taken into account as a charge additional to the Union forwarding charges.

Article 44

The charge for forwarding Union newspapers and journals to international destinations will be determined as follows, without reference to the distance involved:

1. For political newspapers, i.e. those whose purpose is the dissemination of political news, the common forwarding charge will be 50% of the net price at which the despatching post office receives the newspaper from the publisher. In the following cases, however, the forwarding charge will be:

a. For newspapers that appear 6 or 7 times weekly, at least 3 Convention Gulden or 2 Prussian Thaler and at most 9 Convention Gulden or 6 Prussian Thaler;

b. For newspapers that appear less than 6 times weekly, at least 2 Convention Gulden or 1 Prussian Thaler 10 Sgr and at most 6 Convention Gulden or 4 Prussian Thaler.

2. For newspapers and journals that are not political, the forwarding charge - without exception and without restrictions on the minimum or maximum - will be 5% and 20% of the net price at which the despatching post office obtains the printed copy from the publisher. The subscriber is only to be charged the net price with the accompanying forwarding charge.

Article 45

A reduction in the forwarding charges shown in the previous article can be agreed between the participating postal administrations if in particular cases there are special reasons for doing so.

Article 46

The common forwarding charge laid down in Article 40 does not include the delivery of printed matter to the dwellings of customers. Rather, the despatching post office is free to make a reasonable charge for this delivery. However, it must not be higher than the existing charge.

Article 47

The post office placing the order must send the post office from which it is due to receive a newspaper or a journal the correct payment during the first month of the subscription period at the latest.

Article 48

If a publication for which delivery has been pre-ordered ceases to appear or is banned before the end of the subscription period, the appropriate instalment of the charge for carriage is to be refunded to the subscriber as well as the advance payment for the period during which the publication cannot be delivered, to the extent that a refund of this payment can be obtained from the publisher.

Article 49

If a subscriber asks for a publication to be sent to a different location than that for which he has placed the order, it is to be forwarded (at the choice of the subscriber) by the post offices at the ordering or the publishing location subject to the addition of the established rate for Kreuzband mail which is to be paid by the addressee. For this reason such items sent out from the despatching post office are to be clearly marked as forwarded newspapers.

Article 50

Foreign newspapers and Union newspapers destined for foreign destinations will be handled in accordance with the foregoing conditions by treating the frontier office through which the newspapers are transferred as the place of publishing and despatch. In this context the purchase price will be the net price.

Coach Mail (*Fahrpost*)

Determining the distance

Article 51

For delivery of coach mail items in either direction the charge will be determined by the distances between the postal boundaries and the places of departure or destination.

Points for exchange

Article 52

Exchange points will be set up between each two neighbouring postal areas for the transfer of mail. The number of exchange points will depend on needs.

Article 53

Points will be designated at frontiers for calculating the charges on coach mail items so that the sums due to and from each side can be assessed and payment arranged.

Article 54

If the carriage routes of one postal administration are interrupted by having to pass through the territory of a neighbouring postal administration, the distances in each area to be measured separately will be added together.

Postage for Transit Shipments

Article 55

To calculate the charge for transit shipments the mileage count is to be calculated by using the average distance derived from several transit routes.

Coach mail postage rates

Article 56

The charge for weight will be levied on each coach mail shipment. However, a value charge will only be raised if the value is declared on the shipment.

Article 57

The minimum charge for weight for each zone will be:

Up to 10 Miles	3 Kreuzer or 1 Silbergroschen
From 10 to 20 Miles	6 Kreuzer or 2 Silbergroschen
And over 20 Miles	9 Kreuzer or 3 Silbergroschen

For all shipments where the table of charges for weight leads to a higher charge, the following should be added:

For each pound for each five miles $\frac{1}{2}$ Convention Kreuzer or 2 Silberpfennige, or the equivalent in the currency of the state concerned. Loths additional to the weight in pounds will be counted as one pound.

For shipments with value, the following charges will be raised:

Distances up to 50 Miles:	For each 100 Gulden 2 Kreuzer
Distances over 50 Miles:	For each 100 Thaler 1 Silbergroschen
	For each 100 Gulden 4 Kreuzer
	For each 10 Thaler 2 Silbergroschen

Sums smaller than 100 will be charged at the rate for the full 100. Neighbouring states will come to an understanding about the currency to be used for charging and accounting for coach mail.

Insurance

Article 58

The sender is free to set limits on the level of the guarantee requested by declaring the value on the basis of a personal estimate. In cases of damage and loss compensation will be paid in accordance with the declared value, the only exception being damage incurred through war or unavoidable natural events. There will also be a guarantee on items for which no value has been declared. This will only amount to the sum of 10 Silbergroschen or 30 Kreuzer for each pound or part of a pound that the item weighs and within this limit only damage that has demonstrably been incurred can be taken into consideration with compensation limited to the damage suffered.

General Conditions

Article 59

In cases where several packets are sent to the same address, each individual piece of the shipment will be assessed separately for weight and value charges.

Article 60

Address letters that accompany coach mail shipments will not be charged postage so long as they weigh less than 1 Loth. For heavier letters, however, a charge will be made at the relevant rate for the letter or coach mail.

Article 61

Items can be handed in either without postage being paid or with postage fully paid to destination.

Article 62

Charges for notifications and other peripheral charges are not to be increased above current levels. New charges of this sort are not to be introduced and rates will be set at the next Postal Conference (Article 68).

Article 63

Attribution of a portion of the total distributable sum to each administration, calculated in accordance with the above provisions on rates, is to take particular account of their individual transport routes.

Article 64

Items that are being returned or forwarded are subject to the applicable charges for the distances covered on the outward route and the return route.

Article 65

Local regulations apply to the handling of coach mail shipments, both at handing-in and at the return.

Article 66

If there is extensive coach mail transit traffic, agreement will be reached where possible on the introduction of transit cards.

Determination by Arbitration

Article 67

If differences arise over the application of a provision of the Union Treaty that cannot be resolved through a bilateral agreement, a determination by arbitration shall be sought to which all the postal administrations will submit at the outset. To select arbitrators each party will individually select a Union postal administration that is not party to the dispute as

an arbitrator. These two arbitrators will then invite a third independent Union postal administration to join them.

Development of the Union

Article 68

Further development of the Union and the introduction of any improvements and commonality of legislation and regulations will be left to a German Postal Conference that will meet from time to time.

Duration of the Treaty

Article 69

The present Agreement will come into effect on 1st July 1850. It will continue in its present form until the end of the Year 1860 and may remain in force beyond that date subject to the reservation that it may be terminated at one year's notice.

Two identical copies of the present treaty have been drawn up as its original sources and authorised by the plenipotentiaries of both sides with their own signatures and impressed seals.

Done at Berlin on the 6th April 1850

Anton Langer m. p.

Wax Seal

Heinrich Schmückert m.p.

Wax Seal

Carl Adolph Metzner m.p.

Wax Seal

Certificate of Ratification

We Franz Josef the First, by the Grace of God Emperor of Austria etc etc certify and acknowledge hereby that:
Having set negotiations in hand through Commissioners with the intention of encouraging traffic between postal institutions by reducing charges and simplifying tariffs and administration through introducing the same regulations not just for neighbouring districts but also for the whole German federal area, and having as a result concluded a Postal Union Treaty between our Plenipotentiaries and the Plenipotentiaries of His Majesty the King of Prussia on 6 April 1850 in Berlin which in terms reads as follows: (see the treaty above) –

We have judged that in the light of knowledge received about it the said treaty in all its provisions is in accordance with Our Will, and have confirmed that through the present certificate We approve and ratify the proposed treaty with the promise to fulfil its terms and to ensure that it is carried out by Our authorities.

To confirm the treaty We the All-Highest have signed the present certificate in Our own hand and have marked it with Our great imperial Seal.

Done in Our capital and seat of residence Vienna on the 22 April in the year of our Lord 1850. The second year of Our Reign.

Franz Josef

Wax Seal

We, Friedrich Wilhelm, by God's Grace King of Prussia, certify and recognise that:

Having set negotiations in hand through Commissioners with the intention of encouraging traffic between postal institutions by reducing charges and simplifying tariffs and administration through introducing the same regulations not just for neighbouring districts but also for the whole German federal area, and having as a result concluded a Postal Union Treaty between our Plenipotentiaries and the Plenipotentiaries of His Majesty the Emperor of Austria on 6 April 1850 in Berlin which in terms reads as follows: (see the treaty above) –

We have judged that in the light of knowledge received about it the said treaty in all its provisions is in accordance with Our Will, and have confirmed that through the present certificate We approve and ratify the proposed treaty with the promise to fulfil its terms and to ensure that it is carried out by Our authorities.

To confirm the treaty We the All-Highest have signed the present certificate in Our own hand and have marked it with Our great royal Seal.

Done in Potsdam on the 26 April in the year of our Lord 1850 and the eleventh year of Our Reign.

Friedrich Wilhelm

Wax Seal

Note:
An implementation treaty was signed in Berlin on 6 April 1850 between the Imperial Austrian and Royal Prussian postal administrations to support the treaty concluded on the same day regarding the foundations of a German-Austrian Postal Union.

The Royal Bavarian and Royal Saxon governments joined the German-Austrian Postal Union on the basis of the treaty between Austria and Prussia on 6 April 1850; as a result there were also postal treaties between Austria and Bavaria and between Austria and Saxony. Thus, the first treaty was concluded in Berlin on 6 April 1850 and the last at Dresden on 15 May 1850.

Ministerial ratification was forthcoming for implementation treaties related to both the Austrian-Bavarian and Austrian-Saxon postal treaties.

2019 NEW ISSUES (4th 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. Austria Post seem to have adopted a permanently minimalist approach to both the English and the German descriptive details on their website, so I supplement some descriptions from sources including Die Briefmarke and both English and German Wikipedia.



Mariazell Railway – Himmelstreppe. 2€30; 12.10.2019; 200,000; Engraved-recess printing; Peter Sinaweil; Enschedé. An engraved stamp from the "Railways" series presents the narrow-gauge Mariazell railway. Begun in the late 1800s, the first stretch opened in 1898 and the mountain section in 1907. Initially steam-hauled, it was electrified in 1911. Modern gold-coloured rolling stock now operates the service, running at weekends from May to October and at Advent. A trip on the modern "Himmelstreppe" (stairway to heaven) train is a particularly comfortable way to enjoy the

beautiful scenery.

150 years of Austria-Japan. 2€70 block; 15.10.2019; 180,000; Offset; Marion Füllerer; Enschedé. This year Japan and Austria celebrate the 150th anniversary of the opening of diplomatic relations between the two countries. The stamp shows the Erzherzog Friedrich, on which the Austrian delegation travelled, and a few lines from the Japanese version of the Treaty. In 1873, Japan participated in the World Exhibition in the Prater; their displays had a lasting effect on European artists such as Klimt, Monet, and van Gogh.



Day of the stamp 2019. Sheetlet of 6. 3€10+1€55. 18.10.2019;



200,000; Offset;

Anita Kern; Enschedé. To celebrate the 100th anniversary of the Wiener Neustadt stamp collectors' club (BSV Wiener Neustadt), that city will be the venue for this year's ÖVEBRIA. Wiener Neustadt has a particular historic connection to Emperor Maximilian I, 2019 being the 500th anniversary of his death.

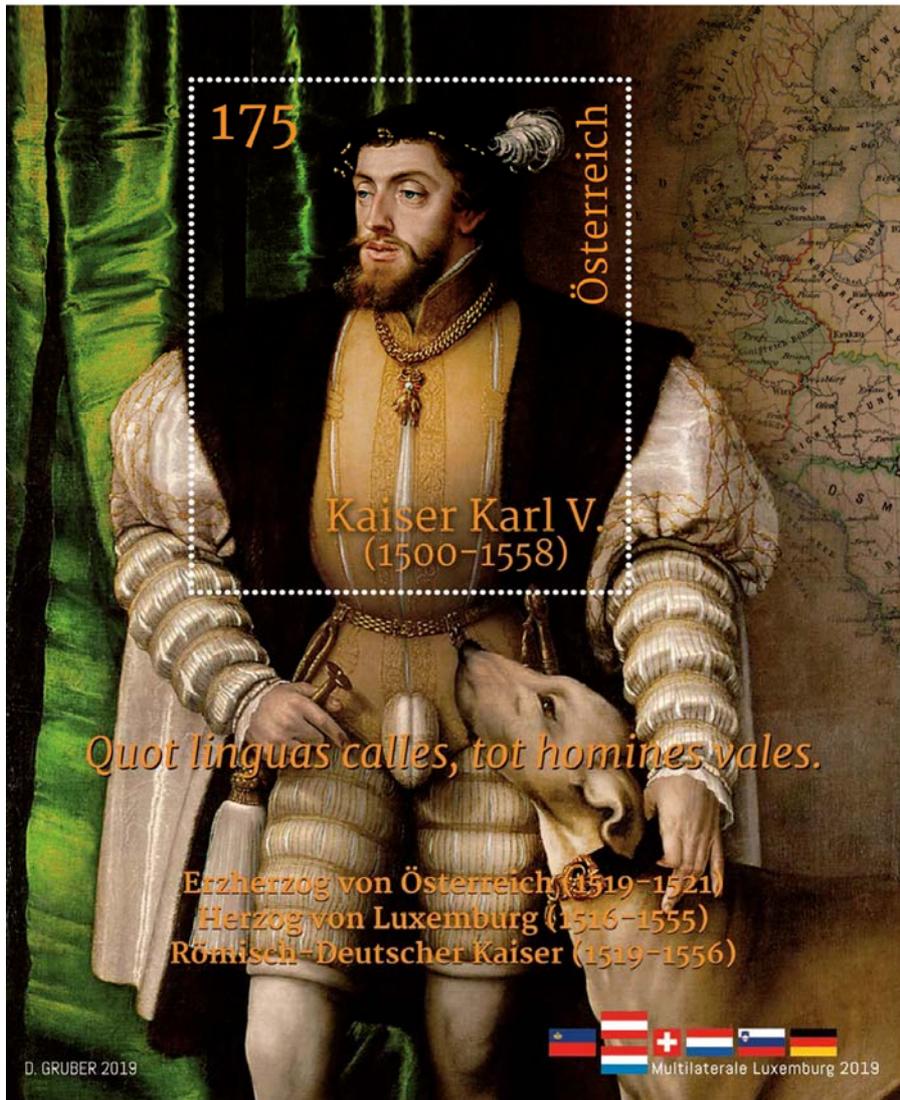


Sport and air – hang-gliding (80c), free-fall parachuting (90c), gliding (180c). 19.10.2019; 250,000 (80c), 220,000 (990c), 190,000 (180c); Offset; Roman Lipner-Keck; Enschedé. The "Sports" series launched in 2018 focuses on both popular and less well-known sports. This year the three stamps from this series are dedicated to sports which are practised at lofty heights.



The traditional costume of Flachgau. 80c; sheetlet of 10; 25.10.2019; 350,000; Offset; Anita Kern; Enschedé. The focus of the “Classic traditional costumes” series on this occasion is the dirndl from Salzburg’s Flachgau region. This traditional costume for everyday wear impresses with its fresh colours and its typical cut.

The 2019 “via Christkindl” label. This is sold in sets of 5 at 4€ from 8.11.2019. It has neither face value nor year, and serves to route your missive to the Christkindl Post Office where the appropriate seasonal cancel is applied to the actual franking you have affixed (usually). The design is new, replacing the 2012-2018 one (which had a constant design but a different colour each year).



Joint issue with Luxembourg – Emperor Charles V. 1€75 block; 08.11.2019; 120,000 Offset; David Gruber; Enschedé. Emperor Charles V (1500-1558) was a joint issue with Post Luxembourg, commemorating the powerful ruler, dominating the page much as he dominated Europe. The overprinting, orange in the picture, is actually gold.



Christmas 2019: Christmas tree with crystal. 2€70; 08.11.2019; 190,000; Offset; Anita Kern; Enschedé Stamps. A gleaming polished crystal adorns the top of this unusual typographically designed Christmas tree, giving your Christmas post that special festive touch.



Christmas 2019 - 70 years of the Christkindl Post Office. 90c; self-adhesive; 15.11.2019; Agnes Steiner; 600,000 on rolls of 50; Offset; Enschedé. The design comes from a watercolour by the late Bishop Stecher of Innsbruck; the image covers the 0 of the 70. This watercolour was previously used for one of the 2006 Christmas stamps.

named after a Bad Ischler, a former owner; it's almost 4m wide and contains 160 figures carved between 1780 and 1860. It's now in the Schlossmuseum at Linz. The stamp shows carved figures of Mary and Joseph with the baby Jesus.

Christmas 2019 - Golden Sams-Crib. 90c; 22.11.2019; Kirsten Lubach; Offset; 1,000,000; Enschedé. The crib is named after a Bad Ischler, a former owner; it's almost 4m wide and contains 160 figures carved between 1780 and 1860. It's now in the Schlossmuseum at Linz. The stamp shows carved figures of Mary and Joseph with the baby Jesus.



Christmas 2019 - 70 years of the Christkindl Post Office. 80c; normal adhesive; 29.11.2019; Agnes Steiner; 2,100,000; Offset; Enschedé. The design comes from the same Stecher watercolour but is arranged traditionally.

Christmas 2019 - children with sledge. 80c; 29.11.2019; Anita Kern; Offset; 2,000,000 on rolls of 50. The nostalgic image of "bringing home the Xmas Tree" comes from a 1900 postcard.

The usual Automatenmarken will be available. They are gummed on the back (so you need to lick them) and the designs are arranged alternately on the printing roll, which is numbered every 5 on the back. They are sold in strips of 5, rolls of 50, and rolls of 2000.



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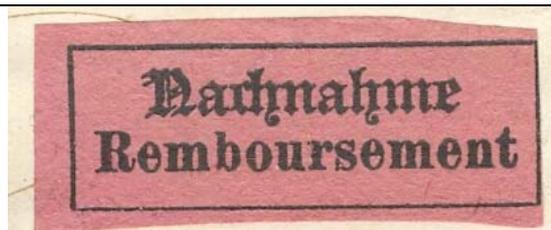
BOSNIAN-HERZEGOVINAN C. O. D. LABELS

By Gerrit Matthijssen (translated and adapted by Taylor & Brumby)

Items at whose delivery a specified amount of money was to be collected from the addressee and conveyed back to the sender were accepted by the Briefpost for destinations in Bosnia-Herzegovina (including the Sandjak) and Austria-Hungary from 1 Mar 1893. Registration was obligatory, the maximum amount was 500 Gulden, and a collection fee of 5 kreuzer as well as the fee for the appropriate money order were deducted from the amount to be conveyed to the sender. From 1 Mar 1897 the reduced amount could also be credited to a bank account specified by the sender. This article discusses the various types of label, with many examples of their use.

(no images known)

Type 1: M.P.D.S. Nr. 4 “for distinguishing registered COD mail” [CV1898]

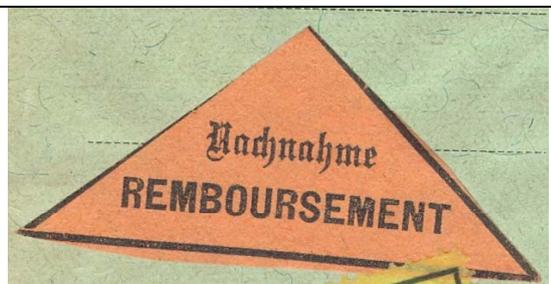


Type 2: M.P.D.S. Nr. 2 (previously Nr. 4) “for distinguishing registered COD mail” [CV1898]

Format: hor. 3cm, vert. 1cm

Colour: rose

Period of use: until 1916



Type 3: M.P.D.S. Nr. 2a: “From 1/10/1907 all international registered mail with a COD charge must have on the address side an orange adhesive label Nachnahme-Remboursement”. [CV1907]

Format: hor. 5cm, vert. 2.4cm (3.4cm sides)

Colour: orange

Period of use: 1910 - 1916



Type 4: A simplification: N instead of Nachnahme.

Format: hor. 5cm, vert. 2.4cm (3.4cm sides)

Colour: orange

Period of use: 1917 - 1918

Abbreviations:

CV (ZV) = B&H Circular Verordnungen (Zirkular Verordnungen), the postal regulations issued for B&H

M.P.D.S. = Militär-Post-Druck-Sorte (+ Nummer); the B&H-specific Military Post printing reference number.

PuTVBl = The all-Austria Post- und Telegrafien Verordnungs-Blatt, issued by Vienna.

K = Krone; h = heller; gr = groschen; gm = grams

Brief notes on COD labels in Austria

From 1st July 1892, registered COD mail was introduced within Austria, and also to Hungary, Belgium, Denmark, Germany, Italy, Luxemburg, Norway, Romania, Sweden and Switzerland. The handing-in Post Office had to affix the registration label, and a COD label “for which the new Printing Reference Number 4 is to be used”. (PuTVBl. 1892, No. 62 in Kainbacher, Bd. 2, S 44)

From 1st March 1893 this was extended to traffic with the Occupied Territories of Bosnia and Herzegovina and to the k.u.k. Feldpost Offices in the Sandschak of Novi-Bazar. Registered COD mail could have a demand up to 500 Gulden. (PuTVBl. 1893, S. 87)

See Ferchenbauer II p.141 and pp.426-428 for illustrated examples closely resembling the types discussed here. One wonders: are the labels in fact identical, and only the Printing Number differs between Austria and B&H?

Type 2 Rectangular COD label



Registered COD letter from Sarajevo to Paris (pre-1.10.1906).

COD amount 148frs. 02cent; the COD label is hiding behind the large triangular control label.

Charges: Letter 50h (foreign, 25h per 15gm) + Regⁿ: 25h



Registered COD from LIVNO / 12/11/12 to Hof in Bayern

COD amount 2K90h (= 2Marks50)

Charges: unknown; were they on the back?

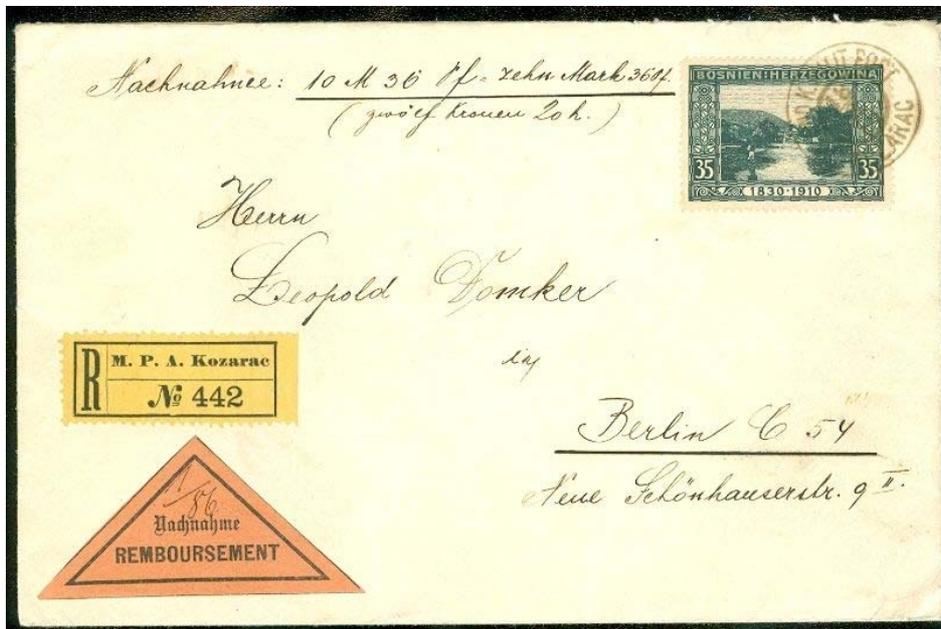
Type 3 Triangular orange COD label (M.P.D.S. 2a)



Registered COD letter from ILIDŽE / 12/-/10 to Kral. Vinohrady.

COD amount: 21K 80h

Charges: Letter 10h + Regⁿ: 25h



Registered COD letter from KOZARAC / 18/-/10 to Berlin.

COD amount: 10Marks36

Charges: Letter 10h + Regⁿ: 25h

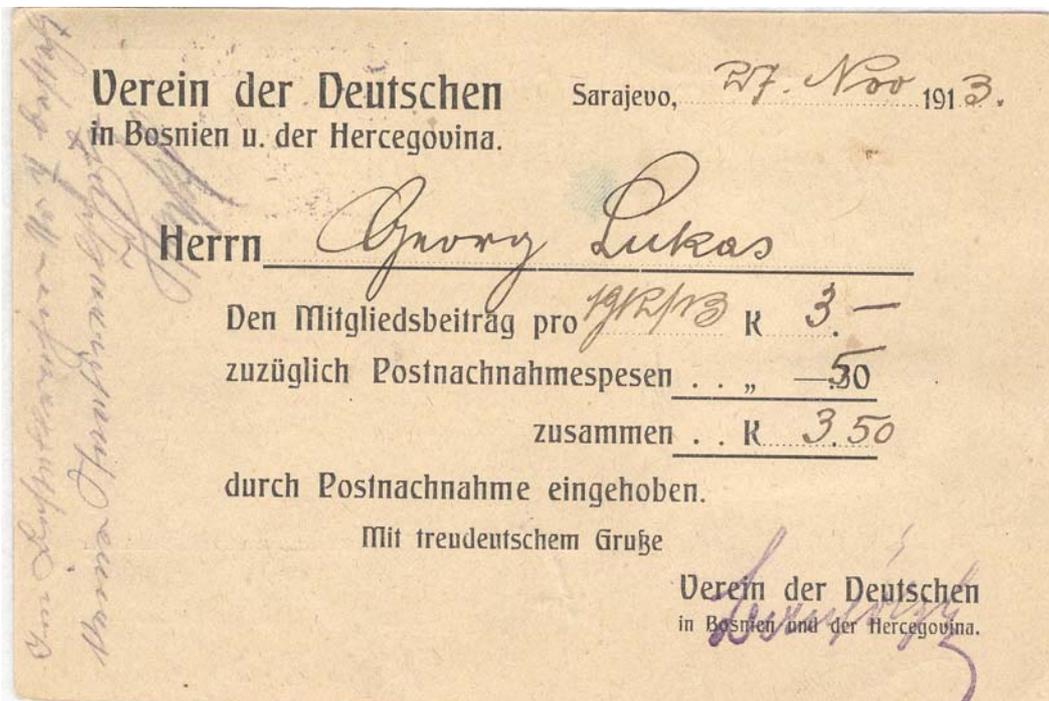
Type 3 Triangular orange COD label (M.P.D.S. 2a)



Registered COD card from SARAJEVO / 27/11/13 to Graz.

COD amount: 21K 80

Charges: card 5h + Regⁿ: 25h



The sending Verein has added the COD fee of 50h to the subscription of 3K, requiring the recipient to pay 3K50 to the postman.

Type 2 Rectangular orange COD label

Registered COD letter from BOS. KRUPA / 2-/XI/16 to Eger.

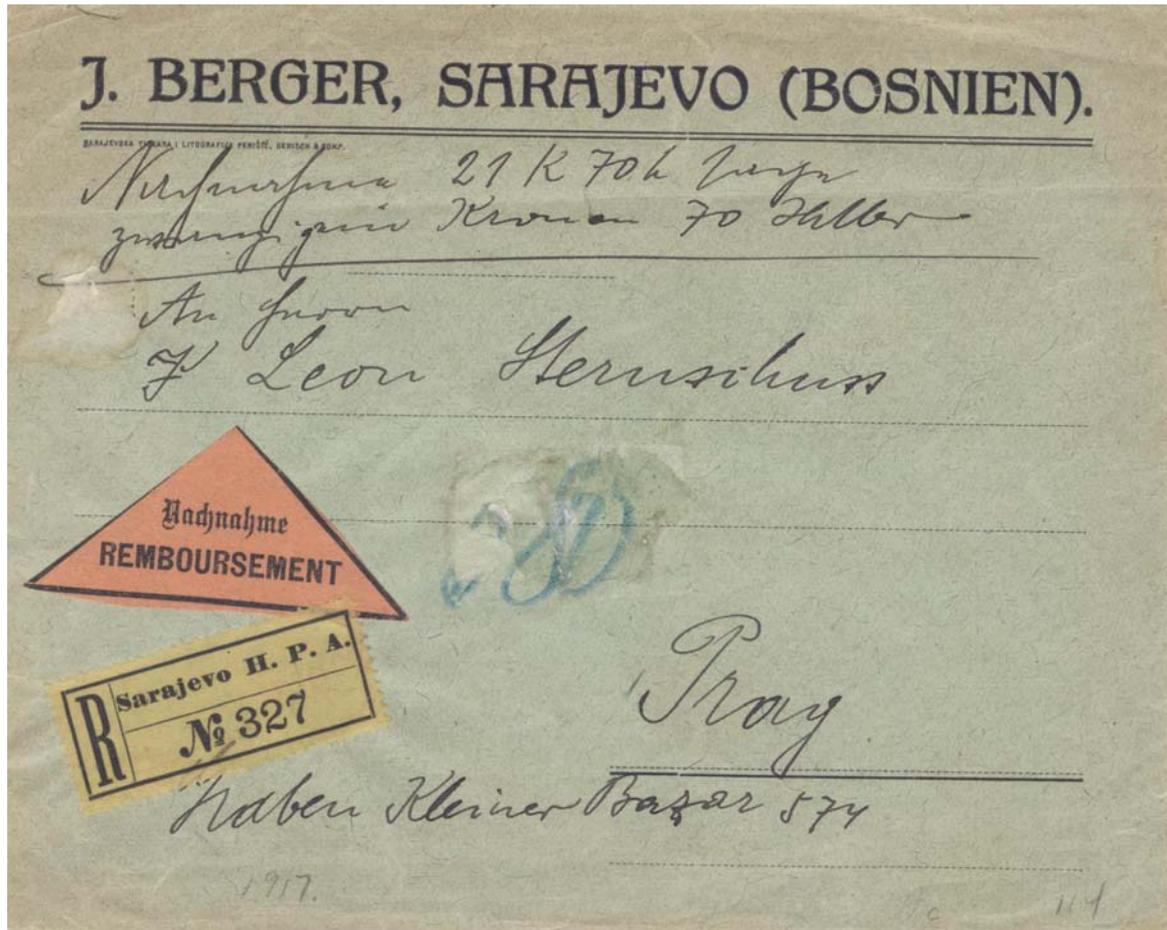
COD amount: 70h

Charges: letter 25h (so presumably 40-60gm) + Regⁿ: 25h + the Vorzeigegebühr: 10h. Total 60h, as franked.

[The image as received is differently coloured front and back. Ed.]

N.B. From 1/10/1916, the sender of COD mail within Austria and to Hungary and Germany had to pay an additional Vorzeigegebühr of 10h when handing in his mail. See page 36 for an explanation of this charge.

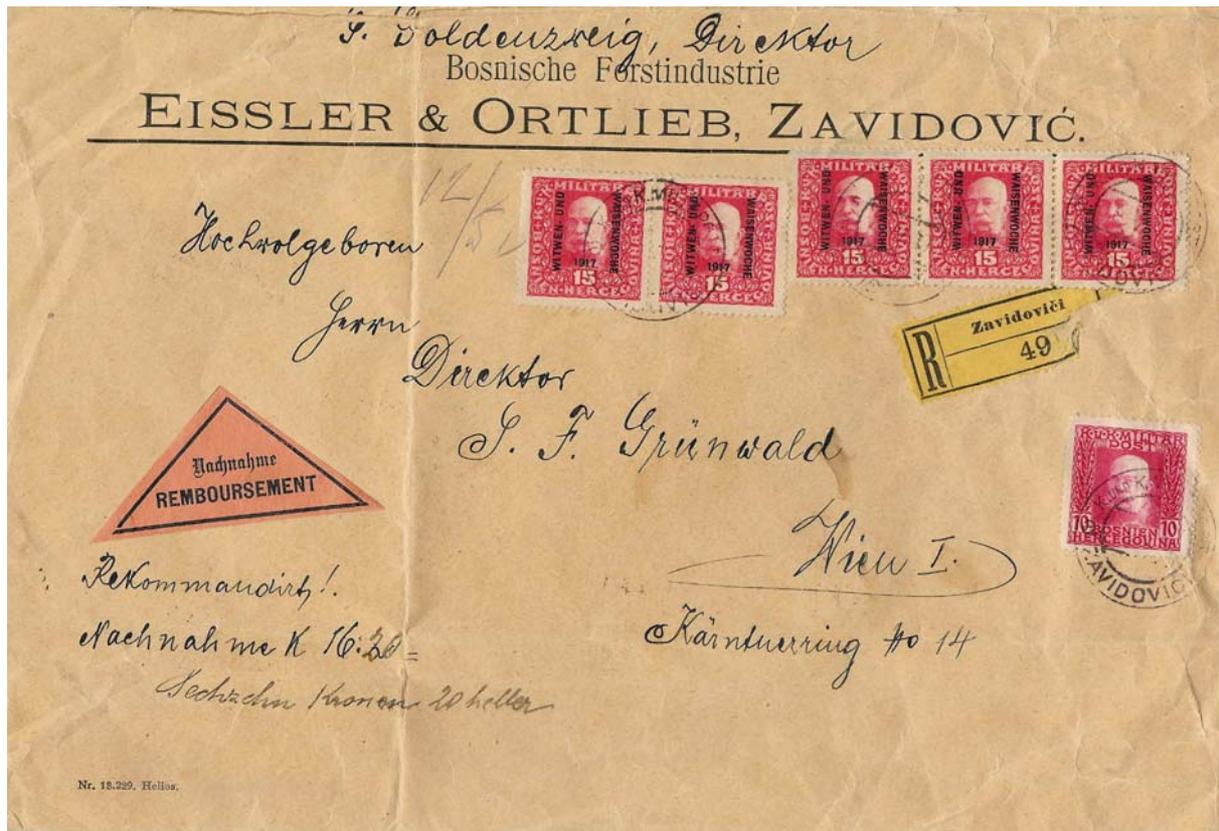
Type 3 Triangular orange COD label (M.P.D.S. 2a)



Registered COD letter from Sarajevo / -/X/17 to Prag.

COD amount: 21K 70h

Charges: Letter: 15h + Regⁿ: 25h + Vorzeigegebühr: 10h. Total 50h

Type 3 Triangular orange COD label (M.P.D.S. 2a)

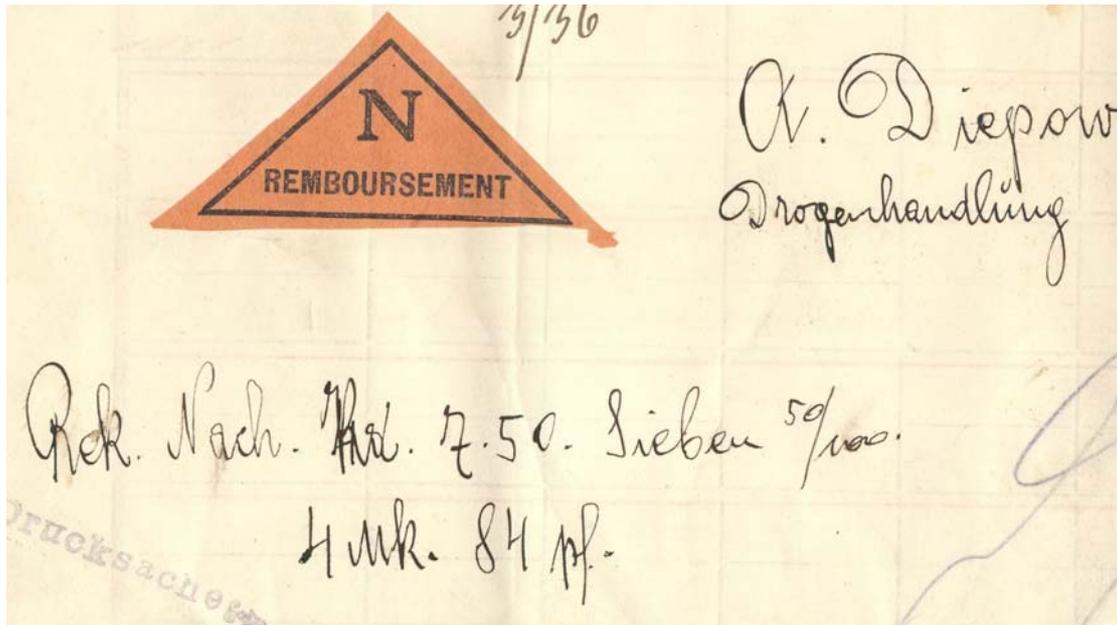
Registered COD letter from Zavidovici / 12/5/17 to Wien I.

COD amount: 16K20

Charges: Letter: 50h + Regⁿ: 25h + Vorzeigegebühr: 10h. Total 85h

The “Vorzeigegebühr”

The “Vorzeigegebühr” was introduced in §168 of the 1916 Postordnung. It was a fee charged for the return to the sender of a C.O.D. packet, a Postauftrag, etc which had not been delivered to the addressee for whatever reason - normally a straightforward refusal to pay! It started at a rate of 10 heller, rising as inflation bit to 800K/8gr at 1st Oct 1925 and to 15gr by the Anschluss. It applied to inland post, and to foreign post till Aug 1921 and again from Dec 1924. Initially it was payable by postage adhesives. From 14 Jan 1920 postage dues were applied, redeemed in cash by the recipient ie the original sender. After the Anschluss, as the Reichspost didn't use postage dues a simple cash payment was charged. On 1 Jan 1947, following the principle “let it be as it used to be” [also expressed as “Now, where were we before we were so rudely interrupted?”], the Vorzeigegebühr reappeared as 15gr [BGBl 206 of 21 Nov 1946], soon rising to 30gr, and charged by postage dues. In 1955 it rose to 70gr - but in the 1957 Postordnung [BGBl 110] it was unceremoniously abolished. See AUSTRIA 173 Spring 2011 pp25-26

Type 4 triangular orange label N / REMBOURSEMENT

Express COD printed matter from Sarajevo to Berlin NW 21. Private envelope, 39x12cm; only parts are illustrated. Express mailing of printed matter was permitted from 1/10/1916 for a surcharge of 2h. The printed matter rate was 3h per 50gm; this envelope was in the 150-200gm band so cost 12h. The COD charge of 7K50 was converted into 4Marks 84pf. Registration was compulsory for a COD letter and cost 25h. Finally the Vorzeigegebühr of 10h. Total 49h. Franked 10+2+6+6+25 = 49.

On the back: BERLIN NW /21 f / 13.4.18. 4-5N

Briefpost-Nachnahme-Postanweisung



M.P.D.S. Nr. 9 form. Briefpost-Nachnahme-Postanweisung from MOSTAR / 25/9/08 to Sarajevo.

Postanweisung demand for 5K 85h

Charges: Postanweisung: 10h (for sums up to 20K) + Einzugsgebühr: 10h. Total 20h, as franked.

Briefpost-Nachnahme-Postanweisung

▶
Double
coat-of-
arms

BV 42
 Bosnisch-hercegovinische Postverwaltung — Bosansko-hercegovačka poštanska
 uprava — Administration des postes de Bosnie-Herzégovine

Nachnahme-Postanweisung
 Postanska naprava za plaćenje.
 Mandat de remboursement de poste.

Über den Betrag von / U iznosu od / De la somme de
13 K 60 h

(in Schrift / u pismu / en chiffres arabes)
13 K 60 h

(in Buchstaben und mit lateinischen Schriftzeichen — latinis- / et en caractères / est — en toutes lettres)

Zahlungsort / Mesto plaćenja / Lieu de destination
Sarajevo

Bestimmungsart / Mesto opredjeljenja / Lieu de destination
Sarajevo

Bestimmungsort / Mesto opredjeljenja / Lieu de destination
Sarajevo

Postnummer / Prijemni broj / Numéro d'émission
2/10.18

Postansko zabljebo / Indications de service

*) Obzrećući ovaj der određivanje poštom zavoda ispuniti. — Le cas échéant, à remplir par l'Office destinataire. cauzăsfică. (Anlage 1910.)

Nachnahme-Postanweisung from KALINOVIK to SARAJEVO. International 3-language form [M.P.D.S. Nr. 140] - see “Französisch (Auflage 1910)” at its bottom left.

Sum demanded 13K60. Correctly franked with 20h, 1917 issue.

KuK Military Post cancel KALINOVIK 2.VII.18

On the back: cancel GELDANWEISUNG-ANKUNFT SARAJEVO 5.VII.18

On the back: cancel POSTANWEISUNGS-AUSZAHLUNG II SARAJEVO 1 10.VII.18

From 1910, the form for international Nachnahme-Postanweisungen (M.P.D.S Nr. 140) was also used for internal B&H mail and for mail to Austria-Hungary. This example shows the double-arms used from the end of 1915 (at top left) and the designation “Französisch (Auflage 1910)” presumably left from a previous form with the previous arms.

The printing reference number ‘140’ was on the coupon, removed from the left side of the form probably by the sender.

Reçu du destinataire — Namira primaoca —
 Quittance du destinataire

Der Empfang der Anweisung ist bestätigt — Potvrđuje prijem naplaćene sume —
 reçu la somme indiquée d'autre part

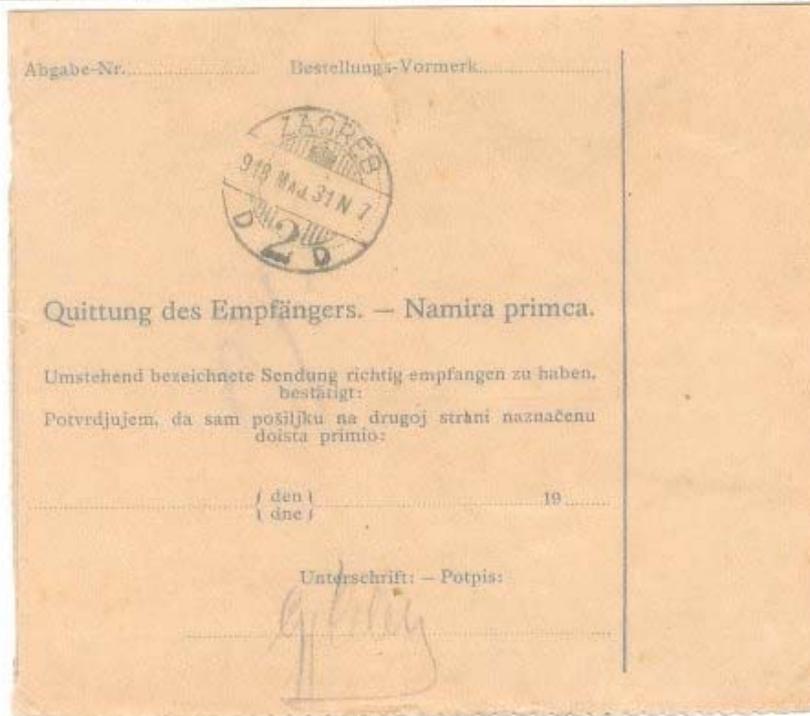
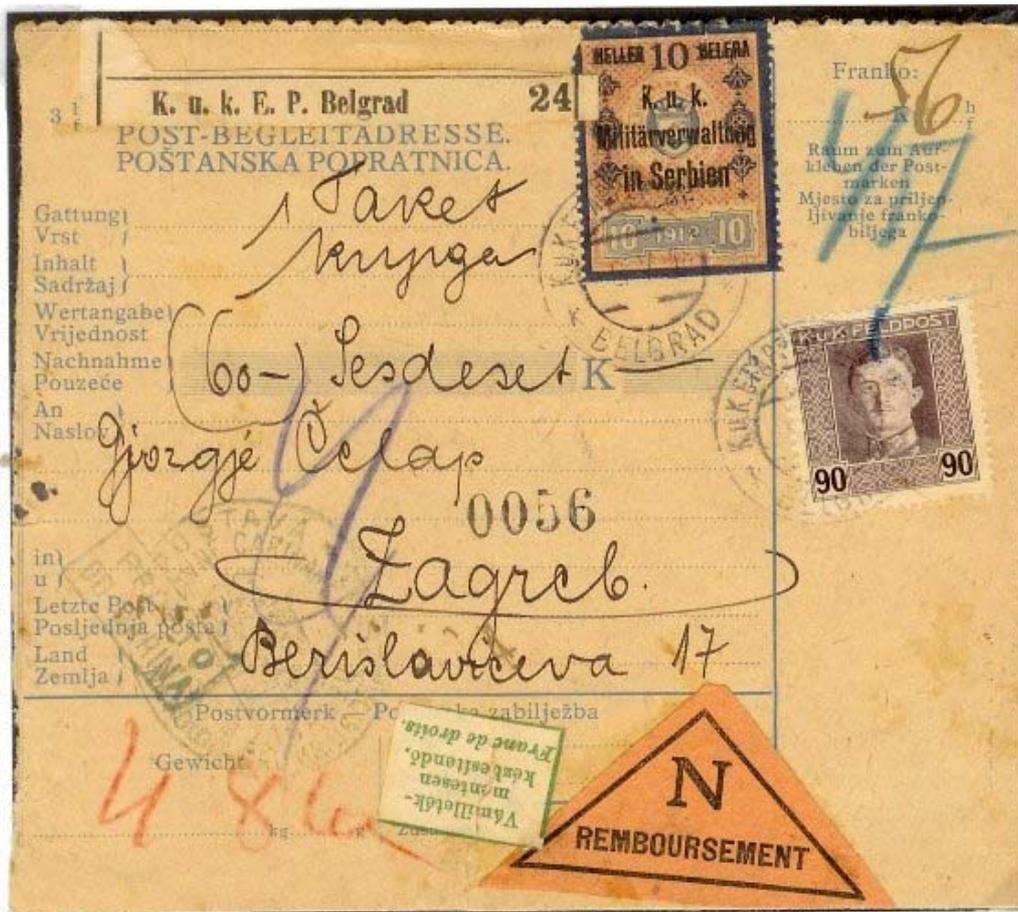
Ort / Mesto / Lieu
Sarajevo

01
 51

Unterschrift des Empfängers — Potpis primaoca —
 Signature du destinataire

Kaufnummer — Broj peđolazaka —
 Numéro du registre d'arrivée

Fieldpost in the occupied areas



Parcel card with COD, from Belgrade to Zagreb. Type 4 COD label. May 1918

Underpaid airmails to Else Maria Taussig

Two air mail covers have been lurking in my office for too long. Luckily I know a man who knows a man who can explain the postage dues! One mystery remains: will whoever sent me these please make themselves known.

Chicago to Baden-bei-Wien, 1928.



(The back is blank)

We don't like to admit defeat, so we'll say that work on understanding this cover is ongoing...

Philadelphia to Baden-bei-Wien, 1935.



A 1 oz letter to Europe, surface = 5 cents. According to the cancels it took 10 days to cross the Atlantic. Airmail once it reached Europe = 3 cents additional per 1/2 oz. Total 8 cents for a 1/2oz letter. Sender paid only 6 cents, so 2 cents underpaid. Double deficiency charged so 4 cents = 20 centimes = 36 groschen, cunningly applied on a piece of brown paper so that the delivery address wasn't covered. Q.E.D.

Was Frau Taussig a stamp dealer? Someone found this>>>>

The author gratefully thanks Jim Graue and Steve Schweighofer for their assistance and knowledge. The rates were checked using "U. S. International Postal Rates 1872-1996" by A. S. Wawrukiewicz and H. W. Beecher.



THE APS BOOKSHOP

To purchase any of these items, contact the Librarian. If you pay by credit card, it will appear as “German Railway Society” or “GRS” on your card statement. Some emails to “library@austrianphilately.com” are ending up in her 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 deep-cleaned 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. It is 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. ISBN 978-0-900118-09-8 Price **£50**. There's **only 9 copies left** of this important work, and there are no plans to reprint it. P&P £5 in UK, elsewhere at cost.
- ❖ “**A Celebration of Austrian Philately**”: the APS 60th anniversary ‘Festschrift’. viii+162pp. A4 in full colour. ISBN 978-0-900118-05-0. Price £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. Be aware that they will not be reprinted when copies run out. Postage extra at cost. Bulk orders by negotiation.
- ❖ Some back numbers of *Austria* are available to read on the APS website. They are selected from issues 127 onwards; we do not have electronic versions of previous issues. Go to the home page <http://www.austrianphilately.com/index.htm> and select [Specimens and Indexes of the APS Journal "Austria"](#) in the left-hand box. webmaster@austrianphilately.com would welcome comments on this feature.

THE STOKESLEY CHARIVARI

Austria 208: Korrections Korner

This is becoming a regular feature! At least it shows that people are reading what I'm writing.

The book reviewed on page 40 of A208 is "*Danubia – a personal history of the Habsburg Empire*". Not Dalmatia. It's not autocorrect – maybe typing on autopilot?

Page 18 of A208 is LÖTHEN, in Pomerania, E.Prussia. There seems to have been a Wallstraße there but it is only a village, 49 miles south of Danzig. Evangelical Christian churches thereabouts. Now LATKOWO; there are 3 Latkowos in Pomerania but only one was Löthen before 1945.

Dear Andy,

It occurred to me that you might like to know about a display that I and two colleagues will be giving at RPSL on Thursday 21 May 2020 (13:00-17:00) on the theme of 'A Hungarian Rhapsody'. My colleagues will be Adriano Bergamini from Switzerland and Czirók Dénes from Hungary. Adriano has what is probably now the best collection in the world of classic Hungarian material (1850-1975) and Czirók Dénes is the leading authority on pre-philatelic material (and on many other things). They will be bringing over a range of items from their collections and I will be showing some of my Pozsony collection and my Hungarian Hotel Posts. Obviously this has a large overlap with Austria and there will be a lot of material on display that will be of interest to Austrian collectors.

If anyone would like to come who is not already a Royal member, please ask them to let me know.

With best wishes

Bill Hedley

For another time ?

For those visiting Vienna there is a great new PHILATELIC SHOP at Rochus Platz just five meters from the U3 underground station of the same name. This is the underground one takes from the city centre (Stephansplatz) on the way to the December NUMIPHIL stamp fair. [1] It is brand new but is as yet unsignposted. Simply go into the shopping centre at the side of the Post Office [2] and up the escalator to the first floor. [3] It will save an awful lot of queuing at the NUMIPHIL post office counter and avoids the unhelpful staff at the Fleischmarkt Philatelic bureau !

The Rochus bureau has the whole range of stamp issues, postmarks and a huge range of special event postmarks for one to choose from, together with the latest selection of automated printed labels for Christkindl, NUMIPHIL and many others. This machine is at first a little complex, but the staff gave every assistance.

Best regards from Wien, David.

Editor's tips:

1. Leave the U3 by the Rochusplatz exit, which is the direction the train came from. Do not use the Hainburgerstrasse exit!
2. Beware of the revolving doors...
3. At the top of the escalator you are facing a Post Office. This is not what you want! Turn round, and the Philatelic Shop is half way down on your left.

NOTES FROM OTHER JOURNALS

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

Arbeitsgemeinschaft Österreich e.V. Rundbrief Nr. 125 (2019/2)

Faults on the first issue; the Austrian Post Office in Cesme; evolution of the Austrian currency as reflected in its stamps; French censorship in Tirol & Vorarlberg, 1946-1955; the first foreign letters in 1945; problems in finding foreign tariffs; pitfalls in purchasing via the Internet; some highlights of recent auctions; Schleicherlaufen in Telfs, Feb 2020; the Russians in Styria; COD mail with posthorns in 1945; etc etc

Book Review: Philatelie und die Entwicklung des Telefonwesens in Österreich um 1900

By Dr Gunter Weis

In the spring 2012 issue of this journal an article was published entitled *The Development of the Austrian Telephone Service* which gave an interesting overview of some of the issued cards and locations of mountain hut phone booths. In the following journal Dr Gunter Weis gave us a small glimpse of some of his material which he has eventually developed into a Gold winning display. In order to record his display, Dr Weis has published the above book and donated a copy to our library.

The book, although written in German, is easy to understand. It is in full colour throughout and shows all the known cards in full size, with mint, used and specimen examples. As well as the cards with imprint he also shows many examples of the cards without imprint to which stamps were applied.

An explanation of tariffs used is given and there is a very interesting section on the mountain hut booths and their inter relationship and he shows examples of all of these. I have enjoyed reviewing the book and can recommend anyone interested in this area of collecting to borrow it from the library.

Barry Clark

The book will join the APS library as Number 470; it can be borrowed in the usual way.

Library News

We have added the latest two volumes to the Registration label series – library book 462:

- ❖ 462n: Rekozettel und Einscreibebelege der Steiermark (in den Grenzen des heutigen Bundeslandes Steiermark von 1886-1938) 154 pages
- ❖ 462o: Rekozettel und Einscreibebelege von Vorarlberg (1886-1938) Anhang: Rekozettel und Einscreibebelege von Liechtenstein (1889-1938) 80 pages

Both by Hermann Sanbach, published in German in 2019.

Stamp Collector, Jan 2020



In the Europa stamp awards, Austria won two of the categories: “Most innovative” with the fabric Styrian hat; and “Best definitive basic series” with the Salzburg coat-of-arms. The “Best using other printing techniques” went to the UK for the lithography stamp Daenerys Targaryen!

