

The Sub-Carpathian Messenger

Newsletter of the Study Circle
for the Postal History of the Carpatho-Ukraine

Number 41 - November 2016



Hutsul wife, painted by Ota Pokorny

About us and the Newsletter

The Study Circle is a loose group of persons who are interested in the postal (and general) history of the area known as Kárpátalja in Hungarian, as Podkarpatská Rus during the First Czechoslovak Republic, which had a short day of independence as Carpatho Ukraine, and later was integrated into the Ukrainian SSR in the Soviet Union as the 'Zakarpatskaja Oblast'. Since 1991 it is ЗАКАРПАТТЯ, the westernmost administrative district in the now independent Ukraine.

The Newsletter came out of a meeting of a few collectors during the PRAHA 2008, its first number appeared in November 2008. In the last years we have always produced at least four issues per year but may not be able to keep this high level due to a substantial lack of contributions. On the other hand, as we can see from the access counts at the public web site, this Newsletter is read by hundreds of people. As of October 22nd, 2016, we had the following number of read accesses (361 on average for the last 10 issues):

#030	#031	#032	#033	#034	#035	#036	#037	#038	#039
368	490	452	456	399	379	457	278	150	178

We send our regards and best wishes to all members of the Study Circle.

Distribution method

All issues of the »Sub-Carpathian Messenger« can be browsed at and downloaded from the Internet address

<http://www.slideshare.net/subcarpathian>

For those who have no Internet access and/or no e-mail, the distribution method is still the same: you will receive a colour print-out by air/surface mail as you did in the past.

Everybody can freely access the uploaded numbers of the Newsletter but the notification service for new numbers is limited to the actual members of the Study Circle.

Rules and Regulations

All articles in the Newsletter carrying the name of an author are the sole responsibility of this author and should not be taken to represent the common opinion of the Study Circle. Such articles are, if not marked otherwise, copyrighted by the respective author. Free use within the Study Circle is granted. We thank our authors for their much appreciated work and contribution.

Participation in the Study Circle is not bound to a formal membership and does not include the duty to pay a membership fee. There is a moral obligation to support the Newsletter from time to time by sending some article, some interesting piece of information, some question, some answer or whatever, although a number of 'members' have chosen to disrespect even this minimal request for support.

We will "print" everything even only loosely connected with our subject of interest so any contribution is certainly welcome. Please send it (as Word 2003, 2007 or 2010 document, graphical elements in JPEG, 300 dpi or better) to the editor's e-mail address (kb@aatc.at). His traditional postal address, if you would need it, is:

Dr. Helmut Kobelbauer, Untergrossau 81, A-8261 Sinabelkirchen, Austria / Europe

Peter Cybaniak and Roman Dubyniak

More Pictures from Volosyanka / Волосянка

Coming back to previous articles (SCM #022, pages 5 - 9; SCM #035, page 6; SCM #036, pages 5 - 7) we want to show some additional material from this small village and its surroundings.

We start with pictures from the Great War:



Das vergebliche verlustreiche Anrennen der Russen am Uzsoker-Paß.

Postcard, sent from Salzburg (Austria), July 1st, 1915, to New Haven (USA).
With depiction of the “unsuccessful attacks of the Russians to the Uzsok pass
with heavy losses” - military propaganda, of course.



The Russians did occupy the Uzsok pass, although for not very long, in November 1914. It was the Szurmay Corps that re-took the pass from them (see SCM #005).



Picture of the damaged railway bridge near Volosianka.

During their withdrawal the Russians destroyed (part of) the famous railway bridge - the above picture postcard shows the gap between the outer pillars, the blown up middle pillar and some metal leftovers lying on the ground. [I think this is a different railway bridge, not the one near Volosianka - the editor.]



Picture postcard of Volosjanka - from the Czechoslovak period.

VOLOSJANKA.

FOTOBROM
NEUBERT

**Nakl. J. Jirásko, Volosjanka-Užok. Foto Šolc,
Velká Berezná.**

Another picture postcard from the Czechoslovak period even shows some local detail:



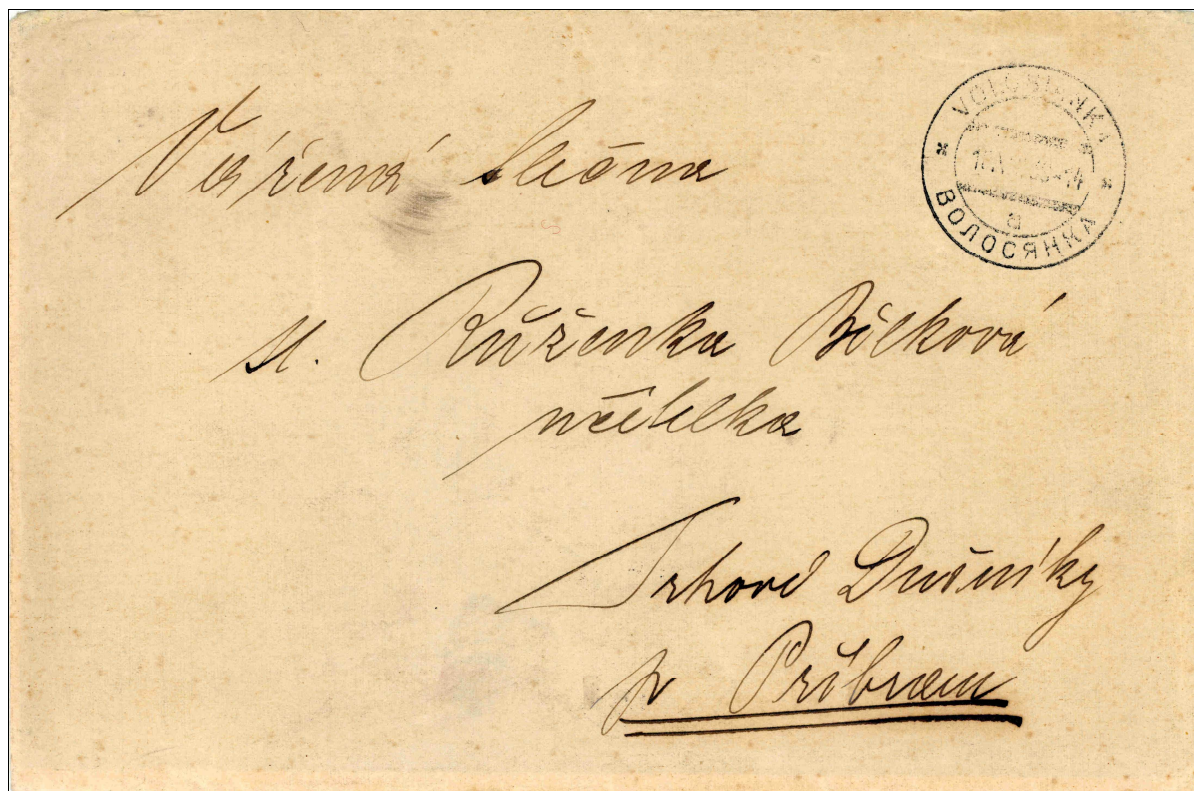
Picture postcard of the “selský mlýn” [peasant’s mill] in Volosianka.
Probably sent June 2nd, 1931, with cancellation
“VOLOSIANKA / + ВОЛОСЯНКА + / b”, to Háj u Duchcova (Bohemia).



**Nákladem J. Jirásko, smíšený obchod
a turistický hotel, Volosianka-Užok.**

We see that these two picture postcards were sold by a local producer - Jos. Jirásko from Volosianka-Užok. He seems to have had a shop and a tourist’s hotel ... (Maybe he was the owner of the “Hotel Sport” that has been repeatedly depicted in this Newsletter ?)

We can also show a cover from this time:



Cover from "VOLOSIANKA / + ВОЛОСЯНКА + / а",
July 18th, 1930, to Příbram (Moravia).

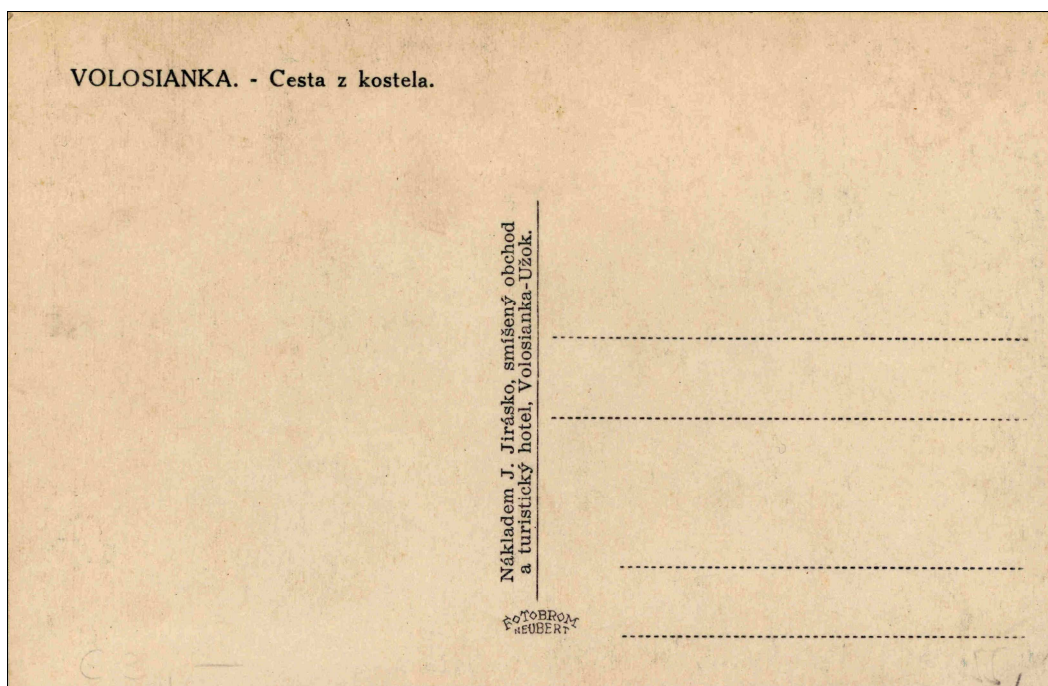


The shown cancellers were in use from 1929 to 1939 (see Jan Verleg's contribution in SCM #036).

Still from the Czechoslovak period, but from later years, are the following items:



Picture postcard from Volosianka, also produced by J[os]. Jirásko.
The Czech text “Cesta z kostela” means “[On the] way from the church”.

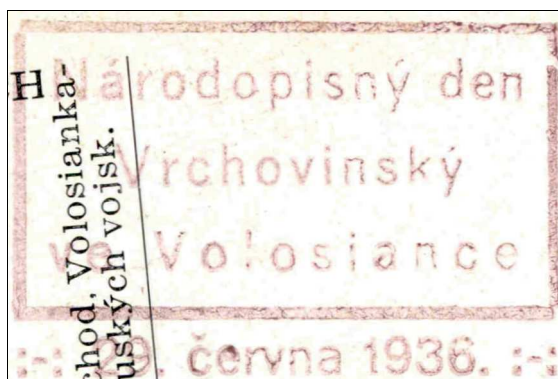
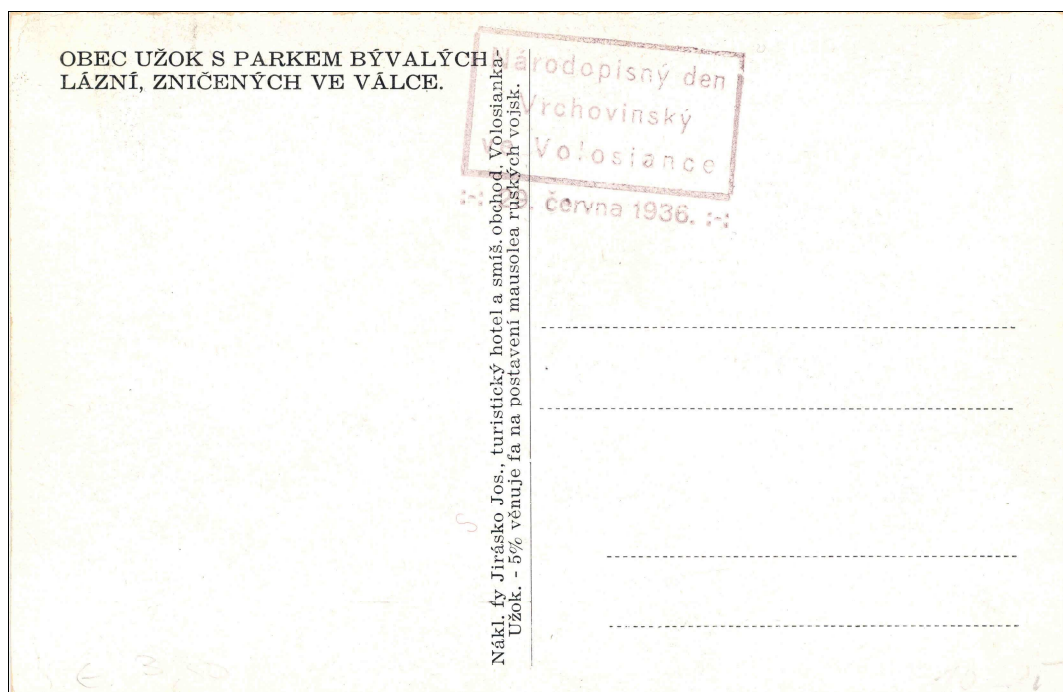


Religious motifs are amongst the most frequent from this area, together with some rather simple views of the landscape.

We can also see that the writing of the place name changed a bit over time during the Czechoslovak period. This is typical for the whole region where the transition from Ruthenian and/or Hungarian place names was rather difficult for the Czechs.



Picture postcard from Užok: View of the village with the park of the earlier spa, destroyed during the war [= WWI].



Cachet “Ethnographic day of the Vrchovina in Volosianka” - June 29th, 1936.

Czechoslovak Air Mail Related to the Podkarpatská Rus

The German “Bundesarbeitsgemeinschaft Tschechoslowakei” has published four booklets »*Geschichte der Tschechoslowakischen Flugpost*« [History of the Czechoslovak Air Mail], written by Max Mahr and H. Peter Vauhsem between 1986 and 1990. Your editor has systematically searched these booklets for informations concerning the Podkarpatská Rus. The following article is based on these extracts.



The **first booklet** on page 36 tells about the paper balloons sent from the enclosed fortress of Przemyśl in January 1915 but does not mention the balloon that was found near Turja Remete and whose cards were cancelled by the Field Post Office 47 on March 19th, 1915 (see SCM #004, pages 14 - 16, and SCM #011, page 15). This Field Post Office was associated with the 8th Cavalry Division of the Austro-Hungarian Armed Forces.



Field post card from fortress Przemyśl, found near Turja Remete.

On page 47 the booklet gives a price estimate of DEM 2.000 for the official "Ballonpost" card (in blue) sent from the fortress of Przemyśl (point 4.09a). A more realistic estimate as achieved in a number of auctions in the last years is about EUR 400 to 500.

The **second booklet** has more information for us. On page 59 it says:

„Am 8. 10. 1920 wurde von der Militärverwaltung eine Flugverbindung Prag – Preßburg – Lučenec – Ungvar eingerichtet. Befördert wurden nur Dienstpostsachen. Die Postämter Lučenec und Ungvar durften jedoch Privatkorrespondenz einlegen. Eine Bezeichnung, aus der zu ersehen war, daß es sich um mit Flugpost befördertes Postgut handelte, war verboten. Somit ist auch hier ein philatelistischer und eindeutiger Beleg nicht zu erbringen. Die Flugroute wurde am 20. 10. 1920 verkürzt zum Kurs Preßburg – Lučenec – Ungvar. Am 28. 10. 1920 wurde der Flugverkehr ganz eingestellt.“

In my translation:

„On October 8th, 1920, the military administration [of the Czechoslovak Republic] established an air connection Prague - Bratislava - Lučenec - Užhorod. Only official post items were allowed for transport. The post offices Lučenec and Užhorod were however permitted to add private correspondence. It was forbidden to mark such items as transmitted by air mail. Therefore one cannot safely identify such items. The flight route on October 20th, 1920, was shortened to Bratislava - Lučenec - Užhorod and the air connection was completely stopped by October 28th, 1920.“

Such flights have probably landed on the military airport Kbely in Prague which was active from early 1919. We think that the post office Prague 9 might have handled such mail. More information would be welcome.

We have never seen an item from this short period of air mail and draw the attention of our readers to the specific information above. The price for such item would be DEM 1.000 according to page 93 of the referenced booklet.

A much better known episode is described on pages 60 to 62 of the mentioned source:

„7. Die erste Flugpost in der Tschechoslowakei – Spišská Nová Ves – Užhorod

Im nachstehenden wichtigen Kapitel der Geschichte der Flugpost in der Tschechoslowakei folge ich den Ausführungen des Militärexperthen und Philatelisten Bohumil Matějka, der mit seinem Artikel »*První letecká pošta v Československu*« in der Filatelie/Prag 1968 für Aufsehen sorgte. Eine deutsche Übersetzung wurde in Heft 15/1969 im »*Der Sammlerdienst*« abgedruckt.

Ein offensiver Vorstoß der Truppen der Räterepublik Ungarn im Juni 1919 durchbrach die Front der tschechoslowakischen Armee unter General Hennocque. Der Stoßkeil erreichte Kaschau (3. – 6. Juni), durchbrach die Verteidigung von Prešov (10. Juni) und Bardejov (11. Juni). Fast bis zur tschechoslowakisch-polnischen Grenze reichte der Einbruch in die Karpaten. Schon am 3. Juni 1919 hatte General Hennocque die ČS-Armee in der Slowakei in zwei Armeegruppen aufgeteilt: in die Karpatengruppe unter General Destremeau und in die Kaschauer Armeegruppe unter General Chabod. Die Armeegruppen mußten Kaschau aufgeben und bezogen neue Kommandostandorte. Während die Kommandatur der Kaschauer Armeegruppe nach Spišská Nová Ves verlegt wurde, fand die Karpatengruppe in Užhorod neues Quartier. Nach dem Durchbruch der ungarischen Truppen waren die beiden Armeegruppen der Ostarmee durch einen Korridor getrennt. Der Landweg zwischen den Gruppen war unterbrochen.

Die damals in Spišská Nová Ves unterstellte 2. Feld-Flug-Kompanie erhielt den Befehl, den Kontakt mit der abgeschnittenen Karpatengruppe in Užhorod per Luftweg wieder herzustellen.

Am 13. Juni 1919 startete Feldwebel Karel Janhuba als Pilot mit zwei Offizieren an Bord von Spišská Nová Ves nach Užhorod. Neben Militärgut wurden auch zwei Säcke mit Post für die Soldaten der abgeschnittenen Armeegruppe zugeladen, da die normale Feldpostzustellung aus vorgenannten Gründen seit dem 6. Juni 1919 nicht möglich war. Das Militärfeldpostamt No. 46 in Užhorod nutzte die Möglichkeit, Feldpostbriefe der Soldaten der Karpatengruppe dem Rückflug am 15. Juni 1919 mitzugeben. Hin wie zurück wurden zwei Postsäcke Zivilpost befördert, denn Post der Angehörigen und der Soldaten kann man wohl nicht als Militärpost bezeichnen.

Am 19. Juni startete man zu einem zweiten Flug von Spišská Nová Ves mit zwei Säcken Zivilpost. Auf dem Rückflug gab das Militärfeldpostamt No. 46 drei Säcke Soldatenpost mit.



From the Internet with thanks.

Die Kampfhandlungen wurden am 25. Juni 1919 beendet. Die Armeegruppen wurden wieder vereint nach dem Waffenstillstand zwischen der Tschechoslowakei und Ungarn. Soweit die militärhistorischen Fakten.

B. Matějka untermauert die Daten der Flüge durch einen Auszug aus dem Verzeichnis der vom Kommando der Ostarmee verliehenen Auszeichnungen vom 27. Juni 1919, Nr. 509/IV. Abteilung, mit der den Beteiligten, Piloten und Verbindungsoffizieren das „Kriegskreuz 1919“ verliehen wurde.

Aus philatelistischer Sicht ist der Beweis des Versandes durch Luftpost nicht immer leicht und eindeutig, wenn es sich um Post aus Spišská Nová Ves nach Užhorod handelt, obwohl aktenkundig ist, daß Post per Luftpost eingeflogen wurde in das eingeschlossene Užhorod. Man kann dies nur am Ankunftsstempel ablesen, wenn dieser vom Feldpostamt 46 in der Zeit vom 13. – 24. Juni 1919 abgeschlagen worden ist auf Feldpostbelegen, die von den Angehörigen in der Zeit vom 5. – 17. Juni 1919 aufgegeben wurden. Belege müssen weiterhin an einen Angehörigen der Karpathen-Armeegruppe gerichtet sein.

Mit Sicherheit kann Post von Užhorod in der vorgenannten Zeit als Flugpost bestimmt werden, wenn diese mit dem Stempel des Feldpostamtes 46, in Blau abgeschlagen, versehen ist aus der Zeit zwischen dem 6. und 19. Juni 1919. Jeder Beleg muß weiterhin auch den Einheitsstempel einer Formation der Karpathen-Armeegruppe aufweisen. Diese wurden in der „Ordre de bataille“ vom 19. Juni 1919 aufgeführt.“

Again in my translation:

“In the following important chapter of the history of air mail in Czechoslovakia I am following the expositions of Bohumil Matějka, military expert and philatelist, who caused a

sensation with his article »*První letecká pošta v Československu*« in the 'Filatelie' (Prague 1968). A German translation was printed in issue 15/1969 of »*Der Sammlerdienst*«.

An offensive of the troops of the Hungarian Soviet Republic in June 1919 broke through the frontline of the Czechoslovak army under General Hennocque. The compact force reached Kaschau (June 3rd to 6th), broke through the defences of Prešov (June 10th) and Bardejov (June 11th). The occupied area nearly reached to the border between Czechoslovakia and Poland. Already on June 3rd, 1919, General Hennocque had divided the Czechoslovak Army in Slovakia into two army groups: the Carpatho group under General Destremeau and the Kaschau group under General Chabord. These army groups had to give up Kaschau and moved to new commanding centres. While the command of the Kaschau army group was moved to Spišská Nová Ves, the Carpatho group found its new location in Užhorod. After the break-through of the Hungarian forces the two army groups of the Eastern Army were separated by a corridor. The ground connection between the groups was broken.



"To Arms! To Arms!"
Bolshevik Hungarian propaganda poster from 1919.

The 2nd Field Air Company received an order to re-establish the contact with the separated Carpatho group in Užhorod by air.

On June 13th, 1919, Sergeant Karel Janhuba (as pilot) started from Spišská Nová Ves to Užhorod with two officers aboard. In addition to military stock two bags with mail for the soldiers of the cut-off army group were loaded in the airplane because the regular delivery of field post for the mentioned reasons was not possible since June 6th, 1919. The field post office nr. 46 in Užhorod took the opportunity to upload field post of the soldiers of the Carpatho group on the return flight of June 15th, 1919. In both directions two bags of such mail were transported. Such mail of relatives or the soldiers themselves cannot be classified as military mail therefore we think it was civil mail.

A second such flight started on June 19th from Spišská Nová Ves with again two bags of civil mail. On the return flight the field post office nr. 46 sent three bags of soldiers' mail.

The military clashes were ended on June 25th, 1919. After the armistice between Czechoslovakia and Hungary the army groups were united again. These are the facts from military history.

B. Matějka backs up the mentioned dates of the flights by an extract from the list of honours awarded by the command of the Eastern Army on June 27th, 1919, nr.509/4th part, where the involved persons, pilots and connecting officers were honoured with the "War Cross of 1919".

From a philatelist's point of view in the case of mail from Spišská Nová Ves to Užhorod it is not always easy and clear to prove that some item was transported by air mail, although we have official documentation that such mail existed. One would ask for an arrival mark of the field post office 46 in the period from June 13th to 24th, 1919, the mail item being sent by some relative between June 5th and 17th, 1919, and being addressed to some person in a military unit belonging to the Carpatho army group.

Mail from Užhorod can be identified as air mail with more certainty if such mail item carries the blue postmark of field post office 46 from the time period June 6th to 19th, 1919. Such item must also carry the cachet of a military unit from the Carpatho army group. These units were listed in the "ordre de bataille" of June 19th, 1919."

The article in the second booklet then continues with the very informative list of troops belonging to the Carpatho Army Group:

„‘Ordre de bataille’ des Kommando der Karpathengruppe vom 19. Juni 1919:

1. Infanteriedivision

- náčelník štábu	Chef des Stabes
- operační oddělení	Operationsabteilung
- ubytovací a osobní oddělení	Unterkunfts- und Personalabteilung
- intendance	Intendanz
- zdravotní služba	Sanitätsdienst
- polní pošta 46	Feldpostamt 46
- spojovací služba	Verbindungsdienst
- autoskupina č. 3	Autoabteilung Nr. 3
- vozatajská služba	Traintruppendienst
- zvěrolékařská služba	Veterinärdienst
- štábní rota	Stabskompanie
- pomocný úřad	Hilfsamt
- velitelství dělostřecké divize (sét. Prát)	Kommando der Artilleriedivision (Hauptmann Prát)
- ženijní setnina 2/2	Pionierkompanie 2/2
- ženijní setnina 2/3	Pionierkompanie 2/3
- 3/6 eskadrona	Eskadron 3/6
- jezdecká eskadrona ryt. Záleského	Reitereskadron Rittmeister Záleského
- muniční kolona 1. divize	Munitionskolonie der 1. Division
- hospod. úřad	Wirtschaftsdienststelle
- polní pekárny	Feldbäckerei
- polní nemocnice	Feldlazarett
- pěší pluk 3, 28, 36	Infanterieregiment 3, 28, 36
- kanónová baterie 3/4	Kanonenbatterie 3/4
- houfnicová baterie 2/1	Haubitzenbatterie 2/1
- houfnicové baterie por. Lehár	Haubitzenbatterie Leutnant Lehár

1. Territorialbrigade

- velitel pplk. Kopfstein	Kommandeur Oberstleutnant Kopfstein
- intendance	Intendanz
- zdravotní služba	Sanitätsdienst
- vozatajská služba	Traintruppendienst
- civilní správa (mjr. dr. Hubálek)	Zivilverwaltung (Major Dr. Hubálek)
- technický odbor (pplk. Nechleba)	Technische Abteilung (Oberstleutnant Nechleba)
- střelecký pluk 21 francouzských legií	Schützenregiment 21 der Französischen Legion
- detachment ryt. Nedbal	Detachment Rittmeister Nedbal
- oddíl Slovenské brigády a legionářů	Abteilung der Slowakischen Brigade und Legion

- velitelství dělostřecké brigády (nadv. Pustejovský)

Kommando der Artilleriebrigade (Oberleutnant Pustejovský)

- ženijní setnina 1. praporu

Pionierkompanie des 1. Bataillons

- účetní likvidace

Zahlmeisterei

- ženijní setnina 6/3

Pionierkompanie 6/3

- pravocní setnina 6/74 a 5/81

Arbeitskompanie 6/74 und 5/81

- hospodářský úřad

Wirtschaftsdienststelle

- nemocnice

Lazarett

- posádkové velitelství v Užhorodě

Ortskommandantur Užhorod

- vojenská policie v Užhorodě

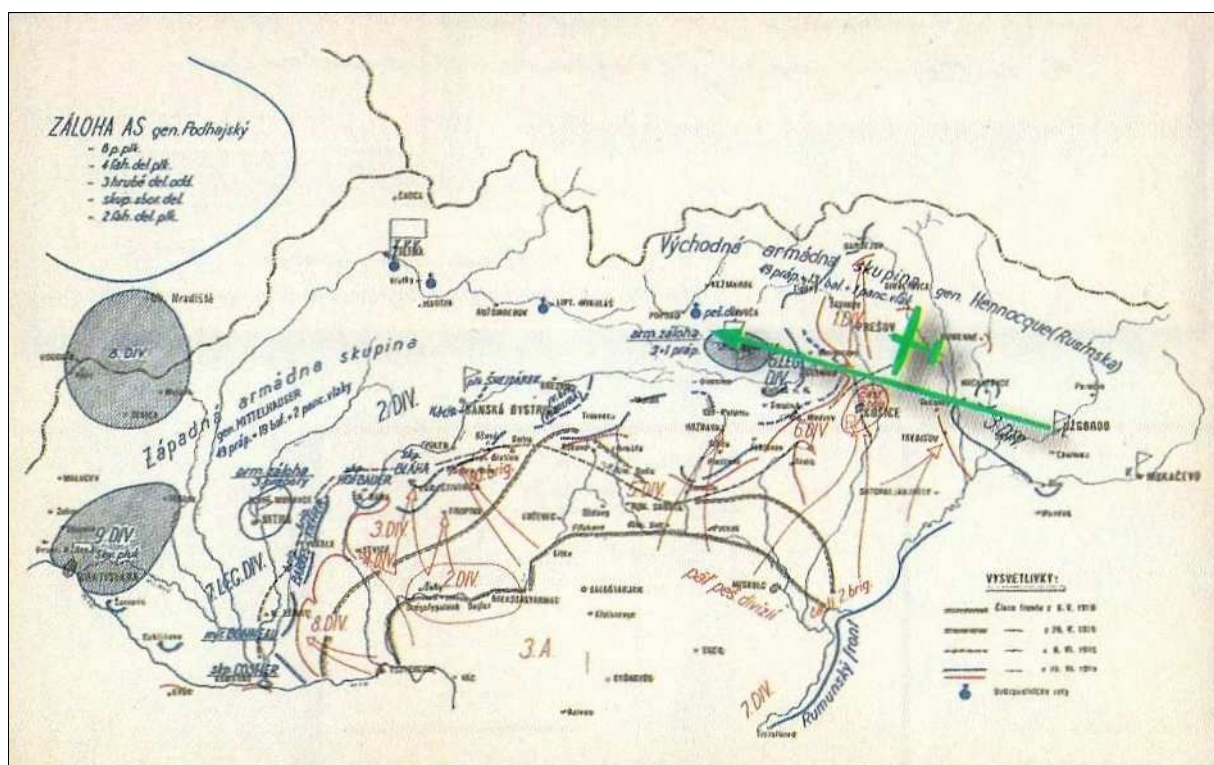
Militärpolizei Užhorod

- nádražní velitelství v Užhorodě

Bahnhofskommando Užhorod“

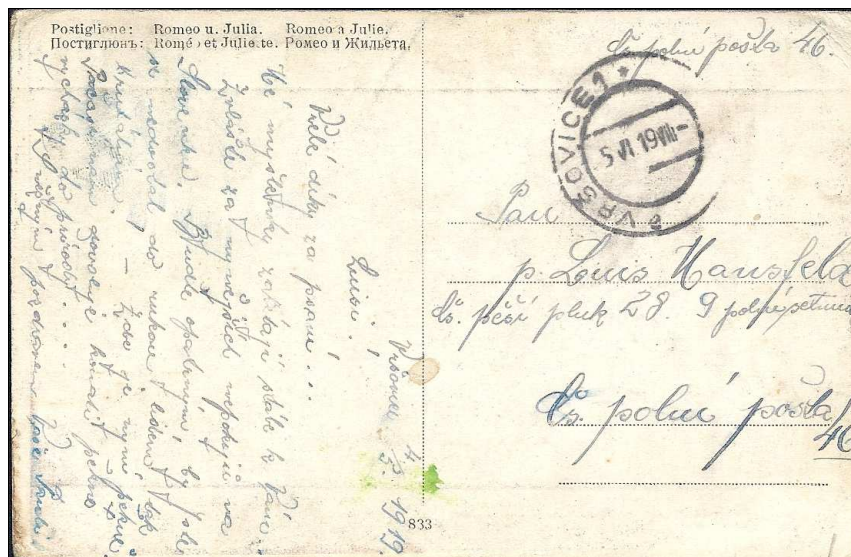
We do not translate this list because the important part is the names of the Czechoslovak military units. Special attention should be given to the last three units in the list - these are attractive unit cachets even when not in connection with the first military air mail.

From the exhibit of Petr Blaha at the HUNFILA in Szombathely (Hungary, 6th to 8th May, 2016) we have borrowed the picture below which shows the distribution of Czechoslovak (in bluish-black) and Hungarian troops (in brown) and (in green) the air route between Spišská Nová Ves and Užhorod. It also shows that the headquarter in Užhorod was that of the 3rd Infantry Division (brigades I, V, and VI):

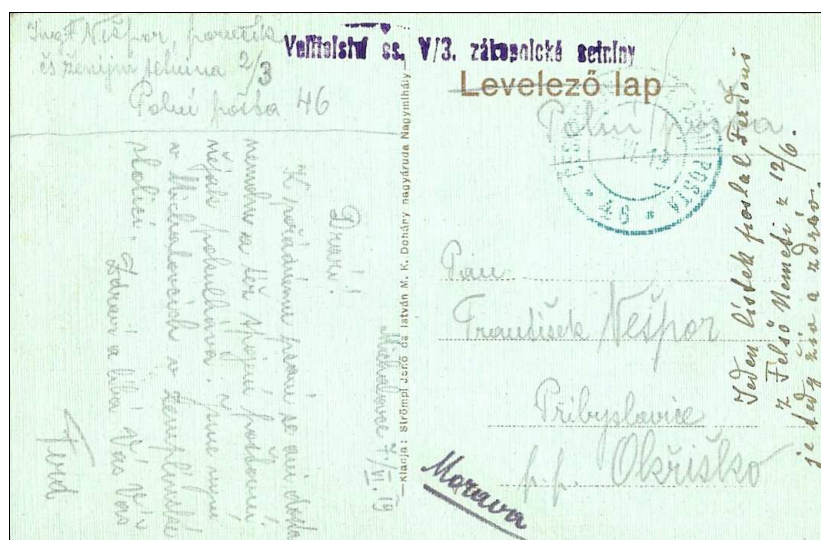


This picture was originally part of the extensive article “Činnost Polnej a Kuriérnej Pošty na Území Československej Republiky v Rokoch 1918 - 1920” [Activities of Field and Courier Mail on the Territory of the Czechoslovak Republic in the Years 1918 - 1920] by Jozef Tekel’ of which Juan E. Page has sent me a copy (many thanks).

Petr Blaha was also so kind and sent us scans from some items in his possession and shown as part of his exhibit. We thank for that generous attitude and reproduce these scans:



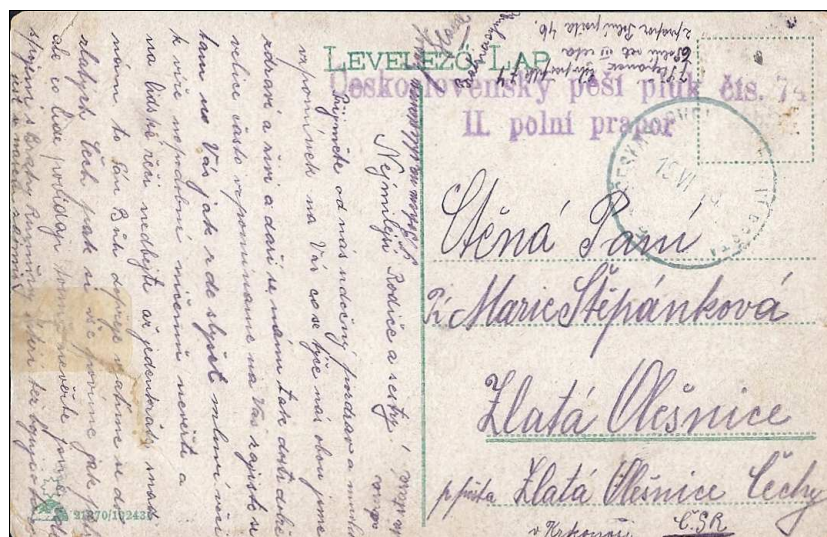
Field post card, Vršovice, June 5th, 1919, to PP 46.



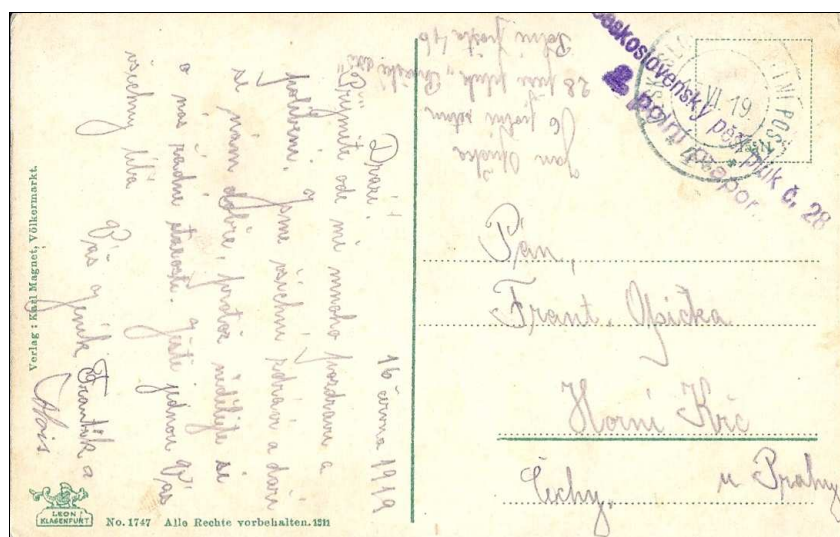
Field post card, PP 46 (in bluish-green), June 7th, 1919.



Field post card, PP 46 (in darkgray), June 14th, 1919.



Field post card, PP 46 (in bluish-gray), June 15th, 1919.



Field post card, PP 46 (in darkgray), June 17th, 1919.



Field post card, PP (in darkgray), June 19th, 1919.
The above six items from the collection of Petr Blaha.

Martin Jurkovič in the London World Exhibition 2014 showed the following piece (thanks for the scan):



Picture postcard, written in Kapušany, PP 46, June 12nd, 1919, to Náchod. Sender from "pěší pluk 21". From the collection of Martin Jurkovič.



Reverse side of above card.

Again on page 93 the following price estimates are given

- for a military air mail item flown from Spišská Nová Ves to Užhorod LP
- for such item flown from Užhorod to Spišská Nová Ves 400 DEM

These price estimates are probably too low now. An item of the second kind, if you can get it, costs about 700 to 1000 EUR. Be warned that a number of doubtful items circulates on the market.

In the year 1920 the Czechoslovak government decided to yearly subsidize the 'Compagnie Franco-Roumaine de la navigation aerienne' (CFRNA) with 5 million Czech crowns to include Prague in their international network. The cities involved were Strassbourg, Paris, London, and Warsaw. Although interesting in its own, this phase has no relationship with the Carpatho Ukraine.

There is another important source for the air mail(s) in the First Czechoslovak Republic, i. e., the so-called Horka catalogue.



Written by MUDr. Petr Horka and published by Filatelie Trojan in Prague under the title »Československá Letecká Pošta« [Czechoslovak Air Mail] in 1997, this book is now rather hard to find and get.

Good luck has it that I could buy a very nice copy at the last Burda auction and can therefore also add some information from this very valuable source. (I have searched for this book about six years now, being not educated enough in 1997 to immediately buy it.) My bad luck is that the book is in Czech, of course, and my understanding of this beautiful language is rather limited.

V bojích na Slovensku bylo soustředěno poměrně značné množství leteckého materiálu a leteckých útvarů. Proto byla použita letadla také k přepravě pošty a ostatních zásilek v době odtržení košické a karpatské skupiny československé východní armády.



Obr 36 Zásilka polní pošty dopravená prvním vojenským letem z Užhorodu, 1919

Po úspěšných operacích maďarského vojska a po předchozím obsazení Košic, Prešova a Bardějova došlo dne 11. 6. 1919 k roztržení čs. východní armády - skupin košické a karpatské. Velitelství se přemístilo do Spišské Nové Vsi. Pro velitelství karpatské skupiny v Užhorodě fungovala v této době polní pošta č. 46. Již 13. 6. 1919 startovalo **ze Spišské Nové Vsi** vojenské letadlo **do Užhorodu**. Mimo jiné zásilky neslo také dva pytle pošty pro příslušníky karpatské skupiny. Zpět se vrátilo 15. 6. 1919, kdy byly převezeny dva pytle soukromé korespondence vojáků karpatské skupiny, podané v době od 6. - 14. 6. 1919 u polní pošty 46 v Užhorodě (poslední pošta odešla pozemní cestou z Užhorodu 5. 6. 1919). Druhý let se konal 19. 6. 1919. Ze Spišské Nové Vsi byly dopraveny dva pytle s poštou, zpětným letem 20. 6. 1919 pak další tři pytle od polní pošty 46. Denní razítko polní pošty 46 bylo používáno v černé nebo modré barvě.

Za skutečně letecky dopravené zásilky můžeme považovat jednak zásilky z neodtrženého území adresované do Užhorodu, případně dalším útvarům karpatské skupiny, odeslané v době od 5. - 17. 6. 1919. Jejich průkaznost musí být doložena příchodním razítkem. Bezpečně lze leteckou dopravu prokázat u dopisů a dopisnic polní pošty 46 s daty mezi 6. - 19. 6. 1919.

From the "Horka" catalogue, page 41.

I am hoping that some kind member (or non-member) of this Study Circle can translate the above section to English. As far as I understand it, it describes the reason for having a military air mail connection to and from Užhorod and the particulars of the resulting two flights. It describes the colour of the PP 46 postmark as "black or blue". The allowable date range for mail from Užhorod is defined as June 6th to 14th, 1919, for the first flight. The second flight was on June 19th, 1919.

For the military air connection of October 1919 the "Horka" catalogue offers the following information:

První pravidelná domácí linka byla na našem území otevřena 8. 10. 1919. Byla to **vojenská letecká linka Praha - Bratislava - Lučenec - Užhorod**. Přeprava byla vyhrazena obyčejným i doporučeným úředním zásilkám a částečně novinám pro Lučenec a Užhorod. Označování zásilek jako „letecká pošta“ bylo nepřipustné. Poštovní úřady Lučenec a Užhorod mohly vkládat do závěrů také soukromou korespondenci. Linka se provozovala podle pravidelného letového řádu.

From the "Horka" catalogue, page 42.

The curious thing is that this connection is assigned to October 1920 (not: 1919) by the Mahr/Vouhsem booklet (see page 59). Who would know what is correct ?

The “Horka” catalogue shows the exact weekdays and times of flight in a table:

Tab 9 Letový řád vojenské poštovní linky Praha - Bratislava - Lučenec - Užhorod

Den	Praha	Bratislava	Lučenec	Užhorod	Datum
úterý, pátek	10.00	12.00	12.30	13.45 14.00	8.10. - 20.10. 1919
středa, sobota	15.45			10.00	
úterý, pátek		7.30	9.45	11.00	21. - 27/28.10. 1919
vojenský kurýr vlakem z Prahy		16.00	14.00	12.00	
pondělí, čtvrtek	16.15				
úterý, pátek		18.18			

Pro nedostatek provozních prostředků, zvláště pohonných hmot, byla linka 20. 10. 1919 zkrácena na úsek Bratislava - Lučenec - Užhorod. Listovní zásilky mezi Prahou a Bratislavou dopravoval vojenský kurýr vlakem. Krátce na to, před 28. 10. 1919, byla doprava na lince zastavena. Celková přípustná váha poštovních zásilek při jednom letu byla 50 kg. Dobový tisk však upozorňuje, že přes oficiální zastavení letů v úseku Praha - Bratislava, jsou zde konány příležitostné lety a letci rovněž berou na palubu letadel poštu.

From the “Horka” catalogue, page 43.

The dictionary helps here (a bit): “úterý” is Tuesday, “pátek” is Friday, “středa” is Wednesday, “sobota” is Saturday, and for the period October 21st to 28th (where the part Praha to Bratislava was covered by a special military courier train) we have “pondělí” as Monday and “čtvrtek” as Thursday.

Since October 8th, 1919, was a Thursday, we have flights arriving at Užhorod as follows:

Friday, October 9th, 1919 at 15:45 hours
 Tuesday, October 13th, 1919 at 15:45 hours
 Friday, October 16th, 1919 at 15:45 hours
 Tuesday, October 20th, 1919 at 15:45 hours
 Friday, October 23rd, 1919 at 11:00 hours
 Tuesday, October 27th, 1919 at 11:00 hours

and we have flights taking off from Užhorod as follows:

Saturday, October 10th, 1919 at 10:00 hours
 Wednesday, October 14th, 1919 at 10:00 hours
 Saturday, October 17th, 1919 at 10:00 hours
 Tuesday, October 20th, 1919 or Wednesday, October 21st, 1919 - this is not clear from the table
 Friday, October 23rd, 1919 at 12:00 hours
 Tuesday, October 27th, 1919 at 12:00 hours

Since April 1st, 1921, there existed a special post office PRAHA - LETIŠTĚ which took care of all incoming or outgoing air mail. Finally a national carrier, the ‘Československé státní aerolinie’ (abbreviated as ČSA), was founded in 1923.

The first air route of the ČSA was Prague to Bratislava, which was extended May 24th, 1924, to Košice and on May 6th, 1929, to Užhorod.

But this is really the subject of a continuation of this article in some future issue of “The Sub-Carpathian Messenger” ...

Filep László

The Provisional Marks of the VISSZATÉRT Period - Part XII

Marks of the Travelling Post Offices with Numbers but without Place Names

[The Hungarian periodical "Bélyegvilág" in its issue of March 2016 brought an article on the marks of railway post without place names in the Carpatho Ukraine. Our colleague János Manz translated this article from Hungarian to German and your editor has transformed it into English.]



A Visszatérések időszakának kisegítő bélyegzései, XII. rész

Kárpátaljai – helynevet nem tartalmazó –
mozgóposta szám-keletbélyegzések

A markofília (bélyegzés-gyűjtés) tudományát nem művelő filatelisták előtt is közismert tény, hogy a Visszatérések időszakában nagyon sokféle-fajta kisegítő bélyegzést használt a Magyar Királyi Posta.

Sorozatunk előző IX-XI. részében már foglalkoztunk a Kárpátalján használt mozgóposta bélyegzésekkel. A Magyar Királyi Posta az 1943. július hó 2-án kiadott Rendeleték Tára a Magyar Kir. Posta részére (PRT) 223.000/3. számú rendeletével 1943. október 3-tól, az őszi menetrendváltás időpontjának napjától életbe léptette a mozgópostai menetek új számozását. Ebben a rendeletben bevezette – az altiszti mozgóposták, majd 1944-től a tiszti mozgóposták számára – a helynevek nélküli, csupán a mozgóposta-jelzést és számot tartalmazó szám-keletbélyegzők használatát is – mely intézkedés révén – a dátumjelzésbe beépített útirányjelzés következtében a szükséges bélyegzőmennyiség a felére csökkent. Ezeknél a bélyegzőknél a használati helyeket nem csak a futott küldeményen fellelhető adatok (például a feladó személye, az általa írt szövegben előforduló helységneve vagy egyéb utalások, stb.) alapján lehet megállapítani, hanem onnan is, hogy ezeket az adatokat a PRT rendszeresen közli a magyar mozgóposták és jegyzékelőmenetek jegyzéke, valamint annak módosításában. Ezekkel a szám-keletbélyegzőkkel sem Dr. Simády Béla: Kárpátalja postatörténete, sem Horváth Lajos: Kárpátalja postatörténete a kezdetektől 2014-ig című, 2015-ben megjelent monográfiája nem foglalkozik.

A helynevek nélküli, csupán a mozgóposta-jelzést és számot tartalmazó szám-keletbélyegzéseket Kostyán Ákos a Magyar Bélyegkek Monográfiája I. kötetében a Mps. Xy. Típuscsoport. 1943-1944. megnevezés alatt írja le, majd a VI. kötetben részletesen tipizálja is azokat.

A helynév nélküli mozgóposta szám-keletbélyegzőkkel – a valamilyen okból – rendelkezésükre nem álló helyneves mozgóposta bélyegzőket pótolták. Mi lehet ez az ok? Ha olvassuk a PRT régi kötetét, gyakran láthatjuk, hogy azok a fránya bélyegzők milyen sokszor elvesztek – és sokkal ritkábban – de elő is kerültek! A vasúti mozgópostákat a Magyar Királyi Posta a Magyar Királyi Államvasutak (MÁV) vonataiban működtette, aki a vonatok menetrendjét elég sűrűn változtatta (hogy mást ne mondjunk, van téli-, és van nyári menetrend és van ünnepi, és van még sok indok). Egy ilyen

21. ábra: A 200 számú, Máramarosziget-Debrecen „T” (térti) mozgóposta bélyegzés levelezőlapon

menetrend-változás kihat a vasúti mozgóposták működésére is, és előfordul, hogy új helyneves mozgóposta bélyegzőt kell gyártatni – ami bizony időbe telik, de a postának menni kell! Ekkor áll szolgálatba egy helynév nélküli mozgóposta szám-keletbélyegző. Ha ezeknél a bélyegzéseknél nincs a küldeményen olyan adat, mely segíthetne a felhasználási hely azonosításában, akkor a fentebb említett, A magyar mozgóposták és jegyzékelőmenetek jegyzéke segíthet.

A bemutatott díjegy lapon (21. ábra) lévő bélyegzés dátuma „T 44 IV. 11” – vagyis erre az időpontra az 1943. november 1.-1944. június 5. közötti időszakra szóló, az 1943. évi 51. PRT mellékleteként megjelent 242.800/1943. számú rendelet érvényes. A 200. számú mozgóposta a rendelet szerint Debrecen-Máramarosziget és vissza közlekedő altiszti mozgóposta számára készült, a bemutatott bélyegzés ennek a járatnak „T” (térti) vagyis Máramarosziget-Debrecen bélyegzése.

Akkor miért sorolandó a Kárpátaljai mozgóposta bélyegzések közé? Mert amikor a PRT 223.000/3. számú rendelettel 1943. október 3-tól átszámolták a mozgópostákat, az addigi, már 1942. december 5-től közlekedő 307. számú mozgóposta új száma 200. lett és ezt megőrizte egészen 1944. június 5-ig. Ekkor lép be egy újabb, fontos tényező, ugyanis Máramarosziget vasúton csak Kárpátalján keresztül, a 120-as számú, Királyháza-Huszt-Aknaszlatina vonalszakaszon át lehet elérni.

Mennyivel egyszerűbb a másik, 202. számú mozgóposta bélyegzés (22. ábra) azonosítása: az 1944. évi 28. PRT mellékleteként megjelent 225.685/1944. számú rendelet 7. oldalán található a 202. mozgóposta Debrecen-Ungvár és vissza járat, mely ezen a vonalon 1944. június 5.-től közlekedik. Az altiszti mozgóposta számára készült, „A” ellenőrző betűs bélyegzés dátuma „T 44. VI. 23” (az utolsó számjegy csak erős nagytípusban azonosítható) – ennek a járatnak „T” (térti) vagyis Ungvár-Debrecen bélyegzése. Megkönnyíti a dolgot, hogy a borítékon gépirással ott a feladó: „Dr. Nagy Károly Balázs tábl. lelk. -152. kórházvonal Fényeslitke”. Az Ungvárról 15 óra 10 perckor induló mozgóposta-járatnak a trianoni határállomás, Záhony utáni negyedik megállója Fényeslitke – ahol a tábori lelkész úr bedobta levelét a mozgóposta-kocsi oldalán lévő levélfelvévő nyílásba, majd azt a mozgóposta altisztje ellátta a 202. számú mozgóposta bélyegzésével.

Filep László

22. ábra: A 202. számú, Ungvár-Debrecen „T” (térti) mozgóposta bélyegzés levélén



16 BÉLYEGVILÁG – FILATÉLIAI ÉS NUMIZMATIKAI SZEMLE 2016/03

From the "Bélyegvilág", March 2016, page 16.

Translation:

Even the collectors who do not know the world of macrophilia (collecting canceller imprints) are aware that in the VISSZATÉRT period the Hungarian Royal Post Organization used many different provisional marks.

In the parts IX to XI we have mentioned the stamps of the Travelling Post Offices used in the Carpatho-Ukraine [*we shall find these articles and have them translated, too - the Editor*]. The Hungarian Royal Post has introduced the new numbering of the travelling post offices synchronously with the railway autumn timetable on October 3rd, 1943 in its “Rendeletek Tára a Magyar. Kir Posta Részére” nr. 223.000/3 (usually abbreviated PRT). With this decree for the low-level Travelling Post Offices they replaced the old type of cancellers (holding the names of the terminal stations) with new ones holding only a code for the TPO and a number; this change was later extended to the high-level TPOs. The necessary number of such marks was only half of the previous number because the travelling direction was integrated into the date information. For such marks one can determine the terminal stations not only from details written on the item (the sender, the place of writing and others) but also from the PRT because it shows this information in the section “A magyar mozgóposták és jegyzékelőmenetek jegyzéke” [catalogue of Hungarian TPOs and numbered lines]. Such marks are neither mentioned in the book on Carpatho-Ukrainian postal history by Béla Simády nor in the monograph of Lajos Horváth published in 2015.

The TPO marks without place names, only with TPO code and number, were described by Ákos Kostyán in the first volume of the “*Monograph of Hungarian Stamps*” under the title “Mps. Xy. Tipuscoport. 1943 - 1944”; in volume VI they were classified in detail.

These stamps replaced - we do not know why - the mobile stamps with place names. What could be the reason behind? If we read the earlier pages of the PRT we find out that such marks were lost quite frequently and in some cases also found again. The TPOs of the Royal Hungarian Post worked in the trains of the Hungarian Royal Railways (MÁV) who rather often changed the timetables for these trains (there were timetables for the summer and winter seasons, timetables for holidays and so on). Such timetable change had an effect on the TPO marks and there were cases where the terminal stations changed, too. The production of new TPO marks was an expensive and lengthy undertaking - but the processing of the mail could not wait and had to work also in the meantime. Therefore in such cases a TPO mark without place names was used.

The depicted stationery (see picture 21) has “T 44 IV. 11” as its date - we have to consult decree nr. 242.800/1943 (published as amendment nr. 51 of the PRT for 1943) which was valid for the period November 1st, 1943, till June 5th, 1944. According to TPO decree nr. 200 this mark was used for the low-level TPO between Debrecen and Máramarossziget, the “T” means it was used for the return direction.

But why can one assign this mark to the postmarks of the Carpatho-Ukraine? The same TPO had nr. 307 since December 5th, 1942, and was assigned now the nr. 200 (until June 5th, 1944). From this day on the terminal station Máramarossziget was reachable by train only through the Carpatho-Ukraine region with railway line nr. 120 (Királyháza - Huszt - Akna-szlatina).

It is much easier to identify the TPO mark nr. 202 on the depicted letter (see picture 22): It can be found on page 7 of decree 225.685/1944 (which was an amendment to PRT nr. 28 of 1944). The TPO nr. 202 on June 5th, 1944, was used on the line Debrecen - Ungvár and back. The shown letter carries the date “T 44. VI. 23” so was cancelled on the “return” trip Ungvár - Debrecen. The part “A 202 A” means that it was a low-level TPO (A for *altiszt*, i. e. conductor). We additionally have the sender “Dr. Nagy Kálozi Balázs táb. lelk. 152. Kórházvonat Fényeslitke”. The train taking off from Ungvár at 15:10 hours had Fényeslitke as fourth stop after the Trianon border at Záhony where the “táb. lelk.” (i. e. army chaplain) posted his letter and the post office worker of the TPO cancelled the same letter with the mark TPO nr. 202.

To be continued

Miroslav Bachratý

A Rare Provisional Line Mark: Ungtarnóc



Picture postcard of Ungvár, no date, as printed matter to Budapest.
Cancelled by “MAGYAR KIR. POSTA | * 281 *” (steel) and “Ungtarnóc”.

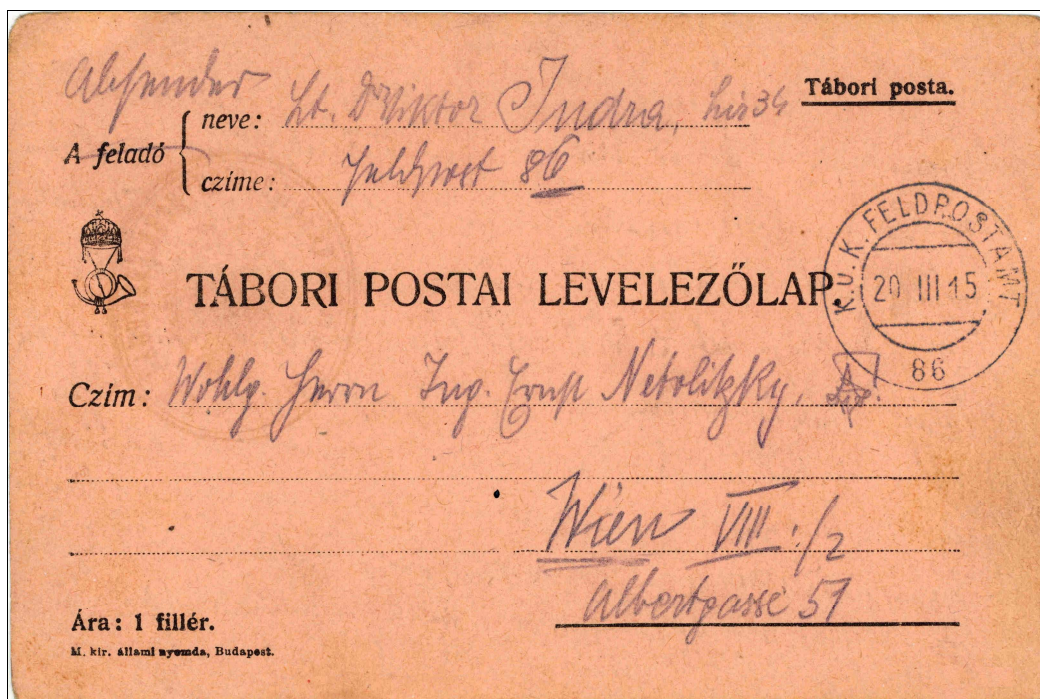


The steel canceller “MKP 281” was used in Ungtarnóc from November 12th to 18th, 1938, (so for only seven days) according to Jan Verleg (Monograph, page 126).

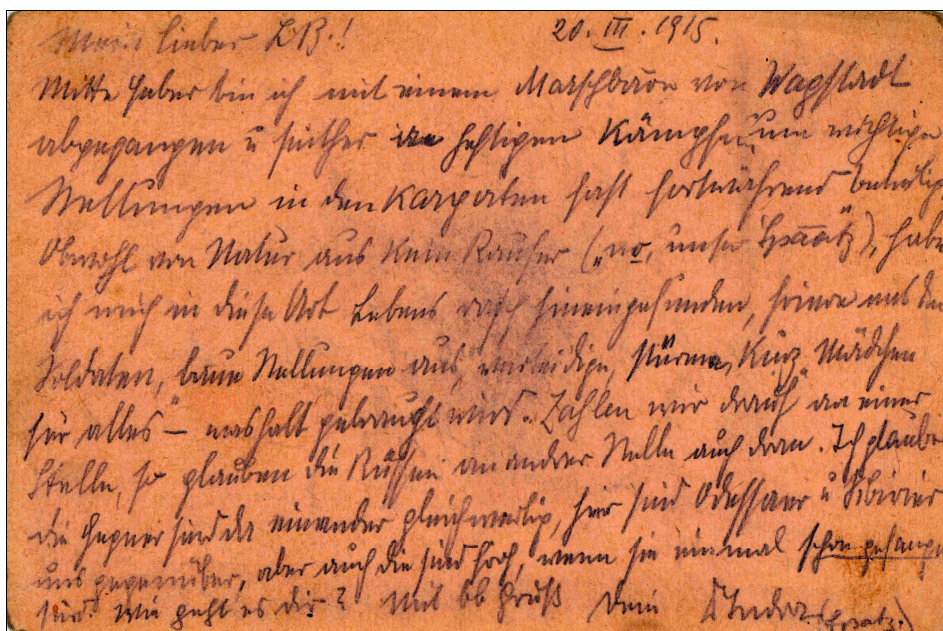
Helmut Kobelbauer

A Field Post Card of Viktor Indra from WWI

Postal history has an “objective” side (official documents, postal items and whatever) but also has a “subjective” side. For me the second side is worth collecting, too, and so I have a number of postal items from (once) famous collectors of the so-called Carpatho-Ukraine.



Field post card, FPO 86, March 20th, 1915, to Vienna.



From the text (in German):

“Mitte Feber bin ich mit meinem Marschbaon von Wagstadt abgegangen u seither an heftigen Kämpfen um wichtige Stellungen in den Karpaten fast fortwährend beteiligt [...]“

Field post 86 was assigned to the 45th Landwehr-Infanterie-Truppen-Division which in March 1915 was engaged in the (unsuccessful) second Austro-Hungarian attack over the Carpathians.