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Polonus honors Polish American Congress 50th

The Fiftieth Anniversary of the Polish American Congress will be honored at the Polish American Heritage Exhibition sponsored by the Polonus Philatelic Society to be held this fall at the Polish Museum of America in Chicago. Several years ago the PAC declared October as Polish American Heritage Month, asking various Polish organizations to participate in this drive.



A special postal commemorative cancellation, designed by noted artist Leon Kawecki of California, is planned for the event. Covers will be available at the museum.

In October, 1992, Polonus responded with an exhibition of Pulaski, Kosciuszko and Paderewski in Philately, held in the Great Hall of the Polish Museum. It was viewed by many tours that regularly come through the museum.

This year Polonus contacted officers of the PAC informing them of our observance. They will be invited to the opening day reception on Friday, October 7th. Among those planning to attend are PAC President Edward Moskal and Treasurer, Edward Dykla.

Since 1994 is the 200th anniversary of the Kosciuszko Insurrection, this Polish American hero will be highlighted in the exhibition. The Polish American Numismatic Association will also participate with the showing of a Kosciuszko medal collection.

POLISH ARMoured TRAINS 1918-1921 in Philately

By JANUSZ ZBIGNIEW PIEKUT (AIJP 1085)

I. Armoured Train as New Weapon

Armoured trains as new fighting machines, attracted greater attention only at the beginning of the 20th century. It is true that during the Civil War in the United States (1861-1865), and during the Franco-Prussian War (1870-1871), armed and partially armoured trains appeared on the fields of battle, however, the experience gained from their use, did not earn recognition in the eyes of general staffs. The British used armoured trains to a greater extent during the Boer War (1899-1902); certain successes were also achieved by armoured trains during the Russo-Japanese War (1904-1905), which were used by the Russians during the fighting in Manchuria. The experiences gained there, resulted in increased support for the concept of armoured trains among many European armies. Depending on local conditions, different theories were formulated as to the role of the armoured trains in future wars. Of the three powers, that partitioned Poland in the 18th century (Russia, Prussia and Austria), the widest use of armoured trains was made by Russia, which built light armoured trains, capable of maneuvering rapidly, on a wide front. They were armed with light guns and several machine guns. Austro-Hungary became interested in building armoured trains only after the start of World War I.

One of the most modern trains was built in the autumn of 1914, in the rail shops in Nowy Sącz: two carriages armoured with steel rails attached one next to the other, the outer armour comprised of steel plates 20 mm. thick. Moveable plates of similar thickness protected the lower portion of carriages, almost down to the rails. The object was, to make artillery shells fired at the train skid, without exploding. The design proved successful in practice.

II. Polish Armoured Trains

The subject of the armoured trains in service with the Polish Armed Forces is not very well researched. We know that armoured trains played a significant role during the Wielkopolska Uprising (1918-1919), fighting with the Ukrainians (1919), the Polish-Soviet War (1919-1920) and the Third Silesian Uprising (1921). They were very effective since the trains could move fast, protect security of the rail lines, bridges, and most of all, could secure supplies of arms and ammunition. Because of that, many army commanders strived to have them.

a) In the East

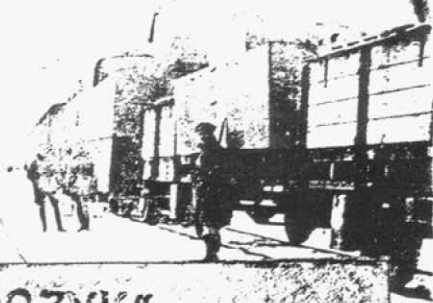
First Polish armoured trains came into being as part of the First Polish Army Corps, in Russia. At the beginning of 1918, on the initiative of Lieutenant Stanisław Małagowski, a primitive armoured train comprising several cars, armed with one three inch Russian gun and few machine guns, was built. It was named "Związek Broni". Three other similar armoured trains, named: "Warszawa", "Kraków" and "Poznań" were built in the summer of 1919, by the 5th Siberian Division, formed in 1918, under the command of Major Marian Czuma, which recruited its personnel among the Poles who until recently served in the Russian Army or were Russian prisoners-of-war. The three trains covered the evacuation of the 5th Siberian Division through Krasnoyarsk, Irkutsk and

Pociąg pancerny „Bartosz Głowacki“

POCIĄG PANCERNY
KROŁ STEFAN BATOR



Pat. Hol. „Gromobój“
Mamy pancerne i średnie
armatki.
Postój poiskie jako straci
mostowe przed Starawą
„GROMOBOJ“



„HALLEROWY“

2. 10. 1914
Młody Sąd

Stefan Strak



2. 10. 1914

Młody Sąd

Harbin, to Vladivostok.

b) In Poland

The first armoured trains, used by the Polish Armed Forces in Poland were trains named "Piłsudczyk" and "Śmiały", captured on the 28th of October, 1918, by the unit of the Polish Military Organization*, which disarmed the 3rd squadron of the Austrian Armoured Trains in Prokocim, near Cracow. Captain Wilk-Wyrwiński became the commander of "Piłsudczyk", and Lieutenant Małagowski, who by this time was back in Poland, became commander of "Śmiały". Both trains began service in the Polish Army, on the line Kraków-Rzeszów, but when, in the middle of November, relief for besieged Lwów was being organized, they became part of the relief force. Later, they participated in the campaign against the Soviets in Polesie, near Zbaraż and Tarnopol.

The crew of "Śmiały" (which was a patrol train and in the way of heavy armaments, had only one small gun), consisted of students of the Jagiellon University in Kraków.

Armoured trains were either captured from the enemy, or built with the country's own resources. Some had good armour, others, and these were in the majority, because of the chronic shortages of steel plate, carbide and bottled hydrogen, were "armoured" with concrete block or wood beams. Cavities in double concrete or wood sides were filled with sand or sand bags. Only the train driver's cab was protected by armour. There were also shortages of modern canons.

Armoured trains were built in railway workshops in Lwów (where for a time, their construction was supervised by Dr. Kazimierz Bartel, who later, thrice became premier of Poland), Warsaw, Kraków and in the best experienced railway workshops in Nowy Sącz. Later, armoured trains were also refurbished in the Wilno and Stanisławów workshops.

A well equipped armoured train consisted of two units with technical equipment: two hydraulic cranes for moving railway cars and water pumps. First car carried a forward gun and had gun ports for heavy machine guns in its sides; the second, called "szturmówka" (assault car) had four gun ports for heavy machine guns in the sides and in the floor, a hatch door, through which the assault team could exit and enter. The locomotive, equipped with pipes which transferred smoke and steam under the wheels, so that the enemy would not notice the approaching train, was also armoured and located in the middle of the train. Two cars that brought up the rear, were: another assault car with an assault team and a car equipped with an anti-aircraft gun and two heavy machine gun ports. The total complement of an armoured train comprised 100 to 150 men.

Trains primitively protected were called "improvised armoured trains", but their crews christened them "trenches on wheels" which aptly described their worth in battle.

Some armoured trains, used as supply trains, had different compositions. They comprised a spare locomotive, cars loaded with extra ammunition and extra food, a field kitchen and a first aid car. They, as a rule, did not participate in fighting and were usually found close to but behind the front lines.

Cen.
Pocztówka
 GŁÓWNA POCZTA
 PŁACZÓ POCZTOWA
 KANIOW
 1912

Handwritten notes in Polish:
 Wzrost 175 cm
 Ciężar ciała 65 kg
 Ciężar serca 200 g
 Ciężar płuca 250 g
 Ciężar wątroby 150 g
 Ciężar nerek 100 g
 Ciężar żołądka 100 g
 Ciężar jelit 100 g
 Ciężar płuc 250 g
 Ciężar serca 200 g
 Ciężar wątroby 150 g
 Ciężar nerek 100 g
 Ciężar żołądka 100 g
 Ciężar jelit 100 g

St. Winiarski p.p.
 P.P. Lis - Kula
 Pocztę polową 19.

Pociąg pancerny „Podulkowski Lis - Kula”
 Okoliczności

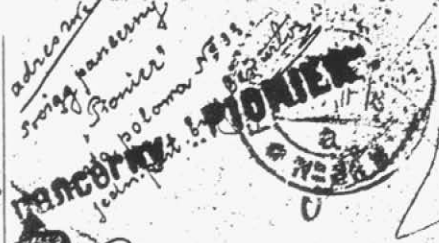


Handwritten: Lie. Lubelska.
 P. Lubelska.
 Smi. Lubawa.

„PIERWSZY MARSZAŁEK”

Handwritten notes in Polish:
 Wzrost 175 cm
 Ciężar ciała 65 kg
 Ciężar serca 200 g
 Ciężar płuca 250 g
 Ciężar wątroby 150 g
 Ciężar nerek 100 g
 Ciężar żołądka 100 g
 Ciężar jelit 100 g
 Ciężar płuc 250 g
 Ciężar serca 200 g
 Ciężar wątroby 150 g
 Ciężar nerek 100 g
 Ciężar żołądka 100 g
 Ciężar jelit 100 g

Handwritten: **PIONIER**
 Warszawa
 Al. Moskwa N. 28.
 Kielmoszy pan
 Z/nacy



III. Participation in fighting

a) Polish-Soviet War

22 armoured trains participated in the Polish-Soviet War but they did not play a significant role. One should look for reasons for that in weak armature, out of date armaments and relatively poor maneuverability, caused by excessive numbers of cars and shortage of suitable locomotives, as well as a chronic shortage of trained crews, insufficient experience and lack of definitive tactics in use of this type of weapon.

When, after the offensive in the Ukraine, The Cavalry Army of Budienny, breached the front on June 5th, 1920 and in the north, in the first days of July, 1920, the front collapsed under the pressure of the Kavkor (3rd Cavalry Corps), commanded by Ghai, the Polish Army began a retreat. In a few weeks, eleven armoured trains, half of the armoured trains at the Polish Army's disposal on the eve of the Red Army offensive, were destroyed. Poorly developed rail network in the eastern territories and frequent shortages of suitable technical support in the direct proximity of the front, made proper use of armoured trains very difficult. This made frequent pullbacks of damaged trains far into the rear, a necessity.

b) Wielkopolska Uprising

The Wielkopolska Uprising started in Poznań, on December 27th, 1918, spreading quickly throughout the former Prussian sector of partitioned Poland. On December 31st, 1918, an armoured train called the "Poznańczyk", commanded by Lieutenant Jan Szlagowski left Warsaw, on the way to Wielkopolska.

The following day, January 1st, 1919, insurgent units from Ostrów, Pleszew and Krotoszyn, supported by "Poznańczyk", gained control of the railway station in Krotoszyn, as well as the army barracks and part of the town. The Germans, surprised by the appearance of the Polish armoured train began negotiations, in consequence of which, three days later, the Krotoszyn garrison capitulated. Substantial quantities of arms fell into the hands of the insurgents. Next, "Poznańczyk" forced the Germans to evacuate the railway station in Ostrów Wielkopolski, thus opening a railway line between Poznań and Warsaw.

c) The 3rd Silesian Uprising

Some insurgent units tried to build armoured trains by themselves but shortages of materials prevented the achievement of positive results. When armoured trains "Wilk" and "Piłsudczyk", which were at the disposal of the Polish Army, attempted to provide support for the insurgents, they were met with energetic resistance of England and Italy. In consequence, the trained crews of armoured trains "Piłsudczyk", "Mściciel", "Wilk" and "Lis-Kula", dressed in civilian clothing, penetrated the cordon and took part in the uprising, organizing improvised armoured trains using gondola-cars, lime cars, trucks, goods wagons in their construction. As a rule, the trains had two cannons and a dozen or so machine guns, as well as an assault unit.

The crew of "Piłsudczyk" took part in fighting for Kędzierzyn, suffering enormous losses (in excesses of 20% of personnel). However, a great deal of rolling stock was captured, including 40 locomotives and almost 2,350 cars. For the insurgents it was a priceless booty.

Pociąg pancerny „PIŁSUDCZYK”

Wielmożna P

Wojciech

Wojciech



WOJSKO POLSKIE
K.N.P.
KUCHNIA NAD JORNIECZĄ

Mina Pani

Sobótowska

dla p. Marysi Karcauskaj

Warszawa

ul. Łódzka - 4 -

11. 10. 20

pieczęć pocztowa

Poznań

13 IX 20

Jan Komorowski
ul. p. 11
POZNANECZYK
Dzielnica północna

IV. Armoured Trains and Philately

Existing literature on the subject of armoured trains is very meager and although it is known that during the 1918-1921 period the Polish army had at its disposal about 90 armoured trains, not all their names are known. The life span of some of them was very short. Some were liquidated by combining sometimes two trains into one and leaving the name of only one of them. A principle was established that a train destroyed in battle, was not reconstructed under the old name. A classic example is the armoured train No. 13 - "Boruta": after destruction in the summer of 1920, it was rebuilt as "Boruciątko", and when this in turn was damaged (of course, unlucky thirteen!), the crew received the (rebuilt) "Zawisza Czarny".

Sometimes, for tactical reasons, to confuse the enemy, the names of the armoured trains were changed. For example: armoured train "Lwowianin" was first renamed "P.P.3", and then "Podpułkownik Lis-Kula".

In spite of the fact that I have researched the question of armoured trains, from the philatelic point of view, for a number of years, I have succeeded in establishing the names of only 45 trains, out of the 90 or so, that at one time existed:

1. Bartosz Głowacki**	16. Odsiecz II**	31. Sanok
2. Boruciątko	17. Orzeł Biały	32. Sikorski
3. Boruta**	18. Paderewski	33. Sosnkowski
4. Danuta	19. Piast	34. Stefan Czarniecki
5. Dowbór	20. Pieron	35. Śmiały**
6. Dziadek	21. Piłsudczyk**	36. Śmierć
7. Goplana	22. Pionier**	37. Śmigły
8. Grombój**	23. Pogoń	38. Wawel
9. Groźny	24. Podhalanin	39. Wilk
10. Huragan**	25. Polesiak	40. Zagończyk**
11. Kaniów**	26. Poznańczyk**	41. Zawisza Czarny
12. Lis-Kula**	27. Pepe Trójka	42. Żeligowski
13. Lwowianin	28. Reduta Ordona	43. Pierwszy Marszałek**
14. Mściciel	29. Rozwadowczyk	44. Król Stefan Batory**
15. Odsiecz I**	30. Rzepicha**	45. Hallerczyk**

Very little is known about the correspondence of the armoured trains' crews. I have succeeded in putting together documentation (photographs and xerox-copies) related to ten armoured trains. In the philatelic literature, this issue has not produced any echo. In recent years there was only one brief note on this subject.***

Armoured train crews' correspondence is marked with a variety of postmarks: there are single line postmarks ("Bartosz Głowacki", "Lis-Kula", "Piłsudczyk", "Grombój") or tripple line: ("Śmiały", "Odsiecz II"), as well as circular postmarks of differing diameters ("Huragan", "Sikorski").

Illustrated covers, which are very rare, come from the collections of Mr. J. Niebrzydowski and F. Szebel of U.S.A., and Mr. V. Baran of Germany.

While the trains were numbered, only some of the postmarks show their numbers ("Odsiecz I", "Odsiecz II", "Kaniów").

Postkarta
Pociąg pancerny
RZEPICHA



Graph Verlag

ów 20/XII-20-

ka - Polonia
Nierodległość Polski

chane latisko
re, Matius
ionu! Babci
ybatu serdecznie



5.12.20. 10.12.20.

**ROZKAZ TWO
POCIĄGU PANCERNEGO
„SMIALY.”**

Cenzurowano



ONTA MONTA

**Pociąg Pancerny №14.
„ZAGONCZYK”**

16. Ogrodowa 4/5

*) Polska Organizacja Wojskowa (POW), Polish undercover military organization, founded in August 1914, in Warsaw, on the initiative of J. Piłsudski, expanded its activity (mainly intelligence and sabotage) throughout The Kingdom of Poland, Galicia, Ukraine and Russia. In 1917 undertook armed struggle against German occupiers. Its successive commanders: K. Rybasiński, T. Żuliński, M. Żymierski, T. Kasprzycki, E. Rydz-Śmigły. In 1918 incorporated into the Polish Army. In 1918 a separate POW was formed in Poznań and in 1919 POW of Upper Silesia.

**) Known philatelic documentation

**) C. Kufel "Pociąg pancerny "Huragan", "Filatelista", Warsaw, R.XXXIX, 1992, No. 3 (833).

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Translated and edited by Ryszard Z. Poddubiuk.

POLISH GOVERNMENT IN EXILE IN LONDON

SOME PERSONAL HISTORICAL AND POSTAL ACCOUNTS

By **ANDRZEJ S. DEMBINSKI, S.P.P. Member**

By September 18, 1939, most members of the Polish Government were interned in Rumania. A new Government had to be formed. President I. Mościcki, as we saw, resigned and went to live in Switzerland. He actually nominated General Bolesław Wieniawa-Długoszowski (1881-1942), the Polish Ambassador in Rome, to be his successor (on September 25, 1939). However, he lasted only two days, as the French Government stated that they would not recognize him as the President of the Polish Republic.

On September 27, 1939, Władysław Raczkiewicz (1885-1947) accepted the Office of the Presidency at the Polish Embassy in Paris. On the same day General Władysław Sikorski (1881-1943) was made Supreme Commander of the Polish Armed Forces. (Fig. 1). Mr. August Zaleski (1883-1972), was nominated the Minister of Foreign Affairs.

The formation of the Polish Army in France was the first prerequisite of Gen. W. Sikorski. His headquarters were in the Hotel Regina near the Louvre.

When France in 1940 crumbled under the German "Blitzkrieg", the Polish Government departed from France. The President arrived in London via Le Verdon, France and Southampton on June 21, 1940 and was greeted by King George VI at Paddington Station. (Fig. 2).



FIGURE 1.

Commemorative date-stamp used by the French Post Office in Lille on Oct. 17, 1970 depicting Gen. Wlad. Sikorski.

Le Verdon, France and Southampton on June 21, 1940 and was greeted by King George VI at Paddington Station. (Fig. 2).

Gen. Wł. Sikorski having flown for the last time to France the morning of June 20, 1940 to order the evacuation of the Polish Army from France to Britain and Switzerland, returned to London the following afternoon in a British bomber. The Minister for Foreign Affairs, who in 1946 became the second President in Exile, A. Zaleski also arrived on June 21, 1940. (Fig. 3).

S.E. M. Raczkiewicz, President de la République de Pologne,
2, Bryanston Court,
George Street, W.1.

FIGURE 2.



FIGURE 3.

On August 5, 1940, the Anglo-Polish Military Agreement was signed at 10 Downing Street in London. The fight for freedom of Poland continued!

As a result of the agreement in February, 1945 at Yalta by Churchill, Roosevelt and Stalin, the three Great Powers decided to recognize a communist regime in Poland composed by the Soviet Union and to sever ties with the Polish Government in Exile. Thus from July 6, 1945 until December 22, 1990, the Polish Government in Exile resided in London without international recognition. Yet throughout these 45 years it was regarded by most Poles abroad and by many in Poland as the only legitimate government of Poland.

A historic occasion took place in the Royal Castle in Warsaw on December 22nd, 1990, when the sixth President of the Republic of Poland, residing in London, Ryszard Kaczorowski, handed over the presidential insignia to Lech Wałęsa, elected President of the Republic of Poland by the Polish people in free general elections. The ceremonial transfer of the symbols of free Poland signified that the mission of the Polish Government in Exile had been completed.

As I write these words in August, 1991, 46 years later, Poland is once again free and has a freely elected Government. Communism is now a dirty word even in Soviet Russia, where statues of Lenin (depicted also on Polish stamps, (SG. 788/9), Marx (SG. 802/3), Stalin (SG. 718/9) and Dzerzhinsky (SG. 711 & 2157) are literally tumbling down. Anyone betting, even a couple of years ago, on this revolution taking place, would have been given very poor odds. Miracles do happen. Even in Moscow.

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NEW HONORS FOR

WALTER ZACHARIASIEWICZ

Polonus Honorary member, Mr. Walter Zachariasiewicz of the Administrative Council of the John Paul II Foundation in the Vatican was recently honored by the President of the Republic of Poland with one of the highest decorations — the Commander's Cross of Polonia Restituta, granted by the Polish Government. This historic honor was established in 1918 to commemorate the rebirth of the Polish Republic. The conferral took place at the Polish Embassy in Washington, D.C., during the May 3rd observance ceremonies.

In February, Zachariasiewicz became a member of the Polish Association of the Sovereign Military Order of Malta. His nomination was approved by the Grand Master of the Sovereign Council in Rome. The Polish Chapter of the Order of Malta is involved in humanitarian and charitable projects in Poland.

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