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POLPEX 95

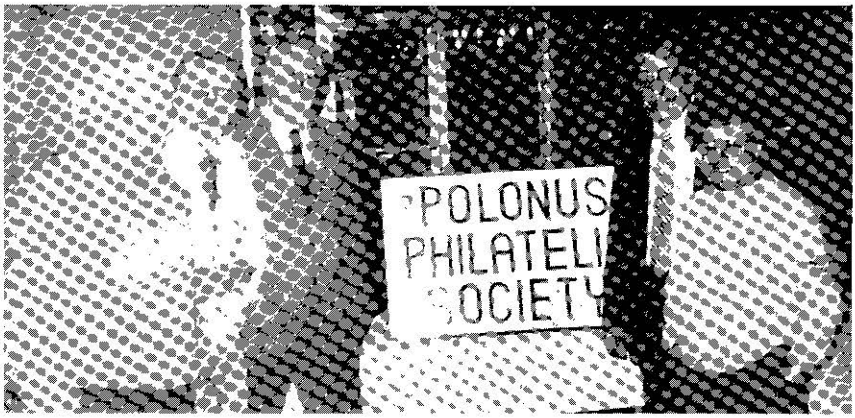
Polpex 95 was low key but an interesting show. Fred Szebel ehxihibited 38 frames of Polish Military and Fieldpost mail from early 1797 Dąbrowski Legions to the Victory at Berlin in World War II, and the fate of thousands of Poles in DP Camps in the west.

Arkadiusz Walinski in 12 frames showed autographs and correspondence from 80 Cardinals who participated in the election of Karol Wojtyła to the succession of St. Peter. John Paul II will celebrate his 75th birthday this year. Both exhibits created great interest.

We had members who made it from Hawaii, Colorado and California. If you didn't come, you missed an excellent show and bourse.

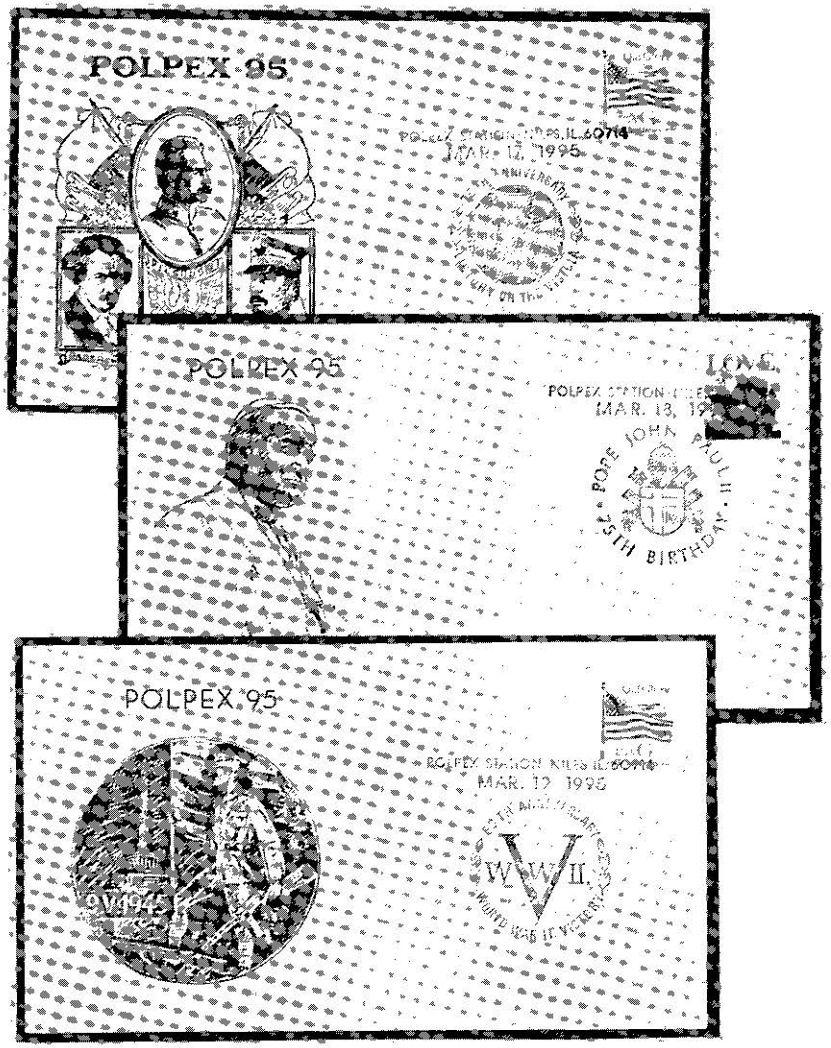
The weather was in our favor and with the large amount of publicity and advertising, the attendance was great. There was a full house of dealers with a large selection of philatelic material. It was crowded most of the time and the dealers were satisfied with their sales. A Mini-Polpex is planned for the Fall of 1995.

--Fred Szebel, Chairman



Left to right: Al Rybarski, Roman Strzelecki, Stefan Czarniecki, Stanley Dobrzycki and Fran Rybarski — part of the Polpex Committee.

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THE POLISH ROAD TO FREEDOM
THE POLISH-HUNGARIAN CONNECTION

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



A cover sent by an interned Polish officer in Orezi Kastel (Castle) Kossuth ut. 70, Gyongyos, – a town some 100 km. north-east of Budapest and about 60 km. from the border with Szechoslovakia – to General Stefan Dembiński, Polish Army representative in Budapest. (he sender mistakenly wrote his Christian name as Jan).

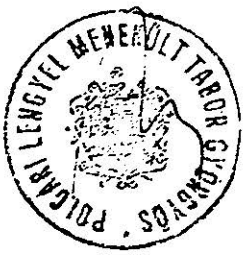


FIG. 2.

The cover posted on January 14, 1940, bears the official marking of the internment camp having the following wording: POLCARI LENGYEL MENEKOLT TABOR GYONGYOS. (Internment Camp for Polish Civilians Gyongyose (fig. 1) and was franked on the back with a Hungarian postage stamp cancelled by civilian post office. (fig. 2).



FIG. 3

My father, Gen. Stefan Dembiński (1887-1973) during the September Campaign was from September 10, 1939 in command of "Stryj" sector. By Sepetmber 17, the situation bacame very critical and he was given orders ti cross the then Hungarian border. This he did the next day near Klimiec in the Carpatho-Ukraine district. Before making the crossing, he ordered a march past the remaining troops under his command with a request: "Don't salute me, salute the Polish flag before which you are marching past, still on free Polish soil . . ."

On the same day, September 18, 1939, the Hungarian Government implementel an arder that allowed it to disarm the Polish military personnel as they crossed the border and intern them on its territory. For this purpose "Lengyel Tabor" – internment camps were set up to house

the Poles. The word "camp" meant occassionally a properly constructed unit, but more often it meant any building, hotel or even castle which was used as an internment center.

General Dembiński had private lodgings in Budapest, first at Kekgolgo ucca 21 and later, as we see from the cover, at Tukor ucca 2 to which address the letter was sent by "the resident" in Orezi Castle, situated along Kossuth Street in Gyongyes. The street was named after the famous Hungarian, Lajos Kossuth (1802-94) a prominent leader during the Hugarian Revolution of 1848-9, commemorated in 1958 on U.S. postage stamps (SG. 1116-7 - fig. 4). His Commander -in-Chief was General Henryk Dembiński (1791-1864) - a distant cousin of my father - who was commemorated with General Józef Bem (1794-1850) on the 1948 Polish postage stamp (SG. 611 - fig. 5).



FIG. 4.



FIG. 5.

To deal with the Polish military personnel internal problems, a special Office was established by the Ministry of National Defense. It was called "Misia Przedstawicielstwa Woiska Polskiego w Królestwie Węgier" (Mission of the Polish Army Representation in the Kingdom of Hungary). The Misslon was headed by General Stefan Dembiński, Colonel Marian Steifer and Lt. Col. Aleksander Król.

In all, there were thirteen Polish Generals interned in Hungary. General Kazimierz Sosnkowski, Commander of the Lwów sector in the '39 Campaign, was one of them. In July, 1943, he was to become the Commander-in-Chief of all Polish Armed Forces in the West. As we see from the cover, Gen. Dembiński was the Representative of the Polish Army, (Przedstawiciel Wojska Polskiego).

Many Polish officers and other ranks "escaped" from the internment camps to join the Polish Army forming in France. Gen. Dembiński "escaped" to France by car in April, 1940 and shortly after his arrival there, became the officer-in-chief of the Cavalry Dept. in the Polish Ministry of Defense in Exile – (szef wydziału kawalerii). He arrived in Great Britain in May, 1940 and later transferred to Scotland to take up command of two officer's camps, one being located at Rothsay. In October, 1941, he was nominated "Szef Kancelarii Wojskowej Prezydenta R.P." (The Principal Officer-in-Charge of the Military Office attached to the President of the Polish Republic, Władysław Raczkiewicz (1885-1947).

Reprinted from "Polish Philatelic Review" published by the Society For Polish Philately in Great Britain.

REFERENCE: "Internment of Polish soldiers in the Kingdom of Hungary during the Second World War," by Dr. Jan Danielski, published in "The American Philatelist" — June, 1985.

Due to technical reasons no reference was given in the first article of this series, entitled "The Last Hundred Days of Peace" and which was: "German Occupied Poland" by A. Harper, published by the Author in 1972.

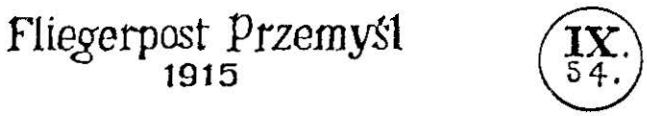
POSTAL HISTORY OF KRAKÓW 1846-1918

(CONTINUED FROM PREVIOUS ISSUE)

AT THE THRESHOLD OF MODERN TIMES
AIR MAIL IN KRAKOW

World War I accelerated the construction of new "flying machines" and the adaptation of existing types for military purposes. Unsuccessful in their attempts to maintain communication by means of balloons, the Austrians used airplanes for this purpose during the siege of Przemyśl by the Russians.

The military flights from Przemyśl were not meant to be postal flights but besides carrying out their missions, they accomplished the important task of bringing out fieldpost mail of the soldiers from the besieged Przemyśl. Between October 6, 1914 and March 22, 1915, thirteen flights from the fortress Przemyśl took place of which the second flight on November 23, third and fourth on December 26, 1914, and the eighth on February 7, 1915 terminated in Kraków and delivered in that manner the field post to Kraków. These first airmail sendings constituted precursors of the airmail which soon was created in Kraków.



Airmail postmark used by the Post Office Krakow 1.

Toward the end of World War I, on March 31, 1918, Kraków was connected by an airmail route with Lwów and with Vienna as one of the first cities in the world which had an official civilian airmail activity and later obtained the connection with Budapest via Vienna.

The starting and ending dates of airmail flights to and from Kraków which carried Austrian airmail were:

Line: Vienna–Kraków	March 31, 1918	to October 8, 1918
Line: Kraków–Vienna	April 1, 1918	to October 7, 1918
Line: Kraków–Lwów	March 31, 1918	to October 8, 1918
Line: Lwów –Kraków	April 1, 1918	to October 9, 1918



The last flights from Lwów through Kraków to Vienna were only partially routed by air to Kraków and were then expedited further by railroad. Mail, which arrived and which was mailed from Kraków and was prepaid with the first Austrian airmail stamps received special airmail postmarks in German and Polish.

– KRAKOW RAILROAD STATION – KRAKOW 2

Almost ten years after the first train left from Kraków to Mysłowice an February 25, 1856, the post office at the Kraków railroad station was opened. Up to that time the railroad expedition in Kraków was maintained by the Main Post Office and accumulated much experience in that area. In the newly opened post office this was taken into

account by manning it with workers which were employed previously directly to expedite mail by rail. The railroad station post office did not become an independent post office all at once, and its independence was defined only by its specific function and by its own postmark (found on the first Austrian stamps) as required to document postal activities.

In the early period, the personnel including the management positions of the railroad station post office was a part of the Main Post Office in Kraków. The first chief postmaster who was entrusted with the directing of the railroad station post office was the controller Karol Korb. In the hierarchy of the Kraków Post Office, he served directly under the Postmaster of the Main Post Office. In 1869, Franciszek Gunther took over from Karol Korb. The postal reorganization in Kraków in 1875, resulted in the full independence of the railroad station post office as an areal office and its first chief became chief controller Franciszek Astleithner. In the following years the chiefs of the railroad station post office were successively: chief controller Izydor Lenczowski (1879-1885), chief controller Jan Furbeck (1885-1895), upper manager Edward Engl (1895-1904), upper manager Adolf Baumgarten (1904-1906), director Leopold Kozyłowski (1906-1918). The rank of the Railroad Station Post Office in Kraków was increasing in parallel with the newly created railroad lines which connected Kraków with far away places. On the longest railroad line in the Austrian Empire which linked Vienna and Kraków, the Austrian Mail installed "Moving Post Offices" (Fahrende Postamter). The first two numbers assigned to them symbolize the institution of the moving post offices. From 1850 on, the Kraków-Vienna line had the following movable post offices:

Movable Post Office No.	1	August	1,	1850	to	1918
Movable Post Office No.	2	August	1,	1850	to	1918
Movable Post Office No.	3	May	20,	1884	to	October 1, 1886
Movable Post Office No.	6	October	1,	1886	to	1918
Movable Post Office No.	7	October	1,	1886	to	1918
Movable Post Office No.	5	April	18,	1900	to	1918
Movable Post Office No.	202	May	25,	1900	to	1918
Movable Post Office No.	203	May	25,	1900	to	1918

In 1856, Kraków was connected by railroad to Bochnia, which already was connected to Dębica. Thus, on February 20, 1856, the line Kraków-Dębica was opened. January 26, 1857, the branch of this line to Wieliczka and on August 16, 1858, the branch from Podłęże to Niepołomice were opened. The current political situation and the resulting strategic and military considerations influenced Austria to construct the line to Lwów and from there to the Russian border in Brody. On this route to Lwów, Kraków gained railroad connections with:

Rzeszów	on November	15,	1858
Przeworsk	on November	15,	1859
Przemyśl	on November	4,	1860
Lwów	on November	4,	1861

The organization of the postal service on the route Kraków-Lwów and to places in Eastern Galicia required some time which can be concluded from the fact that the first moving Railroad Post Office, No. 23, to Lwów started from Kraków as late as February 1, 1872. From this

day on to the end of the 19th century, the following railroad post offices served on the route Kraków-Lwów, Lwów-Kraków:

Railroad Post Office No. 23 February 1, 1872 to April 30, 1883
Railroad Post Office No. 24 February 1, 1872 to May 1, 1882
Railroad Post Office No. 52 May 1, 1883 to 1918
Railroad Post Office No. 51 June 1, 1883 to 1918
Railroad Post Office No. 91 May 1, 1892 to May 1, 1899
Railroad Post Office No. 92 May 1, 1893 to May 1, 1899
Railroad Post Office No. 497 February 1, 1898 to April 30, 1899
Railroad Post Office No. 498 February 1, 1898 to May 1, 1899
Railroad Post Office No. 93 July 27, 1900 to 1918
Railroad Post Office No. 94 after 1900 (exact date is not known, known is the datestamp of July, 1907).

The Railroad Post Office number 498 which was directed to the route to Tarnopol on May 1, 1899, returned to its previous route: Kraków-Lwów. This can be seen from postmarks dated September 9, 1911 and May, 1912 on mail expedited via this Post Office.

In 1862-1884 a serious expansion of railroad communication took place in Eastern Galicia and in Bukowina, which enabled Kraków to gain new and direct connections with Podwłoczyska, Zagórze, Tarnopol and Itzkany. Starting in 1882, some railroad post offices which up to this time reached only Lwów, extended their range to Podwłoczyska. In the 1882 period, the following movable post offices assumed service on the route which connected Kraków with Podwłoczyska:

Movable Post Office No. 24 – May 1, 1882 to May 1, 1883
Movable Post Office No. 53 – May 1, 1883 to June 1, 1888
Movable Post Office No. 92 – May 1, 1889 to
Movable Post Office No. 93 – May 1, 1899 to July 27, 1900

On July 15, 1889, the Moving Post Office No. 59 started its service on the tract which connected Kraków with Zagórze. The same post office assumed its service to Przemyśl on May 1, 1892 but returned to its original tract Kraków-Zagórze on February 1, 1898.

May 1, 1899, the following post offices started their service:
Kraków-Itzkany, Post Office No. 91
Kraków-Tarnopol, Post Office No. 498.

As previously mentioned, from postmarks observed on mail from postmarks expedited by it, the Movable Post Office No. 498 was returned to its previous tract: Kraków-Lwów.

Southwestern Galicia, in particular the regions of Podhale and of Podbiedziska at Nowy Sącz were economically underdeveloped, which together with the poor, mountainous terrain did not sponsor the building of railroads. The first railroad built there between Tarnawsk and Leluchów started its service on August 18, 1876. From Tarnów, the railroad went to Nowy Sącz (the capital of the region) and then through Rytro and Muszyna to the Hungarian border. Toward the end of the 19th century, the trains from Kraków to Nowy Sącz transported the following movable post offices:

No. 507 – February 1, 1898 to May 1, 1899
No. 60 – May 1, 1898 to May 29, 1899
No. 538 – May 1, 1899

In the 80's of the 19th century, Kraków was already an important junction of railroad communication. Due to increased railroad traffic, there was an urgent need to relieve the main railroad station. To facilitate this, some trains which went south, started their runs from the station in Płaszów. According to the same scheme, on August 1, 1884. the line from Podgórze through Skawina, Spytkowice to Oświęcim was opened. On this tract from Skawina to Oświęcim, served the mobile post office No. 510, starting on February 1, 1898 and probably in 1900 (the accurate date is not known), its tract was extended to Kraków. Most likely during the same period, the mobile railroad post office No. 511 operated on the tract Kraków-Oświęcim.

Striving to improve communication further, a circle railroad line was built within the city which started at the station in Łobzów, ran along the fortress wall (currently the Alley of the Three Poets) through Dębniki Bridge to Bonarki-Podgórze and to the end station in Płaszów.

It later became apparent that this line not only did not alleviate communication problems but resulted in limitations in the expansion of the city. Therefore it was liquidated in 1911. The circle line was served by a postal conductor who used a special postmark when serving as a postal official.

The lack of railroad connections with areas north of Kraków resulted in the formation of a private company which started to build the railroad line from Kraków to Kocmyrzów at the Russian border. It opened on December 14, 1899. The length of this line including its branches to Czyżyny and Mogiła was almost 17 kilomenters. In later times this line is mentioned as "a private railway under the administration of the state railroads."

One can determine, on the basis of existing mail that it was transported on this railroad. This mail was probably accepted by the conductor (or perhaps even by the engineer?) and he postmarked the affixed postage stamps. However, it is strange that it was done by means of the rubber stamp of the train which did not have any postal characteristics. One can conclude from this fact that the conductor on the line Kraków-Kocmyrzów did not hold the office of the full status of postal conductor.

At the end of the 19th century in 1898, the railroad line reached Chabówka and on October 25, 1899, Zakopane. After 1900 (the exact date is unknown) the moving post office No. 539 operated on the tract Kraków-Zakopane. The earliest known postmark is dated August, 1903. Besides this one, one can determine on the basis of known postmarks that mobile post offices existed on the following tracts:

Rzeszów-Kraków, mobile post office No. 536 (date postmarks of October 8, 1910 and September 9, 1911); Lundenburg-Kraków, mobile post office No. 450 (postmark dated August, 1918).

The data presented above consider only the first runs of trains on the newly opened railroad lines and the runs which had mobile post offices. Omitted were local trains and trains without post offices which for these reasons are not the subject of this discussion.

Not all data could so far be determined, in particular the dates of the opening of railroad runs and of mobile post offices in the 20th century.

(TO BE CONTINUED)

Official Markings on Stampless Covers

By CONRAD P. STRAUB, Ph.D.

(CONTINUED FROM PREVIOUS ISSUE)

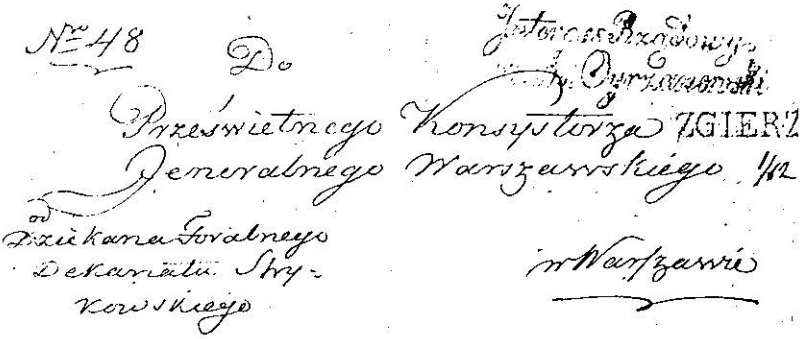


FIGURE 4. Cover from ZGIERZ to WARSZAWA addressed to: "Prześwietnego Konsystorza Generalnego Warszawskiego." Marking black two-line, italic script. Listed as No. 19 in Table I.

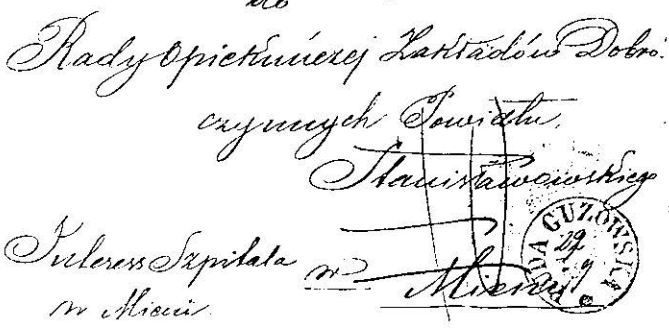


FIGURE 5. Cover from RUDA GUZOWSKA to MIENI addressed to: "Rady Opiekuńczej Zakładów Dobroczynnych Powiatu Stanisławskiego." Manuscript marking: "Interes Szpitala w Mieni." Listed as No. 5 in Table II.

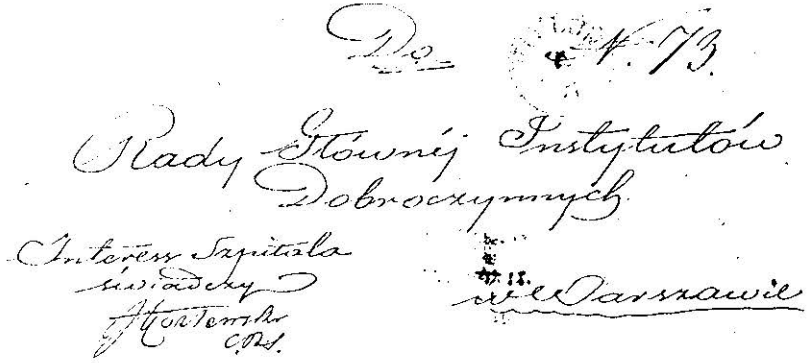


FIGURE 6. Cover from WIELUN to WARSZAWA addressed to: "Rady Głównej Instytutów Dobroczynnych w Warszawie." Manuscript marking: "Interes Szpitala świadczy . . ." Listed as No. 8 in Table II.

Table I. (continued)

No.	City	Date	To	Addressed to	Marking	Ref.
13	PIOTRKÓW c.IIIC	31/7	TUSZYN	Magistratu Miasta Tuszynie	Black, boxed, 3-line: INTERES RZĄDOWY/NACZEL PTY/PIOTRKOWSKIEGO	3-5
14	PIOTRKÓW b.IB	7/5	TUSZYN	Urządu Municippalnego w Tuszynie	Black, divided box, 2-line: Interes Rządowy/ Kom. Cow. Piotrk: italic,script: 43x16 mm	5-25
15	PILICA b.IIIA	6/1	RADOM	Urządu Gubernalnego w Radomiu	Black, boxed, script, italics: Interes Rządowy 56x9 mm	1-24
16	LUBLIN e.IB	24/8	WŁOCŁAWEK	JWX Kazmiana Biskupa Dyczyi Koliskiej Senatu Krolestwa Polskiego	Black, boxed, script, italics: Interes Rządowy	1-24
17	KIELCE f.IIIC	11/12 (1835)	RADOM	Rządu Gubernialnego Radomskiego	Black, boxed, script, italics: Interes Rządowy 56x9 mm	1-24
18	KIELCE b.IB	28/2	OLKUSZ	Kassy Obwodowej w Olkusyn	Black, boxed, script, italics: Interes Rządowy 56x9 mm	1-24
19	ZGIERZ a.IIA	1/12 (1845)	WARSZAWA	Prześwietnego Konsystorza Generalnego Warszawskiego	Black, 2-line, italic, script: Interes Rządowy/ K.A. Oyrzaszowski	6-14
20	WARSZAWA k.IIIC	4/7 (1860)	WŁOCŁAWEK	Delagacji do Oczynszowania Włoscian w Włocławsku	Black, boxed, 3-line: INTERES RZĄDOWY/ OD RZĄDU GUBER: WARSZ/OTb BAPIII: TyБ:HPAB:	3-26
21	WARSZAWA g.IIIC	16/11	TUSZYN via PIOTRKÓW c.IIIC	Magistratu Miasta w Tuszynie	Same as 20	3-26
22	WARSZAWA g.IIIC	14/11 (1838)	WŁOCŁAWEK	Naczelnika Ptu w Włocławku	Same as 20	3-26
23	WARSZAWA i.IIIC	29/4	WŁOCŁAWEK	Wm Naczelnika Powiatu Włocławskiego	Black, boxed, italic, script: Interes Rządowy	1-24
24	WARSZAWA i.IIIC	2/6 (1850)	WŁOCŁAWEK	Wm Naczelnika powiatu Włocławskiego	Black, boxed, italic, script: Interes Rządowy	1-24

(TO BE CONTINUED)

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A NOTE OF THANKS

We must acknowledge the generous money donation of JANUSZ KUBICKI of Laguna Beach, California, towards the Polpex.

Four members' names were not in the Polpex Patron listing in the program as they arrived too late: Jerome Biranowski, Lesław Strazek, Robert Ogrodnik and Anthony Szafranski.

For many years, just before each Polpex show, we received donations of philatelic material from our member, Joe Bieniecki of Granite City, Illinois. This year he didn't forget about us again. We received many Maximum Cards of Poland. We use these donations for promotion of philately among the youth..

During our Polpex 95 show, we also received a donation from J. S. Jaskulski of Westchester, Illinois, an album with a collection of many souvenir sheets of past Polpex shows. We will complete the collection by adding the latest sheets so the Polonus Society has a full set.

Polonus thanks all of you for these donations.

—Roman H. Strzelecki

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Annual Dues which include a subscription to the Bulletin are $16.00 (U.S. currency only) and should be sent to Polonus Treasurer, Stefan Czarniecki, P.O. Box 458, Berwyn, IL 60402. Membership Dues are payable by December 31st, for the next calendar year. New members will receive all the 'Bulletins' for the year in which they join. Changes of address, problems with receiving the Bulletin, should be addressed to: Polonus Philatelic Society, P.O. Box 458, Berwyn, IL 60402. General matters pertaining to the Society, contribution of articles for the Bulletin, complaints or other matters should be directed to the President.