



THE CZECHOSLOVAK SPECIALIST



(USPS 808300)

Official Quarterly Journal of the Society for Czechoslovak Philately,
an Incorporated Non-Profit Organization

Winner of Numerous Philatelic Literature Awards

The Specialist is in color, sponsored by the Phil Melamed Trust in honor of Charlie Chesloe.

A.P.S. Unit 18

ISSN: 0526-5843

Vol. 78

SPRING 2016

No. 2, Whole No.644

President's Report

The Society for Czechoslovak Philately was recently welcomed at the Rocky Mountain Stamp Show 2016 (RMSS) as a featured society (Figure 1). I would like to take this opportunity to thank the ROMPEX Board of Directors, the RMSS 2016 Committee, and all of the volunteers who made the show such a success. RMSS featured a vibrant bourse and youth area, several presentations and more than 50 diverse and very interesting philatelic exhibits. Once again our Society booth was very busy for most of the show, at which the SCP was able to provide interested collectors with a wealth of philatelic literature and information about the SCP and Czechoslovak philately in general. As a result our Society has now gained three new members and several other potential new members. It was a pleasure to also meet with many of our local members at the show and spend the weekend further engaging members at our Society Czech dinner held on Thursday evening and at the Friday evening cocktail party which was graciously hosted by Lou and Katherine Svoboda. I was especially pleased to be able to meet and spend time talking with our member Bob Smetana from New Mexico and Dana Milner of California.

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MEMBERSHIP BENEFITS

Here is a list of all benefits to which S.C.P. members in good standing are entitled.

1. A sales circuit is operated by H. Alan Hoover. However, the circuit is currently not operating because of a lack of materials from members. When this situation is remedied we will notify you in the *Specialist*.
2. A book sales division is run by James Buckner. A listing of philatelic books for sale appears regularly in the *Specialist*. For further information, contact James Buckner, 322 Woodhaven Drive, Athens, GA 30606, email wellseats@hotmail.com
3. A Society library is housed with Ludvik Svoboda, librarian. For inquiries on borrowing books, buying past *Specialist*'s or making book donations, contact Ludvik Svoboda, 4766 S. Helena Way, Aurora, CO 80015, or email: Lousvoboda@comcast.net
4. An expertization committee operates under the direction of Ludvik Z. Svoboda. Depending on the nature or substance of the item to be expertized, he will direct you to the appropriate source for expertization. Please contact Ludvik Z. Svoboda. (see address/email above).
5. THE CZECHOSLOVAK SPECIALIST is the official quarterly publication of the Society. For inquiries on obtaining back issues, contributing original articles, advertising rates, and bound copies, contact Ludvik Z. Svoboda (see address/email above).
6. Our web site (www.csphilately.org) on the Internet provides Society information on Membership, History, Education, Auctions, Exhibits, Book Reviews, Contacting other members via email, and more. The site is maintained by Marisa Galitz, P O Box 646, Owings Mills, MD 21117, email: mmgalitz@gmail.com.

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(ISSN 0526-5843)

Official Journal of the Society for Czechoslovak Philately, Inc.

A.P.S. Unit 18

Vol. 78

Spring 2016

No. 2, Whole No. 644

Published quarterly - \$25.00 per year

Membership inquiries to Secretary (address below)

Periodical paid at Shippensburg, PA 17257

POSTMASTER: Send address changes to

THE CZECHOSLOVAK SPECIALIST

11½ North Washington Street, Shippensburg, PA 17257

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All officers and board members serve the Society voluntarily and without compensation.

Society Constitution and By-Laws can be found on the website.



Figure 1: Left to right: Book Sales Mgr, James Buckner & President Chris Jackson

President's Report continued from Page 1

As part of the RMSS program involving the SCP, our Board Member Rich Palaschak provided daily guided tours of the Czechoslovak exhibits and our Vice-President Lou Svoboda gave a well-received presentation entitled "Czechoslovak Philately -- An Overview". As the SCP library is now housed at the Rocky Mountain Philatelic Library in Denver, Lou also conducted a presentation on the holdings of the SCP library which are available to all members for the simple cost of a visit or postage, and literature may be loaned out to members for up to ten weeks. I encourage all of our members to take advantage of the fascinating collection offered by our Society which is diverse and thorough, covering almost every conceivable aspect of Czechoslovak philately. Many thanks are owed to Lou and Rich for their dedication to our Society and for their efforts in both representing the SCP and making the RMSS 2016 a true success.

Additional thanks must be extended to our past member Gerald van Zanten of New Zealand, who over his extensive collecting career put together a series of fabulous exhibits of Czechoslovak philately -- on art, Praha, Bratislava, icons, and Czechoslovak philately in general. All of this has been very generously donated to our Society by his widow for our edification and pleasure. As such, during the show we had three frames set up next to our table on which we displayed just a portion of Gerald's fabulous work (Figure 2). It is our intention to continue this practice.



Figure 2: Part of Gerald van Zanten's remarkable art exhibit

Three of our members also contributed to the vitality of the exhibit hall with their exhibits. Lou Svoboda's seven-frame exhibit "Trials and Tribulations with Czechoslovakia's Hradcany 1918-1920" won a RMSS Vermeil Award, a Gold Award for exhibiting excellence from the American Association of Philatelic Exhibitors and the SCP Alfons Mucha Award for the best Czechoslovak exhibit. Jerry Verner's seven-frame exhibit entitled "Czechoslovak Provisionals" which illustrated the provisional uses of stamps and cancels as well as postal practices during the transition period in newly-independent Czechoslovakia was awarded a RMSS Vermeil award. Rich Palaschak's three-frame exhibit entitled "The First Commemorative Issues of Czechoslovakia", which focused on the stamps, varieties, and usages of the 1919 Legionnaire and 1920 Masaryk issues was awarded a RMSS Silver. Congratulations to Lou, Jerry and Rich!

Of course, competitive exhibits are judged by a panel of competent accredited philatelic judges, and in this respect I would like to thank our members Dr. Dominick Riccio and Robert Henak for taking the time, making the effort and incurring the expense to act as judges at RMSS 2016.

Prior to the opening of RMSS 2016, the Board of Directors held the annual SCP Meeting of the Board at which current projects were further advanced and new initiatives were set in motion. I am pleased to report that the SCP is in good financial health. Several ideas were discussed and will be implemented with respect to retaining members and attracting new members. These include more



Looking closer at one frame of 16 pages of Gerald van Zanten's art study

closely monitoring the SCP Facebook page “Czechoslovakia Stamp Collectors and Philatelists”, monitoring APS circuits and new membership, and distributing membership applications to them as applicable, and providing disks containing Lou Svoboda’s new “Overview of Czechoslovak Philately” to the APS lending program as well as to local philatelic organizations.



Members Benefit: A Great Czech Dinner at Golden Europe Restaurant

Retaining members is always a function of how well the SCP can serve the needs of the membership. In this regard the following notions were discussed and many will be acted upon in the coming weeks and months: (1) the SCP website (www.csphilately.org) will be re-organized and updated in order to better present the resources and opportunities available to enhance your enjoyment of Czechoslovak philately, (2) the guide of comparative catalog numbers (Scott -- POFIS -- Michel) which was previously published by the SCP will be updated and enhanced beginning in the fall of 2016, (3) the acquisition of literature for sale and for our library will be streamlined, and we hope to gain the co-operation of our sister societies in the Czech Republic and Slovakia with a view to minimizing the cost of acquisition and maintaining a consistent catalog of available titles, (4) the project to provide English companions to important titles which were originally written in Czech or Slovak and which are currently available for loan from our library will be moving forward via optical character recognition and translation, (5) with the permission of various authorities the Board has resolved to attempt to provide a single portal to guide members to the appropriate accredited international philatelic experts for their services when required, and (6) the listing of philatelic literature available for purchase will be reorganized and categorized in *The Czechoslovak Specialist* and on our website in order to allow our members to more easily identify titles of interest.

I am also very pleased to announce that the magnificent and fascinating work of our late Board Member Valerie Kramer is available on the SCP website via a link. Valerie has produced what is likely the most comprehensive treatment of Czechoslovak Revenue stamps ever created, and it is an honor to pay tribute to her memory in this manner. Even if you do not have an interest in revenue stamps,

Valerie's book is most definitely worth your attention . . . You might even want to start collecting revenues!

Other initiatives were discussed to better serve our members on a tentative basis, and these include the possibility of reviving the SCP sales circuit and potentially holding periodic auctions for our membership. However, these are time-consuming endeavors and further discussion and planning are necessary in order to bring these ideas to fruition. Absolutely vital to the success of such a service is finding a member who is willing to take on the responsibility and work involved.

The members of the Board can only take on initiatives to better serve the membership of the SCP if the Board of Directors knows what our membership wants from the SCP. To this end, a survey will be produced and disseminated through the *Specialist* and/or through e-mail in the coming months. It is important for our members to participate in this process in order to bring expectations and services in line with the needs of our membership. When you do receive the survey, please take the time to consider it thoughtfully and return it in a timely manner.

Going forward, the SCP will have a booth at the World Stamp Show NY 2016 which will be held at the Javits Center in New York City from May 28 through June 4, 2016. As this event is held in the United States only once every ten years and the scope of the event is very broad, attending WSS 2016 will surely be a treat for any philatelist.

The SCP is already committed to attending NAPEX 2017 in McLean, Virginia which will be held from June 9 through June 11, 2017, and I encourage members to join us there for our Annual General Meeting and to visit our booth. More news to come in the Summer *Specialist*.

Chris Jackson



COOPERATION AGREEMENT WITH THE CZECHOSLOVAK PHILATELIC SOCIETY OF GREAT BRITAIN

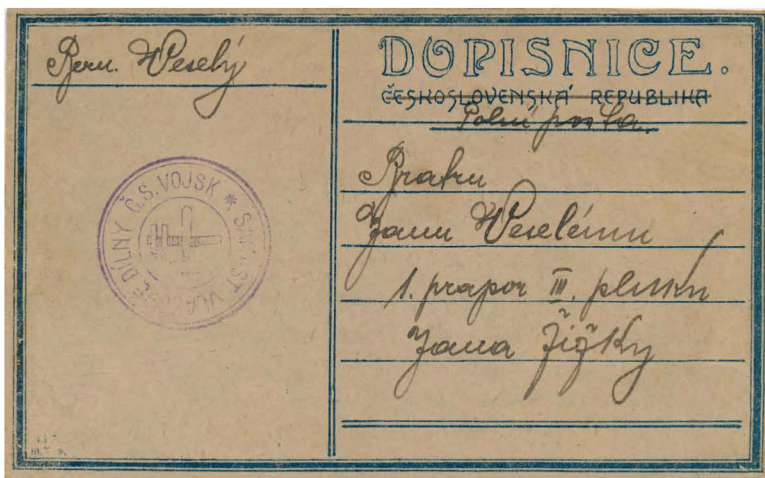
Check out our sister organization, the Czechoslovak Philatelic Society of Great Britain, at their website: www.cpsgb.org.uk, and through their new Membership Secretary, Hans van Dooremalen at cpsgb1@gmail.com.

Their publication *Czechout* and our *Specialist* have little duplication in content. In addition, under a new agreement the two societies have arranged for payment of your CPSGB dues to our SCP Treasurer without having to worry about foreign currency or sending it to the UK. So why not have more fun, become a member of both societies! CPSGB dues are \$10 for digital, \$45 for printed copies by airmail or \$39 for printed copies by surface. Payment can be made via Paypal to sales@csphilately.org or by check to SCP, c/o Tom Cossaboom, PO Box 4124, Prescott, AZ 86302.

LEGIOVLAK
(The Legion Train)
by Jaroslav Verner



**Independent
Railroad
Workshops,
CS Armies.**

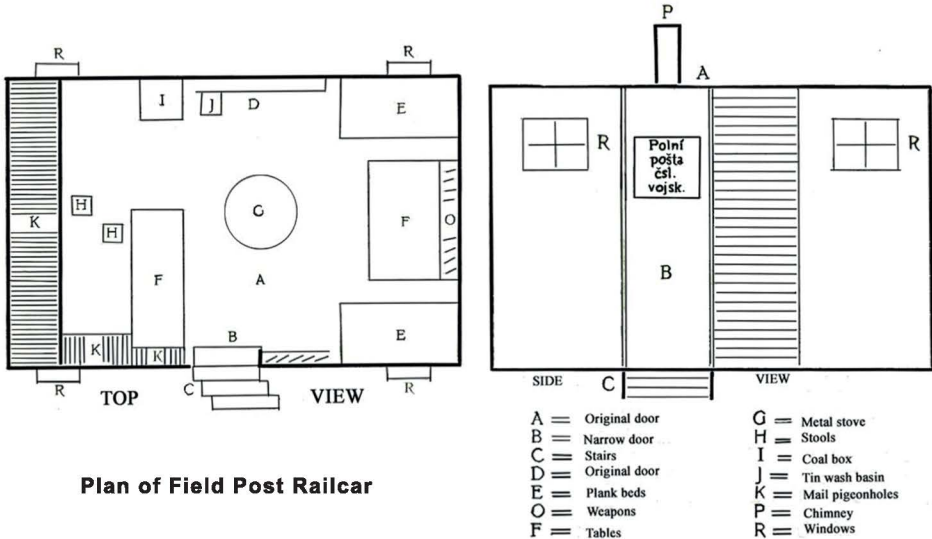


Post card produced by the 3rd Division sent by a legionnaire with the Independent Train Workshops of the CS Army to his nephew in the 3rd Regiment.

(Continued from the Winter 2016 issue...)

While the rail cars were under repair, František Haupejzek, who had been employed at the railway mail office in Prague, joined the Field Post staff. He took over the responsibility of preparing the rail cars. Husák, the Director of the Czechoslovak Warehouse had assigned Private Fiala, a carpenter before the war, and 10 POWs, all joiner and carpenters by profession, to assist in the renovation work. Initially requests for the needed tools and materials were made through formal channels. This approach was not very productive. For instance, they could only get 2 cm thick sheets of wood which were much heavier than needed, but Fiala urged Novotný to take everything he could get. If it could not be used, changes were good that it could be traded for what could.

Workers and some material thus became available, but still no tools to work with. Novotny tried to get the needed tools legally, either buying or borrowing from the railway repair shops, but to no avail. The shops management claimed not to have any tools -- which they needed for their own purposes in any case. Since this did not work, the direct method was tried. Negotiating directly with the Russian workers led to an agreement -- loan of tools against payment in vodka. Renovation moved ahead, but when the vodka was drunk, the Russian workers wanted their tools back. New negotiations; more alcohol. During the 14 days it took to equip the cars, four such negotiations took place.



Mail cars had to accommodate both workspace for the post office and living accommodations for the mailmen assigned to it. The design of the cars was fairly uniform. Pigeonholes covered the front wall with smaller ones for letters on top and larger ones below for packages and newspapers. Additional pigeonholes were located along the side wall for sorted mail ready for delivery. A long work table ran from the wall next to the entrance to about the middle of the car. The right side of the car was configured as living space. Along the far wall was a tin wash basin and a coal scuttle and in the back corners were two narrow beds. Between them was a table, with weapons hung on the wall behind it. In the center of the car was an iron stove with a chimney going straight through the roof. The cars had two windows and sliding doors on both sides. The back sliding door was permanently closed and insulated as was the right half of the other. The entrance was through a tightly fitted door, the other half of the sliding door, with two steps affixed to the outside. On this door was a sign identifying the "Field Post, Čsl. Army". Most of the cars also had a post box affixed on the outside to the left of the entrance.

Acquiring the iron stoves, which were to provide heat, act as cooking stoves, and even provide light when lamps, or fuel for them, were not available -- was often a real problem. The "creativity" of Josef Závetský, who had transferred from the Attack Battalion, found a solution. He simply collected stoves from other teplushki standing unattended or unused about the Chelyabinsk rail yards. Of course this was "night work", but it solved the problem. Other problems with the cars continued to plague the mailmen. Light was one of them since lamps and candles were almost impossible to find in Siberia and, if they were found, they were the wrong kind, not designed for interior use. When lamps were available there was little fuel for them. Not infrequently the mailmen worked by the light of the open door of the stove. Even with all their shortcomings the railcars were ready to roll.

THE CZECHOSLOVAK SPECIALIST

Československé vojsko. — Pošní pošta. X

15/ Podací lístek č. 116 4432

Poštovní zásilka (balík, peněžní dopis)

místo podání: Udinsk

od: dopravní rota

na: Chelout / lita

obsah: _____

obnos: 20465R

váha: dvacet tisíc čtyřista

Podpis: sedláček

ČESKOSLOVENSKÉ VOJSKO
Pošní pošta Čís. 25

Razítko, datum: _____

Inspekt. a plnomoc. žel. odd.
Čechovojsk při říd. dráhy.

Инспект. и полном. ж. деп. отд.
Чеховоиск при рид. дрáhy.

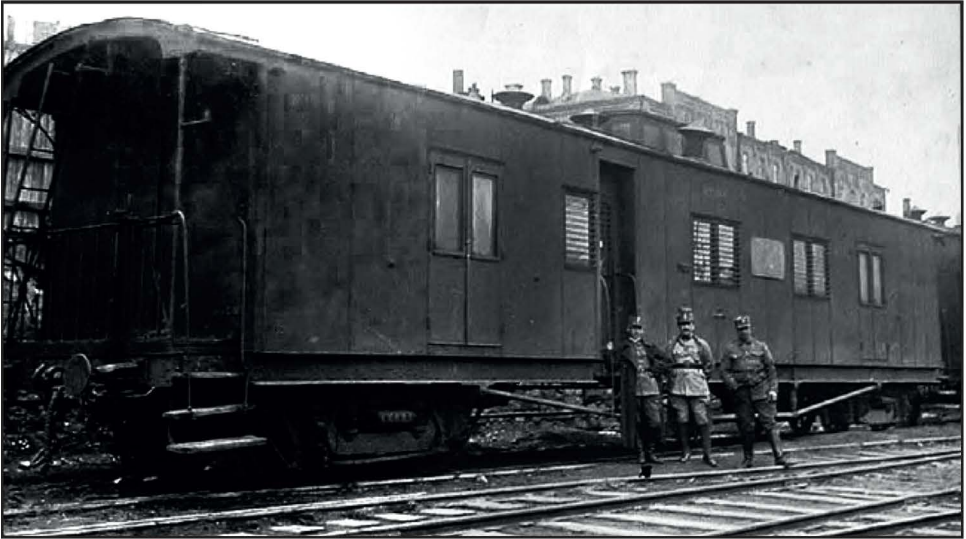
Receipt for money letter sent by Inspector and Commander of RR Section Czechoslovak Army with the Railroad Administration from Field Post 2B (red line cancel) in Udinsk.

Inspector and Commander of RR Section, Czechoslovak Army with the Railroad Administration.



The first mobile field post office (MFPO) run left Chelyabinsk in the Urals on September 16, 1918 traveled west via the southern branch of the Trans-Siberian to Syzran on the western side of the Volga river. On the 18th, a second mail car left for the west attached to a passenger train and returned 4 days later and then proceeded east to Irkutsk in eastern Siberia. This early regular route required 16 days to do the entire Chelyabinsk-Syzran-Chelyabinsk-Irkutsk-Chelyabinsk run which covered a total of 8,740 km (5,463 miles).

Serious operational problems were encountered with available field post rail cars. Cars frequently broke down because they were in almost constant use and could not be properly serviced. In addition to their overall unsatisfactory condition, Teplushki I type railcars were light, had very poor suspension, and no brakes. Practically, this meant they were almost always attached to the end of trains. When the train was moving, especially at higher speeds, the excessive sway these cars experienced made it very difficult to process mail between stations. Almost from the start more adequate cars were sought, if not actual mail cars, then at least something more appropriate to the needs of a postal service. Finally, with the addition of new routes and the increase of mail volume the original wagons were insufficient to the need.



**Field Post received a limited number of the best cars available,
American Pullman, designated as type III.**

A request was made to the newly established Technical Department in Vladivostok which replied on September 29, 1918 promising 10 Teplushki II to the Field Post and offering to modify the cars to needed specifications in its Yekaterinburg workshops. Teplushki II, also called Finnish Teplushki, had the advantage of being somewhat larger and heavier and, most importantly, had both a much better suspension system and brakes making it possible to travel in any position in the train. The Field Post requested renovations including insulation of the cars and installation of a double floor to increase warmth, but, because of high costs and shortage of appropriate materials, had to settle for the cars as they were. Teplushki II cars were outfitted much as the earlier cars with both work and living space. The repair work was done quickly and the first car delivered on October 10 to the Field Post Administration in Chelyabinsk. An additional 8 cars were delivered as they were completed while the tenth one remained in Yekaterinburg and was used as a Field Post Office there. The Field Post also received 6 American Pullman cars (type III) during this period, one of which was used by the Field Post Administration and the rest in operations or reserve for special assignments. By the end of 1918 the Field Post had 33 mail cars in their inventory: 19 type I, 10 type II, and 6 type III. Eventually the number grew to 50.

Two regularly scheduled Russian trains traveled daily along the Trans-Siberian Railroad; one morning, one afternoon. The passenger/mail train covered the entire route from Chelyabinsk to Irkutsk, exchanging engines and crews several times along the way. It was made up of passenger cars and traveled fairly close to schedule.



Postal card sent by a crew member of the armored train "Údarník" (attacker) to his brother. He says he is tired of being single and asked about the prospect for a "Siberian" finding a bride at home.

The other train was called an "omnibus" and consisted mainly of "Teplushka I" boxcars converted to passenger use, and universally called "Maxim Gorky". These local trains went only as far as the station where the crew was due to be changed. From there another train ran until that crew was again scheduled to be changed and so on. This does not mean, however, such local trains coordinated arrivals and departures. On the run between Chelyabinsk and Irkutsk it was necessary to transfer between trains at least 3 times. "It could be said that these rail connections were inadequate," was one traveler's dry comment.

Except when they were attached to Czechoslovak military trains, the Field Post had to contract with the Russian railroads to attach the MFPOs to passenger trains. This was normally arranged by the Field Post Administration or, when necessary, by Czech station masters along the route. The Field Post always tried to attach their mail cars, sometime the mailmen doing it by themselves, to a passenger train rather than to a "Maxim Gorky", given their different modes of operation.

Repair and servicing of the cars continued to be a problem because of the massive shortages along the lines due to lack of trained labor, material and parts, repair facilities, fuel and water, overloaded trains using and damaging the tracks, as well as military action, and, of course, the general overcrowded conditions of travel in Siberia during this period. Conditions were not made better or movement easier, by all the various "special" trains transporting armies, commissions, embassies, delegations, local warlords, all in their own trains and each demanding priority passage along the tracks.



Russian YMCA envelope used to mail a letter aboard the President Grant.

Worn-out railcars as well as those destroyed in accidents or battle were exchanged for other cars from time to time. The Field Post was responsible for its rail car inventory which had to be updated whenever new cars were received or old ones exchanged. As the Czech military units moved eastward toward Vladivostok, mail routes were shortened and a surplus of rail cars was created. Beginning in 1920, the Field Post started returning rail cars from its inventory and eventually all the cars were returned whether in usable condition or not. The last Field Post rail cars were turned over to the station masters of Hnilý Úhly and Vladivostok on September 4, 1920.

But what happened to the postmen who ran a mail system from those rail cars? A number of them had left Siberia earlier as couriers, postmen accompanying mail on evacuation ships, and a few remained behind for various reasons. But the Field Post of Czechoslovak and Allied Armies, as a military unit, left Siberia on the USAT President Grant which sailed from Vladivostok on August 24, 1920, calling at Hong Kong, Singapore, Colombo, and Port Said before landing in Trieste on October 13, 1920. The final leg of the Legionnaire postmen's long trip home to the new Czechoslovak Republic was again by rail from Trieste following the route of Opatia-Stato, Opatia-Champagna, Logatec, Lubljana, Brück/Murau, Lubnau, St. Michael, SeKlein Reifling, St. Valentin, Gaisbach-Wartberg, Dvořiště (first Czech Station), České Budějovice (where mail they were carrying entered the regular mail stream), and then on to Prague.

SURVEY on VARIETIES of the ALLEGORY ISSUE

by Yvonne Wheatley

[*Ed. Note: I recently received an email request from our member in the United Kingdom, Yvonne Wheatley, for assistance in collecting information about some aspects of certain Allegory Issue stamps -- it is copied below (it has already appeared in the recent Czechout journal). I found a couple of things that were a little confusing in her request, so I sent for clarification. Below you will find the pertinent information which will hopefully make your response to her be of the most benefit.*]

I wish to conduct a survey to ascertain the number of stamps with varieties, exceptional perforations or usage of a single stamp where the period of correct usage was short. As no records exist the purpose of the study is to get a better estimate of the known examples for a booklet I am writing. I list below the main varieties and shall be most appreciative of any information you are able to provide. The item does not need to be in your possession if it was previously owned by you or was seen in a publication or auction catalogue. In the latter two cases please provide the reference. If you have any rare items not listed please give me details. I will be happy to supply a comprehensive list for publication.

My details for replies are as follows:

Yvonne Wheatley

Weltevreden, 7 Manor Croft, Leeds, LS15 9BW, UK

whyareuu@outlook.com

[*Here are my questions to her and her responses following each question.*]

1. *Q: What do you consider to be a "variety"?*

A: I am only interested in the varieties -- the "Missing Head" on the 50h red Chainbreaker and the 40h joined types Chainbreaker.

2. *Q: Under both the Dove and Chainbreaker issues you list a category in the table of "Horizontal Perforations". What is this? They came in Line or Comb perforations, what is Horizontal Perforations?*

A: It is a horizontal comb perf 14. The normal comb perf is from top to bottom, sometimes bottom to top. This results in perfs in the top or bottom margin beyond the stamps. With the horizontal comb perf the perf action moves right to left or from left to right. The perfs continue into the side margin but not the top or bottom. It only occurs on the values mentioned.

3. *Q: Under the "Covers (with date)" column, do you only want single usage items where the single stamp exactly satisfies the current postal rate?*

A: No, only in the line which has "Usage" in the details column. The other lines can have multiple stamps, i.e., one may satisfy the criteria with other stamps or there could be more than one of the specified stamp.

4. Q: Under the "Dove" area, and "Line Perforation 13 3/4", the 5 haler and 10 haler each have two color varieties. Do you want us to glump them together into one total number for each 5h and 10h? Or, are you automatically considering the 5h blue and 10h green to be the "varieties", and the 5h violet and 10h olive to be "ordinary" and not be counted?

A: Thanks for pointing out the problems with the two colours of the Dove. It should be 5h violet and 10h olive printed in sheets not from the sheets intended for booklets. Also 5h blue and 10h green and 15h.

If anyone has any further questions, please contact Yvonne at whyareuu@outlook.com

Details	Single Stamp (mint or used)	Multiple Stamps (mint or used)	Covers (with date)
Dove			
Line Perforation 13 3/4			
5 haler			
10 haler			
20 haler			
Horizontal Perforations			
5 haler			
10 haler			
Usage			
1 June 20 - 31 July 20			
5 haler			
Internal postcard			

Chainbreaker			
Line Perforation 13 3/4			
40 haler			
50 haler			
60 haler			
100 haler			
150 haler			
Horizontal Perforations			
40 haler			
60 haler			
Varieties			
Missing head 50			
40 joined types			
Usage			
20 haler			
Internal postcard			
23 Jun 20 - 31 Jul 20			
30 haler			
Letter rate			
22 Jun 20 - 31 Jul 20			
Describe postmark of imperforate 40 used on cover			

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Details	Single Stamp (mint or used)	Multiple Stamps (mint or used)	Covers (with date)
Hussite			
Usage			
1 Jun 20 31 Jul 20			
80 haler Internal registered letter			
80 haler 2nd step internal letter			
90 haler 3rd step internal letter			
Agriculture & Science			
1920			
Comb perforation			
13¾×13			
300 haler			
500 haler			
600 haler			
Usage			
100 haler Registered foreign letter 17 Jun 20 - 31 Jul 20			

✘ ✘ ✘ ✘ ✘

SELL - SWAP - WANT

Every member is entitled to one FREE 15 word ad each calendar year which will run in the column headed the way this one is. Your name, address, and other contact information does not count towards the 15 words.

SELL

Czechoslovak Cinderellas, most from before the war. If interested, email me, and I will email pictures. Jarka Havel: jarkahavel@yahoo.com.

TPO Kostelec - Telč - Schwarzenau

by Lubor Kunc

(lubor.kunc@seznam.cz)

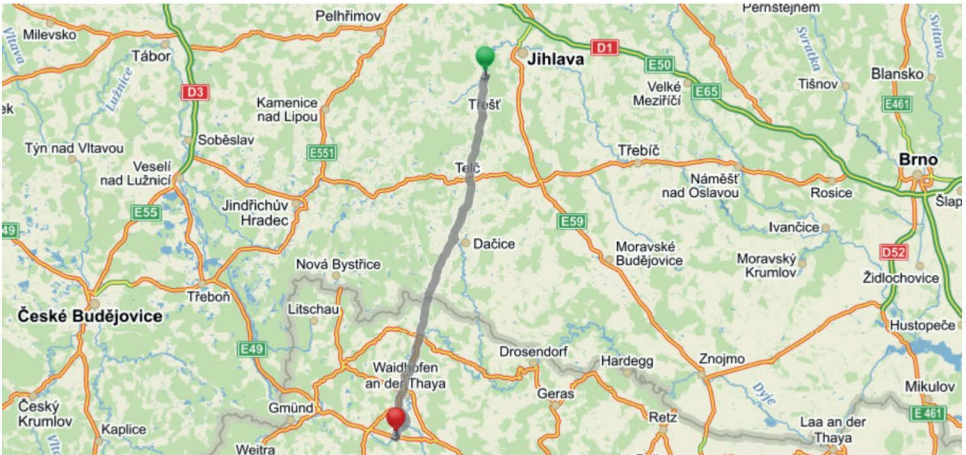


Figure 1: The green point is Kostelec u Jihlavy, and the red one is Schwarzenau. The map is courtesy of www.seznam.cz.

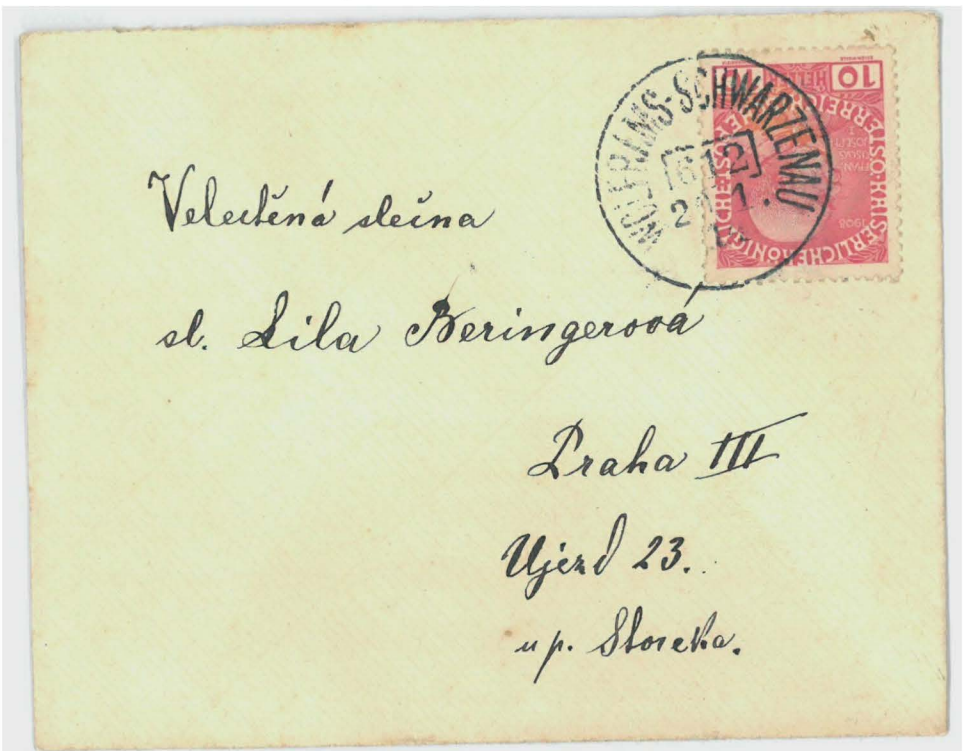


Figure 2: Letter sent from Telč in 1914 bearing Kostelec-Schwarzenau TPO postmark of the first design

THE CZECHOSLOVAK SPECIALIST

I would like to attract your attention to one Train Post Office (TPO) being missed in the Vostatek's Monograph #14 to up-date our knowledge and collections. The train post office I am talking about is the **Kostelec u Jihlavy (Wolframs) - Schwarzenau** one (Figure 1).

Votoček just states on page 497 of the book, that the non-registered TPO's were operated outside of the Czech territory. This mistake was probably caused by using the German name for all the line "hiding" the Czech connection of the route. The railway started its operation in 1898 on the route Kostelec u Jihlavy (Wolframs) - Telč as a private undertaking. In 1902, the line was expanded from Telč to Dačice and Slavonice, and finally in 1903 the route crossed the (future) Czech-Austrian border reaching the towns of Zwettl and Schwarzenau (Lower Austria). The private railway status lasted until 1925, when the route was taken over by the Czechoslovak Railway Company. The important change occurred in 1945, when the Czechoslovak-Austrian borders were temporarily closed after the end of WW II, and the operation on the section Slavonic - Schwarzenau was suspended and never restored. The route Kostelec u Jihlavy - Slavonice is being operated by the Czech Railway Company until these days, you can find it in the current railway documents under the sequence number 227.



Figure 3: Letter sent from Telc in November 1914 showing the second design of the postmark



Figure 4: Military postcard showing the Schwarzenau-Wolframs postmark of the second design (Oct. 1916)



Figure 5: Letter showing the first Czechoslovak Slavonice-Jihlava #547 postmark dated Sept. 15, 1919 (before the date Votoček expects in this 17th Monograph volume)

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Because Votoček did not register the TPO, we are now not fully aware, when it started the postal operation and what Austrian postmarks were in use. Based on the great material submitted by my friend V. Hromadka we identified three Austrian postmarks:

1. Single circle postmark with diameter of 3 cm and destination description as Wolframs - Schwarzenau used from ? to 1914
2. Single circle postmark with diameter of 2.75 cm and destination description as Wolframs - Schwarzenau used from 1914 to 1919
3. Single circle postmark with diameter of 2.75 cm and destination description Schwarzenau - Wolframs used from 1914 to 1919

The Czechoslovak period is more familiar to us, because Votoček registers the TPO in his 17th volume (page 473) as Jihlava-Cejle-Slavonice TPO. He found the first Czechoslovak postmark from 1920, based on the new material, we can move the starting moment to 1919 as Fig. 5 demonstrates.

This comment shall be never interpreted as bad words about Votoček and his Monographs. He produced really the great work giving wide and deep knowledge of Austro-Czechoslovak postmarks, which can serve as a model for the other postal historian writers and publishers. My intention is to share our knowledge and help the *Specialist* readers to keep their Votoček's books up-to-date.

I would like to thank Vaclav Hromadka for his discovery.



ADVERTISING RATES FOR THE SPECIALIST

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Half Page	20	32	60
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or
FIRST DAY COVER

by Ludvik Z. Svoboda
Lubor Kunc



A little while ago I purchased this cover because of the interesting franking -- the souvenir sheet B-159 and the 2 Kč personal delivery stamp -- and because it was from the first international stamp exhibition held in Czechoslovakia after WW II (Celostátní Vystava Poštovních Známeč, Brno, 1946), and it appeared to be a FDC.

Upon detailed examination -- despite the fact that under the registry label from the show the cover states that it is a FDC -- you can see that the cancel bears the date of 9.VIII.1946, while the first day of issue was 3.VIII.1946. At first I thought that it was purely philatelic since it was coming from a major stamp show, but when I checked the franking, I began to wonder -- the postal rate at that time in country was 2.40 Kč = the Brno souvenir sheet, registration was 5 Kč = the four stamps on the left, personal delivery was 2 Kč = the personal delivery stamp in the upper left. The cover actually went through the post since it bears a PRAHA 14, 10.VIII.46 - 12 cancel on the back. So it went from Brno to Prague and got there the next day by noon.

I had three major questions:

1. Was this a valid use of the personal delivery stamp (such covers are valued at 500 Kč = about \$20 in the POFIS catalog)
2. What information is available about FDC's and their use in Czechoslovakia

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3. What is the meaning of the pale-purple capital B on the right side of the registry label?

To help to try to answer these questions, I contacted our member in Prague, Lubor Kunc. His response follows:

“Yes, this is a philatelic cover, but quite interesting. Not because of the franking (I personally don't believe in the personal delivery of this item, there are many covers from the exhibition bearing the stamp), but because this is a forerunner of Czechoslovak first day covers.

You know, the first official FDC was issued by the Czechoslovak Postal Administration in 1947 [in fact, 1.1.1947, the two-year reconstruction plan issue, Sc. 322-324], but they tested before such items, which are not registered in the catalogues as FDC's, but you can find them in the specialized literature as forerunners. You can see it, e.g., in the Monography written by Pavel Aksamit on Czechoslovak FDC's published a few years ago [this is *Monografie 9, Czechoslovak FDC's 1947-1992, published in 2007*].

Despite the interesting status, the cover is not expensive -- the Brno 1946 exhibition was the first stamp show after WW II, and the quantity of covers correspond to this special position. But anyway, it is an interesting item!

No idea what “B” on the R label means.”

If you are like me, you have encountered a number of covers from the 1st Republic and the years right after WW II bearing the imprint “FIRST DAY COVER” and/or “PRVNÍ DEN VYDÁNÍ” with no other indication of their official status, but with the correct date cancel for the stamp issue.

So I decided to do some research in *Monografie 9*. Here is a synopsis of what I found out -- and some of it is very interesting. It is NOT a strict translation.

The postal administration acknowledges that there are privately produced covers bearing the correct location and date cancel of the first day that the issue was available for use. But they are not official FDC's.

Now, with respect to official FDC's, they can be used for regular postal use for up to 15 days after the date of the special FDC cancel. The daily postal cancel of the date of submission of the cover (which can be for any of the 15 days) will not be applied to the cover.

It even says that if the addressee complains that the mail took too long to get to him, to explain that it could have been submitted for posting up to 15 days after the FDC cancel date (but not bear the date cancel of the day that it entered postal service).

FDC's can be sent registered (and of course to foreign countries). If the FDC postage is enough to cover the regular postage franking rate plus the Registration fee, then the clerk is to just apply the registration label and send it on without the daily cancel. If the franking is not enough (for the regular postal franking rate or for the registration or for sending to a foreign country), then add the necessary stamps and of course cancel them with the daily cancel.

If additional stamps had to be applied then it was normal to put them on the back and to cancel them with the daily cancel. This was done so as to not destroy the image of the FDC's front. This was not always done, so extra stamps sometimes show up on the front, especially if the FDC was being sent and it was past the 15 days.

If the FDC is submitted after the 15 days, it is not to be accepted or sent on. It is to be returned to the sender, and if not known, then it is placed in the "unfinished" box.

Finally, FDC that did not have any stamps added, but went through the post within the first 15 days can be found with the daily cancel on the front, and even on the back (although not supposed to be applied either place).

They stated that collectors prefer genuinely used FDC's.

In a section entitled "From the Collectors Point of View" there is a section on "Mint and Postally Used FDC's" where this information was provided:

CzSl FDC's were issued by the postal issuing authority, and it was possible to use them for postal service in precisely defined conditions [*described above*]. Just like with stamps and postal stationery, it is thus possible to collect FDC's mint or postally used. In practice it is in fact sometimes difficult to differentiate these categories, because not all of the FDC's submitted for postal service bear the signs that identify them (i.e., in particular cancels of submission or arrival). By itself, the inclusion of an address on a FDC is not proof that it went through the mail, even when in many such cases it actually did (where the FDC was submitted for mailing on the day of its issue -- but also later in its period of validity -- and perhaps it was not additionally franked, or there was not applied an arrival cancel). Collectors in fact search for covers which bear undeniable signs of postal usage (cancels, labels, arrival stamps, etc.).

FDC's sent registered, special delivery, to foreign destinations, etc., are valued usually higher than the same cover sent like a normal envelope domestically.

The ability to use FDC's in normal postal service during the period of their validity (during which their stamps are valid as if they were un-used, despite their being canceled with the FDC cancel) differentiates Czechoslovak FDC's from "first day covers" prepared by other entities (firms, collectors, businesses, etc.) -- even though some foreign catalogs treat them as being the same.

On the other hand, in a number of countries (e.g., in the USA) FDC's are not issued by the stamp issuing organization, but traditionally they are prepared by business firms, philatelic organizations and clubs, etc., which then send them to the appropriate postal bureau where the first-day-of-issue cancel for the stamp is applied.

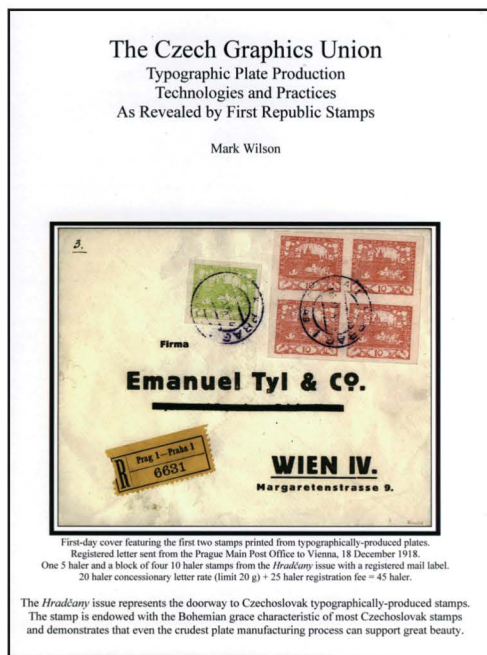
This is in contrast with Czechoslovak FDC's, where the covers are launched for postal service on the date of issuance of the stamps affixed to them, but these covers retain a franking capability for use as regular postal consignments for a period of time.

This results in postal operations personnel and collectors viewing Czechoslovak FDC's being in a different category than the above-mentioned envelopes. This is why it isn't correct to view mint Czechoslovak FDC's as lesser valued, even if this opinion exists (especially among foreign collectors). They are not only "souvenirs" prepared by the postal service for collectors, but also as fully valid postal items.

Spotlight on Books:

THE CZECH GRAPHICS UNION

by Mark Wilson



This third installment of *Spotlight on Books* focuses on a wonderful book which examines typographical plate production technologies and practices as shown on First Republic stamps. As collectors in the area of Czechoslovakia (and all its related areas), we spend a good deal of time accumulating and studying these little objects of fascination. What becomes even more interesting to man is the back-story behind each issue: How are they produced? What is this process? What methods are used to produce the images that ultimately become postage stamps?

The book spotlighted in this issue, *The Czech Graphics Union* by member Mark Wilson, answers these questions and more. In the words of the author, "The focus of the book is upon the practices surrounding the fabrication as well as the use of printing plates, plates manufactured in much the same manner as type-faces, hence the use of the word typographic." Produced in full color, the

book explains the choice of the firm used, and how its Typographic Department was chosen to produce Czechoslovakia's first postage stamps. In fact, except for two small issues, the Typographic Department produced every pre-1923 stamp.

The book is divided into eight sections that cover the entire process: Introduction, Photographic Based Typography, Matrix Based Typography, Mixed Photographic and Matrix Based Typography, The Plate, Plate Maintenance, Matrix Maintenance, On the Press, and Conclusion. Amply illustrated in full color, the author examines each process, including typographic technologies, initial design essays, standard practices, master design flaws, replacing master dies, reuse of auxiliary prints, tally numbers, the 1920 individual dies and five die methods, the 1923 ten-die method, the 1920 Quarter-Plate method, Etching a Photographic Based Plate, and Repairs among other topics. This will give the reader a thorough understanding of the entire process of the First Republic stamp production, which, I believe, is the fundamental value of the book.

This book is in stock and available at just \$7.00 postage paid. If you are at all interested in the stamps produced during the First Republic, this excellent volume is simply a must. I believe that collectors and lovers of Czechoslovak philately should have this book due to its subject matter: the exploration of the development and process of manufacturing the first postage stamps of Czechoslovakia.

Please contact James Buckner at wellseats@hotmail.com to order.

New Issues

CZECH REPUBLIC

by Ludvik Svoboda



Fig. 1

1. On February 3, 2016, the Ministry of Industry and trade of the Czech Republic issued a 13 Kč commemorative stamp entitled “Puppies -- Czech National Breed of Dogs: Czech Spotted Dog” (Fig. 1). The stamp depicts a playful puppy biting its “daddy’s” ear. The puppy’s father look sat us with an expression of parental exhaustion. The Czech Spotted Dog (formerly Horák’s Laboratory dog), commonly known as a spotted dog or “strakáč” in Czech, is a medium-sized breed of sociable dogs of Czech origin. The breed is not recognized by the World Canine Organization FCI. Although the dogs had nearly become extinct, careful breeding has been increasing their numbers. The Czech Spotted Dog was created in the 1950’s in the Institute of Physiology of the Czechoslovak Academy of Sciences in Prague, in the laboratory of František Horák, who gave the dog its original name. The original

Horák’s Laboratory Dogs were the result of breeding a 25 kg, female, sable Riga with a 10 kg, male, tri-colored Míša. Both dogs were crossbreeds of unknown origin, owned by the Institute. In the first litter in 1954, Riga bore 9 puppies, two of which were selected for further breeding. From the beginning, both Míša 1 and Dáša 6 had the typical tri-colored coat with white spotted markings. In 1960, the breeding standard was approved and the breed was registered with the Czechoslovak Small Animal Breeding Union as Horák’s Laboratory Dog. The Czech Spotted Dog is a medium-sized breed. It is square-built with balanced proportions and not very heavy. The ears are tilted forward. The double coat can be short or long. The coat is always tri-colored in equal combinations or either black, tan, and white or brown, tan, and white with spots. The spots must be distinctive without creating the impression of blending. The breed’s creators deliberately bred in character traits that would make them easy to deal with in the laboratory, and these traits have made them excellent family dogs. The stamp was designed by Zdeněk Daněk, and produced by the Post Printing House in Prague by multicolored offset in printing sheets of 50 pieces. A FDC in black shows a Czech Spotted Dog lying on a globe

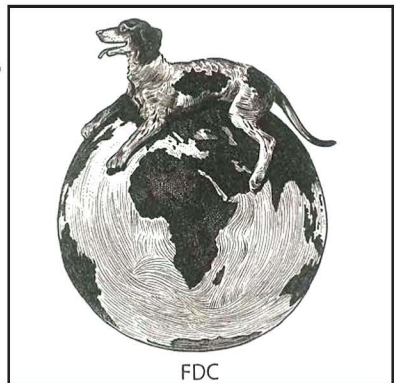


Fig. 2

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around the location of the Czech Republic. It has a large spot on its side in the same shape as the Czech Republic (Fig. 2).

2. On February 17, 2016, the Ministry issued a set of two 27 Kč commemorative stamps in the Historical Vehicles series. The stamps were produced by the Post Printing House in Prague using multicolored offset in a printing sheet of 50 pieces which has a checkerboard combination of 25 pieces of each stamp.

-- The Slovenská Strela (Fig. 3). The stamp features the rail motor coach class M290.0 (manufactured as a Tatra 68), named after an express train which it served as "Slovenská Strela". Only two units were manufactured by Tatra Kopřivnice for the Czechoslovak Railways in 1936. The designer of its unique electromechanical power transmission was Josef Sousedik, a Vsetín-based electrical technician. Slovenská Strela is the name of an express train famous for its fast speed, first operated in July 1936 on the route between the Czech capital Prague and the Slovak capital Bratislava. It originally ran with the unique mid-1930's motor coaches which cut the travel time by more than an hour as compared to the then fastest train pulled by a steam engine; this time was not beaten until the 21st century. The



Fig. 3

motor coaches were so fast that they earned the nickname "Slovenská Strela" (Slovak for "Slovak Arrow"). Its designation was MR 175 on the way to Prague, and MR 176 on the way to Bratislava. The train was out of service during WW II. From 1946-2006, the Slovenská Strela ran with ordinary locomotives. The stamp was designed by Petr Ptáček, engraved by Jaroslav Tvrdoň, and produced by the Post Printing House in Prague by multicolored offset. A FDC in chocolate brown shows a class 475.1 steam engine standing next to the Slovenská Strela (Fig. 4). This was a universal steam engine manufactured by the Škoda Works in Plzeň for the Czechoslovak Railways from 1947-50. It was designed for long-distance express trains, passenger trains, and fast freight trains.

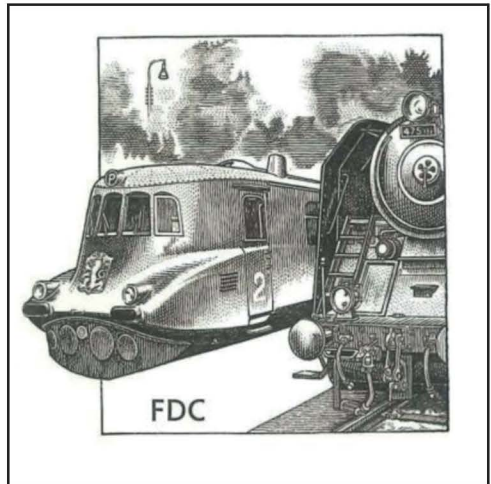


Fig. 4

-- The Paddle Steamer Vyšehrad (Fig. 5). The stamp features the paddle steamer Vyšehrad, which was built in 1938 under the name Antonín Švehla, then later finally renamed Vyšehrad (1992). She is one of the last two remaining operating large paddle steamers on the Vltava river in Prague and belongs to the Prague Steamboat Company. In 2013, the Czech Ministry of Culture placed it on

the list of national cultural heritage. The steamer was built in 1938 by the shipbuilding and woodworking company in Ústí nad Labem. The ship was one of four large steamers built to modernize the company's fleet in the 1930's. Each of the new Czech steamers cost 2.5 million Czech crowns. In 1992, the Vyšehrad was completely renovated and converted into a restaurant salon boat.

The boat is 62 m long and 6.2 m wide and could originally carry 885 passengers -- however, nowadays it is 300 passengers, of which about 200 can be seated. Her maximum speed is about 17 km/h. At first she was used on a route between Prague and Vrané nad Vltavou where the top covers on the upper deck had to be removed to ease the passage through some lower profiles, such as under railway bridges. During WW II, the steamer was confiscated and served in Dresden as a field kitchen for refugees fleeing the Red Army. After WW II and return to Prague, she was used on a similar route as before. Since the 1992 reconstruction, the Vyšehrad has been used mainly as a restaurant boat and a boat for private cruises. The stamp was designed by Jindřich Žáček, engraved by Jaroslav Tvrdoň, and produced by the Post Printing House in Prague by multicolored offset in printing sheets of 50 pieces -- 25 of this stamp and 25 of the Slovenská Strela. A FDC in brown-black shows a view from the stern of the ship on the area behind the captain's bridge (Fig. 6).



Fig. 5

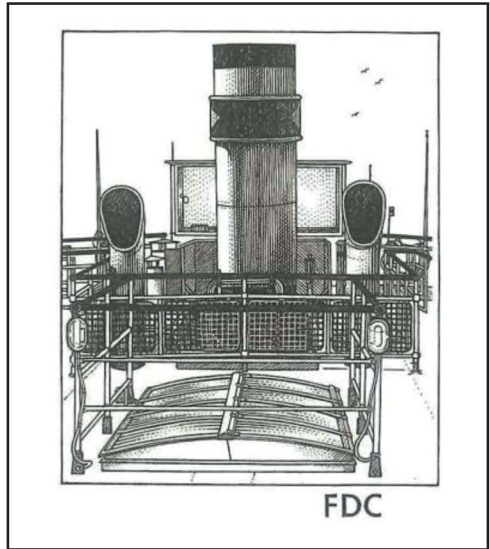


Fig. 6

3. On March 16, 2016, the Ministry issued a 13 Kč commemorative stamp in the Personalities series: Tomáš Baťa (Fig. 7). The stamp portrays Tomáš Baťa with a letter B. Tomáš Baťa (1876, Zlín - 1932) was a Czechoslovak entrepreneur, the "King of Footwear" and creator of a global shoe empire, a mayor of Zlín (1923-32), and a politician. In 1894, he and his brother Antonín Baťa Jr. and sister Anna set up the Zlín-based Baťa shoe company and gradually transformed it into a vast complex of manufacturing, trading, logistics, financial and other services. Baťa was one of the leading entrepreneurs of his time. He introduced original manufacturing and business management methods and a system of employee incentives (the Baťa management system) that influenced many future economists. His efforts were revolutionary at that time and are still used as an example of the work of top managers. His activities, covering 35 sectors of manufacturing, trading,

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logistics, financial and other services, made an impact on the level of entrepreneurship in Czechoslovakia. The low prices of his shoes influenced the profile of consumer industry. He used his own ideas to redesign not only his factory but also his hometown. As the mayor of Zlín, he pushed through the concept of the Garden City with functionalist architecture. Together with Bafa's factories, this style spread from Zlín to other locations in Czechoslovakia, Europe, and North America. Bafa created an extensive education system. He motivated his employees to attend lifelong education courses and set up a school (Bafa's School of Work for Young Men and Young Women) offering technical training courses for them. As the mayor of Zlín, he introduced experimental public schools in the city and set up a city hospital, which laid the foundation of modern health care in the city and the region. His support to long-distance railway, air, river, and road transportation projects helped improve both the regional and nationwide communication systems. The stamp was designed by Eva Hašková, engraved by Jaroslav Tvrdoň, and produced by the Post Printing House in Prague by recess print in black combined with photogravure in red and gray in printing sheets of 50 pieces. A FDC in black-brown shows a drawing of a woman's and a man's shoe along with Czech words saying "Be the first" (Fig. 8).



Fig. 7

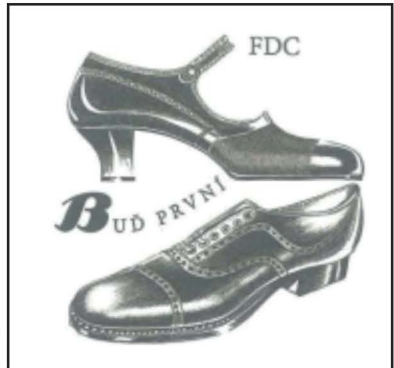


Fig. 8

4. On March 16, 2016, the Ministry issued a 13 Kč commemorative stamp in the Technical Monuments series: 125 Years of the Petřín Observation Tower and 125 Years of the Petřín Funicular (Fig. 9). The stamp features an 1892 drawing of the observation tower. The 65.5 meter tall Petřín Observation Tower is one of the most prominent in Prague. In 1889, members of the Club of Czech Tourists visited the world exposition in Paris and were so inspired by the Eiffel Tower that they decided to build a similar landmark in Prague. They formed a cooperative to achieve their goal, bought a plot of land on Petřín Hill (318 meters above sea level), and by 1890 had the design and funds to start the construction of a 1/5 size replica of the Eiffel Tower -- the Moravian Engineering Works were the structural engineers. It was completed in 1891, and had an octagonal cross-section. It contains a central elevator and two winding staircases with 299 steps, one for the way up and the other one for the way down. On July 5, 1938, a fire broke out at the top of the tower, probably due to a short circuit in the elevator cabin.



Fig. 9

Although it was a difficult task because of the height of the tower, fire fighters managed to get the 100 visitors out and extinguished the flames in thirty minutes, thus saving the wooden structure under the metal roofing. The Petřín Funicular is a funicular

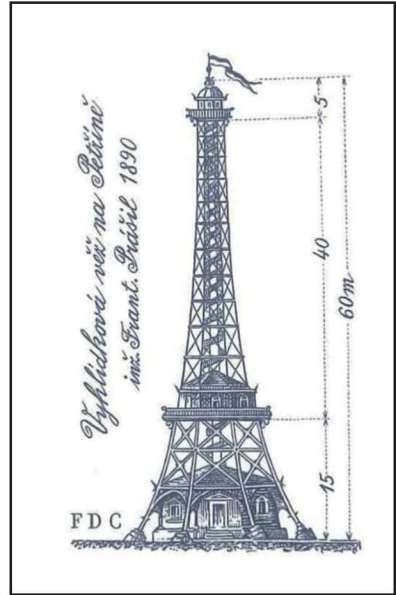


Fig. 10

railway sued to carry passengers to the top of Petřín Hill. The cars run on tracks using a system of tow cables that are 510 meters long. Almost 2 million passengers used the funicular in 2014. It was constructed in 1891 to carry people to the newly built Petřín Observation Tower. The cars were operated using a water-balance drive system. The stamp was designed by Adolf Absolon, engraved by Martin Srb, and produced by the Post Printing House in Prague by rotary recess print in red combined with photogravure in ocher in printing sheets of 30 pieces. Besides the stamps in sheet arrangement, philatelic booklets of 8 stamps and 2x2 different coupons were issued. The first coupon depicts the funicular cars originally using the water-balance drive system, while the second coupon shows the tower under construction. A FDC in blue-violet shows the 1890 observation tower design (Fig. 10).



Fig. 11

5. On March 16, 2016, the Ministry issued a 27 Kč commemorative stamp for The Joint Institute for Nuclear Research in Dubna -- 60 Years (Fig. 11). The stamp shows the Feynman diagram of neutrino-less double beta decay. The Joint Institute for Nuclear Research in Dubna of the Moscow Region is an international research center for nuclear physics and other physical sciences. The institute has 5,500 staff members, 1,200 researchers including 1,000 Ph.D.'s from nineteen member states. It is also frequented by leading UNESCO, CERN, West European, and

U.S. Scientists. The Institute has eight laboratories, each with its own specialization. These laboratories conduct research in theoretical physics of many varieties. The stamp was designed by Zdeněk Ziegler, engraved by Václav Fajt, and produced by the Post Printing House in Prague by multicolored offset in printing sheets of 50 pieces. A FDC in black shows the likely formation of electrons in the 117th element of the periodic table discovered by the Joint Institute for Nuclear Research in Dubna (Fig. 12). The element Ununseptium has a temporary symbol of Uus, it is the supposed arrangement of electrons in the coat.

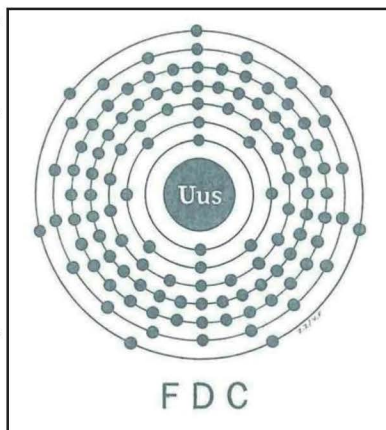


Fig. 12



Fig. 13

6. On April 6, 2016, the Ministry issued a 17 Kč commemorative stamp in the Beauties of Our Country series: Buchlov Castle (Fig. 13). The stamp depicts a view from the first courtyard to the second gate in the Burgrave House from 1691. Dominating the view is the 13th - 14th century core of the motte-and-bailey castle, with the 16th century clock tower behind it and the round Andělka tower to the left. The three hills of Buchlov, Modla, and Holy Kopec

are some of the most prominent in the Slovácko region. It is not surprising that two of these hills have been inhabited since prehistoric times with remnants of fortifications. Both the choice of the site and the process of construction of the royal castle on the strategically located hill of Buchlov -- guarding the eastern border of the Czech royal lands against possible incursions from Hungary -- are shrouded in mystery, the preserved stone masonry is the only source of information we have. The beginnings of the castle date back to the first half of the 13th century. The name Buchlov first appears in references associated with the burgrave, Protiva of Buchlov. The castle passed through many families with the last owners being the Berchtolds of Uherčice, who turned the castle into a museum open to the public with many collections. The oldest part of the castle consists of defensive towers, a residence hall, a palace, and a chapel. The chapel

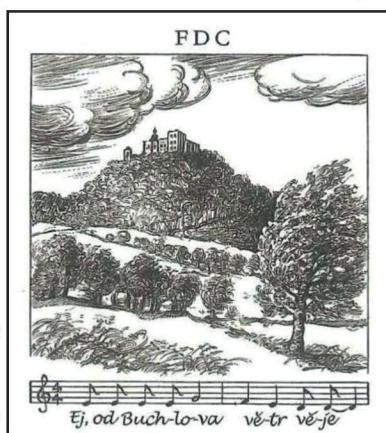


Fig. 14

was built in the 1280's. The castle has undergone reconstructions and has been declared a national heritage site. The stamp was designed by Adolf Absolon, engraved by Martin Srb, and produced by the Post Printing House in Prague by recess print from flat plates in yellow, dark brown, black, green and blue in printing sheets of 8 pieces. A FDC in dark-brown shows a view of the castle on its hill from the south-east (Fig. 14).



Fig. 15

7. On 27 April, 2016, the Ministry issued a 13 Kč commemorative stamp for the Czech and Slovak Philatelic Exhibition in Žďár nad Sázavou (Fig. 15). The stamp symbolically depicts one side of a stamp storage container with different stamps (and one of the oldest R-stickers of Žďár nad Sázavou) connected with the exhibition venue. The exhibition marks the 180th anniversary of the opening of a letter collecting office, later transformed into the post office in Žďár nad Sázavou, on August 1, 1836, and the 130th anniversary of the introduction of R-stickers in the Czech lands on October 1, 1886. The 2nd Czech and Slovak Philatelic Exhibition is being conducted at the community center in Žďár nad Sázavou from June 2 - 5, 2016. Since 1993, the philatelic club has been organizing annual exhibitions of graphic art, engravings, and stamp designs by leading artists such as Josef Herčík, Josef Leisler, Miloš Ondráček, Oldřich Kulhánek, Vladimír Suchánek, Karel Franta and many others. Graphic artists and stamp engravers Bedřich Housa and Jiří Bouda

received the club's honorary membership and frequently attend various club events. The exhibition held on January 13 - 18, 2001, marked the outstanding success of graphic artists and engravers Bedřich Housa and František Horniak and was, in fact, the first Czech and Slovak exhibition held after the split of Czechoslovakia which displayed both Czech and Slovak stamp designs. This tradition has continued. In 1999, the Federation of European Philatelic Associations (FEPA) awarded the club a Certificate of Appreciation as one of the first clubs in Europe for social and cultural activities connected with the popularization of philately. The stamp was designed by Pavel Sivko, engraved by Bohumil Šneider, and produced by the Post Printing House in Prague using full-color offset in printing sheets of 50 pieces. Besides the stamps in sheet arrangement, philatelic booklets of 8 stamps and 4 coupons were issued. The coupons

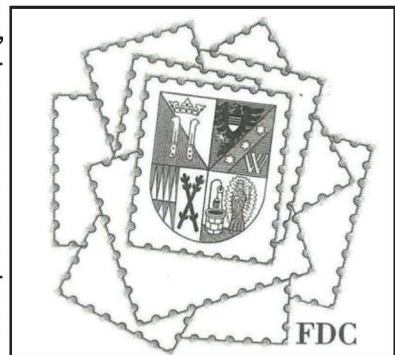


Fig. 16

show dominant features of the towns of Žďár nad Sázavou and Nitra. A FDC in brown depicts a pile of stamps with the top stamp showing the coat-of-arms of Žďár nad Sázavou (Fig. 16).



Fig. 17

tail butterfly that lives in warm regions, mostly in bushes covering south-facing hillsides. In the Czech Republic it is rarer than the related common yellow swallowtail. It is more common in South European countries, such as Greece, Croatia, Spain, Portugal, the home of a slightly different variety living in two generations a year. The scarce swallowtail is protected in the Czech Republic. The stamp was designed by Jaromír and Libuše Knotek and produced by the Post Printing House in Prague using multicolored offset in printing sheets of 50 pieces.

9. On April 27, 2016, the Ministry issued a 16 Kč definitive stamp entitled Swallowtails (Fig. 17). On the stamp is depicted the common yellow swallowtail (*Papilio machaon*) and the scarce swallowtail (*Iphiclides podalirius*). The common yellow swallowtail (*Papilio machaon*) is one of the most beautiful and largest (with wingspan of 7-9 cm) daytime Czech butterflies. It belongs to the endangered butterfly species in the Czech Republic. The scarce swallowtail (*Iphiclides podalirius*) is also a swallow-

10. On May 4, 2016, the Ministry issued a 27 Kč commemorative stamp from the series EUROPA entitled Thinking Green (Fig. 18). On the stamp is depicted a paint roller with the gray color symbolizing the contaminated air and with the green color symbolizing life and hope. Cypriot designer Doxia Sergidou's design was the winning one of 24 designs. When asked how she chose the motif for the stamp, she said that her main idea was to show that maintaining



Fig. 18

our planet green is in our hands. The roller of the gray color is meant to represent each of us, and it is only up to us to replace it with the green color symbolizing life and hope and inspiring us to create a better world. The left-hand side of the stamp represents contamination and the huge disaster caused by factories, vehicles, electrical power generation and inefficient waste -- the negative effect human activity has on the living environment. The effect of our activities on the environment is a high priority area for European postal operators. The stamp was designed by Doxia Sergidou, the FDC and handstamp were designed by Pavel Sivko, the engraver was Václav Fajt, and the stamp was produced by the Post Printing House in Prague using multicolored offset in printing sheets of 8 pieces.

A FDC in green shows a human head and face shaped as a tree (Fig. 19).

SLOVAKIA

by Ludvik Svoboda

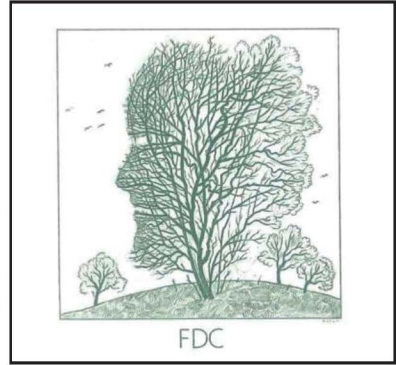


Fig. 19

11. On March 10, 2016, the Ministry of Transport, Posts, and Telecommunications issued a 0.65€ commemorative stamp in the Personalities series for Matěj Hrebenda (1796-1880)(Fig. 20). Matěj Hrebenda, a door-to-door bookseller (formerly a town crier), a collector of old prints and folklore, the author of occasional and religious literature, represents a unique Slovak cultural worker and national revivalist. Despite his simple origin, the lack of higher education, his poverty and visual handicap, he dedicated his life to spreading national awareness by consciously building up a base of readers across all layers of the population. While marker based booksellers were mostly selling a commercial type of literature (calendars and other popular printed matter)m, Hrebenda offered valuable national writings to families who often knew only spelling and prayer books. Along with selling books, he also effectively taught his customers to read: he encouraged them to read, he visited them regularly and urged them to talk about what they had read in the books they purchased. While the image of the blind book peddler Matěj Hrebenda is still alive in the cultural memory, the literary works he wrote were not read by



Fig. 20

his contemporaries. There remains in manuscript more than 1,000 pages the so called Magazine -- Collection of Matěj Hrebenda Hacavský's Poems; 500 pages, Booklet of Wishes of Different Christian Names in Verse; or a collection of spiritual songs, Treasure of Heart Drawn from the Gospel of Lord Jesus and from the Apostolic Teaching (1825). Finally, his Biography (written in 1860, published in 1976), in which he described his life's course and experiences from his journeys around Slovakia and to Vienna is also available. The stamp showing Hrebenda with his backpack of books being lead

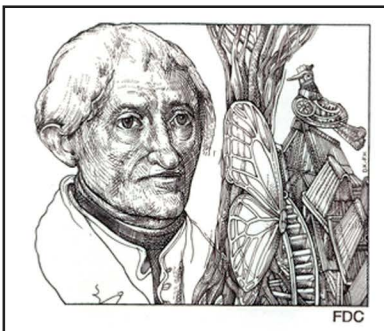


Fig. 21

by a boy was designed by Dušan Kállay, engraved by František Horniak, and produced by the Postal Printing House of Securities in Prague using rotary recess printing combined with gravure in printing sheets of 35 pieces. A FDC shows an image of Hrebenda in his old age along with some flora and fauna (Fig. 21).

12. On April 15, 2016, the Ministry issued a 1.15€ commemorative stamp in the Technical Monuments series: Steam Locomotive Umrath (1894)(Fig. 22). The Traction engine Umrath is part of the collection in the Slovak Agricultural Museum and was constructed in Prague in 1894. The steam engine provides pressure power to the drive wheels of 6-9 hp giving the wheels a rotation speed of 160 rpm. In July 1985, information was received that the traction engine was still in existence, located above the village of Březnicka -- it was then transported to the museum. After some research it was established that the engine originally belonged to a wool processing company which was founded in



Fig. 22

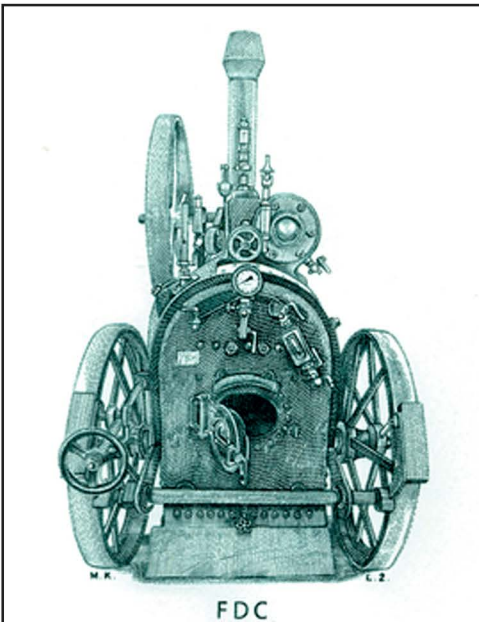


Fig. 23

1868 to drive pumps. After WW I, it was moved to Březnicka, where it was used to drive threshing machines and shredders. Since it was a very rare traction engine, it awakened a tremendous desire in the museum staff to restore it. Its mechanical condition was very poor and required structural repairs. It is of importance to note that this engine was constructed using riveted connections with no seams. The repairs were completed by SES Tlmace in 1995, and that year the engine was a star of the International Engineering Fair in Nitra. The stamps was designed by Marián Komáček, engraved by L. Žálec, and produced by the Postal Printing House of Securities in Prague using rotary recess printing combined with gravure in printing sheets of 35 pieces. A FDC shows a view of the engine from the rear (Fig. 23).

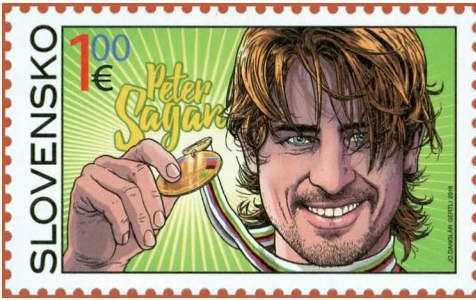


Fig. 24



Fig. 25

Prague using offset in a printing sheet of 50 pieces. A FDC shows Sagan holding up the Slovak flag (Fig. 25). A collection sheet depicts a lifetime of cycling (Fig. 26).

14. On May 5, 2016, the Ministry issued a 0.90€ commemorative stamp for EUROPA 2016: Ecology in Europe -- Think Green! (Fig. 27). A good life that respects our planet's limits is the main goal of the European environmental action program which states this must be the main environmental direction of our society's development. A low-carbon society, with a green sustainable economy, social equality, and resistant ecosystems. Europe is the global leader in the area of environmental policies. The international postage stamp project of the European Post Offices from the EUROPA issue series clearly demonstrates the ambition of Europe to move towards a green economy and green



Fig. 27

13. On April 21, 2016, the Ministry issued a 1.00€ commemorative stamp for UCI World Road Cycling Champion 2015 -- Peter Sagan (Fig. 24). Natural phenomenon? Wonder of the world? Fortune's darling? Perhaps, but certainly an exceptional sportsman and person. Peter Sagan with his abilities and demeanor has transformed cycling into one of the most popular sports in Slovakia. He first flirted with mountain biking, where he won the 2008 Junior Championship of Europe and the World, then he switched to road racing. He flew into the world of the peloton, and in his very first season among professionals, he began to win. He became the scourge of not only renowned sprinters, but he even dominated difficult hilly races consisting of several stages. He gradually built up a great deal of respect as a four time victor in the points race for the green shirt in the biggest cycling race in the world -- The Tour de France. But he still lacked "the great victory". Not giving in, he finally did it in 2015. Using excellency in tactics and after a heroic effort, he won the right to wear the rainbow jersey as the World Champion. The stamp immortalizes the charismatic Peter at the moment of his greatest glory: winning the gold medal at the World Championships. The stamp was designed by Jozef Gertli Dangler and produced by the Postal Printing House in

THE CZECHOSLOVAK SPECIALIST

growth. The stamp portrays “repainting” the gray world green. The stamps was designed by Doxia Sergidou and produced by the Postal Printing House in Prague using offset in a printing sheet of 8 pieces.

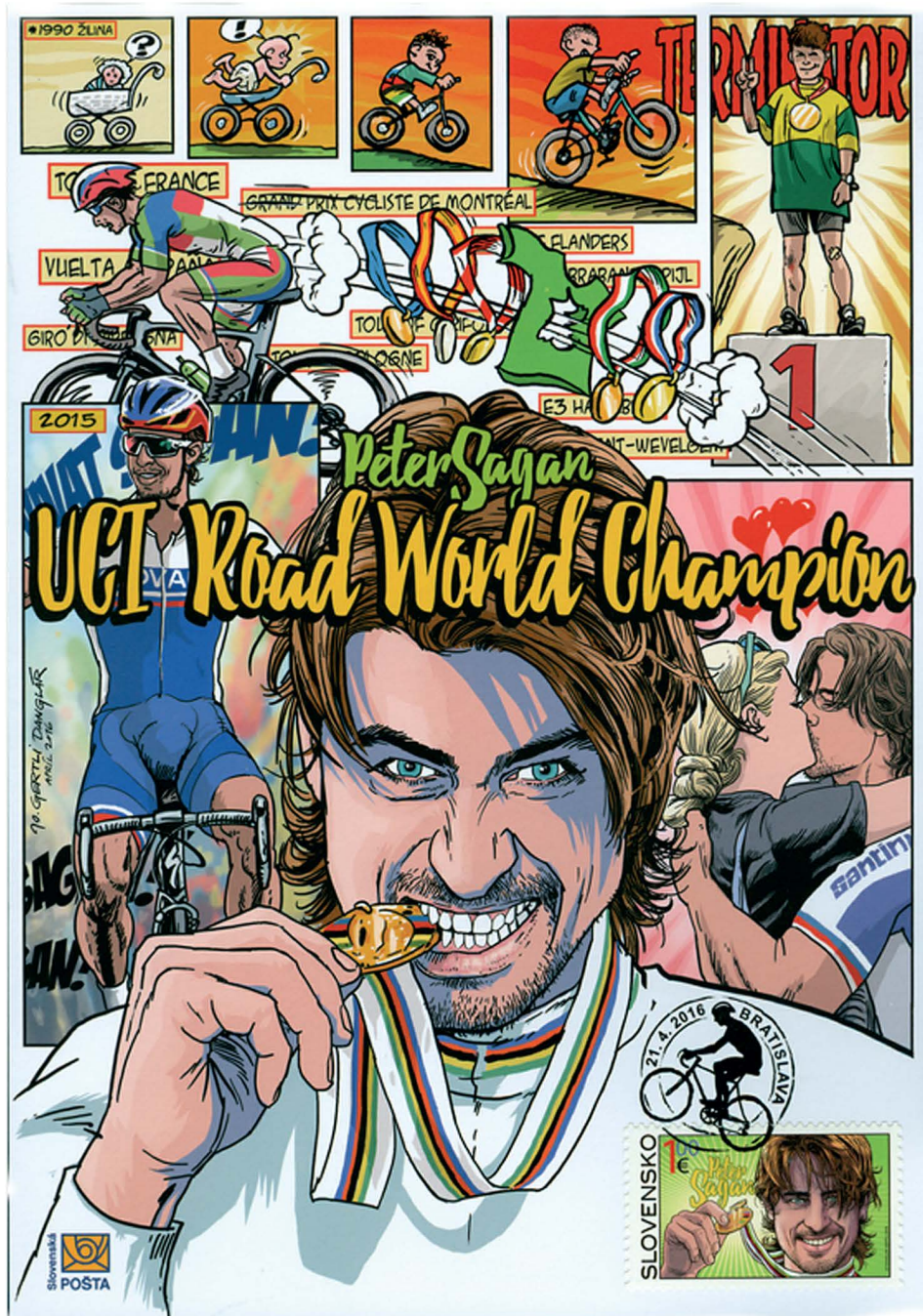


Fig. 26

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