



Citroën Kégresse in Austria - the postal cars





The postal cars

How many postal Kégresse i Austria?

Pascal Honegger writes in his statement about P 15N in Austria that in April 1929 a test drive was made through the Tauren pass by the Austrian postal administration with an open P 15N torpedo. The result was that the Austrian Postal administration bought 8 Citroën Kégresse P 15N in the autumn of 1929.

In 1929 came into service the 8 Citroën Kégresse P 15N. They had the registration number AXL 8, AXL 9, AXL 10, AXL 11, AXL 352, AXL 353, AXL 354 and AXL 355.

All bodies are built at the Lohner bodyshop in Vienna, read more on this in the follow pages.

All models had full fabric roofs and were painted in ivory and black, fitted with wicker seats and plexiglass windows.

In 1930 a new registration plate was introduced: black with white letters.

8 cars was registered with BP serie (Bundes Post).
- 3 cars with 7 seat body - without wheel guards - registered with BP 1252, BP 1255 and BP 1258. Is to verify if these 3 cars are the same as before.
- 5 cars with 7 seat body - with new fenders for conversion with wheels in the summer. - registered with BP 1256, BP 1261, BP 1263, BP 1265 and BP 1267.

These 8 new registered cars could be:

- 1) totally new cars or are
- 2) The same cars, they have been update, only just after 1 year service?

We believe that the new BP registration has been made on the existing cars which have been updated.



technisches
museum
wien

Foto about 1932. Six Citroen Kégresse P15 N and 3 autobus are lined up in a row in the wintry St. Anton am Arlberg, several skiers and drivers have gathered in front of one of the vehicles.

In addition 4 new cars with 10/11 seat long body came in service - all with wheel guards for conversion - with registration BP 1260, BP 1262, BP 1264 and BP 1266.

4 side windows, and 3 arch for the canvas top.

Later we have 2 cars with same long body, but in newer pictures, we can suppose that are upgraded cars.



The routes

The Citroën Kégresse was in service between 1929 and 1951 in the winter season on snow-covered mountain roads.

The cars operated the following routes:

- Radstadt - Mauterndorf (39 km) by the Tauernpass (1738 m)
- Schruns - Gargellen (10 miles)
- St. Anton am Arlberg - St. Christoph (6 km)
- Langen am Arlberg - Stuben - Zürs - Lech (15 km) by the Flexenpass (1773 m)

In March 1930 there were test drives on the route between Dornbirn and the Bödele ski area, initiated by the Dornbirn car dealer Hans Huber, who had borrowed two Citroën half-track vehicles from St. Moritz for this purpose.

In addition to transporting mail and social services, they drove tourists to the ski areas.

The fender for the wheel conversion

We can wonder a lot if these Kégresse had a set of rear wheels for summer use. In any case, we have not seen or heard that they have been purchased for these cars.

But there is no doubt that after the first re-registration they have been updated with the curved screens with space for the wheels.

Our theory is that these are the same 8 cars that have been updated and re-registered with several number plates, and not newly purchased cars.

Three short Citroën Kégresses at Sankt Christoph, after they have driving ski tourists to the mountain.
Most probably BP 1256, BP 1263 and BP 1265



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About license plate in Austria

Austria series I: 1906-1930

Vehicle license plates in Austria were introduced by ordinance of September 27, 1905, and the first license plate was assigned in Vienna on January 7, 1906. The rayon code shows the geographical area where the vehicle is registered, followed by a maximum three-digit registration number. If the registration number reached the value 999, the thousand digit in Roman numerals was inserted between the rayon identifier and the registration number.

The main problem with this series of license plates was the confusion over time; the boards became longer and longer and therefore harder to remember on the one hand and more difficult to illuminate on the other.

In 1930 a new system was introduced.

A for Vienna



Austria series II: 1930-1939

Due to the increasing complexity and length of the first identification system, a new system was introduced in 1930. It was based on the British model with a black background and white characters, the numbering system based on the country code and then a maximum six-digit number, from which the registering authority could be identified.

BP for Bundes Post

W for Vorarlberg



Deutsche Reichspost 1939-1945

In 1939 after the Annexion to Germany, the German license plate were introduced with new black letter with white background.

RP for Reichs Post





The first 8 Kégresse - reg. AXL

Automobil Zeitung, march 15th. 1930

The Postal vehicle administration has now acquired eight Citroën Kégresse snowmobile. Three of which are in use in the Hohe Tauern on the Radslaldt - Miterndorf - St. Michael - Tamsweg route.

Four cars are in use on the regular traffic on the Arlberg on the St. Anton - St. Chrisloph route. One car went in reserve.

The chassis were obtained from the Citroën works through their Austrian agency, which, as we know, is in the hands of the director, Ing.H. Schrack.

The bodies of these chassis, which were manufactured by Lohner - Werke Ges. M. B. H. were produced. The main requirement when designing these car bodies was the greatest possible weight savings. In fact, the body who is calculated to bear a chauffeur and seven people, including their luggage, weighs only 300 kilograms. This record was achieved through the almost exclusive use of light metal, avoidance of heavy glass panes - the window panes are made of Cellon (clear cellulose acetate) - and the installation of the seats is made of wicker armchairs. The roof is removable (all-weather body). The total weight of the fully occupied vehicle on duty is less than 3000 kilograms, with a specific bearing pressure of only 100 grams per square centimeter on the bearing surfaces, the drive chains and the front axle skids. This low load made it possible for these buses to run even in very lightly flaky snow or not to be tied to the paved roadway.

For the time being, traffic with these caterpillar buses has only been opened on the two routes mentioned. The next route planned is the Langen - Stuben - Zürs route.

The public's reception of these new types of postal vehicle administration vehicles was very

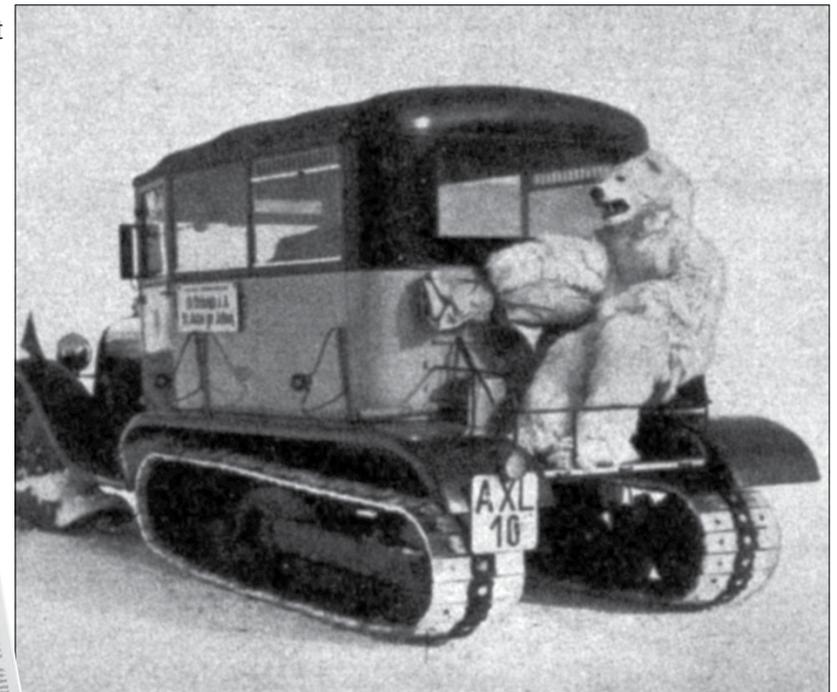
enthusiastic. Because two areas in the important points of winter sports interest were included in the regular traffic, areas in which until now from the end of November to the end of March only a kind of emergency transport with horse-drawn sleighs was possible.

Significantly, in the course of this winter, in which these buses were first used on the Arlberg, the tickets for the individual journeys were regularly sold out a fortnight earlier. Because the opportunity to drive in these beautifully equipped and naturally heated vehicles is extremely convenient, especially as the caterpillar drives work completely silently, even on off-road spots where the autobus can trave at speeds of up to 45 km / h.

By discontinuing these vehicles, the Austrian postal administration has done an exemplary piece of work to promote a major asset in our economy, foreign traffic.



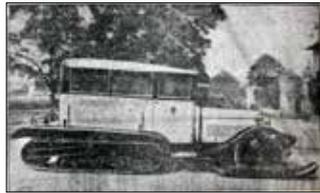
AXL 10 from Automobil Zeitung 15 march 1930



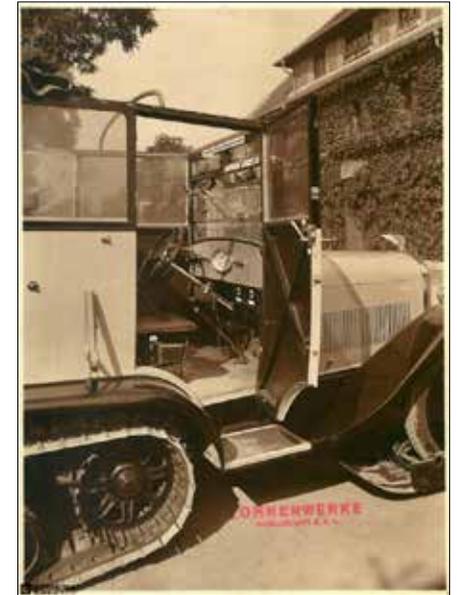
The German tradition of posing with a man in a polar bear costume. From the book TEDDYBÄR by Jean-Marie Donat: At the beginning of the 1920s, two polar bears came to Berlin Zoo. Many families go to the zoo to see the bears. It's a huge success in Berlin, the children want photographs in front of the zoo with guys in bear suits. And after, throughout Germany for the next 60 years, there are lots of these teddy bears been photographed.



The first 8 Kégresse - reg. AXL



WIENER CARROSSERIE-WERKE IX. & XXI.
JACOB
LOHNER
LUXUS-TOUREN-NUTZWAGEN-CARROSSERIEN.



This brand new 7 seat Citroën Kégresse with registration number AXL 354 is photographed in front of the main postal vehicle workshop in Vienna-Stadlau. A company stamps in red "Lohner-Werke" is on the pictures. All the photographs are from the Museum of thechnology of Vienna, this cars pictures was published in Automobil Zeitung the 15 march 1930.

For winter use on the Arlberg and the Radstädter Tauern route in service from 1930 until retirement in the middle of the 1950s.





The first 8 Kégresse - reg. AXL



AXL 8: Arlberg



AXL 355



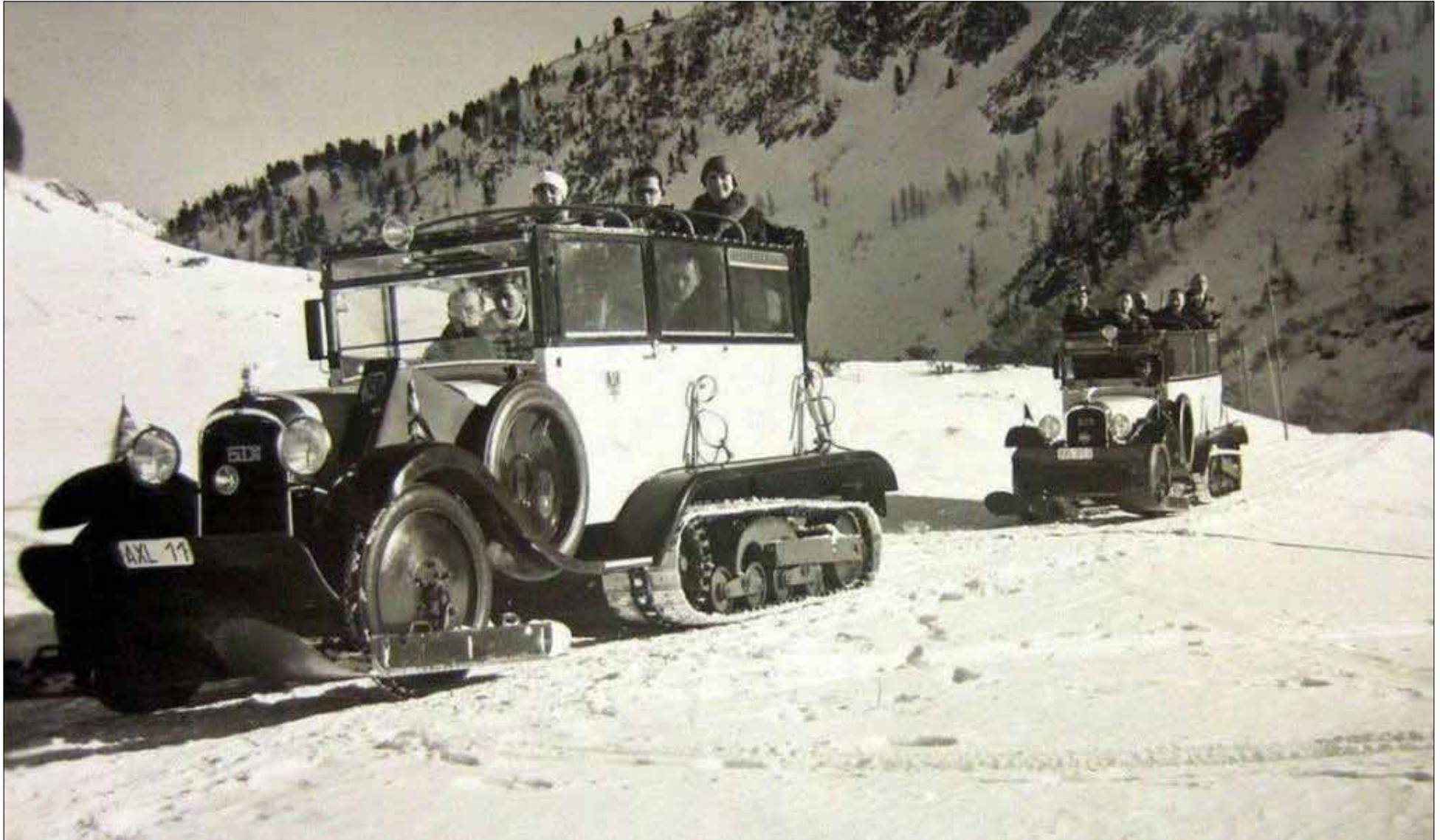
AXL 352



AXL 9: Halbketten-Postbus am Arlberg 1933



The first 8 Kégresse - reg. AXL



AXL 11 and AXL 353: Kégresse at Radstadt in 1929



The first 8 Kégresse - reg. BP 1252





The first 8 Kégresse - reg. BP 1255



Arlbergstrasse bei Rauz-1940



The first 8 Kégresse - reg. BP 1256





The first 8 Kégresse - reg. BP 1258



Postcard with BP 1258, the text say: post snowmobile over the Radstadt Tauern. Note the extended luggage rack at the rear with higher railings.



The first 8 Kégresse - reg. BP 1261





The first 8 Kégresse - reg. BP 1263



BP 1263 and BP 1267 in Flexenstrasse. 1941



BP 1256 and BP 1263





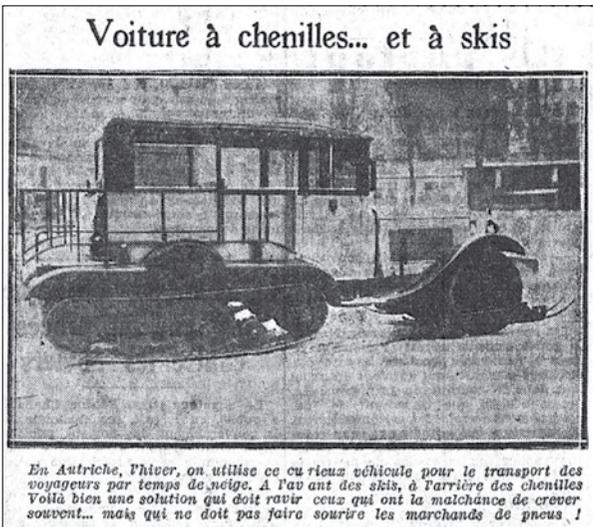
The first 8 Kégresse - reg. BP 1265

Three Citroen Kégresse, short body and round wheel fender for the conversion of the car with wheels.
We know a picture from Petera coachwork from Czechoslovakia with same arrangement.



Up: BP 1265

Down: The French newspaper Le Populaire from 10 february 1931, It is said that in Austria some tracked vehicles are used to transport ski tourists up on the ski slopes. Note the fender with the space for the wheels



Probably BP 1265: Halbketten-Postbus in Sankt Anton 1933



The first 8 Kégresse - reg. BP 1267



BP 1263 and BP 1267 in Flexenstrasse. 1941



The 10 seat Kégresse - reg. BP 1260



Flexenpass 1784 m-1941



Flexenpass



The 10 seat Kégresse - reg. BP 1260 and 1262



Two Citroën Kégresse, BP 1260 and BP 1262 from the postal service in front of the entrance to the Tanzcafés Alpenrose, postcard from G. Heinze's heirs, around 1935



The 10 seat Kégresse - reg. BP 1262



Arlbergstrasse bei Rauz-1941





The 10 seat Kégresse - reg. BP 1264





The 10 seat Kégresse - reg. BP 1264





The 10 seat Kégresse - reg. BP 1264



LAM FLEKENPASS 1730m 8787 Risch-Lau, Bregenz



ZÜRS s. A. 1720m 8789 Risch-Lau, Bregenz



AUS ZÜRS s. A. 1720m 8787 Risch-Lau, Bregenz





The 10 seat Kégresse - reg. BP 1266



This picture of BP 1266 was the model for a stamp issued in 2009



The 10 seat Kégresse - in the alps



Snow removal on the Arlbergstraße near Sankt Christoph in 1935.
Registration is hard to see in this serie pictures.
BP_26_ is the best shot.



The 10 seat Kégresse - in the alps



Ski tourists arrival 1935



Tourists



The 10 seat Kégresse - in the alps



Kégresse in Sankt Christoph



Winther in Arlbergstraße 1933



The 10 seat Kégresse - in the alps



Rohrmoos



Flexenpass





Klösterle

The place Klösterle and also "Hotel Edelweiss Zürs" is in Austria.

The colour and the signs on the Kégresse's doors are different to the Austrian vehicles, and the registration is German.

The probability that these cars are the same as before, and have been repainted and registered with German number plates after Annexion is quite certain.



The Deutsche Reichspost reg - RP-37412





The Deutsche Reichspost reg - RP-37414





The Deutsche Reichspost reg - RP-37416

Here we have the same car, with the same German registration that came after the Annexion. To the right a series of four pictures showing the Kégressen driving in the Alpe pass. Note that the windshield is of the original Citroën type. Now look at the big ticket set, a postcard that was for sale a few years ago. Now the windshield has been replaced with another, split in two and probably more wind tight than the original windshield.

We can conclude that these windshields have been replaced during this period these number plates have been in use: 1939-45.

Then there is the painting of the car, it no longer has the Austrian

post administration color, yellow and black, but a darker color with a wide stripe along the side. Writing on the door: Deutsche Reichspost. Disse biler har opereret i Østrig hele tiden. This painting has probably been changed after the war with the Austrians?







The P 15N with split font window

Wich car is this?

This picture is found on internet, nobody knows when it is taken, the registration plate show here is in use from 1930, the W indicated Vorarlberg.

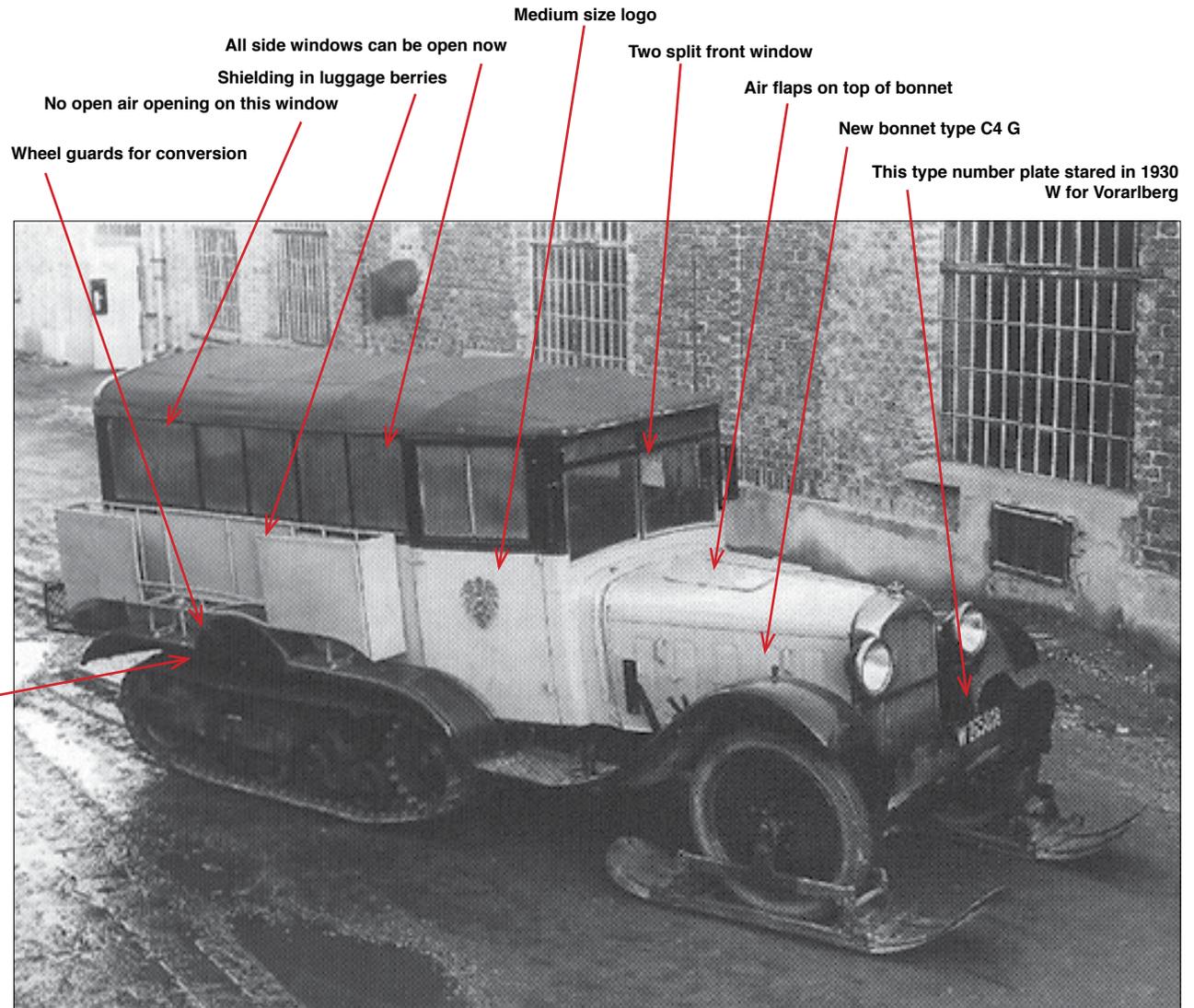
This car could be a P 15N B, based on the fact as the bonnet is with 5 flaps (like the C4 G introduced in 1933), but we have this two theory:

- 1) is this is a new car bought after 1933?
- 2) Could be one of the 4 long cars

Perhaps this one (and the other from the Vienna museum) can be updated sometime with

- split windshield
- slide opening of all side window
- two extra airflap on the top of the bonnet?

The similar car, appart the 5 flaps bonnet, is today in the magazines of the Technisches Museum in Vienna.



And then there is this question left: it is assumed that the cars that have wheel guards in this shape, have had a kind of rear piece with ordinary wheels that could be replaced in the summer. But we have not seen at such conversions, only read in a few places. I wonder if there is a box in Austria with a complete set of wheels for a Kégresse!



The P 15N from the museum of technology

<https://www.technischesmuseum.at/museum/online-collection>



technisches museum wien



technisches museum wien



technisches museum wien





The P 15N from the museum of technology





The P 15N from the museum of technology





The P 15N from the museum of technology





The P 15N from the museum of technology





The Austro-Fiat halftrack



WINTER

Es ist zu hoffen, daß die Kraftfahrerschaft den in unserer letzten Ausgabe veröffentlichten Aufruf des Oesterreichischen Automobil-Clubs beherzigen und diesmal noch mehr als im Vorjahr den Betrieb ihrer Fahrzeuge den Winter über aufrecht erhalten wird. Kann man doch beurlaubt nicht mehr einweisen, daß das Fahren im Winter eine Kette von Unannehmlichkeiten auf sich bringe und der Betrieb durch vielfache Erschwernisse unrentabel sei. Götlich, auch in dieser Beziehung sind die Zeiten anders geworden. Die nimmermale Technik, vereint mit der praktischen Erfahrung, hat im Laufe der Jahre die Voraussetzungen für einen kläglichen Winterbetrieb geschaffen, bei dem die Nachteile abseits der Nachteile überwiegen. Und hat man nicht auch schon im Sommer gelegentlich durch eine unerwartete Benzinmenge oder einen kleinen „Motorkobold“ Ärger gehabt?

Wie schon länger am Natur ist, der Wind weht die unendlichen Forderungen für das klägliche Fahren im Winter kennen; ein wird jedoch auch die eine oder andere Kleinigkeit, die er im Drange der täglichen Geschäfte vergessen hat, durch unsere kurze Abhandlung wieder ins Gedächtnis zurückgerufen werden. Es gibt aber auch immer wieder Fahrer, die ihren ersten Winter auf Häuten erleben; vielleicht ist ihre Zahl besser mit Rücksicht auf das Anwachsen der Steirer-Neulingenstands besonders groß. Ihnen dürfen Hinweise auf den Winterbetrieb des Kraftfahrzeuges besonders gelegen kommen.

Geht man den möglichen Schäden und Fähigkeiten durch die winterlichen Verhältnisse systematisch zu Leibe, so ergibt sich die Einteilung in drei Gruppen, nämlich: Vorbeugungsmaßnahmen gegen Kälte und Frostschäden, Kampf mit dem Nebel und der Finsternis, und Kampf gegen Schlamm, Ölnebel, Schnee.

Zunächst Gruppe 1. Um Frostschäden zu vermeiden, wird nicht empfohlen, das Kühlwasser über Nacht abzulassen. Vieles ist es aber nicht leicht möglich, das Wasser wirklich zuverlässig aus allen engen Kanälen usw. der Kühlanlage wegzubekommen, und das Ergebnis ist sodann ein Spritzen infolge Erhöhung im Innern. Besser ist es, anstatt Ablassen des Kühlwassers, zu Gefrierhelferstoffen zu greifen, das heißt durch geeignete Zusätze das Wasser eisfrei zu erhalten.

Als Gefrierhelferstoffe kommen hauptsächlich Glyzerin und Glyzerin in Betracht. Man stellt eine Lösung in Wasser her und mischt z. B. 28 bis 30 Volumprozent Glyzerin bei, das für Kälte bis zu -10 Grad genügt. Für Temperaturen bis zu -15 Grad ist eine Beimischung von etwa 35 Volumprozent erforderlich, bis

zu -20 Grad eine solche von 42 bis 45 Prozent. Bei Glyzerin gilt folgendes: bis -10 Grad Kälte mischt man zuka 50 Volumprozent bei, für Temperaturen bis zu -20 Grad gibt man 35 Prozent Glyzerin. Als besonders erwünscht ist zu bezeichnen, daß beide Mittel die Bildung von Schlamm, Kesselstein usw. vermindern. Salzlösungen greifen das Material des Kühlers an; daher lieber meiden!

Bei starkem, unerwartetem Frost muß auch bei Verwendung obiger Zusätze zum Kühlwasser stets das Anwärmen des Motors langsam und mit Vorsicht geschehen. Selbst lockere Luftschichtbildung kann nämlich zu Umwälzungen im Kühlsystem Anlaß geben, so daß die Zylinder unterbunden wird. Daher nochmals: Vorsicht!

Besonders wichtig ist Verwendung guten, das heißt geeigneten Winteröls, eine zwar ziemlich allgemein bekannte Tatsache, die aber nicht immer in ihrer Tragweite richtig erfasst wird. Gebraucht man ein Winteröl, das auch bei niedriger Außentemperatur nicht erst „gebrochen“ werden muß, sondern auch dann noch geschmeidig fließt, dann ist das Anfahren am Morgen wesentlich leichter.

Nicht unerwähnt dürfen die modernen Startergewerke bleiben, die einen wesentlichen Schritt nach vorne bedeuten und den Fahrer die früher vielfach notwendigen Kunstgriffe (Auswärmen der Zylinder, Achter-Einspritzungen usw.) ersparen. Solche Vergewerke liefern automatisch für das Anfahren überflüssiges Gemisch, so daß der Fahrer nicht mehr „Vergewerker“ u. dgl. braucht.

Nach dem ersten Anwärmen des Motors soll man diesen nicht sofort auf die höchsten Drehzahlen jagend kaltenverleihen und Schmierölverdünnung aufweisen dadurch übermäßig an. Man lasse hingegen die Maschine sich langsam erwärmen, bis man auf volle Drosselöffnung geht. Die Beobachtung des Fernthermometers wird zeigen, daß die günstige Betriebstemperatur des

Motors (etwa 80 Grad) im Winter natürlich viel später erreicht wird als im Sommer; dem muß beim Anfahren Rechnung getragen werden.

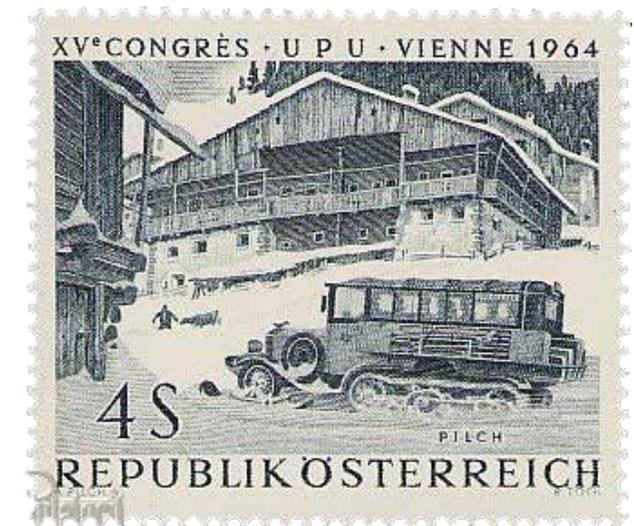
Schwermetalle mit dem Betriebsstoff sind im allgemeinen bedenklich nicht zu gewaschen. Dem Ein-

Von links nach rechts: Motorkühler in der Radfahrer-Tour, Großglocknerstraße (Nordtrappe) mit der Hohen Döck, Ostglocknerstraße (Südtrappe), Hohen Döck, Hohen Döck, Hohen Döck gegen Osten. (Foto: Dr. V. W., L. V. Salzburg, L. & F. Kärnten.)





Oil on canvas. - The painting that shows the Citroën Kegresse Postbus in one shows Austrian mountain village without further geographical assignment, was around 1963 by the General Directorate for the post and Telegraph administration was commissioned. On the one hand, it was held in the Hofburg during the 15th in Vienna Universal Postal Congress (opened on May 29, 1964), on the other hand as a motif for an eight-part special post stamp series used, which showed stagecoaches and vehicles from various periods. The Kegresse brand was worth 4 Shilling.





The postal cars



St. Gallenkirch, Gargellen: painted by Alois Sporeni



Overview 7 seats

Model	Year	Registration	Body	3 - side windows	3 - roof arch	4 - side windows	4 - roof arch	Para brise	Fresh air side window	Split back window	Side luggage	High real back luggage	Car conversion	Note
P 15N	1930	AXL 8	7 seat	x	x			1						
P 15N	1930	AXL 9	7 seat	x	x			1						
P 15N	1930	AXL 10	7 seat	x	x			1						
P 15N	1930	AXL 11	7 seat	x	x			1						
P 15N	1930	AXL 352	7 seat	x	x			1						
P 15N	1930	AXL 353	7 seat	x	x			1						
P 15N	1930	AXL 354	7 seat	x	x			1						
P 15N	1930	AXL 355	7 seat	x	x			1						
P 15N		BP 1252	7 seat	x	x			1			x			
P 15N		BP 1255	7 seat	x	x			1			x			
P 15N		BP 1256	7 seat	x	x			1			x	x	x	
P 15N		BP 1258	7 seat	x	x			1			x	x		
P 15N		BP 1261	7 seat	x	x			1			x		x	
P 15N		BP 1263	7 seat	x	x			1			x	x	x	
P 15N		BP 1265	7 seat	x	x			1			x	x	x	
P 15N		BP 1267	7 seat	x	x			1			x		x	

