

**ABSTRACTS****Ramona ARTNER****The path of a law-enforcement organization from Paris  
— through Italy and Austria — to Budapest.**

The author covers the history of Europe's oldest and most wide-spread form of law-enforcement organization, the gendarmerie. She discusses its origin in France in the 13th century, its spread throughout Europe, and finally the reasons of its introduction to Hungary during the neoabsolute political era and the dual monarchy. The presentation discusses the long and successful history of the gendarmerie before its arrival to Hungary as the Hungarian Royal Gendarmerie in 1881 — at the recommendation of prime minister Kalman Tisza — to establish the much needed order and public safety in rural Hungary. The work unambiguously shows the failure of the localized form of law-enforcement in Hungary in the second half of the 19th century, which form is currently resurfacing as a police force under the authority of local governments. That failure was the very reason for the needed establishment of the centralized Hungarian Royal Gendarmerie, which proved to be the pillar of the civil state.

**Ramona ARTNER — József PARÁDI — Sándor ZEIDLER****The specialized branches of the Hungarian Royal Gendarmerie providing for the safety  
of airports, waterways, railroads and highways.**

The authors look at the most important law-enforcement organization of the civil Hungarian state, the assessment of which to this day is still heavily influenced and distorted by political bias. This work is the result of an objective review and study of history. The authors trace the development of specialization within the Hungarian Royal Gendarmerie, which was closely related to the changes in society and technology. The Hungarian Royal Gendarmerie, as a „militarily organized law-enforcement corps,” responded to the same challenges specific to the Hungarian situation at the time of its inception and throughout its service, that the Hungarian society also faces now, at the beginning of the third millennium.

**Csaba CSAPÓ****The Gendarmerie and the towns (1881-1914).**

The 1881. law (III. article 2nd paragraph) that created the Hungarian Royal Gendarmerie, divided Hungary into six gendarme districts. The keeping of law and order in the towns with municipal authority within these districts was the responsibility of the police. The gendarmerie did not have regular service in these towns. If the gendarmes apprehended a person committing an alleged crime, who was a citizen in these towns, they handed that person over to the police. But the police could call on the help of the gendarmes in certain, well-defined situations, asking the gendarmerie of the proper jurisdiction to extend their service of public safety to the given town, as well. In these cases, the town had to cover the expenses of such service. Baja, Nagyvárad and Újvidék requested such arrangements, but it was of a limited success, as the towns still had to maintain a police force to handle smaller matters; they did not succeed in placing the gendarmes under the authority of their police headquarters; and they had no say over the number of gendarmes involved. The towns usually made a ten-year contract with a given gendarme district headquarter. This system provided significant public safety in many Hungarian towns.

**Mihály ERNYES****Gendarmes in place of pandours in Baranya 1881-1884.**

The pandours, under the authority of local civil government representatives, were the main law-enforcement agents in the mid-19th century rural Hungary. The gendarmerie replaced the pandour system in several steps, as the pandours were unable to keep law and order in the developing civil society, in Baranya County, as in all rural areas of the Hungarian Kingdom. First, the Hapsburg gendarmerie, which extended over the whole Hapsburg Empire, appeared in Baranya in 1850, and in the fall of the same year the pandours were placed under the authority of the local Hapsburg gendarme headquarters. But in 1851, they reestablished the authority of local governments over the pandours, so the pandours had a shared responsibility with the Hapsburg gendarmes in Baranya's rural areas. The Compromise of 1867 liquidated the Hapsburg forces stationed in the land belonging to the Hungarian Kingdom, so the pandours again became the sole providers of safety in rural Hungary. As the pandours were not able to provide the keeping of law and order necessary for the proper development of a civil society, the centrally organized Hungarian Royal Gendarmerie took over this important role in the rural areas of Hungary, including Baranya County, in 1884.

### **The public safety and peace-keeping service of the Hungarian civil state's centrally organized law-enforcement establishment.**

The author examines the highly effective methods of the Hungarian civil state's first centrally organized law-enforcement organization, the Hungarian Royal Gendarmerie. The characteristically strict discipline, conscientious sense of duty, the outstanding professional leadership and training secured the gendarmerie's outstanding achievement in law-enforcement. 80-90% of the gendarmerie served in direct patrolling of their territory. The organizational makeup, and the principles and practice of their service provide a very useful example for us today.

#### **Ernő HEGEDŰS**

### **The Hungarian Royal Gendarmerie's combat and motorized vehicles.**

The author discusses the unfairly neglected history of the law-enforcement organizations' motorized service vehicles. The need for motorized vehicles in the service of the Hungarian Royal Gendarmerie arose after WWI. By the end of the 1920s, preparations already took place for bringing motorized vehicles into service, and they were introduced in the early 1930s. This process sped up during WWII, when armored combat vehicles were also instituted for police force purposes. In spite of the industrial laws promoting the use of Hungarian-made products, most service vehicles of the Hungarian Royal Gendarmerie were made abroad, as the just-budding, small, Hungarian automotive plants broke under the pressure of the world economic depression, or only functioned in a rudimentary form. In the Hungarian Royal Gendarmerie, the Fiat Balilla truck, the Steyer 50 and 55, the Mercedes Benz 170 V automobiles, the Meray motorcycle (with and without side-car), the Ansaldo "small war car", and the Csaba armored vehicle became standard vehicles, and only the last one was Hungarian-made.

#### **Ferenc KAISER**

### **The garrison's daily routine.**

Through the garrison's daily routine the author presents the organization itself. In the section titled, "The garrison and service", there is a very interesting compilation of data, showing how much an average gendarme had walked, considering that they usually patrolled on foot. During a 40 year career, he would have walked 114 400 km (71 085 miles, which is almost three times the circumference of the Earth). The character and training of the enlisted gendarmes (carefully selected from the villagers), the garrison's economic life, daily routine, use of free time, marrying, family, the gendarmes' financial situation, all reflect on one or another cardinal aspect of the functioning of the gendarmerie. The author uses many examples to describe the rules, customs and atmosphere of the garrisons. It becomes clear that the gendarmes served with enviable moral standards, and were well-equipped for effective service, but they operated with simplicity and rational management of their means. The Hungarian Royal Gendarmerie's basic characteristics were excellent professional knowledge, morality and great respect for the national values, coupled with frugality, and a sensible and lawful use of power and material resources.

#### **Lajos OLASZ**

### **Air service in Hungary.**

By the end of WWI, the evolution of flying and air transport necessitated the development of a new kind of law-enforcement, specific to the use of air space, the rules, supervision and control of air transport of goods and people. The developing flight technology also made it possible to perform certain law-enforcement activities from the air. After WWI, many countries organized an air gendarmerie. Hungary already took steps in 1918 to also set up an air law-enforcement unit, but this never materialized, as the Peace Dictate of Trianon forbade Hungary the use of armed airplanes. Between the two World Wars, there were only a few exceptional cases, when civil authorities or the gendarmerie temporarily used airplanes for a certain, specific law-enforcement purpose. As military flying was prohibited, Hungary was planning to establish an air-gendarmerie for the alleged purpose of border patrol, with the support of the secretly functioning air force. But the international restrictions and poor financial conditions delayed the setting up of an actual air service branch of the Gendarmerie until 1940. By this time the air force was openly operating, so this branch of the gendarmerie only served interior air law-enforcement.

**József PARÁDI****The gendarmerie's history in Hungary.**

The author describes the gendarmerie's history in Hungary, which was started in France, and reached the Carpathian Basin through Italian and Austrian transmission. It became an essential element of civil development in Hungary, first in the neoabsolute era, and then in the civil democratic Hungarian state. Its value in assuring public safety and protection of personal property necessary for civil society is paramount, and serves as a useful model to this day. In Royal Hungary, the gendarmerie was abolished three times (1867, 1918, 1945), each time for clearly stated political reasons. After the first two occasions though, they reestablished it as a part of the reorganization of the civil state. But at the third time (1945), the very purpose was the elimination of the civil society itself (for the sake of establishing a one-party communist state), and therefore they did not reorganize its strongest pillar, the gendarmerie.

**József PARÁDI****The border gendarmerie of Royal Hungary of the Austro-Hungarian Monarchy.**

The border gendarmerie was one of the border protection organizations of the civil Hungarian state. Following the Compromise of 1867, the Hungarian government liquidated the military border guard. Instead, the frontier defense became a part of the duties of other existing law-enforcement organizations. The Department of Interior sent a delegation of gendarme officers to study border protection in Bosnia-Herzegovina and in the permanent Austrian provinces. Based on their experience, they included the Hungarian Royal Gendarmerie in the protection of the Hungarian portions of the Austro-Hungarian Monarchy's borders, and considered them a military branch. Although its duties changed over the years, nevertheless, the border gendarmerie remained a determinant part of Hungary's border security during the whole time of its existence (1891–1919). There was no such service specification within the Hungarian Royal Gendarmerie before or after this period, but the experience gained from this period affects the border protection field to this day. The border gendarmerie was an organization unique to the Austro-Hungarian Monarchy, as the protection of borders was the responsibility of the customs agencies in the countries West to the Austro-Hungarian Monarchy, and of the military in the countries to the East.

**János SUBA****The Hungarian Royal Gendarmerie and railroad safety in 1917-1918.**

The author describes the desperate attempts of the Hungarian State Railways (MAV) to prevent or reduce the thefts of unguarded goods carried by railways. Pre-Trianon Hungary had 23 000km (14 290 miles) railroads, providing 3/4 of the transportation of people, and 4/5 of the transportation of goods. In peace times, the monetary loss due to thefts, was less than two million korona (Hungarian currency), but that amount increased during the war to over six million, annually. Lack of food and goods was the obvious cause of this great increase.

The MAV was ill-prepared to deal with this situation. The rail stations and train depots were not fenced in. There was free access to the railroad stations, the wagons were not locked, etc. All these needed to be addressed, but only a partial remedy was possible under the burden of the raging war. Even if the MAV could have provided technical improvements to prevent ordinary thefts, it still could not have dealt with the looting committed by armed soldiers, sometimes by troops.

It was very difficult to coordinate any efforts with the military, as it was divided among so many leaderships: the Hungarian Royal Army, the general levy, the Landwehr, the Landstrum, the Austro-Hungarian collective army, the separate Austrian and Hungarian, as well as the common Austro-Hungarian Ministry of Defense, and the representatives of the German military.

The technical protection of the transported goods was impossible under the given economic situation. That only left its protection by armed guards. But there were no forces the military could afford to spare. Therefore, they organized a mixed guard of gendarmes and local levy of people in a 50-50% proportion. This did not reduce the number of gendarmes enough to significantly harm their basic law-enforcement duties, and did not dilute these railroad guards to the point of rendering them ineffective.

The perfect solution obviously would have been the application of the technical achievements safeguarding the transportation of goods, and the establishment of a railroad gendarmerie. But neither of these were possible due to the impacts of the war.

The MAV instituted new positions for armored accompaniment of trains, and for armored guards of train stations. They also banned unauthorized people from train stations and depots. Authorized personnel had to wear a badge that was only issued to them during their duty hours. They

limited access to the stations, and they locked the wagons with a wiring method used by the postal service, and by applying new technology.

The MAV did all that was possible under the circumstances to ensure the safety of transportation and for the reduction of thefts. Although both the Departments of Interior and Defense (War) helped these efforts, but they could only draw away a very limited number of people from their military and law-enforcement duties. There were about 2000 gendarmes assigned to railroad protection duties in the whole area of Royal Hungary, including Croatia.

#### Sándor SZAKÁLY

##### **The military gendarmerie of the Austro-Hungarian Monarchy's army.**

In the countries where gendarmerie provided the law-enforcement, a special branch, called *military gendarmerie* also existed. This branch was set up in the Austro-Hungarian Monarchy in the second half of the 19th century. They organized their training, their reserves, and established their duties. They not only received military and gendarmerie training, but special field training as well, culminating in an exam. The examination subjects included topography, map-reading, diagram sketching, messenger-, courier- and reporting duties. Their regulations, with an E-16 designation, was developed in the 1890s, and again published in Hungarian in 1905 with an E-18 designation (*Utasítás a csász. és kir. hadsereg tábori csendőre számára*). Their textbook was published in 1894 (*Utasítás a tábori csendőrség részére kérdésekben és feleletekben*). In the Austro-Hungarian Monarchy, the military gendarmerie was only set up during military mobilization. The military gendarmes used their gendarmerie-issued weapons and wore gendarme uniforms, except it had a black/yellow ribbon on the sleeve of their most-outside clothing. As the war went on, their worn-out uniforms were replaced with the army's grey uniform due to lack of finances, and their manlicher carbines were handed over to the fighting units, while they received the carbines seized from the Russian forces. They also greatly lacked in personnel. The regulations specified their number at 2120, while the 500 000 strong military of peacetime expected to swell to 1 500 000 people during mobilization. The Austrian empire's gendarmerie, the Hungarian Royal Gendarmerie, the autonomic Hungarian Royal Croatian-Slavonic Gendarmerie, and the gendarmerie of Bosnia-Herzegovina had to provide these 2120 people to serve as military gendarmes. This significantly weakened the hinterland gendarme forces, as these well-trained gendarmes were replaced by inexperienced and untrained individuals, who were not fit physically for military service. Although the number of military gendarmes swelled to 22 000, but the additional personnel were taken from the ranks of the military who underwent some special training, so even this higher number proved to be inadequate for the duties assigned to the military gendarmerie, and at the same time the efficiency of the gendarmerie remaining hinterland was also significantly impaired by the drain on them, compared to their peacetime performance.

#### Sándor SZAKÁLY

##### **Those who led the Hungarian Royal Gendarmerie between 1919 and 1945.**

The author's decades-long research area is the military elite between the two World Wars. This thorough research allowed the repudiation of the politically motivated fallacies of the one-party-state regarding the Hungarian military leadership, e.g. the officers were uneducated, lavish and loose-living aristocrats, etc. His research clearly shows that the senior leadership of the Hungarian Royal Gendarmerie was a part of the Hungarian military officer corps, whose outstanding education, professional knowledge and exemplary character traits our current law-enforcement's leaders have yet to reach.

#### Attila VEDÓ

##### **Regulating the use of the Hungarian Royal Gendarmerie as armed force during the dualistic era.**

In these days, it is a common liberal\* fallacy in professional circles to consider it inappropriate to use militarily trained units for purposes of interior peace keeping. But this was not the view of the national liberals in the past in the Carpathian Basin. At the time of the constitutional dual monarchy, liberals in Royal Hungary saw nothing wrong with a regulated use of militarily trained forces to establish interior law and order. Of course, this only was to take place under certain specific conditions and according to certain rules, in order to prevent abuse, and to ensure that it is carried out in the most humane way possible. The author describes the development of such regulations over time.

**Sándor ZEIDLER****The rank system and medals of the Hungarian Royal Gendarmerie.**

As typical of all gendarmeries, their members were considered soldiers, and their internal organization followed that of the military. The gendarmes had the same rights and the same obligations as other military personnel. This fact was emphasized in their regulations, characterizing the gendarmerie as a “militarily organized law-enforcement organization.” In the civil Hungarian state, there were two types of law-enforcement organizations, “civil” and “militarily organized”. Accordingly, members of civil law-enforcement organizations were not considered soldiers but government employees, while the ranks within the Hungarian Royal Gendarmerie, as within all gendarmeries, were the same as the military ranks. The author describes these ranks in chronological order. Although minor modifications occurred several times in the colors, bordering and piping, reflecting organizational considerations and specialization within the gendarmerie, they basically followed the ranking system of the army. The most important difference was the coloring of the collar-tabs, using dark red on a forest-green base. Some examples of further modifications: in 1913, they issued dolmans and capes with dark purple bordering for chief blacksmiths; or in 1903, the yellow piping on the district commanding officers’ uniform was divided in half with a dark-red stripe; or in 1919, they used a slate-blue patch on the forest-green base for supply officers. There was also a special case during the Karolyi regime, when the certified non-commissioned officers’ status was changed to government employee status. These individuals continued to wear the symbol of their ranks, but instead of stars used for military ranking, they used rosettes (used for civil armed guards or civilian officials on military staff). The only precedence to this change occurred in 1913, when the three stars of the chief veterinarian of the gendarmerie were replaced with three rosettes. The author discusses similar special cases within the gendarmerie in this study.

**Zsolt ZÉTÉNYI****The Hungarian Royal Gendarmerie and its members before 1945 and thereafter.****(A forgotten organization and its motto: "Faithfully, honorably, valiantly.")**

After a short review of the origin and operation of the gendarmerie, the author describes the legal regulations and laws afflicting the members of the gendarmerie after 1945. The author openly calls these laws inhumane and discriminating. He points out that the organization was dissolved for strictly political reasons, with the pretense of the gendarmerie’s role in the Jewish deportations added later. The author further elaborates that the current Hungarian laws still lack the specific contingencies that would allow the rehabilitation of the slandered and persecuted gendarmes. He considers it of paramount importance to create such legal contingencies, and discusses the regulations that would make the rehabilitation possible.

\* There is a marked difference between 19<sup>th</sup> century liberalism and modern day liberalism, the latter often titled neo-liberalism for the sake of distinction and clarity.

The 19<sup>th</sup> century liberals, the so-called national liberals, used the liberal ideas for the sake of building their nation, for lifting her out of feudalism, onto the level of European civil societies. They were willing to give up personal rights and used a substantial amount of their wealth for the betterment of their nation. For example, Baron István Széchenyi contributed one whole year's worth of his income for the creation and building of the Hungarian Science Academy, and many others joined him in this noble act. This Academy was the first in European history that was created *not* with government funds but by public efforts. These liberals are held in high esteem even now, 150-200 years later, and many buildings, streets, squares and institutions carry their names.

Today's neo-liberals are directly the opposite. Many of them were faithful supporters of the communist regime. Using liberal slogans, their main goal was, and is, the transfer of our national treasures into their own hands, and into the hands of foreign or special-interest groups, who are willing to pay them. Their methods are sly and obscure. As the nation as a whole was used to being excluded from the dealings of the government, they easily fell for the deceptive tactics of these neo-liberals. Using liberal rhetoric, but in fact robbing the nation of her wealth, the liberals also seek to destroy the moral values of the nation, considering marriage and Christian values outdated and useless, claiming that any behavior, no matter how perverse, is legitimate, as it is a part of the human behavior, even such extremes as pedophilia or recreational drug-use.

The Hungarian society, as a whole, turned away from these neo-liberal ideas, and therefore the liberal party was dissolved. In 2015, there is only one person in the Parliament calling himself a 'liberal,' who got there not by election, but through technicalities. The liberals view the disdain surrounding them as a backwardness of the nation, a lack of progression, or even as racist, fascist, anti-Semite, or other such negative sentiments, which are obviously not true. They consider their "noble" mission to educate and reshape the public opinion. Most recently they explain their lack of success in this regard with the Hungarian nation being genetically defective, thus having no future, in spite of the fact that Hungary survived many such severe attacks during her two thousand years of history that wiped out other nations from the earth.