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Article: A Correction for the Record

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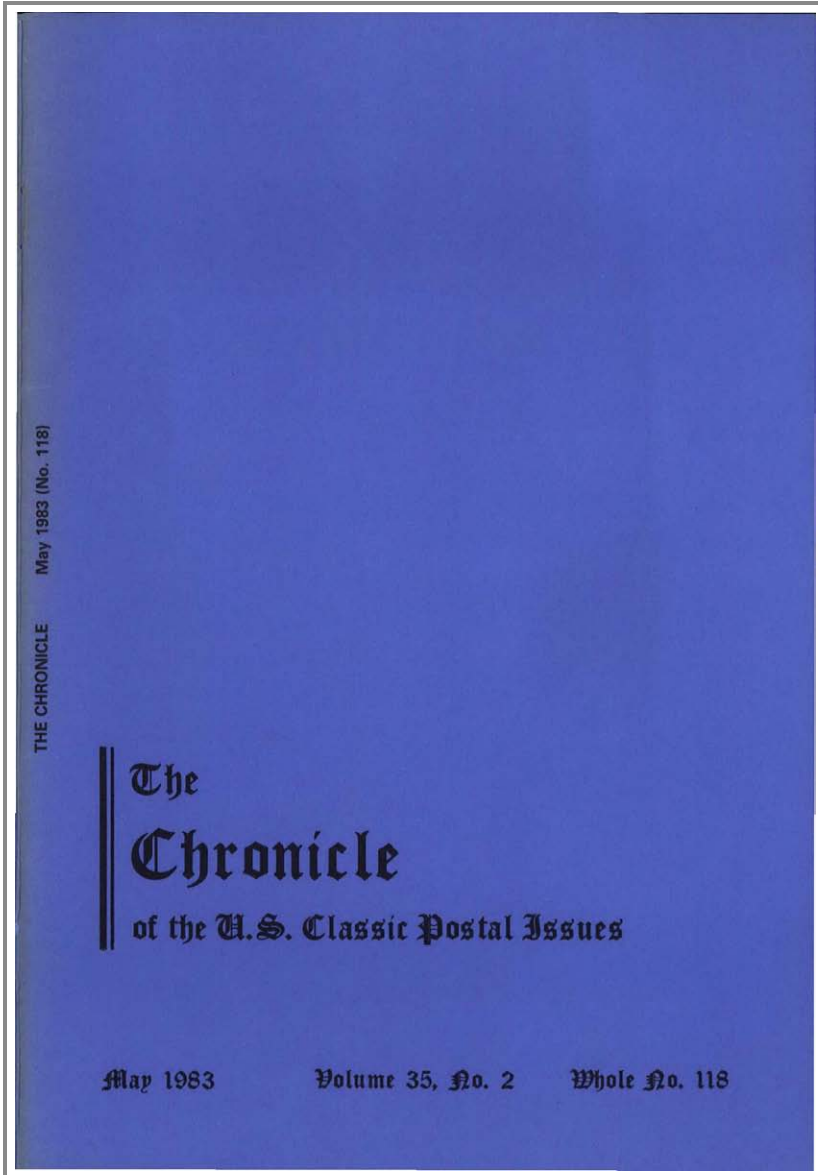


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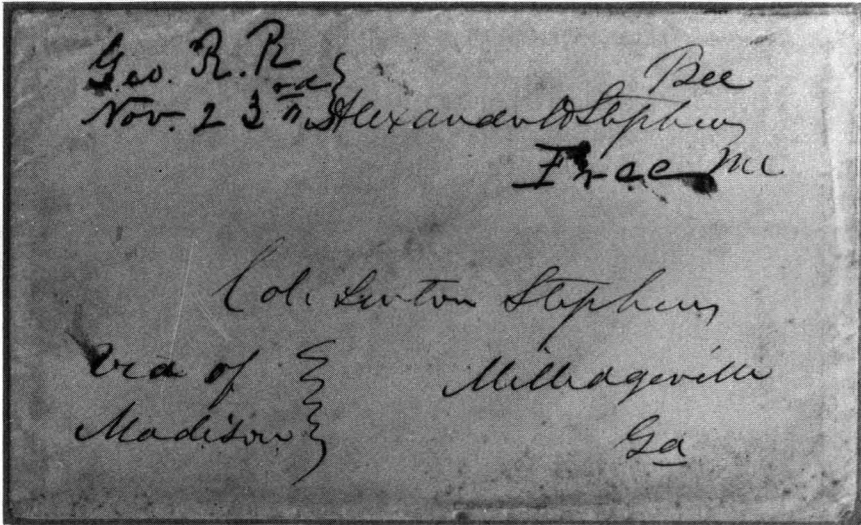


Figure 5. "Geo. R.R." manuscript marking on November 23, 1853, cover sent west from Crawfordville via Georgia Railroad.

Conclusion. How many more manuscript markings exist from the Georgia Railroad? It would certainly be interesting to see markings from the "part way" mail contracts before 1846, pre-war examples from the Athens and Warrenton branches, and other joint mail contracts with the Western & Atlantic Railroad, before its completion.

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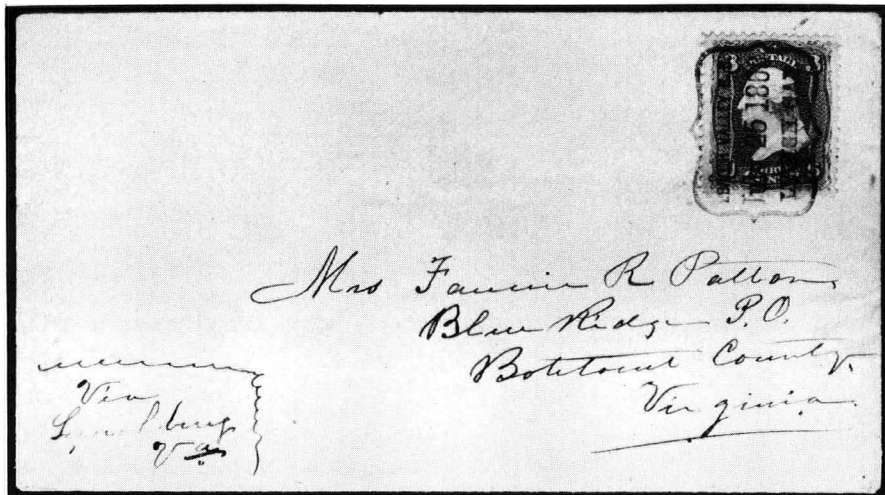
A CORRECTION FOR THE RECORD

In *Chronicle* 117, Feb. 1983, under title of "The 1851 9X1 Wilmington & Raleigh R.R. Cover" columnist Calvet Hahn makes certain statements which may create an erroneous impression upon postal history students not familiar with previous studies of railway postmarks. We quote from his observations, "I had used the actual cover for comparison originally when I drew this conclusion. For the three Towle/Remele styles I used photos of unquestioned covers rather than the Remele drawings."

This careless language may create implications that are not true. The illustrations in *United States Railroad Postmarks, 1837 to 1861*, by C. W. Remele, published by the U.S. 1851-60 Unit No. 11, are printed from *tracings* made on transparent material by an accurate method, from actual recorded "unquestioned" covers in all cases, except possibly seven markings added after Mr. Remele passed away. In *no sense* are they *drawings*. I possess in my files the actual tracings and records of the covers from which these tracings were made. These covers all belonged to experienced marking collectors of the time. Since then I have acquired many of the covers used, or have had an opportunity to check the tracings against many of the actual examples. All collectors of railway markings of the period may use the Remele catalog with confidence in the tracing illustrations as accurate examples, subject naturally to the differences that may occur from the manner in which the strike was applied by the hammer.

For the record your Editor agrees with the statements made by Susan McDonald in her comments on this case. I also have compared the postmark in question with Remele W-7-c and only normal strike variation was noted at the time. Far more interesting questions are not approached by Mr. Hahn, including how a local route agent would have obtained access to a through mail bag contrary to regulations and why a route agent in North Carolina in 1851 would have accepted 9X1 stamps as legitimate payment of postage.

C. L. Towle



In *Chronicle* 117, a newly-reported marking of Lehigh Valley R.R.-Lehigh Gap was listed as 180-S-3. We are happy to present a photograph of the attractive cover carrying this marking, courtesy of David Jarrett.

We buy better covers of

United States Offices in China

and

19th Century Trans-Pacific Mail

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