



U.S. Philatelic Classics Society

Volume: 5 Number: 2 Year: 1952 Chronicle: 14

Article: Railroad Route-Agent Markings - Two New Railroads


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Published
Every Once in a While

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44 Winwood Road
Berkeley 4, Calif.

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Contributing Editor
1075 N. Dearborn St.
Chicago 18, Ill.

Printed in U.S.A.
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Issue No. 14

3c. '51-'57 Chronicle

OFFICIAL PUBLICATION
OF
THE 3c. '51-'57 UNIT
NO. 11
AMERICAN PHILATELIC SOCIETY

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VARIETIES AND SYMBOLS

As more fully set forth in Issue No. 1, the following symbols are used:

- S1 The imperforate orange-brown stamp with four outer frame-lines; Scott's No. 10.
- S2 The imperforate stamp, principally in the reddish shades, with four outer frame-lines; Scott's Nos. 11 and 11a.
- S3 The perforated stamp with four outer frame-lines; Scott's No. 25.
- S4 The perforated stamp with outer frame-lines at sides only, discontinuous between stamps; Scott's No. 26 with discontinuous side lines.
- S5 The perforated stamp with outer frame-lines at sides only, continuous between stamps; Scott's No. 26.

The subvarieties of each, designated as types, are described in Issue No. 1. Descriptions of the markings illustrated on the Plate indicate black color unless otherwise stated.

YEARS OF USE OF S4 AND S5 PLATES

From Dr. Carroll Chase comes the following heretofore unpublished information as to years in which various plates were probably in use. This when used in connection with his published data as to colors current in the various years is helpful in identifying copies as from particular plates, and it also provides information as to the extent of use, and hence rarity, of some plates.

- 1857 All plates to and including No. 18, except 9(L), 10(i&L), and 11(i&L)
- 1858 All plates to and including No. 20, except 9(L), 10(e&L), and 11(e&L)
- 1859 All plates to and including No. 27, except 9(e), 10(e&i), and 11(e&i)
- 1860
- 1861 All plates to and including No. 28, except 9(e), 10 and 11(all states)

Plate 15 evidently was used almost straight through all years. The plates (except 15) up to 20 were probably not used much, if any, after 1859, and some perhaps not after 1858. Some early plates -- and he advises he is not sure which -- are extremely rare, so were probably used but a short time.

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OBLITERATORS

From Mr. A. S. Wardwell come the following interesting obliterations: No. 11 on S5 of Tarriffville, Ct. (note colorless circle in grid); No. 12 on S5 of Tuscaloosa, Ala.; No. 13 on S5 of Chelsea, Ms. (compare Fig. 197 of the Dr. Chase book which reports one closely similar as Danbury, Ct. Ye Editor has long felt that this might not be Danbury); No. 16 on S5 in blue of Clappville, Ms. Mr. A. Rubel, Jr. reports No. 17 on S2 in gray blue of Charlestown, N.H. (Oct. 1852). Mr. Rubel believes this is supposed to represent a flag.

SPECIAL SERVICE MARKINGS

No. 8 shows an S5 covering up most of an extremely small HELD FOR POSTAGE (2 x 29 mm). This was applied at Bridgeport, Ct. Mr. Wardwell who submits this marking writes that this is the smallest he has seen. No. 9, also from Mr. Wardwell, was applied at Erie, Pa., on letter with S5 mailed from Washington, Iowa. No. 33 of Plymouth, Ms., was noted in the collection of Mr. E. W. Phippen by Mr. L. L. Downing who made the tracing. The date of use is 1859. It resembles No. 34 of Issue No. 12 but is without rectangle.

A COVER WITH STAMPS CANCELLED "U S"

No. 18 is a "U S" struck twice as an obliterator on a U10 cover that also bears S5. The townmark is manuscript, indistinctly written, but the first two letters appear to be "Ca" and the ending is "hill." The State initial appears to be "O". A search of the 1859 post office list fails to identify the town. The letter is addressed to Summit, Ohio. This curious and interesting cover was shown by Mr. H. A. Meyer at CENEX.

RAILROAD ROUTE-AGENT MARKINGS -- TWO NEW RAILROADS

Mr. C. W. Remele has assembled his usual assortment of unreported railroad markings and news (how he keeps it up is beyond our ken). This time the lead-off is a route-agent marking of a railroad not heretofore believed to have had such marking in the '50's; it is No. 3, COLUMBUS PIQUA & IND^A R.R. on cover with S2. The cover is owned by Mr. O. H. Wolcott. No. 4, BALTO & OHIO R.R. in blue is on S2, from the collection of Mr. W. W. Hicks. Although this resembles a listed marking, the latter is 33mm diam. and has "R.R." at bottom instead of at side. No. 5, PHILA & COLUMBIA R.R., an unreported type, was in the Mar. 21, 1952 Sale of Mr. S. C. Paige. The marking is blue and ties S2, in 1854 shade.

No. 6 is also a railroad not heretofore reported as having a route-agent handstamp, BEAVER MEADOWS R.R. (in Penna.) used on S5. The year of use was 1861.

From Mr. E. S. Wardwell comes No. 7, a station-marking backstamp on letter bearing S5 with regular Wooster, O., townmark on face. From Mr. D. B. Battles of Wooster who was in California when this item was submitted it is learned that this is a station-agent stamp of the Ohio & Pa. R.R. Probably it is without postal significance.

Also reported by Mr. Remele is No. 34, NORTH CAROLINA R.R. straight line, owned by Mr. O. H. Wolcott. It cancels a U10 envelope addressed to Lexington, N.C. There are no markings on the cover. It might be an out-of-mail letter (legal with U10)

or the route agent may have misplaced the regular handstamp and used what appears to be the railroad's marker instead.

Issue No. 5 refers to the oval Merwinsville station postmark of the Housatonic R.R., a marking first reported from the Heyliger deWindt collection. In a book on early New England railroads, Mr. Remele noted the following:

"which reminds us of that little town in a lovely spot on the Housatonic where two men named Gaylord and Merwin were rivals for the agency job and took it away from each other time and again, changing the name of station each time from Gaylordsville to Merwinsville and back again, until the map makers were so driven to despair that we have seen a map on which the name of the town is given as 'Gaylordsville(Merwinsville).' Gaylord finally triumphed."

Editor's Note: On a 1936 map both are found; Merwinsville as the railroad stop for Gaylordsville about a mile away.

Also from Mr. Remele comes new light on the supposed NORTHERN "A" R.R. N.Y. marking described in Issue No. 7, page 6. He writes that the railroad was long known as the Northern (Ogdensburgh) R.R. and some of its early time tables show this wording, doubtless to distinguish it from the Northern R.R. of New Hampshire. The subject townmark exactly matches one of the known markings of NORTHERN "O" R.R. N.Y., from which it appears that the letter thought to be "A" is a smeared "O."

ENCIRCLED WAY over 6 of LYNCHBURG, VA. -- (CANAL-BOAT LETTERS?)

For years the search has been on for postal markings associated with canal boats. Much mail was carried by them but no official postal markings appear to have been related to this service, though a few in the stampless period do indicate some association with this method of transit.

Doubly interesting, therefore, was the discovery that three recently reported covers marked by No. 24 -- WAY over 6 -- each bearing S1 or S2, and all addressed to Lynchburg, Va., indicate or suggest that they arrived at Lynchburg on canal boats of the James River & Kanawha Canal. One cover contains a canal-boat bill of lading; another is similar but shows a different boat, shipper, and consignee; and the third contains a letter written by an officer of the canal company having to do with purchase of slaves needed to maintain the canal in good condition. The covers show no other markings except the WAY over 6.

Mr. H. A. Meyer and Dr. W. S. Polland have written about these covers. Dr. Polland's letter includes an abstract of a report of Mr. Stanley B. Ashbrook on this case from which it appears that the WAY 6 was probably used on unpaid way mail brought by canal boat as a rating mark (5cts collect plus 1ct way), and it was also used for convenience on such few letters prepaid by stamps that came from the same source, solely as a killer. If the Lynchburg mail clerk had followed PL&R he should also have added the townmark -- but in many cases in other towns, the townmark was often omitted when the letter was addressed to the town in which it was received into the mails. Probably Lynchburg received way mail from other sources than the canal, so one cannot be certain that all mail with the WAY 6 relates to the canal.