

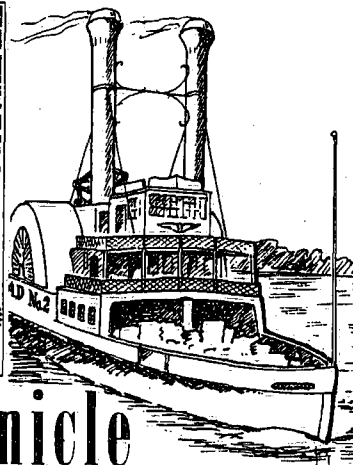
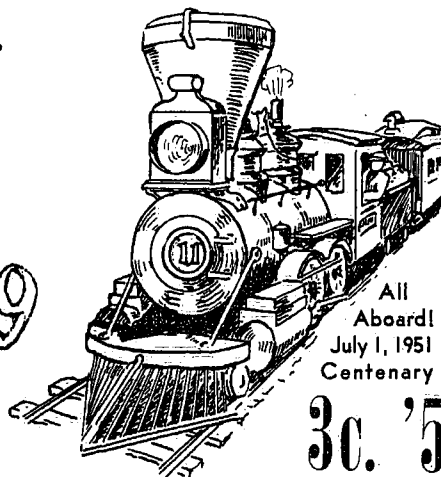
Published  
Every Once in a While

T. W. SIMPSON  
Editor and Publisher  
14 Alvarado Road  
Berkeley 5, Calif.

McP. CABEEN  
Contributing Editor  
1029 No. Dearborn St.  
Chicago 10, Ill.

Printed in U.S.A.  
Copyright

Issue No. 9



All  
Aboard!  
July 1, 1951  
Centenary

3c. '51-'57 Chronicle

OFFICIAL PUBLICATION  
OF  
THE 3c. '51-'57 UNIT

NO. 11  
AMERICAN PHILATELIC SOCIETY

OFFICERS 1950-52

W. W. HICKS . . . . . Chairman  
1 Garrett Ave., Rosemont, Pa.  
L. L. DOWNING . . . . . Vice-Chairman  
48 Hancock St., Lexington 73, Mass.  
C. W. REMELE . . . . . Sect'y-Treas.  
14 E. Carrillo St., Santa Barbara, Calif.  
J. AYER . . . . . Director  
11 Beacon St., Boston 8, Mass.  
C. A. PFAHL . . . . . Director  
1081 Dalia Ave., Akron, Ohio  
DR. G. B. SMITH . . . . . Director  
Woodburn, Ore.

HONORARY MEMBER  
DR. CARROLL CHASE  
R.F.D. No. 1, Millford, N. H.

Publication date of Issue No. 9, September 29, 1950; one copy free to members; extra copies to members, 35 cents; price to non-members, 50 cents. All net income above out-of-pocket cost accrues to the Unit. Ye Editor and contributors serve without pay. The philatelic press may copy articles herein, except the A. G. Hall list of railroad markings, provided proper credit is given.

As it is desired to limit the number of plates of illustrations to two, it has not been possible to include in this issue the material on odd obliterations and on numerical markings submitted by Mr. Wilbur W. Davis. Certain other illustrations of markings mentioned in this issue will also appear in the next issue.

#### 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. 11b.
- 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 Plates indicate black color unless otherwise stated.

#### IDENTIFYING THE SIX DIFFERENT RELIEFS OF THE 3c 1857 TYPE II STAMP by Towner K. Webster R. A. No. 29

As readers of Dr. Chase's book on the 3c. '51-'57 stamp know, the differences in the stamps made from impressions of the various reliefs on the plates are principally caused by removal from the individual embossed reliefs of traces of the tessellated background that extended into the colorless medallion oval when the die was made. These extra parts of the design show on die proofs but they do not appear on the stamps. Certain other slight changes were also made on the reliefs.

As the relief touch-up was by hand, minor differences occur in the stamps. These enable us to tell, in many cases, from what relief the plate position was entered. It is more difficult to identify the reliefs that made the Type II positions (our S4 and S5) than those that made Type I (our S1, S2 and S3) because certain reliefs on the roller associated with the former stamps closely resembled each other.

Identification of the reliefs, therefore, must often involve various gradations rather than specific clean-cut facts. It would be so much better to be able to say that a space on one relief was 1/2 millimeter and another that it was a millimeter, but the degree of inking, the clarity of impression and other things have to be taken into consideration. In other words, previous clinical experience is necessary to enable a doctor to make diagnoses and previous experience in looking at a great many Type II stamps is necessary in influencing one's judgment as to which relief made the plate impression that produced a particular stamp.

It is obvious that cancellations may obliterate many of the determining factors and that foggy impressions and shifts make it impossible to determine the relief accurately in every case. However, I'd say about four out of five of the stamps can be identified with reasonable assurance.

It is probable that all of the plates of the Type II stamps were made from a relief roller containing 6 reliefs arbitrarily labeled from A to F and that the first 6 rows were rocked in from the top, using A to F reliefs consecutively. Then the 7th to 10th rows were rocked in, using the reliefs from C to F.

Dr. Chase gives descriptions of these reliefs in his revised edition of THE 3c U. S. STAMP. I find it easier from my point of view to use somewhat different factors in determining these reliefs.

I am apt to approach the problem by the process of elimination in which the six reliefs divide themselves as follows in accordance with the ease of identification: First, the "A" relief; Second, the "D" relief; Third, the "E" and "F" combined; Fourth, the "B" and "C" combined.

The "A" relief is the easiest of all. It has three clearly identifying marks on most all of the stamps. The most obvious is the damaged transfer over the lower left rosette. This has been retouched in many instances, but in almost every case it is clearly marked and will not be confused with the normal stamp. Second, it has a position dot in the upper right hand corner which clearly shows on most copies, and third, there is a relief break in the inner line defining the oval directly over the second "E" of "THREE."

The second easiest relief to identify is the "D" relief in which the inner line defining the oval at the bottom is very much lighter at the bottom for about 15° of arc than the line further up on each side, especially on the right side. All other reliefs have the inner line heavier or of equal strength at the bottom of the bust.

The "E" and "F" reliefs in most cases have a break in the tessellated work just underneath the oval and over the "C" of "CENTS" although sometimes this break cannot be distinguished in the "F" relief. Generally, this break is definitely larger in the "E" than the "F," but the "F" can frequently be distinguished from the "E" relief in that the vertical line of the lower left triangle is heavier than it is in the "E" relief. This vertical line is not always heavier than the one in the "E" relief, but in no case is the "E" heavier than the "F."

Where the "F" relief is used for the 6th row, there is sometimes a position dot in the lower right corner of the stamp. When this dot occurs where there is already heavy inking on the stamp, the dot will not be visible. When the "F" relief is used for the 10th row, quite frequently there is a short guide line in the lower left corner adjacent to the left frame line.

Even better than the break in the tessellated work in distinguishing "B" and "C" from "E" and "F" is that the amount of erasure in the white space at the top of the oval is less than it is on the "E" and "F." In other words, there is less white space between the inner and outer lines defining the oval for about  $1/4$ " at the top of the "B" and "C" than there is on the "E" and "F."

The distinguishing of the "B" from the "C" relief is not too difficult because the inner line of the oval at the bottom of the stamp is further extended at the left on the "B" than it is on the "C." Also, in the "B" relief there is a faint line at the right of the tessellated work beginning at the upper right rosette and extending down about  $1/2$ " which almost looks as if it were delicately recut and is occasionally confused with some of the recut inner lines. The attached photographs show these varied differences in a somewhat exaggerated form. They are not nearly as clear as the cuts would indicate. (See Note at bottom of page 9.)

In noting the reliefs of a large number of these stamps, the percentage is approximately as follows: 10% are "A," 10% are "B" and 20% are "C," "D," "E" and "F," except that there will frequently be fewer "A" reliefs than 10% due to the fact that the catalog lists these at a higher price than the normal stamps and many of the "A" reliefs will have been identified and extracted from any except unpicked lots.

#### Summary of Descriptions of Reliefs -- See Illustrations on Plate 1

- Relief A: Dot at 1, located at left of top vertical line and appearing to join the line. The white space at 2, which on some copies has been retouched on the plate. The inner oval line is strong at right of 4 but terminates and disappears at left of 4, though on clearly printed copies it may show faintly toward 3.
- Relief B: The outer oval line bulges downward at 1 so as to reduce the width of the colorless oval. There is a very faint vertical line from 2 to 3. This appears on the die proof, but only stamps from relief B show it with any distinctness. Inner oval line is distinct at right of 4, but it disappears at left of 4.
- Relief C: The outer oval line bulges downward at 1. Inner oval line terminates at 2, which is farther to the right than point 4 of Relief B.
- Relief D: The inner oval line is very faint between 1 and 2, but it is noticeably strong between 2 and 3.
- Relief E: A part of the background has been cut away downward between 1 and 2. The outer oval bulges upward at 3; this causes the colorless oval to appear wider at that point.
- Relief F: A vertical line at 1 defines the left edge of the lower left triangle but it is slightly to the right of the extreme left ends of the upper curved and bottom straight lines that define the triangle. The line itself is thin, and it does not resemble the usual "recut" line. The outer oval is broken between 2 and 3.

Editor's Note: When submitting this article Mr. Webster had the kindness to say that he will gladly check over any relief samples that members of our Unit may care to submit to him as a result of reading the article. Therefore, if any member feels inclined to select six stamps that he believes represent the six

reliefs, Mr. Webster will tell him which ones are correctly identified. Thus, under Mr. Webster's tutelage, each member may soon own a master sample from each of the reliefs.

#### OUTER FRAME LINES ON S1 AND S2

Supplementing Mr. C. W. Remele's data on this subject (see Issue No. 5), the following information has been received from the two members named. The tabulation shows the number of frame lines that appeared when an unpicked lot was examined.

Mr. W. S. Anthony's Lot -- a business correspondence of folded letters	Number of Frame Lines	- - - S1 - - -		- - - S2 - - -	
		Number of Stamps	Per- cent	Number of Stamps	Per- cent
	4	20	40	27	28
	3-3/4	5	10	6	6
	3-1/2	6	12	9	9
	3-1/4	8	16	9	9
	3	5	10	25	26
	2-1/2	5	10	13	14
	2 or less	<u>1</u>	<u>2</u>	<u>7</u>	<u>8</u>
		50	100	96	100

Mr. Anthony states: "I broke down the S1's separately since I have long had a theory that the condition of the stamps became progressively worse. My guess is that people were first afraid that an incomplete stamp would be refused by the post office. (Editor's Note: The fact that most of the known first-day 3c. '51 covers have margins clear on all sides is good support for Mr. Anthony's viewpoint.)

Mr. R. C. Burleigh's Lot -- all on cover from family cor- respondence from July 1851 to June 1856	Number of Frame Lines	Number of Stamps	Per- Cent
	3-3/4	23	15
	3-1/2	22	14
	3-1/4	12	8
	3	25	17
	2-1/2	15	10
	2 or less	<u>10</u>	<u>7</u>
		150	100

#### BOSTON POSTAL MARKINGS

Mr. M. C. Blake reports that another example has been found of the unframed-dot obliterator, listed as No. 619 on Plate 35 of the Blake-Davis book, BOSTON POSTAL MARKINGS TO 1890. The newly found copy is on cover dated Dec. 11 (doubtless 1856).

Ye Editor reports the unframed PAID, No. 527, Plate 35, as in magenta on cover postmarked July 5 (1851). Both the known 3c. first-day covers from Boston bear the unframed PAID in black, probably No. 527. Note 614-615 (a) at bottom of page 132 of the Blake-Davis book refers to the 7-bar grid as used in red on the cover illustrated in the Ashbrook book on the 1c 1851 stamp, Fig. 15V, page 121, Vol. 1. It is believed, however, that this grid is in black, as is also the straight-line PAID. This information is obtained from a privately circulated price list which recently resulted in the sale of this particular 3c. '51 first-day cover.

Ye Editor also reports No. 616 -- the small PAID in grid as in magenta on cover postmarked July 9 (1851).

The magenta color in the instances named is sometimes referred to as purplish red. It doubtless comes about by applying the handstamp to the red-ink pad after using the black-ink pad, or vice-versa.

The Blake-Davis book continues to excite admiration and acclaim. Any member of our Unit who does not own a copy would do well to obtain one before the edition is exhausted. Severn-Wylie-Jewett Co., Portland, Maine, are the publishers. Both authors are Unit members.

### S3 IMPERF BETWEEN -- VERTICAL PAIR

Mr. Stanley B. Ashbrook reports a vertical pair of S3, imperforate between, on a large piece of "court-house" cover (bears file reference indicating legal correspondence). The pair is tied with postmark of Jonesborough, Ind. Though this is a catalogued variety, it is seen so rarely that a description is warranted of any items found.

### S1 FIRST-DAY COVERS -- HOW MANY ARE THERE?

The splendid article in Issue No. 7 by Mr. L. J. Shaughnessy brought forth many compliments as well as the following additional information:

Mr. Philip H. Ward, Jr. reports the Lowell, Mass. cover as in the Jefferys collection. It bears the blue townmark, LOWELL Ms. JUL 1 3cts PAID. The cover is addressed to Chillicothe, Ohio; it is cancelled with 7-bar grid in blue.

Mr. S. C. Lyon reports that cover No. 12 was in the Goerner collection, and as Mr. Shaughnessy states is now owned by Mrs. Clara deWindt. The cover is a folded letter with stamp tied by black grid. Postmark is red BOSTON 1 JUL 3cts. Cover also bears unframed PAID in black. This checks the two Boston covers noted in Mr. Shaughnessy's tabulation because the deWindt cover is not cover "A," though it bears the same markings.

The new information does not increase the known number of 3c first-day covers as listed by Mr. Shaughnessy.

Mrs. Clara deWindt writes that she also owns the 1ct first-day cover illustrated in the Ashbrook book, Vol. I, page 120. The cover was formerly in the Emerson collection. From page 122 of the Ashbrook book, it is noted that three more 1ct first-day covers are known.

### COLORLESS "PAID" IN "3"

Responding to the request in Issue No. 7 to submit tracings of colorless "PAID" in "3" markings, Dr. B. R. Tilden sends a tracing of the marking used at North Berwick, Me.; it ties S2. The marking does not match No. 33 of Issue No. 5 as was suggested on page 7 of Issue No. 7. The North Berwick marking is 18 mm. high, the strokes of the "3" are not so thick, and the "D" is located well upward in the stroke of the "3" instead of toward the bottom, as is the case with No. 33 of Issue No. 5.

Dr. Tilden's cover bears the manuscript Quaker date, characteristic of North Berwick -- either 3 mo. 13 or 3 mo. 15. What a cover! Colorless "PAID" in "3" and Quaker date, all on one cover bearing S2!

From Mr. W. C. Bennett comes photo of a stampless cover bearing colorless "PAID" in "3," 19 mm. high, from Walpole, N. H. in blue. The marking somewhat resembles No. 33 of Issue No. 5, but it is not the same because its vertical strokes of P, I and D are parallel, which is far from the case with No. 33 of Issue No. 5.

Mr. Bennett also sends photo of a stampless cover with a marking similar to No. 30 of Issue No. 5, in black, from Watertown, N. Y., Jan. 21 (1853).

From the information thus far received, it appears that the origin of No. 33 of Issue No. 5 is still to be discovered. This marking was taken from page 120 of the Ashbrook 1 ct book, Vol. II. A careful remeasurement of the marking, in relation to the 1ct stamp upon which it is shown, indicates its height to be 19 mm. -- very slightly less than shown by No. 33 of Issue No. 5.

Space does not permit illustration of the North Berwick and Walpole, N. H. markings, but they will be illustrated in our next issue.

We still await a tracing of the colorless PAID in 3 known to have been used with S2 on cover from Westmoreland Depot, Vt.

#### THE A. G. HALL ILLUSTRATED LIST OF RAILROAD-ROUTE POSTMARKS

Continued from Issues Nos. 6 and 7, and from former issues of "Postal Markings" magazine, the group herewith is recorded only if used in the 1851-1861 period. The numbering of Mr. Hall's illustrations conforms to his listing that was started in "Postal Markings." Those who wish to obtain previous illustrations and listing may do so by following the procedure outlined in the preface of Issue No. 6 of this CHRONICLE.

No.	Postmark Reads	The numbers refer to tracings on Plate 2, hereof	Route Agent Service Started	Diam. in mm.	Postmark used in period indicated by Color of Postmark		Notes
					1851 to 1857	1857 to 1861	
160a	ILLs CENTRAL R R		1855	29	Blk		Tracing made by Mr. G. A. Hall from cover in his collection
202a	MILWKE & LACROSSE R.R.		1856	33	Blk		See No. 173
216	N. HAVEN & SPRINGFIELD R.R.		1845	34	Blk		
217	NEW LONDON W & P. R.R.		1852 or before	32	Blue Blk		
218	N.O.J. & G.N.R.R.		1857	34		Blk	
219	N.O.J. & GREAT NO. R.R.		1857	36		Blk	
220	N.O.JACKSON & G.NO.R.R.		1857	34 $\frac{1}{2}$		Blk	No illustration
221	N.Y. & BOSTON SIMB. & R.R.		1843	36&37		Blk	
222	N-Y & ERIE R.R.		1846	33	Red		
223	N.Y. & ERIE R.ROAD		1846	29	Blk		

No.	Postmark Reads	Route Agent Service Started	Diam. in mm.	1851 to 1857	1857 to 1861	Notes
224	N.YORK & ERIE R.R.	1846	33	Blk	Blk	
225	N.YORK & ERIE R.R.	1846	30	Blk		No serifs on letters
226	N.YORK & ERIE R.R. N.Y.	1846	33	Blk		
227	NEW YORK & ERIE R.R.	1846	32	Blk		
228	NEW YORK & ERIE R.R.	1846	33&34	Blue		
229	N.YORK & HARLEM R.R.	1854	33	Red		
230	N.YORK & N.HAVEN R.R.	1849	32	Red	Blk	
231	N.YORK & N.HAVEN R.R.	1849	33		Blk	
232	N.YORK & N.HAVEN R.R.	1849	30		Blk	
233	N.YORK & PHIL. R.R.	1848	33 $\frac{1}{2}$		Blk	
234	N.YORK & PHILA. R.R.	1848	31 $\frac{1}{2}$ to 33	Red	Blk	Numerous handstamps with slight variations in spacing of letters
235	N.YORK & PHILA. R.R.	1848	29&30	Red	Blk	

ADDITIONS TO DR. CARROLL CHASE'S LIST OF  
RAILROAD POSTMARKS

Largely from tracings made by Mr. C. W. Remele, illustrations Nos. 1 to 12, inclusive, represent markings apparently heretofore unpublished. A similar group of markings appears in Issue No. 7, page 6.

Name	Size (mm)	Tracing No.	Period 1851	Used 1857	Notes
TITUSVILLE 2nd LINE -- R.R.	28	1		blk	Probably a station-agent marking similar to Flemington 2nd Line of Dr. Chase's List.
SEAB & ROAN R.R.	30	2	blk	(1853 env)	Seaboard & Roanoke R.R.
FLORIDA R.R.	33	3	blk	(1853 env)	Resembles No. 136 of the A. G. Hall list but has smaller letters.
MILW. & MISS. R.R. WIS.	30	4	blk		from R. L. Hustis
OHIO & INDIANA R R O.	30	5	blk		from R. L. Hustis
SCIOTO & HOCK VAL. R.R.	35	6	blk		The Dr. Chase listing does not show the "O" from A. Rubel, Jr.
VA. & TENN. R.R.	32	7	blue	(1853 env)	Scioto & Hocking Valley R.R.
SMYRNA N & C. R.R.	Oval	8		blk	from Dr. W. S. Pollard Station-agent marking of Nashville & Chattanooga R.R.

Name	Size (mm)	Tracing No.	Period 1851	Used 1857	Notes
KENB & PORTLAND R.R.	34- $\frac{1}{2}$	9		blue	from Mr. Stanley B. Ashbrook; noted by Mr. A. G. Hall in 1943 but not illustrated
LEXINGTON & COVINGTON (R.R.)	32	10	blk		from Mr. Stanley B. Ashbrook, supplemented by No. 9 of Issue No. 7. Probably R.R. appears at bottom
PETERSBURG & R.R.RD.	30	11			from Mr. A. Rubel, Jr. Probably Petersburg & Roanoke, though could be Richmond.
MIL. & MISS. R.R.	34	12	blk		from Mr. R. L. Hustis

Note: Markings credited to Mr. R. L. Hustis are from bulletin of Wisconsin Postal History Society, "Early Wisconsin Railroad Postmarks."

Some additional notes applying to Dr. Chase's list are as follows:

AUGUSTA & ATLANTA R.R.	Reported also in red, 1851 period.
WORCESTER & NASHUA R.R. Ms.	Reported by Mr. C. W. Remele in black during 1851 period. The stamp is cancelled by a black target.
IRON MOUNTAIN R.R.	When reported in Issue No. 7, page 6, it was suggested this might be of the IRON R.R. Mr. C. W. Remele has reasons for believing it to be of the ST. LOUIS & IRON MOUNTAIN R.R.

Reference is made in Dr. Chase's book to certain authentic railroad markings appearing only in manuscript. Mr. C. W. Remele reports, "Macon & Montgomery R.R." in black on cover with S2 dated Mar. 4, 1856. There was no such railroad, but he advises that there was a postal route from Macon, Ga. to Columbus, Ga. and another from Columbus to Montgomery, Ala. Mr. Remele also reports "M & M R.R. June 2" in pencil on cover with S2. Other covers from this correspondence indicate this to be for "Milwaukee & Mississippi R.R."

#### THE "WARD" ARTICLES IN MEKEEL'S

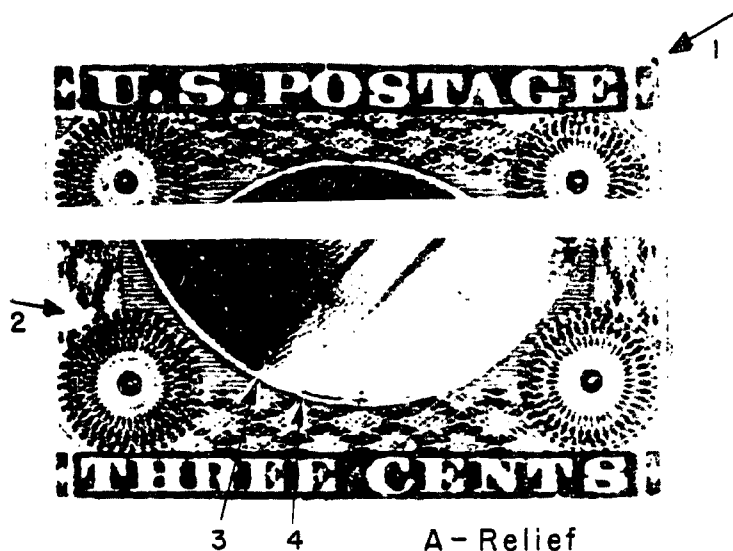
Mr. Philip H. Ward, Jr., a member of our Unit, writes interestingly each week in Mekeel's Weekly Stamp News, mostly on early U. S. His articles have covered many points of the 3c '51-'57, particularly as to the supply of blocks from different plates, full panes, and first-day covers. Mr. Ward's collection of unused blocks of our early U. S. stamps is without a peer. If any member is not now a subscriber to Mekeel's, it is suggested that the Ward articles alone are a sufficient reason for subscribing. Mr. Ward consistently brings to attention in an authoritative way much information concerning U. S. 19th Century stamps, and of the early issues in particular.

#### NOTE REGARDING ILLUSTRATIONS OF RELIEFS ON PLATE 1

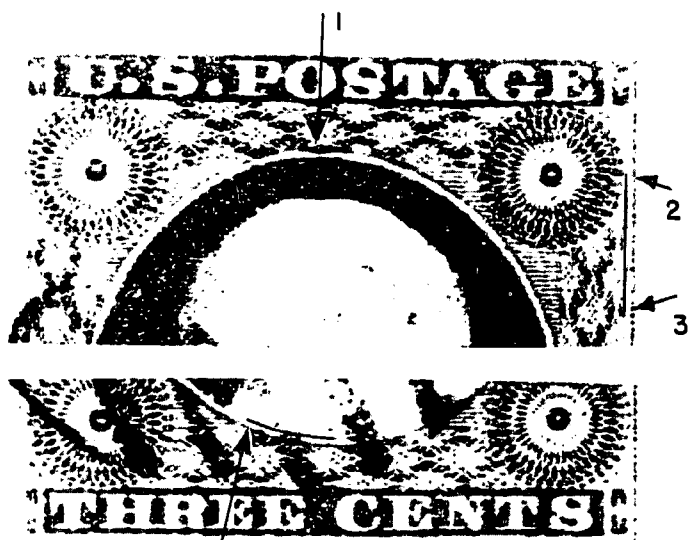
Check of the illustrations shows that the following should be noted:

- Relief A: The apparent closing-up of the medallion circle at the top does not occur, so disregard the smudge of black at that point.
- Relief B: The closing up of the medallion circle at the top is not quite as much as the illustration shows.
- Relief C: Same note as applying to Relief B.

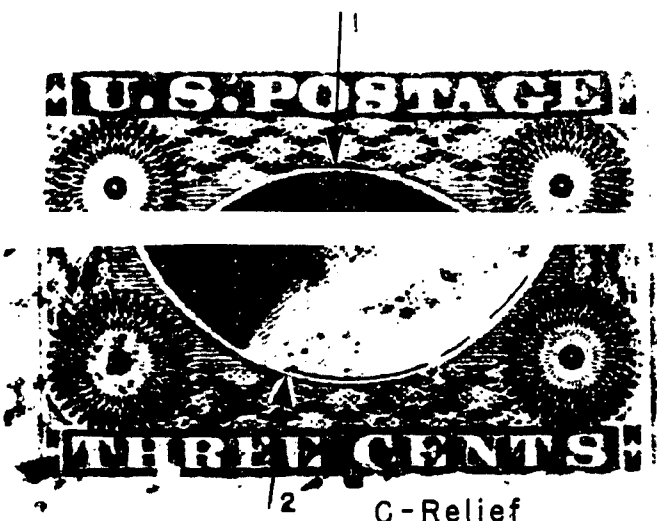




3 4 A - Relief



4 B - Relief



2 C - Relief



1 D - Relief 2



1 2 E - Relief



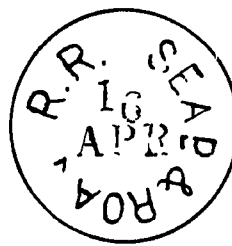
F - Relief 2 3

Above and at left:

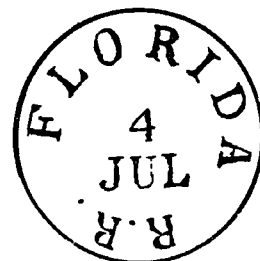
Identification of Reliefs - S4 and S5  
See article by Mr. Towner K. Webster



1



2



3

