

NSSS MEETS THE 2nd and 4th SATURDAY OF EACH MONTH,
IN ROOM 203 OF THE PHYSICS BUILDING, UNIVERSITY OF
NEVADA. THE PUBLIC IS INVITED TO ATTEND.



STAMP STUDY SOCIETY

March Issue, 1986

POST BOY

OFFICERS:

Pres:

Jack Barriage

Vice Pres:

Bill Brew

Sect:

Ruthe Dreiling

Treas:

Gus Geiger

Board Members:

Jack Barriage

Bill Brew

Ruthe Dreiling

Gus Geiger

Dick Dreiling

Roland Kriel

Al Shay

Show Chairman:

Dick Dreiling

Post-Boy Editor

Bill Brew

Representatives:

APS:

Ruthe Dreiling

COPO

Al Greene

AFDCS:

Dick Dreiling

Membership:

Dave Starr

The Editor and his wife spent the weeks ending on the 8th and the 16th, rushed home in time to hear about the floods and the cancellation of our Feb. 22nd meeting. An effort was made to notify all active members, however, and we apologise to those few we missed. In the next rainout period we will try to do better.

There isn't much to report for this month's meetings and club activities. We hope that our programs for the next month's be announced.

In visiting Arizona, Laura and I stopped at Tortilla Flats, a tourist trap now, but at one time the center of much western history, as well as a setting for a book. I took pictures of the small post office, which is installed in a food and trinket store. It resembled the one that is setup on the Museum in Carson City. Small service window, and antique boxes. I asked the postmaster if it was for sale, as that seemed to be the only valuable item in the whole store. Received a noncommittal answer.

As we traveled on to Apache Lake, it was noted that the sign of the times was creeping up on boating. Two hugh house boats had TV satellites mounted on their decks. No TV and no phones is what made our trip enjoyable. We had a 2meter rig for communications, in case of an emergency.

We were quite fortunate that rain did not enter our frame storage building. Selling these frames is one of our top priorities this year. We will need for this coming show in June, but after that, we will need the space for storage of our new frames. These frames can be used for other things than stamps shows. So if you know an organization that could use them for displaying pictures, writings, bulletins or items of that nature have them contact us. We will make a deal.

AS mentioned before, our show will be on June 21, and 22nd. This year we will need all the exhibits that our members can muster. We have excellent awards which should draw a number of outstanding exhibitors, but we desire to fill all the frames. So if you members can put together a fine exhibit, please do so as soon as possible. It will be needed and will prove our seriousness in presenting a top quality show.

The following information is gleaned from the stamp tabloids, published monthly.

New Issues:

U.S.

- Feb. 27, promised, Hugo L. Black. Wash. D.C. 20066.
- Mar. 2, 22¢ Republic of Texas, San Antonio, TX 76902.
- Mar. 19, William Jennings Bryan, Salem aL 62357.
- Mar. 21, \$2.20 Fish Booklet, Seattle, WA 98109.
- Apr. 4, 22¢ Public Hospitals, New York, NY 10001.
- Apr. 29, 22¢ Duke Ellington, New York, NY 10001.

Canada

- Mar. 7, 34¢ & 39¢, Expo. '86. Vancouver, B.C.
- Mar. 14, \$5.00 La Maurice Nat. Park.
- Apr. 14, 2 x 34¢, Philippe Aubert de Gaspe and Molly Brant.

* * * * *

1. What three people are shown on the Confederate Memorial Stamp of 1970?
2. Whose picture appears on the first Confederate stamp?

* * * * *

The following shows will take place in the near future. If you can plan to attend them, let the show chairman know what club you belong to and help promote our show in June.

- March 8-9, NoVaPEX '86 STAMPEDE, Redding Holiday Hotel, Redding, CA.
- March 15-16, FRESPEX '86, Commerce Bldg, Fresno Dist. fairgrounds, Fresno, CA.
- April 25-27, WESTPEX '86, Cathedral Hill Hotel, Van Ness and Geary St., San Francisco. CA

* * * * *

English Idioms:

1. Surveillance should precede saltation.
2. It is fruitless to become lachrymose over presipitately lacteous fluid.
3. The presenter of the ultimate cachinnation possesses, thereby the optimal cachinnation.

If you can answer the above questions correctly, you are a true bureaucrat and are elligible for nomination for an office in the Nevada Stamp Study Society.

* * * * *

The following article is for you topical train collectors.

Alabama Railroads
during
The Confederacy

by
J.H. Scruggs Jr.,

The best qualified observers did not know in 1860 how many miles of track curved across America. The surviving reports every where show discrepancies, but the relative increase in railroad mileage between 1850 and 1860 were greater in the South than any other location. New England lines increased 50%, Middle Atlantic States 100%, South Atlantic States tripled from 1,650 to 5,400 miles, and Gulf Region from 290 to 2,063 and South Interior States (which include Alabama) from 55 to 2,666 miles exceeded only by the Northwest of 1,235 miles to 10,333 miles.

However bright statistics may look there were no real trunk lines in the South, nor any standard set of specifications. Railroad systems played a very small part in mail transportation up to 1861. This was due to the limit of mileage and remoteness of efficient interchange in the state of Alabama. The Mobile and Ohio, the Memphis and Charleston and the Alabama and Tennessee River Railroads did provide mail space in the baggage and express car, and each of the above had mail contracts and used an identifying stamp mark on mail picked up along the route.

However, at the event of the war, the railroad mail system was greatly expanded by Postmaster Reagan of the Confederacy.

The average southern mail system selfom ran over 200 miles-- the Mobile & Ohio, the longest line under a uniform control, connected Mobile, Alabama with Columbus, Kentucky, totaling 469 miles and not completed until after outbreak of war.

The M. & O. Railroad joined the Memphis & Charleston road at Corinth, Mississippi, the M. & O. followed the Tennessee Valley through the top most section of the state.

Routes across central Alabama in 1861 were pitifully incomplete, Selma and Montgomery stayed remote except by river until 1970. The ambitious road, Alabama & Tennessee Rivers, extend north by east from Selam to Shelby Springs to Talladego and this ended without any railroad connections.

Ninety percent of the Confederate locomotives were the "American" or 4-4-0 type, (the weight of the smoke box, cylinders, high extended cow catchers) were carried on a swivel truck of four wheels and propelling power carried upon four connected drivers, conditioned to the excessive curvation of American track. From 1850 until after the war this became a standard of size and power.

However, the American 4-4-0 type came with varied specifications without any standardization or interchangeability of parts. Cylinder measurements, the dsize of drivers, boiler diameter, dimension of fuelor, gross weight could at best be only described in an average way. Cylinder averaged 14 inches in diameter, stroke of 22 inches. Driving wheels normal between four and the five feet diameter. It is true these little locomotives looked alike, but details were as individual as the

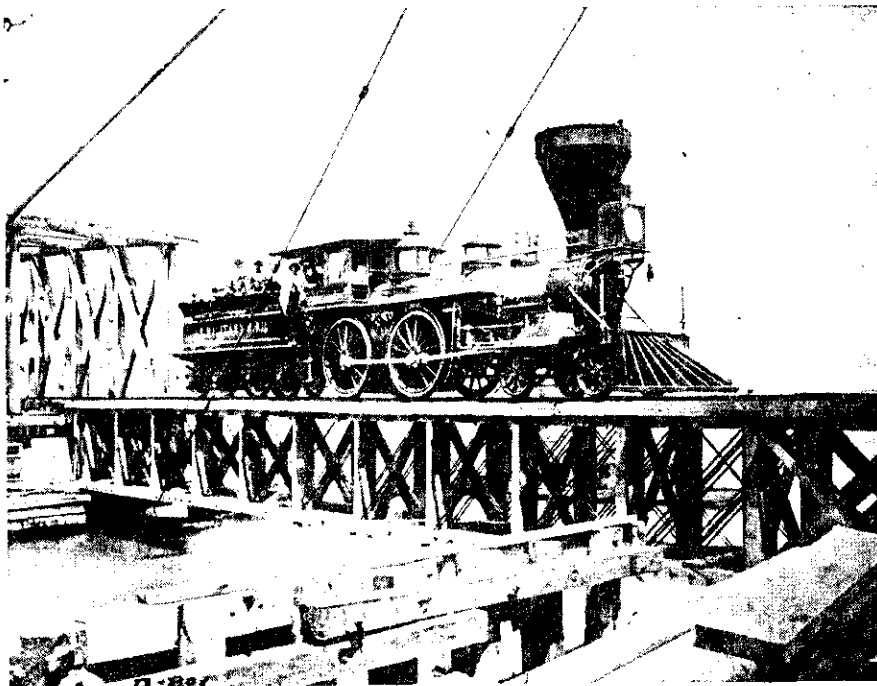
as the gaudy names along the foot rails.

With all the Montgomery & West Point Road chalked up some important "first" in locometalia. The "dumping car" described "working by cast iron are dumping wholesale" and the "conductor's cars" (caboose) with persistant experimentation with rubber springs to absorb shock. Further, the M & W. P. manufactured all the cars belonging to the company in its shop at Montgomery, Alabama.

One of the fastest trains in the Confederacy, completed in 1861, was through service between Montgomery and Pensacola over new track and easy grade a maximum average of sixteen miles per hour was obtained.

Thus is a thumbnail sketch of the Alabama Railroads on that memorial warm, winter day, bands playing Dixie at the foot of the stately steps to Alabama State Capitol, (Montgomery) the trees already in flame of winter coloring when the great clock struck precisely one from the bell tower. Jefferson Davis stepped onto the portico and was sworn in as provisional president of the Confederate States of America. As the last words swept the colorful audience along the green lawn and wrought iron fence, a distant mournful whistle from the Montgomery & West Point Railroad rent the seriousness of the moment as a warning omen what the Confederate railroads lacked and could offer!

The picture of the steam engine, typed 4-4-0 is printed below. If you so desire you may want to see if this locomotive has been depicted on one of the stamps of the United States. It has and the answer is on the last page of this issue.'



U. S. Military R. R. Engine Built by Baldwin Locomotive Works, 1863.
—Courtesy of National Archives Record Group III

Know your stamps: Confederate philately

Confederate philately, encompassing stamps, provisional stamps and envelopes and postal history, remains one of the most intensely studied areas of U.S. philately.

Even for the interested general collector, this stamp issuing entity, in existence barely four years, has intrigue because of its historical implications.

Answering the questions in this quiz requires general and specific knowledge of stamps.

The questions range from easy to challenging. Most answers can be found by checking a catalog, but try to get them all on your own first. Answers can be found on page 61.

1. Out of the 11 states in the Confederacy, the Scott catalog recognizes postmaster's provisional stamps or envelopes from all but one. Which one?

- a) Alabama
- b) Arkansas
- c) Florida
- d) Texas

2. One city in South Carolina used a provisional envelope marking incorporating a palm tree. Which city?

- a) Charleston
- b) Columbia
- c) Laurens Court House
- d) Greenville

3. Which Richmond, Va., printing firm produced the first Confederate general issue?

- a) Archer & Daly
- b) Hoyer and Ludwig
- c) American Bank Note Co.
- d) Richmond Printing Co.

4. What printing process was used for those first general issues?

- a) pen and ink
- b) lithography
- c) typography
- d) engraving

5. Which Confederate stamp subject was neither a U.S. nor a Confederate president?

- a) Robert E. Lee
- b) Patrick Henry
- c) John C. Calhoun
- d) Jefferson Davis

6. After an effective naval blockade had been imposed on the Confederacy, letters from abroad had to be run by the blockade into Southern ports, most often Charleston, S.C., and what other city?

- a) Norfolk, Va.
- b) Pensacola, Fla.
- c) New Orleans

d) Wilmington, N.C.

7. Why did the printing firm of J.T. Paterson of Augusta, Ga., assist in the printing by lithography of the 10¢ blue Thomas Jefferson stamp in 1862?

a) The postage rate for letters rose to 10¢ and the original printer could not produce enough copies of this stamp to fill the increased demand.

b) The original printer's



In 1862, the J.T. Paterson firm assisted in lithographing the 10¢ Jefferson stamp.

product was judged unsatisfactory.

c) A shortage occurred because a large quantity of stamps had been destroyed in a fire.

d) Larger quantities of the stamps were needed for sale to collectors abroad.

8. Which Confederate general issue was never put into public use?

- a) 1¢ orange John C. Calhoun
- b) 2¢ brown red Andrew Jackson
- c) 5¢ green Jefferson Davis
- d) 10¢ blue Thomas Jefferson

9. The first typographed Confederate issues (the first "American" postage stamps produced outside America) were produced by De La Rue and Company. Where were they printed?

- a) England
- b) France
- c) Switzerland
- d) Prussia

10. Who engraved the 10¢ Jefferson Davis frame line stamp?

- a) Thomas De La Rue
- b) Charles Ludwig
- c) John Archer
- d) John H. Reagan.

Rudick Enterprizes
P.O.Box 2324
Sparks, NV 89432
Dick & Dee Dreiling

Sierra Stamps Etc,
P.O.Box 922
Sparks, NV 89432
Bill & Laura Brew

Silver Circle Stamps
522 California Ave.,
Reno, NV 89509
Roger Lauderdale

Silver State Stamps
P.O.Box 2083
Sparks, NV 89432
Art & La-Retta Swanson
Canadian & Norway, Used

Ans:

U.S. Stamps:

1. Robert E. Lee, Jefferson Davis, and
Stonewall Jackson.
2. Jefferson Davis.

Ans:

English Idioms;

1. Look before you leap.
2. Don't cry over spilt milk.
3. He who laughs last, laughs loudest.

Ans"

Confederate Philately:

- 1,b. 2,a. 3,b. 4,b. 5,c.
6,c. 7,c. 8,a. 9,a. 10, b.