



P.O. Box 2907

Sparks, Nevada 89432

N.S.S.S. meets on the 2nd and 4th Saturday of each month at 10:00 am
in the Sparks Heritage Museum at Pyramid and Victorian Avenue

N.S.S.S.



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September 14, 2002

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Closed Albums. This month we lost Jim Goodwin. He passed on quietly in his sleep while at home. He suffered kidney failure on Thursday afternoon, August 22nd, 2002. Services were held at the Sparks Fellowship at the Greenbrae Shopping Center on Thursday,

In the last issue I inadvertently omitted the 16th and 17th pages of the Exhibition manual. I am replacing them in this issue. Sorry.

The year is coming to an end. I don't mean 2002, but the stamp clubs's year. That is to say, the dues are due. For only \$17.50 you can have another year of this exciting publication. Not only that but 24 meetings and the opportunity to buy stamps for your collection at low, low, un-heard of prices. Don't miss this chance to re-join the **Nevada Stamp Study Society** for only \$17.50 per year (that's less than .72 cents per meeting) and the coffee's free with doughnuts, cake and cookies. Re-join now. You won't be disappointed.

The program for August was about bidding on line and was given by a panel made up of **John Wetterling, Harvey Edwards and Don Garrett**. The same format used last month of question and answer was used again by **Stan Cronwell**. We learned a great deal about bidding, hammer charges, shipping charges and the possible pitfalls one can run into such as buying forgeries and "sniping". Bid rigging was also

brought up, but apparently was not considered on Ebay. Other sites may be questionable. All in all, a well delivered program with much information for those of us who have been leery of online bidding. Maybe it's time to register and start bidding for those elusive stamps we've been looking for.

This month Stan Cronwell will give us another excellent program given by **Cynthia Scott**. the title of this program is "Creating and Servicing Your Own First Day Covers". And to all our delight, next month will be a follow up program, in October called "First Day Cover Workshop", that will allow us to make a first day cover using the revalued EID, Kwanzaa and Hanukkah stamps. Now would be the time to start giving this one some thought. How do you want your cover to look?

In this issue we have been blessed with a story from **Bill Brew**. Guess he can't stay away from the Post Boy too long. I believe you'll enjoy the story. It's about how he became a stamp collector. It's on page three. I'm glad he can remember that far back. Good story! Thanks, Bill.

Don't forget to start getting ready for the auction in November. Answer some quiz questions, bring a prize for the drawings, or invite a friend to join the club. Get those "bucks" so you can join the bidding.

Plan to be spontaneous tomorrow.

Railway Mail Service

Railway mail clerk preparing to catch mailbag, 1913 At least three decades before the Pony Express galloped into postal history, the "iron horse" made a formal appearance. In August 1829, an English-built locomotive, the *Stourbridge Lion* completed the first locomotive run in the United States on the Delaware and Hudson Canal Company Road in Honesdale, Pennsylvania. One month later, the South Carolina Railroad Company adopted the locomotive as its tractive power, and, in 1830, the Baltimore & Ohio's *Tom Thumb*, America's first steam locomotive, successfully carried more than 40 persons at a speed exceeding 10 miles an hour. This beginning was considered somewhat less than auspicious when a stage driver's horse outran the *Tom Thumb* on a parallel track in a race at Ellicotts Mills, Maryland, on September 18, 1830. Later, however, a steam locomotive reached the unheard-of speed of 30 miles an hour in an 1831 competition in Baltimore, and the dray horses used to power the first trains were eased out.

The Post Office Department recognized the value of this new mode of transportation for mail as early as November 30, 1832, when the stage contractors on a route from Philadelphia to Lancaster, Pennsylvania, were granted an allowance of \$400 per year "for carrying the mail on the railroad as far as West Chester (30 miles) from December 5, 1832." Although the Department apparently entered into a number of contracts providing for rail transportation as a part of the stage routes in succeeding years, the Postmaster General listed only one railroad company as a contractor during the first six months of 1836, "Route 1036 from Philadelphia to Mauch Chunk, Pennsylvania. "

After passage of the Act of July 7, 1838, designating all railroads in the United States as post routes, mail service by railroad increased rapidly. The Post Office appointed a route agent to accompany the mails between Albany and Utica, New York, in 1837. The first route agent was John Kendall, nephew of Postmaster General Amos Kendall.

In June 1840, two mail agents were appointed to accompany the mail from Boston to Springfield "to make exchanges of mails, attend to delivery, and receive and forward all unpaid way letters and packages received."

At this time, mail was sorted in distributing post offices. The only mail sent to the agents on the railroad lines was that intended for dispatch to offices along each route. The route agents opened the pouches from the local offices, separated the mail for other local points on the line for inclusion in the pouches for those offices, and sent the balance into the distributing post offices for further sorting. Gradually, the clerks began to make up mail for connecting lines, as well as local offices, and the idea of distributing all transit mail on the cars slowly evolved.

The first experiment in distributing U.S. mail in so-called "post offices on wheels" was made in 1862 between Hannibal and St. Joseph, Missouri, by William A. Davis, postmaster of St. Joseph. Although this new procedure expedited the connection at St. Joseph with the overland stage, it was discontinued in January 1863. On August 28, 1864, the first U.S. Railroad Post Office route was officially established when George B. Armstrong, the assistant postmaster of Chicago, Illinois, placed a postal car equipped for general distribution in service between Chicago and Clinton, Iowa, on the Chicago & Northwestern Railroad. Similar routes were established between New York and Washington; Chicago and Rock Island, Illinois; Chicago and Burlington, Illinois; and New York and Erie, Pennsylvania. When railway mail service began, mostly letter mail was sorted on the cars, which were not equipped to distribute other kinds of mail. By about 1869, other mail, except packages, was sorted as well.

In 1930, more than 10,000 trains were used to move the mail into every city, town, and village in the United States. Following passage of the Transportation Act of 1958, mail-carrying passenger trains declined rapidly. By 1965, only 190 trains carried mail; by 1970, the railroads carried virtually no First-Class Mail.

On April 30, 1971, the Post Office Department terminated seven of the eight remaining routes. The lone, surviving railway post office ran between New York and Washington, D.C., and made its last run on June 30, 1977.

My Start in Stamp Collecting

By C. WM. Brew

We felt an excitement in the air. The year was 1936. the principal had just announced there will be a guest speaker visiting us in the gymnasium. he was THE famous Captain Tim Healy from the Ivory Soap radio show.

Just a few months previously I was exposed to stamp collecting both from my dad, who had joined the Roosevelt Philatelic Society and my mother who had just purchased a small album for me and a bag of stamps. also, there was a radio show program on the air about stamp collecting and Capt. Tim Healy was the personality whom did the program.

My cousin and I had heard about the St. Louis Bear stamp and the rumors were flying. Someone had found three of them in a trash pile. With this in mind I went up to the attic and pawed through my mother's old love letters. When a two cent stamp appeared that looked nice it was removed from the corner of the envelope. No St. Louis Bears.

NOW, Captain Tim Healy was visiting our school. The Avalon Park School on Kenwood, between 80th and 81st streets, in Chicago. What a great day this was to be.

Capt. Tim described his entry into stamp collecting. He explained it like this. When he was about 12 years old, he and his friend went hunting in the Australia bush area. In order to protect his face from the bush his companion let fly, as he waked behind him, put his hand up to protect himself. All of a sudden he realized he did not have hold of a bush, but the head end of a poisonous green snake. Realizing that they did not know what to do with the snake, they decided to get rid of it by shooting it's head off. Of course the resultant powder explosion resulted in powder burns to his hand. When he was in the doctors office, he noticed a magazine on stamp collecting. With his interest sparked about it he began collecting stamps and he has been collecting and talking about stamps ever since.

He began his radio program, with the Ivory Soap Company as a sponsor, in the late 1930's.

His lecture was sparked with stories of the pictures on the stamps and many questions were asked of him. One that I remembered, had nothing to do with stamps, but about his Australian hat. Why was it bent up on one side. His reply was, "So the girls could put their heads on his shoulder without disturbing the hat." As usual of 12, 13 and 14 year old people, giggles went through the audience.

Afterwards, I purchased a Capt. Tim Healy stamp album, which I still possess and reverently look through once in a while just to bring back those memories of yesteryear.

Later on in life, as my wife and I was traveling through Chicago, on our way to Sacramento, we stopped at my aunt's home. She asked me if I still collected stamps. With a somewhat positive reply she handed me a postcard, SC. # UX10, canceled in Blue Island, Ill. It was a tax improvement assessment.

When we were located in Sacramento, I joined the Sacramento Philatelic Society. I found my dad's collection of plate blocks and started to build on it. Thus began the foundation of my collecting,

It is a great hobby for me, now that I am in my late 70's and the excitement is still there.

How about you? How did you start collecting?

www.stamptraderlist.dk

For this month's computer corner I have found the Stamp Trader List. This list is a series of list of people who want to trade stamps with you. This first page, as intimidating as it may seem, is actually quite simple. Just click on the "View HTML" button and you get a list of collectors that'll take you a few hours to go through. You can join this list of traders, too. Just click on the button that says "Add New," they will take you through the procedure. If you join, there are a number of questions they ask you, like name and email address. Along with the questions there are "hints" about how to answer. Click on the hints and read them, they are very helpful (e.g. they want your last name in CAPS).

In this list you will find traders from all over the world. from all continents and from all countries. I went to the list and counted one hundred and one listings on the first page and there are thirty pages. Below is a copy of the first listing on the first page:

Aalaya, Iry Location Bradford, England, UK

Offer Australia Commemoratives and Worldwide

Want Worldwide

Note I like to trade packets of 150+, on a 1:1 basis. I'll trade with anyone from any place. I respond to all e-mails.

Societies APS

All you have to do is click on the name, which is in blue and up pops an email with the address already in the address box. You just type in your message and hit send.

What kind of people are on the list? I'm sure you don't intend to deal with dealers and they are not allowed. Here's their statement:

*****WE DO NOT ACCEPT LISTINGS FROM THE FOLLOWING*****

I'm sorry, but we no longer accept listings from dealers, part time dealers, collectors who are trying to sell their collections, or major portions of it, those who have inherited collections and other commercial philatelic enterprises.

This comes from the "About" page. Of course you always have to be careful when dealing with someone you don't know. So, Caveat Emptor and all that. In any case, I think you'll have a good time meeting a lot of great people from a lot of great countries who have the same interests as you. Stamp collecting!

These might be hard if you don't have a Scott's catalog.
Hint: There's a catalog in the same library as your computer.

1. Hundreds of topics have been featured on U.S. stamps. Which of the following has not (yet) been the subject of a stamp?
A. The poultry industry B. The American Bar Association C. Moby Dick
2. Who was the first African American to appear on a U.S. stamp?
A. George W. Carver B. W.E.B. DuBois C. Booker T. Washington
3. What year did the first U.S. Christmas stamp appear?
A. 1952 B. 1962 C. 1972
4. Which U.S. President, a stamp collector, so enjoyed the hobby that he provided the Post Office Department with his own sketches for stamp designs?
A. Theodore Roosevelt B. Franklin D. Roosevelt C. Lyndon Johnson
5. In 1978, the U.S. Postal Service began its popular Black Heritage stamp series. Who was the first individual honored in this series?
A. Dr. Martin Luther King B. Benjamin Banneker C. Harriet Tubman
6. The 1990 Classic Films stamp series was very popular. Which film was NOT included in the series?
A. Beau Geste B. The Wizard of Oz C. Citizen Kane
7. Stamps celebrating the Olympics continue to be popular with the American public. The first U.S. stamp to honor the Olympics was issued for the 3rd Winter Games. Where were they held?
A. Chamonix, France B. Lake Placid, New York C. Squaw Valley, California
8. Individual American sports heroes did not find their way onto U.S. stamps until 1981. Which two champions were celebrated on U.S. stamps that year?
A. Babe Zaharias and Bobby Jone B. Babe Ruth and Lou Gehrig
C. Knute Rockne and Francis Oulmet
9. What was the highest denomination of the three Graf Zeppelin air mail issues of 1930?
A. \$2.60 B. \$2.00 C. \$1.30

Once again I took the test without cracking a book and only missed two. I'm going to have to start looking for tougher material.

As usual, ten Auction Bucks for each correct answer and a bonus ten if you get all nine right.

It used to be only death and taxes were inevitable. Now, of course, there's shipping and handling, too.

Not too difficult, was it? Just about everybody aced this one. By the way, if you can't find an answer, take a guess. If you skip the question you get it wrong. If you guess, you have a one in three (or four) chance of getting another ten Auction Bucks. So take a stab at it. You can't lose.

1. George Washington and Benjamin Franklin on the V and X cent stamps issued in 1847.
2. William Robey purchased the .24 cent stamps at face value. Very fine, never hinged copies are now valued at a cool \$140,000.00. Not a bad investment.
3. The CIA employees found a sheet of inverted candle stamps among a group of stamps purchases for the agency and attempted to buy them. Since they were properly the property of the agency, they had to return them. You can't fool the CIA.
4. The stagecoach. These stamps celebrated "modern" modes of transportation. Besides the electric car and a train, two steamships were also pictured.
5. 357 pieces of mail were recovered, all were damaged by fire from the burning Zeppelin.
6. A Pane of 10-cent Confederate stamps were donated in 1866.
7. 1919. The flight took 13 days and only moved one piece of mail.
8. George Washington. Remember all those Washington-Franklins? Most of them were Washington.
9. James Whistler's. More commonly known as "Whistler's Mother".
10. Martha Washington, Scott # 306 (8 cent). Issued in 1902-03. Betsy Ross didn't come about until January, 1952. Molly Pitcher's name (but not her picture) was used in an overprint in October of 1928.

Hope you're one of the people who aced this one. Now, if you're one of the people who just like reading the answers, try turning the page over and see if you can answer the questions. It don't cost nothin' to try and just as much to get credit (Auction Bucks) for the answers you get right.

If you get to thinking you're a person of some influence, try ordering somebody else's dog around.
-Will Rogers