

Post Boy

Connecting and supporting stamp collectors, of all ages and interests, in Northern Nevada since 1975



April 2022
Volume 55, Issue 4

In-person & Virtual meetings 2nd & 4th Saturday starting at 10:00 A.M.
Silverada Estates Clubhouse, 2301 Oddie Blvd, Reno ([map](#))

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Announcements

Meetings –

April 9, 2022 – In-person and via Zoom. Meeting starts at 10 a.m. but come early to socialize and log in auction lots – 5 per member. The live auction can have up to 60 lots plus “Blue Sheet” donated lots. After the regular meeting, there is a Board meeting. Members are encouraged to attend.

First meeting of the month is “Bring a Can If You Can” – food for the less fortunate at the Silverada Estates.

April 23, 2022 – In-person and via Zoom. Meeting starts at 10 a.m. Come early to set up your consignments lots – 10 per member. After the raffle there will be a philatelic presentation video “No Longer in Service.”

No in-person meeting May 14 – clubhouse is not available.

Mark your calendar – **July 23-24 for Greater Reno Stamp & Cover Show** at the National Bowling Stadium, 300 N. Center St., Reno.

Time Out Tuesdays – April 26 at 4 p.m. – Stamp Collecting is the topic at the South Valleys Library. Our stamp club was invited to discuss our favorite hobby. Meetings and discussion groups are offered to interested adults on a variety of topics including travel, hand sewing basics, classic movies, ladybug magnets and many other topics. We need lots of members to attend to show the library the strong interest in stamp collecting.

Nadiah Beekun is looking for 20¢ stamps to buy.

John Walter received an email from a librarian in Maine “to thank the Reno Stamp Club for putting together your Internet page of philatelic links.” She offered an additional resource on the “History of the Postcard” timeline one of her students found. It is now on our <links> webpage. Here is the new resource: <https://www.uprinting.com/history-of-the-postcard.html>

Post Boy Reporter

March 12 meeting – Attendance was 24 members (21 in-person and 3 online via Zoom). **Erik Fields** and **James Steckley** arrived early to set up the tables and chairs. Refreshments were provided by **Mike Potter**.

Two new members joined today at the meeting: **Tom Hamilton** and **John Osborne**. Read their short bios and collecting interests on page 3. This brings the membership to 80. **James Steckley** attended the online presentation of the British Empire Study Group titled “The British Guiana – The World’s Most Expensive Stamp. He really enjoyed hearing about the 1-cent magenta stamp and its history. **John Walter** gave a short slide presentation on the Mystics Stamp Company recent advertising U.S. counterfeit stamps for sale.

Stamp Show – July 23-24 – some discussion on possible show cancels and theme. So far 4 paid dealers. Bidding increments will be added to the club’s online auction page. **James Steckley** received more donations which will be in the online and live auctions. **Gary Atkinson** was appointed as the APS Estate Advisor.

The raffle drawing was conducted by **Betty Mudge**. The drawing had 10 donated prizes along with a bonus prize won by **Mike Potter**. **Erik Fields** won the money prize of \$9.00.

The last of 6 tables purchased by NSSS were delivered to the Silverada Estates for use at our meetings.

Mike Potter was the auctioneer for the live auction with **Howard Grenzebach** and **Nadiah Beekun** helping. There was a total of 53 member lots and 10 Blue Sheet (donation) lots for a total of 63 lots. A total of 44 lots sold for \$528.50.

March 26 meeting – Attendance was 22 members (19 in-person and 3 online via Zoom). **Erik Fields** and **James Steckley** arrived early to setup the tables and chairs. Refreshments were provided by **Dave Gehringer**. **Scott Mathews** donated 2 cases of food for the Silverada Estates residents.

Dale Eggen reported on WESTPEX (April 22-24) has 60 dealers and over 200 exhibit frames.

Dave Parsons reported on the Online Auction #17. There was a total of 83 lots with 75% being sold with \$749.30 in gross sales. Online Auction #18 will start at noon on April 12 and end at noon on April 21.

The raffle was conducted by **Betty Mudge** with 10 prizes. The bonus prize was won by **Howard Grenzebach** and the money prize of \$7.50 went to **Erik Fields**.

The philatelic presentation was given by **Dave Gehringer** on the “History of U.S. Booklet Panes – Part 2.”



James Steckley on left with members conducting business at the front table.



Dave Gehringer giving presentation

New Members

Two new members joined at the March 12 meeting. They were asked to provide a short bio to introduce themselves to the stamp club membership.

I am **Tom Hamilton** and reside in Carson City. I am 80 years old and have been collecting U.S. Postage stamps since I was in junior high school. Beginning with singles, both used and mint. I quit for a time while I was in the Marines and starting a family. I returned to the hobby in the early 1970's taking up the search for plate blocks. I enjoyed this until the postal service decided that the four-stamp corner of a sheet needed to grow with multiple numbers added. I stopped collecting for a couple of years and then a fellow collector introduced me to Plate Number Coils in the 1980's. For the past 40 plus years I have continued to search for my want list items and have spent many hours on the computer at sites such as eBay.



I am looking forward to participating in future club meetings and getting to know the members.

John Osborne: Here is my short bio. I collected stamps when I was in high school and then stopped when I went to college. I am interested in U.S single stamps and plate blocks. I want to start collecting again but I am a novice compared to some of the members.

I am 75 years old and will have to evaluate how much time and money I want to devote to my new hobby of stamp collecting.

I grew up in Connecticut, went to school in D.C, lived in Mexico for 2 years where I started to learn Spanish and met my wife. We moved here in 1993. I love traveling and am starting to play golf again.



I consider myself fluent in Spanish.

John retired after having a career working in the Social Security administration.

When you see Tom and John at the meetings, please introduce yourself and find out more of their live experiences.

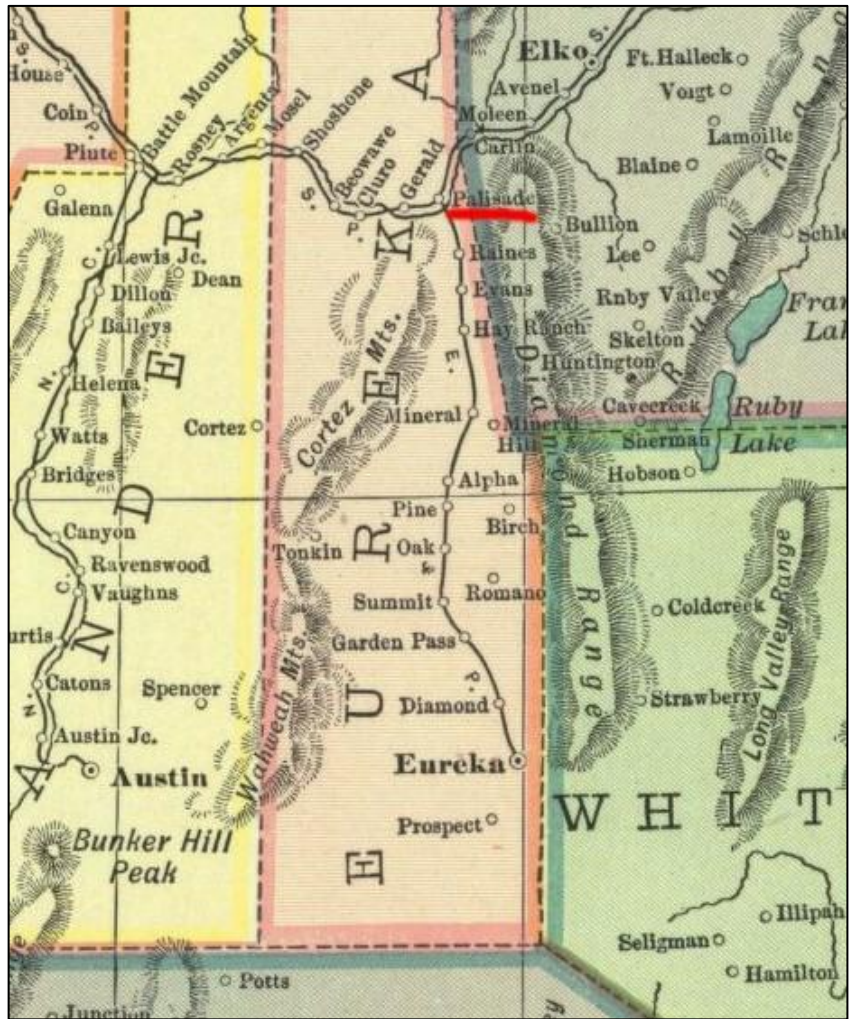
Palisade, Nevada – A Town with a Sense of Humor

By Patrick Crosby

Maybe it was something a train passenger said while stopped briefly in Palisade, and perhaps this nascent idea took shape in one of its many saloons. Easterners coming west on the (first) Transcontinental Railway in the early 1870's were looking for adventure in the Wild West but had seen mostly monotonous landscapes. As the train paused in Palisade for wood and water the passengers would step out to stretch when a fight would break out between two groups of thugs, shots fired and blood spilled. Horrified passengers scrambled back onto the train and sometimes as it pulled away a band of Shoshone Indians would stage an attack on the town. When the train was out of sight the dead and wounded arose, cleaned up the area, and went on about their daily lives – the bullets were blanks, the blood was from a local slaughterhouse, the Native Americans were friendly. These dramas went on for about three years and 1,000 performances with varied twists. Welcome to the Wild West!

Palisade is located about 10 miles south of Carlin, NV. Although Interstate 80 goes through Carlin, it does not drop down to Palisade, leaving the town isolated on a short gravel road off the north/south Highway 278. The Humboldt River runs through town after it courses through the narrow Twelve Mile Canyon, with walls sometimes 1,000' high. This is called the Palisades of the Humboldt.

Although there were sceptics that a town would even be practical in this small, narrow location, Palisade became very important not because of its silver, but because the east/west railroad used standard gauge tracks.



1906 map with railroads



The Central Pacific Railroad established a station at Palisade in 1868 during construction of the Transcontinental Railway. There were rich deposits of silver ore to the south, especially from the towns of Mineral Hill, Eureka, and Hamilton. Remember, there was no Loneliest Road in America (Hwy. 50) running through Eureka. Around 1874 The Eureka & Palisade Railroad (later names: Eureka & Palisade Railway and Eureka Nevada Railway – all E&P) was built to bring bullion and ore from the southern mines to the main east/west line at Palisade.

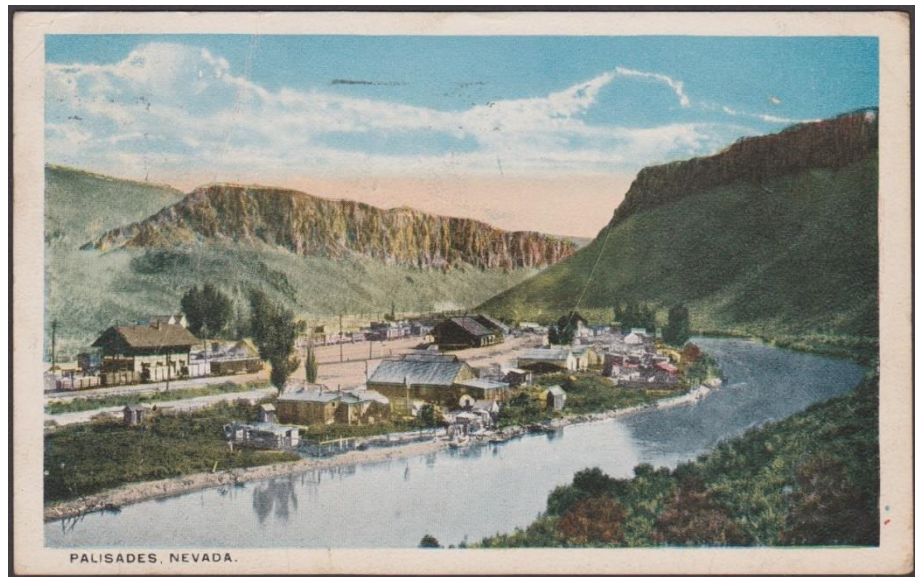
Before this time all the transporting was done by wagon and stage lines on an iffy road. But this 90-mile railroad had narrow gauge tracks which were 3' wide. All the bullion, ore, machinery, lumber, shingles, groceries, household niceties and other supplies had to be unloaded and then reloaded between the standard (4' 8.5") and narrow-gauge railroads in Palisade. Narrow gauge railroads were cheaper to build, outfit and maintain plus they were more suitable in difficult mountainous areas.

First and foremost, Palisade was a railroad town and had a population of about 300 at its peak.

By 1906 copper deposits were being actively worked in Palisade, "rivaling the great copper mines of Ely." Also, at this time the main east/west tracks were owned by the Southern Pacific Railroad (S.P.) which was in fierce competition with the Western Pacific Railway (W.P.) who was building a set of tracks parallel to the S.P.'s. Through the Twelve Mile Canyon S.P. was on one side of the Humboldt River and W.P. was on the other side. S.P. already had a tunnel built through a hill at Palisade, so W.P. went and built their own tunnel about 100' away.

The silver deposits played out in Palisade and later Eureka. As Palisade was withering away in 1910 a flood wiped out much of the town. The winter of 1909-1910 was one of the wettest on records with flooding occurring throughout the Rocky Mountains region and the Pacific Northwest (Idaho, Washington, Oregon and the British Northwest). All the railroads suffered heavy damage with services suspended. Southern Pacific was up and running in two weeks, but not E&P. There was at first a 30' washout in Alpha, with many more washouts to follow. At Hay Ranch the body of water was three miles wide. Rails along the way had been pushed out of line and level by the torrents.

Then in Palisade the only telegraph line went down and they and the other towns along the E & P were



**Former Palisade town site. (Car trip photo in 2021.)
Compare the town site to post card photo above this one.**

isolated from the rest of the world. As reported in *The Eureka Sentinel* (March 12, 1910) the flood raised Palisade homes and businesses off their foundations one by one, sending them down the flooded river, followed by the entire redlight district.

As the buildings smashed against a steel railroad bridge over the river “...they crumbled like a card house”. Seven Southern Pacific trains were stuck in Palisade, so “Crap games and roulette enjoyed a boom so long as the colored brethren (Southern Pacific dining car cooks, porters and waiters) were in the town. White men also were not averse to taking a whirl at the games.” The S.P. emergency “wrecking crew” was based in Palisade and went to break up the debris and ice buildups at the bridge and to salvage goods. They saved a keg of claret wine and a half barrel of whiskey which were spirited away. Later, given the choice of returning the goods or spending the night in a box car (an improvised jail), they returned the goods.

In 1911 Southern Pacific built new shop buildings and a roundhouse in Carlin, further lessening the importance of Palisade. The E&P was abandoned in 1938 and the Palisade post office, opened in 1870, closed in 1961. The Post Office Department sometimes used the E&P for mail transport along their route, but other times Star Routes, which used private contractors, were established. The *Daily Bulletin of the Post Office Department* of April 27, 1885, includes Star Service established for the Paradise to Eureka route, “Contractor not to be allowed more than 14 hours running time each way [that’s 90 miles each way], and not to be allowed to carry mail on the railway.”

The picture postcard (on the right) dated September 22, 1905, has a Palisade, NV, handstamp which is a type 2 Doane cancel with a “5” in its killer bars. The card is noted as received in Chicago, IL, on September 25th with an International machine circle date stamp. Later that morning an American machine Chicago, IL, Hyde Park Station Received cancel was applied. The view side (not shown) has a scene on the S.P.’s line at their Big Tree Station near Santa Cruz, CA.

The postal card (Sc. UX18, UPSS S22) on the right, is a Wells Fargo and Co. Express correspondence from October 18, 1907, canceled using the same Palisade Doane canceller.



On the back of the card Wells Fargo dates the item on October 16th with a purple handstamp at Eureka, NV. They state that a catalog sent by Montgomery Ward on September 11th has not been delivered since they can't find the addressee in Hamilton, NV, who has made "No Response to Postal." They want to know what to do with the catalog. Although Eureka had a post office, the card was carried to Palisade before being posted.

During the spring of 2021, Covid was temporarily waning, so my wife and I made a trip to Elko, NV, mainly to visit Palisade 32 miles away. In Elko I noticed multiple tour buses constantly coming and going. So I asked a waitress if all the buses were for gamblers. "Oh, you're not from here," she said, "These buses take workers out to distant gold mines where they stay a week or two before being brought back to Elko." So mining is still very much alive.

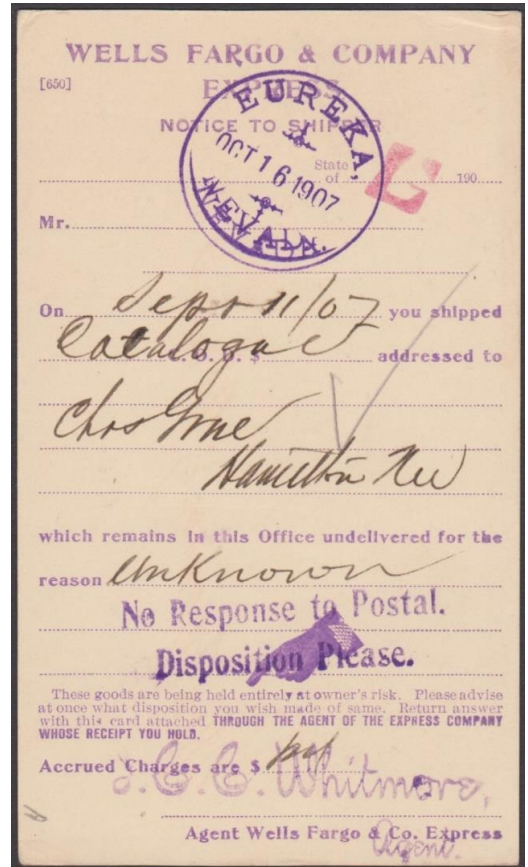
Palisade has its cemetery on a hill overlooking the town site. A few dilapidated coal and ore bunkers along with miners' shacks are built into a hillside. Someone appears to be still living in an old house on a large, well-situated site.

When arriving at Palisade I immediately decided we needed to inspect along a narrow dirt road leading to the railroad tunnels. But there were sections of deep mud that my car swayed through, then we encountered raised railroad tracks. "Do I stop in the mud and hopefully proceed? Or do I dart over the raised tracks and try to find a dry spot to turn around." I darted, and now I understand why roads should not cross railroad tracks near a tunnel exit. Later a train came cruising through the other tunnel. I read that the dirt road continues alongside one pair of tracks through the Palisades of the Twelve Mile Canyon – maybe next time.

References:

- Richard Moreno Roadside History of Nevada (Missoula, MT: Mountain Press Publishing Co. 2006).
- Robert Greenwood Nevada Post Card Album (Reno, NV: Fred Holabird Americana 1998) [I used his comments, not his great postcard views]
- Rand McNally and Co. Pictorial Atlas of the World (New York: C.S. Hammond and Co. 1906) [found at Historical Map Archive, albamamaps.ua.edu].
- Ray Dunakin, Ghost Towns, Mines, and More!, raydunakin.com.
- uspostalbulletins.com.
- postalhistory.com, U.S. Post Offices.

Patrick Crosby is a member of the Nevada Stamp Study Society and collects U.S. postal stationery, stamps, and postcards with an emphasis on postal history.



April Quiz – U.S. Back of Book

By Dave Gehringer

1. On what type of stamp was an airplane first depicted?
(a) Definitive (b) Commemorative c. Airmail d. Parcel Post
2. Postage Due Stamps had how many basic designs?
(a) One (b) Two (c) Three (d) Four (e) Five
3. Which of the following companies produced privately perfed stamps for vending and affixing machines?
(a) Attleboro (b) Farwell (c) Brinkerhoff (d) Schermack
4. The "Persian Rug" is a revenue stamp of what denomination?
(a) \$100 (b) \$200 (c) \$500 (d) \$1000
5. The First Christmas Seals were issued by what chapter of the American National Red Cross?
(a) New York (b) Delaware (c) New Jersey (d) Pennsylvania
6. Which two semi-postal stamps shared the same illustration? (a) B1+ B2 (b) B3 + B4
(c) B-1 + B5 (d) B1 + B3
7. What denomination was not used on a Duck Stamp?
(a) \$5 b \$10 (c) #15 (d) \$20
8. The difference between the first two Postcards (UX)
(a) Color (b) Watermark (c) Design (d) Perforations
9. The stamp nicknamed the "Baby Zepp" is...
(a) C13 (b) C14 (c) C15 (d) C18
10. Although only two Trailer Permit Stamps were issued, its use lasted for how many years?
(a) 3 (b) 6 (c) 9 (d) 12

Bonus: There were many revenue stamps issued for various reasons. They included which items below?

(a) Beer Tax (b) Wine Tax (c) Narcotic Tax (d) Fermented Fruit Juice Tax

The April quiz is worth 110 **Auction Bucks**. Please complete the quiz and give your answers to **Betty Mudge** at the next in-person meeting or email to:

postboyquiz@renotamp.org

Mar. Quiz Answers: 1. b 2. c 3. d 4. b 5. a 6. d 7. c 8. a 9. c 10. a 11. b 12. c

New Museum Opening

At our Feb. 26 meeting, **Eric Moody** had to leave early for the Ribbon Cutting Ceremony for a new local museum. **Harvey Edwards** developed the cover below to honor and commemorate the occasion. The official museum opening will be in April 23, but the ribbon cutting was pushed up into February for Black History and Heritage month. The Reno post office was gracious enough to apply the hand-cancel postmark. Harvey had 10 covers prepared with several going to the museum.



The inscription on the back of the cover reads:

Northern Nevada African American Firefighter Museum

Established in 1956, the Black Springs Volunteer Fire Department lacked equipment and a local fire station. A local Black Springs fire station, now home of the new Northern Nevada African American Firefighter Museum, was constructed in 1970 and operated until the mid-1980's. At the time, the Black Springs Fire Department had six volunteer firefighters, led by Chief William Lobster, the first African American Fire Chief in Nevada.

"Black Spring" began appearing on railroad maps in the 1800s and as "Black Springs" by the 1880s. The area had been primarily white into the 1950s with restrictive racial covenants that prohibited selling or even renting property to anyone who was not white. By the mid- 1950s, a number of Black families were able to purchase lots from J.E. Sweatt, who had purchased land expressly to sell to Black people.

Learn more about the history of Black Springs and its volunteer firefighters at the Northern Nevada African American Firefighter Museum on Kennedy Drive in the Grandview Terrace area North of Reno.

Vassar Post Office Display

The two wall frames at the main Reno post office on Vassar Street had a new display for the month of March. The frame on the left had The Art of Disney material and the frame on the right had 6 pages of St. Patrick's Day covers. **John Walter** changes the display every 4 – 6 weeks.

Pictures of the display need to be taken at an angle because of severe reflections from overhead lights and the large window in front of the display frames.

