

1869 TIMES

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quarterly newsletter of
THE UNITED STATES 1869 PICTORIAL RESEARCH ASSOCIATES

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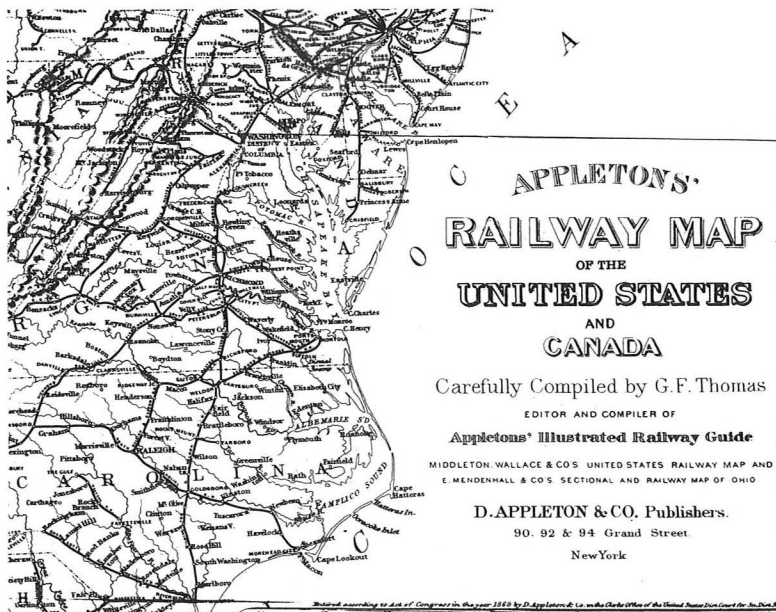
Whole No. 9

SPECIAL RAILROAD EDITION

Dear Associates,

This special Railroad edition of "1869 Times" is by far the largest and most ambitious quarterly project attempted by your Editor. It has taken longer than I anticipated, and thus, may arrive somewhat later than expected. I think you will agree that it was worth the wait. The usefulness of the data will be apparent as the 20 pages unfold.

We owe a debt of gratitude to Charles L. Towle, author of the feature article, "A Listing of Transit Markings Found on Cover with Stamps of the 1869 Pictorial Issue" for the tremendous contribution made to 1869 philately herein. Charley was co-author of the USPS handbook, Railroad Postmarks of the United States 1861-1886, published by that society in 1968. He is currently President of the Mobile Post Office Society, APS affiliate #64, and author of the United States Transit Marking Catalog.



1869 U.S. RAILROAD MAP

The other quite significant feature of this "Times" mailing is the inclusion of a reprint of an original 1869 U.S. Railroad Map. It is quite unusual that our President, Margaret Wunsch, proposed that the map be reprinted at about the same time that Charley came forth with his fine manuscript. It is an excellent accompaniment. The map was found by Past APS President, Ned Willard, in a dust-covered attic during an estate sale. Ned prepared a few copies of the map for friends, and that's how Margaret received her copy.

The map will be a part of the benefits of 1977-78 membership in the PRA. All current members, and those who join for '77-78 in the future will receive a copy. Additional copies may be purchased from the publication sales chairman, Elliott Coulter at \$3 each (PO box 280, Bronxville, N. Y. 10708).

John Birkinbine, II and Dr. Richard M. Searing were appointed by President Wunsch to serve as delegates to the joint APS-ASDA meeting on Aug. 17 in San Francisco concerning the formation of committees to initiate a hobbywide code of ethics. Their suggestion that a handbook be published which described basics of repairing, regumming and reperforating, etc., for distribution, and that ASDA members be required to pass a test in order to maintain their present membership met with affirmative response from the floor. Hopefully, the PRA will be represented in a working committee soon.

See Fred Lopez's new column on 1869 Essays & Proofs for ... **WHAT IS THIS ?**

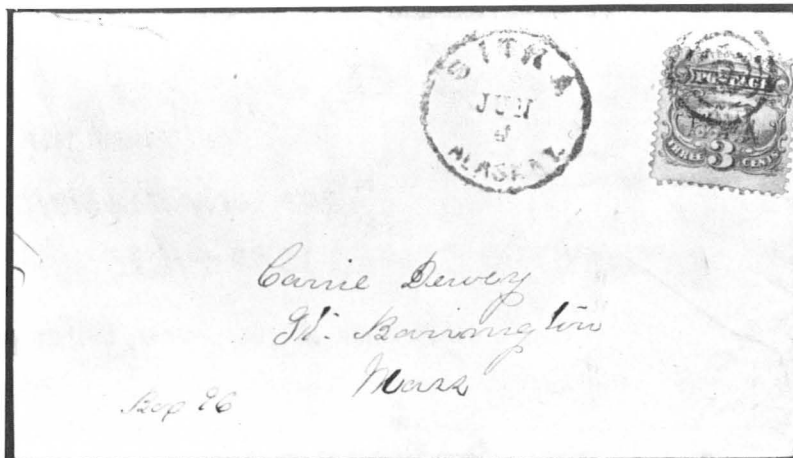


PRESIDENT'S MESSAGE

by Margaret L. Wunsch

Our Editor did it again -- what an outstanding August "1869 Times." Every article contains a wealth of information -- thanks to all for writing. Each of us must know other persons interested in the 1869 issue. Reach out and give the good news of our existence and that we are disseminating our research finding. Knowing this, they will surely want to become members. Jim Cryer will send you application forms for membership promotion.

I wish to publicly thank Pat Herst for his helpful information from time to time. Pat must read our publications the day he receives them. His last note to me was that he read the article on "Sitka, Alaska Territorial Use of the 3c 1869" in the 1977 REGISTER and notified me that there is another cover from Sitka which he sent to the co-editors of the APS projected book on cover fakes.



Fraudulent Sitka, Alaska Territory spotted by Pat Herst

Pat's knowledge and keen detecting eyes caused him to doubt this item's authenticity. He received it in a collection of Territorial covers for auction about 1970. The ink did not look just right -- it seemed to be a bit bubbly with specks of white in it. He sent it to the Philatelic Foundation and the opinion was that the stamp did not originate on the cover and the town cancellation a counterfeit, which confirmed Pat's opinion. Such information is a protection to prospective buyers.

Pat checked its source and found it came from a cover dealer whom we both knew. The purchaser had paid \$500 for it and Pat bought it for a small sum to keep it off the market and now in the hands of the co-editors who are studying US fraudulent covers.

I first wrote to Dr. Robert L.D. Davidson, (one of our latest PRA members and interested in Delaware postal history) who had sent the cover to David Lidman. I immediately wrote to David and he sent the cover and Foundation report as shown above. Thanks to these fine gentlemen for their support of our PRA.

I just returned from MIDAPHIL in Kansas City, Mo. and was so delighted with the response to our publications from the many members I saw there. PRA member Col. Robert G. McClellan won the Reserve Grand with his Black Jacks. He also gave a most beautiful presentation of slides on McClellan Patriotics. Associates who live in K-C (Creighton Hart and David T. Beals) were particularly gracious, but there is just not enough space to go into detail about the trip.

It is fall and I trust you have enjoyed its beauty. I also pause for the two forthcoming holidays and thank you very much for the confidence and friendship you have given your Board of Directors. The future certainly looks bright for Associates.**

**MOVING?
DON'T
FORGET
YOUR MAIL.**

Please send your address changes to Jim Stever, Bank & Trust Tower, Corpus Christi, Texas 78477.

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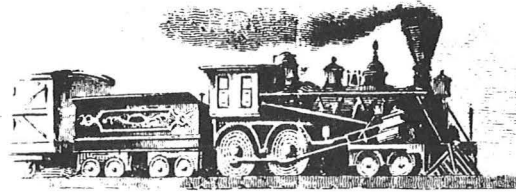
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LOVE

OF LOCOMOTIVES



by Benjamin E. Chapman

BY OVERLAND MAIL - One of my favorite subjects for study is the transcontinental railroad and its related postal history. Since this is a special railroad edition of the "1869 Times", I just could not pass up the opportunity to pen a few lines. Shown at right is an item I acquired a number years ago because of the quaint manuscript notation, "By Overland Mail." Little did I realize the interesting facts which I would discover (and speculation which could be advanced) after a little digging.

First, noting the CDS, one would surmise the letter left San Francisco on its way to Boston in the early spring of either 1869 or 1870. Then, realizing that the Transcontinental railroad was completed on May 10, 1869, it is natural to assume the writer knew link-up was imminent and sent the letter "Overland."

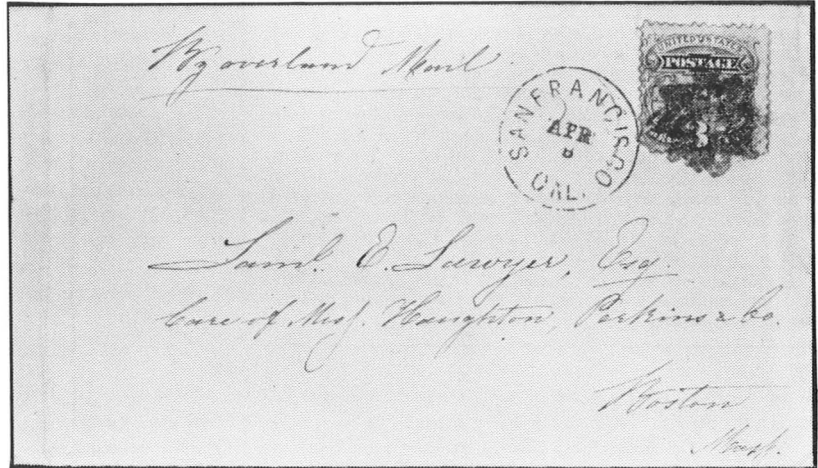


Figure 1. Although this letter could have been mailed in 1870, a much more interesting story can be spun if it is assumed that the origin was in 1869, just before May 10.

Well, what was the situation on April 9, 1869 and where were the rails at that point in time? There are a number of excellent books on the subject where the answer may be found. Of these, the most useful, and the ones I have drawn from for this article are: Pioneering the Union Pacific, by Charles Edgar Ames, LC69-13448; The Railroaders (Time-Life Books), LC 73-84316 & Makin' Tracks by Lynne Mayer and Kenneth Vose, LC74-25464

The rivalry between the UP & CP railroads had been hot for sometime prior to the spring of 1869. But, it was time for action and decision, as the meeting point for the railroads had not yet been decided. The fateful day was our April 9, 1869, when representatives of the CP & UP met in Washington and finally agreed to meet, "at some point within eight miles west of Ogden" and that "the Union Pacific company shall complete the track to the summit of Promontory Point to which place the Central shall build from the west, and the Central Pacific company shall pay to the Union the cost of the road. . . from the terminus near Ogden as aforesaid to said Promontory Point. . . ." Congress met the following day (April 10) and a Joint Resolution was passed calling for (in part): "The common terminus. . . shall be at or near Ogden; and the Union

Pacific. . . shall build, and the Central Pacific. . . shall pay for and own, the railroad from the terminus aforesaid to Promontory Summit, at which point the rails shall meet and connect and form one continuous line."

On April 10, 1869 the ends of the tracks were only 75 miles apart; the Union Pacific was 16 miles east of Promontory in rough terrain where the going was slow and expensive while the Central Pacific was 59 miles west of the designated meeting place (Promontory) in flat, easily traversed desert.

Perhaps one of the most interesting facets of this era is that the Post Office Department contracted with Wells, Fargo & Co. to carry the mail between the rail heads in late 1868! The following is an excerpt from the Report of the Postmaster General for 1869, showing that our subject cover and many others in the October 1868-May 1869 period were handled by Wells Fargo, and are Western Expresses!

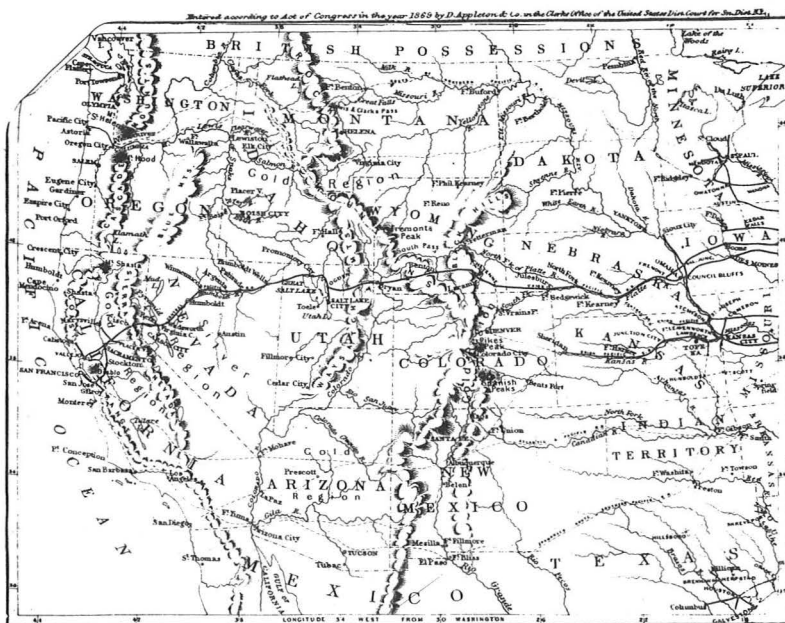


Figure 2. The Western Railroad.

REPORT OF THE POSTMASTER GENERAL.

The contract or agreement entered into on the 21st October, 1868, between the Post Office Department and Messrs. Wells, Fargo & Co., for the transportation of the United States mails between the western terminus of the Union Pacific railroad and the eastern terminus of the Central Pacific, for the term of one year from October 1, 1868, or until the two railroads should meet, at the rate of \$1,750,000 per annum, subject to deduction *pro rata* for every section of fifty miles of railroad completed and reported to the department ready to carry the mails, expired on the 9th of May, 1869, the railroads having effected a junction and reported ready to carry mails through on the 10th. When the contract was entered into, it was estimated that the junction would not be formed before the 31st July, it being supposed that the severity of the weather would compel a suspension of work on the railroads during the months of January, February, and March; and it was further estimated that the cost of the mail service under Wells, Fargo & Co.'s contract would amount to \$670,144. The weather proving unusually mild, however, and the progress of the roads being uninterrupted, their completion was accelerated nearly three months, and hence the cost of the service under the contract with Wells, Fargo & Co. was reduced \$214,339 36 below the estimate. The amount actually paid to them for the whole period from 1st October, 1868, to 9th May, 1869, inclusive, (221 days in all,) after making deductions for completed sections, was \$455,804 64.

Overland mail. Between termini of Pacific railroads.

The rails did meet on May 10, 1869 and according to Ames, "through freight and passenger service between Omaha & Sacramento commenced on May 15, five days after the Golden Spike." We will have to assume the comment in the PMG

Report at left is correct about carrying the mail on May 10, until additional information is discovered. Associates having docketed covers verifying early passages over the newly completed road are asked to report them to this writer for compilation. General Dodge (Chief Engineer in charge of construction for the U.P.) wrote of the event, "That night the visitors started East and West, leaving the engineers. . . . It was only a day or two before trains bound for the Atlantic and Pacific were passing regularly."

While we are on the subject of Promontory, Associates should take a look at Figure 4 in Charley Towle's article. This cover showing the "Junct. C.P. & U.P. R.R." is most intriguing. Could some enterprising postal clerk have made this marking for use at Promontory City? It's use has not been fully established. Associates having additional information or covers bearing this marking should share this with Mr. Towle.

Figure 3. Excerpt from the 1869 PMG Report.

Shown below in Figure 4 are copies of the May 1869 schedules for both the Union Pacific and Central Pacific Railroads. As may be seen, the journey from Sacramento to Omaha then took 4 days & 21 hours. By May 16, 1870, this time had been reduced to 4 days & 7 hours -- and the entire journey from San Francisco to New York took 6 days & 20 hours. This of course is the actual minimum scheduled time assuming no delays and perfect connections. Keep a lookout for docketed covers verifying coast-to-coast transit times. I have recently found a few to consider: 1) NYC 1/31/70 to S.F. docketed 2/9/70 - 9 day transit. 2) Boston 4/11/70 to S.F. docketed 4/20/70 - 9 day transit. 3) NYC 1/25/70 to S.F. docketed 2/2/70 - 8 day transit. 4) Danbury, Conn. 3/4/70 to S.F. docketed 3/12/70 - 8 day transit. Eight days is really pretty good considering transfer times from the post office to the R.R. and then delivery on the other end.**



177. CENTRAL PACIFIC RAILWAY. OPEN 689 MILES, FROM SACRAMENTO TO OGDEN.

Trains Leave.			Trains Arrive.		
Acc.	Exp.	Miles	Acc.	Exp.	Miles
3:00	5:00	0	12:00	10:00	6:30
STATIONS					
Sacramento			Ogden		
Junction			Humboldt		
Rocklin			Wadsworth		
Newcastle			White Plains		
Auburn			Browns		
Colfax			Greene		
Gold Run			Humboldt		
Alta			Rose Creek		
Carson			Winnouucca		
Summit			Golconda		
Truckee			Ston House		
Boca			Battle Mountain		
Reno			Argenta		
Clark's			Shoshone		
Wadsworth			Carlin		
White Plains			Eiko		
Browns			Neko		
Greene			Deeth		
Humboldt			Humboldt Wells		
Rose Creek			Independence		
Winnouucca			Toano		
Golconda			Hontello		
Ston House			Desert		
Battle Mountain			Terrace		
Argenta			Monument		
Shoshone			Promontory		
Carlin			Omaha		
Eiko					
Neko					
Deeth					
Humboldt Wells					
Independence					
Toano					
Hontello					
Desert					
Terrace					
Monument					
Promontory					
Omaha					

178. CENTRAL BRANCH UNION PACIFIC RAILWAY.

Leave.		Mar. 10, 1869.		Arrive.	
Class	Miles	STATIONS	Miles	Class	Miles
A. M.	10:00	Atchison	100	P. M.	4:00
A. M.	10:55	Farmington	87	P. M.	3:12
A. M.	11:37	Effingham	82	P. M.	2:48
A. M.	12:02	Muscatine	76	P. M.	2:13
A. M.	1:05	Netawake	63	P. M.	1:03
A. M.	1:49	Wetmore	68	P. M.	12:30
A. M.	3:16	Corning	43	P. M.	11:60
A. M.	3:50	Costrains	38	P. M.	10:31
A. M.	5:00	Frankfort	21	P. M.	9:18
A. M.	6:12	Barrett's	18	P. M.	9:00
A. M.	6:58	Irving	10	P. M.	8:17
A. M.	8:30	Wativerville	0	P. M.	7:30

18. UNION PACIFIC RAILWAY. OPEN 1,085 MILES—OMAHA TO PROMONTORY.

Westward Trains.				Eastward Trains.			
Wtd	Exp	Wtd	Exp	Miles	Wtd	Exp	Miles
5:45	12:00	4:20	11:15	0	10:85	4:05	9:30
STATIONS							
Omaha				Promontory			
Papillion				Kim Creek			
Fremont				Willow Island			
North Bend				Brady Island			
Schuyler				North Platte			
Colburn				O'Fallon's			
Silver Creek				Ozalla			
Clark				Julesburg			
Chapman				Lodge Pole			
Grand Island				Sidney			
Kearney				Bushnell			
Kim Creek				Pine Bluff			
Willow Island				Hilldale			
Brady Island				Cheyenne			
North Platte				Hazard			
O'Fallon's				Shrman			
Ozalla				Fort Saunders			
Julesburg				Laramie			
Lodge Pole				Wyoming			
Sidney				Rock Creek			
Bushnell				Baton			
Pine Bluff				Rawlins			
Hilldale				Creston			
Cheyenne				Table Rock			
Hazard				Bitter Creek			
Shrman				Point of Rocks			
Fort Saunders				Bryan			
Laramie				Bridger			
Wyoming				Piedmont			
Rock Creek				Wabsatch			
Baton				Echo			
Rawlins				Weber			
Creston				Ogden			
Table Rock				Promontory			
Bitter Creek							
Point of Rocks							
Bryan							
Bridger							
Piedmont							
Wabsatch							
Echo							
Weber							
Ogden							
Promontory							

Figure 4. May, 1869 Timetables for both Central and Union Pacific Railroads.

FOR MAP AND ADVERTISE

TRANSIT MARKINGS FOUND ON COVERS WITH STAMPS OF THE 1869 ISSUE

by Charles L. Towle

INTRODUCTION



As of June 30, 1869 contracts existed over 39,537 miles of railroad for the carriage of mail in the United States and 1129 railway mail service employees performed requisite mail handling services. A year later, June 30, 1870, the mileage had increased to 43,727 but due to economy moves, only 1106 railway mail employees were on the roles.

With this considerable mileage of contract mail-carrying railroads and number of agents, clerks and messengers, it would seem that transit markings of railway and waterway agents and railway R.P.O. clerks would be fairly common on cover with the postage stamps of those years -- yet it is not so. Assembling a representative collection of transit markings on cover with the 1869 issue is most difficult. Railway agent markings are infrequent and waterway agent markings excessively rare. More often encountered are R.P.O. markings applied by clerks on the Railway Post Office cars of this early R.P.O. period and station markings applied by station agents (or postmasters at railway stations). One of the most unusual aspects is that such routes as New York-Boston and New York-Washington, which carried relatively large amounts of mail, seem to be the most difficult to locate with such markings on cover.

For the use of 1869 collectors I have compiled from my files and many years of auction records a listing of known railroad agent, waterway agent, railway R.P.O. and station markings known on cover with stamps of the 1869 issue. The listing shows U.S. Transit Markings Catalog number, color of marking if other than black, date of use if shown and state in which station markings listed were employed. In addition, for use of collectors, are shown points between which markings were employed, mileage of route or location of station and railroad over which route was operated.

The sale of the William Wyer collection of railroad covers by Daniel Kelleher in January and again in October, 1977 contained the greatest number of railway markings ever assembled. Yet in these sales, with well over 2,000 early railroad and waterway markings, only 59 covers were handled with markings on cover bearing 1869 issue postage stamps. This is a strong indication of the relative rarity of such markings as Bill Wyer was particularly interested in this issue and acquired examples of the various markings with 1869 issue stamps whenever possible.

Our readers are requested to report to the writer any unlisted examples of railway or waterway markings used on cover with the 1869 issue. Only origination markings are desired for listing. Address: Charles L. Towle, 4621 E. Don Jose Drive, Tucson, Arizona 85718.

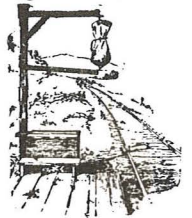


Figure 1 - N.J. Centr. R.R., USTMC 254-C-1, black, NDL, 1870, New York, N.Y.-Easton, Pa., 77 miles, Central R.R. of New Jersey.

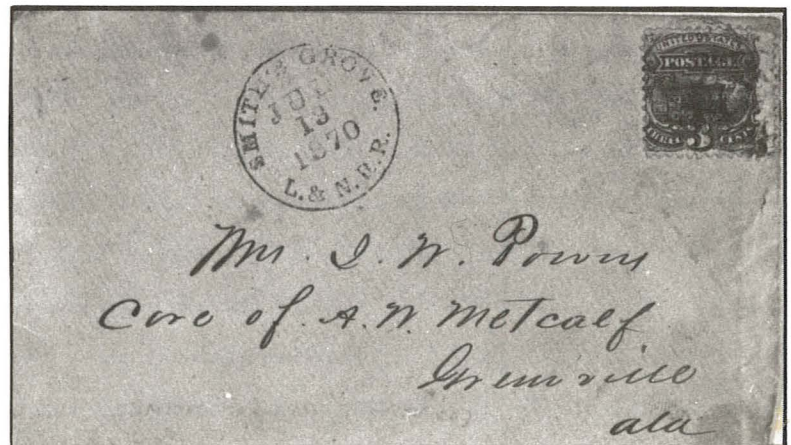


Figure 2 - L. & N.R.R. Smith's Grove, USTMC 525-S-2, 27, black, 1870, Louisville & Nashville R.R., station 14 miles north of Bowling Green, Ky.

LISTING OF TRANSIT MARKINGS FOUND ON VARIOUS STAMPS OF 1869 ISSUE

A. & Elk Ridge R.R., 269-A-1 (Annapolis and Elk Ridge R.R.)/Annapolis-Annapolis Junction, Md., 21 m.
 Ashuelot R.R., 29-A-1, blue (Cheshire & Ashuelot R.R.)/Keene, N.H.-So. Vernon Jct., Vt.-Springfield, Mass., 74m.
 Atlanta & Chatta. R.P.O., 357-F-1, blue
 Atlanta to Chatt. R.P.O., 357-E-1, blue
 Atlanta to Chatt. R.P.O., 357-E-2, blue/Atlanta, Ga.-Chattanooga, Tenn., 139m., Western & Atlantic R.R.
 Augusta & Port. Agt., 4-N-1/Augusta-Portland, Me., 63m., Maine Central R.R.
 Balt. & Ohio R.R. Farmington, 278-S-2a, blue/Station Wheeling Branch, 32m. west of Grafton, W. Va.
 B. & O. R.R. Marriottsville, 274-S-3, blue/B.&O. Old Main Line 29 m. west Baltimore, Md.
 B. & O. R.R. Monrovia, 274-S-8, blue/ B.&O. Old Main Line 50m. west Baltimore, Md.
 B. & O. R.R. N.W. Va. (New Salem), 571-S-2, blue/Parkersburg Branch B.&O. 36m. west Grafton, W.Va.
 B. & O. R.R. Sir John's Run, 274-S-18/Station Main Line B.& O. 130 m. west Baltimore, Md.
 B. & O. R.R. Thornton, 274-S-29a, blue/ Station (W. Va.) Main Line B.& O. 29m. east of Fairmont
 B & O. R.R. Woodbine, 274-S-5, blue/ Station Old Main Line B.& O. 38m. west Baltimore, Md.
 Boone to Cncl. Bluffs R.P.O., 691-J-1/ Boone-Council Bluffs, Ia., 148m., Chicago & Northwestern Rwy.
 B. & A. R.R. Canaan, 53-S-2, blue/ Station Boston & Albany R.R. 17m. west of Pittsfield, Mass.(N.Y.)
 Boston & Cape Cod R.R., 55-B-1/ Boston-Wellfleet, Mass., 106 m., Old Colony-Cape Cod R.R.
 Boston to Port. R.P.O., 4-P-1/ Boston, Mass.-Portland, Me., 108m., Eastern R.R.
 B. to Rouses Point R.P.O., 24-E-1, 1869
 B. to Rouses Point R.P.O., 24-E-2/ Boston, Mass.-Rouses Point, N.Y., 289m., Central Vermont R.R.
 B. C. & Fitchburg R.R., 52-A-1/ Boston-Clinton-Fitchburg, Mass., 57m., Boston & Albany, B.C.&F.R.R.
 B. C. & M. R.R., 25-C-1/ Boston, Mass.-Lancaster, N.H., 209m., Bos., Con., Montreal & White Mtns. R.R.
 Boston, Lowell & Nashua R.R., North Billerica, 24-S-3a/ Station Boston, Lowell & Nashua R.R. 22m. north Boston.
 Bristol to Chatta. R.P.O., 500-H-1, blue/ Bristol-Chatt., Tenn., 242m., East Tenn., Virginia & Georgia R.R.
 Bristol To Chatt. R.P.O., 500-H-2, red, black/ Bristol-Chatta., Tenn., 242m., East Tenn., Virginia & Georgia R.R.
 Bureau Valley R.R., 703-A-2/ La Salle-Peoria, Ill., 62m., Chicago & Rock Island R.R.
 Chatt. To Atlanta R.P.O., 357-H-1, blue/ Chatt., Tenn.-Atlanta, Ga., 139 m., Western & Atlantic R.R.
 Chatt. To Memphis R.P.O., 502-D-1, blue/ Chatt.-Memphis, Tenn., 311m., Memphis & Charleston R.R.
 Chesa. & Ohio R.R., 303-D-1/ Richmond, Va.-Huntington, W.Va., 420m., Chesapeake & Ohio R.R.
 C. & D. R.R. Doves, 341-S-1, blue/ Station Cheraw & Darlington R.R., 18m. north Florence, S.C.
 C. & B. Quincy Br. R.R., 659-A-1/ Galesburgh-Quincy, Ill., 102m., Chicago, Burlington & Quincy R.R.
 C. & Savannah R.R., 350-B-1/ Charleston, S.C.-Savannah, Ga., 104m., Savannah & Charleston R.R.
 Chi. to Clinton R.P.O., 691-B-1/ Chicago, Ill.-Clinton, Ia., 138m., Chicago & Northwestern R.R.
 Chi. to Davenport R.P.O., 702-F-1/ Chicago, Ill.-Davenport, Ia., 183m., Chicago, Rock Island & Pacific R.R.
 Chicago to Dunleith, 690-C-1 (#113)
 Chicago & Dun. R.P.O., 690-D-2/ Chicago-Dunleith, Ill., 182m., Chicago & N.W., Illinois Central R.R.

Chi. to Green Bay R.P.O., 839-D-1

Chicago & Gr. Bay R.P.O., 839-D-1/ Chicago, Ill.-Green Bay, Wis., 242m., Chicago & Northwestern R.R.

Chicago & Quincy R.P.O., 694-E-1, blue/ Chicago-Quincy, Ill., 263m., Chicago, Burlington & Quincy R.R.

Chicago & St. Louis, 705-E-1

C. & St. Louis R.P.O., 705-I-1/ Chicago, Ill.-St. Louis, Mo., 285m., Chicago & Alton R.R.

Cin. & St. Louis R.P.O., 650-B-3, blue/ Cincinnati, O.-St. Louis, Mo., 388m., Ohio & Mississippi R.R.

C. & P. R.R. E. Rochester Station, 554-S-7, blue/ Station in Ohio on Cleveland & Pittsburgh R.R.

Cleveland & Sandusky R.R., 559-A-1/ Cleveland-Toledo, Ohio, 107 m., Cleveland & Toledo R.R.

Elgin & State Line R.R., 692-B-1/ Elgin, Ill.-Geneva, Wis., 44m., Elgin & State Line R.R.

F.C. & R.B. R.R., 41-C-1

F.C. & R. & B. R.R. Mail Line, 41-H-1/ Burlington, Vt.-Boston, Mass, 234m., Fitchburg R.R., Cheshire R.R.,
Rutland & Burlington R.R.

Freeport & Cent. R.P.O., 709-C-1, blue/ Freeport-Centralia, Ill., 278m., Illinois Central R.R.

Ga. Central R.R., 353-A-1/ Augusta-Macon, Ga., 165m., Central R.R. of Georgia

Han. J. & Get. R.R., 236-A-1/ Hanover Junction-Gettysburg, Pa., 30m., Han. Jct., Hanover & Gettysburg R.R.

H'ille to Attica R.P.O., 125-P-1/ Hornellsville-Attica, N.Y., 60m., New York, Lake Erie & Western R.R.

Hudson River R.P.O., 114-F-2/ New York-Albany, N.Y., 144m., New York Central & Hudson River R.R.

Hudson River R.R., Garrison's, 114-S-8/ Station New York Central & Hudson River R.R. 50m. n. New York.

Ill. C. R.R. From Jonesboro, 708-S-7/ Station Illinois Central R.R. 37m. n. of Cairo, Ill.

Junct. C. P. & U.P. R.R., 912-C-1/ Not Definitely Identified. Junction Central Pacific-Union Pacific ?

Lake Champlain S.B., F-1-a (33 mm.)

Lake Champlain S.B., F-1-b (25 mm.)/ Whitehall-Rouses Point, N.Y., 120m., Lake Champlain Steamboat.

Lake Shore R.P.O., 115-M-1, blue/ Buffalo, N.Y.-Toledo, O., 296m., Lake Shore & Mich. Southern Railway.

Long Island R.R., 112-B-1/ New York-Greenport, N.Y., 101m., Long Island R.R.

L.C. & L. R.R. Sparta, 523-S-1, blue (Ky.)/ Station 42m. SW Covington; Louisville, Cincinnati & Lexington R.R.

L. & N. R.R., Smith's Grove, 525-S-2 (Ky.)/ Station Louisville & Nashville R.R., 14m. n. Bowling Green.

L. & Nash. R.P.O., 525-B-1/ Louisville, Ky.-Nashville, Tenn., 185m., Louisville & Nashville R.R.

Maine Central R.R., Waterville, 4-S-2/ Station 83m. n. Portland, Maine; Maine Central R.R.

Miss. Central R.R., 421-D-1

Miss. Centl. R.R., 421-E-2/ Canton, Miss.-Hunboldt, Tenn., 253m., Mississippi Central R.R.

Mo. Kan. & Tex. R.R., 809-A-1, #113/ Hannibal, Mo.-Denison, Tex., 577m., Missouri, Kansas & Texas R.R.

Mo. Valley R.R., 762-A-1/ Omaha, Neb.-St. Joseph, Mo., 133m., Missouri Valley (K.C. St. J. & C.B.) R.R.

Morris & Essex R.R., 250-A-1

Morris & Essex R.R., 250-A-2/ New York, N.Y.-Hackettstown, N.J., 63m., Morris & Essex R.R.

N.J. Centr. R.R., 254-C-1 (NDL)/ New York, N.Y.-Easton, Pa., 77m., Central R.R. of New Jersey

N.M.R.R., Thompson, 808-S-4, blue/ Station North Missouri R.R., 113 m. north of St. Louis, Mo.

N.Y. & Erie R.R., 125-H-1, blue/ New York-Buffalo, N.Y., 422m., New York, Lake Erie & Western R.R.

N.Y. via A. to Buff. R.P.O., 114-M-1/ New York-Albany-Buffalo, N.Y., 440m., New York Central & Hudson Riv.

N. Carolina R.R., 322-E-3/ Goldsborough-Charlotte, N.C., 223m., North Carolina R.R.
 N.C. Railway, Hanover Junction, 195-S-2 (Pa.)/ Station 46m. n. Baltimore, Northern Central Railway.
 O. to C.U. Pacific R.R., 932-D-1/ Omaha, Neb.-Cheyenne, Wyo. Terr., 516m., Union Pacific R.R.
 Or. & Alex. R.R., 302-C-2/ Washington, D.C.-Lynchburg, Va., 187m., Orange, Alexandria & Manassas R.R.
 Pensa. & Ga. R.R., 381-A-2/ Jacksonville-Quincy, Fla., 189m., Pensacola & Georgia R.R.
 Peoria, Pekin & Jacksonville R.R., 720-B-1/ Pekin-Virginia, Ill., 57m., Peoria, Pekin & Jacksonville R.R.
 Phila. & Balt. Central R.R. Toughdenamon, 205-S-2/ Station 36m. s. Philadelphia, Pa., Phila. & Baltimore R.R.
 Phila. & Erie R.R., Westmore, 198-S-2, blue/ Station 24m. e. Warren, Pa., Philadelphia & Erie R.R.
 P. & B. R.P.O., 697-E-1, blue/ Peoria, Ill.-Burlington, Ia., 95m., Chicago, Burlington & Quincy R.R.
 P. & R. R.R. Co., Tremont, 186-S-1/ Station 30m. n. Lebanon, Pa., Philadelphia & Reading R.R.
 Potomac Postal Cars, 305-V-1/ Washington, D.C.-Richmond, Va., 130m., Rich. Fred. & Potomac R.R.
 Prov. & Wor. R.R., 72-D-1/ Providence, R.I.-Worcester, Mass., 44m., Providence & Worcester R.R.
 Q. to St. Joe R.P.O., 810-B-1/ Quincy, Ill.-St. Joseph, Mo., 207m., Hannibal & St. Joseph R.R.
 Richmd. & Danve. R.R., 310-B-1/ Richmond, Va.-Greensborough, N.C., 189m., Richmond & Danville R.R.
 R. & B. R.R. Cuttingsville, 41-S-8/ Station 10m. SE Rutland, Vt., Rutland & Burlington R.R.
 R. & B. R.R. Gassett's, 41-S-9/ Station 18m. n. Bellows Falls, Vt., Rutland & Burlington R.R.
 R. & B. R.R. Whiting, 43-S-1/ Station 4m. w. Leicester, Vt., Addison Branch, Rutland & Burlington R.R.
 St. Joe & D.C. R.R., Hamlin Sta., 913-S-1 (Kan.), blue/ Station 50m. w. St. Joseph; St. Joseph & Denver City
 S. C. & Pacific R.R., 763-C-1/ Sioux City-Missouri Valley, Ia., 76m., Sioux City & Pacific R.R.
 So. Western R.R., 360-E-1/ Macon-Columbus, Ga., 99m., Southwestern R.R.
 Toledo & Lafay.R.P.O., 577-F-1/ Toledo, Ohio-Lafayette, Ind., 203m., Wabash, St. Louis & Pacific R.R.
 Troy & Boston R.R., 51-E-1/ North Adams, Mass.-Troy, N.Y., 48m., Troy & Boston R.R.
 Union Pacific R.R., 932-A-1
 Union Pacific R.P.O., 932-C-1, #113/ Omaha, Neb.-Ogden, Utah Terr., 1034m., Union Pacific R.R.
 Utica & B. R. R.R., 104-A-1/ Utica-Watertown, N.Y., 92m., Utica & Black River R.R.
 Vermont & Canada R.R., 24-Q-1, blue/ Burlington, Vt.-Rouses Point, N.Y., 53m., Vermont & Canada R.R.
 Wash. & N.Y.P.R.W.Car, 238-E-3/ Washington, D.C.-New York, N.Y., 232m., Balt. & Ohio; Pennsylvania R.R.
 Was. & Weld. R.P.O., 305-P-3/ Washington, D.C.-Weldon, N.C., 203m., R.F. & P.; Rich. & Pet., Petersburg R.R.
 Worcester & Nashua R.R., Ms. 21-A-1 (35 mm.)
 Wor. & Nashua R.R., 21-C-1 (26 mm.)/ Worcester, Mass.-Nashua, N.H., 45m., Worcester & Nashua R.R.

* * * * *



1978 REGISTER

Associates are requested to send pertinent research data to the prospective authors listed in the last (August) edition of "1869 Times". Help is needed by these researchers for accuracy and completeness.**

Deadline for the 1978 will be January 31.

Authors who have not corresponded with the Editor recently should do so at once.

From the 1869 Postmaster General's Report:

"The amount expended for new mail bags of all kinds was \$89,420. . . . The cost of mail-bag catchers, recently introduced into the service, for delivering and receiving mails from and on railway trains at full speed, was \$1,900. . . ."

On the "Due 1" cover in the Aug. edition, Cliff Leak thinks that the Clerk of the Court applied a docketing date of "Dec 1" instead of "Due 1".**

Railway Post Office Routes in operation June 30, 1870
for which 1869 Railway Markings have not been found.

- 1 - Albany to Buffalo, N. Y. (Operating Sept. 1867; Day, Night)
- 2 - Buffalo, N. Y. to Toledo, Ohio (Operating Sept. 1867; Day)
- 3 - Boston, Mass. to St. Albans, Vt. (Operating Sept. 1867; Day)
- 4 - Boston, Mass. to Albany, N. Y. (Operating Sept. 1867; Day)
- 5 - Boston to Fitchburg, Mass.
- 6 - Boston, Mass. to South Berwick, Maine
- 7 - Bloomington to Centralia, Illinois (Effective Sept. 30, 1865)
- 8 - Chicago, Illinois to Toledo, Ohio
- 9 - Chicago, Illinois to Davenport, Iowa (Effective Sept. 30, 1865)
- 10 - Chicago to Centralia, Illinois (Effective 1864)
- 11 - Columbus, Ky. to Cairo, Illinois
- 12 - Clinton to Montana, Iowa
- 13 - Centralia to Cairo, Illinois
- 14 - Davenport to Council Bluffs, Iowa (Effective Aug. 20, 1869)
- 15 - Dubuque to Iowa Falls, Iowa
- 16 - Lafayette, Ind. to Quincy, Ill. (Effective Sept. 1, 1869)
- 17 - Louisville, Ky. to Nashville, Tenn.
- 18 - Montana to Council Bluffs, Iowa
- 19 - New York, N. Y. to Boston, Mass. (Operating Sept. 1867; Day, Night)
- 20 - New York to Albany, N. Y. (Operating Sept. 1867; Day, Night)
- 21 - Philadelphia to Pittsburgh, Pa. (Effective May 21, 1865)
- 22 - Rochester to Niagara Falls, N. Y.
- 23 - St. Joseph, Mo. to Council Bluffs, Iowa



SELECTED 1869 COVERS



- | | |
|--|--------|
| #112 (F-VF) Tied to Lightly stained cover with partly readable "Pa." Pmk. Dated "Feb. 14"
Fancy Valentine enclosure, Rare | \$ 250 |
| #112 (Fine) Tied Fancy Pinwheel grid to Front only of V.F. white cover/pmk Lansing, Mich. | \$ 40 |
| #112 (V.F.) Lt. Can., not tied, on VF Yellow Drop Letter. Partly readable "Berrien, Mich."
Pmk., Original Business Enclosure of 2-2-70, cat. \$85+ | \$ 75 |
| #113 (F-VF) Tied odd grid to Ex. Fine Yellow cover. Pmk. "Omro, Wis.", cat. \$40+ | \$ 35 |
| #113 (F-VF) Rich Deep Brown, Tied, no pmk., Ex. Fine Yellow Drop Letter to "Putnam, Conn." | \$ 30 |
| #113 (Fine) Masonic Grid Cancel, Not tied, to VF White cover, Tiny stains, Pmk "Lansing, Mich."
and "Lisbon, Mich." and addr. to "Indian Creek, Mich.", Pretty | \$ 85 |
| #113 (Superb) Tied large Wing Grid, Ex. Fine white cover to "Concord, Vt.", no pmk, very nice | \$ 50 |
| #114 (F-VF) Tied to VF White cover, pmk "Garnett, Kans." w/cor. card "Law and Land Agency" | \$ 15 |
| #115 (VG-VF) Not tied, on VF small White cover, pmk "West Randolph, Vt." to Canada, cat \$175 | \$ 125 |
| #115 (VF) Deep Color, tied to VF Orange cover, pmk "Antwerp, NY" to Canada | \$ 135 |
| #116 (Fine) Tied by grid & Red "N. Y. Paid All" pmk to Germany, w/"Korn's Hotel" cor. card | \$ 150 |
| #116 (VF) Tied by "V's" Grid to VF White cover to Prussia, Red Rect. "Hamburg-Franco"
& Indistinct Red "N. Y. Paid All" markings, used July 1869, Nice | \$ 200 |
| #116 (Fine) Tied Crossroads Grid & Blue French "Cherbourg" rec. pmk to tissue cover, small
repair, w/black "8" (Decimes Due), "Short Paid" on Back, Very Scarce | \$ 250 |

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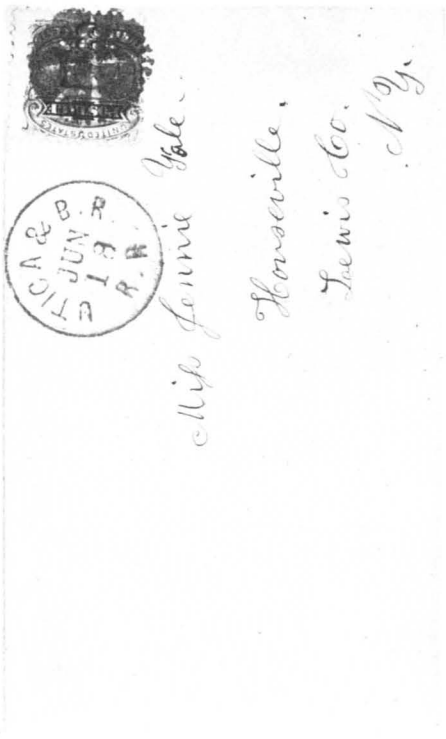


Fig. 3

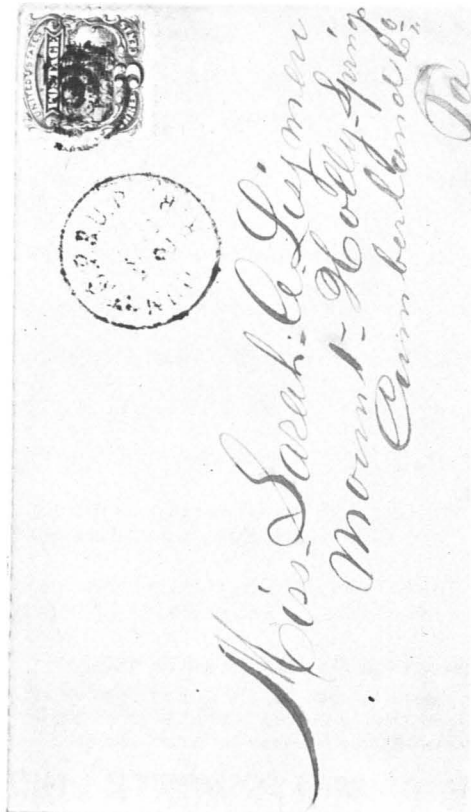


Fig. 4

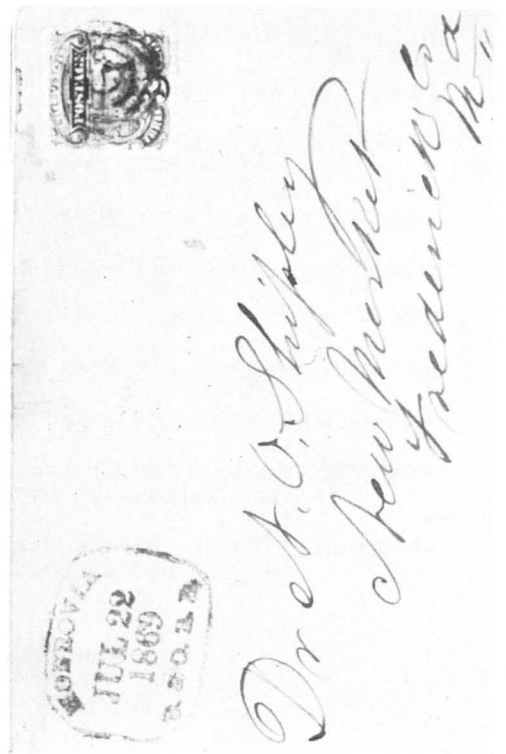


Fig. 5



Fig. 8

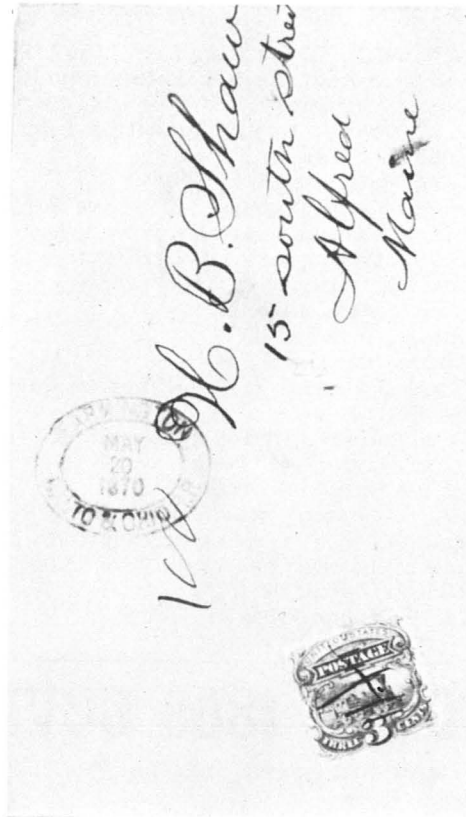


Fig. 9

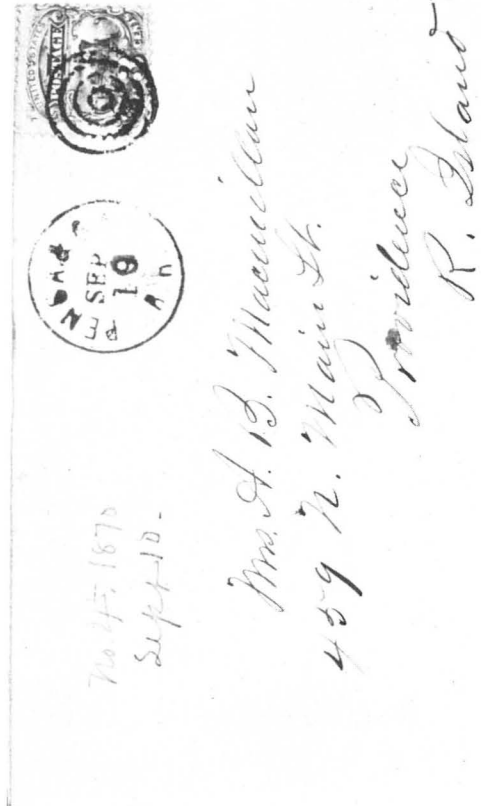


Fig. 10

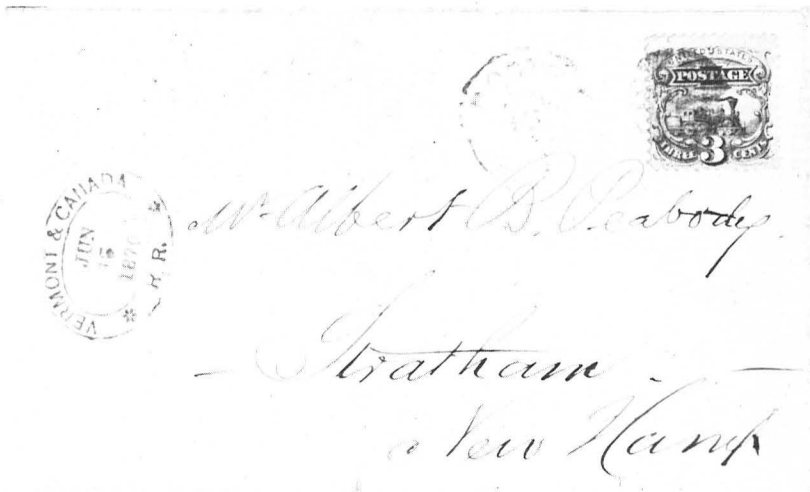


Fig. 6



Fig. 11



Fig. 7

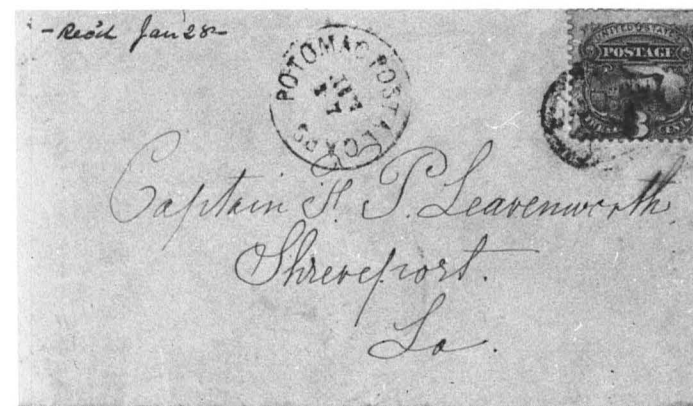


Fig. 12

Figure 3. Utica & B. R. R.R., USTMC 104-A-1, 26, black, 1869, Banknote, III, Utica & Black River R.R., 92 miles, Utica-Watertown, N.Y.

Figure 4. Junct. C.P. & U.P. R.R., USTMC 912-C-1, 26, black, Sixties, VI (Tentative), Usage not established. May have been used at Promontory Point, U.T., Junction of Central Pacific & Union Pacific RR.

Figure 5. Monrovia, B. & O. R.R., USTMC 274-D-8, 31 1/2 x 25 1/2 rounded box, black, blue, 1863-70, V. Station on old main line of Baltimore & Ohio R.R. 50 miles west of Baltimore.

Figure 6. Vermont & Canada R.R., USTMC 24-Q-1, 28 1/2 - 20 x 22 1/2 - 14 D. Oval, blue, 1870, IV. Burlington, Vt.-Rouses Point, N.Y. May be receiving markings. 53 miles.

Figure 7. Union Pacific R.P.O., USTMC 932-G-1, 25 1/2, black, 1869, Banknote, III. Omaha, Neb.-Ogden, U.T., 1034 miles, Union Pacific.

Figure 8. Boone To Cncl. Blfs. R.P.O., USTMC 691-J-1, 24 1/2, black, 1870, 71, III. Boone-Council Bluffs, Ia., 148 miles, Chicago & Northwestern Railway.

Figure 9. Farmington, Balto. & Ohio R.R., USTMC 278-S-2a, 28 1/2 - 19 1/2 x 23-15, D. Oval, blue, 1870, V. Station on Baltimore & Ohio R.R. Wheeling Branch, 32 miles west of Grafton, W. Va.

Figure 10. Pensa. & Ga. R.R., USTMC 381-A-2, 25, black, 1870, IV. Jacksonville-Quincy, Fla., 189 miles, Pensacola & Georgia R.R.

Figure 11. Chatt. to Memphis R.P.O., USTMC 502-D-1, 23 1/2, blue, 1870 (?), III. Chattanooga-Memphis, Tenn, 311 miles, Memphis & Charleston R.R.

Figure 12. Potomac Postal Cars, USTMC 305-V-1, 23 1/2, black, 1867-70, IV. Washington D.C.-Richmond, Va., 130 miles, Potomac River Steamboat and Richmond, Fredericksburg & Potomac R.R.



269-A-1



29-A-1



357-F-1



357-E-1



357-E-2



4-N-1



278-S-2a



274-S-3a



274-S-8



571-S-2



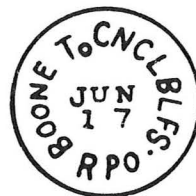
274-S-18



274-S-29a



274-S-5



691-J-1



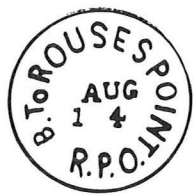
53-S-2



55-B-1



4-P-1



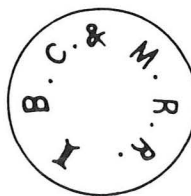
24-E-1



24-E-2



52-A-1



25-C-1



24-S-3a



500-H-1



500-H-2



703-A-2



357-H-1



502-D-1



303-D-1



341-S-1



695-A-1



350-B-1



691-B-1



702-F-1



690-C-1



690-D-2



839-C-1



839-D-1



694-E-1



705-E-1



705-I-1



650-B-3



554-S-7



559-A-1



692-B-1



41-G-1



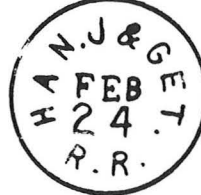
41-H-1



709-C-1



353-A-1



236-A-1



125-P-1



114-F-2



114-S-8



708-S-7



912-C-1



F-1-a



F-1-b



115-M-1



112-B-1



523-S-1



525-S-2



525-B-1



4-S-2



421-D-1



421-E-2



809-A-1



762-A-1



250-A-1



250-A-2



254-C-1



808-S-4



125-H-1



114-M-1



322-E-3



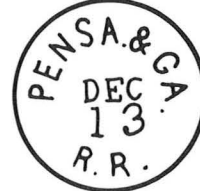
195-S-2



932-D-1



302-C-2



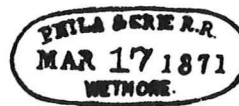
381-A-2



720-B-1



205-S-2



198-S-2



697-E-1



APL. 26 70

186-S-1



305-V-1



72-D-1



810-B-1



310-B-1



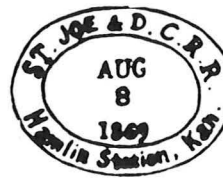
41-S-8



41-S-9



43-S-1



913-S-1



763-C-1



360-E-1



577-F-1



51-E-1



932-A-1



932-G-1



104-A-1



24-Q-1



238-E-3



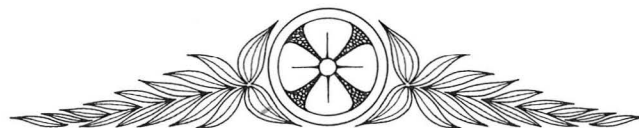
305-P-3



21-A-1



21-C-1



***LINES FROM LAURENCE* by Michael Laurence**

I had intended here to continue listing 10c 1869 covers, destination by destination, in this issue of "1869 Times". However, due to cut-backs in the corporation that employs me, I have lost my capability to make photographs of stamps and covers. Our entire black-and-white lab, as we called it, was cashiered, a victim of Zero-Based Budgeting. This was probably a wise move, businesswise, since many of the activities of this department involved postal history photography that did not directly contribute to the corporate bottom-line. But it was a grievous loss to philately, and quite a blow to me personally.

I will use the next few months to secure new photographic facilities. In the meantime, rather than publish a listing of covers without any accompanying illustrations, let's here discuss the overall 1869 cover-listing project, which is now beginning to transform from a pipe-dream into a reality. The notion, expressed in these pages last issue, is for us "to commit to the goal of publishing, coincident with the International show to be held at McCormick Place in Chicago in 1986, a catalog raisonnee of 1869 covers, recording every known cover bearing stamps from the 6c 1869 on up."

While publication plans, of course, must await the research data, we now have enough volunteers to make a good start on generating the necessary information. The year 1986 is not that far away, but it is sufficiently down the line to give the volunteers time to do the job. All the volunteers (with the possible exception of yours truly) are youthful and healthy enough to be able to expect to see the task through to completion. Stamp by stamp, the specific volunteers are as follows. Their names and addresses are also included in the accompanying box, for easy reference.



90c, 30c and 24c covers -- Dr. Richard M. Searing. Dick is well ahead of all of us, having already published much good information, in the REGISTER, in these pages, and in the Chronicle. These are glamorous covers, of course, being high-priced, well recorded and decidedly uncommon. Yet those of us who have worked with Dick on this project know how difficult this task turned out to be. For the lower values, for which covers are more common, the job will be even tougher. But Dick has shown us that it can be done. He has also provided a comprehensive format for cover recording that is a good model for the rest of us to work from.

15c Type II covers -- in this category we still need a volunteer. Several collectors have expressed interest in this chore, but none has firmly committed.

15c Type I covers -- Elliott Coulter and Jon Rose. The efforts of both these gentlemen, on behalf of the PRA, are well known. I'm personally interested in seeing early results from their Type I census, to learn just how scarce these covers actually are. (Editors note: Jon and Elliot and Jon believe that they have located 80 or more Type I covers!)

12c covers -- here too we need a volunteer. A well-known collector in Chicago is thinking about this task, but he is intimidated by its vastness. Perhaps the appearance of a co-volunteer would get this area going.

10c covers -- these I will do. Indeed, I hope to publish, sometime in the next five years, a book on the subject of this one stamp, which (among other things) will list and explain the covers.

6c covers -- the good news is in this category. Millard Mack has volunteered to do the 6c listing. Despite his youth, Millard's association with the 1869 stamps goes back to the days of Stanley Ashbrook. Nobody is more qualified to do the 6c cover listing. We're happy to have him on the team.

3c, 2c and 1c covers -- for these we still need volunteers. The task might be impossible, given the number of surviving covers. However, I'm not yet willing to write off the 1c covers. Conceivably, a few PRA members, in collaboration, might want to undertake a preliminary core-sampling, just to determine if it's currently possible to list the 1c 1869 covers.

One way or another, every PRA member ought to contribute to the cover-listing project. At the very least, we should all provide information, to the various volunteers, about covers in our own collections. The easiest way to do this is with Xerox copies. If the cover bears backstamps, include copies of both sides. The best way to do this is with color slides. From these, if the photos are properly taken (such work requires a copy-stand and stationary lighting), there can be little argument.

Color slides are also useful for security purposes. God forbid, if your collection is stolen, you stand a better chance of recovery if you have color transparencies of the purloined items. Anyone in this group who makes slides of his covers for security purposes could easily send duplicate slides to the appropriate volunteers, for inclusion in the cover census. While I'm not a lawyer, I have been advised by counsel that the cost of photos contributed towards such projects are tax-deductable; as contributions to the sort of non-profit educational organization that PRA surely is, thanks to good work by Jim Stever. So here's a chance for everyone in this group to commission professional transparencies of his 1869 covers, and write off much of the cost as a legal and highly legitimate contribution to our group. Do get personal advice from your own lawyer or accountant in this regard, but this is a fact, so far as I know. I have been taking such deductions for years, without any question.

Continued.....

For publication in the "Times" or REGISTER or anywhere else, high-quality black-and-white photos, professionally done on a large camera (3"x5" or larger negative) are even better. Only with quality photography can you expect quality reproduction. But since such photography, being black and white, is modestly less useful for security purposes, my lawyers tell me that the full cost of securing such photos, for donation to PRA or similar groups for research/educational purposes, is deductible. Once again, don't trust me, get your own advice. But do contribute, as best you can. We need your help.

Members who own or have access to full runs from now-defunct auction houses, or who have runs of early catalogs from houses that still survive, could do great service by going through these catalogs to locate appropriate citations for the various volunteers. One PRA member who has volunteered assistance is Herman Herst, Jr. Pat's correspondence has been, for me, a source of pleasure and enlightenment for more than 20 years. I quote from his most recent letter: "I have the only complete file of my auction catalogs in existence. I was one of the few auctioneers handling covers in the 1930's, and while I have neither the time nor the inclination, someone could go through these catalogs and find reference to many 1869 covers that might today be lost to the world. I remember one find I made in Baltimore, which had dozens of covers with mixed values, 1861's, 1869's, etc., to various destinations in Europe. The books are too heavy to mail, being 200 catalogs bound into eight volumes, nor would I ever want to mail them, since they cannot be replaced. But anyone coming to Florida is welcome to study them, alongside the pool, with frequent refills of drinks."

Well, here is a challenge. Whoever elects to pick up the gauntlet should first (obviously) check with Pat. Second, check with the various volunteers, to assure that between the boozing and the sunning and the swimming, the necessary information is secured.

**We
can't
do the
job
without
you.**

All PRA members can help by keeping a close eye on current auction catalogs. While we assume that the census volunteers are keen observers of the marketplace, we also know that there are more auctions the world over than any individual can keep up with. So if you spy an appropriate 1869 cover in a Swiss or an Italian sale, or in a local sale whose catalogs might have limited distribution, by all means call it to the attention of the appropriate volunteer. If you're looking through old auction catalogs and find covers, flag them too.

In recording covers for an enduring record, all information must be captured. This is why photos or Xerox copies are the best record. Time and again, in my own research, I am stymied by a cover I recorded 20 years ago, where my record information doesn't now provide the information that I need. More or less, I've had to throw out all the data I recorded, prior to 1963, when I first had access to a Xerox machine. Since then, the rate of useless information has been less, because I have a reproduction of the cover itself to refer to, when new questions need answering. For more information on the subject of recording covers, please refer to my write-up ("Notes on a Research Project") in "1869 Times" Whole No. 2.

The cover is to the postal historian what the artifact is to the archeologist. We have, in this project, the opportunity to make an enduring contribution to future generations of philatelists and to the postal history record. Let's all try to do a good job.

VOLUNTEERS FOR THE GREAT 1869 COVER CENSUS

- 90c, 30c and 24c -- Dr. Richard M. Searing, 1300 Sao Paulo Ave., Placentia, CA 92670
- 15c Type I -- Elliot H. Coulter, Sterling Rd., Harrison, NY 10528; and
Jonathan W. Rose, 30 Golf Rd., Pleasanton, CA 94566
- 15c Type II -- VOLUNTEER NEEDED
- 12c covers -- VOLUNTEER NEEDED
- 10c covers -- Michael Laurence, 919 N. Michigan Ave., Chicago, IL 60611
- 6c covers -- Millard H. Mack, 2133 Luray Ave., Cincinnati, OH 45206
- 3c, 2c and 1c -- VOLUNTEERS NEEDED.



Additional Lines from Laurence: We Laurences are just back from a weekend in Galena. We visited the U.S. Grant homesite and other artifacts of the 1869-stamp era. Very interesting for those who cherish the history of those times. In terms of creature comforts, interior design, home architecture, all those social things that give an era its real character without ever making the history books or the source material -- in terms of all that, I think it must have been perfectly awful to be smug and prosperous in 1870. Philately aside, in terms of American society and culture, the spring of 1869 may represent the very pinnacle of Victorian bad taste. It is all there in Galena, for the world to see. We ought to someday have the PRA meeting there. The exterior architecture is clean and uplifting. But inside the houses, where the people actually lived, the impression is totally opposite. They got all their cultural ideas from England, which was already barren. Inside, the houses are dark, uncomfortable, derivative -- and unlivable. **

1869 ESSAYS & PROOFS

by FREDRICK W. LOPEZ

Figure 1 -
The George T.
Jones 1c essay
of U.S. Grant
for the 1869 issue



THE JONES ESSAY FOR THE 1869 CONTRACT

These articles are intended primarily to call attention to the 1869 Essays and Proofs, in the hope that new material will come to light. We may then be able to identify it. It has been said that the best way to get correct information an most any subject is to write an article on it. It is then that the experts come out of the woodwork to pick out the mistakes. If this holds true, these articles will have served their purpose. I think that with the combined efforts of the 1869 group, the Essay Proof Society, and others, we will be able to put together an up to date handbook on the 1869 Essays. And, with collectors, this issue is the most popular of all United States stamps.

I would like to start with the one cent essays of George T. Jones (Brazer #112 E-A). We don't hear much about Mr. Jones. Many of my inquiries gave me the impression that he was a very odd person. I would like to look into his life and works to get a better picture of him. I think he must have been a remarkable person. As the records go, George T. Jones sent to the Post Office Department specimens of his work. Brazer lists only the one-cent and the two-cent essays. Were there any others ?

"The Board of Competent Persons," who were to pick the company with the best samples of their work including price and delivery, were Dr. George C. Schaeffer, Librarian of the Patent Office; John B. Guthrie, Special Agent, Treasury Department; Dr. Benjamin F. Craig, Army Medical Museum; and A.N. Zevely, Third Assistant, Postmaster General. Bids received for the Board to act upon were from the four following parties: 1) The National Bank Note Company, 2) The American Bank Note Company, 3) Butler and Carpenter, 4) George T. Jones.

The advertisement for bids for the new stamp contract was dated June 22, 1868. This advertisement called for furnishing postage stamps in sheets gummed and perforated so that each stamp could be readily detached and used. More importantly, it was desired that on all stamps the denominations be given in both figures as well as letters and that attempts to remove the stamps from letters would mutilate them. Before final signing of the contract, the accepted bidder was required to submit proof impressions of the engravings.

Having only six examples of the one-cent essays of George T. Jones, this article may not be covered too well; but it will show the catalog listing is not complete. In the advertisement mentioned above, it stated the denominations must be in figures as well as numbers. In the six examples in my collection, none have either value in letters or numbers. Thus, his specimens did not qualify under the government's conditions, but they were still accepted. He did qualify under the part that said, "The stamps must be prepared in such a manner that any attempt to remove them from a letter or packet will so mutilate them as to render them useless." Perhaps some of his safety paper specimens impressed the panel enough to accept his work.

The one-cent Grant is listed in Brazer as two varieties with no value:
1 color - a) blue
2 colors - a) black brown on red violet wavy lines
 b) carmine on gray wavy lines
 c) blue on gray wavy lines.

Size of the design is listed as 24x30 mm. with paper overprinted with colored wavy lines in fugitive inks as used on beer stamps. All are plate essays on India cut to stamp size (and listed as rare).

A description of the essays shown in the Figs. follows (beginning at UL and continuing clockwise for Fig. 2). To start off, in Figure 1 is a large die essay in black (not listed in Brazer) on india paper. The overall size of the paper is 37x45 mm. The size of the design is 23 1/4 x 29 mm. This die essay has no fugitive ink overprint. Without the overprint of fine wavy lines, it is indeed an eye stopper.

Figure 2. UL- This one is in blue on overprinted pale olive green. UR- This one is carmine, all overprinted wavy lines in pale olive green. LR- This one is in black brown, all overprinted wavy lines in pale red violet. CB- This one is in black, all overprinted wavy lines in gray. LL- This one is in black brown, all overprinted wavy lines in pale olive green. . . . Continued on page 20. . . .

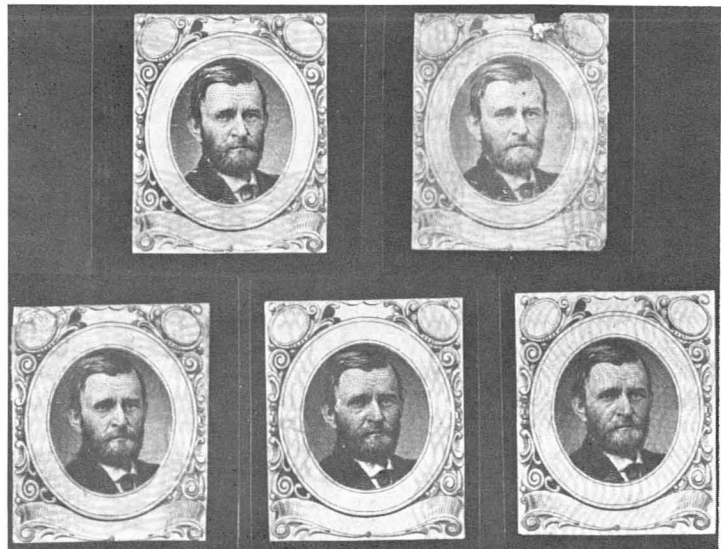


Figure 2 - Five plate essays by George T. Jones

AUCTION ACTION - - Like a duel, except you don't know the opponent.

by Michael C. O'Reilly



Watch out! There is a fever going around! It is a price fever which has caused buyers to pull out the stops in bidding on their favorite 1869 stamps and covers. This "plague" seems to have spread like wildfire at the recent Robert A. Siegel auction held in conjunction with the APS-San Francisco National Convention. The sale number was 516 and it was held on August 27-28.

Although not grouped with the other 1869 lots, the first 1869 cover in the sale was lot 33. This cover bore a 15¢ Type II and was postmarked at Yankton, Dakota Territory. Adding to the spice of this cover was the foreign mail destination of Schleswig-Holstein. This rare item realized \$525. Two other covers were also not grouped with the main body of 1869 covers, although they easily could have been. The lots were 366 and 367. Both are covers to India bearing high values of the 1867 grilled issues. The former bears a 24¢ F-grill (SCN 99) and a 30¢ F-grill (SCN 100), along with 2 copies of the 3c 1869 on a November 1869 usage from Plymouth, Mass. Again, a marvelous combination of transit markings and just down-

right scarcity pushed the selling price to \$2200. For those interested in U.S.-India mails, see the recent writings by Theron Wierenga in the U.S. Classics column in STAMPS magazine.

Moving on, we get down to the heart of the 1869 covers, beginning with lot 390, which contained a June 1870 cover to Germany from Cincinnati. The cover had a horizontal pair of the 3¢ 1869 and a single 1¢ 1869. As was usual in this sale, the auctioneer's estimates were woefully short of the realized prices, though (we suspect) no fault of the auctioneer. This pretty cover sold for an even \$300. Lot 392 was a nice cover, being a horizontal pair of the 2¢ Post Rider paying the 4¢ rate from New Orleans to France via England in June, 1870. This cover realized \$140.

Lot 394 was a bit of a puzzle, as we got one letter from a noted 1869 student, questioning the interpretation of the rate as stated in the catalog. This cover featured a 3¢ Pink Entire (U58) with 2 copies of #113, paying supposedly a double letter rate plus a 1c carrier fee. Is this right?? Our understanding of carrier fees would not coincide with this description. Theories welcome. At any rate, the cover sold for \$100. Lot 395 is an absolute gem, with a 3¢ Locomotive on an illustrated hotel corner card. The cleanly struck Cincinnati CDS and killer tie the stamp, which added up to a realization of \$75.

The 6¢ Washington on cover did very well, either as single or used in combination with other values of the 1869 issue. A horizontal pair on cover of the 6¢ paid the double rate from New York to England in lot 298. The red New York grids on the 6¢ ultramarine stamp must have made a pretty combination. Selling price was \$210. Lot 399 contained a pretty domestic cover with a single copy of each of the 6¢ and 12¢ values. This scarce combination paid the 3¢ + 15¢ rate on a registered letter. This cover had previously been in the Emerson and Gibson collections. Its stature was upheld, as it went under the hammer at \$625. The next lot was also a combination cover that was once in the Gibson collection. However, this cover (lot 400) had a 6¢ and 15¢ Type II. The variety of colors must have made this a showpiece, even though the 15¢ had a small piece out at the bottom. It still sold for a nice round \$500.

Getting into some powerful 10c covers, we find a fantastic mixed franking in lot 402. This cover, also ex-Gibson, shows a 10c 1869 used to mail the letter to France, where it was forwarded to Italy and the postage paid by a France 40¢ Orange (SCN 35). This gorgeous cover was written up by Michael Laurence in the Chronicle #88, in his study of mixed franking uses. We wonder if this cover found a home in Chicago when the bidding stopped at \$1500. The next lot (403) was also a 10¢ used in combination with a 1¢ Franklin buff and a 3¢ Loco. The stamps paid the postage from the U.S. to Italy. Selling price came to \$850. Lot 404 was a nice foreign mail usage to Austria, bearing a single copy of each of the 2c, 3c and 10c 1869's. This interesting combination sold for \$625. Lot 405 showed a late use of the 10¢ '69, which was used with a 2¢ Red Brown Banknote (SCN 146), in February 1873. Both stamps were tied by a lovely NYFM cancellation. Selling price of this lot went up to \$675. Although four 10¢ covers with mixed or combination frankings is by no means a stampede of 10¢ covers, this offering is one of the nicer showings of 10¢ covers we have seen in quite a while.

The 12¢ 1869 showed no letup in interesting and unusual rates. Lot 407 was a single 12¢ 1869 paying the single rate to Oxford, England, where it was forwarded to Sheffield, England. The forwarding postage was paid by a Great Britain 1p. (SCN 33). Another cover from the Gibson collection, this one realized \$800. Unfortunately, no 15¢ Type I covers were offered, but the Type II covers did very well indeed. The first, lot 408, had a single 15¢ and travelled from New Orleans to France. This cover sold for \$500 with a nice variety of transit markings to dress it up. A well-centered Type II 15¢ with rich colors and a nice clean cancel on a 3¢ Pink Entire (U58) fulfilled the requirements of the domestic registry rate. A pretty thing, cancelled in Claremont, Minnesota, this cover sold for \$525. The final 1869 cover of the sale was lot 411, a magnificent item bearing a very fine 15¢ Type II along with a vertical pair of the 2¢ Post Rider. This August 1869 use to Italy via the British Closed Mail went for a handsome \$1100.

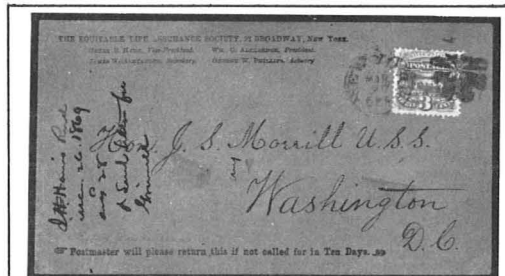
Mr. Siegel also offered a few lots of off-cover singles, so as not to neglect the collector of single 1869 stamps. Three lots bear a special mention, beginning with lot 739. This stamp was a choice used 30c.

The stamp had large margins, deep rich colors and a neat geometric cancel. The selling price was almost three times catalog at \$290 (CV \$100). But that percentage is nothing compared to the incredible used 90¢ Lincoln in lot 740. This stamp had everything -- huge margins, perfect centering, deep rich colors and a clean wide-spaced bars cancel. In short, a gem, which someone stole for a mere \$2200 (CV \$450). Badly centered, damaged copies of this stamp, with poor color, can be obtained without too much trouble, but one seldom had the chance to acquire a stamp of this calibre. The last outstanding realization by an 1869 stamp was one of the 1869 Re-Issues. Lot 746 contained an unused 90¢, which like the used 90¢ of the regular issue above, also had everything one could ask for: color, centering, margins and virtually full o.g. Selling price under the hammer wasn't cheap, but well worth it at \$3250 (CV \$1750).

Moving on to another offering before we close up shop for this issue, it is only fitting that we mention a few prices realized from a recent sale of railroad covers, in conjunction with Mr. Towle's article on 1869 railroad covers in this issue. These lots were offered by Mr. Stanley J. Richmond and the Daniel F. Kelleher Co. in their 534th sale held October 4-5. This sale was part of the collection of the late William Wyer. Although the bulk of Mr. Wyer's railroad collection was sold by the Kelleher organization earlier this year, this sale had a fair number of nice railroad covers. One such item was in lot 130, a 3¢ Locomotive with a blue Chicago & Quincy R.P.O. from the Chicago, Burlington & Quincy RR. This fine to very fine cover sold for \$120. It was quickly followed by a similar realization, also on a 3c Locomotive (lot 133), of a blue Cin. & St. Louis R.P.O. marking from the Ohio & Mississippi R.R. Somebody wanted lot 139 badly, as they went to \$190 to buy a 3¢ 1869 cancelled by a red Bristol to Chatt. R.P.O. marking of the East Tennessee, Virginia & Georgia R.R. Another cover with the same marking followed in lot 140 and only made \$95, so we find that the difference in these two covers (red ink) considerable.

A scarce 1869 railroad cover was sold in lot 152. This cover bore a horizontal strip of 3 of the 1c 1869, tied by the killer of the Freeport & Cent. R.P.O. marking of the Illinois Central R.R. This rare cover sold for \$240 against the estimate of \$100. To my way of thinking, the outstanding 1869 lot of the sale was lot 160. This lot contained a 6¢ 1869 with a R.R. cancellation. This is only the second 6¢ 1869 with a railroad marking we have seen, and if memory serves correctly, the only one with the stamp actually tied by the railroad marking. The strike in this case is the Lake Shore R.P.O. Additionally, the cover is also a cross-border mail usage. The auctioneer's estimate was \$150, but this rarity sold for \$550.

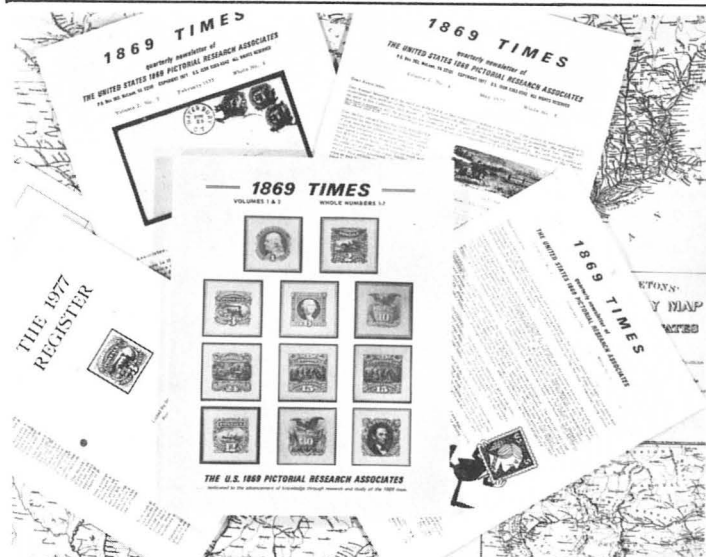
Well, time to run this locomotive into the roundhouse and shut off the steam for this issue. But, before it all gets away, we want to mention a preview of the next issue which will feature the unique 6c bisect cover sold by Sotheby-Parke Bernet Stamp Co. late in October; should bring a handsome price. Also, I would like to request that readers owning 1869 fancy cancels on covers from Alabama, please write me about possible inclusion of photographs of these covers in a planned article for the 1978 REGISTER. I am in need of additional citations and illustrations. Would like to show the block letters "AL" from Greenville as well as the "US" between bars from Union Springs. Who will help me in this study? Happy Hunting ---Michael. **
Michael C. O'Reilly, 1405 Appalachee Dr., Huntsville AL



R&R Stamps of Carle Place, N. Y. reports that this "earliest use" of #114 on cover was returned from the P. F. with "no opinion". It was sold on Sept. 10, 1976 for \$1800, but has been returned to its owner.

From "The Philatelic Journal" of April 15, 1872 (published in Birmingham, England.)

"On March 18, 1872 at Messrs. Sotheby & Co., 113 Wellington St., Strand (London), occurred the first sale of postage stamps by auction in England. In this first sale, Lot No. 6 was a U.S. 1869 15-cent 'with picture reversed.' It was knocked down to Mr. Atlee for 36 shillings. (There were 275 lots in this auction but this was the only U.S. 1869 item."



PUBLICATIONS AVAILABLE

Elliot H. Coulter, PRA Publication Sales Director reports that a large number of current Associates are taking advantage of the availability of Volumes 1 & 2 of "1869 Times", which was reprinted and bound into an attractive 8 1/2" by 11" booklet. The booklet, shown in center at left, contains Whole Numbers 1-7 (68 pages w/index) and may be purchased at \$10.00 each. Also available are 1976 and 1977 REGISTERS at \$15.00 each (w/binder). Additional copies of the 1869 U.S. Railroad Map are also on hand and may be purchased for \$3.00 each. These should make fine Christmas gifts. All items may be ordered from Elliot H. Coulter, P.O. box 280, Bronxville, N. Y. 10708.

MEMBERSHIP REPORT

NEW MEMBERS

- #174 - Clifford Leak, 1023 East Ninth Ave., Worthington, Minn. 56187
(Sorry, Cliff, your name was omitted from the last edition)
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 221 Jose Ruiz Perez, Apartado Postal M-9055, Mexico 1 D.F. Mexico
 222 John W. Talbert, Rt. #1, Box 136B, Alamo, Texas 78516
 223 Mrs. Nonie Green, 2401 Colorado, San Angelo, Texas 76901
 224 Erwin H. Biehl, P.O. Box 32926, San Antonio, Texas 78216
 225 Al Greenfield, 2700 Swiss Ave., Dallas, Texas 75204
 226 Calvin H. Reuter, RR #2 Box 101, Wisner, Neb. 68791
 227 The American Stamp Club of Great Britain, c/o Peter Stafford 15, Keswick Drive, Bramhall Stockport Cheshire SK7 1DJ England
 228 William P. Farrington, 1514 Jefferson Avenue, New Orleans, Louisiana 70115
 229 William E. Shelton, 5010 Broadway, San Antonio, Texas 78209
 230 Irvin Karl, P.O. Box 50478, Belle Meade Station, Nashville, Tenn. 37205
 231 Dr. Robert L. D. Davidson, 915 Court St., Fulton, Missouri 65251
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 257 George W. Baehr, Box 30054, San Antonio, Texas 78229
 258 Oscar Salzer, P.O. Box 36523, Los Angeles, California 90036
 259 John W. Kaufmann, 1522 K. Street, N.W., Suite 1000, Washington, D.C. 20005



The Jones Essay for the 1869 Contract (Continued)

These colors may have changed in the last 100 years, so they may not be the original shades. As the records show, George T. Jones' proposals were accepted on July 22, 1868, and acknowledged in an order dated July 23, 1868 by Alex. W. Randall, Postmaster General. There is on record at the United States Patent Office, for George T. Jones of Cincinnati, Ohio, Letters Patent No. 101,020 and dated March 22, 1870. This date is nearly two years after he submitted his specimens of postage stamps printed with fugitive inks. In a later article, the Patent that George T. Jones held for printing postage stamps with the use of fugitive inks, will be reprinted.

There is one area where our data is unclear at the moment. That is, "Who engraved Jones' specimens?" Dietz, writing in the 1899 Boston Revenue Book, attributes the engraving to Joseph R. Carpenter of Philadelphia. This is supported by Edward R. Mason in the 1911 APS Handbook, Essays for U.S. Postage Stamps. However, in the recent serialization in the "Essay-Proof Journal", updating Brazer's catalog, the Bureau of Printing & Engraving is listed. Who can clear this up?*

1869. May 10th. 1869.

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