

## FIRST CLASS MAIL



### President's Message from Mike Francis

We are well into the 2004 club year. Treasurer Larry Sharp has reported that the club is in excellent financial condition even after we donate to the Senior Center for using their space. We have presenters for the rest of the year and have added new members to replace some of those no longer with the club.

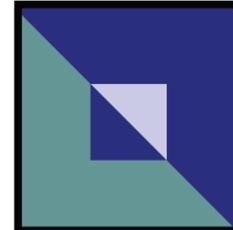
The club has secured the upstairs large room in the Senior Center for the 2nd Annual TSCC Stamp Show. The show will be on October 23, 2004 from 11am until 2pm. Larry Benson has arranged for us to get another USPS authorized cancellation for the show. We are working on having the USPS on site again this year to sell their

stamps while the club provides for cancellations.

Flyers will start going out by mid-September and we expect to have notices in the Tallahassee Democrat, the Senior Center bulletin and in Linn's. With your help in promoting the event and designing one page exhibits for public viewing, the show will be as successful if not more so than last year.

If you see Hella Spellman in the Senior Center, be sure to thank her for all the support she has given and continues to give to TSCC.

Keep sending me your comments—they help!



# THE *Postscript*

Tallahassee Stamp & Cover Club

American Philatelic Society  
Member #1414

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#### Inside this issue:

<i>Railroad Mail Car</i>	2
<i>Burlington Railroad Mail Car</i>	2
<i>Burlington Railroad Mail Pickup &amp; Drop Mechanisms</i>	2
<i>Identity Uncovered</i>	3
<i>Identify This Stamp</i>	3
<i>Photos taken at the National Railroad Museum</i>	3
<i>Information on Dr. Manes' GLOBAL STAMP NEWS article</i>	3
<i>President's Message</i>	4

#### Points of Interest

- We have three new members: Ellie Johnson, James Bunker Jr., and Manny Shargel
- **NOTICE:** Membership fees are due April of each year. We usually purge the membership list by June of those people who did not renew. This year, due to the extended election period, we did the membership list purge in July. If you have not paid, get your check to Treasure Sharp or President Francis.
- The *Postscript* needs more "unknown" stamps if any one has some to loan the club for this popular section.

### Views from Ed by Ed Walters

Although I have been a stamp collector of some sort since 1956, it has only been in the last 14 years that I have put any time or effort into the hobby. This has mostly been since the time I have been a member of our club. I have learned by doing and of course, some of that mistakenly.

Following are some ideas gained by experience I wish to pass on to club members.

The purpose of our club is to help its members in their ventures to improve their collection and to promote stamp collecting as a wonderful hobby. The club is only effective when its members are actively participating. Each one of us needs to plan, before each meeting, how we might be involved in the activities of our hobby. Are we looking for something to buy or have something to sell or trade? Do we have some up-to-date information that may be useful to club members? Can we bring something from our collection to show or talk about with other members? Can we present a program? Just our presence at the meetings is

important, even if you may not be interested in the presentation on any given evening.

As you know, we have had some good stamp deals at several of our meetings in the past year. There is no way of knowing what is going to be presented for sale at each meeting. It is to our advantage to attend as many meetings as possible.

You will find many interested in the club for various reasons. They may have collections they have inherited and need assistance in disposing of the material. Many have small collections and may want to build on them. If you find someone who needs help and you are not able to provide assistance, call me or someone else in the club. I enjoy assisting and in most cases it turns out to be beneficial to the club.

Finally, we should take every opportunity to talk to people about our hobby and club activities.

See you at our next meeting!

### Meeting Dates & Presentations Left in 2004

This is a list of our presenters for the rest of 2004:

August 10th — Ed Walters

September 14th — Homer Black

October 12th — Bert Davis

October 23rd — Annual Stamp Show  
11AM—2PM at the Senior Center

November 9th — John Goble

December 14th — Xmas Party

*This issue contains the Club Membership and Collecting Interest insert. Please review the information and notify the club president of any adjustments.*

## Railroad Mail Car *by Dr. Mike Francis*

We have heard about or have seen postal cancellations from ships, planes, buses, stationary post offices, and rail cars. Many philatelists collect covers with cancellations from one or several of these modes.

Recently, I was in Wisconsin and was fortunate to visit the National Railroad Museum in Green Bay. The tour was fascinating with two great highlights: 1) being able to sit in the cab of the largest steam engine ever made—Union Pacific's Big Boy (see photos on next page where I am standing next to one of its sixteen large wheels,) and 2) being able to walk inside a real railroad mail car. The car was originally from the Burlington Northern Railroad but had its final days with the Chicago, Burlington & Quincy Railroad as No. 2330. The museum also

has an older non-restored mail car from the Atchison, Topeka & Santa Fe Railroad as No. 57.

The hook and catch units shown in photos at the bottom of this page are used to snag mail on the side of the tracks as the train passes a station or drop location. Just standing in the car I could sense the activity as mail is sorted, posted or cancelled. This is where the collectible Railroad Post Office (RPO) cancellations were generated.

If you are interested in Railroad car cancellations you can visit the web site of the Library of US Cancellations at [www.geocities.com/Athens/2088/books.htm](http://www.geocities.com/Athens/2088/books.htm). Also take a look at the internet site of the Rail Philatelist at [www.railphilatelist.com](http://www.railphilatelist.com).

## Burlington Railroad Mail Car



The car has a restroom, couch, table for eating and sorting bins on both sides. One side of the car has a large door for loading and unloading bulk items. 6-14 gun-toting Postal employees worked on each car.

## Burlington Railroad Mail Pickup & Drop Mechanisms



## Identity Uncovered

Issued by the government of Spain and emitted by the Postal Mutualidad, this stamp was used as a tax exemption in



the particular correspondence of the personnel of a post office and was also sold to the public for very restricted use. Two varieties with different gears (perfs) exist: 10¼ x 10¾ and 10¼ x 10.

In Spain, the civil war between the nationalists and republicans lasted from 1936 to 1939. Many provisional stamps were issued during this period because the Spanish government could not maintain the national postal system. There are a certain number of these stamps that were issued mostly for stamp collectors simply to generate

revenue for the war effort. The photo at the left represents one of the stamps issued for collectors.

Below is a list of some of the various causes or taxes that stamps were issued for by Mutualidad: Asociacion de Caridad Sello de Franqueo Obligatorio Viva Espana; Arriba Espana Malaga Liberada 8-2-1937; Mutualidad de correos, aportacion voluntaria; Mutualidad postal sello de adquisicion voluntaria aprobado el 15-7-1947; Junta patriotica do norte asistencia; Correos Espana Pro beneficencia huevar; Franqueo obligatorio Loja; Stamps of Spain, overprinted 'VIA AEREA VIVA FRANCO' and aeroplane; Pro sevilla and others.

## Identify This Stamp



See if you can identify this stamp. Its identity will be uncovered in the next

### TSCC OFFICERS

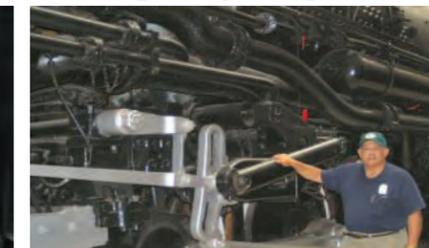
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*The Postscript is the quarterly journal of the Tallahassee Stamp and Cover Club.*

## National Railroad Museum's Big Boy engine



Side view of the Big Boy. With its tender attached, the unit is bigger than any train engine to ever run on US rails. Its wheel configuration is 4-8-8-4-2.



At 6 feet tall, the author does not come close to the height of one of the 16 massive wheels of the Big Boy.

While the Big Boys were made for pulling freight throughout the Northwest United States, one of the few non-freight cars coupled to the train was the US Railroad Mail car. As with other trains of the time, the Mail Car was always positioned at the end of the train. There were 25 Big Boy units made for Union Pacific. The last one was retired in 1962. As for mail cars, over 9000 different trains hauled mail cars and employed 30,000 postal workers on the cars and at drop stations. Out of a need to survive, all of the rail car postal employees carried side arms. Rail mail cars started in 1832 and were discontinued shortly after the end of World War II. See if you can collect an RPO cancellation from a train powered by one of the Big Boys.

Dr. Rene Manes had one of his many articles published in the July 2004



GLOBAL STAMP NEWS. It is on page 12 and entitled "Seaport Cancellations and My Grandfather."