

LINCOLN STAMP CLUB

SOUVENIR SHEET
September 2018

CLUB HAPPENINGS LAST MONTH: **August 2: BUSINESS MEETING:**

OFFICERS

President:

Dale Niebuhr (2018)

Vice President:

Bob Ferguson (2018)

Secretary:

Mark Sellhorn (2018)

Treasurer:

Dave Wallman (2018)

Board Member:

Joel Johnson (2017)

EXCHANGES

Manager: *Dale Niebuhr*

APS AMBASSADOR

Dale Niebuhr

MEETINGS

The Club meets the first and third Thursdays, 7:00–8:30 p.m.

LOCATION

St. Paul U.M. Church
1144 M St.
Lincoln, Neb.

CONTACT

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AFFILIATION

An American Philatelic Society
affiliate: **APS #0799-064882.**

Dale Niebuhr read a thank you note from **David Frye** for Tanzania stamps sent to him by Dale for the club. Dale had purchased the stamps on a recent missionary trip to Africa. He then reviewed the programs coming up. The next meeting in 2 weeks will be a review of the scavenger hunt results; we will look through APS sales circuit books (US, foreign, topicals) after the first meeting in September; the September program will be a history of joint issue U.S. stamps; in October we will look through and try valuating donations.

Over the next several meetings we will be discussing and making preparations for Stamp Collecting Day in October. Dale asked everyone to think about areas of stamp collecting that would interest the public and to consider volunteering to do a part at the day.

Mark Sellhorn showed a 1909 fold-out postcard advertising custom tailored men's suits and franked with a 1c green (Sc. 331) perfinned ITCo for the International Tailoring Company.

Everyone was reminded of the Omaha Stamp Show in September.

After the meeting everyone enjoyed looking through US and foreign kiloware.

August 16: SCAVENGER HUNT RESULTS

A short business meeting was held before reviewing the scavenger hunt. A motion was made, moved and seconded to execute a contract with Country Inn and Suites to reserve the rooms for LINPEX 2019 and to change the hours of the show to 9:00 am - 6:00 pm on Saturday and 10:00 am - 3:00 pm on Sunday. **Dave Wallman** will take care of arrangements with Country Inn. Dealer contracts will be prepared and sent out in September.

Dale Niebuhr talked about the programs coming up with APS Sales Circuit books; **Bob Ferguson's** program on the history of US joint issue stamps; and the sale of donated and club material. Dale passed out a sheet outlining the activities for Stamp Collecting Day on October 27. The venue will be at the Unitarian Church, 6300 A Street and the hours will be 10 to 4. Members were encouraged to consider signing up for manning some of the activities. The Boy Scouts and Girl Scouts will be contacted for possible work on collecting badges. **LaVonne Uffelman** will work up a mini-scavenger hunt for the kids using the tubs of stamps from the beginner's table.

Mark Sellhorn showed two covers (1929 and 1930) delivered to Germany by catapult mail ship to shore from the USS Bremen.

The results of the club's scavenger hunt were reviewed and everyone was able to find examples of nearly every item on the list. The small ½" by ½" stamp proved to be the most difficult. We all enjoyed the hunt and suggested we do it again.

Everyone was again reminded of the Omaha Stamp Show in September.

2018 Omaha Stamp

ITC Conference Center
Metro College South
2909 Edward Babe Gomez Ave.

Friday Sep 7

3:00-6:00 Exhibit set up

7:00 Fort Hardstuff Dinner – Mattress
Factory - 501 N 13th

Saturday Sep 8

9:00 Show opens

3:00 Room 101. American
Association of Philatelic exhibitors
open forum. News and discussion.
Open to the public.

4:00 Room 101. Exhibitors feedback
session. Open to the public.

6:00 Show closes

Sunday Sep 9

8:00 Awards breakfast – Holiday Inn -
3650 S 72nd. Tickets \$16 in advance.

10:00 Show opens

1:00 Room 101. British Postal
Mechanization from TRANSORMA to
the Modern Era – Steve McGill –
Recognized Machin expert and
Secretary-Treasurer of the Great
Britain Collectors Club

2:00 Raffle drawing

2:30 Most popular exhibit
Announced.

3:00 Show closes

Fort Hardstuff Dinner

The Fort Hardstuff Dinner in conjunction with the Omaha Stamp Show will be held on Friday September 7 at 7:00 at The Old Mattress Factory at [501 N 13th St.](#) If you have never been there, the food is good and they have their own parking lot. We have a private room reserved and should be able to get in at 6:00. Ask for Omaha Stamp Show or they might have it listed under Kerry and Kellie Heffner since they made the reservation. We will be able to order off the menu and they will handle separate checks. All OPS and Lincoln Stamp Club members are welcome but we need to know who plans on coming so we can give them an approximate count in advance. Please email Mike Ley at giscougar@aol.com and let him know if you intend to come.

Special Machin Presentation at Omaha Stamp Show

At 1:00 on Sunday September 9 in room 101 there will be a presentation by Steve McGill entitled "British Postal Mechanization: From Transorma To The Modern Era." The presentation mostly covers the Machin era but does cover some of the Wilding era and before. Steve, who is one of the judges this year, is from Colorado and is a recognized Machin expert. Twice he has been invited to speak at the Royal Philatelic Society in London. The first time he was introduced it was said "I can't believe we have to invite an American to come explain the Machins to us!"

History of the Railway Post Office

In the 1800s, the United States Post Office realized the potential of using the railroad to not only transport mail, but also sort it along the route. Mailbags once untouched for days, were now opened and sorted as the train sped towards its destination. This idea proved so successful that an Act of Congress on July 7, 1838, declared all railroads postal routes. The Railway post office was introduced in the United States on July 28, 1862, using converted baggage cars on the Hannibal and St. Joseph Railroad (which also delivered the first letter to the Pony Express. By the 1900s, railroads were an essential tool for postal service success.



The first railroad cars used by the postal service were wooden and equipped only to sort and distribute letter mail. These cars could be dangerous because they were vulnerable to fire from wood stoves and oil lamps or total destruction upon impact from jumping the tracks or a collision. As railroads began to push west, schedules became increasingly important to reach every destination. Trains traveled at higher speeds and the number of casualties began to rise. The RPO had more than 6,000 accidents between 1890-1900, killing over 80 mail clerks and injuring 2,072.



Accidents and unsafe cars were not the only concerns of a railway post office clerk. In the 1920s, train robberies increased as criminals realized mail trains often carried large amounts of money or gold. This was the reason Railway Post Office clerks were required to carry .38 caliber pistols. When exchanging mail, trains slowed down so clerks could transfer mail by hand, which was inefficient and dangerous. This system was replaced by a mail crane, a simple steel hook and crane. Mailbags were hung from the crane and attached at the bottom with the hook. As the train sped by, a mail clerk would raise the train's catcher arm to grab the mailbag. "Mail-on-the-fly", was not easy to master. Clerks had to carefully pay attention and raise the catcher arm from the train at the precise moment. If raised late, the exchange was missed and the clerk received demerits. Mail cranes could be on either side of the train and numerous cranes within seconds of each other.



Railway Post Office clerks were considered the elite of the postal service's employees. The exhausting and dangerous job required passing challenging entrance exams. A passing score on the civil service exam was 97% or higher, requiring a clerk to sort 600 pieces of mail an hour. This was not a test only taken once, RPO clerks were tested over and over to ensure their skills remained sharp.

The memorization abilities clerks possessed were remarkable. A single route was not the extent of testing, multiple routes for individual home states had to be learned, plus the routes of any other worked states. If a clerk was a substitute, which was how most started, he had to know countless routes with staggering numbers of towns with post offices that received mail. Clerks finally had to know where connecting trains met, so mail going either north/south or east/west could be delivered to the correct train. This intense, high pressure work environment elicited strong relationships and interactions. was only half of the process, the clerk also had to throw that destinations sorted mail from the train. If the bag was not thrown far enough, a "snowstorm" could occur, meaning the mailbag was ripped under the train mail scattered.

The memorization abilities clerks possessed were remarkable. A single route was not the



Railway Post Office clerks developed a strong sense of camaraderie. No clerk rested until all work was completed and every piece of mail was sorted. It was a "one for all and all for one" atmosphere in which each took pride in his job and the responsibility of ensuring the mail was delivered. For 140 years the Railway Post Office carried the mail to be delivered across America. As highways were built and air travel increased, the U.S. Post Office began to fade out mail trains. By 1965, only 190 trains carried mail, by 1970, no first class mail was carried on the railroad. The last Railway Post Office, which operated between New York and Washington, D.C., made a final run on June 30, 1977

Club Notes

Aps Sales Circuit Books

In September we will look through APS Sales Circuit books for some treasures. Come and see what you can add to your collections.

Welcome

The Lincoln Stamp Club welcomes guests to every meeting of the Club and encourages collectors of all interests and experience to consider joining. Dues are only \$12/year and can be mailed to the Club at its address on the front page or brought to a meeting. Membership forms are on the Web: [Membership: www.lincolnstampclub.org/membership/](http://www.lincolnstampclub.org/membership/). StampClub.

Meetings

Business Meeting: Thursday, September 6
Look thru APS Sales Circuit Books

Program: Thursday, September 20 ***“The History of U.S. Joint Issue Stamps”*** by Bob Ferguson

Business Meeting: Thursday, October 4
Sales and Valuations of donated material

Program: Thursday, October 18
Preparations for Stamp Collecting Day

STAMP COLLECTING DAY: October 27
Unitarian Church, 6300 A Street, Lincoln 10am-4pm

Facebook

The Lincoln Stamp Club is on Facebook. Please “like” the Club and share its updates with your circle of friends.

Facebook: www.facebook.com/Lincoln

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