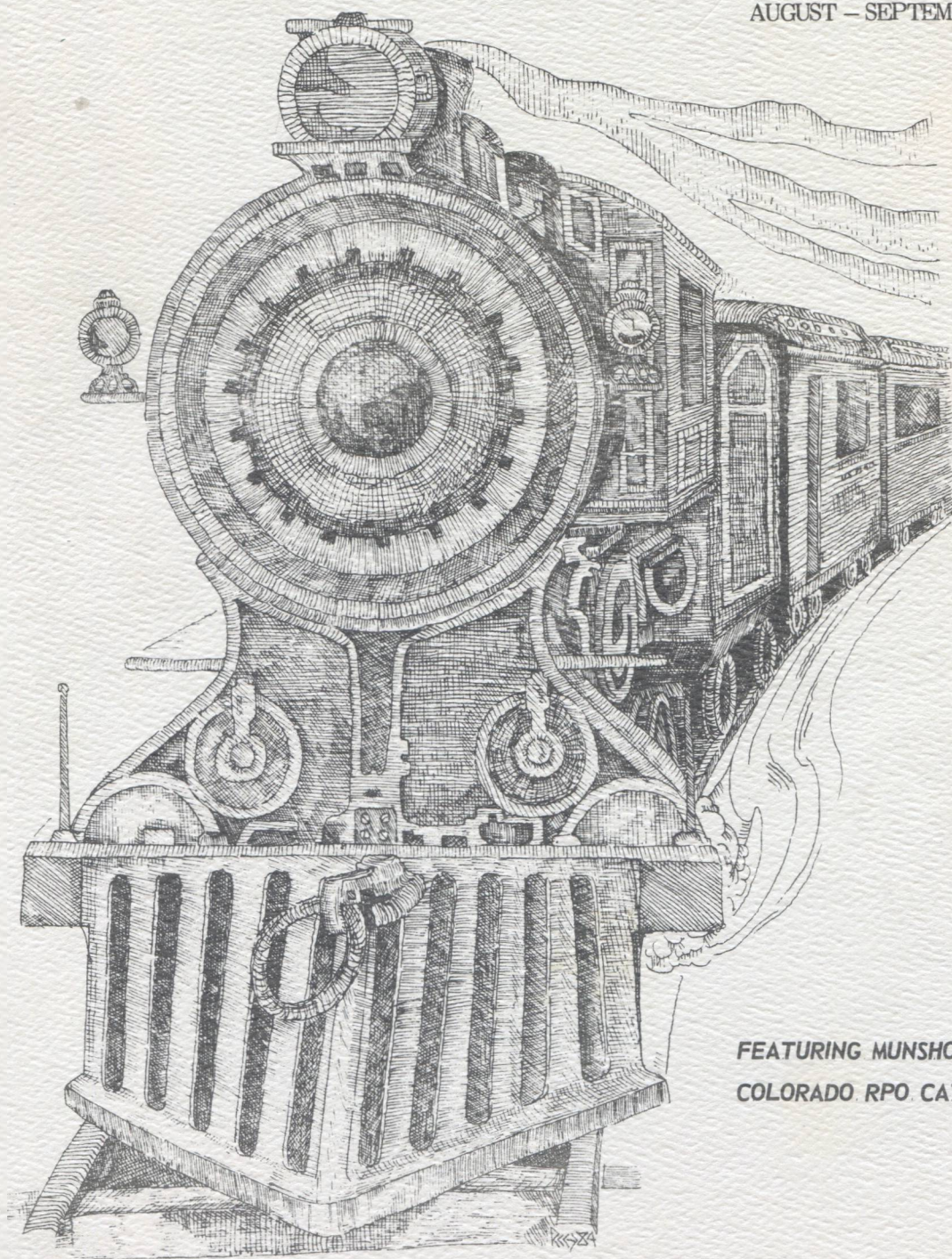


# LA POSTA: A JOURNAL OF AMERICAN POSTAL HISTORY

AUGUST - SEPTEMBER 1984



FEATURING MUNSHOWER'S  
COLORADO RPO CATALOG



# LA POSTA: A JOURNAL OF AMERICAN POSTAL HISTORY

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*Editor, The Midwest:* Alan H. Patera  
*Editor, The West:* Richard W. Helbock  
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LA POSTA: A JOURNAL OF AMERICAN  
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 Lake Oswego, OR 97034  
 Phone: (503) 657-5685

**COVER:** *Adapted from the classic Colorado & Southern advertisement (see page 70), this pen and ink drawing is the work of our young cover artist, Richard Cook Helbock.*

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 WHOLE NO. 88



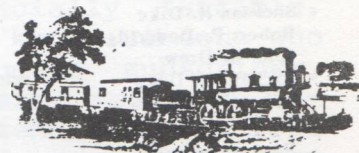
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WE NOTE WITH DEEP SADNESS THE RECENT PASSING  
 OF TWO GREAT AMERICAN POSTAL HISTORIANS:  
 SHELDON H. DIKE and PAUL C. ROHLOFF



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**RANDY STEHLE MAIL AUCTION NO. 4**  
1115 Village Dr., No. 4, Belmont, CA 94002

**CALIFORNIA**

1. CASA VERDUGO, 1913, F 4-bar on PPC (06-13). E. \$6
2. CUDEBACK, 1909 F Doane on PPC (95-14). E. \$6.00
3. GWINAINE, 1908 VF 4-bar on PPC (95-10). E. \$10
4. MONMOUTH, 1912 F 4-bar on PPC (08-19). E. \$10
5. SPOONVILLE, 1909 VF 4-bar on PPC (03-13). E. \$8.
6. WOODSIDE, 1907 F 4-bar on PPC (54-15). E. \$6.

**COLORADO**

7. ALICE, 1908 F 4-bar on PPC (00-25). E. \$15.00
8. CUMBRE, 1930 VG 4-bar on PPC (89/37). E. \$6.00
9. EDEN, 1908 F Doane on PPC(2 cnrs. gone).E. \$10
10. GLEN, 1910 F Doane on PPC (05-20). E. \$6.00
11. GOODPASTURE, 1914 F lite Doane on PPC(95-23).E.\$5
12. HAWTHORNE, 1908 VG 4-bar on PPC (06-30). E.\$5
13. NYBURG, 1911 VF 4-bar on PPC (89-18). E.\$15.
14. MONTCLAIR, 1910 F Doane on PPC (88-12). E. \$5.00
15. READ, 1909 F lite 4-bar fwd on PPC.(98-34).E.\$5
16. ROUSE, 1914 F 4-bar on creased PPC.(89-29).E.\$5
17. SCHOLL, 1921 F lite 4-bar on PPC (01-30). E.\$6.
18. SULPHUR SPRINGS, 1908 F Doane on PPC. E. \$4.00
19. TUTTLE, 1915 F 4-bar on PPC (83-18). E. \$10.00
20. WIGWAM, 1907 VG lite 4-bar on PPC (82-22).E.\$5

**IDAHO**

21. COOK, 1911 VF 4-bar on PPC (09-12). Est. \$30.00
22. DELAMAR, 1911 F 4-bar on PPC (89-42). E. \$4.00
23. ISLAND, 1916 F 4-bar on PPC(stain)(82/16).E.\$5

**MONTANA**

24. CANTON, 1917 VG 4-bar on PPC(stain)(72-35).E\$4
25. PAXTON, 1920 F 4-bar on GPC (09-38). Est. \$6.
26. ROCHESTER, 1908 VF 4-bar on PPC (92-18). E. \$10

**NEVADA**

27. DAYTON, 1910 VG 4-bar on PPC. Est. \$4.00
28. EMPIRE, 1909 VG doubled 4-bar on PPC. E. \$4.00
29. FARRELL, 1910 VG 4-bar rec'd on PPC. E. \$15.00
30. GENOA, 1909 F 4-bar on PPC. Est. \$4.00
31. GLENBROOK, 1908 VG target on PPC. Est. \$4.00
32. IMLAY, 1909 F 4-bar on PPC. Est. \$4.00
33. SILVER CITY, 1909 F 4-bar on PPC. Est. \$4.00
34. WELLS, 1906 F duplex on PPC. Est. \$4.00

**NORTH DAKOTA**

35. ANSELM, 1910 VF Doane on PPC (92-42). Est. \$4.
36. DE VAUL, 1906 F 4-bar on PPC (05-14) & HEART Doane rec'd (05/16), LL corner clipped. E.\$15
37. ELLISON, 1909 F 4-bar on PPC (99-12).E\$8
38. GRABER, 1911 VG 4-bar on PPC (07-14). E.\$12
39. SORKNESS, 1910 F 4-bar on PPC (03-11). E.\$12
40. URBANA, 1913 F 4-bar on PPC (07-23). E. \$7.00

**OREGON**

41. EAST PORTLAND, 1881 F cds on U164. Est. \$6.00
42. ODESSA, 1908 F Doane on PPC. Est. \$6.00
43. O'NEIL, 1909 VF Doane on PPC(age spots).E.\$50
44. SAMPSON, 1907 F Doane on PPC. Est. \$6.00

**UTAH**

45. GREENRIVER, 1906 F Doane on PPC (95-51).E. \$4
46. HENKLEY, 1909 VF 4-bar on U411(ruff @ RT).E.\$6
47. PROMONTORY POINT, 1906 F 4-bar PPC (6th mo).E\$6
48. ROBINSON, 1908 F duplex on PPC (96-14). E.\$15

**WYOMING**

49. JUNCTION, 1915 VG 4-bar on PPC (01-16). E.\$15
50. LIGHTNING FLAT, 1936 F 4-B on GPC (21-27).E.\$6
51. PINE BLUFF, 1910 G duplex on PPC (94-23).E.\$6
52. RAVEN, 1936 VF 4-bar on PPC last day E.\$6.00

**R.P.O.'s**

53. LOS ANG & SANTA BARB., 1909 F on PPC E. \$6.00
54. NILES & SAN JOSE, 1908 VF on PPC. E. \$10.00
55. S.L.CITY & LOS ANG., 1907 F on PPC. E. \$6.00
56. S.L.O. & LOS OLIVOS, 1912 VG on PPC. E. \$10.
57. TUCUMCARI & EL PASO, 1913 VG on PPC. E. \$6.00

**R.F.D.'s (Richow Types)**

58. NICKERSON, KS, Ty 11F ca.1908. Est. \$10.00
59. NORTHBEND, Nebr, R.F.D. No.3, 1908 VF on PPC Ty 2TA. Est. \$20.00

Minimum Bid \$2.00 please. Standard auction rules apply. Phone bids accepted. (415) 595-3657.

**AUCTION CLOSES:** September 30, 1984.

**WESTERN EDITOR'S COMMENTS**

Salutations of summer, dear friends! We have quite an interesting issue for you this time; not quite something for everyone, but lots of really useful postal history. We are particularly proud that Robert Munshower has chosen to offer initial publication of his outstanding Colorado RPO work in our pages (see THE SECOND SECTION). Similarly, we are indebted to Gus Lund for providing us with a glimpse of the fascinating field of PAQUEBOT marks, Rich Wilkerson for showing us a little of his beautiful home county, Roland Enszt and Paul Andersen for taking us inside the communities of Plum Grove and Phil Sheridan, Kansas, and A. B. Smeby for his story of Dakota County, Minnesota, rural routes. Great work, gentlemen, we are thankful for your contribution to our knowledge.

Subscriptions slowed a bit during the past two months. Our number stands at 669 as of the end of July -- an increase of only 20 over the April figure. Sadly, we are far off the pace needed to reach our target of 1,000 by the end of the year. There is still a chance, but it will take a great surge in the fall. If you can help us add new subscribers, please do so. There are a many more improvements we can make in LA POSTA, but we need the additional subscribers to make them financially feasible. Remember, if you know someone who might like to become a subscriber, just send us their name and address. We will send them a free sample copy, and a subscription form. Our growth is almost entirely dependent upon word of mouth. Once a person sees what we are doing, they often subscribe at once, but we need new names of potential subscribers in order to show them what we are doing. In addition to helping LA POSTA grow and improve, you'll be helping yourself because we will extend your subscription one number for each new subscriber recommended by you.

While on the subject of helping yourself by helping LA POSTA, let me make a brief pitch for supporting our advertisers. Friends,



we need these people who advertise in our pages desperately. Few, if any, publications can exist on the basis of subscriptions alone. We are able to maintain our \$10 subscription rate ONLY because a fair number of you have generously donated more to become SUSTAINING SUBSCRIBERS and we have a few folks who advertise in our pages. If these advertisers come to believe that LA POSTA ads bring no results, we will loose their support and be in a "heap of trouble." The message is simple: use the goods and services advertised if you can, and please let them know you saw their ad in LA POSTA.

Our October issue will be impressive. A number of really exciting articles and features are already on hand or in the works, including such subjects as Fort Bridger and Overland mail routes to California, the eastern terminus of the Pony Express (see MIDWESTERN SECTION), and continuation of our series on Utah and 19th Century Oregon postmarks. In addition, we will kick-off our EASTERN SECTION with a premier article on Block Island, Rhode Island, by Brad Arch. LA POSTA is becoming bigger and better, and, with your continued support, we will someday be THE JOURNAL OF AMERICAN POSTAL HISTORY.

Richard W. Helbock, Publisher



OUR OCTOBER AND APRIL PUBLIC AUCTIONS AND OCCASIONAL MAIL SALES ARE PACKED WITH UNUSUAL LOTS OF U.S. POSTAL HISTORY, STAMPS AND LARGE LOTS. ASK FOR OUR NEXT CATALOG!

**Wm. B. Robinson**

1641 Bruce Ln.  
Green Bay, WI 54303



## Unique Estate Appraisals

1939 N.E. Broadway, Portland, OR 97232 (503) 287-4200

### MAIL AUCTION NO. 2

#### ALASKA

1. BARROW July 25, 1938 F cover Est. \$3-\$5
2. CHOMLY Aug. 23, 1915 F+ on cover to Seattle. Est. \$18-\$30
3. CORDOVA Feb. 7, 1913 F-VF ppc. Est. \$15-\$25
4. FORT WRANGEL Oct. 1, 1901 VF-XF cover from Fort Wrangel to Port Townsend with 3 line bar backstamp "Registered" "Oct. 9, 1901" "Port Townsend, Wash." Est. \$100-\$150
5. HAINES Dec. 15, 1911 VF+ on ppc. Est. \$18-\$30
6. HOONAH July 21, 1910 VF+ ON ppc. Est. \$40-\$60
7. KETCHIKAN Aug. 9, 1919 F-VF ppc of Muir Glacier. Est. \$10-\$15
8. MC CARTHY June 21, 1938 F cover to Cordova, (Alaska Steamship Co. Stationary) Est. \$10-\$20
9. SKAGWAY Oct. 6, 1899 F Cover sent to Gilt Edge Restaurant, Bond St. Skagway Est. \$40-\$60
10. SKAGWAY Aug. 2, 1910 VF ppc Est. \$5-\$10
11. WALES Dec. 19, 1942 VF Censored cover Emergency Mail Service to Shishmaref with Teller backstamp. Est. \$3-\$10
12. WINDHAM Dec. 26, 1925 VF cover to Juneau. (Letter enclosed) Est. \$10-\$20
14. SEATTLE & KODIAK RPO F+ July 22, 1917 on ppc. addressed to Katalla. Est. \$75-\$100
15. SEWARD & UNALASKA RPO F cover to Klamath Falls, Oregon from Dillingham. Est. \$15-\$20

All lots sold at a slight advance over the second high bid. Buyers pay cost of mailing lots and all lots are mailed insured. A photo copy may be sent of any lot for a SASE or may be inspected in our shop from 11AM to 5:30PM, Mon. & Wed.-Sat.. Lots improperly described are returnable for a full refund within 10 days of receipt. Phone bids are accepted. MC & VISA

BIDS CLOSE Sept. 17, 1984 at 9PM (Pacific)



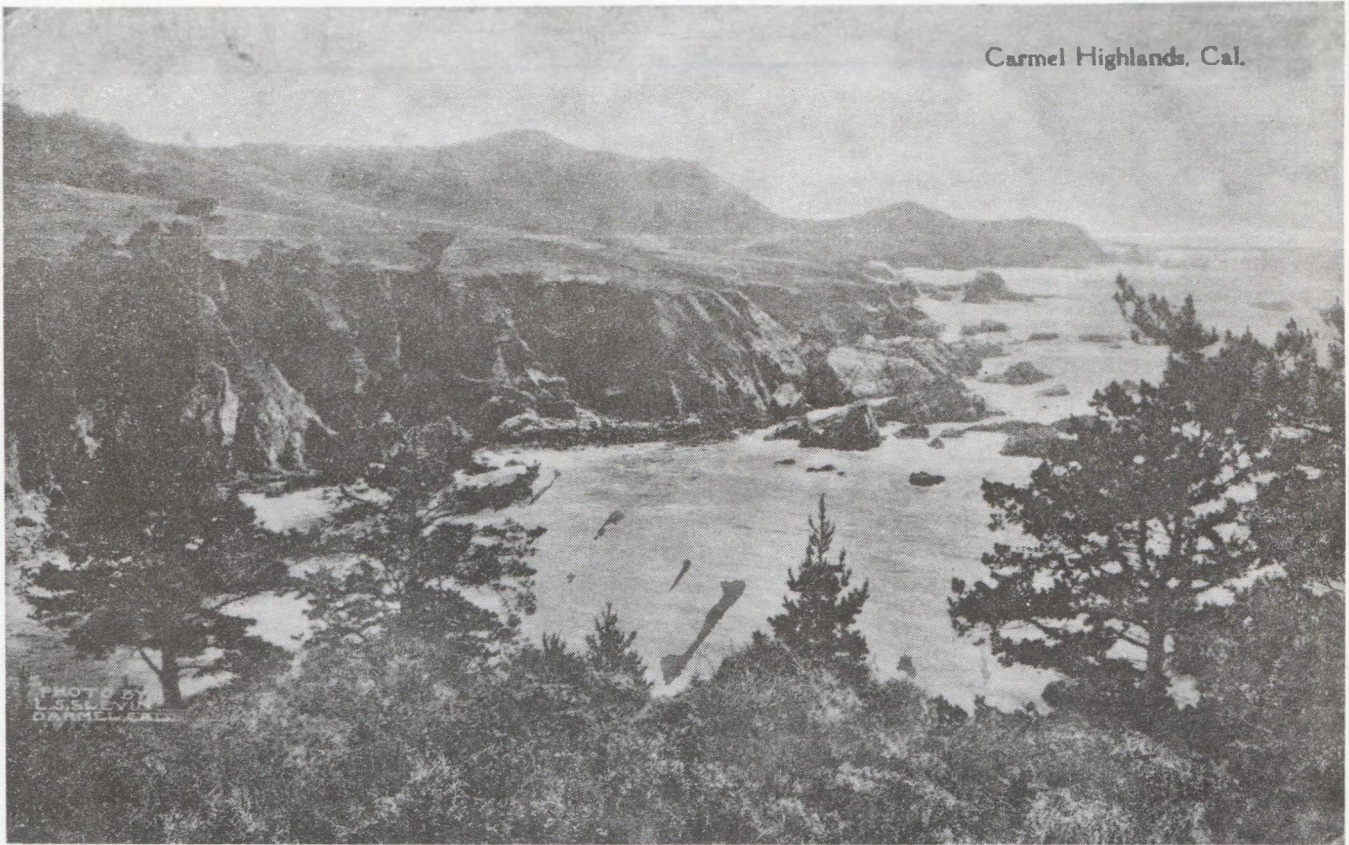
LOT #14

LOT#4

WE BUY COVERS

Dave & Karen Bowers  
1939 N.E. Broadway (503) 287-4200  
Portland, OR 97232





*The rocky shoreline of Monterey County is featured in this 1908 view post card from Carmel Highlands.*

## POST OFFICES OF MONTEREY COUNTY, CALIFORNIA

By Richard C. Wilkerson and R. W.  
Helbock

Monterey County is a land of great contrasts. Physically, the landscape varies from the sheer cliffs along the Big Sur Coast where the Santa Lucia Mountains meet the sea to the broad, level fields of the Salinas Valley immortalized forever by Steinbeck in his *EAST OF EDEN*. Land uses run the gamut from extensive tracts of national forest and military reserves; to rich, irrigated farms, raising such diverse crops as lettuce, tomatoes, strawberries, celery, carrots, cauliflower and artichokes; and on to the modern, luxuriously appointed retirement and recreation communities of Carmel and Pebble Beach.

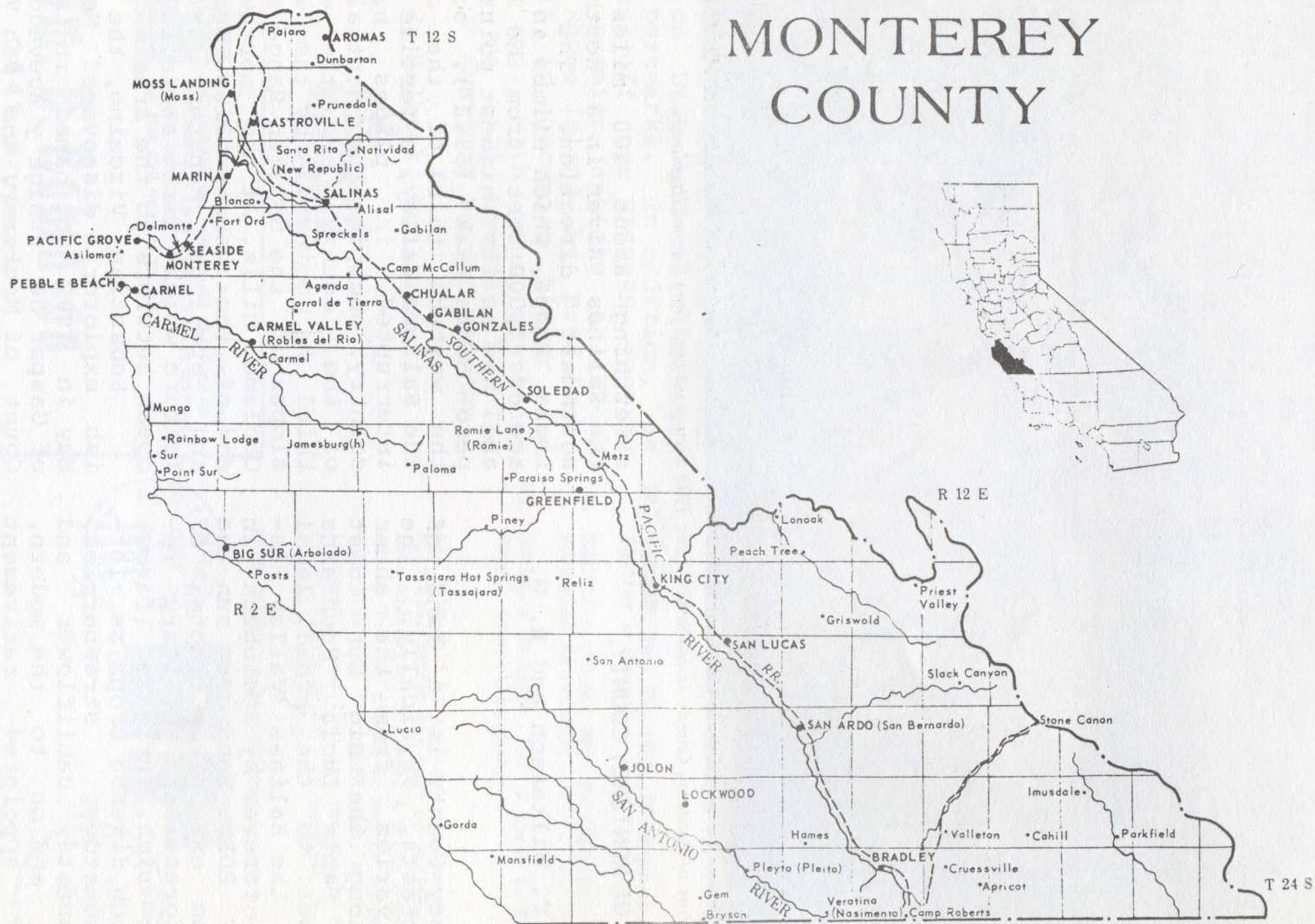
Monterey County is roughly rectangular with its long axis

stretching about 100 miles along the Salinas River in a northwest-southeast direction. The Santa Lucia Range, which climbs an average of 3,000 feet from the Pacific and has as its highest point Junipero Serra Peak (5862'), occupies the western third of the county. The Salinas Valley, a fertile plain interrupted in places by hill country, occupies the central third of the county, and the eastern third is dominated by the western slopes of the Gabilan Range and the Cholame Hills. At the northwestern end of the county lies beautiful and spacious Monterey Bay, the feature which first attracted European settlers to the area.

Sebastian Vizcaino, the Spanish explorer, discovered Monterey Bay in 1602 and named it in honor of Gaspar de Zuniga y Acevedo, the Count of Monterey, and 9th Viceroy of Mexico. So enthusiastic were Vizcaino's reports of the Bay that Gaspar de Portola led an overland party to it which resulted in the



# MONTEREY COUNTY





POST OFFICES OF MONTEREY COUNTY

Post Office	Established	Discontinued	Notes
Agenda	11 Nov 1896	30 Sep 1907	MT: Salinas
Alisal	30 Jan 1866	8 Jan 1869	Name & site ch. to Gabilan
Alisal CNBR	1 Jul 1947	31 Jul 1949	Was East Salinas CNBR; NCT East Salinas CNBR
Alisal CLBR	12 Feb 1950	5 Sep 1963	Was East Salinas CNBR; To CLSTA
Alisal CLSTA	6 Sep 1963	Operating	CLSTA of Salinas
Apricot	20 Jul 1887	31 May 1900	MT: Imusdale
Arbolado	1 Apr 1910	6 Mar 1915	Name & site changed from Posts; NCT Big Sur
Aromas	19 May 1894	23 Dec 1897	Site moved to San Benito Co.
	20 Dec 1924	Operating	Site moved from San Benito Co.
Asilomar	2 Jul 1914	15 Jul 1935	MT: Pacific Grove
Bayview Park CNBR	16 Oct 1953	31 Jul 1956	CNBR of Monterey
Berwick CNBR	8 Dec 1966	23 Sep 1978	CNBR of Carmel
Big Sur	6 Mar 1915	Operating	Was Arbolado
Blanco	18 Feb 1873	23 Apr 1878	
	15 May 1878	28 Nov 1941	MT: Salinas
Bradley	16 Dec 1886	Operating	
Bryson	9 Nov 1887	15 Nov 1937	MT: Bradley
Buena Vista RS	16 Jun 1959	5 Sep 1959	RS of Salinas
Cahill	26 Mar 1894	1 May 1894	MT:Valleton
Calera	26 Aug 1898	---	Rescinded
Camp Delmonte BR.	15 Jul 1922	28 Aug 1922	Temporary BR of Monterey
	1 Jul 1923	15 Sep 1923	
	3 Jun 1924	1 Sep 1924	
	6 Jul 1925	20 Sep 1925	
Camp McCallum	12 Dec 1942	30 Sep 1960	To RS of Salinas
Camp McCallum RS	1 Oct 1960	31 Mar 1961	RS of Salinas
Camp Roberts INDBR.	16 Mar 1941	15 Nov 1953	INDBR of Paso Robles
Camp Roberts CLBR.	16 Apr 1955	30 Sep 1963	CLBR of Paso Robles; To MOU
Camp Roberts MOU.	1 Oct 1963	9 Feb 1968	MOU of Paso Robles; To CLBR of San Miguel
Camp Roberts CLBR.	10 Feb 1968	9 Mar 1970	CLBR of San Miguel
Carmel	30 Oct 1889	4 Apr 1890	
	27 Sep 1893	26 Sep 1903	NCT Tularcito, but never operated with that name.
Carmel	5 Dec 1903	Operating	(by the Sea)
Carmel By The Sea STA	1 Aug 1979	Operating	CNSTA of Carmel 93921
Carmel Rancho CNBR	15 Sep 1961	29 Jun 1979	CNBR of Carmel
Carmel Valley	1 Jun 1952	Operating	Was Robles del Rio
Castroville	14 Mar 1867	Operating	
Chualar	5 Apr 1871	2 Oct 1873	
	19 Jun 1874	Operating	
Corral de Tierra	6 May 1912	24 May 1931	MT: Monterey
Cruessville	13 Apr 1888	31 Jul 1891	MT: San Miguel
Delmonte	10 Aug 1882	28 May 1883	
Del Monte	23 Feb 1901	30 Oct 1911	
	30 Dec 1911	31 May 1952	MT: Monterey
Del Monte Park CNBR	1 Dec 1959	Operating	CNBR of Pacific Grove
Del Rey Oaks CNBR	1 Oct 1968	Operating	CNBR of Monterey
Dunbarton	22 Nov 1900	31 Mar 1909	MT: Watsonville
East Salinas CNBR	1 Jul 1940	30 Jun 1947	CNBR of Salinas; NCT Alisal CNBR
	1 Aug 1949	11 Feb 1950	was Alisal CNBR; NCT Alisal CLBR
Fort Ord CLBR	1 Nov 1940	Operating	CLBR of Monterey
Gabilan	8 Jan 1869	16 Oct 1883	Was Alisal
	16 Sep 1898	31 Mar 1900	
Gabilan CNBR	9 Jan 1950	9 Oct 1963	To CNSTA of Salinas
Gabilan CNSTA	10 Oct 1963	Operating	CNSTA of Salinas
Gem	3 Aug 1894	15 Sep 1899	MT: Bryson
Gigling Reservation BR	1 Jul 1923	15 Sep 1923	Temporary BR of Salinas
Gonzales	1 Dec 1873	Operating	
Gorda	25 Mar 1893	28 Feb 1923	MT: Jolon
Greenfield	30 Jun 1905	Operating	
Griswold	9 Sep 1884	4 Jan 1887	Site moved & NCT San Lucas
Hames	13 Jul 1889	31 Jan 1914	MT: Bradley
Imusdale	22 Sep 1875	15 Aug 1902	MT: Parkfield
Jamesburgh	1 Feb 1887	8 Jun 1894	Form changed to Jamesburg
Jamesburg	8 Jun 1894	10 Apr 1935	MT: Monterey
Jolon	18 Jan 1872	Operating	
King City	9 Mar 1887	Operating	
Lockwood	23 Jul 1888	Operating	
Lonoak	20 Nov 1885	1920	Site to San Benito Co., Dis. 30 Nov 1954
Lucia	8 Mar 1900	23 Feb 1933	MT: San Simeon
	5 Nov 1936	15 Nov 1938	MT: Big Sur
Malone	2 Mar 1901	29 Mar 1901	Rescinded
Mansfield	14 Sep 1889	14 Aug 1897	MT: Jolon
Marina	13 Mar 1916	Operating	
Metz	12 Mar 1888	5 Jul 1933	MT: Soledad
Military BR.	10 Jul 1916	1 Sep 1924	BR. of Monterey; Operated only for 4-8 week periods 1916-17 & 1922-24



Post Office	Established	Discontinued	Notes
Monterey	23 Feb 1849	Operating	
Moss	9 Feb 1895	30 Mar 1917	NCT Moss Landing
Moss Landing	30 Mar 1917	Operating	Was Moss
Mungo	24 May 1895	10 Sep 1898	MT: Sur
Nasimento	3 Dec 1887	7 Nov 1888	NCT: Veratina
Natividad	31 Aug 1855	31 Jul 1908	MT: Salinas
Naval School CLSTA	16 Apr 1949	31 Jul 1962	NCT: U.S.N. Postgraduate School
Navy BR 10138	10 May 1943	30 Jun 1945	Br. of Del Monte (Pre-flight Sch.)
Navy BR 10224	1 Nov 1943	29 Oct 1945	Br. of Monterey (Section Base)
Navy BR 10277	15 Feb 1944	25 Oct 1945	Br. of Monterey (N. Aux. Air Sta.)
Navy BR 13001	20 Feb 1945	13 Aug 1945	Br. of King City (N. Aux. Air Sta.)
New Monterey CLSTA	16 Feb 1909	1 Jun 1913	CLSTA. of Monterey
New Republic	20 Jan 1870	3 Jun 1874	NCT: Santa Rita
Ord Village CNBR.	23 Mar 1942	31 May 1954	
Pacific Grove	5 Feb 1886	16 Jul 1886	
	6 Jan 1887	Operating	
Pajaro	28 Aug 1872	6 Oct 1873	
	1 Feb 1882	15 Mar 1888	MT: Watsonville
Paloma	16 Mar 1923	30 Dec 1933	MT: Soledad
Paraiso Springs	16 Jan 1877	15 Jul 1899	
	25 Jul 1899	14 Jan 1939	SPO; MT: Soledad
Parkfield	29 Jan 1884	28 Feb 1954	MT: San Miguel
Peach Tree	20 Jan 1873	14 Jul 1873	
	23 Jul 1873	15 Jun 1909	Made one word in 1897
Pebble Beach	14 Oct 1909	Operating	
Piney	18 Sep 1897	31 Jan 1905	MT: Paraiso Springs
Pleito	14 Dec 1870	26 Aug 1872	
	6 Nov 1874	12 Sep 1876	
	3 Oct 1884	8 Dec 1884	NCT: Pleyto
Pleyto	8 Dec 1884	14 Feb 1925	MT: Bradley
Point Sur	24 Jan 1883	15 Oct 1883	MT: Monterey
Posts	30 Oct 1889	31 Mar 1910	Site moved & NCT Arbalado
Presidio CLSTA.	16 Mar 1919	31 Oct 1937	NCT: Presidio of Monterey CLSTA.
Presidio of Monterey	21 Apr 1915	15 Mar 1919	Name/status ch. to Presidio CLSTA.
Presidio of Monterey CLSTA.	1 Nov 1937	Operating	Was Presidio CLSTA.
Priest Valley	23 Oct 1883	30 Oct 1909	Was in San Benito Co.
	9 Feb 1910	31 Mar 1934	MT: Londak
Prunedale	5 Mar 1894	31 Jul 1908	
Prunedale RS	1 Mar 1953	31 Dec 1977	RS of Salinas
Rainbow Lodge	19 Jun 1922	30 Apr 1925	MT: Big Sur
Reliz	11 Dec 1899	14 Oct 1903	MT: Soledad
Robles del Rio	15 Jan 1941	31 May 1952	NCT: Carmel Valley
Romie	7 Apr 1898	31 Mar 1900	
Romie Lane CNBR.	1 Aug 1951	9 Oct 1963	To Romie Lane CNSTA. of Salinas
Romie Lane CNSTA.	10 Oct 1963	Operating	
Salinas	31 Mar 1954	Operating	
Salinas Military CNBR	21 Jul 1941	19 Oct 1945	CNBR of Salinas
San Antonio	16 Dec 1858	28 Sep 1887	MT: King City
San Ardo	5 Feb 1887	Operating	Was San Bernardo
San Bernardo	12 Nov 1886	5 Feb 1887	NCT: San Ardo
Sand City CNBR	19 Jun 1961	23 Sep 1978	CNBR. of Seaside
San Lucas	4 Jan 1887	Operating	Site moved from Griswold
Santa Rita	3 Jun 1874	31 Dec 1907	Was New Republic; MT: Salinas
Seaside	1 Jan 1891	Operating	
Slack Canyon	10 Feb 1873	31 Oct 1902	MT: Valleton
Soledad	17 Mar 1869	Operating	
Spreckels	22 Jun 1898	19 Jan 1973	To CLBR. of Salinas
Spreckels CLBR.	20 Jan 1973	Operating	CLBR. of Salinas
Stone Canon	28 Mar 1900	30 Apr 1938	MT: San Miguel
Sur	30 Oct 1889	30 Jun 1913	MT: Monterey
Tassajara	21 Mar 1892	15 Feb 1894	
Tassajara Hot Springs	11 May 1912	29 Feb 1944	MT: Salinas
Tularcito	29 Sep 1903	---	Was Carmel; Never in operation
U S N Postgraduate School CLSTA.	1 Aug 1962	Operating	Of Monterey; Was Naval School
Valleton	16 Mar 1887	15 Jun 1918	MT: San Miguel
Veratina	7 Nov 1888	31 Jul 1895	Was Nasimento; MT: Bradley

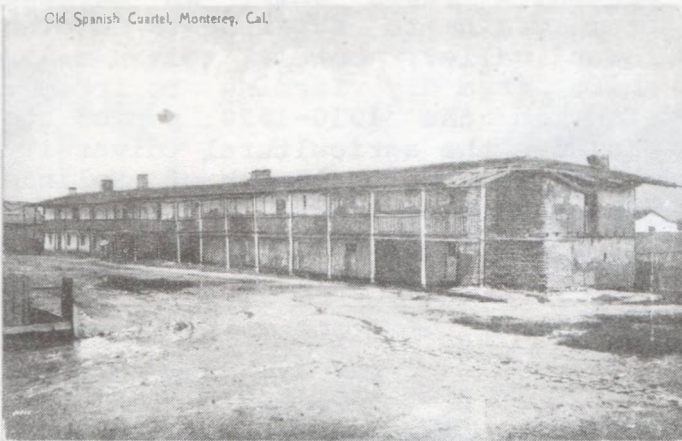
Abbreviations: CLBR - Classified Branch; CLSTA - Classified Station; CNBR - Contract Branch  
 CNSTA - Contract Station; RS - Rural Station; MOU - Money Order Unit  
 MT - Mail to ; NCT - Name changed to ; SPO - Summer Post Office

ADDENDA:

Monterey Station #1	16 Apr 1949	Mar 1980	CNSTA.
Monterey Station #2	2 Oct 1950	1957	CNSTA.



establishment of a presidio and mission at Monterey in 1770. The Mission San Carlos was moved to Carmel at few years later, but the presidio remained at Monterey, and that town was declared the capital of Alta California in 1775. In 1776 Captain Juan Anza opened El Camino Real, the overland route between San Diego and Monterey, and Monterey began a 75-year period during which it ruled supreme as the social and political center of the province.



Old Spanish Cuartel, Monterey, Cal.

The old Spanish cuartel in Monterey as seen in a 1908 view post card.

Although a modest village by 19th century United States standards, Monterey was still the political center of Alta California when the province was ceded to the U.S. after the Mexican War. So it was that when the Postmaster General dispatched Special Agent William Van Vorhees to California in August 1848 to establish U.S. post offices, the ship stopped first at Monterey, and Van Vorhees appointed Capt. William G. Marcy the first California postmaster as of February 23, 1849.

The change from a Mexican to an American government plus the advent of the California Gold Rush served to rob Monterey of its long-held importance in favor of upstart San Francisco. The old capital languished from 1850 to 1880, a period of very rapid growth and development in other parts of the state. With the local economy reduced to a dependence upon trade

from the surrounding ranches and a brief role as a whaling port during the 1860's, the population of Monterey remained static at about 1500. The town received what must have been its most crushing blow in the early 1870's when the Southern Pacific Railroad opted to bypass it with the main line of the Coast Route. In 1872 even the seat of county government was transferred to Salinas on the railroad.

Monterey County was one of the original counties created in 1850, and, except for the extraction of San Benito County from lands lying east of the Gabilan Mountains in 1874, the county's boundaries have remained little changed.

Oddly enough, it was the Southern Pacific which sparked a revitalization of "Old Monterey" by building a branch line to the town in 1878. Construction of the Del Monte Hotel, an elegant vacation retreat, brought increased tourist trade and a growing reputation of the area as a premier recreation spot.



Dear Sir: I am glad to see you in D.M. on Sunday. I don't know how long it will stay. Address "The Del Monte Hotel" Monterey, Cal. M. G. Marcy

The Del Monte Hotel (1907).

A commercial fishing fleet began to call Monterey home port in around the turn of the century, and in 1902 a salmon cannery was built. It was not salmon, but sardines, which created the town's famed "Cannery Row", as nine sardine canneries were built in four years beginning in 1916. At its peak in the late 1920's, Monterey's sardine canneries numbered over 30 and of-



ferred seasonal employment to several thousand workers. The disappearance of sardine from local waters following World War II brought a rapid collapse of the fishery, and the canneries have since been converted into other uses.

The loss of the sardine fishery during World War II coincided with the emergence of a new source of revenue for the local economy: the military payroll. Ironically, as mentioned earlier, Monterey was originally a presidio of Spain, and the United States has maintained a small garrison at the Presidio of Monterey in its present location since 1902. World War II brought a military presence to the community on a scale never before imagined with the establishment of Camp (now Fort) Ord, a few miles to the northeast. Tens, perhaps hundreds, of thousands of troops were trained at Fort Ord during the war, and the post remains active to this day as one of the nation's largest Army bases.

Monterey, and its surrounding satellite communities of Carmel, Pacific Grove, Seaside, Pebble Beach, Sand City, Del Rey Oaks, and others enjoy a sound local economy based upon tourism, retirement and the military.

While the communities of Monterey Bay may represent the soul of the county, there is no question that the county's heart is in the Salinas Valley. The abundance of agricultural produce which annually flows from this 120-mile long valley ranks Monterey County among the nation's most important farming counties. The Franciscan fathers recognized the potential of the Salinas and established two missions, Soledad and San Miguel Arcangel, to promote agricultural development. The valley became the leading California source for hides and tallow during the Mexican era.

Cattle were expanded in number during the Gold Rush years, but by the mid-1860's the herds had been greatly reduced and a change to grain farming was underway. Creation of shipping facilities at Moss

Landing, near the mouth of the river, in 1866 resulted in an expansion of wheat farming along the lower valley. As the Coast Line of the Southern Pacific was built south along the Salinas, cattle and sheep raising was replaced by wheat and barley farming. The railroad reached Soledad in 1873, and for the next 13 years that town remained the southern terminus of the line.

Construction of a large sugar beet factory at Spreckels in 1897 brought a rapid shift in acreage from grain to sugar beets in the lower valley, but it took a major shift from dry farming to irrigation in the 1910-1920 period to produce the agricultural diversity which is the hallmark of Salinas Valley farming today.

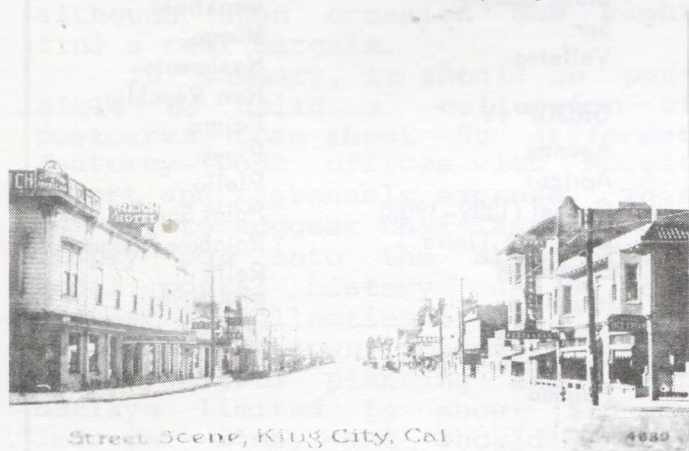


*A 1908 view of Salinas.*

The valley's successes in agricultural production are vividly reflected in the growth of Salinas. From its days as an early cattle town (PO est. 1854), Salinas has grown into a city of over 80,000, and is the commercial and political core of the county. Arrival of the Southern Pacific in 1872, and the subsequent transfer of the county seat from Monterey were major factors in the City's record of growth, but the city has also attracted an impressive array of industries concentrating on various aspects of food processing and transportation.



The Salinas Valley is dotted with numerous smaller communities of approximately equal population such as Castroville (4200), Gonzales (2800), King City (5400), and Soledad (5800). Some house specialized activities, such as the State Correctional Training Facility at Soledad or the artichoke processing of Castroville, but all serve as farm and ranch trade centers.



Main street of King City (ca. 1908).

No discussion of Monterey County could be complete without at least brief mention of the Big Sur Country. This remote and beautiful land of sheer slopes, fogbound headlands, surf, breakers and vistas beyond compare, stretches along the west coast of Monterey County from Carmel south to Morro Bay in San Luis Obispo County. Prior to 1937 Big Sur Country was accessible only by the tortuous Coast Trail which served to tie the few isolated homesteads together and to the outside world. Early post offices at Sur (1889), Posts (1889) and Mungo (1895) were served by mail carried south from Carmel along the trail, but those to the south at Lucia (1900), Gorda (1893) and Mansfield (1889) were served from Jolon over a wagon road which crossed the Santa Lucia Range south of Lopez Point. Neither route afforded reliable mail delivery, for frequently heavy winter rains and slides act to limit outside access even to this day. The long-anticipated opening of California Route 1

in 1937 finally brought increased contact to the Big Sur Country, but, as this is written, Route 1 has only recently been reopened after being closed by massive slides for several months!

#### COLLECTING MONTEREY COUNTY POSTMARKS

Nearly 80 independent post offices have operated within the current boundaries of Monterey County. Of this total there remain 22 still in operation. In addition, there have been some 31 different named branches and stations within the county. These statistics suggest that a person wishing to form a representative collection of postmarks from Monterey County will face a worthy challenge.

The relatively large number of offices still in operation presents the would-be collector an advantage in forming his Monterey County collection. Finding examples of the postmarks of these 22 offices, plus postmarks of the existing branches and stations, should involve little expense and should proceed quite quickly. Naturally, if one seeks examples of early-day postmarks from these existing offices, one must expect to make a cash outlay. Even examples of 19th century postmarks from Monterey and Salinas will command a premium, but, in general, it is possible to acquire postmarks from operating offices with relatively little expense.

The nine post offices listed under Group I have mostly been discontinued since World War II or have had their names changed. A few, such as Asilomar, Pleyto, and Paraiso Springs, closed prior to the war, but are very well represented by surviving postmarks. Postmarks from all nine of these offices may be acquired with fairly little search, and modest outlay of funds. Once again, however, examples with early dates may be expected to command a premium.

The eleven post offices listed in Group II are fairly well represented by surviving postmarks. Most



# **MONTEREY COUNTY POST OFFICES GROUPED ACCORDING TO SCARCITY OF POSTMARKS**

## **OPERATING**

Aromas  
Big Sur  
Bradley  
Carmel  
Carmel Valley  
Castroville  
Chualar  
Gonzales  
Greenfield  
Jolon  
King City  
Lockwood  
Marina  
Monterey  
Moss Landing  
Pacific Grove  
Pebble Beach  
Salinas  
San Ardo  
San Lucas  
Seaside  
Soledad

## **GROUP I**

Asilomar  
Del Monte  
Lonoak  
Paraiso Springs  
Parkfield  
Pleyto  
Robles del Rio  
Spreckels  
Tassajara Hot Springs

## **GROUP II**

Arbolado  
Blanco  
Bryson  
Jamesburg  
Lucia  
Metz  
Moss  
Posts  
Presidio of Monterey  
Priest Valley  
Stone Canon

## **GROUP III**

Camp McCallom  
Gorda  
Hames  
Natividad  
San Antonio  
Santa Rita  
Slack Canyon  
Sur  
Valleton

## **GROUP IV**

Agenda  
Apricot  
Carmel (1889-1903)  
Corral de Tierra  
Dunbarton  
Imusdale  
Peachtree  
Prunedale  
Paloma

## **GROUP V**

Alisal  
Cahill  
Cruessville  
Gabilan  
Gem  
Griswold  
Mansfield  
Mungo  
Nasimento  
New Republic  
Pajaro  
Piney  
Pleito  
Point Sur  
Rainbow Lodge  
Reliz  
Romie  
San Bernardo  
Tassajara

of these offices closed between 1920 and 1945, and their postmarks are relatively common on postcards or, in some cases, last day covers prepared by collectors. Once in awhile, postmarks from an office with an early closing date or short lifespan are more common than might be expected simply because there has been a large correspondence surviving from that town. Such is the case in this group with postmarks from Posts (1889-1910) and Arbolado (1910-15). Examples of postmarks from the 11 offices of Group II should be obtainable with a little searching. Reasonable cash outlays for examples of the more common postmark types from this group should be on the order of \$5 to \$10 based on today's collector demand.

Nine offices are listed in Group III. Postmarks from these offices are considered uncommon. In general, the post offices listed here closed during the first two decades of the 20th century, but there are exceptions. Gorda, an

office perched along the rugged coastline south of Big Sur, closed in 1923, but since this was well before the opening of Route 1 and no cache of letters is known from Gorda, its postmarks are not common. Perhaps even more surprising is the inclusion of Camp McCallum in this group. This office operated as an independent facility from 1942 to 1960, before being converted to a Salinas Rural Station. In spite of its recent existence, postmarks from Camp McCallum are not common.

Group IV contains the names of nine post offices from which postmarks must be considered scarce. These offices have typically been closed for more than 60 years, and some operated only a few brief years. The best source of postmarks from these offices is likely to be dealers in postal history or auctions featuring covers and postcards. Typical examples purchased in this way may be expected to cost from \$20 to \$50.



There are 19 post offices of Monterey County from which postmarks must be considered very scarce. These are listed in Group V. Most of these offices closed in the 19th century, or, as in the case of Rainbow Lodge, operated for three years or less early in this century. Postmark examples from any of these offices are apt to command prices in excess of \$50 at auction, although upon occasion one might find a real bargain.

In summary, it should be possible to build a collection of postmarks from about 50 different Monterey post offices with modest effort and reasonable expense. This is not to suggest that anyone can simply pop into the shop of the local postal history dealer and request a collection of 50 different Monterey town postmarks, but, with careful planning and cash outlays limited to about \$10 or less per item, one should be able to find postmarks of about 50 different towns in a reasonable amount of time.

Development of the collection to as many as 60 different towns is likely to require a good bit more time and/or financial outlay, and a Monterey County collection featur-

ing postmarks from 65 or more different offices will be a major collection.

These relatively small numbers are not meant to suggest that one is quickly limited in forming a Monterey County postmark collection. Far from it, for the county collector will also want to include postmarks from the many branches, stations and rurals, and, most likely, will wish to expand the collection to include as many different postmark types as possible from each office. Other possibilities for expanding the collection include RPO postmarks from lines operating through the county, RFD markings from the county, and special event postmarks (airport dedications, exhibits, etc.) from the county. In addition, many collectors add view cards which illustrate main streets, buildings and so forth to give a touch of historic flavor to their collections. Considering the numerous possibilities for developing a collection of Monterey County postmarks, it is not unreasonable to consider that such a collection might occupy several good-sized binders in a few years.

#### CHARLES GILLESPIE

MAIL AUCTION NO. 14

P.O. Box 13145, Portland, OR 97213  
(503) 288-2743

#### ALASKA

1. Douglas cover, Dec. 17, 1901 w/letter from Henry Spangenberg to Bulverde, Texas Rough opened #5 Est. \$55.00
2. Hoonah cover, Jun. 11, 1922 #3 Some soiling Est. \$25.00
3. Juneau cover, Aug. 12, 1900 #8 1st Nat. Bank Juneau corner card Est. \$40.00
4. Lassen PPC Apr. 29, 1940 #1 Eskimo in Furs Est. \$15.00
5. Nome cover Sept. 1901 #3 Est. \$40.00
6. Sitka PPC Sept. 4, 1907 #16 Double circle (color) Muir Glacier Est. \$40.00
7. Skagway cover Oct. 4, 1901 #7 stamp torn Est. \$30.00
8. Solomon PPC Aug. 10, 1911 #2 People on excursion at Bering Sea w/dog sled Est. \$30.00
9. Tanana PPC June 12, 1915 #3 Totem poles Est. \$30.00
10. Treadwell PPC Apr. 18, 1917 #2 Est. \$20.00
11. Wrangell PPC Jul. 15, 1905 #1 Mixed franking Est. \$40.00

#### RPO'S

12. Seattle & Seward PPC 3 page foldout of Taku Glacier Est. \$25.00
13. Fallbridge & Culver PPC Nov. 3, 1911 #902-2-A-1 North, nice old car scene at Bend, OR Est. \$60.00
14. Biggs & Shaniko B/S cover plus B/S Hayward, OR Dec. 20, 1903 896-4-A-1 south Est. \$60.00
15. The Dalles & Shaniko PPC (Greeting) July 30, 1910 Tr. 21 Est. \$75.00

Minimum bid \$3.00 please. All lots sold at a slight advance over the second high bid. Buyers pay cost of mailing lots. A photo copy may be had for a SASE, and lots may be inspected by appointment (503) 288-2743 in Portland. Lots improperly described are returnable for a full refund within 10 days of receipt. Phone bids are accepted.

BIDS CLOSE: September 30, 1984 at 10PM (Pacific)



**WANTED TO BUY DPOs of the West and OLDER COVERS FROM OREGON**



## RURAL FREE DELIVERY IN THE WEST

### Part V: Oregon

By Randy Stehle & Richard W. Helbock

The rural free delivery system was a boon to thousands of Oregonians living on dispersed farms and ranches in the state. Its establishment in October of 1897 meant, that for the first time, they could enjoy the same benefits of home mail delivery as their city cousins. The relatively dense rural population distribution of western Oregon was ideal for the initiation of rural routes, and, during the first decade of the 20th century, the service was expanded greatly in Oregon.

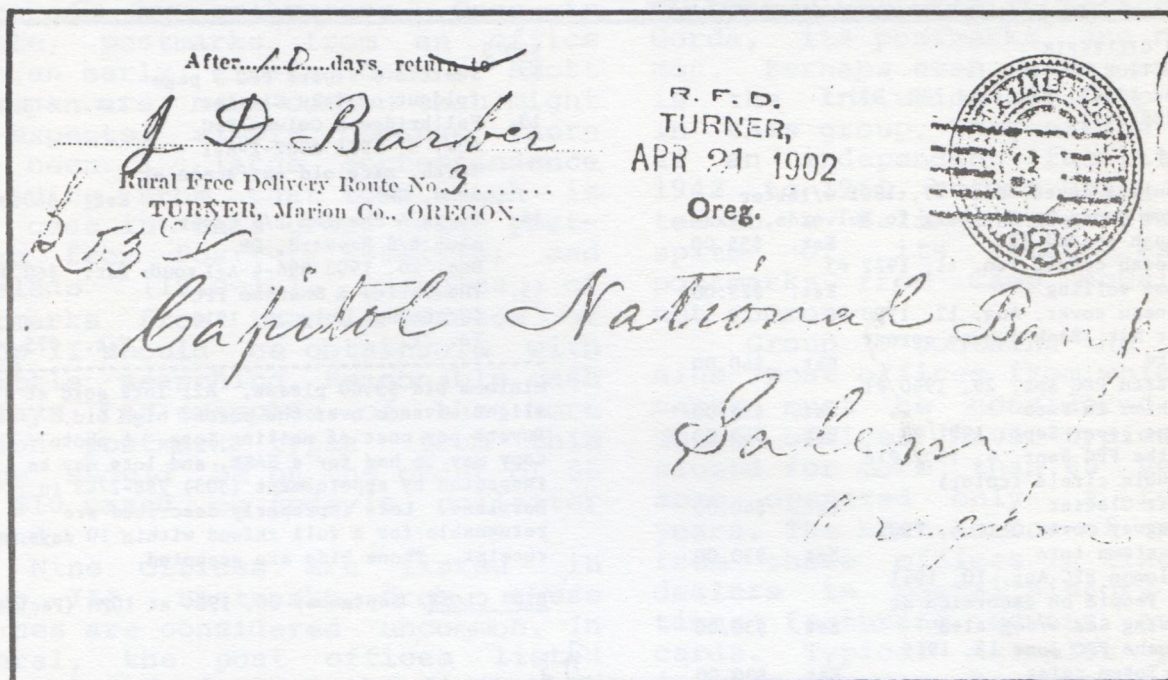
The first rural routes in Oregon were established October 16, 1897, as Routes 1, 2 and 3 of Turner in Marion County. In November of 1898 Turner Postmaster G.F. Robertson filed a report which appeared in the "Report of the Postmaster General, 1898." Robertson's report described his experience with the first year of RFD service in part as follows:

"The general sentiment is for its continuance. The amount of mail handled by rural carriers steadily increased until about the end of the last fiscal year; after which it grew a little lighter for about two months, but is increasing again."

Robertson went on to suggest improvements to the service as follows:

"Would suggest a uniform lock to be furnished by the Department for mailing boxes at a nominal cost to patrons of the rural service. Boxes should be locked, and it is not practical for patrons to furnish locks, as there would be too many different kinds of keys for the carrier, and it would be impossible for patrons to get uniform locks except as above. I would also suggest for a wet climate, as the Pacific coast, a better satchel for carriers during the winter months for the protection of the mail.

In concluding his report, Robertson provided a very detailed analysis of the kinds of mail delivered and collected by the Turner



Turner, Route 3 (Type 1) on cover with printed RFD return address. (Courtesy of Don Smith)



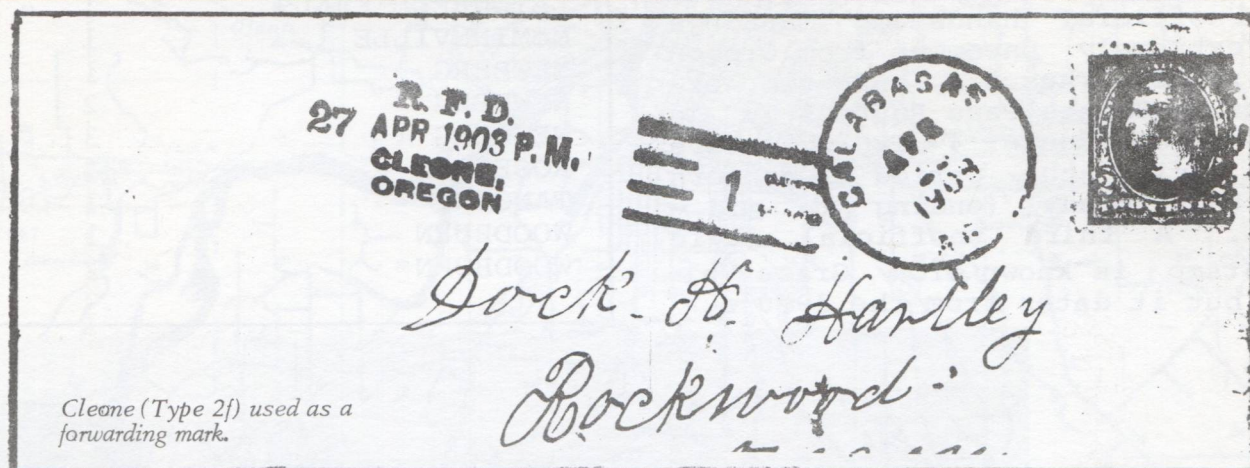
rural carriers during the first analysis is presented as it ap-  
months of route operation. His peared in the table below.

Report of number of pieces of mail delivered and collected by rural free-delivery  
carriers at Turner post-office, Marion County, Oreg., from October 16, 1897, to  
June 30, 1898.

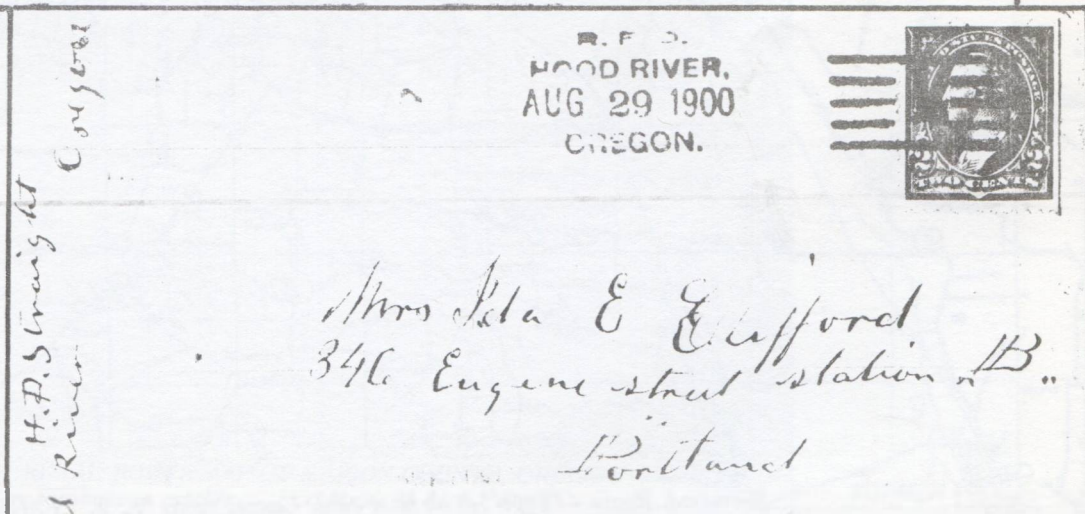
Name of carrier.	Delivered.						Collected.					Total number of pieces delivered and collected.
	Registered letters or parcels.	Ordinary letters.	Postal cards.	Newspapers and circulars.	Packages.	Total delivered.	Letters.	Postal cards.	Newspapers and circulars.	Packages.	Total collected.	
Fred C. Gunning		4,716	308	10,624	870	16,518	4,892	231	81	189	5,393	21,911
Phil W. Pearson		3,633	531	11,708	807	16,679	3,018	343	201	201	3,763	20,442
Geo. F. Judd and Edgar C. Crawford		2,005	257	6,546	323	9,131	856	76	116	39	1,187	10,318
Total												52,671
July and August, 1898:												
F. C. Gunning	2	1,041	70	2,155	108	3,376	802	15	18	24	919	4,295
P. W. Pearson	1	794	134	3,483	174	4,596	640	78	14	6	792	5,388
E. C. Crawford	1	636	97	1,997	39	3,000	274	60	19	9	371	3,371
Total												13,054
Grand total												65,725

I certify that the above statement is correct.

G. F. ROBERTSON, Postmaster.



Cleone (Type 2f) used as a forwarding mark.



Hood River, Route 1 (Type 1) on cover. (Courtesy of Jim Raley)



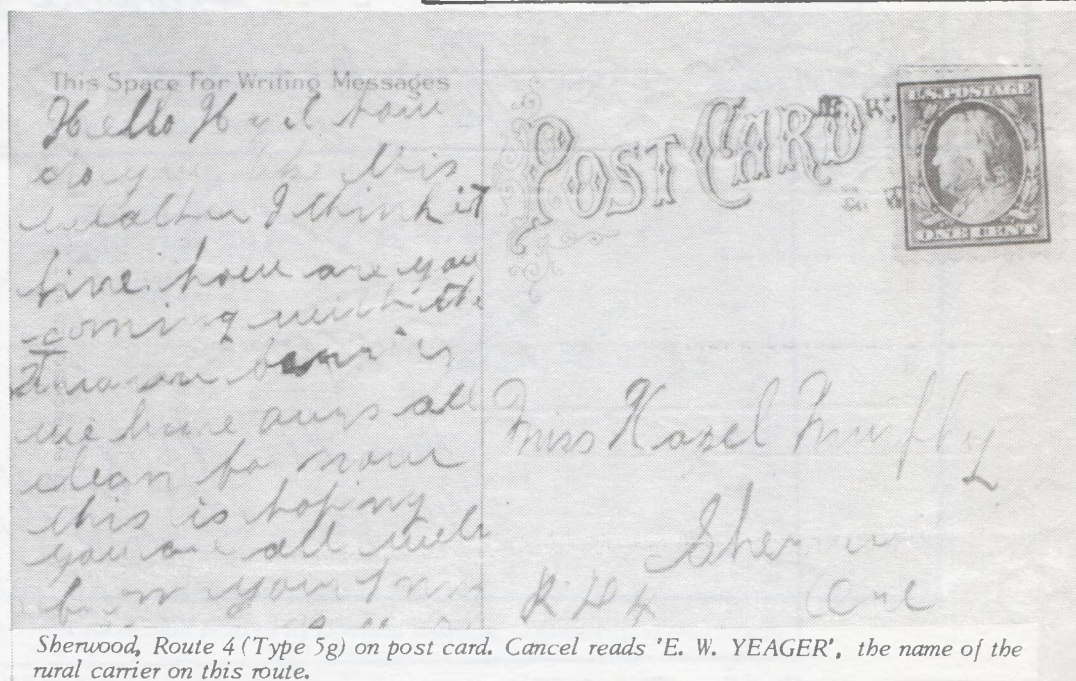
Rural free delivery service was expanded rapidly in Oregon, particularly throughout the central Willamette Valley, during the early 20th century. By July 1, 1903, the end of the "official period", there were 82 RFD routes emanating from 46 different Oregon towns and cities. Of particular note was the simultaneous establishment of eight RFD routes out of Salem on April 1, 1901. A ninth Salem route was added September 1, 1902, and, as shown on the accompanying portion of a 1931 Rural Route Map of Marion County, these nine Salem routes radiated out from Oregon's capital city like spokes of a great wheel.

Thus far, examples of official handstamp markings have been reported from 58 of the 84 Oregon RFD routes established up to July 1, 1903. The 26 routes from which no official style markings are known are listed below in Table 1.

Unofficial handstamp markings are extremely uncommon from Oregon RFD routes. Thus far, only two examples -- Grants Pass Route 1 Ty 1g and Sherwood Route 4 Ty 5g -- are known during the period of concern for this study (ending in mid-1913). A third, unofficial style handstamp is known from Grass Valley, but it dates from the 1920's.

TABLE 1  
OREGON RFD ROUTES FROM WHICH  
OFFICIAL CANCELS ARE EXPECTED  
BUT AS YET UNREPORTED

Post Office	Route #
ALBANY	5
AUMSVILLE	1
EUGENE	1
EUGENE	2
FOREST GROVE	1
FREEWATER	2
GERVAIS	2
GERVAIS	3
GRESHAM	2
GRESHAM	4
GRESHAM	5
HALSEY	2
HOOD RIVER	2
HUBBARD	2
INDEPENDENCE	1
JUNCTION CITY	1
JUNCTION CITY	2
LATOURELL FALLS	1
McMINNVILLE	1
NEWBERG	1
NEWBERG	2
NEWBERG	3
ROSEBURG	1
TANGENT	1
WOODBURN	1
WOODBURN	2



Sherwood, Route 4 (Type 5g) on post card. Cancel reads 'E. W. YEAGER', the name of the rural carrier on this route.



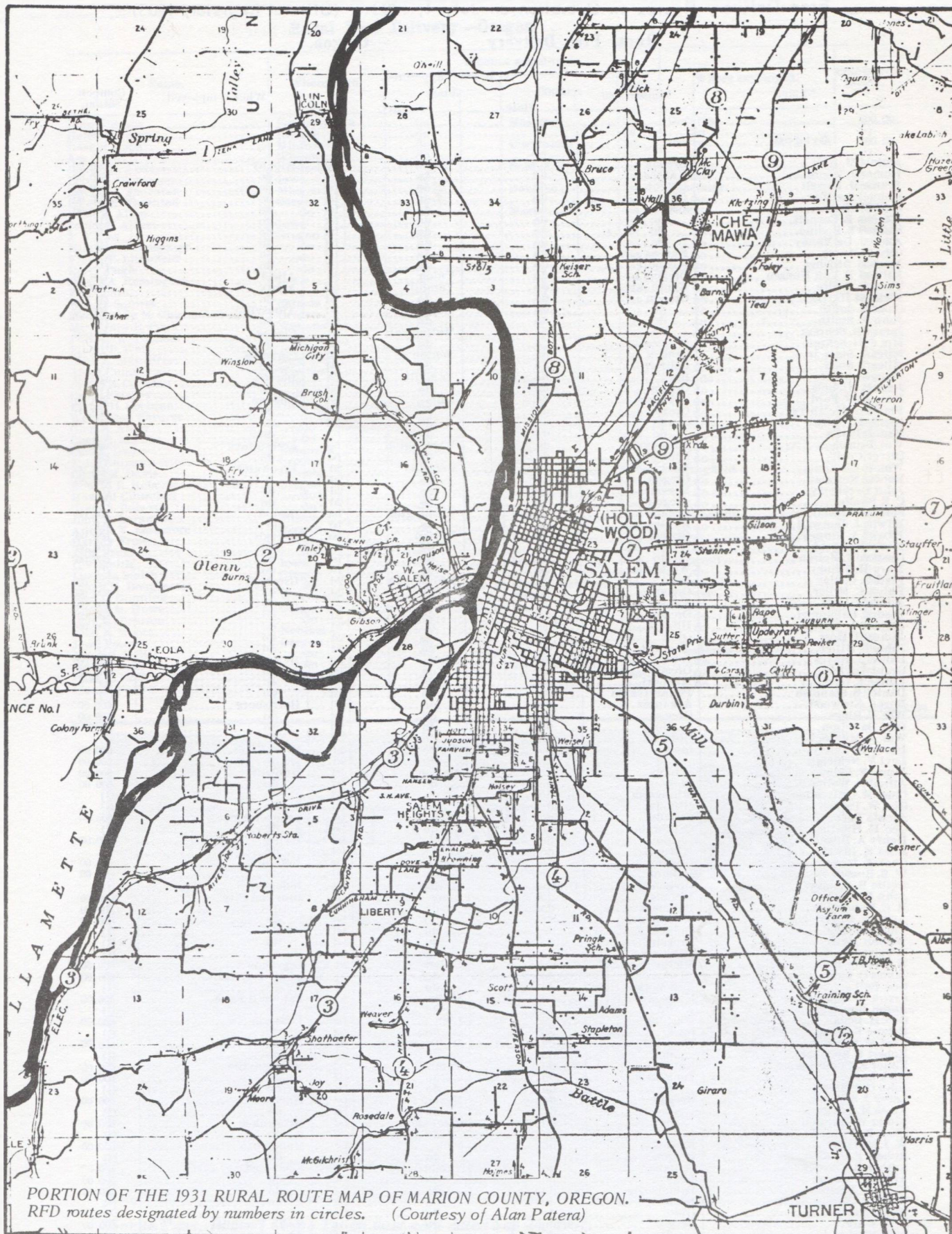




TABLE 7 - A Checklist of Rural Free Delivery Routes That Were issued Official Handstamps; or Rural Free Delivery Routes in Operation on July 1, 1903 (Official Register, 1903)

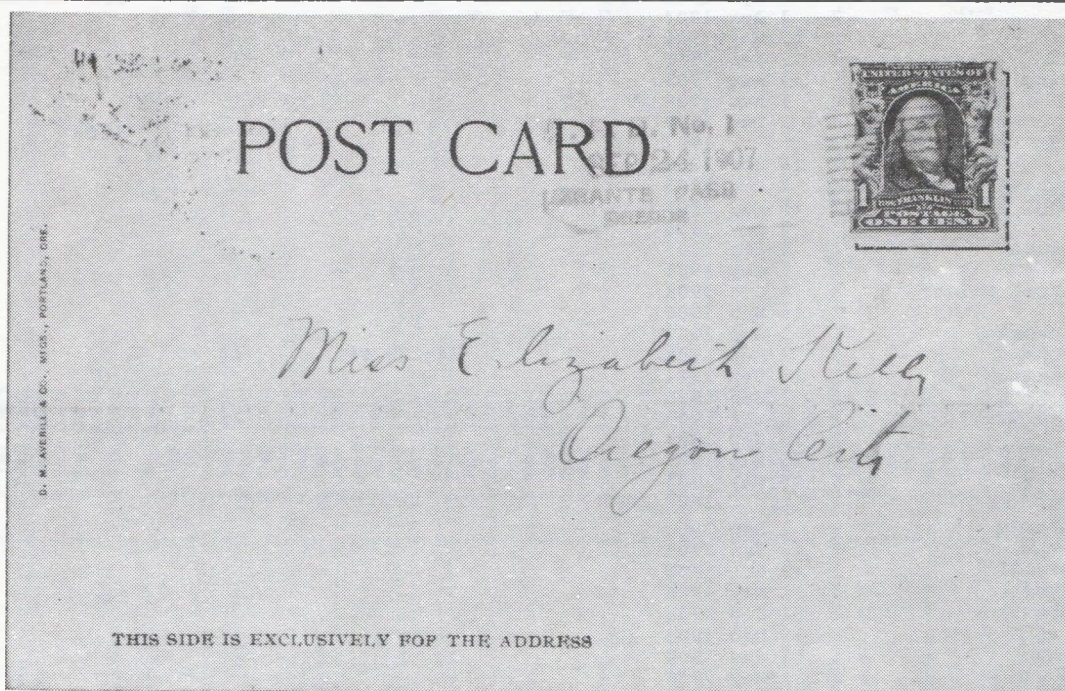
Rural Free Delivery — Oregon.						
Name.	Where born.	Where appointed.		Comp. dist.	Where employed.	Compensation.
		State.	County.			
<b>Oregon.</b>						
Arthur M. Holt	Oregon	Oregon	Linn	1st	Albany	600.00
Homer J. Moore	Kansas	do	do	1st	do	600.00
Frank M. Powell	Oregon	do	do	1st	do	600.00
Samuel Swisher	Ohio	do	do	1st	do	600.00
C. W. Wallace	Oregon	do	do	1st	do	600.00
Eugene B. Cornett	do	do	do	1st	do	(1)
Samuel S. Bodine	do	do	do	1st	do	(1)
Andy J. De Vaney	do	do	do	1st	do	(1)
Guy S. Moore	Kansas	do	do	1st	do	(1)
Mary H. Swisher	Missouri	do	do	1st	do	(1)
Millard F. Van Housen	Oregon	do	Union	2d	Alief	600.00
Thos. E. White	Kentucky	do	Yamhill	1st	Amity	600.00
Richard Harrison	Oregon	do	do	1st	do	(1)
Chas. E. Smith	do	do	Marion	1st	Aumsville	600.00
John A. Smith	do	do	do	1st	do	(1)
James H. Schram	do	do	Multnomah	2d	Cleone	600.00
Mrs. J. H. Schram	Minnesota	do	do	2d	do	(1)
Miles T. Starr, jr.	Oregon	do	Benton	1st	Corvallis	600.00
Miles T. Starr	California	do	do	1st	do	(1)
Chas. Saunders	Iowa	do	Yamhill	1st	Dayton	600.00
John C. Nichols	Oregon	do	do	1st	do	(1)
Burgess F. Ford	Arkansas	do	Lane	1st	Eugene	600.00
Frank G. McMurry	Oregon	do	do	1st	do	600.00
Glenn H. Farrow	do	do	do	1st	do	(1)
Wm. J. Platts	do	do	do	1st	do	(1)
Wm. Dunsmore	Minnesota	do	Washington	1st	Forestgrove	600.00
Oliver Curtis	Illinois	do	do	1st	do	(1)
Wm. B. Clements	Washington	do	Umatilla	2d	Free-water	600.00
Robert Newman	Oregon	do	do	2d	do	600.00
John Dereberry	Missouri	do	do	2d	do	(1)
C. E. Shaffer	Oregon	do	do	2d	do	(1)
Smith Shotwell	Canada	do	Washington	1st	Gaston	600.00
Edwin J. Shotwell	Kansas	do	do	1st	do	(1)
Edwin A. Finney	Oregon	do	Marion	1st	Gervais	600.00
Marie Mangold	do	do	do	1st	do	600.00
Gustave J. Moisan	do	do	do	1st	do	600.00
Mary H. Finney	Wisconsin	do	do	1st	do	(1)
Fred G. Conley	Iowa	do	Multnomah	2d	Gresham	600.00
Ralph C. Miller	Oregon	do	do	2d	do	600.00
Anna M. Hoss	Kansas	do	do	2d	do	600.00
Fred E. Palmquist	Oregon	do	do	2d	do	600.00
Eugene L. Thorp	Illinois	do	do	2d	do	600.00
James H. Hoss	Ohio	do	do	2d	do	(1)
John E. Miller	Missouri	do	do	2d	do	(1)
Daniel J. Hayes	Iowa	do	Linn	1st	Halsey	600.00
Grant Taylor	Oregon	do	do	1st	do	600.00
Elmer E. Gormley	Missouri	do	do	1st	do	(1)
Daniel B. Standish	Pennsylvania	do	do	1st	do	(1)
Burt S. Norwood	Arkansas	do	do	1st	Harrisburg	600.00
Wm. C. Riggs	Oregon	do	do	1st	do	600.00
Oral Davidson	do	do	do	1st	do	(1)
Wm. A. Murdock	Ohio	do	do	1st	do	(1)
Harry H. Bailey	Iowa	do	Wasco	2d	Hood River	600.00
Levi V. Nealeigh	do	do	do	2d	do	600.00
James F. Palmer	Illinois	do	Marion	1st	Hubbard	600.00
Alfred D. Woller	Oregon	do	do	1st	do	600.00
Chas. M. Crittenden	Minnesota	do	do	1st	do	(1)
Geo. W. Palmer	Illinois	do	do	1st	do	(1)
Archie Parker	Canada	do	Polk	1st	Independence	600.00
Geo. H. Huntley	California	do	do	1st	do	(1)
Henry A. Inwall	do	do	Lane	1st	Irvyng	600.00
John H. Inwall	Missouri	do	do	1st	do	(1)
Chas. E. Jones	Oregon	do	Marion	1st	Jefferson	600.00
W. B. Russell	Indiana	do	do	1st	do	600.00
Nellie R. Looney	Oregon	Oregon	Marion	1st	Jefferson	(1)
John F. Curtis	Illinois	do	Lane	1st	Junction City	600.00
H. C. Hansen	Denmark	do	do	1st	do	600.00
Andy E. Tower	Michigan	do	do	1st	do	600.00
Emza Justice	Indiana	do	do	1st	do	(1)
Watson McKee	Oregon	do	do	1st	do	(1)
C. Tower	Minnesota	do	do	1st	do	(1)
H. Clinton Ball	Michigan	do	Union	2d	Lagrande	600.00
James C. Ball	do	do	do	2d	do	600.00
Geo. Ball	New York	do	do	2d	do	(1)
Frank F. Ferguson	Michigan	do	Multnomah	2d	Latourell Falls	600.00
Aaron Bradford	do	do	do	2d	do	(1)
Geo. H. Dodge	Washington	do	Linn	1st	Lebanon	600.00
Kriene Kriens	Iowa	do	do	1st	do	(1)
Fred M. Spooner	Wisconsin	do	Multnomah	2d	Lentz	600.00
Robert B. Spooner	do	do	do	2d	do	(1)
Elmer E. Cummins	Kansas	do	Yamhill	1st	McMinnville	600.00
Kirk Lorp	Tennessee	do	do	1st	do	600.00
John G. Potter	do	do	do	1st	do	(1)
Leroy J. Simeral	Oregon	do	Marion	1st	Macleay	600.00
Amos M. Taylor	do	do	do	1st	do	(1)
Elmer W. Bunnell	do	do	Clackamas	1st	Milwaukee	600.00
Chas. B. Bunnell	Iowa	do	do	1st	do	(1)
W. J. Mulkey	Missouri	do	Polk	1st	Monmouth	600.00
Robert F. Ground	Oregon	do	do	1st	do	(1)
Luther B. Charles	Indiana	do	Yamhill	1st	Newberg	600.00
Alfred C. Martin	Iowa	do	do	1st	do	600.00
Chas. W. Skelton	Illinois	do	do	1st	do	600.00
Willis B. Cory	Iowa	do	do	1st	do	(1)
David Martin	Ohio	do	do	1st	do	(1)
G. H. Walker	Oregon	do	do	1st	North Yamhill	600.00
C. W. Walker	do	do	do	1st	do	(1)



# Rural Free Delivery—Oregon

Name.	Where born.	Whence appointed.			Where employed.	Compensation.
		State.	County.	Cong. dist.		
John B. Stone.....	Pennsylvania.....	do.....	Malheur.....	2d.....	Ontario.....	600.00
Helen E. Stone.....	Illinois.....	do.....	do.....	2d.....	do.....	(1)
Jesse R. Coon.....	Minnesota.....	do.....	Clackamas.....	1st.....	Oswego.....	600.00
Asa Coon.....	Wisconsin.....	do.....	do.....	1st.....	do.....	(1)
Joseph O. Anderson.....	Nebraska.....	do.....	Polk.....	1st.....	Parkers.....	600.00
Percy J. Dickinson.....	Iowa.....	do.....	do.....	1st.....	do.....	(1)
Samuel I. Thornton.....	Missouri.....	do.....	Douglas.....	1st.....	Roseburg.....	600.00
Edwin E. Thornton.....	Oregon.....	do.....	do.....	1st.....	do.....	(1)
Chas. B. Allen.....	do.....	do.....	Marion.....	1st.....	Salem.....	600.00
James S. Albert.....	Iowa.....	do.....	do.....	1st.....	do.....	600.00
J. W. Cox.....	Oregon.....	do.....	do.....	1st.....	do.....	600.00
Hiram A. Johnson, Jr.....	do.....	do.....	do.....	1st.....	do.....	500.00
Frank P. Litchfield.....	do.....	do.....	do.....	1st.....	do.....	600.00
Percy Pugh.....	do.....	do.....	do.....	1st.....	do.....	600.00
James A. Remington.....	Iowa.....	do.....	do.....	1st.....	do.....	600.00
F. L. South.....	Wisconsin.....	do.....	do.....	1st.....	do.....	600.00
Wm. H. Squires.....	Canada.....	do.....	do.....	1st.....	do.....	600.00
Mrs. Fannie M. Chittenden.....	Oregon.....	do.....	do.....	1st.....	do.....	(1)
Mrs. Grace E. Pugh.....	Wisconsin.....	do.....	do.....	1st.....	do.....	(1)
Phillips U. Thomas.....	Oregon.....	do.....	do.....	1st.....	do.....	(1)
Elbert P. Watt.....	do.....	do.....	do.....	1st.....	do.....	(1)
Chas. L. McAllister.....	New York.....	do.....	do.....	1st.....	Shaw.....	600.00
Alson Cummings.....	Wisconsin.....	do.....	do.....	1st.....	do.....	(1)
James R. Cochran.....	Ohio.....	do.....	Linn.....	1st.....	Shedds.....	600.00
David Shearer.....	Ireland.....	do.....	do.....	1st.....	do.....	600.00
Emma H. Cochran.....	Oregon.....	do.....	do.....	1st.....	do.....	(1)
Wellington Shearer.....	do.....	do.....	do.....	1st.....	do.....	(1)
Glen R. Allen.....	do.....	do.....	Marion.....	1st.....	Silverton.....	600.00
Chas. H. Moores.....	do.....	do.....	do.....	1st.....	do.....	600.00
Carl A. Dwire.....	Nebraska.....	do.....	do.....	1st.....	do.....	(1)
E. J. Thurman.....	Oregon.....	do.....	do.....	1st.....	do.....	(1)
Curtis M. Davis.....	Illinois.....	do.....	Lane.....	1st.....	Springfield.....	600.00
Ronald R. Roberts.....	Oregon.....	do.....	do.....	1st.....	do.....	600.00
Howard Churchill.....	do.....	do.....	do.....	1st.....	do.....	(1)
Grant S. Roberts.....	do.....	do.....	do.....	1st.....	do.....	(1)
John R. Laramore.....	Missouri.....	do.....	Union.....	2d.....	Summerville.....	600.00
Arleigh V. Laramore.....	Oregon.....	do.....	do.....	2d.....	do.....	(1)
Harvey Frum.....	do.....	do.....	Polk.....	1st.....	Suver.....	600.00
Alta Frum.....	do.....	do.....	do.....	1st.....	do.....	(1)
L. F. Smith.....	Iowa.....	do.....	Linn.....	1st.....	Tangent.....	600.00
Lucinda Smith.....	Oregon.....	do.....	do.....	1st.....	do.....	(1)
James H. Douglas.....	do.....	do.....	Multnomah.....	2d.....	Troutdale.....	600.00
Fred C. Gunning.....	Wisconsin.....	do.....	Marion.....	1st.....	Turner.....	600.00
Emery M. Howe.....	Oregon.....	do.....	do.....	1st.....	do.....	600.00
Phil W. Pearson.....	do.....	do.....	do.....	1st.....	do.....	600.00
Fred A. Moore.....	Nebraska.....	do.....	do.....	1st.....	do.....	(1)
Jesse Potter.....	Oregon.....	do.....	do.....	1st.....	do.....	(1)
James J. Hall.....	do.....	do.....	do.....	1st.....	Woodburn.....	600.00
Grover Todd.....	do.....	do.....	do.....	1st.....	do.....	(1)
Chas. C. Hall.....	do.....	do.....	do.....	1st.....	do.....	(1)
Claude Norton.....	do.....	do.....	do.....	1st.....	do.....	(1)

<sup>1</sup> Substitute



Grants Pass, Route 1 (Type 1g) on post card dated Sep 24, 1907.



The master listing of Oregon RFD routes established through fiscal year 1912 includes nearly 300 different routes. Over two-thirds of these were authorized after the official period, and thus postal markings from them may be anticipated only in the form of unofficial handstamps or manuscript

markings. The number of manuscript markings of various formats -- the Type 11 markings -- thus far noted from Oregon RFD routes is only 33, but many more are likely to be discovered as the popularity of this interesting, and little understood, aspect of postal history gains adherents among collectors.

POST OFFICE	R#	ESTABLISHED	DISCONTINUED	RTE. DESCR. LNG. A. POP.	MARKINGS KNOWN 1903(-) 1903(+)
OREGON					
Adams	1	1 Nov 1907			
	2	1 Nov 1907			
Airlie	1	1 Sep 1905			
Albany	1	15 Jan 1901		27 35 550	1,2f,2b
	2	1 Aug 1902		(1)98 112 2075	2b 11f
	3	1 Aug 1902			2b
	4	1 Aug 1902			2b
	5	1 Aug 1902			
	6	15 Sep 1905			
Alicel	1	2 Feb 1903			2f
Amity	1	2 Feb 1903			2f
	2	1 Aug 1903			11a
Ashland	1	1 Jun 1911			
Astoria	1	1 Nov 1911			
Athena	1	1 Nov 1911			
Aumsville	1	1 Sep 1902		23½ 20 535	11f
Aurora	1	15 Sep 1903			
	2	16 Nov 1903			11f
	3	16 Nov 1903			11f
	4	15 Jun 1905			
	5	15 Jun 1905			
Baker City	1	15 Feb 1905			
	2	1 Jun 1905			
Banks	1	20 Apr 1907(5)			
	2	20 Apr 1907(5)			
		1907(28)			
Barton	1	15 Apr 1905			
	2	16 Oct 1906	1 Aug 1908(6)		
Bay City	1	1 Jul 1913			
Beaverton	1	1 Apr 1904			11f
	2	1 Apr 1904			
	3	15 May 1905			
Bend	1	1 Feb 1912			
Boring	1	1 Aug 1908			
	2	1 Aug 1908(8)			
	3	1 Dec 1909(7)			
Boyd	1	1907(28)			11f
	2	16 Nov 1906			
Brownsville	1	1 Oct 1903			
Canby	1	15 May 1905			
	2	2 Nov 1908			
Carlton	1	1 Sep 1904			
	2	1 Sep 1904			
Central Point	1	1 Oct 1903			
	2	16 Nov 1906			
Clackamas	1	1 Sep 1903			
Cleone	1	1 Sep 1902		24½ 23 660	2f
Cornelius	1	15 Sep 1904			
	2	2 Jan 1905			
Corvallis	1	2 Mar 1903			2f 11e
	2	15 Sep 1903			
	3	15 Sep 1903			
	4	15 May 1905			
Cove	1	1907(28)			
Crabtree	1	1 Sep 1903			
	2	16 Jan 1905			
Creswell	1	9 Oct 1906			
Culver	1	1 Nov 1906			11a
Dallas	1	1 Sep 1903			
	2	15 Dec 1903			
Dayton	1	11 Jun 1900		20 28 750	1
Dundee	1	15 May 1906			
Eagle Creek	1	1 Nov 1911			
Echo	1	1 Nov 1911			



POST OFFICE	R#	ESTABLISHED	DISCONTINUED	RTE. DESCR. LNG. A. POP.	MARKINGS KNOWN 1903(-) 1903(+)	
Elgin	1	1 Jun 1904				
	2	2 Jan 1907				
Enterprise	1	1 Mar 1913				
Estacada	1	1 Mar 1906				
Eugene	1	2 Sep 1901		21 12 750		
	2	2 Feb 1903				
	3	1905(27)				
Forest Grove	1	2 Feb 1903				
	2	1905(27)				
Freswater	1	1 Jun 1901		18 20 650	1	
	2	1 Sep 1902		23 21 500		
Gaston	1	2 Feb 1903			2f	11a
	2	15 Sep 1904				
Gervais	1	2 Feb 1903			2f	11f
	2	2 Feb 1903				11e
	3	2 Feb 1903				
Goble	1	1 Jun 1911				
Gold Hill	1	1 Nov 1912				
Grants Pass	1	15 Feb 1905				1g
	2	1 Nov 1906				
	3	1 Apr 1912				
	4	1 Aug 1912				
Greenville	1	16 May 1904	19 Apr 1907(5)			
	2	15 Dec 1904	19 Apr 1907(5)			
Gresham	1	15 Feb 1901		(1)41 40 1100	1,2f	
	2	15 Feb 1901				
	3	2 Mar 1903			2f	
	4	2 Mar 1903				
	5	2 Mar 1903	1 Dec 1909(7)			
Haines	1	1 Jun 1904				
Halfway	1	1 Jun 1905				
Halsey	1	15 Feb 1901		22 31 348	1	
	2	2 Mar 1903				
Harrisburg	1	1 Oct 1902			2b	
	2	1 Oct 1902			2b	
Helix	1	1 Feb 1912				
Hemlock	1	1911(29)				
Hillsboro	1	1 Sep 1903				
	2	16 May 1904				
	3	15 Sep 1904				
	4	15 Dec 1904				
	5	1 Apr 1909				
Hillsdale	1	15 Sep 1903				
	2	25 Mar 1907				
Holbrook	1	1 Jun 1905				11c
Hood River	1	5 Jul 1899		21 27 775	1	
	2	2 Mar 1903				11f
	3	1 Apr 1909				
Hubbard	1	1 Aug 1902		(1)49 51 1100	2b	
	2	1 Aug 1902				11f
Independence	1	1 Jul 1903				
	2	13 Aug 1907(9)				
Irving	1	2 Feb 1903			2f	
Jefferson	1	1 Apr 1901		27 30 525	1	
	2	1 Aug 1902		22 20 455		
Joseph	1	1 Jun 1911				
Junction City	1	1 Dec 1902				
	2	1 Dec 1902				
	3	1 Dec 1902			2f	
	4	16 May 1904				
Kerby	1	1 Aug 1907				
La Grande	1	5 Jul 1899		27 12 625	1	
	2	1 Oct 1902			2b	
Latacurell Falls	1	1 Sep 1902	28 Dec 1911(10)			
Laurel	1	1 Sep 1904				
	2	17 Jun 1907				



POST OFFICE	R#	ESTABLISHED	DISCONTINUED	RTE. DESCR. LNG. A. POP.	MARKINGS KNOWN 1903 (-) 1901 -
Lebanon	1	2 Mar 1903			2f
	2	16 Nov 1903			
	3	16 Nov 1903			
	4	15 May 1906			11f
Lents	1	2 Mar 1903			2f
	2	15 Sep 1905			
Linnton	1	1 Jun 1911			
Macleay	1	1 May 1901		23 25 550	1
Madras	1	15 Jun 1905			
	2	1 Nov 1911			
McMinnville	1	1 Jul 1903			
	2	1 Jul 1903			
	3	16 Nov 1903			
	4	15 Aug 1905			
Medford	1	1 Aug 1903			
	2	1 May 1912			
	3	2 Jan 1913			
Milton	1	1907(28)			
Milwaukee	1	1 Jan 1903			2f
	2	15 Feb 1905			
Molalla	1	1 Jun 1905			
	2	2 Apr 1906			
Monmouth	1	1 Sep 1902		21 30 465	2b
Monroe	1	1 Feb 1905			
Mount Angel	1	2 Nov 1903			11f
Mulino	1	15 May 1905			
Murphy	1	16 Sep 1907			
Newberg	1	25 Jun 1900		20 30 700	
	2	1 Nov 1902			11, 11f
	3	2 Feb 1903			
North Powder	1	15 Oct 1906			
North Yamhill	1	2 Feb 1903	9 May 1908(11)		2f
	2	15 Apr 1905	9 May 1908(11)		
Oakland	1	1 Dec 1908			
Ontario	1	1 Oct 1902			2f
Oregon City	1	1 Aug 1903			
	2	15 Sep 1903			
	3	16 May 1904			
	4	15 Dec 1904			
	5	1 Jun 1905			
	6	16 Oct 1906			
	7	1 Jul 1913			
Orient	1	1 Apr 1904	31 Jul 1908(3)		
Oswego	1	2 Feb 1903			2f
Parkdale	1	1 Feb 1912			
Parkers	1	1 Jul 1903	13 Aug 1907(9)		1n
Pendleton	1	2 Aug 1909			
Pilot Rock	1	1 Nov 1911			
Portland					
Montavilla Sta.	1	16 May 1904			
	2	16 May 1904			
Richland	1	16 Apr 1906			
Rickreall	1	15 Apr 1904			11f
Roseburg	1	1 Jul 1903			
Salem	1	1 Apr 1901	(1)183 242 5100		1
	2	1 Apr 1901			1
	3	1 Apr 1901			1
	4	1 Apr 1901			1
	5	1 Apr 1901			1,2f
	6	1 Apr 1901			1,2f
	7	1 Apr 1901			1
	8	1 Apr 1901			1,2f
	9	1 Sep 1902		23 17 660	2b
Sappoose	1	15 Apr 1905			11f
Scio	1	15 Sep 1904			
	2	16 Jan 1905			11f

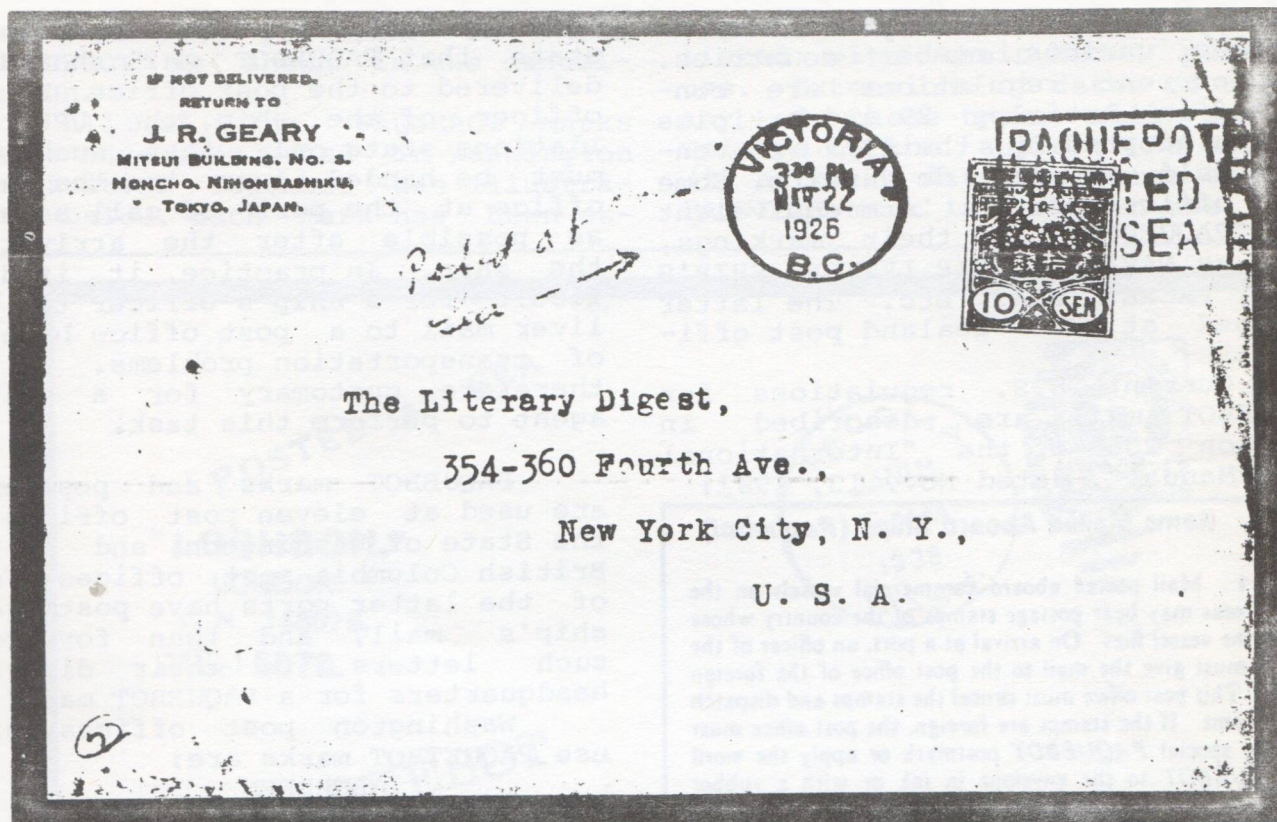


POST OFFICE	R#	ESTABLISHED	DISCONTINUED	RTE. DESCR. ING. A. POP.	MARKINGS KNOWN 1902 (-) 1903 (-)
Scotts Mills	1	1911	(30)		
Shaw	1	1 Jul 1902		22 21 450	2b
Sheeds	1	11 Jun 1900		25½ 30 600	1
	2	15 Jan 1901		28 40 550	1
	3	15 Apr 1905			
Sheridan	1	1 Feb 1904			
	2	15 Apr 1905			
Sherwood	1	1 Sep 1903			
	2	1 Sep 1903			11e
	3	1 Sep 1903			
	4	1 Sep 1903			5g
	5	15 Apr 1905			11a
Silverton	1	2 Sep 1901		(1)41 50 1150	1
	2	2 Sep 1901			1
	3	15 Sep 1903			
	4	15 Sep 1903			
Springfield	1	2 Feb 1903			1n
	2	2 Feb 1903			1n
Springwater	1	2 Jul 1906			
Stayton	1	1 Aug 1903			
Sublimity	1	15 Sep 1904			
Summerville	1	2 Feb 1903			2b
Suver	1	15 Aug 1900		24 40 500	1
Talent	1	1 Nov 1906			
Tangent	1	1 Sep 1902		23½ 21 465	
	2	1911	(30)		
The Dalles	1	1 Oct 1904			
	2	16 Nov 1906			
	3	1 Nov 1911			
Thomas	1	1 Apr 1904			
Tillamook	1	1911	(30)		
Troutdale	1	1 Sep 1902		19½ 13 1490	2f
	2	2 Nov 1903			
Turner	1	16 Oct 1897		(1)81 72 995	1d
	2	16 Oct 1897			2b
	3	16 Oct 1897			1d
Union	1	1 Jun 1911			
Wallowa	1	1 May 1909			
Warren	1	1 Sep 1904			
Warrenton	1	1 Sep 1909			
Waterloo	1	15 May 1906			
Weston	1	15 Feb 1905			
	2	1 Apr 1909			
Westport	1	1 Nov 1911			
Wilbur	1	1 Feb 1905			
Woodburn	1	1 Sep 1902		(1)43½ 47 1175	
	2	1 Sep 1902			
	3	15 Oct 1903			
Woodville	1	2 Nov 1908			
Yamhill	1	9 May 1908(11)			
	2	9 May 1908(11)			
Corbett	1	28 Dec 1911	(10)		
Lorane	1	2 Nov 1908			

NOTES:

- (1) When more than one route was established on the same date, the Postal Bulletin gave the route information for all routes taken as a whole.
- (5) On 20 April 1907 the Greenville Post Office was moved two miles north and its name was changed to Banks. Greenville Routes 1 & 2 became Banks Routes 1 & 2.
- (6) Barton Route 2 was transferred to Boring Route 2 on 1 August 1908.
- (7) Gresham Route 5 was transferred to Boring Route 3 on 1 December 1909.
- (8) Orient Route 1 was transferred to Boring Route 1 on 1 August 1908.
- (9) Parkers Route 1 transferred to Independence Route 1 on 13 August 1907.
- (10) Latourell Falls Route 1 transferred to Corbett Route 1 on 28 Dec 1911.
- (11) On May 9, 1910, North Yamhill became Yamhill.
- (27) First listed in the 1905 OFFICIAL REGISTER.
- (28) First listed in the 1907 OFFICIAL REGISTER.
- (29) First listed in the 1909 OFFICIAL REGISTER.
- (30) First listed in the 1911 OFFICIAL REGISTER.





*Victoria Type 2 applied to a commercial cover which was probably picked up in Japan by one of the Trans-Pacific passenger ships of the Canadian Pacific S.S. Company, and mailed at Victoria.*

## PAQUEBOT MARKS OF THE PACIFIC NORTHWEST

Washington and British Columbia

By Gustav J. Lund

PAQUEBOT marks are used by post offices at over 1,000 different ports throughout the world. PAQUEBOT marks and postmarks are applied to ships mail which has been posted at sea and franked with stamps of the ship's country of registry. Such mail must be delivered to the post office at the port of call by a ship's officer or representative, and it is then accepted by the post office for onward transmission. To indicate that the foreign franking is acceptable, a PAQUEBOT stamp or postmark is applied at the post office.

A PAQUEBOT mark is usually a straight-line rubber stamp with the word "PAQUEBOT" on it. A PAQUEBOT postmark is one in which the word

"PAQUEBOT" is incorporated in the machine or handstamp cancelling device. Only one port in the State of Washington has a PAQUEBOT postmark; Port Townsend. In British Columbia, both Vancouver and Victoria have used PAQUEBOT machine postmarks.

The PAQUEBOT period of postal history dates from 1894 when Great Britain first introduced these marks. The marking is intended to indicate that foreign franking is acceptable, and no postage due should be collected. Some small ports do not have PAQUEBOT stamps, but apply a manuscript PAQUEBOT mark.

Rules for handling of ship's mail were first discussed at the Universal Postal Union (UPU) convention in 1891, and the term "PAQUEBOT" was officially adopted for international use on such mail. The wording was chosen because French is the official language of the UPU Congress meetings, which are usu-



ally held every four years in one of the various member countries. The current regulations are contained in Articles 29 and Articles 137 as adopted by the 1979 Convention held in Rio de Janeiro. Some post offices use a term equivalent to "PAQUEBOT" in their markings, such as NAVIRE, SHIP LETTER, SHIP'S MAIL, PACKET BOAT, etc. The latter is used at New Zealand post offices.

Current U.S. regulations for PAQUEBOT mail are described in Section 235 of the "International Mail Manual", dated Nov. 13, 1981:

### **235 Items Mailed Aboard Ships (Paquebot)**

**235.1** Mail posted aboard commercial vessels on the high seas may bear postage stamps of the country whose flag the vessel flies. On arrival at a port, an officer of the ship must give the mail to the post office of the foreign city. This post office must cancel the stamps and dispatch the items. If the stamps are foreign, the post office must use a special *PAQUEBOT* postmark or apply the word *PAQUEBOT* to the envelope in ink or with a rubber stamp.

**235.2** Mail to be forwarded by air must be accompanied by an AV-2 form, prepared by the ship's officer,

showing the weight of the items for each destination including the United States. The receiving post office must postmark the AV-2 form in the section entitled *Timbre du bureau destinaire* in the upper right part of the form. When airmail is presented at a post office that is not an international airmail exchange office, the postmaster must transmit the AV-2 form to the nearest installation listed below:

International Airmail Records Unit  
Airport Mail Facility  
Kennedy International Airport  
Jamaica, NY 11430

International Airmail Records Unit  
Airport Mail Facility  
International Airport  
Miami, FL 33159

International Airmail Records Unit  
Airport Mail Facility  
International Airport  
San Francisco, CA 94128

**235.3** Mail posted aboard a U.S. ship on the high seas, or aboard any ship while in a U.S. port, must bear U.S. stamps and is not entitled to *PAQUEBOT* cancellation at a U.S. post office.

Although the U.S. regulations state that *PAQUEBOT* mail should be delivered to the post office by an officer of the ship, the UPU regulations state only that such mail must be handed over to the post office at the port of call as soon as possible after the arrival of the ship. In practice, it is difficult for a ship's officer to deliver mail to a post office because of transportation problems. It is therefore customary for a ship's agent to perform this task.

*PAQUEBOT* marks and postmarks are used at eleven post offices in the State of Washington, and at ten British Columbia post offices. Four of the latter ports have postmarked ship's mail, and then forwarded such letters to their district headquarters for a *PAQUEBOT* mark.

Washington post offices which use *PAQUEBOT* marks are:

ABERDEEN  
ANACORTES  
BELLINGHAM  
EVERETT  
HOQUIAM  
LONGVIEW  
PORT ANGELES  
PORT TOWNSEND  
SEATTLE  
TACOMA  
VANCOUVER

The PORT TOWNSEND marking is really a postmark, as the term *PAQUEBOT* is incorporated in a 4-bar postmark.

British Columbia post offices which use *PAQUEBOT* marks are:

COQUITLAM (1)  
CROFTON  
KITIMAT  
NANAIMO  
PRINCE RUPERT  
NEW WESTMINSTER (1)  
SQUAMISH (1)  
TAHSIS (2)  
VANCOUVER  
VICTORIA

(1) *PAQUEBOT* mark applied at Vancouver.

(2) *PAQUEBOT* mark applied at Nanaimo.

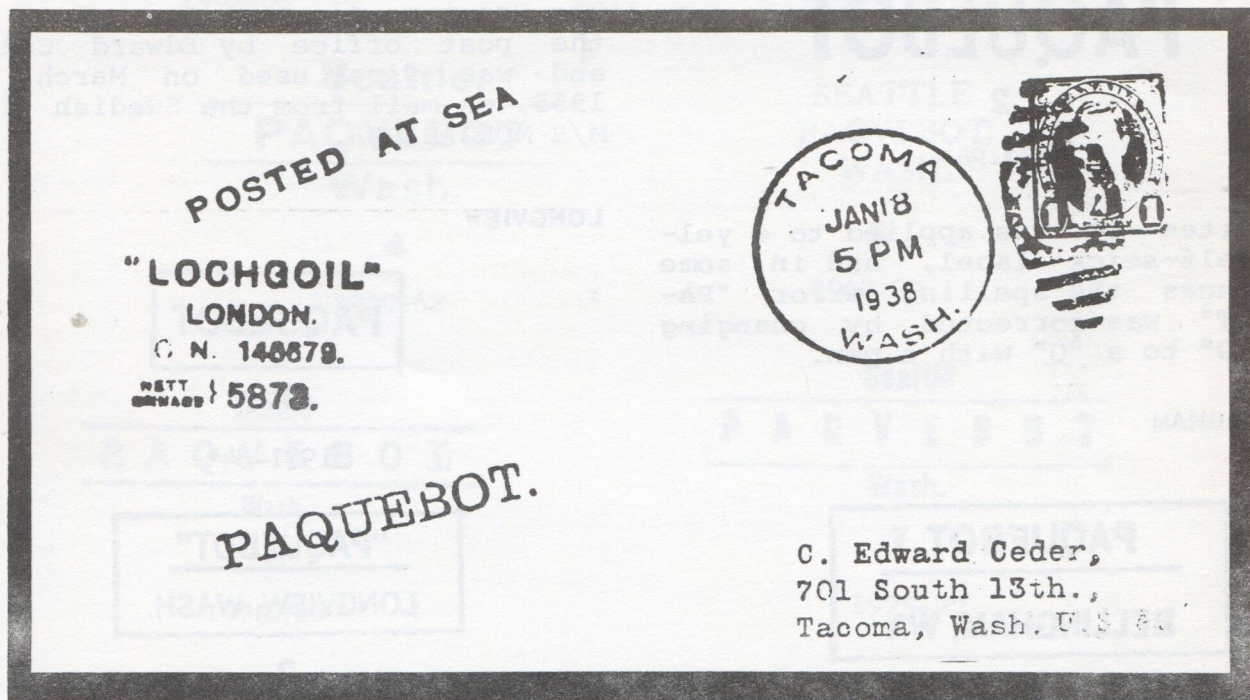
Both Vancouver and Victoria have



used machine postmarks in which "PAQUEBOT" is shown in the cancellation.

All of the PAQUEBOT marks which have been used in Washington and British Columbia are illustrated below. Each mark has been as-

signed a type number, and types are listed with their known period of use. Extensions of dates of use for any of these types will be most welcome by the author. An asterisk (\*) after a date indicates that the PAQUEBOT mark is still in use.



*Tacoma Type 2 on a cover posted by the British SS LOCHGOIL in 1938. The envelope was posted in Canadian waters, hence Canadian franking, and mailed at the next port of call, Tacoma.*

#### WASHINGTON PAQUEBOT MARKS

The earliest known usage of a PAQUEBOT mark is from Tacoma, where a mark was used in 1897. This is followed by Seattle with a 1903 use. Seattle has used the most different PAQUEBOT marks in the state. Eight different types are known. Only two of these are in current use; one at the Terminal Annex and the other at Seattle International Airport. The early marks of Seattle and Tacoma are very difficult to find.

The first mark used at Anacortes was a yellow self-stick label with a misspelled "PAGUEBOT" thereon. This was used for about two years, and then replaced with a PAQUEBOT rubber stamp.

Four different SHIP LETTER and STEAMER MAIL marks have been reported with Seattle postmarks. However, the author believes that these are transit marks applied to cancelling foreign mail for the purpose of collecting postage due on short paid articles. These are not considered PAQUEBOT equivalents, but are never-the-less very collectable to the postal historian.

#### ABERDEEN

## PAQUEBOT

1

1978-84\*



## ANACORTES

PAQUEBOT

1

1982-83

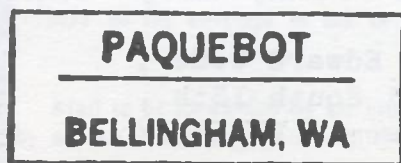
PAQUEBOT

2

1983-84\*

Anacortes #1 was applied to a yellow self-stick label, and in some instances the spelling error "PA-GUEBOT" was corrected by changing the "G" to a "Q" with a pen.

## BELLINGHAM



1

1981-84\*

Hand written PAQUEBOT marks have been applied to ship's mail at Bellingham at least since 1968. At the suggestion of the author, a PAQUEBOT stamp was obtained and placed in service in May 1981.

## EVERETT

PAQUEBOT

1

1978-84\*

The Everett mark was first used in October 1978 on a remail from Sweden. It is made from a movable type printing set.

## HOQUIAM

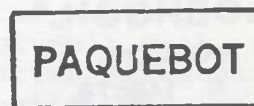
PAQUEBOT

1

1955-84\*

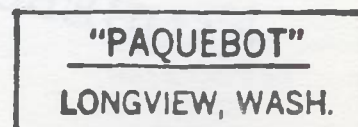
The Hoquiam #1 mark was given to the post office by Edward Cedar, and was first used on March 28, 1955, on mail from the Swedish flag M/S MONGABARRA.

## LONGVIEW



1

1971-84\*



2

1971-84\*

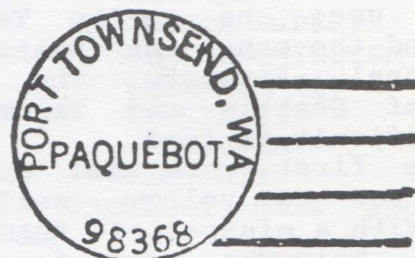
## PORT ANGELES

PAQUEBOT

1

1983-84\*

## PORT TOWNSEND



1

1981-84\*



SEATTLE

PAQUEBOT

1

1903-09

PAQUEBOT.  
Seattle Wash.

2

1915-27

Gentle,  
PAQUEBOT  
Wash.

3

1922-66

Seattle,  
PAQVEBOT  
Wash.

4

1929-62

SEATTLE  
PAQVEBOT  
WASH.

5

1964-82

Seattle  
PAQVEBOT,  
Wash.

6

1975-84\*

Seattle  
PAQVEBOT  
Wash.

7

1975-77

SEATTLE  
PAQUEBOT  
WASH.

8

1982-84\*

Note that mark #3-7 are misspelled, reading "PAQVEBOT." Before #8 was placed in service, the author suggested that the correct spelling be used for PAQUEBOT. Seattle #7 and #8 were applied at the AMF at Seattle International Airport.

There is some question as to whether the "SHIP LETTER, Due ---" and "STEAMER MAIL" marks are PAQUEBOT equivalents, or if they are transit marks applied to foreign mail at Seattle indicating postage due, etc. Perhaps the listing of these marks here will result in further information on these markings. The author believes that these marks are transit marks and not PAQUEBOT marks.

Ship letter, Due <sup>4</sup>/<sub>2</sub> cents.

A

Type A is a mark of uncertain dimensions and date of use.

SHIP LETTER <sup>4</sup>/<sub>2</sub> CENTS DUE

B

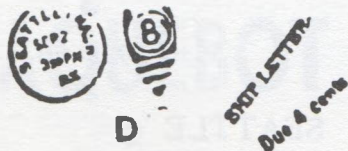
Type B is a 70 mm. mark used in 1935.



## STEAMER MAIL

C

Type C is a mark of uncertain dimensions and date of use.



Type D is reduced in size with a 1906 (?) date.

These were recorded by the avid researcher Bob Gordon.

### TACOMA

PAQUEBOT. PAQUEBOT.

1

1897-99

2

1913-75

PAQUEBOT

3

1967-73

P A Q V E B O T

4

1974-84\*

PAQUEBOT-TACOMA  
47°-14N --- 122°-28W

5

1984\*

Tacoma #4 is identical to Seattle #7 with "Seattle" and "Wash." removed. It is suspected that this stamp was obtained from the Seattle AMF. Tacoma #5 was given to the post office by Gene Falada.

## VANCOUVER

## PAQUEBOT

1

1982-83\*

Vancouver #1 is a movable type stamp, so length may vary.

### BRITISH COLUMBIA PAQUEBOT MARKS

Ten British Columbia post offices are known to have used PAQUEBOT marks, and of these Coquitlam, Squamish, and New Westminster marks were applied at Vancouver, and the Tahsis mark was applied at Nanaimo.

Vancouver and Victoria have both used machine postmarks in which the wording "PAQUEBOT/POSTED/AT SEA" appears in the slug that cancels the stamps. Two different metal dies have been used. These differ in size and spacing of letters.

Both machine and handstamp markings from several of the British Columbia ports appear with the wording "PAQUEBOT/POSTED/AT SEA", which is characteristic of the marks used at the large ports of eastern Canada and at some of the ports of Great Britain.

The earliest usage of a PAQUEBOT postmark is from Victoria with a 1914 date. Incidentally, this same cancel was in use in 1982, and is still available for ship's mail. Since a date is used with this metal hand stamp, a straight-line mark, not requiring a date, is used more often.

The earliest date of use of a PAQUEBOT mark and postmark from Vancouver is 1932. Earlier usage is a distinct possibility, and the author would welcome any date extensions.

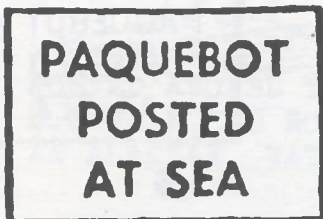
An unusual machine and handstamp mark reading "WAY MAIL" was used at Vancouver from 1931 to 1937. It was applied to mail received from the Canadian steamers



operating from Alaska to Vancouver. Additional details on this marking are provided below.

Illustrations of each of the PAQUEBOT marks used in British Columbia follow. Additions and corrections will be welcomed by the author.

#### COQUITLAM

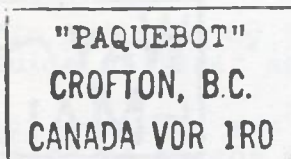


1

1982

Coquitlam #1 is identical to Vancouver #4, and was applied there.

#### CROFTON

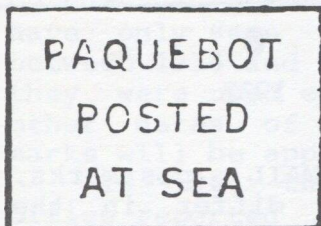


1

1979-84\*

Crofton #1 was given to the post office by Eugene Peterson, and was first used on mail from the British flag M/V RONDEGGEN on Aug. 27, 1979.

#### KITIMAT



1

1976-84\*

Posted at Sea  
Paquebot  
Kitimat, B.C.  
VBC 1TO

2

1979-83\*

#### NANAIMO

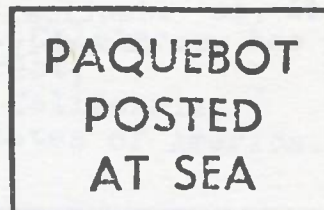
### PAQUEBOT-NAVIRE

1

1980-83\*

Nanaimo #1 was used for the first time on June 27, 1980, on mail from the Liberian flag TSS FAIRSEA. This mark was given to the post office by Gene Falada.

#### NEW WESTMINSTER

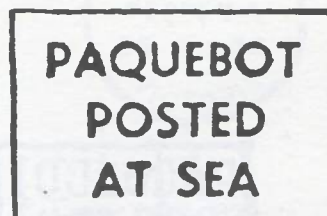


1

1971

New Westminster #1 is identical to Vancouver #4, and was probably applied there.

#### PRINCE RUPERT



1

1980

#### PRINCE RUPERT-PAQUEBOT

54° 22N - 130° 30W

2

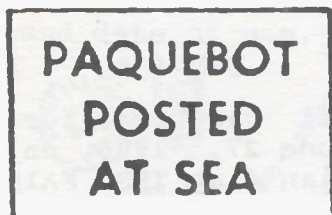
1982-83\*

Prince Rupert #1 is identical to Vancouver #4, and was probably applied there. Prince Rupert #2 was given to the post office by Gene Falada, and was first used on mail



from the Liberian flag TSS FAIRSEA  
on June 23, 1982.

# SQUAMISH



1  
1982

Squamish #1 is identical to Vancouver #4, and was probably applied there.

# TAHSIS

PAQUEBOT-NAVIRE

1

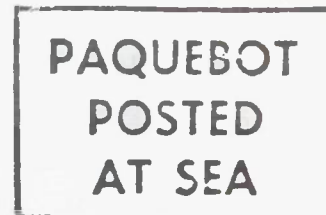
1982

Tahsis #1 is identical to Nanaimo #1, and was probably applied there.



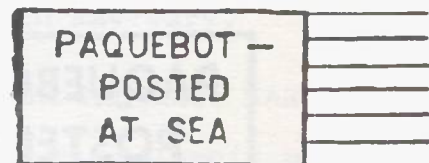
3

1931-67



4

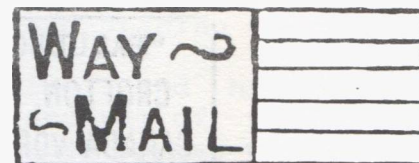
1967-84\*



5

1957-78

The size and position of letters in the machine postmarks of Vancouver #1 and #2 differ. The dial also varies.



6

1932-34

# VANCOUVER

WAYMAIL

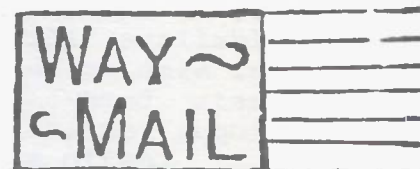
7

1931-37



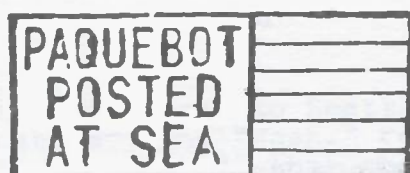
1

1932-34



8

1937

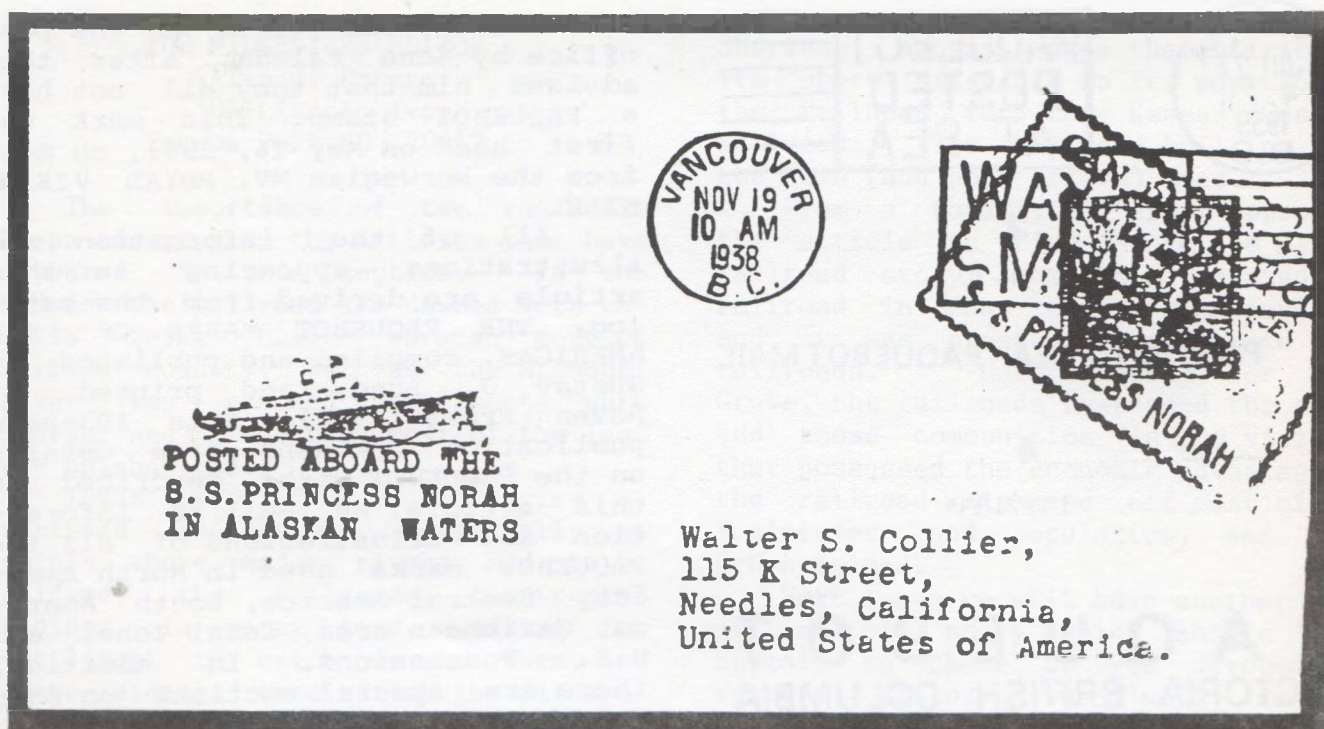


2

1933-39

The machine WAY MAIL postmarks, Vancouver #6 and #7 differ in the spacing of the letters, curlicues and number of lines. There are six lines in #6 and seven lines in #7.





*Vancouver Way Mail Type 8 applied to a cover posted in Alaskan waters, on board the S S PRINCESS NORAH, and mailed at Vancouver.*

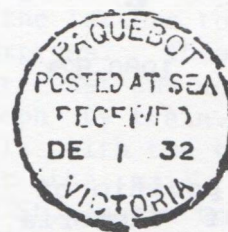
WAY MAIL is defined by the Canadian "Postal Guide of 1964" as follows:

"Mail couriers are authorized and required to accept mail offered to them enroute between one post office and another provided the distance from the nearest post office exceeds one mile. Such mail is termed "way mail", and should be prepaid with postage.

Way Mail cancellations and markings were used at Vancouver to cancel mail received from Canadian coastal steamships sailing between Vancouver and Alaska, and such marks and/or cancels may be found on both US and Canadian stamps. We have only seen them with postmarks between 1934 and 1938, but no doubt they were used earlier. Reports on other dates of use and types of marks will be appreciated.

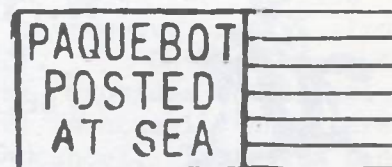
In 1964 the Vancouver post office reported that the WAY MAIL die was no longer in use, and was replaced approximately 20 years ago by the PAQUEBOT POSTED AT SEA die.

## VICTORIA



1

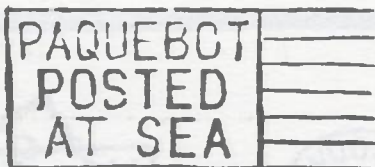
1914-82\*



2

1926-33





3

1974-39

POSTED AT SEA - PAQUEBOT MAIL

4

1977-83\*

**PAQUEBOT**  
VICTORIA BRITISH COLUMBIA

5

1981-82\*

POSTED AT SEA - PAQUEBOT MAIL

6

1980-82\*

The size and position of the letters in the box of Victoria #2 and #3 differ. The dial may read "VICTORIA, B.C." or "VICTORIA, BRITISH COLUMBIA" for both types.

Victoria #5 was given to the post office by Gene Falada, after they advised him that they did not have a PAQUEBOT stamp. This mark was first used on May 26, 1981, on mail from the Norwegian MV. ROYAL VIKING STAR.

All of the information and illustrations appearing in this article are derived from the catalog, THE PAQUEBOT MARKS OF THE AMERICAS, compiled and published by Gustav J. Lund, and printed by Raven Press (1984). This 193-page publication contains more details on the PAQUEBOT marks described in this article, as well as information and illustrations of all the PAQUEBOT marks used in North America, Central America, South America, Caribbean area, Canal Zone, and U.S. Possessions. In addition, there are special sections on Ship Paquebot Marks, fraudulent marks, buzón, fuero de valija, marítima, vapor, and transito marks.

A scarcity rating is given for all PAQUEBOT marks, along with periods of use and references to other publications in this field. An illustrated update of new marks is published in the bimonthly journal SEAPOSTER, the official publication of the Maritime Postmark Society, founded in 1939.

A copy of THE PAQUEBOT MARKS OF THE AMERICAS may be obtained for \$15 postpaid in the U.S. (\$15.75 to all foreign countries) from the publisher:

Gustav J. Lund  
6514 - 142nd Place SW  
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THE MIDWESTERN EDITOR  
Alan H. Patera  
505 Lincoln Ave.  
Takoma Park MD 20912

The importance of the railroads keeps emerging in the articles that have appeared in this section. In the Midwest the railroad era dawned with the rails being built through settled farming country, but as the Missouri River was reached settlements were sparse, and to the west most of the land was uninhabited.

Towns were founded and grew at railroad connections, especially at points where major rivers had to be bridged; the railroads constructed sidings in empty land, waiting for settlement to catch up to them, and these sidings were often the sites of early post offices. As settlement progressed, the route chosen by the railroads largely dictated which communities would thrive and which ones would wither. Towns that were by-passed by railroads sometimes picked up their buildings and moved to locations on the railroad.

Much has been researched and written on railways and railway postal markings; indeed, La Posta has a fine section devoted to just these topics. Much less time and paper has been devoted to the influence of the railroad in locating, naming, and supporting of rural post offices and towns along their routes. In many cases it is possible to correlate a map with post office establishment dates and accurately depict the construction of a railroad by the establishment of a string of post offices in a straight line across the map.

In the last issue the Midwestern Section carried an article on Aurora County, South Dakota which showed how the three towns that still have post offices were established at railroad locations. A dozen other post office locations off the railroad never developed into towns and did not survive long.

In this issue we have two railroad-related articles. Phil

Sheridan, Kansas, owes the entirety of its short existence to its position as the railhead for the Kansas Central Railroad. The railroad built on, and the town (and post office) died.

From a totally different approach, the article on Plum Grove is also a railroad story; the town predated the railroad in that part of the country, and it was prospering prior to the railroads. Unfortunately for Plum Grove, the railroads by-passed the town, and those communities in the vicinity that possessed the economic advantage of the railroad siphoned off most of the businesses and population, and Plum Grove folded.

Next issue we will have another type of railroad story which should have appeal to those of you devoted to Western history, as well as the Midwesterners and the Railroad people. The eastern terminus of the Pony Express was in St. Joseph, Missouri, and most Pony Express stories deal with the transmittal of mail between St. Joseph and Sacramento. It's evident (but seldom thought of) that it was not the people living in St. Joseph that were writing all the letters to be carried on the Pony Express. These letters came from further east and were transmitted to St. Joseph by train. Next issue's article deals with the breakneck train ride to get the mail from Hannibal, Missouri to St. Joseph to get the mails to the Pony Express.

#### MYSTERY SOLVED

In the June issue we carried a picture of a square-cut cancel from "Zulendale, ND". Dave Lyman of Williamsville NY provides the solution that the cancel is actually an altered "Ellendale ND" cancel. The right side of the "U" has been added, to convert an "L" into a "U". Likewise, a diagonal line has been added to change an incomplete "E" into a "Z". Dave adds that he has seen many square-cut postmarks from that era with similar alterations.

Thanks, Dave.



PLUM GROVE, KANSAS  
By Roland H. Enszt

The first settlers came into Butler County and the Plum Grove area in 1866. In the course of two years a town was platted to serve the surrounding community. Some of the first landowners, whose land made up part of the town of Plum Grove, were Joseph H. Adams, Stark M. Spencer, Amos A. Lawrence, C. Farni, F. McClusky, and Charles Lyon.

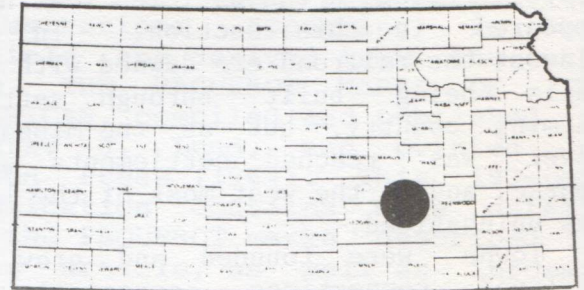
Part of Plum Grove lay in Section 7 of Plum Grove Township and part in Section 1 of Milton Township. The town itself was first platted on May 21, 1868 by a Mr. Smith. Plats were filed in 1871 and 1878.

The first post office in the township opened at Plum Grove on July 1, 1870 and closed on October 31, 1888. John R. Wentworth was the first appointee as postmaster, and later Stark M. Spencer became postmaster. An 1881 cancel shows Mr. Spencer's name, date, and post office on the cancellation mark. Mail arrived from Towanda once a week in 1870, and later this was increased to twice a week.

Of equal importance with the founding of the post office was the necessity of having a school. School records for those early years were incomplete, but those that are available show the first Plum Grove School was built and opened in 1872. John Knowles was listed as the teacher in 1887. School attendance reached an all-time high of 45 students sometime shortly after the post office was discontinued in 1888.

With the growing school population, the community's future seemed established. Previously, however (in 1871) the California and Fort Smith Railroad surveyed the west side of Plum Grove, but for some reason the railroad was never built. Thus, the temporary disappointment that must have occurred for the residents at that time became a forboding image of the town's future demise.

Although information is available to

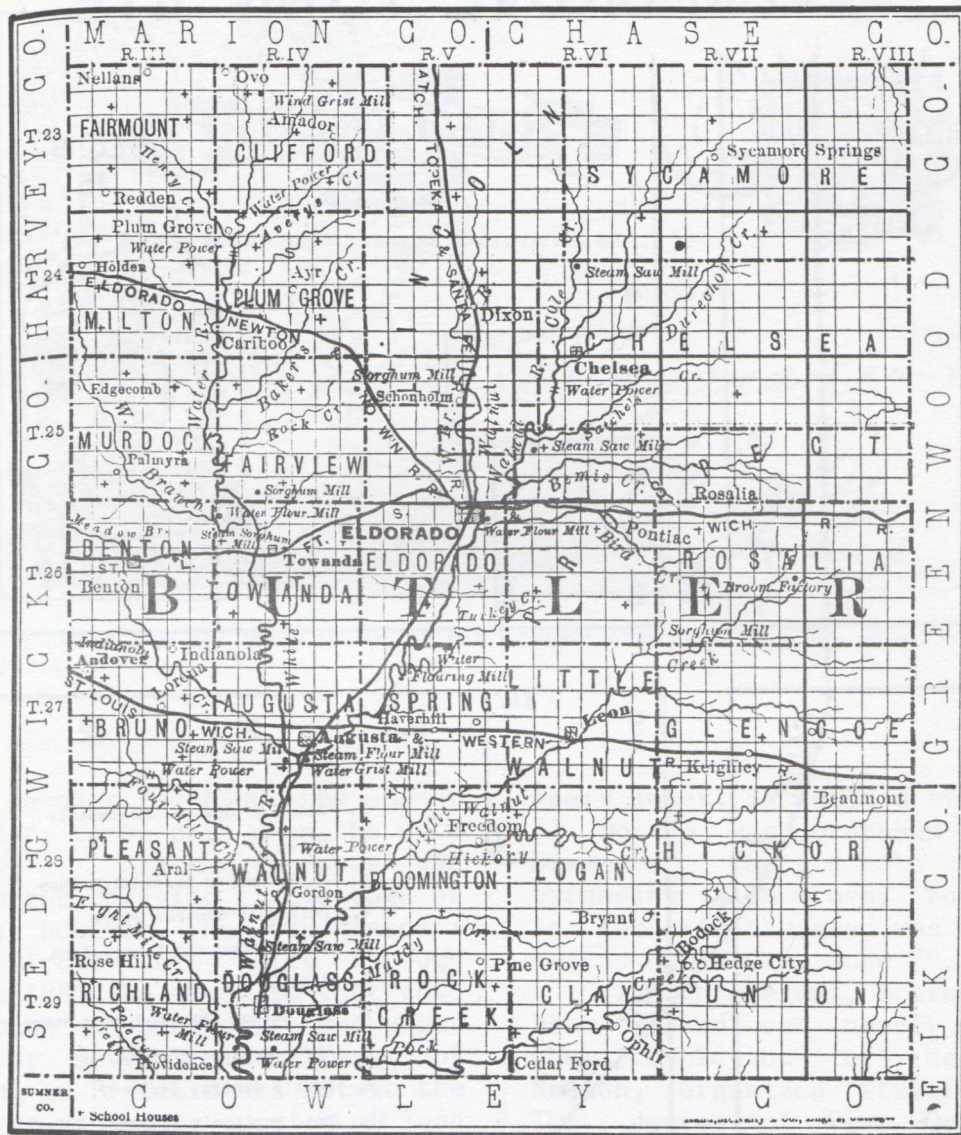


trace the ownership of the quarter sections of land from which Plum Grove was created, there are no available records that confirm deeded land held by proprietors in the newly established town. Some of the proprietors who did hold business interests in 1872 were a Mr. Drake and Darius J. Lobdell, who established themselves as businessmen by erecting a building and acquiring a stock of general merchandise. This was the first store in the town and township. Later there was a hotel and boarding house, a livery, a blacksmith, a second general store, and a drug store run out of the home of Dr. Siemen.

Mr. Lobdell seemed to reflect some of the typical aspects of many of the new arrivals to the town. He was born in Clinton County, New York, on October 20, 1840. In the fall of 1857 he came to Kansas and settled in Miami County. During the Civil War he served with the Fifteenth Kansas Unit, having been mustered in as an Orderly. Then he held all positions up to the rank of First Lieutenant, in which rank he continued until the close of the war. In 1870, Mr. Lobdell came to Butler County, locating at Plum Grove. He married Miss Roxanna Gooding, and from this union came four children. He engaged in mercantile pursuits with Mr. Drake for more than four years. He suffered a stroke of paralysis in 1876 from which he never recovered, although he lingered until 1888.



MAP OF BUTLER COUNTY, KANSAS, 1884.



Butler County, from the 1884 Kansas Yearbook of Agriculture. Plum Grove shown in the northwest corner of the county.

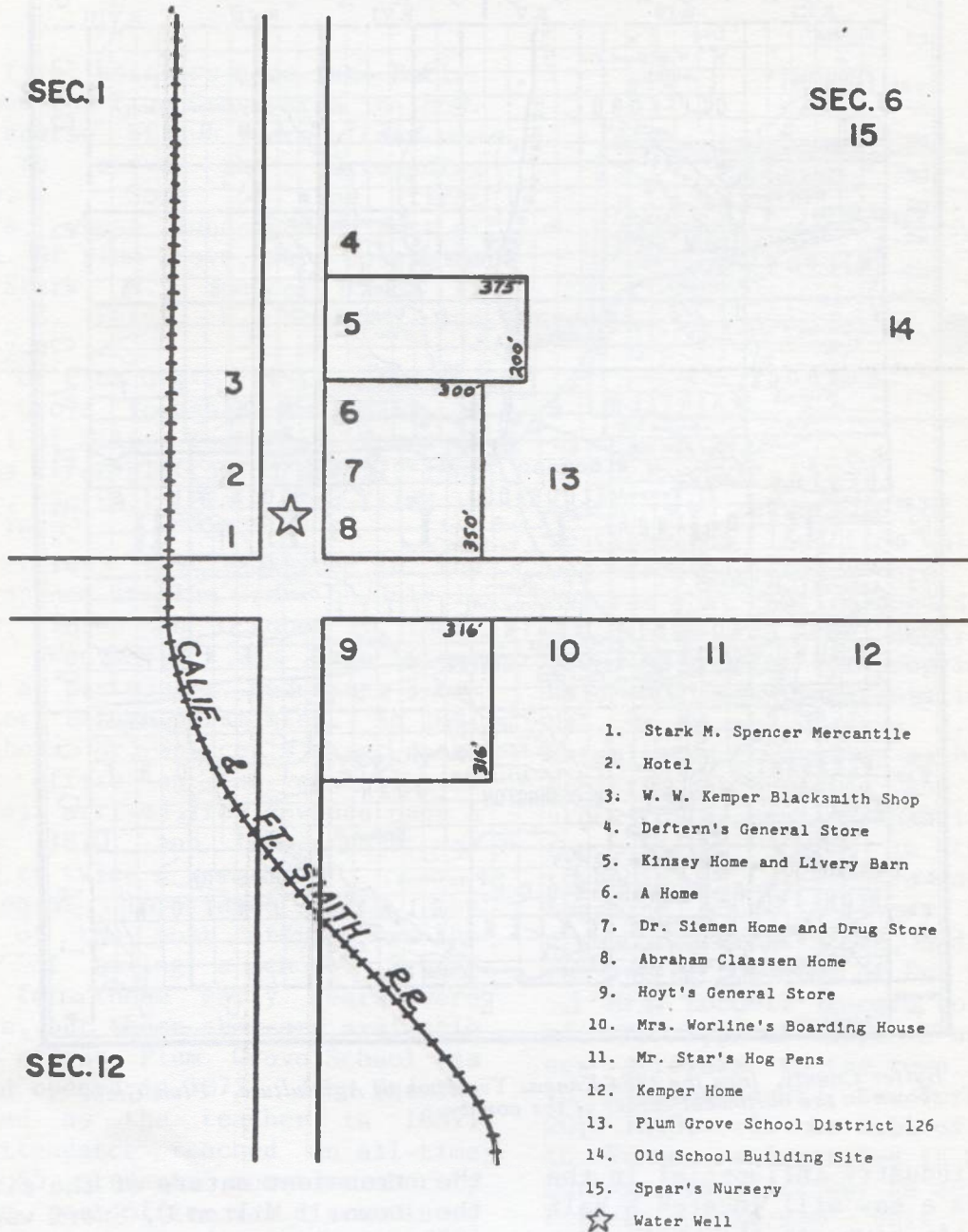
Another industry influential in the new town was a saw mill located a half mile south of town on the Whitewater River. The mill was brought from El Dorado by Daniel M. Elder in 1871. From the plentiful lumber available locally, Mr. Elder sawed a large amount to meet the demand for houses and stables. After sawing much of the timber he left Plum Grove and moved his mill further south on the Whitewater River. In 1888 Mr. Elder was elected to the Kansas Legislature on the Republican ticket.

Another man who influenced the development of Plum Grove also reflected

the transient nature of the citizens of the town. Milton C. Snorf was born in 1830 in Darke County, Ohio, and spent some of his youth in Vigo County, Indiana working as a farm hand and as a carpenter. When the Civil War broke out he enlisted and served with General Sherman in the battle of Atlanta and the march to the sea. During the war he had married Mary Elizabeth Patterson, and from this union they had seven children. With his family he settled on Section 36 of what later became Milton Township on April 9, 1868. Since they were the first settlers in the area the township



# PLUM GROVE TOWN SITE

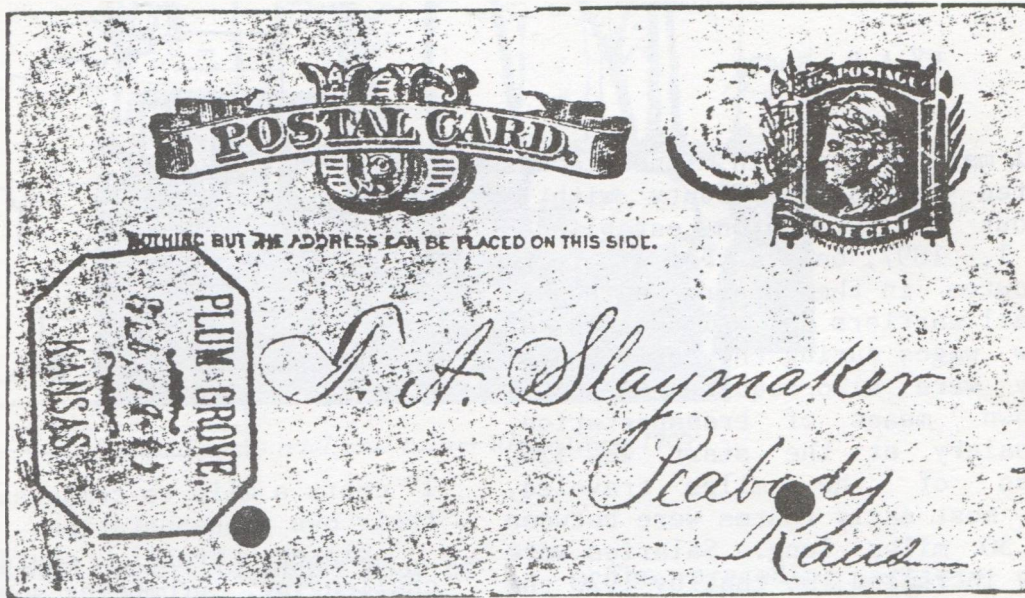


was given Mr. Snorf's first name. He farmed for about ten years, then moved to Plum Grove where he clerked in Stark Spencer's general store. After Mrs. Snorf passed away on November 15, 1880, Milton Snorf lived briefly in Oregon and New Mexico. He returned to Butler County and operated a grocery in Whitewater until his death.

Rounding out the town's roster of business proprietors was Worth W.

Kemper. He was born in Lewis County, West Virginia on May 18, 1860. In growing up on his family farm he learned his father's trade of blacksmithing, which he practiced for a number of years. In 1882 he married Tama B. Joseph, and in 1883 they moved to Plum Grove, near where Mrs. Kemper had spent part of her childhood. They bought a two-room home, a set of blacksmith





An example of the fancy PLUM GROVE octagon dated Feb. 19, 1887, on a 1-cent postal card.

tools, and a shop for \$300, the amount plus interest to be paid when the note became due. Blacksmith work was plentiful in the thriving little town of Plum Grove; however, when the Missouri Pacific Railroad was built through Brainerd in 1885, he moved to that town and established a blacksmith and wagon shop. After several more years of blacksmithing in Brainerd and Potwin the Kempers bought a quarter section of land and farmed until moving to Whitewater in 1900.

In 1883 another factor improved the town's outlook for development: the Missouri Pacific Railroad entered El Dorado, an event that developed a rivalry as to the projected route of the main line from St. Louis. Of the railroad's five directors, three favored the extension of the railroad northwest to Newton; the other two voted for its going west to Wichita. Wichita has been imputed to have purchased the odd vote for a price of \$7000. The upshot was that Wichita was awarded the main line.

Shortly after this decision on the route of the main line, the Ellsworth, McPherson, Newton and Southeastern Railroad Company was organized. Two

years later, in 1885, a branch line from El Dorado was proposed to extend the Missouri Pacific to Newton, but bypassing Plum Grove. Bonds were voted in 1884 and the road was completed into Newton on Sunday, June 28, 1885.

With this event, Brainerd, which had been staked out nearly a month before the completion of the railroad to Newton, organized itself into a town. The demise of Plum Grove was fast approaching since the town had now been bypassed by two railroads.

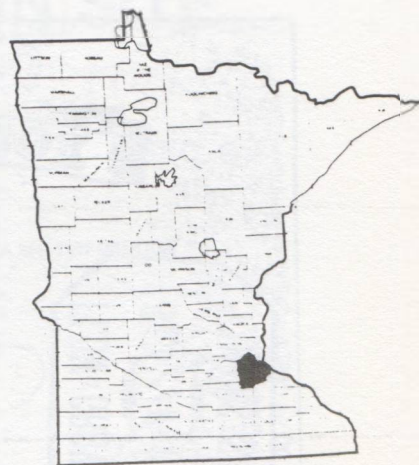
The proprietors who were listed with the map of the Plum Grove town site began to move away to more prosperous towns. Some moved to Brainerd, others to Potwin and Whitewater. After 1886 Dr. I.V. Davis and Dr. J.V. Siemen moved to Peabody. Mrs. Worline opened a millinery shop in Brainerd. The post office was discontinued in October of 1888. At the town's peak the population was about sixty persons, but with the passing of time only traces of buildings and records of the people remain of the town. Remaining evidence of a human community were the school building and the Joseph Adams grave site a half mile east of the town.



## DAKOTA COUNTY RURAL ROUTES

BY A.B. Smeby

Rural mail delivery in Minnesota was inaugurated in Dakota County with a route out of Farmington established January 1, 1897, only a year after the first routes in the country had begun. Rural mail carriers not only worked for very low wages during the early years, but they were also required to supply their own means of transportation. Annual salary at the start was \$200 regardless of the miles traveled, although most early routes were between 20 and 30 miles long. Salaries were gradually increased, so that by 1920 the base pay was \$1800 for a 24-mile route plus \$30 per year for each mile over 24. During the first ten years of rural mail delivery the turnover of carriers was quite rapid since few could afford to stay with it at the wages received, and also buy oats and hay for their horses. After 1920 the job paid better and many from then on made the job their career. By 1979 the starting salary for rural mail carriers was \$14,416 a year, plus



17 cents a mile to compensate for use of their own transportation.

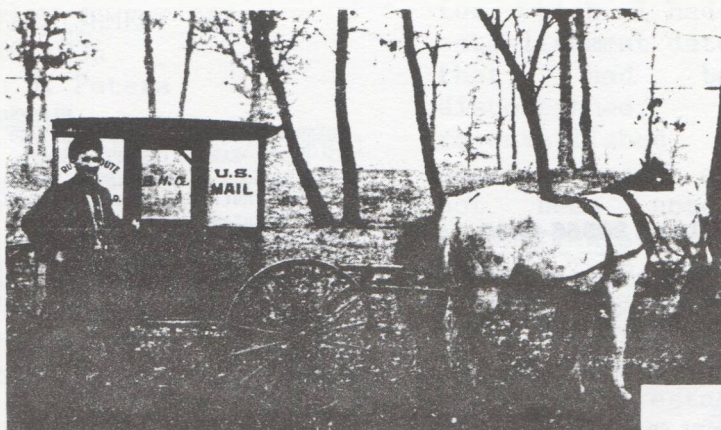
Winter travel could be quite challenging, prompting some carriers to be quite innovative. One carrier in Isanti County developed a homemade predecessor of the modern snowmobile --- a vehicle with sort of a closed-in boxed top, caterpillar wheels on the rear, ski runners on the front, powered by a Ford engine. This contraption made it possible to travel over or around snow drifts so that he could cover his route in the days before snow-plowing equipment was in general use.

## FOUR RURAL CARRIERS READY TO START



*Shown above in front of Afton, MN, Post Office about 1907, (Afton Post Office is still in same building) are left to right: Messrs. Lindgren, Squires, Hartman and Lovegreen, rural carriers ready to start their routes with horse-drawn cutters. One of the routes led into Hastings where Mr. Squires lived for a short time. Photo loaned by his daughter, Rachel Squires Peabody of Afton.*





*Dakota County rural mail carrier Elmer Gray, 1909*

The establishment of Route Four of Northfield on 15 March, 1903 was responsible for the discontinuance of the post office at Waterford. The Waterford post office had been established on December 20, 1854. It was first located in Warren Atkinson's log cabin; later it was moved to a general store owned by a Mr. Goss, with other locations in stores owned by Mr. Nichols, Mr. and Mrs. Bill Mattison. It became a casualty of R.F.D. with its closing effective February 29, 1904.

Al Houston of Waterford became a rural carrier on Route Four out of Northfield on 17 May, 1920. Except for a small area of Northfield Township in Rice County, all of his patrons lived in Dakota County. His area included most of the townships of Greenvale, Waterford and Sciota, and part of Castle Rock. At the start his route was 24 miles in length, considered a good day's travel for horses.

After using horses the first six winters Al built his first snowmobile in 1926. A few years later he purchased what was called a "Snow flyer." In the early 1930's he bought an "Eskimobile", made in Alma, Wisconsin. With that he could climb over drifts and get about in deep snow.

Route Four was later lengthened due to consolidation of routes, so that when Al Houston retired at the end of October 1957 after more than 37 years of service the route was 65 miles long.

The preceding article is adapted from material appearing in Over the Years, the quarterly publication of the Dakota County (Minn.) Historical Society, in Vol. 19 no.1 (Jan. 1979) and is used here with the permission of the Society. Contributing information to the article was Al Houston of Waterford MN, and James Kuchera, postmaster of South St. Paul. Mr. Smeby passed away in February 1982.

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All strikes fine or better unless noted. The county is noted in parentheses after the post office name. An estimated fair market price is placed at the end of each entry.

INDIANA

ALERT (Decatur) 1866-1951. 4-bar on postal card 1/28/37. E3.  
 ALPINE (Fayette) 1868-1966. 4-bar on viewcard 11/7/49. E3.  
 CLIFTY (Decatur) 1838/1951. 4-bar on postal card 12/11/42. E3.  
 HEDRICK (Warren) 1880-1959. Last Day 4-bar on cover 1/31/59. E3.  
 LETTS (Decatur) 1896-1954. 4-bar on postal card 5/4/42. E3.  
 SAINT LEON (Dearborn) 1852-1955. 4-bar on greeting card 9/26/?13. E4.  
 WEST UNION (Pike) 1886-1932. 4-bar on last day cover 5/31/32. PM autograph. E6.

IOWA

GRUNDY CENTER (Grundy). Cork killer on postal card 8/21/91. "ter" did not print. E4  
 LINN COUNTY 5 cancels. Coggon 1911, Ely 1909, Toddville 1916, Viola 1908, Walker 1914. Nice lot, all on greeting cards. E10.  
 ROCKWELL CITY (Calhoun). IOA. Light cancel on cover. 3/17/91. E4.  
 SIOUX COUNTY. 4 cancels. Alton 1909 grtg cd. Hull 1905 postal cd. Maurice 1912 grtg card. Orange City 1897 postal cd. Nice lot. E10-12.  
 VAIL (Crawford). IOA Small cover 7/9/88. Backstamp Winsted CT 7/12/88. E5.  
 VILLISCA (Montgomery). Stamped envelope 5/31/1880's. Attractive. E10.

KANSAS

BELOIT (Mitchell). Purple strike on postal card (toned bottom), 3/4/1879. E7.  
 CLEARWATER (Sedgwick). Perfect Doane 7 on viewcard of state capitol, 4/21/06. Also receiving mark Wappingers Falls NY. Nice item E10.  
 COLWELL (Sedgwick). Light cancel on cover (flawed upper left). 11/7/91. E4.  
 COUNCIL GROVE (Morris). Cover 8/19/91. Backstamp Oberlin OH 8/31/91. E5.  
 HOLTON (Jackson). Cover 3/21/no year date in .cancel! 2 ct. Kansas overprint. E5.  
 EUREKA (Greenwood). Faint octagonal cancel 10/12/1887 Corner Sutton & Misemer Real Estate; back advertisement "Alton White, Land, Loan & Insurance Agent". E6.  
 LEBO (Coffey). Columbian Exposition Stamped Envelope 5/29/94. E5.  
 MELVERN (Osage). Fine cancel on greeting card 8/19/14. E3.  
 NEOSHO RAPIDS (Lyon). Partially light double outer circle cancel on worn cover 7/13/85. E4.  
 OSAGE CITY (Osage). Embossed envelope 8/8/96. Corner "First National Bank". E7.  
 OTTAWA (Franklin). Faint cancel on cover with original contents 12/18/82. E5.  
 PLEASANTON (Linn). VF strike 5/11/98. E5.  
 QUINEMO (Osage). On romantic viewcard (Theochrom #1115), 3/4/09. E3.  
 RICHMOND (Franklin). VF cancel on photo viewcard of County Court House. E6.

MINNESOTA

BARNUM (Carlton). Cover 6/2/09. Nice. E5.  
 5 BLUE EARTH COUNTY cancels. Amboy 1906, 1907; Eagle Lake 1937; Good Thunder 1907; Vernon Center 1909. E8.  
 FULDA (Murray). Blurred cancel 6/17/02 on cover. Scotland SD backstamp 6/18. E4.  
 HECTOR (Renville). Fine cancel 3/12/88 (serif letters), target killer. Rumpel left not affecting cancel. E5.  
 HILLS (Rock). VF cancel 12/4/06 on stamped envelope. Corner "First National Bank". Southwestern-most p.o. in Minnesota. E8.  
 LAKE City (Wabasha). Worn cover with nice cancel, 10/30/(1870's). E5.  
 SAINT JAMES (Watsonwan). VF cancel on stamped envelope 7/25/00 (8pm). E6.  
 SAINT PAUL (Ramsey). Advertising cover, corner "Drewry & Sons Co. Cider & Carbonated Beverages" engraved emblem. 10/8/29. E4.

MISSOURI

WARRENTON (Warren). Fancy cancel (star in circle) on cover with engraved corner view of Central Wesleyan College. 9/4/91. Bit ragged right but attractive item. E15.

NEBRASKA

ALMA (Harlan). Cover 3/21/19 (6pm). Corner "J.K. Richmond, Treasurer of Harlan County". E5.  
 BLAIR (Washington). clear strike on small cover 12/1/1881. E8.  
 ELM CREEK (Buffalo). VF cancel on postal card, 5/12/08. E4.  
 HICKMAN (Lancaster). Postal Card 8/24/97. E4.  
 LITCHFIELD (Sherman). Bold cancel 5/7/10 (8pm) on view card "Class in Horticulture at State University, Lincoln, Neb." -- shows 7 women and 1 man in greenhouse! E8.  
 LONG PINE (Brown). Average cancel on cover ?/26/95. Corner "The Dwinell Hotel, O.J. Showers, prop." E6.  
 MILLER (Buffalo). Postal card 8/29/98. E4.  
 RISING CITY (Butler). Viewcard "Pioneer Park, Grand Island". 1/31/10 E4.  
 SOUTH BEND (Cass). Cover 9/20/86. Cancel double outer rim, name and state between circles with the date in the center. Geo. A Hay & Co. corner. E8.  
 SURPRISE (Butler). Greeting Card 12/24/08. E3.  
 UPLAND (Franklin). VF cancel on greeting card, 11/30/09. E4.  
 WAYNE (Wayne). Cover 12/8/97 (6am). Corner W.M. Wright & Co." E5.

TEXAS

COLLEGEPORT (Matagorda). Perfect bold cancel on greeting card 12/28/09. E6.  
 CORCISCANA (Navarro). Commercial Hotel corner with photo of hotel. Cancel indistinct RPO, 1914?; two 2 ct. stamps with "MKT" perfins. Cover has faults but still interesting. E5.  
 CYPRESS (Harris). VF cancel on viewcard E3.  
 GOLDTHWAITE (Mills). Nice cover 3/18/09 with corner from Goldthwaite Realty Co. E10.  
 GRAHAM (Young). Worn cover 7/8/99, faint Plainview backstamp. E4.  
 PEARLAND (Brazoria). Bold cancel 8/22/07 on beautiful viewcard "Cotton Exchange, Houston, Tex.". Nice. E8.  
 SHIRO (Grimes). VF cancel 8/23/09 on greeting card. E4.  
 TOYAH (Reeves). VF cancel 1/20/15 on photo view card "High School, Toyah, Tex." showing student body. E7.  
 WHITEWRIGHT (Grayson). Bold cancel on VF cover with Panama Canal stamp. Corner "Planters National Bank. Nice. E6.

Minimum bid \$2.00.

Items will be sold at a slight advance over the second highest bid. Buyer will pay postage.  
 Bids close September 30, 1984.



# EFFECTIVE ESTABLISHMENT DATES 1919-1926

by Alan H. Patera

In La Posta Vol. 15, no. 2 (April 1984) I presented information on effective establishment dates as they appear in the Postal Bulletin between July 1, 1919 (#11995) and April 7, 1926 (#14052). These dates provide a more likely opening date than the order date which is available from the commonly used Records of Appointments of Postmasters.

In checking these dates against some of the published research efforts I became aware that not all of the offices

for which I had extracted an effective establishment date were actually offices that had been in operation, discontinued, and were being re-established -- only the discontinuance and re-establishment had not been noted in the Records of Appointments. This information was taken from the Postal Bulletin and corroborated in an unpublished card index file in the National Archives.

In that article information on effective establishment dates was presented for Ohio and Indiana. Below this information is given for Minnesota and North Dakota as updates for the books published for those states.

## MINNESOTA - EFFECTIVE ESTABLISHMENT DATES

POST OFFICE	ORDER	EFFECTIVE	BULLETIN
Anatol	30 Jul 1921	25 Aug 1921	12647
Babbitt	6 May 1920	26 Jun 1920	12296
Barrows	20 Jun 1921	8 Jul 1921	12605
Blackhoof	24 Dec 1921	7 Jan 1922	12756
Blaise	20 Aug 1920	7 Oct 1920	12380
Bois Fort	11 May 1922	9 Jun 1922	12885
Brittmount	20 Nov 1919	11 Dec 1919	12132
Bungo	12 May 1923	12 Jun 1923	13193
Burchard	20 Aug 1920	13 Sep 1920	12359
Burnett	11 Mar 1922	5 Apr 1922	12830
Burntside	17 Jan 1923	28 Mar 1923	13131
Cooley	27 Feb 1925	11 Mar 1925	13726
Corvuso	21 Dec 1923	16 Jan 1924	13371
Cosmos	28 Jan 1924	26 Feb 1924	13405
Crane Lake	7 Feb 1922	28 Feb 1922	12799
Dorothy	13 Dec 1920	30 Dec 1920	12449, 12455
Duesler	22 Jun 1925	14 Jul 1925	13830
Elcor	13 Aug 1920	2 Sep 1920	12352
Emetta	11 Oct 1919	30 Oct 1919	12097
Glen Lake	15 May 1922	27 May 1922	12875
Grayling	29 Oct 1919	19 Nov 1919	12114
Harding	27 Aug 1923	25 Sep 1923	13278
Harney	13 Jan 1921	28 Jan 1921	12473
Hollandale	26 Nov 1923	10 Dec 1923	13342
Hovland	24 Oct 1922	9 Nov 1922	13013
Johnsdale	13 Dec 1920	29 Dec 1920	12448
Lake Lillian	18 Dec 1923	31 Dec 1923	13359
Lastrup	20 Aug 1923	4 Sep 1923	13263
Littlepine	25 Mar 1920	21 Apr 1920	12240
Re-established from unreported discontinuance 31 Dec 1918 (No candidate had been found for postmaster). A discontinuance of 14 Jun 1919 had been rescinded.			
Lovedale	13 Sep 1919	9 Oct 1919	12079
Mahkonce	24 Apr 1924	8 May 1924	13469
Makinen	4 Apr 1922	21 Apr 1922	12844
Nett Lake	10 Nov 1923	13 Dec 1923	13347
New Prairie	23 Sep 1920	18 Oct 1920	12389
Noracres	24 Oct 1923	16 Jan 1924	13371
Oak Island	31 Dec 1920	19 Jan 1921	12465
Oxboro	4 Mar 1922	20 Mar 1922	12816
Parkville	10 Nov 1923	21 Nov 1923	13328
Penasse	16 Nov 1920	6 Jan 1921	12454
Schroeder	21 May 1924	1 Aug 1924	13539
Seton	11 Mar 1922	8 Apr 1922	12833
Shan	11 Oct 1919	24 Oct 1919	12092
Silver Creek	7 Nov 1921	23 Nov 1921	12721
Squaw Lake	14 Nov 1923	21 Dec 1923	13353
Stals	31 Mar 1921	23 Apr 1921	12547
Sunburg	19 Sep 1919	24 Sep 1919	12066
Suomi	5 Feb 1921	25 Feb 1921	12496
Swanburg	2 Jul 1919	31 Jul 1919	12021

## MINNESOTA - EFFECTIVE ESTABLISHMENT DATES

POST OFFICE	ORDER	EFFECTIVE	BULLETIN
Sylvan	10 Jan 1920	20 Jan 1920	12162, 12166
Vawter	9 Jan 1922	26 Jan 1922	12772
Vermillion Dam	17 Apr 1920	10 May 1920	12256
Veteransville	13 Nov 1922	6 Dec 1922	13040
Waukanha	10 Feb 1922	3 Mar 1922	12802
Whipholt	14 Aug 1925	14 Sep 1925	13881

## NORTH DAKOTA - EFFECTIVE ESTABLISHMENT DATES

POST OFFICE	ORDER	EFFECTIVE	BULLETIN
Bischof	5 Sep 1919	15 Oct 1919	12084
Burnt Creek	24 Oct 1923	13 Nov 1923	13628
Coldwater	19 Apr 1923	4 Jun 1923	13186
Dahlen	5 Feb 1921	24 Feb 1921	12495
Re-established from unreported discontinuance 15 Oct 1920. (No candidate had been found for postmaster). Mail was to Petersburg.			
Dale	11 Sep 1919	1 Oct 1919	12072
Emmonsburg	3 Sep 1924	24 Sep 1924	13584
Fero	9 Jun 1922	20 Jun 1922	12894
Guyson	(21 Apr 1926)	6 May 1926	14078
Harmon	20 Feb 1923	19 Apr 1923	13146
Re-established from unreported discontinuance 22 Aug 1921. The postmaster was removed by a Postal Inspector and there was no one available to become Acting Postmaster. Mail was to Mandan.			
Helium	24 May 1922	12 Jun 1922	12887
Kertzman	3 Jul 1919	23 Jul 1919	12014
Manitou	29 Jul 1920	5 Aug 1920	12330
Meidinger	5 Sep 1919	15 Nov 1919	12102
Mowbray	5 Nov 1924	17 Nov 1924	13940
San Haven	1 Dec 1922	6 Feb 1923	13091
Schmidt	7 Jul 1921	20 Jul 1921	12615
Re-established from unreported discontinuance 15 Nov 1920. (No candidate for Postmaster). Mail to Huff.			
Searing	7 Feb 1922	7 Apr 1922	12832
Sig	15 Jul 1921	5 Aug 1921	12629
Thelen	21 Jul 1920	5 Aug 1920	12328
Venlo	18 Jan 1922	18 Feb 1922	12792
Vim	28 Sep 1920	20 Dec 1920	12442
West Fargo	23 Mar 1926	1 Apr 1926	14145



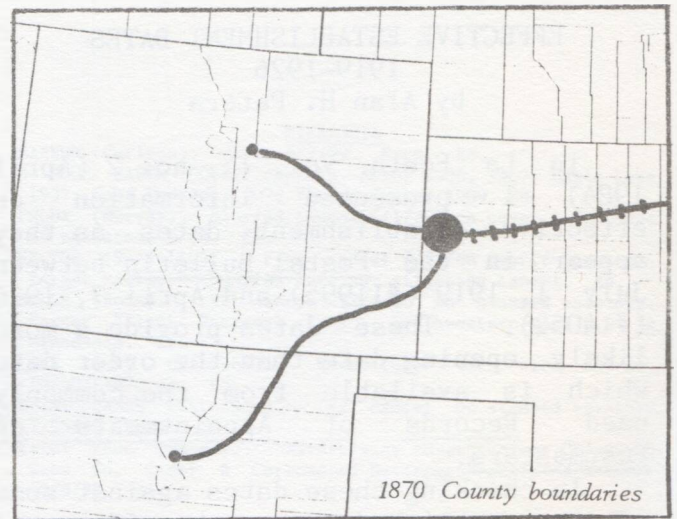
## PHIL SHERIDAN, KANSAS

By Paul Andersen

Located in Wallace County, Phil Sheridan was the terminus for the Kansas Pacific Railroad for seventeen months while it was searching for funds to continue building west from Kansas City to Denver.

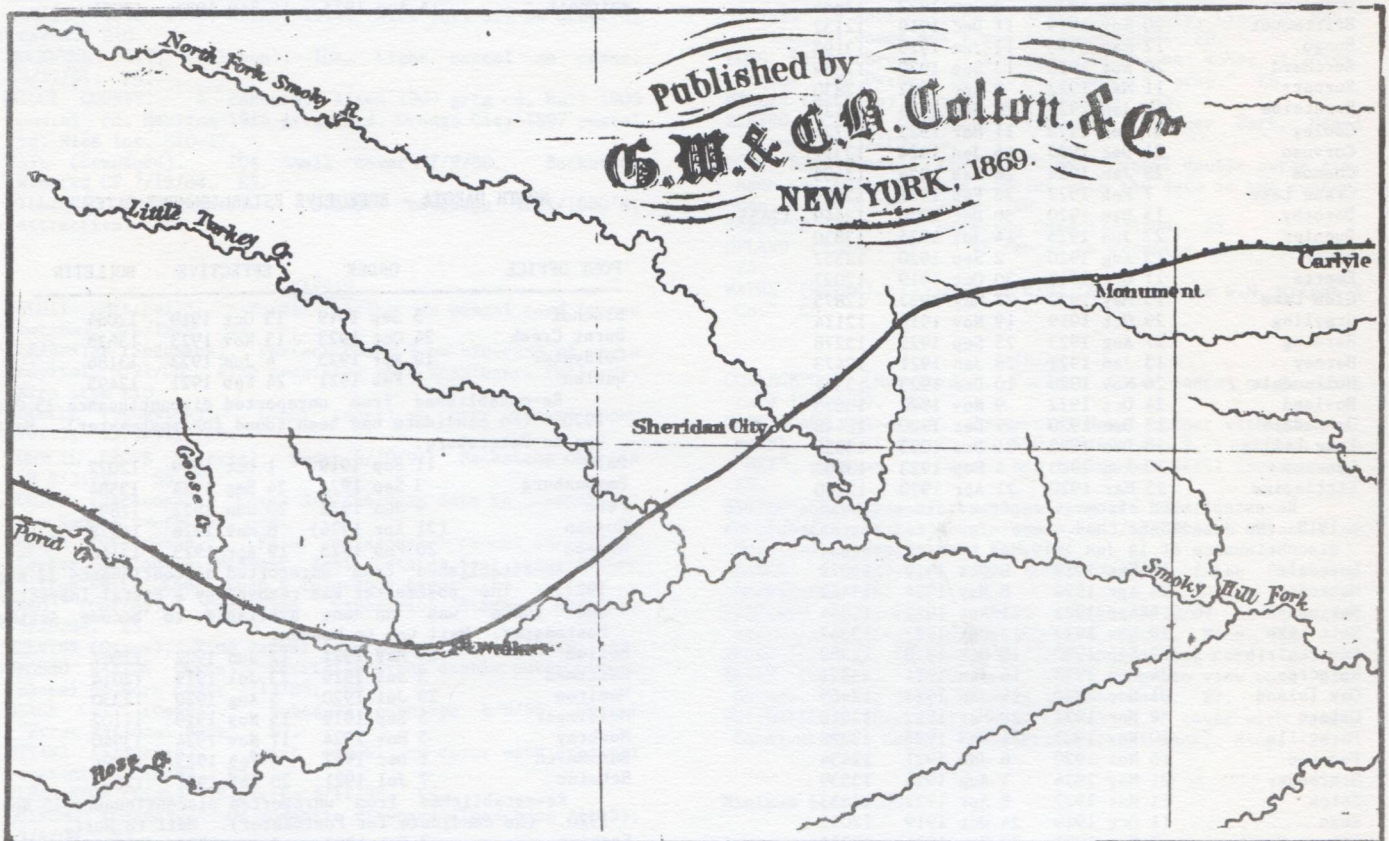
The town was named after the Union Civil War General, Philip Sheridan. During the town's existence the General was stationed at Fort Hays, Kansas.

The post office was established September 25, 1868 with Cornelius W.N. Ruggles as the first postmaster. Mail heading west to Denver was carried on the 30-hour trip by the Butterfield Overland Dispatch. Another route was established to Santa Fe, New Mexico Territory, a 3-day trip by the Santa Fe Stage Line.



A tent population of 2,000 gathered at Phil Sheridan. Saloons, gambling houses, and dance halls were numerous. Gunfights were a frequent occurrence, and justice could be by hanging.

Indian raids were a constant threat. Fortunately, Fort Wallace was only 13 miles distant. Soldiers often came to the aid of the townspeople, freight



A 1869 map shows "Sheridan City" on the North Fork of the Smoky River. Other maps show it at the crossing of the Little Turkey Creek. No contemporary maps were found that showed the name "Phil Sheridan".



carriers, and railroad workmen. General Sheridan, as well as Generals Custer and Bankhead, was occasionally assigned to duty at Fort Wallace.

On April 5, 1869, funds were acquired to continue railroad construction. The new terminus for the

Kansas Pacific Railroad was established at Kit Carson, Colorado, in March of 1870. By July of 1870 only 80 people remained in Phil Sheridan. The post office was discontinued of January 20, 1871. By 1872 only two empty buildings and the cemetery remained.

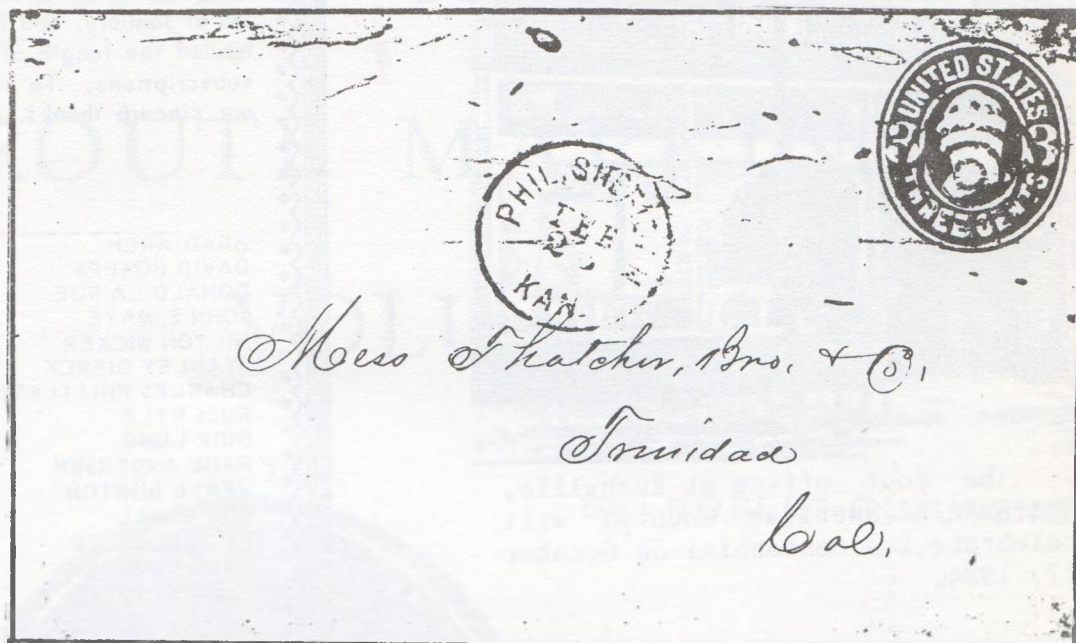


Figure 2 shows a cover mailed from Phil Sheridan to Trinidad, Colorado Territory posted February 23, 1870. It was carried on the Butterfield Overland Dispatch.

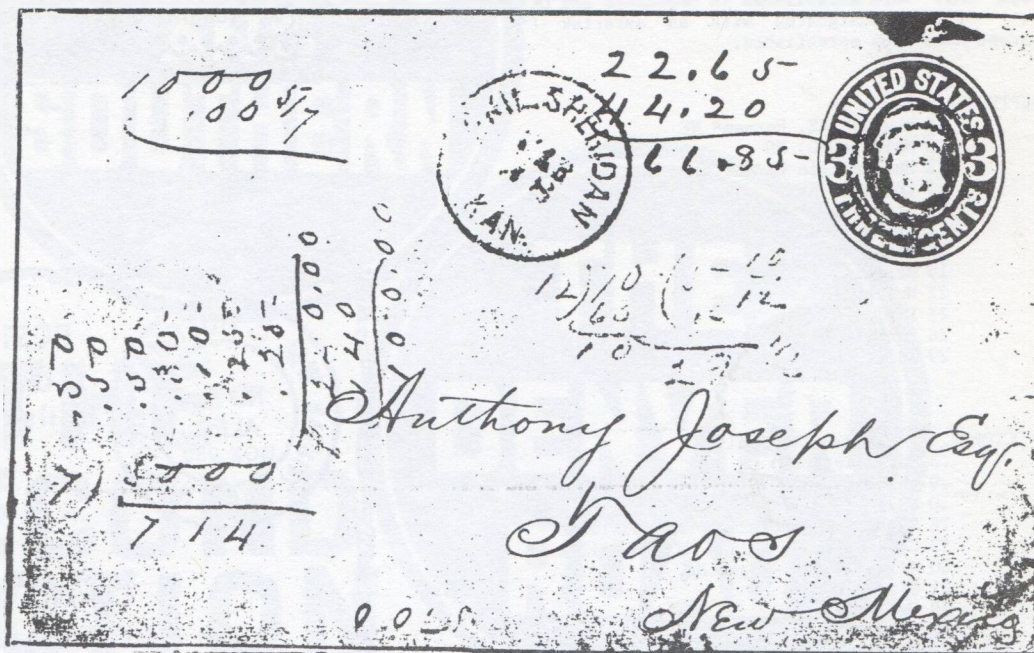


Figure 3 shows a cover mailed from Phil Sheridan to Taos, New Mexico Territory posted March 28, 1870. It was carried by the Santa Fe Stage Line.





The post office at Rushville, Nebraska (Sheridan County) will celebrate its centennial on October 17, 1984.

#### POST OFFICE CENTENNIALS

Below is a partial list of currently operating post offices that were established in September and October of 1884. Offices designated with an asterisk (\*) had a different name when established.

SEPTEMBER.3 Amana IA  
 .5 Eustis\* NE, Farnam\* NE  
 .8 Maida (CPO) ND  
 12 Mullinville KS, Atlanta NE  
 15 Chadron\* NE  
 16 Greensburg\* KS  
 17 Trinway OH  
 18 Ramah NM  
 19 Hartwick IA  
 22 Murray NE  
 25 Prole IA  
 26 Broomfield CO  
 29 Salado AR, Beemer NE, Novice TX

OCTOBER.1 Bee House TX, Opal\* WY  
 .3 Mayville (CPO) OR  
 .9 Whitewater CO  
 10 Boyd MN  
 14 Maybell CO, McIntosh MN, Jessie ND  
 17 Coldwater KS, Fallon MT, Rushville NE  
 20 Wildie KY, Richland NJ  
 21 Clay (CPO) TX  
 29 Smiley TX  
 30 Erie ND  
 31 Olalla WA



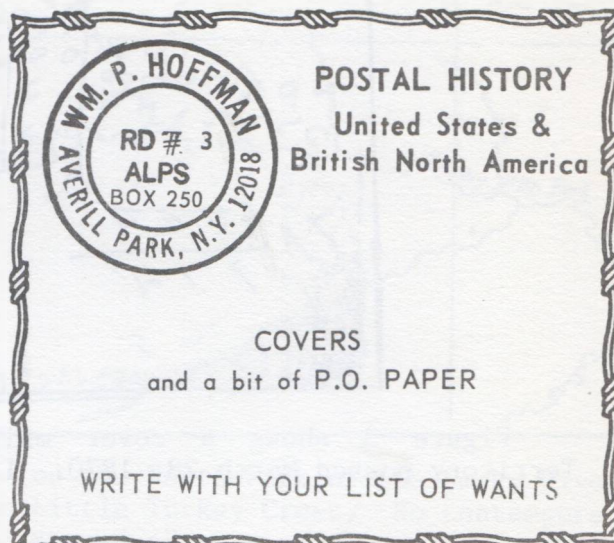
#### LA POSTA BOOSTERS

The following subscribers have successfully attracted new subscribers to LA POSTA since the 1st of January, and have thus extended the length of their own subscriptions. To each of you, our sincere thanks.

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THE CATALOG OF  
COLORADO RAILWAY MAIL  
ROUTE MARKINGS  
VOLUME I

By ROBERT G. MUNSHOWER JR.

**COLORADO  
AND  
SOUTHERN**

 **THE  
SECOND  
SECTION**

**THE  
DENVER  
ROAD**

**Ft. WORTH & DENVER CITY RY.**



## PREFACE

As an avid collector of railway route markings, those of Colorado and Ohio, especially the narrow gauge routes, hold a particular fascination for me. This interest was influenced by several factors, including access to the remarkable archives of the Colorado Railroad Museum, acquisition of much of the mail department records (1892-1935) of the Colorado & Southern, and the friendship of other devoted collectors such as Charles Towle, Jim Ozment, John Willard, Irwin Engert and Ray Newburn, Jr.

When planning this Monograph, I felt that a format somewhat different than previously published route markings monographs might be in order. This is due solely to the large amount of corporate mail operations data acquired by the author and does not reflect on the high quality of previously published material such as Centennial Catalog of Arizona Railway Postal Markings (C. L. Towle, WPHM) and Mobile Post Office Selections, Vol's I-II (M.P.O.S.)

Judging by the number of queries received by the staff at the Colorado Railroad Museum, the Colorado & Southern Railway and it's predecessors seem to hold an inordinate amount of interest for the students of Western transport history. Up to this point, most technical and operating aspects of the road have been thoroughly covered. Hopefully, this work will help to fill one of the few neglected areas - railway mail route operation.

To achieve a semblance of order and cohesiveness, this Monograph has been divided into two volumes of four sections. These four sections closely parallel what were the operating divisions of the Colorado & Southern Railway itself. The four sections are as follows:

- I. Northern Division (Denver to Orin Junction, Wyoming)
- II. Southern Division (Denver to Texline, Texas)
- III. Texas Lines (includes all subsidiary companies)
- IV. Narrow Gauge (includes Clear Creek and South Park lines)

Sections I, II and III are included in Volume I. Section IV will be presented as Volume II. As would be expected, due to space limitations little will be included on the corporate or historical aspects of the Colorado & Southern Railway. The



student or historian desiring further information can find a wealth of information in the following reference works:

1. Colorado Rail Annual #10  
Narrow Gauge to Central and Silver Plume
2. Colorado Rail Annual #12  
The South Park Line
3. Denver, South Park & Pacific  
Mac Poor, World Press, Inc.

As to the postal history aspects of Colorado & Southern mail route operation, the student is respectfully referred to the monumental United States Transit Markings Catalogue, Volumes I-V, by Charles Towle, published under the auspices of the Mobile Post Office Society. Another landmark publication on railroad markings of extreme usefulness is the Railroad Postmarks of the United States 1861-1886, by Charles L. Towle and Henry Meyer, unfortunately out of print and quite expensive. Another very good reference source, this one dedicated to Colorado route markings, is Colorado Postal History - Some Early Railway Postal Routes by John H. Willard, copies of which are still obtainable. A complete bibliography will be included at the conclusion of Volume II.

In conclusion, the author would like to offer his heartfelt thanks to both Charles L. Towle and Robert W. Richardson, both of whom provided the necessary support and encouragement required to complete this project. These two gentlemen reflect the highest standards of philatelic fellowship and knowledge. Last, but of course, not least, I thank my wife, Deborah, for the countless hours of typing, revisions, and other necessary sacrifices required to bring this project to fruition.

THE SECOND SECTION is pleased to bring to its readers a complete feature article on the Colorado & Southern Railway with its Postal History and route markings. The author, Robert G. Munshower Jr., although still a young man has had an extensive railroad career on the Burlington Northern System. He is a Director of the Mobile Post Office Society and is affiliated with the Colorado Railroad Museum at Golden. Through his work with the railroad and his association with the museum he is able to bring to this account a depth of detail that is not attainable by the average postal historian. Due to length of this work we will present in three installments. The second installment will cover the Texas Lines of the Colorado and Southern, including subsidiary companies, while the third installment will cover the fascinating narrow gauge lines including Clear Creek and South Park lines. Welcome Bob Munshower aboard the Second Section!

Charles L. Towle, Editor



Cheyenne, Boulder & Denver Agent

1878-1882

Cheyenne, Boulder & Denver R.P.O.

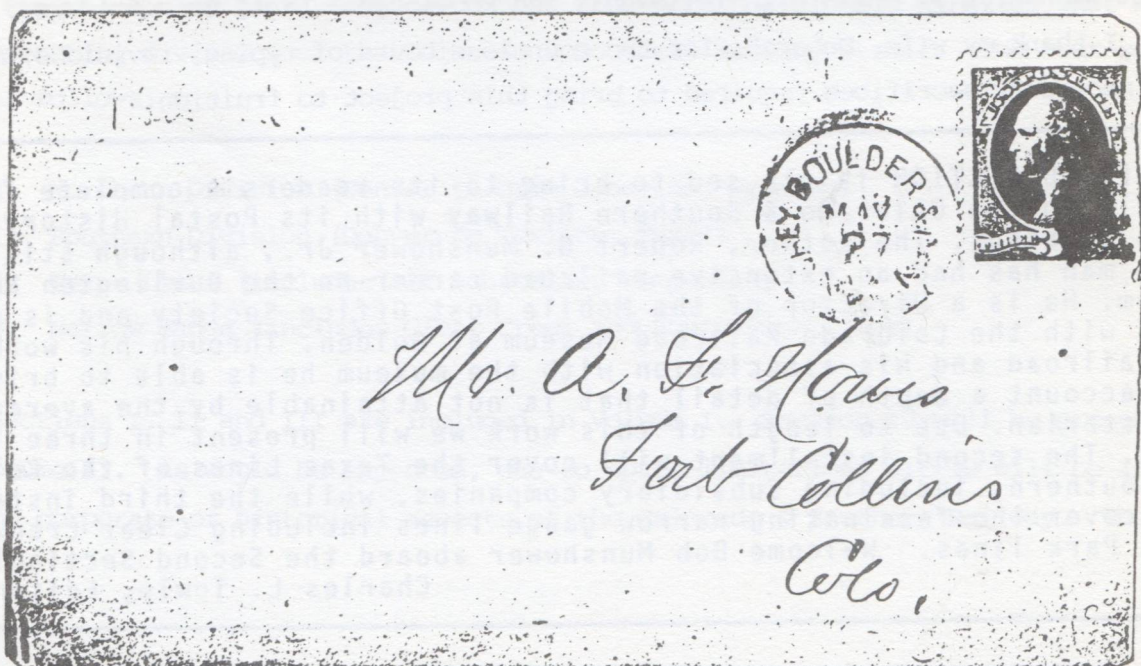
1882-1882

By November of 1877, the rails of the Colorado Central finally reached Cheyenne, Wyoming via a line much to the west of the old Denver Pacific. Through mail service was instituted shortly after the new line was opened for business. This line traversed one of the more barren and bleak areas of north central Colorado. It is not hard to imagine the two route agents assigned to this route wishing they had instead been assigned the parallel Cheyenne, Hughes & Denver route which traversed a more populated section of the countryside and, incidentally, required less than three-fourths the time to travel the distance between Cheyenne and Denver.

The lack of population also meant a lack of mail to be handled by the agent, as very few post offices were located north of Longmont. One may be sure that the two agents assigned to this route had plenty of time to enjoy the unending panoramas of sagebrush and sandstone.

This route agent was replaced by a Railway Post Office clerk in 1882 and the route re-designated as a railway post office, although the route would only last for seven months before service would be discontinued by direction of the Post Office Department.

As of yet, no markings have been found from the short-lived Cheyenne, Boulder & Denver R.P.O. Perhaps the clerk never received the proper cancelling device and was forced to use the old cancelling device of the route agent. This is very likely, since at least two covers dated August 1882 bear the route agent's cancel.



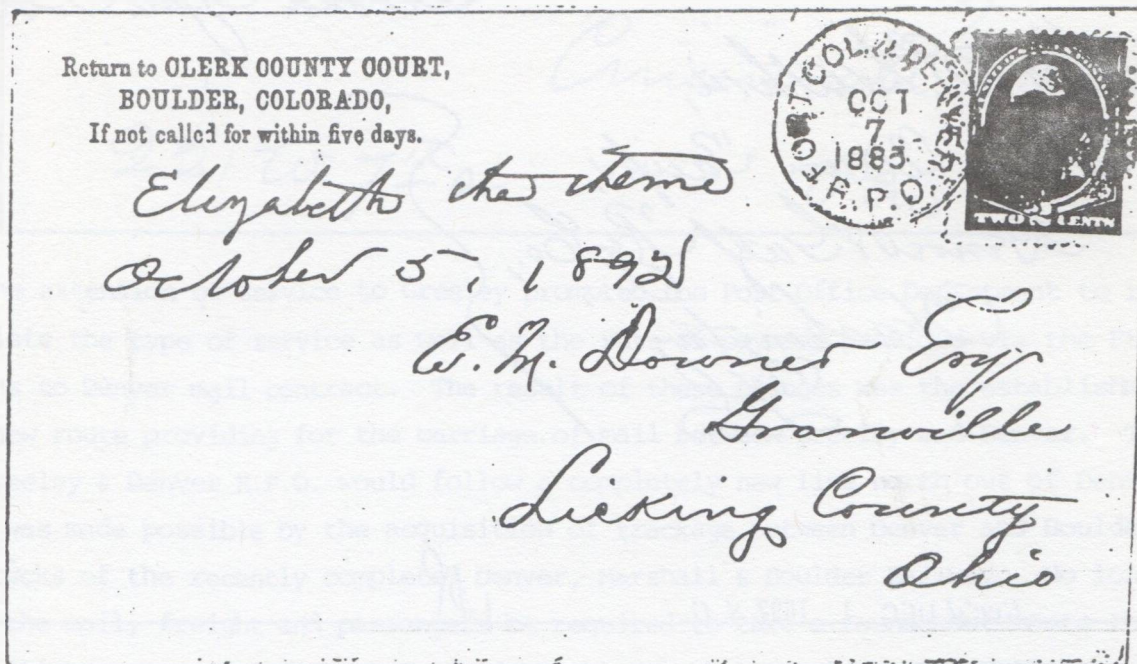


Ft. Collins to Denver, Colorado R.P.O.

1882-1886

With the termination of service via the Cheyenne, Boulder & Denver R.P.O., a startling fact became apparent. No longer would the Colorado Central operate through mail service between Cheyenne and Denver. At long last, the Post Office Department was forced to realize the absurdity of funding two parallel Railway Post Office routes. The Department immediately established another Railway Post Office route to provide at least partial service over the former Denver-Cheyenne route. The title of this route would be known as the Ft. Collins & Denver R.P.O. This new title reflected the fact that the Colorado Central was now firmly under the control of the Union Pacific and, as a result, had much of it's freight and almost all of it's passenger service diverted to the older and shorter Denver and Pacific Line. This fact alone showed that a new Denver to Cheyenne mail route was not needed. Hence, the old Denver, Boulder & Cheyenne R.P.O. would be replaced in part by an abbreviated run between Ft. Collins and Denver.

One unusual aspect of this route was the fact that it made the only direct connection between the standard and narrow gauge segments of the disjointed Greeley, Salt Lake & Pacific Railway. The Greeley to Ft. Collins segment would later become an important part of the railway mail route which would succeed the Ft. Collins & Denver route.



When the Colorado Central lost it's contract for railway mail service between Cheyenne and Denver, it left a rich front range agricultural area, which was highly populated, without a direct mail connection with Denver. As a substitute, the Fort Collins & Denver R.P.O. was instituted to fill the gap.



# Post Office Department,

OFFICE OF THE SECOND ASSISTANT POSTMASTER GENERAL,

Refer to these initials *S.M.P.*  
and address reply to this Division.

RAILWAY ADJUSTMENT DIVISION,

DEC 4 1897 Washington, D. C., Nov. 30, 1897

Sir;

AUDITORS OFFICE

The initial point of route 165008—Marshall Junction (n.o.) to Lafayette, Colo. — will be stated as Louisville Junction (n.o.), Colo., from July 1, 1895

Very respectfully,

W. S. Halliburton  
Second Asst. P. M. Genl.

Mr. T. L. Smith,  
Rep. Union Pacific,  
Denver & Gulf B. Co.,  
Washington,  
D. C.

Rec'd DEC 1 1897 S. C.

Evidently, in 1897, Even the Second Assistant Postmaster General Could Find the Time to Personally Supply a Handwritten Notice of Change That Was Most Minor Indeed.

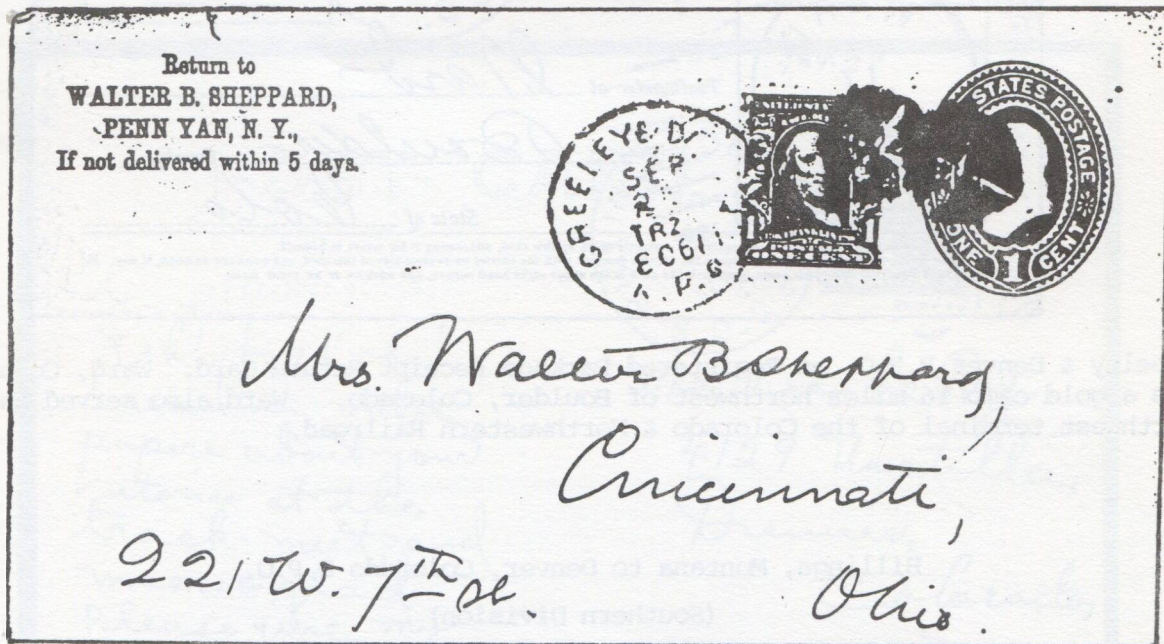


Greeley to Denver, Colorado R.P.O.

1887-1915

Several major changes would occur in the years between 1887 and 1890, all of which would have a pronounced effect on both the Colorado Central and the operation of it's railway mail routes.

The first major change was wrought when the Colorado Central obtained control of the standard gauge portions of the Greeley, Salt Lake & Pacific between Greeley and Ft. Collins. The second event of major importance was the abandonment of the Colorado Central north of Ft. Collins. The end result of these two events was that the Colorado Central became merely a feeder route to the parent Union Pacific at both Denver and Greeley.



The extension of service to Greeley prompted the Post Office Department to re-negotiate the type of service as well as the rate of payment provided via the Ft. Collins to Denver mail contract. The result of these changes was the establishment of a new route providing for the carriage of mail between Greeley and Denver. The new Greeley & Denver R.P.O. would follow a completely new line north out of Denver which was made possible by the acquisition of trackage between Denver and Boulder via the tracks of the recently completed Denver, Marshall & Boulder Railway. No longer would the mail, freight and passengers be required to take a roundabout route that wound it's way west from Denver to Golden, then north to Boulder, Ft. Collins and Greeley. Increased revenues from this line were desperately needed to shore up the parent Union Pacific's tottering house of cards. Although fully controlled by the Union Pacific, the Colorado Central was now somewhat more competitive with it's unpredictable parent.



The Denver & Greeley R.P.O. would remain essentially unchanged for the entire twenty-eight years of it's life, although for two years (1898-99) the route reverted to it's former title of the Ft. Collins & Denver R.P.O., with service to Greeley provided by closed pouch. No markings have yet been found showing a Ft. Collins & Denver cancel for those two years.

Page \_\_\_\_\_ REGISTERED PACKAGE RECEIPT. Form No. 1556.

Post Office Department.  
OFFICIAL BUSINESS.  
Penalty of \$300 for private use.

Postmark of Dispatching Office, and date of dispatch.

RETURN TO \_\_\_\_\_

Postmaster at \_\_\_\_\_

County, \_\_\_\_\_

State of \_\_\_\_\_

The Dispatching Postmaster must neatly and correctly make up this card, addressing it for return to himself. The Receiving Postmaster must compare the articles received with the entries on reverse side of this card, and correct errors, if any. He must then sign (not stamp) his name, postmark the card in the upper right-hand corner, and RETURN IT BY FIRST MAIL.

Greeley & Denver R.P.O. on Registered Package Receipt Return Card. Ward, Colorado was a gold camp 16 miles northwest of Boulder, Colorado. Ward also served as the northwest terminal of the Colorado & Northwestern Railroad.

Billings, Montana to Denver, Colorado R.P.O.

(Southern Division)

1914-1967

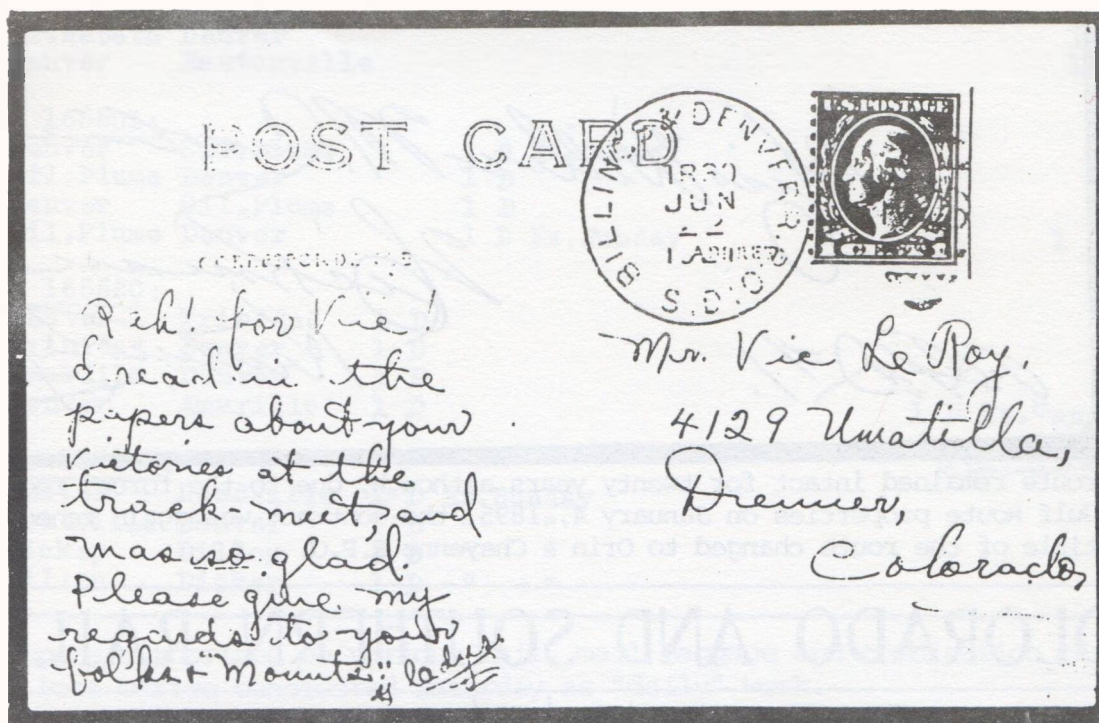
With the formation of the Colorado Southern Railway in 1899, it was obvious that a through line would have to be constructed to connect it's two Northern Division segments (Denver to Ft. Collins - Cheyenne to Orin Junction). Since it's inception, the C&S was forced to route it's trains north to Cheyenne over the tracks of the Union Pacific from Greeley to Cheyenne. This situation was intolerable and eventually forced the C&S to construct it's own line north from Wellington to Cheyenne. This line was completed in 1911 with the financial aid of the Chicago, Burlington & Quincy, which had acquired control of the C&S in 1908. The end result insofar as the mail routes were concerned was that a new through railway mail route between Denver and Cheyenne would be established.



In 1913, the Post Office Department instituted a trial service by Rail Post Office between Denver and Orin Junction. This service was deemed satisfactory by the Post Office, the service terminated and a new contract negotiated to provide service by Railway Post Office between Denver, Colorado and Billings, Montana, a distance of miles. The new route would operate in two divisions, one of 242 miles (Denver to Orin) operated by the C&S, and one of 398 miles (Orin to Billings) operated by the Chicago, Burlington & Quincy.

The Post Office Department recognized Casper, Wyoming as the division point and based payment for service performed as well as scheduling on that fact.

Covers bearing the markings applied on this route may or may not bear the abbreviations S.D. (Southern Division), as a great number and variety of cancelling devices were used. One cancel is known on cover from the period of trial operation in 1913.



The Billings & Denver R.P.O. remained essentially the same until it's demise in 1967 with only minor changes in the closed pouch service it provided, although in 1928 Gasoline Motor Cars (#'s 401-402) were used for R.P.O. service.

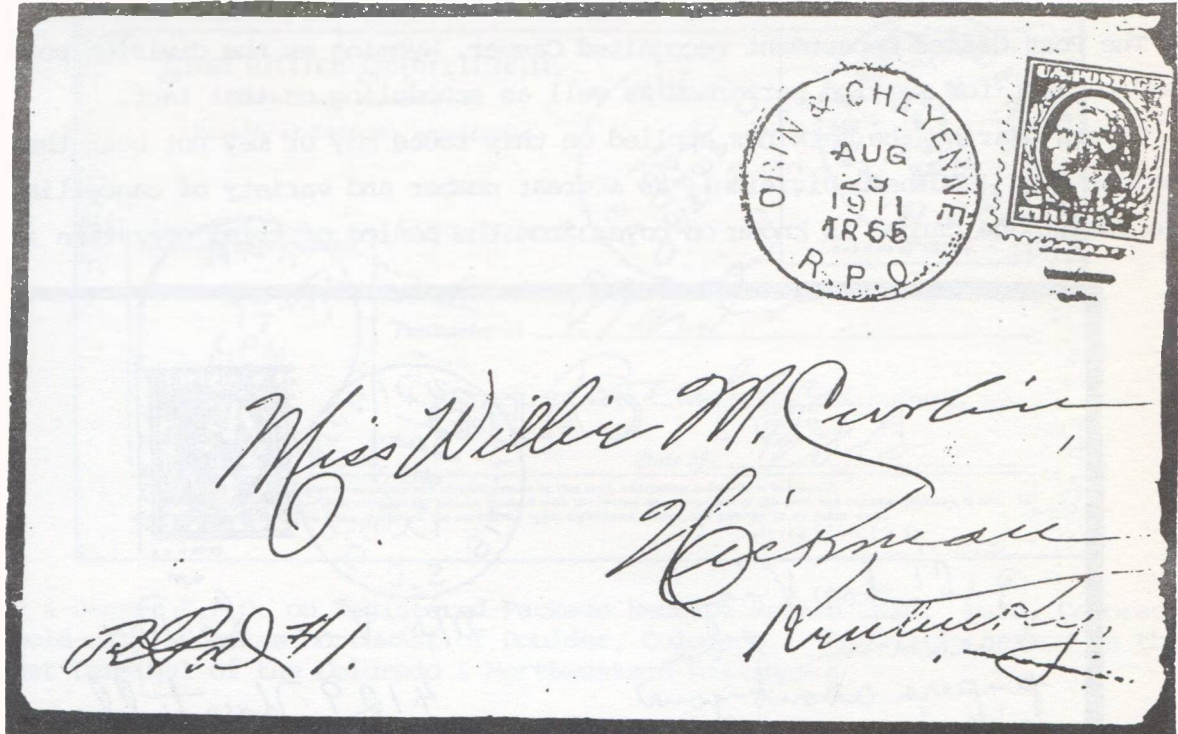
One unusual aspect of this route which is not generally known to collectors is that from October 16th, 1949 to April 7th, 1950 service was provided by none other than Chicago, Burlington & Quincy #9900, the original PIONEER ZEPHYR. A search through one's collection just might turn up a cover cancelled on this train. Mail service via the Zephyr was terminated abruptly, not by the Post Office Department, but by a gravel truck at Longmont, Colorado. From that point on, the C&S utilized mostly mail-baggage cars of the parent CB&Q north out of Denver.



Orin Junction to Cheyenne, Wyoming  
1892-1895

Orin to Cheyenne, Wyoming  
1895-1914

By 1892, the Gulf Route and the Fremont, Elkhorn & Missouri Valley had mutually terminated mail and passenger service between Douglas and Cheyenne, Wyoming due to schedule and transfer problems at Orin. Henceforth, only closed pouch mail would be transferred at Orin Junction. The Union Pacific, Denver & Gulf then applied for and was granted the contract to provide railway post office service two trips per day (except Sunday) between Orin and Cheyenne.



The route remained intact for twenty years although, due to the forced receivership of the Gulf Route properties on January 4, 1895, the contract was again renegotiated and the title of the route changed to Orin & Cheyenne R.P.O.

## COLORADO AND SOUTHERN RAILWAY.

### Wyoming Dist.—CHEYENNE TO ORIN JUNCTION—Standard Gauge

Classi- tion.	Distance from Cheyenne	STATIONS.	No. 66. Mileage, Daily, Except Sunday.
0.000	0	Le. CHEYENNE, Wyo.	1.000
0.099	2	" U. M. Depot.	1.050
0.161	4	" Fort Russell.	1.100
0.303	13	" Silver Crown.	1.150
0.496	26	" Jay.	1.200
0.500	31	" Horse Creek Spur.	1.250
0.510	35	" Altus.	1.300
0.710	39	" Iron Mountain.	1.350
0.717	46	" Bradley's Spur.	1.400
0.753	47	" Schultz Spur.	1.450
0.977	81	" Diamond.	1.500
0.955	60	" Cheuc Water.	1.550
0.770	71	" Horse Creek Spur.	1.600
0.855	84	" Iron Mountain.	1.650
0.737	94	Ar. Wheatland.	1.700
0.737	94	Le. Wheatland.	1.750
0.825	103	" Iron Mountain.	1.800
0.933	113	" Horse Creek Spur.	1.850
0.431	119	" Hartsville Junction.	1.900
0.434	121	" Dodge.	1.950
0.424	122	" Wendover.	2.000
0.712	131	" Cheuc Water.	2.050
0.647	131	" Glendo.	2.100
0.645	141	" Horse Creek Spur.	2.150
0.700	154	Ar. ORIN JUNCTION, Wyo.	2.200

### Wyoming Dist.—ORIN JUNCTION TO CHEYENNE—Standard Gauge

Popula- tion.	Distance from Orin Junction.	STATIONS.	No. 66. Mileage, Daily, Except Sunday.
27	0	Le. ORIN JUNCTION, Wyo.	2.200
12	6	" Horse.	2.250
12	15	" Glendo.	2.300
37	23	" Cheuc Water.	2.350
37	31	" Horse Creek Spur.	2.400
60	35	" Altus.	2.450
12	41	" Iron Mountain.	2.500
81	46	" Bradley's Spur.	2.550
300	58	Ar. Wheatland.	2.600
300	60	Le. Wheatland.	2.650
25	71	" Cheuc Water.	2.700
81	84	" Iron Mountain.	2.750
102	94	" Schultz Spur.	2.800
102	103	" Bradley's Spur.	2.850
104	109	" Iron Mountain.	2.900
115	113	" Horse Creek Spur.	2.950
15	119	" Hartsville Junction.	3.000
127	121	" Dodge.	3.050
124	122	" Wendover.	3.100
141	131	" Cheuc Water.	3.150
150	131	" Glendo.	3.200
152	141	" Horse Creek Spur.	3.250
1,047	154	Ar. CHEYENNE, Wyo.	3.300

Timetable of 1907 showing Orin to Cheyenne Railway Mail Service via mixed Train #65&66



TRAIN	BETWEEN	Apt.	Car	Units Of	Storage	Units of Closed:
FROM	TO	30'	15'	30'	15'	Pouches
		7'	3'			

#### Route 164501:

29	Denver	Orin	1 D		1 D	
30	Orin	Denver	1 D			
31	Denver	Cheyenne	1 D		1 Sun. 1 Ex. Sun. & Mon. Storage Denver to Loveland only.	
31	Cheyenne	Wendover	1 D			
32	Wendover	Cheyenne	1 D			
32	Cheyenne	Denver	1 D			
22	Greeley	Denver	1 D			
23	Denver	Greeley	1 D			
231	Ft Collins	Greeley				1 D
232	Greeley	Ft Collins				1 D

#### Route 165512:

17	Falcon	Denver	1 D Ex. Sunday			
18	Denver	Falcon	1 D " "			
39	Elizabeth	Denver				1 D
40	Denver	Eastonville				1 D Ex. Sun.

#### Route 165501:

51	Denver	Sil. Plume	1 D Ex. Sunday			
52	Sil. Plume	Denver	1 D			
53	Denver	Sil. Plume	1 D			
54	Sil. Plume	Denver	1 D Ex. Sunday			1 Sunday

#### Route 165520:


2	Denver	Trinidad	1 D			
3	Trinidad	Denver	1 D			
7	Amarillo	Denver	1 D			
8	Denver	Amarillo	1 D			1 D Ex. Sunday

*From Denver to Trinidad*

#### Route 165522:

70	Denver	Leadville	1 D Ex. Sunday			
71	Leadville	Denver	1 D " "			
6-88	Dickey	Dillon	1 D " "			
7-89	Dillon	Dickey	1 D " "			

Typical space authorized on various mail, mail baggage and combination cars. Note that the Post Office considered Saturday as "daily" work.



## "THE COLORADO ROAD"

COLORADO & SOUTHERN RAILWAY

1907.

**SUNDAY EXCURSION TICKET.**

"THE COLORADO ROAD" (COLORADO & SOUTHERN RAILWAY.)

### COLORADO SPRINGS to PUEBLO

Good for One First Class Passage only on the Sunday in 1907, Designated by punch mark in margin hereof. Void if more than one date is punched.

**NO BAGGAGE EXCEPT BICYCLES WILL BE CHECKED ON THIS TICKET.**

The Company issuing this Ticket acts only as Agent for other lines, and assumes no responsibility beyond its own line.

No. 451

Form R. 276.

Via C&S CS&CC

*J. C. Fisher*

Gen'l Pass'r & Ticket Agent.

19	26	2	9	16	23	30	7	14	21	28	4	11	18	25	1	8	15	22	29	6	13	20	27
19	26	2	9	16	23	30	7	14	21	28	4	11	18	25	1	8	15	22	29	6	13	20	27
MAY		JUNE					JULY				AUGUST				SEPTEMBER					OCTOBER			



## "THE COLORADO ROAD"

COLORADO & SOUTHERN RAILWAY

1907.

**SUNDAY EXCURSION TICKET.**

"THE COLORADO ROAD" (COLORADO & SOUTHERN RAILWAY.)

### CRIPPLE CREEK TO COLO. SPRINGS

Good for One First Class Passage only on the Sunday in 1907, Designated by punch mark in margin of ticket. Void if more than one date is punched. AND ONLY VIA COLORADO & SOUTHERN RAILWAY.

**CRIPPLE CREEK AND RETURN.**

No. 451

Form R. 276.



Wendover to Cheyenne, Wyoming R.P.O.

1888-1891

Early in 1886, the Union Pacific decided to push it's rails directly north out of Cheyenne. As a result, a new railroad was chartered that year. Known as the Cheyenne & Northern Railway, it required but a year and a half of relatively easy construction to reach Douglas, Wyoming. As soon as a connection was made with the Fremont, Elkhorn & Missouri Valley, a mail contract was awarded by the Post Office for five weekly trips via Railway Post Office between Wendover and Cheyenne.

In later years, Wendover lost it's position as the northeast point on the Colorado & Southern to Orin Junction for a time, although in recent times it has again become the northern terminus of the Colorado & Southern.

Douglas to Cheyenne, Wyoming R.P.O.

1891-1892

The title of this route reflects the changes which occurred during the reorganization and consolidation of the Union Pacific properties in 1890. Due to service deemed inadequate by the Post Office Department over the Wendover to Cheyenne route, the Union Pacific was required to enter into a joint mail route contract with the Fremont, Elkhorn & Missouri Valley Railroad between Douglas and Cheyenne, Wyoming. In this case, Orin Junction was the point at which mail was transferred between the cars of the two railroads involved.

When the contract for this route was terminated in 1892, service via closed pouch was inaugurated and continued until 1895 between Orin Junction and Cheyenne.

INSPECTOR'S CERTIFICATE.

TWO (2)

I HEREBY CERTIFY that I have this day inspected and accepted

COMBINATION CARS

constructed by THE PULLMAN COMPANY, at PULLMAN, ILL.

for account of COL. & SOU. RY.

Cars, lettered and numbered "COLORADO & SOUTHERN" on letterboard

"U. S. MAIL RAILWAY POST OFFICE" on mail end of car on side

Numbers on side of each end of car

330 and 331

Pullman, Ill., Sept. 27, 1907

7

*[Signature]*

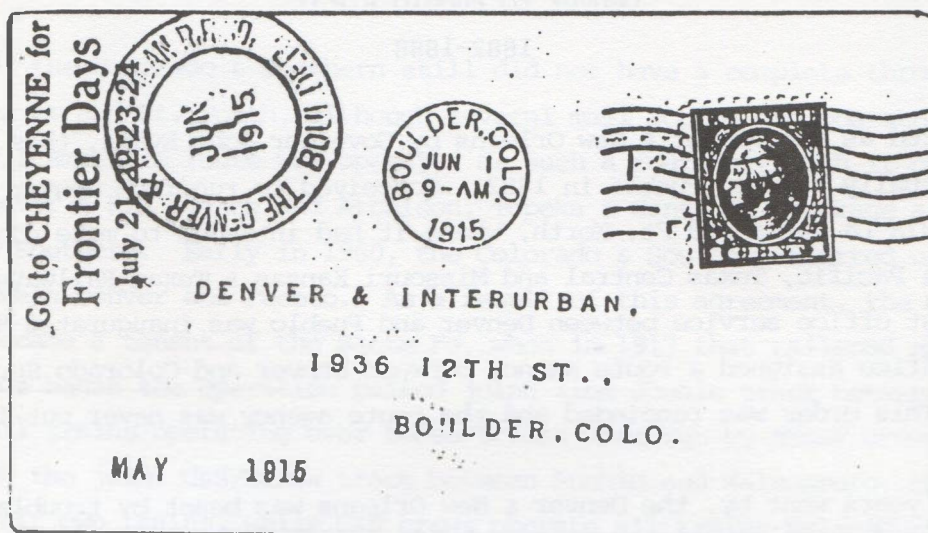
INSPECTOR FOR

C. & S. R. R.

13372



# THE DENVER AND INTERURBAN RAILROAD COMPANY



The Denver & Interurban Railroad was an electrified interurban subsidiary of the Colorado & Southern. It operated between Denver and Boulder, Colorado via Louisville and Marshall, Colorado. From its inception, it carried only closed pouch mail until the demise of the road in 1926. The cars were among the largest and heaviest of any wood interurban cars used in the United States. The Denver & Interurban failed, due primarily to the horrendous financial costs incurred by a head-on collision at Globeville, Colorado. The father of a close family friend of the author was the conductor on the ill-fated car which caused the collision. Several years later he was exonerated of all charges and returned to service as a conductor on the Colorado & Southern.

		SOUTH BOUND															
Stations		(Read Down)															
		A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
BOULDER	Lv	6.05	7.30	9.30	10.30	12.30	1.30	3.30	4.30	5.30	6.30	7.30	9.50	10.40			
University	↑	6.08		9.33			1.33	3.33		5.33		7.33	9.53				
MARSHALL		6.18		9.43			1.43	3.43		5.43		7.43	10.04				
Crown	↑	6.22		9.47			1.47	3.47		5.47		7.47	10.07				
Superior	↑	6.27		9.52			1.52	3.52		5.52		7.52	10.12				
Louisville Jc.		6.32		9.57			1.57	3.57		5.57		7.57	10.17				
D. & I. JCT.	Ar	6.33		9.58			1.58	3.58		5.58		7.58	10.18				
Burkes	↑		7.48		10.48	12.48			4.48		6.48			10.58			
LOUISVILLE	Lv	6.45		7.54		10.54	12.54		4.54		6.54			11.04			
Webb		6.50		7.58		10.58	12.58		4.58		6.58			11.08			
D. & I. JCT.	Ar	6.54		8.01		11.01	1.01		5.01		7.01			11.11			
D. & I. JCT.	Lv	6.54	8.01	9.58	11.01	1.01	1.58	3.58	5.01	5.58	7.01	7.58	10.18	11.11			
Burns Jc.	↑	6.57	8.03	10.00	11.03	1.03	1.00	4.00	5.03	6.00	7.03	8.00	10.20	11.13			
Broomfield	↑	7.00	8.04	10.02	11.04	1.04	2.02	4.02	5.04	6.02	7.04	8.02	10.22	11.14			
Churches	↑	7.03	8.08	10.06	11.08	1.08	2.06	4.06	5.08	6.06	7.08	8.06	10.26	11.17			
Standley Lake	↑	7.04	8.09	10.08	11.09	1.09	2.08	4.08	5.09	6.08	7.09	8.08	10.28	11.18			
Semper	↑	7.08	8.13	10.13	11.13	1.13	2.13	4.13	5.13	6.13	7.13	8.13	10.33	11.22			
Westminster	↑	7.13	8.18	10.18	11.18	1.18	2.18	4.18	5.18	6.18	7.18	8.18	10.38	11.26			
Dewey	↑	7.18	8.23	10.23	11.23	1.23	2.23	4.23	5.23	6.23	7.23	8.23	10.43	11.31			
GLOBEVILLE		7.26	8.30	10.30	11.30	1.30	2.30	4.30	5.30	6.30	7.30	8.30	10.50	11.38			
DENVER	Ar	7.45	8.50	10.50	11.50	1.50	2.50	4.50	5.50	6.50	7.50	8.50	11.10	11.57			
ELDORADO SPRINGS	Lv	8.45	9.30	11.50	1.30	2.50	3.30	5.30	7.30	9.50							
MARSHALL	Ar	8.55	9.40	12.00	1.40	3.00	3.40	5.40	7.40	10.00							
MARSHALL	Lv		10.04	12.04			4.04	6.04		10.22							
BOULDER	Ar		10.24	12.20			4.20	6.20		10.37							
MARSHALL	Lv		9.43		1.43		3.43	5.43	7.43	10.04							
DENVER	Ar		10.50		2.50		4.50	6.50	8.50	11.10							

Reference Marks — † Stops on signal or to discharge passengers. \* Via Louisville.

**File Route**  
The Denver & Interurban Railroad  
W. H. Edmunds, Receiver, C. W. Richards, General Art.  
Depot & Ticket Office, Interurban Loop, 1419 Arapahoe St.,  
Information & Ticket Office, Albany Hotel, DENVER  
MAY 15, 1920 Subject to change without notice

Eldorado Springs service operates only during the Summer Season.



The Southern Division  
Denver to Pueblo R.P.O.  
1882-1888

Chartered as the Denver & New Orleans by Governor John Evans, this roundabout route eventually reached Pueblo in 1882. Conceived to run from Denver to New Orleans, Louisiana via La Junta and Ft. Worth, where it had intended to make connections with the Texas & Pacific, Texas Central and Missouri Kansas & Texas Railways. Although railway post office service between Denver and Pueblo was inaugurated May 3, 1882, the Post Office assigned a route agency between Denver and Colorado Springs early in 1881. This order was rescinded and the route agency was never put into operation.

As the years went by, the Denver & New Orleans was beset by troubles far larger than it's size would indicate. Blocked from expanding to reach Texas by the Denver & Rio Grande, the Atchison, Topeka & Santa Fe and the Burlington, the road foundered and became moribund at it's southern terminus of Pueblo. Although Evans had sold the DSP&P to Jay Gouldin in 1879, Gould and his corporate maneuverings were the major roadblock.

In 1888, the Denver, Texas & Ft. Worth (AD&NO successor) completed construction of track between Trinidad, Colorado and Texline, Texas. This still left an important 90 mile gap between Pueblo and Trinidad. This gap was filled by the use of a third rail installed outside existing Denver & Rio Grande narrow gauge tracks. In 1895, the segment from Walsenburg to Trinidad was completed although it would be 1911 before the final gap between Walsenburg and Pueblo was closed. The rental for the use of this section of track cost the Colorado & Southern and it's predecessors in excess of \$85,000 per year. To date, no marking or cornercards have been located showing an example of the Denver & Pueblo R.P.O. Given below is a list showing corporate chronology of southern division operating predecessors.

Corporate Chronology

Denver & New Orleans Railway	1881-1886
Denver, Texas & Gulf Railroad	1886-1887
Denver, Texas & Ft. Worth Railway	1887-1890
Union Pacific, Denver & Gulf Railway <sup>1</sup>	1890-1893
Union Pacific, Denver & Gulf Railway <sup>2</sup>	1893-1898
Colorado & Southern Railway	1898-1982
Burlington Northern, Inc.	1982-

<sup>1</sup>Union Pacific Control

<sup>2</sup>Independent Receiver



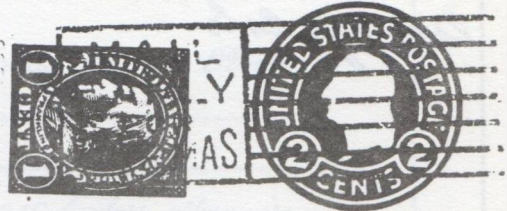
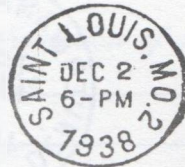
Denver & Amarillo R.P.O.

1904-1935

In 1904 the Colorado & Southern still did not have a complete through route between Denver and Ft. Worth, although several mail routes had operated as such. The Denver & Amarillo route was operated as such a route although it operated over as much Denver & Rio Grande and Atchison, Topeka & Santa Fe trackage as it did Colorado & Southern. Early in 1900, the Colorado & Southern started using Santa Fe tracks between Denver and Pueblo. As a result of this agreement, the Colorado & Southern became a tenant of the Santa Fe, when in 1917 that railroad and the Denver & Rio Grande began the operation paired joint line double track between Denver and Pueblo. All trains operating over these tracks were run by AT&SF crews Denver to Pueblo. On the joint C&S/D&RGW track between Pueblo and Walsenburg, the two railroads operate their own trains, while C&S crews operate all trains Walsenburg to Trinidad. These operating practices continue to this day, the major change being the integration of the Colorado & Southern into the parent Burlington Northern in 1981. Former C&S lines south of Denver are now part of the Ft. Worth Division.

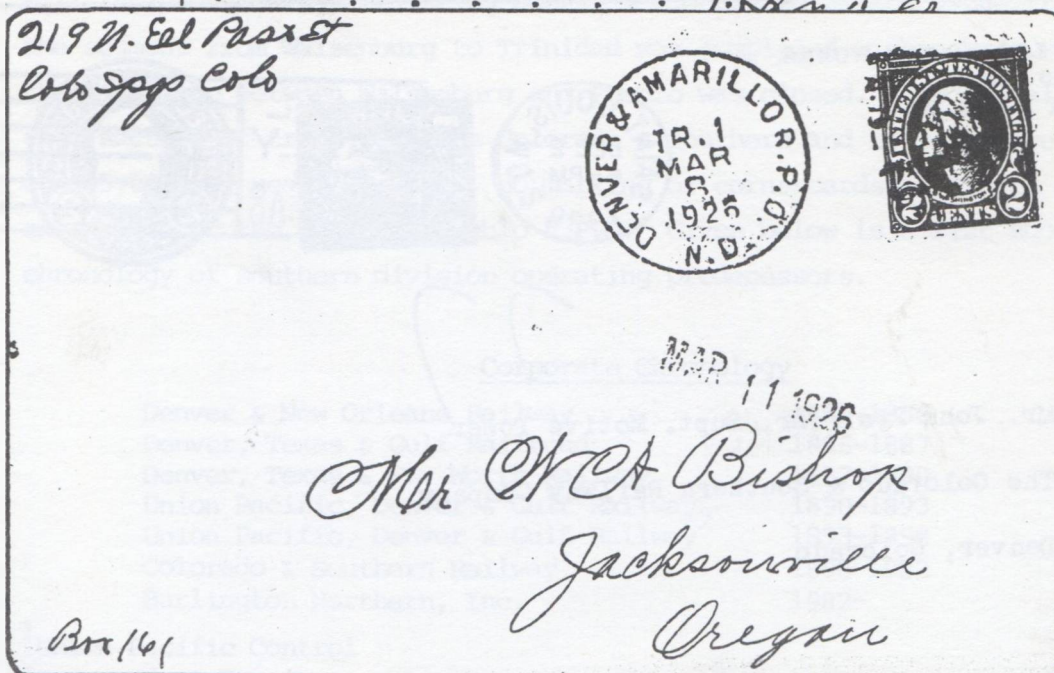
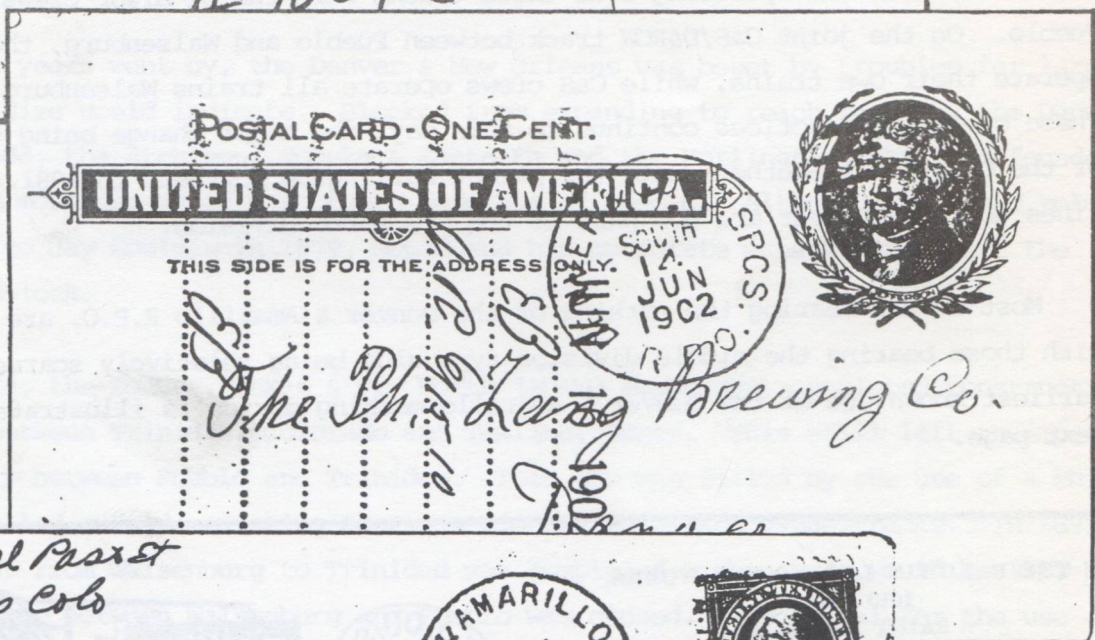
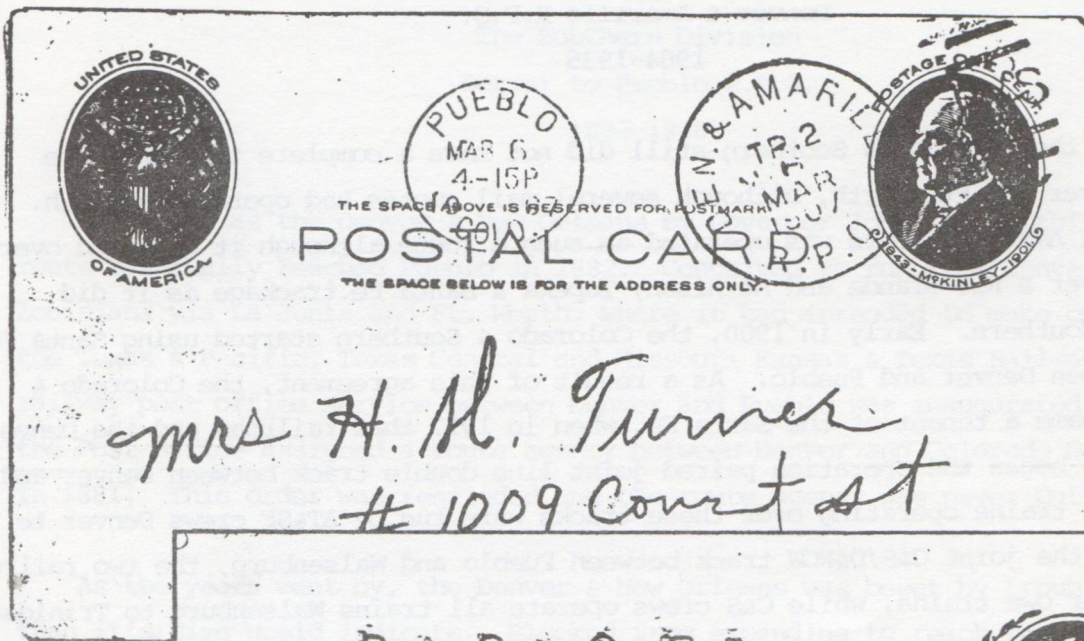
Most covers bearing the marking of the Denver & Amarillo R.P.O. are fairly common, with those bearing the middle division type slug being relatively scarce. The earliest known use of the Denver & Amarillo marking device is illustrated on the next page.

THE BALDWIN LOCOMOTIVE WORKS,  
1010 Pine St.,  
SAINT LOUIS, MO.



77  
Mr. John Pfeiffer, Supt. Motive Power  
The Colorado & Southern Railway Company  
Denver, Colorado





Markings of the Southern Division



Post Office Department,

OFFICE OF THE SECOND ASSISTANT POSTMASTER GENERAL,  
DIVISION OF RAILWAY ADJUSTMENT,

Washington, D. C., Sept. 25, 1906.

Sir:

The compensation for the transportation of mails, etc., on Route No. 165023, between Denver and Colorado Springs, Colo. has been fixed from July 1, 1906, to June 30, 1910 (unless otherwise ordered), under acts of March 3, 1873, July 12, 1876, June 17, 1878, and March 3, 1905, upon returns showing the amount and character of the service for 49 successive working days, commencing Feb. 20 1906, at the rate of \$ 4,451.97 per annum, being \$ 48.73 per mile for 91.36 miles.

Post Office Department,

OFFICE OF THE SECOND ASSISTANT POSTMASTER GENERAL,  
DIVISION OF RAILWAY ADJUSTMENT,

Washington, D. C., Sept. 25, 1906.

Sir:

The compensation for the transportation of mails, etc., on Route No. 165047, between Pueblo and Trinidad, Colo. has been fixed from July 1, 1906, to June 30, 1910 (unless otherwise ordered), under acts of March 3, 1873, July 12, 1876, June 17, 1878, and March 3, 1905, upon returns showing the amount and character of the service for 49 successive working days, commencing Feb. 20 1906, at the rate of \$ 7,264.15 per annum, being \$ 28.22 per mile for 49.41 miles, Pueblo to Cucharas, lap over 165001; \$35.91 per mile for 6.24 miles, Cucharas to Walsenburg, lap over 165011, and \$136.80 per mile for 41.27 miles, Walsenburg to Trinidad.



The company named below agree to accept and perform mail service upon the conditions prescribed by law and the regulations of the Department applicable to railroad mail service.

~~President~~ General Manager.

IMPRESS  
SEAL HERE.

I hereby certify that the statement of distances contained herein is correct.

Chief Engineer.

Care should be exercised to state the title of the company actually operating the railroad in the blank space below, as the company therein named will be accepted as being entitled to the compensation for the service, and to prevent any misunderstanding as to title the SEAL of the company should be impressed.

TITLE: Colorado and New Mexico Railway Co.,

STATE OF Colorado

Route No. 165047 from Cheble, Colo to Trinidad, Colo

Distance from Station to next Station or point of exchange.	LIST OF STATIONS AND EXCHANGE POINTS. <small>Designate Stations where the Company has no agent or other repre- sentative than it.</small>	Official name of Post Office or Postal Station receiving or forwarding mail by this route.	Distance from Station to Post Office or Postal Station.	Distance from Post Office or Postal Station to nearest point on Railroad Track.
Miles.	100ths of a mile.		Miles.	100ths of a mile.
8 1/2	Cheble Colo	Cheble Colo		
5 50	San Carlos Colo.	Lima Colo	50	8
6 15	Verde, Colo *	Verde, Colo *	*	*
5 72	Val Verde Colo *	Salt Creek Colo *	*	*
11 00	Graneros, Colo	Graneros Colo	In Depot	In Depot
18 12	Huerfano Colo	Huerfano Colo	20	20
8 00	Walsenburg Colo	Walsenburg Colo	23	10
2 73	Mayne Colo.	Mayne (Camp) Colo	200	1 75
		Hebron Colo	350	3 25
5 00	Monson Colo *	Monson Colo *	*	*
3 41	Rugby Colo.	Rugby, Colo.	200	2 00
		Cedarhurst, Colo.	100	50
7 14	Lynn Colo	Aguilar Colo	200	2 00
		Broadhead Colo	400	4 00
4 72	Ludlow, Colo	Ludlow Colo	005	0 02
3 68	Fowler CO. Ct Colo	Mapesite, Colo	150	1 50
6 16	Britten Colo	Adrian Colo	17	11
	Trinidad Colo	Trinidad Colo	32	30



Denver & Clarendon R.P.O.

1902-1903

A most unusual route which has, to say the least, caused consternation to the student and collector of Colorado Railway route markings. Post Office Department records indicate that the route was formally established on February 2nd, 1902 and operated over the 525 miles to Clarendon, Texas until March 3rd, 1903. Official records notwithstanding, no evidence has ever been found to show that the route ever went into operation. An examination of C&S corporate records show no such route listed nor compensation received for operation of such a route. It is now generally felt that the preceeding Denver & Ft. Worth R.P.O. was extended by emergency contract beyond it's discontinuance date of 1902 and continued until split by Post Office direction into two other routes - Pueblo & Amarillo R.P.O. / Amarillo & Ft. Worth R.P.O. To support this theory is the fact that the author has in his collection two covers, one cancelled 12-06-02 and the other cancelled 3-7-03, both bearing the Denver & Ft. Worth R.P.O. marking.

<p><b>"THE COLORADO ROAD"</b> COLORADO &amp; SOUTHERN RAILWAY</p> <p><b>ROUND TRIP TICKET.</b> GOING COUPON. —GOOD FOR— One FIRST CLASS Continuous Passage <b>PUEBLO (U.D.)</b> —TO— <b>TRINIDAD</b></p> <p>GOING PASSAGE MUST BEG ON DATE STAMPED ON BACK. Void after date P-ched in attached Ticket. NOT TR. REFERRABLE. <b>VOID IF DETACHED.</b></p> <p><b>686</b>   Form Local 54.</p>	<p><b>"THE COLORADO ROAD"</b> COLORADO &amp; SOUTHERN RAILWAY</p> <p><b>ROUND TRIP TICKET. —(Return Coupon.)</b> Good for ONE FIRST CLASS Continuous Passage <b>TRINIDAD to PUEBLO (U.D.)</b> Not Transferable, and void after date cancelled in margin hereof. Baggage Liability limited to wearing apparel not exceeding \$100 in value. Signature: <i>[Signature]</i> Form Local 54. Witness: <i>[Signature]</i> Agent. G. F. &amp; T. A.</p> <table border="1"> <tr> <td>DAY</td> <td>1</td><td>2</td><td>3</td><td>4</td><td>5</td><td>6</td><td>7</td><td>8</td><td>9</td><td>10</td><td>11</td><td>12</td><td>13</td><td>14</td><td>15</td><td>16</td><td>17</td><td>18</td><td>19</td><td>20</td><td>21</td><td>22</td><td>23</td><td>24</td><td>25</td><td>26</td><td>27</td><td>28</td><td>29</td><td>30</td><td>31</td> </tr> <tr> <td></td> <td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td> </tr> </table> <p><b>686</b></p>	DAY	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31																																	<p>1906 1908 JAN. FEB. MAR. APR. MAY JUNE JULY AUG. SEPT. OCT. NOV. DEC.</p>
DAY	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31																																			

Denver & Colorado Springs R.P.O.

1901-1912

Service to Colorado Springs via the old mainline was maintained on this secondary mail route due to the fact that the C&S Denver to Pueblo passenger trains were now routed over the Santa Fe. Company records show that for a short time the R.P.O. clerks working this route transferred at Colorado Springs to the Denver & Ft. Worth car where they continued working the mail until they reached Pueblo. Vociferous complaints by the clerks ended this overly long run. The route continued unchanged until 1912 when the C&S applied for the abandonment of part of the route. This marking is, of course, rather uncommon with most examples found on government postal cards mailed from on-line sales outlets to the Zang Brewing Company (located across the Platte River from the C&S yards at 7th Street).



# Post Office Department,

OFFICE OF THE SECOND ASSISTANT POSTMASTER GENERAL,

RAILWAY ADJUSTMENT DIVISION,

Refer to these initials  
and address reply to this Division.

*SBF*

DEC 4 1897

AUDITORS OFFICE.

Washington, D. C., Nov. 30, 1897

Sir,

From July 1, 1898, the service between  
Texline, Tex., and Trinidad, Col., heretofore  
covered by route 150065, will be designated as  
route 167005.

Very respectfully,  
W. S. Chamberlain  
Second Asst. P.M. Genl.

Mr. S. Guthrie,  
Rep. Union Pacific,  
Denver & Gulf Ry. Co.,  
Washington,  
D.C.

Rec'd DEC 1 1897 S. C.

*W.S.C.*



# RAILWAY MAIL PAY

I. C. C. DOCKET 9200

COLORADO SOUTHERN RY. COMPANY

SUMMARY OF SERVICE REPORT FOR MONTH OF NOVEMBER, 1916

REGULAR SERVICE	MILES OF SERVICE	TOTAL LINE PAY	TOTAL INITIAL AND TERMINAL	TOTAL PAY
Full R. P. O. Cars				
30 ft. Apartments	62059.90	6339.92	575.02	6914.94
15 ft. Apartments	24030.00	1441.77	552.00	1993.77
Full Storage Cars				
30 ft. Storage Space				
15 ft. Storage Space	242.16	12.71	4.25	16.96
7 ft. Storage Space	6832.40	167.39	23.81	191.20
3 ft. Storage Space	3628.80	3810	3.19	41.29
7 ft. Closed Pouch Units				
3 ft. Closed Pouch Units	6944.00	104.15	60.00	164.15
Total Regular Service	103737.26	8104.04	1218.27	9322.31
EMERGENCY SERVICE				
Full R. P. O. Cars				
30 ft. Apartments				
15 ft. Apartments				
Full Storage Cars				
30 ft. Storage Space				
15 ft. Storage Space	424.66	22.29	2.13	24.42
7 ft. Storage Space	1890.50	46.31	4.96	51.27
3 ft. Storage Space	5651.46	59.34	6.80	66.14
7 ft. Closed Pouch Units				
3 ft. Closed Pouch Units				
Total Emergency Service	7966.62	127.94	13.89	141.83
GRAND TOTAL				



Denver & Pueblo R.P.O.

1903-1904

Pueblo & Amarillo R.P.O.

1903-1904

At some point in 1902 the Second Assistant Postmaster General became aware of complaints that had arisen due to southbound scheduling and connection difficulties between the Colorado & Southern and the Atchison, Topeka & Santa Fe, especially at Pueblo and Trinidad. As a result, the Post Office ordered the Denver & Clarendon R.P.O. rescinded and established three new routes operating in place of the prior single route between Denver and Ft. Worth. The railroads involved protested the change but the Post Office, in it's infinite wisdom, prevailed. What followed was an operational nightmare. R.P.O. clerks were run by their former terminals and were often required to deadhead back. The C&S was forced to turn mail cars at Pueblo and Trinidad as well as keep spare apartment and storage cars to protect service on the cumbersome new routes. Common sense finally prevailed and in 1904 the original routing and scheduling was restored.

Denver, Dec. 18, 1907..

Mr F A Putney,

Chief Clerk Railway Mail Service,

Denver, Colo.

Dear Sir:-

- Mail pouch dropped from car Dec. 12th -

For your information will advise that when C&S train No. 18 pulled into Colorado Springs at 7 10 PM Dec. 12th, mail clerk dropped pouch out of car about 100 feet south of where train stopped, permitting it to fall across parallel track and was run over by light engine 328 C&S. Pouch and contents considerably damaged.

Yours truly,

(Signed) S S Morris,

Superintendent.



(Copy)

Fort Worth, Texas  
May 13, 1933  
File T4

Mr. J. E. Buckingham  
T.M., C. & S. Railway  
Denver, Colorado

Dear Sir:

This has reference to our exchange of wires regarding changes necessary in train service to meet competition caused by the recent change on the Santa Fe Lines.

It is our idea that the train leaving Denver at 8:45 AM should be the companion train of northbound No. 1 and should therefore be designated as Train 2 carrying the same equipment southbound that No. 1 will have northbound.

Accordingly the morning train from Denver should be designated as No. 8 and being companion train of No. 7 should carry the same equipment southbound that moves into Denver on Train 7.

Under this plan we would extend our dining car service on Trains 1 and 2 to operate between Dallas and Texline, meal stops being provided for Trains 7 and 8 as at the present time.

On this plan the tentative consist of the trains would be as follows:

Trains 1 and 2  
Combination Mail and Baggage  
Baggage  
Coach  
Diner  
12 Section 1 DR Pullman (thru T&HO car)  
10 Section Observation Pullman (3)

Fort Worth to Amarillo  
Dallas to Denver  
Dallas to Denver  
Dallas to Texline  
Dallas to Denver  
Dallas to Denver

Trains 7 and 8  
Baggage  
Combination Mail and Baggage  
Baggage  
Railway Post Office  
Coach  
12 Section 1 DR (Car 17) (2)  
12 Section 1 DR (Car 4) (2)

+ Dallas to Amarillo ✓  
Amarillo to Denver  
Dallas to Denver  
Fort Worth to Amarillo  
Dallas to Denver  
Dallas to Denver  
Fort Worth to Amarillo

Please advise if this will be satisfactory.

Yours truly,

(Signed) F. D. Daggett



# Railway Mail Service

OFFICE OF CHIEF CLERK

Denver, Colo., February 22, 1917.

## GENERAL:

Effective from Feby. 28th, R P O service in Denver & Falcon Trs 18 and 17 will be withdrawn, and service covered by closed pouches.

Effective March 1st, the following pouches will be established, daily except Sunday, over Denver & Falcon Ex.Trs 18 and 17 :

Denver Terminal RPO, for Parker, Hill Top, Elizabeth, Elbert, Eastonville and Falcon, Colo., over express Tr 18.  
Parker, Colo., for Elizabeth and Elbert, over Ex.Tr 18.  
Hill Top, Colo., for Elizabeth, Colo., " " " 18.  
Elizabeth, Colo., for Elbert, Eastonville and Falcon, over Ex.Tr 18.  
Elbert, Colo., for Eastonville and Falcon, " " " 18.  
Eastonville, Colo., for Falcon, " " " 18.  
Falcon, Colo., for Eastonville, Elbert and Elizabeth, and Denver Terminal RPO, over Ex.Tr 17.  
Eastonville, Colo., for Elbert and Elizabeth, and Denver Terminal RPO, over Ex.Tr 17.  
Elbert, Colo., for Elizabeth and Parker, Colo., and Denver Terminal RPO, over Ex.Tr 17.  
Elizabeth, Colo., for Hill Top and Parker, and Denver Terminal RPO, over Ex.Tr 17.  
Hill Top and Parker, Colo., for Denver Terminal RPO, over Ex.Tr 17.

Effective March 1st, the following pouches will be discontinued :

Denver, Colo. and Denver Terminal RPO, for Den. & Falcon Tr 18.  
Colorado Springs, Colo., for Denver & Falcon Tr 17.  
Omaha & Colo.Spgs. Tr 7, " " " 17.  
" " " 39, " " " 17.(Sack)  
Denver & Falcon Tr 18, " Colorado Springs, Colo.  
" " " 17, " Denver, Colo. and Denver Terminal RPO.

---

Denver & Falcon R.P.O.

1913-1917

This route operated over 74 miles of the old Denver to Pueblo mainline. Early in 1917 the C&S again applied for, then received, permission to abandon the 74 mile segment between Falcon and Colorado Springs, causing the discontinuance of the Denver & Falcon R.P.O. The occasional mixed train operating over the line then entered Colorado Springs via existing Rock Island trackage between Falcon and the Springs. Never again would the C&S operate a railway mail route on it's own trackage north of Pueblo, Colorado.

Definitely a rare marking, only one example of the Denver & Falcon R.P.O. has been found to date.



IN REPLYING, REFER TO INITIALS

POST OFFICE DEPARTMENT  
SECOND ASSISTANT POSTMASTER GENERAL  
DIVISION OF RAILWAY ADJUSTMENT  
WASHINGTON

SEP 11 1907

Sir:

Under Act of March 2, 1907, an order has been issued on route No. 165047 , between Pueblo and Trinidad, Colo., restating compensation for the transportation of mails, from July 1, 1907, so as to be at the rate of \$7,192.61 per annum, being \$26.81 per mile, for 49.41 miles, between Pueblo and Cucharas, Colo., lap service over route No. 165001, \$35.61 per mile for 6.24 miles, between Cucharas and Walsenburg, Colo., lap service over route No. 165011, and \$136.80 per mile for 41.27 miles, between Walsenburg and Trinidad, Colo.

Very respectfully,

Second Assistant Postmaster General.

Mr. Jno. I. Thomas, Atty.,  
Colorado & Southern Ry. Co.,  
Washington, D.C.



the Colorado & Southern/Ft. Worth & Denver purchased two stainless steel cars (Ft. Worth & Denver #150 Silver Messenger and Colorado & Southern #320 Silver Tidings) for exclusive use on the Texas Zephyr, the volume of mail was sometimes so great as to require an additional R.P.O.-baggage car or two to be added to the consist. Usually, these were the older cars in the #252-#260 series. Occasionally, when all equipment was already in service, CB&Q Railroad mail-baggage cars found their way into the consist.









Cheyenne, Wyo.-Boulder, Denver, Colo., 136 miles, Union Pacific R.R.  
 951-B-1; 25½, black, Banknote, IV

Cheyenne, Wyo.-Boulder, Denver, Colo., 136 miles, Union Pacific R.R.  
 951-B-2; 26, black, Banknote, IV  
 951-B-3; 26, black, 1880, (N in circle killer), IV

Fort Collins-Denver, Colo., 90 miles, Colorado Central Ry.  
 961-I-1; 27½, black, NDL, 1880's, (1882-86), III  
 951-A-1, 27½, black, 1886

Greeley-Denver, Colo., 100 miles, Union Pacific, Denver & Gulf Ry.  
 961-L-1; 27, black, 1891, II  
 961-K-1; 28, black, dir., mis-spelling, 1915, II

Greeley-Denver, Colo., 100 miles, Colorado & Southern Ry.  
 961-L-2; 30½, black, T.N., 1911,14, II  
 961-K-2; 30, black, T.N., mis-spelling, 1915, II

(Billings & Denver) Casper, Wyo.-Denver, Colo., 341.3 miles, Chicago, Burl. & Quincy R.R.  
 961-C-1; 30½, black, T.N., Southern Division, 1916, (1914-67), II  
 961-E-1; 31, black, T.N., Southern Division, 1916, II  
 961-F-1; 30½, T.N., Northern Division, 1916, (1914-67), II  
 961-D-1; 30½, black, T.N., Southern Division, 1951, I  
 961-F-2; 30, black, T.N., Northern Division, 1956, I  
 961-D-2; 30½, black, T.N., Southern Division, 1962, I

Orin (Orin Junction)-Cheyenne, Wyo., 154 miles, Colorado & Southern Ry.  
 951-O-1; 30½, black, T.N., 1911, (1895-1914), II  
 951-P-1; 28½, black, direction, 1898, (1892-95), IV

Pueblo, Colo.-Amarillo, Texas, 347 miles, Colorado & Southern Ry.  
 958-N-1; 29½, black, T.N., 1910, (1903-1904), III

Pueblo-Trinidad, Colo., 92.7 miles, Denver & Rio Grande R.R.  
 953-AH-1; 29½, black, direction, 1913, (1909-1916), II  
 953-AI-1; 31, black, T.N., 1916, II

Denver-Falcon, Colo., 73 miles, Colorado & Southern Ry.  
 958-J-1; 30½, black, T.N., 1914, (1913-17), IV

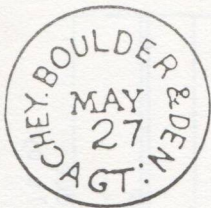
Denver-Colorado Springs, Colo., 91 miles, Colorado & Southern Ry.  
 958-I-1; 30½, black, dir., 1903,09,11, II  
 958-H-1; 30½, black, dir., 1911, (1901-12), II

Denver-Deer Valley, Colo., 48 miles, Denver, South Park & Pacific R.R.  
 954-C-1; 26½, black, Banknote, VII (Narrow Gauge)

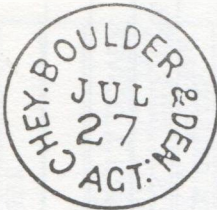
Denver-Leadville, Colo., 172 miles, Denver, South Park & Pacific R.R. (Narrow Gauge)  
 954-A-2; 27, black, 1881, V  
 954-A-1; 27, black, Banknote, V  
 954-B-1; 27, black, 1885, (E Killer), IV  
 954-G-2; 27, black, 1887, III (Narrow Gauge)

Denver-Leadville, Colo., 152 miles, Colorado & Southern Ry. (D.L. & G.)  
 954-H-1; 29½, black, dir., 1910,14, II  
 954-H-2; 29½, black, dir., 1935,36, II  
 954-G-1; 27½, black, partial, 1900, (1884-91, 1901-17, 31-36), III

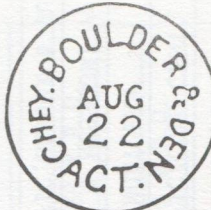




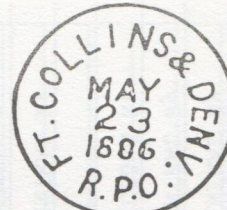
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951-B-2



951-B-3



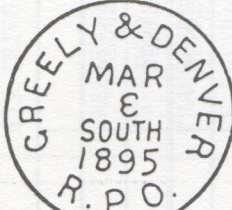
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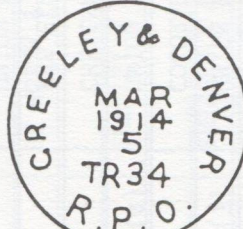
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961-L-1



961-K-1



961-L-2



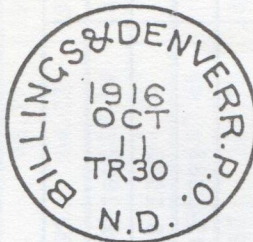
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961-C-1



961-E-1



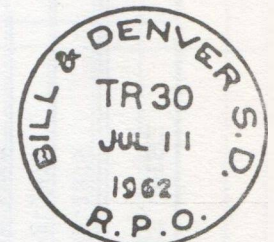
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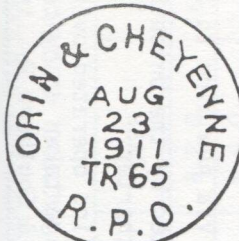
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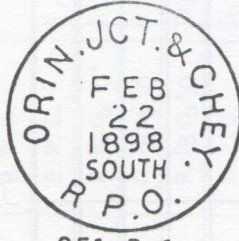
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961-D-2



951-O-1



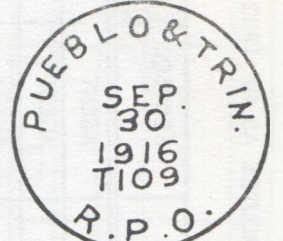
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958-N-1



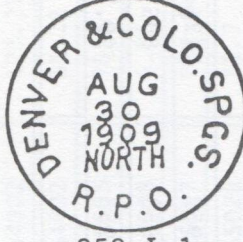
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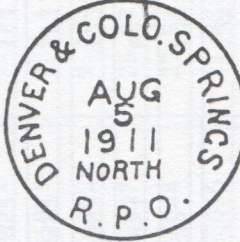
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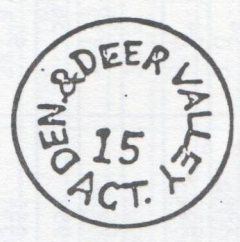
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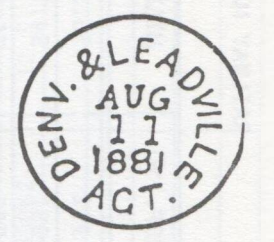
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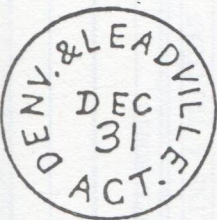
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954-C-1



954-A-2



954-A-1



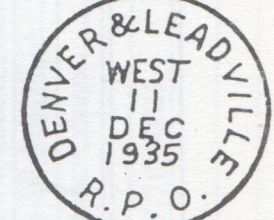
954-B-1



954-G-2



954-H-1



954-H-2



## RAILWAY MAIL ROUTES AS OF 1892

MAIL ROUTE	REF. NO.	MILES	SERVICE	EST.-DISC.	NOTES	OPERATING COMPANY
DEN & BLACKHAWK	952	36.3	AGENT	1873-1878	NG	COLORADO CENTRAL Ry
DEN & GEORGETOWN	952	54.7	AGENT	1878-1879	NG	COLORADO CENTRAL Ry
GOLDEN & GEORGETOWN	952	35.5	AGENT	1879-1880	NG	COLORADO CENTRAL Ry
DEN & GEORGETOWN	952	54.7	AGENT	1880-1882	NG	COLORADO CENTRAL Ry
DEN & GEORGETOWN	952	54.7	R.P.O.	1882-1893	NG	COL. CENT./UPD&G Ry
CHEY, BOULDER & DENVER	951	136.4	AGENT	1878-1882	SG (1)	COLORADO CENTRAL Ry
CHEY, BOULDER & DENVER	951	136.4	R.P.O.	1882-1882	SG	COLORADO CENTRAL Ry
FT. COLLINS & DENVER	952	91.0	R.P.O.	1882-1886	SG (2)	COLORADO CENTRAL Ry
LASALLE & DENVER	952	105.8	R.P.O.	1886-1887	SG	COLORADO CENTRAL Ry
JULESBURG & DENVER	951	198.5	R.P.O.	1886-1891	SG (3)	UNION PACIFIC/COLORADO CENT.
GREELEY & DENVER	952	100.7	R.P.O.	1887-1915	SG	COLORADO CENTRAL/UPD&G
CHEY. & FT. COLLINS	951	83.6	R.P.O.	1888-1914	SG (4)	UNION PACIFIC/COLORADO CENT
WENDOVER & CHEYENNE	952	122.2	R.P.O.	1888-1891	SG	CHEYENNE & NORTHERN
DOUGLAS & CHEYENNE	952	173.1	R.P.O.	1891-1892	SG	FRE, ELKHORN & MISSOURI Vy
ORIN JCT & CHEYENNE	952	154.9	R.P.O.	1892-1895	SG	UNION PACIFIC, DENVER & GULF
DENVER & PUEBLO	952	126.3	R.P.O.	1883-1888	SG	DENVER & NEW ORLEANS
DENVER & FT. WORTH	958	805.0	R.P.O.	1888-1902	SG	DENVER, TEXAS & GULF/UPD&G
PUEBLO & TRINIDAD	958	99.2	R.P.O.	1892-1902	SG	UPD&G/FT WORTH & DENVER
(1) Operated via old Colorado Central Line to Golden						
(2) Operated via new line to Denver (Denver, Marshall & Boulder Ry.)						
(3) Constructed by the Union Pacific under the terms of the original Colorado Central charter						
(4) UPD&G trains operated over U.P. tracks between Ft. Collins and Cheyenne due to trackage taken up by the Union Pacific in 1890. Line was later rebuilt by Colorado & Southern Ry. in 1911.						



## RAILWAY MAIL ROUTES AND COMPENSATION AS OF JULY 1, 1894

## UNION PACIFIC, DENVER &amp; GULF RY

MAIL ROUTE	RTE NUMBER	MILES	TYPE			DISC.	NOTES
TEXLINE & TRINIDAD	150065	135.9	R.P.O.	16,273.21	119.37	1902	
TRINIDAD & PUEBLO	150065	91.7	R.P.O.	1,961.50	21.79	1902	
CHEYENNE & WENDOVER	164002	123.27	R.P.O.	N.A.	46.17	1914	SIX TRIPS PER WEEK
ORIN JCT & WENDOVER	164002	31.22	R.P.O.	7,697.99	64.13	1914	
DENVER & FT COLLINS	165003	75.6	R.P.O.	8,903.20	117.99	1915	GREELEY & DENVER R.P.O.
MARSHALL JCT & LAFAY.	165008	6.06	C.P.	259.06	42.75	-	RE-NAMED LOUISVILLE JCT 1898
JULESBURG & LASALLE	165017	151.04	R.P.O.	20,792.16	137.66	-	TRANSFERRED TO U.P. Ry 1898
ARGO JCT & S. PLUME	165020	51.7	R.P.O.	5,572.87	107.73	1897	RE-ESTABLISHED 1900
F. CREEK & C. CITY	165021	11.2	C.P.	652.33	58.14	-	
DENVER & PUEBLO	165023	126.4	R.P.O.	15,889.32	125.69	1904	FT WORTH & DENVER R.P.O.
MANITOU JCT & C SPRINGS	165025	9.2	C.P.	397.14	42.75	-	
GREELEY & FT COLLINS	165027	25.07	R.P.O.	1,800.52	71.82	1915	GREELEY & DENVER R.P.O.
TRINIDAD & CATSKILL	165044	27.84	C.P.	512.00	73.81	1896	
TRINIDAD & SOPRIS	165046	11.88	C.P.	N.A.	N.A.	1896	EMERGENCY CONTRACT
LASALLE & DENVER	165017	47.2	R.P.O.	16,669.45	93.93	1899	BECAME JULESBURG & DENVER R.P.O.
DOUGLAS & CHEYENNE	16537	287.9	R.P.O.	N.A.	36.12	1892	JOINT RUN WITH THE C.B.&Q. RR
DENVER, LEADVILLE & GUNNISON RAILWAY							
DENVER & LEADVILLE	165005	152.3	R.P.O.	N.A.	118.85		
COMO & ALMA	165015	33.2	C.P.		44.46		
SHERIDAN JCT & MORRIS	165022	9.6	C.P.				
DICKEY & DILLON	165026	3.0	C.P.				
GUNNISON & BALDWIN	165038	17.9	C.P.				
HILLTOP & LEAVICK	165062	11.3	C.P.				



## RAILWAY MAIL ROUTES AND COMPENSATION AS OF JAN. 1, 1899

MAIL ROUTE	RTE NUMBER	MILES	TYPE OF SERVICE	COMPENSATION YEAR - MILE		ROUTE DISCONTINUED	NOTES
CHEY. & ORIN JCT.	164002	153.97	R.P.O.	10,137.38	65.84	1914	
DENVER & FT COLLINS	165003	75.08	R.P.O.	10,463.89	139.37		SEGMENT OF GREELEY & DENVER
DENVER & LEADVILLE	165005	152.3	R.P.O.	18,104.42	118.45		NARROW GUAGE
LOUIS. JCT & LAFAY.	165008	6.2	C.P.	266.76	42.75		
COMO & ALMA	165015	33.2	C.P.	1476.07	44.46		NARROW GUAGE
FORKS CREEK & C. CITY	165021	11.2	C.P.	868.76	76.95		NARROW GUAGE
SHERIDAN JCT & MORR.	165022	9.6	C.P.	413.39	42.75		NARROW GUAGE
DENVER & PUEBLO	165023	125.09	R.P.O.	13,680.16	108.59		VIA OLD LINE
MANITOU JCT & C SPRING	165025	8.9	C.P.	513.89	57.29		
DICKEY & DILLON	165026	9.9	C.P.	126.11	42.25		NARROW GUAGE
GREELEY & FT COLLINS	165027	25.1	R.P.O.	1,976.29	78.66	1915	SEGMENT OF GREELEY & DENVER
PUEBLO & CUCHARAS	165007	49.6	R.P.O.	1,908.50	38.47		
CUCHARAS & WALSSEN.	165007	67.5	R.P.O.	1,383.00	62.55		
WALSSEN. & TRINIDAD	165007	42.2	R.P.O.	4,491.10	106.88		
PUEBLO & TRINIDAD	165009	97.3	C.P.	6,782.60	69.71		
HILL TOP JCT & LEAVICK	165002	11.3	C.P.	486.49	42.75		NARROW GUAGE
TEXLINE & TRINIDAD	167009	136.30	R.P.O.	13,178.00	96.62	1902	SEGMENT OF FT WORTH & DENVER
COL SPGS & PUEBLO	165010	43.4	R.P.O.	891.36	20.52	1900	
ARGO JCT & S. PLUME	165020	51.64	C.P.	5,784.19	112.01		NARROW GUAGE



## RAILWAY MAIL ROUTES AND COMPENSATION AS OF 1906

## COLORADO &amp; SOUTHERN RY

MAIL ROUTE	RTE NUMBER	MILES	SERVICE	COMPENSATION YEAR	MILE	DISC,	NOTES
CHEY. & ORIN JCT.	164002	153.99	R.P.O.	9,612.05	62.42		
DENVER & FT. COLLINS	165003	74.3	R.P.O./C.P.	10,039.88	135.09		SEGMENT OF GREELEY & DENVER
DENVER & LEADVILLE	165005	152.2	R.P.O.	13,147.44	86.36	1937	LAST C & S N.G. R.P.O.
LOUIS. JCT. & LAFAYETTE	165008	6.2	C.P.	266.76	42.75		
DENVER & PUEBLO	165010	117.7	R.P.O.	1,711.35	14.54	1904	BECAME DENVER & AMARILLO RPO
COMO & ALMA	165015	32.9	C.P.	1,406.90	42.75		
ARGO JCT. & S. PLUME	165020	52.2	R.P.O.	5,319.49	101.75	1927	
F. CREEK & CENT. CITY	165021	11.3	C.P.	792.94	70.11		
SHERIDAN JCT. & MORRISON	165022	9.6	C.P.	412.96	42.75		
DENVER & COLO. SPGS.	165023	90.4	R.P.O.	4,019.62	44.46	1912	
DICKEY & DILLON	165026	9.9	C.P.	128.25	42.75		
GREELEY & FT. COLLINS	165027	25.08	R.P.O.	1,436.83	57.29		
PUEBLO & CUCHARAS	165047	49.4	R.P.O.	1,098.38	N/A	1904	
CUCHARAS & WALSEN.	"	6.2	R.P.O.	138.71	N/A		
WALSEN. & TRIN.	"	41.3	R.P.O.	4,523.15	59.40		
TEXLINE & TRIN.	167005	136.3	R.P.O.	12,823.71	94.05	1902	
DENVER & BOULDER	365005	22.6	C.P.	N/A	N/A	1926	EST. 1907 TR #303
FT. COLLINS & WELLINGTON	165004		C.P.	468.16	N/A	1911	



## RAILWAY MAIL ROUTES AND TERMINALS AS OF JULY 1, 1917

MAIL ROUTE	RTE NUMBER	MILES	TYPE	TERMINALS	DISC.	NOTES
BILLINGS & DENVER	164501	241	R.P.O.	DENVER-WENDOVER	1967	SOUTHERN DIVISION
DENVER & AMARILLO	165220	212.4	R.P.O.	DENVER-TEXLINE	1936	NORTHERN DIVISION
DENVER & FALCON	165512	73.8	R.P.O.	DENVER-MANITOU JCT	1917	
DENVER & MT MORRISON	165521	17.4	C.P.	-		
FORKS CREEK & C. CITY	165021	11.6	C.P.	-	-	
DEN & SILVER PLUME	165501	54.1	R.P.O.	ARGO - SILVER PLUME	1927	
LOUIS. & LAFAYETTE	165008	4.6	C.P.	-	-	
DENVER & LEADVILLE	165522	157.04	R.P.O.	-	1937	
DENVER & COMO	165523	88.1	R.P.O.	-	1931	
DENVER & BOULDER	365005	29.5	C.P.	DENVER-ARA JCT.	1926	VIA DENVER & INTERURBAN RY

## RAILWAY MAIL ROUTES AND TERMINALS AS OF AUGUST 1, 1928

BILLINGS & DENVER	114723	242.6	R.P.O.	DENVER-ORIN JCT	1967	
COMO & ALMA	114768	31.9	C.P.	-	-	
COMO & LEADVILLE	114713	68.8	C.P.	-	-	
DENVER & COMO	114712	88.2	R.P.O.	-	-	
DENVER & AMARILLO	114727	348.4	R.P.O.	DENVER-SIXELA	1967	
DENVER & FALCON	114713	73.7	C.P.	DENVER-FALCON	-	
GREELEY & FT COLLINS	114710	24.5	C.P.	-		

## RAILWAY MAIL ROUTES AND TERMINALS AS OF 1967

DENVER & AMARILLO	11422	212.4	R.P.O.	DENVER - TEXLINE	1967	LAST C&GS RAILWAY MAIL ROUTE



# STANDARD GAUGE

## POSTAL CARS

PRE 1906#	1906#	PRIOR OWNER	BUILDER	BUILT	MAIL SPACE	NOTES
27	250	UPD&G-1326	Union Pacific	1872	Bagg-Mail	
28	251	UPD&G-1312	Union Pacific	1882	Bagg-Mail	
29	-	UPD&G- ?	?	?	Bagg-Mail	
--	252	---	S.S.C. Co.	1922	Bagg-Mail	
--	253	---	S.S.C. Co.	1922	Bagg-Mail	
--	254	---	S.S.C. Co.	1922	Bagg-Mail	
--	255	---	S.S.C. Co.	1922	Bagg-Mail	
--	256	---	S.S.C. Co.	1922	Bagg-Mail	
--	257	---	Pullman Co.	1907	Bagg-Mail	
--	258	---	Pullman Co.	1907	Bagg-Mail	
--	259	---	Pullman Co.	1906	Bagg-Mail	
--	260	---	Pullman Co.	1900	Bagg-Mail	
--	261	---	Budd Co.	1940	Bagg-Mail	
--	1st 322	---	Pullman Co.	1900	Coach-Mail #3	
35	---	---	St. Charles	1899	Coach-Mail	
33	1st 323	UPD&G	Pullman Co.	1888	Coach-Mail #4	
32	1st 324	UPD&G	Union Pacific	1882	Coach-Mail #5	
31	325	UPD&G	Pullman Co.	1882	Coach-Mail #6	
34	326	UPD&G	St. Charles	1898	Coach-Mail	
30	327	UPD&G	Union Pacific	1880	Coach-Mail #7	
--	328	---	Pullman Co.	1906	Coach-Mail #8	
--	329	---	Pullman Co.	1906	Coach-Mail #8	
--	330	---	Pullman Co.	1907	Coach-Mail #8	
--	331	---	Pullman Co.	1907	Coach-Mail	

- #1 Original construction as Colorado Central Postal Car
- #2 Restored and on display at Colorado Railroad Museum
- #3 Converted to baggage-mail car in 1927
- #4 Originally constructed for the the DT&FW Mail-Coach #15
- #5 Original construction as Colorado Central Postal Car
- #6 Original construction as Colorado Central Postal Car
- #7 Original construction as Colorado Central Mail-Bagg-Coach
- #8 Converted to baggage-mail



# Richard W. Helbock Mail Auction No. 12

P.O. BOX 135, LAKE OSWEGO, OR 97034

(503) 657-5685

## ALASKA

1. EAST ANCHORAGE, 1948 Tyl VF on cml. cvr. E. \$8.
2. FLAT, 1920 F (top of "FL" off PPC) Ty2. E. \$12.
3. IGIUGIG, 1953 VF on phl. card. (34-54). E. \$5.00
4. IGLOO, 1943 VF Ty2 on phl. card. (35-52). E. \$5.
5. KOKRINES, 1950 F-VF red Ty3 on phl. card. E. \$5.
6. Collection of 223 diff. pms of AK POS, branch & stations on cachet cvrs marking 1st Year of Statehood (1959). Many autographed by PMS. A nearly complete coll. of all 1959 POS w/many DPOs. Estimate \$350.00

## ARIZONA

7. COURTLAND, 1910 VF Ty2 on cvr. w/stains & ruff at right. WILGUS b/s. Est. \$15.00
8. DON LUIS, 1908 VF Ty2 (purple) on PPC. E. \$40
9. LIGHT, 1911 F Tyl as b/s on cvr w/stains. E. \$8
10. MCNEAL, 1912 (March) VF 4-B on cvr w/stns. E. \$5
11. WEBB, 1914 F-VF 4-bar on cvr. short @ rt. E. \$8.
12. WILGUS, 1910 VF 4-bar as b/s on cvr. Est. \$10.

## CALIFORNIA

13. CHICO, 1858 F-VF dcds on U18 w/encl. E. \$35.
14. CHILES (ca 1911), F 4-bar on PPC (88-24). E. \$5
15. HAVILAH (ca 1868) VF cds on cvr w/#65. E. \$35
16. KENNETT, 1906 F Doane on cvr. Est. \$5.00
17. MINTURN, 1908 F Doane on PPC (84-22). E. \$6.
18. OTAY, 1915 VG 4-bar on PPC (70/25). E. \$8.00
19. ROCK CREEK, 1860, mss. on expertly repaired cvr w/encl. (Butte 1858-1871). Est. \$90.00
20. RYAN, 1910 F+ purple 4-bar on PPC (04-30). E. \$8
21. SANTA CLARA, ca. 1866 VF cds on VF cvr. E. \$20
22. SOQUEL, 1888 VF dcds w/target tying 3¢ bnknote on cvr. to San Bernardino. Est. \$20.00
23. WASIOJA, 1907 EXC. Doane on PPC. (93-33). E. \$8

## COLORADO

24. AMES, 1921 F-VF 4-bar on PPC (1880-1922). E. \$8
25. ARROW, 1907 about F Doane on PPC (05-15). E. \$10
26. AYER, 1929 VF red 4-bar on phl. cvr. (11-41). E. \$5
27. CEDAR, 1919 VG 4-bar on PPC (92-43). E. \$5.00
28. THORNBURG, 1910 EXC 4-bar on PPC (1900-37). E. \$8
29. TOLLAND, 1921 F+ 4-bar on PPC (04-44). E. \$5.
30. UNIVERSITY PARK (2) 1908 & 1909, both F+. One Doane & one 4-bar. (90-15). Est. \$10.00

## IDAHO

31. ALEXANDER, 1912 F 4-bar on PPC. Est. \$6.00
32. BENEWAH, 1917 VG 4-bar on cvr. (11-37). E. \$10
33. BOISE, 1929 illus hotel ad cvr. Nice. E. \$5.
34. BOISE AIR BASE BR., 1941 VF dcds on card. E. \$8
35. CORRAL, 1913 VF 4-bar on PPC. E. \$3.00
36. KILGORE, 1913 F-VF Doane on PPC. E. \$4.00
37. LAKEVIEW, ca. 1910 F Doane on PPC. E. \$6.00
38. LANDING, 1909 G-F cds on PPC. (98-14). E. \$10
39. MILNER, 1927 F-VF 4-bar on PPC (03-43). E. \$8
40. MURRAY, 1916 VF 4-bar on PPC. Est. \$4.00

## KANSAS

41. GOODRICH, 1910 F+ 4-bar on PPC. Est. \$5.00
42. HALLETT, 1910 VF Doane on PPC. Est. \$10.00
43. IRVING, 1907 F cds on PPC. Est. \$5.00
44. TAPLEY, 1886 F-VF cds on cvr w/#210. E. \$15.
45. VINE, 1910 F-VF 4-bar on PPC. Est. \$5.00
46. WELLSFORD, 1910 F+ 4-bar on PPC. Est. \$5.00
47. WILBURN, 1906 F+ Doane Ty3 on PPC. Est. \$12.

## MONTANA

48. CANTON, 1911 VF 4-bar on PPC. (72-35). E. \$6
49. BASCOM, 1913 F+ 4-bar on PPC. (10-36). E. \$8.
50. CLEAR LAKE, 1915 VF 4-bar on PPC. (11-19). E. \$10
51. GOLD CREEK, 1908 BOLD Red 4-bar on PPC. E. \$4
52. GRANDVIEW, 1912 EXC 4-bar on PPC. (10-33). E. \$6
53. LOTHROP, 1908 VF 4-bar on PPC (1900-13). E. \$20
54. PROCTOR, 1911 F+ 4-bar on PPC. 1st yr. E. \$4.
55. QUARTZ, 1911 VG lite cds on PPC w/crease E. \$10
56. RED ROCK, 1909 VF 4-bar on PPC (79-23). E. \$12
57. TROUT CREEK, 1908 VF purple 4-bar on PPC. E. \$5

## NEW MEXICO TERRITORY

58. ELIDA, 1909 G-F Ty2 on PPC. Est. \$6.00
59. OSCURO, 1910 VF Ty2 on PPC. Est. \$12.00
60. Lot of 7 diff. NM towns (1908-11) on PPC. VG-VF. Est. \$25.00

## NORTH DAKOTA

61. SWASTIKA, F-VF 4-bar on PPC (12-23). E. \$15
62. NORTH CHAUTAUQUA, 1907 VF Doane on PPC. E. \$6
63. Lot of 25 diff. ND towns (1907-15) on PPC F-VF all 4-bars, Doanes or cds. Some DPOs. Estimate \$30.00

## OREGON

64. BAR VIEW, 1916 VG lite 4-bar on PPC. Est. \$4
65. BLAINE, 1914 G lite 4-bar on PPC. Est. \$4.00
66. BLAKELYVILLE, 1910 F-VF 4-bar on PPC. E. \$12
67. BRADWOOD RUR. STA., 1960 F+ on ph. cvr. E. \$5.
68. BREITENBUSH, 1941 F+ on real ph. PPC of spa. \$6
69. BRIGHTON, 1919 F 4-bar on PPC. (12-54). E. \$6.
70. CANNON BEACH, 1924 F+ 4-bar on PPC. Early. E. \$5
71. DIAMOND LAKE RUR. STA., 1960 on PPC. Est. \$4.
72. ELKHEAD, 1909, F+ 4-bar on cvr. (77-26). E. \$10
73. EMPIRE, 1909 F cds on PPC. Est. \$6.00
74. FINN ROCK RUR. STA., 1959 on GPC. Est. \$6.00
75. LEONA, 1919, VG 4-bar on PPC. Est. \$5.00
76. MARQUAM, 1914 VG 4-bar on PPC (Santa). E. \$5.
77. MCKINLEY, 1914 F-VF 4-bar on PPC. Est. \$6.00
78. NESKOWIN, 1928 VF 4-bar on photo PPC. Est. \$4
79. OWYHEE, 1912 F+ 4-bar on PPC. (96-14pd.). E. \$10
80. PARADISE, 1908, VF Doane on PPC. (89-42). E. \$6
81. PARKERS, 1906 VF Doane as rec'd on PPC. E. \$5
82. POINT TERRACE, 1909, F-VF 4-bar on PPC. E. \$8
83. REX, 1908 VF 4-bar on PPC. Est. \$8.00
84. ROSEBURGH, ca. 1868 F lite cds on cvr. w/pr of #65. Est. \$12.00
85. STANLEY RUR. STA., 1947 VF 4-bar on PPC. E. \$6.
86. SUMMIT RUR. STA., 1960 VF 4-bar on cvr. E. \$5.
87. TAFT, 1908, VF 4-bar on PPC. Est. \$4.00
88. TRENHOLM, 1915 F+ 4-bar on PPC (11-24). E. \$10
89. WELLS, 1909 F+ duplex on PPC (80-36). E. \$4.

## UTAH

90. WANSHP, 1911 F-VF 4-bar on PPC (64-39). E. \$6

## WASHINGTON

91. DOWNS, 1909 VF Doane on PPC. Est. \$5.00
92. FLETCHER, 1904 VF Doane on cvr. opened ruff at right just into 2¢ red. (90-06). Est. \$8.
93. FOREST, 1914 F-VF 4-bar on PPC. E. \$6.00
94. FT. LAWTON BR., 1941 dcds on ph. card. E. \$6.
95. GLENWOOD, 1908 F-VF Doane on PPC. Est. \$4.
96. GULER, 1908 VF cds w/target on PPC. Est. \$8
97. PAINE FIELD BR., 1941 VF dcds on ph. card. E. \$8
98. PLATEAU, 1909 VG 4-bar on PPC (1908-11). E. \$8
99. PROBSTEL, 1904 F-VF cds on neat cvr. E. \$20
100. SEATTLE/EXPOSITION STA., 1909 machine cancel on AYP card. Est. \$6.00
101. SPOKANE, 1899 VF involute flag on cvr. cut just into 2¢ red at right. Est. \$5.00
102. WASHTUCNA, 1901 VF cds w/target on VF cvr. E. \$6

## RAILWAY POST OFFICES

103. ALBUQUERQUE & ASHFORK, 1910 F+ on PPC. E. \$6.
104. CALIS. & VALLEJO JC., 1912 F+ on PPC. Est. \$8.
105. CRESTON & ST. JOSEPH, ca. 1908, VF on PPC. E. \$6
106. DENV. & KREMMLING, 1908 VG on PPC. also BOS. TROY & ALBANY as a fwd. mark. Est. \$8.00
107. LYNCH. & DURHAM, 1914 F+ on PPC. Est. \$6.00
108. WICHITA & ALTUS, 1909 F-VF on PPC (real photo "Learning the ways of the White Man"). E. \$8.00

## RURAL FREE DELIVERY (Richow Types)

109. AUBURN, KANS., 1917, RFD No. 24, F+ Ty2? PPC. E. \$20
110. COLO. IOWA, 1902 F-VF Tyl on PPC. Est. \$8.00
111. "Not R.F.D. No. 1" Lewiston, Idaho in purple as fwd. mark on PPC. Est. \$8.00
112. MOUNT ANGEL (OR), ca. 1908, Ty 11F on PPC. E. \$8
113. SPOKANE (WA), 1908 Rt. 1, Ty 11c on PPC. E. \$12
114. WEST POINT, IOWA, 1910 F-VF Tyl on PPC. E. \$10

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THE CHITTENDEN CORRESPONDENCE

WESTERN POSTAL HISTORY MUSEUM COLLECTION  
LETTER NO. 16-1

Fort Bridger, Utah Jun 17

Camp on Porter Creek  
Sunday 14th

We are still here in the same country that we were in last Sunday, but have moved camp about five miles further down the road. I seem to have gotten into the habit of writing Sunday as that is really the only time I have for writing. I don't know how regularly you get my letters, but for a month or so there has (been) a letter started for you every Sunday. I don't see any prospect of getting away from here, as soon as one job is done Col. Seymour comes round and hunts up something else for us. I am getting quite reckless what I do, whether we stay on location or are transferred to the construction. The pay is the same, and the work is light on construction, but we stay in our country and do not travel round, as on location. One of these about balances the other in my opinion. I don't suppose there will be any engineering of any amount after this summer is over. The road will be very nearly finished as far as engineering goes this fall, and the track will probably be laid within a hundred miles or so of Salt Lake. We are sure of a job here the rest of the season and then everybody will have to look out for himself! If Congress makes an appropriation for the Oregon Road, it will be a "soft thing", as they say but the prospect looks rather gloomy for it now. Very likely the next Congress will charter it. I should not be at all sorry I came out if we were discharged tomorrow. I have had considerable practice and seen a section of the country that can not be seen without considerable money. The fare alone here from New York here is \$400. This is altogether the pleasantest part of the road from Omaha to California. After leaving Salt Lake the road passes through the desert.

I have a great desire to go through to California, and if I had some kind of a place, I would go right on from here.

The last I have heard from home was dated the 18th. We have not got our mail nearly as regularly since leaving the Eastern Division. They do not take any pains to send them regularly. After this please send all my letters to Engineer's Office, U.P.R.R., Salt Lake, Utah. - Lawrence's party. Mr. Blickinderfer has ordered them to forward our mail from the office there. To show you how tough I am getting I will tell an incident, we got into camp late night before last, ate our supper, rolled down our bed, went to bed and slept till morning. When we rolled it up we found a pick axe under it. We had slept all night without finding it out. Liky used to think I was pretty particular about my bed home, I have got over that, and learned to drink tea besides, and strong tea too, this is the middle of June and not more than two rods from our camp there is a snow bank fifteen or twenty feet deep, and all around it the grass is green and the weather in the middle of the day hot as July in Conn., yet every night we have to keep a fire warm, by then there are a good many mosquitoes here but they all get out of the way when the sun goes down.

You say you wrote in a half a dozen letters that Mrs. Bushnell



had offered to bring anything you wanted to send, I have answered in nearly or quite as many and will again now, that it would cost more than things were worth to pay the expressage from Laramie as I suppose Mrs. Bushnell would not come any farther than there, if she does as far. I would like to see her very much if she comes near just because she has seen you since I have.

I think Geo. can go to college in the Fall without any question. I am sure of a place here till Winter and very likely through the winter on the bridge at Omaha, at any rate I know I can find some place where I can earn money enough to pay his way. If we both come out even it will do, if we can't better, I can save four hundred and fifty a year here, when I get six easily, we have no chances to spend money. The pay here is equal to a hundred a month in the States. I could get a hundred here next year if the road was not so nearly finished.

Letter No. 16-2

At any rate Geo. can get ready to go and if anything serious happens to prevent I will write. I will send a hundred dollars for his outfit when we get anywhere we can, He does not want to work like a dog all the vacation and get all tired out before the term begins, as he will have to study pretty hard the first two terms and dont want to be played out before the term begins, probably I have two thirds of the books he will want and that will be a large saving, be sure to have him have a good suit of clothes and a good hat.

I hope Aunt Badger has got better of her rheumatism before this. Please give her my Love. I had quite a long letter from George a week or so since, He sent me a photograph taken in Panama which makes him look fat and flourishing, his mustache looks especially flourishing. I have been at work for the last week in the office computing the amount of work on the part of the line we have just located., ten mile east of the mouth of Echo Canyon, this is the heaviest piece of work on the road east of the Sierra Nevadas. There is 400,000 cubic yards of excavation on the ten miles and about as much embankment.

Cover -Fort Bridger,Uta.Jun.17, Corner card Union Pacific Railway





Brigham Young has taken the contract for building the road from here to the City and has a small army of Mormons here ready to begin work when it is staked out: the Old Saint was here himself several days. He is a very ordinary man, he has no education and does not speak good English, yet he is a very smart one, or he could not run the Church as well as he does, He has made an immense fortune out of it, almost all the Mormons are English peasantry, there are very few Americans among them, they know too much to believe in the Humbug, the proprietor of a ranch near here has six wives, and seems to get along well with them as far as any outsider can see, two of them live in the house with him, and the other four in a house across the street. No man can have any more wives than he can support, and must have as many as he can.

This letter has no head or tail to it, there are so many men talking and rushing around all the time in the tent that one writes under difficulties, if you can make out my meaning it is all I can expect. Be sure to write often. I shall get the letters some time, if not regularly.

With Love as Ever,  
Sam

Letter No. 17

Salt Lake City, U  
Jun. 28  
My Dear Mother,

Camp on Porter Creek  
Thursday Jun 19th

I wrote you last Sunday a long sermon of a letter. Still as I have another chance to send again for a three cent stamp and have time to write I am at it again. We are still here although we have only two days more work here, where we go then we do not know. We have to wait orders of Mr. Blickensderfer (Note 1) and Col. Seymour, the Consulting Engineer, have got into a wrangle and he has not been around here for a week now, we shall probably have him around again soon. He, Mr. Blickensderfer, is a very uncouth and awkward man and does not care at all for his looks. The last time he was here he

Cover -Salt Lake City, U. Jun.28-Corner Card Union Pacific Ry.





rode up to the camp and then as the party was on the line, started out all the mules in the camp, put chase and the teamsters could not drive them back. N-e-v-e-r-m-i-n-d, said he, they will escort me and on he went three miles with 15 mules at his heels.

I am still well as usual. I have written a letter to Uncle George that will go the same time this does. There is considerable talk of sending us west of Salt Lake into the Humboldt valley. We shall know in a few days what we do. I only want to see Salt Lake City and then I shall be ready to quit.

Mosquitoes are getting very troublesome during the day but they all disappear at night, so we can sleep, which is very fortunate for us. It still freezes every night here and may all summer for all I know. The days are as hot as July weather home.

I wrote in my last to send your letters to Salt Lake City. You may not get that so I mention it again, we shall get no mail from Sanders as J.A.Evans has resigned. I will write again soon. This is written with a very soft pencil. I hope you can read it.

Good Bye

Sam

Note 1 - Jacob Blickensderfer, Jr.-Later one of the four commissioners to adjudicate disputes between the Federal Government and the Union Pacific R.R.

Letter No. 18

Union Pacific R.R. and Wells Fargo

My Dear Mother,

Camp on Bear River

Jun 21, 1868

You certainly will have no cause to complain of not getting letters enough if you get all I have sent but I am afraid you will not. I have not a great deal of confidence in your getting those I send in the packages. They go through a good many hands and are very liable to be lost as I think I will send a Wells Fargo one today.

We have moved our camp about ten miles back from the canon to connect two lines and work for a few days. We have not heard yet where we go next but very probably shall go on west of the City of Saints, into the Humboldt valley several hundred miles west of here. The Company wants to contract for the road to there this Fall, and the line has not yet been run, they are building the road, as you probably see by the papers, much more rapidly than ever expected. They are laying 4 or 5 miles of track a day. At this rate it will be here before winter.

The Mormon emigrants are beginning to arrive. A train of them passed here an hour or so ago and it is certainly a pitiable sight to see. These poor people and the hardships they are undergoing to see 'Zion'. They make them walk all the way from the end of track and on about half rations. A great many of them are very old and could only just stagger along. They are ignorant and they take advantage of them in every possible way.

They consider it no sin to cheat a Gentile and every Mormon we have bought anything of has tried to cheat our eyeteeth out. The cook found a rock as big as my head in a sack of flour we bought here, we say nothing but keep an account and Mr. Blickensderfer then settles them with Brigham. I have not heard from you for a long time. I Hardly remember when, I am impatient to know how you all are, our mails have got all mixed up, when they come to Salt Lake City we shall get them much more regularly. I must have quite a number of letters somewhere and shall get them sometime I presume, so do not despair of writing.

( Letter No.18 will be continued in the next issue)



# THE SECOND SECTION - CATALOG SECTION

This listing is devoted solely to newly reported type varieties for Minnesota, Iowa, North Dakota and South Dakota R.P.O. markings of the 1861 - 1977 period that are not listed in U.S. TRANSIT MARKINGS CATALOG, VOLS. I, II, III and IV previously published by the Mobile Post Office Society. See last page of catalog section for the legend.

Aberdeen, S.D.-Linton, N.D., 117 miles, Chicago, Milwaukee & St. Paul Ry.

871-H-2; Aberdeen & Linton R.P.O., 30½, 1929, dir., II

Aberdeen, S.D.-Miles City, Mont., 412 miles, Chicago, Milwaukee, St. Paul & Pacific Ry.

871-AH-1; Aberdeen & Miles Cy. R.P.O., 31, 1945, T.N., I

871-K-2; Aberdeen & Miles City, 30½, 1955, TN, I  
Aberdeen, S.D.-Sioux City, Ia., 266 miles, Chicago, Milwaukee & St. Paul Ry.

885-N-1; Aberdeen & Soo City R.P.O., 31, 1916, T.N., II

Albert Lea, Minn.-Albia, Ia., 206 miles, Minneapolis & St. Louis R.R.

751-E-4; Albert Lea & Albia R.P.O., 30½, 1900, T.N., II

751-E-5; Albert Lea & Albia R.P.O., 30½, 1941, T.N., I

Albert Lea, Minn.-Burlington, Ia., 253 miles, Chicago, Rock Island & Pacific Rwy.

746-J-1; Alb Lea & Burl. R.P.O., 27½, 1901, TN, II

746-K-1; Alb. Lea & Burl. R.P.O. Day, 30½, 1905, T.N., II, Day Line

Antler-Rugby, N.D., 80 miles, Great Northern Ry.

876.1-A-3; Antler & Rugby R.P.O., 31½, magenta, 1905, T.N., III

Armstrong-Dows, Ia., 91 miles, Burlington, Cedar Rapids & Northern R.R.

803-G-1; Armstorng & Dows R.P.O., 29½, 1898, dir. III

Austin, Minn.-Albia, Ia., 209 miles-Chicago, Milwaukee & St. Paul Ry.-Iowa Central R.R.

770-A-2; Austin & Albia R.P.O., 29, 1911, TN, II

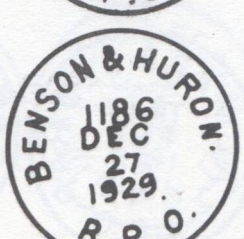
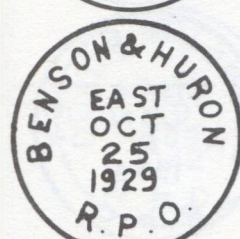
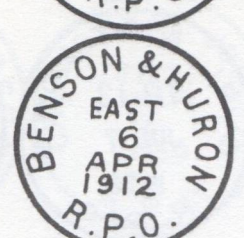
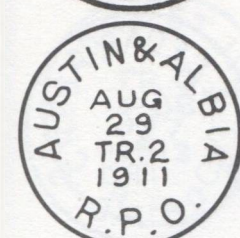
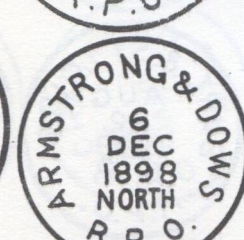
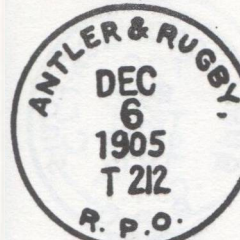
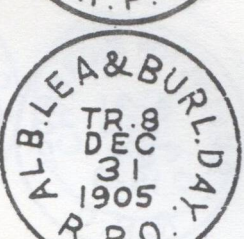
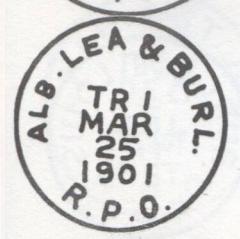
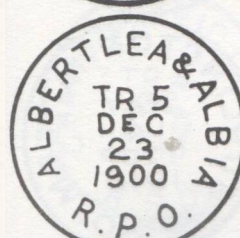
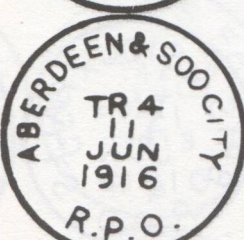
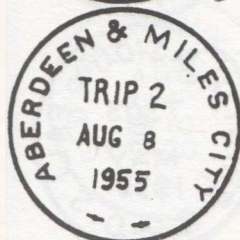
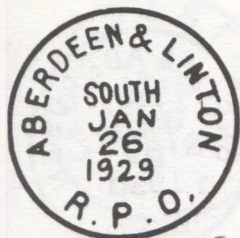
Benson, Minn.-Huron, S.D., 164 miles, Great Northern Ry. / II

878.2-A-2; Benson & Huron R.P.O., 27½, 1912, dir.

878.2-A-3; Benson & Huron R.P.O., 30, 1929, dir., II

878.2-A-4; Benson & Huron R.P.O., 30, 1929, TN, II  
Bethany Jct., Ia.-Grant City, Mo., 44 miles, Chicago, Burlington & Quincy R.R.

772-B-2; Beth Jct. & Grant City R.P.O., 29½, 1894, dir., III



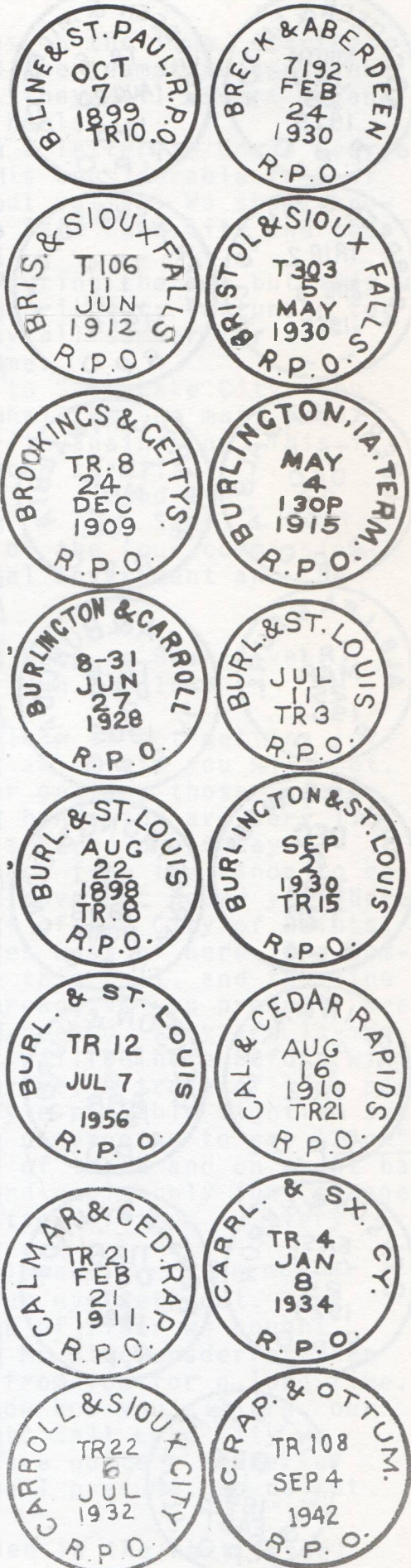


## THE SECOND SECTION

Boundary Line-St. Paul, Minn., 420 miles, St. Paul, Minneapolis & Manitoba Ry.  
 880.1-I-1; B. Line & St. Paul R.P.O., 29, 1899, T.N., Possible partial, II  
 Breckenridge, Minn.-Aberdeen, S.D., 129 miles, Great Northern Ry. / T.N., II  
 878.3-A-2; Breck. & Aberdeen R.P.O., 29½, 1930, Bristol-Sioux Falls, S.D., 159 miles, Chicago, Milwaukee & St. Paul Ry. / T.N., II  
 886-I-1; Bris. & Sioux Falls R.P.O., 29½, 1912, 886-J-1; Bristol & Sioux Falls R.P.O., 30½, 1930, T.N., II  
 Brookings-Gettysburg, S.D., 195 miles, Chicago & North Western Ry. / 1909, T.N., II  
 887.2-A-2; Brookings & Gettys. R.P.O., 30½, Burlington, Ia. Terminal Transfer Clerk  
 802-A-3; Burlington, Ia. Term. R.P.O., 30½, 1915, time, III  
 Burlington, Ia.-Carrollton, Mo., 221 miles, Chicago, Burlington & Quincy R.R./T.N., I  
 750-H-1; Burlington & Carroll. R.P.O., 30, 1928, Burlington, Ia.-St. Louis, Mo., 222 miles, Chicago, Burlington & Quincy R.R. / T.N., II  
 752-B-4; Burl. & St. Louis R.P.O., 26½, 1900's, 752-B-5; Burl. & St. Louis R.P.O., 28½, 1898, TN II  
 752-F-1; Burlington & St. Louis R.P.O., 30½, 1930, T.N., I / I  
 752-B-6; Burl. & St. Louis R.P.O., 30½, 1956, TN, Calmar-Cedar Rapids, Ia., 134 miles, Chicago, Milwaukee & St. Paul R.R. / T.N., II  
 756-M-1; Cal. & Cedar Rapids R.P.O., 29½, 1910, 756-N-1; Calmar & Ced. Rap. R.P.O., 29½, 1911, T.N., II  
 Carroll-Sioux City, Ia., 122 miles, Chicago & North Western Ry.  
 788-M-1; Carrl. & Sx. Cy. R.P.O., 30½, 1934, TN, I  
 788-N-1; Carroll & Sioux City R.P.O., 30½, 1932, T.N., I  
 Cedar Rapids-Ottumwa, Ia., 91 miles, Chicago, Milwaukee, St. Paul & Pacific R.R.  
 801-G-1; C. Rap & Ottumwa R.P.O., 30½, 1942, T.N., I

## Note :

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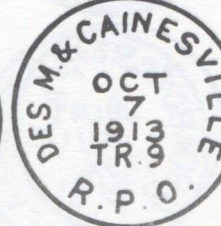
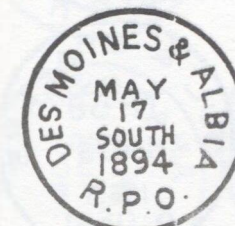
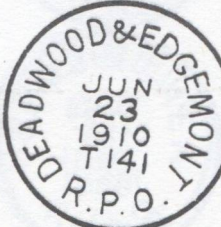
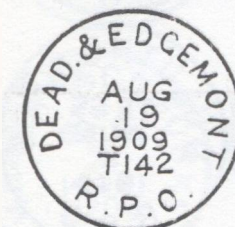
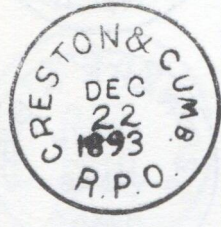
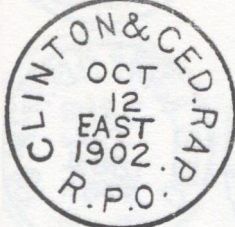
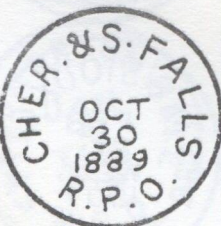
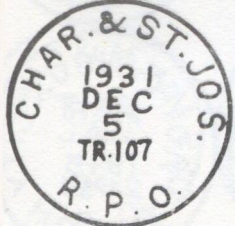
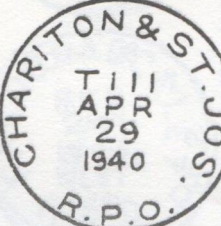
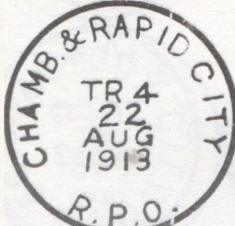
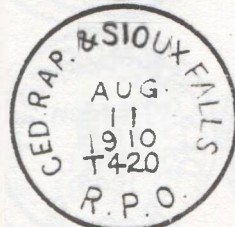
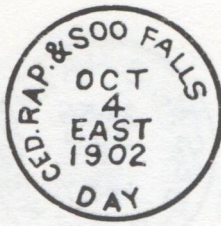
## THE SECOND SECTION

Cedar Rapids, Ia.-Sioux Falls, S.D., 316 miles,  
Chicago, Rock Island & Pacific Ry.  
748-U-1; Ced. Rap. & S. Falls R.P.O., 30½, 1912,  
T.N., II  
Cedar Rapids, Ia.-Sioux Falls, S.D., 316 miles,  
Chicago, Rock Island & Pacific Ry.  
748-V-1; Ced. Rap. & Soo Falls (RPO) Day, 28,  
1902, partial, dir., II  
748-W-1; Ced. Rap. & Sioux Falls R.P.O., 29½,  
1910, T.N., II / T.N., II  
748-X-1; Ced. Rap. & S. Falls R.P.O., 30½, 1913,  
Chamberlain-Rapid City, S.D., 219 miles,  
Chicago, Milwaukee & St. Paul R.R.  
761-AD-1; Chamb. & Rapid City R.P.O., 30, 1913,  
T.N., II  
Chariton, Ia.- St. Joseph, Mo., 145 miles, Chic-  
ago, Burlington & Quincy R.R. / T.N., I  
776-I-1; Chariton & St. Jos. R.P.O., 30½, 1940,  
776-J-1; Char. & St. Jos. R.P.O., 29½, 1931, TN, I  
Cherokee, Ia.-Sioux Falls, S.D., 97 miles,  
Illinois Central R.R.  
759-Z-1; Cher. & S. Falls R.P.O., 28½, 1889, III  
Clinton-Cedar Rapids, Ia., 92 miles, Chicago,  
Rock Island & Pacific Ry.  
786.1-B-2; Clinton & Ced. Rap. R.P.O., 30½, 1902,  
dir., III  
Creston-Cumberland, Ia., 97 miles, Chicago,  
Burlington & Quincy R.R.  
800-A-2; Creston & Cumb. R.P.O., 27, 1893, III  
Creston, Ia.-St. Joseph, Mo., 105 miles, Chicago,  
Burlington & Quincy R.R. / T.N., II  
749-G-1; Creston & St. Joseph R.P.O., 30½, 1913,  
749-G-2; Creston & St. Joseph R.P.O., 30½, 1950,  
T.N., I  
Deadwood-Edgemont, S.D., 107 miles, Chicago,  
Burlington & Quincy R.R. / T.N., II  
947.4-D-1; Dead. & Edgemont R.P.O., 28½, 1909,  
947.4-E-1; Deadwood & Edgemont R.P.O., 29½,  
1910, T.N., II  
Des Moines-Albia, Ia., 68 miles, Chicago, Burl-  
ington & Quincy R.R. / dir., II  
779-B-2; Des Moines & Albia R.P.O., 29, 1894,  
Des Moines, Ia.-Cainsville, Mo., 112 miles,  
Chicago, Burlington & Quincy R.R.  
780-E-1; Des M. & Cainesville R.P.O., 29½,  
1913, T.N., mis-spelling, II

(Adv)

## U.S. TRANSIT MARKINGS CATALOG, VOL. IV

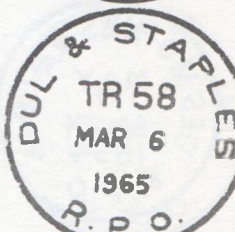
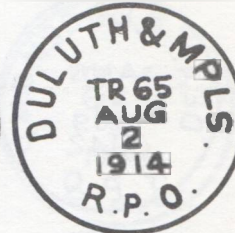
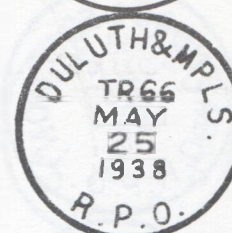
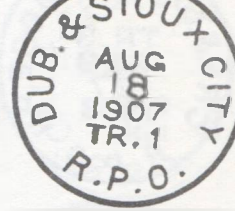
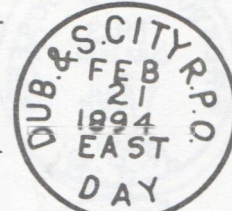
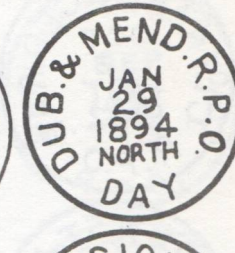
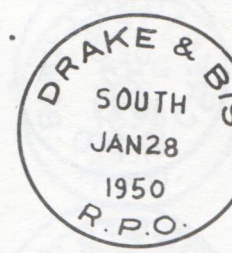
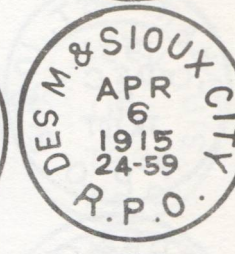
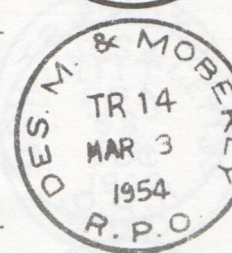
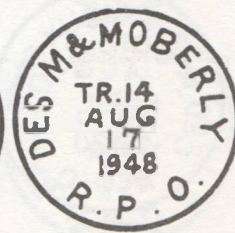
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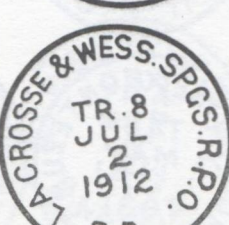
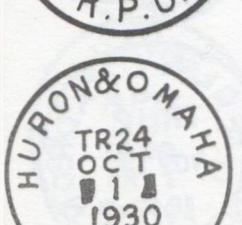
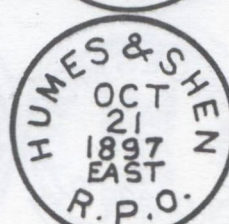
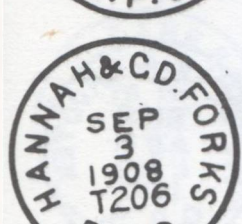
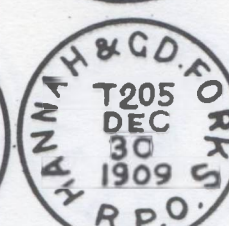
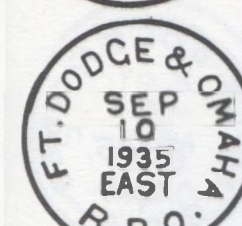
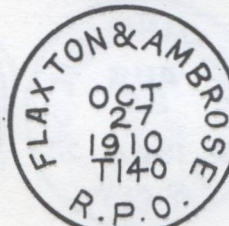
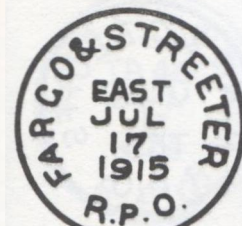


## THE SECOND SECTION

Des Moines-Hawarden, Ia., 234 miles, Chicago & North Western Ry. / T.N., I  
 796-Z-1; Des M. & Hawarden R.P.O., 29½, 1937,  
 Des Moines, Ia.-Kansas City, Mo., 341 miles,  
 Wabash R.R. / II  
 782-D-1; Des Moines & K.C.R.P.O., 30, 1907, T.N.  
 Des Moines, Ia.-Keokuk, Ia., 163 miles, Chicago,  
 Rock Island & Pacific Ry. / II  
 757-J-2; Des M. & Keokuk R.P.O., 29½, 1908, dir  
 Des Moines, Ia.-Moberly, Mo., 193 miles, Wabash  
 Railroad / I  
 782-B-2; Des M. & Moberly R.P.O., 28½, 1948, TN,  
 782-B-3; Des M. & Moberly R.P.O., 30½, 1954, TN,  
 I  
 782-E-1; Des M. & Mob. R.P.O., 30½, 1956, T.N., I  
 Des Moines-Sioux City, Ia., 239 miles, Chicago  
 & North Western Ry. / dir., II  
 788-H-2; Des M. & Sioux City R.P.O., 30½, 1907,  
 788-H-3; Des M. & Sioux City R.P.O., 30, 1915,  
 T.N., II  
 Drake-Bismarck, N.D., 92 miles, Minneapolis, St.  
 Paul & Sault Ste. Marie R.R. / II  
 880.2-H-1; Drake & Bis. R.P.O., 30½, 1950, dir.,  
 Dubuque, Ia.-Mendota, Ill., 133 miles, Illi-  
 nois Central R.R.  
 723-I-1; Dub. & Mend. R.P.O. Day, 28, 1894, dir.  
 II (Day Line)  
 Dubuque-Sioux City, Ia., 328 miles, Illinois  
 Central R.R. / II (Day Line)  
 759-Q-2; Dub. & S. City R.P.O., 28½, 1894, dir.  
 759-AA-1; Dub. & Sioux City R.P.O., 29½, 1907,  
 T.N., I  
 Duluth-Minneapolis, Minn., 163 miles, Northern  
 Pacific Ry.  
 867-D-6; Duluth & Mpls. R.P.O., 28½, 1938, TN, I  
 867-D-5; Duluth & Mpls. R.P.O., 29½, 1914, TN, II  
 Duluth-St. Paul, Minn., 160 miles, Great North-  
 ern Ry.  
 878.5-D-1; Dul. & St. Paul R.P.O., 27½, 1894, II  
 Duluth-Staples, Minn., 144 miles, Northern  
 Pacific Ry.  
 874-AT-1; Dul. & Staples R.P.O., 31, 1965, TN, I







## THE SECOND SECTION

Duluth, Minn., Spooner, Wis., St. Paul, Minn., 178 miles, Chicago, St. Paul, Minn. & Omaha Ry.

860-L-1; Dul. Spooner & St. P. R.P.O., 30½, 1909, T.N., II

(Duluth, Wahpeton, Jamestown) Western Division, Wahpeton, Minn.-Jamestown, N.D., 143 miles, Northern Pacific Ry.

874-P-1; Dul. Wahp. & James R.P.O., W.D., 29½, 1910, T.N., II

Edgeley, N.D.-Aberdeen, S.D., 64 miles, Chicago, Milwaukee & St. Paul Ry. / dir., III

885-0-1; Edgeley & Aberdeen R.P.O., 30, 1899, Egan, S.D.-Manilla, Ia., 215 miles, Chicago, Milwaukee & St. Paul Ry. / II

886-E-3; Egan & Manilla R.P.O., 29½, 1912, TN, Egan, S.D.-Sioux City, Ia., 125 miles, Chicago, Milwaukee & St. Paul Ry. / III

886-K-1; Egan & Sioux City R.P.O., 28½, 1894, Fargo-Edgeley, N.D., 109 miles, Northern Pacific Ry. / dir., II

888.4-A-3; Fargo & Edgeley R.P.O., 29½, 1904, Fargo-Marion, N.D., 79 miles, Northern Pacific Ry. / T.N., II

888.5-A-2; Fargo & Marion R.P.O., 29½, 1941, Fargo, N.D.-Ortonville, Minn., 120 miles,

Chicago, Milwaukee & St. Paul Ry. / TN, II

871-N-2; Fargo & Ortonville R.P.O., 29½, 1912, Fargo-Streeter, N.D., 147 miles, Northern Pacific Ry. / dir., III

888.4-B-2; Fargo & Streeter R.P.O., 29½, 1915, Flaxton-Ambrose, N.D., 50 miles, Minneapolis, St. Paul & Sault Ste. Marie R.R. / T.N., III

880.4-A-2; Flaxton & Ambrose R.P.O., 29½, 1910, Fort Dodge, Ia.-Omaha, Neb., 141 miles, Illinois Central R.R. / dir., I

759-AB-1; Ft. Dodge & Omaha R.P.O., 30½, 1935, Hannah-Grand Forks, N.D., 125 miles, Great Northern Ry. / T.N., II

876.5-F-1; Hannah & Gd. Forks R.P.O., 29½, 1909, 876.5-F-2; Hannah & Gd. Forks R.P.O., 29½, 1908, T.N., II

Humeston-Shenandoah, Ia., 114 miles, Keokuk & Western RR-Humeston & Shenandoah R.R.

765-G-1; Humes. & Shen. R.P.O., 29, 1897, dir., II

Huron, S.D.-Omaha, Neb., 288 miles, Chicago & North Western Ry.

796-0-3; Huron & Omaha R.P.O., 29½, 1930, TN, II (La Crosse-Wessington Springs) Eastern Division, La Crosse, Wis.-Austin, Minn., 108 mls.

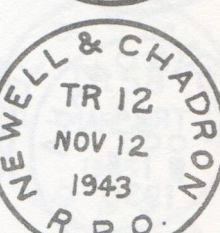
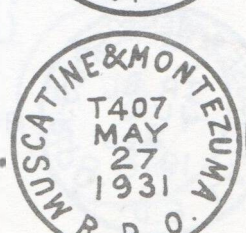
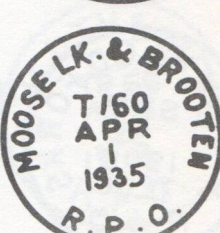
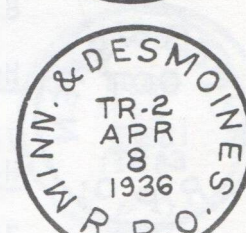
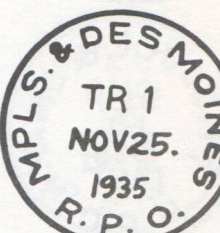
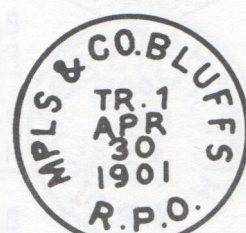
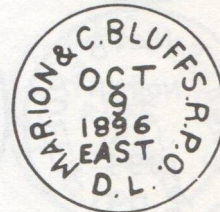
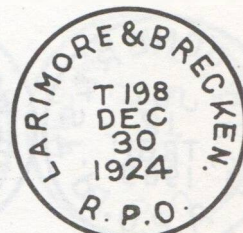
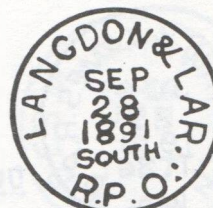
Chicago, Milwaukee & St. Paul Ry.

868-0-2; La Crosse & Wess. Spgs. R.P.O. E.D., 30, 1912, T.N., III



# THE SECOND SECTION

Langdon-Larimore, N.D., 76 miles, St. Paul, Minneapolis & Manitoba Ry.  
 876.5-G-1; Langdon & Lar. R.P.O., 26½, 1891, dir., III  
 Larimore, N.D.-Breckenridge, Minn., 132 miles, Great Northern Ry.  
 876.6-C-1; Larimore & Brecken. R.P.O., 30½, 1924, T.N., II  
 Mankato-New Ulm., Minn., 26 miles, Chicago & North Western Ry. / T.N., II  
 866-U-2; Mankato & New Ulm R.P.O., 30½, 1910, Marion-Council Bluffs, Ia., 262 miles, Chicago, Milwaukee & St. Paul Ry.  
 724-H-2; Marion & C. Bluffs R.P.O.D.L., 27, 1896, dir., II (Day Line)  
 Marion, Ia.-Kansas City, Mo., 302 miles, Chicago, Milwaukee & St. Paul Ry. / T.N., II  
 801-H-1; Marion & K. City R.P.O., 30½, 1909, Marion, Ia.-Omaha, Neb., 263 miles, Chicago, Milwaukee & St. Paul Ry. / I  
 724-J-2; Marion & Omaha R.P.O., 29½, 1921, TN, 724-J-3; Marion & Omaha R.P.O., 30½, 1931, T.N., I  
 Marion (Jct.)-Running Water, S.D., 56 miles, Chicago, Milwaukee & St. Paul Rwy.  
 761-AF-1; Mar. & Running Water R.P.O., 30½, 1910, T.N., III  
 Minneapolis, Minn. Transfer Clerk - Milwaukee Station / 1904, II  
 884-A-5; M'pls. Minn. Mil. Sta. Tr. Clk., 30½, 1904, II  
 Minneapolis, Minn.-Council Bluffs, Ia., 378 miles, Chicago, St. Paul, Minneapolis & Omaha Ry. / T.N., II  
 870-I-2; Minn. & C. Bluffs R.P.O., 27½, 1896, 870-J-2; Mpls. & Co. Bluffs R.P.O., 29½, 1901, T.N., II  
 Minneapolis, Minn.-Des Moines, Ia., 299 miles, Minneapolis & St. Louis R.R. / T.N., I  
 873-C-2; Mpls. & Des Moines R.P.O., 30½, 1935, 873-B-2; Minn. & Des Moines R.P.O., 30, 1936, T.N., I  
 Moose Lake-Brooten, Minn., 140 miles, Minneapolis, St. Paul & Sault Ste. Marie R.R.  
 880.6-B-1; Moose Lk. & Brooten R.P.O., 27½, 1935, T.N., III  
 Muscatine-Montezuma, Ia., 97 miles, Chicago, Rock Island & Pacific Ry.  
 793-H-1; Muscatine & Montezuma R.P.O., 29, 1931, T.N., II  
 Newell, S.D.-Chadron, Neb., 182 miles, Chicago & North Western Ry. / T.N., II  
 936-P-3; Newell & Chadron R.P.O., 30½, 1943,





## THE SECOND SECTION

(North McGregor & Chamberlain) Eastern Division, No. McGregor-Sanborn, Ia., 242 miles, Chicago, Milwaukee & St. Paul Ry.  
 761-AE-1; No. McGregor & Chamb. R.P.O. E.D.N.L., 29½, 1897, dir., II (Night Line)

(North McGregor & Chamberlain) Western Division, Sanborn, Ia.-Chamberlain, S.D., 199 miles, Chicago, Milwaukee & St. Paul Ry.  
 761-AA-2; No. McGregor & Chamb. R.P.O. W.D., 27½, 1898, dir., II  
 Noyes, Minn.-Fargo, N.D., 161 miles, Great Northern Ry.

869-BE-2; Noyes & Fargo R.P.O., 29½, 1929, TN, II  
 Oakes, N.D.-Huron, S.D., 136 miles, Chicago & North Western Ry. / II  
 887.1-E-2; Oakes & Huron R.P.O., 29½, 1945, T.N., Pembina, N.D.-Winnipeg Jct., Minn., 189 miles, Northern Pacific R.R. / III

881.4-E-3; Pemb. & Win. Jct. R.P.O., 28½, 1897, dir. II  
 881.4-E-4; Pemb. & Win. Jct. R.P.O., 30½, 1906, TN, II  
 Red Wing-Mankato, Minn., 95 miles, Minneapolis & St. Louis R.R. / dir., II

731-R-2; Red Wing & Mankato R.P.O., 28½, 1900, Rock Island, Ia.-Kansas City, Mo., 336 miles, Chicago, Rock Island & Pacific Ry. / II

755-R-2; Rock Island & K.C. R.P.O., 30½, 1911, TN, I  
 755-V-1; Rock Isl. & K.C. R.P.O., 30½, 1948, TN, I  
 Rutland-Forbes, N.D., 63 miles, Great Northern Ry.  
 878.3-B-1; Rutland & Forbes R.P.O., 29½, 1915, dir., III, \*

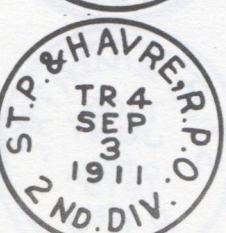
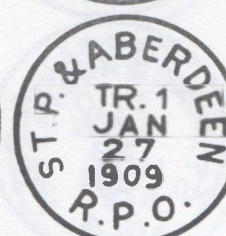
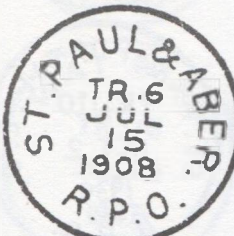
St. Paul, Minn.-Aberdeen, S.D., 298 miles, Chicago, Milwaukee & St. Paul Ry.

871-AI-1; St. Paul & Aber. R.P.O., 30½, 1908, TN, I  
 871-AB-5; St. P. & Aberdeen R.P.O., 29½, 1909, TN, I  
 871-AA-4; St. Paul & Aberdeen R.P.O., 30½, 1913, T.N., I  
 St. Paul, Minn.-Decorah, Ia., 182 miles, Chicago, Milwaukee & St. Paul Ry. / II

753-X-4; St. Paul & Decorah R.P.O., 29½, 1909, TN, (St. Paul, Minn.-Havre, Mont.) 1st Div.-St. Paul, Minn.-Minot, N.D., 528 miles, Great Northern

869-BG-1; St. P. & Havre R.P.O. 1st Div., 29½, 1909, T.N., I

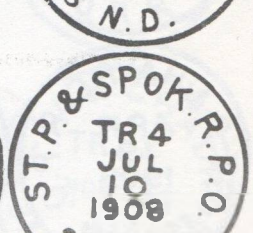
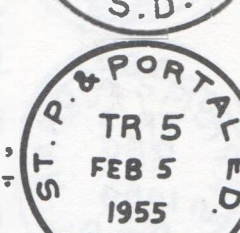
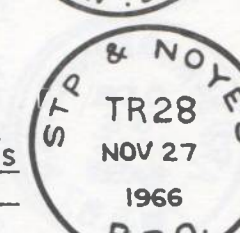
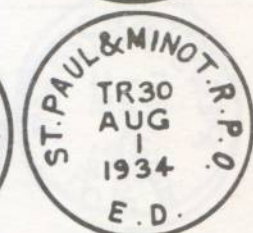
(St. Paul, Minn.-Havre, Mont.) 2nd Div.-Minot, N.D.-Havre, Mont., 431 miles, Great Northern Ry.  
 869-AF-2; ST. P. & Havre R.P.O., 2nd Div., 29½, 1911, T.N., I





## THE SECOND SECTION

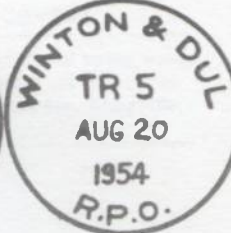
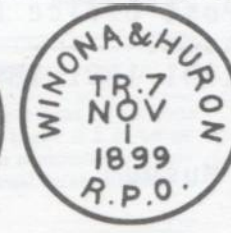
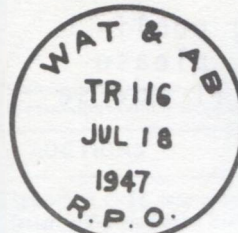
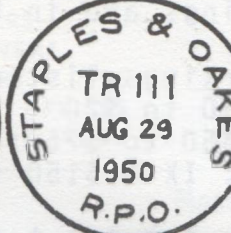
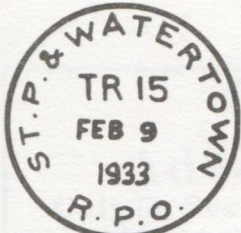
(St. Paul & Marmarth) Western Div., Aberdeen, S.D.-Marmarth, N.D., 288 miles, Chicago, Milwaukee & St. Paul Ry. / 1927, T.N., II  
 871-AD-2; St. Paul & Marmarth R.P.O.W.D., 29½, (St. Paul & Miles City) Eastern Div.-St. Paul, Minn.-Jamestown, N.D., 344 miles, Northern Pacific R.R. / 1923, T.N., I  
 874-AH-3; St. P. & Miles City R.P.O.E.D., 29½, 874-AJ-3; St. P. & Miles Cy.E.D.R.P.O., 30½, T.N. 1942, I / T.N., I  
 874-AJ-4; St. P. & Miles Cy.E.D.R.P.O., 30, 1952, (St. Paul & Miles City) Western Div.-Jamestown, N.D.-Miles City, Mont., 402 miles, Northern Pacific R.R. / 1955, I  
 874-AK-4; St. P. & Miles Cy.W.D.R.P.O., 30½, T.N. (St. Paul & Minot) Eastern Div.-St. Paul, Minn.-Fargo, N.D., 242 miles, Great Northern Ry./TN, I  
 869-AJ-3; St. Paul & Minot R.P.O.E.D., 29½, 1934 (St. Paul & Minot) Western Div.-Fargo-Minot, N.D., 286 miles, Great Northern Ry./TN, I  
 869-BH-1; St. P. & Minot R.P.O.W.D., 28½, 1939, (St. Paul, Minn.-Mitchell, S.D.) Eastern Div. St. Paul-Worthington, Minn., 178 miles, Chicago, St. Paul, Minneapolis & Omaha Ry.  
 870-U-1; St. P. & Mitchell R.P.O.E.D. 28½, 1890, T.N., III  
 St. Paul, Minn.-Noyes, N.D., 403 miles, Great Northern Ry.  
 869-AL-2; St. P. & Noyes R.P.O., 30½, 1966, T.N. I (St. Paul & Portal) Southern or Eastern Division, St. Paul, Minn.-Enderlin, N.D., 267 miles Minneapolis, St. Paul & Sault Ste. Marie RR  
 880.1-H-2; St. Paul & Portal R.P.O.S.D., 30, 1939, T.N., I / 1941, I  
 880.1-G-3; St. P. & Portal R.P.O.S.D., 30½, T.N. 880.1-I-4; St. P. & Portal E.D.R.P.O., 30½, 1939, T.N., I / T.N., I  
 880.1-I-5; St. P. & Portal E.D.R.P.O., 30½, 1955, (St. Paul & Portal) Northern Div.-Enderlin-Portal, N.D., 293 miles, M.St.P. & S.S.M.R.R.  
 880.1-K-2; St. Paul & Portal R.P.O.N.D., 30, 1930, T.N., I  
 St. Paul, Minn.-Portal, N.D., 560 miles, Minneapolis, St. Paul & Sault Ste. Marie R.R./II  
 880.1-T-1; St. P. & Portal R.P.O., 30½, T.N., 1915, (St. Paul-Spokane) 2nd Division-Jamestown, N.D.-Miles City, Mont., 402 miles, Northern Pacific R.R.  
 874-AP-2; St. P. & Spok.R.P.O., 2nd Div., 30½, 1908, T.N., II





## THE SECOND SECTION

St. Paul, Minn.-Watertown, S.D., 236 miles, Minneapolis & St. Louis R.R. / T.N., I  
 883-H-2; St. P. & Watertown R.P.O., 30½, 1933, (St. Paul & Williston) Eastern Div.-St. Paul, Minn.-Fargo, N.D., 244 miles, Great Northern Ry. / 1932, T.N., I  
 869-AM-4; St. Paul & Williston R.P.O.E.D., 29½, (St. Paul & Williston) Western Div. Fargo-Williston, N.D., 353 miles, Great Northern Ry. / 1948, T.N., I  
 869-AP-4; St. Paul & Williston R.P.O.W.D., 29½, Sandstone-Willmar, Minn., 133 miles, Great Northern Ry. / II  
 878.9-C-2; Sand. & Willmar R.P.O., 30, 1939, T.N., Sherwood-Granville, N.D., 61 miles, Great Northern Ry.  
 876.10-D-1; Sher. & Gran. R.P.O., 30½, 1955, TN, II  
 Staples, Minn.-Oakes, N.D., 169 miles, Northern Pacific R.R. / T.N., II  
 881.5-A-3; Staples & Oakes R.P.O., 31½, 1950, Thief River Falls, Minn.-Kenmare, N.D., 299 miles, Minneapolis, St. Paul & Sault Ste. Marie Ry.  
 880.1-P-2; Thf R Falls & Ken. R.P.O., 29½, 1947, T.N., II  
 Tracy, Minn.-Watertown, S.D., 93 miles, Chicago & North Western Ry. / T.N., II  
 866-Z-2; Tracy & Watertown R.P.O., 28½, 1901, Warroad-Crookston, Minn., 134 miles, Great Northern Ry. / T.N., II  
 878.7-E-1; Warroad & Crook. R.P.O., 30, 1951, Warroad-Duluth, Minn., 264 miles, Duluth, Winnipeg & Pacific Ry.  
 879.5-C-1; War. & Dul. R.P.O., 30½, 1956, T.N., II  
 Watertown-Aberdeen, S.D., 85 miles, Minneapolis & St. Louis R.R.  
 883-M-1; Wat. & Ab. R.P.O., 30½, 1947, T.N., II  
 Watertown-Sioux Falls, S.D., 103 miles, Great Northern Ry. / 1912, T.N., III  
 878.8-K-1; Watertown & Soo Falls R.P.O., 29½, Williston, N.D.-Scobey, Mont., 136 miles, Great Northern Ry. / 1924, T.N., II  
 891.3-E-1; Williston & Scobey R.P.O., 29½, Winona, Minn.-Huron, S.D., 357 miles, Chicago & North Western Ry. / III  
 866-AB-3; Winona & Huron R.P.O., 28½, 1899, T.N. Winona, Minn.-Osage, Ia., 118 miles, Winona & Southwestern (CGW) R.R. / partial, III  
 731-V-2; Winona & Osage R.P.O., 29½, 1900, T.N., Winton-Duluth, Minn., 118 miles, Duluth, Missabe & Iron Range Ry. / II  
 879.1-C-1; Winton & Dul. R.P.O., 30½, 1954, T.N.,





THE SECOND SECTION - PAGE 10LEGEND

- (Information on R.P.O. markings listed in the catalog section)
- (a) All markings are in black unless otherwise stated.
  - (b) All R.P.O. markings are circles unless otherwise indicated. Circle diameters are listed in millimeters.
  - (c) Miscellaneous information listed at bottom of catalog pages.
  - (d) Markings indicated with an \* are first markings reported for the particular route listed.
  - (e) Catalog numbers employed are similar to those used in the Towle-Meyer catalog of 1861-1886 railroad markings and in U.S. TRANSIT MARKINGS CATALOG, VOLS. I to IV.
  - (f) Table of estimated values shown after markings listings:  
 I - Up to \$5 ; II - \$5 to \$10 ; III - \$10 to \$20 ;  
 IV - \$20 to \$30 ; V - \$30 to \$50 ; VI - \$50 to \$75 ;  
 VII - \$75 to \$100 ; VIII - \$100 to \$150 ; IX - \$150 to \$250 ;  
 X - \$250 to \$500 and up.

\* \* \* \* \*

ABBREVIATIONS USED IN LISTINGS

N.D. - Northern Division	E.D. - Eastern Division
S.D. - Southern Division	W.D. - Western Division
D.L. - Day Line	N.L. - Night Line
R.P.O. - Railway Post Office	T.N. or TN - Train number
TR. - Train or Trip	TP. - Trip
S.R. - Short Run	dir. - Direction
Jct. - Junction	

\* \* \* \* \*

The next issue of Second Section catalog listings will cover new varieties and types of R.P.O. markings for Missouri, Kansas, Oklahoma, Arkansas, Louisiana and Texas

\* \* \* \* \*

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#### WANTED: DPOs

NEVADA AND UTAH town cancels, DPOs and RPOs wanted by collector. Territorial or statehood, covers or cards. High prices paid for needed items. Please send for want list. Ted Gruber, Box 13408 Las Vegas NV 89112

SAN BENITO County California Cancels Wanted: Cinabar, Picacho, Beckett, New Idria, Platea, Navy no. 10286, Emmet, Bitter Water, Peter Frusetta, PO Box 246, Tres Pinos, CA 95075

#### WANTED: NAVAL COVERS

U.S.S. CONSTITUTION want following dated covers: 11/6/31, 2/12/32, 1/10/33, 5/4/33, 8/1/33, 8/30/33 3/22/34, 4/7/34 and 4/8/34, send with price, Richard Frajola, Moody Lane, Danbury, CT 06810

#### WANTED: POSTCARDS

WANTED STAMPLESS covers Euclid Ohio postcards Spanish American war Cuba postcards Germany 1933 1945 postcards Annapolis Maryland postcards airships in U.S. before 1914 write Allan Bergman 28100 Coolidge Dr. Euclid, Ohio 44132

BUYING GEORGIA postcards. Any small towns. Especially: Athens, Clayton, Dillard, Lakemont, Mathis, Mountain City, Rabun Gap, Tallulah Falls. Jeff West, 772 Riverhill Drive, Athens, GA 30606

#### WANTED: RFDs

RFD HANDSTAMP and manuscript cancels wanted also carrier Xmas cards, postcards showing carriers and wagons. All states. Postage paid. Ricks Box 184 Placentia, CA 92670

#### WANTED: RPOs

MICHIGAN RAILROAD and Steamboat markings pre-1900 wanted. Send description or photocopies to Cary Johnson, College of Pharmacy, University of Michigan Ann Arbor, MI 48109

WANTED R.P.O.s: Clayton-Cornelia, Franklin-Cornelia, Lula June-Athens, Prentiss-Cornelia, Tallulah-Athens, Tallulah Falls-Cornelia, Wiley-Cornelia. Jeff West, 772 Riverhill Dr., Athens, GA 30606

#### WANTED: TOWNS

NEVADA COVERS, cards wanted. Send photo copies of either with asking price. G. Nelson, Box 10063 Southern Station, Hattiesburg, MS 39406

NORTH CAROLINA doanes, stampless, flags, DPOs, rural free delivery and RPOs wanted. Milton G. Wicker 508 Lindley Road, Greensburg, NC 27410

WANTED: POSTCARDS and covers with Humboldt County, Calif. postmarks. Also 19th century postmarks from Eureka, Calif. Send list with asking price. Burton box 689 Eureka, CA 95501

DAKOTA TERRITORIAL and South Dakota statehood cards and covers wanted by collector. Top prices paid. Write with list. Ken Stach, 1124 Cinderella, Pampa, TX 79065

ALLEGHENY COUNTY, Pennsylvania wanted. Seeking cards and covers. Please send for list of post offices wanted. Michael Zolno, 1445 W. Greenleaf, Chicago, IL 60626

IDAHO - 19th century Idaho covers wanted. Especially need nicer Idaho territorials. Mark Metkin 1495 29th Avenue, San Francisco, CA 94122. (415) 664-9370 evenings.

WANTED 19TH CENTURY Upper Peninsula of Michigan covers; also photocopies of better U.P. covers for research project. I will reimburse copying cost and postage. William J. Taylor, Box 124, Rudyard, MI 49780

NORTH CAROLINA covers before 1965: Cashers Valley, Cashiers, Coalside, Effie, Feldspar, Granite, Grimshawes, Hadden Mountain, Horse Cove, Natridge, Ocala, Saquilla,, Victoria, Whiteside Cove. Jeff West, 772 Riverhill Drive, Athens, GA 30606

#### WANTED: MISCELLANEOUS

ALASKA WANTED: covers and postcards cancelled before 1930 from scarcer towns; also 1950 to 1959 Alaska towns and types needed. Sims, 1769 Wickersham, Anchorage, AK 99507

FLORIDA COVERS wanted. Territorial, Confederate, unusual postmarks, franking. Buy or trade. Herb McNeal, 520 Lakemont Ave., South, Winter Park, FL 32792. Phone: (305) 644-4012



### WANTED: MISCELLANEOUS

IDAHO TERRITORY, DPOs, RPOs, covers and post cards. Buy, sell or trade. Also want western checks, stocks, bonds and documents. Lynn Langdon, 223 S. Broadway, Buhl, ID 83316

NORTH CAROLINA Doanes, D.P.O.'s, stampless, manuscript, and Confederates wanted. Please quote. Harvey Tilles, POB 5466, Highpoint, NC 27262.

WANTED POSTMARKERS, cancelling machines, pre-1900 'U. S. Mail' padlocks, keys, state schemes, RMS schedules, & other postally-used artifacts. Scheer, 18 East Rosemont Avenue, Alexandria, VA 22301-2325

### FOR SALE: COLLECTIONS

SELLING HUGE postmark accumulation well below market value. Neatly cut and bundled by 100. Completely unpicked for slogans, dates, cancel types. All are U.S. first and second class post offices. 2 x 4's: 3000-1970's dates \$30. 14,000-1960's dates \$280. 6000-1950's dates, \$180. 3000-1940's dates, \$120. 1000-1930's dates, \$50, 1000-1910's dates, \$70. Square cuts (1½ x 1½-inches & 1 x 1-in) mixed - very few cut round: 1000-1970's dates, \$5.00. 13,000-1960's dates, \$130.00. 4000-1950's dates, \$60.00. 6000-1940's dates, \$120.00. 1000-1930's dates, \$25.00. All shipped postpaid. Dave Lyman, c/o CJAX-FM, 10326 81st Ave., Edmonton, ALTA. T6E 1X2 CANADA

### FOR SALE: COLLECTIONS

COVER SALE: 10 DPO's - \$9; 25 19th Century - \$5; 35 20th Century (mostly small towns) - \$5; 15 Boston negatives on UX5 - \$12; 10 used UX3 - \$9. Postage \$1. Paul Andersen, Box 2184, Laguna Hills, CA 92654

### FOR SALE: TOWNS

ALASKA FOR SALE, send want list or send stamp for extensive list of Alaska towns and types. Steve Sims, 1769 Wickersham Drive, Anchorage, AK 99507

# COVERS

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Display advertising is sold on the column-inch basis. One column-inch is 3¼ inches wide. Current rates are as follows:

Column Inches	Number of Insertions (Same Ad)		
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1	8.00	18.40	33.60
2	13.00	29.90	54.60
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½-PAGE	55.00	126.50	231.00
1-PAGE	100.00	230.00	420.00

Advertising design, type setting, paste-up and photo reduction are available under the above rates at NO CHARGE. We will also assist in the creation of decorative borders, illustrations and logos for LA POSTA ads at NO CHARGE.

ADVERTISING RATES FOR 1-page and ½-page AUCTIONS are \$90 and \$45 respectively. Typing charge for a 1-page auction is \$25, and for a ½-page auction \$15.

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