

STAMPS AND TONGS

The E-mail Newsletter
of the Dallas-Park
Cities Philatelic
Society

<http://dpcps2010.webs.com/>

January 2011

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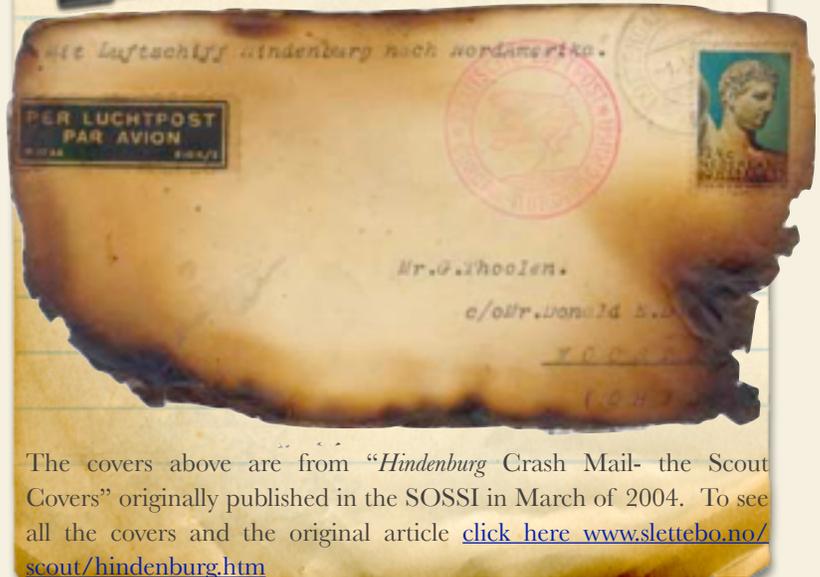
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Wreck and Crash Mail?

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[Click here to watch an original newsreel of the crash of the Hindenburg](#)



The covers above are from "Hindenburg Crash Mail- the Scout Covers" originally published in the SOSSI in March of 2004. To see all the covers and the original article [click here www.slettebo.no/scout/hindenburg.htm](http://www.slettebo.no/scout/hindenburg.htm)

∞ The Dallas Park-Cities Philatelic Society is a chapter member of the Texas Philatelic Association (TPA Chapter #40) and the American Philatelic Society (APS# 0835-068806).

The purpose of the club is to provide social interaction with local philatelist, from the newest collector to those who have been collecting for a lifetime. The club members interest run the entire spectrum of philately. We meet the second and fourth wednesday of the month. Our meetings officially start at 7:30 pm but many members arrive at 7:00 pm to trade or buy duplicates. The first meeting of the month is normally a 30-40

minute presentation of some aspect of philately. The second meeting of the month is usually a short business meeting and a 15 minute presentation by a member on his or her collecting interests. This is usually followed by a short mini-auction. Once a quarter there is larger auction.

Benefits of membership includes access to the most current Scott Volumes (free of charge to borrow), ability to auction your duplicates in our mini-auctions, or in our larger quarterly auctions, as well a wealth of collecting knowledge in our memberships diverse collecting interests.

A membership application can be located on our website or directly here: ([application](#)). Dues are \$12.00/year.

Current Officers

President: Harry Pedersen
Vice-President: Perry Denton
Secretary: Samuel Phillippi
Treasurer: Jack Urish
Past President: Rod Gabel

Current Board of Directors:

Tom Cunningham
Scott Hunter
Jerold Plumb

Website:

<http://dpcps2010.webs.com/>

EDITOR'S NOTES

I hope the new year finds you in good health. We have a new Vice President- Perry Denton and Tom Cunningham has joined the Board of Directors. I want to extend my thank you to them and the rest of the board for taking on the duties that are needed to run this club.

On page 3 you will find details on how to pay your 2011 dues, along with a review of how our quarterly auctions will run this year. As soon as a final 2011 schedule is set I will post this years calendar.

Thanks also to Tom Siegel for continuing to help me with material for the Stamps & Tong. You can read his latest articles on pages 4 and 5. Doug Moss has also been kind enough to

contribute a running column this year called "Collecting Texas Postal History"

As promised I am trying to include articles for the novice and more detailed information for the experienced collector. Since this newsletter is digital I have taken the step of hyperlinking further information on a topic if you are interested in further reading. Any blue underlined text can be clicked on and you will be taken to further information on the internet. Click the link on page 1 on the *Hindenburg*, on page 5 about the *Empress*, or on page 6 to see related YouTube video. I hope you enjoy the enhancements. Happy New Year!



THIS MONTH 71 YEARS AGO...

This is a cover I bought recently of the Marine Detachment in Tientsin (now called [Tianjin](#), the third largest city in China) The small 47 man unit here was ordered to leave Nov 14, 1940 because the city was under Japanese control. However, before they could withdraw the Japanese attacked Pearl Harbor. The marines were forced to surrender to the Japanese on Dec 8, 1941. Locy Classification T-3

Dallas Park-Cities Philatelic Society



2011 MEMBERSHIP DUES ARE DUE

2011 Dues can be paid at the next meeting to our Sec. Sam Phillippi or you can mail your check for \$12 made out to DPCPS and mail it to:

Sam Phillippi
2517 Ash Creek
Mesquite, TX
75181-4208

NEW MEMBERS

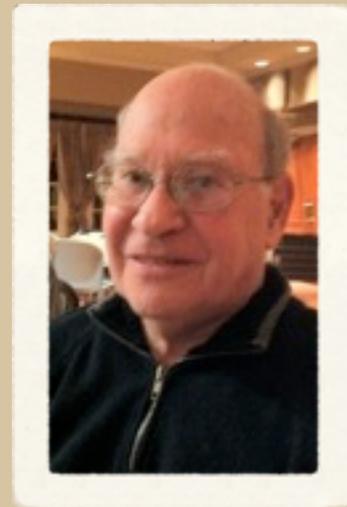
We had two new members join this month. Mr. Stanley Sutkins, who collects US and World-wide Pre-1940 and Mr. Gene Gaddy who collects Austria 1850-1867 and collects Dallas County Postal History. Gene has been a member in the past and has decided to rejoin. If you see either of them at our next meeting make a point to introduce

yourself to them. Welcome Gentlemen!

If you are interested in joining DPCPS download this [application](#) and either bring it to a meeting of the DPCPS or mail it to Sam Phillippi above. If you have questions about DPCPS or our newsletter Stamps & Tongs email the editor at SLOANFJ@ME.COM

QUARTERLY AUCTIONS

PLEASE NOTE: Just to remind everyone of the changes to the rules of our quarterly auctions. To help the auction staff your [entry form](#) must be submitted by the meeting before to Harry. In other words its due **two weeks before** the actual auction. You don't turn in the item to Harry just the [form](#) describing it. You bring the actual item the day of the auction. [Forms](#) can be given to Harry at any meeting from the last auction till the meeting before the next auction. You can find the entry form on our website at <http://dpcps2010.webs.com/auctionsheet.pdf> or you can click on any of the underlined words in this paragraph to be taken there.



Stanley Sutkin

Collects:

- US
- World-wide Pre-1940



Gene Gaddy

Collects:

- Dallas Co. Postal History
- Austria 1850-67

Collecting Basics

COVER COLLECTING

By Tom Siegel



Having trouble falling asleep? Why count sheep when you can count the infinite ways to collect stamps and postal-related material. Consider the category of covers which can be subdivided more times than a sorcerer's apprentice's broom (see Mouse, Mickey,..... also a collectable subject in its own right.) A cover by Linn's glossary of philatelic terms is: *An envelope or piece of postal stationery, usually one that has been mailed. Folded letters that were addressed and mailed without an envelope and the wrappers from mailed parcels are also covers.*

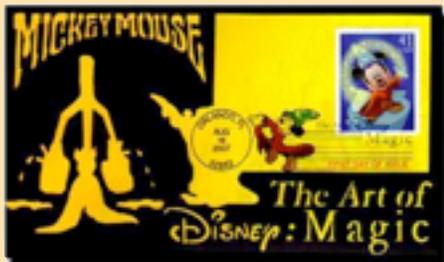
strawberry festival. Linn's glossary defines a philatelic cover as: *An envelope, postal card or other item franked and mailed by a stamp collector to create a collectible object. It may or may not have carried a personal or business message. A non-philatelic cover is usually one that has carried business or personal correspondence and has had its stamps applied by a non-collector. Some stamps are known only on collector-created covers. It is impossible to say whether some covers are philatelically inspired or not.*

A second major category is covers that have a historical interest ; Some examples of this are covers that show postal rate usage, to covers that survived wrecks and crashes. Of the latter, mail recovered from train wrecks seem to be the most common as they were a more frequent occurrence, easily recovered, and damage from fire, or water less likely. If the mail was salvaged, it received an auxiliary marking (an explanation for the delay), and sent on to the addressee. Conversely, mail salvaged from air crashes are less plentiful and often command a price of three figures or more. Which brings me to the subject of this months article - mail salvaged from maritime disasters-

and yet another sub division: war related, and peacetime. Most are rare and when found, expensive.



This non-philatelic APO cover shows postage rate by owing 6 cents more.



This philatelic cover is a first day cover and a cachet cover. To see another type of philatelic cover collecting see Doug Moss's column on Texas Collecting this month on page 6

A major category of cover collecting is philatelic covers which are used to commemorate an event such as the first day of issue, or even a

If you want to know more about cover collecting read this [article on Linns.com on the basics of cover collecting](#)

The Wreck of the *Empress of Ireland*

By Tom Siegel

The sinking of the *Empress of Ireland* was a peacetime disaster.

The ship was built in 1905 and was making her first trip of the 1914 season. She departed the port of Quebec on the evening of May 28th bound for Liverpool. At 1:30 a.m. on the morning of the 29th, the *Empress* was sailing in a dense fog five miles off of Father Point in the St. Lawrence river. The Norwegian collier *Storstad* was traveling in the other direction. They collided and within twelve minutes the *Empress*



sank in 150 feet of water. Of the 1543 persons on board the *Empress*, only 465 survived. Three hundred bodies were recovered; over 700 remain entombed in the sunken vessel.

The accident ranks ninth on the list of peacetime maritime disasters. (The *Titanic* ranks sixth.) Salvage efforts were immediately commenced to recover a sizable quantity of silver bullion on board the *Empress*. Swift currents and frigid water hampered the operations.

More than three months after the accident some of the mail was recovered in batches. A reasonably large part was very badly damaged. The recovered mail was brought to the Dead Letter Office in Ottawa, dried out, and the pieces that were salvageable were prepared for delivery. All received a straight line auxiliary marking as shown below. (Don't be misled by the cancellation for the Vancouver Exhibition, it was an advertisement normally applied a year or more before an event.

The handstamps on the reverse of the envelope was applied by the Dead Letter Office on December 14 and 24, 1914.

A souvenir of a tragic event, today all but forgotten

[Click here for a video tribute of the sinking of the *Empress of Ireland* with images of her on the sea floor.](#)

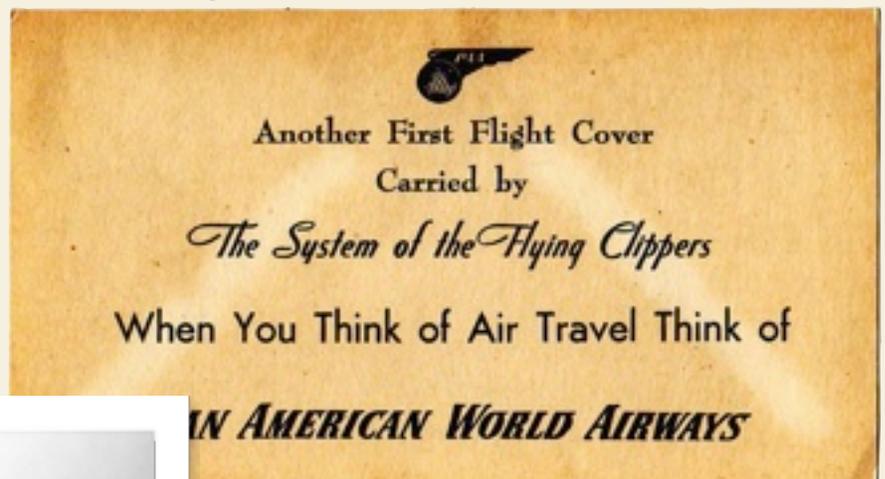
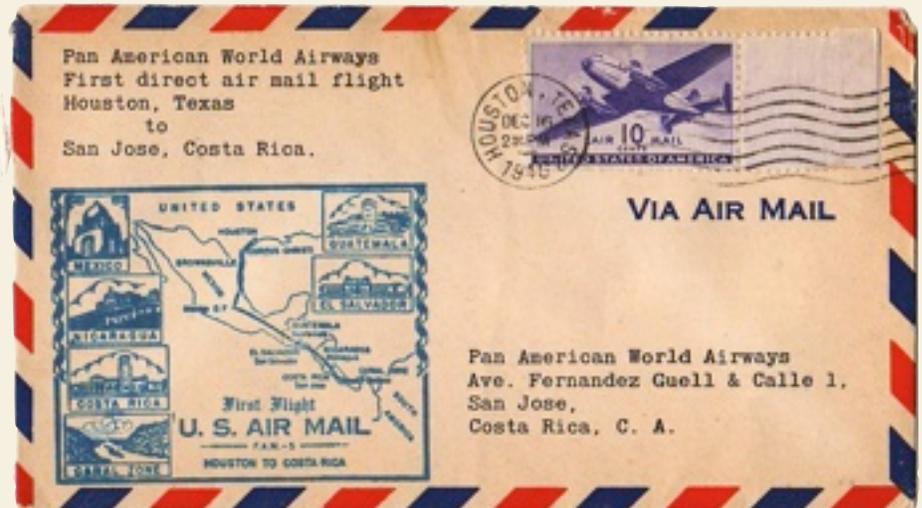


Collecting Texas Postal History:

FIRST FLIGHT COVER: DIRECT MAIL FROM HOUSTON TO SAN JOSE, COSTA RICA

By Doug Moss

A first flight cover (FFC) commemorates a flight of mail and/or passengers between two destinations. Early in the development of air mail, the US Post Office would award contracts to fly mail between cities. These were known as Foreign Contract Air Mail Routes (FAM) and Domestic Air Mail Routes (AM). These contracts helped the early air transportation companies establish profitable routes and often subsidized passenger travel. The cover this month is a Pan-American Flying Clipper for FAM route 5. This cover was flown under contract 170 of FAM-5. The blue cachet shows some of the routes Pan-Am took for FAM-5. The enclosure is interesting, documenting that this FFC was carried the "System of the Flying Clippers." The plane most likely used on this route was a Lockheed Constellation since the flying boats made legendary in the Pacific were phased out in early 1946.



To see vintage video of a Pan Am Constellation in 1947 [click here](#).

If you are interested in Air Mail collecting you may want to contact the [American Air Mail Society](#). The AAMS also has a [study group for Pan American Mail](#)

Wreck & Crash Mail

SOMETIMES COVERS ARE WORTH MORE IF THEY ARE IN POOR CONDITION

With most things in the philatelic world, condition dictates the value of the item. However with wreck & crash mail or salvage mail the poor condition may make it collectable.

Since the start of the mail service there have been delays or damage to mail due to the form of transportation, whether that is by train, plane, helicopter, balloon, zeppelin, rocket, or ship.

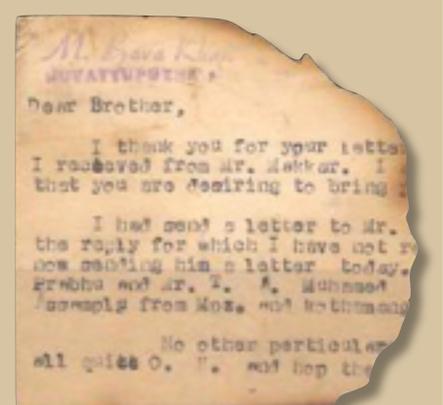
As in Tom Siegel's article about the *Empress of Ireland*. Mail can be salvaged from a tragedy. If it is salvageable and a sending address is still readable it will have a line handstamp to disclose that it has been delayed due to an accident. This makes every piece of mail unique and greatly increases its philatelic value.

The Wreck and Crash Mail Society, an affiliate of the APS, divides delayed or damaged mail into four study groups: The air crash study group, the railroad wreck study group, the ship wreck study group and the suspended mail/conflicts study group.

Their website lists databases on the internet for railroad accidents, air crashes, and ship wrecks. They also publish a quarterly journal named "La Catastrophe". Yearly membership is \$25 for US members and information can be found on their [website www.wreckandcrash.org](http://www.wreckandcrash.org). If you would like to read more on this type of mail take a look at this refresher course by Linns.com www.linns.com/howto/refresher/scruffycovers_20070723/refreshercourse.aspx



The wreck of the Delaware & Hudson train September 3, 1908. The mail car is in the middle



This uprated postal card was in an Air Mail Crash in 1951 in India, found on Ebay listings.

Paul Calle

3/3/1928-12/30/2010



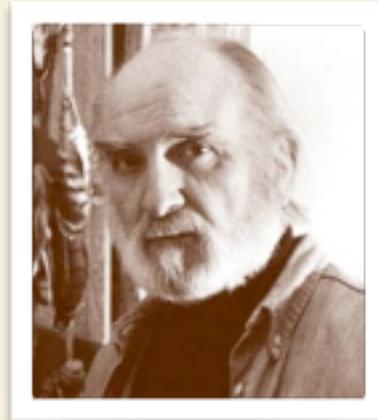
Paul Calle (pronounced KAL-ee;) was an American artist who was best known for the designs he created for postage stamps, including 40 that were released by the United States Postal Service, and others for stamps issued by the Federated States of Micronesia, the Marshall Islands, Sweden and the United Nations. The sole artist hired by NASA to cover the Apollo 11 astronauts up close, Calle designed the 10-cent stamp that commemorated the first manned moon landing; it depicted an astronaut stepping onto the moon from the lunar module, with the Earth visible over the moon's horizon.

Calle was born on March 3, 1928, in the Manhattan borough of New York City and earned his undergraduate degree from Pratt Institute. He served in the United States Army during the Korean War, doing illustration work. Returning to the United States, Calle's early career included designing magazine covers for The Saturday Evening Post as well as

for a series of science fiction publications.

Calle's 1967 design commemorating astronaut Ed White's making the first American spacewalk, during the 1965 Gemini 4 mission.

In 1962, Calle was among the first group selected to participate in the NASA Art Program. Calle contributed a pair of complementary five-cent stamps issued in 1967 as part of the Accomplishments in Space Commemorative Issue, with the right stamp showing the Gemini 4 space capsule with the Earth's



horizon as a backdrop, while the left stamp showed astronaut Ed White making the first American spacewalk.

His best-known stamp was designed to mark the first manned moon landing and was issued in September 1969, showing an astronaut stepping out onto the surface of the moon. The Apollo 11 crew carried with them a die proof of Calle's moon-landing stamp, which was hand canceled by the astronauts while on the mission. Calle had been given exclusive access to be

with the astronauts on July 16, 1969, while they made their final preparations for the Apollo 11 mission. The sketches he made based on his experiences that day have been displayed at the National Air and

Space Museum and at the National Gallery of Art. Together with his son Chris, Calle returned to the subject of space exploration with a pair of stamps issued in 1994 in honor of the 25th anniversary of the Apollo 11 mission and the first

manned moon landing.

Calle produced dozens of postage stamp designs, featuring such individuals as Douglas MacArthur and Robert Frost. He also produced Western-themed artworks that have been shown at the National Cowboy & Western Heritage Museum, as well as a 1981 stamp honoring Frederic Remington. His depictions of the American West have been included in the collections of the Gilcrease Museum in Tulsa, Oklahoma and at the Booth Western Art Museum in Cartersville, Georgia.

Reprinted from [wikipedia entry on Paul Calle](#)

