

	<h1 style="margin: 0;">Registered Mail Study Group</h1> <h1 style="margin: 0;">NEWSLETTER</h1>	
Issue No. 8		Oct 2025
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## CHAIRMAN’S COLUMN

Welcome to the eighth issue of our **RMSG Newsletter**. Again, I apologize for the long delay.

In this issue we have reports of new covers in both the Domestic Registration Label Form 1549A census, and the Kugel Census of International Registration Labels. This issue again has a few new, shorter notes, and I retained several sections from the previous issues with resource information as they may be of interest to new subscribers.

We have two contributed articles which round out this issue. If an article discusses a collecting area where you, as a reader, can contribute new information to the author, please contact the author and share your information. If I have failed to include a contact email, please contact me, and I will provide it.

## Registered Mail Study Group Newsletter

The charter of the Registered Mail Study Group is to facilitate the exchange of information among collectors who are interested in collecting, researching, and writing about registered mail. If you have a special project that you would like to share, please consider preparing a short, one-to-ten page article, and send it along to the Editor for inclusion in a future issue of the Newsletter.

Another goal of the RMSG Newsletter is that publication of these articles in the Newsletter will create further interest among our members, and new information would be forthcoming, so that authors would be able to expand their original article, and might then submit it to the Editor of the United States Stamp Society, Andrew Kelley, at [Editor@usstamps.org](mailto:Editor@usstamps.org), for publication in **The Specialist**.

*Mike Ludeman*

Chairman, RMSG

[mike@ludeman.net](mailto:mike@ludeman.net)

### Update of the US Form 1549A Domestic Registered Label Census

The Form 1549A cover census is maintained in a online database hosted on the Stamp Smarter website, which can be accessed at the following link: [https://stampsmarter.org/features/NYReg\\_1549Home.html](https://stampsmarter.org/features/NYReg_1549Home.html).

### Two New Form 1549A Covers from Texas

**Mike Ludeman**

As a collector of Texas registered mails, I am always on the lookout for new examples of interesting registered covers that either originate in Texas or passed through Texas into Mexico. I recently acquired the Dallas, TX registered cover with the Form 1549A label, mailed from Dallas on Dec 15, 1908, which is now the 7<sup>th</sup> recorded cover from Dallas with this label. It is recorded in the Census as ID DAL-007. The only marking on the reverse is the MARIETTA, OHIO/ RDGISTERED DCDS which shows arrival on Oct 17.



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Another previously unreported Texas Domestic registry Form 1549A cover is shown here From San Antonio, TX.



This cover, dated Dec 23, 1908, is the second San Antonio with the Form 1549A label # 19570, was sent to Germany, and also has the New York EXCHANGE style label. The Form 1549A label is struck with a DCDS date stamp with an incorrect spelling of the post office, which reads "SAN ANTONIA, TEXAS". This is the only occurrence of the mark seen by the author. This cover is in the Stamp Smarter Census as SA-002.

### Update of the Kugel Census for International Registration Labels

#### Two New International Registry Label Covers from St Louis, Missouri and Boston, Massachusetts

Mike Ludeman

A new cover with the St Louis, MO, label was seen earlier this fall on eBay. Mailed from Cincinnati, OH on July 10, 1905, it arrived in St Louis on July 11<sup>th</sup>. St Louis had been designated as an Exchange Office effective July 1, 1896, with nearly 20 states in the central United States directed to send their mail to Mexico to that office for many destinations in Mexico that were on the western part of Mexico. A reference to this new Exchange Office in the annual **Report of the Postmaster General** for 1896 noted that this new system saved about 24 hours in the receipt of mail in each direction. Mail was sent by railroad, in closed pouches direct from St Louis to Mexico City, and bypassed processing at El Paso, TX. Upon arrival at Mexico City, it was routed to its final destination. This approach also reduced the workload at the Exchange Office at El Paso, Texas, which continued to receive registered mail for the Mexican states in the northeastern parts of Mexico. This cover is in the Kugel Census with ID = STL-021.

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The next cover was reported by dealer Labron Harris, who provided me with the scans shown here.



Mailed on June 3, 1900, to Erlang, Germany, this cover is only the second cover reported with the use of the Utility exchange label at Boston, with the name "BOSTON, MASS." It was applied in violet ink with an office hand-stamp that appears identical to the first reported cover. The label from the previously reported cover, which was dated Feb 2, 1896, is shown as an inset on the back side of the cover for comparison. This new cover is the earliest reported use of the exchange label at Boston, which might explain the use of the utility label, but I don't have a good explanation for the second usage in 1896, as other Boston registered covers from that period have all been recorded with the BOSTON, MASS printed on the label.

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### Registry Marking with Postmaster's Name

Mike Ludeman

In the previous issue of the newsletter, Jim Peterson described a cover with a registration marking from Decorah, Iowa, with the postmaster's name an integral part of the marking. Here is a second cover with a registration marking from Montgomery, Alabama, with the postmaster's name: **L.W.ROBERTS P.M.**



An unusual registration system marking with the postmaster's name as part of the handstamp was used at Decorah, Iowa in the early 1900s.

### STAMP SMARTER LEARNING CENTER

<https://www.stampsmarter.org>

Throughout this and future Newsletters, you will see me frequently make a reference to resources that may be found on **Stamp Smarter**. This is the abbreviated name for the **Stamp Smarter Philatelic Learning Center**, a privately owned philatelic website operated by Don Denman. I find it to be a marvelous collection of materials on stamp collecting and postal history, and advise everyone I am a sponsor, a contributor, and content developer for the site. Don Denman stepped up several years ago when Tony Wawrukiewicz digitized and edited the complete series of the **Official Postal Guide**, but we were unable to have them integrated into the searchable Postal Bulletin website, Don came forward and they are now on the Stamp Smarter website. Since then, one of my continuing projects has been to make other older, and more recent, post office publications available on that website.

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### COMMUNITY PROJECTS

#### Postal Forms Database.

The original pioneering work in documenting postal forms used by the United States Post Office department was done towards the end of the 20<sup>th</sup> century by Anthony S. Wawrukiewicz and David Straight, and it was described in an article by Tony published in the United States Stamp Society journal, **The Specialist**, in the issue for April 2001. Tony and David continued to record these postal forms in an Excel worksheet, which was eventually published on the US Postal Bulletins website:

[http://www.uspostalbulletins.com/US\\_Postal\\_Forms.aspx](http://www.uspostalbulletins.com/US_Postal_Forms.aspx).

In 2016, Russ Ryle and Don Denman converted that spreadsheet into an on-line database format which is now hosted on the Stamp Smarter website, at

[https://stampsmarter.org/features/NYReg\\_Forms\\_Home.html](https://stampsmarter.org/features/NYReg_Forms_Home.html).

Since its creation, several students of these postal forms have been adding old and new varieties of all examples of these forms.

The Post Office Department has relied on part-printed forms (also called “blanks” by the Department) since the creation of the General Post Office under the Articles of Confederacy in the 1780s. The organization of these forms is awkward, as they often did not have simple or consistent titles, and it was not until the 1840s that they began to be found with identifying form “numbers”, and even then, the numbering was inconsistent. Much of the numbering became standardized in 1879, but searching for information about these forms in the database can require some imagination. If you are interested in postal forms, please examine this database and add what you can contribute to it. The general goal is to include examples of each type of postal form by name and number, along with the various revision and printing which occur as the postal system has evolved.

### Post Office Forms, Documents, and Circulars

As many readers have no doubt observed, I have a passion for the many postal forms and related paperwork that was used by the Post Office Department in both the movement of the mail as well as the operation of the post offices who served as the end point for the mails. I always try to include one or two of these forms related to the registry system in each issue of the Newsletter, but there are forms for many other functions of the postal system.

I wonder if there are enough readers of this publication (and elsewhere obviously) to warrant the creation of a Postal Forms Study Group with a periodic Newsletter dedicated to such materials. If this is of interest to any readers, drop me a short note which expresses your interest, and identifies any specific type of forms and documents that is your primary interest. I would be willing to experiment with this for a while if there is

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a sufficient audience for the information, and an occasional volunteer who might share some of their materials, so I don't have to write everything.

A while back, I posted a few of these forms on the Stamp Community Family forum, in the following thread.  
[https://www.stampcommunity.org/topic.asp?TOPIC\\_ID=90244](https://www.stampcommunity.org/topic.asp?TOPIC_ID=90244)

*Mike Ludeman*

### MEMBER'S RESEARCH REQUESTS

Short research requests can be submitted for insertion in this section. Send these to me at [mike@ludeman.net](mailto:mike@ludeman.net). A small image can be inserted, but it is not practical to include a full-sized cover scan with one of these requests. To start this off, I will insert a few examples related to some of my personal interests. The code [25-1, 25-2] at the end of these examples will indicate the year and issue with the initial insertion. Since digital space has no costs, we should be able to manage to keep an insertion indefinitely or until withdrawn by the submitter. Some studies might be better presented on a full page, or perhaps two. Please submit these as a Microsoft Word document (\*.doc , \*.docx) and depending on the volume of these types of requests, I will plan to run a "Research Request" for at least four issues, and longer if it does not become burdensome.

### **Registered Mail between US and Newfoundland, or the US and the Far East (Malaya/Straits Settlements/Borneo and Java/Dutch East Indies), with New York Exchange Labels**

**Jacob Klerman** [KlermanStamps@gmail.com](mailto:KlermanStamps@gmail.com).

For future articles in my **Insights** series, I am looking for more examples of registered covers with the International Registration Labels (Exchange Office) which traveled to Newfoundland via the New York exchange office to these destinations. I am also seeking additional covers addressed to the indicated addresses in the Far East that departed the United States through the Exchange Offices at New York or San Francisco.

Those with relevant covers (or leads on who might have such covers) are encouraged to contact me with scans. If those owning covers are interested, I am willing to pay generously to purchase relevant material.

Thanks, Jacob

[25-3]

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### Mail between US and Germany July-September 1914

Jacob Klerman [KlermanStamps@gmail.com](mailto:KlermanStamps@gmail.com).

I am trying to construct a census of US mail to Germany July-September 1914; that is around the outbreak of war in Europe. In part, this is in support of a planned multi-part article on this issue for the USSS Specialist. In part, this is towards an exhibit on US mail to Germany during World War I.

Those with relevant covers (or leads on who might have such covers) are encouraged to contact me with scans. If those owning covers are interested, I am willing to pay generously to purchase relevant material.  
Thanks, Jacob [25-2]

### FOR SALE BY OWNER

#### Brunswick, GA usage of Form 1549A Domestic Registration label on cover.

The discovery of this previously unreported use of the Form 1549A registration label was reported on page 2 of Issue No. 7 of the *Registered Mail Study Group Newsletter*, by John R. Becker. Because the cover is not within his current interests, John has asked me to put this note in the current newsletter to give any member of the RMSG an opportunity to purchase the cover from him for their collection.



The price is negotiable. If you are interested, please contact John R. Becker at his email: [fanoffrogs@gmail.com](mailto:fanoffrogs@gmail.com).

[25-4]

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### IRL INSIGHTS: BOSTON TO EUROPE

Jacob Alex Klerman

This is the second in a planned series of short articles providing “insights” based on and adding to the information in the updated Kugel Census of International Registry Labels (IRLs; <https://www.usstamps.org/committees/registered-mail-study-group/> ).

This article concerns Boston IRLs to Europe.<sup>1</sup> It makes a similar point to that which was made for Philadelphia IRLs (Klerman, 2025); that these Boston IRLs to Europe are (almost) exclusively from the immediate area of the exchange office. Relative to Philadelphia, the argument for Boston is strong: there are many more covers in the census, and there is moderate supporting documentation in official USPOD documents.

These IRL Insights are not intended to be authoritative. Instead, as the title suggests, they provide “insights.” It is hoped that others will provide other insights—towards a more complete understanding of IRLs and their place in US registered mail postal history.

#### The Basic Data

The current version of the census has 164 valid records for Boston, where “invalid” records are lacking some basic piece of information. That is the third largest number of labels, behind only New York and San Francisco. Those 164 records span the period 1892 to 1910 and are from across the United States to a variety of destinations.

Further study suggests a different pattern; 133 of the 164 records are addressed to destinations in Europe.<sup>2</sup> This is consistent with the pattern of US international mail. Destinations in Europe are also concentrated. The most common destinations are 59 to Germany, 27 to England, 18 to Italy, and 14 to France. This is also consistent with the pattern of US international mail.

Finally, analogous to the pattern for Philadelphia (see Klerman, 2025), these Boston IRL covers to Europe overwhelmingly originate from near Boston. Folding in locations within the City of Boston, fully 126 of the 133 are from Boston. Another four are from places directly adjacent to Boston: 3 from Cambridge, 1 from Brookline. The remaining three are from only slightly farther away: Marston Mills, Massachusetts (in Barnstable, about 70 miles south of Boston on Cape Cod), Fitzwilliam, New Hampshire (about 75 miles northwest of Boston), and Wilton, New Hampshire (about 60 miles north of Boston).

Unlike the pattern seen for Philadelphia (see Klerman, 2025), there is little temporal concentration of these Boston IRLs to Europe. Boston IRLs to Europe span the full range of IRLs from Boston. Considering the small counts—roughly 7 per year—there is no strong evidence of variation over time.

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<sup>1</sup> For earlier discussion of Boston labels, See Lombardi (2017).

<sup>2</sup> The only other larger group is 13 to Newfoundland. They will be the focus of a later “IRL Insights.”

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Figure 1 depicts the most dramatic Boston IRL cover. It was posted at Boston on October 29, 1904, and arrived in Krefeld, Germany on November 12, 1904. It has a boxed (domestic) Boston registered handstamp with number 46190. Mike Ludeman's notes show boxed Boston handstamps were used from 1884 to 1904.

The cover also has the lower right corner (note the straight edges) Boston IRL, as well as part of the label above that one. Contrary to USPOD regulations—but common on Boston IRLs—the number on the IRL is the same as that on the handstamp, 46190, in manuscript. The combination of a block of four of the 10¢ Louisiana Purchase Issue and a 3¢ Second Bureau Issue pays the UPU 7x rate, for up to 3.5 ounces (=7x5¢ UPU rate per half ounce + 8¢ registration). The envelope has a corner card for the American School of Correspondence, which was founded in Boston in 1897 by R.T. Miller, before moving to Illinois in the early 1900s.



Figure 1. Boston MA (10/29/1904) to Krefeld, Germany (11/12/1904)

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Figure 2 depicts a “double Boston” label cover. The letter was posted at the North Postal Station (i.e., one of Boston’s major railroad stations) on April 5, 1910, where it received (as per regulations) a mute (i.e., no date) North Postal (NP) Boston MA oval handstamp and a 1549a label with number 27746. The next day (April 6, 1910) it received a Boston double oval registered handstamp at the main Boston post office and a Boston IRL with a handstamp number 42004 (different from the domestic number; as expected given that the DRL was applied at a station, rather than the main post office.). Given that both the 1549a and the IRLs were discontinued in January 1911, this is a late usage.

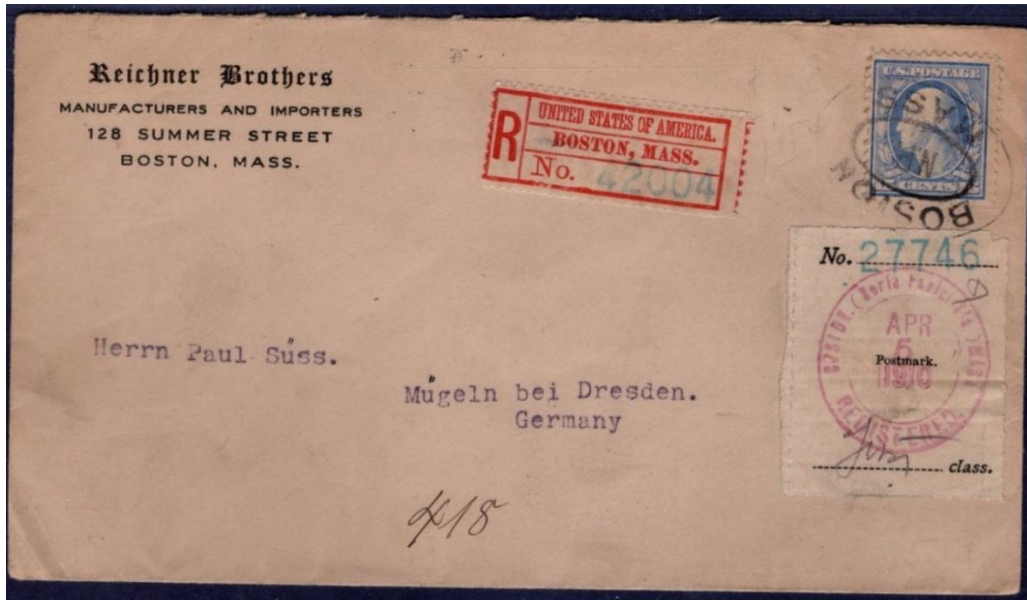


Figure 2. Boston MA (4/5/1910) to Mugeln, Germany (4/17/1910)

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The letter arrived in Mugeln, Germany, on April 17, 1910. The cover is franked with a 15¢ Washington-Franklin, paying the then-current UPU single rate (not a treaty rate). The cover has a Reichner Brothers corner card. They were publishers of postcards.

### Official Guidance

Unlike noted for Philadelphia, there is clear documentary evidence for non-New York IRLs from near the post of embarkation. At the start of the IRL system, the January 1883 *Postal Guide* (p. 647) had stated:

*All registered mail is now made up direct to destination, except foreign matter, which must be made up to the exchange office whence the mail leaves the United States. New York is the principal exchange office for Transatlantic registered mails, and San Francisco for Transpacific registered mails.*

The only noted exceptions are for Canada. This language would imply no Boston IRLs for outgoing mail.

Furthermore, the February 1887 Supplement to the *Postal Guide* (p. 13) remonstrates postmasters about deviations from these instructions:

*Complaint is made to the Department that many postmasters in the New England States cause considerable delay to correspondence and much extra labor by habitually sending registered letters for trans-Atlantic designations to the exchange office at Boston, Mass., instead of to the exchange office at New York, N.Y.*

*This practice must be at once discontinued. As indicated in paragraph 61, page 659 of the Postal Guide for January, and in the foreign mail schedules heretofore published in the monthly supplements to the Postal Guide, all registered correspondence from the States referred to, for trans-Atlantic destinations, should be billed to the postmaster at New York, unless specially addressed by the senders to go by way of Boston, or by way of steamer leaving that port.*

This is despite the fact that the *Postal Guide* supplements do list sailings from Boston for regular (i.e., non-registered) mail. Nevertheless, registered mail was to be sent through New York.<sup>3</sup>

The 1889 *Postal Guide* goes on to list two exceptions (emphasis added):

*Registered matter originating at other exchange offices, which are points of embarkation may be dispatched direct from those offices, unless specifically addressed to go otherwise, or there is some good reason, such as would facilitate its dispatch, or improve and increase its safety in transmission, for sending it otherwise.*

The discussion concludes with a statement limiting these exceptions:

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<sup>3</sup> Despite the language in the quote, there does not seem to be a foreign mail schedule in this supplement (i.e., February 1887). The January 1886 *Postal Guide* (p. 850) does include such a schedule with departures from Boston (frequency for January in parentheses): Great Britain and Ireland (2x, also via New York 13x), France (12x, closed mail, also via New York 18x), Belgium (2x, closed mail, also via New York 4x and Philadelphia 1x), Honduras British and Republic of (1x), Guatemala (1x), Haiti (3x, also via New York), Nova Scotia (8x), Miquelon (2x), Newfoundland (4x, also via New York).


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*Unless specifically addressed to go otherwise, or by steamer leaving some other port, registered materials must be sent as directed above.*

This language would suggest that, with the exception of mail to Newfoundland, outgoing IRLs from Boston should be rare.

In 1891 (p. 757, see Figure 3), the *Postal Guide* wording of the general language had shifted, but the general intent was unchanged. However, and crucially for our purposes, a footnote was added specifically allowing mail through Boston for Europe “when expeditious” (see the star on the line for Boston and the footnote at the bottom of the table).<sup>4</sup> In 1892 (p. 783), the general language was unchanged, but the footnote about Boston to Europe was now in the body of the table. While the table details for other destinations change, the language about Boston and Europe continues nearly unchanged through the end of the use of such tables with the 1903 *Postal Guide*. Later *Postal Guides* in the IRL period, do not specifically list Boston as an exception, but do seem to allow that.

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### United States Stamp Society

The United States Stamp Society (USSS) is a non-profit, volunteer-run association of collectors devoted to the study of postage and revenue stamped paper produced for use in the United States and U.S. administered areas. Once concerned exclusively with the production of the Bureau of Engraving and Printing, the USSS has expanded its coverage to all United States issues regardless of printer.

Membership information at [www.usstamps.org/membership](http://www.usstamps.org/membership)  
Online store at: [www.usstamps.org/store/](http://www.usstamps.org/store/)  
USSS, PO Box 3508, Joliet, IL 60434-3508

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<sup>4</sup> See <https://babel.hathitrust.org/cgi/pt?id=coo.31924093025280&seq=811>.

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### LIST OF UNITED STATES EXCHANGE OFFICES DISPATCHING REGISTERED MAIL.

Section 1151 of the Postal Regulations directs that registered letters addressed to foreign destinations must be inclosed in registered package envelopes addressed to, and with registry bills made out for the proper United States exchange post office. A list of such exchange post offices is given on page 758 of this Postal Guide, which, taken in connection with the table of international registered pouch exchange offices on pages 754 and 755, contains full information as to the dispatch of foreign registered mail. In the list of foreign countries, the requirements are the same for the entire country; but in the table of international pouch exchanges and the Mexican and Cuban exchange tables separate schemes are given for each State, and certain exceptions are stated, which should be carefully noted.

Where registered mail is specially addressed by the sender to be sent by way of some other exchange office, or by steamer leaving some other port, it must be forwarded as indorsed; but otherwise conformity with the following tables is expected. Registered matter for foreign destinations not included in the schemes for international registered exchanges, and originating at exchange post offices other than those hereafter named, which are points of debarkation, may be dispatched direct from such offices, unless *specially addressed* to go otherwise, or unless there is some good reason, such as would facilitate its dispatch, or increase its safety in transmission, for sending it otherwise.

#### GENERAL EXCHANGE OFFICES FOR FOREIGN REGISTERED MAILS.

FOREIGN DESTINATION.	UNITED STATES EXCHANGE OFFICE.
*Newfoundland, and the French islands of Saint Pierre and Miquelon.....	Boston, Mass.
All trans-Atlantic destinations, including Great Britain and all European countries, and British India, Straits Settlements, Siam and the Dutch Settlements in the East Indies, and points in the Colony of Western Australia, (Capital City, Perth.).....	New York, N. Y.
Central and South America, the West Indies (except Cuba, for which see table of international pouch exchanges), and islands off the Atlantic coast.....	New York, N. Y.
Nicaragua, Costa Rica, Guatemala, the Republic of Honduras, the Bay Islands, and British Honduras (when more expedient than to dispatch to New York as above).....	New Orleans, La.
All trans-Pacific destinations, including the Hawaiian Kingdom, New Zealand, Tasmania, Australia, (except points in Western Australia), New Caledonia, Japan, the Chinese ports, and the East Indies (except British India, Straits Settlements, Siam, and the Dutch Settlements).....	San Francisco, Cal.

\*Also, when expeditious, mails for Great Britain, Ireland and other European countries.

NOTE :—Postmasters despatching registered matter to foreign countries should consult the monthly “Schedule of steamers sailing for foreign ports,” which is issued from the office of the Supt. of foreign mails.

Figure 4. Registered Mail Routing Guidance from Counts (1892 *Postal Guide*)

### Boston and New York

As noted earlier, most mail to Europe went through New York. Lacking a census of New York IRLs, it is hard to be definitive. For 1909 and 1910, the 1549a database suggests that a large share of Boston mail to Europe got Boston IRLs. That database has 12 covers with a Boston 1549a label and some IRL. Of them, 9 have a Boston IRL. This suggests that—at least for the 1907 to 1910 period—most Boston registered mail to Europe got a Boston IRL; that is, the Boston post office usually considered routing through Boston to be “expeditious,” and this is despite the fact that the “expeditious” exception no longer appeared in the *Postal Guide*.

Finally, note that I am unaware of any item with a directive that would imply a Boston sailing. Thus, that is not the explanation for the Boston IRLs.

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### Discussion

This is the second in a planned series of IRL Insights. Like the first one for Philadelphia, this one showed evidence that most items to Europe were from Boston and its environs.

Those with additional insights are urged to contact the author. Others interested in contributing “IRL Insights” are urged to contact the *Newsletter* Editor.

### Acknowledgements.

This article would not have been possible without Mike Ludeman’s yeoman efforts on the Kugel database. The article has benefited from numerous email conversations with Mike which have massively improved my understanding of these issues. Remaining errors are solely mine.

### References

Klerman, Jacob Alex. 2025. “IRL Insights: Philadelphia to Europe.” *USSS Registered Mail Study Group Newsletter*. No. 7 (July), pp. 8-15.

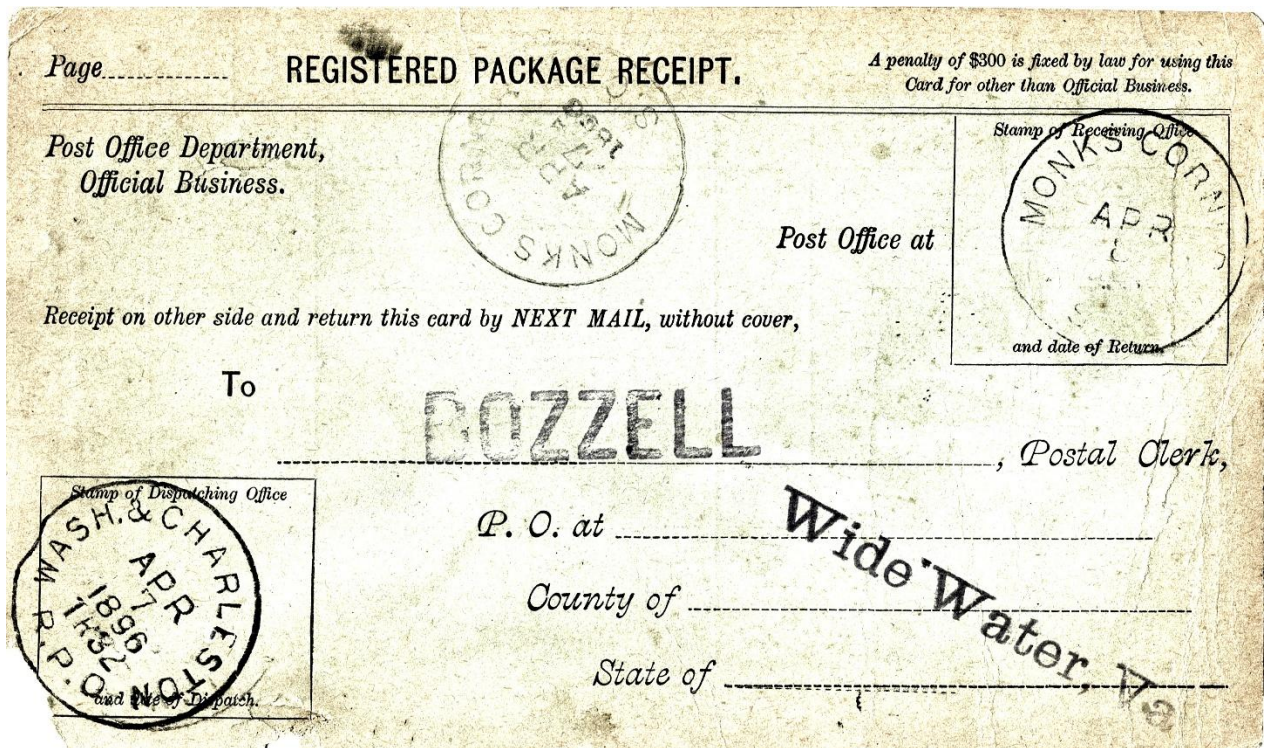
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Mueller, Barbara R. 1973. “U.S. Registry Labels.” A Study of Types and Usages.” *US Specialist* (44:3, #522), pp. 370-373.

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**A Moment in 1897 Connecting Two People Who Did Not Know Each Other –Via a Registry Return Receipt Card**

Frank R. Scheer



**Figure 1** - Registered Package Receipt card, April 7, 1896, from the WASHINGTON & CHARLESTON RPO train 32 to Monks Corner, SC. Rotated view of the postmark appears below.

Registered Mail was an additional service offered by the Post Office Department for First Class Mail. For the extra fee, a serial number was assigned to the mailed item and there were signature transfers for all portions of the movement between sender and recipient. An item was handled by a separate group of clerks at stationary offices and Railway or Highway Post Offices.

One such Railway Postal Clerk (RPC) was Walter R. Bozzell (1863-1901). This Registry Return Receipt card was an important part of registered mail chain-of-custody records. It was included in a dispatch of registered mail between clerks –in this case, from Mr. Bozzell, the registry clerk on the WASHINGTON & CHARLESTON RPO and the Monks Corner, South Carolina (SC) post office.

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*Received from the Postal Clerk whose name appears on the other side the registered packages described as follows:  
Avoid blanks between entries and after last entry.—(See Section 1068, Regulations of 1887.)*

DESCRIPTION "R" or "S."	No. OF PACKAGE.	POSTMARKED AT	Date of Post- mark	NAME OF P. O. ADDRESSED.
<i>Write "R" for ordinary packages, "S" for postage stamps, stamped envelopes, or postal cards.</i>	67017	Wash & Char, SC	2	Monks Corner
	769	Do	4	Do
	106			
<i>Write Signature.</i>		<i>J. McQuinn</i>		
<i>Do not Stamp.</i>				

*Signer will write in WORDS within rectangle total of packages.*

**Figure 2** - Reverse side of the Registered Package Receipt card, April 7, 1896, from the WASHINGTON & CHARLESTON RPO train 32 to Monks Corner, SC.

These three items were received from the Charleston, SC, post office. On a similar receipt card or registry manifold, Mr. Bozzell returned that to the Charleston clerk making the dispatch. Mr. Bozzell in turn prepared this card; the postmaster at Monks Corner signed and returned the receipt to his home address, which was Widewater, Stafford County, Virginia (VA). A registry clerk was required to verify that all registered dispatches were accounted for during the lay-off period between trips. If he made a dispatch for which no receipt was received, he reported this to the District Office, which in turn informed the Postal Inspection Service. After three years, these receipts could be discarded but some registry clerks were overly cautious—which is perhaps a reason that this card from 1897 has survived 128 years.

Railway Postal Clerks sorted mail according to General or Standpoint Schemes. Registry Clerks had

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special Registered Mail schemes because not all offices or mail routes had keys for handling registered pouches. A South Carolina Registered Mail scheme is not available for the 1890s and may not have existed, so Figure 3 includes Berkeley County from an 1899 South Carolina General Scheme. That information is depicted in a Post Route Map appearing in Figure 4. Although the Post Route Map is circa 1930s, it is generally close to the mail routes that existed three decades earlier. One will observe that the two major Railway Post Office lines via the Atlantic Coast Line and Seaboard Air Line are the service spines. Star Routes or Mail Messengers linked post offices remote from these lines with the dispatches made at railroad station locations.

The COLUMBIA, SUMTER & CHARLESTON RPO which was also a supply for Monks Corner and other post offices existed between August 28, 1896, and February 21, 1900. It operated over the Central Railroad of South Carolina, which became part of the Atlantic Coast Line Railroad.

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## BERKELEY COUNTY. (A)

Anneville .....	}	Charleston & Augusta. Charleston to Pregnalls.
Ashley Phosphate ....		
Lincolnvillle .....		
Longridge .....		
Roadville .....		
Sandridge .....		
Tenmile .....		
Stono .....	}	Charleston & Jacksonville. Charleston to Yemassee.
Berkeley .....	}	Creston & Pregnalls.
Eutawville .....		
Ferguson .....		
Hollyhill .....		
Pecks Station .....		
Alvin .....	}	Col., Sumter & Charles. Wash. & Charleston. Lane to Charleston.
Bethera .....		
Bonneau .....		
Cordesville .....		
Cross .....		
Eadytown .....		
Gough .....		
Honeyhill .....		
Huger .....		
Monks Corner .....		
Mount Holly .....		
Oakley Depot .....		
Ophir .....		
Palmerville .....		
Pineville .....		
Pinopolis .....		
Saint Stephen .....		
Trial .....		
Wren .....		
Awensdaw .....	}	*Charleston Dis.
Bohicket .....		
Edisto Island .....		
Enterprise .....		
Exchange .....		
Mount Pleasant .....		
Mullethall .....		
Wando .....		

Figure 3 - General Scheme of South Carolina, 1897. Berkeley County, page 008.

## Registered Mail Study Group Newsletter

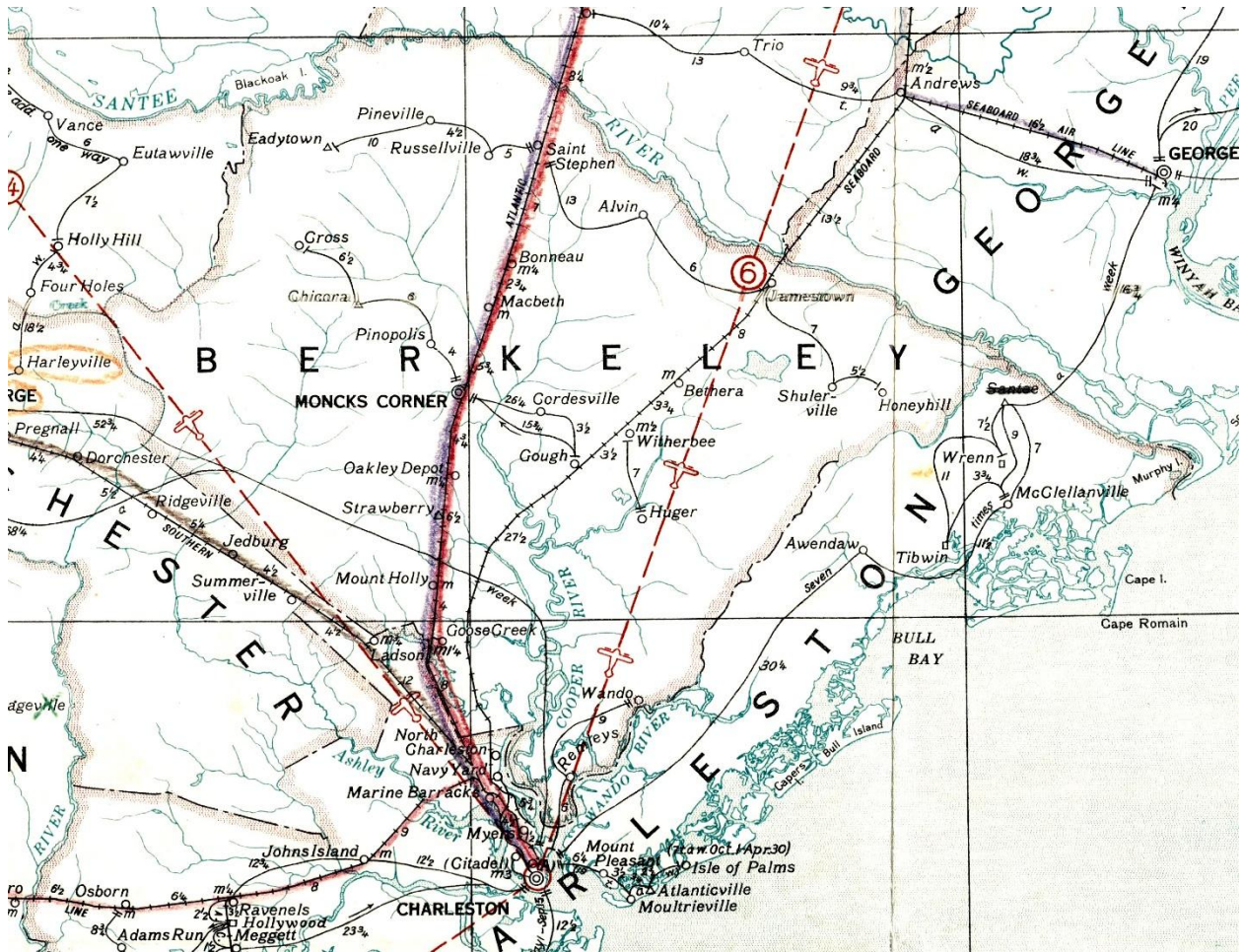


Figure 4 - Berkeley County, South Carolina, segment from a *South Carolina 1937 Post Route Map*.

Two of the three registered items went to Monks Corner for delivery. The third was forwarded from the Monks Corner post office to Pinopolis four miles away along a “Star Route” which is shown on the Figure 3 South Carolina Post Route map segment for Berkeley County. The procedure was to include these three Registered Mail items in a pouch secured with a rotary “U.S. REG’D MAIL” padlock, then placing that pouch within an outer pouch containing First Class mail for Monks Corner that was secured by an iron “Eagle” pouch lock. Doing so concealed the Registered Mail dispatch until it was opened by the post office to which it was dispatched. If the small post office at Pinopolis did not have a registered mail key, the Monks Corner postmaster forwarded the single item within a locked pouch accompanied by a similar Registry Package Receipt card.

Monks Corner was a local station on the WASHINGTON & CHARLESTON RPO, which was renamed and shortened to the WASHINGTON & FAYETTEVILLE RPO on October 14, 1908. A typical Railway Postal Clerk’s day was twelve hours including “advance time” at the origin to set up the RPO car, load mail, and begin distribution. The 1897 schedule for the WASHINGTON & CHARLESTON RPO appears in Figure 5.

## Registered Mail Study Group Newsletter

### 180 x Washington & Charleston R. P. O. (G)

(Atlantic Coast Line. 512.70 miles. Rt. 114056, Washington to Quantico  
 June.; Rt. 114001, Quantico June. to Richmond; Rt. 114008, Rich-  
 mond to Petersburg; Rt. 114009, Petersburg to Weldon; Rt. 118002,  
 Weldon to State Line (n. o.); Rt. 120030, State Line (n. o.) to Peedee;  
 Rt. 120002, p., Peedee to Florence; Rt. 120005, Florence to Charleston.

11 00	9 30	9 00	4 20	L.....New York, N. Y.....A	2 03	6 53	9 08	6 23
1 12	12 09	12 05	7 20	L.....Philadelphia, Pa....A	11 25	3 50	7 33	3 50
3 15	2 25	2 50	9 42	L.....Baltimore, Md. ....	9 05	1 08	4 57	1 46
4 10	3 30	4 05	10 42	A.....Washington, D. C...L	8 00	11 50	4 00	12 45
February 27, 1898.								
<b>a</b>	<b>7a</b>	<b>7a</b>	<b>7b</b>		<b>7a</b>	<b>7a</b>	<b>7b</b>	<b>a</b>
<b>403</b>	<b>35</b>	<b>23</b>			<b>32</b>	<b>78</b>	<b>134</b>	<b>402</b>
4 40	3 46	4 30	10 57	L.....Washington, D. C...A	7 41	11 30	3 40	12 31
5 00	4 02	4 48	11 13	.....Alexandria, Va.....	7 23	11 12	3 23	12 14
6 00	4 54	5 45	12 05	A } .....Potomac, Va.... {L	6 32	10 17	2 32	11 20
6 03	4 57	5 50	12 09	L } .....Fredericksburg, Va....	6 27	10 12	2 27	11 17
6 38	5 30	6 37	12 42	.....Bothwell, Va.....	5 53	9 29	1 49	10 38
7 38	6 22	7 46	1 51	A } .....Richmond, Va..... {L	4 56	8 28	12 48	9 33
8 36	7 10	8 40	2 45	L } .....Chester, Va.....	4 10	7 35	12 00	8 45
8 56	7 30	9 05		.....Petersburg, Va.....	4 00	7 15		8 15
9 18	7 50	9 34		.....Belfield, Va. ....	3 39	6 49		7 49
9 33	8 04	9 50		.....Garysburg, N. C.....	3 22	6 32		7 33
10 44	9 10	11 12			2 13	5 13		6 10
11 12	9 35	11 45		A } .....Weldon, N. C... {L	1 49	4 45		5 38
11 20				L } .....Halifax, N. C.....	1 43	4 38		5 30
<b>a11</b>	<b>9 42</b>	<b>11 55</b>		.....Rockymount, N. C. ....	1 42	4 33	<b>a12</b>	
	<b>9 43</b>	<b>12 00</b>		.....So. Rocky Mt. (n. o.)..	1 30	4 19		
	<b>9 55</b>	<b>12 14</b>		.....Wilson, N. C.....	12 49	3 29		
1 55	<b>10 36</b>	<b>1 15</b>		.....Selma, N. C.....	12 42	3 25	3 55	
2 20	<b>10 55</b>	<b>1 45</b>		.....Fayetteville, N. C.....	12 12	2 35	3 28	
3 05	<b>11 16</b>	<b>2 15</b>		.....Hope Mills, N. C.....	11 30	1 47	2 45	
	<b>11 59</b>	<b>3 15</b>		.....Pembroke, N. C.....	10 19	12 18		
	1 11	4 50		.....Latta, S. C.....	10 05	12 02		
	1 21	5 00		.....Peedee, S. C.....	9 30	11 15		
	1 55	5 50		A.....Florence, S. C.....L	8 52	10 26		
	2 37	6 46		A.....Columbia, S. C.....L	8 36	10 09		
	2 54	7 10			8 15	9 48		
	3 15	7 35			5 00	7 00		
	10 55	10 30						
<b>a53</b>			<b>a51</b>				<b>a52</b>	<b>a50</b>
	3 25	7 55	9 45	L.....Florence, S. C.....A	7 55	9 28		7 40
7 45	4 38	9 15	11 17	.....Lane, S. C.....	6 45	8 18	8 32	6 12
9 00	5 48	10 35	12 45	A.....Ashley Jc., S. C. (n.o.)	5 32	6 48	7 23	4 45
9 15	6 03	10 50	1 00	A.....Charleston, S. C.....L	5 17	6 33	7 00	4 30
	8 15	1 50		A.....Savannah, Ga.....L	1 05	1 45		
	1 00	7 30		A.....Jacksonville, Fl.....L	8 20	8 00		
	2 49	10 55		A.....Palatka, Fla.....L	5 00	5 55		
	8 00	6 10		A.....Tampa, Fla. ....L	5 30	10 55		
	8 30	6 45		A.....Port Tampa, Fla....L	4 45	10 15		
<b>a39</b>	<b>a51</b>	<b>a43</b>	<b>a45</b>		<b>a30</b>	<b>a42</b>	<b>a34</b>	<b>a46</b>
10 50	5 30	2 55	9 00	L.....Richmond, Va.....A	8 37	8 56	11 05	6 55
11 30	6 15	3 42	9 31	A.....Petersburg, Va.....L	7 50	8 15	10 25	6 26

The Washington & Monroe R. P. O. runs on trains 403 and 402.  
 On Sundays 402 is known as 680, and leaves Richmond at 8.20 a. m.,  
 arriving at Washington at 12.01 noon.  
 The Col., Sumter & Charleston runs on trains 52 and 53 between  
 Lanes and Charleston.  
 Clerks on train 32 make a distribution of mail for New York City, N. Y.  
 Clerks on trains 32, 134, and 78 make a distribution of mail for Wash-  
 ington, D. C.

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Figure 5 - Third Division Railway Mail Service *SCHEDULE OF MAIL TRAINS* 221, page 45, 1898.

After the Monks Corner postmaster John Wesley Orvin (1854-1916) signed the card, it was put into the mail-stream to Mr. Bozell. The card has been easy to research because of his uncommon last name in a small Virginia town. It is likely that the card was handled over the WASHINGTON & CHARLESTON RPO because both Monks Corner and Widewater post offices were supplied by this route.

A Post Route Map segment of Stafford County, VA, shows the location of Widewater along the Richmond, Fredericksburg & Potomac Railroad. South of Richmond to Charleston, the route was along the Atlantic Coast Line Railroad.

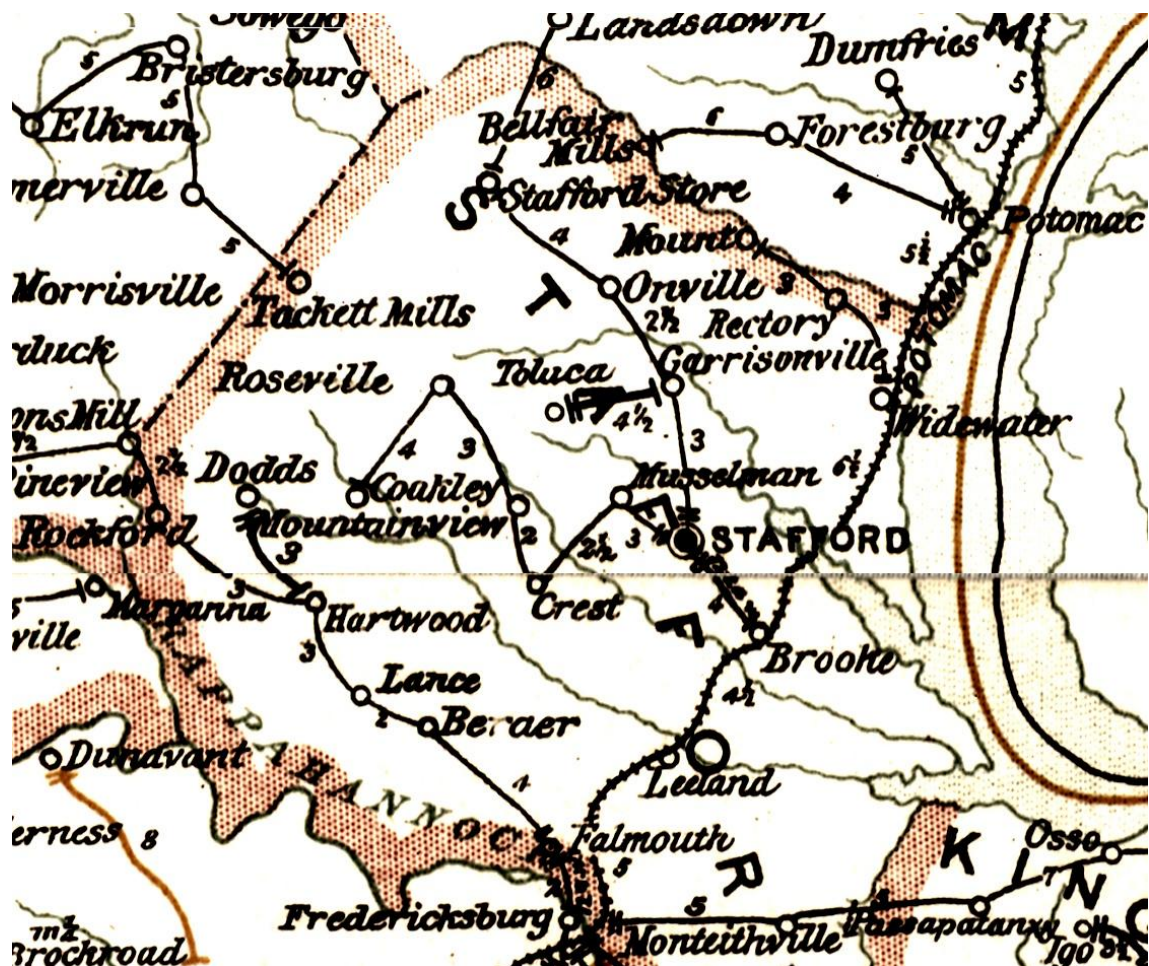


Figure 6 - Stafford County, Virginia Post Route Map, 1896.

Why would a clerk live in Stafford County, VA, when his head-out was likely Washington, DC? A clerk

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was allowed to live within five miles of the route to which they were assigned. They could often find a lower cost residence in a small community. There was good frequency of passenger trains upon which they could deadhead between home and the route origin.

A list of clerks assigned to the WASHINGTON & CHARLESTON RPO appears in Figure 5. Mr. Bozzell was one of the clerks listed. This list was divided into approximately four crews which worked in rotation on trains 32 and 33, plus several clerks that were assigned to "short runs" on trains 27, 52, 52, 134, 402, and 403.

U.S., Register of Civil, Military, and Naval Service, 1863-1959 > 1899 > Volume 2

Robert L. Alley	Virginia	North Carolina	Wilson	2d	Washington, D. C., and Charleston, S. C.	1,300.00
Richard H. Barnitz	Pennsylvania	Dist. Columbia		do	do	1,300.00
Edwin L. Bartley	Virginia	Virginia	Orange	8th	do	1,150.00
William J. Beall	Dist. Columbia	Dist. Columbia		do	do	1,300.00
James R. Beattie	Virginia	Virginia	Fairfax	8th	do	1,150.00
Fred F. Bingham	do	do	Greensville	4th	do	900.00
Walter K. Bozzell	Dist. Columbia	do	Stafford	8th	do	1,000.00
Theodore R. Cameron	Pennsylvania	Dist. Columbia		do	do	1,300.00
James J. Corridon	Dist. Columbia	Virginia	Henrico	3d	do	1,400.00
Joseph C. Cotton	North Carolina	North Carolina	Edgecombe	2d	do	900.00
James W. Couch	Virginia	Virginia	Dinwiddie	4th	do	1,150.00
Brougham H. Craft	England	Dist. Columbia		do	do	1,150.00
Henry N. Craven	North Carolina	North Carolina	Rowan	7th	do	1,000.00
Jehiel Crossfield	Dist. Columbia	Dist. Columbia		do	do	1,150.00
Frank B. Glenn	Virginia	Virginia	Prince Edward	4th	do	900.00
James S. Gray	do	do	Henrico	3d	do	1,400.00
Emmet N. Gregory	do	do	Chesterfield	3d	do	1,150.00
Willie Hales	New York	North Carolina	Wilson	2d	do	1,150.00
Paul F. Hayley	North Carolina	do	Southampton	2d	do	1,150.00
Thomas F. Herbert	Maryland	Dist. Columbia		do	do	1,300.00
Kirke P. Hopkins	Dist. Columbia	Maryland		do	do	900.00
James W. Howard	North Carolina	North Carolina	Edgecombe	2d	do	900.00
Paul W. Jefferson	South Carolina	South Carolina	Richland	4th	do	1,000.00
Wilson P. Jefferson	Virginia	Virginia	Dinwiddie	4th	do	900.00
John H. Lane	Pennsylvania	Dist. Columbia		do	do	1,000.00
Robert H. Lewis	Virginia	Virginia	Sussex	4th	do	900.00
Archie R. McCallum	Tennessee	Maryland		do	do	800.00
Horatio W. McGeorge	Pennsylvania	Virginia	Charlotte	6th	do	1,300.00
James J. McLeod	do	Dist. Columbia		do	do	1,300.00
John Mansfield	Virginia	South Carolina	Charleston	1st	do	1,000.00
Philip M. Mitchell	Georgia	Dist. Columbia		do	do	1,000.00
H. S. Pickett	North Carolina	North Carolina	Durham	5th	do	900.00
Andrew C. Plant	Dist. Columbia	Dist. Columbia		do	do	1,300.00
James W. Randolph	Virginia	Virginia	Henrico	3d	do	1,000.00
Walter N. Reed	do	do	Augusta	10th	do	1,000.00
Frank J. Reilly	Maryland	do	Henrico	3d	do	900.00
Walter C. Robinson	North Carolina	North Carolina	Alamance	5th	do	800.00
Andrew A. Rock	Dist. Columbia	Dist. Columbia		do	do	900.00
Charles P. Sales	Virginia	Virginia	Henrico	3d	do	1,300.00
John W. Sledge	North Carolina	North Carolina	Halifax	2d	do	600.00
Benjamin F. Smoot, jr.	Virginia	Virginia	Caroline	1st	do	1,000.00
Otho P. Smoot	do	do	do	1st	do	1,150.00
Levi L. Tate	Pennsylvania	Dist. Columbia		do	do	1,400.00
Robert C. Tharin	South Carolina	South Carolina	Charleston	1st	do	1,000.00
Robert Trouland	Pennsylvania	Dist. Columbia		do	do	800.00
Charles F. Uppercue	Maryland	do		do	do	1,150.00
R. I. Valentine	Virginia	Virginia	Henrico	3d	do	900.00
Harrison Waite, jr.	Maryland	do	Dinwiddie	4th	do	1,000.00
Thomas J. Waller	Virginia	do	Tazewell	9th	do	1,300.00
Henry Weiss	Pennsylvania	do	Greensville	4th	do	1,000.00
James R. Williams	Virginia	Dist. Columbia		do	do	900.00
Winfield S. Williamson	North Carolina	South Carolina	Greenville	4th	do	1,000.00
Samuel G. Willson	Virginia	Virginia	Dinwiddie	4th	do	1,150.00
Charles H. Woltz	do	do	Spottsylvania	1st	do	1,300.00


Figure 7 - 54 clerks were assigned to the WASHINGTON & CHARLESTON RPO during 1899. Source, Official Register, Volume 2, July 1899 Page 874.

During 1897, the Atlantic Coast Line and Richmond, Fredericksburg & Potomac Railroads were much different than the early 1900s. Both had single-track main lines with manual blocking between stations. Washington Terminal was yet to be constructed, the RF&P ran to Quantico, its junction with the Alexandria & Fredericksburg Railroad. Broad Street Station at Richmond was yet to be imagined. Nonetheless, the scheduled running time between Charleston and Washington was ambitious. The Atlantic Coast Line

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proclaimed itself as a "Fast Mail" route since it was the principal link between the north at Washington, DC, and Florida points. Figures 8 and 9 are composite schedules of the main line trains that correspond to those in the Figure 5 mail route schedule.

ACL RPO cars made the entire trip on trains 23, 32, 35, and 78 between Washington and Charleston. The RF&P and A&F likely paid the ACL a per diem charge for this equipment while on their lines.



**ATLANTIC  
COAST LINE**

**RICHMOND AND CHARLESTON DIVS.**

35	23	Mls.	June 16, 1895.	32	78
P. M.	A. M.		(Eastern time.)	A. M.	P. M.
3:10	7:40	294	ve. Florence Δ arr. 8:15	8:55	
	8:18	317	...Lake City... Δ	6:32	7:14
	8:48	332	+...Kingstree... Δ	6:10	6:49
4:20	9:07	342	...Lane's 12 Δ	5:52	6:30
	9:23	351	...St. Stephen... Δ	5:36	
	9:35	358	...Bonneau... Δ	5:25	
	9:50	366	...Monck's Corner... Δ	5:11	5:47
	10:11	378	...Mt. Holly... Δ	4:52	
		390	...Ashley June 12 Δ		
6:08	10:55	396	+...Charleston 14 Δ	*4:00	*4:12
A. M.	P. M.		ARRIVE	LEAVE	P. M.

**RICHMOND AND CHARLESTON DIVS.**

35	23	Mls.	June 16, 1895.	32	78
P. M.	A. M.		(Eastern time.)	A. M.	P. M.
11:08	2:03	137	ve. Wilson... arr.	11:28	1:20
		141	...Contentnea... Δ		
		153	...Kenly... Δ	12:50	
		163	...Selma... Δ	12:32	
		166	...Smithfield... Δ	12:25	
		173	...Four Oaks... Δ	12:10	
		177	...Benson... Δ	11:55	
		188	...Dunn... Δ	11:44	
		195	...Godwin... Δ	11:30	
12:53	4:30	211	...Fayetteville 18 Δ	9:35	10:35
	4:47	218	...Hope Mills... Δ	10:42	
	5:00	224	...Parkton... Δ	10:30	
	5:14	232	...Rennett... Δ	10:15	
	5:28	243	...Pembroke... Δ	9:52	
	5:47	248	...Elrod... Δ	9:42	
	6:00	254	...Rowland... Δ	9:31	
	6:18	263	...Dillon... Δ	9:12	
	6:31	274	...Latta... Δ	9:01	
	6:53	281	...Pee Dee 8 Δ	7:56	8:40
3:00	8:20	294	arr. Florence Δ	7:35	8:15

**RICHMOND AND CHARLESTON DIVS.**

35	23	Mls.	June 16, 1895.	32	78
P. M.	A. M.		(Eastern time.)	A. M.	P. M.
*7:18	*9:05	0	ve. + Richmond 1 Δ arr.	3:40	6:45
	9:11	2	...Manchester... Δ		6:37
	9:21	8	...Clopton... Δ		
	9:27	11	...Drewry & Bluff... Δ		6:28
	9:33	13	...Centralia... Δ		6:20
7:48	9:50	23	...Chester 7 Δ	2:45	6:15
7:55	10:00	24	...Peterburg 8 Δ	2:37	6:08
	10:17	33	...Washington St. Depot... Δ		6:00
	10:37	45	...Reams... Δ		5:57
	10:54	55	...Stony Creek... Δ		5:49
	11:09	61	...Jarrott's... Δ		5:42
	11:30	76	...Belfield... Δ		5:35
	11:40	81	...Pleasant Hill... Δ		5:28
8:28	11:48	84	arr. + Weldon 4 Δ	12:55	3:45
8:37	11:53	84	lve. + Weldon 5 Δ	12:55	3:39
	12:00	92	...Haltax... Δ		3:32
	12:23	103	...Enfield... Δ		3:22
	12:34	109	...Whitaker's... Δ		3:14
	12:43	113	...Battleboro... Δ		3:07
10:40	1:06	121	...Rocky Mount... Δ	12:07	2:33
10:38	1:10	122	...South Rocky Mount... Δ	12:05	2:25
	1:17	131	...Elm City... Δ		1:47
10:58	1:58	137	arr. Wilson 3 Δ	11:32	1:30

Figure 8 - ACL Richmond-Charleston timetable, TRAVELERS OFFICIAL GUIDE, 1895-08, PAGE 730.

*April 24, 1895*

	No. 23	No. 35
Lve. New York (Penna. R.R.)...	*9:00 P.M.	*9:00 A.M.
Lve. Philadelphia (P. W. & B.)...	12:06 P.M.	11:38 A.M.
Lve. Baltimore (Balt. & Pot.)...	2:55 A.M.	2:13 P.M.
Arr. Washington (Balt. & Pot.)...	4:10 A.M.	3:15 P.M.
Lve. Washington (Alex. & P.)...	4:30 A.M.	3:30 P.M.
Lve. Alexandria (Al. & F.)...	4:48 A.M.	3:48 P.M.
Arr. Quantico... Mls.	5:45 A.M.	4:38 P.M.
Lve. Quantico... Mls.	5:54 P.M.	*4:42 P.M.
» Widewater... Δ	5:05 "	
» Brooke... Δ	6:20 "	
» Fredericksburg... Δ	6:41 "	5:14 "
» Guinea... Δ		
» Woodslane... Δ	33 "	
» Milford... Δ	35 "	
» Penola... Δ	42 "	7:20 "
» Rutherglen... Δ	47 "	
» Taylorville... Δ	53 "	
» Ashland... Δ	59 "	7:50 "
» Taylorville... Δ	65 "	8:08 "
» Ashland... Δ	65 "	8:06 "
» Taylorville... Δ	82 "	8:05 "
» Ashland... Δ	82 "	8:05 "

**GOING NORTH.**

	32	No. 78
Lve. Charleston (Atl. Coast L.)...	4:00	*8:20 A.M.
Lve. Florence (Atl. Coast Line)...	4:55	4:12 A.M.
Arr. Richmond "...	Mls.	8:22 A.M.
Lve. Richmond " +...	0	8:45 P.M.
» Ashland... Δ	17	*7:10 P.M.
» Taylorville... Δ	22	7:51 "
» Doewell... Δ	24	8:04 "
» Rutherglen... Δ	29	
» Penola... Δ	35	
» Milford... Δ	40	8:28 "
» Woodslane... Δ	47	
» Guinea... Δ	49	
» Fredericksburg 7 +...	61	5:12
» Brooke... Δ	70	9:01 "
» Widewater... Δ	77	9:20 "
» Taylorville... Δ	82	9:32 "
Arr. Quantico... Mls.	82	9:43 P.M.
Lve. Quantico (A. & F.)...	82	9:48 P.M.
Lve. Alexandria "...	109	6:43
Arr. Washington "...	116	7:00
Lve. Washington (Balt. & Pot.)...	7:20	11:10 P.M.
		11:35 P.M.




Figure 9 - RF&P Richmond-Washington timetable, TRAVELERS OFFICIAL GUIDE, 1895-08, PAGE 725.

Please note that the mail route schedule is circa 1898 while the TRAVELERS OFFICIAL GUIDE timetable is 1895. For this reason, the times do not precisely match. Although the Registered Mail dispatch was made by Mr. Bozell from Train 32, the card instructions is that the receipt is to be sent in the next outbound mail from Monks Corner, SC. Although there are no markings indicating this, the expectation is that Train 78 handled the card northbound, leaving Monks Corner at around 5:47 AM on April 8, 1897, and delivering it to the Widewater, VA, post office via an approximate 9:32 PM station stop.

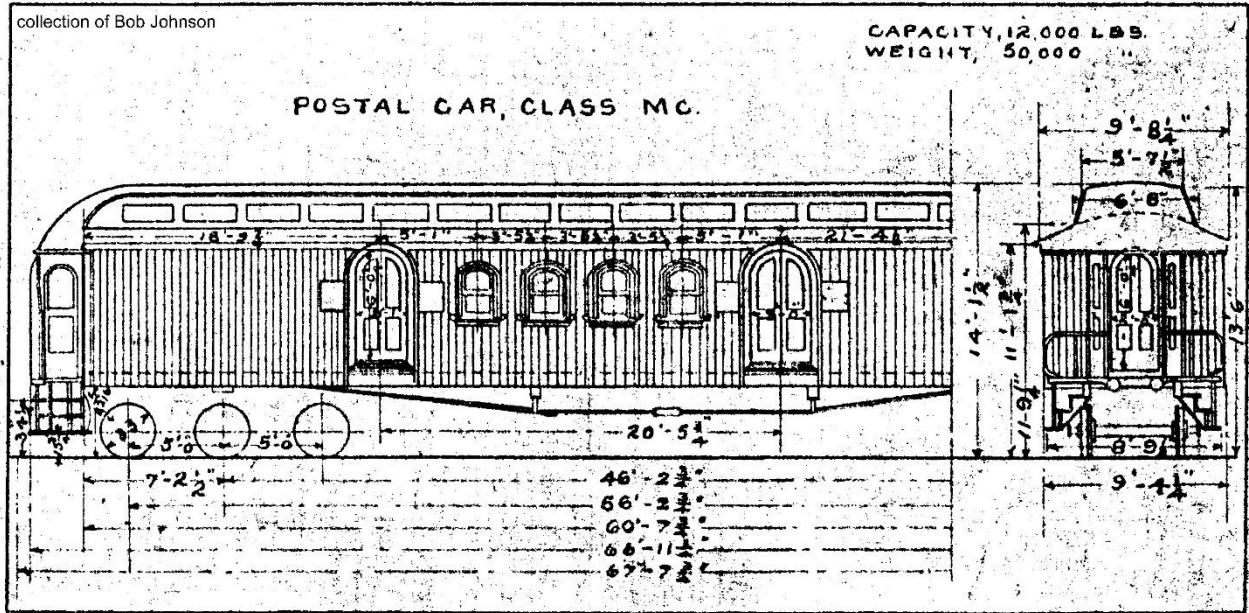
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The photograph in Figure 10 depicts a wooden 60-foot RPO interior. Figure 11 is a side view drawing of a Class MC RPO. The car is unidentified but believed to be assigned to the NEW YORK & WASHINGTON RPO route over the Pennsylvania Railroad. It is generally typical of wood-body, full-length RPO cars in use during the 1890s. Although there are design differences visible to discerning eyes from RPOs constructed after the 1910s, the fixtures would have been familiar to any Railway Postal Clerk during all eras –and particularly Mr. Bozzell. As a registered mail clerk, he would have been seated at the distribution case to the right in the far distance. Since Registered Mail required signed receipts and dispatches made during an entire trip, there was a stool at the distribution table for that job. All other clerks stood during most of the journey.



*Figure 10* - Interior view of a wood-body 60-foot RPO car similar to that used on the WASHINGTON & CHARLESTON RPO during the 1890s.

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*Figure 11-* Exterior drawing of a wood-body 60-foot RPO car like the ones assigned to the WASHINGTON & CHARLESTON RPO during the 1890s.

## Registered Mail Study Group Newsletter



The Railway Mail Service Library Foundation (RMSLF) was chartered on March 3, 2017, organized as a non-profit Virginia corporation for stewardship, preservation, and post office history research of the Railway Mail Service Library collection at Boyce, Virginia.

The chief focus during 2025 and future years will be developing a strong, capable membership base. Those who welcome leadership roles can be nominated by members to the Board of Directors. Officer positions will be filled by the Directors. Elections to the Board of Directors will be made during the sixth membership meeting during October 2025.

Annual membership dues are \$10, payable to the **RAILWAY MAIL SERVICE LIBRARY FOUNDATION**. Life membership is available for \$250. Members and volunteers will initially support collection sorting, filing,

and document conservation. The longer-term vision is for the RMSLF to construct and maintain a new building for the collection through a bequest from Paul Nagle, a former Railway Mail Clerk who became President of the National Postal Transport Association, as well as other donors –large and small.

Come join us! Please write to:

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**rmslf@railwaymailservicelibrary.org**  
**117 EAST MAIN STREET**  
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