

# The Messenger



March 2021

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From your device or phone  
**March 6th meeting**  
**Virtual Meeting Starts 2:00**  
**Info will come to your email**

## **Our Secretary Reports What You Missed:**

**Members who Logged into our Zoom meeting: 20**

### **Officer & Committee Reports**

**Treasurer:** No activity. Still working on the membership roster for 2021. Hope to have completed by next meeting.

**Secretary:** Nothing new

**Librarian:** Nothing new

**Historian:** Nothing new to report.

**First Vice-President's Report:** Still needing volunteers for programs for 2021. An email will be coming out soon asking for volunteers.

**Second Vice-President's Report:** Watch out for fraudulent emails and/or messages using members names and accounts.

**Newsletter:** Please be sure your submissions are original material to avoid copyright issues.

**Awards:** The President's Award for the best program of 2020 went to Dale Smith for his program on Being a Stamp Dealer. Congratulations, Dale.

### **Announcements:**

Tomas announced that the MPS meetings are now listed with the APS virtual club meetings. Wichita Stamp and Coin Show is Feb. 19-20.

### **Show and Tell:**

Mike K. shared a letter from J. Wall Wilson, a survivor of the Second Grinnell Arctic Expedition of 1855.

Armin showed a Scott Number 2815 that appear to be missing a color for APS expertizing that he sent in. It came back as being sun faded.

Mike M. Talked about the new Palo album he received and about using mounts for his collection.

Jim recommended using a moistening pen from GFI for affixing mounts.

**Program:** Neil Becker's program was on "Zeppelin's on Stamps." Extremely informative presentation. Thank you.

Respectfully submitted  
Michael Keil

**Log into Zoom on Saturday,  
March 6th  
For Robert Burney's Presentation of  
"Steel Wheels over Steel Rails from Cities to Suburbs Kansas  
City Missouri and Around the World"**

## New U.S. Issues for 2021:

With the wealth of issues the past two months, it has slowed down for the time being. Only one new issue announced for March.

### Colorado Hairstreak (Butterfly)

2-ounce rate, Currently 75¢

One Design, Pane of 20

Issue Date March 9th

Print Quantity –75,000,000 stamps



## Philatelic Happenings:

According to the Events Calendar on the APS website, the following is confirmed:

### ST. LOUIS STAMP EXPO

St. Louis Renaissance Airport Hotel

9801 Natural Bridge Rd

St. Louis, MO

March 19-21, Friday thru Sunday

<http://www.stlouisstampexpo.com>



In January's issue, Mickey had contributed an old MPS info pamphlet about our club. There was mention of the Trans-Mississippi Philatelic Society. It sounded familiar to me but I couldn't remember why at the time. Recently I acquired a collection and in it was the cover below. That was it! This was a souvenir cover of the 1949 convention mentioned in the pamphlet. I did a little research and at one time there were many national and regional philatelic societies. The Trans-Mississippi group was considered a regional society. It has since disappeared along with most others. The American Philatelic Society (APS) is one of the few survivors.



The Midwest Philatelic Society Website and Blog is  
[www.midwestphilatelicsociety.com](http://www.midwestphilatelicsociety.com)

Find previous newsletters, links to other stamp info and more on our website.

## Philatelic Ramblings:

Being somewhat stir crazy from last year, I headed to the Phoenix area in January to visit some friends. While there we drove to Tempe so that I could visit A to Z Stamps. Michael and Cecilia Ball were very gracious and have a wonderful business with lots and lots of material. From U.S. to worldwide. You may have seen them at a show. They always have a large booth and have many topicals. Found some great items and spent too much but it made for a great trip. That day we also drove out to Surprise to see where the Royals have spring training. Too bad it was a little too early in the year to see them at work. It was a beautiful day. It was difficult saying goodbye and coming back to our cold weather. Went through Flagstaff as it was starting to snow. And of course came back to our rotten month of weather. Ready to go back to sun and STAMPS!



**Dive into the A to Z Stamp POOL.  
Only 5c a stamp.**

**Royals and Rangers shared  
stadium in Surprise AZ.**



## Last Month's Quiz Answer:

**What is an Omnibus issue and what is considered the first?**

An omnibus issue is an issue of stamps by several countries with a common design or theme/subject. There is some debate as to what was considered the first. While many collectors believe that the Silver Jubilee issues of 1935 by the British Empire were the first, actually the issue of 1898 by the Portuguese colonial empire to commemorate the quatercentenary of Vasco de Gama's discovery of the sea route to India, is considered to be the first. Portugal and eight of their colonies of the time issued 8 common designs each. Beautiful set and would be a nice additional to any collection. Sorry Anglophiles, Great Britain wasn't the first on this one! You can find these issues listed in the Common Design section in the front of the Scott Catalogues.



**Timor #45  
Vasco da Gama 400th  
anniversary of  
route to India discovery**

**Macau #69  
Vasco da Gama 400th  
anniversary of  
route to India discovery**



## Part 4 of Southern African Railways by Robert Burney

Sorry but had trouble in converting Bob's pdf's into a usable format with publisher. So you will find this next part as either two additional attachment's to this newsletter or at the end of the newsletter if you get yours by mail. I will try to determine why I had trouble for the future and hopefully fix for the website copy.

JMc

### Dangerous Penny Black Forgery by Bob Baltzell

When I read my friend Paul Holland's article about the first Great Britain postage stamps in the May 2020 issue of *The American Philatelist*, I was inspired to relate a story about a mysterious Penny Black in my collection. This strange stamp was found in an online auction a few years ago and I was the lucky winner for just a couple of bucks. The auction description read: **GB penny black unused, dangerous forgery, ex Roosevelt (K3)** (Figure 1). The picture showed a nice four margin example, with the bottom corners reading K-K. Another picture of the reverse revealed what appeared to be a portion of the authentication rubber stamp furnished by the auctioneer, H. R. Harmer, that sold the Franklin D. Roosevelt collection. It was apparent that it was cut from a larger sheet of stamps, just like the originals.

Paul and I share a mutual affinity for our late president, Franklin D. Roosevelt (FDR) and like to write about items associated with America's #1 stamp collector. FDR was an eclectic collector who had something from every category of philately, often described as never being able to throw away an envelope with a stamp on it. It was not surprising that he would have owned a



Set of Three  
Penny Blacks  
1840



GB penny black unused  
dangerous forgery,  
ex Roosevelt (K3)

**Figure 1.**  
**No adhesive on back. Auctioneer's authentication stamp was used for Parts 3 and 4 of the sale. There was no lot listed in those 2 catalogs that describes this stamp or a category that might include stamps like this.**

forgery, but I was intrigued as to why it was described as a "dangerous forgery." Examining the stamp upon receipt, the stamp was clearly a forgery printed on stiff paper stock without gum that would not have fooled even a novice stamp collector. It did not match the description for any of the many known forgeries of this issue and unless it transmitted a deadly disease or radiated cosmic hallucinations there was certainly nothing dangerous about it that I could see.

Forgeries of Penny Blacks are usually easy to detect since all Great Britain postage stamps are printed on watermarked paper stock, something that would increase the forger's cost to duplicate for this inexpensive issue. Most The forgeries like those shown in Figure 2 have perfect 4-margins that are the most desirable of the authentic stamp or some kind of fancy cancel that collectors like to obtain. There are a number of books devoted to the forgeries of GB stamps [note a] and websites that give details comparing genuine with forgeries. (<http://stampforgeries.com/forged-stamps-of-great-britain-queen-victoria/>).

**Figure 2 The forger of these stamps took the trouble of using forged watermarked paper and creating nice fancy cancels.**



*Figure 3. The caption reads, "Gimbels New York 1940 – Mrs. Sara D. Roosevelt and Mr. Fred Gimbel, upon the occasion of the sale of souvenir reproduction of the Penny Black Stamp for the purpose of raising funds for British War Relief".*

The new acquisition found a place in my collection, and I idly planned to research it more someday. As happens so often with many of our little treasures, the forgery was shuffled to the bottom of the priority deck and soon forgotten. Fortunately, a moment of serendipity arrived recently – the generous seller of a recent purchase unexpectedly included a few photographs along with the covers I had ordered. In the Figure 3 photograph, dated 1940, FDR’s mother, Mrs. Sara Roosevelt, signs a souvenir reproduction of a Penny Black to raise money for the British War Relief fund at Jacques Minkus’ stamp department in Gimbel’s New York City store. Could this photo possibly explain the “forgery”?

The philatelic community on both sides of the Atlantic was making plans in early 1938 to commemorate the 100th anniversary of the famous British “Penny Black” that debuted on May 1, 1840, in London, and became valid for postage on May 6. The Penny Black (and Two Penny Red) became the first adhesive, prepaid postage stamps to be issued by any official postal authority.

Postal authorities in Great Britain and the United States, along with many Latin America countries, spent months preparing essays for commemorative issues to honor this famous stamp with an attractive profile view of a youthful Queen Victoria. Congress appropriated funds for exhibitions and to send Post Office officials to London, stamp clubs organized special activities, philatelic societies designed commemorative labels and cachet covers, while major exhibitions were planned for London, New York City and Washington, D.C.

Activities were scheduled to culminate on the evening of May 5, 1940, with a special one-hour national radio broadcast carried by short wavelength outside the U.S. that included high British and American officials regaling the importance of this historic event. Rumors circulated that King George VI would talk from London and President Roosevelt from Washington, [a famous movie star](#) that collected stamps would head a cast of celebrities from Hollywood, and some well-known philatelists would join from New York City. National philatelic organizations looked forward to attending meetings that evening where they could listen to the broadcast while enjoying a nice dinner.

[Later that year](#), fearing war was likely, the British authorities canceled their plans for a centenary issue and all philatelic celebrations. However, despite war breaking out on September 1, 1939, when Germany invaded Poland, the British Postmaster General George Tryon felt the decision to cancel the centenary issue had been premature. In December, Tryon ordered work to resume on a set of six stamps, anticipating changes to the postal rates. Most of the other celebratory activities in Great Britain remained canceled, but the U.S. decided to continue with their plans, including the centenary issue.

About three weeks prior to the big day of May 6, 1940, many of these plans came to an abrupt halt when James Farley, secretary of the U.S. Post Office, issued a press release stating that all plans for the international radio broadcast and the issuance of any special postage stamp or souvenir sheet were canceled. [His reason](#) was that it did not seem appropriate to be celebrating as the Allies forces in Europe were preparing to battle Hitler’s blitzing armed forces.

Many American events were also canceled, but some stamp clubs continued with their plans to issue Cinderella stamps, souvenir sheets, cachet covers, stage exhibits and hold smaller events, now held with a more somber tone rather than in celebration. A few of these events converted their effort into showing support of Great Britain by holding philatelic benefits to raise money for the British War Relief Fund. FDR was doing everything he could to provide military and economic aid to the British while trying to adhere to the neutrality act that prevented selling military equipment directly to belligerent nations.

**Continued from pg. 5:**

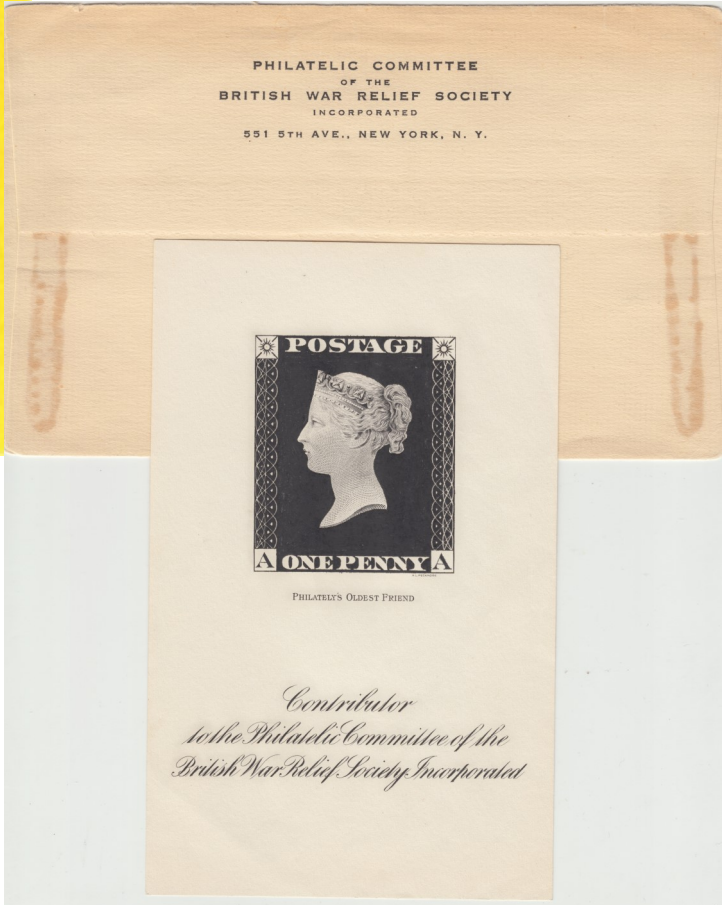
Sara Delano Roosevelt would have been pleased to not only help raise money for this war effort but proud to use her notoriety for a philatelic benefit. She collected stamps as a young girl and added many stamps to the impressive collection that was passed on to her son when he was nine years old. She encouraged his philatelic endeavors that allowed the president to possess a remarkable memory of geography and history that amazed military planners during World War II.

There do not appear to be any full or partial sheets of Penny Blacks in the photo I received, but could they have sold those for the benefit also? Did she save a few for her son? Perhaps a stamp club produced them and sent the president a sheet or two. Or could the stamp just be a homemade fake that made it into Roosevelt's hands? Ah, the delightful challenges we are presented in pursuit of our favorite pastime. The author welcomes any information about this subject.

Endnote a: The excellent APRL published A book edited by Theodore M. Tedesco that lists over 30 books describing Penny Black forgeries. Index of LITERATURE in the ENGLISH LANGUAGE that DESCRIBES POSTAL STAMP FORGERIES, FAKES, REPRINTS, FRAUDULENT POSTAL MARKINGS and OTHER OBLITERATIONS.



*Bonus Figure. In 1940 many stamp clubs, including the MPS, created their own Penny Black label for the 7th annual HAPEX show.*

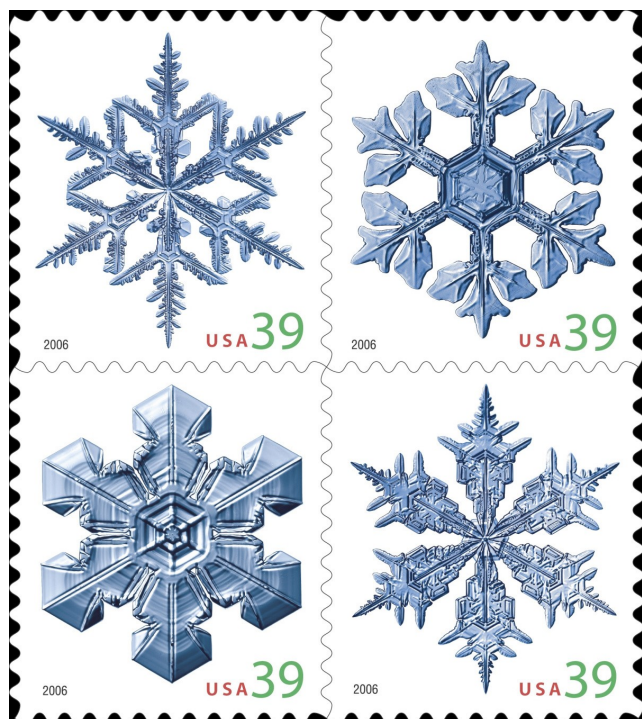


## MPS History Quiz

Without looking back at the top of this newsletter, do you recall the year on the MPS's triangle logo and what significant event occurred that year to arouse interest in local stamp collectors to resurrect a dormant stamp club?

*Find out in next month's newsletter.*

## Snowflakes on Stamps republished with permission from the "Mini Miners Monthly" Feb 2021 issue, contributed by Barbara Crompton

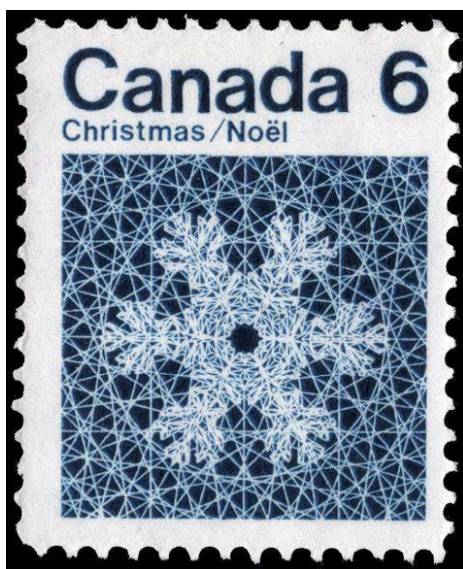


Many mineral collectors also collect mineral stamps. There are dozens and dozens of beautiful mineral stamps from countries all over the world. But now you know that snowflakes are minerals, too, so snowflake stamps can also be added to a mineral stamp collection.

On October 6, 2006 the United States issued a set of 39 cent stamps featuring dendritic snowflakes.

Other countries that have issued snowflake stamps include Canada and Sweden.

*Thanks for the contribution Barbara, I guess you felt we hadn't had enough SNOW!!!*



Hope you enjoyed this month's newsletter. Thanks to Bob B., Robert B. and Barbara C. for their contributions. You can contribute too by emailing me for next month's issue. **Deadline for the March issue will be Marhc15th.** Happy stamping and enjoy this extra time with your collection. *Jim Mc*

My motivation for submitting articles to our MPS newsletter was not only to help the editor fill his wonderful product with words and pictures, but to perhaps reignite an interest in club exhibiting – show examples that might combine the art of making personal album pages and exhibit pages from material in your philatelic collections. It's really not hard. You don't need a computer with graphic software, but it's nice to have those tools. I've seen hand-lettered exhibit pages that were as beautiful and informative as the stamps that accompanied them.

You've seen my stamp album page designs for Namibia narrow-gauge railways in our December, January, and February newsletters. In this issue (March) I've shown how to condense all three of those album pages into one exhibit page measuring 11 in x 17 in positioned in landscape view. The purpose is to provide more stamps in a typical 9-page club exhibit. An 11 in x 17 in page would normally be considered two exhibit pages (8½ in x 11 in + 8½ in x 11 in). Arrangement is the key, combining three 8½ in x 11 in album pages on one double-wide 11 in x 17 in exhibit page. Some of the original text was changed, but most of it from the three album pages to the single exhibit page remained the same. Remember, exhibit pages should show the least amount of text necessary. In organized exhibiting, judges do not have time to read paragraphs of information. That's not necessarily true when it comes to club exhibits. The exhibitor gains a bit of latitude to extend the exhibit's story, especially if you are dealing with history.

The second 11 in x 17 in exhibit page example shows how to keep a full set of stamps together when the material is too much for a standard 8½ in x 11 in exhibit page. There were enough narrow-gauge stamps from around the world to not only build a 9-page club exhibit, but also create seven auxiliary, or substitute exhibit pages. By doing this, you can show the same exhibit over the course of two or three years and change-out exhibit pages shown one year, with new pages for the following year to freshen your exhibit and keep it interesting. Club exhibiting is not a mirror image of organized exhibition. The motto for club exhibiting is, "exhibiting for the rest of us". Club exhibiting allows flexibility, new ideas for presentation, and the ability for exhibitors to educate and entertain club members and companion exhibitors without rules that restrict creativity.



## Namibia: Otavi Mining & Railway Company

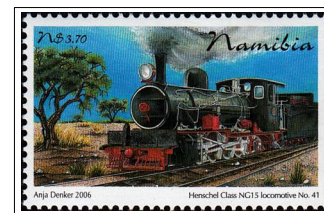
The OMEG built a 600 mm (1 ft 11 5/8 in) narrow gauge railway extending 352 miles from Swakopmund to the mines of Tsumeb. The railway extracted gem diamonds, uranium, gold, silver and base metals (copper, silver, lead, and zinc) from the earth. Construction began in 1903 and reached Tsumeb three years later. The first 140 miles required 110 steel bridges to cross deeply eroded gullies in sparsely vegetated arid terrain. Most were deck plate girder bridges. The railway, known as the *Otavibahn*, was the longest 600 mm (1 ft 11 5/8 in) gauge railway in the world at its time of construction. Delays resulted from labor shortages and military operations. A 56.5 mile branch was completed in 1908 from Otavi to mines near Grootfontein.

During World War I, German troops moved inland. By the time South African troops reached Swakopmund in January, 1915, German forces had destroyed the railroad as they retreated. South African forces reconstructed a 1,067 mm (3 ft 6 in) narrow gauge line over the route to Karabib in 1915. German troops surrendered following defeat at Otavi in July, 1915. Service was re-established over the remaining 600 mm (1 ft 11 5/8 in) narrow gauge line from the railway shops at Usakos with freight transfer facilities at Karabib.

The first locomotives designed for service were fifteen 22-ton 0-6-2T built by Arnold Jung. Henschel & Sohn built twelve locomotives and three 0-6-0T tank locomotives. Twenty 8-wheel auxiliary tenders carrying 8 cubic meters of water and 3.5 tones of coal were enabled tank locomotives to operate longer runs. Henschel & Sohn built three HD class 2-8-2 in 1912 with separate 8-wheel tenders for long-distance runs. These remained in service for 50 years as the 2-8-2 type became the railway's standard.



Construction of OMEG railway line



Henschel Class NG15 locomotive No. 41



Class Arnold Jung tank locomotive No. 9 with high-side gondolas

By 1913, train service included 4 express trains, 14 mixed trains, and 29 freight trains each week. Express and mixed trains included a baggage car, a car for African passengers, and a coach for first and second class passengers. Passenger cars carried concrete ballast in a depressed center section to lessen the possibility of wind tipping a lightly loaded car off the rails. Express trains stopped at designated stations, but other trains stopped at intermediate points when required. Equipment included: 96 low-side ore gondolas, 55 high-side gondolas, 20 limestone gondolas, 20 boxcars, 12 tank cars, 4 stock cars, 3 passenger coaches, an executive business car with a kitchen, bathroom, and an office convertible to a bedroom at night. There were some self-powered steam rail cars with a coal bunker, a mail compartment, 2 cars for Europeans, and 4 for Africans.

## Steel Wheels Along Iron Rails Namibia: Industrial Diamond Fields

The Otavi Mining and Railway Company started in 1897 when it built a 600 mm (1 ft 11 5/8 in) gauge Otavibahn from Swakopmund to Tsumeb via Otavi between 1903 and 1906, and a branch line from Otavi to Grootfontein between 1907 and 1908.

The 600 mm gauge industrial railway of the diamond fields, between Kolmanskop and Bogenfels, was electrified from 1911, and became the only electric railway in Namibia. As diamond mining moved further south, the northern part of the line as far as Pomona was abandoned in 1931. Some of its materials were used for the extension of a railway line towards Oranjemund.

TransNamib took control of the national rail network, which, by that time, had long since been converted to 3 ft 6 in (1,067 mm) gauge.

The basic structure of the Namibian railway system dates from the time when the country was a colony of the German Empire known as German South West Africa.



Railcar No. 3 Kolmanskop



(1A0)'BO' Class, Benzol-Electric Locomotive



BO 'BO' Class, Benzol-Electric Locomotive C.D.M. No. 40



BO 'BO' Class, Electric Locomotive K.B.G

## South West Africa: Swakopmund-Tsumeb Railway

South West Africa was the name for modern-day Namibia when it was under South African administration, from 1915 to 1990.

Previously, the colony of German South West Africa (1884–1915), became a League of Nations mandate of the British-ruled Union of South Africa, following Germany's defeat in World War I. The mandate was abolished by the UN in 1966, but South African rule continued. The territory was administered by the South African government from 1915 to 1978, when the groundwork for semi-autonomous rule was laid. During an interim period between 1978 and 1985, South Africa gradually granted South West Africa a limited form of home rule, in the formation of a Transitional Government of National Unity.

In 1990, South West Africa was granted independence as the Republic of Namibia which continued to remain under South African rule until 1994.

Shortly after 1898 the first *Zwillinge* locomotives were placed in service (the track gauge was 600 mm (1 ft 11 5/8 in)), it was found the tank engine's fuel and water capacities were insufficient for the distances covered in the African German colonies, especially in the harsh conditions presented by the

Namib Desert which had to be crossed between Swakopmund and Windhoek. To solve this, a four-axle water tender was attached to the twin engines. It served the dual purpose of providing seating for armed escorts.

In 1922, the South African Railways (SAR) took control of all railway operations in Southwest Africa (SWA), and began to regauge the line between Windhoek and Swakopmund, changing to 3 ft 6 in (1,067 mm). The locomotives were never reclassified or renumbered, retaining their former German identities until they were withdrawn from service. *Illinge* numbers 154A and 169B were the only known survivors of the *Zwillinge* fleet to be taken onto the SAR roster. No 154A was employed in Windhoek

The first stamp in this set of four depicted the *Zwilling Schmalspur* locomotive, commemorating the narrow gauge locomotives which pioneered railways in the territory.

The particular locomotives depicted were the second SWA pair, numbered 2A and 2B. The name of the station on the name board on the stamp, written in Fraktur script, is Otjimukoka.



0-6-0T Zwilling Schmalspur (SNR) back-to-back with freight cars, 1898



0-4-0T Feldspur Side-Tank, 1898



0-6-2T Side Tank, 1904



2-8-2 Henschel HD Smalspur, 1912

# Steel Wheels Along Iron Rails

## Germany: Narrow Gauge Steam Traction & Rail Cars

A number of narrow-gauge lines survive, largely as a consequence of German reunification, in the former East Germany where some of them form part of the public transport system as active commercial carriers. Most extensive of those still employing steam traction is the Harz mountain group of metre-gauge lines, the Harzer Schmalspurbahnen. Other notable lines are the Zittau–Oybin–Jonsdorf line in Saxony, the Mollibahn and the Rügensch Kleinbahn on the Isle of Rügen on the Baltic coast and the Radebeul-Radeburg line, Weisseritztalbahn in the suburbs of Dresden. Although most rely on the tourist trade, in some areas they provide significant employment as steam traction is particularly labor-intensive.

In the Western part of Germany, *Selkantbahn* (close to Heinsberg near Aachen) and *Brohltalbahn* (Linz/Rhine) are the best known narrow gauge lines, offering services in summer weekends.



Radebeul-Radeburg Railway, 750mm gauge  
0-4-4-0T Class 99 Locomotive  
Moritzburg Castle and Map (label)  
Passenger Car

Doberan-Osteebad Railway, 900mm gauge  
2-8-2T locomotive No. 992373  
Map (label)  
Passenger Car



Freital-Kurort-Kipsdorf Line, 750mm gauge  
0-6-4T Locomotive No. 9917618  
Map (label)  
Baggage Car

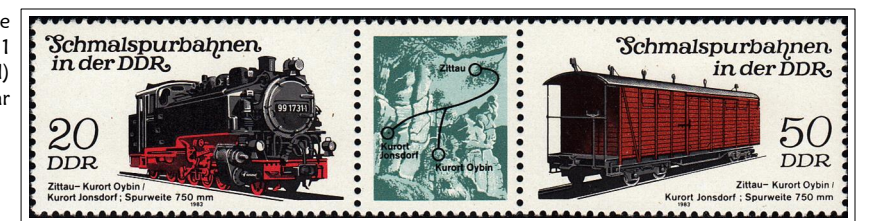


Putbus-Göhren Railway, 750mm gauge  
2-6-0T Locomotive No. 9946328  
Moritzburg Castle and Map (label)  
Passenger Car



Wernigerode-Nordhausen Railway, 1000mm gauge  
0-4-4-0T Class 99 Locomotive  
Map (label)  
Passenger Car

Zittau-Kurort Oybin/Kurort Jonsdorf Railway, 750mm gauge  
2-6-0T locomotive No. 9917311  
Map (label)  
Baggage Car



Cranzahl-Kurort Oberwiesenthal Railway, 750mm gauge  
2-10-2T Locomotive No. 99-1775  
Map with cable car to Fuchtel Mountain (label)  
Passenger Coach



Alexisbad Railway, 1000mm gauge  
2-6-2T Locomotive No. 99-6001  
Map showing Alexisbad (label)  
Passenger Coach