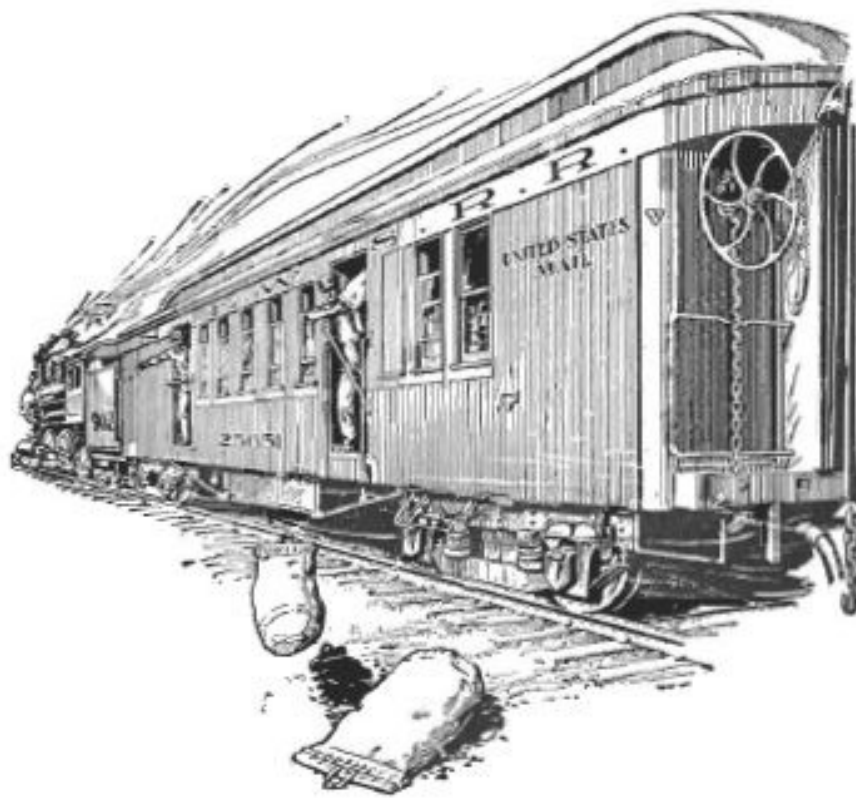


MOBILE POST OFFICE SELECTIONS

VOLUME No. 11



“A COLLECTION OF ARTICLES SELECTED IN THE
FIELD OF TRANSIT POST OFFICES –
MARKINGS, HISTORY, MODES OF CONVEYANCE, ROUTES, ETC.”

Mobile Post Office Society

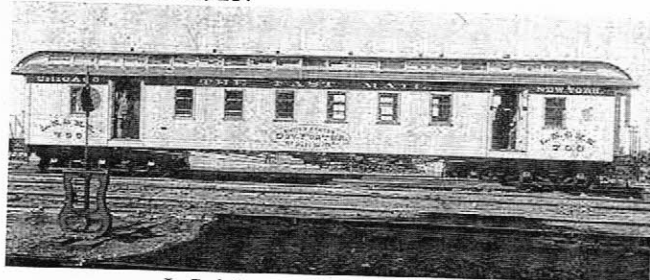


INTRODUCTION

Welcome to Volume No. 11 of SELECTIONS, the anthology series of the Mobile Post Office Society. Again offered is an eclectic range of transit mail topics brought together to preserve them in one place. Publication is a major commitment of MPOS, from comprehensive catalogs of waterway, railway and highway post office routes and postal markings, to our award-winning society journal *Transit Postmark Collector*, and in-depth single topic monographs. Still there are writings of interest to our membership which are perhaps too long for *TPC* but too short for a stand-alone publication, or which were first published elsewhere. *SELECTIONS* serves that niche. We trust you will find something of interest among our articles.

IF ANY of our readers still hold romantic notions of life aboard an R.P.O., the next item should snap the spell. It's a tale so tough the title ought to be appended with "and I Survived!" You wonder how many pads of Trip Report forms were required to document the events for management. "A Night in the R. P. O." by Willard D. Eakin appeared originally in *Railroad Man's Magazine*, April 1910. In the spirit of full disclosure, while this tale was offered as a true story, this editor was unable to find the author's name listed as a railway mail clerk in the *Official Register* of federal employees.

Picturing an RPO, most of us see a rather drab railcar painted dark green, one supposes. In the post-WWII era, when they tried to draw passenger traffic, railroads often developed distinctive color schemes for their equipment, including the mail cars so they matched. A few generations earlier passenger trains were painted in hues that were definitely not dark green. Chas. E. Foster describes that phenomenon in "The Famous Color Trains of America." This is followed by mail car painting recommendations for 1923.



L S & M S "GOV. FOSTER"

After RPO service ended, the USPS tried hauling containerized mail by train. The idea was not new, as "Container System Expedites Mail Service on New York Central" from 1921 informs us.

In 2017 the Society's series of Streetcar R.P.O. monographs were reissued in digitized form, making long out of print volumes available again. To make up for the lack of attention given this field of transit mail collecting in *SELECTIONS*, we offer some basic documents pertaining to the St. Louis streetcar mail service.

If you missed it on C-SPAN, we present Victor J. Bradley's 1916 testimony before the Senate post office committee in behalf of the railroads on the railway mail pay question. He was a Pennsylvania Railroad employee at that time after a long RMS career. In *SELECTIONS* No. 10 he was mentioned as the RMS representative in developing all-steel mail car specifications.

Taking the broadest view of matters related to transit mail, we offer a piece concerning a new water faucet for mail cars developed by J. N. Chadwick.

We inaugurate a new department this time out, the *TPC Classic*, which reprints something appearing long ago in our Society's journal. The first such item comes from Rick Kunz, a man who wears many MPOS hats. Originally published in 1974, he documented what was possibly the last U. S. post office supplied solely by train (conditions permitting).