The Mail Pouch

RAPPAHANNOCK RAILROAD MUSEUM

VOLUME 38 Issue No. 09

September 2026



MEETING NOTICE

The next meeting will be held on Thursday, October 8th, 2026. The meeting will begin promptly at 7:00pm and will be held at The Museum's Taylor Annex. For directions or additional information, please contact James Taylor at (540) 295-2974.

October Meeting Agenda

- ***Brief Update on recent progress at the Museum's cars and displays.***
- ***Discussion of future projects and needs.***
- ***Entertainment TBD.***

Cover: Ps-4 Pacific No. 1374 is working out her final days on mail train 11 and is about to enter the city of Reidsville, N.C., in the early-1950s. No. 1374 was one of a batch of 15 Ps-4s built by Alco-Schenectady in 1924. She spent her service life in the Spencer Shop territory, mostly on Southern's double track Washington-Atlanta main line. She was retired in November 1952. When this picture was taken, train 11 consisted mostly of baggage, mail, and express cars with a rider coach on the rear, operating from Danville, Va., to Greenville, S.C. David Driscoll Photo

A monthly publication of the
Rappahannock Railroad Museum

Opinions expressed in ***The Mail Pouch*** are those of the editor and contributors and do not necessarily reflect the views of the Rappahannock Railroad Museum, Inc.. Please send all correspondence to the following address:

Rappahannock Railroad Museum, Inc.
11700 Main St.
Fredericksburg, VA 22408

Museum Officers and Staff

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THE PRESIDENTS 1/2 PAGE

No Message for this month

James (Jake) Taylor
President
Rappahannock Railroad Museum

EDITOR'S NOTE

The Museum and the Editor can use your help to fill the pages of the Mail Pouch. If you have a subject you would like to share, photos or just about any other information, please consider submitting it for publication in our Mailpouch. There are a lot of exciting things happening at the Museum, I would be glad to publish personal notes from those who are making the changes and updates at the museum. All submissions will be included in the Mail Pouch (unless restricted by copywrite laws).

Thank you all for your support.

Jim Keehner
Editor
Rappahannock Railroad Museum



Flashback: working on B-60 mostly in Aug 2008, Leo and Ron install new lights,

UPCOMING EVENTS

Rappahannock Railroad Museum EVERY SATURDAY MORNING TRAIN RIDE – EXCURSION. Ride the rails along FMC Plant facility in Spotsylvania Co. on open rail maintenance cars and experience how the railroad workers of the mid 20th century rode to their worksites. Every Saturday 9AM to Noon – weather and conditions permitting. To ensure you get aboard the last train run, please be at the museum by 10:30AM. We attempt to board all parties on a first come basis but boarding is conducted on the platform by our station conductor and train crew so first come first aboard may not always occur. All children under 12 or those needing intensive supervision must be accompanied by a responsible adult. They must be seated together. Departing from the Rappahannock Railroad Museum, 11700 Main Street, Fredericksburg,Va. 22408. Donations accepted.

Monthly Meetings:
October 8th, 2026
November 12th, 2026
December 10th, 2026

INDEPENDENT MEMBER PIZZA PARTY
Thursday October 1st 5-7pm at the Fredericksburg City Pier see Andy S. for more details.

NMRA NATIONAL CONVENTION
Tacoma Convention Center, Tacoma Washington, Tuesday, August 10, 2027 - 9:00am to Sunday, August 15, 2027 - 10:00pm https://2027.nmra.org/

NATIONAL NARROW GAUGE CONVENTION
Collinsville, IL / St Louis, MO • September 3 - 6, 2025, www.45thnngc.com

GREENBERG TRAIN SHOWS
Oct. 17-18 - Fredericksburg, VA*
Nov. 7-8 - Monroeville, PA*
Nov. 21-22 - Wilmington, MA*
Nov. 28-29 - Edison, NJ*
Dec. 5-6 - Timonium, MD*
2027 Shows
Jan 9-10 - Oaks, PA
Jan 16-17 - Richmond, VA
Jan 30-31 - Grayslake, IL
Feb 13-14 - Hampton, VA
Feb 20-21 - Monroeville, PA
Mar 13-14 - Edison, NJ
Mar 20-21 - Wilmington, MA

Prince William County Model Railroad Club Schedule - PWMRC.org
Oct 31-Nov 1 - Great Scale Model Train Show, Timonium, MD.
Nov 12-14 - Bull Run Library, Prince William County.
Nov 28-29 - Virginia Science Museum, Richmond.
Dec 9 -12 (tentative) - Manassas Community Center Christmas Show.
Jan 21-23, 2027 - Bull Run Library, Prince William County.
Feb 2027 TBA - Great Scale Model Train Show, Timonium, MD.
May 13-15, 2027 - Chinn Park Library, Prince William County.

RAPPAHANNOCK MODEL RAILROADERS
September 26 – Museum of Culpeper History HO confirmed, N and O gauge invited
October 10-11 - Historic Appomattox Railroad Festival N gauge layout
October 24 - Shannon Airport Harvest Festival All gauges
November 7-8 – Spotsylvania Town Center Holiday kickoff O, N gauge layouts
December 12-13 - RMR Christmas show at Eagles Lodge All gauges

Editor's Note: *If anyone has any other Organizational information that they would like to see in the "Upcoming Events", please forward that information to the Editor for inclusion. I try to get a spread of regional and National events, but I cannot research every organization that is out there, so if you belong to or are interested in something that is not included here, please send me the information.*

MONTHLY RECAP

08-01-2025 - HOT AUGUST DAY. Hard to believe it is August already and it lived up to its name hot and muggy. We had very busy day as good turnout of visitors but low on members. We made three full trips with LYT and total est of 78 attending Museum. Container Elec problem turned out to not be a problem (only the Shadow knows) new breaker ordered. No A/C in Taylor was corrected and needed replacement parts ordered. We have great members who can repair most things and use their equipment to keep things going on short notice (fans & standby Elec). Carpentry crew try to plan a time to repair station floor it is getting worst. Find a cooler day. THANKS TO ALL FOR YOUR SUPPORT!

We were very short on train crew. Curtis and Don need help setting up and putting away the Train. Any member can help with this ,you do not have to be certified to help with setup just come over and help (use caution the equipment is heavy and all movements must follow safety patterns. Don and Curtis are in charge.)

We have signed up several new members, welcome them an let them know how they can be part of team.

Yes, we are going thru some trying times at Museum and in our normal lives. But if we all work together things will work out. We have worked out many problems over the years and we still will. Preparing for future, using history.

08-08-2025 - HEAT VERY OPRESSIVE. All went well today but we were still a little low on members attending and with classes being given made it hard on train crew not getting a break the classes are very important a big thank you to those who worked thru the rough time. Even in this hot weather visitors keep coming. We had a total est. of 67 people attending.

Museum upkeep: any members who would like can come to museum and help pickup trash and trim grass during the week would be a big help. Member PW is doing a great job but with the rain and heat lately the weeds are growing very fast not only around museum area but on the track. Train crew needs to have clear view of switches and rail head a weed eater does a great job. Don't try to do all at one time, pick a cooler time and be very careful (wear a Safety Vest) best to have someone else in the area for safety or at least tell someone you trust that you will be at museum .

INVITE FRIENDS TO MUSEUM. Please remind them and anyone planning to attend and wants to ride train to arrive no later then 11:00 AM. It is rather hard on crew to try and Schelde a short Ride for those arriving late. Having fun while presenting History is what it is all about.

08-15-2025 - High number of VISITORS, LOW number of MEMBERS. We had a very busy day at Museum. Many families attended, even had some from Texas, Pennsylvania, Maryland and some traveled a distance in state to visit and ride our Train. We were short on members and had to pull several members from their normal position to fill in where needed. Thank You for stepping up and helping in a bind, know it was hot and all were tired at end of day, it was all worth it as we had a total est. of 76 People attending. One train excursion had 34 on board.

We have a lot of members who are going thru Health and other problems please keep them in your thoughts and prayers. We are all family! We do not play. we are operating a Railroad! Teaching and presenting History to ALL.

08-22-2025 - INAUGURAL RUN! Wow! What a morning. Started with rain then showers and finally Clearing. Decision was made to use the 401 and "school bus"(nick name). Then all the troubling little gremlins came out. Everything We tried to do had a problem, but after a lot of discussion on how each person would solve each problem and a test run on wet rail with some weed sap. The "92" and school bus left Deep Run Station at 10:30 on its inaugural run with a FULL load of happy Visitors. Trip completed with no further problems and also made A second run for the day.

Rest of day was productive. We had a total est. of 66 attending, did have a good number of VERY active young ones. All left safely. Due to health problems, we were still very short of members in some arears. Members filled in best they could to keep everything running safely. THANK YOU !

Many of our members are struggling with heath problems of all kinds. Please be keep them in your thoughts and prayers. Remembers we are all volunteers. We are all trying to keep on Track.

08-29-2025 - SLICK RAILS! The weather was great today and very good turn out of members and visitors. Every thing went well until train Started back. Grass had grown over rails in places and The 92 could not get traction on the sap covered rails. After several tries and moving a couple of crew members to engine for weight, we made it back. Engineer did a great job on getting us back as slippage continued most of trip. We did make three trips for the day. Having a total est of attendees at 72. Visitors enjoyed watching and learning, what traction means on the railroad.

Locks: Note two locks were changed yesterday. Lock to School Bus and lock to fuel locker. Make sure you have right key if you need access. Marking on lock and key have to match.

MONTHLY RECAP

Projects: Not only did we give good tours but made some repairs to equipment, had training for crew and upgrades planned on model layouts. With a good number of members present it made things much easier for members. Over coming small problems is what we do best and it is on the job training. We are very blessed.





Flashback Left: New Messenger desk ready to be installed.

Right: Our first official meeting area.

FIVE STATES IN FOUR DAYS: SPECIAL DELIVERY

Montana to Arkansas, 1938

Article by Frank R. Scheer *(small edits made for clarity by MP Editor)*

If one considers a fish hook its side, that is approximately the route traveled by this Special Delivery letter. The Mobile Post Office Society has several Special Delivery covers available for research. This one is the "pick of the litter" since it not only had the most Railway Post Office (RPO) postmarks, but also that the imprints are clearly legible.

The front and rear of the 1938 cover from Glasgow, Montana, to St. Charles, Arkansas, appear in Figures 1 and 2.

When one views the back side of the envelope, three RPO markings appear. However, these were not the only RPOs that carried this letter between Glasgow and St. Charles. A RPO postmark was only backstamped when a clerk distributed a special delivery letter. If the letter was in a letter package that was not untied or in a locked pouch that was not opened, it was transferred from one RPO to another without additional markings. Listed in Figure 3 is a table that has four other routes for which no postmarks appeared. Therefore, seven RPOs were involved in bringing the letter to the recipient, in addition to two Star Routes.

Although three RPOs distributed this cover, three additional routes carried the letter in a letter package or a closed pouch to connecting routes. The table in figure 3 shows the routing details that will be discussed.

Although there are Interstate highways during 2026 that might be followed for a more direct routing, such roadway improvements did not exist during 1938 (see figure 4). The rail network remained the most viable surface transportation routes. Mail moved about as swiftly as passengers could travel. Mail distribution within RPOs on many trains expedited dispatches at connecting points, as will be demonstrated in the timetables below.

Although a person driving an automobile during 2026 might make the trip between Glasgow and St. Charles, mail must be handled as a flow, not as individual items. The closest comparison of 1938 with 2026 is the easternmost shown in Figure 3, via Minneapolis and St. Louis.

The sender, Mrs. John R. Gill, carried the letter to the Glasgow post office for mailing. The Glasgow post office apparently had Sunday window hours. This is likely because a hand-stamped postmark appears on the postage: three-cents first class and ten-cents for special delivery. A drop letter would have likely received a canceling machine imprint. Second, the rubber stamped "Special Delivery" marking is usually applied by a window clerk. Figures Five and Six show the postmark as well as the Glasgow post office building which was likely



Figure 1 - Special Delivery envelope front mailed at Glasgow, Montana, on Sunday, July 24, 1938.



Figure 2 - Special Delivery envelope received at St. Charles, Arkansas, on July 27, 1938

YEAR	MONTH	DAY	ROUTE	TRAIN	RECEIVED AT	TIME	AM/PM	DISPATCHED AT	TIME	AM/PM	MILES	NOTES
1938	JULY	24	SPECIAL DELIVERY LETTER MAILED		GLASGOW, MT	11:30	PM	GLASGOW, MT	1:00	AM	1	
1938	JULY	25	WILLISON & SEATTLE EAST DIVISION (ED) RPO	2	GLASGOW, MT	2:55	AM	WILLISTON, ND	6:35	AM	145	2,3
1938	JULY	25	ST. PAUL & WILLISTON RPO WEST DIVISION (WD) RPO	2	WILLLISTON, ND	7:40	AM	FARGO, ND	3:55	PM	390	2
1938	JULY	25	ST. PAUL & WILLISTON RPO (ED) RPO	2	FARGO, ND	4:00	PM	MINNEAPOLIS, MN	10:00	PM	235	2
1938	JULY	26	MINNEAPOLIS & ST. LOUIS NORTH DIVISION (ND) RPO	48	MINNEAPOLIS, MN	9:45	PM	ROCK ISLAND, IL	7:30	AM	320	1, 2
1938	JULY	26	MINNEAPOLIS & ST. LOUIS NORTH DIVISION (SD) RPO	48	ROCK ISLAND, IL	7:45	AM	ST. LOUIS, MO	5:10	PM	268	2
1938	JULY	27	ST. LOUIS & BRINKLEY	905-5	ST, LOUIS, MO	11:15	PM	BRINKLEY, AR	9:15	AM	338	
1938	JULY	27	MEMPHIS & DALLAS ED RPO	5	BRINKLEY, AR	9:40	AM	STUTTGART, AR	10:43	AM	34	
1938	JULY	27	STUTTGART - DE WITT STAR ROUTE		DE WITT, AR	4:00	PM	DE WITT, AR	ABT 5:00	PM	27	
1938	JULY	27	DE WITT - ST. CHARLES STAR ROUTE		DE WITT, AR	ABT 5:30	PM	ST. CHARES, AR	ABT 6:30	PM	23	
1938	JULY	27	SPECIAL DELIVERY MESSENGER		ST. CHARES, AR	ABT 7:00	PM		ABT 7:30	PM	1	
			1 - times do not align, schedules are different dates.		Est. Elapsed Time =	78	HOURS			Miles =	1,782	Estimated
			2 - Estimated miles between city pairs.									
			3 - WILL & SEAT ED RPO TR 2 date is at initial terminal									

Figure 3 - Table listing each portion of the route over which the Glasgow-St. Charles traveled.



Figure 4 - Route map generated by Google showing time and distance between Glasgow and St. Charles during 2026.

used by other federal offices such as courtrooms and judge's chambers.

Figure 8 confirms that Glasgow mail dispatches were made to WILLISTON & SEATTLE EAST DIVISION (ED) RPO.

The letter was likely mailed during window hours. The actual time of mailing was prior to 11:30 PM on July 24th. The "11:30 PM" hour in the postmark was the closing time for outbound dispatches. By midnight, the letter was in a pouch and ready for transport to the Great Northern Railway's depot at Glasgow. Glasgow had eastbound and westbound trains arriving between 12:10 and 2:15 AM, as shown in Figure Nine. Eastbound was the better dispatch, so this letter was in a Train 2 pouch.

Arriving at 2:50 AM in Glasgow eastbound, Train 2 continued to Williston, North Dakota, reaching that Great Northern division point at 6:35 AM. Train 2 of the WILLISTON & SEATTLE ED RPO made the pouch connection with ST. PAUL & WILLISTON WD RPO Train 2, as shown in Figure 8.

At Williston, what may appear to be a long layover was only five minutes. The schedule changed from Mountain Time to Central Time at this point.

The letter continued onward to Minneapolis by ST. PAUL & WILLISTON ED RPO Train 2 and dispatched to the MINNEAPOLIS & ST. LOUIS RPO North Division (ND) Train 48.

This letter was not sorted by Railway Postal Clerks (RPCs) along the North Division. It was either in a letter package or locked pouch that was opened on the South Division after departure from Rock Island.

Arriving at St. Louis at 5:10 PM, the letter made a connection with the ST. LOUIS & BRINKELY RPO Train 905-5 departing at 11:15 PM. It was only carried by this train, not sorted again until after reaching Brinkley and being dispatched to the MEMPHIS & DALLAS ED RPO Train 5. The condensed pouch list under the schedule in Figure 14 shows this Brinkley connection.

The MEMPHIS & DALLAS RPO ED Train 5 apparently made a pouch for De Witt that was put off the train at Stuttgart at 10:43 AM. A cropped portion of the St. Louis – Southwestern Railway timetable in Figure 17 includes the rail distances between St. Louis, Brinkley, and Stuttgart.

Reviewing the Arkansas General Scheme, 1940, appearing in Figure 18, it may not be apparent why the De Witt backstamp appears on the envelope. This becomes evident when viewing a 1938 Arkansas Post Route Map. Mail



Figure 5 - Glasgow, Montana, postmark dated July 24, 1938.



Figure 6 - Glasgow, Montana post office circa 1938.

VALLEY 60

Glasgow (c. h.) a	Will & Seat ED
Hinsdale b	Glasgow to Havre.
Tampico c	a Also Opheim via Opheim, Glasgow & Hinsdale SR.
Vandalia c	b 16, 26, 4, 27; also from Glasgow via CP 223.
	c Glasgow via CP 223.

Figure 7 - Montana General Scheme, 1949, page 60.



Figure 8 WILLISTON & SEATTLE RPO Train 2 postmark dated July 24, 1938. Train 2 arrived at Glasgow on July 25th, 1938, but the postmark date reflects the day of departure from Shelby, Montana.



Figure 9 - Pouch list is cropped from 13th Division Schedule of Mail Routes #138, page 70.

EAST DIVISION

TRAIN 2

*Fort Peck, Mont....a	Glasgow
§Havre&Butte 235..a	Havre
§Hav & Butte tr 221 .c	"
St. P& Minot 4, ...a	Williston
via Minot	
§St.P.&Will 2 WD. a	Williston
§Will&Glendive 223..a	"
Will & Seat ED 27..a	Havre
Will & SeatED 223..a	Williston

went from the Stuttgart railway depot to the city's post office (figure 19). At that location, the Stuttgart-De Witt Star Route began its trip, likely coordinated with RPO schedules passing through Stuttgart.

Stuttgart's post office was a typical one-story building of the style constructed during the Great Depression years. It was likely relatively new when this letter passed though its door awaiting dispatch to the Star Route.

A "Star Route" (figure 20) was ordinarily a highway service by the 1930s, utilizing either a small box truck or an automobile to transport mail in locked pouches and sacks between post offices. The name was derived from early mail contracts which included three mail transportation requirements: "celerity, certainty, and security." These three words were often repeated in contracts and represented by three hand-written asterisks –or "stars"—in the contract document.

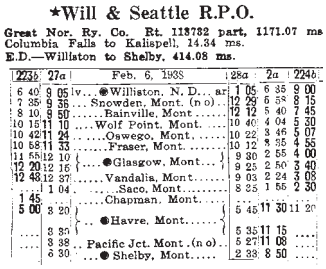
No photos of the De Witt or St. Charles post offices are presently available. Both were likely free-standing structures and not located within a general store or other commercial building.

At De Witt, the letter was backstamped with a closing time of 4 PM (figure 21). The De Witt-St. Charles Star Route departed shortly after that time, likely reaching St. Charles within an hour or two. No time appears in the St. Charles backstamp (figure 22); a Money Order Business (MOB) marking device only had three slots for month, date, and year. There was no requirement for backstamping mail other than special delivery by 1938, so the "Rec'd" postmarking stamps were no longer in regular use.

The sender, Mrs. John R. Gill, was originally named Theopa Vivian Wolfe (1898-1983). Her marriage to John Robert Hill (1889-1956) was her second. Her first marriage was to Charles James Ashford (1892-1966). Her son from the first marriage is the letter recipient: Julian Wallace Ashford (1919-1982)

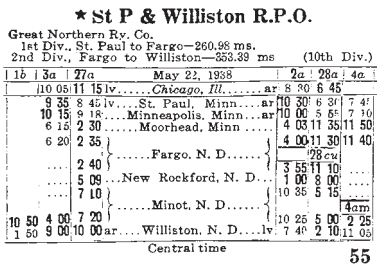
Civilian Conservation Corps (CCC) Company 1741 was stationed at Good Harbor Camp F-20 near Grand Marais, Minnesota, in 1933, and later operated in Arkansas including locations like St. Charles and Bigflat, engaging in forestry, erosion control, and conservation projects. The CCC was active during the Great Depression under New Deal federal relief programs.

Frequency notes and arbitrary signs are important considerations when using mail route schedules. These are applicable to the figures within this article.


★Will & Seattle R.P.O.

Great Nor. Ry. Co. Rt. 118782 part, 1171.07 ms
Columbia Falls to Kalispell, 14.34 ms.
E.D.—Williston to Shelby, 414.08 ms.

223b	27a	Feb. 6, 1938	28a	2a	224b
6 40	9 05	lv ... ●Williston, N. D. ... ar	1 05	6 35	9 00
7 35	9 35	... Snowden, Mont. (n o) ...	12 20	6 58	8 15
8 10	9 50	... Bainville, Mont ...	12 12	5 40	7 45
10 15	11 10	... Wolf Point, Mont. ...	10 40	4 04	5 30
10 42	11 24	... Oswego, Mont. ...	10 22	3 46	5 07
10 58	11 33	... Fraser, Mont. ...	10 12	3 35	4 55
11 55	12 10	... ●Glasgow, Mont. ...	9 30	2 55	4 00
12 20	12 16		9 25	2 50	3 40
12 48	12 37	... Vandalia, Mont. ...	9 03	2 24	3 08
...	1 04	... Saco, Mont. ...	8 35	1 55	2 30
1 45	...	... Chapman, Mont. ...	...	...	...
5 00	3 20	... ●Havre, Mont. ...	5 45	11 30	11 20
...	3 30	... Pacific Jct. Mont. (n o) ...	5 27	11 08	...
...	3 38	... ●Shelby, Mont. ...	2 38	8 50	...


★St P & Williston R.P.O.

Great Northern Ry. Co.
1st Div., St. Paul to Fargo—260.98 ms.
2nd Div., Fargo to Williston—353.39 ms (10th Div.)

1b	3a	27a	May 22, 1938	2a	28a	4a
	10 05	11 15	lv ... *Chicago, Ill.* ... ar	8 30	6 45	
	9 35	8 45	lv ... St. Paul, Minn ... ar	10 30	6 30	7 45
	10 15	9 18	... Minneapolis, Minn ... ar	10 00	5 55	7 10
	6 15	2 30	... Moorhead, Minn ...	4 03	11 35	11 50
	6 20	2 35	... Fargo, N. D. ...	4 00	11 30	11 40
				128 cw		
		2 40	...	3 55	11 10	...
		5 09	... New Rockford, N. D. ...	1 00	8 00	...
		7 10	...	10 35	5 15	...
			... Minot, N. D. ...			4am
10 50	4 00	7 20		10 25	5 00	2 25
1 50	9 00	10 00	ar ... Williston, N. D. ... lv	7 40	2 10	11 05

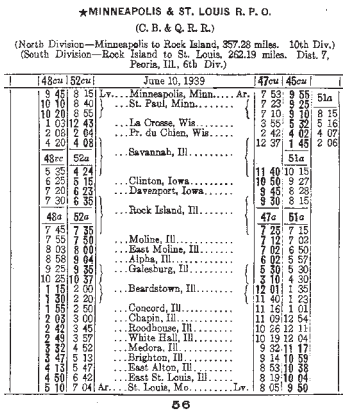
Central time

55

Figure 10 Above Left - 13th Division Schedule of Mail Routes #138, page 69. Figure 11 Above Right - 13th Division Schedule of Mail Routes #138, page 69.



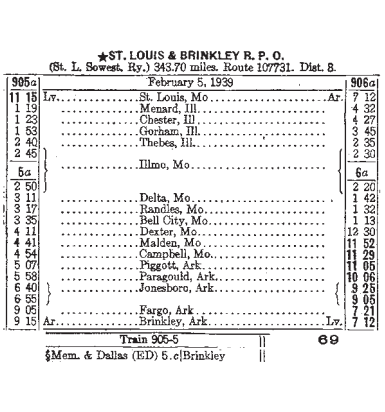
Figure 12 -MINNEAPOLIS & ST. LOUIS RPO Train 48 postmark dated July 26, 1938.


★MINNEAPOLIS & ST. LOUIS R. P. O.
(C. B. & Q. R. R.)

(North Division—Minneapolis to Rock Island, 357.28 miles. 10th Div.)
(South Division—Rock Island to St. Louis, 262.19 miles. Dist. 7, Peoria, Ill., 6th Div.)

48cw	52cw	June 10, 1939	47cw	45cw	
9 45	8 15	Lv ... Minneapolis, Minn ... Ar.	7 53	9 55	51a
10 10	8 40	... St. Paul, Minn ...	7 28	9 30	
10 20	8 55		7 10	9 10	8 15
1 03	12 43	... La Crosse, Wis ...	3 55	5 52	5 16
2 08	2 04	... Ft. du Chien, Wis ...	2 48	4 07	4 07
4 20	4 08		12 37	1 45	2 06
48rc	52a	... Savannah, Ill. ...		51a	
5 25	4 24		11 40	10 15	
6 25	5 15	... Clinton, Iowa ...	10 50	9 27	
7 20	6 23	... Davenport, Iowa ...	9 45	8 28	
7 30	6 35		9 30	8 15	
48a	52a	... Rock Island, Ill. ...	47a	51a	
7 45	7 35		7 25	7 15	
7 55	7 50	... Moline, Ill. ...	7 12	7 02	
8 03	8 00	... East Moline, Ill. ...	7 02	6 50	
8 58	9 04	... Alpha, Ill. ...	6 02	5 57	
9 25	9 35	... Galesburg, Ill. ...	5 30	5 30	
10 25	10 57		3 10	4 30	
1 15	2 00	... Beardstown, Ill. ...	12 01	1 36	
1 30	2 20		11 46	1 23	
1 55	2 50	... Concord, Ill. ...	11 16	1 01	
2 03	3 00	... Chapin, Ill. ...	11 09	12 54	
2 42	3 45	... Roodhouse, Ill. ...	10 28	12 11	
2 48	3 57	... White Hall, Ill. ...	10 19	12 04	
3 32	4 52	... Medora, Ill. ...	9 32	11 17	
3 47	5 13	... Brighton, Ill. ...	9 14	10 59	
4 13	5 47	... East Alton, Ill. ...	8 53	10 38	
4 50	6 42	... East St. Louis, Ill. ...	8 19	10 04	
5 10	7 04	Ar ... St. Louis, Mo. ... Lv.	8 05	9 50	

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★ST. LOUIS & BRINKLEY R. P. O.
(St. L. Sowest. Ry.) 343.70 miles. Route 107731. Dist. 8.

905a	February 5, 1939	906a
11 15	Lv ... St. Louis, Mo ... Ar.	7 12
1 19	... Menard, Ill. ...	4 32
1 23	... Chester, Ill. ...	4 27
1 53	... Gorham, Ill. ...	3 45
2 40	... Thebes, Ill. ...	2 35
2 45		2 30
5a	... Illmo, Mo. ...	6a
2 50		2 20
3 11	... Delta, Mo. ...	1 42
3 17	... Randles, Mo. ...	1 32
3 35	... Bell City, Mo. ...	1 13
4 11	... Dexter, Mo. ...	12 30
4 41	... Malden, Mo. ...	11 52
4 54	... Campbell, Mo. ...	11 29
5 07	... Piggott, Ark. ...	11 05
5 58	... Paragould, Ark. ...	10 06
6 40	... Jonesboro, Ark. ...	9 25
6 55		9 05
9 05	... Fargo, Ark. ...	7 21
9 15	Ar ... Brinkley, Ark. ... Lv.	7 12

Train 905-5 | 69
$Mem. & Dallas (ED) 5.c|Brinkley

Figure 13 Above Left - 7th Division Schedule of Mail Routes # 527, page 56. Figure 14 Above Right - 7th Division Schedule of Mail Routes # 527, page 69.



Figure 15 - MEMPHOS & DALLAS ED RPO Train 5 postmark dated July 27, 1938.

FIVE STATES IN FOUR DAYS: SPECIAL DELIVERY

Montana to Arkansas, 1938

★MEMPHIS & DALLAS R. P. O.

St. L. S. W. Ry., Memphis to Texarkana: 289.01 miles. Route 112703
12th Div. Dist. 3
Lewisville–Shreveport, 62.24 miles. Route 112705. 12th Div. Dist 3
St. L. S. W. Ry. of Tex., Texarkana–Dallas, 193.75 miles. Route 111776
Trip 8, Route 50271 11th Div.

	695b	801a	Feb. 20, 1938	602a	809b	
	7 55	10 35	Lv⊙†Memphis, Tenn...Ar (Union Sta.)	7 00	9 00	
	8 10	10 50	...W. Memphis, Ark.	6 30	8 35	
	8 57	11 37	...Forrest City, Ark.	5 41	7 48	
	9 18	11 58	...Wheatley, Ark....	5 20	7 26	
	9 30	12 10		5 10	7 07	
	6cu	1a		2a	6cu	
			{Brinkley, Ark.} {C. Belt. Jct.}			
	9 40	12 13		5 07	7 00	
	10 05	12 35	Clarendon, Ark....	4 46	6 37	
	10 43	1 09	⊙ Stuttgart, Ark....	4 09	5 53	
	11 52	2 10		3 17	4 40	
6299	6139	6b	⊙†Pine Bluff, Ark...		6b	6140 6289
	1 30	11 55		3 17	4 38	8 30
	12 54	3 12	⊙ Fordyce, Ark.....	2 18	3 36	
6 45	4 30	1 39	...Camden, Ark.....	1 32	2 53	5 30 6 30
	2 07	4 34	...Stephens,Ark.(n.j.)	12 55	2 23	
	2 23	4 52	...McNeil, Ark.....	12 43	2 08	
801a	2 47	5 20	...Stamps, Ark.....	12 16	1 46	802a
	2 55	5 32	⊙ Lewisville, Ark. ...	12 09	1 39	
5 37	2 55	5 32		12 09	1 39	11 45
7 45			...Shreveport, La. ...			9 45
12 18	3 45	6 30	Ar⊙†Texarkana, Ark...Lv	11 15	12 55	12 30
	5b	1a		2a	6cu	⊙*8b
	3 55	6 45	Lv⊙†Texarkana, Ark.-Tex.....Ar	11 05	12 45	
	5 22	8 15	⊙ Mt. Pleasant, Tex.	9 35	11 20	
	5 25	8 30	⊙ Sulphur Spgs.,Tex.	9 26	11 17	5 15
	6 25	9 30	⊙ Commerce, Tex....	8 27	10 24	4 20
	6 50	9 56	⊙ Commerce, Tex....	7 58	9 56	
	6 53	9 59		7 56	9 54	
	7 17	10 18	⊙ Greenville, Tex...	7 37	9 35	3 20
				7 37		
	8 05	11 07	...Wylie, Tex.....	6 49	8 45	
	8 18	11 21	⊙ Plano, Tex.†.....	6 35	8 32	
	8 50	11 59	Ar⊙†Dallas, Tex.....Lv	6 03	8 00	

Trs. 601-1; 2-602, Class (B) 30'. Trs. 5 and 6, Class (A) 15'.
Memp.-Clar. 21'a. Clar-P. 318'a.

—41—

Figure 16 - 12th Division Schedule of Mail Routes #161, page 41.

No. 5 Cotton Belter Daily.	Miles.	November 5, 1939.
		LEAVE / ARRIVE
*1 15 P M.	0	+. St. Louis (Un. Sta.). ♁
9 15 A M	338.1	arr....+Brinkley ♁...lve.
		LEAVE / ARRIVE
*7 55 A M	0	+.....Memphis.....♁
ƒ —	44.8	+...Forrest City ▣...♁
9 30 A M	69.2	arr....+Brinkley ♁...lve.
9 40 A M	338.1	lve....+Brinkley ♁...arr.
f9 51 »	346.2	.....Keevil.....
10 05 »	353.1	+.....Clarendon .....♁
f10 21 »	359.7	..... Roe .....
f10 29 »	365.4	.....Ulm .....
10 43 A M	372.4	+.....Stuttgart .....♁

Figure 17 - St. Louis - Southwestern, OFFICIAL GUIDE, March 1940, page 875.

ARKANSAS COUNTY (2)

Almyra [a]
Bayou Meto [a]
Casscoe [b]
Crocketts Bluff [b]
De Witt (c. h.) [a]
Ethel [a]
Gillett [a]
Hagler [a]
Humphrey
Nady [a]
Saint Charles [a]
Stuttgart (c. h.)
Tichnor [a]
Van [a]

Memp. & Dallas.
Brinkley to Pine Bluff.
a Stuttgart.
b Roe.

(17)

Figure 18 - Arkansas General Scheme, 1940, page 17.



Figure 19 - Post Office, Stuttgart, Arkansas, circa 1938.



Figure 20 - Star Routes Stuttgart-De Witt and De Will-St. Charles, Arkansas. 1938 Arkansas Post Route Map segment.

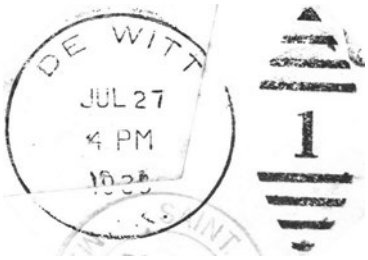


Figure 21 - De Witt, Arkansas, backstamp dated July 27, 1938.



Figure 22 - St. Charles, Arkansas, backstamp dated July 27, 1938. "M.O.B." (Money Order Business) used as the backstamp marking hand stamp.

ARBITRARY SIGNS

A star in heavy faced type prefixed to the title of an R.P.O. denotes that clerks in all trains are equipped with rotary-lock keys—★.

If all trains on a line are not supplied, either the trains equipped or the exceptions follow the star—★EX. 33.

An asterisk prefixed to pouches made by R.P.O. trains and post offices indicates that pouch goes direct over a star or mail messenger route, and an asterisk prefixed to trip number in tables indicates such trips to be star or mail messenger route *

Offices open all night for receipt and dispatch of mails †
Registered mail is also connected §
Junction offices exchanging registered mail with night trains ⊙
Pouch dispatched by air plane or over air mail route □
First class mail only ⊠
First class mail and newspapers only ⊠
First class, special handling and special delivery ×
First class, newspapers and all classes of special handling and special delivery mail +
Distribution by standpoint scheme only ‡
Accommodation distribution only ‖
No junction (n.j.)
No post office (n.o.)
Only closed pouch mails carried on this line C.P.
Service by star route S.R.
International Exchange (I. E.)

a—Daily
b—Daily ex. Sunday.
cc—Train daily; C.P. daily ex. Monday.
cu—Train daily: R.P.O. daily ex. Sun.; C.P. Sun. only

Figure 23 - 13th Division Schedule of Mail Routes #138, pages 4 and 5, edited.



"Promoting Railway History and Preservation"

DL&W STATION AND MODERN HOTEL

Article and Photos by Andy S.

The Radisson Lackawanna Station Hotel in Scranton, Pennsylvania is a beautiful place to stay when visiting the area. It is close to Steamtown and is rich in history.

The hotel is inside the former Delaware, Lackawanna and Western Railroad's station and office complex. It was opened in 1908 to replace a much smaller station nearby. This grand building was completed in only 14 months. The exterior is made of Indiana Limestone and the front features an eight-foot-tall bronze clock. The station entrance is made from a pinkish-yellow Italian marble. Walking inside you will be awed by the beauty. The station's first floor has an impressive ceiling featuring Tiffany glass and is 2 ½ stories tall. Around the interior of the lobby are 36 tile murals depicting scenes along the railroad from Hoboken, New Jersey to Buffalo, New York. This was the route of the DL&W's famous named train The Phoebe Snow.

When built the station was five stories tall. A sixth floor was added in 1920 to increase office space. As was the case with many large stations the dwindling passenger service caused them to close. This one was shuttered in 1977 but was restored in 1983 into a luxury hotel at a cost of $13 million dollars.

Trains still run behind the station but don't come close like they once did. The covered train platforms, that in the glory days allowed passengers to embark and disembark from their trains in style, are still in place but now cover the cars parked there.



A view of the Station/Hotel exterior showing little change from it's railroad days. The rails of the Steamtown Historic site run behind the bulding.

DL&W STATION AND MODERN HOTEL



Left: Station Clock and Railroad Name.



Right: Postcard view of the station interior circa 1910.

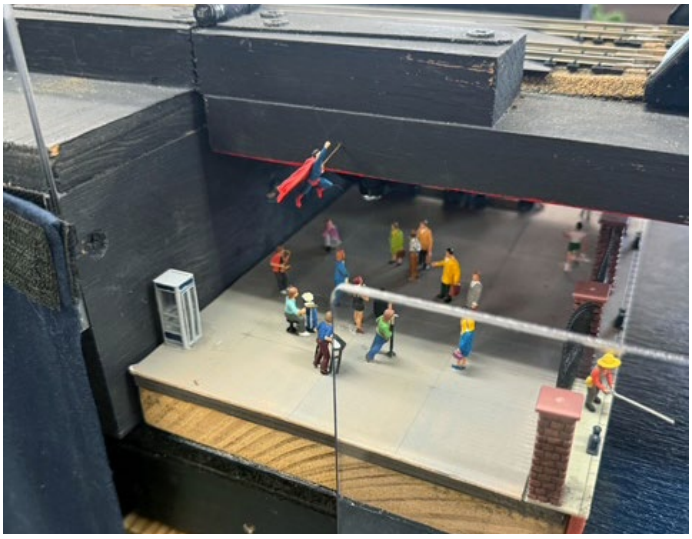


Left: A similar view to the above in modern times.



Right: Another angle of the modern interior.

PHOTOS









Top Left: Our modelers are always adding little things that add to experience of layouts. Superman just left phone booth and on way to save Lois Lane for a villain. Top Right: In August 2009 our track was updated with lots of new ties also other track in park was upgraded. Center Left: Train crossing back across Main Street. Center Right: Train Backing across Mills Drive. Bottom Left: passengers detraining and next group waiting their turn at Deep Run Station. Bottom Right: Member Curtis came over Saturday afternoon and cleaned some of track with weed his weed eater. THANKS Curtis.





MEMBERSHIP APPLICATION

Membership Application/Renewal Form

Rappahannock Railroad Museum, Inc.
Please type or print legibly

New Renewal if renewal Updated information Y N

Name: _____

Street Address: _____

City: _____ State: _____ Zip: _____

Phone: _____

Email: _____

Family Membership(S) if Joining: _____
Membership

Regular $15.00 _____ , can Vote, can hold office

Family $1.00 each _____, cannot vote, cannot hold office.

Museum Donation _____

Total: _____

Please mail to the following address or hand in at meeting.

Rappahannock Railroad Museum, Inc.
11700 Main Street
Fredericksburg, VA. 22408

I agree to be a member in good standing and follow safety rules of
the Rappahannock Railroad Museum, Inc.
Membership dues for January 1, 2026 to December 31, 2026

Signature: _____ Date: _____

"Promoting Railway History and Preservation"

SEPT/OCT MONTHLY MEETING AGENDA

Saturday	September 26th	Meet at our Museum Site 9:00am to 12:00pm for tours and train rides, construction and upgrades(weather permitting). Members continue to improve displays and area.
Saturday	October 3rd	Meet at our Museum Site 9:00am to 12:00pm for tours and train rides, construction and upgrades(weather permitting). Members continue to improve displays and area.
Thursday	October 8th	**MUSEUM MONTHLY MEETING IN THE TAYLOR ANNEX.** Monthly meeting starting promptly at 7:00pm. Important discussion on Museum future activities.
Saturday	October 10th	Meet at our Museum Site 9:00am to 12:00pm for tours and train rides, construction and upgrades(weather permitting). Members continue to improve displays and area.
Saturday	October 17th	Meet at our Museum Site 9:00am to 12:00pm for tours and train rides, construction and upgrades(weather permitting). Members continue to improve displays and area.

Additional work days may be scheduled on an as needed basis.

The leaves are falling and cold weather is calling,
Our Yellow Train is still rolling and hauling;
Little ghosts and goblins romp for a small treat,
The Museum continues to grow and is never complete.

"Promoting Railway History and Preservation"

SUBMISSIONS NOTE: Any items that you wish to have published in ***The Mail Pouch*** must be submitted as a complete package, articles must have all supporting images and diagrams at time of submission. Items to be published that are "borrowed from other publications" must have the proper credits noted to avoid copyright violations. Any items that you wish to have published in ***The Mail Pouch*** must be submitted to the Editor in electronic format (Text Files for articles and separate Digital Photos) prior to the **20th** of the proceeding month. Items not in an electronic format (items needing scans or typesetting) must be submitted prior to the **15th** of the proceeding month. Articles, Photos and other items may be submitted in person on Saturday mornings at the Museum, or electronically at jkeehner67@hotmail.com, **subject line EDITOR**. *All items submitted after the deadlines of the month will be held for publication in the following months Newsletter.*