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1980



Annual Dues  
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Post Office Box 1178  
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 \* SPECIAL EDITION \*  
 \* Long Island Rail Road Postal History \*  
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## PRESIDENT'S MESSAGE

A major area which few collectors can tackle because of its enormous size is the area of railway postal markings. It is not uncommon for the better collections of railway postal markings to now be the domain of collectors of a particular geographical region. Long Island has its own Long Island Railroad (LIRR) which has a history dating back to the mid-1800's and a long succession of interesting postal markings. Although many of the postal markings have been recorded, much remains to be learned about the postal service carried out by the LIRR.

In this issue, Fred Rodriguez is reproducing two articles authored by Charles Towle which appeared in La Posta, edited by Richard Helbock. They bring together a succinct history of the LIRR postal service and a very nice compilation of the known postal markings utilized by the LIRR. In an effort to illustrate many of these markings, Fred Rodriguez has called upon many of us from the Society to illustrate our better covers carried by the LIRR. Although this group of illustrations will not encompass every single LIRR marking, they should serve as a good example of the variety of markings utilized and some of the nicer pieces to have survived the last hundred years.

There are several landmark articles concerning the LIRR that we should all be familiar with. The first is a set of articles written by Calvet Hahn and published in The Collector's Club Philatelist, Volume 51, #3 and Volume 51, #4, 1972. These articles discuss the U.S. Express Mail and in particular the Steamer Oregon hand-stamps. Many nice pieces are illustrated in these articles. Mr. Hahn also published an excellent article in the Spring-Summer 1982 issue of our Journal entitled "The Long Island Railroad's Brief Fling as an Interstate Mail Carrier." The Summer 1981 issue of the LIPHS Journal contained a photocopy of a letter which established the first route agent on the LIRR as George W. Smith. The two articles which appeared in La Posta by Charles Towle represent two other classical articles in this area.

Collecting the markings of the LIRR and demonstration of its postal service has been a popular collecting area by Long Island postal historians and by railway post office collectors for many years. No doubt, the availability of information about these postal markings will prompt other collectors to pursue these markings and add examples of them to their collections of Long Island postal history. We hope that this and the forthcoming issue of the LIPHS Newsletter-Journal, which will be entirely devoted to the LIRR, will serve as a useful guide to collectors eager to obtain samples of the postal markings of the Long Island Railroad.

Daniel M. Knowles, M.D.

## EDITOR'S NOTES

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Recently the Long Island Railroad celebrated its 150th anniversary of service to Long Islanders. It is the oldest railroad in the U.S. still known by its original charter name. It has an interesting and colorful history, one which has been recorded by member Vincent F. Seyfried, author of the comprehensive seven volume history of the LIRR. A history of the railway post office which operated on the Long Island Railroad has been recently penned by Charles L. Towle, the well known postal historian best known for his fine catalog of RPO markings. He has been kind enough to allow us to reprint his two-part article entitled "Railpost History of the Long Island R.R." which appeared in the Second Section of the August 1983 and the October 1983 issues of La Posta: A Journal of American Postal History published by Richard W. Helbock. As a subscriber to La Posta, I highly recommend this fine bi-monthly publication which has recently broadened its scope to nationwide postal history research. For a sample copy write to La Posta, P.O. Box 135, Lake Oswego, OR 97034.

The first part of Mr. Towle's article appears in this issue. It is complimented by a separate article illustrating rare LIRR covers from the collections of some of our members. Carl Baker has written an interesting article about local post offices whose names have been influenced by the Long Island Railroad. Other regular columns roundout the Fall issue of the Journal.

Carl Baker and I want to thank those members who have written with words of encouragement, suggestions, and constructive criticism. We are pleased that the Journal has been well received by many.

The Winter edition will continue with the second part of Towle's Long Island Railroad article. It will be complimented with additional illustrations of stations and covers with some representing new finds. John Price and the Editor have joined forces to illustrate Suffolk Co. post offices as depicted on turn-of-the-century post card views and photographs from different periods. Part three of a nine part series will appear in the next issue covering the township of Huntington. Many other articles are planned.

J. Fred Rodriguez  
Editor

Carl F. Baker  
Associate Editor

**SECRETARY'S NOTES and MEMBERS CORRESPONDENCE**  
\*\*\*\*\*

We are pleased to welcome six new members and welcome back one reinstated member:

Michael R. Pender  
148 Poplar St.  
Garden City, N.Y. 11530

Patrick M. Desbonnet  
7319 75th Circle No.  
Brooklyn Park, MN 55428

Robert C. Friedrich  
Queens Borough Public Library  
Long Island Division  
89-11 Merrick Blvd.  
Jamaica, N.Y. 11432

Elwyn Doubleday  
Doubleday Postal History  
Box 259  
Alton Bay, NH 03810

Smithtown Public Library  
Long Island Room  
1 North Country Road  
Smithtown, N.Y. 11787

Brian R. Levy  
1983 Guildford Pk Dr.  
Seaford, N.Y. 11783

Reinstated: Tom Gainor, Public Information Officer  
U. S. Postal Service  
Hicksville, N.Y. 11802

The LIPHS Roster published in the last issue listed 60 members. Of these 57 have renewed their membership for the fiscal year 1984/85. Those that do not renew by October 31st will have to be dropped and will not receive the Winter edition of the Journal.

We want to thank Ernest J. Kehr, Editor of the weekly Stamps Column in Newsday for his review of the LIPHS Journal (Sunday Newsday 8/5/84). We received eight requests for sample copies and gained one new member. We also gained two new members as a result of a listing of our Journal in Linn's. We are currently running an ad in The Long Island Forum and will be exhibiting at the Hicksville Post Office open house on October 7th.

Mr. Tom Gaynor, who is in charge of public affairs for the Hicksville P.O. rejoined our Society upon his return to Long Island after spending two years in Washington D.C. Some of you will remember that he made available to us the Hicksville P.O. Annex meeting rooms back in 1981 for our first meeting. He had his video camera and taped that first historic meeting. He has kindly donated a copy of it to the Society. It will be shown at the Spring meeting of the Society at the home of Fred Rodriguez (details to follow in a subsequent issue). Mr. Gaynor is holding an open house and a Safety Fair at the Hicksville P.O. on Sunday October 7, 1984. A postal history exhibit will be featured in cooperation with the Gregory Museum of Hicksville and the LIPHS. We want to thank member Robert Sklarz for sending us a clipping about the Hicksville open house which appeared in the Mid Island News and brought us into contact with Mr. Gaynor.



Linda Wierenga has sent in copies of some of her Suffolk Co. covers for a future article. Bob Miller sent in a short article about another Pan Am First Air Mail Flight from L.I. New member Patrick Desbonnet tells us that he is a transplanted Long Islander (Shelter Island, then Roslyn Hts.) and has been solitary in his pursuit of Long Island covers out in Minnesota. Many other letters from other members were received. Keep them coming!

\* \* \* \* \*

### EIGHT "FROJOLAS" FROM A PERFECT SCORE (An Olympic Fantasy)

The Summer/1984 issue of the LIPHS Newsletter and Journal seems destined for a Gold Medal in the Summer Olympics Postal History competition. The posting of a perfect score is anticipated. But the posting is delayed. The spectators grow restless.

The judges appear to be in a quandary. This fine Journal does have eight "Frojolas" throughout its pages and each such infraction could cost five tenths of a point!

The judges are indeed concerned. Is Richard Frajola not a serious student of postal history? Does he not possess a fine library of postal history and route maps? Is he not recognized worldwide for an important auction house of the same name? And could not that name be tarnished forever by those eight "Frojolas" in such a responsible Journal?

But then, didn't everyone realize without question that it was Richard Frajola, himself, who had joined the LIPHS, and none other. And was it not reasonable to assume that Editor J. Fred Rodriguez, who has experienced the pain of a "Rodriques" far too often, himself, had been guilty only of a "slip of the tongue" (finger?).

The judges are satisfied. The score is posted - a 9.6, not perfect, but good enough for a Gold. The medal is presented- the "Postal History Anthem" is played and an almost happy Fred seems to be saying, "I'm sorry Richard. I really am".

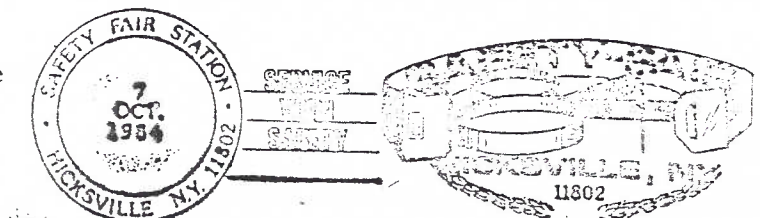
And so with this very special apology, Richard Frajola regains his rightful name.

Associate Editor

After ~~THAT~~ I hope I don't make any more mistakes -Editor.

\* \* \* \* \*

This is the special postmark to be used to cancel mail at the Safety Fair at Hicksville on October 7, 1984.



RAILPOST HISTORY OF THE LONG ISLAND R.R.  
Section I - Main Line and Branches  
by C.L.Towle

The Long Island R.R. has several distinctive points of interest to the student. Firstly, it is the longest-lived Railroad Company now operating in the United States, having been under the same charter since April 24, 1834. It is also the only major railroad depending primarily during its existence upon passenger transportation for the major portion of its revenue and finally, was built to serve as a rail and steamboat link between New York and Boston, only to spend almost all its existence hauling suburban dwellers to and from their jobs and vacationers to and from the famous sand beaches of Long Island, with only minimal freight traffic at best.

Chartered even before the Long Island R.R., The Brooklyn and Jamaica R.R. was incorporated in New York April 25, 1832. It built a line of track from South Ferry at Atlantic St. and the East River, along Atlantic St. to Flatbush Ave., thence on private right-of-way to Jamaica, a distance of 11 miles. It was leased upon opening, April 18, 1836, by the Long Island R.R. In May 1861 the Long Island R.R. gave up its lease when the City of Brooklyn passed a law banning steam locomotives from the city area. The Brooklyn and Jamaica continued as a horse car line until 1874 when it ceased its operations.

The Long Island R.R., meanwhile, under its charter had rights to build from Brooklyn to Greenport, about 95 miles, with a branch to Sag Harbor. It was to provide a rail line to Greenport, steamboats across Long Island Sound to Stonington, Conn., where a connection was to be made with Providence & Stonington R.R. north to Providence, and thence by Boston & Providence R.R. to Boston. This was a most ambitious scheme considering that the Providence & Stonington R.R. had been working in close relationship with the Stonington-New York overnight passenger steamboat line ever since 1838, the year after its completion. Perhaps the Long Island R.R. promoters envisioned the route as a day time passenger service with lunch while crossing Long Island Sound on an enjoyable steamboat interruption, but whatever the original idea, the competition in the New York-Boston passenger trade at the time was awesome- with some five other possible routes for the passengers.

Construction proceeded slowly at first due to the usual financial troubles, but soon picked up momentum. The sections were completed as follows:

March 1837	-	Jamaica - Hicksville	- 14 miles
July 4, 1839	-	First service Brooklyn-Hempstead	
Oct. 15, 1841	-	Hicksville - Farmingdale	- 5 miles
March 14, 1842	-	Farmingdale - Deer Park	- 7 miles
June 24, 1842	-	Deer Park - Thompson	- 5 miles
July 14, 1842	-	Thompson - Suffolk	- 2 miles
June 26, 1844	-	Suffolk - Yaphank	- 15 miles
July 29, 1844	-	Yaphank - Greenport	- 36 miles

Mail contracts followed completion closely with first contract Brooklyn-Hicksville March 1, 1837 and New York to Greenport July 27,

1844. First contracts were naturally closed pouch, as were probably the steamboat connection contracts which followed:

Route 806 - 1844-Greenport,N.Y.-Stonington, Conn.-Allyns Pt.  
Conn. 28 1/2 miles, 6 trips

Route 806 - 1845-Greenport,N.Y.-Stonington-Norwich,Conn.  
35 miles, 6 trips

1847 - Steamboat route dropped probably due to competition from the Boston-Springfield-New Haven rail line and the New York-New Haven steamboats. It is likely that the 'Rail R.' agent marking in red was used on the Long Island R.R. portion of this short-lived Brooklyn-Boston route, from time when first agent was appointed Nov. 2, 1844, until possibly as late as Oct. 3, 1847. A lengthy discussion of this route is contained in Calvet Hahn's article "The LIRR's Brief Fling as an Interstate Mail Carrier" on pages 21-26 of the Spring-Summer Issue 1982 of the Long Island Postal History Society Bulletin.

An 1845 Annual Report of the Long Island R.R. shows an investment in three steamboats for the Long Island Sound service-the "New Haven", "Cleopatra" and the "Worcester". Mr. Hahn's article gives further details on these boats.

Incidentally the steamboat route Greenport-Stonington and the New York-Greenport line of the Long Island R.R. carried the same contract number-No.806.

An unusual note from the Archives under Norwich & Worcester R.R. specifies payment of \$75 per trip to Norwich & Worcester R.R. for Allyns Point-Greenport and similar payment of \$75 per trip to Long Island R.R. for Greenport-New York trips on July 4, 1847; Sept.17,1847 and Oct.3,1847 of the U.S. Express Mail European Mail. This could have resulted from arrival time of Cunard Line boats at Boston causing operation of special day trips via Worcester, but in any event they were probably the last trips made through via the Greenport route.

The first locomotives built for the Long Island included the 'Ariel', built by Baldwin in 1836 with one pair of 54 inch drivers, and the 'Post Boy' built by Seth Wilmarth of South Boston. Among the many stories of the Long Island's eccentricities is that the first two locomotives managed to have a head-on collision. The third locomotive, the 'Hicksville' built by Locks and Canals Co. of Lowell, was one of the first in the country to have a steam whistle. There were 51 locomotives built up to the time of the first merger including such odd names as 'Taglione' (after a European dancer), 'Fanny', 'Little', 'Ruggles', 'Orient', 'Nebraska', 'Phoenix', 'Fred' and the 'Horace Greeley'.

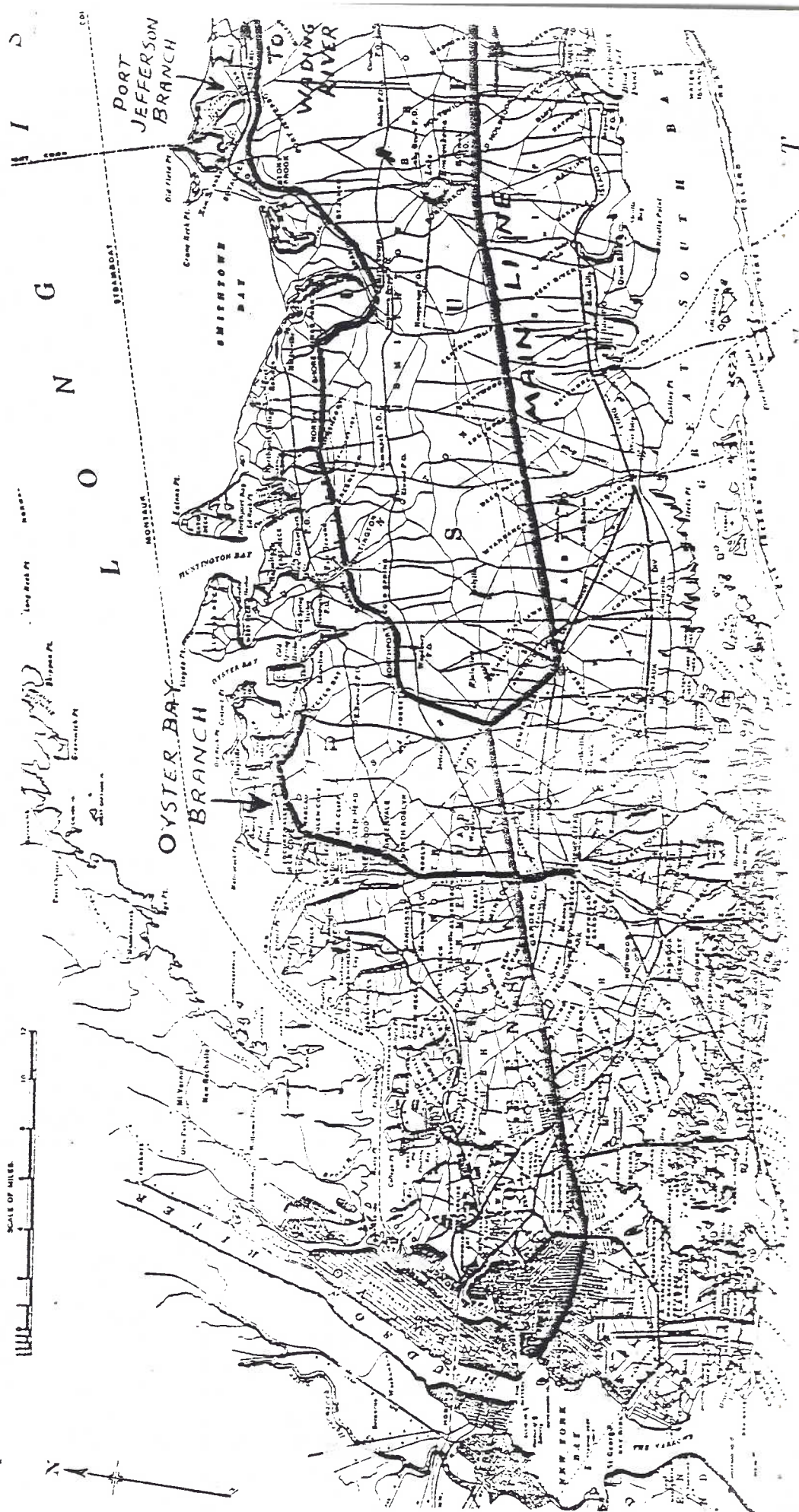
Of interest in connection with early postmarks is the appointment and duration of route agents in the period before 1861, which we are now able to present for the first time. The first route agent George W. Smith had his run extended into New York for \$30 per month extra. He also had jurisdiction over two stage connections-Route 816a from Hicksville Depot to Commack, and Route 816b from Medford Depot to Port Jefferson. Mr. Smith had an unusually long career for an early route agent. A most interesting letter from the 3rd Asst. Postmaster-General Sept. 22, 1845 to President Fiske of the



# Map of LONG ISLAND SHOWING THE Long Island Railroad System

WESTERN LINES OF THE LONG ISLAND R.R. - MAIN LINE & BRANCHES

SCALE OF MILES  
0 5 10 15





Long Island complained that George Smith's mail car was left off the train and he was not able to distribute mail between Brooklyn and Farmingdale in consequence of not having room. This would not faze regular Long Island riders at all.

Early route agents on New York-Greenport route were as follows:

George W. Smith 12/2/1844-12/31/1850	Samuel Homan 10/7/1847-8/16/1848#
J.R.Limonson 1/1/1851-9/6/1853	R.W.Smith, Jr. 8/21/1848-11/10/1849
George W. Smith 9/6/1853-6/7/1859#	Geo. Durand 11/10/1849-6/8/1853
Hubbard Corwin 6/7/1859-4/1/1861	John E. Smith 6/8/1853-11/7/1856#
Elias H. Smith Apr. 1, 1861- 1865	Jeremiah Wilbur 11/7/1856-4/10/1861
(Note - #-Deceased)	William Willcox Apr. 10, 1861- 1863

A reference to 'Nuggets from the Postal Archives' in this issue (Ed.-La Posta Vol.14, No.4, Whole No. 82) will show that Harnden & Co. never handled the U.S. Mail via the Greenport route.

Annual rates of pay were \$230 until June 30, 1845, \$500 until 1853, \$600 in 1853-1855 period, raised to \$700 Feb. 1, 1855. Contract numbers of route were 818 in 1843, 806 from 1844 to 1852, 1008 from 1853 to 1856 and 1007 until 1861. From 1844 until 1857 and in 1861 route was specified as New York-Greenport, while from 1858 to 1860 it was specified as Brooklyn and Greenport.

On May 9, 1861 the Long Island R.R. opened a new line from Jamaica to Hunters Point, 11 miles, to operate its trains to the East River in place of Brooklyn and Jamaica R.R., which was banned to steam locomotives by action of City of Brooklyn.

The Greenport-New York mail run had very few changes over the years. After the early period it continued as Greenport & New York Agt. until it was changed to Greenport and New York R.P.O. Aug. 1, 1882. The R.P.O. operation continued until June 18, 1965 with many types of R.P.O. markings being employed over the years.

The first branch line of the Long Island R.R. built by the parent company was the North Shore or Port Jefferson Branch. Construction of this branch was as follows, with construction companies shown:

July 3, 1854 Hicksville-Syosset 4.2 miles-Long Island R.R.  
Dec. 1867 - Syosset-Northport 10 miles-Long Island R.R.  
Jan. 13, 1873 Northport-Port Jefferson 19 miles-Smithtown  
& Port Jefferson R.R.  
Spring 1895 Port Jefferson-Wading River, 11.2 miles-North Shore  
Branch #2. The 10 1/2 mile branch to Wading River was  
abandoned in 1938.

This 44 mile line along the north shore of Long Island had quite a few markings employed during its 96 year existence as a mail route with agent or clerk service:

Route Agent runs on this line were:

Northport & Hicksville Agt. 1869-1876 (Has not been found to date)

Pt. Jefferson & Hicksville Agt. 1876-Aug.1,1882

Railway Post Office runs were as follows:

Pt. Jefferson&Hicksville RPO Aug.1,1882-Mar.15,1883

(Not found to date)

Pt. Jefferson&Long Island City R.P.O.-Mar.15,1883-Jan.5,1889

(Not found to date)

Echo & Long Island City R.P.O.-Jan.5,1889- Dec. 2, 1895

Wading River & Long Island City R.P.O. Dec.2,1895 - 1914

Wading River & Jamaica R.P.O. 1914 - Jan. 22, 1915

Wading River & New York R.P.O. Jan. 23, 1915 - May 7, 1918

Port Jefferson & New York R.P.O. May 7, 1918 - July 1, 1928

Wading River & New York R.P.O. July 1, 1928 - Oct. 25, 1928

Port Jefferson & New York R.P.O. Oct. 25, 1928 - June 18, 1965

The second branch of the original Long Island R.R. Company to be constructed was the Oyster Bay branch which was (and is) strictly a suburban line. Construction of this branch, with construction companies, was as follows:

1864 - Mineola - Glen Head - 6 miles - Long Island R.R.Co.

1868 - Glen Head - Glen Cove - 3 miles - Long Island R.R.Co.

Oct. 30,1871-Glen Cove-Locust Valley - 1 mile-Long Island R.R.

June 25,1889 - Locust Valley - Oyster Bay - 4 miles-Oyster Bay Extension Co.

Route Agent and Railway Postal Clerk runs on this branch were as follows:

Locust Valley&Mineola Agt.1876-1877-Marking not loc. to date.

Oyster Bay & Long Island City R.P.O. Oct 15,1891-Jan.22,1915

Oyster Bay & Jamaica R.P.O. - 1914 - Existence uncertain.

Oyster Bay & New York R.P.O. - Jan. 22, 1915 - Aug. 31, 1955

The final extension constructed by the parent Long Island R.R. Company was completed May 1870 and fulfilled part of the original charter. Building South from Manorville to Eastport, and thence east along the empty sandy south shore - now a fashionable summer residential area - with such spots as Speonk, Westhampton, Quogue, Shinnecock, Good Ground, Southampton, Bridgehampton to the town of Sag Harbor - once one of the most important whaling ports on the East Coast of the United States. The four mile spur to Sag Harbor was abandoned in 1939.

Two examples of the first route agent marking from this route were recently found on ragged old letters written from Eastport. The marking had the erroneous spelling Sag Har. & Maror Agt. The Sag Harbor and Manör(ville) Agt. was apparently used from about 1876 until 1881, when completion of South Shore line to Eastport from Patchogue, June 1881, changed train operations extensively.

In our next issue we will complete the subsidiary railroad companies added to the Long Island R.R. system after the first reorganization.

## Postal Markings

### Catalog No.

112-L-1	RAIL R. -Straight Line- Red - 1846
112-A-1	L I RAILROAD NY 5 -28 1/2-21 1/2 mm. Double Circle-Red-1847-51
112-A-2	L I RAILROAD NY 5 cts-29-19 1/2 mm. Double Circle-Red-1847-51
112-A-3	L I RAILROAD NY 10 - 28-20 mm. Double Circle -Red- 1847-51
112-B-1	LONG ISLAND RR - 33 1/2 mm. - Red, Black, Ultramarine, 1847-61
112-B-2	LONG ISLAND RR - 33 1/2 mm. - Black, 1851-57
112-C-5	R.R.L.I. - Manuscript - 1858
112-C-1	24 x 13 negative rectangle, Black, 1860's
112-C-2	negative fancy circle, Black, 1860's, TAT for A.J. Tattersall, route agent.
112-C-3	15 1/2 x 9 1/2 straight line, Black, 1860's
112-D-1	LONG ISLAND R.R. 24 1/2 mm., Black, 1872
112-E-1	L. ISLAND R.R., 26 mm., Black, Banknote
112-F-1	GREEN. (&) N.Y. AGT. 25 1/2 mm. Black, 1878, partial
112-K-1	GREENPORT 7 N.Y. AGT. 26 mm., Black, Banknote
112-H-1	HICK. & PORT JEFF. AGT. 26 mm., Black, Banknote
112-I-1	PT. JEFF. & HICKS. AGT. 27 mm., Black, 1884
112-J-1	PORT (JE)FF & HICKS.AGT. 26 mm.,Black, 1880, partial
112-I-2	PT.JEF. & HICKS. AGT. 27 1/2 mm., Black, 1884
112-AC-2	SAG HAR. & MAROR. AGT. 26 mm., Black, Error, 1877
112-G-1	GREENPT. & N.Y. R.P.O. 26 mm., Black, 1884
112-N-5	GREENPORT & N.Y. R.P.O. 28 1/2 mm., Black, 1887, P.M.-East
112-N-1	GREENPORT & N.Y. R.P.O. 28 1/2 mm., Black, T.N.,1892,1904-06
112-N-6	GREENPORT & N.Y. R.P.O. 29 mm., Black, T.N., 1909
112-N-7	GREENPORT & N.Y. R.P.O. 29 1/2 mm., Black, T.N. 1930
112-N-2	GREENPORT & N.Y. R.P.O. 30 1/2 mm., Black,T.N., 1956
112-N-3	GREENPORT & N.Y. R.P.O. 30 1/2 mm., Black, T.N.,1957
112-N-4	GREENPORT & N.Y. R.P.O. 29 1/2 mm., Black, T.N.,1965 (Last
112-M-1	ECHO & L.I. CITY R.P.O. 26 1/2 mm., Black, 1890's /Trip)
112-Z-1	WADING RIVER & L.I.CITY R.P.O. 27 mm., Black, 1897
112-AA-1	WADING RIV.&L.I.CITY R.P.O.29 1/2 mm., Black, T.N.,1903,06,10
112-AA-2	WADING RIV. & L.I. CITY R.P.O. 30 mm., Black,T.N., 1911
112-AD-1	WAD.RIVER & L.I. CITY R.P.O. 29 1/2 mm.,Black, T.N., 1912
112-Y-1	WADING RIVER & JAMAICA R.P.O. 30mm., Black, T.N., 1915
112-AB-1	WADING RIVER & N.Y. R.P.O. 30 1/2 mm., Black, T.N.,1915,17
112-AB-2	WADING RIVER & N.Y. R.P.O. 30mm.,Black, T.N.,1917
112-R-1	PORT JEFF & N.Y. R.P.O. 30mm.,Black,T.N., 1931,1935
112-T-1	PT.JEFF. & N.Y.R.P.O. 30 mm., Black, T.N., 1939, 1944
112-T-2	PT.JEFF. & N.Y.R.P.O. 30 1/2 mm., Black,T.N., 1956,1965 (Last
112-O-1	OYSTER BAY & Long I.City R.P.O. 29 1/2 mm.,Black 1905 /Trip)
112-P-1	OYSTER BAY & L.I.CITY R.P.O. 30 1/2 mm., Black, 1910
112-Q-1	OYSTER BAY & N.Y.R.P.O., 30 1/2 mm., Black, 1913,17,36
112-Q-2	OYSTER BAY & N.Y.R.P.O., 28 1/2 mm., Black,T.N.,1934,44, I



RAILPOST HISTORY OF THE LONG ISLAND R.R.  
ROUTE AGENT AND R.P.O. MARKINGS OF THE ORIGINAL LONG ISLAND R.R. AND ITS BRANCHES

RAIL R.  
5

112-L-1



112-A-1



112-A-2



112-A-3



112-B-1



112-B-2

R R L I

112-C-5



112-C-1



112-C-2



112-C-3



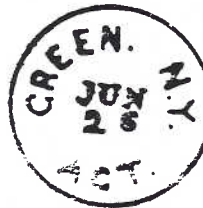
112-C-4



112-D-1



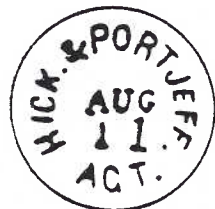
112-E-1



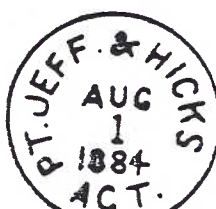
112-F-1



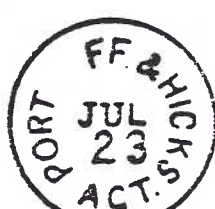
112-K-1



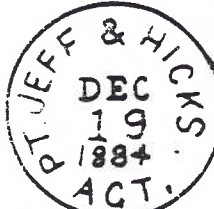
112-H-1



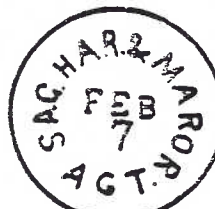
112-I-1



112-J-1



112-I-2



112-AC-1



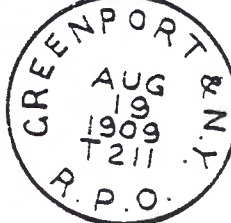
112-G-1



112-N-5



112-N-1



112-N-6



112-N-7



112-N-2



112-N-3



112-N-4



112-M-1

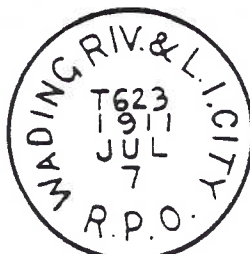


112-Z-1



112-AA-1

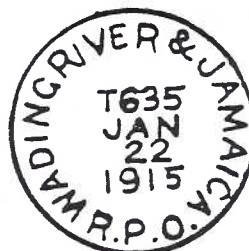




112-AA-2



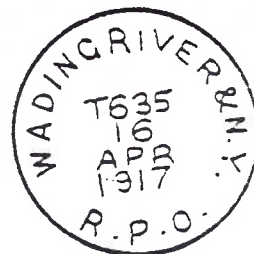
112-AD-1



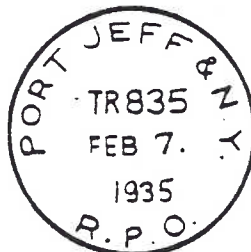
112-Y-1



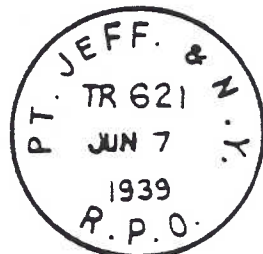
112-AB-1



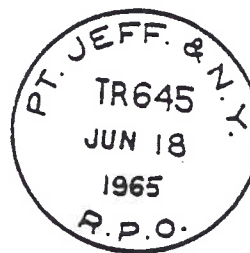
112-AB-2



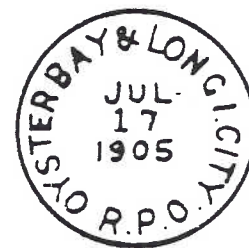
112-R-1



112-T-1



112-T-2



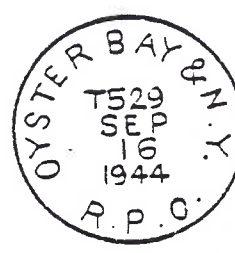
112-O-1



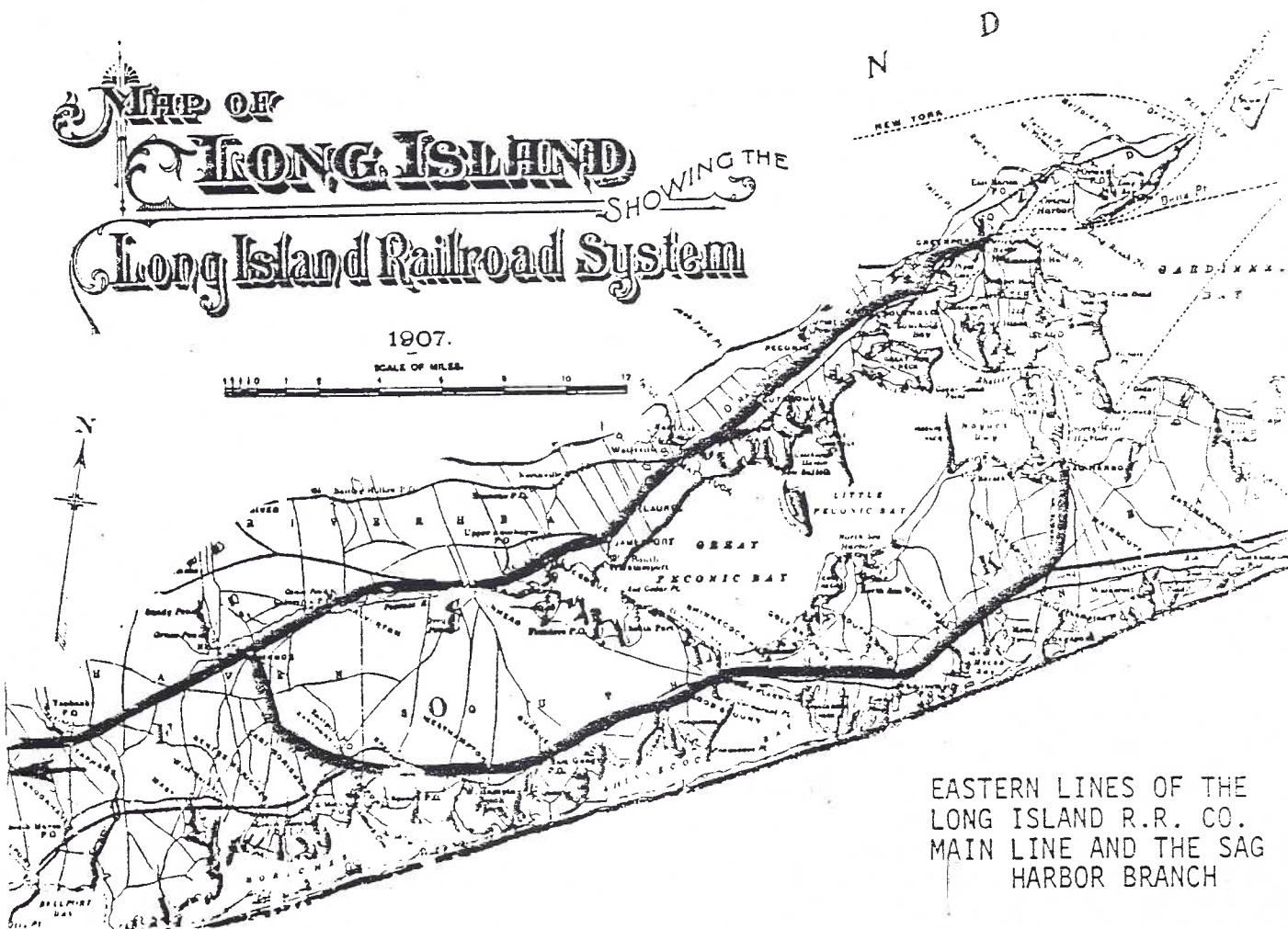
112-P-1



112-Q-1



112-Q-2



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 \* A SAMPLER OF LONG ISLAND RAILROAD COVERS \*  
 \* Part I - The Main Line and Branches \*  
 \* Compiled by J. Fred Rodriguez \*  
 \*\*\*\*\*

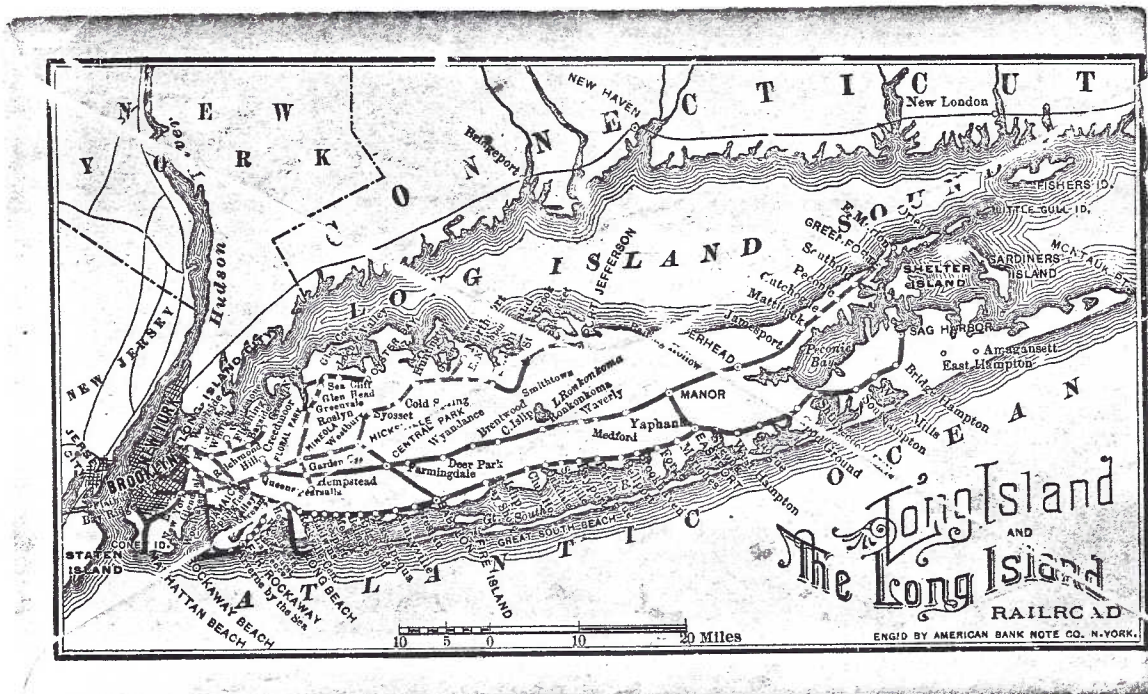
As an accompanying article to C. L. Towle's fine article on the railway postal history of the Long Island Railroad, we thought it a good idea to illustrate covers showing the varied postmarks that the R.P.O. clerks affixed to the letters and covers given to them for delivery.

Members Knowles, Baker, Jones, Stollnitz, and the compiler have graciously provided covers from their collections so that we can bring to you an array of exceptional LIRR covers showing the cancellations of this historic railroad.

By no means is this a complete catalog of the known Long Island Railroad covers, rather it is a sampler of the sort of covers one can still find. Some of the covers to be shown have been illustrated for the first time. Others represent totally new finds which should be added to Mr. Towle's lists. Some turn of the century postcard views of LIRR stations and trains are also shown which add a welcomed dimension to the illustrations of covers that were carried on board those trains.

We want to thank Gary Hammond for making available the post card views from his fine collection of Long Island Post Cards. We also want to thank the LIPHS members that have provided the covers for this article.

And now without further ado enjoy the covers and views.



A Long Island Railroad corner card used from Brooklyn in 1891 with an all over illustrated back showing the map of Long Island with the LIRR system highlighted in red.

RAIL R.

5  
W. Kelly Esq  
Gt Linsdubz Co  
Providence  
R.I

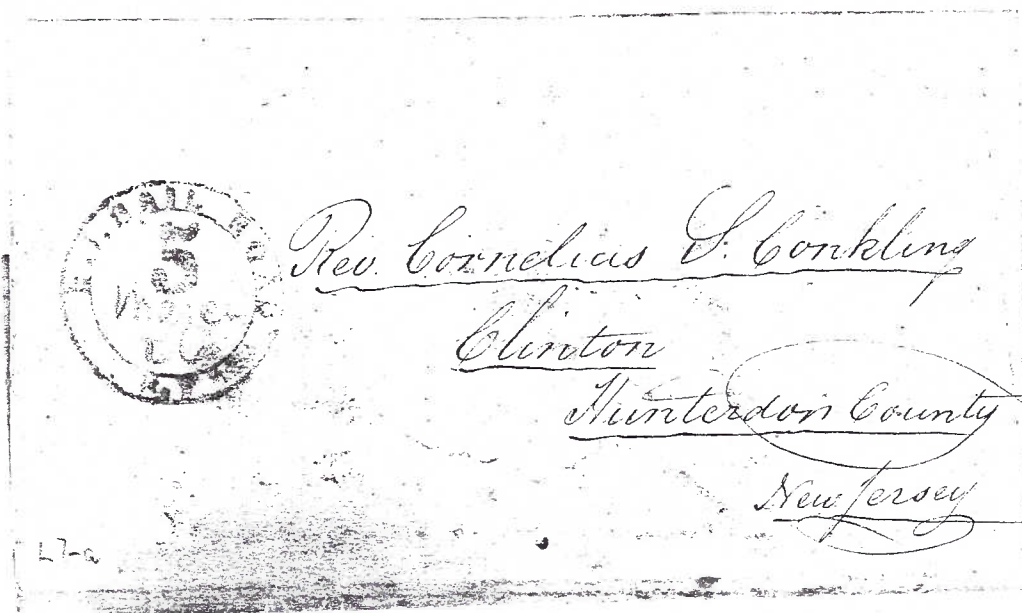
"RAIL R." straight line and "5" in red on stampless folded letter to Providence, datelined "New York April 24, 1846" re shipment of 116 bales of cotton per Ship Oregon. This is the very first marking of the LIRR railway post office (Towle 112-L-1; Remele R3) .



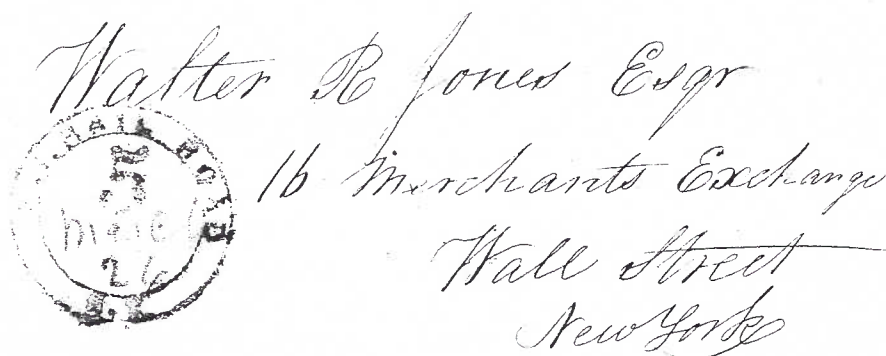
Mrs. Elbert H. Jones  
Oyster Bay, N.Y.  
L.I. R.R. Co.  
Long Island.

A stampless folded letter from "Yaphank July 2, 1849" to Oyster Bay showing the third marking from the LIRR in red with month and day in ink within the inner circle. (Towle 112-A-2; Remele L7-b).





A stampless letter from "Hauppague March 25, 1850" to New Jersey showing the second marking from the LIRR in red with month and day in pencil within the inner circle. Notice that the cover shown below also is dated March 26 and is datelined "Fireplace Monday Evening 25 March 1850" addressed to New York City. Judging from the similar manuscript month and day written in by the railroad postal agent, and being that both letters are from March 26, (1850) addressed to different destinations by different senders, it is obvious that these two stampless letters were carried on the same railway mail car receiving the identical postmark. (Towle 112-A-1; Remele L7-a). The odds are infinitesimal for two letters from different sources to different destinations, carried on the same mail trip, to resurface some 134 years later in the collections of two of our members!



10  
Mar  
1st

W. H. B. West  
Blackberry P. Office  
Kane County  
Illinois

157124

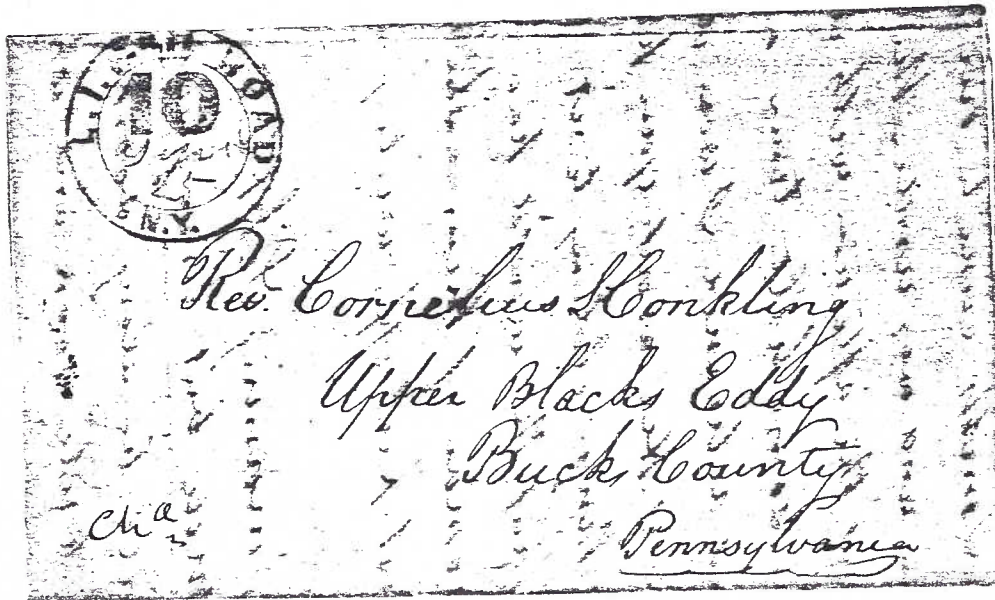
An example of Towle 112-A-2 L.I. RAIL ROAD N.Y. 5 cts. double circle strike in red. Because this letter was addressed to Illinois a distance of more than 300 miles it was rated at 10 cents in black ink over the 5 cts. Also in manuscript is the date of mailing "Mar 1st". This letter is datelined "Half Hallow Hills 28th Fed. 1850" a rare origination point within Huntington township. Half Way Hallow Hills, as originally known, lies between Dix Hills/Deer Park and Wyandanch at the border line of the Huntington-Babylon Towns.

near  
22

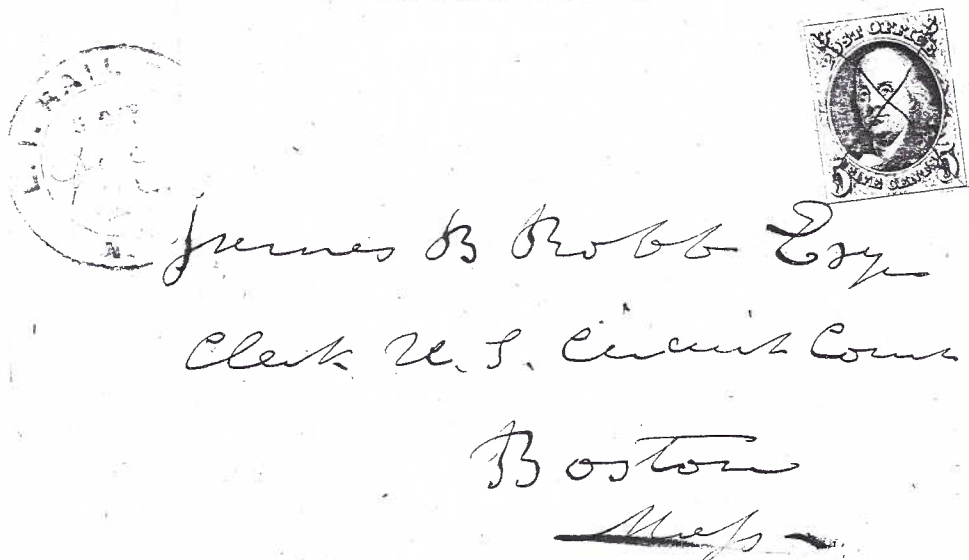
Walter R Jones Esqr  
16 Merchants Exchange  
Wall Street  
New York

A L.I. RAIL ROAD double circle postmark with the small "5 cts." in red to New York City from "Fireplace 21 March 1850". Note that although this letter and the one from the previous page from the same correspondence are dated only 4 days apart, that the LIRR cancellations differ. Probably two different railway postal agents handled these letters each having a different postmarking device.

According to C.W.Remele in his book United States Railroad Postmarks 1837 to 1861, the large 10 cents rated LIRR postmark is very rare. Here is an example on a stampless folded letter from Hauppague to Bucks County, Pa. circa 1850.

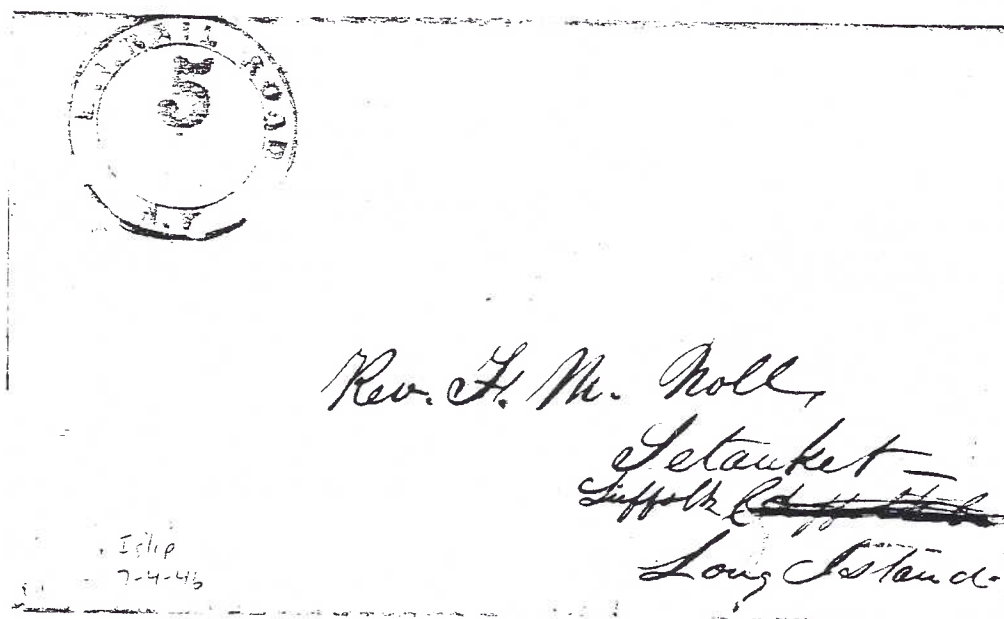


The first U.S. postage stamp, the 5 cent Ben Franklin, on a stampless letter postmarked with the LIRR red double circle cancellation with a manuscript "Dec 27" in pencil. The letter is datelined "Greenport, Dec 27 1848" and is addressed to Boston. Greenport was one of the few L.I. post offices to receive a shipment of the first U.S. stamp.

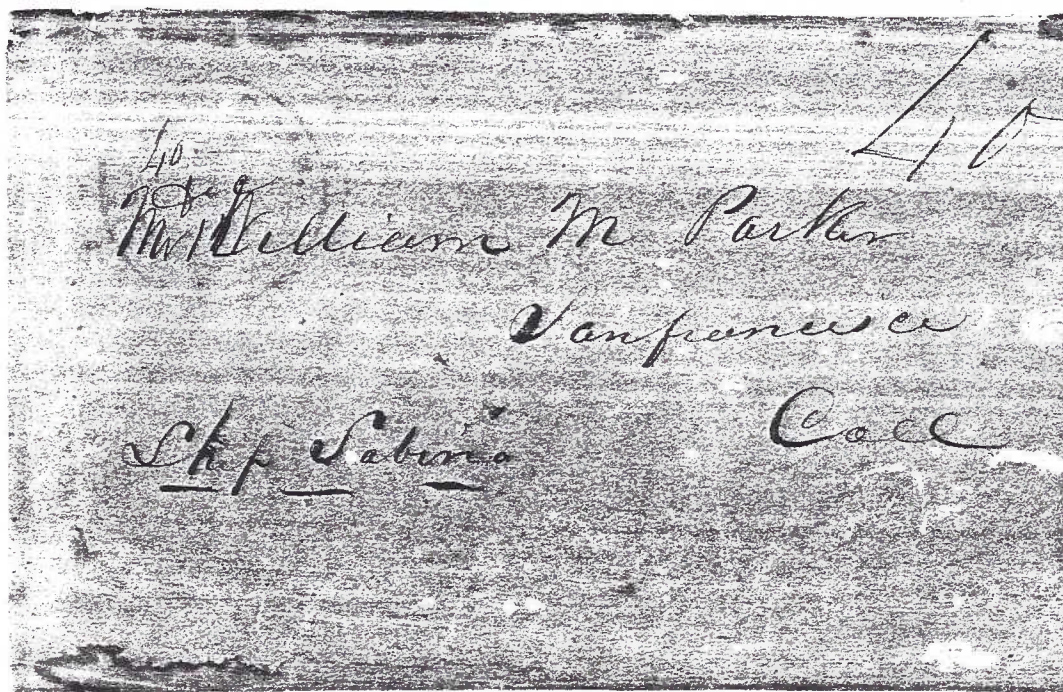




Probably this stampless folded letter is the earliest date recorded for the large 5 L.I.Rail Road dcds. It is datelined "Islip July 4 1846" addressed to Setauket. Towle notes this one from 1847 to 1851.



A dark manila-colored envelope with a faint L.I.Rail Road cancellation (Towle 112-A-2) with the small 5 overprinted in ink with "40" and "Dec 12" within the inner circle addressed to a Long Island forty-niner in San Francisco. A manuscript "40" was also placed in the top right hand corner denoting the cross-country rate in effect from 1847 to 1851.

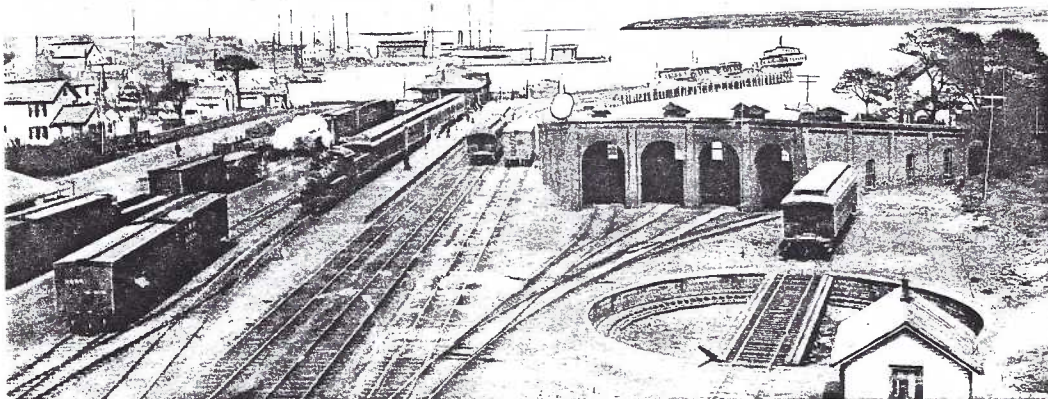






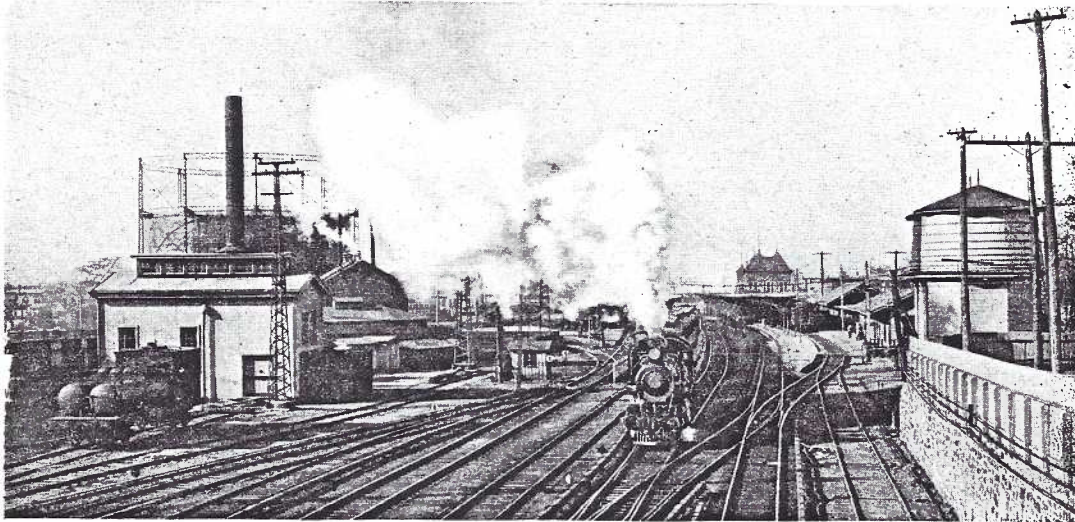
A very fine strike of the 33 1/2 mm. red circle postmark LONG ISLAND R.R./JAN 25 with a matching large 5 in red on a stampless cover datelined "Greenport Jan 25 1851" to Riverhead. (Towle 112-B-1; Remele L7-d).

Birds-eye View of Greenport, L. I.



A 1910 view of Greenport Harbor showing the end of the LIRR main line with the station right at the water's edge close to the steamboat dock.

CHANGE AT JAMAICA



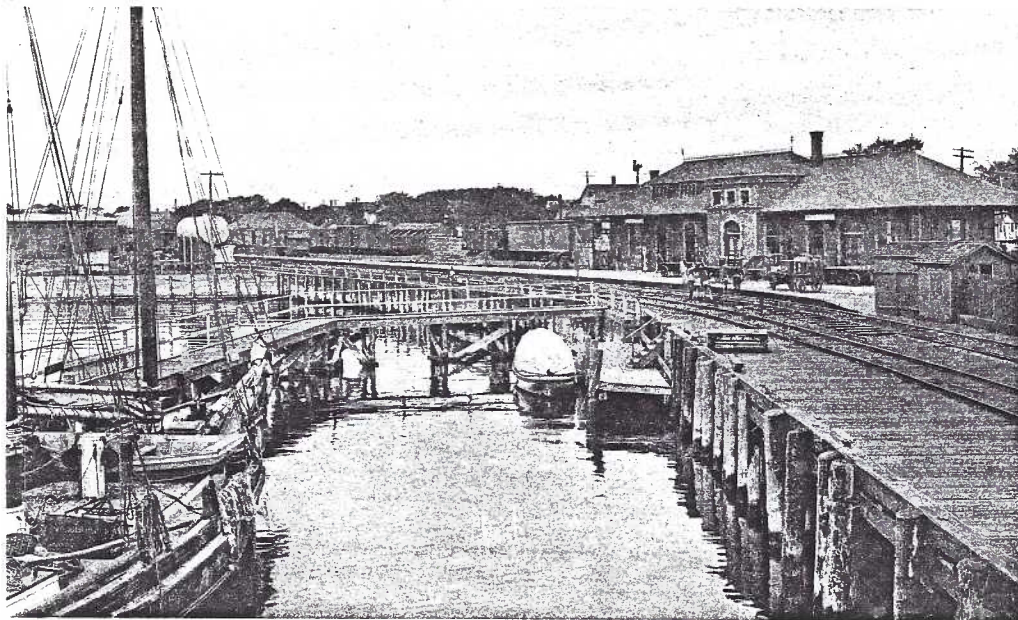
4528

L. I. R. R. STATION, JAMAICA, L. I.

ILLUSTRATED POST CARD CO., N. Y.

Father said he saw you about the roman cleaning. That is why I didn't write. B. left last evening at seven and W. is lonely. Love from Melitta

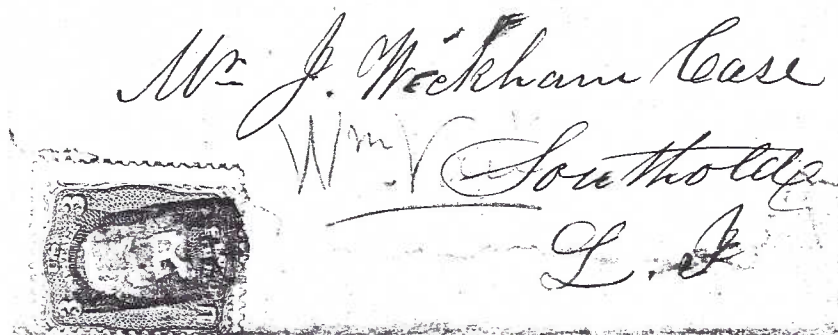
LAST STOP!



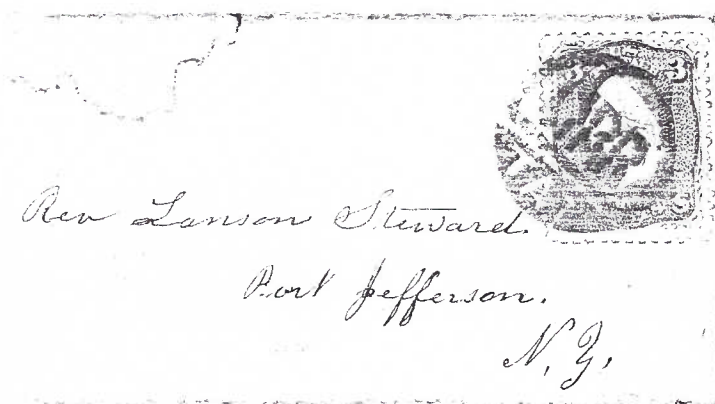
L. I. R. R. DEPOT. GREENPORT, L. I., N. Y.



A small cover to Southold with a 3 cent '61 tied by a bold 24 x 13 negative rectangle "LIRR" (Towle 112-C-1)



A superb example of the negative fancy circle in black "LIRR/TAT" tying a 3 cent '61 to a small cover to Port Jefferson. Indications are that this cover came from N.Y. in April 1867.



A bold 22 x 15 1/2 negative rectangle "LIRR" (Towle 112-C-4) on a pink illustrated cover from the Senate Chamber in Albany to Orient, Long Island.

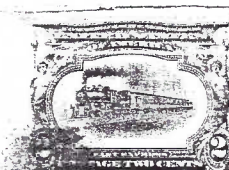




*Mr Oliver Beig Goldsmiths  
Cutchoque  
L.I.*

LONG ISLAND R.R./JUL/29 black balloon cds on 1860's cover to Cutchoque.

State of New York.  
Senate Chamber,  
Albany.  
William Willets Clocks. 2<sup>nd</sup> Dist.



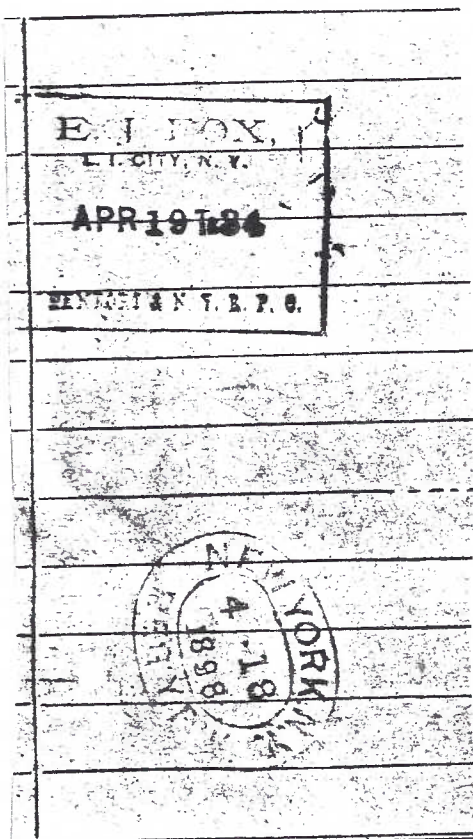
*P.H. Sudds  
Mineola  
L.I.*

*cutchoque  
clocks*

A beautiful corner card from the New York State Senate with a very fine GREENPORT & N.Y. R.P.O. SEP 24 1901 TR 10 postmark on cover to Mineola. The bright carmine & black 1901 Pan-American Expo issue showing the Empire State Express (Scott No. 295) makes this cover exceptionally attractive.

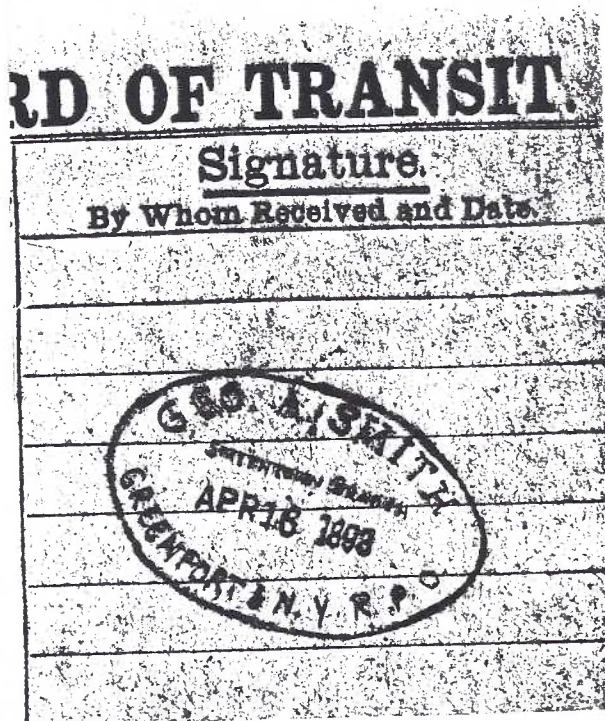


A number of route agent markings of the Long Island Railroad have been found on Registered Package Envelopes from the 1890's. These have unusual shapes and have the names of the agents, the L.I. RPO route, and what possibly could be the name of the agent's hometown.



E. J. FOX,  
L.I. CITY, N.Y.  
APR 19 Tr 34  
GREENPORT & N.Y.R.P.O.

A black rectangular box marking on a Reg. Package Envelope from Jersey City, N.J. to Riverhead.



GEO. A. SMITH  
SMITHTOWN BRANCH  
APR 19 1898  
GREENPORT & N.Y.R.P.O.

Red oval route agent handstamp on Reg. Package Envelope from the Greenport Post Office to Riverhead. The route agent had to write his name on the reg. package to facilitate tracing of the registered mail as it transferred hands. This railway route agent opted to handstamp the reg. envelope with his own distinct handstamp.

## NEW INSTRUCTIONS.

To facilitate tracing, a complete record must be made by every postal officer handling this package, as set forth in Section 1081, Page 384 of the Regulations.

Should this package become damaged, it must be placed in a new Registered Package Envelope at the post office where the injury occurs, or when damaged in the hands of a Postal Clerk, at the post office at the terminus of his route.

The original Registered Package Envelope must not be removed, but, before enclosure in the new one, must be endorsed with a certificate stating its exact condition, to be signed by the Postmaster and the Postal Clerk, to whom delivered, or from whom received. The new Envelope must bear the address and registered number of the old one, and the postmark of the office at which the package is re-enveloped. The fact of re-enclosure must be noted on the records of transit.

Receipts must be given, on delivery of envelopes, or by next mail, which receipts should bear the postmark of date of return.—See Sections 1063 and 1075 of the Regulations.

Failure to comply with above instructions will be sufficient cause for removal.

**KERR CRAIGE.**

Third Assistant Postmaster General.

This Registered Package Envelope was mailed by the Postmaster at Quogue on Sept. 2, 1896 to the Postmaster at Riverhead. The Reg. Package was given to the RPO clerk on the Sag Harbor line. He stamped the envelope on Sept. 2nd with a blue rectangular handstamp:

G. J. TURNER  
WEST NEW BRIGHTON, N.Y.  
SEP 2 1896  
SAG HARBOR & N.Y.R.P.O.

There is evidence of another postal officer receiving the Reg. Pkge. as evidenced by a very faint black straight-line handstamp:

L. D. \_\_\_\_\_ NE

On Sept. 3rd the Reg. Pkge. was transferred to the RPO clerk on the Greenport line. He stamped the envelope with a blue rectangular hand-stamp without an outer box:

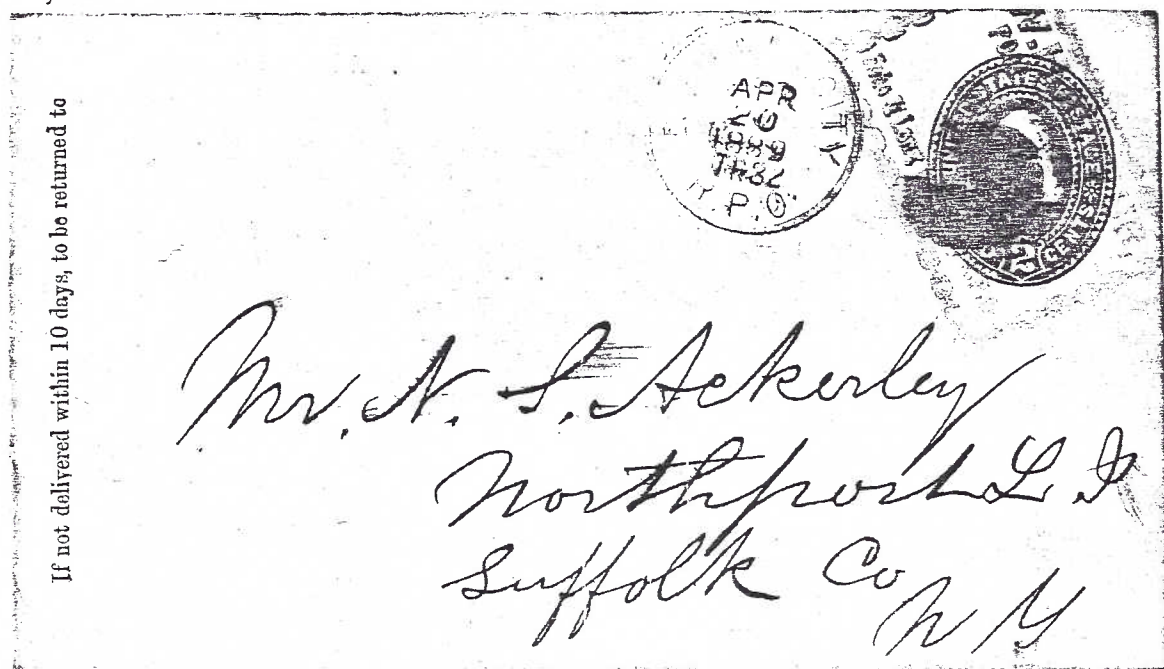
MAX MYERS,  
Lo SEP 3 1896  
GREENPORT  
---and---  
N. Y. R. P. O.

The reverse side of the Registered Package Envelope mailed to Riverhead.

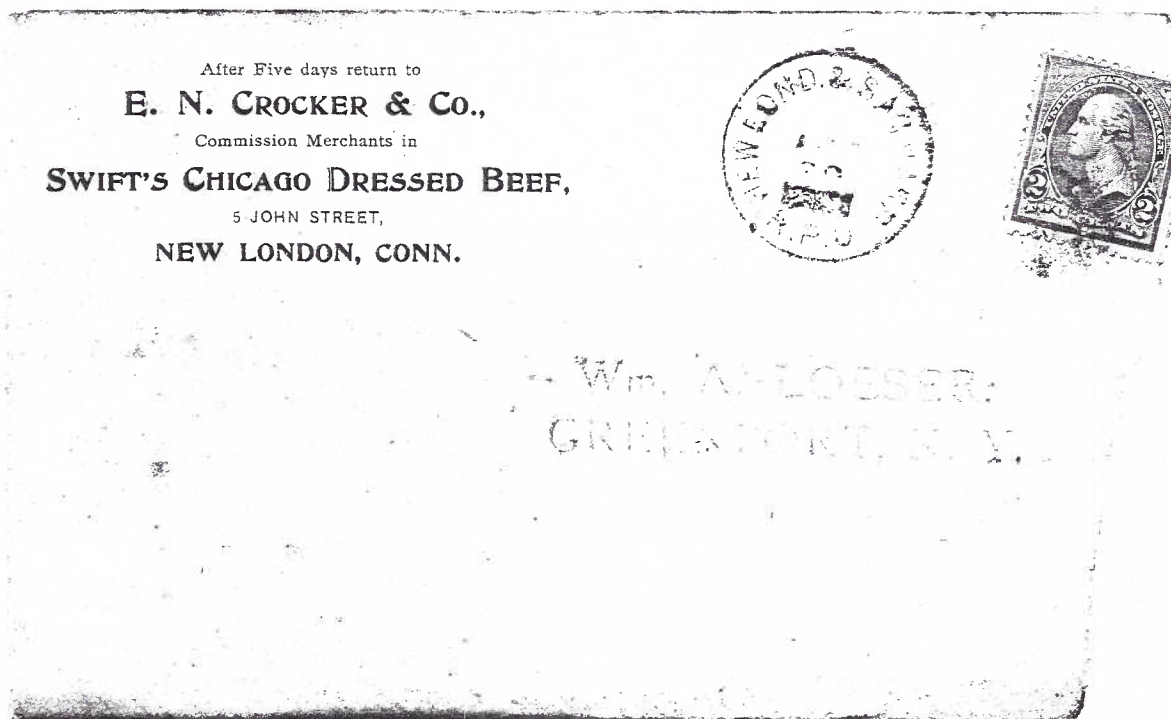


## TWO NEW FINDS

This chain-link rectangular route agent handstamp is on an entire which also has an unreported ECHO & L.I. CITY R.P.O. APR 20 1889 TR32, very similar to Towle's 112-M-1. The rectangular marking says: W.H.AARTHUR, PORT JEFFERSON, L.I./????????(probably the date)/Echo & Long Island City R.P.O.

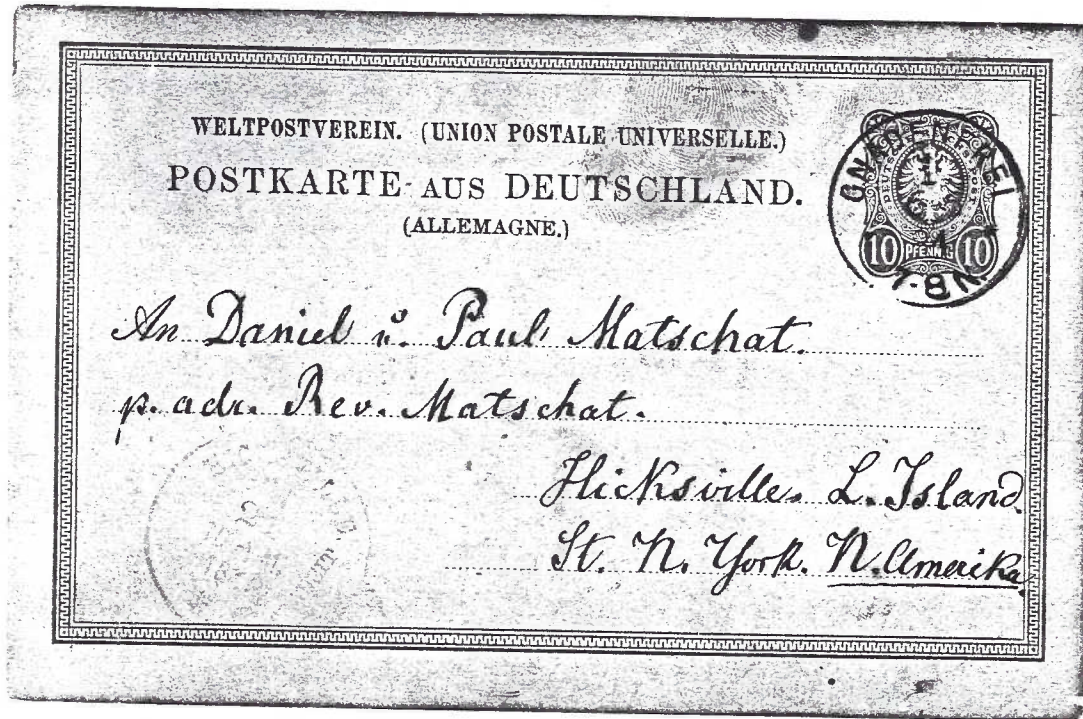


A newly reported NEW LOND. & SAG HARB. R.P.O./\_\_\_(MONTH)/30/\_\_\_(YEAR?) The contents are datelined "New London, Conn. Aug 30 1898" on an illustrated letter head from E. N. Crocker & Co. This marking is apparently a steamboat marking for the line of boats crossing the sound from New London to Greenport and Sag Harbor. Another copy of this marking is known.

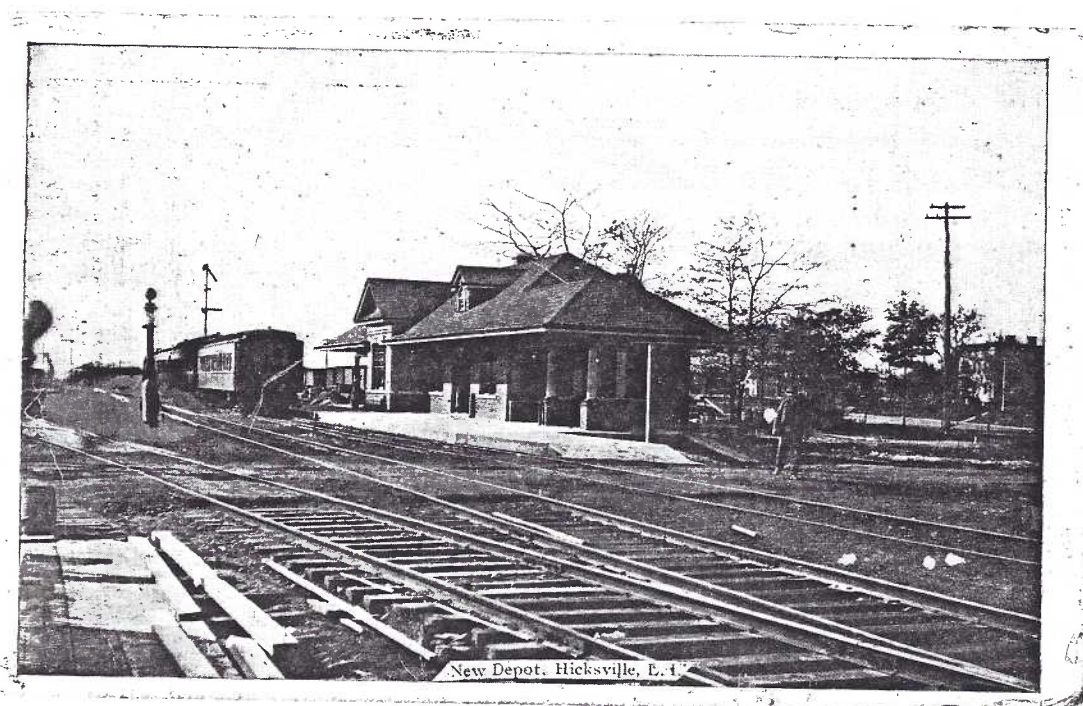




This purple cds from Hicksville on a postal card from Germany dated 1884 could be a LIRR cancellation as it is unlisted. The postmark has the word "transit" vertically within the circle. HICKSVILLE/JUN/21/10 A.M./1884/N.Y./TRANSIT 28 mm. circle used as a receiving postmark.



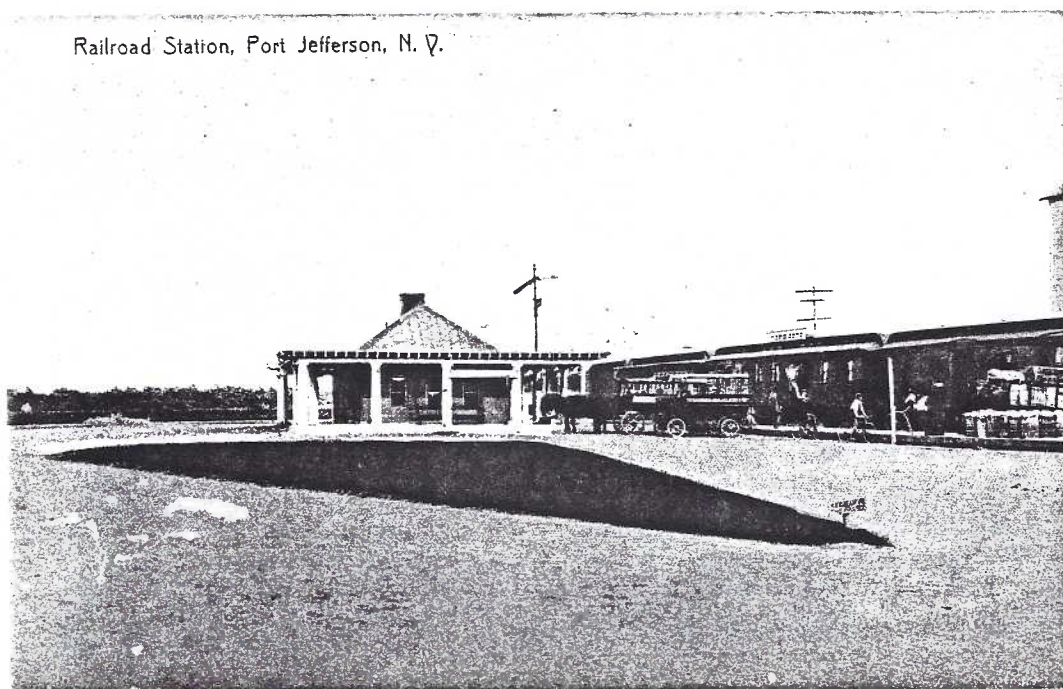
The Hicksville Depot when it was at ground level.



PT. JEFF & L.I. CITY R.P.O. JUL 12 (1886 per the Northport backstamp).  
Unreported by Towle.



The Port Jefferson terminal about 1910. Stages waiting for passengers to the village and the Belle Terre Estates. A mail carrier can be seen next to the mail car. This building is still in use at Port Jefferson Station.





The R. R. Station, Jamesport, L. I.

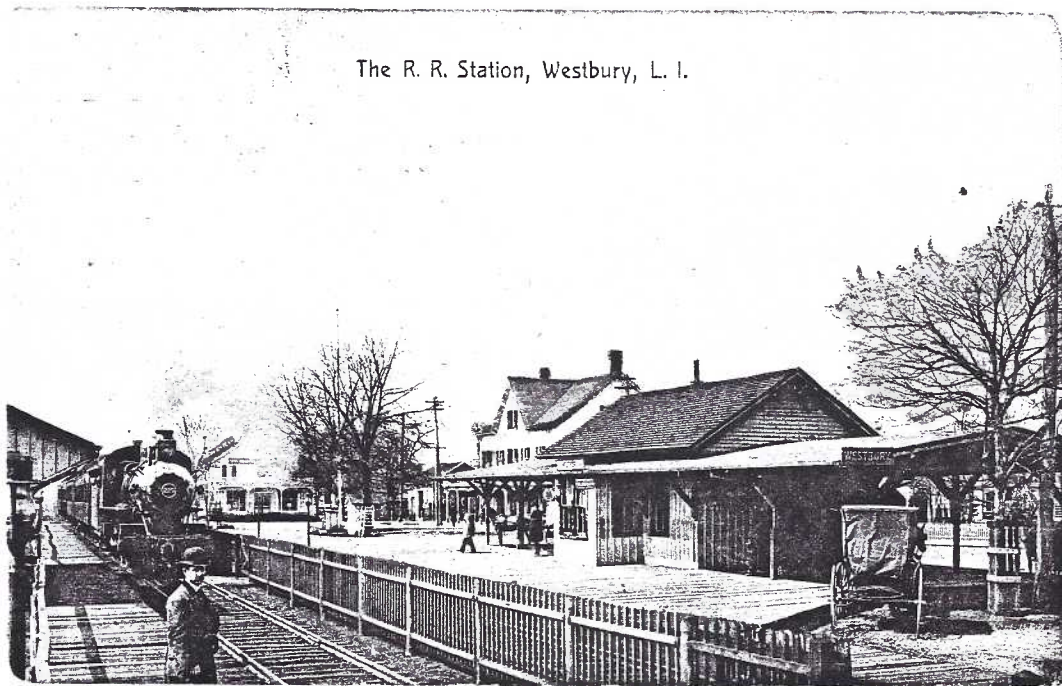


Two beautiful 1910 post cards of the Jamesport and the Manorville railroad stations, both on the main line to Greenport.

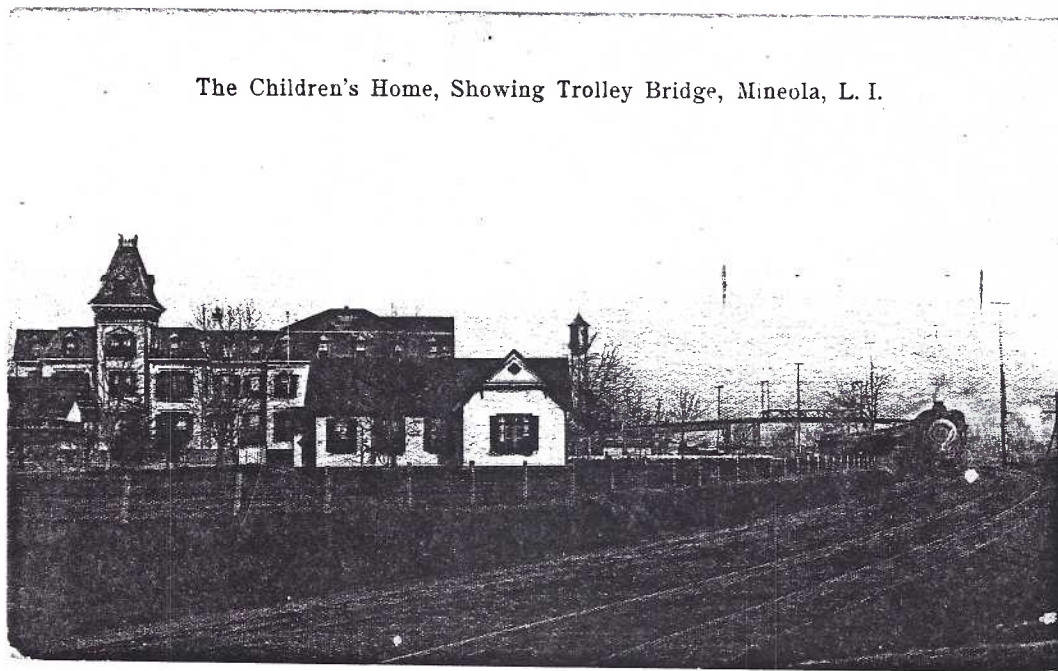


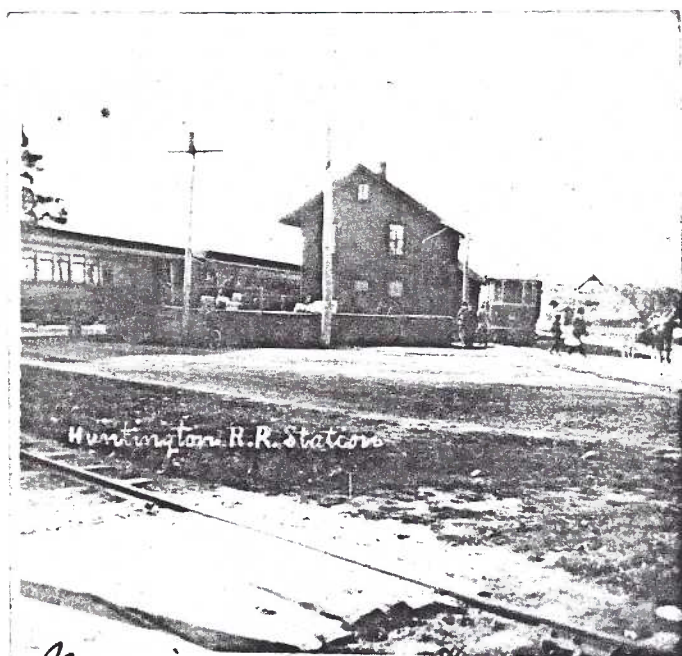


A fine view of the Westbury station in 1909. Engine 223 arriving at the depot.



1910 view of the Children's Home at Mineola showing a steam locomotive just passing the trolley bridge.



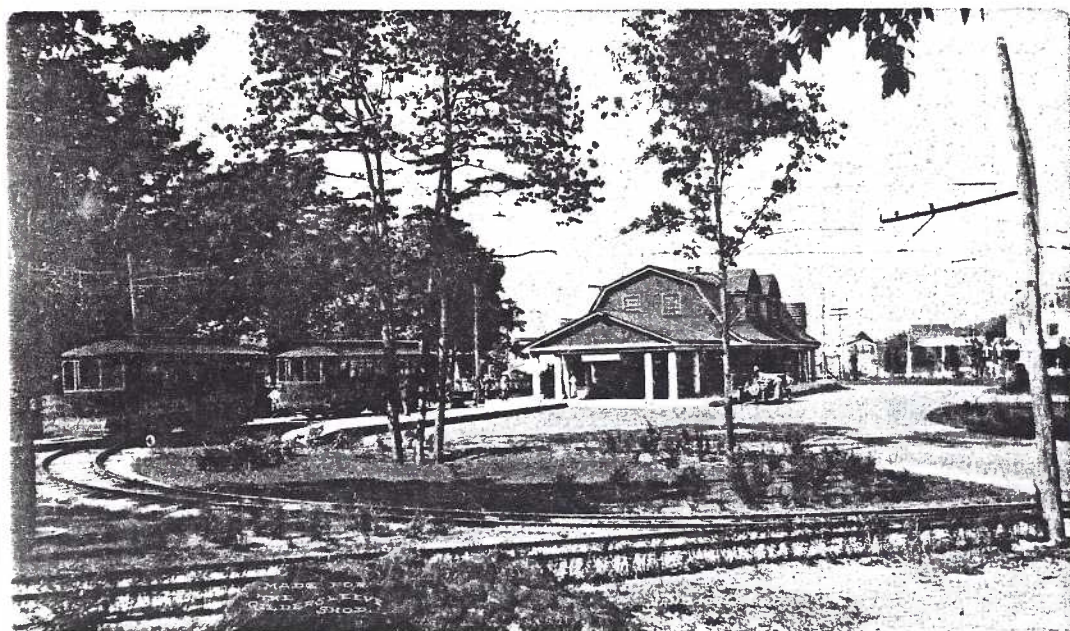


A real photo post card of the old Huntington Railroad Station just west of New York Ave. The message says: "We will have a \$15,000 station next year, about 1500 ft east of the old one...11/15/06"

The new station was not ready until August of 1909.



*We will have a \$15,000 station next year, about 1500 ft east of the old one. I don't think the Empire Express yesterday had done more if they had. You did not say how much the office would be. Let me know how much I should expect. The business office is not prepared to leave the day. Better come Saturday, Oct. 11, 1906.*



VIEW OF STATION. HUNTINGTON, L. I.

A view of the new station showing two trolley cars of the Cross Island Trolley line. This depot house is still in use and is in excellent shape.



The station at Central Park, previously the Jerusalem Station depot.  
This post card was mailed from Central Park P.O. in 1914.

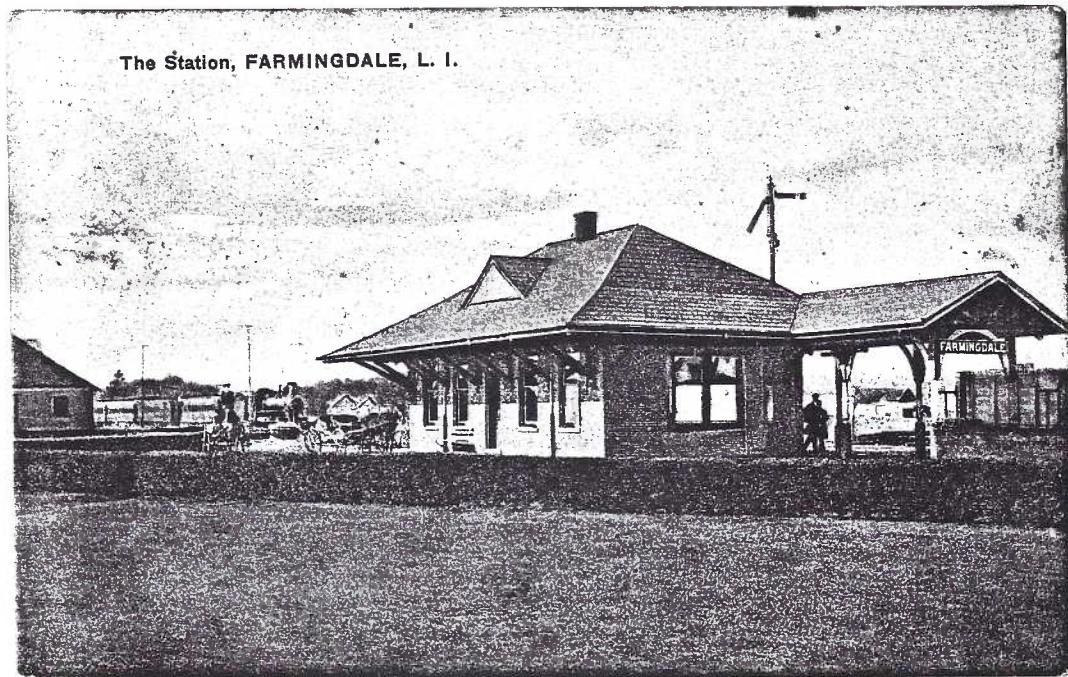


The Amagansett station taken during a sunny solitary day in 1908.

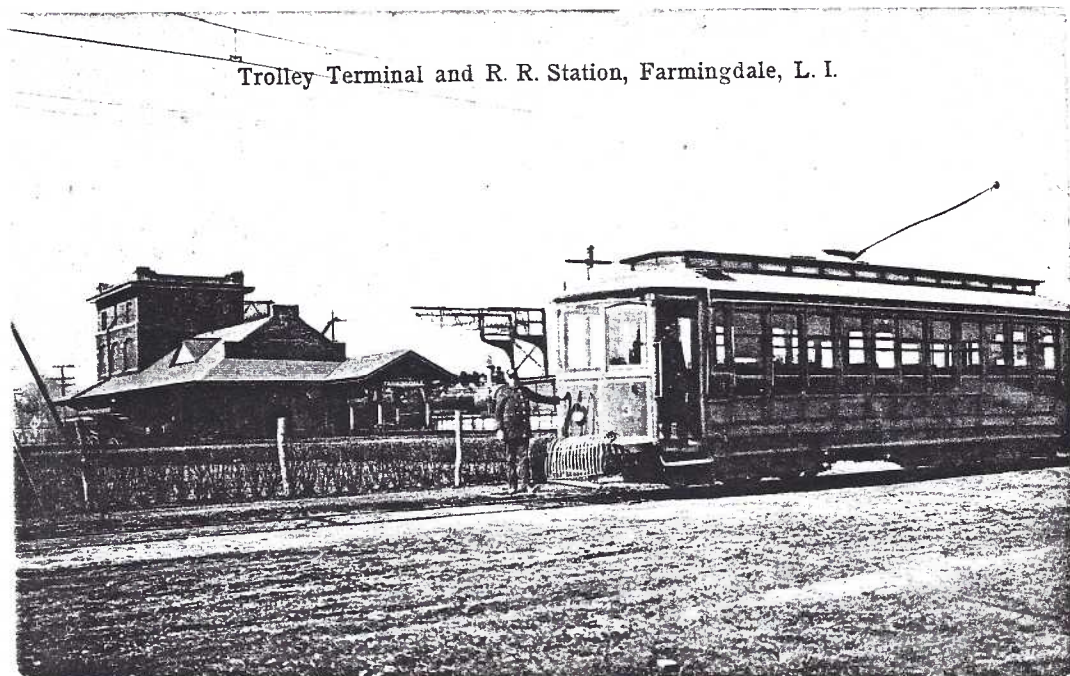




The station at Farmingdale, the last station in Nassau Co. on the main line to Greenport.



A great view of trolley car No. 3 of the Cross Island Trolley line at Farmingdale. The trolley started at Halesite crossing Main St. Huntington on its way to the Huntington Depot. It then went down New York Ave. through Melville and to the Farmingdale Depot, where it took passengers on its way to Amityville.



## THE RAILROAD INFLUENCE

By Carl F. Baker

In the Spring/1984 LIPHS Journal we discussed those Long Island Post Offices named in error, dissatisfaction with a former name, or the need to avoid duplicating the name of another post office in the State. In this issue we shall note those post offices affected by the arrival of the railroad on Long Island.

The Long Island Railroad and its early competitors laid their tracks all to frequently at some distance from the community they purported to serve. In such cases the railroad would name the station or flag stop after the populated town some distance away. In time even this isolated stop would grow and later have its own post office. Not all names, however, had their origin in the proximity of a neighboring community, but others were influenced by the railroad to some degree.

**HICKSVILLE:** It is believed by some historians that Hicksville was named after the second president of the LIRR, Valentine Hicks. That railroad's terminal was at Hicksville from March 1, 1837 until October 15, 1841, when the line was extended to Farmingdale. The Hicksville Post Office was established on February 13, 1855. Though others have suggested that Hicksville was named after the famous Quaker and painter, Elias Hicks, Hicksville is included here for the strong possibilities of the railroad influence.

**THOMPSON'S STATION:** Though this community was named after large land owners in the area, the Thompson family, it is mentioned here because the name originated with the coming of the railroad in the summer of 1842 and also included "Station" as part of that name. The Thompson's Station Post Office was established on August 16, 1849 and existed until January 17, 1870 with a change to "Brentwood".

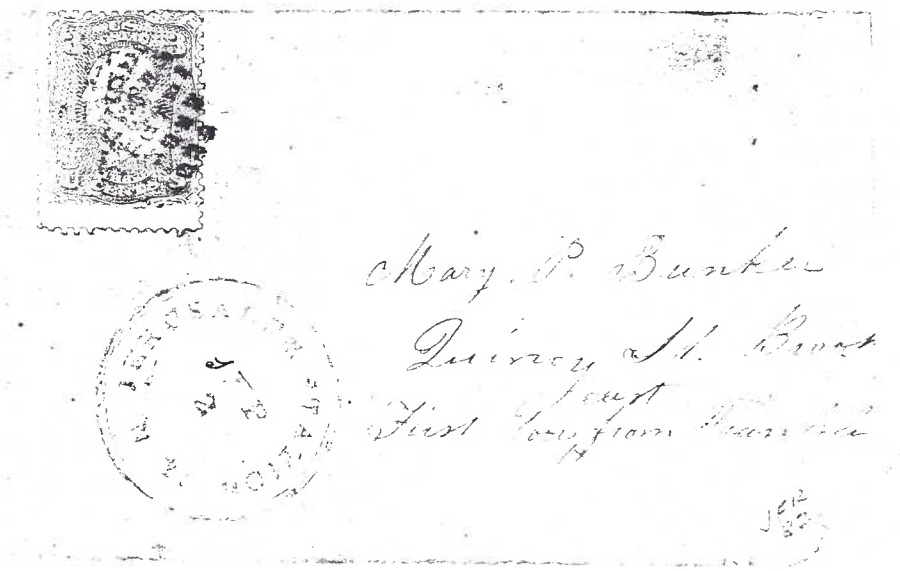
**SUFFOLK STATION:** This name was also adopted upon the arrival of the railroad in the summer of 1842. The post office of that name was not established until June 15, 1857. The "Station" was dropped from its name on April 22, 1859 and as late as January 7, 1874 "Suffolk" was changed to "Central Islip". "Suffolk", of course, should not be confused with "Suffolk C.H.", Riverhead's earlier post office.

**HERMITAGE DEPOT:** The L.I.R.R. main branch had reached Greenport by July 29, 1844, so there seems good reason to believe that this "Depot" was a railroad influence. A post office of that name was established on May 14, 1847. This community had been known prior to the coming of the railroad as "Hermitage", a name already in use as a post office in Wyoming County. The Hermitage Depot post office had a brief existence, changing to "East Cutchogue" on January 28, 1848.

**JERUSALEM STATION:** Sometime in the 1840-41 era the LIRR established a stop here on their main line to Greenport, a few miles east of Hicksville. Over the objections of the residents the railroad elected to call this stop, "Jerusalem Station", as it was intended mainly to serve the community of "Jerusalem" some six miles to the south. Ironically, the more populated "Jerusalem" never did have a post



office of its own, though on January 29, 1857 a post office was established for Jerusalem Station. A community nearer the shore, called "Jerusalem South" had a post office as early as March 16, 1838. Oddly enough, this post office would be transferred to Seaford on January 7, 1868, though the community, itself, would become "Wantagh" as time went on.

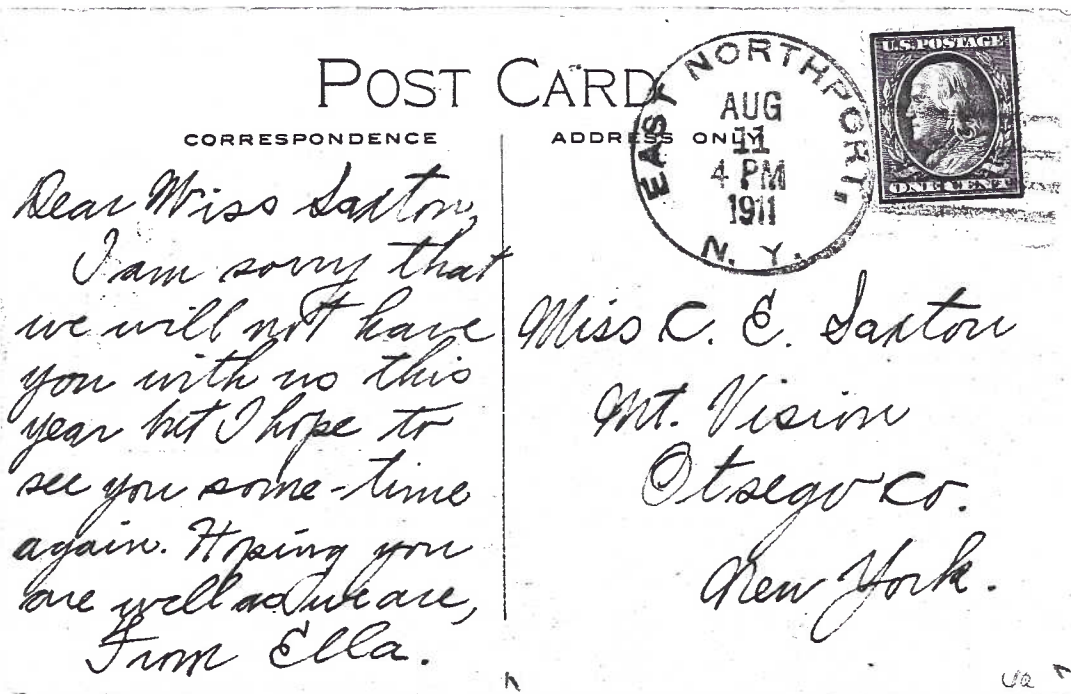


A 32 mm cds from "Jerusalem Station Sep 2" circa 1865 on small cover to Brooklyn. Scott's #65 tied to cover by grid cancel. (Rodriguez Coll.)

**OAKDALE STATION:** Oakdale first appeared on the timetables in 1868. Gained its own post office on October 14, 1868 as Oakdale Station, which did not change until August 1, 1946, when it became "Oakdale". It would seem possible that the very wealthy Vanderbilt Estate close by had been responsible for the existence of this station.

**HUNTINGTON STATION:** The Hicksville & Cold Spring Branch of the L.I.R.R. was extended to Huntington from Syosset on January 13, 1868, although in actuality its tracks were laid several miles to the south of that village. The area through which the railroad passed was then called "Fairground" and yet the railroad officials chose to name the station, "Huntington". "Fairground" continued to be used by most people and on July 24, 1890 a post office of that name was established. However, as time went on, "Huntington Station" became more widely accepted and on August 24, 1912 the post office was officially changed to that name.





**EAST NORTHPORT:** The railroad was extended from Huntington Sta. to Northport in 1868 and in 1870 was persuaded to continue on to Port Jefferson. However, instead of extending their tracks from their terminal at Northport, the railroad decided to head eastward from that point just east of Greenlawn, where the tracks originally turned in a northeasterly direction for Northport. Now the route would pass through what was then known as "Genola", and we would have an Old Northport Station and a New Northport Station. The original one at Northport was discontinued as a passenger stop on October 17, 1899, whereupon the newer station was designated as the Northport Station. In the meanwhile on April 25, 1896 Genola had gained a post office as "Larkfield". On December 24, 1909 the post office had another change, this time to "East Northport". "Northport" remains on both the station and on the timetables.

**MEDFORD STATION:** This station was on the L.I.R.R.'s main line to Greenport and had been reached in 1844. It gained a post office by that name on February 13, 1886. Not until October 1, 1969 did the post office drop the "Station" for the shorter "Medford".

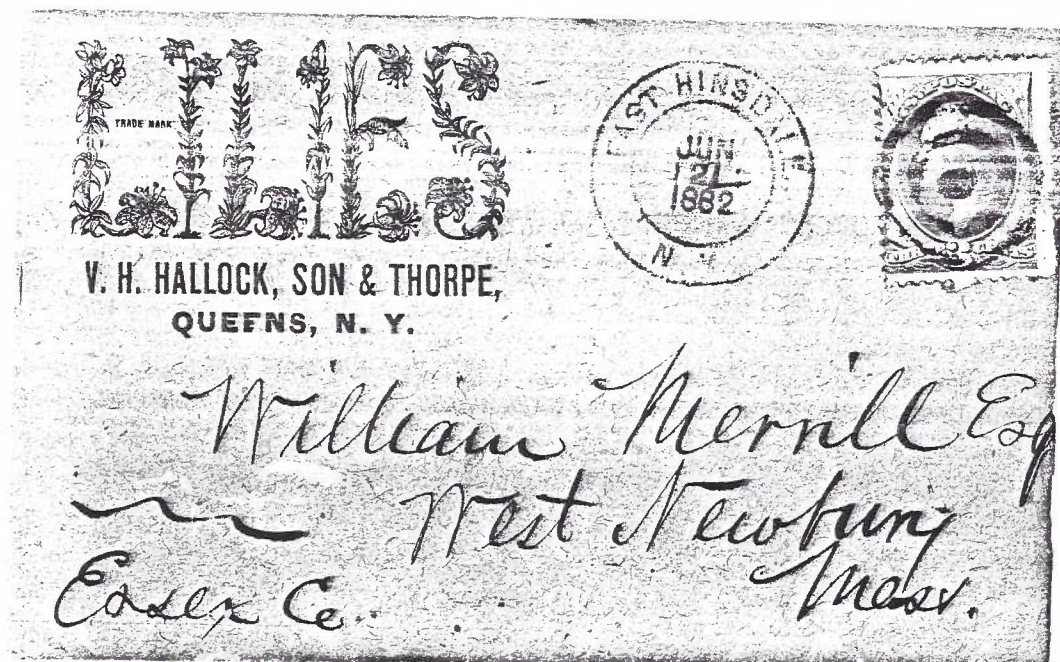
**GLEN HEAD:** As early as January 23, 1865 the Oyster Bay Branch of the L.I.R.R. had its terminus at this location, always called by them "Glen Head". The post office had already called this locality "Cedar Swamp" (June 17, 1830). On June 25, 1866 the post office renamed it "Greenvale" and then on January 29, 1874 finally accepted "Glen Head" in agreement with the railroad.

The name "Greenvale", was not to disappear, however, for on January 13, 1933 the post office would adopt that name officially for the community just north of Glen Head.

**EAST HINSDALE:** It seems that when A.T. Stewart ran his "Central R.R." through what is now Floral Park, a station called "Plainfield" was erected. As time went on this station or at least the area was renamed "Hinsdale" by the L.I.R.R. to honor their chief counsel, Elizur B. Hinsdale. The L.I.R.R. got into the picture due to a series of events. First, the Central Railroad of Long Island, never a financial success, joined Poppenhusen and his Flushing & North Shore R.R. Then Poppenhusen contrived a deal whereby the Flushing, North Shore & Central R.R. would form a consolidation with their competitor, the Long Island Railroad. Poppenhusen received controlling shares of L.I.R.R. stock and in return leased his former companies to the LIRR. Hinsdale, who had been Poppenhusen's chief counsel, now had that same position with the Long Island.

It would seem that soon after this the "Hinsdale" name must have been adopted, for on July 17, 1877 a post office was established for this area called "East Hinsdale" (Hinsdale existed as a post office in Chatteraugus County in New York).

During the ensuing years this post office changed to "Floral", reverted back to "East Hinsdale" and finally became "Floral Park" on May 26, 1887. The railroad took their time in making the change.



**PORT JEFFERSON STATION:** The Smithtown & Port Jefferson Branch of the L.I.R.R. reached the community of "Comsewogue" on January 13, 1873. Not until November 28, 1888 would this area gain a post office as "Echo", though the railroad continued to call this station "Port Jefferson" for the more populated village a few miles to the north. Gradually the name, "Port Jefferson Station", won over the populace and on June 7, 1910 the post office approved the change as well.

AFTER 5 DAYS, RETURN TO

**EXCELSIOR RUBBER CO.**

ECHO, N. Y.



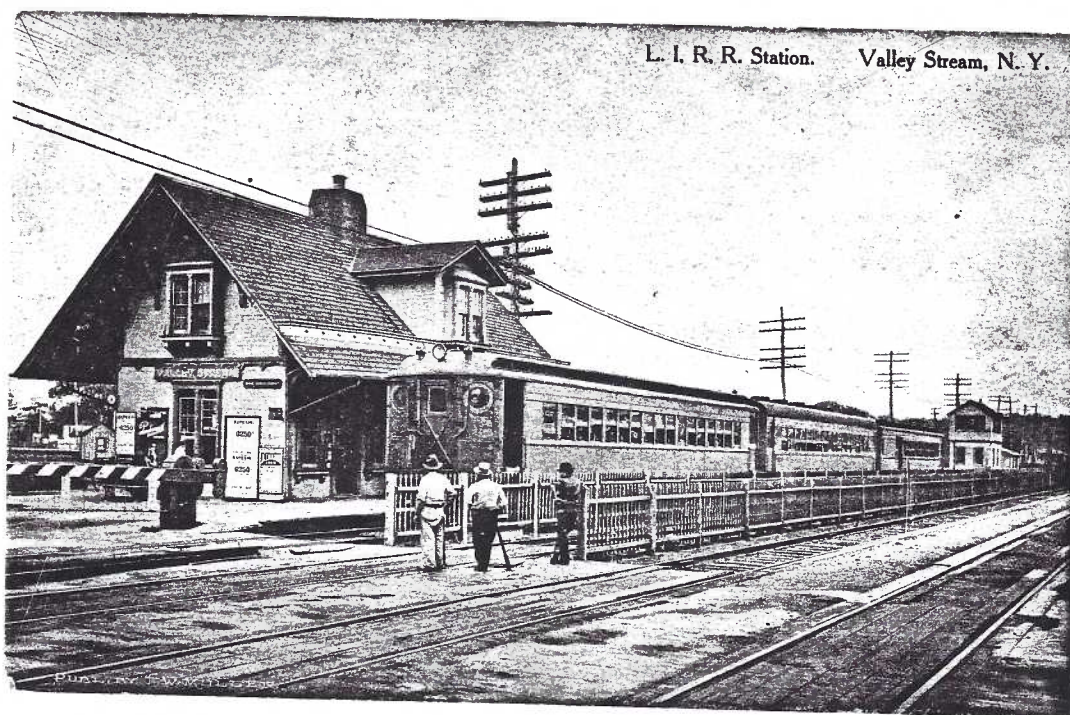
*Fisher & Co.  
Springboro  
Penn.*



**LAWRENCE STATION:** This community was named after its founders, Newbold and Alfred Lawrence and the name, "Lawrence Station", was used on railrd timetables as early as June 1869. "Station" would imply a railroad influence in the name. On April 5, 1876 the community gained a post office, "Lawrence Station", in a transfer from "Rockaway". On January 7, 1897 the post office officially dropped the "Station" from its name.

**VALLEY STREAM JUNCTION:** This community appears to have had a railroad influence in its name. A post office by that name was established on March 29, 1890 and lasted until February 28, 1894 when service would then be handled by the Valley Stream Post Office, established somewhat earlier on March 16, 1870.

It helps to know that the South Side R.R. passed through what was to become Valley Stream on their route from Jamaica to Islip and the to Patchogue. In the year that Valley Stream was developed the Far Rockaway Branch R.R. of Queens County, a subsidiary of the South Side R.R., was formed to tap the lucrative summer business of the Rockaways. This branch would connect with the South Side's tracks at Valley Stream. In the meantime the New York & Hempstead Plains R.R. began their route from Hempstead through Valley Stream as well, with a connection at the South Side's line. Apparently, here was the "Junction" that was utilized in naming this short-lived post office some years later.



A post card view, circa 1910, of the Valley Stream railroad crossing and station. (Courtesy of Charles Huttenen, Northport)

**GLENDALE STATION:** According to Vincent Seyfried this area was named "Glendale" by developers hoping to boom the farming locality of Fresh Pond, and it seems that the railroad also referred to the community as "Glendale". The confusion develops when we learn that a post office, called "Glendale Station", was established on October 1, 1874. This post office lasted until September 30, 1904 when it became Sta. 3, as a station of the Flushing Post Office. There would be no Glendale P.O. until October 1, 1906 as a station of Brooklyn P.O. The railroads passing through included "Hunter's Point & South Side R.R. Co. and the Glendale & East River R.R.

**GREAT NECK STATION:** This station was on the North Shore R.R. Co. line, a branch of the Flushing & North Side R.R. Great Neck was the terminus of the line from October 27, 1866; not until 1898 would the line be extended to Port Washington. It is interesting to note that Great Neck had a post office since October 15, 1867 and yet on February 8, 1910 a post office was established as "Great Neck Station", formerly "Thomaston", a post office established on October 20, 1884. After March 30, 1920 Great Neck Station would be serviced by the Great Neck Post Office.

**WESTBURY STATION:** This station was on the L.I.R.R.'s main line to Greenport. As early as the 1860's a station was noted as existing in J.P. Kelsey's Store. A post office by that name was established on March 13, 1882, lasting until December 16, 1908 when it was finally changed to "Westbury". One can become confused here because "Old Westbury", whose post office had been established on March 25, 1868, was changed to Westbury on October 7, 1907. Within a year this "Westbury" reverted back to "Old Westbury" on October 3, 1908, paving the way for Westbury Station to become Westbury as we know it today.

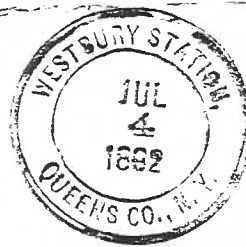
*If not delivered in ten days return to*

**B. J. PINE,**

MANUFACTURER OF

**Star Brand Bone Superphosphate,**

OLD WESTBURY, L. I.



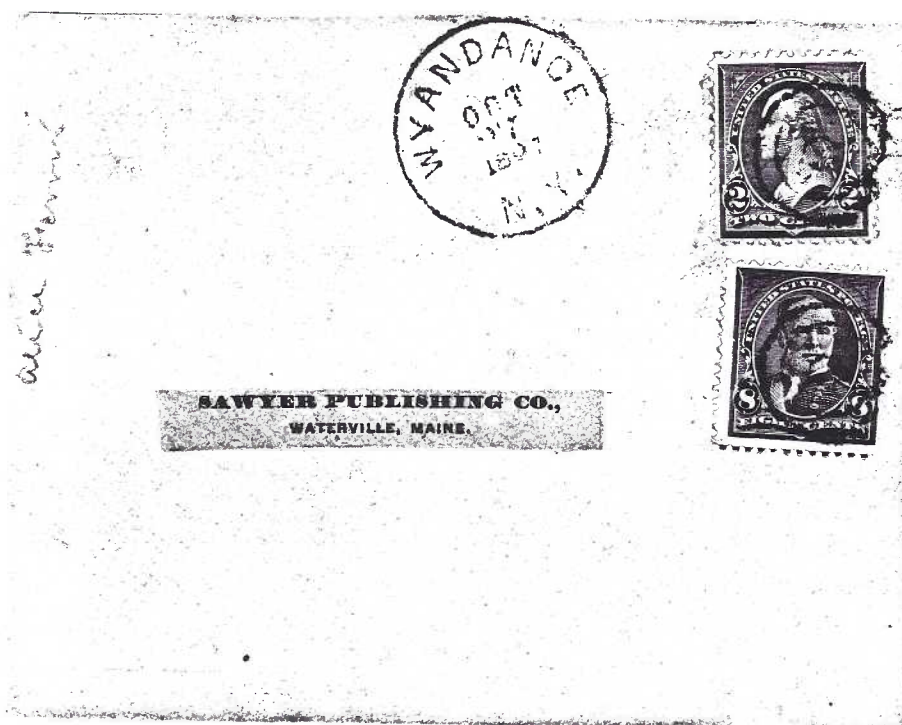
**Footnotes:** The author is indebted to Vincent F. Seyfried's "The Long Island Rail Road, A Comprehensive History" (Seven Volumes) for much of the information pertaining to the various railroad lines that would eventually become the Long Island Rail Road we know today.

All data pertaining to the post offices was obtained from John L. Kay and Chester M. Smith Jr's "New York Postal History..." published by the American Philatelic Society.

# **AUCTION ACTION**

Long Island Postal History at Auction - Prices Realized  
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Sale Date	Auction House	Lot No.	Description	Auction Est.	Price Realized*
7/26-27	McGuire	60	1850 SFL w/42x4 sl "Steam-boat" & weak "New York/5cts." cds, East Hampton, L.I. to New London, Ct.		
		123	Reg. cover from Glen Cove	10-15	28 B
		125	1897 reg. cover from Westbury	20	8 F
		137	1898 mourning cover to France "EAST HAMPTON/N.Y."ptmk, ms "per S.S. St. Louis",F-VF	20	8 F
		415	U362 w/1899 ptmk "SAGHARBOR & NEW YORK/R.P.O."	10	8 F
		425	UX14 w/1907 duplex "WADING RIV. & L.I. CITY/R.P.O.",f	5-10	8 B
		509	#267 & 272 tied to reg. cov. w/1897 cds "FAIRGROUND/N.Y."	10-15	10 B
		519	#11 on ladies cover w/ms "South Haven,N.Y."	17.50	22 F
		520	267 & 272 tied to reg. cov. w/1897 cds "SPRINGS/N.Y."	20-25	15 F
		524	267 & 272 tied to reg. cv. by 1898 cds "WOODHAVEN/N.Y."	17.50	22 F
		525	267 & 272 tied to reg. cv. w/1897 cds "WYANDANCE/N.Y."	17.50	16 F
				17.50	22 F



\*F=Sold to a floor bidder; B=sold to the book; opening bid/hammer price  
Prices realized do not include 10% buyer's comm., if any.



Lot 509 in the  
McGuire Sale



Lot 520 in the  
McGuire Sale



CLASSIFIED ADS

\*\*\*\*\*

WANTED - Farmingdale, Bethpage (Central Park), Old Bethpage, Plainedge, Plainview (Manetto Hill), Massapequa, Pinelawn, and Amityville history material. Gary Hammond, 31 Lowell Drive, Farmingdale, N.Y. 11735

WANTED - OLD QUEENS Post Cards. Original collections of old post cards.(212) 523-3083.

WANTED - Covers postmarked from Cold Spring or Cold Spring Harbor, from the stampless period through 1900. David Snow, 130 North 9th St., Lindenhurst, N.Y. 11757

WANTED - Long Island post cards and covers postally marked "Missent to \_\_\_\_\_(Town Name)". Complete and sharp strikes only. Carl F. Baker 140 Lewis Road, Northport, N.Y. 11768

WANTED - Pre 1920 view cards of Roslyn, Port Washington, Glen Cove, Manhasset, Great Neck. Stampless covers also. Send on approval to Bob Juceam, 106 Hemlock Road, Manhasset N. Y. 11030

WANTED - Long Island postal history items from Kings (Brooklyn), Queens, Nassau, and Suffolk Counties, from the stampless period to the present. All covers considered. Seeking L.I. fancy cancels on cover, postmaster free franks, registered covers, covers to foreign destinations, and Civil War patriotics used from L.I. Also want L.I. post cards from 1900 to 1920, especially those depicting Long Island post offices and railroad stations. Approvals preferred or send photocopies to J. Fred Rodriguez 62 Shady Lane, Huntington, N.Y. 11743

WANTED - The U.S. 1869 pictorial issue used on cover with local town cancels from anywhere in the country, especially from New Jersey and Arizona. Correspondence invited. Brad Arch, 144 Hamilton Ave., CLIFTON, New Jersey 07011

\*\*\*\*\*LIPHS\*\*\*\*\*

YOUR AD COULD BE HERE AT NO COST TO MEMBERS. SEND YOUR ADS TO YOUR EDITOR AT LEAST ONE MONTH PRIOR TO CALENDAR QUARTER END.

\*\*\*\*\*LIPHS\*\*\*\*\*

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