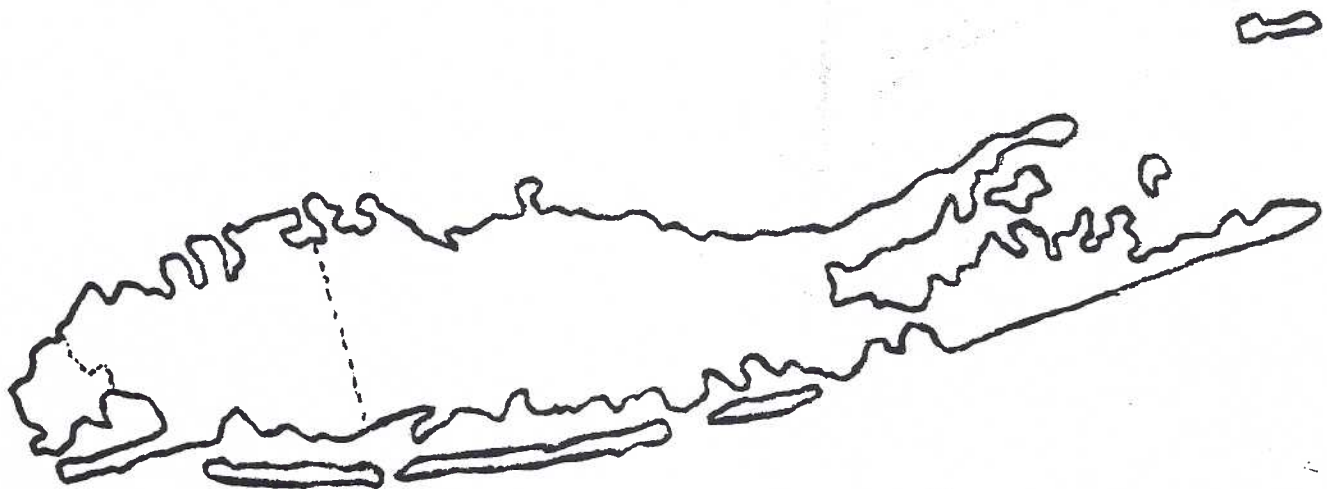


LONG ISLAND



POSTAL HISTORY SOCIETY

NEWSLETTER & JOURNAL

WINTER 1984
VOLUME 8 NO. 4
WHOLE NO. 11



LONG ISLAND POSTAL HISTORY SOCIETY NEWSLETTER and JOURNAL
Winter 1984 Volume 8 no. 4 Whole No.11

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Organized
1980



Annual Dues
\$10

Post Office Box 1178
Southold, N.Y. 11971

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*"The thrill of discovery, the pride of possession, and
the ongoing search for yet another gem stirs us all."
-Jon Rose, Stamp Collector Oct. 29, 1984*

President's Message

Members of the LIPHS will recognize at once the length of this current issue of the Journal. The hard work of the previous editor, Calvet Hahn, and the current editor, Fred Rodriguez, have resulted in the development of a respectable journal for a very small society. Despite its collecting appeal, Long Island represents a relatively small geographical area and Long Island postal history collectors constitute only a small segment of the philatelic community. Nonetheless, our membership has continued to grow with only two members failing to renew membership from last year. The many excellent articles which have appeared in the Journal over the past few years have helped to foster that growth.

We hope that we can offer still additional features to make the LIPHS even more attractive to collectors of Long Island postal history and to other postal history collectors as well. Some of the articles coming up in 1985 should be of interest to non-Long Island collectors. These articles include a summary of the known County and Postmaster cancels from Kings and Queens Counties and an attempt to extend and augment the list of manuscript cancels of New York State recently put together by the Empire State Postal History Society.

Upcoming topics of discussion by the Board of Directors will be plans for another auction and the Spring and Fall membership meetings. These meetings have proved popular in the past, permitting members to meet one another and to trade, buy, and sell Long Island postal history.

The Board of Directors and myself are always interested in hearing from members concerning the Society. If any of you have particular thoughts, suggestions, advice, or even complaints, then please let me know. If I don't hear from you, then I don't know whether you approve or disapprove of the current management of the LIPHS.

Wishing all of you the BEST for the HOLIDAY SEASON...

Sincerely,



Daniel M. Knowles, M.D.

DMK/mw



FROM THE EDITOR'S DESK

In this issue we continue with a look at the postal history of the Long Island Rail Road reprinting Charles L. Towle's RAILPOST HISTORY OF THE LONG ISLAND R.R. Section II - The SOUTH SIDE R.R.CO. and Other Lines first published in the October 1983 issue of LA POSTA: A Journal of American Postal History (Vol.14, No. 5, Whole No. 83). We want to thank Richard Helbock, Publisher of LA POSTA and Mr. Towle for their generosity in permitting the use of this important article in our Journal. Incidentally, you can obtain a free copy of the bi-monthly LA POSTA, a worthy postal history publication. I recommend it highly and I'm sure that you would want to subscribe to it. Write to EDITOR, LA POSTA, P.O. BOX 135, LAKE OSWEGO, OREGON 97034.

We continue illustrating the post offices of Long Island as depicted in turn of the century post card views and photos from various time periods. To date we have canvassed Kings, Queens and Nassau Counties. In this issue we begin with Suffolk County which will be covered in six parts. The views are accompanied by representative covers from these post offices.

Bob Miller sent in two additional one-page articles on Pan Am and Long Island. One of them is in this issue. I urge other members to follow Bob's lead and send in short articles about your favorite covers, unusual markings, and anything of interest to the membership. Send your articles to the Editor at 62 Shady La. Huntington, N.Y. 11743.

The Spring 1985 issue will have a history of the Central Islip P.O. (once known as Suffolk Station), a final installment on LIRR covers, and Part IV of Long Island Post Offices. We are also planning to make some changes to the Journal, possibly for the next issue.

In closing, Carl and I wish to convey our best wishes for a fruitful, healthy, and exciting New Year!

J. Fred Rodriguez
Editor

SECRETARY'S NOTES and CORRESPONDENCE



We are pleased to welcome five new members:

D. John Cederstrom
2710 Ridge Road
Prescott, AZ 86301

Katherine Meyer
60 Sharp St.
Patchogue, N.Y. 11772

The State Historical Society
of Wisconsin
816 State Street
Madison, Wisconsin 53706

Henry Waldinger Memorial Library
60 Verona Place
Valley Stream, N.Y. 11582

David Keller
5475 Express Drive North
Holtsville, N.Y. 11742

We regret to inform the membership of the death of Beulah Terry. Mrs. Terry was the historian for the village of Bayport and a valued member of our Society. She obviously shared her love for local history. Although we lost Beulah, we gained a new member in the person of her granddaughter, Ms. Katherine Meyer. Our heartfelt sympathies to her family.

The following have been dropped for non-payment of dues:

Joseph J. Cartafalsa
William R. Gibson

We noticed a nifty catchet on a personal correspondence cover from member Brad Arch. He is a well known specialist of the 3c locomotive stamp of 1869 (Scott's #114) and his catchet reminds us of his interest.



Brad Arch is coordinating a project for the New Jersey Postal History Society. Plans are to publish a book listing and illustrating all the known 1847 covers from New Jersey franked by the 5 and 10 cent stamps of that year (Scott's # 1 and #2). If any one has any of these covers, knows the whereabouts of one, or happens to have a clipping of any from auction catalogs then please inform Brad about it. His address is 144 Hamilton Ave., Clifton, N.J. 07011

New member John Cederstrom tells us his collecting interest is railroads in general, specifically steam operations past and present. He is particularly interested in anything pertaining to the Port Jefferson (Wading River) N.Y. operation as well as the

Pt. Washington line. He lived both in Pt. Washington and St. James, but now resides in Arizona. He would also like to see a map of trolley lines on L.I. as he remembers well riding the Mineola-Pt. Wash. line many times. (Ed. - A book written by member Vincent Seyfried deals in detail with the history of this line, however the book is long out of print).

Mamie Eng, Adult Services Librarian at the Henry Waldinger Memorial Library says that they look forward to receiving our Journals and will share them with the Junior Stamp Club that meets at their library. A great idea! By the way, Henry L. Waldinger (1883-1966) was the first mayor of Valley Stream as well as a civic leader and humanitarian.

Robert Sklarz fully enjoyed Carl Baker's article on "The Railroad Influence". He says: "you might look into Albertson. Someone told me, some years ago, that it was named so because the train made a 'milk stop' at Albertson's dairy farm. I believe the fellow who told me so was an Albertson on his mother's side." We appreciate Robert Sklarz's comments and urge others to contribute other possible names of the railroad influence. One other comes to mind, Windfield Junction is surely another post office whose name was influenced by the LIRR. Any others?

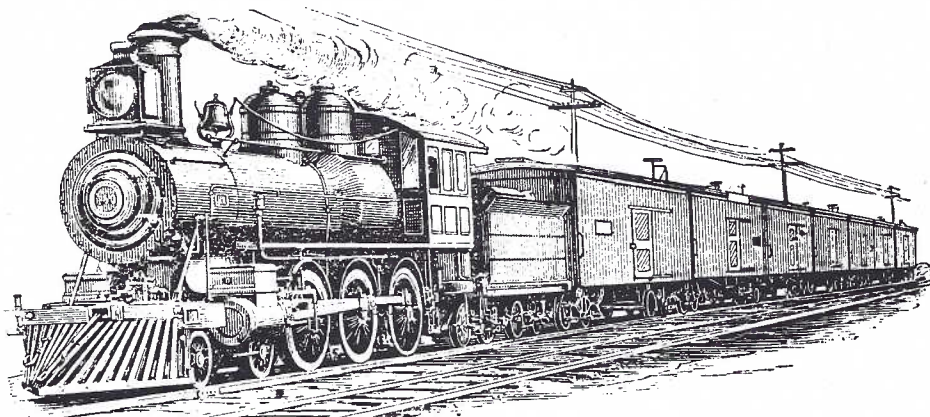
New member David Keller heard about us from the Sunday Newsday article by Ernest A. Kehr. David has been a collector of LIRR memorabilia for a number of years.

* * *



Sunday APRIL 21, 1985 1:00 P.M. - 5:00 P.M.
Spring meeting of the LIPHS. All members welcome! To be held at the home of Fred Rodriguez in Huntington. Details and directions to follow in the Spring issue of the Journal to be mailed at the end of March.
MARK YOUR CALENDARS NOW!

* * *



RAILPOST HISTORY OF THE LONG ISLAND R.R.
SECTION II - THE SOUTH SIDE R.R. CO. and OTHER LINES
BY C.L. TOWLE

The Long Island Railroad had only one serious competitor for business on the Island and that was the short-lived South Side R.R.Co. of Long Island. This company was incorporated under the laws of New York on March 23, 1860 for the purpose of building a railroad from the Town of Islip to the City of Brooklyn - 37 miles. Two further acts of April 12, 1867 and May 31, 1872, authorized extension of railroad eastward to Town of Patchogue, and the building or purchase of branches, and the right to buy and consolidate with other short line companies.

Although organized April 20, 1860, construction of the 54 mile railway started about June 1866 and it was opened for operation as follows:

Oct.28,1867 - Jamaica to Babylon - 27 miles
July 22, 1868 - Babylon to Islip - 7 miles
1868 -Islip to Patchogue - 11 miles

The station at Jamaica was located south of present depot. A line was built to reach New York crossing the Brooklyn and Jamaica R.R. two miles east of Jamaica station. It then passed westward to the East River via Glendale, Fresh Pond and Bushwick. Between Bushwick and the ferry at East River the cars were hauled through the streets of Brooklyn by steam dummy engines. The 9 mile Jamaica-Williamsburgh section was completed March 1869 by two underlying companies.

On Sept.14,1872 the South Side purchased the Far Rockaway Branch R.R., a 5.2 mile line from connection at Valley Stream to Far Rockaway, built prior to Sept. 1869, and the Rockaway Railway Co., a 4 mile line from Far Rockaway to Rockaway Beach. This short line was under construction at time of its purchase.

The South Side R.R. did not prosper and went into receivership Oct. 16, 1874 and was acquired by the Southern Railroad Co. of Long Island. This company in turn was acquired under foreclosure Nov. 22, 1879 by the Brooklyn and Montauk R.R., which had been incorporated two days earlier. The Brooklyn and Montauk R.R. extended the line 16.6 miles from Patchogue to Eastport-connecting with Long Island R.R. Sag Harbor branch in June 1881. Effective May 23, 1880 the Long Island R.R. leased the Brooklyn & Montauk R.R. and on Oct. 5, 1889 acquired ownership of the competing line. After acquisition, the Long Island R.R. extended the South Shore route from Bridgehampton to Montauk, 20.8 miles, with completion date of the Montauk route being Nov. 1, 1895.

The final branch on Long Island to operate R.P.O. service was only 18½ miles long, but had a very involved history with many financial difficulties, reorganizations and numerous construction and holding companies. It followed along the North Shore of Long Island from Long Island City eastward, but took 44 years to complete its route.

The first company to build an 8 mile portion from Hunters Point (Long Island City) to Main St., Flushing was the Flushing Railroad Co.,

incorporated March 3, 1852. Construction began May 1853 and the little line was completed June 26, 1854. This early line had a drawbridge over Flushing Creek and from 1861 on crossed the New York and Jamaica R.R. at grade at Winfield. On March 24, 1859 it was sold to the New York and Flushing Railroad Co.

The second segment of 6.3 miles from Flushing to Great Neck was constructed by the North Shore R.R., incorporated Sept. 25, 1863 and organized the next day. Construction began March 1864 and was completed to Great Neck Oct. 27, 1866, after much difficulty crossing Little Neck meadow. The line was operated by the New York & Flushing R.R. until Aug. 1, 1874 and for the following ten years by the Flushing, North Shore & Central R.R. The Long Island R.R. acquired control of the two small railroads April 2, 1889.

It was many years until further extension took place. The Great Neck and Port Washington R.R. was incorporated April 15, 1896. Construction commenced about October 1897 and the 4 mile line was opened for operation June 23, 1898. From its opening the Port Washington Branch was operated by the Long Island R.R. This busy double track passenger line was electrified October 1913.

The postal operations on this group of lines was as follows during period of route agent or railway post office service:

1869-1870	Sayville-New York Agent
1870-8/18/81	Patchogue & New York Agent
1875-1877	Babylon & New York Agt. -No postmark recorded
8/1/81-8/1/82	Sag Harbor & New York Agt.
8/1/82-1/7/99	Sag Harbor & New York R.P.O.
1885- ?	Babylon & New York R.P.O.
1/7/99-6/18/1965	Montauk & New York R.P.O. -Last trip June 18, 1965
11/7/1914- 8/31/55 New York & Far Rockaway R.P.O. -Last trip 8/31/55	
1867 -1870	Flushing & New York Agent -No postmark recorded
1870 -1874	Manhasset & New York Agent -No postmark recorded
7/30/98 - ??	Thomaston & Long Island City R.P.O. -No postmark recorded
1898 -11/7/1914	Port Washington & Long Island City R.P.O.
11/7/1914 -9/23/34	Port Washington & New York R.P.O.

Thus on June 18, 1965 manned railway mail train service on Long Island came to an end after 81 years of expeditious and dependable mail handling on seven different lines on the Island. Most of the lines still offer passenger service to a lessened degree, but the colorful route agents, R.P.O. clerks and mail cars have faded into oblivion following the coastwise boats, ocean steamships, fast limited trains, street cars and interurban service which once made the country's transportation network so interesting and colorful.

POSTAL MARKINGS

CATALOG NO. Patchogue-New York, N.Y. 54 miles

113-A-1 S.S.L.I.R.R., 25, black, Banknote, NDL, VII
113-C-1 Patchogue & N.Y. Agt., 26, black, Banknote, III

Sag Harbor - New York, N.Y., 101 miles

113-B-1 Sag Harbor & N.Y. Agt., 26, black, 1883, III
113-J-1 Sag Harb. & N.Y. R.P.O., 27½, black, 1892, II
113-K-1 Sag Harbor & New York R.P.O., 28½, black, 1897, II
113-I-1 Sag Harbor & N.Y.R.P.O., 27½, black, 1899, II

Babylon - New York, N.Y., 37 miles

113-D-1 Babylon & N.Y.R.P.O., 27, black, 1886, 'S' killer, II
113-E-1 Babylon & N.Y.R.P.O., 27, black, 1897, 97, II

Montauk - New York, N.Y., 118 miles

113-F-2 Mantauk & New York R.P.O., 29, mis-spelling, black, 1900, III
113-G-3 Montauk & N.Y.R.P.O., 30, black, T.N., 1900, II
113-G-4 Montauk & N.Y.R.P.O., 29½, black, T.N., 1906, II
113-F-1 Montauk & New York R.P.O., 30½, black, T.N., 1909, II
113-G-5 Montauk & N.Y. R.P.O., 29½, black, T.N., 1934, I
113-G-6 Montauk & N.Y. R.P.O., 30½, black, T.N., 1941, I
113-G-1 Montauk & N.Y. R.P.O., 30, black, T.N., 1934, 44, 46, I
113-G-2 Montauk & N.Y. R.P.O., 30, black, T.N., 1964, I
113-H-1 Mont. & N.Y. R.P.O., 30½, black, T.N., 1964, I

New York - Far Rockaway, N.Y., 44 miles round trip

152.2-A-1 N.Y. & Far Rockaway R.P.O., 29½, black, T.N., 1917, II
152.2-B-1 N.Y. & Far Rock. R.P.O., 29½, black, T.N., 1929, I
152.2-B-2 N.Y. & Far Rock. R.P.O., 29½, black, T.N. 1920, I

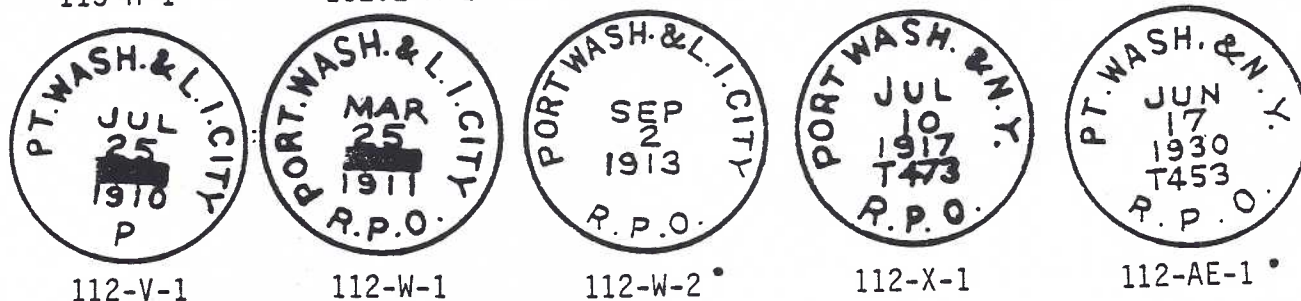
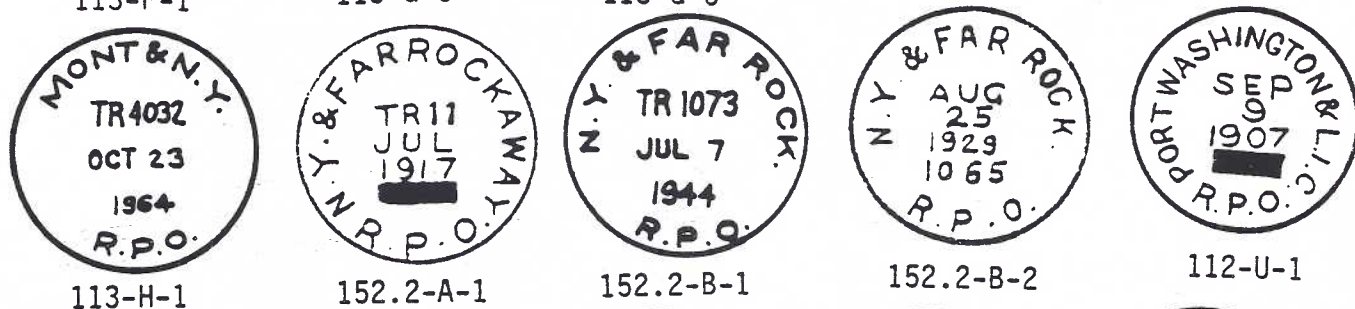
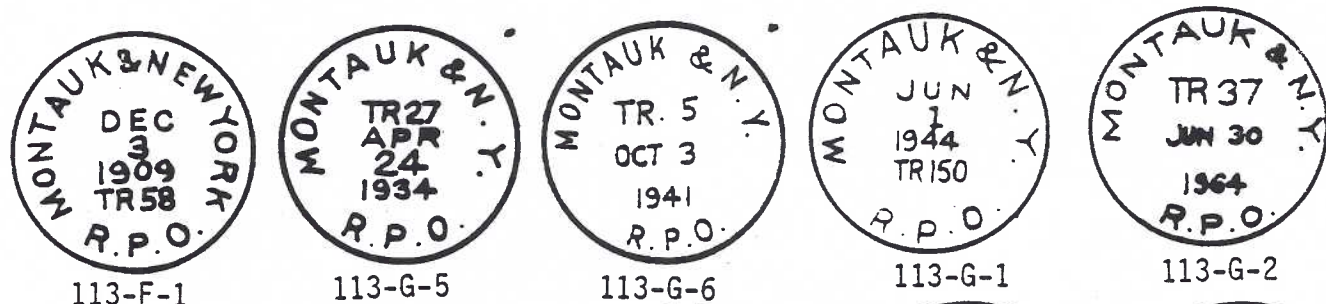
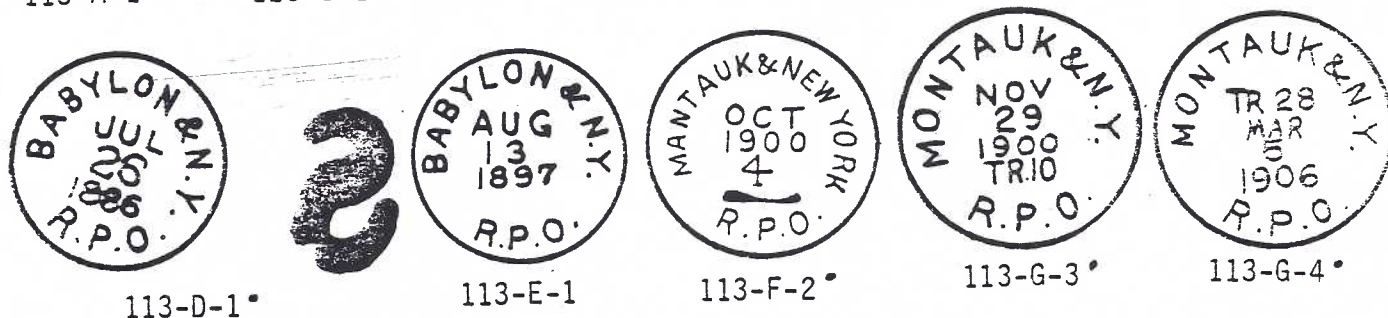
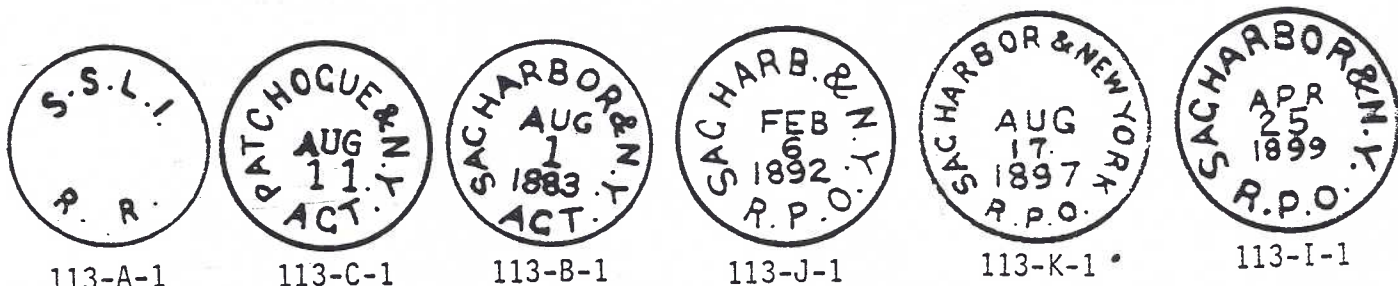
Port Washinton - Long Island City, N.Y., 18 miles

112-U-1 Port Washington & L.I.C. R.P.O., 28½, black, 1907, 08, III
112-V-1 Pt. Wash & L.I. City R.P.O., 29½, black, partial, 1910, II
112-W-1 Port Wash. & L.I. City R.P.O., 30, black, 1909, 1911, II
112-W-2 Port Wash. & L.I. City R.P.O., 30½, black, 1913, II

Port Washington - New York, N.Y., 21 miles

112-X-1 Port Wash. & N.Y. R.P.O., 29½, black, T.N., 1917, I
112-AE-1 Pt. Wash. & N.Y. R.P.O., 30½, black, T.N., 1930, I

RAILPOST HISTORY OF THE LONG ISLAND R.R. - PART II
 Route Agent and R.P.O. Markings of the South Side
 Line of Long Island R.R. and other branch lines.



SHOWING THE Long Island Railroad System

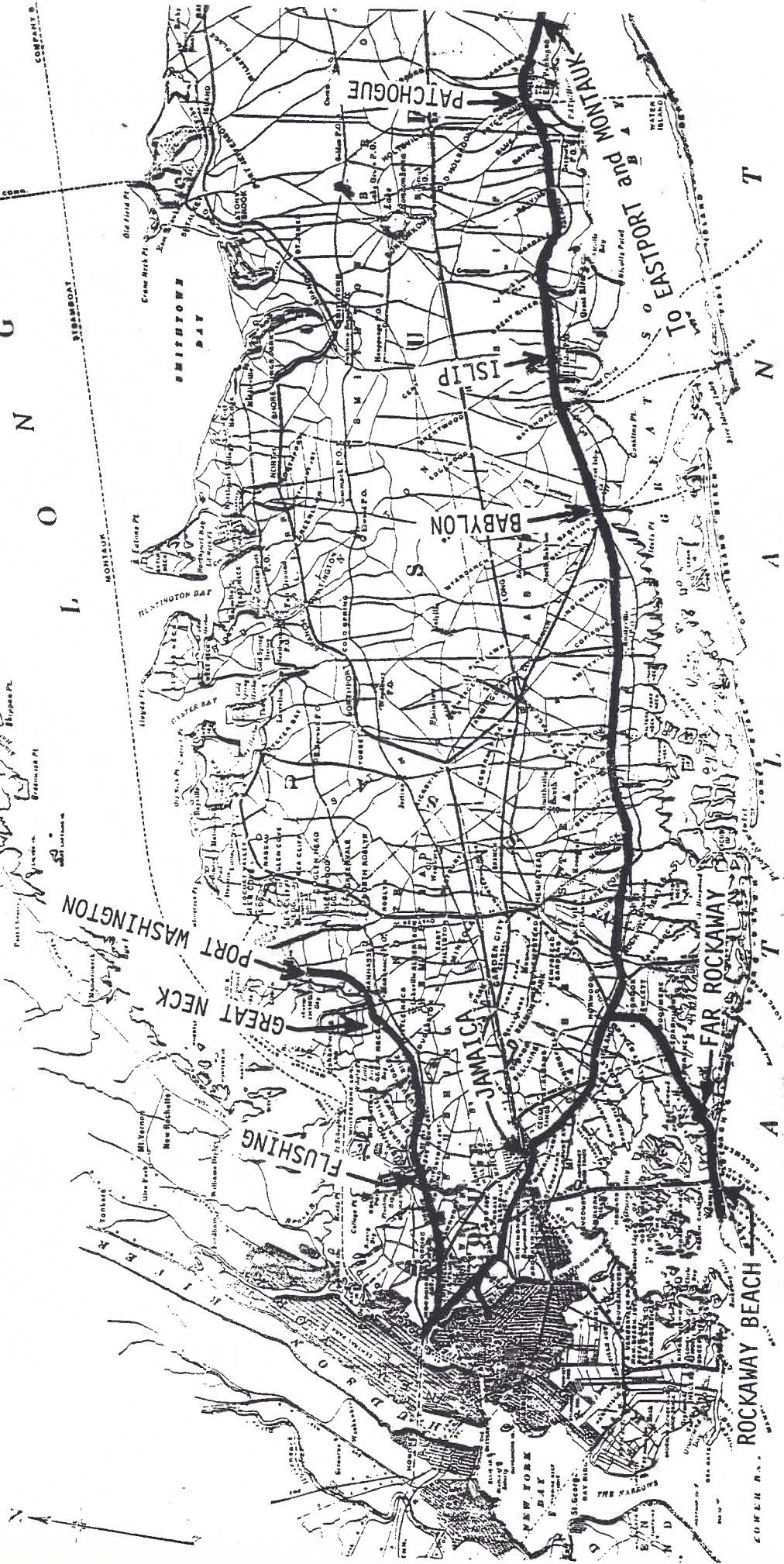
AND
MONTAUK STEAMBOAT COMPANY'S LINES.

1907.

SCALE OF MILES.



SOUTH SIDE LONG ISLAND R.R.
ROCKAWAY BEACH BRANCH
PORT WASHINGTON BRANCH
MONTAUK DIVISION OF LONG ISLAND R.R.

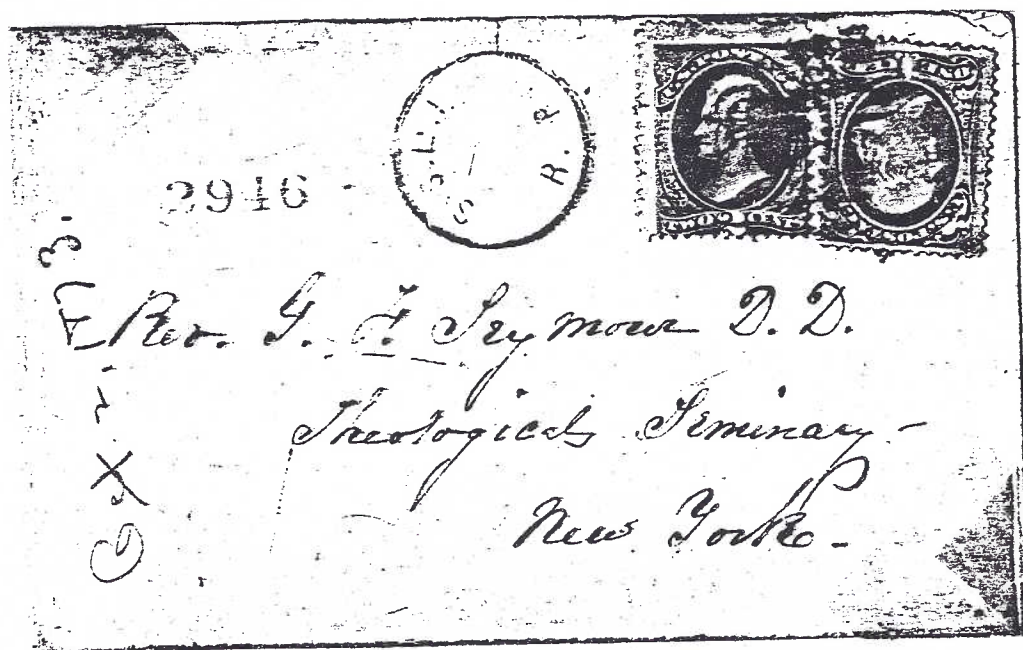


 * A SAMPLER OF LONG ISLAND RAILROAD COVERS *
 * Part II- The South Side R.R. and Other Lines *
 * Compiled by J. Fred Rodriguez *

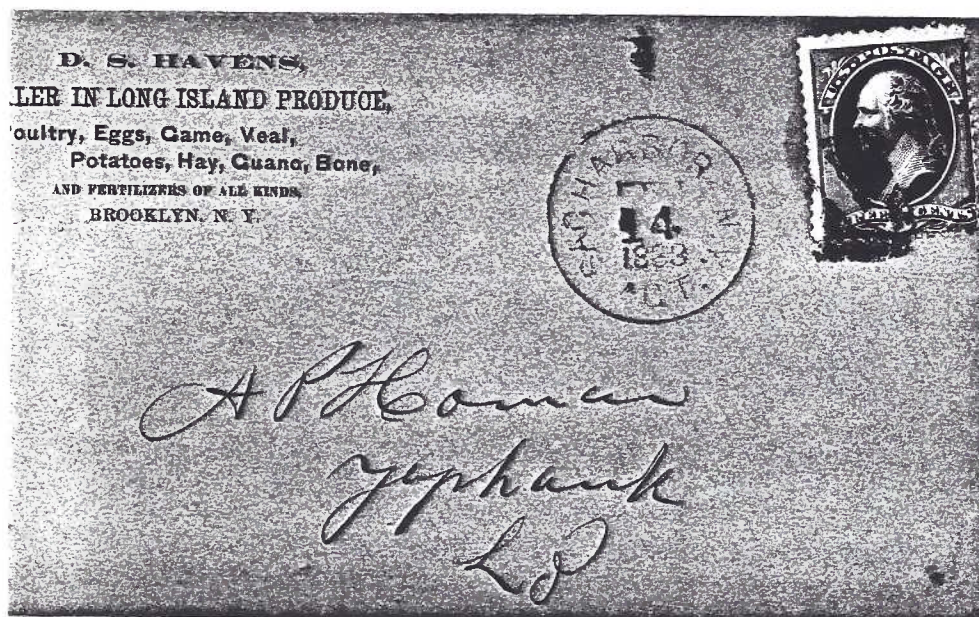
In the last issue of the LIPHS Journal we depicted a handful of really outstanding covers that were carried and were postmarked on board the mail trains of the Main Line and its branches. Some additional covers were sent in which merit inclusion in the Journal. We will show them in Part III of the Sampler. This installment deals exclusively with the south shore line, the branches to the beaches, and other lines.

We want to thank members Stannard, Jones, Baker, Knowles, and the compiler for making available the covers shown here. Some represent new finds, the first listing for a known route, and others are simply scarce markings from this part of the Long Island Railroad system.

Gary Hammond has once again provided some very nice LIRR post card views. Our good friend Charles Huttenen from Northport also provided very nice cards to show Long Island depots of the turn of the century.



A rare example of the S.S.L.I.R.R. on cover with two Banknotes issues tied by a maltese cross type killer. Docketed 1873



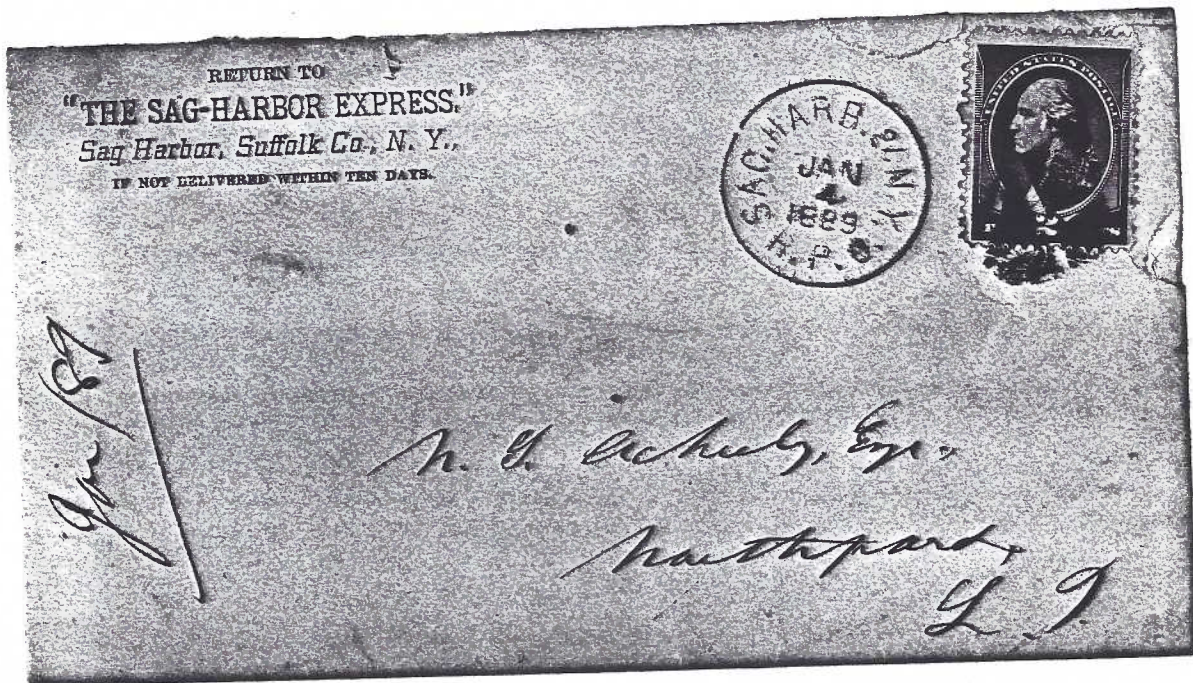
A nice strike of the SAG HARBOR & N.Y. AGT. marking on cover from Southampton. The postmark is dated Feb 14 1883. A 3-cent Banknote is tied to a corner card cover of D.S. Havens who had a produce business in Brooklyn and Southampton.

Railroad Station, Sag Harbor, L. I.



A 1910 post card view of the Sag Harbor Depot

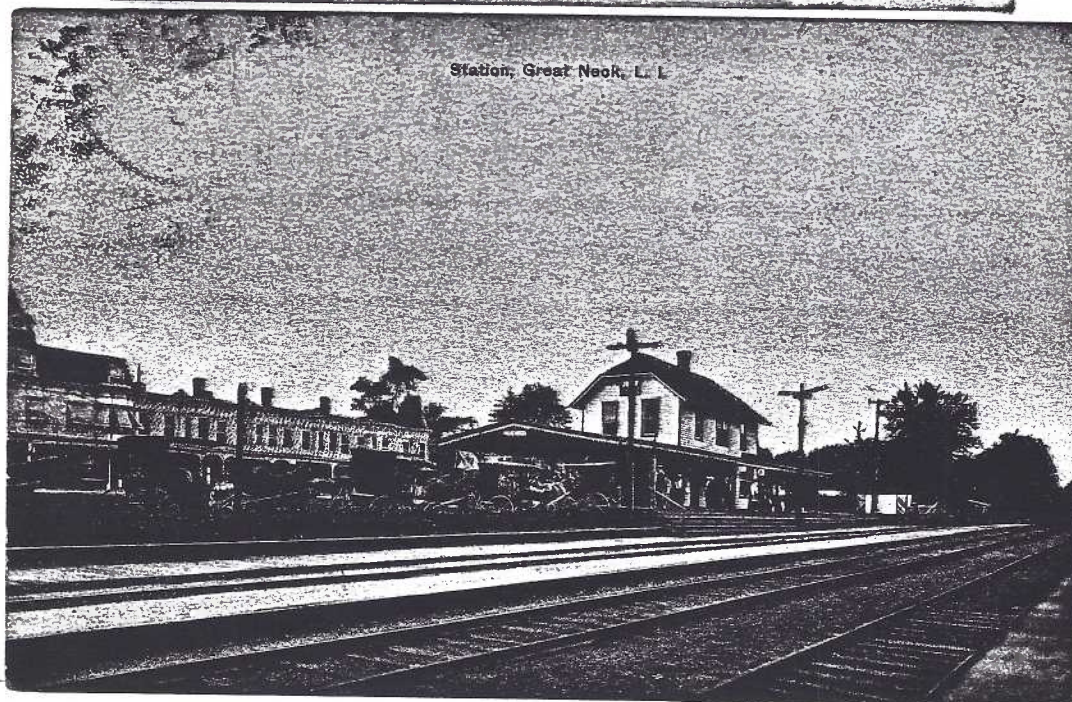
A fine strike of the SAG HARB. & N.Y. R.P.O. JAN/4/1889 (Towle 113-J-1) on a cover from "The Sag-Harbor Express", the local weekly serving the whaling town of Sag Harbor and vicinity.



An example of Towle 113-I-1 SAG HARBOR & N.Y. R.P.O./OCT/18/1892 on cover to "South haven" not far from Sag Harbor.

REPORTED FOR THE FIRST TIME

THOMASTON & L.I.CITY R.P.O. SEP/12/1893 on cover to Mass. Indistinct cork killer ties a Bureau issue to the cover. New York machine cancel backstamp with 11-AM receiving time. Contents state: "I posted a letter to Will a week ago last Thursday and have just got his answer saying that it was postmarked Saturday. So I was gone when his reply was posted". Towle lists this RPO from 7/30/98 and questions the date it was discontinued. Clearly Thomaston, now Great Neck Station, had an RPO at least 5 years earlier being the terminus of the Long Island City stretch until sometime in 1898 when the line was opened to Port Washington. This rare cover was found two months ago in a well known dealer's box at a large stamp show in New York priced at just \$4 - Unbelievable!



A 1909 view of the Great Neck Station

A multi-color post card of the Port Washington R.R. Station. This stylish depot is still in good use by this suburban North Shore community.



This post card of the Cove Inn in Port Washington was mailed to Brooklyn and received a very clear strike of the PORT. WASH. & L.I. CITY R.P.O. duplex handstamp on July 7th 1909.

Published by H. Colbert, Gents Furnishings, Stationery and Quills, 320 N. 4th St., New York City.

Post Card



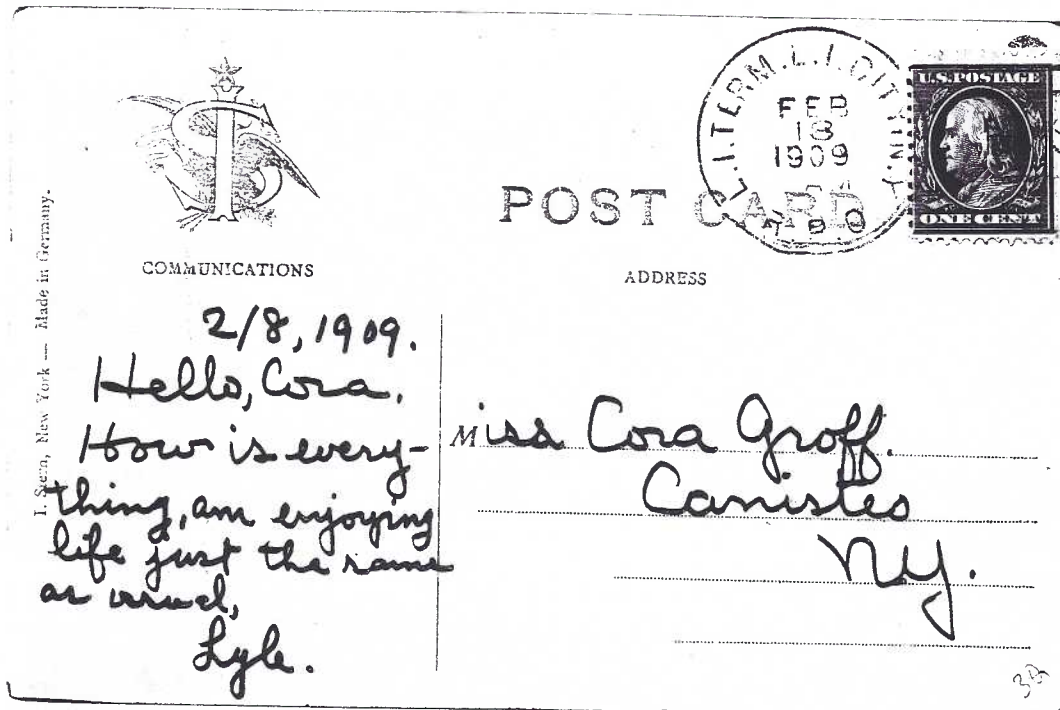
Dear Sister
 Am having
 a fine time.
 Suppose you
 write soon
 Love
 John

Mr. J. A. Wulley
 279 West 12th St.
 Brooklyn

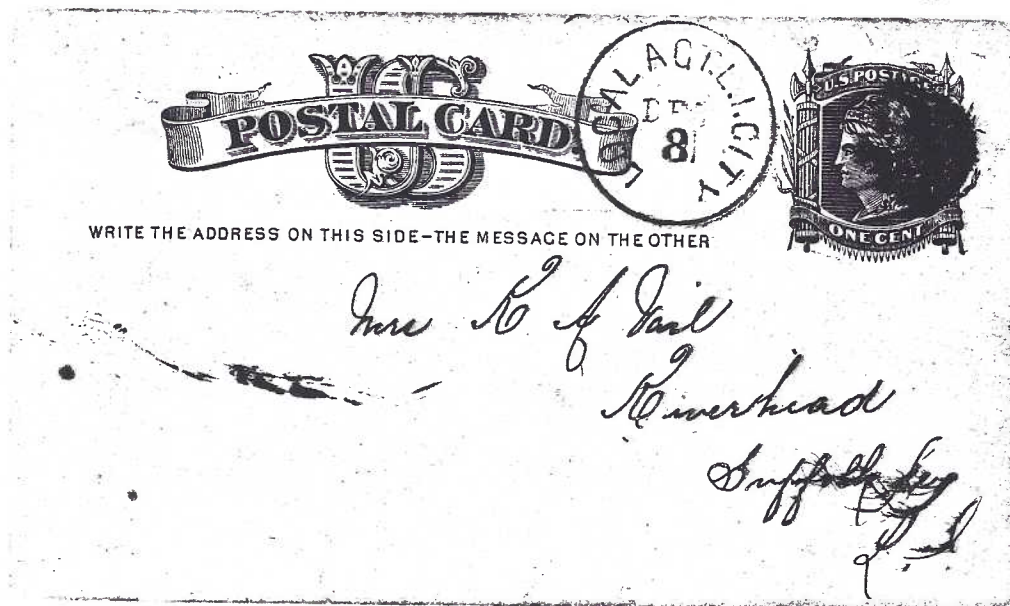
Pickering Photo.

OS 34218

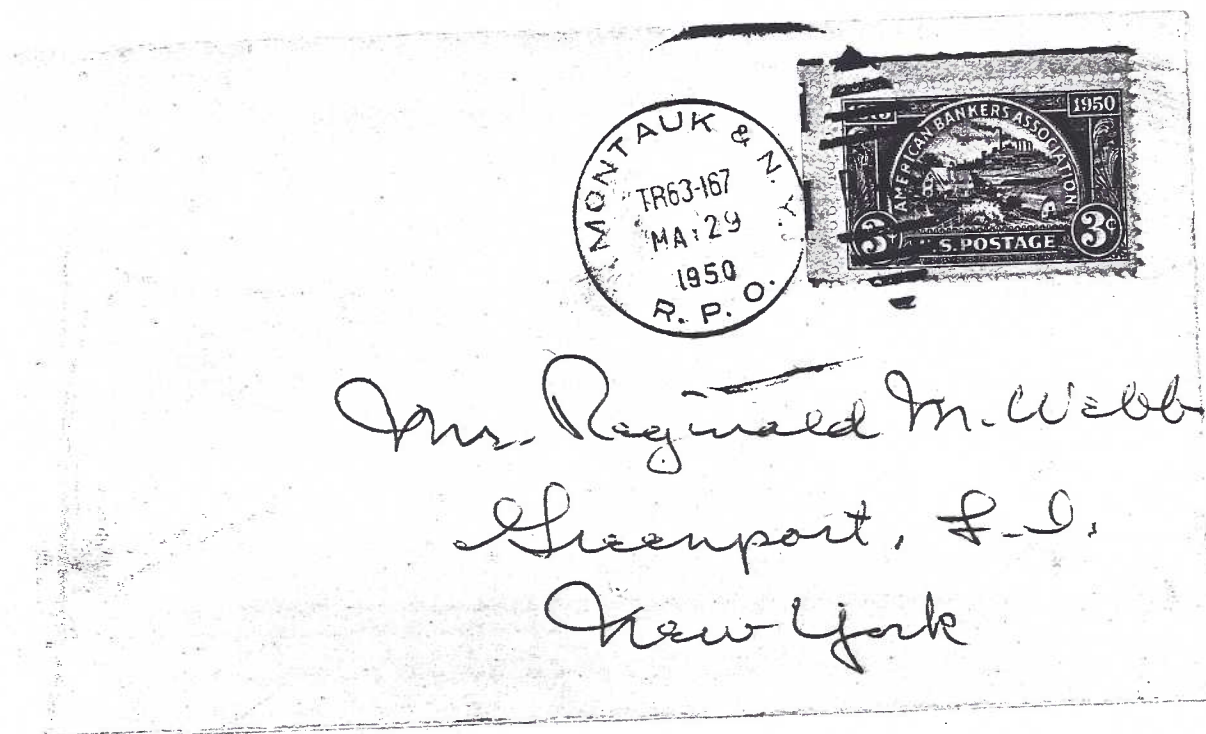
TWO UNREPORTED LONG ISLAND CITY RAILROAD POSTMARKS



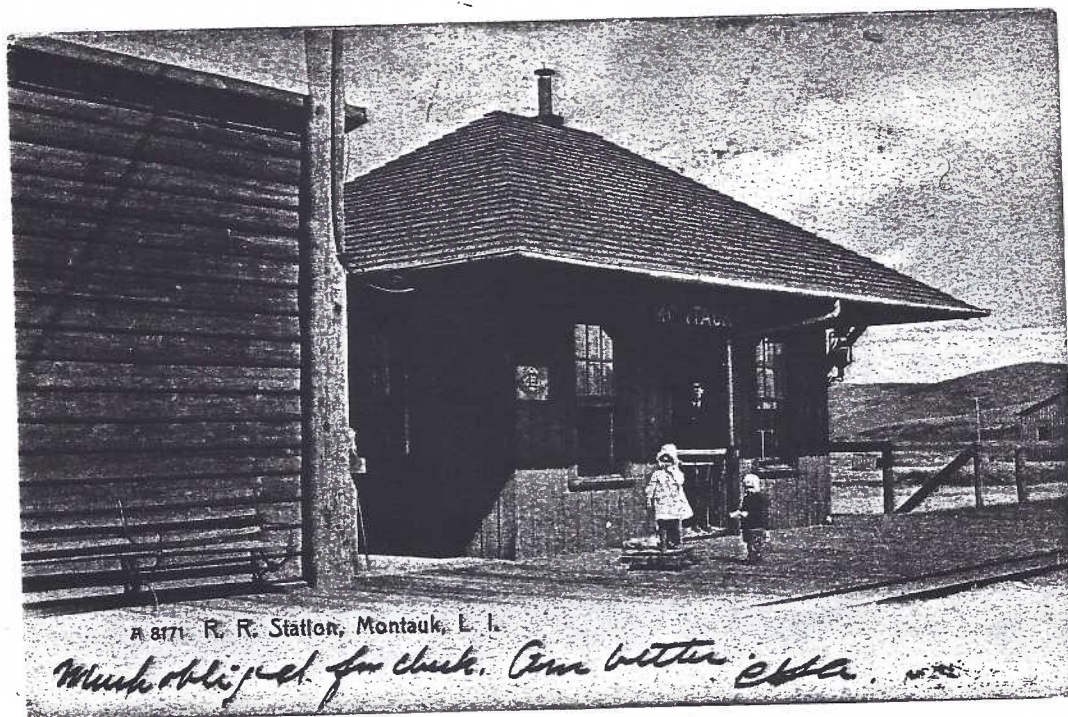
L.I. TERM. L.I. CITY, N.Y. R.P.O. FEB/18/1909/AM steel duplex postmark tying a one cent Benj. Franklin on a post card from L.I. City to Canister, N.Y. The Long Island City Terminal also had an RPO transfer clerk who received mail at the station for delivery to other railroads and post offices.



LOCAL AGT. L.I.CITY/DEC/8 cds on govt.postal to Riverhead. Datelined "Greenpoint Dec. 7th '79". An early strike not reported by Towle.



MONTAUK & N.Y. R.P.O. TR63-167/MAY 29/1950 duplex postmark on cover to Greenport. (Towle 113-G-6)

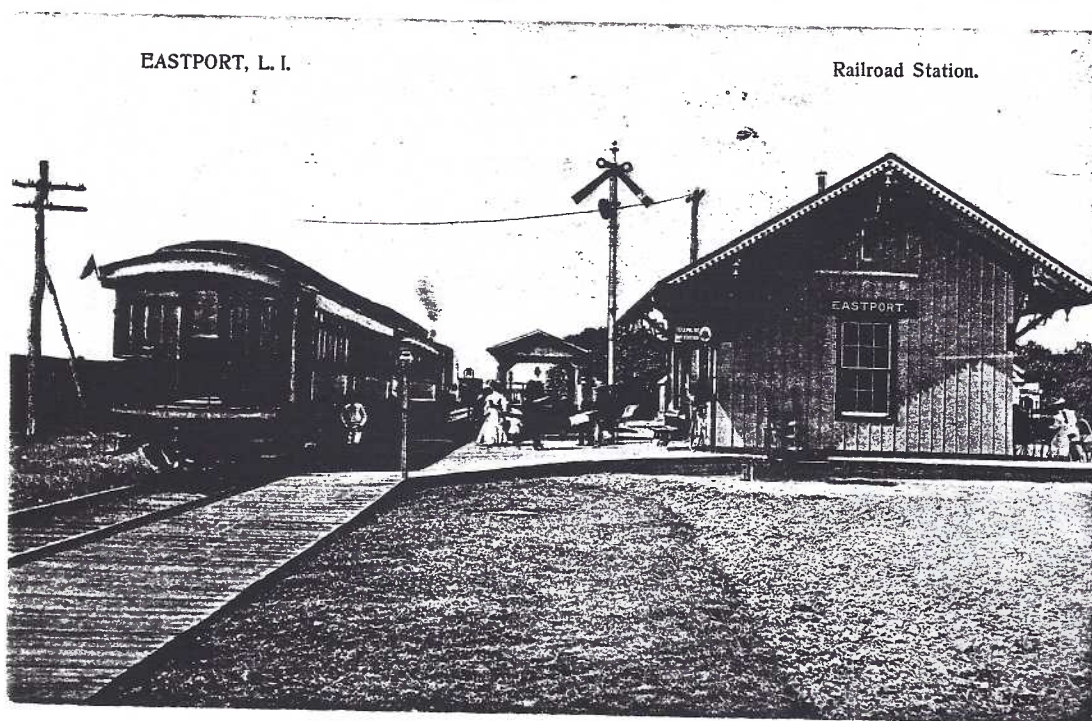


A beautiful Rotograph post card of the Montauk Station about 1905. The station agent can be seen at the doorway with a young child on a scale in front of him.

An example of Towle's 113-H-1 strike - MONT.& N.Y. R.P.O. TR2008-4/MAY ? 1958. This duplex handstamp has a PTS on the killer instead of the familiar RMS (Railway Mail Service). Possibly the PTS stands for "Postal Train Service". Can anyone confirm this?

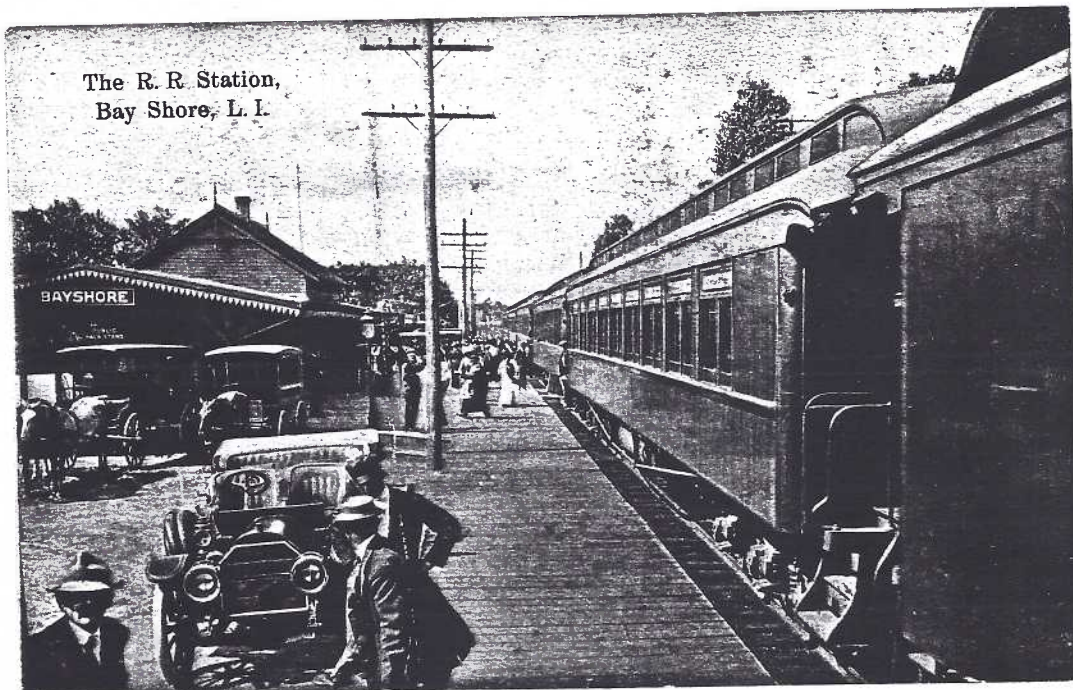


Reginald M. Webb
829 Main Street
GREENPORT, L.I.,
N.Y.

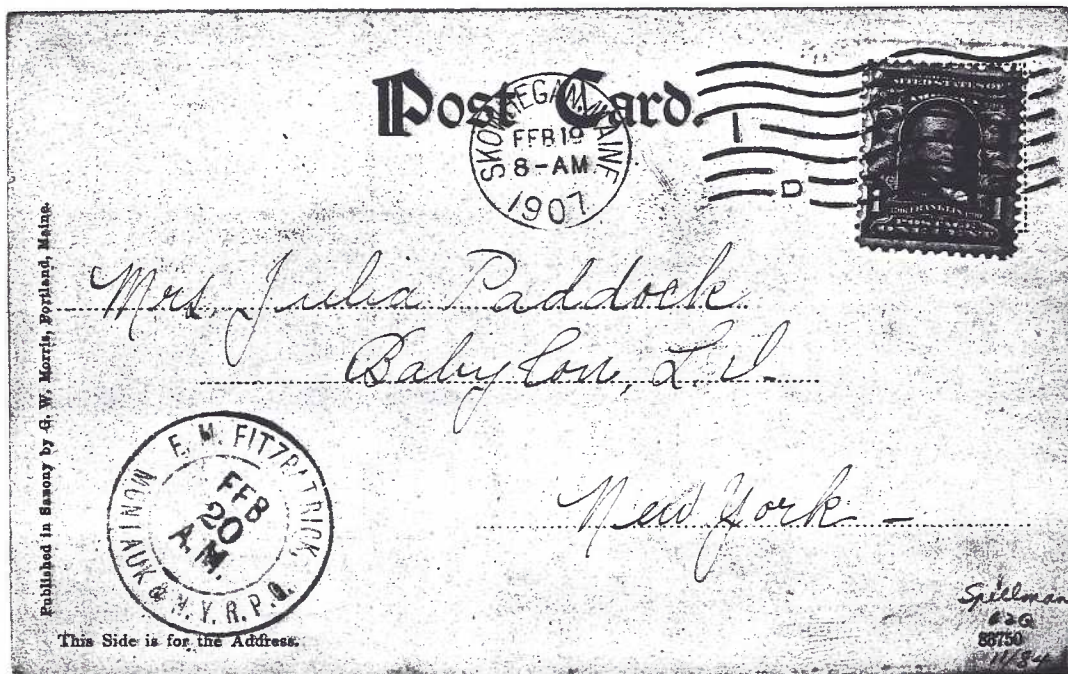


The Easport Depot on the Montauk Branch in 1907

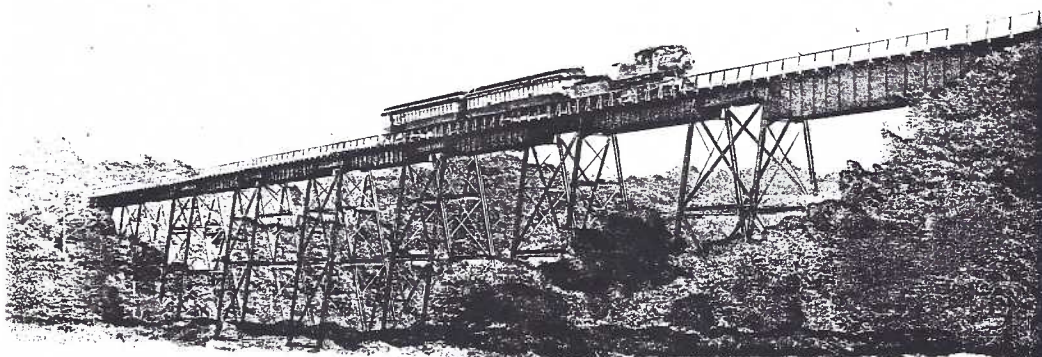
An unusually busy railroad view showing horsedrawn stages, an early automobile and scores of commuters getting off the afternoon express at Bay Shore, circa 1910.



A newly reported agent marking. A double circle date stamp E.W.FITZPATRICK, /MONTAUK & N.Y. R.P.O./ FEB/20/A.M. (1907) on a post card from Maine. There is really no reason for this postcard to have received this cancellation. I surmise that the RPO clerk might have been checking the ink level on his cancelling device and used the postcard for that purpose. The RPO clerk on board the train usually used this type of cancellation on Registered Envelopes to denote handling in transit.



The two-car express on its way to the Port Washington terminal, seen here crossing the Bridge across Cow Bay in Manhasset, L.I. circa 1905.

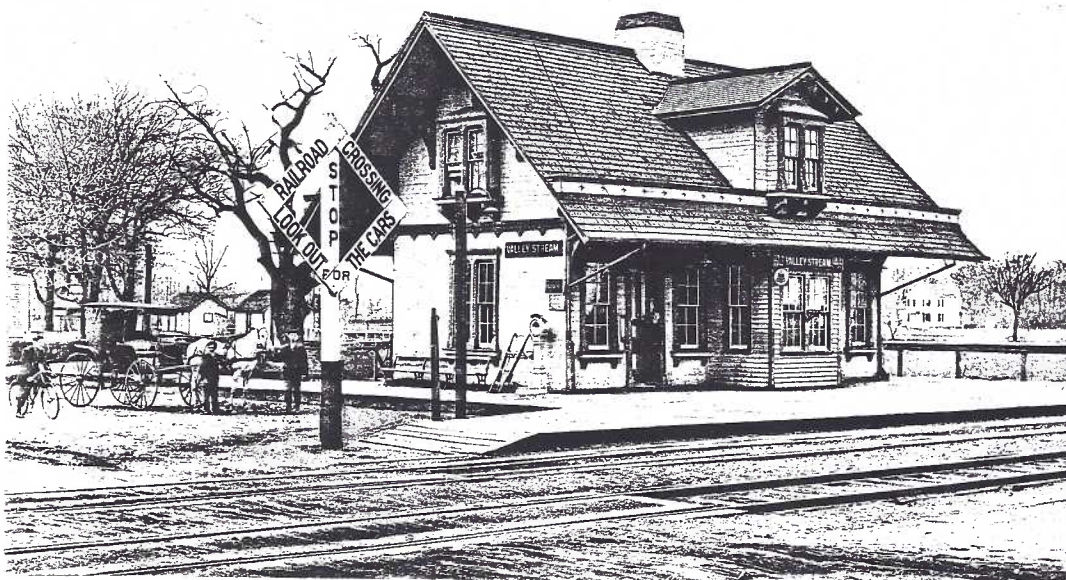


Bridge across Cow Bay, Manhasset, L. I.

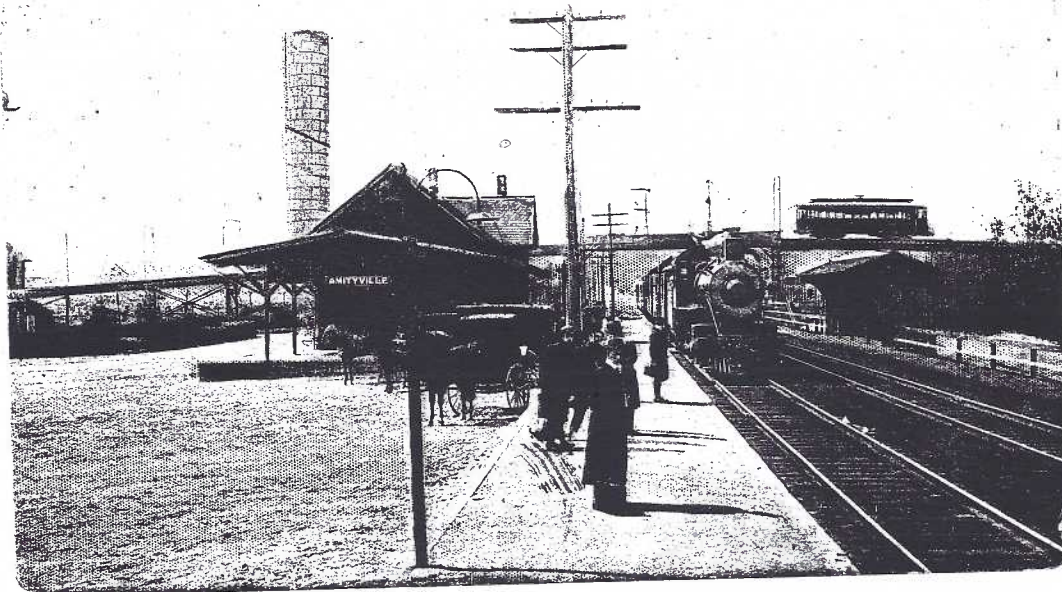
Pickering Photo.

A close-up of the Valley Stream station on the Far Rockaway line about 1910 with the typical railroad crossing sign of the times.

Long Island Railroad Station, Valley Stream, L. I.

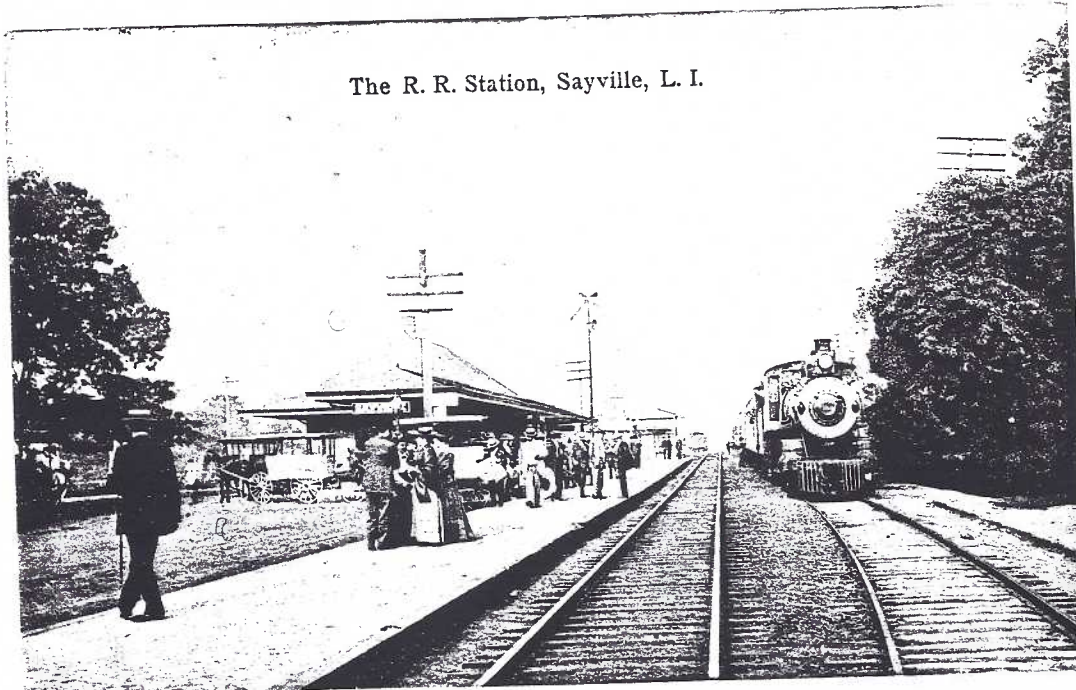


The R. R. Station and Trolley, Trestle, Amityville, L. I.



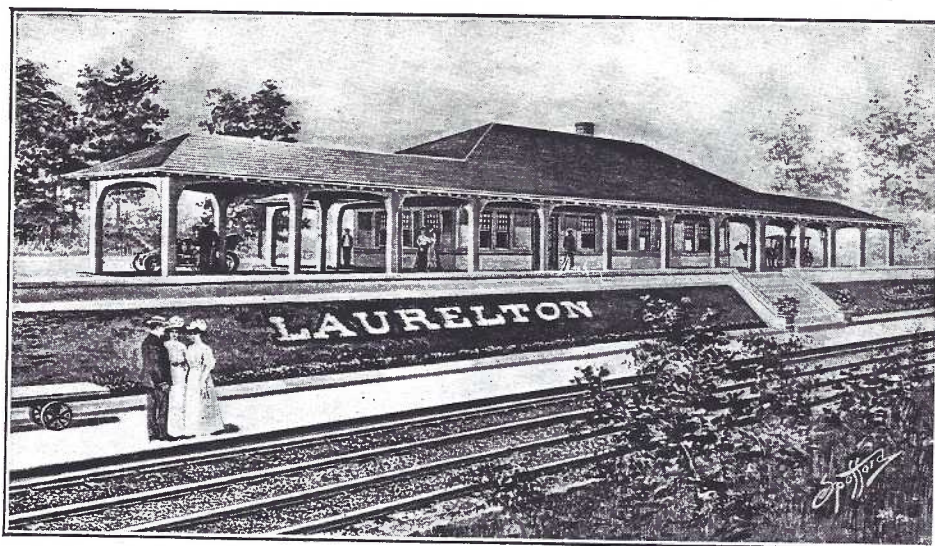
A 1910 view of the Amityville Station showing Engine 221 arriving at the station. A trolley car of the Cross Island Trolley line crosses overhead.

The R. R. Station, Sayville, L. I.



A real fine view of the Sayville Station in 1910.

A real estate advertising post card of the Laurelton Land Co. calling attention to the new station being built for that community



The \$15,000 Station now being built at Laurelton by the Long Island R. R.

(Tear off here and keep upper half. Sign, stamp and mail lower half)

A sharp real photo post card of the Murray Hill Station about 1905, photo by H. Hess of Whitestone, N.Y.



Railroad Depot, Freeport, L. I.



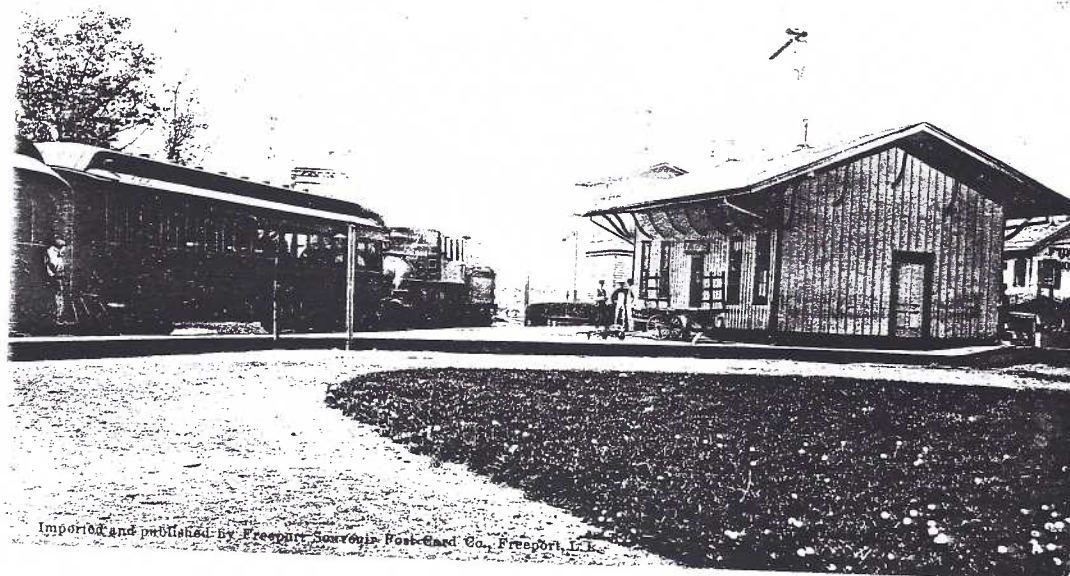
The Freeport Station in 1913 showing a crowd of commuters waiting for the train to Jamaica Station.



A real photo post card of the Lawrence Depot and freight platform.

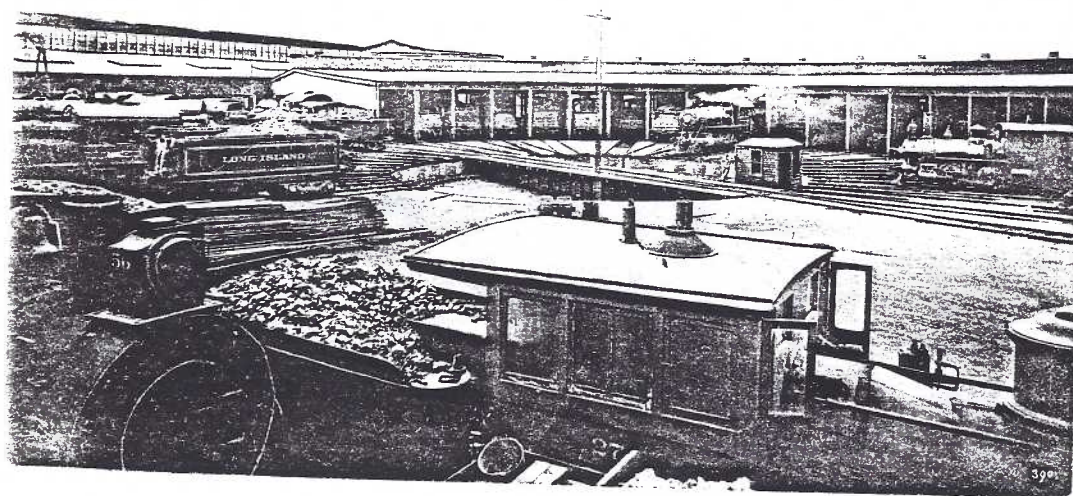
A beautiful sepia card of the Lynbrook Depot showing the architecture of the railroad buildings of the 1870's.

L. I. R. R. Depot, Lynbrook, L. I.



A rare view of the Morris Park Railroad Shops showing engines #56 and #27 in the foreground about 1908.

Morris Park Railroad Shops, Morris Park L. I.





PATCHOGUE, N. Y.

Railroad Depot.

3549

A fine 1909 view of the Patchogue Station showing a train arriving while wagons and stages await. The Long Island Express building and the water tower can be seen in the background.



Station at
East Moriches, L.I.

A nice post card of the East Moriches station. A mailman holding the mailbag awaits solitarily for the mail train.

PAN AM AND LONG ISLAND

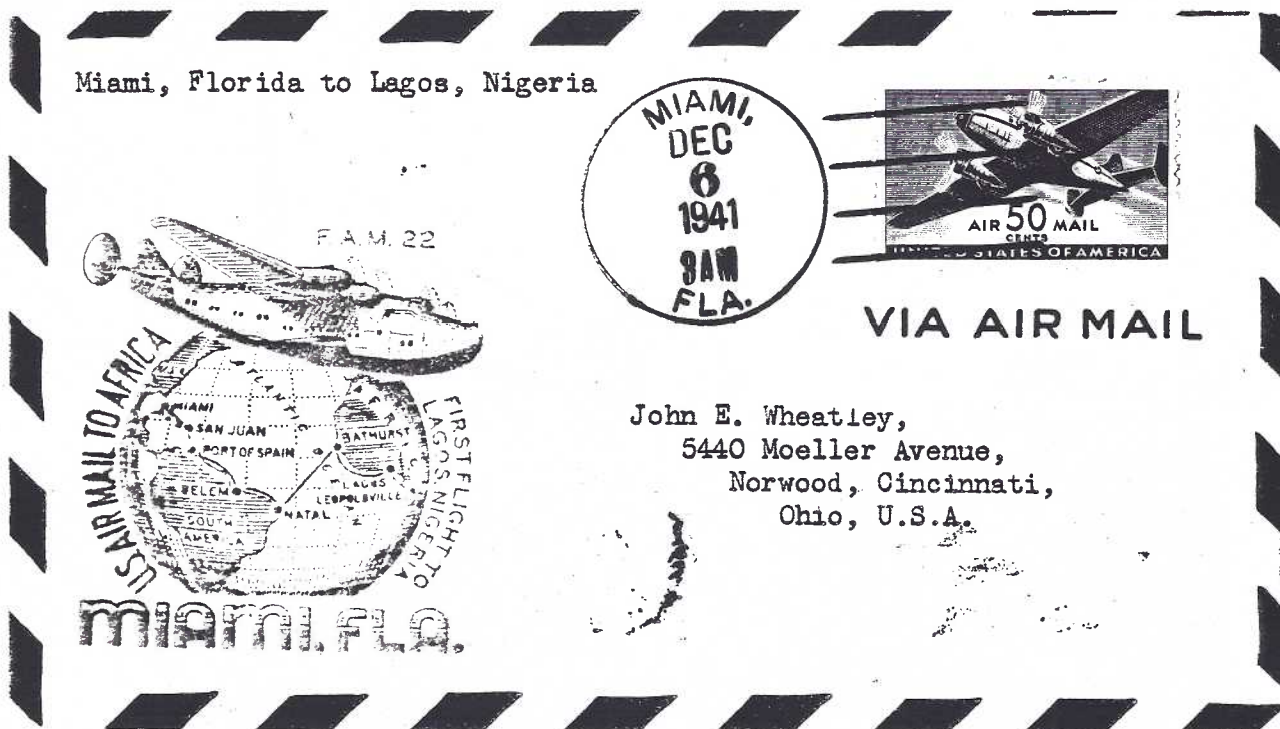
By Robert S. Miller

The first scheduled air service between the United States and Africa began on December 6, 1941 the day before Pearl Harbor when Pan American Airways inaugurated service from Miami to Leopoldville in the Belgian Congo. A little known fact is that the aircraft used on the flight, the "Capetown Clipper NC18612" took off from Long Island.

The Capetown Clipper, a 42 1/2 ton flying boat designed to operate across the Atlantic Ocean was in New York when the African route was awarded on short notice and in order not to delay the inaugural at a critical time, it was decided to have the Capetown Clipper connect at San Juan, Puerto Rico.

Captain Masland lifted the Capetown Clipper off the waters of Bowery Bay, La Guardia Field at 03:28, the second Clipper to take off from this location at night. After a stop at Bermuda it continued to San Juan where it connected with the Clipper Comet and the Puerto Rican Clipper that had taken off from Miami.

* * *



Cover F.A.M. 22 carried on board the Capetown Clipper on Dec. 6, 1941. Backstamps - FIRST AIRMAIL USA-NIGERIA 11 DE 1941 cds and a machine cancel "LAGOS NIGERIA/330PM/11/DEC/1941".

LONG ISLAND POST OFFICES - PART III - SUFFOLK COUNTY

By John Price and J. Fred Rodriguez

We now come to Suffolk County, for which we have the largest number of post office views. We will do several installments on Suffolk, devoting this article to the post offices of Huntington Township.

Suffolk County was so designated by the English in 1683, along with Kings and Queens. The village of Huntington was established earlier, in 1653, by families from both New England and England. The generally accepted origin of its name is Huntingdon, birthplace of Oliver Cromwell, a popular Englishman who was Prime Minister of England from 1653 to 1658. Early maps show the spelling of Huntington as Huntingdon.

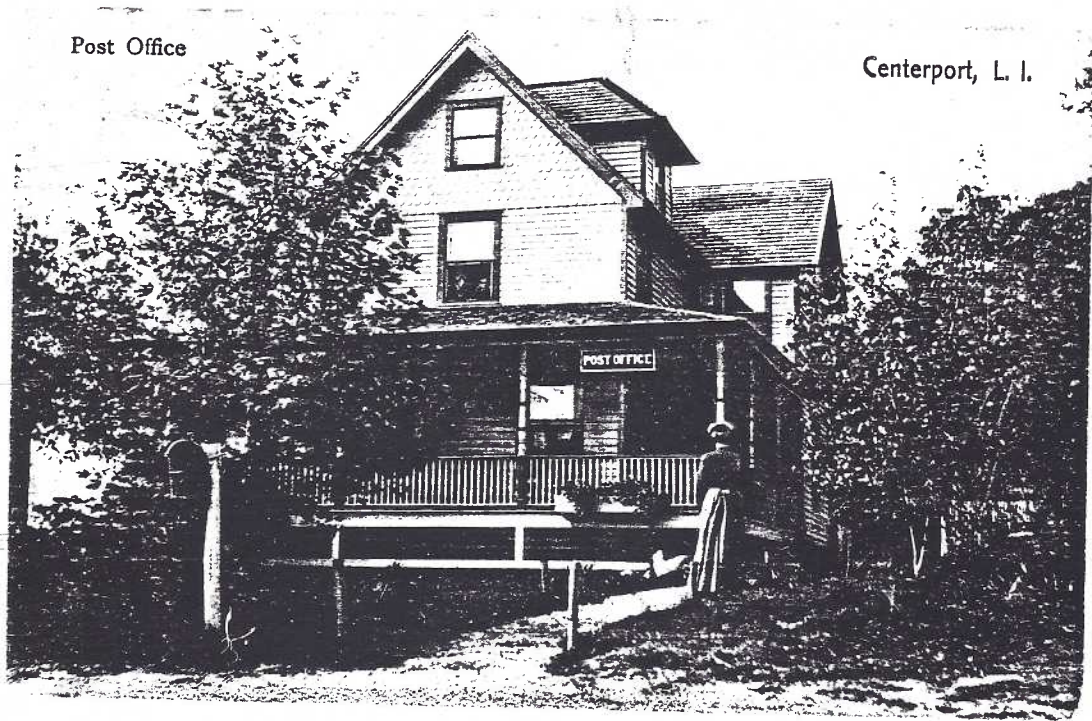
Huntington Township was established later. Its first post office was at Huntington, established in 1794. This township originally included all of Babylon Township. Because of growing objections to having to travel all the way to Huntington from the south shore for town business, the southern part of the township split off as Babylon Township in 1873.

We will illustrate most of the post offices in Huntington Township, lacking only Elwood, Dix Hills, and West Hills.

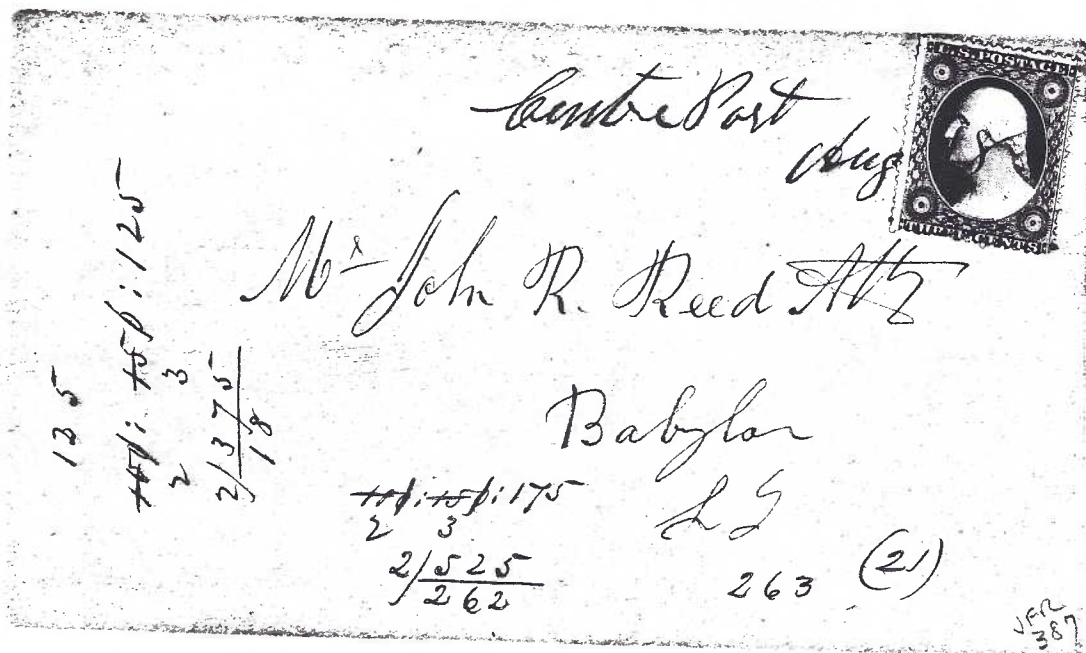


*This is another view of our town -
J. Mr. & Mrs. 7 duble*

The Huntington Village Main Street as it looked in 1906. Much of it still remains today and continues to thrive as a commercial center.



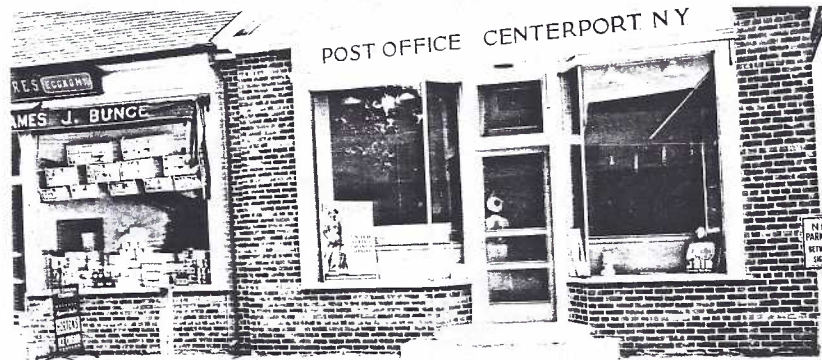
Post card view of the Centerport post office circa 1905.



A small cover bearing the manuscript "CentrePort Aug 18" to Babylon,

Circa 1942

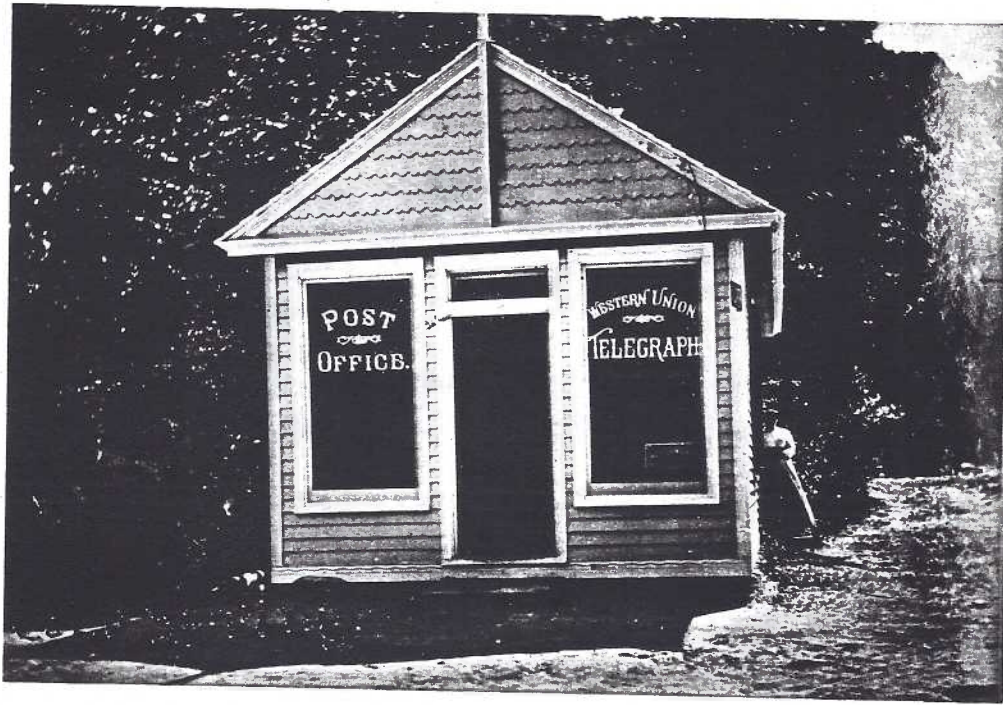
CENTERPORT, L.I., N.Y.



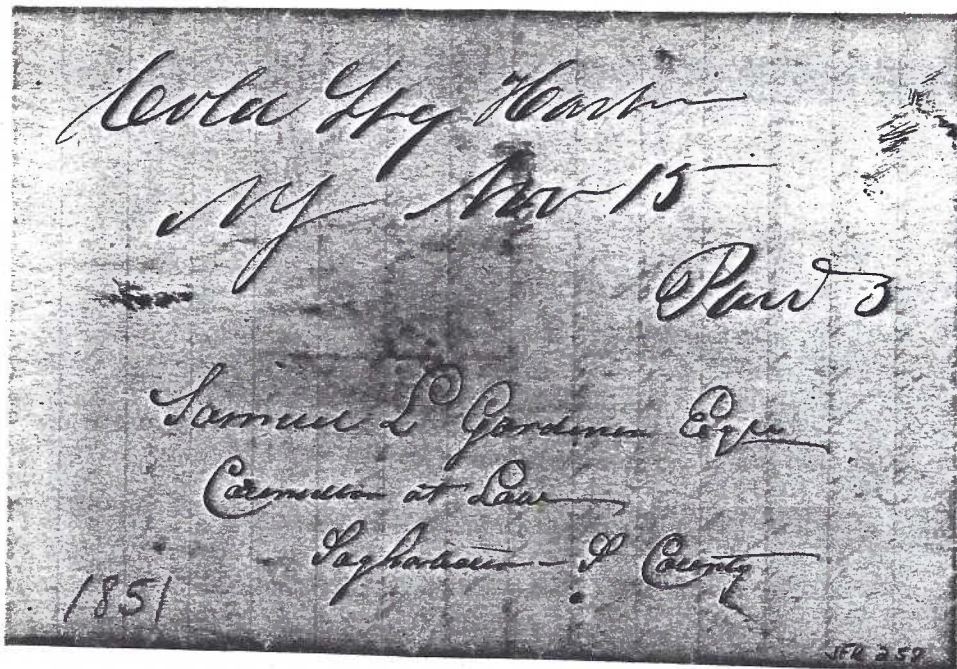
Photograph of the Centerport post office about 1942. This P.O. started as COW HARBOR on March 10, 1831 with Shubad M. Nichols as first postmaster. It changed to CENTREPORT on October 30, 1835 with the same postmaster in charge, then to CENTERPORT on Oct. 25, 1893 with William H. Benharn as P.M.



Cover with CENTREPORT cds and Scott #94 tied by target killer, about 1870.



The COLD SPRING HARBOR post office in 1906. This building still stands on Main Street being used as the village barber shop. It was moved from Huntington to Cold Spring in the 1890's being built there in the 1870's.



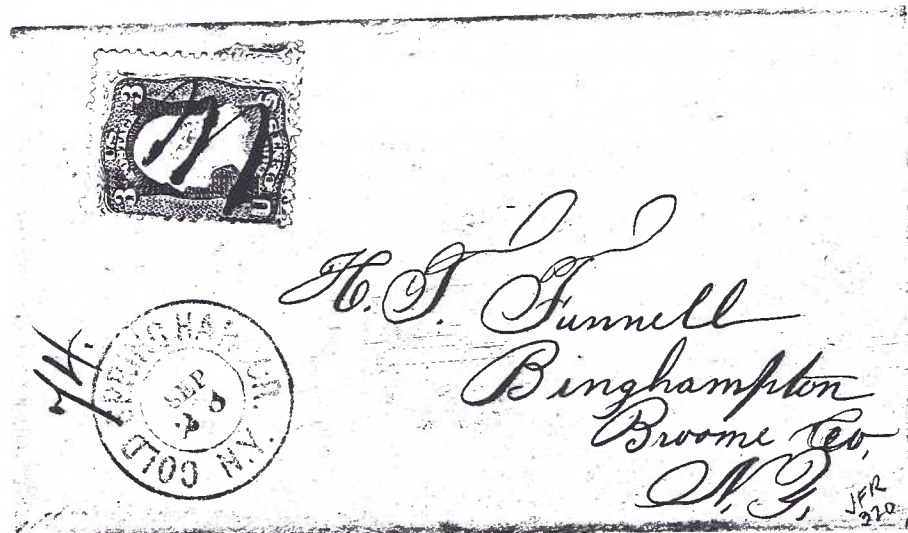
A stampless letter mailed from Cold Spring Harbor in 1851. The writer is John H. Jones, President of the Cold Spring Harbor Whaling Co. Contents seem to deal with the loss of the whaler "Toscarora" in New Zealand.

Circa 1942

COLD SPRING HARBOR, L.I., N.Y.

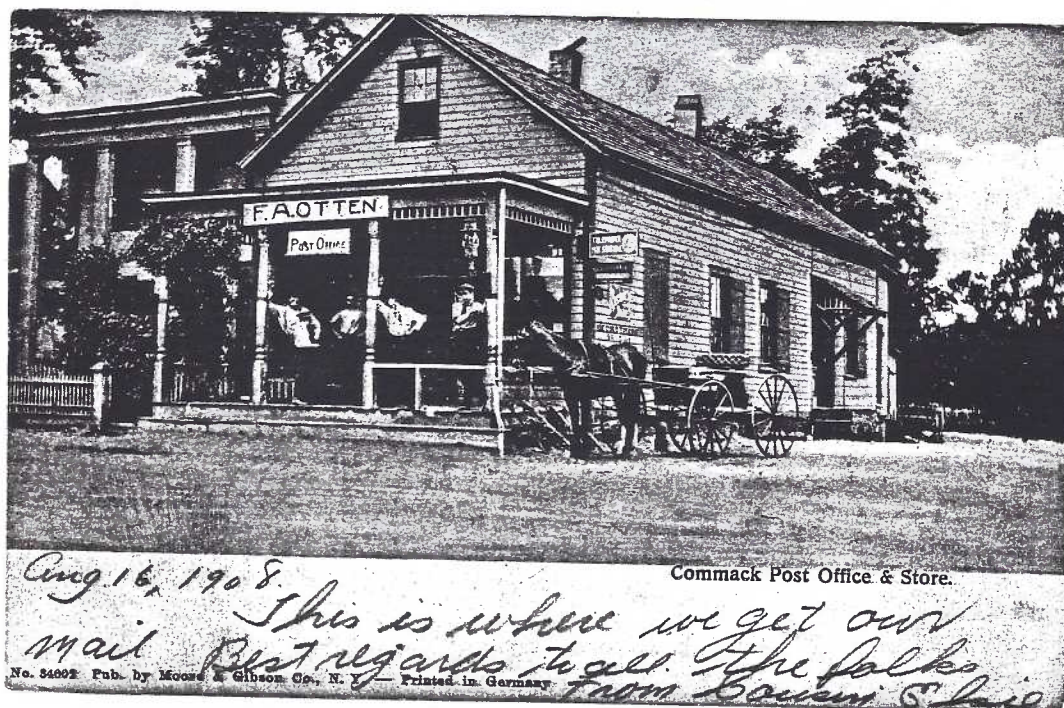


A photograph of the COLD SPRING HARBOR post office, circa 1942, one of the locations of this post office which has been in continuous operations since its establishment on Jan. 7, 1825, with Devine Hewlett as its first postmaster.

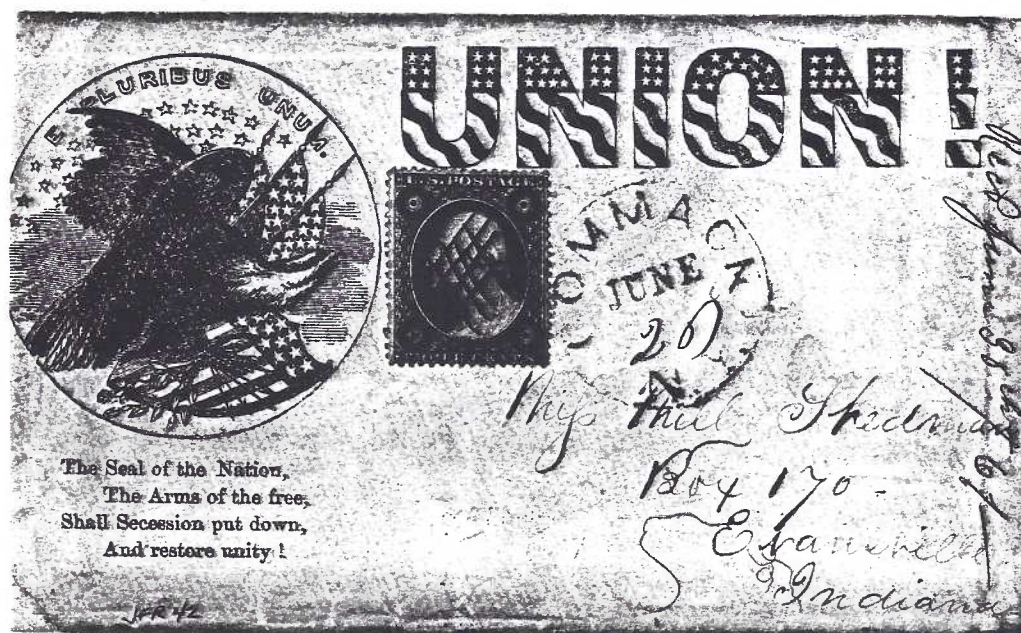


A bright purple cover with a 3 cent 1861 and a black Cold Spring Harbor, N.Y. dcds.

1908 post card view of the COMMACK post office. This p.o. was established on July 19, 1839 with Matthew H. Gardiner as first postmaster. We see many early spellings without the "K" and sometimes with only one "M".



Lovely 1861 Civil War Patriotic cover from Commack, with large red COMMACK, N.Y. cds and 3 cent 1857 stamp with manuscript cancel addressed to Evansville, Indiana. A similar cover recently was sold at auction by Richard Frajola.



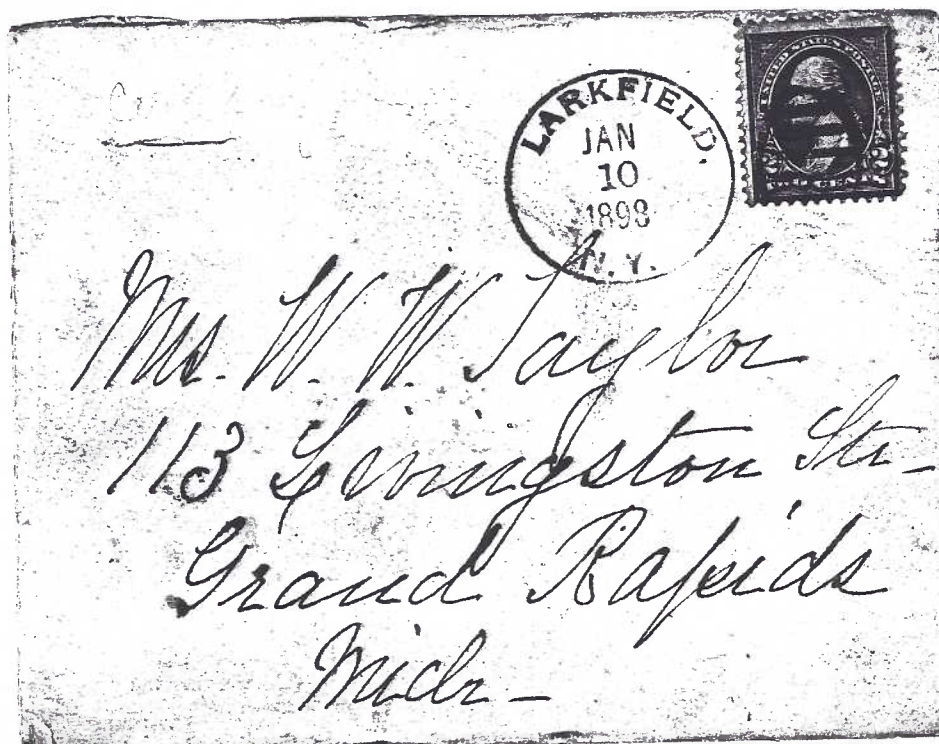
Photograph of EAST NORTHPORT post office about 1943. Started as LARKFIELD on April 25, 1896 with Chester T. Smith as first postmaster. Changed to East Northport on Dec. 24, 1909 with Herman Richler in charge of the mails.

Circa 1943

EAST NORTHPORT, L.I., N.Y.

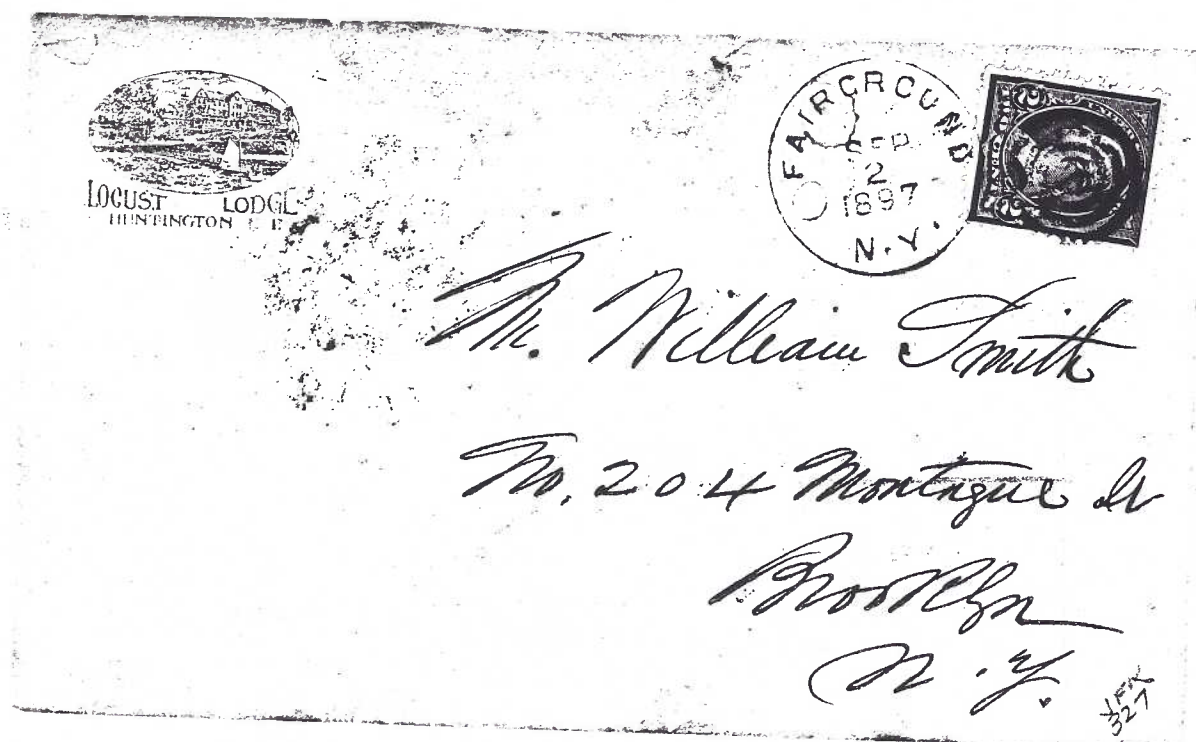


1898 LARKFIELD cds with barred oval killer

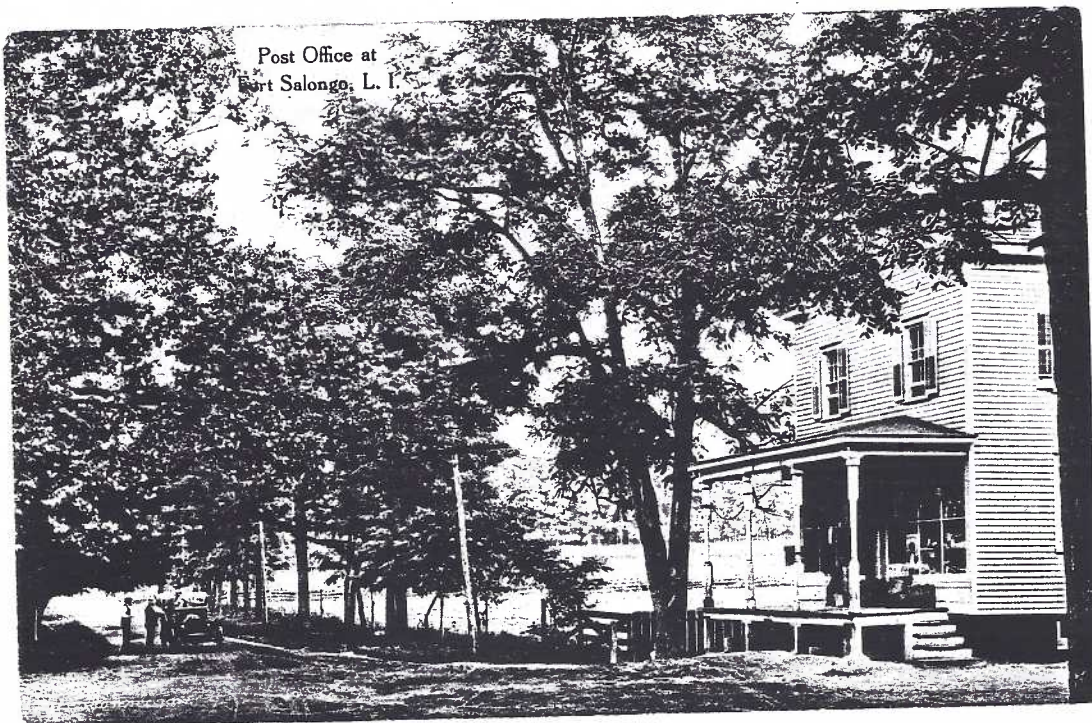




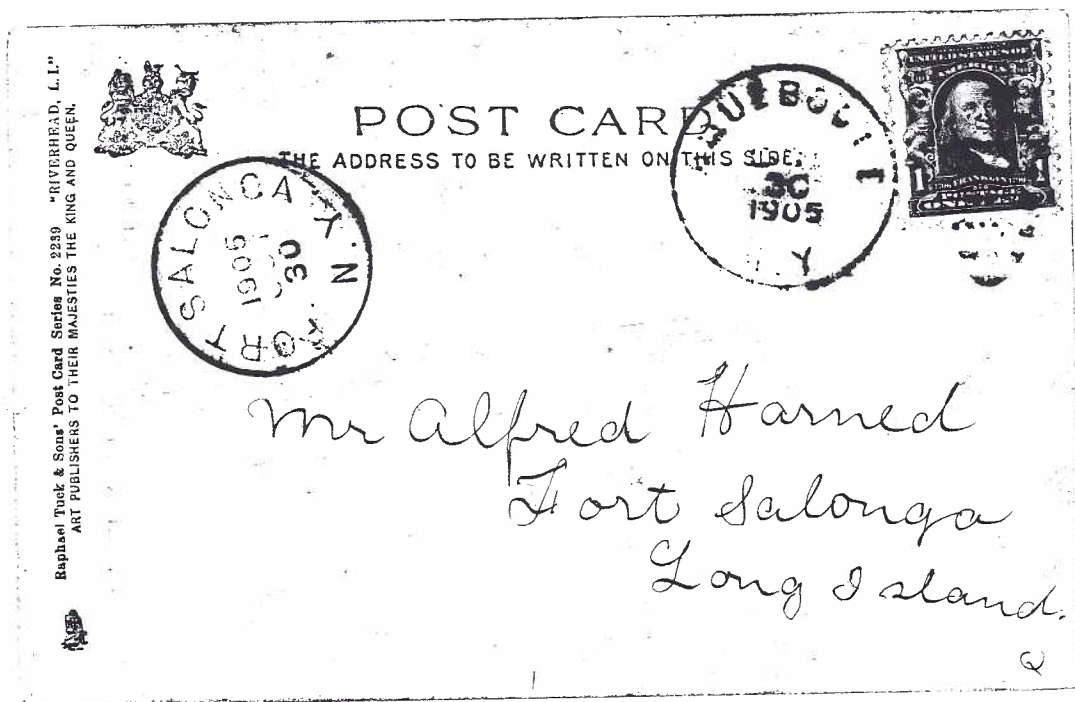
The general store of Albert. S. Pettit, first postmaster of the post office at FAIRGROUND which was officially established on July 24, 1890 but opening for operation in Sept. 1890. (See LIPHS Newsletter No. 6 for a story on this post office.



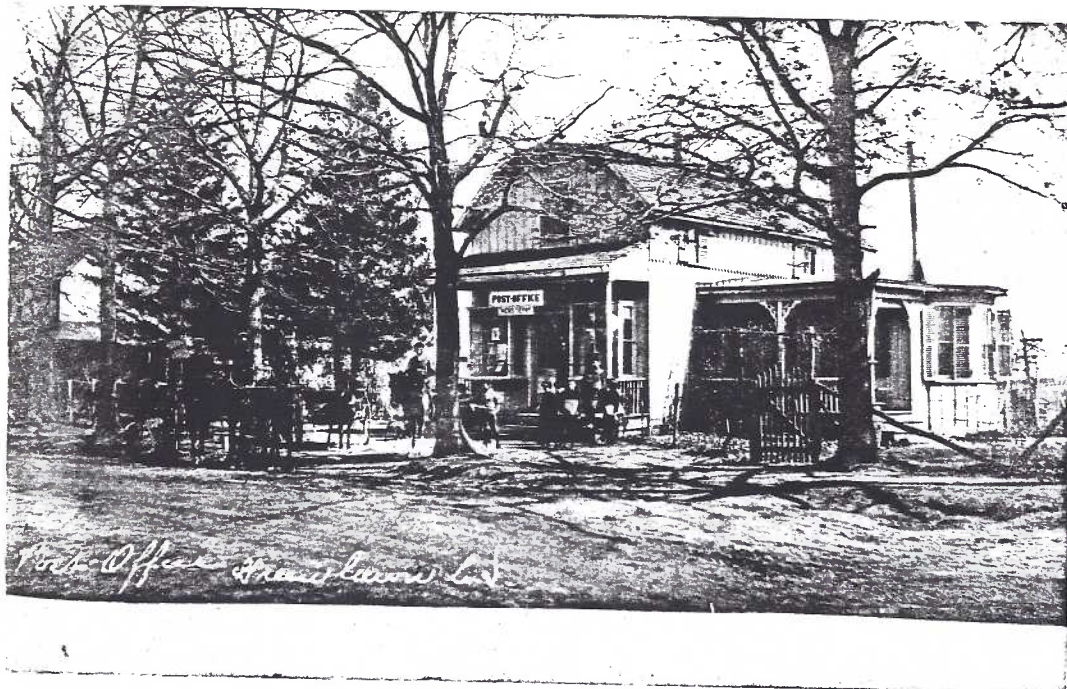
A light blue illustrated corner card of the Locust Lodge at Huntington Bay with a FAIRGROUND N.Y. 1897 cds tying a 2 cent Bureau issue.



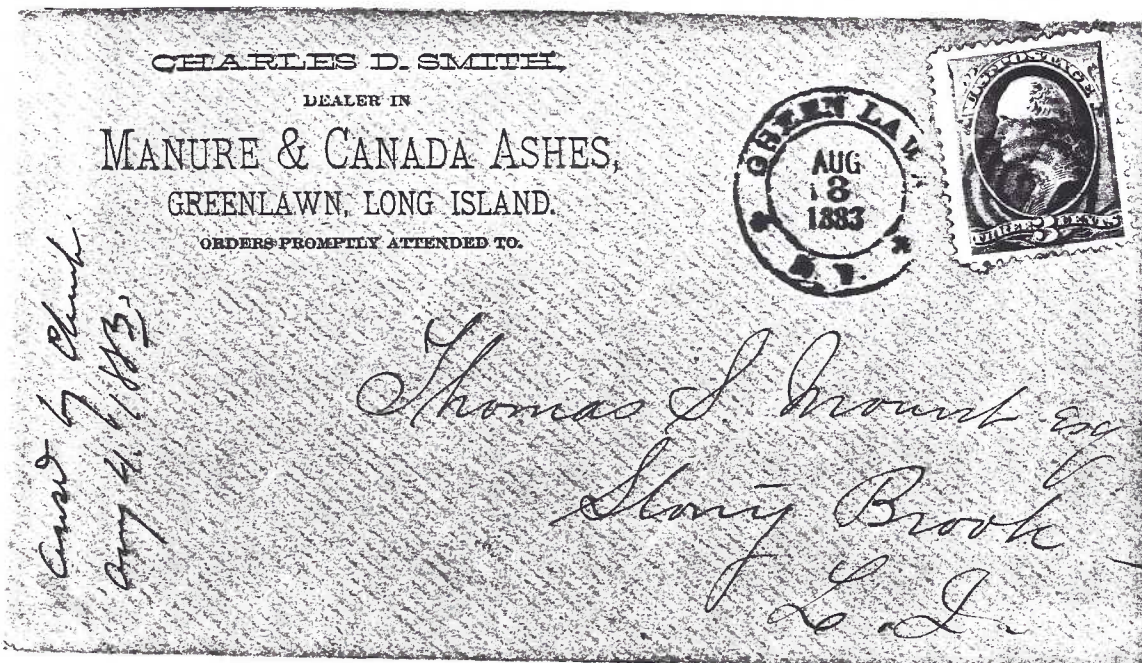
Post office at FORT SALONGA about 1910. This post office was established on Feb. 27, 1893 with Lewis Smith as first P.M. It was discontinued on Sept. 1, 1924. (Huttenen Collection)



FORT SALONGA 1907 cds on postcard. This cds was used interchangeably as a receiving, sending and forwarding marking.



Real photo post card of the GREENLAWN post office at the turn of the century. This post office started on May 9, 1872 as GREEN LAWN, with Hezekiah Howarth as its first postmaster. It joined the two words as GREENLAWN on Dec. 21, 1914, with Elizabeth A. Hilton as postmistress.

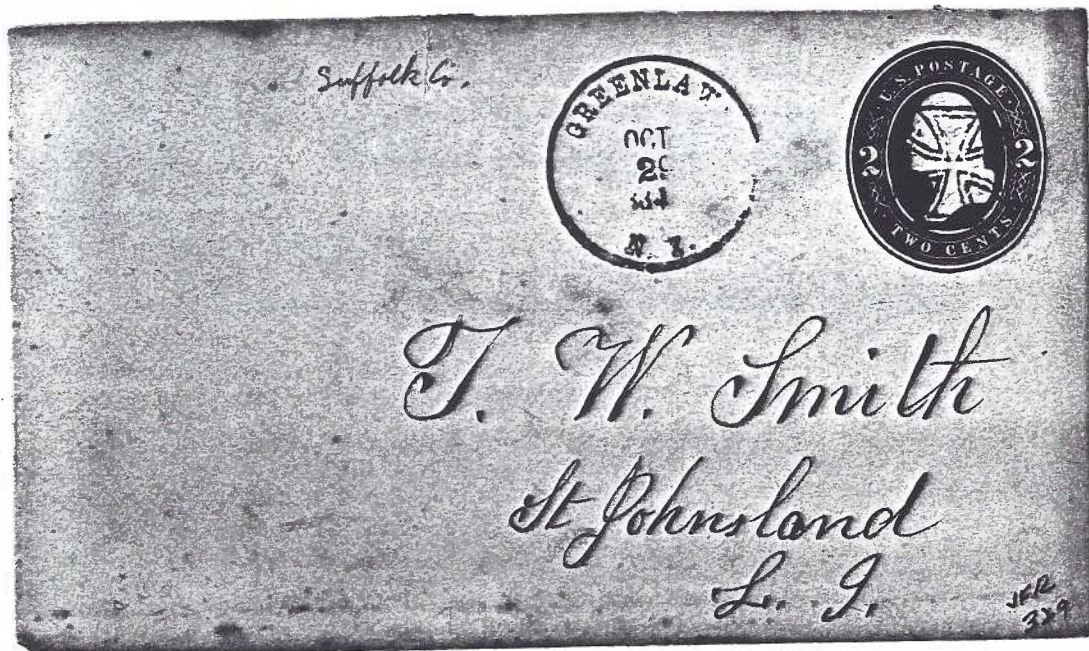


Pretty yellow cover with bright purple double circle date stamp (dcds) and target killer on a advertising corner card from a local merchant.

A photograph of the Greenlawn post office when located on Broadway near Boulevard about 1942.

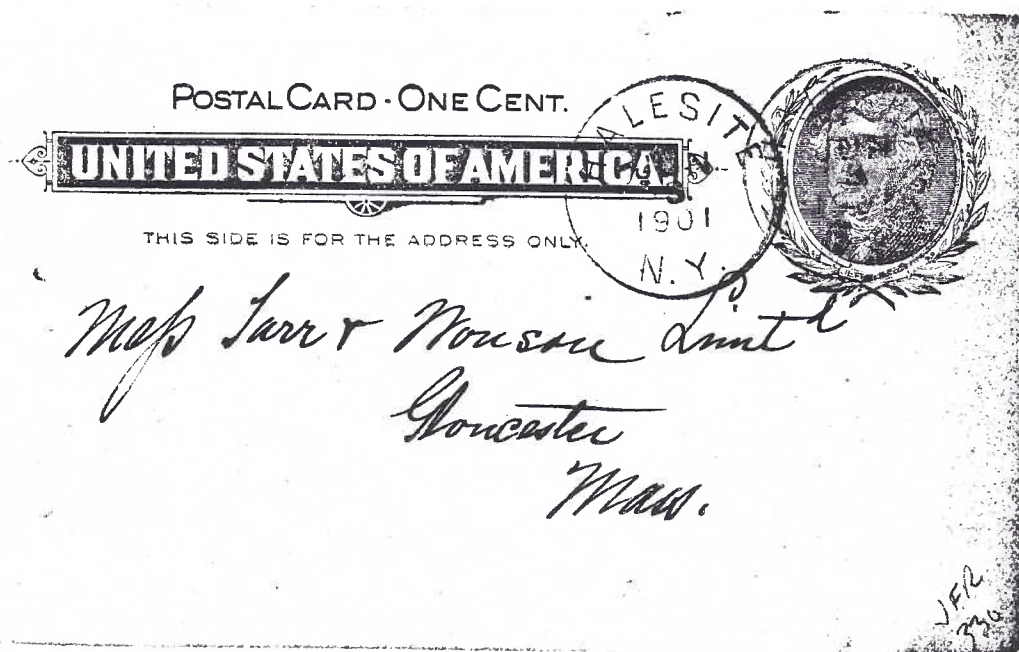


A nice cover showing the GREEN LAWN postmark with a fancy maltese cross killer on a post office envelope used in 1884.





Beautiful picture post card view of the HALESITE post office circa 1900. The post office was established on July 3, 1899 with John George as first postmaster and was discontinued on July 31, 1957.

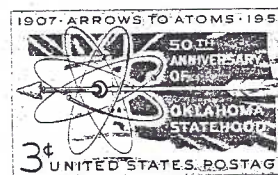


1901 post card (Scott UX14) with Halesite cds, from the Huntington Lumber and Coal Co., also the location of the post office.



A photograph of the first Halesite post office, giving us a closer look.

Katherine A. Colligan P.M.



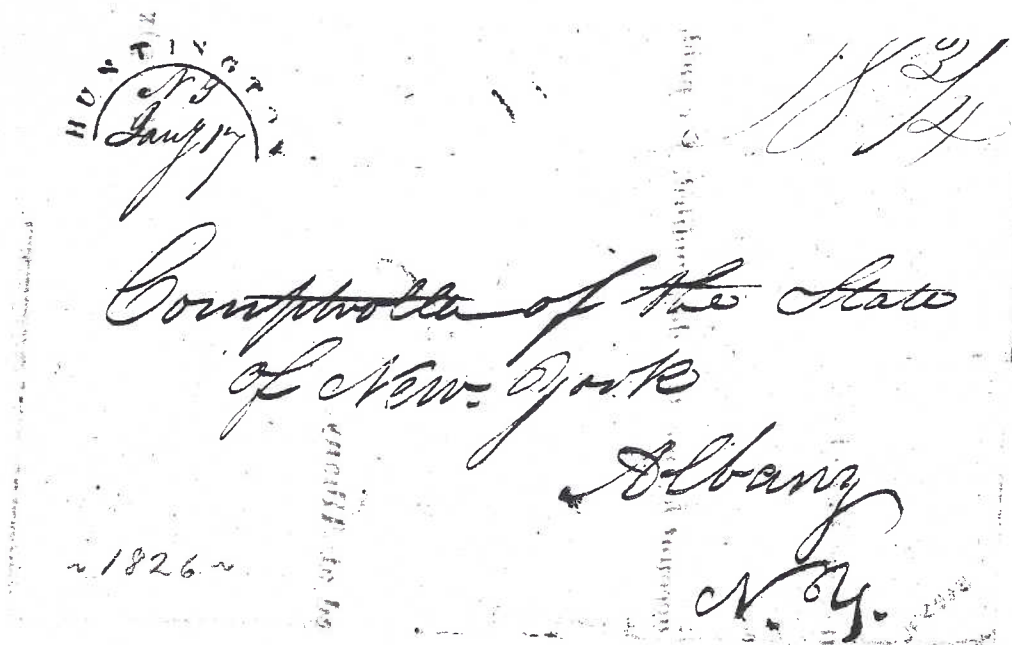
R. M. Carter
79 MCK St., Room 1006
Boston 6, Mass.

A last day cover from Halesite.

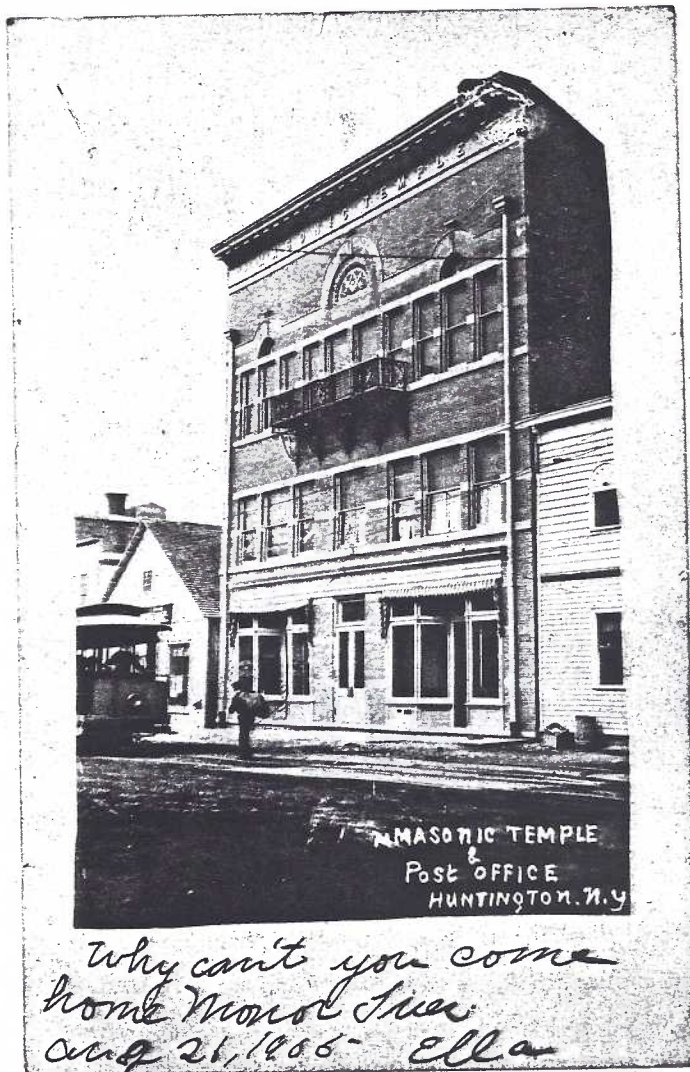


Masonic Temple & Post Office, Huntington, L. I.

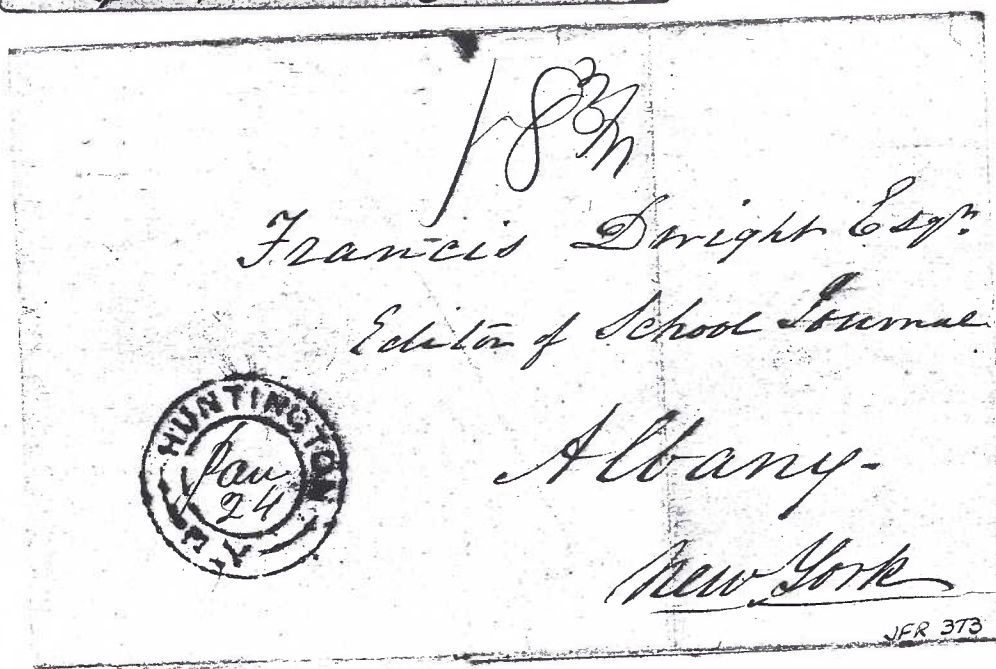
Colored picture postcard of the HUNTINGTON post office about 1900. This p.o. was among the small group of Long Island post offices which opened in 1794, the first post offices on L.I. Others included Queens Court House, Jamaica, Smithtown, Coram, Suffolk Court House, Southampton, Bridgehampton, and Sag Harbor.



1826 SFL with red HUNTINGTON arc postmark with ms. "NY Jany 17" in red ink, paying 18 3/4 cent rate.

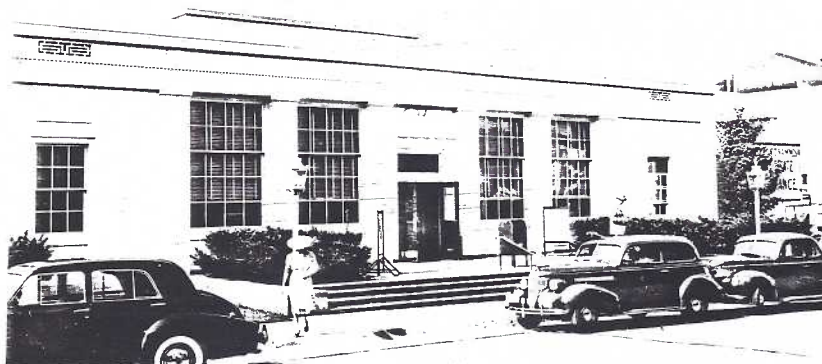


A 1905 real photo postcard of the Huntington post office, showing a postal clerk with a mail bag waiting to hand it over to the trolley conductor for delivery to the LIRR mail car at Huntington Station. This p.o. was established on Sept. 24, 1794, with Ebenezer Platt as first postmaster.

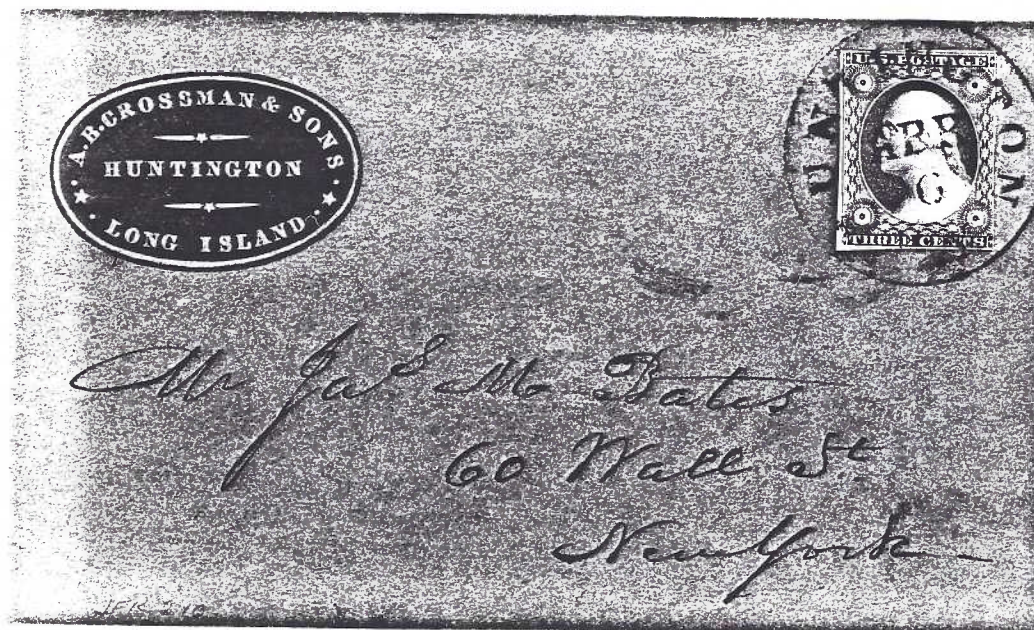


Stampless letter with black dcds of "Huntington N.Y." paying the 18 3/4 cents rate, about 1842-1845.

Photograph of the Huntington post office in the 1940's. This post office changed to "WINNECOMACK" on May 24, 1799; back to HUNTINGTON on June 3, 1799, 10 days later. Anyone have or seen a WINNECOMACK cover?



Nice Huntington corner card on circa 1850 cover with a 3 cent 1851 stamp cancelled by large black HUNTINGTON, N.Y. cds



Circa 1942

HUNTINGTON STATION, L.I., N.Y.



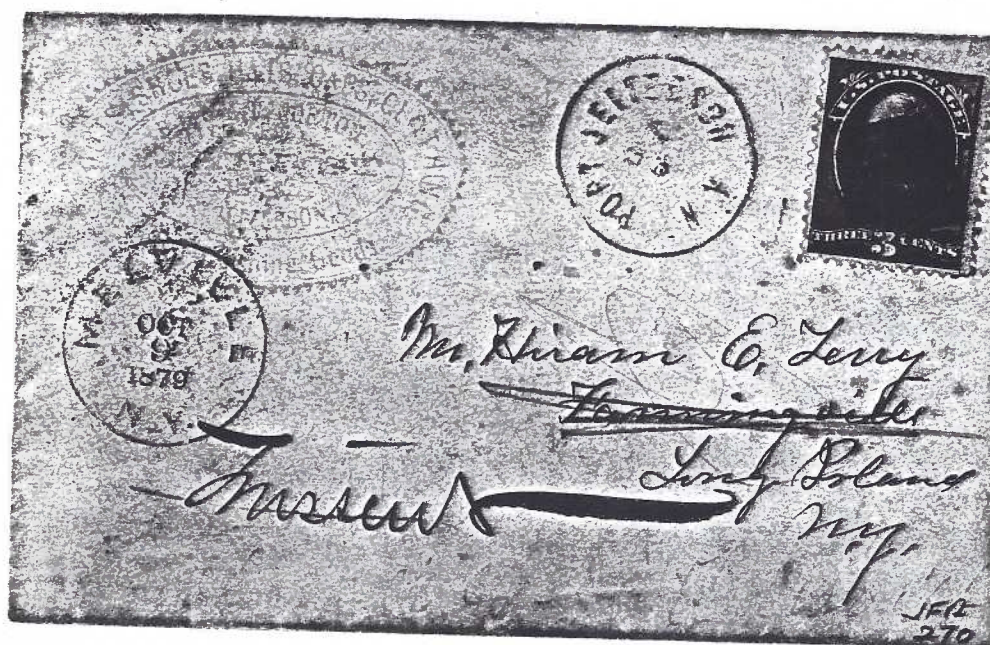
Photograph of HUNTINGTON STATION post office about 1942. This post office was established on Aug. 24, 1912 with Hattie A. Pettit as first postmistress. This was originally the FAIRGROUND post office.



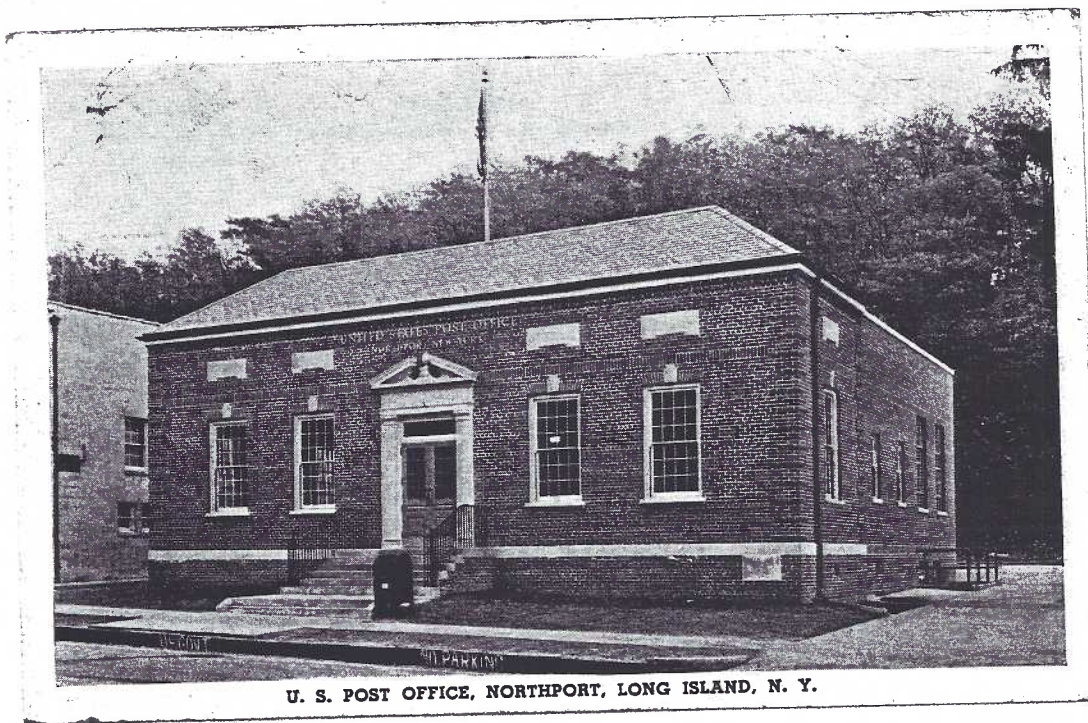
Nice strike of a 1918 Huntington Station cds on a postal card.



The Melville P.O. circa 1905 housed in a corner of the local general store.



MELVILLE cds on 1879 cover from Port Jefferson, addressed to Farmingdale. Manuscript "Missent". Undoubtedly sent to Farmingdale by error, the cover being intercepted at the Melville post office which was the distributing p.o. for all mail to Farmingdale.



Post card view of the NORTHPORT post office about 1940. This p.o. began as CRAB MEADOW on April 15, 1820 with Charles Scudder as first postmaster, and changed to NORTHPORT on Oct. 10, 1840 with Thomas B. Smith as postmaster.

EDWARD FIDGEEON CO.
Plumbing & Hardware
Roofing, Steam and
Hot Water Heating

98-100 MAIN STREET
NORTHPORT, NEW YORK

NORTHPORT 40 miles east of New York, on the Long Island Railroad, is located among the beautiful rolling hills of the "North Shore" of Long Island, on the bay indented shore of Long Island Sound. Northport Harbor, which is the finest yacht harbor on the Atlantic Coast, is easily accessible by boat of any size, and the conditions of weather is free from rocks and offers safe anchorage. Water and is the ideal place for yachting. Good bathing and fishing. Water supply is abundant, and the climate is particularly pleasant and Northport is listed as the third most healthful place in the United States on the government census report. Fine roads enable the automobilist to keep in easy touch with New York City and the numerous charming resorts of Long Island. Just far enough from the city to eliminate the crowd, but yet near enough, to reach efficient train service, to make it the most desirable location for a cozy home on the hill top, in the valley, on the shore, or nestled in the woods, as fancy may dictate. Also fine opportunities for manufacturing sites.

NORTHPORT has:

- Water Works
- Electric Light and Power Plant
- Ice Plant
- Trolley Service
- Steamboat Line to N. Y.
- Local and Long Distance Telephone
- Fire Department
- Board of Trade
- Public Library
- Churches of Leading Denominations
- A High School
- Two Yacht Clubs
- A Newspaper
- Two Banks
- A Shipyard
- Hotels, Livery, Garages, Etc.
- Free Mail Delivery

Mr. Joseph T. Losee,
Attorney & Counselor at Law,
Patchogue, N. Y.

1913 stamped envelope with flag cancel and interesting chamber of commerce type corner card.

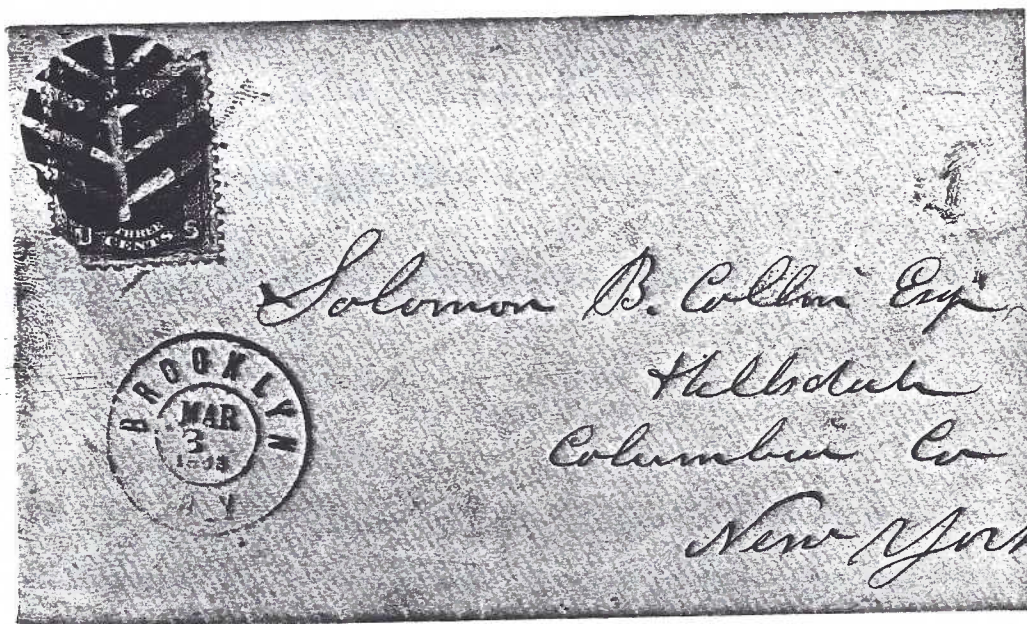
AUCTION ACTION

Long Island Postal History at Auction - Prices Realized

Sale Date	Auction House	Lot No.	Description	Auction Est.	Price Realized*
10-2/3 1984	Kelleher	189	Sag Harbour 7 Mar., clear br. dotted circle with date in ink + matching Paid & ms. 171/2 on 1808 FL. Browning and fold breaks. Fine, scarce.	100	150 (F)
10-6-84	Phillips	170	#78a 24c grayish-lilac tied to sm env addr England w/blk GREEN POINT/NY cds. 1867. VG	250	90 (F)
		452	Five cards w/Suffolk Co. NY postmarks, 1881-86 incl. Pros- pect Grove, Quogue, Saint James Smithtown Branch, Smithtown. VG to Fine	40-50	26 (F)
10/25/84	McGuire	2	1850 SFL with 42x4 SL "STEAMBOAT" & "NEW YORK/5cts" cds in red, East Hampton, L.I. dateline to New London, Ct. 10-15		44/46 (F)
11/1/84	Robert G. Kaufmann	341	5-Pt Star of Green Point N.Y. used as recd. mark on U59 entire with partial red cds of Smith- town, slight faults.	40-50	11 (F)
11-2-84	Phillips	244	18 cvrs w/BROOKLYN fancy cancels, 1850-80's. Some minor cvr faults. VG-F	50-60	32/34 (F)
		325	Liberty Bell in purple w/verse on env. w/blk WILLIAMSBURGH NY cds & grid on #26. Soiled, worn	40-50	50/50 (B)
		727	F blk STEAMSHIP/20 on env addr Southold, LI w/news- paper clippings encl re a member or that community. Env with creases & soiled.	30-40	30/34 (F)
		744	#90 VF grilled 12c blk, perfect grill, fine center- ing addr London. Blk BROOKLYN/N.Y. cds, red London Paid 1868. Attractive F-VF	125-150	95/95 (B)
		954	Lot of 63 cards & cvrs 1838-1916, BROOKLYN postmark study. Nice var. G-F	100-125	75/75 (B)
11/14/84	McIntyre	337	E. Williston manuscript on 1881 UX5 postal card, Fine	-----	23 (B)
11/24/84	Frajola	68	L.I. group of 8 sfl's and 1 cover all addressed to the LIRR President, incl. Coram Way 7 (1834), Mattituck 1835		

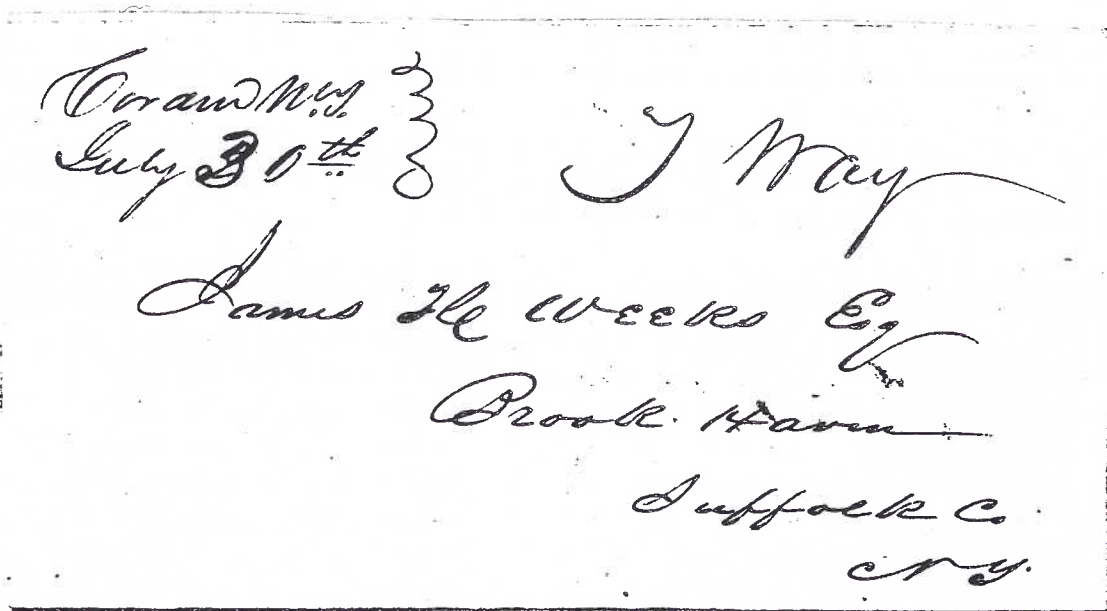
		Yaphank 1850, Jericho (P.M. free frank), Islip 1834 and four from Smithtown.	150-200	210 (F)
12/15/84 McGuire	318	Sag Har. N.Y. Jun 24 blue cds, "Ship" hs. and "Free" hs on 1843 SFL written from the Indian Ocean on board the "USS Pennsylvania".	100-150	160 (F)
	39	Two fine registered covers Glendale Sta. and Windfield Junction postmarks.	15	8/9 (F)
	44	273 tied to cover with fine Lake Grove 1897 cds on reg. cover.	20	6/7 (F)
12/15/84 Stampazine	88	Reg. cover NORTHPORT, N.Y. with #273 tied to cover. F-VF strike	20	10/16 (F)
12/19/84 McIntyre	364	Suffolk, N.Y. cds on small cover to Fla. ca.1860's Scarse dpo.	-----	12 (B)

A beautifully struck fancy leaf cancel tying defective 3c 1861 issue on cover with a black dcds BROOKLYN N.Y./MAR/3/1863. One example from Lot 244 in the Nov. 2, 1984 Phillips sale.



*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 No. 68 from the Nov. 24, 1984 auction held by Richard C. Frajola, Inc. One of 9 items related to the Long Island Rail Road - a nice CORAM WAY 7 stampless, an excellent example of a letter given to the mail carrier or post rider on his way to the Coram Post Office. Once arrived at Coram the post rider would turn the letter to the postmaster who would mark it "Way 7" and then would place it for delivery through the normal channels. The seven cent rate covers the 6 cent letter rate plus one cent for the post rider paid to him by the Coram postmaster and subsequently paid by the receipt of the letter.

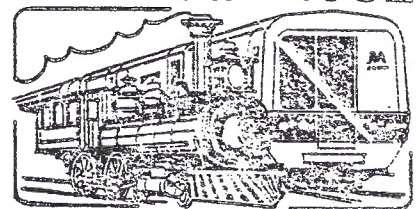


(Photocopy courtesy of Richard C. Frajola, Inc.)

A special 1982 LISDA cancellation

SALUTE TO THE LONG ISLAND
RAILROAD

L.I.S.D.A. 1982



SALUTE TO THE
LONG ISLAND RAILROAD

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 patriotcs 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

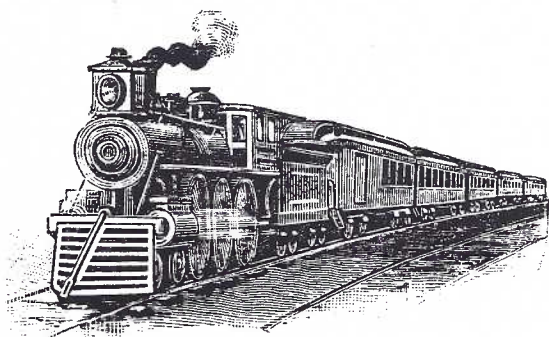
WANTED - The U.S. 1869 pictorial issue used on cover with local town cancels from anywhere in the country, especially from New Jersey and Arizona. Correspondence invited. Brad Arch, 144 Hamilton Ave., CLIFTON, New Jersey 07011

*****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*****

RECRUIT A NEW MEMBER TODAY




**Long Island
Rail Road**

