



LONG ISLAND POSTAL HISTORIAN

THE NEWSLETTER AND JOURNAL OF THE LONG ISLAND POSTAL HISTORY SOCIETY



Dedicated to the collection and research of the postal history of
Brooklyn (Kings Co.), Queens, Nassau and Suffolk Counties.



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THE COMPLETE HISTORY OF JACKSON HEIGHTS STATION

(1923 - present) by Ron Marzlock - Trustee
Queens Historical Society

In 1909 the famous Jackson farm was bought by the Queensboro Development Corporation in the hope of creating a model planned city for the tenant tied to a landlord in Manhattan seeking a better life in the country. The opening of the Queensborough Bridge made commuting to Manhattan much more accessible to all.

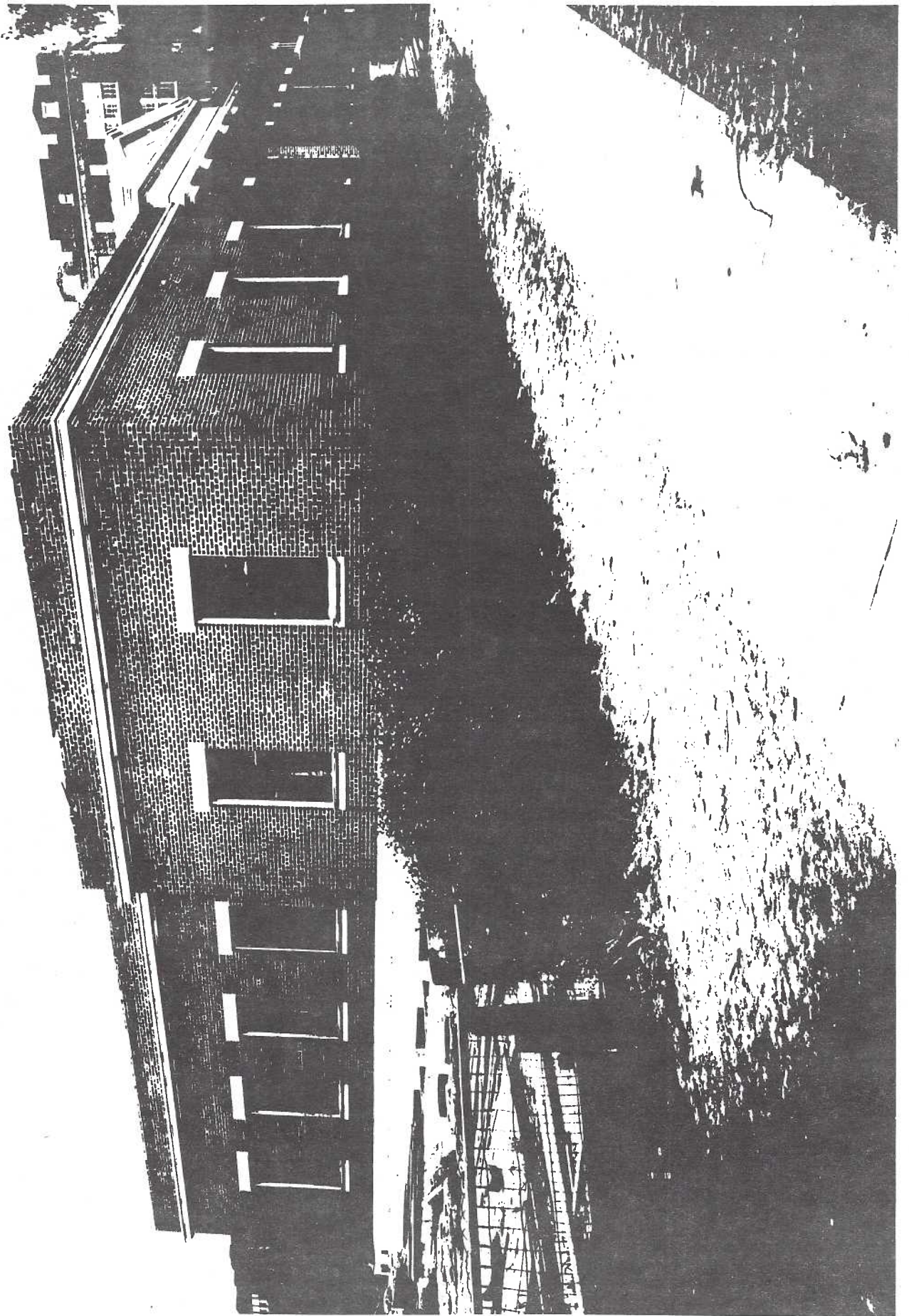
When the first Queensboro Corporation apartment houses were open and ready for occupancy in 1914 all tenants were instructed that all mail must be address : JACKSON HEIGHTS, ELMHURST N.Y. Agitation for a Jackson Heights branch post office started growing in 1921. By now the community of a few hundred grew to more that 3,000.

Jackson Heights became a reality with the announcement of their very own sub-station to be opened in August 1923. Although it was only a very small store front " candy-store " type office that didn't even have a telephone residents had a strong village-like pride. A pageant with a parade in costume through the streets were planned with brass bands and everything necessary for a real crackerjack celebration.

However tragedy and misfortune struck, at the time of the scheduled parade President Harding met death untimely at age 57, and the ceremonies were reduced to a simple flag-raising and dedication, on August 11, 1923. George A. Murphy became the first station superintendant of the new Jackson Heights Station. Mrs. Mary Marsden of 37-51 84th Street the owner of Jackson Heights Travel Agency 81-11 Roosevelt Avenue mailed the first parcel. The first stamp was purchased by Edith Kellogg, daughter of Attorney Almon C. Kellogg of 35-30 82nd Street, also the President of the Jackson Heights Community Council.

However as Jackson Heights grew in leaps and bounds the little store front almost immediately became obsolete. They moved in 1930 to 76-02 37th Avenue on the block adjoining P.S. 69. The Station Superintendant was replaced with Walter Groh. Walter Groh was a likeable man who resided at 146-19 20th Road in Whitestone with wife Marie.

Construction Photo - 1936/1937



In the 1930's Jackson Heights continued to expand and grow, some of the finest architects in the country wanted to build their building in the beautiful area of Jackson Heights. As the area attracted builders and architects from everywhere a post office suitable to the beauty of Jackson Heights had to be built.

On June 22, 1936 the emergency construction Federal Public Buildings Act was passed. Jackson Heights being a politically strong area was one of the very fortunate areas of Queens County to receive a new federal post office building first. Lustig & Weil Inc. received the bid for contractor and embarked on building a building worthy of Jackson Heights beauty. It was the most expensive of all the WPA treasury dept. buildings built in Queens with a final total cost of \$ 188,000. The plot of land on 37th Avenue cost \$ 75,000. The building itself \$ 85,000. Finally on Thursday September 30, 1937 the building was dedicated with a large audience of people including many officials of the time present.

On October 18, 1937 the new post office was opened for business to the general public. The first stamps sold by window clerk Ettore Del Zio that Monday morning were to John J. Reardon who had been the General Chairman of the Post Office Dedication Committee. Mr. Reardon was a well known real estate broker of the Jackson Heights Community operating out of 81-16 Roosevelt Avenue.

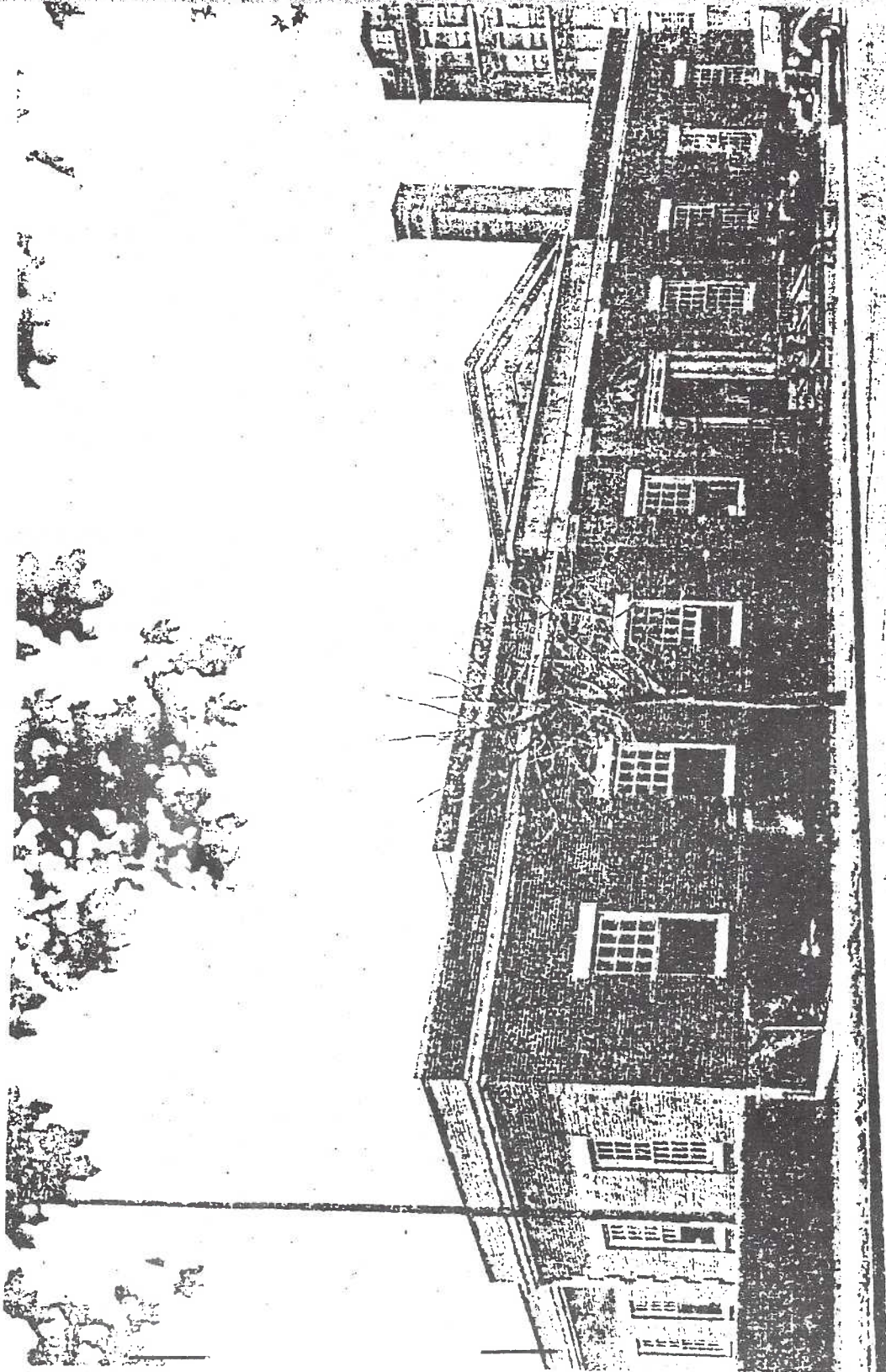
During this WPA building period all federal buildings were graced with either a mural or sculpture. In 1940 the Public buildings Administration commissioned Peppino Mangravite (1896-) to do a mural on the wall. The mural was titled " Development of Jackson Heights " it shows the community in three decades from the purchase of the Jackson farm into imaginative planning and development of garden apartments of middle class housing. Contented tenants relaxing in their gardens surrounded by beautiful 5 and 6 story buildings. Edward Mac Dougall the developer helped start the wave of cooperative ownership for tenants.

Peppino Mangravite arrived in the US from Italy in 1912, became well known in local galleries and museums, and became a professor of painting at Columbia University. He tightly cramped within its borders, our only artistic historical document of a historical area. This painting has not be respected properly and the landmarks preservation commission should act on preserving it for future generations to enjoy.

Jackson Heights

DEDICATION DAY PROGRAM ILLUSTRATION

September 30, 1937



THE NEW JACKSON HEIGHTS POST OFFICE BUILDING, WHICH IS TO BE DEDICATED NEXT THURSDAY, SEPTEMBER 30th, AT A PUBLIC CEREMONY ATTENDED BY MANY PROMINENT OFFICIALS OF THE UNITED STATES POST OFFICE DEPARTMENT, MEMBERS OF CONGRESS AND LEADING CITIZENS OF THE BOROUGH OF QUEENS.

DEDICATION DAY PROGRAM

September 30, 1937

JACKSON HEIGHTS STATION, FLUSHING N.Y.

DEDICATION TO THE COMMUNITY THURSDAY SEPTEMBER 30, 1937

GUESTS

*

Honorable George U. Harvey
Borough President of Queens County

Honorable William F. Brunner
Alderman President

Honorable Matthew J. Merritt
Congressman At Large

Honorable Robert E. Fellers
Superintendent of Stamps
Federal Post Office Department

J.J. Doran
Chief Inspector for New York State

Edward A. Mac Dougall
President
The Queensboro Corporation
Jackson Heights, New York

Frank Ray Howe
Vice President
The Queensboro Corporation
Jackson Heights, New York

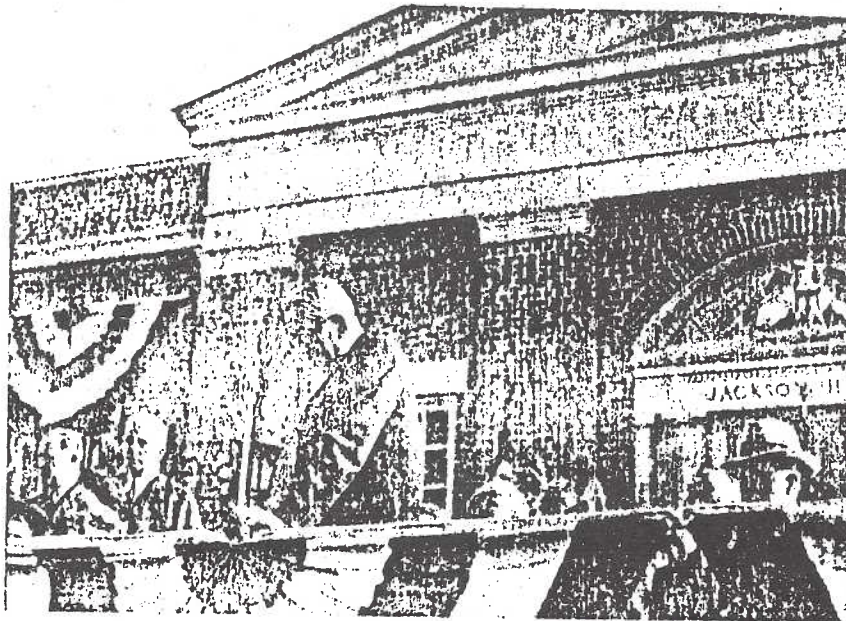
Honorable Joseph A. Doyle
Postmaster, Flushing New York

Walter Groh
Superintendent, Jackson Heights Station

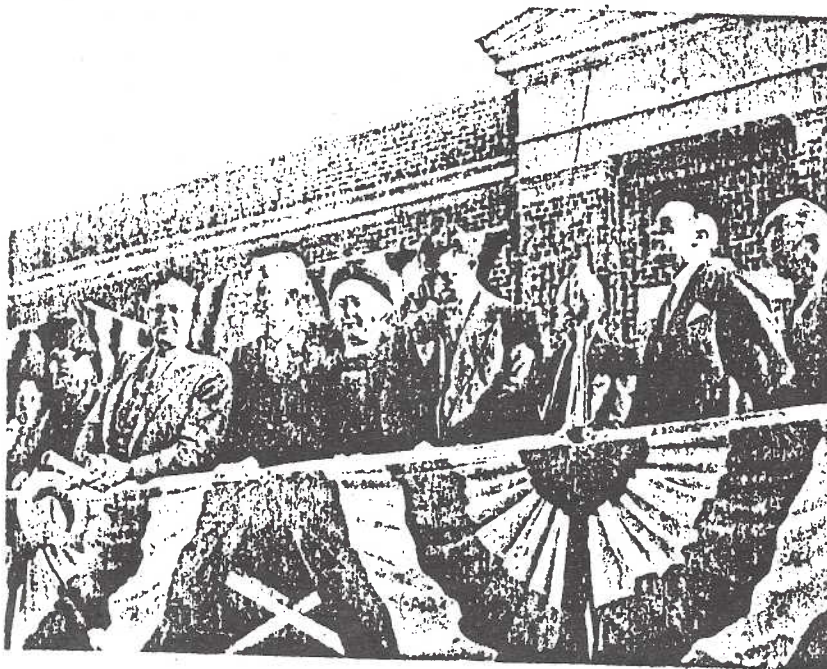
Frank J. Littig and Mrs. Euphemia Fitter
Postmasters of Long Island City and Far Rockaway

E.S. Mc Kenna
President of the Letter Carriers' Association

Robert J. Colgan
Engineer for the Treasury Department



Honorable Joseph A. Doyle Postmaster Flushing N.Y.
addressing the crowd of over 200 people. 9/30/1937



The committee of the dedication.

After World War II as many people moved away to Nassau and Suffolk Counties new people continued to move into Jackson Heights. Its cosmopolitan artistic beauty caught the attention of culturally aware young urban professionals by the 1960's and 1970's. Finally the post office had to carefully expand its quarters to meet the demand. Jackson Heights has grown to 31 different carriers routes. The post office set up temporary headquarters on 37th Avenue between 84th and 85th Streets. Finally on March 26, 1966 Jackson Heights Station expanded and fully modernized without sacrificing its exterior beauty was re-dedicated by Postmaster John Hogan of the Flushing Post Office. The new station Superintendant is George Colucci.

Now over 50 years later, although it is dwarfed by all the other new buildings that have gone up since, it is an outstanding building of timeless beauty of a bygone area, built of the finest materials with no expense spared giving work to all the unemployed men of the area at the time. It will be appreciated and admired for generations to come.

WHAT IS JACKSON HEIGHTS ?

| | | |
|-----------|--------------------|---------|
| BORDERS : | NORTHERN BOULEVARD | - NORTH |
| | ROOSEVELT AVENUE | - SOUTH |
| | 70th Street | - WEST |
| | 95th Street | - EAST |

Jackson Heights is only one of the 30 stations, or branches of the greater Flushing Postal District of Queens.

25,886 deliveries are made every day Monday thru Saturday

A workforce of 67 employees plus 2 Special Delivery messengers

31 carrier routes

3 parcel post routes

Jackson Heights was authorized and made a branch of the Flushing Post Office by the old Post Office Department on August 11, 1923.

It's zip code is : 11372

Address : 78-02 37th Avenue, Jackson Heights N.Y.

Long Island Garden Centers


- Re-Visited -

By: Brad Arch

Carl Baker's article in the Fall 1990 issue of the Long Island Postal Historian Journal, brought to mind the fact that the reputation of some if not all of those proprietors reached far and wide.

As can be seen here in these illustrations of Money Order Applications (although from the New Jersey post office at Newfoundland) for payments to be made to the 'Seedsman' - John Levis Childs at Floral Park NY, whose reputation for providing a quality product can be assumed by the fact that at least two different persons from the same general locality were patronizing him during the time period

No. 370 (Form No. 8001.)
 \$ 2.25 Postmaster will enter the number and amount of order in these two spaces.
 100

Stamp of Issuing Office.


APPLICATION FOR MONEY ORDER.


For the sum of Two Dollars
 and Twenty five Cents.

To be paid at Floral Park
 State of N.Y.

To be paid to John Lewis Childs

Whose Address is No. _____, _____ St.

No. 499 (Form No. 8001.)
 \$ 35 Postmaster will enter the number and amount of order in these two spaces.
 100

Stamp of Issuing Office.


APPLICATION FOR MONEY ORDER.

For the sum of _____ Dollars
 and 35 Cents.

To be paid at Floral Park
 State of N.Y.

To be paid to John Lewis Childs

Whose Address is No. Floral Park
N. York

Sent by Carl Vryth
 (Signature of Remitter to be written here)

Address of Remitter Orion N.J.

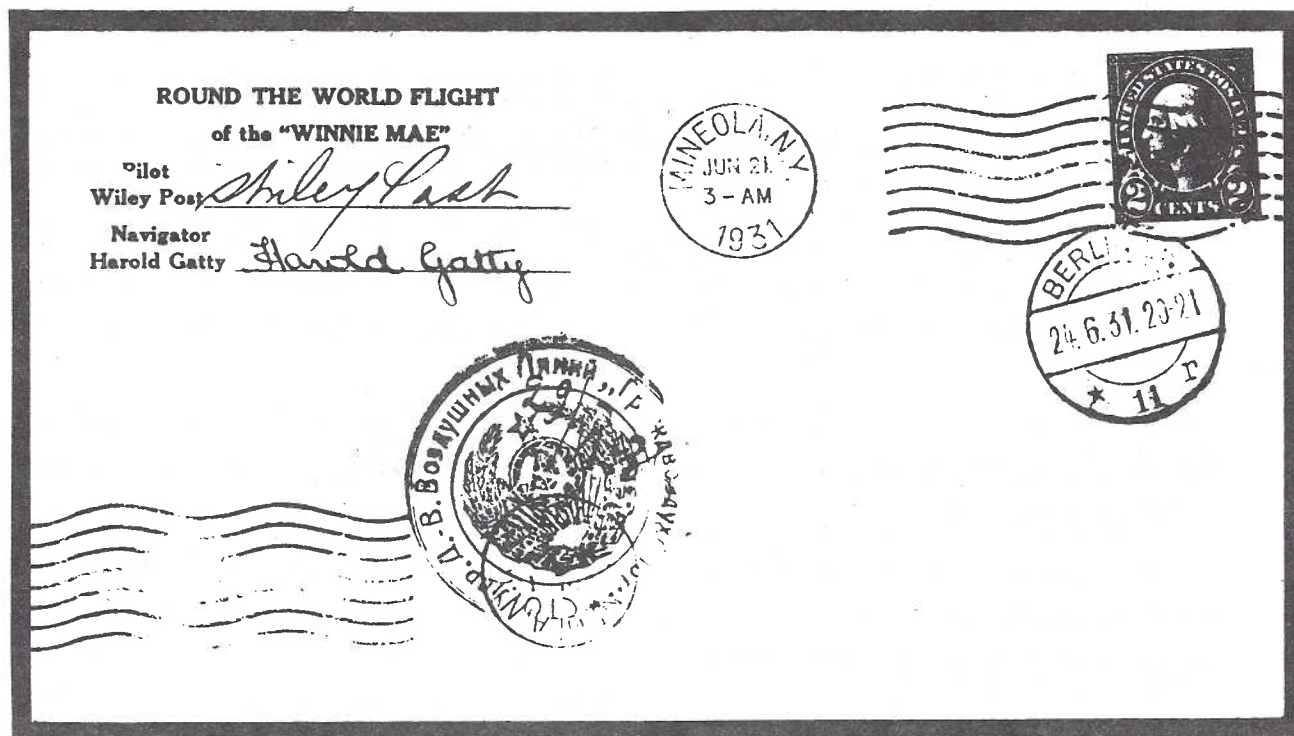
by Mrs D. L. Bigelow
 (Signature of Remitter to be written here)
 of Remitter Newfoundland N.J.

of less than six months in 1898, and the fact that although there were obviously Seedsman & Nurserymen located throughout New Jersey who supposedly could have also provided a quality product, these people selected an out of state source.



" WINNIE MAE "

The famous American pilot, Wiley Post, accompanied by Harold Gatty, Navigator, made a record round the world flight in their airplane the "Winnie Mae", covers are postmarked Mineola NY, Berlin, Germany and Moscow, Russia; and are backstamped Mineola NY. The route was from New York via Harbor Grace, Newfoundland; Chester, England; Hanover & Berlin, Germany; Moscow, Nova-Sibirsk, Irkutsk, Blagovestchensk & Khabarovsk, Russia; Nome, Alaska; Edmonton, Alberta, Canada and back to New York.



Post & Gatty Round the World Flight, Jun. 21-Jul. 1, 1931. (AAMC 1141). Signed by Wiley Post, Pilot & Harold Gatty, Navigator, Mineola, Berlin & Moscow pmks.



USPS Notes

USPS hires non-union workers

WASHINGTON — The USPS has announced a temporary decision to use contract employees to operate its new Remote Bar Coding System (RBCS).

Postmaster General Anthony M. Frank told the Board of Governors that a final decision will be made after further discussions between Postal Service and postal union officials.

The USPS estimates it can save between \$10 to \$12 per work hour by contracting out data entry functions for the RBCS.

The jobs of current career postal employees will not be at risk in the event the decision to contract out RBCS operations becomes final. However, some employees might be retrained and shifted to other duties.

RBCS is the latest step toward accomplishing a USPS goal — processing all letter mail on automated equipment by 1995. Forty percent of that mail will be bar coded by the USPS's optical character readers. Another 40 percent will be pre-bar coded by mailers taking advantage of rate incentives. The remaining 20 percent — mail with handwritten addresses or bearing addresses which are not machine-readable — will be processed by the Remote Bar Coding System.

▶ A three-phase national deployment of RBCS equipment will begin in 1991. By the end of 1995, there will be 295 RBCSs installed at 200 locations. Operational testing of RBCS equipment starts this month in Western Nassau, N.Y.

FUTURE POSTAL HISTORY ?

As mentioned above, this new service should have begun in August or September 1990, on Long Island. So keep your eyes open for examples of this new type of mail processing. We look forward to receiving input, in the form of high contrast Xeroxs of covers showing evidence of being processed in this testing period.

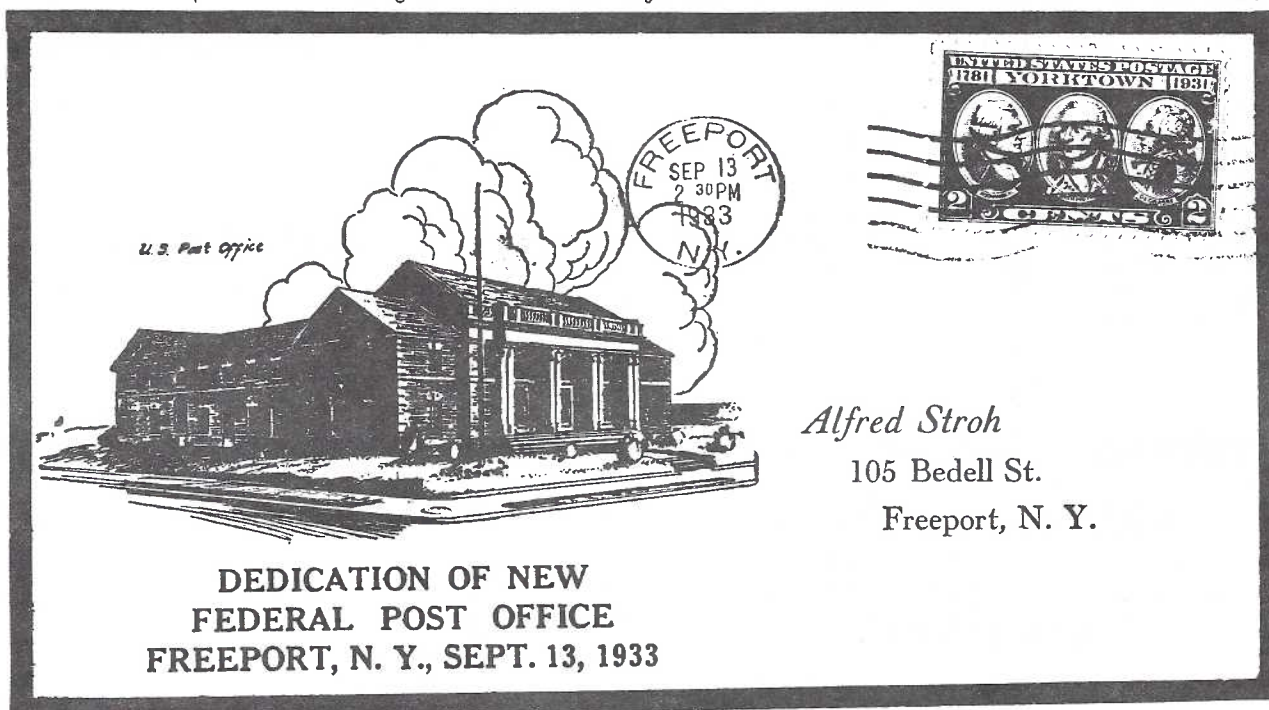
Modern Postal History

An Introduction & Overview

By: Brad Arch

There are many facets of interesting materials to be had in the modern period, many of which will become much sought after in the not to distant future. The dedicated classic period, or turn of the century collectors should not turn up their noses at this material, even though it does not particularly turn-them-on; as something good can be said about almost every one of these items.

The covers from Bangladesh are amazing, as almost no commercial mail comes out of that country due to the low literacy rate; the foreign airmail rate covers from the 1930s and 1940s provide insight into the myriad of rates and routes to various worldwide



Old Post Office, Freeport, N. Y.



Submitted By:
William Duncan



REGD. NO. 097
RAJSHAH
DATE. 27-2-1982

TO.
MR. JOSEPH DENGEL
84, OAKMONT AVE,
SELDEN,
NEW YORK. 11784
L. S. A.

REGISTERED

Md. Enayet Hossain,
B-315, Nazihata, Rajshahi.
BANGLADESH.

বেজিস্ট্রি করিবার সময় রসিদ চাহিয়া লইবেন

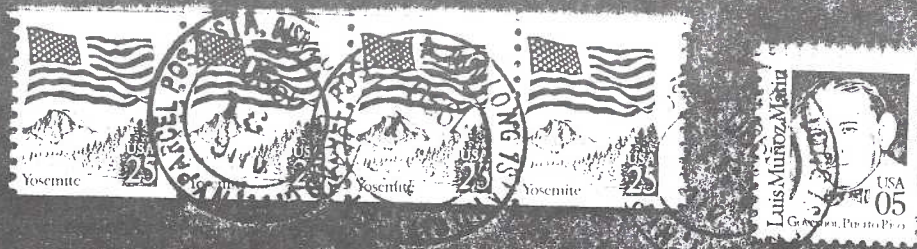


খামের জন্য অতিরিক্ত ২০ পয়সা

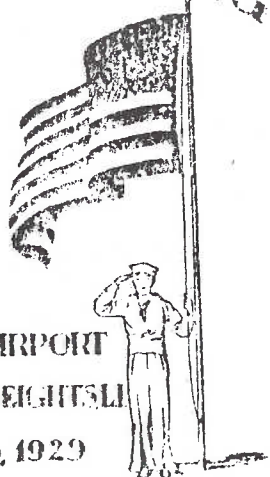
BANGLADESH to LONG ISLAND

Commercially used Registered Postal Stationery Envelope
1.00 TAKA Registry Fee, plus 6.00 TAKA's postage affixed - to SELDEN NY - 1982

13



FLAG RAISING

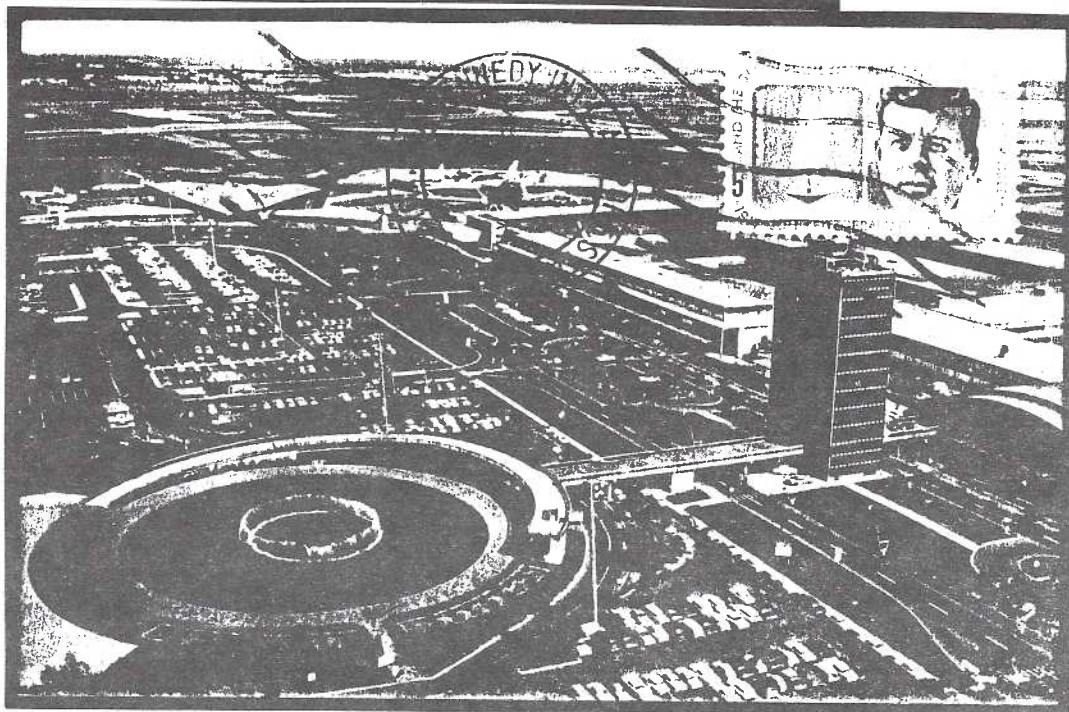


HOLMES AIRPORT
JACKSON HEIGHTS LI
MARCH 16, 1929

VIA AIR MAIL

William Duncan
1000 1st Ave
Long Island City

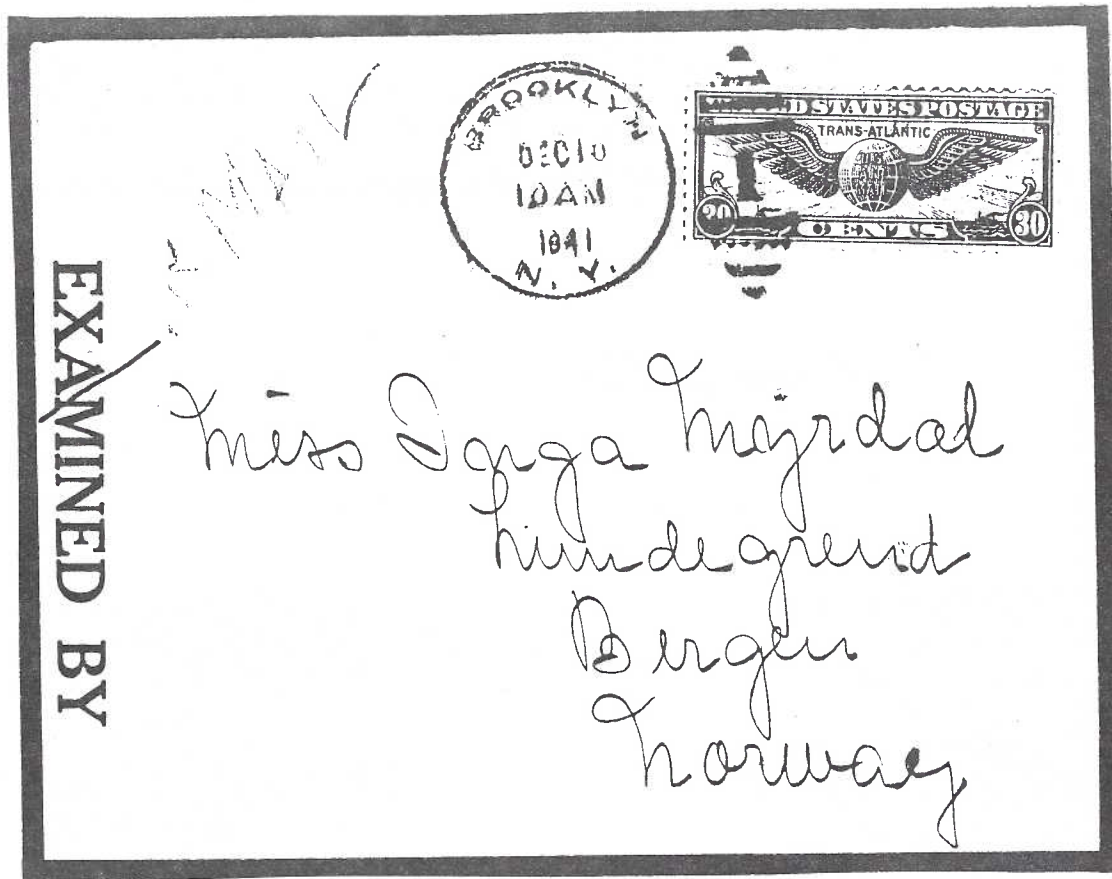
Submitted By:
William Duncan



Modern
Postal
History

World
War
II
Period

Airmail



(30¢ to Norway); VF C24 tied 1941/Brooklyn, NY pmk to VF censored cvr. to Bergen, w/interesting reverse P.O. slip.

May 11, 1942
6428
Unit 403

Date APR 30 1943

Returned by Censorship
for Disposition under Postal
Laws and Regulations pertain-
ing to dead letters and dead
parcel post.

REASON: No R. Address

Form 862

destinations (many covers from this period when franked with Prexy stamps are much sought after and command significant prices) as do the domestic airmail rate covers of the previous decade; even the philatelically inspired cacheted event covers have something going for them: the FREEPORT Post Office Dedication cover shows two excellant pre & post

1933 views of their post office building, the JACKSON HEIGHTS Station notes the Dedication of an Airport that few people remember (and based on the use of the sailor in the illustration, I'd guess that it was probably a seaplane base - maybe even a military one!), the Long Island City Parcel Post Station is a postal marking that is not often seen on letter class mail; the First Day of use postmarked 5¢ JFK stamp on a picture post card of JFK Airport, Jamaica on May 29, 1964, the day the stamp was released nationwide provides an ideal tie-in, and is especially nice with the large dated Roller Cancel that is also not often seen on letter mail; the Dedication Day Ceremony of the Mid-Island Mail Processing Facility keeps us up to date with new post office construction and new markings; the various machine slogan cancelsthat are used on an annual basis to remind us that October is National STamp Collecting Month helps to keep us abreast of the multi-faceted promotions that the USPS is involved in to

Dedication Program

September 28, 1987



Mid-Island

Mail Processing Facility

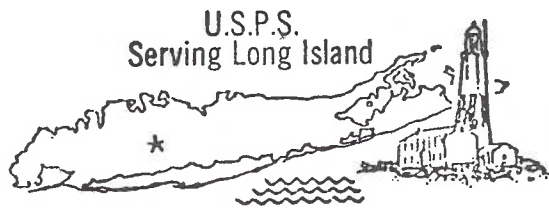


Roger Nienaber

General Manager / Postmaster



(Page 1)



(Page 2)



*Dedicated to Excellence
in Service*

(Page 4)

entice new collectors, etc.; even the public service message slogans suggest mail services that are available and which charity organizations are worthy of our donations of time or money etc.; the stamp show and local festival cancels reminds us of past historic events (the original flight of the R-34 is scheduled as a future article in a future issue of the LIPHS Journal) & currently held public participatory events; and even the ordinary looking commercial usage covers showing proper contemporary usage of some of the unusual stamps that are or were currently available but did not have wide distribution to the ordinary mailing public.

I look forward to receiving input from any of our readers who may be following or persuing any of this type material for publication in future issues of this Journal.

As we approach the turn of another Century mark, much of the material, especially for the period up to and including World War II, will have gained sufficient patina to be desirable collectibles in their own right especially considering the high priced advances that 19th Century covers of Quality have reached, many of them beyond the finances of the average collector who will continue to be looking for less expensive but still interesting postal history covers to add to their collections and/or on which to do research or study.

Dedication Ceremony

Monday-September 28, 1987-11 A.M.

Welcome and Recognition

of Distinguished Guests Roger Nienaber

*Remarks William R. Cummings
Regional Postmaster General*

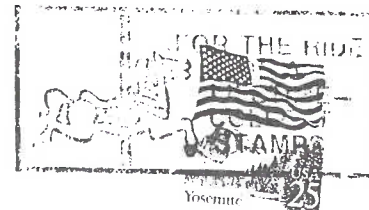
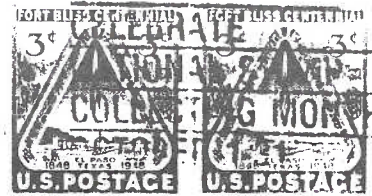
*Dedicatory Address Preston R. Tisch
Postmaster General*

☆☆☆ *Ribbon Cutting* ☆☆☆

Tours & Refreshments

(Page 3)

Albert J. Gallo
62 Laurie Road
Brentwood, NY 11717



Brad Arch
144 Hamilton Ave.
Clifton, NJ 07011

George T. Guzzio
184 Berkeley Place
Brooklyn, N.Y. 11217

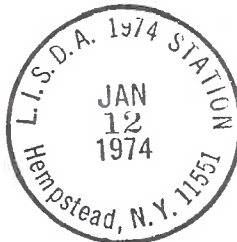


20th Universal Postal Congress

A glimpse at several potential mail delivery methods of the future is the theme of these four stamps issued by the U.S. in commemoration of the convening of the 20th Universal Postal Congress in Washington, D.C. from November 13 through



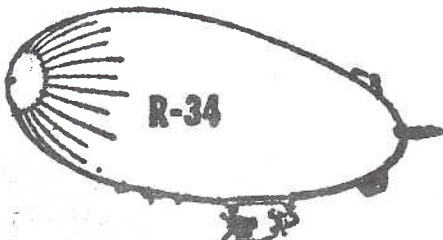
NOTE: If the person who sent me this cover is reading this, Thanks! But, WHY? If there were contents, it arrived without them! ARCH
ON AVE.



FROM ROOSEVELT FIELD,
R-34 DIRIGIBLE TRA
U.S. MAIL TO E
ARR. PULHAM, ENGLAND 7-13-19

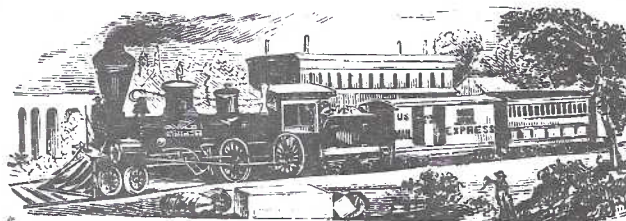


LISDA '74 HONORS R-34



FIRST TO CROSS THE ATLANTIC

The following Series of Articles on Five of Long Islands RPOs is being Reprinted
with permission from the 'TRANSIT POSTMARK COLLECTOR'
The Journal of the Mobile Post Office Society



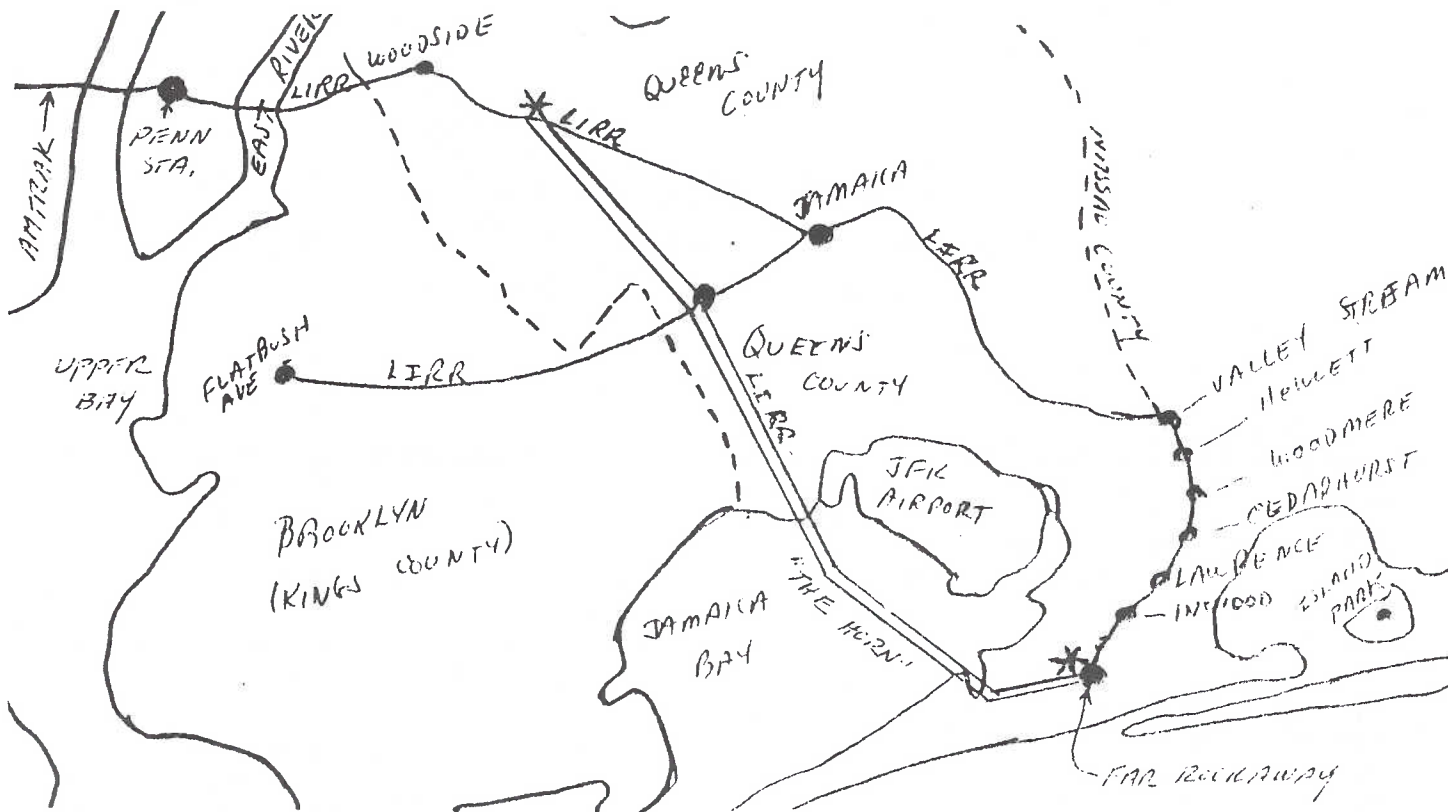
This is the beginning of a series of articles by Al Krause on the various Long Island RPOs.

NEW YORK & FAR ROCKAWAY RPO by Al Krause - The information contained in this article has been reconstructed from my old Clerk in Charge trip report memo books, old charts, diagrams, maps, case headers and, last but not least, my memory, which I hope has not let me down.

The Long Island RR operated 2 New York & Far Rockaway RPO trains a day, with mails in each RPO accommodated in non standard 20 foot apartments of 60 foot combine cars, daily except Sunday and Holidays. Each car, LI 1209 and LI 1210, consisted of a baggage compartment, a mail apartment and a passenger compartment with an aisle or passageway running the length of the car on one side only (see drawing). The line was 2 track and electrified and the trip was a fast one. It imitated a rapid New York City subway ride of years gone by. The stations near the Rockaways were close together, only minutes apart and the RPO clerk had no time to work any mails other than line mail and registers. My trip report memo book indicates the C-in-C of NY & Far Tr 1126-27 (this was in 1943) reported to the New York GPO Registry Division at 0715 to pick up his registered mails and then convoy same to his RPO car, spotted on the west end of track 17 in Penn Sta. The RPO departed Penn Station at 0823, ran via Woodside and Woodhaven directly to Far Rockaway, serviced the offices north of Far Rockaway, proceeding via Valley Stream, Jamaica and Woodside, back to Penn Station for an arrival time at 1008. There was no layover at all at the "East End" and similar to a subway, it was one continuous trip.

The C-in-C, after unloading the car, delivered his registered mails to the NY GPO Registry Division and then performed duty in Penn Terminal for several hours. He then performed service in the afternoon RPO tr., NY & Far Rock 1072-73. As C-in-C of this train, he reported on the car at 3:45 pm. A transfer clerk delivered the registered mails to the car at 4:30 pm and then worked as a helper until departure time, at 4:58 pm. This train operated in reverse route order of the morning RPO, running directly to Jamaica via Woodside, thence to Valley Stream and down to Far Rockaway, returning to Penn Station via the "Horn" and Woodhaven and Woodside, due back at Penn Station at 6:50 pm. After unloading, C-in-C delivered registers to the NY GPO Reg. Div.

The clerks in charge worked 3 days on and 4 days off. While working both trains made for a long day, the time off was great considering the short mileage (about 25 miles) involved. The two clerks in charge were Ray Clark and Jerry Linehan. It should be noted that Tr. 1126-27 made its first exchange of mail at Far Rockaway (the afternoon train 1072-73 made its first exchange at Jamaica) returning to Penn Station via a now discontinued branch which was often referred to as the "Horn". This line cut southeast from Woodside (see map), crossed the Brooklyn Branch rails at Woodhaven and then crossed Jamaica Bay on a wooden trestle (which was badly damaged by several fires) and ran directly to Far Rockaway. I believe the NY City subway system now uses this discontinued branch and repaired trestle to provide limited service to Far Rockaway.



* This branch to Far Rockaway over Jamaica Bay and via trestle was abandoned years ago after several fires caused considerable damage. I believe the City made some repairs to the trestle and operates limited subway service to Far Rockaway, while the LIRR provides service via Jamaica and Valley stream.

Pouch List for NY & Far Rock Tr. 1126-27

R=Receive
D=Dispatch
NS=No Service

| Station | Made up By | Labeled to |
|------------------|------------------------|--------------------------------|
| Penn Sta. N.Y. | R-Penn Term, NY.(Adv) | Line(NY & Far Rock Tr.1126-27) |
| | R- " " (Final) | " |
| | R-NY & Sala Tr 8 | " |
| | R-NY Gen & Buff Tr10 | " |
| | R-Port & NY Tr 82-125 | " |
| | R-Bos Spg & NY Tr 169 | " |
| | R- " " " Tr 55 | " |
| | R-NY & Wash Tr 110 | " |
| | R-NY & Chic Tr 14 (ED) | " |
| | R- AMF NY | " |
| Woodside, NY | NS | |
| Woodhaven, N.Y. | NS | |
| Far Rockaway,NY. | R-Far Rockaway,NY | " |
| | D-Line(Tr 1126-27) | Far Rockaway, NY. |
| | D- " | Arverne,NY |
| | D- " | Rockaway Beach,NY |
| | D- " | Fort Tilden,N.Y. |
| | D- " | Atlantic Beach,NY |

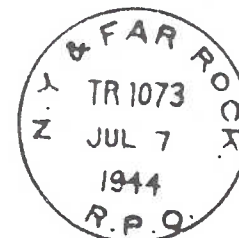
Lawrence, NY. R-Lawrence, NY.
 D-Line
 Cedarhurst, NY. R-Cedarhurst, NY.
 D-Line
 Woodmere, NY. R-Woodmere, NY.
 D-Line
 Hewlett, NY. R-Hewlett, NY.
 D-Line
 Valley Stream, NY. R-Valley Stream, NY.
 D-Line
 Jamaica, NY. R-Jamaica, NY.
 D-Line
 D- "
 D- "
 D- "
 D- "
 Woodside, NY NS
 Penn Sta., NY. D-Line
 D- "
 D- "
 D- "
 D- "
 D- "
 D- "
 D- "
 D- "
 D- "
 D- "

Line
 Lawrence, NY.
 Line
 Cedarhurst, NY.
 Line
 Woodmere, NY.
 Line
 Hewlett, NY.
 Line
 Valley Stream, NY.
 Line
 Jamaica, NY.
 Long Beach, NY.
 Lynbrook, NY.
 East Rockaway, NY.
 Island Park, NY.

NY & Chic (ED) Tr43
 Brooklyn, NY.
 New York, N.Y.
 Penn Term, NY. (Dir)
 " " " (Wkg)
 New York GPO Dis.
 Port & NY Tr 124
 Grand Central Annex, NY.
 NY & Wash Tr 141
 NY & Pitts Tr 67 (West States)
 NY & Pitts Tr 23 (Pa)
 AMF NY

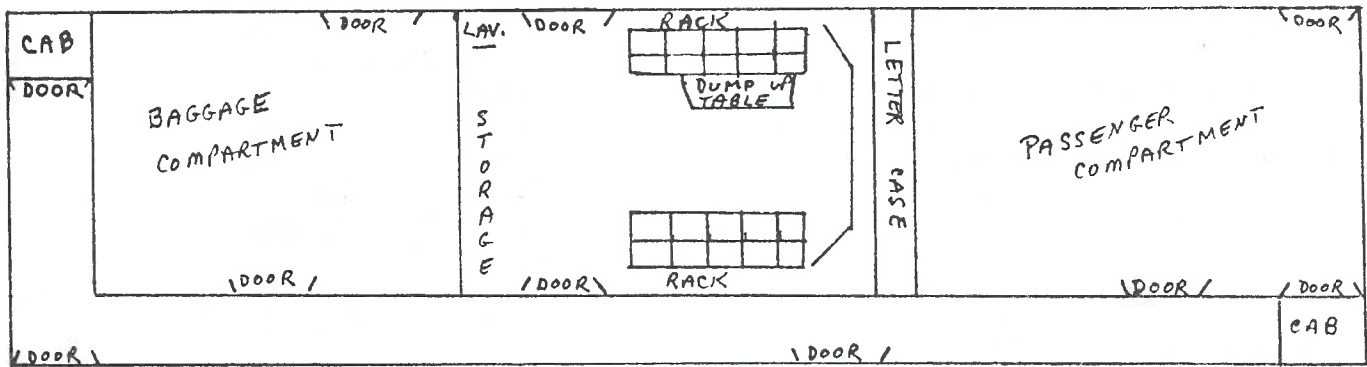
SCHEDULE

| Tr.1126-27 K7 | Station | Tr.1072-73 K7 |
|------------------|----------------|------------------|
| 0823 | Lv. Penn Sta. | Ar.1850 |
| -- | Lv. Woodside | Ar. -- |
| -- | Lv. Woodhaven | Ar. -- |
| 0913 | Ar. Far Rock | Lv. 1759 |
| 0915 | Lv. Far Rock | Ar. 1756 |
| 0918 | Lv. Lawrence | Lv. 1751 |
| 0921 | Lv. Cedarhurst | Lv. 1747 |
| 0924 | Lv. Woodmere | Lv. 1744 |
| 0927 | Lv. Hewlett | Lv. 1741 |
| 0930 | Lv. V. Stream | Lv. 1737 |
| 0940 | Ar. Jamaica | Lv. 1727 |
| 0948 | Lv. Jamaica | Ar. 1718 |
| -- | Lv. Woodside | Lv. -- |
| 1008 | Ar. Penn Sta. | Lv. 1658 |



N.Y. & FAR ROCK R.P.O.
 L.I. RR COMBINE CARS - #1209 & 1210

← 20' R.P.O. MAIL APARTMENT →



| | | | | |
|-----------------------------------|--------------------------------|-------------------------------|------------------------------------|--|
| N.Y. & CHIC. TR. (N.W. STATES) | NEW YORK, N.Y. | PENN TERM, N.Y. (L.I. WKG) | PORT & N.Y. TR. | N.Y. & WASH TR. 141 (SOUTH STATES) |
| BROOKLYN, N.Y. | PENN TERM, N.Y. (L.I. DIR.) | G.P.O. N.Y. (DIS) | GRAND CENTRAL ANNEX, N.Y. | N.Y. & PITTS TR 67 (WEST STATES) |

LETTER CASE

N.Y. & FAR ROCK RPO

DUMP UP TABLE

AIR MAIL
 N.Y. & PITTS TR. 23
 (PENNA)

Long Beach, N.Y.
 Lynbrook, N.Y.
 East Rockaway, N.Y.
 Island Park, N.Y.
 Atlantic Beach, N.Y.
 Port N. N.Y.
 Tilden, N.Y.

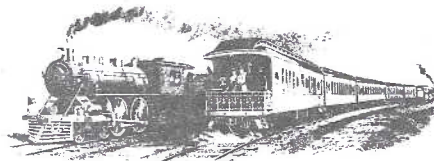
| | | | | |
|-----------------|-----------------------|--------------------|----------------------|------------------------|
| N.Y. JAMAICA | N.Y. HEWLETT | N.Y. CEDARHURST | N.Y. FAR ROCKAWAY | N.Y. ROCKAWAY BEACH |
| BUMS | N.Y. VALLEY STREAM | N.Y. WOODMERE | N.Y. LAWRENCE | N.Y. ARVERNE |

OYSTER BAY & NEW YORK RPO TRAINS 514 & 529 - by AL KRAUSE

Like the NY & Far Rock RPO, Oyster Bay & NY RPO Trains 514 & 529 were one man jobs (train 514 had a Terminal helper until departure time). The C in C, William "Foxy" Hohlein, had a well earned nickname due to the fact that he sensed when to take off during heavy mail periods and have a sub cover for him. The C in C of train 514 was required to put in about one and a half hours per day in the Penn Term letter room distributing mail prior to reporting to the New York GPO Registry Division at 0540 to check and receipt for his "reds". After that he convoyed his reds to the RPO car, usually at the west end of track 18. Sometimes the C in C put in his terminal time at the end of the day. The terminal helper was already at work, having reported at 0530. The RPO departed Penn Station at 0652 and was due in Oyster Bay at 0852. On eastbound train 514, there was little to do once mails were cleaned up at Penn Station prior to departure, and the trip east from Jamaica was a breeze. After convoying reds to the Oyster Bay Post Office upon arrival there, the C in C had some free time before reporting back to the Oyster Bay P.O. at 1008 to check, receipt and convoy the reds to the RPO car. Train 529 departed Oyster Bay at 1034 and was due back in Penn Station at 1230, along with Montauk & NY 27. The C in C worked three weeks on and one week off with no service on Sundays and Holidays. The 30 foot RPO car was furnished by the LIRR in lieu of the 15 foot authorization. Mails worked on train 514 - 18 to 25 line pouches depending on what connections missed at Penn Station, 25 to 30 letter packages and 5 to 8 sacks of paper. On train 529, usually 22 balloon line pouches were worked along with 24 to 30 letter packages for the line, no papers, 8 to 10 Long Island and 7 or 8 mixed letter packages. I never ran the afternoon RPO, Train 548 and 555, C in C Percy Smith. The return, westbound movement of train 548 did not make up and dispatch any way pouches. It just received line and direct pouches only.

After leaving Penn Station, train 514 emerged from one of the Esst River tunnels in Long Island City, ran past the Sunnyside yards (largest passenger car yards in the world, as so proudly proclaimed on a sign visible to the commuters) on tracks electrified with a third rail. East of Woodside was a cut for the Far Rock line leading south while two tracks peeled off to the north and east on the Port Washington branch, over which CP service was provided to and from Penn Station. Four tracks continued eastward to the Jamaica RR Station where the electric engine was replaced by a steam locomotive on lease to the LIRR from the Pennsy RR. It was here that the first exchange of mail took place. Heading east from Jamaica on one of the four main line tracks (which were electrified as far as Mineola), the train switched to the north and east as it left Mineola, where 2 track operations prevailed. At Mill- Neck trackage was reduced to one track. After arrival at Oyster Bay, the train was backed up and then run thru a "we" to turn it around. Mileage from Penn Station to Oyster Bay was about 37 miles.

Westbound from Oyster Bay, train 529 got hit with everything but the kitchen sink. Mails were heavy and the one man crew consisting of the C in C had a rough time, working the door, piling storage mails, working the pouch table, reds, letter case and tying out. Stations were close together, but the slow pick up and speed of the steam engine (the terrain in this area is quite hilly) between stations gave the C in C some extra time. The letter case was usually all tied out by arrival at Jamaica. While the steam engine was being replaced by the electric loco at Jamaica, The C in C had time to open and distribute mails from the five working pouches received there and start tying out his pouch rack. Upon arrival at Penn Station, the C in C unloaded pref mails and then convoyed his registers to the NY GPO Registry Div. Fifteen minutes were allowed after arrival at Penn Station to unload pref mails and convoy reds.



OYSTER BAY & N.Y.
POUCH RACK-

RPO TR. 514
30' CAR OPERATED TO
SATISFY 15' AUTHORIZATION

| | | | | | | |
|--------------|--------------|------------------|-----------|----------------|----------------|---------------|
| OYSTER BAY | GLEN COVE | SEA CLIFF | ROSLYN | ROSLYN HEIGHTS | MINEOLA | FLORAL PARK |
| EAST NORWICH | LOUST VALLEY | GLENWOOD KNOWING | GLEN HEAD | ALBERTSON | EAST WILLISTON | NEW HYDE PARK |

| | | | | |
|------------------------|-----------|------------------------|-------------|-------------------------|
| MILL NECK (CATER RACK) | BRAYVILLE | GREENWICH (CATER RACK) | POUCH TABLE | PENN TERM. (CATER RACK) |
|------------------------|-----------|------------------------|-------------|-------------------------|

| | | | | |
|--------|-------------|-----------|---------------|-----------------|
| ELMONT | GARDEN CITY | HEMPSTEAD | MITHELL FIELD | FRANKLIN SQUARE |
|--------|-------------|-----------|---------------|-----------------|

OVER HEAD BOXES →

| | | | | |
|---------|-------------|-----------|--|--|
| JAMAICA | GARDEN CITY | HEMPSTEAD | | |
|---------|-------------|-----------|--|--|

OYSTER BAY & N.Y.
TR. 519

| | | | | |
|---------------------|---------------------|---------------------|-----------------|--------------------|
| N.Y. & PITTS TR. 73 | N.Y. & WASH TR. 141 | GRAND CENTRAL ANNEX | PENN TERM (WKT) | N.Y. & CHIC TR. -? |
| BROOKLYN | PENN TERM. (DIR) | G-PO N.Y. DIS | NEW YORK, N.Y. | PORT N.Y. TR. 141 |

| |
|-------------|
| POUCH TABLE |
|-------------|

ROSLYN
ROSLYN HEIGHTS
ALBERTSON
EAST WILLISTON
GREENWICH (CATER RACK)
GLENWOOD KNOWING
SEA CLIFF
GLEN COVE
LOUST VALLEY
MILL NECK (CATER RACK)

| | | | | | |
|-------------|---------------|---------|-----------------|----------------|--------|
| FLORAL PARK | NEW HYDE PARK | MINEOLA | PORT WASHINGTON | ROSLYN HEIGHTS | ROSLYN |
|-------------|---------------|---------|-----------------|----------------|--------|

LETTER CASE

LETTER CASE

Train 514-(K-7)

| | |
|------|--------------------|
| 0652 | Lv. Penn. Station |
| | --- Woodside |
| 0713 | Ar. Jamaica |
| 0720 | Lv. Jamaica |
| 0725 | Lv. Floral Park |
| 0728 | Lv. New Hyde Park |
| 0733 | Ar. Mineola |
| 0735 | Lv. Mineola |
| 0743 | Lv. East Williston |
| 0757 | Lv. Roslyn |
| 0805 | Lv. Greenvale |
| 0813 | Lv. Glen Head |
| 0820 | Lv. Sea Cliff |
| 0824 | Lv. Glen Street |
| 0829 | Lv. Glen Cove |
| 0834 | Lv. Locust Valley |
| | --- Mill Neck |
| 0852 | Ar. Oyster Bay |

Train 529-(K-7)

| | |
|----------|-----|
| Ar. 1230 | --- |
| Lv. 1108 | --- |
| Ar. 1204 | --- |
| Lv. 1158 | --- |
| Lv. 1153 | --- |
| Ar. 1151 | --- |
| Lv. 1144 | --- |
| Lv. 1140 | --- |
| Lv. 1122 | --- |
| Lv. 1117 | --- |
| Lv. 1110 | --- |
| Lv. 1104 | --- |
| Lv. 1059 | --- |
| Lv. 1053 | --- |
| Lv. 1043 | --- |

Fouch List- Oyster Bay & NY Tr. 529

| <u>Station</u> | <u>Made up by</u> | <u>Labeled To</u> |
|--------------------|--------------------|----------------------|
| Oyster Bay | R-Oyster Bay | O'Bay & NY Tr 529 |
| Mill Neck | R-East Norwich | " |
| | R-Mill Neck | " |
| Locust Valley | D-Line | Mill Neck |
| | D- " | Locust Valley |
| | R-Locust Valley | Line |
| | R-Bayville | " |
| Glen Cove | R-Glen Cove | Line |
| | D-Line | Glen Cove |
| Glen Street | NS --- | |
| Sea Cliff | D- Line | Sea Cliff |
| | R-Sea Cliff | Line |
| Glen Head | R-Glen Head | " |
| | D-Line | Glen Head |
| Greenvale | T- " | Greenvale |
| | C-Greenvale | Line |
| Roslyn | R-Roslyn | " |
| | R-Roslyn Heights | " |
| | D-Line | Roslyn |
| East Williston | D- " | Roslyn Heights |
| | D- " | East Williston |
| | R-East Williston | Line |
| | R-Albertson | " |
| Mineola | R-Mineola | " |
| | D-Line | Mineola |
| | D- " | Port Washington |
| New Hyde Park | D- " | New Hyde Park |
| | R-New Hyde Park | Line |
| Floral Prk | T-Line | Floral Park |
| Jamaica | D- " | Jamaica |
| | D- " | Brooklyn |
| | D- " | Garden City |
| | D- " | Hempstead |
| | R-Jamaica | Line |
| | R-Long Beach | " |
| | R-East Rockaway | " |
| | R-Lynbrook | " |
| | R-Island Park | " |
| Penn. Station, NY. | D-Line | NY & Pitts Tr.23 |
| | D- " | NY & Wash Tr.141 |
| | D- " | Grand Central Annex |
| | D- " | Penn Term. (Working) |
| | D- " | " " (Directs) |
| | D- " | NY & Chic Tr.??? |
| | D- " | GPO NY, Dis. |
| | D- " | New York, N.Y. |
| | D- " | Port & NY Tr. 124 |
| | D- " | AMF NY (LGA) |

THE POST CARD.

VOL. 3.

ROSELIE, N. J., AUGUST 25, 1890.

No. 70.

We give below two editorials regarding the new cards which are soon to be issued, the first one is from the New York *Tribune*, the other from the New York *Sun*.

Wilkinson Bros. & Co., who now manufacture our present cards, have made arrangements with the Whiting Paper Company, of Holyoke, Mass., for the manufacture of the women's card.

The Wilkinson Mill is now running to its fullest capacity with their regular paper orders, combined with their postal-card orders.

The card factory of the Wilkinson's prints 2,200,000 cards daily, and these are packed ready for shipment each day.

NEW FEATURES IN POSTAL-CARDS.

(From N. Y. *Tribune*.)

We hope that none of our readers failed to read the dispatch printed in yesterday's *Tribune* about the new postal-card "to be used by women." It is well to know what a thoughtful Government is doing for us. There is also, it appears from the dispatch, to be a business-men's postal-card, giving us three sizes and kinds, the present well-known

card, the women's card, one-third smaller, of pearl-gray bristol board, and the business-men's card, one-third larger, of stout manilla. Here we have the big manilla for the business man, the plain card for the plain man, and the scented bristol for the young lady; and we ought to be happy.

We suppose, however, that this is only the beginning. Women, being smaller than men as a general thing, they, of course, should have a smaller postal-card. There will soon be a children's card, without doubt, graded in size for different ages. We shall read in the postal guide: "For children, twelve to sixteen, use No. 4; eight to twelve, No. 3; four to eight, No. 2; infants, No. 1. Repeat as often as necessary." We do not know what the regulations concerning the new cards will be, but it seems to us that a woman who weighs over 150 pounds, say, should be allowed to buy and use the common card, while a lady so fortunate, or unfortunate, as to impress the scales to the extent of 200 pounds, should have the right to use the business-men's card. The regulations will, undoubtedly, be given to the public with the first lot of the new cards.

Now that the plan of suiting the card to the person has been adopted by the Government, who can say

where it will end? Fat men who weigh over 250 pounds may yet demand and get a postal-card as big as a pine shingle. Our colored friend and brother may some day be required to use a dark brown postal-card. The Nation's ward, who is drawing the rations that the agent has left him on the far Western reservations, will make his untutored hieroglyphics on the backs of copper-colored postal-cards. Those of our fellow-citizens so unfortunate as to be spending their time at Sing Sing, Auburn, or some similar resort, will write to their friends on a style of postal-card as striped as a zebra. The pearl-gray postal card may fail to satisfy the ladies after all, and it will be found necessary to provide the blondes and brunettes with postal-cards becoming to their respective complexions. A man may yet have his postal-cards made to order for him as he does his clothes. It is impossible to say where postal-card reform will stop now that it is started. The head grows dizzy in contemplating the subject.

WOMAN'S RIGHTS IN POSTAL-CARDS.

(From N. Y. Sun.)

The administration of President HARRISON is evidently interested in the preservation and extension of the rights of woman. Wyoming has just been admitted into the Union, with a Constitution providing for female suffrage, and women

are thus allowed to participate for the first time in the election of members of Congress. Further proof of the active interest of the National Government in woman's welfare is to be found in this announcement which we copy from the columns of the *Springfield Republican*:

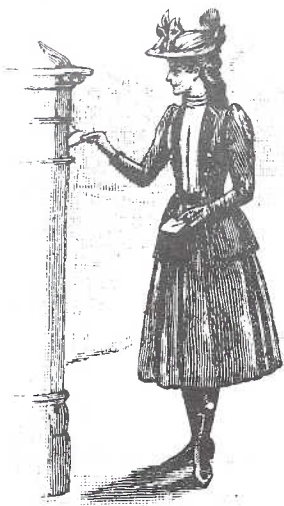
"The new postal-card which 'AL' DAGGETT will make at his factory at Shelton is designed for the use of advertisers, and will be larger than the old sizes. A pearl-gray card smaller than the present one will be made for the use of women, and the present size will continue to be made."

The particular point to which we would direct attention is the statement that "a pearl-gray card smaller than the present one will be made for the use of women."

This reminds us of the philosopher who had a large cat and a small kitten, and who wanted to make it convenient for these animals to get into and out of the woodshed without opening the door. He sent for a carpenter and told him to make two holes through the lower part of the door; one large hole and one small one. The large hole was for the cat and the small one was for the kitten.

Similarly, it does not seem to have occurred to the Post Office authorities that women could write short notes on the postal-cards now in use—which are small enough already—without having a smaller size manufactured for their special benefit. Why not have a child's postal-card next, ornamented with a vignette of Baby MCKEE?

We Get Letters: (& Editorial Response)



"On page #65, there is a major mistake, the letter of 5 September 1850 is obviously addressed to 'Major General R. Jones, Adjutant General, U.S. Army (NOT Attorney General); other than that all changes in the newly revived Journal are great (with the exception of some minor typo errors)"
..... R.S.

(Ed. (1) I should have known better and corrected the submitted copy from Attorney General to Adjutant General, but in my haste to get the first issue of the Journal under my control off to the printer as soon as possible, I failed to correct this. (2) As far as typo & gramatical errors are concerned, I'm well aware of the old phrase, "look it up in a dictionary", but I dont believe it. I'm from the school of thought that says if I knew how to spell the word I wouldn't need a dictionary; and if I didn't know how to spell it, I couldn't find it in the dictionary! So, besides the occasional slip of the fingers when typing, you can probably look forward to some words and phrases spelled as they sound in the future).

"It was certainly a pleasure to receive your fine issue of the LIPH. Congratulations for an outstanding effort. I hope we all can now take the bull by the horns and contribute to our Society as you did.

Carl Baker's article about Long Island Garden Centers and Forists was especially interesting. Carl seems to have a knack for viewing our environment as a whole and extracting the exciting from the commonplace"
.....B.L.

(Ed. I've also received several telephone calls with regards to my first effort with the Journal, most being most complimentary, which is greatly appreciated. Many have also expressed the desire to submit articles for publication, but, alas, nothing new has been forthcoming as yet besides the inherited materials from the previous editor, and there should still be more coming from him, as he didn't ship everything to me as yet. Most of those in a bureaucratic position have also expressed the desire to hold a Board Meeting, Membership Meeting, Election of a new and active Board, Revision of membership dues rate and time structure, etc. at an early date, but none of them up to this time have stepped forward to organize any of the above happenings, and it's up to the current Officers and Board to call for and schedule these events either at a meeting or via mail ballot, etc. As the Editor, I can only do so much, the other elected and appointed bureaucrats and any other interested members will have to wake up and 'get with it' if the Society is to continue and flourish).

We Need Articles Now !

CLASSIFIED ADS:

WANTED: 1947 CENTENNIAL SOUVENIR SHEET and/or individual cut out stamps, U.S. Scott #948, 948a, 948b. Postally used on contemporary commercial covers, paying proper postage rates and/or special service fees. No unaddressed FDC's. Brad Arch, 144 Hamilton Ave., Clifton, NJ 07011. (727)

LIPH
Spring 1991

! Your FREE Members Ad
could have gone here !



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APS Affiliate # 154

Annual Membership Subscription \$ 15.00

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Brendan McCann, 65-39 182nd Street, Flushing NY 11365
Carl F. Baker, 140 Lewis Road, Northport NY 11748
J. Fred Rodriguez, PO Box 112005, Miami FL 33111

RECRUIT A NEW MEMBER

Secretary's Report:

New Member:

Max Draiser, 252 West 76th Street, New York NY 10023
APS# 147672 - Dealer

Address Change:

Arthur Fitzpatrick, 4405 South Harbor Road, Southold NY 11971

Treasurer's Report:

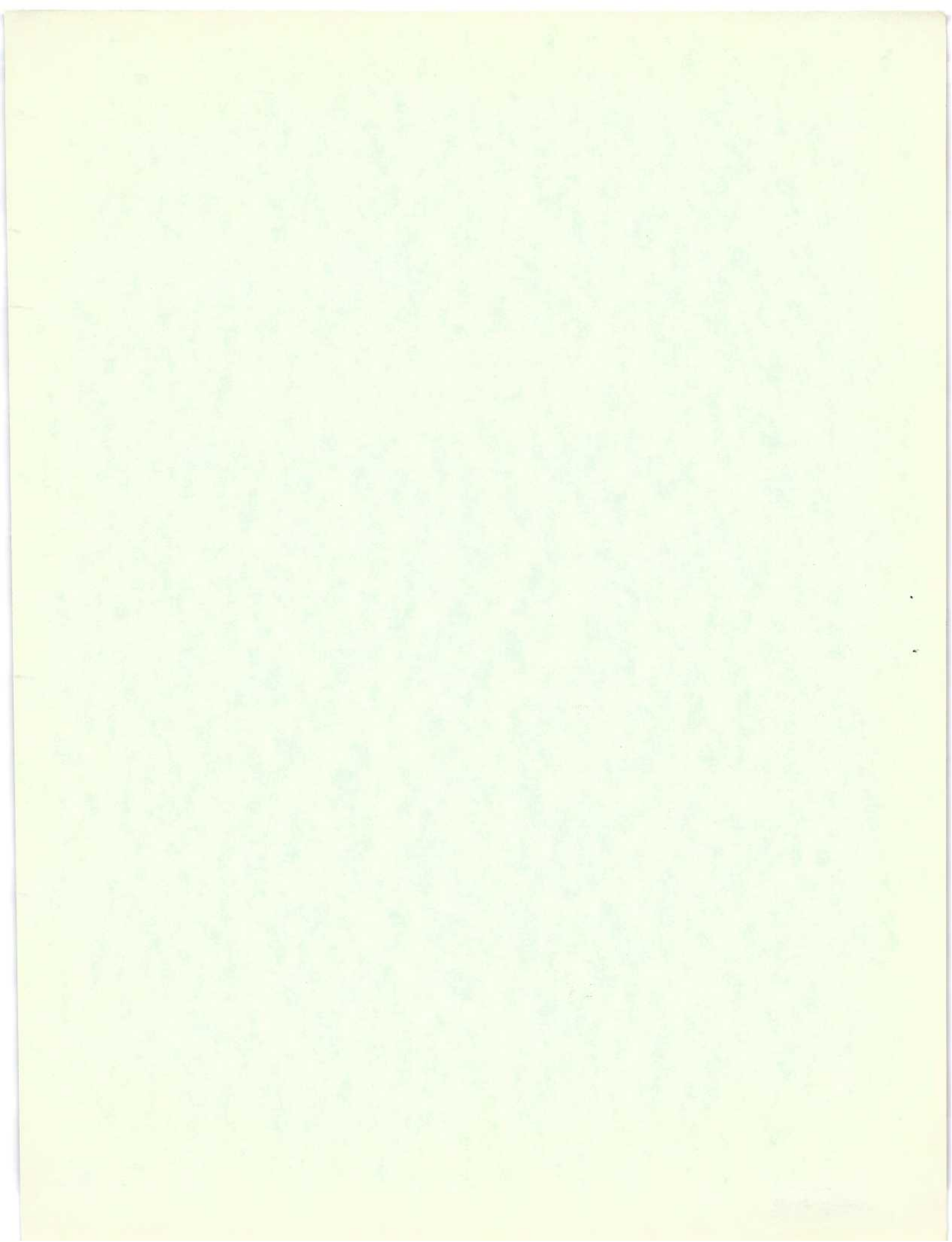
| | |
|-------------------------------------|-----------|
| Opening Balance - 10/6/89 | \$3338.17 |
| Income: Interest | 170.04 |
| | <hr/> |
| | \$3508.21 |
| Expenses: Raven Press(Sept.90 LIPH) | \$ 164.60 |
| Brad Arch-Postage(Sept.& Dec.90) | 150.00 |
| Fred Rodriguez-Postage | 28.20 |
| Check Withdrawal Charge | .75 |
| | <hr/> |
| Total Expenses | 343.55 |
| Current Balance - 10/5/90 | \$3164.66 |

- PROJECT FOR THIS MONTH -
1938 PREXY Issue Covers

I'm attempting to put together a feature article on the odd-interesting-unusual-etc. uses of the Prexy Issues on Cover from Long Island, and can use the readers cooperation in submitting illustrations of odd denominations used either singly or in combination, odd and unusual rates, routes, usages, destinations, etc. and illustrated advertizing covers.

Your PROMPT Attention & Responce is Appreciated

Please Cooperate by submitting
Clear High-Contrast Xeroxs



Long Island Postal Historian
Brad Arch, Editor
144 Hamilton Avenue
Clifton NJ 07011



FIRST CLASS

Long Island Postal History Society Study Groups

1869 Pictorial Issue Covers - Brad Arch, 144 Hamilton Avenue, Clifton NJ 07011

Fancy Cancels - J. Fred Rodriguez, - NO Response -

Manuscript Postmarks - Vacant -

County & Postmaster Postmarks - Daniel Knowles, - NO Response -

Long Island Railroad - Daniel Knowles, - NO Response -

Receiving Cancels - Brian Levy, 1983 Guildford Park Drive, Seaford NY 11783

In an effort to build up a supply of material for use in future articles for the Journal, I encourage all persons to submit clear high-contrast Xeroxs of the following types of material directly to the Editor, until such time as a formal study group leader is forthcoming, and directly to the Group Leaders for the above categories:

1847 Issue covers

Civil War Patriotic covers

Spanish-American War Patriotic covers

World War I & II Military Branch Postmark covers

Registered Mail covers & forms up to the Large Banknote Period

Postage Due Stamps on cover

Private Perforations Stamps on cover (Shermacks, etc.)

Foreign Rate Mail (Stampless period through Mid-1870s) pre UPU, showing high rates of postage either handstampd, manuscript or with adhesive stamps

Interrupted Mail covers - 'Crash Covers' - (Air, Rail, Ship, etc.)

And any other types of interesting looking covers, which are unusual, exotic or exciting, such as Errors, Bisects, Revenues used as postage, Xmas Seals tied on, Locals & Expresses.

NOTICE ! Is there anyone of you out there who is keeping up with the Modern / Current Slogan Postmarks of Long Island, either Handstampd or Machine generated ? We could use an update and/or a Regular Column concerning them for publication in the future issues of the Journal, with illustrations, on whatever frequency is desired by the provider, either in every issue of the Journal or Annually or only when something interesting come along.

Or **ANYTHING** Else that you think the readers would be interested in Seeing

WE NEED ARTICLES NOW !