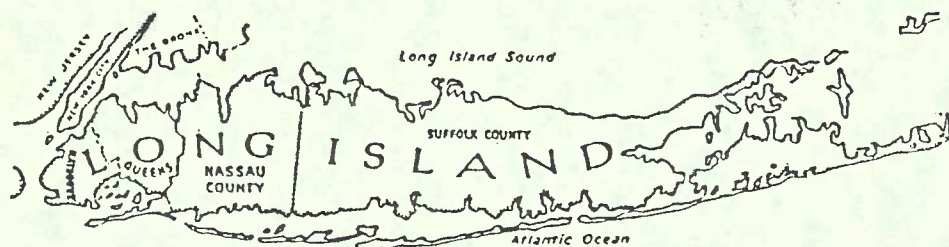




LONG ISLAND POSTAL HISTORIAN

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.



Volume 14 No. 2

Whole Number 32

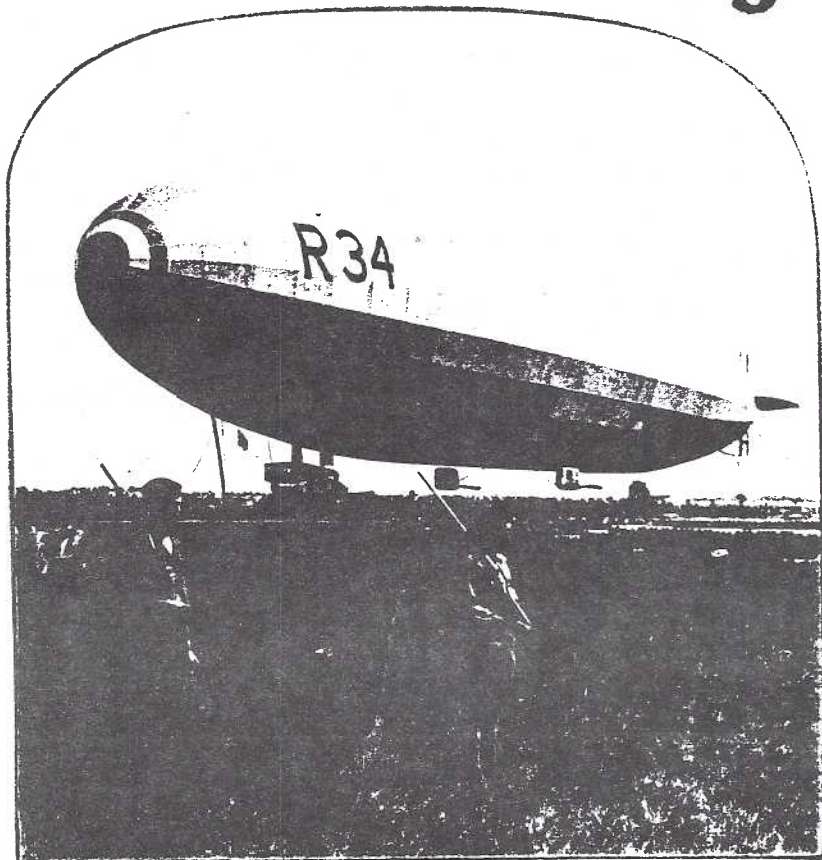
Summer 1991

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British Dirigible "R-34"

By: Brad Arch



R-34 at MINEOLA, Long Island
from the "J. Fred Rodriguez" Collection

Through the uncharted heavens she blazed the trail. During the war great airships like this were sent long distances into enemy territory, sometimes to discover and report the location of supply depots and manufacturing plants, sometimes to hover in the enemy's rear, miles behind the firing line, and observe the number and disposition of his troops.

Sometimes they carried a cargo of high explosives, to blow up rail heads and other bases of military activity. Painted a light gray, and with muffled engines, they sped silently, like ghosts, through the heavens. Often the first indication of their presence was a deafening explosion, followed by falling roofs and collapsing walls.

Their journeys through the uncharted heavens was attended by constant peril. The currents of the air were often as unstable as those of the sea and these airships, huge though they were, were tossed about and buffeted as the waves of the ocean batter

vessels during a storm. Eddies, squalls and swirling currents of air carried them out of their course. At any time they might spring a leak and the escaping hydrogen gas, mixing with the air, cause an explosion that would send them flaming to earth. Searchlights might pick them up and shells destroy them.

We can plainly see the outlines of the ribs of the ship - the structural frame which stiffens the gas bag. The 'lines' of an airship are just as important as those of a vessel which sails the oceans. If correctly designed the ship will glide through the air without friction; but if the design is faulty, currents of air will cling to the vessel and impede its progress, as weeds and grass do to a boat forcing its way through the water.

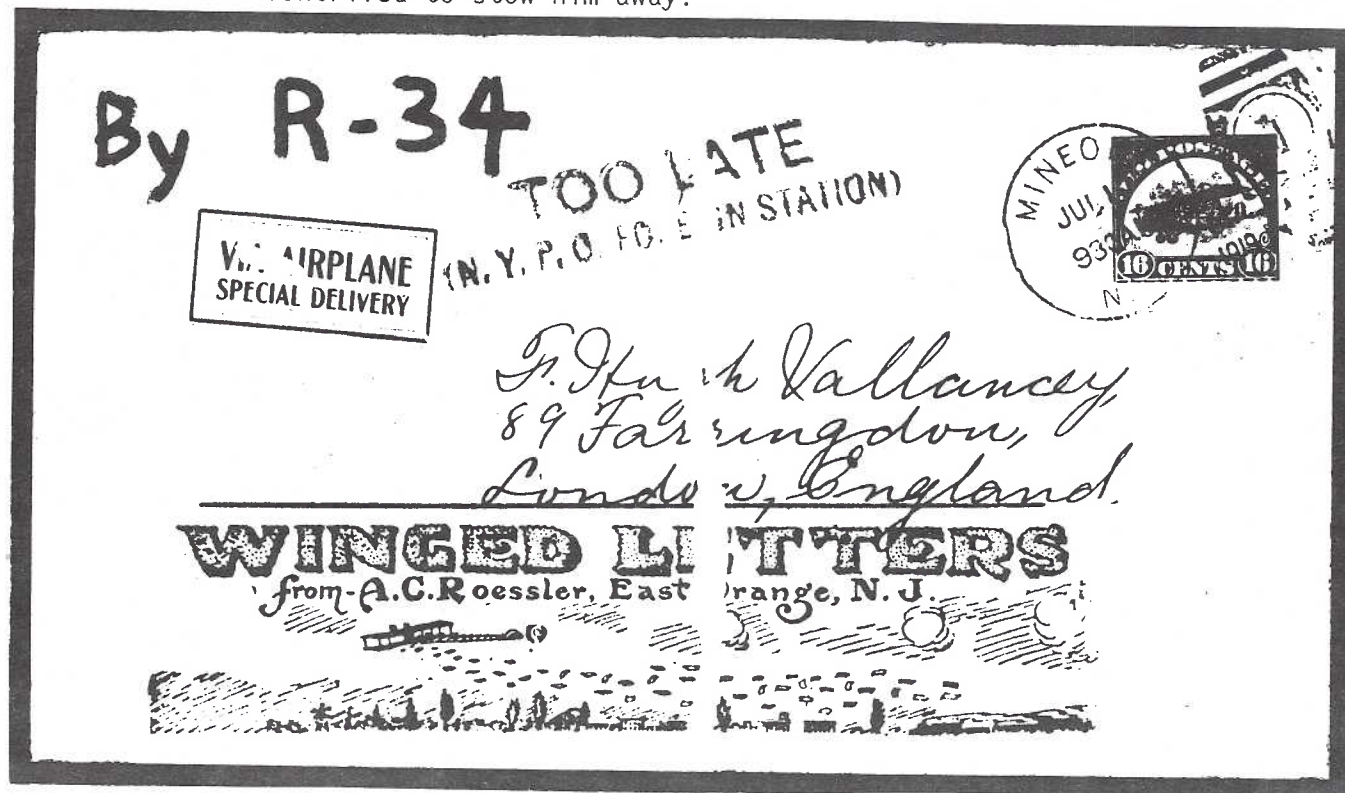
Many of today's collectors have never seen an airship in flight. But, immediately following WWI, the then airmen were impatient to try their greatly improved ships and skills against the natural obstacles and elements of the earth. Although fixed wing aircraft has significantly increased their speed, cruising endurance and weight loads, their efficiency ratio remained about the same. Therefore long endurance flights continued to be performed in the old hop-scotch fashion. The 'lighter than air' craft were then seen as the answer to their problem of covering large distances, like across continents, and across oceans. Although their speed was about average compared to the aeroplanes of the day, their cruising endurance was ten times greater, and their weight load was twenty-five times greater.

There were three lighter than air contenders for the trans-atlantic honors. One, a Navy blimp easily reached Newfoundland, but was blown away at sea thereafter, Second was a German Zeppelin, which was denied clearance so soon after the end of the war. The Third contender was the 643 foot British rigid dirigible, the R-34. In March 1919 she successfully completed a nineteen hour flight over the North Sea in preparation for the trans-atlantic round trip.

On July 2, the Weather Bureau gave the go ahead and she lifted off from East Fortune, Scotland. Major Scott was her commander, and Commander Zachary Lansdowne was the American observer. The first part of the trip was uneventful and she averaged thirty knots, on approaching Newfoundland she ran into head winds and was blown off course. So the sack of mail intended for St. Johns, Newfoundland, had to be dropped by parachute at Fortune, near Grand Banks, Newfoundland, and the drop and recovery there is mentioned in the then current issue of the New York Times. A small bag containing fourteen covers was also dropped by parachute over the village of Solmar, Nova Scotia, but was not recovered until November 8, when it was turned over to the postal authorities..

As the flight continued, the adverse winds made the situation precarious, for fuel was being used up at an alarming rate, and emergency measures were taken in case the airship would have to terminate its flight in either Boston, Mass. or at Montauk, Long Island. But the emergency preparations were not needed as she serenely flew over Montauk and made her destination at Roosevelt Field easily, circling the field a few times before landing, after completing a one-hundred-eight hour flight covering three thousand one-hundred-thirty sea miles, on July 6, 1919.

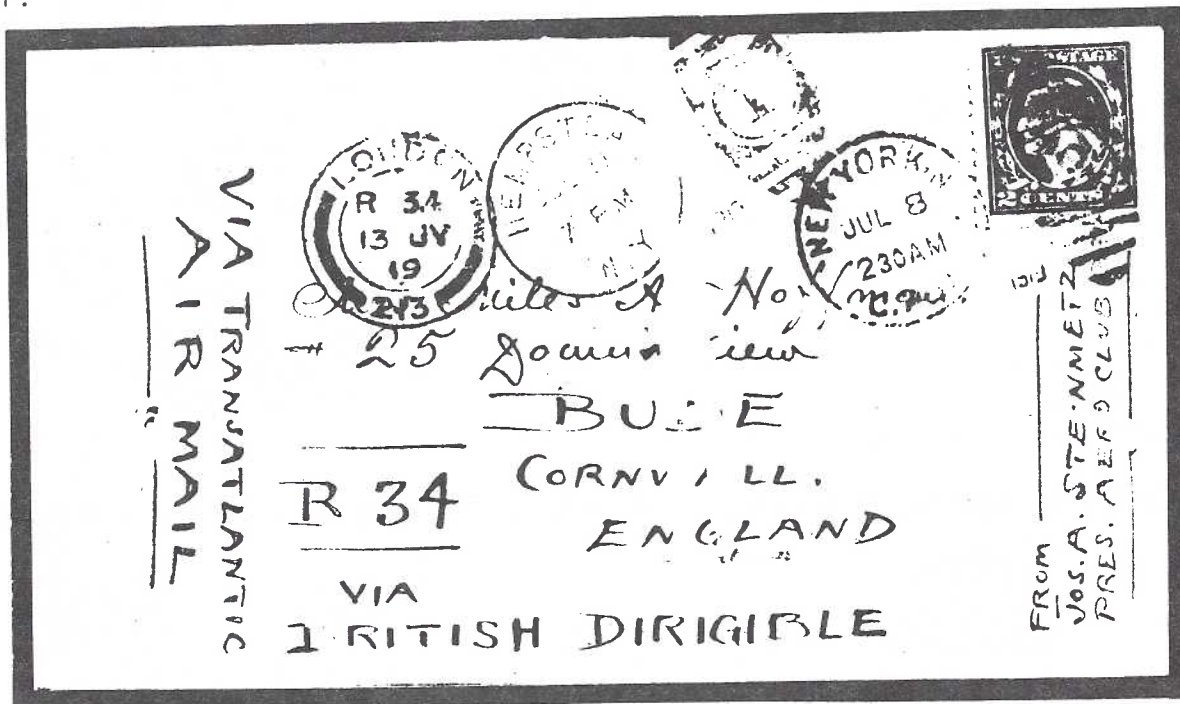
Twenty ounces of platimun were carried as a token cargo and there was also a stowaway, William Ballantyne, a former crew member who was supposedly left behind to save weight. No doubt the crew contrived to stow him away.



Dirigible R-34, Return Flight from Roosevelt Field, N.Y. to Clifton, Ireland & Pulham, England, Jul. 9-13, 1919. Cover intended for R-34 but not carried, 16c Green (C2), VG, tied by Mineola Jul. 11, 1919 pmk., Two line "Two Late (N.Y.P.O. Foreign Station)"

In addition to the obligatory mail to and from the bureaucrats, at least one cover which was flown though to the USA has been described as being postmarked in New York on July 7, 1919, and having a four-line magenta cachet reading, "On - H.M.A.S. R-34 - East Fortune / New York - July 1919".

This was the first successful trans-atlantic airship flight from Europe to the USA. Major Scott was not keen about staying in the USA too long, for his ship was out in the open, and the weather was deteriorating. However, some engine and bodywork needed to be attended to. The original plan was to cruise to Washington, DC before making the turn for home, but with the gas shortage on the way over they decided to forego any excursions. On the trip back, Colonel William Hemsley replaced Commander Lansdowne as the American observer.



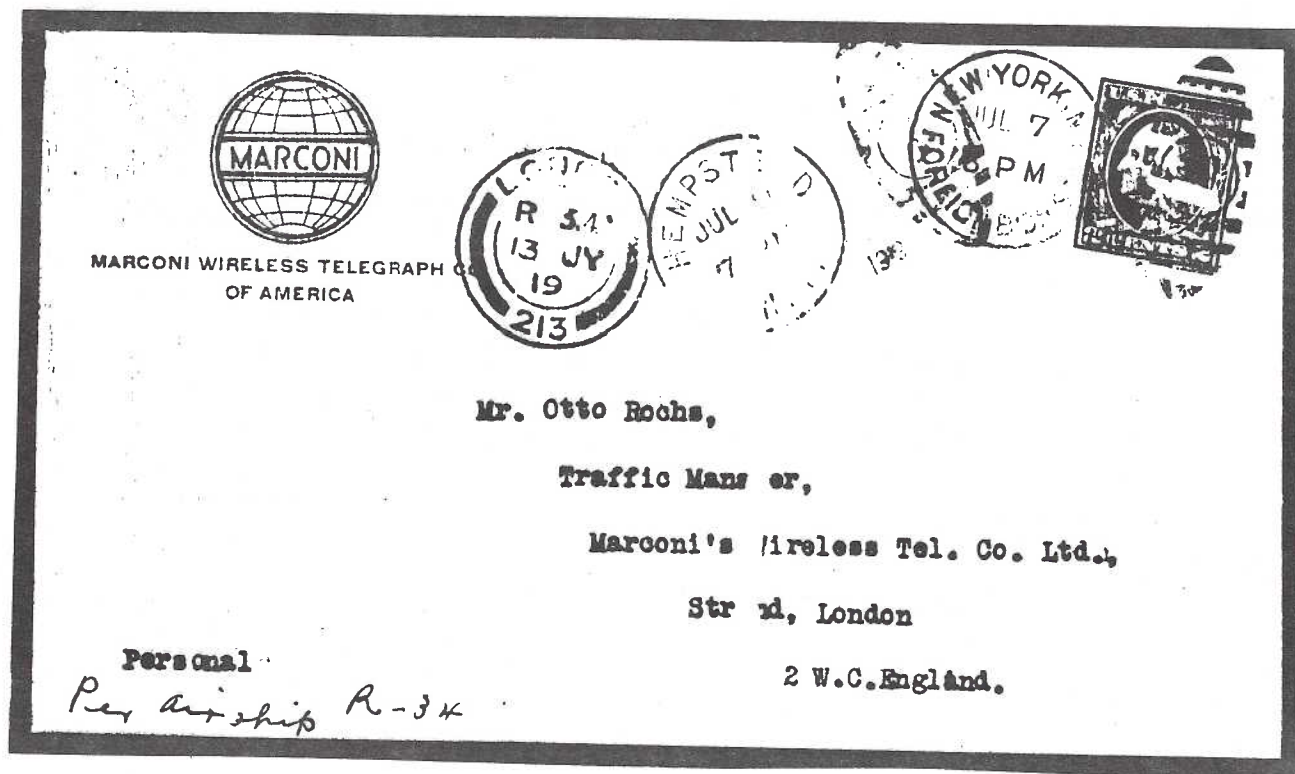
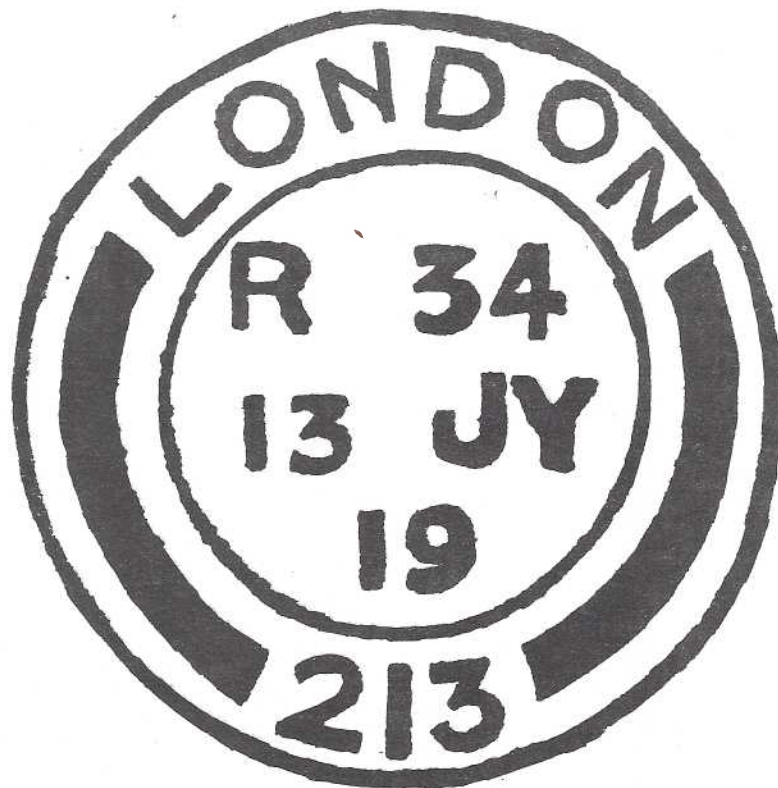
Dirigible R-34, Return Flight from Roosevelt Field, N.Y. to Clifton, Ireland & Pulham, England, Jul. 9-13, 1919 (AAMC Z461). New York, N.Y. Jul. 8, 1919 & Hempstead, N.Y. Jul. 9, 1919 pmks., London Jul. 13, 1919 "R34" receiving mark, ms. "Via Transatlantic Air Mail" & "R34 Via British Dirigible,"

With favorable weather, the airship lifted off at midnight July 9/10, 1919 from Roosevelt Field near Hempstead NY on her return trip to Clifton, Ireland, and Pulham, England. Again, in addition to the obligatory bureaucratic mail, a larger quantity of mail was also carried (reports vary from fifteen pounds to twenty-five pounds, including many newspapers and the bureaucratic mail) so that the number of first class mail covers would still not be very large.

The postage rate for this flight was officially only two cents, but philatelically inspired covers are known with a variety of higher frankings, especially with the use of the recently issued US Air Mail stamps (Scott #C1 to C3, 1918), etc. The covers were postmarked New York NY on July 8, 1919, as well as an additional postmark of Hempstead NY (the place of departure) on July 9, 1919. The R-34 took three days to fly back. Mail, returned by surface means, arrived eleven days later.

On arrival in England, the entire mail bag was shipped off to London where a special double circle postmark was applied, reading: "LONDON - R-34 - 13 JY 19 - 213", thus showing July 13, 1919 as the date of arrival. Some covers also exist which had been handed to one of the officers or crew on board the airship without earlier postal markings. These covers have either US or British postage affixed, and were posted and cancelled in London with the above mentioned special postmark.

In spite of the successful completion of the first airship round trip over the Atlantic Ocean, the truth is that the R-34 was lucky to make it. She was underpowered and burnt up some of her engines on the return trip home. Her fabric was wrinkled and lost its waterproofing and there was no lift left for cargo. The expected progress of the commercial service of an airship by the

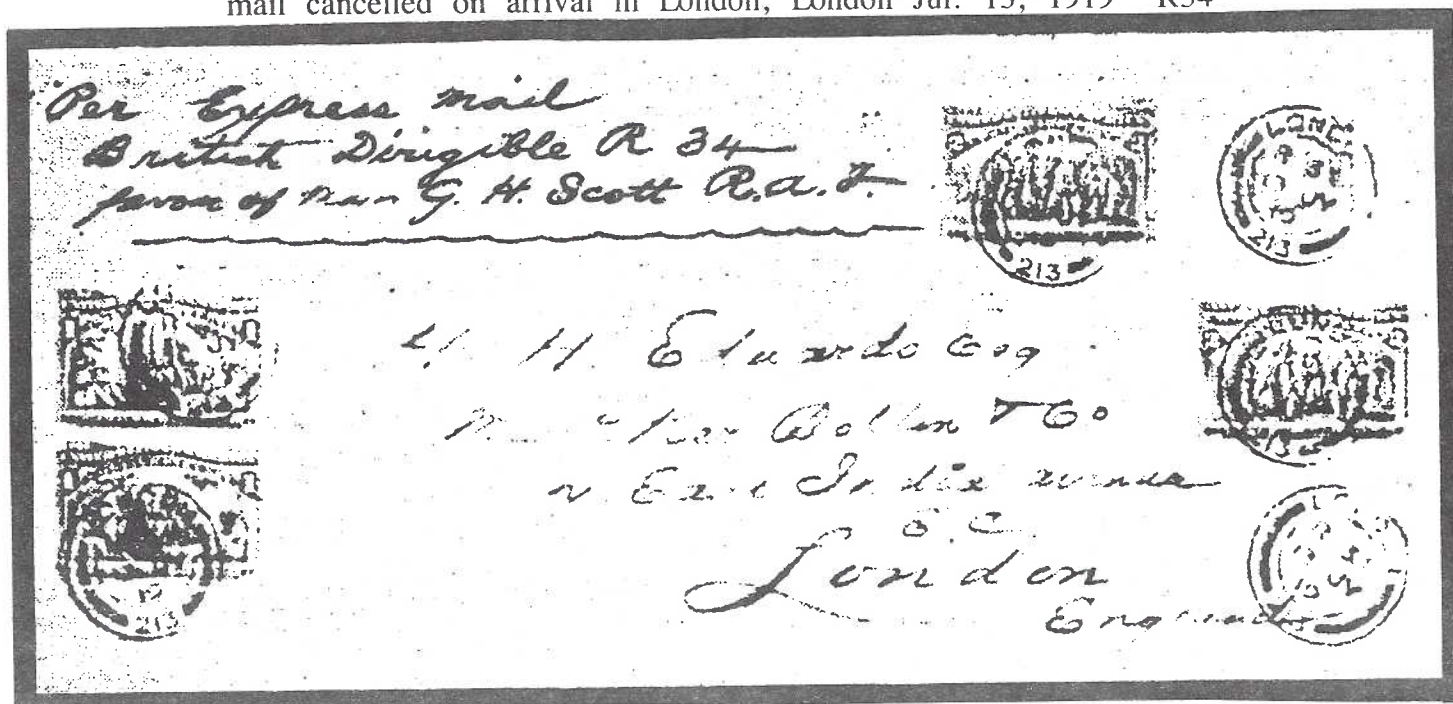


Dirigible R-34, Return Flight from Roosevelt Field, New York to Clifton, Ireland & Pulham, England, July 9-13, 1919 (AAMC Z461). New York, N.Y. Jul. 17, 1919 & Hempstead, N.Y. Jul. 9, 1919 pmks., London Jul. 13, 1919 receiving mark, ms. "Per Airship R-34,"

British did not continue in accordance with expectations, as a carefull study of her design & performance would have prophesized ill for her kin and herself for she ran into a hill in 1921 and was destroyed by the wind after being disabled. It took years before a **scheduled** trans-atlantic airship service got underway with the airship Graf Zeppelin from 1928 to 1936.



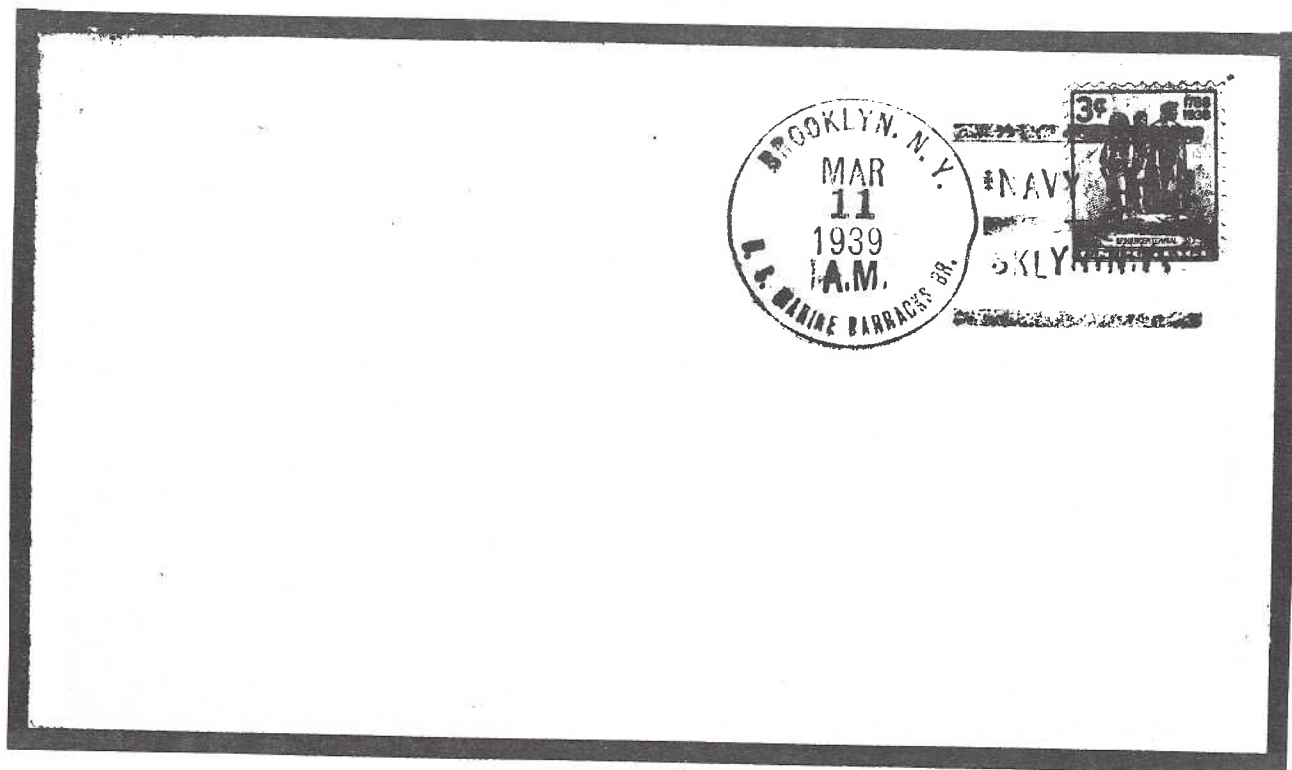
Dirigible R-34, Return Flight from Roosevelt Field, New York to Clifton, Ireland & Pulham, England, Jul. 9-13, 1919. Supplementary mail cancelled on arrival in London, London Jul. 13, 1919 "R34"



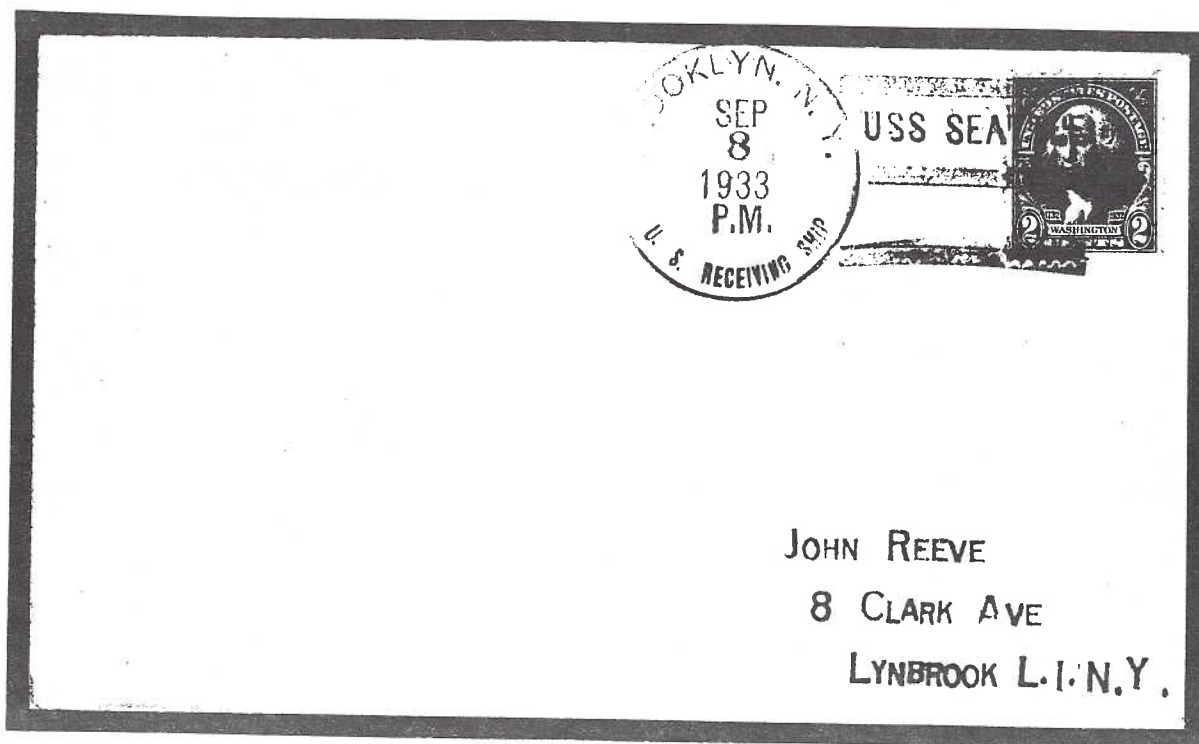
References: Cheryl Ganz; Editor 'The Zeppelin Collector'
 'The Airpost Journal'- July 1967, Max Kronstein
 'The Airpost Journal'- August 1967, Richard K. Keiser
 The Keystone View Company - V-19216

BROOKLYN NAVY YARD

(various postal markings & 1936 Navy Day Program)

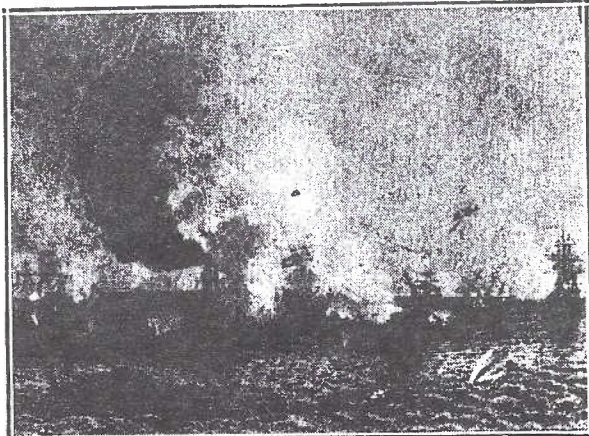


U.S MARINE BARRACKS Branch - 1939

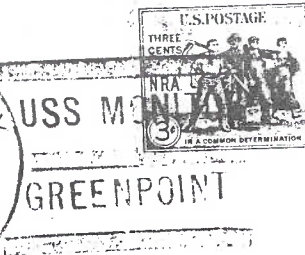


U.S. RECEIVING SHIP (USS SEATTLE) - 1933

"MONITOR DAY"
GREENPOINT, BROOKLYN, N. Y.
MARCH 9, 1935



BUILT IN GREENPOINT
Designed by John Ericsson Launched January 30, 1862
FOUGHT THE MERRIMAC, MARCH 9, 1862



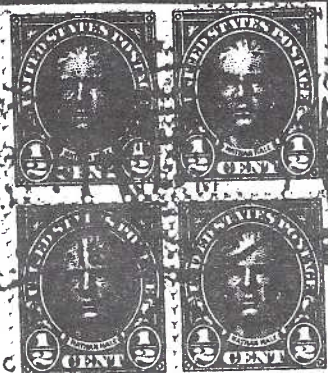
Mr. R. R. Hewson,
Toronto East General Hospital,
Coxwell at Sammon Ave.,
Toronto 6, Ont.

USS MONITOR - GREENPOINT
US RECEIVING SHIP - BROOKLYN NY
'Monitor Day' - March 9, 1935

"MONITOR DAY"
GREENPOINT, BROOKLYN, N. Y.
MARCH 9, 1935



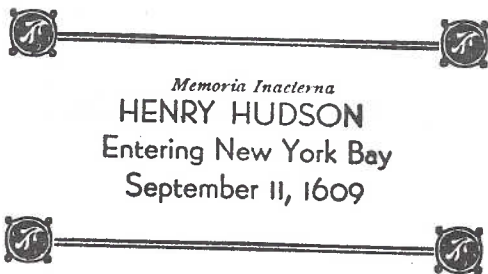
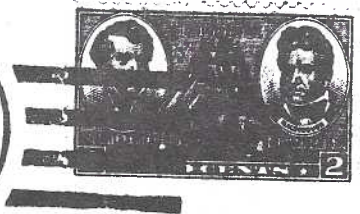
BUILT IN GREENPOINT
Designed by John Ericsson Launched January 30, 1862
FOUGHT THE MERRIMAC, MARCH 9, 1862



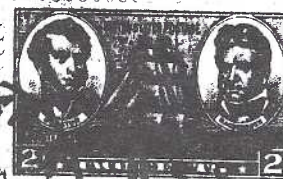
Mr. R. R. Hewson,
Toronto East General Hospital,
Coxwell at Sammon Ave.,
Toronto 6, Ont.



Station 'G' - BROOKLYN NY
(Greenpoint)
'Monitor Day' - March 9, 1935



Memoria Inacterna
HENRY HUDSON
Entering New York Bay
September 11, 1609



SEATTLE

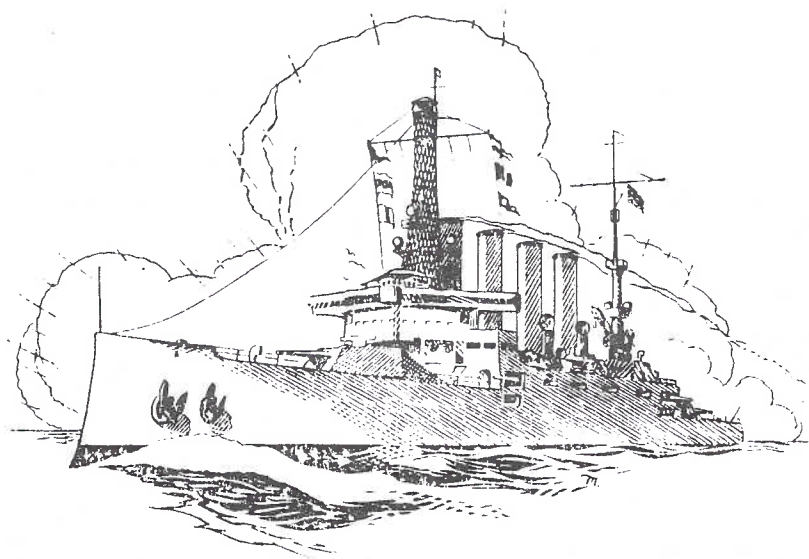


U.S RECEIVING SHIP (USS SEATTLE) - 1938
U.S. RECEIVING SHIP -double circle - 1935
with fancy cancel killer of a Leaping Fish

NAVY DAY

27 October, 1936

U. S. S. SEATTLE



The Receiving Ship at New York

Navy Yard, Brooklyn, New York

CAPTAIN R. A. KOCH, U. S. NAVY,
COMMANDING OFFICER

LIEUT. COMDR. J. M. SHEEHAN, U. S. NAVY,
EXECUTIVE OFFICER

NAVY DAY

In 1922, a group of patriotic citizens founded an organization known as the Navy League of the United States. Its purpose has been to increase interest in the United States Navy to the end that citizens of this country may more fully appreciate why we have a Navy and why it must be second to none as a **FIRST LINE OF DEFENSE**.

Navy Day is celebrated on the anniversary of the birth of Theodore Roosevelt, whose service to his country included holding the office of Assistant Secretary of the Navy before he became President. Mr. Roosevelt by his untiring efforts to build an American Navy that would be inferior to none, laid the groundwork for the high esteem with which the U. S. Navy is held today. It is therefore proper and fitting that the anniversary of his birth be celebrated as Navy Day.

In addition to a strong Navy, we must have an efficient and large Merchant Marine to carry American commerce to all parts of the world. There was a time when American clipper ships were the finest on the seas. But with the advent of steam power, America slowly lost its commanding position until today it ranks below most of the maritime nations of the world in the size of its Merchant Marine.

America, the greatest nation in the world, is a land of freedom and unsurpassed democracy. A Navy second to none will assure it that freedom and democracy. A strong Merchant Marine will supplement our National Defense in addition to carrying our commerce to every port of the globe.

UNITED STATES SHIP SEATTLE ARMORED CRUISER — 14,500 TONS

The first large man-of-war built by the New York Shipbuilding Company, Camden, N. J. — Launched 1905. Named **WASHINGTON** in honor of the State of that name. Commissioned 7 August, 1906 at Philadelphia.

In 1916 the name of **WASHINGTON** was given a new battleship under construction (never completed because of the Disarmament Treaty of 1922) and this vessel was renamed **SEATTLE** after the city of that name.

The **SEATTLE** took a prominent part in the occupation of Haiti in 1915. During the World War she was Flagship of the Cruiser and Transport Force; Flagship of the escort accompanying the first convoy of American Troops to France and was the first United States man-of-

war to visit France after the declaration of war.

Flagship of the United States Fleet 1923-1927.

Receiving Ship at New York since 1928.

Original armament: 4 - 10-inch, 16 - 6-inch, 22 - 3-inch guns and 12 - 12-inch torpedoes.

Machinery: Two four-cylinder triple expansion engines and 16 Babcock and Wilcox boilers; speed 22½ knots.

WHAT IS A RECEIVING SHIP?

"What is a Receiving Ship?" is a natural and oft-asked question of visitors on board. The answer is briefly, a receiving and distributing center of personnel of the Navy — a clearance house of casual personnel of the District.

For this duty, a ship which has served its usefulness as an active unit of the Fleet but is too valuable to scrap, is usually made available.

Men who reenlist at recruiting stations in the vicinity and in neighboring states are sent to the Receiving Ship for outfitting and assignment to various ships and stations to fill vacancies created by men who are discharged, transferred, promoted, etc., in accordance with established complements. Under certain conditions men are reenlisted on board.

To the Receiving Ship men are returned from Hospitals where they had been left by ships for Medical or Surgical treatment — for return to their ships or for reassignment. Here also are received deserters for trial and men for confinement in cases where the offense or sentence does not warrant confinement in a Naval Prison.

Officers returning from China, the Philippine Islands, and other distant stations report at the Receiving Ship for orders assigning them to duty in the United States. From distant stations men, who originally enlisted in this vicinity, are received for discharge close to their homes. Here also are formed drafts of men for replacement on foreign stations.

Ships and stations transfer men to the Receiving Ship for attendance in Service Schools in the District, such as the Gyro Compass School, Motion Picture Projectionists' School, Fire Control School, Dental Technicians' School, Embalmers' School, Linotype and Intertype Schools, etc., and also personnel awaiting action in Civil Courts.

Men for Tugs and other small craft in the District and for outlying stations such as Ammunition Depots are furnished by the Receiving Ship as well as Naval escorts for patriotic functions, funerals, etc.

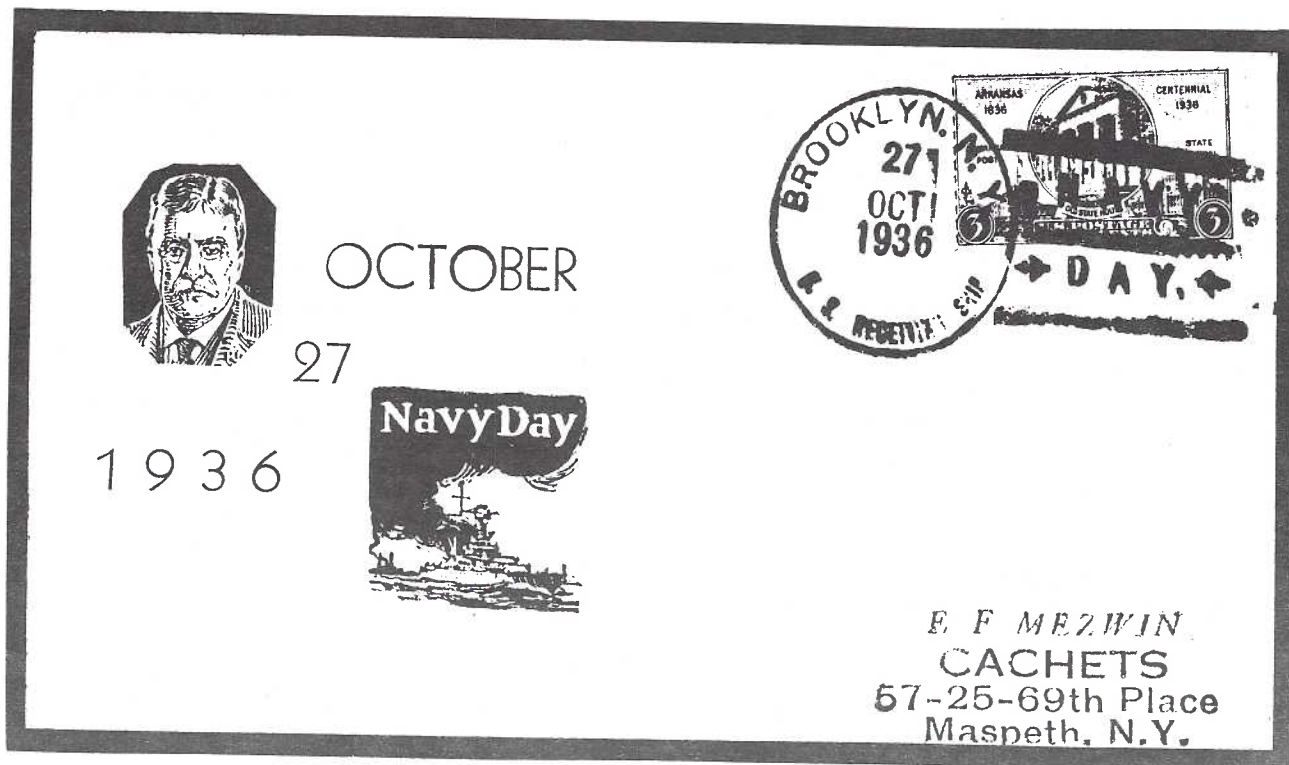
On the Receiving Ship are gradually assembled the crews of vessels pre-

paring to go into commission. Usually, during the precommissioning period of three or four months these crews eat and sleep on the Receiving Ship. At the present time preparations are being made to receive and quarter the prospective crews of United States Ships **BROOKLYN**, **VINCENNES**, **BALCH**, **CUMMINGS**, **CONYNGHAM**, **REID**, **DUNLAP**, and **MCDUGAL** which are expected to go into commission within the next few months.

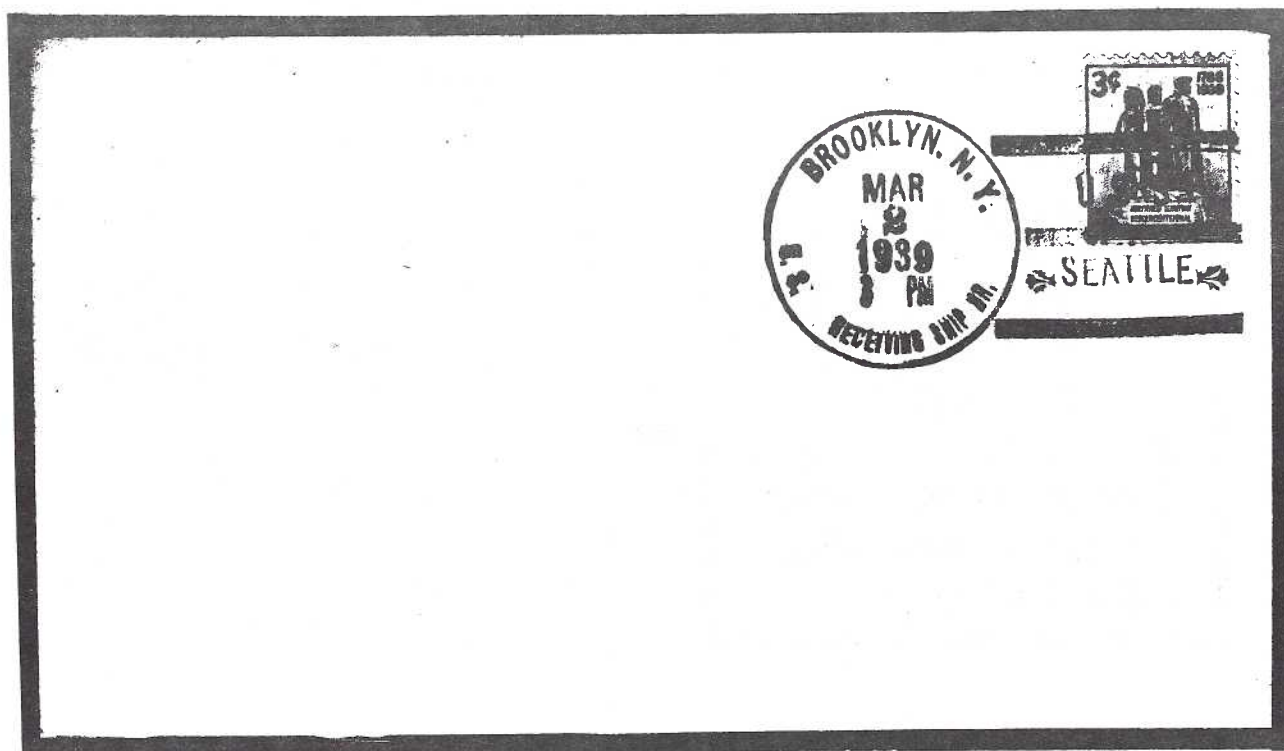
During the past two years more than eight thousand men were received, transferred and discharged at this Receiving Ship.



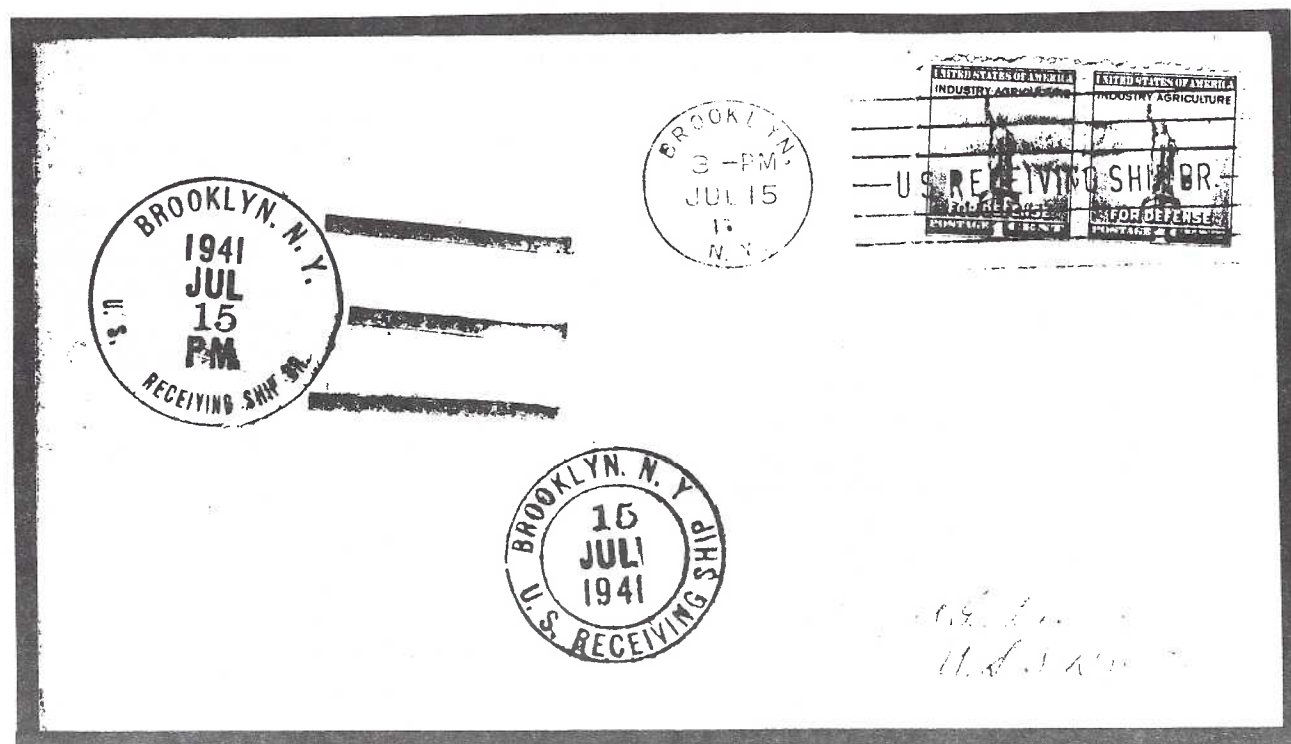
RSNY—10-26-36—7500.



U.S. RECEIVING SHIP (NAVY DAY) - 1936



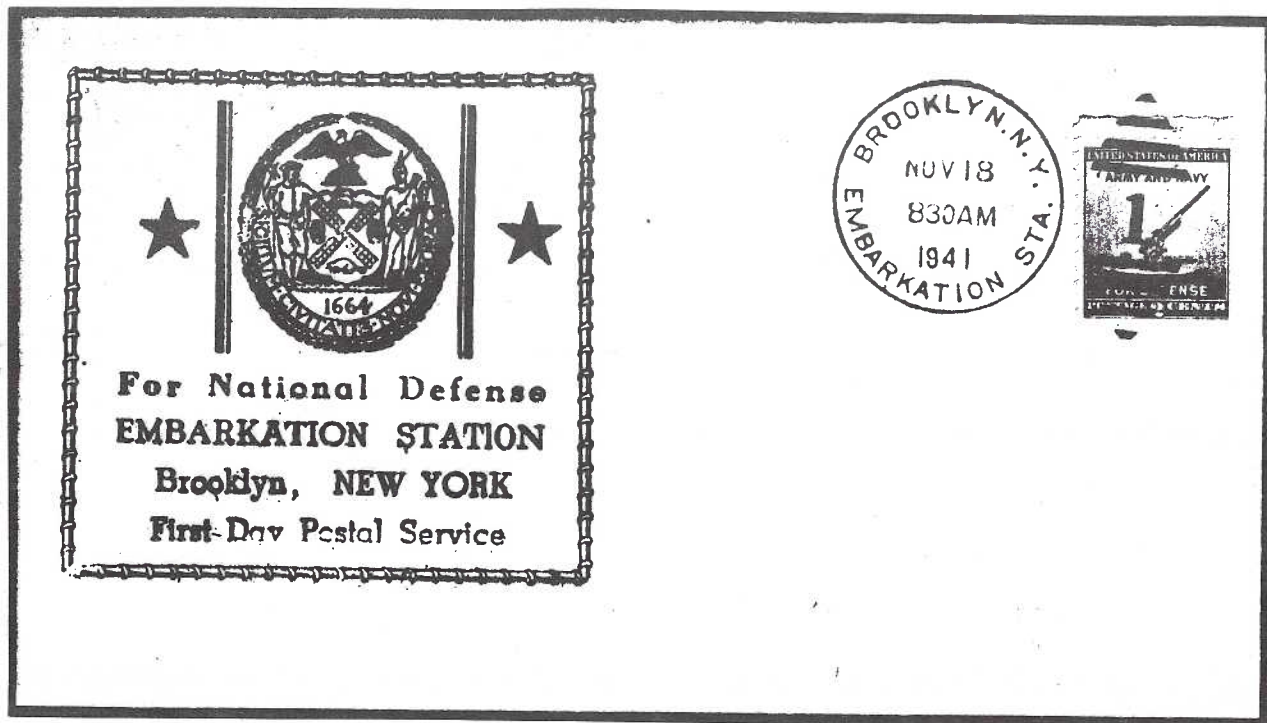
U.S. RECEIVING SHIP Branch (USS SEATTLE) - 1939



U.S. RECEIVING SHIP Branch - 1941

Machine Slogan Cancel - 4-Bar Handcancel - Double Circle Handcancel

NEW YORK PORT OF EMBARKATION



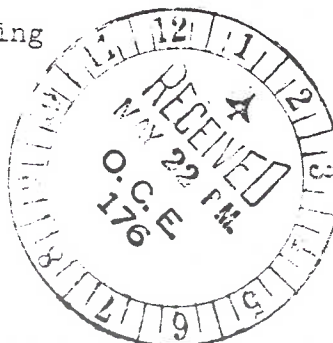
EMBARKATION STATION - BROOKLYN NY
First Day of Postal Service
November 18, 1941

WAR DEPARTMENT
ENGINEER SECTION
NEW YORK PORT OF EMBARKATION
1ST AVE. AND 58TH STREET
BROOKLYN, N. Y.

OFFICIAL BUSINESS

PENALTY FOR PRIVATE USE TO AVOID
PAYMENT OF POSTAGE, \$300

Office Chief of Engineers
Supply Division
Requirements, Storage & Issue Branch
Operations Section
War Department Building
Washington, D.C.



AIR MAIL

EMBARKATION STATION - BROOKLYN NY
May 21, 1943

Interior View of World's Fair R. P. O. Car



The above photo shows the interior of the Railway Mail Car Exhibit at the New York World's Fair together with the full crew of clerks and the chief clerk. This car is fully equipped and set up as a N. Y. & Chic. R. P. O. car. The July issue of *THE RAILWAY POST OFFICE* pictured the exterior of this car and two of the clerks with the Division Superintendent.

The New York City Branch, R. M. A., Second Division, was instrumental in obtaining this exhibit at the Fair. Through its energetic committee headed by Nathaniel Kozinn, as chairman, in cooperation with National President J. F. Bennett, it succeeded in obtaining the active support of Ambrose O'Connell, Second Assistant Postmaster General; J. D. Hardy, General Superintendent; Senator James M. Mead; G. G. Surnburger, Second Division Superintendent, and Grover Whelan, towards achieving the successful realization of this exhibit.

An average of about 7,000 visitors pass through this car daily. A large percentage of the visitors have never heard of a Railway Mail Service, nor have they known that mail is worked while en route. Some visitors have the idea that the set-up of racks and letter cases was especially constructed for this exhibit only. The informative interest to the public and the publicity of the Railway Mail Service by this exhibit is of great value to the service.

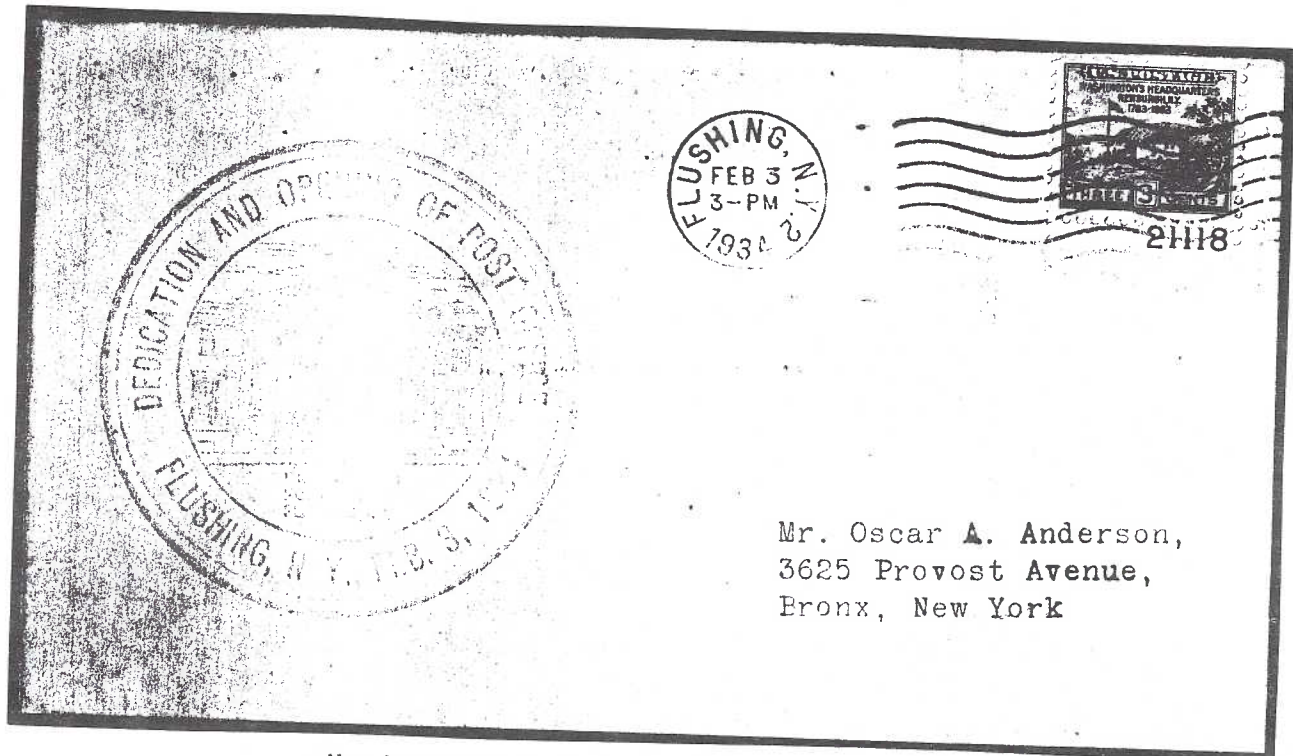
On August 28 of this year, the Railway Mail Service will celebrate its 75th birthday. The distribution of mail en route was begun between Chicago and Clinton, Iowa, on August 28, 1864, when a compartment in a baggage car was fitted up like a small post office. To commemorate this event it is expected that a special cachet depicting a railway mail car will be applied to all letters and covers posted in this car on August 28.

Under date of July 19, 1939, Second Division Superintendent G. G. Surnburger received a personal letter from the Honorable James A. Farley, part of which follows:

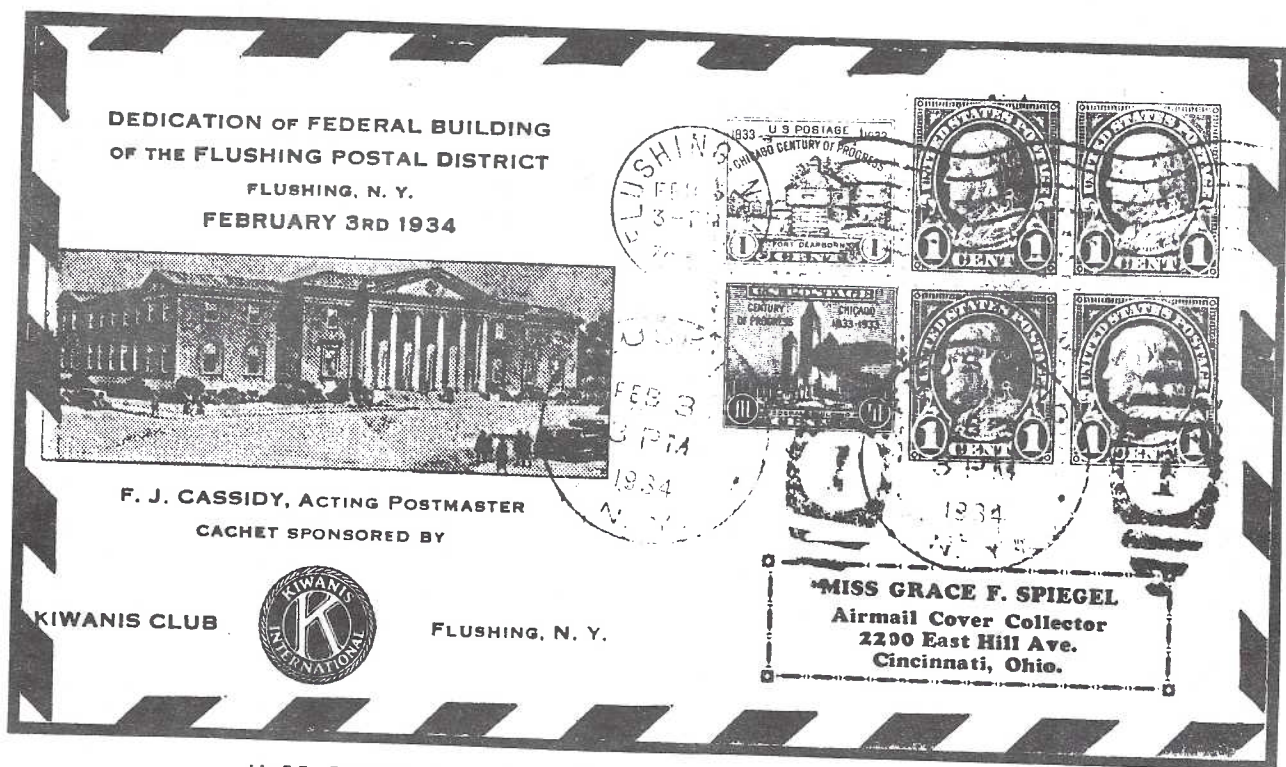
"Through Mr. O'Connell and Mr. Hardy, I have learned of the outstanding work that is being done at the R. P. O. exhibit by you and the splendid men whom you have designated to work there.

"May I extend to you and each of them my sincere appreciation for the fine manner in which you are interesting thousands of citizens in the work of our service."

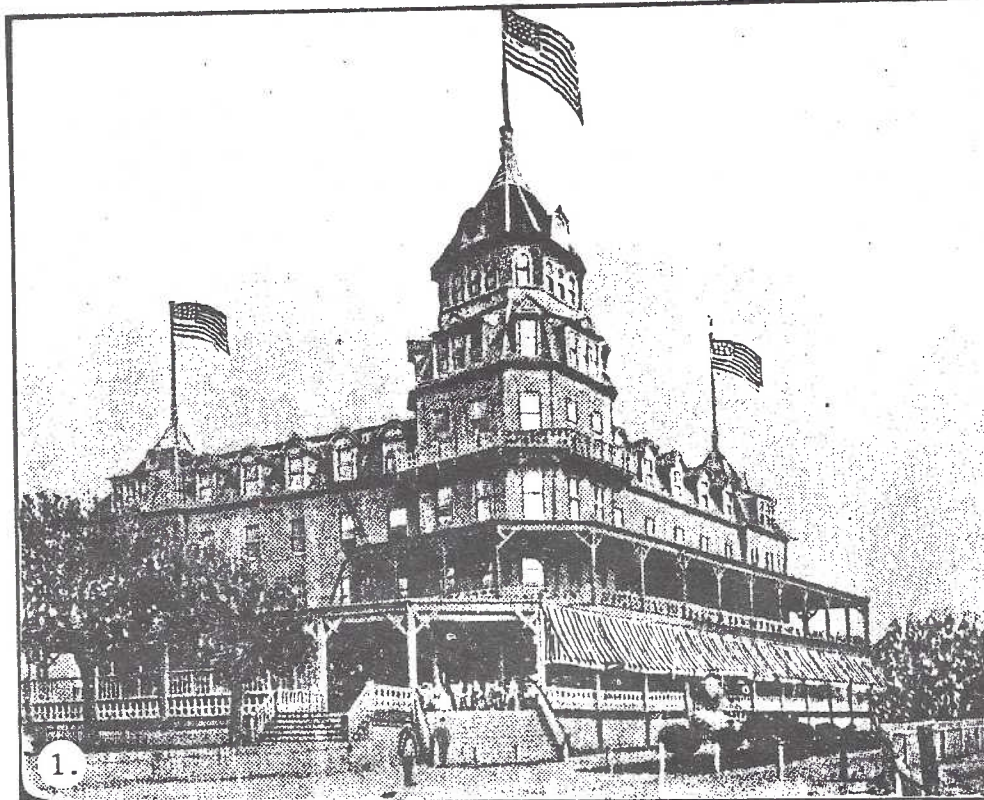
FLUSHING NY - February 3, 1934
Dedication of new Federal Building
& Opening of new Post Office



Handstamped Cachet in light Blue-green
Machine Cancelled



Well Printed Cachet illustrating the new building
Handstamped & Machine Cancelled



Tel. 730 Hammels

Seaside House

Seaside Station
Rockaway Beach,
N. Y.

Popular Priced Hotel
American & European
Plan

Steaks Chops and Sea
Food at City Prices

6 course Shore Dinner
\$1.25

DANCING

Boating Fishing,
Bathing and Ball
Fields

Special arrangements
for Outing and Auto
Parties.

MARTIN S. CLARK



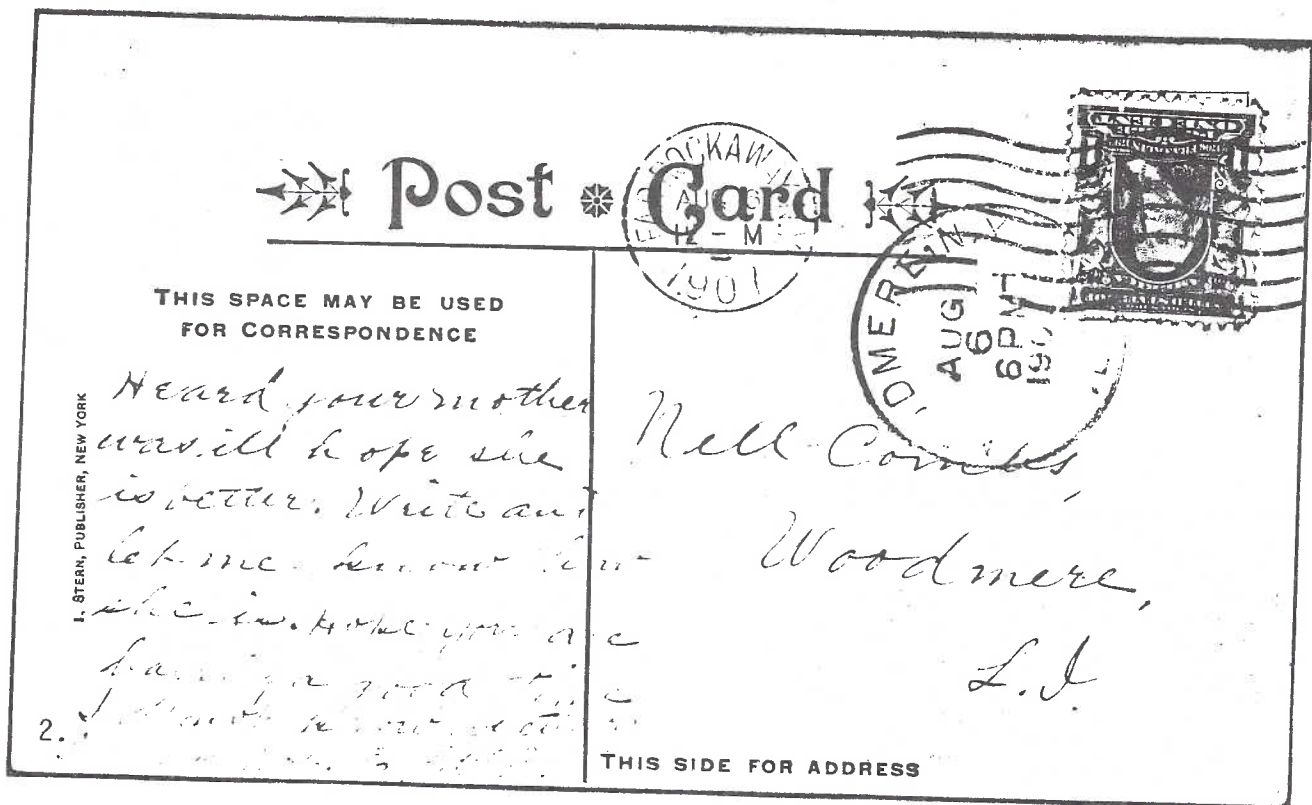
MY PERSONAL ODYSSEY

By; Robert Sklarz

For a period from before World War I into the Twenties, my grandfather, Martin Sklarz Clark, operated 'THE SEASIDE HOUSE', in Far Rockaway NY (Rockaway Beach). This, a grand, old style wooden structure, popular around the turn of the century, complete with a broad, sweeping porch. I knew it well, but only through an unused post card (1).

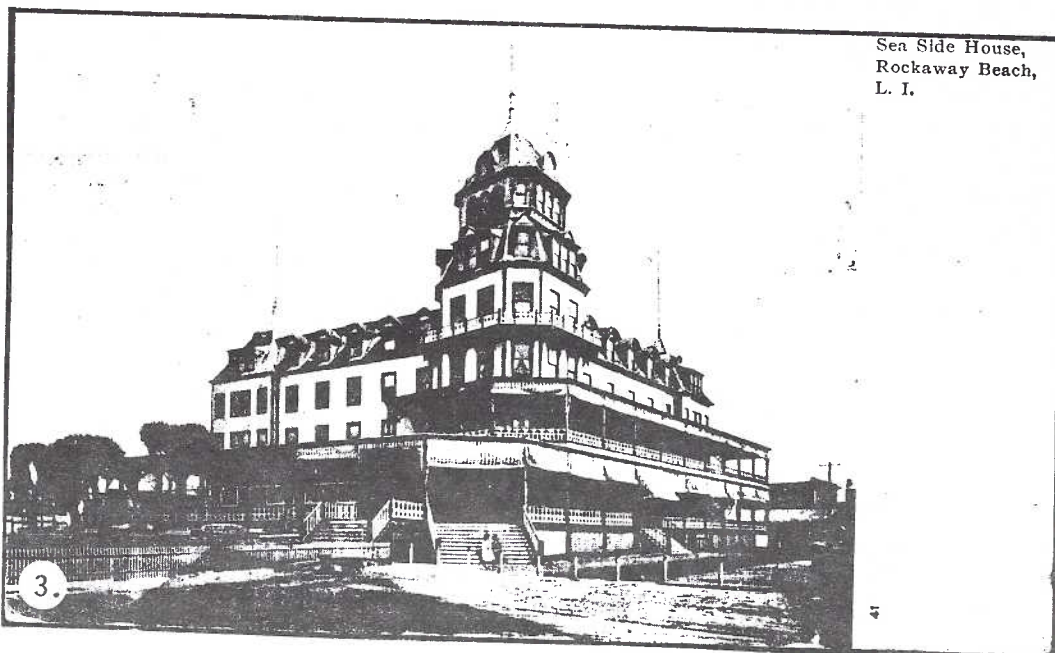
I also had a picture of my grandmother and me (grandmother Caroline), sitting right in front of the Seaside House (1a). But, I had no real memory of being there, despite that and other pictures of me with my mother and others at Rockaway Beach.

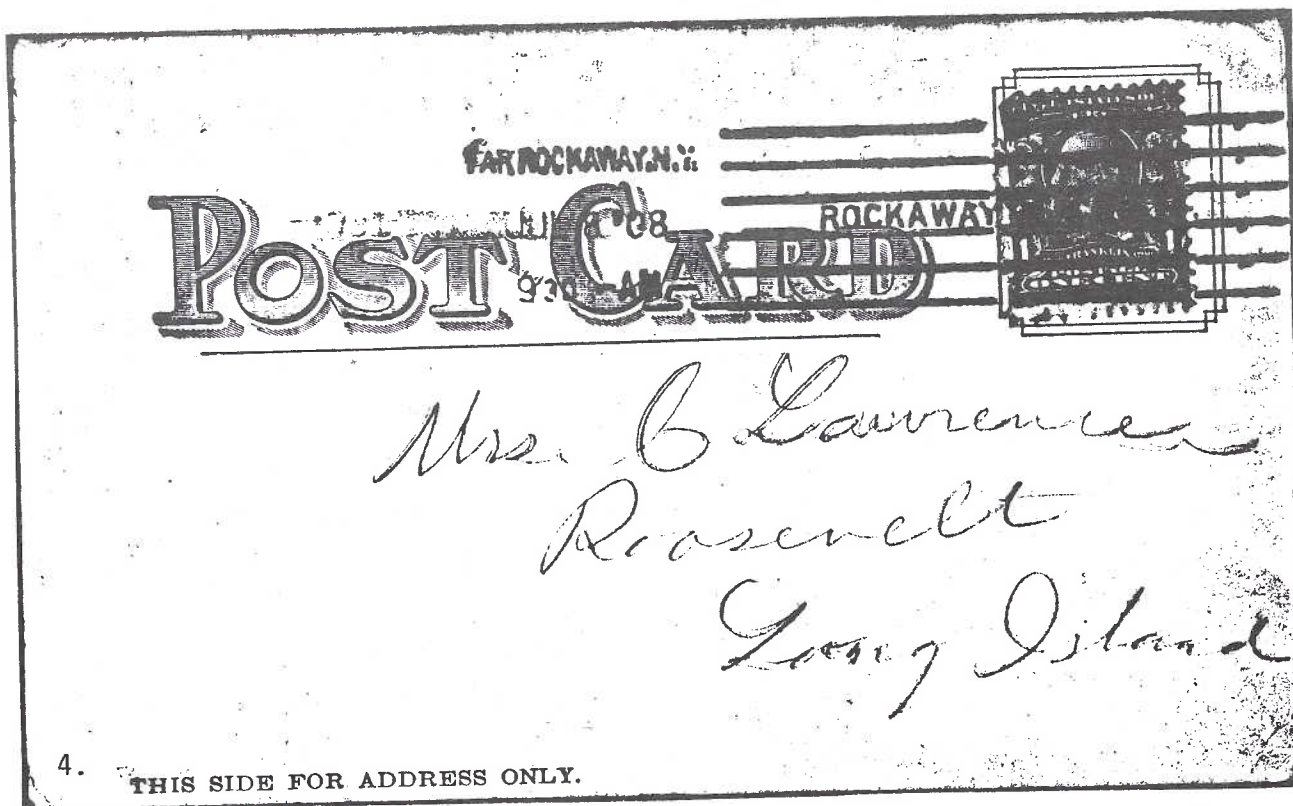
I thought it would be nice if I could find a post card, sent from the Seaside House, through the mails during this period. Thus began my personal odyssey. After all, this period was the Golden Age of the 'penny post card' - no one went anywhere without sending picture post cards back home, etc!



My wife and I started the search; stamp shows, flea markets, post card shows, we went through them all. And we were rewarded. Over the years, we found them, one by one, three cards (all different styles) and one of 'Landing of Knickerbocker Steamboat', with the Seaside House in the background. My father had told me that a popular way to get to the hotel, was by boat; the other way was by the Long Island Railroad to Far Rockaway station.

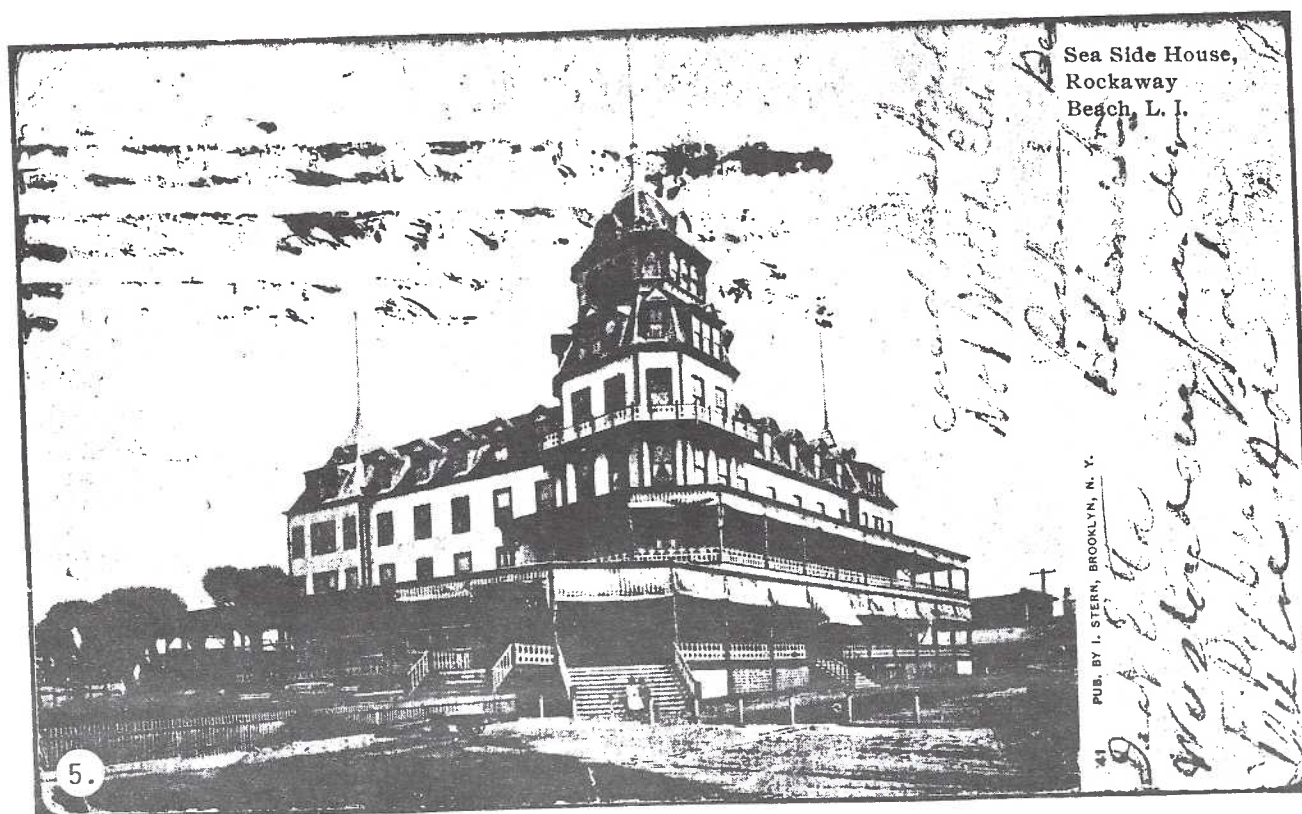
Where did they write to? To Woodmere, Long Island (2)(3), postmarked at Midnight August 6, 1907, and received stamped on the face at the destination at 6 PM the same day.





From Rockaway Beach Station (Station Slogan Machine Cancel) of Far Rockaway NY (4)(5), shows another card sent to a Long Island address - Roosevelt.

Note in these two cards addressed to Long Island, a simple town designation was all that was needed to effect delivery.



POST CARD



Miss M. Sullivan

1000 Broadway

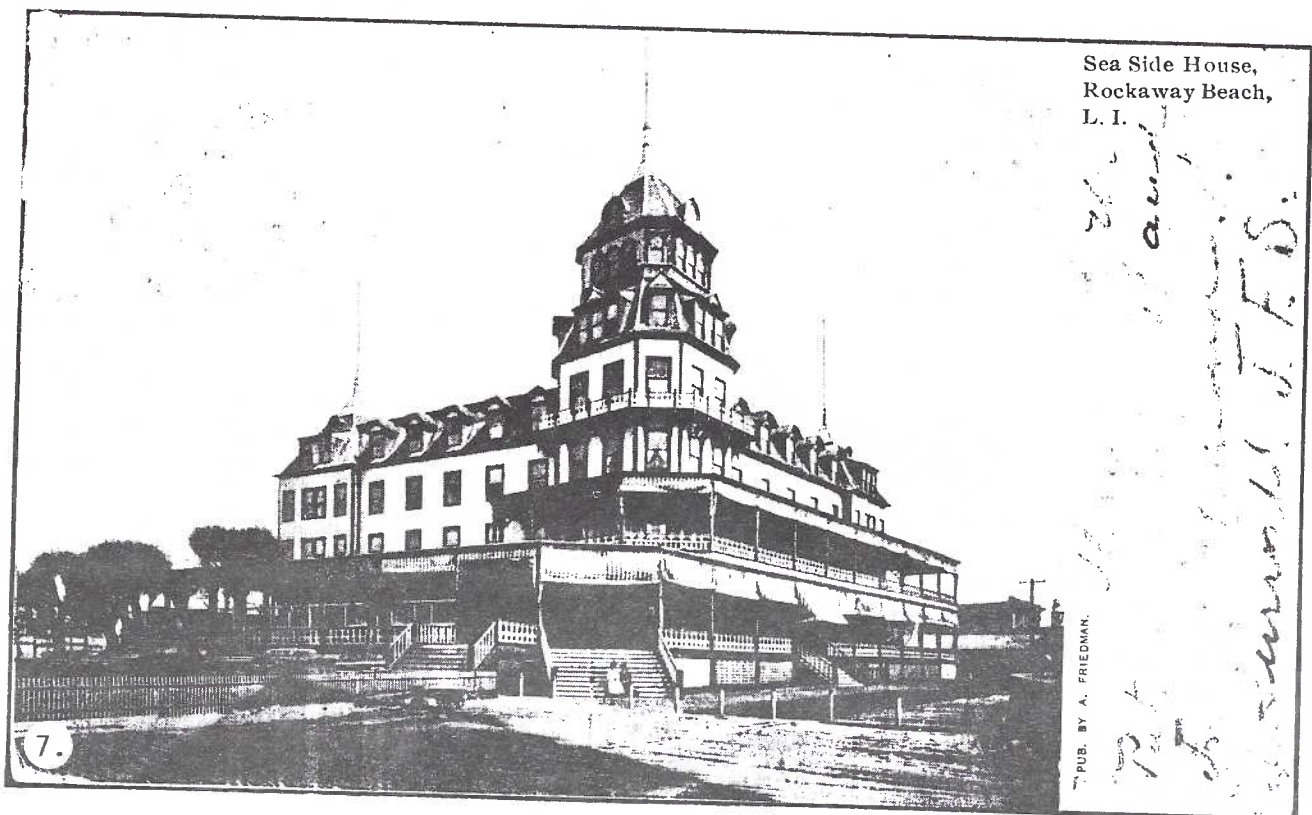
New York

N.Y.

G. H. Jones

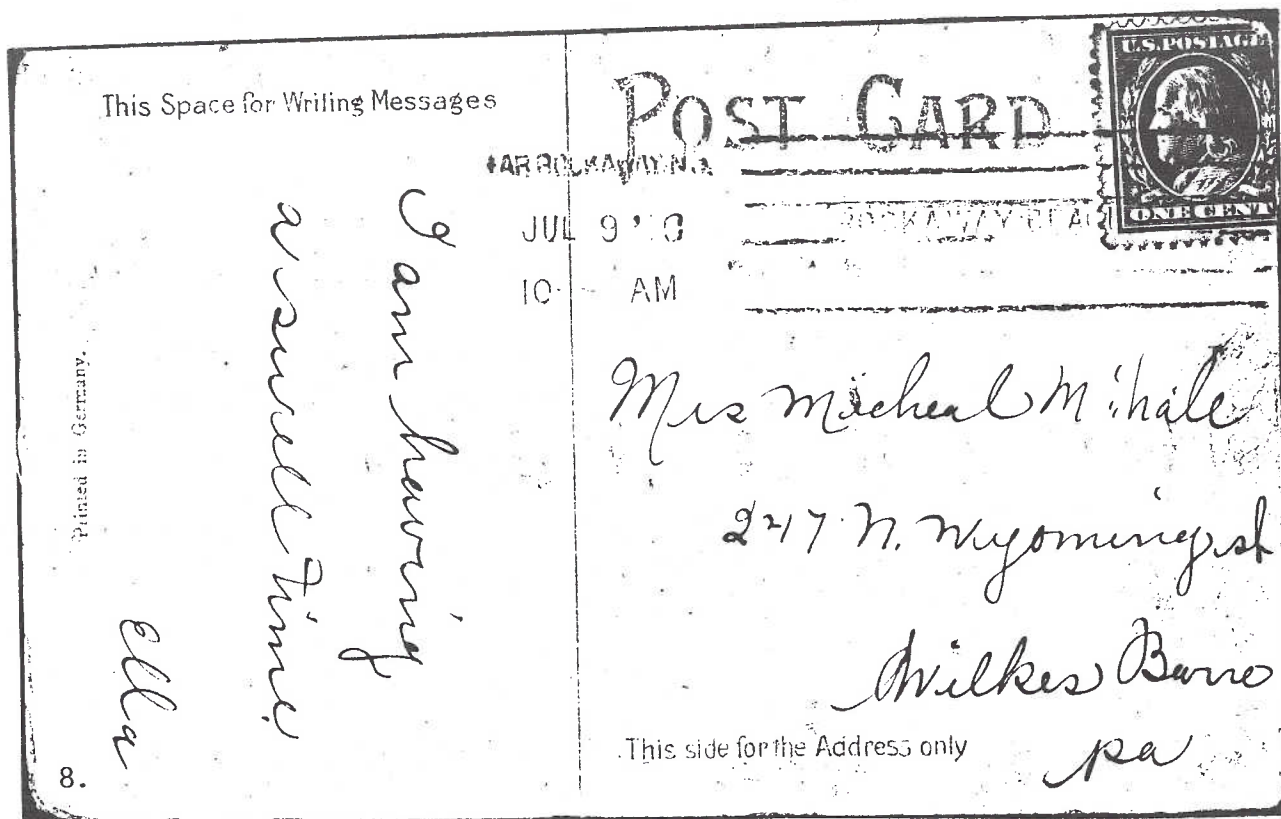
6. THIS SIDE FOR ADDRESS ONLY

From Rockaway Beach Station (duplex handstamp) of Far Rockaway (6)(7) on a post card to Cairo NY, had a more complete address.

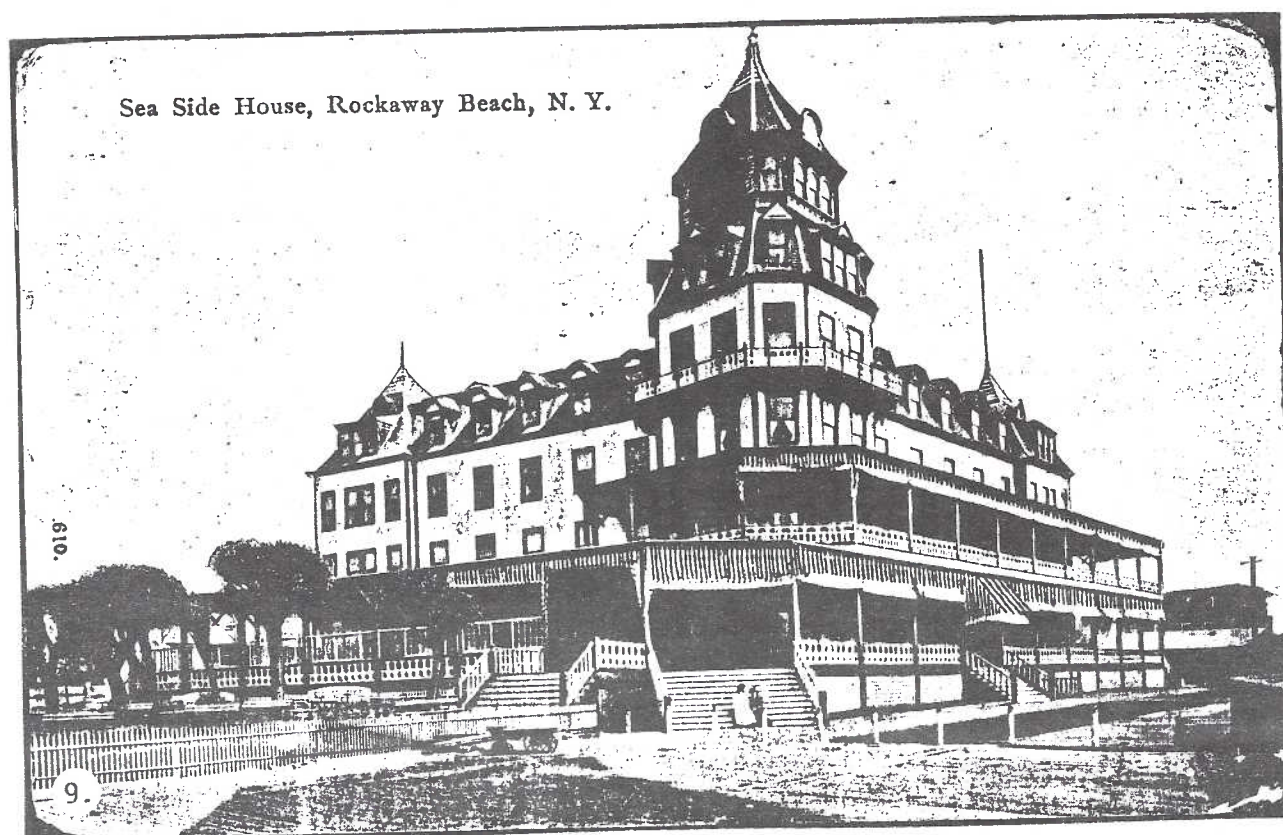


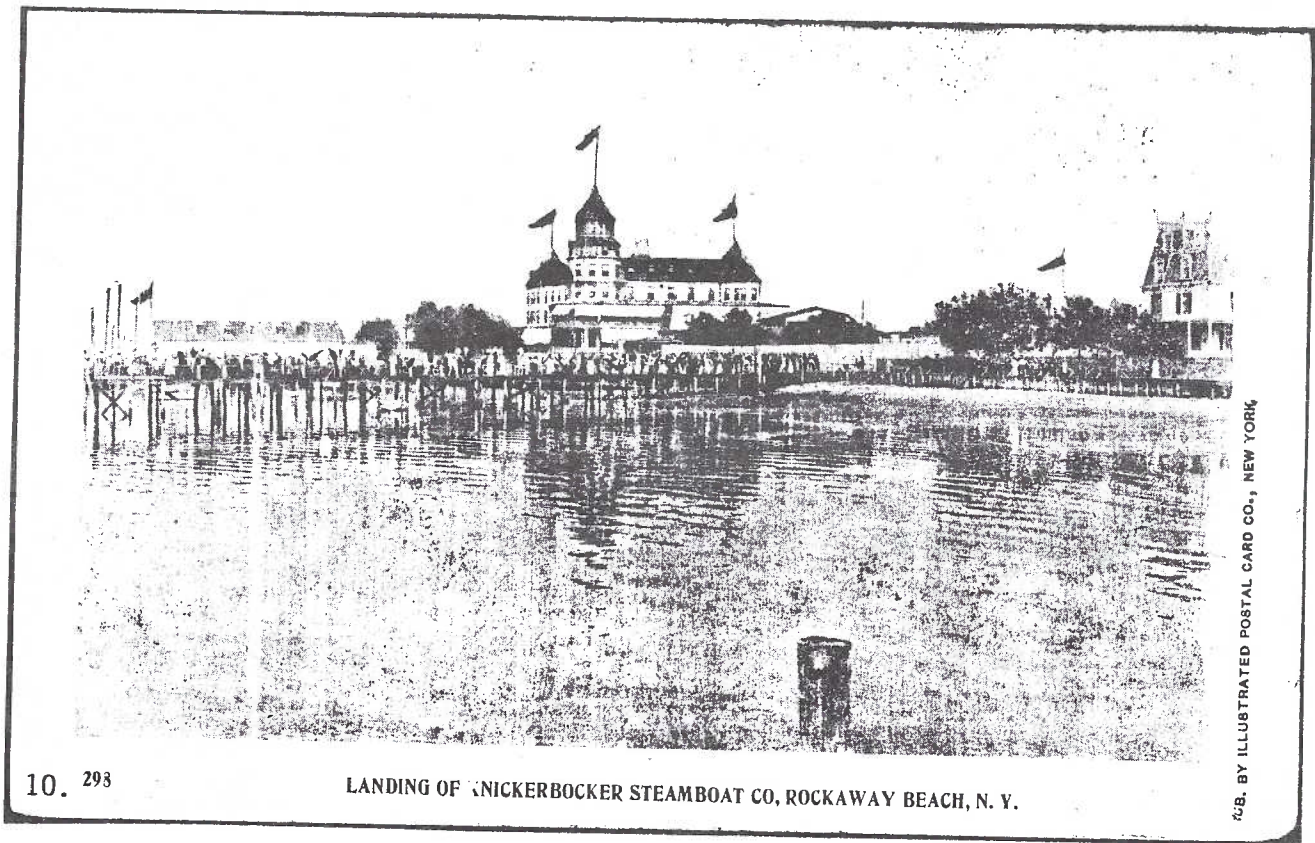
Sea Side House,
Rockaway Beach,
L. I.

Handwritten text: "J. F. S." and other illegible scribbles.



From Rockaway Beach Station (machine slogan) of Far Rockaway NY (8)(9), shows even more detailed address in Wilkes Barre PA, possibly even suggesting home delivery there.





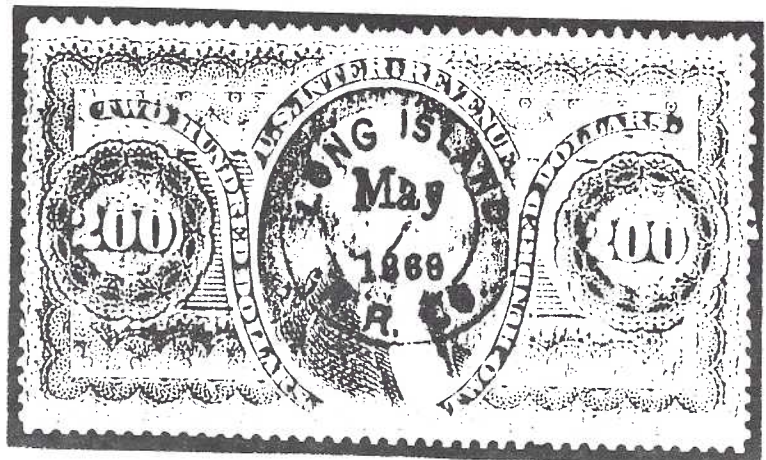
(10) shows the Steamboat Landing with the Hotel in the background. Although it is unused, I felt it a nice addition to my collection.

I keep looking. Maybe I'll find more, maybe even one sent by one of my aunts or uncles, or even one sent by Grandma or Grandpa. In the meantime, it's lots of fun.

- - 0 - -

LONG ISLAND RAILROAD COMPANY

Company Handstamp used on \$200.00 Revenue Stamp



GREENPORT & NEW YORK RPO by Al Krause

All Greenport & NY RPO trains operated on a K-7 frequency, daily except Sunday and Holiday, but trains 204 and 211 operated on some holidays on a revised schedule.

The short stop terminal helper on 204 worked as far as Farmingdale, got off and caught 205 back to New York, NY. The east end helper on train 205 got off at Wyandanch, then waited for 204 to come through. He boarded, worked back to Greenport, and in the afternoon became the helper on train 211. He again changed places with train 214's helper but at a different station (see schedule).

The West end helpers were assigned by Penn Terminal and had no seniority rights on the line. The East end helper job (3 weeks on and 1 week off) was covered by a District 3 sub, also without line rights, whose headquarters were changed from New York City to Greenport, NY, for this acting additional assignment.

Covering the East end helper job with a sub continued for several years, until 1946 I believe, when it became a regular assignment, up for bid by a regular RPO clerk. Headquarters remained Greenport but the helper ran through to Jamaica and his layoff time was bettered. The terminal helpers assignments were also adjusted to coincide with the changes in the East end jobs.

So, in essence, all the Greenport & NY RPO's were 2 man jobs.

Henry (Heinie) Braun was the senior man with the New York headout and worked a six and eight, as did all the other CinC's.

Walter (Doc) Dockendorf was the next senior man and covered Braun's layoff days.

Lester Radlow was the junior man and worked the East end headout exclusively. His layoff days were covered by a sub.

The L.I. Railroad furnished a 60 foot car with a 15 foot mail apartment for both New York and Greenport headouts, the only line where proper size mail apartment cars were supplied.

Eastbound, the RPO's operated on the main line, as trackage reduced from 4 to 3 to 2. Just beyond Republic (n.o.), trackage reduced to one track all the way to Greenport, with passing sidings to get around opposing traffic.

RPO train 211 was quite heavy, due in part to military establishments and defense plants. The 2 man crew worked a considerable amount of mail, including parcel post and papers (only when Braun was on). And during Christmas we were 5 men on 204 and 211. Talk about tight quarters, with 1 man working the door, 2 men on the pouch table and 2 men working the letter cases. The man working the door did the dumping up.

There was little rack space to spare, particularly for parcel post, on train 211, so overhead boxes were doubled up. Pref mails for one destination and parcels for another were comingled. At tie out time the mails were separated, with parcels dispatched in sacks and pref mail in pouches. Parcels addressed to line offices were included in the line pouch for that office.

In the same vein, Heinie Braun worked his 144 separation letter case on the blind, using no headers. And in about 88 separations he would case two different offices into the same box. Again, at tie out time, great care would be exercised to properly separate and dispatch the mails involved.

Despite heavy mails on train 211 we always managed to clean up and not carry any local mail by. Taking the siding for opposing traffic helped also. On the Island, Westbound traffic had the right of way from midnight to noon and Eastbound had the right of way between noon and midnight, a boon for commuters. And, troop train movements into and out of Camp Upton at Yaphank had top priority which often knocked all schedules out of kilter.

In the summer months the railroad ran a special train every afternoon east from Penn Station, fondly named the "Cannonball", for which train 211 took the siding, either at Ronkonkoma, Central Islip or elsewhere, depending upon the progress of the "Cannonball". The "Cannonball" consisted of some 6 or 8 passenger cars operating non stop from Jamaica to Manorville, where a steamer was waiting. The locomotive and the first 3 or 4 cars were uncoupled from the train and this portion of the "Cannonball" continued east to Greenport. The waiting locomotive coupled up to the rest of the cars and proceeded to Montauk via the railroad spur from Manorville to Speonk, where it switched to Montauk trackage.

Train 211's conductor kept abreast of meet orders with opposing traffic by frequent contact with Station Masters and Dispatchers, using trackside railroad phones, as did all conductors.

Train 205, having the right of way, was a fast one indeed. While not as heavy as train 211, Monday mornings were exceptions.

Every Sunday evening the Penn Terminal dispatched 3 or 4 pouches of directs via C.P. train to Greenport, with pouches labeled to Greenport & NY RPO train 205. Contained in these pouches were mails for offices between Greenport and Riverhead. This afforded earliest arrival at destination on Monday

During the balance of the week, these offices were dispatched to Montauk & NY RPO train 4 which made up the offices in direct pouches and dispatched same at East Moriches for delivery via mail messenger.

After dispatch by Penn Terminal to Montauk & NY RPO train 4, offices between Greenport and Riverhead were dispatched to Greenport & NY RPO train 204.

I never fully understood why 2 different RPO trains departing and arriving Penn Station at the exact same time did not receive and dispatch the same connection pouches.

As an example, Port Jeff & NY RPO train 610 departed Penn Station in the consist of Greenport & NY RPO train 204, therefor at the same time as train 204, Penn Station to Jamaica.

Port Jeff & NY RPO train 635 arrived Penn Station in the consist of Greenport & NY train 211, Jamaica to Penn Station, also at the same time as train 211.

But, working pouches labeled to the line(s), due at Penn Station were not the same and pouches made up and dispatched by each RPO at Penn Station were also, not the same. (See pouch lists for both RPO's).

Tr. 204 (K-7)

Penna. Station	Lv. 8:40am
Jamaica	Ar. 8:56am
"	Lv. 9:00am
Farmingdale	Ar. 9:45am
"	Lv. 9:46am
Wyandanch	Ar. 10:09am
"	Lv. 10:10am
Greenport	Ar. 12:24pm

Tr. 214 (K7)

Penn Sta.	Lv. 4:51pm
Jamaica	Ar. 5:10pm
"	Lv. 5:13pm
Westbury	Ar. 5:28pm
"	Lv. 5:30pm
Hicksville	Ar. 5:41pm
"	Lv. 5:45pm
Greenport	Ar. 8:00pm

Tr. 211 (K7)

Greenport	Lv. 2:37pm
Hicksville	Ar. 5:33pm
"	Lv. 5:35pm
Westbury	Ar. 5:39pm
"	Lv. 5:40pm
Jamaica	Ar. 6:08pm
"	Lv. 6:12pm
Penna. Station	Ar. 6:35pm

Tr. 205 (K7)

Greenport	Lv. 8:00am
Wyandanch	Ar. 9:44am
"	Lv. 9:45am
Farmingdale	Ar. 9:54am
"	Lv. 9:55am
Jamaica	Ar. 10:25am
"	Lv. 10:28am
Penn. Sta.	Ar. 10:50am

97 miles, Penn Station to Greenport, N.Y.

Tr. 204....CinC reports on car 7:33am
 Terminal helper on 8:10am, off at Farmingdale at 9:45am
 East end helper on 10:09am at Wyandanch

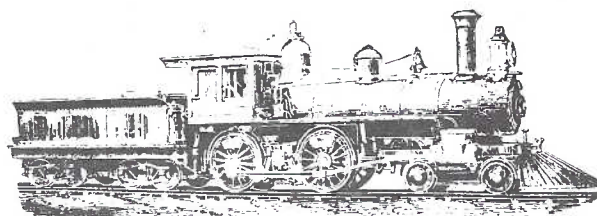
Tr. 211....CinC reports on car 1:33pm
 East end helper on 2:28pm, off at Hicksville at 5:33pm
 Terminal helper on 5:39pm at Westbury

Tr. 205...CinC reports on car at 6:50am
 East end helper on 7:35am, off at Wyandanch at 9:44am
 Terminal helper on 9:54am at Farmingdale

Tr. 214...CinC reports on car at 3:37pm
 Terminal helper on 4:00pm, off at Westbury at 5:28pm
 East end helper on 5:41pm at Hicksville

Greenport & NY RPO trains operating between Penn Station, NY and Jamaica RR Station, NY were powered by electric motive power. At Jamaica, electric engines were replaced by steam locomotives for the trip east.

Return movements exchanged steam power for electric engines for service west from Jamaica to Penn Station.



Mails worked-Greenport & New York RPO's

Tr.204

Line	<u>Pouches</u> 50-55	<u>Letter Pkges.</u> 60-65	<u>Papers</u> 12-12	<u>Registers</u> 41-55
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Tr.211

Line	<u>Pouches</u> 42-45	<u>Letter Pkges</u> 35-40	<u>Papers</u> 12-15	<u>Sacked</u> <u>Parcels</u>	<u>Registers</u> 60-70
L.Is.	25-30			10-12	
Air Mail		30-35			
Mixed		25-30			
N.Y.State		20-25		10-15	

Tr.205

Line	<u>Pouches</u> 44-46	<u>Letter Pkges.</u> 40-45	<u>Papers</u> 2-5	<u>Registers</u> 25-30
L.Is.		30-35	4-7	
Air Mail		25-35		
Mixed		25-30		

Tr.214

Line	<u>Pouches</u> 38-45	<u>Letter Pkges</u> 45-55	<u>Papers</u> 16-25	<u>Registers</u> 40-50
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DEER PARK	BRENTWOOD	WEST BRENTWOOD	CENTRAL ISLIP	KONKOMA	LAKELAND	LAKELAND	CENTERHURCH	HOLBROOK	HOLTSVILLE
JAMAICA N.Y.	MINEOLA	CARLE PLACE	WESTBURY	OLD WESTBURY	HICKSVILLE	BETHPAGE	FARMINGDALE	GEPT & N.Y. RPO TR. 205	WYANDANCH

PENN TERM.
(BACK POUCH)

DUMP UP TABLE

GREENPORT & N.Y. TR.204
LETTER END

MEDFORD	YAPHANK	CAMP TON	MANORVILLE	CALVERTON	RIVERHEAD	ROSELAND	JAMESPORT	SOUTH JAMESPORT	LAUREL
MATTITUCK	CUTCHOGUE	NEW SUPPULK	PECONIC	SOUTHOLD	GREENPORT	SHELTER ISLAND	SHELTER ISLAND	EAST MARION	ORIENT POINT

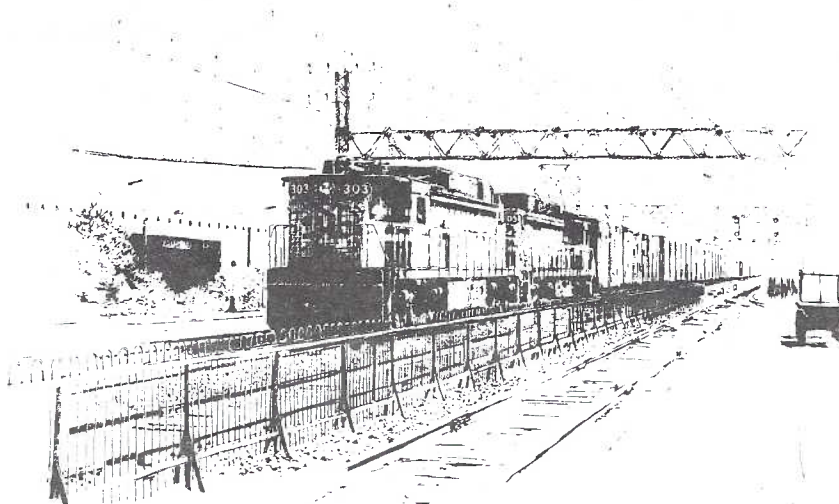
Pouch List- Greenport & NY Tr. 204

R=Receive
D=Dispatch
C=Catch
T=Throw

<u>Station</u>	<u>Made up by</u>	<u>Labeled to</u>
Penn. Station, NY	R-NY & Wash Tr. 110	Line
" "	R-" " Tr. 102	"
" "	R-NY Gen & Buf 4	"
" "	R-NY & Sala 8-10	"
" "	R-Port & NY 82-125	"
" "	R-Bos Spg & NY 55	"
" "	R-" " " 169	"
" "	R-Bos & NY Tr. 179	"
" "	R-NY & Chic Tr. 52	"
" "	R-" " Tr. 14	"
" "	R-NY & Pitts Tr. 52	"
" "	R-" " Tr. 18	"
" "	R-NY Scr & Buf Tr. 10	"
" "	R-Penn Term(Adv)	"
" "	R-" " (Final)	"
" "	R-Erie Term, NJ	"
" "	R-Hoboken Term, NJ	"
" "	R-Central Term, NJ	"
" "	R-Weehawken Term, NJ	"
" "	D-Line	Penn Term, NY (Back Pouch)
Jamaica, NY	D-"	Jamaica
	R-AMF New York	Line
	R-Jamaica	"
	R-Port Jeff & NY Tr. 621	"
	R-Brooklyn, NY	"
Mineola	R-Mineola	"
	D-Line	Mineola
Carle Place	T-"	Carle Place
	C-Carle Place	Line
Westbury	R-Westbury	"
	R-Old Westbury	"
	D-Line	Westbury
	D-"	Old Westbury
Hicksville	D-"	Hicksville
	R-Hicksville	Line
Bethpage	R-Bethpage	"
	D-Line	Bethpage
	D-"	Farmingdale
Farmingdale	D-"	Grpt & NY Tr. 205
	R-Farmingdale	Line
	R-Wyandanch	"
Wyandanch	R-Grpt & NY Tr. 205	"
	D-Line	Wyandanch
	D-"	Deer Park
Deer Park	R-Deer Park	Line
	D-Line	Brentwood
Brentwood, NY	D-"	West Brentwood
	R-Brentwood	Line
	R-West Brentwood	"
	R-Northport	"
	R-East Northport	"
	R-Bayshore	"
	R-Central Islip	"
Central Islip	D-Line	Central Islip



Ronkonkoma	D-"	Ronkonkoma
	D-"	Lake Ronkonkoma
	D-"	Lake Grove
	D-"	Centereach
	R-Ronkonkoma	Line
	R-Lake Ronkonkoma	"
Holbrook	R-Holbrook	"
	D-Line	Holbrook
Holtsville	D-"	Holtsville
	R-Holtsville	Line
Medford	R-Medford	"
	D-Line	Medford
Yaphank	D-"	Yaphank
	D-"	Camp Upton
	R-Yaphank	Line
	R-Camp Upton	"
Manorville	R-Manorville	"
	D-Line	Manorville
Calverton	D-"	Calverton
	R-Calverton	Line
Riverhead	R-Riverhead	"
	D-Line	Riverhead
Aquebogue	D-"	Aquebogue
	R-Aquebogue	Line
Jamesport	R-Jamesport	"
	R-South Jamesport	"
	D-Line	Jamesport
	D-"	South Jamesport
Laurel	D-"	Laurel
	R-Laurel	Line
Mattituck	R-Mattituck	"
	D-Line	Mattituck
Cutchogue	D-"	Cutchogue
	D-"	New Suffolk
	R-Cutchogue	Line
	D-Line	Peconic
Southold	D-"	Southold
	R-Southold	Line
Greenport	D-Line	Greenport
	D-"	Shelter Island
	D-"	" " Heights
	D-"	Orient Point
	D-"	East Marion



GREENPORT & N.Y. TR. 211.
LETTER END

SIDE
BOXES

FLUSHING, N.Y.
LONG ISLAND CITY, N.Y.
N.Y. + BUF 7

OVERHEAD
BOXES
←

OVERHEAD BOXES

N.Y. & SALA TR. 5	ERIE TERM, N.Y.	HOBOKEN N.Y. TERM.	CENTRAL TERM. N.Y.	WEE HAWKEN N.Y. TERM.
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PENN TERM N.Y. (DIE)	PENN TERM N.Y. (WKG)	BOS & N.Y. TR. 180	PORT & N.Y. TR. 124-81	N.Y. & PITTS TR. 23	N.Y. & CHIC TR. 57	BOS. SAC. & N.Y. TR. 56	PENN TERMINAL PAPERS MINERS
PENN TERM, N.Y. MIXED PARCEL	NEW YORK, N.Y. DIS.	NEW YORK, N.Y.	NEW YORK, N.Y. CITY	GRAND CENTRAL ANNEX, N.Y.	BOS. SAC. N.Y. TR. 362	N.Y. & PITTS TR. 29	

DUMP UP TABLE

SOUTHOLD	CALDERSON	CARLE PLACE
PECONIC	MANORVILLE	OLD WESTBURY
CUTMOQUE	YAPHANK	WESTBURY
NEW SUFFOLK	CAMP UPTON	GRPT & N.Y. TR. 214
MATITUCK	MEDFORD	HILLSVILLE
LAUREL	HOLLYVILLE	BEECHFACE
JAMES PORT	HOLBROOK	FARMING-DALE
SOUTH JAMESPORT	ROSELAND	WYANDANCH
AQUEBOGUE	CENTRAL ISLIP	DEER PARK
RIVERHEAD	BRENTWOOD	WEST BRANTWOOD

WEST SIDE TERM, N.Y.	PCC N.Y.	AMF N.Y.	BROOKLYN, N.Y.	JAMAICA, N.Y.
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Pouch List- Greenport & NY Tr. 211....

R=Receive
D=Dispatch
T=Throw
C=Catch

<u>Station</u>	<u>Made up by</u>	<u>Labeled to</u>
Greenport, NY	R-Greenport, NY	Line
	R-Orient Point	"
	R-East Marion	"
	R-Shelter Island	"
	R- " " Heights	"
Southold	R-Southold	"
	D-Line	Southold
Peconic	D-"	Peconic
	R-Peconic	Line
Cutchogue	R-Cutchogue	"
	R-New Suffolk	"
	D-Line	Cutchogue
	D-"	New Suffolk
Mattituck	D-"	Mattituck
	R-Mattituck	Line
Laurel	R-Laurel	"
	D-Line	Laurel
Jamesport	D-"	Jamesport
	D-"	South Jamesport
	R-Jamesport	Line
	R-South Jamesport	"
Aquebogue	R-Aquebogue	"
	D-Line	Aquebogue
Riverhead	D-"	Riverhead
	R-Riverhead	Line
Calverton	R-Calverton	"
	D-Line	Calverton
Manorville	D-"	Manorville
	R-Manorville	Line
Yaphank	R-Yaphank	"
	R-Camp Upton	"
	D-Line	Yaphank
	D-"	Camp Upton
Medford	D-"	Medford
	R-Medford	Line
Holtsville	R-Holtsville	"
	D-Line	Holtsville
Holbrook	T-"	Holbrook
	C-Holbrook	Line
Ronkonkoma	R-Ronkonkoma	"
	R-Lake "	"
	R-Centereach	"
	R-Lake Grove	"
	D-Line	Ronkonkoma
Central Islip	D-"	Central Islip
	R-Central Islip	Line
Brentwood	R-Brentwood	"
	R-West Brentwood	"
	R-Northport	"
	R-East "	"
	R-Bayshore	
Brentwood, NY	D-Line	Brentwood
	D-"	West Brentwood
Deer Park	D-"	Deer Park
	R-Deer Park	Line

Wyandanch
 Farmingdale
 Bethpage
 Hicksville
 Westbury
 Carle Place
 Mineola
 Jamaica
 Penn Sta., NY

R-Wyandanch
 D-Line
 D-"
 R-Farmingdale
 C-Bethpage
 T-Line
 D-"
 D-"
 R-Hicksville
 R-Westbury
 R-Old Westbury
 R-Grpt & NY Tr.214
 D-Line
 D-"
 C-Carle Place
 T-Line
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 R-Mineola
 R-Jamaica
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 Bethpage
 Hicksville
 Grpt & NY Tr.214
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 Westbury
 Old Westbury
 Line
 Carle Place
 Mineola
 Line
 "
 Jamaica
 Brooklyn
 AMF New York
 NY & Wash tr.139
 NY & Sala TR. 5
 Weehawken, NJ Term.
 Flushing, NY
 Port & NY Tr.124-81
 PCC,NY
 Penn Term,NY(Dir)
 " " (Wkg)
 New York, NY.Dis.
 " " City
 Bos & NY Tr.180
 NY & Pitts Tr.23
 " " Tr. 29
 Grand Central Annex,NY
 West Side Term, NY
 Bos Spg & NY Tr. 56
 " " " Tr. 362
 NY & Chic Tr. 57
 NY & Buf Tr. 7
 Erie Term, NJ
 Long Island City,NY
 Hoboken, NJ Term
 Central Term, NJ



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Secretarys & Treasurers Reports: None submitted for publication in this issue.

RECRUIT A NEW MEMBER

PRICES REALISED - Long Island items only:

David L. Jarrett Collection of United States
Postal Markings

NEW YORK - PARK AVENUE
TUESDAY 09 OCTOBER 1990 AND WEDNESDAY 10 OCTOBER 1990

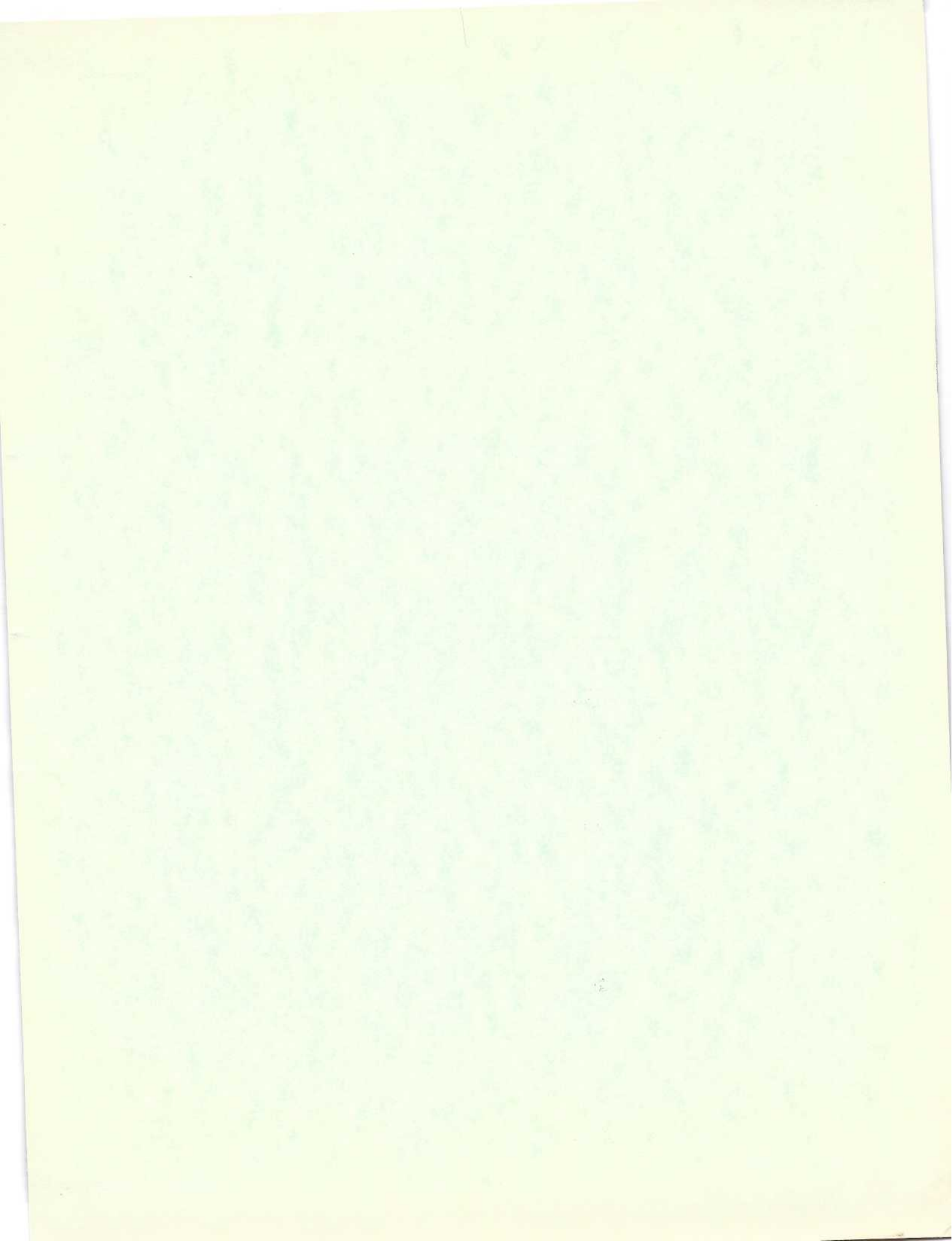


CHRISTIE'S

Lot# 657	\$143.00	# 871	\$1100.00
701	143.00	1119	440.00
706	1045.00	1173	1760.00
707	1210.00	1180	2200.00

- PROJECT FOR THIS MONTH -
1847 Issue Covers

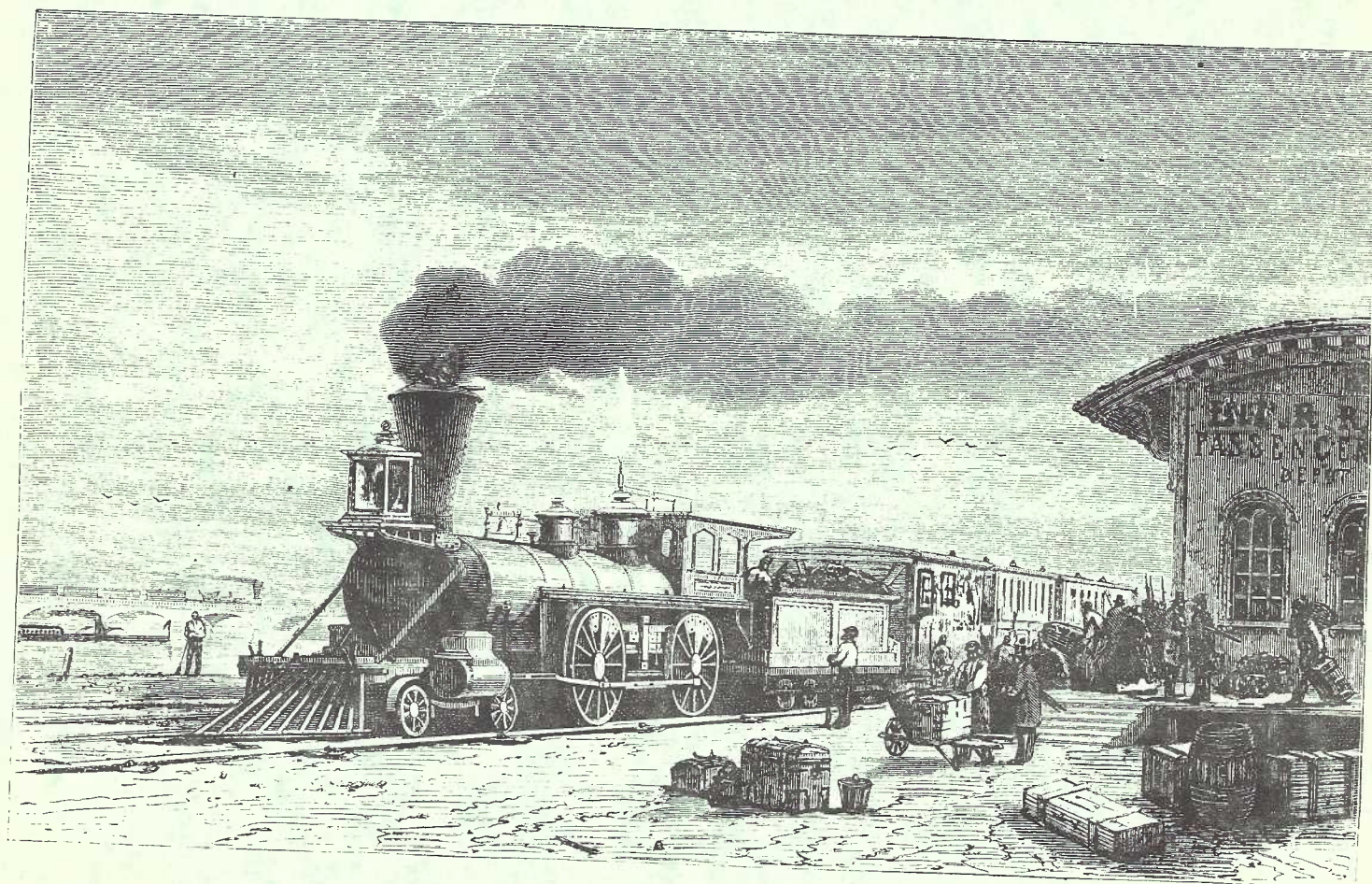
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