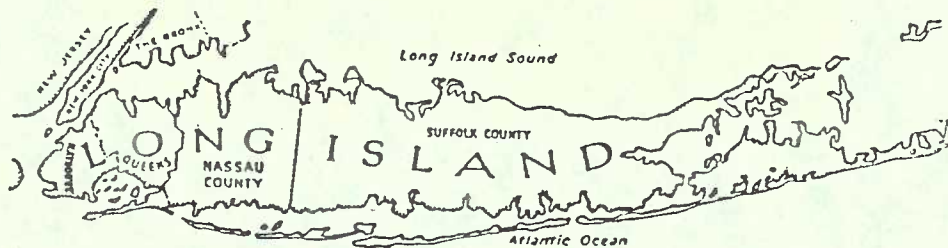




LONG ISLAND POSTAL HISTORIAN

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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- CONTENTS -

Post Office Work in Brooklyn - 1935 by: Charles E. O'Toole	97
Extracts from 1876 & 1888 Postal Guides by: Martin Margulis	101
Story of the Brooklyn Post Office - 1950's by: Edward J. Quigley PM	102
Brooklyn Postal Zone Numbers Map - 1958	104
Lawrence NY 11559 - a brief overview for Dedication of New Building (undated)	105
Valuing Postal History by: Edward Hines (reprint)	106
Moving the Nation's Mail - Postal Vehicles (reprint)	109
Port Jefferson & New York RPO by: Al Krause (reprint from MPOS)	116
Project for this Month - 1893 Columbian Issue Covers from Long Island	128
Secretarys Report & Notices	128
The Other Long Island	Outside Back Cover

Board of Education - The City of New York

POST OFFICE WORK IN BROOKLYN

One of a series of monographs on communications
Prepared by the Division of Guidance and Placement, Charles M. Smith, Director,
in cooperation with Postmaster Francis J. Sinnott of Brooklyn NY

Edited by Charles E. O'Toole, Division of Guidance and Placement
May 1935

HISTORY OF THE POSTAL SERVICE IN BROOKLYN

New York Bay and the Hudson River were explored by Henry Hudson in 1609. In 1613, the first trading post was established on Manhattan Island by Amsterdam merchants. They named the territory New Amsterdam. In 1624, the first contingent of Dutch Walloons arrived and, shortly thereafter, another group settled on Long Island. They named their settlement Wallabout.

Communications between these settlers were carried by travelers. Letters from Europe were brought by vessels, in the care of the captains. The settlers would meet the ships at the wharfs and receive from the captains, the letters addressed to them. Letters not called for at the ships were brought to coffee houses which were frequented by the inhabitants and travelers, and placed in racks so as to be seen by all. Letters would remain in the racks until called for by the persons to whom they were addressed or, as often happened, they were taken by persons who knew the addressees and who brought the letters to them.

In 1642, a tavern was built on Coenties Slip at the East River and this tavern was used by persons from Breuckelen, Wallabout, Bergen, Gowanus and other settlements on Long Island. Mail for these settlers was placed in racks at this tavern. It was customary for persons traveling to Long Island, to Westchester and even across the Hudson River to New Jersey, to take from the tavern racks letters addressed to persons whom they would meet on their journey. Often, these letters were handled by several persons before they finally reached the intended addressees.

Although the English conquest of New Amsterdam, which they renamed New York, in 1664, set aside the Dutch government, the customs of the colonists were not greatly interfered with, and the system of delivery at the taverns continued until 1686. Thereafter, all letters brought by ships had to go through the custom house established by the English. By 1692, New York had become a thriving community. Bruecklen, Wallabout, Bedford, Bushwick and Maspeth on Long Island, nearby New Jersey and Westchester also had large settlements. The municipal government in New York then established an official post office for the convenience of these settlements. In 1710, the British Parliament established the post office in America and the British Postmaster General ordered the establishment of a chief letter office in New York. Prior thereto, in January 1673, Governor Francis Lovelace had proposed a mail route to connect New York and Boston. The trips were to start from Boston each first Monday of the month, and the mail carrier, who was salaried to carry letters and small parcels, was scheduled to return to New York within a month. The mail was in sealed bags labeled for towns along the route. Letters for places for which bags were not made up direct were placed in an open bag. However, this enterprise lasted only a short time.

In 1691, Thomas Neal, the Master of the Mint, was granted a franchise by King William to establish a postal system, the expenses of which he paid, but he was to receive all the revenues therefrom for a period of twenty-one years, the postage rates being fixed by the colonial Assemblies. It is understood that he paid the Crown eight shilling, six pence annually for this franchise. The Postage rate to Boston at that time was fixed at twelve pence, but the New England colonists were not so liberal and paid but nine pence for letters directed to New York. It proved to be a losing venture as the colonists did not use Neal's postal service to any extent because of the high postage rates charged. Neal surrendered his franchise in 1706 and the British Government then took over the service paying Neal sixteen hundred and sixt-four pounds to aid him in paying his post office debts. Postage rates were then increased, three shillings being charged for a letter of one ounce to Philadelphia.

In 1753, Benjamin Franklin was made Deputy Postmaster General by the English Government jointly with William Hunter of Virginia. He held the position at three hundred dollars a year until 1774. On July 26, 1775 Franklin was elected Postmaster General by the Continental Congress and, for the first time, the entire postal affairs of the colonies were divorced from foreign authorities. During the Revolution, in territory that was held by the British, postal service was suspended. Following the Battle of Long Island and the seizure of New York on August 22, 1776, Governor Clinton discontinued the postal service and it was not permitted to function in any particular during a period of seven years.

Up to 1793 there was no post office on any part of Long Island, and no authorized post route. Brooklyn at that time, was the principal settlement on Long Island. A main street was laid out and called The King's Highway. This is now Fulton Street. Mail for Brooklyn was brought across the East River by ferry. At about that time a post office was established in a store near the ferry on lower Fulton Street. In 1825, Joseph Dodd, an employee of the New York Post Office, met the stage coaches from the south and west over in New Jersey to deliver mail to them and to collect the mail for New York and Brooklyn. He would row across the Hudson River and bring the mail to the New York Post Office. Later, any of this mail intended for Brooklyn would be brought over in the usual manner.

In the course of time Wallabout, Bergen, Gowanus, Flatbush, Bedford, Williamsburg, Flatlands, New Lots, Greenpoint and other communities were developed. Eventually, these communities merged to form the great city of Brooklyn. The post office kept pace with the growth and expansion of Brooklyn. At the end of the nineteenth century Brooklyn became part of the Greater City of New York but the Brooklyn Post Office retained its individuality. Today, it serves the largest borough of the largest city in the United States.

ORGANIZATION OF THE POSTAL SERVICE IN BROOKLYN

The postal service in Brooklyn is under the jurisdiction of the postmaster, whose office is located in the Federal Building occupying the block bounded by Washington, Johnson, Adams and Tillary Streets. The area served by the Brooklyn Post Office included all of the Borough of Brooklyn and the bordering sections of the Borough of Queens known as Ridgewood and Glendale. The main office, commonly called the general post office, is in this building. There are 31 carrier stations, each of which is practically a post office in itself, doing on a smaller scale the operations in force at the main post office. In addition, there are about 225 contract stations located in drug and stationery stores, which are in charge of the store proprietors, a branch in one of Brooklyn's large department stores and a branch in the Brooklyn Navy Yard. The latter is used largely by those in the naval service and by employees in the shops and other buildings in the Navy Yard. Also, during the summer, a branch is maintained at Rockaway Point to extend postal service to the ten thousand persons residing there during the summer season.

OUTGOING LETTER SECTION

This section is located in the General Post Office and handles all letters and other first class mail brought to the main office by the collectors from the street letter-boxes and mail chutes in office buildings, and mail deposited in the boxes or drops at the main office. All first-class mail posted in Brooklyn and for out of town destinations is separated and dispatched from this section.

During the daytime, the carrier stations cancel mail posted in their respective districts, but from early evening and up to and including the last collection at night, all of the collected mail is brought to this section for cancellation. When the collections arrive they are sent to a gallery in the outgoing letter section where they are dropped through hoppers to pick-up of facing tables. As the mail falls on the tables it is spread out by employees on one side of the tables for ready facing by eight employees stationed on the other side. As the facing employees pick up the letters and postal cards they drop them into slots, at the bottom of which are moving belts. There are two slots or apertures on the facing tables, one for long letters and one for those of ordinary size. In front of the facing clerks and this arrangement is an integral part of the tables.

The addresses on the pieces must be faced one way and, as they fall on the belts, they are conveyed to a stacking machine on which the long and short pieces are kept separate. This stacker is adjacent to a postmarking machine and, as the stacker fills up, an employee removes the mail and feed it into the machine which postmarks the mail with the date and hour. All of these devices are electrically driven and, with each unit fully manned, between twenty-five thousand and thirty thousand pieces can be faced up and postmarked per hour. Every half hour the time die in the postmarking machine is changed to the succeeding half-hour time, i.e., at 1:30 o'clock a 2:00 o'clock die is inseted; at 5:00 o'clock a 5:30 o'clock die is inserted. As the mail is postmarked it is automatically stacked on a side at one end of the postmarking machine and when approximately five hundred letters are stacked they are placed on a tray which is then deposited on a large moving belt and conveyed to the primary separating cases.

In the collections dumped on the pickup table many pieces are found that cannot, because of their size or character, be run thorough the cancelling machines and these are placed during the facing-up process into certain designated receptacles, such as letters and other articles marked for special delivery and air mail services which require special attention. These are continually removed from their respective recepacles, postmarked and promptly delivered to the respective secondary cases. In the case of papers, circulars and small parcels, the stamps are cancelled but the pieces are not required to be postmarked as in th case of letters and other first-class matter. Large first-class envelopes and other firt-class pieces too bulky for postmarking by the machines and which therefore must be postmarked by hand-canceling devices.

The facing tables, stacking and postmarking machines in use in the postal service of Brooklyn are not manufactured by the government, but are manufactured by a concern located in Brooklyn, and this concern furnishes such equipment to post offices throughout the United States and to foreign countries.

During the early evening up to about 1:00 AM there is a constant stream of mail pouring into the main office and this must be moved rapidly to connect with outgoing mail trains and for first morning delivery in Brooklyn, Manhattan and other points in the Metropolitan area.

In the primary cases, or the cases where the mail is first separated, there are compartments for sorting letters of a size usually used for sending ordinary correspondence, and also other cases for large sized envelopes. These boxes or compartments are labeled to Brooklyn, to certain large cities and individual states and to mixed states. During the night, about seventy-four of these cases are usually nammed to take care of the heavy mails and the clerks distribute letters and cards therein at an average of about twenty-five hundred an hour. Some of the employees are so proficient in this work that it is not unusual for them to distribute between thirty-five hundred and fout thousand pieces an hour. As the mail is sorted on the primary cases it is removed by another group of workers who take it to secondary cases. On these cases it is again separated into boxes labeled to a larger number of cities, states and railroad routes. The pieces for Brooklyn are send to the city letter section for distribution, as will be explained later. The pieces for Manhattan and The Bornx are sorted in separate cases into the various station districts of that post office.

At the secondary cases, there are cards or lists showing the time mail from Brooklyn must be dispatched to connect with trains leaving the railroad terminals in Manhattan and, in the case of mail for Long Island during the day, the Flatbush Avenue depot in Brooklyn. The clerks on these secondary cases must work with great speed tp distribute all mail possible to meet these dispatches, and mail is sorted up to the last moment before dispatch time to meet scheduled connections. At designated hours, the mail scheduled for dispatch is tied in bundles and labeled to the cities, states or railroad routes for which it is intended, and these bundles are placed in pouched labeled to destination. The pouches are then locked and sent to the transportation platform where they are placed in auto trucks for delivery to the railroad terminals.

Another method of transporting letter mail to and from Manhattan is by means of pneumatic tubes operating between the general post office and the City Hall Annex of the post office in Manhattan. These tubes are installed underground along Washington Street and are carried across the East River on the Brooklyn Bridge. Through these tubes, cylindrical containers, approximately seven inches in diameter and twenty-one inches long, are forced by air pressure at the rate of thirty miles per hour. From 500 to 700 letters can be placed in these containers. This system operates somewhat similar to that used in some department stores where a customer's money and sales check are placed in a little cylindrical container and is sent thorough a tube from one section of the store to another. A label showing the terminal for which the mail therein is destined is placed in a slot on the top of each container and when it arrives at the City Hall Annex, the address label is noted and, without being opened, the container is transferred for forwarding to the designated terminal. Letters are also conveyed to Brooklyn from the City Hall Annex by means of this tube.

Because of their limited capacity, the tubes cannot carry all the letter mail dispatched from Brooklyn or coming into Brooklyn from outside sources, but they are used as a supplement to the motor vehicles employees to transport mail to and from Manhattan, and the tube from Brooklyn is used mainly to carry last minute letters for connection with departing trains. There are certain advantages in using these tubes including speed of transportation and freedom from interruption due to inclement weather. Also, while the mails are being carried therein, robbery is practically impossible.

The outgoing letters section also handles all other first-class matter including anything that is written or typewritten, whether sent sealed or unsealed. The rate of postage on first-class matter is two cents for each ounce or fraction thereof, when mailed for Brooklyn delivery, and three cents for each ounce or fraction thereof when mailed to an address at any other post office in the United States or its possessions.

Government postal cards and private post cards are also first-class mail, but the postage on these is one cent for each piece, that is, when they are no smaller than 2 3/4 by 4 inches nor larger than 3 9/16 by 5 9/16 inches. When smaller or larger than the sizes indicated, they are charged with the regular first-class rate of postage, according to their weight.

Printed circular matter is also distributed in this section. Matter of this kind, if of a personal character, is first-class mail. Otherwise, it is of the third-class and chargeable at the postage rate of 1½ cents for each two ounces or fraction of two ounces, up to and including eight ounces. Other matter of the third-class, and subject to the about postage rates and conditions, is any printed matter not of a personal character (except newspapers, magazines or pamphlets which have been entered at the post office as second-class matter) and merchandise. Books and catalogues of not less than twenty-four pages (twenty-two of which must be printed) are also third-class matter, but the postage rate on these is one cent for each two ounces or fraction of two ounces up to and including eight ounces.

When any matter mailable at the third-class rate exceeds eight ounces in weight it is considered as matter of the fourth-class (parcel post) and the postage rate on it is determined by its weight and distance to destination.

CITY PARCEL SECTION

This section, located in the General Post Office, handles all parcel post packages directed for delivery in Brooklyn. Parcels for Brooklyn and mailed in the territory covered by the Brooklyn Post Office are, in the main, first handled in a primary distribution process in the outgoing parcel post section, after which they are sent to the city parcel section in wheeled hampers. Parcels from out of town points are brought in locked sacks from the various terminals by motor vehicles to the transportation platform. Parcels of excessive size or containing liquids, perishables, fruits, eggs, etc., or which are very fragile, cannot be placed in sacks and are termed 'outsides'. These are sent from the platform in wheeled hampers to the city parcels section. The locked sacks are placed on a wide conveyor belt leading from the platform to the city parcels section where they are assorted for distribution to the various delivery stations.

Extracts from 1876 & 1888 Postal Guides

by: Martin Margulis

LONG ISLAND

<u>Post Office</u>	<u>County</u>	<u>Class</u>	<u>Postmaster</u> <u>1876</u>	<u>Salaries</u> <u>1888</u>	<u>Money Order</u> <u>Sales</u>
Astoria	Q	3	1100	1400	no
Babylon	S	3		1400	no
Bay Shore	S	3		1100	no
Brooklyn	K	1	4000	4000	yes
East New York	K	3	1100	Not Listed	no
Flushing	Q	3	1400	1900	no
Glen Cove	Q(N)	3		1100	yes
Greenport	S	3	1300	1500	yes
Hempstead	Q(N)	3	1300	1400	yes
Huntington	S	3		1400	yes
Islip	S	3		1200	no
Jamaica	Q	3	1200	1500	yes
Long Island City	Q	3	1000	1700	no
Northport	S	3		1800	no
Orient	S	4			yes
Oyster Bay	S	4			yes
Patchogue	S	3		1500	yes
Port Jefferson	S	3		1100	yes
Ravenswood	Q	3		1100	no
Riverhead	S	3	1400	1500	yes
Sag Harbor	S	3	1400	1500	yes

Brooklyn NY Stations & Branches with Delivery & Money Order Services

<u>Station/Branch</u>	<u>Location</u>	<u>(Carrier Delivery)</u>		<u>Money Order</u> <u>Sales</u>
		<u>1876</u>	<u>1888</u>	
B	Brevort	yes	yes	yes
D	689 DeKalb Avenue	no	yes	no
E	Atlantic Ave & Smith St	no	yes	no
F	128 Flushing Avenue	no	yes	no
G	Green Point	yes	yes	yes
R	302 Van Brunt	no	yes	no
S	Broadway & Willoughby Ave	no	yes	no
V	Van Brunt	yes	yes	no
W	Williamsburgh	yes	yes	yes
	Fort Hamilton	no	no	yes

UNITED STATES POST OFFICE
BROOKLYN 1, N.Y.
OFFICE OF THE GENERAL SUPERINTENDENT OF FINANCE

STORY OF THE BROOKLYN POST OFFICE

Like most things that are completely part of our daily lives, the postal service is generally taken for granted. In a way this is a compliment to postal people. So many are the Department's jobs, that scarcely anyone gives a second thought as to how they are done. Practically every individual, every organization and business enterprise is to a large or small extent, dependent upon postal service.

It is a big and important job. It was small at the beginning. A few men, a few ponies, and a little crude equipment transported and delivered the letters, 'gazettes' and papers of the founding fathers. But there was an idea behind it:- Benjamin Franklin's idea - that the postal service would unify the new world and aid in its growth. The mightiest implement of human Democracy is the Postal Service. In the eventful decades since 1775, the Post Office Department has grown into a billion dollar organization. Its functions are far more sweeping than Benjamin Franklin could have foreseen. But its basic idea:- "service to the public" remains the corner stone of its operations.

The Continental Congress in 1775, established postal service for the 13 colonies and made Benjamin Franklin its head. The Constitution of the United States provided for a national postal system, vesting in the Congress the power to establish Post Offices and Post Roads, and to make all laws necessary for executing this power.

The Post Office Department is charged with the administration of the Postal Service. Its head is the Postmaster General, who since 1829, has been a member of the President's cabinet. The beginning was small, by 1790, there were about 75 postmasters, and gross revenue only about \$38,000.00.

Brooklyn was there in the beginning too. In 1642, we find that a tavern was built on Coenties Slip, at the East River, and this tavern was used by persons from Breucklen, Wallabout, Bergen, Gowanus, and other settlements on Long Island. Mail for these settlers was placed in racks at this tavern.

After Benjamin Franklin was elected Postmaster General, by the Continental Congress, for the first time, the entire Postal affairs of the Colonists were divorced from foreign authorities.

During the Revolution, in territory that was held by the British, postal service was suspended. Following the battle of Brooklyn on August 27, 1776, Governor Clinton discontinued the Postal Service at it was not permitted to function in any particular form for a period of seven years up to approximately 1783.

As late as 1793, there was no Post Office in any part of Long Island, and no mail carried on it, although there is a record of a voluntary Post rider in 1778. Brooklyn at that time was the principal settlement on Long Island, and a main street was laid out and called Kings Highway. This is now Fulton Street.

Mail for Brooklyn was brought across the East River by ferry. Residents of Brooklyn and other places adjacent to New Amsterdam, had their letters sent in care of some public tavern or coffee house, where a small box gibbeted ingeniously upon the surface of a smooth board, by means of green baize, taps and brass headed nails, displayed them like some choice picture in the most conspicuous part of the public room.

There were hangers-on at these resorts, who unconsciously acted as agents for the public post. These self-appointed mail clerks acquiring temporary importance and some time a bit of tobacco or a glass of Schirdam Schnapps, by circulating information regarding the letters at a public place.

Brooklyn's first Postmaster was Joel Bouce. He was succeeded in 1819 by Thomas W. Birdsall. The Post Office was located on the corner of Fulton and Front Streets. Later it was removed to Fulton Street opposite Hicks Street.

Brooklyn was growing. It had a population of over 36,000. In 1841, George Hall, an ex-mayor, was appointed Postmaster. The office was too small for the population, and it was removed from Fulton Street to a small room on Hicks Street, in the rear of a store. In a few weeks it was removed to a new building 12 feet by 25 feet, built especially for the purpose on Cranberry Street, between Fulton and Henry Streets. During this period, the letter carrier received two cents for each letter he delivered.

The entire force consisted of the postmaster, one marking clerk, and a mail messenger, who took the mail twice a day to New York, and who was also the only letter carrier. In those years employees met the stage coach from the south and west over in New Jersey, to deliver mail to them, and to collect mail for New York and Brooklyn. They would row across the Hudson and bring the mail to the New York Office. Later, and of this mail intended for Brooklyn, would be brought over in the usual manner. As late as 1835, the regular mail stage left Brooklyn once a week, on Thursday, having arrived from Easthampton and Snug Harbor, the pervious day.

In 1892, the Post Office was located on half of the present site, located on the corner of Washington and Johnson Streets.

In 1897, the electric trolley car service was established in Brooklyn, to carry the mail from the Main Office to Stations, and return. They were four small wheel trolley cars, and post office clerks were assigned to work on them. The clerks delivered mail to the stations on the car routes, and received mail from these stations for other stations on the route, and for the main office. Letter mail was also sorted by the clerks while the car was in motion. This service was discontinued on August 31, 1914, and was replaced by a privately owned motor vehicle.

The government later in 1917, discontinued the privately owned motor vehicle service, replacing it with government owned vehicle, which are in use at the present time.

Shortly after the United States of America entered the World War I, in July 1917, the government established a Post Office at Camp Upton, Long Island, to provide the troops at that camp with post office service. This post office was under the management of the Brooklyn Post Office. This branch remained open for the balance of hostilities, and also during the demobilization process. Its usefulness ended on March 31, 1921, on which date it was closed.

In 1932, the receipts had grown to 7 million dollars per annum. More space was required to house the Post Office quarters, and so the second portion of the Federal Building was built, to match the architecture of the old building, which was erected in 1892.

The program of the Post Office has kept pace with the ever growing needs of an expanding population. It has always been the first to initiate new methods and new plans to speed the mails; to give the people speed, more speed, and service.

There hasn't been an avenue of locomotion that hasn't been exploited by the postal service, for service. From the foot carrier; post routes; stage coache; pony express; steam boat; iron horse; Alaskan dog sled mail; automobile, air planes and now the helicopter. With and air mail field located in the heart of Brooklyn, it is anticipated that the city will be the headquarters for the helicopter service.

Brooklyn serves 3 million residents. It has been popularly known for many years as the City of Churches; yet what hasn't been popularly known is that Brooklyn is one of the largest industrial centers of the country.

The plans of the Brooklyn Post Office call for meeting the many new homes being built. On January 1, 1946. Mr. Edward J. Quigley was appointed Postmaster of Brooklyn. From 1946 to 1953, he urged the creation of new post offices. He was successful in that by 1954, 16 additional post offices, plus two garages, were added to Brooklyn. There are now 108 post offices, including contract stations, a parcel post treminal and two garages which house 342 motor vehicles.

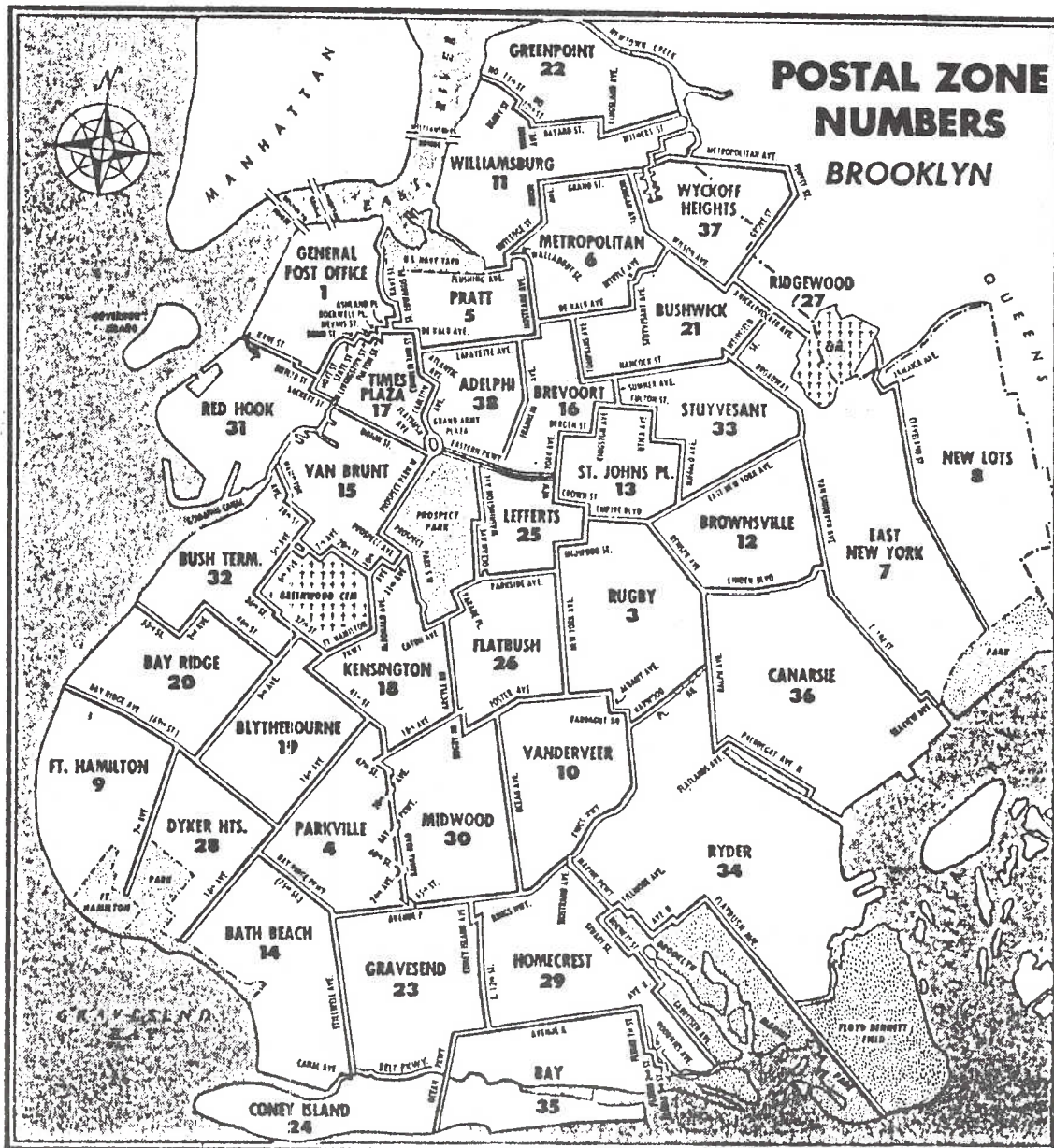
In 1948, there was celebrated the Golden Anniversary of the City of New York, when Richmond, Brooklyn, Queens, Nassau and the Bronx, which joined together to form New York City. Despite the merger, Brooklyn retains its individuality in the Post Office. Insofar as the Post Office is concerned, Brooklyn is a city by itself.

Brooklyn is a city of 40 communities. Forty communities with a partisan loyalty for Brooklyn. The Brooklyn Post Office has knitted these communities together into one integral unit.

This is the story of the Brooklyn Post Office that has successfully met every challenge of growing up with the township of Brooklyn, to the City of Brooklyn; and the Brooklyn Post Office has never defaulted in carrying out the slogan created by the Persians: - "NEITHER SNOW NOR RAIN NOR HEAT NOR GLOOM OF NIGHT, STAYS THESE COURIERS FROM THE SWIFT COMPLETION OF THEIR APPOINTED ROUNDS."

Edward J. Quigley,
POSTMASTER.

(The preceeding article, which was submitted by Martin Margulis, is undated, but from the contents it can be assumed to have been created in the mid-1950's)



U. S. GOVERNMENT PRINTING OFFICE : 1958 O - 485900

Lawrence, New York 11559

Lawrence was originally a small settlement called Jennings Corner, which had grown around a general store.

In 1850, Newbold Lawrence, and his brothers Alfred and George, decided to look for a special kind of suburban location where they could build country homes. They came to a peninsula then called Rockaway Neck, located between Far Rockaway and Near Rockaway (now known as East Rockaway), because it was nearer to Hempstead, the central point of the entire Long Island settlement.

The name Lawrence was first applied to our particular locality sometime during 1870. In the previous year, the South Side Railway, which ran from Valley Stream to Far Rockaway, was established. The Lawrence family gave the railway company sufficient property for a station, which quite naturally was thereupon named Lawrence Station.

The first Post Office to serve our local area was established as Rockaway on April 24, 1840. The name was changed to Lawrence Station on April 5, 1876 and to Lawrence on January 7, 1897.

The following are the Postmasters who have served Lawrence and the year in which they were appointed: David T. Jennings — 1840; Furman Pearsall — 1844; David T. Jennings — 1846; James H. Jennings — 1860; David H. Jennings — 1878; Samuel Strickland — 1880; William J. Kavanagh — 1886; George W. Strickland, Jr. — 1889; Mrs. Mary A. Kavanagh — 1893; Thomas A. McWhinney — 1899; J. E. Morgan Dodge — 1913; Timothy D. Mulcahy — 1916; Mildred H. Ryan — 1922; John Jack — 1924; Edward J. O'Hara — 1931; Allen Schmuck — 1934; Lawrence Stankard — 1939; Mrs. Florence Robinson — 1963.

Around the turn of the century, the Lawrence Post Office moved to the site on Lawrence Avenue which it will occupy until the completion of the building which is being dedicated today. Our new, modern facility will be a proud addition to the community and our staff is ready and happy to serve you.

Valuing Postal History

By Edward Hines

One of the great mysteries for collectors and dealers alike is determining the value of postal history. You will notice that the title of this article is "Valuing Postal History" and not "Pricing Postal History." As you will see, there is a difference. This is such a vast topic that I will need several articles to fully cover the subject. Even then, I am sure that questions will arise.

DEFINE YOUR GOALS

Do you exhibit? Are you going for the gold? In this case you can get into uncomfortable situations when you need a particular cover to fill a hole in your exhibit. An exhibitor recently told me that he has two categories in his buying, a need and a want. The need is what he believes to be a prime priority. The want is what he would like to have, but which is not necessary.

If two or more collectors see one item as a need, problems arise. At an auction, the price will rise, at times to an unrealistic level. Through a retail dealer, the collector who is offered the item first has the best opportunity and at times this can also be unrealistic. When I say "unrealistic" I mean high if the particular item was just a want.

AUCTION BUYING

Market value, when it is put in

its most basic terms, is supply and demand. As all auction bidders know, very high prices will be realized for items that are one of a kind and fit into the exhibits of two or more wealthy collectors. In reality auction buying and selling is a roll of the dice. It is not true that the auction price provides us with a true market value. Was it bid to a high level because of a need? A collector recently mentioned to me that he placed a bid on a cover at auction and did not get the cover; then a few months later bought the same cover in a net price sale. **FOR A LOWER PRICE THAN HE BID AT THE AUCTION.** What gives?

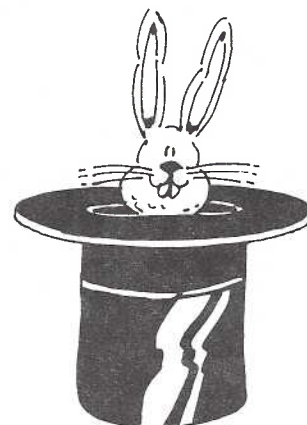
There can be a question of whether the particular item was sold or a high reserve is actually the price that is listed as realized. Only Christie's and Weiss Philatelics tell the buyer if the auction lot is reserved. If you have seen a Christie's catalog you will note that 90 percent of the lots are reserved. Weiss Philatelics states the reserve price. If a lot "sells" at the reserve, does it really sell or does it go back to the consignor?

I believe an auction bidder or seller must be satisfied with the bottom line of his purchases or sales. One lot might have attained \$600 when you figured it for \$300;

another might have brought \$300 when you figured it for \$600. A prospective consignor is always wooed by the high realizations advertised by auction houses. If auctions always bring high prices, why should you bid in them?

Did you ever get a bargain through an auction? I hope you have. There are bargains to be had, but protect yourself. Do you view at all the lots you bid on? It is an absolute must. Auctions do allow postal viewing, but the trick of the experienced is to use an agent. A competent agent will view the lots for you and give you an idea of their merits. An agent many times will save you money and surely will save you time.

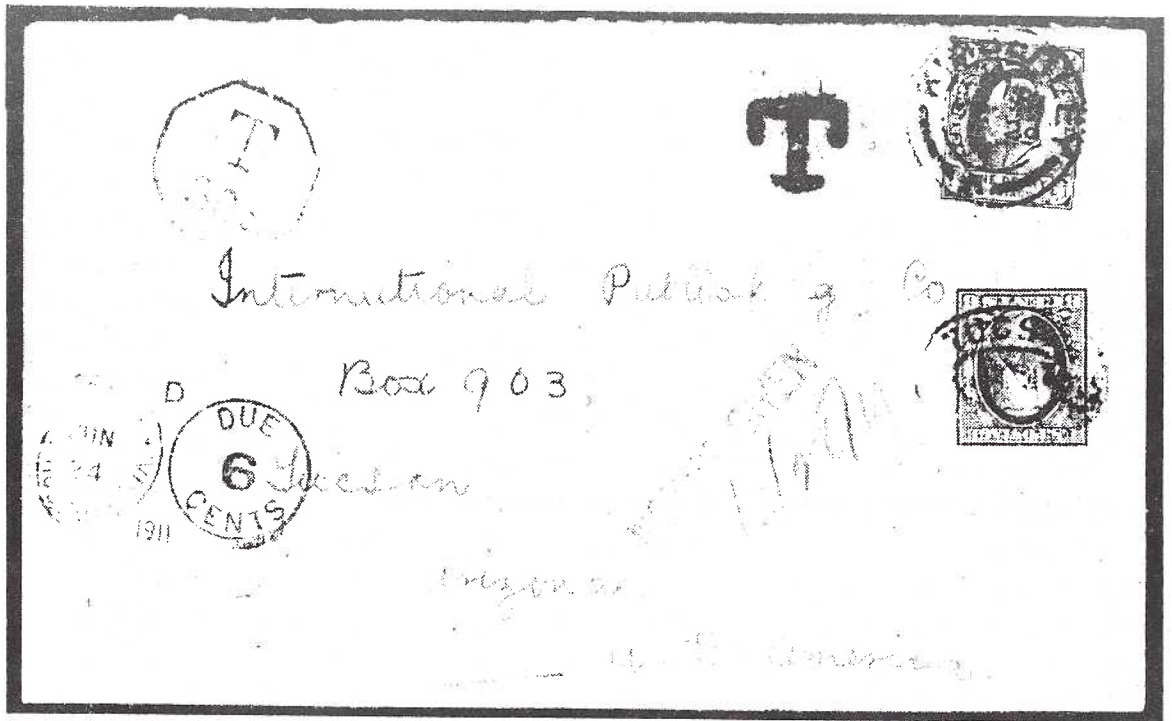
A collector should also protect himself by being familiar with all the rules of the auction house. Usually if you are bidding on a lot with ten or more items the lot is not returnable for any reason. A



collector is foolish to bid blind on a collection that might include fakes and repairs. A collector can be fooled by a lot "salted" with stamps or covers that appear to be worth more than they are.

RETAIL BUYING

Retail prices are also difficult to figure. At times a dealer will price an item much below



what an interested collector will pay and at other times a dealer will pay too much and his retail price will be above the current market. You have to make a decision on what you will pay for a particular cover. Different collectors will place different values on individual pieces. This does not mean that one person knows the correct value.

The secret for judging the value of a cover is to ask yourself these questions; "Does the cover belong in my collection?" "Is the cover a need, or a want?" "Will I ever see it again?" After answering these questions then consider the price.

Many collectors look at the price first without considering the item a need or a want, and disregard the factor of the elusiveness of the item. Price is always a factor. Even wealthy collectors should not overpay for an item and certainly every collector has a limit to what funds he has available for

his collection.

How do you value the cover shown below, an Australia to Arizona Territory, 1911 usage, the 6¢ Washington used as a Postage Due to Tucson? Is this a cover for the Australian collector? The U.S. dues collector? The Washington-Franklin collector? Do you need this cover for your exhibit, or would you just like to have it in your collection? Will you ever see this cover again?

Examining A Cover

It is absolutely necessary to look at every aspect of a cover. When a collector is looking through a group of covers it is a must that both sides of a cover be viewed.

If you are going through a group of covers at a show and those covers are in a box, it is advisable to remove a group at a time. Here's a quick way to inspect covers:

With twenty or thirty covers that you have taken out of a box, keep them on the table in full view of

the dealer. Put the stack a foot in front of you and view the face of the cover. As you do this, turn the cover toward you, face down. You are now looking at the reverse of the cover upside down. If there are markings on the reverse you are now able to see them. If the marking looks unusual to you, pick up the cover and turn it right side up.

If you are looking for auxiliary markings, machine cancels, and foreign markings, many of these all appear on the reverse of covers. Small town receiving marks and fancy cancels also appear on the reverse.

Evaluating A Cover

Are you a collector who looks at the price of a cover before anything else? If you do, you are denying yourself knowledge, and probably many worthwhile covers. If you pass by a cover without evaluating it because the price is out of your budget, you are not assimilating any information on the

value of postal history.

A useful practice is to evaluate a cover without looking at the price, then after a through evaluation, look at the price. If you believe it is far too high, you may have missed something. A dealer is in the business of SELLING covers. His prices need to be in line with the market value or he doesn't sell his inventory. If you believe that the price is far too low you also have probably missed something.

Some Criteria:

Is the cover priced too low because of a stamp missing—is the rate correct? Has a stamp been replaced? Are all the markings correct? Do these markings belong on this cover? What is the condition of the cover? Is the backflap missing? Is the cover reduced? Is it repaired? Re-backed? Have markings been

removed or added? Is it a stampless cover with stamps added? If all the tests have been passed then you indeed might have a bargain.

Is It Really Too High?

Are the cover and the stamp in superb condition? Condition is one factor on which you need to place your own value. How important is condition to you? Will you ever see a cover in this immaculate condition again? What are the stamps on the cover? Are they valuable soft paper officials? Are they high priced grilled Bank Notes? Does the cover have a mixed issued franking? Is there a rare marking that you have overlooked? Is the cover addressed to a rare destination—for example, a cover addressed to Shanghai and mailed from Nagasaki is not a very usual cover. Was the rate in use for a very short period of time?

Hidden Values

There are many aspects to postal history that are "hidden" and are privy only to those who are very knowledgeable. Such things as autographs and covers posted from DPO's (Dead Post Offices) will raise the value of a cover. There are so many conditions that enter into the evaluation of a cover that catalogs can only be used as guides. If you are dependent on catalog values you are going to be "cutting off your nose to spite your face."

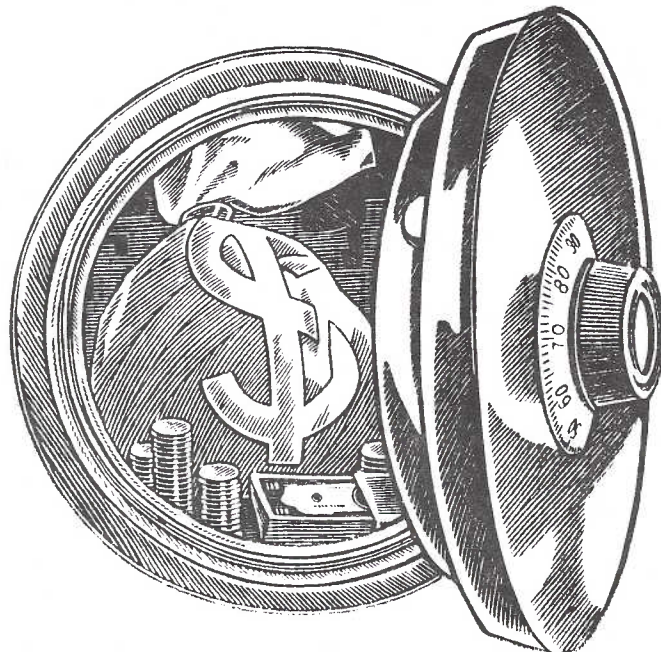
Learning

As I have mentioned before the more you know the greater your enjoyment is going to be. To increase your knowledge ask questions of dealers and fellow collectors. Join societies in the areas that interest you and, of course, read as much as you can.

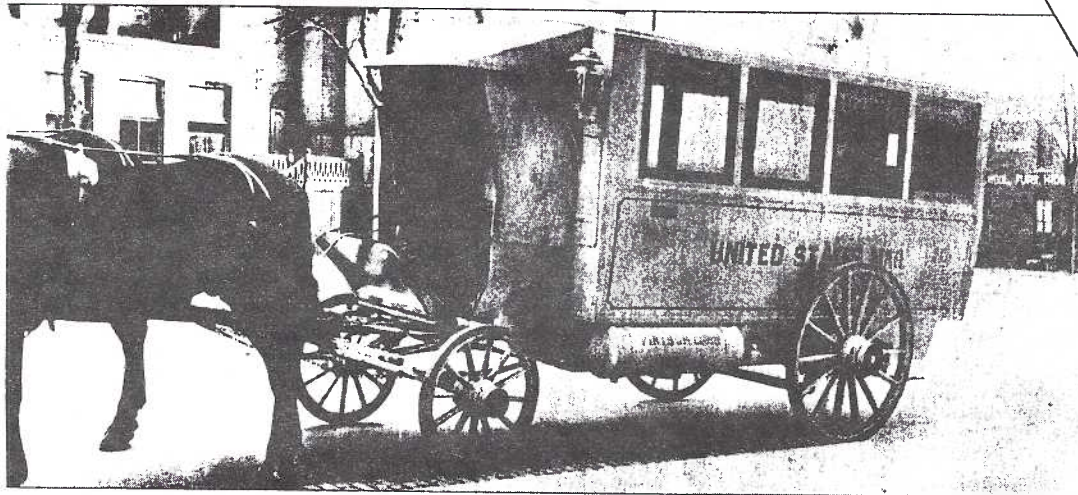
UNLOCK YOUR FORTUNE

Buy & Read Philatelic &
Postal History Literature
in your areas of interest.

Become Knowledgeable about
the material before Buying.



MOVING THE NATION'S MAIL



Carriers could sort mail en route in this 1896 "white wagon," but only two were ever built.

photo courtesy Smithsonian Institution

Carrier-powered bicycles, first used in the 1880s, remain popular in some temperate areas today.

VEHICLES PROPEL CARRIERS ALONG ROUTE OF PROGRESS



In the past century, letter carriers have used just about every possible means of transportation to deliver America's mail. From the standard horse-drawn wagons of 100 years ago to today's long-life vehicles, postal employees have met and mastered a wide variety of ways to move the mail.

By land, by sea, and by air—whatever the mode, the post office motto over the years seems to have been, "If it moves, give it the mail." For example, dog sleds carried letters through parts of Alaska around the turn of the century—and carrier pigeons made post runs between Los Angeles and Catalina Island in 1895.

In that same year, Detroit carriers learned to maneuver rowboats as part of a marine mail delivery service be-

tween city post offices and Great Lakes ships.

In other ports, the U.S. Mail's Harbor Boat Service expedited mail delivery from transatlantic vessels by meeting the ships at quarantine points just outside the harbor. Ship passengers and other cargo had to wait while a doctor certified that all aboard were disease-free, but a canvas chute from the ship's deck to the harbor mail boat sped letters and parcels on their way.

HORSING AROUND

But for most city delivery carriers, the common conveyances were the bicycle and the horse-drawn wagon.

In use since the 1880s, two-wheeled bicycles usually had a large basket that



Reprinted from the August 1989 'POSTAL RECORD' Journal of the NALC.

could hold the contents of an average satchel. One hundred years later, some bike routes still exist in temperate parts of the country.

However, to deliver more volume, carriers a century ago relied on that era's most common means of transportation—the horse. With nicknames ranging from Old Dobbin to Hayburner, these four-footed companions of letter carriers pulled an ever-changing assortment of carts and wagons loaded with the nation's mail.

Local postmasters could decide if they wanted to lease horses and wagons from local contractors—or buy the animals and equipments outright.

In places where horses and wagons were Post Office property, carriers more often than not were required to feed and groom their equine companions. This could be a costly burden.

According to an article in the April 1907 *Postal Record*, caring for a horse added an extra hour-and-a-half to a

letter carrier's day. In addition, carriers frequently had to pay for their horses' food and board out of their own pockets, which for one horse could total as much as \$500 a year.

Postmasters could also choose the type of wagon they thought was best suited to local mail-delivery needs. Wagons could have two or four wheels, use one or two horses, and either be open like a cart (with a watertight box bolted to the frame to hold the mail), screened-in (a sort of cage on wheels), or totally panelled.

The screened wagon ultimately proved so useful that some cities continued to make deliveries with it long after motorized trucks became available. In Philadelphia, 24 horse-drawn wagons were used on downtown routes until January 1955.



This horse-drawn mail wagon, used in Milwaukee in 1903, had glass windows and was painted red, white and blue.

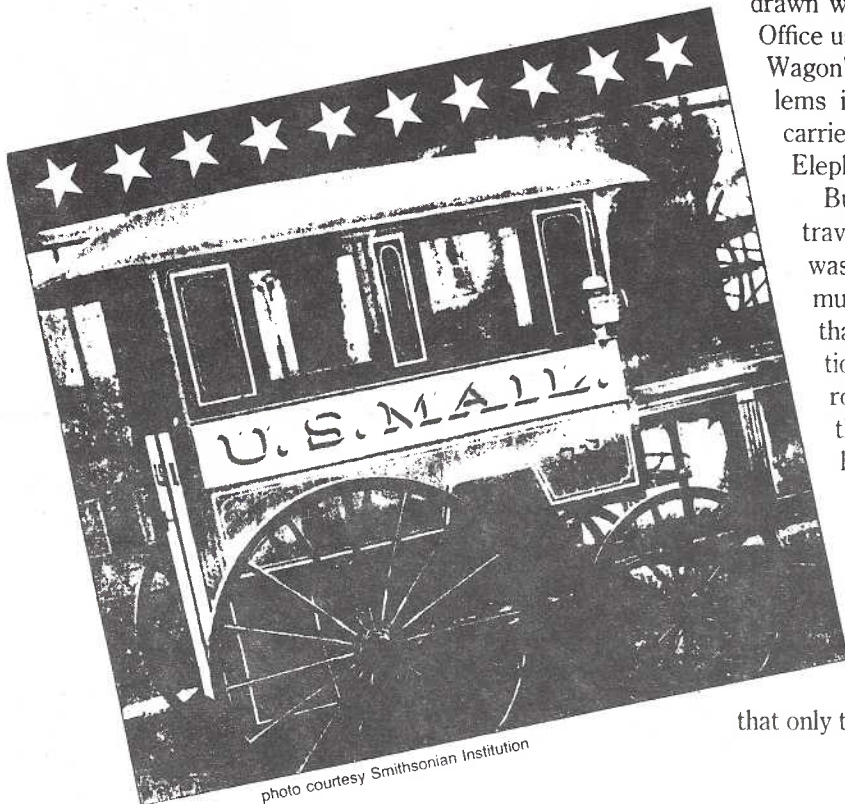


photo courtesy Smithsonian Institution

SEARCH FOR EFFICIENCY

One of the most elaborate horse-drawn wagons ever created for Post Office use was nicknamed the "White Wagon" for its color—but the problems it ultimately caused inspired carriers to christen it the "White Elephant."

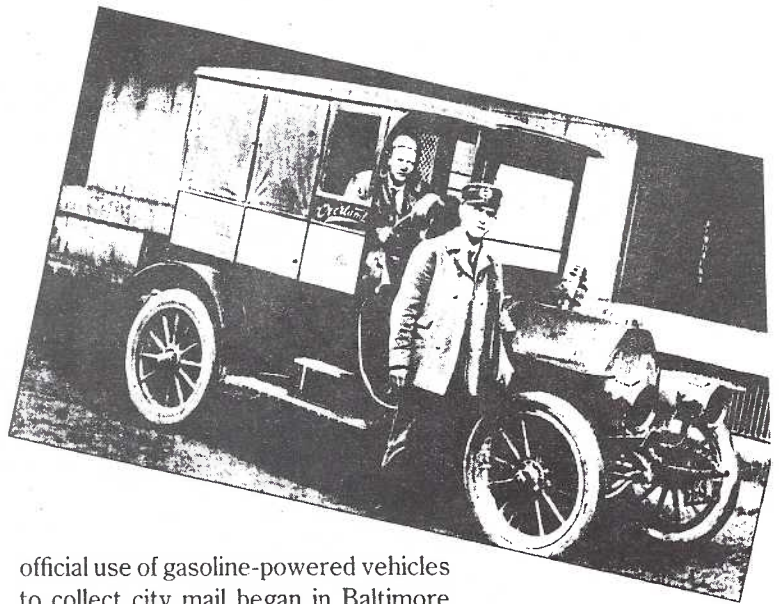
Built in 1896 for the then-extravagant cost of \$600, the wagon was equipped with sorting racks, much like a railway mail car, so that mail picked up from collection boxes could be sorted en route and delivered straight to the railway station, saving at least a day's processing at the main post office.

The idea sounded sure-fire to Post Office officials always looking for ways to speed delivery—but there were so many problems with the White Wagons that only two were built. And those two

were passed from city to city like the proverbial hot potato.

One immediate difficulty was that the wagons had no interior heat—a real problem for the two carriers and one clerk who had to spend up to 17 hours a day inside the wagon sorting mail. And even when that oversight was finally corrected—after three months of winter weather—working conditions remained difficult.

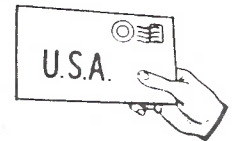
Finally, the postmasters in the cities initially assigned the wagons—New York City and Washington, D.C.—decided that even though the wagons provided speedier delivery of mail, the expense was too great. The vehicles passed to Buffalo and then to St. Louis. In 1904, both wagons were sold for scrap at \$15 apiece.



official use of gasoline-powered vehicles to collect city mail began in Baltimore late in 1906.

A pair of “autocars,” as they were known, were modified for mail collection by having a special compartment—designed to accommodate two mail sacks—mounted on the chassis behind the front seat. The cars were an instant success, and led to the widespread introduction of motorized vehicles in other cities.

In the early days of the motorcar, the Post Office experimented with several different styles of delivery vans. The photo is dated 1908-9.



An innovative Washington, D.C. carrier in 1910 adapted one of the first gas-powered cars for use on his route.

GASSING UP

Around the turn of the century, the Post Office started to experiment with a different kind of postal vehicle—the gasoline-powered motor car. The first

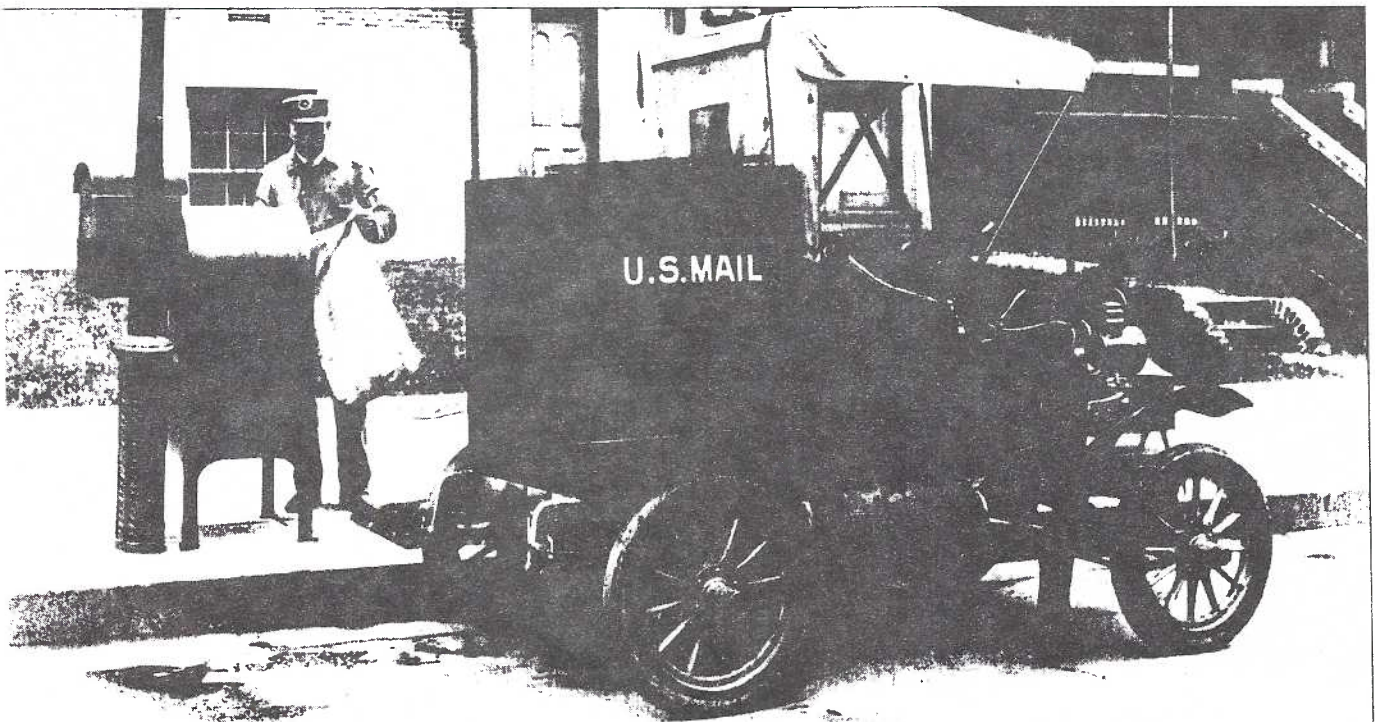


Photo courtesy Smithsonian Institution

Three-wheeled motorcycles nicknamed "tri-cars" sped Washington, D.C.'s mail delivery in 1909.



photo courtesy Smithsonian Institution

In 1909, three-wheeled motorcycles—also known as "tri-cars"—chugged through the streets of Washington, D.C., looking a great deal like the pedal carts used by ice-cream vendors. The bikes were part of a motorized fleet that also included five single-cylinder, six-horsepower "package carts" that could reach a top speed of 15 mph.

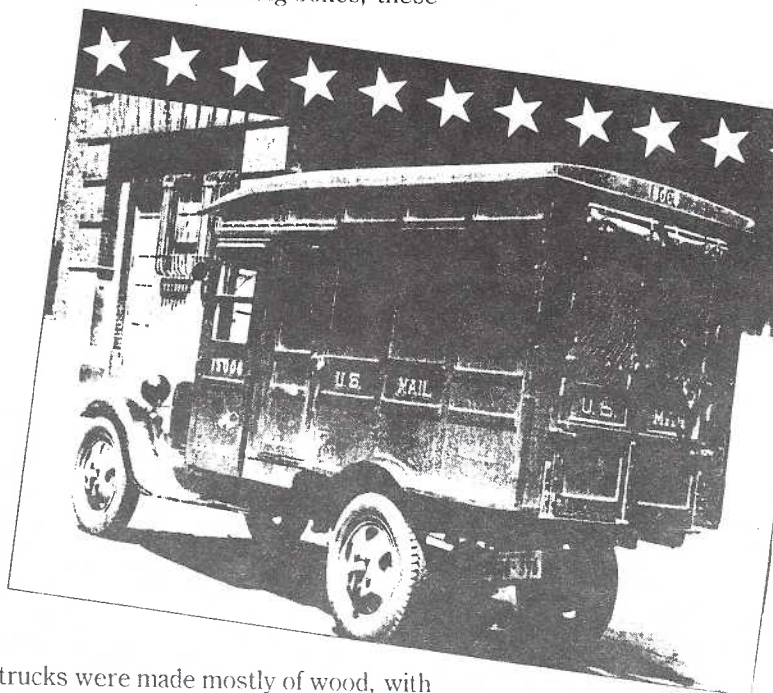
When parcel post service went into operation in 1913, the obvious need for more and larger trucks propelled the Post Office to experiment with a wide

variety of designs and manufacturers. By 1918 the Department had 541 mail trucks made by at least nine different companies.

After World War I, the Post Office inherited hundreds of surplus military vehicles made by 28 different manufacturers. The "new" trucks were free, but the cost of maintaining such a varied fleet—including stocking an enormous number of spare parts—came to more than \$12 million a year.

Throughout the 1920s and 1930s, the Post Office attempted to standardize its vehicles. Perhaps the most popular Post Office truck of this period was the Model A Ford, which had become the norm in many post offices by 1929.

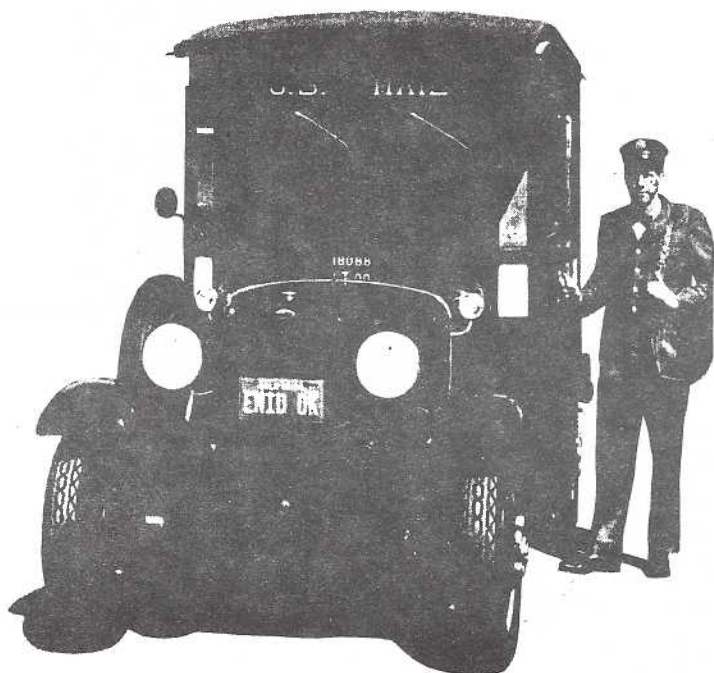
Little more than rolling boxes, these



Wooden-sided Ford Model A trucks proved useful and durable from the late 1920s until the end of World War II.

trucks were made mostly of wood, with side doors that swung open, instead of sliding. The back doors had mesh windows for security.

These Model A's had to last through World War II, because in wartime no new vehicles were manufactured for domestic, non-combat use. For the duration of the war, many carriers relied on public transportation—not only be-



1931 Ford Model AA one-ton mail truck.

photo by Bud Juneau, courtesy *Special Interest Autos* magazine

cause no new postal vehicles were available, but also because gasoline was strictly rationed.

By the end of World War II, the Post Office Department had a desperate need to replace its worn-out Model A's. Department officials realized the advantages of standardized postal vehicles designed expressly to deliver mail.

Specifications were developed, bids were solicited from manufacturers and vehicles were produced and distributed to post offices around the country.

MISBEGOTTEN MAILSTERS

But the era of experimentation was not over. In fact, one of the Post Office's most controversial vehicles came into use during this period—the 1950s—as an experiment that, in the opinion of many carriers, should never have been made.

The vehicle was the mailster—a lightweight, three-wheeled van—which by the 1960s comprised about one-third of the national Post Office fleet.

The mailster was supposed to solve a number of problems. Delivery of packages would be faster because carriers could take bulky or heavy parcels on their routes instead of consigning them to Parcel Post trucks. And the mailster would provide protection from bad weather for carriers and mail.

But the reality was that the mailsters were poorly designed. Many early models had no heaters or defrosters—and sometimes had side curtains instead of doors.

Breakdowns were frequent. Some models

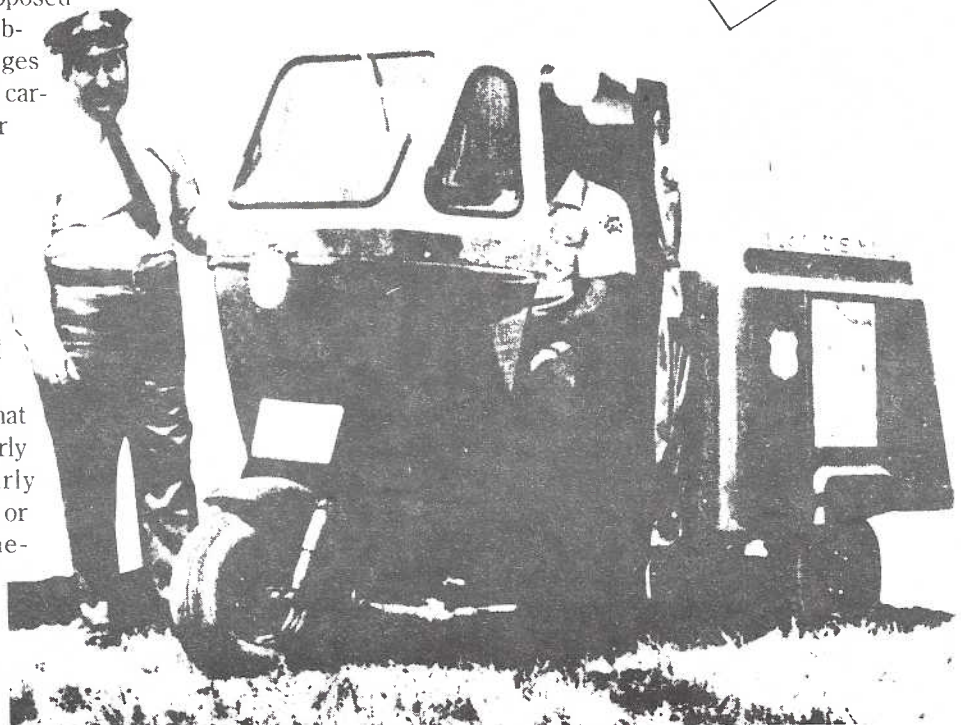
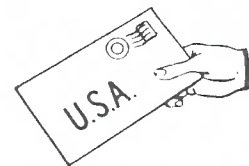
were so poorly built that they routinely shook themselves apart. In Kalamazoo, Michigan letter carriers reported that



photo courtesy of Smithsonian Institution

in one year, the front wheels of six of their mailsters dropped off while moving. "I experienced one myself going over a set of railroad tracks, causing an upset," a Kalamazoo carrier wrote in the August 1965 *Postal Record*.

Three-wheeled mailsters were in widespread use during the 1950s and 1960s despite multiple design problems.



Even when the mailster held together, its small engine was no match for the traffic around it, which constantly created hazards for the carrier drivers. In an accident, the mailster's flimsy body provided little protection—while its tricycle design made the vehicle extremely prone to tipping over on curves and in high winds.

No wonder the mailsters earned the nickname, "Travelling Coffin." And no wonder that the Post Office Department ultimately phased them out.

In use at the same time as the mailster were a variety of right-hand-drive step-vans, which were far safer and more versatile.

Half-ton sit-stand vans, used in the 1950s and 1960s, proved the efficiency of right-hand drive.



Among the early versions of "sit-stand" vans—so named because drivers could either stand or sit on a high stool—were models built by Dodge, Chrysler and Ford, including a modification of the Econoline van. These mostly half-ton trucks were used in the late 1950s and early 1960s.

The idea of the right-hand-drive van came from a series of field trials and demonstrations staged by the Post Office beginning in 1954, which showed that right-hand-drives saved from 30

minutes to one hour in a normal day of mail delivery over conventional vehicles.

For a period in the early 1960s, the Post Office bought a different model of the sit-stand van every year, ending up with a Dodge van in 1967 that had no window in the driver's door.

This spectacularly ill-designed vehicle—which required carriers to open the door at every stop to deliver the mail—led to another round of competitive tests of the most successful delivery vehicles, in 1968.

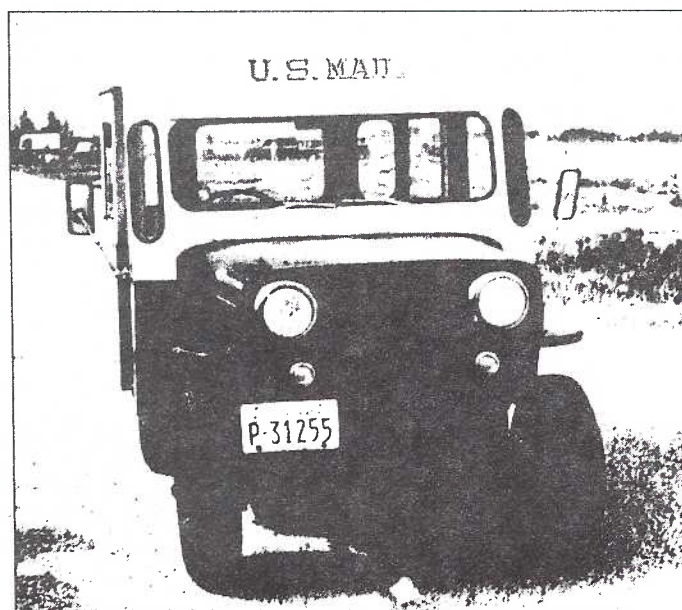
The winner of the 1968 competition was the DG5A model Jeep, which became the standard Jeep model to be used for mail delivery. The Post Office initially purchased 24,000 for use across the country.

The Jeep remained popular for several decades. And even though all Jeeps seem to look alike, over the years carriers have driven at least nine different varieties. More than 100,000 Jeeps are still being used in post offices across the country.

Homer Alcorn of San Francisco Branch 214 is ready for action as a collections driver in 1963.



The Jeep, first used for mail delivery in the 1950s, has been through numerous design changes.



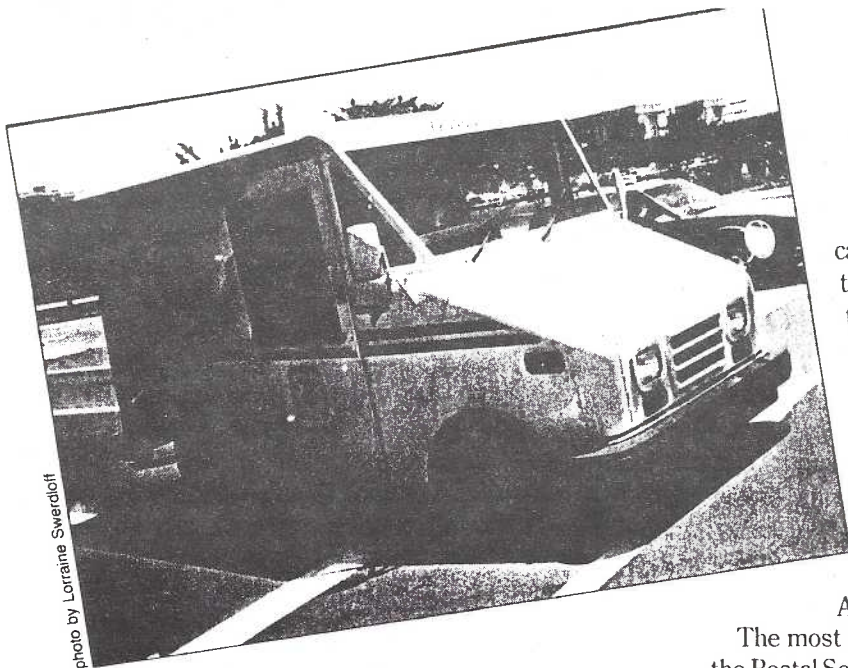


photo by Lorraine Swerdloff

The long-life vehicle is the most recent addition to the USPS fleet.

KEEP ON TRUCKING

Parallel to the development of the Jeep, the Post Office also introduced several models of half-ton, one-ton and two-ton trucks, with the larger trucks being used for collections and parcel post. Among the manufacturers of these vehicles are International Harvester (which produced the Scout), Ford, American Motors, Chevrolet, Dodge and Airstream.

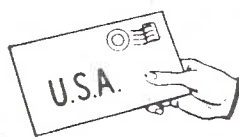
During the energy crisis of the early 1970s, the Postal Service experimented with a fleet of electric cars, which ran on storage batteries that had to be plugged in every night to be charged. These cars were unpopular with letter

carriers mainly because they tended to run out of electricity at inconvenient moments.

In the 1980s, carriers were issued several models of passenger cars, including Ford Pintos and K-cars from General Motors. Some post offices also received AMC Ambassador sedans.

The most recent major innovation by the Postal Service is the long-life vehicle (LLV), a half-ton van built by Grumman. The LLV, so named because it is expected to provide nearly 25 years of relatively trouble-free service, is the result of a national bidding process that included a 24,000-mile durability test conducted in Texas in 1985.

For letter carriers, the changing nature of their vehicles is just another part of the job. Whether facing the business end of a horse, braving the weather in a mailster or motorcycle, or standing tall in a sit-stand van, their mission has not changed: *move the mail!*



✉ The route of progress spans many styles of delivery vehicle, including this 1931 wood-sided van and the all-aluminum LLV. Dave Nault (l.) and Gary Lee are members of Arvada, Colorado Branch 4405.



photo by Gary Beuthal

PORT JEFFERSON & NEW YORK RPO by AL KRAUSE

Port Jefferson & NY RPO Trains 610 & 635 (K7), Daily except Sunday & Holiday. This RPO operated as train 4610 & 4635 on some holidays on a slightly modified schedule.

This RPO was a west end headout, one man job, covered by Bill Campbell, the CinC, who ran two weeks on and one week off, coverage furnished by a sub.

The CinC reported to the RPO car at 8:03am on track 19. His registered mails were delivered to him by a transfer clerk from the Transfer Office. There was no helper assistance from the terminal to assist prior to departure time at 0840am and this was a problem at times when the RPO car was spotted late.

The Rpo car of Port Jeff & NY train 610 was part of the consist of the Greenport & NY RPO train 204 from Penn Station to Jamaica. At Jamaica the RPO car of 610 was set out on a lay up track while the Greenport RPO and passenger cars continued eastward as soon as passengers from connecting trains were boarded and the steam locomotive coupled up.

About 25 or so minutes after arrival at Jamaica the Port Jeff RPO 610 was coupled to a steamer and backed onto the passenger cars in the Jamaica RR Station. The train then proceeded to Port Jeff Sta., due there at 11:23am.

A 30 foot Mail apartment in a 60 foot car was supplied by the LIRR in lieu of a 15foot authorization.

In my opinion, trains 610 and 635 were the worst combination to work , of any and all on the Island, as far as rolling stock was concerned. In my 3 plus years of subbing there on various LI RPO's, trains 610 & 635 were the only ones I remember where the RPO cars were shopped regularly without comparable replacement equipment. As result, when an RPO car was shopped, it was usually replaced by a Pennsy RR 60 or 70 foot RPO car.

It was tough enough running a one man show in a 30 footer so you can just imagine the confusion (particularly among the mail messengers) a 60 or 70 footer caused. The one man crew could have used roller skates.

And, I recall one occasion when the RPO was shopped at Jamaica because of a flat wheel and replaced by a 60 foot baggage car. What a nightmare of a trip.

At any rate, mails worked on train 610:

Line	Pchs	Letters	Papers
	32-37	40-50	5-8

The ride eastward was fairly slow, once past Hicksville, where there was but one track. Opposing traffic had the right of way until noon, so 610 took the siding when necessary.

After arrival at Port Jeff. Station, due 11:23am, CinC unloaded mails, convoyed reds to P.O. and then was on his own.

Port Jefferson & New York RPO Trains 621 & 650, (K7), daily except Sunday and Holidays. East end headout from Port Jeff.

The one man crew, Al Boyce, C in C, worked three weeks on and one week off and was required to put in 1 hour and 5 minutes of terminal time between trains at New York. He sometimes worked all or part of his layoff time (earning comp time only) or, if hw did not work, was covered by a sub.

The C in C reported at the Post Office for his registered mail at 0644 and then rode with the mail messenger to the RPO car at Port Jeff Station. Train 621 departed at 0724 and was due in Penn Station, New York at 0908.

This westbound trip was fast, it's schedule almost an hour shorter than that of train 635. There were plenty of catches and throws fairly close to-gether once the train entered the main line trackage at Hicksville where trackage increased from a single track (Port Jeff to west of Syosset) to three and four track service.

Mails worked:	<u>Pouches</u>	<u>Letter Pkges.</u>
Line	40	30
L.I.		15
Air		20
Mixed		8

The Long Island RR furnished a 30 foot mail apartment car in lieu of a 15 foot authorization.

An electric engine replaced the steam locomotive at Jamaica and train proceeded to Penn Station. After unloading, the C in C put in his terminal time and was then on his own.

The return trip, train 650, was with a two man crew, the C in C and a helper who stayed with the train as far as Smithtown, where he got off. He deadheaded back to Jamaica where he caught Montauk & NY RPO Train 65-167 and worked his way back to New York.

The C in C reported to 650's car at 3:09pm, the helper reported at 3:40pm and the train departed at 4:39pm. The helper got off at Smithtown at 6:09pm and the rpo was due Port Jeff. Station at 6:29pm.

Mails worked:	<u>Pouches</u>	<u>Letters</u>	<u>Papers</u>
Line	36-40	25-30	25-35

Upon arrival at Port Jeff Station and unloading the Star Route and Mail Messenger mails, C in C convoyed reds to the Post Office. If no registered mails available, he went home.

RPO Train 635

On train 635, the CinC reported at the Port Jefferson Station Post Office at 3:06pm, to sign for his registered mails, and then proceeded to the RPO car with the mail messenger. The train departed at 3:40pm, and was due back in Penn Station, N.Y. at 6:35pm.

Mails worked:	<u>Pchs.</u>	<u>Letters</u>
Line	25	24-28
L.I.		22-25
Air		20-25

The westbound trips on Long Island were always heavy, regardless of which branch you were running but the schedule of this train was very favorable. And no matter how badly stuck you were upon arrival at Jamaica, there was plenty of time to clean up. This was due to the 30 minutes or so layover there waiting for the Greenport & NY RPO Train 211 to arrive. The passengers from train 635 transferred at Jamaica to connecting trains for Brooklyn and Penn Station, N.Y., while the RPO car was set out again on a lay up track. When the Greenport & NY train 211 arrived about 25 or 30 minutes later, the Port Jeff RPO was coupled to the rear of the passenger cars and then proceeded to Penn Station in train 211's consist.

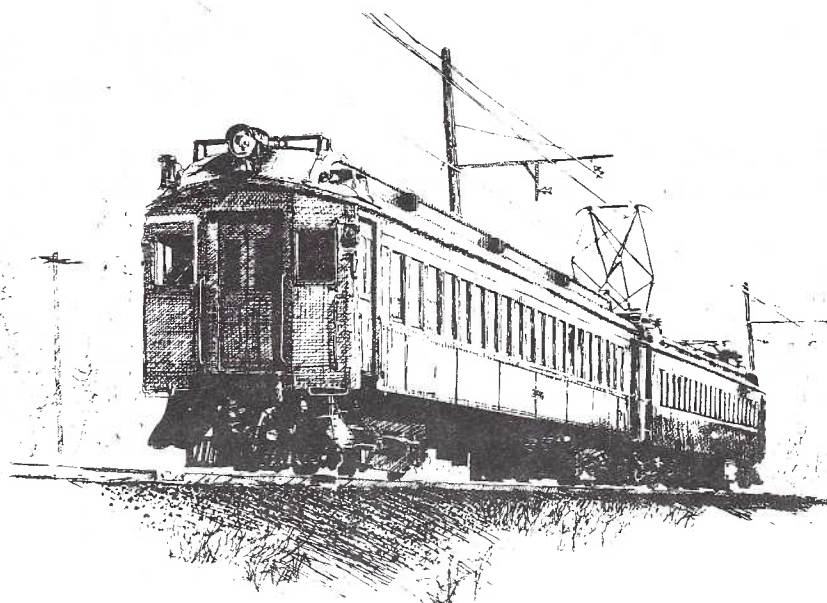
Mileage one way between Penn Station and Port Jeff. Station was 67 miles.

After unloading in Penn Station, the CinC conveyed his reds to the New York GPO Registry Division and that ended his day.

Usually the CinC of train 211 and the CinC of train 635 took turns each day conveying reds.

Schedule of Port Jeff & NY RPO Trains 621 & 650 - K-7
and --- 610 & 635 - K-7

610 K7	650 K7		621 K7	635 K7
08:40am	4:39pm	Lv. Penn. Sta.	Ar. 09:08am	5:35pm
08:56am	4:55pm	Ar. Jamaica	Lv. 08:45am	6:12pm
09:30am	5:01pm	Lv. Jamaica	Ar. 08:38am	5:34pm
10:00am	--	Ar. Hicksville	Lv. --	5:02pm
10:04am	--	Lv. Hicksville	Ar. --	4:59pm
	5:40pm	Ar. Hunt. Sta.	Lv. 08:11am	4:26pm
10:33am	5:45pm	Lv. Hunt. Sta.	Ar. --	
11:23am	6:29pm	Ar. P. Jeff Sta.	Lv. 07:24am	3:40pm



Pouch List
Port Jefferson & NY RPO Train 621

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

<u>Station</u>	<u>Made up by</u>	<u>Labeled to</u>
Pt. Jefferson Sta.	R- Pt. Jeff. Sta.	Pt. Jeff & NY Tr. 621
" " "	R- Pt. Jefferson	Line
" " "	R- Terryville	"
" " "	R- Wading River	"
" " "	R- Mt. Sinai	"
" " "	R- Miller Place	"
" " "	R- Rocky Point	"
" " "	R- Shoreham	"
Setauket	R- Setauket	"
"	R- East Setauket	"
Stony Brook	R- Stony Brook	"
St. James	R- St. James	Line
	D- Line	St. James
Smithtown	D- "	Smithtown
	R- Smithtown	Line
	R- Smithtown Branch	"
	R- Nesconset	"
Kings Park	R- Kings Park	"
	D- Line	Kings Park
Northport	D- "	Northport
	R- Northport	Line
	R- East Northport	"
	R- Commack	"
Greenlawn	R- Greenlawn	"
	R- Centerport	"
Huntington	R- Huntington	"
	R- Huntington Station	"
	R- Halesite	"
	D- Line	Huntington
	D- "	Huntington Sta.
Cold Spring Harbor	R- Cold Spring Harbor	Line
	R- Woodbury	"
Syosset	R- Syosset	"
	D- Line	Syosset
Hicksville	T- "	Hicksville
	C- Hicksville	Line
Westbury	T- Line	Westbury
	T- "	Old Westbury
	C- Westbury	Line
	C- Old Westbury	"
Carle Place	C- Carle Place	"
New Hyde Park	C- New Hyde Park	"
Jamaica	R- Jamaica	"
	D- Line	Jamaica
	D- "	Brooklyn
	D- "	Greenport & NY 204(RPO)
	D- "	Pt. Jeff & NY RPO 610
Jamaica	R- Floral Park	Line
	R- Hempstead	"
	R- Garden City	"
	R- Mineola	"
	R- Malverne	"
	D- Line	Flushing
	D- Line	Long Island City
	D- "	Forest Hills
	D- "	Jackson Heights
	D- "	AMF New York

Penn Station, NY

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Erie Term, J.C., NJ
Hoboken, NJ Term.
Central Term., NJ
West Side Term, NY
PCC NY
Port & NY Tr.
NY & Pitts Tr 67
NY & Wash Tr. 141
Penn Term, NY. Directs
New York, NY
Grand Central Annex
NY & Chic Tr. ?(NW States)
GPO NY Dis.
Penn Term, NY (Wkg)

Pouch List- Pt. Jeff & NY Tr. 610

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

Station	Made up by	Labeled to
Penn Station, NY.	R- Penn Term (Adv)	Line
	R- " "(Final)	"
	D- Line	Penn Term, NY. (Back Pch)
	R- Bos Spg & NY 55	Line
	R- " " " 169	"
	R- NY & Wash 110	"
	R- " " " 102	"
	R- Port & NY 82-125	"
	R- Bos & NY 179	"
	R- " " " 177	"
	R- NY & Chic 14	"
	R- NY & Buf 10	"
	R- NY & Pitts 52	"
	R- NY & Buf 4	"
	R- NY & Pitts 18	"
	R- NY & Sala 8-10	"
	R- Erie Term, NJ	"
	R- Central Term, NJ	"
	R- Hoboken NJ Term.	"
	R- Weehawken NJ Ter.	"
	R- Staten Island, NY	"
Jamaica, NY	R- Jamaica	"
	R- Brooklyn, N.Y.	"
	R- AMF NY	"
	R- Montauk & NY 123	"
	D- Line	Brooklyn, NY
Carle Place	D- "	Jamaica, NY
	T- "	Carle Place
Westbury	C- Carle Place	Line
	R- Westbury	"
	R- Old Westbury	"
	D- Line	Westbury
	D- "	Old Westbury
Hicksville	D- "	Hicksville
	R- Hicksville	Line
Syosset	R- Syosset	"
	D- Line	Syosset
Cold Spg. Harbor	D- "	Cold Spring Harbor
	D- "	Woodbury
	R- Cold Spg. Harbor	Line
	R- Woodbury	"



Huntington Sta.	D- Line	Huntington Station
	D- "	Huntington
	D- "	Halesite
	R- Huntington Sta.	Line
	R- Huntington	"
	R- Halesite	"
Greenlawn, NY	R- Greenlawn, NY	Line
	D- Line	Greenlawn, NY
	D- "	Centerport
Northport	D- "	Northport
	D- "	East Northport
	D- "	Commack
	R- Northport	Line
	R- East Northport	"
	R- Commack	"
	R- Brentwood	"
	R- West Brentwood	"
	R- Bayshore	"
Kings Park	R- Kings Park	"
	D- Line	Kings Park
Smithtown	D- "	Smithtown
	D- "	Smithtown Branch
	R- Smithtown	Line
	R- " Branch	"
	R- Nesconset	"
St. James	R- St. James	"
	D- Line	St. James
Stony Brook	D- "	Stony Brook
	R- Stony Brook	Line
Setauket	R- Setauket	"
	R- East Setauket	"
	D- Line	Setauket
	D- "	East Setauket
Pt. Jeff. Sta.	D- "	Pt. Jeff. Station
	D- "	Port Jefferson

D- Dispatch
T- Throw
C- Catch

<u>Station</u>	<u>Made up by</u>	<u>Labeled to</u>
Pt. Jeff Station	R- Pt. Jeff Station	Line
	R- Port Jefferson	"
Setauket	R- Setauket	"
	R- East Setauket	"
	D- Line	Setauket
	D- "	East Setauket
Stony Brook	D- "	Stony Brook
	R- Stony Brook	Line
St. James	R- St. James	"
	D- Line	St. James
Smithtown	D- "	Smithtown
	D- "	Smithtown Branch
	R- Smithtown	Line
	R- Smithtown Branch	"
	R- Nesconset	"
Kings Park	R- Kings Park	"
	D- Line	Kings Park

Northport	D- "	Northport
	D- "	East Northport
	D- "	Bayshore
	D- "	Brentwood
	D- "	West Brentwood
	R- Northport	Line
	R- East Northport	"
Greenlawn	R- Greenlawn	"
	R- Centerport	"
	D- Line	Greenlawn
	D- "	Centerport
Huntington Sta.	D- "	Huntington Station
	D- "	Huntington
	R- Huntington Sta.	Line
	R- Huntington	"
	R- Halesite	"
Cold Spring Harbor	R- Cold Spg. Harbor	"
	R- Woodbury	"
	D- Line	Cold Spg. Harbor
	D- "	Woodbury
Syosset	D- "	Syosset
	R- Syosset	Line
Hicksville	R- Hicksville	"
	R- Jericho	"
	D- Line	Hicksville
Westbury	R- Westbury	Line
	D- Line	Westbury
	D- "	Old Westbury
	R- Old Westbury	Line
New Hyde Park	R- New Hyde Park	"
	D- Line	New Hyde Park
Jamaica	D- "	Jamaica
	D- "	Brooklyn
	D- "	AMF New York
Penn Station, NY	D- "	NY & Sala Tr 5
	D- "	Weehawken NJ Term
	D- "	Flushing, NY
	D- "	Port & NY Tr 124-81
	D- "	PCC NY
	D- "	Penn Term NY (Dir)
	D- "	Penn Term, NY (Wkg)
	D- "	New York, NY Dis
	D- "	Bos & NY Tr 180
	D- "	New York, NY.
	D- "	NY & Pitts Tr 29
	D- "	NY & Wash Tr 139
	D- "	Grand Central Annex, NY
	D- "	Erie Term, JC,NJ
	D- "	West Side Term, NY

Pouch List
Port Jefferson & NY Tr. 650

*** receive
 D- Dispatch
 T- Throw
 C- Catch

<u>Station</u>	<u>Made up by</u>	<u>Labeled to</u>
Penn Station, NY	R- Bos. Spg & NY Tr.575-77	Pt. Jeff & NY 650
	R- Bos & NY Tr. 170	Line
	R- Alb & NY Tr 8	"
	R- " " " 2	"
	R- NY & Buf " 2	"

	R- " " " 10	"
	R- Penn Term (Adv)	"
	R- " " (Final)	"
	R- NY & Wash Tr. 132	"
	R- AMF New York	"
	R- Weehawken, NJ Term	"
	R- Central Term, NJ	"
	R- Hoboken, NJ Term	"
	R- Erie Term, JC, NJ	"
	R- Montauk & NY Tr. 27	"
	R- NY & Pitts Tr. ?	"
	R- NY & Chic Tr. ?	"
	R- NY & Sala Tr. ?	"
	D- Pt. Jeff & NY Tr 650	Penn Term(Back Pch.)
Jamaica, NY	R- Jamaica, NY	Line
	R- Brooklyn, NY	"
	D- Line	Jamaica
Carle Place	T- "	Carle Place
Westbury	T- "	Westbury
	T- "	Old Westbury
	C- Westbury	Line
	C- Old Westbury	"
Hicksville	C- Hicksville	"
	T- Line	Hicksville
	T- "	Jericho
Syosset	D- "	Syosset
	R- Syosset	Line
Cold Spring Harbor	D- Line	Cold Sprg. Harbor
	D- "	Woodbury
Huntington Station	D- "	Hunt. Sta.
	D- "	Huntington
	D- "	Halesite
	R- Huntington Station	Line
	R- Huntington	"
Greenlawn	D- Line	Greenlawn
	D- "	Centerport
Northport	D- "	Northport
	R- Northport	Line
	R- East Northport	"
	R- Brentwood	"
	R- West Brentwood	"
	R- Bayshore	"
	R- Montauk & NY Tr.26	"
Kings Park	R- Kings Park	Line
	D- Line	Kings Park
Smithtown	R- Smithtown	Line
	D- Line	Smithtown
	D- "	Smithtown Branch
	D- "	Nesconset
St. James	D- "	St. James
	R- St. James	Line
Stony Brook	D- Line	Stony Brook
Setauket	D- "	Setauket
	D- "	East Setauket
Pt. Jeff. Station	D- "	Pt. Jeff Station
	D- "	Port. Jefferson
	D- "	Terryville
	D- "	Rocky Point
	D- "	Miller Place
	D- "	Mt. Sinai
	D- "	Wading River
	D- "	Shoreham

TR. 610

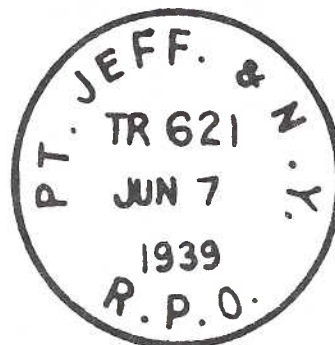
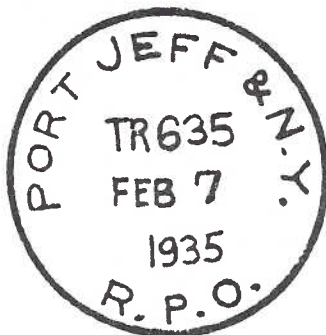
JAMAICA	BROOKLYN			

BACK PORT

DUMP UP TABLE

LETTER CASE

SPONT BROOK	CAPE PL.	WOODBURY	COLD SPR. HARBOR	HALESITE	COMMACK	WESTBURY	HUNTINGTON
EAST SETBACK	OLD WESTBURY	ACKSUITE	SPOTSET	WILTHBURY	EAST NORTHPORT	KINGS PARK	PORT JEFFERSON
SETBACK	ST. SPANES	PORT JEFFERSON	PORT SETBACK STATION		SMITH TOWN BRANCH		



TR. 621

AMP NY.	ERIE TERM	HOBOKEN TER	CENTRAL TERM.	WEST SIDE TERM
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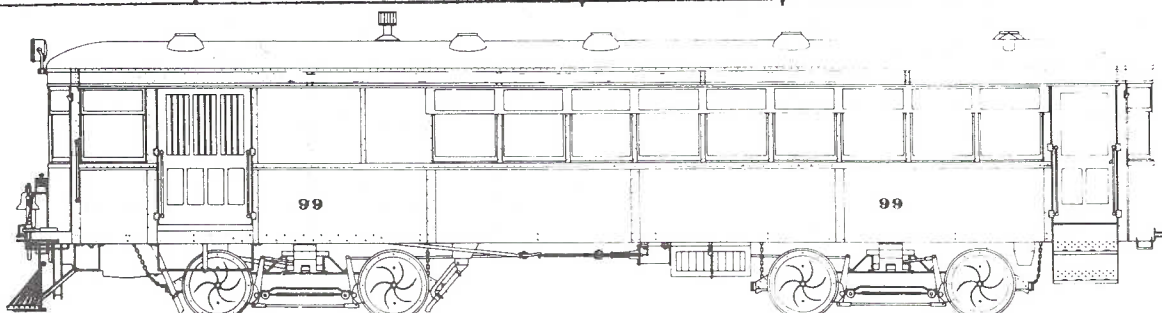
OVER
HEAD
BOXES

PORT & N.Y. TR	N.Y. & WASH TR 141	NEW YORK, N.Y.	N.Y. & CHIL TR	PCL, N.Y.
N.Y. & PITTS TR. 67	PENN TERM, N.Y. (DIR)	GRAND CENTRAL ANNEX, N.Y.	G.P.O. N.Y. DIS.	PENN TERM, N.Y. (WKG)

DUMP UP TABLE

LETTER
CASE

OLD WESTBURY	WESTBURY	HICKSVILLE	SYOSSET	HUNTINGTON STRA.	HUNTINGTON	NORTHPORT	KINGS PARK	SMITHTON	ST. JAMES	JAMAICA N.Y.	GREENPORT & N.Y. TR. 204
MIXED PARCEL POST	MIXED PAPERS	JACKSON HEIGHTS	FOREST HILLS	KOHLER CITY	FLUSHING N.Y.	BROOKLYN, N.Y.	P.T. JEFFERSON & N.Y. TR. 610				



TR. 635

N.Y. & SALA TR #5	WEEHAWKEN N.J. TERM	FLUWING	PORT & N.Y. 124-81	PCL, N.Y.
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PENN TERM, N.Y. (DIR)	NEW YORK, N.Y. DIS	PENN TERM, N.Y. (WKG)	BOS & N.Y. TR. 180	PEN.N. TERM, N.Y. MIXED PARCEL AST		
NEW YORK, N.Y.	N.Y. & PITS TR, 29	WEST SIDE TERM N.Y.	N.Y. & WASH TR. 139	N.Y. & CHIC TR. 57	GRAND CENTRAL ANNEX, N.Y.	PENN TERM. N.Y. MIXED PAPERS

ERIE TERM, N.Y.

DUMP UP TABLE

LETTER CASE

NEW HYDE
PARK

WOODHURST

COLD SPRING
HARBOR

KINGS -
PARC

S. JAMES

STONY -
BROOK

EAST
SETBACK

SETHAKET

SMITH TOWN	DRENTWOOD
SMITH TOWN BRANCH	WEST BROOKWOOD
NORTHPORT	COMACK
EAST NORTHPORT	BAYSHORE
GREENLAWN	MUNTINGTON
CENTERPORT	MUNTINGTON STATION
SYOSSET	WESTBURY
HICKSVILLE	OLD WESTBURY
JAMAICA	AMF - N.Y.
	BROOKLYN

TR. 650

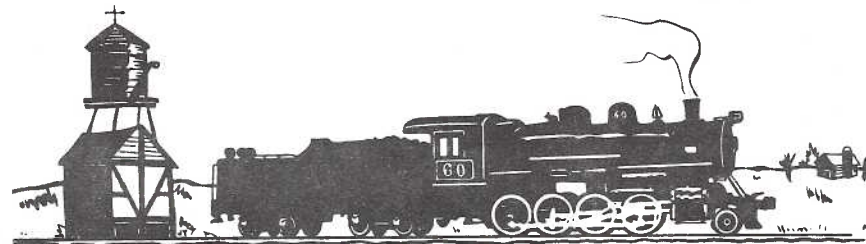
JAMAICA, N.Y.				

BACK ROUTE

DUMP UP TABLE

LETTER CASE

CHARLE PL.	SYOSSET	STONY BROOK
WESTBURY	WOODBURY	COLORADO SPRING HARBOUR
OLD WESTBURY	HUNTINGTON	SETAUCKET
HICKVILLE	HUNTINGTON STATION	ERST SETAUCKET
TERICHO	GREENLAWN	PORT JEFFERSON
HALESITE	CENTERPORT	PORT JEFFERSON STATION
KING PARK	NORTHPORT	TERREVILLE
NEEDHAMSETT	SMITHTOWN	ROCKY POINT
ST. JAMES	SMITHTOWN BRANCH	MILLER PLACE
SPORINGHAM	MAADING RIVER	MT. SINAI



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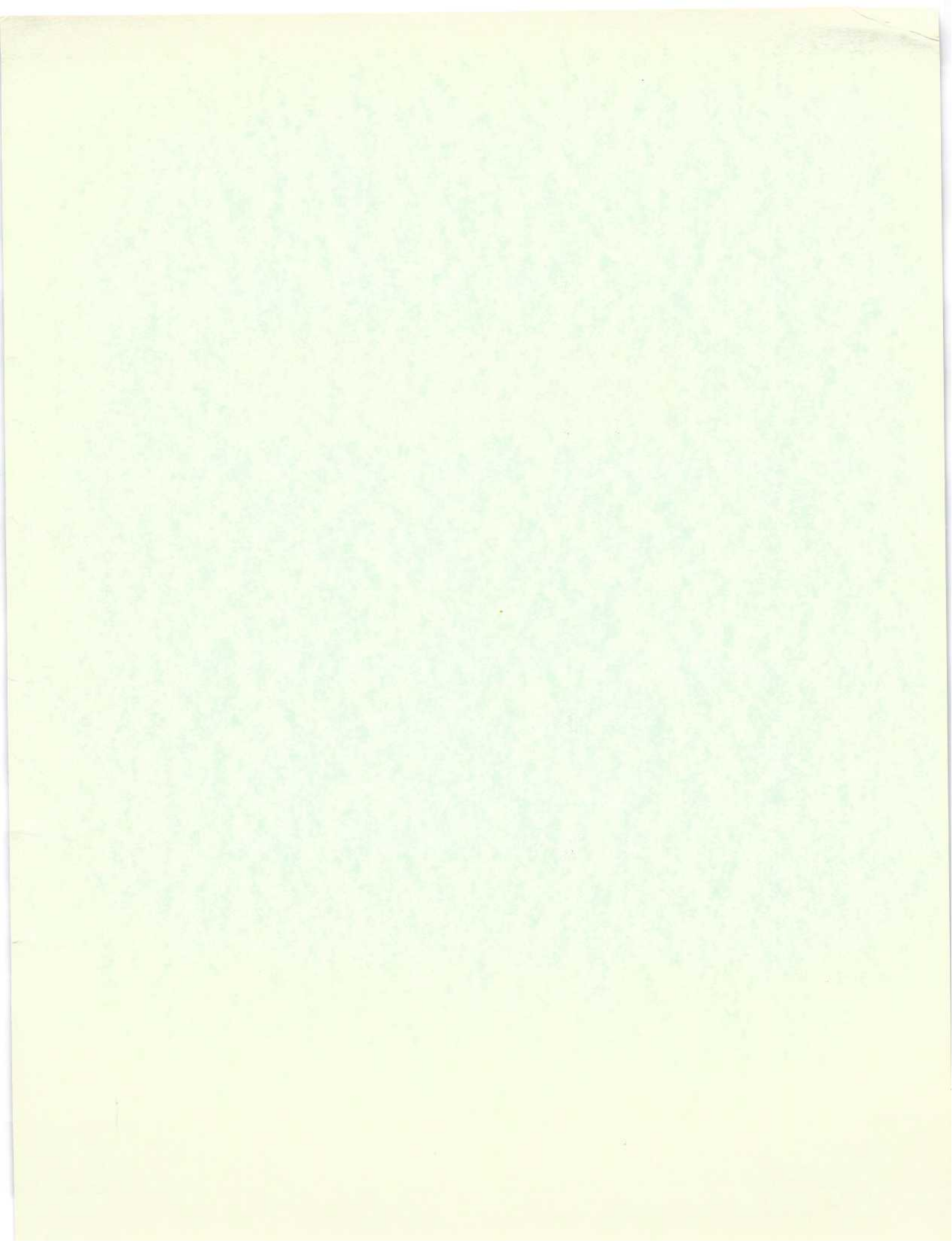
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