



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.



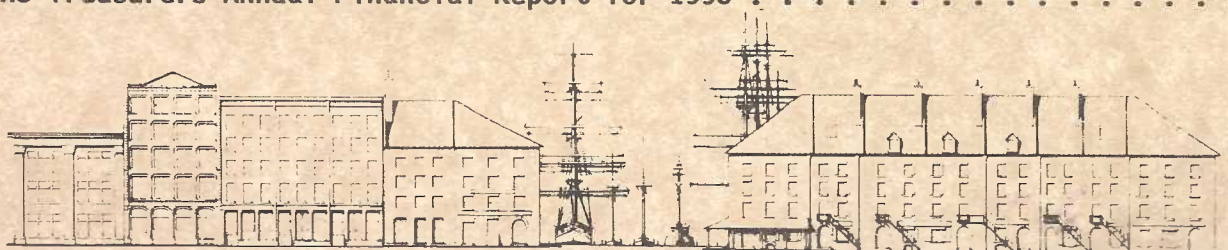
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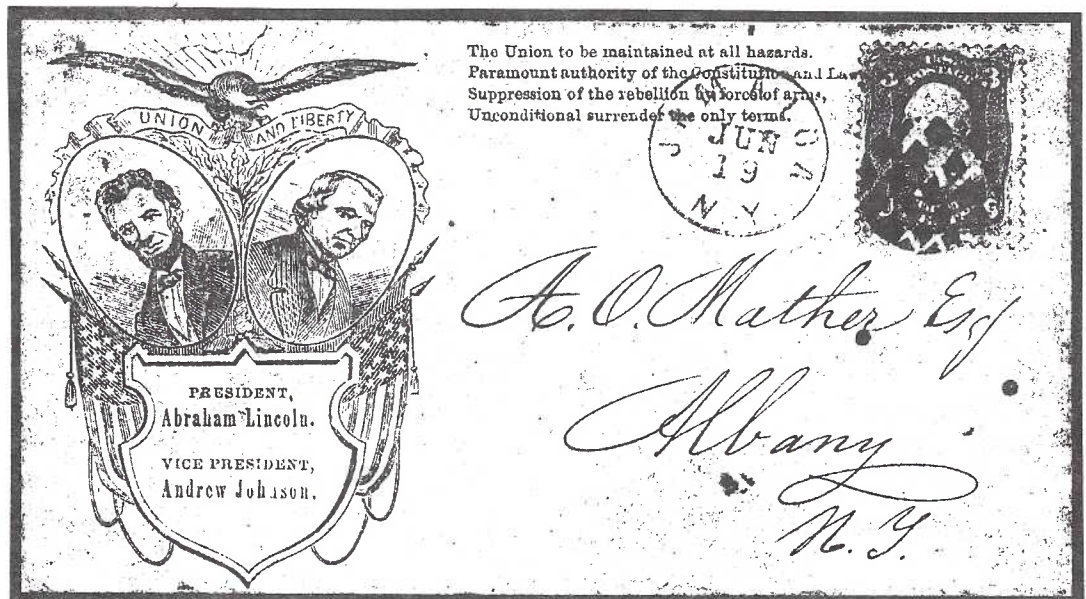


LONG ISLAND MILITARY & WAR COVERS
Fort & Camp Postal Markings, Patriotic Covers, Censor Markings, etc.

by: Richard O. Jones

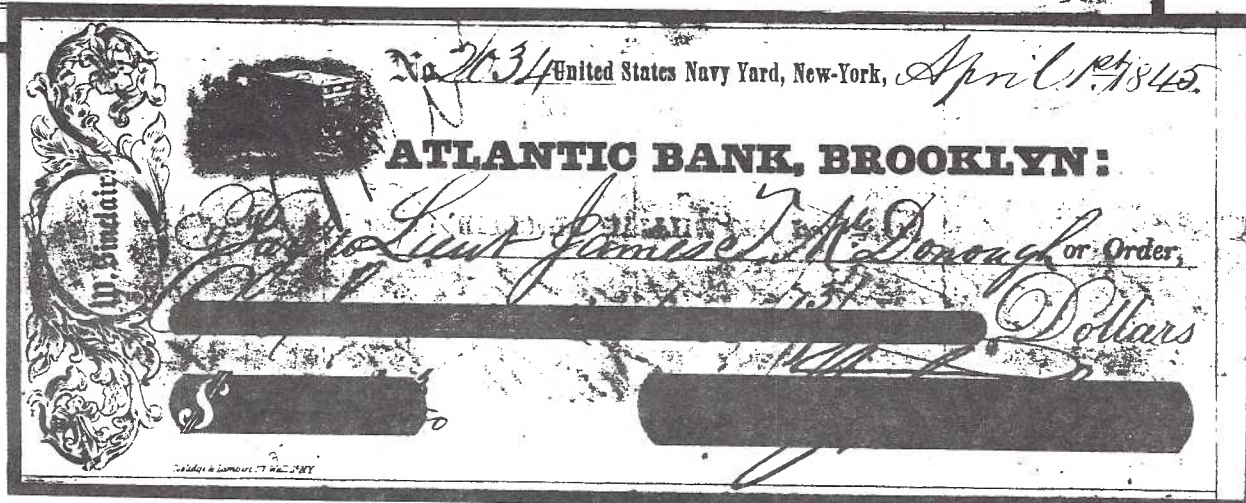
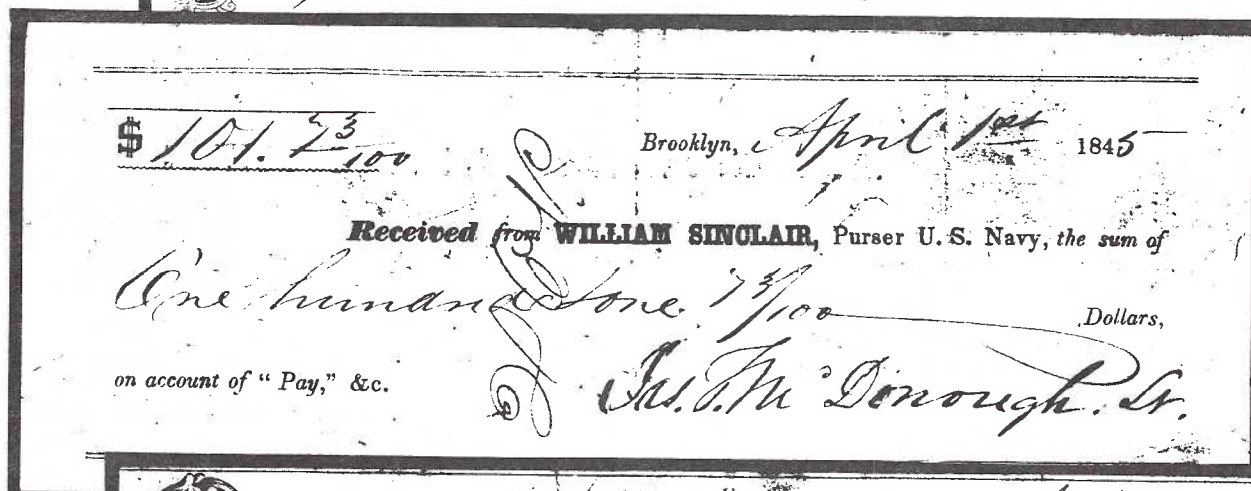
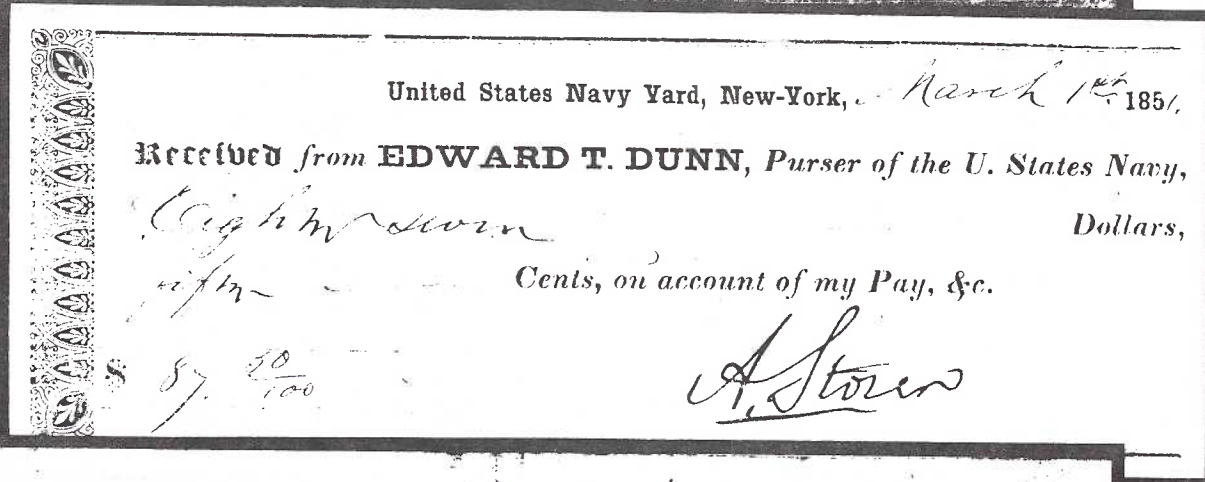
Part 1: the CIVIL WAR PERIOD - 1861-1865

We start off with a few Political Campaign Covers for Abraham Lincoln, from his two different campaigns with running mates Hamlin & Johnson. It is believed that Lincoln's policies after being elected sparked the war.



Even though no battles were fought on Long Island the Civil War affected the lives of people here. Situated next to the busy port of New York City made it a prime area for supporting the war effort with its manufacturing, shipbuilding and farming.

Although the Brooklyn Navy Yard (New York Navy Yard at that time) had been in operation long before the war, there was no specific post office operating in the 'Yard', tho we show some pre-war checks, drafts & receipts.



The only post office that you could call military at the time was located at Fort Hamilton, and that opened on February 16, 1833. Here we show a small selection of covers from the 1840's thru the 1880's.

Fort Hamilton }
N.Y. 22 July }

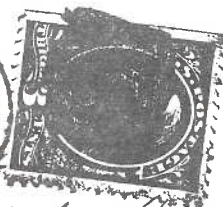
Mail 5-

To the

Hon. C. H. Cleveland

Hampton

CT



Ans. M. Enally Esq
Hampden



WRITE THE ADDRESS ON THIS SIDE-THE MESSAGE ON THE OTHER

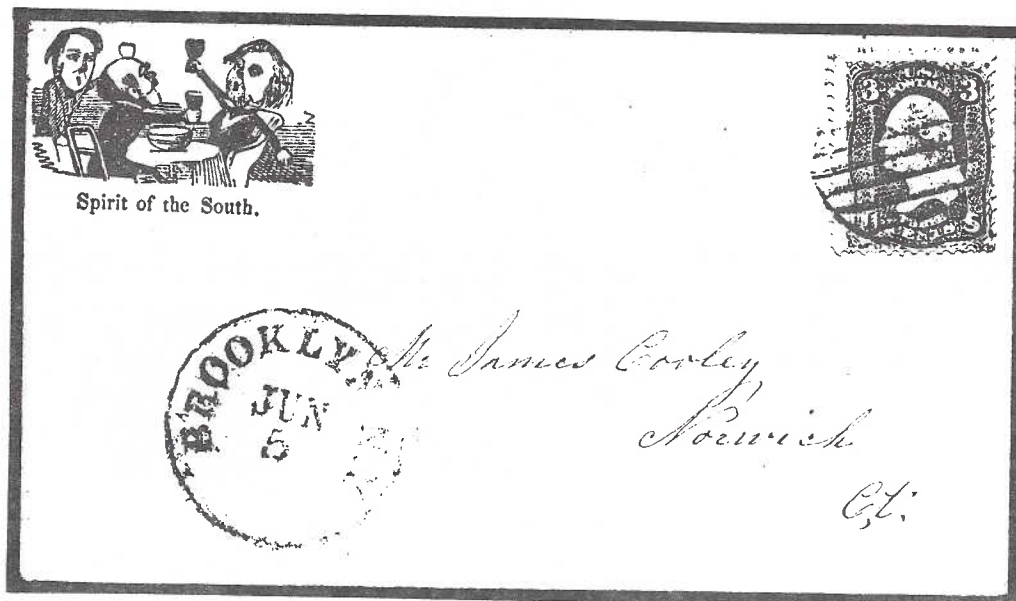
Wm. H. McParlin
303 East Biddle Street



Prof. Charles Emerson Beecher
Museum Yale College
New Haven
Conn.

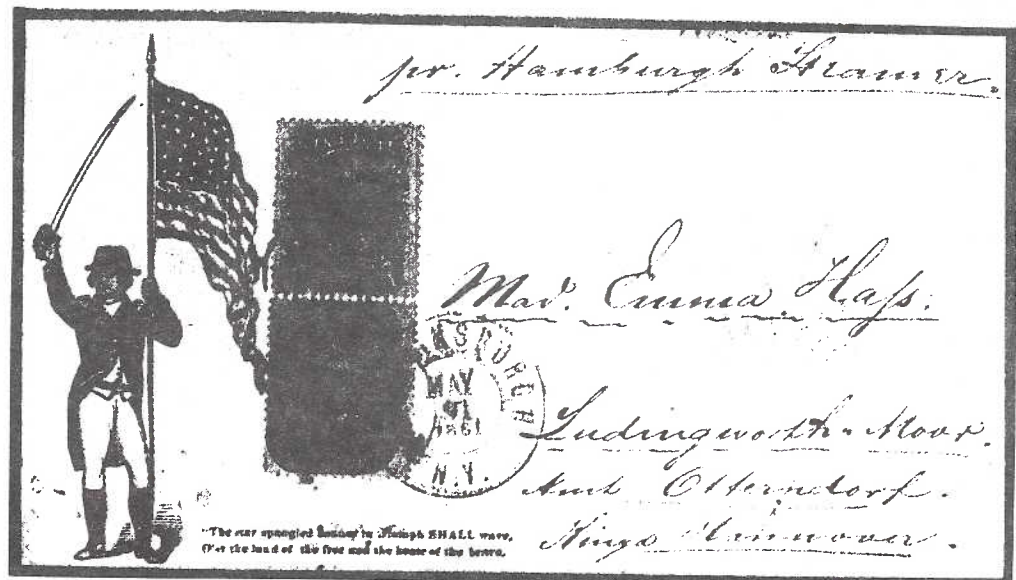
Many local soldiers and sailors fought in the war forming volunteer regiments from the various sections of Long Island. Some of the training camps were at Fort Hamilton in Brooklyn, Union Race Course in Queens and at Camp Morgan on Willets Point in Queens (the present site of Fort Totten). This camp was named for Edwin Morgan, governor of New York and the preliminary fortification plans for the fort site were drawn up in 1837 by then Captain Robert E. Lee. Lee and Stonewall Jackson were both stationed on Long Island before the war. Part of this post was used as a recruit depot and temporary encampment for the troops enroute to the front. The largest camp was Camp Winfield Scott, names for General Winfield Scott of Mexican War fame and the Commanding General of the U.S. Army at the outbreak of the Civil War. It was located on the Hempstead Plains, an area used for training troops for every war going back to the American Revolution. It was established in August 1861 in the Mineola-Garden City region near the present day Nassau County Courthouse Complex where a historical marker is erected at Eleventh and Washington Avenues. It was commanded by General Thomas W. Sherman and trained mostly New England troops.

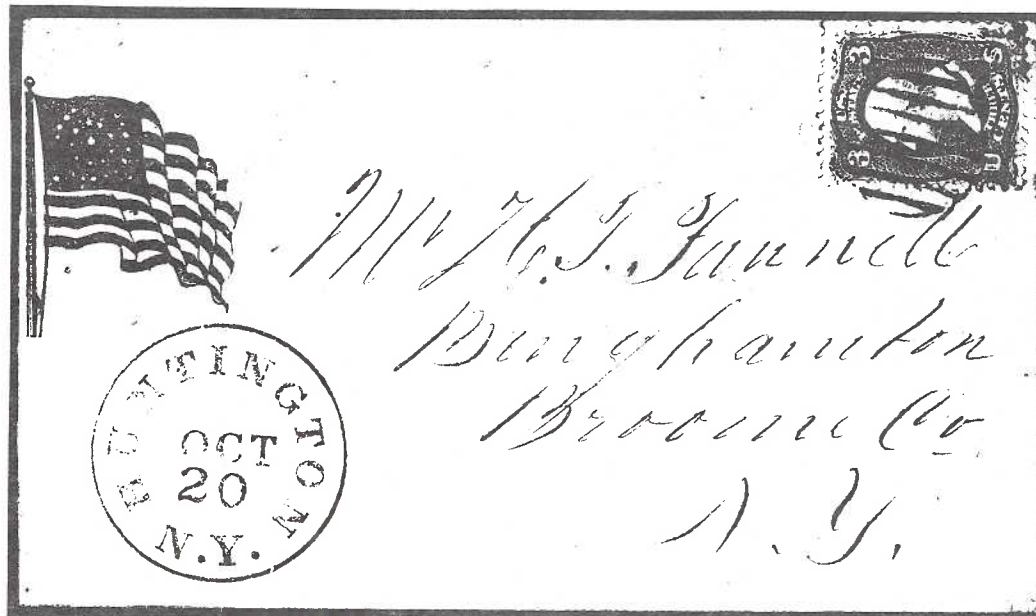
This was the period when the patriotic cover was very popular and many colorful examples exist. Here we show a small selection of those patriotic covers as used from Long Island.



BROOKLYN NY
3¢ Domestic
Letter Rate

WILLIAMSBURGH NY
5¢ & 10¢ 1861
issue stamps
paying the 15¢
rate to Germany
Scarce usage of
Patriotic's on
Foreign Mail

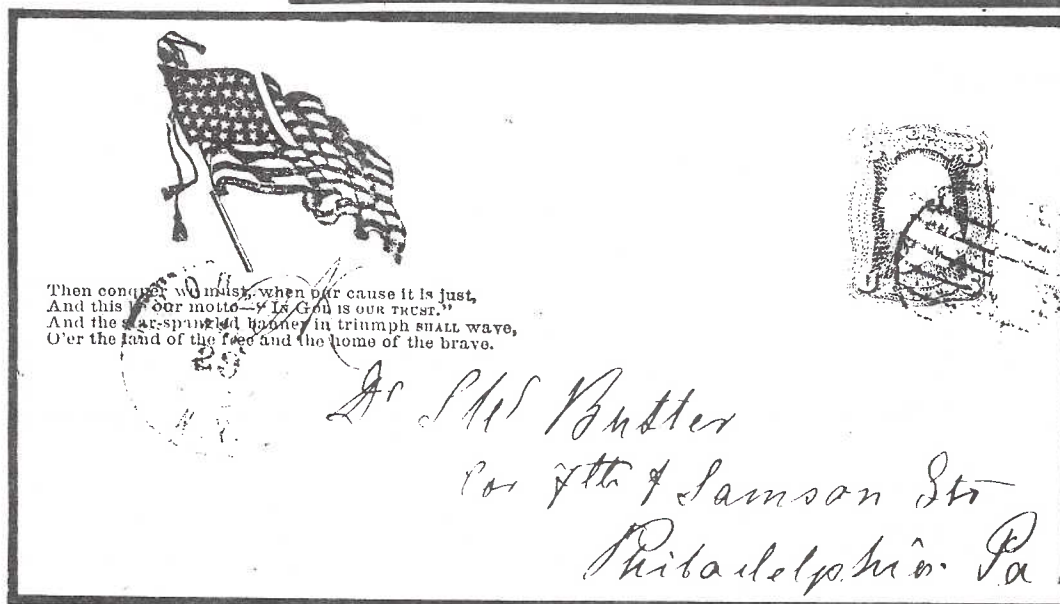
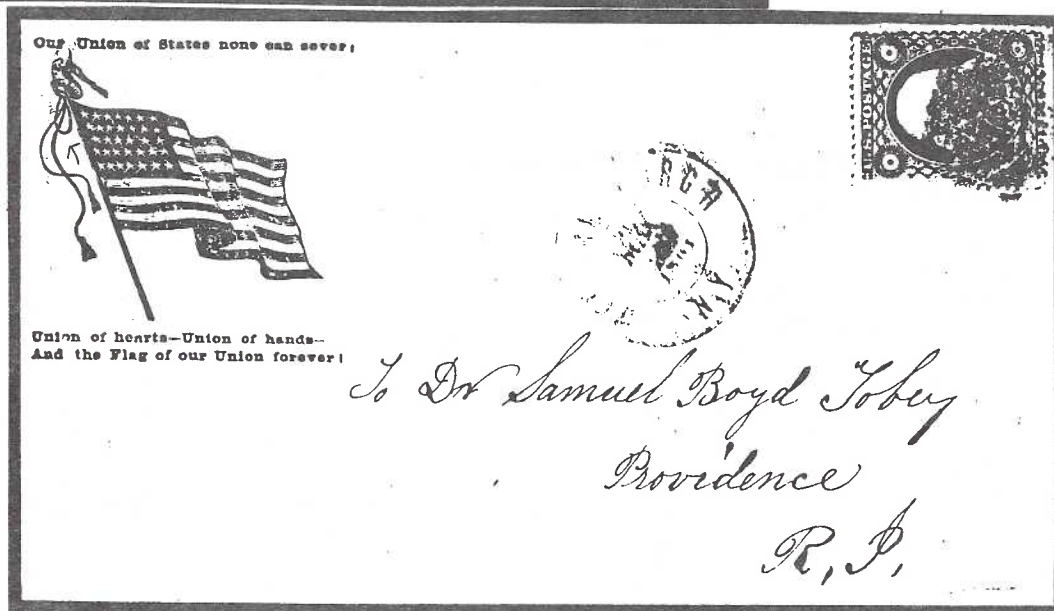




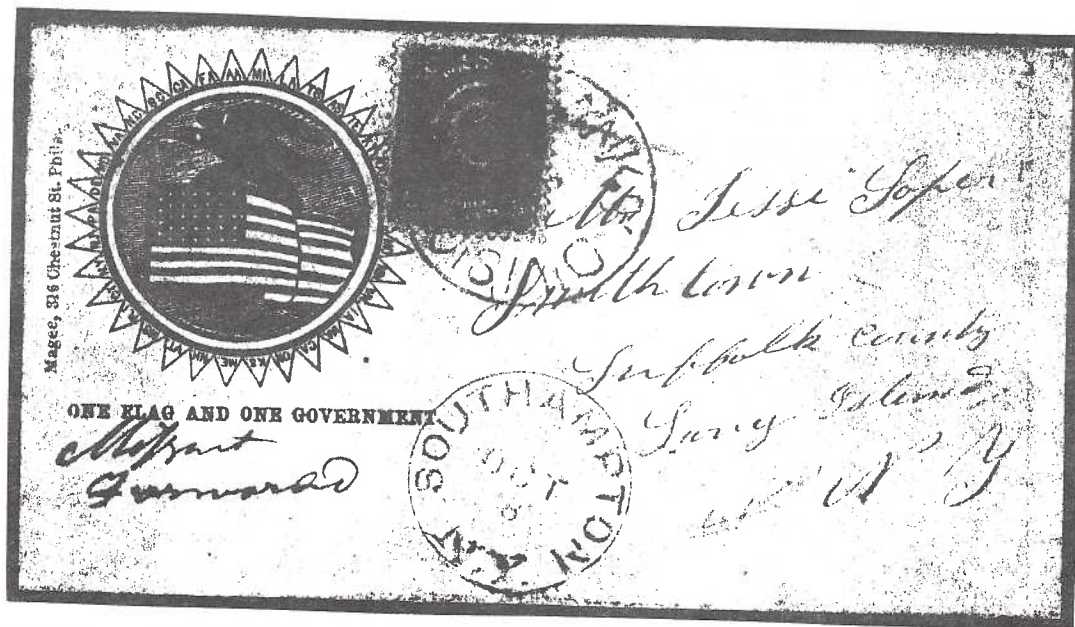
HUNTINGTON NY
3¢ Domestic
Letter Rate

Examples of the
many forms of
Flags, both with
& without verse

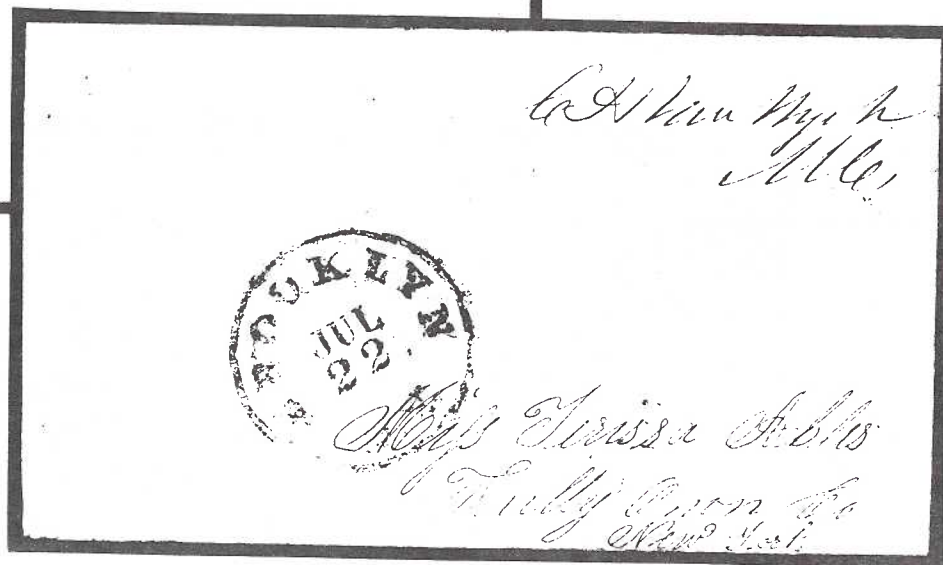
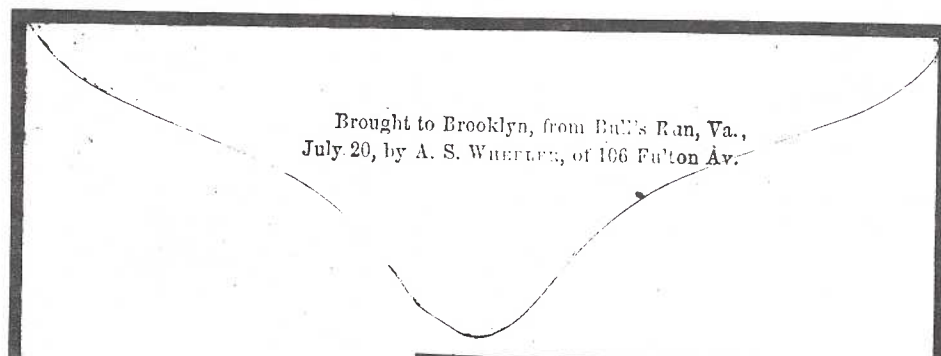
BROOKLYN NY
3¢ Domestic
Letter Rate



WILLIAMSBURGH NY
3¢ Domestic
Letter Rate

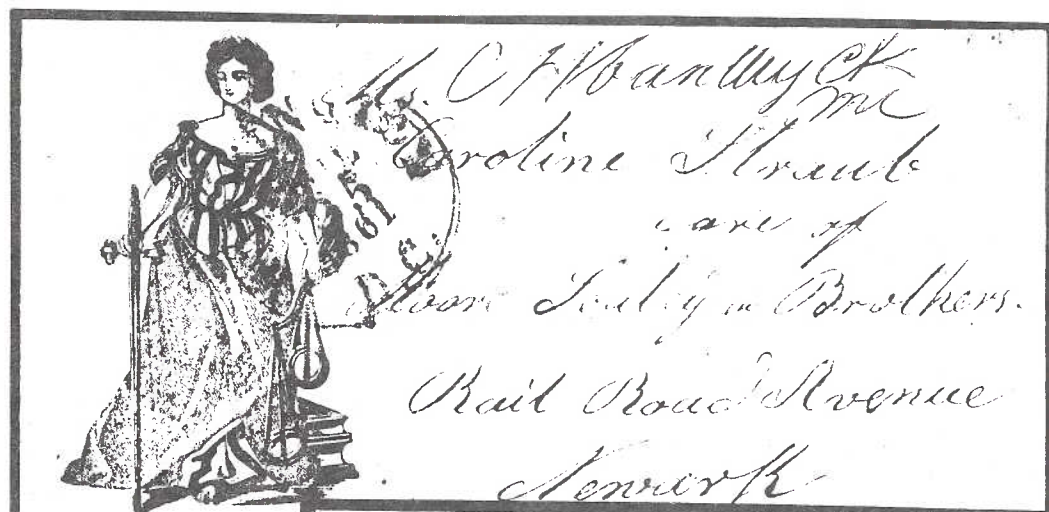


origin BANKS DIVISION post office in the war zone
being addressed to Smithtown Suffolk County Long Island NY
'Missent & Forwarded' SOUTHAMPTON NY



'Brought to Brooklyn, from Bull's Run, Va.,
July 20, by A.S. Wheeler, of 106 Fulton Av.'
on reverse of cover to Tully NY, with BROOKLYN NY CDS and Van Wyck free frank

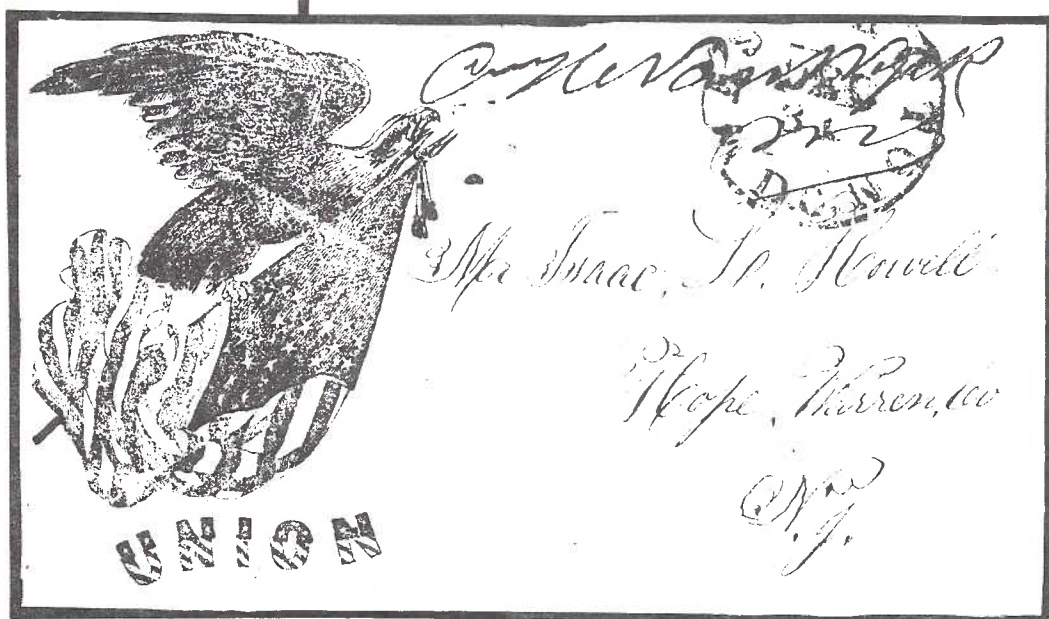
Charles Henry Van Wyck was educated at Rutgers University and graduated with a law degree. In 1858, he was elected from Sullivan County, New York as a member of Congress. He was re-elected for a second term, but on the outbreak of the Civil War, he enlisted as a Colonel of the 56th New York Volunteers. He served with distinction throughout the Peninsular Campaign under McClellan. In 1865, at the close of the war, he was appointed to the rank of Brigadier-General by Brevet. In later life he moved to Nebraska and was elected to the Senate in 1881. He died in Washington DC on October 24, 1895. Here we show an array of covers that he had 'free franked' while in the field during the war.

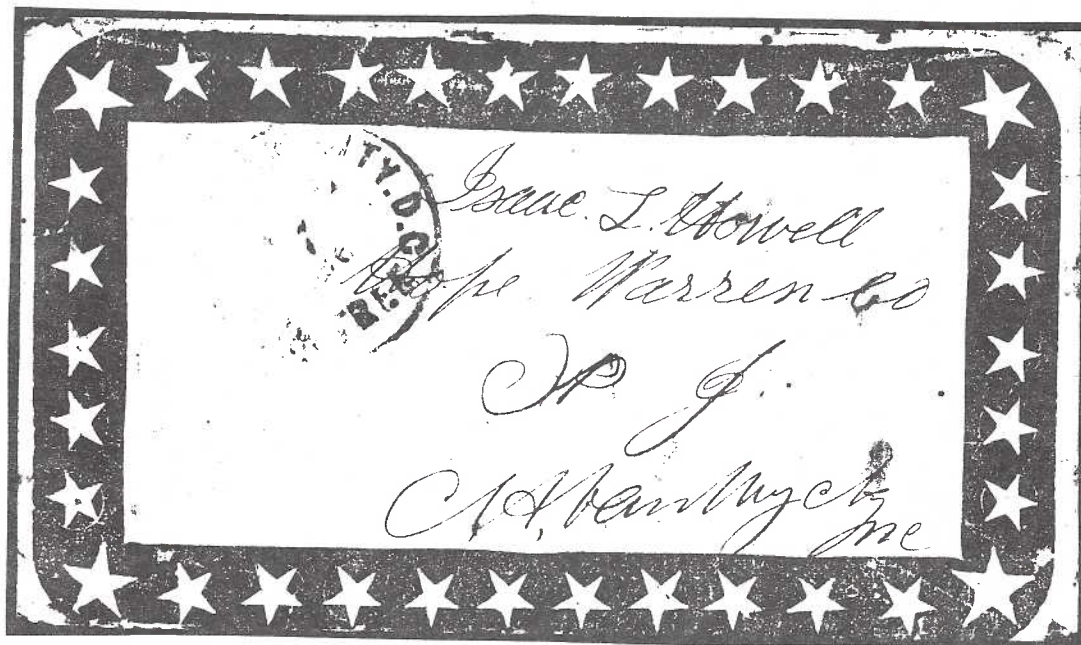


"Be just, and fear not"

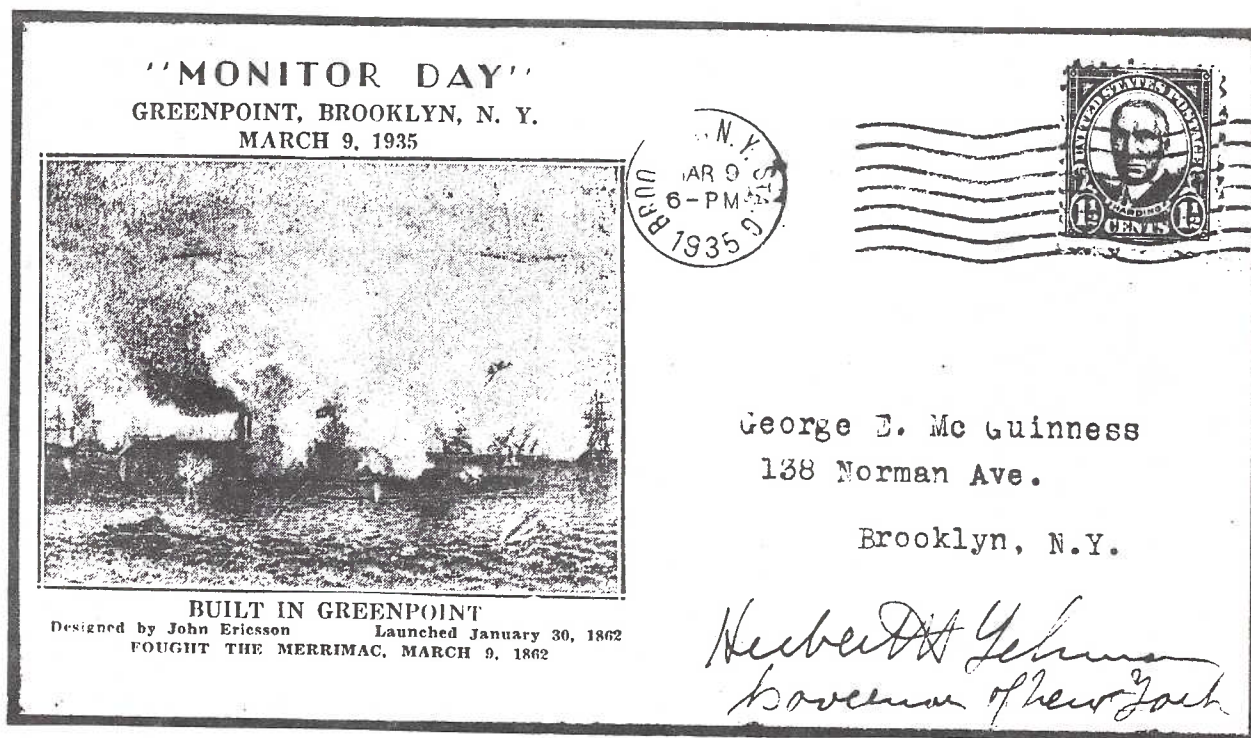


[Handwritten signature]
 Mr Isaac, L. Howell
 Hope, Warren, Co

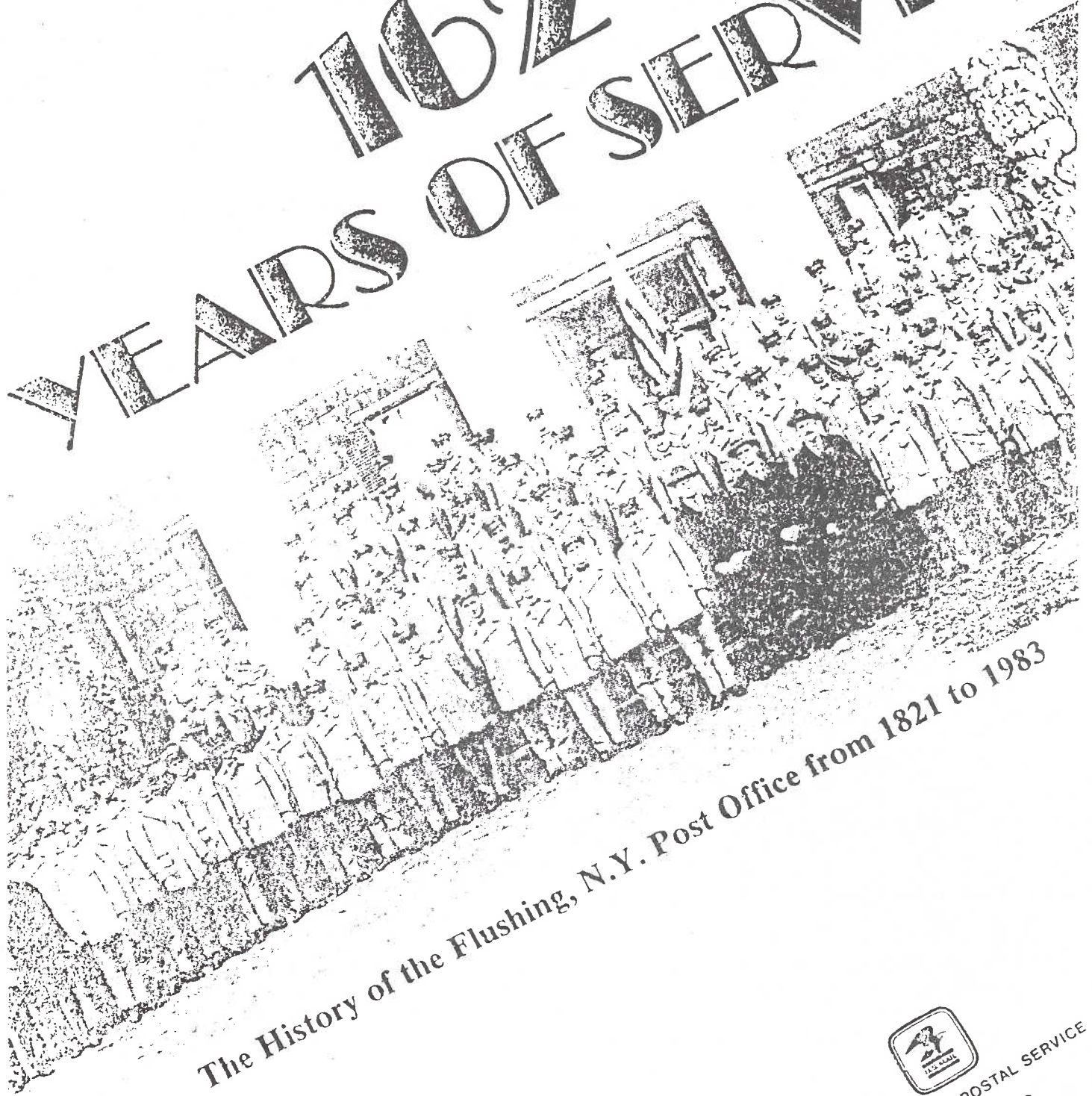




One of the more notable contributions that Long Island made was the construction of the U.S.S. Monitor. The 'Tin Can on a Shingle' was designed by John Ericsson and built by the Continental Iron Works at the foot of Calyer Street in Greenpoint, Brooklyn. The keel was layed on October 25, 1861. It was launched on January 30, 1862 and commissioned on February 25, 1862. This 'Ironclad' was the first of many ships that revolutionized sea battles and made the wooden warship obsolete. The famous battle between the 'Monitor' and the C.S.S. Virginia ('Merrimack') took place on March 9, 1862 in Hampton Roads, Virginia. C.H. Delamater whose foundry made the engines and machinery for the 'Monitor' made his fortune on the Civil War. He built a Victorian mansion on Eatons Neck that still stands today after extensive renovation. A copy of a 'Monitor Day' covers autographed by the ex-Governor of New York State, Lehman, I though would be a good ending to the Civil War text along with the war era covers.



162 YEARS OF SERVICE

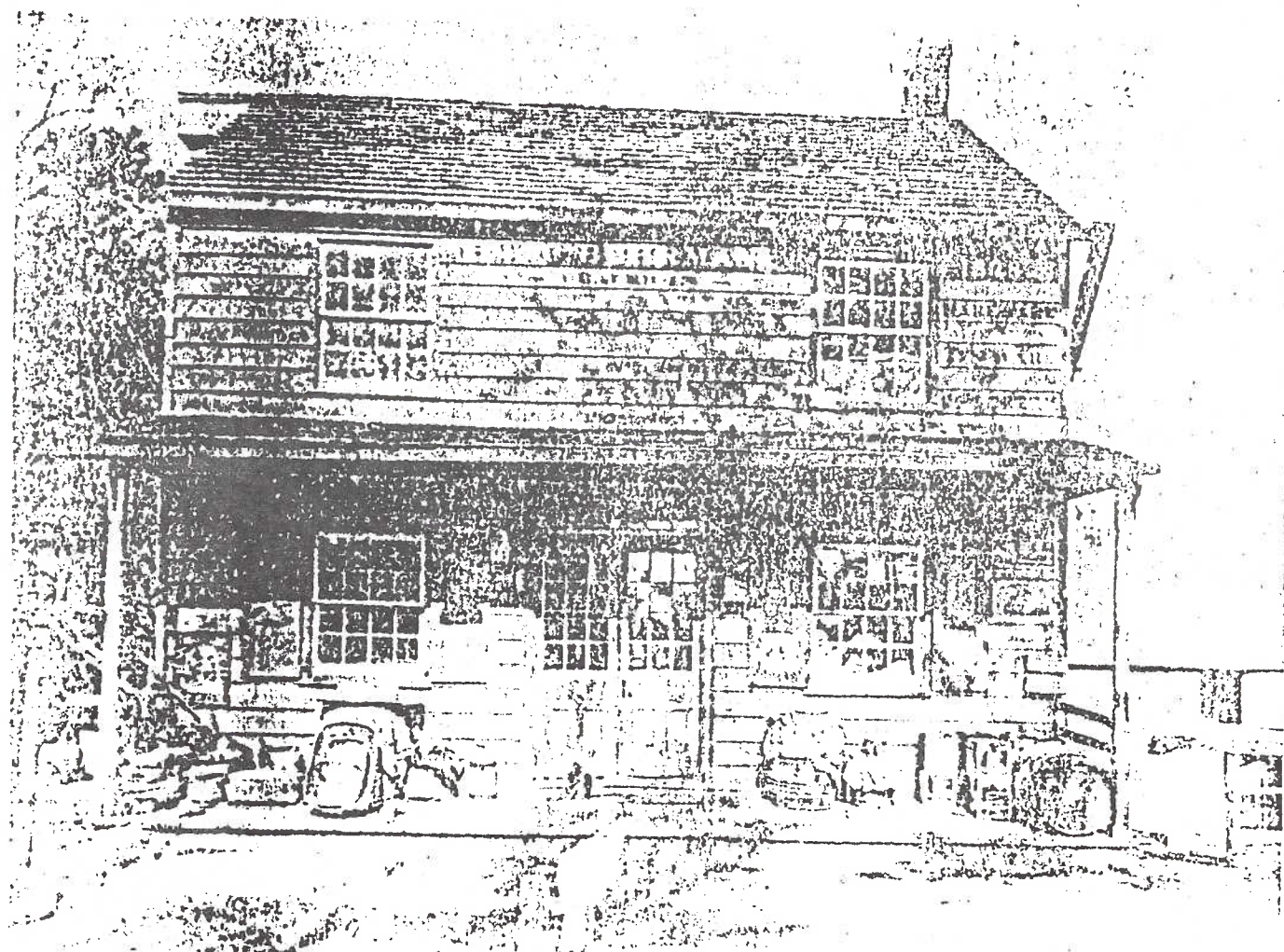


The History of the Flushing, N.Y. Post Office from 1821 to 1983



UNITED STATES POSTAL SERVICE
MSC QUEENS
FLUSHING, N.Y. 11351

IN THE B



Flushing's First Post Office at Alley Pond - Horace Harding Boulevard

BEGINNING

THE FIRST FLUSHING POST OFFICE

The history of the Flushing Post Office and subsequent Flushing Postal District began on March 1, 1821 with the appointment of Samuel B. Barnum (per archives records) as Postmaster at the Alley, currently the Alley Pond Section of Bayside, with mail for Flushing and its environs being received and dispatched at Mr. Barnum's mill and general store. The Long Island Expressway now crosses over the original site. Actually, unofficial postal service of sorts had already existed. In 1775, Scotsman Dunbar, riding on horseback, delivered mail and disseminated news over Long Island going east by way of the North Shore and returning west by way of the South Shore. The fifty or so households then in Flushing assembled to meet him on "post day."

With the establishment of the postal facilities at Barnum's in the

Alley, at the head of Little Neck Creek which flows into Little Neck Bay, mail moved by packet boat once weekly via Long Island Sound was distributed to Flushing residents. Service was then extended, by horseback, to Newtown (now known as Elmhurst) and picked up by local inhabitants of the surrounding areas. In May of 1826, the Post Office was moved from the Alley to quarters located in Rickey's Drug Store on Main Street, north of the present 37th Avenue and the name was officially changed to Flushing on December 14, 1826. Samuel B. Barnum continued as Postmaster until May 12, 1829. The "Flushing Post Office" became the hub of all social and business activities, especially with the advent of rail service to Flushing in 1854. Mail was then transported by train to the Bridge Street Railroad Station.

Flushing Postmasters

The following individuals served as Postmasters of Flushing after Samuel B. Barnum until the present. In the absence of a fully authenticated official record, however, the locations of the Flushing Post Office were presumably those listed below:

| DATE | POSTMASTER | LOCATION |
|--------------------------|-----------------------------|--|
| 5-13-1829 to 12-16-1832 | Curtis Peck | Peck's Pavilion Hotel at what now is King's Row and Northern Blvd. |
| 12-17-1832 to 01-32-1834 | William Peck | Same location as above. |
| 02-01-1834 to 06-20-1841 | Joseph Bloodgood | Clement and Bloodgood's Country Store, Broadway (Northern Blvd.) and Prince St. |
| 06-21-1841 to 03-25-1844 | Asa Spalding | Either lower Main Street or lower Broadway (Northern Blvd.) |
| 03-26-1844 to 11-24-1854 | Francis Bloodgood | Clement and Bloodgood's Country Store, Broadway (Northern Blvd.) and Prince St. |
| 11-25-1854 to 04-15-1861 | Charles W. Cox | Again, either on lower Main Street or lower Broadway (Northern Blvd.) |
| 04-16-1861 to 04-09-1866 | Charles Lever | Lower Main Street |
| 01-10-1866 to 09-19-1866 | L. Bradford Prince | Lower Broadway (Northern Blvd.) |
| 09-19-1866 to 10-21-1869 | George H. Quarterman | John W. Rickey's Drug Store, Main Street, North of present 37th Avenue. |
| 10-22-1869 to 03-27-1878 | Joseph B. Stillwagon | Stillwagon's Store at 37 Main Street. |
| 03-28-1878 to 12-03-1885 | John W. Rickey | Store known as "94 Main Street" at Main and Amity (Roosevelt Ave.) Streets. |
| 12-04-1885 to 07-17-1888 | Andrew W. Smith | 71 Broadway (Northern Blvd.). |
| 07-18-1888 to 11-18-1889 | Wm. B. Carpenter | Still 71 Broadway (Northern Blvd.). |
| 11-19-1889 to 01-23-1891 | Elihu F. Harris | Again, 94 Main Street. |
| 01-24-1894 to 03-06-1898 | James H. Quinlan | Still "94 Main Street". |
| 03-07-1898 to 02-06-1905 | John D. Van Nostrand | "94 Main Street". |
| 03-01-1905 to 05-05-1913 | Thomas B. Lowerre | Marx Bldg. on Amity Street (Roosevelt Ave.) just east of Main St., July 1, 1907. |
| 05-06-1913 to 04-27-1922 | Alfred J. Kennedy | Again, Marx Bldg. |
| 04-28-1922 to 10-31-1933 | John A. Rapeleye | 71 Locust Street (135-40 39th Ave.) February 1, 1923. |
| 11-01-1933 to 03-31-1934 | Francis J. Cassidy (Acting) | 41-65 Main Street (Present location). February 3, 1934. |
| 04-01-1934 to 03-31-1950 | Joseph A. Doyle | 41-65 Main Street |
| 04-01-1950 to 04-30-1958 | Francis J. Cassidy | 41-65 Main Street |
| 05-01-1958 to 04-30-1973 | John J. Hogan | 41-65 Main Street |
| 06-30-1973 to 09-1975 | John F. Ward | 41-65 Main Street |
| 09-28-1975 to 11-1979 | Charles E. Walker | 41-65 Main Street |
| 11-05-1979 to present | Walter J. Shanley | 41-65 Main Street |

New York City Formed



During Postmaster Harris' administration, free delivery service began on January 1, 1890. Four letter carriers at a salary of \$600 per annum — Albert C. Townsend, Eugene C. Nicholas, William F. Stevenson, and Charles A. Van Nostrand — were employed; their salaries were raised to \$800 per annum on January 1, 1891. The Postmaster's salary was \$2,400 per annum; that of the Deputy Postmaster, \$1,100 per annum; and of his clerk, Frank Runyan, \$600 per annum. Total stamp sales for 1891 amounted to \$14,292.81. Flushing was designated as a Second Class Post Office. Population of the Village was 10,000. Letter carrier work hours — Monday through Saturday — were 8 hours daily, not restricted to any set schedule. Original delivery service was 4 trips daily in the business section; 3 trips in the residential area and 1 in the outlying district.

1892

The Flushing Letter Carriers' Organization, Branch 294 of the National Association of Letter Carriers, was organized on January 14, 1892, by the following Letter Carriers: Charles A. Van Nostrand, President; Eugene C. Nicholas, Secretary; William F. Stevenson, Treasurer.

1893

The first Civil Service examination for Clerk-Carrier, Flushing Post Office was held on January 5, 1893, with 9 candidates. Age requirements were: Clerk-18 years or over; Carrier-21 years to 40 years of age. The test consisted of spelling, arithmetic, letter writing, penmanship, reproducing plain copy, geography of the United States, and reading addresses requirements. The arithmetic involved fundamentals such as common and decimal fractions and practical problems.

Upon instructions of the Postmaster General, effective May 1893, letter carrier deliveries in residential sections were reduced to two, remained at one in outlying districts, and continued at four in business areas.

1894

Of interesting note is the following item which appeared in the Long Island Times on December 22, 1894:

"In bestowing tokens of good will and rewards for faithful services at this holiday season don't forget the polite and obliging Flushing Letter Carriers."

LIPH
Summer 1994

1895-97

James H. Quinlan, a Democrat, succeeded Republican Elihu F. Harris as Postmaster on January 24, 1894. As Flushing was slowly expanding in both population and light industry, the new Postmaster — in order to keep abreast of the changing economy increased the carrier force to 8 letter carriers, with bicycles, in 1896. Postmaster Quinlan also arranged for transportation of mail between Flushing and Brooklyn by Brooklyn Heights Trolley Car, effective April 21, 1897. This service lasted until August 31, 1914, when Alfred J. Kennedy, then Postmaster of Flushing, had to discontinue the service because complaints that it adversely affected rapid transit of passengers. The operation had, however, kept travel time of mail between Flushing and Brooklyn to one hour and ten minutes.

1898

Consequently, with the "consolidation theme" in 1898 — the year the City of New York was formed by union of five formerly independent, contiguous counties (Queens being the largest) — there was agitation by residents of Flushing and adjacent areas to "consolidate" Flushing and the independent post offices of Corona, Newtown (Elmhurst), Maspeth, Winfield, Woodside, and Metropolitan with Brooklyn, in the belief that free delivery would be expanded and postal facilities improved.

Total receipts in 1898 were \$23,760 and the Postmaster's

salary was set at \$2600 per annum.

Change in the national administration brought the appointment of John D. Van Nostrand, Republican, who succeeded James H. Quinlan on March 7, 1898. Under the new Postmaster, all talk of consolidation with Brooklyn ceased by 1900.

1899

Postmaster Van Nostrand, on August 1, 1899, was instructed by the Post Office Department to hire two horsedrawn wagons for mounted routes to serve the expanding outlying areas of Flushing, at a cost not to exceed \$500 per annum per route. The two original mounted carriers were William H. Stevenson and James A. Roe, Sr. Effective with establishment of these routes, mail delivery was expanded to twice daily.

1903

Residents of communities west of Flushing; Corona, Elmhurst; Maspeth, Winfield and Woodside, in February, 1903, petitioned the Post Office Department to provide free delivery mail service. The Department, while amenable to their request, intended to join the Post Offices concerned with Long Island City. Community opposition proved too strong, however, and on October 1, 1904, the formerly independent Post Offices involved became independent stations of Flushing; consolidation of the present Flushing Postal District had begun. The formerly independent Post Offices of

Glendale, Metropolitan, Middle Village, and Winfield, were eliminated; the new Maspeth Station absorbed the first three and the fourth was absorbed by Woodside. The Postmasters at these Post Offices were changed to Chief Clerks (Superintendents) of their respective consolidated Stations—T.E. Nesbitt, Corona; E.J. Hardgrove, Elmhurst; Augustus Dewitt, Maspeth; and Mrs. S.M. Johnstone, Woodside each at a salary of \$800 per annum. Former Postmaster George E. Lowe of Glendale was assigned to Corona; Frederick Sillinger, former Postmaster of Metropolitan was assigned to Maspeth; and Peter Theisen, former Postmaster of Winfield went to Woodside, all as clerks.

1904

The clerks at Corona, Elmhurst, and Maspeth were reinstated by Postmaster Van Nostrand to their respective Stations on December 3, 1904 at no loss of salary. They were: Miss Georgiana Lawrence to Corona; D.L. Hardgrove to Elmhurst; and Frank Frontera to Maspeth.

To establish free delivery service in these communities, four carriers were assigned to Corona, three to Elmhurst, six to Maspeth

and three to Woodside. The original carriers were: Corona - C. Gillette, C. Cornell, Joseph Ives and Edward Crygier; Elmhurst (Newtown) - J.W. Clark, Frank Humm and Henry Smith; Maspeth - O.C. Gelbe, Henry Michel, Michael Geraghty, Henry Grafelman, Nathan Raehmer, and Thomas Kilroy; Woodside - John Case, Charles E. Asch and Joseph Meikle. Although these new Stations were under the administration of the Flushing Main Office, they were independent to the extent that they received, processed, and dispatched their own mail which was transported to and from the railroad stations by a private contractor.

Residential solicitation for a postal facility to sell stamps in the Murray Hill Section of Flushing brought about the establishment of the first Contract Station. Postmaster Van Nostrand established Contract Station No. 1 in Tonjes Drug Store on September 30, 1904 and it was followed by Station No. 2 at Winfield; Station No. 3 at Glendale; Station No. 4 at Laurel Hill; Station No. 5 at Middle Village; and Station No. 6 at Corona.

Soon after the initial consolidation with the annexation of Post Offices west of Flushing,

on October 1, 1904, Postmaster Van Nostrand requested larger quarters for the Flushing Main Office, in order to provide privacy for the Postmaster and work space for the growing work force.

1905

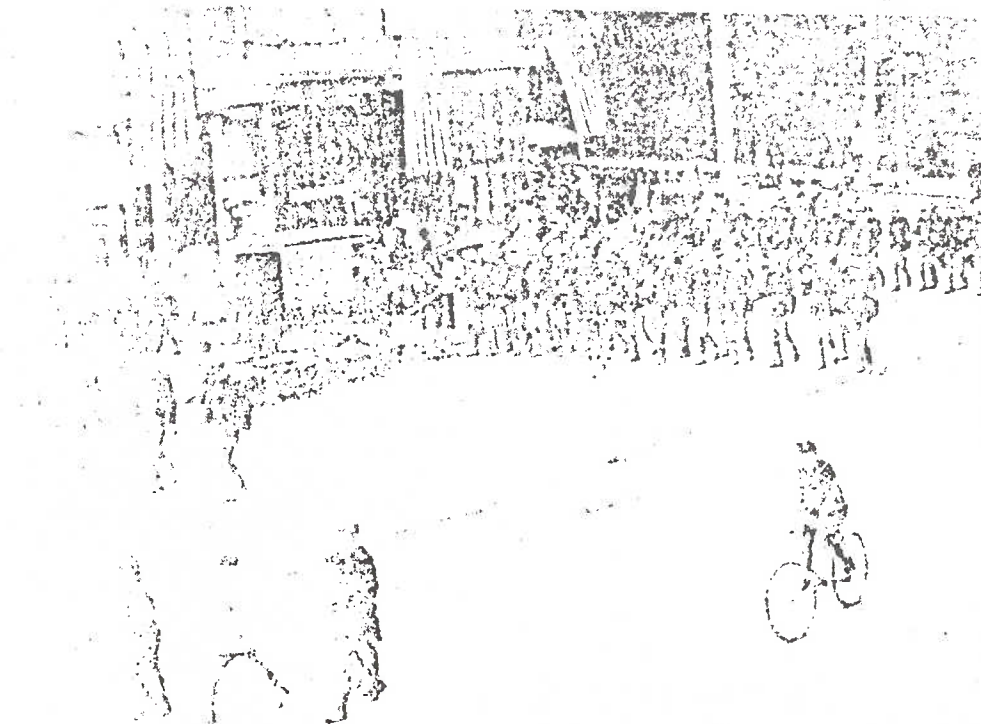
Postmaster Van Nostrand died on February 6, 1905, and did not see the fruition of his efforts. The Deputy Postmaster served as Acting Postmaster until a new Postmaster was appointed.

Total receipts in 1905 were \$36,313.01 and the Postmaster's salary was raised to \$2900.00 per annum.

Upon the death in office of Postmaster Van Nostrand, Thomas B. Lowerre who was well-known politically and socially not only in Flushing but throughout Queens County, was appointed Postmaster on March 1, 1905 and David O. Jones was appointed clerk in the Main Office on September 9, 1905.



Thomas B. Lowerre



THE MARK BLDG



Amity Street (Roosevelt Ave.) just east of Main St. 1907-1922



A First-Class Post Office

1906

Flushing became a First Class Post Office on July 1, 1906. The salary of the Postmaster was raised to \$3200.00 per annum, and the Assistant Postmaster to \$1400.00. Gross receipts for Fiscal Year 1905-1906 were \$66,674.28 with a complement of 54 employees.

Through the efforts of Postmaster Lowerre, the independent Post Office of College Point became a Station of Flushing on July 1, 1906 with free delivery established for the community. Postmaster Albert Humm of College Point was appointed Station Superintendent and Miss Burns remained as the clerk. Three carriers were assigned to the Station: Frank Humm, Patrick Heaney, and John Hughes.

The independent Post Office of Whitestone was admitted to the Flushing Postal District on October 1, 1906, and Postmaster George Belton became Station Superintendent with George Wilkins as regular clerk. Three carriers were assigned to the Station to effect free delivery: John Bull, James Kildea, and Charles Townsend.

1907

As a result of the efforts of former Postmaster Van Nostrand and Postmaster Lowerre, Flushing Main Office was moved on July 1, 1907, from the corner of Main Street and Amity (Roosevelt Avenue) to new, larger, approved quarters in the Marx Building on Amity (Roosevelt Avenue) just east of Main Street, where it remained until 1922. Postmaster Lowerre and influential residents, not being satisfied with just new and larger quarters, requested a Federal Building - a dream not to be realized until more than a quarter of a century later in 1933.

1908

On June 1, 1908, Postmaster Lowerre welcomed into the newly formed Flushing Postal District the Bayside Post Office, Postmaster George Bause being appointed Station Superintendent. There were three Carriers assigned to effect free delivery: Christian Piereth, Robert L. Wood, and Frank Ryan.

1910

William H. Stevenson, appointed a Clerk in the Flushing Post Office in 1899, was promoted by the Postmaster to Superintendent of Carriers (the first such position in the Flushing Post Office), effective July 1, 1910. A year or two later, Mr. Stevenson became Superintendent of Mails (also the first such position in the District), holding that position until 1933.

1911

The Immediate Relief Fund, still operative in the Flushing Postal District, was organized in 1911 with an initial membership of fifty-one. Carrier Charles A. Nostrand, President; Station Superintendent Peter Theisen, Secretary-Treasurer; dues were \$2.10 per member per death. Those dues remain the same but the membership is over eight hundred.

1912

On January 1, 1912, Sub-Station No. 9 (Contract Station) was established on 22nd Street (164th Street) in the Broadway Section of Flushing.

1913

On January 2, 1913, delivery and dispatch of parcel post became a unit of operation in the Flushing Postal District.

Effective January 16, 1913, the independent Post Offices of Douglaston and Little Neck were discontinued. Douglaston became a Station of Flushing and Little Neck Sub-Station No. 10

(Contract Station). Postmaster E.C. Seymour (of Douglaston) was appointed Station Superintendent and Postmaster Warren Williamson, of Little Neck became the Regular Station Clerk. Effective February 1, 1914, two carriers, John Kimmons and Harry Holman, were assigned horse-drawn vehicles to effect free delivery in both Douglaston and Little Neck.

1914-16

Forest Hills, formerly known as Whitepot, became an independent Station of Flushing on June 1, 1914. The Long Island Railroad had re-routed its Main Line from Pennsylvania Station to Jamaica through the area in 1911, and there had been some construction since 1909 by the Cord Meyer Company and the Russell Sage Foundation. The latter's incorporated community of Forest Hills Post Office opened in a small store connected to the Inn. A Superintendent, a Regular Clerk, and two Carriers were assigned to the Station. Henry Smith, one of the two Carriers, was transferred from the Elmhurst Station, which had been providing carrier delivery service to the new community. The consolidation of the present Flushing Postal District was complete with the establishment of Forest Hills as a station of Flushing.

Although many more stations and postal units have been added, all have been within the boundaries of the nine original Independent Stations and the Main Office.

On March 4, 1913, the law mandating hours of work to eight within ten became effective in the Postal Service, and mail deliveries to residential and business areas were restricted in accordance with that time limitation, i.e. two deliveries to residential and three to business areas.

Receipts grew and between 1905 and 1910 went from \$36,313.01 to \$130,637.72.

Personnel as of July 1, 1909 consisted of a Postmaster, Deputy, 10 Supervisors, 37 Clerks, 2 Substitute Clerks, 46 Letter Carriers, 12 Substitute Letter Carriers, 8 Special Delivery Messengers and 1 Janitor.

Alfred J. Kennedy, a Democratic Assemblyman representing the Third Ward of Queens and a resident of Whitestone, was appointed to succeed Thomas B. Lowerre as Postmaster on May 6, 1913. As previously mentioned, Postmaster Kennedy was the first to administer this fully consolidated Flushing Postal District, beginning in June 1913. He retained Herman Notbohm as Assistant Postmaster and appointed Francis J. Cassidy Substitute Clerk on November 1, 1913. The Postal District was authorized to hire horse-drawn vehicles for parcel post deliveries and to make collections on

Alfred J. Kennedy



November 19, 1913. In March of 1919, these horse-drawn vehicles were replaced by gasoline-driven vehicles.

The population of the Flushing area on July 15, 1913, was 119,913 and the Flushing Post Office employed 120 people. Receipts of the Flushing Postal District as of April, 1914 were \$125,823.70.

1917

Construction of the Inter-borough Rapid Transit line in 1917, running from Grand Central Station through Woodside, and the still open fields in Jackson Heights and Elmhurst and terminating at 103rd Street in Corona, attracted residents and the increased population and business called for additional personnel, which consequently brought the salary of the Postmaster to \$3600 on July 1, 1917.

1918

By the end of World War I in 1918, the postal premises in the Marx Building had become so inadequate, because of the growth of Flushing proper and the increased business at the adjoining postal stations, that Postmaster Kennedy had to request the Post Office Department to provide

new, larger quarters. Although he made every effort, using all possible avenues of appeal to have the Department construct a Federal Building, he failed. The Department did, however, approve the leasing, some three years later, of new, larger quarters at 71 Locust Street (135-40 39th Avenue), which opened on February 1, 1923. Postmaster Kennedy, however, did not have the honor of officially opening the new building as his term of office expired on May 31, 1922.

1920

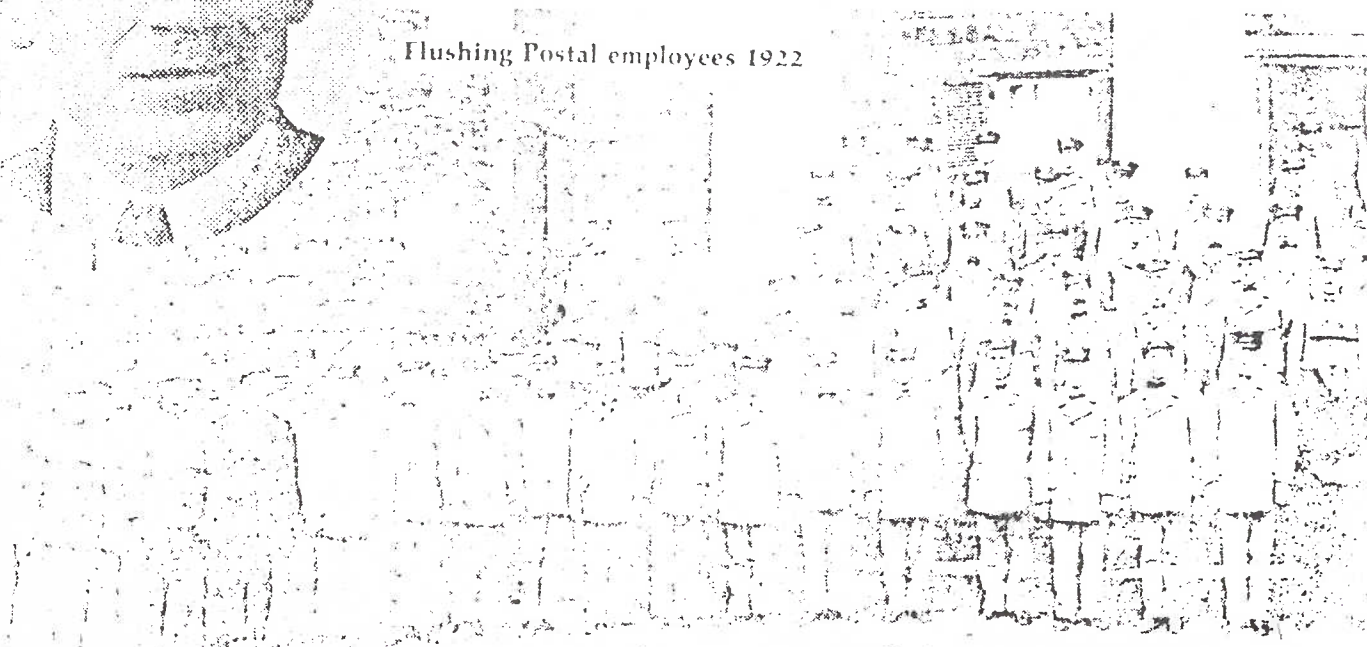
The Federal Retirement System became effective July 1, 1920. Top pension was \$100.00 per month for all who qualified. Mandatory retirement age was 70.

In the opinion of a retired employee, the administration of the Flushing Post Office under Postmaster Kennedy was an era of good feeling between employer and employee, with employee organization and annual employee entertainment being encouraged by the benevolent Postmaster.

1922

On April 28, 1922, John A. Rapelye, a resident of Elmhurst, became Postmaster and the

Flushing Postal employees 1922



twentieth incumbent. A realtor in a progressive period, his aggressive administration matched the rapid growth in the Flushing Postal District.

The City of New York, to encourage building which had been at a standstill because of the war, granted tax abatement to home buyers which greatly stimulated expanding residential construction. Every station in the Flushing Postal District was affected by the building boom as was the Main Office, but the growth was especially noticeable in the areas west of Flushing. Extension of the Interborough Rapid Transit Line from Corona to Flushing on February 2, 1928, rendered the Main Post Office quarters at 71 Locust Street (39th Avenue)—which had provided stop gap adequacy for some five or six years—entirely inadequate.

1923

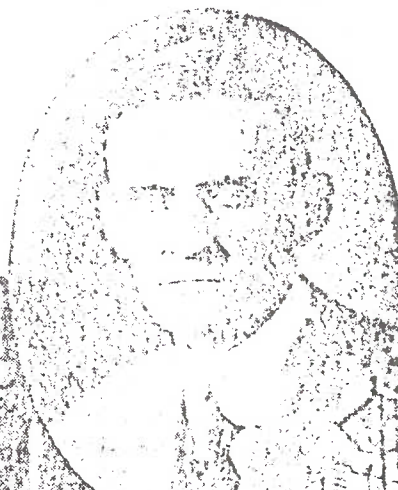
On August 11, 1923, the station at Jackson Heights opened with George Wilkens, the former Foreman of Mails at the Flushing Main Office, appointed Superintendent and assigned one Regular Clerk, one Substitute Clerk, and three Carriers. George E. Lowe, who had been Postmaster

of the Independent Post Office of Glendale before consolidation and formerly Regular Clerk in the Corona Station and later Superintendent of the Elmhurst Station, was appointed Assistant Postmaster by Postmaster Rapeleye. He replaced Herman Notbohm effective October 26, 1927. Notbohm was assigned as Superintendent of the Forest Hills Station. The promotion of Superintendent Lowe was well received, as he was a very knowledgeable and practical postal supervisor.

1924

On July 1, 1924, Postmaster Rapeleye created three new supervisory positions in the Postal District: Eugene Nichols, who was appointed a Carrier in 1890, was promoted to Foreman of Letter Carriers; Augustus DeWitt, former Independent Postmaster of Maspeth, Superintendent

Hon. John A. Rapelye



of Maspeth Station and later Assistant Superintendent of Mails, was promoted to Superintendent of Finance; David O. Jones, appointed Clerk on Sept. 14, 1905, became Superintendent of Money Orders.

On July 1, 1927, Station "A" of the Flushing Post Office was established on Depot Road in the Broadway Section of Flushing with Edward Bornemann as Superintendent. He was assigned four clerks and ten carriers. The number of Sub-Stations (Contract) then in the Postal District totaled 40.

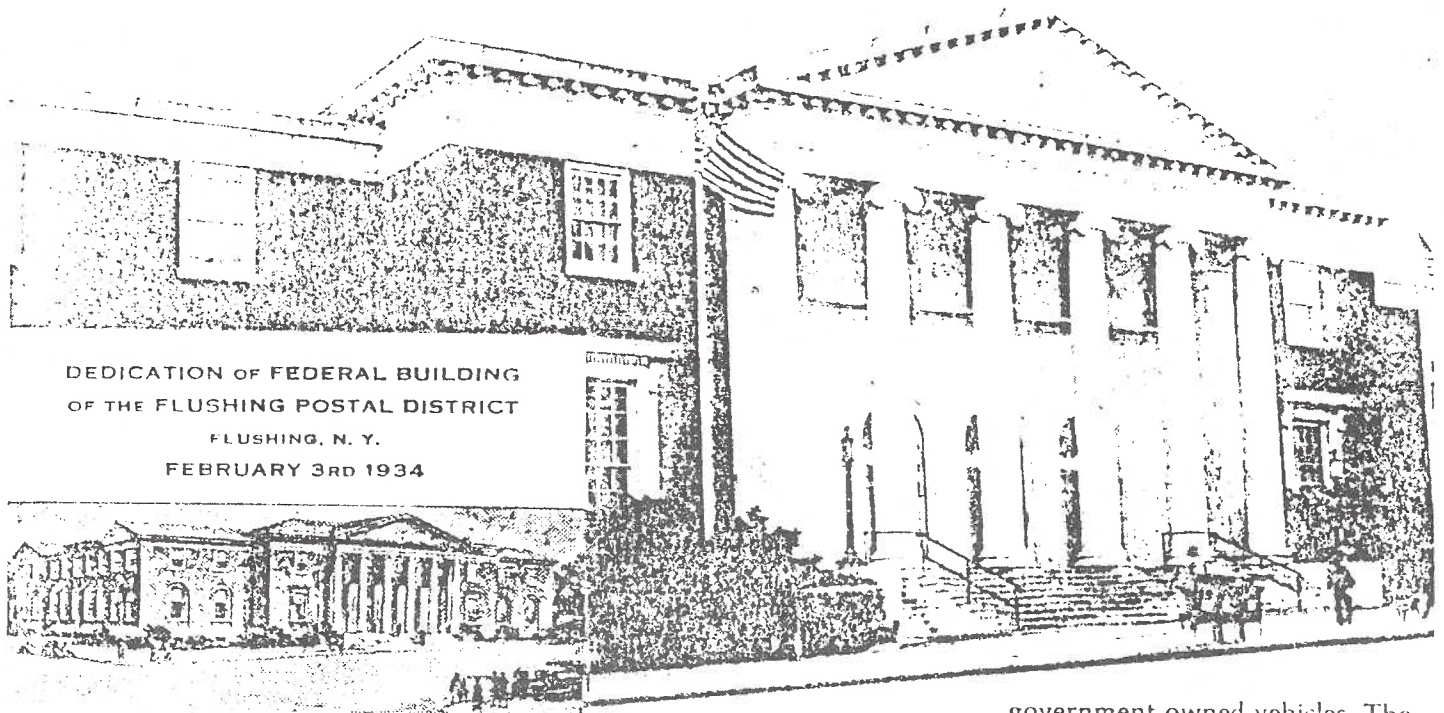
On July 1, 1926, the salary of the Postmaster was increased to \$6000 per annum. Postal employees sought an increase in salary, granted by Congress to \$2100 per annum over a period of four years.

Receipts of the Flushing Post Office for 1925 were \$667,878.33.

Extension of the Interborough Rapid Transit Line to Main Street, Flushing, brought great growth to the Main Post Office and to the Stations east of the Main Office. Effective June 16, 1930, Little Neck became a Regular Carrier Station of Flushing, replacing Douglaston Station, which was discontinued and replaced with a Contract Station; carrier delivery to Douglaston was made from Little Neck. In late 1928, Postmaster Rapeleye, taking a cue from former Postmaster Lowerre and Kennedy, began assembling data to obtain a Federal Building in Flushing. The time was right, and a new office would open for operation some five years later in 1934.

Meanwhile, in 1932, President Herbert Hoover had declared a thirty-day furlough for all Federal employees, without pay, effective July 1st—the furlough to be taken within the Fiscal Year 1932-33. Newly elected President Franklin D. Roosevelt, for his part, instituted a fifteen percent pay cut for all Federal employees running from April 1, 1933 to June 30, 1934. Furthermore, the new President's orders were that all Federal employees with thirty or more years of service retire.

New Main Post Office



1932

Despite these economies, construction of the present Flushing Main Office at 41-65 Main Street began on September 23, 1932, and the building was completed on February 3, 1934. The total cost of land and structure was \$600,000. The dedication was on the last Saturday in January 1934 with Postmaster General James A. Farley officially presenting the building to Acting Postmaster Francis J. Cassidy. On February 1, 1934, the Flushing Main Office moved from 71 Locust Street (39th Avenue) to its present quarters, and on April 1, 1934, the Flushing Postal District became completely centralized for receipt and dispatch of all mail matter. Clerks were reassigned from the Stations to the Flushing Main Office to perform central distribution.

The receipts in 1934 were \$860,664.05 with a complement of 484 people.

1934

On April 1, 1934, Francis LIPH
Summer 1994

Cassidy was relieved as Acting Postmaster by Acting Postmaster Joseph A. Doyle, who was appointed permanent Postmaster on February 19, 1935. Mr. Doyle immediately appointed Mr. Cassidy Assistant Postmaster, a position he occupied for sixteen years until becoming Postmaster on the retirement of Mr. Doyle.

Postmaster Joseph A. Doyle was a resident of Corona, Democratic Leader in his community, and former Tenement House Commissioner of the City of New York. He originally had engaged in the plumbing and heating business with his brothers. He was well known throughout the County, City and State in Democratic politics.

Unfortunately, the new Postmaster could not have assumed the administration of the Flushing Post Office at a more inopportune time. Not only was the Depression at its height, but the new form of postal operation, centralization, was going into effect and would take time to prove its efficiency. Moreover, new motor vehicle quarters had to be provided as centralization meant transport of mails must be accomplished by

government owned vehicles. The new Postmaster also had to contend with the relative inexperience of his staff assistants, particularly in centralized Postal Operations. As mentioned previously, the Presidential Order of President Franklin D. Roosevelt requiring retirement of all Federal employees with thirty or more years of service had dissipated the top staff assistants to the Postmaster before the Christmas period of 1933.

1935

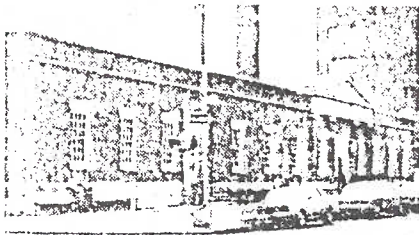
By the end of the Fiscal Year 1935, the team of Doyle and Cassidy had the feel of their new positions: Cassidy, the service employee, assumed the administration of Postal Operations and gave Doyle the time to survey the facility needs of the Postal District.

1936

On January 24, 1936, the Congress of the United States passed, over a Presidential veto, a bill providing for cash payment of Adjusted Service Compensation Certificates issued to World War I veterans as a bonus for their military service. These certificates

Dedicated Feb. 3, 1934

had to be certified before payment could be made. The Post Office Department throughout the country assisted in the process of certification. It was a tremendous assignment inasmuch as it involved 3½ million veterans. Beginning in the latter part of March 1936 certification began in the Flushing Post Office and service was performed with consideration, efficiency and economy.



Jackson Hgts.



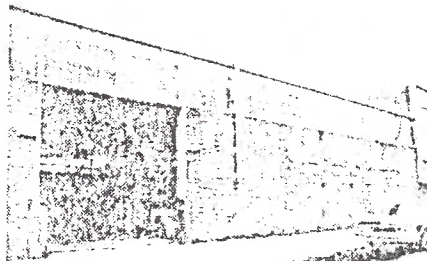
Forest Hills

1937-38

The Federal Government, under President Franklin D. Roosevelt, sponsored public works to create employment. Postmaster Doyle took advantage of the occasion and was able to secure Federal buildings both for Jackson Heights and Forest Hills. Jackson Heights opened for operation October 11, 1937 and Forest Hills August 11, 1938. Some twenty-five years later, however, both these buildings had to be expanded for present day adequacy.

Shortly after the new buildings opened, distribution of mail was modified so as to relieve crowded conditions at the Main Office through limited decentralization. Forest Hills distributing for Forest

Hills, Elmhurst, Rego Park, Middle Village and Maspeth and Jackson Heights distributing for Corona, East Elmhurst, and Woodside as well as for Jackson Heights itself. This arrangement continued until the opening of the present Woodside Station in August 1950, when the distribution formerly effected in both Forest Hills and Jackson Heights was transferred to Woodside. The original half of the former Motor Vehicle Garage at 41-23 Haight Street opened in the spring of 1939, as the previously occupied Motor Vehicle quarters at Northern Boulevard and Willets Point Boulevard had become inadequate. Due to inherent inadequacies, the Haight Street facility eventually needed replacement. The present, modern Vehicle Maintenance Facility at 133-15 32nd Avenue was opened on December 3, 1977.

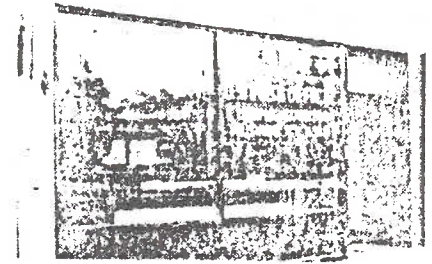


Garage

1939-40

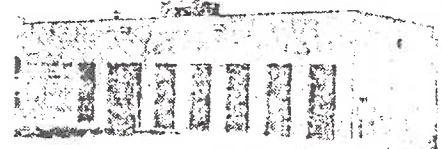
During the World's Fair of 1939/1940, held in the former Corona Meadows, the Flushing Post Office established a Station serving exhibitors and visitors in the Fair Grounds. Letter Carrier delivery was included. Postmaster Doyle was commended by the Postmaster General for the courteous, efficient, and economical manner in which the Station was operated. Postal receipts for the World's Fair in 1939 were \$136,866.53 and the 1940 were \$109,896.88.

Some time in the middle months of 1940, it was necessary to establish a Letter Carrier Station in the Utopia section of Flushing, the



Utopia

location a short distance from the present Finance Station, with John Bentz as Station Supervisor and Clerks and Carriers assigned from the Main Office. The Station had to be relocated in specially built quarters some half dozen years later because of growth of the delivery area, where it remained as a Carrier Delivery Station until the establishment of the present Fresh Meadows Station when service was reduced to that of a Finance Station at the present location; the delivery operation being consolidated within the Fresh Meadows Facility.

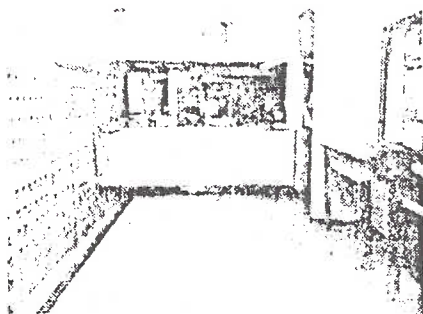


Middle Village

1941

Middle Village Station was established at its original location in September 1941. The community had previously been serviced with Letter Carrier delivery from Maspeth Station. The Carriers transferred were from Maspeth and Elmhurst Station as well as those from the Ridgewood Station, Brooklyn, who had been making deliveries in the area south of Metropolitan Avenue from Dry Harbor road to Lutheran Cemetery. John Doyle was appointed Station Superintendent. Middle Village Station's operation was

transferred to a brand new Postal-owned building at 71-35 Metropolitan Avenue on December 4, 1978 because of crowded conditions at the old facility.



LaGuardia

1942

The Finance Station at LaGuardia Airport was established March 1, 1942. John Karnes was appointed Superintendent with one Regular Clerk.

The War & Its Effects

The military draft drained off much of the experienced manpower of the Flushing Postal District during the long war years from 1941 to 1946. All postal services suffered because of inexperienced, temporary help. With the return of the regular personnel at the end of hostilities, service became better, but the general public demanded further improvement and the Postmaster General, reacting to the situation, issued orders to all Postmasters to raise the standard of efficiency throughout the country.

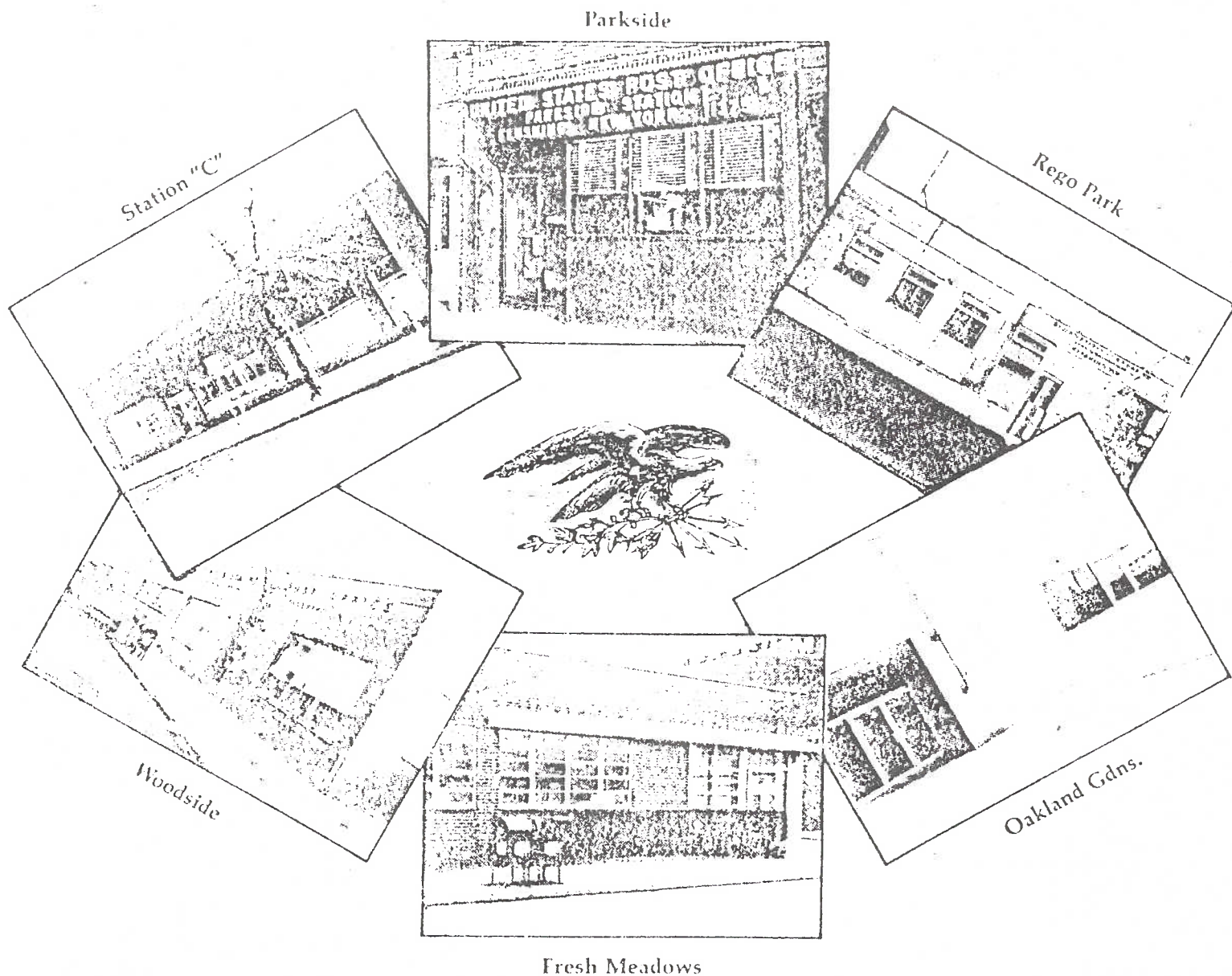
Employee organizations in the Flushing Postal District, strengthened by the return of the veterans, took exception to those orders from the Postmaster General and blamed the Postmaster for trying to enforce them. They criticized him for being an administrator of the old school, lacking in liberal attitude. To meet this criticism, Postmaster Joseph A. Doyle reduced the "two trip daily eight within ten hours" law to eight within nine hours, which meant that the Letter Carriers' work day began at 6:00 a.m. and ended at

3:00 p.m. with a swing of only one hour. It is believed that this was the first such revised Letter Carrier time schedule in the country. Furthermore, the Postmaster requested the Post Office Department to eliminate the cumbersome and costly five and three delivery system then in effect, allowing the Letter Carrier scheduled to report on Saturday to work a full day then and be off a full day within the five days of the following week. The idea was ahead of its time and was turned down by the Post Office Department, but that operation is nonetheless in effect today. Likewise, with substitute clerical assignments, he eliminated distasteful broken tours of duty by combining work hours to as near continuity as possible.

1944—Christmas Delivery

In 1944, and continuing for almost twenty years thereafter, the Postmaster instituted a Christmas delivery system somewhat rare and unusual throughout the Postal United States. Flushing had a number of large apartment houses in several stations of the District. In all apartment houses with forty or more apartments, the apartment house superintendent would be bonded as a temporary Christmas employee and all mail for that building (except insured and registered mail) would be delivered early each day to the care of the building superintendent for his distribution to the tenants mail boxes. The period of employment averaged eight to ten days. This system provided a satisfactory, efficient, and economical service. These actions greatly decreased criticism by the employee associations, the Postmaster having demonstrated that his administration was willing to give to get, so that it can be said that when Joseph A. Doyle retired in 1950, the Flushing Postal District was not only improved in efficiency but also in employee morale and good will.

More New Installations



Although building construction had been at a standstill during the war years, within a year of termination of hostilities, new building throughout the Flushing Postal District established a record for the entire State of New York, a growth continuing to 1960 after which it sharply decreased. To keep pace with this growth, the Postmaster received authority to open the following new installations: Rego Park, Parkside Finance Station in Forest Hills, Fresh Meadows in the Fresh Meadows Shopping Mall, Oakland Gardens in Bayside Hills, and Station "C" on Upper Main Street in Flushing, all

within the years 1946-49. The new Woodside operation began in August 1950, some months after Doyle's retirement on March 31, 1950. New and larger quarters for Station "A", Flushing, College Point, Corona, Elmhurst, and Maspeth were also provided during Postmaster Doyle's tenure. Some of these quarters were later again to be enlarged or relocated because of greater postal activity. Likewise, this increased activity led in early 1950 to expansion of the Motor Vehicle Garage to house and service the increasing number of postal vehicles in the District.

Postmasters

Flushing Postal District



Joseph A. Doyle

In assessing Postmaster Joseph A. Doyle's administration of the Flushing Postal District, it must be noted that not only was Mr. Doyle a person with the administrative know-how to get things done for his Postal District and a no-nonsense leader who demanded respect for the Office of Postmaster and regard for postal positions, he also was gifted with human understanding and compassion. That he was a builder as well is evidenced by the number of older stations he relocated in new and larger quarters and by the number of new postal stations he had established within the Postal District. In the last connection, it must be observed that only one additional Letter Carrier Station, Linden Hill, has been added to the Flushing Postal District since Joseph A. Doyle retired on March 31, 1950, thirty years ago, until Ridgewood Delivery Area was transformed from Brooklyn to Flushing's jurisdiction on January 13, 1980.

Francis J. Cassidy, assistant to retired Postmaster Joseph A. Doyle for sixteen years, became the first career employee to be appointed Postmaster after the inception of Civil Service in the Flushing Postal District in 1893,

his appointment being effective as of April 1, 1950.

Mr. Cassidy was born in Flushing and reared in Whitestone. He was appointed a Substitute Clerk in the Flushing Post Office on November 1, 1913. Four years later he was made Superintendent of Fort Totten Station, and later, in 1921, he became Foreman of the Registry Division in the Flushing Main Office. In 1925, he was assigned to Whitestone Station as Superintendent, remaining at that Station until November 1933 when he was appointed Acting Postmaster upon the removal of former Postmaster John A. Rapeleye. He remained in that office until Joseph A. Doyle became permanent Postmaster on March 31, 1934, and as noted was appointed by Mr. Doyle as Assistant Postmaster.



Francis J. Cassidy

The first challenge to Postmaster Cassidy was the responsibility of putting into operation the one trip Carrier delivery replacing the two trip delivery effective July 2, 1950. The Flushing Postal District, in

April 1950, had approximately 398 two trip Carrier foot routes. Making the one trip Carrier delivery effective meant the elimination of sixty or more two trip routes. Each carrier route in the Postal District was affected and had to be revised. Furthermore, all clerical Station distribution schemes had to be changed accordingly. This was a tremendously nerve racking assignment for the Supervisors detailed to effect those changes. Many months passed before those changes were satisfactory and acceptable to all concerned. Concurrent with this one trip delivery was the postal zoning of all the Stations in the Flushing Postal District. Each Station received a number, from 51 to 70—number 51 for official mail, 52 for boxholders, 53 for Station "B", with number 79 going to Middle Village Station. In 1963, the first three numbers "113" were added to the zone number completing the full Zip Code for the Flushing Postal District. This zoning and Zip Coding not only facilitated distribution and dispatch, but also aided in the delivery of mail, not to mention preparing the way for eventual automations.

Between 1951 and 1954, Postmaster Cassidy relocated the following Stations to their present quarters: Bayside in January 1951; College Point in January 1952 and Whitestone in 1954. The Pomonok Finance Station opened in December 1955 in the business section of the Pomonok Housing Development with George Strunz appointed Station Supervisor. Linden Hill carrier station was established in June 1956 with Edward O'Malley appointed supervisor and with letter carriers delivering in the area of the new station transferred from the Main Office while clerical assignment was by district bid.

In 1955 the Post Office Department divided the country into fifteen Regional Postal Districts. Some years later, in an effort to economize, the number of Regions was reduced to twelve; at present there are only five. The Regional Office for the New York Metropolitan Area was located in the General Post Office in New York City until 1979 when it was moved to a new office building at 1233 Broadway, New York City, with two experienced former senior Postal Inspectors in Charge, namely Howard Coonen as Regional Director and Martin Albert as Regional Operations Manager. The Regional District Office constitutes a mini-headquarters exercising direct control over its area (and making instances of authority more accessible to the individual Postmasters). Its prime function, however, is to regulate, standardize, and modernize in accordance with directions emanating from higher authority.

In 1956, the Post Office Department set up the Work Measurement System with Postal Inspector Frank Kaine assigned to implement in the Flushing Postal District. The object was to determine the number of man hours needed to operate a given postal installation within a given period of time and thereafter to monitor the productivity of the clerical and other work force involved. There have been modifications since in this Work Measurement System, but production figures are still being amassed.

By November 1957, Postmaster Cassidy had completed forty-four years in the Postal Service. He retired on April 30, 1958, and was succeeded by John J. Hogan as Acting Postmaster on April 30, 1958. Mr. Hogan was appointed permanently on April 29, 1960.

The administration of Postmaster Cassidy was one of definite accomplishment. He was commended by the Post Office Department for the speed and economy

with which the one trip Letter Carrier delivery system was introduced in the Flushing Postal District. Also during his administration, several older, inadequate postal Stations were relocated in better quarters. Furthermore, in 1956 he established a Finance Station (Pommonok) and a Letter Carrier Station (Linden Hill) to round out the facilities of the Flushing Postal District.

The Immediate Relief Fund in the Flushing Postal District became bankrupt in 1937. Mr. Cassidy, then Assistant Postmaster, reorganized the Fund, became its President, and remained President until his retirement. At the time of reorganization, the payment to the beneficiary of a deceased member had been \$100 with an assessment of \$2.10 per member. The assessment still stands at \$2.10 although the payment to the beneficiary has risen to \$1500, so that the Fund can still be referred to as the "Two Ten".

As Postmaster, Mr. Cassidy took great interest in, and strongly supported, the Supervisors' Organization. He encouraged social events, and the annual dance and dinner of the Supervisors' Organization always benefited by his presence and those special guests he invited to attend. The salary of Postmaster Cassidy, at retirement on April 30, 1958 was \$11,350.

1958

Receipts for the Flushing Postal District were \$7,089,779.43 on July 1, 1958. The personnel numbered 1368 on July 1, 1958. The Stations, including the Main Office, were 23 and the population of the Flushing Postal District in 1958 numbered 963,289.

1960

John J. Hogan, a resident of Jackson Heights, succeeded Francis J. Cassidy as Acting Postmaster of Flushing on April 30, 1958 and as Postmaster April 29, 1960.



John J. Hogan

Previous to his appointment as Acting Postmaster he had been employed for many years by the Bank of Manhattan Company and he was the fifth Republican appointed to the position since the establishment of free Letter Carrier delivery service in Flushing in 1890 by the then Postmaster Elihu Harris. During Postmaster Hogan's fifteen year administration, there were many improvements and additions to postal facilities in general. Worthy of particular note, however, was the innovation stemming from the Postal Exhibit in the World's Fair of 1964-65, that of mechanization of operations, the advantages of which had been demonstrated in that Exhibit. On June 28, 1960, the Postmaster dedicated the Horace Harding Finance Station on Marathon Parkway and the Service Road of the Long Island Expressway in Little Neck. In February of 1963 the Little Neck Station was relocated to its present enlarged quarters. On August 5, 1963, the Trainsmeadow Finance Station was dedicated at the Jackson Heights Shopping Center, 77th Street and 31st Avenue. Also, on November 25, 1963, the East Elmhurst Station was relocated to its present larger quarters at 91-05 25th Avenue. The Junction Boulevard Finance Station was established at 33-23 Junction Boulevard in the Jackson Heights delivery area.

on July 1, 1964, and the Whitestone Station was given enlarged quarters in 1964.

Air conditioning was completed in the Main Office in readiness for the Summer of 1964, this being the pilot improvement for the Flushing Postal District. As Postal Station leases came up for renewal, air conditioning was an item included in new leases. In fact, Flushing was the leader in air conditioning of its postal facilities throughout the Metropolitan area, and air conditioning was a notable factor in improving working conditions and employee relations.

1964-65



During the World's Fair of 1964-1965, the Post Office Department established the World's Fair Postal Station, an excellent practical exhibit that was operated and supervised by the Flushing Post Office. Demonstrated at the Exhibit was mail handling machinery for the future, including machinery currently in operation in the Flushing Post Office as well as throughout the country. This machinery consisted of a mechanized letter face-up table and a letter distributing machine, the latter consisting of 12 distributing positions each operated by a clerical employee. Fully operated, the machine could separate up to 43,200 pieces of letter mail to 277 separations per hour.

After the close of the Fair in 1965, the new machinery remained at the Postal Exhibit until the opening of the Flushing Annex Postal Station in the former Eico Electronics Building in November 1967, when it was placed in operation there. Since 1967, four additional letter distributing machines have been added, making five in all.

Receipts for the World's Fair Station were:

1964 — \$179,512.02

1965 — \$121,416.84

On September 1, 1965, the Bay Terrace Finance Station was established in the Bay Terrace Shopping area at 213-35 25th Avenue, Bayside. Since 1937 and 1938, when the original Federal Postal buildings were constructed in Jackson Heights and Forest Hills, the population of these areas had grown so much that it became necessary to expand both Post Office buildings. Jackson Heights was completed and rededicated on March 28, 1966 and Forest Hills on July 5, 1966.

1967

Beginning with the administration of Postmaster Cassidy and continuing with that of Postmaster Hogan, there was steady agitation for additional postal quarters to relieve the crowded situation and the over burdened Main Office. Finally, the Post Office Department granted approval for the Postmaster to rent additional quarters. The former factory of the Eico Products Company, a two-story building located at 39th Avenue and Janet Place, Flushing, was leased and remodeled for postal operations as the Flushing Annex. It was dedicated on November 1, 1967, relieving the Main Office of the processing of both outgoing and incoming letter mail as well as all of the incoming bulk mail for district distribution and some for secondary distribution. The entire second floor of the former Eico Building is used for processing incoming and outgoing collection mail for dispatch, and also

is the location of the previously mentioned letter distributing and letter face-up machines. In addition, all collection mail for outward dispatch from the Flushing Postal District is processed there, as is collection mail from Great Neck, Manhasset, and Port Washington since 1970, and from New Hyde Park, Floral Park, and Franklin Square since 1971.

1968

Some years prior to 1968, the Flushing Post Office established a Postal Finance Station in the 99th Street business area of the Lefrak Housing Development on the borders of Elmhurst and Corona. On August 31, 1968, the Flushing Post Office closed that Finance Station and established a joint Corona and Elmhurst Letter Carrier Station at 59-01 Junction Boulevard, Elmhurst, on September 1, 1968. The Post Office Department set up Finance Stations in both communities, naming them Corona "A" at 104th Street and Roosevelt Avenue and Elmhurst "A" in the Broadway Shopping Center at Broadway and Whitney Avenue. Elmhurst "A" was opened in March of 1969 and Corona "A" on July 1, 1970. Six months after the opening, the new Station at Junction Boulevard was renamed Corona-Elmhurst Station.

1971

On April 1, 1971, the Post Office Department installed in the Flushing Postal District the Postal Service Data System, produced by the Central Data System Company. This system computerized the daily reporting of district work hours and work production, simultaneously transmitting such information to a central reporting center in Wilkesbarre, Pennsylvania. This information had formerly been sent to the Main Office by daily report on paper completed by Station Supervisors.

The receipts for 1973 were \$21,076,818. Personnel numbered 1,986. The popula-

tion of the Postal District stood at 1,237,655. The number of Stations including the Main Office was 29.

The salary of the Postmaster, John J. Hogan, at appointment on May 1, 1958 was \$11,350 and at retirement on April 30, 1973 was \$31,270.



John F. Ward

1973

Postmaster John J. Hogan was succeeded in office by John F. Ward, a career postal employee, first as Officer-in-Charge and as Postmaster and Sectional Center Manager on June 30, 1973. Postmaster Ward began his postal career as a Substitute Clerk in the Long Island City Post Office on August 16, 1939. Subsequently assigned to clerical duties in the Motor Vehicle Service in Long Island City Postal District, he was in time promoted to a Supervisor there. He thereupon transferred to the Motor Vehicle Service of the Brooklyn Postal District, where eventually he became Superintendent. He accepted an appointment offered him in New York City Transit Mails and was promoted to Assistant Director of Operations for the New York City Postal District. He was assigned as Officer-in-Charge of the Jamaica Post Office in January of 1971. Thereafter he was offered and

accepted the position of District Manager for the Queens Postal District, retaining that post even after his assignment as Postmaster of the Flushing Post Office. In September 1975, Postmaster Ward was appointed to the position of District Manager of the Long Island Postal District, supervising all postal operations in Queens, Nassau, and Suffolk counties. Mr. Ward retired on January 11, 1980.

1974

During the relatively brief period of Postmaster Ward's administration, the National Cash Register Company, beginning in September 1974, installed throughout the Flushing Postal District, the Computer Control System, better known as the Postal Automatic Transaction Recorder. This system was a pilot operation, and was only installed in a few larger post offices throughout the country. By means of this system, all financial operations of the Postal District were recorded daily in the Main Office for quarterly presentation to the New York Postal Data Office. The system was discontinued on July 28, 1979.

1975

In 1974 and continuing into 1975, motorized delivery of mail matter, beginning with the East Elmhurst Station as a pilot operation, was established in the Flushing Postal District. This system is known as "Park and Loop." The operation was restricted to those stations of the District having a preponderance of residential deliveries as well as sufficient space to park the vehicles overnight. By means of a small right-hand-drive jeep, the former foot Carrier delivers all classes of mail for his assigned route. This system eliminated sixty-five or more carrier foot routes and almost half of the former parcel post routes throughout the Postal District. This system had long been in operation, in suburban areas. A gasoline energy crisis in 1980 caused a slight reversal, and some carriers again began to walk.



Charles E. Walker

Charles E. Walker was appointed Postmaster of the Flushing Postal District and Manager of the Associated Field offices of the Queens Sectional Center on September 28, 1975, succeeding Mr. Ward. A native of Charleston, West Virginia, Mr. Walker entered the Postal Service from that city in 1945. A college graduate and a veteran of World War II, he was later promoted to Foreman of Mails in the Charleston Post Office, a position he held until he entered the Postal Inspection Service. He transferred to the New York Regional Office in 1971, holding various positions of responsibility before assuming his Flushing post. Postmaster Walker retired on August 31, 1979.

1978

The markup of mail matter for forwarding (formerly the responsibility of the carrier) has been replaced by a new system. Effective in 1978, all markup mail originating with the four Post Offices of Queens County, together with a number of Post Offices in Nassau County, is sent to a central operation in the Flushing Main Office for further processing. All forwardable mail is processed through a computer system; non forwardable matter is disposed of. The system has proven to be both efficient and economical.



Walter J. Shanley

1979

Walter J. Shanley succeeded retired Postmaster Walker as Manager/Postmaster, MSC Queens, Flushing, New York, on November 2, 1979. Postmaster Shanley was a veteran Postal Manager, having held positions in Customer Services, Mail Processing, Support Services, and Employee and Labor Relations at District Offices on Long Island and in Philadelphia. He was also employed in the old New York and Philadelphia Regions of the Post Office Department and, after Postal reorganization in 1971, served in the position of Acting Regional Postmaster General and Assistant Regional Postmaster General for Employee & Labor Relations and for Support in the Eastern Region of the United States Postal Services.

Prior to his appointment to the Post Office, Mr. Shanley had been employed by the Internal Revenue Service and the Veterans Administration as a Personnel Officer.

Mr. Shanley served in the U.S. Navy during World War II in the

South Pacific and is an alumnus of St. John's University, where he majored in accounting. He has been President of many civic and fraternal organizations, including Society Personnel Administration, Federal Personnel Association, Toastmasters International, American Legion, Veterans of Foreign Wars, Federal Executive Board and the Exchange Club, and has been active in the United Way for many years.

Postmaster Shanley taught Government at New York University and Long Island University during the late 1950's and early 1960's. He is a recipient of many Federal awards, including the Federal Career Service Award.

Thus, the Flushing Post Office started with a hamlet of some fifty households in 1821 and became the Flushing Postal District eighty-three years later in 1904. The District today is servicing a population of 1,304,503 residents within its own delivery area of forty square miles.

As the Postal Management hub of all Queens County and Western Nassau, responsible for all postal operations and finances in the 110, 111, 113, 114, 115 and 116 Zip Code area, MSC Queens provides services to a population of over 3,500,000 people.

There are 42 Independent Post Offices, 2 major airports, and 143 Stations and Branches in MSC Queens with an employee population close to 9,000. The service area of 283 square miles delivering to 1,086,200 delivery stops and 50,000 Post Office boxes daily. Sixteen thousand vehicles comprise its fleet. The phenomenal growth of the Flushing Post Office matched the phenomenal growth of this nation.

Material for this booklet prepared and contributed by
Mr. John P. Costello, Asst. Postmaster, Flushing Postal District
Served from 1921 to 1969



John. P. Costello

AUTHOR

John Patrick Costello has spent most of his 80 years in Elmhurst, Queens County, New York City and was a long-time Postal Manager at the Flushing Post Office, rising to the Assistant Postmaster position. He started his postal career on September 20, 1921, as a substitute clerk and received his first managerial assignment on July 1, 1938. He retired as the Assistant Postmaster on October 31, 1969 after 48 years of distinguished service. He was the Manager of the World's Fair Postal Station 1939-1940 and was on military furlough during World War II, serving the U.S. Army from August 1, 1942 till March 10, 1946. Following the War years and until his retirement, he was for all practical purposes the Postal Operations Manager of Flushing, being responsible for much of the automation and construction of facilities.

This octogenarian is still very active in community affairs in Flushing, and still provides help to postal officials on ways to improve postal services. He is loved and respected by all.

The author wishes to extend his thanks to the current Postmaster Walter J. Shanley; Mr. James S. Lisa, retired Director of Customer Services, Flushing Post Office; Miss Josephine Pokorney; Mrs. Josephine Nunziato; Mr. Lawrence Kashden; MSC Queens Art Dept.; J. Oliver and J. Nemoga; Photography Dept.; T. Capasso; and the Flushing Postal Staff in general for their valued assistance in completing the background for this history.

The book is dedicated to the memory of Mr. Frank M. Pokorney, the author's friend and co-worker, a historian in his own right, for the influence he exerted in having this history formulated.

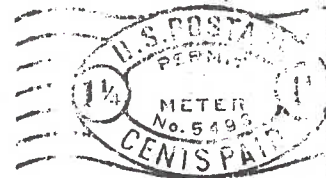
Some Early LONG ISLAND Postage Metered Covers

The Non-Profit Org. meter in a style popular in the 1930's, although the 1½¢ non-profit rate did not come into use until the 1950's

The ever popular Flying Eagle type meter, with the Section 562, P.L. & R. slug

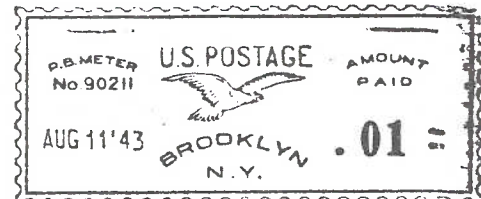
The Alexander Graham Bell Centennial slogan meter slug

St. Vincent's Home
66 BOERUM PLACE
BROOKLYN 1, N. Y.



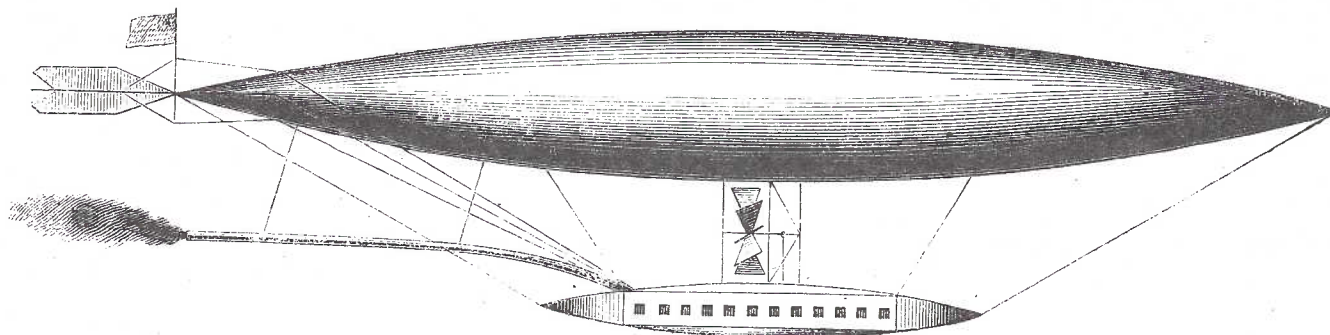
155 EAST 44TH STREET
ROOM 1000
NEW YORK, N. Y.

**Section 562,
P. L. & R.**

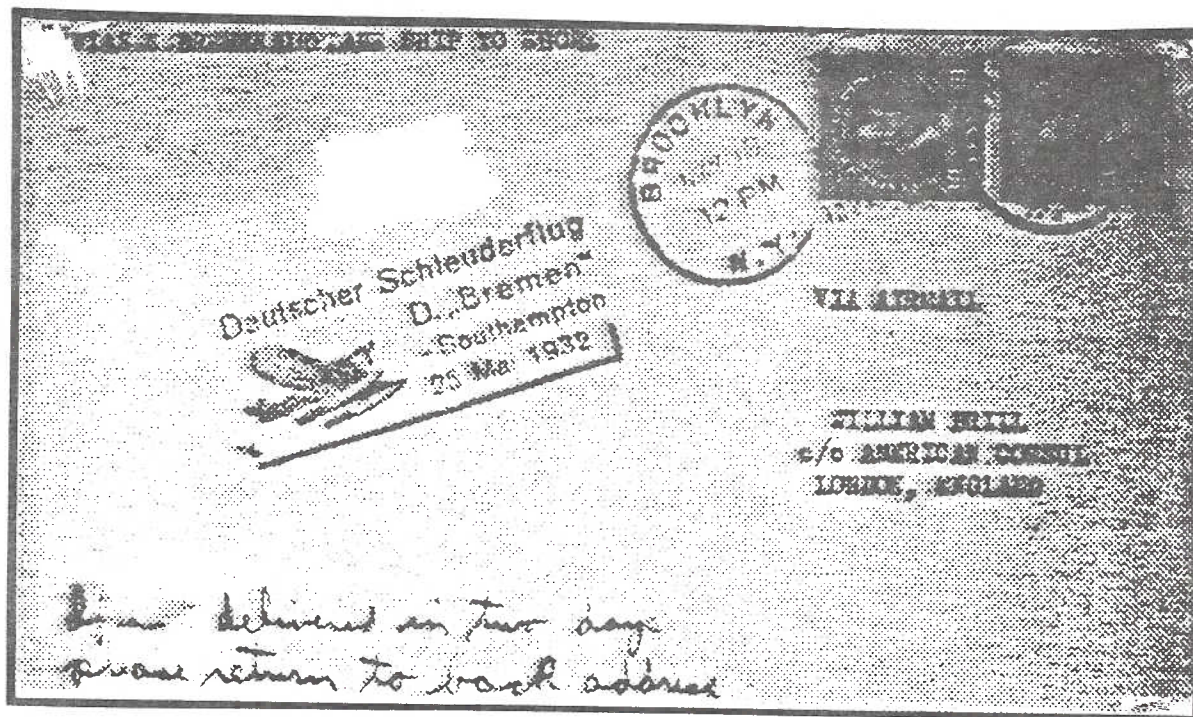


NEW YORK TELEPHONE CO.
P. O. BOX 31
HEMPSTEAD, N. Y.





Some AirMail from BROOKLYN, Long Island, New York



via S.S. BREMEN - Ship to Shore Catapult



1935 (Sept. 24), Lt. Vaitkus attempted non-stop flight from New York to Lithuania, force landed at Ballinrobe, Ireland. Commemorative Registered envelope franked United States 6c. and Latvia Vaitkus 40c.

CLASSIFIED ADS:

WANTED: Cow Neck, Manhasset, Port Washington stampless, view cards and cancels eagerly sought and bought. Robert E. Juceam, 106 Hemlock Road, Manhasset NY 11030

LONG ISLAND covers for sale. Please write for details. Henry Chlanda, PO Box 11047, Albany NY 12211.

WANTED: Unusual Hudson River Mail covers during stampless period. Also any clean Long Island stampless covers very desired. Have ready cash for worthwhile covers. Keith Bantz, 222 Artist Lake Drive, Middle Island NY 11953

WANTED: Covers, Post Cards, Cancels etc. from Garden City, Long Island and vicinity. Also New York Worlds Fair items. Mike Pender, 6639 Waterford Lane, Sarasota FL 34238-2639

WANTED: United States & Confederate States Postal History. Gordon McHenry, PO Box 1117, Osprey FL 34229-1117

WANTED: 1869 Pictorial Issue covers from: New Jersey; Staten Island (Richmond), Long Island (Kings, Queens, Nassau, Suffolk) NY; Block Island RI; Martha's Vineyard, Nantucket MA. Brad Arch, 144 Hamilton Avenue, Clifton NJ 07011

Require: United States (Scott #) C1-C6 on cover. Send Photocopies and price to: Brian Levy, 1983 Guildford Park Drive, Seaford NY 11783

BELLE TERRE and BROAD CHANNEL NY: covers and postcards Wanted. Approvals or photocopies. Postage Refunded. Ken Brady, PO Box 663, Port Jefferson NY 11777-0663

WANTED: Lindbergh Booklet Panes (Scott # C10a) commercially used on cover during the late twenties and early thirties. Send photocopies and asking prices. Stephen Reinhard, PO Box 110, Mineola NY 11501

Manning Maxwell and Moore tool catalog, 824 pp, heavily illustrated, prices, 1940. Excellent condition. Great Gift! Cost \$17.00 plus postage. C. Gifford, 184-51 Hovenden Road, Jamaica NY 11432

Schmitt Investors Ltd.

PO Box 67

Woodbury NY 11797

WANTED: 1947 Centenary S/S (Scott #948) Postally used contemporary commercial covers, any State/Territory, paying proper postal rates and/or Special Service Fe's. Photocopies/Approvals, Priced. Brad Arch, 144 Hamilton Avenue, Clifton NJ 07011

Letter to the Editor re: JONES BEACH NY cover illustrated in Winter 1993 Journal:

Dear Brad,

I did manage to get to the LISDA show in Bayside. Don Tocher was there and I got a look at the Jones Beach cover. It's a nice clean cover and it is still for sale at \$75.00. Your writeup in the Historian is probably right because John Huff was the Postmaster of High Hill Beach which was open from 05/09/15 to 12/31/40. Him and his wife ran the general store there and he also ran the ferry between High Hill Beach and Seaford. H.H.B. was located east of present Jones Beach water tower between Zachs Bay and the ocean and was displaced when Jones Beach and Ocean Parkway was built.

Dick Jones

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



FIRST CLASS

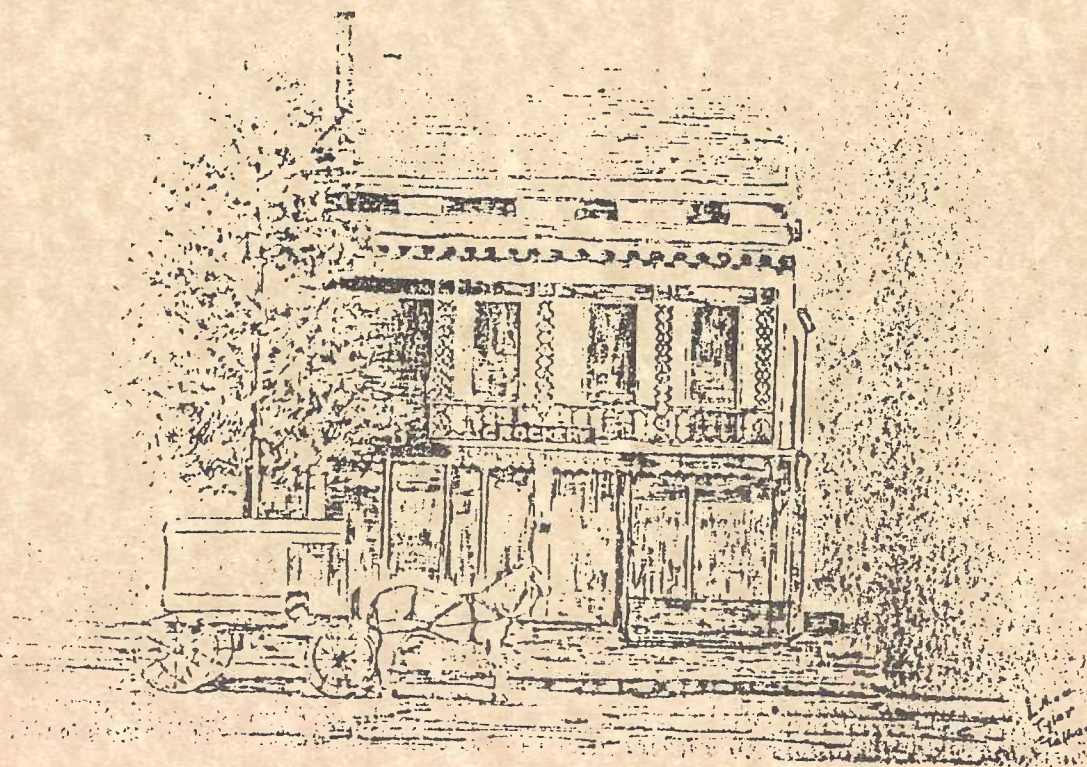
Sample Journals:

Sample Copies of this Journal are available at \$4.00, postpaid, from the above address

Membership Information:

Membership Information and Applications are also available from the above address

FLUSHING NY - Post Offices & Postal History



Clement & Bloodgood's Old Country Store & Post Office - 1835