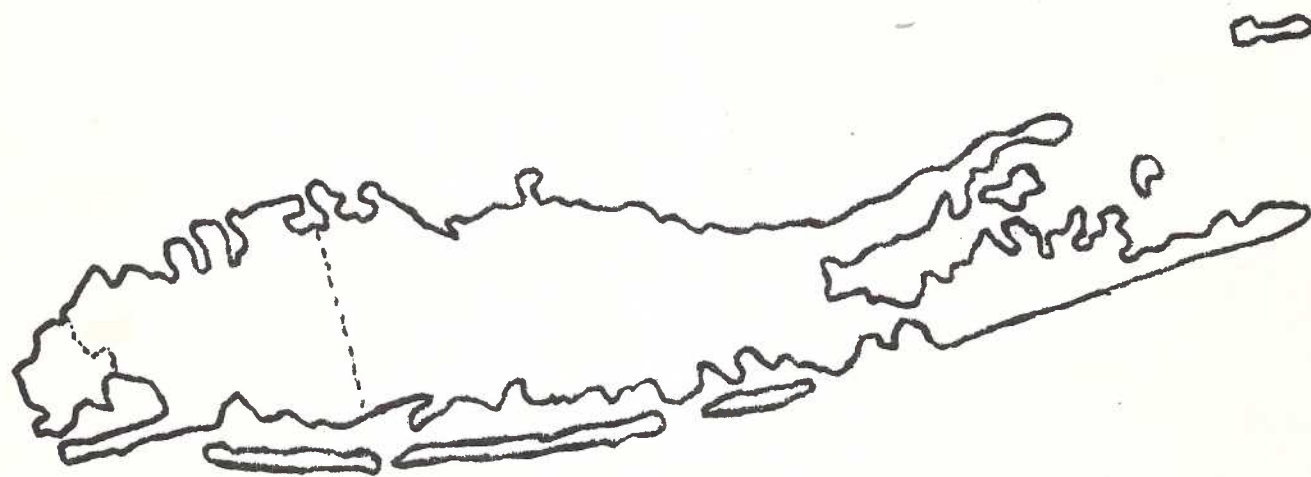


LONG ISLAND



POSTAL HISTORY SOCIETY



WHOLE #7



THE WYANDANCH POST OFFICE

By J. Fred Rodriguez

A recent three-part article in the Long Island Forum entitled: "Pine Barren Pioneers" by Roy Douglas, has inspired me to write this short history of the Wyandanch Post Office.

The area known today as Wheatley Heights and Wyandanch is located in the north central part of the Township of Babylon. It is bordered on the north by the Huntington Town line, to the west by East Farmingdale, and to the east by the village of Deer Park. The area's name honors the famous Long Island indian chief Weandance--ruler of the Montauk Indians. However, the area was originally called West Deer Park due to its proximity to the village of Deer Park.

This area of the pine barrens did not enjoy exclusive postal service until after 1851. Before that date, all mail matter addressed to the desolate region was handled by the South Huntington post office which was established in Babylon on September 7, 1802 to service the southern part of Huntington Township. It was later renamed Babylon on May 6, 1830 with Simon W. Cooper as postmaster. All of the original Town of Huntington, from the Sound on the north shore to the Great South Bay on the south shore, was at first served by only one post office, established in the village of Huntington on September 25, 1794. (Babylon Township was created in 1873 when efforts to secede from Huntington proved successful.)

The Huntington South P.O. (or South Huntington P.O.) was the first postoffice within the limits of the Town of Babylon as we know it today. According to the official records cited in New York Postal History by John L. Kay and Chester M. Smith Jr. its first postmaster was Abraham Gardner Thompson. Two other independent searches of the files--by Louis Kaiser and Lee DeGraaf confirm the data. However, Munsell's History of Suffolk County 1683-1882, published

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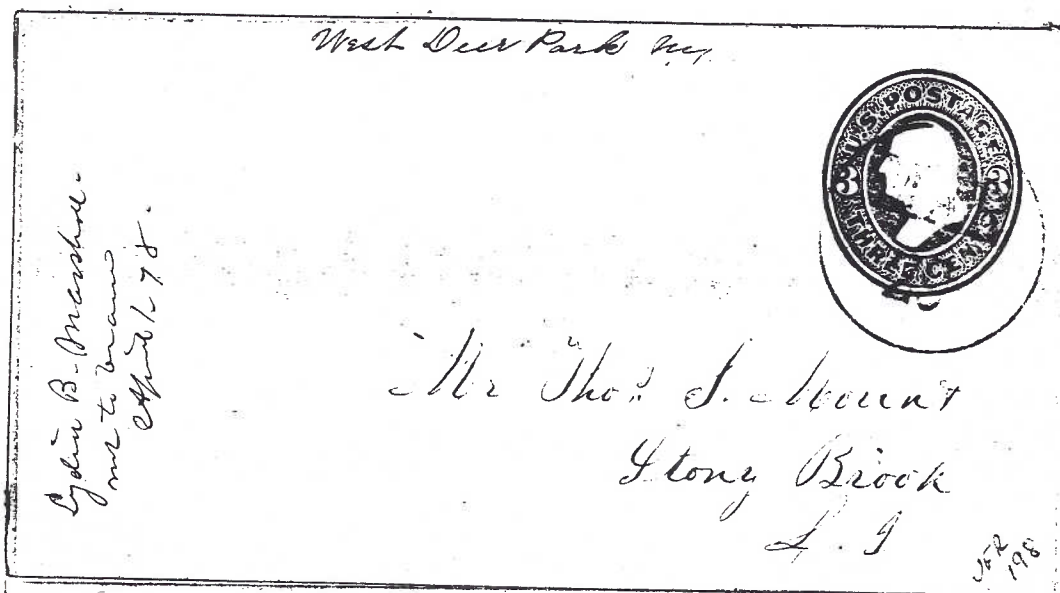
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in 1882 states that Major Timothy Carll was the first postmaster. Perhaps we will never know. (Editor's Note: It is possible that this local historian found records of a preceeding service "carried for the postage" which would not make the Archives, however, as most 19th century county histories are notoriously inaccurate, being often designed to flatter the subscribers who paid to have their ancestors lauded, it is more likely that it is incorrect.)

While a second postoffice was established in the Babylon Township at Amityville on April 15, 1850, it is the third postoffice that probably handled the Wyandanch mails. This office was Deer Park which received its mandate to move the mails on March 8, 1851. Nathan E. Bassett was the postmaster.

By 1875 the need for a separate postoffice at Wyandanch was justifiable. Earlier that year, in May, the area celebrated the opening of its newly construction 18x35 foot two-story railroad station, which was established at the request of General James J. Casey, a relative of the incumbent president, Ulysses S. Grant. A few months later the new postoffice opened for business, housed within the new depot. The name of the postoffice carried the same name as the station--West Deer Park--and was officially established on August 23, 1875.



Only example thus far recorded of a West Deer Park postmark is this manuscript town marking.

The first postmaster of the West Deer Park postoffice was, appropriately so, the station agent. Charles W. Conklin, a wheelwright by trade, acquired a farm of sixteen acres on the east side of Deer Park Avenue and north of the railroad. He operated a store as well as the old Deer Park post office in rooms which adjoined his residence.

Conklin was appointed the seventh Deer Park postmaster on May 26, 1875, but he moved to take over the new West Deer Park post office and the station agent's job on August 23, 1875 the day the new post office was established. Postmaster Conklin carried on his duties until 1886 at which time he was replaced by Thomace Conlon on the seventh day of April of that year. Mr. Conklin died in Deer Park September 10, 1944 at the age of 97.

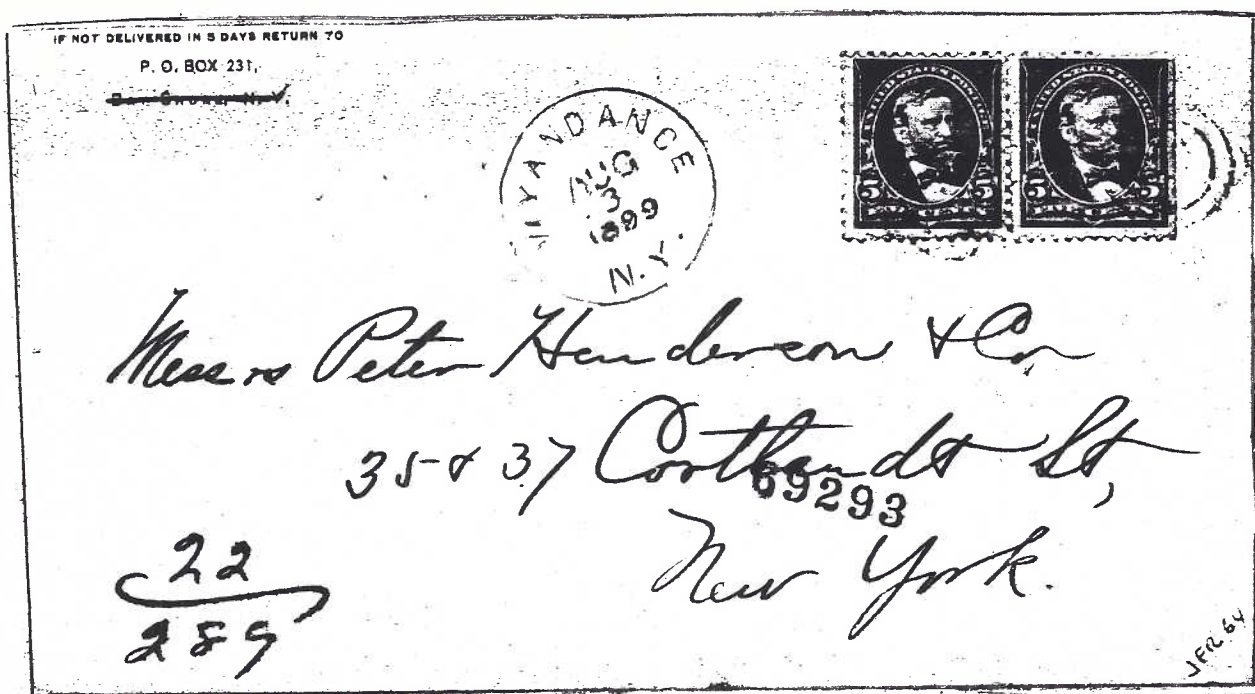
Covers from West Deer Park are hard to come by. The one example I have recorded is illustrated opposite. It has a manuscript "West Deer Park, N.Y." town marking in brown ink on the upper part of the cream-colored envelope. The 3-cent entire (Scott U165) was cancelled by a blue circle datestamp "Mar 29" measuring 30mm. This date stamp is a typical railroad marker of the times and it was obviously used interchangeably to cancel postage stamps and to date railroad tickets. The cover is addressed to Mr. Thomas S. Shepard Mount at Stony Brook, who was a prominent Long Island attorney with a practice at Stony Brook and in New York City.

Thomas Mount was the brother of the famous Long Island painter William Sidney Mount. He followed the practice of the day by docketing this cover with the writer's name and the receiving date. Thanks to this we can date the cover's mailing date to March 29, 1878, just a few years after the opening of the West Deer Park post office.

The post office continued in operation under its original name until December 20, 1888 when the name was changed to Wyandance during postmaster Conlon's tenure. He was followed in office by Henry A. Brown (June 15, 1889) and in turn by Edward W. Place on June 5, 1891. A short time thereafter Mr. Conlon was reappointed postmaster on October 19, 1891 and served for approximately six more years.

Although the post office name was changed to Wyandance, the railroad continued to operate its depot under the original name of West Deer Park. The depot's name created confusion for LIRR passengers, as often people would get off at the West Deer Park station thinking they had arrived at Deer Park. This was obviously a tremendous inconvenience due to the long wait for another train and due to the added cost of the stage was taken to Deer Park. The railroad officially changed the name of the station to Wyandanch in 1903 in order to eliminate this confusion.

Roy Douglas says, in his previously cited article, that the name Wyandance originated with the Wyandance Brick and Terra Cotta Corp. This enterprise was established in 1888 at West Deer Park's cretaceous clay beds near the Jacob Conklin estate in Half Way Hollow Hills.



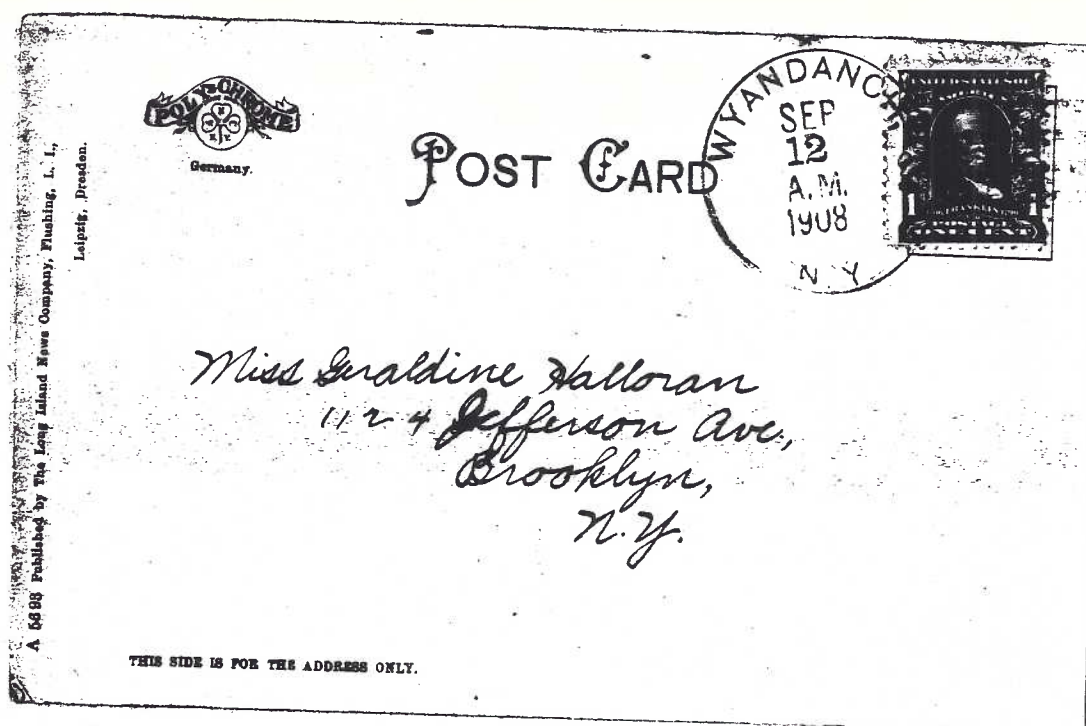
Early registry cover from Wyandance.

The illustration above depicts a registered cover to New York posted at Wyandance. A 30mm black circle datestamp dated August 8, 1899 is on this 10¢ rated cover which appropriately covered the eight cent registry fee and the two cent postage cost. The registry fee carried an indemnity limit of \$10.¹⁾ A pair of the 5-cent dark blue Ulysses S. Grant stamps of the 1898 regular issue (Scott #281) are tied by two concentric circle killers.

Postmaster Conlon's tenure ended on June 15, 1897 and Charles L. Watkins became the new postmaster on that date. Thus it is he that applied the postmarks to this registry cover. On February 11, 1903 the name Wyandanch was permanently fixed to the area and to the railroad station. A clear 1908 cancellation on a postcard tying the Benjamin Franklin one-cent stamp of 1903 is illustrated overleaf.

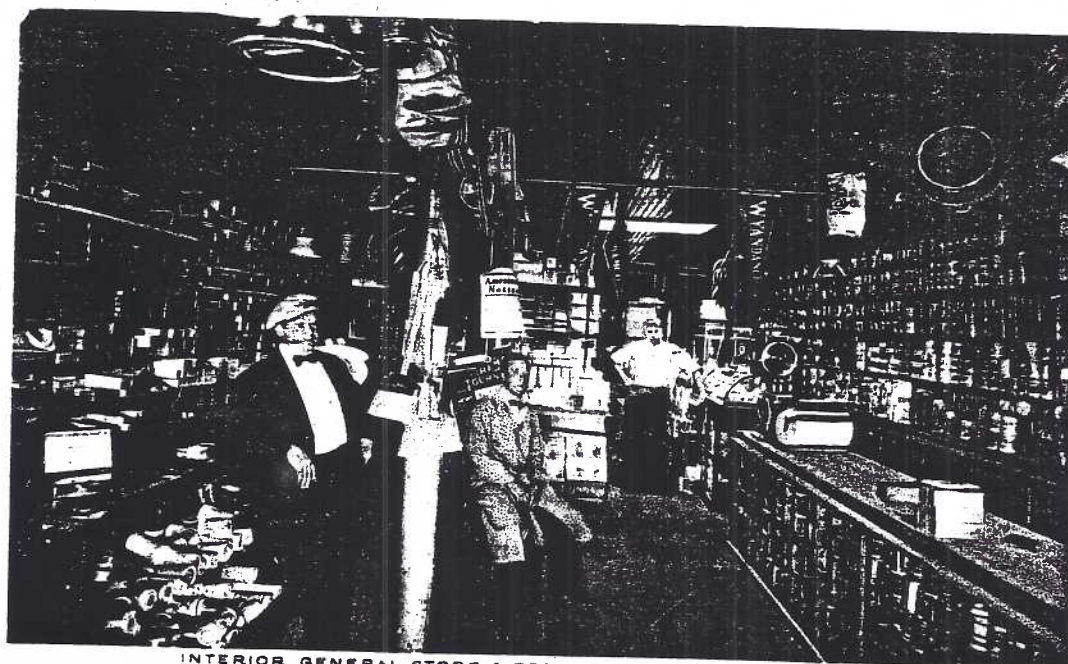
On March 8, 1907, the Wyandanch post office was moved to Anthony Kirchner's General Store diagonally across from the railroad station. It remained there until January 16, 1917 when Erbe F. Rey became the new postmaster. An interior view of Kirchner's store and postoffice can be seen on the opposite page as depicted on a contemporary postcard published by Kirchner himself. Kirchner could very well be the man sitting in the center of the store. Notice the Wyandanch pennants hanging from the ceiling.

¹⁾ P.S., a quarterly journal of postal history published by a 'Gatherin' Vol. 4 issue No. 12 "Domestic Registry Fees to 1952", pg. 12.

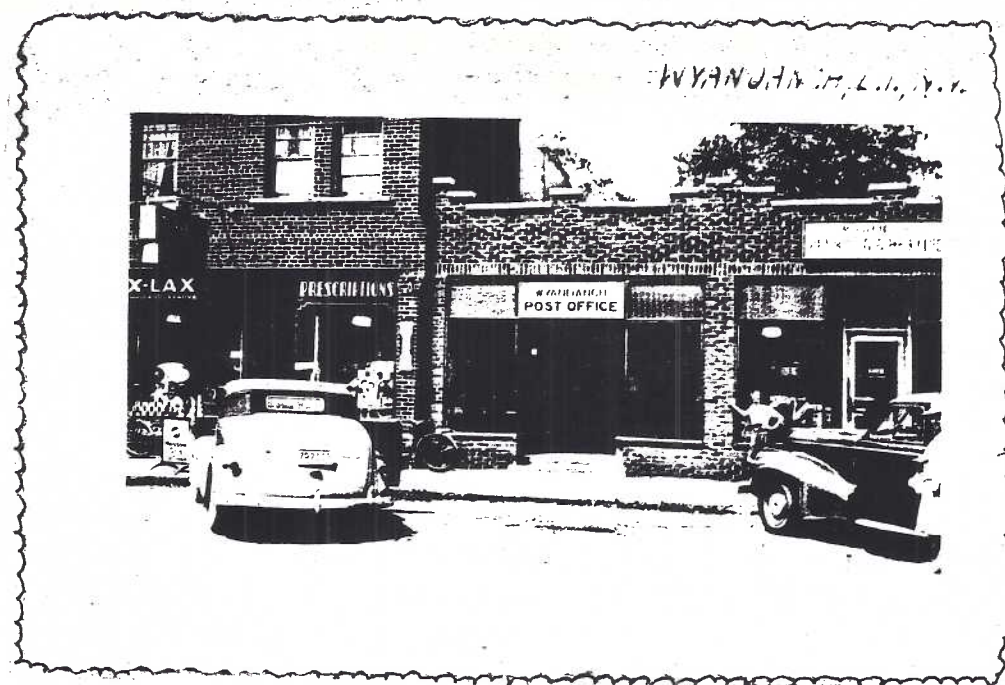


Example of the latest name change to Wyandanch is seen on this 1908 postcard with the 1¢ 1903 issue Benjamin Franklin stamp.

Since World War I there have been ten different postmasters at Wyandanch. The longest tenure of all was held by Thomas A. Brown who served for some 27 years. At present the postoffice is headed by Mrs. Lorraine Goonan who handles both the Wyandanch office and the Wheatley Heights branch which was opened on December 8, 1978 shortly after her appointment.



INTERIOR, GENERAL STORE & POST OFFICE, WYANDANCH, N. Y.



A 1942 photograph of the Wyandanch postoffice which was located on Merrit Ave. directly across from its present location.

The list of the Wyandanch postmasters since that name was chosen during the tenure of Charles L. Watkins is reported below:

<u>Name</u>	<u>Date Appointed</u>
Henry F. Rey	July 6, 1917
Albert F. Laegen	September 27, 1918
Benjamin Marill	May 14, 1923
Miss Florence V. Donner	September 6, 1923
Miss L. Maybelle Lord	September 2, 1924
Mrs. Catherine J. McMahon (Acting)	September 1, 1933
" " " "	February 15, 1937
Mrs. Margaret Cush (Acting)	November 1, 1948
Thomas A. Brown (Acting)	March 31, 1951
" " "	May 24, 1951
Mrs. Lorraine Goonan	March 1978 to present

AN OFFICIAL LETTER TO HUNTINGTON

In the Postmaster letter books under date of June 3, 1799 is a letter to Timothy Williams the Huntington postmaster regarding the name of the office to which he was newly appointed.

"Sir: Previously to the receipt of your favor I had changed the name of Mr. Blackley's office (he was the successor to Judge Ebenezer Platt at Huntington) from Huntington to Winnacomack by which it will, I presume, be as generally known as the name recommended by Judge Plat. Enclosed you will have your commission as Deputy Postmaster of Huntington, etc."

Thus was the short-lived Winnecomack office created. It shortly became Dix Hills.

FOREIGN MAIL TO AND FROM LONG ISLAND

By Frederick L. Lightfoot

A very high percentage of early Long Island mail is local, from one hamlet to another on the island, or between the island and New York or Connecticut, where islanders had relatives and/or business connections.

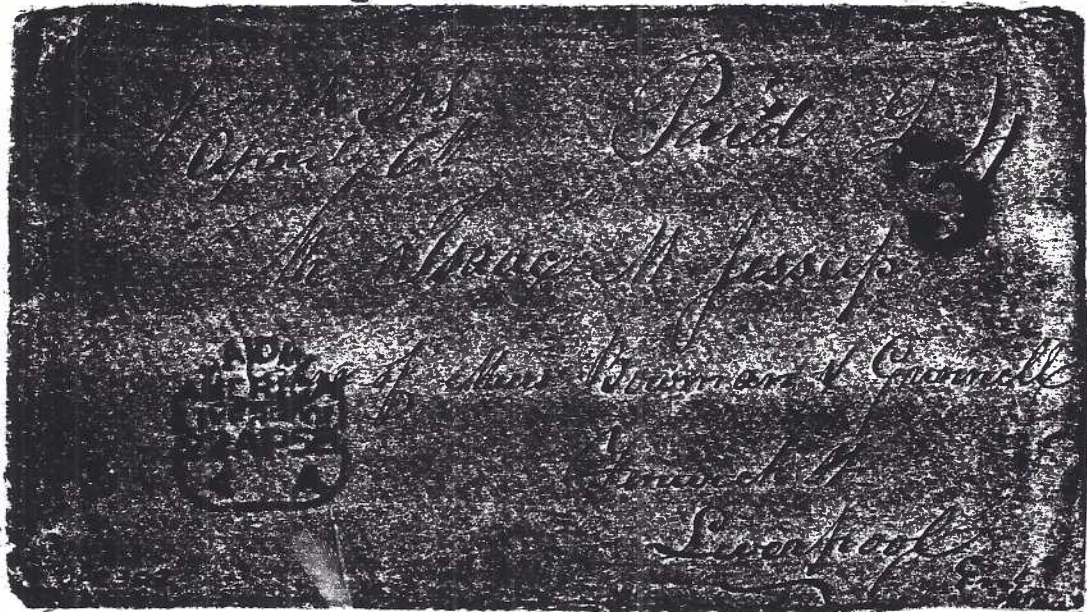
There was trading between Long Island and the West Indies and even Europe at an early date, but covers related to these ventures are all but nonexistent on the philatelic market.

The advent of whaling scattered Long Island vessels and their captains and crews all over the world, en route to, at, or returning from the whaling grounds of the Pacific Ocean. Unfortunately for Long Island collectors, very few of the letters sent home from these ships were delivered to Long Island ports by returning ships. The result is that SHIP letter markings even from so important a whaling port as Sag Harbor are extremely rare. Possibly there were a fair number of ship letters at Sag Harbor at one time which were destroyed in the fires that devastated the commercial area of the village. At any rate, this writer has seen only one SHIP marking from Sag Harbor in almost fifty years although the American Stampless Cover Catalog lists the SHIP for Sag Harbor in black and red from 1815 to 1846.

(Editor's Note: Two covers with red Sag Harbor SHIP markings have appeared at auction in recent years--a Honolulu 12/14/47 cover with a 6/3 receipt mark at Sag Harbor as lot 412 of the Siegel 6/22/71 sale and a Honolulu 4/22/47 cover with a Sag Harbor receipt of May 24, 1848 which sold as lot 329 of the Kaufmann 11/14/74 sale. In addition, a black SHIP on a cover from the Cape of Good Hope forwarder, Thomas Watson with a Sag Harbor 1/30/1835 from the editor's holding was illustrated in Ice Cap News some years ago for its whaling contents. There are also at least three other examples the editor has seen in holdings of LIPHS members. Others exist in various archival holdings.)

A manuscript ship marking from Cold Spring Harbor was offered me some forty years ago at the price of \$7.50, which seemed exorbitant in those days. The whaling ship that delivered it was identifiable from the records in Starbuck's history of American whaling.

Outgoing letters to captains of Long Island whaling ships are occasionally offered, usually from the 1850's, which was the great whaling period, mailed from Sag Harbor or Southampton. The 10¢ rate, paid by stamp or stamped envelope, delivered a letter to San Francisco, where the postmaster gave it to a vessel headed for Hawaii, or, evidently, by some prearrangement, to a local forwarding agent who did the same. The covers on this route rarely show any postal markings or rate to indicate



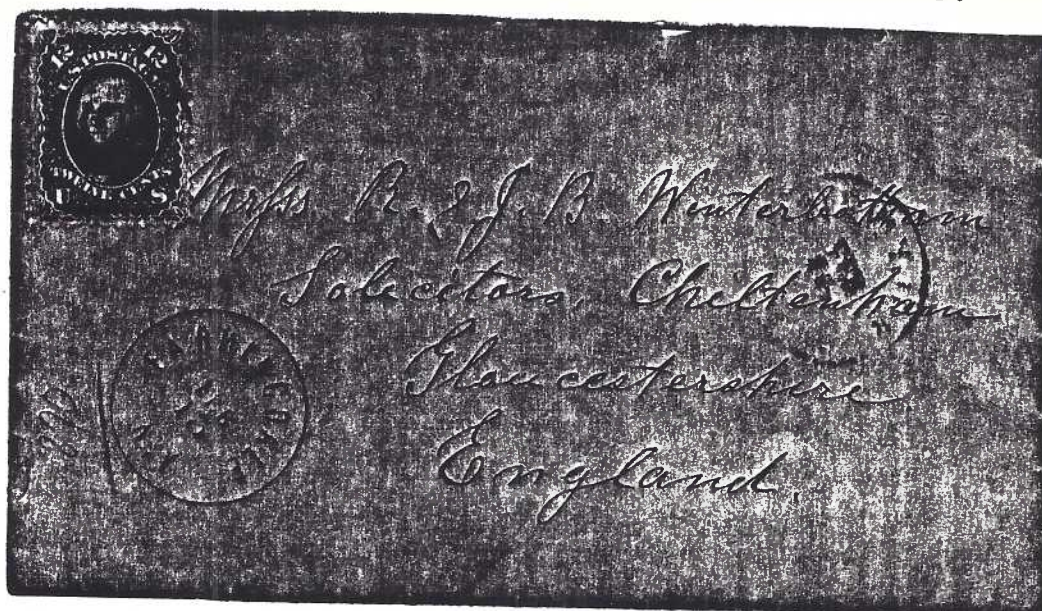
Speonk L.I. 4/6/58 to Liverpool, paid 24¢ in manuscript. 3¢ credit to England as carried by American packet. From J.F. Rodriguez collection.



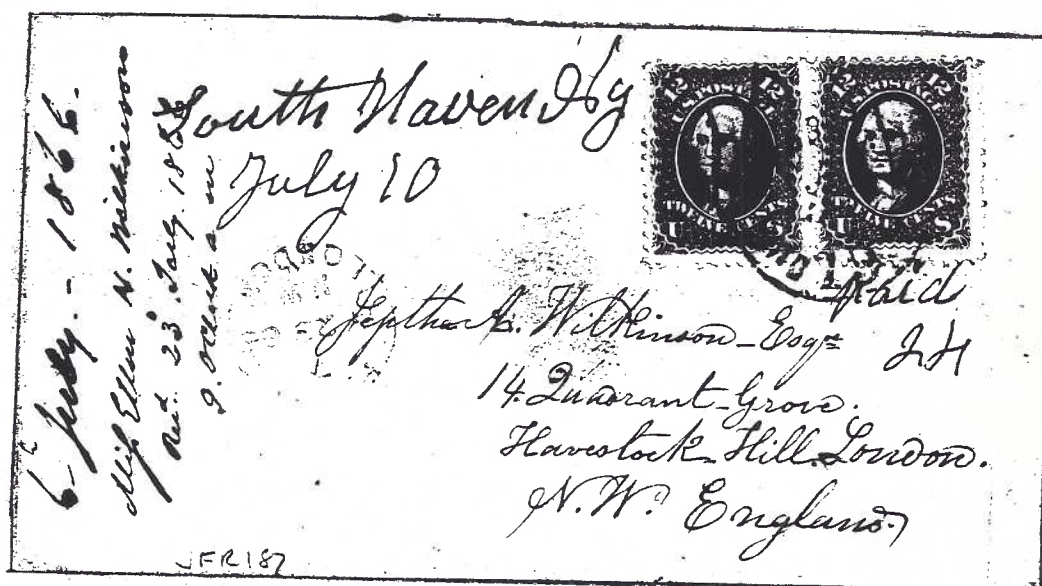
Roslyn 8/5/58 with a pair of #36's to Birmingham, prepaying the 24¢ packet rate. The 3¢ credit to England is because this went on an American packet. Carl Baker collection.

when the letters arrived at Hawaii and what had to be paid on them there for delivery from San Francisco.

The latest letters this writer ever saw addressed to a captain overseas from Southampton bore 1869 issue stamps, unfortunately the worse for wear. They were in a display of Stanley Gibbons when that company was at Park Row, about forty years ago and were beyond his means. Where they are today may be unknown.



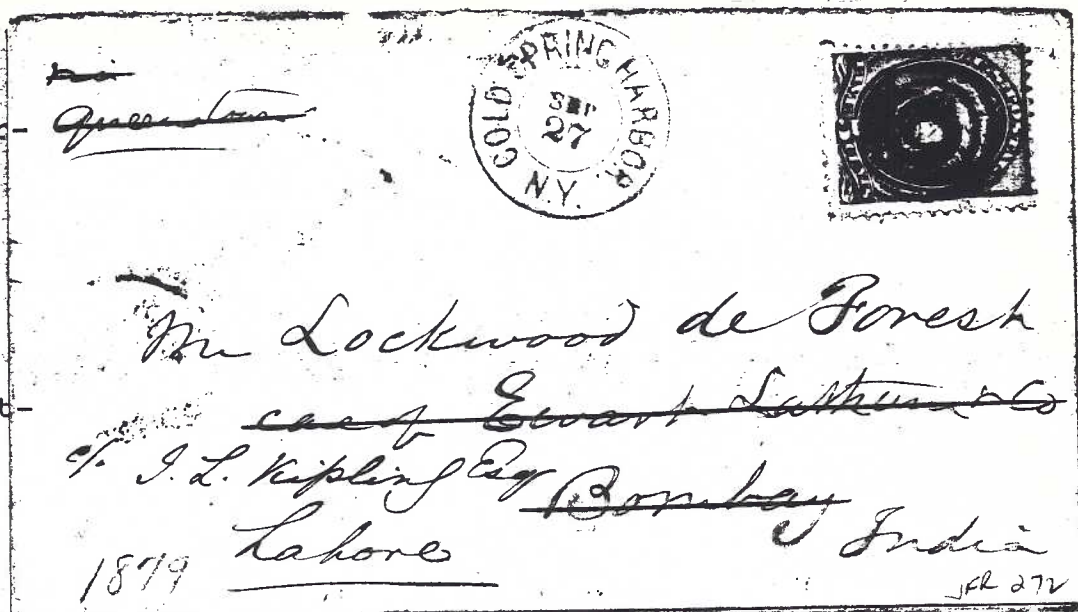
Farmingdale N.Y. with a #97 to Gloucestershire, England. There is a red NEW YORK/FEB/16 circle to show departure date. This is the new 1868 12¢ transatlantic packet rate. From the Carl Baker collection.



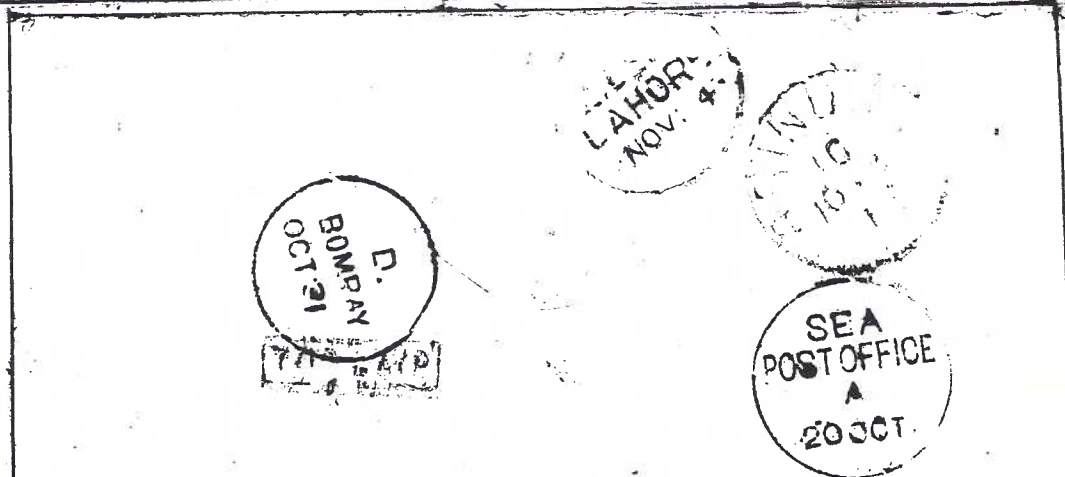
South Haven N.Y. July 10, 1866 with pair of #69's and manuscript "paid 24". This apparently travelled on the Cunarder Java which left New York on the 11th and landed part of the mails at Queenstown on the 21st. From the J.F. Rodriguez collection.

In years gone by, covers to Europe from Long Island were rarely seen, but a fair number of 1850's covers have been offered in recent years, from the correspondences of a few wealthy families such

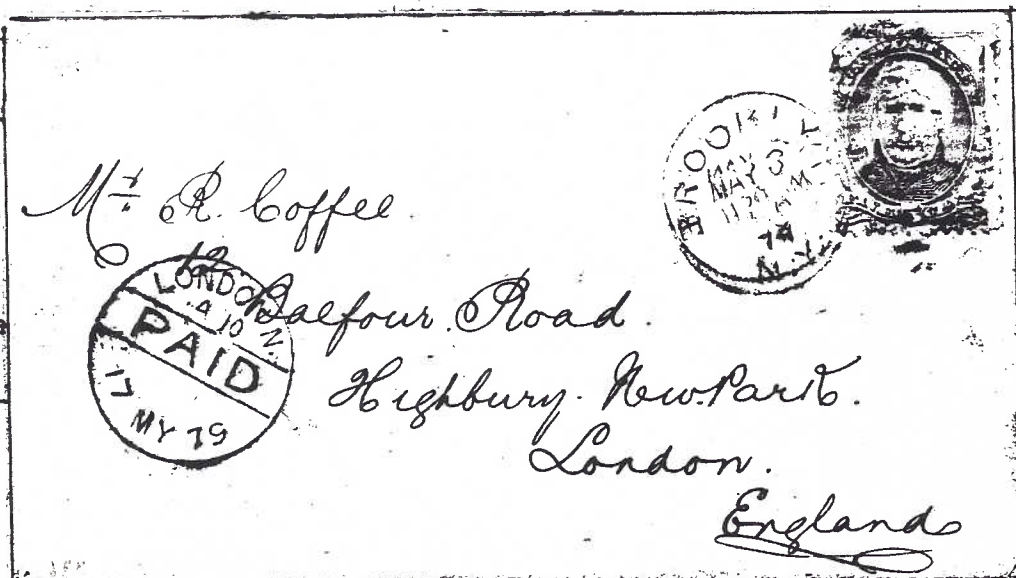
Cold Spring Harbor 9/27/79 cover to Bombay, forwarded on to Lahore, India. It falls under the 5¢ UPU rate that went in in 1875. From the J. F. Rodriguez collection.



Back of the above cover. By careful analysis of the sailing dates it would be possible to identify most of ships carrying this letter.



UPU rate to England, from Brooklyn, N.Y. with the typical London paid receipt marking. Rodriguez collection.



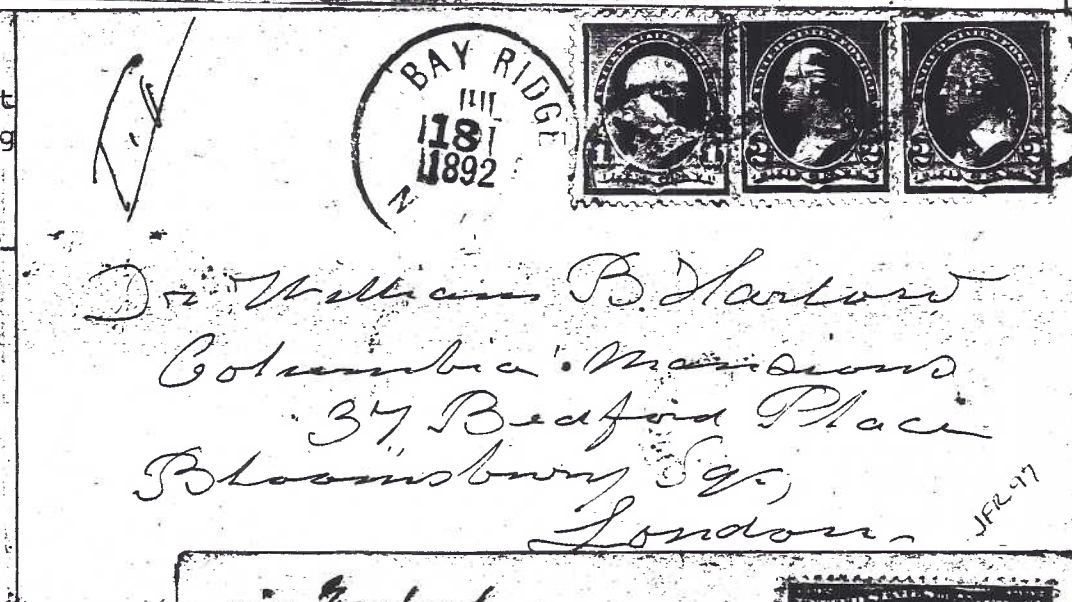
as Floyd Jones. These are either stampless or stamped, generally 24¢ rate covers to England, more rarely the 15¢ rate covers to France.

In a recent Robert A. Siegel Auction Galleries sale, two of the

Various combinations of stamps to prepay the 5¢ UPU rate can be found from a number of Long Island towns during the last quarter of the 19th century. Here are a selection from the Rodriguez collection.

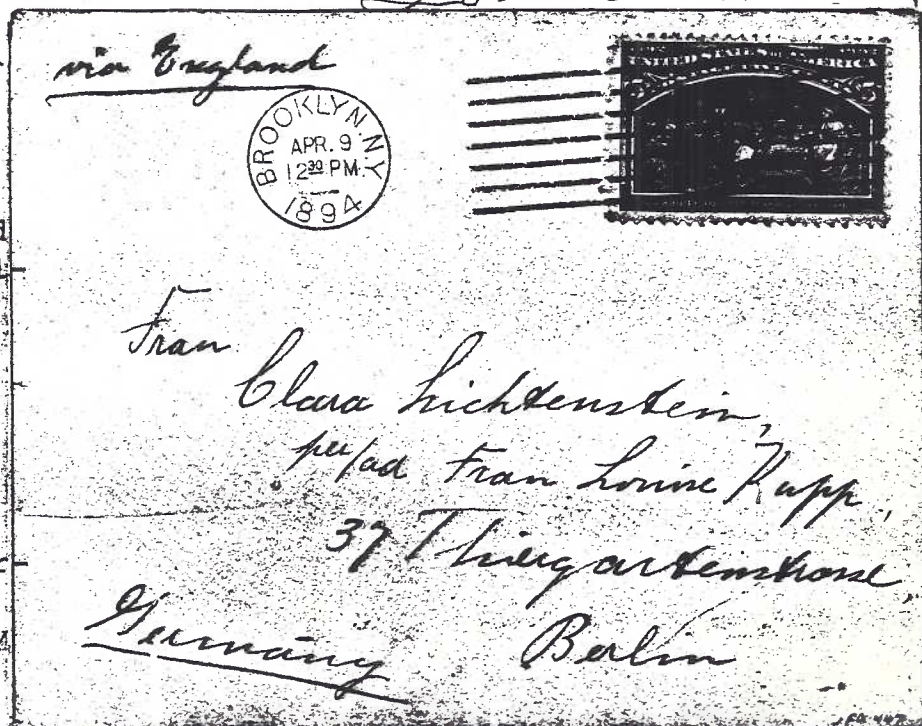


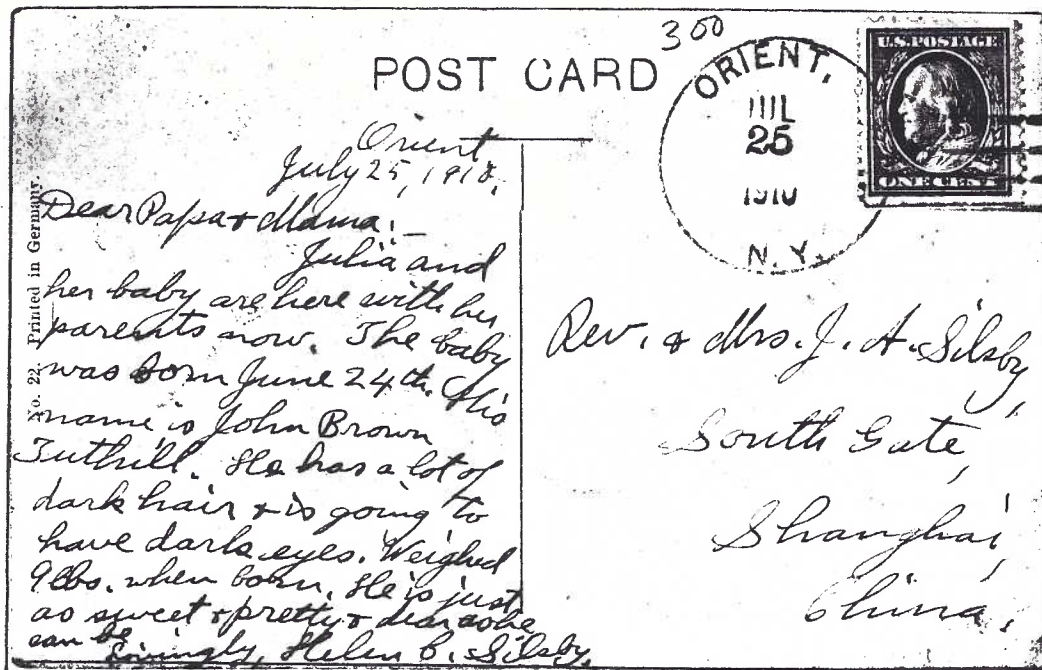
While the use is not difficult to find, getting it from a particular town can be very difficult.



5¢ 1847 stamps used on a cover to Canada from Greenport, L.I. stirred interest among L.I. collectors who noted it, although it was not in fine condition.

A special category of foreign mail is the correspondence to Navy personnel which was forwarded by the Naval Lyceum at Brooklyn Navy Yard. There are two styles--one very rare.



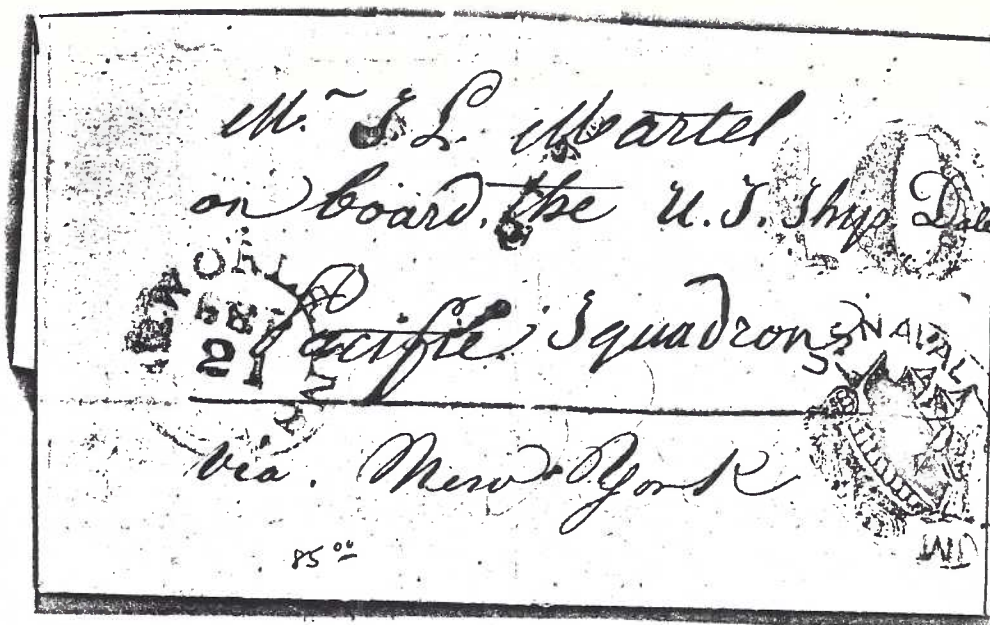


1¢ Post Card rate to Shanghai, China in 1910.
Shanghai mail normally went to the U.S. Postal Agency in that city for distribution. This is a scarce use from Orient, N.Y. Domestic rates applied to Shanghai in 1903.

This is the small ship large DB oval of 1834 of which only three examples are recorded. The second is illustrated with a ship in the center of a smaller oval. It is one of the more coveted markings from the stampless cover period. It was usually applied to letters addressed to Navy men on ships at sea which were either directed to the Lyceum for forwarding by the writers or given to it by the postal service. With more or less diligence the Lyceum placed the letters on Navy vessels headed in the right direction. At least one cover forwarded by the Lyceum was addressed to Huntington where Hiram Paulding lived. Regretfully, the Lyceum marking is often poorly struck.



From the Navy Lyceum 9/17/1834 handstamped with the earliest of the three examples of this 1834-5 rarity. C.M. Hahn collection.



The more common Lyceum handstamp of which dozens exist. It is somewhat scarce struck clearly on the face of a cover. It is known 1835-52. Hahn collection.

Another special category of foreign mail related to Long Island consists of covers from mail ships wrecked on Fire Island. The steamship Franklin of the New York & Havre line came ashore in 1854. All its mail was saved. The wreck of the steamship Oregon some thirty years later is much better known as a fair number of covers, many of them waterstained, have survived to recall the loss of the vessel. A number of different wreck "labels" are found on surviving letters. They have been extensively written up by Henry Berthelot in the American Philatelist for March 1983.

Many of the foreign mail covers that a Long Island collector would want to add interest to his collection are also desired by general collectors of postal history. Not too long ago, a cover to a Shelter Island family from a son on a whaler at Tristan da Cunha, routed via New Bedford, was listed in an auction with a four-figure estimate. Around 1940, this writer owned it, having paid all of three dollars for it! So, brightening up a Long Island collection with the unusual can be very expensive today, although outgoing 1850's stampless covers to Europe can be bought for under \$100 each and 10¢ green covers to whalers at Hawaii can be had for under \$200. The Naval Lyceum marking well struck runs about \$500 on the back of a cover and perhaps \$1,500 on the face.

THE POSTOFFICE AT STEINWAY, N.Y.

Music lovers and advanced philatelists are both very familiar with the postmarks of Steinway, N.Y., an office in Queens near Long Island City. The reason is the career of a family of master piano makers and philatelists.

The story begins about 130 years ago when Henry E. Steinweg came over here shortly after the abortive uprising of 1848 in Germany. A master cabinet builder and piano maker, he had a well-established reputation abroad and had trained his five sons in the field. Four sons were here when the firm of Steinway & Sons was established in 1853 in a loft in New York near today's Holland tunnel. The fifth remained in Germany until 1865.

Mr. Steinweg and his family (they changed the name officially to Steinway in 1866) built pianos with overstrung scales that were superior to any previous offerings. The firm's reputation grew and new quarters were needed--this was found in the then suburbs of Park Avenue between 52nd and 53rd street. By 1866 the profits and success had been great enough that the family was able to endow Steinway Hall which became one of New York's cultural landmarks. This was the premier music hall in New York until it closed in 1890 to be superseded by Carnegie Hall which holds that position even today.

The Park Avenue (then Fourth Ave.) location was used until the company finally moved the last of its operations to its Long Island City plant in 1910. The Long Island location had been chosen late in 1870 when the family purchased 400 acres at the northern end of Long Island City and created a model village which was named Steinway. It was a typical company town of the period as developed by a family with a social conscience background stemming from their experiences in the 1848 upheavals.

Henry E., the Steinway patriarch, did not live to see the village completed with its lumber mill, and foundry in addition to the Steinway plant as sources of occupation for the residents. The village was completed several years after his death in 1871. In keeping with the social tradition of the family it had a public bath, library, park, and a kindergarten as well as a volunteer fire department.

By late 1881 there were enough residents that mail service became a problem and a postoffice was applied for successfully. It was erected on October 10, 1881 with Theron H. Burden as the first postmaster. One of the earliest postmarks subsequently found its way into the collection of Theodore H. Steinway, one of America's philatelic giants.



The first two styles of Steinway cds's

This first postoffice, in what is today known as Old Steinway Village, lasted until April 1, 1889 at which point it was turned into a station of Long Island City as reported in Postal Bulletin 4871. It was then changed into Station 3 (Steinway) of the Long Island City postoffice.

In 1912, on January 1, a new Steinway Avenue station was established as part of the Long Island City postal system according to Postal Bulletin 9661. This lasted until July 1, 1943 when the name was changed to Steinway according to Postal Bulletin 18608.. It still has this designation today.



The modern Steinway Sta. cds

One of the Steinway meters

What has this to do with collectors? Well, the current chairman of Steinway & Sons--John H. Steinway--is a well known collector. Further his father Theodore H. Steinway was one of the founders of the Philatelic Foundation and gave the Steinway fund to the Collectors Club of New York so that it might publish original philatelic research. He was a strong supporter of the Collector's Club library which is the finest philatelic library in America and funded many of its key acquisitions. Thus anyone who sends in an item to be expertized or used one of the numerous publications published with the Steinway fund is directly in Theodore Steinway's debt.

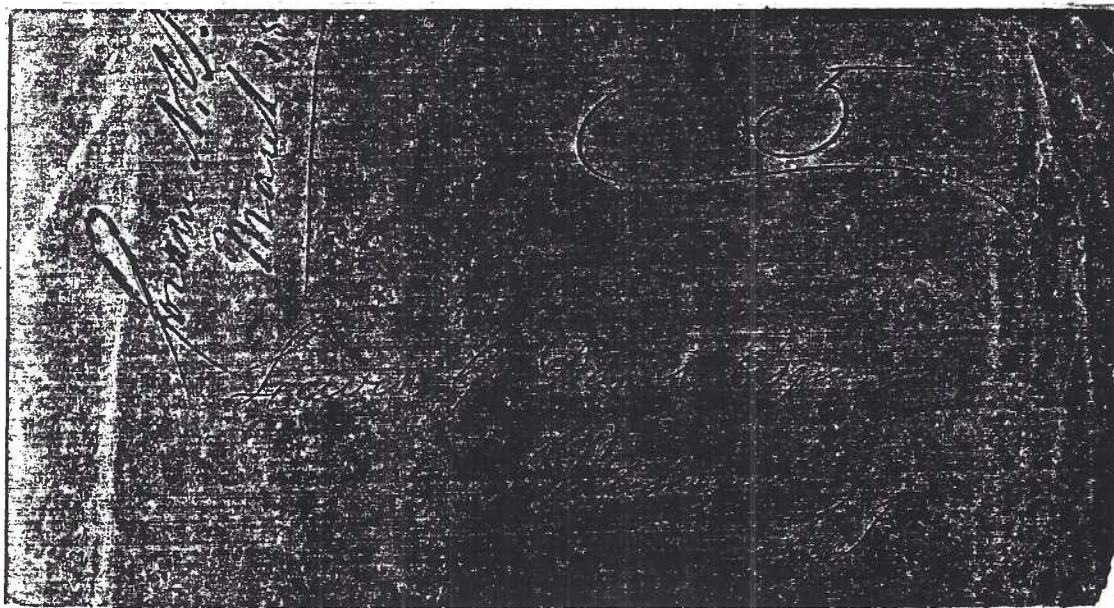
For those interested in the history of the company and the family, Theodore Steinway's People and Pianos (1953) gives a key insider view.

DILEMMA IN DATES

Carl F. Baker

The illustrated brown envelope with its manuscript postmark, though not very prepossessing, does warrant more than a cursory glance. The envelope addressed to Patchogue, L.I. has a manuscript "Coram, N.Y. March 15" and a Ms. "5" rate. The enclosure is headed "Selden formerly Westfields, March 12/52". It is the first cover I have noted wherein both the new and the former names were mentioned, indicating that the change was rather recent.

The assumption proved true as the Selden post office was actually established but two weeks before, on February 27, 1852. At that time the name of Westfields was not acceptable to the Post Office Department as Chautauqua County already had a Westfield post office, established in 1818.



According to Richard M. Bayles' Historical & Descriptive Sketches of Suffolk County (reprinted in 1962 by Ira J. Friedman, Port Washington) the name "Selden" was chosen to honor a gentleman of the legal profession who had proposed to do something "handsome" for the place, but never did.

The ms. "5" shows the letter was not prepaid per the Act of March 3, 1851. It could have been sent for 3¢ prepaid, but the writer's reluctance to do so may well be explained by his plea for additional time to repay a loan to his aunt.

The manuscript Coram cancellation also raises the question why not a Selden cancellation since that postoffice was then in ex-

istence. Perhaps the writer lived nearer the neighboring Coram postoffice or simply chose to send the letter by someone going in that direction. Whatever the reason, there seems to be a three day delay in posting the letter.

Coram had been one of the first official postoffices on Long Island. The Empire State Postal History Society's Postoffices of New York State, compiled by Lee S. Degraff in 1969 gives the date as September 5, 1794, apparently a typographical error. The corrected date, September 25, 1794 is given by John L. Kay and Chester M. Smith Jr.'s recent New York Postal History, published by the American Philatelic Society.

An item of considerable interest is an official letter that Louis W. Kaiser had noted in his A Checklist of the Post Offices of New York State to 1850, (published 1965) which gives the correct date of establishment. This letter had been sent on September 25, 1794 to Sebastian Bauman, the first Federal postmaster of New York City, from the General Post Office at Philadelphia and was signed with the initials "C.B." (Charles Burrall was then First Assistant Postmaster General). The letter reads:

"Upon recommendation of David Gelston Esq. I have appointed the following persons postmasters on Long Island. Joseph Robinson at Jamaica; Nathaniel Townsend, Queens County Court House; Ebenezer Platt, Huntington; Benjamin B. Blydenburgh, Smithtown; Goldsmith Davis, Coram; Joseph Albertson, Suffolk Court House; Uriah Rogers, Southampton; Hugh Geltson Jr., Bridgehampton; Henry P. Dering, Sag Harbor."

"You will be pleased to write their names on the packets now in your office addressed to the above places and send them on the first mail that is carried on that road. The first mail must be sent unlocked as the postmasters will not have any keys until they receive the packet..."

This letter verifies the date of establishment of those first Long Island postoffices, including Coram. However, bear in mind that the instructions stated that "the packets are to be sent on the first mail that is carried on that road", as it was those very packets that contained the official appointments.

In 1794 the average trip by stage coach or post rider took three days from the City to Sag Harbor. Assuming that the first mail could have gone immediately (which it could not have for it also took time for Burrall's letter to get to Bauman), it still would have taken up to three days for the official notices to have reached the newly appointed postmasters. In any case, it is obvious that none

of the nine postoffices could have gone into operation on the "established" date.

Adding to the confusion, historian James Truslow Adams in his History of the Town of Southampton (reprinted in 1962 by Ira. J. Friedman) did not agree with the dates for the following three postoffices:

Sag Harbor - January 1, 1795
 Southampton- April 1, 1804
 Bridgehampton - April 1, 1795

It Axams was correct, and he did use the word, "established", it was no longer a question of days but of months before the post offices were in operation, and in the case of Southampton, just about ten years!

Adams did hit the nail on the head for other Town of Southampton postoffices: Atlanticville, Eastport, Flanders, Good Ground, and Quogue. He have Speonk an April 1, 1828 date, though both the New York Postal History and Post Offices of New York State list it at April 8th.

So that's my dilemma, fellow historians--I can accept a few days difference un dates, and perhaps even a few months, but I must draw the line at ten years! That's too much even for the Post Office.

COMMENTARY BY THE EDITOR

The list of payments to the postmasters as of 1800 shows that Southampton postmaster, Benjamin Huntling, received \$3.67, thus demonstrating that Southampton was in full operation well before 1804. Further, the Kaiser work notes that the first Southampton postmaster was Uriah Rogers as conforms to the Burrall letter, but it then adds that the office was reestablished as of May 10, 1797 with a Mr. Herrick as postmaster. Thus, there were at least three postmasters in the 18th century.

I might further add, that I have in my collection a letter from Southampton in 1794 which was posted in Corum on December 2nd of that year. It is signed by Huntling before he became postmaster at Southampton.

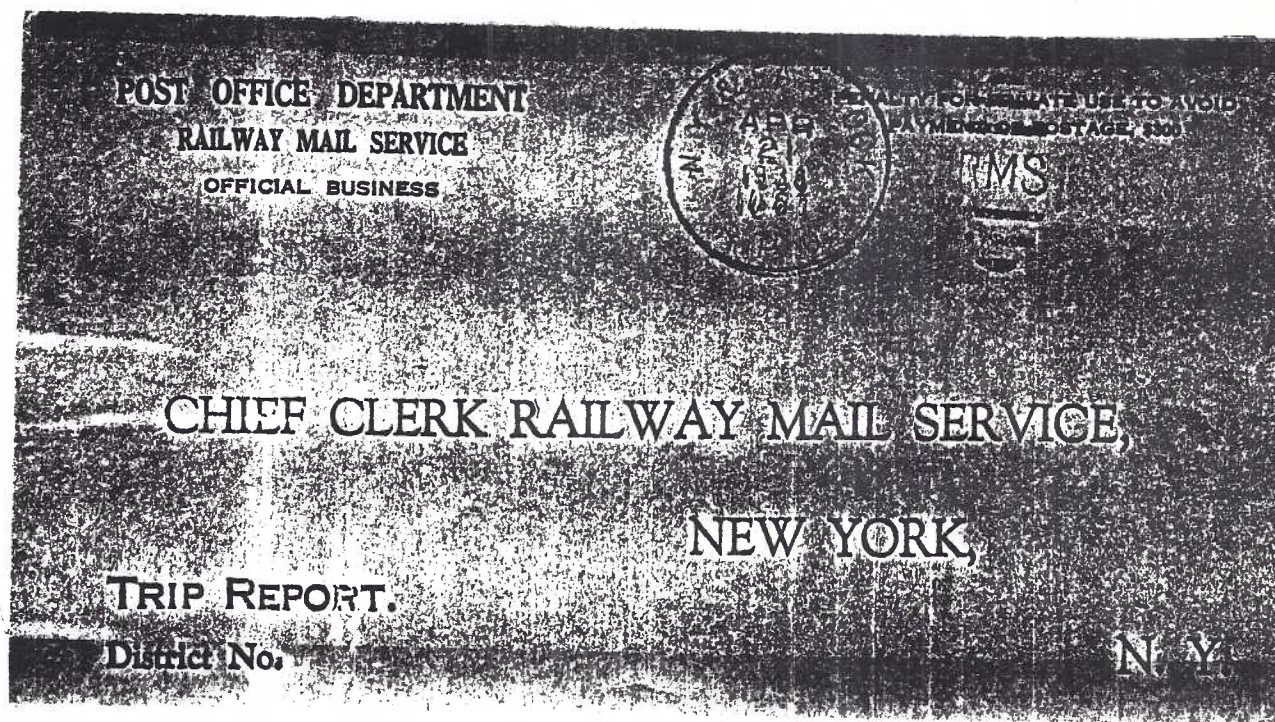
As readers will note, I have previously warned against the reliance upon local historians for postal matters. While some have done excellent work, they are not trained to handle postal records, thus coming up with erroneous conclusions. Others are incompetent.

THE END AND A BEGINNING

William J. Duncan

On June 18, 1965 the three RPO's (Railway Post Offices) operating on Long Island were discontinued and all transportation of mail by the Long Island Railroad was shifted to motor vehicles.

For over one hundred years prior to this event, the Long Island Railroad had been the principal transporter of mails on Long Island, and until 1934 RPO's had been operating in trains on the Main Line (Greenport) as well as the Montauk, Port Jefferson (formerly Wading River), Oyster Bay, Far Rockaway and Port Washington branches.



N.Y. & FAR ROCK.?APR/21/1938/10 PM/R.P.O. cds on an official letter to the Chief Clerk giving a trip report.

RPO service was discontinued to Port Washington in 1934; to Far Rockaway and Oyster Bay on August 31, 1965 and to Greenport, Montauk and Port Jefferson on June 18, 1965 as noted above.

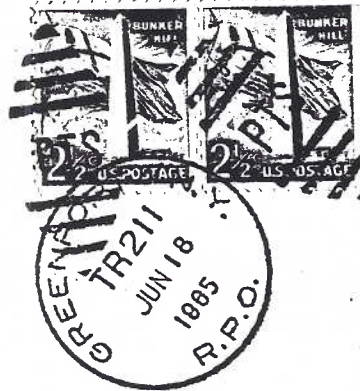
On June 20, 1965 service was established on the Riverhead and Harmon HPO (Highway Post Office) route between the New York Central station at Harmon and the SCF (Sectional Center Facility) at Riverhead 119. It served the SCF's at Long Island Terminal 110, Mineola 115 and Hicksville 117. At Harmon mail was received from and dispatched to the New York and Chicago RPO.



LAST TRIP - OYSTER BAY AND NEW YORK RAILWAY POST OFFICE

WILLIAM J. DUNCAN
ASSISTANT POSTMASTER
FREEPORT, N.Y.

AFTER 5 DAYS RETURN TO



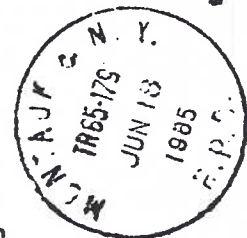
Last Trip
Greenport & NY RPO

William J. Duncan
Assistant Postmaster
Freeport, New York 11520

AFTER 5 DAYS RETURN TO



Last Trip
Montauk & NY RPO



William J. Duncan
Assistant Postmaster
Freeport, New York 11520

AFTER 5 DAYS RETURN TO



Last Trip
Port Jeff & NY RPO

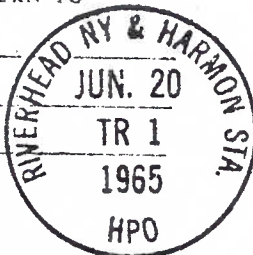
William J. Duncan
Assistant Postmaster
Freeport, New York 11520

GEO. D. KORADYCK
126-09 97th Avenue
RICHMOND HILL, N. Y.

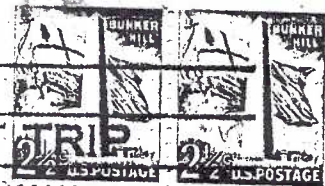


W. M. Gandy
394 Edgewood Ave.
New Haven Conn

AFTER 5 DAYS RETURN TO



FIRST TRIP

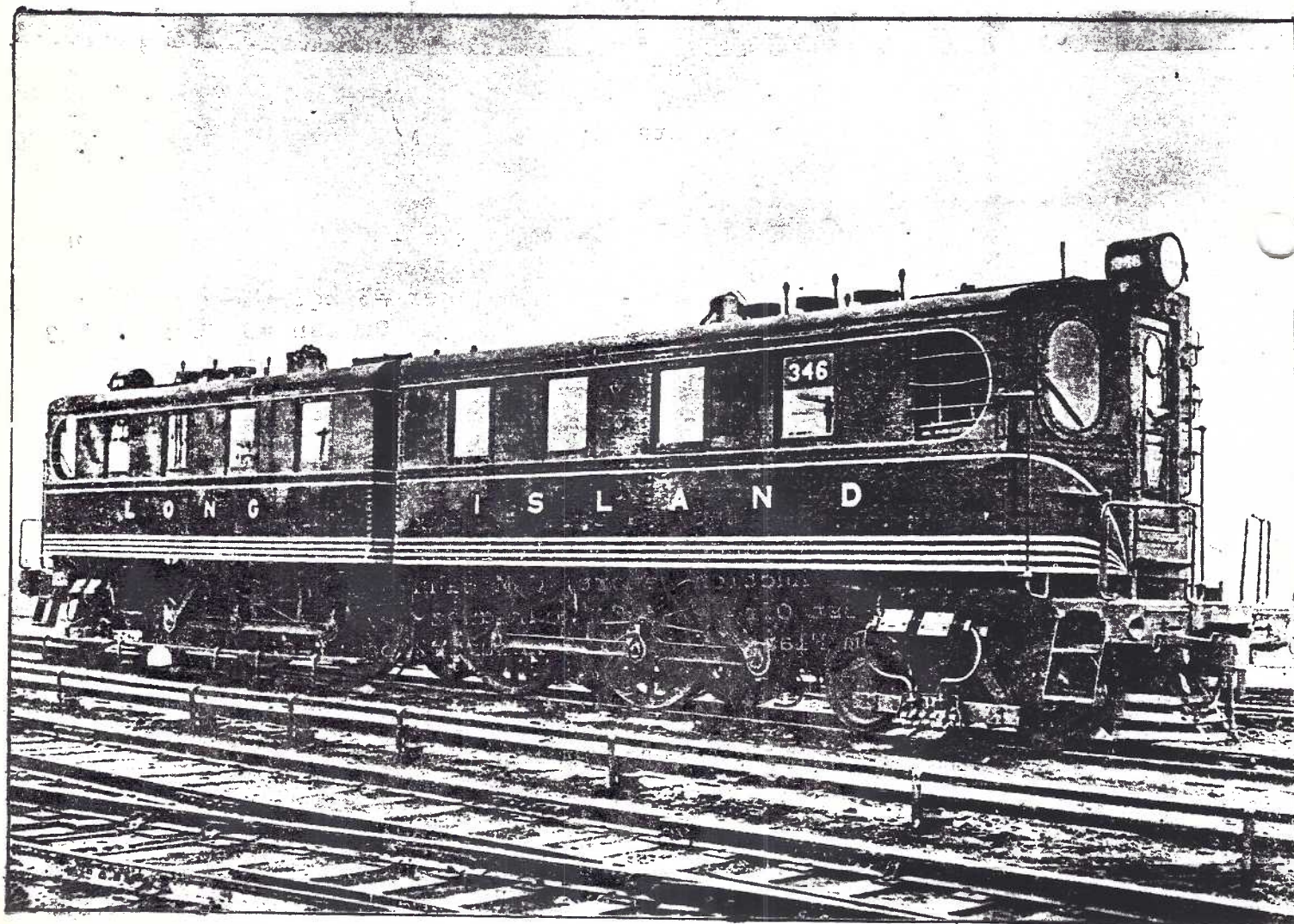


First Trip
Riverhead & Harmon HPO

William J. Duncan
Assistant Postmaster
Freeport, New York 11520

The preceeding covers illustrate the RPO markings as well as the HPO handstamp mentioned with the exception of the Port Washington RPO. The Penn. Term. New York RPO is included although this unit is not on Long Island because it was the terminal point for all Long Island RPO's for many years and Long Island mails were distributed in the terminal on a 24 hour per day, seven day a week basis.

Below is a Pennsylvania Railroad Class DD-1 two-unit electric motor locomotive developed to haul passenger trains through the tunnels under the Hudson River into the new Pennsylvania Station commencing in 1910. Some were later transferred to the Long Island Railroad for both passenger and freight service in electrified territory. From Pennsylvania Terminal, these locomotives hauled the JAMAICA MAIL consisting of RPO cars for the Greenport, Montauk and Port Jefferson runs.



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AN OPEN LETTER TO THE MEMBERSHIP

The current issue is the seventh produced under the present editor. In the 155 pages so far some ten different authors have been represented. This is excellent considering the small size of our membership for it is a higher ratio than almost any other society has generated. Nevertheless it has been necessary for the editor to personally author over 40% of the total content despite the fact

that following Volume I, he had specifically asked the Board to see that enough copy (no matter how rough in form) flowed in so that he would not be required to do more than a filler page or two. This has been a heavy burden and one unwillingly accepted.

What has been even more burdensome is the growing realization that the direction of growth of the Journal as visualized by the editor (a high quality research oriented publication published as frequently as material was made available and at the lowest possible production costs so that savings might accrue for an eventual definitive book or books on Long Island Postal History) and the direction sought by your other Board Members differs sharply. Not a single meeting has gone by without complaints about the failure to put out the Journal more frequently despite long lapses when no copy was submitted. There has also been a drumfire of comment about the production values, e.g. reproduction. It is quite true higher quality production could have been achieved, but only at considerably higher cost. To date the total cost of the Journal including mailing has been under \$200 whereas one issue alone produced at a good production house would have run that much or more. The membership has thus benefited from the equivalent of six free issues -- the money from which ended up in the Treasury instead. That means the Treasury has been augmented by about \$1,200 through the policies of "cheap production" adopted by the editor for the Journal.

These policies have been so challenged that it is clear that it is time for a new Journal Editor who can meet the deadlines asked for by the Board. There are enough "backseat" editors among the Board members that selecting one of themselves for this post should be no problem. Whether the future Journals will be as satisfactory to the membership is something you must decide. But, I would ask that you give the next editor at least as much cooperation as I have had. Don't complain until you have seen enough issues to compare; the next two-year administration should be sufficient.

