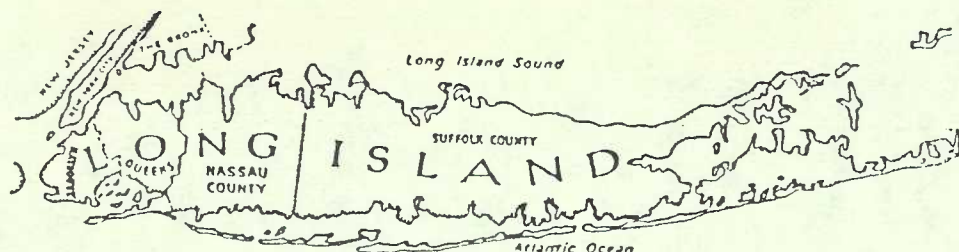


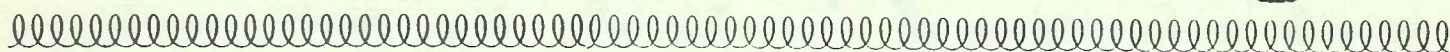


LONG ISLAND POSTAL HISTORIAN

THE NEWSLETTER AND JOURNAL OF THE LONG ISLAND POSTAL HISTORY SOCIETY



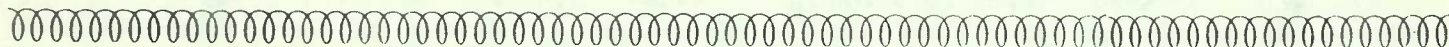
Dedicated to the collection and research of the postal history of
Brooklyn (Kings Co.), Queens, Nassau and Suffolk Counties.



Volume 14 No. 3

Whole Number 33

Fall 1991



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Mail Services to the Early Weather Bureaus

By: Edith Doane
Illustrations from the
"J. Fred Rodriguez" Collection

The first United States Government Agency to be charged with the conduct of a meteorological program was the War Department by Act of Congress on February 5, 1870. The newly-authorized Weather Bureau was then assigned to its Signal Service and put in charge of the Chief Signal Officer, to whom were transferred the accumulated records of many volunteer weather observers under the previous direction of Joseph Henry, Secretary of the Board of Regents of the Smithsonian Institution. The Signal Service continued to administer the Weather Program for the following twenty years.

The new Weather Bureau's first major problem was how to distribute and publicize its new daily Weather Reports throughout the nation's growing agricultural and commercial areas. This was solved by the Post Office Department that willingly 'co-operated' and provided services as requested.

Initially and by Order of the Postmaster General, there was the distribution as first class mail of the daily Weather Reports and "Farmers' Bulletins" in special open-ended wrappers for posting in all post offices. Penalty franking was provided, also, for all such daily mailings.

NEW YORK.

FARMERS' BULLETIN.

WAR DEPARTMENT,

Office of the Chief Signal Officer,

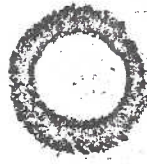
DIVISION OF

TELEGRAMS AND REPORTS FOR THE BENEFIT OF COMMERCE AND AGRICULTURE.

Washington, D. C., Wednesday, March 31, 1875—1 A. M.

SYNOPSIS FOR THE PAST 24 HOURS.

The barometer continues high on the Atlantic coast and low in the Upper Mississippi Valley. Clear weather prevails in New England the northern portion of the Middle States, the Lower Lake region, the Ohio Valley and the Gulf States. The temperature has risen in the districts east of the Mississippi and fallen in the North west, with north-easterly winds in the latter. Cloudy and threatening weather continue in the South Atlantic States and in Virginia.



WEEKLY REPORTS

Form # 29

From the Observers
to the Bureau's
Chief Signal Officers

Chief Signal Officer, U. S. Army,

WASHINGTON,

D. C.

This envelope will only be used by Postmasters for the
transmission of Weekly Reports on Form 29.

WHITESTONE NY

Nov. 24, NYD

EAST MORICHES NY

Feb. 24, NYD



Chief Signal Officer, U. S. Army,

WASHINGTON,

D. C.

This envelope will only be used by Postmasters for the
transmission of Weekly Reports on Form 29.



NEW HYDE PARK

Feb. 22 NYD

NY

Chief Signal Officer, U. S. Army,

WASHINGTON,

D. C.

This envelope will only be used by Postmasters for the
transmission of Weekly Reports on Form 29.

FORTNIGHTLY
REPORTS

Form # 29

From the
Observers to
the Bureau
Chief Signal
Officer

Chief Signal Officer, U. S. Army,
Washington,

D. C.

This envelope will only be used by Postmasters for
the transmission of Fortnightly Reports on Form 29.

Chief Signal Officer, U. S. Army,
Washington,

GREAT NECK NY
December 12, NYD

PEARSALLS PO
Queens Co., NY
Oct. 2, 1884

This envelope will only be used by Postmasters for
the transmission of Fortnightly Reports on Form 29.

D. C.

HEMPSTEAD,
Queens Co., NY
July 5, 1881

Chief Signal Officer, U. S. Army,
Washington,

D. C.

This envelope will only be used by Postmasters for
the transmission of Fortnightly Reports on Form 29.



Chief Signal Officer, U. S. Army,

WASHINGTON,

D. C.

This envelope will only be used by Postmasters for the
transmission of Reports on Form 29.

Unspecified Frequency - Form #29 Reports

CUTCHOGUE, Suffolk Co., NY - July 31 1880



Chief Signal Officer, U. S. Army,

Washington,

D. C.

Other Communications
To the Chief Signal Officer

EASTPORT NY - May 8, 1884

Form No. 125-B.

REPORT

OF

WEATHER BULLETINS

FOR THE MONTH OF

....., 188

POST OFFICE:

NOTE.—Under the head of Remarks will be noted all delays in the prompt receipt of the dispatch, with cause of delay, when known. One copy of this form will be mailed at the close of each month to the Chief Signal Officer, U. S. A., Washington, D. C.

Rec'd O. C. S. O., 188

Form No. 125-B.

WAR DEPARTMENT SIGNAL SERVICE, UNITED STATES ARMY.

DAILY WEATHER REPORT, PUBLISHED BY CO-OPERATION OF THE WAR AND POST OFFICE DEPARTMENTS.

Report of Bulletins received and posted by Station Postmaster at

....., County of

State of during the month of

....., 188

Date.	No. of copies received daily.	Date of issue.	Time of receipt.	Time at which dispatched in frame.	REMARKS.
1					
2					
3					
4					
5					
6					
7					
8					
9					
10					
11					
12					
13					
14					
15					
16					
17					
18					
19					
20					
21					
22					
23					
24					
25					
26					
27					
28					
29					
30					
31					

(Signature.)

Discharge.

MONTHLY REPORT

Form # 125-B

Unused Form Above

BRESLAU NY

Sept. 1, 1884

WAR DEPARTMENT,
SIGNAL SERVICE, U. S. A.,
RAILWAY BULLETINS.



Chief Signal Officer, U. S. Army,

Washington,

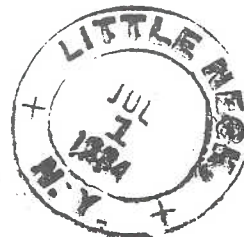
D. C.

This envelope will be used for the transmission of Monthly Reports, Form 125 B. }

MONTHLY REPORT

Form # 125-B

WAR DEPARTMENT,
SIGNAL SERVICE, U. S. A.,
RAILWAY BULLETINS.



LITTLE NECK NY

July 1, 1884

Chief Signal Officer, U. S. Army,

Washington,

D. C.

This envelope will be used for the trans-
mission of Monthly Reports, Form 125 B. }

WAR DEPARTMENT,
SIGNAL SERVICE, U. S. A.,
RAILWAY BULLETINS.



PORT WASHINGTON NY

August 4, 1884

Chief Signal Officer, U. S. Army,

Washington,

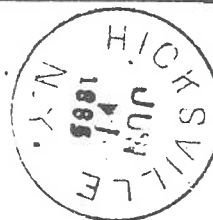
D. C.

This envelope will be used for the trans-
mission of Monthly Reports, Form 125 B. }

RAILWAY BULLETINS.

HICKSVILLE NY

June 11, 1885

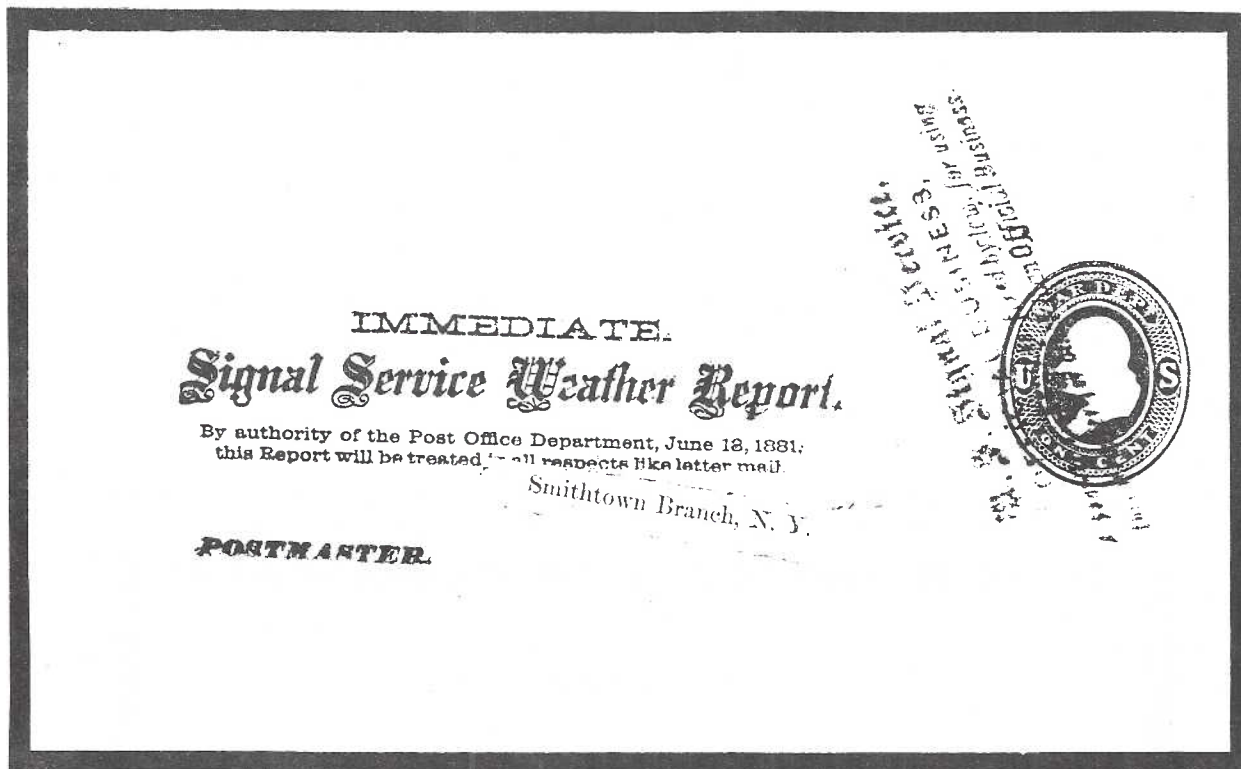


Chief Signal Officer, U. S. Army,

Washington,

D. C.

This envelope will be used for the trans-
mission of Monthly Reports, Form 125 B. }

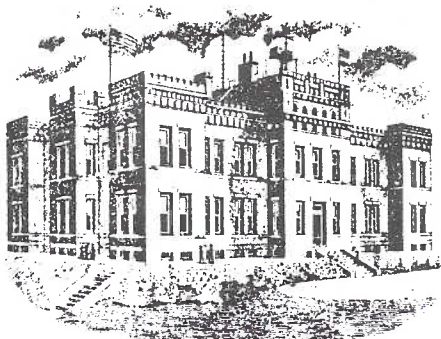
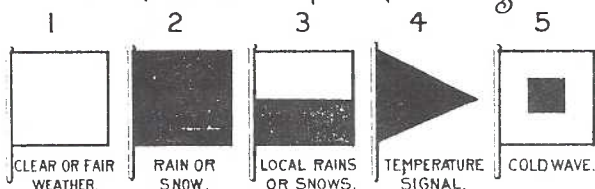


to: SMITHTOWN BRANCH NY - mid-1880's

When Official Department embossed stationery became obsolete and the new franked wrappers, in which the daily weather reports would be mailed out, had not been received, an emergency procedure - a rubber stamp containing the necessary information was used. The date of mailing of this wrapper would have been soon after the obsolescence date to use up the inevitable 'remainders'.

U.S. DEPARTMENT OF AGRICULTURE. WEATHER BUREAU.

Weather & Temperature flags.



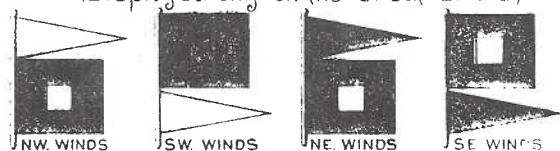
WEATHER BUREAU, WASHINGTON, D.C.

U.S. DEPARTMENT OF AGRICULTURE. WEATHER BUREAU.

Wind Signals.

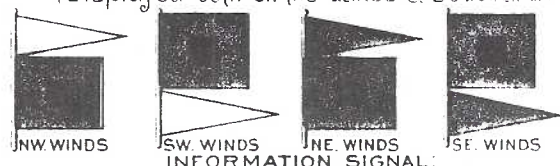
CAUTIONARY:

(Displayed only on the Great Lakes)



STORM:

(Displayed both on the Lakes & Seaboard)



INFORMATION SIGNAL:



On July 1, 1891, also by Congressional action, the weather program was turned over to the newly-created Weather Bureau of the Department of Agriculture. Co-operation continued for the mailing, and posting, of the new daily Weather Forecast Report Cards in post offices, to expanding community interests, the distribution of more lengthly Weather Forecast slips to Rural Free Delivery box-holders, the publicizing of the weather flag and whistle signals in the OFFICIAL POSTAL GUIDE and in others too.

Certainly the most dramatic, but of shortest duration, was the use by co-operating postmasters of a Weather Forecast Backstamp on all first class mail, a procedure that was not officially approved by the Post Office Department, but was permitted as long as certain required specifications were met. Unfortunately there are no reported useages of these type markings known from Long Island.

Specimens to verify the research on the sequence of events are so rare that a few phases were subject to confirmation by a single copy in the collection of the Smithsonian Institution or the Department of Agriculture files at the National Archives.

U. S. No.

Weather Bureau
United States Signal Service,

OFFICE OF THE OBSERVER.

(Station) *New York City.*

(Date) *Jan. 29th 1892.*

Messrs. Goldsmith & Fitchell,
Cutchogue, N.Y.

Sirs:

In reply to your letter of the 28th inst., relative to expiration of subscription, please to state that we are in error, it was the mistake of this office in entering one hundred copies instead of three hundred as subscribed for, correction has been made.

Very respectfully,
C. B. Dunn,
Local Forecaster Official.

Oct/91 Paid \$4.50 for 300 Maps & July 25th 1892

Response on official stationery from the observer in New York Cit, to a patrons complaint concerning no receipt of materials orders and paid for from the Bureau NY.

\$4.50 for 300 copies of the weather bureau maps !

IMMEDIATE.
United States Weather Report.

By authority of the Post Office Department, June 18, 1881, this
Report will be treated in all respects as letter mail.

U. S. Department of Agriculture,
WEATHER BUREAU.
OFFICIAL BUSINESS.
Penalty for private use, \$300.



POSTMASTER,

Goldsmith & Tuthill, Cutchogue, N. Y.

Weather Bureau Forecast Report Card

From the Observer at New York City
to a subscriber at CUTCHOQUE, Long Island
June 12, 1898

Form No. 1043—Met'l.

**U. S. DEPARTMENT OF AGRICULTURE,
WEATHER BUREAU.**

*The following weather forecasts are furnished by authority of the Chief of the
Weather Bureau, Washington, D. C., for the information of the public:*

[Occasional failures must be expected, but generally the forecast will prove correct.]

Monday

Thundering Weather with Showers

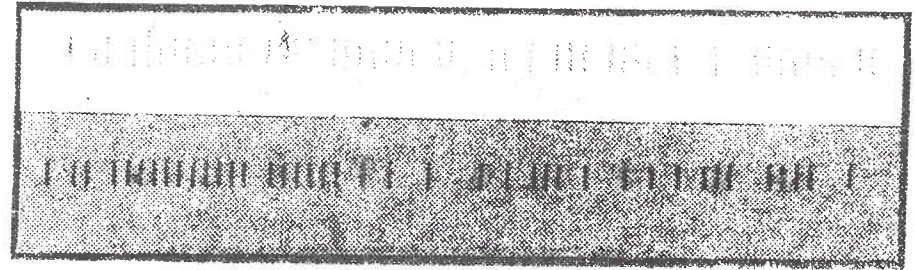
WILLIS L. MOORE,
Chief of Bureau.

Fluorescent remote code marks

By Wayne L. Youngblood

More new experimental markings are appearing on United States mail, because of recent advances made in postal automation. The most recent of these markings, from Long Island, N.Y., is shown in the accompanying illustration.

Each new marking that appears (sometimes only for a very short period of time) is a new chapter in U.S. postal history. Covers bearing them are desirable to many collectors.



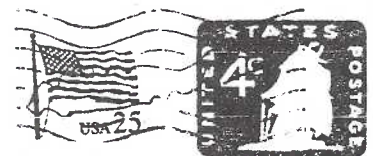
New experimental fluorescent jet-sprayed markings are appearing on mail from the Long Island area. They may soon appear on mail from the Louisville, Ky., area as well.

The new Long Island marking is composed of a number of vertical pink, fluorescent jet-sprayed lines that appear in the lower left of the backs of envelopes.

These marks, which brightly glow under either short-wave or longwave ultraviolet

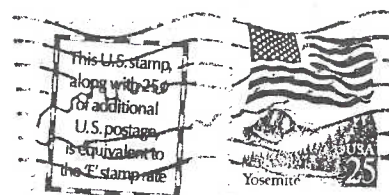
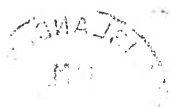
light, are sequenced, coded numbering used by the U.S. Postal Service's remote bar-coding equipment. Some of the information contained in the marking includes the machine number and time of day. No address information is coded into the marking.

ALAN TOHN
3453 FREDERICK ST.
OCEANSIDE, N.Y. 11572



Brad Arch
144 Hamilton Ave.
Clifton, N.J. 07011





Brad Arch
144 Hamilton Ave.
Clifton, N.J. 07011



Michael West, a USPS media relations officer, told *Linn's* that the new markings are being applied at two test sites. One is the Long Island Division (at a mail facility in Garden City, N.Y.) The other facility is in Louisville, Ky.

Tom Gaynor, communications manager of the Long Island Division of the USPS, told *Linn's* that the remote bar-coding system has been in operation since late July. He said that it is possible there are a few pieces of mail bearing the new marking dating back that far, but most will have appeared during the past few weeks. Those seen by *Linn's* are dated Oct. 1 and 5. West told *Linn's* that the Louisville system was sched-

uled to begin operation Oct. 29.

According to West, all mail that is determined by the optical character reader as unreadable is routed to the new remote bar-coding system. At that point, the new marking is applied to the envelope, which is then video imaged. This imaged information is then stored until it is decoded by an operator.

Once a sufficient quantity of video-imaged information is available, Bell and Howell operators, working from a location separate from the postal facility, access the information and look at the unreadable images on-screen.

When the address is deci-

phered, the operator punches in the correct bar code. The information is once again stored.

All mail bearing the fluorescent markings is once again run through the bar-coding equipment and is retrieved and married with the video information by using equipment that senses the fluorescent marking.

West told *Linn's* that the marking is fluorescent so that it can be accurately read by the sorter, even if other printing or information appears on the back side of an envelope — a common situation.

Once the correct bar code has been applied to the envelope, the envelope is then re-entered into the mailstream and is once again automatically processed.

FR
INTERPE

MARCH 14-17, 1991

Madison Square Garden
Exhibition Rotunda
New York, NY

SHOW ENTRANCE
Main Entrance
on Seventh Avenue

Here's Your
Free Ticket
To
Interpex '91
Stamp Show



ASDA, 3 School Street
Glen Cove, NY 11542

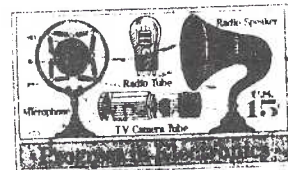
BRAD ARCH
144 HAMILTON AVENUE
CLIFTON, NJ 07011



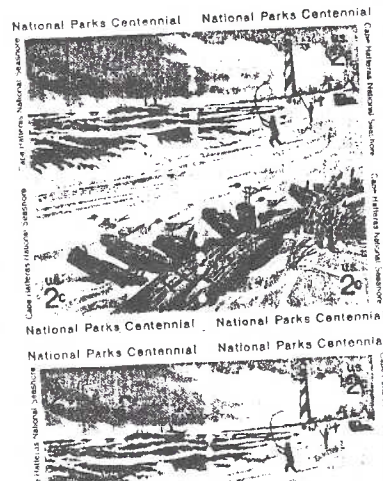
**FREE APPRAISALS OF YOUR
PHILATELIC MATERIAL**



National Parks Centennial



Brad Arch
144 Hamilton Ave.
Clifton, NJ 07011



West emphasized that the actual mail piece never leaves the post office facility, only the video image does.

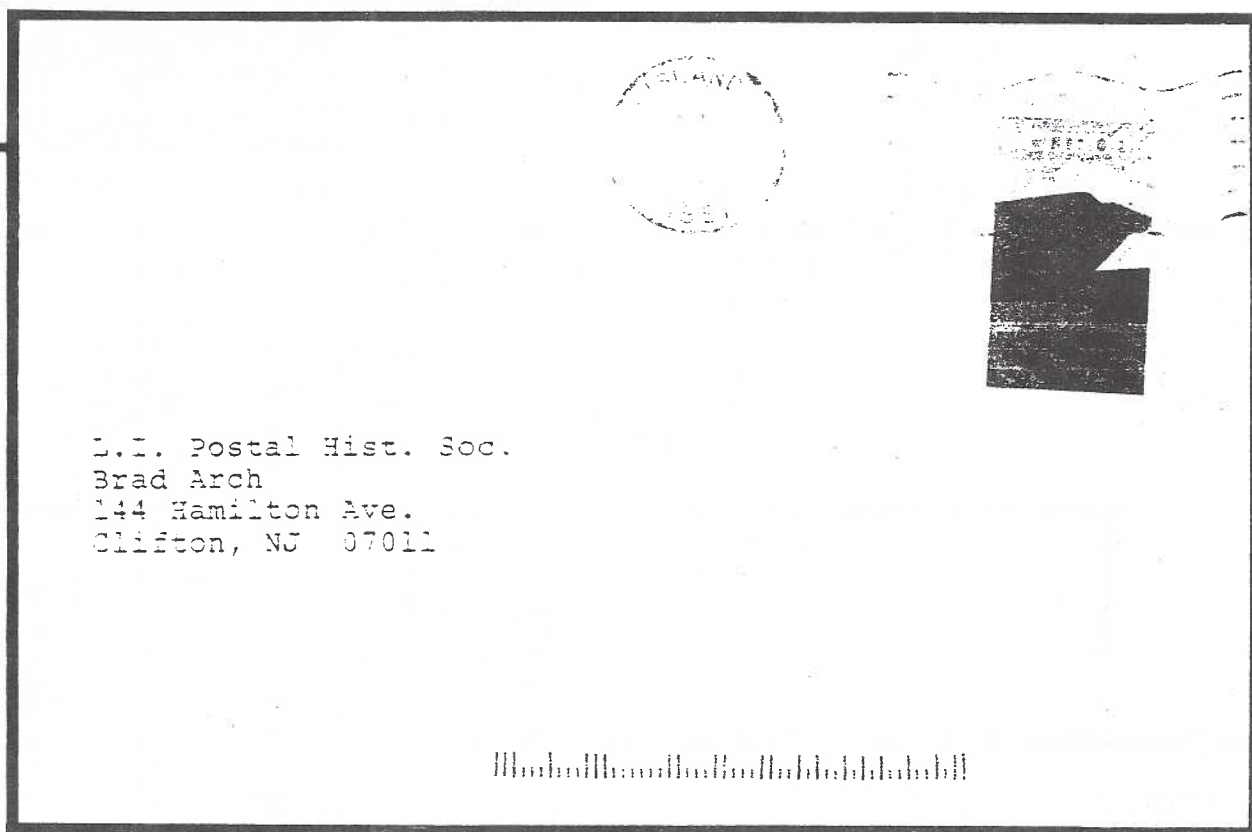
According to West, the new system is part of the USPS' plans to have all mail bar coded by 1995. He said that with advances made by mailers and USPS, the new-

style marking may well be obsolete within 10 years.

If the new system is successful, remote bar-coding equipment will be installed in as many as 220 automation sites across the country. West said that USPS is very comfortable with the technology. The final decision about the

new equipment should be made within weeks.

In the meantime, however, watch your mailbox. Examples of the new fluorescent markings, as well as others, may well be in today's mail. They will most certainly be tomorrow's collectibles. ■



With reference to the notice of the Remote Bar Coding System being introduced on Long Island, in the Spring issue of LIPH, I have not yet received any input from our membership so the illustrations accompanying this article have been restricted to the limited amount of mail that I receive from the effected area on Long Island.

The original intent was for use on manuscript hand addressed mail, which is herewith illustrated by two examples; it is apparantly also being used on typed addressed and label addressed mail when there appears to be some printing/type/illustrations on the face of the envelope in a position lower than the last address line (which the automatic sorters could not segregate from the address area) such as the two illustrations showing printed text at left and adhesive postage at right.

The last item appears to be an example that should have been processed by the automatic sorters, but somehow managed to get rejected by them and had to be processed by the Remote Bar Coding System for no apparant erason.

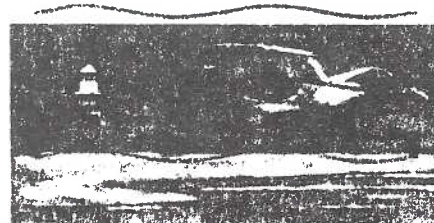
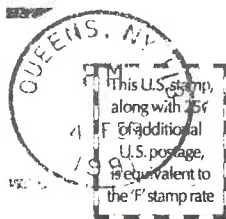


= 29¢

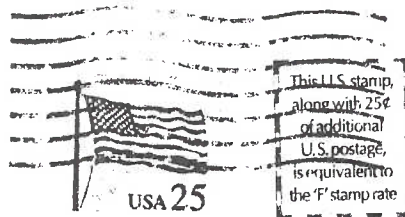
Letters Mailed on the First Business Day following the Rate Change February 4, 1991

When the new rates go into effect on February 3, you can still use your 25-cent stamps by adding either our "make-up" stamp (pictured below) or four-cents postage to your letter.

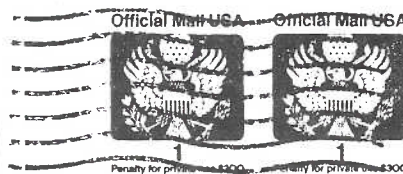
You can also add the "make up" stamp or four-cents postage to any 15-cent postal card to equal the new 19-cent postal card rate.



USA 15



OFFICE OF THE
SECRETARY OF DEFENSE
DEPARTMENT OF THE
AIR FORCE
local recruiter



UNITED STATES
POSTAL SERVICE 1982



USA

BRAD ARCH
144 HAMILTON AVE
CLIFTON NJ 07011



SELF-INKING POSTMARKS

JAMES FELTON
Box 56371
Little Rock, AR 72215
February 2, 1991

Greetings,

I am recording the occurrence of self-inking postmarks and enclose a list of those known [to me] used on Long Island with the idea this would be useful to your readers. Surely there are even more than these.

Perhaps this topic has already been discussed in your journal and your readers have some familiarity with it. I get reports from several people around the country but apparently not from anyone getting much mail from Long Island.

The background in brief begins with the July 1987 La Posta containing pieces on self-inking postmarks by Ronald A Ward and Robert J Stets, Sr, with the latter offering to compile a list of any incoming reports. Stets followed up with several articles in La Posta then found out he had bitten off more than he wanted and called for a volunteer to take over. I had been sending him quite a few new self-inkers, so I volunteered to continue the compiler task and to make the results public.

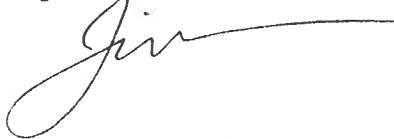
This led to an Update of about 400 new cancels in the July 1989 La Posta. During 1990 the full list was transferred to computer, getting ever longer because of more new reported cancels. Several new designs were also introduced and the list of types had to incorporate the newcomers. While that took place still more new cancels were reported until finally a second update was prepared in September for La Posta including nearly 1300 newcomers that would require about 10 pages of small print to publish. Still more new cancels have been reported to the extent that as of today there are about 3400, or about another 700 since September.

That kind of backlog won't go away soon, so the next step is to go to the various state and regional postal history societies with portions of the full list corresponding to their areas of interest in the hope that more thorough coverage will result from greater participation. This has been successful with the ID-OR-WA states already. What I will do is provide new lists to postal history journals on request [annually?] to summarize what has transpired since the last list. I also have the complete year-end listing for all states for \$5 and expect to have this annually.

What I am experiencing is that a close look over time will yield reports of replacement cancels at offices that had been using self-inkers. One small post office so far is on its third 4 bar self-inker, and a growing number have a second 4 bar or a second validator/red dater/round dater. It is typical that an office with one type will also have the other type. That often takes a direct request to a post office to determine.

If you have any questions, please do not hesitate asking them.

Regards,



JAMES FELTON
Box 56371
Little Rock, AR 72215
May 16, 1991

Listing of Known Self-Inking Postmarks with Earliest Usage
compiled by Jim Felton, Box 56371, Little Rock, AR 72215

SELF-INKER TYPES and CLASSIFICATION

3BF - three bar "fancy" cancel, such as pictorial handstamp
4B - four bar cancel with 5 digit zip code
4B3 - four bar cancel with 3 digit Sectional Center Facility SCF code
4B9 - four bar cancel with 9 digit zip code
4BN - four bar cancel without zip code
4BM - four bar cancel modified in some way
4BF - four bar "fancy" cancel, such as pictorial handstamp
4L - large diameter 4 bar cancel, with one line date, 5 digit zip
4L9 - large diameter 4 bar cancel, with one line date, 9 digit zip
C - large single circle, like 4 bar without the bars, 5 digit zip
DC - double circle date stamp, with "USPO" and no zip code
DCZ - double circle date stamp, with "USPO" and 5 digit zip code
DC9 - double circle date stamp, with "USPO" and 9 digit zip code
DF - double ring date stamp, no zip code, USPO, or USPS
DR - double ring date stamp, with "USPS" and no zip code
DRZ - double ring date stamp, with "USPS" and 5 digit zip code
DR3 - double ring date stamp, with "USPS" and 3 digit SCF code
DR9 - double ring date stamp, with "USPS" and 9 digit zip code
DZ - double ring date stamp, with zip code, neither USPO nor USPS
LD - large double ring, with one line date, USPS and 5 digit zip
LD9 - large double ring, with one line date, USPS and 9 digit zip
LDN - large double ring, with one line date, USPS and no zip
RD3 - large single circle with pointer towards day, with 3 digit zip
RTZ - large RECEIVED time stamp with one line date and 5 digit zip

As far as Long Island goes, these have been reported so far:

<u>post office</u>	<u>type</u>	<u>earliest</u>	<u>remarks</u>
BALDWIN	DCZ	03/25/89	
BALDWIN N BALDWIN STA	DRZ	07/21/86	
BAY SHORE	DRZ	07/18/86	
BETHPAGE	DR	10/03/88	
COMMACK	DR	12/24/90	
GLEN COVE	D-Z	07/01/87	USPO or USPS?
LAKE RONKONKOMA	DRZ	10/21/87	
NORTH BELLMORE	D-Z	06/19/87	USPO or USPS?
OAKDALE	DRZ	06/07/90	
ROCKY POINT	DRZ	04/26/89	
RONKONKOMA	D-Z	02/04/85	USPO or USPS?
SELDEN	D-Z	01/15/88	USPO or USPS?
STONYBROOK	DRZ	09/17/87	
VALLEY STREAM	DR9	12/26/87	[what zip code? 11582?]
WEST HEMPSTEAD	DRZ	05/30/90	

Overall, the total listed self-inkers now exceeds 3500 different [and over 190 for ARK so I know there have to be many more around the country I don't know about].

Looking back over the letter you have dated February 2, I see I neglected to mention how self-inkers can be recognized: by the tall, thin lettering in the date compared to the thick, squarish date lettering found in conventional hand cancels. The other features are not sufficiently distinctive.

The data given here for New Jersey may not suggest strongly enough the likelihood that a post office will have both a 4 bar and a validator type self-inker if it is known to have one or the other type. More simply, if an office has one type it probably has the other type as well. It may take a collector's direct request to the post office to find out, as most of these New Jersey self-inkers result from commercial mail.

Furthermore, it is not at all evident how typical it is for an office to have more than one example of a particular general type. An office may have gotten more than one validator types or gotten a replacement 4 bar type. Those calls can be made only by someone having a regular source of commercial mail whereby the new devices will be noticed. Just from Arkansas I can point out 11 such instances -- and even one office that's on its 3rd 4 bar self-inker! Surely this must be rather common across the country.

There is a wide range among the 4 bars in appearance -- different diameters, different sizes of rim lettering, and so on. I suspect these may be indicative of the various suppliers of self-inkers or that the styles have changed over the years. I try to get those kinds of information [the supplier and when they got it] for new cancels in the hopes of being able to reach some conclusions about the variations.

I have begun including the zip codes. Two reasons cause this. Larger post offices with branches or stations may have more than one zip, and sometimes the city's zip changes. A couple years ago there were extensive changes in Florida, meaning a whole new set of cancels to replace those with obsolete zip codes. Including the zip would alert the collector and help reveal additional devices.

The list of cancel types gets longer and longer but new variations continue turning up. The 4 bar types are pretty simple to me but there has been an attempt to analyze each and every difference. Personally, that's overdoing it in my opinion -- and too much potential for quibbling.

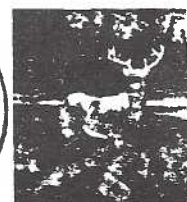
If anyone is interested I will print a copy of the current status of the complete list of self-inkers for \$6 postpaid 1st class [I may have mentioned \$5 for an end of 1990 list but it's far out of date, with about 10 percent more devices now and higher postage]. It would be letter quality not draft mode but in small print getting two sets of columns across rather than just the one column like what I enclose here.

For the future I'll commit to sending updated lists annually but if you want them more often, say so.

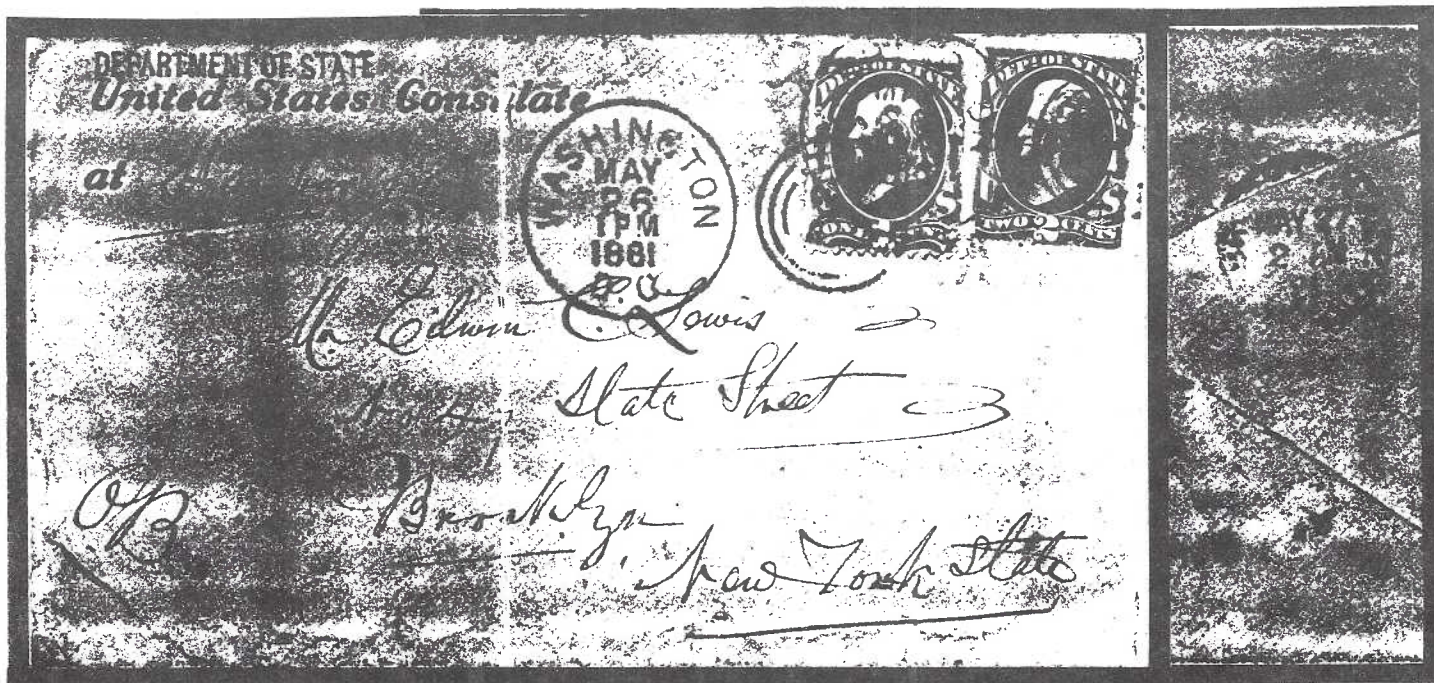
I hope you can find something usable from the photocopies enclosed.

Any questions -- don't hesitate to ask.

Regards,

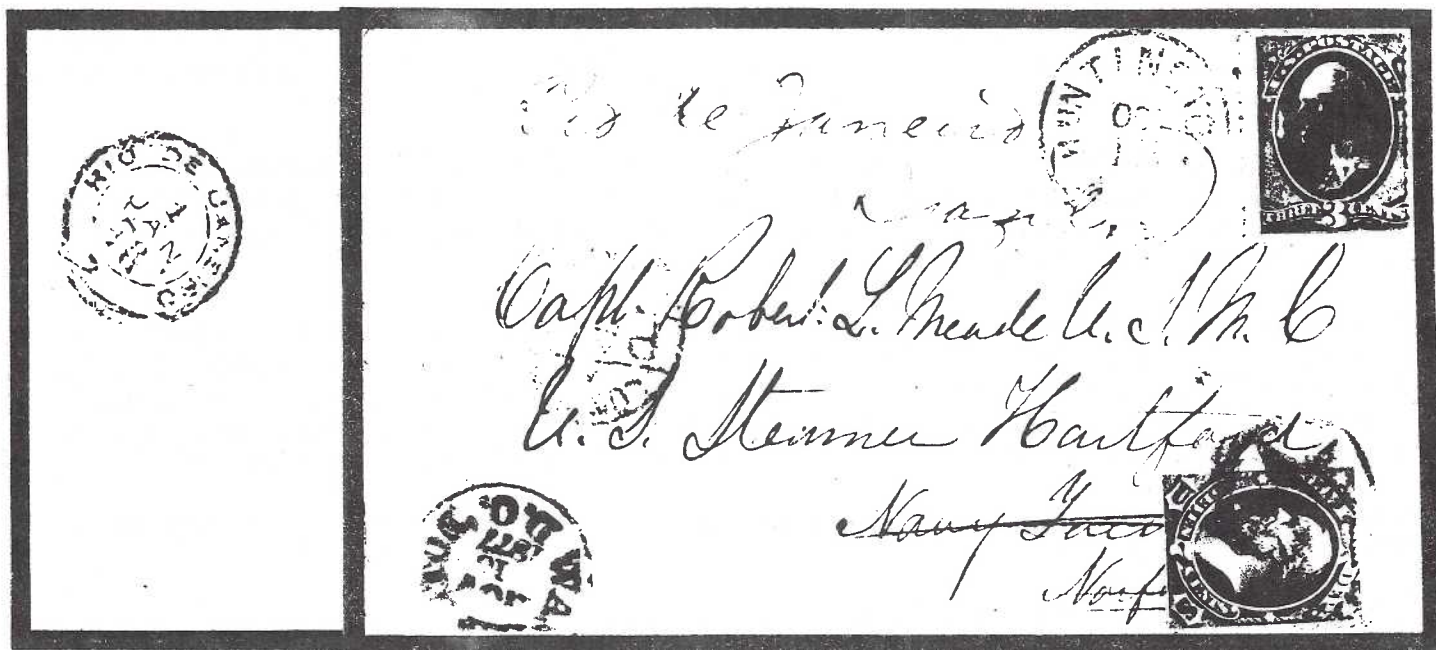


America the E



1¢ & 2¢ State Dept.

Tied by Washington DC '2' Target Dulpex postmarks, on incoming Diplomatic Mail (Blue Linen Lined Cover) from Hamburg, Germany to Brooklyn NY



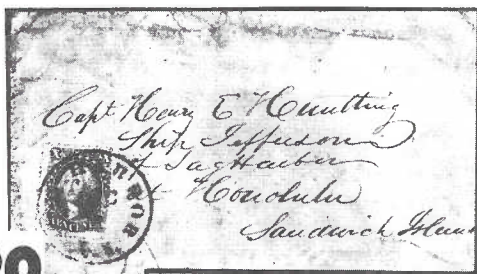
7¢ Navy Dept.

3¢ green banknote cork cancelled, Huntington NY postmark to the Capt. of the USS Hartford at Norfolk VA. The 7¢ Navy stamp affixed there to pay the additional postage to Brazil, tied by Star In Circle Cancel and Washington DC postmark

Long Island Covers @ Auction - Prices Realised

Public Auction Sale # 107 - Saturday April 6, 1991 @ The Collectors Club NYC
Weiss Philatelics, PO Box 5358, Bethlehem PA 18015

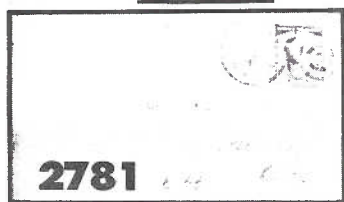
		Min Bid	Open/Sold Bid Price
2690.	Long Island to Hawaii; #33 (Ave) tied Sag Harbor pmk to faulty cvr. to Ship Captain, good destination in poor cond.CV \$225.+	50.	65/-
2738.	5¢+10¢+30¢ to China, #68+71+76 (10¢ w/sm. piece out), tied corks of Brooklyn, NY to VF 1866 cvr to Amoy, W/PFC ..(\$500/600)	400.	- / -
2781.	Long Island;(4); Manhasset (1883), Westbury(1888), Oyster Bay (1903 receiving), Oyster Bay & L.I. City RPO (1906 Receiving) Fine group.....	28/- 20.	
2833.	NY to Finland; #279B(3), 1900, from Brooklyn, VF cvr.....	28.	28/-
2839.	NY to France/Norway; #267 tied Brooklyn 1898 pmk to VF cvr. also w/French Dues tied + DePotter's Tours mks both sides.(\$100+)	60.	65/-
2865.	4¢ Trans to Italy/Austria; VF copy tied 1898 pmk of Brooklyn to bit toned o/w VF cvr., also w/Austrian Dues tied + nice Coat of Arms label , carried per "SS Kaiser Wilhelm", rare.(\$100.+)	70.	110/180
2949.	Egyptian Dues Tied on VF 1921 cvr w/#499 tied Brooklyn pmk, nice.	30.	40/50
2955.	NY to Saxony; #327(VF-SE) tied 1904/Brooklyn pmk to bit reduced o/w VF cvr., CV \$100.....	35.	40/-



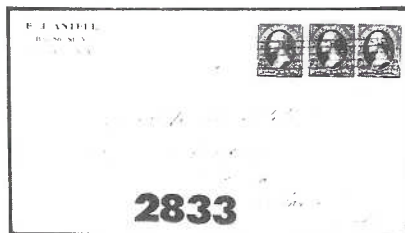
2690



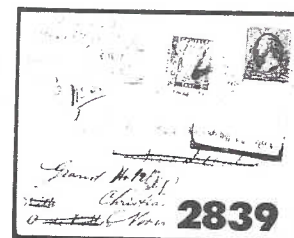
2738



2781



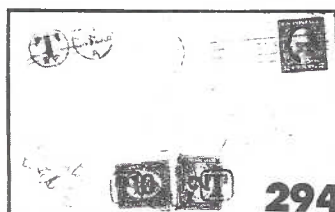
2833



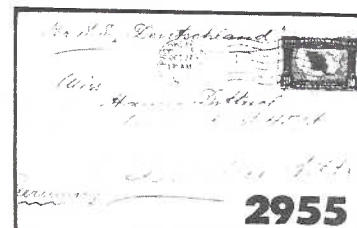
2839



2865

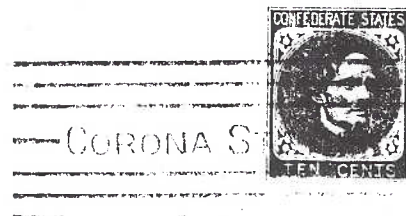
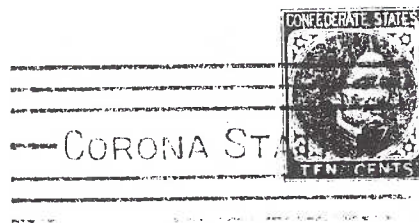
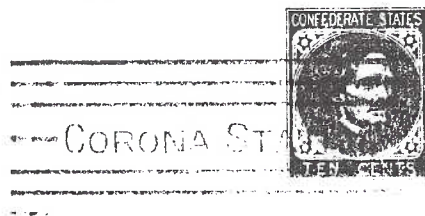


2949



2955

'Save Your CONFEDERATE Money & Stamps.....
 The South Will Rise Again.'
 (In Flushing NY ?)



Facsimilies in:
 Blue, Green & Orange

MONTAUK & NEW YORK R.P.O. by AL KRAUSE

Montauk & NY RPO train 4 made up on the east end of track 18, Penn Station, N.Y., across the platform from Montauk & NY train 88, on track 19.

The transfer clerk who delivered the reds to train 4 and 88 then became the second helper on train 88 until departure time.

The CinC of train 4 and 5 worked 3 days on and 4 days off, in effect, spelling one another. Roddy Rodriguez worked Monday Tuesday and Wednesday while Steve Madden worked the other three days. Annual and sick leaves were covered by District 3 subs.

The CinC and two helpers from Penn Terminal reported on train 4 at 0351 hours and both helpers got off the train at departure time. There were occasions when the RPO car was spotted late, leaving little time to dress the racks and throw off the mail. The CinC would then take one helper out to either Jamaica or Bayshore, depending how badly stuck they were, and helper would then have to deadhead back to New York.

At Jamaica, a steam locomotive replaced the electric and the train headed south and east via Valley Stream onto the South Shore Division tracks.

The RR furnished a 30 foot mail apartment in a 60 foot car in lieu of the 15 foot authorization. So many separations for pouches and sacks were required that all of us took advantage by utilizing four racks instead of two, usually double hung. And that was not sufficient. (Utilization of overhead boxes was avoided as much as possible).

Looking at the train 4 rack diagrams you can see one separation (a #1 sack) labeled "Swamp". Into this sack were thrown mails for:

Mastic	Mastic Beach	Moriches	New Suffolk
East Marion	Orient Point	Aquebogue	Jamesport
So. Jamesport		Laurel	East Quogue
Sagaponack	Watermill	Wainscott	

After leaving Jamaica and prior to the stop at Bayshore, the CinC would hang in the two back racks again, dump up the "Swamp" and distribute the contents into the appropriate pouches, ready for dispatch.

Train 4 proceeded eastward, the three tracks dwindled to two beyond Babylon and finally to one at Great River. Well placed sidings permitted opposing traffic to pass with little or no delay.

After arrival at Montauk, the Navy Mail Clerk signed for his reds and accepted all his ordinary mails while the CinC convoyed his reds to the Montauk Post Office. Meanwhile the train was turned by being run the the "wye".

About 9 offices along the line as far west as Speonk dispatched mail to Montauk & NY train 5 via CP train 8, due at Montauk at 1300 hours. This afforded earlier arrival at destination to Box

holders and General Delivery than by dispatch via Montauk & NY train 26. Train 5 was heavy, particularly in the summer months, and had a faster schedule but there was plenty of time between stations to work up all mails with no problems.

Unlike train 4, which operated on South Shore (or Montauk) Division tracks almost completely, train 5 switched west of Babylon, via the South Farmingdale cut, to the Main Line tracks at Hicksville and then proceeded west to Jamaica. Electric motive power replaced the steamer for the short haul back to Penn Station.

One CinC was assigned to cover RPO trains 88, 123, 106-56 and 65-167, on a 3 days on & 4 days off schedule, K-7 frequency. John Blom is the one CinC whose name I can remember, the other escapes me.

The CinC started on train 88 (see attached schedules for exact reporting times of both CinC and helpers). Both helpers got off the RPO at Penn Station just prior to departure time. The CinC worked out to Babylon, the eastern terminus of train 88 and conveyed his reds to the Post Office after unloading.

After a short layover, the CinC reported back to the Babylon Post Office to check and receipt for his reds, and was driven by the MM to the RPO car of train 123 for the return trip to Penn Station.

At New York there was barely time for a sandwich and a cup of coffee after delivering the reds to the New York GPO Registry Division before CinC was due to report back on the RPO car for train 106-56 and the trip to the eastern terminus , this time at Patchogue. After conveying registers to the Patchogue Post Office the CinC had about 4 hours of free time before the return trip. On train 106-56, one helper got off the train in New York at departure time while the other stayed aboard as far as Babylon.

CinC picked up his reds at the Patchogue Post Office at 1728 hours, proceeded to the RPO car, and was due back in Penn Station at 2012 hours. While this schedule made for a long day it also offered a 3 and 4 day schedule, which was desirable, and the 2 CinCs covered each other. Considering the short mileages involved, the 3 days on and 4 days off were great.

Train 88 was fairly light once east of Jamaica as was train 123, but this changed on 106-56, where mails were heavy enough to warrant one helper through to Babylon; Mails on 65-167 were extremely heavy and on this portion of the line, Patchogue to Jamaica, the Stations were only minutes apart.

The Postmasters along the line were very cooperative and included directs for the next 2 or 3 offices along the line in the # 1 mail, tied by a long piece of twine, around the label holder. I'm sure this is nothing new to most of you and this procedure enabled the crew to get at the line mail promptly and prevented carrying by any local mail.

On all 4 of these RPO's the Railroad furnished a 60 foot car with a 30 foot mail apartment(only one car was needed for the 4 RPO's)

in lieu of a 15 foot authorization. The car was an MU and the entire train operated on electric power picked up from the third rail.

However, the third rail system ended at Babylon. At that point the RR provided a steam locomotive (called the Scoop, why I do not know) to power the train to Patchogue.

Returning on 65-167, the steamer dropped the RPO car at Babylon where we were coupled up behind the passenger cars waiting for us, and we became the last car in the consist. This portion of the trip to New York was usually a very rocky and jerky one as the brakeman seldom hooked up the air lines, so we had no brakes. Despite many complaints regarding this violation of safety rules nothing ever came of the complaints.

Unfortunately, my rack diagrams and way sheets for these 4 RPO's are incomplete and therefor have not been included in this package.

I never ran on RPO train 143 & 150 or 27 & 26 but remember a few things about them.

RPO trains 143 & 150 had an east end, Babylon headout. I seem to remember the CinC as being Bob Pendergast who had an extremely short working day. He started in the late morning at Babylon, worked west to Penn Station, put in about 45 minutes in the Terminal and then picked up his reds for train 150. He was back in Babylon by early afternoon and really had no layoff time at all. His trains operated on a K-7 frequency(daily except Sunday & Holiday) but since the daily trip operated on a deficiency there was no earned layoff nor were any relief trips required.

Larry Huml was the CinC of RPO trains 27 & 26, which had an east end headout.

Although the Eastern headout was officially Montauk, the CinC had permission to board and leave the trains at Amagansett, one stop west of Montauk, since Larry lived there all year round. The conductor had custody of the mail between Montauk and Amagansett.

I do not remember Larry's layoff days but whatever they were, he was usually covered by his brother Vic, who lived in Bohemia.

I still remember my first trip on train 123, from which I was to make a throw at Lynbrook, as per the way sheets.

Not being quite sure where the throw was to be made I spotted the motorman(engineer) at Babylon just before we were due to leave and asked him to be sure to let me know as we neared Lynbrook. He agreed, if I would leave unlatched, the door between the mail apartment and the passageway to his cab and to this I agreed. (The mail apartment end of the RPO car was facing west, the direction in which we were headed).

Just after departure from Rockville Centre, as I was readying the mails for dispatch at Lynbrook, I felt I was not alone in the car. I turned around and there was the motorman lighting a cigarette as we rocketed along the rails about 55 or 60 miles per hour.

I was astounded, to say the least and he saw my puzzlement, but he assured me all was well, pointed out the place to make the throw and directed me to his cab.

He then showed me how he had tied up a large red brick with strong cord and suspended it from the speed controller, thereby engaging the dead man's control which allowed the train to run.

He explained that, whenever the mail apartment was facing west, he would set up the brick, and come in to chat for a few minutes, between Rockville Centre and Jamaica, with the regular CinC, who always left the door unlatched. Leaving the door unlatched provided a means of escape for the motorman in case of a crossing accident, of which there were many in those days when so much trackage was street level.

A note about the hyphenated train numbers:

Train 106-56 This designation indicated train number to be 106 between New York and Babylon. The number was 56 between Babylon and Patchogue.

Train 65-167 Train number was 65 between Patchogue and Babylon and was # 167 between Babylon and New York.

RPO train 4

CinC reported on the car at 0351 as did 2 terminal helpers who left the car at departure time of 0511. Train due in Montauk at 0900. Mileage Penn Station to Montauk, NY., 116 miles.

RPO train 5

CinC reported on car at 1408 hours. Train departed Montauk at 1428 and due back in Penn Station at 1751 hours.

The Cin C worked 3 days on and 4 off, making 3 round trips a week. Steve Madden and Rod Rodriguez were the 2 CinC's and I believe Madden was the senior man.

RPO train 88

The CinC reported on the car at 0407, while helper # 1 reported at 0430 and helper # 2 at 0450. At departure time of 0521 both helpers got off the train which was due Babylon at 0651.

RPO train 123

CinC reported on car at Babylon at 0750, train departed at 0820 and was due back in Penn Station, NY., at 0931 hours.

RPO train 106-56

CinC reported on car at Penn Station at 1019. Helper #1 reported at 1000, helper #2 at 1030 and helper #3 at 1049 hours. Helpers 1 and 2 got off train in New York at departure time of 1104 while #3 went through to Babylon, getting off at 1220 hours. RPO due to arrive at Patchogue at 1305 hours.

RPO train 65-167

CinC reported on car at Patchogue at 1728 hours. Helper #1 boarded car at Babylon at 1844 and another boarded at Jamaica at 1952 hours. Train due at Penn Station, NY., at 2012 hours.

I can recall only one CinC on this set of trains, John Blom. Actually there were 2 CinC, each working 3 days on and 4 days off. Each worked train 88 to Babylon and returned working train 123; After a short layover, the same CinC took out train 106-56 to Patchogue, lay over about 4 hours or so, and worked back to New York on 65-167.

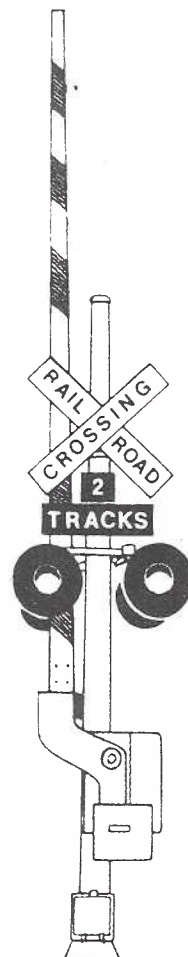
While this made for a long day it also offered a 3 and 4, something that sweetened the cake.

There were 2 more Montauk and NY RPO's, train 50 and 143 with a Babylon headout and 27 and 26 with a Montauk headout. However, never having run on them I can offer no interesting information.

Montauk & NY RPO's- Penn Station, NY to Montauk, NY. 116 miles

	<u>4</u> <u>K-7</u>	<u>88</u> <u>K-7</u>	<u>106-56</u> <u>K-7</u>
Penn Station, NY.	Lv. 0511	0521	1104
Woodside, NY.	Ar. ----	0531	----
Woodside, NY.	Lv. ----	0533	----
Jamaica, NY.	Ar. 0530	0542	1123
Jamaica, NY.	Lv. 0535	0544	1125
Babylon, NY.	Ar. ----	<u>0651</u>	1220
Babylon, NY.	Lv. ----		1225
Bayshore, NY.	Ar. 0614		1237
Bayshore, NY.	Lv. 0619		1238
Patchogue, NY.	Ar. 0651		<u>1305</u>
Patchogue, NY.	Lv. 0656		
Montauk, NY.	Ar. 0900		

	<u>5</u> <u>K-7</u>	<u>123</u> <u>K-7</u>	<u>65-167</u> <u>K-7</u>
Montauk, NY.	Lv. 1428		
Patchogue, NY.	Ar. 1625		
Patchogue, NY.	Lv. 1626		1758
Bayshore, NY.	Ar. 1648		1825
Bayshore, NY.	Lv. 1649		1826
Babylon, NY.	Ar. ----		1840
Babylon, NY.	Lv. ----	0820	1852
Jamaica, NY.	Ar. 1732	0910	1945
Jamaica, NY.	Lv. 1733	0912	1955
Woodside, NY.	Ar. ----		----
Woodside, NY.	Lv. ----		----
Penn Station, NY.	Ar. 1751	0931	2012



RPO trains 4 and 5 operated as 4004 and 4005 on selected holidays on modified schedules.

Pouch List- Montauk & NY Train 4----

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

<u>Station</u>	<u>Made up by</u>	<u>Labeled to</u>
Penn Station, NY.	R- AMF New York	Line
	R- Penn Term, NY	" (Advance)
	R- " "	"(Final)
	R- " "	"(Supplemental)
	R- Bos & NY Tr. 179	"
	R- NY & Pitts 18	"
	R- " " 28	"
	R- NY & Chic 26	"
	R- " " 14	"
	R- NY & Wash 110	"
	R- NY & Sala 8-10	"
	R- Erie Term, NJ	"
	R- Hoboken Term, NJ	"
	R- Central Term, NJ	"
	R- Weehawken Term, NJ	"
Jamaica, NY.	D- Line	Penn Term, NY (Back Pouch)
	R- Jamaica	Line
	R- Brooklyn, NY	"
	D- Line	Brooklyn, NY
	D- "	Jamaica, NY
	D- "	Malverne, NY
	D- "	Port Jeff. Station
	D- "	Huntington, NY
	D- "	Mineola, NY
	D- "	Woodmere, NY
	D- "	Mont & NY RPO tr. 88
	D- "	Far Rockaway
Babylon	T- "	Babylon, NY
Brightwaters	T- "	Mont & NY RPO 123
Bayshore	D- "	Brightwaters
	D- "	Bayshore
	D- "	Brentwood
	D- "	West Brentwood
Islip	R- Bayshore	Line
	D- Line	Islip
	D- "	East Islip
Oakdale, NY	D- "	Oakdale
	D- "	Bohemia
Sayville, NY	D- "	Sayville
	D- "	West Sayville
Bayport, NY	T- "	Bayport
Blue Point	T- "	Blue Point
Patchogue	D- "	Patchogue
	R- Patchogue	Line
East Patchogue	T- Line	East Patchogue

Bellport
Brookhaven
Mastic

Center Moriches
East Moriches

Eastport
Speonk

Westhampton

Quogue

Hampton Bays

Southampton

Watermill

Bridgehampton

Easthampton

Amagansett

Montauk

D- Line

D- "

D- "

D- "

D- "

D- "

D- "

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R- Quogue

R- East Quogue

D- Line

D- "

R- Hampton Bays

R- Southampton

D- Line

D- "

R- Watermill

R- Bridgehampton

R- Sag Harbor

R- Sagaponack

R- Wainscott

D- Line

D- "

D- "

D- "

D- "

R- Easthampton

R- Amagansett

D- Line

D- "

D- "

Bellport

Brookhaven

Mastic

Camp Upton

Mastic Beach

Moriches

Center Moriches

East Moriches

Cutchogue

New Suffolk

Peconic

Shelter Island

" " Heights

Greenport

East Marion

Orient Point

Southold

Riverhead

Mattituck

Aquebogue

Jamesport

South "

Laurel

Eastport

Speonk

Remsenberg

Westhampton

" Beach

Quogue

Line

"

East Quogue

Hampton Bays

Line

"

Southampton

Watermill

Line

"

"

"

Bridgehampton

Sag Harbor

Sagaponack

Wainscott

Easthampton

Line

"

Amagansett

Montauk

" (Naval Torpedo
Testing Range)

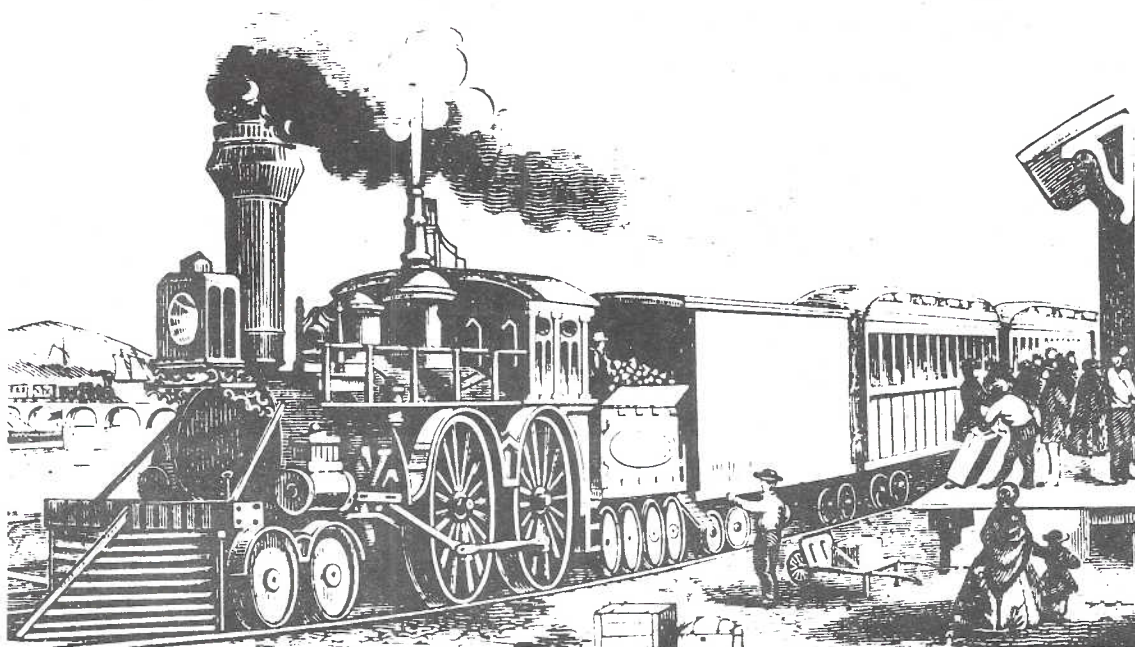
We Need Articles Now !

Pouch List- Montauk & NY RPO train 5

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

<u>Station</u>	<u>Made up by</u>	<u>Labeled to</u>
Montauk, NY.	R- Montauk	Line
	R- " N.T.T.R.	"
Amagansett	R- Amagansett	"
	D- Line	Amagansett
Easthampton	D- "	Easthampton
	R- Easthampton	Line
Bridgehampton	R- Bridgehampton	"
	R- Sag Harbor	"
	D- Line	Bridgehampton
	D- "	Sag Harbor
Southampton	D- "	Southampton
	D- "	Watermill
	R- Southampton	Line
	R- Watermill	"
Shinnecock Hills	C- Shinnecock Hills	" (Summer only)
	T- Line	Shinnecock Hills (Summer)
Hampton Bays	D- "	Hampton Bays
	R- Hampton Bays	Line
Quogue	R- Quogue	"
	R- East Quogue	"
	R- Riverhead	"
	D- Line	Quogue
	D- "	East Quogue
	D- "	Riverhead
Westhampton	D- "	Westhampton
	D- "	" Beach
	R- Westhampton	Line
	R- " Beach	"
Speonk	R- Speonk	"
	R- Remsenberg	"
	D- Line	Speonk
	D- "	Remsenberg
Eastport	D- "	Eastport
	R- Eastport	Line
East Moriches	R- East Moriches	"
	D- Line	East Moriches
Center Moriches	D- "	Center "
	R- Center Moriches	Line
Mastic	R- Mastic	"
	R- Moriches	"
	D- Line	Mastic
	D- "	Moriches
Brookhaven	D- "	Brookhaven
	R- Brookhaven	Line
Bellport	R- Bellport	"
	D- Line	Bellport
East Patchogue	T- "	East Patchogue
	C- East Patchogue	Line
Patchogue	R- Patchogue	Line
	D- Line	Patchogue
	D- "	Montauk & NY RPO tr.65
Islip	T- "	Islip

Bayshore	D- "	Bayshore
Brightwaters	R- Bayshore	Line
Babylon	C- Brightwaters	"
	T- Line	Brightwaters
	T- "	Babylon
	T- "	Montauk & NY RPO tr. 26
	C- Babylon	Line
Hicksville	T- Line	Greenport & NY RPO tr. 214
Jamaica	D- "	Jamaica
	D- "	Brooklyn
	R- Jamaica	Line
Penn Station, NY.	D- Line	NY Gen & Buf RPO tr. 7
	D- "	Bos Spg & NY RPO tr. 168
	D- "	Bos & NY RPO tr. 176
	D- "	PCC New York
	D- "	West Side Term, NY
	D- "	NY & Pitts 23 (Pa.)
	D- "	NY & Wash RPO tr. 139
	D- "	AMF New York
	D- "	NY & Chic Tr. 57
	D- "	NY & Pitts Tr. 29(West)
	D- "	Penn Term, NY (Dir)
	D- "	" " " (Wkg)
	D- "	Port & NY RPO tr. 124-81
	D- "	NY Scranton & Buf tr. 7
	D- "	New York, NY., City
	D- "	" " " Dis.
	D- "	Grand Central Annex, NY
	D- "	Long Island City, NY
	D- "	Bos Spg & NY RPO tr. 56



Mails worked

Train 4-	<u>Pouches</u>	<u>Letter Pkgs.</u>	<u>Papers</u>
Line	25-35	27-35	15-25

Registers billed- 65-90

Train 5-	<u>Pouches</u>	<u>Letter Pkgs.</u>	<u>Papers</u>
Line	48-52	44-50	3-5
L.I.		10-15	3-5
Mixed		10-15	
Air Mail		22-25	

Registers billed- 50-75

Train 88-	<u>Pouches</u>	<u>Letters</u>	<u>Papers</u>
Line	14-18	15-20	10-15

Registers billed- 55-70

Train 123-	<u>Pouches</u>	<u>Letters</u>
Line	23-25	26-30
Mixed		20-24

Registers billed- 5-10

Train 106-56-	<u>Pouches</u>	<u>Letters</u>	<u>Papers</u>
Line	36-45	42-45	8-15

Registers billed- 25-40

Train 65-167-	<u>Pouches</u>	<u>Letters</u>	<u>Papers</u>
Line	47-50	49-55	6-10
Mixed		38-45	

Registers billed- 35-50



133-F-1



133-G-1



133-G-2



133-H-1

BLUE POINT	SAYVILLE	WEST SAYVILLE	BOHEMIA	OAKDALE	BRIGHT WATERS	BREXWOOD	WEST BREXWOOD	CAMP UPON	BAYSHORE PAPERS	MONTAUL N.Y. R.	MONROUX
BAYPORT	EAST ISLIP	ISLIP	BAYSHORE	MONT N.Y. TR. 123	BAAYLON	BROOKLYN	MALVERNE	MINEOLA		PEN TERR. BACK ROCK	BUMS

TR 5
DEC
#18
1947
R.F.O.



FAR
 ROCHAMOND
 WOODBREE
 HUNTINGTON
 POB
 JEFFERSON
 MONT. 4th
 70. 88
 TRANICA

[illegible]

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OVERHEAD
BOXES

N.Y. 324 BUFF 7	PCL N.Y.	WEST 3106 TERMIN	N.Y. GEN. & BUFF 7	BOS & NY TR. 176
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WASH. DISTRICT	PENNA. TERR. N.Y.	B'KLYN, N.Y.	NEW YORK, N.Y.	GRAND CENTRAL ANNEX, N.Y.	LONG ISLAND CITY, N.Y.	BOS. ST. & N.Y. ST.	N.Y. & PITTS 23	N.Y. & WASH 139	N.Y. & CHIC 57	N.Y. & PITTS 29	PORT & N.Y. 124-51
PENNA. TERR. N.Y.	PENNA. TERR. N.Y.	PENNA. TERR. N.Y.	B'KLYN, N.Y.	JAMAICA, N.Y.	N.Y. & N.Y. DIS.	NEW YORK, N.Y.	AMF N.Y.	PENNA. TERR. N.Y.	PENNA. TERR. N.Y.	PENNA. TERR. N.Y.	
L. ISLAND PARCEL POST	MIXED PARCEL POST	MIXED PAPERS									

DUMP UP TABLE

[illegible]

ISLIP, N.Y.	MART & N.Y. TZ.	BRIGHT LUTHERAL	DAVIDSON	BURNS	GRANFOLD N.Y. TZ.	MASTIC	BOOK HYMEN	WEST HYMPTON
					ANDERSON			WEST HYMPTON

MOBT. & N.Y. RPO TR-5-
LETTER CASE END

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Bob Iovino, 5 Rowland Court, Hampton Bays NY 11946
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APS# 147974

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Address Change:

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Recruit a New Member Today

- PROJECT FOR THIS MONTH -
WWI & WWII Military Branch
Postmarked Covers

Please Cooperate by submitting
Clear High-Contrast Xeroxs

- Previously Announced Projects -

1938 Prexy Issue Covers :

So far I have received very limited input for this survey, other than what I have been able to locate by myself. I am still in great need of illustrations of covers showing use of the following denominations, they need not be single frankings, although that would be an ideal that may not be obtainable; therefore I will be happy to receive mixed issue or mixed denomination frankings showing these denominations:

7¢ 8¢ 14¢ 16¢ 22¢ \$1.00 \$2.00 \$5.00

1847 Issue Covers :

So far I have not received any input for this project! Where are these covers?

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