



NJPH

The Journal of the
NEW JERSEY POSTAL HISTORY SOCIETY
 ISSN: 1078-1625

Vol. 49

No. 2

Whole Number 222

May 2021

Newark Airport – a Love Affair



A long look at Newark Airport from its early beginnings to today, by John Sharkey. See story on page [63](#).

~ CONTENTS ~

President’s Message	Robert G. Rose	62
Newark Liberty International Airport, A Postal History	John B. Sharkey.....	63
The Newell/Nelsonville NJ Post Office	Arne Englund	80
Railway Mail Service: An Example: Maine to New Jersey	Frank Scheer.....	85
Vineland, New Jersey	Gene Fricks	95
Hunterdon County RFDs, An Expanded Version, Part 6	Jim Walker	99
A Dog’s Tale from Butler, New Jersey.....	Donald A. Chafetz.....	109
Member News: Member changes, Donations, Obituary		112
Hometown Post Offices: New Jersey’s Dead Post Offices: Silver Lake....	Robert G. Rose	114
Member Ads		119
Literature Available.....		121

NEW JERSEY POSTAL HISTORY SOCIETY, INC.

APS Affiliate #95 - PHS Affiliate #1A - NJFSC Chapter #44S ISSN: 1078-1625
Annual Membership Subscriptions \$15.00 *** Website: www.NJPostalHistory.org/

OFFICERS

President: Robert G. Rose, 18 Balbrook Drive, Mendham, NJ 07945 President@NJPostalHistory.org
VP & Ed. Emeritus: E. E. Fricks, 25 Murray Way, Blackwood, NJ 08012 VicePresident@NJPostalHistory.org
Treasurer: Andrew Kupersmit, 143 Woodbridge Ave., Metuchen, NJ 08840 Treasurer@NJPostalHistory.org
Secretary: Jean R. Walton, 125 Turtleback Rd., Califon, NJ 07830 Secretary@NJPostalHistory.org
Webmaster: webmaster@NJPostalHistory.org
Co-Editors /*NJPH*: Jean R. Walton, NJPostalHistory@aol.com & Robert G. Rose, robertrose25@comcast.net

2021 DUES: All paid

PLEASE NOTE: Thanks to all members who have paid their dues – it is a pleasure to have all dues paid up. We are always willing to accept donations, which help to offset the cost of printing in color and increased mailing costs, as our dues alone do not fully cover our journal costs. You have the option of donating online by Paypal (no extra fee) by going to our web site [www.NJPostalHistory.org] where you will find a [Link to Pay Dues](#) where you can also donate to the Society if you would like. Donations by check are also welcome, and can be sent to NJPHS in care of Jean Walton at 125 Turtleback Rd., Califon NJ 07830. Any members willing to switch to receiving the journal by link only also keep us in the black.

PRESIDENT’S MESSAGE

A year ago this May in writing this message, I looked at the uncertain future brought on by Covid-19. Though personal contact with fellow collectors and with dealers at stamp shows came to a halt, we found opportunities to engage in our hobby in ways that I could not have imagined. Thanks to Zoom, our local clubs, national societies, the Collectors Club, and the APS held programs that kept us involved and learning of philately in a manner that was without precedent. I hope this programming becomes a part of the “new normal.” As the scourge of Covid retreats, I am looking forward to the APS’s Great American Stamp Show in August. Planning is under way for the return of NOJEX in October. Better days are finally ahead!

This issue of *NJPH* presents a broad diversity of interesting articles leading with John Sharkey’s piece on the postal history of Newark Liberty National Airport. Frank Sheer, an authority on the Railway Mail Service, contributes a fascinating article on the movement of a special delivery letter on its point-to-point journey from Maine to New Jersey. Arne Englund contributes an article on the Newell/Nelsonville post office in Monmouth County that operated for 40 years before closing in 1923. Gene Fricks returns to these pages with an article that details the establishment of Vineland, its connection to Welch’s Grape Juice, and its post office. Jim Walker returns with a final installment of his series on rural free delivery routes in Hunterdon County. Don Chafetz contributes a bit of whimsy, a 1930’s cover from Butler, NJ to a dog kennel in Illinois containing a mail order purchase for a hound! Finally, I have authored an article on the short-lived Silver Lake post office located in Belleville, New Jersey.

In other news, our Society journal, *NJPH*, has been entered in the literature competition at the [APS’s Great American Stamp Show](#) on August 12-15. This is a real (not virtual!) show!

I thank all of our Society members for their support. Enjoy the summer!

ROBERT G. ROSE

NEWARK LIBERTY INTERNATIONAL AIRPORT, A POSTAL HISTORY By John B. Sharkey

My love affair with Newark Airport began in the early 1950s, when several of my friends and I would ride our bikes over to Newark Airport from our homes on the Elizabeth-Hillside border. Using back streets to get down to Route 1-9, it was an easy ride. Once there we would visit the old terminal and the newly opened North Terminal. We watched the planes take off and land from the observation decks; no security check points or boarding passes required. Each airline had its own counter, with colorful timetables there for the taking; which we did. Mohawk Airlines, TWA, Allegheny, Eastern, National, American, United; all gone except for American and United. I will relate my story below, using some of the covers that I have collected for important events at the airport. Although most of these covers are “philatelic,” the story is an integral part of the history of the movement of mail in the United States.

While other localities had municipal airports, New York City had a multitude of private airfields, and thus did not see the need for a municipal airport until the late 1920s. Flushing Airport opened in 1927, quickly becoming the city’s busiest airport; it closed in 1984. Newark Liberty International Airport opened in 1928 as Newark Metropolitan Airport. It was followed by Floyd Bennett Field in 1930, New York City’s first municipal airport, built largely in response to the growth of commercial aviation after World War I. LaGuardia Airport was opened in 1939, and Floyd Bennett Field was closed for general aviation two years later. John F. Kennedy International Airport opened as Idlewild Airport in 1948.¹

The 1920s

Airmail was in operation in New Jersey almost a decade before the opening of Newark Metropolitan Airport. Heller Field, a small first airstrip in Newark’s North Ward, began receiving and shipping mail in December 1919, but because of hazardous flying conditions in the center of Newark, closed in May of 1921. Hadley Field, about 26 miles southwest from Newark near New Brunswick, served as the eastern terminus for airmail starting in 1921. By 1927, Hadley had four airlines and the Railway Express Agency, with the first express and mail flights going coast to coast. However, because of its distance from New York City, and also because of enthusiasm generated by Charles Lindbergh’s successful transatlantic flight to Paris in 1927, Secretary of Commerce Herbert Hoover formed a fact-finding commission to draw up plans for an airport in the Meadowlands of Newark. By Fall 1928 the City of Newark built a municipal hanger, which became the operations center for Transcontinental and Western Air.²

The official opening of Newark Metropolitan Airport took place on October 1, 1928. Soon Canadian Colonial Airways (later American Airlines) was operating out of the airport and on October 17, 1928, the first international passengers arrived from Montreal on a Canadian Colonial Airways Ford Tri-Motor.

Figure 1, dated February 17, 1929, shows a cachet celebrating the opening of the airport, although the airport had opened on October 1, 1928. The postmark date was the day the United States Post Office department (USPOD) made the airport at Newark the airfield for all air mail contractors instead of Hadley Field. The cachet reads “Airport Newark, the most important airport in the world,” with an outlined New Jersey state map.

NEWARK LIBERTY INTERNATIONAL AIRPORT, A POSTAL HISTORY ~ John B. Sharkey

The cover was mailed to Cleveland, Ohio, and had the correct rate of up to one ounce, a 5 cent air mail Scott C11. On back is a rubber hand stamp in blue “First Mail-Flight, Newark Metropolitan Airport, Chamber of Commerce.” The cachet on the front is by Albert C. Roessler, a stamp dealer who was best known for his cacheted covers.



Fig.1. Albert C. Roessler cover celebrating the opening of Newark Metropolitan Airport.

The 1930s

Once it became the East Coast terminus of the air mail, Newark Metropolitan Airport was the busiest landing strip in the U.S. in the late '20s and early '30s. Not long after it opened, the airport quickly became the world's busiest, serving 90,000 passengers in 1931 and 350,000 seven years later. By fall 1930 Transcontinental and Western Air (later Trans World Airlines or TWA), National Air Transport (later United Airlines), and Pitcairn Aviation (later Eastern Air Transport and then Eastern Airlines) were operating commercial services out of Newark.

Newark Airport's primary mission was transporting mail, not flying people. "Air mail started the whole thing," said William DeCota, the Port Authority's aviation director in 2003. During the 1930s, mail was trucked from Manhattan across the Pulaski Skyway to Newark Airport. By 1938, planes there were hauling five million pounds of mail a year. Among the earliest planes to use the airport were Ford Tri-Motors and Curtiss Condors. Then came the all-metal DC-3, which held 21 passengers.³

Air taxi service from Newark Airport.

As the airport grew, so did its auxiliary services. I believe the light green cachet shown in *Figure 2* was produced by A. C. Roessler for air taxi service in honor of aviation pioneers Floyd Bennett, the pilot for Admiral Byrd on his polar flights, and Glen Curtis, an early inventor and manufacturer of aircraft. The postmark is a duplex cancel from the Air Mail Field at Newark, NJ on September 3, 1931. The stamp is a 6 cent Garfield Scott 558 (although the current rate was five cents).



Fig.2. Newark Metropolitan Airport inauguration of air taxi service, September 3, 1931.

The Newark airfield was an ideal location for all sorts of events, including first flights, visitation of important people, beginning or terminus of airmail flight routes and various other celebrations. It was the main airfield for New York City at this time because most airfields in New York City were quite small.⁴

George Washington Bicentennial Airplane Flight.

The year 1932 was the Bicentennial of the birth of George Washington in 1732 and also the 157th Anniversary of the USPOD. To draw national attention to these events, the post office, in cooperation with Shell Petroleum Corporation, had Major James H. Doolittle fly from dawn to dusk over the routes traveled by George Washington and drop mail at historic locations. *Figure 3* commemorates the last stop on the flight. The rubber stamp cachet shows "Washington Flight by Jimmy Doolittle, Post Office Day, Chamber of Commerce of the City of Newark, NJ." Cancelled are two George Washington 4 cent stamps, Scott 709, with the postmark showing "Air Mail Field, Newark NJ, July 26, 1932."



Courtesy Don Chafetz

Fig. 3. George Washington bicentennial airmail flight, July 26, 1932.

Record Breaking Pilots

In February 1934, Eddie Rickenbacker and Jack Frye, flying a DC-1, landed at Newark Airport, setting the new transcontinental passenger transport speed record from Los Angeles of 13 hours and 2 minutes. In 1935, Howard Hughes established a new record by flying his H-1 experimental airplane nonstop from Burbank, California to Newark in 7 hours and 28 minutes. During this period, record-setting pilots such as Charles and Anne Morrow Lindbergh, Richard Byrd, Wiley Post, Amelia Earhart and others flew into Newark Airport on a regular basis. All of these pilots, except Anne Lindbergh and Howard Hughes, have appeared on U. S. postage stamps.

1934 Airmail Scandal

The Airmail Act of 1930 gave Walter Brown, Postmaster General under Herbert Hoover, broad authority to reshape airmail contracts and routes - authority he was later charged with exceeding. On February 9, 1934, James Farley, Postmaster General under Franklin Roosevelt, cancelled all subsidy airmail contracts awarded by Postmaster Brown. Accusations of graft, collusion, and favoritism in parceling out airmail contracts promoted this action. On the same day, President Roosevelt ordered the Army to provide airmail service. For several months the Army flew the mail. Unfortunately, the Army had inadequate equipment and took over during a period of severe weather, leading to dozens of crashes and 12 pilots killed.⁵

Shown in *Figure 4* is an envelope with the cachet inaugurating Army Air Mail Service from "The Busiest Airport in the World," Newark, N.J. The Air Mail Service (AMS) duplex cancel is from Air Mail Field, Newark, N.J. dated Feb. 19, 1934.



Courtesy Daniel Piazza, Smithsonian Postal Museum.

Fig. 4. Inauguration of Army Air Mail Service from "The Busiest Airport in the World."

Building 1

In May 1935 the new administration building, Building 1 (known as Building 51), was completed. Some 50,000 people attended the terminal's dedication on May 15, 1935, and Amelia Earhart dedicated a new seaplane. The Works Progress Administration-style art deco structure had a terminal with a contemporary control tower and an observation deck where you could watch the planes take off and land. It had a central waiting room and six smaller waiting rooms for use by commercial airlines, which used it as a passenger terminal. It played a pivotal role in the development of air transportation: For metropolitan New York, Building 1 served as the first passenger terminal, airmail center, administration building, air traffic control tower and meteorological bureau.⁶



Fig. 5: Postcard showing the new Administration Building/Terminal; opened May 15, 1935.

Figure 5 above shows the new Administration Building and an American Airlines Douglas DC-3-178. The plane shown would fly until 1943, when it crashed in bad weather in Centerville TN. The postcard was printed by Star Stationery Co., Newark, N.J.

The 1930s style terminal still stands, having been moved in 2000 from its original spot and restored to most of its former glory. It now houses the Port Authority police and some other security. It is listed on the National Register of Historic Places.⁷

The postal card shown in Figure 6 (UXC 24, 36-cents) commemorates perhaps the most successful airplane of all time, the Douglas DC-3. The aircraft represented a near flawless culmination of early aeronautic engineering and a sleekly beautiful bridge to the modern era of commercial aviation.⁸ The DC-3 was a propeller-driven airliner which had a lasting effect on the airline industry in the 1930s/1940s and World War II.



Fig. 6. Airmail postal card Scott UXC 24, showing the iconic Douglas DC-3. airplane.

Figures 7 and 8 show the front and back of the Administration building shortly before its move in 2000.



Photos by the author

Figs. 7 and 8: The administration building/terminal shortly before its move to a new location.

The DC-3 was followed by the Douglas DC-4, produced from 1942 to 1947, the first Douglas four-engine transport. *Figure 9* shows the DC4 on these 5 cent Scott C32 airmail stamps cancelled in Newark, N. J. The stamp was issued September 25, 1946.



Fig.9: The Douglas DC-4 stamp shown with a Newark, N.J. cancellation.

Seaplane Airport

The cachet shown in *Figure 10* commemorates the dedication of the Seaplane Airport, Port of Newark, Newark, N.J. The cachet was produced by the Washington Stamp Exchange, formed by Leo and Samuel August, the forerunner of ArtCraft cachets. In the early days of aviation, seaplanes were tricky to land and take off, so they appeared later than the land-based aircraft. The pair of 3-cent Boulder Dam stamps have a duplex cancel and are postmarked October 1, 1936, Newark N.J. A.M.F. (Air Mail Field) at right in circle) and A.M.S. (Air Mail Service) at bottom.



Fig. 10. Washington Stamp Exchange cachet celebrating the Newark Seaplane Airport.

Post Office Dedication

Air Mail Service was moved from its eastern base at Hadley Field to Newark Airport in 1930. A post office dedication took place at the airport on April 18, 1936 at the Eastern Air-Mail terminal. A commemorative cover for this event is shown in *Figure 11*.



Courtesy D'Avino NJ Post Offices on Post Cards gallery⁹

Fig. 11. A significant cover as it shows an airmail facility, Eastern Air-mail Terminal, at Newark Airport.

Before we enter another decade, I do have one cover which is non-philatelic. *Figure 12* shows a cover mailed December 22, 1938 postmarked at Air Mail Field, Newark N.J. Although the envelope was empty, the shape and size suggests a Christmas card, mailed at the airport three days before Christmas. The 1 1/2 cent postage was acceptable for third class mail for up to 2 oz.



Courtesy Robert G. Rose

Fig.12. A non-philatelic item mailed from Newark Air Mail Field three days before Christmas.

The 1940s

The decade of the Forties did not start out well for the airport. In a dispute with the airlines regarding subsidies, the Mayor of Newark closed the control tower to commercial traffic. On May 31, 1940, the Civil Aeronautics Authority declared the airport unsafe, and the airlines moved all operations to LaGuardia Airport. By late 1941 the dispute had been resolved, thanks in part to a new airport general manager. The “big four” airlines were back.¹⁰ Eastern Air Transport, started as Pitcairn Aviation in 1926, would last until its liquidation in 1991. TWA, started in 1930, would be acquired by American Airlines in 2001. American Airlines, begun in 1930 with a merger of more than eighty small airlines. Today it is the world’s largest airline when measured by fleet size, scheduled passengers carried, and revenue passenger miles. United, which started as Varney Air Lines in 1926, still exists and is reported to be the third largest airline in the world. The airport reopened with a dedication ceremony on September 14, 1941. *Figure 13* shows a cachet of the administration building and the “big four” airlines which re-started commercial service. The stamp is Scott 901, the 3-cent Torch of Enlightenment, with the slogan cancel “Buy defense Savings Bonds and Stamps.”



Fig. 13. Cachet shows the “re-dedication” of the administration building/terminal and the return of the “big four” airlines to Newark Airport. Cachet by Bill Schneider of Rahway N.J.

In early spring of 1942, the U. S. Department of War assumed control of Newark Airport for exclusive military use. Called the Newark Army Airfield, it was listed as the Air Technical Service Command and included the 438th Army Air Force Base Unit.¹¹ Located next to Port Newark, the airport had strategic and logistical significance. Thousands of military planes were flown from manufacturing plants to the airport. Once they arrived, the fighter planes were partially disassembled and shipped overseas on cargo ships. The bombers departed from Newark Airport for Europe. During the war, the army extensively upgraded Newark Airport. In 1946, the City of Newark resumed control of the airport.¹²

During this time, LaGuardia Airport and New York International Airport competed for Newark Airport's passengers, and Newark fell on hard times. In 1948, the Port Authority of New York and New Jersey leased the airport from the City of Newark, and took over airport operations. Shown in *Figure 14* is a dedication cover for New York International Airport (more commonly known as Idlewild Airport, and now John F. Kennedy International Airport) and a dedication flight to San Francisco dated July 31, 1948 with Scott 939, commemorating the U.S. Merchant Marine.



Fig. 14. This cover is by the Jack Knight Air Mail Society, and shows an aerial view of New York International Airport.

Figure 15 shows an experimental service to New York, the Experimental Helicopter Service. The airmail envelope, Scott UC10-13 (depending on die) 3-cents revalued to 5 cents, is cancelled January 6, 1947 at 9 am, Air Mail Field, Newark, N.J. and back-stamped New York, N.Y., at 12 pm.



Fig. 15. Inauguration of experimental helicopter service from Newark Airport.

The 1950s

Troubled times returned to the airport in the early 1950s. Three accidents in nearby Elizabeth within six months of each other led to the closure of the airport in 1952. On December 16, 1951, a Miami Airlines Curtiss C-46 Commando airliner crashed in the town of Elizabeth shortly after takeoff from Newark Airport.¹³ All 56 people on board were killed. I remember riding my bike to the scene of the accident. It was a dreary rainy afternoon and it was difficult to even recognize that a plane was there. On January 22, 1952, American Airlines Flight 6780, a Convair 240, crashed on its final approach to runway 6 at Newark.¹⁴ All 23 occupants on board plus 7 people on the ground were killed in the crash and ensuing fire. National Airlines Flight 101 was a scheduled flight on a Douglas DC-6, Newark to Miami, that on February 11, 1952, crashed on takeoff, narrowly missing an orphanage.¹⁵ Of the 63 people on board, 29 perished as well as four residents in an apartment building. In the wake of this third accident in Elizabeth, mounting public concern led to a lengthy closure of Newark Airport and a nationwide review of the safety of airport operations. The airport reopened on November 15, 1952, but only after a new runway was built. The runway directed at the city of Elizabeth was closed forever. *Figure 16* shows an artist's conception of the closing from the Newark Evening News.



Newark Evening News, author's collection.

Fig. 16. An artist's rendering of the closing of Newark Airport.

A new passenger terminal opened in July 1953. Known as the North Terminal, it handled 1,471,030 passengers in its first full year of operation in 1954. I was there as a teenager for opening day, and made many more trips to the terminal. *Figure 17* shows photographs of the front and back of the terminal on the opening weekend.

*Fig. 17, a & b:
Photos taken by the
author on the
opening of the new
terminal.*



Figure 18 shows a cachet commemorating the 25th anniversary of Eastern Air Lines and the 50th anniversary of powered flight, celebrated at Newark Airport July 31 - August 1-2, 1953 at the opening of the North Terminal. Cancelled at Newark, N.J. are four 6-cent C39 airmail stamps.



Fig. 18. Eastern Airlines celebrates its 25th anniversary with a Span of Flight Show, 1953. Also shown is a souvenir of the event, an Eastern Airlines baggage label, The Great Silver Fleet.

The seller of this cover indicated that the cachet is not listed in the American Airmail Catalog, probably because it was not considered an important souvenir event

Late Twentieth Century

Within a decade, the North Terminal was becoming obsolete and the Port Authority began planning for a new facility. Two new terminals (A and B) opened in 1973. The North Terminal continued to serve international passengers until 1988, when Terminal C opened. The North Terminal was demolished in 1997. *Figure 19* shows a postcard picturing terminals A, B, and C.



Fig. 19. Postcard circa 1973 showing an aerial view of terminals A, B, and C at Newark Airport. Postcard made by the Scheller Co., Hackettstown, N.J.

NEWARK LIBERTY INTERNATIONAL AIRPORT, A POSTAL HISTORY ~ John B. Sharkey

Another commemorative item is postal card UXC 17 (*Figure 20*) with a cachet celebrating the 50th anniversary of Newark International Airport, 1928-1978, cancelled October 2, 1978 at Airport Station, Newark, N.J.



Fig. 20. Postal card celebrating the 50th anniversary of Newark Airport, 1928-1978. Shown is the famous Curtiss Jenny, which also appeared on the first three U.S. airmail stamps, Scott C1 - C3.

Even in the 1990s the airport was still relatively welcome to visitors. I remember going on several ramp tours sponsored by a local aviation club. Shown in *Figure 21* is a ramp tour pass dated September 9, 1995 and a photo, *Figure 22*, of the group near the runway. All of that ended on September 11, 2001, when terrorists hijacked United Airlines Flight 93, which had departed from Terminal A en route to San Francisco. The plane, which authorities said was likely being diverted to crash into a Washington, D.C. landmark, plummeted into a Pennsylvania field after passengers stormed the cockpit (*Figure 23*). The name Newark Liberty International Airport was chosen in memory of the events of September 11, 2001 and its proximity to the Statue of Liberty.

PASSENGER TICKET AND BAGGAGE CHECK		NEWARK AIRPORT RAMP TOUR 1995		BOARDING PASS	
ISSUED BY PORT AUTHORITY OF NY & NJ		ARC FLIGHT COUPON		NAME OF PASSENGER TICKET HOLDER	
NAME OF ISSUING AGENT		TOUR CODE EWR95		FROM HOLIDAY INN JETPORT	
NAME OF PASSENGER TICKET HOLDER		AGENCY CODE 34EWR37		TO NEWARK AIRPORT (EWR)	
X10 FROM HOLIDAY INN JETPORT		PLACE OF ISSUE ID CODE EWRHOLJET08SEP95		CARRIER PA001	
X10 TO NEWARK AIRPORT (EWR)		FARE BASIS/TICKET DESIGNATOR Y		FLIGHT CLASS Y	
ENDORSEMENTS/RESTRICTIONS		CLASS DATE 09SEP95		DATE 09SEP95	
THIS RAMP TOUR TICKET IS VALID ONLY FOR ONE PERSON TO THE TOUR. TOUR WILL TAKE PLACE IN THE AFTERNOON AND DEPARTURE TIME WILL BE ANNOUNCED DURING THE SHOW UPON ARRIVAL OF BUS. TICKET MUST BE PRESENTED UPON BOARDING OF BUS. ACT PROPERLY DURING TOUR. TICKET MUST BE PRESENTED AGAIN WHEN BOARDING BUS BACK TO HOTEL DUE TO HIGH SECURITY AT THE AIRPORT. PLEASE LISTEN AND FOLLOW DIRECTIONS OF TOUR GUIDE.		TIME 09SEP		STATUS SEE BELOW	
FARE FREE		ISSUING AGENT ID 23GH57		GATE	
TAX FREE		EQUIV. FARE PD.		SEAT	
TOTAL FREE		STOCK CONTROL NO. TX 889 CK		SMOKE NO	
008		CPN		BAGGAGE ID NUMBER	
19950129852938904309332		DOCUMENT NUMBER CK		2Q8UDN8724I928390839084092	

Fig. 21: Ramp tour pass from 1995, when aviation fans were allowed on the runways.



Fig. 22. Photographing planes on the field. Photo shows a group of enthusiasts taken by the author.



Fig. 23. Photo of the Flight 93 Memorial, Shanksville, PA, taken by the author in April 2013.

Newark Airport in the Twenty-First Century

Over the years, Newark Liberty International Airport's role as a major Air Mail Facility has greatly declined. Unlike the 1920s, its major role now is to transport people, not mail. There are many reasons for this change. Changes started as early as 1957, when some mail-handling activities were being moved from Newark Airport to the Newark post office, with the goal of increasing efficiency.¹⁶ A former USPS employee and NJPHS member said that "the Newark AMF, as it was once known, was downsized out of business, when the USPS went to ISCs (International Service Centers). This happened in 1996." Mail is now handled through Network Distribution Centers (NDC), such as the one in Kearny, NJ, and Sectional Center Facilities (SCF), such as Teterboro and Kearny. International mail is now mainly handled at JFK at its International Service Center (ISC), which recently underwent a multi-million-dollar renovation.¹⁷

Handling increasing numbers of passengers has always been a problem at Newark, because of the geographic size of the airport and the age of its terminals. Terminal A, which opened in 1973, has been described as "outdated, congested and inconvenient." The Port Authority's solution: replace the old Terminal A with Terminal One, a gleaming, 1-million-square-foot building now under construction just south of Terminal A. The terminal will be operated as Terminal One LLC by Munich Airport International, a subsidiary of Munich Airport. The price tag: \$2.78 billion. Expected to open in two phases in late 2021 and late 2022, Terminal One is the Port Authority's largest project ever in New Jersey.¹⁸

It is ironic that Terminal One is being built on a site once occupied by the USPS and UPS buildings. There is currently no post office at the airport and one cannot even find a single mailbox. No postal facilities are planned for Terminal One. More than ninety years of handling the U.S. mail at Newark Airport is at an end. However, the airport continues to provide the air cargo industry with a multitude of transportations options to many domestic and international destinations. EWR is a major hub for passenger carrier United Airlines and for express carriers such as FedEx and UPS. Bordering Port Newark and the Elizabeth-Port Authority Marine terminal, EWR also provides fast and efficient air-sea connections.¹⁹ The future for Newark Liberty International Airport looks bright, and I can't wait to visit the new Terminal One.²⁰

My sincere thanks to Jean R. Walton, John Trosky, and my son Brian Sharkey for their assistance with this article.

ENDNOTES:

¹ Aviation in the New York metropolitan area from Wikipedia at <https://en.wikipedia.org/wiki/Aviation> in the New York metropolitan area.

² Henry M. Holden, *Images of Aviation, Newark Airport*, Arcadia Publishing, Charleston SC, 2009, p. 7.

³ "Newark Airport Keeps Rolling", Newark Star Ledger, Oct. 1, 2003.

⁴ M. Douglas Parks, "A History of Leo and Sam August and their Company," *First Days*, Vol. 59 #2, 2014, p.17.

⁵ Air Mail Scandal from Wikipedia at https://en.wikipedia.org/wiki/Air_Mail_Scandal.

⁶ The New York Times, Metro Section, April 26, 2002.

⁷ "The History and Romance of Newark Airport," <http://www.hiddennj.com/>, June 6, 2011.

⁸ Postal Bulletin, USPS, April 21, 1988.

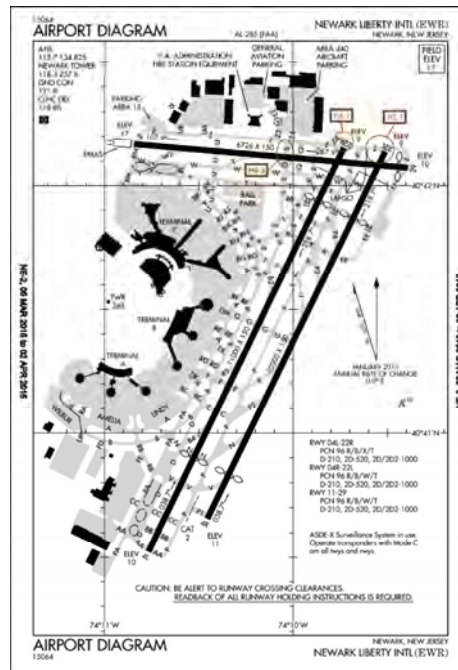
⁹ Post Offices of New Jersey: A History Told Through Postcards Gallery by Doug D'Avino at <https://www.njpostalhistory.org/post-offices-of-nj.html>.

- ¹⁰ *Op cit.*, Henry M. Holden, p.9.
- ¹¹ New Jersey World War II Army Airfields from Wikipedia at https://en.wikipedia.org/wiki/New_Jersey_World_War_II_Army_Airfields.
- ¹² *Op cit.*, Henry M. Holden, p.9.
- ¹³ 1951 Miami Airlines C-46 Crash from Wikipedia at https://en.wikipedia.org/wiki/1951_Miami_Airlines_C-46_crash
- ¹⁴ American Airlines Flight 6780 from Wikipedia at https://en.wikipedia.org/wiki/American_Airlines_Flight_6780
- ¹⁵ National Airlines Flight 101 from Wikipedia at https://en.wikipedia.org/wiki/National_Airlines_Flight_101.
- ¹⁶ “Report to the Post office and Civil Service Committee on the Transfer of Certain Mail-Handling Activities from the Newark Airfield to the City Post Office.” United States Government Printing Office, Washington, 1957. (See Google Books at https://books.google.com/books?id=RjVh2_5Y3G8C&newbks=1&newbks_redir=0&dq=newark+air+mail+facility&source=gb_s_navlinks_s) Accessed May 3, 2021.
- ¹⁷ “International Mail Facility at JFK airport undergoes multi-million dollar renovation” at <http://theforumnewsgroup.com/2021/04/16/international-mail-facility-at-jfk-airport-undergoes-multi-million-dollar-renovation/> April 16, 2021.
- ¹⁸ Kathleen Lynn, “Preparing for Takeoff: A Sneak Peek at Newark Airport’s New Terminal.” New Jersey Monthly, <https://njmonthly.com/articles/jersey-living/newark-airport-new-terminal/> December 17, 2019.
- ¹⁹ “Get Started Sending and Receiving Cargo at Newark” at <https://www.panynj.gov/airports/en/air-cargo/newark.html> . Accessed May 1, 2021
- ²⁰ Terminal One has recently (April 2021) been redesignated as “New Terminal A.” <https://www.ewrredevelopment.com/terminal-one/>

Fig. 24: a, b, & c



a. Newark Metropolitan Airport, 1930s



b. 2017 Newark Liberty airport diagram



c. Construction plan for Terminal One 2021-22 – now called New Terminal A, which it replaces.

THE NEWELL /NELSONVILLE, NJ POST OFFICE

By Arne England

Newell and then Nelsonville, NJ were the successive names of the post office established in the small community which had grown up around the Imlaystown Station, along the Pemberton & Hightstown Railroad, 1¼ miles west of the village of Imlaystown itself in Upper Freehold Township, Monmouth County. It existed under those two names during its 40-year postal service from 1883 to 1923. This small station was more or less a “whistle stop.”

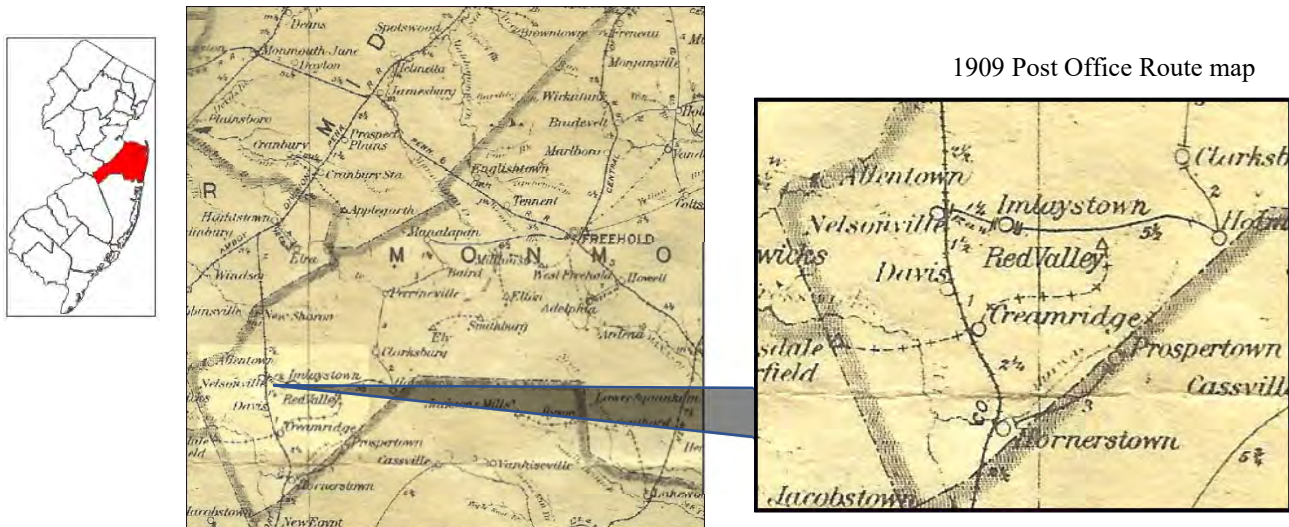


Fig. 1: Map showing Upper Freehold Township in the southwest corner of Monmouth County, with Nelsonville & Imlaystown inset.

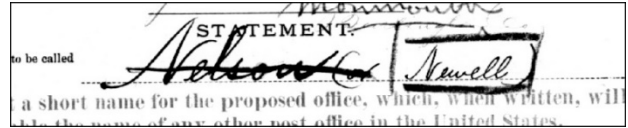
The post office was established as Newell on June 4, 1883 with Charles Nelson as postmaster. On Nov. 28, 1887, the name was changed to Nelsonville, with Charles Nelson, of course, still serving as the postmaster. That post office was discontinued Feb. 28, 1923, with mail service subsequently being provided by the Imlaystown post office. The Imlaystown post office, which is also now no longer in operation, had been established Apr. 16, 1832 and was discontinued Nov. 28, 2009.

In 1864, the Pemberton & Hightstown Railroad was chartered. The 24 mile north-south line was completed in 1868, connecting at Pemberton at its south end with the Burlington County Railroad, and at Hightstown on the north with the Camden & Amboy line, which leased the P&H, both being subsequently absorbed by the Pennsylvania Railroad. Upon completion, the line was running four passenger trains a day.¹ In July 1888, the Union Transportation Company was created to run this line.²

The P&H line bypassed the actual village of Imlaystown, running past it a mile and a quarter to the west, at which point the Imlaystown Station was built. The stations and stops along the railroad were: Pemberton, Shreve, Lewiston, Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Davis, Imlaystown, Shrewsbury, Sharon, Allens, and Hightstown. Almost all of them had a passenger station, a freight house, a cattle pen, and a milk platform, or at least some of these structures. Imlaystown Station apparently had a “smaller passenger station” of 16 x 26 feet, a freight house of 16 by 30 feet, and a cattle pen, but no milk platform.³

On Feb. 28, 1883, the standard Post Office Department printed form statement was filled out and submitted to the Post Office Department by Charles Nelson, as a subsequent next step after his application for a post-office along “the route from ‘Hightstown’ to ‘Philadelphia,’ on which mail is now carried ‘twelve’ times per week.”⁴ “The proposed office to be called “Nelson or [crossed out] Newell [boxed].” It was signed ‘Charles Nelson,’ proposed postmaster.

Fig. 2: The 1883 application for a post office shows what appears to be a preference for the Nelson name, but Newell was chosen.



In response to the question: “If on the line or near a railroad, on which side will the office be located; how far from the track; and what is, or will be, the name of the station,” Nelson wrote: “on east side of track adjoining Imlaystown Station platform.” Thus, the Newell post office was actually at the Imlaystown Station. In response to the question of the number of inhabitants in the village, Nelson answered: “Say 100 at Station and 1/8 mile m(ore?).” To “population supplied by the proposed office,” he responded “about 800 or 1000.” Seems like a lot, but maybe he was including train passengers.

The Newell post office was established on June 4, 1883 with Charles Nelson as postmaster. There were several Dr. Newells who practiced medicine at Imlaystown between 1840 and 1869, and who owned several parcels of land in the area, thus the name of the post office.

The SC UX5 postal card in *Figure 3* with the Apr. 23, 1885 Newell, N.J. duplex postmark with Wheel-of-Fortune [WOF] killer was provided by Larry Rausch, author of the *Wheel of Fortune Cancellation* catalog.⁵ It is what he denotes as “Type 1.” The Wheel-of-Fortune cancels were made of vulcanized rubber, and only had one manufacturer, the Fred P. Hammond Company. This is the only example of the Newell Wheel of Fortune postmark reported to date.⁶

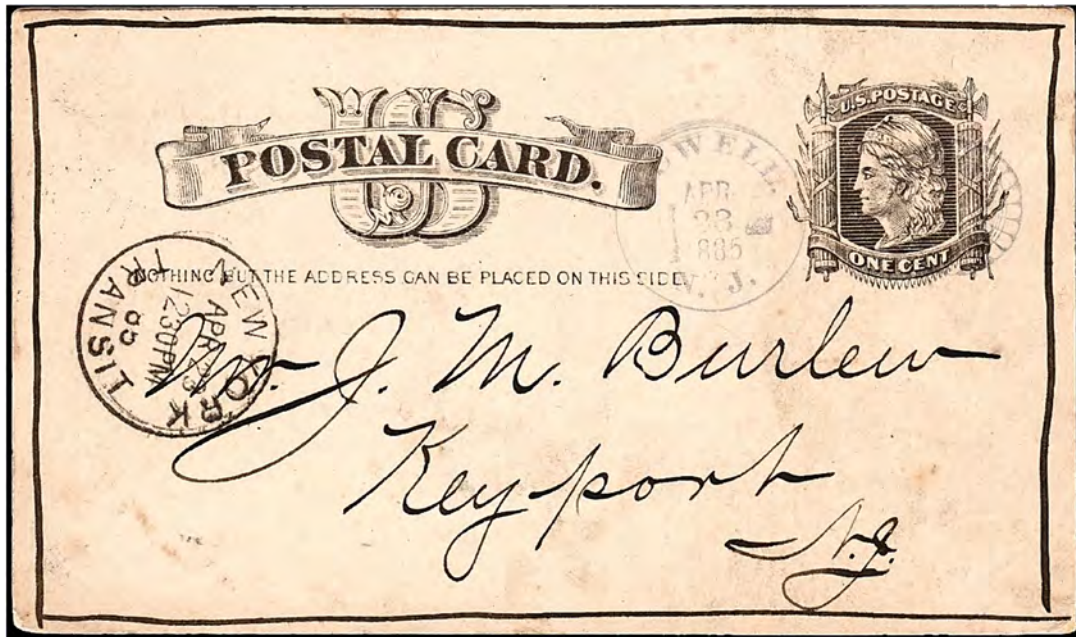


Image courtesy Larry Rausch⁵

Fig. 3: Newell post card dated April 23, 1885, with a Wheel of Fortune cancel.

THE NEWELL/NELSONVILLE, NJ POST OFFICE ~ Arne England

On Nov. 28, 1887, the “Newell” post office was renamed “Nelsonville,” with Charles Nelson as postmaster. Charles Nelson is listed as a “farmer” in the 1850, 1860 & 1880 census records, having been born Feb. 11, 1824 in Burlington Co., N.J. In the 1860 census, his personal estate is listed as \$8000.00. He did not have long to enjoy the post office that bore his name, as he passed away Oct. 15, 1888, aged 64, and is buried at the Allentown Presbyterian Church Cemetery in Monmouth County.⁷ Whether he also worked in some capacity for the railroad is not known.

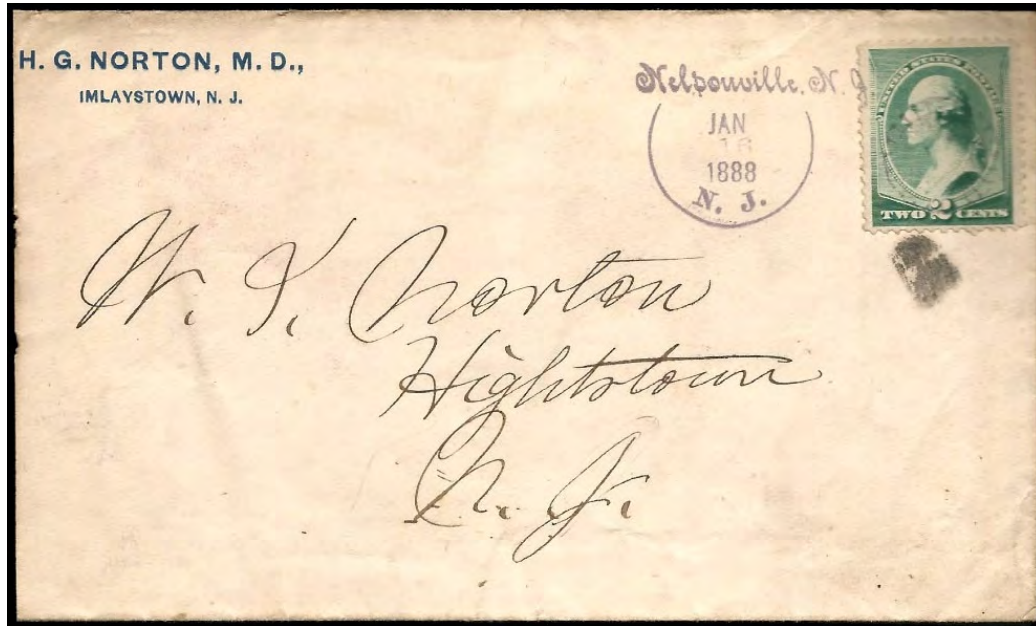


Fig. 4: Nelsonville cover dated January 16, 1888, with a curious straightline cancel added to what appears to be a Wheel of Fortune cancel.

The Nelsonville, N.J. Jan. 16, 1888 postmarked cover is also the only example reported to date. What is obvious with this very unusual cancel is that Postmaster Nelson altered (or had altered) the Newell WOF postmark, likely by grinding down the town name and then affixing a straightline “Nelsonville, N.J.” script-lettered handstamp in its place. Larry Rausch who has seen other altered WOF cancels, noted that he’d never seen a postmark alteration like this before. The origin of the straightline handstamp can only be guessed but perhaps it was created locally.



Fig. 5 (Newell) & 6 (Nelsonville): Note the font in the dater appears to be the same, as is the N. J. below. The distinctive cogwheel of the WOF cancel is harder to see on the Nelsonville cover, but still visible.

In any event, Nelson probably was not able to get another Wheel-of-Fortune duplex postmark, as the Fred P. Hammond Company was sold in 1887, and did not do much from 1888 on. Additionally, the U.S. Postmaster General had forbidden the use of hard rubber cancellers by this time in favor of steel cancelling devices. However, a 4th class post office, whether newly established or renamed, may not have been provided with a postmarking device by the Post Office Department, in which case the postmaster had to personally provide one.

Therefore, this was Charles Nelson’s solution, a highly unusual alteration of an already existing postmarking device.

In 1887, when the name was changed to Nelsonville, the post office location was described as “60 ft from the Imlaystown Station of the Pemberton & Hightstown Railroad, on the west side of the railroad”⁸ – apparently a new location as the 1883 application indicated the post office was on the east side. One later location change, noted in the US Post Office Bulletins⁹ in 1915, notes: “Nelsonville, Monmouth Co., 100 ft. N[orth],” which occurred at about the same time that Albert Nelson, the son of the original postmaster Charles Nelson, began his second term as postmaster at Nelsonville.

*Rec'd to M. Benkert
Apr 11, 1887
2 brought
Sep.*

POST OFFICE DEPARTMENT,
TOPOGRAPHER'S OFFICE,
Washington, *March 20, 1887*

Sir:

To enable the Topographer of this Department to determine, with as much accuracy as possible, the relative positions of Post Offices, so that they may be correctly delineated on its maps, the Postmaster General requests you to fill up the spaces and answer the questions below, and return the same, verified by your signature and dated, under cover to this Office.

Respectfully,
David Smith
Topographer P. O. Dept.

To POSTMASTER AT *Nelsonville*
Monmouth Co. Sate. Jewell

The (P. O. Dept.) name of my Office is *Nelsonville, N.J.*
 * Its local name is *the same as Imlaystown R.R. Station*
 It is situated in *Upper Freehold* part of *Monmouth* Township, or in *South* quarter of Tract No. *1*
 The name of the nearest creek is *Swallow Creek*
 This Office is *1 1/2* miles from said river, on the *east* side of it, and is *1* mile from said nearest creek, on the *west* side of it.
 The name of the nearest Office on route No. *2* is *Stans*, and its distance is *2* miles, by the traveled road, in a *South* direction from this my Office.
 The name of the nearest Office, on the same route, on the other side, is *Sharon*, and its distance is *2 1/2* miles in a *North* direction from this my Office.
 The name of the nearest Office of the route is *Imlaystown*, and its distance by the most direct road is *1 1/4* miles in a *East* direction from this my Office.
 This Office is at a distance of *60 ft* from the *Imlaystown* Station of the *Pemberton & Hightstown* Railroad, on the *west* side of the railroad.
 State, under this, the names of all other Offices near your Office, in different directions from it, and their distances from it by the most direct roads.
Allenstown 2 1/2 miles west

* If the town, village, or site of the Post Office be known locally by another name than that of the Post Office, state that other name here, that it may be identified on any published map of the State (or Territory), if appearing thereon.
 If a digress of the *ownership* (or, where the land is not so divided, a sketch map) showing the precise location of your Office, together with the adjoining Post Offices, towns, or villages, the roads, railroads, and larger streams or creeks, in addition to the above verbal description, will be useful, and is desired.
 A correct map of the locality and adjacent country might be furnished by your County Surveyor, but this must be without expense to the Post Office Department; it being, however, for the general interest and advantage of the community to have the Post Offices correctly located on the maps, it may be expected that this will be cheerfully furnished on proper application.
 State (on margin of this sheet) whether there is on file at your county seat (court-house), or in the hands of your County Surveyor, a map of the county.
 State also the present Surveyor's name and Post-office address.

(Signature of Postmaster) *Charles Nelson*
by Albert Nelson
 (Date) *April 10, 1887*

NARA Post office location file 1888¹¹
 Fig. 7: Nelsonville reporting a change of post office name, and post office location, signed for Charles Nelson by Albert Nelson, Asst., who would follow his father as postmaster at Nelsonville.



Acadia Publishing, photo lent by Fred Kniesler.¹⁰
 Fig. 8: The post office at Nelsonville, likely the new location in 1915, reported in the US Postal Bulletins.



Ebay picture, lot unknown.
 Fig. 9: Remains of the depot at Imlaystown Station. This community was known as Newell, and then Nelsonville.

THE NEWELL/NELSONVILLE, NJ POST OFFICE ~ Arne England

The Nelsonville area is located along what today is the Union Transportation Trail, the old bed of the Pemberton & Hightstown Railroad where it crosses County Rte. 526, and is adjacent to the Imlaystown Historic District.

POSTMASTERS:*	
NEWELL: 4 June 1883 - Charles Nelson	
NELSONVILLE:	
28 Nov 1887- Charles Nelson	16 January 1908 - Edgar C. Dey
30 March 1888 - Albert Nelson (Charles' son)	3 June 1909 - Frank B. Hunsinger
15 March 1895 - Richard H. Hendrickson	12 April 1915 - Albert Nelson
18 April 1900 - Charles E. Abrams	1 Oct 1921 - Laura M. Booth
P.O. discontinued - 28 February 1923	

*National Archives Postmaster Appointment files.

ENDNOTES:

- ¹ The Imlaystown Historic District website notes: “[The railroad’s] significance to Imlaystown is not where it went, but where it didn’t go. It crossed Route 526 at Nelsonville, a mile or so west of the district. ... Had the line come through the village, it is plausible to assume that later growth would have occurred. ... Because it did not, Imlaystown remained something of a backwater, its development frozen in the mid-nineteenth century.
“The railroad did improve transportation. It allowed local scholars, for instance, to walk to Nelsonville and then ride to Trenton (via Hightstown and Bordentown) in order to attend Trenton High School. However, service of this level probably did not encourage Imlaystown’s industries to any great extent.” For further information, see https://www.livingplaces.com/NJ/Monmouth_County/Upper_Freehold_Township/Imlaystown_Historic_District.html.
- ² The Union Transportation Company ran this line for some time: “In 1888, [it] leased the railroad and provided passenger and freight service. While passenger service was discontinued in 1931, freight service continued on the line until 1977. The building of the NJ Turnpike in the 1950s spelled the end for the railroad as the highway cut off the rail line from its Hightstown junction.” See “Historical perspective of the Union Transportation Rails to Trails Project,” in *The Source*, August 12, 2014 at <http://mycommunitysource.com/top-stories/historical-perspective-of-the-union-transportation-rails-to-trails-project/>.
- ³ Wikipedia “Pemberton and Hightstown Railroad” article, https://en.wikipedia.org/wiki/Pemberton_and_Hightstown_Railroad.
- ⁴ National Archives Post Office Location files, at <https://catalog.archives.gov/id/68535150>
- ⁵ Larry Rausch, author of the *Wheel of Fortune Cancellation* catalog, described in *NJPH*, Vol. 48, No. 2 & 3 (May and August 2020), suggests that the Newell cancel, made of vulcanized rubber, may have been carefully ground down to remove the Newell name, and that the Nelsonville, NJ addition is likely a local creation.
- ⁶ A Newell-cancelled cover is shown by Gary Dubnik in the November 1976 *NJPH* in *NJPH* 1-25 combined reprint, page 70, at <https://www.njpostalhistory.org/media/archive/001-025-jan73-nov77njph.pdf>. A poor-quality image makes it hard to read the cancel. Gary describes it as an ultramarine CDS, dated April 23, 1885 – the same date as the Wheel of Fortune-cancelled card shown by Larry Rausch. It has a corner card with the inscription “Return to J.E. & A. Nelson. Newell, N.J.,” and is addressed to Sen. Charles J. Parker, Manasquan, Monmouth County, New Jersey. It leaves open the possibility that Newell had more than one cancelling device in its short history, or that this too was a WOF cover. **DOES ANY MEMBER NOW OWN THIS COVER?** If so, a better scan would be appreciated.
- ⁷ Information gathered from Ancestry.com, and Find-A-Grave.com, accessed through Ancestry.com.
- ⁸ National Archives, Post Office Location Files, M1126-378-0411-412 Location file for Newell, Feb. 28, 1883, and M1126-378-0410 Nelsonville, March 30, 1888, online at M1126/ Roll 378 - Monmouth to Morris Counties: <https://catalog.archives.gov/id/68535150>
- ⁹ Vol. XXXVI Post Office Department, Washington, Thursday, April 22, 1915 No. 10719 at http://www.uspostalbulletins.com/PDF/Vol36_Issue10719_19150422.pdf#search=%22nelsonville%22 indicating post office location change on April 12, and appointment of Albert Nelson on April 20, 1915.
- ¹⁰ Gabrielan, Randall (2001). *Images of America - Allentown and Upper Freehold Township*. Arcadia Publishing. p. 107. https://www.google.com/books/edition/Allentown_and_Upper_Freehold_Township/m18RGNU3xsMC?hl=en&gbpv=1.
- ¹¹ National Archives, Post Office Location Files, Nelsonville, March 30, 1888, online at M1126/ Roll 378, - Monmouth to Morris: <https://catalog.archives.gov/id/68535150>, image #410.

RAILWAY MAIL SERVICE: An Example – Maine to New Jersey

By Frank Scheer

[The following was originally a part of a Zoom presentation made by Frank Scheer on the Collectors Club of NYC site on March 17, 2021, covering Railway Mail Service (RMS), part of which traced the route of a mail piece from Maine to New Jersey in 1935 as an example. We will follow the story of the cover from Maine to New Jersey, using as much as possible his presentation format.]¹

- Railway Mail Service (RMS) was renamed Postal Transportation Service in 1949.
- The Postal Transportation Service (PTS) changed to the Bureau of Transportation in 1960.
- During most of the 20th Century, there were 15 RMS/PTS division. Schedules of Mail Routes were issued for each division several times a year, beginning in 1877.

The cover used as an example went from Lewiston, Maine in 1935, to Collingswood, New Jersey, and had the benefit of travelling by Special Delivery. As such, it received postmarks from each railway post office it travelled through – creating a record of its travels.



Fig. 1: Special Delivery cover from a Lewiston, Maine hotel, with a railway cancel dated Feb 23, 1935.

The cover carries 13¢ in postage, paid with three 3¢ Washington regular issue stamps (Scott 720), and a 4¢ National Parks Year Issue (Scott 743), covering the 3¢ first class rate, plus 10¢ for Special Delivery.

As attractive as the front of this cover is, it is the back with provides us much more information (see Figure 2):



Fig. 2: Reverse of Figure 1, showing the back-stamped postmarks en route.

Many sources are available to aid in our research. For this cover, these are the primary source references that were used.

- Schedules of Mail Routes, First and Second Divisions, Railway Mail Service
- General Scheme of Maine, Railway Mail Service, 1934
- General Scheme of New Jersey, Railway Mail Service, 1931



Fig. 3: 1st Division Mail Route, 1935.



Fig. 4: 2nd Division Mail Routes, 1935.

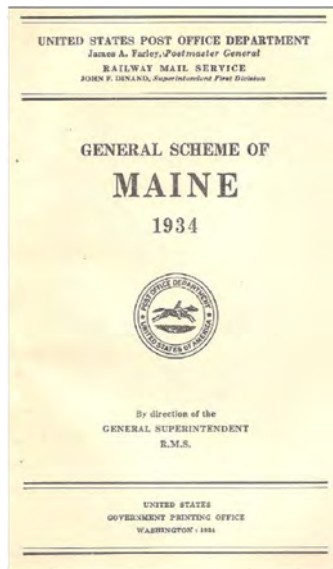


Fig. 5: General Scheme, Maine, 1934.

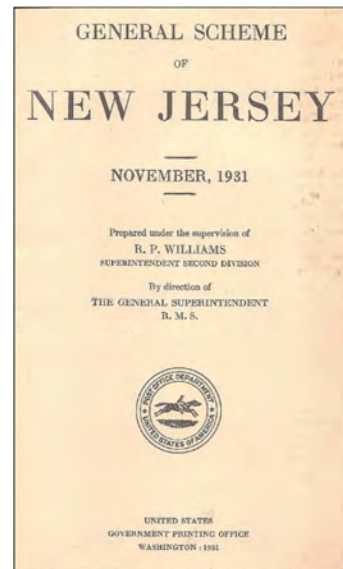


Fig. 6: General Scheme, New Jersey, 1931.

Special Delivery: Maine to New Jersey

This letter was first sent in a “closed pouch” dispatched from the Rumford & Portland RPO Train 214 to the Boston, Springfield & New York RPO via Portland & Boston RPO Train 156.

★ Boston & Maine R. R.		Portland & Boston R. P. O.--Westbound														
114.65 miles. Route 101724. Dist. 6. Class B.																
Apr. 28, 1935	b 130	eu 156	b 188	b 174	b 106	b 124	j 140	b 2908	b 2910	b 1802	b 1708	† 164	j 162	e 1084	e 1044	j 180
† Portland, Me. Le.	6 00	10 29	2 30													5 45
North Berwick, Me.	7 13	11 21	3 35													6 45
Salmon Falls, N. H.	7 24		3 44													6 55
Rollinsford (n. o.), N. H.		11 35	3 51						11 32	2 06	3 39					
Dover, N. H.									11 38	2 13	3 45					
Durham, N. H.	7 35	11 40	3 59	4 13		5 45		7 37								7 05
Rockingham, N. H.				4 27		5 54		7 51								
† Haverhill, Mass.								8 01								
N. Andover, Mass.	8 21	12 23	4 45	5 38	4 38			8 08								
Lawrence, Mass.				4 48	4 48	6 57		9 08								7 51
Ballardvale, Mass.	8 33	12 36	4 57	5 48		7 01		9 17		b 112				5 19		7 14
N. Wilmington, Mass.				6 00	4 54			9 22	11 04					5 23	8 03	7 29
Reading, Mass.				6 14	5 04		7 50							5 33		7 41
Wakefield, Mass.				5 12	5 12	is 120	7 56		11 20		is 158		4 47	5 39		
Greenwood, Mass.				6 25	5 18	6 54	8 03	9 44	11 27	is 132	2 03		4 55	5 46		7 53
Melrose Hlds, Mass.				6 30	5 22	6 5 8	8 07	9 48			11 45	2 09	5 02	5 50		7 57
Melrose, Mass.					5 26	7 02	8 11	9 51			11 49	2 12				8 00
† Boston, Mass. Ar.	9 08	1 10	5 31	6 35	5 29		8 14	9 55			11 51	2 15	4 17	5 54		9 02
				6 39	5 31		8 16	9 57			11 53	2 17	4 20	5 56		8 04
				6 55	5 49		8 31	10 16	11 45	12 08	2 32		5 21	6 10	8 38	8 18

Fig. 7: Portland to Boston R.P.O. Schedule – Westbound. Apr. 28, 1935, of the Boston & Maine R.R.

Prior to a schedule change on 4/28/35, Train 156 departed Portland at 11:35 AM, and arrived at Boston’s North Station at 2:15 PM. There is no backstamp because the letter was not distributed on the Portland & Boston RPO.

Sent in a “closed pouch” dispatched from the Rumford & Portland RPO Train 214 to the Boston, Springfield & New York RPO Train 59 via Boston & Albany RPO Train 29:

★ Boston & Albany R. P. O.		Class B, except 29 and 48.					
114.65 miles. Route 101723—Dist. 2.							
Apr. 28, 1935	b 3	am 25	b 11	b 29	b 37	a 43	Boston & Albany R. P. O. Class B, except 29 and 48. Boston to Springfield. 98.35 miles. Route 101723—Dist. 2.
† Boston Ms. Le.	3 05	1 25	3 30	4 00	7 30	10 15	
Newton, Ms. (n. j.)							
Newtonville, Ms.						10 31	
Riverside, Ms. (n. o.)	3 29						
Wellesley Hills, Ms.							
Wellesley, Ms.							
Natick, Ms.							
Framingham, Ms.	3 50			4 34	8 07	10 52	
Westboro, Ms.	4 10						
† Worcester, Ms.	4 35	2 29	4 37	5 06	8 39	11 24	
Palmer, Ms.	4 45	2 32	4 42	5 09	8 49	11 32	
	6 04			6 19	9 46	12 30	
	6 28	3 45	5 55	6 45	10 05	12 50	
† Springfield, Ms.	6 45	3 50	6 00		10 15	1 05	
Westfield, Ms.	7 06		6 18		10 35	1 23	
	8 38	5 21	7 32		11 51	2 40	
† Pittsfield, Ms.	8 46	5 25	7 37		12 01	2 52	
Chatham, N. Y.	9 34		8 15		12 40	3 34	
† Albany, N. Y.	10 15	6 35	8 50		1 20	4 10	
Detroit, Mich.	1 45	5 30	8 30		12 30	6 30	
Cleveland, O.	8 30	2 40	6 45		12 30	4 23	
Toledo, O.	11 40	4 38	9 30		2 58	6 57	
Chicago, Ill.	5 00	8 00	1 00		7 15	12 00	

Fig. 8: Boston & Albany R.P.O. schedule Apr. 28, 1935.

RAILWAY MAIL SERVICE: MAINE TO NEW JERSEY ~ Frank Scheer

Prior to a schedule change on 4/28/35, Train 29 departed Boston’s South Station an hour earlier. There is no backstamp because the letter was not distributed on the Boston & Albany RPO.



Fig. 9:
First postmark: Lewiston, Maine
02/23/1935, 9 AM

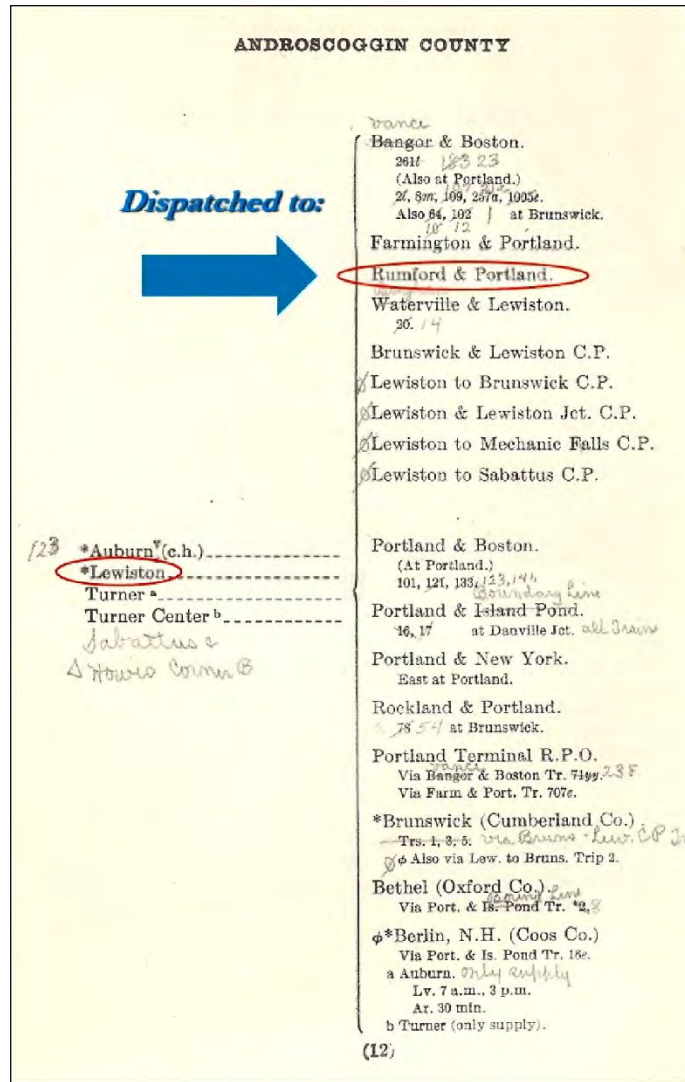


Fig. 10: Androscoggin County in the Maine General Scheme

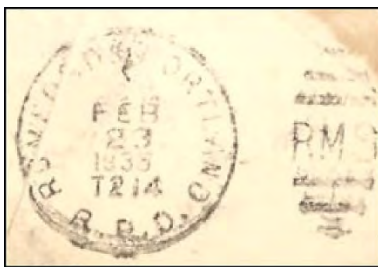


Fig. 11:
Second postmark (back stamp):
Rumford & Portland RPO Train 214
02/23/ 1935. (See Fig. 13 below.)



Fig. 12:
Third postmark (back stamp):
Boston, Springfield & New York RPO Train 59
02/23/ 1935. (See Fig. 14 below.)

★ Rumford & Portland R. P. O.
Class B.

Me. Cent. R. R., 120.90 miles. Portland to Rumford via Livermore Falls, 95.28 miles. Route 101718. Portland to Rumford Jc., 82.94 miles. Rumford Jc. to Rumford, 52.69 miles. Rumford to Oquossoc, 35.87 miles.—Dist. 3.

*b4	*b2	b226	b214	Sept. 30, 1934	b205	b213	*b3
11 05			Le { Kennebago (no) } Ar				12 30
11 35		12 45	.... Oquossoc, Me....	11 45			12 00
		2 20		10 05			
		b 226	.... Rumford, Me....	b205			
		2 20		9 53	3 25		
		2 50	Gilbertville, Me.(no)	....	2 49		
		2 54	.... Canton, Me....	9 21			
8 10		3 32	.... W. Minot, Me....	8 43			
8 40	 Mechanic Falls, Me.	8 34			
		3 42		....		
		9 02	Livermore Falls, Me.		2 23		
		9 05			2 15		
		4 04	.... Rumford Jc., Me..	8 08			
		b 245		b242			
		4 16	.... Leeds Jc., Me....	7 54			
		9 45			1 35		
		9 43			1 34		
		9 53	Greene (n.l.), Me..		1 29		
4 25		10 03	.... Lewiston, Me....	7 45	1 18		
		10 10			1 08		
		11 15	Ar... Portland, Me. Le.		12 03		

*2 Star Route 1378. All R. P. O. trains.....15'
*3 and 4 Star Route 1989

Train 213
Farm & Port 24 b Liv. Falls | Rum & Port 226 b Gilbertvl

Train 214
§*Farm & Port 7 b E. Liver. Rum & Port 205 b Dixfield
Portland Term b Portland " 213 b Cumb Ctr
Port & Bos 156 b " Vance & Bos 11 b Potrand
§Stock & Port 11 via Brunswick b Lewiston

Fig. 13: Showing schedule for the second postmark, Train 214.

Apr. 28, 1935		a55	b261	b361	169	eu71	b283	b7	b53	b355	eu59	b99
†	⊙ Boston, Ms.....Le.	11 00						7 30	11 00			
†	⊙ Framingham, Ms.....	11 38						8 16	11 35			
†	⊙ Worcester, Ms.....	12 12						8 47	12 10			
	Palmer, Ms.....	12 22						8 52	12 13			
		1 35						9 43	....		
		10 02						10 02	1 25			
†	⊙ Springfield, Ms.....	a 55						11 51				
		1 58		4 30	7 10			11 50	1 35		5 35	10 45
		2 26		....	7 55			12 22	2 02		6 06	11 20
†	⊙ Hartford, Conn.....	2 45		5 05	8 00			12 28	2 12		6 12	11 45
	Berlin, Conn.....	3 01		....	8 15			12 43	2 27		6 27	12 05
†	Meriden, Conn.....	3 24		5 29	8 27			12 55	2 40		6 40	12 37
	North Haven, Conn.....	....		....	....			....	....		....	....
		3 50		5 54	8 55			1 23	3 06		7 06	1 10
†	⊙ New Haven, Ct.....	....		....	....			....	....		....	....
		4 03		....	....	b7		....	....		....	....
	Milford, Conn.....	....	4 38	6 00	9 00			1 30	3 30		7 13	1 30
		....	4 54	....	....			....	....		....	....
†	⊙ Bridgeport, Ct.....	4 26		....	....			....	....		....	....
		4 39		5 11	6 22	9 22		1 52	4 10		7 37	2 10
†	⊙ S. Norwalk, Ct.....	5 05		5 50	....	9 41		2 12	4 42		7 57	2 42
†	Stamford, Ct.....	5 22	5 35	6 10	6 52	9 52	10 10	2 22	4 54	5 31	8 08	3 06
†	⊙ New York { Gr. Cent. Sta.	6 15	6 45	6 58	....	10 40	11 25	3 10	....	7 02	8 55	4 00
	{ Penn. Sta....	....	....	....	7 48	....	....	....	....	....	....	....
	Philadelphia, Pa.....	9 02		9 02	1 15			6 05		9 47	12 39	6 33
	Washington, D. C.....	12 10		12 00	6 10			9 25		1 45	4 40	12 10
	Pittsburgh, Pa..... Ar.	5 05		5 05	11 50			2 34		6 05	8 15	5 05

★ Boston, Springfield & New York R. P. O.
Class B. Trs. 201, 206, 233, 292.—Class A
Bos. & Alb., Rt. 101723 and N. Y., N. H. & H. R. P. O.
Rt. 101728. 252.75 m. Spr. to N. Y., 184.61 m. N. H. to
N. Y., 72.19 m.—Dist. 3.

Fig. 14: Showing schedule for the third postmark, Train 59.

RAILWAY MAIL SERVICE: MAINE TO NEW JERSEY ~ Frank Scheer

Prior to a schedule change on 4/28/1935, Train 59 departed Springfield an hour later than 5:35 PM. A Schedule of Mail Routes was in effect for more than one month, with corrections for schedules being annotated until the next issue.

Train 59			
AME, Newark	b New York	N Y & Buff 16	b New York
B & N Y 180	l "	NY & Graf 511	b "
B, S & N Y 56	b "	N Y Gen & B 11	l "
B, S & N Y 60	l "	NY & Wmspt 121	l "
" 168	b "	N Y & Sala 7	g "
Central Term	b "	" 9	l "
Erie Term.	b "	N Y & Chic 25	b "
Hoboken Term	b "	N Y & Pitts 11	b "
Hoboken, N J	b "	Port & N Y 124	b New Hav
Newark, N J	b "	Penn Term RPO	b New York
N Y & Wash 107	b "	§TC Hartford, Ct	b Hartford
" 172 N.C. Sta	b "	Weehawken Ter	b New York

Fig. 15: BOS SPRING & NY RPO Train 59 pouched on NYC & WASH RPO.



Fig. 16: Fourth postmark (back stamp): New York & Washington RPO (undecipherable train number).

★ NEW YORK & WASHINGTON R. P. O.
Penn. R. R. (N. Y., Md. & Balt. Divs.), 226.79 miles.

		April 28, 1935		102*	110a
107a	101†	12 30	Lv... New York, N. Y. (Hud. Term.).....	Ar	5 50 6 58
1 35	12 35	Lv... †New York, N. Y. (Penna. R. R. Sta.)..	Ar	5 50	6 55
1 49	12 48	Lv... Manhattan Transfer (n.o.), N. J.....	Ar	5 32	6 39
1 55	12 52	... †Newark, N. J.....		5 28	6 35
	1 00	... †Elizabeth, N. J.....			
	1 10	... Rahway, N. J.....			
	1 29	... †New Brunswick, N. J.....			
		... Princeton N. J.....			
2 47	2 01	... †Trenton, N. J.....		4 24	5 42
3 17	2 35	... †North Philadelphia, Pa.....		3 51	5 12
3 26	2 44	Ar... Philadelphia, Pa. (30th St.).....	Lv	3 40	5 02
3 30		Ar			
		.. Philadelphia, Pa. (Broad St. Sta.)....	Lv		
3 45		Lv	Ar		

Fig. 17: NEW YORK & WASHINGTON RPO, Train 107.



Fig. 18: Fifth postmark (back stamp): Camden Terminal; Railway Post Office.

Camden Terminal Railway Post Office performed local distribution for Camden stations and Branches (see Figure 19 below).

★ CAMDEN, N. J., TERMINAL R. P. O.

Open a, all hours. Time given is that of closing of pouches. Dist. 5

Ashwood, N. J.	b 5.12	N. Y. & Phila. 2569	c10.00
A. M. F., Camden, N. J. a12.55; a 6.45		New York & Pitts. 629-613	b11.55
1905; a11.35; a1.10; a6.10; j8.55		Do 13	m 2.30
Ashland, N. J.	j 3.00	Do 18	a 2.30
Ateo, N. J.	j 3.00	Do 615	a11.30
Atlantic City, N. J. a5.12; a 8.30		Do 42	b11.30
a2.10; a4.55; a10.10		Do 24-74-156	m 9.05
Avalon, N. J.	j 4.35	Do 29	b 5.15
Baltimore, Md.	b 1.00	Do 61	e10.00
Barnegat, N. J.	b 5.12	Do 631	b 3.30
Barrington, N. J.	t 5.00	Do 11	c12.05
Beach Arlington, N. J.	b 5.12	Do 603	t11.05
Beach Haven, N. J.	b 5.12	Do 23	b 7.15
Beach Haven Crest, N. J.	b 5.12	Do 39	b 9.05
Beach Haven Terrace, N. J.	b 5.12	Do 19	b10.10
Berlin, N. J.	j 3.00	Do 61	e11.00
Beth. & Phila. 373-325	b 3.00	Do 65	b 7.15
Beth. & Phila. 337	t11.15	N. Y. & Pt. Pleas. 3303	c11.05
Beverly, N. J.	b 6.00	New York & Wash. 162	a 2.30
Bing. & Phila. 301	c10.15	Do 107	m 2.30
Bd. Brk. & Phila. 550-668	f1 3.00	Do 110	b 4.20
Bordentown, N. J.	b 6.00	Do 168	b 6.15
Bridgeton, N. J. ec12.30; e 8.30		Do 169	b 9.30
Bridgeport, N. J.	ec 1.10	Do 122	b 9.30
Broad St. Term. (Freq. Disp.)	b	Do 137	b 6.15
Buena, N. J.	j 6.10	Do 147	a11.05
Buff. & Wash. 575	b 7.20	Do 172	b10.10
Burlington, N. J. e5.20; b 6.00		Do 151	m12.05
Camden, N. J. (At freq. intervals between 5 a. m. and 10.30)		Do 278	b 7.15
		Northfield, N. J.	b 5.12

(Mails Worked) Schemes—General and Standpoint:

States	Class of Mail	Distributions From	To	Freq
Lines	All			a
New Jersey (Local)	All		Continuous	a
Pennsylvania	Letters	8.00 a.m.	12:00 p.m.	a
Mixed	All		Continuous	a

Fig. 19: Camden NJ Terminal; RPO.

Fig. 20: Sixth Postmark (back stamp): Camden Post Office – Received.



Fig. 21: Showing route from Camden to Collingswood, a branch of the Camden post office.

Air mail routes 10, 34	2, 5, 4, 23
Camden Term. & Audubon C. P.	
Camden & Grenloch C. P.	
Camden Term. & Haddonfield C. P.	
N. Y., South Amboy & Philadelphia.	
Philadelphia & Atlantic City.	
Phila., Cedar Brook & Atlantic City.	& Winslow Jct.
Philadelphia & Wildwood.	
Phila., Wins., Jr. & Cape May C. P.	
Tuckerton & Philadelphia.	
Also N. Y. & Wash., via Philadelphia, Pa.	
Trs. 107, 108, 109, 162, 172, 286	169, 119, 30, 33, 141
Also N. Y. & Pitts., via Philadelphia, Pa.	
Trs. 8, 18, 24, 28, 29, 30	54

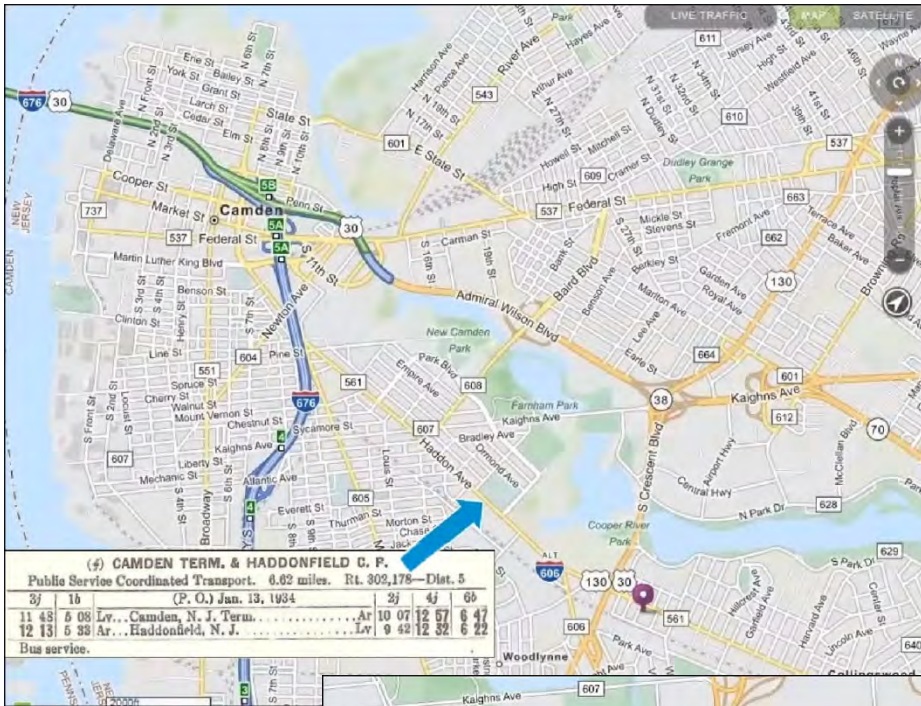
*Camden (c. h.)

- Audubon (Ind. Br.)
- Collingswood (Ind. Br.)
- Merchantville (Ind. Br.)
- Pennsauken (By)

RAILWAY MAIL SERVICE: MAINE TO NEW JERSEY ~ Frank Scheer

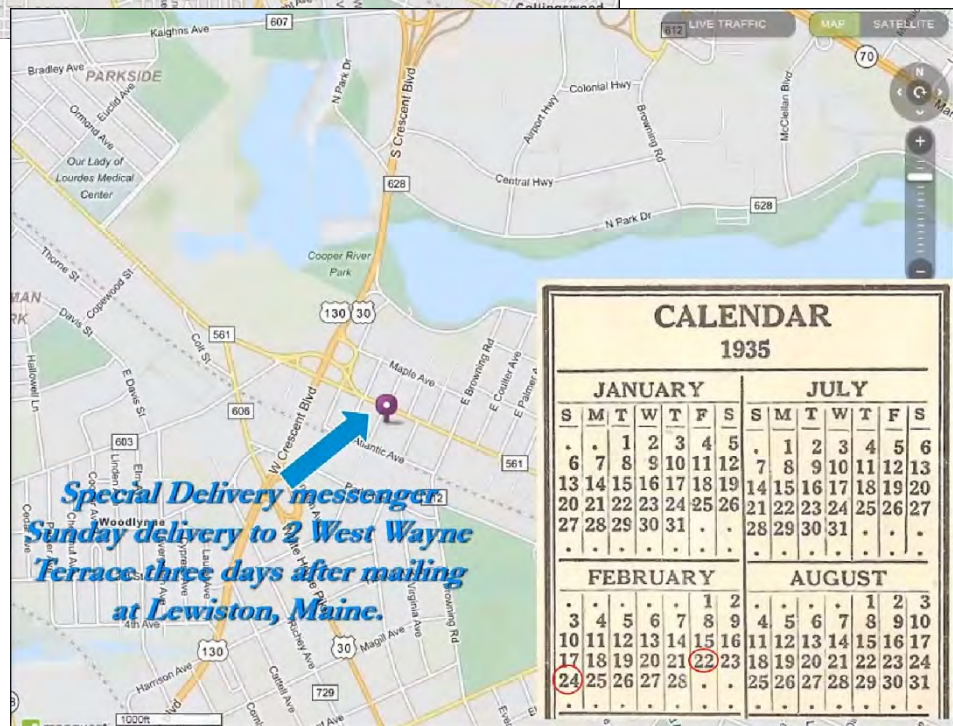
Camden Post Office dispatched a Special Delivery messenger for delivery to the Collingswood address. If the letter had been normal delivery, the letter would have been sent in a pouch from Camden Terminal RPO to the Collingswood Branch Post Office via the Camden Terminal RPO and Haddonfield Closed Pouch (C.P.) bus route.

The final steps:



MapQuest maps
Fig. 22: Camden, NJ Map.

MapQuest maps
Fig. 23: Local address where mail was delivered, three days after leaving Lewiston, Maine.



Frank Scheer RAILWAY MAIL SERVICE: ~ MAINE TO NEW JERSEY

Many thanks to Frank Scheer for sharing this portion of his NY Collectors Club March 17, 2021 presentation with us.

Although this example is a special delivery cover, the only difference between it and an ordinary first class letter between the same origin and destination is the immediate delivery at destination. As such, it is a good example of the dispatches made for other covers that do not have the back-stamp markings depicting a letter's movement during this era. Covers with railway postal cancels –those with continuous route markings or without – are of interest, and should you need help establishing the routes used by your cover, Frank would be happy to help you.

The Railway Mail Service Library offers much information to collectors, as described in their overview below:

AN OVERVIEW OF THE RMS LIBRARY

The Railway Mail Service (RMS) Library is a major collection of materials pertaining to en route distribution history. Incorporated in May 2004, it can assist researchers interested in route agent, seapost, railway and highway post office (RPO and HPO) history. The collection has many unique, original-source documents that provide answers to questions dealing with the transportation and distribution of US mail between 1862 and 1977, as well as that of other countries during the 19th and 20th centuries.

The RMS Library has every major book published about Railway Mail Service/Postal Transportation Service (RMS/PTS). It also has many periodical articles written about en route distribution, and continually seeks ones that are not represented. There are six types of original-source documentation in the collection. These are: 1) photographs of HPO and RPO vehicles; 2) *THE RAILWAY POST OFFICE and POSTAL TRANSPORTATION JOURNAL* issues between 1905 and 1959; 3) oral recollections of former clerks on audio and video tapes, as well as movies about the RMS/PTS; 4) general orders describing weekly changes within several divisions; 5) general- and standpoint-schemes of mail distribution; and 6) schedules of mail trains/routes. Schemes and schedules are particularly helpful for understanding how the network of mail transportation and distribution activities operated, as well as when routes began, ended, or underwent significant changes.

Frank Scheer is curator of this library, located at 117 East Main Street, Boyce, VA 22620-9639, and can be reached at fscheer@railwaymailservicelibrary.org. The web site address is www.railwaymailservicelibrary.org.

ENDNOTES:

¹ Frank Scheer is the Secretary-Treasurer of the Railway Mail Service Library Foundation in Boyce, Virginia. That web site is <https://railwaymail.org/>, Frank Scheer can be contacted at the following email with any questions: rmslf@railwaymailservicelibrary.org. The original presentation remains on the New York Collectors' Club website, <https://www.collectorsclub.org/videos/>, where it can be reviewed in toto.)

See route maps below

RAILWAY MAIL SERVICE: MAINE TO NEW JERSEY ~ Frank Scheer

Route maps for this Lewiston, Maine to Collinswood, NJ cover:



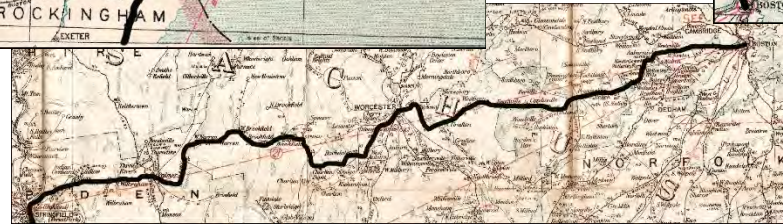
#1: Lewiston to Portland



2: Portland to Portsmouth



#3: Portsmouth to Boston



#4: Boston to Springfield



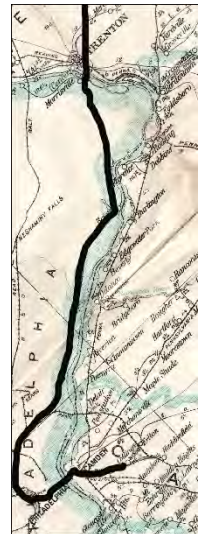
#5: Springfield to New Haven



#6: New Haven to New York



#7: NY to Trenton



#8: Trenton to Camden

- #1: Lewiston-Portland RUM & Port RPO
- #2: ME 1941 Portland-Portsmouth PORT & BOS RPO
- #3: CT MA RI 1937 Portsmouth-Boston PORT & BOS RPO
- #4: CT MA RI 1937 Boston-Springfield BOS-SPRING & NY RPO
- #5: CT MA RI 1937 New-Haven New-York BOS-SPRING & NY RPO
- #6: CT MA RI 1937 New-Haven New-York BOS-SPRING & NY RPO
- #7: NJ 1936 New-York Trenton NY-&-WASH RPO
- #8: NJ 1936 Trenton-Philadelphia-Camden NY & WASH RPO CAMDEN

VINELAND, NEW JERSEY

By Gene Fricks

Vineland, New Jersey, in Cumberland County, is a location of many firsts. Here women in the state were first accorded the opportunity to vote for a president in 1868, although it is not recorded if their ballots were included in the tally (the ballot box is preserved). Charles K. Landis, a Philadelphia lawyer and banker saw opportunity in the unpromising woodlands of Millville Township that led him to purchase 32,000 acres of straggling pines and scrub oaks, all well “charcoaled over.” With 50 residents in the region, Landis, the real estate developer, founded Vineland in Cumberland County on August 8, 1861, by driving a stake to found the ‘town’ of Vineland. The Post Office Department established a post office on August 31, 1861, with Landis as postmaster. Later post offices were established at North and South Vineland in 1866.

Vineland displayed the early effects of the city planning movement: the central portion was reserved for industrial, governmental, and cultural purposes. The surrounding areas were designated for agricultural purposes. By 1869, 6,500 people lived in the Landis tract.

Largely rural and agricultural until well into the 20th century, Vineland holds another distinction: the birthplace of Dr. Welch’s unfermented grape juice. Vineland and Landis Township were prime grape-growing lands, but the citizen agreed that liquor should not be sold. Landis persuaded the residents that liquor was poor business. Dr. Thomas Bramwell Welch, the son of English immigrants, became a staunch Wesleyan Methodist, whose canon strongly opposed (1) the “manufacturing, buying, selling, or using intoxicating liquors”, and (2) “slaveholding, buying, or selling” of slaves. Throughout his late teens, Welch was active in the Underground Railroad that transported escaped slaves to Canada.

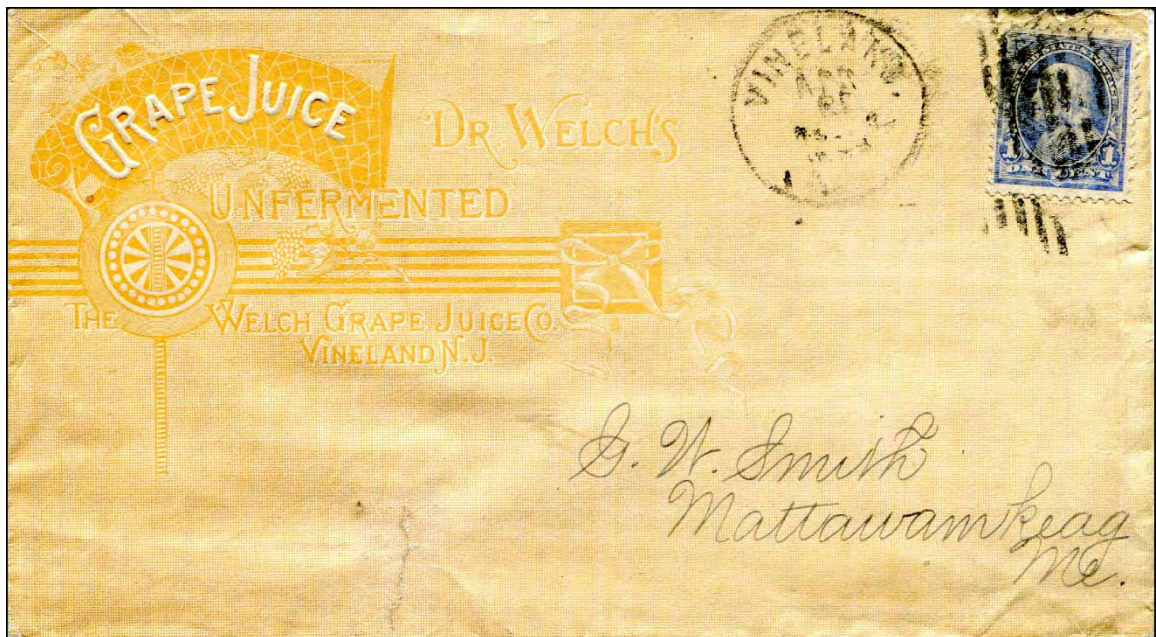


Fig. 1: DR WELCH'S UNFERMENTED GRAPE JUICE illustrated advertising envelope with all-over design. Postmarked VINELAND, N.J. APR ?? 1898. Backstamped MATTAWAM, ME. APR 10 no year. The printer of the envelope is not indicated but the style is typical of Philadelphia products of the period.

1865

VINELAND.

FARM & FRUIT LANDS

In a Mild and Healthful Climate,

THIRTY MILES SOUTH OF PHILADELPHIA, BY RAILROAD, IN NEW JERSEY, ON THE SAME LINE OF LATITUDE AS BALTIMORE, MARYLAND.

The soil is rich and productive, varying from a clay to a sandy loam, suitable for Wheat, Grass, Corn, Tobacco, Fruits and Vegetables. This is a great fruit country.

Five Hundred Vineyards and Orchards

have been planted out by experienced fruit growers. Grapes, Peaches, Pears, &c., producing immense profits. Vineland is already

One of the most Beautiful Places in the United States.

The entire territory, consisting of fifty square miles of land, is laid out upon a general system of improvements.

THE LAND IS ONLY SOLD TO ACTUAL SETTLERS,

with provisions for public adornment. The place, on account of its great beauty, as well as other advantages, has become the resort of people of taste. It has increased five thousand people within the past three years.

CHURCHES, STORES, SCHOOLS, ACADEMIES, SOCIETIES OF ART AND LEARNING,

and other elements of refinement and culture, have been introduced. Hundreds of people are constantly settling. Several hundred houses are being constructed, and it is estimated that five hundred will be built during the summer.

Price of Farm Land, Twenty Acre Lots and upward, \$25 per Acre.

FIVE AND TEN ACRES, AND VILLAGE LOTS FOR SALE.

Fruit and Vegetables ripen earlier in this district than in any other locality North of Norfolk, Virginia. Improved places for sale. Openings for all kinds of business; lumber yards, manufactories, foundries, stores, and the like. For persons who desire mild winters, a healthful climate, and a good soil, in a country beautifully improved, abounding in fruits, and possessing all other social privileges, in the heart of civilization, it is worthy of a visit.

Letters answered and the "Vineland Rural," a paper giving full information, and containing reports of SOLON ROBINSON, sent to applicants.

Address

CHAS. K. LANDIS,
Vineland P. O., Landis Township, New Jersey.

[From Report of Solon Robinson, Agricultural Editor of The Tribune:]

"It is one of the most extensive fertile tracts, in an almost level position, and suitable condition for pleasant farming that we know of this side of the Western Prairies."

VINELAND WEEKLY PRINT.

Fig. 2: Vineland broadside advertising land availability in 1865.

The Wesleyans held that “unfermented wine only should be used at the sacrament.” At age 19, Welch was ordained a Wesleyan Methodist minister, and served in a number of churches in New York. He continued in ministry until his voice failed him, and he took up dentistry after attending New York Central Medical College, Syracuse. In 1864 the General Conference of the Methodist Episcopal Church expressly recommended the use of unfermented grape juice. Dr. Welch relocated to Vineland, where he became a member of the Vineland M.E. Church and served as communion steward. In 1869, Welch invented a method of pasteurization to arrest fermentation to form alcohol. He persuaded local churches to adopt this non-alcoholic wine for communion services; he named the product “Dr. Welch’s Unfermented Wine.”

His son, Charles E. Welch, also a dentist, returned to Vineland in 1875, and relocated his practice there. Father and son established the Welch’s Dental Supply Company in Philadelphia. Charles promoted the sale and consumption of grape juice. Thomas had become an active Prohibition crusader and had abandoned his attention to grapes. In 1893, with a restructuring of New Jersey’s corporation laws by the legislature, Welch’s Grape Juice Company was launched. During this period, the company relocated to Westfield, New York. Thomas Welch died in Vineland on December 29, 1903, and is buried in Siloam Cemetery.

Vineland had at least three RFD routes, two of which are illustrated below.

Fig. 3: Vineland RFD #1, Sept. 5 1903.



Fig. 4: Vineland RFD #3, Jan 1904.

BIBLIOGRAPHY

--, *The WPA Guide to 1930s New Jersey* (New Brunswick, Rutgers University Press, 1989) reprint: 660-661.

-- Welch's Company History

<https://web.archive.org/web/20130510220909/http://www.welchs.com/about-welchs/history>.

Cunningham, John T. *This Is New Jersey*, "Cumberland County" (New Brunswick, Rutgers University Press, 1978) Third Edition: 178-179.

Crooks, Elizabeth W. "Call to the South," *The Life of Adam Crooks, Syracuse, New York*. (New York, Wesleyan Methodist Publishing House, 1875): 17.

Hallett, Anthony and Diane Hallett, "Thomas B. Welch, Charles E. Welch," *Entrepreneur Magazine Encyclopedia of Entrepreneurs* (New York, John Wiley & Sons, 1997): 481-483.

Iovino, Joe. "Methodist History: Controversy, Communion, & Welch's Grape Juice." *The United Methodist Church*, 28 June 2016.

Tucker, Karen B. Westerfield. "The Lord's Supper," *American Wesleyan Worship* (New York Oxford University Press, 2001): 151.

Library of Congress 1867 map of Vineland, NJ, titled Map of the settled parts of the Vineland tract, Contributors: Wrotnowski, A. F. & Landis, Charles K. (Charles Kline), 1833-1900. Created & published in Vineland, N.J.: A.F. Wrotnowski, 1867. <https://www.loc.gov/item/2012593524/>.

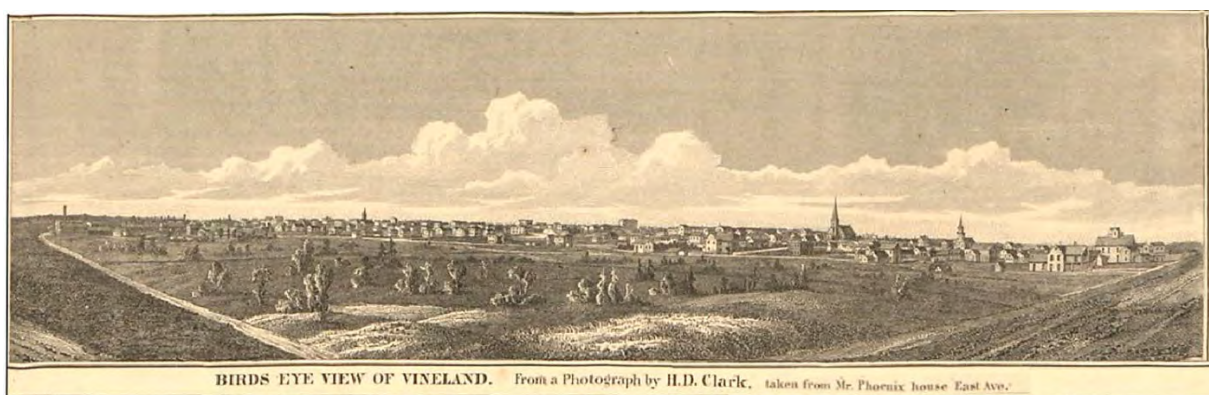


Fig. 5: Vineland in 1867, from a map of the area which included an offer of land available by Charles Landis.

HUNTERDON COUNTY RURAL FREE DELIVERY, An Expanded Version: Part 6

By Jim Walker

(Beginning with the February 2020 issue of NJPH, Jim Walker began an exploration of RFD routes established in Hunterdon County, having traced the early light blue post office maps to show the beginnings of rural delivery, and showing associated covers with RFD related cancels. Since then we have explored 14 of these routes, with this issue tracing Stockton, Three Bridges, and Whitehouse Station. Figure numbers continue from the previous sections. This is the final installment on Hunterdon RFDs, An Expanded Version. Ed. ^{1,2}

15 STOCKTON

The Stockton RFD service began July 1, 1905 with Jonathan Ent as first carrier (*Figure 74*). The route left Stockton heading northeast on the Stockton-Flemington Rd. (Rt.523) to Sergeantsville, turning south on Rittenhouse Rd. then on to Sandy Ridge Rd. to the village of Grover. The post office there would be discontinued October 31, 1905. Then it turns north west on Rosemont-Ringoes Rd. (Rt.604) to Lambert Rd. to Zentek Rd. to Sandbrook-Headquarters Rd. Traveling east on Yard Rd. to the Jacob Plum farm at Svoboda Rd., it turns south west on a road that no longer exists to Dunkard Church Rd. then south on Haines Rd. to Sergeantsville Rd. to Boss Rd. then southwest on Garboski Rd., turning on Bowne Station Rd. to Oakdale. The Oakdale

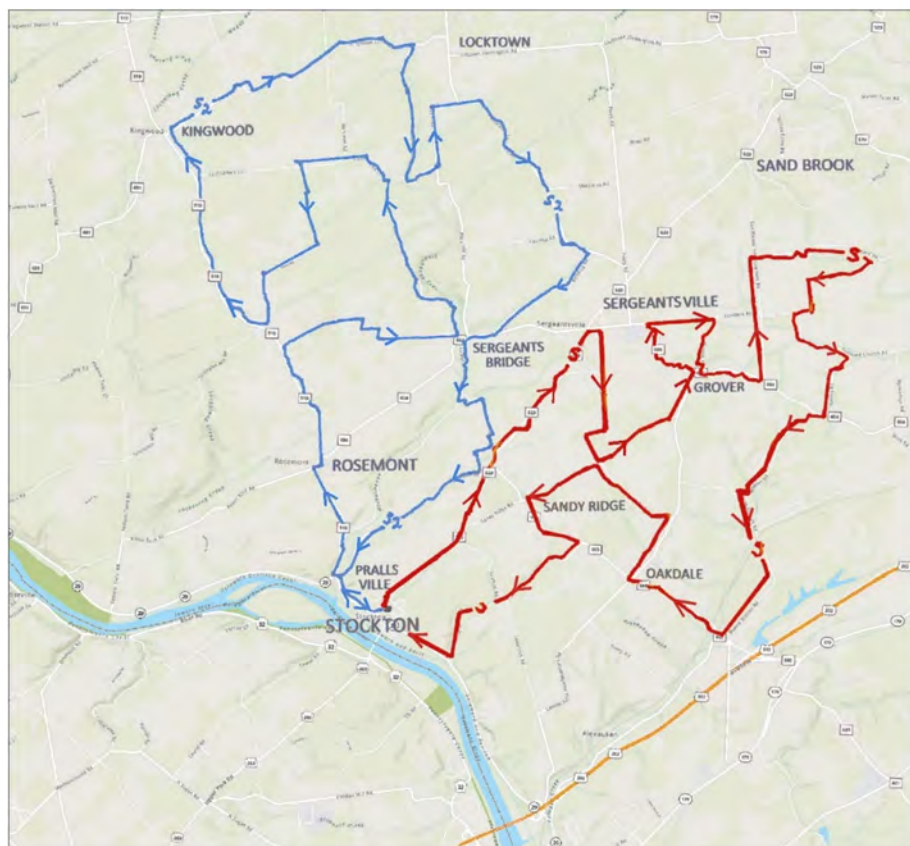


Fig. 74: Stockton's RFD #1 (in red) & 2 (in blue) shown overlaid on a modern Mapquest map.

post office would be discontinued on October 31, 1905, the same day as Grover. The route continues on to the Lambertville-Headquarters Rd. to Sandy Ridge Rd. There it turns west and follows the Sandy Ridge-Mt. Airy Rd. (Route.605) to Hollow Rd., south to Seabrook Rd. to River Rd. (Route 29) and from there north back to Stockton.

A second rural route out of Stockton was in operation by early 1907 with Joseph H. Slack as carrier. Records show he was replaced by Harvey E. Conner by 1909.

HUNTERDON RFDs, THE EXPANDED VERSION: Part 6 ~ Jim Walker

This route served the area north and west of Stockton. Heading north along the River Rd. (Rt.29) to Prallsville, it turns on to the Kingwood-Stockton Rd. (Route 519) through Rosemont and on to Kingwood. The post office at Kingwood would be discontinued December 15, 1909. Then the route turns on the Kingwood-Locktown Rd., and again turns south on Wickecheoke Rd. to Old Mill Rd. There it turns north on Pine Hill Rd. to Locktown-Sergeantsville Rd., and then on to Rosemont-Ringoes Rd. to Reading Rd. Turning west through Green Sergeants Covered Bridge (New Jersey's last remaining covered bridge), it then turns south on Lower Creek Rd. and again on Covered Bridge Rd., then on to Worman Rd., following this road to Prallsville and then south to Stockton.



Fig. 75: Cancelled "in route" by carrier Jonathan Ent, RFD#1, January 5, 1906.

Fig. 76: R.F.D. #1 Dec. 17, 1908 STOCKTON, N.J. early usage of this RFD cancel from Stockton, N.J.



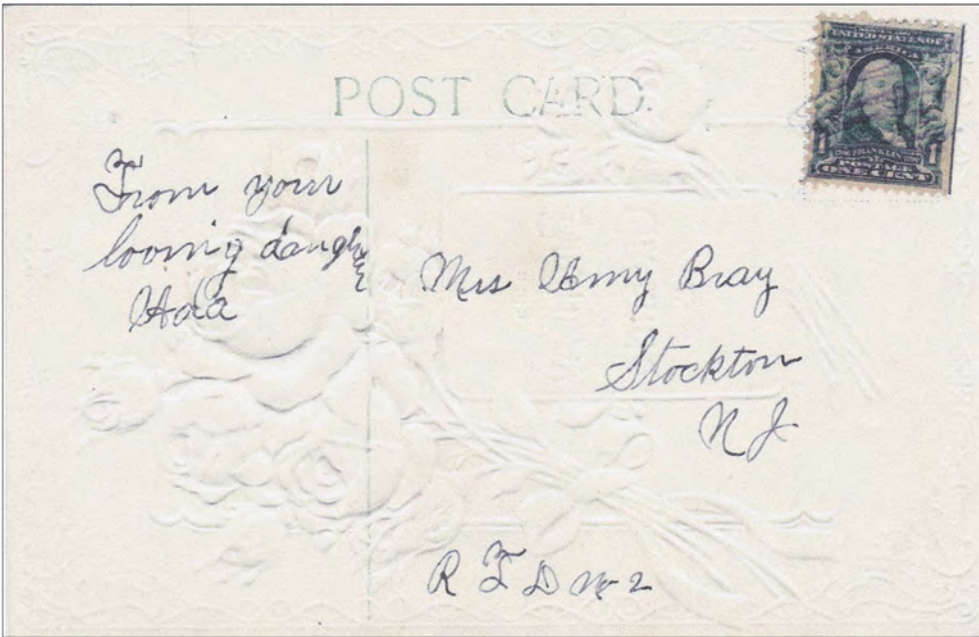


Fig. 77: Undated and canceled "in route" RFD #2 by carrier Joseph H. Slack or Harvey E. Conner – both worked this route.

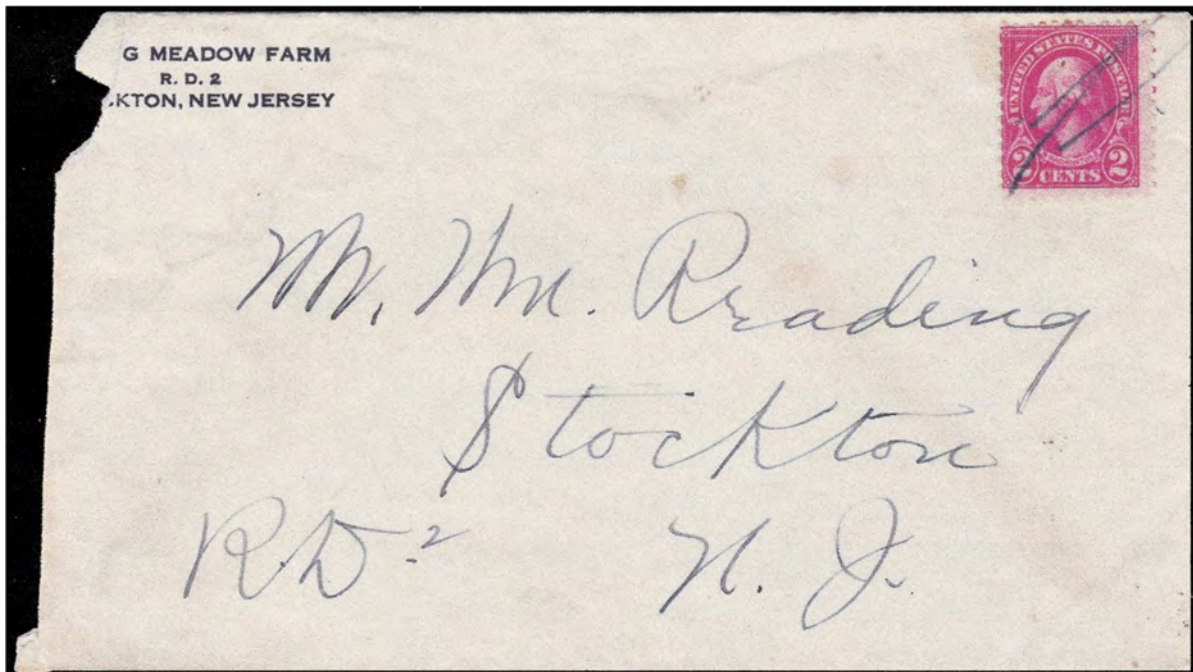


Fig. 78: R(ural) D(elivery) 2, Stockton local delivery letter.

16 THREE BRIDGES

Three Bridges RFD route covered an area northeast of Flemington. This route was served by carrier Peter G. Dilts when it commenced on July 1, 1906. William N. Nevis also worked this route beginning in 1909. Three post offices along this route would be discontinued all on the same day, November 30, 1907: Barley Sheaf, Pleasant Run, and Rowland Mills were eliminated due to rural delivery.

This route traveled along Old York Rd. (Route 613) as it left town, turning northwest on Summer Rd. to Barley Sheaf Rd. It followed this road to the intersection of Pleasant Run Rd. (Route 629) at the village of Pleasant Run. Here the route heads north on Cole Rd. to Pine Bank Rd., turning southwest on Hillcrest Rd. and following it back to Pleasant Run Rd. It continues northwest on Pleasant Run Rd. to where its name changes to Stanton Rd. It goes all the way to the

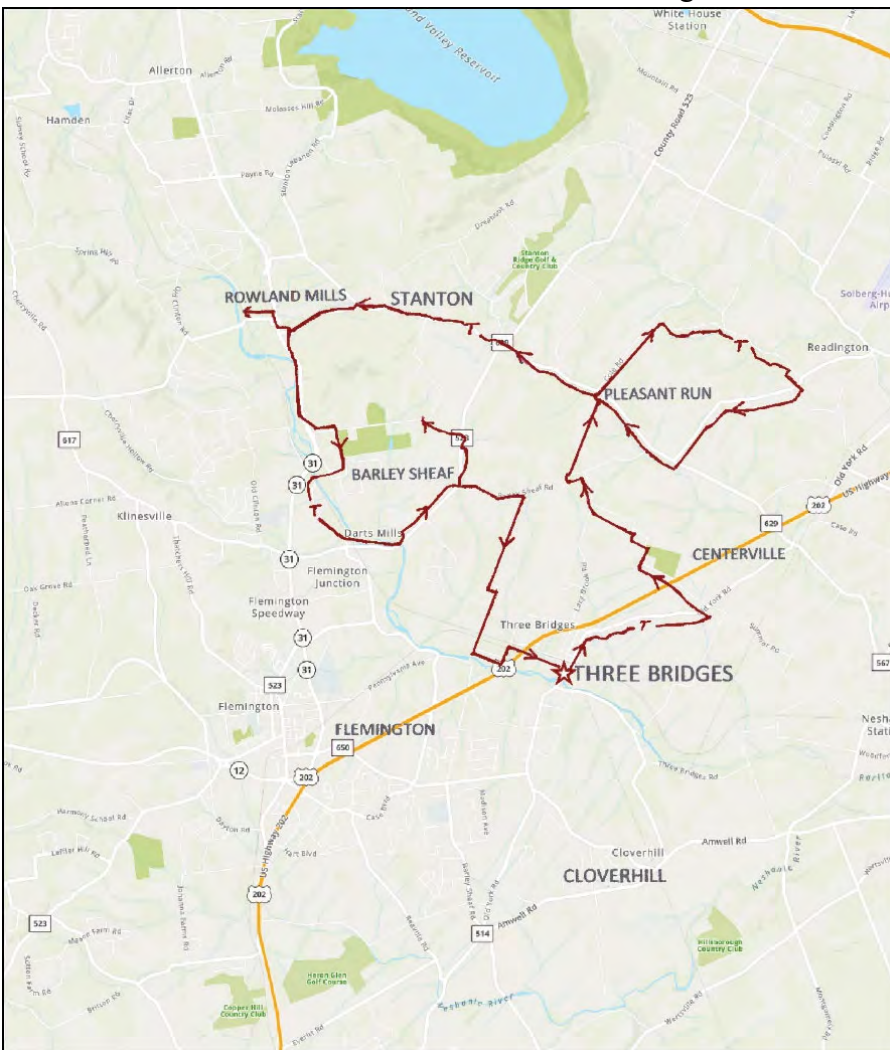


Fig. 79: Three Bridges RFD route on modern Mapquest map.

village of Stanton and then west on Foothill Rd. onto Route 31 to Stanton Station Rd. and west to Rowland Mills. There it backtracks to Route 31 and goes south to West Woodchurch Road, where it turns east to Deerpath Rd. It returns again to Route 31 to River Road, then turning east on Bartle's Corner Rd. to Dart's Mill. The route then follows the Flemington-Whitehouse Rd. (Route 523) to the village of Barley Sheaf, where it goes north and then west on Woodchurch Road a short distance and returning south again and east on Barley Sheaf Road to Rockefeller's Mill Road, which it follows south to River Avenue, then

following this road back to the Three Bridges post office (*Figure.79*).



Fig. 80: Three Bridges RFD manuscript cancel.



Fig. 81: Three Bridges handstamp cancel, in use ca. 1908.



Fig. 82: Black-bordered mourning cover posted at Pleasant Run, one of the three post offices on this route eliminated by RFD service, to Middle Valley, Morris County.



Fig. 83: Incoming post card to the Three Bridges post office mailed on an RFD route at Cranbury, N.J. with a 1906 hand cancel.

17 WHITE HOUSE STATION

(White House Station is a post office established in 1861 at the train station, south of Route 22. It was originally White House Station, and between 1895-1905, consolidated its name to Whitehouse Station, then returning to White House Station, an active post office today -08889. Easily confused with Whitehouse – a separate and still active post office north of Route 22 – 08888.)

White House Station, a stop on the Central Railroad of New Jersey began rural delivery on July 1, 1906 (*Figure 85 on following page*). This first route caused no post offices in Hunterdon County to be discontinued. Lamington, located in Somerset County, was discontinued April 30, 1907.

The route left town on the Flemington-Whitehouse Rd. (Route 523), turning on Old Route 28 for a short distance, then turning north on Mill Rd. to Cedar Rd. It then went east on Meadow Rd. to River Rd., crossing the Lamington River into Somerset County. There it turned north on Rattlesnake Bridge Rd. to the village of Lamington. That post office in Somerset County would be discontinued April 30, 1907. From there, it turned west on Lamington Rd., crossing back into Hunterdon County. The route turned north on Cold Brook Rd. and then west on Vlietown Rd. to Oldwick (or New Germantown as it was known until 1918), heading south on Oldwick Rd. (Route 517 and then Route 523) which it followed all the way back to Whitehouse Station.

The route then passed through Whitehouse Station, turning east on Kline Blvd., then south on School Rd., and east again on Pulaski Rd. The route followed this road all the way to Thor Solberg Rd., turning south and then east on Forty Oaks Rd. to the Somerset County line. Turning west on Readington Rd. (Route 620), it followed this road through Readington to Roosevelt Rd., going south and then east on Holland Brook Rd., then back to Readington Rd. at Dreahook. Here the route turned north on Flemington-Whitehouse Rd., returning to the post office at Whitehouse Station.



Fig. 84: Post card view of the post office at White House Station, N.J. ca. 1910.



Fig. 85: White house Station RFD route on a modern MapQuest map.

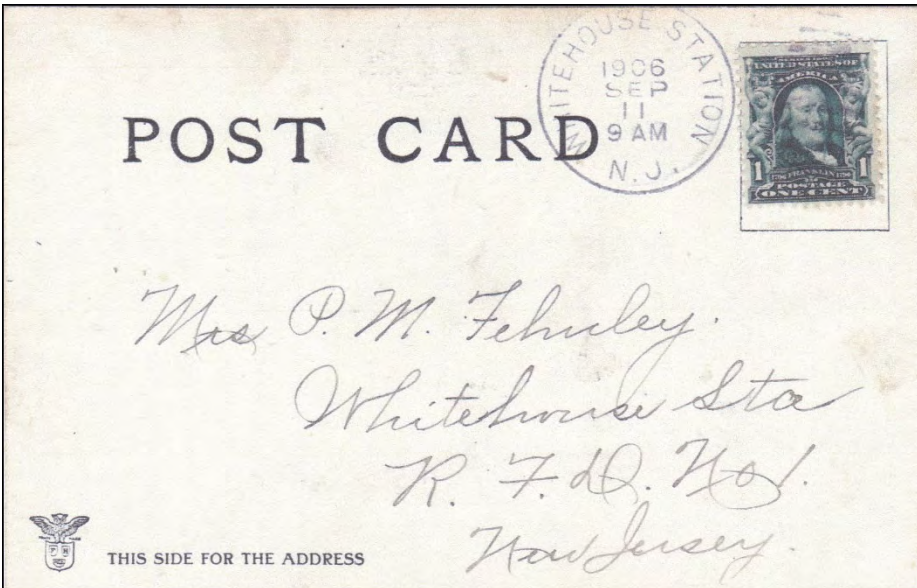


Fig. 86: Post card addressed locally to Whitehouse Station R.F.D. No. 1, Sep. 11, 1906.

Fig. 87: White House Station Jun. 9, 1932 cancel with local corner card, addressed to R.D. #1.

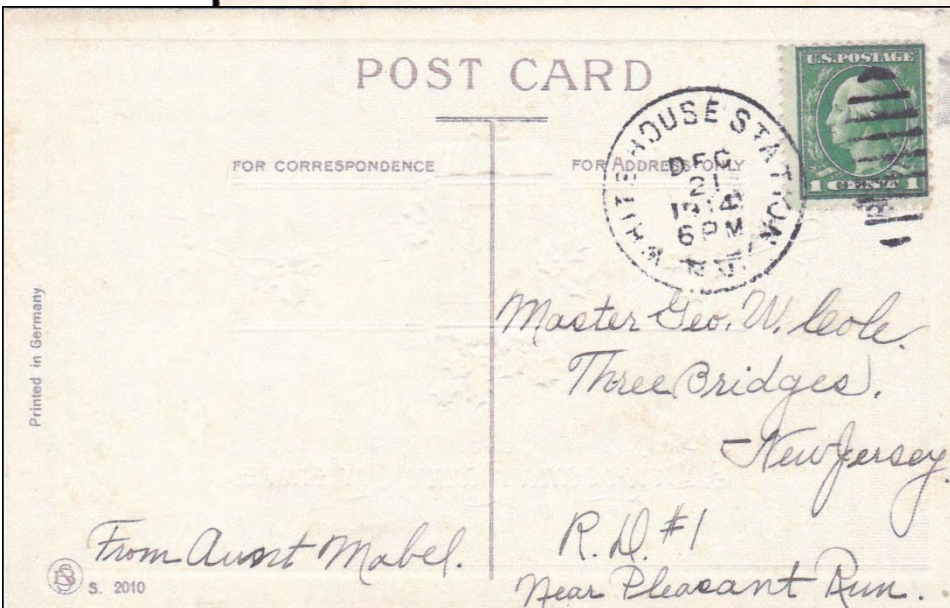


Fig. 88: Mailed Dec. 21, 1914 from White House Station to Three Bridges R.F.D. #1 with helpful hint for the carrier "near Pleasant Run."

HUNTERDON RFDs, THE EXPANDED VERSION: Part 6 ~ Jim Walker

The 1912 list of post offices showed sixteen offices with RFD service, seven with more than one route. Two of the original routes, Raven Rock and Pattenburg would be transferred to other offices, Stockton and Asbury, Warren County respectively. Both Raven Rock and Pattenburg post offices would be discontinued; all other offices listed are still active today.

List of Hunterdon RFDs in existence 1912 to 1919:

In Part		Town	# of routes.	First RFD Dates	POs eliminated by RFD
1	01	Pittstown	2	Nov. 1, 1900, 2nd route July 20, 1903	Oak Grove, Huffdale, Sidney
1	02	Annandale	1	1906	Hamden, Sunny Side
1	03	Bloomsbury	1	July 20, 1903	Warren Paper Mills
2	04	Califon	3	Sept. 1, 1905, 2nd route 1906, 3rd 1915	Anthony, Fairmount, & Parker (Morris Cty),
2	05	Flemington	2	Sept. 1, 1905, 2nd 1906, 3rd 1907	Cherryville, Locktown, Clover Hill, Reaville
2	06	Frenchtown	1	Jan. 2, 1906	
2	07	Glen Gardner	1	ca. July 1, 1906	Woodglen
3	08	Hampton (orig. Junction)	1	Sept 1, 1905	Norton
3	09	Lambertville	2	Nov. 1, 1906, 2nd route April 1, 1907	Rocktown, Linvale
4	10	Lebanon	2	Aug. 15, 1905, 2nd route 1906	Cokesbury, Bissell, Mountainville
4	11	Milford	2	July 20, 1903, 2nd route 1907	Holland, Mt. Pleasant, Everittstown
5	12	Pattenburg	1	June 1, 1904 to Nov. 1, 1917 (transferred to Asbury, Warren Co.)	
5	13	Raven Rock	1	Jan. 1, 1909 to Nov. 1, 1917 (transferred to Stockton)	Idell, Barbertown
5	14	Ringoes	2	July 1, 1907, 2nd route 1909	Wertsville
6	15	Stockton	2	July 1, 1905, 2nd route April 1, 1907	Grover, Oakdale, Kingwood
6	16	Three Bridges	1	July 1, 1906	Barley Sheaf, Pleasant Run, Rowland Mills
6	17	White House Station	1	July 1, 1906	Lamington (Somerset Co.)

*17 offices shown, one of which (Pattenburg) was transferred to Asbury, Warren County.

This list is a snapshot of early RFD routes which were constantly being changed, combined, and eliminated in the pursuit of better service.

This concludes this series on Hunterdon RFDs.

ENDNOTES:

¹ For the full version of Jim Walker's original *Hunterdon County Postal History*, first published in the pages of *NJPH* from August 2007 to November 2010, and compiled in an online edition in 2010, see <https://njpostalhistory.org/media/pdf/HuntHist.pdf>. For only the section on RFDs in Hunterdon County (2010), see <https://NJPostalHistory.org/media/pdf/RFDHuntHist.pdf>.

The Hunterdon County Cultural & Heritage Commission published their own version of this work, *Hunterdon County New Jersey Postal History*, and it is still available (and at a reduced price from the original) at their web site at <http://www.co.hunterdon.nj.us/depts/c&h/publications/PostalHistory.html>.

² To enable the reader to better picture just where these routes are, we have used modern post office maps, and superimposed the routes from the earlier post office maps.

A DOG'S TALE FROM BUTLER, NJ

By Donald A. Chafetz

Sometimes the commonest looking cover can contain interesting features which illustrate life of a few years ago. An example is the illustrated cover in *Figure 1* mailed from Butler, NJ on October 19, 1934. As a postmark collector, I was attracted to the cover by the Butler cancellation, but when I looked closer, I noticed an interesting postal rate, and inside the cover were two enclosures.



Fig. 1: A Morris County cover from Butler, New Jersey to Herrick, Illinois, dated Oct. 9, 1934, which contained some nice surprises.

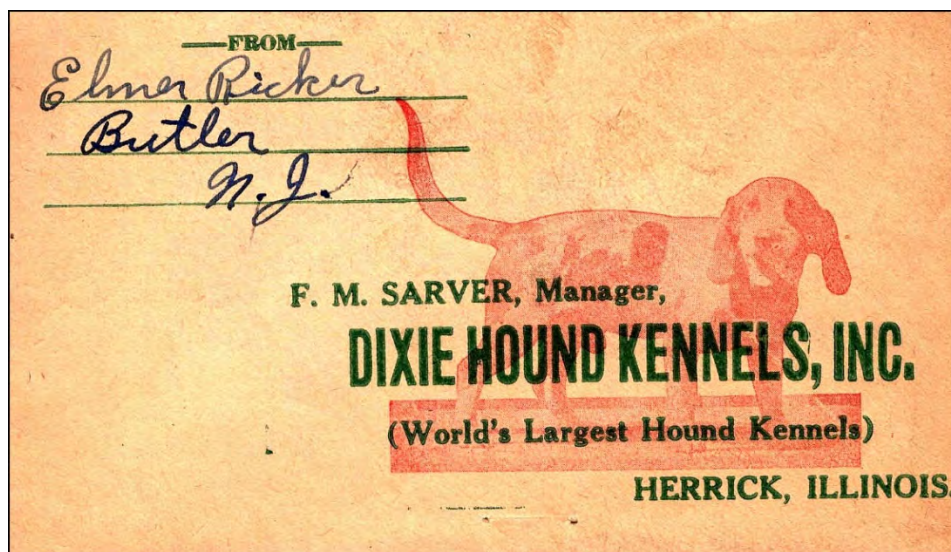


Fig. 2: The first enclosure, a return envelope for Dixie Hound Kennels, unused, picturing a hound. Elmer Ricker filled out his name and address, but mailed it inside the cover shown in Figure 1.

A DOG's TALE FROM BUTLER, NJ ~ Don Chafetz

Figure 2 above is an illustrated return envelope for Dixie Hound Kennels of Herrick, Illinois which was one enclosure. The dog illustrated on the cover is red and the printed address is green. For some reason the sender, Elmer Ricker, did not use the envelope to return his order for a dog, but enclosed it inside his own stamped envelope (Scott U436) to which he added a 6 cent air mail stamp (Scott C19).

The second enclosure (shown in Figure 3) is Dixie's "Guarantee Order Blank" for "Extra Fancy Choice Cooners." Interestingly, Ricker enclosed \$5.00 with his order but there is no indication that the letter was sent registered. The total cost for the dog was \$15.00, with the balance of \$10.00 to be collected C.O.D.

DIXIE HOUND KENNELS INC.
F. M. SARVEE, Manager.
Herrick, Illinois

GUARANTEE ORDER BLANK

(Please Write Name and Address Plainly) \$5.00 Cash Must Accompany All Dog Orders

Name Elmer Ricker Amount Enclosed, \$ \$5.00

Street or Box Butler Amount C. O. D., \$ \$10.00

Address N.J. Would you accept QUALITY regardless of size, sex, or color? yes

Express Office N.J. LIST OF DOG WANTED A. No. 1. Coon dog and

Age of Dog Wanted 4-5 years State Second Choice in Color any color Sex male

State Game you Want Dog to Hunt Raccoon-Coon dog Do You Want a Cold Trapper nothing

That Does Not Bark Much? yes that Barks once Describe Your Hunting Territory:

on 2. every 150 or 200 yards on an old track. Must be short Hair. and a nice dog. do not care what size only not to small a dog. Mountains and swamps Both. and ledges on the mountains. Some swamps have deer laurel. and water. must run a coon in water.

FOR ORDERING MEDICINE, ETC., SEE OPPOSITE SIDE

Fig. 3: Front of the order form from Dixie Hound Kennels, with note from Ricker to the seller.

What kind of dog was ordered? – A note on the front side of the order form reads:

A 4-5 year old dog of any color, male.

The dog was to

“bark once or 2 every 150 or 200 yards on an old track. Must be short Hair. and a nice dog. do not care what size only not to small a dog. Mountains and swamps Both. and ledges on the mountains. Some swamps have deer laurel. and water. must run a coon in water.”

Ricker's final plea was

“please send me an a number 1 coon dog if not i will have to return him to you. please ship as soon as possible.”

(This Space for Ordering Collars, Etc.)
GUARANTEE ORDER BLANK

LIST NO.	KIND AND NUMBER OF ARTICLE WANTED	PRICE
List A.	Extra fancy choice corner	\$15.00
<p><i>please send me an a number 1 Coondog if not i will have to return him to you. please ship as soon as possible.</i></p>		

TERMS AND GUARANTEE

Ten days and nights trial is what we give on all dogs. *This means that you get to keep the dog that long in your possession, time of going and coming not counted. If they don't do as we say or suit you, just return them to us in fair conditions and we will refund every penny of your money.

Five Dollars cash must accompany all orders, balance C. O. D. when you get the dog. Your money is held pending time of trial. You are to be the judge. This is as plain as we know how to make it.

The prices quoted are rock bottom, so please don't ask us to cut the price.

All dogs are shipped promptly in light crates and Safe Delivery Guaranteed. We put in feed and water pan and light bedding. We do not charge for crate, crating or delivering to the express office at Herrick, Illinois. A letter of instructions will come before or accompany dog, giving name and qualifications.

We can furnish all of the leading strains of hounds. If you are choicy as to size, etc., be sure and state; if not, we will send extra quality, regardless of distinctions.

We will fill all orders as nearly to exact descriptions as possible.

Our price list is rather brief. If there is anything that you do not understand, or other information that you desire just write us, and we will answer you promptly with a personal letter. Give us a trial order. You will never have cause to regret any business dealings that you may have with us.

We beg to remain,
 Yours truly,
 DIXIE HOUND KENNELS, INC.
F. M. Sawyer **Manager**

Fig. 4: Reverse of order form, with additional instructions to the seller.

I assume Ricker received his dog, but I wonder how it was shipped. Dixie's terms and guarantee printed on the back of *Figure 3* does not provide any indication.

As for the nine cents postage fee paid by Ricker, I assume it paid the three times the first class rate which was three cents per ounce. The envelope must have weighted three ounces due to the money enclosed, the Dixie envelope and the order form.

My cover was made more interesting because it had “a surprise inside.” An interesting way to buy a dog, apparently common in the 1930s – hope it worked out for Mr. Ricker in Butler, New Jersey. A Ricker Road still runs through Butler today.

WE NEED ARTICLES NOW!

Articles on items in your collection, studies you are doing, or other material pertinent to

New Jersey postal history are always welcome.

PLEASE submit these to your Editors:

<p>Robert G. Rose at 18 Balbrook Drive Mendham, NJ 07945 or robertrose25@comcast.net</p>	<p>Jean R. Walton at 125 Turtleback Road Califon, NJ 07830 njpostalhistory@aol.com</p>
--	---

MEMBER NEWS

MEMBER CHANGES:

New Members:
Paul Purcell, 7 Breckinridge Drive, Berlin, NJ 08009 ppurcell@amerihealthcaritas.com Batsto Village
Change of Address:
Michael A. Kerbowski from 99 Oak Forest Drive Sicklerville NJ 08081 To: 622 Barbados Drive. Williamstown, NJ 08094
Robert H. Penn, from 1108 Walnut Dr., Danielsville PA 18038 To: 2549 S Law St, Allentown, PA 18103
Paul Schumacher, from P.O. Box 2411, Cherry Hill NJ 08034-0192 To: 1724 Lark Lane, Cherry Hill NJ 08003
Frederick J. Selzer, DDS, from 900 West Main, Freehold NJ 07728 To: Frederick J. Selzer, 151 Kentucky Way, Freehold NJ 07728
Ed & Jean Siskin, Post Office Box 445, Voorhees, NJ 08043 To: 69 Holly Oak Drive, Voorhees, NJ 08043
Resigned (at least temporarily)
Marion Rollings, 101 New Amwell Rd Hillsborough, NJ 08840
Goodbye to Old Friends
Joseph J. Geraci, long-time member, who died on September 20, 2020

2021 Dues: Thanks to all members who have paid their dues. It is a pleasure to have all dues paid up. We are always willing to accept donations, which help to offset the cost of printing in color and increased mailing costs, as our dues alone do not fully cover our journal costs. Again, any members willing to switch to receiving the journal by link only also keeps us in the black.

Many thanks to those who chose to donate with their 2021 Dues!

With our increased costs for mailing, and printing in color, it is especially appreciated. And a special note of thanks to those members who choose to change from receiving a print journal, to receiving a digital version.

ADDITIONAL CONTRIBUTORS SINCE LAST ISSUE

Daniel W. Elliott	George Kramer
Gordon Eubanks	Paul W. Schopp
Joseph Haynes	Joseph F. Seliga
Michael A. Kerbowski	Ed and Jean Siskin

WEB SITE UPDATE:

We are pleased to announce that our website is currently undergoing updates and revisions which will give it a new look, and improved ease of use, while retaining the libraries, galleries, and links which have been so useful. We hope it will also remain a tool in garnering new members. We will announce its rebirth when it is completed. Meanwhile our old web site will remain in operation.

NOJEX UPDATE: The dates for NOJEX remain October 15-17, 2021, which we expect to be go ahead as planned.

OBITUARY: JOSEPH GERACI June 2, 1934 – September 20, 2020

It is with great sadness that we report the death of long-time NJPHS member, Joe Geraci. Joe was very much involved in organized philately here in NJ, as well as many other organizations, including Postal History Society, and his many years with the Smithsonian.



Joe served for a number of years as the treasurer of the North Jersey Federated Stamps Clubs, the sponsor of the annual NOJEX Show, retiring from that position in June 1982. He thereafter moved to Virginia in 1985 when he joined the Smithsonian and became the curator of the National Philatelic Collection. He was a member of the New Jersey Postal History Society for many years until his passing and was a frequent visitor to the annual NOJEX Show. He will be sorely missed.

The obituary from the National Postal Museum gives an overview of his life and philatelic career beyond his New Jersey interests:

The Smithsonian's National Postal Museum is saddened to announce the passing of former employee, Joseph J. Geraci, on September 20, 2020.

Born June 2, 1934, in Newark, New Jersey, Joe's postal history career began with his master's thesis, *An Economic History of the Development of the United States Postal Service, 1639-1789*, written at Fairleigh Dickinson University in 1962. He was hired by the National Philatelic Collection—then located at the National Museum of American History—in April 1985 and retired from the National Postal Museum on June 30, 1999, after 14 years of service to the Smithsonian Institution.

Many in the philatelic community remember Joe as someone who loved all aspects of philately and the broad philatelic community.

At the Smithsonian, Joe researched and wrote successful exhibitions, including *Gems of Hawaii: The Persis Collection of Hawaiian Stamps* in 1994, which covered important aspects of Hawaiian postal history and featured the famous Dawson Cover. He played a key role in creating *Jenny Class Reunion*, a 1996 exhibition containing approximately one-quarter of all the known copies of 24-cent inverted air mail stamps of 1918. Joe also developed the National Postal Museum's display at the PACIFIC '97 World Philatelic Exhibition in San Francisco, commemorating the 150th anniversary of the first federal U.S. postage stamps.

Joe became Foreign Associate Editor of the *Postal History Journal* in June 1990 and was elected to the Board of Directors of the Postal History Society in September 1991. A member of a wide variety of philatelic organizations, Joe was elected to membership in the *Accademia Italiana di Filatelia e Storia Postale* in November 2004. He published a 600-page cumulative index to *The Chronicle of the U.S. Classic Postal Issues*, journal of the U.S. Philatelic Classics Society, in 2007.

The National Postal Museum will remain forever grateful for Joe Geraci's service to the museum.

HOMETOWN POST OFFICES: New Jersey's Dead Post Offices ~ Silver Lake By Robert G. Rose

Collectors of state postal history have often built collections of dead post offices, namely post offices no longer in operation, or “DPO’s” as they are known in our hobby. The late Brad Arch was a frequent contributor of DPO articles to this journal illustrating covers of New Jersey’s dead post offices. His pocket-sized *Handbook & Checklist of New Jersey DPO’s* provides the names of the post offices, their years of operation and the county in which they were located.¹

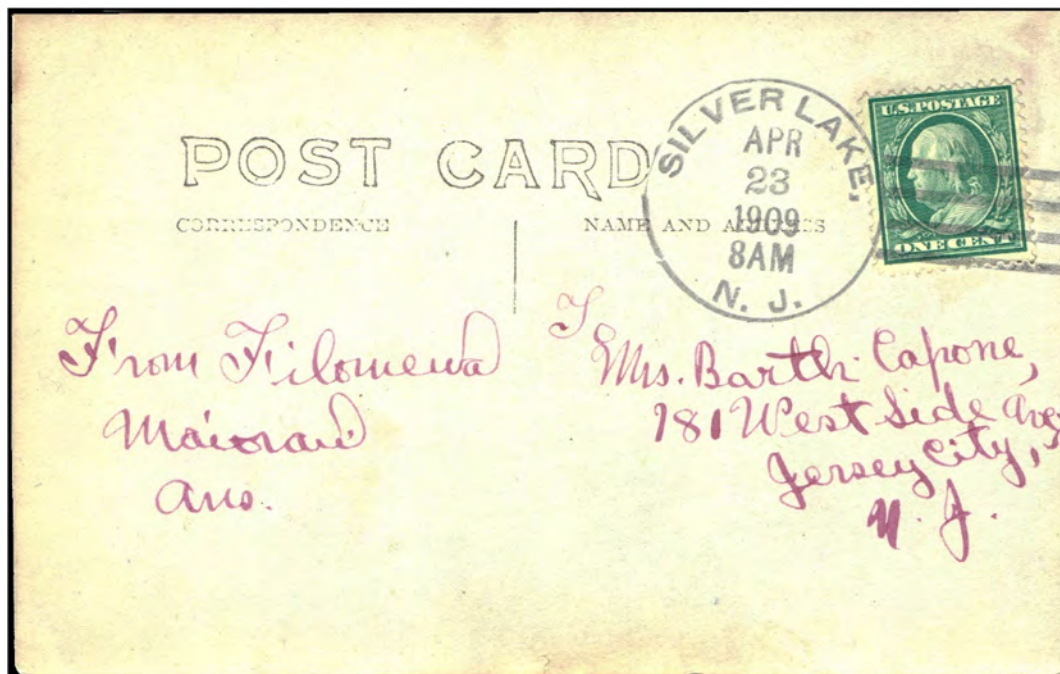


Fig. 1. Silver Lake, N.J., April 23, 1909 handstamp postmark on post card to Jersey City, N.J.

In reviewing a collection of post cards used from New Jersey towns, I ran across a card with a Silver Lake postmark, illustrated above in *Figure 1*, dated April 23, 1909. The card is franked with a one cent Franklin, Scott #331. The name of the town drew a blank after first thinking it might be associated with Spring Lake, still a popular summer resort on the Jersey Shore. But the postmark clearly reads “Silver Lake.” I turned the card over, as illustrated below in *Fig. 2*. The card is what deltiologists call a “realphoto (or sometimes real photo) postcard,” that is, a card showing an actual photograph, and usually on photo paper, rather than a printed image.

I reached for a magnifying glass and took a closer look at the corner of the building, as viewed below in *Figure 3*, in which a man and a dog are seen standing attentively near the front of a doorway over which there appeared to be a sign. With magnification the sign was readable: “POST OFFICE SILVER LAKE NJ.” I then began to wonder whether the man, wearing a three-piece suit, a watch fob and what looks like a badge affixed to his jacket, might be the postmaster.



Fig. 2: Silver Lake Post Office on a realphoto post card.



Fig. 3. Close-up view of post office, the postmaster and his dog.

Next, I was able to identify Silver Lake’s first postmaster, Jeraldo Maioran, who was appointed at the time of the establishment of the post office, located in Belleville Township, on July 1, 1899.² On April 15, 1915, the post office was closed and the mail service was transferred to nearby Bloomfield located to the west.³

Conducting an internet search of “Silver Lake,” I came across a number of current real estate ads for property located in what was identified as the Silver Lake section of Belleville, located in Essex County. I turned to the Township of Belleville’s official website and its feature “About Belleville.”⁴ The last paragraph in the feature provided the most significant clue in my search for the history of Silver Lake:

“Jasper Crane built a dam in 1730 where St. Anthony’s Church now stands. A lake known as Silver Lake, 300 feet wide and a half-mile long, was formed. It existed for more than 150 years until a storm on July 30, 1889 caused floods that destroyed the dam and resulted in the lake draining. All traces of the lake were gone by the 1920’s. Today the area of Belleville known as Silver Lake is located on the southerly end of the Township. It is bordered by Newark Avenue in Bloomfield and Bloomfield Avenue in Newark.”

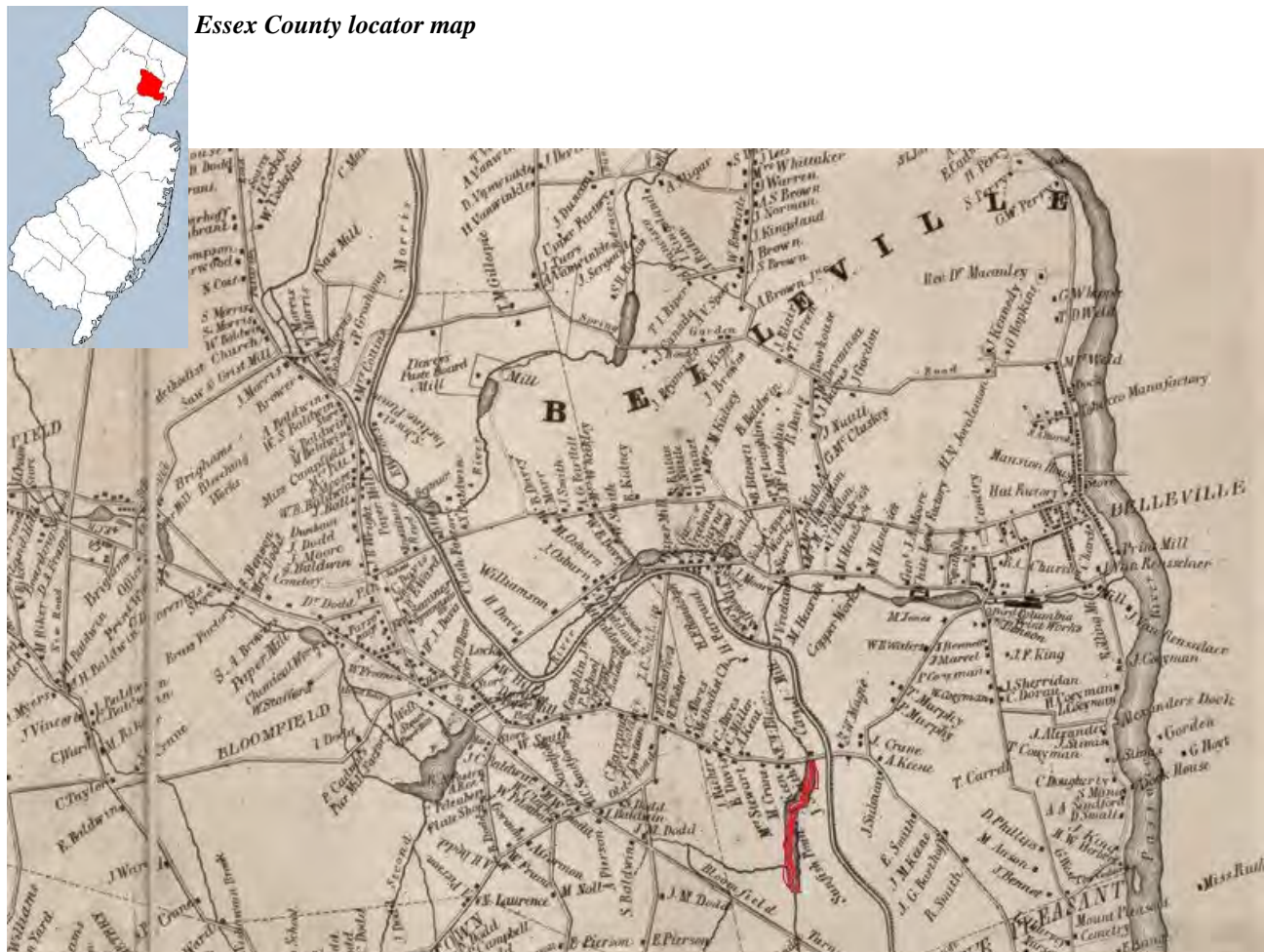
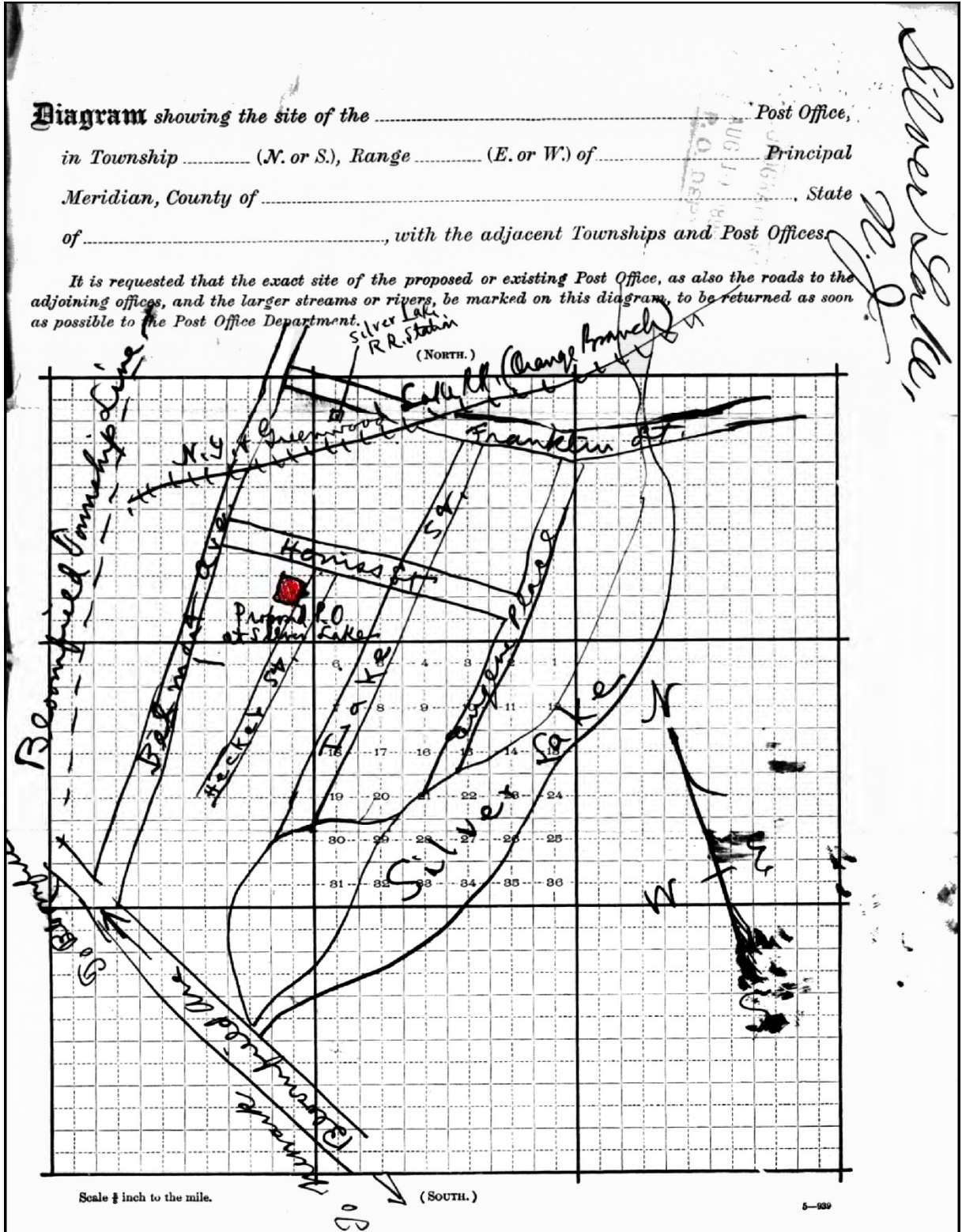


Fig. 4. 1850 Map of Belleville in Essex County, NJ, with location of Silver Lake in red.

Armed with this information, I located St. Anthony’s Church, the site of the former Silver Lake dam, on present day Franklin Street near the north end of what had been the lake. Illustrated above in *Figure 4* is an 1850 map of Belleville with Silver Lake highlighted in red.

Next, to determine the location of the Silver Lake post office, I turned to the National Archives and Records Administration’s (NARA) Post Office Department files. With the able assistance of our journal’s editor, Jean Walton, and access to a digital version of NARA’s New Jersey’s post office records, the location of the Silver Lake post office could be identified. Below in *Figure 5* is a hand drawn post office department diagram which depicts, in red, the location of the post office on Heckel Street near its intersection with Honiss Street, just two blocks away from the location of Silver Lake.⁵ An examination of the current appearance of the Heckel Street location and its surrounding area on *Google Earth Pro* shows that the building that served as the post office in 1909 is no longer standing on Heckel Street.



NARA Post Office location files
 Fig. 5: Post Office Department map dated August 19, 1899, showing proposed location of Silver Lake post office highlighted in Red

Silver Lake's first postmaster, Jeraldo Maioran,⁶ had a long and successful career. As recounted in a history of Essex County, New Jersey, Maioran came to Belleville as an immigrant from Italy as a young man at a time when many Italian immigrants were settling in north Newark and Belleville.⁷ He became a successful builder and developer in Silver Lake and became treasurer of the Silver Lake Building and Loan Association. He served as a commissioner of deeds, a justice of the peace, judge of the election board and a member of Belleville's board of health.⁸ Given his prominence in Belleville, "Maioran Place" was named after him.⁹ Finally, to tie this history all together, the post card that started this adventure bears the somewhat scribbled signature of Filomena Maioran who, as an 8-year old child,¹⁰ mailed the card showing off her proud father standing in front of the Silver Lake post office.



Fig. 6: Signature of Filomena Maioran on Silver Lake cancelled post card in Figure 1.

ENDNOTES:

¹ Brad Arch, ed., *Handbook & Checklist of New Jersey DPO's* (New Jersey Postal History Society 1981). Copies of this checklist are still in stock and may be purchased by mail as detailed in the Society literature page of this journal. Society members may download the check list without charge.

² John L. Kay & Chester M. Smith Jr., *New Jersey Postal History* Quarterman Publications, Lawrence, Massachusetts 1977) p. 62; National Archives and Records Administration (NARA) Post Office Department, M481 Roll 82-00264.

³ John L. Kay & Chester M. Smith Jr., *ibid*; NARA *ibid*.

⁴ <https://www.bellevillenj.org/pages/about-belleville> (retrieved April 16, 2021)

⁵ NARA, M1126 Roll 377-0054.

⁶ Jeraldo Maioran was appointed July 1, 1899, when the Silver Lake post office was first opened. He served until October 7, 1914, when he was replaced by Joseph Vicarisi, who served only 6 month, until the post office was closed April 15, 1915.

⁷ Joseph Fulford Folsom, ed., *The Municipalities of Essex County New Jersey 1666-1924*, Vol. IV (Lewis Historical Publishing Company, New York, NY 1925) p. 382-383 (retrieved Google Books, April 18, 2021).

⁸ *Ibid*.

⁹ <https://geographic.org/streetview/usa/nj/essex/belleville.html> (retrieved April 18, 2021).

¹⁰ <https://www.archives.com/1940-census/filomenia-maioran-nj-125898173> (retrieved April 18, 2021).

MEMBER ADS ~ YOUR AD MISSING? LET US KNOW AT

SECRETARY@NJPOSTALHISTORY.ORG OR BY MAIL TO 125 TURTLEBACK RD, CALIFON, NJ 07830

WANTED: CULVERS and CULVERS LAKE POSTMARKS. Culver Lake ephemera. Bayonne ephemera relating to Ahlfeld, Rabe and Lages families. Contact John R. Ahlfeld, 2634 Royal Road, Lancaster, PA 17603-7010, 717-397-7313 or AHLFELDS@aol.com.

ALWAYS DESIRED: FISH HOUSE COVERS, BURLINGTON COUNTY ADVERTISING covers and corner cards; **Burlington County DPOs.** Email Paul W. Schopp at pwschopp@comcast.net.

WANTED: STAGE COVERS ANY STATE. All covers 1777 through May 31, 1792. Contact Steve Roth by email at smroth244@yahoo.com.

WANTED: FORWARDED STAMPLESS COVERS – clean – send copies with prices to J. Haynes, Box 358, Allendale, NJ 07401.

PRISONS/JAILS/ASYLUMS/INSTITUTIONS PHILATELIC ITEMS produced via stamp clubs in, etc. Either established clubs or individuals. Complete Confidentiality Guaranteed! Cinderellas, stamp-like artwork invited. Contact Prof. Mark Sommer, 1266 Teaneck Road #10A, Teaneck, New Jersey 07666.

Any **POSTAL MATERIAL RELATING TO STEVENS INSTITUTE OF TECHNOLOGY** in Hoboken? Post(al) cards, return address covers, et al. As a professor there, these could make for an interesting exhibit by me. All inquiries answered. Contact Prof. Mark Sommer, 1266 Teaneck Road #10A, Teaneck, NJ 07666

HADLEY AIRPORT or HADLEY FIELD air mail covers 1920 to 1930 wanted with cachet or any wording referencing **HADLEY** or New Brunswick, N.J. including backstamp. Contact William E. Grigg, PO Box 749, Spring Grove, IL 60081-0749, 815/678-9981, or email griggwel@gmail.com.

Looking for **WYCKOFF** and other **BERGEN COUNTY** postmarks preferably pre-1900. Marge Faber, P.O. Box 1875, Bloomington, IN 47402, margefaber@comcast.net.

LOOKING FOR OLDER SUSSEX COUNTY Reply to hornblazer@aol.com or contact Edwin Black, 61 Nestro Rd, W. Orange NJ 07052, 973-731-5532.

WANTED: ANY LETTER BETWEEN PHILA. AND THE UK WHICH IS ENDORSED FOR CONVEYANCE BY STAGE. Your price paid, with no whining. Contact Dr. John Barwis, PO Box 8035, Holland, MI 49422, jbarwis@charter.net, 616/399-9299.

THE CRABBY MILKMAN is always BUYING Pre-1950 U.S. Postcards, Robert J. DeTrolio, 110 Garner Ave., Bloomfield, NJ 07003, r.detrolio@comcast.net.

WANTED: MOUNTAIN LAKES, BOONTON, PARSIPPANY, TROY HILLS POSTAL HISTORY items. Describe or send photocopies for my very generous offer. APS (Life member), NJPHS member since 1980. Peter Lemmo, PO Box 557, Whippany NJ 07981-0557.

WANTED: HUNTERDON COUNTY NJ, BUCKS COUNTY PA postal history, covers, postcards, pictures, Americana ephemera collateral paper items, all eras. Contact Jim Walker, 121 Wertsville Road, Ringoes, NJ 08551-1108, 908/806-7883 or email jiwalker@comcast.net.

WANTED: BLOOMFIELD NEW JERSEY Postcards and Ephemera. Please write with all details. Robert J. DeTrolio, 110 Garner Ave., Bloomfield, NJ 07003, r.detrolio@comcast.net.

WANTED: Port Murray, Anderson, Changewater, Port Colden, Karrsville, Rockport, Beattystown, Pleasant Grove, Stephensburg, Anthony, Woodglen. Arne Englund, P.O. Box 3082, N. Fort Myers, FL 33918 or alenglund@aol.com.

WANTED: Covers & postmarks from WHITESBOG (NJ) post office and MUDDY CREEK FORKS (PA) post office. Contact George Martin at canoethepines@comcast.net.

FOR SALE: *Catalog of Private Express Covers, Labels and Stamps.* United States, Canada and Mexico material. 2018 revised edition. 508 pages. For sample pages and ordering information, contact author Bruce Mosher expressbiz@earthlink.net.

MEMBER ADS: YOUR AD MISSING? LET US KNOW AT

SECRETARY@NJPOSTALHISTORY.ORG OR BY MAIL TO 125 TURTLEBACK RD, CALIFON, NJ 07830

COLLECTOR SEEKS LONG BEACH ISLAND POSTAL HISTORY, especially picture postcards. Please contact Michael White, P.O. Box 5222, Saipan, MP 96950 or email mwhite@saipan.com.

HADLEY AIRPORT MOTOR TRUCK back stamp covers wanted 1920-1930 with wording in CDS "New Brunswick, N.J. Trans. Office." Mail was sorted and cancelled on the truck. Contact William E. Grigg, PO Box 749, Spring Grove, IL 60081-0749, 815/678-9981, or email griggwel@gmail.com. **Paying \$500 each.**

WANTED: COVERS, ETC PERTAINING TO THE BLAWENBURG POST OFFICE 08504. Contact; John J. Best, 65 Sycamore Lane, Skillman, NJ 08558. jjbest57@gmail.com.

OUT-OF-PRINT AND RARE NEW JERSEY BOOKS BOUGHT AND SOLD since 1972. 8000 items, 1690s to 1990s. Visit our searchable web site: www.felcone.com. Joseph J. Felcone, PO Box 366, Princeton, NJ 08542 609/924-0539; felcone@felcone.com.

WANTED: NJ POSTMARKED Sc#65 COVERS with a fancy cancel listed in Skinner/Eno. Send scan and email for offer to hughtowaco@optonline.net, or by mail to Hugh Merritt, POB #139, Towaco, NJ 07082-0139.

GLASSBORO OR GLASSBOROUGH N.J. covers wanted: stamped or stampless. Send price desired and photocopy to Bill Whiteman, 402 North Harvard Road, Glassboro, NJ 08028, Call 856/881-8858 or email BillWhit3@juno.com.

WANTED: NEWARK AIRPORT (Air Mail Field, Metropolitan Airport) POSTAL HISTORY. Covers, cinderellas, ephemera. Send scan and price to johnbsharkey@me.com.

WANTED: Pre-1850 Carriers, local posts and expresses. Clifford Alexander at cja100243@gmail.com.

Always looking for STAMPLESS LETTERS OF SAMUEL L. SOUTHARD. Jean Walton, 125 Turtleback Rd., Califon, NJ. or contact jwalton971@aol.com.

WANTED: NJ DPOs all counties stampless to modern. No philatelics please. Email pics and prices to Mike Yannotta, 415 Monmouth Ave., Leonardo, NJ 07737, mikey218@verizon.net, 908/930-3585.

WANTED: CLEAR HANDSTAMPS on NEW JERSEY STAMPLESS COVERS for exhibition collection. Send copies and prices to Robert G. Rose, Robert G. Rose, 18 Balbrook Drive, Mendham, NJ 07945 or e-mail robertrose25@comcast.net.

WANTED: NJ SHIP and STEAMBOAT COVERS before Civil War. Contact Steve Roth by email at smroth244@yahoo.com.

FOR SALE: U.S. Specialist YEAR SETS 1999-2017 for local pickup only Towaco. \$10/yr. Contact for information hughtowaco@optonline.net or by mail to Hugh Merritt, POB #139, Towaco, NJ 07082-0139.

WANTED: Calno, Brotzmanville, Millbrook, Pahaquarry, Dunnfield, Delaware Gap, Flatbrookville, Wallpack Centre, Bevans, Layton, Hainesville, Montague. Arne Englund, P.O. Box 3082, N. Fort Myers, FL 33918 or alenglund@aol.com.

PARODIES OF PHILATELY - All types of philatelic items wanted for an exhibit entitled "Parody Philately." Anything that pokes fun at our hobby/mail services. Current or older material needed. All inquiries answered. Contact Prof. Mark Sommer, 1266 Teaneck Road #10A, Teaneck, New Jersey 07666.

DEEP STOCK OF NJ POSTAL HISTORY FOR SALE by town name: Stampless through 1920. Email me what you are looking for and I will email scans with prices. Bob Rose: robertrose25@comcast.net.

WANTED: JERSEY CITY POSTAL HISTORY, before 1940, including stampless, advertising, picture post cards, unusual cancellations and auxiliary markings as well as Patriotics. Contact John A. Trosky, 2 St. Clair Ave., Rutherford, NJ 07070-1136/201-896-8846/, or email JTJersey@verizon.net

NJPHS LITERATURE AVAILABLE POSTPAID from Robert G. Rose, NJPHS, 18 Balbrook Drive, Mendham, NJ 07945 or email Secretary@NJPostalHistory.org for a Paypal invoice.	Member price	Non-members
CD or hard copy: <i>The Postal Markings Of New Jersey Stampless Covers: An Update</i> by Donald A. Chafetz (2004) hardcopy, 28pp. or available on CD in.PDF format Updates the extensive work of William C. Coles, with new markings and dates since that original work was published in 1983 Also available to members free as a downloadable file	\$10.00 FREE	\$15.00
CD only: <i>Washington Organ Manufacturers</i> on CD, by Len Frank - 3 articles + many organ advertising cover illustrations not in <i>NJPH</i> , in Acrobat Reader [.PDF] format <ul style="list-style-type: none"> • A series of 3 articles on the advertising covers and history of the organ manufacturers of Washington, NJ, • Adds a picture gallery of many covers not illustrated in those articles. • Includes much paper ephemera as well. An impressive collection. 	\$7.50	\$10.00
Hard copy: <i>Illustrated Directory of New Jersey 1847 Issue Covers</i> , Brad Arch, ed., 1987, 44pp & Supplements <ul style="list-style-type: none"> • For the collector of the 1847 Issue, this book by Brad Arch is the comprehensive work on New Jersey covers • 5¢ and 10¢ covers in separate sections • Detailed descriptions of each cover, arranged by office of origin. 	\$4.00	\$7.50
Hard copy: <i>New Jersey DPO's</i> , Brad Arch, ed., 1981, 22pp, pocket sized Checklist of Discontinued Post Offices THE pocket manual of New Jersey discontinued post offices, easy to transport and an excellent checklist Also available to members free as a downloadable file	\$3.00 FREE	\$4.00
Hard copy: <i>New Jersey's Foreign Mail</i> , 1997, Gerard J. Neufeld, 76pp. <ul style="list-style-type: none"> • A fine monograph on foreign mail to and from New Jersey in the 19th Cent. • Profusely illustrated • Each cover explained 	\$8.00	\$10.00
CD: Mosher's NJ Private Express Companies <ul style="list-style-type: none"> • 10 compiled articles by Bruce Mosher on many aspects of private express mail in New Jersey with many color illustrations • Previously unpublished material in lengthy postscript plus index 	\$10.00	\$15.00
CDs: Back issues of the NJPH Journal are available on CD for 2003 to 2019, at <ul style="list-style-type: none"> • Each CD includes the 4 quarterly journals for one year, in color, pdf format CD: 2020 <i>NJPH</i> Issues on CD in PDF format, many color illustrations.....	\$5.00 each \$5.00	\$7.50 each \$12.00
Members only: 2 back issue CDs, \$8.00, 3 back issue CDs \$12.00, 4 back issue CDs \$15.00, 5 CDs \$18, 6 CDs \$22, 7 CDs \$25, 8 CDs \$28, 9 CDs \$30, 10 CDs \$35, all 17 CDs (including 2019) \$50. (Also available to members free as downloadable files.) Non-members: 2 back issue CDs, \$12.00, 3 back issue CDs \$15.00, 4 back issue CDs \$18.00, 5 back issue CDs \$22, 6 back issue CDs \$28, 7 back issue CDs \$32, 8 back issue CDs \$35, 9 back issue CDs, \$38, all 18 back issue CDs (including 2020 CD), \$60.		
Literature purchases may be made with Paypal – email your choices to Secretary@NJPostalHistory.org for a Paypal invoice.		

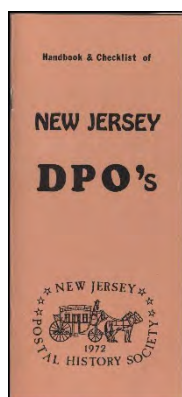
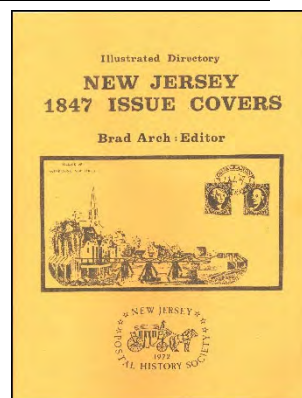
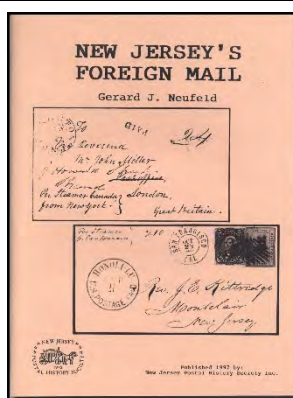
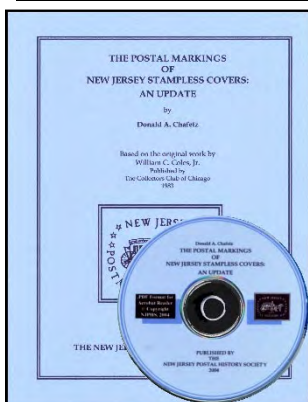
DOWNLOADABLE FILES AVAILABLE FREE TO MEMBERS ONLY!*

Brad Arch's handy DPO book available in Excel format (for hardcopy see above).	FREE	2.95
Stampless Era Post Offices, based on Coles and the Coles Update in Excel format.	FREE	2.95
Brennan, Lawrence, <i>New Jersey-Built Air Craft Carriers</i> , a long series with many covers in PDF format.	FREE	12.95
Chafetz, Don <i>Coles Update</i> – a supplement and update to Wm Coles study of <i>New Jersey Stampless Markings</i> , in pdf format.	FREE	2.95
Chafetz, Don, <i>Development of Morris County Mail Service – 1760-1850</i> – a digital exhibit, PDF.	FREE	4.99
Edge, Jack, <i>Post Towns of Burlington County</i> . All of Jack's Burlington series, as published in the pages of <i>NJPH</i> , compiled into one document, in PDF format.	FREE	7.99
Edge, Jack, <i>Postmasters of Burlington County</i> . List of Burlington County postmasters from in Jack's Burlington series, in PDF format.	FREE	4.99
Englund, Arne, <i>New Jersey Summer Post Offices</i> – seasonal POs of NJ, in PDF.	FREE	
Law, Mary E., <i>The Postal History of Cape May County, NJ</i> including postmaster list, published in <i>NJPH</i> between March 1993 through May 1994, PDF format.	FREE	8.99
Peck, Len, <i>Essays on Sussex County & New Jersey Postal History</i> , articles 2004-10, pdf	FREE	9.95
Roth, Steve – NJ Stampless Markings Database – an ongoing study of known NJ SFLs	FREE	
Siskin, Ed & Jean – A List of NJ Legislative "Free:" Franks -2012	FREE	4.99
Walker, Jim, <i>Hunterdon County Postal History</i> , serialized articles 2007-2010, pdf	FREE	

* see our web site at www.NJPostalHistory.org for other files available free to the public in our Free Online Library ~
Includes information of early postal legislation, Revolutionary and Civil War covers, and postmaster lists from the stampless era (1789-57), and for various NJ counties which have been researched, of interest to postal historians and genealogists as well.

THE NEW JERSEY POSTAL HISTORY SOCIETY LITERATURE

**AVAILABLE FOR IMMEDIATE DELIVERY, Postpaid, send check to: Robert G. Rose, New Jersey PHS, Robert G. Rose, 18 Balbrook Drive , Mendham, NJ 07945, or email President@NJPostalHistory.org.
 PayPal payment available – email Secretary@NJPostalHistory.org with wants for Paypal invoice.**

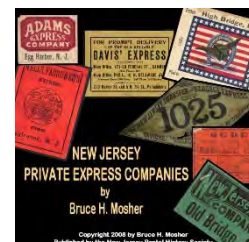


**Yearly NJPH issues on CD (2003 – 2015)
 Plus other valuable studies on CD**



**Washington NJ Organ Manufacturers
 By Leonard Frank**

**New Jersey Private Express Companies
 By Bruce H. Mosher**



Literature purchases may be made by check (see above) or with Paypal – email us your choices to Secretary@NJPostalHistory.org for a Paypal invoice.	Member price	Non-members
CD or hard copy: <i>The Postal Markings Of New Jersey Stampless Covers: An Update</i> by Donald A. Chafetz hardcopy, 28pp. or available as CD in Acrobat Reader [.PDF] format (2004) Updates the extensive work of William C. Coles, with new markings and dates since that original work was published in 1983	\$10.00	\$15.00
CD: Bruce Mosher's <i>NJ Private Express Companies</i> <ul style="list-style-type: none"> • 10 compiled articles by Bruce Mosher on many aspects of private express mail in New Jersey • Many color illustrations • Previously unpublished material in lengthy postscript • Alphabetical index 	\$10.00	\$15.00
CD: <i>Washington NJ Organ Manufacturers</i> on CD, by Len Frank - 3 articles + many illustrations not in <i>NJPH</i> , in Acrobat Reader [.PDF] format, 2004 <ul style="list-style-type: none"> • A series of 3 articles on the advertising covers and history of the organ manufacturers of Washington, NJ, • Adds a picture gallery of many covers not illustrated in those articles. • Includes much paper ephemera as well. An astounding compilation of material. 	\$7.50	\$10.00

Visit our web site at: www.NJPostalHistory.org/
 (see inside back cover for hard copy literature)