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Central Railroad of New Jersey



Take a ride on the CNJ, with some history, both railroad and postal ~ See story on page 63

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DUES REMINDER!

If your dues remain unpaid, you will find an enclosed reminder for dues payment for 2022. PLEASE NOTE: **If paying by mail, checks should now be directed to Treasurer Andy Kupersmit** (see address above), still made out to NJPHS. Dues are still \$15 a year, and again this year you have the option of paying your dues online by Paypal with no extra fee, by going to www.NJPostalHistory.org, our web site, where you will find a [Link to Pay Dues](#) at lower left on the home page.

PRESIDENT’S MESSAGE

With the Society’s 50th Anniversary upon us, I have provided a brief history in our Member News which touches upon a number of New Jersey postal historians who founded this journal and contributed to it over the years. Included are some photos taken at the Society’s 25th Anniversary celebration featuring two of its stalwarts whom I got to know and learned so from, the late Gerry Neufeld and Brad Arch.

This issue includes two articles concerning the transportation of mail by rail on routes through New Jersey and related history. It will bring smiles to those of us who are railroad buffs or old enough to remember travelling on those mostly bygone routes. John Sharkey contributes a history of the Central Railroad of New Jersey’s many routes illustrated with their postal markings. Jean Walton has contributed a joint article with M.C. Apgar concerning the Annandale post office, located on a CRNJ route, which details and illustrates the interesting story of that town’s postal history. Jersey City postal historian John Trosky writes of a little known, and short-lived airport which opened in that city in 1927 illustrated with a cacheted cover memorializing its brief existence. Ed and Jean Siskin provide an illustrated update of 19th century New Jersey ornate government envelopes. The Siskins have also updated an earlier study by William C. Coles, Jr., the leading historian of New Jersey’s stampless mail, with illustrations of early 19th Quaker dated covers. I have contributed an “On the Auction Scene” article concerning an eye opening auction realization for a \$5.00 Alexander Hamilton Liberty series used on a portion of an air parcel post wrapper. Jean Walton provides a brief piece on a New Jersey State government perfin.

Finally, for those few of you who ignore dues notices, you will receive your third and last reminder with this journal. We really don’t want to lose you as a member, so please pay now. Enjoy the summer!

ROBERT G. ROSE

CENTRAL RAILROAD OF NEW JERSEY: *The Big Little Railroad*: Some Postal History

By John B. Sharkey

Introduction

The Central Railroad of New Jersey (CNJ) was principally known for bringing anthracite coal from mines in the Wilkes-Barre/Scranton area of Pennsylvania, and bituminous coal from its western connections, to the New York metropolitan area. However, it soon had passenger trains running throughout New Jersey and Pennsylvania and made connections with the Baltimore & Ohio Railroad (B&O) and the Reading Railroad (RDG). Its branch lines developed throughout the state of New Jersey and were important in servicing the iron mines in the northern part of the state. As the population of the state increased, it became an important commuter line to New York and continues to serve this function today as part of New Jersey Transit. It is no wonder that the line acquired the nickname *Big Little Railroad*.¹

NEW YORK—EASTON—BETHLEHEM—ALLENTOWN—MAUCH CHUNK—WILKES-BARRE—SCRANTON												
STATIONS	WEEK-DAYS— WESTBOUND						SUNDAYS— WESTBOUND					
	301		101		193		107		199 327		327	
	PM	AM	AM	PM	PM	PM	PM	AM	PM	PM	PM	
New York: Leave												
Liberty-Cortlandt St.		3.00	8.52	1.10	5.00			8.52	5.00			
Jersey City.		3.30	9.04	1.23	5.13			9.04	5.13			
Newark.			8.58	1k20	A5.13			8.58	5.10			
Elizabethport.		4.00		1⊕40	z5.29				5.29			
Elizabeth.		4.12	9.21	1*44	y5.32			9.21	5.32			
Roselle—Roselle Park.		4.27		e1.50								
Cranford.		4.36		e1.55								
Westfield.		4.48		2.00								
Plainfield—North Plainfield.		5.07	9.36		p5.47			9.36	5.47			
Bound Brook.		5.32	9.46	2.20	R5.57			9.46	5.57			
Somerville.		5.48	9.53	2.29	R6.04			9.53	6.04			
High Bridge.		6.34	10.14	3.05	6.27			10.14	6.27			
Phillipsburg.		7.12	10.40	3.44	6.55			10.40	6.55			
Easton.		7.20	10.44	3.49	7.00			10.44	7.00			
Philadelphia (Reading Terminal).	11.45					5.40	11.45	9C00			5.40	
Bethlehem (C. R. R. of N. J.)... Arrive		7.41	11.03	4.10	7.20			11.03	7.20			
Bethlehem (Reading Station).	1.33					7.33	1.33				7.33	
Allentown.	1.48	7.51	11.14	4.20	7.30	7.47	1.48	11.14	7.30	7.47		
Walnutport (Slatington).		9.10		5.07				11.59				
Palmerton.		9.19		5.16	8.16	8.16		12.07	8.16	8.16		
Lehighton.		9.36		5.35	8.26	8.26		12.19	8.26	8.26		
Mauch Chunk.	2.40	9.43		5.42	8.33	8.33	2.40	12.25	8.33	8.33		
White Haven.					9.13	9.13			9.13	9.13		
Ashley.					10.01	10.01			10.01	10.01		
Wilkes-Barre.	4.24				10.11	10.11	4.24		10.11	10.11		
Scranton. Arrive	5.28				10.55	10.55	5.28		10.55	10.55		

Courtesy Stephen Lofthouse.

Fig. 1: CNJ passenger train schedule, effective June 24, 1945, showing the Main Line schedule between the New York ferry terminal at Liberty St. and Scranton PA.

History of the Main Line

This article will concentrate on the postal history of what was called the CNJ Mail Line of the Central Division, the route from the Liberty St. ferry station in Manhattan out to Phillipsburg, NJ, and the line from Easton (across the Delaware from Phillipsburg) to Scranton PA, which was part of the Pennsylvania Division.

The Main Line route, incorporated in 1831, was originally called the Elizabethtown and Somerville Railroad (**E&S**). It opened between Elizabethport and Elizabeth in 1836 with a horse drawn coach called the “Town Car.” Horses were replaced by steam in 1839, and the railroad extended west, reaching Plainfield in 1839 and Bound Brook a year later. Service reached Somerville on January 2, 1842, thus completing the objective indicated in the corporate title. The Somerville and Easton RR (**S&E**) was incorporated in 1847 and began building westward to Phillipsburg, which it reached in 1852. The S&E purchased the E&S on February 22, 1849. Since each of these railroads went far beyond their names, the S&E Board of Directors changed the name to the Central RR Co. of NJ in April 1849.²

CNJ’s lines in Pennsylvania were built by the Lehigh Coal and Navigation Company as the Lehigh & Susquehanna Railroad (**L&S**). The main line was completed between Phillipsburg, NJ and Wilkes-Barre in 1866. CNJ leased the L&S in 1871. The line was extended to Scranton in 1888 by a subsidiary of the L&S, the Wilkes-Barre & Scranton. Up to this point, the CNJ had made most of its money on anthracite coal. However, it relied 100% on other competing railroads to deliver these black diamonds. With its new trackage from Easton to the coal fields, the CNJ had eliminated this problem.

The eastern terminus of the CNJ in Elizabethport proved too distant from points in the New York Harbor area. Consequently, a waterfront location in Jersey City was chartered in 1860 and a terminal completed in 1864. Heavier transportation demands soon rendered the original terminal inadequate and in 1889 a new terminal was designed and built by Peabody and Stearns in the Richardson Romanesque style. The three-story head house joined twelve tracks with six platforms to the ferry slips at the water’s edge. During the early 1860’s the CNJ began construction of its first bridge across the Newark Bay, as well as a new rail line from Bayonne to Jersey City. It opened on August 1, 1864, completing the main line of the CNJ from Phillipsburg to Jersey City.³ The CNJ main line gradually acquired branches to Flemington, Newark, Perth Amboy, Chester and Wharton.



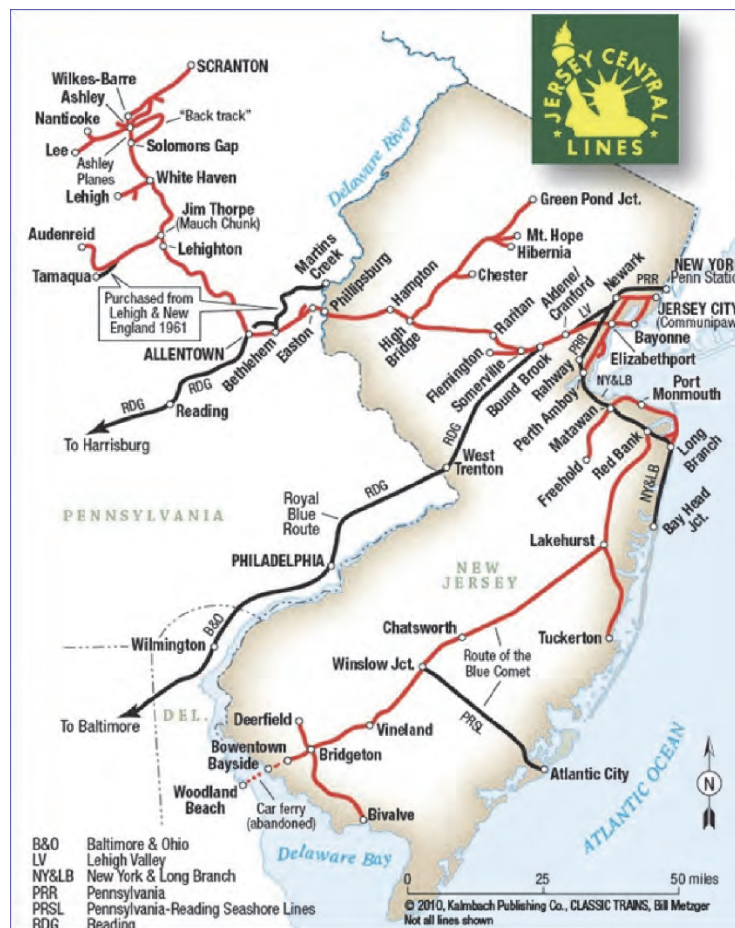
Photo by the author

Fig. 2: CNJ Railroad terminal, Liberty State Park, February 2020.

Expansion of the CNJ

From 1883 to 1887 the CNJ was leased to and operated by the Philadelphia & Reading Railroad (P&R), which formed a New York-Philadelphia route. In 1901, the RDG (Reading), successor to the P&R, acquired control of the CNJ and at about the same time the B&O railroad acquired control of the RDG, gaining access to New York over the RDG and CNJ rails. Over the next several years, the CNJ would add to its trackage primarily by buying smaller railroads:⁴

- Longwood Valley RR (Flanders-Mt. Hope)
- Highbridge RR (Highbridge-Flanders)
- Dover & Rockaway RR (Wharton-Rockaway)
- Lake Hopatcong RR (Lake Hopatcong-Hopatcong Jct.)
- South Branch RR (Flemington-Somerville)
- Ogden Mine RR (Ogden Mines-Lake Hopatcong)
- Hibernia Mine RR (Hibernia Mines-Lake Hopatcong)
- Newark & New York (Jersey City-Newark)
- Wharton & Northern
- Mt. Hope Mineral RR
- Wilkes Barre & Scranton (Wilkes Barre, PA- Scranton, PA)



Courtesy Kalmbach Publishing Co., CLASSIC TRAINS, Bill Metzger.⁵
 Fig. 3: Map of the Jersey Central Lines in New Jersey and Pennsylvania.

The CNJ Carries the Mail

The Post Office Department as early as 1832 recognized the potential value of rail to move mail. A railway post office (**RPO**), was a railroad car that was normally operated in passenger service as a means to sort mail en route, in order to speed delivery. The first RPO car was placed in operation when the Railway Mail Service (**RMS**) was established in 1869. As the post office standardized the handling of mail carried by train, postal markings indicating carriage by rail began appearing on letters. Train loving postal history collectors turn their attention to mail that shows evidence of having been carried by rail. Rail mail expanded rapidly after an act of July 7, 1838 designated all United States railroads as postal routes.⁶ By 1917 the Railway Mail Service handled 15 billion pieces of mail annually and encompassed 217,462 miles of railroad and more than 327 million miles of actual service.⁷



Fig. 4: First Day of issue of the Railroad Mail Car 1920s; part of the 1988 Transportation Series.

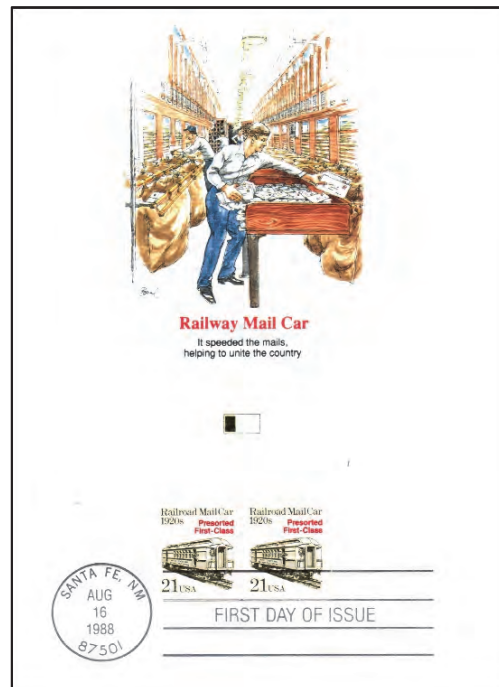


Fig. 5: Interior of a railway mail car. USPS First Day of Issue Program, Santa Fe, New Mexico.

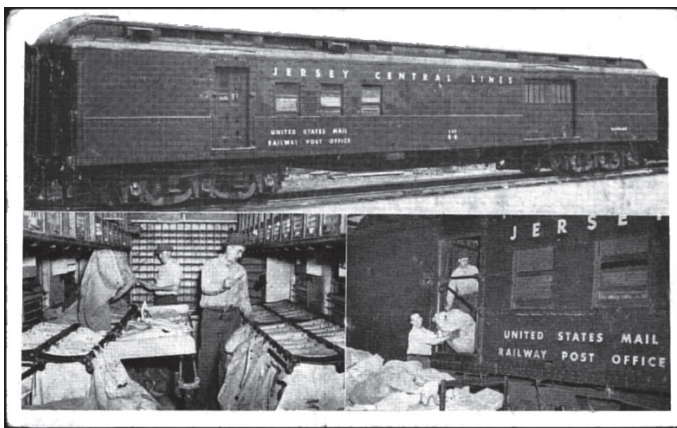


Fig. 6: Jersey Central Lines RPO - baggage car. Jersey Central Lines postcard, 1952.

Courtesy Frank Reilly
Fig. 7: CNJ registered mail stamp, 1910



*If no picture credit shown, the items are in the author's collection.



Courtesy Frank Reilly

Fig. 8: CNJ mail-baggage car, U.S. mail crew, Charlie Luffbery standing in door on left.

Route Records and Route Markings of the CNJ

Around 38 years ago, this Society published the study of long time Society member, the late Fred MacDonald. His work, *Catalog of New Jersey Railway Postal Markings*,⁸ detailed the New Jersey postal routes on which mail was carried, sorted, and postmarked with the RMS route, date and train number, in railroad cars specially equipped as railway post offices.

Route 254 - This route includes route markings from 1851 (Central R.R. NJ) to 1965 (NY & Allentown) with a total of eighteen different markings. It covers the Main Line from Jersey City to Easton and the High Bridge Branch.⁹

Route 255 - The route markings on this line, which ran from Bound Brook to Philadelphia, are 255-A-1 to 255-D-1 and date from the 1890s to 1946.¹⁰ The Delaware and Bound Brook Railroad was chartered on May 11, 1874. In 1879, the railroad was leased to the Philadelphia and Reading Railroad, which, on August 1, 1883, transferred the lease to the CNJ.

For many years, all of the CNJ long-distance trains carried RPO cars or mail-baggage cars (called combines). During the period of the 1950s and 1960s, the following trains were major mail carriers:

- *Bullet*: Jersey City NJ - Wilkes Barre, PA via Allentown PA.
- *Harrisburger*: Harrisburg - Jersey City, trains 194 and 2194.
- *Interstate Express*: Philadelphia PA - Syracuse NY via Scranton PA (with DL&W and RDG), trains 301 and 306. By 1962 this had become mainly a mail train. When the US mail was discontinued on the RDG in July 1963, that freed up the CNJ RPOs on trains 301 and 306.

CENTRAL RR OF NEW JERSEY: *The Big Little Railroad*: Some Postal History ~John B. Sharkey

- *New York Clocker*: Allentown - Jersey City, trains 104, 1104, 192, and 119. Harrisburg - Jersey City, trains 194 and 1194.
- *Raritan Clocker*: Allentown - Jersey City, trains 1107 and 107.
- *Queen of the Valley*: Jersey City - Harrisburg, PA (with RDG), trains 199, 1199 and 2199. Operating from 1911 to 1967, it was the longest continuing operating train of the CNJ, and its route was the longest in the system, 179.5 miles.
- *Williamsporter*: Jersey City - Williamsport, PA (with RDG). This train ran from 1930 to 1945.



Postcard by Bob Fremming, Dallas, Wisconsin

Fig. 9: Post card of the *Queen of the Valley* which operated between Jersey City and Harrisburg. The RPO car is the first car after the tender.

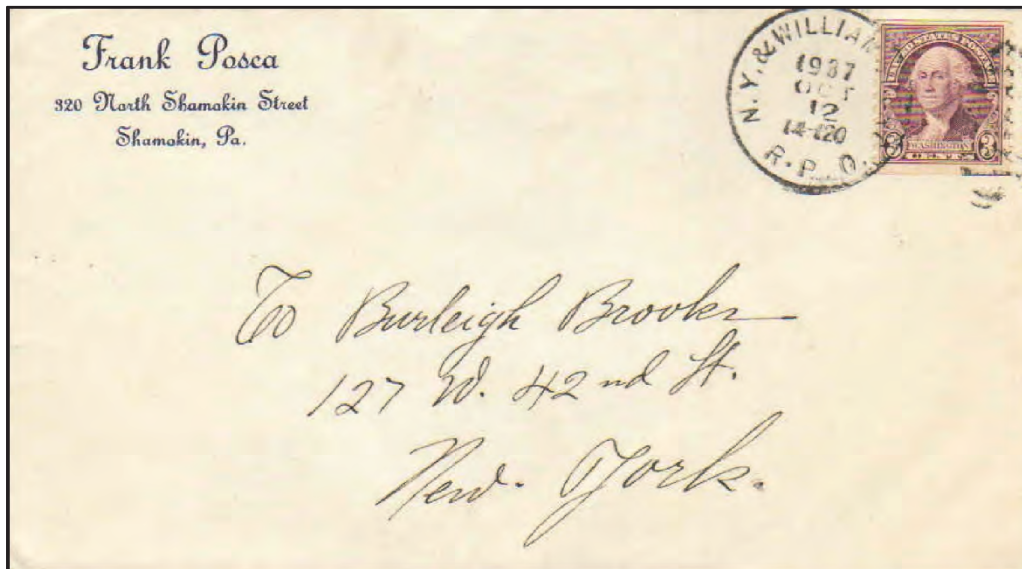


Fig. 10: Cover with the N.Y. & Williamsport R.P.O. dated October 12, 1937, Train 14-120. MacDonald route marking 254-M-1.

A Ride on the CNJ

Let us take a ride now on the former CNJ Main Line from the Jersey City Terminal to Scranton, and see some of the postal history, trains, and beautiful stations along this route.

Jersey City Terminal

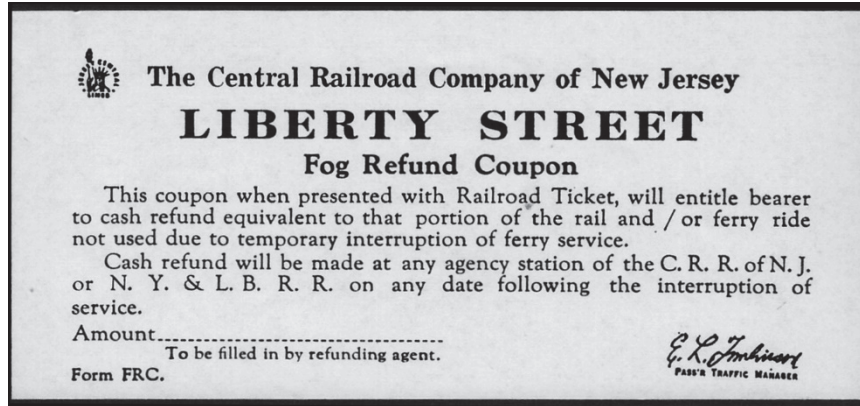
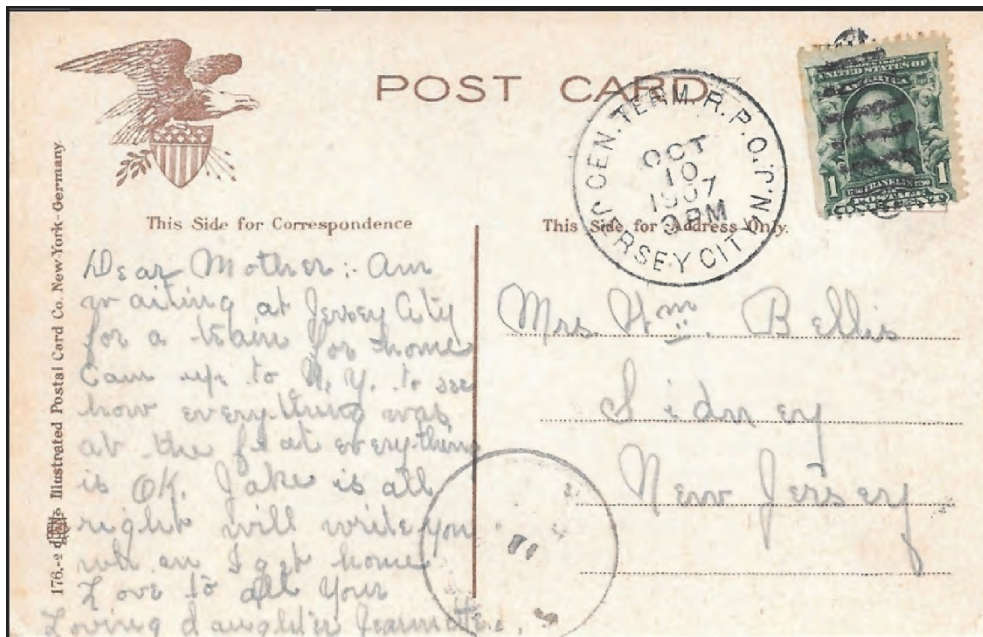


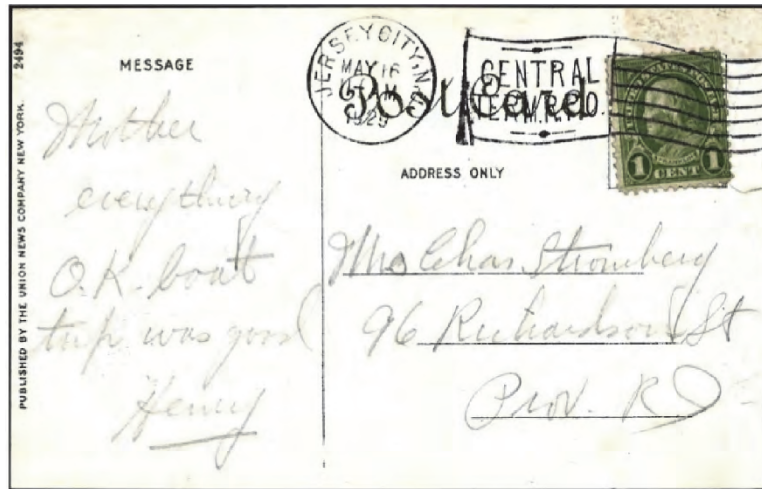
Fig. 11: A CNJ fog refund coupon.

As many as 50,000 people per day used ferries and trains served by the terminal. Shown below are two post cards postmarked at the CNJ Terminal. For most passengers, the trip began at the CNJ ferry terminal at Liberty St. in lower Manhattan. The trip could be annulled due to fog, and passengers had to find an alternate route to and from Jersey City.



Courtesy NJPHS Member John A. Trosky

Fig. 12: A 1907 post card with duplex Central Railroad of New Jersey RPO cancel, CEN. TERM. R.P.O.



Courtesy NJPHS Member John A. Trosky

Fig. 13: A 1929 machine flag cancel for the Jersey Central RR in Jersey City, with CENTRAL TERM. R.P.O. in flag.

West 8th St. Bayonne. This was the main station in Bayonne and is now the terminus of the New Jersey Transit's Hudson-Bergen Light Rail. From Bayonne, trains passed over the Newark Bay Draw Bridge. The bridge was opened on November 28, 1926, and replaced the original bridge built in 1864. At the time, it was the longest four track railroad bridge in the country. On September 15, 1958, one of the worst accidents in the history of the CNJ occurred on the Draw Bridge, when train #3314 went through the open draw bridge killing 42 passengers and 4 crewmen. The engineer apparently had a heart attack.

Elizabethport. Commonly known as "E'port," this station served the CNJ main line, Newark Branch and Perth Amboy Branch. Just north of the westbound station, the Elizabethport shops, built in 1901, made all types of repairs here and at one time even built steam locomotives for the CNJ.

Elizabeth (Broad Street). This magnificent station (see *Figure 14*), still standing, was built in 1893, and was one of the most important stations on the CNJ. The station was a point of transfer between the CNJ and the Pennsylvania Railroad (PRR).

On October 11, 1975, the commemorative envelope shown in *Figure 15* was carried aboard a CNJ train as it made a special mail run through Union County. The covers were available through the Union County Cultural & Heritage Commission. The train shown in the cachet pulled the first train to Plainfield January 1, 1839.¹¹

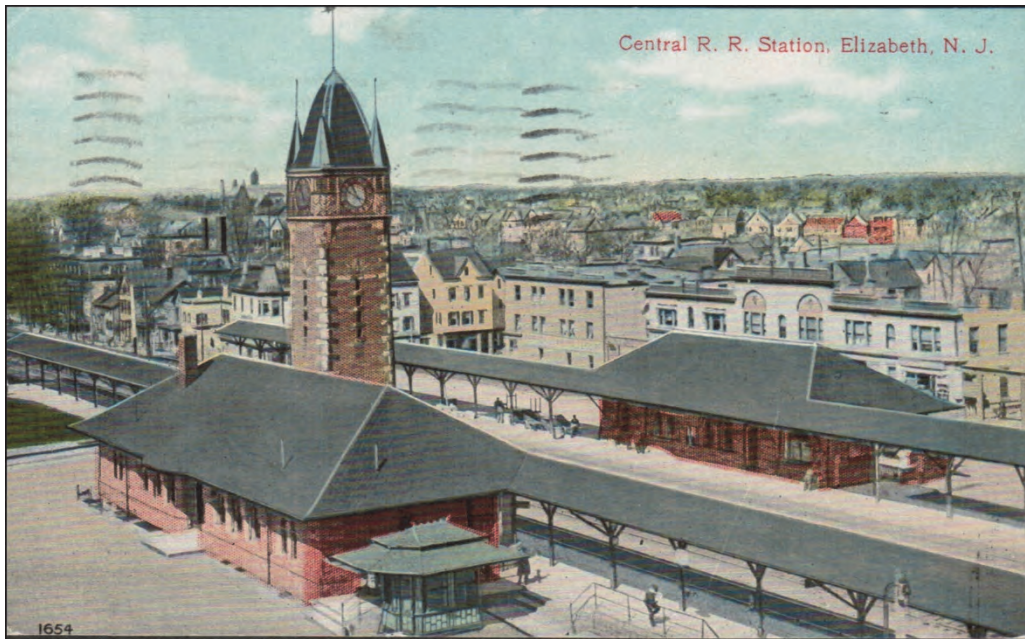


Fig. 14: Postcard dated Feb. 1, 1912 and postmarked Elizabeth N.J. showing the Central R.R. stations in Elizabeth NJ. The eastbound station in the foreground is still standing.

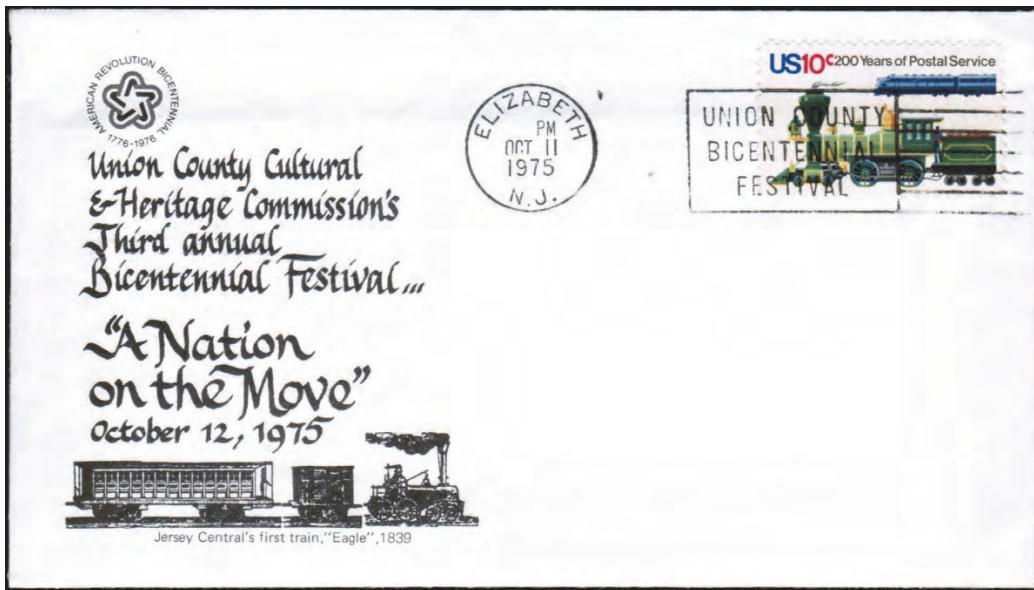


Fig. 15: Cover produced as part of Union County's Bicentennial Festival, dated October 11, 1975, and showing Jersey Central's first train, consisting of a locomotive, a wood car and one coach. The locomotive, named the Eagle, was built by Baldwin in 1838 for the CNJ.

Cranford. Cranford had the first high level platform built on the CNJ, eliminating street level grade crossings. Just east of the station, two different railroads connected with the CNJ – the Staten Island Railroad, owned by the Baltimore and Ohio RR, and the Rahway Valley RR, which connected with the Erie Lackawanna RR at Summit, NJ.

Westfield. Here there are two attractive stations as well as a kiosk (for newspapers and morning coffee), dating to the 19th century, and recently nominated for historical designation. At one time the Main Line was six tracks wide here; today there are only two.



Fig. 16: Former Westfield CNJ station (now NJT), eastbound platform, and historic news kiosk. The station was built in 1912 and the photo was taken in 1997.

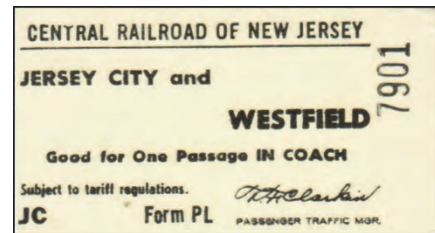


Fig. 17: Passenger rail ticket between Westfield and Jersey City, circa 1960s.

Fanwood. The old wooden station here has been restored by a local group and is now the home of the Fanwood Historical Society, which maintains a small museum at the station.

Bound Brook Junction. It was here that the RDG line diverted from the CNJ to Reading Terminal in Philadelphia. This railroad was opened on May 1, 1876 in conjunction with the Centennial International Exposition which celebrated the 100th birthday of the signing of the Declaration of Independence in Philadelphia. The RDG controlled the stock of the Philadelphia and Reading Railroad and on August 1, 1883 transferred the lease agreement to the CNJ.

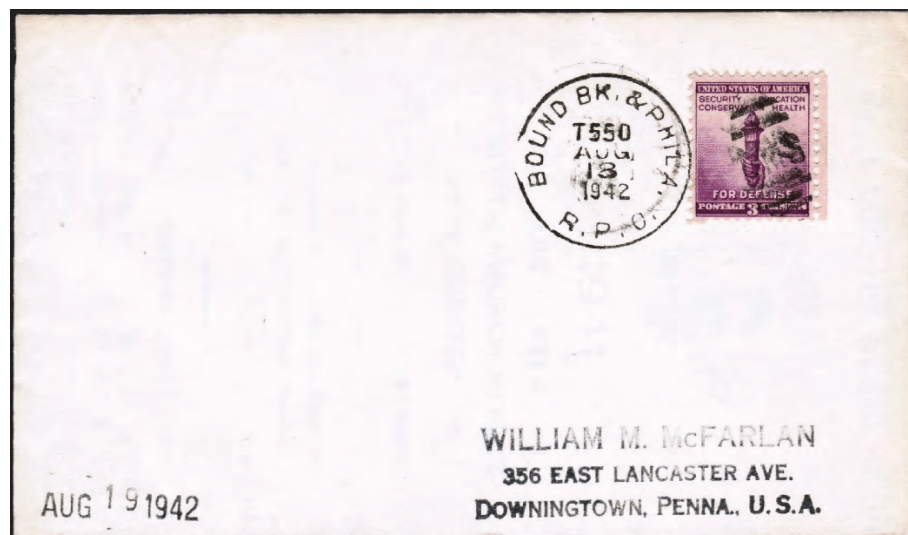


Fig. 18: Cover dated August 13, 1942, with a Bound Bk & Philadelphia R.P.O., train 550, MacDonald route marking 255-A-2. This line ran from 1884 to 1950.

It was via this line that B&O and RDG through trains operated to Jersey City. The Reading began Crusader service from Philadelphia via Bound Brook and the CNJ-Reading Wall Street began in 1948. The one-story brick and limestone detailed building at Bound Brook was constructed in 1913 in a Classical Revival style, designed by William I. Houghton (Phil and Rdg RR) and Joseph Osgood (CNJ).¹²

Raritan. This beautiful old stone station still serves hundreds of passengers a day on the NJT's Raritan Line. It was from here heading west that the CNJ went from a four-track railroad to a two-track line.

High Bridge. The High Bridge & Longwood Valley opened between High Bridge and Rockaway in 1876, and within two years it became the High Bridge Branch of the CNJ. It had a mail contract starting April 10, 1877, and by 1883, it was carrying 250 pounds of mail per day on the branch between High Bridge and Port Oram. The CNJ leased the Hibernia Mine railroad in 1890, which ran from Port Oram (called Wharton in 1902) to Hibernia. It also absorbed several small iron-ore roads in northern NJ to feed regional steel mills, including the Dover & Rockaway and the Ogden Mine. In 1930, CNJ acquired the Wharton & Northern and the Mount Hope Mineral railroads and they stayed in operation until they were abandoned in 1971.¹³ Shown here is a cover from The Taylor Iron Works in High Bridge, one of the first iron works in the U.S. dating to the 1740s (then called United Iron Works). It was known for the manufacture of cannon balls for the revolutionary and civil wars.¹⁴

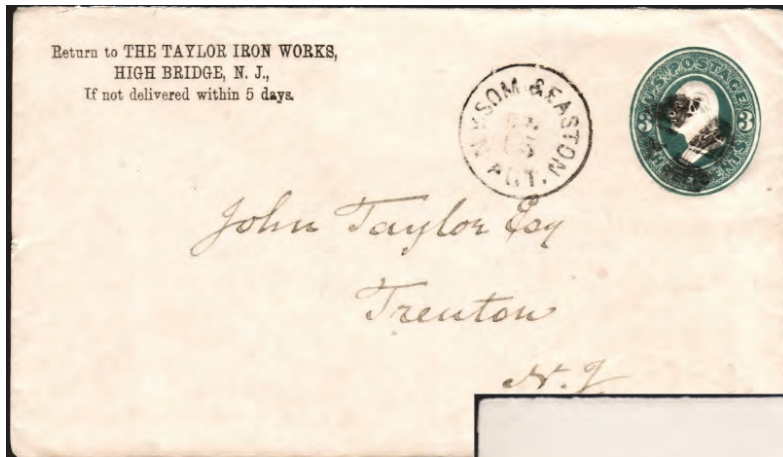


Fig. 19: Som & Easton Agent RPO from the 1800s. The cover was mailed from the Taylor iron Works in High Bridge, NJ. The embossed envelope is Scott U159, which was in use from 1875 to 1881. MacDonald Route marking 254-D-1.

Courtesy Jean Walton
Fig. 20: A cover showing one of the smaller railroads that was absorbed into the CNJ system (Rockaway and High Bridge RPO). This letter was sent February 1887 to Naughtright in Morris County. MacDonald route 254-P-1. Shown with two Scott 212 stamps.

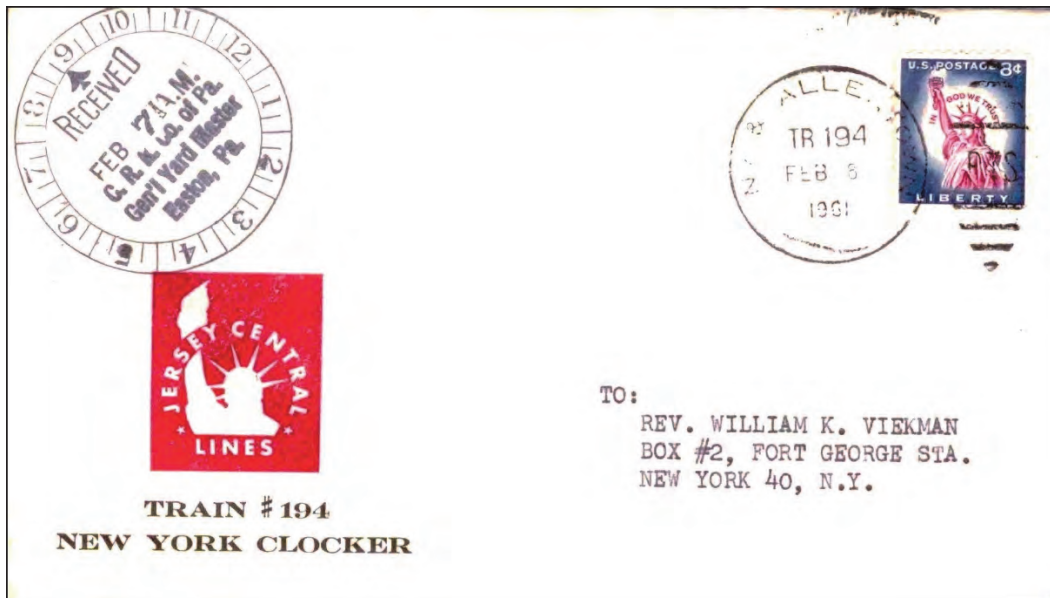


Phillipsburg. This was the western terminus of passenger service on the Raritan Valley Line. The station, which is being restored by a local railroad preservation society, *Friends of the New Jersey Transportation Heritage Center*, was a joint CNJ and DL&W facility.

Easton, Pennsylvania. The CNJ first crossed the Delaware River into Easton, PA in 1868, and this marks the former Division Point between the Central Division and the Pennsylvania Division. It constructed a sturdy steel double track span over the river in the mid-1920s to accommodate the constantly increasing size of its locomotives and the tonnage they hauled. Manufacturing and cement were the city's principal activities, offering substantial traffic to the railroads serving it, including the CNJ. The beautiful Victorian station at Easton, built in 1887, was razed in the late 1970s after being a victim of arson.

Bethlehem, 11.5 miles west of Easton stood the sprawling industrial complex of the Bethlehem Steel Company, whose origins trace to 1857. There were two stations here, one used jointly by the Lehigh Valley and the Reading, built in 1924, and now a hospital facility. The Reading's North Penn Branch from Philadelphia used this station. Across the Lehigh River ran the CNJ line and the beautiful old station (now a restaurant), and freight house (1910) still stand. It was built in 1873, with passenger service discontinued on April 30, 1967.

Allentown. Allentown, 16.5 miles west Easton, is the Lehigh County seat and located at the confluence of the Lehigh, Little Lehigh and Jordan Rivers. It was a major commercial and industrial city in the Lehigh River Valley, with cement, and truck and bus manufacturing, as the principal activities. The RDG/CNJ station was opened on March 17, 1890. The last Reading train to Harrisburg, PA operated in 1963. The CNJ continued to serve the depot until 1967.



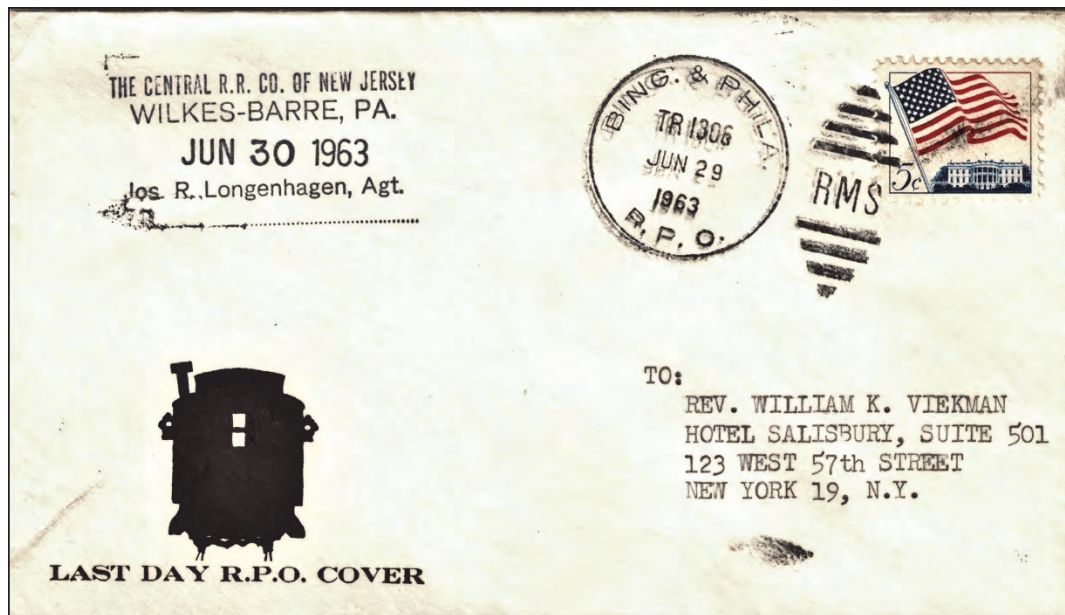
Courtesy Frank Reilly

Fig. 21: Cover for train #194, the New York Clocker, Feb. 8, 1961, postmarked NY & Allentown (Harrisburg and Jersey City). Route 254-K-1.

Jim Thorpe. The name Jim Thorpe was adopted by the community of Mauch Chunk on June 16, 1954. After service was cut back from Scranton, until September 1952 this was the western extremity of CNJ passenger service. This was later cut back to Allentown. A branch line once served the coal mines and brought abundant traffic out to the mainline. The passenger depot at Jim Thorpe, built by the CNJ in 1888 and designed by Wilson Brothers and Co. of Philadelphia in the Queen Anne style, still stands and is home to the Lehigh Gorge Scenic Railroad and the Carbon County Visitor's Center. The last CNJ passenger train use of the depot was on September 28, 1952.

Wilkes-Barre. Passenger service to the CNJ station (1868) in Wilkes-Barre ended in 1963; by the mid-Seventies, the derelict building was condemned, but survives to this day. Initially built for the Lehigh and Susquehanna Railroad, the station came under CNJ control when that line leased the L&S in 1871. The station served passengers until 1963, and finally closed in 1972, after which the tracks were removed. It was added to the National Register of Historic Places in 1975.¹⁵

Scranton, the seat of Lackawanna County, PA and the western extremity of the CNJ, is 191.8 miles from the Jersey City terminal. It was once the *Anthracite Capital of the World* and the region's abundant coal traffic enriched many railroads, including the CNJ. The *Interstate Express*, (Philadelphia to Syracuse, N Y) was a train that used the rails of the Reading, Jersey Central and Lackawanna railroads. By the early 1960s, the train was exclusively mail and express and not advertised in public timetables.¹⁶



Courtesy Frank Reilly

Fig. 22: Last day of service on the Interstate Express, June 30, 1963. Binghamton & Philadelphia RPO, train 1306.

The End of Railway Mail Service

As airplanes and highways expanded and improved, the need for railway mail began to decline. Following passage of the Transportation Act of 1958, which allowed the discontinuance of money-losing passenger trains, mail-carrying passenger trains began to decline rapidly. By 1967, only 876 passenger trains carried mail and by 1970, the railroads carried virtually no first-class mail.¹⁷

The year 1965 saw the end of U.S. Post office mail service on the CNJ. In September 1967 the POD cancelled all “mail by rail” contracts, electing to move all first class mail via air and truck transport. After 113 years of railway post office operation, the last surviving railway post office running on rails between New York and Washington, D.C. was discontinued on June 30, 1977. The cover shows the last run of the RMS/RPO, train 4 on its run from Washington to NY. The last route with a railway post office title was actually a boat run that lasted a year longer. This Boat Railway Post Office was the Lake Winnepesaukee RPO operating between The Weirs, New Hampshire, and Bear Island on Lake Winnepesaukee. The final date it operated with a postmark was September 30, 1978.



Fig. 23: End of an Era, RPO last day of service, New York and Washington RPO. NY & Wash Train 4, June 30, 1977.

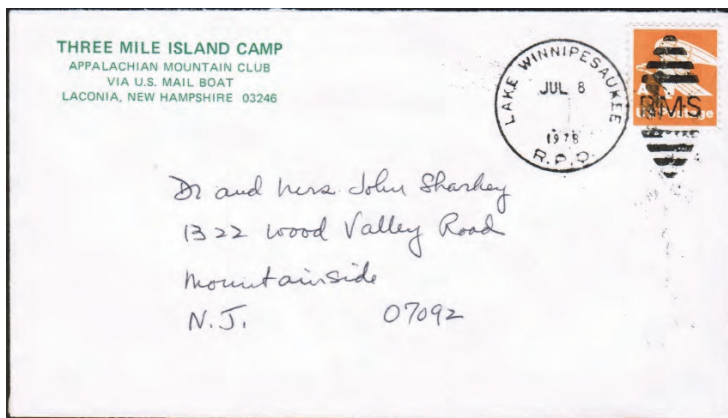


Fig. 24: Cover shows a duplex cancel, RMS and an RPO postmark, Lake Winnepesaukee, July 8, 1978, shortly before the end of Railway Mail Service in the U.S. It was carried on the mailboat MV “Sophie C.”

Decline of the Central Railroad of New Jersey

Cancellation of mail contracts in 1965 brought discontinuance of 18 CNJ passenger trains systemwide. In 1967, CNJ dropped its last non-commuter passenger train, between Jersey City and Allentown. On April 30, 1967 the “Aldene Plan” was implemented, and CNJ filed for bankruptcy and the Jersey City terminal closed its doors the same year.¹⁸ Under this plan a new track connection was built east of Cranford to connect with the Lehigh Valley R.R. and all Main Line trains were routed to Penn Station, Newark. The route from Cranford to Bayonne was downgraded to “shuttle” service and CNJ’s large terminal in Jersey City was abandoned. The last passenger train crossed the bridge on August 6, 1978 and the bridge was dismantled in the 1980s.

On April 1, 1976, the Consolidated Rail Corporation (Conrail) was created to run the trains of six bankrupt railroads, including the CNJ and the RDG. It also assumed operation of all their commuter lines and that remained so until January 1, 1983, when New Jersey Transit (NJT) took over passenger train operations.

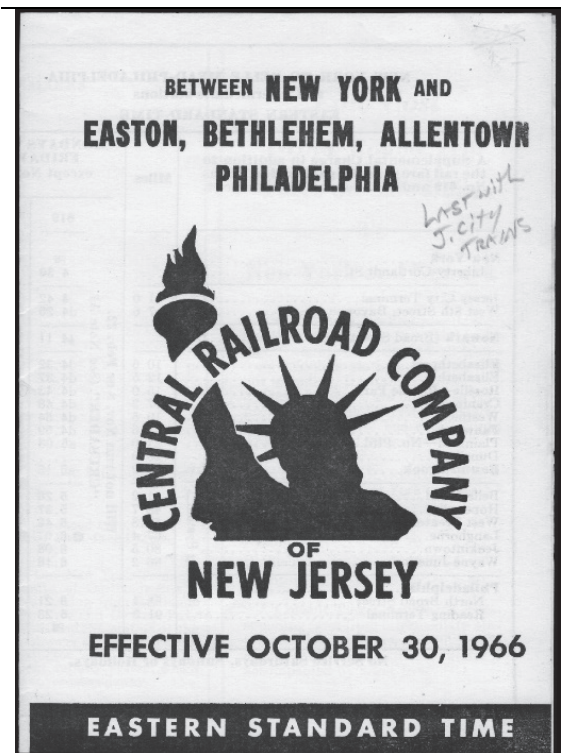


Fig. 25: The last CNJ Timetable to show service to the Jersey City Terminal, dated October 30, 1966



Fig. 26: New Jersey Transit weekly ticket between Westfield and Newark on first day of commuter operations in New Jersey, Jan. 7, 1983.

What is left of the Main Line (Aldene to High Bride) is now the NJT Raritan Valley Line. In 1975, as a tribute to the *Big Little Railroad*, the CNJ Main Line was placed on State and National Historic Register of Historic Places. The author commuted for thirty years from Westfield to Newark and then the PATH to downtown NYC where he taught at Pace University. Shown above is one of the author’s weekly tickets.

Restoration of the terminal began and Liberty State Park opened in 1976. The Centennial of the terminal was celebrated on September 30, 1989, as is shown on the program in *Figure 27*. The Christie administration celebrated the official reopening of the iconic terminal building at Liberty State Park in 2016.

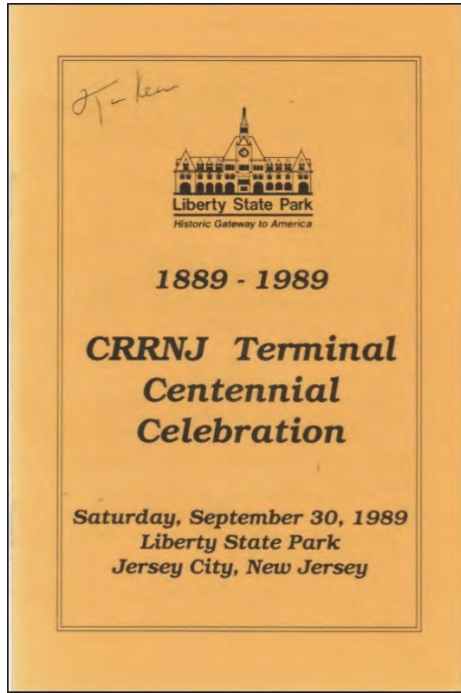


Fig. 27: Program signed by Governor Thomas H. Kean for the CRRNJ Terminal Centennial Celebration on September 30, 1989.

Remnants of the branch lines of the Mail Line still exist. The High Bridge station, constructed in 1856, is the western terminus of NJT's Raritan Valley Line. The Columbia Trail in rural northwestern New Jersey was created from portions of the former Central Railroad of New Jersey High Bridge Branch. The trail runs 16.2 miles (26.1 km) from High Bridge, in Hunterdon County, to Flanders, in Morris County. Where it passes through Califon, there is a small section of preserved track and the historic train station in the town center.



Photo courtesy of Charlotte Zanidakis

Fig. 28: Preserved CNJ train station, now a museum, in Califon, NJ. It is the only stone station on the High Bridge branch.

ADDENDA

Further information may be found throughout the following organizations:

CRR of NJ Historical Society, Inc., 460 Elm St., Stirling NJ 07980-1126.

Fanwood Museum, located in historic Fanwood train station, Martine Ave. (contains a postcard collection of all CNJ stations on the Main Line)

Liberty Historic Railway of NJ, <https://www.lhry.org> (see especially CNJ Main Line Chronology).

National Railroad Historical Society, Jersey Central Chapter, www.jcrhs.org

Railroad Station Historical Society, www.rrshs.org.

ENDNOTES:

¹ Brennan, William J., *Jersey Central Lines in Color*, Morning Sun Books Inc., 1991, pp. 3-4.

² NJRails.Tripod.com. See The Central Railroad of NJ https://njrails.tripod.com/20th_Century/CNJ/CNJ.htm.

³ The Tri-State Railway Historical Society, Inc., *Farewell Salute to the Bayonne Scoot and Elizabethtown Shops Tour, March 28, 1976*. These are background notes on the CNJ from the itinerary of a rail tour taken by the author from Cranford to Bayonne.

⁴ NJRails.Tripod.com, *op cit.*

⁵ "Fallen Flags Remembered, Jersey Central" in *Classic Trains Magazine*, 2012 (www.ClassictrainsMag.com) at <https://paperzz.com/doc/9020188/jersey-central---classic-trains-magazine>

⁶ *The United States Postal Service, An American History 1775-2002, Government Relations*, The United States Postal Service, 2002, p. 15. [https://www.immagic.com/eLibrary/ARCHIVES/GENERAL/US_USPS/P070711U.pdf]

⁷ Lamar, Tom, "Hear That Train a Comin'", *Stamps*, 1987, p. 13.

⁸ MacDonald, Frederick D., *Catalog of New Jersey Railway Postal Markings*, New Jersey Postal History Society, Holmdel, N.J., 1984.

⁹ *Ibid*, pp. 100-103

¹⁰ *Ibid*, pp. 104-105.

¹¹ Cunningham, John T., *Railroading in New Jersey*, Associated Railroads of NJ, 1951.

¹² Bound Brook Station @ en.wikipedia.org. Retrieved March 13, 2022.

¹³ Brill, Peter, Central Railroad of New Jersey: A History, *Classic Trains*, May 28, 2021 (online access).

¹⁴ Revolutionary War New Jersey, Hunterdon County, High Bridge, <https://revolutionarywarnewjersey.com/>.

¹⁵ Potter Greenstein, Janet, *Great American Railroad Stations*, John Wiley & Sons, Inc., 1996, p. 213.

¹⁶ Brennan, *op cit.*, p. 102 (Endnote 1).

¹⁷ Lamar, *op cit.*, p. 13 (Endnote 6).

¹⁸ Brill, *op cit.*, (Endnote 12).

ON THE AUCTION SCENE: \$5.00 Hamilton Used on Air Parcel Post Package

By Robert G. Rose

Collectors of 20th Century postal history have turned their sights on the Liberty Issue which began with the eight cent Statue of Liberty, Scott #1041, issued on April 9, 1954. Eventually, a set of definitive stamps with rates from ½ cent to \$5.00 was issued. The \$5.00 Alexander Hamilton, Scott #1053, was issued on March 19, 1956 in Paterson, New Jersey, befitting Hamilton's sponsorship of the Society for Establishing Useful Manufactures, the first planned industrial site in the United States created in 1791. The uses of the \$5.00 Hamilton on commercial covers have brought high prices at auction and in internet sales in recognition of their rarity.

The recent Schuyler Rumsey auction sale at WESTPEX (April 21-24, 2022), included a single \$5.00 Hamilton used on an air parcel package front together with three \$1.00 Patrick Henry, Scott #1052, arranged in the form of a block as illustrated below in *Figure 1*.¹ The stamps are tied by "Carteret, N.J." boxed handstamps.² The package front is postmarked "Carteret, N.J. Sep 11, 1959" in a purple double circle. The \$8.00 in postage paid ten times the 80 cent per pound air parcel post rate to Zone 8 which was in effect from November 1, 1950 through January 6, 1963.

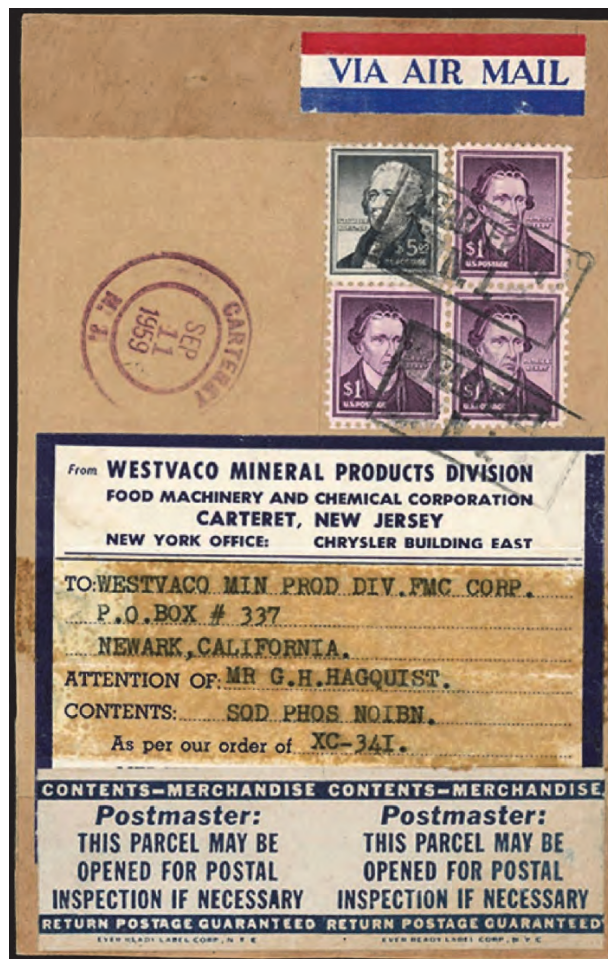


Fig. 1: \$5.00 Hamilton, Scott #1053, on air parcel post package front from Carteret, New Jersey to Newark, California.³

The shipping label states that this box was shipped from the Westvaco Mineral Products Division in Carteret to the company's office in Newark, California. The label states that the box's content is "sod phos noibn," meaning the chemical sodium phosphate. "Noibn" is the abbreviation for "not otherwise indexed by name," in reference to federal shipping classification requirements for chemicals.

Estimated at \$1,000 to \$1,500, it sold at hammer for \$2,400 plus an 18% buyer's fee for a total of \$2,832. The substantial price paid for this piece is a reflection of the growing popularity of scarce uses of modern issues. A trend that began with the Prexies is now seen in both the Liberty and Prominent American series.

ENDNOTES:

- ¹ Schuyler Rumsey Philatelic Auctions, Sale No. 101, First Session Thursday, April 21, 2022, lot 940., <https://www.rumseyauctions.com/pdfs/Sale101.pdf>
- ² The lot description erroneously states the package was postmarked at "Carterry, N.J." A further miscue is the rate description as "8-Times the 80c Airmail Rate Per Pound." As detailed above, the \$8.00 in postage paid ten times the 80 cent per pound air parcel post rate to Zone 8 which was in effect from November 1, 1950 through January 6, 1963.
- ³ Full lot description at <https://stampauctionnetwork.com/SR/sr10147.cfm#123> .

NJ SHORTS: STATE OF NJ PERFIN, 1970:

By Jean Walton

Recently acquired on Ebay, where it was described as a "C N/S" perfin instead of S/N J, because the seller forgot to reorient the stamp, here is another example of a State of New Jersey perfin. For those with an interest in these perfin, an interesting article appeared in *NJPH* in Whole No. 187 of *NJPH* (August 2012), available at <https://www.njpostalhistory.org/media/archive/187-njphaug12.pdf>, by Gene Fricks, Robert G. Rose, Paul Jackson and Scott Hoppis. Always nice to see one.



Fig. 1: A State of NJ Perfin for the Department of Law and Public Safety, used in Newark on March 31, 1970.

NEW JERSEY GOVERNMENT ORNATE ENVELOPES REDUX

By Ed & Jean Siskin

In the November 2021 Issue of the Journal, we wrote about the ornate printed envelopes used by the State of New Jersey, starting about 1863.¹ Considerable additional information has come to our attention which warrants reporting. We have had the good fortune to learn that Mike Ludeman of Denton, Texas, has an ongoing project to document these ornate envelopes for all the states. To date, ornate covers from 35 states have been reported. The result of his ongoing effort can be found on the Stamp Smarter Website at:

<https://stampsmarter.org/learning/StateGovCovers.html>

There is a New Jersey section if you scroll down the page to:

<https://stampsmarter.org/learning/StateGovCovers/US-02-NJOB%20Covers.pdf>

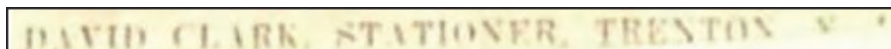
This is clearly a work in progress but is worth your time to visit his efforts. It certainly was for us.

From Mike Ludeman's project we learn of the important cover shown in *Figure 1*. This cover, franked with a 3 cent stamp of the 1857-60 issue, is reportedly dated March 30, 1860, although the postmark date is illegible. Because of the franking, we know that the cover must predate November 1, 1861, because the stamp was demonitized after that date. Thus, this is a new earliest use.² Further, although it is the standard Orr design, and has an J.W. Orr byline, it also has a "DAVID CLARK, STATIONER, TRENTON, N.J." inscription imprinted on the back (see *Figure 2*). Looking further we found two other covers with David Clark inscription on the back, although in each case the imprint location varies, at left, center, or right of upper back. *Figure 3* shows the David Clark inscription on the back of *Figure 3* in our November 2021 article.



Courtesy Mike Ludeman Monograph³

Fig. 1: Scott #26 on Orr designed Ornate cover postmarked Trenton, March 30, 1860.



Courtesy Mike Ludeman Monograph

Fig. 2: David Clark inscription on back of the 1860 cover shown in Figure 1.



Courtesy Mike Ludeman Monograph

Fig. 3: *David Clark inscription (enhanced for clarity) on upper left back of the 1864 cover shown in Fig. 3 of our December 2021 article.*

From Joe Felcone we learn that David Clark was a Trenton Stationer and book seller active from the early 1850s through the late 1870s. New Jersey State Session laws⁴ include expenditure records which indicate Clark received a number of small payments over the years. Apparently Clark was selling envelopes and other supplies to the State government.

Joe also points out that it is highly improbable that David Clark was actually printing these envelopes. By the middle of the 19th century, book sellers and stationers were no longer printers. Technological advances had priced them out of the market. Stationers and book sellers could have their advertising imprints added to items they ordered in quantity from large printing houses. Thus it is almost certain that Clark ordered large quantities of envelopes, with their advertising logo, from J. W. Orr and sold it to New Jersey government agencies when their needs arose.

To this point all of the early ornate envelopes have been designed by either J.W. Orr or Murphy and Bechtel. The only difference between the two designs is that the State of New Jersey headings on the Orr designs are straight lines and those on Murphy and Bechtel envelopes are arched. We now have a third design, shown in *Figure 4*, which is substantially changed. It is unsigned and we don't know who produced it.

Further, we now know that the Murphy and Bechtel design was overprinted for use by specific agencies. *Figures 5 thru 10* show examples of this overprinting.



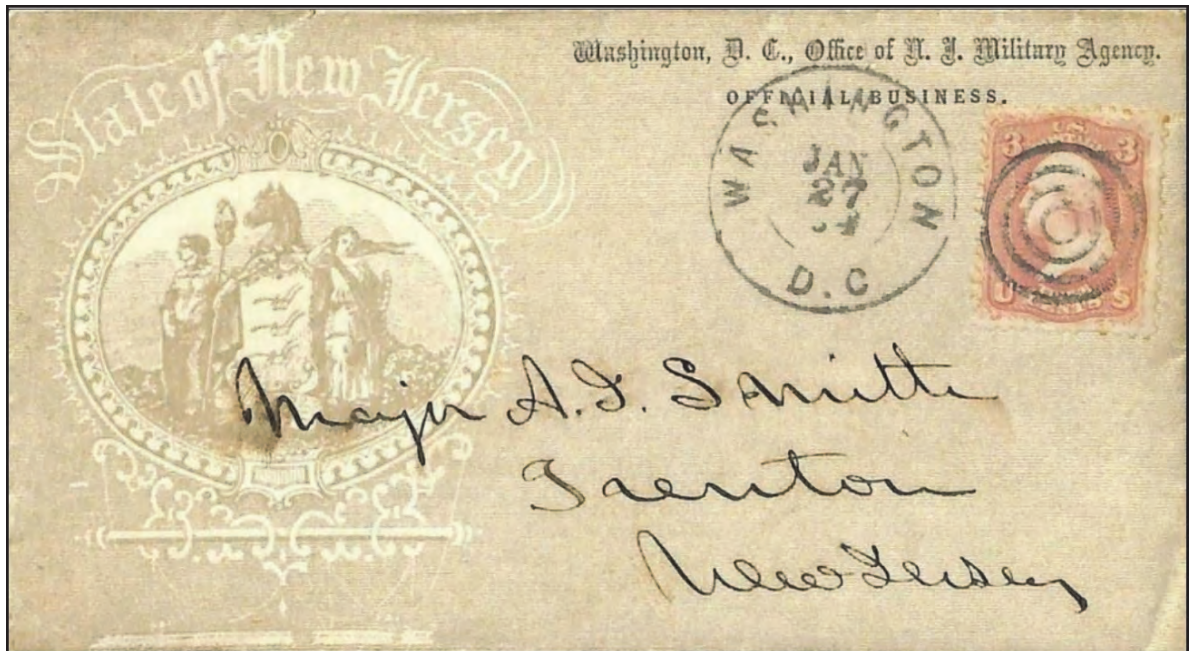
Fig. 4: "Clerk of Supreme Court" design, postmarked Trenton November 3, 1866. Printer unknown.

Below are examples of State ornate envelopes, overprinted for different agencies and State offices. All shown are arched, and include the Murphy & Bechtel imprint on front. The imprint is not easily readable in these scans, and it is just barely decipherable in person.



Courtesy Mike Ludeman Monograph

Fig. 5: State of New Jersey, overprinted "Adjutant General's Office," Trenton December 3, 186--.



Courtesy Mike Ludeman Monograph

Fig. 6: State of New Jersey, overprinted "Washington, D.C., Office of the N.J. Military Agency.," cancelled. January 27, 1864.

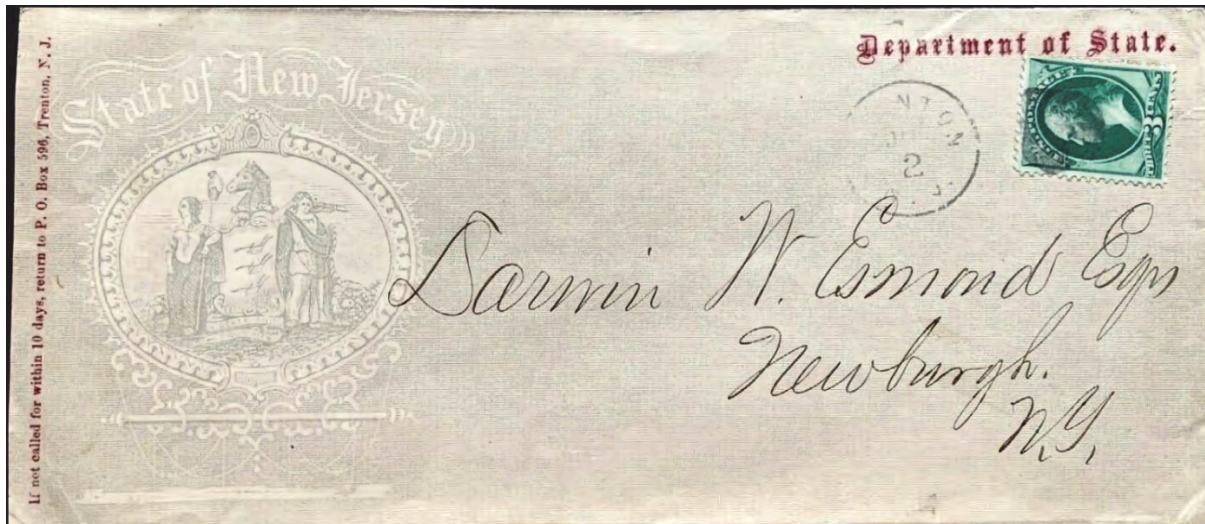


Fig. 7: State of New Jersey, overprinted "Office A(ssistant) A(djutan)t Prov(ost) Mar(shall) General, N.J.," Trenton, with a May 22 fancy cancel.



Courtesy Mike Ludeman Monograph

Fig. 8: State of New Jersey, overprinted "Clerk's Office of the U.S. Circuit Court." Cancelled Trenton November 14, 1870.



Courtesy Mike Ludeman Monograph

Fig. 9: Large gray State of New Jersey envelope overprinted in red "Department of State," cancelled at Trenton, circa 1870, with an "If not called for..." return notice at left, also in red.



Fig. 10: State of New Jersey, overprinted "Department of Public Instruction / FARNUM PREPARATORY SCHOOL, / BEVERLY" and sent from Beverly, NJ with a Due 3 mss marking.

Figure 10 pictures the ornate overall design overprinted with the department, "Department of Public Instruction, FARNUM PREPARATORY SCHOOL, BEVERLY." It is not clear why this cover is marked "Due 3." It is possible that it was a double weight letter and that 3 cents was collected from the recipient. It is also possible that the sender may have tried to send the letter without postage and it was returned to add a stamp. Possibly the sender may have construed the ornate envelope to authorize free franking.

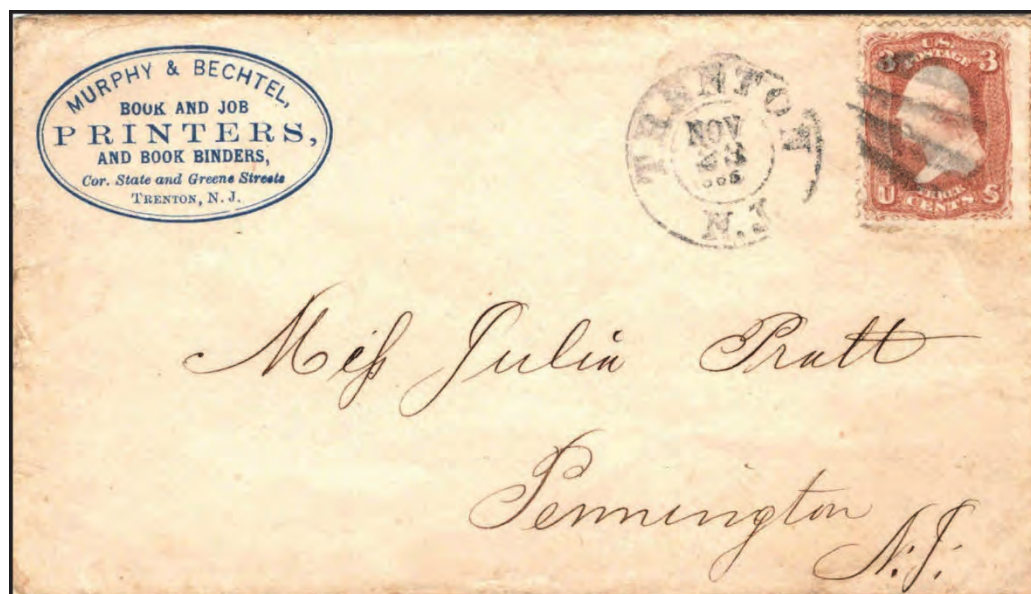


Fig. 11: Murphy & Bechtel corner card, Trenton, November 23, 1866.

Figure 11 shows a cover with a Murphy and Bechtel corner card. It is nice to add a personal touch to one of the ornate envelope's producers.

New reports of covers are encouraged and would be welcomed by both Mike Ludeman (mike@ludeman.net.) and us (jeananded@comcast.net).

Thanks again to Joe Felcone for his considerable help.



Library of Congress⁵

Fig: 12: New Jersey Capitol Building, originally built in 1794, altered & enlarged 1845 & 1846. This print created by John Notman & T. Sinclair's Lith., from the Prints & Photographs Division of the Library of Congress.

ENDNOTES:

- ¹ See November *NJPH*, Whole number 224, available at <https://www.njpostalhistory.org/media/journal/224nov2021njph.pdf>.
- ² When the Civil War started with the bombardment of Fort Sumter on April 12, 1861, large quantities of postage stamps were held by southern post offices. The Post Office was concerned that these stamps could be sold to help finance the southern war effort. On June 13th, the Post Office placed an order for postage stamps of an entirely new design. This new issue became available starting about August 17, 1861. As the new stamps were provided to each post office, the public had six days to exchange their old stamps for the new issue. After the exchange period, the old stamps were no longer accepted. Statewide in New Jersey, the old issue was no longer accepted after November 1, 1861.
- ³ Mike Ludeman Monograph: New Jersey "Official Business" State Departmental Offices Illustrated Covers 1860 - 1960, at <https://stampsmarter.org/learning/StateGovCovers/US-02-NJOB%20Covers.pdf>.
- ⁴ For an example (this one from 1858), See [Acts of the General Assembly of the State of New Jersey, New Jersey](#), in Google Books online.. Joseph Felcone indicates there are many such listings in the New Jersey Legislative Session records over the years.
- ⁵ T. Sinclair's Lith, and John Notman. State Capitol of New Jersey at Trenton. Built. Altered & enlarged 1845 & 46 / H. Whateley ; John Notman, Phila, archt. ; H. Whateley, del.; T. Sinclair's Lith., Philada. [Philada.: T. Sinclair's Lith., between 1846 and 1870], Photograph. Retrieved from the Library of Congress, www.loc.gov/item/92507914/.

LONG LOST AVIATION HISTORY IN JERSEY CITY

By John A. Trosky

Mention Droyers Point to anyone of a certain age from Hudson County, or more specifically from Jersey City, and you may get a response about spending many a fond Friday night or Saturday afternoon at a local high school football game at Roosevelt Stadium, which was located there. Others may remember the many rock & roll concerts that took place there in the 1970s starring the likes of Eric Clapton, Crosby, Stills, Nash & Young, The Grateful Dead or Pink Floyd. However, few, if any, would remember that this storied site, the home to the first minor league professional baseball game played on April 18, 1946 by the legendary Jackie Robinson when the Jersey City Giants hosted the Montreal Royals,¹ was also the earlier home of the Jersey City Airport!

Yes, long before Roosevelt Stadium was constructed, there was a commercial airfield located at Droyers Point. This area, which sits along State Route 440 at the foot of Danforth Avenue in Jersey City, was tidal marshland in early colonial times, and later saw development during the period of the early 19th century with the construction of the Morris Canal which was parallel to the Hackensack River before entering it further north.²

Droyers Point and the land surrounding it was largely owned by the City of Jersey City which, in the 1920s, became an object of possible redevelopment by the city fathers, in particular, Frank “I Am The Law” Hague, the Mayor of Jersey City.⁵ Railroads were king in Jersey City during this period and they provided much of the tax revenue. Mayor Hague had decided that they were under taxed, and when he campaigned to become Mayor in 1917, he immediately fought to increase the taxes on the railroads. By 1921 he increased the assessed value of second class railroad property from \$49,000,000 to \$69,000,000 and third class property from \$12,000,000 to \$49,000,000. All of this additional tax revenue provided largesse for Mayor Hague to shower on his supporters and use as a war chest against his enemies.⁶ In a speech he gave at the Emory Methodist Church on November 10, 1937 he stated that “Listen, here is the law! I am the law!” Hence, his future moniker was born.⁷



*Fig. 1: Frank Hague³
Mayor of Jersey City 1917 to 1947.⁴*

Droyers Point was originally envisioned by the City as a port facility to complement the Central Railroad of New Jersey Terminal at the foot of Communipaw Avenue on the Hudson River. The reason for this was the constant backlog of shipping in New York harbor awaiting docking space. Much of the land at Droyers Point was reclaimed and a bulkhead was built but that was as far as this project would go.⁸ The proposed piers and terminals would never be built. However, by 1927 a new project came to fruition on the site, the Jersey City Airport, which takes us to the cover below.⁹

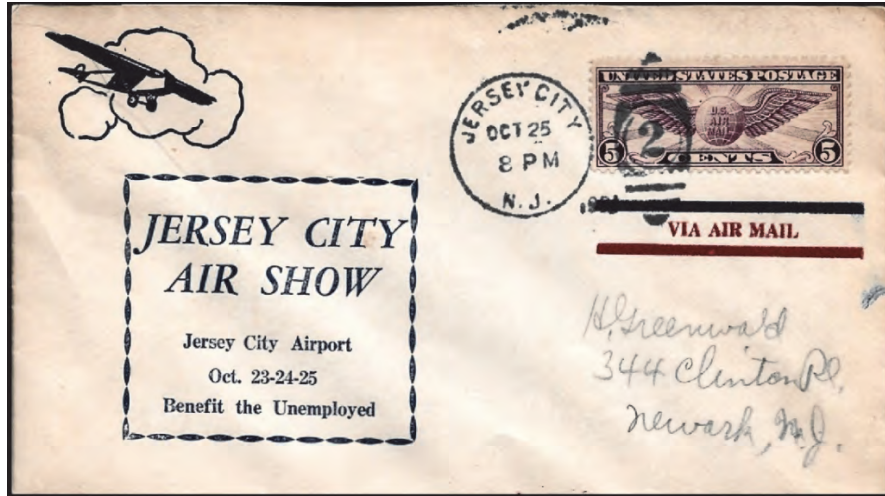


Fig. 2: Cacheted envelope stamped with a Scott# C-12 with a duplex canceller and affixed with an Air Mail label. Year date is not evident but is most likely post 1930. No references to any commercial mail flights leaving from this airport have been found. There were cacheted covers like this one but to the best of my knowledge, they were largely ceremonial and not flown.

With the collapse of the planned port facilities at the site, the area was graded for use as an airfield which opened in 1927. Two runways were constructed of 2000' and 2600' respectively in the shape of an "X" on the site so that aircraft using the airport could take off and land in any direction.¹⁰ This was all done under the auspices of Clarence D. Chamberlin, the pilot of the second non-stop flight across the Atlantic in 1927 which broke Lindbergh's distance record by 300 miles by landing in Eisleben, Germany.¹¹ Chamberlin owned the Crescent Monoplane Company and was interested in the property after the historic flight by Charles Lindbergh in 1927. He was looking to advance the new air travel industry with his idea for an airfield, flight school and a location for his Crescent Aircraft Corporation at Droyers Point. Through Mayor Hague, Chamberlin became a representative of the Jersey City Chamber of Commerce and became manager of the project, seeing it through to completion.¹² In 1930 his company was headquartered at 372 Lembeck Avenue in the Greenville section of the city of which Droyers Point was a part.

In the mid-1930s the airport was leased to a brash young pilot and local Dickinson High School dropout, Eddie August Schneider, to operate.¹³ Eddie was the son of German immigrants and was born on 17th Street in NYC and relocated to Jersey City as a boy with his family. On a trip back to Germany to visit relatives, he went on a plane ride there and became obsessed with aviation. Upon his return, he trained at Roosevelt Field on Long Island and became the youngest person in the United States to be granted a commercial pilots license in 1929. During that same period, he also earned his mechanics certificate being the youngest one in the New York area. Shortly thereafter, Eddie's father purchased a used Cessna Model AW monoplane with over 500,000 miles on it and gave it to his remarkable son.¹⁴ The aircraft was very similar to the one depicted on the cacheted envelope in *Figure 2*. Many will see its similarities to the monoplane flown by Charles Lindbergh on his famous flight just a few years before in 1927. It was in this plane with a new Warner Scarab engine that Eddie achieved legendary status as the youngest pilot to set a transcontinental speed record. He was only 19 years old. In 1930 he flew from Westfield, NJ, to Los Angeles, CA, in four days in a combined time of 29 hours and 55 minutes. He set another record on the return trip to Roosevelt Field with a combined time of 27 hours and 19 minutes.¹⁵ On the return trip he carried letters from the Mayor of Los Angeles to Mayor Frank Hague of Jersey City.¹⁶



International Newsreel Photo-

Fig. 3: Eddie Schneider landing at Long Island's Roosevelt Field on August 25, 1930 after setting a transcontinental speed record.

After setting three transcontinental air records, Eddie went on to other air races, entering the Ford National Reliability Tour in 1930 and winning the Great Lakes Trophy in 1931.¹⁷ During the 1931 Ford race, his Cessna crashed in a corn field in Kentucky on the side of a mountain. He immediately had a new engine sent to him and he took off and eventually won first place in the single engine category and finished in third place overall.¹⁸

Image credit: Wikipedia¹⁹

Fig. 4: Eddie August Schneider.



Shortly after his wins in several air races in 1932, Eddie became involved in politics. He became the co-Director of the Aviation Division of the Hoover Business League. This organization was an arm of the Republican National Committee and worked for the re-election of Herbert Hoover as President. In the aviation division, pilots like Eddie as well as Jimmy Doolittle promoted President Hoover and the Republican party.²⁰ With the loss of Hoover to Franklin Roosevelt in the 1932 election, Eddie went back to serious aviation, and met his future wife Gretchen Hahnen who worked for the local paper, the *Jersey Journal* and was involved with their Aviation Club. They were married in 1934.²¹

Starting on January 1, 1935, Eddie leased the Jersey City Airport from the Crescent Aircraft Corporation. It was from here that Eddie began not only to operate the airport but also offer flying lessons. It was here that Eddie and one of his students took off in a Travel Air three seat open cockpit plane when its engine suddenly died just after takeoff. They crashed into Newark Bay after reaching a height of about 100 feet. Both pilot and student were able to safely make it to shore.²²

Another pioneering pilot that used the Jersey City Airport was Ruth Nichols of Rye NY. She used the Jersey City Airport to set a world altitude record for a woman at 28,743' and a world speed record of 200mph. The airfield was becoming a hotbed of air travel and aviation daring.²³



Fig. 5: Cessna Monoplane Model AW of the type flown by Eddie Schneider.²⁴

It was during this time in the mid-1930s when Eddie was operating the Jersey City Airport, that fascism was sweeping through Europe with the rise of Hitler and Mussolini. There was a civil war raging in Spain in 1936 between loyalist forces and forces aligned with General Francisco Franco. Many foreign fighters enlisted on the loyalist side and were actively recruited in the US by those sympathetic to the loyalist cause. As a well-accomplished pilot, Eddie was recruited with the promise of \$1500/month in pay and a \$1000 bonus for each fascist plane that he shot down.²⁵

After many difficult and dangerous months in Spain, Eddie decided to return to the US, where he was immediately questioned and asked to testify before Congress regarding his exploits and his loyalty to the United States. His simple answer was that he was “hungry, broke and jobless.” He blamed the current Administration for forsaking the budding aviation industry that he had helped to build. He went to Spain mostly for the money which he later claimed he was never paid. He was glad to be home but the government seized his passport until they were sure he had not forsworn allegiance to the USA.²⁶ Schneider unfortunately died at age 29, in December 1940, in an air accident over Floyd Bennet Field in Brooklyn.

It was during this time of upheaval in Europe that Mayor Hague eyed the Jersey City Airport property for bigger things. Being a huge backer of the Roosevelt administration, Mayor Hague secured Works Progress Administration funding for the construction of a professional baseball stadium on the site. He envisioned a 50,000 seat stadium that was expected to cost \$500,000. This would spell the end of the short-lived Jersey City Airport. Ground was broken for the new stadium in late 1935 and was completed for opening day on April 22nd, 1937.²⁸



Fig. 6: Roosevelt Stadium circa 1940.²⁷ It stood on this spot from 1937 to 1985.

This was not entirely the end of aviation in Jersey City. After the Second World War, a group of three former naval aviators operated the Jersey City Skyports seaplane based close by Droyers Point. This venture was also short lived and was closed after five years of operation, spelling the end of all commercial aviation in Jersey City.²⁹ All that remained of the former airport site in the 1980s was the deteriorating Roosevelt Stadium which became an albatross for the city to maintain. With the loss of the stadium as a concert venue, due to many complaints by city residents in the Greenville section of the city regarding noise, trash, traffic congestion and unruly crowds, and the poor conditions for hosting high school sports, the City Council voted to tear down the complex in 1982.³⁰ The wrecking ball finished the job in 1985. It was shortly thereafter that the city engaged with K. Hovnanian Enterprises to develop the property into a gated townhouse community called Society Hill, which it remains today, having been expanded on several occasions.

EVOLUTION OF DROYER'S POINT

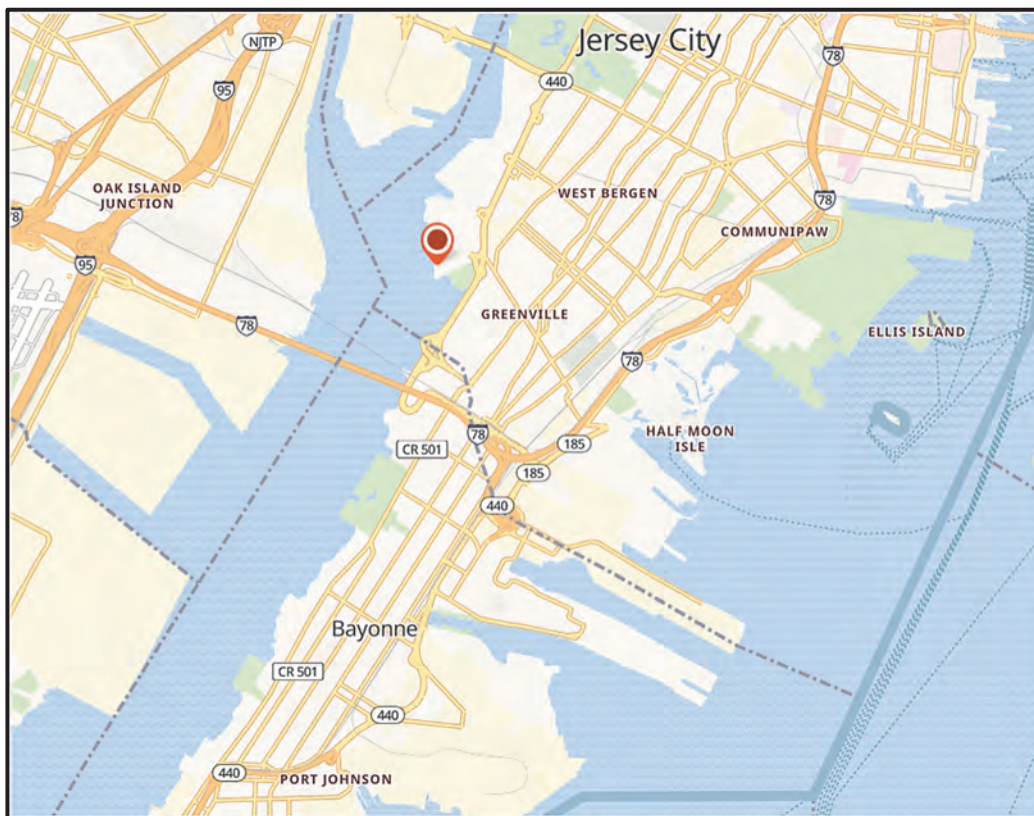


Fig. 7: Jersey City, showing location of Droyer's Point.

Image from Cylex Maps

1912



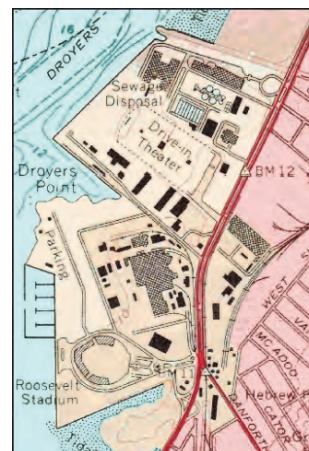
From land fill (a) ...

1930s



To airport (b) ...

1970s



to Stadium (c) ...³¹

To today's Society Hill community.



Fig. 8: Society Hill, former site of the Jersey City Airport³² -- a community of townhouses and condominiums on the Hackensack River, providing privacy and security. The "hill" is probably more apocryphal than actual in this low-lying location.

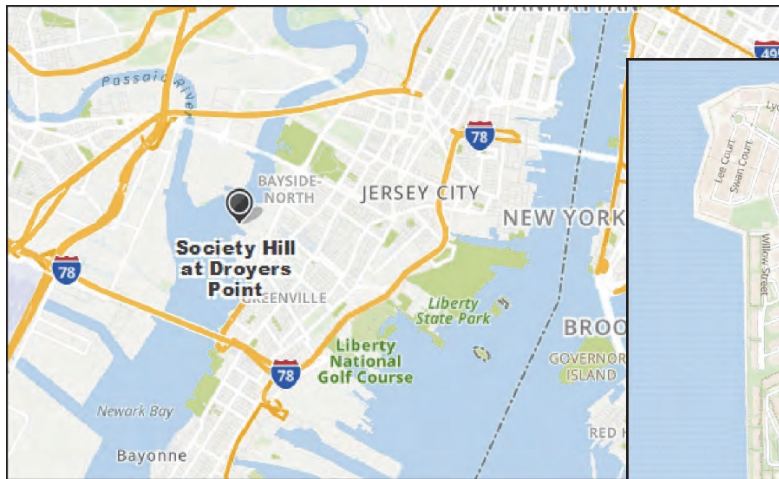


Fig. 9: Society Hill is located just north of Newark Bay – former home of Roosevelt Stadium and before that, the Jersey City Airport.

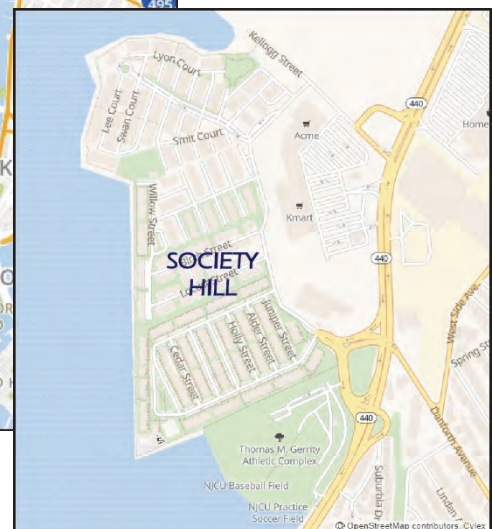


Fig. 10: The Society Hill section on Droyer's Point today.³³

ENDNOTES:

- ¹ Martin, Alfred M., Martin, Alfred T. (2008) *The Negro Leagues In New Jersey* Jefferson NC, McFarland & Co. p.15.
- ² [Droyer's Point - Wikipedia.](#)
- ³ Bain News Service, Library of Congress, Images.
- ⁴ Frank Hague served as Mayor of Jersey City from 1917-1947. Wikipedia, https://en.wikipedia.org/wiki/Frank_Hague .
- ⁵ *Ibid.*
- ⁶ Grundy, J. Owen (1976) *The History of Jersey City*, Jersey City Chamber of Commerce, Library of Congress #76-23574, p.52.
- ⁷ New York Times, November 11, 1937 “*I am The Law*”, *Mayor Hague Tells 1000 in A Speech on City Government*, p. 1.
- ⁸ Grundy, *op. cit.* p.53.
- ⁹ Droyer’s Point-Wikipedia *op. cit.*
- ¹⁰ Halloran, John , January 15, 2020 *Up, Up and Away: Aviators & Airports of Jersey City*, <https://everythingjerseycity.com/up-up-and-away-a-short-history-of-jersey-city-airport/>.
- ¹¹ McDonough, Kenneth VI *Chamberlin and Levine and the “Miss Columbia”* Byrd, Balchen, Acosta & Noville *Atlantic Wing, 1919-1939* Watford England, Model Aeronautical Press.
- ¹² Archives International Auctions, Lot 732 *Crescent Aircraft Corporation U/I Stock Certificate 1929* item description Sale 63 December 20, 2020.
- ¹³ Droyers Point Wikipedia *op. cit.*
- ¹⁴ Hahnen, Gretchen (1949), *Biography of Eddie August Schneider*, World War I Aviation Library, University of Texas at Dallas.
- ¹⁵ *Boy Makes Round Trip Mark, Eddie Schneider Now Holds Coast-To-Coast Round Trip Junior Flight Record. Beats Goldsborough’s. Cuts One Hour and 36 Minutes From Time of Young Flyer Recently Killed In Vermont.* Associated Press August 25, 1930.
- ¹⁶ *Hague Greets Boy Flyer. Schneider Delivers Letter From Los Angeles Mayor At Exercises* New York Times August 26, 1930.
- ¹⁷ Eddie August Schneider Wikipedia. See https://en.wikipedia.org/wiki/Eddie_August_Schneider.
- ¹⁸ Time Magazine *Ford’s Reliability* August 3, 1931.
- ¹⁹ Eddie August Schneider Wikipedia, *op cit.*
- ²⁰ US Air Services, Vol. XVII, Number 1 January 1932 p. 40 *Aviation Division of The Hoover Business League* Google Books.
- ²¹ *Marriage Announced of Gretchen Hahnen, Jersey City Girl Wed to Eddie Schneider, Aviator, Here On June 2nd* New York Times June 24th 1934.
- ²² *Two In Plane Escape in Newark Bay Crash, Schneider, Ex-Transcontinental Record Holder and Student Pilot Rescued by Police* New York Times May 16th 1935.
- ²³ Swopes, Bryan R. 2018 www.thisdayinavaiation.com March 6, 1931 Ruth Rowland Nichols Sets an FAI (*Federation Aeronautique Internationale*) World Altitude Record at Jersey City Airport, New Jersey.
- ²⁴ *By RuthAS - Own work, CC BY 3.0, https://commons.wikimedia.org/w/index.php?curid=6251778.*
- ²⁵ *Aviator Says New York Attorney Is Leftist Agent. Several Indictments Are Planned In Enlistment of Fliers For Spain.* Washington Post, Associated Press, January 16, 1937.
- ²⁶ *3 US Airmen Here To Explain Aid To Loyalists. Acosta, Berry, Schneider Fly To Capital With Their Attorney* Washington Post September 22, 1937.
- ²⁷ Public Domain, <https://commons.wikimedia.org/w/index.php?curid=1599597>.
- ²⁸ *Hague Hails New Deal As He Starts Stadium* New York Times December 12, 1935.
- ²⁹ Droyer’s Point Wikipedia *op. cit.*
- ³⁰ Malinconico, Joseph *Roosevelt Stadium Glory Fading Fast* New York Times November 28, 1982.
- ³¹ Map 7a: Sanborn Map Company. Insurance maps of Hudson County, New Jersey, volume 9: Jersey City. New York: Sanborn Map Company, 1912. Retrieved from <https://maps.princeton.edu/catalog/princeton-jm214s05r>.
Map 7b: Comprehensive plan: development of marsh and meadow lands in and near Newark Bay, its tributaries and Arthur Kill, Highway system. Trenton, NJ: [s.n.], 1930. Retrieved from <https://maps.princeton.edu/catalog/princeton-jq085m79r>.
Map 7c: A very detailed 1970 map of Jersey City, original source unknown, posted by Andy Blair on Flickr, with his own customizations from 1975. See <https://www.flickr.com/photos/wavz13/6394548071/in/photostream/>.
- ³² By Jim Henderson - Own work, CC0, <https://commons.wikimedia.org/w/index.php?curid=11818026>.
- ³³ Larger map from Google Maps, inset from Cylex Maps.

LOOKING BACKWARD: Quaint Quaker Postmarks On New Jersey Stampless Covers—Revised 2022

By William Coles, Jr., revised by Ed & Jean Siskin

Original Photography by Adrien Boatrelle¹

[Note: This article, written by the late William C. Coles, Jr., an eminent New Jersey postal historian, originally appeared in the May 1970 issue of the Postal History Journal. An abbreviated version without illustrations appeared in the November 1979 issue of the New Jersey Postal History Journal. At our editor Jean Walton's suggestion and with her assistance, we have undertaken the update of this article. We regret the poor quality of some of the photos which were taken, with permission, from the original Postal History Journal article.]

Ed and Jean Siskin]

The Religious Society of Friends, called the Quakers, was founded in England about 1647 by George Fox. Soon many Quaker families had to leave England for North America to escape religious persecution. New Jersey got a large share, in part due to the influence of the Quaker settlement in the area that is now Philadelphia.³ The first New Jersey Quakers arrived in 1664 and landed at Shrewsbury in East Jersey, on the Raritan Bay just south of Sandy Hook. Eleven years later a number of additional Quaker families landed at Salem and founded a community there. Still later, in 1677, a large group from London and Yorkshire came on the ship Kent to Burlington on the east bank of the Delaware River 18 miles N.E. of Philadelphia.

Figure 1⁴ is a map of early New Jersey marked to show some of the towns discussed in this article. This map also shows the now almost forgotten line which divided East Jersey from West Jersey. Today, the state is simply divided into North Jersey, the area near the State of New York, and South Jersey, that part below Trenton (the capital) lying between the Delaware River and the Atlantic Ocean.

The early settlements were usually located on or near large bodies of water for easy transportation. But as population increased, mostly by new arrivals from England, some of the harder individuals moved inland to new areas. Frequently, this was done at great risk to themselves and their families, although the general experience of most early New Jersey Quaker settlers with the Indians was relatively peaceful.

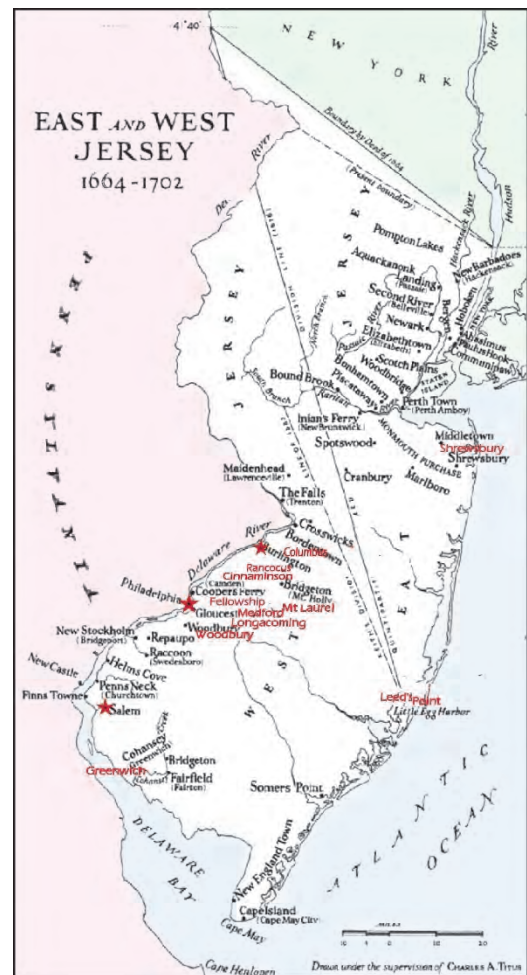


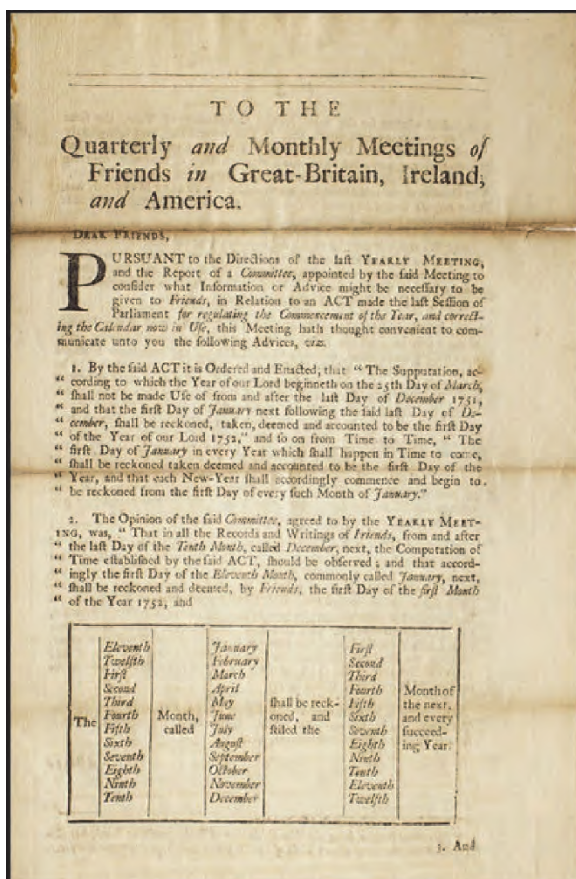
Fig. 1: Showing towns in red with Quaker dated covers.²

LOOKING BACKWARD: Quaker Postmarks on NJ Stampless~ Wm. Coles & Ed & Jean Siskin

It was logical that some of those moving inland should start stores in soon-to-be established villages. It was also reasonable to expect that at a later date, these same shops would be the locations for post offices when such postal stations were opened in the various communities. Since these towns were largely established by Quakers, it is understandable that the shopkeeper, and later the postmaster, might be a Quaker.

At this time, it was the custom of Friends to speak in a dialect called the “plain language,” addressing one another as “thee” instead of “you.” Friends were particularly loathe to use references honoring pagan gods. As can be seen in Appendix 1, some months and days are so named. Therefore, Friends referred to the days of the week as First Day (Sunday), Second Day (Monday), and so on to the Seventh Day (Saturday). Likewise, the months were known as “First Month,” Second Month, etc. Before 1752, March was the first month and February was the twelfth. Starting in 1752, with the conversion from the Julian to the Gregorian calendar, January became the first month and December the twelfth.

Initially, such terminology was optional. However, the 1751 meeting of the Society leadership made it mandatory. The notice they issued is shown in *Figure 2*.



Courtesy Friends Historical Library of Swarthmore College⁵

Fig. 2: The Act stipulating Quaker dating in 1751.

TO THE Quarterly and Monthly Meetings of Friends in Great-Britain, Ireland; and America.

Dear Friends,

PURSUANT to the Direction of the last Yearly Meeting, and the Report of a Committee, appointed by the said Meeting to consider what Information or Advice might be necessary to be given to Friends, in Relation to an ACT made the last Session of the Parliament for regulating the Commencement of the Year, and correcting the Calendar now in Use, this Meeting hath thought convenient to communicate unto you the following Advices, *VIZ.*:

1. By the said ACT it is Ordered and Enacted, that "The Supputation, according to which the Year of our Lord beginneth on the 25th Day of March; shall not be made Use of from and after the last Day of December 1751, and that the first Day of January next following the said last Day. of December, shall be reckoned, taken, deemed and accounted to be the first Day of the Year of our Lord 1752" and so on from Time to Time, "The first Day of the January in every Year which shall happen in time to come, shall be reckoned, deemed and accounted to be the first day of the Year, and that each new-Year shall accordingly commence and begin to be reckoned from the first Day of every such Month of January."
2. The Opinion of the said Committee, agreed to by the Yearly meeting, was, "That in all the Records and Writings of Friends, from and after the last Day of the Tenth Month, called December, next, the Computation of Time established by the said ACT, should be observed; and that accordingly the first Day of the eleventh Month, commonly called January, next, shall be reckoned and deemed, by Friends, the first Day of the first Month of the Year 1752, and...

The chart shown in the Act is reproduced below:

THE	Eleventh	Month, called	January	Shall be reckoned and styled the	First	Month of the next, and every succeeding Year.
	Twelfth		February		Second	
	First		March		Third	
	Second		April		Fourth	
	Third		May		Fifth	
	Fourth		June		Sixth	
	Fifth		July		Seventh	
	Sixth		August		Eighth	
	Seventh		September		Ninth	
	Eighth		October		Tenth	
	Ninth		November		Eleventh	
	Tenth		December		Twelfth	

For this reason, one occasionally finds markings from New Jersey towns showing a date such as “7 mo 27” for Seventh Month 27 (July 27) or “3 mo 20” for Third Month 20 (March 20). Examples of this method of dating are sometimes found in collections of New Jersey stampless covers. But the number of towns known to have used this method is very small; so far, there are only ten recorded. All known Jersey towns listed to date are in South Jersey except Shrewsbury.

All New Jersey Quaker datings are manuscript markings. There do not seem to have been any handstamps in New Jersey similar to those used in Sandy Spring, Maryland, or Colerain, Ohio.

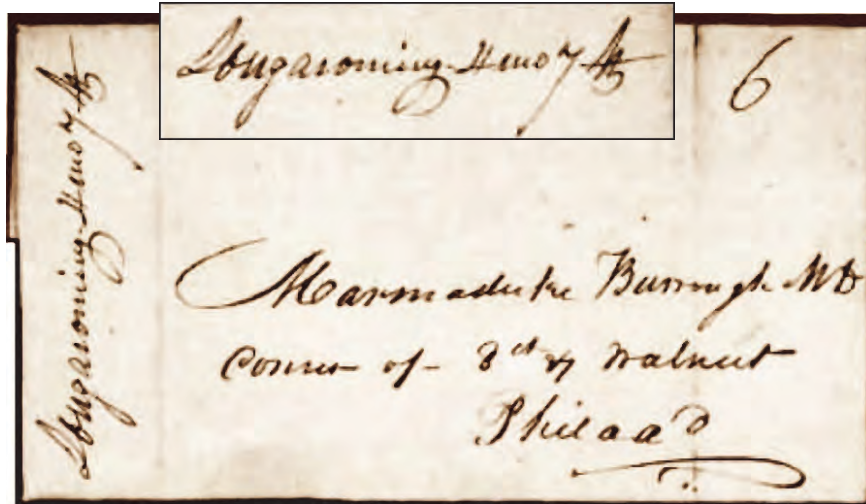


Fig. 3: Longcoming, 4 mo 7 (1827) addressed to Dr. Marmaduke Burrough, in Philadelphia at 8th and Walnut.

The earliest known usage of Quaker dating in New Jersey is from Longcoming (sometimes spelled “Long-a-Coming”) with the date shown as “4 mo 7” (April 7) with the letter dated 1827. This is shown in Figure 3. There are various stories as to how this town received its name. One of the most plausible has to do with either shipwrecked sailors or Revolutionary War soldiers trying to reach Philadelphia by walking a long the sandy roads from the ocean shore. They are reported to have thought that the town was ‘long a coming’ since they were so tired and footworn. Walking any distance in soft Jersey sand will enable one to fully understand this. In any event, Long-a-Coming was renamed Berlin, New Jersey in 1867. Jean’s Great Grandfather was mayor of Berlin in the 1890s.

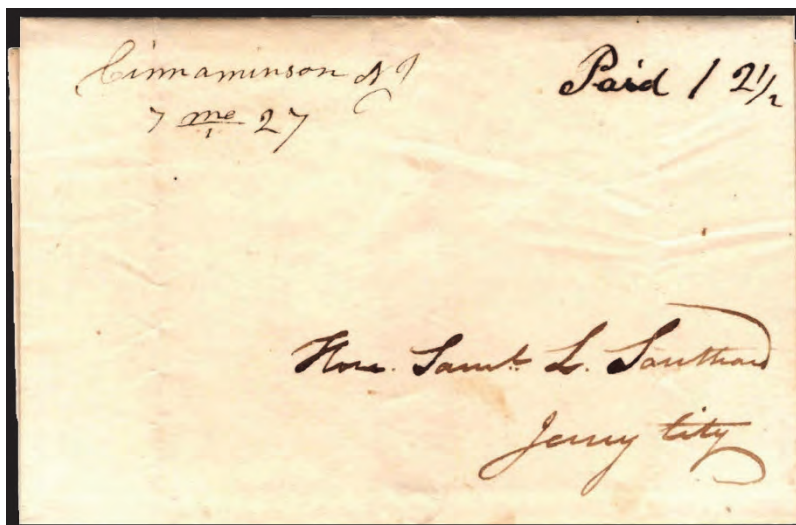


Fig. 4 Cinnaminson 7 mo 27 (1839) to Samuel L. Southard in Jersey City.

Another cover (*Figure 4*) is known from Cinnaminson, on “7 mo 27” (1839) with a line under “mo”, addressed to Samuel Southard at Jersey City while he was a Senator from New Jersey (he had been governor in 1833). Abraham Lippincott is recorded as being the postmaster of Cinnaminson until November 28, 1840. Since Lippincott is an old Quaker name in the area, his use of this Quaker type marking is not unexpected. Cinnaminson dates are the only ones reported with the line under “mo.”

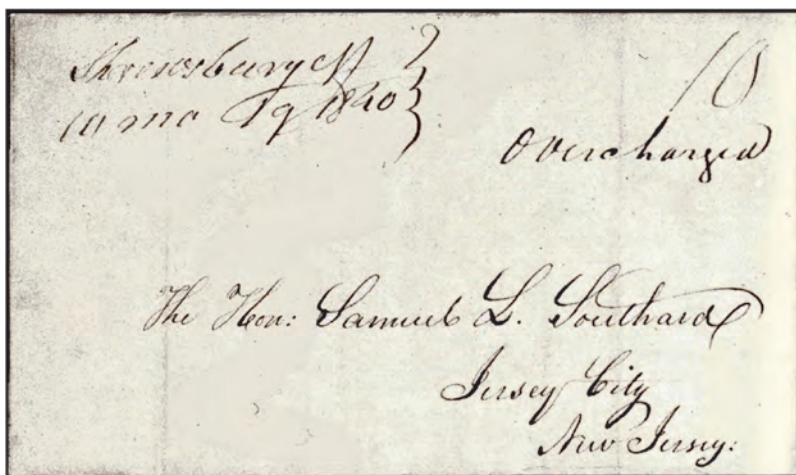


Fig. 5: Shrewsbury, 10 mo 19 1840, again to Southard in Jersey City.

One of two covers known from Shrewsbury is illustrated in *Figure 5*. Here we find that the postmaster included the 1840 year date in the marking. The other known cover, dated “5 mo 1839,” also includes the year.

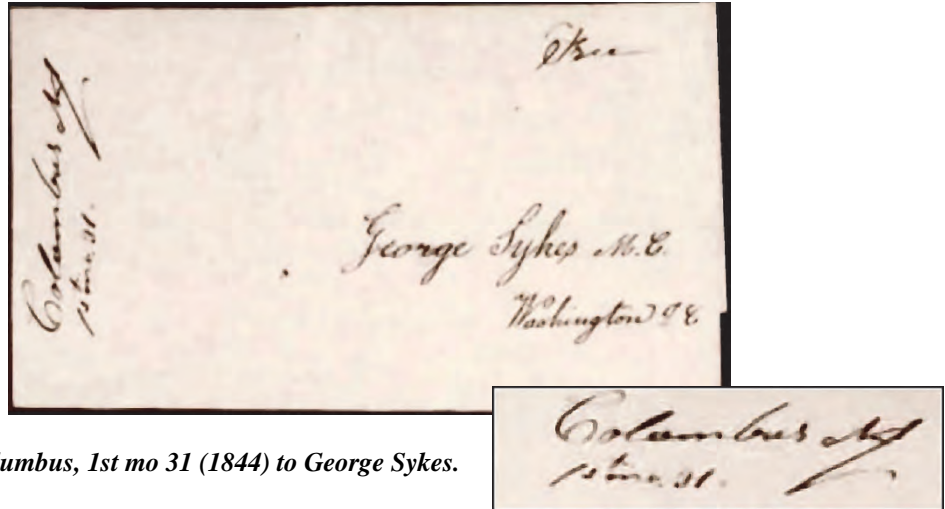


Fig. 6: Columbus, 1st mo 31 (1844) to George Sykes.

The earliest known Quaker date so far from Columbus, known earlier as Black Horse, with a post office established in 1816, is shown in *Figure 6*. Four covers are known from Columbus with Quaker dates, but the handwriting is not always the same. *Figure 6* is dated “1st mo 31” (1844) instead of “1 mo 31.” This is one of two covers that have been seen with a “1st” marking. The other is dated a year later with “1st 28” (1845). Another 1844 cover from Columbus has “3 mo Mch 9” (see *Figure 7*). Here the postmaster evidently intended that everyone should understand that the “3 mo” was for March. The handwriting is also different than that for the 1844 cover. A later cover, also in 1844, is in the same handwriting as the two recorded but it is not consistent as the dating reads, “4 mo” instead of “4th mo.”

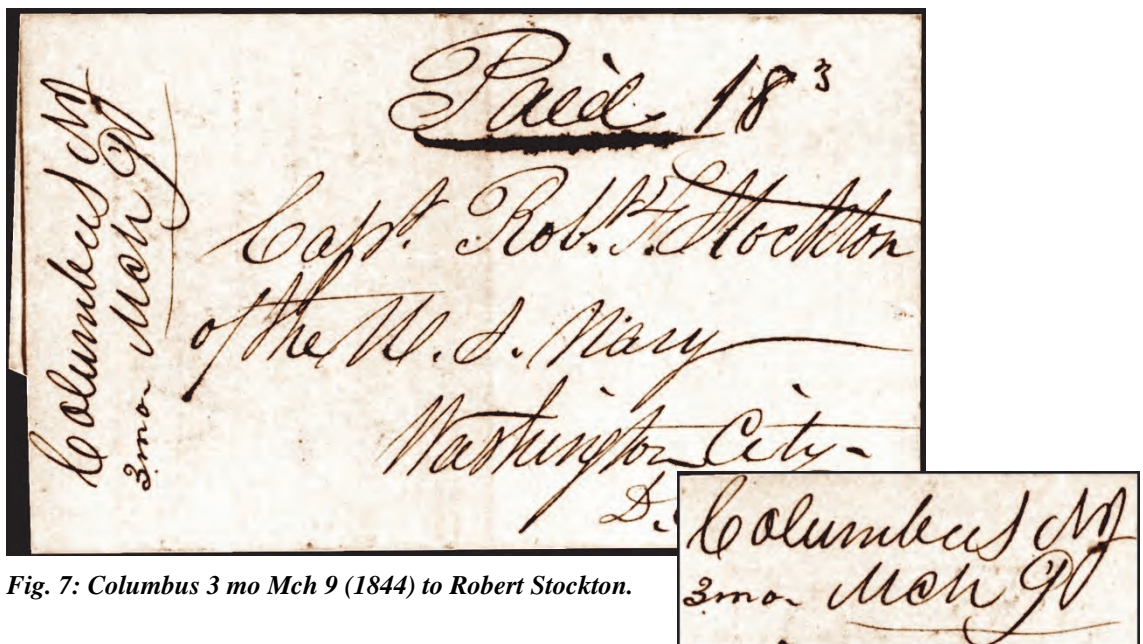


Fig. 7: Columbus 3 mo Mch 9 (1844) to Robert Stockton.

Interestingly enough, covers are known from Columbus dated “Dec 20” (1844), “Dec 19” (1845), and “Dec 30” (1845), none of which show Quaker dating.

LOOKING BACKWARD: Quaker Postmarks on NJ Stampless~ Wm. Coles & Ed & Jean Siskin

John W. Wright is listed in the United States Official Register as having been postmaster of Columbus from July 1, 1841 (the earliest Register to which the author has access) to April 21, 1851. The post office probably was in the general store, since this was a small country town. Could it have been that someone else, perhaps his wife or a clerk, depending on who was there at the time, may have dated the mail? Could this have been the reason for the above variations? Perhaps more will be learned about this as more covers turn up.

One last cover, not shown in the original article, but shown by Coles in his 1983 book on *The Postal Markings of New Jersey Stampless Covers*, is shown below in *Figure 8*.

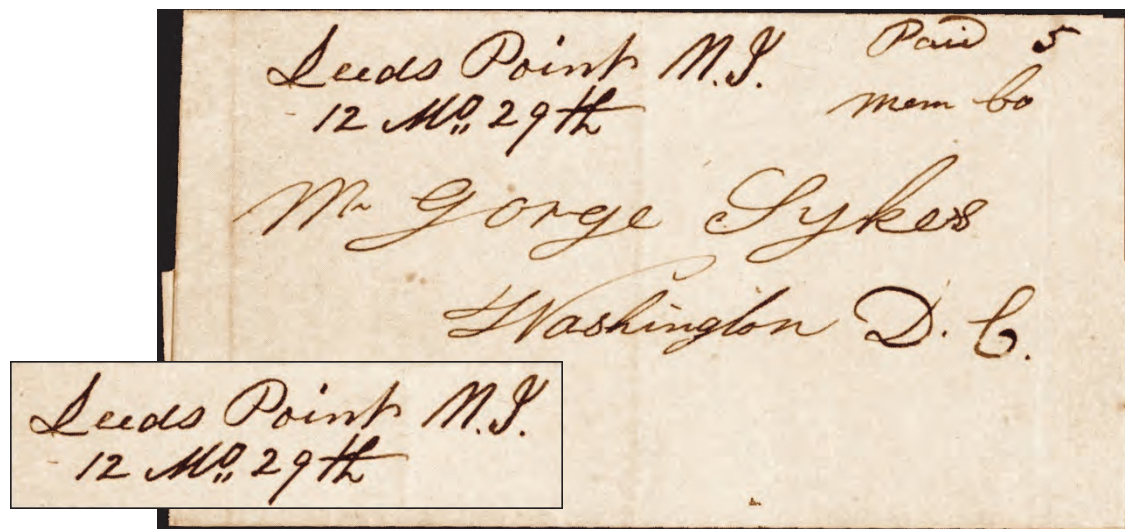


Fig. 8: Leeds Point, 12 Mo 29th (1845), shown in Coles' book on New Jersey Stampless Markings.

Known stampless covers, showing Quaker dates are listed below. Where known, the postmaster is shown in the table as listed in the Official Register.

POST OFFICE	KNOWN QUAKER DATES	Postmaster
Longacoming	4 mo 7 (1827)	
Shrewsbury	5 mo 20 1839, 10 mo 19 1840	Benj. White
Cinnaminson	7 mo 27 (1839), 4 mo 28 (1840), 10 mo 20 (1845 circa)	Abraham Lippincott
Greenwich	5 mo 29 (1843)	Francis Bacon
Columbus	1 st mo 31 (1844), 3 mo 9 (1844) 4 mo 1 (1844), 1 st mo 28 (1845)	John W. Wright
Medford	7 mo 10 (1849)	Charles Peacock
Woodbury	10 mo 15 (1849)	
Leeds Point	6 mo 25 (1851), 6 mo 9 (1852)	Japheth Leeds
Mount Laurel	8 mo 24 (1854)	
Rancocas	9 mo 25 (1854)	Jacob Leeds

Insofar as can be determined, only one stamped New Jersey cover with a Quaker date has been identified. It is shown in *Figure 9*.



Fig. 9: Manuscript cancelled in Fellowship, N.J. in Burlington County with 2/27 manuscript date. It has the distinction of showing docketing on front with Quaker dates: Received 2nd Mo 28th, and Answered 3rd Mo 26th, 1865.

It is probable that covers showing this method of dating from these or other New Jersey towns are in collections but have remained unnoticed. If such covers do exist, the owners are requested to advise us at jeananded@comcast.net giving complete data (and a scan or picture if possible) so that a more accurate record of this unusual Quaker dating method may be documented.

APPENDIX I: Origin of Names of Months and Dates

Origin of Names of Month

The original Roman calendar, dating 739 B.C. consisted of only 10 months and of a year of 304 days. The remaining 61 1/4 days were apparently ignored. These months were named:

Martius	Month of Mars (God of War)
Aprilis	Month of Apru (Aphrodite – Goddess of Love)
Maius	Month of Maia (One of the Pleiades)
Iunius	Month of Juno (The Protector Goddess)
Quintilis	Fifth Month
Sextilis	Sixth Month
September	Seventh Month
October	Eighth Month
November	Ninth Month
December	Tenth Month

About 700 B.C., Numa Pompilius, the second king of Rome, addressed this shortfall by adding the months:

Ianuarius	Month of Janus (God of Beginnings)
Februarius	Month of Februa (Purification)

LOOKING BACKWARD: Quaker Postmarks on NJ Stampless~ Wm. Coles & Ed & Jean Siskin

Initially Ianuarius was added at the beginning of the year and Februarius was added at the end. In 452 B.C, Februarius was moved to its present position between Ianuarius and Martius.

With the introduction of the Julian Calendar in 46 B.C. the Months became January, February, March, April, May, June, Quintilis, Sextilis, September, October, November and December.

In 44 B.C., Quintilis was renamed July to honor the assassinated Julius Caesar. In 9 B.C., the month of Sextillis was changed to August to honor the Emperor Augustus.

Origin of Names of Days of the Week

Monday - From Old English "Mōnandæg" meaning "Day of the Moon".

Tuesday - From Middle English "Tewesday" meaning "Day of Tiw" Tiw was the God of Combat and Justice in Norse mythology. Tiw was equated with the Roman God Mars.

Wednesday - From Middle English "Wednesdei" meaning "Day of Oden (or Wooden)" the English equivalent to the Norse god Odin.

Thursday - From Middle English "Thuresday" meaning "Thor's Day." Thor was the Norse god of Thunder.

Friday - From the Old English "Frīgedæg" meaning the "Day of Frig." Frig was the Norse Goddess of Marriage, equivalent to the Roman Goddess Venus.

Saturday - From the Latin "Sāturni Diēs" meaning "Saturn's Day."

Sunday - From the Old English "Sunnandæg" meaning "Sun's Day."

ENDNOTES:

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- ¹ We have replaced the original photography with enhanced images, and in some cases used images from William Coles book, *The Postal Markings of New Jersey's Stampless Covers*, published by the Collectors Club of Chicago in 1983, which includes some of these same covers plus a few more Quaker dated items, see pp. 102-105.
 - ² This map shows the Quintipartite Line, agreed upon in 1676, and the Keith Line, surveyed in 1687. That line was resurveyed in 1743 by John Lawrence. The Lawrence Line is not shown. See Snyder, John F., [The Story of New Jersey's Civil Boundaries, 1606-1968](#), NJ Bureau of Geology and Topography, (Trenton, 1969 and 1988 supplement). Online at <http://www.state.nj.us/dep/njgs/enviroed/oldpubs/bulletin67.pdf>, p. 31.
 - ³ The author, Bill Coles, prided himself on being a descendent of one of New Jersey's early Quaker settlers.
 - ⁴ WestJerseyHistoryProject.org – East West Jersey map at [http://www.westjerseyhistory.org/maps/Modern%20Map%20of%20East%20and%20West%20Jersey%20\(Titus\).shtml](http://www.westjerseyhistory.org/maps/Modern%20Map%20of%20East%20and%20West%20Jersey%20(Titus).shtml)
 - ⁵ Swarthmore College Friends Historical Library, <https://www.swarthmore.edu/friends-historical-library/quaker-calendar>.

2022 DUES REMINDER!

If you have not yet paid your 2022 dues, a renewal form will be included with your print journal, or for those receiving *NJPH* by email – it will be attached to the email with the link to the digital edition.

Please also note that your **\$15 payment by mail** should now be **sent directly to your Treasurer, Andy Kupersmit** at 143 Woodbridge Ave., Metuchen, NJ 08840. If you have a change of address or email to report, please email it to Jean Walton at NJPostalHistory@aol.com or send a post card to Jean Walton at 125 Turtleback Road, Califon, NJ 07830. Paypal payments can be made by going to <https://www.njpostalhistory.org/become-a-member.html> - dues payment renewal links are at the bottom of that page. There is no extra charge.

We have one new donation since last issue from Ed and Jean Siskin. Many thanks, along with my personal thanks for all they do for the journal. I owe them a large debt of gratitude for always being willing to be helpful. And Don Chafetz has graciously donated a year's membership to his favorite research library - Morristown and Morris Twp Library – a nice thought.

NEW MEMBERS:

Trina Frankel, of Short Hills, NJ, a worldwide collector.

Evelyn Hammaren, 173 Park Avenue, Randolph NJ 07869 Ironia17@optonline.net , GSPCS older Northern NJ post cards
--

MEMBER ADDRESS CHANGES:

Tim O'Connor: Please change from 65 Commonwealth Ave., Apt 4B, Boston, MA, 02116 to new address, 85 Grove Street #104, Wellesley MA 02482
--

Paul Schumacher: Please change my contact to my home address: 1724 Lark Lane, Cherry Hill NJ 08003

SOME LINKS FOR MEMBERS: 50 years of NJPH at your fingertips:

For an easy list to back journals, try the title index link below. It can be easily searched with the CTRL> F feature on a PC, and you Apple users know better than I how to do the same there. Just click on an article, it will take you directly to that back issue in pdf format, and you can then navigate within that issue to the article of your choice. On later issues, that can be done from the table of contents of each issue.

<https://www.njpostalhistory.org/media/pdf/njphindex1-224interactive.pdf>

Some other useful and enjoyable resources are available to members. Try our Members Only file for some other informative files and several postal histories by county. We have managed over time to create a legacy of files available to members, and to the public.

<https://www.njpostalhistory.org/media/pdf/membersonly.pdf>

NEW WEB SITE COMING SOON!

We will notify you of the event when it occurs.



MEMBERSHIP NEWS:

The Society Celebrates its Fiftieth Year!

By Robert G. Rose

As we celebrate a most significant anniversary of our Society we look back to the years of its history. The Society was organized by interested collectors of New Jersey postal history who met at the annual NOJEX Show held in November 1972 in Cranford. Frank Engel, a long time student of this state's postal history was elected acting chairman, and Gene Fricks assumed the editorship of the then proposed Society journal. The first issue of the journal was published in January 1973 consisting of 12 mimeographed pages in length, and measuring 5½ x 6½ inches in size. The Society was off to a good start and reported a membership roster of 24 collectors. The Society grew rapidly as did all of philately with the Bicentennial Celebration taking place in 1976. The November 1976 issue of the journal reported close to 100 members on its roster. Sadly, looking over the list today, nearly all of those have now passed on.

In 1977, annual membership dues were \$3.00 for the journal then published five times a year. By that time, Frank Engle had been elected as president, William Coles and Gerald Neufeld as vice presidents, Mark Swetland as Secretary-Treasurer and Gene "E.E." Fricks as editor. The 1977 summer issue of *NJPH*, as it became to be known, presented an illustration of the Society's logo, prepared by Brad Arch, which is still its logo today.

Beginning in the 1980s and well into the 90s, Society auctions at NOJEX were a regular feature. During those years, NOJEX became a forum for exhibiting by a number of Society members including Nathan Zankel's New Brunswick, Craig Mathewson's Cape May, Frederick MacDonald's New Jersey Railway Postal Markings, Brad Arch's New Jersey uses of the 1847 and 1869 Issues, Gerry Neufeld's foreign uses of mail to and from New Jersey, and Robert Rose's New Jersey stampless mail. Arch had taken over editorship of *NJPH* which became a forum for his broad ranging interests in this state's postal history, as well as publication of his *New Jersey DPO's* in 1981 and the *Illustrated Directory of New Jersey 1847 Covers* in 1987. Other exhibiting interests resulted in the publication of MacDonald's *Catalog of New Jersey Railway Postal Markings* in 1984 and Neufeld's *New Jersey Foreign Mail* in 1997. Jean Walton began publication in our journal in 1994 with her articles based on the stampless postal history in NJPHS members' collections of Samuel Southard, a former United States senator and governor of New Jersey.

In 1997, the Society celebrated its 25th anniversary at NOJEX. Pictured below are photos taken at the celebration with Gerry Neufeld cutting the anniversary cake alongside Bob Rose, and photos of both Gerry and Bob, and Brad Arch receiving a NOJEX medal for his exhibit from NOJEX chairman Jim Francis.

Photo Illustrations of 25th Anniversary



Twenty five years ago –
and now we are into our
50th year!



Bob Rose and Gerry Neufeld



Gerry doing the cake-cutting honors



Brad Arch receiving a NOJEX medal
from Jim Francis

Sadly, Brad passed away in April 2000 while working on what was to be his last issue as editor of our Journal. Good fortune smiled on the Society when Jean Walton assumed editorial responsibility for the journal in 2002 at which time she took the content and appearance of *NJPH* to today's new heights and high standards, and with the help of computer generated documents, we moved from photocopied to scanned material. With four annual issues averaging close to 60 pages per issue, Jean's hard work has been recognized by the journal's award of Gold and Large Gold medals at APS' national World Series of Philately shows.

The Society's membership has remained stable over the last 20 years with new members taking the place of those who have passed on. Our journal has prospered with a small group of regular contributors to which we are most grateful. Because of your generosity, the Society is now able to publish *NJPH* in color. In addition, your support has enabled the Society to undertake a complete makeover of its website which is expected to be launched shortly. We are looking forward to celebrating our 50th anniversary at NOJEX this coming October at which time we will conduct an auction for the benefit of the Society. We are looking to see you there!

HOMETOWN POST OFFICES: ANNANDALE, NJ

By M.C. Apgar & Jean Walton

Annandale, a village of about 500 inhabitants, is a section of Clinton Township, Hunterdon County. The town was formed in the summer of 1852 when the New Jersey Central Railroad Company opened its road to Phillipsburg, New Jersey.¹ Before the railroad was completed, Clinton Station, as it was known then, was briefly its western terminus. A turn-table was used at the local station to turn the trains coming out from Jersey City for their return trip.

Early newspapers would reference Clinton Station as Clinton Depot or just Clinton. The Central Railroad of New Jersey Time Table would list the station as Clinton.



Image courtesy Jean Walton

Fig. 1: Reference to the “Clinton Depo” in January 1854 – the beginning of a new community.



Fig. 2: A Civil War Patriotic cover used from Clinton Station, likely during the early 1860s.

Image M.C. Apgar.



Fig. 3: Clinton Depot, 1852 – 1899. This depot served the communities of Clinton and Clinton Station, and became the center of a new community. First known as Clinton Station, the town became Annandale in 1871.

The station constructed here also served the town of Clinton, 2 miles to the west. A stagecoach from Clinton carried passengers to the station to travel on the Central Railroad of NJ (CNJ) line.

Clinton Station did not get its own post office until 1859. Before that the post office serving this area was located in Lebanon.

After 20 years in existence, the residents of Clinton Station held a town hall meeting in 1871 to give their village a new name. John T. Johnston, President of the Central Railroad Company of New Jersey, attended the meeting and suggested the name Annandale, after his ancestral home in Scotland. The people voted and agreed and it became official on June 10, 1871.

Collected newspaper clippings across the years tell the story of this town and its post office:

February 23, 1859: New post office established at Clinton Station. Theodore H. Risler has been appointed Post Master. *– Hunterdon Republican Newspaper*

June 16, 1871: A change of name from Clinton Station to Annandale has been decided upon by the Central Railroad Company and went into permanent effect on the 10th. We understand the post office will receive the same change of name in a few days. *– The Clinton Democrat*

HOMETOWN POST OFFICES: Annandale, N.J. ~ M.C. Apgar & Jean Walton



Image M.C. Apgar.

Fig. 4: A cover sent from the post office renamed Annandale in 1871. It was sent on Dec. 21, 1886 to New York City, using a fancy cancel with a grid.

October 12, 1893: The Post Office is now located on the corner of Center and Main Street in a new, neat and tasty building which Postmaster Boeman erected purposely for it.

– *The Clinton Democrat.*



Fig. 5: An Annandale cover from August 1894, when the post office was now located at the corner of Main and Center Streets.

Image courtesy of covercrazy2 on Ebay (The Doubledays)

July 4, 1895: - The Annandale Post Office was broken into last Friday night, letters rifled, and several checks taken, two of which the thief endorsed and secured the money at M. W. Apgar's store in High Bridge, but Mr. Apgar discovered the forgery and caught the burglarious swindler at Califon and got him arrested and committed to the County Jail.

– *The Clinton Democrat.*

This was one of several break-ins of the Annandale post office. Newspaper reports of similar happenings occurred in January 28, 1897, February 22, 1906, December 25, 1941, and May 26, 1960.

June 18, 1903: The Lebanon Telephone Company is now connected with the long distance company. The phone is at the post office
– *The Clinton Democrat*

June 29, 1905: - There was considerable excitement in town last Saturday when it was learned that an order from the Post Office Department discontinued the mail route between Annandale and Clinton on July 1. This route has been in existence for more than fifty years and the mail has been carried back and forth on the regular stage that runs between the two towns. For this service the stage proprietor received \$250 per year, but because the Lehigh Valley Railroad agreed to carry the mail to Clinton for \$100, this branch of the service was ordered discontinued. The people of Annandale and Clinton protested so strongly against the proposed change that the officials decided to rescind the order and another notice yesterday morning stated that the old line would be continued. While there would be no loss to the post office here by the change, still the loss to this place and Clinton would be inestimable, as the frequent passengers of the stage between the two towns keep us in close touch, and it is probable that without the compensation from the government for carrying the mail the stage line would have to be discontinued.

– *Hunterdon Gazette*



Fig. 6: A 1923 Post Office route map showing Annandale still being served by the CNJ line, and carried to Clinton.²

This explains why, when the Lehigh Valley Railroad completed an extension to Clinton and it acquired its own depot, the mail continued to be carried by the CNJ to Annandale and transported to Clinton by stage and other means of travel. See 1923 post office route map in *Figure 6*.

January 23, 1906: R. F. D. Route No. 1, which will start from Annandale March 1st, will cover considerable territory. There are 114 houses on the route and 513 people to serve.³

– *The Clinton Democrat*

March 1, 1906: Everything is in readiness for the starting of R. F. D. Route No. 1 from Annandale.⁴ Carrier George Vannatta has purchased a wagon from Hummer & Smith and

has also procured a horse. The length of this route is 25½ miles and the salary for the carrier is \$720 per year.
– *Hunterdon Gazette*

March 8, 1906: R. F. D. Route No. 1 is a success. The carrier starts from the post office at 8 o'clock a.m. and returning at 5 o'clock p.m.
– *Hunterdon Gazette*

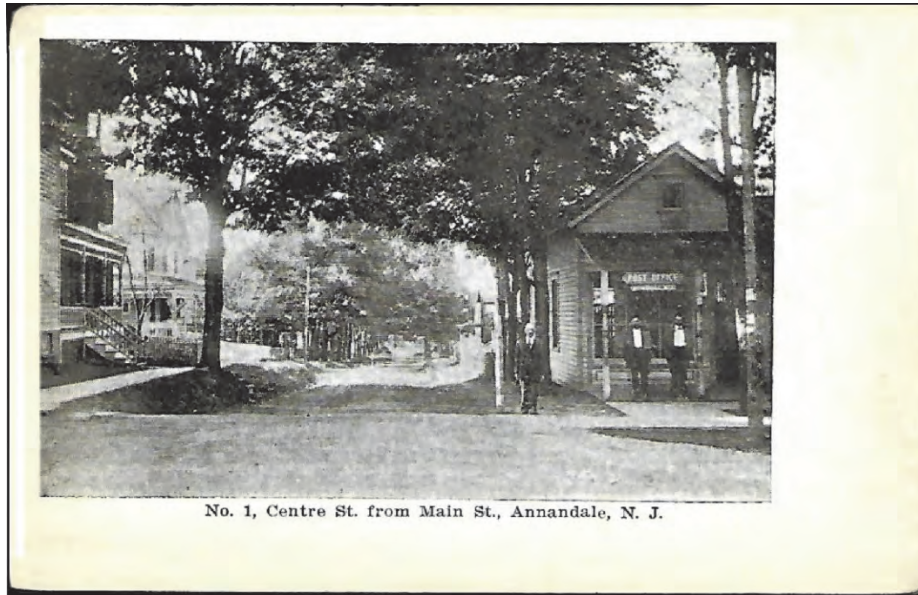


Image M.C. Apgar

Fig. 7: *The Annandale post office, corner of Main and Center in Annandale. The Annandale name has been added to the post office sign in this picture, dating it as sometime 1908 or after.*

December 1, 1908: Following a recent ruling of the Post Office Department, Postmaster Sweazy has had a new sign placed in front of the building announcing “Post Office, Annandale.” Cecil McConnell did the work very artistically. The new rule makes the sign tell the name of the post office.
– *The Clinton Democrat*

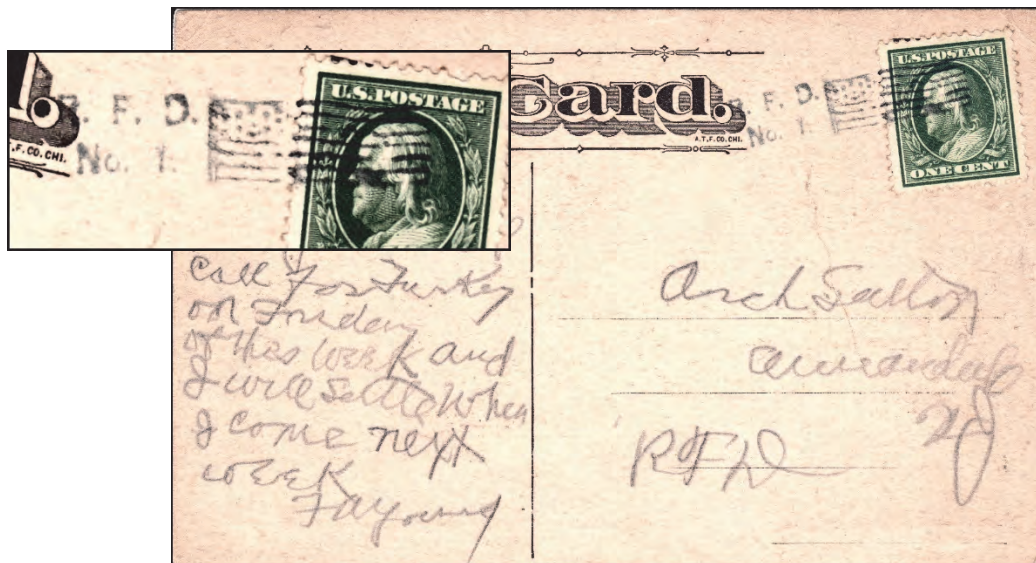


Image courtesy Jim Walker.

Fig. 8: *An R.F.D. cover on the Annandale RFD route 1. The card is cancelled with a rare “unofficial” canceling device, a small flag with RFD over No.1, in use for a short time, circa. 1910.*

May 23, 1913: The automobile will replace the horse on the local R. D. route on and after Monday, May 26. Willard Jones, our R. D. man, will leave the Annandale post office at 8 a.m. and return at 1 p.m. It has been the custom to leave the office at 8 a.m. and return at 4 p.m.

– *The Clinton Democrat*

January 27, 1921: Annandale Post Office has lights.

– *The Clinton Democrat*

October 23, 1930: The Post Office has outgrown its present quarters. The Post Office Department at Washington has entered into an agreement with owner Walter S. Boeman. He will build an addition on the west side of the Annandale Post Office building. The addition will make the building six feet wider. Postmaster Melvin H. Robertson has bought an additional section of combination lock boxes for the office. The post office advanced from fourth class to third class several years ago.

– *The Clinton Democrat*



Fig. 9: Walter S. Boeman⁵

February 28, 1952: Annandale Post Office gutted by fire. The Annandale Fire Company was called and the flames were quickly under control and they were able to save the one-story building owned by Walter S. Boeman. The building is heated by an oil space heater, which is believed to cause the fire. The Sharp building, two doors west of the post office building was secured for use as a temporary office.

– *High Bridge Gazette*

April 3, 1952: Annandale Post Office is reopened after a fire on February 26. Postmaster Cecil R. McConnell moved the office fixtures from its temporary quarters several doors west of its present location on Main Street on Saturday after the post office closed at noon.

– *High Bridge Gazette*

July 1, 1954: Annandale Post Office has been advanced from third class to second class. It is the first advancement for the post office in 33 years. The post office advanced from fourth class to third class in 1921. The growth of the town through more residences being built and the moving in of several small businesses is responsible for the advance.– *High Bridge Gazette*

April 22, 1961: Annandale Post Office will be transferred to its new quarters in the Clinton Township Municipal Building on West Street Tuesday night and business will be opened there Wednesday at 8 a.m.

– *The Courier-News*

A longer article in the Whitehouse Review, from Jan. 9, 1962, fills out the details of the long life of the Annandale post office. In addition to enumerating the postmasters at Annandale at that time (see page 116 for a full list) and reviewing the increase of revenues from 1930 to 1961, it fills in other details of interest over the years:

HOMETOWN POST OFFICES: Annandale, N.J. ~ M.C. Apgar & Jean Walton

Among rural carriers who have served Annandale Post Office have been Ray Stettler, Arthur Rinehart, Harold Jacques, LaMonte Berger, Ellicott Allen, Martin Alpaugh and Willard Jones.

Mr. Ellicott Allen was tragically killed while serving his route in December, 1909 at the Sunnyside crossing when a light engine on the Lehigh Valley Railroad crashed into his mail wagon.

The present rural carrier, Mr. Berger completed 32 years of service in September of 1961. When he started as carrier, the rural route was approximately 30 miles in length and included about 140 mail boxes. Today the route is 42 miles long and serves exactly 342 mail boxes. The rural carrier does much more than deliver mail. Among his multiplicity of duties are writing money order applications, registering, certifying and insuring mail and having available for sale all kinds of stamps, post cards and envelopes.

The Post Office was built on Boeman property on the corner of Main and Center Street by Theodore Boeman in 1893. Before 1893 it was located on several sites during its 103-year history. ... [see notes below]

In 1958 a move was inaugurated to obtain larger and more modern facilities and the Post Office was relocated on May 1, 1961 in the former Seals Building which has been remodeled according to federal regulations. This building now is owned by the Township of Clinton and also houses Municipal Hall. – *Whitehouse Review*

NOTES ON POST OFFICE LOCATIONS

In 1859 the original post office for this community was in the lumber company store, when Theodore Risler became the first postmaster. He was the part owner of the lumber yard with Peter F. Huffman.

With its new Annandale identity in 1871, the post office moved around to different locations on Main Street before getting a permanent home in 1893. Then in 1961 it moved to West Street in part of the Clinton Township Municipal Building. In 1981 it moved into a trailer behind the Municipal Building before moving to Lower West Street, its present location.

But the above description does not do justice to the town itself, described eloquently in The Clinton Democrat on August 17, 1899 -

ANNANDALE: A Lovely, Full of Business Animation and Handsome Places of Residence

Picture yourself in a beautiful country village of about 500 inhabitants, situated in Clinton Township, two miles east from the flourishing village of Clinton, on the main line of the Central Railroad of New Jersey, at which station 22 trains pass daily; also picture to yourself a village of cozy, homelike dwellings and handsome lawns, well-kept streets and outlying drives and roads that are unsurpassed in any feature, added to the fact that it is a place of activity and business enterprise; this is a true portrayal of Annandale, which derives its name from a town on the other side of the Atlantic ocean.

The business men of Annandale are, in the main, young and progressive. The men who, in 1852, namely; a merchant, an inn-keeper, a station agent and two railroad hands, started the town upon the advent of the railroad there, built better than they knew. The country contiguous to Annandale has been developed to a wonderful extent, and telegraph, telephone and express companies have added to the general enterprise of the town. The lime kilns in the vicinity furnish a large product; the milk business is carried on to a large extent, while the lumber and other exports form a large proportion of the income of the place. The soil, temperature and other advantages also makes Annandale one of the important sections of the peach-growing industry, and many thousands of baskets of the luscious fruit are annually shipped therefore. As a place of residence, or for those who seek health or recreation, Annandale is an ideal spot to reside, while for business purposes, with its natural advantages and good railroad facilities, it is an excellent location.

Annandale today still has its cozy dwellings and handsome lawns. We don't have as many businesses as in the past but we still have a country store, a tavern, two auto repair garages, a post office, a fire company, a preschool in the former Annandale School, and a gutter installation company in the old creamery building. At the corner of West Street and Beaver Avenue, Annandale Reformed Church, erected in 1868 and dedicated in 1869 still stands.

In July, 170 years ago, the New Jersey Central Railroad opened its road to Phillipsburg, New Jersey, and it was the beginning of a flourishing village called Clinton Station. The depot at Annandale has evolved into a parking lot, a "warming shelter" and a ticket machine, but in fact the trains do still run through Annandale, the second last stop on New Jersey Transit's Raritan Valley Line before High Bridge. Nowadays it largely serves commuters. But today you still hear the train whistle as it enters town, reminding many of times gone by.

The current Annandale post office is located at 10 Lower West Street, Annandale, NJ 08801. Six rural routes are operated out of the Annandale post office today.



Photo 2022 by Jean Walton

Fig. 10: A view of the current location of Annandale (08801) post office, on Lower West Street.

HOMETOWN POST OFFICES: Annandale, N.J. ~ M.C. Apgar & Jean Walton

Our sincere thanks to M.C. Apgar, and her “incredible journey” (to use her own words) of research into her hometown of Annandale. This hometown article could not have been done without it. My contribution was largely philatelic information. - JW

POSTMASTERS AT CLINTON STATION AND ANNANDALE*			
Clinton Station			
	Jan 19, 1859	Theodore H. Risler	
	Nov. 21, 1866	Josiah Cole	
Annandale			
June 7, 1871	Josiah Cole	May. 25, 1934	Raymond W. McConnell
Jan 26, 1876	John P. Laire	Aug. 21, 1935	Cecil R. McConnell
Apr. 1, 1879	Henry Creveling	Jun. 13, 1955	H. LaWall Harvey
Apr 25, 1881	William A. La Rue	Jun. 4, 1956	Joseph S. Bird
Mar 1, 1886	Jacob S. Hulsizer	Jul. 15, 1977	John P. Filipovicz, O.I.C.
Apr 4, 1889	John W. Sweazy	Nov. 11, 1977	Ben R. Kriss, O.I.C.
July 17, 1893	Theodore R. Boeman	Apr. 8, 1978	Gladstone E. Belnavis, PM
July 2, 1897	John C. Haynes	Jul. 20, 1985	Linda L. Rule, PM
Jun. 1, 1906	John W. Sweazy	Jul. 27, 2012	Donna J. Feehrer, O.I.C.
Mar. 1, 1915	Stacy B. Emmons	Oct. 20, 2012	Donna J. Feehrer, PM
Oct. 4, 1919	Cecil R. McConnell	Jul. 23, 2016	Ramfis L. Rodriguez, PM
Jun. 2, 1930	Melvin H. Roberson	May 12, 2018	Tanya L. Bailey, PM

*This combines information from National Archives postmaster appointments, and USPS Postmaster Finder at <https://about.usps.com/who/profile/history/postmaster-finder.htm>.

ENDNOTES:

- ¹ For further information on the Central Railroad of NJ, See John Sharkey’s article on page 63.
- ² In 1881, an extension of the Lehigh Railroad reached the town of Clinton and they then had their own depot, but in 1923, their mail still arrived through the Annandale station on the CNJ.
- ³ For further information on the history of Annandale’s RFD service, see Jim Walker’s series on RFD routes in Hunterdon County, part 1, in [Vol. 48 No. 1 Whole Number 217 February 2020](#), page 44, and his *Hunterdon County New Jersey Postal History*, first appearing as serialized articles in *NJPH*, Aug. 2007 through Nov. 2010, and available at <https://njpostalhistory.org/media/pdf/HuntHist.pdf>. Additional covers and information on both Clinton Station and Annandale are also available there.
- ⁴ *Ibid.*
- ⁵ Photo of Walter Boeman in 1952, from a *Couriers News* photo by Harland Frost.

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

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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.

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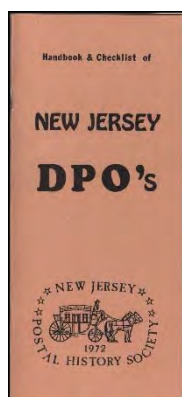
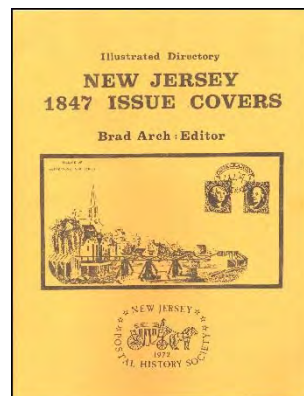
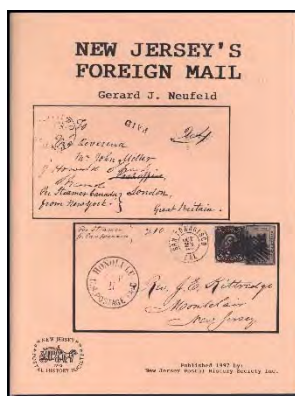
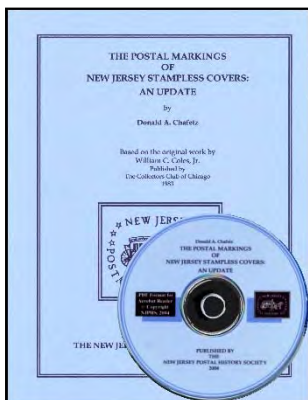
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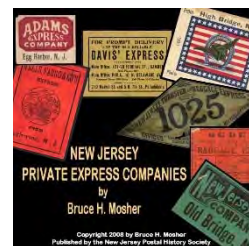


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