LA POSTA

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IN THIS ISSUE:

POST OFFICES OF
THE CENTRAL LOS ANGELES AREA

By Frank B. Norris

     The city of Loas Angeles lies within a series of large contiguous flatlands, its center being 15 miles from the ocean. The heart of the city is situated along a river that even in early historic times flowed only on a small-scale, intermittent basis. Los Angeles was therefore not located in a typically advantageous spot for city growth, but its growth has been so phenomenal that it now ranks second in population among U.S. cities for both the city proper and the metropolitan area. The area within the City of Los Angeles is quite large. It currently measures about 465 square miles, and was for years the largest city in area in the United States. Because the city limits are so extensive, only the central and western portions of the city are included in this study. Presently about three-quarters of the study area is part of Los Angeles city; the rest is divided between unincorporated area and ten other municipalities.

     The city, which today is the haven for almost three million people and is a trend-setter (for better or worse) in many social and cultural arenas, began its existence as a Spanish pueblo in 1781. Its beginnings were anything but auspicious. It was established on the site of Yang-Na, a failed Gabrielino Indian village, and was originally populated by 44 soldiers ordered away from the comfortable confines of nearby Mission San Gabriel.

     The small pueblo sputtered through the Spanish and Mexican eras almost without incident, and emerged from the Mexican War as a pleasant trading center amidst sprawling cattle ranches and little else. The town, along with the rest of California, officially became part of the United States in 1848, but was ruled by a succession of military governors until 1850, when on September 9th California was admitted as America's 31st state. In that same year, at some unknown time prior to April 9th, the quiet town of 1,610 souls gained a post office. This was the first post office in fledgling Los Angeles County, and it came scarcely a year after the first U.S. post office was granted to California.

     As may be seen from Map 1, Los Angeles was the only post office in the immediate vicinity for almost 25 years. In 1874 the postal base began to diversify. Machado, a station on the newly-established Los Angeles & Independence Railroad, was the first post office in the study area to follow Los Angeles. Soon thereafter, a post office was authorized for the seaside resort town of Santa Monica. Another was added at Florence, an agricultural area located along the railroad connecting Los Angeles with the wharf at San Pedro.

     During the next 30 years, the number of post offices in the immediate Los Angeles area rose dramatically (Map 2). In all, the area gained 19 independent post offices and 14 branches or stations. As may be seen from the listed dates of establishment, a number of offices were created in the late 1880's. This proliferation largely resulted from the enormously successful land boom of 1886-1888, which brought thousands of newcomers by train from eastern and midwestern points to the subtropical paradise of Southern California. The dates of

2

LEGEND -- FOR ALL MAPS

Large Circles (●) and Names = Independent Post Offices
Small Circles (●) and Letters or Numbers = P.O. branches or stations
    Letters indicate previously independent post offices
    Numbers indicate all other branches or stations
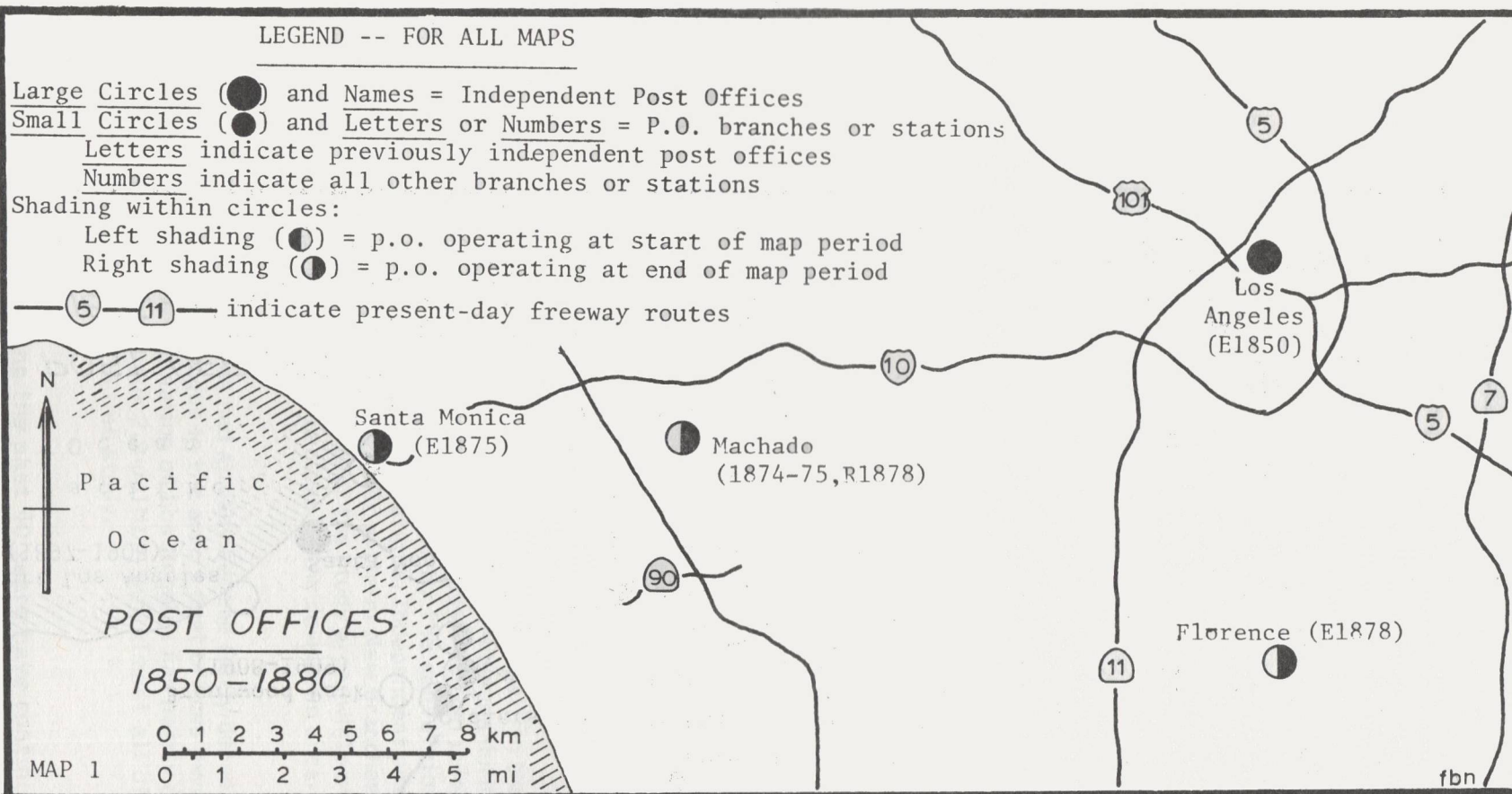Shading within circles:
    Left shading (◐) = p.o. operating at start of map period
    Right shading (◑) = p.o. operating at end of map period
──⑤──⑪── indicate present-day freeway routes

Pacific

Ocean

Santa Monica
(E1875)

Machado
(1874-75, R1878)

Los
Angeles
(E1850)

Florence (E1878)

POST OFFICES
1850-1880

0 1 2 3 4 5 6 7 8 km
0   1   2   3   4   5 mi

MAP 1

fbn

POST OFFICES
1880 – 1910

MAP 2

Pacific Ocean

Topanga (E1908)

Shermanton (E1896)
NCT Sherman 1899

Beverly (E1907)

Hollywood (1897-1907) E

Colegrove (1888-1908):B

Garvanza (1887-1901)
Highland Park (1892-1901)
(E1904)

Hermon Bairdstown (E1904)

55   66

Prospect Park (1888-1907);
M   59

Soldiers Home (E1889)
Brentwood Park (1908-1909)
Sawtelle (E1889)
Westgate (E1909)

Electric (E1887);NCT Pico Heights 1891, D1897,63,R1898 as Pico Heights

60

Los Angeles

67   56

-3

Port Los Angeles (1897-1908)
Santa Monica

Palms (E1887)
Machado (D1887)

University (1882-97)
58

65   7

Ocean Park (E1899)
Venice (E1904)

Hyde Park (E1888)
NCT Hydepark 1895

University (E1897)

61   64

South Los Angeles (1891-97)

74   Vernon (1888-97)

La Park (E1904)
NCT Huntington Park 1906

Port Ballona (1887-1889)
Playa del Rey (E1904)

Centinela (E1888)
NCT Inglewood 1895

Florence

Seal Garden (E1908)

Obed (E1892)
NCT Bell 1898

Watts (E1904)

fbn

operation reveal quite clearly the speculative nature of many of these communities, in that many post offices were short-lived; an indication of the inevitable bust which followed the boom. The economic doldrums did not last long, however, and new townsites (often agricultural colonies) were platted on a fairly continuous basis through 1910. These new townsites, which as a rule were served by independent post offices, were almost always located along interurban railway lines. The majority of these lines emanated from the Los Angeles nerve center. It is of more than passing significance to note that two of the post offices that failed during this period -- Port Ballona and Port Los Angeles -- were established as part of schemes attempting without success to lure some or all of the port business away from the San Pedro-Wilmington area (south of the mapped area). Redondo Beach, also to the south, suffered a similar failure as a port, although it was revitalized through development as a resort and residential community.
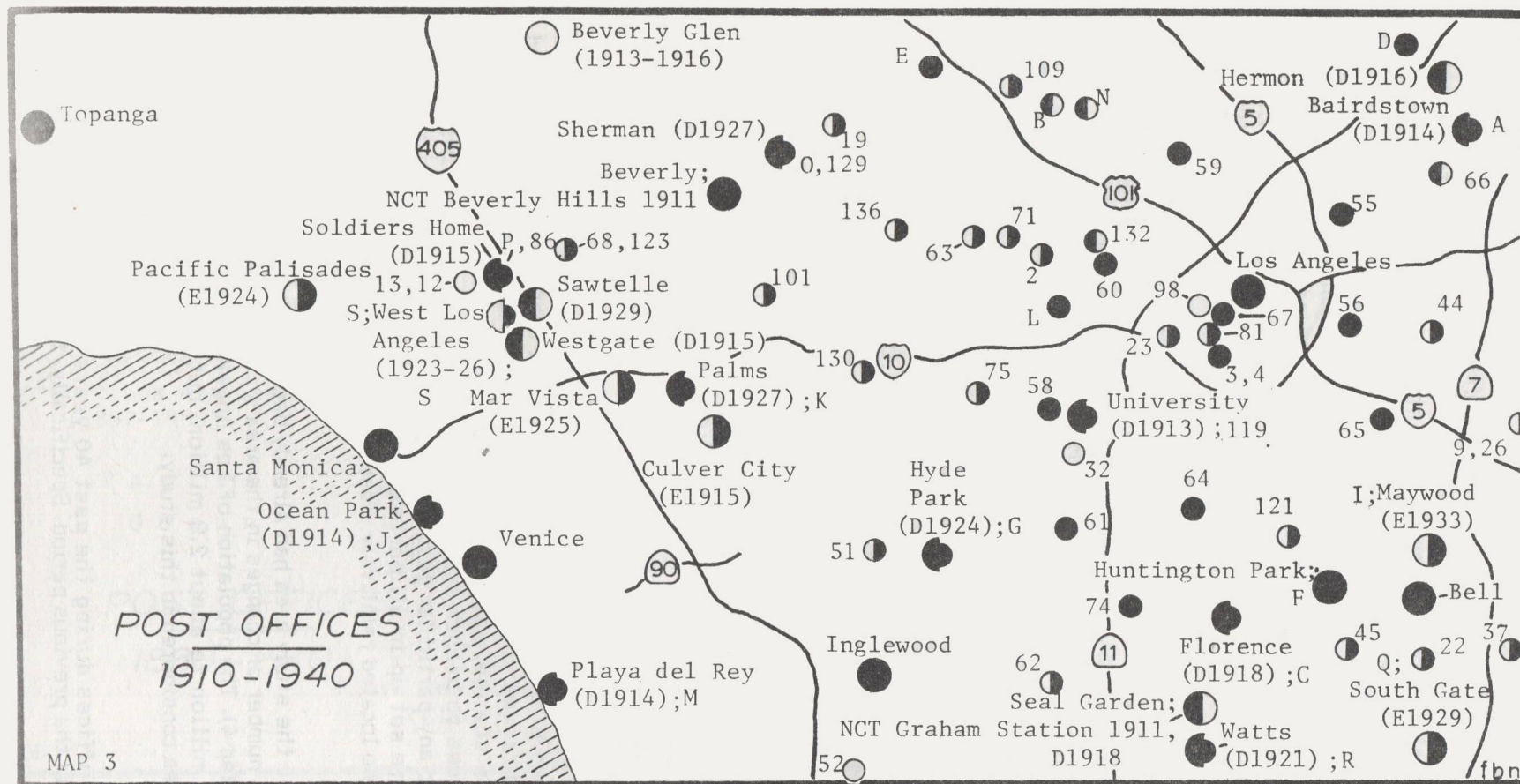
During this period the City of Los Angeles enjoyed continued strong growth. From an 1880 population of 11,000, it grew over two-thousand per cent to a 1910 population of 319,000. Such an explosion in population brought an obvious proliferation in post office branches and stations. The first two of these were Los Angeles "A" and "B" stations, established in March 1887. By 1910 over 15 such stations had been established. During these early years the area of Los Angeles was still relatively small, confined as it was to approximately the eastern third of Map 2. Shortly after 1910, however, the area within the city grew significantly, until it not only covered much of the wetern two-thirds of the map, but large areas to the north and south of the map as well.
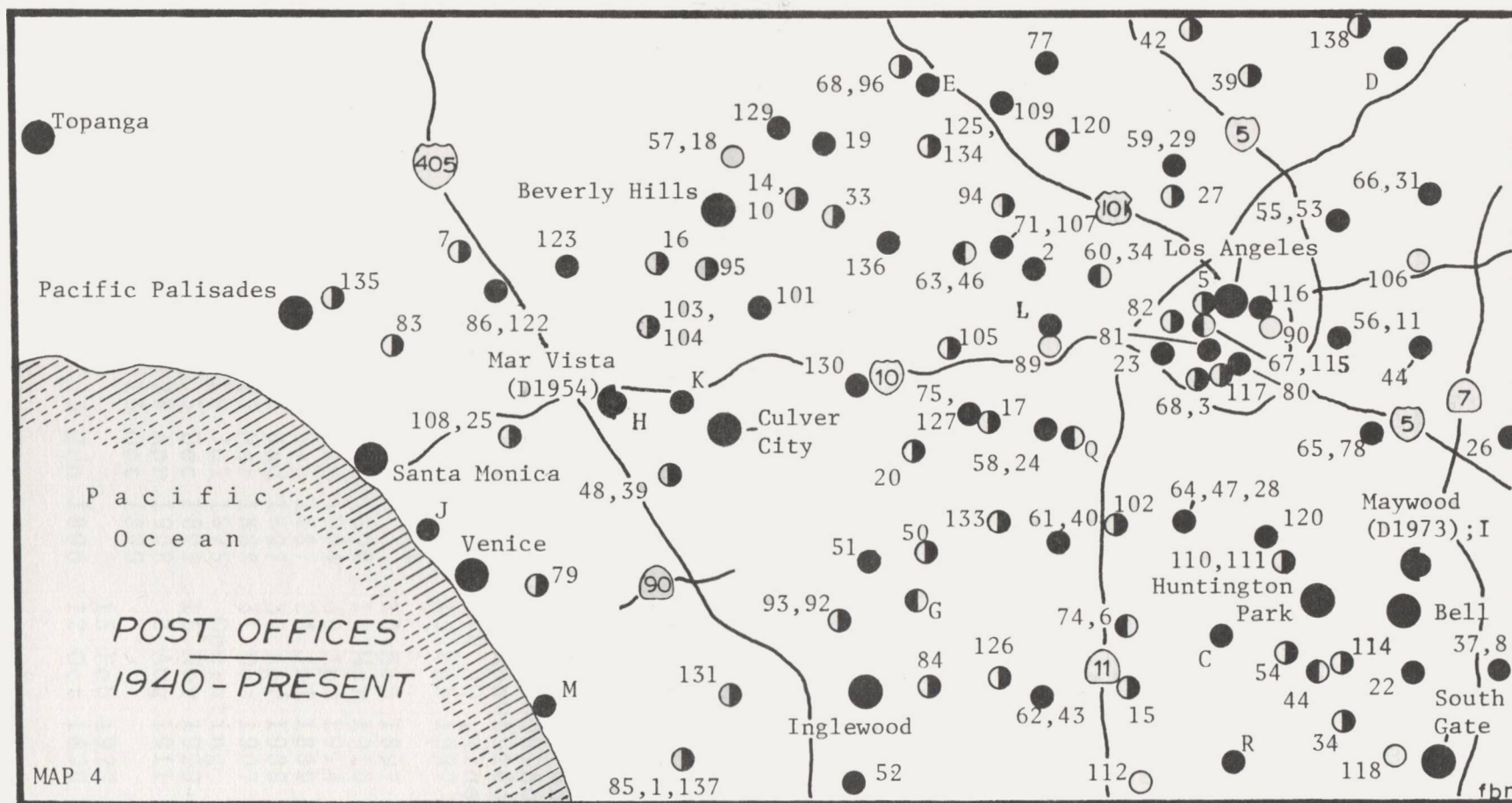
The period of 1910 to 1940 was another era of heavy growth for Los Angeles; the 1920-1930 decade being particularly successful. The city's population rose from 319,000 in 1910 to over 1.5 million in 1940 -- an almost fivefold increase. Post offices in the study area also grew in number during this period, but not nearly as dramatically as did the population. The major factor accounting for this discrepancy was that most of the city's growth occurred in areas to the north and south of the study area; also, the infilling of areas between previously separate communities did not normally engender new post offices.

As can be seen by Map 3, almost all of the postal growth in the central Los Angeles study area was in the branches or stations. Net changes during the period included a gain of 22 brances or stations, but a net loss of seven independent post offices. Some of this change was accounted for by the conversion of several independent post offices to branch or station status. Independent post offices did not change according to any particular geographic pattern. New branches or stations, on the other hand, were set up in all parts of the study area, while stations being discontinued tended to be located relatively close to the downtown area.

By 1940 most of the study area had already become fairly densely populated. Nevertheless, a large number of changes in the area's post offices have taken place since that time (see Map 4). The population of Los Angeles has nearly doubled since 1940, from about 1.5 million to about 2.8 million, but almost all of the growth occurred outside the area considered in this study.

Trends in post offices during the past 40 years have continued patterns originally established in the previous period. Specifically, the number of independent

Beverly Glen
(1913-1916)

Topanga

Hermon (D1916)
D
Bairdstown
(D1914)
A

E
109
N
B

Sherman (D1927)
19
0,129
59
66
55

Beverly;
NCT Beverly Hills 1911
136
71
132

Soldiers Home
(D1915)
P,86,68,123
63
2
60
Los Angeles
56
44

Pacific Palisades
(E1924)
13,12
Sawtelle
(D1929)
101
98
67
81
3,4

S;West Los
Angeles
(1923-26);
Westgate (D1915)
130
L
23

S Mar Vista
(E1925)
Palms
(D1927);K
75
58
University
(D1913);119
65
9,26

Santa Monica;
Culver City
(E1915)
32
64

Ocean Park
(D1914);J
Hyde
Park
(D1924);G
61
121
I;Maywood
(E1933)

Venice
51
Bell

POST OFFICES
1910-1940
Huntington Park;
F
45
22
37

74
Q;
South Gate
(E1929)

Playa del Rey
(D1914);M
Inglewood
62
Florence
(D1918);C

Seal Garden;
NCT Graham Station 1911,
D1918
Watts
(D1921);R

52

MAP 3

6

fbn

POST OFFICES
1940-PRESENT

Topanga

Pacific Palisades

Pacific Ocean

MAP 4

Beverly Hills

Santa Monica

Venice

Inglewood

Mar Vista (D1954)

Culver City

Los Angeles

Huntington Park

Bell

South Gate

Maywood (D1973);I

fbn

post offices has remained relatively static in the past forty years, losing two to branch or station status. On the other hand, these subsidiary postal units have continued their rapid growth, realizing a net gain of 30 since 1940. Several factors account for this growth. They include the increasing volume of mail in metropolitan areas in recent years, changes in Post Office Department (now U.S. Postal Service) policy, and the commencement of branches and stations at post offices other than those at Los Angeles.

RANDOM NOTES FROM THE SUMMER

Sheldon H. Dike reports the publication of the 8th Edition of his classic, NEW MEXICO TERRITORIAL POSTMARK CATALOG. This edition differs dramatically from past editions in that nearly all of the 2,300 markings are illustrated. Doc notes that this is the first illustrated edition since the 1st, published back in 1958. The price for a serially numbered copy of the 8th edition is $25.00 postpaid. You may order from Dr. Sheldon H. Dike, 1420 Carlisle Blvd., N.E., Albuquerque, NM 87110.

One of my more pleasant activities this past summer was a visit with the Post Office Study Team (POST) of southern Oregon. Some of you may not have heard about this group, so a brief introduction is in order. POST engages in site visits to the old post offices of Jackson, Josephine and Klamath counties. These visits are arranged as group activities, with one or more members in charge of the planning and background research. When the day of the visit arrives the POST group make it an "outing". Visits have resulted in follow-up articles detailing the history of post offices visited. In several cases the group has met local inhabitants who are able to shed first hand light on the background of visited offices. This is an excellant approach to local postal history in that it directly involves members of the group as well as their family and friends. Anyone wishing more information on the southern Oregon POST group, or considering the formation of such a group in your own area, might wish to contact Len Lukens, P.O. Box 117, Phoenix, OR 97535. They really have a good time.

POST OFFICES, BRANCHES AND STATIONS OF CENTRAL LOS ANGELES

Postal Unit Name	Established	Discontinued	Notes
I. Independent Post Offices			
Bairdstown	7 Jul 1904	1 Oct 1914	SCT A, 66
Bell	3 May 1898	Operating	Was Obed
Beverly	17 Oct 1907	20 Mar 1911	NCT Beverly Hills
Beverly Glen	26 Sep 1913	29 Feb 1916	M. to Beverly Hills
Beverly Hills	21 Mar 1911	Operating	Was Beverly
Brentwood Park	28 Apr 1908	31 May 1909	M. to Soldiers Home
Centinela	9 Oct 1888	26 Dec 1895	NCT Inglewood
Colegrove	13 Mar 1888	31 Dec 1907	SCT B
Culver City	15 Jan 1915	Operating	
Electric	3 Oct 1887	3 Sep 1891	NCT Pico Heights
Florence	29 Jan 1878	31 May 1918	M. to Los Angeles
Graham Station	3 Aug 1911		Was Seal Garden
		31 May 1918	M. to Los Angeles
Hermon	17 May 1904	30 Jun 1916	M. to Los Angeles
Highland Park	8 Mar 1892	30 Jun 1901	SCT D
Hollywood	25 Oct 1897	31 Dec 1908	SCT E
Huntington Park	3 Mar 1906		Was La Park
		30 Jun 1914	SCT F
	28 Feb 1925	Operating	
Hyde Park	17 Aug 1888	21 May 1895	NCT Hydepark
Hydepark	22 May 1895	30 Jun 1924	SCT G
Inglewood	27 Dec 1895	Operating	Was Centinela
La Park	25 Apr 1904	2 Mar 1906	NCT Huntington Park
Los Angeles	before 9 Apr 1850	Operating	
Machado	23 Dec 1874	16 Nov 1875	No notes
	7 Jun 1878	9 Sep 1887	NCT Palms
Mar Vista	14 Feb 1925	15 Oct 1954	SCT H
Maywood	1 Jul 1934	15 Sep 1973	SCT I
Obed	4 Jun 1892	2 May 1898	NCT Bell
Ocean Park	20 Jul 1899	30 Apr 1914	SCT J
Palms	10 Sep 1887		Was Machado
		15 Feb 1927	SCT K
Pico Heights	4 Sep 1891		Was Electric
		10 Sep 1897	SCT 63
	1 Jul 1898	18 Mar 1910	SCT L
Playa del Rey	12 May 1904	30 Apr 1914	SCT M
Port Ballona	13 Sep 1887	24 Jul 1889	M. to Centinela
Port Los Angeles	11 Jan 1897	30 Apr 1908	M. to Santa Monica
Prospect Park	27 Mar 1888	31 Dec 1907	SCT N
Santa Monica	19 Jul 1875	Operating	
Sawtelle	5 Dec 1899	15 Nov 1929	M. to Los Angeles
Seal Garden	28 Apr 1908	2 Aug 1911	NCT Graham Station
Sherman	13 Oct 1899		Was Shermanton
		15 Feb 1927	SCT O, 129
Shermanton	3 Jun 1896	12 Oct 1899	NCT Sherman

Postal Unit Name	Established	Discontinued	Notes
I. Independent Post Offices (cont.)			
Soldiers Home	26 Jul 1899	30 Jun 1915	SCT P, 86, 122
South Gate	1 May 1929	Operating	
South Los Angeles	20 Mar 1891	10 Sep 1897	M. to Los Angeles
Topanga	7 Mar 1908	Operating	
University	15 Nov 1882	10 Sep 1897	SCT 58
	1 Dec 1897	30 Jun 1913	M. to Los Angeles
Venice	8 Feb 1905	Operating	
Vernondale	25 Jan 1888	10 Sep 1897	M. to Los Angeles
Watts	10 Aug 1904	28 Feb 1921	SCT R
Westgate	19 Jun 1909	30 Jun 1915	M. to Sawtelle
West Los Angeles	5 Sep 1923	15 Feb 1926	M. to Sawtelle

Map ID	Unit Name (Type)	Established	Discontinued	Notes
II. Branches or Stations of Former Independent Post Offices				
(A)	Bairdstown (CS)	1 Oct 1914	1 Oct 1917	M. to LA
(B)	Colegrove (S,CB,CS)	1 Jan 1908	31 Dec 1917	M. to LA
(C)	Florence (CtB,CB)	1 Dec 1926	Operating	Of Los Angeles
(D)	Highland Park (CS)	1 Jun 1901	Operating	Of Los Angeles
(E)	Hollywood (IS,CB,CS)	31 Dec 1908	Operating	Of Los Angeles
(F)	Huntington Park (CB)	1 Jul 1914	28 Feb 1925	SCT IPO
(G)	Hyde Park (IS)	30 Jun 1924	1 Apr 1969	M. to LA
(H)	Mar Vista (CS)	15 Oct 1954	Operating	Of Los Angeles
(I)	Maywood (CB)	1 Apr 1925	1 Jul 1934	SCT IPO
	(CB)	15 Sep 1973	Operating	Of Bell
(J)	Ocean Park (CS)	30 Apr 1914	Operating	Of Santa Monica
(K)	Palms (CS)	16 Feb 1927	Operating	Of Los Angeles
(L)	Pico Heights (CS)	18 Mar 1910	Operating	Of Los Angeles
(M)	Playa del Rey(CtS,CS)	15 Nov 1939	Operating	Of Venice
(N)	Prospect Park(CS,IB)	31 Dec 1907	7 Jan 1912	NCT 69
(O)	Sherman (CB)	15 Feb 1927	1 Jul 1928	NCT 129
(P)	Soldiers Home (CB)	30 Jun 1915	15 May 1929	NCT 86
(Q)	South Gate (CtB)	16 Aug 1923	1 May 1929	SCT IPO
(R)	Watts (ICB, CS)	28 Feb 1921	Operating	Of Los Angeles
(S)	West Los Angeles(CtB)	16 Apr 1922	5 Sep 1923	SCT IPO
	(CS)	16 Nov 1929	Operating	Of Los Angeles

III. All other Branches and Stations

1	Airport (CS)	1 Aug 1948		Was 85
			22 Jun 1968	NCT 137
2	Ambassador (CS)	1 Jun 1921	Operating	Of Los Angeles
3	Arcade (S,IS)	15 Nov 1904	5 Nov 1930	NCT 4
4	Arcade Annex (IS)	6 Nov 1930		Was 3
			27 May 1940	LCT 116
5	Arco-Plaza (CS)	1 Apr 1974	Operating	Of Los Angeles
6	Ascot (CS)	1 Aug 1952		Was 74
			23 Jan 1967	M. to LA

ID	Unit Name (Type)	Established	Discontinued	Notes

III. All other Branches and Stations (Cont.)

ID	Unit Name (Type)	Established	Discontinued	Notes
7	Barrington (CS)	1 Sep 1949	Operating	Of Los Angeles
8	Bell Gardens(CtB,CB)	1 Dec 1943		Was 37
			Operating	Of Bell
9	Belvedere Gardens (CS)	1 Sep 1929	1 Nov 1937	NCT 26
10	Bicentennial (CS)	28 Jun 1976		Was 14
			Operating	Of Los Angeles
11	Boyle (CS)	15 Oct 1952		Was 56
			Operating	Of Los Angeles
12	Brentwood Heights(CS)	16 Feb 1927		Was 13
			1 Apr 1935	M. to LA
13	Brentwood Heights Hot Springs (CS)	16 Feb 1926	16 Feb 1927	NCT 12
14	Briggs (CS)	1 Jul 1949	27 Jun 1976	NCT 10
15	Broadway-Manchester CS	23 Jan 1967	Operating	Of Los Angeles
16	Century City (CtS,CS)	1 Jul 1963	Operating	Of Los Angeles
17	Cimarron (CS)	16 Dec 1949	Operating	Of Los Angeles
18	Clark (CS)	15 Oct 1952		Was 57
			30 Jun 1954	M. to LA
19	Cole (CB)	5 May 1936	Operating	Of Los Angeles
20	Crenshaw (CS)	16 Jul 1949	Operating	Of Los Angeles
21	Crenshaw-Imperial(CS)	30 Nov 1960	Operating	Of Inglewood
22	Cudahy (CtB,CB)	16 Nov 1930	Operating	Of Bell
23	Del Valle (CS)	1 Oct 1938	Operating	Of Los Angeles
24	Dockweiller (CS)	15 Oct 1952		Was 58
			Operating	Of Los Angeles
25	Douglas (CS)	16 Dec 1946		Was 108
			Operating	Of Santa Monica
26	East Los Angeles (CB)	1 Nov 1937		Was 9
			Operating	Of Los Angeles
27	Echo Park (CtS)	1 Oct 1975	Operating	Of Los Angeles
28	Eddy (CS)	1 Jul 1905	30 Jun 1906	NCT 61
29	Edendale (CS)	15 Oct 1952		Was 59
			Operating	Of Los Angeles
31	El Sereno (CS)	1 Feb 1949		Was 66
			Operating	Of Los Angeles
32	Exposition Park (S)	2 Jul 1923	4 Aug 1923	M. to LA
33	Farmers Market (CtS)	1 Sep 1955	Operating	Of Los Angeles
34	Firestone (CS)	23 Feb 1968	Operating	Of South Gate
35	Flint (CS)	15 Oct 1952		Was 60
			6 Feb 1971	M. to LA
36	Foy (CS)	1 Feb 1950	Operating	Of Los Angeles
37	Gardens (CtB)	16 Nov 1930	1 Dec 1943	NCT 8
38	Gateway (CS)	23 Oct 1961	Operating	Of Culver City
39	Glassell (CS)	1 May 1949	Operating	Of Los Angeles
40	Green (CS)	15 Oct 1952		Was 61
			Operating	Of Los Angeles
41	Greenmead (CS)	1 Aug 1950	Operating	Of Los Angeles
42	Griffith (CS)	1 Sep 1949	Operating	Of Los Angeles

ID	Unit Name (Type)	Established	Discontinued	Notes

III. All other Branches and Stations (Cont.)

ID	Unit Name (Type)	Established	Discontinued	Notes
43	Hancock (CS)	15 Oct 1952		Was 62
			Operating	Of Los Angeles
44	Hazard (CtB, CB)	16 Oct 1923	Operating	Of Los Angeles
45	Home Gardens (CtS, CtB, CS)	1 Mar 1924	3 Mar 1951	M. to South Gate
46	Jones (CS)	15 Oct 1952		Was 63
			Operating	Of Los Angeles
47	Kearney (CS)	15 Oct 1952		Was 64
			15 Oct 1974	M. to LA
48	La Ballona (CS)	16 Oct 1949	23 Oct 1961	M. to Culver City
50	Ladera Heights (CtS)	22 Feb 1969	Operating	Of Los Angeles
51	La Tijera (CS)	1 Oct 1938	Operating	Of Los Angeles
52	Lennox (CtB)	16 Oct 1930	30 Nov 1936	M. to Inglewood
	(CtB) (CB)	1 Apr 1940	Operating	Of Inglewood
53	Lincoln Heights (CS)	1 May 1949		Was 55
			Operating	Of Los Angeles
54	Loop (CS)	1 Jun 1945	Operating	Of South Gate
55	Los Angeles "A" (S)	21 Mar 1887	1 May 1949	NCT 53
56	Los Angeles "B" (S)	21 Mar 1887	15 Oct 1952	NCT 11
57	Los Angeles "C" (S,IS)	1 Jun 1891	24 Jul 1935	NCT 81
	(CS)	1 Jun 1946	15 Oct 1952	NCT 18
58	Los Angeles "D" (S)	1 Jun 1891	15 Oct 1952	NCT 24
59	Los Angeles "E" (S)	30 Sep 1894	15 Oct 1952	NCT 29
60	Los Angeles "F" (S)	30 Sep 1894	1 May 1925	M. to LA
	(S)	1 Sep 1926	15 Oct 1952	NCT 35
61	Los Angeles "G" (S)	15 Sep 1897	19 Mar 1905	M. to LA
	(S)	30 Jun 1906		Was 28, 69
			15 Oct 1952	NCT 40
62	Los Angeles "H" (S)	1 Aug 1898	1 Jul 1902	M. to LA
	(S)	1 Mar 1903	30 Nov 1921	M. to LA
	(S)	15 Mar 1923	15 Oct 1952	NCT 43
63	Los Angeles "J" (S)	?	1 Jul 1898	NCT Pico Heights
64	Los Angeles "K" (S)	31 Dec 1898	15 Oct 1952	NCT 47
65	Los Angeles "L" (IS)	15 Jul 1905	1 Nov 1951	NCT 78
66	Los Angeles "M" (CS)	1 Jul 1905	1 Feb 1949	NCT 31
67	Los Angeles "N" (CS)	15 Aug 1905	20 Feb 1950	NCT 115
68	Los Angeles "O" (CS)	15 Aug 1905	15 Aug 1928	M. to LA
	(CS)	1 Nov 1930	1 Apr 1935	NCT 123
	(CS)	1 Jul 1946	15 Oct 1952	NCT 96
69	Los Angeles "P" (S)	1 Dec 1905	30 Jun 1906	LCT 61
	(S)	1 Aug 1906	11 Feb 1935	M. to LA
	(S)	1 Jul 1946	1 Apr 1949	M. to LA
70	Los Angeles "R" (S)	1 Aug 1906	15 Oct 1952	NCT 102
71	Los Angeles "S" (S)	1 Aug 1906	1 Dec 1908	NCT 113
	(S)	16 Aug 1911	15 Oct 1952	NCT 107
72	Los Angeles "T" (S)	1 Aug 1906	30 Jun 1907	M. to LA
	(S)	7 Oct 1908	1 Apr 1949	NCT 138
73	Los Angeles "U" (S)	16 Sep 1907	30 Jun 1913	M. to LA
74	Los Angeles "V" (S)	16 Sep 1907	1 Aug 1952	NCT 6

ID	Unit Name (Type)	Established	Discontinued	Notes

ID	Unit Name (Type)	Established	Discontinued	Notes
75	Los Angeles "W" (CS)	Feb 1921	15 Oct 1952	NCT 127
76	Los Angeles "Y" (S)	25 Jan 1932	15 Oct 1952	NCT 117
77	Los Feliz (CS)	9 Sep 1940	Operating	Of Los Angeles
78	Lugo (CS)	1 Nov 1951		Was 65
			Operating	Of Los Angeles
79	Marina del Rey (CB, CtB)	5 Apr 1965	Operating	Of Venice
80	Market (CS)	13 May 1940	Operating	Of Los Angeles
81	Metropolitan (CS)	24 Jul 1935		Was 57
			Operating	Of Los Angeles
82	Midtown Center (CtS)	26 Feb 1975	Operating	Of Los Angeles
83	Montana (CtS)	1 Jul 1973	Operating	Of Santa Monica
84	Morningside Park (CS)	16 Sep 1949	Operating	Of Inglewood
85	Municipal Airport-CS	1 Dec 1947	16 Aug 1948	NCT 1, 137
86	National Military Home (CB)	15 May 1929		Was (P)
			1 Sep 1943	NCT 122
87	Naval Reserve Radio and Signal School (CtS)	26 May 1941	6 Aug 1941	NCT 88
88	Naval Training School (Communication) (S)	6 Aug 1941		Was 87
			30 Sep 1945	M. to LA
89	Naval Training School (Diesel) (CS)	16 Oct 1942	23 Jun 1943	M. to LA
90	Navy P.O. 10398 (S)	1 Nov 1944	31 Aug 1945	M. to LA
91	Navy P.O. 13036 (S)	1 Oct 1945	30 Mar 1946	M. to LA
92	North Inglewood (CS)	1 Jun 1965		Was 93
			Operating	Of Inglewood
93	North Inglewood Annex (CS)	6 Apr 1957	1 Jun 1965	NCT 92
94	Oakwood (CS)	16 Dec 1949	Operating	Of Los Angeles
95	Olympic (CS)	1 Oct 1949	Operating	Of Beverly Hills
96	Osbourne (CS)	15 Oct 1952		Was 68
			Operating	Of Los Angeles
98	Philharmonic Auditorium (S)	6 Jun 1922	12 Jun 1922	M. to LA
101	Preuss (CS)	1 Aug 1938	Operating	Of Los Angeles
102	Ramirez (CS)	15 Oct 1952		Was 55
			Operating	Of Los Angeles
103	Rancho (CS)	1 Aug 1949	1 Aug 1962	NCT 104
104	Rancho Park (CS)	1 Aug 1962		Was 103
			Operating	Of Los Angeles
105	Rimpau (CS)	1 Oct 1950	Operating	Of Los Angeles
106	Rowan (CB)	1 Sep 1950	16 Oct 1950	M. to LA
107	Sanford (CS)	15 Oct 1952		Was 71
			Operating	Of Los Angeles
108	Santa Monica "A" (CS)	1 Aug 1944	16 Dec 1946	NCT 25
109	Santa-Western (CS)	7 Dec 1934	Operating	Of Los Angeles

ID	Unit Name (Type)	Established	Discontinued	Notes

III. All other Branches and Stations (Cont.)

ID	Unit Name (Type)	Established	Discontinued	Notes
110	Slauson Avenue(CS)	1 Jul 1950	1 May 1963	NCT 111
111	Soto (CS)	1 May 1963		Was 110
			Operating	Of Huntington Park
112	South (CS)	15 Jun 1950	1 May 1974	M. to LA
113	Spaulding (CtB)	1 Dec 1908		Was 71
			31 Mar 1921	NCT (R)
114	State Street (CS)	1 Feb 1950	Operating	Of Huntington Park
115	Subway (CS)	20 Feb 1950		Was 67
			15 Jun 1973	M. to LA
116	Terminal Annex(ICS)	27 May 1940	Operating	Of Los Angeles
117	Textile (CS)	15 Oct 1952		Was 76
			Operating	Of Los Angeles
118	Tweedy (CS)	1 Feb 1951	16 Jan 1971	M. to South Gate
119	University Park-CtS	16 Feb 1938	1974	M. to LA
120	Vermont Avenue (CS)	1 Feb 1951	Operating	Of Los Angeles
121	Vernon (CB)	15 Oct 1926	Operating	Of Los Angeles
122	Veterans Admin- istration (CB)	1 Sep 1943		Was (P), 86
			Operating	Of Los Angeles
123	Village (CS)	1 Apr 1935		Was 68
			Operating	Of Los Angeles
124	Villeimet (RS)	5 May 1907	30 Jun 1907	M. to LA ?
125	Vine (CS)	1 Mar 1950	2 Jul 1962	NCT 134
126	Wagner (CS)	16 Jul 1949	Operating	Of Los Angeles
127	Waite (CS)	15 Oct 1952		Was 75
			Operating	Of Los Angeles
128	Washington (CS)	15 Oct 1974		Was 47, 64
			Operating	Of Los Angeles
129	West (CB, IB)	1 Jul 1928		Was (O)
			Operating	Of Los Angeles
130	West Adams (CS)	20 Nov 1930	Operating	Of Los Angeles
131	Westchester (CS)	1 Mar 1949	Operating	Of Los Angeles
132	Westlake (CS)	1 Aug 1910	31 Aug 1926	M. to LA
133	Westvern (CS)	1 Oct 1950	Operating	Of Los Angeles
134	Wilcox (CS)	2 Jul 1962		Was 125
			Operating	Of Los Angeles
135	Will Rogers (CS)	1 Mar 1942	Operating	Of Santa Monica
136	Wilshire-La Brea-CS	16 Mar 1930	Operating	Of Los Angeles
137	Worldway Postal Center (CS)	22 Jun 1968		Was 1, 85
			Operating	Of Los Angeles
138	York (CS)	1 May 1949		Was 72
			Operating	Of Los Angeles

Note: No post office unit is listed for numbers 30, 49, 97, 99 & 100.

Abbreviations used for postal unit types:

CB = Classified Branch	ICB = Independent Contract Branch
CS = Classified Station	ICS = Independent Contract Station

Abbreviations used for postal unit types (Cont.):

CtB = Contract Branch   RS = Rural Station
CtS = Contract Station   S = Station (status unspecified)
 IB = Independent Branch

Symbols and abbreviations in "Notes":

LCT = Location changed to   SCT = Status changed to
NCT = Name changed to   IPO = Independent Post Office

Technical note: No mention has been made here of the numbered stations, e.g., Los Angeles Station No. 6, due to the scarcity of records available to the author. There were at least 24 of these stations, which were in existence at least from the 1890's to the 1940's. For scattered specific data on these units consult Harold Salley's, History of California Post Offices, 1849-1976, from which the data for the above list was obtained. All data in this report is current to 1976.

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THE POST OFFICES OF UTAH
By Dan Meschter

<u>PART X: JUAB COUNTY</u>

Juab was one of four new counties erected by the Utah Legislative Assembly in 1852 in a plan to organize counties to cover the entire Territory. Although the word "Juab" has a biblical ring, as might be expected in a theocratic society, it actually was derived from the Ute word <u>yoab</u>, meaning "flat or level." Some authorities translate the word to mean "thirsty plain."

The county has a peculiar shape. Stretching some 130 miles east to west, fully two-thirds of it is only 24 miles wide. The land is not highly productive agriculturally. Crops are grown in the intermontane Joab Valley and along the Sevier River in the east, but most of the county is mountains and prairies better suited to livestock grazing.

The first settler was Timothy Foote who settled on Salt Creek at the crossing of the old California , or Southern, Road in the Fall of 1851. The Southern Road was opened in 1849 to provide a convenient, all-weather outlet from Salt Lake City to Southern California and the Pacific. Salt Creek, later Nephi, was a logical place for a post office, and Foote was appointed postmaster within a month or two from the time he settler there. It is possible Foote went to Salt Lake City to manage a way station on the trail, and that the post office was part of the plan. If so, business probably was brisk, as the Territorial Capitol was located at Filmore City to the south. Foote was no fly-by-night; he continued as the postmaster at Salt Creek for 20 years.

Two more post offices were established on the California Trail at Mona and Chicken Creek 13 years later, and, together with Salt Creek, these were adequate to serve the county's sparse population until the Tintic mines were opened in 1869. The only other important route in the county was the Overland Trail which dipped south from Tooele County to pass the future sites of Fish Springs and Callao in the northeast corner of Juab County.

The two key events in Juab County history were the discovery of the Tintic Mines and construction of railroads. Tradition has it that cattlemen first recognized lead and silver in the south end of the Oquirrh Mountains in 1864, but development did not start until the opening of the Sunbeam Mine in 1869. Tintic, as the name of the district, was adopted from the name of a Goshute chief, a notorious white hater, who had lived on top of a billion dollars worth of minerals without knowing it when he died in 1859.

Post offices to serve the mines were opened first at Eureka, Diamond and Silver City, and later at the satellite camps of Alma, Knightville, Mammoth and Oquirrh. These were typically rowdy towns in the best tradition of western mining camps, and the rest of the county tended to view the Tintic District as an unwanted, ugly stepchild.

R. 10 W.   R. 5

Joy, Drum
○

R. 15 W.

Goshute
○

Callao
○

Fish Springs
○

TROUT CREEK
○

Parker
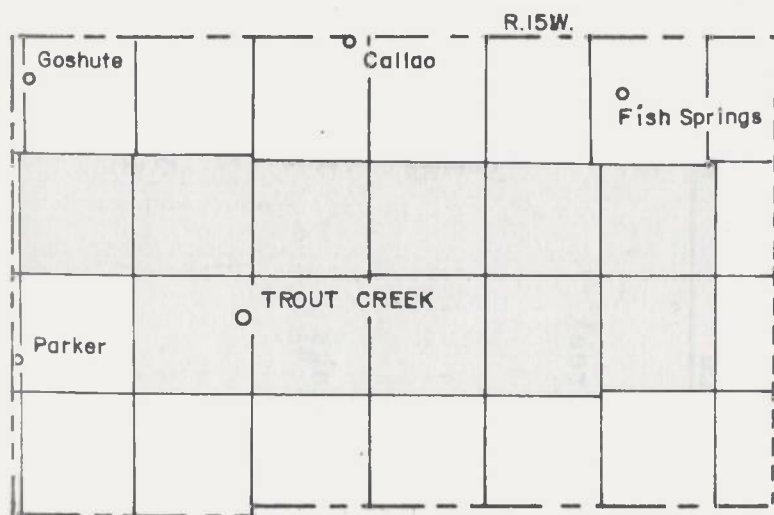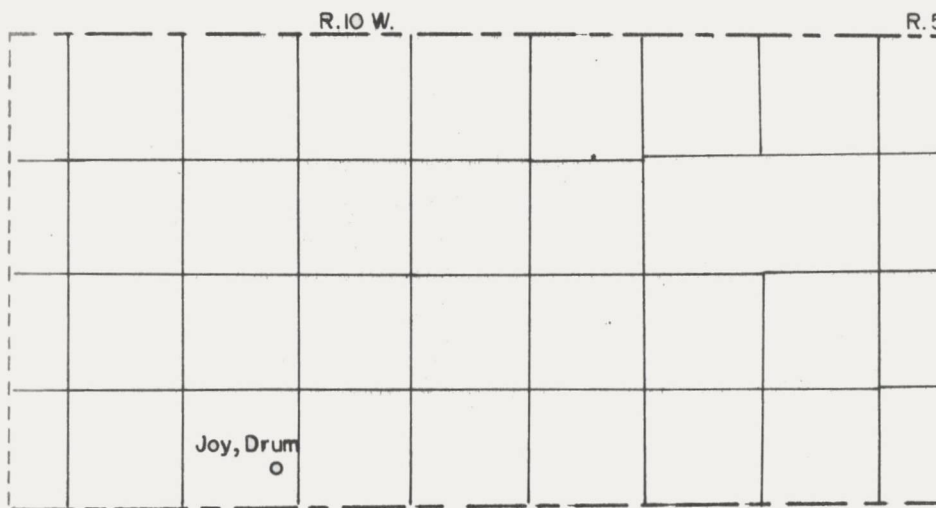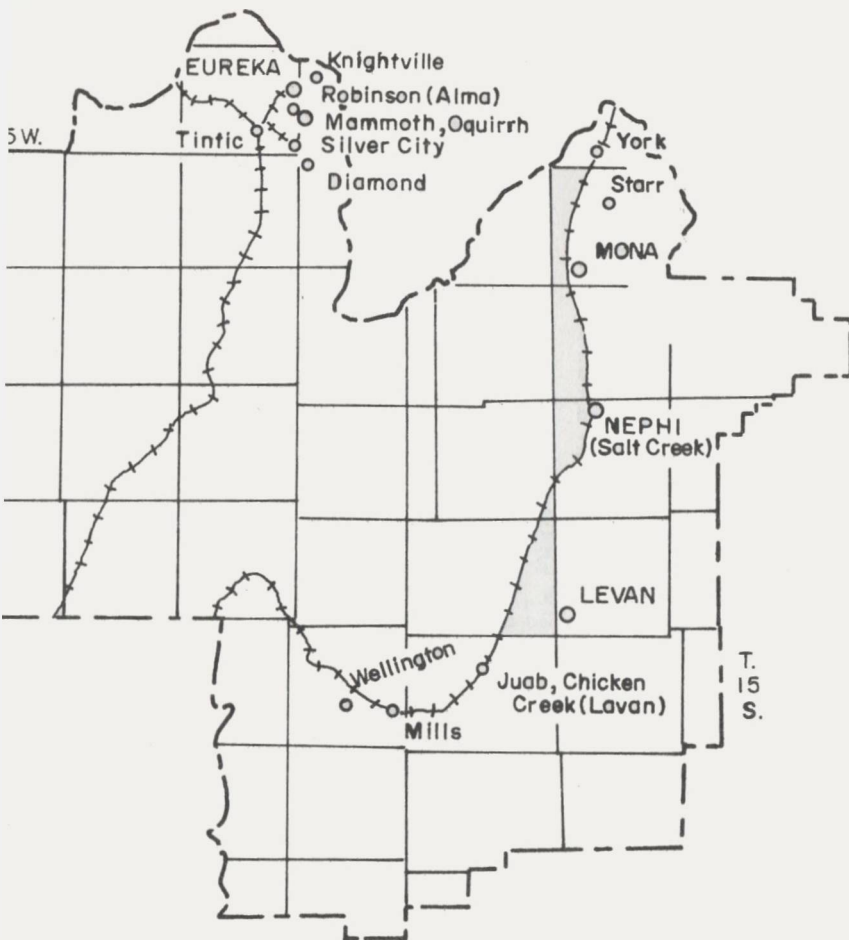
JUAB COUNTY, UTAH

Production was discouraged for almost a decade by the lack of adequate transportation facilities. Only the highest grade ores could be hauled by wagon to the smelter at Sandy, near Salt Lake City. The answer to the transport question was railroads and they were not long in coming. Ground was broken for the Utah Southern in Salt Lake City in 1871, and its line generally followed the old California Trail through Juab Valley. It reached the Tintic mines from the south in 1878. The Salt Lake and Western was built down through the mountains from the north, and connected with theUtah Southern tracks at Ironton Junction in 1883 at a point near the site of the Tintic Post Office. The mines boomed as a spur lines were built into Eureka and Silver City, and even to individual mines. In another decade, the Rio Grande laid its tracks over the mountains to Eureka in a remarkable feat of engineering to give the mines a direct outlet to the east.

The southerly progress of the Utah Southern can be traced by the post office at York, its change of name and removal to Juab in 1879, and another at Wellington in 1880. This route eventually became the Union Pacific's main line to Southern California.

The post offices in the west half of the county were established to serve the scattered ranching communities, except for Fish Springs which also served a small mining district. Goshute was intended to serve the Goshute Indian Reservation.

Only 27 post offices are listed in Juab County, of which one -- Goshute -- never operated, and four were simply name changes. One office -- Drum -- actually was listed in Millard County in the Postmaster Appointment Records, but is assigned to Juab County here on the basis of map sources and the fact that members of the locally famous Laird Family served as postmasters at both Drum and Joy. Only five post offices are reported operating in the county at present.

UTAH POST OFFICES
Juab County

Post Office	Established	Discontinued	Notes
Alma	22 Apr 1896	1 Jun 1896	Mail to Robinson
Callao	1 Feb 1893	30 Sep 1960	Mail to Ibapah
Chicken Creek	6 May 1864	29 Jun 1868	Name ch. to Lavan
	1 Dec 1868	5 May 1876	Was Lavan
Diamond	7 Aug 1871	9 Apr 1883	Mail to Silver City
	23 May 1883	13 Oct 1887	Mail to Silver City
	11 May 1901	30 Oct 1906	Mail to Silver City
Drum	31 Oct 1894	30 Jun 1897	Mail to Hinckley
	2 Apr 1898		Rescinded
Eureka	23 Sep 1870	Operating	
Fish Springs	18 Oct 1892	31 Dec 1921	Mail to Callao
Goshute	26 May 1922	20 Jul 1923	Rescinded
Joy	26 Aug 1899	14 Jul 1919	Mail to Abraham
Juab	23 Jun 1879		Was York
		31 Mar 1915	Mail to Mills
	30 Oct 1920	15 Aug 1928	Mail to Levan
Knightville	14 Dec 1907	31 Mar 1924	Mail to Eureka

Post Office	Established	Discontinued	Notes
Lavan	29 Jun 1868		Was Chicken Creek
		1 Dec 1868	Name ch. to Chicken Creek
Levan	22 Apr 1869	Operating	
Mammouth	19 Aug 1890	13 Oct 1973	Mail to Eureka
Mills	3 Sep 1904	16 Aug 1939	Mail to Lexington
Mona	6 May 1864	Operating	
Nephi	22 May 1882	Operating	Was Salt Creek
Oquirrh	3 Feb 1881	16 Jan 1882	
Parker	27 Feb 1920	8 Oct 1920	(1)
Robinson	1 Jun 1896		Was Alma
		15 Sep 1914	Mail to Mammouth
Salt Creek	19 Dec 1851	22 May 1882	Name ch. to Nephi
Silver Creek	7 Aug 1871	30 Apr 1951	Mail to Eureka
Starr	29 Apr 1893	15 Jun 1895	Mail to Mona
	4 Dec 1912	15 Feb 1916	Mail to Mona
Tintic	13 Jul 1882	16 Dec 1884	Mail to Silver City
	3 Mar 1893	10 Jun 1893	Mail to Silver City
	11 Jul 1913	15 Nov 1918	Mail to Eureka
Trout Creek	23 May 1890	Operating	
Wellington	23 Apr 1880	8 Dec 1885	Mail to Juab
York	24 Nov 1875	23 Jun 1879	Name ch. to Juab

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(1) Parker Post Office was moved to Juab County from White Pine County, Nevada. It was moved back to Nevada on the latter date.

EDITOR'S COMMENTS

Dick Wadsworth's article in Volume 11 regarding the evaluation of scarcity of postmarks brought the following comments from Dr. Owen Kriege:

1) While there is usually a general correlation between the population of a town and the scarcity of postmarks, there are many exceptions. For example, there are many medium-sized Arizona and New Mexico ghost towns from which no postal markings are known; while from some smaller towns up to 8 or 10 covers have been reported. In some cases the residents of a particular town wrote very few letters (literacy was sometimes a factor), or the letters that were written were not saved by those receiving the mail. I believe that postal receipts are a more valid estimate of postmark scarcity than population.

2) It is an oversimplification to group all postmarks from a town in a single grade. An 1851 cover from Santa Fe would be very scarce, and might be worth several hundred dollars, while a 1911 marking is very common and might be worth about one dollar.

3) Most postal historians are not interested in only a single postmark from each town, but seek a good example of each type.

4) Important factors affecting the scarcity of postal markings are postal receipts, period of usage and the recipeints of the letter.

5) Factors affecting price include scarcity, attractiveness of the postmark (and killer, if any), the "mystique" of the town, the number of serious (and affluent) collectors specializing in a particelar area, and the availability of a catalog documenting this area.

Delbert Peterson writes to correct an error which appeared in the article on Baker County, Oregon, in Number 1 of the current volume. Unity, Oregon, is not located as described in the article, but instead as shown on the accompanying map (p. 9), about 8 miles southwest of Hereford in the SW corner of the county. Thanks for your sharp eyes, Delbert. How many others caught that error, and did not bother to report it?

A new book is available from **LA POSTA**. Entitled the FRONTIER CENTENNIAL WESTERN POSTAL ROUTE ATLAS, it is a collection of five Postal Route Maps covering the entire West (except Utah) dating from 1883-1885. The maps have been carefully divided into convenient 8 x 10-inch pieces, and reassembled as an atlas together with detailed index maps permitting rapid location of the century-old postal routes of any part of a Western state or territory. The book is 130 pages, card cover with plastic spiral binding, and is available from your editor at a subscribers discount price of $12.50 per copy.

Please subscribe now for Volume 13.

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