



# LA POSTA: A JOURNAL OF AMERICAN POSTAL HISTORY

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*COVER: Our cover illustration reproduces a hypothetical conversation between 19th century postal employees surrounded by the artifacts of a period post office. It is intended to call attention to Dennis Pack's pioneering three part series of Postal Sub-Stations which begins in this issue.*

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## PUBLISHER'S PAGE



### Life in the Bush

It is early July as these words are written, and Cath & I are preparing to return to the US in about three weeks. The *La Posta* publication schedule has had to be moved up slightly to make sure that you receive this September issue and the catalog for Subscribers' Auction No. 64 on time.

July in Australia is equivalent to January in North America, and the weather has definitely undergone a seasonal change during the past six weeks. Local New South Welshmen are complaining loudly about the high rainfalls of recent weeks. There have been slick and flooded roads, delays in the sugar cane harvest, and, worst of all perhaps, the rugby fields are so soggy some matches have had to be postponed.

It has been wet. The ground is obviously saturated. But by Pacific Northwest climate standards, this rain has been quite tolerable. About half the winter days have been crystal clear with bright blue skies and warm sunny afternoons with temperatures in the low 70s. At night it gets chilly with lows dropping into the 40s and even occasionally the mid 30s. We have had no hard frosts as yet, but Cath, my early morning mate, tells me there have been traces of the white stuff around in depressions and hollows after some particularly cold nights.

Our neighbors, the Gibsons, who live across the creek, are hosting a 4<sup>th</sup> of July party for the local Australian-American Club featuring Mexican cuisine. We have met a surprising number of expatriot Americans this year ranging from a young ex-Brooklynite who runs an American food import company in Melbourne to John & Judith—our neighbors—originally from California who have raised their children here and been in Australia for nearly 20 years.

What is it about Australia that attracts Americans? That's a tough question. Cath and I have been asked it several times and we've asked the same of other Americans we have met here. It seems to me the answer depends entirely on what one is seeking in the way of a lifestyle. The young Brooklynite, who had two pre-teen children, said that he and his wife had chosen to live in suburban Melbourne because they thought that it presented a better place to raise their kids. Another American, who lives near

Copmanhurst on a cattle ranch, said that he first came here over twenty years ago in conjunction with an overseas job with a US company and fell in love with the place. He bought the ranch back when cattle raising was still a lucrative business in the Clarence Valley, and has lived there ever since. Now in his 80s, he's thinking of selling the ranch and moving to town.

Cath and I have decided to live in Australia for the most of the year for the next few years. We still plan frequent trips to the Pacific Northwest—at least once a year—and will keep our houseboat on Multnomah Channel for the foreseeable future. The main reason for this decision is fairly simple: after long and careful consideration, we are convinced that we have a better chance to enjoy the style of life we most prefer and can afford here in the Clarence River Valley than anywhere else on the planet.

Mild climate year around; proximity to beaches and mountains; abundant wildlife; relatively unpolluted air and water; very low local population density, but within 30 minutes of shopping and four hours of a major metro area; reliable telephone and electricity systems; and affordable housing and property prices are all important reasons we have settled on the lower Clarence Valley. We are under no illusions that this area is a paradise. Unemployment is high; shopping facilities are limited compared to US standards; the highway network is similar to that found in the Ozarks or parts of the rural US West with narrow paved roads and no freeways; and prices are high for some goods—particularly autos, consumer electronics, and furniture—when compared to North American. On balance, however, Cath & I believe we can afford to live better and closer to our shared concept of an "ideal lifestyle" here than any other place we know. So, we'll give 'a go, mates!

One question that might be bothering some of you about now is, "OK, so Bill & Cath are off to the bush, what about my *La Posta*?" Good question. I'm glad to answer. Cath & I have been in Australia since the 1<sup>st</sup> of October, and in the intervening nine months we have produced five issues of the journal; com-

pleted editing of the 1999 American Philatelic *Congress Book*; completed Volume III in the *United States Post Offices* series—The Upper Midwest; closed and/or initiated three Subscribers' Auctions, fed hundreds of parrots, possums and wallabies and maintained low blood pressure by avoiding freeway traffic almost completely. I don't see any problems maintaining a stable production schedule for our postal history activities just as long as we continue to enjoy the support of you—our readers. Please remember, we have not dropped off the edge of the world. We have merely moved a little further west.

We have some great postal history articles for you this issue. Dennis Pack kicks off a three part series based on his long interest in postal sub-units in the United States. Dennis recently spent some very productive hours researching the subject in Washington, DC, and I believe what he will relate to us over the course of this series will greatly expand our knowledge and understanding of these elusive postal units. Hank Berthelot examines US postal cards mailed in violation of Postal Regulations, Thomas Alexander & Robert Schultz give us another view of mail from

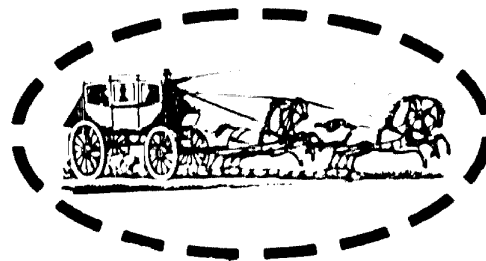
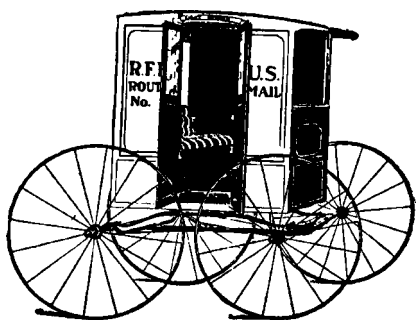
the 1905 San Francisco earthquake, Dan Meschter documents the Wells Fargo Contract in the latest installment of his Trans-Mountain Mail Route Contracts series. Mike Ellingson presents the territorial postmarks of three North Dakota counties. Randy Stehle & Doug DeRoest catalog the Type L (Received) non-standard postmarks. George Brooner takes us on a journey of recollection to his boyhood home in Cicero, Kansas. Carl Stieg continues his series on the duplex postmarks of Washington, D.C., and Ron Olin offers a brief observation on an unusual insured postcard.

Finally, it gives me great pleasure to welcome Dennis Pack as our newest *La Posta* Associate Editor. Dennis has been a regular contributor over the years with particular interests in Utah postal history and the broader subject of US branches and stations. I am sure that you will join me in extending a hearty welcome to Dennis, and we can all look forward to seeing his byline on additional interesting articles in future issues of our journal.

Richard "Bill" Helbock

## Oklahoma Doane Data Wanted

Joe Crosby, 5009 Barnsteeple Court, Oklahoma City, OK 73142-5405 is working on an updated listing of Doane cancels used in Oklahoma and Indian Territory post offices. Joe would be very grateful if anyone with Doane cancel information which expands details published in *United States Doanes* for these areas would contact him. Photocopies would be appreciated for any new towns and types. Joe may also be contacted at [joecrosby@home.com](mailto:joecrosby@home.com).



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----------------------------------

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# Prices Realized Subscribers' Auction Number 63

Lot 1	Price \$3.00	103 \$0.00	207 \$13.00	311 \$6.00	415 \$0.00	520 \$0.00
2	\$28.00	104 \$0.00	208 \$11.00	312 \$0.00	416 \$34.00	521 \$0.00
3	\$11.00	105 \$11.00	209 \$0.00	313 \$24.00	417 \$6.50	522 \$0.00
4	\$9.00	106 \$22.00	210 \$11.00	314 \$0.00	418 \$12.00	523 \$0.00
5	\$16.00	107 \$0.00	211 \$0.00	315 \$0.00	419 \$13.00	524 \$280.00
6	\$11.00	108 \$7.00	212 \$0.00	316 \$0.00	420 \$0.00	525 \$160.00
7	\$13.00	109 \$0.00	213 \$0.00	317 \$0.00	421 \$0.00	526 \$6.00
8	\$19.00	110 \$3.00	214 \$0.00	318 \$0.00	422 \$0.00	527 \$40.00
9	\$26.00	111 \$0.00	215 \$0.00	319 \$55.00	423 \$0.00	
10	\$4.50	112 \$0.00	216 \$0.00	320 \$5.00	424 \$20.00	
11	\$3.50	113 \$0.00	217 \$34.00	321 \$0.00	425 \$11.00	
12	\$13.00	114 \$0.00	218 \$0.00	322 \$55.00	426 \$0.00	
13	\$44.00	115 \$0.00	219 \$0.00	323 \$0.00	427 \$0.00	
14	\$36.00	116 \$13.00	220 \$0.00	324 \$0.00	428 \$0.00	
15	\$32.00	117 \$0.00	221 \$0.00	325 \$0.00	429 \$22.00	
16	\$46.00	118 \$16.00	222 \$0.00	326 \$0.00	430 \$0.00	
17	\$140.00	119 \$0.00	223 \$13.00	327 \$0.00	431 \$0.00	
18	\$1,200.00	120 \$0.00	224 \$0.00	328 \$6.00	432 \$22.00	
19	\$85.00	121 \$0.00	225 \$0.00	329 \$0.00	433 \$13.00	
20	\$0.00	122 \$0.00	226 \$19.00	330 \$8.50	434 \$0.00	
21	\$48.00	123 \$0.00	227 \$0.00	331 \$8.50	435 \$0.00	
22	\$11.00	124 \$8.50	228 \$0.00	332 \$0.00	436 \$5.00	
23	\$0.00	125 \$8.00	229 \$0.00	333 \$10.00	437 \$0.00	
24	\$0.00	126 \$6.00	230 \$24.00	334 \$8.50	438 \$0.00	
25	\$0.00	127 \$11.00	231 \$0.00	335 \$0.00	439 \$13.00	
26	\$0.00	128 \$19.00	232 \$32.00	336 \$0.00	440 \$11.00	
27	\$3.50	129 \$11.00	233 \$9.00	337 \$11.00	441 \$0.00	
28	\$0.00	130 \$46.00	234 \$8.50	338 \$22.00	442 \$0.00	
29	\$0.00	131 \$0.00	235 \$0.00	339 \$0.00	443 \$0.00	
30	\$6.50	132 \$0.00	236 \$0.00	340 \$13.00	444 \$0.00	
31	\$38.00	133 \$22.00	237 \$0.00	341 \$3.50	445 \$26.00	
32	\$22.00	134 \$11.00	238 \$0.00	342 \$13.00	446 \$32.00	
33	\$11.00	135 \$26.00	239 \$36.00	343 \$0.00	447 \$0.00	
34	\$0.00	136 \$0.00	240 \$0.00	344 \$4.00	448 \$46.00	
35	\$0.00	137 \$70.00	241 \$0.00	345 \$16.00	449 \$16.00	
36	\$0.00	138 \$0.00	242 \$0.00	346 \$0.00	450 \$13.00	
37	\$0.00	139 \$11.00	243 \$6.50	347 \$80.00	451 \$11.00	
38	\$36.00	140 \$0.00	244 \$0.00	348 \$7.50	452 \$0.00	
39	\$0.00	141 \$0.00	245 \$14.00	349 \$22.00	453 \$8.00	
40	\$0.00	142 \$5.00	246 \$0.00	350 \$17.00	454 \$0.00	
41	\$0.00	143 \$0.00	247 \$0.00	351 \$4.50	455 \$16.00	
42	\$8.50	144 \$9.50	248 \$46.00	352 \$9.50	456 \$0.00	
43	\$26.00	145 \$55.00	249 \$6.50	353 \$95.00	457 \$13.00	
44	\$8.50	146 \$280.00	250 \$28.00	354 \$0.00	458 \$26.00	
45	\$0.00	147 \$55.00	251 \$0.00	355 \$22.00	459 \$13.00	
46	\$0.00	148 \$170.00	252 \$0.00	356 \$0.00	460 \$0.00	
47	\$13.00	149 \$75.00	253 \$0.00	357 \$28.00	461 \$0.00	
48	\$8.50	150 \$28.00	254 \$95.00	358 \$0.00	462 \$6.50	
49	\$0.00	151 \$55.00	255 \$0.00	359 \$0.00	463 \$6.00	
50	\$55.00	152 \$80.00	256 \$0.00	360 \$11.00	464 \$9.50	
51	\$11.00	153 \$85.00	257 \$26.00	361 \$11.00	465 \$11.00	
52	\$0.00	154 \$0.00	258 \$11.00	362 \$11.00	466 \$0.00	
53	\$0.00	155 \$0.00	259 \$50.00	363 \$13.00	467 \$0.00	
54	\$0.00	156 \$190.00	260 \$110.00	364 \$46.00	468 \$42.00	
55	\$0.00	157 \$55.00	261 \$30.00	365 \$11.00	469 \$0.00	
56	\$26.00	158 \$48.00	262 \$0.00	366 \$15.00	470 \$0.00	
57	\$14.00	159 \$130.00	263 \$70.00	367 \$16.00	471 \$0.00	
58	\$0.00	160 \$0.00	264 \$0.00	368 \$11.00	472 \$3.00	
59	\$7.50	161 \$28.00	265 \$4.00	369 \$6.50	473 \$55.00	
60	\$11.00	162 \$95.00	266 \$0.00	370 \$7.50	474 \$0.00	
61	\$0.00	163 \$55.00	267 \$9.50	371 \$85.00	475 \$7.50	
62	\$26.00	164 \$325.00	268 \$0.00	372 \$0.00	476 \$0.00	
63	\$0.00	165 \$65.00	269 \$11.00	373 \$0.00	477 \$0.00	
64	\$24.00	166 \$26.00	270 \$0.00	374 \$16.00	478 \$11.00	
65	\$5.00	167 \$65.00	271 \$55.00	375 \$16.00	479 \$0.00	
66	\$0.00	168 \$24.00	272 \$9.50	376 \$14.00	480 \$0.00	
67	\$95.00	169 \$0.00	273 \$4.00	377 \$22.00	481 \$0.00	
68	\$0.00	170 \$0.00	274 \$0.00	378 \$0.00	482 \$0.00	
69	\$22.00	171 \$0.00	275 \$0.00	379 \$22.00	483 \$3.50	
70	\$19.00	172 \$0.00	276 \$0.00	380 \$42.00	484 \$0.00	
71	\$5.00	173 \$0.00	277 \$28.00	381 \$0.00	485 \$8.50	
72	\$0.00	174 \$0.00	278 \$0.00	382 \$4.50	486 \$11.00	
73	\$0.00	175 \$0.00	279 \$0.00	383 \$3.50	487 \$8.00	
74	\$0.00	176 \$16.00	280 \$22.00	384 \$13.00	488 \$55.00	
75	\$0.00	177 \$16.00	281 \$80.00	385 \$0.00	489 \$22.00	
76	\$24.00	178 \$0.00	282 \$0.00	386 \$22.00	490 \$8.00	
77	\$11.00	179 \$32.00	283 \$28.00	387 \$0.00	491 \$0.00	
78	\$0.00	180 \$24.00	284 \$44.00	388 \$0.00	493 \$0.00	
79	\$0.00	181 \$26.00	285 \$11.00	389 \$0.00	494 \$260.00	
80	\$18.00	182 \$6.00	286 \$42.00	390 \$8.50	495 \$0.00	
81	\$7.50	183 \$6.00	287 \$13.00	391 \$0.00	496 \$0.00	
82	\$0.00	184 \$28.00	288 \$11.00	392 \$0.00	497 \$0.00	
83	\$0.00	185 \$22.00	289 \$0.00	393 \$16.00	498 \$48.00	
84	\$4.50	186 \$6.50	290 \$22.00	394 \$0.00	499 \$22.00	
85	\$11.00	187 \$0.00	291 \$16.00	395 \$42.00	500 \$0.00	
86	\$0.00	188 \$0.00	292 \$24.00	396 \$32.00	501 \$11.00	
87	\$0.00	189 \$0.00	293 \$3.00	397 \$0.00	502 \$6.50	
88	\$4.00	190 \$16.00	294 \$0.00	398 \$4.00	503 \$22.00	
89	\$20.00	191 \$11.00	295 \$8.50	399 \$0.00	504 \$0.00	
90	\$26.00	192 \$0.00	296 \$36.00	400 \$0.00	505 \$0.00	
91	\$0.00	193 \$22.00	297 \$5.00	401 \$0.00	506 \$0.00	
92	\$0.00	194 \$0.00	298 \$6.50	402 \$0.00	507 \$0.00	
93	\$0.00	195 \$22.00	299 \$0.00	403 \$0.00	508 \$0.00	
94	\$0.00	196 \$22.00	300 \$4.00	404 \$0.00	509 \$0.00	
95	\$6.50	197 \$0.00	301 \$0.00	405 \$32.00	510 \$0.00	
96	\$16.00	198 \$5.00	302 \$6.00	406 \$0.00	511 \$13.00	
97	\$10.00	199 \$9.00	303 \$16.00	407 \$0.00	512 \$0.00	
98	\$0.00	200 \$17.00	304 \$26.00	408 \$0.00	513 \$0.00	
99	\$0.00	201 \$15.00	305 \$30.00	409 \$0.00	514 \$6.00	
100	\$0.00	202 \$0.00	306 \$0.00	410 \$0.00	515 \$0.00	
101	\$0.00	203 \$19.00	307 \$65.00	411 \$120.00	516 \$0.00	
102	\$0.00	204 \$30.00	308 \$140.00	412 \$0.00	517 \$0.00	
		205 \$22.00	309 \$0.00	413 \$26.00	518 \$0.00	
		206 \$4.50	310 \$4.50	414 \$7.00	519 \$0.00	



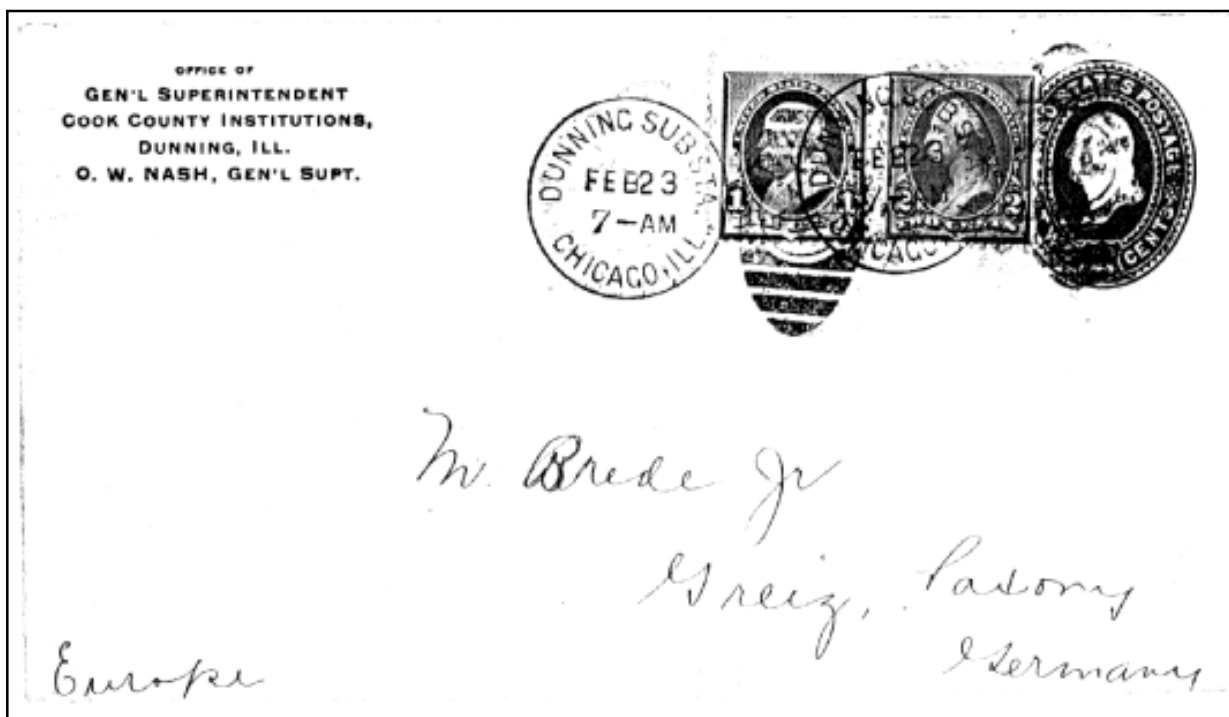


Figure 1 The Dunning Sub-Station of Chicago, Illinois, was established July 1, 1894, in lieu of the Dunning Post Office. It was redesignated the Dunning Station January 1, 1898. Duplex markings of named sub-stations are not common.

## Those Elusive Postal Sub-Stations

By Dennis H. Pack

This study explores the evolution of postal sub-stations. *Sub-station* was one designation given to branch post offices located in business or other places and staffed by non-career Post Office Department personnel.

This study is divided into three sections which will be spread over three issues of *La Posta*. The first examines early branch post offices, use of the term “sub” and the beginnings of sub-stations. The second looks at the heyday of sub-stations—1894-1902—and different types of sub-station postal markings, and the third provides a postscript and discusses using Post Office Department records to research information about branch post offices. A major component of the study is a comprehensive listing from the *Postal Bulletin* of entries which establish, discontinue or change sub-stations. The listing is divided into three parts. Of course, illustrations of sub-station or other appropriate postal markings accompany each section.

### INTRODUCTION

Branch post offices have been around a long time. In 1847, Congress authorized and directed the Postmaster General to establish branch offices of post offices “when the public interest and convenience might require it.”<sup>1</sup> The establishment of branch offices helped to serve rapidly growing urban populations and satisfy the requirement that postage be prepaid. Large cities were getting larger and they generally had only one post office.<sup>2</sup> The availability of new services, such as money orders and registration, also increased the demand for postal outlets. People wanted more access to postal services, and branch offices were a way to provide it.

The orders establishing early branches post offices were inconsistent. Office designations, available services and even the way they were named often varied city to city, and sometimes within cities. Most branch offices were designated as stations, but some were referred to as carrier stations, receiving stations, package stations, and sub-stations.

## EARLY USE OF "SUB"

In 1857, the Postmaster General reported to Congress that "Six stations or sub-offices have been established in New York City."<sup>3</sup> The glossary for the 1879 edition of *Postal Laws and Regulations* reads: "Post Office, Branch. (Syn. Station, Sub-Post Office.) An outlying station in the delivery of a central or main office, located thus for convenience of the public and the service in facilitating and expediting the delivery and collection of mail."<sup>4</sup> In the early 1890s, the Postmaster General sometimes ordered the establishment of sub-stations and designated them stations.<sup>5</sup> Even though early use of "sub" appears inconsistent, it foreshadowed what was to come.

## SPREAD OF BRANCH OFFICES

Before 1891, branch post offices were the responsibility of the Superintendent of the Free Delivery System.<sup>6</sup> The June, 1874, *United States Official Postal Guide* lists seven Free Delivery cities with a total of 75 branch offices. Boston leads with 21, Philadelphia is next with 20, followed by New York with 19, Chicago with six, and Brooklyn, Cincinnati, and St. Louis with three each.<sup>7</sup> By January, 1880, 14 cities had a total of 89 branch offices. The number of stations grew dramatically starting in the mid 1880s.

In 1886, 26 cities had 136 stations. In 1890, 47 cities had 215. In 1891, 58 cities had 334, including 20 sub-stations in New York and 12 in Philadelphia. The 1894 Postal Guide lists 403 stations in 66 cities, none of which was designated as a sub-station.<sup>8</sup> Stations, like post offices are not permanent, making the five-fold increase in their number between 1874 and 1891 even more spectacular. Clearly, there was a demand for postal services which could be satisfied by branch offices.

## CATEGORIES OF BRANCH OFFICES

In early 1880s Post Office Department records, it is possible to distinguish between two kinds of branch offices even though they were not defined in legislation or regulations or always discernable in the listings. The first, called full or carrier stations, were operated by career post office personnel. They offered postal supplies and services, and were bases from which letter carriers for the Free Delivery System operated. The second were stations under the control of the local postmaster, but located in businesses. Business owners recognized the value of having a branch post office on their premises to help attract customers and to serve their own needs. Some business owners were willing to assume the cost of

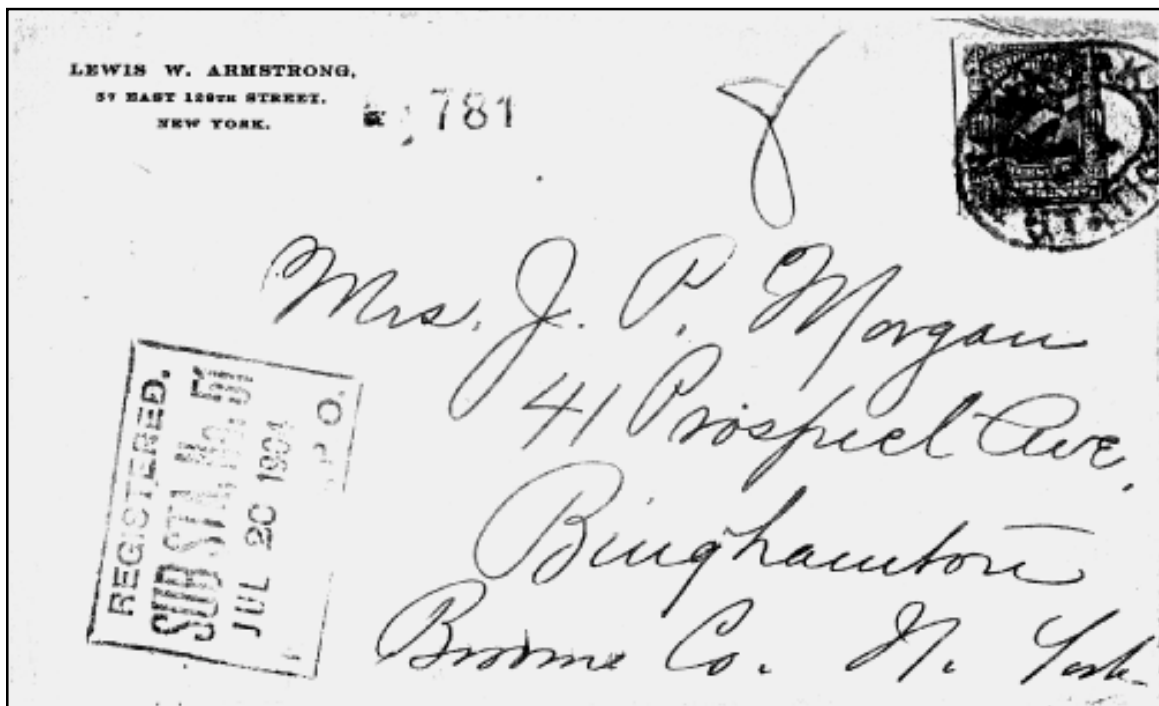
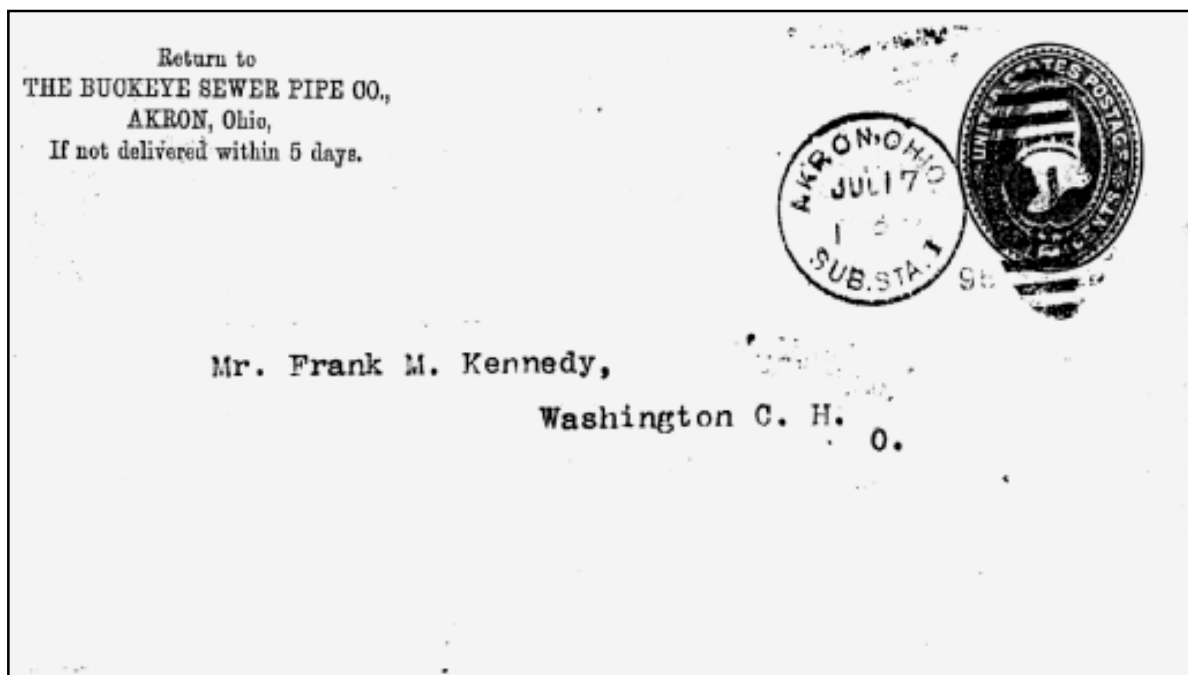


Figure 2 A boxed registration marking from New York City's Sub-Station 51 dated July 20, 1904, a little more than two years after sub-stations were changed to numbered stations. Interestingly, the stamp is canceled with a double oval marking which reads "NEW YORK/STATION" and with "51" in the center.



*Figure 3 Duplex sub-station cancels are less common than registration markings. Sub-Station 1 in Akron, Ohio, was changed from the East Akron Station May 1, 1896, and changed back to the East Akron Station January 1, 1898.*

fitting and maintaining facilities for a branch office and accept nominal payment for a clerk to operate it. For example, In 1882, the Postmaster General (PMG) ordered: "Establish a branch of the Washington, D.C., Post Office (without Letter Carriers) at the drug store of W. S. Thompson, No. 703 15th Street, N.W. to be known as '15th Street Station,' and to be under the control of the Postmaster of this City. Allow the Postmaster \$200 clerk hire additional per annum to cover the entire expense of this station. This order to take effect the first day of June 1882."<sup>9</sup> Contrast this with the establishment of the Brookline

Station "within the delivery area of the Boston Post Office" in lieu of the Brookline Post Office, which was discontinued. The Boston Postmaster was allowed three additional auxiliary letter carriers at \$600 each per year, additional clerk hire of \$1,800 per year, \$300 for a horse, and \$350 rent per year.<sup>10</sup> Some branch offices were even established at no expense to the Post Office Department. The University Station of the Des Moines Post Office was established at Drake University January 1, 1884, "for the sale of postage stamps, stamped envelopes, postal cards, and for registration of mail matter" without expense to the department.<sup>11</sup>

To put the salaries in context, early 1880s Post Office Department records indicate a charwoman working for the department was paid \$180 per year, a temporary clerk \$600-900, a regular clerk \$660-1,000, a clerk class one \$1,200, class two \$1,400, class three \$1,600, class four \$1,800, and a watchman \$720.<sup>12</sup> Clearly, clerks who worked full time for the Post Office Department were paid significantly more by the Post Office Department than was allowed for clerks in businesses which housed branch offices. These branch offices in businesses, which were operated under contract with the Post Office Department rather than by the department, came to be designated sub-stations.

### **NAMES OF SUB-STATIONS**

The naming of branch offices was also inconsistent. Many early branch offices were given letters of the alphabet as names, others were named according to their location. The naming of sub-stations was similar. Some had letters as names, some numbers, and some were given names which reflected their location. Early stations in Philadelphia were named for letters of the alphabet. Early stations in Boston were named for the community where they were located because they replaced the independent post office there. Early stations of Chicago were named for the

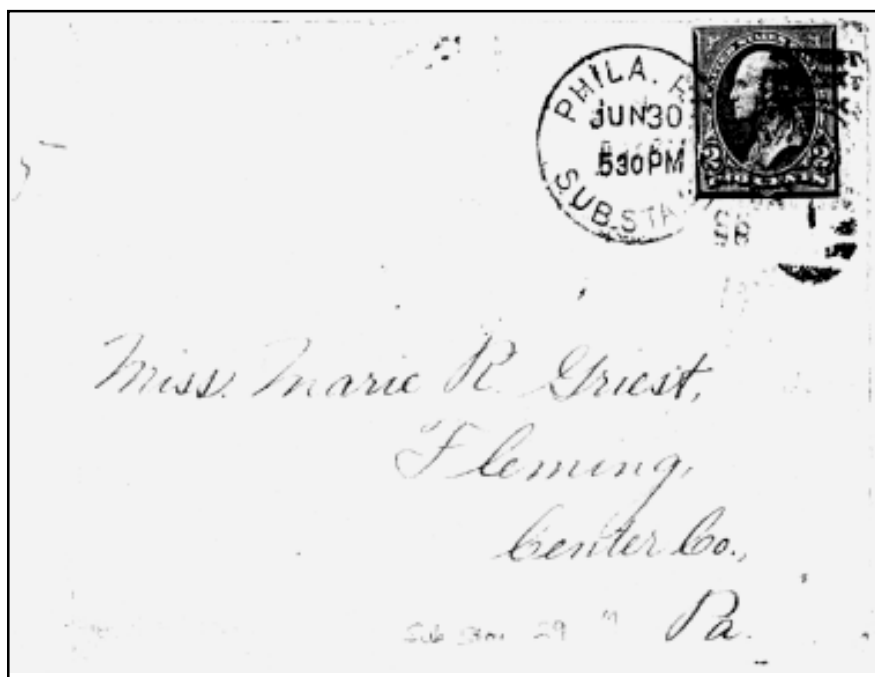


Figure 4 Philadelphia's Sub-Station 22 was located in Somerton. It was changed from Station R April 1, 1895, and changed to the Somerton Station January 1, 1898. The sub-station number is visible in the center of the cancel part of the duplex.

area of the city where they were located. The first reference found by the author to numbered stations is dated 1889.

### SUB-STATIONS

The earliest order found by the author regarding sub-stations, dated August 21, 1882, reads: "Authorize the Postmaster at Philadelphia, Pa., to establish fifty sub-stations of his office at different points in his City for the Sale of Postage Stamps and Postal envelopes at an expense not to exceed \$24, each per year—increase his allowance for clerk-hire \$1,200 per year to meet this expenditure."<sup>13</sup> No instructions were given regarding their locations or designations, but it is clear they were to operate at minimal expense to the Post Office Department. These appear to be stamp agencies because they did not handle money orders or registered mail. Stamp agencies, also located in businesses, were sometimes predecessors to sub-stations. For example, four drug stores in Pittsburgh, Pennsylvania, which were listed as stamp agents in October 1891, were designated sub-stations by 1899.<sup>14</sup>

Even when sub-stations were established, they sometimes became something else. In an order, dated May 5, 1890, the Postmaster General established sub-station one in Philadelphia with a salary of \$400 a year for the clerk, who was to provide all of the nec-

essary facilities.<sup>15</sup> The order was modified May 13, 1890, "to designate said station as Receiving Station No. 1."<sup>16</sup> Sixteen receiving stations were established in Philadelphia by May 1, 1891. Philadelphia was the only city where the author found reference to receiving stations. About the same time, an order, dated December 20, 1889, established 20 numbered sub-stations in New York. These were to be furnished and maintained without expense to the department. Eighteen of the stations were allocated \$400 a year for the clerk, but one was given \$300 a year, and another, sub-station nine at 5th Avenue and 16th Street was only given \$1 a year.<sup>17</sup>

The stations which did not house letter carriers and which operated at little expense to the department began to be referred to as sub-stations, but this was not uniform, and even when this was done, the naming of the sub-stations did not seem to follow a plan. An order dated February 12, 1892, established sub-station 22 in Chicago.<sup>18</sup> The next day, another order changed the name of the station to the Woodlawn Park Sub-Station.<sup>19</sup> New York established the Ellis Island Sub-Station April 10, 1894.<sup>20</sup>

Numbered sub-stations were established in New York about the same time.<sup>21</sup> The author has not found official guidelines concerning when a sub-station

might be named or when it might be given a number, but it appears that those stations which might handle more mail might be named, rather than numbered.

## CONCLUSION

The stage is set for continued rapid growth in the number of branch offices. Patterns are emerging for their designation and naming. The next part of this study covers 1894 to 1902, which is regarded by the author as the heyday of sub-stations, and sub-station postal markings. Starting in 1894, hundreds of sub-stations were established all across the country.

Many people have assisted with this article by providing information and postmarks. Special thanks to Aloha P. South of the National Archives and Research Administration, Tom Clarke, Harvey M. Karlen, Kelvin Kindahl, Bob McKain, Jim Mehrer, Leonard Piszkiwicz, Art Rupert, and the Pfund Postmark Museum, Bellevue, Ohio. Special thanks are also due Richard W. Helbock for his encouragement to continue this research and his willingness to publish it.

## END NOTES

1 Statutes at Large. 29th Congress. Session 2. Ch. 63. 1847. p. 201.

2 Post offices which operated inside the jurisdiction of another post office usually ignored POD regulations. For examples, see Harvey M. Karlen's Chicago Crabgrass Communities, pp. 359-362.

3 Report of the Postmaster General, 1857, p. 975.

4 Postal Laws and Regulations, 1879, p. 432.

5 For example, see Order 75-1/2, May 27, 1892, in Orders of the PMG, Journal 3, p. 53.

6 Report, 1891, p. 278.

7 List of Letter-Carrier Offices (Free Delivery) with Names, etc., of Stations, Postal Guide, June 1, 1874.

8 Ibid, January 1, 1880, p. 623; 1886, pp. 648-649; 1890, pp. 667-669; 1891, pp. 699-702. I am indebted to Bob McKain for these and the previous source.

9 Order 306, May 26, 1882, Orders, Journal 82-B, p. 678.

10 Order 576, May 24, 1883, Orders, Journal 84-B, p. 161.

11 Order 35, December 10, 1883, Orders, Journal 84-B, p. 496.

12 Orders, Journal 84-B, p. 13; Journal 81-B, pp. 9, 13, 26-27, 71, 301.

13 Order 372, August 21, 1882, Orders, Journal 83-B, p. 264.

14 Stamp Agent List, Souvenir of the Pittsburgh Post Office, October 1891, lists all of the stamp agents in Pittsburg. The addresses for four of these had sub-stations 2, 6, 7, and 14 established at them by 1899. Check the listings for exact dates. I am again indebted to Bob McKain for this information.

15 Order 180, May 5, 1890, Orders, Journal 2, p. 427.

16 Order 184, May 13, 1890, Orders, Journal 2, p. 428.

17 Order 335, December 20, 1889, Orders, Journal 2. pp. 381-382.

18 Order 15, February 12, 1892, Orders, Journal 3, p. 20.

19 Order 16, February 1892, Orders, Journal 3, p. 21.

20 Order 109, April 5, 1894, Orders, Journal 3, p. 403.

21 Order 247, December 20, 1893, Orders, Journal 3, p. 323.

## NOTES ON THE SUB-STATION LISTINGS

The sub-station listings were compiled from the *Postal Bulletin* starting with the first reference to the establishment, modification or discontinuation of postal sub-stations in June 1894 until April 1902, when the designation was no longer used. It must be stressed that the records are not complete. Sub-stations were established before April 1894, and information on some sub-stations may be missing or incomplete. This listing only contains information published in the *Postal Bulletin* about sub-stations. Other sources were not used, and entries not having to do with sub-stations are not included. Reasonable care has been taken to ensure the listings are correct, but their accuracy is not guaranteed. Those desiring precise information are advised to contact the original sources to ensure the listings are accurate to their own satisfaction.

## United States Postal Sub-Stations, June 1894-April 1902

State	City	Unit	Action	Eff Dt	PB No	PB Date
AL	Birmingham	Sub-Sta 02 (Highland Circle)	Estab	01-Oct-01	6570	21-Sep-01
AL	Birmingham	Sub-Sta 03 (Avondale)	Estab in lieu of Avondale PO which is consolidated	01-May-02	6694	17-Feb-02
AL	Birmingham	Sub-Sta 04 (Elyton)	Estab in lieu of Elyton PO which is consolidated	01-May-02	6694	17-Feb-02
AL	Birmingham	Sub-Sta 05 (West End)	Estab in lieu of West End PO which is consolidated	01-May-02	6694	17-Feb-02
AL	Birmingham	Sub-Sta 01	Estab at corner 21st St & 2nd Ave	01-Oct-00	6273	25-Sep-0
AL	Montgomery	Sub-Sta 01 (West End)	Estab	01-Jul-01	6520	19-Jul-01
AR	Fort Smith	Sub-Sta 01 (Garrison Ave)	Estab	01-Jul-01	6479	31-May-01
AR	Little Rock	Sub-Sta 01	Chg location to 812 Main St	ND	5510	26-Mar-98
AR	Little Rock	Sub-Sta 01	Estab at 9th & Main Sts	01-Apr-98	5500	15-Mar-98
AR	Little Rock	Sub-Sta 01	Chg fr 812 Main St to 906 Main St	ND(01/99)	6058	13-Jan-0
AR	Little Rock	Sub-Sta 01	Chr fr 906 to 624 Main St	ND(08/00)	6245	22-Aug-0
AR	Little Rock	Sub-Sta 01	Chg fr 624 Main St to 1519 Gaines St	01-Jul-01	6495	19-Jun-01
AR	Little Rock	Sub-Sta 02	Estab at 1001 W Markham St	01-Jul-99	5891	23-Jun-99
AR	Little Rock	Sub-Sta 02	Chg to Markham & Cross Sts	ND[10/99]	5987	17-Oct-99
AR	Little Rock	Sub-Sta 02	Chg fr 1200 W Markham St to 1001 W Markham St	01-Jul-01	6495	19-Jun-01
AR	Little Rock	Sub-Sta 02	Chg fr 1062 W Markham St to 1203 W Markham St	16-Oct-01	6589	14-Oct-01
AR	Little Rock	Sub-Sta 02	Chg fr 1203 W Markham St to 1028 W Markham St	04-Nov-01	6612	09-Nov-01
AR	Little Rock	Sub-Sta 02	Disc	04-Dec-01	6631	03-Dec-01
AR	Little Rock	Sub-Sta 03	Estab at 1624 W 10th St	01-Jul-99	5891	23-Jun-99
CA	Alameda	Sub-Sta 01	Estab at Webster St Station	01-Mar-95	4565	20-Feb-95
CA	Alameda	Sub-Sta 02	Estab at Eucinal Ave near Chestnut St	01-Jul-01	6479	31-May-01
CA	Alameda	Sub-Sta 03	Estab at Railroad Ave & Bay St	01-Jul-01	6479	31-May-01
CA	Berkeley	Sub-Sta 01	Estab at 2521 Shattuck Ave	01-Aug-96	4974	23-Jun-96
CA	Berkeley	Sub-Sta 02 (University)	Estab	01-Jul-99	5863	20-May-99
CA	Berkley	Sub-Sta 01	Chg location to Shattuck Ave & Dwight Way	ND[06/97]	5274	17-Jun-97
CA	Los Angeles	Sub-Sta 01	Estab at 7th & Decatur Sts	15-Apr-96	4894	20-Mar-96
CA	Los Angeles	Sub-Sta 01	Chg location to Central & Vernon Aves in lieu of So Los Angl & Vernondale POs	01-Jul-97	5276	19-Jun-97
CA	Los Angeles	Sub-Sta 01	Chg effective date of relocation fr 01 Jul	01-Aug-97	5286	01-Jul-97
CA	Los Angeles	Sub-Sta 01	Chg effective date of relocation fr 01 Aug	01-Sep-97	5322	13-Aug-97
CA	Los Angeles	Sub-Sta 01	Estab in lieu of South Los Angeles PO & Vernondale PO - modified below	15-Sep-97	5346	11-Sep-97
CA	Los Angeles	Sub-Sta 01	Estab at 1452 San Fernando St	01-Jul-99	5880	10-Jun-99
CA	Los Angeles	Sub-Sta 01	Chg fr 1452 San Fernando St to 1446 San Fernando St	01-Feb-02	6696	19-Mar-02
CA	Los Angeles	Sub-Sta 02	Estab at 26th St & Central Ave	15-Apr-96	4894	20-Mar-96
CA	Los Angeles	Sub-Sta 02	Chg location to 26th St & Central Ave	ND[11/96]	5107	29-Nov-96
CA	Los Angeles	Sub-Sta 02	Chg location fr 2600 to 2603 Central Ave	ND[04/97]	5224	19-Apr-97
CA	Los Angeles	Sub-Sta 02	Chg location to Pico St btwn F & G Sts in lieu of Pico Heights PO - modified	01-Jul-97	5276	19-Jun-97
CA	Los Angeles	Sub-Sta 02	Chg effective date of relocation fr 01 Jul	01-Aug-97	5286	01-Jul-97
CA	Los Angeles	Sub-Sta 02	Chg effective date of relocation fr 01 Aug	01-Sep-97	5322	13-Aug-97
CA	Los Angeles	Sub-Sta 02	Estab in lieu of Pico Heights PO - modified below	15-Sep-97	5346	11-Sep-97
CA	Los Angeles	Sub-Sta 02	Estab at corner of Broadway & 4th St	01-Apr-01	6417	19-Mar-01
CA	Los Angeles	Sub-Sta 03	Estab at Maine & Jefferson Sts	15-Apr-96	4894	20-Mar-96
CA	Los Angeles	Sub-Sta 03	Chg location to 12th St & Central Ave	ND[04/96]	4916	15-Apr-96
CA	Los Angeles	Sub-Sta 03	Chg location fr 1204 to 1203 Central Ave	ND[04/97]	5224	19-Apr-97
CA	Los Angeles	Sub-Sta 03	Chg location to Washington St near Vermont Ave	01-Jul-97	5276	19-Jun-97
CA	Los Angeles	Sub-Sta 03	Chg effective date of relocation fr 01 Jul	01-Aug-97	5286	01-Jul-97
CA	Los Angeles	Sub-Sta 03	Chg effective date of relocation fr 01 Aug	01-Sep-97	5322	13-Aug-97
CA	Los Angeles	Sub-Sta 03	Estab at 252-54 S Spring St	01-Jul-01	6433	06-Apr-01
CA	Los Angeles	Sub-Sta 04	Estab at 23rd St & Union Ave	15-Apr-96	4894	20-Mar-96
CA	Los Angeles	Sub-Sta 04	Chg location to Hoover St & Forrester Ave	ND[04/96]	4916	15-Apr-96
CA	Los Angeles	Sub-Sta 04	Estab at 127-145 N Spring St	01-Jul-01	6450	26-Apr-01
CA	Los Angeles	Sub-Sta 05	Estab at 7th & Alvarado Sts	15-Apr-96	4894	20-Mar-96
CA	Los Angeles	Sub-Sta 05	Disc	01-Jul-97	5276	19-Jun-97
CA	Los Angeles	Sub-Sta 05	Chg effective date of disc fr 01 Jul	01-Aug-97	5286	01-Jul-97
CA	Los Angeles	Sub-Sta 05	Chg effective date of disc fr 01 Aug	01-Sep-97	5322	13-Aug-97
CA	Los Angeles	Sub-Sta 05	Disc	28-Feb-98	5474	11-Feb-98
CA	Los Angeles	Sub-Sta 05	Estab at 1401 Mateo St	01-Jul-01	6450	26-Apr-01
CA	Los Angeles	Sub-Sta 06 (Pico Heights)	Estab in lieu of Pico Heights PO - take place of order of 16-Jun-97	15-Sep-97	5349	15-Sep-97
CA	Los Angeles	Sub-Sta 07 (South Los Angeles)	Estab in lieu of South Los Angeles PO - take place of order of 16-Jun-97	15-Sep-97	5349	15-Sep-97
CA	Oakland	Sta C	Chg to Sub-Sta 01 at 951 Broadway	01-Mar-96	4853	31-Jan-96
CA	Oakland	Sta D	Chg to Sub-Sta 02 23rd Ave near E 14th St	01-Mar-96	4853	31-Jan-96
CA	Oakland	Sub-Sta 02	Chg fr 1154 E 14th St to 1158 E 15th St	25-Oct-98	5690	26-Oct-98



State	City	Unit	Action	Eff Dt	PB No	PB Date
CA	Oakland	Sub-Sta 03	Estab at Myrtle & 7th Sts	01-Jul-99	5864	22-May-99
CA	Oakland	Sub-Sta 04	Estab at corner of 5th Ave & E 18th St	15-Jan-00	6051	05-Jan-0
CA	Oakland	Sub-Sta 05	Estab at 12th St & 6th Ave	01-Jul-00	6190	18-Jun-0
CA	Oakland	Sub-Sta 06	Estab at 14th & Franklin Sts	01-Jul-00	6190	18-Jun-0
CA	Oakland	Sub-Sta 07	Estab at 460 7th St	01-Jul-00	6190	18-Jun-0
CA	Oakland	Sub-Sta 08	7th & Center Sts	01-Jul-00	6190	18-Jun-0
CA	Oakland	Sub-Sta 09	Estab at 1170 7th St	16-Dec-01	6633	05-Dec-01
CA	Oakland	Sub-Sta 10	Estab at 1113 Washington St (corrected below)	01-Feb-02	6661	09-Jan-02
CA	Oakland	Sub-Sta 10	Chg to 1013 Washington Ave	01-Feb-02	6681	01-Feb-02
CA	Pasadena	Sta A	Chg to Sub-Sta 01	01-Mar-96	4853	31-Jan-96
CA	Pasadena	Sub-Sta 01	Chg to Sta A	01-Jan-98	5420	08-Dec-97
CA	Presidio	Sub-Sta 01	Estab at the General Hospital	15-Aug-99	5927	05-Aug-99
CA	Sacramento	Sub-Sta 01	Estab at 201 J St	01-Mar-99	5781	13-Feb-99
CA	San Diego	Sub-Sta 01	Estab at 5th St between C & D Sts	15-Jul-98	5605	15-Jul-98
CA	San Francisco	Sta J	Chg to Sub-Sta 09 at 426 Montgomery Ave	01-Jan-98	5420	08-Dec-97
CA	San Francisco	Sub-Sta 01	Estab at 1132 Kentucky St	01-May-95	4598	02-Apr-95
CA	San Francisco	Sub-Sta 01	Chg location to Kentucky & Napa Sts	ND[06/96]	4952	27-May-96
CA	San Francisco	Sub-Sta 02	Estab at Railroad & 11 Aves.	01-May-95	4598	02-Apr-95
CA	San Francisco	Sub-Sta 03	Estab at 1780 Point Lobos Ave	01-May-95	4598	02-Apr-95
CA	San Francisco	Sub-Sta 04	Estab at 1900 Union St	01-May-95	4598	02-Apr-95
CA	San Francisco	Sub-Sta 05	Estab at 1338 Castro St.	01-May-95	4598	02-Apr-95
CA	San Francisco	Sub-Sta 05	Chg to 1306 Castro St	01-Sep-98	5654	14-Sep-98
CA	San Francisco	Sub-Sta 05	Chg fr 1306 Castro St to SW corner 24th & Castro Sts	16-Feb-02	6698	21-Feb-02
CA	San Francisco	Sub-Sta 06	Estab at 3279 Mission St.	01-May-95	4598	02-Apr-95
CA	San Francisco	Sub-Sta 07	Estab at 359 Divisadero St.	01-May-95	4598	02-Apr-98
CA	San Francisco	Sub-Sta 08	Estab at 825 Market St	01-Aug-96	4989	11-Jul-96
CA	San Francisco	Sub-Sta 08 (The Cliff House)	Estab	01-Jul-99	5841	25-Apr-99
CA	San Francisco	Sub-Sta 10	Estab at Potrero Ave & 24th St	01-Jul-99	5841	25-Apr-99
CA	San Francisco	Sub-Sta 11	Estab at Stanyan & Haight Sts	01-Jul-99	5841	25-Apr-99
CA	San Francisco	Sub-Sta 12	Estab at San Bruno Ave & Fulton St	01-Jul-99	5841	25-Apr-99
CA	San Francisco	Sub-Sta 13	Estab at 1941 Mission St	01-Aug-99	5905	11-Jul-99
CA	San Francisco	Sub-Sta 14	Estab at junction of Market, Gough & Haight Sts	01-Mar-00	6083	11-Feb-0
CA	San Francisco	Sub-Sta 15	Estab at Mission St & Silver Ave	01-Apr-00	6093	24-Feb-0
CA	San Francisco	Sub-Sta 16	Estab at Haight & Fillmore Sts	01-Apr-00	6093	24-Feb-0
CA	San Francisco	Sub-Sta 16	Chg fr Haight & Fillmore Sts to corner of Haight & Steiner Sta	01-Sep-01	6561	06-Sep-01
CA	San Francisco	Sub-Sta 17	Estab at 7th & Mina Sts	01-Jul-00	6150	01-May-0
CA	San Francisco	Sub-Sta 18	Estab at 1xxx 1/2 Geary St	02-Jul-00	6171	25-May-0
CA	San Francisco	Sub-Sta 19	Estab at Folsom & 5th Sts	15-Jul-00	6202	02-Jul-0
CA	San Francisco	Sub-Sta 20	Estab at McAllister & Baker Sts	01-Sep-00	6244	21-Aug-0
CA	San Francisco	Sub-Sta 21	Estab at Powell & Post Sts	01-Sep-00	6244	21-Aug-0
CA	San Francisco	Sub-Sta 22	Estab at 3rd & Bryant Sts	01-Sep-00	6244	21-Aug-0
CA	San Francisco	Sub-Sta 23	Estab at Duncan & Church Sts	01-Sep-00	6244	21-Aug-0
CA	San Francisco	Sub-Sta 24	Estab at 805 Larkin St	01-Sep-00	6244	21-Aug-0
CA	San Francisco	Sub-Sta 25	Estab at Visitation & San Bruno Sts	01-Sep-00	6244	21-Aug-0
CA	San Francisco	Sub-Sta 25	Chg fr Visitation & San Bruno Aves to corner Sutter & Taylor Sts	16-Dec-01	6628	29-Nov-01
CA	San Francisco	Sub-Sta 26	Estab at 1144 McAllister St	01-Sep-00	6244	21-Aug-0
Ca	San Francisco	Sub-Sta 27	Estab at corner 25th & Valencia Sta	15-Oct-00	6282	05-Oct-0
CA	San Francisco	Sub-Sta 28	Estab at Union & Hyde Sts	01-Nov-00	6297	23-Oct-0
CA	San Francisco	Sub-Sta 29	Estab at 639 McAllister St	01-Nov-00	6297	23-Oct-0
CA	San Francisco	Sub-Sta 30	Estab at SE corner Howard & 10th Sts	01-Nov-00	6297	23-Oct-0
CA	San Francisco	Sub-Sta 31	Estab at SE corner 18th & Dolores Sts	05-Nov-00	6303	30-Oct-0
CA	San Francisco	Sub-Sta 32	Estab at 2926a(?) Washington St	01-Apr-01	6416	18-Mar-01
CA	San Francisco	Sub-Sta 33	Estab at 937 Market St	01-Jul-01	6474	24-May-01
CA	San Francisco	Sub-Sta 34	Estab in Ferry Bldg at foot of Market St	01-Jul-01	6492	15-Jun-01
CA	San Francisco	Sub-Sta 35	Estab at 1212 9th Ave	01-Aug-01	6516	15-Jul-01
CA	San Francisco	Sub-Sta 36	Estab at 207 Montgomery St	01-Apr-02	6697	20-Feb-02
CA	San Jose	Sub-Sta 01 (College Park)	Estab & consolidate Collegepark PO with San Jose PO	01-Aug-99	5904	10-Jul-99
CA	San Jose	Sub-Sta 02 (Willowglen)	Estab & consolidte Willowglen PO with San Jose PO	15-Jan-00	6053	07-Jan-0
CA	San Jose	Sub-Sta 03 (East San Jose)	Estab	01-Jul-01	6463	11-May-01
CA	Santa Barbara	Sub-Sta 01	Estab at Arlington Hotel	01-Jan-99	5742	28-Dec-98
CA	Santa Barbara	Sub-Sta 01 (Arlington Hotel)	Chg to Sta A, designate independent	15-Feb-00	6071	28-Jan-0
CA	Santa Rosa	Sub-Sta 01	Estab	01-Jul-98	5576	13-Jun-98
CA	Santa Rosa	Sub-Sta 01	Chg fr 4th & Mendocino Sts to 4th & A Sts	ND[01/99]	5770	31-Jan-99
CA	Santa Rosa	Sub-Sta 01	Chg fr 4th & A Sts to 410 4th St	01-Feb-01	6377	29-Jan-01
CA	Stockton	Sub-Sta 01 (Homestead)	Estab & consolidate Homestead PO with Stockton PO	01-Feb-00	6058	13-Jan-0
CA	Stockton	Sub-Sta 02 (Hazelton)	Estab & consolidate Hazelton PO with Stockton PO	01-Feb-00	6058	13-Jan-0
CT	Bridgeport	Sub-Sta 01 (Black Rock)	Estab	01-Aug-98	5597	08-Jul-98



State	City	Unit	Action	Eff Dt	PB No	PB Date
CT	Bridgeport	Sub-Sta 01 (Black Rock)	Chg to State St & Park Ave	01-Feb-00	6094	25-Feb-0
CT	Bridgeport	Sub-Sta 02	Estab at 1079 Main St	01-Oct-98	5664	26-Sep-98
CT	Bridgeport	Sub-Sta 03	Estab at 418 Stratford Ave	01-Nov-98	5679	13-Oct-98
CT	Bridgeport	Sub-Sta 04	Estab at 645 State St	01-Nov-98	5679	13-Oct-98
CT	Bridgeport	Sub-Sta 05	Estab at 79 Wood Ave	01-Aug-00	6215	18-Jul-0
CT	Bridgeport	Sub-Sta 06	Estab at 24 Railroad Ave	01-Sep-00	6244	21-Aug-0
CT	Bridgeport	Sub-Sta 06	Chg fr 24 Railroad Ave to 28 Railroad Ave	28-Apr-01	6451	27-Apr-01
CT	Bridgeport	Sub-Sta 07	Estab at 569 E Main St	01-Oct-00	6273	25-Sep-0
CT	Bridgeport	Sub-Sta 07	Chg fr 569 E Main St to 577 E Main St	ND(06/01)	6492	15-Jun-01
CT	Bridgeport	Sub-Sta 07	Chg fr 569 E Main St to corner Hallam & Hallett Sts	01-Oct-01	6580	03-Oct-01
CT	Bridgeport	Sub-Sta 08	Estab at Congress & Main Sts	01-Nov-00	6295	20-Oct-0
CT	Bridgeport	Sub-Sta 09	Estab at 1536 Seaview Ave	01-Jul-01	6488	11-Jun-01
CT	Bridgeport	Sub-Sta 10	Estab at 490 William St	01-Jul-01	6488	11-Jun-01
CT	Hartford	Parkville Sta	Chg to Sub-Sta 01 (Parkville)	01-Mar-96	4843a	20-Jan-96
CT	Hartford	Sub-Sta 02	Estab at 200 Franklin Ave	01-Sep-98	5620	04-Aug-98
CT	Hartford	Sub-Sta 03	Estab at 853 Main St	01-Jul-99	5880	10-Jun-99
CT	Hartford	Sub-Sta 04	Estab at 377 Asylum St	01-Jul-99	5880	10-Jun-99
CT	Hartford	Sub-Sta 05	Estab at 15 Main St	01-Jul-00	6191	19-Jun-0
CT	Hartford	Sub-Sta 06	Estab at 1891 Main St	01-Jul-00	6191	19-Jun-0
CT	Hartford	Sub-Sta 07	Estab at 379 Windsor Ave	01-Jul-01	6439	13-Apr-10
CT	Hartford	Sub-Sta 08	Estab at 55 Farmington Ave	01-Jul-01	6439	13-Apr-10
CT	Hartford	Sub-Sta 09	Estab at 18 Ashley St	01-Jul-01	6439	13-Apr-10
CT	Hartford	Sub-Sta 10	Estab at 155 Windsor Ave	01-Jul-01	6439	13-Apr-10
CT	Hartford	Sub-Sta 11	Estab at 990 Broad St	01-Jul-01	6468	17-May-01
CT	Hartford	Sub-Sta 12	Estab at 206 Park St	01-Jul-01	6468	17-May-01
CT	Meriden	Main Street Sta	Chg to Sub-Sta 01 (Main Street)	01-Mar-96	4843a	20-Jan-96
CT	Meriden	Sub-Sta 01	Chg to Sta A	01-Jan-98	5406	20-Nov-97
CT	Meriden	Sub-Sta 01 (North End)	Estab	01-Aug-01	6517	16-Jul-01
CT	New Haven	Fair Haven Sub-Sta	Chg to Sub-Sta 01 (Fair Haven)	15-Apr-96	4894	20-Mar-96
CT	New Haven	Sub-Sta 01	Chg to Sta A (Fair Haven)	22-Dec-96	5117	10-Dec-96
CT	New Haven	Sub-Sta 01	Estab at East & Collis Sts	01-Jul-99	5877	07-Jun-99
CT	New Haven	Sub-Sta 02	Estab at 339 Howard Ave	15-Apr-96	4894	20-Mar-96
CT	New Haven	Sub-Sta 02	Chg fr 87 Putnam St to 839 Howard Ave	01-Oct-98	5663	24-Sep-98
CT	New Haven	Sub-Sta 03	Estab at 665 Grand Ave	15-Apr-96	4894	20-Mar-96
CT	New Haven	Sub-Sta 04	Estab at York & Elm Sts	15-Apr-96	4894	20-Mar-96
CT	New Haven	Sub-Sta 05	Estab at Grove & Orange Sts	01-Feb-99	5752	#####
CT	New Haven	Sub-Sta 06	Estab at 982 State St	01-May-99	5834	17-Apr-99
CT	New Haven	Sub-Sta 06	Chg fr 882 State St to SW corner State & Humphrey Sts	ND(10/99)	5998	30-Oct-99
CT	New Haven	Sub-Sta 07	Estab at 183 Shelton Ave	01-Jul-99	5853	09-May-99
CT	New Haven	Sub-Sta 08	Estab at 196 Whalley Ave	01-Jul-99	5870	29-May-99
CT	New Haven	Sub-Sta 09	Estab at Chapel & Day Sts	15-Jul-99	5899	03-Jul-99
CT	New Haven	Sub-Sta 10	Estab at corner of Chapel & Olive Sts	01-Jul-00	6125	02-Apr-0
CT	New Haven	Sub-Sta 11	Estab at 289 Wallace St	01-Jul-00	6163	16-May-0
CT	New Haven	Sub-Sta 11	Disc at 239 Wallace St	15-Nov-00	6315	13-Nov-0
CT	New Haven	Sub-Sta 11	Estab at 42 Meadow St	15-Mar-01	6403	01-Mar-01
CT	New Haven	Sub-Sta 12	Estab at 423 1st Ave (West Haven)	01-Jul-01	6434	08-Apr-01
CT	Norwich	Sub-Sta 01	Estab at 133 W Main St	01-Jul-98	5576	13-Jun-98
CT	Norwich	Sub-Sta 02	Estab at 872 Main St	01-Jul-99	5889	21-Jun-99
CT	Norwich	Sub-Sta 03	Estab at 237 W Thames St	01-Jul-01	6468	17-May-01
CT	Norwich	Sub-Sta 04	Estab at 190 E Broad St	01-Jul-01	6468	17-May-01
CT	Norwich	Sub-Sta 05	Estab at 133 Sachem St	01-Jul-01	6468	17-May-01
CT	Torrington	Sub-Sta 01 (North End)	Estab	01-Feb-02	6646	20-Dec-01
CT	Torrington	Sub-Sta 02 (South End)	Estab	01-Feb-02	6646	20-Dec-01
CT	Wallingford	Sub-Sta 01	Estab at 4 Centre St	01-Jul-98	5584	22-Jun-98
CT	Waterbury	Sub-Sta 01	Estab at 756 Bank St	15-Sep-99	5955	08-Sep-99
CT	Waterbury	Sub-Sta 02	Correct address to 30 Baldwin Hill	01-Apr-01	6390	13-Feb-01
CT	Waterbury	Sub-Sta 02	Estab at 20 Baldwin Hill	01-Apr-01	6385	07-Feb-01
CT	Waterbury	Sub-Sta 03	Estab at 747 N Main	01-Jul-01	6483	05-Jun-01
DC	Washington	Eckington [sic]	Chg to Sub-Sta 16 at North Capitol & R Sts NE	01-Mar-95	4553	06-Feb-95
DC	Washington	Sta D	Chg to Sub-Sta 01 at 14 & P Sts	01-Mar-95	4553	06-Feb-95
DC	Washington	Sta E	Chg to Sub-Sta 02 at 426 7th St SW	01-Mar-95	4553	06-Feb-95
DC	Washington	Sta E (Tennallytown)	Disc & estab Sub-Sta 30 (Tennallytown) in lieu of	06-Aug-00	6229	03-Aug-0
DC	Washington	Sta F	Chg to Sub-Sta 03at 1921 Pennsylvania Ave NW	01-Mar-95	4553	06-Feb-95
DC	Washington	Sta G	Chg to Sub-Sta 04at Connecticut Ave & L St NW	01-Mar-95	4553	06-Feb-95
DC	Washington	Sta H	Chg to Sub-Sta 05 at 2004 7th St NW	01-Mar-95	4553	06-Feb-95
DC	Washington	Sta I	Chg to Sub-Sta 06 at 627 Pennsylvania Ave NW	01-Mar-95	4553	06-Feb-95
DC	Washington	Sta K	Chg to Sub-Sta 07 at 85 H St NW	01-Mar-95	4553	06-Feb-95
DC	Washington	Sta L	Chg to Sub-Sta 08 at 751 8th SE	01-Mar-95	4553	06-Feb-95

State	City	Unit	Action	Eff Dt	PB No	PB Date
DC	Washington	Sta M	Chg to Sub-Sta 09 at 701 15th St NE	01-Mar-95	4553	06-Feb-95
DC	Washington	Sta N	Chg to Sub-Sta 15 at Pennsylvania Ave & 11th St SE	01-Mar-95	4553	06-Feb-95
DC	Washington	Sta O	Chg to Sub-Sta 10 at 14th & Park Sts (Mount Pleasant)	01-Mar-95	4553	06-Feb-95
DC	Washington	Sta P	Chg to Sub-Sta 11 at 14th & Stoughton Sts NW	01-Mar-95	4553	06-Feb-95
DC	Washington	Sta R	Chg to Sub-Sta 12 at 9th & H Sts NE	01-Mar-95	4553	06-Feb-95
DC	Washington	Sta S	Chg to Sub-Sta 13 at 7th & Q Sts NW	01-Mar-95	4553	06-Feb-95
DC	Washington	Sta T	Cnh to Sub-Sta 14 at New Hampshire & Aves	01-Mar-95	4553	06-Feb-95
DC	Washington	Sta U	Chg to Sub-Sta 18 at 1211 Pennsylvania Ave NW	01-Mar-95	4553	06-Feb-95
DC	Washington	Sta U (Sub-Sta)	Estab at 1211 Pennsylvania Ave NW	15-Dec-94	4497	30-Nov-94
DC	Washington	Sta V	Chg to Sub-Sta 19 at Pennsylvania Ave & 2nd St Se	01-Mar-95	4553	06-Feb-95
DC	Washington	Sta V (Sub-STa)	Estab at Pennsylvania Ave & 2nd ST SE	12-Dec-94	4497	30-Nov-94
DC	Washington	Sta W	Chg to Sub-Sta 20 "in the Portland" at 14th St & Vermont Ave	01-Mar-95	4553	06-Feb-95
DC	Washington	Sub-Sta 001	Chg fr 14th & P Sts NW to 14th & U Sts NW	02-Jul-00	6199	28-Jun-0
DC	Washington	Sub-Sta 002	Chg fr 426 7th St SW to 313 7th St SW	01-Feb-02	6679	30-Jan-02
DC	Washington	Sub-Sta 007	Disc	30-Sep-97	5363	01-Oct-97
DC	Washington	Sub-Sta 007	Estab at 831 N Capitol St	15-Oct-97	5370	09-Oct-97
DC	Washington	Sub-Sta 009	Chg fr 12th St & Florida Ave NE to 6th & L Sts NE	ND[12/98]	5723	05-Dec-98
DC	Washington	Sub-Sta 009	Disc	09-Aug-01	6542	14-Aug-01
DC	Washington	Sub-Sta 009	Estab at corner 9th & U Sts NW [modified below]	15-Oct-01	6578	01-Oct-01
DC	Washington	Sub-Sta 009	Chg location to 10th Ave & Rhode Ave NW and date to	01-Nov-01	6593	18-Oct-01
DC	Washington	Sub-Sta 011	Chg location to 14th St & Welling Place	01-Oct-97	5358	25-Sep-97
DC	Washington	Sub-Sta 014	Disc	21-Dec-98	5738	22-Dec-98
DC	Washington	Sub-Sta 014	Re-estab at New Hampshire & Oregon Aves	15-Jan-99	5746	03-Jan-99
DC	Washington	Sub-Sta 017	Disc	01-Nov-00	6285	09-Oct-0
DC	Washington	Sub-Sta 017	Estab at 11th & M Sts NW	01-Apr-01	6386	08-Feb-01
DC	Washington	Sub-Sta 021	Estab at 9th & New York Ave	01-Mar-95	4553	06-Feb-95
DC	Washington	Sub-Sta 021	Disc	30-Sep-97	5363	01-Oct-97
DC	Washington	Sub-Sta 021	Estab at Connecticut Ave & S St NW [order modified below]	01-Mar-98	5470	07-Feb-98
DC	Washington	Sub-Sta 021	Modify order estab Sub-Sta 21 to read Sub-Sta 042	01-Mar-98	5470	07-Feb-98
DC	Washington	Sub-Sta 021	Estab at 256 Delaware St, corner C St NE	15-Nov-98	5687	22-Oct-98
DC	Washington	Sub-Sta 021	Disc at corner Delaware Ave & C St NE	31-Mar-01	6429	02-Apr-01
DC	Washington	Sub-Sta 021	Estab at Pennsylvania Ave & 22bd Ave NW	01-Jul-01	6488	11-Jun-01
DC	Washington	Sub-Sta 022	Estab at the Cairo, Q St btwn 16th & 17th Sts NW	01-Mar-95	4553	06-Feb-95
DC	Washington	Sub-Sta 022	Disc	15-Nov-98	5711	19-Nov-98
DC	Washington	Sub-Sta 022	Estab at corner 21st & G Sts NW	02-Jul-00	6171	25-May-0
DC	Washington	Sub-Sta 023	Estab at 22nd & P Sts NW	01-Mar-95	4553	06-Feb-95
DC	Washington	Sub-Sta 023	Chg location to 11th & C Sts SE	ND	4990	13-Jul-96
DC	Washington	Sub-Sta 024	Estab at 2500 Pennsylvania Ave NW	01-Mar-95	4553	06-Feb-95
DC	Washington	Sub-Sta 024	Disc at Pennsylvania Ave & 24th St NW	18-Sep-97	5352	18-Sep-97
DC	Washington	Sub-Sta 024	Estab at 10th & F Sts SW	01-Aug-98	5597	08-Jul-98
DC	Washington	Sub-Sta 024	Disc	31-Mar-99	5819	30-Mar-99
DC	Washington	Sub-Sta 024	Estab at 1439 Pennsylvania Ave NW	15-Jul-00	6210	12-Jul-0
DC	Washington	Sub-Sta 025	Estab at 1st & F Sts	01-Apr-85	4581	12-Mar-95
DC	Washington	Sub-Sta 025	Disc at 1st & F Sts SW	03-May-98	5545	06-May-98
DC	Washington	Sub-Sta 025	Estab at 1429 Pennsylvania Ave NW	01-Feb-99	5748	#####
DC	Washington	Sub-Sta 025	Chg fr 1424 Pennsylvania Ave NW to Pennsylvania Ave & 25th St NW	01-Jul-00	6180	06-Jun-0
DC	Washington	Sub-Sta 026	Estab at 3rd St & Pennsylvania Ave NW	01-Apr-85	4581	12-Mar-95
DC	Washington	Sub-Sta 027	Estab at 1900 14th St NW	01-May-95	4595	28-Mar-95
DC	Washington	Sub-Sta 027	Disc at 14th & T Sts NW	30-Jun-00	6199	28-Jun-0
DC	Washington	Sub-Sta 027	Estab at New York Ave & N Capitol St	01-Apr-01	6386	08-Feb-01
DC	Washington	Sub-Sta 028	Estab at 659 Pennsylvania Ave SE	01-May-95	4595	28-Mar-95
DC	Washington	Sub-Sta 028	Chg location fr 659 Pennsylvania Ave SE to 653 Pennsylvania Ave SE	ND	4778	27-Jun-96
DC	Washington	Sub-Sta 029	Estab at 9th & F Sts NW	01-May-95	4595	28-Mar-95
DC	Washington	Sub-Sta 030	Estab at 17th St & Pennsylvania Ave NW	01-Jun-95	4649	01-Jun-95
DC	Washington	Sub-Sta 030	Disc	30-Sep-97	5363	01-Oct-97
DC	Washington	Sub-Sta 030	Estab at East Capitol & 9th St SE	01-Aug-98	5597	08-Jul-98
DC	Washington	Sub-Sta 030	Disc at 9th & E Capitol Sts	30-Jun-00	6199	28-Jun-0
DC	Washington	Sub-Sta 030	Chg to Tennallytown Sta (& provide facilities for receipt & dispatch of mails)	10-Oct-00	6282	05-Oct-0
DC	Washington	Sub-Sta 030 (Catholic Universit	Estab	01-Mar-01	6394	18-Feb-01
DC	Washington	Sub-Sta 031	Estab at 10th & F Sts SW	01-Aug-95	4682	11-Jul-95
DC	Washington	Sub-Sta 031	Disc	30-Sep-97	5363	01-Oct-97
DC	Washington	Sub-Sta 031	Estab at 17th & Q Sts NW	15-Dec-98	5718	29-Nov-98
DC	Washington	Sub-Sta 032	Estab at 2701 P St NW	01-Aug-95	4682	11-Jul-95
DC	Washington	Sub-Sta 032	Chg fr 2701 P St to SE corner of 28th & P Sts NW	15-Feb-98	5473	10-Feb-98

State	City	Unit	Action	Eff Dt	PB No	PB Date
DC	Washington	Sub-Sta 033	Estab at Connecticut Ave & S St NW	15-Aug-95	4695	25-Jul-95
DC	Washington	Sub-Sta 033	Chg to New York Ave & New Capitol St	ND	5248	17-May-97
DC	Washington	Sub-Sta 033	Disc	15-Jul-98	5603	15-Jul-98
DC	Washington	Sub-Sta 034	Estab at 10th St & Virginia Ave SW	15-Aug-95	4695	25-Jul-95
DC	Washington	Sub-Sta 035	Estab at 811 Vermont Ave	01-Mar-96	4869	19-Feb-96
DC	Washington	Sub-Sta 035	Estab at 11th & K Sts SE	01-Mar-00	6083	11-Feb-0
DC	Washington	Sub-Sta 036	Estab at 3534 M St NW	01-Mar-98	5452	17-Jan-98
DC	Washington	Sub-Sta 036	Disc	15-Jul-98	5602	14-Jul-98
DC	Washington	Sub-Sta 036	Estab at 3rd & L Sts	01-Mar-00	6083	11-Feb-0
DC	Washington	Sub-Sta 037	Estab at 11th & G Sts NW	01-Nov-97	5378	19-Oct-97
DC	Washington	Sub-Sta 038	Estab at New Jersey Ave & G St NW	15-Nov-97	5399	12-Nov-97
DC	Washington	Sub-Sta 039	Estab at 9th St & New York Ave NW	15-Nov-97	5399	12-Nov-97
DC	Washington	Sub-Sta 039	Chg fr SW corner 9th St & New York Ave to SE corner 9th St & New York Ave	15-Feb-02	6688	10-Feb-02
DC	Washington	Sub-Sta 040	Estab at 2nd & E Sts NE	01-Nov-97	5378	19-Oct-97
DC	Washington	Sub-Sta 041	Estab at 32nd & O Sts NW	15-Dec-97	5408	23-Nov-97
DC	Washington	Sub-Sta 043	Estab at NE corner of 15th & U Sts NW	01-Mar-98	5473	10-Feb-98
DC	Washington	Sub-Sta 043	Re-estab at 15th & U Sts NW	15-Sep-98	5647	06-Sep-98
DC	Washington	Sub-Sta 043	Estab at corner 7th & Pomeroy Sts NW	01-Mar-01	6386	08-Feb-01
DC	Washington	Sub-Sta 044	Estab at NW corner of 14th St & Rhode Island Ave NW	15-Mar-98	5485	#####
DC	Washington	Sub-Sta 045	Estab at 701 Maryland Ave NE	01-Apr-98	5502	17-Mar-98
DC	Washington	Sub-Sta 046	Estab at 7th & L Sts NW	01-Oct-98	5653	13-Sep-98
DC	Washington	Sub-Sta 047 (Saint Elizabeth)	Estab in lieu of Saint Elizabeth PO which is consolidated	01-Aug-00	6202	02-Jul-0
DC	Washington	Sub-Sta 048	Disc at 15th & U Sts NW	30-Jun-00	6199	28-Jun-0
DC	Washington	Sub-Sta 048 (Congress Heights)	Estab in lieu of Congress Heights PO which is consolidated	01-Aug-00	6202	02-Jul-0
DC	Washington	Sub-Sta 048 (Congress Heights)	Disc	15-Feb-01	6386	08-Feb-01
DC	Washington	Sub-Sta 049 (Good Hope)	Estab in lieu of Good Hope PO which is consolidated	01-Aug-00	6202	02-Jul-0
DC	Washington	Sub-Sta 050 (Twining)	Estab in lieu of Twining PO which is consolidated	01-Aug-00	6202	02-Jul-0
DC	Washington	Sub-Sta 050 (Twining)	Disc	15-Feb-01	6386	08-Feb-01
DC	Washington	Sub-Sta 051	Estab at NE corner 11th & F Sts NW	01-Dec-00	6319	17-Nov-0
DC	Washington	Sub-Sta 052	Estab at 517 7th St NW [corrected below]	01-Dec-00	6319	17-Nov-0
DC	Washington	Sub-Sta 052	Correct location to 513-517 7th St NW	ND(11/00)	6324	23-Nov-0
DC	Washington	Sub-Sta 053	Estab at 8th St & Market Pl NW [corrected below]	01-Dec-00	6319	17-Nov-0
DC	Washington	Sub-Sta 053	Correct location to corner 8th St & Market Space NW	ND(11/00)	6324	23-Nov-0
DC	Washington	Sub-Sta 054	Estab at 7th St & Pennsylvania Ave NW	01-Dec-00	6319	17-Nov-0
DC	Washington	Sub-Sta 054	Disc at 7th St & Pennsylvania Ave NW	31-May-01	6480	01-Jun-01
DC	Washington	Sub-Sta 055	Estab at NE corner 11th & G Sts NW [corrected below]	01-Dec-00	6319	17-Nov-0
DC	Washington	Sub-Sta 055	Correct location to 1428 Maryland Ave NE	ND(11/00)	6328	28-Nov-0
DC	Washington	Sub-Sta 056 (Brightwood)	Estab in lieu of Brightwood PO which is consolidated	01-Jul-01	6470	20-May-01
DC	Washington	Sub-Sta 057	Estab at E Capitol & 9th Sts SE	15-Jul-01	6508	05-Jul-01
DC	Washington	Sub-Sta 057	Estab at corner 20th & M Sts NW	01-Feb-02	6670	20-Jan-02
DC	Washington	Tennallytown Sta (Sub-Sta)	Estab in lieu of Tennallytown PO disc from that date	01-Jan-95	4495	27-Nov-94
DC	Washington	Tennallytown Sub-Sta	Chg to Sta E	01-Mar-95	4553	06-Feb-95
DC	Washington	University Sta (Sub-Sta)	Estab at Catholic University	15-Sep-94	4420	30-Aug-94
DC	Washington	University Sub-Sta	Chg to Sub-Sta 17 at Catholic University	01-Mar-95	4553	06-Feb-95
DE	Wilmington	Sub-Sta 01	Estab at Delaware Ave & Du Pont St	01-May-98	5512	29-Mar-98
DE	Wilmington	Sub-Sta 02	Estab at Maryland Ave & Linden Sts	01-Aug-99	5914	21-Jul-99
DE	Wilmington	Sub-Sta 03	Estab at 7th & Pine Sts	01-Aug-99	5914	21-Jul-99
DE	Wilmington	Sub-Sta 04	Estab at corner of A Heald Sts [sic]	15-Sep-00	6260	10-Sep-0
DE	Wilmington	Sub-Sta 04	Chg fr A & Heald Sts to 2nd & Market Sts	ND(10/01)	6583	07-Oct-01
DE	Wilmington	Sub-Sta 04	Chg fr A & Heald Sts to 3rd & King Sts	01-Feb-02	6677	28-Jan-02
DE	Wilmington	Sub-Sta 05	Estab at 1916 Market St	01-Feb-02	6678	29-Jan-02
FL	Tampa	Sta A	Chg to Sub-Sta 01 at 8th Ave & 14th St	01-May-96	4885	10-Mar-96
FL	Tampa	Sta A (Sub-Sta)	Estab at 7th Ave & 14th St	15-Oct-94	4454	10-Oct-94
FL	Tampa	Sta B	Chg to Sub-Sta 02 at Main St near Francis Ave	01-May-96	4885	10-Mar-96
FL	Tampa	Sta B (Sub-Sta)	Estab at Main St near Francis Ave	15-Oct-94	4454	10-Oct-94
FL	Tampa	Sub-Sta 01	Chg fr 7th Ave & 14th St to 7th Ave & 15th St	ND	5035	03-Sep-96
FL	Tampa	Sub-Sta 01	Chg fr 1806 14th St to 7th Ave & 14th St	ND[05/99]	5853	09-May-99
FL	Tampa	Sub-Sta 01	Chg from 1302 7th Ave to 1808 14th St	ND(03/00)	6100	03-Mar-0
FL	Tampa	Sub-Sta 02	Chg fr Main St near Francis Ave to 330 Main St (West Tampa)	ND[03/99]	5802	10-Mar-99
FL	Tampa	Sub-Sta 02	Chg fr 830 Main St to 290 Main St (West Tampa)	ND[04/99]	5843	27-Apr-99
FL	Tampa	Sub-Sta 02	Chg fr 280 Main St to 314 Main St	16-Mar-02	6714	13-Mar-02
FL	Tampa	Sub-Sta 03	Estab at 7th Ave & 15th St	01-Jul-97	5274	17-Jun-97
FL	Tampa	Sub-Sta 03	Disc	28-Feb-98	5482	21-Feb-98
FL	Tampa	Sub-Sta 04	Estab in Tampa Bay Hotel	01-Jan-98	5430	20-Dec-97

State	City	Unit	Action	Eff Dt	PB No	PB Date
FL	Tampa	Sub-Sta 04	Disc	15-Apr-98	5527	15-Apr-98
FL	Tampa	Sub-Sta 04	Estab temporary sub-sta at Tampa Bay Hotel	01-Jan-99	5742	28-Dec-98
FL	Tampa	Sub-Sta 04	Estab temp sta in Tampa Bay Hotel	01-Jan-00	6042	22-Dec-99
FL	Tampa	Sub-Sta 04	Disc temp sta	15-Apr-00	6042	22-Dec-99
FL	Tampa	Sub-Sta 04	Estab in Tampa Bay Hotel for 3 months to end 3/31	07-Jan-01	6360	09-Jan-01
FL	Tampa	Sub-Sta 04	Estab in Tampa Bay Hotel for 3 months	15-Jan-02	6661	09-Jan-02
GA	Atlanta	Sub-Sta 01	Chg to Sta A	01-Jan-98	5410	26-Nov-97
GA	Atlanta	Sub-Sta 02	Estab at 184 Auburn Ave	01-Mar-99	5769	30-Jan-99
GA	Atlanta	Sub-Sta 03	Estab at 120 Capitol Ave	01-Mar-99	5769	30-Jan-99
GA	Atlanta	Sub-Sta 04	Estab at 101 Whitehall St	01-Mar-99	5769	30-Jan-99
GA	Atlanta	Sub-Sta 05	Estab at 431 Marietta St	01-Mar-99	5769	30-Jan-99
GA	Atlanta	Sub-Sta 06	Estab at 504 Decatur St	01-Apr-99	5798	06-Mar-99
GA	Atlanta	Sub-Sta 07	Estab at 187 W Mitchell St	01-May-99	5828	10-Apr-99
GA	Atlanta	Sub-Sta 07	Chg fr 187 to 182 W Mitchell St	ND(03/01)	6417	19-Mar-01
GA	Atlanta	Sub-Sta 08	Estab at 238 S McDaniel St	01-Jul-99	5882	13-Jun-99
GA	Atlanta	Sub-Sta 08	Chg fr 288 S McDaniel St to 374 Windsor St	ND(07/00)	6207	09-Jul-0
GA	Atlanta	Sub-Sta 08	Chg fr 374 Windsor St to 165 S McDaniel St	10-Oct-01	6583	07-Oct-01
GA	Atlanta	Sub-Sta 09	Estab at 260 Peters St	01-Jul-99	5882	13-Jun-99
GA	Atlanta	Sub-Sta 10 (Clara)	Estab	15-Nov-99	6007	09-Nov-99
GA	Atlanta	Sub-Sta 11	Estab at 141 & 147 Peachtree St	15-Aug-00	6225	30-Jul-0
GA	Atlanta	Sub-Sta 12	Estab at 215 Houston St	15-Aug-00	6225	30-Jul-0
GA	Atlanta	Sub-Sta 13	Estab at 460 E Fair St	15-Aug-00	6225	30-Jul-0
GA	Atlanta	Sub-Sta 14	Estab at 462 S Pryor St	01-Dec-00	6319	17-Nov-0
GA	Atlanta	Sub-Sta 15	Estab at 151 Decatur St	01-Jul-01	6498	22-Jun-01
GA	Atlanta	Sub-Sta 16	Estab at 173 Magnolia St	01-Jul-01	6498	22-Jun-01
GA	Atlanta	West End Sta	Chg to Sub-Sta 01 (West End)	01-Mar-96	4843a	20-Jan-96
GA	Augusta	Sub-Sta 01	Estab at 728 Broad St	01-Sep-00	6245	22-Aug-0
GA	Augusta	Sub-Sta 01	Chg to 750 Broad St	01-Oct-00	6278	01-Oct-0
GA	Augusta	Sub-Sta 02	Estab at 1736 or 1786 Broad St	01-Sep-00	6245	22-Aug-0
GA	Augusta	Sub-Sta 03	Estab at 9th & Gwinnett Sts	01-May-01	6434	08-Apr-01
GA	Augusta	Sub-Sta 04	Estab at Broad & 12th Sts	01-May-01	6434	08-Apr-01
GA	Macon	Sub-Sta 01 (South Macon)	Estab	01-Jan-00	6045	27-Dec-99
GA	Savanna	Sub-Sta 01	Estab at Whitaker & Duffy Sts	01-Mar-97	5175	18-Feb-97
GA	Savanna	Sub-Sta 02	Estab at Jones & Abercorn Sts	01-Jul-01	6496	20-Jun-01
GA	Savanna	Sub-Sta 02 (Hospital)	Estab	15-Apr-99	5820	31-Mar-99
GA	Savanna	Sub-Sta 02 (Hospital)	Disc	01-Jul-99	5899	03-Jul-99
GA	Savanna	Sub-Sta 03	Estab at 102 Broughton St, E	01-Jul-99	5882	13-Jun-99
GA	Savanna	Sub-Sta 04	Estab at W Broad & Sims Sts	01-Jul-01	6496	20-Jun-01
GA	Savanna	Sub-Sta 05	Estab at Bull & 39th Sts	01-Jul-01	6496	20-Jun-01
GA	Savanna	Sub-Sta 06	Estab at Hall & Habersham Sts	01-Jul-01	6496	20-Jun-01
IA	Cedar Falls	Sub-Sta 01 (Normal School)	Estab	01-Apr-99	5807	16-Mar-99
IA	Cedar Rapids	Sub-Sta 01 (West Side)	Estab	01-Jul-99	5870	29-May-99
IA	Cedar Rapids	Sub-Sta 02 (Central Park)	Estab	01-Jul-01	6480	01-Jun-01
IA	Clinton	Sta A	Chg to Sub-Sta 01	01-Mar-96	4845	22-Jan-96
IA	Des Moines	Cottage Grove [Sta]	Chg to Sub-Sta 02 (Cottage Grove)	01-Mar-96	4850	28-Jan-96
IA	Des Moines	Highland Park [Sta]	Chg to Sub-Sta 03 (Highland Park)	01-Mar-96	4850	28-Jan-96
IA	Des Moines	South Des Moines [Sta]	Chg to Sub-Sta 04 (South Des Moines)	01-Mar-96	4850	28-Jan-96
IA	Des Moines	Sta A	Chg to Sub-Sta 01 (East Des Moines)	01-Mar-96	4850	28-Jan-96
IA	Des Moines	Sub-Sta 01	Chg to East Des Moines Sta	01-Jan-98	5406	20-Nov-97
IA	Des Moines	Sub-Sta 01	Estab in lieu of South Des Moines Sta at 1217 S 8th St	15-Nov-99	5999	31-Oct-99
IA	Des Moines	Sub-Sta 01	Chg fr 8th & Monroe Sts to 720-722 Monroe St	15-Feb-02	6683	04-Feb-02
IA	Des Moines	Sub-Sta 01 [modified below]	Estab at 12th & High Sts	01-Apr-98	5500	15-Mar-98
IA	Des Moines	Sub-Sta 02	Chg to University Place Sta	01-Jan-98	5406	20-Nov-97
IA	Des Moines	Sub-Sta 02	Estab at E 16th St & Grand Ave	01-Jul-01	6484	06-Jun-01
IA	Des Moines	Sub-Sta 03	Chg to Highland Park Sta	01-Jan-98	5406	20-Nov-97
IA	Des Moines	Sub-Sta 04	Chg to South Des Moines Sta	01-Jan-98	5406	20-Nov-97
IA	Des Moines	Sub-Sta 05	Estab (Greenwood Park)	01-Sep-96	5009	04-Aug-96
IA	Des Moines	Sub-Sta 05	Chg to Greenwood Park Sta	01-Jan-98	5406	20-Nov-97
IA	Des Moines	Sub-Sta 06	Estab (Fair Ground)	01-Sep-96	5009	04-Aug-96
IA	Des Moines	Sub-Sta 06	Chg to Fair Grounds Sta	01-Jan-98	5406	20-Nov-97
IA	Des Moines	Sub-Sta 07	Chg to Sebastopol Sta	01-Jan-98	5406	20-Nov-97
IA	Des Moines	Sub-Sta 07	Estab at Winterset & Valley Junction Rds [modified below]	01-Jul-99	5887	19-Jun-99
IA	Des Moines	Sub-Sta 07 (Sabastopol)	Estab	01-Aug-97	5297	15-Jul-97
IA	Des Moines	Sub-Sta 08	Chg order fr Sub-Sta 01 to Sub-Sta 08	01-Apr-98	5502	17-Mar-98
IA	Des Moines	Sub-Sta 09 (North Des Moines)	Estab	01-Jun-98	5552	14-May-98
IA	Des Moines	Sub-Sta 10	Estab at Winterset & Valley Junction Rds [no chgd]	01-Jul-99	5895	28-Jun-99
IA	Des Moines	Sub-Sta 10	Chg to Park Avenue Sta	ND[08/99]	5947	29-Aug-99

State	City	Unit	Action	Eff Dt	PB No	PB Date
IA	Dubuque	Sub-Sta 01	Estab at S Locust St	01-Jul-01	6495	19-Jun-01
IA	Dubuque	Sub-Sta 02	Estab at 709 Julien St	01-Jul-01	6495	19-Jun-01
IA	Dubuque	Sub-Sta 03	Estab at 18th & Clay Sts	01-Jul-01	6495	19-Jun-01
IA	Dubuque	Sub-Sta 04	Estab at 695 Rhomberg Ave	01-Jul-01	6495	19-Jun-01
IA	Dubuque	Sub-Sta 05	Estab at 2508 Couler Ave	01-Jul-01	6495	19-Jun-01
IA	Marshalltown	Sub-Sta 03 (Soldiers' Home)	Estab	01-Jan-00	6040a	20-Dec-99
IA	Marshalltown	Sub-Sta 01	Estab at 19 W Main St	01-Jul-98	5524	12-Apr-98
IA	Marshalltown	Sub-Sta 01	Chg fr 19 to 10 W Main St	ND[05/99]	5859	16-May-99
IA	Marshalltown	Sub-Sta 02	Estab at 331 S 3rd Ave	15-Oct-98	5664	26-Sep-98
IA	Ottumwa	South Side Sta	Estab in lieu of Sub-Sta 01	01-Oct-98	5664	26-Sep-98
IA	Ottumwa	Sub-Sta 01 (East End)	Estab	01-Nov-01	6596	22-Oct-01
IA	Ottumwa	Sub-Sta 01 (South Ottumwa)	Estab	15-Mar-98	5500	15-Mar-98
IA	Sioux City	Leeds Sta	Chg to Sub-Sta 01	01-Mar-96	4845	22-Jan-96
IA	Sioux City	Sub-Sta 01 (Leeds)	Chg fr 807 Floyd Ave to 827 Floyd Ave	ND(03/01)	6405	05-Mar-01
IA	Waterloo	Sta A	Chg to Sub-Sta 01(West Side)	01-May-96	4885	10-Mar-96
IA	Waterloo	Sub-Sta 01	Chg to Sta A	01-Jan-98	5406	20-Nov-97
IL	Bloomington	Sub-Sta 01 (Unity Bldg)	Estab	01-Aug-01	6508	05-Jul-01
IL	Cairo	Sub-Sta 01	Estab at 806 Commercial Ave	01-Jul-99	5895	28-Jun-99
IL	Cairo	Sub-Sta 02	Estab at 1915 Washington Ave	01-Jul-99	5895	28-Jun-99
IL	Centralia	Sub-Sta 01 (Central City)	Estab in Lieu of Central City PO which is consolidated	15-Jan-01	6357	05-Jan-01
IL	Champaign	Sub-Sta 01	Estab at University Ave & 1st St	01-Mar-02	6667	16-Jan-02
IL	Chicago	Chicago Lawn Sub-Sta	Estab in lieu of Chicago Lawn PO	01-Jul-94	4364	25-Jun-94
IL	Chicago	Chicago Lawn Sub-Sta	Chg to Chicago Lawn Sta	01-Jan-98	5402	16-Nov-97
IL	Chicago	Clarkdale Sub-Sta	Chg to Clarkdale Sta	01-Jan-98	5402	16-Nov-97
IL	Chicago	Clarksdale Sub-Sta	Estab in lieu of Clarksdale PO	01-Jul-94	4364	25-Jun-94
IL	Chicago	Dunning Sub-Sta	Estab in lieu of Dunning PO	01-Jul-94	4364	25-Jun-94
IL	Chicago	Dunning Sub-Sta	Chg to Dunning Sta	01-Jan-98	5402	16-Nov-97
IL	Chicago	Elsden Sub-Sta	Estab in lieu of Elsden PO	01-Jul-94	4364	25-Jun-94
IL	Chicago	Elsdor Sub-Sta	Chg to Elsdor Sta	01-Jan-98	5402	16-Nov-97
IL	Chicago	Forest Glen Sta	Disc & estab Sub-Sta 079 in lieu of	15-Aug-98	5624	09-Aug-98
IL	Chicago	Forest Glen Sub-Sta	Estab in lieu of Forest Glen PO	01-Jul-94	4364	25-Jun-94
IL	Chicago	Forest Glen Sub-Sta	Chg to Forest Glen Sta	01-Jan-98	5402	16-Nov-97
IL	Chicago	Forest Hill Sub-Sta	Estab in lieu of Forest Hill PO	01-Jul-94	4364	25-Jun-94
IL	Chicago	Forest Hill Sub-Sta	Chg to Forest Hill Sta	01-Jan-98	5402	16-Nov-97
IL	Chicago	Hegewisch Sub-Sta	Estab in lieu of Hegewisch PO	01-Jul-94	4364	25-Jun-94
IL	Chicago	Hegewisch Sub-Sta	Chg to Hegewisch Sta	01-Jan-98	5402	16-Nov-97
IL	Chicago	Jefferson Sub-Sta	Estab in lieu of Jefferson PO	01-Jul-94	4364	25-Jun-94
IL	Chicago	Jefferson Sub-Sta	Chg to Jefferson Sta	01-Jan-98	5402	16-Nov-97
IL	Chicago	Linden Park Sub-Sta	Estab in lieu of Linden Park PO	01-Jul-94	4364	25-Jun-94
IL	Chicago	Linden Park Sub-Sta	Chg to Sub-Sta 051	01-Jan-95	4498	01-Dec-94
IL	Chicago	Mayfair Sta	Disc & estab Sub-Sta 078 in lieu of	15-Aug-98	5624	09-Aug-98
IL	Chicago	Mayfair Sub-Sta	Estab in lieu of Mayfair PO	01-Jul-94	4364	25-Jun-94
IL	Chicago	Mayfair Sub-Sta	Chg to Mayfair Sta	01-Jan-98	5402	16-Nov-97
IL	Chicago	Mont Clair Lawn Sub-Sta	Chg to Mont Clair Sta	01-Jan-98	5402	16-Nov-97
IL	Chicago	Mont Claire Sub-Sta	Estab in lieu of Mont Clair PO	01-Jul-94	4364	25-Jun-94
IL	Chicago	Norwood Park Sub-Sta	Estab in lieu of Norwood Park PO	01-Jul-94	4364	25-Jun-94
IL	Chicago	Norwood Park Sub-Sta	Chg to Norwood Park Sta	01-Jan-98	5402	16-Nov-97
IL	Chicago	Riverdale Sub-Sta	Estab in lieu of Riverdale PO	01-Jul-94	4364	25-Jun-94
IL	Chicago	Riverdale Sub-Sta	Chg to Riverdale Sta	01-Jan-98	5402	16-Nov-97
IL	Chicago	South Lynne Sub-Sta	Estab in lieu of South Lynne PO	01-Jul-94	4364	25-Jun-94
IL	Chicago	South Lynne Sub-Sta	Chg to South Lynne Sta	01-Jan-98	5402	16-Nov-97
IL	Chicago	Sta 186	Estab at 1901 S Clark St	01-Apr-02	6719	19-Mar-02
IL	Chicago	Sub-Sta 002	Chg fr 701 Belmont Ave to 1072 Lincoln Ave	01-Nov-97	5386	28-Oct-97
IL	Chicago	Sub-Sta 003	Chg location fr 104 N Clark St to 58 N Clark St	ND[04/97]	5225	20-Apr-97
IL	Chicago	Sub-Sta 003	Cancel chg - stay at 104 N Clark St	ND[05/97]	5248	17-May-97
IL	Chicago	Sub-Sta 007	Chg location to 677 Grand Ave	ND[06/96]	4952	27-May-96
IL	Chicago	Sub-Sta 008	Chg fr 2600 Wallace St to 2601 S Halsted St	ND[09/07]	5347	13-Sep-97
IL	Chicago	Sub-Sta 008	Correct chg of location. Sub-Sta 008 remains at 2601 Halstead St	ND(01/00)	6054	09-Jan-0
IL	Chicago	Sub-Sta 008 (corrected below)	Chg to 629 81st St (corrected below)	ND(12/00)	6049	03-Jan-0
IL	Chicago	Sub-Sta 010	Chg location fr 339 Jefferson St to 111 W Madison St	ND[07/96]	4983	03-Jul-96
IL	Chicago	Sub-Sta 010	Chg fr 388 to 3335 S Halsted St	ND[08/97]	5337	31-Aug-97
IL	Chicago	Sub-Sta 011	Chg fr 1824 Ogden Ave to 1389 Ogden Ave	ND[07/00]	6205	06-Jul-0
IL	Chicago	Sub-Sta 012	Chg location fr 675 W Lake St to 953 W Lake St	ND[08/96]	5020	17-Aug-96
IL	Chicago	Sub-Sta 016	Chg fr 5005 State St to 51st St & State St	ND[09/97]	5347	13-Sep-97
IL	Chicago	Sub-Sta 017	Chg fr 3112 Cottage Grove Ave to 58 31st St	ND[04/99]	5830	12-Apr-99
IL	Chicago	Sub-Sta 017	Chg fr 58 31st St to 46 31st St, NE corner Cottage Grove Ave	(ND02/00)	6093	24-Feb-0
IL	Chicago	Sub-Sta 018	Chg location fr 3850 State St to 3859 State St	21-Nov-96	5091	09-Nov-96

State	City	Unit	Action	Eff Dt	PB No	PB Date
IL	Chicago	Sub-Sta 021	Chg to 2876 Archer Ave, NW corner of Bonfield St	ND(12/99)	6046	28-Dec-99
IL	Chicago	Sub-Sta 023	Chg fr 108 to 109 53rd St	ND[04/97]	5234	30-Apr-97
IL	Chicago	Sub-Sta 025	Chg fr 1278 W Van Buren to 1381 W Van Buren	01-May-00	6149	30-Apr-0
IL	Chicago	Sub-Sta 030	Chg fr 462 63rd St to 372 E 63rd St	ND[10/97]	5389	01-Nov-97
IL	Chicago	Sub-Sta 030	Chg fr 372 E 63rd St to 425 E 63rd St	15-Feb-00	6082	10-Feb-0
IL	Chicago	Sub-Sta 030	Chg fr 425 63rd St to 239 E 64th St	11-Mar-02	6713	12-Mar-02
IL	Chicago	Sub-Sta 031	Chg to Masonic Temple Sta	01-Jul-99	5900	05-Jul-99
IL	Chicago	Sub-Sta 031	Estab at 107 E Chicago Ave, corner Sedgwick St	01-Oct-00	6267	18-Sep-0
IL	Chicago	Sub-Sta 032	Chg location fr 1246 Bryn Mawr Ave to 1248 Bryn Mawr Ave	ND[04/97]	5225	20-Apr-97
IL	Chicago	Sub-Sta 032	Chg fr 1248 Bryn Mawr Ave to 1071 N Robey St, corner Frankfort St	ND[10/99]	5991	21-Oct-99
IL	Chicago	Sub-Sta 033	Chg fr corner of Lincoln & Foster Aves to 2515 Lincoln Ave	10-Feb-98	5473	10-Feb-98
IL	Chicago	Sub-Sta 033	Disc	14-Nov-99	6008	10-Nov-99
IL	Chicago	Sub-Sta 034	Estab at 185 N Halsted St	01-Oct-97	5343	08-Sep-97
IL	Chicago	Sub-Sta 034	Chg fr 185 to 187 N Halstead St	ND[12/98]	5742	28-Dec-98
IL	Chicago	Sub-Sta 035	Disc	30-Jun-99	5855	11-May-99
IL	Chicago	Sub-Sta 035	Estab at W 12th St & 41st Ave	15-Oct-00	6282	05-Oct-0
IL	Chicago	Sub-Sta 035	Chg fr 2164 W 12th St to 1250 W Madison St	25-Apr-01	6448	24-Apr-01
IL	Chicago	Sub-Sta 036	Chg fr 1840 N Kedzie Ave to 1836 N Kedzie Ave	ND(04/00)	6140	19-Apr-0
IL	Chicago	Sub-Sta 038	Chg fr 1076 Armitage Ave to 1190 Armitage Ave	01-Jul-98	5586	24-Jun-98
IL	Chicago	Sub-Sta 042	Chg fr 7102 to 7123 Cottage Grove Ave	ND[08/97]	5337	31-Aug-97
IL	Chicago	Sub-Sta 043	Chg to 126 75th St	ND[10/98]	5681	15-Oct-98
IL	Chicago	Sub-Sta 044	Chg fr 7900 Commercial Ave to 151 Cheltenham Place	ND(12/99)	6029	07-Dec-99
IL	Chicago	Sub-Sta 045	Chg fr 8665 Vincennes Rd to 8695 Vincennes Rd	ND(04/00)	6133	11-Apr-0
IL	Chicago	Sub-Sta 048	Disc	01-Apr-98	5493	07-Mar-98
IL	Chicago	Sub-Sta 048	Estab at 913 N Robey St	01-Nov-00	6293	18-Oct-0
IL	Chicago	Sub-Sta 048	Chg fr 913 W Robey St to corner W North & Ashland Aves	01-Mar-01	6404	02-Mar-01
IL	Chicago	Sub-Sta 049	Chg to 656 W 103rd St	ND[10/98]	5681	15-Oct-98
IL	Chicago	Sub-Sta 051	Chg to 6300 Halsted St	ND[08/98]	5623	08-Aug-98
IL	Chicago	Sub-Sta 053	Chg 10801 Ave M to 10580 Ave M	ND(04/00)	6132	10-Apr-0
IL	Chicago	Sub-Sta 055	Estab at Lincoln & Belden Aves	15-Sep-95	4725	30-Aug-95
IL	Chicago	Sub-Sta 056	Estab in the Rand-McNally Bldg, 117-119 Quincy St	01-Apr-96	4883	07-Mar-96
IL	Chicago	Sub-Sta 056	Chg to Board of Trade Sta	01-Dec-98	5711	19-Nov-98
IL	Chicago	Sub-Sta 056	Estab at 2118 W Lake St, corner 42 Ave	01-Nov-00	6293	18-Oct-0
IL	Chicago	Sub-Sta 057	Estab at "The Fair," Adams St betwn Dearborn & State Sts	01-May-96	4924	24-Apr-96
IL	Chicago	Sub-Sta 057	Chg location to Dearborn & Monroe Sts	ND[05/96]	4932	04-May-96
IL	Chicago	Sub-Sta 057	Chg location to Jackson & Dearborn Sts	01-Oct-97	5354	21-Sep-97
IL	Chicago	Sub-Sta 057	Chg to Monadnock Sta	01-Jul-99	5900	05-Jul-99
IL	Chicago	Sub-Sta 057	Estab at 206 E 39th St, corner Vincennes Ave	01-Nov-00	6293	18-Oct-0
IL	Chicago	Sub-Sta 058	Estab at Van Buren & State Sts	01-May-96	4924	24-Apr-96
IL	Chicago	Sub-Sta 058	Chg location to 167 Dearborn St	ND[09/07]	5354	21-Sep-97
IL	Chicago	Sub-Sta 058	Chg to Crilly Sta	01-Jul-99	5900	05-Jul-99
IL	Chicago	Sub-Sta 058	Estab at 315 N Wells St, corner Oak St	01-Nov-00	6293	18-Oct-0
IL	Chicago	Sub-Sta 059	Estab at 1714 E Ravenswood Park	01-Oct-97	5350	16-Sep-97
IL	Chicago	Sub-Sta 060	Estab at 924 33rd St	15-Oct-97	5358	25-Sep-97
IL	Chicago	Sub-Sta 061	Estab at 6600 Wentworth Ave	15-Oct-97	5372	12-Oct-97
IL	Chicago	Sub-Sta 062	Estab at 1 Ashland Blvd intersection of Lake St	15-Oct-97	5372	12-Oct-97
IL	Chicago	Sub-Sta 063	Estab at California Ave & Madison St	15-Oct-97	5372	12-Oct-97
IL	Chicago	Sub-Sta 063	Chg to 1302 W Madison St	ND[01/98]	5443	06-Jan-98
IL	Chicago	Sub-Sta 063	Chg fr 1302 W Madison to 1496 W Madison St	ND[10/99]	5981	10-Oct-99
IL	Chicago	Sub-Sta 065	Chg fr 820 Wabash Ave to 878 Clybourn Ave	ND[02/99]	5786	18-Feb-99
IL	Chicago	Sub-Sta 065	Estab at 367 W Diversey Ave	01-Jul-99	5895	28-Jun-99
IL	Chicago	Sub-Sta 066	Chg fr 1352 N Halstead St to 869 N Clark St	22-Jan-98	5458	24-Jan-98
IL	Chicago	Sub-Sta 066	Chg fr 869 N Clark St to 2372 115th St	ND[05/98]	5546	07-May-98
IL	Chicago	Sub-Sta 067	Estab in the Stock Exchange Bldg, Washington & La Salle Sts	15-Nov-97	5389	01-Nov-97
IL	Chicago	Sub-Sta 067	Chg to Stock Exchange Sta	01-Jul-99	5900	05-Jul-99
IL	Chicago	Sub-Sta 067	Estab at 657 W Taylor St	15-Nov-00	6303	30-Oct-0
IL	Chicago	Sub-Sta 068	Estab at 240 Blue Island Ave [Int'l MO business authorized]	01-Dec-97	5399	12-Nov-97
IL	Chicago	Sub-Sta 069	Estab at 1234 Argyle Ave	01-Dec-97	5399	12-Nov-97
IL	Chicago	Sub-Sta 069	Chg fr 1234 Argyle Ave to 1248 Argyle Ave	ND[04/98]	5536	26-Apr-98
IL	Chicago	Sub-Sta 069	Chg fr 1248 Argyle Ave to 1234 Argyle Ave	ND(10/99)	5995	26-Oct-99
IL	Chicago	Sub-Sta 070	Estab at 4642 Wentworth Ave	01-Dec-97	5399	12-Nov-97
IL	Chicago	Sub-Sta 070	Chg fr 5262 S Halstead St to 5258 S Halstead St	19-Mar-01	6422	25-Mar-01

State	City	Unit	Action	Eff Dt	PB No	PB Date
IL	Chicago	Sub-Sta 070	Chg fr 5258 S Halsted St to 1101 W 51st St	08-Mar-02	6711	10-Mar-02
IL	Chicago	Sub-Sta 071	Estab at 813 Lincoln Ave at the intersection of George St	01-Dec-97	5406	20-Nov-97
IL	Chicago	Sub-Sta 071	Chg to 1713 W 63rd St	ND[09/98]	5647	06-Sep-98
IL	Chicago	Sub-Sta 071	Chg fr 1718 W 63rd St to 1700 W 63rd St	ND[04/99]	5830	12-Apr-99
IL	Chicago	Sub-Sta 072	Estab at 5900 Wentworth Ave	01-Jan-98	5423	11-Dec-97
IL	Chicago	Sub-Sta 072	Chg to 5500 Wentworth Ave	01-Mar-00	6096	28-Feb-0
IL	Chicago	Sub-Sta 073	Estab at 887 W North Ave	01-Jan-98	5423	11-Dec-97
IL	Chicago	Sub-Sta 073	Chg fr 887 to 859 W North Ave	ND(08/00)	6239	15-Aug-0
IL	Chicago	Sub-Sta 074	Estab at Wabasha Ave & 43rd St	01-Jan-98	5423	11-Dec-97
IL	Chicago	Sub-Sta 075	Estab at 987 Ogden Ave	01-Apr-98	5493	07-Mar-98
IL	Chicago	Sub-Sta 076	Estab at 744 W Van Buren St	01-Apr-98	5493	07-Mar-98
IL	Chicago	Sub-Sta 077	Estab at 155 W Taylor St	01-Apr-98	5493	07-Mar-98
IL	Chicago	Sub-Sta 077	Chg to Rock Island & Pacific RR Depot, 91st St & Prospect Ave	ND[08/99]	5934	14-Aug-99
IL	Chicago	Sub-Sta 078	Estab at 1619 Avondale Ave in lieu of Mayfair Sta	15-Aug-98	5624	09-Aug-98
IL	Chicago	Sub-Sta 079	Estab at Elston & Forest Glen Aves	15-Aug-98	5624	09-Aug-98
IL	Chicago	Sub-Sta 080	Estab at 15 LaSalle St	01-Jul-99	5889	21-Jun-99
IL	Chicago	Sub-Sta 080	Chg to Southwater Sta	01-Jul-99	5900	05-Jul-99
IL	Chicago	Sub-Sta 080	Estab at 702 Lincoln Ave	15-Nov-00	6303	30-Oct-0
IL	Chicago	Sub-Sta 081	Estab at 720 47th St, corner Calumet St	01-Jul-99	5889	21-Jun-99
IL	Chicago	Sub-Sta 082	Estab at 4259 Wentworth Ave, corner 43rd St	01-Jul-99	5889	21-Jun-99
IL	Chicago	Sub-Sta 083	Estab at 25 E 47th St, corner Lake Ave	01-Jul-99	5889	21-Jun-99
IL	Chicago	Sub-Sta 084	Estab at 6301 Cottage Grove Ave, corner 63rd St	01-Jul-99	5889	21-Jun-99
IL	Chicago	Sub-Sta 084	Chg to 6001 Washington Ave	ND[08/99]	5937	17-Aug-99
IL	Chicago	Sub-Sta 084	Chg fr 6001 Washington Ave to 855 S Clark St	ND(01/00)	6068	25-Jan-0
IL	Chicago	Sub-Sta 084	Chg fr 355 S Clark St to 416 S Clark St	ND(05/00)	6158	10-May-0
IL	Chicago	Sub-Sta 085	Estab at 834 E North Ave, SE corner Hudson Ave	01-Oct-00	6267	18-Sep-0
IL	Chicago	Sub-Sta 086	Estab at 1788 W Chicago Ave, corner Hamlin Ave	01-Aug-99	5905	11-Jul-99
IL	Chicago	Sub-Sta 087	Estab at 2406 Milwaukee Ave, corner Kimball St	01-Aug-99	5905	11-Jul-99
IL	Chicago	Sub-Sta 088	Estab at 1620 W 22nd St, corner Sawyer Ave	01-Aug-99	5905	11-Jul-99
IL	Chicago	Sub-Sta 089	Estab at 689 N Humboldt St, corner Courtlandt St	01-Aug-99	5905	11-Jul-99
IL	Chicago	Sub-Sta 090	Estab at 119 W 24th St, corner Oakley Ave	01-Aug-99	5905	11-Jul-99
IL	Chicago	Sub-Sta 091	Estab at 1935 N Ashland Ave, corner Addison St	01-Aug-99	5905	11-Jul-99
IL	Chicago	Sub-Sta 092	Estab at 156 Center St, corner Blasell St	01-Aug-99	5905	11-Jul-99
IL	Chicago	Sub-Sta 093	Estab at 2520 N Hermitage Ave, corner Montrose Blvd	01-Aug-99	5905	11-Jul-99
IL	Chicago	Sub-Sta 094	Estab at 212 W 12th Pl, corner Jefferson St	01-Aug-99	5905	11-Jul-99
IL	Chicago	Sub-Sta 094	Chg fr 212 W 12th Pl to 179 W 12th Pl [corrected below]	01-Nov-00	6300	26-Oct-0
IL	Chicago	Sub-Sta 094	Correct new location to 179 W 12th St	ND(11/00)	6307	03-Nov-0
IL	Chicago	Sub-Sta 095	Estab at 1244 93rd St, corner stony Island Ave	01-Aug-99	5905	11-Jul-99
IL	Chicago	Sub-Sta 095	Chg fr 1244 93rd St to 1278 93rd St	ND(01/00)	6057	12-Jan-0
IL	Chicago	Sub-Sta 096	Estab at 1801 Wabash Ave	01-Aug-99	5909	15-Jul-99
IL	Chicago	Sub-Sta 096	Chg fr 1801 Wabash Ave to 1800 Wabash Ave	ND(01/00)	6054	09-Jan-0
IL	Chicago	Sub-Sta 097	Estab at 7032 Stony Island Ave	01-Aug-99	5909	15-Jul-99
IL	Chicago	Sub-Sta 098	Estab at 2115 W Van Buren St, corner 42nd Ave	01-Aug-99	5909	15-Jul-99
IL	Chicago	Sub-Sta 099	Estab at 3752 Kedzie Ave, corner 38th St	01-Aug-99	5909	15-Jul-99
IL	Chicago	Sub-Sta 100	Estab at 3511 Archer Ave, corner 35th St	01-Aug-99	5909	15-Jul-99
IL	Chicago	Sub-Sta 100	Chg to 3199 Archer Ave	ND(07/00)	6221	25-Jul-0
IL	Chicago	Sub-Sta 100	Chg fr 3199 Archer Ave to 323 Rush St	09-Feb-01	6390	13-Feb-01
IL	Chicago	Sub-Sta 101	Estab at 2170 W 26th St, corner 42nd Ave	01-Aug-99	5909	15-Jul-99
IL	Chicago	Sub-Sta 102	Estab at 1218 Milwaukee Ave, corner Robey	01-Aug-99	5909	15-Jul-99
IL	Chicago	Sub-Sta 102	Chg to 709 Milwaukee Ave	15-Sep-00	6266	17-Sep-0
IL	Chicago	Sub-Sta 103	Estab at 5034 Cottage Grove Ave, SW corner 50th Pl	01-Aug-99	5915	22-Jul-99
IL	Chicago	Sub-Sta 104	Estab at 143 E 35th St, SW corner Rhodes Ave	01-Aug-99	5915	22-Jul-99
IL	Chicago	Sub-Sta 105	Estab at 467 W Chicago Ave, SE corner Ashland Ave	01-Aug-99	5915	22-Jul-99
IL	Chicago	Sub-Sta 106	Estab at 9901 Erving Ave, SE corner 99th St	01-Aug-99	5915	22-Jul-99
IL	Chicago	Sub-Sta 106	Chg fr 9901 Erving Ave to 8361 Superior Ave, corner 84th St	01-Sep-00	6247	24-Aug-0
IL	Chicago	Sub-Sta 107	Estab at 2037 Claredon Ave, NW corner Sheridan Rd	01-Aug-99	5915	22-Jul-99
IL	Chicago	Sub-Sta 108	Estab at 696 31st St, NW corner Union Ave	01-Aug-99	5918	26-Jul-99
IL	Chicago	Sub-Sta 108	Chg to 629 81st St	ND(01/00)	6054	09-Jan-0
IL	Chicago	Sub-Sta 108	Chg fr 629 31st St to 747 S Halsted St	08-Oct-01	6585	09-Oct-01
IL	Chicago	Sub-Sta 109	Estab at 318 E Division St, SE corner of Sedgwick)	15-Aug-99	5926	04-Aug-99
IL	Chicago	Sub-Sta 110	Estab at 77 Rush St, SE corner Ohio	16-Aug-99	5928	07-Aug-99
IL	Chicago	Sub-Sta 111	Estab at 1934 W 103rd St	01-Sep-99	5940	21-Aug-99
IL	Chicago	Sub-Sta 112	Estab at 729 S Halstead St, corner 18th St	01-Sep-99	5940	21-Aug-99
IL	Chicago	Sub-Sta 112	Chg fr 729 S Halstead to 5857 State St	ND(01/01)	6377	29-Jan-01
IL	Chicago	Sub-Sta 113	Estab at 736 W Division St, corner Maplewood Ave	01-Oct-99	5961	15-Sep-99



State	City	Unit	Action	Eff Dt	PB No	PB Date
IL	Chicago	Sub-Sta 114	Estab at 228 31st St	15-Nov-99	6008	10-Nov-99
IL	Chicago	Sub-Sta 115	Estab at 3593 N Clark St	15-Jul-00	6207	09-Jul-00
IL	Chicago	Sub-Sta 116	Estab at 4300 Grand Blvd, corner Foster Ave	15-Jul-00	6207	09-Jul-00
IL	Chicago	Sub-Sta 116	Chg fr 4300 Grand Blvd to 529 43rd St, corner Grand Blvd	01-May-01	6458	06-May-01
IL	Chicago	Sub-Sta 117	Estab at 323 W 14th St, corner Sangamon St	15-Jul-00	6207	09-Jul-00
IL	Chicago	Sub-Sta 118	Estab at 299 E 35th St, corner Indiana Ave	15-Jul-00	6207	09-Jul-00
IL	Chicago	Sub-Sta 119	Estab at 183 W Madikson St, corner Halsted St	15-Jul-00	6207	09-Jul-00
IL	Chicago	Sub-Sta 120	Estab at 902 W 12th St	15-Jul-00	6209	11-Jul-00
IL	Chicago	Sub-Sta 121	Estab at 4230 E 26th St	01-Aug-00	6213	16-Jul-00
IL	Chicago	Sub-Sta 122	Estab at 943 E 24th St	01-Aug-00	6213	16-Jul-00
IL	Chicago	Sub-Sta 123	Estab at 1127 N Clark St	01-Aug-00	6213	16-Jul-00
IL	Chicago	Sub-Sta 124	Estab at 96 Sheffield Ave	01-Aug-00	6213	16-Jul-00
IL	Chicago	Sub-Sta 124	Chg fr 96 Sheffield Ave to 256 117th St	09-Oct-01	6585	09-Oct-01
IL	Chicago	Sub-Sta 125	Estab at 5501 Indiana Ave	01-Aug-00	6213	16-Jul-00
IL	Chicago	Sub-Sta 126	Estab at 420 E Irving Park Blvd	01-Aug-00	6219	23-Jul-00
IL	Chicago	Sub-Sta 127	Estab at 359 Roscoe Blvd, corner Robey St	01-Aug-00	6219	23-Jul-00
IL	Chicago	Sub-Sta 128	Estab at 1107 W Chicago Ave, corner Washlenaw	01-Aug-00	6219	23-Jul-00
IL	Chicago	Sub-Sta 129	Estab at 32 Wells St	01-Aug-00	6219	23-Jul-00
IL	Chicago	Sub-Sta 129	Chg fr 32 Wells St to 26 Wells St	01-May-01	6456	03-May-01
IL	Chicago	Sub-Sta 130	Estab at 512 S 48th Ave, corney Fluornoy	01-Aug-00	6219	23-Jul-00
IL	Chicago	Sub-Sta 131	Estab at 1398 W Lake St, corner Sacramento	01-Aug-00	6219	23-Jul-00
IL	Chicago	Sub-Sta 132	Estab at 639 S Ashland Ave	01-Aug-00	6219	23-Jul-00
IL	Chicago	Sub-Sta 133	Estab at 334(?) W 117th St	15-Aug-00	6230	04-Aug-00
IL	Chicago	Sub-Sta 133	Chg fr 334 W 117th St to 256 W 117th St, corner Wentwood Ave	ND(08/00)	6250	28-Aug-00
IL	Chicago	Sub-Sta 133	Chg fr 256 W 117th St to 252 W 116th St	ND(11/00)	6326	26-Nov-00
IL	Chicago	Sub-Sta 133	Chg fr 252 W 116th St to 3705 Cottage Grove Ave	15-Dec-00	6343	18-Dec-00
IL	Chicago	Sub-Sta 134	Estab at 888(?) W 16th St [modified below]	15-Aug-00	6230	04-Aug-00
IL	Chicago	Sub-Sta 134	Modify to estab at 586 S Center Ave	ND(08/00)	6239	15-Aug-00
IL	Chicago	Sub-Sta 135	Estab at 1727 W 12th St	15-Aug-00	6230	04-Aug-00
IL	Chicago	Sub-Sta 136	Estab at 5617 W Madison St	15-Aug-00	6230	04-Aug-00
IL	Chicago	Sub-Sta 137	Estab at 1047 Morse Ave	15-Aug-00	6230	04-Aug-00
IL	Chicago	Sub-Sta 138	Estab at 203 S Western Ave	15-Aug-00	6230	04-Aug-00
IL	Chicago	Sub-Sta 139	Estab at 1554 W Jackson Blvd	15-Aug-00	6230	04-Aug-00
IL	Chicago	Sub-Sta 140	Estab at 1548 W 12th St	15-Aug-00	6230	04-Aug-00
IL	Chicago	Sub-Sta 141	Estab at 1378 W 12th St	15-Aug-00	6230	04-Aug-00
IL	Chicago	Sub-Sta 141	Chg fr 1378 W 12th St to 1651(?) W Harrison Ave	15-Dec-00	6341	15-Dec-00
IL	Chicago	Sub-Sta 142	Estab at 5018 Lake Ave	15-Aug-00	6230	04-Aug-00
IL	Chicago	Sub-Sta 143	Estab at 6859 S Halsted St	15-Aug-00	6230	04-Aug-00
IL	Chicago	Sub-Sta 144	Estab at 601 W 69th St	15-Aug-00	6230	04-Aug-00
IL	Chicago	Sub-Sta 145	Estab at 2749 or 3749 W 31st St	01-Sep-00	6245	22-Aug-00
IL	Chicago	Sub-Sta 146	Estab at 344 N Park Ave (Austin)	01-Sep-00	6245	22-Aug-00
IL	Chicago	Sub-Sta 147	Estab at S Halsted & 57th Sts	15-Sep-00	6260	10-Sep-00
IL	Chicago	Sub-Sta 148	Estab at 688 Noble St	15-Sep-00	6260	10-Sep-00
IL	Chicago	Sub-Sta 149	Estab at State & 26th Sts	15-Sep-00	6260	10-Sep-00
IL	Chicago	Sub-Sta 150	Estab at Grand Ave & Elizabeth St	15-Sep-00	6260	10-Sep-00
IL	Chicago	Sub-Sta 151	Estab at 1834 Evanston Ave, corner Sunnyside Ave	01-Dec-00	6320	19-Nov-00
IL	Chicago	Sub-Sta 152	Estab at 4701 Cottage Grove Ave	15-Dec-00	6336	08-Dec-00
IL	Chicago	Sub-Sta 153	Estab at 1240 Ravenswood Park	15-Jul-01	6509	06-Jul-01
IL	Chicago	Sub-Sta 154	Estab at 1500 S 40th Ave	15-Jul-01	6509	06-Jul-01
IL	Chicago	Sub-Sta 155	Estab at 920 E 51st St	15-Jul-01	6509	06-Jul-01
IL	Chicago	Sub-Sta 155	Chg fr 920 E 51st St to 924 E 51st St	01-Feb-02	6679	30-Jan-02
IL	Chicago	Sub-Sta 156	Estab at 1062 S Troy Ave	15-Jul-01	6509	06-Jul-01
IL	Chicago	Sub-Sta 157	Estab at 287 W 12th St	01-Aug-01	6518	17-Jul-01
IL	Chicago	Sub-Sta 158	Estab at 4332 E Ravenwood Park	15-Aug-01	6534	05-Aug-01
IL	Chicago	Sub-Sta 159	Estab at 2111 W Harrison St	15-Aug-01	6534	05-Aug-01
IL	Chicago	Sub-Sta 159	Chg fr 2111 W Harrison St to 2107 W Harrison St	15-Mar-02	6721	21-Mar-02
IL	Chicago	Sub-Sta 160	Estab at 1352 N Halsted St	15-Aug-01	6534	05-Aug-01
IL	Chicago	Sub-Sta 161	Estab at 5500 State St	15-Aug-01	6534	05-Aug-01
IL	Chicago	Sub-Sta 162	Estab at 633 Larrabee St	15-Aug-01	6534	05-Aug-01
IL	Chicago	Sub-Sta 163	Estab at 1954 Lincoln Ave	15-Aug-01	6534	05-Aug-01
IL	Chicago	Sub-Sta 164	Estab at 368 E Fullerton Ave	15-Aug-01	6534	05-Aug-01
IL	Chicago	Sub-Sta 165	Estab at 1638 W Lake St	15-Aug-01	6534	05-Aug-01
IL	Chicago	Sub-Sta 166	Estab at 833 W 47th St	15-Aug-01	6534	05-Aug-01
IL	Chicago	Sub-Sta 167	Estab at 1613 Milwaukee Ave	15-Aug-01	6534	05-Aug-01
IL	Chicago	Sub-Sta 168	Estab at 3396 Ridge Ave	15-Aug-01	6534	05-Aug-01
IL	Chicago	Sub-Sta 169	Estab at 1369 W North Ave	15-Aug-01	6534	05-Aug-01
IL	Chicago	Sub-Sta 170	Estab at 2250 W Ashland Ave	15-Aug-01	6534	05-Aug-01

State	City	Unit	Action	Eff Dt	PB No	PB Date
IL	Chicago	Sub-Sta 171	Estab at 8901 Loomis Ave	02-Sep-01	6549	22-Aug-01
IL	Chicago	Sub-Sta 172	Estab at 771 W Lake St	16-Sep-01	6562	07-Sep-01
IL	Chicago	Sub-Sta 173	Estab at 2109 W 12th St	16-Sep-01	6562	07-Sep-01
IL	Chicago	Sub-Sta 174	Estab at 378 W Van Buren St	01-Oct-01	6574	26-Sep-01
IL	Chicago	Sub-Sta 174	Estab at 378 W Van Buren St	01-Oct-01	6574	26-Sep-01
IL	Chicago	Sub-Sta 175	Estab at 190 N Clark St	15-Oct-01	6582	05-Oct-01
IL	Chicago	Sub-Sta 176	Estab at 11446 Michigan Ave	01-Nov-01	6596	22-Oct-01
IL	Chicago	Sub-Sta 176	Chg fr 11446 Michigan Ave to 73 S Clark St	04-Mar-02	6706	04-Mar-02
IL	Chicago	Sub-Sta 177	Estab at 477 Grand Ave	15-Nov-01	6611	08-Nov-01
IL	Chicago	Sub-Sta 178	Estab at 3659 S Halsted St	15-Nov-01	6611	08-Nov-01
IL	Chicago	Sub-Sta 179	Estab at 6856 Wentworth Ave	15-Nov-01	6611	08-Nov-01
IL	Chicago	Sub-Sta 180	Estab at 1901 S Clark St	16-Dec-01	6633	05-Dec-01
IL	Chicago	Sub-Sta 181	Estab at 1974 Evanston Ave.	16-Dec-01	6633	05-Dec-01
IL	Chicago	Sub-Sta 181	Chg fr 1974 Evanston Ave to 1122 Southport Ave	01-Feb-02	6681	01-Feb-02
IL	Chicago	Sub-Sta 182	Estab at 692 W 26th St	15-Jan-02	6657	04-Jan-02
IL	Chicago	Sub-Sta 182	Chg fr 692 W 26th St to 1256 S Lawndale Ave	01-Feb-02	6686	07-Feb-02
IL	Chicago	Sub-Sta 183	Estab at 249 Ogden Ave	15-Jan-02	6657	04-Jan-02
IL	Chicago	Sub-Sta 183	Chg fr 249 Ogden Ave to 1064 S Millard Ave	01-Feb-02	6681	01-Feb-02
IL	Chicago	Sub-Sta 184	Estab at 190 W Taylor St	15-Feb-02	6685	06-Feb-02
IL	Chicago	Sub-Sta 185	Estab at 952 Milwaukee Ave	01-Mar-02	6697	20-Feb-02
IL	Chicago	West Pullman Sub-Sta	Estab in lieu of West Pullman PO			
			CHECK—West or South Pullman PO?	01-Jul-94	4364	25-Jun-94
IL	Chicago	West Pullman Sub-Sta	Chg to West Pullman Sta	01-Jan-98	5402	16-Nov-97
IL	Chicago	Woodlawn Park Sub-Sta	Disc	30-Jun-94	4364	25-Jun-94
IL	Elgin	Sta 03	Estab at W Chicago & State Sts	01-Apr-02	6719	19-Mar-02
IL	Elgin	Sub-Sta 01	Estab at 227 National St	01-Jul-00	6183	09-Jun-0
IL	Elgin	Sub-Sta 02	Estab at 23 Grove Ave	15-Mar-02	6705	03-Mar-02
IL	Evanston	Sub-Sta 01	Estab at 2536 Railroad Ave, North Evanston	01-Sep-95	4716	20-Aug-95
IL	Harvey	Sub-Sta 01 (North Harvey)	Estab	17-Dec-00	6340	14-Dec-0
IL	Moline	Sub-Sta 01 (South Moline)	Estab	01-Feb-99	5752	#####
IL	Oak Park	Sub-Sta 01 (Avenue)	Estab	01-Jul-99	5877	07-Jun-99
IL	Oak Park	Sub-Sta 02	Estab at 105 Madison St	01-Jul-00	6189	16-Jun-0
IL	Oakpark	Sub-Sta 03 (Ridgeland)	Estab	01-Jul-01	6432	05-Apr-01
IL	Peoria	Sub-Sta 01	Estab at 1901 N Adams St	01-Oct-98	5653	13-Sep-98
IL	Peoria	Sub-Sta 02	Estab at 1415 S Adams St	01-Oct-98	5653	13-Sep-98
IL	Peoria	Sub-Sta 03	Estab at 2627 N Adams St	02-Jul-00	6171	25-May-0
IL	Peoria	Sub-Sta 04 (East Peoria)	Estab in lieu of East Peoria PO which is consolidated	01-Nov-00	6295	20-Oct-0
IL	Peoria	Sub-Sta 05	Estab at 2201 S Adams St	01-Aug-01	6516	15-Jul-01
IL	Peoria	Sub-Sta 06	Estab at 3109 S Adams St	01-Aug-01	6516	15-Jul-01
IL	Peoria	Sub-Sta 07	Estab at 1501 Main St	01-Aug-01	6516	15-Jul-01
IL	Peoria	Sub-Sta 08	Estab at 1718 Knoxville Ave	01-Aug-01	6516	15-Jul-01
IL	Princeton	Sub-Sta 01	Chg to North End Sta (& provide with facilities for the receipt & dispatch of )	01-Nov-00	6284	08-Oct-0
IL	Princeton	Sub-Sta 01 (North End)	Estab	01-Feb-00	6066	23-Jan-0
IL	Quincy	Sub-Sta 01	Estab at Illinois Soldiers and Sailors Home	01-Jan-96	4821	23-Dec-95
IL	Quincy	Sub-Sta 01	Chg to Soldiers Home Sta	01-Jan-98	5420	08-Dec-97
IL	Quincy	Sub-Sta 01	Estab at 302 State St	01-Jan-00	6036	15-Dec-99
IL	Quincy	Sub-Sta 02	Estab at 1701 Broadway	01-Jan-00	6036	15-Dec-99
IL	Quincy	Sub-Sta 06	Estab at 1005 State St	01-Jul-01	6446	22-Apr-01
IL	Quincy	Sub-Sta 07	Estab at 1113 N 5th St	01-Jul-01	6446	22-Apr-01
IL	Quincy	Sub-Sta 08	Estab at 729 Hampshire St	01-Jul-01	6446	22-Apr-01
IL	Quincy	Sub-Sta 09	Estab at 900 S 8th St	01-Jul-01	6446	22-Apr-01
IL	Rockford	Sub-Sta 01	Estab at 2nd & E State Sts	01-Mar-96	4869	19-Feb-96
IL	Rockford	Sub-Sta 01	Chg fr 414 E State St to 508 E State St	ND[10/98]	5672	05-Oct-98
IL	Rockford	Sub-Sta 02	Estab at 7th St & 5th Ave	01-Jul-99	5877	07-Jun-99
IL	Rockford	Sub-Sta 02	Chg fr 601 7th St to 502 7th St	01-Jan-02	6656	03-Jan-02
IL	Rockford	Sub-Sta 03	Estab at W State & S Main Sts	01-Jul-99	5877	07-Jun-99
IN	Hammond	Sub-Sta 01	Estab at 11716 Indiana Blvd	15-Aug-99	5922	31-Jul-99
IN	Indianapolis	Sta A	Chg to Sub-Sta 01 (Union Depot)	01-May-96	4885	10-Mar-96
IN	Indianapolis	Sta B	Chg to Sub-Sta 02 at Hadley Ave & Morris St	01-May-96	4885	10-Mar-96
IN	Indianapolis	Sub-Sta 03 (Brightwood)	Consolidate Brightwood PO & estab sub-sta	01-Feb-98	5449	13-Jan-98
IN	Indianapolis	Sub-Sta 04 (North Indianapolis)	Consolidate North Indianapolis PO & estab sub-sta	01-Feb-98	5449	13-Jan-98
IN	Indianapolis	Sub-Sta 05 (Haughville)	Consolidate Haughville PO & estab sub-sta	01-Feb-98	5449	13-Jan-98
IN	Indianapolis	Sub-Sta 06 (Mount Jackson)	Consolidate Mount Jackson PO & estab sub-sta	01-Feb-98	5449	13-Jan-98
IN	Indianapolis	Sub-Sta 07	Estab at 1136 S Meridian St	01-Jul-98	5591	30-Jun-98
IN	Indianapolis	Sub-Sta 08	Estab at 1901 Shelby St	01-Jul-98	5591	30-Jun-98
IN	Indianapolis	Sub-Sta 09	Estab at 2202 E 10th St	01-Jul-98	5591	30-Jun-98
IN	Indianapolis	Sub-Sta 09	Chg fr 2202 E 10th St to 2301 E 10th St	ND(07/00)	6507	03-Jul-01
IN	Indianapolis	Sub-Sta 10	Estab at 1062 Virginia Ave	01-Jul-98	5591	30-Jun-98

State	City	Unit	Action	Eff Dt	PB No	PB Date
IN	Indianapolis	Sub-Sta 10	Chg fr 1062 Virginia Ave to 1102 Prospect St	01-Feb-02	6669	18-Jan-02
IN	Indianapolis	Sub-Sta 11	Estab at 2406 E Washington St	01-Jul-98	5591	30-Jun-98
IN	Indianapolis	Sub-Sta 12	Estab at 1542 College Ave	01-Jul-98	5591	30-Jun-98
IN	Indianapolis	Sub-Sta 13 (Tuxedo Park)	Estab	01-Jul-99	5798	06-Mar-99
IN	Indianapolis	Sub-Sta 14 (Irvington)	Estab	01-Sep-99	5937	17-Aug-99
IN	Indianapolis	Sub-Sta 14 (Irvington)	Suspend estab order	ND[08/99]	5949	31-Aug-99
IN	Indianapolis	Sub-Sta 14 (Irvington)	Rescind suspend order, chg estab date	15-Nov-99	6007	09-Nov-99
IN	Indianapolis	Sub-Sta 15	Estab at 449 E South St	01-Dec-00	6323	22-Nov-0
IN	Indianapolis	Sub-Sta 16	Estab at 3351 N Illinois St	01-Dec-00	6323	22-Nov-0
IN	Indianapolis	Sub-Sta 17	Estab at 2131 Prospect St	01-Jul-01	6462	10-May-01
IN	Indianapolis	Sub-Sta 18	Estab at 1702 Hoyt Ave	01-Jul-01	6495	19-Jun-01
IN	Indianapolis	Sub-Sta 19	Estab at 749 S East St	01-Jul-01	6495	19-Jun-01
IN	Indianapolis	Sub-Sta 20	Estab at 1202 N Senate Ave	01-Jul-01	6495	19-Jun-01
IN	Indianapolis	Sub-Sta 21	Estab at 1635 Howard St	01-Jul-01	6495	19-Jun-01
IN	Indianapolis	Sub-Sta 22	Estab at 1527 Montcalm St	01-Jul-01	6495	19-Jun-01
IN	La Fayette	Sub-Sta 01	Estab at 438 State St	15-Sep-99	5955	08-Sep-99
IN	Lafayette	Sub-Sta 01	Disc & estab West Lafayette Sta at 438 State St in lieu of	01-Jul-00	6190	18-Jun-0
IN	Lafayette	Sub-Sta 02	Estab at 1307 N 14th St	01-Jul-00	6190	18-Jun-0
IN	Lafayette	Sub-Sta 02	Chg fr 1307 N 14th St to 14th & Howell Sts	01-Jan-01	6341	15-Dec-0
IN	Richmond	Sub-Sta 01	Disc	15-Apr-98	5524	12-Apr-98
IN	Richmond	Sub-Sta 01	Estab at 621 N "E" St	01-Apr-02	6705	03-Mar-02
IN	Richmond	Sub-Sta 01 (Earlham College)	Estab	01-Jan-98	5425	14-Dec-97
IN	South Bend	Sub-Sta 01	Estab at 444 E Water St	15-Nov-98	5687	22-Oct-98
IN	South Bend	Sub-Sta 02	Estab at 407 S Chaplin St	15-Nov-98	5687	22-Oct-98
IN	South Bend	Sub-Sta 03	Estab at Michigan & Sample [Sampie?] Sts	01-Jul-00	6190	18-Jun-0
IN	South Bend	Sub-Sta 04	Estab at Washington & Walnut Sts	01-Jul-00	6190	18-Jun-0
IN	South Bend	Sub-Sta 05	Estab at corner Michigan Ave & Cushing St	01-Feb-02	6638	11-Dec-01
KS	Galena	Sub-Sta 01 (Empire City)	Estab order is revoked	ND(12/01)	6651	27-Dec-01
KS	Galena	Sub-Sta 01 (Empire City)	Estab & consolidate Empire City PO	01-Jan-02	6636	09-Dec-01
KS	Kansas City	Sub-Sta 01	Estab at Stock Yards	15-Aug-96	5011	06-Aug-96
KS	Kansas City	Sub-Sta 01	Disc	30-Sep-98	5631	17-Aug-98
KS	Kansas City	Sub-Sta 01	Estab at 13th St & Elevated Railway	15-Jul-01	6505	01-Jul-01
KS	Kansas City	Sub-Sta 02 (Claflin)	Estab in Claflin's Drug Store about one mike SE of Sims Sta	01-Oct-98	5631	17-Aug-98
KS	Kansas City	Sub-Sta 03	Estab at 2060 N 16th St	01-Nov-98	5673	06-Oct-98
KS	Kansas City	Sub-Sta 03	Chg fr 2060 N 16th St to 724 Central Ave	ND[03/99]	5796	03-Mar-99
KS	Topeka	Sub-Sta 01	Estab at 6th Ave & Lake St	01-Jul-00	6183	09-Jun-0
KS	Topeka	Sub-Sta 02	Estab at 717-19 Kansas Ave	01-Jan-01	6340	14-Dec-0
KY	Ashland	Sub-Sta 01 (North Pollard)	Estab	01-Aug-00	6206	07-Jul-0
KY	Ashland	Sub-Sta 02	Estab at 13th St & Winchester Ae	01-Feb-02	6640	13-Dec-01
KY	Covington	Sub-Sta 01	Estab at 20th St & Madison Ave	01-Jul-99	5859	16-May-99
KY	Louisville	Sub-Sta 01	Estab at 2400 Amber St	01-Jan-99	5720	01-Dec-98
KY	Louisville	Sub-Sta 02	Estab at 400 26th St	01-Jan-99	5720	01-Dec-98
KY	Louisville	Sub-Sta 03	Estab at 2100 Logan St	01-Jan-99	5720	01-Dec-98
KY	Louisville	Sub-Sta 04	Estab at 507 Johnson St	01-Jan-99	5720	01-Dec-98
KY	Louisville	Sub-Sta 04	Chg fr 407 Johnson St to NW corner Main & Wenzel Sts	01-Mar-01	6396	20-Feb-01
KY	Louisville	Sub-Sta 05	Estab at 1537 Frankfort Ave	01-Jan-99	5720	01-Dec-98
KY	Louisville	Sub-Sta 06	Estab at SE corner 4th & P Sts	01-Jan-99	5720	01-Dec-98
KY	Louisville	Sub-Sta 07	Estab at 534 W Main St	01-Jan-99	5720	01-Dec-98
KY	Louisville	Sub-Sta 07	Chg fr 533 W Main St to 4th & Main Sts	ND[05/99]	5862	19-May-99
KY	Louisville	Sub-Sta 08	Estab at Market & 12th Sts	01-Jul-99	5883	14-Jun-99
KY	Louisville	Sub-Sta 08	Chg fr 12th & Market Sts to 1216 W Market St	01-Nov-01	6593	18-Oct-01
KY	Louisville	Sub-Sta 09	Estab at Market & Preston Sts	01-Jul-99	5883	14-Jun-99
KY	Louisville	Sub-Sta 10	Estab at 1229 2nd St	01-Jul-99	5883	14-Jun-99
KY	Louisville	Sub-Sta 11	Estab at Jefferson & 6th Sts	01-Jul-01	6466	15-May-01
KY	Louisville	Sub-Sta 11	Chg fr Jefferson & 6th Sts to Market & 5th Sts	01-Dec-01	6622	21-Nov-01
KY	Louisville	Sub-Sta 12	Estab at Jefferson & 1st Sts	01-Jul-01	6466	15-May-01
KY	Louisville	Sub-Sta 13	Estab at Bank & 17th Sts	01-Jul-01	6466	15-May-01
KY	Maysville	Sub-Sta 01	Estab at corner 2nd & Sutton Sts	01-Jul-00	6163	16-May-0
KY	Maysville	Sub-Sta 02 (East 2nd St)	Estab	02-Jul-00	6166	19-May-0
KY	Maysville	Sub-Sta 03	Estab at 1218 E 2nd St	01-May-02	6706	04-Mar-02
KY	Newport	Sta A	Chg to Sub-Sta 01 (Fort Thomas)	01-Apr-96	4857	05-Feb-96
KY	Newport	Sub-Sta 01	Chg to Fort Thomas Sta	01-Jan-98	5410	26-Nov-97
KY	Newport	Sub-Sta 01	Estab at 5th & Columbia Sts	01-Jan-01	6331	03-Dec-0
KY	Newport	Sub-Sta 02 (Bellevue)	Estab	01-Jul-98	5581	18-Jun-98
LA	New Orleans	Algiers Sub-Sta	Chg to Sta A (Algiers)	01-Oct-95	4695	25-Jul-95
LA	New Orleans	Carrollton Sub-Sta	Chg to Sta B (Carrollton) at Carrollton & Maple Aves	01-Oct-95	4695	25-Jul-95

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LA	New Orleans	Sta A	Chg to Sub-Sta 02 at 2201 Magazine St	01-Oct-95	4695	25-Jul-95
LA	New Orleans	Sta B	Chg to Sub-Sta 01 at 4314 Magazine St	01-Oct-95	4695	25-Jul-95
LA	New Orleans	Sta D	Chg to Sub-Sta 03 at 1001 Decatur St	01-Oct-95	4695	25-Jul-95
LA	New Orleans	Sub-Sta 01	Chg 4314 to 4200 Magazine St	ND[01/99]	5747	04-Jan-99
LA	New Orleans	Sub-Sta 01	Chg fr 4200 Magazine St to 4135(?) Magazine St	01-Feb-01	6371	22-Jan-01
LA	New Orleans	Sub-Sta 02	Chg fr 2201 Magazine St to corner Jackson & Saint Charles Aves [cancelled belo	ND(11/01)	6622	21-Nov-01
LA	New Orleans	Sub-Sta 02	Cancel previous chg order	ND(12/01)	6631	03-Dec-01
LA	New Orleans	Sub-Sta 03	Chg fr 1021 Decatur St to 1100 Decatur St	15-Sep-01	6565	11-Sep-01
LA	New Orleans	Sub-Sta 03	Chg fr 1100 Decatur St to 538 St Philip St	01-Feb-02	6677	28-Jan-02
LA	New Orleans	Sub-Sta 04	Estab at 901 Poydras St	01-Jul-99	5889	21-Jun-99
LA	New Orleans	Sub-Sta 04	Chg fr Baronne & Poydras Sts to St Charles Hotel, cornr St Charles & Garvier Sts	01-Oct-01	6585	09-Oct-01
LA	New Orleans	Sub-Sta 05	Estab at 1701 Tulano Ave	01-Jul-99	5889	21-Jun-99
LA	New Orleans	Sub-Sta 05	Chg fr 1701 Tulane Ave to St. Charles & Jackson Aves	23-Dec-01	6646	20-Dec-01
LA	New Orleans	Sub-Sta 06	Estab at 726 N Clairborne Ave	01-Jul-99	5889	21-Jun-99
LA	New Orleans	Sub-Sta 06	Chg fr 726 N Claiborne Ave to 1811 [1611?] Orleans St	ND(01/00)	6056	11-Jan-0
LA	New Orleans	Sub-Sta 06	Chg fr 1611 Orleans St to 1801 Magazine St	01-Aug-00	6213	16-Jul-0
LA	New Orleans	Sub-Sta 07	Estab at 1500 N Clairborne Ave	01-Jul-99	5889	21-Jun-99
LA	New Orleans	Sub-Sta 07	Chg fr 1560 N Claiborne Ave to 1601 N Robertson St	ND(11/99)	6008	10-Nov-99
LA	New Orleans	Sub-Sta 07	Chg fr 1301 N Robertson St to Saint Charles & Napoleon Aves	15-Dec-01	6631	03-Dec-01
LA	New Orleans	Sub-Sta 08	Estab at 3208 Esplanade Ave	01-Jul-99	5889	21-Jun-99
LA	New Orleans	Sub-Sta 08	Chg fr 1001 Decatur St to 1021 Decatur St	ND(08/00)	6241	17-Aug-0
LA	New Orleans	Sub-Sta 09	Estab at 4938 Perrier St	01-Jul-99	5889	21-Jun-99
LA	New Orleans	Sub-Sta 09	Chg fr 4238 Perrier St to 4866 Magazine St	01-Jul-01	6511	09-Jul-01
LA	New Orleans	Sub-Sta 10	Estab at 1801 Magnolia St	01-Jul-99	5889	21-Jun-99
LA	New Orleans	Sub-Sta 10	Chg fr 1801 Magnolia St to corner Webster & Hurst Sts	15-Oct-01	6585	09-Oct-01
LA	New Orleans	Sub-Sta 11	Estab at Camp St & Howard Ave	01-Feb-02	6678	29-Jan-02
LA	New Orleans	Sub-Sta 12	Estab at Carondelet & Polydras Sts	01-Feb-02	6678	29-Jan-02
LA	New Orleans	Sub-Sta 13	Estab at 719 Canal St [modified below]	01-Feb-02	6678	29-Jan-02
LA	New Orleans	Sub-Sta 13	Chg fr 719 Canal St to 624 Canal St	01-Feb-02	6683	04-Feb-02
LA	New Orleans	Sub-Sta C	Chg to Sta C at 3314 Magazine St	01-Oct-95	4695	25-Jul-95
LA	Shreveport	Sta 01	Estab at Corner of Madison & 1st Sts in lieu of Ora PO which is consolidated	01-Apr-02	6719	19-Mar-02
LA	Shreveport	Sta 01	Corrected to Oxford & 1st Sts, instead of Madison & 1st Sts	01-Apr-02	6737	09-Apr-02
MD	Baltimore	McKnight Sta	Estab in lieu of Sub-Sta 058 [modified below]	01-Jul-98	5584	22-Jun-98
MD	Baltimore	McKnight Sta	Chg to Colgate Sta	01-Jul-98	5587	25-Jun-98
MD	Baltimore	Sub-Sta 005	Disc & estab Sta N at Waverly Ave & York Rd in lieu of	15-Oct-98	5655	15-Sep-98
MD	Baltimore	Sub-Sta 005	Estab at Greenmount Ave & Forrest St [modified below]	01-Jul-99	5882	13-Jun-99
MD	Baltimore	Sub-Sta 005	Chg to 602 Harford Ave	01-Jul-99	5889	21-Jun-99
MD	Baltimore	Sub-Sta 005	Chg to 440 N Gay St	ND[07/99]	5920	28-Jul-99
MD	Baltimore	Sub-Sta 005	Chg fr 440 N Gay St to Lexington & Arch Sts	15-Dec-00	6341	01-Dec-0
MD	Baltimore	Sub-Sta 010	Estab at Eutaw & Preston Sts	01-Mar-96	4869	19-Feb-96
MD	Baltimore	Sub-Sta 010 (Govans)	Chg to Sta H (Govans)	01-Aug-95	4689	19-Jul-95
MD	Baltimore	Sub-Sta 011	Chg to Sta I	01-Feb-96	4843a	20-Jan-96
MD	Baltimore	Sub-Sta 011	Estab at Frederick Ave & Gilmore St	01-Apr-96	4894	20-Mar-96
MD	Baltimore	Sub-Sta 012	Chg to Brooklyn Sta	01-Jan-98	5406	20-Nov-97
MD	Baltimore	Sub-Sta 012	Estab at Frederick Ave & Garrison Ln	01-Jul-99	5882	13-Jun-99
MD	Baltimore	Sub-Sta 013	Chg to South Baltimore Sta	01-Jan-98	5406	20-Nov-97
MD	Baltimore	Sub-Sta 013	Estab at Biddle St & Guilford	01-Jul-99	5882	13-Jun-99
MD	Baltimore	Sub-Sta 014	Estab at Charles St & North Ave	01-Jun-95	4635	14-May-95
MD	Baltimore	Sub-Sta 014	Chg location to 6 W North Ave	31-Mar-98	5508	24-Mar-98
MD	Baltimore	Sub-Sta 015	Estab at Charles St & Huntington Ave	01-Jun-95	4635	14-May-95
MD	Baltimore	Sub-Sta 016	Estab at Hempden	01-Jun-95	4635	14-May-95
MD	Baltimore	Sub-Sta 016	Chg to Sta M	01-Jul-98	5584	22-Jun-98
MD	Baltimore	Sub-Sta 016	Estab at 301 Gorsuch Ave	01-Jul-99	5882	13-Jun-99
MD	Baltimore	Sub-Sta 017	Estab at Walbrook	01-Jun-95	4635	14-May-95
MD	Baltimore	Sub-Sta 017	Chg to Sta F (Welbrook) [sic]	01-Jul-95	4665	20-Jun-95
MD	Baltimore	Sub-Sta 017	Chg to Ruxton Sta	01-Jan-98	5406	20-Nov-97
MD	Baltimore	Sub-Sta 017	Estab at Hudson & Canton Sts	01-Jul-99	5882	13-Jun-99
MD	Baltimore	Sub-Sta 017	Chg fr Canton & Hudson Sts to corner Garrison Ave & Liberty Rd	01-Apr-01	6428	01-Apr-01
MD	Baltimore	Sub-Sta 017	Chg fr Liberty Ave & Garrison Rd to 1643 Pennsylvania Ave	01-Nov-01	6610	07-Nov-01

State	City	Unit	Action	Eff Dt	PB No	PB Date
MD	Baltimore	Sub-Sta 017 (Buxton)	Estab at Northern Central RR Station	01-Aug-95	4689	19-Jul-95
MD	Baltimore	Sub-Sta 018	Estab at Green Mount Ave & Preston St	01-Jun-95	4635	14-May-95
MD	Baltimore	Sub-Sta 019	Estab at Pennsylvania Ave & Biddle St	01-Jun-95	4641	21-May-95
MD	Baltimore	Sub-Sta 020	Estab at Presstman St & Linden Ave	01-Feb-96	4843a	20-Jan-96
MD	Baltimore	Sub-Sta 021	Estab at 153 N Patterson Park Ave	01-Feb-96	4843a	20-Jan-96
MD	Baltimore	Sub-Sta 022	Estab at Baltimore St & Fremont Ave	01-Apr-96	4894	20-Mar-96
MD	Baltimore	Sub-Sta 023	Estab at Baltimore & Eutaw Sts	01-Apr-96	4896	23-Mar-96
MD	Baltimore	Sub-Sta 024	Estab at Gilmor & Fafayette Sts	15-Jul-96	4979	29-Jun-96
MD	Baltimore	Sub-Sta 025	Estab at Fremont & Patterson Aves	15-Jul-96	4979	29-Jun-96
MD	Baltimore	Sub-Sta 026	Estab at 226 Eastern Ave extended	15-Oct-96	5067	12-Oct-96
MD	Baltimore	Sub-Sta 027	Estab at Eutaw Place & McMechin St	15-Dec-96	5114	07-Dec-96
MD	Baltimore	Sub-Sta 027	Chg fr Eutaw Place McMechin St to Madison Ave & McMechin St	ND[12/98]	5723	05-Dec-98
MD	Baltimore	Sub-Sta 028	Estab at Gay & Chester Sts	15-Feb-97	5158	29-Jan-97
MD	Baltimore	Sub-Sta 028	Disc & estab Sta O at gay & Chester Sts in lieu of	15-Oct-98	5655	15-Sep-98
MD	Baltimore	Sub-Sta 028	Estab at Huntingdon Ave & 27th St	01-Jul-99	5882	13-Jun-99
MD	Baltimore	Sub-Sta 028	Chg fr Huntingdon Ave & 27th St to Riverside & Fort Aves	ND[07/99]	5899	03-Jul-99
MD	Baltimore	Sub-Sta 029	Estab at Francis & Retreat Sts	01-Mar-97	5165	06-Feb-97
MD	Baltimore	Sub-Sta 030	Estab at Caroline & Orleans Sts	01-Apr-97	5190	10-Mar-97
MD	Baltimore	Sub-Sta 031	Estab at North Ave & 3rd St	01-Apr-97	5193	13-Mar-97
MD	Baltimore	Sub-Sta 031	Chg fr North Ave & 3rd St to Harford & North Aves	12-Jul-01	6516	15-Jul-01
MD	Baltimore	Sub-Sta 032	Estab at Bloomingdale & Rayner Aves	15-May-97	5230	26-Apr-97
MD	Baltimore	Sub-Sta 033	Estab at Caroline & Federal Sts	15-Jun-97	5254	24-May-97
MD	Baltimore	Sub-Sta 034	Estab at 2120 W Pratt St	01-Jul-97	5275	18-Jun-97
MD	Baltimore	Sub-Sta 035	Estab at 800 W Lombard St	01-Jul-97	5275	18-Jun-97
MD	Baltimore	Sub-Sta 036	Estab at Druid Hill Ave & McMechin St	01-Jul-97	5275	18-Jun-97
MD	Baltimore	Sub-Sta 037	Estab at 6 W North Ave	01-Jul-98	5535	25-Apr-98
MD	Baltimore	Sub-Sta 038	Estab at North Ave & McCulloch St	01-Jul-98	5576	13-Jun-98
MD	Baltimore	Sub-Sta 038	Chg to Division & Roberts Sts	ND[01/99]	5753	11-Jan-99
MD	Baltimore	Sub-Sta 038	Chg fr Robert & Division Sts to SE corner Druid Hill Ave & Presstman St	01-Oct-00	6283	06-Oct-0
MD	Baltimore	Sub-Sta 039	Estab at Broadway & Jefferson St	01-Jul-98	5576	13-Jun-98
MD	Baltimore	Sub-Sta 040	Estab at 1201 W Lombard St	01-Jul-98	5576	13-Jun-98
MD	Baltimore	Sub-Sta 041	Estab at 408 N Gay St	01-Jul-98	5576	13-Jun-98
MD	Baltimore	Sub-Sta 042	Estab at Clinton & Boston Sts	01-Jul-98	5576	13-Jun-98
MD	Baltimore	Sub-Sta 043	Estab at Hanover & Hill Sts	01-Jul-98	5576	13-Jun-98
MD	Baltimore	Sub-Sta 044	Estab at Carey & Mosher Sts	01-Jul-98	5576	13-Jun-98
MD	Baltimore	Sub-Sta 045	Estab at Bond & Thames Sts	01-Jul-98	5576	13-Jun-98
MD	Baltimore	Sub-Sta 046	Estab at Mulberry St & Myrtle St	01-Jul-98	5576	13-Jun-98
MD	Baltimore	Sub-Sta 046	Chg fr Mulberry St & Myrtle Ave to Monument & Gay Sts	ND[07/98]	5607	20-Jul-98
MD	Baltimore	Sub-Sta 046	Chg to Monument & Gat Sts	ND[8/98]	5623	08-Aug-98
MD	Baltimore	Sub-Sta 047	Estab at Mulberry & Carey Sts	01-Jul-98	5576	13-Jun-98
MD	Baltimore	Sub-Sta 048	Estab at 1300 N Chester St	01-Jul-98	5576	13-Jun-98
MD	Baltimore	Sub-Sta 049	Estab at 2408 Pennsylvania Ave	01-Jul-98	5576	13-Jun-98
MD	Baltimore	Sub-Sta 050	Estab at Carey St & Harlem Ave	01-Jul-98	5576	13-Jun-98
MD	Baltimore	Sub-Sta 051	Estab at 704 Roland Ave	01-Jul-98	5576	13-Jun-98
MD	Baltimore	Sub-Sta 052	Estab at Garrison Ave & Liberty Rd	01-Jul-98	5576	13-Jun-98
MD	Baltimore	Sub-Sta 052	Chg fr Garrison & Liberty Rd to SE corner Hopkins Ave & Townsend St	01-Oct-00	6283	06-Oct-0
MD	Baltimore	Sub-Sta 053	Estab at Columbia Ave & Scott St	01-Jul-98	5576	13-Jun-98
MD	Baltimore	Sub-Sta 054	Estab at Charles & Randall Sts	01-Jul-98	5576	13-Jun-98
MD	Baltimore	Sub-Sta 055	Estab at St. James Hotel	01-Jul-98	5576	13-Jun-98
MD	Baltimore	Sub-Sta 055	Chg to Lombard & Frederick Sts	ND[01/99]	5753	11-Jan-99
MD	Baltimore	Sub-Sta 056	Estab at 1501 E Baltimore St [modified below]	01-Jul-98	5576	13-Jun-98
MD	Baltimore	Sub-Sta 056	Chg fr 1501 E Baltimore to 1304 Pennsylvania Ave	ND[07/98]	5607	20-Jul-98
MD	Baltimore	Sub-Sta 057	Estab at Conway & Warner Sts	01-Jul-98	5576	13-Jun-98
MD	Baltimore	Sub-Sta 058	Estab at 14th St & 5th Ave [modified below]	01-Jul-98	5576	13-Jun-98
MD	Baltimore	Sub-Sta 058	Estab at Carrollton Ave & Fayette St	01-Sep-98	5631	17-Aug-98
MD	Baltimore	Sub-Sta 059	Estab at Green & Franklin Sts	01-Jul-98	5576	13-Jun-98
MD	Baltimore	Sub-Sta 060	Estab at York Rd & 25th St	01-Jul-98	5576	13-Jun-98
MD	Baltimore	Sub-Sta 061	Estab at Greenmount & North Aves	01-Jul-98	5576	13-Jun-98
MD	Baltimore	Sub-Sta 062	Estab at Edmondson Ave & Monroe St	01-Jul-98	5576	13-Jun-98
MD	Baltimore	Sub-Sta 063	Estab at 1401 N Charles St	01-Jul-98	5576	13-Jun-98
MD	Baltimore	Sub-Sta 064	Estab at Biddle & Eden Sts	01-Jul-98	5576	13-Jun-98
MD	Baltimore	Sub-Sta 065	Estab at 1225 Hull St	01-Jul-98	5576	13-Jun-98
MD	Baltimore	Sub-Sta 066	Estab at Gilmor & Lorman Sts	01-Jul-98	5576	13-Jun-98
MD	Baltimore	Sub-Sta 067	Estab at Wilkens Ave & Payson St	01-Sep-98	5631	17-Aug-98

State	City	Unit	Action	Eff Dt	PB No	PB Date
MD	Baltimore	Sub-Sta 068	Estab at North Ave & Pulaski St	01-Sep-98	5631	17-Aug-98
MD	Baltimore	Sub-Sta 069	Estab at Milton & Fairmount Aves	01-Sep-98	5631	17-Aug-98
MD	Baltimore	Sub-Sta 070	Estab at Baltimore St & Collington Ave	01-Sep-98	5631	17-Aug-98
MD	Baltimore	Sub-Sta 071	Estab at Elliot & Clinton Sts	15-Dec-98	5722	03-Dec-98
MD	Baltimore	Sub-Sta 072	Estab at Chase & Valley Sts	15-Dec-98	5722	03-Dec-98
MD	Baltimore	Sub-Sta 073	Estab at Druid Hill & Fulton Ave	15-Dec-98	5722	03-Dec-98
MD	Baltimore	Sub-Sta 073	Chg to Fulton & Woodbrook Sts, NE corner	ND[09/99]	5972	28-Sep-99
MD	Baltimore	Sub-Sta 074	Estab at North Ave & Aisquith St	01-Jul-99	5889	21-Jun-99
MD	Baltimore	Sub-Sta 075	Estab at Eutaw Pl & Lanvale St, SE corner	01-Nov-99	5959	13-Sep-99
MD	Baltimore	Sub-Sta 076	Estab at Lexington & Liberty Sts, NE corner	01-Nov-99	5959	13-Sep-99
MD	Baltimore	Sub-Sta 077	Estab at Charles & Center Sts, SW corner	01-Nov-99	5959	13-Sep-99
MD	Baltimore	Sub-Sta 078	Chg from 844 Frederick St, extended, to Irvington & Frederick Aves	ND[09/99]	5972	28-Sep-99
MD	Baltimore	Sub-Sta 078	Chg date of location chg	01-Nov-99	5979	07-Oct-99
MD	Baltimore	Sub-Sta 078	Estab at 844 Frederick Ave, extended	01-Nov-99	5959	13-Sep-99
MD	Baltimore	Sub-Sta 079	Estab at Washington & Gough Sts	01-Jul-00	6184	11-Jun-00
MD	Baltimore	Sub-Sta 080	Estab at Broadway & Federal St	01-Jul-00	6184	11-Jun-00
MD	Baltimore	Sub-Sta 081	Estab at 701 N Patterson Park Ave	01-Jul-00	6184	11-Jun-00
MD	Baltimore	Sub-Sta 082	Estab at Madison Ave & Hoffman St	01-Jul-00	6184	11-Jun-00
MD	Baltimore	Sub-Sta 083	Estab at North Ave & McCulloch St	01-Jul-00	6184	11-Jun-00
MD	Baltimore	Sub-Sta 084	Estab at Fulton & Riggs Aves	01-Jul-00	6184	11-Jun-00
MD	Baltimore	Sub-Sta 085	Estab at 1001 N Charles St	01-Jul-00	6184	11-Jun-00
MD	Baltimore	Sub-Sta 086	Estab at Mount Royal Ave & Dolphin St [modified below]	01-Jul-00	6184	11-Jun-00
MD	Baltimore	Sub-Sta 086	Amend order to chg location to York Rd & 22nd St	01-Jul-00	6186	13-Jun-00
MD	Baltimore	Sub-Sta 087	Estab at 124 S Howard St	01-Jul-00	6184	11-Jun-00
MD	Baltimore	Sub-Sta 088	Estab at Elm & 3rd Aves	01-Jul-00	6184	11-Jun-00
MD	Baltimore	Sub-Sta 089	Estab at NE Corner Lexington & Howard Sts	01-Oct-00	6273	25-Sep-00
MD	Baltimore	Sub-Sta 090	Estab at SE corner Eutaw & Saratoga Sts	01-Oct-00	6273	25-Sep-00
MD	Baltimore	Sub-Sta 091	Estab at NW corner Lexington & Howard Sts	01-Oct-00	6273	25-Sep-00
MD	Baltimore	Sub-Sta 092	Estab at 1000 S Charles St	01-Oct-00	6273	25-Sep-00
MD	Baltimore	Sub-Sta 093	Estab at 212 N Howard St	01-Oct-00	6273	25-Sep-00
MD	Baltimore	Sub-Sta 094	Estab at 449 N Gay St	15-Oct-00	6283	06-Oct-00
MD	Baltimore	Sub-Sta 094	Estab at 15 W Lexington St	15-Oct-00	6283	06-Oct-00
MD	Baltimore	Sub-Sta 095	Estab at 112 N Eutaw St	15-Oct-00	6283	06-Oct-00
MD	Baltimore	Sub-Sta 097	Estab at NW corner St Paul & 24th Sts	01-Jul-01	6448	24-Apr-01
MD	Baltimore	Sub-Sta 098	Estab at SW corner Fulton & North Aves	01-Jul-01	6448	24-Apr-01
MD	Baltimore	Sub-Sta 099	Estab at SE corner Park & North Aves	01-Jul-01	6448	24-Apr-01
MD	Baltimore	Sub-Sta 100	Estab at NE corner Pratt & Exeter Sts	01-Jul-01	6448	24-Apr-01
MD	Baltimore	Sub-Sta 101	Estab at SW corner Fayette & Monroe Sts	01-Jul-01	6448	24-Apr-01
MD	Baltimore	Sub-Sta 102	Estab at SE corner Fulton & Lafayette Aves	01-Jul-01	6448	24-Apr-01
MD	Baltimore	Sub-Sta 103	Estab at Baltimore & Harrison Sts	01-Jan-02	6637	10-Dec-01
MD	Baltimore	Sub-Sta 103	Estab at Baltimore & Harrison Sts	01-Jan-02	6637	10-Dec-01
MD	Baltimore	Sub-Sta 200 (Ellicott City)	Estab in lieu of Ellicott City PO disc from that date	01-Feb-96	4843a	20-Jan-96
MD	Baltimore	Sub-Sta 200 (Ellicott City)	Disc	30-Jun-96	4981	01-Jul-96
MD	Baltimore	Sub-Sta 201	Chg to Pikesville Sta	01-Jan-98	5406	20-Nov-97
MD	Baltimore	Sub-Sta 201 (Pikesville)	Estab in lieu of Pikesville PO disc from that date	01-Feb-96	4843a	20-Jan-96
MD	Baltimore	Sub-Sta 202	Chg to Mount Washington Sta	01-Jan-98	5406	20-Nov-97
MD	Baltimore	Sub-Sta 202 (Mount Washington)	Estab in lieu of Mount Washington PO disc from that date	01-Feb-96	4843a	20-Jan-96
MD	Baltimore	Sub-Sta 203	Chg to Saint Denis Sta	01-Jan-98	5406	20-Nov-97
MD	Baltimore	Sub-Sta 203 (Saint Denis)	Estab in lieu of Saint Denis PO disc from that date	01-Feb-96	4843a	20-Jan-96
MD	Baltimore	Sub-Sta 204	Chg to Westport Sta	01-Jan-98	5420	08-Dec-97
MD	Baltimore	Sub-Sta 204	Chg to Lowrey Sta [order modified below]	01-Jan-98	5406	20-Nov-97
MD	Baltimore	Sub-Sta 204 (Lowrey)	Estab in lieu of Lowrey PO disc from that date	01-Feb-96	4843a	20-Jan-96
MD	Baltimore	Sub-Sta 205	Chg to Elkridge Sta	01-Jan-98	5406	20-Nov-97
MD	Baltimore	Sub-Sta 205 (Elkridge)	Estab in lieu of Elkridge PO disc from that date	01-Feb-96	4843a	20-Jan-96
MD	Baltimore	Sub-Sta 206	Disc	15-Feb-97	5158	29-Jan-97
MD	Baltimore	Sub-Sta 206 (Mount Hope)	Estab in lieu of Mount Hope PO disc from that date	01-Feb-96	4843a	20-Jan-96
MD	Baltimore	Sub-Sta 207	Chg to Lauraville Sta	01-Jan-98	5406	20-Nov-97
MD	Baltimore	Sub-Sta 207 (Lauraville)	Estab in lieu of Lauraville PO disc from that date	01-Feb-96	4843a	20-Jan-96
MD	Baltimore	Sub-Sta 208	Chg to Lake Roland Sta	01-Jan-98	5406	20-Nov-97
MD	Baltimore	Sub-Sta 208 (Lake Roland)	Estab in lieu of Lake Roland PO disc from that date	01-Feb-96	4843a	20-Jan-96
MD	Baltimore	Sub-Sta 209	Chg to Wetheredville Sta	01-Jan-98	5406	20-Nov-97
MD	Baltimore	Sub-Sta 209 (Wetheredville)	Estab in lieu of Wetheredville PO disc from that date	01-Feb-96	4843a	20-Jan-96
MD	Baltimore	Sub-Sta 210	Chg to Glenburnie Sta	01-Jan-98	5406	20-Nov-97
MD	Baltimore	Sub-Sta 210 (Glenburnie)	Estab in lieu of Glenburnie PO disc from that date	01-Feb-96	4843a	20-Jan-96
MD	Baltimore	Sub-Sta 211	Chg to Mount Winans Sta	01-Jan-98	5406	20-Nov-97
MD	Baltimore	Sub-Sta 211 (Mount Winans)	Estab in lieu of Mount Winans PO disc from that date	01-Feb-96	4843a	20-Jan-96

State	City	Unit	Action	Eff Dt	PB No	PB Date
MD	Baltimore	Sub-Sta 212	Chg to Gardenville Sta	01-Jan-98	5406	20-Nov-97
MD	Baltimore	Sub-Sta 212 (Gardenville)	Estab in lieu of Gardenville PO disc from that date	01-Feb-96	4843a	20-Jan-96
MD	Baltimore	Sub-Sta 213	Chg to Parkville Sta	01-Jan-98	5406	20-Nov-97
MD	Baltimore	Sub-Sta 213 (Parkville)	Estab in lieu of Parkville PO disc from that date	01-Feb-96	4843a	20-Jan-96
MD	Baltimore	Sub-Sta 214	Chg to Powhatan Sta	01-Jan-98	5406	20-Nov-97
MD	Baltimore	Sub-Sta 214 (Powhatan)	Estab in lieu of Powhatan PO disc from that date	01-Feb-96	4843a	20-Jan-96
MD	Baltimore	Sub-Sta 215	Chg to Arbutus Sta	01-Jan-98	5406	20-Nov-97
MD	Baltimore	Sub-Sta 215 (Arbutus)	Estab in lieu of Arbutus PO disc from that date	01-Feb-96	4843a	20-Jan-96
MD	Baltimore	Sub-Sta 216	Chg to Rosedale Sta	01-Jan-98	5406	20-Nov-97
MD	Baltimore	Sub-Sta 216 (Rosedale)	Estab in lieu of Rosedale PO disc from that date	01-Feb-96	4843a	20-Jan-96
MD	Baltimore	Sub-Sta 217	Chg to Fairfield Sta	01-Jan-98	5406	20-Nov-97
MD	Baltimore	Sub-Sta 217 (Fairfield)	Estab	01-Feb-96	4843a	20-Jan-96
MD	Baltimore	Sub-Sta 218	Chg to East Brooklyn Sta	01-Jan-98	5406	20-Nov-97
MD	Baltimore	Sub-Sta 218 (East Brooklyn)	Estab	01-May-97	5226	21-Apr-97
MD	Baltimore	Sub-Sta 219	Chg to Saint Helena Sta	01-Jan-98	5406	20-Nov-97
MD	Baltimore	Sub-Sta 219 (St. Helena)	Estab in lieu of St. Helena PO	01-Jul-97	5275	18-Jun-97
MD	Baltimore	Sub-Sta 220	Chg to South Towson Sta	01-Jan-98	5406	20-Nov-97
MD	Baltimore	Sub-Sta 220 (South Towson)	Estab	01-Jul-97	5277	21-Jun-97
MD	Cumberland	Sub-Sta 01	Chg to Sta A (South Cumberland))	15-Oct-01	6578	01-Oct-01
MD	Cumberland	Sub-Sta 01 (South Cumberland)	Estab	01-Jul-00	6125	02-Apr-0

TO BE CONTINUED

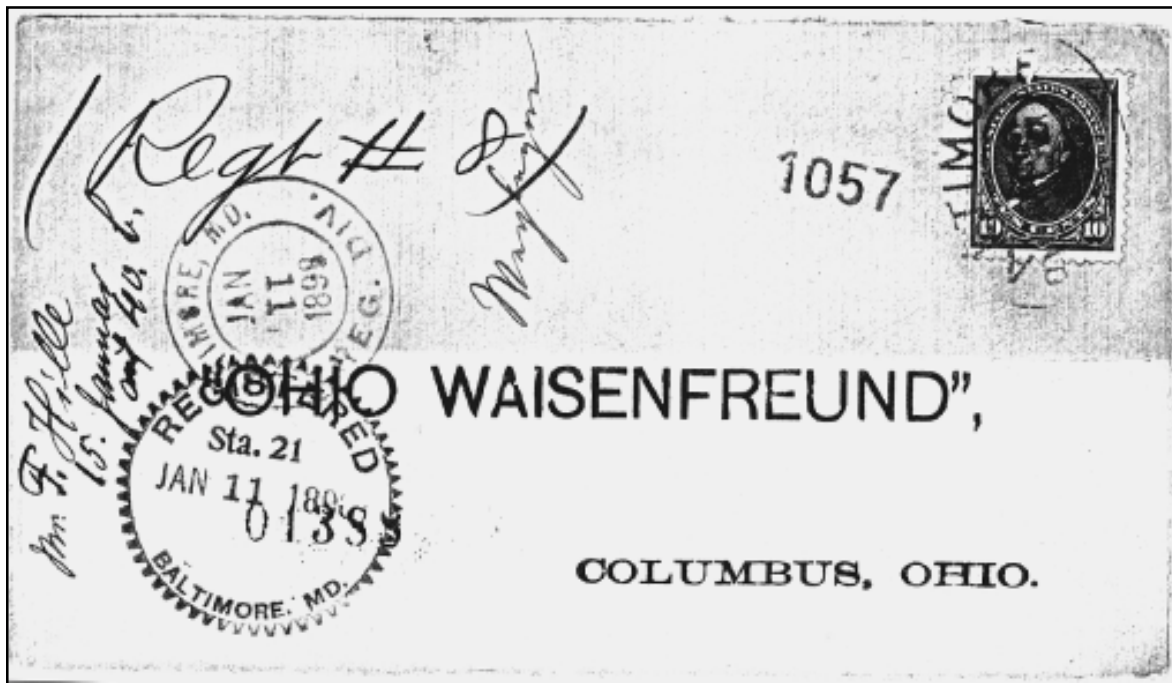


Figure 5 Not all sub-station markings contain the work “sub.” This non-standard registered marking from Baltimore, Maryland’s Sub-Station 21 can be determined to be a sub-station marking because of the date. In 1898, all numbered stations were sub-stations.





Figure 1. The scarce, but more common of the two ovals, VI b(7).

## The Numeral Duplexes of Washington, D.C.

### PART III

By Carl L. Stieg

After diverging from the variety listing of Part One, I am now back on track and this listing covers the 1890 through 1910 time period, which is the latest I collect. These duplexes after 1890 do not fit neatly into sets as did the earlier ones and it has been necessary to adopt a different format for these years. This is also partially due to the poorer strikes in the later years and the fewer covers available to me.

**Type VI:** Dial 24 ½ to 26 mm diameter with large comma after Washington, obliterator—numeral within barred or barrel ellipse.

a. Numeral 1, 26 mm dial

- (1) Barrel ellipse with three bars above and below, large letters. 3 Jan 91
- (2) Barrel ellipse with three bars above and below, numeral in 10 mm circle, sharper ellipse and smaller letters in dial than (1). 23 Jul 00 - 10 Sep 01

- (3) Barrel ellipse with three bars above and below, numeral in 12 mm circle, wider (18 mm) ellipse, large letters. 22 Jan 04

b. Numeral 2

- (1) Eight barred ellipse, numeral in 11 mm circle, 26 mm dial. 18 Sep 90
- (2) Barrel ellipse with two bars above and below, numeral in 11 mm circle, 26 mm dial. 3 Mar 91 - 2 Dec. 97
- (3) As (2) except 24 ½ mm dial. 29 Sep 99
- (4) More pointed barrel ellipse with three bars above and below, numeral in 10 mm circle, 26 mm dial, smaller letters. 23 Oct 04
- (5) As (4), except larger letters. 26 Feb 06 - 5 Aug 07
- (6) 27 x 23 mm oval date stamp [date (M,D,Y)/WASHINGTON/D.C./time]; obliterator: barrel ellipse with three thin bars above and below. 3 Mar 98

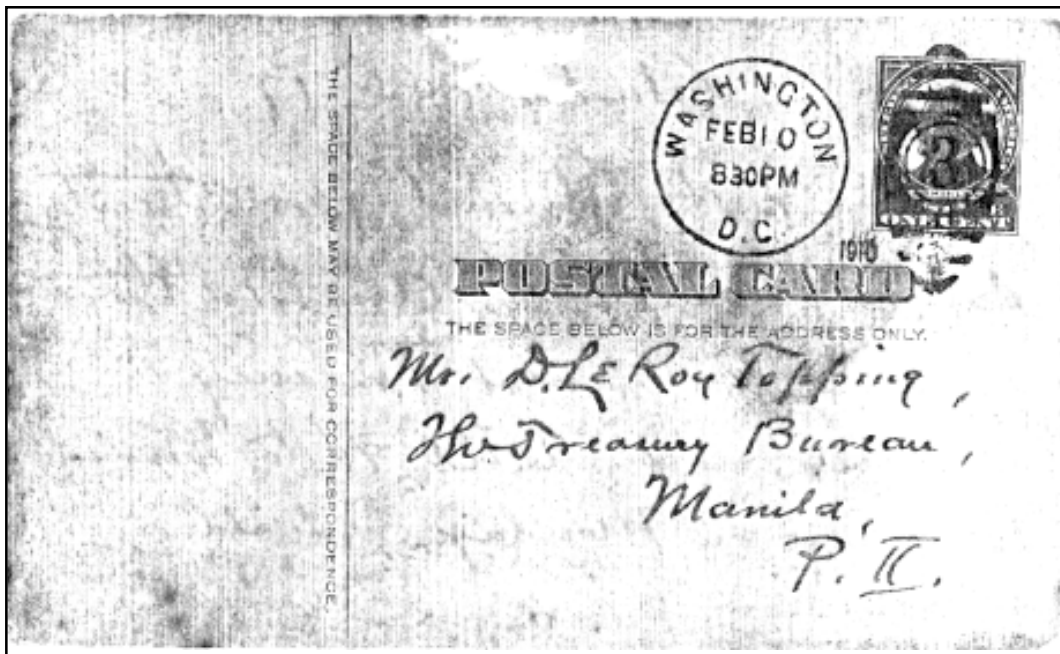


Figure 2 A Return to Year Outside of Dial, VI c(3).

- (7) As (6), except oval 36 x 22 mm. 4 Mar 97 - 21 May 98 (Figure 1).
- c. Numeral 3
  - (1) Barrel ellipse with two bars above and below, numeral in 12 mm circle, 26 mm dial. 30 Apr 92 - 4 Sep 95
  - (2) Barrel ellipse with three bars above and below, numeral in 10 ½ mm circle, smaller letters. 25 Mar 00 - 29 Aug 07
  - (3) Barred ellipse with three bars above and below, numeral in 10 ½ mm circle, 25 ½ mm dial with D.C. at bottom and date outside. 10 Feb 10 (Figure 2)

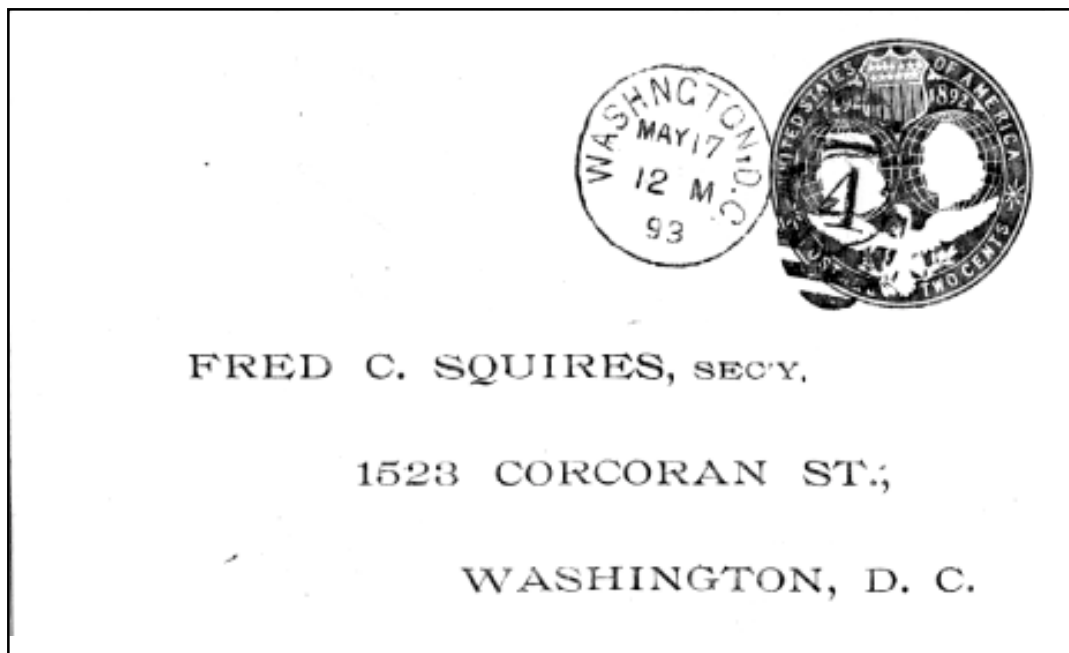


Figure 3 The Rare Missing "I" Variety VI d(2)

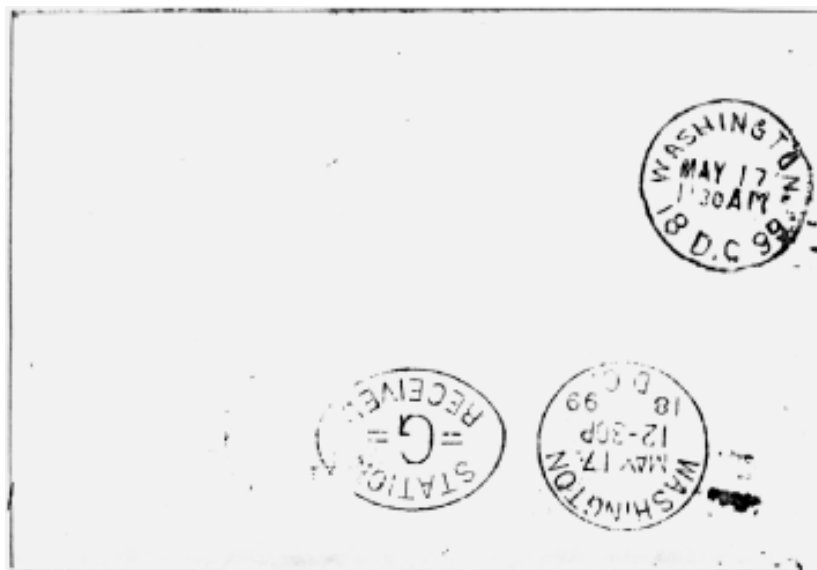


Figure 4 The 22 mm dial—unlisted.

- d. Numeral 4
- (1) Barrel ellipse with two bars above and below, 26 mm dial. 9 Feb 92
  - (2) Eight-barred ellipse, 26 mm dial with no 'I' in 'WASHINGTON'. 17 May 93 (Figure 3)
  - (3) Barrel ellipse with three bars above and below, 26 mm dial, smaller letters. 27 Oct 00
  - (4) Barrel ellipse with three bars above and below, 25 mm dial. 27 Jul 07 - 3 Jan 08
  - (5) As (4) with D.C. at bottom of dial and date outside. 21 Jul 09 - 14 Sep 09
- e. Numeral 5
- (1) Ten-barred ellipse, 25 ½ mm dial. 11 Nov 90 - 3 Aug 95
  - (2) Barrel ellipse with three bars above and below, 25 ½ mm dial. 11 Oct 92 - 8 Mar 96
- f. Numeral 6
- (1) Ten-barred ellipse, 25 ½ mm dial. 5 Jul 95
- g. Numeral 7
- (1) Ten-barred ellipse, 24 ½ mm dial. 13 Jun 91 - 13 Apr 92
  - (2) Ten-barred ellipse, 25 ½ mm dial,
- larger letters. 1 Jul 91 - 11 May 96
- (3) Barrel ellipse with three bars above and below, 25 mm dial. 31 Mar 96
- h. Numeral 8
- (1) Ten-barred ellipse, 25 ½ mm dial. 29 Jun 92 - 8 Jan 99
  - (2) Barrel ellipse with three bars above and below, 25 ½ mm dial. 23 Mar 92 - 7 Mar 95
- A 22 mm dial (which may be part of a numeral duplex) has been seen for 1899 and 1900 (see Figure 4). In each case there are faint remnants of what appears to be a barred ellipse. It would be appreciated if anyone in possession of a complete impression would send a copy to me.
- It is apparent that the coverage of these years, 1890 - 1910, is much less complete than for the earlier years. I would like to rewrite this section in the manner of Part I, but don't feel able to do so with the information now available. It is hoped readers will be able to fill in some of the gaps and make the pattern a little more clear. I also hope someone will take on the task of filling in the story after 1910.

Col. Carl L. Stieg  
Apt. 15, 260 Merrydale Rd.  
San Rafael CA 94903

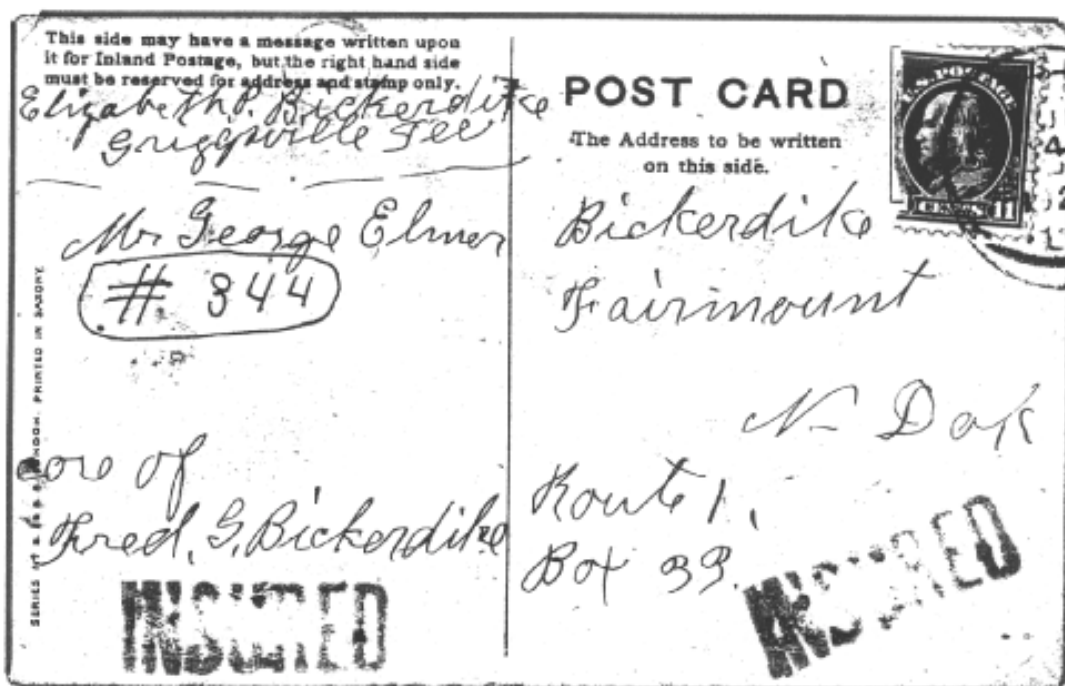


Figure 1

## An Unusual “Insured” Postcard

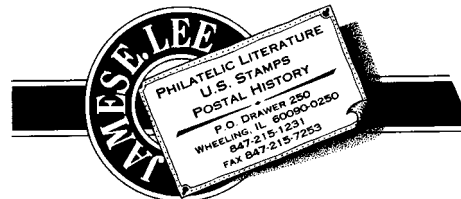
By Ronald Olin

**Figure 1** shows the backside of a pre-1920, printed birthday postcard. There is an off-the-edge circular date stamp from Griggsville, Illinois, dated June 4, 1920's. It is addressed to Fairmount, N.Dak. and both the sender and addressee have the same last name. The message side has another man's name and a number.

An eleven-cent green Franklin stamp (Scott #511) and a double auxiliary marking “*Insured*” in magenta are of special interest.

This auxiliary marking sometimes appears extraneously on postcards as if postal clerks were testing the handstamp. However, this postcard also has the eleven-cent stamp – the insurance fee being ten-cents in the 1920's.

Postal regulations indicate that one can only insure mail with an intrinsic value, not something like a postcard or letter. Randy Stehle, a *La Posta* associate editor, very kindly reviewed this postcard. We agreed that this postcard was very strange.



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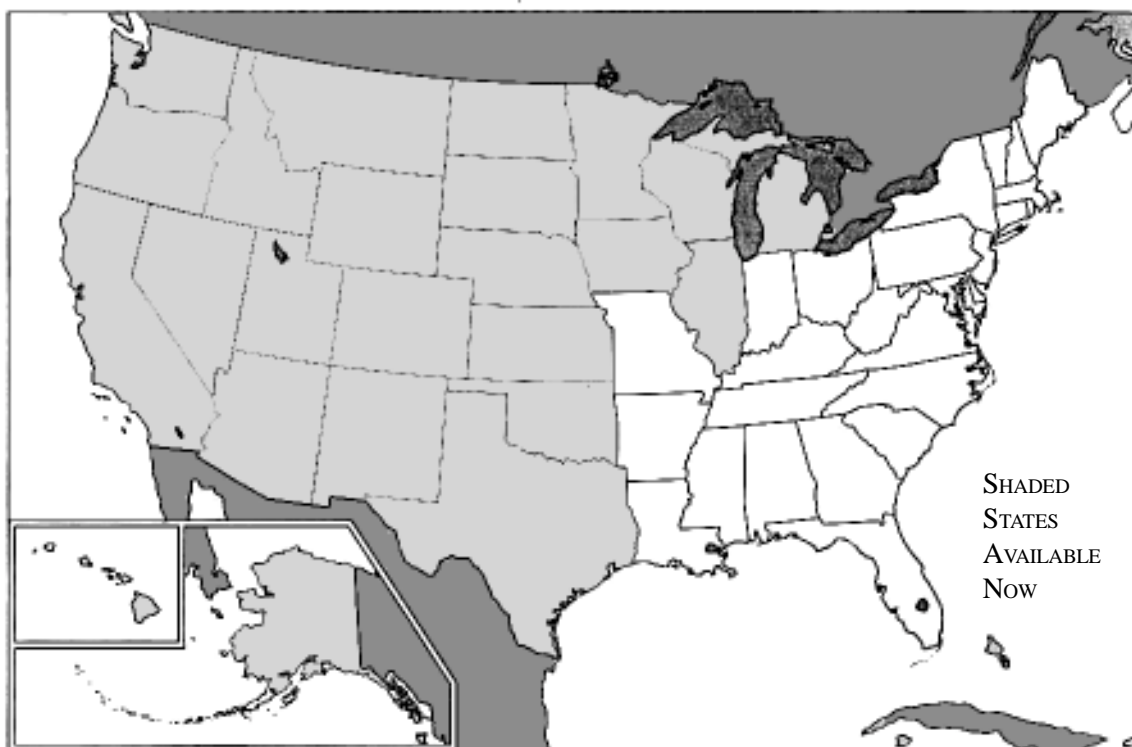
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*Figure 1* George Friend's General Store circa 1905. The post office was in the front left corner of the store.

## Recollections of Cicero, Kansas

**By George Merle Brooner**

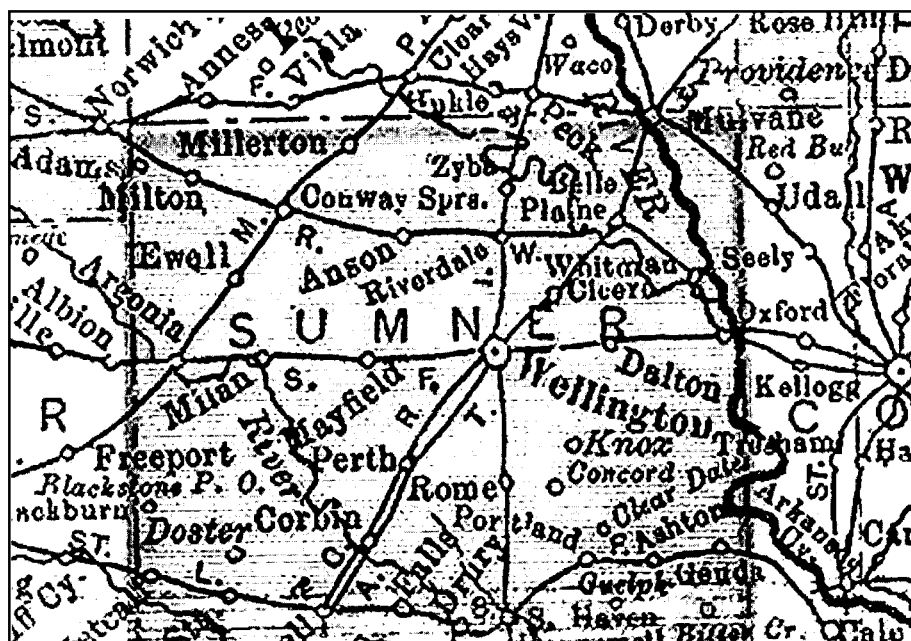
*George Brooner's grandfather, George Friend, was the second postmaster of Cicero, a railway town in Sumner County that was located between Belle Plain and Wellington. The post office was established in 1883 and closed in 1934. Following are Mr. Brooner's recollections of the town and its post office.*

In the very earliest days of Cicero, there was a Mr. St. Clair who was promoting the railroad. At that time counties were promoting bonds to help bring in the railroad so he may well have been with the Santa Fe. In any event he promised the people in the area a "switch" so they would have a place to sell their cash crop—wheat. He was as good as his word and when the railroad was built there was a "switch" and siding at what became Cicero. For some time the railroad ended there. Naturally, this brought traffic and a small village started. It had to have a name so it was called Cicero, which was Mr. St. Clair's given name. At its peak there were two stores, a lumber yard, a hardware store, a blacksmith shop, and a pool hall—which according to Granddad's notes did not prosper. I do not know the date the post office opened but a Mr. Headrick was first postmaster.

My grandfather, George Friend, along with his brother opened the "*Friend Brothers General Store*" in April 1891. Granddad's brother was the wheat buyer and lacking an elevator, it was scooped directly into box cars. I am sure these were only 40,000 cap cars (in my day we had all steel 120,000 cap cars). I do not have the date Granddad became postmaster but he served in that capacity for almost forty years. Since it was closed sometime in the 1940s he must have taken over shortly after 1900. It was always a fourth class office. George Friend is shown in the center of the photo in **Figure 1**, and the boy on the right is my uncle.

At some time in his later years, my granddad was asked to give a speech to some group, and in preparation made extensive notes. I have a copy of these and all of this information was taken from these notes.

I lived in Cicero from age 2 ½ (1918) until 1928, after which I returned often for years. My memory of the town was the railroad station (signal tower), Granddad's elevator, the farmer's coop elevator, Granddad's general store and his house, and Dad's house. I attended a one room rural school through the eighth grade. My father was with the Santa Fe for over fifty years. From Cicero he went to Winfield where I attended high school and college.



Map 1. Cicero was on the Santa Fe Railroad northeast of Wellington in Sumner County in south central Kansas as shown in this 1895 atlas map.

Source: The Livingston County MI. Genealogical Web Site  
[<http://www.livgenmi.com>]

My memories of life in Cicero are very pleasant. In wintertime, I trapped opossum, skunks, muskrats, etc. and sold the hides. I had my first 22-rifle at age nine and hunted on the farms around alone. There were always lots of fireworks on July 4<sup>th</sup>. Note the shreds of paper on the side of the store in **Figure 1**, above. Whenever the circus came to Wellington, the posters were always put there. Dad always had a cow, chickens, and sometimes domestic rabbits so there were chores. At school every boy carried a pocket knife! My grandchildren could not possibly imagine a life like this.

### George Friend

As I remember him, my grandfather was a small man, not over 5 feet, 6 inches but somewhat on the stocky side. He looked like part Indian—coal black hair, dark reddish complexion, Roman nose, high cheek bones and sparse beard. His half-sister Marie in complexion looked even more Indian. If there is any Indian blood, however, it is not known. Born in Illinois, he was always a fervent Republican and disciple of Lincoln. He seemed happiest when discussing politics, and I remember the Cicero store always had large posters of the Republican presidential and other nominees.

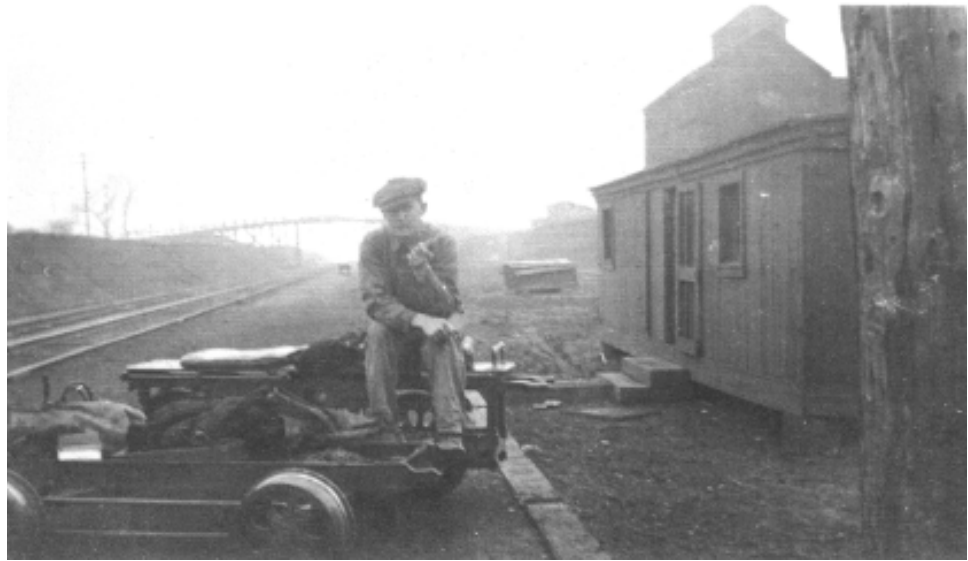
George Friend came to Kansas with the rest of the family in 1877 at age ten. The family located on a farm just west of Cicero. Presumably he attended some school in the area. In 1887 he was in Ft. Scott, Kansas attending “Normal” school. I believe he later may have taught for a short period at the old

Plainview school. Sometime around 1889-1891 he and his brother William Harrison “Harry” established the Friend Bros. General store in Cicero. The letterhead states “Dealers in Dry Goods, Notions, Fine Groceries and General Merchandise”. In 1893 he married Susan Terhune whose parents had a farm between Cicero and Wellington. About 1896 the Friend Bros. Established another store in Carney, Oklahoma Territory. Supplies were hauled in by wagon. A third brother, Elmer, was put in charge. This venture turned out to be a disaster, as apparently Elmer could not cope. Carter Terhune (Susan’s brother) was sent down to attempt to put things in order but apparently ended up closing it out. While there, however, he met his future wife Lynn. I do not know when or why the Friend Bros. Partnership dissolved.

The Cicero store was George Friend’s life and I think he must be considered a good businessman. He seemed always willing to try new ideas and he engaged in numerous side activities. At Cicero he had the first grain elevator. I do not know the ownership but I believe he bought grain for the account of Hunter Milling Co., Wellington, Kansas. He also sold coal brought in on the railroad by carload. I was told that he had the third car in Sumner county—I believe a chain drive, hard rubber tired truck. The earliest vehicles I remember were a Reo truck (which I called the PSA) and an Olds touring car. I do not know the date but he must have installed about the first ever Delco system. This provided lights for



**Figure 2** George Brooner's father sitting on a railroad motor car in front of the old "box car" depot with the grain elevator looming behind, ca. 1920. When the railroad was double tracked from Cicero to Wellington the depot was replaced with a modern two-story signal tower.



home and store. There were two long rows of open-topped glass batteries (perhaps forty) which were charged daily by a gasoline engine-driven generator. The current was 32 volts D.C. Some of my earliest memories are of the old two-wooden-tub washing machine on the back porch. It was belt driven by a small single cylinder stationary gasoline engine. George Friend himself, however, was almost devoid of mechanical ability. I am sure that son Lawrence got his start and training for his lifetime vocation beginning about age ten keeping the gasoline powered equipment operating.

Around 1906, George took a "claim" on land about four miles from Artesia, New Mexico. George mainly stayed home and tended store and wife Susan and various children lived there a year to "prove" it. My mother attended the fourth grade in Artesia and her sister, Artesia, was born there. An uncle of George Friend's, Will Taylor, stayed with them in Artesia. He drove my mother to school each day in a horse and wagon. Will Taylor had come with the family to Kansas.

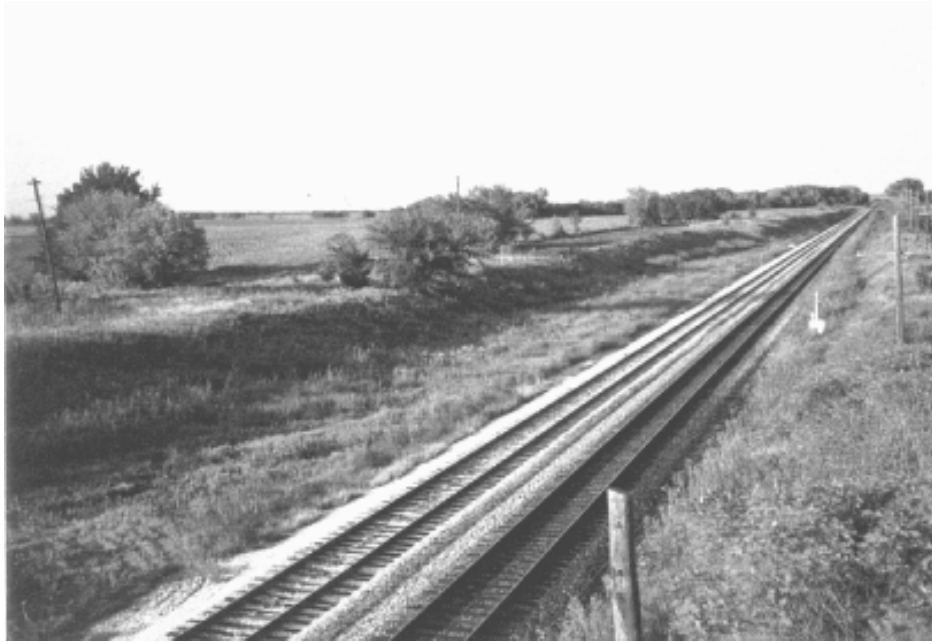
George Friend was the second postmaster of Cicero, Kansas and the post office was in a corner of the store. He was postmaster until the office was closed. At least twice each day the accumulated mail was put in a heavy canvas bag, locked and hung in a special rack alongside the railroad. As the passenger train went through (at 50 MPH) a special hook on the railroad mail car reached out and grabbed it on the fly. Incoming mail in the same type bag was thrown off the same car.

A good businessman? I must record two examples. The pay of a fourth class postmaster at that time was whatever the total amount of the stamps canceled from that office was for the day. He bought eggs from people who came to trade at the store. The price was usually slightly higher in Kansas City than in Wellington. When this happened he would ship by the case to Kansas via Parcel Post, which was postage free to him.

Around 1926 he established the Kansas Gum Company. From a national "*Dunn and Bradstreet*" business directory he sent postcards (postage free) to businesses all over the USA. These cards offered a carton of 90 packages of gum plus a billfold and 90 marbles (for prizes) for \$2.75. The orders, however, were sent out C.O.D. The cartons of gum came by freight in wooden boxes about the size of a coffin. I cannot remember how many postcards and mailing labels I have addressed.

George's wife—Susan Terhune Friend—died in childbirth in 1915 as did the infant son. Shortly after my parents moved from Mulvane into Granddad's house, and Mother cared for the kids still at home. George never remarried and the store and other businesses were his life. The family home, which started as a small one-story (probably four rooms) grew into a two-story with eight rooms plus a pantry and upstairs sleeping porch. It is now gone but at its prime must have been an area showpiece.

The post office closed in 1934, but the store didn't close until 1950 or shortly before at which time George Friend was the longest customer of the Security State Bank in Wellington. Some items from the



*Figure 3 "Cicero" as it is today. Photo taken by the author on a drive through in the early 1990s.*

store are in a local museum in Wellington. His estate included the Cicero Property and four Western Kansas farms.

Postscript: After further researching Brooner's genealogy in 1988, contrary to my earlier belief, I am now

convinced that he was George Friend, Jr. A "Lineal Descent" form completed in handwriting and signed by [his father] George W. Friend on January 1, 1907 lists his third child as George Friend, Jr. Why he never used the middle initial nor the "Jr." is unknown.



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## THE FIRST TRANSMOUNTAIN MAIL ROUTE CONTRACTS

### PART Xd - THE WELLS FARGO CONTRACT

Route 14260, Fort Kearney to Salt Lake City, November 14, 1866 to  
September 30, 1868

by Daniel Y. Meschter

(Continued from Part Xc)

None of the original records of the "Grand Consolidation" of western stage companies under the Wells Fargo banner in November 1866 are known to have survived the San Francisco earthquake and fire of 1906. Jackson (1979, p. 6) relies on the *New York Tribune* of November 9, 1866 announcing the consolidation of the "chief interests" of Wells Fargo & Co. "with those of the Pioneer Stage Company, the Overland Mail Company, the Holladay Express and Stage Company, and all the lines of the American and the United States Express companies west of the Missouri." The first clue that this transaction was more than simply arms length purchases of business interests by Wells Fargo is the inclusion of the Pioneer Stage Company as one of the interests acquired, because Wells Fargo had already bought Pioneer from Louis McLane two years before.

Hungerford who, like Jackson, had unrestricted access to Wells Fargo archives, provides more specific details where he said (1949, p. 92):

On November 1, 1866, Wells Fargo, represented by Louis McLane, purchased Holladay's entire stagecoach empire, which from early 1866 had been named the Holladay Overland Mail and Express Company. For his empire he [Holladay] received \$1,500,000 in cash and \$300,000 in Wells Fargo stock. Less than two weeks later all the interests, Wells Fargo and Company, the Pioneer Stage Company, the Overland Mail Company, and Holladay's organization adopted the name of Wells, Fargo and Company. Wells Fargo took over Holladay's Colorado charter and has operated under it to this day. To do all this Wells Fargo increased its capitalization to \$10,000,000. Louis McLane was elected president of the new Wells Fargo, Ashbel H. Barney became vice-president . . .

This language that the Holladay Overland Mail and Express Company adopted the name of Wells Fargo and that Wells Fargo took over Holladay's Colorado charter confirms that the transaction was far more complicated than it appeared on the surface.

N.M. Loomis, better known as a popular chronicler, nevertheless had solid credentials as an historian and the approbation of the then Director of the History Room at the Wells Fargo Bank for his analysis of the "Grand Consolidation" used as the foundation for the following summary (1969, pp. 178-189).

It has already been observed that while the eastern division of the overland California route from Atchison to Salt Lake City was operated by the Overland Stage Line that Holladay chartered in Colorado in 1862, ownership of its mail contract was vested in Holladay individually. The same was true of two other mail contracts involved in the consolidation: Route 15022 from The Dalles, Oregon to Salt Lake City via Fort Hall and Route 14621 from Fort Hall to Virginia City, Montana. This gave him total control of the company; but, in modern financial terminology, limited his liquidity to the profits from the stage line's day-by-day operations. Further, the value of these contracts would expire upon their termination, Route 14261 on June 30, 1868 and the other two on September 30, 1868, and the Line's real assets would drop to their salvage value. Holladay's financial future, therefore, depended upon liquidating his mail contracts and infrastructure before the coming of the railroad made them worthless.

At the same time Holladay was extending his financial investments in other directions. He had already organized the California, Oregon, and Mexican Steamship Company in 1863 and as 1866 drew to a close was getting ready to organize the Northern Pacific Transportation Company preparatory to taking an interest in the Oregon Central Railroad a year later. Whatever his personal objectives might have been, the course of action he embarked upon in early 1866 was calculated to reduce his reliance on mail contracts and stage coaching and to make larger chunks of capital available for new enterprises.

His first step was to charter the Holladay Overland Mail and Express Company on February 5, 1866 with Bella Hughes, the last president of the C.O.C. & P.P., as president; John E. Russell as secretary/treasurer; and David Street, Samuel L.M. Barlow, and himself as directors. Loomis says that he then sold all of his mail and express lines, totaling almost 2,700 miles, plus the Overland Dispatch Company to the Holladay Overland Mail and Express

Company for \$3,000,000 (\$300,000?) cash plus \$1,500,000 for his mail contracts, stock, and good will to be paid \$100,000 down and the balance in six quarterly payments through October 1, 1867. These payments could only have come out of cash flow, if they actually were made, because there was nothing to suggest any infusion of new capital. Holladay probably continued to take the company's profits as dividends and waived the quarterly payments awaiting further developments.

This transaction was academic as far as the public was concerned. Sale of the mail contracts was not reflected in the marginal notes in the contract registers, but did set off a series of events.

To begin with, Holladay seems to have assigned his interests in the Holladay Company to William Fogg and Samuel L.M. Barlow, erstwhile Wells Fargo directors, as his trustees, opening the way to merger talks between the two companies. Wells Fargo was represented by Danforth Barney, its president, and Louis McLane, president of the Overland Mail Company, among others. It is obvious Wells Fargo also was carrying on discussions with both the United States Express and the American Express Companies at the same time.

The two companies finally settled on a scheme for the Holladay Company to buy Wells Fargo and Company, at least on paper, for 40,000 shares of Holladay Overland Mail and Express Company capital stock and the Overland Mail Company for 10,000 shares. This, of course, would give the Wells Fargo directorate majority control of the surviving company and presumably made Wells Fargo liable for the arrearages due to Holladay, which probably was Holladay's objective all along, plus enough stock to give Holladay a seat on the Wells Fargo board pending liquidation of the debt due him.

The actual consolidation on November 1st was a complicated sequence of moves. Both parties agreed to adopt the Holladay Overland Mail and Express Company bylaws for the surviving corporation and authorized the president of the Holladay Company to purchase the property and interests of Wells Fargo & Company, the Overland Mail Company, and the Pioneer Express Company. They then agreed to change the name of the Holladay Company to Wells Fargo & Co. At the same time the United States Express Company agreed to surrender its territorial franchise west of the Missouri for \$447,500, or that much credit toward the purchase of 7,975 shares of stock, and the American Express Company likewise for \$400,000, or that much credit toward the purchase of 7,400 shares. The directors then elected Louis McLane president of the new company.

Whatever reasons the Wells Fargo directors had for going through this complicated procedure – one clearly was to seize a dominant role in the western stage and express industry by displacing Ben Holladay – they never lost control and to all intents and purposes they were the purchasers of the Holladay Company for what was due to Holladay. Of 67,777 shares represented at the November 12th stockholders meeting to ratify the change of name, Wells Fargo & Co. owned 40,000 shares and controlled 10,000 more owned by the Overland Mail Company, in which it had a majority interest, for a 74% interest without considering how much control it might have had over the 15,175 shares now owned by the United States Express and American Express Companies.

The conventional interpretation of this consolidation argues that Holladay “put one over” on Wells Fargo, suggesting that he understood the implications of the coming of the railroad and saw the twilight of the stagecoach era while the Wells Fargo directors closed their eyes to current reality. As is so often the case with easy historical explanations, this view is grossly oversimplified. The Wells Fargo board was largely made up of experienced stage coach company managers and executives like Henry Wells, William Fargo, and Johnston Livingston and shrewd financiers and businessmen such as the Barneys and Louis McLane who were not easily fooled. Actually, a larger view is that the Wells Fargo board perceived that the mail, express, and passenger business was changing and that the company's survival depended upon bold steps such as entering into exclusive express contracts with the railroads and using the huge quantities of stock and equipment it now owned to serve the public both along the railroads and in more remote places by feeder lines. Proof of its success is that Wells Fargo did survive.

By the same token, Holladay achieved his objective of converting his mail contracts and assets in the Holladay Stage Line into cash to support his other ventures. He, too, perceived the changing business climate of the times, but his daring failed him.

The date of the “Grand Consolidation” generally is taken as November 1, 1866 and this may have been the case; but Holladay himself declared in his Memorial to Congress of March 6, 1872: “that from the year A.D. 1860 until the 13th day of November, A.D. 1866, he was contractor for the transportation of the United States mail on . . . the Overland Mail route,” suggesting the effective date was not until after the change of the Holladay Company's name to Wells Fargo & Co. was ratified on the 12th (Senate Misc. Doc. No. 19, Ser. 1890). Although the point may be suppositional, Holladay's statement is taken at face value and the effective date of the Wells Fargo contract is accepted as November 14th.

Fort Kearney is taken as the eastern end of the route on the strength of the POD order of July 31st that named it as the terminus of *the stage line*, not of the railroad which had reached Kearney City on the other side of the Platte River by that time (Appendix 28).

## THE ROUTE

The POD prepared new contract register pages for Route 14260, probably in August 1866, to reflect the changes in Route 14260 it made by its order of July 31st (Appendix 30). The pages, however, contain several errors and questionable entries that call for explanation.

In its original form, Fort Harker appears between Lancaster and Huron on the Atchison to Fort Kearney segment. It has been changed in Appendix 30 to its correct location between Junction City and Fort Fletcher on the Smoky Hill route. Fort Fletcher was at or near the site of Big Creek on the list of mail stations reported by Frederick (Table 13) when it was established. The name and site of the post office was changed first to Big Run and then to Hays City while Fort Fletcher became Fort Hays nearby.

The listing of Virginia Dale between Fort Morgan and Living Springs, the last station on the Platte River route before Denver, is an apparent error; its correct location was between La Porte and Laramie City. Next beyond Virginia Dale the route detoured from the Overland Trail (Table 11) across the Laramie Basin to the foot of the Black Hills where the railroad contractor founded Laramie City in the summer of 1866 and where the Army moved Fort Halleck and renamed it Fort John Buford > Fort Sanders a few miles south of Laramie City that fall.

Lupton, or Fort Lupton, St. Vrain, and Fort Junction, immediately following Denver City in the restated register page (Appendix 30), also appeared in the original register page (Appendix 28); but to what purpose is uncertain. Fort Junction post office established on February 5, 1866 plainly is not the same as either Junction or Junction House further east and in this sequence must be assumed to have been at or near the former site of Latham where it might have been the terminus of a spur route from Denver or an alternative to the Cutoff and/or the Denver to Fort Collins segments of the Salt Lake City route. Since it was discontinued after only a little more than a year on March 19, 1867, it played no role in subsequent events.

These stations, together with Whitney just outside of Denver, are taken in the present context as evidence of a new mail route between Denver and Cheyenne opened in December 1867 in lieu of the Julesburgh to Denver and the Denver to Laramie City routes.

Irrespective of when it was prepared, the new contract register page was already obsolete. The stations east of Kearney City to Atchison and Omaha were no

longer served by the Salt Lake route and an increasingly long list of stations west of Kearney City were dropped from the stage contract as the tracklayers passed them. The railhead on the Platte River route was past the 100th meridian and driving for North Platte nearly a hundred miles west of Kearney City by the time of the Grand Consolidation. (The chief sources reporting mileages and progress of construction of the Union Pacific Railroad in 1866, 1867, and 1868 are Ames, 1969, pp. 161, 233-35, 295; House Ex. Doc. No. 38, pp 1-14, Ser.1755).

The tracks were laid into North Platte at the confluence of the North and South Platte Rivers on December 3rd and construction was suspended for the winter fourteen miles beyond O'Fallon's Bluff at the end of the year. Tracklaying resumed in the spring of 1867 after a hard winter on the plains, entering Julesburgh, a key point, on June 24th.

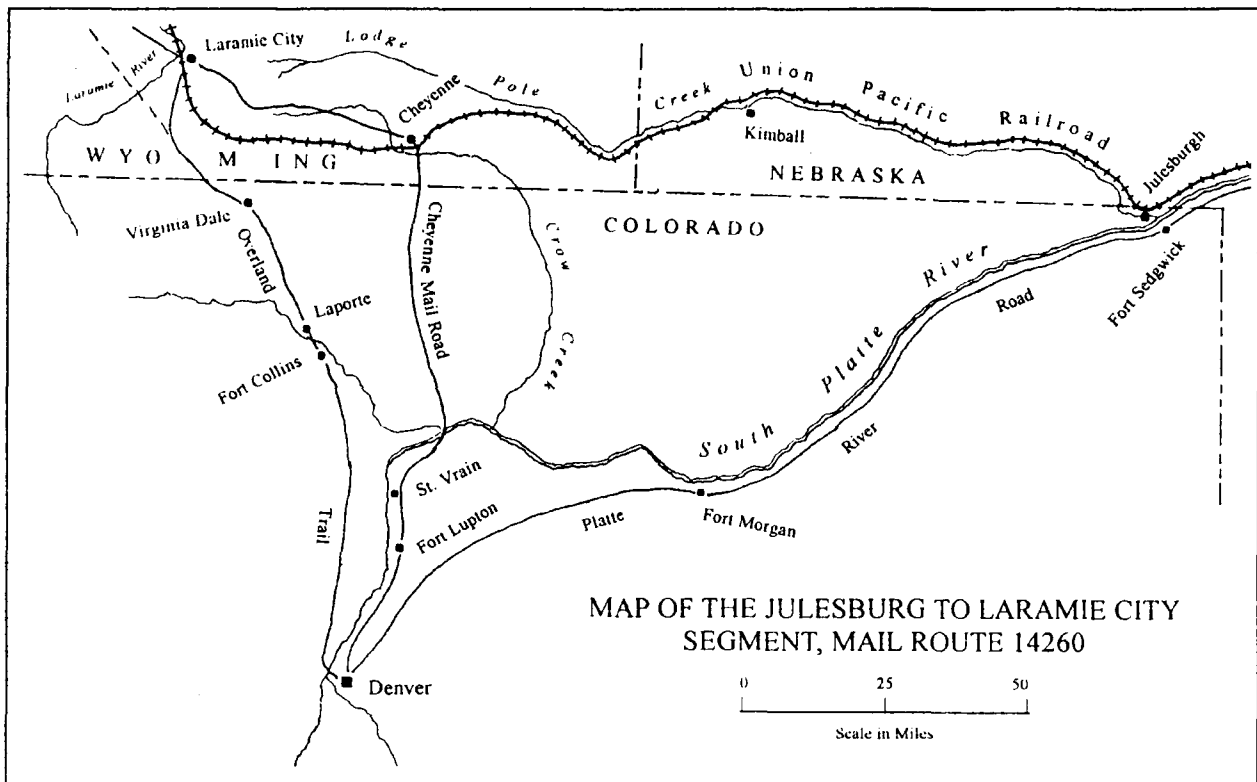
Sometime in the late summer or fall of 1866, Gen. Grenville Dodge, the Union Pacific's Chief Engineer, drawing upon his personal knowledge of the Black Hills or Laramie Mountains, as they are known now, and explorations conducted by district engineer, James Evans, chose a long, unbroken ridge rising up from the plains for the railroad's grade across the mountains (See G.A. Stelter, 1967, p. 6, n. 3 for a critical commentary on this event).

The railroad's approach to the mountains was to leave the Platte River at Julesburgh and turn almost due west up Lodge Pole Creek past Antelope [Kimball] and across a low divide from Lodge Pole Creek to Crow Creek and the foot of the mountains. The tracks passed through Kimball on August 29th and reached the new town of Cheyenne on November 13, 1867. While tracklaying continued another twenty miles beyond Cheyenne before the end of the year and crept to the summit during the winter, further progress was delayed until the spring of 1868 by the construction of a high bridge across Dale Creek on the west side of the crest; but as soon as the rails cleared the mountains in late May, it was hell-for-leather without letup to beat the Central Pacific to the Great Salt Lake valley.

Neither the marginal notes nor the reports of the Postmaster General mention any changes in either the Platte River or Smoky Hill routes. None were needed on the Smoky Hill road; but the grade Gen. Dodge surveyed over the Black Hills into the Laramie Basin furnished a new route between Julesburgh and Laramie City via Cheyenne supplementary to the Cutoff and Overland Trail routes to the Laramie Basin via Denver.

A trail over the Black Hills ten miles north of Dodge's railroad survey was known as early as 1850 when Stansbury crossed the mountains from the Laramie Basin to the head of Lodge Pole Creek on his return from the Great Salt Lake Valley in the fall of 1850 (Sen. Ex. Doc. No. 3, p. 258, Ser. 608). Another trail up Crow

leisurely pace. After wintering at Junction City, it crept forty-five miles into Salina in April 1867 and another 90 miles to Hays City in October. Now formally renamed the Kansas Pacific, it built 135 miles in the spring of 1868 from Hays City to the vicinity of Fort Wallace, twenty-five miles short of the Colorado line,



Creek a couple of miles north of the railroad probably was used by Wells Fargo stages in preference to either the Lodge Pole trail or the service road the railroad contractor would have cleared through the sagebrush along the railroad's grade to support his construction crews.

Proof that the mails were routed to Cheyenne by rail and transferred to Wells Fargo stages for the trip over the mountains to Laramie City is found in the marginal note of May 28, 1868 ordering a deduction of seventeen thousand three hundred and fifty-two dollars per annum due to the curtailment of service over the fifty-eight-mile segment from Cheyenne to Laramie City from June 15th, following the completion of the railroad to Laramie City.

West of Laramie City the railroad was seldom more than fifteen miles north of the Overland Trail. Beyond Bitter Creek they mostly ran along side of each other. Further south, the railhead of the Union Pacific Railroad, Eastern Division moved west at a much more

where it arrived on July 3rd (Baughman, 1961, p. 74). It would take two more years to build the last 200 miles to Denver.

## OPERATIONS

The only changes most people noticed from the Holladay Overland Mail and Express Company to Wells Fargo & Co. were the names on the sides of the stage coaches, the signs on the stations, and printed on the company's tickets and receipts. Wells Fargo did install some of its own superintendents and agents, but the majority of employees remained the same figures familiar to residents along the line.

The railhead was three-quarters of the way from Kearney City to North Platte on November 1, 1866 when the Holladay Company bought Wells Fargo, and was consumed by it. The Union Pacific probably continued transferring the mail from its mail car to Holladay's stage coaches at Kearney City until it moved



the transfer point to North Platte in December. Since railroads were paid for carrying the mail by the mile and not by weight (Senate Misc. Doc. No. 14, pp. vi-vii, Ser. 1785) while no deduction for curtailment of service was in effect for the stage company for the moment (*infra*), there was an advantage to both to move the transfer point ahead as often as practical.

The tracks reached North Platte on December 3rd and continued thirty-one miles further where construction was halted for the winter. The transfer point remained at North Platte for about six months from the middle of December through June 1867 when it was moved to Julesburgh in early July after the tracks reached there on June 24th. Julesburgh became an important junction on the old route to Denver with the railroad and stage road turning westerly up Lodge Pole Creek. It remained the transfer point for Denver mail for the rest of the year until mid November or the first of December after the tracks reached Cheyenne.

With the establishment of a transfer point at Cheyenne, anticipating the construction of the Denver Pacific Railroad a few years later, a direct mail route was opened approximately 100 miles to Denver after which the Cutoff route from Julesburgh to Denver and the Overland Trail from Denver to Laramie City were abandoned about the first of December 1867.

The tracks were laid into Laramie City on June 7th and it became the mail transfer point on the 15th. The next transfer point was at Benton, 121 miles west of Laramie City, as of August 10th. Benton was a short-lived hell-on-wheels end-of-tracks tent town at the edge of the Fort Steele military reservation beyond the west end of the railroad bridge across the North Platte River. Wells Fargo stages had easy access from there across rolling, sagebrush prairie to the Overland Trail between the North Platte and Sage Creek stations.

On September 30th, when the contract for mail Route 14260 expired, the railhead was driving down Bitter Creek into Green River City that became the new mail transfer point after the tracks reached there the next day. That summer, between June 8th and October 1st, the U.P.'s contractor laid 272 miles of track from Laramie City to Green River in 105 days, an average of a little more than two and a half miles a day.

Although Wells Fargo & Co. has not been found to have filed a claim for damages due to Indian depredations, it suffered heavily from mid February until the summer of 1867. The PMG noted in his 1867 Annual Report that during the spring and summer months the complaints of irregular mail service from the east at Denver and Salt Lake City were more numerous and pressing than at anytime previously (House Ex. Doc. No. 1, pp. 4-5, Ser. 1327). He concluded, however,

that charges the contractor was only using Indian troubles as an excuse and that there was no reason why the mails should not be carried regularly within scheduled time were not supported by the official reports of the War Department that "the most serious troubles did exist on the plains and that there was no safety for either passengers or mail except under ample military escort, which could not be furnished daily."

The PMG summed up the situation by quoting from an affidavit sworn by the Denver postmaster contained in the report of a special agent (*Id.*):

On that portion of the route from Denver to Omaha City, or terminus of railroad, Indian troubles of a most serious nature commenced as early as February 16, and notwithstanding the contractor, supported by the military, put forth every effort in his power to clear the road and keep it open, no mail was received at this office [Denver] over that route from February 23 to March 2. During the month of March our registers show eighteen failures. From June 8 to September 1 regular trips were made on alternate days, and from that date to the present we have had daily service. I am reliably informed that the delay was, in many instances, caused by the loss of stock driven off by hostile Indians, at points where it was impossible to replace it without prolonged delay. This was more especially the case on the route from Denver to Salt Lake City. Late in the winter the Union Pacific railroad was blockaded by snow, followed soon by high water, which caused another delay of three weeks and the diversion of the mail from the Platte to the Smoky Hill line.

This was at least one occasion when Denver mail was diverted to the Smoky Hill route. While no specific reports of other occasions have been found, the mere fact the POD ordered Holladay to inaugurate service on this route indicates that a significant part of the Denver mail was routed through Kansas City in the ordinary course of mail handling.

The PMG added his comments to the special agent's description of Indian disturbances in 1867 on behalf of the contractor, Wells Fargo & Co.:

From papers submitted by the contractor to the inspection division, it would appear that from April 1 to August 15, 1867, the Indians robbed him of three hundred and fifty head of stage stock; burned twelve of his stage stations, with large amounts of grain and hay, destroyed three coaches and express wagons, severely wounded several of his passengers, and killed outright thirteen of his most reliable employés (*Id.*).

Sporadic raids on travelers and settlers continued for some years, but attacks on the stage line essentially ended in the fall of 1867 when even the most resolute of the Indian leaders saw the futility of continuing concerted attacks.



It was noted in Part Xb that the POD first used language in its offer to Joseph Burbank in July 1864 providing for "pro rata decrease of pay" for curtailment of service "as the Pacific railroad shall be extended from time to time." Comparable language is not found in Holladay's contract (Appendix 29); but the sixth paragraph can be construed as authorizing deductions due to curtailment of the route by railroad construction where it said, "the Postmaster-General may discontinue or curtail the service in whole or in part . . . or whenever the public interest shall require such discontinuance or curtailment for any other cause, he allowing as a full indemnity to the contractors one month's extra pay on the amount of service dispensed with."

Postmaster General Randall clarified the Department's position in a letter dated March [4], 1868 to the House (House Ex. Doc. No. 201, p. 2, Ser. 1341). After assuring the House that: "No other contract with Ben Holladay for carrying the mails [to Denver] on the overland California route exists, and no other order than the one mentioned [July 31, 1866] in relation to this route has been made," Randall advised the House that:

It was understood that this condition of service would continue until the Omaha branch reached its nearest point to Denver without curtailment, but that, when the railroad progressed beyond that point, *pro rata* deductions would be made from Holladay's pay as contractor.

It was for this reason that no deductions were made until the railhead reached Cheyenne, the point nearest Denver, at which time the marginal notes of May 28 and July 27 1868 report deductions for fifty-eight miles from Cheyenne to Laramie City and 121 miles from Laramie City to Benton respectively, apparently pursuant to the provision of Paragraph 6. The marginal note of October 8th allowed one month's extra pay on the amounts deducted as authorized by Paragraph 6, although it is not strictly clear whether this extra allowance was paid for each deduction or only once.

### THE HOLLADAY CLAIM

The reasons Wells Fargo seems not to have asked Congress for relief due to Indian depredations probably was the lesson to be learned from Holladay's experience in the 39th Congress (1865-67) and the sentiment in Congress and the press that the liberal remuneration in western mail route contracts was more than enough to cover the inherent risks the contractors accepted.

Ben Holladay began the process of perfecting a claim in Congress in January 1866 for the losses he suffered between 1862 and 1865.

The House referred his first petition to its Committee on Indian Affairs which reported back House Bill No. 103 to refer it to the Court of Claims. The House

passed it on a voice vote on March 27th and sent it over to the Senate which, in turn, referred it to its Committee on Claims (*Congressional Globe*, 39 C., 1 Sess.).

The 46th Congress was unable to locate Holladay's original petition when it came up in debate, but cross references to it (*Congressional Record*, 46 C., 3 Sess., pp. 673, 720), confirm that it was substantially identical to a memorial Holladay filed in the 42nd Congress on March 6, 1872 that identified four classes of loss (Senate Misc. Doc. No. 19, pp. 1, 2, 64, Ser. 1890).

Finally, in the context of whether Holladay's 1866 petition mentioned a commitment Holladay said President Lincoln made to reimburse his losses in keeping the overland California route open (Senate Misc. Doc. No. 189, p. 62, Ser. 1890), Senator Plumb (Kansas), his most caustic opponent, admitted (*Congressional Record*, 47 C., 2 Sess., p. 1218):

I had the original memorial of 1866 among my papers, but it has mysteriously disappeared; I have had occasion to compare the two memorials, and with the exception of the dates they are the same—makes no allegation at all that the President ever gave him any promise.

The classes of loss and damages claimed were: (1) damage or destruction of station buildings and supplies, theft of horses and mules, and murder of employees collectively labeled "spoilation by Indians," \$390,067; (2) property including horses and mules and supplies appropriated by the military authorities, \$30,000; (3) damages for change of route by military orders to the Cutoff route in 1864, \$50,000; and (4), abandonment of twenty-six stations and supplies in the move from the Fort Laramie or South Pass route to the Overland Trail in 1862, \$77,000. The Senate later adjusted the damages for spoilation by Indians down to \$369,739 for an aggregate of \$526,739.

The House in the 39th Congress chose to ignore classes of loss in Holladay's petition beyond changeover to the Cutoff route and appropriation of stock and supplies by the Army. The bill sent over to the Senate read (*Congressional Globe*, 39 C., 1 Sess., p. 2636):

That so much of the claim of Benjamin Holliday as relates to damages for change of route by military orders and property taken by the military authorities and appropriated to the use of the Government be referred to the Court of Claims for adjustment.

The Senate Committee on Claims reported the resolution with an amendment to strike out the words, "damages for change of route by military orders and." This reduced Holladay's claim solely to the property taken by the Army. The Senate passed it by a voice vote and returned it to the House for concurrence.

The House refused to concur; but there was not enough time left in the session for a conference commit-

tee to resolve the issue before Congress adjourned on July 28th.

Years later Senator Wallace (Pa.), in response to criticism that Holladay had not aggressively prosecuted his claim, noted that after no bills were introduced in the 40th and 41st Congresses (*Congressional Record*, 46th C., 2 Sess., p. 381):

During the Forty-second Congress, on March 25 1872, the Senator from West Virginia [Mr. Davis] presented the memorial of Mr. Holladay which has been alluded to to-day. It was referred to the Committee on Indian Affairs, that committee was discharged, and it was April 22, 1872, referred to the Committee on Claims. No more is heard of it in the Senate in that Congress, and it is unheard of in this House. On the 15th of December, 1873, in the Forty-third Congress, Hon. Benjamin F. Butler presented Mr. Holladay's petition for relief. That is all we heard of it in the House during the Forty-third Congress. On the 13th of January following Mr. Hitchcock presented the memorial of Mr. Holladay in the Senate, praying to be indemnified for losses sustained by Indian depredations; it was referred to the Committee on Claims and we heard no more of it in that Congress.

Then we come to the Forty-fourth Congress. In the Senate, on the 8th of December, 1876, Mr. Mitchell moved to refer the papers on file to the Committee on Claims. They were then referred, and that Senator early in 1877 reported a bill to send the claim to the Court of Claims, and accompanied it with a report, No. 583. It was not reached during that Congress, and no action was had in the House. In the Forty-fifth Congress Mr. Mitchell, chairman of the Committee on Claims, on October 16, 1877, again moved to refer the papers to his committee, and on the 26th of November, 1877, a bill was again reported back, referring the case to the Court of Claims. What occurred then? The bill and report of the Committee on Claims came up for consideration March 11, 1878, and it was discussed at length. The language of the bill did not suit the lawyers on this floor, and the ex-Senator from Michigan, Mr. Christiancy, and others so criticized the language used as to the character of the testimony to go to the court that he satisfied the Senate that the word "competent" ought to be placed before the word "testimony," in order that the Court of Claims should have other knowledge of the facts on which the claim was based than *ex parte*.

As the Holladay claim wended its torturous way through Congress after Congress, three principal issues emerged, of which the monetary amount of the damages was the least after the question of referring it to the Court of Claims and the quality of the evidence.

The Committee on Indian Affairs' judgment to refer it to the Court of Claims probably was not original in the committee. Both the Senate (Report No. 403, p; 2, Ser. 2006) and the House (Report No. 1182, p. 2, Ser. 2068) Committees on Claims during the 47th Congress

used the same language in reporting that Holladay himself asked that his case might be referred to the Court of Claims, but to what purpose is not clear. Perhaps he recognized he was dealing with an unfriendly Congress and hoped for better from the Court.

Speaking against referring Holladay's claim to the Court of claims as well as to the issue of quality of evidence, Senator Mitchell (Oregon) said (*Congressional Record*, 45 C., 2 Sess., p. 1554):

We are in the habit every day in Congress of passing upon claims of all kinds and character . . . that are presented here, entirely upon *ex parte* evidence. Claim after claim is adjudicated by Congress by the respective Committees on Claims of the two branches of Congress, and finally passed upon by the two houses, and the only testimony that is submitted, and upon which the committees and the two Houses are called to act, is *ex parte*, *ex parte* affidavits, without the power of cross-examination upon the part of the Government of any of the witnesses.

For its part, its published decisions indicate that the Court of Claims preferred to deal with abstruse questions of law rather than with toting up and awarding damages asserted in self-serving affidavits. Mitchell was persuasive to the extent that the Senate never did agree to send the Holladay claim to the Court.

It is true that Holladay's evidence of loss up to the 46th Congress was a series of affidavits he arranged for employees from drivers and station agents up Superintendent Isaac Eaton to swear to between 1862 and 1865 (Senate Misc. Doc. No. 189, p. 62, Ser. 1890). Since each had a personal interest in the matter and their statements were not subject to cross-examination, their affidavits were considered self-serving or *ex parte*.

It became obvious from their deliberations that many senators had no idea of what the American West was really like. Some, for example, thought including the cost of transportation in the value of hay and grain destroyed by the Indians was a fraud, on the theory hay and grain could be grown anywhere along the trail. One thought Holladay's assertion he required 1,750 horses and mules and more than 450 men to carry 50 tons of mail quarterly was a gross exaggeration, visualizing mail being picked up and carried a few tens of miles between stations. Another put his misconception into words (*Congressional Record*, 47 C., 2 Sess., p. 1180): "I think there were some, yes, many settlers on the route . . . I do not think it was entirely bare of all population except the employés of this contractor. If it had been, there would have been no reason for having such a mail-route run."

These senator could not come to terms with the reality that the only population centers west of Kearney at which more than a letter or two at a time were ever

picked up or delivered were at Denver, Salt Lake City, and Virginia City. The concept that the only people who could swear to events along the trail of *their own knowledge* were Holladay's employees was simply incomprehensible to them.

Somewhat irritably, Henry Teller of Colorado spoke out at one point (46 C., 2 Sess., p. 380):

[The] Senators here seem to be disposed to deal with this case as if it belonged to the Atlantic coast. They insist upon applying to it the rule as to prices which would prevail in New England or New York. The Honorable Senator said that there were places where they could cut hay along the line of the road. Undoubtedly there were some places and undoubtedly they did cut hay in some places; yet General Mitchell swears here . . . before the committee that the Government offered \$80 [per ton] for hay and could not get it.

The complaint the evidence was *ex parte* began to lose effect when not only Holladay's employees, but Army officers, stage company executives, and even Holladay himself appeared in person to offer viva voca testimony before the Senate's Committee on Claims (Senate Misc. Doc. No. 19, Ser. 1890).

Senator Plumb took another tack in an attempt to denigrate Holladay's claim by saying that while he was in command of the Eleventh Kansas Volunteer Infantry protecting the route in the spring of 1865, he carried the mail "on nearly three hundred miles of the route of Mr. Holladay for nearly two months, during which time he (Holladay) had not a teamster or a mule of his own on that part of the line—carried it with Government mules and Government horses, with Government private soldiers as driver." This entitled the government, he said, "to at least a full recoupment of that service so rendered." He then claimed modesty, ascribing the event to "the unwritten history," but used it as his basis for saying "I believe two-thirds of this claim is just as base a fraud as was ever attempted to be imposed on the American Congress." (45 C., 2 Sess., p. 1634-35; 46 C., 2 Sess., p. 719; 46 C., 3 Sess., p. 677).

There was something in the dialogue between Mitchell and Plumb that suggests Mitchell had reservations about the truth of the matter, but did not pursue it. When Senator Paddock (Nebraska) asked whether the facts Plumb narrated were in evidence before the Committee on Claims, Plumb was evasive.

Actually, the oral evidence in the hearings before the Committee repudiated Plumb's story. Robert Spotswood, agent for the Denver to the North Platte River division, admitted that the government had furnished Holladay's carriers with stock on two occasions (Senate Misc. Doc. No. 19, Ser. 1890):

Q. Did the government furnish you with any stock at any time? —A. They did on two occasions.

Q. How much? —A. Twelve head of mules, when making a trip between Virginia Dale and North Platte, and six head of mules at another time between North Platte and Sulphur Springs.

Q. Are you positive that the government did not carry the mail for you, or did they furnish mules or soldiers, except as a loan? —A. They never by themselves carried the mail.

Bela Hughes, Holladay's attorney denied any knowledge of such an event and Holladay himself agreed only to receiving assistance from the military on several occasions when his drivers had been killed and stations burned, but insisted both the soldiers working for him and forage supplied by the Army were paid for (46 C., 2 Sess., p. 719).

But Plumb continued to insist on the accuracy of his account in spite of Spotswood's testimony by adding some details he omitted before (47 C., 2 Sess., p. 1219):

I stated then [1877 or 1878] what I now state again, [1883] that while I was on that line, for a considerable portion of the time and for some hundreds of miles, the stages were run and the mail was carried by Government horses and Government mules driven largely by Government soldiers. Mr. Spotswood's attention I see was directed to that in substance, and he was asked the question as to whether "the Government did not carry the mail, or did they furnish mules or soldiers, except as a loan?" Mr. Spotswood conveniently goes on to leave [out] about the time I went there. I arrived at Fort Halleck, as I remember, on the 23d of June [1865]. After that time, and up to about the middle of August, the rule was that on from two hundred to four hundred miles of that line the stages were run and the mail were carried—practically, the whole business of the line was done—by Government horses and Government coaches and Government soldiers as drivers.

Lamentably, this version doesn't do much to support Plumb's allegation. He virtually accuses Spotswood of perjury for omitting "about the time I went there" and does not, for example, explain where the government obtained the numbers of harness horses and mules it would have required to replace Holladay's stock and especially the "government coaches," which certainly were not standard Army equipment.

The bill for Holladay's relief in the 46th Congress was introduced by Senator Henry Teller of Colorado on March 27, 1879. It took almost two years from early in the first session to the middle of the third session in January 1881 to bring the bill to a vote.

Whatever Teller's original text was, it clearly did not include referral to the Court of Claims. It did, however, adopt the Committee on Claims endorsement

of damages in the amount of \$526,739 (Senate Report No. 216, Ser. 1893).

Kernan of New York led an effort to amend the bill to refer Holladay's claim to the Court of Claims only to have his motion rejected on a record vote. After several other amendments the bill finally read:

*Be it enacted, &c.* That there be, and is hereby, appropriated, out of any moneys in the Treasury of the United States not otherwise appropriated, the sum of five hundred twenty-six thousand seven hundred and thirty-nine dollars, to be paid by the Secretary of the Treasury to Ben. Holladay, in full payment and satisfaction of all claims of said Holladay against the United States on account of his contract with the Post Office Department to carry the United States mails, and in full payment and satisfaction for all losses sustained by him by reason of his having carried the mail on a route different from the one specified in the contract under the order of the military authority of the United States, and upon the request of the President, during the existence of Indian hostilities on the line of said mail-route; and in full satisfaction for the property taken and used by United States troops for the benefit of the United States.

After fifteen years since the bill for the relief of Ben Holladay was first introduced, the 46th Congress finally decided not to refer the bill to the Court of Claims and agreed to accept the testimony before the Senate Committee on Claims as competent. Now at long last it could turn to the question of the dollar amount of damages. However, a majority of the Senate was staggered by the figure of more than a half million dollars in the bill. Clearly that amount could not be approved; but how to decide how much to pay?

Senator Thurman (Ohio) found the solution to this dilemma by moving that the words "five hundred twenty-six thousand seven hundred and thirty-nine" be struck out and the space left blank. The Chair then

accepted motions to fill the blank and called them without discussion in descending order.

Moved to insert \$365,000, rejected.

Moved to insert \$266,900, rejected.

Moved to insert \$200,000, rejected.

In an attempt to save something Teller moved to insert \$150,000, rejected.

Moved to insert \$100,000, agreed to.

At last, on January 18, 1881 the Holladay bill was passed in the Senate, 33 to 19 with 24 senators absent and sent to the House the next day; but that was the end of it. It is not known which came first, the House's failure to schedule consideration or Holladay's refusal to accept \$100,000 as a full satisfaction of his claim (House Report No. 1182, p. 1, Ser. 2068).

Senator Teller and Congressman Ellis (Louisiana) introduced bills at the opening of the 47th Congress for the relief of Ben Holladay. They were referred to their respective Committees on Claims which returned near identical reports reducing Holladay's losses to \$348,876. However, between parliamentary road blocks thrown up by Holladay's old nemesis, Preston Plumb of Kansas, and a futile rehash of the issues by the Senate, it was now beyond any question of doubt that no bill for the relief of Ben Holladay could ever pass Congress. The last straw was the rejection of an amendment reducing the amount to \$100,000, leaving the damages at \$348,876, which everyone knew the Senate could never agree to.

Bills for the relief of Ben Holladay continued to be introduced in the 48th and 49th Congresses until his death in July 1887 and then in the 50th and 51st Congresses on behalf of his children by his second marriage, Ben C. and Linda Holladay, but all to no purpose. Holladay's claim remained forever unsettled.

## PROTECTIVE POCKETS!

ARCHIVAL MYLAR "D," POLYPROPYLENE  
(100% acid free), and SAFETY VINYL.

ALL POCKETS PROTECT BUT, KRISTAL KARE, INC. PROTECTS SAFELY  
YES, SAFELY PROTECT YOUR COVERS, STAMPS, POSTCARDS, ETC.



Let us prove our quality to you! Send us your name and address and we'll RUSH YOU our "GET TO KNOW US" SAMPLE KIT. A \$3 retail value YOURS ABSOLUTELY FREE!! MADE IN THE USA.

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RUSH my FREE sample kit today. I understand no salesman will call.



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APPENDIX 30 - ROUTE 14260  
Contract Register 319, pp. 216 - 220)

## KANSAS

14260 old, Overland Route from Page 259, former Route Book

From	Atchison	Atchison	Kans
*Also commencing at Junction City, Kan. and running by Smoky Hill route to Denver City [infra]			
	Lancaster	"	"
	Huron	"	"
	Kennekuk	"	"
	Nemaha	Nemaha	"
	Log Chain	"	"
	Senaca	"	"
	Ash Point	"	"
	Fairland	Marshall	"
	Guittard's Station	"	"
	§Rock Creek *N & S[ch] ch. to	Lancaster	Neb
	*Jenkins Mills, Oct. 24/67	Jefferson	"
	*Little Blue, Est. 18 Dec. 1867, Dis. 9 Mch. 1868	Jefferson	"
	Big Sandy	Jones	"
	§Oak Grove, Dis. 30 Oct. 1866	"	"
	§Valley City, Dis. 31 May '67	Kearney	"
	§Kearney City	"	"
	Fort Kearney	"	"
	*Kearney City	"	"
	Plum Creek, Dis. 16 Mch 1868	"	"
	§Midway, Dis. 13 Feb. 1867	Lincoln	"
	*North Platte, Est. 13 Feb. 1867	"	"
	Cottonwood Springs	"	"
	*Fort Wallace	"	Neb
	*Kiowa, Est. Feb. 14, 1868, Bet. Denver [and] Fort Wallace	Douglas	Col.
	*§Julesburg, Est. Aug. 1, 1866, Dis. Aug 31, 1868	Weld	"
	§Julesburg, chg. to	"	"
	*Fort Sedgwick	"	"
	Fort Moore, Dis. Jan. 21, 1868	"	"
	*Running Creek, Est. 14 Apl. 1868	Douglas	"
	American Ranch, Dis. Nov. 25, 1867	"	"
	*Junction	"	"
	§Junction House *N. ch. July 16, '66 to	"	"
	*Fort Morgan, Dis. 26 June 1868	Weld	"
	*§Virginia Dale, Est. Jan. 9, 1868, Dis. Sept. 28, 1868	Larmier	"
	Living Springs, Dis. Nov. 27, 1867	Arapahoe	"

2nd Line

From	Junction City Fort Harker	Kan
------	------------------------------	-----

by	§Fort Fletcher, Est. Dec. 10, 1868 *N. & S. changed to *§Big Run Station, *9 July '67 N. & S. chg. to *Hays City - *Coyote		
to	Denver City		Col.
	*Whitney, Est. 27 Apl. 1868	Boulder	"
	Fort Lupton	Weld	"
	St. Vrain	"	"
	Fort Junction, Dis. 19 March '67	"	"
	Burlington	Boulder	"
	*Namagua, Est. 28 Jan. 1868	Larimer	"
	§Big Thompson,	"	"
	Fort Collins, Dis. Oct. 19, 1866, Re-Est. Dec. 5, 1866	"	"
	*La Porte, Est. Oct. 5, 1866	"	"
	*Laramie City, Est. Aug. 8, 1866		Dak
	§Fort Halleck, N & S. ch. Oct. 2, 1866 to		"
	*§Fort John Buford, N. & S. chyg 19 May 1868 to		"
	*Fort Sanders, Nov. 12, 1866	Laramie	"
	*Laramie City, _____ on P.R.R.		"
	*Elk Grove, Est. 24 Dec. 1866		"
	*Green River City, Est. Aug. 26/68	Carter	W.T.
	Fort Bridger	Green River	Utah
	*Echo City, Est. Dec. 13, 1867	Summit	"
	Coalville	"	"
	Enterprise	Morgan	"
	Morgan	"	"
	Hoytsville, disc.	Summit	"
to	Salt Lake City	Salt Lake	"

1220 miles and back, daily, supplying such offices as may be on the route, also Denver ,  
58 Col. Tr. by side mail daily.  
 1162

Schedule from April 1 to December 1  
 (8 months)

Schedule from December 1 to April 1  
 (4 months)

Leave Atchison, daily at 8 am.  
 Arrive at Salt Lake City, eleventh day by 6 am (243 hours).  
 Leave Salt Lake City, daily at 8 am.  
 Arrive at Atchison, eleventh day by 6 am (243 hours).

Leave Atchison, daily at 8 am  
 Arrive at Salt Lake City, fourteenth day by 2 am (306 hours)  
 Leave Salt Lake City, daily at 7 pm  
 Arrive Atchison, fourteenth day by 1 pm (306hours)

Contractor, Ben Holladay, New York	\$ 365,000
	<u>17,352</u>
	\$ 347,648
	<u>36,200</u>
	\$ 311,448

(See former Route book, page 261 for further particulars)

## MARGINAL NOTES

- 1868, May 28 Deduct seventeen thousand three hundred and fifty two dollars per annum for fifty eight miles curtailed distance between Cheyenne, Dakota and Laramie City, from June 15, 1868.
- 1868, July 27 Deduct thirty six thousand two hundred dollars per annum for one hundred and twenty one miles curtailed distance between Laramie City and Benton, Dakota from August 10th 1868
- 1868, October 8 Modify order of May 28, 1868, deducting seventeen thousand three hundred and fifty two dollars per annum for 58 miles curtailed service and order of July 27, 1868, deducting thirty six thousand two hundred dollars per annum for 121 miles curtailed distance so as to allow contractor one month's extra pay on amount deducted.

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*Congressional Record*

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- Letter from the Postmaster General in re Contracts with Benjamin Holladay, House Ex. Doc. No. 201, March 5, 1868, Serial 1341.
- Letter from the Secretary of War transmitting A report on the survey of the Union and Central Pacific Railways. House Ex. Doc. No. 38, February 2, 1877, Serial 1755.
- Report of the Special Commissioner on Railway Mail Transportation. Senate Mis. Doc. No. 14, December 14, 1877, Serial 1785.
- Report of the Committee on Claims in re the petition of Benjamin Holladay, February 9, 1880, Senate Report No. 216, Serial 1893.
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- Report of the Committee on Claims for the relief of Ben Holladay, May 3, 1882, House Report 1182, Serial 2068.



## POSTAL MARKINGS OF NORTH DAKOTA TERRITORY

Part VIII: McHenry, McIntosh, and McLean

By Mike Ellingson  
 Post Office Box 21402  
 Eagan, MN 55121  
 E-Mail: mikeellingson@juno.com

This is the eighth installment in an effort to catalog all known postmarks used in the portion of Dakota Territory that later became North Dakota. Please continue to send updates to the author at the above address. Thanks!

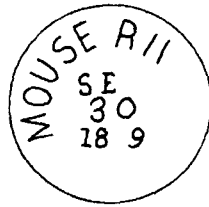
---

### McHenry County

Code	Earliest	Latest	Killer	Notes
<b>Ely (1888-1891)</b>				
<i>None Reported</i>				
<b>Granville (1888-Date)</b>				
<i>None Reported</i>				
<b>Lane (1886-1891)</b>				
1 MS	12 Apr 1887		pen	
<b>Mouse River (1) (1884-1886)</b>				
<i>None Reported</i>				
<b>Mouse River (2) (1886-1893)</b>				
1 C1?N1B26	30 Sep 1889		target	
<b>Newport (1884-1887)</b>				
1 MS	28 Mar 1885		pen	
<b>Nichols (1) (1886-1886)</b>				
<i>None Reported</i>				
<b>Nichols (2) (1886-1886)</b>				
<i>None Reported</i>				
<b>Pendroy (1884-1903)</b>				
1 C41HN1B30	26 Jan 1888		grid	
<b>Towner (1886-Date)</b>				
1 MS	11 May 1887		pen	
2 C31GN1B26.5	8 Mar 1888	9 Jan 1889	target	
3 C1GN1B27	17 Jun 1889		target	
<b>Villard (1882-1911)</b>				
1 C1G1N1RB26.5	14 Jul 1886		target	
<b>Wines (1888-1902)</b>				
<i>None Reported</i>				

*Lane & J  
4-12/187*

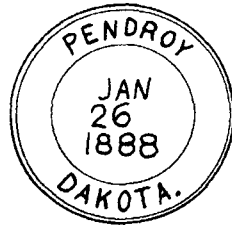
1



1

*W. J. P. - Oak  
Kear 28.5 / 85*

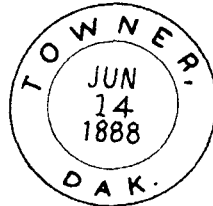
1



1

*Towner Dak 5/11 1884*

1



2



3



1

---

## McIntosh County

Code	Earliest	Latest	Killer	Notes
<b>Ashley (1888-Date)</b>				
1 C1GN1B27	17 Dec 1888	12 Apr 1889	target	
<b>Coldwater (1884/1924)</b>				
<i>None Reported</i>				
<b>Hoskins (1884-1888)</b>				
1 C1GN1B26.5	8 Jun 1887	26 Nov 1887	target	
<b>Jewell (1886-1906)</b>				
<i>None Reported</i>				
<b>Youngstown (1885/1899)</b>				
<i>None Reported</i>				

---

## McLean County

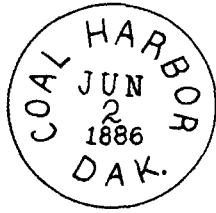
Code	Earliest	Latest	Killer	Notes
<b>Coal Harbor (1883/1922)</b>				
1 C1GN1B26.5	2 Jun 1886	9 Apr 188?	target	
2 CIHS1R32	6 Apr 1887		target	
<b>Conkling (1883-1913)</b>				
1 C1GN1B27	11 May 1888	27 Jun 1890	target	
<b>Erickson (1886-1890)</b>				
<i>None Reported</i>				
<b>Falconer (1884/1913)</b>				
1 C41QN1R28.5	13 Aug 1885		star	
<b>Fort Berthold (1874-1906)</b>				
1 C1GN1B27	31 Dec 1886	8 Feb 1888	star-in-circle	
<b>Fort Stevenson (1875/1894)</b>				
1 MS	19 Jun 1875	16 Oct 1875	pen	
2 C1GN1B25	21 Nov 1875	19 May 1877	cork	
3 C1GN1B25.5	28 May 1877	20 Nov 18??	target	
<b>Hancock (1886-1908)</b>				
<i>None Reported</i>				
<b>Ingersoll (1883-1905)</b>				
<i>None Reported</i>				
<b>Kapeto (1884-1885)</b>				
<i>None Reported</i>				
<b>Reed (1882-1884)</b>				
<i>None Reported</i>				
<b>Turtle Lake (1886-Date)</b>				
<i>None Reported</i>				
<b>Turtle Valley (1877-1882)</b>				
1 C41G10N1B31.5	16 Sep 1878	15 May 1882	star-in-circle	
<b>Walkertown (1882-1886)</b>				
<i>None Reported</i>				
<b>Washburn (1882-Date)</b>				
1 C1GN1B27	13 Jan 1885	14 Jan 1885	target	
<b>Weller (1883/1906)</b>				
1 C1GN1B27.5	8 Dec 1886		cork	



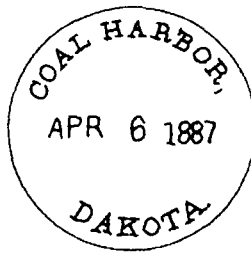
1



1



1



2



1



1



1

*Frederick D. N.*  
*June 19<sup>th</sup> '85*

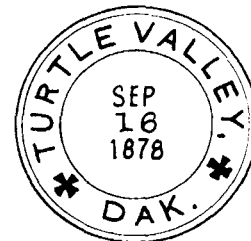
1



2



3



1



1

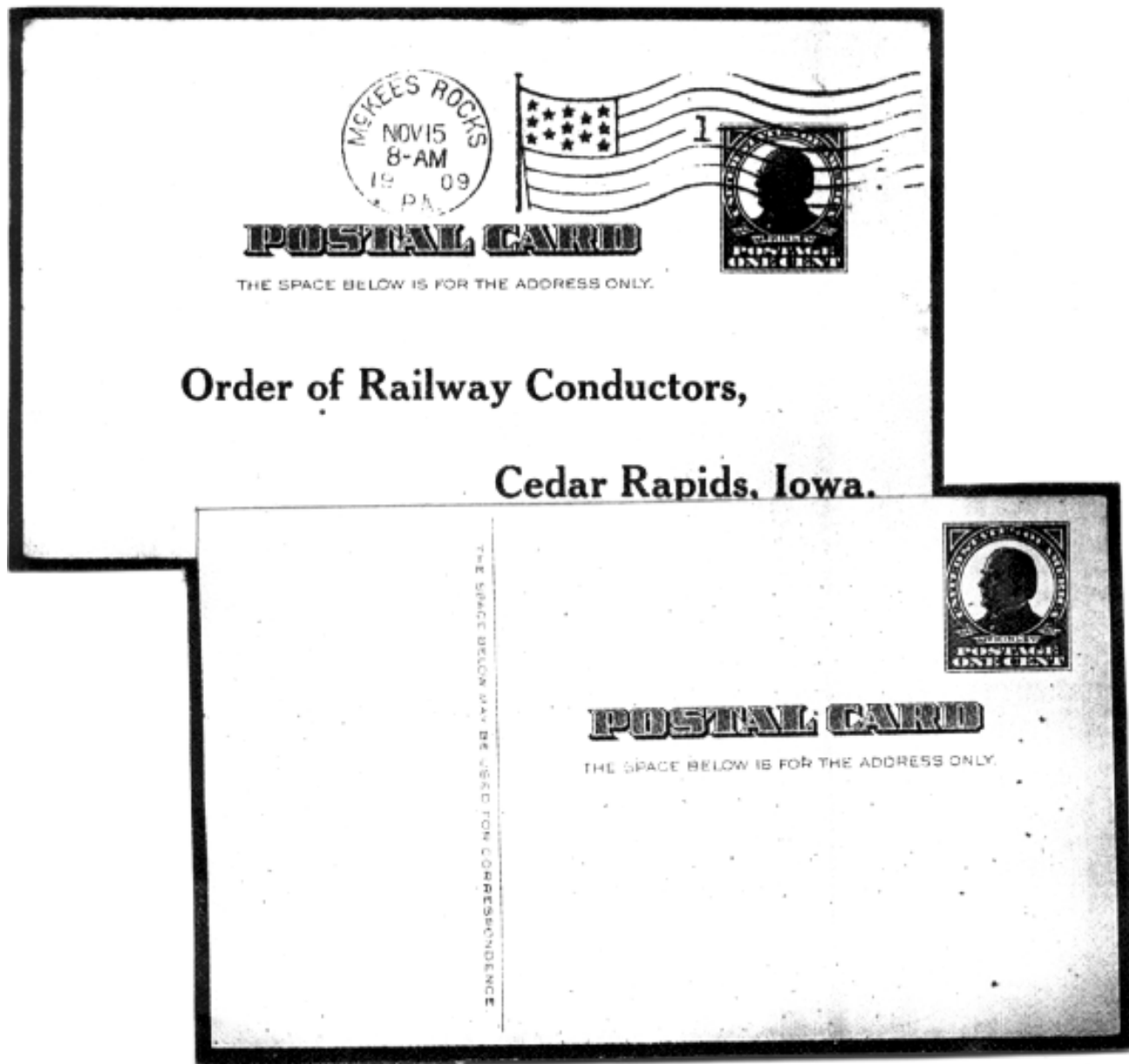


1

## United States Postal Cards Mailed in Violation of Postal Regulations

By H. J. Berthelot

The Post Office Department released the United States' first postal card in May of 1873. Designed for brief, general correspondence, the postal card was composed of two sides: a front side—referred to as the “address side”—which contained the “indicium” (printed stamp) in the upper right hand corner; and a back side—referred to as the “message side”—upon which the sender wrote his correspondence or printed his advertisement.



**Figure 1** The one-cent McKinley card on the upper left was issued in June of 1907. A postal regulation change in that year allowed the left one-third of a card's address side to be used for correspondence or advertising purposes. The McKinley card design was modified by moving the inscription to the right and lowering it slightly below the indicium and by adding a vertical line and inscription denoting the space. Seen on the lower right, the new McKinley card was released on 2 January 1908.

Although classified as First-Class Mail Matter, the postal card had certain restrictions placed on its usage. When a sender violated a restriction on the use of a postal card, some interesting auxiliary postal markings were affixed to the card and some equally interesting charges were assessed by the Post Office Department prior to forwarding or on delivery of the card. The purpose of this article is to consider how the United States Post Office Department handled postal cards mailed between 1887 and 1907 in violation of a United States postal regulation. To accomplish this purpose, I will illustrate three postal cards, and for each card present the regulations applicable to its handling, emphasize how the card's usage violated the particular restriction, examine the postal markings and auxiliary postal markings affixed to the card and explain how postal officials derived the additional postal charge assessed in each instance.

I. One of the restrictions—the one I consider to be the “prime” restriction on the use of postal cards—was that incorporated in the design of every card issued; namely, that the sender “WRITE THE ADDRESS ONLY...” on the address side and the message on the message side of the card. Over the next twenty-two postal card issues, through the one-cent Lincoln library card, issued in 1913, wording of similar import appeared in the design of every United

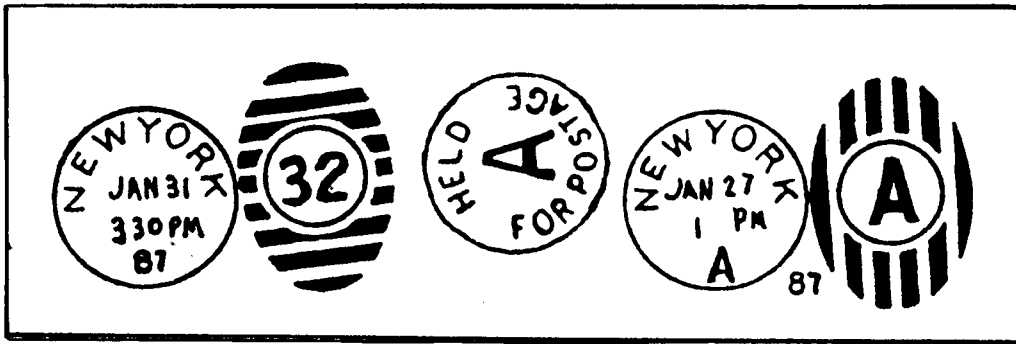
States postal card. [I point out that a 1907 change in postal regulations allowed a sender to utilize the left one-third of the address side of a postal card for correspondence or advertising purposes. The then current postal card was modified and re-issued to accommodate that change (see **Figure 1**).]

The one cent Jefferson postal card was issued 1 December 1886. The address side of this Jefferson postal card (**Figure 2**) shows that it was posted in New York City, New York, addressed to New Brunswick, New Jersey. On this side of the card are two ellipse-type cancellations that were applied with a commercially prepared handstamp device. These cancellations were used prior to the advent of rapid machine cancellers to prevent reuse of the card. Also seen on this side of the card is a “held for postage” marking and a rectangular-shaped “short-paid” label.

Both ellipse cancellations and the held for postage marking are seen in the **Figure 3** iconography. The reader will note that this card was assessed an additional one cent postage, the payment of which was evidenced by the one cent Franklin (Scott No. 182) stamp.



**Figure 2** Address side of the one cent Jefferson postal card that was posted in New York City, New York, addressed to New Brunswick, New Jersey.



*Figure 3*  
Iconography of the postal markings seen on the address side of the Jefferson card.

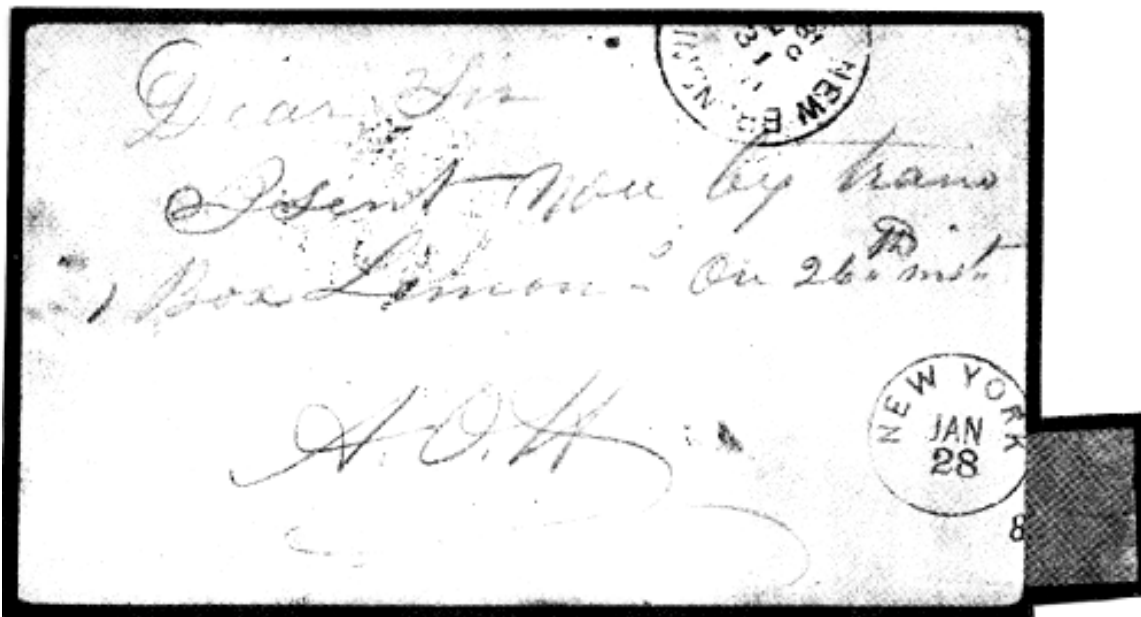
**Figure 4** shows the message side of the card, upon which the four-line message, “Dear Sir / I sent you by train / 1 Box Lemons on 26<sup>th</sup> inst. / A.O.H.” was handwritten. Two partial receipt markings also appear on this side of the card.

Referring to **Figure 2**, the reader will notice that the prime restriction on this particular issue read, “NOTHING BUT THE ADDRESS TO BE ON THIS SIDE,” meaning the address side. However, the sender had written the date “Jan 26<sup>th</sup>/87” in the upper right hand corner of the card. That writing violated the prime restriction and brought into play provisions of the following postal regulations:

The 1879 Postal Laws and Regulations, which defined held for postage matter as “that matter which (was) insufficiently prepaid to entitle it to be forwarded in the mails”;

The 1881 *Postal Guide*, which mandated that “when a postal card (was) unmailable by reason of any violation of law or regulation governing its transmission in the mails... (the card was to) be treated as an insufficiently prepaid letter, and two cents additional charged and collected”;

The 1884 *Postal Guide*, which provided for the handing of held for postage mail and required that such mail be postmarked “received,” that “held for postage” be written or stamped on the mail, that a notice be sent to the writer or the addressee if the



*Figure 4* Message side of the one-cent Jefferson postal card.



sender be not known, asking for postage to cover the entire deficiency, that the mail be held for two weeks waiting for a reply (up to four weeks in remote areas) and finally, that the mail be forwarded if postage were received. If no reply were received, the local post office was to send the matter to the Dead Letter Office for further disposition.

Now look again at **Figure 2**. The ellipse cancellation (six vertical bars with the letter “A” in an inner circle and with the year date outside the circular date stamp) on the far right hand side shows the card was received in the mail on 27 January 1887 at New York’s Station A. In 1887, that station was located at 595 Broadway. A clerk in that office noticed the violation and followed the procedures stated in the 1884 *Postal Guide*. Having marked the card as “received,” the clerk also marked the card “held for postage.” Since the sender had not written his return address on the card, the clerk sent the notice asking for postage to the addressee.

The clerk then forwarded the card to the New York General Post Office (NYGPO) as evidenced by the partial New York receipt marking in the bottom right hand corner of **Figure 4**. Dated 28 February 1887, that marking was struck in magenta ink.

The card was held at the NYGPO pending a reply to the notice that had been sent. Once again refer to **Figure 2**. I ascribe the ellipse cancellation (nine

horizontal bars with the numeral “32” in an inner circle and the year date inside the circular date stamp) on the far left hand side of **Figure 2** to the NYGPO, since that office is known to have used the even numbers 1 to 52 in that type ellipse cancellation. Dated 31 January 1887, this cancellation tied the added adhesive (sent by the addressee pursuant to the notice) to the card and recorded the date the card reentered the mail to the addressee. I believe the label was affixed just prior to the card being returned to the mail. Printed in black ink on light pink-colored stock, the label read:

Originally “held for postage” at  
New York as short paid, and now  
forwarded on receipt from you of  
stamp necessary for full prepayment.

From what I have read on the subject of short-paid labels—very little written, nothing comprehensive—the New York Post Office was one of a small number of post offices to have utilized them.

The reader should now refer to **Figure 4**. The partial New Brunswick circular date stamp struck at the top of the card shows when the card was received at the addressee’s post office. The numeral “31” in that circular date stamp presumably referred to the 31<sup>st</sup> of January 1887.



**Figure 5** Address side of the one-cent McKinley postal card that was mailed in Philadelphia, Pennsylvania, addressed to Denver, Colorado.

Thus we see that the sender's violation of the prime restriction caused some interesting auxiliary postal markings to be affixed to the card. Now the reader may wonder why a one-cent assessment rather than a two-cent assessment as stated in the 1881 *Postal Guide* was made on this card? The answer was found by reviewing a United States domestic postal rate schedule. From 1863 to 1883, the domestic letter rate was three cents per half ounce between all points in the United States. That rate, reduced to two cents per half ounce on 1 October 1883, further was reduced to two cents per ounce on 1 July 1885. Since this card was used in 1887, the additional one cent assessment correctly rated the card for the then current two-cent letter rate.

**II.** Another restriction placed on the use of postal cards was that mandated in the 1880 *Postal Guide*, namely, whenever anything was attached to a postal card, the card was rendered unmailable as a postal card and could only be sent in the mail rated as first-class letter mail. While that restriction seems fairly straight forward, other regulations made the violation of this particular restriction more complex.

The one cent McKinley postal card was issued 1 July 1902. The address side of this McKinley postal card is seen in **Figure 5**. Mailed in Philadelphia, Pennsylvania, on 13 October 1904, the card was sent to a family at "General Delivery, Denver, Colorado." Prior to placing this card in the mail, the sender had added the one-cent Franklin postage stamp (the stamp on the left) to the card. Both the stamp and the indicium were obliterated by a 13 October Philadelphia machine cancellation. The two-cent postage on the card paid the then current United States domestic letter rate.

On the message side of the card (**Figure 6**) was glued a newspaper cut-out of a baby in a crib; a thank-you note was also written on that side. The sender seemingly was aware of the 1880 restriction, and thought that by adding the one cent stamp, the card was properly prepaid. The sender was wrong!

When the card was received in the Philadelphia Post Office, postal officials handled it as a "mutilated postal card" pursuant to the 1902 *Postal Laws and Regulations*. A regulation therein provided that: *Any unauthorized "writing, mark or seal" that appeared "on the address side of a postal card, or any mutilation thereof by splitting, defacing enameling,*



**Figure 6** Message side of the one cent McKinley postal card.

*bronzing, or pasting foreign mater to either the address or message side, render(ed) the (indicium) valueless. Where a postal card so mutilated (was) offered for mailing, full postage at the proper rate had to be prepaid by stamps affixed, ... two cents if (the message was) wholly or partially in writing."* Refer again to **Figure 5**. Note that the message on the card was wholly in writing. Since the indicium was deemed "valueless" and the sender had prior to mailing the card affixed the one-cent Franklin stamp, another one-cent stamp was needed to meet the two-cent "prepaid-by-stamps-affixed" requirement of the above quoted regulation. Being insufficiently prepaid, the card was then handled as "held for postage" matter.

The directions for handling “held for postage” mail matter were also found in the 1902 *Postal Laws & Regulations*. The clerk was directed: *If the sender [were] not known... the matter on receipt [was to be] indorsed [sic] HELD FOR POSTAGE, the addressee notified by next mail by an official postal card (Form 1543)... of the detention and amount of postage required, and requested to remit the same. [The matter would] then be held awaiting reply... If... the required postage [were] received from the addressee [it was to be] affixed... so as to cover a portion of the words HELD FOR POSTAGE and the matter dispatched.*” With no return address having been written on the card, the clerk handled the card in the above quoted manner.

Refer again to **Figure 5**. The circular date stamp in the bottom left-hand corner evidenced receipt of the card at the Philadelphia Post Office Inquiry Section on 13 October. Under the word “Mrs.” In the address line, the reader will see the single-line auxiliary marking “Notice sent you.” This marking indicated that a Form 1543<sup>1</sup> had been sent to the addressee. Both the circular date stamp and the auxiliary marking were applied in magenta ink. The circular “HELD FOR POSTAGE” endorsement was struck in the upper right hand corner—part of that marking protrudes from under the stamp on the right.

Upon receipt of the stamp from the addressee, a Philadelphia postal clerk affixed it to the card, over the Held for Postage marking. The card was again passed through the cancellation machine, where it received a 3 November Philadelphia seven-line wavy cancel which obliterated both stamps. The seven-line auxiliary marking in the upper left hand corner of the card’s address side was also affixed in Philadelphia. The marking, in magenta ink, read:

This letter was held at the Philadelphia, Pa. P.O. because the necessary postage was not placed on it before mailing, and is forwarded upon receipt of postage which was received from you in response to “Held for Postage” Notice sent you.

The card was dispatched to the addressee at General Delivery, Denver, Colorado.

Upon arrival in Denver, the card was sent to and receipted by General Delivery No. 2 on the morning of 6 November. The card also was handled at

“G.D.3,” which presumably meant “General Delivery No. 3.” At these offices, it was determined that the addressee had moved to Colorado Springs, Colorado, so the card was re-addressed, then routed to the new location. Reaching the Colorado Springs Post Office the evening of 6 November, the card subsequently was delivered.

In this instance, we see that the sender’s violation of the restriction against mutilation caused different, but equally interesting auxiliary postal markings to be affixed to the card. The sender’s violation also caused the Post Office Department to assess a total of three cents to deliver this postal card. Now compare the assessment on this card with the assessment on another McKinley card of the same issue.

**III.** This McKinley card (**Figure 7**), from Adkins, Texas, to St. Louis, Missouri, was sent on 2 May 1907. In this instance, the sender stamped his return address in blue ink on the left hand side of the card, thus violating the prime restriction stated on this issue (after the words, “POSTAL CARD”) as follows, “THE SPACE BELOW IS FOR THE ADDRESS ONLY.”

Unlike the violations on the two postal cards previously discussed, the violation on this card was not detected at the post office of origin. Had the violation been detected in Adkins, Texas, this card would have been handled as “held for postage” matter, under the 1902 *Postal Laws & Regulations* provision quoted above. Here, however, the violation was detected after the card had reached the St. Louis Post Office. A clerk in the St. Louis Post Office applied the “Due 4 Cents. - C” handstamped marking (in red ink) and affixed the two postage due adhesives. That clerk handled the card pursuant to the 1881 *Postal Guide*, which provided that *when a card mailed in violation of a restriction went undetected and reached the (post) office of destination, [it] was to be [rated] as an insufficiently prepaid letter and two cents additional charged [as a penalty] and collected on delivery*. In 1907, the United States domestic letter rate was two cents per ounce. So the single-letter-rate charge plus the penalty totaled four cents. The two, two cent postage dues were affixed to the card, and upon delivery of the card, the carrier collected the four cents from the addressee.



**Figure 7** Address side of the one cent McKinley postal card that was mailed in Adkins, Texas, addressed to St. Louis, Missouri.

## SUMMARY

As the three illustrated cards have shown, postal officials' handling of postal cards sent in violation of a postal restriction resulted in some interesting auxiliary postal markings being affixed to the cards and some equally interesting charges being assessed prior to forwarding or on delivery of the cards.

## Endnote:

<sup>1</sup>Form 1543 was a Post Office Department penalty card, variously worded, used to notify an addressee that mail matter was being held at a particular post office because the required postage had not been affixed to the matter prior to its mailing. On the form the postal clerk stated the amount due by hand in the appropriate blank space. The preprinted text requested payment in stamps and explained how the matter would be handled if postage were not received timely.

## References:

Arfken, George. *Postage Due: The United States Large Numeral Postage Due Stamps 1879 - 1894*. Chicago: Collectors Club of Chicago (1991).

Berthelot, Henry J. "An S8 Card Held for Postage." *Postal Stationery*, Volume 36, Number 3, July-September 1994.

Norona, Delf. *Cyclopedia of United States Postmarks and Postal History*. Lawrence (MA): Quarterman Publications Inc. (1975).

"Questions and Answers." *Postage Due Mail Study Group Journal*. Number 3, September 1997.

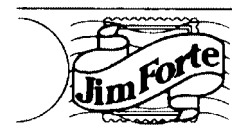
*United States Postal Card Catalog*. Bloomington (IL): United States Postal Stationery Society (1980).

Willard, Edward L. *The United States Ten Cent Red Brown of 1883 - 1887, Volume Two*. New York: H.L. Lindquist Publications, Inc. (1970).

## *United States Postal History*

*Town Cancels*. D.P.O.'s, machines, advertising, R.P.O.'s, stampless and much more are featured in my state price lists. Which state may I send you?

P.O. Box 94822  
Las Vegas NV 89193  
(800) 594-3837  
FAX (702) 369-9139





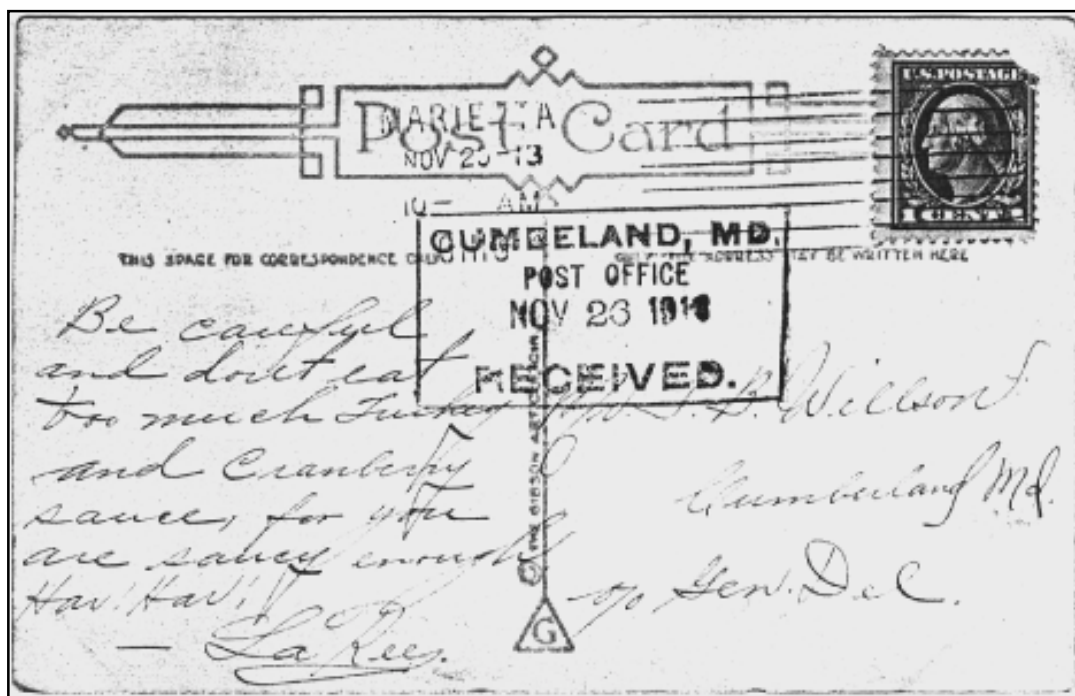


Figure 1. This postcard was mailed from Marietta, Ohio in 1913, and upon arrival in Cumberland, Maryland was canceled with a boxed RECEIVED handstamp. Such handstamps are classed as Type L non-standard markings in this study.

## Non-Standard Postmarking & Canceling Devices from 1900 to Date

### Part 39 - Catalog Section - Type L

By Randy Stehle and Doug DeRoest

This installment presents the Type L (Received) non-standard markings. These markings can be of any design as long as they have the word "received" in some form incorporated into them. The most common design form is circular. Examples of both double and triple circle devices have been reported, in addition to the more numerous single circle devices. The most interesting circular design is the double circle "clock" cancel. This was used at both Echo, NY and Fort Smith, AR. Other design forms include ovals (both single and double), rectangles and straight-lines.

These devices were used to indicate receipt of mail matter and not to cancel stamps. As such, no killer portion should have been necessary. Even so, three examples have been reported with killers, and all of them are quite interesting. The post office at Bourne, MA used two different devices that had the word "received" as part of, or as the sole element of the killer. Both these devices are made of steel, while almost 99.9% of all the non-standard devices are made of rubber. The other post office using a Type L device with a killer is Saint David, ME. In this

case, the killer is abbreviated "REC'D." The CDS portion of this device appears to be the same as that used in their Type E.8 handstamp flag cancel. The latest reported usage of the handstamp flag cancel is 12 Jan 1909, eight months before the Type L received marking was reported. It appears that after the handstamp flag device was retired, the flag killer was removed and the "REC'D" killer was added.

The appearance and placement of the "received" designation also varies among these devices. The most commonly seen design has the word "received" in some form on the bottom or top of the device. As discussed above, another design has it in the killer. Another way is to have it in the indicia, as was done at East Braintree, VT and Elgin, OR. The most unusual example of indicia usage is found in the Wapping, CT device, where the letter "R" was used to indicate receipt.

Many of the single circle devices may appear to be standard upon cursory inspection. Prior to 1920 serified lettering was not used in standard devices. Therefore, the presence of serified lettering makes any device non-standard. This is the case for many of the single circle devices, where serified lettering can be found in the name of the town and state and/or the "REC'D" wording. Some of the

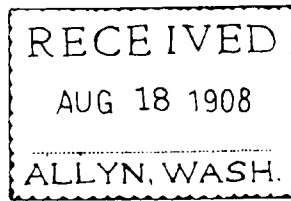
other single circle devices have subtle differences in lettering style that classifies them as non-standard. Warning: the presence of the word "REC'D" at the top of the CDS does not necessarily make it non-standard. Many standard devices had this design form.

The number of reported non-standards now stands at 3,915. Our goal is to reach 4,000 before this series is completed. Please send reports of new discoveries or date extension to Randy Stehle, 16 Iris Ct., San Mateo, CA 94401. This series will conclude with two or three more parts that will present all the new discoveries (except for the 4-bar mimics). Presently, there are 180 new devices to show.

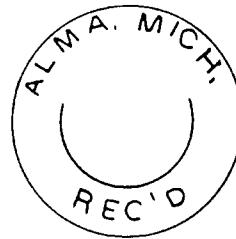
CODE TOWN STATE	DATES	EKU	LKU	PMK	KILLER	N S/I
L-10 AGUA CALIENTE CA	1886-1951	06 APR 1909	19 JUN 1909	33		1
L-20 ALLYN WA	1890/-	18 AUG 1908		42.4x28		2
L-30 ALMA MI	1857-	191X		34x19		1
L-40 ALVARADO CA	1853-1959	14 NOV 1906	25 DEC 1079	6x31.5x19.5		2
L-50 ANSTED WV	1875-	07 NOV 1907		28		2
L-60 ATWATER NY	1874-1934	15 JAN 1906	23 JUN 1908	28x18.5		2
L-70 AVENUE PA	1885-1902	18 MAR 1901		29.5x19		3
L-80 BELKNAP IA	1871-1956	03 FEB 1911	19 DEC 1912	32.5		2
L-90 BIG FORK MN	1902-	25 SEP 1907		21		2
L-100 BOSKYDELL IL	1885-1931	02 MAR 1911	29 APR 1913	33		2
L-110 BOURNE MA	1884-1961	24 OCT 1904		28.5	3	2
L-120 BOURNE MA	1884-1961	23 DEC 1907		31	23(8)	2
L-130 BRACKENRIDGE PA	1902-	01 JAN 1907	09 APR 1909	30		2
L-140 BROOKS CA	1884-	17 JUN 1907	01 JAN 1909	38x19.5		2
L-150 BURNSIDE IL	1868-	15 APR 1907		29		2
L-160 CAVENDISH VT	1800-	17 OCT 1905	01 APR 1909	49x31		2
L-170 CEMENT CA	1903-1928	27 JAN 1912		33		3
L-180 CLINTON OK	1903-	26 NOV 1909		34		2
L-190 CRANDON WI	1885-	23 JUL 1937	06 SEP 1938	33		1
L-200 CRIDER KY	1888-1954	05 JUN 1905	18 FEB 1909	30x20		2
L-210 CUMBERLAND MD	1795-	26 NOV 1913		49x26		2
L-220 CUMBERLANDNM	1907-1933	01 OCT 1910	14 FEB 1911	30x20		5
L-230 DONA ANA NM	1854/-	16 JUL 1906	04 JUN 1908	32		5
L-240 DRESSER JUNCTION WI	1888-19	01 JUN 1908		31		2
L-250 DUNGENESS WA	1892-1937	26 APR 1912		29x18.5		2



L- 10



L- 20



L- 30



L- 40



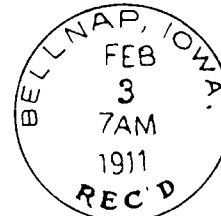
L- 50



L- 60



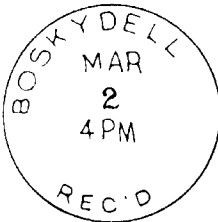
L- 70



L- 80



L- 90

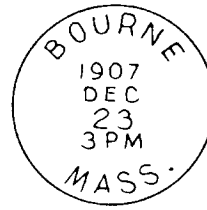


L- 100

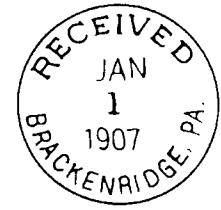
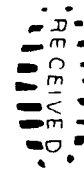


L- 110

RECEIVED



L- 120



L- 130

BROOKS, CALIF.

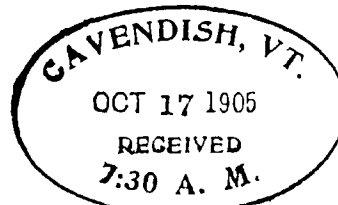
JUN 22 1908

RECEIVED

L- 140



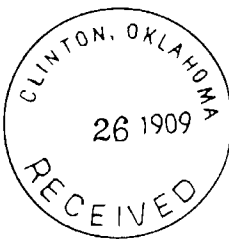
L- 150



L- 160



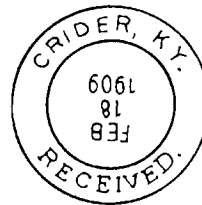
L- 170



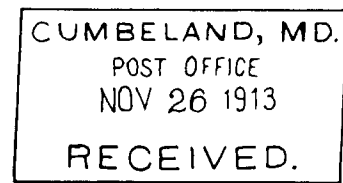
L- 180



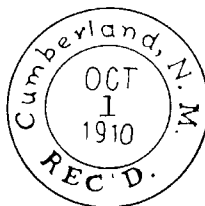
L- 190



L- 200



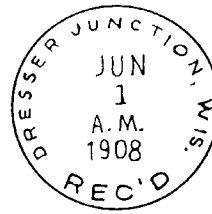
L- 210



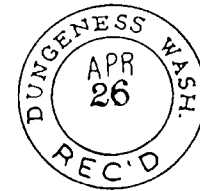
L- 220



L- 230



L- 240



L- 250



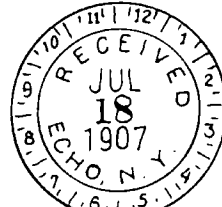
CODE TOWN STATE	DATES	EKU	LKU	PMK	KILLER	N	S/I
L-260 EAGLE MILLS NY	1842-1915	28 FEB 1907		28			2
L-270 EAST BRAINTREE VT	1897-1920	14 NOV 1909		30			2
L-280 ECHO NY	1888-1910	24 DEC 1907		31x19			2
L-290 ELGIN OR	1885-	04 SEP 1901	26 MAR 1903	31x19			2
L-300 ELGIN OR	1885-	13 NOV 1909		28			2
L-310 FERGUSON MO	1868/1912	14 AUG 1905	18 JUL 1908	28.5			2
L-320 FORT HUACHUCA AZ	1891-1974	21 JAN 1910		32			4
L-330 FORT JONES CA	1860-	11 DEC 1905	25 DEC 1908	36x32			2
L-340 FORT SMITH AR	1829-	31 AUG 1907		31x23			2
L-350 FREEPORT KS	1885-	27 APR 1910		30			2
L-360 FRISCO CO	1879-	20 JUL 1909	17 OCT 1909	32			2
L-370 GEORGEVILLE PA	1874-1934	23 NOV 1908		40x14			2
L-380 GERMANIA PA	1858-1972	11 SEP 1902		30			2
L-390 GLASTONBURY CT	1806-	17 JUN 1904	05 AUG 1905	32.5x29.5		1	2
L-400 GLEN ELLEN CA	1871-	10 APR 1909	28 SEP 1909	33			1
L-410 HARBOR STA/ ASHTABUL OH		18 MAR 1904		30.5			2
L-420 HILLSVILLE PA	1827-	08 JUL 1907		30x28/51x49			2
L-430 HURON KS	1857-1989	22 MAR 1908		29.5			1
L-440 HYDE PARK NY	1812-	28 JUN 1903		29			1
L-450 JOSEPH OR	1880-	25 JUL 1910		29x18			2
L-460 JUNCTION CITY CA	1861-	09 MAY 1908	20 MAR 1911	30x19			2
L-470 KEEWATIN MN	1906-	05 FEB 1912		32			1
L-480 KERNVILLEOR	1896/1957	24 OCT 1910		32x31x21			2
L-490 LADY LAKE FL	1883-	03 JUL 1906	14 JUN 1907	27			2



L- 260



L- 270



L- 280



L- 290



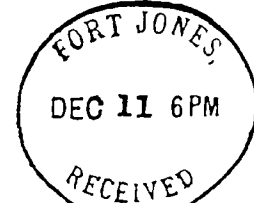
L- 300



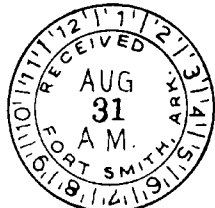
L- 310



L- 320



L- 330



L- 340



L- 350



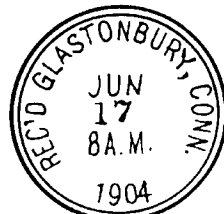
L- 360

RECEIVED  
NOV 23 P.M. 1908  
GEORGEVILLE, PA.

L- 370



L- 380



L- 390



L- 400



L- 410



L- 420



L- 430



L- 440



L- 450



L- 460



L- 470



L- 480



L- 490

CODE TOWN STATE	DATES	EKU	LKU	PMK	KILLER	N S/I
L-500 LAS VEGAS NV	1903-	20 JUN 1908		31		2
L-510 LAS VEGAS NV	1903-	30 SEP 1912		29.5		2
L-520 LAWTON ND	1899-	18 MAR 1909		33		1
L-530 LINE LEXINGTON PA	1827-	13 JUL 1910		32		1
L-540 MANVEL TX	1892-	27 JAN 1912	13 SEP 1912	32		1
L-550 MEDFORD MN	1855/-	09 AUG 1906	26 NOV 1907	28		2
L-560 MELOLAND CA	1908-1911	11 NOV 1909		31x20		6
L-570 MERLEBEACH MI	1898-1922	05 APR 1909		23		2
L-580 MEYERS FALLS WA	1891-1939	08 JUN 1910		33		2
L-590 MOUNT VISION NY	1831-	27 NOV 1909	22 FEB 1910	33		1
L-600 MOUNTAINAIR NM	1903-	28 MAR 1910	10 MAY 1910	33		3
L-610 NEWPORT VT	1834-	11 JUN 1912	02 APR 1914	28.5		1
L-620 NORTH READING MA	1828-	29 SEP 1909		32		1
L-630 NORTH STOCKHOLM NY	1851-1958	10 OCT 1906	02 NOV 1908	30x22		2
L-640 NORTH WILLISTON VT	1865-1942	18 DEC 1911		28		2
L-650 OLD PUEBLO ANNEX AZ	1942-1956	01 DEC 1942		33.5		2
L-660 PARIS ID	1873-	02 OCT 1906	08 AUG 1908	30x21		2
L-670 POPLAR MT	1892-	18 APR 1906		30		2
L-680 PORT JEFFERSON NY	1836-1971	27 OCT 1904		31x20.5		2
L-690 PROCTORSVILLE VT	1821-	16 OCT 1901		24x34		2
L-700 ROCKPORT TX	1868-	22 AUG 1907		33x22		2
L-710 RUSHSYLVANIA OH	1836/-	05 AUG 1909		32		1
L-720 SAINT DAVID ME	1885-	17 SEP 1909		29	18	2
L-730 SAUGATUCK MI	1835-	12 SEP 1900	29 JUL 1903	30.5		2



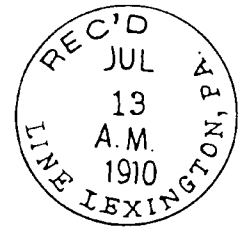
L- 500



L- 510



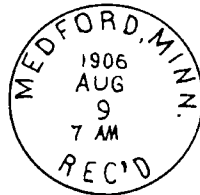
L- 520



L- 530



L- 540



L- 550



L- 560



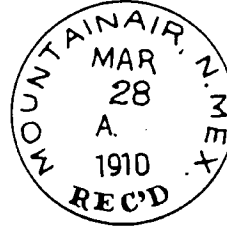
L- 570



L- 580



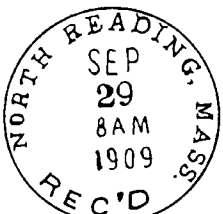
L- 590



L- 600



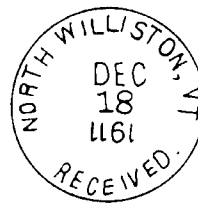
L- 610



L- 620



L- 630



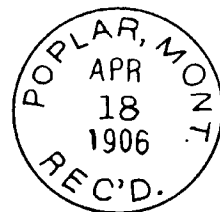
L- 640



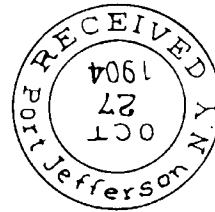
L- 650



L- 660



L- 670



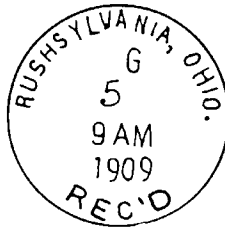
L- 680

Proctorsville, Vt.  
OCT 16 1901  
RECEIVED.

L- 690



L- 700



L- 710



L- 720

REC'D.



L- 730

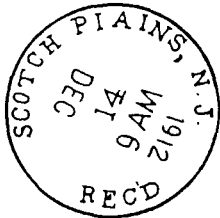
CODE TOWN STATE	DATES	EKU	LKU	PMK	KILLER	N	S/I
L-740 SCOTCH PLAINS NJ	1804-	14 DEC 1912		32			1
L-750 SIGEL IL	1871-	20 JAN 1910	13 JUL 1910	32			1
L-760 SILVER LAKE ASSEMBLY NY	1890-1925	25 NOV 1909	22 MAR 1912	32			2
L-770 SOUTH WAREHAM MA	1834/1936	23 DEC 1911		33			2
L-780 STICKNEY SD	1905-	02 DEC 1909		33			2
L-790 STRAWBERRY RIDGE PA	1891-19	20 AUG 1906	23 MAY 1907	34			2
L-800 SUMNER WA	1875-	23 MAY 1912		28			2
L-810 SUMNER WA	1875-	16 SEP 1912	05 JAN 1913	32			2
L-820 THOMPSONS STATION TN	1856-	09 JAN 1909	03 JUN 1910	32		2	1
L-830 VOTH TX	1903-	22 JAN 1916		29x48		3	2
L-840 W. BERK. STA. CA	1900-	14 MAY 1906	01 JAN 1907	30			1
L-850 WAPPING CT	1867-1970	16 FEB 1906		32x22/26x16			2
L-860 WARM SPRINGS CA	1885-1960	03 OCT 1902	04 JUL 1908	29			2
L-870 WASHINGTONVILLE PA	1850-	01 DEC 1906		30			2
L-880 WATERFORD WORKS NJ	1838-	31 OCT 1910	16 MAY 1912	31.5			1
L-890 WAVELAND MS	1875/-	09 AUG 1909	02 JUL 1911	33.5x31			2
L-900 WEST BURLINGTON IA	1888/-	08 SEP 1908		32			1
L-910 WEST NEWBURY MA	1820-	26 SEP 1904		28			1
L-920 WESTPORT POINT MA	1844-	24 DEC 1908		33			1
L-930 WHITEHALL WI	1861/-	30 JUL 1935		30x20			1
L-940 WINCHESTER WI	1907-1966	11 MAY 1908		31x20			1
L-950 YORK ROAD MD	1871-1909	27 MAY 1902		30			2
L-960 YOUNGS NY	1891-1942	24 MAR 1908		29			2
L-970 YOUNGSTOWN WA	1905-1909	21 SEP 1908	12 APR 1909	32			2

## NOTES:

1 LAST DIGIT OF YEAR DATE REMOVED ON 1905 EXAMPLES.

2 EARLIEST &amp; LATEST ON PIECE

3 EARLIEST ON PIECE



L- 740



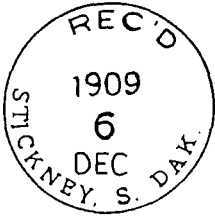
L- 750



L- 760



L- 770



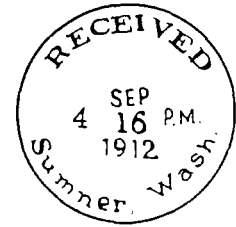
L- 780



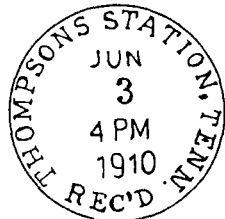
L- 790



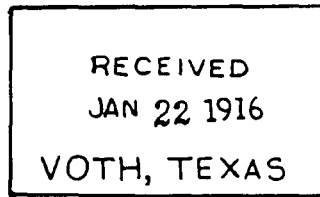
L- 800



L- 810



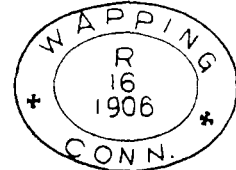
L- 820



L- 830



L- 840



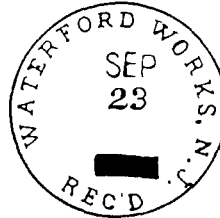
L- 850



L- 860



L- 870



L- 880



L- 890



L- 900



L- 910



L- 920



L- 930



L- 940



L- 950



L- 960



L- 970

# San Francisco Earthquake

By Thomas J. Alexander & Robert G. Schultz

April 18, 1906 is a date that will not be forgotten in the history of San Francisco, California. In the earthquake and resulting fire that swept the city, almost 30,000 buildings were destroyed, 700 persons died, and 300,000 people were made homeless. Among the buildings that were destroyed by the quake and fire were many postal stations along with their supplies of stamps.

For a time after the disaster, the post office permitted residents to send letters free of postage. The two covers below and on the next page are examples of this usage. Both were mailed on April 23, 1906 and both are inscribed in the upper left, "from San Francisco" in manuscript. (Unfortunately, neither cover has any contents.) This "stampless" privilege was never formalized in the *Daily Bulletin of Orders Affecting the Postal Service*, and probably lasted for only a few days until new supplies of stamps were received.



**Figure 1** Stampless manuscript cover with "from San Francisco, Cal." in upper left.

However, the *Daily Bulletin* did recognize the problems in San Francisco. In the May 3, 1906 issue the following notice appeared:

Office of First Ass't P.M. Gen'l,  
Washington, D.C. May 2, 1906

The following stations of the post office at San Francisco, Cal., were destroyed by fire resulting from an earthquake on Apr. 18, 1906, and have been temporary discontinued:

Station O, The Emporium, Market Street, between 4<sup>th</sup> and 4<sup>th</sup> [sic] Streets

Stations numbered -

- 4. Merchants Exchange Building
- 9. Montgomery near Broadway
- 12. 1097 Washington Street
- 13. Mission near 14<sup>th</sup> Street
- 14. 2000 Market Street
- 21. Powell and Post Streets
- 22. Third and Bryant Streets
- 24. Larkin near Geary Street

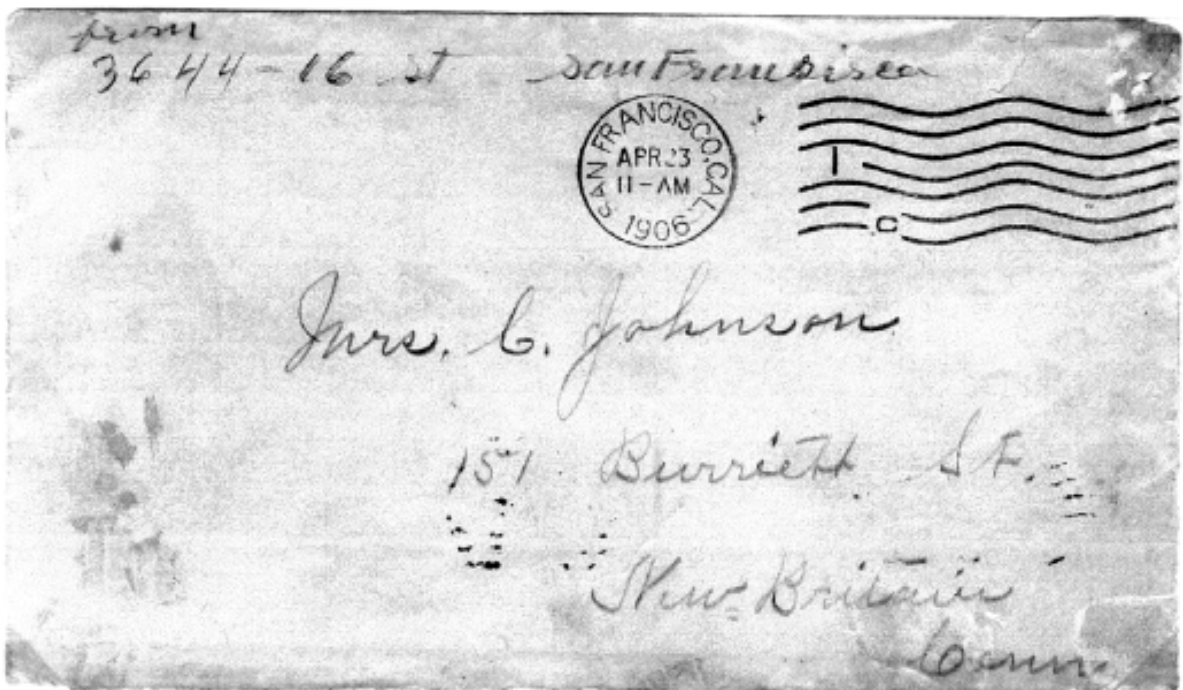


25. Sutter near Taylor Street
28. Union and Hyde Streets
29. 639 McAllister Street
33. Market near 6<sup>th</sup> Street
36. Mills Building, Montgomery between Bush and Pine Streets
42. Geary and Octavia Streets
46. Pacific Ave., ad Leavenworth Street
47. Market and Jones Streets
48. Sutter between Kearney and Grant Ave.
49. Eddy and Taylor Streets
50. Polk near Sutter Street
51. First and Folsom Streets
52. Hayes and Franklin Streets
53. Eddy and Polk Streets

In connection with Station J of the post office at San Francisco, Cal., a temporary station has been established at the Young Men's Hebrew Association, near Fell and Stanyan Streets; no business other than the handling of mail is conducted at temporary stations.

The business of Station K of the post office at San Francisco, Cal., formerly at the northwest corner of New Montgomery and Mission Streets is now conducted at Main Office.

F.H. HITCHCOCK,  
First Ass't. P.M. Gen'l.



**Figure 2** A second example of a cover sent free with the San Francisco manuscript.

And on May 10, 1906 the following appeared:

NOTICE

Australian Mails, via San Francisco

May 10, 1906

Information has been received by this Department stating that owing to the recent disaster at San Francisco, Cal, the sailings of the Oceanic s. S. Company from San Francisco for Sydney, scheduled for April 19<sup>th</sup> and the 10<sup>th</sup> Instant, were canceled. The regular schedule of the steamers in question will be resumed by the sailing of the *Sonoma* on the 21<sup>st</sup> instant, of the *Ventura* on the 21<sup>st</sup> of June, and of the *Sierra* on the 12<sup>th</sup> of July.



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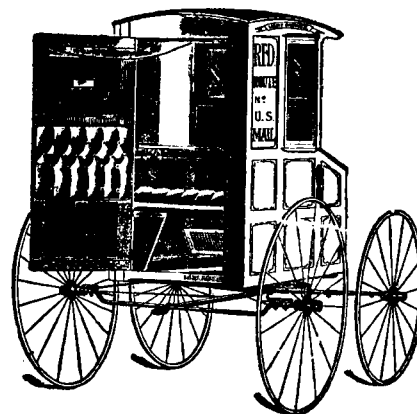
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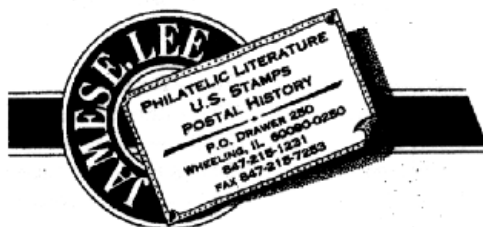
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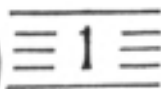
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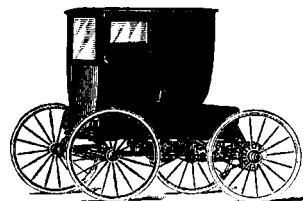
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 026 GORDA, 1912 VG EKU MOT-930 ON PPC (93-23). EST. \$15  
 027 GOODYEAR, 1910 VG 4-BAR ON PPC (07-12). EST. \$35  
 028 HARDY, 1912 VG 4-BAR ON PPC (02-15). EST. \$20  
 029 HOLLISTER, 1893 F LKU SAB-230 AS B/S ON COVER. EST. \$5  
 030 HUNTERS VALLEY, 1909 VG 4-BAR ON PPC (07-23). EST. \$12  
 031 IDRIA, 1909 F DOANE REC'D ON PPC W/SM TEAR (94-35). EST. \$6  
 032 KANAWYER, 1912 G+ 4-BAR ON PPC (08-14). EST. \$25  
 033 KING CITY, 1908 F DOANE ON PPC. EST. \$4  
 034 LAVERNE, 1910 VG 4-BAR ON PPC (09-14). EST. \$20  
 035 LAWRENCE, 1910 VG DUPLEX ON PPC (87-35). EST. \$6  
 036 LIDELL, 1910 VG 4-BAR ON PPC (80-15). EST. \$12  
 037 LOS ANGELES/S. PASADENA BR, 1908 F DUPLEX ON PPC (08-18) \$6  
 038 LYNCH, ca1910 G+ 4-BAR ON PPC (04-12) ("CAL" NOT STRUCK) 15  
 039 MEW ALMADEN, 1907 VG 4-BAR MISSPELLED ON PPC (61-21). \$6  
 040 MONROE, 1908 VG EKU DOANE REC'D ON PPC (97-12). EST. \$20  
 041 MONTECITO, 1909 F 4-BAR ON PPC (86-14). EST. \$20  
 042 MOUNTAIN KING, 1910 F 4-BAR ON PPC (07-22). EST. \$12  
 043 MURPHY'S, 1890 F CAL-1950 ON COVER. EST. \$6  
 044 NAVELENCIA, 1924 F 4-BAR ON COVER (15-31). EST. \$8  
 045 NARANJO, 1907 VG CDS O/S ON PPC (01/18). EST. \$15  
 046 NEENACH, 1909 VG 4-BAR ON COVER (88-29). EST. \$6  
 047 NEW HOPE, F 1896 FANCY DC ON COVER (78-10). EST. \$15  
 048 NOYO, 1912 VG DOANE ON PPC (72-18). EST. \$12  
 049 OTAY, 1903 VG CDS AS B/S ON COVER (70/25). EST. \$10  
 050 OZENA, 1914 F 4-BAR ON PPC (90-21). EST. \$12  
 051 PACIFIC GROVE, 1895 VG LKU MOT-1210 AS B/S ON COVER. \$5  
 052 PARAISO SPRINGS, 1938 G+ 4-BAR ON COVER. EST. \$4  
 053 PEBBLE BEACH, 1910 F 4-BAR ON PPC. EST. \$5

## COLORADO

- 054 PINE HILLS, 1914 F 4-BAR ON PPC (13-31). EST. \$12  
 055 AVALO, 1910 F 4-BAR ON PPC (98-36). EST. \$8  
 056 CARDIFF, 1910 VG 4-BAR ON PPC (89-18). EST. \$20  
 057 CRAGS, 1912 F 4-BAR ON PPC (11-13). EST. \$80  
 058 FORKSCREEK, 1908 VG DOANE ON PPC (78-27). EST. \$12  
 059 GARRISON, 1894 VG CDS B/S ON COVER (91-96). EST. \$15  
 060 GEM, 1912 VG 4-BAR ON PPC (07-13). EST. \$20  
 061 LOS CERRITOS, 1902 VG LIGHT CDS ON REG'D REC (84-14). \$35  
 062 PLATEAU CITY, F 1909 4-BAR ON PPC (01-41). EST. \$6  
 063 PRICE CREEK, 1917 G+ 4-BAR ON PPC (12-42). EST. \$6  
 064 RAVEN, 1911 F 4-BAR ON PPC W/STAMP GONE (98-39). EST. \$5  
 065 STRONG, 1907 VG DOANE ON PPC (05-29). EST. \$12  
 066 TACONY, 1920 VG 4-BAR REC'D ON PPC (15-42). EST. \$10  
 067 TORRES, 1913 VG DUPLEX ON PPC (94-18). EST. \$20  
 068 UNDERCLIFFE, 1909 VG CDS ON PPC (79-25). EST. \$12  
 069 VALLECITO, 1909 G DOANE REC'D ON PPC (01-16). EST. \$15  
 070 WATONGA, 1910 F 4-BAR REC'D ON PPC (BARS OFF CARD) (10-11). \$15  
 071 WOODMEN, 1913 F 4-BAR ON PPC W/FLATTENED CREASE (12-49) \$5

## MONTANA

- 072 ALLARD, 1910 VG LIGHTISH 4-BAR ON PPC (84/27). EST. \$10  
 073 APEX, 1905 F LKU DOANE REC'D ON PPC (86/25). EST. \$12  
 074 BLAINE, 1909 VG 4-BAR ON PPC (93-35). EST. \$6  
 075 BRUCE, 1915 G+ 4-BAR ON PPC (13-19). EST. \$35  
 076 CHANCE, 1909 VG 4-BAR ON PPC (98-21). EST. \$20  
 077 COLDSRING, 1912 F 4-BAR ON PPC (72-24). EST. \$20  
 078 FORT ASSINIBOINE, 1903 VG CDS ON COVER (92-11). EST. \$20  
 079 HOGAN, 1908 VG 4-BAR A BIT HIGH ON PPC (87-19). EST. \$20  
 080 KINGSLEY, 1917 G+ LIGHT 4-BAR ON PPC (02/29). EST. \$10  
 081 LIMESTONE, 1911 VG 4-BAR ON PPC (10-53). EARLY. EST. \$4  
 082 MAIDEN, 1910 VG 4-BAR ON PPC (82/21). EST. \$20  
 083 MINER, 1910 VG CDS ON PPC (98/67). EST. \$4  
 084 PROSPECT, 1912 VG 4-BAR ON PPC (11-38). EST. \$6  
 085 PULLER SPRINGS, 1903 VG CDS ON COVER (79/06). EST. \$45  
 086 RIVERSIDE, 1909 VG 4-BAR ON PPC (08-09). EST. \$12  
 087 SABRA, 1911 VG LKU DOANE ON PPC (91-13). EST. \$20  
 088 TOKNA, 1908 G+ 4-BAR REC'D ON PPC (84/09). EST. \$18  
 089 WEST BUTTE, 1917 G+ 4-BAR ON PPC (01-25). EST. \$12  
 090 YATES, 1910 VG 4-BAR ON PPC (08-20). EST. \$20

## OREGON

- 091 AURORA MILLS, 1893 G+ CDS ON COVER (57-94). EST. \$20  
 092 CLATSOP, 1906 VG CDS ON PPC (94-14). EST. \$12  
 093 DEMOSS SPRINGS, 1908 G+ DOANE ON PPC (87-23). EST. \$10  
 094 FISHHAWK, 1907 F DOANE ON PPC (90-10). EST. \$25  
 095 GALICE, 1911 G+ LIGHT 4-BAR ON PPC (76/42). EST. \$5  
 096 PERSIST, 1910 F 4-BAR ON PPC (02-35). EST. \$6

## SOUTH DAKOTA

- 097 ARNOTT, 1912 VG LIGHT 4-BAR ON PPC (07-27). EST. \$15  
 098 BALL, 1911 VG 4-BAR ON PPC W/STAMP GONE (09-19). EST. \$15  
 099 BANGOR, 1895 VG CDS ON COVER (85-09). EST. \$35  
 100 CROW LAKE, 1908 G+ CDS ON PPC (95-14). EST. \$12  
 101 SEIM, 1910 VG 4-BAR ON PPC (01-08). EST. \$20  
 102 SPOOK, 1910 G+ 4-BAR ON RP OF MAIN STREET OF "FAITH, SD 3 WEEKS OLD" (09-12). EST. \$45

## WASHINGTON

- 103 BOSTON HARBOR, 1910 F 4-BAR ON PPC W/1 TONED COR (08-10). \$80  
 104 BREMER, 1909 VG 4-BAR ON PPC (90-23). EST. \$6  
 105 BURKE, 1910 F 4-BAR ON PPC (07-25). EST. \$12  
 106 CHETLO HARBOR, 1914 VG LIGHT 4-BAR ON PPC (11-18). EST. \$20  
 107 DYER, 1910 G+ LKU DOANE ON TONED PPC (96-17). EST. \$15  
 108 GENEVA, 1906 F EKU DOANE REC'D ON PPC (88/19). EST. \$20  
 109 HILLHURST, 1908 F LKU DOANE REC'D ON PPC (78-20). EST. \$10  
 110 KENDALL, 1910 F DOANE ON PPC (02-26). EST. \$12  
 111 KIESLING, 1913 VG 4-BAR ON PPC (09-20). EST. \$12  
 112 KOPIAH, 1910 VG 4-BAR ON PPC (06-28). EST. \$6  
 113 LAKEHEAD, 1908 G+ 4-BAR REC'D ON PPC (04-10). EST. \$30  
 114 MISSION, 1914 F 4-BAR O/S ON CREAMED PPC (07-15). EST. \$8  
 115 NAPOLEAN, ca1910 F 4-BAR ON PPC (09-15). STATE NOT STRUCK) 25  
 116 PLEASANT PRAIRIE, RT. 10, TYPE 11F (SCRIBBLE ONLY) RFD. \$6  
 117 TACOMA, MILITARY STA, 1910 G+ DUPLEX ON PPC. EST. \$6  
 118 VANCOUVER, MILITARY BR, 1917 F DUPLEX ON PPC (17-19). \$8

## RPO's

- 119 AMARILLO & VAUGHN, 1930 F (928-A-2) ON 7-1/2" COVER. E. \$6  
 120 ANTONITO & SANTA FE, 1902 F (961-A-1) ON REG'D REC. E. \$15  
 121 ASHLAND & MNPLS, 1912 VG (853-B-1) ON PPC. EST. \$4  
 122 AUSTIN & ALBIA, 1909 VG (770-A-2) ON PPC. EST. \$8  
 123 BAYVIEW & GRAND RAP, 1913 VG (632-B-1) ON PPC. EST. \$6  
 124 BELLINGHAM & SEAT, 1913 VG (901.1-B-1) ON PPC. EST. \$8  
 125 BLAINE & SEAT, 1912 G+ (903-B-1) ON PPC. EST. \$6  
 126 B.L. GLENWOOD & ST. P. 1908 VG (880.1-C-2) ON PPC. EST. \$6  
 127 BROWNWOOD & CLOVIS, 1929 VG (484-C-1) ON PPC. EST. \$8  
 128 BURL & OSKALOOSA, 1899 VG (NEW TYPE) ON PPC. EST. \$15  
 129 CALEXICO & COLTON, 1929 F (994.1-B-1) ON PPC. EST. \$8  
 130 CANAD & BAT, 1890 VG (NEW TYPE) ON COVER W/SM TEARS. E. \$6  
 131 CENT & CAIRO, 1880'S G+ (708-I-4) ON COVER. EST. \$6  
 132 CENTRALIA & SOUTHBEND, 1910 VG (901.3-A-1) ON CREAMED PPC. 5  
 133 CHEHALIS & SOUTHBEND, 1903 F (901.3-E-1) ON GPC. EST. \$15  
 134 CHI & LAKE GENEVA, 1910 VG (692-F-2) ON PPC. EST. \$6  
 135 CHIC & ROOD, 1908 VG (706-H-1) ON PPC. EST. \$6  
 136 CHI.FREE & DUB, 1893 VG (690-K-1) ON PSE. EST. \$6  
 137 COLO SPGS.DIV & C CREEK, 1910 G+ (956-E-2) DOUBLED UP ON PPC. 10  
 138 CRESTON & CUMBERLAND, 1908 G PARTIAL (800-B-1) ON PPC. \$5  
 139 DENVER & GD JUNCT, 1909 G+ (953-O-2) ON PPC. EST. \$5  
 140 DEN & WICH FALLS, 1913 VG (490-B-1) ON REG'D REC. EST. \$4  
 141 DET & ALGONAC, 1907 F (Q-3-e) ON PPC. EST. \$25  
 142 DULWAHP & JAMES/E.D., 1912 VG (874-U-2) ON PPC. EST. \$6  
 143 ELLSWORTH & WATERTOWN, 1899 G+ (NEW TYPE) ON COVER. E. \$10  
 144 FAYAN & SPRING, 1905 VG (35-W-1) ON PPC. EST. \$6  
 145 GALES & RUSH, 1912 VG (699-O-1) ON PPC. EST. \$6  
 146 GRANGEVILLE & LEWISTON, 1920 F (904.3-A-1) ON PPC. EST. \$10  
 147 HAVRE & SPOK, 1908 VG (869-U-1) ON PPC. EST. \$6  
 148 HOUS.FLAT & SAN ANTO, 1912 G+ (476-F-1) ON PPC. EST. \$5  
 149 HUDSON & ELLSWORTH, 1909 VG (834.2-A-1) ON PPC. EST. \$8  
 150 JOHNSTOWN & ROCKWOOD, 1910 G+ (234-B-1) ON PPC. EST. \$6  
 151 K.C. & EL PASO, 1907 VG (922-J-1) ON PPC. EST. \$6  
 152 KEOKUK & REDOAK, 1909 VG (765-J-1) ON PPC. EST. \$6  
 153 LAWRENCE & GRID, 1912 F (909-AD-1) ON PPC. EST. \$6  
 154 LINC & MANHATTAN, 1910 VG (944-C-1) ON PPC. EST. \$6  
 155 LOS ANG & SAN BD'NO, 1907 F (964-X-4) ON PPC. EST. \$8  
 156 LOS ANG & SAN B'D'NO, 1912 F (964-X-1) ON PPC. EST. \$8  
 157 LOS ANG & SANTA ANA, 1904 VG LIGHT (988-B-2) ON PPC. E. \$6  
 158 LOS ANG & SANTA BARB, 1904 F (980-E-2) ON PPC. EST. \$6  
 159 LOS ANGELES TERM. 1923 VG (999-B-12) ON PPC. EST. \$4  
 160 SEATTLE & SEWARD, 1918 G+ (X-14-b) ON PPC. EST. \$25  
 161 SEATTLE & SKAGWAY, 1932 F (X-19-e) ON PPC. EST. \$8

## STREETCARS

- 162 BROOKLYN NY CIR, 1904 G+ (BR-5-b) REC'D ON PPC. EST. \$6  
 163 BROOKLYN NY CIRCUIT, 1905 F (BR-5-d) REC'D ON PPC. EST. \$6  
 164 BKLYN.N.Y.SO.SHORE, 1906 F (BR-6-a) REC'D ON PPC. E. \$6  
 165 BROOKLYN SO SHORE, 1906 F (BR-6-b) ON PPC. EST. \$6  
 166 CHI & N.CLARK ST/1, 1903 VG (CH-1-a) ON PPC. EST. \$6  
 167 CHI & N.CLARK ST/2, 1903 VG (CH-1-b) ON PPC. EST. \$6  
 168 CHICAGO COTT.GRO, 1904 VG (CH-3-d) O/S ON PPC. EST. \$5  
 169 CLEVELAND CIRCUIT, 1908 F (CL-1-b) ON PPC. EST. \$4  
 170 PITTSBURG STREET CAR, 1910 VG (PI-2-b) ON PPC. EST. \$10

Minimum Bid \$3.00 please.

Phone bids accepted: 650-344-3080

**CLOSING DATE: October 20, 1999 (10PM Pacific)**



## ADVERTISING IN LA POSTA

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Ad Size	One Issue	Three Issues	Six Issues
1/8-page	\$13.00	\$29.90	\$54.60
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1-page	\$100.00	\$230.00	\$420.00

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**La Posta, 33470 Chinook Plaza, Suite 216, Scappoose, OR 97056**

or

**P.O. Box 1615, Copmanhurst, NSW 2460 Australia**

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