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COVER: Our cover illustration depicts US landing forces advancing on a beach head around the turn of the century. It is intended to call attention to Mike Dattolico's article on Guam's military period straight line cancels in this issue.

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PUBLISHER'S PAGE



The Future of Postal History Publishing

Our trip to the States is quickly receding into memory as a blur of motion and emotions. Cath and I arrived in Portland in late July and the days were filled with sorting, packing and selling. Evenings were mostly reserved for visiting with friends or collapsing in exhaustion in front of a movie on the VCR. We were fortunate enough to be able to say goodbye to our dear friend Chuck Whittlesey before he died, and the whole four week experience in Oregon represented the closing of a important chapter of our lives. During the week of August 21, Cath flew to New Mexico for a brief family visit and I went on to Cleveland for the APS show. When Cath and I met again in Los Angeles on August 29 for our flight to Brisbane, we knew we had severed most of our remaining ties with the Portland area, which had been our home for nearly two decades. Of course, Oregon will always be home for me, and we plan to come back often to visit the many dear friends we have made in the Pacific Northwest.

We arrived back in Australia jet lagged and enjoying the early stages of nasty head colds we had managed to acquire somewhere along the route. After an overnight in Brisbane to catch our bearings, we packed up our trusty old van and headed south over the Border Range to the Clarence Valley. Five hours later we were home, and everything was exactly as we had left it.

I apologize to any of you who may have tried to email me during the period we were on the road. I did change my mail forwarding from Australia to Oregon for messages sent to helbock@la-posta.com, but did not manage to get my mail sending and receiving instructions set just right so some mail was returned as undeliverable I've been told. All should be well now, and I promise prompt answers to all email communications.

Bob Swanson has forwarded a preliminary draft review copy of his long awaited study of World War I US domestic military bases (see review on page 72) and it is a publication truly worthy of special note;

not only for its contribution to our knowledge of the postal history of WWI but for the *way in which it is being published*.

My participation in the APS show in Cleveland was associated with the publishing debut of two books with which I had been intimately associated for the past twelve months: the *1999 American Philatelic Congress Book* and *Volume III: The Upper Midwest of the United States Post Offices* series. The former, a 200 page volume in 7 by 10 inch format, was published in the classic tradition with expensive glossy paper and cloth binding. The latter, a 264 page book measuring 5.5 by 8.5 inches, was published with an eye toward minimizing printing costs on standard text paper and a stiff card cover. Production costs of the *Congress Book* were in the neighborhood of \$20 per book, while the cost of printing *The Upper Midwest* was about one-quarter of that figure.

The rule of thumb in book publishing is that the retail price of a book should be about five times the cost of production. Although that may sound like an excessive mark up at first, it really isn't if one considers that publishers must severely discount a large share of the press run to distributors and the "production cost" figure does not include any compensation for author(s). When you combine those factors with the particular character of publishing in the postal history field, i.e., very small print runs, then it becomes obvious that no one is making much money from postal history book publishing. In fact, the question typically facing the author of a postal history work is *how can I manage to publish my labor of love without mortgaging the farm?*

Although not the first person to publish philatelic research electronically, Bob Swanson has chosen to join a very select group of authors who are breaking new ground in our field. Bob has the advantage of a

long professional association with computers, and is, therefore, keenly aware of the capabilities of the media to spread information. As Bob began contemplating his nearly completed study, he saw that the result was going to be a book of about 400 pages in length. Since Bob's study includes numerous illustrations of postmarks and covers, he opted for a full size 8.5 by 11 inch format. Publishing a conventional book of this size would require printing costs of at least \$10,000 for a print run typical of specialized postal history titles. And that assumes making production decisions designed to minimize costs. Add to that other costs such as advertising, delivery, storage, and shipping and you soon have a book with a retail price pushing \$100 per copy. The market for postal history books of this price is severely limited.

Bob has chosen to publish his book on floppy disks. The book consists of ten (IBM format) floppy disks containing approximately 13 megabytes of text and illustrations. Bob used Adobe Acrobat® to create PDF files, which allow the author to maintain control of all aspects of page layout design including type style used in text and headings, margins, size and placement of illustrations, and so forth. What this means is that when the reader loads the book's PDF files into a folder on his or her hard drive, and opens the book with Adobe Acrobat® Reader, the pages will appear on screen exactly as Bob intended them to look. In addition, the reader can print out pages of interest as necessary, and they too will appear exactly as Bob intended them to appear. Adobe Acrobat® Reader® may be downloaded free at the Adobe website (www.adobe.com), and is often bundled free with purchased software products.

The advantages of publishing a research project on a specialized postal history subject such as this are immediately obvious. The author is able to preserve complete control over the appearance of his work and to distribute it to interested readers at a very reasonable price. Bob is charging just \$30 plus postage for the ten floppy disks containing the complete WWI US domestic bases book. That's less than one-third of what it would probably need to be retailed as a printed publication. Not only does the reader save considerable money, but he can still make printed copies of any or all of the book direct from the PDF files if the author gives his permission for this option.

This would appear to be a situation in which everybody wins. Authors can effectively self-publish at very little cost and maintain complete control over the appearance and content of their work. By charging a modest fee to make their work available to interested readers, they should be able to recover their costs and perhaps even make a few dollars. Readers should have access to a greater range of specialized titles since more authors will be able to afford to shepherd their projects through to see the light of day.

No doubt the ease of distribution for such electronically published postal history titles will improve even more as greater band width becomes available to Internet users. For example, it would require several hours for most home Internet users to download Bob's 13 meg PDF files today, but that is bound to change drastically with improvement in linkage between homes and the Net. In addition, the option of publishing directly to the Internet is a viable alternative, although there are still a few problems today concerning the layout and appearance of work as it varies among different browsers.

This is a really exciting development, and it could have a major impact on postal history research publishing. But, after I finished reviewing Bob's impressive work, I sat down in my easy chair and there was this nagging thought that I wished I had a copy of that WWI domestic base book in my lap to browse at leisure and smell the paper and let my mind wander aimlessly among his discoveries. This is a quandary. Intellectually, I know that electronic publishing would be good for postal history research production, but emotionally I hate the thought of giving up the simple pleasures of examining a new book. Not just the information contained in the book, but the book itself – the paper and ink and glue.

To those of you who share my hidden concerns, I am pleased to add that Bob is also willing to make available his book in individually photocopied editions at \$40 each plus postage. Granted, this will not completely replace a professionally printed and bound book, but, given the economics of printing today, it may be the best we can hope for.

Richard W. Holburn

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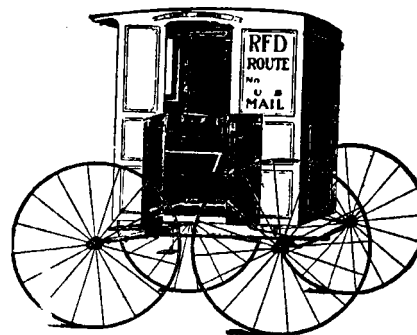
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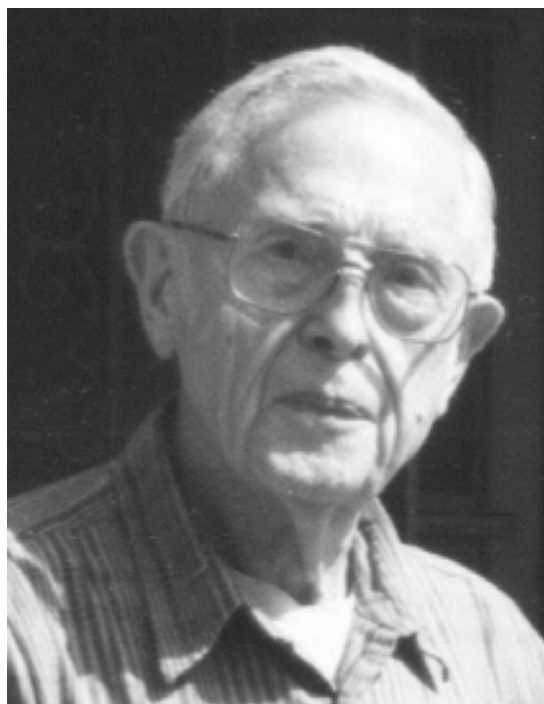


No. 414—"Light Runner"

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In Memoriam
Charles A. "Chuck" Whittlesey
1913-1999

The postal history community, and in particular collectors of Oregon postal history, lost a great friend and student of the hobby in August. Chuck Whittlesey, a lifelong Portland resident, did more to encourage the growth and development of Oregon postal history than any other follower of the hobby. Through his activities with the Oregon Stamp Society, the Oregon Postal History Society and as a part-time dealer at countless local shows throughout the Willamette Valley, Chuck shared his knowledge and enjoyment of the hobby willingly and was personally responsible for bringing numerous collectors into the specialty.

It was my privilege to know Chuck and his dear wife Rhoda for the past 35+ years, and I can honestly say that they, more than any other people I have known, played a crucial role in shaping my own career decisions to work within postal history. While I had begun writing Oregon postmasters for examples of their postmarks in the early 1950s as a teenager, it was at a meeting of the Portland area postal history group hosted by Chuck & Rhoda in the early 1960s, that I first learned that others shared my peculiar philatelic interests. I was hooked for life!

Chuck was born in Portland in 1913, and graduated from Grant High School and Reed College. He served as a naval officer in the South Pacific during World War II. He was a Mason and past president of the Mazamas, a widely respected organization of mountaineers in the Pacific Northwest. In their younger years, Chuck and Rhoda were avid climbers and managed to conquer virtually all the important peaks in the Cascades.

While Oregon postal history was a particularly important focus in Chuck's collecting activities, he maintained wide ranging interests in philately and built significant collections of United States, Scandinavian and British Colonial stamps over the years. Portland and the territorial era of Oregon postal history was Chuck's most avid area of interest in the hobby.

Chuck authored numerous articles on the subject of Oregon postal history which appeared in *La Posta* and the *Oregon Postal History Journal*. He was also the principal author of *19th Century Oregon Postmarks*, the first attempt to assemble a complete illustrated catalogue of all postmarks used at Oregon post offices prior to 1900.

Chuck Whittlesey was a true pioneer in the field of Oregon postal history. Through his enthusiasm for the hobby, reinforced by his thoughtful, patient demeanor, many of us were taught to see the exciting possibilities of postal history and to share his vision of the avocation. Chuck is survived by his wife of over 60 years, Rhoda, their son Albert, daughter Barbara and one grand-daughter. A memorial has been established in Chuck's name through the Reed College Scholarship Fund of Portland, Oregon.

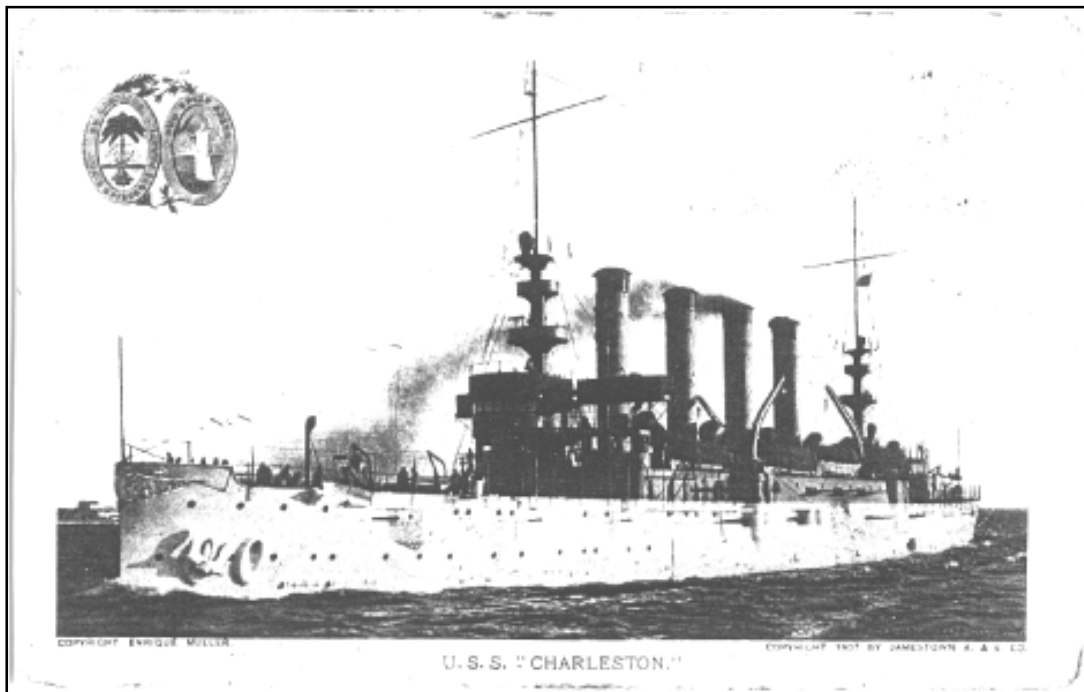


Figure 1. The United States cruiser *U.S.S. Charleston*, 1898. Captain Henry Glass led the ship into Agana harbor to seize Guam for the United States.

Guam Straightline Cancels:The Military Period 1899 - 1901

By Michael Dattolico

On July 21, 1898, the *U.S.S. Charleston*, commanded by Captain Henry Glass, won one of America's most dramatic victories of the Spanish-American War: the seizure of Guam from Spain. (Figure 1). At the time, most people knew little about the action. Americans were busy savoring our victories over Spanish forces at Santiago de Cuba and the Philippines. The army's expedition poised to invade Puerto Rico also occupied space in many newspapers which captivated America's attention. Thus, the seizure of Guam, which cost neither the United States nor Spain any casualties, was given little coverage by the media. But regardless of who knew about it, the capture of Guam, a small but strategically important Pacific island, was a major action which helped establish America's presence in the western Pacific.

Stories abound about what Glass exactly did that day. But what is certain is that he took his cruiser into

Agana harbor, fired upon and steamed past coastal artillery emplacements, overpowered the Spanish garrison, and seized the island for the United States.

It was probably the *Charleston's* marine detachment, with U.S. volunteer infantry standing by, that went ashore expecting a fight. What they found, however, made the Americans blink in disbelief. For instead of encountering enemy troops in defensive positions ready for combat, they found the Spanish garrison arrayed in parade formation. The Spaniards had mistaken the *Charleston's* naval fire as a sort of protocol salute. But the garrison's commander was in for the biggest shock of all. Incredibly, he did not know that the United States and Spain were at war.

Glass demanded Guam's surrender and declared that the island was now the property of the United States. The Spanish commander, still in a state of shock, had no choice but to capitulate. One report of the

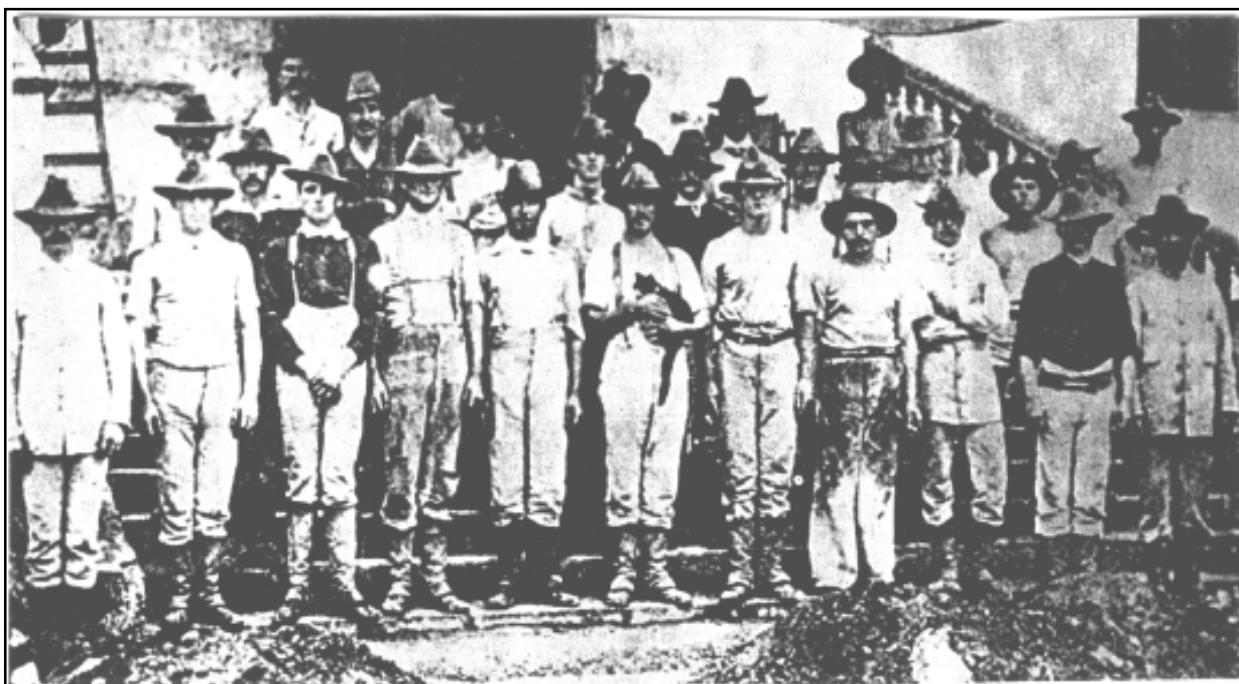


Figure 2. An early photo of marines on Guam at the turn of the century.

action states that he was taken aboard the *Charleston* as a prisoner and turned over to U.S. officers at Manila.

After Guam's seizure, the *U.S.S. Charleston* continued its primary mission, which was the escort of transports filled with army troops bound for the Philippines. But Captain Glass likely left a force of sailors and marines on Guam to guard the Spanish soldiers. We were at war, and enemy troops remained on the island. The exact size of the American force is not known. (Figure 2)

No official plan for our men's mail existed when the island was captured. Most likely, mail was picked up by supply ships and other U.S. vessels that periodically stopped at Guam. The captains of those ships probably handed over Guam's mail to the postal staff in the Philippines, or to U.S. consulate officials at Japan or Hong Kong, if they traveled in that direction. Officers of U.S. ships moving directly east to the United States probably delivered Guam's mail to postal clerks at the San Francisco or Seattle post offices. Since no military postal stations were established, that seems to be the way military mail on Guam was handled. All of that changed a year later. The *U.S.S. Yosemite* arrived at Guam

on August 7, 1899, to serve as the island's station ship. Its mission included the responsibility for the island garrison's mail service. (Figure 3).

When the *Yosemite* departed the United States, it had been decided that Guam's military mail would be handled by the U.S. Navy. Chief Yeoman Thomas F. Hobby, a sailor on the *Yosemite*, had orders to organize postal operations for the island's garrison. His cargo included a supply of U.S. stamps overprinted with the word, GUAM. But the most notable object among his postal paraphernalia was a crude straightline cancelling device showing the words, "AGANA, ISLE OF GUAM". (Figure 4). Constructed of soft rubber, the canceler was made either

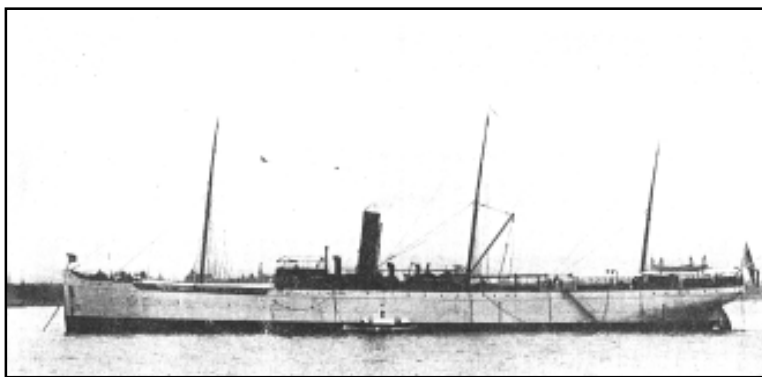


Figure 3. U.S.S. Yosemite as she appeared in 1899. The warship served as Guam's station ship from August, 1899, until November, 1900, when it was sunk in a typhoon.

at the New York ship yard shortly before the *Yosemite* departed, at the Cavite naval yard when the ship stopped there for supplies, or in the machine shop of the *Yosemite* itself.

**Agana, Isle of Guam.
AUG 17 1899.**

Figure 4. The first straightline cancellation used at Guam by U.S. postal personnel. Note the crude lettering and off-centered dater. The site of its creation remains a debated issue.

Hobby set up his initial base of postal operations aboard the *Yosemite*, much like Frank Vaille did aboard the *S.S. China* at Manila Bay in 1898. That was the situation when the *Yosemite*'s captain, Richard L. Leary, went ashore to be installed as governor of the island on August 10th.

Guam's first canceler was certainly not the first straightline device used by U.S. forces during the Spanish-American War era. A hastily made, two-line handstamp was manufactured for use by postal agents Eben Brewer and Lewis Kempner in the Cuba campaign of 1898. Other straightline postmarkers were used in the Philippines at Cavite and Iliolo in the fall of 1898. Thus, Guam's first straight-line tool didn't establish any precedents. Postal operations got off to a rocky start when the *Yosemite* arrived. Sheets of the overprinted Guam stamps were stuck together by the tropical humidity, which rendered most of them useless. The hot, equatorial climate was a factor that POD officials did not consider when the overprints were prepared for the trip. A new batch was requested in August, and the second shipment arrived in late 1899. This time they were more closely safeguarded from the weather. Hobby continued to serve as the postal superintendent aboard the *Yosemite* until November, 1899, at which time he moved postal activities to the Government House at Agana.

Mother Nature continued to interfere with U.S. postal business on Guam. Not only did the weather play havoc with the first stamp supply, but the *U.S.S. Yosemite* itself was buffeted about by extreme winds while anchored in Agana's harbor. To avoid the capricious tropical weather patterns, the ship sailed south to the more weather-protected inlet near San

Luis D'Apra. Postal business continued to be conducted at the Agana government house after the *Yosemite* had moved to its new location. One assumes that much of the outgoing mail was official in nature, since the military governor was situated there. Still, sailors and marines remained on duty at Agana, and some of the mail posted at Agana was military. But mail was also processed at the *Yosemite*'s new anchorage, as evidenced by the creation of a new two-line canceler showing the name, "San Luis D'Apra, Guam". A dater was created for use below it. It was little more than a simple two-line metal slot device into which letters were inserted, and was used from December, 1899, until September, 1900. (Figure 5).

**SAN LUIS D'APRA, GUAM
DEC - 9 1899**

Figure 5. Straightline canceler, SAN LUIS D'APRA, GUAM, used with a separate dater after the Yosemite left Agana harbor. The timing of its use and its rough lettering suggests that it might have been made locally.

By then, naval personnel had learned to respect the tropical weather of the western Pacific region, for most if not all postal business was being transacted ashore at San Luis D'Apra. It was a smart move. The *U.S.S. Yosemite* was swept out to sea and sunk during a typhoon on November 25, 1900. Luckily, there was little loss of life, and postal business was not curtailed.

The heat and tropical humidity apparently continued to wreak havoc on the soft rubber cancelling devices provided for use on Guam in those early years. It was probably the tropical conditions that prompted a second straightline device similar to the first Guam piece that was created during that period. Like its predecessor, it shows the words, "Agana, Isle of Guam" but there are significant differences between the two cancelers. First, the words, "Agana, Isle of Guam", are shown on two lines instead of one on the new handstamp. And second, a dater was used above the words on the new model. (Figure 6).

**AGANA, ISLE
OF GUAM.**

Figure 6. A two-line canceler similar to Figure 4. The dater is centered above the wording.

A third straightline canceler, shown as Figure 7, also made its appearance at Guam. Like the others, it was created either locally or at Cavite. It too was made from soft rubber, and was used from the early 1900s through July, 1901. A separate dater was used with the cancel. Some controversy shrouds Figure 7 and its hybrid-like succession of straightline cancelers. Unfortunately, the cancel's simple design prompted the creation of unscrupulous forged copies of this cancel. But thanks to the research efforts of Richard A. Sicking and Lloyd H. Flickinger, today's postal historians have reliable guidelines to help determine whether a straightline Guam cancel is fake or genuine. The basic facts provided by Sicking and Flickinger that identify what is genuine and what is fake are listed below.

AGANA, GUAM.

Figure 7. One of several similar straightline cancelers used at Guam during the U.S. Navy's period of mail supervision from August, 1899, through spring of 1901.

Legitimate Guam cancels have the following characteristics:

1. The ink is a hue of blue or violet.
2. It is used on a full cover.
3. The letters are often rounded and blurred from continued use.
4. The letters sometimes appear to touch due to excessive usage.

In contrast, however, forgeries often have the following traits:

1. The ink used is almost always black.
2. The cancel is usually seen on a piece rather than an entire cover.
3. The letters are very clear and not smudged.

At this point, it is important for the postal historian to understand that the navy, which used the straightline cancelers, relinquished postal responsibility for American personnel on Guam to the U.S. Post Office Department in mid-1901. The POD's takeover marked the introduction of standard, circle-date cancelers. The straightline devices used by the

Navy from August, 1899 through mid-1901 were used briefly for a few more months and then were discarded.

Those who collect and study Guam's straightline postmarks should know that the time period during which the the straightline cancelling devices were legitimately used on Guam is important. What is most important to know is that the authentic, inclusive dates during which the straightline cancelling pieces were used on Guam mail are August 15, 1899, to the spring of 1901. The straightline devices were used for several months after the the U.S. Post Office Department assumed responsibility for Guam's mail. During that time, the straightline cancelers which were rendered obsolete by new POD directives and were gradually being phased out, remained in use. The new circle-date markers provided by the Post Office Department gradually became the primary cancellers used on the island. By 1902, the earlier straightline cancelling tools were no longer used. A unique postal era had ended.

Basic information exists for those who wish to collect and study Guam's straightline postmarks. The first publication to which Guam students and collectors is referred is Arthur J. Trumbull's work published in the 1950s. His publication deals more with the overprinted stamps than the straightline cancels used. But Robert Murphy's comprehensive work entitled, *A Postal History/Cancellation Study Of The U.S. Pacific Islands.*, is generally recognized as the most complete, factual work on the subject. The third publication is Philip E. Baker's booklet entitled, "Postal History Of United States Military Stations, 1898 - 1902. Of the three, Murphy's book provides the most precise, information about the physical dimensions and other specific facts about Guam's straightline cancels. On a broader scale, Baker's work features good illustrations regarding what the Guam postmarks look like, along with other basic data.

An example of the straightline cancels used on covers begins with Figure 8. It is a Guam cover showing the first two-lined device which was used on January 25, 1900. The letter is addressed to W.A. Cooper, a foreign mail section clerk at the San Francisco post office. This cover is likely a philatelic one, since Cooper is the known recipient of numerous other CTO (cancelled to order) covers of that era. But regardless of its philatelic nature, the cover features

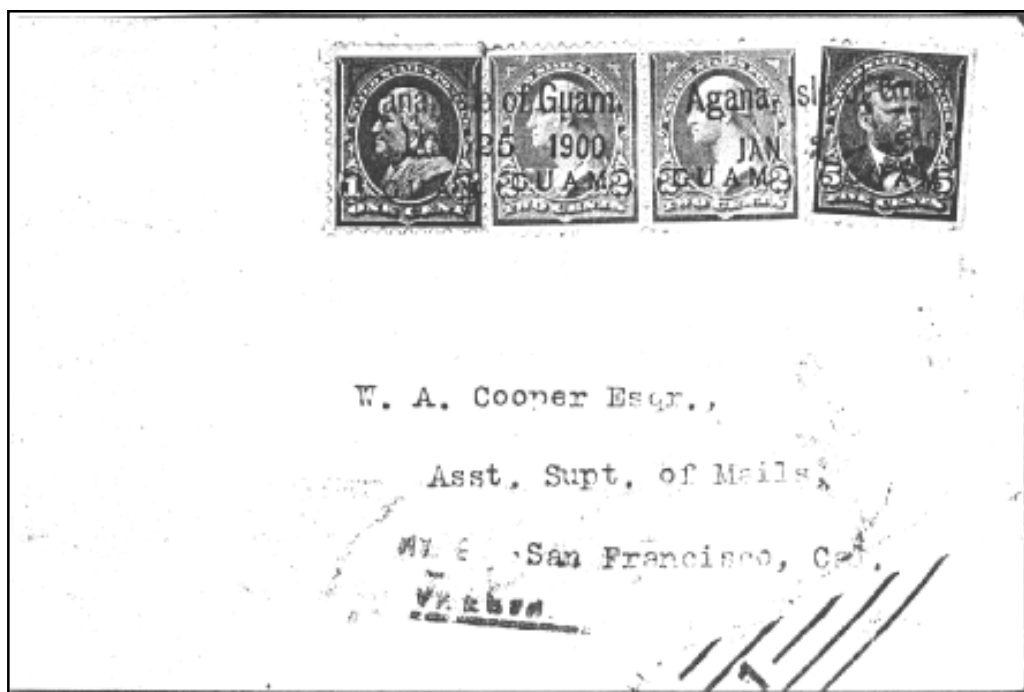


Figure 8. Guam's first straightline device used on a cover with a 1-cent stamp, a pair of 2-cent stamps, and one five-cent stamp, all overprinted for use on Guam.

the first Guam straightline postmark struck on the one, two and five-cent Guam-overprinted stamps. While it is probably not a military cover, it is still a good example for postal historians to study.

Figure 9, however, is a true military cover mailed by a sailor stationed either ashore at San Luis D'Apra or aboard the *Yosemite*. It shows usage of a pair of 1-cent Guam overprinted stamps and a 2-cent Guam-

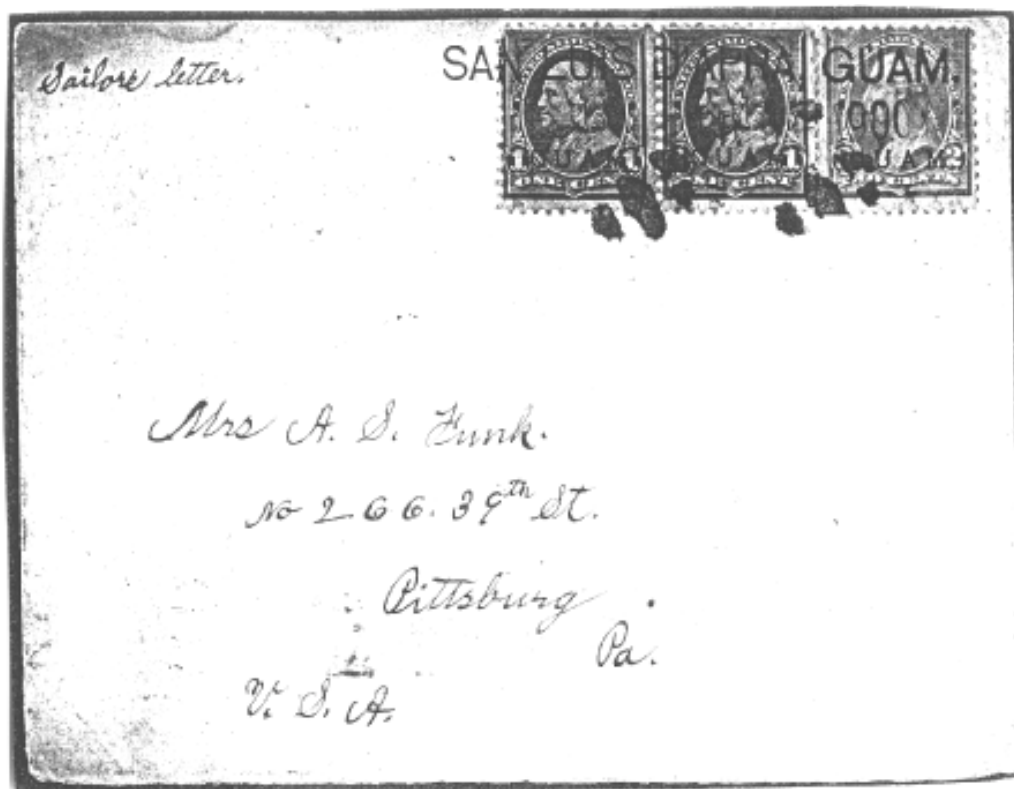
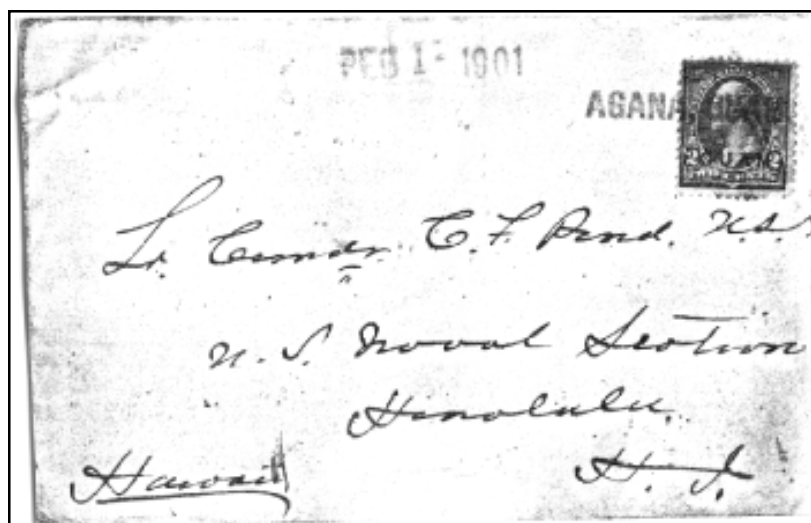


Figure 9. A sailor's letter showing a pair of one-cent Guam overprinted stamps which were cancelled by the SAN LUIS D'APRA, GUAM device. The postmark is dated February, 1900, shortly after the U.S.S. Yosemite moved to the calmer waters near the village of San Luis D'Apra.



overprint stamp. The cover, mailed to Pittsburgh in February, 1900, was a large cover that may have contained a valentine. Note the double military rate of 4 cents. The SAN LUIS D'APRA, GUAM straightline marking was clearly struck and ties the stamps to the cover.

Figure 10 shows the controversial straightline cancel used on cover towards the end of the military period. It is a letter mailed to Lt. Commander Charles Pond at Honolulu in February, 1901.

Figure 10. Cover addressed to Lt. Commander Charles Pond at Honolulu in early 1901. The overprinted stamp is neatly tied by the simple, one-line device. Pond is credited as being the naval officer who strongly recommended that Pearl Harbor be developed into a major naval base. Note the separate dater device used away from the actual cancellation.

Figure 11 is a similar cover mailed at the end of the military period. This is the cancel that was faked with success until counterfeit copies were detected in the 1940s. These covers show various characteristics which verify that they are genuine.

First of all, its ink is a faded violet shade. Second, its lettering is smudged. Third, it is used on a full cover, replete with backstamps. And fourth, it was mailed

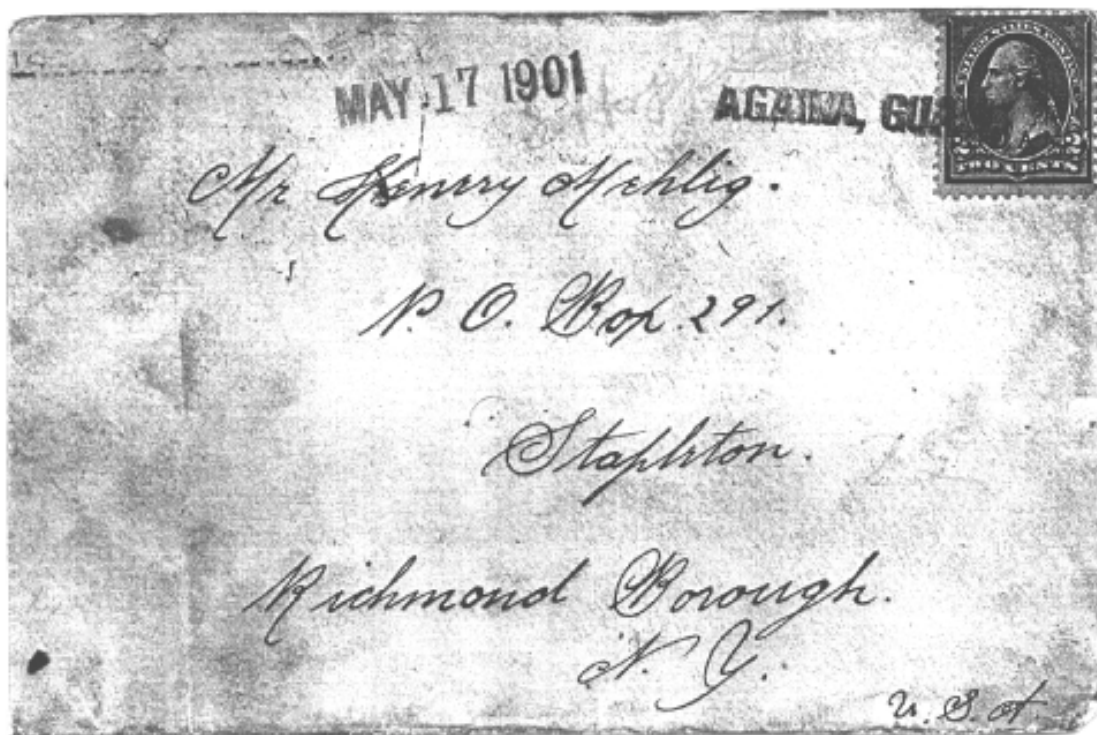
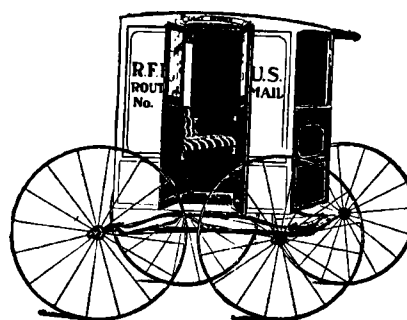
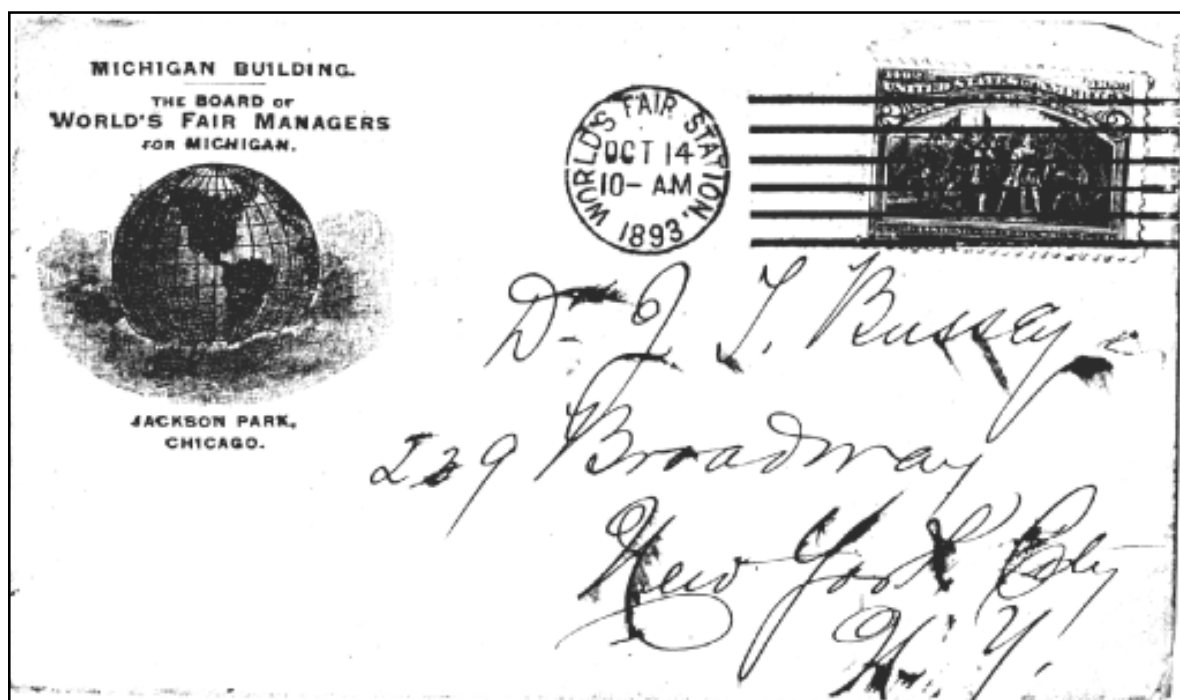


Figure 11. A cover similar to Figure 10 showing usage of the Figure 7 straightline cancel on a cover likely mailed from a sailor or marine on Guam in the spring of 1901. Although the U.S. Post Office Department provided circle-date cancelers when it took over postal operations on Guam, the straight-line devices remained in use for several months.

in May, 1901, shortly after POD circle-date cancelers were introduced but during the time when straightline cancels were still occasionally used. Provisional, or temporary straightline mailing devices, have been employed by military postal personnel in a number of situations since the Civil War. Those used on Guam during its earliest period of American occupation will always be studied and valued by collectors.



A Mystery Columbian Exposition Machine Cancel



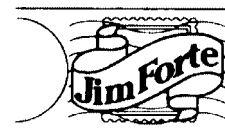
Joe Wilford, 2035 Harmony Lane, Glenside, PA 19038 writes:

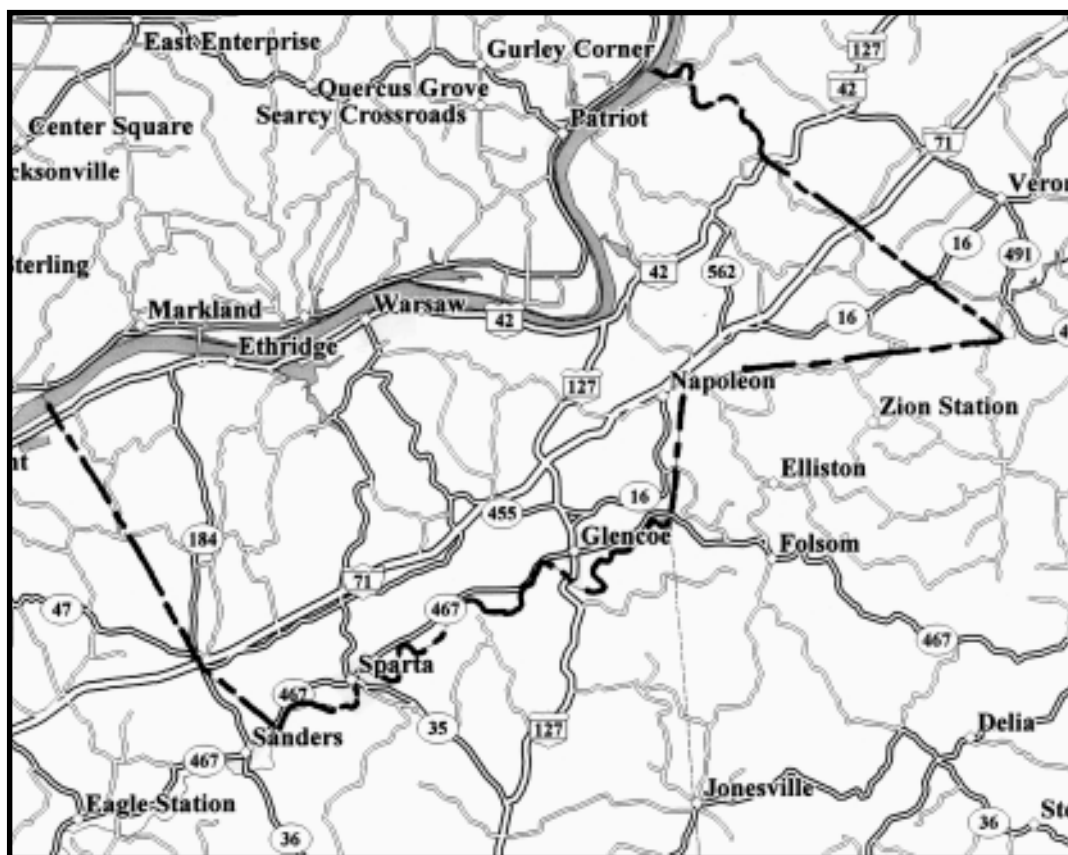
My Columbian Exposition exhibit contains an item that is a mystery to me. It is a cover with a machine cancel that is unlisted in William Bomar's *Postal Markings of United States Expositions*. The marking, illustrated above, appears to be a variety of the American Postal Machine cancel listed as C93-11A. I would appreciate hearing from La Posta readers with any additional information or comments about this cancel.

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The Post Offices of Gallatin County, Kentucky

by **Robert M. Rennick**

Gallatin, with its ninety-nine square miles, is the state's smallest county. It is drained by the Ohio River, its twenty-one mile long northern boundary, and Eagle Creek, a branch of the Kentucky River, which separates it from Owen County to the south. Other historically significant streams are the South Fork of Big Bone Creek, forming part of Gallatin's north-east border with Boone County; Steele, Big and Little Sugar, Dry, Craigs, and Stephens Creeks (of the Ohio); and Indian Camp Creek and the upper half of Lick Creek (of Eagle).

Gallatin was established by legislative act on December 14, 1798, the day after the formation of Boone and Pendleton Counties. It was taken from sections of Franklin and Shelby counties and named for Swiss-born Albert P. Gallatin (1761-1849), then a Congressman from Pennsylvania who had impressed the American public by his advocacy of government land

for family settlement, and was later to be US Treasury Secretary (1802-1814) and our country's minister to England and France.

Since Port William, at the mouth of the Kentucky River, was then the only town in the new county, it became its first seat. But its distance from newly emerging population centers led to the later organization of new counties. In 1819 part of Owen County was taken from Gallatin's territory south of Eagle Creek, and some of Gallatin's western land became part of Trimble County in 1837. Also in 1837 a small section of Boone County was added to Gallatin. In the following year the western half of what then remained of Gallatin became Carroll County and its seat was moved to Warsaw, leaving Port Williams, by then known as Carrollton, as Carroll's seat. Gallatin assumed its present boundaries in 1874 when a small area around Sanders in the southwest corner of the county was added to Carroll.¹

Gallatin is still nearly altogether an agricultural county with over eighty percent of its land area used for this purpose. Through Warsaw on the river and later from the railroad stations at Sparta and Glencoe it became a major outlet for regional farmers. The few non-farm activities in recent years have been limited to sand, gravel, and limestone mining, furniture manufacturing, and auto parts assembling. As with the other small Ohio River counties over half of Gallatin's workforce commute to out-of-county jobs. The 1990 Census counted 5,400 residents.

Several of Gallatin's earliest post offices were in what became Carroll County and will be considered in that chapter. Most of the fourteen post offices described below will be located by road miles from the junction of US 42 and Ky 35 in downtown Warsaw.

Warsaw is a fifth class city of some 1,200 residents, thirty-seven road miles (via US 42) southwest of downtown Covington and sixty-three road miles (via I-71) northeast of downtown Louisville. It was settled around 1800 on part of the John Hawkins Craig grant that had been acquired by Col. Robert Johnson of Scott County. By the time it was laid out as a town in 1815 by Johnson and Henry Yates it had achieved some repute as the Ohio River port of **Great Landing** or **Johnson's Landing**. Its post office was established by Yates on June 10, 1816 and named **Fredericksburg** (for either or both) Johnson's Virginia home town or Adolphus Frederick, a local boat builder who had arrived in the area by 1809.

The town was incorporated as **Fredericksburg** on December 7, 1831 but only five days later a legislative act had its name changed to **Warsaw** to avoid confusion of **Frederickstown** in Washington County. On July 18 of the following year the post office too became **Warsaw**. The new name is said to have been suggested by either (or both) Benjamin Franklin Beall or a retired riverboat captain, John Blair Summons, for a favorite book, **Thaddeus of Warsaw**, Jane Porter's well acclaimed fictional account of Tadeusz Kosciuszko, which had been published in 1803.² By a legislative act of December 18, 1837 **Warsaw** replaced Port William as Gallatin's county seat. Until the construction of the railroad along Eagle Creek and the opening of stations at Glencoe and Sparta after the Civil War, Warsaw was a leading trade center between Cincinnati and Louisville. With the railroad and later highway development came the town's

decline from which it never really recovered. Some revitalization of Warsaw's economy has begun only in the last few years.

A store and some homes on Ky 16, just south of I-71, and the nearby Tenmile (Baptist) Church are all that remain of the nineteenth century town of **Napoleon**. Settled shortly after the start of the nineteenth century³, it was laid out around 1821 by Joseph Spencer Lillard, a local merchant. Though some wanted to call the new town **Madisonville** for former President James Madison, others wished to show their gratitude for France's aid in the American Revolution by naming it for that country's recent leader.

The post office that would serve this community until mid-April 1912 began as **Connors** in 1824 but likely at some point was closer to the Ohio River. This office is located on the 1838 Burr map at the mouth of Sugar Creek, on the road due east of Warsaw that later became US 42, and four road miles north of Castleman's. Its first postmaster and probable name source was Samuel Conner (1777-1863). It is not known when it was moved to the **Napoleon** site (7 ½ miles east south-east of Warsaw), but it took the **Napoleon** name on January 30, 1841, two and a half weeks before the town was incorporated. Its late nineteenth century economic decline was also occasioned by the railroad some three miles south.

Castleman's post office, mentioned above, is shown on the Burr map as just north of Eagle Creek and a short distance (probably less than a quarter of a mile) from the Grant County line. It was likely on the old Boone Road (now Ky 467) that parallels the railroad tracks. It was named for and by its only postmaster, John Castleman, and operated from February 11, 1831 through August 1838.

Beech Park was another little remembered antebellum post office. Established in 1825 by Edward A. Turpin, it is said to have been in the vicinity of the old Turpin family cemetery, about where the present Ky 35 and 465 cross, 1 ½ miles north of Sparta and seven miles south of Warsaw. The office served that area through November 1844. It may have been named for the local trees.

On June 8, 1831 William Hughes established a post office in the Boone County area that, in early 1837, was added to Gallatin County. It was called **South**

Fork Big Bone for its site on that stream. From the Burr map its location can only be approximated, as seven road miles west of Verona and six road miles northeast of Conners. Thus it was somewhere between what became US 42 and the later Ryle post office. It closed in mid-March 1842.

Glencoe, one of Gallatin's two sixth class cities, has some 250 residents. It centers at the junction of US 127 and Ky 467, just north of Eagle Creek, and 8 ¼ miles southeast of Warsaw. The town was established in the early 1860s in anticipation of the completion of the Louisville Cincinnati and Lexington Railroad (in 1869). It was named for the **Glencoe** post office which had been serving, albeit intermittently, a couple of stores and a grist mill since Philip O. Turpin established it on March 16, 1848. The still active office was named for the Glencoe Valley in Scotland, the scene of the infamous MacDonald massacre in February 1692.

The many sugar maples on the banks of **Sugar Creek**, some five miles above Warsaw, and molasses making, one of Gallatin's earliest industries, gave name to the creek, and thus to the community and post office just above its mouth. The office was established on August 10, 1858 with storekeeper Jonathan Howe as its first postmaster. In 1894 it became simply **Sugar**, and lasted until December 1906.

Another aptly named stream gave its name to the **Walnut Lick** post office established by Ambrose D. Whitson on December 30, 1866 at the mouth of this branch of the South Fork of Big Bone. In early 1885 Simeon Clement Ryle had the name changed to **Ryle**, though the community, centering on a store or two, continued as **Walnut Lick**. In 1928 the post office was moved a third of a mile east to where it is shown on current maps, twelve miles east of Warsaw, and here it continued to operate until mid-January 1931. Gallatin's other sixth class city, **Sparta**, is one of Kentucky's few current inter-county communities. Eight and a half miles south of Warsaw, it is centered at the junction of Ky 35 and Eagle Creek which forms Gallatin's boundary with Owen County. The 1990 Census counted some 130 residents on both sides of the creek.

The earliest settlement (ca. 1800) of what became **Sparta** was on the Owen County side of the creek, at the mouth of Two Mile, by several families from

Virginia's Holston Valley. While this area, in retrospect, is known as **Old Sparta**, it was first called **Ross's Mill** and then **Brock's Station**. By 1806 David Ross's grist mill had been joined by a tanyard, distillery, several cooperages, taverns, and other businesses. Granville Brock arrived around 1818 and opened a rest stop for commercial travelers on what was then (and still is) a main route between Georgetown and the Ohio River (at Warsaw). It is not known when the name **Sparta** was first applied to the community. It is believed to have been the name of an antebellum grist mill (perhaps Ross's) and is known to have been the name by which the community was incorporated on January 3, 1852. It was given to its first post office, established by Jedediah Jones on February 19, 1853.

With the location of the railroad through southern Gallatin County in 1869, **Sparta's** businesses began to shift to the area north of the creek. The railroad's depot was built on land owned by the descendants of a Robert Bond. Here or in a nearby store building a new post office (with Florian Cox, postmaster) was established on 13 January 1870 and was called **Sparta Station**. The original **Sparta** post office was closed the following May and the new office was renamed **Sparta** in November 1882. The community around the station developed rapidly and soon had a stockyard, lumber yard, fertilizer and coal yards, hotels, stores, and shops, all the features of a successful rail shipping point. The replacement of rail dominance by roads and truck transport led to the inevitable decline of Sparta's economic base.

On the east bank of Steele's Creek, across the Ohio from the upper end of Patriot, Indiana (9 ½ miles northeast of Warsaw), James T. Brasher (sic) established a post office on 1 August 1881. His preferred name **Steels Creek** (sic) was disallowed (**Steel** had been given to a Knox County post office four months earlier). So he gave his own name **Brasher** to his new Gallatin County office. **Steel's Creek** had been named for its pioneer settler, Virginia-born Joseph Steele. The office, which closed in mid-October 1887, was reestablished at the same site on September 17, 1895 with Edward E. Gregory, postmaster, but this time as **Brashear**, probably the correct spelling of the name of another prominent Gallatin County family, the descendants of Belt Brashear (1791-1864).

This office closed in mid-1931 and the community, by then still known as *Steeles Creek*, was all but washed away by the great 1937 flood.

When Thomas Ethridge established a post office on the Ohio River, midway between Craigs and Stephens Creek (and thus nearly two miles below Warsaw), he planned to call it *Bladen* for an area family. Instead it opened, officially on July 30, 1886, as *Ethridge*, the name of the local landing and country store. It operated through May 1911.

Two miles below Ethridge was the post office of *Gex* [dja] named for another local family, that of Corine and Louis Gex. Thomas Mylor, its only postmaster, operated it between May 5, 1898 and mid-August 1906. Louis was the grandson of Anthony Gex (1794-1866), one of several Swiss farmers who helped settle what was to become Switzerland County, Indiana with the hope of developing a profitable wine industry. After four years he moved across the river to Gallatin County.

A number of names were proposed for the post office that would serve *Mulligan Station* on the L&N, just yards from the Grant County line, and some two miles southeast of the present site of Ryle. Among the names were *Mulligan*, too close to that of a post office in Livingston County, *Munk*, and *Webster*. The latter, for the family of postmaster-designate Ina N. Webster, was also in use, in Breckinridge County. So the post office operated between May 9, 1900 and mid-November 1939 as *Munk*. Ina's family were distinguished from other area Websters by their nickname *Munk*. Whence this nickname has not been learned.

The last post office to be established in Gallatin County was *Drury* on the west bank of Stephens Creek, midway between Gex and Carson. From June 20, 1900, when Thomas Grove began the office, through June 30, 1903, it served only a country store. The present Drury Chapel is about 1 ½ miles south. The name's origin is unknown; no such families are listed in county records.

Summary

Three of Gallatin's fourteen post offices are active, serving its three incorporated places. Only these and Napoleon, within the present county limits, could

ever have been considered villages. Most of the other offices centered only on a store or two and a church or school.

Six offices were named for local or area people. One was named for a non-local celebrity. Another was descriptive. A distant place gave its name to one office while three had names derived from those of nearby features (two streams and a mill). Warsaw was named for a literary work. The origin of one name remains unknown. One post office (South Fork of Big Bone) has not been precisely located. Three offices had names not originally proposed for them. Two served communities with other names. Five had name-changes.

FOOTNOTES

¹ The interesting story behind the cession of southwest Gallatin to Carroll County will be told in the Carroll County chapter.

² The Christian County city of *Pembroke* is said to have been named for the Earl of Pembroke, a much admired character in Miss Porter's novel.

³ The Tenmile Baptist Church, the county's oldest, was organized in 1804.

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THE FIRST TRANSMOUNTAIN MAIL ROUTE CONTRACTS

PART Xe - ROUTE 14626, SALT LAKE CITY TO FOLSOM CITY THE OVERLAND MAIL COMPANY, October 1, 1864 to November 13, 1866 and WELLS FARGO & COMPANY, November 14, 1866 to September 30, 1868

by Daniel Y. Meschter

The contract for Route 14626 came about through division of the contract for Route 14260 negotiated with the POD by Ben Holladay. Except for Route 14626 being covered by a separate contract, the situation was opposite that during Route 10773 (Part IX) when the Overland Mail Company held the contract for the entire route from St. Joseph to Placerville and subcontracted the eastern division from St. Joseph to Salt Lake City to Ben Holladay, as successor to the C.O.C. & P.P. Express Company. Now Holladay won the contract for the entire route from St. Joseph to Folsom City, but divided it into two contracts with the Overland Mail Company continuing operations over Route 14626 from Salt Lake City to Folsom City. Moving the terminus from Placerville to Folsom City was to take advantage of rail service over the Sacramento Valley Railroad between Sacramento and Folsom City.

The route number, 14626, was derived from the advertisement of March 22, 1864 when 14626 was used for the Salt Lake City to Virginia City segment, or "detached portion" into which PMG Blair attempted to divide the transmountain route. Accordingly, the new contract register page for Route 14626 (Appendix 31), although describing a route from Salt Lake City to Folsom City, showed the mileage as 558 from Salt Lake City to Virginia City with the addition of 140 miles from Virginia City to Folsom City. The schedule also was given from Salt Lake City to Virginia City and modified to Folsom City.

The consolidation of Holladay and Wells Fargo interests in November 1866, described in Part Xd, had a profound impact on Route 14260 since it involved a transfer from one contractor, Holladay, to another, Wells Fargo. In the case of Route 14626, however, Wells Fargo already held a financial interest in the Overland Mail Company from its organization and gradually increased its investment to a controlling interest at least by 1864 and actually operated Overland as a subsidiary for several years. Because of this, the consolidation resulted in virtually no change in Overland's operations, personnel, or policies. The effective date is taken as the same as for Route 14260. Another subsidiary that loomed large in the Wells Fargo corporate structure was the Pioneer Stage Line.

PIONEER STAGE LINE

The dominant stage line in California during the 1850's was the California Stage Company organized in 1853 by the consolidation of a dozen small lines radiating from Sacramento mostly into the goldfields. The new company began operations on January 1, 1854 with James Birch as president and a capital of one million dollars (Bancroft, 1890(a), p. 152, n. 48). Birch was already an old hand credited with establishing the first stage line in California in September 1849 running twenty-five miles from Sacramento to Mormon Island.

The California Stage Company played an important role in Wells Fargo management after it (Wells Fargo) extended the ocean route of Livingston & Wells inland to the gold regions in 1852. Wells Fargo entered the California market by contracting with independent stage lines to carry its express rather than operating its own stage lines. The California Company's near monopoly of the major stage routes was an ideal fit for Wells Fargo's

expanding operations. There were, however, plenty of less important routes open to smaller, independent lines.

One of the most promising of these was over the Sierras to the Carson Valley which was developing a solid economic base. Early settlers had already established farms along the river and the lush Carson Valley supported a thriving stock raising industry. Carey's Mill furnished lumber for building and gold placering began in a small way in Gold Cañon, a tributary of the Carson River, in 1850 or -51. The valley was poised for one of the greatest mining booms in American history when Jared Crandall, another veteran of the stage industry, organized the Pioneer Stage Line in 1857 to carry the "Carson Valley express" triweekly from Placerville to Genoa (*History of Nevada*, p. 103-4).

In order to devote his attention to his lines running south from San Francisco, Crandall sold out to Lewis Brady in the summer of 1858. Brady increased his market share by extending the line to Sacramento and attempted to take advantage of Chorpennig's imminent

failure in the fall of 1859. Between October 1859 and March 1860 he made two through trips and nine part trips on Chorpenning's Salt Lake Route 12801 before Chorpenning's agents were able to regain control of the route (Part VIIa). The Virginia City silver rush was in full swing when Brady sold out to Louis McLane in the spring of 1860.

As proprietor of Pioneer and general agent of Wells Fargo, McLane was able to arrange for Pioneer to carry the mail for Overland on the Carson City to Placerville segment from as early as July 1861 to September 1864 and then for a few more months in October and November 1864. Meanwhile, the Wells Fargo directors opened negotiations to buy McLane out in July 1864 and succeeded in purchasing Pioneer in December 1864, paying McLane and his co-owners \$175,000 (Loomis, 1968, p. 172), far more than they had paid for it. Wells Fargo then operated Pioneer as a subsidiary until it absorbed it in the consolidation of 1866.

LOUIS McLANE

Louis McLane, Jr. represented a new breed of business administrator in the stage industry, superseding stagecoachmen who organized their own companies or rose through the ranks to controlling positions and capitalists who raised the capital and saw to the legal and financial details. No self-made man and with no hands-on experience, McLane brought the advantages of wealth and influence to the industry as few if any ever did before him (the following is largely from Munroe, 1973; Winther, 1970; Beebe and Clegg, 1949; and Loomis, 1968).

Following his Scotch ancestor, Allan McLane, a leather worker who emigrated to the United States around 1740, came Allen McLane who settled near Smyrna, Delaware. As a captain in the Continental Army he saw service in nearly every important campaign from Virginia to New York and was with von Steuben at Yorktown at the end. Returning to Smyrna, he entered public life and for the last thirty-two years of his long life held the influential post of Collector of Customs in Wilmington.

Louis McLane, Sr. (1784-1857) was born in Smyrna. As the heir of a war hero and son of the customs collector, and not least the protégé of James A. Bayard, a noted attorney and statesman, the namesake of French kings could hardly fail. He set an example for his sons when he entered the Navy as a midshipman at fourteen and served a year at sea. He attended Delaware College, read law, married well, served five terms in Congress and a part term in the Senate before Andrew Jackson successively appointed him Minister to England, Secretary of the Treasury, and Secretary of

State. He sired thirteen children of whom twelve survived childhood and several lived to vigorous old age. Among them, his oldest son became a congressman, governor of Maryland, and a diplomat. Another became a naval officer and rose to the presidency of the Pacific Mail Steamship Company while a third . . .

Louis McLane, Jr., Louis McLane's second son, was born in Wilmington in January 1819. Young Lou inherited his father's irascible temper and ardent ambition. At sixteen he was expelled from Newark Academy and packed off into the Navy as a midshipman to reflect, as his mother wrote to him (Munroe, p. 438), "upon the necessity of obedience and strict attention to duty." It is not likely he did much reflecting, but he did settle down and focus on his opportunities. He passed his midshipman's examinations by the time he was twenty-two.

He was then assigned to the Pacific Squadron and landed with Sloat when the Americans seized the customs house at Monterey from the Mexicans at the opening of the Mexican War in 1846. Sloat appointed him first lieutenant when he volunteered to serve in a company of dragoons to reconnoiter the country and maintain communications between Monterey and Yerba Buena (San Francisco). Fremont borrowed him to command his artillery during his march to southern California and promoted him to captain and then major in rapid succession.

With the end of the war, McLane was rotated home after a four-year tour of duty in the Pacific, but he had seen the opportunities California offered. He married the daughter of a wealthy Baltimore merchant in mid 1849 and with no better prospect in the peace-time Navy than a three-year cruise in the East Indies, he resigned to take advantage of a generous offer from his father-in-law to set him up in business. Early 1850 saw him on his way back to California by way of the Isthmus while another vessel via the Cape carried a disassembled river boat he and his partners put into service up the San Joaquin River to the goldfields. After only a year or two Lou was able to turn his attention to real estate ventures and between annual trips home, associated himself with Wells Fargo after it opened its San Francisco office in July 1852.

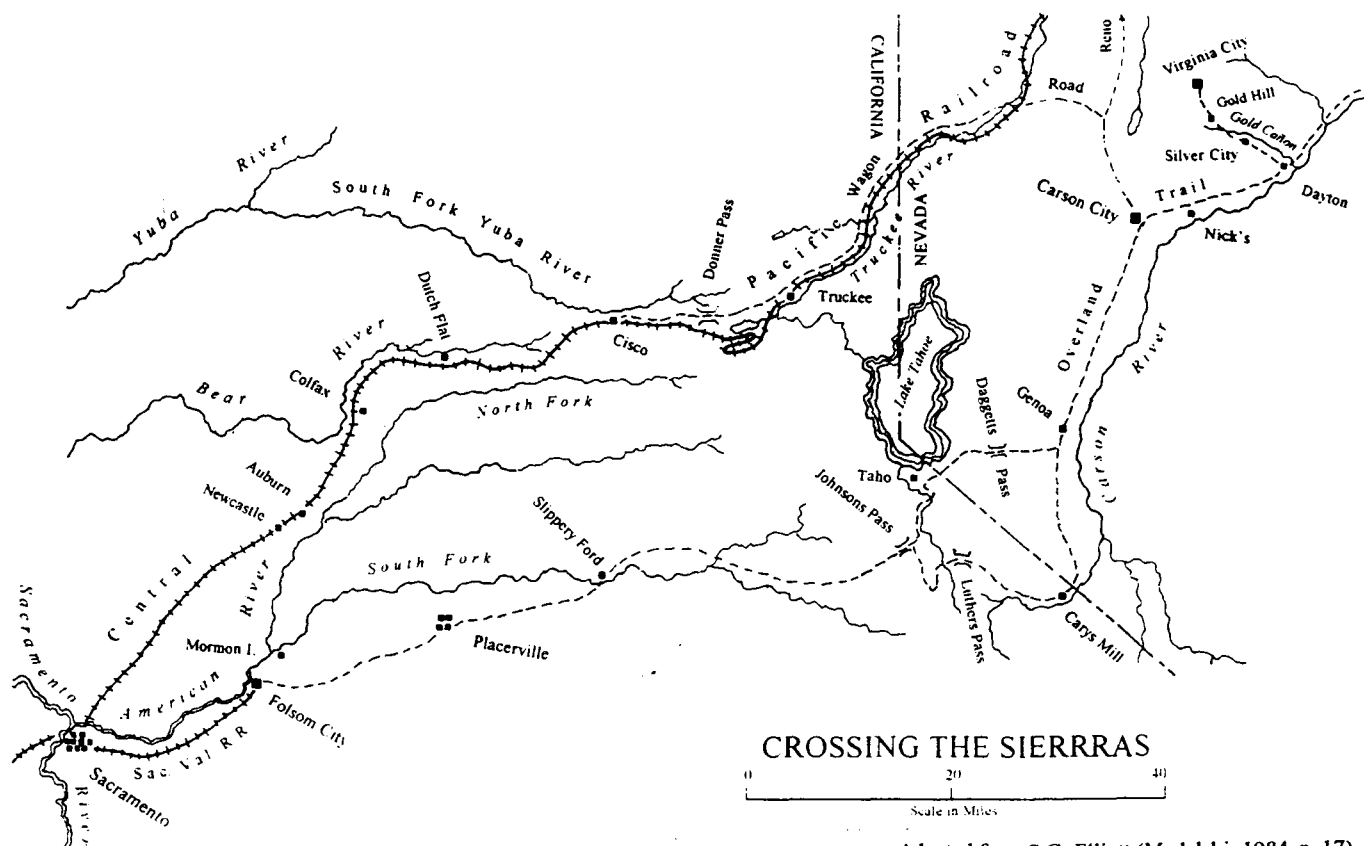
McLane's rise in Wells Fargo was meteoric. Even before being named general agent at the end of 1855, he vastly increased the company's letter business by introducing government stamped envelopes printed with the company's indicia that prepaid both the Wells Fargo express fee and U.S. postage.

As general agent his management was visionary and forward looking. He doubled the number of Wells Fargo offices to a hundred in his first three years and to more than 175 in Oregon and Nevada as well as California in the next five. He built up cash reserves and put the

company on a solid profit-making basis by 1860 while its competitors faded away. His greatest coup was opening an office in Virginia City in 1859, one of the first express companies to do so, that gave Wells Fargo a near monopoly of the Comstock's freight, express, and banking business. Its Virginia City office became its single greatest source of revenue in less than two years. His ownership of the Pioneer Stage Line allowed Pioneer to capture all of Wells Fargo's Virginia City business it could handle. When he sold Pioneer to the

his resistance to contracting with the railroads to carry the company's express and the imminent collapse of Wells Fargo's stage empire in the face of the completion of the transcontinental railroad. It is true the Central Pacific Railroad kings began organizing the Pacific Union Express in 1867 as opposition Barney was forced to buy out in 1869 in order for the company to survive, virtually relinquishing Wells Fargo to them as he did so.

McLane already had entered banking when he was named a director of William Ralston's new Bank of



Adapted from S.G. Elliott (Modelski, 1984, p. 17).

company in December 1864, it marked the first time Wells Fargo owned its own stock and stages instead of leasing space on other lines.

McLane succeeded Dinsmore as president of the Overland Mail Company shortly after the new contract (14626) went into effect and Wells Fargo began operating Overland as a subsidiary, finally absorbing both it and Pioneer into the parent company after the 1866 consolidation.

He was elected president of Wells, Fargo & Co. in late 1866, vice D.N. Barney, soon after the consolidation he had been so instrumental in bringing about; but he held the position for only a little more than a year until February 1868 when Barney was reinstated. The reason for replacing him so soon is sometimes given as

California in July 1864. When a consortium of Virginia City silver kings organized the Nevada Bank of San Francisco in 1875, later a component of the Wells Fargo Bank, they elected him president, a position he held for about six years before he left California in 1882 and the curtain of history was drawn over his fate.

THE CENTRAL PACIFIC RAILROAD

At the same time the Union Pacific Railroad was driving west parallel to Route 14260 through Nebraska and the part of Dakota that would become Wyoming, the Central Pacific was building east from Sacramento toward the crest of the Sierras. At the time the contract for Route 14626 went into effect on October 1, 1864, the CP's railhead was at Newcastle, slightly more than

thirty miles out of Sacramento. It made only twenty-three miles to Colfax the next year and forty miles by way of Dutch Flat to Cisco, ten miles short of the summit, in 1866 (Daggett, 1966, p. 83).

Meanwhile, much to the derision of the San Francisco press, the CP built a wagon road along its survey from Dutch Flat over Truckee (now Donner) Pass, down the Truckee River, and around a point of the mountains to Carson City. What the press missed was that the CP already was earning meaningful passenger and freight revenues from its first seventy-five miles of track and Overland Trail traffic diverted from Carson City to its railhead would be a source of additional income. How much Virginia City traffic was redirected to the CP wagon road cannot be said, but it was potentially significant. After rail service was inaugurated to Reno in May 1868, of course, the majority of passenger, freight, and express traffic was attracted there.

This wagon road also allowed the graders and tracklayers to leap frog difficult construction over the summit from Cisco to Truckee Meadows. The first CP locomotive, laboriously hauled over this road by team, crossed into Nevada in December 1867 and steamed into Reno on May 4th, the week before the town was officially born; but it was not until June 15th that the last seven-mile gap below Donner Lake was closed and Sacramento was finally connected to the railhead by a continuous rail line (McCague, 1964, p. 221).

Once clear of the Truckee canyon at Reno, the tracks headed out onto the Nevada desert more than 400 miles to the Utah border. The rails left the Truckee River at Wadsworth, thirty-five miles east of Reno, and crossed over to the Humboldt to pick up the old California Trail Chorpensing used for so many years to carry the mail from Salt Lake to Placerville. Up the Humboldt the old station names, Hawes Fort, Stony Point, Fremont's Canyon, were forgotten in favor of new ones, Winnemucca, Battle Mountain, Elko. Near Humboldt Wells the railroad grade veered east off the California Trail across a land so remote and dry the railroad had to run tank trains to supply the construction crews with water. By the time the contract for Route 14626 expired, the railhead was still short of the Utah line.

ROUTE

The contract for Route 14626 specified and the Overland Mail Company always used the Overland Trail from Salt Lake City to Carson City and on to Folsom via Placerville. With the exception of Reno, the Central Pacific Railroad was too widely separated from the Overland Trail to permit mail to be exchanged between Overland Mail Company stages and railway mail cars as it was at several points on the Union Pacific.

The lack of marginal notes after January 1866 prevents speculation whether Salt Lake mail on the Overland Trail was exchanged at Virginia City or Carson City with the CP via either its Donner Pass wagon road before the tracks reached Reno or at Reno after rail service was inaugurated there in May 1868. In view of McLane's animosity toward the railroad, it is unlikely any mail would have been exchanged between Wells Fargo and the CP before the spring of 1868. Further, the fact the CP's Pacific Union Express began running a pony express into Virginia City about the first of July 1868 to compete with Wells Fargo suggests that no U.S. mail was diverted to the railroad. If the U.S. mail had been diverted, it is expected the POD would have entered a marginal note changing the terminus from Folsom to Sacramento via the CP.

OPERATIONS

So far as can be determined, the Overland Mail Company and Wells Fargo operations over Route 14626 were carried out with a high degree of regularity and conformance to schedule with no more than predictable delays over the mountains in winter months.

The combined schedules for Routes 14260 and 14626 set a new standard for carrying the mail on the central route, lowering the previous schedule over Route 10773 from 20 days eight months a year by four days to 16 days and from 23 days four months a year by three days to 20 days.

The schedule over Route 14626 remained constant during the term of the contract at three hours less than 6 days eight months a year and 7¼ days four months a year from Salt Lake City to Folsom City because, as deduced above, the mails were never exchanged with the Central Pacific Railroad before the expiration of this contract.

At the same time the contract schedule over Route 14260 at three hours more than 10 days eight months a year and 12¾ days four months a year from Atchison to Salt Lake City decreased steadily as Holladay moved the terminus west along the Union Pacific almost to Green River by the expiration of the contract, thus reducing the Omaha to Salt Lake transit time by half and that from Omaha to Folsom to 11 or 12 days.

It is not clear how Virginia City was served, whether by a detour across country from some point to the east and then down Gold Cañon to Dayton or by a spur up Gold Cañon from either Dayton or Carson City and back. A possibility is that since Pioneer had been serving Virginia City since at least 1858 and the amount carried was substantial, Overland/Wells Fargo continued a direct Virginia City to Folsom line combining with the Overland mail route at Carson City.

APPENDIX 31 - ROUTE 14626
(Contract Register 253, pp. 290-292)

UTAH

14626

From	Salt Lake City	Salt Lake	Utah
	Fairfield	Cedar	"
	*Egan Canyon	Lander	Nev
	Ruby Valley		Nev
	Austin	Lander	"
	Ragtown	Churchill	"
	*Clan Alpine, Est. Mar. 12/66	"	"
	*Saint Clair Station, Apl. 13/65	"	"
	*Stillwater, Est. Jany 11/65	"	"
	§*La Platte City, Est. Apl. 13/65, order	"	"
	Virginia City	Story	"
	*Gold Hill (order)		
	*Silver City (order)		
	Carson City	Ormsby	"
	Genoa	Douglas	"
	Taho	Eldorado	Cal.
	Slippery Rock	"	"
	*Sportsman's Hall, Est. Oct. 10/65	"	"
	Placerville	"	"
	*Shingle Springs, Est. Oct. 10/65	"	"
	Latrobe	"	"
to	Folsom City	Sacramento	"

558 miles and back daily, supply such offices as may be on the route.

140

698

Schedule from 1st April to 1st December (8 months)

Leave	Salt Lake City	daily	at 1 P.M.
Arrive at	Virginia City	sixth day	by 11 A.M. (118 hours)
	Folsom City	7th	12 <u>23</u>
			141
Leave	Virginia City	daily	at 10 A.M.
	Folsom City		
Arrive at	Salt Lake City	sixth day	by 8 A.M. (118 hours)
		7th	by 7 A.M. <u>23</u>
			141

Schedule from 1st December to 1st April (4 months)

Leave	Salt Lake City	daily	at 6 A.M.
Arrive at	Virginia City	seventh day	by 1 A.M. (139 hours)
	Folsom City	8th	12 M. <u>35</u>
			174
Leave	Virginia City	daily	at 10 P.M.
	Folsom City		A.M.
Arrive at	Salt Lake City	seventh day	by 5 P.M. (139 hours)
		8th	4 P.M. <u>35</u>
			174

If the extended service invited on route 14260 to be let, contract service on this route will not be.

W.B. Dinsmore, Prest. \$474,000

[Abbreviations used: * - interlineated; § - struck out]

MARGINAL NOTES

1864, August 19 Contract with Wm. B. Dinsmore of New York City, President of the overland mail company for the conveyance of the mail daily with "Certainty, Celerity and Security" from Salt Lake City, Utah to Folsom City, California, from 1st October 1864 to 30th September 1868, agreeably to the schedules contained in the advertisement of 22 March 1864 on this and route No. 15761 in Nevada Ter. and supplying all intermediate offices on the route at \$385,000 per annum.

Contractor, Wm. B. Dinsmore, New York City (Pres. Overland Mail Co.), \$385,000

1865, Sept. 27 Omit La Platte, Nevada, it not being directly on this route.

1866, Jan'y 30 Embrace Gold Hill and Silver City between Virginia City and Carson City without additional pay, they being directly on Route.

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APPENDIX 32 - The Overland Mail Company Contract
(Senate Ex. Doc. 21, January 14, 1881, Serial No. 1941)

No. 14626

\$385,000 per annum.

This article of contract, made the 19th day of August, in the year one thousand eight hundred and sixty-four, between the United States (acting in this behalf by their Postmaster-General) and Wm. B. Dinsmore, president of the Overland Mail Company, and Danford N. Barney, Ashbel H. Barney was his sureties.

Witnesseth: That whereas Wm. B. Dinsmore, president O.M. Co. has been accepted, according to law, as contractor for transporting the mail on route No. 14626, from Salt Lake City, to Folsom City (in California) & back, daily (excepting paper & document mails, from the East, for the Pacific coast, which are to be sent by sea), and supplying all intermediate offices on the route, and supplying Denver City, Colorado Territory, by side mail in due connection with the main line daily, at three hundred & eighty-five thousand dollars per year, for and during the term commencing the first day of October, in the year one thousand eight hundred and sixty-four, and ending with the thirtieth day of September, in the year one thousand eight hundred and sixty-eight: Now, therefore, the said contractor and his sureties do jointly and severally undertake, covenant, and agree with the United States, and do bind themselves—

Paragraphs three, four, and five same as paragraphs two, three, and four in contract for Route 14260 (Appendix 29.

For which services, when performed, the said Wm. B. Dinsmore, prest. O.M. Co., contractor, is to be paid by the said United States the sum of three hundred & eighty-five thousand dollars a year, to wit: Quarterly in the months of May, August, November, and February, through the postmasters on the route, or otherwise, at the option of the Postmaster-General of the United States; said pay to be subject; however, to be reduced or discontinued by the Postmaster-General, as hereinafter stipulated, or to be suspended in case of delinquency.

Paragraphs seven, eight, and nine same as paragraphs six, seven, and eight in contract for Route 14260.

In witness whereof the said Postmaster-General has caused the seal of the Post-Office Department to be hereto affixed, and has attested the same by his signature, and the said contractor and his sureties have hereunto set their hands and seals, the day and year set opposite their names respectively.

M. BLAIR

Postmaster-General

Signed, sealed, and delivered by the Postmaster-General, in the presence of—J.A. CUSHING

WM. B. DINSMORE, *Prest.* April 1st, 1864
Overland Mail Co.

DANFORD N. BARNEY, Oct. 28th, 1864
A.H. BARNEY

And by the other parties hereto in the presence of—F.B. Marsh, Thomas Clark.

I hereby certify that I am well acquainted Danford N. Barney and Ashbel H. Barney and the condition of their property, and that, after full investigation and inquiry, I am well satisfied that they are good and sufficient sureties for the amount in the foregoing contract.

JAMES KELLY

Postmaster at New York.

October 29, 1864

THE SCHEDULE OF DEPARTURES AND ARRIVALS

Same (as modified) as in Appendix 31

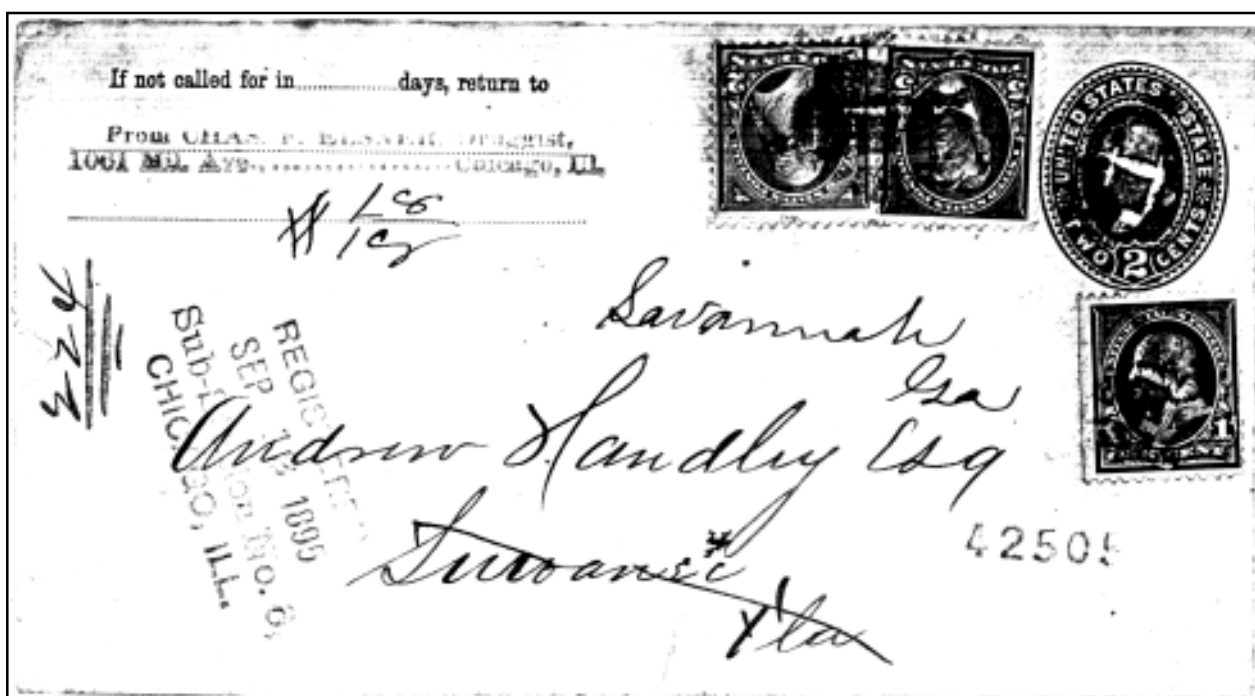


Figure 1 Chicago's Sub-Station No. 6 was established at 1061-1063 Milwaukee Avenue on August 1, 1890. The return address for this cover reads From CHAS. F. ELSNER, Druggist/1061 Mil. Ave Chicago, Ill.

Those Elusive Postal Sub-Stations

PART 2

by Dennis H. Pack

This is the second in a three-part study of the evolution of postal sub-stations. It covers the period 1894 to 1902 which the author regards as the heyday of sub-stations. It also looks at postal markings containing "sub-station". The third part of this study will briefly look at branch offices after the sub-station designation ceased to be used, and tell about Post Office Department records the author used as sources of information for this study. All three sections are accompanied by listings of entries from the *Postal Bulletin* having to do with sub-stations. "Branches" and "branch offices" are broad terms which are used here to refer to both stations and sub-stations.

THE DEMAND FOR SERVICES

Rapid urbanization in the U.S. after the Civil War increased the demand in cities for convenient postal services, including free delivery, and brought a proliferation of branches of urban post offices. Between 1860 and 1900, the number of people in the U.S.

living in urban areas with populations of 2,500 or more leaped from six million to 30 million.¹ The number of stations climbed from 75 in 1874 to 255, not counting sub-stations, in 1890.² In addition, 325 sub-stations were established just in 1900.³

Postal stations fell into two categories: those which housed letter carriers for the Free Delivery System and those which did not. Both categories issued money orders, sold stamps and other postal supplies, and registered mail. Those without letter carriers were often located in businesses and designated "sub-stations." They were numbered or called by local names. A few similar postal units were designated as "receiving stations". Previously, Philadelphia was thought to be the only city where receiving stations were established. Additional research has found 20 receiving stations in Boston⁴ and one in Washington, D.C.⁵

THE RISE OF SUB-STATIONS

Even though sub-stations are mentioned in *Orders of the Postmaster General* as early as 1882,⁶ it is not until 1890 that branch offices have the designation

"sub-station" as part of their name. Twenty numbered sub-stations of the New York City post office were established January 15, 1890, "with money order and registration facilities and for the sale of postal supplies and reception of 3rd and 4th class mail matter".⁷

The term "sub-station" was frequently used in establishing orders for branch offices starting in 1892, but most sub-stations were designated stations until early 1894. That is to say that the order would establish a "sub-station," then name it with the designation "station." For example, "Establish on June 1, 1892, a sub-station of the post office at Rochester, New York, with facilities for the transaction of money-order and registry business and for the sale of postal supplies, to be known as 'East Side' station."⁸

The year 1894 was a turning point. The post office Department distinguished more sharply between carrier stations and sub-stations, some of which had their designations changed. On April 1, 1894, nine numbered sub-stations were established in Brooklyn, N.Y.,⁹ and an additional 11 sub-stations which had been previously been referred to as stations and called by letters of the alphabet were redesignated sub-stations and called by numbers.¹⁰ On July, 1, 1894, fifteen sub-stations called by local names and 11 full stations called by letters of the alphabet and one local name

were established in Chicago.¹¹ On the same date, 12 stations of Chicago previously called by local names were renamed as letters of the alphabet.¹² At least in some of the larger cities, there appears to be an attempt to bring order to the naming and designating of branch offices. This continued in 1895 and 1896.

The Postmaster General reported about sub-stations for the first time in 1894. After telling the numbers of stations and sub-stations established, he argued for additional funds to support branch offices. He wrote, "The extension of city limits and free-delivery service necessitates the discontinuance of suburban post-offices and the establishment of stations and substations in lieu thereof. The expense of maintaining the stations is offset by the saving in salaries and allowances of the discontinued post-offices. While the establishment of stations undoubtedly improves the service, the expense is a direct tax upon the appropriation for clerk hire, and rent, fuel, and light for the first and second class post offices and should be considered."¹³

The first mention of sub-stations found by the author in the *Postal Bulletin* describes wagon service between branches and sub-stations in New York City in issue 4228, dated January 15, 1894.

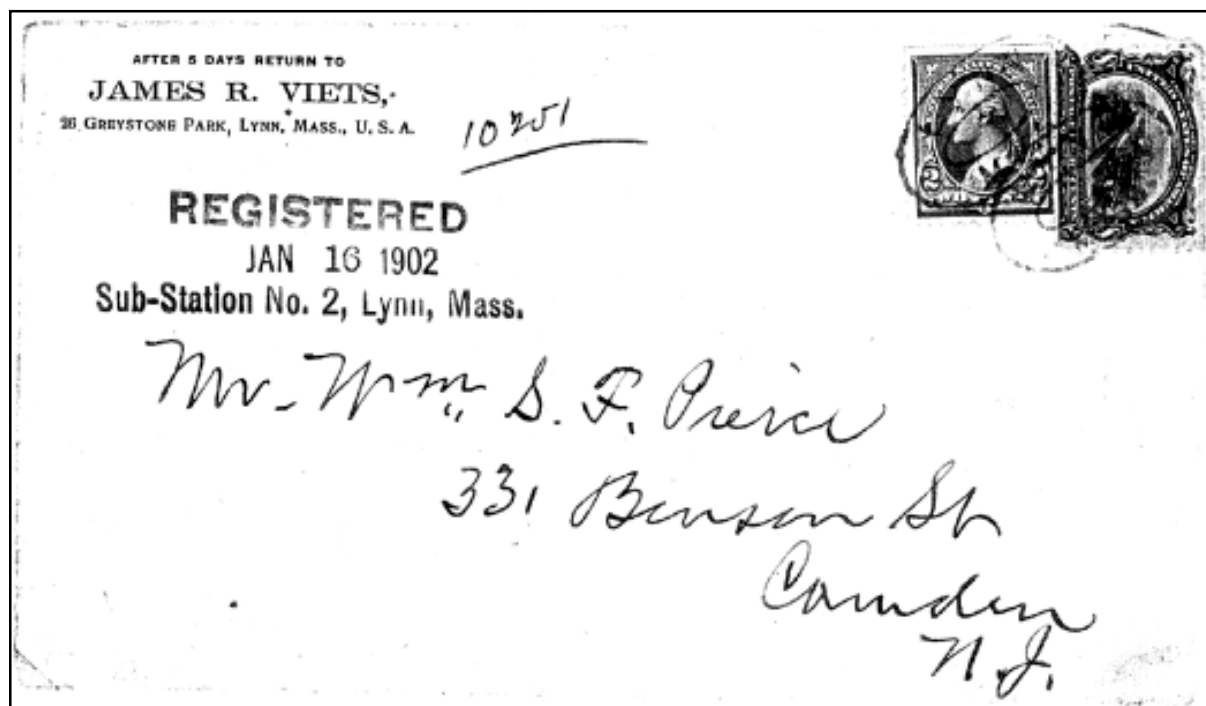


Figure 2 Straight line registration marking from Lynn, Massachusetts, Sub-Station 2, which was established July 15, 1899, at 39 Market Square.

The 1897 *Report of the Postmaster General* states:

Stations and substations are established in the larger cities to facilitate the delivery of mails, and to furnish postal facilities for patrons remote from the main office. Carrier stations distribute and dispatch mail and transact money-order and registry business, and have all the facilities of a free-delivery post-office. Substations are usually located in drug stores, transact money-order and registry business, and handle stamps and postal supplies. The larger carrier stations are on a parity with many offices of the first class in point of stamp sales and money-order and registry business.¹⁴

The duties of stations and sub-stations were explained, but there was no mention of how they were named.

Late in 1897, the Postmaster General announced:

The following classification of stations and sub-stations is hereby adopted:

All stations or sub-stations, as now designated, that receive and dispatch mail, either by carriers or through boxes and general delivery, will be known as stations and will be designated by letters or local names.

Sub-stations issue and pay money orders, register letters and parcels, sell postal supplies, but do not deliver mail, and will be designated by numbers.¹⁵

Finally, there was a uniform policy concerning when a branch office should be referred to as sub-station and how it should be named. Stations receive and dispatch mail, sub-stations do not. Stations might house carriers, have box delivery or handle general delivery mail. Sub-stations do not.

The 1898 *Report of the Postmaster General* incorporates these changes:

Stations and substations are established in the larger cities to expedite the delivery of mails and to give postal accommodations to patrons living remote from the main office. Substations, designated by numbers, issue and pay money orders, register letters and parcels, and sell postal supplies, but do not deliver mails. Stations, designated by letters or local names, receive and dispatch mails, transact money-order and registry business, sell stamps, etc., and where carriers are attached, have all the facilities of a free-delivery post office.¹⁶

An interesting distinction between stations and sub-stations concerned registered mail. "Sub-stations are those where mail matter may be registered, but where registered matter is not delivered to addressees..."¹⁷ Sub-stations were located in the carrier districts of stations from which the mail was delivered.¹⁸ Registered mail had to be sent to a carrier station or the main post office for delivery.

Table 1
Establishment, Discontinuance & Status Change of Sub-stations, 1894-1901

	1894*	1895	1896	1897	1898#	1899+	1900	1901
Sub-stations established when a post office was discontinued	69	73	39					
Additional sub-stations established	28	92	81					
Total sub-stations established	97	165	120	77	154	197	325	391
Sub-stations discontinued		2	7	15	16	16	14	8
Sub-station names changed		111	113					
Sub-stations raised to Stations					132	7	17	9

*The figures for 1894 cover July 1 - October 15, 1894.

The 1898 report states that the substations were created in lieu of 1,546 stamp agencies which were abolished.

+ The 1899 report states that the substations were created in lieu of an unspecified number of stamp agencies which were abolished.

Postmasters of post offices with branch offices were authorized, under the direction of the Postmaster General, to permit money orders to be issued at the branch offices, but the postmaster was responsible for all money order funds received at the branch offices.¹⁹

Starting in 1894, in his annual report to Congress, the Postmaster General reported on the establishment, discontinuation and change of status of sub-stations (Table 1).

The author has not found figures for the total number of sub-stations in existence during each year.

Statistics from Table 1 support the listings from the *Postal Bulletin*. Before 1898, many stations were redesignated sub-stations and other sub-stations were established. Starting January 1, 1898, some sub-stations were redesignated stations. This could reflect the spread of free city delivery. The number of free delivery offices did not increase dramatically, but the number of patrons served by existing offices did. Delivery routes from stations were revised or new stations and routes were established to serve this increasing need.

THE END OF THE SUB-STATIONS

In 1902, the Postmaster General discontinued use of the term "sub-station." The 1897 order quoted above was amended to read:

All stations will issue and pay money-orders, register letters and parcels and sell postal supplies.

Stations that receive and dispatch mails, either by carriers or through boxes and general delivery, will be designated by letters or local names, as 'Station A' or 'Austin Station.'

Stations that are not provided with facilities for receiving and dispatching mails, will be designated by numbers, as 'Station No. 1.'²⁰

The designation "station" now applied to all branch offices. The difference was in the way they were named.

SUB-STATION POSTAL MARKINGS

One would expect most sub-station markings to appear on money order documents and registered letters since sub-stations were not to receive and dispatch letter mail. Registry markings are the most common sub-station marking. Money Order Business (M.O.B.) sub-station markings are seen infrequently.

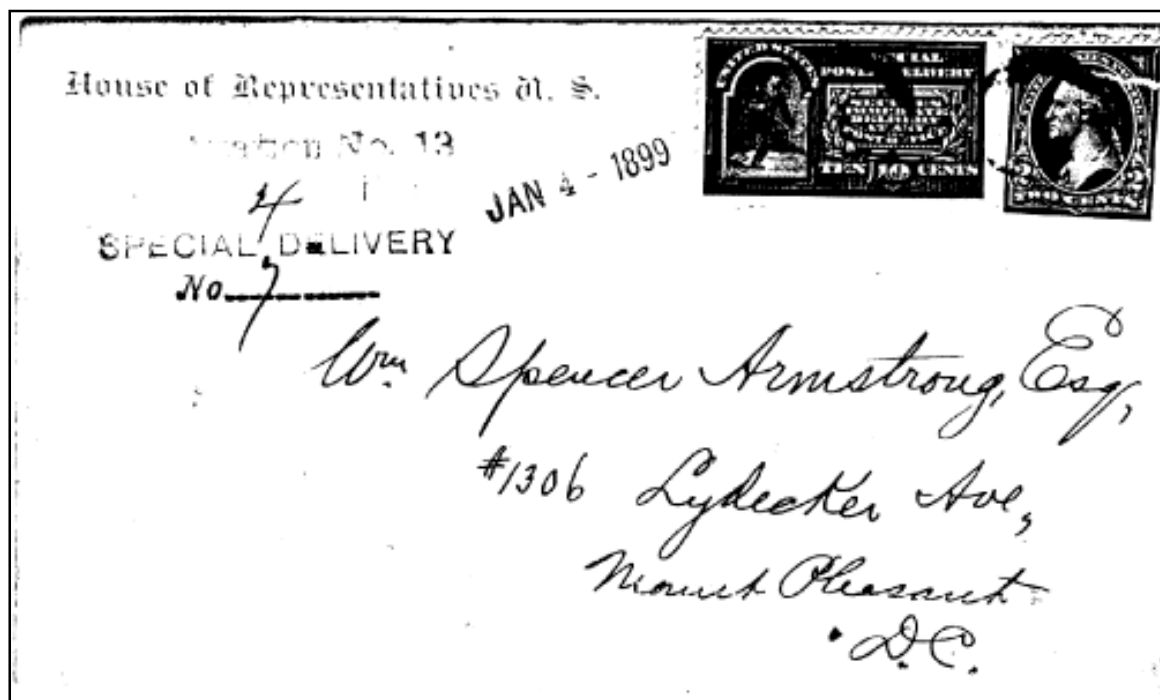
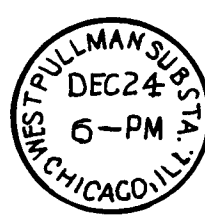


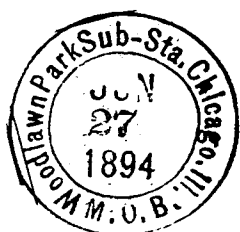
Figure 3 A Washington, D.C., Sub-Station 13 Special Delivery straight-line marking. Even though the marking does not contain the word "sub," the date gives it away. In 1899, all numbered stations were defined as sub-stations.

SUB-STATION POSTAL MARKINGS

DUPLEX CANCELS



MONEY ORDER BUSINESS MARKINGS

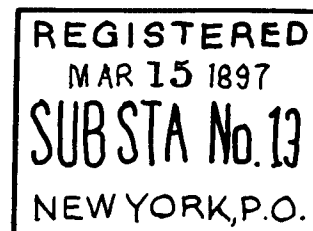
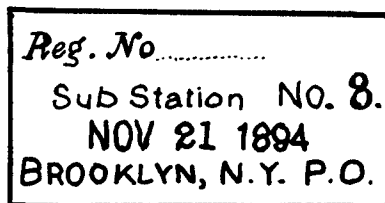
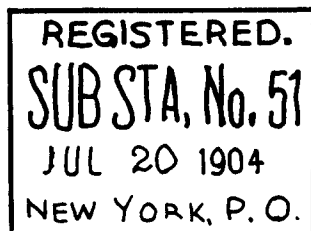


DOUBLE OVAL CANCEL



REGISTRY MARKINGS

BOXED



STRAIGHT LINE

REGISTERED
NOV 12 1897
Sub-Station No. 55
CHICAGO, ILL.

REGISTERED,
DEC 23 1897
SUB-STATION No. 10.
CHICAGO, ILL

REGISTERED
SEP 24 1897
Sub-Station No. 2,
CHICAGO, ILL.

REGISTERED
MAY 16 1896
Sub-Station No. 8
BOSTON, MASS. P. O.

REGISTERED
JAN 16 1902
Sub-Station No. 2, Lynn, Mass.

Just before the designation “sub-station” was abolished, the Third Assistant Postmaster General gave specific instructions for the canceling of registered mail by stations and sub-stations:

Postmasters to whose office stations and sub-stations may be attached will see that the superintendents and clerks-in-charge thereof are instructed to properly cancel all stamps attached to registered matter, and that every registered letter or parcel bears on the address side the date of its registration and the name of the station or sub-station where it is registered...

For the cancellation of postage stamps on registered matter a wooden canceler will be furnished for use at sub-stations...²¹

Most covers registered at sub-stations follow these instructions.

The author has seen four kinds of markings containing “sub-station”: 1) barrel duplex handstamps for use on first class mail, 2) registry markings for use on registered mail, 3) double oval markings used to cancel stamps on parcels and registered mail, and 4) double-circle M.O.B markings not intended to cancel mail. The types are illustrated on page 31. Varieties in these are listed in Table 2 below.

The author has seen only one sub-station duplex marking dated after 1898. Most are dated 1896-98. The use of Sub-station registry markings extends beyond

the sub-station period. The latest seen is 1908, six years after “sub-station” ceased to be an official designation. Not many sub-station M.O.B. markings are available. The author is aware of the two illustrated.²²

There are some non-standard sub-station markings. These are usually registry markings from numbered stations without “sub.” If they are dated between 1897 and 1902, they are sub-station markings because Post Office Department policy permitted only sub-stations to be numbered at that time. Stations were named or called by letters of the alphabet. The author is aware of one non-standard Special Delivery marking.

CONCLUSION

The heyday of sub-stations lasted 1894-1902. Its beginnings brought order to the naming and designating of branch post offices. By its end, a pattern for naming and defining stations had been established that would continue, with modifications, through most of this century.

The author will appreciate receiving photocopies of any additional kinds and varieties of sub-station markings and sub-stations markings with later dates than those mentioned above. They may be sent directly to him at Dennis Pack, 1915 Gilmore Ave., Winona, MN 55987.

Table 2
Sub-Station Postmark Types and Varieties

Type of Marking	Varieties
Barrel Duplex	Year in postmark or between postmark and cancel. Different types of barrel cancels. Center of barrel cancel contains sub-station number or a star (for named sub-stations) or is blank.
Boxed Registry	Box includes place for registration number. Date is above or below Sub-Station No. Lettering in post office city has same size upper-case letters or larger initial letter upper-case letters.
Straight Line Registry	Text is in three or four lines. Size of lettering varies. Type font varies - serif or sans-serif. Lettering is all upper-case or upper and lower-case.

Again, I wish to acknowledge the contributions of information and postmarks by many people. 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 Piskiewicz, Art Rupert, and the Pfund Postmark Museum, Bellevue, Ohio. Richard Graham provided a copy of the 1879 *Postal Laws and Regulations* quoted in the first section. Special thanks are also to Richard W. Helbock for his encouragement to me to continue this research and his willingness to publish it.

ENDNOTES

¹Table 4, Population 1790 to 1990 in Bureau of the Census, *1990 Census of Population and Housing*, "Population and Housing Unit Counts."

²1874 figure from List of Letter-Carrier Offices (Free Delivery) with Names, etc., of Stations, Postal Guide, June 1, 1874. 1900 figure from *Report of the Postmaster General*, June 30, 1900, p. 96.

³*PMG Report*, 1900, p. 96.

⁴Order 255, Aug. 27, 1889, *Orders of the PMG, Journal, Journal 2*, p.341. This order establishes 15 receiving stations in Boston "for the reception of other than first class mail, to be located at proper distances apart to accommodate the people." They were not named or located in the establishing order. The Boston Postmaster was to recommend locations which were to be approved by the PMG.

⁵Order 79, May 28, 1892, *Orders, Journal 3*, p. 54, established a "Receiving and stamp station" in Washington, D.C., at 627 Pennsylvania Ave. N.W. It was called Station I.

⁶Order 372, August 21, 1882, *Orders, Journal 83-B*, p. 264.

⁷Order 335, December 20, 1889, *Orders, Journal 2*, pp. 381-382.

⁸Order 75-1/2, May 27, 1892, *Orders, Journal 3*, p. 53.

⁹Order 66, Feb. 26, 1894, *Orders, Journal 3*, p. 373.

¹⁰Order 67, Feb. 26, 1894, *Orders, Journal 3*, pp. 373-374.

¹¹Order 228, Jun. 21, 1894, *Orders, Journal 3*, p. 497, and Order 225, Jun. 21, 1894, *Orders, Journal 3*, pp. 495-496.

¹²Order 226, Jun. 21, 1894, *Orders, Journal 3*, p. 496.

¹³*PMG Report*, 1894, p. 108.

¹⁴*PMG Report*, 1897, p. 85.

¹⁵*Postal Bulletin 5401*, Nov. 15, 1897.

¹⁶*PMG Report*, 1898, p. 116.

¹⁷*Postal Laws and Regulations*, 1902, section 906, p. 429.

¹⁸A description of these is given in Brooklyn Postal Guide, 1896, in *Long Island Postal Historian*, Vol. 15, No. 1, (Spring 1992), pp. 18-25.

¹⁹*Postal Laws and Regulations*, 1887, section 1234, p. 423.

²⁰Order 349, Mar. 31, 1902, in , Apr. 2, 1902.

²¹*Postal Bulletin 6690*, Feb. 12, 1902.

²²These are from the microfilm record of the Willett-Thompson Section collection, Margie Pfund Memorial Post Mark Museum, Bellvue, Ohio.

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

[Continued from Volume 30, No. 4 (September 1999), page 29]

State/City/State	Unit	Action	Eff Dt	PB No	PB Date
MA Adams	Sub-Sta 01 (Maple Grove)	Estab	01-Feb-99	5755	13-Jan-99
MA Amesbury	Sub-Sta 01 (Salisbury Point)	Estab	01-Jun-96	4939	12-May-96
MA Athol	Sub-Sta 01 (Athol Center)	Estab in lieu of Athol Center PO which is consolidated	01-Feb-02	6657	04-Jan-02
MA Beverly	Sub-Sta 01 (North Beverly)	Estab	01-May-96	4922	22-Apr-96
MA Boston	Arlington Heights Sta	Estab in lieu of Sub-Sta 31	15-Apr-98	5512	29-Mar-98
MA Boston	Somerset Hill Sub-Sta	Estab	01-May-95	4601	04-Apr-95
MA Boston	Sub-Sta 01 (Allston)	Designate	01-Jul-95	4619	25-Apr-95
MA Boston	Sub-Sta 014	Chg fr 1759 Washington St to 55 Els St (West Somerville)	ND(07/01)	6523	23-Jul-01
MA Boston	Sub-Sta 02 (East Somerville)	Designate	01-Jul-95	4619	25-Apr-95
MA Boston	Sub-Sta 03	Disc at 1364 Tremont St	31-Jan-98	5433	23-Dec-97
MA Boston	Sub-Sta 03	Estab at 380 Centre St	01-Jan-99	5737	21-Dec-98
MA Boston	Sub-Sta 03 (Roxbury Crossing)	Designate	01-Jul-95	4619	25-Apr-95
MA Boston	Sub-Sta 04 (Somerset Hill)	Designate	01-Jul-95	4619	25-Apr-95
MA Boston	Sub-Sta 04 (Somerset Hill)	Chg location to the Exchange Bldg at 53 State St.	ND[7/97]	5306	26-Jul-97
MA Boston	Sub-Sta 05	Chg to 460 Tremont St	ND[10/96]	5082	29-Oct-96
MA Boston	Sub-Sta 05	Chg fr 460 Tremont St to 68 Warren Ave	01-Apr-98	5514	31-Mar-98
MA Boston	Sub-Sta 05 (Tremont)	Designate	01-Jul-95	4619	25-Apr-95
MA Boston	Sub-Sta 06 (Upham's Corner)	Designate	01-Jul-95	4619	25-Apr-95
MA Boston	Sub-Sta 069	Chg fr 285 Beacon St (Somerville) to 1758 Dorchester Ave (Dorchester)	01-Jun-01	6475	25-May-01
MA Boston	Sub-Sta 07	Estab at 123 Massachusettes Ave	01-Mar-99	5793	28-Feb-99
MA Boston	Sub-Sta 07 (West Somerville)	Designate	01-Jul-95	4619	25-Apr-95
MA Boston	Sub-Sta 07 (West Somerville)	Disc	31-Jan-98	5433	23-Dec-97
MA Boston	Sub-Sta 08 (Winter Hill)	Designate	01-Jul-95	4619	25-Apr-95
MA Boston	Sub-Sta 09	Estab at 16 Park Square	01-May-96	4909	07-Apr-96
MA Boston	Sub-Sta 10	Estab at 109 Green St	01-May-96	4909	07-Apr-96
MA Boston	Sub-Sta 11	Estab at 329 Warren St	01-Jun-96	4952	27-May-96
MA Boston	Sub-Sta 12	Estab at 3101 Washington St	01-Mar-97	5165	06-Feb-97
MA Boston	Sub-Sta 13	Estab at 810 North St	15-May-97	5245	13-May-97
MA Boston	Sub-Sta 13	Correct location to 210 North St	ND[5/97]	5248	17-May-97
MA Boston	Sub-Sta 14	Estab in the Chamber of Commerce Bldg	01-Aug-97	5306	26-Jul-97
MA Boston	Sub-Sta 15	Estab at Coolidge's Corner (Brookline)	01-Oct-97	5347	13-Sep-97
MA Boston	Sub-Sta 15	Chg fr 1838(?) Beacon St (Brookline) to 980(?) Dudley St (Roxbury)	01-Aug-00	6215	18-Jul-00
MA Boston	Sub-Sta 16	Estab at Joy & Myrtle Sts	01-Oct-97	5347	13-Sep-97
MA Boston	Sub-Sta 17	Chg location fr 457 Columbus Ave to 335 Columbus Ave	ND[9/97]	5356	23-Sep-97
MA Boston	Sub-Sta 17	Estab at 457 Columbus Ave (South East)	01-Oct-97	5347	13-Sep-97
MA Boston	Sub-Sta 17	Chg to 154 Chandler St	ND(10/99)	5996	27-Oct-99
MA Boston	Sub-Sta 17	Chg fr 154 Chandler St to 1024 Saratoga St (East Boston)	01-Jan-01	6343	18-Dec-00
MA Boston	Sub-Sta 18	Estab at 1129 Washington St	01-Oct-97	5347	13-Sep-97
MA Boston	Sub-Sta 19	Estab at 21 Massachussetts Ave (B.B.)	01-Oct-97	5347	13-Sep-97
MA Boston	Sub-Sta 20	Estab at 276 Massachussetts Ave (B.B.)	01-Oct-97	5347	13-Sep-97
MA Boston	Sub-Sta 21	Estab at 269 Pearl St (Cambridge)	01-Oct-97	5347	13-Sep-97
MA Boston	Sub-Sta 22	Estab at 157 Bunker Hill St (Charlestown)	01-Oct-97	5347	13-Sep-97
MA Boston	Sub-Sta 23	Estab at 574 Main St (Charlestown)	01-Oct-97	5347	13-Sep-97
MA Boston	Sub-Sta 24	Estab at 176 Saratoga St (East Boston)	01-Oct-97	5347	13-Sep-97
MA Boston	Sub-Sta 25	Estab at 672 Centre St (Jamaica Plain)	01-Oct-97	5347	13-Sep-97
MA Boston	Sub-Sta 26	Estab at 38 Beach St (Revere)	01-Oct-97	5347	13-Sep-97
MA Boston	Sub-Sta 26	Chg fr 138 Beach St (Revere) to 180 Broadway (Revere)	ND[06/99]	5872	01-Jun-99
MA Boston	Sub-Sta 26	Chg fr 180 Broadway (Revere) to 138 Beach St (Revere)	ND(08/00)	6228	02-Aug-00
MA Boston	Sub-Sta 27	Estab at 64 Walnut St (Neponset)	01-Nov-97	5389	01-Nov-97
MA Boston	Sub-Sta 28	Estab at 8 Hyde Park Ave (Jamaica Plain) [order modified below]	01-Nov-97	5389	01-Nov-97
MA Boston	Sub-Sta 28	Estab at 3730 Washington St (Jamaica Plain)	01-Nov-97	5390	02-Nov-97
MA Boston	Sub-Sta 28	Chg fr 3730 Washington St (Jamaica Plain) to 122 Harvard St (New Dorchester)	01-Apr-02	6724	25-Mar-02
MA Boston	Sub-Sta 29	Estab at 145 Harrison Ave [order modified below]	01-Dec-97	5400	13-Nov-97
MA Boston	Sub-Sta 29	Correct location to 146 Harrison Ave	ND[12/97]	5404	18-Nov-97
MA Boston	Sub-Sta 30	Estab at 297 "Estab at 297 Main St (Charlestown)	01-Dec-97	5399	12-Nov-97

State City/State	Unit	Action	Eff Dt	PB No	PB Date
MA Boston	Sub-Sta 31	Disc	14-Apr-98	5512	29-Mar-98
MA Boston	Sub-Sta 31	Estab at 56 Hanover St	15-Apr-99	5826	07-Apr-99
MA Boston	Sub-Sta 32	Estab at 187 Tremont St	01-Mar-98	5481	19-Feb-98
MA Boston	Sub-Sta 32	Chg fr 187 Tremont St to 232 Tremont St	ND[08/98]	5637	24-Aug-98
MA Boston	Sub-Sta 32	Chg fr 232 Tremont St to 295 Tremont St	ND[11/98]	5715	25-Nov-98
MA Boston	Sub-Sta 32	Chg fr 295 Tremont St to 707 Washington St	ND(01/01)	6371	22-Jan-01
MA Boston	Sub-Sta 33	Estab at 4 Inman Square (Cambridgeport)	01-May-98	5524	12-Apr-98
MA Boston	Sub-Sta 33	Chg fr 4 Inman Square (Cambridgeport) to 1378 Cambridge St (Cambridgeport)	15-Jun-01	6487	10-Jun-01
MA Boston	Sub-Sta 34	Estab at 610 Tremont St	01May-98	5533	22-Apr-98
MA Boston	Sub-Sta 35	Estab at 675 Broadway (S. Boston)	01-Jul-98	5569	04-Jun-98
MA Boston	Sub-Sta 36	Estab at 2 Winthrop Ave (Revere)	01-Jul-98	5569	04-Jun-98
MA Boston	Sub-Sta 37	Estab at 586 Dorchester Ave (South Boston)	01-Sep-98	5639	26-Aug-98
MA Boston	Sub-Sta 38	Estab at 152 Paul Gore St (Jamaica Plain)	01-Sep-98	5639	26-Aug-98
MA Boston	Sub-Sta 39	Estab at 475 Columbus Ave (Station A)	01-Sep-98	5639	26-Aug-98
MA Boston	Sub-Sta 39	Disc	30-Sep-98	5661	22-Sep-98
MA Boston	Sub-Sta 39	Estab at 146 Cross St (Somerville)	01-May-99	5836	19-Apr-99
MA Boston	Sub-Sta 40	Estab at 60 Market St (Brighton)	01-Sep-98	5639	26-Aug-98
MA Boston	Sub-Sta 40	Chg fr 60 Markey St to 68 Market St	ND[12/98]	5723	05-Dec-98
MA Boston	Sub-Sta 41	Estab at 1152 Tremont St (Roxbury Crossing)	01-Sep-98	5639	26-Aug-98
MA Boston	Sub-Sta 41	Chg fr 519 Shawmut Ave to 1759 Washington St	ND(01/01)	6368	18-Jan-01
MA Boston	Sub-Sta 42	Estab at Beacon St near Reservoir (Brighton)	01-Sep-98	5639	26-Aug-98
MA Boston	Sub-Sta 42	Chg to Trinity court, Back Bay District	ND[05/99]	5867	25-May-99
MA Boston	Sub-Sta 42	Chg fr 161 Dartmouth St to 456 Huntington Ave [modified below]	ND(03/00)	6112	17-Mar-0
MA Boston	Sub-Sta 42	Chg fr 161 Dartmouth St to 785 Huntington Ave, instead of 456 Huntington Ave	ND(03/00)	6121	28-Mar-0
MA Boston	Sub-Sta 43	Estab at 183 Washington Ave (Chelsea)	01-Sep-98	5639	26-Aug-98
MA Boston	Sub-Sta 43	Chg fr 183 Washington Ave (Chelsea) to 148 Washington Ave (Chelsea)	01-Mar-02	6700	25-Feb-02
MA Boston	Sub-Sta 44	Estab at 549 Shawmut Ave (Station A)	01-Sep-98	5639	26-Aug-98
MA Boston	Sub-Sta 45	Estab at 476 Blue Hill Ave (Roxbury)	01-Sep-98	5639	26-Aug-98
MA Boston	Sub-Sta 46	Estab at 620 Atlantic Ave	01-Sep-98	5639	26-Aug-98
MA Boston	Sub-Sta 47 (Deer Island)	Estab	01-Oct-98	5661	22-Sep-98
MA Boston	Sub-Sta 47 (Deer Island)	Chg to 573 Talbot Ave (New Dorchester)	15-Mar-00	6106	10-Mar-0
MA Boston	Sub-Sta 48 (Blue Hill)	Estab on Canton Ave near Mattapan St	15-Nov-98	5695	01-Nov-98
MA Boston	Sub-Sta 48 (Blue Hill)	Chg to 1181 Washington St (New Dorchester)	ND(03/00)	6102	06-Mar-0
MA Boston	Sub-Sta 49 (Cambridge)	Estab at 83 Concord Ave	15-Dec-98	5729	12-Dec-98
MA Boston	Sub-Sta 50	Chg from Malden, MA, Sub-Sta 01	01-Sep-99	5950	01-Sep-99
MA Boston	Sub-Sta 51	Estab at 858 Columbus Ave	15-Feb-00	6076	03-Feb-0
MA Boston	Sub-Sta 52	Estab at 268 Highland Ave (Somerville)	01-Jul-00	6191	19-Jun-0
MA Boston	Sub-Sta 53	Estab at 459 Dudley St (Roxbury)	01-Jul-00	6191	19-Jun-0
MA Boston	Sub-Sta 54	Estab at Union Square (Brighton)	01-Jul-00	6191	19-Jun-0
MA Boston	Sub-Sta 55	Estab at 260 Broadway (Somerville)	01-Jul-00	6191	19-Jun-0
MA Boston	Sub-Sta 56	Estab at Washington Ave & Shirley St (Winthrop)	01-Jul-00	6191	19-Jun-0
MA Boston	Sub-Sta 57	Estab at 210 Blue Hill Ave (Roxbury)	01-Jul-00	6191	19-Jun-0
MA Boston	Sub-Sta 58	Estab at Beacon St near Reservoir (Brighton)	01-Jul-00	6191	19-Jun-0
MA Boston	Sub-Sta 59	Estab at 575 Columbus Ave	01-Jul-00	6191	19-Jun-0
MA Boston	Sub-Sta 60	Estab at 1 Putnam Square (Cambridge)	01-Jul-00	6191	19-Jun-0
MA Boston	Sub-Sta 61	Estab at 241 Dorchester St (South Boston)	01-Jul-00	6191	19-Jun-0
MA Boston	Sub-Sta 62	Estab at 2269 Massachusetts Ave (North Cambridge)	01-Jul-00	6191	19-Jun-0
MA Boston	Sub-Sta 63	Estab at Beach & Lynn Sts (Malden)	01-Jul-00	6191	19-Jun-0
MA Boston	Sub-Sta 64	Estab at 341 Washington St (New Dorchester)	01-Jul-00	6191	19-Jun-0
MA Boston	Sub-Sta 65	Estab at 3 Milton Ave (New Dorchester)	01-Jul-00	6191	19-Jun-0
MA Boston	Sub-Sta 66	Estab at 1621 Beacon St (Brookline)	01-Jul-00	6191	19-Jun-0
MA Boston	Sub-Sta 67	Estab at Central Station (West Roxbury)	01-Jul-00	6191	19-Jun-0
MA Boston	Sub-Sta 68	Estab at 940 Dorchester Ave (Dorchester)	01-Jul-00	6191	19-Jun-0
MA Boston	Sub-Sta 68	Chg fr 940 to 239(?) Dorchester Ave	15-Aug-00	6231	06-Aug-0
MA Boston	Sub-Sta 69	Estab at 285 Beacon St (Somerville)	01-Jul-00	6191	19-Jun-0
MA Boston	Sub-Sta 70	Estab at 1 Railroad St (Everett)	02-Jul-00	6191	19-Jun-0
MA Boston	Sub-Sta 71	Estab at 723 Broadway (Everett)	02-Jul-00	6191	19-Jun-0
MA Boston	Sub-Sta 71	Chg fr 723 Broadway, Everett, to 285 Main St, West Everett	01-Apr-02	6697	20-Feb-02
MA Boston	Sub-Sta 72	Estab at 372 Washington Ave (Chelsea)	01-Mar-01	6396	20-Feb-01
MA Boston	Sub-Sta 73	Estab at 305 Sumner St (East Boston)	01-Jul-01	6448	24-Apr-01
MA Boston	Sub-Sta 74	Estab at 529 Medfor St (Somerville)	01-Jul-01	6448	24-Apr-01
MA Boston	Sub-Sta 75	Estab at 700 Washington St (New Dorchester)	01-Jul-01	6448	24-Apr-01
MA Boston	Sub-Sta 76	Estab at Bolyston Exeter Sts (Back Bay) [modified below]	01-Jul-01	6448	24-Apr-01

State City/State	Unit	Action	Eff Dt	PB No	PB Date
MA Boston	Sub-Sta 76	Chg fr Boylston & Exeter Sts to 17-23 Beacon St before estab	01-Jul-01	6502	27-Jun-01
MA Brockton	Sub-Sta 04	Etsab at 4 Main St	01-Jul-00	6183	09-Jun-0
MA Brocton	Sub-Sta 01 (Montello)	Etab	01-Jul-99	5880	10-Jun-99
MA Brocton	Sub-Sta 02 (Temple St)	Etab	01-Jul-99	5880	10-Jun-99
MA Brocton	Sub-Sta 03 (Belmont St)	Etab	01-Jul-99	5880	10-Jun-99
MA Danvers	Sub-Sta 01 (Danversport)	Etab & consolidate Danversport PO	01-Dec-00	6293	18-Oct-0
MA Danvers	Sub-Sta 02 Tapleyville)	Etab & consolidate Tapleyville PO	01-Dec-00	6293	18-Oct-0
MA Dedham	Sub-Sta 01 (Endicott)	Etab in lieu of Endicott PO which is consolidated	01-Feb-01	6372	23-Jan-01
MA Fall River	Sub-Sta 01	Chg fr Pleasant & Mason Sts to 1376 Pleasant St	01-Jan-01	6345	20-Dec-0
MA Fall River	Sub-Sta 01 (Flint Village)	Etab	01-Jun-96	4939	12-May-96
MA Fall River	Sub-Sta 02	Etab 1414 S Main St	15-May-97	5231	27-Apr-97
MA Fall River	Sub-Sta 03	Etab at 332 Lindsey St	01-Mar-99	5772	02-Feb-99
MA Fall River	Sub-Sta 03	Chg fr 332 Lindsey St to 1509 N Main St	01-Dec-99	6013	16-Nov-99
MA Fall River	Sub-Sta 04	Etab at 754 S Main St	01-May-99	5824	05-Apr-99
MA Fall River	Sub-Sta 05	Etab at 187 Siafford Rd	01-Feb-00	6072	30-Jan-0
MA Fall River	Sub-Sta 06 (Steep Brook)	Etab in lieu of Steep Brook PO which is consolidated	02-Jul-00	6196	25-Jun-0
MA Fall River	Sub-Sta 07	Etab at corner Pleasant St & Eastern Ave	01-Jan-01	6340	14-Dec-0
MA Fall River	Sub-Sta 08	Etab at 1173 Rodman St	01-Aug-01	6513	11-Jul-01
MA Fitchburg	Sub-Sta 01 (West Fitchburg)	Etab & consolidate West Fitchburg PO	01-Jul-97	5265	07-Jun-97
MA Fitchburg	Sub-Sta 02	Etab at 168 Fairmount St	01-Jul-01	6476	27-May-01
MA Gardner	Sub-Sta 01	Chg estab date [modified below]	01-Nov-99	5971	27-Sep-99
MA Gardner	Sub-Sta 01	Loc at 6 Parker St	01-Nov-99	5973	29-Sep-99
MA Gardner	Sub-Sta 01 (near RR sta)	Etab [modified below]	01-Oct-99	5877	07-Jun-99
MA Gardner	Sub-Sta 02	Chg estab date & consolidation of West Gardner (modified below)	01-Nov-99	5971	27-Sep-99
MA Gardner	Sub-Sta 02	Chg consolidation of Gardner & West Gardner POs	15-Nov-99	5994	25-Oct-99
MA Gardner	Sub-Sta 02 (West Gardner)	Etab in lieu of West Gardner PO which is consolidated with Gardner PO [mod.]	01-Oct-99	5877	07-Jun-99
MA Gloucester	Sub-Sta 01 (East Gloucester)	Etab	01-Jul-99	5877	07-Jun-99
MA Gloucester	Sub-Sta 06 (Valley Falls)	Etab	01-Jul-99	5877	07-Jun-99
MA Gloucester	Sub-Sta 07 (Jamesville)	Etab	01-Jul-99	5877	07-Jun-99
MA Haverhill	Sub-Sta 01	Chg to Ayers Village Sta	01-Jan-98	5406	20-Nov-97
MA Haverhill	Sub-Sta 01 (Ayers Village)	Etab & consolidate Ayers Village PO	01-Apr-96	4869	19-Feb-96
MA Haverhill	Sub-Sta 01 (Saunders' Hill)	Etab [modified below]	01-Feb-00	6058	13-Jan-0
MA Haverhill	Sub-Sta 02	Chg to East Haverhill Sta	01-Jan-98	5406	20-Nov-97
MA Haverhill	Sub-Sta 02 (East Haverhill)	Etab & consolidate East Haverhill PO	01-Apr-96	4869	19-Feb-96
MA Holyoke	Sub-Sta 01 (Elmwood)	Etab [modified below]	01-Aug-01	6508	05-Jul-01
MA Holyoke	Sub-Sta 01 (Elmwood)	Chg to Sub-Sta 01 (South Street) before estab	01-Aug-01	6424	24-Jul-01
MA Holyoke	Sub-Sta 02 (Highlands)	Etab	01-Aug-01	6508	05-Jul-01
MA Holyoke	Sub-Sta 03 (South Holyoke)	Etab	01-Aug-01	6508	05-Jul-01
MA Hyde Park	Sub-Sta 01	Etab in lieu of Readville PO disc from that date	01-May-95	4619	25-Apr-95
MA Hyde Park	Sub-Sta 01	Chg to Readville Sta	01-Jan-98	5420	08-Dec-97
MA Hyde Park	Sub-Sta 01 (Hazelwood)	Etab	15-Oct-98	5663	24-Sep-98
MA Hyde Park	Sub-Sta 02	Etab at Clarendon Hills	01-Aug-96	4989	11-Jul-96
MA Hyde Park	Sub-Sta 02	Chg to Clarendon Hills Sta	01-Jan-98	5420	08-Dec-97
MA Hyde Park	Sub-Sta 03	Chg to East River Street Sta	01-Jan-98	5420	08-Dec-97
MA Hyde Park	Sub-Sta 03 (East River)	Etab	01-Apr-97	5193	13-Mar-97
MA Lawrence	Sub-Sta 01 (Arlington)	Etab	01-Feb-99	5755	13-Jan-99
MA Lawrence	Sub-Sta 02	Chg fr 81 S Broadway to 106 S Broadway	01-Apr-01	6432	05-Apr-01
MA Lawrence	Sub-Sta 02	Chg fr 106 S Broadway to 140 S Broadway	01-Aug-01	6465	25-Jul-01
MA Lawrence	Sub-Sta 02 (South Lawrence)	Etab	01-Feb-99	5755	13-Jan-99
MA Lawrence	Sub-Sta 03	Etab at 395 Lowell St	01-Jul-99	5864	22-May-99
MA Lawrence	Sub-Sta 04	Etab at corner of Haverhill & Union Sts	01-Jul-00	6136	14-Apr-0
MA Lawrence	Sub-Sta 05	Etab at 591 Essex St	01-Jul-01	6434	08-Apr-01
MA Leominster	North Leominster Sta	Etab in lieu of Sub-Sta 01	01-May-98	5532	21-Apr-98
MA Leominster	Sub-Sta 01 (North Leominster)	Etab	01-Dec-97	5370	09-Oct-97
MA Lowell	Sub-Sta 01	Etab at Central & Merrimack Sts	01-Nov-95	4768	21-Oct-95
MA Lowell	Sub-Sta 01	Chg fr 31 Merrimack St to 5 Bridge St [modified below]	ND[12/98]	5743	29-Dec-98
MA Lowell	Sub-Sta 01	Chg fr 31 Merrimack St to 9 Central St	ND[01/99]	5752	10-Jan-99
MA Lowell	Sub-Sta 01	Chg fr Central & Merrimack Sts to 28 Central St	01-Nov-00	6316	14-Nov-0
MA Lowell	Sub-Sta 01	Chg fr 9 Central St to corner of Central and Merrimack Sts	ND(04/00)	6126	03-Apr-0
MA Lowell	Sub-Sta 02	Etab & consolidate Middlesex Village PO	01-Feb-96	4843a	20-Jan-96
MA Lynn	Sub-Sta 01	Etab at Essex & Chestnut Sts	01-Jul-99	5853	09-May-99
MA Lynn	Sub-Sta 02	Etab at 39 Market Square	15-Jul-99	5899	03-Jul-99
MA Lynn	Sub-Sta 03	Etab at Lewis & Cherry Sts	15-Jul-99	5899	03-Jul-99
MA Lynn	Sub-Sta 04	Etab at 31 Central Square	01-Jul-00	6138	17-Apr-0

State/City/State	Unit	Action	Eff Dt	PB No	PB Date
MA Lynn	Sub-Sta 05	Estab at 578 Chestnut St	15-Oct-00	6282	05-Oct-0
MA Lynn	Sub-Sta 06	Estab at 55 Hollingsworth St	01-Nov-01	6589	14-Oct-01
MA Lynn	Sub-Sta 06	Estab at 55 Hollingsworth St	01-Nov-01	6589	14-Oct-01
MA Lynn	Sub-Sta 06 (Cliftondale)	Estab in lieu of Cliftondale PO which is consolidated	01-Jul-01	6472	22-May-01
MA Lynn	Sub-Sta 06 (Cliftondale)	Chg to Cliftondale Sta before estab	01-Jul-01	6472	22-May-01
MA Lynn	Sub-Sta 07	Chg to Saugus Center Sta in lieu of Sargu Center PO [before estab]	01-Jul-01	6493	17-Jun-01
MA Lynn	Sub-Sta 07 (Saugus Center)	Estab in lieu of Saugus PO which is consolidated [modified below]	01-Jul-01	6472	22-May-01
MA Malden	Sub-Sta 01	Chg to Boston, MA, Sub-Sta 50	01-Sep-99	5950	01-Sep-99
MA Malden	Sub-Sta 01 (Maplewood)	Estab	15-Oct-96	5061	05-Oct-96
MA Medford	Sta A	Chg to Sub-Sta 01 (Glenwood)	01-Mar-96	4843a	20-Jan-96
MA Medford	Sub-Sta 01	Chg to 93 Spring St	ND[08/99]	5929	08-Aug-99
MA Medford	Sub-Sta 01	Estab at 468 Main St	01-Jul-01	6433	06-Apr-01
MA Melrose	Melrose Highlands Sta	Estab in lieu of Sub-Sta 01	01-Apr-98	5509	25-Mar-98
MA Melrose	Sub-Sta 01	Estab at Melrose Highlands	25-Oct-97	5379	20-Oct-97
MA Melrose	Sub-Sta 01	Estab at corner Wyoming Ave & Hurd St	01-Apr-01	6416	18-Mar-01
MA New Bedford	Sub-Sta 01	Estab at 3 Weld St	01-Oct-01	6560	05-Sep-01
MA New Bedford	Sub-Sta 02	Estab at 45 Linden St	01-Oct-01	6560	05-Sep-01
MA New Bedford	Sub-Sta 03	Estab at 133 County St	01-Oct-01	6560	05-Sep-01
MA New Bedford	Sub-Sta 04	Estab at 913 S Water St	01-Oct-01	6560	05-Sep-01
MA Newton Center	Sub-Sta 01 (Newton Upper Fall	Estab in lieu of Newton Upper Falls PO which is consolidated	01-Jul-97	5270	12-Jun-97
MA Newton Center	Sub-Sta 01 (Newton Upper Fall	Modify order to estab Newton Upper Falls Sta	01-Jul-97	5280	24-Jun-97
MA Newton Center	Sub-Sta 01 (Nonantum)	Estab	01-Jul-01	6468	17-May-01
MA Pittsfield	Sub-Sta 01	Estab at 40 Pecks Rd	01-Jul-00	6190	18-Jun-0
MA Quincy	Sta A	Chg to Sub-Sta 01 at 110 Copeland St	01-Mar-96	4843a	20-Jan-96
MA Quincy	Sub-Sta 02	Estab at 233 Washington St	01-Jul-99	5870	29-May-99
MA Quincy	Sub-Sta 03 (Houghs Neck)	Estab in lieu of Houghs Neck PO which is consolidated	02-Jul-00	6194	22-Jun-0
MA Quincy	Sub-Sta 04 (Norfolk Downs)	Estab	02-Jul-00	6200	29-Jun-0
MA Quincy	Sub-Sta 05	Estab at 25 School St	01-Jul-01	6433	06-Apr-01
MA Quincy	Sub-Sta 05	Chg fr 25 School St to 45 Water St	24-Mar-02	6718	17-Mar-02
MA Salem	Sub-Sta 01	Estab at 112-1/2 Boston St	01-Oct-98	5642	30-Aug-98
MA Salem	Sub-Sta 02 (Baker's Island)	Estab temporary sub-sta until 15-Sep-99	15-Jun-99	5853	09-May-99
MA Salem	Sub-Sta 02 (Bakers Island)	Estab temp sub-sta Jun 15-Sep 15	15-Jun-00	6180	06-Jun-0
MA Salem	Sub-Sta 02 (Bakers Island)	Estab temp sub-sta for three months	01-Jul-01	6476	27-May-01
MA Salem	Sub-Sta 03 (Salem Willows)	Estab temporary sub-sta until 15-Sep-99	15-Jun-99	5853	09-May-99
MA Salem	Sub-Sta 03 (Salem Willows)	Estab temp sub-sta Jun 15-Sep 15	15-Jun-00	6180	06-Jun-0
MA Salem	Sub-Sta 03 (Salem Willows)	Estab temp sub-sta for three months	01-Jul-01	6476	27-May-01
MA Salem	Sub-Sta 04	Estab at corner of Leach & Lafayette Sts	15-Jul-00	6199	28-Jun-0
MA Springfield	Sub-Sta 01	Estab at 72 Main St	01-Jul-99	5870	29-May-99
MA Springfield	Sub-Sta 02	Estab at 530 Main St	01-Jul-99	5870	29-May-99
MA Springfield	Sub-Sta 03	Estab at 802 State St	01-Jul-99	5870	29-May-99
MA Springfield	Sub-Sta 04	Estab at 492 Mill St	01-Jul-99	5870	29-May-99
MA Springfield	Sub-Sta 05	Estab at 827 Belmont Ave	01-Jul-99	5870	29-May-99
MA Springfield	Sub-Sta 05	Chg fr 827 Belmont Ave to 300 Bay St	ND(02/00)	6082	10-Feb-0
MA Springfield	Sub-Sta 06	Estab at Chestnut & Carew St	01-Aug-01	6513	11-Jul-01
MA Springfield	Sub-Sta 07	Estab at 774 Main St	01-Aug-01	6513	11-Jul-01
MA Springfield	Sub-Sta 08	Estab at 372 Belmont Ave	01-Aug-01	6513	11-Jul-01
MA Taunton	Sub-Sta 01 (Whittenton)	Estab	02-Dec-01	6618	16-Nov-01
MA Taunton	Sub-Sta 02 (Brittania)	Estab	02-Dec-01	6618	16-Nov-01
MA Taunton	Sub-Sta 03 (Weir)	Estab	02-Dec-01	6618	16-Nov-01
MA Waltham	Sub-Sta 01	Estab at 653(?) Main St	01-Apr-02	6705	03-Mar-02
MA Watertown	Sub-Sta 01	Chg to Mount Auburn Sta	01-Oct-98	5641	29-Aug-98
MA Watertown	Sub-Sta 01 (East Watertown)	Estab	01-Jul-99	5883	14-Jun-99
MA Watertown	Sub-Sta 01 (Mount Auburn)	Estab	15-Apr-98	5508	24-Mar-98
MA Watertown	Sub-Sta 02 (Bemis)	Estab	01-Jul-99	5883	14-Jun-99
MA Worcester	Sta A	Chg to Sub-Sta 01 at 7 Main Street	01-Mar-96	4843a	20-Jan-96
MA Worcester	Sta A	Chg to Sub-Sta 03, 580 Southbridge St	01-Sep-97	5329	21-Aug-97
MA Worcester	Sta D	Chg to Sub-Sta 02, Lakeview	01-Mar-96	4843a	20-Jan-96
MA Worcester	Sta D	Chg to Sub-Sta 01, 8 Millbury St	01-Sep-97	5329	21-Aug-97
MA Worcester	Sub-Sta 01	Chg to Sta A, 49 Main St	01-Sep-97	5329	21-Aug-97
MA Worcester	Sub-Sta 02	Designate at 75 Alvarado Ave	01-Sep-97	5329	21-Aug-97
MA Worcester	Sub-Sta 02	Chg location to Lake & Wigwam Aves	ND[9/97]	5356	23-Sep-97
MA Worcester	Sub-Sta 04	Estab at 236 Front St	01-Sep-97	5329	21-Aug-97
MA Worcester	Sub-Sta 05 (Tatunck)	Estab	01-Jul-99	5877	07-Jun-99
ME Augusta	Sub-Sta 01	Estab temporary sub-sta at Augusta House [rescinded below]	15-Jan-99	5754	12-Jan-99
ME Augusta	Sub-Sta 01	Rescind estab order	ND[01/99]	5758	17-Jan-99

State	City/State	Unit	Action	Eff Dt	PB No	PB Date
ME	Portland	Sub-Sta 01 (Deering)	Estab in lieu of Deering PO which is consolidated	02-Jul-00	6175	31-May-0
ME	Portland	Sub-Sta 02 (Deering Center)	Estab in lieu of Deering Center PO which is consolidated	02-Jul-00	6175	31-May-0
ME	Portland	Sub-Sta 03 (East Deering)	Estab in lieu of East Deering PO which is consolidated	02-Jul-00	6175	31-May-0
ME	Portland	Sub-Sta 04 (North Deering)	Estab in lieu of North Deering PO which is consolidated	02-Jul-00	6175	31-May-0
ME	Portland	Sub-Sta 05	Chg to 981 A Congress St before estab	15-Aug-00	6250	28-Aug-0
ME	Portland	Sub-Sta 05 (Railroad Square)	Estab [modified below]	15-Aug-00	6231	06-Aug-0
ME	Portland	Sub-Sta 06	Estab at 202 Brackett St	01-Jul-01	6484	06-Jun-01
ME	Portland	Sub-Sta 07	Estab at 409 Congress St	01-Jul-01	6484	06-Jun-01
ME	Portland	Sub-Sta 08	Estab at 107 Congress St	01-Jul-01	6484	06-Jun-01
ME	Portland	Sub-Sta 09 (Stroudwater)	Estab in lieu of Stroudwater PO which is consolidated	01-Jul-01	6498	22-Jun-01
ME	Portland	Sub-Sta 10 (Willard)	Estab in lieu of Willard PO which is consolidated	01-Jul-01	6498	22-Jun-01
ME	Portland	Sub-Sta 11 (Pleasantdale)	Estab in lieu of Pleasantdale PO which is consolidated	01-Jul-01	6498	22-Jun-01
ME	Portland	Sub-Sta 12 (Ferry Village)	Estab	01-Jul-01	6498	22-Jun-01
MI	Alpena	Sub-Sta 01	Estab at Chisholm & 10th Sts [modified below]	01-Aug-01	6508	05-Jul-01
MI	Alpena	Sub-Sta 01	Estab at 915 Chisholm St in stead of Chisholm & 10th Sts	01-Aug-01	6526	26-Jul-01
MI	Bay City	Sub-Sta 01	Estab in lieu of Portsmouth PO disc from that date	01-Apr-95	4590	22-Mar-95
MI	Bay City	Sub-Sta 01	Estab at Columbus & Washington Aves	01-Jul-01	6439	13-Apr-10
MI	Bay City	Sub-Sta 02	Estab at 1102 Columbus Ave	01-Apr-98	5500	15-Mar-98
MI	Bay City	Sub-Sta 03	Estab at 1718 Third St	01-Apr-98	5500	15-Mar-98
MI	Bay City	Sub-Sta 03	Chg to Whiteside Ave & Johnson St	ND[07/00]	5900	05-Jul-99
MI	Bay City	Sub-Sta 04	Estab at 23rd St & Lafayette Ave	01-Jul-01	6450	26-Apr-01
MI	Bay City	Sub-Sta 05	Estab at 18th & Farragut Sts	01-Jul-01	6450	26-Apr-01
MI	Bay City	Sub-Sta 06	Estab at 6th St & Washington Ave	01-Jul-01	6450	26-Apr-01
MI	Detroit	Sub-Sta 01	Chg to 1592 Fort St, W	ND	5512	29-Mar-98
MI	Detroit	Sub-Sta 01 (River Road)	Designate by number	01-Jan-95	4505	10-Dec-94
MI	Detroit	Sub-Sta 02 (West Detroit)	Designate by number	01-Jan-95	4505	10-Dec-94
MI	Detroit	Sub-Sta 03	Chg to 942 Grand River Ave	ND(01/00)	6061	17-Jan-0
MI	Detroit	Sub-Sta 03 (Grand River Ave)	Designate by number	01-Jan-95	4505	10-Dec-94
MI	Detroit	Sub-Sta 04	Chg to 1504 Russell St	ND	5512	29-Mar-98
MI	Detroit	Sub-Sta 04 (Pallister Ave)	Designate by number	01-Jan-95	4505	10-Dec-94
MI	Detroit	Sub-Sta 05	Chg to 845 Third Ave	ND(10/99)	5995	26-Oct-99
MI	Detroit	Sub-Sta 05 (Gratiot Ave)	Designate by number	01-Jan-95	4505	10-Dec-94
MI	Detroit	Sub-Sta 06	Chg fr 2079 Jefferson Ave to Jefferson Ave & Caddillac [SIC] Blvd	ND	5404	18-Nov-97
MI	Detroit	Sub-Sta 06	Chg to terminal Jefferson Ave & street car line	ND(10/99)	5995	26-Oct-99
MI	Detroit	Sub-Sta 06	Chg fr terminal of Jefferson Ave St car lines to corner Bowen & Kercheval Ave	25-May-00	6167	21-May-0
MI	Detroit	Sub-Sta 06 (Hamtramck)	Designate by number	01-Jan-95	4505	10-Dec-94
MI	Detroit	Sub-Sta 07	Estab at 23rd & Baker Sts	15-Jul-99	5897	30-Jun-99
MI	Detroit	Sub-Sta 08	Estab at Lincoln & Kirby Sts	15-Jul-99	5897	30-Jun-99
MI	Detroit	Sub-Sta 09	Estab at 1485 Woodward Ave	15-Jul-99	5897	30-Jun-99
MI	Detroit	Sub-Sta 10	Estab at Myrtle & 15th Sts	15-Oct-00	6283	06-Oct-0
MI	Detroit	Sub-Sta 11	Estab at 524 Grand River Ave	15-Oct-00	6283	06-Oct-0
MI	Detroit	Sub-Sta 12	Estab at 785 Rivard St	15-Oct-00	6283	06-Oct-0
MI	Detroit	Sub-Sta 12	Chg fr 735 Rivard St to 2104 Woodward Ave	15-Oct-01	6631	03-Dec-01
MI	Detroit	Sub-Sta 13	Estab at Orleans & Champlain Sts	15-Oct-00	6283	06-Oct-0
MI	Detroit	Sub-Sta 14	Estab at Gratiot & Mount Eilot Aves	15-Oct-00	6283	06-Oct-0
MI	Detroit	Sub-Sta 15	Estab at 254 Carnfield Ave E	15-Oct-00	6283	06-Oct-0
MI	Detroit	Sub-Sta 15	Chg fr 254 Canfield Ave to 1115 3rd Ave	01-Apr-01	6456	03-May-01
MI	Detroit	Sub-Sta 16	Estab at 275 Gratiot Ave	15-Oct-00	6283	06-Oct-0
MI	Detroit	Sub-Sta 17	Chg fr Beaubien & Division Sts to 577 Antoine St	31-Oct-01	6631	03-Dec-01
MI	Detroit	Sub-Sta 17	Estab at Beaubion & Division Sts	15-Oct-00	6283	06-Oct-0
MI	Detroit	Sub-Sta 18	Estab at Gratiot Ave & Orleans St	15-Oct-00	6283	06-Oct-0
MI	Detroit	Sub-Sta 19	Estab at 187 Woodward Ave	15-Oct-00	6283	06-Oct-0
MI	Detroit	Sub-Sta 20	Estab at Champlain St & Sheridan Ave	01-Nov-00	6288	12-Oct-0
MI	Detroit	Sub-Sta 21	Estab at Grand River & Hudson Aves	01-Nov-00	6288	12-Oct-0
MI	Detroit	Sub-Sta 22	Estab at 424 Woodward Ave	01-Nov-00	6288	12-Oct-0
MI	Detroit	Sub-Sta 23	Estab at 2400 Gratiot Ave	01-Jul-01	6473	23-May-01
MI	Detroit	Sub-Sta 24	Estab at Dix & Junction Aves	01-Jul-01	6473	23-May-01
MI	Detroit	Sub-Sta 25	Estab at Fort & 20th Sts	01-Jul-01	6473	23-May-01
MI	Detroit	Sub-Sta 26	Estab at Monroe & Joseph Campau Ave	01-Jul-01	6473	23-May-01
MI	Detroit	Sub-Sta 27	Estab at Michigan Ave & 6th St	01-Jul-01	6473	23-May-01
MI	Detroit	Sub-Sta 28	Estab at Russell & Frederick Sts	01-Jul-01	6473	23-May-01
MI	Grand Rapids	Sta A	Designate Sub-Sta 01 at 62 W Bridge St	01-Oct-95	4730	06-Sep-95
MI	Grand Rapids	Sta B	Designate Sub-Sta 02 at 504 S Division St	01-Oct-95	4730	06-Sep-95
MI	Grand Rapids	Sta B	Chg date of chg fro Sub-Sta 03	01-May-00	6112	17-Mar-0

State	City/State	Unit	Action	Eff Dt	PB No	PB Date
MI	Grand Rapids	Sta C	Designate Sub-Sta 03 at 83 Plainfield Ave	01-Oct-95	4730	06-Sep-95
MI	Grand Rapids	Sta C	Chg date of chg fro Sub-Sta 06	01-May-00	6112	17-Mar-0
MI	Grand Rapids	Sta D	Designate Sub-Sta 04 at 693 Madison Ave	01-Oct-95	4730	06-Sep-95
MI	Grand Rapids	Sta D	Chg date of chg fro Sub-Sta 02	01-May-00	6112	17-Mar-0
MI	Grand Rapids	Sta E	Designate Sub-Sta 05 at 330 W Leonard St	01-Oct-95	4730	06-Sep-95
MI	Grand Rapids	Sta F	Designate Sub-Sta 06 at 674 Wealthy Ave	01-Oct-95	4730	06-Sep-95
MI	Grand Rapids	Sub-Sta 01	Chg to Sta A at 50 W Bridge St	01-Apr-97	5184	02-Mar-97
MI	Grand Rapids	Sub-Sta 02	Chg location fr 502 S Division St to 499 S Division St	01-Jul-96	4975	24-Jun-96
MI	Grand Rapids	Sub-Sta 02	Chg to Sta D at 590 S Division St [modified below]	01-Apr-00	6107	12-Mar-0
MI	Grand Rapids	Sub-Sta 02	Estab at 156 W Fulton St	01-Sep-00	6235	10-Aug-0
MI	Grand Rapids	Sub-Sta 03	Chg fr 65 [?] Plainfield Ave to 611 Colt Ave	(ND02/00)	6093	24-Feb-0
MI	Grand Rapids	Sub-Sta 03	Chg to Sta B at 611 Colt Ave [modified below]	01-Apr-00	6107	12-Mar-0
MI	Grand Rapids	Sub-Sta 03	Estab at 565 Cherry St	01-Sep-00	6235	10-Aug-0
MI	Grand Rapids	Sub-Sta 04	Chg fr 691 Madison Ave to 693 Madison Ave	01-Jan-02	6641	14-Dec-01
MI	Grand Rapids	Sub-Sta 05	Chg fr Alpine Ave & W Leonard St to 319 W Leonard St	ND(11/00)	6326	26-Nov-0
MI	Grand Rapids	Sub-Sta 06	Chg to Sta C at 718 Wealthy Ave [modified below]	01-Apr-00	6107	12-Mar-0
MI	Grand Rapids	Sub-Sta 06	Estab at 785 Canal St	01-Jul-01	6456	03-May-01
MI	Grand Rapids	Sub-Sta 06	Chg fr 75 Canal St to 84 Canal St	10-Oct-01	6592	17-Oct-01
MI	Grand Rapids	Sub-Sta 07	Estab at Burton AVE & S Division St	01-Aug-97	5303	22-Jul-97
MI	Grand Rapids	Sub-Sta 07	Estab at 766 E Fulton St	15-Oct-99	5982	11-Oct-99
MI	Grand Rapids	Sub-Sta 07	Estab Sta E at Burton Ave & S Division St in lieu of Sub-Sta 07	01-Jul-00	6199	28-Jun-0
MI	Grand Rapids	Sub-Sta 07	Estab at 416 W Ridge St	15-Nov-01	6600	26-Oct-01
MI	Grand Rapids	Sub-Sta 08	Estab at 343 E Bridge St	15-Oct-99	5982	11-Oct-99
MI	Grand Rapids	Sub-Sta 08	Chg effective date	02-Dec-01	6620	19-Nov-01
MI	Grand Rapids	Sub-Sta 08	Chg designation to Sta G [modified 19-Nov01 PB6620]	01-Jan-02	6615	13-Nov-01
MI	Grand Rapids	Sub-Sta 09	Estab at 180 Butterworth Ave	15-Oct-99	5982	11-Oct-99
MI	Grand Rapids	Sub-Sta 10	Estab at 36 W Leonard St	15-Oct-99	5982	11-Oct-99
MI	Grand Rapids	Sub-Sta 11	Estab at 99 Monroe St	01-Nov-99	5990	20-Oct-99
MI	Grand Rapids	Sub-Sta 11	Chg fr 99 Monroe St to 73 Monroe St	01-Dec-00	6332	04-Dec-0
MI	Grand Rapids	Sub-Sta 12	Estab at 4th & Grandville Aves	01-Nov-99	5990	20-Oct-99
MI	Grand Rapids	Sub-Sta 13 (Paul)	Estab in lieu of Paul PO which is consolidated [modified below]	15-Aug-00	6229	03-Aug-0
MI	Grand Rapids	Sub-Sta 13 (Paul)	Modify to estab Sta F (Paul)	15-Aug-00	6233	08-Aug-0
MI	Grand Rapids	Sub-Sta 14 (Soldiers Home)	Estab in lieu of Soldiers Home PO which is consolidated [modified below]	15-Aug-00	6229	03-Aug-0
MI	Grand Rapids	Sub-Sta 14 (Soldiers Home)	Modify to estab Sta G (Soldiers Home) [modified below]	15-Aug-00	6233	08-Aug-0
MI	Jackson	Sub-Sta 01	Estab at E Main St & Elm Ave	01-Jul-01	6466	15-May-01
MI	Jackson	Sub-Sta 02	Estab at Ganson St & Steward Ave	01-Jul-01	6466	15-May-01
MI	Muskegon	Sub-Sta 01	Estab	01-Jun-95	4643	23-May-95
MI	Muskegon	Sub-Sta 02	Chg to Muskegon Heights Sta	01-Jan-98	5420	08-Dec-97
MI	Muskegon	Sub-Sta 02	Estab at Pine & Myrtle Sts	01-Jul-00	6183	09-Jun-0
MI	Muskegon	Sub-Sta 02 (Muskegon Heights)	Estab & consolidate Muskegon Heights PO	01-Jun-96	4938	11-May-96
MI	Muskegon	Sub-Sta 03	Estab at Beidler St & Washington Ave	01-Aug-01	6513	11-Jul-01
MI	Owosso	Sub-Sta 01	Estab at 311 W Main St	01-Jul-00	6183	09-Jun-0
MI	Owosso	Sub-Sta 02	Estab at 641 Corunna Ave	01-Jul-01	6439	13-Apr-10
MI	Port Huron	Sub-Sta 01	Estab in lieu of Port Gratiot PO disc from that date	01-Jul-95	4665	20-Jun-95
MI	Port Huron	Sub-Sta 01	Chg to Fort Gratiot Sta	01-Jan-98	5406	20-Nov-97
MI	Port Huron	Sub-Sta 01 (Huron Beach)	Estab temporary sub-sta in lieu of Huronia Beach PO which is consolidated	15-Jun-01	6468	17-May-01
MI	Port Huron	Sub-Sta 01 (Huron Beach)	Disc temporary sub-sta	15-Sep-01	6468	17-May-01
MI	Saginaw	Sub-Sta 02	Estab at 524 Potter St	15-Aug-99	5923	01-Aug-99
MI	Saginaw	Sub-Sta 03	Estab at NE corner Genessee & Holland Aves	15-Aug-99	5923	01-Aug-99
MI	Saginaw	Sub-Sta 04	Estab at Genessee [?] Ave & Walnut St	01-Jul-00	6112	17-Mar-0
MI	Saginaw	Sub-Sta 04	Estab at Genessee & Washington Aves	01-Dec-00	6318	16-Nov-0
MI	Saginaw	Sub-Sta 05	Estab at 608 McCoskry St	01-Dec-00	6318	16-Nov-0
MI	Saginaw	Sub-Sta 06	Estab at Lapeer & 6th Sts	01-Dec-00	6318	16-Nov-0
MI	Saginaw	Sub-Sta 06	Chg fr 608 McCoskry St to corner Sheridan & Hoyt Aves	06-Aug-01	6566	12-Sep-01
MI	Saginaw East Side	South Saginaw Sta	Chg to Sub-Sta 01	01-Apr-96	4871	21-Feb-96
MI	Saginaw West Side	Sub-Sta 01	Estab at 421 W Genessee Ave	15-Jul-99	5900	05-Jul-99
MI	Saginaw West Side	Sub-Sta 02	Estab at Court & Bond Sts	01-Jul-01	6443	18-Apr-01
MI	Saginaw West Side	Sub-Sta 03	Estab at Gratiot & Brockway Sts	01-Jul-01	6443	18-Apr-01

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MI	Saginaw West					
	Side	Sub-Sta 04	Estab at Michigan Ave & Dearborn St	01-Jul-01	6443	18-Apr-01
MI	West Bay City	Sub-Sta 01	Estab at 1101 Washington St	15-Jan-02	6644	18-Dec-01
MI	West Bay City	Sub-Sta 02	Estab at 611 State St	15-Jan-02	6644	18-Dec-01
MI	West Bay City	Sub-Sta 03	Estab at 1913 S Center St	15-Jan-02	6644	18-Dec-01
MI	West Bay City	Sub-Sta 04	Estab at 301 Hotchkiss St	15-Jan-02	6644	18-Dec-01
MN	Duluth	Sub-Sta 01 (Hunters Park)	Estab	01-Apr-98	5448	12-Jan-98
MN	Duluth	Sub-Sta 01 (Rice Point)	Estab	01-Jul-99	5844	28-Apr-99
MN	Minneapolis	Sta A	Designate Sub-Sta 01 at 501 Central Ave	01-Apr-95	4567	23-Feb-95
MN	Minneapolis	Sta B	Designate Sub-Sta 02 at 1533 E Franklin Ave	01-Apr-95	4567	23-Feb-95
MN	Minneapolis	Sta C	Designate Sub-Sta 03 at 1921 N Washington Ave	01-Apr-95	4567	23-Feb-95
MN	Minneapolis	Sta D	Designate Sub-Sta 04 at 3101 Nicollet Ave	01-Apr-95	4567	23-Feb-95
MN	Minneapolis	Sta E	Designate Sub-Sta 05 at 2423 Central Ave NE	01-Apr-95	4567	23-Feb-95
MN	Minneapolis	Sta F	Designate Sub-Sta 06 at 14th Ave & 4th St SE	01-Apr-95	4567	23-Feb-95
MN	Minneapolis	Sta G	Designate Sub-Sta 07 at 283 Cedar Ave	01-Apr-95	4567	23-Feb-95
MN	Minneapolis	Sta G (Sub-Sta)	Estab at Cedar & Riverside Aves	01-Oct-94	4431	13-Sep-94
MN	Minneapolis	Sta H	Designate Sub-Sta 08 at 13th Ave NE & Main St	01-Apr-95	4567	23-Feb-95
MN	Minneapolis	Sta H (Sub-Sta)	Estab at 13th Ave NE & Main St	15-Oct-94	4442	26-Sep-94
MN	Minneapolis	Sta L (Sub-Sta)	Estab at 2603 Stevens Ave	01-Jan-95	4517	24-Dec-94
MN	Minneapolis	Sub-Sta 01	Disc at 501 Central Ave	28-Feb-97	5177	20-Feb-97
MN	Minneapolis	Sub-Sta 01	Estab at Lake St & Lyndale Ave	15-Nov-97	5389	01-Nov-97
MN	Minneapolis	Sub-Sta 04	Disc at 3101 Nicollet Ave	28-Feb-97	5177	20-Feb-97
MN	Minneapolis	Sub-Sta 04	Estab at 1500 20th Ave N	01-Aug-99	5913	20-Jul-99
MN	Minneapolis	Sub-Sta 07	Disc at 283 Cedar Ave	28-Feb-97	5177	20-Feb-97
MN	Minneapolis	Sub-Sta 07	Estab at Oak St & Washington Ave SE	01-Aug-97	5297	15-Jul-97
MN	Minneapolis	Sub-Sta 09	Estab at 1223 Washington Ave N	01-Mar-95	4567	23-Feb-95
MN	Minneapolis	Sub-Sta 09	Disc at 1228 Washington Ave	28-Feb-97	5177	20-Feb-97
MN	Minneapolis	Sub-Sta 09	Estab at Lindale Ave S & 53rd St	01-Jul-97	5281	25-Jun-97
MN	Minneapolis	Sub-Sta 10	Chg fr Stevens Ave & 26th St to 2 E 26th St	ND[12/98]	5738	22-Dec-98
MN	Minneapolis	Sub-Sta 11	Estab at 98 Western Ave	01-Aug-99	5913	20-Jul-99
MN	Minneapolis	Sub-Sta 12	Estab at 1500 Hennepin Ave	01-Aug-99	5913	20-Jul-99
MN	Minneapolis	Sub-Sta 13	Estab at 2835 Chicago Ave	01-Aug-99	5913	20-Jul-99
MN	Minneapolis	Sub-Sta 14	Estab at 1625 E Lake St	01-Aug-99	5913	20-Jul-99
MN	Minneapolis	Sub-Sta 15	Estab at 2701 E 25th St	01-Aug-99	5913	20-Jul-99
MN	Minneapolis	Sub-Sta 16	Estab at 800 S 10th St	01-Aug-99	5913	20-Jul-99
MN	Minneapolis	Sub-Sta 17	Estab at 1820 6th Ave N	01-Aug-99	5913	20-Jul-99
MN	Minneapolis	Sub-Sta 17	Chg fr 1820 6th Ave H [sic] to 642 6th Ave N	ND[08/99]	5940	21-Aug-99
MN	Minneapolis	Sub-Sta 18	Estab at 2001 4th Ave S	01-Aug-99	5913	20-Jul-99
MN	Minneapolis	Sub-Sta 19	Estab at 747 Adams St NE	01-Aug-99	5913	20-Jul-99
MN	Minneapolis	Sub-Sta 19	Chg fr 747 Adams St NE to 758 Adams St NE	ND(11/99)	6008	10-Nov-99
MN	Minneapolis	Sub-Sta 20	Estab at 2550 Lyndale Ave S	01-Dec-99	6020	24-Nov-99
MN	Minneapolis	Sub-Sta 20	Chg to Sta E	15-Jun-01	6484	06-Jun-01
MN	Minneapolis	Sub-Sta 20	Estab at 3001 Hennepin Ave	15-Oct-01	6581	04-Oct-01
MN	Minneapolis	Sub-Sta 21 (Minnehaha Park)	Estab	15-Oct-01	6581	04-Oct-01
MN	Minneapolis	Sub-Sta I	Chg name to Sub-Sta 10	01-Apr-95	4570	27-Feb-95
MN	Saint Paul	Hamline Sta	Chg to Sub-Sta 03 (Hamline)	01-Apr-96	4857	07-Feb-96
MN	Saint Paul	Merriam Park Sta	Chg to Sub-Sta 02 (Merriam Park)	01-Apr-96	4857	07-Feb-96
MN	Saint Paul	Saint Anthony Park Sta	Chg to Sub-Sta 04 (Saint Anthony Park)	01-Apr-96	4857	07-Feb-96
MN	Saint Paul	Sta A	Chg to Sub-Sta 01 at Dakota & Isabel Sts	01-Apr-96	4857	07-Feb-96
MN	Saint Paul	Sub-Sta 01	Chg to West Side Sta	01-Jan-98	5406	20-Nov-97
MN	Saint Paul	Sub-Sta 01	Estab at Front & Chatsworth Sts	01-Jul-01	6459	07-May-01
MN	Saint Paul	Sub-Sta 02	Chg to Merriam Park Sta	01-Jan-98	5406	20-Nov-97
MN	Saint Paul	Sub-Sta 02	Estab at Manitoba & Rice Sts	01-Mar-00	6090	20-Feb-0
MN	Saint Paul	Sub-Sta 03 (Hamline)	Chg fr 757 to 737 Snelling Ave	ND(12/00)	6343	18-Dec-0
MN	Saint Paul	Sub-Sta 05	Estab at 993 W 7th St	01-Apr-98	5502	17-Mar-98
MN	Saint Paul	Sub-Sta 06	Estab at 176 Concord St	01-Apr-98	5502	17-Mar-98
MN	Saint Paul	Sub-Sta 07	Estab at 499 W 7th St	01-Apr-98	5502	17-Mar-98
MN	Saint Paul	Sub-Sta 08	Estab at 679 E 3rd St	01-Apr-98	5502	17-Mar-98
MN	Saint Paul	Sub-Sta 08	Chg fr 679 E 3rd St to 441 University Ave	ND[10/98]	5687	22-Oct-98
MN	Saint Paul	Sub-Sta 09	Estab at 574 Rice St	01-Apr-98	5502	17-Mar-98
MN	Saint Paul	Sub-Sta 10	Estab at 910 Payne Ave	01-Apr-98	5502	17-Mar-98
MN	Saint Paul	Sub-Sta 11	Estab at 604 S Wabasha St	01-Jul-99	5844	28-Apr-99
MN	Saint Paul	Sub-Sta 12	Estab at 175 W 7th St	01-Jul-99	5893	26-Jun-99
MN	Saint Paul	Sub-Sta 13	Estab at 118 S Robert St	01-Jul-99	5893	26-Jun-99
MN	Saint Paul	Sub-Sta 14	Estab at 1028 W 7th St	01-Jul-99	5893	26-Jun-99
MN	Saint Paul	Sub-Sta 14	Chg fr 1028 W 7th St to 997 W 7th St	ND(10/99)	5999	31-Oct-99
MN	Saint Paul	Sub-Sta 15	Estab at Selby & Western Aves	01-Jul-99	5893	26-Jun-99
MN	Saint Paul	Sub-Sta 16	Estab at 564 Blair St	01-Jul-99	5893	26-Jun-99
MN	Saint Paul	Sub-Sta 17 (Union Park)	Estab	15-Sep-00	6247	24-Aug-0

State	City/State	Unit	Action	Eff Dt	PB No	PB Date
MN	Saint Paul	Sub-Sta 18 (Macalester Park)	Estab	15-Sep-00	6247	24-Aug-0
MN	Saint Paul	Sub-Sta 19	Estab at Rondo & Grotto Sts	01-Jul-01	6459	07-May-01
MO	Joplin	Sub-Sta 01 (Blendsville)	Estab in lieu of Blendsville PO which is consolidated	01-Jan-01	6349	26-Dec-0
MO	Kansas City	Sta 03	Chg fr 2508 Rochester Ave to 2916 Rochester Ave	01-Apr-02	6739	11-Apr-02
MO	Kansas City	Sta B	Chg to Sub-Sta 1	01-Jul-95	4624	01-May-95
MO	Kansas City	Sta C	Chg to Sub-Sta 2	01-Jul-95	4624	01-May-95
MO	Kansas City	Sta C (Sub-Sta)	Estab at 29th St & Southwest Blvd	01-Oct-94	4433	15-Sep-94
MO	Kansas City	Sub-Sta 01	Chg fr 1419 E 18th St to 1308 E 18th St	01-Aug-01	6522	22-Jul-01
MO	Kansas City	Sub-Sta 02	Chg fr 29th St & SW Boulevard to 2854 SW Boulevard	ND	5432	22-Dec-97
MO	Kansas City	Sub-Sta 02	Disc at 2852 SW Boulevard	15-Jan-98	5451	15-Jan-98
MO	Kansas City	Sub-Sta 02	Estab at 29th St & Southwest Blvd	15-Nov-98	5685	20-Oct-98
MO	Kansas City	Sub-Sta 03	Estab at 2508 Rochester Ave	01-Jun-95	4624	01-May-95
MO	Kansas City	Sub-Sta 04	Estab at 14th & Summit Sts	01-Aor-96	4887	12-Mar-96
MO	Kansas City	Sub-Sta 05	Estab at 12th & Indiana Ave	01-Jul-96	4960	06-Jun-96
MO	Kansas City	Sub-Sta 05	Disc	31-Aug-98	5643	31-Aug-98
MO	Kansas City	Sub-Sta 05	Estab at 16th & Bell Sts	15-Nov-98	5685	20-Oct-98
MO	Kansas City	Sub-Sta 07	Estab at 2716 E 18th St	15-Mar-97	5184	02-Mar-97
MO	Kansas City	Sub-Sta 08	Estab at 24th & Vine Sts	01-Aug-97	5297	15-Jul-97
MO	Kansas City	Sub-Sta 09	Estab at 1617 W 9th St	15-Nov-98	5685	20-Oct-98
MO	Kansas City	Sub-Sta 10	Estab at 38th & Woodland Sts	01-Jul-99	5798	06-Mar-99
MO	Kansas City	Sub-Sta 10	Chg fr 3711 to 3739 Woodland Ave	ND(01/01)	6379	31-Jan-01
MO	Kansas City	Sub-Sta 11	Estab at 3618 Independence Ave	01-Jul-99	5877	07-Jun-99
MO	Kansas City	Sub-Sta 12	Estab at 613 E 31st St	15-Jul-99	5899	03-Jul-99
MO	Kansas City	Sub-Sta 13	Estab at 601 S W Blvd	01-Aug-99	5905	11-Jul-99
MO	Kansas City	Sub-Sta 14	Estab at 11th St & Grand Ave	01-Aug-01	6521	20-Jul-01
MO	Kansas City	Sub-Sta 15	Estab at 8th & Wyandotte Sts	01-Aug-01	6521	20-Jul-01
MO	Kansas City	Sub-Sta 16	Estab at 24th St & Prospect Ave	01-Aug-01	6521	20-Jul-01
MO	Kansas City	Sub-Sta 17	Estab at 3303 Troost Ave	01-Aug-01	6521	20-Jul-01
MO	Kansas City	Sub-Sta 18	Estab at 31st & Main Sts	01-Aug-01	6521	20-Jul-01
MO	Kansas City	Sub-Sta 19	Estab at 3722 E 12th St	01-Aug-01	6521	20-Jul-01
MO	Saint Joseph	Sta A	Chg to Sub-Sta 01 at 2916 Saint Joseph Ave	01-Mar-96	4834	09-Jan-96
MO	Saint Joseph	Sta B	Chg to Sub-Sta 02 at 2611 Lafayette St	01-Mar-96	4834	09-Jan-96
MO	Saint Joseph	Sub-Sta 01	Chg to 2824 Saint Joseph Ave	ND	5155	26-Jan-97
MO	Saint Joseph	Sub-Sta 01	Chg to Sta B	01-Jan-98	5420	08-Dec-97
MO	Saint Joseph	Sub-Sta 02	Chg to Sta C	01-Jan-98	5420	08-Dec-97
MO	Saint Joseph	Sub-Sta 06	Estab at 800 E 15th St	01-Jul-96	4960	06-Jun-96
MO	Saint Louis	Sub-Sta 01	Estab at 605 Olive St	01-Jul-00	6197	26-Jun-0
MO	Saint Louis	Sub-Sta 01	Chg fr 805 N Broadway to corner Taylor & Maryland Aves		ND(12/00)	
6333	05-Dec-0					
MO	Saint Louis	Sub-Sta 02	Estab at 317 N Broadway	01-Jul-00	6197	26-Jun-0
MO	Saint Louis	Sub-Sta 03	Estab at 418 Washington Ave	01-Jul-00	6197	26-Jun-0
MO	Saint Louis	Sub-Sta 04	Estab at 805 N Broadway	01-Jul-00	6197	26-Jun-0
MO	Saint Louis	Sub-Sta 05	Estab at 519 Washington Ave	01-Jul-00	6197	26-Jun-0
MO	Saint Louis	Sub-Sta 06	Estab at 605 N Broadway	01-Jul-00	6197	26-Jun-0
MO	Saint Louis	Sub-Sta 07	Estab at 6th St & Washington Ave	01-Jul-01	6488	11-Jun-01
MO	Saint Louis	Sub-Sta 08	Chg to Cave Sta at Olive St & Jefferson Ave	01-Jan-99	5722	03-Dec-98
MO	Saint Louis	Sub-Sta 08	Estab at Olive St & Grand Ave	01-Jul-01	6488	11-Jun-01
MO	Saint Louis	Sub-Sta 09	Chg to Carr Park Sta at 14th St & Franklin Ave	01-Jan-99	5722	03-Dec-98
MO	Saint Louis	Sub-Sta 09	Estab at 6th & Chestnut Sts	01-Jul-01	6488	11-Jun-01
MO	Saint Louis	Sub-Sta 10	Chg location to 7 S Vandeventer Ave	ND	5306	26-Jul-97
MO	Saint Louis	Sub-Sta 10	Chg to Wabash Sta	01-Jan-98	5420	08-Dec-97
MO	Saint Louis	Sub-Sta 10	Estab at Gravois Ave & King's Highway	01-Jul-01	6488	11-Jun-01
MO	Saint Louis	Sub-Sta 11	Chg to Grand Sta	01-Jan-98	5420	08-Dec-97
MO	Saint Louis	Sub-Sta 11	Estab at Broadway & Saint Charles St	01-Jan-02	6644	18-Dec-01
MO	Saint Louis	Sub-Sta 12	Chg to Cabanne Sta	01-Jan-98	5420	08-Dec-97
MO	Saint Louis	Sub-Sta 13	Chg to Wild Hunters Sta	01-Jan-98	5420	08-Dec-97
MO	Saint Louis	Sub-Sta 14	Chg to Leffingwell Sta	01-Jan-98	5420	08-Dec-97
MO	Saint Louis	Sub-Sta 15	Chg to Cass Sta	01-Jan-98	5420	08-Dec-97
MO	Saint Louis	Sub-Sta 16	Chg fr Taylor & Morgan Sts to Taylor & Finney Ave	ND	5152	22-Jan-97
MO	Saint Louis	Sub-Sta 16	Chg to Fountain Park Sta	01-Jan-98	5420	08-Dec-97
MO	Saint Louis	Sub-Sta 17	Chg to Sarah St & Choteau Ave	ND	5231	27-Apr-97
MO	Saint Louis	Sub-Sta 17	Chg to Tower Grove Sta	01-Jan-98	5420	08-Dec-97
MO	Saint Louis	Sub-Sta 18	Chg to Choteau Sta	01-Jan-98	5420	08-Dec-97
MO	Saint Louis	Sub-Sta 19	Chg to Gravois Sta	01-Jan-98	5420	08-Dec-97
MO	Saint Louis	Sub-Sta 20	Chg to Fair Grounds Sta	01-Jan-98	5420	08-Dec-97
MO	Saint Louis	Sub-Sta 21	Chg to 4300 N 20th St	ND	5231	27-Apr-97
MO	Saint Louis	Sub-Sta 21	Chg location fr 4900 N 20th St to 2004 E Grand Ave	ND	5354	21-Sep-97
MO	Saint Louis	Sub-Sta 21	Chg to Water Tower Sta	01-Jan-98	5420	08-Dec-97
MO	Saint Louis	Sub-Sta 22	Estab at 7th & Spruce Sts	01-Apr-96	4882	06-Mar-96

State	City/State	Unit	Action	Eff Dt	PB No	PB Date
MO	Saint Louis	Sub-Sta 22	Chg to Cupples Sta	01-Jan-98	5420	08-Dec-97
MO	Saint Louis	Sub-Sta 23	Estab at 1001 Park Ave	01-Apr-96	4882	06-Mar-96
MO	Saint Louis	Sub-Sta 23	Chg to Saint Vincent Sta	01-Jan-98	5420	08-Dec-97
MO	Saint Louis	Sub-Sta 24	Estab at Saint Louis & Taylor Aves	15-Sep-96	5041	11-Sep-96
MO	Saint Louis	Sub-Sta 24	Chg to Cote Brilliant Sta	01-Jan-98	5420	08-Dec-97
MO	Saint Louis	Sub-Sta 25	Estab at 2001 N Broadway	01-Dec-96	5100	19-Nov-96
MO	Saint Louis	Sub-Sta 25	Chg to Mound Sta	01-Jan-98	5420	08-Dec-97
MO	Saint Louis	Sub-Sta 26	Estab at Virginia & Bates Aves	15-Jun-97	5259	#####
MO	Saint Louis	Sub-Sta 26	Chg to Blow Sta	01-Jan-98	5420	08-Dec-97
MO	Saint Louis	Sub-Sta 27	Estab at 7631 S Broadway	15-Jun-97	5259	#####
MO	Springfield	Sta A	Chg to Sub-Sta 01 at 403 E Commercial St	01-Mar-96	4843a	20-Jan-96
MO	Springfield	Sta B	Chg to Sub-Sta 02 at 150 Public Square	01-Mar-96	4843a	20-Jan-96
MO	Springfield	Sta B (Sub-Sta)	Estab at 150 north side of public square	15-Oct-94	4447	02-Oct-94
MT	Butte	Sub-Sta 01	Estab in lieu of South Butte PO	01-Sep-95	4700	01-Aug-95
MT	Butte	Sub-Sta 01	Chg to South Butte Sta	01-Jan-98	5420	08-Dec-97
MT	Butte	Sub-Sta 02	Estab	01-Jul-98	5569	04-Jun-98
MT	Butte	Sub-Sta 02	Estab at corner of Mullins & N Main Sts	01-Jul-98	5577	14-Jun-98
MT	Butte	Sub-Sta 03	Estab	01-Jul-98	5569	04-Jun-98
MT	Butte	Sub-Sta 03	Estab at 1101 Talbot Ave, corner of Shields St	01-Jul-98	5577	14-Jun-98
MT	Helena	Sub-Sta 01 (Fort Harrison)	Estab in lieu of Fort Harrison PO which is consolidated	15-Jan-02	6655	02-Jan-02
NB	Omaha	Sub-Sta 01	Estab at 16th & Harney Sts	15-Mar-02	6706	04-Mar-02
NH	Concord	Sub-Sta 01	Estab at 9 S Main St	01-Aug-99	5914	21-Jul-99
NH	Concord	Sub-Sta 02	Estab at 127 S Main St	01-Aug-99	5914	21-Jul-99
NH	Concord	Sub-Sta 03	Estab at State & Church Sts {modified below}	01-Jul-00	6148	28-Apr-0
NH	Concord	Sub-Sta 03	Chg location before estab to 256 N Main St	01-Jul-00	6195	23-Jun-0
NH	Manchester	Sub-Sta 01 (West Manchester]	Estab	01-Jul-98	5527	15-Apr-98
NH	Manchester	Sub-Sta 02 (McGregorville)	Estab	01-Oct-98	5653	13-Sep-98
NH	Manchester	Sub-Sta 03 (Hallsville)	Estab	01-Oct-98	5653	13-Sep-98
NH	Manchester	Sub-Sta 04	Chg fr 229 Front St (Amoskong) to 1167 Elm St	01-Nov-00	6300	26-Oct-0
NH	Nashau	Sub-Sta 01 (Crown Hill)	Estab	01-Jul-01	6488	11-Jun-01
NJ	Asbury Park	Sub-Sta 01	Estab at 4th Ave & Kingsley St	01-Jul-99	5870	29-May-99
NJ	Asbury Park	Sub-Sta 02	Estab at 214 Main St	15-Aug-00	6231	06-Aug-0
NJ	Atlantic City	Sub-Sta 01	Estab at Michigan & Atlantic Aves	01-May-99	5824	05-Apr-99
NJ	Atlantic City	Sub-Sta 01	Chg fr Michigan & Atlantic Aves to a8a6 Atlantic Ave	15-Aug-00	6239	15-Aug-0
NJ	Atlantic City	Sub-Sta 01	Disc	31-Oct-00	6300	26-Oct-0
NJ	Atlantic City	Sub-Sta 01 (Young's Pier)	Chg effective date	15-May-01	6456	03-May-01
NJ	Atlantic City	Sub-Sta 01 (Young's Pier)	Estab [modified below]	01-Jul-01	6450	26-Apr-01
NJ	Atlantic City	Sub-Sta 02	Estab at Virginia & Atlantic Aves	01-May-99	5824	05-Apr-99
NJ	Atlantic City	Sub-Sta 03	Estab on Board Walk, foot of York Ave [modified below]	01-Jul-00	6190	18-Jun-0
NJ	Atlantic City	Sub-Sta 03	Chg location before estab to Board Walk, foot of Kentucky Ave (one block)	01-Jul-00	6193	21-Jun-0
NJ	Atlantic City	Sub-Sta 04	Estab at Atlantic & Connecticut Aves	01-Jul-00	6190	18-Jun-0
NJ	Atlantic City	Sub-Sta 05	Estab at 2325 Atlantic Ave	01-Jul-00	6190	18-Jun-0
NJ	Atlantic City	Sub-Sta 05	Chg fr 2325 Atlantic Ave to 2311 Atlantic Ave	01-Nov-00	6299	25-Oct-0
NJ	Atlantic City	Sub-Sta 05	Chg fr 2311 Atlantic Ave to 2325 Atlantic Ave	01-Jan-02	6657	04-Jan-02
NJ	Atlantic City	Sub-Sta 06	Estab at conrer Indiana & Hummock Aves	15-Aug-01	6528	29-Jul-01
NJ	Bayonne	Sta A	Chg to Sub-Sta 01, move from 988 Avenue D to Ave D & 33rd St	15-Nov-95	4788	13-Nov-95
NJ	Bayonne	Sub-Sta 01	Chg to 32nd St & Ave D	01-Jun-99	5862	19-May-99
NJ	Bayonne	Sub-Sta 02	Estab at 985 Ave D, corner of 48th St	01-Sep-98	5631	17-Aug-98
NJ	Bayonne	Sub-Sta 03	Estab at Ave D & 20th St	15-Jan-99	5754	12-Jan-99
NJ	Buffalo	Sub-Sta 01	Chg fr 2184 Seneca St to 2188 Seneca St	01-Jul-99	5874	03-Jun-99
NJ	Camden	Sta A	Chg to Sub-Sta 01 at 3rd St & Kaighn AvE	01-Mar-96	4834	#####
NJ	Camden	Sta B	Chg to Sub-Sta 02 at 117 Market St	01-Mar-96	4834	09-Jan-96
NJ	Camden	Sub-Sta 03	Estab at 5th & Elm Sts	01-Aug-97	5303	22-Jul-97
NJ	Camden	Sub-Sta 04	Estab at 8th & Mount Vernon Sts	01-Apr-98	5492	05-Mar-98
NJ	Camden	Sub-Sta 05	Estab at 1805 Broadway	01-Apr-98	5492	05-Mar-98
NJ	Camden	Sub-Sta 06	Chg to 2nd & Vine Sts	01-Apr-98	5512	29-Mar-98
NJ	Camden	Sub-Sta 06	Estab at 1201 Mechanic St [modified below]	01-Apr-98	5492	05-Mar-98
NJ	Camden	Sub-Sta 07	Estab at 4th & Linden Sts	01-Apr-98	5492	05-Mar-98
NJ	Camden	Sub-Sta 08	Estab at 618 Cooper Ave in lieu of North Cramer Hill PO which is consolidated	01-Oct-99	5932	11-Aug-99
NJ	Camden	Sub-Sta 09	Estab at 2625 Westfield Ave in lieu of Cramer Hill PO which is consolidated	01-Oct-99	5932	11-Aug-99
NJ	Camden	Sub-Sta 09	Modify location to 25th & Federal Sts	01-Oct-99	5955	08-Sep-99
NJ	Camden	Sub-Sta 09	Chg fr 25th & Federal Sts to 2699 Westfield Ave	ND(10/99)	6287	11-Oct-0
NJ	Camden	Sub-Sta 10	Estab at Broadway & Cherry Sts	15-Jul-01	6506	02-Jul-01
NJ	Camden	Sub-Sta 11	Estab at 3405 Federal St	15-Jul-01	6506	02-Jul-01

State	City/State	Unit	Action	Eff Dt	PB No	PB Date
NJ	Camden	Sub-Sta 12 (Woodlynne)	Estab in lieu of Woodlynne PO which is consolidated	01-Oct-01	6570	21-Sep-01
NJ	East Orange	Sub-Sta 01	Estab at 445 Main St	01-Jul-00	6183	09-Jun-0
NJ	East Orange	Sub-Sta 02	Estab at 86 Dodd St	01-Jul-00	6183	09-Jun-0
NJ	East Orange	Sub-Sta 02	Chg fr 86 Dodd St to 82 Dodd St	01-Feb-01	6377	29-Jan-01
NJ	East Orange	Sub-Sta 03	Estab at Main & Grove Sts	01-Jul-01	6496	20-Jun-01
NJ	Elizabeth	Sta 04 (Roselle Park)	Estab	01-Apr-02	6722	22-Mar-02
NJ	Elizabeth	Sta A	Chg to Sub-Sta 01	01-Mar-96	4850	28-Jan-96
NJ	Elizabeth	Sub-Sta 01	chg fr 125 1st St to 122 1st St	ND[06/99]	5874	03-Jun-99
NJ	Elizabeth	Sub-Sta 02	Chg to Lorraine Sta	01-Jan-98	5406	20-Nov-97
NJ	Elizabeth	Sub-Sta 02	Estab at 653 (?) Elizabeth Ave	15-Jan-02	6655	02-Jan-02
NJ	Elizabeth	Sub-Sta 03	Estab at Broad St & Jefferson Ave	15-Jan-02	6655	02-Jan-02
NJ	Hackensack	Sub-Sta 01 (Fairmount)	Estab	01-Nov-00	6291	16-Oct-0
NJ	Hackensack	Sub-Sta 02	Estab at 149 Hudson St	01-Dec-00	6327	27-Nov-0
NJ	Hackensack	Sub-Sta 03 (Bogota)	Estab in lieu of Bogota PO which is consolidated	01-Jul-01	6499	24-Jun-01
NJ	Hoboken	Sta A	Chg to Sub-Sta 01 at 7 Boulevard	01-Mar-96	4845	22-Jan-96
NJ	Hoboken	Sta B	Chg to Sub-Sta 02 at 924 Washington St	01-Mar-96	4845	22-Jan-96
NJ	Hoboken	Sub-Sta 02	Chg fr 924 Washington St to 932 Washington St	ND[05/00]	5850	05-May-99
NJ	Jersey City	Bergen Ave Sta at 457 Bergen	Chg to Sub-Sta 03	01-Mar-95	4553	06-Feb-95
NJ	Jersey City	Greenville Sta at 610 Ocean A	Chg to Sub-Sta 05	01-Mar-95	4553	06-Feb-95
NJ	Jersey City	Hudson City Sta at 576 Newar	Chg to Sub-Sta 06	01-Mar-95	4553	06-Feb-95
NJ	Jersey City	La Fayette Sta at 219 Pacific A	Chg to Sub-Sta 08	01-Mar-95	4553	06-Feb-95
NJ	Jersey City	Pavonia Sta at 19a Pavonia A	Chg to Sub-Sta 09	01-Mar-95	4553	06-Feb-95
NJ	Jersey City	Sta A at 535 Jersey Ave	Chg to Sub-Sta 01	01-Mar-95	4553	06-Feb-95
NJ	Jersey City	Sta B at 741 Grand St	Chg to Sub-Sta 02	01-Mar-95	4553	06-Feb-95
NJ	Jersey City	Sta D at 119 Hancock Ave	Chg to Sub-Sta 04	01-Mar-95	4553	06-Feb-95
NJ	Jersey City	Sta J at 133-1/2 Jackson Ave	Chg to Sub-Sta 07	01-Mar-95	4553	06-Feb-95
NJ	Jersey City	Sub-Sta 04	Disc	01-Feb-98	5462	28-Jan-98
NJ	Jersey City	Sub-Sta 04	Estab at 107 Monticello Ave	01-Jul-99	5897	30-Jun-99
NJ	Jersey City	Sub-Sta 05	Chg fr 640 Ocean Ave to 207 Ocean Ave (street renumbered)	ND(05/00)	6461	09-May-01
NJ	Jersey City	Sub-Sta 07	Chg fr 133-1/2 Jackson Ave to 128 because of ave renumbering	ND(01/01)	6354	02-Jan-01
NJ	Jersey City	Sub-Sta 09	Chg from 174 Pavonia Ave to 200 Pavonia Ave	ND(12/00)	6335	07-Dec-0
NJ	Jersey City	Sub-Sta 10	Estab at 338 3rd St	01-Mar-95	4556	09-Feb-95
NJ	Jersey City	Sub-Sta 10	Chg fr 294 to 276 Newark Ave	ND[03/99]	5794	01-Mar-99
NJ	Jersey City	Sub-Sta 11	Estab at Central Ave & Hutten St	01-Apr-98	5497	11-Mar-98
NJ	Jersey City	Sub-Sta 12	Estab at Montgomery & Monmouth Sts	01-Mar-99	5781	13-Feb-99
NJ	Jersey City	Sub-Sta 13	Estab at 22 Exchange Pl	01-Jul-99	5897	30-Jun-99
NJ	Jersey City	Sub-Sta 13	Chg fr 22 Exchange Pl to 5 Montgomery St	01-Jul-01	6502	27-Jun-01
NJ	Jersey City	Sub-Sta 14	Estab at 367 Ocean Ave	01-Jul-99	5897	30-Jun-99
NJ	Jersey City	Sub-Sta 14	Chg fr 367 Ocean Ave to 466 Ocean Ave because of ave renumbering	ND(12/00)	6341	15-Dec-0
NJ	Jersey City	Sub-Sta 15	Estab at 458 Central Ave	15-Aug-99	5923	01-Aug-99
NJ	Jersey City	Sub-Sta 16	Estab at 422 Palisade Ave	01-Oct-99	5964	19-Sep-99
NJ	Jersey City	Sub-Sta 16	Chg fr 418 Palisade Ave to 354 Palisade Ave	ND(11/00)	6328	28-Nov-0
NJ	Jersey City	Sub-Sta 16	Chg fr 354 Pallisade Ave to 370 Pallisade Ave	18-May-01	6467	16-May-01
NJ	Jersey City	Sub-Sta 17	459 West Side Ave	01-Jul-01	6454	01-May-01
NJ	Longbranch	Sub-Sta 01 (Longbranch City)	Estab in lieu of Longbranch City PO which is consolidated [modified]	01-Jun-02	6715	14-Mar-02
NJ	Merchantville	Sub-Sta 01 (Pensauken)	Estab	01-Jan-01	6341	15-Dec-0
NJ	Newark	Harrison Sta	Chg to Sub-Sta 08 at 311 Harrison Ave	01-Mar-96	4834	09-Jan-96
NJ	Newark	Sta A	Chg to Sub-Sta 01 at 195 Bellville Ave	01-Mar-96	4834	09-Jan-96
NJ	Newark	Sta B	Chg to Sub-Sta 02 at 270 Springfield Ave	01-Mar-96	4834	09-Jan-96
NJ	Newark	Sta C	Chg to Sub-Sta 03 at 204 Ferry St	01-Mar-96	4834	09-Jan-96
NJ	Newark	Sta D	Chg to Sub-Sta 04 at 503 Orange St	01-Mar-96	4834	09-Jan-96
NJ	Newark	Sta E	Chg to Sub-Sta 05 at 61 Pennsylvania Ave	01-Mar-96	4834	09-Jan-96
NJ	Newark	Sta F	Chg to Sub-Sta 06 at 365 S Orange St	01-Mar-96	4834	09-Jan-96
NJ	Newark	Sta G	Chg to Sub-Sta 07 at 136 Elm St	01-Mar-96	4834	09-Jan-96
NJ	Newark	Sta I	Chg to Sub-Sta 09 at 190 Washington Ave	01-Mar-96	4834	09-Jan-96
NJ	Newark	Sta K	Chg to Sub-Sta 10 at 18 Kearney Ave	01-Mar-96	4834	09-Jan-96
NJ	Newark	Sta L	Chg to Sub-Sta 11 at 108 Bowery St	01-Mar-96	4834	09-Jan-96
NJ	Newark	Sta M	Chg to Sub-Sta 12 at 130 Belmont Ave	01-Mar-96	4834	09-Jan-96
NJ	Newark	Sta N	Chg to Sub-Sta 13 at 291 Central Ave	01-Mar-96	4834	09-Jan-96
NJ	Newark	Sub-Sta 01	Disc	01-Feb-97	5150	20-Jan-97
NJ	Newark	Sub-Sta 01	Chg date of Disc	15-Feb-97	5155	26-Jan-97
NJ	Newark	Sub-Sta 02	Disc	01-Feb-97	5150	20-Jan-97
NJ	Newark	Sub-Sta 02	Chg date of Disc	15-Feb-97	5155	26-Jan-97
NJ	Newark	Sub-Sta 02	Chg fr 61 Pennsylvania Ave to 50 Sherman Ave	01-Apr-00	6124	31-Mar-0
NJ	Newark	Sub-Sta 03	Disc	01-Feb-97	5150	20-Jan-97

State	City/State	Unit	Action	Eff Dt	PB No	PB Date
NJ	Newark	Sub-Sta 03	Chg date of Disc	15-Feb-97	5155	26-Jan-97
NJ	Newark	Sub-Sta 04	Chg to Sub-Sta 01	01-Feb-97	5150	20-Jan-97
NJ	Newark	Sub-Sta 04	Chg date of Chg to Sub-Sta 01	15-Feb-97	5155	26-Jan-97
NJ	Newark	Sub-Sta 05	Chg to Sub-Sta 02	01-Feb-97	5150	20-Jan-97
NJ	Newark	Sub-Sta 05	Chg date of Chg to Sub-Sta 02	15-Feb-97	5155	26-Jan-97
NJ	Newark	Sub-Sta 05	Estab at Belleville Ave & Oriental St in lieu of Sta A	15-Nov-98	5682	17-Oct-98
NJ	Newark	Sub-Sta 06	Disc	01-Feb-97	5150	20-Jan-97
NJ	Newark	Sub-Sta 06	Chg date of Disc	15-Feb-97	5155	26-Jan-97
NJ	Newark	Sub-Sta 06	Estab at 295 Central Ave in lieu of Sta B	15-Nov-98	5682	17-Oct-98
NJ	Newark	Sub-Sta 07	Chg to Sub-Sta 03	01-Feb-97	5150	20-Jan-97
NJ	Newark	Sub-Sta 07	Chg date of Chg to Sub-Sta 03	15-Feb-97	5155	26-Jan-97
NJ	Newark	Sub-Sta 07	Estab at 270 Springfield Ave in lieu of Sta C	15-Nov-98	5682	17-Oct-98
NJ	Newark	Sub-Sta 07	Chg fr 270 to 228 Springfield Ave [modified below]	ND[03/99]	5796	03-Mar-99
NJ	Newark	Sub-Sta 07	Chg fr 270 to 234 Springfield Ave	ND[03/99]	5805	14-Mar-99
NJ	Newark	Sub-Sta 08	Chg to Sub-Sta 04	01-Feb-97	5150	20-Jan-97
NJ	Newark	Sub-Sta 08	Chg date of Chg to Sub-Sta 04	15-Feb-97	5155	26-Jan-97
NJ	Newark	Sub-Sta 08	Estab at 11 Bowery St in lieu of Sta D	15-Nov-98	5682	17-Oct-98
NJ	Newark	Sub-Sta 09	Disc	01-Feb-97	5150	20-Jan-97
NJ	Newark	Sub-Sta 09	Chg date of Disc	15-Feb-97	5155	26-Jan-97
NJ	Newark	Sub-Sta 09	Estab at Elwood & Washington Aves	15-Nov-98	5682	17-Oct-98
NJ	Newark	Sub-Sta 10	Disc	01-Feb-97	5150	20-Jan-97
NJ	Newark	Sub-Sta 10	Chg date of Disc	15-Feb-97	5155	26-Jan-97
NJ	Newark	Sub-Sta 10	Estab at Garside St & Bloomfield Ave	15-Nov-98	5682	17-Oct-98
NJ	Newark	Sub-Sta 10	Chg fr Garside St & Bloomfield Ave to 170 Bloomfield Ave	ND[11/98]	5713	22-Nov-98
NJ	Newark	Sub-Sta 11	Disc	01-Feb-97	5150	20-Jan-97
NJ	Newark	Sub-Sta 11	Chg date of Disc	15-Feb-97	5155	26-Jan-97
NJ	Newark	Sub-Sta 11	Estab at Broad St near DL&W RR Sta	15-Nov-98	5682	17-Oct-98
NJ	Newark	Sub-Sta 11	Chg fr 463 [?] Broad St to 450 Broad St	ND(03/00)	6014	20-Mar-0
NJ	Newark	Sub-Sta 11	Chg fr 450 Broad St to 380 Broad St	01-Jan-02	6655	02-Jan-02
NJ	Newark	Sub-Sta 11	Chg fr 380 Broad St to 68 Orange St	01-Mar-02	6716	15-Mar-02
NJ	Newark	Sub-Sta 12	Disc	01-Feb-97	5150	20-Jan-97
NJ	Newark	Sub-Sta 12	Chg date of Disc	15-Feb-97	5155	26-Jan-97
NJ	Newark	Sub-Sta 12	Estab at S Orange Ave & S 6th St	15-Nov-98	5682	17-Oct-98
NJ	Newark	Sub-Sta 13	Disc	01-Feb-97	5150	20-Jan-97
NJ	Newark	Sub-Sta 13	Chg date of Disc	15-Feb-97	5155	26-Jan-97
NJ	Newark	Sub-Sta 13	Estab at Clinton Ave & 18th St	15-Nov-98	5682	17-Oct-98
NJ	Newark	Sub-Sta 13	Chg fr 18th St & Clinton Ave to 63 Fabyan Place	01-May-01	6446	22-Apr-01
NJ	Newark	Sub-Sta 14	Estab at Clinton & Badger Aves	15-Nov-98	5682	17-Oct-98
NJ	Newark	Sub-Sta 15	Estab at 212 Ferry St	15-Nov-98	5682	17-Oct-98
NJ	Newark	Sub-Sta 16	Estab at West & Morton Sts	15-Nov-98	5682	17-Oct-98
NJ	Newark	Sub-Sta 17	Estab at 181 Verona St	01-Aug-00	6213	16-Jul-0
NJ	Newark	Sub-Sta 17	Chg fr 181 Verona Ave to corner Mount Prospect & Verona Aves	ND910(01)	6588	12-Oct-01
NJ	Newark	Sub-Sta 18	Estab at 4 Garside St	01-Aug-00	6213	16-Jul-0
NJ	Newark	Sub-Sta 19	Estab at 5th Ave & N 7th St	01-Oct-01	6574	26-Sep-01
NJ	Orange	Sub-Sta 01	Estab at 254 Washington St	01-Aug-00	6219	23-Jul-0
NJ	Orange	Sub-Sta 02 (Orange Valley)	Estab in lieu of Orange Valley PO which is consolidated	02-Jul-01	6485	07-Jun-01
NJ	Orange	Sub-Sta 03 (West Orange)	Estab in lieu of West Orange PO which is consolidated	02-Jul-01	6485	07-Jun-01
NJ	Passaic	Passaic Bridge Sta	Chg to Sub-Sta 01 (Passaic Bridge)	01-Mar-96	4843a	20-Jan-96
NJ	Passaic	Sub-Sta 02	Estab at 151 2nd St [modified below?]	01-Apr-01	6417	19-Mar-01
NJ	Passaic	Sub-Sta 03 [sic]	Chg fr 151 2nd St to 125 2nd St before estab because street was renumbered	01-Apr-01	6421	23-Mar-01
NJ	Paterson	Sub-Sta 01	Estab at 384 River St	01-Feb-00	6058	13-Jan-0
NJ	Paterson	Sub-Sta 01	Chg fr 884 River St to 892 River St	01-Apr-00	6104	08-Mar-0
NJ	Paterson	Sub-Sta 02	Estab at corner of Park Ave & Carroll St	01-Feb-00	6058	13-Jan-0
NJ	Paterson	Sub-Sta 03	Estab at 178 W 27th St	16-Jul-00	6203	03-Jul-0
NJ	Paterson	Sub-Sta 04	Estab at 117 Hamburg Ave	16-Jul-00	6203	03-Jul-0
NJ	Paterson	Sub-Sta 05	Estab at 162 Water St	16-Jul-00	6203	03-Jul-0
NJ	Paterson	Sub-Sta 05	Chg fr 162 Water St to 45 N Main St	ND(11/00)	6326	26-Nov-0
NJ	Paterson	Sub-Sta 05	Chg fr 45 N Main St to 36 N Main St	01-Aug-01	6424	24-Jul-01
NJ	Paterson	Sub-Sta 06	Estab at 188 Main St	01-Mar-01	6385	07-Feb-01
NJ	Paterson	Sub-Sta 06	Chg fr 128 Main St to 123 Van Houten St	ND902(02)	6697	20-Feb-02
NJ	Paterson	Sub-Sta 07	Estab at 504 Broadway	01-Mar-01	6385	07-Feb-01
NJ	Paterson	Sub-Sta 08	Estab at 1005 Madison Ave	01-Mar-01	6385	07-Feb-01
NJ	Paterson	Sub-Sta 09 (Lakeview)	Estab at Main St & Crooks Ave in lieu of Lakeview PO which is consolidated	01-Mar-01	6385	07-Feb-01
NJ	Paterson	Sub-Sta 10 (Albion Place)	Estab	01-Mar-01	6386	08-Feb-01

State	City/State	Unit	Action	Eff Dt	PB No	PB Date
NJ	Paterson	Sub-Sta 11	Estab at 881 Main St	01-Mar-02	6668	17-Jan-02
NJ	Paterson	Sub-Sta 12	Estab at N 6th St & Belle Ave	01-Mar-02	6668	17-Jan-02
NJ	Paterson	Sub-Sta 13	Estab at 65 Cedar St	01-Mar-02	6668	17-Jan-02
NJ	Plainfield	Sub-Sta 01	Estab at 90 Somerset St (North Plainfield)	01-Oct-00	6273	25-Sep-0
NJ	Redbank	Sub-Sta 01	Estab at 168 Monmouth St	01-Jul-01	6433	06-Apr-01
NJ	Rutherford	Sub-Sta & Sta (unnamed)	Chg date of estab & consolidation of Carlstadt & Woodridge POs fr 01-Jul-01 to	01-Aug-01	6502	27-Jun-01
NJ	Rutherford	Sub-Sta 01 (Wallington)	Estab	01-Sep-00	6247	24-Aug-0
NJ	Trenton	Sub-Sta 01	Estab at 46 Overbrook Ave	01-Mar-99	5774	04-Feb-99
NJ	Trenton	Sub-Sta 02	Estab at E State St & Olden Ave	01-Mar-99	5774	04-Feb-99
NJ	Trenton	Sub-Sta 03	Estab at 1130 S Broad St	01-Mar-99	5774	04-Feb-99
NJ	Trenton	Sub-Sta 04	Estab at 602 S Warren St	01-Mar-99	5774	04-Feb-99
NJ	Trenton	Sub-Sta 05	Estab at 1055 Indiana Ave	01-Mar-99	5774	04-Feb-99
NJ	Trenton	Sub-Sta 06	Estab at 22 E State St	15-Sep-00	6260	10-Sep-0
NJ	West Hoboken	Sub-Sta 01	Estab at 178 Summit Ave	01-Jul-01	6473	23-May-01
NJ	West Hoboken	Sub-Sta 01	Chg fr 178 Summit Ave to 149 Summit Ave	01-Mar-02	6688	10-Feb-02
NJ	West Hoboken	Sub-Sta 02	Estab at 541-1/2 Spring St	01-Jul-01	6473	23-May-01
NY	Albany	Sta A	Chg to Sub-Sta 01 at 361 Broadway	01-Mar-96	4843a	20-Jan-96
NY	Albany	Sta B	Chg to Sub-Sta 02 at 86 Broadway	01-Mar-96	4843a	20-Jan-96
NY	Albany	Sta C	Chg to Sub-Sta 03 at 17 Mineral St	01-Mar-96	4843a	20-Jan-96
NY	Albany	Sta D	Chg to Sub-Sta 04 at 277 Clinton Ave	01-Mar-96	4843a	20-Jan-96
NY	Albany	Sta E	Chg to Sub-Sta 05 at 469 Madison Ave	01-Mar-96	4843a	20-Jan-96
NY	Albany	Sta F	Chg to Sub-Sta 06 at 294 S Pearl St	01-Mar-96	4843a	20-Jan-96
NY	Albany	Sta G	Chg to Sub-Sta 07 at 829 Broadway	01-Mar-96	4843a	20-Jan-96
NY	Albany	Sub-Sta 01	Chg to 868 Broadway	ND[03/99]	5794	01-Mar-99
NY	Albany	Sub-Sta 01	Chg fr 868 Broadway to 863 Broadway	11-May-00	6158	10-May-0
NY	Albany	Sub-Sta 02	Chg to 99 Broadway [modified below]	ND[03/99]	5794	01-Mar-99
NY	Albany	Sub-Sta 02	Chg fr 90 to 76 Broadway (Renssalaer)	16-Mar-99	5798	06-Mar-99
NY	Albany	Sub-Sta 02	Chg fr 76 Broadway to 92 Broadway	01-Apr-01	6424	27-Mar-01
NY	Albany	Sub-Sta 03	Chg to Mineral St & Central Ave	ND[03/99]	5794	01-Mar-99
NY	Albany	Sub-Sta 08	Estab in State Capitol Bldg	01-May-96	4909	07-Apr-96
NY	Albany	Sub-Sta 08	Chg to Capitol Sta	01-Jan-98	5406	20-Nov-97
NY	Albany	Sub-Sta 08	Estab at 1073 Madison Ave	15-Aug-99	5926	04-Aug-99
NY	Albany	Sub-Sta 09 (North Albany)	Estab	01-Jul-01	6456	03-May-01
NY	Albany	Sub-Sta 10	Estab at 546 Clinton Ave	01-Jul-01	6456	03-May-01
NY	Albany	Sub-Sta 11	Estab at 407 Central Ave	01-Jul-01	6456	03-May-01
NY	Albany	Sub-Sta 12	Estab 17-19 Watervliet Ave [modified below]	01-Jul-01	6456	03-May-01
NY	Albany	Sub-Sta 12	Chg location before opening to 665 Central Ave	01-Jul-01	6460	08-May-01
NY	Auburn	Sub-Sta 01	Estab at 51 Genesee St	15-Nov-01	6601	26-Oct-01
NY	Auburn	Sub-Sta 02	Estab at Wall & State Sts	15-Nov-01	6601	26-Oct-01
NY	Auburn	Sub-Sta 03	Estab at Owasco & Fulton Sts	15-Nov-01	6601	26-Oct-01
NY	Bath	Sub-Sta 01	Estab at the NY Soldiers & Sailors Home	01-Aug-00	6208	10-Jul-0
NY	Binghampton	Sub-Sta 01	Estab at 63 Court St	01-Jan-98	5423	11-Dec-97
NY	Binghampton	Sub-Sta 02	Estab at 297 Chenango St	01-Jan-98	5423	11-Dec-97
NY	Binghampton	Sub-Sta 03	Estab at 262 Nain [sic] St [order modified below]	01-Jan-98	5423	11-Dec-97
NY	Binghampton	Sub-Sta 03	Estab at 162 Main St	01-Jan-98	5426	15-Dec-97
NY	Binghampton	Sub-Sta 04 (State Hospital)	Chg to Hospital Sta	01-Mar-01	6399	25-Feb-01
NY	Binghampton	Sub-Sta 05	Estab at 485(?) Chenango St	01-Jul-00	6180	06-Jun-0
NY	Binghamton	Sub-Sta 01	Chg fr 66 Court St to 58 Court St	ND[07/99]	5901	06-Jul-99
NY	Binghamton	Sub-Sta 04 (State Hospital)	Estab	15-Nov-98	5690	26-Oct-98
NY	Binghamton	Sub-Sta 05	Chg fr 483 Chenango St to 500 Chenango St	20-Jul-01	6465	25-Jul-01
NY	Brooklyn	Parkville Sub-Sta	Chg to Sub-Sta 29	01-Jan-95	4501	05-Dec-94
NY	Brooklyn	Sta 050	Estab at 1091 Manhattan Ave	01-Apr-02	6737	09-Apr-02
NY	Brooklyn	Sub-Sta 009	Chg to 41 Flatbush Ave	ND(12/99)	6049	03-Jan-0
NY	Brooklyn	Sub-Sta 010	Estab at Sands & Jay Sts	01-Jul-96	4974	23-Jun-96
NY	Brooklyn	Sub-Sta 011	Estab at Nelson & Court Sts	15-Aug-95	4698	30-Jul-95
NY	Brooklyn	Sub-Sta 012	Estab at DeKalb Ave & Ryerson St	15-Aug-95	4698	30-Jul-95
NY	Brooklyn	Sub-Sta 013	Estab at Wallabout Market	15-Aug-95	4698	30-Jul-95
NY	Brooklyn	Sub-Sta 014	Estab at Hamilton Ave & Rapelye St	15-Aug-95	4698	30-Jul-95
NY	Brooklyn	Sub-Sta 017	Estab at 182 Bedford Ave	15-Aug-95	4698	30-Jul-95
NY	Brooklyn	Sub-Sta 018	Estab at Lee Ave & Rutledge St	01-May-97	5231	27-Apr-97
NY	Brooklyn	Sub-Sta 019	Estab at 746 Washington Ave	01-Feb-98	5440	03-Jan-98
NY	Brooklyn	Sub-Sta 022	Estab at Bedford & Greene Aves	15-Aug-95	4698	30-Jul-95
NY	Brooklyn	Sub-Sta 024	Estab at Myrtle & Wyckoff Sts	01-Apr-96	4874	26-Feb-96
NY	Brooklyn	Sub-Sta 025	Chg fr Broadway & Halsey St to 1551 Broadway	01-Apr-02	6726	27-Mar-02
NY	Brooklyn	Sub-Sta 028	Estab at Halsey St & Ralph Ave	15-Aug-95	4698	30-Jul-95
NY	Brooklyn	Sub-Sta 028	Estab 64 Grand St	01-Jul-98	5581	18-Jun-98
NY	Brooklyn	Sub-Sta 031	Estab at Coney Island Rd & Greenwood Ave	15-Aug-95	4698	30-Jul-95
NY	Brooklyn	Sub-Sta 031	Chg fr 62 Coney Island Ave to E 5th St & Fort Hamilton Ave	ND(02/02)	6697	20-Feb-02

State	City/State	Unit	Action	Eff Dt	PB No	PB Date
NY	Brooklyn	Sub-Sta 032	Estab at 5th Ave & Carroll St	15-Aug-95	4698	30-Jul-95
NY	Brooklyn	Sub-Sta 033	Estab at 3rd Ave & 16th St	15-Aug-95	4698	30-Jul-95
NY	Brooklyn	Sub-Sta 036	Estab at 435 7th Ave	01-Dec-97	5401	15-Nov-97
NY	Brooklyn	Sub-Sta 037	Estab at 759 Gates Ave	15-Aug-98	5624	09-Aug-98
NY	Brooklyn	Sub-Sta 038	Estab at 1726 Fulton St	15-Aug-98	5624	09-Aug-98
NY	Brooklyn	Sub-Sta 039	Estab at 300 Clinton St	01-Nov-98	5684	19-Oct-98
NY	Brooklyn	Sub-Sta 041	Estab at 800 Jamaica Ave	15-Aug-95	4698	30-Jul-95
NY	Brooklyn	Sub-Sta 041	Chg to 15 Crescent St	01-Jan-98	5418	06-Dec-97
NY	Brooklyn	Sub-Sta 043	Estab at Eastern Parkway & Van Sicklen Ave	01-May-97	5231	27-Apr-97
NY	Brooklyn	Sub-Sta 044	Estab at corner of Railroad & Liberty Aves	01-Jul-98	5591	30-Jun-98
NY	Brooklyn	Sub-Sta 046	Estab at Varet St & Bushwick Ave	01-Jan-98	5423	11-Dec-97
NY	Brooklyn	Sub-Sta 046	Chg to corner Myrtle & Nostrand Aves	01-Jan-00	6047	29-Dec-99
NY	Brooklyn	Sub-Sta 047	Estab at 579 Broadway	01-Feb-98	5440	03-Jan-98
NY	Brooklyn	Sub-Sta 050	Chg to 50 Barren Island	ND	5231	27-Apr-97
NY	Brooklyn	Sub-Sta 050	Chg to Barren Island Sta	15-Jan-02	6651	27-Dec-01
NY	Brooklyn	Sub-Sta 051 (Bayridge)	Estab & consolidate Bayridge PO	01-May-96	4916	15-Apr-96
NY	Brooklyn	Sub-Sta 052 (West Brooklyn)	Estab & consolidate West Brooklyn PO	01-May-96	4916	15-Apr-96
NY	Brooklyn	Sub-Sta 052 (West Brooklyn)	Chg to corner Fort Hamilton Ave & 40th St	01-Apr-02	6726	27-Mar-02
NY	Brooklyn	Sub-Sta 053	Chg fto Ovington Ave near 17th Ave, Homewood	15-Nov-00	6316	14-Nov-0
NY	Brooklyn	Sub-Sta 053 (Lefferts Park	Estab	01-May-96	4916	15-Apr-96
NY	Brooklyn	Sub-Sta 054 (Van Pelt Manor)	Estab & consolidate Van Pelt Manor PO	01-May-96	4916	15-Apr-96
NY	Brooklyn	Sub-Sta 055 (Bensonhurst)	Estab & consolidate Bensonhurst PO	01-May-96	4916	15-Apr-96
NY	Brooklyn	Sub-Sta 056	Chg fr Cropsey & 25th Aves (Gravesend Beach) to Harway Ave & Bay 44th St (Gr	01-Jul-00	6186	13-Jun-0
NY	Brooklyn	Sub-Sta 056	Chg fr Harway Ave & Bay 43rd St to Cropsey & 24th Aves	01-Mar-01	6400	26-Feb-01
NY	Brooklyn	Sub-Sta 056 Gravesend Beach	Estab & consolidate Gravesend Beach PO	01-May-96	4916	15-Apr-96
NY	Brooklyn	Sub-Sta 057 (Gravesend)	Estab & consolidate Gravesend PO	01-May-96	4916	15-Apr-96
NY	Brooklyn	Sub-Sta 058 (Lawnwood)	Estab & consolidate Lawnwood PO	01-May-96	4916	15-Apr-96
NY	Brooklyn	Sub-Sta 059 (Flatlands)	Estab & consolidate Flatlands PO	01-May-96	4916	15-Apr-96
NY	Brooklyn	Sub-Sta 060 (Vanderveer)	Estab	01-May-96	4916	15-Apr-96
NY	Brooklyn	Sub-Sta 061	Chg fr 3rd Ave btwn 91st & 92nd Sts to corner 5th Ave & 92nd St	01-Jul-01	6499	24-Jun-01
NY	Brooklyn	Sub-Sta 061 (Fort Hamilton)	Estab	01-May-96	4916	15-Apr-96
NY	Brooklyn	Sub-Sta 063	Chg to Franklin Ave & Gergen St	ND[08-98]	5639	26-Aug-98
NY	Brooklyn	Sub-Sta 064	Estab at 422 Fulton St	01-Dec-97	5401	15-Nov-97
NY	Brooklyn	Sub-Sta 066	Chg fr 4 Teet's Row (Sheepshead Bay) to Shore Rd & E 16th St (Sheepshead Bay)	15-Jun-01	6487	10-Jun-01
NY	Brooklyn	Sub-Sta 066	Chg fr Shore Rd & E 16th St to Sheepshead Bay Rd	01-Apr-02	6723	24-Mar-02
NY	Brooklyn	Sub-Sta 070	Chg fr 161 Wythe Ave to 582 Wythe Ave	01-Jul-99	5898	01-Jul-99
NY	Brooklyn	Sub-Sta 070	Chg fr 582 Wythe Ave 425 [?] Ave	(ND02/00)	6093	24-Feb-0
NY	Brooklyn	Sub-Sta 075	Estab at 484 Fulton St	01-Feb-98	5437	29-Dec-97
NY	Brooklyn	Sub-Sta 078	Chg fr 725 Nostrand Ave to 712 Nostrand Ave	(ND02/00)	6093	24-Feb-0
NY	Brooklyn	Sub-Sta 078	Chg fr 712 Nostrand Ave to 725 Nostrand Ave	ND(02/02)	6683	04-Feb-02
NY	Brooklyn	Sub-Sta 080	Estab at E 22nd [?] St & Flatlands Ave	01-Apr-00	6078	06-Feb-0
NY	Brooklyn	Sub-Sta 081	Estab at Broadway & Gates Ave	01-Jul-00	6178	04-Jun-0
NY	Brooklyn	Sub-Sta 082	Estab at Broadway & Gates Ave	01-Jul-00	6178	04-Jun-0
NY	Brooklyn	Sub-Sta 082	Estab at 451 Graham Ave	01-Jul-00	6178	04-Jun-0
NY	Brooklyn	Sub-Sta 082	Estab at 70 Hamburg Ave	01-Jul-00	6178	04-Jun-0
NY	Brooklyn	Sub-Sta 086	Estab at 244 Flatbush Ave	01-Jul-01	6492	15-Jun-01
NY	Brooklyn	Sub-Sta 087	Estab at Humbolt St & Nassau Ave	01-Jul-01	6492	15-Jun-01
NY	Brooklyn	Sub-Sta 088	Estab at 1401 60th St (Blythebourne)	01-Jul-01	6492	15-Jun-01
NY	Brooklyn	Sub-Sta 089	Estab at 1027 3rd Ave	01-Jul-01	6492	15-Jun-01
NY	Brooklyn	Sub-Sta 09	Estab at Hoyt & Union Sts	01-Jan-95	4514	20-Dec-94
NY	Brooklyn	Sub-Sta 09	Chg fr Hoyt & Union Sts to Smith & Union Sts	ND[12/98]	5738	22-Dec-98
NY	Brooklyn	Sub-Sta 11	Chg fr Court & Nelson Sts to M<anhattan Ave & Seigal St	01-Mar-99	5794	01-Mar-99
NY	Brooklyn	Sub-Sta 30	Chg to 3rd Ave & Carroll St	ND	5015	11-Aug-96
NY	Brooklyn	Sub-Sta 30	Chg to 271 3rd Ave [correction of PB 5015]	ND	5017	13-Aug-96
NY	Brooklyn	Sub-Sta 30	Chg to 606 5th Ave	ND[09/98]	5647	06-Sep-98
NY	Brooklyn	Sub-Sta 34	Estab at 159 7th Ave	01-Feb-97	5145	14-Jan-97
NY	Brooklyn	Sub-Sta 41	Chg to Fulton & Crescent Sts	01-May-99	5833	15-Apr-99
NY	Brooklyn	Sub-Sta 42	Estab at 2989 Fulton St	01-Feb-97	5145	14-Jan-97
NY	Brooklyn	Sub-Sta 43	Chg to Glenmore & SchenakAves	ND[01/99]	5762	21-Jan-99
NY	Brooklyn	Sub-Sta 48	Estab at De Kalb & Clermont Aves	01-May-99	5834	17-Apr-99
NY	Brooklyn	Sub-Sta 49	Estab at 65 Morgan Ave	01-Jul-99	5889	21-Jun-99
NY	Brooklyn	Sub-Sta 62	Estab at 308 Court St	01-Feb-97	5145	14-Jan-97
NY	Brooklyn	Sub-Sta 63	Estab at Bergen St & Classon Ave	01-Feb-97	5145	14-Jan-97
NY	Brooklyn	Sub-Sta 66	Estab at 3 Teet's Row (Sheepshead Bay)	01-Mar-99	5793	28-Feb-99

State	City/State	Unit	Action	Eff Dt	PB No	PB Date
NY	Brooklyn	Sub-Sta 67	Etab at 345 6th Ave	01-Jul-99	5889	21-Jun-99
NY	Brooklyn	Sub-Sta 68	Etab at 36 Rockaway Ave	01-Jul-99	5889	21-Jun-99
NY	Brooklyn	Sub-Sta 69	Etab at 384 Broadway	01-Jul-99	5889	21-Jun-99
NY	Brooklyn	Sub-Sta 70	Etab at 161 Wythe Ave	01-Jul-99	5889	21-Jun-99
NY	Brooklyn	Sub-Sta 71	Etab at 1188 5th Ave	01-Jul-99	5889	21-Jun-99
NY	Brooklyn	Sub-Sta 72	Etab at 290 9th Ave	01-Jul-99	5889	21-Jun-99
NY	Brooklyn	Sub-Sta 73	Etab at 48 Broadway	01-Jul-99	5889	21-Jun-99
NY	Brooklyn	Sub-Sta 74	Etab at Coney Island Ave & Ave D, W	01-Jul-99	5889	21-Jun-99
NY	Brooklyn	Sub-Sta 75	Etab at 1092 Flatbush Ave	01-Jul-99	5889	21-Jun-99
NY	Brooklyn	Sub-Sta 76	Etab at 495 Tompkins Ave	01-Jul-99	5889	21-Jun-99
NY	Brooklyn	Sub-Sta 77	Etab at 178 Albany Ave	01-Jul-99	5889	21-Jun-99
NY	Brooklyn	Sub-Sta 78	Etab at 725 Nostrand Ave	01-Jul-99	5889	21-Jun-99
NY	Brooklyn	Sub-Sta 79	Etab at 932 La Fayette Ave	01-Jul-99	5889	21-Jun-99
NY	Buffalo	Sub-Sta 01	Etab at 2184 Seneca St	01-Jul-95	4668	24-Jun-95
NY	Buffalo	Sub-Sta 01	Chg fr 2188 Seneca St to 2187 Seneca St	ND(06/00)	6186	13-Jun-0
NY	Buffalo	Sub-Sta 02	Etab at 1491 Elk St	01-Jul-95	4668	24-Jun-95
NY	Buffalo	Sub-Sta 02	Chg fr 1491 Elk St to 1493 Elk St	01-Mar-02	6704	01-Mar-02
NY	Buffalo	Sub-Sta 03	Etab at 312 & 314 Elk St	01-Jul-95	4668	24-Jun-95
NY	Buffalo	Sub-Sta 04	Etab at 625 Walden Ave	01-Jul-95	4668	24-Jun-95
NY	Buffalo	Sub-Sta 04	Chg fr 616 Walden Ave to 569 Walden Ave			
			[modified PB 5251]	ND	5248	17-May-97
NY	Buffalo	Sub-Sta 05	Etab at 1140 & 1143 Lovejoy St	01-Jul-95	4668	24-Jun-95
NY	Buffalo	Sub-Sta 05	Chg location to 1220 Lovejoy St	ND	5290	07-Jul-97
NY	Buffalo	Sub-Sta 05	Chg location from 1220 to 1221 Lovejoy St	ND	5321	12-Aug-97
NY	Buffalo	Sub-Sta 05	Chg fr 1221 Lovejoy St to 1175 Lovejoy St	01-Sep-98	5639	26-Aug-98
NY	Buffalo	Sub-Sta 06	Etab at 1823 Jefferson St	01-Jul-95	4668	24-Jun-95
NY	Buffalo	Sub-Sta 07	Etab at 2351 Main St	01-Jul-95	4668	24-Jun-95
NY	Buffalo	Sub-Sta 07	Chg location from 2351 Main St to 2321 Main St	ND	4971	19-Jun-96
NY	Buffalo	Sub-Sta 08	Etab at 225 Allen St	01-Jul-95	4668	24-Jun-95
NY	Buffalo	Sub-Sta 08	Chg location fr 225 Allen St to 942 Main St			
			[revoked below]	ND	5500	15-Mar-98
NY	Buffalo	Sub-Sta 08	Revoke chg order - to remain at 225 Allen St	ND	5512	29-Mar-98
NY	Buffalo	Sub-Sta 09	Etab at 355 Connecticut St	01-Jul-95	4668	24-Jun-95
NY	Buffalo	Sub-Sta 09	Chg fr 455 Connecticut Ave to the "Ellicott Square"	ND[05/99]	5859	16-May-99
NY	Buffalo	Sub-Sta 10	Etab at 354 Dearborn St	01-Jul-95	4668	24-Jun-95
NY	Buffalo	Sub-Sta 10	Chg fr 334 Dearborn St to 1985 Niagra St,			
			corner of Austin	08-Feb-98	5471	08-Feb-98
NY	Buffalo	Sub-Sta 11	Etab at 469 Normal Ave	01-Jul-95	4668	24-Jun-95
NY	Buffalo	Sub-Sta 11	Chg to 306 W Ferry St	01-Dec-97	5408	23-Nov-97
NY	Buffalo	Sub-Sta 12	Etab at 238 Lexington Ave	01-Jul-95	4668	24-Jun-95
NY	Buffalo	Sub-Sta 13	Etab at 1061 Broadway	01-Jul-95	4668	24-Jun-95
NY	Buffalo	Sub-Sta 13	Chg fr 1061 Broadway to 1028 Broadway	01-May-98	5532	21-Apr-98
NY	Buffalo	Sub-Sta 13	Chg fr 1628 Broadway to 1129 Broadway	01-Jul-99	5889	21-Jun-99
NY	Buffalo	Sub-Sta 13	Chg fr 1129 Broadway to 1017 Broadway	16-Nov-01	6622	21-Nov-01
NY	Buffalo	Sub-Sta 14	Etab at 586 Main St	01-Sep-95	4713	16-Aug-95
NY	Buffalo	Sub-Sta 16	Etab at corner of Pearl & Church Sts	01-Jul-98	5533	22-Apr-98
NY	Buffalo	Sub-Sta 17	Etab at 739 Tonawanda St	01-Aug-98	5599	11-Jul-98
NY	Buffalo	Sub-Sta 17	Disc at 729 Tonawanda St	15-Nov-98	5705	12-Nov-98
NY	Buffalo	Sub-Sta 17	Etab at Rhode Island St & Fargo Ave	01-Jul-99	5864	22-May-99
NY	Buffalo	Sub-Sta 18	Etab at 594 Niagra St	01-Aug-98	5599	11-Jul-98
NY	Buffalo	Sub-Sta 19	Etab at 362 Potomac Ave	01-Aug-98	5599	11-Jul-98
NY	Buffalo	Sub-Sta 19	Chg fr 362 Potomac Ave to 351 Potomac Ave	ND(01/01)	6371	22-Jan-01
NY	Buffalo	Sub-Sta 20	Etab at 1406 Fillmore Ave	01-Aug-98	5599	11-Jul-98
NY	Buffalo	Sub-Sta 20	Chg fr 1406 to 1376 Fillmore Ave	ND[04/99]	5828	10-Apr-99
NY	Buffalo	Sub-Sta 21	Etab at 376 William St [correction fr above]	01-Aug-98	5615	29-Jul-98
NY	Buffalo	Sub-Sta 21	Etab at 387 William St [corrected below]	01-Aug-98	5599	11-Jul-98
NY	Buffalo	Sub-Sta 21	Chg fr 376 William St to 380 William St	01-Apr-01	6417	19-Mar-01
NY	Buffalo	Sub-Sta 22	Etab at Niagra & Pennsylvania Sts	01-Aug-98	5614	28-Jul-98
NY	Buffalo	Sub-Sta 23	Etab at 776 Tonawanda St	01-Sep-98	5631	17-Aug-98
NY	Buffalo	Sub-Sta 24	Etab at 1643 Broadway	01-Sep-98	5631	17-Aug-98
NY	Buffalo	Sub-Sta 24	Chg fr 1643 Broadway to 1595 Broadway	01-Mar-01	6402	28-Feb-01
NY	Buffalo	Sub-Sta 25	Etab at 931 Main St	01-Nov-98	5664	26-Sep-98
NY	Buffalo	Sub-Sta 26	Etab at Main St & Parker Ave	01-Nov-98	5679	13-Oct-98
NY	Buffalo	Sub-Sta 27	Etab at Elmwood Ave & Breckenridge St	01-Jul-99	5877	07-Jun-99
NY	Buffalo	Sub-Sta 28	Etab at West & Porter Aves	01-Jul-99	5877	07-Jun-99
NY	Buffalo	Sub-Sta 29	Etab at 901 Clinton St	01-Jul-99	5877	07-Jun-99
NY	Buffalo	Sub-Sta 29	Chg to 987 Clinton St	01-Jan-00	6047	29-Dec-99
NY	Buffalo	Sub-Sta 29	Chg fr 937 Clinton St to 958 Clinton St	01-May-01	6442	17-Apr-01

State	City/State	Unit	Action	Eff Dt	PB No	PB Date
NY	Buffalo	Sub-Sta 30	Estab at 895 Genesee St	01-Jul-99	5880	10-Jun-99
NY	Buffalo	Sub-Sta 31	Estab at 197 Genesee St	01-Jul-99	5880	10-Jun-99
NY	Buffalo	Sub-Sta 31	Chg fr 197 E Genesee St to Genesee & Michigan Sts	22-Mar-02	6724	25-Mar-02
NY	Buffalo	Sub-Sta 32	Estab at 846 N Division St	01-Jul-99	5883	14-Jun-99
NY	Buffalo	Sub-Sta 33	Estab at 274 Triangle St	01-Jul-99	5893	26-Jun-99
NY	Buffalo	Sub-Sta 33	Chg to 276 Triangle St	ND[07/99]	5917	25-Jul-99
NY	Buffalo	Sub-Sta 34	Estab at 220 Carolina St	01-Jul-99	5893	26-Jun-99
NY	Buffalo	Sub-Sta 35	Estab at 80 School St	01-Jul-99	5893	26-Jun-99
NY	Buffalo	Sub-Sta 36	Estab at 1167 Niagra St	01-Jul-99	5893	26-Jun-99
NY	Buffalo	Sub-Sta 37	Estab at 209 14th St	01-Jul-99	5893	26-Jun-99
NY	Buffalo	Sub-Sta 37	Chg fr 209 14th St to 400 Connecticut St	10-Dec-01	6636	09-Dec-01
NY	Buffalo	Sub-Sta 38	Estab at Live Stock Exchange	01-Jul-99	5893	26-Jun-99
NY	Buffalo	Sub-Sta 39	Estab at 9 Walden Ave	01-Sep-99	5932	11-Aug-99
NY	Buffalo	Sub-Sta 39	Chg fr 9 Walden Ave to 574 Genesee St	15-Jun-01	6486	08-Jun-01
NY	Buffalo	Sub-Sta 40	Estab at 1138 Seneca St	01-Sep-99	5932	11-Aug-99
NY	Buffalo	Sub-Sta 41	Estab at 279 Bryant St	01-Sep-99	5932	11-Aug-99
NY	Buffalo	Sub-Sta 42	Estab at 705 Broadway	01-Sep-99	5932	11-Aug-99
NY	Buffalo	Sub-Sta 43	Estab at 512 Tonawanda St	01-Sep-99	5932	11-Aug-99
NY	Buffalo	Sub-Sta 43	Chg fr 512 Tonawanda St to 1540 Clinton St	01-Jun-00	6176	01-Jun-0
NY	Buffalo	Sub-Sta 43	Chg fr 1540 Clinton St to Mulberry & Carlton Sts	01-Apr-02	6724	25-Mar-02
NY	Buffalo	Sub-Sta 44	Estab at 69 West Ave	01-Sep-99	5932	11-Aug-99
NY	Buffalo	Sub-Sta 45	Estab at 429 Rhode Island St	01-Sep-99	5932	11-Aug-99
NY	Buffalo	Sub-Sta 46	Estab at 335 Herkimer St	01-Sep-99	5932	11-Aug-99
NY	Buffalo	Sub-Sta 47	Chg location designation to D.S. Morgan Bldg	ND[10/99]	5990	20-Oct-99
NY	Buffalo	Sub-Sta 47 (Morgan Bldg)	Estab at Morgan Bldg	01-Oct-99	5970	26-Sep-99
NY	Buffalo	Sub-Sta 48	Estab at junction of Niagra, Church & Pearl Sts	15-Oct-99	5979	07-Oct-99
NY	Buffalo	Sub-Sta 49	Estab at 35 State St	15-Aug-00	6230	04-Aug-0
NY	Buffalo	Sub-Sta 50	Estab at R G Dun Bldg	15-Feb-01	6360	09-Jan-01
NY	Buffalo	Sub-Sta 51	Estab at 256-268 Main St	15-Feb-01	6377	29-Jan-01
NY	Buffalo	Sub-Sta 52	Estab at corner Franklin & Topper Sts	01-Jul-01	6432	05-Apr-01
NY	Buffalo	Sub-Sta 54	Estab at Lyth Ave & Jefferson St	01-Jul-01	6484	06-Jun-01
NY	Buffalo	Sub-Sta 58	Estab at Delaware Ave & Chapin Parkway	01-Jul-01	6474	24-May-01
NY	Corning	Sub-Sta 01	Chg fr Baker & Pultney Sts to Bridge & Pultney Sts	01-Jul-99	5877	07-Jun-99
NY	Corning	Sub-Sta 01	Estab at Pultney & Baker Sts [modified below]	01-Jul-99	5872	01-Jun-99
NY	Elmira	Sub-Sta 01	Chg to Elmira Heights Sta	01-Jan-98	5406	20-Nov-97
NY	Elmira	Sub-Sta 01	Estab at 600 Pennsylvania Ave	01-Jul-99	5859	16-May-99
NY	Elmira	Sub-Sta 01 (Elmira Heights)	Estab	15-Jan-97	5141	09-Jan-97
NY	Elmira	Sub-Sta 02	Estab at 612 W Water St	01-Jul-99	5859	16-May-99
NY	Elmira	Sub-Sta 03	Estab at 1055 Walnut St	01-Jul-99	5859	16-May-99
NY	Jamaica	Sub-Sta 01 (Richmond Hill)	Estab	01-Jun-99	5864	22-May-99
NY	Jamaica	Sub-Sta 02 (Morris park)	Estab	01-Jun-99	5864	22-May-99
NY	Kingston	Sub-Sta 01	Estab on Union Ave near West Shore RR crossing	01-May-95	4592	25-Mar-95
NY	Lockport	Sub-Sta 01 (East Lockport)	Estab	01-Jan-00	6042	22-Dec-99
NY	Long Island City	Astoria Sta	Chg to Sub-Sta 01 (Astoria)	01-Apr-96	4871	21-Feb-96
NY	Long Island City	Dutch Kills Sta	Chg to Sub-Sta 05 (Dutch Kills)	01-Apr-96	4871	21-Feb-96
NY	Long Island City	Ravenswood Sta	Chg to Sub-Sta 04 (Ravenswood)	01-Apr-96	4871	21-Feb-96
NY	Long Island City	Schuetzen Park Sta	Chg to Sub-Sta 02 (Schuetzen Park)	01-Apr-96	4871	21-Feb-96
NY	Long Island City	Steinway Sta	Chg to Sub-Sta 03 (Steinway)	01-Apr-96	4871	21-Feb-96
NY	Long Island City	Sub-Sta 02	Chg fr 500 Broadway to 261 Steinway Ave	10-Feb-99	5773	03-Feb-99
NY	Long Island City	Sub-Sta 04	Chg fr 680 Vernon Ave to 683 Vernon Ave	ND(07/01)	6507	03-Jul-01
NY	Long Island City	Sub-Sta 07	Estab at 151 Broadway	01-Jul-00	6191	19-Jun-0
NY	Mount Vernon	Sub-Sta 01	Estab at 22 Mount Vernon Ave	01-Jul-01	6479	31-May-01
NY	Mount Vernon	Sub-Sta 02	Estab at 17 E 3rd St	01-Jul-01	6491	14-Jun-01

To be continued

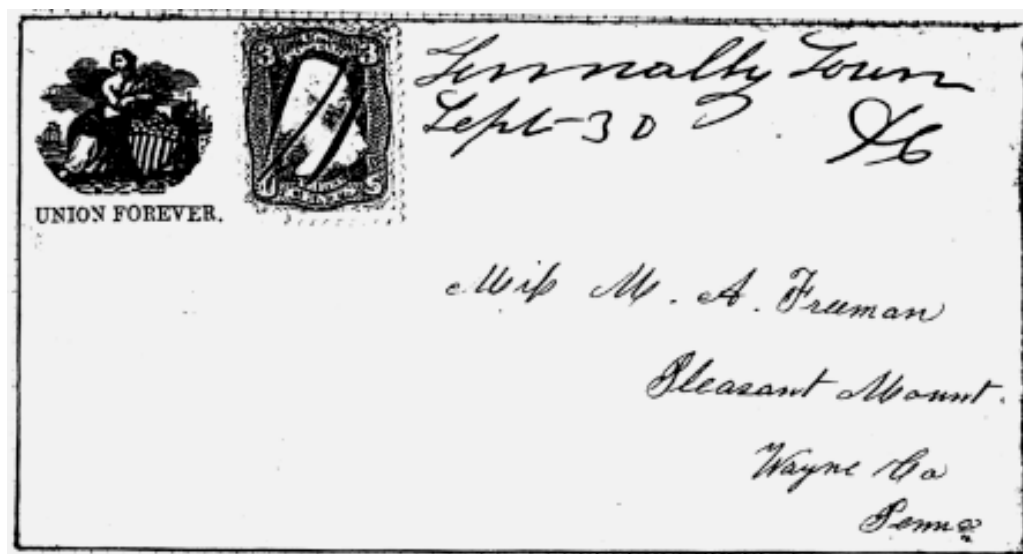


Figure 1 This Civil War patriotic cover bears a manuscript Tennallytown, D.C. postmark of September 30, (1861). It carried a letter from a soldier at Camp Tenaly.

Postal Markings of the Small Independent Post Offices of the District of Columbia

PART IV

By Carl L. Stieg

This article completes the listing of the postal markings of small independent post offices of the District of Columbia which were available to me. It is the fourth of a series published in the November 1998, January 1999, and July 1999 issues of *La Posta* – Volume 29, No.'s 5 and 6; and Volume 30, No. 3. It will be followed by a listing of the stations of the District of Columbia.

Tennallytown

The Tennallytown office was opened December 19, 1946 with John O. Harry as Postmaster and converted to Station E on January 1, 1895. The earliest recorded cover (September 30, 1861) was the manuscript wording Tennally Town/D.C. (Figure 1).

Tennallytown/D.C.

Figure 2 4/17/62 - 3/6/80 26 mm
M/D 4 conc. circ. 18mm

Soldiers letters without stamps do not have killers.

No Figure 2/22/? 26 mm M/D blue4 conc. cir. 18mm

The circles in the target killer are fewer lines and more evenly spaced than in the earlier black strikes. The cds [circle date stamps] are seen with manuscript months and days. There was a Army camp at Tennallytown, which probably accounts for most of the covers during that period.

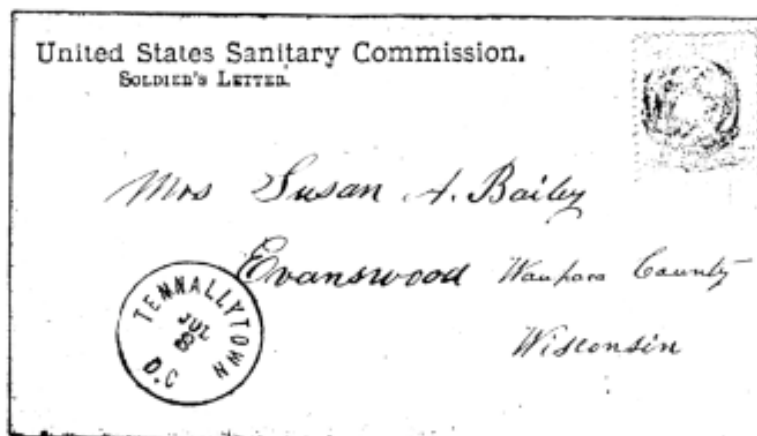


Figure 2 This Sanitary Commission cover displays an example of the 26mm Tennallytown/D.C. handstamp. (Reduced)

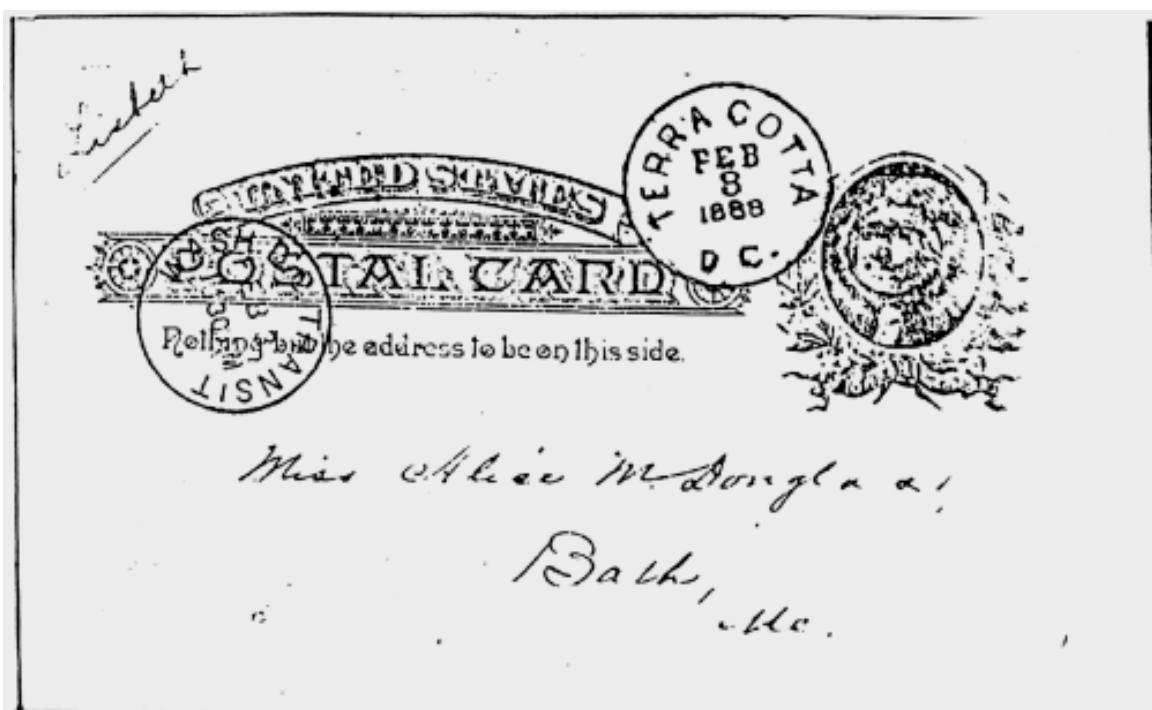


Figure 3 This postal card displays the earliest recorded example of a postmark from Terra Cotta, D.C.

Terra Cotta

The Terra Cotta office was opened October 20, 1885 and was integrated into the Washington office on June 30, 1901.

TERRA COTTA/D.C.

Figure 3 2/8/88 - 2/26/94 20 ½ mm M/D/Y 4 conc. circ. 16mm?

Figure 4 9/8/98 29/18 mm dcds M/D/Y 4 conc. circ. 16mm

Figure 5 8/24/99 28 mm M/D/Y 4 conc. circ. 18mm

smaller letters than Figure 2

Bob Payne reports that the double rim dial was probably applied in blue ink and the target killer in black by a ribbon stamper. See Bob's '96 or '97 article in *The Forum*.

Figure 4

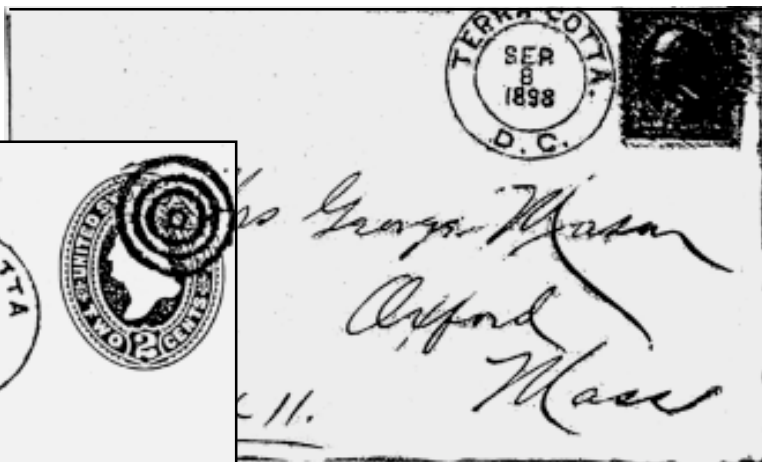
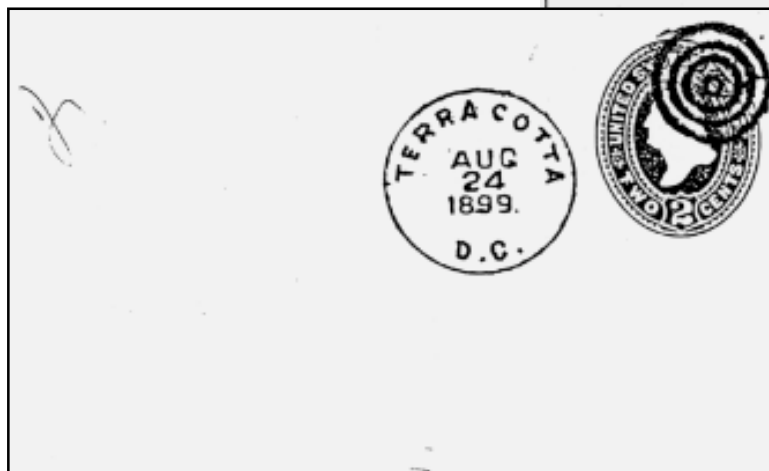


Figure 5



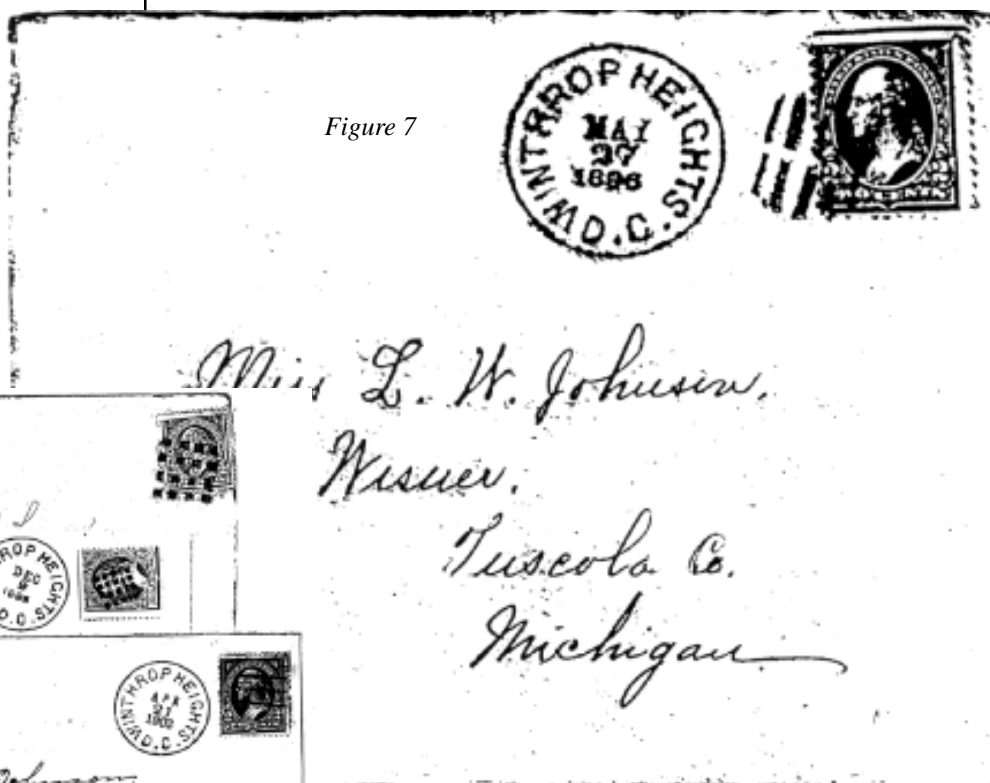
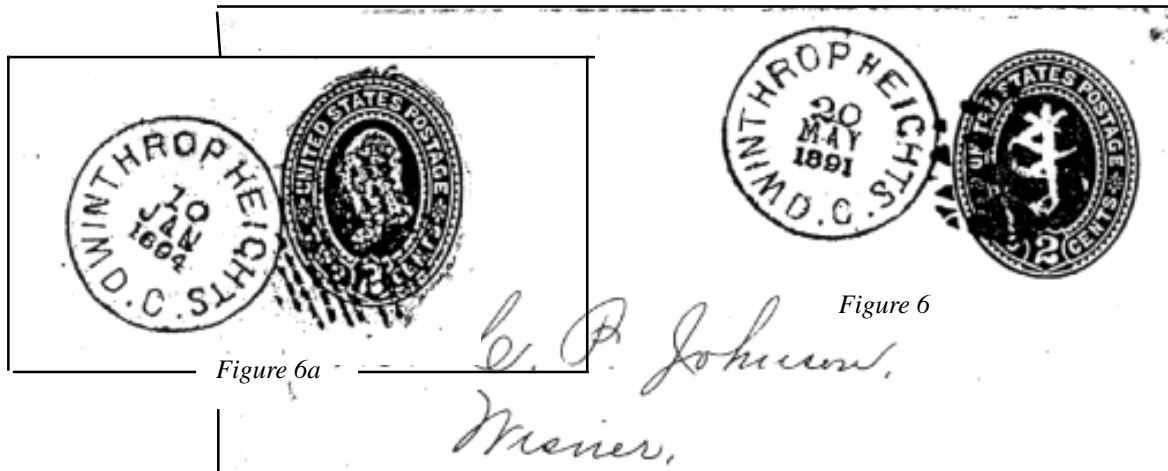
Winthrop Heights

The Winthrop Heights office opened on January 16, 1889 and was made part of the Washington Post Office on April 30, 1903.

WINTHROP HEIGHTS/D.C.

Figure 6	5/20/91	28 mm dial D/M/Y	circle of small triangles
Figure 6a	3/11/92 - 1/10/94	28 mm dial D/M/Y	circle of dashed lines
Figure 7	5/27/96	28 mm dial M/D/Y	5 parallel lines cut in middle
Figure 7a	6/6/98	28 mm dial M/D/Y	square of 16 squares
Figure 7b	12/9/98	28 mm dial M/D/Y	square of 20 small squares
Figure 7c	4/1/03	28 mm dial M/D/Y	3 parallel lines

The a, b and c figures are merely different killers.



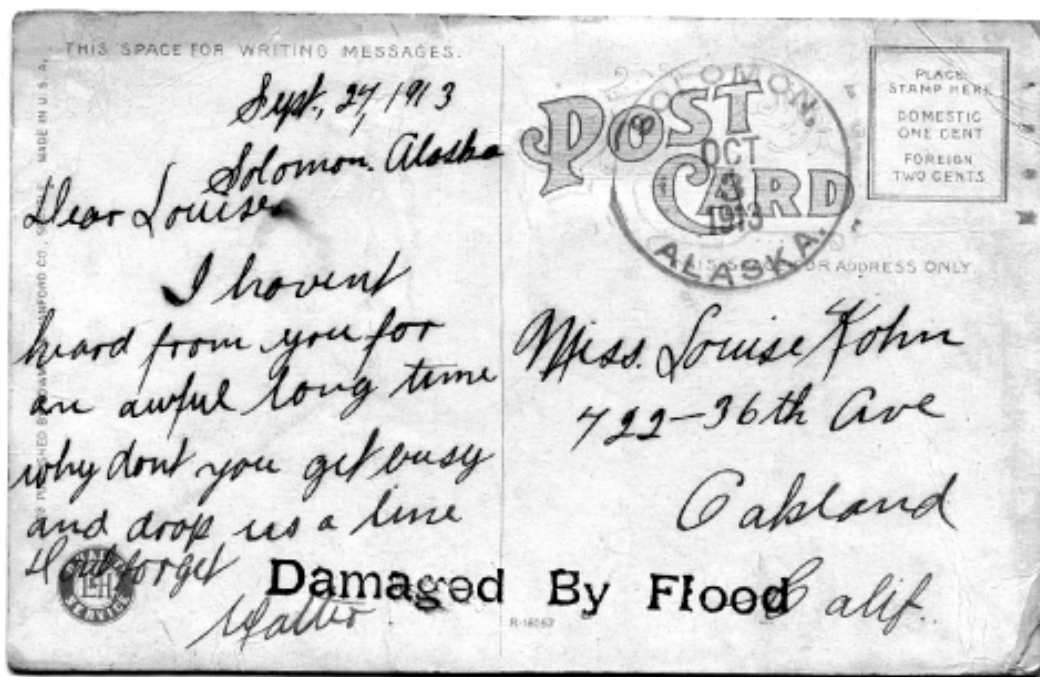


Figure 1 Damaged By Flood appears as an auxiliary marking on this postcard dateline Sept. 27, 1913, Solomon, Alaska. The SOLOMON 4-bar postmark of Oct 3rd indicates that a stamp was once affixed. The card poses intriguing questions as to what happened on Alaska's Seward Peninsula in 1913.

The Great Seward Tidal Storm of 1913

by Randy Stehle

Recently, my friend, Tom Edison, of Oakland, California, discovered the post card shown in **Figure 1**. It was sent from Solomon, Alaska to Oakland, CA in 1913. The auxiliary marking "Damaged by Flood" was applied to it, which explains the absence of the postage stamp. I decided to do a little research and try to discover the story behind this post card.

I first turned to the Internet, going on-line and using a search engine to look for the town of Solomon. Much to my surprise, this town had its own web page (www.ilovealaska.com/alaska/solomon), run by the Alaska Department of Community and Regional Affairs. There was a short history of the town, which among other things, stated that in 1913 the railroad was washed out by a storm. I wanted to learn more about this storm, so I went to the library at San Francisco State University where the *New York Times* and the *San Francisco Chronicle* were on microfilm. I then looked at a number of books at the library on Alaska and visited the nearby geneal-

ogy branch of the California State Library system (where they had some early Alaskan gazetteers). In addition, I looked at the *Daily Bulletin of Orders Affecting the Postal Service* and studied some vintage maps.

THE ALASKA NEWSPAPER PROJECT

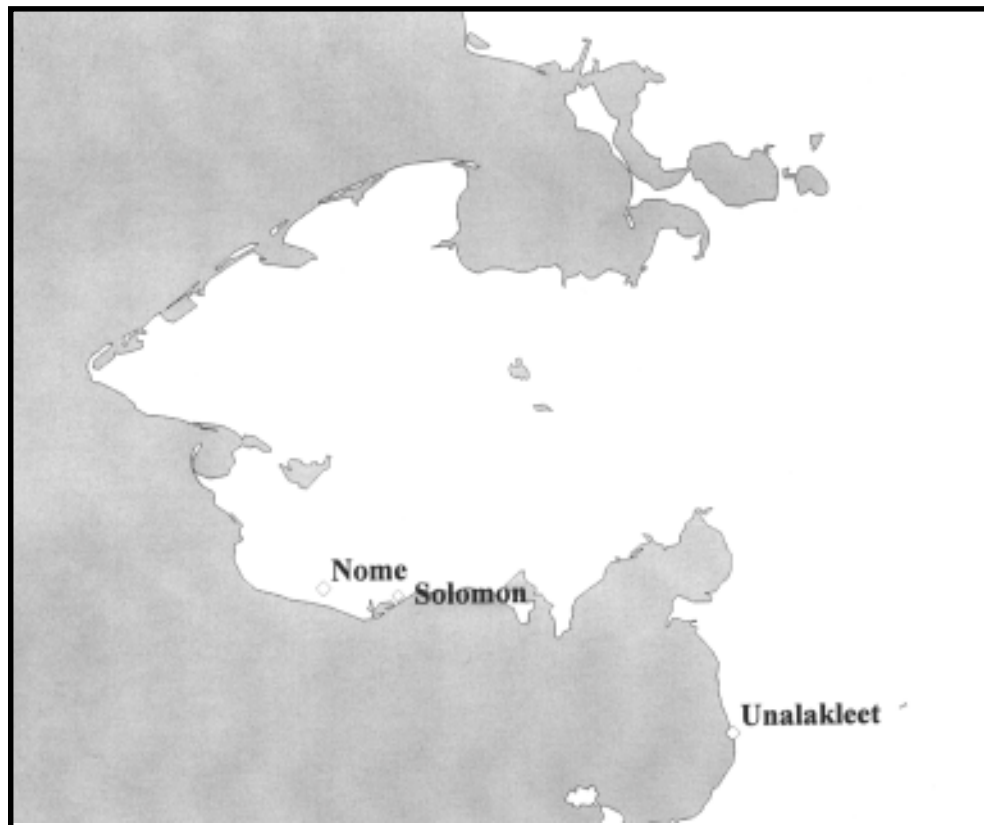
I also wanted to get a first-hand account of the storm as reported in a contemporary Nome newspaper. Towards this end I again turned to the Internet, and did a search on the keywords "Alaska" and "newspaper". I discovered that there was a site dedicated to something called the Alaska Newspaper Project. This project was a recent effort to locate, catalog and film every extant newspaper published in Alaska. The project was under the direction of Kay Shelton, Head of Alaska Historical Collections at the Alaska State Library at Juneau. I e-mailed her and asked which Nome newspapers were being published in 1913 and what had been microfilmed. I also wanted to know about the availability of other Alaskan newspapers from larger towns at that time. She quickly responded that the Nome *Daily Nugget* was the main newspaper then, but that portions of 1913

were missing and that the quality on what had been filmed was not the best. She also said that the Juneau *Daily Alaska Dispatch*, Ketchikan *Miner* and Seattle *Times* might prove useful to me. I immediately went to my local public library and ordered all four through interlibrary loan.

After a few weeks the Juneau and Ketchikan films arrived. When it became apparent that neither the Seattle nor Nome films would get here before the deadline for this article, I e-mailed Kay again. She had her staff make photocopies of the first several days of the Nome *Nugget* after the storm. In addition, I also received a copy from the Mining and Dredging edition of the *Nugget* that summarized the entire storm. I was lucky that these dates had been microfilmed and that the quality was not that bad. Another staff librarian, Sondra Stanway, searched through over a month's worth of the *Nugget* looking for the sailing schedule of the steamer that carried the U.S. mail. I would like to thank both Kay and Sondra for their efforts on my behalf.

SOLOMON, ALASKA

Solomon was settled in 1899 as a gold rush mining camp at the mouth of the Solomon River on a sandspit. It is 40 miles east of Nome, which was settled only a year before. Both towns are located in northwest Alaska, on the Seward Peninsula, as shown in **Map 1**. The population of Solomon quickly grew to 1,000, while Nome's mushroomed to 30,000 or 40,000. Post offices were established at these two towns in 1899 and 1900, respectively. By 1904, Solomon had seven saloons and a ferry dock and was the southern terminus of the Council City and Solomon River Railway. It was the supply point for the Solomon River and Casa de Paga Mining Districts. This railway was in the shape of a loop almost 100 miles in length, that ran north to the city of Council. (It did not connect to Nome or any points south.) By 1913, Solomon had telephone service, daily mail service, a daily boat to Nome, and the population had leveled out to 300 souls.



Map 1: Alaska's Seward Peninsula

MAIL STEAMER SERVICE

At the time, steamer service for this part of Alaska was limited to the warmer months. The fastest way in or out was by steamer, which usually began sailing in May and had to stop in November due to the Bering Sea becoming impassable. The Post Office Department (POD) had contracts with several steamer lines to carry the mail to Seattle. It was a 2,871 mile voyage, including a stop at the town of Unalaska in the Aleutian Islands. The steamer Corwin was the regular contacted ship that carried the mails at the rate of six cents a pound. Its sailing schedule was not published in the Nugget. A front-page advertisement did run before and after the storm that advised the residents of Nome that the Corwin had just returned from Kotzebue Sound with a shipment of Arctic trout. The Daily Bulletin did state that it sailed at "frequent intervals," which probably averaged every seven to ten days. The POD also contracted with Nome-based steamers that were allowed to carry mail as long as they did not compete head to head with the Corwin. To accomplish this, the POD did not allow them to carry mail until at least three days before or after the Corwin was at Nome.

THE TIDAL STORM HITS

The post card shown in **Figure 1** was canceled at Solomon on October 3, 1913. It was most likely taken by boat to Nome the next day to await the mail

steamer. On October 5, the steamer Corwin was docked at Nome. The mails had not been loaded yet when the worst storm to date hit the Seward Peninsula, sweeping in from the Bering Sea. The Corwin, along with two other steamers, the Victoria and Navajo, sailed away from the coast to safe anchorage seven miles out at sea. The Victoria had been scheduled to leave Nome on October 6. It had left Seattle on September 25, stopping in Solomon on its way to Nome.

Gale winds clocked at 60 miles per hour hit Nome, producing breakers 40 feet high and a storm surge of 20 feet. Much of Nome had been built on the sandy sea beach, as had Solomon. All the buildings on Nome's sandspit were leveled and burning. The spit was divided from the city by the Snake River. Some of the buildings on the sandspit were swept up the river as far as one mile. The Pacific Cold Storage plant, which housed Nome's chief supply of winter meat, caught fire. The fire house apparatus could not be used to put the fire out as it had been swept away in the gale. All the lights and phones were out as well as the telegraph line. The mayor of Nome issued the following appeal through the press: "A tidal storm has destroyed one-half of Nome. The damage is estimated at \$1,000,000. Five hundred people are homeless, most of them destitute. Winter is approaching and public assistance is absolutely necessary. Funds should be sent to the City Treasurer of Nome."



Figure 2 Lomen Brothers real photo view of the destruction caused by the tidal storm in 1913.



Figure 3

The U.S. Congress voted to send \$4,000 that had originally been allocated to the Volcano Relief Fund. **Figures 2-4** are real photo post cards that depict some of the damage caused by the storm at Nome.

The fires were put out by October 7, the same day electrical service was restored. The newspapers reported the good news that 750 tons of reindeer meat were nearby. The first snows of the season fell on October 9, though it was only four to six inches. Luckily, there were no epidemics, though eight people in Nome died, plus another twelve at sea. The steamer Senator sailed from Seattle October 10, carrying relief goods free of charge as a goodwill gesture on behalf of the Pacific Coast Steamship Co. No mention was made of the post office, though it was noted that a party from the Geological Survey on their way to Nome lost a sack of mail in the storm.

The telephone line to Solomon was down, so it was a few days before its fate was known. The railroad had been washed out, and to quote one news article, "The storm left not a vestige of the town of Solomon standing." No deaths were reported there, and many of the survivors were evacuated to Ketchikan. The storm did wash out ten bodies from the town's graveyard that were quickly reburied.

AFTERMATH

The town of Solomon was relocated to the east side of the river, at the site of the abandoned railway terminus. Mail service was reduced from daily to weekly. There was no interruption in the operation of the post office. Oddly enough, the 4-bar device used there before the storm appears to be the same one used afterwards. The same situation is found at Nome: three of its cancellation devices (two duplexes and a flag cancel) used before the storm were used after it. This suggests that the damage to the Nome post office was not that great, which explains why some mail survived the storm. It also appears that not all of the post office at Solomon was swept into the sea.



Figure 4

Solomon, though, continued to have bad luck after the storm. In 1918, the worldwide influenza epidemic hit it hard. The continued threat of flooding caused the town to move to the other side of the river in 1939. Things were looking up in 1940 when the Bureau of Indian Affairs built a large school there. Unfortunately, it closed in 1956, the same year the post office was discontinued. Today, the year-round population is officially zero, though some residents of Nome have vacation cabins there.

NOME MAIL SERVICE DURING THE COLD MONTHS

Moving the mails through Nome after the Bering Sea started freezing up back in the 1910's is also a fascinating story. Tom Edison recently found three



Figure 5 Contemporary post card view of unloading SS Corwin with dog teams while the ship was five miles from shore in the frozen Bering Sea.

post cards that illustrate how the POD dealt with these adverse conditions. When the Bering Sea first began to freeze up around November and to break up in May or June, it was possible for the steamer Corwin to still sail within four or five miles of Nome. **Figure 5** is a post card that shows the S.S. Corwin unloading its cargo on to dog teams five miles from Nome, on the Bering Sea. **Figure 6** shows a post card that reads “Freighting goods from S.S. Corwin four miles from shore, with 30 cases, June 3, 1907, Nome, Alaska.”

When the Bering Sea became impassable to steamers, dog teams were the only way to move the mails. **Figure 7** shows a post card that depicts the dog mail team leaving the Nome post office after unloading in mid-March 1907. An article in Linn’s from 1997 outlined two routes that were used to transport the mail under these conditions. One way was to go by dog team up the frozen Yukon River to Fairbanks, then overland by horse stage to Valdez, and finally by ship to Seattle. The other way was to go by dog team to White Horse, Yukon Territory via Dawson, then on to Skagway, where it was put aboard a ship to Seattle.



Figure 6 “Freighting goods from SS Corwin..., June 3rd, 1907”

The **Figure 1** post card will be offered in the next La Posta Subscribers’ Auction, which is scheduled to close in November.



Figure 7



La Posta Backnumbers

Backnumbers of *La Posta* may be purchased from John & Sherry Van Alstyne, 1787 Tribute Rd., Suite J, Sacramento, CA 95815. An index of all backnumbers through Volume 28 has been completed by Daniel Y. Meschter and is available on the La Posta website at www.la-posta.com.

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Scarcity of Collectibles Old and New

by Tom Clarke

Collectors are always interested in determining how common or rare their collectibles are. All of us love to discover items that are less than common, hoping for a bargain. Newly found scarce or rare items can also open doors to new understanding that may help redefine history. How are such rarity determinations made, are they accurate, and can we "take 'em to the bank?"

Many collectible categories share common concepts and dynamics and are dealer or collector controlled to a greater or lesser degree. Compared to paper collectibles, precious metal coins, that are government controlled, with the national devices displayed, and the associated history and patriotic feelings make coin collecting almost a national institution in many countries. Postal history is likewise economically-related. Letters help promote commerce and transmit news of national and local events as the "heartbeat" of the nation. And depending on a cover's scarcity and desirability, nice examples can drain away a good bit of personal economy.

Coin rarity

National and private collection publications in Europe which catalog ancient and medieval coins have long been accompanied by rarity tables similar to the following. Their purpose is to guide collectors and dealers in estimating the availability and worth of their specimens. Today, Internet authors are equally interested in continuing this classic tradition using similar terminology:

Excessively rare (RRRR):	1-5 examples known
Extremely rare (RRR):	6-15
Very Rare (RR):	16-30
Rare(R):	31-50
Scarce (S):	51-100
Common (C):	more than 100 examples known

In an attempt to bridge some guesstimate gaps and enhance the listing's accuracy, some authors extend the possibilities to include categories such as Moderate (M) availability, Very Common (CC), etc.

One clever modern structure for indicating rarity is this simple six level index, phrased in conversation terms:

(RRR) - Extremely Rare	Almost never available. Most collectors will not have the chance to acquire these pieces.
(RR) - Very Rare	Seldom available. Collector may have to wait one or more years to locate one.
(R) - Rare	Demand outstrips supply, and specimens, when available, are often eagerly sought.
(S) - Scarce	Usually available without long delay, hardly ever available in quantity.
(C) - Common	Almost always available, but only occasionally available in quantity.
(A) - Abundant	Readily available, often in wholesale quantities.

Dealers of course apply price levels in their catalogs rather than word descriptions. Those on the academic side of life do not think in terms of value but rely on scarcity estimates to help visualize historical conditions and associated events. Still other authors prefer to combine the best of both worlds, and may use descriptions like "(C)ommon, valued at \$x, (S)carce, at \$y," etc. To be more exacting, some dealers tweak the relative rarity concept further, giving increasing values for heightened condition, like the familiar "Redbook" of U.S. coins, or the auto "blue book."

The venerable *Stampless Cover Catalog* used to suggest rarity in combination with estimated prices, according to the following formula (the example is from the 1978 edition of ca.250 pages). Collectors and dealers since agitated for actual values throughout, the letter system being found too imprecise for the growing hobby. And so, with the expanded, current (1997) edition of 500+ pages, all items are individually valued.

[individual prices (in 1978 dollars) through \$90]	
Scarcity A	Value \$100 to \$150
Scarcity B	\$150 to \$250
Scarcity C	\$250 to \$500
Scarcity D	\$500 to \$1000
Scarcity E	over \$1000

Coins and covers, supply and demand

Esteemed European museums in composing coin catalogs over the past hundred or two hundred years, have made determinations of coin rarity based on whether the particular coin under discussion was located in all, some, or very few prominent museum collections. Ignored were hundreds of small private collections and their numbers, let alone the fact that they have held key items needed to solve thorny problems that museum curators were frustrated in answering.

Eventually, with the rise of popular hobby literature in the middle third of the 20th century, through Letters to the Editor sections and increasing numbers of collector contributions, answers to old mysteries have been publicly revealed as new finds were unveiled. Understanding was clarified and expanded and knowledge advanced. Postal history has grown in a similar fashion, albeit very recently.

However, in a bitter-sweet turn of events over the past 20 years, the degrees of scarcity in the ancient and medieval coin worlds have been turned upside down. The advent of metal detectors in the 1970s plus the new economic freedom recently in the former Eastern Bloc and Communist China have allowed former uncollectibles to be bought and sold

freely. It is estimated that a shocking 80% of all ancient coins now available have been unearthed, literally and politically, since 1980!

Thus, coin scarcity population data, let alone values, which originated with the first Renaissance collectors, and continued through the 1980s, was now confronted by a geometric rise in specimen availability. In very many cases charts and values had to be thoroughly rewritten. Older handbooks and web sites still dependent on old literature reflect woefully outdated information and badly mislead. As for prices, are dealers reflecting the old or new realities of coin populations? Curiously, the fact is that many coin prices have nonetheless increased because of the demand for coins from an increasing fraternity of collectors which is absorbing the new material.

Scarcity and value

Fortunately (or not, depending on your point of view), such a roller coaster ride has not affected the scarcity of postal history. It's a very different picture. Postal history in America is a mere 150 or 300 years old depending on your definition. It suffers from the lack of a European-styled centralized museum with its generations of scholarship. The science of postal history had to be forged by a handful of dedicated writers from within hobby tabloids and club magazines and newsletters, and via specialized handbooks.

Collector research based on personal experience, auction catalog listings and bourse finds, have fashioned postal history rarity charts and estimates, all within the lifetime of most La Posta readers.

The *Stampless Cover Catalog*, beginning in the 1940s or so, has come to be the de facto measure of the abundance and value of pre-1860 letter cancellations, and recently, manuscripts markings too. Joining the postal history bandwagon in the 1980s, Scott Publishing



Figure 1 A 1845 Forwarded-Due 5 cents folded letter to Petersburg VA; each of these is literally unique, unlike large issues of identical coins, though other boxed **FORWARDED.** letters are not uncommon. Rate and cancel collectors as well as city and state collectors might want this item enough to bid its price into seeming "rare" status. What's its true ranking?

expanded “on cover” evaluations for their stamp listings through the 1900s. (Interestingly, this is the point at which many postal historians suspend collecting). Without revealing its data and procedure, *Scott’s Catalog* on-cover prices attempt a kind of table of relative scarcity. The result is a vague evaluation, a sometimes worthwhile aggregate of average stamp worth, suspected usage, average markings, origin, destination, etc. Such catalogs attempt to give an indication of the “pure” value-based-on-scarcity of a collectible. Auction results can be very different.

Do auction results reveal the “real” value (read: scarcity) of items? Or are they mere indicators of that day’s hammer price? Very many times it is the attractiveness, or the absolute need of a bidder to fill a space for an upcoming exhibit, or the sale of a named, “pedigreed” collection, or the very human “got carried away” syndrome, not rarity, that determines an auction’s outcome. Supply and demand at work, and collectors must deal with the results regardless of the immediate cause. These sometimes set a false parameter for the next auction estimate of prices. It remains that the actual scarcity of an item may or may not have anything to do with its cost.

Establishing postal history rarity

Collecting postal history is a scant two to three generations old. Paper is fragile and susceptible to attack more so than are coins. In addition, it seems that cover and letter availability is by its very nature inherently stable, because just so many people hold

onto things, whether in this century or the last. To give fresh infusion to the available supply, happily, there is still the occasional hoard of covers to be found in great-grandma’s cedar chest or in the basement storage room of business X or lawyer Y (each of whom never threw anything faintly pecuniary away —Great Grandma’s wistful emotions were a different story).

Cover hoards of the past, and presumably future discoveries too, did not and will not greatly impact postal history’s rarity charts. However, prices have greatly increased for postal history items since the 1950s, when it congealed as a hobby. This is not inversely because of new discoveries as with ancient coins, but because of an increasing appreciation for the new field and collector’s desire to possess the existent, limited supply. Converted stamp collectors have been bidding for a reasonably static quantity of available items ever since, like Old Master paintings.

Collectors of 19th century fancy postmarks and other specialties —First Issues, ‘69 pictorials, Bureaus, etc.— keep careful statistics on the populations of their favorite stamps and their usages. They take justifiable pride in publishing their findings. It demands cooperation among like-minded collectors before rarity estimates approaching reality can take shape. Research in its most basic form. Sans help from old museum records, they devoutly correspond with fellow collectors, take notes from dozens and hundreds of catalogs, and continually digest articles. All of this is necessary in order to form academically

valid scarcity estimates. Reason enough why other collectors are content to let the work of determining scarcity go to these specialists or to dealers, who earn their bread from the significant amount of work involved.

The Twentieth Century

The most desirable postal history collectibles, pre-1900 items, reveal the truest data about their numbers, since these are the most readily written-up, catalogued and illustrated. What of Twentieth Century postal history scarcity information? On the eve of the 21st century, we should ask when will a Twentieth Century postal history priced catalog appear —if, indeed, such material will ever be considered



Figure 2 A fine Bloods’ usgae to Fishkill NY in 1859. Everything is tied and the marks are sharp. Is it rare because of its usage, the stamps, the fact that the markings are clear, that the stamps are tied? Or is it just a common, but nice, Local Carrier cover? Does the ASCC, or Scott’s, or local collectors, postmark collectors have the ultimate say?



Figure 3 This corner card "arrowhead/triangle" fancy from 1868 is a nice example of a desirable specialties cover made popular after the publication of the Herst-Simpson Postmark Catalog in 1974 and Skinner and Eno's United States Cancellations 1845-1869 in 1980.

postal history? With a human population three times greater in 1980 than in 1880, the quantity of U. S. mail from the past 100 years is enormous (by 1998, 3.5 billion pieces a week). But covers, in most citizen's minds, have been and remain insignificant pieces of paper. Modern recipients see modern envelopes and their contents as no more intrinsically valuable than those of the Classic Period. . .

. . . Perhaps much less even, since the pace of life since 1900 has grown ever more rapid with the car, plane, TV, the Internet. Our time to relax is so much less, and the need to write to one another, much less save, personal missives is almost non-existent today. (When was the last time the reader sent a heartfelt letter to, as opposed to phoned, their sibling, child or parent?)

So, are rarities right around the corner? Perhaps 20th century postal history—possibly the last mail century— will achieve values equal to or exceeding those of 19th century covers. For, unlike ancient coins, paper products buried underground, or kept in humid basements for too long, or thrown routinely into the trash don't pass down the generations well.

Conclusion

Collectors in most fields share a dependence on scarcity scales, for reasons of profit as well as scholarship. Ancient coin collectors have had their confidences shattered in the last generation with enough new finds to quadruple the number of specimens available, and thoroughly destroying previous scholarship and time-tested rarity tables..

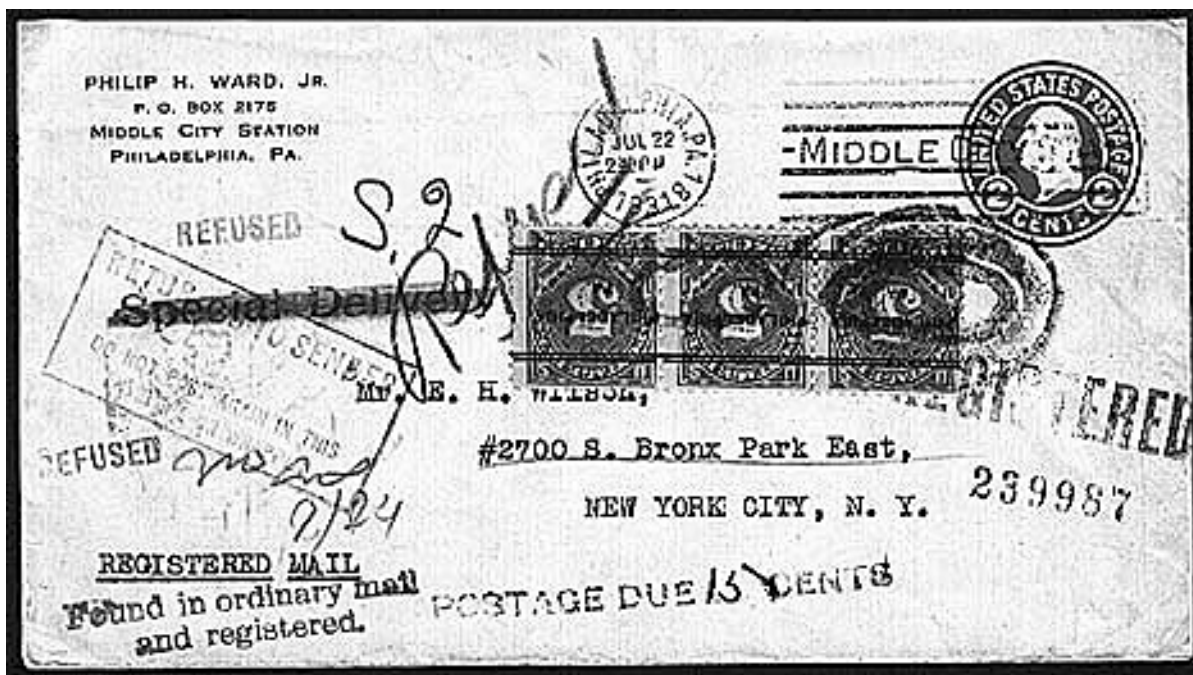


Figure 4 An initially philatelic (maybe) 20th century letter to New York; after its return it became a riot of undeliverable-as-addressed routing markings, and very collectible. What will this cover's scarcity and resultant value be in the next century after "hard mail" as we know it has passed from the scene?

The growth of postal history as a hobby since only 1950 has caused prices to escalate geometrically as stamp collectors gradually attached themselves to its greater depth. But, unlike old coins, the overall quantity of covers available has not appreciably, except in those cases where dealers finally learned to appreciate and display the cartons of heretofore unsaleable covers and letter "junk" that they already owned.

The how-to of establishing rarity has developed hit or miss with postal history, unlike ancient coins which have a long, distinguished history of study, conservation, and publication under quasi-governmental control. Individual postal historians have gladly researched with great dependence on dealer trays, auction catalogs, occasional hoard finds, and much communication with other collectors to establish levels of scarcity and approximate-to-accurate value guidelines.

Determining scarcity charts for 20th century postal history is difficult at best. We may eventually find that it is less common, therefore more valuable, than

similar 19th century covers today. Particularly after electronic mail has relegated paper mail to the museum, next to the Roman coin exhibit.

=====

Which categories of scarcity function best for postal history covers, their usages and the accompanying postmarks:

- 1) rarity charts that emphasize "pure" academic qualities (years of usage, size of population served, estimates of rate use, etc.), or
- 2) value charts, or straight prices, based on current demand and auction or dealer prices for covers, or
- 3) other considerations?

The writer would be interested to hear *La Posta* readers comments with their preference for catalog scarcity/pricing charts:

Tom Clarke ocl-tom@ix.netcom.com

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STUDEBAKER BROS. MFG. CO., : : South Bend, Indiana

Indianapolis Justice, by Mail, 1852

By Tom Clarke

Were citizens foolhardy to depend on the post office to get the job done, regardless of their own less than exemplary assistance? Here is a curious letter that challenges the possibilities and leaves us wondering: was justice, after all, done in Indianapolis?

The 1852 *Postal Laws and Regulations* only mentioned that for advertised letters, one cent was to be charged and collected on receipt. Shortly thereafter, according to D.D.T. Leech's 1855 edition of the postal regulations, the postmaster "will mark the cost of advertising on each letter advertised...he will collect this cost in addition to the postage..."—"Advertised Markings..." *La Posta*, May 1991, pp. 62-67, quoting this source from Tracy Simpson's *U. S. Postal Markings 1851-1861*.

The letter shown here, dated November 14, 1852, bears a penciled, old-style manuscript *Advertised*, plus an accompanying red handstamped *PAID* acknowledging the postmaster's receipt. The amount is not indicated on the letter, and so it is an early witness to the 1852 ruling—the need for the word to be applied to a letter. It also confirms that the amount of the cost of advertising will not appear for three more years.

The handstamp the cover bears is only a fair version of the black INDIANA(POLIS) IND. of 15?/NOV with 3 PAID at the bottom which covered the initial mailing fee (Figure 1). Whereas payment in advance would not become mandatory for the same three



Figure 1

years as the advertising fee indication, the writer paid. After all, he is about to ask for a favor. It was the courteous thing to do.

The letter is addressed to "Dr Joseph Weekes / Cincinnati Ohio," and shows signs of abnormal stretching and wear and tear around the edges. This is accounted for by the message within mentioned below. Prior to learning of the contents, though, a small mystery presents itself on the reverse of this folded letter.

On the back flap of the letter, just above where a red wax seal had been, in the same handwriting as the *Advertised* marking on the front, are the words: *Please pass to the / gentleman by the Fron post* ("Front post / Train post / Train fast"?)(Figure 2).

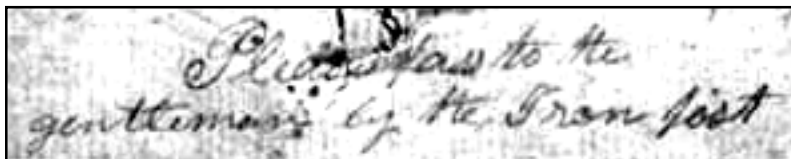
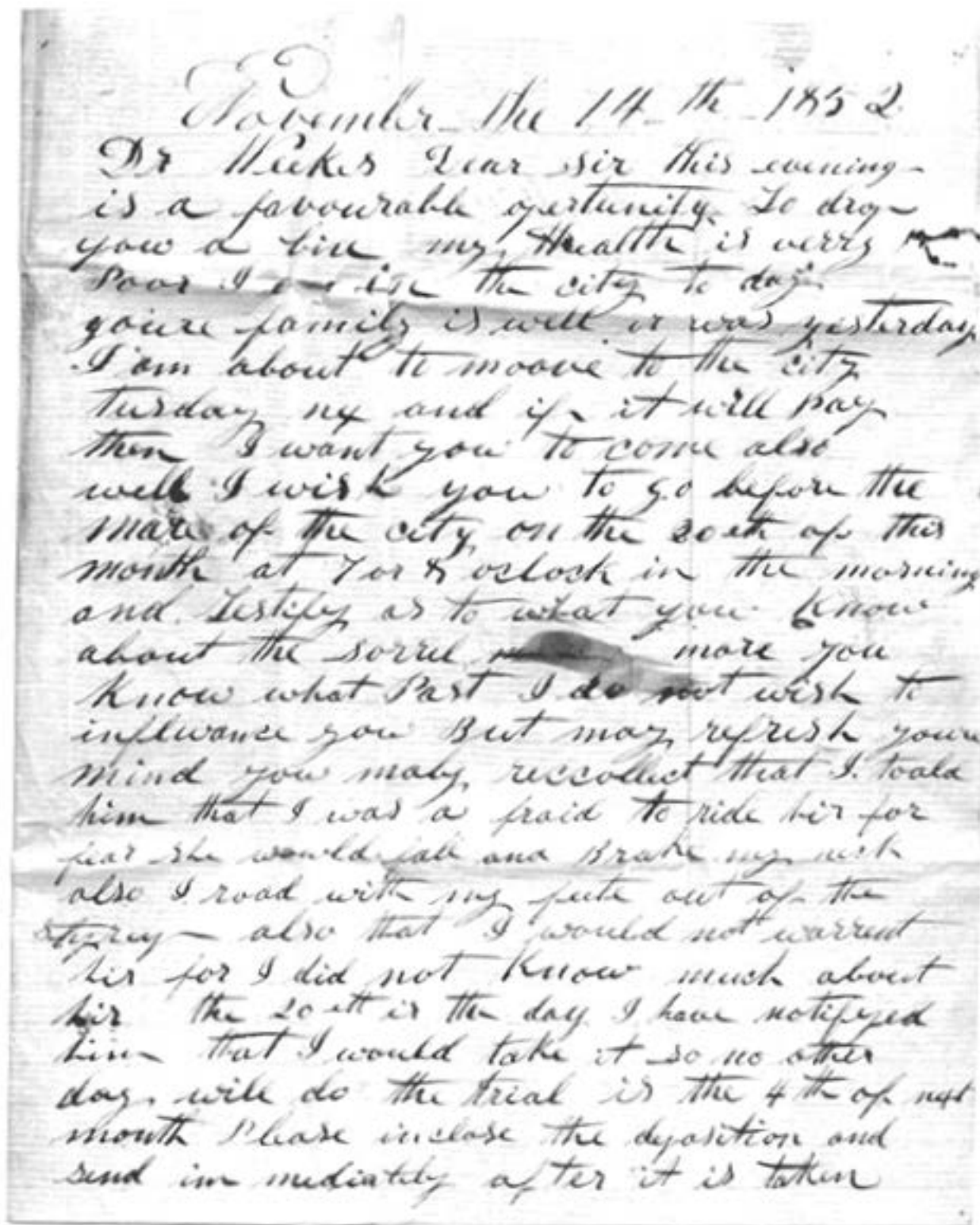


Figure 2

It would be fascinating to learn how the postmaster ultimately sent the letter along. Just what do those words mean? Perhaps Dr Weekes had a postal charge account which paid the cent fee and allowed the postmaster to send a runner with the letter? Perhaps he

knew to expect the letter and left word in advance at the post office? But if he were known to the postmaster, why would it be advertised? How much time did all this take, given the tight schedule demanded by the writer shown below?



November the 14th 1852.
 Dr Weekes Dear Sir this evening -
 is a favourable opportunity to drop
 you a line my health is very
 poor I am in the city to day
 your family is well or was yesterday
 I am about to move to the city
 Tuesday next and if it will pay
 then I want you to come also
 well I wish you to go before the
 magistrates of the city on the 20th of this
 month at 7 or 8 o'clock in the morning
 and testify as to what you know
 about the sorrowful case more you
 know what part I do not wish to
 influence you But may refresh your
 mind you may recollect that I told
 him that I was afraid to ride his horse
 for fear she would fall and break my neck
 also I rode with my fate out of the
 story - also that I would not warrant
 him for I did not know much about
 him the 20th is the day I have notified
 him that I would take it so no other
 day will do the trial is the 4th of next
 month Please inclose the deposition and
 send in immediately after it is taken

Figure 3

The letter is written in a semi-literate, masculine scrawl, probably from a farmer or perhaps we can picture a blacksmith or stage coachman bent over a bright kerosene lamp. He very respectfully addresses his medical acquaintance and proceeds to convey the need for instant cooperation for an upcoming legal matter (Figure 3).

Dr Weeks Dear Sir this evening
 is a favourable oportunity To drop
 you a lin my Health is verry
 Poor I am in the city to day
 youre family is well or was yesterday
 I am about to moove to the city
 tusday nex and if it will pay
 then I want you to come also
 well I wish you to go before the
 mare of the city on the 20th of this
 month at 7 or 8 in the morning
 and Testify as to what you know
 about the Sorrel mare you
 Know what Part I do not wish to
 influence you But may refresh youre
 mind you may recollect that I toald
 him that I was a fraid to ride hir for
 fear She would fall and Brak my neck
 also I road with my feete out of the
 Stirrip — also that I would not warrent
 hir for I did not know much about
 hir the 20th is the day I have notified
 him that I would take it so no other
 day will do the trial is the 4th of next
 month Please inclose the deposition and send
 im mediately after it is taken
 so that I may have it in time
 my pen is Bad so I quit

Wm H Kendrick
 To Dr J Weekes

This tough breed, matter-of-fact writer mentions that the doctor's family is well, or at least they were well when he saw them yesterday—optimism! He wastes no time getting to the point of the letter, but not before draping himself in the sanctity of unbiased justice, "I do not wish to influence you." He then proceeds to remind the doctor of the salient details of the case he wishes him to convey in his disposition to the court!

Is it that he lent, sold, or owns a sorrel horse that caused damage, died, or is some other way the cause of litigation. Did he try to pull a fast one and sold a four-legged lemon, and it came back to haunt him?

Whatever the reason, writer Kendrick seems to suggest that a formula deposition sheet had been enclosed. "Inclose the deposition and send im mediately," which could account for the letter's bit ratty edges. However, the enclosure's extra weight must have been very slight since only three cents (for a half ounce) was required to send it several hundred miles east to Ohio.

It further seems that the doctor must have been about to return home to Indianapolis. Or is it possible that our farmer friend was too outlandishly presumptive and expected the doctor to drop everything (a medical conference, a sickly relative, or simple business?), and race across two states just to present himself, in less than a week, to the mayor of Indianapolis to testify? And this, when the mid-west was still pretty much the rough and tumble "far" west for the United States.

Despite the hidden meanings and questionable ethics of our farmer-writer's words and demands, his letter at least testifies to the confidence he had (everyone had?) in the mails. Deposited the day after November 15th, it traveled across two states, and would bring a hoped-for rapid turnaround of the deposition back to Indianapolis in two or three more days. And this just a day or two perhaps in advance of the good doctor, who presumably would return shortly thereafter.

All except for that terribly imprecise address to begin with! Is it conceivable that, in the olden days of 1852, when profound conscientiousness and pride in a job well done still walked the land, the doctor, in fact did receive it in time to fulfill farmer Kendrick's desire? We'll never know.

TEST ANALYSIS		ITEM NO. <u>26 ad</u>
POSTMARKING SUMMARY		
AFTER SCHED. ARRIVAL AT P. O.	PRIOR TO SCHED. ARRIVAL AT P. O.	
NO. OF HOURS	NO. OF HOURS	
<u>4:00</u>		
POSSIBLE COLLECTION FAILURE <input type="checkbox"/>		DUAL POSTMARKS <input type="checkbox"/>
SAME BOX <u>26-26ad - 26ad 126 ad</u>		
SERVICE SUMMARY		
NORMAL DELIVERY DATE	DATE DELIVERED	
<u>11/15</u>	<u>11/19</u>	
REMARKS (Use reverse if necessary)		
<u>Postmarked subsequent to dispatch</u>		
POD Form 1517 Sept. 1965 16-72290-1 30¢ SPECIAL DELIVERY 72 Evergreen Place Buffalo 25, New York		

Figure 1

Special Delivery Test Covers

By Kenneth A. Pitt

Some time back I acquired two unusual special delivery covers from 1958 bearing auxiliary markings indicating that the Post Office Department (POD) was engaged in a test of the system. One cover bore

a label reading "TEST ANALYSIS" (Figure 1). It came with an enclosed card headed "RECORD OF TEST LETTER" (Figure 2), and directing that it be enclosed in a penalty envelope (no longer present)

Figure 2

POD Form 1515 Oct. 1954	RECORD OF TEST LETTER		ESTD 26 ITEM NO. <u>26</u>
Name and address of addressee	<u>Albert J. Eberhardt</u> <u>172 Evergreen Place</u> <u>Buffalo 25, New York</u>		
Exact location of box or drop where deposited	<u>Cincinnati, Ohio</u>		
Office where mailed	<u>Cincinnati, Ohio</u>		
Time deposited	Date	<u>Nov 17 1958</u>	
Time due to be collected if deposited in collection box			
Time this collection is due at post office			
Time delivered	Date	<u>Nov 19 1958</u>	
16-70311-2 (See other side)			

along with the envelope in which it was received and sent to the Bureau of Post Office Operations in Washington.

The card bears the signature (apparently handstamped) of “the person depositing the test” (carrier, local postmaster, inspector?) and the addressee (Figure 3). So the Post Office apparently picked genuine addresses – one wonder’s how – for its tests. As you can see, the cover has a number of manuscript markings: two on the front (Figure 4), one on the reverse in pencil (Figure 5).

Comment if necessary:

James F. Lerner
(Signature of person depositing test)

Robert C. Lerner
(Signature of addressee)

Enclose this completed form and the envelope in which it was received in a penalty envelope addressed to the Assistant Postmaster General, Bureau of Post Office Operations, Division of Post Office Services, DMU, Washington 25, D. C.

GPO 19-72211-1

Figure 3 (reduced)

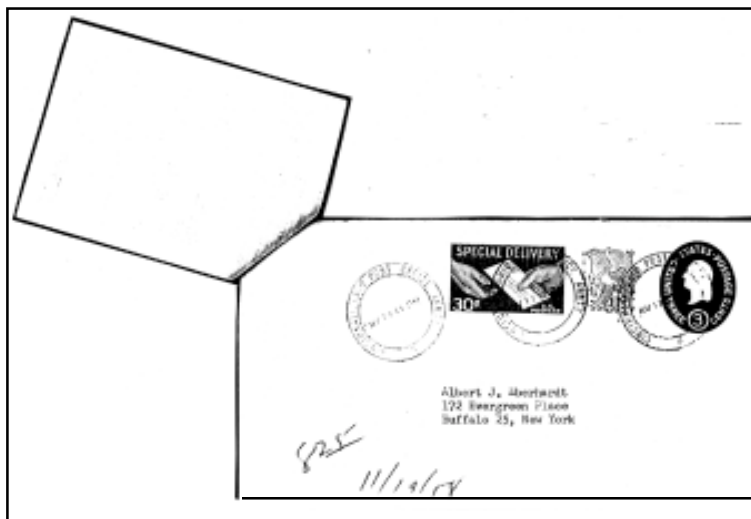


Figure 4 (reduced)

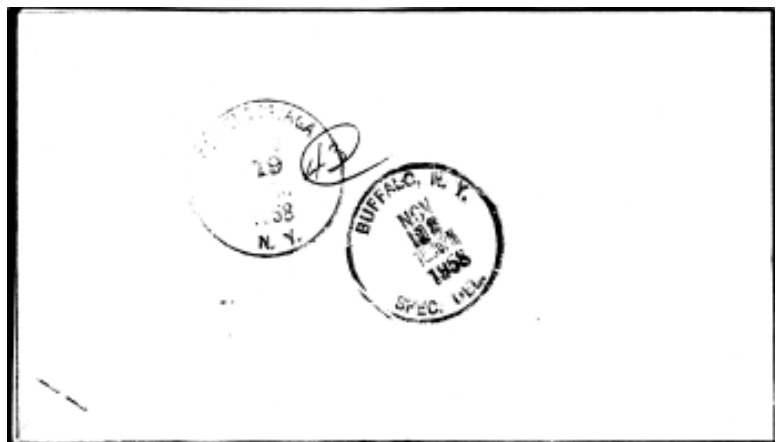


Figure 5 (reduced)



Figure 6 (reduced)

The companion cover was mailed on the same day, November 17, 1958, from a different city to another Buffalo address, by air rather than surface mail (Figure 6). Like the first cover, it bears a pencil number on the reverse (Figure 7). Was it common practice for carriers to place their numbers/initials on delivery? However, this cover has a hand-stamped number in the lower right corner on the reverse. The face of the cover bears a light pencil "430" (written as if indicating a time, probably of delivery) vertically along side the second hash mark from the top right (not visible in illustration). Obviously this doesn't carry the Test Analysis label, but is similar to the first cover.

One wonders if the USPS still employs the kind of quality controls the POD did in 1958. I also wonder when this practice came into being, how long it lasted and whether many artifacts attesting to the practice are extant.

In the early days a written record was kept of the progress of special delivery letters from office to office, so no such test should have been needed. One can only assume the volume of special delivery mail eventually outgrew such cumbersome methods. However, special delivery covers as recently as the late 1930s bear markings suggesting the POD kept close tabs on them.



Figure 7 (reduced)



Figure 1 A real photo postcard postmarked UNIVERSITY, N.D., 1910. The Great Northern railroad tracks are shown at left along with a small depot and the prep dormitory on the University of North Dakota campus.

The Postal History of the University of North Dakota, Grand Forks, North Dakota

by Ronald Olin

The University of North Dakota was established in 1883 by the Territorial Legislature. Apparently, lots were drawn and Grand Forks got the University; Fargo got the Agricultural College; Jamestown got the Insane Asylum; and Bismarck got the Penitentiary. The campus was established over one mile west of the boom town of Grand Forks, just far enough away to isolate the students.

The St. Paul, Minneapolis and Manitoba Railroad had entered North Dakota from the east at Grand Forks in 1880. The campus lay beside the tracks, a real advantage during harsh winters when railroads were the only reliable transportation. The Great Northern Railroad built a station on campus (**Figure 1**) and began using "University" in its company literature.

In 1890, the State legislature appropriated \$400 for hospital rooms, telephones, a weather station and a post office on campus. The post office was thus established on April 12, 1890, when the campus con-

sisted of three buildings – the Main Building, Davis Hall and the Prep Dormitory. Professor Earle S. Babcock was the first postmaster.

From 1890 to 1921, the postmarks featured "University". **Figure 2** shows a cover, with corner and the "University" postmark, CDS/target cancellation dated June 3, 1894.

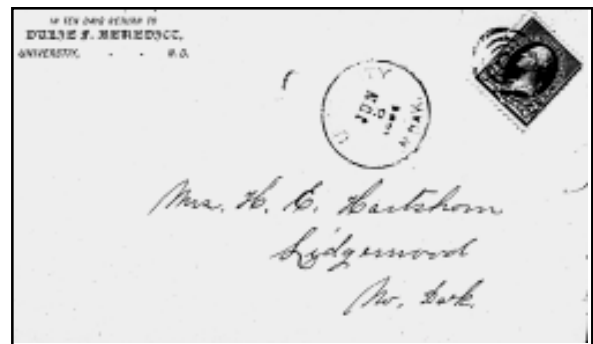


Figure 2 Cover with printed corner postmarked University, N. Dak. CDS target cancellation, dated June 3, 1894. (reduced)

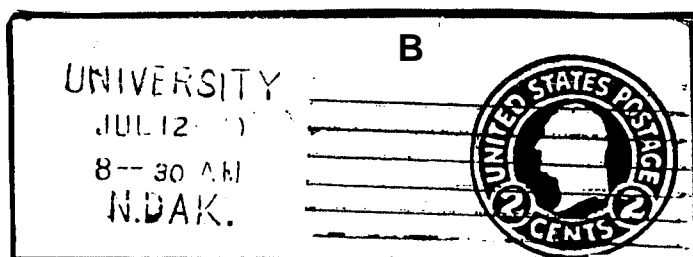
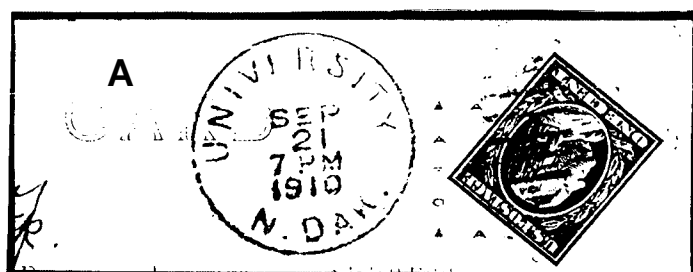


Figure 3 (A) University duplex cancel, dated September 21, 1910. (B) University Barry machine cancel, dated July 12, c. 1920.

Figure 3 shows two additional “University” types - (A) University duplex postmark, dated September 21, 1910, which was much more prevalent than (B) University Barry machine cancel, dated July 12, c. 1920. **Figure 4** shows a postcard with the University logo and greeting.

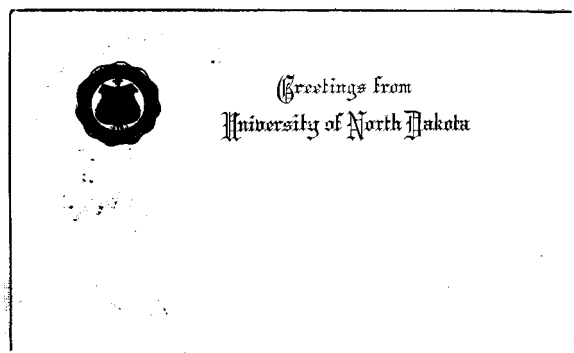


Figure 4 Postcard shows U.N.D. logo and Greetings From. Used 1915.

On January 31, 1921, the campus post office lost its independent status, becoming a Classified Station of the Grand Forks downtown post office. It was officially known as “University Station” and was later housed in Twamley Hall with Howard Schmidt as postmaster. **Figures 5 and 6** are from this era and show a cover (rough left) with a Grand Forks, University Station, duplex “1” handstamp dated November 25, 1927 and a postal card with a Grand Forks, University Station, Universal machine cancel dated June 6, 1930; respectively.

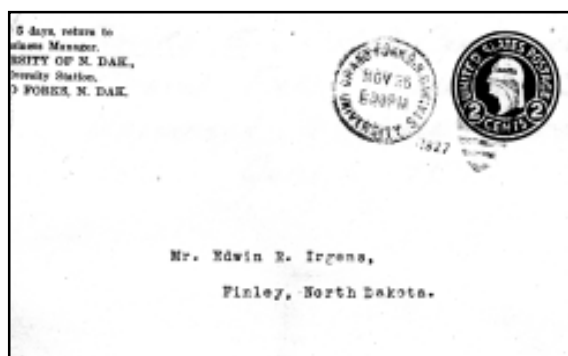


Figure 5. This cover bearing a printed corner card of the Business Manager, University of N. Dak. was opened roughly into the card. It displays a University Station duplex dated Nov 25, 1927.

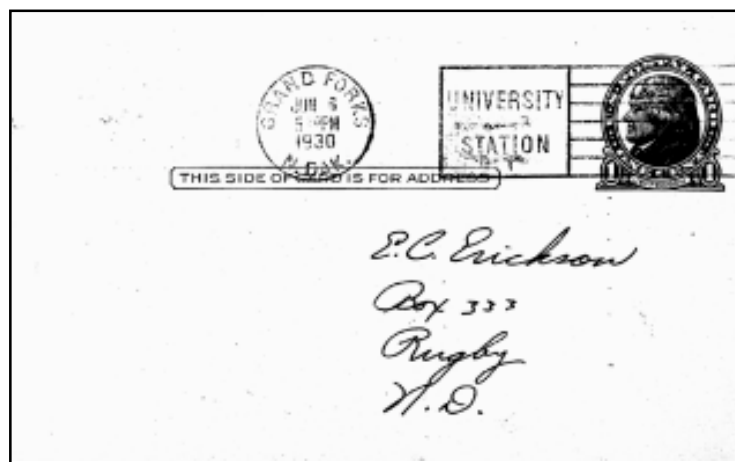


Figure 6 Postal card with Grand Forks, University Station, Universal Machine Cancel, dated June 6, 1930.

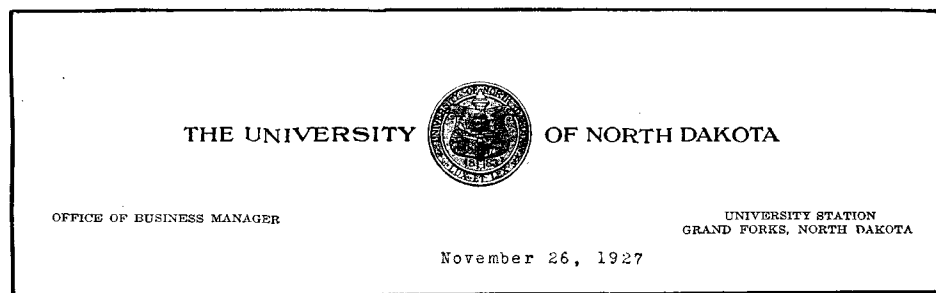
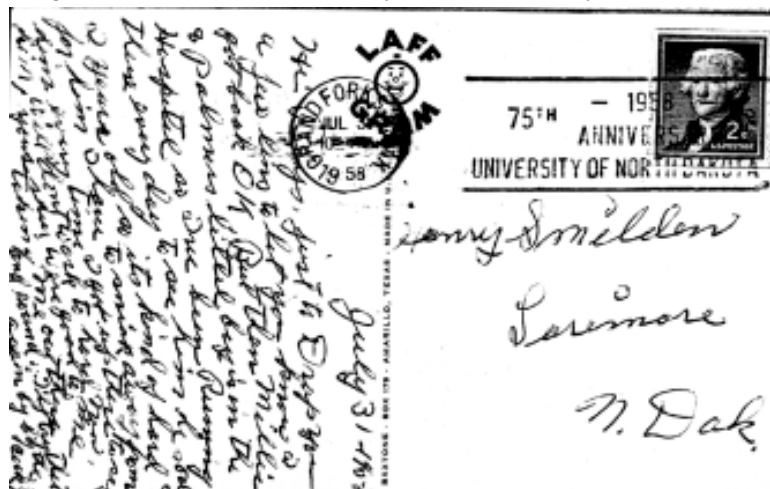


Figure 7 U.N.D. letterhead, dated November 26, 1927.

Figure 7 shows a letterhead, dated November 26, 1927. Figure 8 shows a postcard with a Grand Forks machine cancel, dated July 31, 1958, and advertising “1958 - the 75th Anniversary of the University of

North Dakota.”

The campus post office operated under this arrangement until it closed on January 26, 1980. It had shared the zip code 58201 with Grand Forks.



An early chrome postcard of the campus, circa 1953, is shown in Figure 9.

REFERENCES

Geiger, Louis G. *University of the Northern Plains*, U.N.D. Press, 1958.

Wick, Douglas. *North Dakota Place Names*, Prairie House, 1988.

Figure 8 This postcard shows a Grand Forks slogan cancel of July 31, 1958 celebrating the 75th Anniversary of U.N.D.

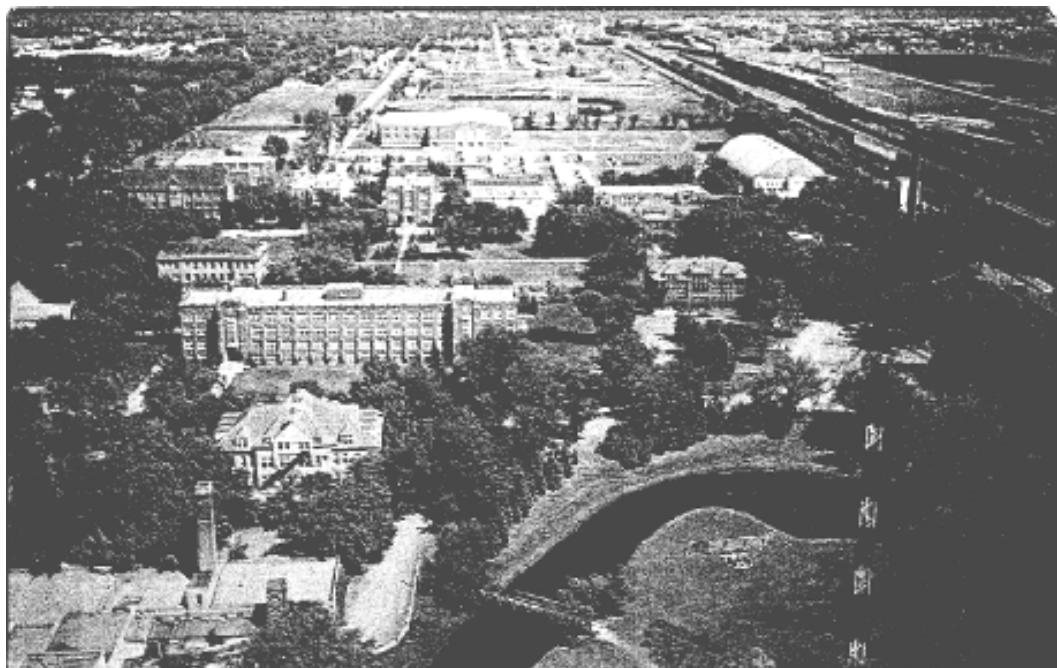


Figure 9 Chrome postcard, used 1953, shows U.N.D. campus.

BOOKS IN REVIEW

Swanson, Robert D. *Domestic United States Military Facilities of the First World War (1917-1919)*. Available from the author on a set of 10 floppy disks in IBM PDF format for \$30 plus postage or as a loose leaf paper copy (approximately 400 pages) printed on two sides for \$40 plus postage at P.O. Box 2867, Wailuku, HI 96793-7867, Phone: 808-242-0702 or via E-mail: rds@swansongrp.com

Swanson has arranged his exhaustive work as a state by state alphabetical listing which details all Army, Navy and Marine Corps bases and installations existing in the United States and its territories during World War I. Each state listing is organized according to geographic place names, and within each place name details are provided concerning the identity and function of military/naval installations, the postal facilities which served them (if any) and postmarks and postal history artifacts seen by the author (if any). The listings are copiously illustrated with photocopied images of postmarks, covers, corner cards and views of the military bases.

A very detailed introductory chapter precedes the state by state listing in which Bob explains the scope of his research, the conventions he has used and his numerous sources of information. In addition, Swanson's introductory remarks examine a wide range of associated topics which help frame the postal history of WWI domestic military bases in a broader context. An Index provides a very useful cross reference for locating particular military bases in cases where the specific geographic location is uncertain, e.g., to find Mather Field the reader is directed to Sacramento, California.

Bob has produced a work which deserves a place in the reference library of every US postal historian. It is the perfect companion to Van Dam's *The Postal History of the AEF, 1917-1919*, and fills the missing

Arizona First World War Military Facilities

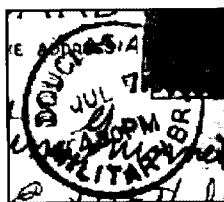
[Fort Apache]

[illustrated] of this Branch, dated 8/28/17, 3/1/18, 4/29/18, and 7/10/18. I have seen examples of the handstamp dated 7/7/17, 9/23/17, 12/18/17, and 7/30/19 (as a forwarding mark). In addition, I have seen an example of the duplex dated 4/26/18 with the return address of the 1st U.S. Cavalry.

Also I have seen a cover cancelled by the Universal machine of the main Douglas Post Office, with the return address of a Field Hospital, used 9/17/18.



Universal machine of the Military Branch of Douglas, Arizona



Duplex handstamp of the Military Branch of Douglas, Arizona

A final image from this camp is of a real photo postcard showing members of the 10th Field Artillery at Douglas.



Members of the 10th Field Artillery at Douglas, Arizona.

Fort Apache

See Apache, Fort.

Fort Huachuca

See Tombstone.

Globe**U. S. Guards Station at**

Source Page: 912

This area produced large amounts of copper, which may explain the presence of troops to guard the mines and processing plants.

No Postal History Reported from this Facility

Huachuca, Fort

Appendix 3 of *The Postal History of the AEF* lists this Fort. See Tombstone.

Lowell**U. S. Guards Station at**

Source Page: 920

No Postal History Reported from this Facility

Nogales**Little, Camp Stephen**

Source Page: 918

This was an Outpost station of the Arizona District, Mexican Border Patrol.

No Postal History Reported from this Facility

Stephen Little, Camp

See Little.

Prescott**Whipple Barracks**

Source Page: 934

Open: 2/15/18

Sample page from Swanson's Arizona section (reduced)

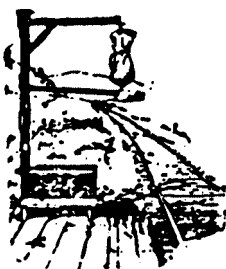
void in US domestic coverage which has long troubled that venerable reference. The choice of publication formats may prove perplexing for some in the hobby, but, given the economics of publishing postal history research today, I believe Bob's choices make sense and provide the most effective, efficient solution for both author and readers. I heartily applaud Bob Swanson's publication and urge all *La Posta* readers to acquire a copy of this important new reference.

Richard W. "Bill" Helbock

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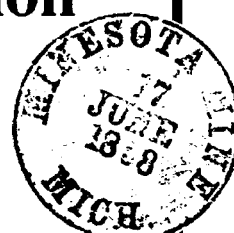
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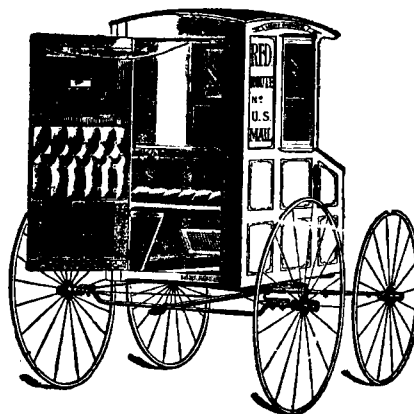
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Postal Laws & Regulations of the U.S.A., 1832 and 1843. These are two important handbooks from the stampless period, bound into one volume. Very difficult to obtain. \$40.00.

The U.S. Postal Guide and Official Advertiser, 1850 to 1852. Complete run in 2 vols; rare monthly periodical, few original copies exist outside Library of Congress. Along with postal information there are Executive Dept. notices, Appointments by the President, Consuls Recognized by the State Dept., Reports of Secretary of War, Navy, Postmaster General, new postmasters & locations. Treasury Dept., troop locations, assignments, reports & more. Rare source for postal history student, genealogist and historian. Only 37 sets left. \$100.00.

Pratt's Post Office Directory: 1850. Very accurate list of P.O.'s during the 1847 era; also contains foreign postage tables for the new British Postal Convention of 1849. \$35.00.

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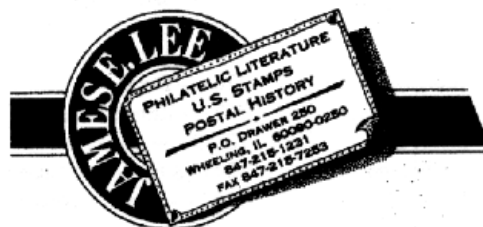
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- 110 HOOD, 1911 VG 4-BAR ON PPC (10-15). EST. \$12
- 111 KENDALL, 1909 F DOANE REC'D ON PPC (02-26). EST. \$12
- 112 KOPIAH, 1909 G DOANE ON PPC (06-28). EST. \$6
- 113 LEWISVILLE, 1898 VG CDS B/S ON COVER (82-07). EST. \$25
- 114 OSCEOLA, 1907 F 4-BAR ON STAINED PPC (77-09). EST. \$15
- 115 SEATTLE HEIGHTS, 1911 VG 4-BAR ON PPC (10-73). EARLY. E. \$6
- 116 SIDNEY, 1892 G+ CDS B/S ON COVER (86-93). EST. \$12
- 117 SLATER, 1910 F 4-BAR ON PPC W/BEND (06-19). EST. \$8
- 118 STELLA, ca1910 SL ON PPC W/STAMP GONE AFFECTING CANCEL. \$6
- 119 TACOMA/PROCTOR STA, 1928 VG DUPLEX ON PPC. EARLY. EST. \$4

RPOs (Towle Types)

- 120 RED OAK & LINCOLN, 1913 F (764-G-3) ON PPC. EST. \$4
- 121 RENO & GOLDFIELD, 1909 F MISSENT (977-2-B-1) ON PPC. E. \$8
- 122 RENO & VA. CITY, 1907 F (987-C-3) ON PPC. EST. \$15
- 123 RICHLAND & BURL, ca1912 VG (139-I-1) ON PPC. EST. \$8
- 124 ROCH.CHAR & BUFF, 1921 F (139-N-2) ON PPC. EST. \$8
- 125 ROCK ISL & OSKAL, 1909 F (754-F-1) ON PPC. EST. \$8
- 126 ROCKWOOD & OAKLAND, 1919 F (6-H-1) ON PPC. EST. \$8
- 127 RUTLAND & TROY, 1896 F (NEW TYPE) ON CVR RED'D @ RT. \$8
- 128 SACRA RIVER, 1913 G+ (U-9-a) ON PPC. EST. \$30
- 129 ST. P. & SPOK/2D DIV, 1908 F (874-AQ-1) ON PPC. EST. \$8
- 130 SALIDA & OURAY, 1913 VG (957-M-4) ON GPC W/SM STAIN. \$10
- 131 SANDERSON & EL PASO, 1920 VG (476-W-1) ON PPC. EST. \$8
- 132 SAN FRAN & BAKERSF, 1934 F (993-3-A-1) ON COVER. EST. \$8
- 133 SAN FRAN & PAC GROVE, 1923 VG (980-2) ON PPC. EST. \$8
- 134 SAN FRAN & SANTA CRUZ, 1912 F (980-2-C) ON PPC. EST. \$8
- 135 SAN FRAN NEWARK & S. CRUZ, 1913 F (991-B-1) ON PPC. E. \$8
- 136 SAPULPA & FT. WORTH, 1910 F (921-1-B-1) ON PPC. EST. \$8
- 137 SEATTLE & SEWARD, 1928 VG (x-14-d) ON PPC. EST. \$15
- 138 SEATTLE & SEWARD, 1937 G+ (x-14-h) ON CACHED COVER. E. \$15
- 139 SEATTLE & SEWARD, 193X VG (x-14-i) ON PPC. EST. \$8
- 140 SEATTLE & SEWARD, 1940 F (x-14-p) ON PPC. EST. \$15
- 141 SEATTLE & SEWARD/S. S. ALASKA, 1924 F (x-14-tb) ON COVER. \$15
- 142 SEATTLE & SEWARD/Str. Watson, 1926 F (x-14-ff) ON PPC. \$25
- 143 SEATTLE & SKAGWAY, 1925 F (x-19-d) ON PPC. EST. \$8
- 144 SEATTLE & SKAGWAY, 1937 VG (x-19-e) ON PPC. EST. \$15
- 145 SEATTLE & SKAGWAY, 1909 F (x-19-h) ON PPC. EST. \$15
- 146 SEATTLE & SKAGWAY, 1916 F (x-19-i) ON PPC. EST. \$15
- 147 SEWARD & UNALASKA, 1927 VG (x-49-e) ON PPC. EST. \$10
- 148 SPARTAN & AUG, 1891 (NEW TYPE) ON COVER. EST. \$8
- 149 SPOKANE & ADRIAN, 1909 F (906.6-A-1) ON PPC. EST. \$15
- 150 SPOKANE & COULEE, 1934 VG (906.6-C-1) ON COVER. EST. \$8
- 151 SPOKANE & SEAT, 1912 VG (902.5-E-1) ON PPC. EST. \$8
- 152 SPOK & LEWISTON, 1934 F (906.4-C-4) ON COVER. EST. \$8
- 153 SPOK & PENDLETON, 1917 VG (896.5-D-4) ON PPC. EST. \$8

STREETCARS (Towle Types)

- 154 BROOKLYN, NY CIRCUIT, 1905 F (BR-5-d) REC'D ON PPC. E. \$8
- 155 BROOKLYN, NY SO. SHORE, 1904 F (BR-6-a) REC'D ON PPC. E. \$8
- 156 BROOKLYN SO SHORE, 1905 VG (BR-6-b) REC'D & O/S ON PPC. 15
- 157 CLEVELAND CIRCUIT, 1910 F (CL-1-b) ON PPC. EST. \$4
- 158 CHICAGO/MAD ST, 1907 VG (CH-4-d) ON PPC. EST. \$4
- 159 CHICAGO & N CLARK ST/1, 1908 VG (CH-1-a) ON PPC. EST. \$8
- 160 CHICAGO & N CLARK ST/3, 1907 F (CH-1-c) ON PPC. EST. \$8
- 161 NORTH CLARK ST, 1899 VG (CH-1-g) ON CVR W/1" TEAR. E. \$10
- 162 PITTSBURG STREET CAR, 1911 VG (PI-2-k) ON PPC. EST. \$10
- 163 ROL PK & ST HEL, 1907 G+ (BA-3-g) ON PPC. EST. \$6
- 164 ROL PK & HIGHLAND, 1910 F (BA-4-k) ON PPC. EST. \$8
- 165 ST. LOUIS/EASTON, 1908 VG (SL-11-c) ON PPC. EST. \$8
- 166 ST. LOUIS/GRAND AVE CIRCUIT, 1897 F (SL-3-f) ON COVER. \$8
- 167 ST. LOUIS/NORTHWEST, 1911 VG (SL-12-c) ON PPC. EST. \$8
- 168 ST. LOUIS/SOUTH B'WAY, 1910 VG (SL-15-b) ON PPC. EST. \$8
- 169 WASH. D.C. PA AVE., 1909 F (WA-1-a) ON PPC. EST. \$25

Minimum Bid \$3.00 please.

Phone bids accepted: 650-344-3080

CLOSING DATE:

December 15, 1999 (10 PM Pacific)

ADVERTISING IN LA POSTA

La Posta publishes two types of Ads: Display & Auction/Net Price. Details for placing each are as follows:

DISPLAY ADS - May be run on a contract basis for one, three or six insertions. Ad contents may be changed at any time, provided proper notice is given. Contract rates for ads of varying sizes are as follows:

Ad Size	One Issue	Three Issues	Six Issues
1/8-page	\$13.00	\$29.90	\$54.60
1/4-page	\$30.00	\$69.00	\$126.00
1/2-page	\$55.00	\$126.50	\$231.00
1-page	\$100.00	\$230.00	\$420.00

These charges include Type setting & Layout

AUCTION/NET PRICE ADS:

The charge for placing a 1/2-page ad is \$45.00; 1 -page \$90.00; 2-pages \$170.00
These prices are for prepaid camera ready copy. Add \$15 typing charge is for 1/2-page auctions, \$35 for 1-page auctions; and auctions over 1-page must be camera ready, transmitted via E-mail or provided on computer disc.

Ad Deadlines are as follows: Dec/Jan issue - Nov 20; Feb/Mar issue - Jan 20; Apr/May issue - Mar 20; Jun/Jul issue - May 20; Aug/Sep issue - July 20; Oct/Nov issue - Sep 20.

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

or

P.O. Box 100, Chatsworth Island, NSW 2469 Australia

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