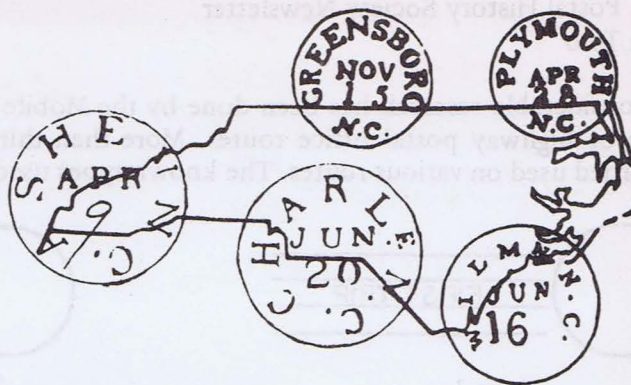


## NORTH CAROLINA

### POSTAL HISTORY

### SOCIETY NEWSLETTER



No. 78 (Vol 3 No. 1)

February, 1984

#### GENERAL MEETING NOTICE

There will be a meeting of all members of the North Carolina Postal History Society on Saturday, February 27, at 11:30. The meeting will be held at the Mission Valley Inn in Raleigh. Please note this change, due to conflict of dates the Stamp and Coin Show is being relocated from its previous announced location. A full slate of business is being planned so please try to attend.

#### DUES PAYMENT

To date the Society has received 1984 dues from 25 members. Thanks to each of you who responded to the first notice. Those of you who did not have one more chance. If there is a red check mark on the address label used to mail this newsletter then you need to pay up. Please let this serve as the last reminder. We need your support to continue the work of the Society.

#### THE HIGHWAY POST OFFICES OF NORTH CAROLINA

By Dr. Henry Tilles

As early as 1930 Post Office officials saw a need of providing an effective substitute for railway post offices. Curtailment of train service was becoming more and more of a problem in mail delivery. In order to provide better and faster mail service to areas not served by rail members, Congress and representatives of various bus and truck manufacturers began discussion of a method of transporting and sorting mail in motor vehicles. After lengthy discussion the 76th Congress passed under public law 740 The Authorization of Highway Post Office service. This act was signed by the President on July 11, 1940.

The law provided that vehicles and equipment may be Government owned and operated or privately owned and operated under contract. This law further provided that highway post office service may be established only in areas wherever it is found that adequate railroad facilities are not available. Therefore, this service is not in competition with, but is an adjunct to the Railway Mail Service.

The Highway Post Office service was one of the most significant developments in the field of mail transportation in recent years. Operated on the same basis as the Railway Mail Service, the mails are transported in large bus-type vehicles built to specifications of the Post Office Department, and equipped with all facilities for sorting, handling and dispatch of mail, that are found in railway postal cars. Manned by highly trained railway postal clerks, the Highway Post Office gives swift and efficient service to post offices along the line of the route.

The first route, established February 10, 1941 was between Washington, D.C. and Harrisonburg, Virginia. Two additional routes were established during 1941, three during 1946, and 16 more during 1948, for a total of 22 routes. One of those established in 1946 was discontinued after nine months operation. Of the 21 routes in operation on January 1, 1949, 20 were Government owned and operated and one was a contract route.

The latest vehicles were 35 feet in length, 8 feet wide, almost 10 feet high, and weight in excess of 19,000 pounds without load. They are fitted with an outside letter drop for the deposit of mail.



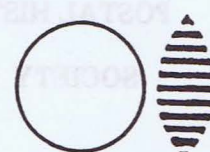
Considerable research has been done by the Mobile Post Office Society in recording first and last trips of highway postal office routes. More than thirty different types of hand-stamps have been recorded used on various routes. The known types used in North Carolina are:



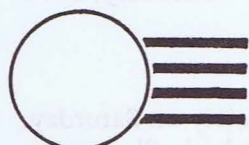
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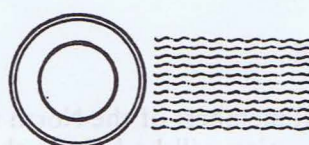
Type 9



Type 13



Type 17



Type 28

To date the following first and last trip cancels have been reported from North Carolina, as well as several special event highway postal office cancels.

Highway Postal Office Cancels	First Trip Date	Type Cancel	Last Trip Date	Type Cancel
Asheville & Blue Ridge, VA	11/27/48	1	6/30/65	13
Beaufort & Raleigh	11/1/51	9	8/14/54	9
Charlotte & Asheville	11/27/48	1	6/30/65	13
Charlotte & Boone	12/1/52	9	7/31/59	9
Charlotte & Bristol, VA	6/30/65	1	10/26/66	13
Charlotte & Augusta	10/27/66	17	10/31/69	13
Charlotte & Dillon, SC	11/9/63	17	5/30/64	13
Charlotte & Florence, SC	3/31/49	1	11/8/63	13
Charlotte & Kingstree, SC	6/1/64	17	4/17/70	13
Charlotte & Marion, SC	4/1/49	1	11/30/52	13
Charlotte & Newland	8/1/59	17	6/30/65	9
Elizabeth City & Raleigh	7/1/65	28	6/30/72	13
Elizabeth City & Rocky Mount	8/16/54	9	6/30/65	None
Fayetteville & Clarksville, VA	8/15/60	9	6/30/65	13
Fayetteville & Florence, SC	8/14/50	9	3/7/69	9
Greensboro & Asheville	7/1/65	9	6/30/72	13
Greensboro & Boone	2/4/49	1	6/30/65	13
Greensboro & Florence, SC	11/29/49	1	6/30/65	13
Greensboro & North Wilkesboro	8/1/55	13	12/26/69	13
Greensboro & Roanoke, VA	11/30/49	1	7/27/70	13
Greensboro & Warsaw	2/5/49	1	6/30/65	13
Greensboro & Wilmington	7/1/65	9	6/30/65	13
Jacksonville & Greensboro	1/27/59	13	6/30/65	13
Kinston & Greensboro	7/1/65	9	1/8/71	9
Kinston & Greensboro	9/14/59	1	1/26/59	13
Norfolk & Greensboro	3/28/66	1	3/7/70	13
Norfolk & Raleigh E. Div.	11/1/51	9	8/14/54	9
Norfolk & Raleigh, W. Div.	11/1/55	9	8/14/54	9
Richmond & Fayetteville	11/1/55	9	8/13/60	9
Richmond & Sanford	2/1/50	1	10/31/55	13



Highway Postal Office Cancels	First Trip Date	Type Cancel	Last Trip Date	Type Cancel
Roanoke & Winston-Salem	9/27/56	1	7/10/65	9
Rocky Mount & Beaufort	11/2/50	1	10/31/51	9
Rocky Mount & Beaufort	8/16/54	9	9/24/65	9
Suffolk & Raleigh	11/1/51	9	8/14/54	9
Suffolk & Rocky Mount	11/20/50	9	10/31/51	9
Suffolk & Rocky Mount	8/16/54	9	6/30/65	9
Wilmington & Charlotte	11/3/58	13	6/30/65	13

#### Temporary H.P.O. Cancels

Salisbury & Knoxville, TN (Salisbury & Knox RPO Cancel)	May 24 - 26, 1946
Charlotte & Columbia, SC (Charlotte & Augusta RPO Cancel)	February 11 - March 12, 1950

#### H.P.O. Fairs



Southern States Fair  
Sept. 16-Sept. 20, 1958  
No Special Cancel



Cleveland County Fair  
Sept. 30-Oct. 4, 1958  
No Special Cancel



Dixie Classic Fair  
Oct. 6-11, 1958  
No Special Cancel

#### PHILATELIC TRUCK - A FIRST DAY OF ISSUE FOR NORTH CAROLINA

By Tony L. Crumbley

Popular acceptance of what are now referred to as Philatelic Cards has brought the Philatelic Truck Souvenir of 1939-1941 to the attention of many. The history of the development of the concept as well as its implementation is colorful and has Philatelic importance to North Carolina.

The concept of the Philatelic Truck came to postal officials a good many months before August 7, 1938. There were expectations the vehicle would be on its way to visit local schools before the school term that Fall. Thanks to the persistence of Postmaster James A. Farley and President Franklin D. Roosevelt we have this Philatelic history to discuss.

After many delays including a battle with Congress over the appropriation of funds, and assembling of the truck, only to have to have it re-designed and reassembled in Washington. The Post Office Philatelic Truck became a reality. On May 9, 1939 President Franklin D. Roosevelt toured the truck and started it on its way. The first public viewing took place in Washington, late that day where it was open to the public adjacent to the Post Office Department until May 14.



The truck design was to enlighten school children to the joys of stamp collecting. Included on the truck was examples of most major U.S. stamps including a die proof of the 1918 Air Mail Invert. In addition the truck contained actual working specimens of steel dies, transfer rolls, flat bed plates and rotary press plates. Of special interest was a miniature printing press which was to turn our souvenirs to those visiting. This miniature press ended up dispensing the Philatelic Truck Souvenir sheets which were actually printed in Washington. The observer, however, was given the idea of how stamps were printed.

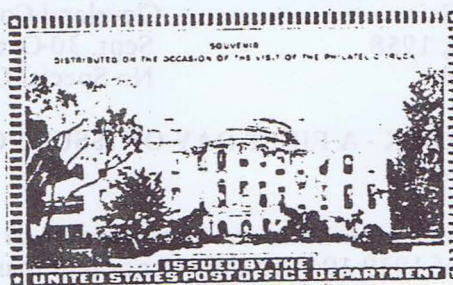
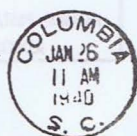
There were two forms of this Philatelic Truck Souvenir. The first was gummed, and the second was ungummed. According to Ralph A. Davis, who served as Post Office Department Truck Supervisor on the entire trip. An unfortunately large number of those getting one of the gummed souvenirs pasted their specimen on to the truck or a nearby auto or pole, or store window. Thus the ungummed version was requested.

The souvenirs were printed in two separate printings. The first printing was sent to press May 10, 1939. This was a total of 187,000 souvenirs, all apparently gummed. A second printing was ordered May 22, 1939. A total of 474,000 were printed, all apparently ungummed. This would bring the total printing to 766,500 sheets.

These souvenirs were made up into coils of 500 each, and were dispatched to the vehicle while en-route. As the roll passed through the model press, a cutter at the end produced the small souvenirs.

When the truck left Washington it toured the New England states including the World's Fair in New York. It returned to Washington on November 8 and headed south via Richmond, Norfolk, Wilmington and Charleston, being open there till December 15 and 16.

Since the crew had been having trouble with the truck they decided all should return to Washington. Between December 16, 1939 and January 12, 1940 while the vehicle was undergoing repairs, it was decided that a checked envelope should be provided for those touring the truck. The then current 3 cent 6 3/4 size embossed envelope was enacted to be offered for sale at the vehicle. The cachet, in black, featured a line sketch of the Philatelic Truck, facing left, with "Post Office Department/Philatelic Exhibit" in two lines across the top and "Mailed on Display Car" at the bottom.



According to Ralph A. Davis, the cachets were applied to the envelopes in Washington and stacks were sold at 5 cents each. Post office files show that the sales of 3-cent embossed envelopes totaled \$999.12. Accepting the 5-cent price stated by Davis there would have been 19,983 covers sold.



North Carolina enters the picture on January 12, 1940, repairs completed, the tour was resumed, starting at Raleigh where the cacheted covers were first placed on sale. Thus a First Day of Issue for North Carolina. The route thereafter was via Charlotte, Columbia and on to Florida before going west. The trip terminated at San Diego on December 13, 1941. Plans for tour of the truck in the northwest were canceled because of world conflict.

In all the truck visited 490 towns and had 466,155 visitors. The Post Office tried to get the vehicle into every state in the Union, and, actually was so well pleased with public response that plans were underway at one point for a fleet of ten or twelve similar vehicles.

Examples of the Philatelic Truck Souvenir occasionally pop up as a reminder of this interesting philatelic history. The author wonders, however, how many of the cachet envelopes remain. Do any with First Day Cancells from Raleigh exist? The author would like to hear from anyone who has an example in their collection.

## DOANE CANCELLATION UPDATE

By Milton Wicker

CITY	COUNTY	TYPE	NUMBER	EARLIEST DATE	LATEST DATE	CON- TRIBUTOR
Allreds	Montgomery	2	1	9/5/1911		(DE)
Alonzo	Macon	2	?	2/23/1907		(MW)
Atlapass	Mitchell	3	1	2/12/1907		(MW)
Ashford	McDowell	2	1	3/29/1905		(MW)
Barber	Rowan	2	1	12/27/1907		(TP)
Bobbit	Vance	2	1	4/14/1904		(TP)
Boomer	Wake	3	2	9/28/1909		(TP)
Bridgewater	Burke	2	2	6/20/1904		(DE)
Centerville	Franklin	2	2	4/30/1906		(TP)
Eagle Springs	Moore	2	3	6/10/1913		(DE)
Elkville	Wake	3	1	4/24/1908		(TP)
Foscoe	Watauga	2	1	10/24/1906	5/3/1907	(MW)
Glendale Springs	Ashe	2	1	?		(WR)
Governors Island	Swain	2	?	4/1908		(TP)
Grover	Cleveland	2	3	10/10/1907		(VS)
Helton	Ashe	2	1	2/12/1909		(TP)
Highlands	Macon	3	1	7/28/1906		(TP)
Hollywood	Carteret	2	1	7/27/1909		(TP)
Lake Toxaway	Transylvania	3	7	8/2/1906		(TP)
Letha	Franklin	2	1	8/22/1904		(TP)
Lewiston	Bertie	3	1	2/13/1907		(TP)
Mapleville	Franklin	1	1	2/21/1907	3/9/1908	(TP)
Mars Hill	Madison	2	?	6/22/1905		(MW)
Martins Mill	Montgomery	2	1	11/29/1909		(DE)
Mast	Watauga	3	1	1/23/1911		(MW)
Millsaps	Graham	3	1	6/25/1907		(MW)
Mineapolis	Avery	3	2	6/22/1906	6/26/1906	(MW)
Nebo	McDowell	3	2	1/6/1910		(TP)
Poplar Branch	Currituck	2	3	10/2/1907		(DE)
Price	Rockingham	2	?	11/25/1907		(TP)
Pyatte	Avery	2	1	1/4/1907	1/31/1907	(MW)
Ready Branch	Wilkes	2	1	4/15/1907		(MW)
Salemburg	Sampson	3	4	5/18/1921		(MW)
Sandy Ridge	Stokes	2	3	9/2/1908		(MW)
Shull's Mills	Watauga	2	2	7/17/1906	2/18/1908	(MW)
Spring Hill	Halifax	2	2	12/18/1907		(TP)
Star	Montgomery	2	4	3/12/1909	6/26/1912	(DE)
Tolarsville	Robeson	2	1	11/3/1908		(MW)
Vass	Moore	2	2	11/13/1906		(JJ)



# NEW TYPES

CITY	COUNTY	TYPE	NUMBER	EARLIEST DATE	LATEST DATE	CON-TRIBUTOR
Murfreesboro	Hartford	3	6	1/2/1909		(TP)

# EARLIER DATES

Bunn	Franklin	2	1	2/12/1912		(TP)
Inez	Warren	3	2	5/24/1906		(TP)
Valle Cruces	Watauga	1	1	5/12/1904		(MW)
Williamsboro	Vance	1	1	12/29/1906		(MW)

# LATER DATES

Duke	Harnett	2	1		6/12/1907	(MW)
Gaylord	Beaufort	3	1		5/7/1907	(TP)
Lawndale	Cleveland	2	4		9/19/1908	(DE)
Manson	Warren	3	?		3/10/1908	(TP)
Tobacoville	Forsyth	2	2		8/9/1909	(TP)
Valle Cruces	Watauga	1	1		6/25/1904	(MW)
White Plains	Surry	1	1		4/3/1907	(MW)
Williamsboro	Vance	1	1		8/9/1907	(TP)
Williamsboro	Vance	3	1		12/29/1908	(MW)

The author would like to thank the following for their contributions to this listing:

WR -- William Rapp	MW -- Milton Wicker
DE -- Darrell Ertzberger	VS -- Vernon Stroupe
TP -- T.H. Pearce	JJ -- Johnny Johnson
PP -- Phil Perkinson	

Please report any Doane Cancels in your collection to the author. A complete listing of known cancels is planned later this year.