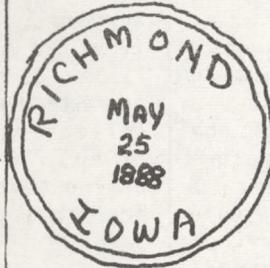
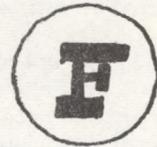
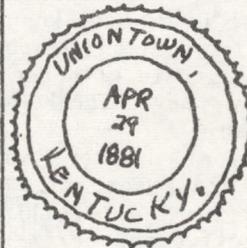
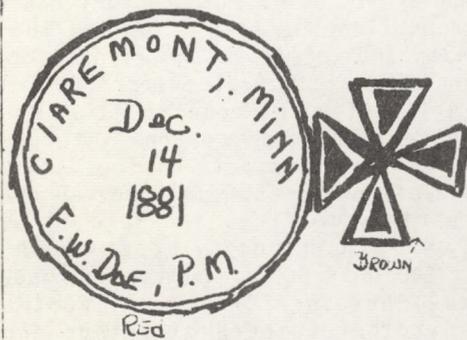


U S CANCELLATION CLUB Quarterly

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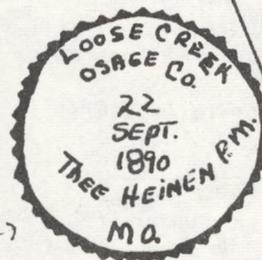
JANUARY 1954



Donaldsonville, LA.
Apr. 22, 1881



↑ Brown ↓



Fall River, Mass.
Oct. 7, 1879



SAN ANTONIO, TEXAS
1882



PITTSBURGH, PA.
1879

CANCELLATIONS FROM THE COLLECTION OF
MR. DONALD B. SWART,
ALL ARE ON POSTAL CARDS.

THE U S CANCELLATION CLUB QUARTERLY
Published four times a year, January, April,
July & October by the U. S. CANCELLATION CLUB
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Address communications to the Club Secretary,
C. D. Root, 855 Cove Way, Denver 9, Colorado.

TO MEMBERS OF USCC

As retiring President I should like to mention several things which I believe would benefit the Club.

1st, I believe the value of a membership in the Club has been increased through the publication of our QUARTERLY. Mr. Root has done a splendid job and we should all do our best to back him up. When a cancel is shown for identification, the origin of which we know, let's just drop a card to the editor so all can have the information. Also, if we have knowledge of Postal Markings or History not before published, let's write it up, illustrate with pen and ink drawings and send it in. Any advertising we can promote will be welcomed.

2nd, Let me urge all members using the Sales Department to make a special effort to help it improve. Perhaps those selling could be a little more selective and certainly many of those getting circuits could reduce, materially, the number of days they hold them. A large majority of our members are advanced collectors and know values. Sales of overpriced or cull material usually do not pay expenses. Also, much to our sorrow and surprise, some instances of substitution have been detected. Certainly it is not necessary to call your attention to the probably consequences of such operations.

In closing, best wishes to our new officers and a hope that all of you will look me up when you are in New York.

Cordially yours,
E. W. Eddy

Please note the article on page 96 regarding helicopter mail service. We have been informed that the Chicago area has one or more routes giving similar service. Will some member from the Chicago area please send in a write-up on that service?

DUES NOW PAYABLE

Along with this issue of the QUARTERLY will be found a bill for 1954 dues. Please pay promptly thus saving the Club the expense and the Secretary the work of sending reminders later. Members having credit with the Sales Department may have their dues charged to that account. The amount is \$2.50.

N.Y. "AMERPO" CHAPTER BEGUN AT R.P.O.,
POSTMARK, SLOGAN SESSION

A New York chapter of "AMERPO," the R.P.O.-H.P.O. cover-collectors' society, was informally organized November 18th at the monthly postmark and cancellation meeting held at the office of Moe Luff of the U.S. 20th Century Postal Cancellation Society in New York City. Numerous covers, including slogan, meters, R.P.O.'s, and H.P.O.'s, were on hand; and these, as well as picture post cards, were shown, traded, etc. The new book "MAIL BY RAIL," by Bryant Alden Long of the "AMERPO" National headquarters, was on display; and copies of this story of our railway and highway post offices were autographed by the author. A good delegation of USXXPCS members were on hand for their usual session; and nearly as many "AMERPO" members were there, hailing from New York, New Jersey, and Connecticut.

USXXPCS is a national group which welcomes collectors of all types of 20th Century Cancellations, and publishes a journal called the XX KILLERS; while "AMERPO" is the American Section of the international T.P.O. & Seapost Society, operating in 17 different countries, which is a world-wide fellowship of persons interested in all types of traveling post offices and who enjoy the Society's two publications and other services. Monthly meetings are held at same time and place, 3rd Wednesday, each month at 7:30 P.M. at 240 West 56 St. (between Broadway and 8th Ave.), New York City. All postmark collectors, whether members of either group or not, are cordially invited. Many interesting covers will be on display and available for trading.

SALES DEPARTMENT NOTES

The Club's Sales Department has, on hand, some very fine and desirable material both stamps and covers. As this is written thirty circuits are out among the members. If we had enough more material at least five or six more could be sent.

In routing circuits a serious effort is made to keep them from piling up on any one member. Some members, however, hold them for an unreasonable length of time so that the schedule is disrupted. If you get more than one circuit at a time please excuse it, be careful to keep them apart and get them moving at the earliest possible moment. Those groups whose members handle circuits promptly will, as a result, get first chance at more of the fine material than the ones whose members are dilatory.

Several of our members have been shipping circuits of covers by parcel post with the letter of instructions enclosed. This should not be done. The letter of instructions which is first class mail should be sent first class either separately or in a first class postage paid envelope attached to the package. Offenders may be required to pay first class postage on the whole parcel.

We urge all members to take advantage of the Club's Sales Department either as buyers or sellers or both. If your specialty is such that regular circuits contain too much material of no interest to you perhaps we could make up a special circuit for you which would help you.

When in Southern California
Visit

C. N. Berkson

213 West 4th Street
Los Angeles, Calif.

FOR

STAMPS

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COVERS

*

COINS

20 YEARS ON 4TH STREET

WANTED

We are interested purchasers of United States cancellations both on and off cover. We will purchase for immediate cash or will gladly dispose of your holdings through the medium of our auction sales, which are held at frequent intervals.

JOHN A. FOX

173 TULIP AVE.

FLOREAL PARK N. Y.

A
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A

OLD U. S. COVERS

ARE MY SPECIALTY!

PARTICULAR ATTENTION GIVEN TO U.S.C.C. MEMBERS SPECIAL NEEDS IN OLD U.S. COVERS. APPROVALS GLADLY SUBMITTED ON REQUEST.

WRITE FOR MY FREE SPECIAL LISTS OF OLD U. S. COVERS.

E. N. SAMPSON

815 MAIL ST.

LYNNFIELD CENTER, MASS.

WANTED

Unusual Cancellations on 19th Century Latin American stamps, also 19th Century general collections, also precancels other than Chicago on the 13¢ 1902 issue.

E. WICK EDDY, 75 E. 45th St., NEW YORK 17, N. Y.

WE LOSE GEORGE HALE

Early December 4th George Hale died of a heart attack. He had been similiarly stricken last summer, but seemed to be recovering, and had returned to his office on a limited schedule.

His interest in collecting never slackened. On December 1st, I spent several hours with him at the auction offices, and at my home, where he bought several hundred cancellations in order to add two very fine year dates to his collection. I am sure he expected to use the balance for new books for club circuit.

I can think of no one who has done so much for U.S.C.C. I'm thinking not only of the excellent circuit material, but of the help and guidance that he always gave willingly. Also I can think of no one who knew as much about 19th Century U.S. Cancellations and he was unselfish in sharing the knowledge with many collectors and dealers. Some years ago George had photographed all the significant cancellation material that he handled and did not retain. He regularly would show me all these photographs. When he bought Postal Markings some years ago, he made up and gave me a nearly complete set. A similar set was given to the club.

We have lost our greatest friend and staunch supporter. I hope we can in some way show not only sorrow but appreciation, for everything George has meant to us.

E. W. Eddy

ROSTER

As a supplement to this issue of the QUARTERLY we enclose the annual roster. During the past year enough new members have been accepted to compensate for losses. The roster gives membership number, name, address and collecting interests. Please check your listing and notify the Secretary of any changes that should be made.

That the collecting of Cancellations on 19th Century stamps is getting more popular all the time is indicated by the results of the sale of Mr. Handy's collection on the 3¢ 1861 issue by the Collectors' Shop in New Haven.

Thanks to Mr. Keffer of the Collectors' Shop the Club has, in its library, priced catalogues of the sale, available to members in the usual way.

An excellent strike on a poorly centered stamp of the Brattleboro, Vt. "Uncle Sam Thumbing His Nose" brought \$132.50. The Brattleboro "Barrel" went for \$100.00. The Eagle & Shield from Waterbury, Conn. on a stamp with a closed tear brought \$90.00. All prices seem to reflect the growing popularity of our branch of the hobby.



The helicopter dropping in to the Long Branch, N. J. Heliport to leave mail for that community and to pick up that which the clerk at the right is carrying to the craft. Just a couple of minutes usually suffice for this transfer.

The "Flying Windmills" Carry New Jersey Mail

Richard D. Fullerton

Photograph by the author

On the 8th of June of this year Uncle Sam's Post Office Department inaugurated a new service along the New Jersey seacoast designed to speed up air mail service.

Fourteen offices located along a zig-zag route between Newark and Trenton were treated to helicopter pickup service twice a day—one southbound and one northbound. The order of contact has not been published by the Department but study of a map reveals the likelihood of the following southbound route. From Newark: to Plainfield, South Plainfield, New Market, Dunellen, Bound Brook, Somerville, New Brunswick, Perth Amboy, Red Bank, Long Branch, Asbury Park, Freehold, Hightstown, Princeton, and Trenton.

The first flight was initiated in good order and the Newark covers are postmarked "Newark, N. J. Air Mail Field Jun 8 1953, 8 AM." All sixteen covers are backstamped "Newark, N. J. Air Mail Field PTS Jun 8 1953, 5.30 PM." except the one originating from Newark which is machine cancelled "Trenton 2 N. J. Jun 8 1953, 2.30 PM."

All covers were cacheted in purple or in grayish blue ink "US Air Mail by Helicopter First Flight AM-111 New York Area" with an appropriate design surrounding the information.

The Postmaster at Perth Amboy graciously autographed every cover that originated from his office—the only PM to do so.

It is understood that most of the

participating cities made local observances of this new flight such as Long Branch where local dignitaries turned out to witness and welcome the 'copter—appropriate photos and comments subsequently appearing in the Long Branch Daily Record.

The first day flights out of the Long Branch field carried approximately 2500 covers. Judging from the size of the yellow pouches delivered and picked up recently, however it is estimated that not more than 300 to 500 pieces of mail are handled routinely at this same office.

At Long Branch the south bound flight checks in at 6:13 A. M. and out at 6:15. Northbound the flight

checks in at 6:52 P. M. and out at 6:54.

The Heliport, as it is called, is identified by a sign posted on a fence of the snow-drift type approximately 250 feet square.

The postal clerk arrives at about 6:45 P. M. in his own convertible. In a few moments when the 'copter appears as a speck in the sky over Asbury Park the clerk opens the gate, steps inside the field and waits until the ship settles down. Running out to the ship, he opens the cargo door, hands his mail bag in and takes, from the 'copter mail clerk, a similar yellow bag containing incoming (Northbound) mail. When the cargo door is closed and the clerk has cleared the area the pilot checks by radio with his dispatcher (probably in Newark) and prepares to take-off. At 6:54 on the nose the ship gently rises, turns in the air only a few feet off the ground, and then rises rapidly on the way to Red Bank.

The complete operation is handled very neatly and with dispatch. Right now during the cool evening hours still filled with the warm sunshine some 15 to 30 cars of kids and adults alike gather at the Heliport to see the P. O. Department at work.

Mr. Guire, the postmaster at Long Branch, expressed surprise at this daily attendance and admitted that he hadn't been to the port since the first flight but that he "guessed he would join the spectators for a few moments some evening."

The future of an operation of this sort will bear watching. Within the first ten days of operation it is understood that one flight was cancelled because of a heavy fog. Due to the early morning and late afternoon schedule the flights will be particularly vulnerable to fogs and sea mists sweeping in from the Atlantic along the sea shore route. In the winter months it is very possible that frequent cancellation of some stops, and at times the entire flight, will be the rule rather than the exception.

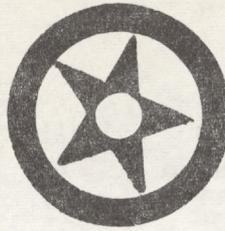




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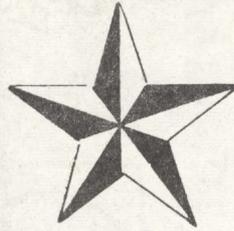
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138



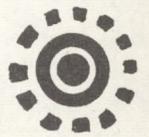
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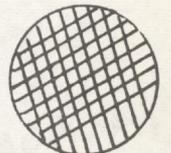
144



145



146



147

Cancellations on the 2¢ 1890-98 Issue

From the collection of Wilbur W. Davis

Anyone knowing the origin of any of them will please notify the Editor.

