

KILMER GENERAL MAIL FACILITY

On Thursday, November 12, 1981, your editor delivered a paper, "Stamp-in Out History, The Postal Service of New Brunswick," as a part of the New Brunswick Tercentennial Lecture series. Introduced by John Gamache, Regional Postmaster and Postmaster of New Brunswick, NJ, the paper summarized postal developments through 300 years of central New Jersey growth.

After the presentation, Jack Butler, special assistant to the Postmaster, invited attendees (including several NJPHS members) to a tour of the new Kilmer GMF facility across the river in Edison Township. Situated across the street from the headquarters of the 78th Division, New Jersey National Guard ("Jersey Lightening") in what was once Camp Kilmer, the 142,000 square foot facility is certainly impressive both in size and capability.

The facility was planned a number of years ago when it became apparent that the Post Office Annex on Jersey Avenue in New Brunswick was inadequate to continue to serve the postal needs of the region. Because federal land was still available in old Camp Kilmer, the new facility was located there rather than continuing in the heavily urbanized confines of the nearby city. However, the location, just inside Edison Township, provoked a political problem. The facility could not be called "New Brunswick" without offending Edison residents. Naming the facility "Edison" would indicate to the residential and industrial postal patrons in New Brunswick that the Postal Service was abandoning them. A logical choice was the name of one of the region's best-known sons, the poet and soldier Joyce Kilmer.

Personnel of the GMF provided insights into the operation of a regional postal facility: how mail is received, processed, canceled, and routed on for delivery. The GMF has 4 high-speed processing machines, one of which was operating during the tour. Letter size postal matter is processed automatically while larger pieces are both manually and automatically removed from the mailstream to be processed individually. Presorted and precanceled materials are given special treatment that saves time and labor. Facing of mail material for cancellation is accomplished with automatic devices which sense the phosphor coating on postage stamps and orient the material accordingly.

Once canceled, the material is classified by operators, at a rate of 60 pieces per minute, who impress the small colored indicators so often noticed on the reverse of letter mail. The classification process uses the first three digits of the zip code to route a letter to a bin. Once full, the bin contents are taken away for delivery by truck.

Incoming mail is similarly sorted by the operators, using the last two digits of the zip code. The operators are paid a skill differential for this job; nevertheless, the monotony is such that most operators bid out for other jobs (frequently at lower pay) and new operators must be trained. It is still up to the local mail carrier to properly sort the mail for his area to ensure delivery to the proper address. Once explained, the logic for the 9 digit zip code became apparent since it will allow the operator to perform the sorting task, speeding up delivery, and lessening the load on the carrier.

The GMF began operation in late July, 1981 so that cancels with this date will occasionally show up. Formal dedication of the facility is scheduled for early 1982.

Update on New Jersey County & Postmaster Cancels

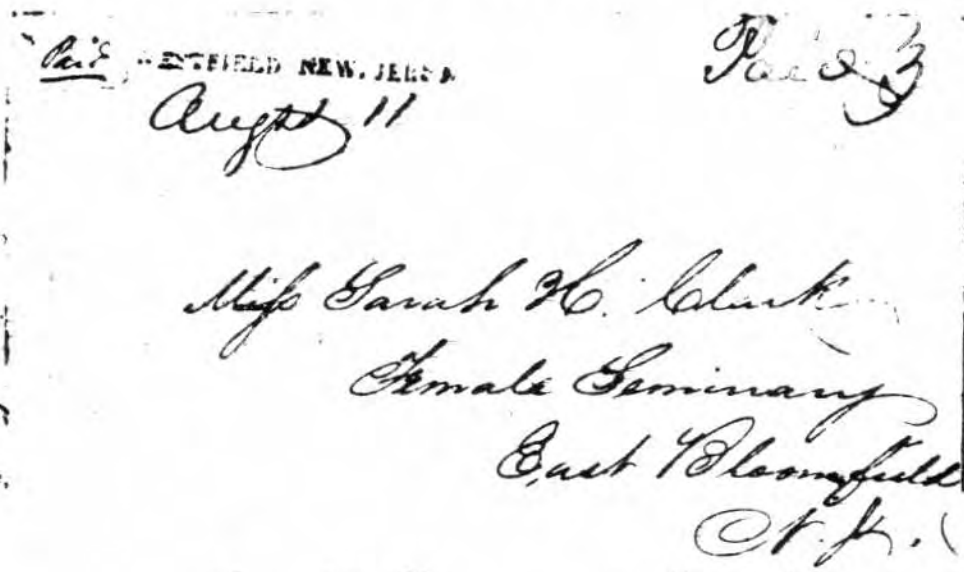
Since the publication of the listing in the January 1981 issue of NJPH, an illustration has been found for the MANCHESTER type, thus necessitating a correction to the the list. A new Early Date has been found for the BAYHEAD type and two new listings, complete with illustrations have been found.



BAYHEAD/Ocean Co., N.J.
 J.B. HENDERSHOTT, /Hamburg, N.J.
 C.C. BRISTOL/POST MASTER/ Manchester,
 Ocean Co., / NEW JERSEY
 MARCELLA, NEW JERSEY, / William H.
 Marshall, P.M.

Mar 3 1883
 May 21 1878
 Jan 12 1869
 Jun 8 1886

WESTFIELD NEW JERSY STRAIGHTLINE
 August 11, 1852
 David L. Jarrett



The MORRIS & ESSEX Railroad

by: Brad Arch



In 1804, Morristown, New Jersey, the County Seat of Morris County received its first improvement in communications with the cities to the east and tidewater. This was the opening of the Morris Turnpike from Elizabethtown to Morristown - a distance of about 19 miles. It was the first toll road chartered by the State Legislature, and was intended to facilitate travel between hilly Morris County and the flat coastal plain.

Twenty years later the idea of the Morris Canal was conceived in, and much of the needed construction funds came from Morristown. Unhappily, the canal missed Morristown by 9 miles. This was a source of frustration and irritation to the residents of Morristown, Madison and Chatham. Plans were proposed for constructing branch canals to serve them, but no digging was ever done.

On January 24, 1834 a meeting was held in Morristown to discuss the desirability of connecting Morristown with the Morris Canal at Denville by Railroad. Nothing was done further, but in the fall of that year, a group of Morristown residents held a meeting and announced their intention of applying to the State Legislature for a charter to build a railroad from Morristown to Elizabethtown or Newark. The railroad had advantages over the canal in that travel was faster by rail, and the trains could continue to run during the winter when the canal was frozen.

Newark responded enthusiastically to Morristown's actions in seeking a railroad connecting the two communities, and joined in the application for a charter. The Legislature acted favorably on January 29, 1835 when it passed 'An Act to Incorporate the Morris & Essex Railroad Company'. The right of way was set at not exceeding 60 feet in width, and the road declared to be a public highway and free for the passage of any carriages thereon, upon payment of the tolls specified, provided such carriages fitted the track gauge and did not run on the rails at times which interfered with the cars of the company. The State also reserved the right to purchase the railroad at an appraised value, anytime after the expiration of 50 years from the completion of the road.

The estimated cost of construction from Newark to Morristown was \$16,000 per mile, or \$288,000 for the eighteen miles to which was added \$12,000 for depots, watering places, etc., bringing the total to \$300,000. In short order, a sufficient amount of stock was subscribed to permit the company to organize. On March 23, 1835 a meeting was held to elect nine directors. The Directors employed Judge Benjamin Wright of New York as Chief Engineer and Major Ephraim Beach of Morris Canal and other fame as Assistant Engineer. It was their task to locate the most advantageous route from Newark to Morristown.

West of Millville (now Millburn) the location of the railroad over the 'Summit of the Short Hills' was greatly influenced by the gift of a strip of right-of-way by Jonathan Bonnell who owned mills on the Passaic River just south of Chatham, and wanted the railroad to pass by them. East of Millville, two routes to Newark were considered. The south route passed through Connecticut Farms and Irvington to enter Newark via Lyons Farms, at the south end of the city. The north route was via Orange Valley, Orange, East Orange and entered Newark north of the Second Presbyterian Church. It was decided that which ever route bought the most stock and provided the greatest benefits would get the railroad. Whereas the 'southenders' produced little beyond talk, the proponents of the north route bought stock and promised a free right-of-way from the Orange line to the Passaic River in

Newark. The latter route was selected.

Even before a mile of track had been laid, there was agitation to extend the railroad beyond Morristown to Dover, thence on to the Delaware River. President Lewis Condict was ever on the lookout for business, and so, long before the line was opened for traffic, he wrote the Postmaster General soliciting a contract for carrying the U.S. Mails.

On November 19, 1836 the Morris & Essex officially opened for business, without ceremony or fan-fare, from Orange to Newark, only 22 months after the State Legislature had granted its charter. Morris County welcomed its first railroad train on September 14, 1837 when after a struggle to surmount the 'Summit of the Short Hills', rushing down the western slope, crossing the Passaic River, passing through Chatham and triumphantly reaching the 'end of track' at Madison, just 2 years and 8 months after granting of the charter. On January 1, 1838 the first train was welcomed in Morristown by a reception and gala celebration, just 1 month short of 3 years since chart

On May 15, 1840 the Morris & Essex executed a contract for carrying the mails between Morristown and intermediate stations and Newark six days a week 'as often as the cars run, not exceeding twice daily'. The payment specified was \$540 per year, payable quarterly from April 1, 1840. This appears to be the first contract for carrying mail on the railroad.



From Mr Stevenson

Mrs Robert C. Ruthven,

Scranton,

Penn.

Order



Judge Harris.

Elizabeth Newark
M. & E. Co.

1114-b



Business on the Morris & Essex increased steadily, and prospects for the future of the road were so bright that on April 7, 1845, the Directors decided to consider extending the railroad from Morristown through Rockaway to Dover.

July 4, 1848 was celebrated by opening the line from Morristown to Rockaway, reaching Dover July 31, 1848, and Hackettstown December 24, 1853.

Route Agent Service (a Postal Clerk on the Train) started during this period, being listed an 1854 but probably starting sometime earlier, possibly even in 1852.

The extension of the railroad in an easterly direction to reach tidewater at the Hudson River in Hoboken was the matter of greatest concern in the late 1850s, culminating in the opening of the line on November 14, 1862.

The extension of the road to the Delaware River was completed, as the first freight train passed from Pennsylvania through Phillipsburg to Hoboken November 15, 1865. Passenger trains started running over the entire route effective August 6, 1866 carrying the mails from the Hudson River to the Delaware River in a scheduled time of about 4 hours.

The extension from Denville to Boonton (known as the Boonton Branch) was opened September 5, 1867. It was later extended through Paterson, Passaic, etc. to terminate in Hoboken.

The Atlantic & Great Western Railroad, following about six months of negotiations, leased the Morris & Essex Railroad effective February 1, 1866. Having many troubles of its own to contend with, it consistently failed to carry out its obligations to the Morris & Essex Railroad, as provided for in its lease of the latter

Morris & Essex Railroad.

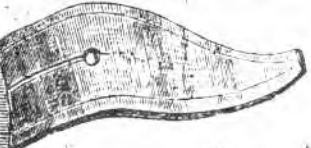
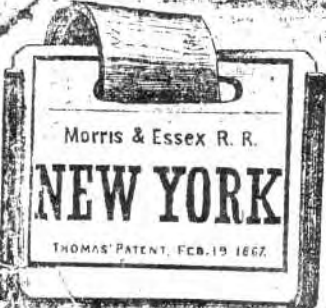
A. & G. W. RY. Co. Lessees,
HOBOKEN, N. J.



Handwritten scribbles

Sy

M.J.



Mrs B. B. Lewis

Miss

Bristol



Samuel Allinson

Yonkersville

near Co

New Jersey



J. F. Johnson & Co.

77 & 79 Mechanic St

Newark

N.J.

company. Consequently, after much deliberation the Morris & Essex Board of Directors authorized a formal notice of cancellation of the lease which was effected December 13, 1867.

About one year later, the Delaware Lackawanna & Western Railroad negotiated a lease of the Morris & Essex Railroad for the remainder of the life of its charter, which was discussed, approved and made effective December 31, 1868. Starting January 1, 1869 the DL&W assumed all of the obligations of the Morris & Essex Railroad. The Morris & Essex would retain its corporate identity and management and would hereafter be known as the Morris & Essex Division of the DL&W. And so ended the life of the Morris & Essex Railroad as a free, independent, operating railroad; being included in the growing 'family' of railroads leased or otherwise owned or controlled by the DL&W.

In spite of high hopes for an earlier opening of the Boonton Branch thru to Hoboken, it did not occur until September 12, 1870 when 3 coal trains of 60 cars each traversed the route. This route was intended to relieve the original route of all freight trains, and as such only one slow, second class passenger train per day was initially scheduled to run over this route, as compared to more than a dozen trains in each direction that continued to operate over the original main line.





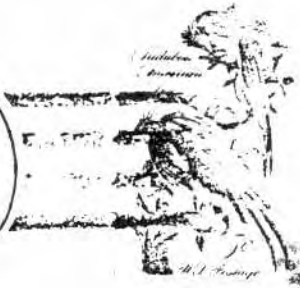
*Mr. C. ...
Music ...
...*



*Hattie French
Plainfield.*

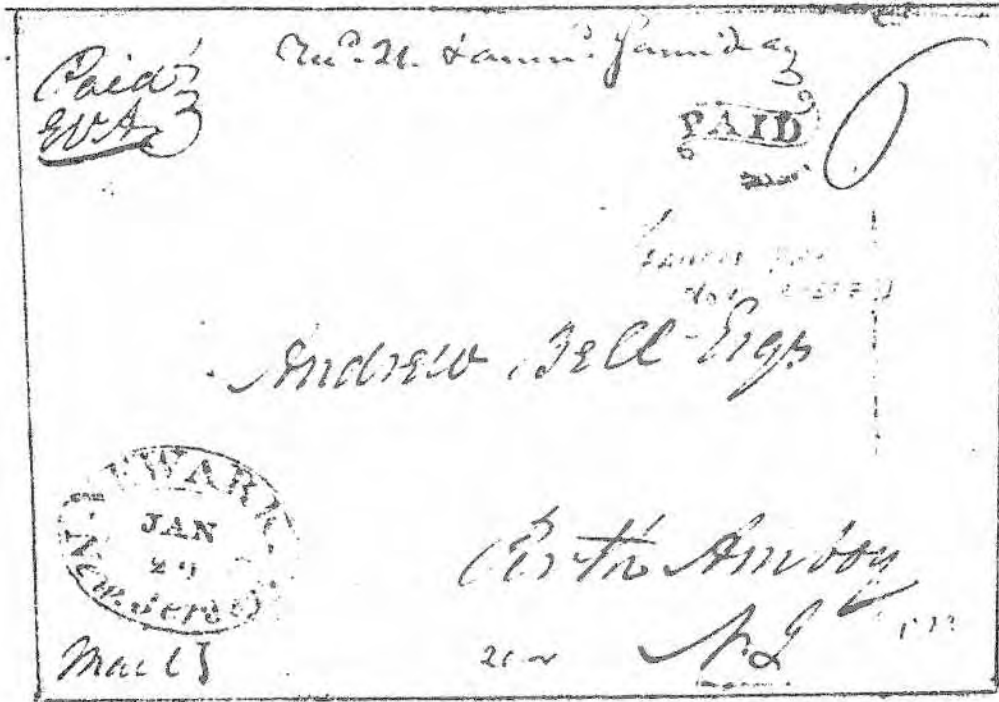
*Miss
...*

Return to
DELAWARE, LACKAWANNA & WESTERN R. R. CO.,
Coal Department, Agency,
WASHINGTON, N. J.



*Kward
Adwell*





Oval January 29, 1829

Newark NJ
Nov. 7. 1817.

6

Manuscript Nov 7, 1817

C. H. P.

6

Nov 9th
Probably about
1825



[Faint handwritten text, possibly a signature or address]

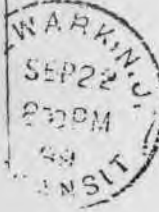
POSTAL CARD - ONE CENT.

UNITED STATES OF AMERICA

THIS SIDE IS FOR THE ADDRESS ONLY.



Station E duplex and Transit. September 22, 1895 Note error in duplex.



Croft Mills

Croft

Nebraska



Transit use 1905

Post Office Department
POST OFFICE, NEWARK, N. J.
IRVINGTON STATION
OFFICIAL BUSINESS

(2-1)

POSTMASTER, *Nebraska*

A penalty of \$300 is fixed by law for this envelope to avoid payment of postage on private matter.



COUNTY

M. O. B.

Irvington Sta
Feb 27, 1906

Leavitt Type B



NOTHING BUT THE ADDRESS TO BE ON THIS SIDE.

UNIVERSAL POSTAL UNION
(Union Postale Universelle)
7-PM
UNITED STATES OF AMERICA
(États-Unis d'Amérique)

WRITE ONLY THE ADDRESS ON THIS SIDE



Frau Magdalena Groh

*Wallsstrasse No. 2 - Kastel Mainz
Deutschland*

Barry with diagonal
killers. Wavy kill-
ers also known.

UNIVERSAL POSTAL UNION
(Union Postale Universelle)
NEWARK, N.J.
UNITED STATES OF AMERICA
(États-Unis d'Amérique)

WRITE ONLY THE ADDRESS ON THIS SIDE



Mrs. M. M. Groh



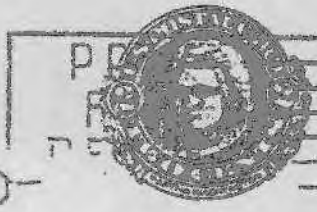
*Frankfurter Strasse No. 4
Kastel Mainz Germany*

DETACH AND SEND TO
FOR ANSWER



REPLY CARD

THIS SIDE OF CARD IS FOR ADDRESS



J. J. Cassidy,
327 Wheeler Ave.,
Scranton 10, Pa