



NJPH

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RETIREMENT OF THE LAST NJ-BUILT AIRCRAFT CARRIER



We end this lengthy series on New Jersey-built Fast Aircraft carriers with the last years of service of USS Kitty Hawk, retired in 2009, after 48 years of service. Our thanks to Capt. Brennan for sharing his knowledge with us. For more of this, see [page 34](#). Visit our website and our [Featured Cover](#) page on Kitty Hawk, at www.NJPostalHistory.org.

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HAVE YOU PAID YOUR DUES?

If you find a dues reminder enclosed, it means we have not yet received your dues. Please send this along as soon as possible with your check for \$15, or pay by Paypal if you prefer. There is a link on our website at www.NJPostalHistory.org where you can renew your membership. You can also donate to the Society at the same time, if you would like. But we are happy to accept your dues and donations in whatever way you find comfortable paying. We don't want to lose any of you.

Many thanks to those members who have made a contribution along with their dues. A list of these is included on the Member News page. We are grateful for this; it is a great help in defraying our expenses.

PRESIDENT'S MESSAGE

It has been a long cold winter here in New Jersey. There is still snow on the ground as I write this message. Helping to get past the winter is the pleasure of being able to work at a table, be it in the kitchen, dining room, or in a stamp room, and partake of our hobby. It is a great time to catch up, organize and arrange as well as to spend time reading and researching in a favorite area of collecting. Of course, working with Jean in editing *NJPH* is always a continued source of my philatelic education. As a collector of handstamped postmarks used on stampless mail in New Jersey, I was particularly intrigued by an email I got from Steve Beare, the author of *Samuel Dodd, Engraver of a Hackettstown Postmark*, that appears in this issue. During a large part of the 19th century, smaller post offices that lacked a sufficient volume of mail often purchased their own handstamp postmark devices from private vendors. Apart from a few producers who became well-known through mass mailings to postmasters in those days, the source of the many locally produced markings remains unknown. It now appears that Samuel Dodd produced the distinctive double circle Hackettstown postmark that was used during the 1840's. Perhaps Dodd was responsible for other postmarks in New Jersey and elsewhere.

Quite a variety in this issue: Jim Walker's article shows us several handstamps that were used during the early part of the 20th century in Lambertville. Gene Fricks details postmarks used at a number of military installations in the State. John Trosky traces the early development of professional basketball in New Jersey through a 1928 advertising cover, and William Keller provides both schedules and illustrations in his discussion of RPOs & associated HPOs (Highway Post Offices) that used to operate in the State.

Finally, I wish to thank Lawrence Brennan for the last installment of a series of articles: *NJ-Built Fast Aircraft Carriers*. This article traces the history of USS *Kitty Hawk*, the last of the carriers built in New Jersey, through her many deployments from 1973 to her decommissioning in 2009, with covers from many of these. *Kitty Hawk's* movements around the world, as recounted by Captain Brennan, put her on the front line at nearly all of this world's major crises in her nearly 50 years of service to our country.

The deadline for exhibiting at NOJEX 2010 is fast approaching. Our Society will be participating in the Multi-State postal history competition. Whether you have a single frame or a multi-frame exhibit, now is the time to submit your application. Show information is available at www.nojex.org.

If you haven't yet paid your 2010 dues, you will find a payment form enclosed. I thank all of our many donors who make it possible to maintain annual dues at \$15.

Robert G. Rose

SAMUEL DODD, ENGRAVER OF A HACKETTSTOWN, NJ POSTMARK

By Steve Beare

For the past three years, I have been doing research on a bookbinders' tool cutter named Samuel Dodd from Bloomfield, New Jersey. I discovered his album of over 2,500 proofs of designs¹ at the Winterthur Library in 2006, and wrote an article about the discovery and identification in the American Antiquarian Society's on-line journal.²

The album consists of 85 pages of designs that were entered as each stamp was completed, along with a price list so that additional orders could be replicated. Proofs were made by holding the stamp in a sooty flame and stamping a carbon print in the album, much like a modern ink pad. This was Dodd's trade catalog for his stamps, and is the only known surviving example of this type.³ This unique album allows one to directly compare the stamped object with the proof, and link Dodd with a stamp.

From my research, I learned that Samuel Dodd, born in Bloomfield in 1797, apprenticed with the New York engraver Peter Maverick. Maverick lived nearby in Newark during the second decade of the nineteenth century, when Dodd was of apprentice age.⁴ Dodd began engraving bookbinder's tools as well as other stamps by the late 1820s, lived and worked in Bloomfield his entire life, and died in 1862. He first advertised in the Newark city directory in 1848 with a full-page ad, which he undoubtedly engraved.⁵ In addition to bookbinder's stamps and rolls, Dodd engraved door and bell plates. He also made marking brands, stamps for saddlers, and hatters' gilding dies, and a year later advertised stamps for trunk makers.

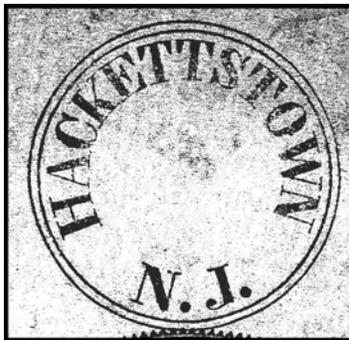


Fig. 1: Samuel Dodd smoke proof of Hackettstown, NJ postmark.

On the first page of the stamp album is a handstamp postmark for Hackettstown, New Jersey. (*Figure 1*).⁶ There are no other postmarks in the album, although Dodd may well have engraved additional postmarks based on the Hackettstown design, which has two concentric rings. The outer ring measures 1 3/16" in diameter. A stamp on the same page for Benjamin Old's Circulating Library in Newark dates to 1827,⁷ and it would be most helpful to be able to date the first use of the Hackettstown handstamp. The Hackettstown Historical Society informed me that their first post office dates from 1795 to 1829, and the second post office dates from 1829 to 1849, and I wondered if Samuel Dodd made the handstamp in 1829 for the new post office location.

I contacted Robert Rose, President of the New Jersey Postal History Society, and he informed me that the Dodd Hackettstown postmark is identical in detail and size to the one used on four covers in his collection that date from 1842 to 1849.⁸ The cover to Messrs. G.W. & S.L. Scranton with the magenta postmark is an 1842 usage (*Figure 2*), and the cover to Joseph Hyde with the green postmark is an 1848 usage (*Figure 3*). Robert also has two blue postmarks of the Dodd design with 1847 and 1849 usages.



Fig. 2: Feb 3, 1842 magenta Hackettstown, NJ postmark, engraved by Samuel Dodd.

Illustration courtesy Robert G. Rose

Fig. 3: Jan. 24, 1848 green Hackettstown, NJ postmark, engraved by Samuel Dodd.



Illustration courtesy Robert G. Rose

These postmarks are nominally Coles H3, which dates from 1838 to 1849. However, the H3 image illustrated in Coles (Figure 4) is not an exact match with the Dodd postmark, and suggests there may be two versions of H3.⁹ The most obvious differences are the stylized letter J and the uniform spacing between the letters and the innermost ring for the Dodd postmark compared to the H3 example. (see Figures 1 and 4)

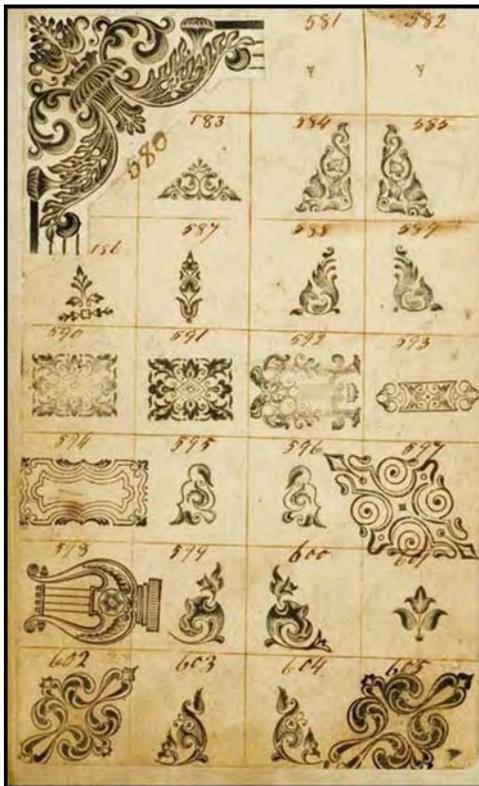


Fig. 4: H3 illustration from Coles.

Oak Knoll Press and Winterthur plan to co-publish a facsimile reprint of the Dodd stamp album, and I am finishing up my research on Samuel Dodd to accompany the reprint. I am trying to locate as many examples as possible of where and when his stamps were used, and would very much appreciate hearing if NJPHS members have seen additional dated examples of this Dodd Hackettstown postmark. Please contact the author at stevebooks@aol.com or through the Society if you can help.

ENDNOTES:

- ¹ “Designs” refers here – except for the Hackettstown postmark shown in this article – to advertising marks and designs such as those shown below.
- ² See <http://www.common-place.org/vol-08/no-01/tales/>
- ³ Dodd most likely had a separate album with designs of his bookbinding rolls, and from an invoice in the stamp album, there were around 700 roll patterns. I have two examples, and have located two others, all signed S. DODD.
- ⁴ I recently acquired Samuel Dodd's scrapbook of copperplate engraving proofs done while an apprentice in Peter Maverick's shop in Newark. Samuel Dodd and Asher B. Durand apprenticed for Maverick at the same time, and some of the engravings are by Durand and Maverick.
- ⁵ See Endnote 2 for a high resolution image of Samuel Dodd's 1848 ad, shown below.
- ⁶ Courtesy of the Winterthur Library: Joseph Downs Collection of Manuscripts and Printed Ephemera.
- ⁷ I am indebted to Joe Felcone of Princeton, NJ for locating this circulating library stamp in his collection.
- ⁸ I am indebted to Robert Rose of the NJPHS for providing the images from his collection of Hackettstown, NJ postmarks.
- ⁹ Coles, William C., *The Postal Markings Of New Jersey Stampless Covers*, The Collectors Club Of Chicago, 1983.

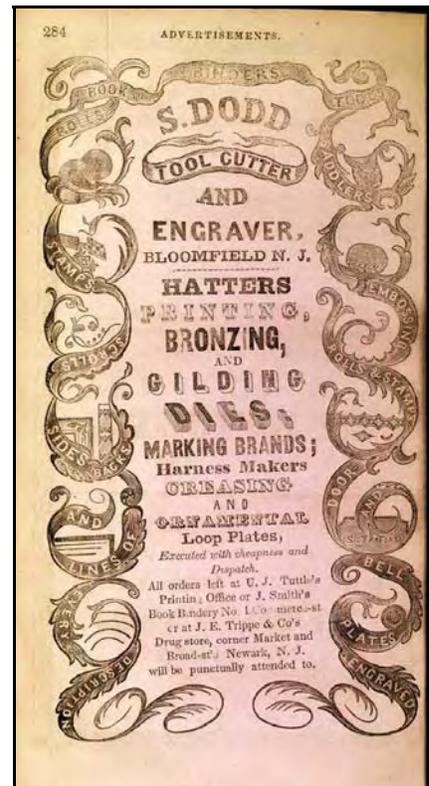


Dodd's proof book.

Illustration courtesy of the Winterthur Library: Joseph Downs Collection of Manuscripts and Printed Ephemera.

At left, part of a typical page from Dodd's proof book.

At right, Dodd advertisement from the Newark city directory of 1848.



Newark City Directory of 1848.

Illustration Courtesy of Princeton University Library.

NEW JERSEY ORIGINS OF THE NBA

By John A. Trosky

The game of basketball was invented in Springfield, Massachusetts by a high school dropout who went on to earn four college degrees. Dr. James A. Naismith was a modest and humble man who invented a game that is now played the world over. Most fans of the game today only recognize its beginnings since the founding of the National Basketball Association in 1946. This is the governing body of professional basketball, headquartered in New York City, and was originally founded as the Basketball Association of America. The name was later changed to the current National Basketball Association in 1949, after merging with a rival league. However, professional and amateur basketball leagues have thrived throughout the US since the very invention of the game way back in 1891 by Dr. Naismith in Springfield, Massachusetts. Few fans know that the game was a very popular sport played throughout the Eastern United States, with the epicenter of popularity in the Philadelphia-New Jersey-New York corridor.

New Jersey played a pivotal role in the development of the game, particularly from a professional standpoint. The very first professional game was played right here in Trenton on November 6th, 1896 between the Trentons of the Trenton YMCA versus the Brooklyn Y. Needless to say, the New Jersey team won, 16-1 and each player on the winning team received \$15. This first professional team was formed in the Trenton YMCA over a dispute between YMCA players and YMCA officials, which resulted in the YMCA players forming their own team and playing for money. With both New York and Philadelphia being hotbeds of basketball fever, it isn't hard to see why so many early teams were centered in New Jersey. The first professional league was formed in 1898 and included teams such as the Trenton Nationals, Camden Electrics, New York Wanderers, The Pennsylvania Bicycle Club and Millville Glass Blowers. The league was put together by a small group of New Jersey newspaper sports writers. One of the early stars of this league was Ed Wachter, who played in 1800 professional games, and Barney Sedran, who played on 10 championship teams in 15 years. The most powerful team in this new National Basketball League was the Trenton club, winning the first of two consecutive championships, easily becoming the gold standard of basketball. The team lasted until the National League folded in 1904.

With the popularity of the game growing, competing leagues began to crop up overnight throughout the northeastern US. Many of these early leagues lasted only a few seasons and a few never even completed a whole season. By 1914, over 360 colleges and universities fielded basketball teams as well. However, it wouldn't be until 1937 that the first college basketball tournament was held in Kansas City with largely Midwest schools. Since New York City was a hotbed of fans, it would not be long before a tournament was held. A National Invitational Tournament (NIT) began in 1937.

During the 1920s, however, basketball was a second tier sport to both football and baseball. Due to low attendance many teams were forced to disband, and leagues had to stop play for weeks on end. This ended in 1925 with the advent of the American Basketball League. This was the first league to sign players to exclusive contracts.

The teams involved were small and usually owned by corporations. They persevered through the beginnings of the Great Depression, but not many Americans could afford the luxury of attending a basketball game so the league was forced to suspend play for the 31-32 and 32-33 seasons. Jersey City was the home to several of these teams, among them the Newburgh-Jersey City Skeeters.

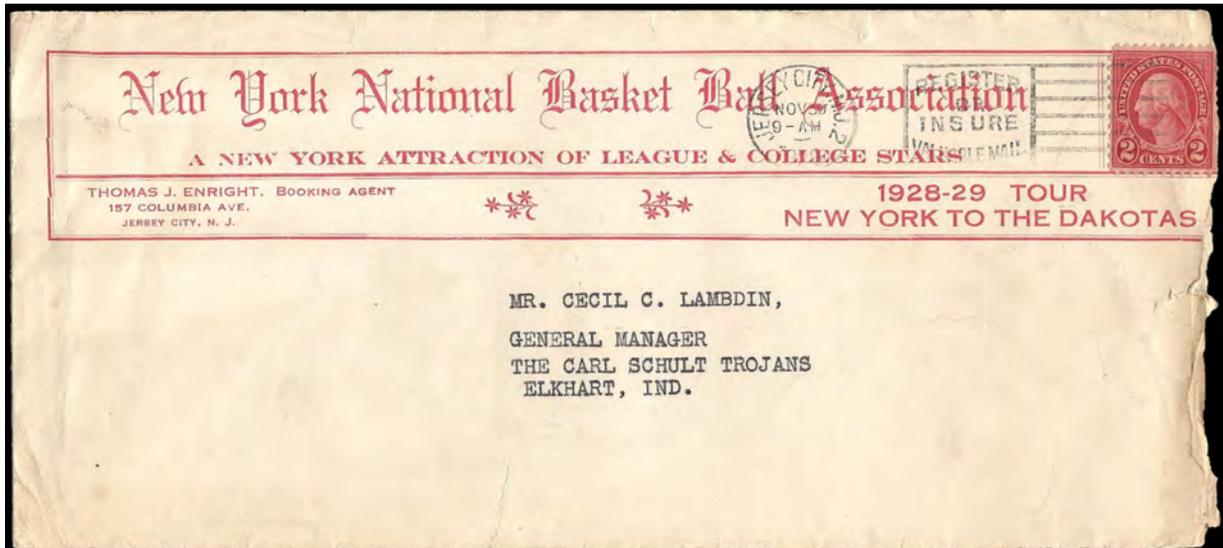


Fig. 1: A November 1928 cover from the National Basket Ball Association, sent from Jersey City, with a corner for the Booking Agent in Jersey City, showing New Jersey's early connections to the sport.

The cover above is from the New York National Basket Ball Association and commemorates their "Tour of The Dakotas" during the 1928 season. From the evidence, it appears to be a collection of all-stars touring the prairie to promote the game. Very little is known about this early association, their tour, or the stars that played for them other than that it had offices in Jersey City. If any members have any background information on this association I would be happy to hear from them at jtjersey@verizon.net or through the Society.

SOURCES:

- http://hoopedia.nba.com/index.php?title=Main_Page
- http://hoopedia.nba.com/index.php?title=The_Trentons
- http://hoopedia.nba.com/index.php?title=National_Basket_Ball_League
- <http://hoopedia.nba.com/index.php?title=Category:Origins>
- http://hoopedia.nba.com/index.php?title=NBA_Roots
- <http://nbahoopsonline.com/Articles/History1.html>
- <http://www.ballhistory.com/basketball.htm>
- <http://www.history-of-basketball.com/history.htm>

MORE NEW JERSEY MILITARY BASES

By Gene Fricks

Doug D'Avino's article in the last issue of *NJPH* inspired me to search for more material on military cancels, and here is the result.

Military cancels present an interesting problem to the world of philately. They cropped up when needed and disappeared when they weren't – and records seem elusive compared to those for local cities and towns. These were often created as branches or stations of existing civil post offices. It was therefore a fairly simple matter of establishing them by appointing someone as a clerk-in-charge. Thus no postmaster appointment was needed – and, according to Richard Helbock, editor of *La Posta*, “the postal records are far less reliable on the matter of branches and stations than they are on post offices.”¹

These post offices are further complicated by the fact that the installations they serve sometimes cover a very large area and span more than one county. A military base often grew – especially in wartime – and included hospital branches and other facilities which might or might not have their own markings. So these often do not fit well into the Kay and Smith pattern, which is sorted by county for their more specific listings.

FORT HANCOCK:

[One of the oldest New Jersey military installations, it was located on Sandy Hook in Monmouth County. Closed in 1974.]

Because of its location on the spit of land that juts into New York harbor, Fort Hancock was long instrumental in the protection of New York City and its harbor.

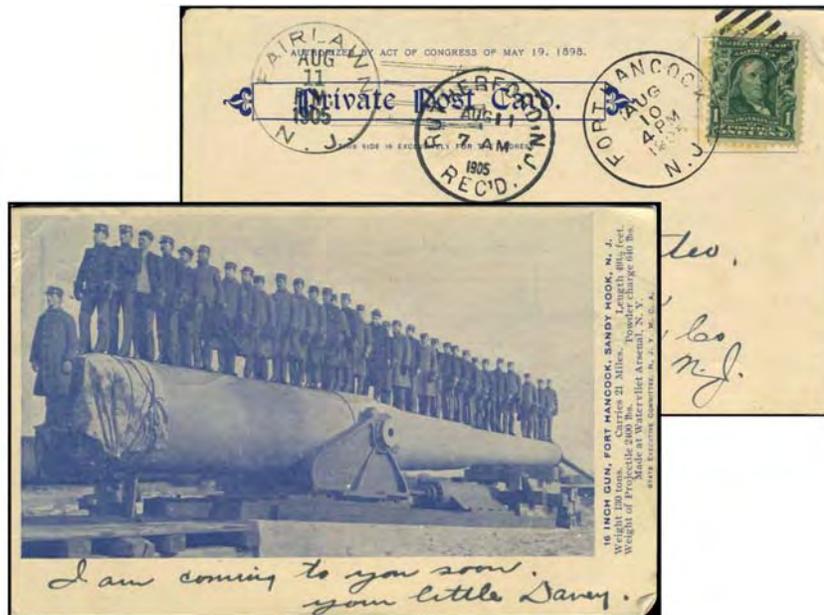


Fig. 1: A 1905 post card, showing one of the big guns at Fort Hancock. During the 1920s, Fort Hancock was used for Citizens' Military Training Camps (as were Camp Dix and Fort Monmouth). In the 1950s, it was a Nike missile base.³

Fort Hancock first opened a post office in December of 1897, and maintained an independent post office until July 1945, when it became a branch of the Highlands post office. It served intermittently across the years as needed. The base itself existed until 1974. A Fort Hancock post office still exists to this day as a sub-station, a building where mail is delivered to lock boxes, and with a drop-off for outgoing mail. It is still serviced by the Highlands post office.²



Fig. 2: An Aug. 24, 1945 Fort Hancock cancel on a post card to Watervliet, NY. While this cancel does not reflect it, the post office was now a branch of the Highlands post office.

CAMP MERRITT:

[Existing between September 1917 and January 1920, Camp Merritt was located in Bergen County ten miles northwest of New York City, on a ridge midway between the towns of Cresskill and Dumont, Bergen County, New Jersey. The camp was one mile long and three-quarters of a mile wide.]

This was a holding camp for European embarkation at Hoboken. This camp existed for only three years but saw a tremendous number of men go through its doors, both embarking for Europe and returning. A total of over a million men were processed through this camp. Most men were there only three or four days, but facilities for recreation and recovery were also available, including a hospital. While this camp was in upper Bergen County, a good distance from Jersey City, its postal operations were a part of the Jersey City post office (Hudson County). A post office operated there from October 1917 to January 1920.

A pamphlet created in 1924 for the dedication of a memorial to Camp Merritt in Cresskill gives a synopsis of the post office activity over its two and a half years of service. ⁴

<p>POST OFFICE: THE following statistics will give some idea of its work:</p> <p>Personnel 28</p> <p>Letters dispatched 9,415,000</p> <p>Letters received 13,771,000</p> <p style="text-align: right;">Total 23,186,000</p>	Registered letters handled 124,910
	Special delivery letters received 203,300
	Sacks, parcel post dispatched 48,168
	Sacks, parcel post received 63,255
	Money Orders issued 28,873
	Money Orders paid 29,437

Fig. 3: Post card views from Camp Merritt are shown below:

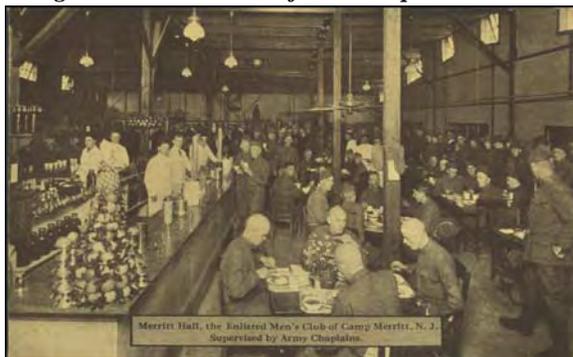


Fig. 3A: Merritt Hall



Fig. 3B: Roll call

MORE NEW JERSEY MILITARY BASES ~ Gene Fricks



Fig. 3C: Camp Merritt segregated barracks



Fig. 3D: Hospital Ward (No. 32) at Camp Merritt



Fig. 4: Jersey City (Merritt Branch) N.J. M.O.B. (Mail Order Branch) used 1919 to New York, Noted at left as from Pvt Harry Shangle, Camp Merritt, B.H.(Base Hospital) Ward. #2, with a Jersey City oval cancel on the front. This cover was sent the day the Base Hospital was opened.



Fig. 5: Jersey City, NJ Merritt Branch machine cancel used Nov. 1918. (on an unpurchased Ebay item)

RARITAN ARSENAL:

[The Raritan Arsenal was a 3,200-acre Army facility in operation from 1917 to 1963. Located in the Woodbridge-Edison area, north of the Raritan River, its operations included receiving, storing, shipping, transferring, and packing ammunition.]

A post office was established here on July 15, 1918 and served for one year, until the end of June 1919, although the facility was open for much longer. It is possible that mail was processed through nearby Camp Kilmer. Today, Middlesex County College and a large industrial park occupy the site.



Fig. 6: A Raritan Arsenal Branch (New Brunswick post office) used Oct. 1918.

CAMP KILMER:

[Camp Kilmer was located between Edison and Piscataway and played the same role in WWII that Camp Merritt had played in WWI – an embarkation point for soldiers to the European Theater of Operations, and for those returning as well. During this time, it processed some two and a half million soldiers. It was named for Sgt. A. Joyce Kilmer, killed at the 2nd Battle of Marne in 1918, and author of the poem “Trees.” This camp was deactivated in 1949 and reactivated for the Korean War in 1950. Fort Dix however took on many of the same duties and Kilmer became inactive again in 1955. It did serve to handle Hungarian refugees in 1956, and in 1958, became the Headquarters of the Reserve US 2nd Army Corps.

In 1963, almost all of its 1500 acres were sold to local colleges and universities. Rutgers University’s Livingston Campus occupies land that was once Camp Kilmer, some of which became the Rutgers Ecological Preserve (Kilmer Woods). Kilmer was closed in 1997, with the Army Reserve Headquarters moved to Fort Dix.]⁵

Camp Kilmer opened its post office as a branch of the New Brunswick post office on June 3, 1942 and closed in March of 1950, reopened in January of 1951, and again closed in June 1955. In 1956, it reopened as simply Kilmer Branch of the New Brunswick post office until it closed in 1959. The name however lives on in the Kilmer P&DC [Processing and Distribution Center], in Edison NJ, at least for now.⁶



Fig. 7: Map of Camp Kilmer showing post office locations, from a 1953 booklet.

MORE NEW JERSEY MILITARY BASES ~ Gene Fricks



Fig. 8: A 1953 card from Camp Kilmer, to be sent (if center vertical text is correct) at the New Jersey Bell Telephone Company Center at Camp Kilmer, NJ in November of 1953. This card is uncanceled, prepared for sending by Walter Czubay, a FDC cachet designer.

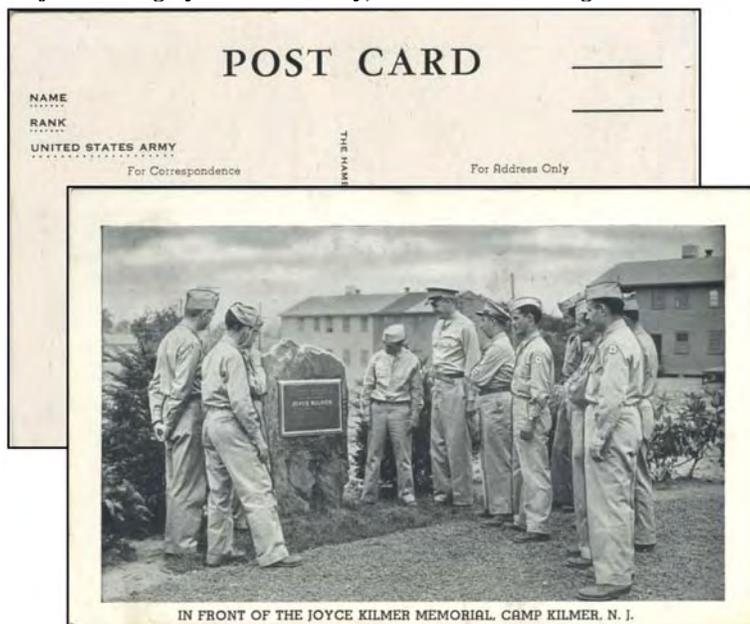


Fig. 9: A second Camp Kilmer view, with a back clearly designed to be used by soldiers.

FORT MONMOUTH:

[Located 40 miles south of Newark, Fort Monmouth is home to Communication and Electronics Command.]

As mentioned by Doug D’Avino in our last issue, Fort Monmouth was originally known as Camp Little Silver,⁷ then Camp Alfred Vail (1917).⁸ It then gained fort status in 1925 and was known as Fort Monmouth. An army history of this base indicates that mail to the base was to be addressed to Fort Monmouth, Oceanport, New Jersey.⁹ No record of a Fort Monmouth branch of Oceanport is shown in Kay and Smith, so perhaps there was only a clerk-in-charge appointment to handle the base mail.



Fig. 10: A Fort Monmouth, Red Bank cover used in 1943 with an Oceanport cancel and a manuscript and a handstamped free marking.

Fort Monmouth Post Office (Branch of Red Bank):

A post office is recorded as established at Fort Monmouth in October of 1940, as a branch of Red Bank.¹⁰ Aside from the special request cancels shown below, most WWII base mail seen from this post office bears a Red Bank cancel (with no branch indication), with or without a Free marking for military mail. The base was greatly increased in size in the 1940s, with the purchase of the Camp Charles Woods area and the leasing of the New Jersey State National Guard Encampment at Sea Girt. So Monmouth now included the Main Base, Camp Charles Woods, and Camp Edison – as the Sea Girt facility was renamed. Camp Evans, nine miles south of Fort Monmouth, was also added. After WWII, many of these additions were deactivated, but Woods and Evans remained, with Evans closing in the 1990s. Much of the WWII construction was later demolished to make way for the current post exchange, banking complex and post office.



Fig. 11: Two 1940 first day cancels from the Ft. Monmouth Branch, Red Bank, NJ – one a registered cancel and the other a receiver – plus a 2003 cancel.

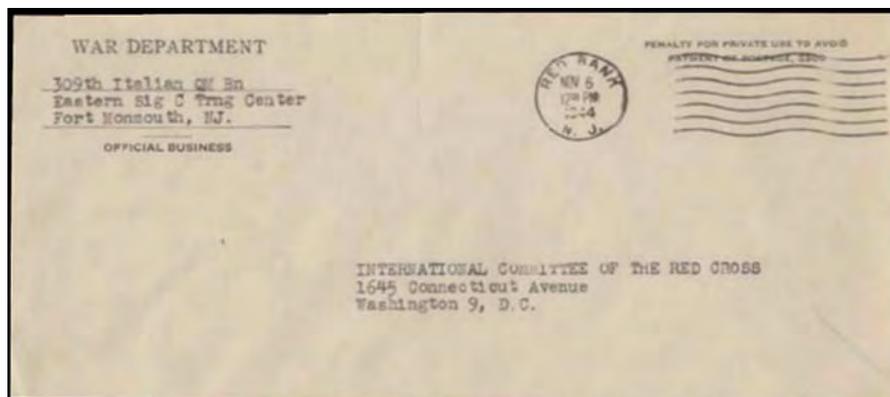


Fig. 12: A 1944 cover from Fort Monmouth on a penalty envelope, receiving only a Red Bank cancel with no indication of branch status.
 Jim Forte stock

Alfred E. Vail Station (Branch of Eatontown):

In 1943, a post office was established at Fort Monmouth known as Alfred E. Vail, first as a Rural Station of Eatontown, in 1958 as a Station of Eatontown, and in 1964 as a Branch of Eatontown (07724). Clearly a post office existed at Camp Vail earlier (see Doug’s post card), but how this mail was actually handled is unknown. Any early (pre-1943) cancel indicating Camp Vail or Alfred Vail would certainly be a find.

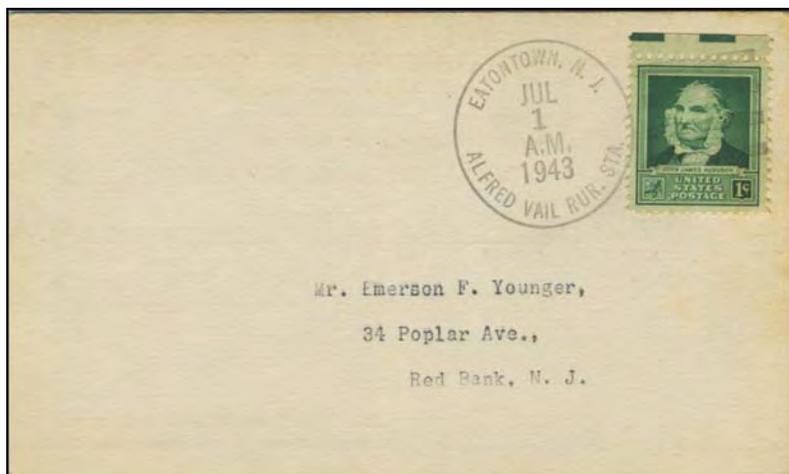


Fig. 13: An early cancel from Alfred Vail Rur. Station, Eatontown, NJ Jul 1, 1943. A U.S. Army Electronic Laboratory, this post office was established as part of Fort Monmouth as a Rural Station, in February of 1943.



Fig. 14: Building 1005 on the Fort Monmouth base is the post office (07703).

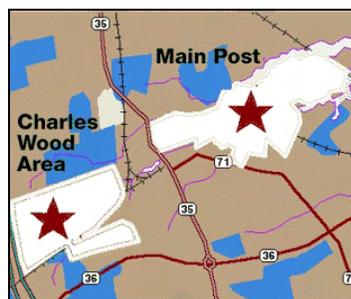


Fig. 15: The two sections of Fort Monmouth.

The current Fort Monmouth base address is listed as 07703-5000, and is a branch of the Red Bank post office.¹¹ This base is scheduled for closure in September of 2010.

CAMP DIX:

[Begun in 1917, it was originally named Camp Dix. During World War I, Camp Dix was a training and staging ground for troops headed into battle in Europe. Camp Dix grew quickly and became the largest military reservation in the Northeast. At the end of WWI, it became a demobilization center. Fort status was acquired in March of 1939, and it became a major training center for WWII. It is located about 17 miles southeast of Trenton. Fort Dix borders McGuire Air Force Base and the Naval Air Engineering Station in Lakehurst, NJ.]

Located in Burlington County, the first post office here was called simply Military (established July 9, 1917), as a branch of the Trenton post office.

- It was changed to Dix Branch (Trenton) on Aug 15, 1917, and discontinued Oct. 1, 1923.
- It was re-established as Camp Dix (branch of Wrightstown) on Nov. 15, 1935.
- The name changed to Fort Dix (March 16, 1939 – still a branch of Wrightstown).
- It then became Fort Dix (Trenton branch) in May 5, 1941. Again discontinued Jan. 25, 1948.
- Reopened on June 1, 1950, it is still an operating post office today (08640).

Fort Dix was a casualty of the BRAC [Base Realignment and Closure] process and changed from an active to a reserve training base. In 2005 it became part of Joint Base McGuire-Dix-Lakehurst – combining facilities with neighboring military bases.

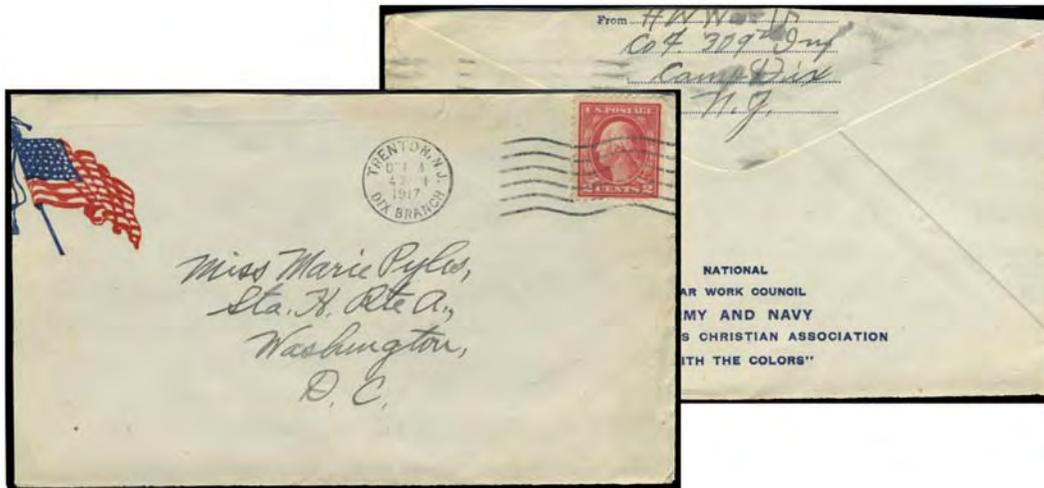


Fig. 16: October 1917 Trenton, NJ Dix Branch cancel on a cover from Camp Dix.

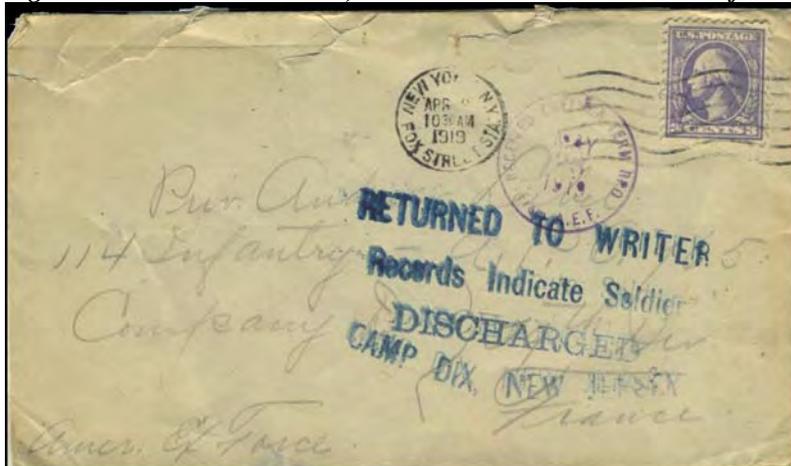


Fig. 17: April 1919 cover returned to Camp Dix.

MORE NEW JERSEY MILITARY BASES ~ Gene Fricks



Fig. 18: A card showing Camp Dix near Wrightstown, with a 1918 Trenton Dix Branch cancel.



Fig. 19: An early cover (March 21, 1939) from Fort Dix, which became a Branch of Wrightstown on March 16, 1939.

Jim Forte stock

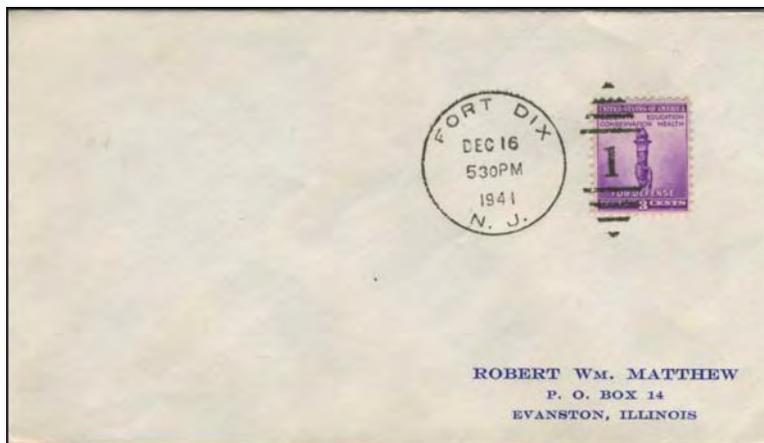


Fig. 20: Fort Dix, NJ cancel, Dec. 16, 1941 – now a branch of Trenton again but no indicator in cancel.

WILDWOOD NAVAL AIR STATIONS:

[Begun in 1941 as NAS Rio Grande, the name was changed to NAS Wildwood in 1942. Then it became a civilian airport which is still in operation today known as Cape May County Airport.]

Constructed during World War II, air crews were trained in combat tactics in naval aircraft. After the war the Wildwood Air Station reverted to Cape May County.



Fig. 23: Wildwood, NJ Naval Air Station, Jun 23, 1943.

CAPE MAY NAVAL AIR STATION

[Originally a Coast Guard training base (1924), this site was turned over to the Navy during WWII. It was then ceded back to the Coast Guard in 1946, and is an operating Coast Guard Base today.]¹²

Cape May was also home to the Cape May Naval Air Station, used to guard against submarine attacks during WWII and train pilots in over-water approaches. A post office was established on October 23, 1942 known as Naval Air Station (Branch of Cape May), which served until May 1, 1946.¹³



Fig. 24: Cape May, NJ Naval Air Station Aug 20, 1943.

MILITARY BASE HOSPITAL CANCELS:

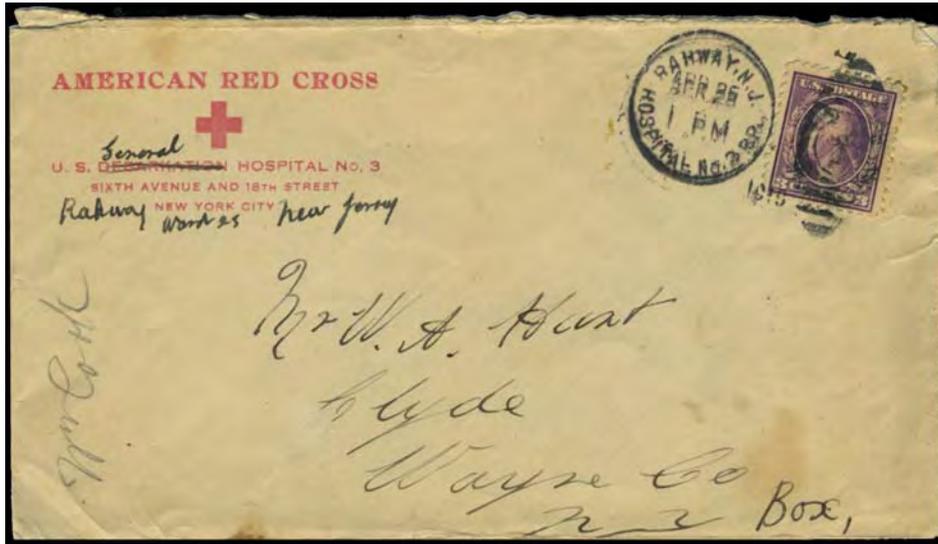


Fig. 25: Hospital #3 Br., Rahway, NJ Apr 25 1919 – using a NYC Debarkation Hospital #3, Red Cross envelope, but sent from Rahway [Ward 25, Rahway NJ]. Kay and Smith¹⁴ list this cancel in Middlesex County, although Rahway is in Union County – the hospital branch could have been at the Raritan Arsenal above Woodbridge.

Hospital #9, Lakewood



Fig. 26: Clearly sent from Hospital No. 9, but showing only a 1918 Lakewood cancel.



Fig. 27: Another cover showing the Hosp. No. 9 cancel (but no Lakewood visible), available currently from Jim Forte.



Fig. 28: A number of the big Atlantic City hotels also served as military hospitals and recovery centers for want of regular customers during WWII. Original source was a well-known philatelist who served as a corpsman in WWII, assigned to a number of resorts that had been converted into military hospitals.¹⁵ The cancels did not always reflect their New Jersey location.

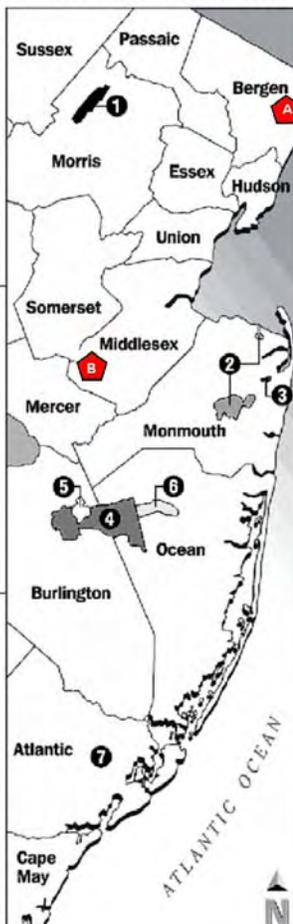
We do not know, as far as I can determine, how the mail was handled at this kind of facility. Was there a central gathering point for military mail? Did each hotel/hospital have its own postal clerk/mail room (which was common in most active military units)? What was the postal relationship with the Atlantic City post office, located just a couple of blocks from the hotels?

ENDNOTES and MAP:¹⁶

- ¹ Richard Helbeck, editor of *La Posta*. Helbeck suggests that “The best single source of data is the *Daily Postal Bulletins*, but there have some “holes.” Other useful information is found in the yearly *Postal Guides*.” Email correspondence Jan 2010.
- ² Walton, Jean, *A Short History of Fort Hancock, NJ*, in *NJPH*, May 2007, Vol. 35, No. 2.
- ³ D’Avino, Doug ““Let’s Go! Citizen’s/Military/Training/Camps’ Cancel: Used in New Jersey?”, *NJPH*, Vol. 36 No. 4 Whole number 172 Nov 2008.
- ⁴ Bergen County Historical site, Copy of the Dedication Pamphlet at the Cresskill Memorial for Camp Merrit, at <http://www.bergencountyhistory.org/Pages/campmerrittphamplet.html>, Jan 31, 2010.
- ⁵ See web sites Global Security at <http://www.globalsecurity.org/military/facility/camp-kilmer.htm>, and Rutgers Ecological Preserve at <http://www.nynjctbotany.org/njnbtoc/kilmerwoods.html>. Feb 5, 2010.
- ⁶ See APWU (American Postal Workers Site) for list of latest consolidation list at: http://www.apwu.org/issues-consolidation/consolidation-latest_list.htm.
- ⁷ D’Avino, Doug, “Some Closed NJ Base Post Offices,” November 2009 issue of *NJPH*, (Vol. 32, no. 4, No. 176).
- ⁸ For more information on Fort Monmouth and its move to Aberdeen, Md., please see Wikipedia article at http://en.wikipedia.org/wiki/Fort_Monmouth and <http://www.monmouth.army.mil/historian/history.php>. [Jan. 27, 2010],
- ⁹ A Concise History of Fort Monmouth at http://www.monmouth.army.mil/historian/pubupdates/FM%20History%20Book%2009_4Web.pdf
- ¹⁰ Kay, John and Smith, Chester A., *New Jersey Postal History*, Quarteman Publicatons, Lawrence, MA 1977.
- ¹¹ Phone conversations 2/05/2010 with Fort Monmouth & Eatontown post office employees.

- ¹² See Cape May Wiki article at http://en.wikipedia.org/wiki/Cape_May,_New_Jersey.
- ¹³ Wissahickon Barrack s– a NYC naval cancel of a Cape May naval training camp, mentioned in the November 2009 issue of NJPH, (Vol. 32, no. 4, No. 176) by Doug D’Avino, was a branch of the New York City post office.
- ¹⁴ Kay, John and Smith, Chester A., *New Jersey Postal History*, op. cit.
- ¹⁵ The late James Beal, internationally known philatelic authority on Mexico, chairman of the APS Theft Committee, member of the DeThuin commission, etc., etc. Such hotels were the Marlborough-Blenheim and Haddon Hall.
- ¹⁶ Asbury Park Press graphic:

New Jersey Bases and Their Current Status*

<p>N.J. bases in the balance</p> <p>As the military prepares for another round of Base Closure and Realignment Commission meetings in 2005, New Jersey’s military bases and posts, with the aid of civilian advocates, are attempting to position themselves as vital parts of the country’s military infrastructure. This map show where New Jersey’s bases are located and explains their role in an ever-changing military landscape.</p> <p>1 Picatinny Arsenal</p> <p>Located on 6,500 acres in Morris County, a 45-minute drive from New York City, Picatinny Arsenal is a center for research and development of Army weaponry. Weapons testing ceased in the 1970s. Advocates say that Picatinny’s role in boosting weapons technology could not be replicated elsewhere. Critics say that Picatinny is too geographically isolated from other military bases.</p> <p>2 Earle Naval Weapons Station</p> <p>Based on nearly 12,000 acres in Colts Neck and nearly three miles of pier in the Sandy Hook Bay, Earle Naval Weapons Station continues to serve as a major military depot for weapons and fuel. More than 80 percent of the initial ammunition required for Operation Iraqi Freedom was processed through the base. The base also houses a research and development facility that develops ammunition-handling containers for newly developed ordnance. The base’s supporters say the type of work done at Earle is unique to the military, and its seaside location makes it invaluable for the Navy.</p> <p>3 Fort Monmouth</p> <p>From its inception in 1917 to the present day, Fort Monmouth has mainly served as the Army’s communications research and development facility. Based on more than 1,300 acres bordering Eatontown, Oceanport, Little Silver and Shrewsbury, the fort is now home to what is known as Team Command, Control, Communications, Computers, Intelligence, Surveillance,</p>		<p>Historic sites: (A - Camp Merritt, B - Camp Kilmer) added by NJPHS</p> <p>3 Fort Monmouth -- cont'd</p> <p>and Reconnaissance – or C4ISR – as well as the U.S. Military Academy Preparatory School and other organizations such as a regional fire training center and the FBI Information Technology Center. The fort’s advocates see it as central to developing the Army’s “Network Centric Warfare” technology, seen as the future of combat operations.</p> <p>4 Fort Dix</p> <p>Located on 50 square miles of land on the outskirts of the federal Pinelands preserve in Burlington and Ocean counties, Fort Dix hosts training for reservists and mobilizes troops for deployment. Experimental battlefield technology is also tested on-site. The post also contains a federal penitentiary. Advocates say the post’s key role in mobilizing more than 62,000 troops during the Iraq war and its unique geographic connection with both McGuire Air Force Base and Lakehurst Naval Air Engineering Station make it invaluable for future military operations.</p> <p>5 McGuire Air Force Base</p> <p>Located adjacent to Fort Dix, McGuire Air Force Base is a hub for trans-Atlantic air refueling and military transport. Its fleet of KC-10 Extender refueling tankers, along with New Jersey Air National Guard KC-135 Stratotanker refuelers located at the base, are an important part of the military’s “air bridge” between the continental United States, Europe and the Middle East. An air mobility operations group based at McGuire is among the first Air Force units that gets deployed to global hot spots to set up airfield operations on the ground. McGuire recently began replacing its old C-141 Starlifter transports with new C-17 Globemaster III aircraft, and will acquire 13 of the front-line transports in all. A recent joint operating agreement with the Navy allows C-17 crews and Air Force ground troops to carry out exercises at nearby Lakehurst Naval Air Engineering Station, where troops practice setting up combat-zone airfield operations.</p> <p>6 Lakehurst Naval Air Engineering Station</p> <p>Comprising 7,400 acres in Manchester and Jackson townships, Lakehurst Naval Air Engineering Station is the Navy’s center for manufacturing and testing catapults and other equipment used to launch and recover aircraft at sea. The base and its 3,200 employees support the 12 aircraft carriers in the Navy’s fleet, and it’s now building a \$20 million electromagnetic catapult to develop equipment for the next generation of ships. Lakehurst is also home to 22 tenant organizations, including the New Jersey National Guard, an Air Force field training mission, and Army aviation and recruiting. It also shares a common border with the 31,000 acres of Fort Dix, and base supporters hope Lakehurst’s role in supporting such joint operations will be its strong suit during the base closing process.</p> <p>7 177th Fighter Wing</p> <p>Located next to Atlantic City International Airport in Egg Harbor Township, this New Jersey Air National Guard F-16 unit scrambled in the minutes after the Sept. 11, 2001, terrorist attacks and provided combat air patrol coverage over New York City for months afterward. With a similar Air Guard wing from the District of Columbia, the 177th comes under Air Force command for airspace security missions over Mid-Atlantic cities. Its pilots are trained in a variety of mission roles, from air-to-air combat to ground attack, and a wing detachment operates the nearby Warren Grove target range in the Pinelands on the Burlington-Ocean County line.</p> <p>Source: Asbury Park Press Staff Graphic</p>
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*Current NJ bases with text prepared by the Asbury Park Press. at <http://www.app.com/>

This graphic was prepared to show the pending closings and consolidations of current New Jersey military bases. A list of APP articles on the “Battle for Fort Monmouth” is available at <http://www.app.com/article/9999999/SPECIAL/301010005&template=recurring/> .

For this graphic, see APP <http://www.app.com/assets/gif/B33849513.GIF> . NOTE: We have added in Camp Merritt and Camp Kilmer for historic reference only (A and B).

THE HOLCOMBE FARM CANCELLERS

By Jim Walker

The Holcombe-Jimison Farmstead Museum near Lambertville, N.J. holds a “Celebration of Farming” on the second weekend of September each year. The event demonstrates country life over many years at one of the earliest farms in Hunterdon County. One of the buildings here houses a general store and a fourth class post office from the early 20th century. The Coryell’s Ferry Stamp Club participates in the event by taking over the post office for the weekend, setting up displays and answering questions about early postal operations and local postal history. Stamp handouts are a big hit and club literature for prospective new members is important.

Included in the Museum holdings are the three hand cancellers from the Lambertville post office which were used in the early part of the 20th century. The following pictures are a close up view of these devices and examples of their cancels. The first three photos are group shots from different angles. The canceller on the left is a 30mm receiver cancel. The other two are different varieties of 26mm duplex devices.

3 different Lambertville handstamps, shown with cancellation examples



Fig. 1



Fig. 2



Fig. 3

In the August 2008 issue of this Journal I wrote an article entitled “Lambertville 20th Century Cancelling Devices.” In that article I refer to the first 26mm cancel as Type 1a with a two digit year slug at the bottom of the circle. *Figure 4* shows the empty date and time slots, used from ca. 1905- 1912; this device also shows a lot of wear.



Fig. 4: A 26mm handstamp, Type 1a with year date slug position within the circle. Example cover shows it used with a 2-digit slug.



Fig. 5: 26mm handstamp, Type 2b. The year date slug was entered between the cancel and the duplex 1 killer, often missing as in the example cover used

The second 26mm cancel, type 2b, has a year date slot located outside the circle. This cancel was used with a two and four digit year date and often without either. In use between 1911 and 1931, *Figure 5* shows empty date and time slots and very heavy wear to the town letters.

The third cancel as shown in *Figure 6* is a receiver cancel of the type shown applied to a postal card in 1907, rarely used to cancel stamps. This device shows much less wear and still contains the day and month and time slug.

It is very interesting to view collateral items like these, the devices that produced the objects of our collecting passion!



Fig. 6: Receiver cancel

NOTES ON NEW JERSEY HIGHWAY POST OFFICES

By William J. Keller

A recent article in *NJPH*¹ reviewed the history of Highway Post Offices (HPO's) which once operated in the State of New Jersey. Following are some additional comments and information regarding these long-gone postal operations.

Wanaque & Newark HPO

This HPO was in part a replacement for the RPO's Wanaque & New York (Erie Railroad) and Butler & New York (NY, Susq. & Western,) with a resulting substantial revision in mail processing and transportation capability.

★ WANAQUE & NEW YORK R. F. O.									
Erie R. R. (Greenwood Lake Div.). Jersey City to Wanaque 31.18 miles.									
Rt. 102,786 Dist. 2.									
Sept. 28, 1948									
Wanaque, N. J. Lv	4 55		9 13	12 20					
Pompton, N.J.R.R.Sta. (n.o.)	5 02		9 22	12 27	8 41				
Little Falls, N. J.	5 21		9 41	12 47	8 57				
Great Notch, N. J.	5 26		9 46	12 52	9 02				
Upper Montclair, N. J. ...	5 36		9 55	1 00	9 06				
Montclair, N. J.	5 42		9 59	1 04	9 10				
Arlington, N. J.	6 03	7 53	10 14	1 20	9 23	6 39			
† Jersey City, N. J. Ar	6 15	8 06	10 27	1 32	9 42	6 52			
† New York, N. Y. (G.P.O.) Ar	7 20				10 50				
	503	505	507	509	511	513	515	517	
	<i>b</i>	<i>e</i>	<i>ks</i>	<i>k</i>	<i>t</i> (7)	<i>cc</i> (7)	<i>j</i>	<i>b</i>	
† New York, N. Y. (G.P.O.) Lv	5 50	6 20							
† Jersey City, N. J. Lv	7 03	8 58	9 30	11 30	1 30	1 37	3 25	4 46	
Arlington, N. J.	7 17	9 10	9 42	11 42	1 43	1 50	3 38	4 58	
Montclair, N. J.	7 30	9 26	9 59	11 59	1 59	2 06	3 54	5 15	
Upper Montclair, N. J. ...	7 45	9 30	10 03	12 05	2 03	2 13	4 00	5 21	
Great Notch, N. J.	7 54		10 10				4 08	5 30	
Little Falls, N. J.	8 11		10 24				4 20	5 35	
Wayne, N. J.	8 18							5 43	
Pompton Plains, N. J. ...	8 24		10 30				4 26		
Wanaque, N. J. Ar	8 37		10 40				4 39		
15'. (7) Hol. incl. Feb. 12, Oct. 12 and Elec. Day CLASS A.									
Train 530					Train 530—Continued				
AMF. Newark. j	No. Newark.	N. Y. & Sala. 5 j	Jersey City.	N. Y. & Sala. 5 j	Jersey City.	N. Y. & Sala. 5 j	Jersey City.	N. Y. & Sala. 5 j	Jersey City.
Bos. Spg. & N.Y. 168 . . j	Jersey City.	N. Y. Scrant. & Buff 7 . . j	Jersey City.	N. Y. Scrant. & Buff 7 . . j	Jersey City.	N. Y. Scrant. & Buff 7 . . j	Jersey City.	N. Y. Scrant. & Buff 7 . . j	Jersey City.
Hoboken, N. J., Term. . j	Jersey City.	N. Y. & Wash 139 j	Jersey City.	N. Y. & Wash 139 j	Jersey City.	N. Y. & Wash 139 j	Jersey City.	N. Y. & Wash 139 j	Jersey City.
N. Y., G.P.O. (D. & D.) . j	Jersey City.	Port. & N. Y. 124-126. . . j	Jersey City.	Port. & N. Y. 124-126. . . j	Jersey City.	Port. & N. Y. 124-126. . . j	Jersey City.	Port. & N. Y. 124-126. . . j	Jersey City.
N. Y. & Chi. E.D. 35 . . . j	Jersey City.								
N. Y. & Pitts. 67 j	Jersey City.								

Fig. 1: Wanaque & NY RR RPO schedule plate, showing train 530, with pouch list shown at bottom.

Figure 1 shows a schedule plate of the Wanaque & New York RPO operated by the Erie Railroad. It appeared in the Second Division, Railway Mail Service Schedule of Mail Routes # 482 issued October 18, 1948. It shows two RPO trains, 503 and 530. [RPO trains are shown in **bold** type, as opposed to closed packet (CP) trains, not in bold.] These trains operated with RPO sections on a frequency "b", Daily except Sunday. The trains were authorized the use of an apartment 15 feet in length. These smaller apartments were generally used on single-clerk runs (a lone clerk worked the mail during the trips.)

RPO Train 530, operating late in the afternoon, received outgoing local mail dispatches from the offices along its route and sorted the mails for dispatch at Jersey City to various connecting RPO's. The table shown below the schedule plate is the "Pouch List" for this RPO which lists all authorized pouches to be made up by the clerks.

RPO Train 503, departing Jersey City in the morning, distributed mails for local post offices along the route. There are no pouches listed for dispatch on this train, so it is assumed no distribution was made for dispatch via connections along the outbound trip.

The entire run was 31.18 miles in each direction.

Other trains listed in the schedule plate were "Closed Pouch" (CP) trains. That is, they actually carried mail, but in closed, locked pouches only, with pouches being handled by railroad company personnel on and off the trains. No sorting was done on these runs. Other trains on these routes that did not carry mail were not shown on these schedule plates as there was no contract with the POD for them. These schedules were issued by the POD solely for the use of their mail transportation personnel. Superfluous information was not wanted on these schedule plates.

* BUTLER & NEW YORK R. P. O.											
N. Y., Susq. & Western R. R., 36.89 miles. Rt. 102,770.											
Sept. 26, 1948											
CLASS A.											
960 ao(?)	916 (G)	906 j	924 (G)	950 ec(?)	920 kv	907 kv	915 (G)	951 ec(?)	909 e	910 kv	927 (G)
7 04			3 12	5 59	9 20	8 48	1 33	2 25			
7 10	7 32		3 20	10 9 20	9 20	8 40	1 27	2 19		6 25	
7 35	7 59		3 43	10 27	9 51	7 58	12 55	1 52		6 55	
7 37	8 02		3 47	10 33	9 50	7 46	12 52	1 50		5 52	
7 43	8 07	6 45	4 03	10 36	10 06	7 35	12 44	1 43		5 46	6 18
7 48	8 13	6 50	4 07	10 41	10 11	7 28	12 38	1 35		5 41	6 13
7 53	8 18	6 56	4 13	10 44	10 16	7 22	12 33	1 30		5 36	6 07
7 59	8 25	7 02	4 22	10 53	10 23	7 04	12 21	1 18	9 57	5 29	
8 04						6 59	12 15	1 12		5 20	
8 25	8 47		4 44	4 22	10 47	6 38	11 55	12 50	9 30	5 01	
			5 59	5 59	12 10	5 35	10 25	11 30		3 00	

Fig. 2: Butler & New York Schedule plate.

Figure 2 is a schedule plate of the Butler & New York RPO operated by the NY Susquehanna & Western Railroad. Trains 950 and 951 operated Saturdays only except holidays ("ec"), the others were daily except Saturday, Sunday and holidays ("t").

Distribution was similar to the Wanaque route, with trains arriving in Jersey City distributing mails for connecting RPO's. The return trains to Butler made local on-route pouches as well as for connections dispatched via Closed Pouch trucks known as "Star Routes." These pouches are noted with an "*" in the lists.

Both these RPO's made final trips on Monday November 29, 1948, the day of inaugural HPO Trips to Wanaque and Middletown.

Figures 1 and 2 should be compared to Figure 3, which is a schedule plate form the Wanaque & Newark HPO effective January 24, 1949. It is from the Second Division schedule book # 483 also effective January 24, 1949. Note that offices at Hawthorne, Paterson, Rochelle

NOTES ON NEW JERSEY HIGHWAY POST OFFICES ~ William J. Keller

Park, Hackensack and Ridgefield Park, formerly on the Butler & NY RPO, were included in this new HPO.

There were four trips, operating on frequency “j”, Daily except Sundays and holidays. In addition, the HPO was routed to service additional offices directly, and the route was now 61.8 miles long for Trips 1 & 4 and 65.4 miles each way for Trips 2 & 3.

The list of pouches dispatched was expanded substantially as the new service exchanged mails at the Newark Pennsylvania Railroad station directly with RPO’s operating between New York and Washington or Pittsburgh. Trip 3, in a manner similar to former Trains 503 and 924, received closing mails from the offices along the route and made dispatches to no fewer than 10 connecting RPO units as well as a direct stop at the Newark Air Mail Facility (AMF).

Trip 1, operating in the morning, made dispatches to outbound afternoon RPO trains in a manner similar to Trip 3 at Newark. Trips 2 and 4 were tasked with delivering mails to local office enroute, with Trip 2 making connections at Hackensack for deliveries to offices off-line via various star routes.

The Erie Railroad did continue to operate Closed Pouch service between Wanaque and Jersey City as the “Wanaque & New York CP”. Trains 530 and 503 had joined the ranks as Closed Pouch only.

This was to be the pattern until June 30, 1955 when New Jersey’s first HPO was discontinued with no Mobile Unit (i.e. *enroute*) substitute.

Middletown & Newark HPO

The establishment of the Middletown & Newark HPO followed a similar pattern to the Wanaque route. However, shortly after the commencement of operations, the route was revised at its northern end and rerouted to Goshen, NY, as was noted previously. Reasons for this change are not clear at this writing, as the very short operation of the Middletown route has left little documentation of the change for review today.

It is less obvious how this route directly replaced an RPO. *Figure 4* shows the Middletown & Newark HPO schedule plate from 2nd division General Order # 412 dated November 23, 1948. Comparing to *Figure 2*, only Butler and Pompton Lakes, previously on the Butler & NY RPO, were served directly by the Middletown route. However, the new service

WANAQUE & NEWARK, N. J. H.P.O.									
Trips 1 and 4, 61.8 miles; Trips 2 and 3, 65.4 miles.					Dist. 2.				
January 24, 1949									
3j	1j							2j	4j
6 25	8 15	Lv	Wanaque, N. J.	Ar	8 00	3 30			
	8 32		Butler, N. J.			3 16			
	8 38		Bloomington, N. J.			3 08			
5 42	8 51		Pompton Lakes, N. J.		7 40	2 55			
6 27	9 38		Hawthorne, N. J.		6 52	2 68			
6 53	10 08		Paterson, N. J.		6 32	1 49			
7 06	10 16		East Paterson, N. J.		6 12	1 29			
7 18	10 28		Rochelle Park, N. J.		6 02	1 19			
7 30	10 33		Hackensack, N. J.		5 52	1 07			
7 40	10 50		Ridgefield Park, N. J.		5 42	12 57			
7 50	11 00		Ridgefield, N. J.		5 34	12 37			
8 37	11 50		Erie Term., Jersey City, N. J.		5 00	12 16			
9 05			A. M. F., Newark, N. J.						
9 25	12 15	Ar.	Newark, N. J.	Lv	4 30	11 40			

Trip 1		Trip 3	
A.M.F., Newark	b Newark.	A.M.F., Newark	b Newark.
Bos. Spg. & N. Y. 336	ac Jersey City.	Albany, King. & N. Y. 9	k Jersey City.
Do.	374. j Jersey City.	Bos. & N. Y. 4	k Jersey City.
Do.	376. j Jersey City.	Do.	194. g Jersey City.
Brooklyn, N. Y.	b Jersey City.	Bos. Spg. & N. Y. 56	b Jersey City.
Cent. Term., J.C., N.J.	b Jersey City.	Brooklyn, N. Y.	b Jersey City.
Erie Term., J.C., N.J.	b Jersey City.	Cent. Term., J.C., N. J.	b Jersey City.
Hoboken, N. J. Term.	b Jersey City.	Erie Term., J. C., N. J.	b Jersey City.
Jersey City, N. J.	b Jersey City.	Hoboken, N. J. Term.	b Jersey City.
N. Y., Balt. & Wash. 1	b Jersey City.	Jersey City, N. J.	b Jersey City.
N. Y. & Chi. 39	b Jersey City.	N. Y., Balt. & Wash. 511	b Jersey City.
N.Y., N. Y., G.P.O. (D&D)	b Jersey City.	N. Y. & Chi. 43	b Jersey City.
N. Y. & Phila. 2507	g Newark.	N.Y., N. Y., G.P.O. (D&D)	b Jersey City.
N. Y. & Sala. 27	b Jersey City.	N. Y. & M. Chunk 101	b Jersey City.
N. Y. & Wash. 263	km Jersey City.	N. Y. & Pitts. 11	b Jersey City.
Penn. Term., N. Y.	b Jersey City.	N. Y. & Sala. 5	b Paterson.
Weehawken, N. J. Term.	b Jersey City.	N. Y., Scrant. & Buff. 15	b Jersey City.
Wanaque & Newark 4	b Ridgefield Pk.	N. Y. & Wash. 101	k Jersey City.
		Do.	107. g Jersey City.
		Penn. Term., N. Y.	b Jersey City.
		Weehawken, N. J. Term.	b Jersey City.

Trip 2		Trip 4	
*Bogota, N. J.	b Hackensack.	Middletown & Newark 1	b Pompton Lks.
Goshen & Newark 2	j Jersey City.		
*Hasbrouck Hights, N.J.	b Hackensack.		
Jersey City, N. J.	b Jersey City.		
Middletown & Newark 2	b Jersey City.		
*Lodi, N. J.	b Hackensack.		
*New Milford, N. J.	b Hackensack.		
*N. Hackensack, N. J.	b Hackensack.		
*River Edge, N. J.	b Hackensack.		

Fig. 3: Showing the new HPO schedule between Wanaque & Newark.

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MIDDLETOWN, N. Y. & NEWARK, N. J. H.P.O.

104.3 miles Dist 2

1b		November 29, 1948	2b
3 30	Lv.	Middletown, N. Y.	10 40
4 35		Sussex, N. J.	9 35
4 47		Hamburg, N. J.	9 23
4 55		Franklin, N. J.	9 15
5 15		Beaver Lake, N. J.	8 55
5 55		Butler, N. J.	8 15
6 00		Bloomington, N. J.	8 10
6 10		Pompton Lakes, N. J.	7 55
6 48		Mountain View, N. J.	7 17
7 22		Caldwell, N. J.	6 43
7 45		Montclair, N. J.	6 25
8 00		Bloomfield, N. J.	6 15
8 35		Jersey City, N. J.	5 45
9 15		Newark, N. J.	5 10

Fig. 4: HPO schedule plate, Middleton & Newark, from the Nov. 23, 1948 2nd division General Order # 412.

represents a substantial extension of *enroute* distribution, with the HPO being two six-day per week trips at 104.3 miles each one way vice the former RPO which operated four daily trips at 36.89 miles each one way. Direct service was expanded to 14 offices, from the 10 served by the RPO. This included five offices located between Butler and Middletown, north and west of the former RPO terminus not on a former RPO route.

GOSHEN & NEWARK, H.P.O.

104.3 miles Dist. 2.

1j		November 29, 1948	2j
3 30	Lv.	Goshen, N. Y.	Ar 10 30
4 35		Sussex, N. J.	9 25
4 47		Hamburg, N. J.	9 10
4 55		Franklin, N. J.	9 00
5 15		Beaver Lake, N. J.	8 40
5 55		Butler, N. J.	7 55
6 00		Bloomington, N. J.	7 50
6 10		Pompton Lakes, N. J.	7 35
6 48		Mountain View, N. J.	7 00
7 22		Caldwell, N. J.	6 30
		Montclair, N. J.	6 15
		Bloomfield, N. J.	6 00
8 00		Bloomfield, N. J.	6 00
8 35		Erie Term., Jersey City, N. J.	5 40
9 15	Ar.	Newark, N. J.	Lv 5 10

Trip 1		Trip 2	
A.M.F., Newark	Jersey City.	*Augusta, N. J.	Sussex.
ALB King, N. Y. 9	Jersey City.	*Branchville, N. J.	Sussex.
Bos. & N. Y. 180	Jersey City.	*Glenwood, N. J.	Hamburg.
Do. 194	Jersey City.	*Great Notch, N. J.	Little Falls.
Bos., Spg. & N. Y. 56	Jersey City.	*Hasbrouck Hghts, N. J.	Hackensack.
Brooklyn, N. Y.	Jersey City.	*Hewitt, N. J.	Newfoundld.
Cent. Term., J.C., N.J.	Jersey City.	*Jersey City, N. J.	Jersey City.
Erie Term., J.C., N.J.	Jersey City.	*Johnson, N. Y.	Slate Hill.
*Great Notch, N. J.	Little Falls.	*Lafayette, N. J.	Sussex.
Hoboken, N. J. Term.	Jersey City.	*McAfee, N. J.	Hamburg.
Jersey City, N. J.	Jersey City.	*Monroe, N. J.	Hamburg.
*Johnson, N. Y.	Jersey City.	N. Y. & Sala. 1	Middletown.
*Monroe, N. J.	Sussex.	Do. 30	Middletown.
N. Y., Balt. & Wash. 511	Hamburg.	*Packanack Lake, N. J.	Wayne.
N. Y. Gen. & Buff. 11	Jersey City.	*Pequanock, N. J.	Wayne.
N. Y. & M. Chunk 101	Newark.	*Pompton Plains, N. J.	Wayne.
N. Y., N.Y.G.P.O.(D&D)	Jersey City.	*Roscoe & N. Y. 137	Middletown.
N. Y. & Sala. 7	Jersey City.	*Sparta, N. J.	Ogdensburg.
N. Y., Scrant. & Buff. 15	Jersey City.	*Vernon, N. J.	Hamburg.
N. Y. & Pitts 11	Jersey City.	Wanaque & Newark 2	PomptonLks.
N. Y. & Wash. 101	Jersey City.	*West Milford, N. J.	Newfoundld.
*Packanack Lake, N. J.	Jersey City.		
Penn. Term., N. Y.	Wayne.		
Weehawken, N. J. Term.	Jersey City.		

Figure 5 shows the revised schedule and pouch lists following the change to operate from Goshen. While the reasons for this change are not clearly stated in surviving documentation it is assumed better connections for dispatch and receipt of mails were to be had at Goshen. Both cities were on the NY & Salamanca RPO, though not all trains exchanged mails with them. Note the subtle frequency change from Daily except Sunday ("b") to Daily except Sunday and holidays ("j").

Of significance with this figure, however, is the effective date of the plate—November 29, 1948. This is the date of the start up of the Middletown route. (This writer believes this is a typo error and a warning to all postal history researchers to use as many sources in research as possible!)

Fig. 5: Revised schedule for Nov. 29, 1948.

Schedules for transportation operations were issued four times per year. To allow for interim changes being distributed to operations employees, the POD issued "General Orders", by division, weekly to summarize and publish schedule and distribution (Scheme) changes. These bulletins illustrated new schedule plates, as well as summarized "pen and ink" changes to be written in the regular bound schedules.

Second Division General Order 421, January 25, 1949, includes:

"Sec. 3 Middletown & Newark HPO - Change to Goshen & Newark HPO." and "Effective January 24, 1949, the Middletown, N.Y., and Newark, N.J. HPO is changed to the Goshen, N.Y., and Newark, N.J. HPO. See this General Order for the schedule change."

On the same page, a scheme correction to add a new supply for the Upper Montclair branch: "Middletown & Newark / Montclair and MM / 2j."

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This is assumed to be typographical error that wasn't caught, but it suggests that the change from Middletown to Goshen occurred without much advance notice.

From Figure 5, pouch lists for Trips 1 and 2 were similar to those of the replaced RPO's. Trip 1 dispatches allowed that a letter posted at Goshen by 3 PM could essentially be guaranteed delivery to the Washington DC area or Pittsburgh in western Pennsylvania (a trip of approximately 440 miles) the following day as a result of the connections made at Newark with the NY & Washington RPO or the NY & Pittsburgh RPO. This would have been a definite improvement in mail distribution.

This HPO operated until March 7, 1958 when it was discontinued with no mobile operation substitute.

Hancock & Newark HPO

While New Jersey philatelists may call this a "NJ" route, it was primarily a New York distribution operation in practice. Figure 6 is a schedule plate from the route shortly after the October 11, 1952 start up of the operation (from 2nd division Schedule # 497 dated January 30, 1953). The new HPO followed the pattern of its two area predecessors with a mid-afternoon departure from Hancock, providing evening connections at Newark for outbound mails, and an early morning departure from Newark to distribute area mails between Goshen and Hancock.

①★ HANCOCK & NEWARK H.P.O.			Dist. 2	
178 miles Government Operated				
1j	Dec. 22, 1952			2j
3 05	Lv. Hancock, N. Y.			Ar 1 12
4 23	Roscoe, N. Y.			11 49
5 41	Livingston Manor, N. Y.			11 31
6 59	Parkville, N. Y.			11 16
8 17	Liberty, N. Y.		Lv	10 59
9 35	Ferdale, N. Y.		Ar	10 52
10 53	Harris, N. Y.			10 42
12 11	Woodbourne, N. Y.			10 27
13 29	Greenfield Park, N. Y.		Lv	10 22
14 47	Monticello, N. Y.		Ar	10 14
16 05	Kiamasha Lake, N. Y.			10 07
17 23	South Fallsburg, N. Y.			9 55
18 41	Woodbourne, N. Y.			9 48
20 00	Greenfield Park, N. Y.		Lv	9 33
21 18	Ellenville, N. Y.		Ar	9 18
22 36	Spring Glen, N. Y.			9 07
23 54	Summitville, N. Y.			8 57
25 12	Wurtsboro, N. Y.			8 46
26 30	Bloomingsburg, N. Y.			8 37
27 48	Goshen, N. Y.		Lv	8 09
29 06	Newark, N. J. (P.R.R. Sta.)		Ar	7 55
30 24	Newark, N. J.			5 55
31 42	Ar. Newark, N. J.			5 45

CLASS A

Trip 1		Trip 1 (Continued)	
AMP Idlewild, N. Y.	Newark	*Smallwood, N. Y.	Monticello
AMP LaG., N. Y.	Newark	*Swan Lake, N. Y.	Monticello
Alban, King & N. Y. 9.	Newark	Weehawken, N. J. Term.	Newark
Bos. & N. Y. 196.	Newark	*White Lake, N. Y.	Monticello
Bos. Spg. & N. Y. 194-110.	Newark	*Woodridge, N. Y.	Monticello
Brooklyn, N. Y.	Newark		
Central Term., J.C.N.J.	Newark		
Erie Term., J.C.N.J.	Newark		
Hoboken Term.	Newark		
Hoboken, N. J.	Newark		
Hurleyville, N. Y.	Monticello		
Jersey City, N. J.	Newark		
*Kaunong Lake, N. Y.	Monticello		
Kingston, N. Y.	Newark		
*Loch Sheldrake, N. Y.	Monticello		
*Mongaup Valley, N. Y.	Monticello		
Montack & N. Y.	Newark		
*Mountain Dale, N. Y.	Monticello		
Newburgh, N. Y.	Newark		
New York, N. Y. G.P.O.	Newark		
N. Y. & Elmsford 101-110.	Newark		
N. Y. & Branch 1006-1103.	Newark		
N. Y. & Chi. E.D. 9.	Newark		
N. Y. Gen. & Buff. 11.	Newark		
N. Y. & Pitts. 11.	Newark		
Do. 55.	Newark		
N. Y. & Pt. Nevers.	Newark		
3319-3353.	Newark		
N. Y. & Sala. 5.	Newark		
Do. 7.	Newark		
Do. 51.	Newark		
Do. 55.	Newark		
N. Y. Scram. & Buff. 15.	Newark		
N. Y. & Wash. 101.	Newark		
Do. 107.	Newark		
Do. 178.	Newark		

Fig. 6: HPO Schedule plate - Hancock & Newark.

★ ROSCOE & NEW YORK R. P. O.				Dist. 9	
N.Y.O. & W.R.R., 135.38 miles. Route 102,768.					
Sept. 26, 1948					
\$07j	\$07j			\$07j	\$07j
7 45	10 50	Lv. Sidney, N. Y.		Ar	8 10
8 10	11 15	Sidney Center, N. Y.			7 35
8 45	11 50	Ar. Walton, N. Y.		Lv	7 10
9 10					6 00
2 10		Lv		Ar	
2 10					
3 10		Ar. Cadonia, N. Y.			
					8 45
		Ar. East Branch, N. Y.			
12a	2b	Ar		Lv	1 45
3 05	4 45	Lv. Roscoe, N. Y.		Ar	1 52
3 17	4 59	Livingston Manor, N. Y.			1 55
3 39	4 31	Liberty, N. Y.			1 24
3 45	4 39	Ferdale, N. Y.			12 58
4 32	5 48	Summitville, N. Y.			11 51
4 45	6 02	Highview, N. Y.			11 39
5 02	6 17	Middletown, N. Y.			11 05
5 16	6 41	Campbell Hall, N. Y.			10 50
6 43	7 08	Corwall Landing, N. Y.			10 15
7 05	8 30	Ar. Weehawken, N. J.		Lv	8 45
9 15	Ar. New York, N. Y. (G.P.O.)			Lv	8 05

30' Star Route No. 7,537. †Star Route No. 7,976. ① Operates 1 hour earlier during D.S.T. c.C.P.(e).

CLASS B

Train 1-37		Train 2-Continued	
*Alb., King. & N.Y. 7.	Corn. Ldg.	Albany, N. Y. Term.	Corn. Ldg.
*Bloomingsburg, N. Y.	Highview	Bos. & N. Y. 180-194.	Weehawken
*Cornwall, N. Y.	Corn. Ldg.	Do. 194-32.	Weehawken
*Cornwall-on-Hudson	Corn. Ldg.	Bos. Spg. & N. Y. 56.	Weehawken
*Ellenville, N.Y. (D&D)	Summitville	Brooklyn, N. Y.	Weehawken
*Firthcliffe, N. Y.	Corn. Ldg.	Central Term., J.C.N.J.	Weehawken
*Hurleyville, N. Y.	Luzon (n.o.)	*Ellenville, N. Y.	Middletown
*Kiamasha Lake, N. Y.	Fallsburgh	Erie Term., J.C.N.J.	Weehawken
*Loch Sheldrake, N. Y.	Luzon (n.o.)	Hoboken, N. J. Term.	Weehawken
*Maybrook, N. Y.	Burnside	Hurleyville, N. Y.	Luzon (n.o.)
*Montgomery, N. Y.	Middletown	Jersey City, N. J.	Weehawken
*Monticello, N. Y.	Fallsburgh	Kingston, N. Y.	Corn. Ldg.
N. Y. & Sala. 62.	Middletown	Newark, N. J.	Weehawken
*Phillipsport, N. Y.	Summitville	Newburgh, N. Y.	Corn. Ldg.
*Rookland, N. Y.	Roscoe	N.Y., N.Y. (G.P.O. (D&D))	Weehawken
*S. Fallsburgh, N. Y.	Fallsburgh	N.Y. Gen. & Buff. 11.	Weehawken
*Spring Glen, N. Y.	Summitville	N. Y. & Chi. 35.	Weehawken
*Walden, N. Y.	Middletown	N. Y. & Pitts. 11.	Weehawken
Roscoe & N. Y. 2.	Roscoe	N. Y. & Sala. 5.	Middletown
Weehawken Term.	Weehawken	Do. 7.	Weehawken
*Wurtsboro, N. Y.	Mamakating	Do. 51.	Weehawken
	(n.o.)	N. Y. & Wash. 107.	Weehawken
*Woodbourne, N. Y.	Fallsburgh	Phila., Pa.	Weehawken
		*S. Fallsburgh, N. Y.	Fallsburgh
		Weehawken Term.	Weehawken
		*Woodridge, N. Y.	Fallsburgh
		*Wurtsboro, N. Y.	Middletown

Train 2	
A.M.F. Newark, N. J.	Weehawken
A.M.F., New York, N.Y.	Weehawken
Albany, N. Y.	Corn. Ldg.

Fig. 7: RPO Schedule - Roscoe & NY

The only RPO which operated over the area was the Roscoe & NY RPO running over the New York, Ontario & Western Railroad. From *Figure 7*, it actually operated over a more eastern route from Summitville to Cornwall Landing and then down the Hudson River valley along the West Shore. The Roscoe & NY RPO had been discontinued on December 17, 1950, some two years prior to the Hancock HPO inauguration. (The history of this RPO route is of itself interesting, as it went through four revisions between 1932 and 1948, being sequentially cut back from the Oneida & NY RPO.) Why the two-year hiatus in *enroute* distribution is not known.

The primary purpose of this HPO route was to enhance mail distribution to the area of New York west of Goshen. Note the afternoon schedule allowed for a large number of dispatches at Newark to connecting RPO Trains in a manner similar to the Goshen & Newark route. The HPO operated express from Goshen to Newark making no intermediate local stops in New Jersey. Likewise, the morning Trip 2 to Hancock operated express to Goshen, then delivered local mails direct to offices along the route and dispatched mail to other offices via Star Routes at Bloomington, Wurtsboro and Monticello in New York State.

This HPO was rather short-lived, as it was also discontinued with no mobile distribution replacement on March 7, 1958, after less than six years of operations, New Jersey's last HPO.



Fig 8: A contemporary description of the inaugural events taken from "The Postal Transport Journal" of November, 1952.

Postmarks, Cachets and Backstamps

With the early HPO routes, the Post Office Department made regular philatelic events of the startups. For most routes with advanced warning of establishment, the POD provided cachets, special first trip postmarks and back stamping service at the terminal office of inaugural trips. The *NJPH* article mentioned above illustrated such covers and markings for these routes.

NOTES ON NEW JERSEY HIGHWAY POST OFFICES ~ William J. Keller

Additional markings include:

- Backstamps at Newark and Wanaque for first Trips. (Not all covers received these markings, however.)
- Backstamps at Newark and Middletown for First Trips. (Likewise, not all covers received these markings.).
- An apparent error on the Middletown & Newark HPO cachet for Trip 1 and Trip 2 which were stamped in black, vice purple or red of most respectively.

Other than inaugural First Trips, postmarks from these routes are not too common. The Middletown & Newark route lasted about seven weeks, and collectors in general did not immediately look for the regular steel postmarks. The Post Office Department considered this a change to existing service, and no significant advance notice was given, nor were any special ceremonies held. Thus when the change to Goshen was made, most collectors were caught unaware and missed the First Trip opportunity. The Middletown canceller was used as a provisional postmarker for the Goshen route for some time after January 24, 1949. The earliest use known of the Goshen & Newark canceller is February 24, 1949 for both Trips 1 and 2. This is believed to be the first day of use for this particular device. Only three sets of covers are known.

Illustrated are:



Fig. 9: A cover with steel postmark from Middletown Route, December 3, 1948.

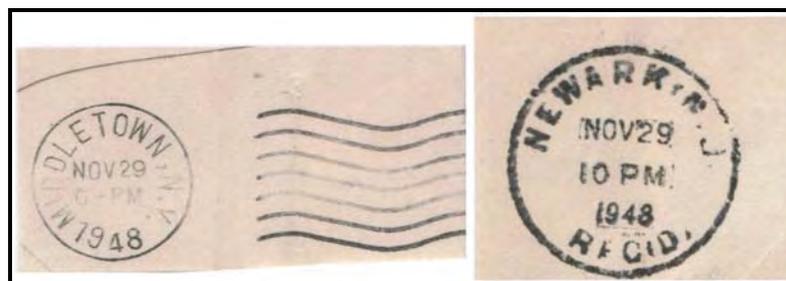


Fig. 10: Backstamps from Middletown route's Inaugural Trips.



Fig. 11: Middletown & Newark First Trip 1 with black cachet error.



Fig. 12: Provisional use of Middletown route canceller on Goshen route, February 4, 1949, Trip 2.



Fig. 13: Goshen & Newark steel postmark, Trip 1, April 4, 1949.

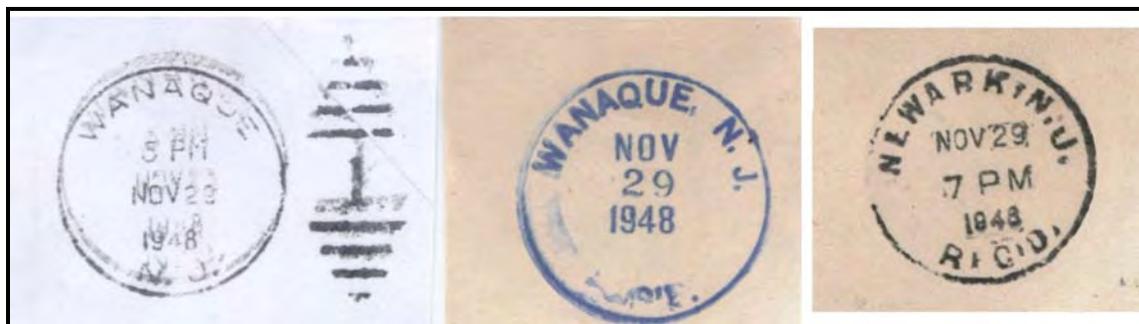


Fig. 14: Backstamps at Wanaque and Newark, November 29, 1948.



Fig. 15: Last Trip cover, Wanaque & Newark, Trip 2, June 30, 1955. Trips 1, 3 and 4 essentially identical to this.

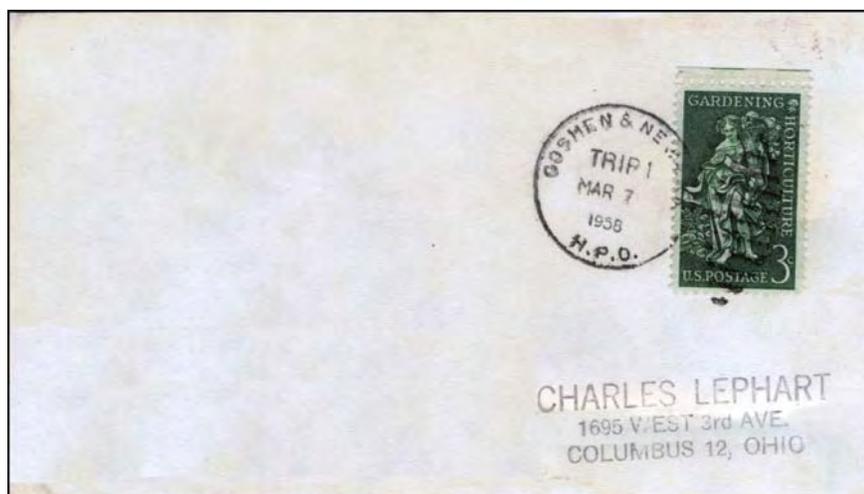


Fig. 16: Last Trip cover, Goshen & Newark Trip 1, March 7, 1958.

Comments and questions can be directed to William Keller at gwkeller@mts.net, or contact me at William J. Keller, 127 Tascona Rd., Winnipeg, Manitoba R3X 0B8, Canada.

For more information on RPO's and HPO's contact the Mobile Post Office Society, PO Box 427, Marstons Mills, MA 02648, or visit their website at <http://www.eskimo.com/~rkunz/mposhome.html>.

Acknowledgements

The assistance of Frank Scheer at the Railway Mail Service Library is greatly appreciated in the preparation of these notes. (RMS Library, 117 E Main, Boyce, VA 22620-9639)

ENDNOTES:

¹ Walton, Jean, *New Jersey Highway Post Offices, NJPH*, Vol 26, No. 4, Whole No. 1786, Nov. 2009.

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Ibid, # 421, January 25, 1949

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NEW JERSEY-BUILT: 13 FAST AIRCRAFT CARRIERS THAT SERVED IN THE UNITED STATES NAVY BETWEEN 1927 AND 2009.

PART VI: THE LAST CARRIER – USS KITTY HAWK (CVA/CV-63) 1961-2009

B: Post-Vietnam

By Captain Lawrence B. Brennan, JAGC, USN (Ret.) 176 Christol St., Metuchen, NJ 08840

Lawrence.brennan@wilsoneser.com

[This is the final entry in a series of articles begun in the summer issue of NJPH, Aug. 2008, Vol. 33, No. 3, Whole No. 171 and continued in the November 2008 (Whole No. 172) and the February, May, August & November 2009 (Whole Nos. 173 - 176) issues. Because of the length of service of Kitty Hawk, we have found it necessary to subdivide Part VI into parts A & B – through Viet Nam and after Viet Nam. For picture credits, see Endnotes.^{1]}

POST VIETNAM COMBAT OPERATIONS (1973-1978)

Tenth Deployment

Kitty Hawk was deployed again to the western Pacific from November 23, 1973 to July 9, 1974. This was the only time she did not operate off Vietnam during the war.



Fig. 155: A rubber-stamped cacheted cover which was postmarked during her first foray into the Indian Ocean as part of the Seventh Fleet on March 13, 1974. It bears Kitty Hawk's rubber stamp hand cancel (Locy Type 2 (n+) (USS, CVA)) and was franked with a 10¢ American flag stamp. The cover is addressed to a long-time collector the late, Laurence J. Briend, who, with the author, was co-founder of USS America Chapter 71, Universal Ship Cancellation Society when we were teenagers. The cancel is listed as "A" in the Postmark Catalog.

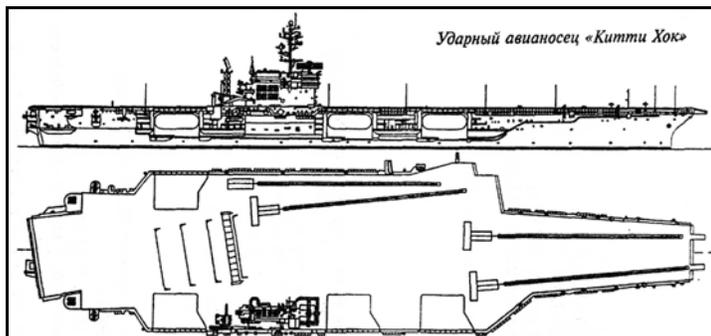


Fig. 156: Identification diagram of USS Kitty Hawk, from a Russian manual in the 1970s

Eleventh Deployment

A month prior to *Kitty Hawk's* next western Pacific deployment on May 21, 1975, *Midway*, *Coral Sea*, *Hancock*, *USS Enterprise* (CVAN-65), and *USS Okinawa* (LPH-3) responded on April 19, 1975 when North Vietnam overran two-thirds of South Vietnam. Ten days later, *Operation Frequent Wind* was carried out by U.S. Seventh Fleet forces. Hundreds of U.S. personnel and Vietnamese were evacuated to waiting ships after the fall of Saigon. *Kitty Hawk* returned with Carrier Air Wing Eleven (henceforth CVW Eleven) to her home port on December 15, 1975.

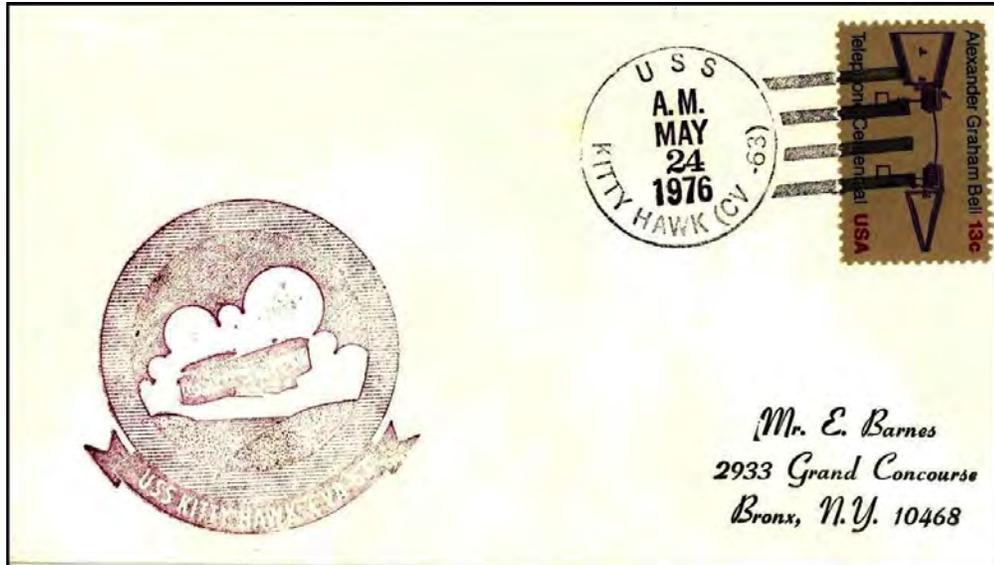


Fig. 157: A rubber-stamped cacheted cover which was postmarked on May 24, 1976. It bears *Kitty Hawk's* rubber stamp hand cancel (Locy Type 2P [2(n+)] (USS, CV with “A” removed]) and was franked with a 13¢ Alexander Graham Bell Telephone Centennial commemorative stamp. The cancel is listed as “A” in the Postmark Catalog.



Fig. 158: *USS Kitty Hawk* underway in July 1977. N.B. This photograph is strikingly similar to the view used in the *Byrd Chapter's Decommissioning Ceremony* cover prepared by John Lyding. See Figure 186.

US Navy View by A. Legare - Defense Visual Information Center View DN-SC-86-00162

Twelfth Deployment

Between October 25, 1977 and May 15, 1978 *Kitty Hawk* with CVW Eleven deployed to the western Pacific.

TO THE INDIAN OCEAN AND BEYOND (1979-1987)

Thirteenth Deployment

On May 30, 1979, *Kitty Hawk* and CVW Fifteen departed San Diego on their last seven-month cruise to the western Pacific together. On October 28, 1979, *Kitty Hawk* and her escorts were directed to operate south of the Korean peninsula in response to the assassination of South Korean President Park Chung Hee on October 26, 1979.

The Iranian Hostage Crisis

On November 18, 1979, *Midway* arrived in the northern part of the Arabian Sea in connection with the hostage crisis in Iran. Followers of the Ayatollah Khomeini, who had come to power following the overthrow of the Shah, seized the U.S. Embassy in Tehran on November 4 and held 63 U.S. hostages. Spokesmen demanded that the United States return to Iran the deposed Shah who was in a New York hospital. *Kitty Hawk's* cruise was extended two and a half months to support contingency operations in the North Arabian Sea. On November 21, 1979, *Kitty Hawk* and her escorts were directed to sail to the Indian Ocean to join *Midway* in the northern Arabian Sea. *Kitty Hawk* arrived on station on December 3. This was the first time since World War II that the U.S. Navy had two carrier task forces in the Indian Ocean in response to a crisis.



Fig. 159: Moving Mk-82 500-pound bombs past two parked A-6 Intruder attack aircraft.

US Navy photo by ENS A. Legare
(DVIC id: DN-SN-85-11093).



Fig.160: Crewmen in flight control center use a table to simulate aircraft layout on flight deck, Dec. 1979.

US Navy photo by PHC Ken George
(DVIC id: DN-SN-85-06358).

Two weeks later, on December 21, 1979, the Defense Department announced a three-ship nuclear-powered carrier battle group from the Sixth Fleet would deploy to the Indian Ocean to relieve the Seventh Fleet carrier battle group led by *Kitty Hawk*. The Sixth Fleet carrier battle group consisted of USS *Nimitz* (CVN-68)² and her nuclear-powered cruiser escorts, USS *California* (CGN-36) and USS *Virginia* (CGN-38). However, on Christmas Eve, December 24, 1979, the Soviets airlifted 5,000 airborne troops and equipment into the Afghanistan capital of Kabul. The U.S. protested the invasion but the Soviet Union claimed they were there at the request of the Afghanistan government. On December 27, a Soviet-backed coup installed a new president in Afghanistan. Two carrier task forces centered on *Kitty Hawk* and *Midway* continued contingency operations in the northern Arabian Sea.



Fig. 161: A rubber-stamped cacheted cover with rubber stamp return address which was postmarked during her 1980 excursion into the Indian Ocean as part of the Seventh Fleet with USS *Midway* (CV-41) on January 22, 1980 during the Iranian Hostage Crisis. It bears *Kitty Hawk*'s rubber stamp hand cancel (Locy Type P [2 (n+) (USS, CV with "A" removed)]) and was franked with a 15¢ definitive American flag stamp. The author was on board USS *Nimitz* (CVN-68) this day when she rendezvoused with *Kitty Hawk* and *Midway*. *Kitty Hawk* transferred to *Nimitz* the helicopters which subsequently were launched in April 1980 in the failed hostage rescue attempt (see below). The cancel is listed as "A" in the Postmark Catalog.

The *Nimitz* battle group joined the *Kitty Hawk* and *Midway* groups on Gonzo Station (Gulf of Oman Naval Zone of Operations) in the Arabian Sea on January 22, 1980. *Nimitz* received from *Kitty Hawk* eight RH53s from HMM- HM-16, Helicopter Mine Countermeasures Squadron Sixteen -- which ultimately would be launched on April 24, 1980 to Desert One during the failed Iranian Hostage Rescue Mission. The following day, *Kitty Hawk* departed for the Naval Air Station at Subic Bay in the Philippines, having spent 64 days in operations connected with the Iranian crisis. *Kitty Hawk* and CVW Fifteen returned to San Diego on February 25, 1980.

Fourteenth Deployment

In April 1, 1981, *Kitty Hawk* and CVW Fifteen left San Diego for the western Pacific and Indian Oceans. Following an eight-month cruise, *Kitty Hawk* returned on November 23, 1981. The crew was awarded the Navy Expeditionary Medal and the Humanitarian Service Medal for rescuing Vietnamese refugees in the South China Sea. In January 1982, *Kitty Hawk* returned to Bremerton, Washington for another year-long overhaul which was completed in January 1983.

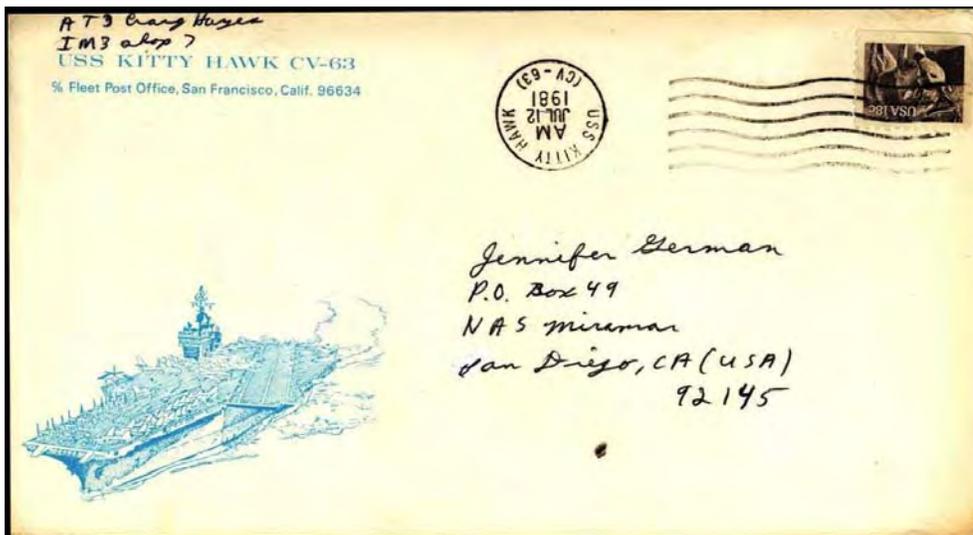


Fig. 162: A printed cacheted cover which was postmarked on July 12, 1981. It bears Kitty Hawk's machine stamp steel cancel (Locy Type 7qt(n+u) (USS, CV) inverted) and was franked with an 18¢ stamp. The cover was sent by a petty officer in the Aviation Intermediate Maintenance Department (AIMD) and addressed to a woman at Naval Air Station Miramar, California. NAS Miramar then was the home of the West Coast fighter squadrons immortalized in the mid-1980s movie "Top Gun." Currently, it is a Marine Corps Air Station. The cancel is listed as "A" in the Postmark Catalog.

Fifteenth Deployment



Fig. 163: 1984 WESTPAC formation, with USS Long Beach (CGN-9) leading the Kitty Hawk battle group.³

Following work-ups with CVW Nine, *Kitty Hawk* deployed as the flagship for Battle Group Bravo on January 13, 1984. She returned to San Diego seven and a half months later on August 1, 1984 after a deployment to the Pacific and Indian Oceans. During exercise *Team Spirit '84* she was struck by a submerged *Victor*-class Soviet submarine in the Sea of Japan, forcing the submarine to be towed back to her homeport. *Kitty Hawk* logged over 62,000 miles on this deployment and remained on station in the North Arabian Sea for more than 60 consecutive days, returning to San Diego on August 1, 1984.

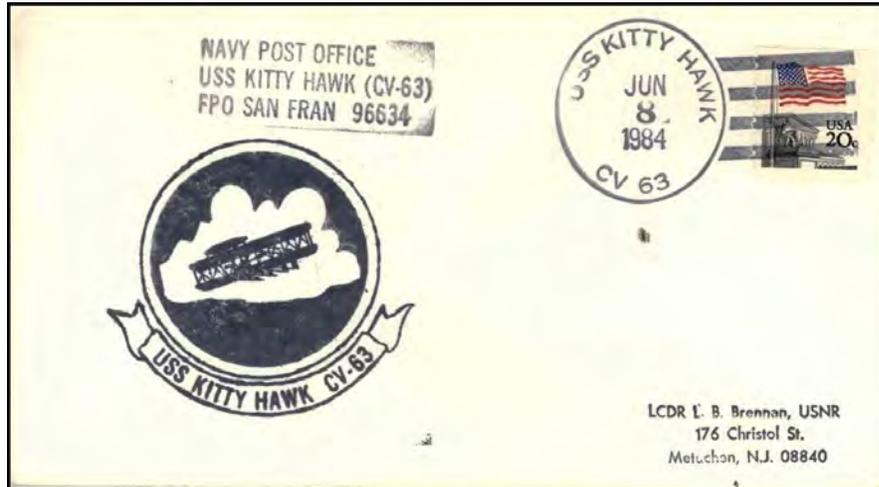


Fig. 164: A rubber-stamped cacheted cover with rubber stamp return address which was postmarked on June 8, 1984. It bears Kitty Hawk's rubber stamp hand cancel (Locy Type 2t(nu) (USS, CV)) and was franked with a 20¢ definitive American flag stamp. The cancel is listed as "A" in the Postmark Catalog.

Sixteenth Deployment



Fig. 165: A Xerox-printed cacheted cover which was postmarked on the 75th anniversary of Naval Aviation, January 18, 1986. It bears Kitty Hawk's rubber stamp hand cancel (Locy Type 2-1(n+) (USN, USS, CV)) and was franked with a 22¢ John J. Audubon definitive stamp. The cover was sponsored by Jan Eyerman of USS New Jersey Chapter USCS who learned the art of making Xerox-printed cacheted covers converted from a sheet of paper from his father. The cancel is listed as "A" in the Postmark Catalog.

On July 24, 1985, *Kitty Hawk* again deployed as flagship for Battle Group Bravo, responding to tasking from the California coast to the Gulf of Aden. *Kitty Hawk* and CVW Nine returned to the West Coast on December 21, 1985. *Kitty Hawk* celebrated 25 years of service in 1986, and a month later, the Navy celebrated 75 years of naval aviation on January 18, 1986.

Seventeenth Deployment: Return to the East Coast 1987-1991

Kitty Hawk began 1987 with a farewell to San Diego. On January 3, the ship and CVW Nine departed her homeport of 25 years and set out on a six-month world cruise. *Kitty Hawk* spent 106 consecutive days on station in the Indian Ocean and was again awarded the Navy Expeditionary Medal and the Meritorious Unit Citation.

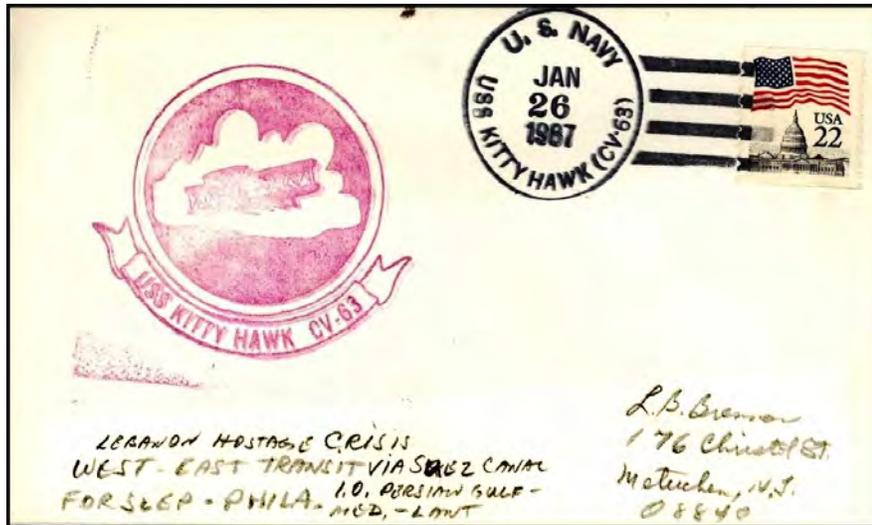


Fig. 166: A rubber-stamped cacheted cover which was postmarked during the ship’s return to the East Coast for an extensive yard period on January 26, 1987. It bears Kitty Hawk’s rubber stamp hand cancel (Locy Type 2-1(n+) (USN, USS, CV)) and was franked with a 22¢ flag definitive stamp. The cover was sponsored by Laurence J. Briend. The cancel is listed as “A” in the Postmark Catalog.



Fig. 167: Battle group formation underway in the Pacific Ocean, 2 March 1987. The ships are, left to right, front row: frigate USS Barbey (FF-1088), guided missile cruiser USS Halsey (CG-23), frigate USS Stein (FF-1065); second row, guided missile frigate USS Vandegrift (FFG-48), combat stores ship USS Mars (AFS-1), Kitty Hawk, ammunition ship USS Mount Hood (AE-29) and the guided missile destroyer USS Callaghan (DDG-994). Defense Visual Information Center, photo id.: DN-SC-87-10339

The cruise ended at the Philadelphia Naval Shipyard on July 3, 1987.

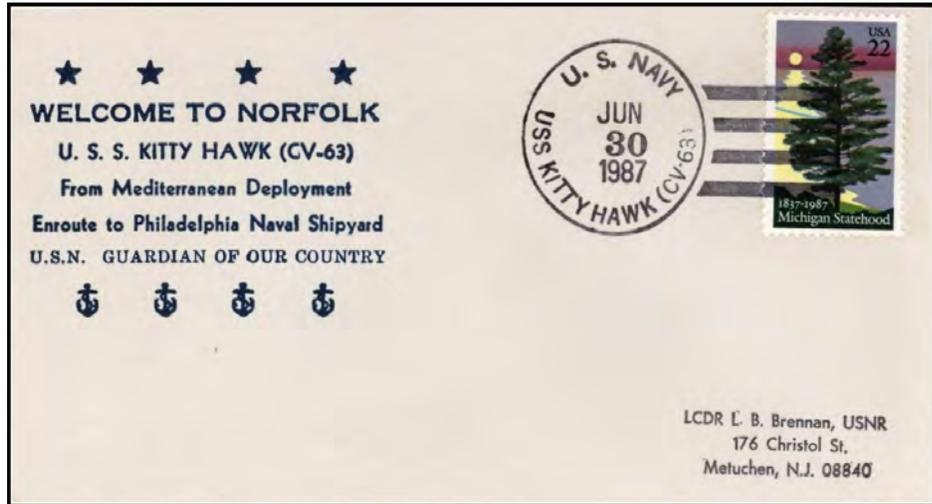


Fig. 168: A Tazewell G. Nicholson, “Welcome to Norfolk” printed cacheted cover which was postmarked on June 30, 1987 during the ship’s return to the East Coast for an extensive yard period. It bears Kitty Hawk’s rubber stamp hand cancel (Locy Type 2-1(n+) (USN, USS, CV)) and was franked with a 22¢ Michigan Statehood commemorative stamp. The cancel is listed as “A” in the Postmark Catalog.

Six months later, *Kitty Hawk* began a Service Life Extension Program (SLEP) overhaul. *Kitty Hawk* emerged from the yards nearly four years later, on March 29, 1991, her deck modified to accommodate the F/A-18 *Hornet*. The overhaul was estimated to have added 20 years to her service life. *Kitty Hawk* departed for the West Coast on July 30, 1991. *Kitty Hawk* did not participate in the first Gulf War.

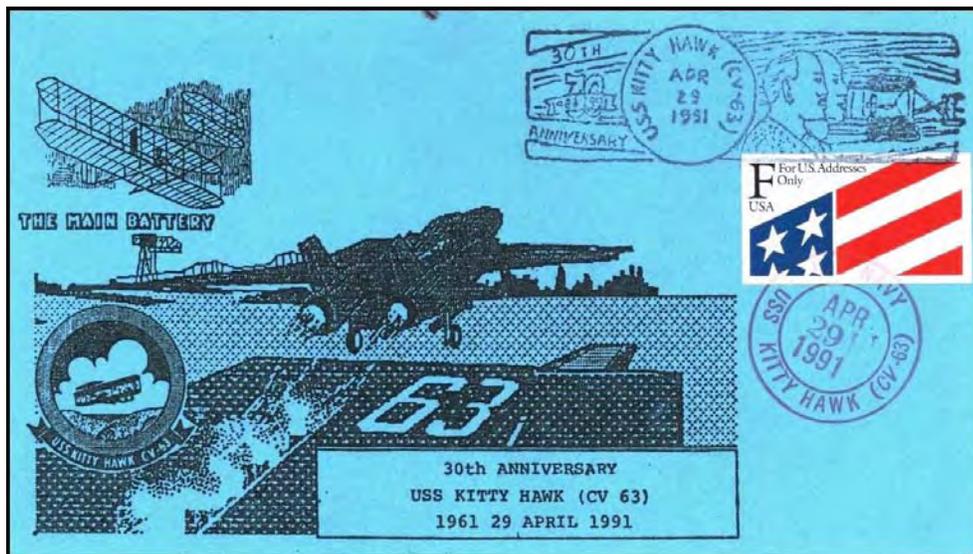


Fig. 169: A printed cacheted cover which was postmarked for the ship’s 30th anniversary in commission following an extensive yard period on April 29, 1991. It bears Kitty Hawk’s rubber stamp hand cancels (Locy Type F (K-20c) and Type 9-1 (n+u) (K-20b)) and was franked with an undenominated interim “F” domestic first class stamp. The cancels are both listed as “B” in the Postmark Catalog.

Eighteenth Deployment: Return to the Pacific Fleet

With the return of CVW Fifteen, *Kitty Hawk* began its second cruise around “the Horn” of South America to her original homeport of San Diego on December 11, 1991. On August 1, 1992, *Kitty Hawk* was appointed as Commander, Naval Air Forces, Pacific's “ready carrier.”

Nineteenth Deployment

The ship embarked the Commander, Cruiser-Destroyer Group Five, Commander, Destroyer Squadron Seventeen, and CVW Fifteen for three months of work-ups before deploying to the western Pacific on November 3, 1992.

While deployed, *Kitty Hawk* spent nine days off the coast of Somalia supporting U.S. Marines and coalition forces involved in *Operation Restore Hope*. In response to increasing Iraqi violations of the United Nations sanctions, the ship was redeployed to the Arabian Gulf on December 27, 1992. Just 17 days later, on January 13, 1993, *Kitty Hawk*, with 35 of her CVW Fifteen aircraft, led a joint, coalition offensive strike against missile sites in southern Iraq.

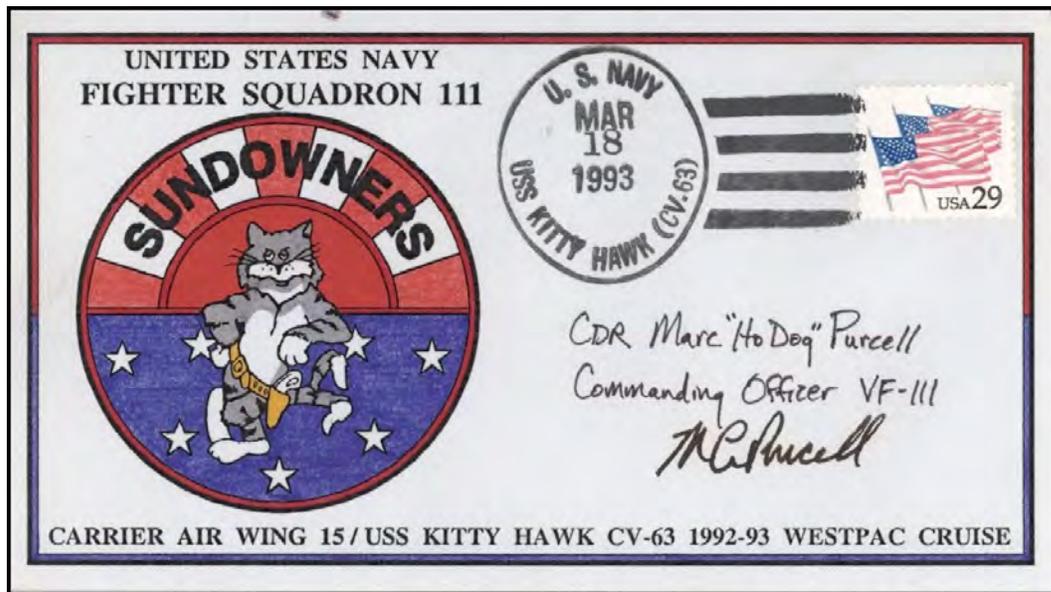


Fig. 170: A Steve Kovas “Zone Five” computer printed, hand colored, cacheted cover for Fighter Squadron One Eleven which was postmarked on March 18, 1993. It bears *Kitty Hawk*’s rubber stamp hand cancel (Locy Type 2-1(n+) (USN, USS, CV)) and was franked with a 29¢ flag definitive stamp. The cover is autographed by the Commanding Officer of VF-111, Commander Marc “Ho Dog” Purcell, U.S. Navy. He was a 1971 graduate of the U.S. Naval Academy and retired in 2009 as a Rear Admiral. The cancel is listed as “A” in the Postmark Catalog.

Kitty Hawk's battle group was relieved by the USS *Nimitz* battle group on March 18, 1993 and headed for home, after having operated in the Indian Ocean and Arabian Gulf and participated in *Operations Restore Hope* and *Southern Watch*. She arrived in San Diego on May 3, 1993.

Twentieth Deployment

Kitty Hawk departed San Diego on June 24, 1994 for a deployment to the western Pacific and returned on December 22, 1994.



Fig. 171: A Gary Rogak hand painted cacheted cover for the ship's 34th anniversary was postmarked on April 29, 1995. It bears Kitty Hawk's rubber stamp hand cancel (Locy Type 13-11(n+)) (USN, USS, CV) formerly Type CD-9) and was franked with the "G" interim definitive stamp. The cover also contains the ship's rubber stamp cachet in the upper left corner. The cancel is listed as "A" in the Postmark Catalog.

Twenty-First Deployment

In the early summer of 1996, *Kitty Hawk* participated in *Exercise Rim of the Pacific '96* (RIMPAC 96). She then departed San Diego on her next six-month deployment on October 11, 1996. *Kitty Hawk* and her battle group, *USS Cowpens* (CG-63), *USS Antietam* (CG-54), *USS Reid* (FFG-30), and *USS Salt Lake City* (SSN-716), deployed to the western Pacific, Indian Ocean and the Arabian Gulf. They spent three months in the Gulf in support of *Operation Southern Watch* and UN sanctions. During that period, CVW Eleven aircraft flew 1,775 sorties, accumulating 4,065 flight hours. Battle group ships conducted Maritime Interception Operations (MIO) in which crew members boarded and searched merchant ships believed to be carrying cargo in violation of UN sanctions against Iraq. *Kitty Hawk* and her battle group returned to homeport on April 11, 1997.



Fig. 172: USS Kitty Hawk with USS Cowpens (CG-63) in the Sea of Japan.

Photo by Capt. Dallas Bethea, USN (Ret) CO, USS Cowpens 1993-1995

FORWARD DEPLOYED TO JAPAN 1998-2008

Twenty-Second Deployment

On July 18, 1998, USS *Independence* (CV-62) turned over forward-deployed duties in Yokosuka, Japan, to *Kitty Hawk* while the two aircraft carriers were in Pearl Harbor. Upon reaching Japan, *Kitty Hawk* took on a new air wing, CVW Five, which had operated as a forward-deployed unit at Atsugi Naval Air Station since 1973.



Fig.173: USS Independence (CV 62) – left, and USS Kitty Hawk (CV-63) – right, at Pearl Harbor in 1998.

Kitty Hawk arrived in her new homeport of Yokosuka, Japan, on August 11, 1998. *Kitty Hawk* became the third aircraft carrier to be permanently forward deployed to Japan, after USS *Midway* (CV-41) and *Independence* (CV-62).

Twenty-Third Deployment

Kitty Hawk participated in *Exercise Foal Eagle '98*, the largest joint/combined exercise in the world between October 24 and November 4, 1998 off the coast of Korea. On November 20, 1998, *Kitty Hawk* received the First Navy Jack designating the 37-year-old aircraft carrier as the oldest ship in the fleet⁴.

Twenty-Fourth Deployment

Kitty Hawk's next deployment began on March 2, 1999. The ship and CVW Five participated in *Exercise Tandem Thrust* with a port visit to Agana, Guam. While at Agana, *Kitty Hawk* was visited by Chief of Naval Operations Adm. Jay L. Johnson on April 3. The CNO delivered the news that *Kitty Hawk* was being then directed to the Arabian Gulf along with USS *Chancellorsville* (CG-62) and USS *Curtis Wilbur* (DDG-54), after President Clinton ordered the USS *Theodore Roosevelt* (CVN-71) battle group to the Adriatic Sea to support NATO forces in Yugoslavia instead of relieving the USS *Enterprise* (CVN-65) battle group. On April 20, *Kitty Hawk*, *Curtis Wilbur*, and *Chancellorsville* transited the Strait of Hormuz, relieving the *Enterprise's* battle group in the Arabian Gulf to participate in *Operation Southern Watch*.

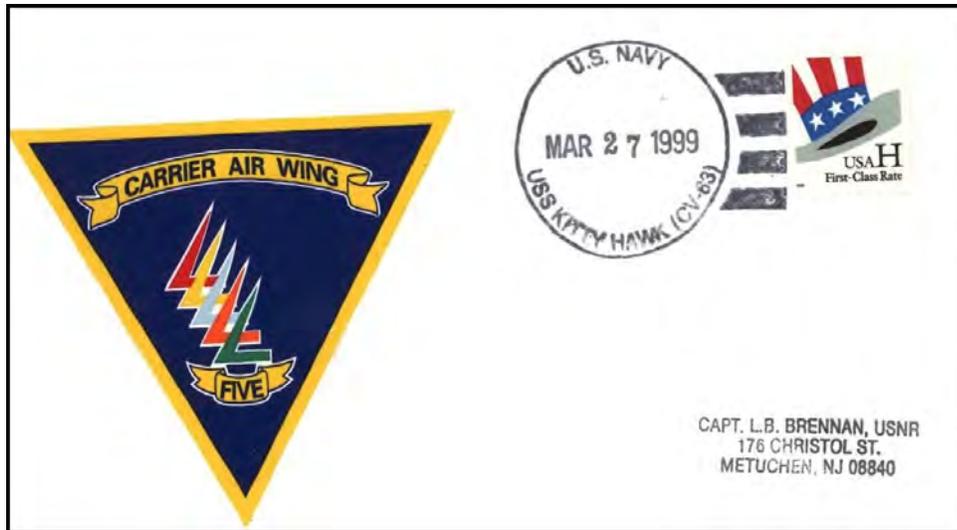


Fig. 174: A “zapper” cacheted cover for Carrier Air Wing Five (CVW 5) which was postmarked on March 27, 1999. It bears Kitty Hawk’s rubber stamp hand cancel (Locy Type 11-1(n+) (USN, USS, CV)) and was franked with H intermediate definitive stamp. A zapper is a sticker, or decal, commonly used by squadrons and air wings to depict their unit insignia. The door to the author’s legal office in Nimitz was covered with the zappers of the embarked Carrier Air Wing Eight and component squadrons. The cancel is not yet listed in the Postmark Catalog.

The *Kitty Hawk* battle group was relieved by the USS *Theodore Roosevelt* (CVN-71) battle group, and departed the Arabian Gulf on July 19, 1999, having launched more than 5,400 sorties during her three months in the Gulf.

Twenty-Fifth Deployment

Following her return to Yokosuka, she made port visits to Perth, Australia, and Pattaya, Thailand, and was back at Yokosuka in late August 1999. After participating in the multi-national *Exercises Fowl Eagle '99* and *ANNUALEX-11G* off the Korean Peninsula and Japan, *Kitty Hawk* returned to Yokosuka on November 10, 1999. Following repairs, upgrades, and training, the carrier returned to sea on February 23, 2000 for a dozen days of sea trials.

Twenty-Sixth Deployment

During her next two-month deployment to the western Pacific, *Kitty Hawk* participated in *Exercise Cobra Gold 2000* following a port call to Pattaya. *Kitty Hawk* and CVW Five again participated in the annual *Exercise Fowl Eagle* in the Sea of Japan. From November 7 to 17, 2000, the carrier trained with the Japanese Self Defense Force in *Exercise Keen Sword*; then the battle group returned to Yokosuka.

Twenty-Seventh Deployment

Following six days of sea trials in mid-February 2001, *Kitty Hawk* remained in port until March 2, 2001, when she and her battle group — USS *Chancellorsville* (CG-62), USS *Vincennes* (CG-49), USS *Gary* (FFG-51), USS *Vandegrift* (FFG-48), and USS *John S. McCain* (DDG-56) — got underway for a three-month deployment. The battle group participated in the annual *Tandem Thrust* exercise beginning on May 10, 2001.

POST 9/11 COMBAT DEPLOYMENTS IN THE INDIAN OCEAN

Twenty-Eighth Deployment

Following the attacks on September 11, 2001, *Kitty Hawk* was ordered to sea in support of *Operation Enduring Freedom*, getting underway on October 1 after an accelerated sea trials and carrier qualifications period. The ship transited more than 6,000 miles in 12 days, and reported on station in the North Arabian Sea, serving as an afloat forward staging base for U.S. joint forces. While on station, pilots from CVW Five flew more than 600 missions over Afghanistan.

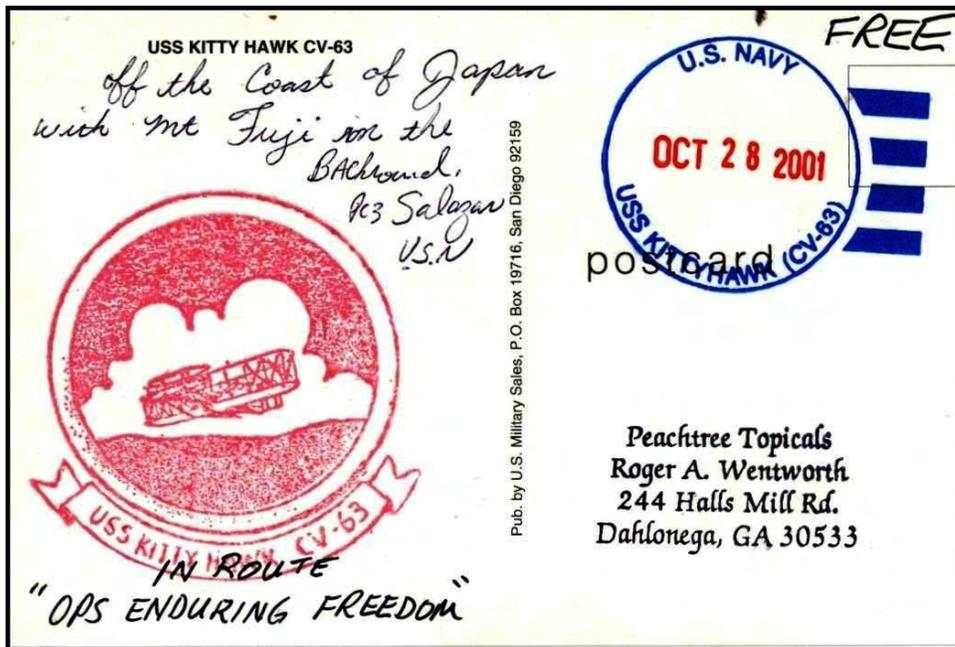


Fig. 175: A rubber stamp cacheted cover during *Operation Enduring Freedom* immediately after 9/11 which was postmarked on October 28, 2001. It bears a two color impression of *Kitty Hawk's* rubber stamp hand cancel (Locy Type 11-1(n+)) (USN, USS, CV) and was a free frank from the postal clerk to Roger A. Wentworth of Peachtree Topicals. Mr. Wentworth is a cachet artist best known for his mermaid themes and Teddy Roosevelt cachets and a member of the Universal Ship Cancellation Society. The cancel is not yet listed in the Postmark Catalog.

The beginning of December brought a close to *Kitty Hawk's* missions in the North Arabian Sea. After 74 consecutive days at sea, the crew made a port visit to Phuket, Thailand, on December 13-15, 2001. They then continued on to Yokosuka, arriving on December 23, 2001, after 83 days at sea.

Twenty-Ninth Deployment

Following an intensive Ship's Restricted Availability (SRA) period, *Kitty Hawk* departed Yokosuka on March 12, 2002 to begin sea trials. *Kitty Hawk* stood out to sea again on March 18, to complete carrier qualifications (CQ) and integrated battle-group training near Guam, returning to Yokosuka on April 1. The carrier departed Yokosuka again about three weeks later for another period of underway training.



Fig. 176: A rubber stamp cacheted cover marking the 60th anniversary of the Doolittle Raid on Japan which was postmarked on April 18, 2002. It bears Kitty Hawk's rubber stamp hand cancel (Locy Type 11-1(n+)) (USN, USS, CV) and 34¢ Statue of Liberty definitive stamp. The rubber stamp cachet is a modified copy of the printed cachet first sponsored by USS America Chapter 71 USCS for the 35th anniversary of the Doolittle Raid in 1977. The cancel is not yet listed in the Postmark Catalog.

Battle group ships participating in this training included USS *Chancellorsville* (CG-62), USS *O'Brien* (DD-975), USS *Vandergrift* (FFG-48), USS *Cowpens* (CG-63), USS *Curtis Wilbur* (DDG-54), USS *John S. McCain* (DDG-56), and USS *Cushing* (DD-985). USS *Helena* (SSN-725), USNS *Rappahannock* (T-AO-204), USNS *Kiska* (T-AE-35), and USNS *Concord* (T-AFS-5) supported the training operations.

Subsequently, *Kitty Hawk* made port visits to Hong Kong, Singapore and Guam. The ship celebrated her 41st birthday just prior to pulling into Hong Kong. She returned to Yokosuka on June 5.

Thirtieth Deployment

Kitty Hawk left Yokosuka on October 25, 2002, for a scheduled underway period in the western Pacific. While at sea, the ship's crew, along with the embarked CVW Five and Destroyer Squadron 15 engaged in combined military exercises. The carrier returned to Yokosuka on December 13, 2002.

Thirty-First Deployment

Kitty Hawk got underway on January 23, 2003. The deployment turned out not to be routine for on February 12 the ship was directed to the Arabian Gulf to deal with Iraq. The carrier and CVW Five, arriving on February 22, spent more than 100 consecutive days underway in support of *Operations Southern Watch* and *Iraqi Freedom*. The *Kitty Hawk* Strike group consisted of *O'Brien*, *Cowpens*, *Curtis Wilbur*, *John S. McCain*, and *Cushing*. *Rappahannock* and *Flint* provided logistical support.

During *Kitty Hawk's* participation in *Operation Iraqi Freedom*, CVW Five flew 5,375 sorties during 11,800 flight hours, and expended 864,860 pounds of ordnance. The *Kitty Hawk* Strike Group departed the Gulf on April 16 and returned to Yokosuka on May 6, 2003.



Fig. 177: A printed cacheted cover sponsored by Decatur Chapter 4 USCS for the Centennial of Flight which was postmarked on December 17, 2003. It bears Kitty Hawk’s rubber stamp hand cancel (Locy Type F) and was franked with a 37¢ First Flight stamp. The cancel is not listed in the Postmark Catalog.

Thirty-Second Deployment

Fig. 178: A printed cacheted cover for the ship’s joint operations with the Republic of Korea which was postmarked on March 27, 2004. It bears Kitty Hawk’s rubber stamp hand cancel (Locy Type 11-2an) (USS, CV) FPO AP 96634-2770, with killer bars and was franked with 37¢ definitive stamp. The cover was sponsored by Jim Woodley a former member of the Universal Ship Cancellation Society. The cancel is not yet listed in the Postmark Catalog.



Fig. 179: An F/A-18F Super Hornet assigned to the "Diamondbacks" of Strike Fighter Squadron One Zero Two (VFA-102), launching from one of four steam powered catapults aboard USS Kitty Hawk (CV-63). The Super Hornet replaced “Tomcats” (F14A) in CVW Five.

U.S. Navy photo by Photographer's Mate 3rd Class Jason T. Poplin (# 040228-N-5821P-010).

Between February 18 and May 24, 2004, *Kitty Hawk* deployed to the western Pacific and South Pacific. On February 19, 2004 *Kitty Hawk* had her first landing of an F/A-18F Super Hornet. The VFA-102 “Diamondbacks” introduced the improved F/A-18 E/F “Super Hornet” to the Seventh Fleet, replacing the F-14 Tomcat after more than 30 years of service.

Thirty-Third Deployment

On July 3, 2005, *Kitty Hawk* called at Sydney, Australia. During the same cruise, the *Kitty Hawk* made a port call in Guam. She returned to Yokosuka on August 20, 2005.

Thirty-Fourth Deployment

In November 2005, *Kitty Hawk* anchored at Hong Kong, and was there for Thanksgiving. In June 2006, after a six month SRA period, the *Kitty Hawk* once again got underway, was overflown by a Russian Il-38, and shortly after pulled into Otaru, on the northern Japanese island of Hokkaidō, and Singapore. In August 2006 the carrier pulled into Fremantle, Australia for shore leave. In September 2006, *Kitty Hawk* made the final port call of the deployment at Pattaya, after which she returned to Yokosuka.

Thirty-Fifth Deployment

The ship departed Yokosuka on June 8, 2006. During the 99-day deployment, she took part in *Exercise Valiant Shield*, a multi-service war game involving three carrier strike groups, 22,000 personnel, and 280 aircraft June 19 to 23. It was the largest military exercise conducted by the United States in Pacific waters since the Vietnam War.

Kitty Hawk and her escorts were conducting exercises near Okinawa when a People's Liberation Army Navy's *Song*-class submarine shadowed the group then surfaced within five miles of the group on October 26, 2006. It was rare for Chinese subs to operate that far from their homeports on the mainland. Reports claim that the submarine had been undetected until it surfaced. In 2009, Admiral Timothy J. Keating, Commander, United States Pacific Command, stated that the carrier was "in a very relaxed posture. If there were some heightened state of tension, believe me, we would not let them get that close."

On January 11, 2007 *Kitty Hawk* entered a scheduled period of maintenance in Yokosuka, her place being taken by the *Ronald Reagan* which made an unscheduled deployment three weeks later.

Thirty-Sixth Deployment

This deployment began in May 2007. On July 5, 2007, *Kitty Hawk* pulled into Sydney for six days after participating in *Exercise Talisman Sabre*. On September 21, 2007, *Kitty Hawk* returned to Yokosuka after a four-month summer deployment.

Thirty-Seventh Deployment

In November 2007, *Kitty Hawk* and other US ships performed a joint military exercise, in the Bay of Bengal. Other nations that took part in this exercise were Australia, India, Japan and Singapore. Later that month, *Kitty Hawk* was scheduled to dock at Hong Kong for Thanksgiving but China denied entry. China then reversed its position "on humanitarian grounds." By that time *Kitty Hawk* was too far away to anchor in time for the holiday. The cause of the Chinese refusal remains unclear.

Thirty-Eighth Deployment

Kitty Hawk was deployed off the coast of China along with two other ships during the Taiwan election on March 20, 2008. After the elections, she entered Hong Kong for the last time.

RELIEF BY USS GEORGE WASHINGTON (CVN-73) AND RETURN TO THE WEST COAST FOR DECOMMISSIONING



Fig. 180A & B: Last aircraft to catapult from USS Kitty Hawk, a Super Hornet, on August 6, 2008, in the Pacific Ocean, just before her return to San Diego. Kitty Hawk departed Japan on May 28, and was replaced by the nuclear-powered USS George Washington. US Navy photos by Chief Mass Communication Specialist Don Bray (#080806-N-9076B-014).

For a decade, *Kitty Hawk* was the forward-deployed carrier at Yokosuka Naval Base. She departed Japan on May 28, 2008 and arrived at San Diego on August 7, 2008, months after her scheduled return to the United States, delayed by a serious fire on board *USS George Washington*. In October 2008 she was replaced by *George Washington*; *Kitty Hawk* then returned to the United States for her decommissioning ceremony on January 31, 2009. She was officially decommissioned on May 12, 2009 after almost 49 years of service. *Kitty Hawk* was replaced by the *USS George H. W. Bush* (CVN-77) as the 11th active carrier in the fleet.



Fig. 181: A printed cacheted cover sponsored by Decatur Chapter 4 USCS for the ship's final voyage from San Diego to Bremerton which was postmarked on August 28, 2008. It bears Kitty Hawk's rubber stamp hand cancel (Locy Type F) and was franked with a 42¢ Zazzle stamp showing the ship and air wing in flight. The cancel is not listed in the Postmark Catalog.



Fig. 182: A printed cacheted cover sponsored by Decatur Chapter 4 USCS for the ship's arrival at Bremerton for decommissioning which was postmarked on September 2, 2008. It bears Kitty Hawk's rubber stamp hand cancel (Locy Type F) and was franked with a 42¢ Zazzle stamp showing the ship. The cancel is not listed in the Postmark Catalog.

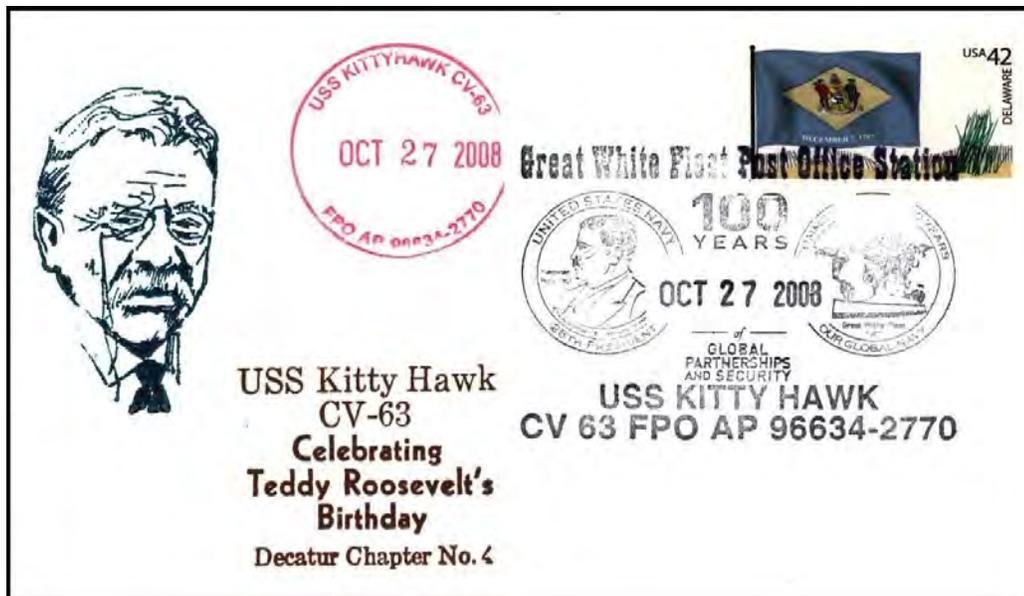


Fig. 183: A printed cacheted cover sponsored by Decatur Chapter 4 USCS for 150th birthday of Theodore Roosevelt, the father of the modern American Navy, which was postmarked on October 27, 2008, traditionally Navy Day. It bears Kitty Hawk's rubber stamp hand cancel (Locy Type 11-2an+(USS, FPO AP 96634-2770) no killer bars and Locy Type CD-10 Great White Fleet) and was franked with a 42¢ Delaware State commemorative stamp. The cancels are not listed in the Postmark Catalog.

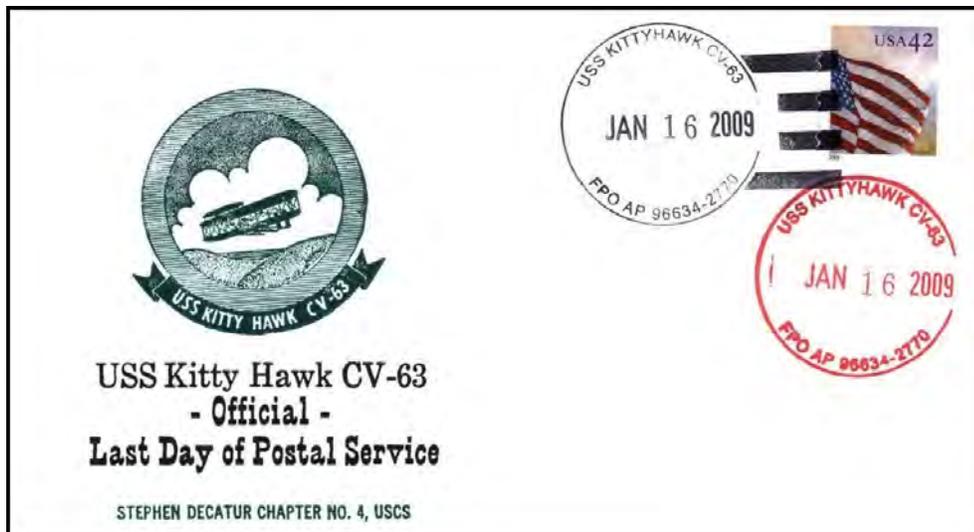


Fig. 184: A printed cacheted cover sponsored by Decatur Chapter 4 USCS for the ship's Official Last Day of Postal Service which was postmarked on January 16, 2009. It bears Kitty Hawk's rubber stamp hand cancel (Locy Type 11-2an+(USS, FPO AP 96634-2770) no killer bars, and Type 11-2n+ (USS, FPO AP 96634-2770 with killer bars) and Type F) and was franked with a 42¢ flag definitive stamp. The cancels are not listed in the Postmark Catalog.



Fig. 185: A printed cacheted cover sponsored by Decatur Chapter 4 USCS for the ship's Decommissioning Ceremony which was postmarked on January 31, 2009. It bears Kitty Hawk's rubber stamp hand cancel (Locy Type 11-2an+(USS, FPO AP 96634-2770) no killer bars, and Type 11-2n+ (USS, FPO AP 96634-2770 with killer bars) and Type F) and was franked with a 42¢ Alaska state commemorative stamp. The cancels are not listed in the Postmark Catalog.

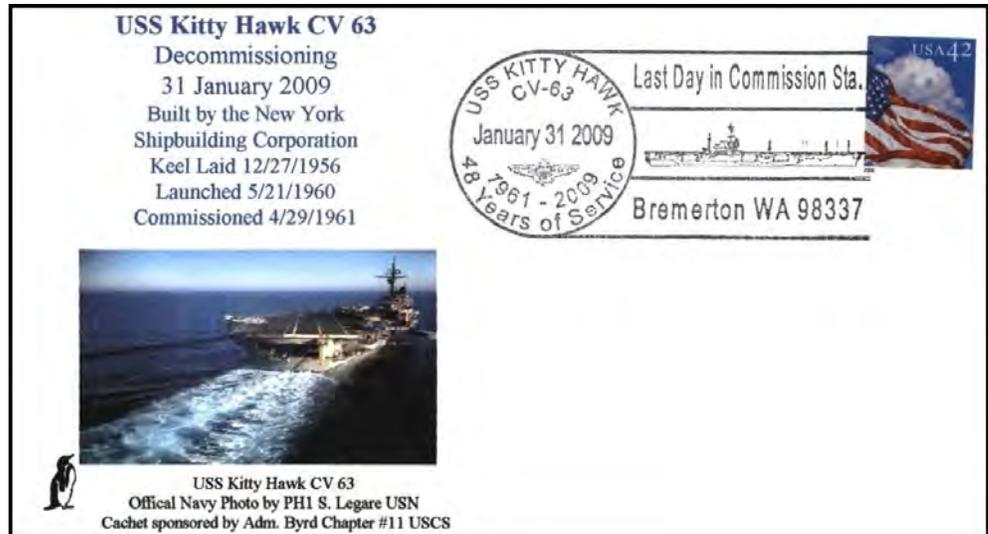


Fig. 186: A printed cacheted cover sponsored by Byrd Chapter 11, USCS for the ship's Decommissioning Ceremony which was postmarked on January 31, 2009. It bears a USPS rubber stamp hand cancel and was franked with a 42¢ definitive flag stamp. John Lyding of Byrd Chapter designed and printed the cover which shows the view enjoyed by a naval aviator on final about to trap on board Kitty Hawk. The aircraft appears to be lined up, "in the grove" and calling the ball, although the LSO and "meatball" are difficult to see on the port side aft of the flight deck. USPS pictorial cancels are not listed in the Postmark Catalog.



Fig. 187: A printed cacheted cover sponsored for the ship's actual Last Day in Commission which was postmarked on May 12, 2009. It bears Kitty Hawk's rubber stamp hand cancel (Locy Type 11-2an+(USS, FPO AP 96634-2770) no killer bars, and Type 11-2n+ (USS, FPO AP 96634-2770 with killer bars) and Type F) and was franked with a 42¢ Liberty Bell "Forever" stamp. The cancels are not listed in the Postmark Catalog. Thanks to Richard Hoffner, Vice President of the USCS and Cachet Director for Decatur Chapter for this cover.



*Fig. 188:
Presentation of
colors after
decommissioning,
May 12, 2009.*

U.S. Navy photo #
090512-N-0017S-
039.

Kitty Hawk's decommissioning ceremony took place on January 31, 2009, and she was formally decommissioned on May 12, 2009.

CONCLUSION

From the first aircraft launched from Saratoga in 1928 until the last trap on board *Kitty Hawk* in 2008, New Jersey-built fast carriers were at the forefront of naval aviation. The vast majority of the ships built at Camden were converted cruisers and many were emergency small carriers built for a limited duration during the Second World War. Saratoga and *Kitty Hawk*, the first and last, were the largest of the fast carriers built by New York Shipbuilding and by some strange coincidence, they were the first and last conventionally powered fast carriers to serve in the United States Navy. For most of the 80 years between Saratoga's commissioning in 1927 and *Kitty Hawk's* decommissioning in 2009, New Jersey-built fast carriers were at the core of naval aviation. These ships brought victory at sea in the Pacific and demonstrated the huge industrial capability of New Jersey. There probably never will be another warship, let alone aircraft carrier, built in New Jersey, but the record speaks admirably for the efforts of the citizens of the Garden State who designed and built some of the most complex systems and mobile structures in the world.

[This is the last of this series on New Jersey-Built Fast Aircraft carriers.]

ENDNOTES:

¹ These and other pictures courtesy of <http://www.navsourc.org/archives> & the Department of the Navy-Naval History and Heritage Command web pages at <http://www.history.navy.mil/branches/org11-2.htm>, in addition to some images sourced from Wikipedia Commons. All photos are in the public domain.

² The author was the Legal Officer in *USS Nimitz* at this time.

³ Picture available at http://public.fotki.com/Toddster/navy_photos-1/command_photos/kittyhawk_battle.html.

⁴ This distinction allowed her to display the First Navy Jack in place of the Union Jack flown aboard other Navy ships. The First Navy Jack, a flag consisting of 13 horizontal, alternating red and white stripes with a rattlesnake across the center, bears the motto, "Don't Tread On Me." Conceived in 1775 by Commodore Ezek Hopkins of the Continental Navy, the flag was first used as a signal among ships to engage the enemy. In 1977, the Secretary of the Navy directed the ship with the longest total period of active service to display the First Navy Jack until decommissioned or transferred to the inactive reserve. At that time, the flag shall be passed to the next ship in line with appropriate honors. *Kitty Hawk* received the flag from Independence following its decommissioning on September 30 in Bremerton, Wash. After 9/11 all commissioned U.S. Navy warships have displayed the First Navy Jack at the jack staff when moored or anchored. No jack is displayed when a warship is underway.

MEMBER NEWS:**MEMBERSHIP CHANGES**

ADDRESS CHANGES:
Len Frank, Bristol Glen Apts., Route # 206, Newton, NJ 07860
Robert J. Rankin, P.O. Box 227, Springfield, NJ 07081—227 (PO Box correction)
William G. Kremper, Box 693, Bartow, FL 33831 (Zip code correction)
GOODBYE TO OLD FRIENDS:
Roger D. Curran (Resigned)

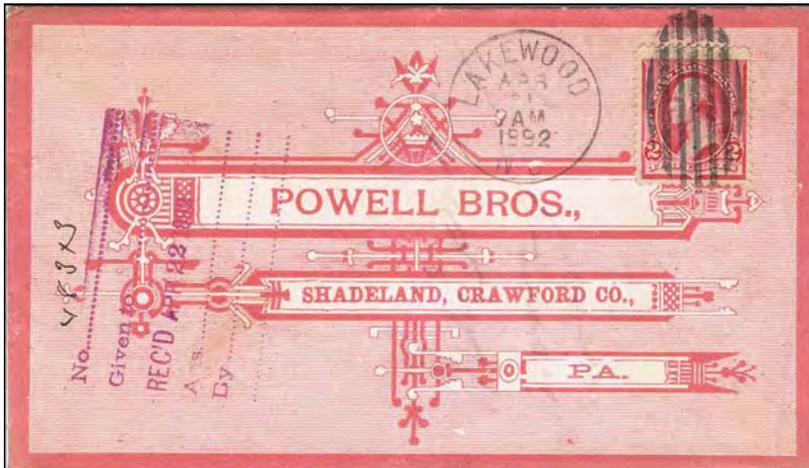
MANY THANKS FOR DONATIONS:

Our sincere gratitude for donations sent with dues from the following members. This means a great deal to our bottom line, and allow us to keep yearly dues at a reasonable \$15.

Capt. Lawrence B. Brennan, USN,
 Roger S. Brody
 Robert Buckler
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CAN ANY MEMBER POSITIVELY IDENTIFY THIS CANCEL:

A sister society (North Carolina) found this cover amongst their files, and wondered if it was Lakewood, NEW JERSEY – can anyone confirm this? There is no Lakewood in North Carolina.

[A **NEW FEATURE** follows, replacing the DPO puzzles, as we have run out of counties. Contributions from members of their own or their favorite post offices are more than welcome!]

HOMETOWN POST OFFICES: Califon, NJ

HOMETOWN POST OFFICES (a page devoted to a single post office, featuring pictures or postcard views of old locations, cancels, modern views – even a photo if desired, contributed by members. We begin with Califon, as your secretary lives there, and Doug D’Avino has sent along some interesting post card material on this particular post office.

Califon (Hunterdon), NJ: This post office was originally Lower Valley post office, located on the turnpike between German Valley and High Bridge, in a locale known as “Peggy’s Puddle” (near the intersection of Sliker Rd and Rte. 513). But with the introduction of the CNJRR train line in 1876, postal facilities moved down into the town of California, along the rail line and Raritan River. It was at this time that the town’s name was changed to Califon – whether because, as some locals say, the tipsy sign painters at the new RR depot just misjudged the space, or some other reason – it became Califon –fitting more easily into RR timetables at least. It is a small town of some 1100 residences. Six rural mail routes operate from Califon today.



Fig. 1: Califon Post office circa 1905, occupying this building which still stands – its first dedicated location. Previously it had been located in local stores – notably Thorpe’s and Philhower’s (now Rambo’s). This card shows one of 3 RFD wagons out of Califon. Isaiah Apgar served as postmaster from 1897 to 1913. Note misprint of Califo for Califon. Post card view Courtesy Doug D’Avino



Fig. 2: A 1901 PO business envelope with a Califon corner, and a 1906 post card sent from Califon to nearby Parker (Morris County), with a Parker receiver.

MEMBER ADS ~ YOUR AD MISSING? LET US KNOW AT

SECRETARY@NJPOSTALHISTORY.ORG OR BY MAIL

WANTED BERGEN COUNTY; OCEAN COUNTY: Stampless through Presidents. PLS send copies with prices to J. Haynes, Box 358, Allendale, NJ 07401.

LOOKING FOR LOCAL PICTURE POST CARDS OF OLD NJ GENERAL STORES & POST OFFICES, particularly with post office signs, Contact Doug D'Avino at davinod@earthlink.net.

WANTED: Calno, Brotzmanville, Millbrook, Pahaquarry, Dunnfield, Delaware Gap, Flatbrookville, Wallpack Centre, Bevans, Layton, Hainesville, Montague. Arne Englund, P.O. Box 57, Port Murray, NJ 07865-3012 or alenglund@aol.com.

WANTED: Hunterdon County NJ, Bucks County PA postal history, covers, postcards, pictures, Americana ephemera collateral paper items, all eras,. Contact Jim Walker, 121 Wertsville Road, Ringoes, NJ 08551-1108, 908/806-7883 or email jiwalker@earthlink.net.

OUT-OF-PRINT AND RARE NEW JERSEY BOOKS BOUGHT AND SOLD since 1972. 8000 items, 1690s to 1990s. Visit our searchable website: www.felcone.com. Joseph J. Felcone, PO Box 366, Princeton, NJ 08542 609/924-0539; felcone@felcone.com.

NOW AVAILABLE: *Annotated Cumulative Subject Index to the Chronicle of the U.S. Classical Postal Issues for Issue Numbers 1-200*, 591 pages with searchable CD-ROM. \$75.00 + \$10.00 shipping. Order from Joseph J. Geraci, Box 4129, Merrifield, VA 22116 or call 703-280-5928.

WANTED: SHIP CANCELS FROM WWII, Morris, Sussex County covers, Patriotic covers, and postal cards. Clean clear strikes preferred. Willard Johnson, 24 Salmon Lane, Ledgewood, NJ 07852, or 973/584-0359.

WANTED: Port Murray, Anderson, Changewater, Port Colden, Karrsville, Rockport, Beatyestown, Pleasant Grove, Stephensburg, Anthony, Woodglen. Arne Englund, P.O. Box 57, Port Murray, NJ 07865-3012 or alenglund@aol.com.

WANTED FOR EXHIBIT: BETTER COVERS FROM NEW BRUNSWICK, NJ, COLONIAL PERIOD TO 1900. Contact Nathan Zankel, P.O. Box 7449, North Brunswick, NJ 08902 or call 732/572-0377.

WANTED: Clear handstamps on New Jersey stampless covers for exhibition collection. Send copies and prices to Robert G. Rose, P.O. Box 1945, Morristown, NJ 07962 or e-mail rrose@daypitney.com.

WANTED: WASHINGTON FRANKLIN with SIDEROGRAPHER OR PLATE FINISHER INITIALS, on or off cover, used or unused.. Contact Doug D'Avino at davinod@earthlink.net.

COLLECTOR SEEKS LONG BEACH ISLAND POSTAL HISTORY, especially picture postcards. Please contact Michael White, P.O. Box 5222, Saipan, MP 96950 or email mwhite@saipan.com.

ESPECIALLY WANTED: TANSBOROUGH (1862-1884, 1898-1906), WILTON (1884-1898) CANCELS ON CARDS/COVERS, or addressed to these P.O.s. Note: There is a C.W. correspondence to Tansboro. Contact Craig Mathewson, 114 Hayes Mill Rd, Apt D-202, Atco, NJ 08004, phone: 856/809-7484

WANTED: 1970'S UPS DENOMINATED STAMPS SOLD IN NORTHERN NJ BY UNITED PARCEL SERVICE. Also any literature, waybills, etc., about this UPS experiment with prepaid stamps. Contact Bruce Mosher, POB 33236, Indialantic, FL 32903, 321/723-7886 or e-mail bhmexp@digital.net.

MEMBER ADS

WANTED: POSTAL HISTORY OF SUSSEX COUNTY: DPO postmarks: Culvers, Cutoff, Edison (pre 1910); stampless letters, OLD DEEDS, documents, memorabilia of all kinds. Contact Leonard R. Peck, 200 Bristol Glen Dr., Box 312, Newton, NJ 07860 or call 973-300-5788 & ask for Len Peck.

WANTED: All GLOUCESTER COUNTY, NJ POSTAL HISTORY stampless to 1920. All Woodbury, NJ stampless to present. **NEED BASSETT PO** (DPO GlouCty 1891-1920) Warren Plank, POB 559, Woodbury 08096, 856/229-1458, unclebubba1954@comcast.net.

WANTED: SCOTT #610 MATCHED SET OF PLATE BLOCKS, F-VF or better, NH not required. Send scans or photocopies with price to Al Parsons, 809 Holley Rd., Elmira, NY 14905, 607-732-0181, alatholleyrd@aol.com.

WANTED; STAGE COVERS BEFORE 1860. All Eastern states. Also wanted: Confederate fakes and forgeries. Contact Steven M. Roth, 1280 21st Street, NW, Suite 209, Washington, DC 20036, 202/293-2563 or email stevenroth@comcast.net.

ALWAYS DESIRED: FISH HOUSE, COVERS, BURLINGTON COUNTY ADVERTISING COVERS AND CORNER CARDS; BURLINGTON COUNTY DPOs. Email Paul W. Schopp at pwschopp@comcast.net.

GLASSBORO OR GLASSBOROUGH N.J. COVERS WANTED: STAMPED OR STAMPLESS. Send price desired and photocopy to Bill Whiteman, 402 North Harvard Road, Glassboro, NJ 08028, Call 856/881-8858 or email BillWhit3@juno.com.

WANTED: MOUNTAIN LAKES, BOONTON, PARSIPPANY, TROY HILLS POSTAL HISTORY items. Describe or send photocopies for my very generous offer. APS (Life member), NJPHS member since 1980. Peter Lemmo, PO Box 557, Whippany NJ 07981-0557.

WANTED: JERSEY CITY POSTAL HISTORY, advertising covers, post cards of Jersey City, street scenes and unusual usages or cancellations prior to 1940. Contact John A. Trosky, 2 St. Clair Ave., Rutherford. NJ 07070-1136, 973-977-4639 or email JTJersey@verizon.net.

WANTED: WWI & WWII CENSORED MAIL TO AND FROM TOWACO, NJ 07082. Email scans to hughtowaco@optonline.com or mail copy to POB #139, Towaco, NJ 07082-0139.

19TH CENTURY AND INTERESTING PATERSON WANTED. Contact George Kramer, 199 Charles St., Clifton, NJ 07013-3853, or email gjkk@optonline.net

SAMUEL SOUTHARD CORRESPONDENCE ALWAYS WANTED! Always interested. Please contact Jean Walton, 125 Turtleback Rd, Califon, NJ 07830, 908/832-9578 or send scan and e-mail to jwalton971@aol.com.

WANTED: WYCKOFF POSTMARKS ON COVER appreciated. Are there any out there? Please contact me! Also other North Jersey covers wanted. Marge Faber, P.O. Box 1875, Bloomington, IN 47402 or email faber@bluemarble.net.

WANTED: FLORIDA STAMPLESS POSTAL HISTORY, Pre-territorial, Territorial, Statehood, Civil War periods. Contact William Johnson, 13691 Metropolitan Pkwy, Ft. Myers, FL 33912 or email whjdds@aol.com.

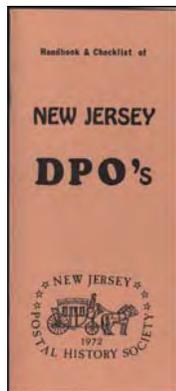
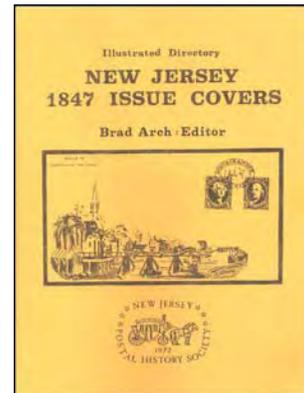
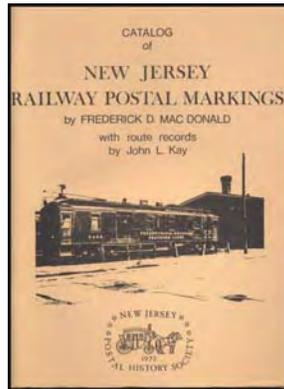
WANTED: NJ DPOS, RPOS, NJ SMALL TOWN POSTCARDS, NJ RRs, Morris Canal Real Photo postcards, NJ towns' fire stations. Contact Maurice Cuocci, 100 Evesham #B, Freehold, NJ 07728, 732-577-8214 or email lou2cuo@hotmail.com.

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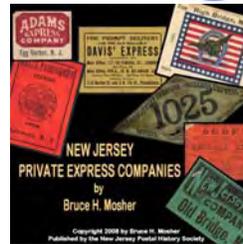
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Law, Mary E., <i>The Postal History of Cape May County, NJ</i> including postmaster list, published in the pages of <i>NJPH</i> between March 1993 through May 1994, PDF format.	FREE	8.99
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