

Proud to Serve

A HISTORY OF THE UNITED STATES POSTAL SERVICE
IN ROCHESTER, NEW YORK

1812-1984



UNITED STATES POSTAL SERVICE



OFFICE OF THE POSTMASTER:

It is with a deep sense of pride that we present the history of the U.S. Postal Service in Rochester, New York from our first Postmaster in 1812 through this current year of automation.

We are very pleased to play a small part in this memorable Sesquicentennial Celebration commemorating 150 years of tradition and progress in this great City of ours.

Postal employees past and present have traditionally endeavored to serve our customers with pride and will continue to do so. We are all committed to giving you the best service possible.

Sincerely,

A handwritten signature in cursive script that reads 'Charles H. Schubert'. The signature is written in dark ink and is positioned below the word 'Sincerely,'.

**Charles H. Schubert
MSC Manager/Postmaster
Rochester, New York 14692-9998**

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INTRODUCTION

Soon after the first settlers arrived in the area later to be known as Rochester, N.Y., a Post Office was established to provide a direct link with those left behind.

From 1812 to the present (1984), the United States Postal Service has bridged the distance between families, friends, and business associates. It has provided efficient and dependable service to the Rochester Community for over one-hundred and seventy-two years.

The Postal Service has continued to meet the needs of our growing metropolis by implementing the latest available technology. The transportation of mail has progressed from early "Post-Riders" to tele-communication satellites; the sorting of mail once done by Rochester's first Postmaster is now accomplished, in part, by fully automated equipment.

Throughout the existence of the United States Postal Service, employees have strived for excellence in performance of their duties to serve the citizens of Rochester.

It is in that spirit of dedication that the United States Postal Service congratulates the City of Rochester on the occasion of its Sesquicentennial.



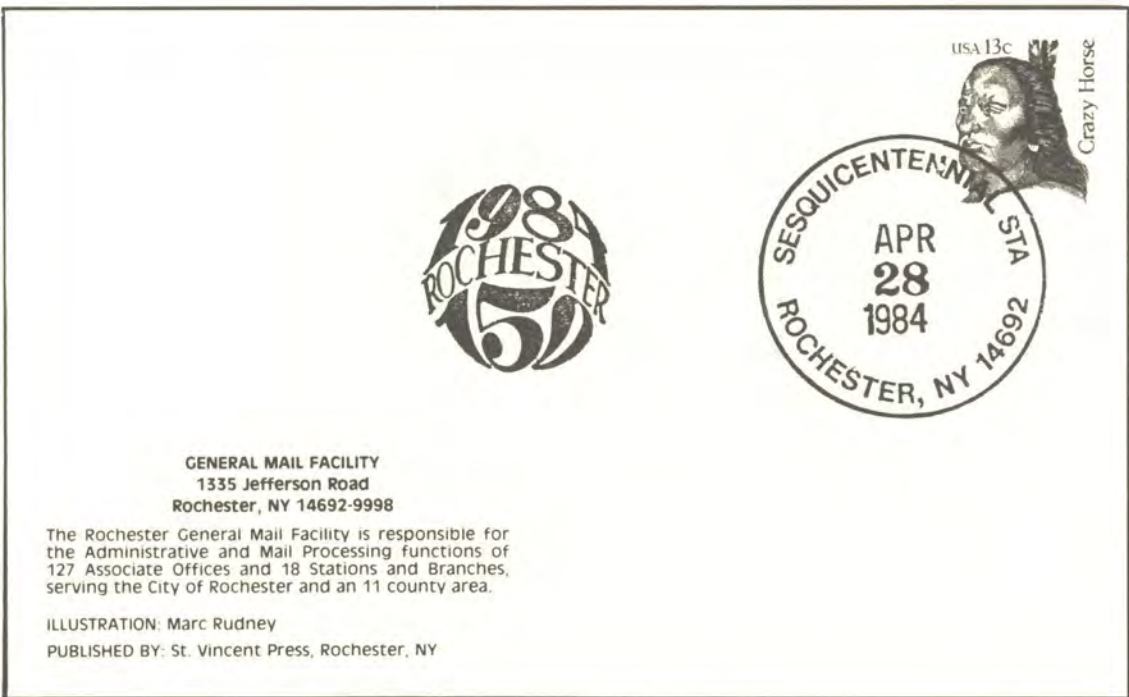


**“how would you like to be
the christmas letter carrier?”**



The "Rochester 150" logo, designed by the graphics department of the City of Rochester, was originally yellow and green. In the summer of 1983, a campaign among advertising agencies resulted in the refining of the logo by the addition of a trailing banner on which was inscribed the theme "Our Spirit Shows." The colors were also changed to blue and red, on a white background.

The United States Postal Service issued the "Rochester 150" cancellation to commemorate the Sesquicentennial of the City of Rochester. Traditional, black ink was used from April 28, 1984 to May 5, 1984, the cancellation period.



GENERAL MAIL FACILITY
1335 Jefferson Road
Rochester, NY 14692-9998

The Rochester General Mail Facility is responsible for the Administrative and Mail Processing functions of 127 Associate Offices and 18 Stations and Branches, serving the City of Rochester and an 11 county area.

ILLUSTRATION: Marc Rudney

PUBLISHED BY: St. Vincent Press, Rochester, NY

If one considers government agencies as businesses, then the United States Postal Service is perhaps the oldest continually operating business in the City of Rochester, New York. The appointment of a Postmaster in 1812, established an early history of service to the Community. It is in that spirit that Postal Employees strive to be "Proud To Serve."

Mail service, in some form, has existed in the United States since 1639 when the General Court of Massachusetts designated Richard Fairbanks' Tavern, in Boston, as the repository for mail coming and going overseas. In the ascending years to the mid 1770's, mail service was handled by various entities including England, individual colonies, and private individuals or partnerships. Services were costly and generally provided better and more frequent service to the cities.

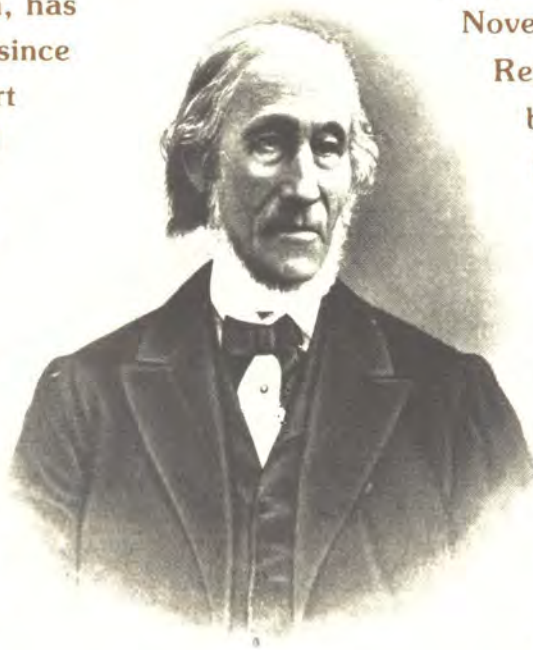
The formal organization of the United States Post Office Department occurred July 26, 1775, with the appointment of Benjamin Franklin, as the first Postmaster General, by the Continental Congress. Franklin had served the Post Office since 1737 under the British Crown, and was well aware of the need for improved and standardized mail service in this rapidly expanding society.

Franklin expanded service, shortened "Post Routes" (many of which later became major U.S. Highways), decreased delivery time, and placed into operation the basic system of mail service that continues to this day.

Due partly to the influence of Colonel Nathaniel Rochester, Abelard Reynolds was appointed as

Rochester's first Postmaster on November 12, 1812. Postmaster Reynolds also had the honor of being the first innkeeper, first saddler, and the first magistrate. In 1813, the first Post Office was opened in his house. This consisted of a pine desk, topped by several "pigeon-holes" into which mail was sorted. The "Post Office" occupied a corner of the Reynolds home-saddlery. Mail was then received weekly from Geneva, New York via Canandaigua, New York by a rider on horse-back. The average delivery

and dispatch consisted of four pieces of mail. Mrs. Synthia Dunham, of Penfield, could be considered the first female postal employee of Rochester. Rather than lose the income for her family, she substituted as postrider for her ill husband. This prompted the first lawyer of Rochester, John Mastick, when calling at the Post Office, to ask if the "fe-mail" had arrived yet.

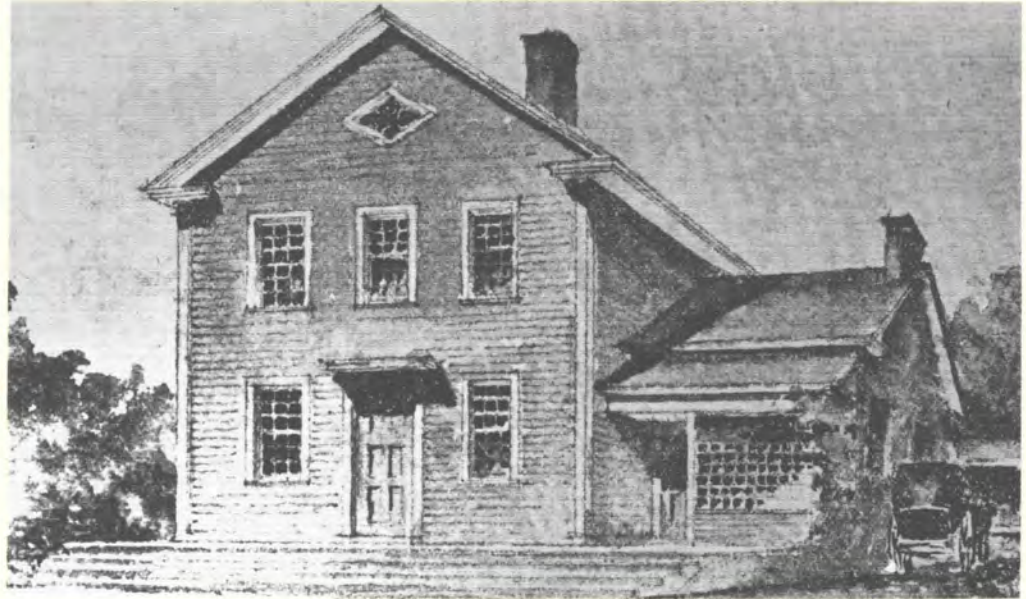


Abelard Reynolds

Postage, at the time, was calculated according to distance. A letter cost 6 cents for up to the first 30 miles, 10 cents up to 80 miles, 18 cents up to 150 miles, and 25 cents for over 150 miles. In 1863, Congress directed that a uniform letter rate be charged, regardless of the distance that a letter was to be traveled.

Abelard Reynolds, a very successful businessman, moved his house to the corner of Main Street West and Fitzhugh Street. The Post Office remained in the house while Reynolds built his first Arcade west of the Genesee River and north of Main Street.

In 1829, upon completion of the Arcade, the Post Office was moved there. It remained in the Reynolds Arcade for the next 62 years, occupying 4 locations there. It moved to the final location in 1859. In total, the Post Office remained on Reynolds' property for over 78 years.



ROC HISTORICAL SOCIETY

Home and shop of Abelard Reynolds.

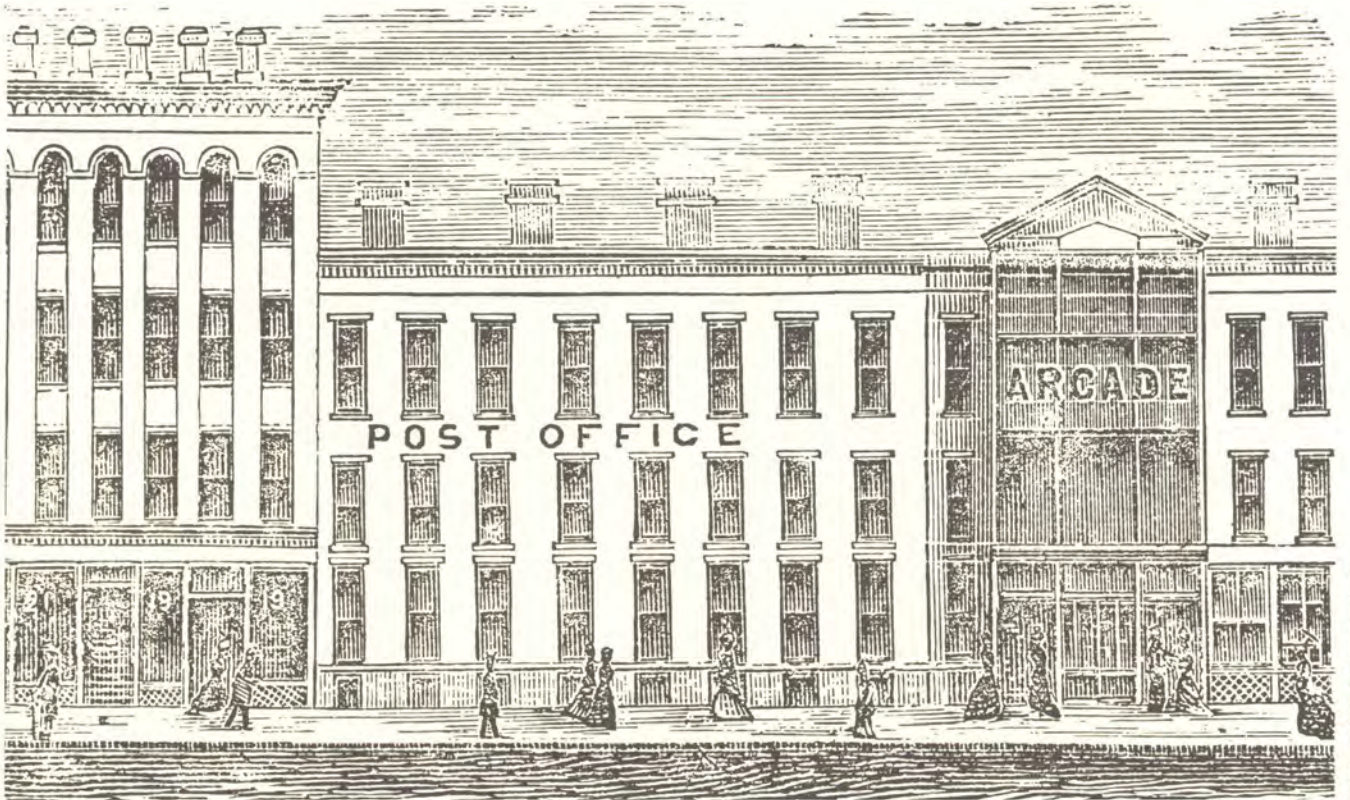
John B. Elwood assumed the duties of Postmaster in 1829, and it was during his appointment that Rochester was chartered on April 28, 1834.

In the early years of operation, mailers had the option of sending letters cash on delivery or pre-paying the postage. Often, if the mailer had taken the cash on delivery option, and the recipient could not afford to pay the postage, or refused delivery, the Postal Department lost the fee. In 1847, adhesive postage stamps were authorized by Congress and in 1855 prepayment of postage was made mandatory. The first "free-delivery" of "city-mail" in Rochester was inaugurated in 1864. Prior to this, addressees had the option of paying a penny or two for home delivery, or "calling" for their mail at the Post Office. Not everyone was pleased with this new service, some viewing it as an invasion of privacy, while others lamented the end of socializing at the Post Office. In a short time, the new service became accepted and more carriers were needed.

Rochester flourished during the next few years. On July 28, 1861, Scott W. Updyke was appointed Postmaster. A record of good service to the community had been established by Postmaster Reynolds, and Postmaster Updyke upheld the tradition. The Nation was in a state of conflict, due to the Civil War and even under these terrible conditions, the increased volumes of mail were handled efficiently.

REYNOLDS' ARCADE.

1828.



ROC PUBLIC LIBRARY

On Sunday, May 7, 1865, Postmaster Updyke appointed William H. James, Rochester's 9th Carrier. James was 28 years old and had practiced the trade of tinsmith. At his retirement on August 20, 1920, he had served 14 Postmasters and contributed 55 years, 3 months, and 13 days of Proud Service to the community of Rochester. This Nation-wide service record still stands today.

william h james



GMF MUSEUM / ROC NY



Carriers at Federal Building next to Higgins Livery. Note their location in photo on page 9.

Due to the ever increasing employment in the U.S. Post Office, employees began forming associations commonly known today as “craft unions,” so as to be collectively represented through a single voice.

The first association was founded in 1889. Soon after, others were formed in order that various craft employees be given similar representation. As a result of these early associations, today there are several organizations that provide representation to the approximate 600,000 Postal employees nationwide, and to some 2,800 working in the Rochester area.



cutler cutler cutler cutler cutler cutler

American industry was besieged with technical improvements to increase production and hold down costs. The United States Post Office Department continued to improve services and mail delivery. While many improvements came from within the Post Office Department, some did not.

One such invention was the “Cutler Mail Chute.” Invented and first used in Rochester in 1883, the “Mail Chute” allowed mail to be deposited in a central location on the ground floor and from any floor above, by use of vertical channels. So popular was Cutler’s invention, that use of it quickly spread to the entire Nation and may still be seen in use today.





In the early 1880's, a desire to locate several Federal Agencies in the same building resulted in the purchase of the northeast corner of Church and Fitzhugh Streets. Work commenced on the new "Federal Building" in early 1885, and was completed six years later. The building is Neo-Romanesque in architecture, and is constructed primarily of brown sandstone and granite. The Post Office Department occupied its new facilities as of March 28, 1891.

The Federal census of 1890 showed the population of Rochester to be just under 134,000. By 1930, Rochester's population had risen to 328,132. Mail volume rose proportionately. Clerks and Carriers were deluged with letters, Parcel Post, and the fad of the early century - "Post Cards."

When the United States Post Office Department moved to Cumberland Street, it had outgrown every inch of available space in the Federal Building, leading in part to the establishment of smaller "branch offices" and the Railway Post Office Service. The building has since been remodeled and is presently Rochester's City Hall.

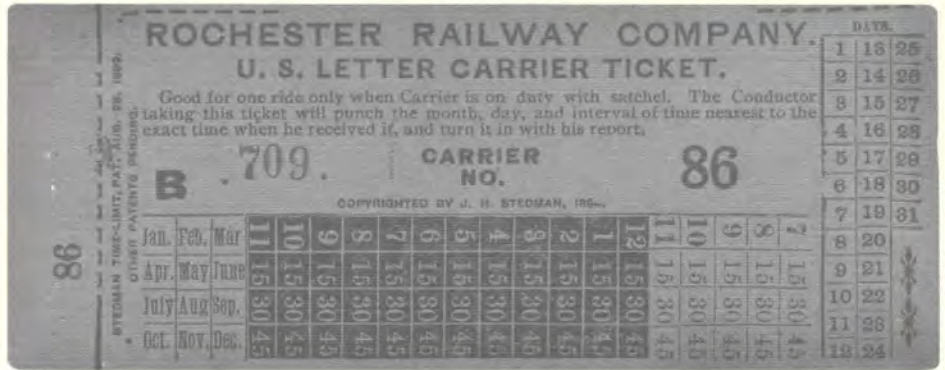
In 1893, the first "Branch Office" opened east of the Genesee River. This was located in the Cutler Building at the corner of East Avenue and Main Street. In 1897, the first Postal Money Order issued in Rochester, was sold there. Postmaster George Perkins and the City, were hosts to the International Postal Delegation the same year.





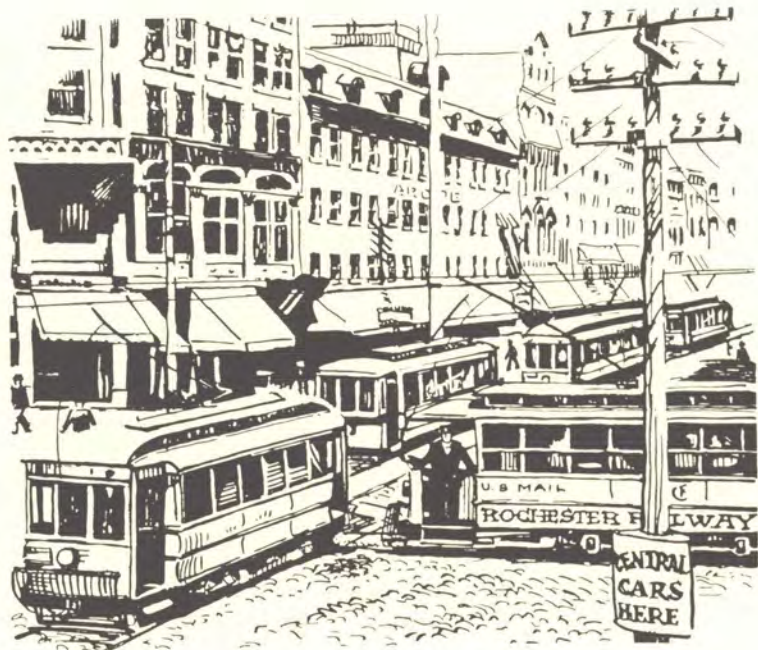
WM. R. GORDON

Trolley used for mail collection.



WM. R. GORDON

Street Car Railway Post Office (RPO) Service was inaugurated in Rochester, October 5, 1896, under the supervision of Postmaster George H. Perkins. The RPO's allowed for more frequent mail collections, and, by cancelling the mail on board, enabled Post Office clerks to process the unsorted mail as soon as it was received back at the Post Office. By permission of the City Council on December 7, 1897, the RPO's operated directly out of the Post Office via a branch trolley line from State Street to Plymouth Avenue on Church Street.

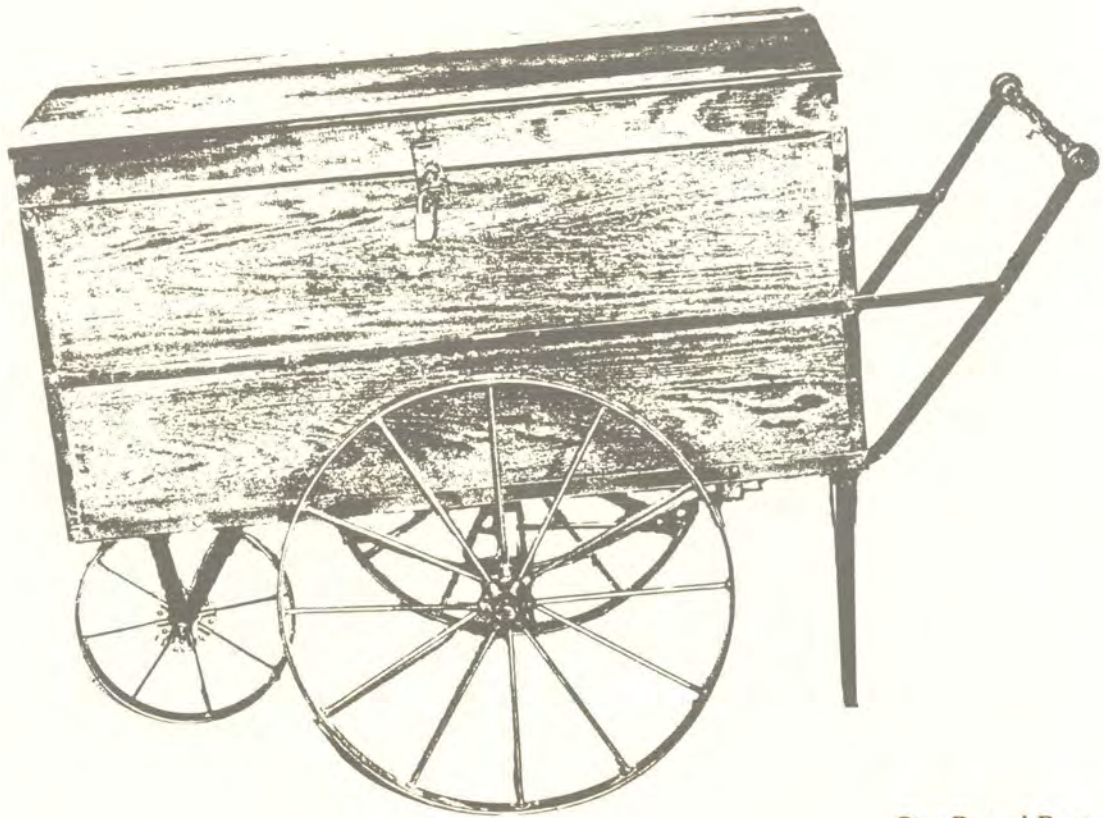


WM. R. GORDON

Drawing of Rochester's Four Corners.

Street Car Railway Post Office Service was comprised of two major routes, each containing three sub-routes. The "B" RPO Route operated on the West Side of the City, on Lake Avenue, South Avenue, and West Avenue; and the "C" RPO Route operated on the East Side of the City, on Saint Paul Street N., North Street, and Park Avenue. The Routes were covered 5 times daily, with two trips in the morning, two during the afternoon, and one trip at night. Forty minutes were needed to complete each trip. The Rochester Railway Company received fifteen cents a mile for use of the trolley cars.

While the RPO's served the Post Office by decreasing collection and processing time, other more efficient means of transportation became available. The Street Car Railway Post Office Service in Rochester, was discontinued on February 28, 1909, after being in operation for a little over 12 years.



City Parcel Post cart.

Since its inception, the United States Postal Service has played a vital role in the development of transportation in the United States. As stated earlier, many major highways had previously been "Post Routes." After several years of delays by Congress, Rural Free Delivery (RFD), became a permanent service in 1902. In order to obtain RFD Service, the Post Office Department required that good roads be available. Responsible local governments quickly improved existing facilities and constructed roads that might not otherwise have been built for many years. By instituting Rural Free Delivery, the Post Office Department had stimulated the development of America's highways, and provided rural America with a direct line of communication to the cities.

On August 24, 1912, Congress prepared a set of Parcel Post rates. To coincide with this, the Post Office Department issued a set of twelve distinctive Parcel Post stamps for use only on Parcel Post. Later, in July of 1913, the Parcel Post Service became available to Rochester.



STONE NEG

THE FIRST POST-OFFICE OF ROCHESTER.



STONE NEG



STONE NEG



STONE NEG

1775 Organization of the United States Post Office Department

1812 Abelard Reynolds appointed 1st Postmaster of Rochester

1834 Incorporation of Rochester

1864 Free City Delivery inaugurated in Rochester, New York

1865 William James appointed Carrier

1889 National Association of Letter Carriers founded

1891 Post Office opened in Federal Building at Church and Fitzhugh Streets

1902 Rural Free Delivery

1913 Parcel Post Service becomes available in Rochester

1928 Air Mail arrives in Rochester

1934 General Post Office opens on Cumberland Street

1963 Rochester designated a Sectional Center Facility

1970 Postal Reorganization Act: The Post Office Department becomes the United States Postal Service

1977 General Mail Facility opens on Jefferson Road

1984 The Rochester Sesquicentennial

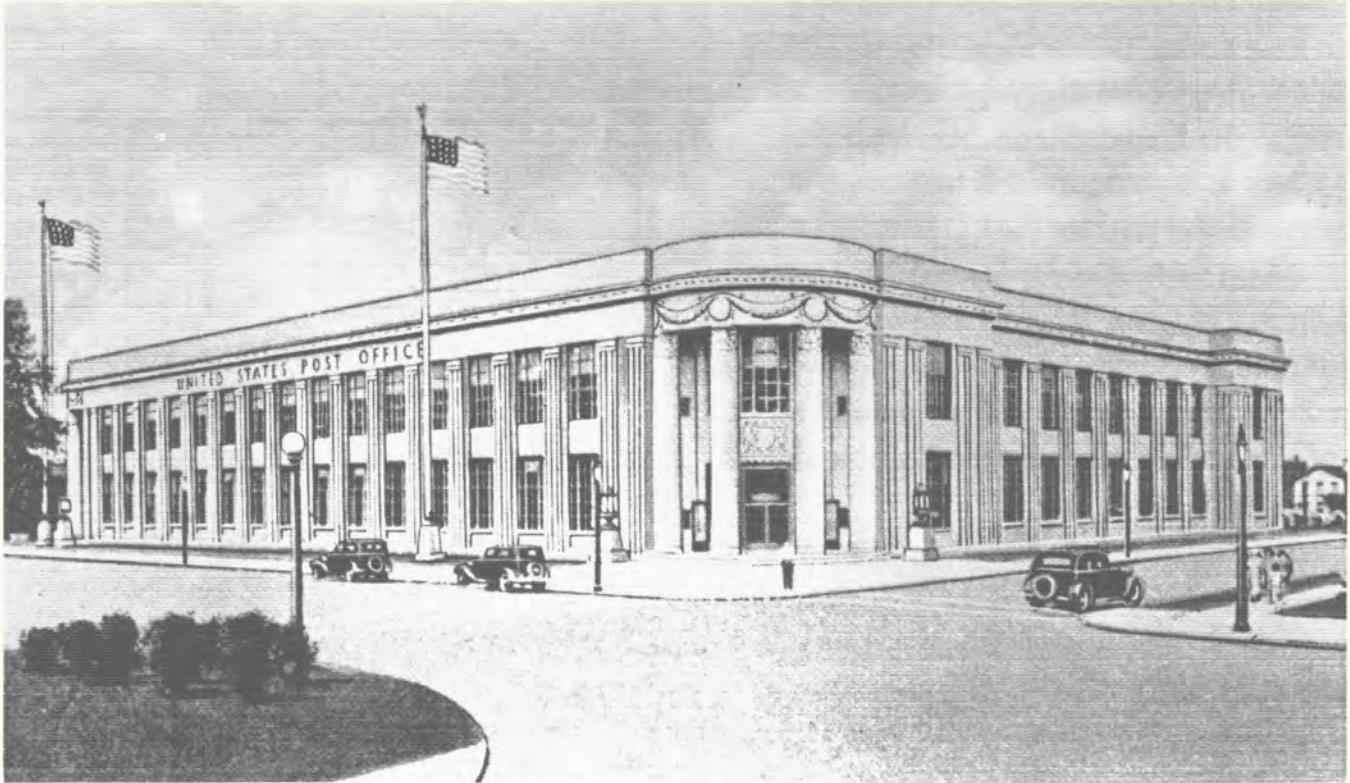
The Post Office Department also played a major role in the acceptance of air travel in the United States. America was reluctant to investigate this new mode of transportation but the Post Office authorized its first experimental Air Mail Flight in 1911. By 1921, scheduled Air Mail Flights were in full operation and the Post Office Department continued to improve landing fields and navigational equipment.

Rochester took part in an air mail demonstration on October 21, 1911. Approximately 15,000 pieces of mail were placed in Lincoln Beachey's special Curtiss biplane at Crittenden Park. Beachey then flew to Genesee Park and dropped the mail sacks to awaiting Post Office officials, including Postmaster Joseph A. Crane, who retrieved the air mail and forwarded it to the proper destinations. The success of this and other air mail experiments resulted in the acceptance of air mail service.

On February 2, 1925, Congress authorized the contracting of Air Mail Service to commercial enterprises. This was the birth of Contract Air Mail (CAM) and provided the encouragement needed to establish many of today's commercial airlines. Rochester's first CAM flight was on June 1, 1928. The flight was from Albany to Buffalo with stops at Utica, Syracuse and Rochester.



Cancellation issued to commemorate Contract Air Mail Service (CAM).



Sorting parcels at GPO.

The years following the “Great Depression” saw a renewed surge in the expansion of industry and the growth of the population. Greater use was made of the Post Office. The Main Post Office, on Church and Fitzhugh Streets, became congested with the increased volume of mail, related services, and personnel. It became evident that the Post Office Department needed a separate facility to serve Rochester and the surrounding community efficiently.

Land was purchased several blocks away, on Cumberland Street. The cornerstone was laid on June 5, 1933. On April 2, 1934, the General Post Office (GPO) opened. Rochester’s new Post Office was a city block long and featured a lobby of the same length. The new GPO contained the latest in mail technology; machines which processed mail at speeds not possible before. An underground tunnel connected the GPO and the nearby New York Central Railroad Terminal for the receiving and dispatching of mail.



RICHARD BORSA JR.

Carriers at GPO loading dock.

Corner-Stone Laying Ceremonies

NEW POST-OFFICE BUILDING
CUMBERLAND STREET
3:00 P. M.

AMERICA — BAND
MUSIC BY THE

MASSED BANDS OF THE ROCHESTER HIGH SCHOOLS; 350 PIECES

INTRODUCTION BY POSTMASTER A. M. SPIEHLER

PRESIDING, HON. JAMES L. WHITLEY

INVOCATION
REV. HENRY R. TALBOT

CORNER-STONE LAYING
HON. JAMES A. FARLEY, *Postmaster-General*

SCRIPTURES
RABBI PHILIP S. BERNSTEIN

ADDRESS
HON. LAWRENCE W. ROBERT, JR.
Assistant Secretary of the Treasury

ADDRESS
HON. JAMES M. MEADE
Chairman, House Postal Committee

CITY'S APPRECIATION
MAYOR PERCIVAL D. OVIATT

BENEDICTION
RT. REV. MSGR. WILLIAM M. HART, V. C.

STAR SPANGLED BANNER — BAND

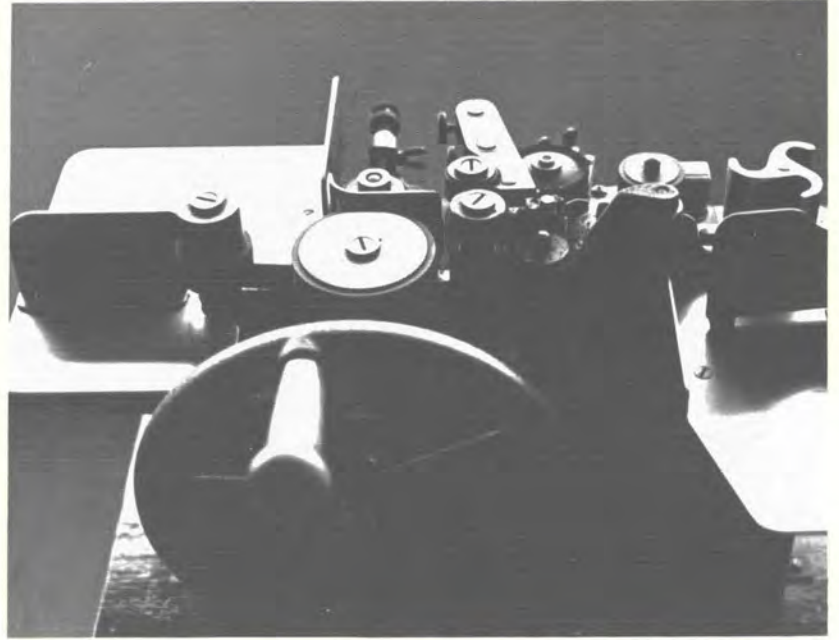
Guests

INVITED TO BE PRESENT AT THE
CORNER-STONE LAYING CEREMONIES
NEW POST-OFFICE BUILDING, ROCHESTER, NEW YORK,
JUNE FIFTH, 1933

JAMES A. FARLEY	<i>Postmaster-General</i>
JOSEPH C. O'MAHOONEY	<i>First Assistant Postmaster-General</i>
W. W. HOWES	<i>Second Assistant Postmaster-General</i>
C. B. EILENBERGER	<i>Third Assistant Postmaster-General</i>
SILLMAN EVANS	<i>Fourth Assistant Postmaster-General</i>
WILLIAM H. WOODIN	<i>Secretary of the Treasury</i>
LAWRENCE W. ROBERT, JR.	<i>Assistant Secretary of the Treasury</i>
JAMES A. WETMORE	<i>Supervising Architect</i>
HON. JAMES W. WADSWORTH, JR.	<i>Congressman, Thirty-ninth District</i>
JAMES L. WHITLEY	<i>Congressman, Thirty-eighth District</i>
HON. JAMES M. MEADE	<i>Congressman, Forty-second District</i>
HON. ROYAL S. COPELAND	<i>United States Senator</i>
HON. ROBERT F. WAGNER	<i>United States Senator</i>
DR. MEYER JACOBSTEIN	<i>Ex-Congressman</i>
HON. ARCHIE D. SANDERS	<i>Ex-Congressman</i>
HON. PERCIVAL D. OVIATT	<i>Mayor of Rochester, New York</i>
HON. T. C. BRIGGS	<i>City Manager, Rochester, New York</i>
HON. JOHN B. MULLAN	<i>Ex-Postmaster</i>
HON. WILLIAM A. BUCKLEY	<i>Ex-Postmaster</i>
DAVID LINCOLN FERRIS	<i>Bishop, Prot. Epis. Diocese, Rochester</i>
RT. REV. MSGR. WILLIAM M. HART	<i>Vicar Capitular, Diocese of Rochester</i>
PHILIP S. BERNSTEIN	<i>Rabbi, B'rith Kodesh Congregation</i>
A. W. FRANCIS	<i>President, Chamber of Commerce</i>
GEORGE G. CASE	<i>President, P. O. Clerks' Local</i>
WILLIAM B. ATTRIDGE, JR.	<i>President, P. O. Carrier Local</i>
S. R. FULLAM	<i>President, P. O. Supervisor Local</i>
WILLIAM J. KREBS	<i>President, M. V. S. Local</i>
FRANK M. HAYES	<i>President, P. O. Laborer Local</i>

Due to the specific nature of the business, the mechanization of the United States Post Office Department had been a slow and costly task. In order that postage rates be kept to a minimum, several inventions had come into use as they became cost effective.

The “Mechanical Cancellor” greatly reduced the workhours needed to cancel, by hand, each stamp that was affixed to a letter. Later, when the machine was powered by electricity, production was again increased several times over. Today, “Facer-Cancellers”



not only cancel stamps, but also, by the addition of certain chemicals to the ink used in the stamps, scan them to produce mail that is “faced.” “Faced” mail has all addresses facing in the same direction and stamps in the same corner. “Facing” is done at the rate of 25,000 pieces per hour.

Another major invention is the “Multi-Position Letter Sorting Machine” (MPLSM) or (LSM). The LSM, first used in Rochester in May of 1971, is approximately ten feet high, five feet wide and thirty feet long. This impressive machine allows 12 keyboard operators to sort letters at the rate of 36,000 pieces per hour, per machine. Rochester now has four Letter Sorting Machines in use. Not all letters are machineable, therefore, clerks are also employed to sort mail manually.



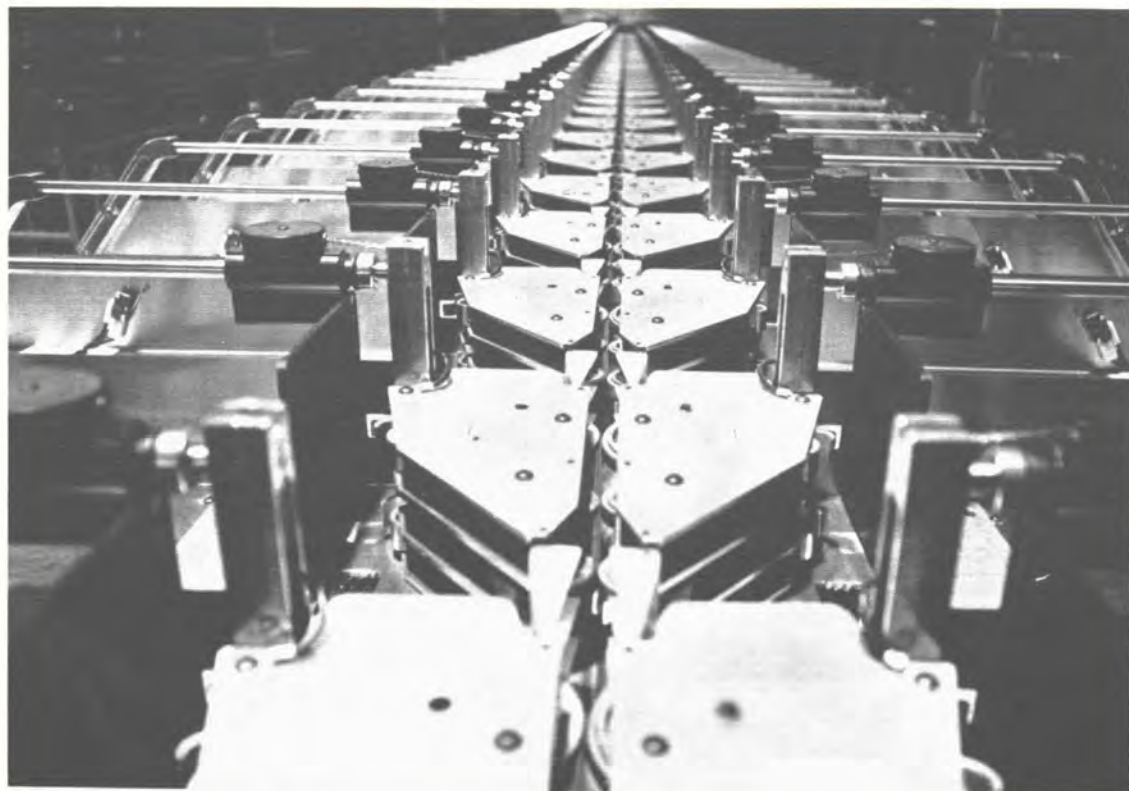


TOP Page 16:
Hand powered mechanical
canceller

BOTTOM Page 16:
Sorting mail the
traditional way

TOP Page 17:
The OCR Control Center

BOTTOM Page 17:
Sortation track of a BCR



The "LSM" concept was extended to include another type of mail. Flats, large envelopes and magazines, are sorted on the "Multi-Position Flat Sorting Machine" (MPFSM). The MPFSM, installed in Rochester in June 1983, requires 7 operators and can process 8,000 flats per hour.

The five digit ZIP Code system was adopted July 1, 1963. Rochester is assigned the ZIP Code prefix 146--. The 127 Associate Offices in the Rochester Management Sectional Center area are assigned the ZIP Code prefix of 144-- for offices whose town name begins with the letters A through L, and the ZIP Code prefix of 145--for offices whose town name begins with the letters M through Z. In October 1983, the Postal service introduced the ZIP + 4 system. This voluntary program was installed as a further effort to reduce costs and improve efficiency. Use of the proper ZIP Code allows for faster sorting and delivery of mail.

An "Optical Character Reader" (OCR) and "Bar Code Sorter" (BCS) were installed in the latter part of 1983, in conjunction with the ZIP + 4 system. The OCR requires 2 operators, and is capable of processing 28,000 pieces of mail per hour. A Laser beam scans individual letters, reading the ZIP Code and automatically spraying a postnet bar code (a series of lines similar to those now used in some supermarkets). The code bars contain ZIP Code information needed for a computer to direct the letters to the appropriate sortation bin. The BCS distributes mail to 96 separations by reading the postnet bar code. The BCS accepts mail at the rate of 28,000 pieces per hour and also requires 2 operators.

The ever expanding services and improved processing of mail have always had a common goal: to provide the best possible service to the community at the least possible cost. On August 12, 1970, the Postal Reorganization Act became law. It provided that the United States Post Office Department become the United States Postal Service, effective on July 1, 1971. Essentially, the Postal Service had now become an independent establishment of the Federal Government. Modern business practices and improved production methods allowed the new Postal Service to reduce overhead costs while meeting increased service demands. The Postal Service has endeavored to provide the best possible service for over 200 years. This is reflected in the Eastern Region's motto: "Proud To Serve."

Rochester is one of five Management Sectional Centers located within the Empire District, the northernmost Postal District in the Eastern Region. The administrative offices of the Empire District are also domiciled in Rochester. The Rochester Management Sectional Center serves a population of approximately 1.2 million residing in parts of eleven counties in New York State and covers an area of 5,400 square miles.

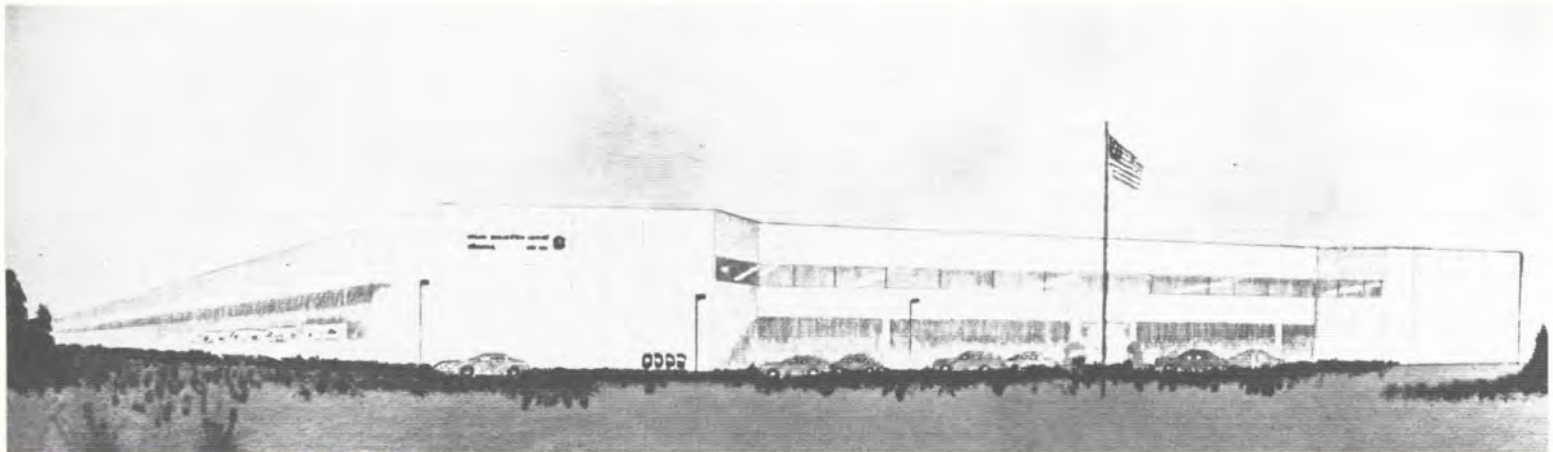


As a Management Sectional Center, the Rochester General Mail Facility is responsible for the administrative and mail processing functions of 127 associate post offices and 18 stations and branches. During the past fiscal year, which ended September 30, 1983, the General Mail Facility processed 583 million pieces of mail. This is a twenty-four-hour-a-day and seven-day-a-week operation. Deliveries are made to approximately 300,500 city and 84,000 rural homes daily and serve postal customers through 49,000 post office boxes. These daily deliveries are accomplished through 646 city and 170 rural delivery routes utilizing a postal fleet of 626 vehicles.

The additional responsibility of becoming a Management Sectional Center, together with the continuing increase in the volume of mail being processed, severely strained the facilities on Cumberland Street. A site was procured, and on September 26, 1977 the new General Mail Facility (GMF) was opened to the public. The General Mail Facility is located at 1335 Jefferson Road, in suburban Rochester, New York. The location is readily accessible to the New York State Thruway and the Rochester Monroe County Airport.

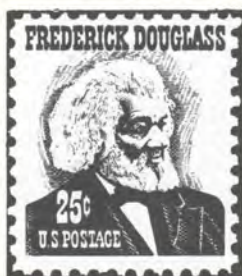
The primary building is 400,559 square feet. Needs of the handicapped are provided. A full line of services is available to the public at the General Mail Facility. A Self-Service-Center is in operation 24 hours a day, as well as access to 1,276 Post Office Boxes. Window service is maintained during normal business hours and a philatelic window is open at specific times to supply stamp collectors with the wide selection of products offered by the United States Postal Service. A Vehicle Maintenance Facility (VMF), is adjacent to the General Mail Facility. The VMF contains 18,072 square feet of work area, and a staff capable of maintaining the fleet of postal vehicles.

Since being established in Rochester in 1812, twenty-nine postmasters and thousands of employees have maintained the tradition of public service started by Abelard Reynolds. The United States Postal Service continues to examine and implement ideas which will improve and expand the dependable and efficient service that is synonymous with this organization. The United States Postal Service joins in the recognition of the Sesquicentennial of the City of Rochester, New York, and continues to be....**Proud To Serve.**



POSTMASTERS OF ROCHESTER NEW YORK

POSTMASTER	DATE OF APPOINTMENT	POSTMASTER	DATE OF APPOINTMENT
1. Abelard Reynolds	Nov 19, 1812	16. George H. Perkins	Jun 06, 1894
2. J.B. Elwood	Jun 29, 1829	17. James S. Graham	Sep 15, 1898
3. Henry O'Reilly	May 24, 1838	18. W. Seward Whittlesey	Feb 28, 1907
4. Samuel G. Andrews	Jan 18, 1842	19. Joseph A. Crane	Apr 04, 1911
5. Henry Campbell	Jul 18, 1845	20. William A. Buckley	Apr 16, 1914
6. Darius Perran	Apr 12, 1849	21. George C. Staud	Mar 22, 1917
7. Hubbard S. Allis	Jun 30, 1853	22. John B. Mullan	Aug 01, 1921
8. Nicholas E. Paine	Jul 06, 1858	23. Adolph M. Spiehler	Jun 20, 1930
9. Scott W. Updyke	Jul 26, 1861	24. William J. Hunt	Jul 01, 1934
10. John W. Stebbins	Mar 28, 1867	25. Donald A. Dailey	Apr 01, 1941
11. Edward M. Smith	Jan 16, 1871	26. Louis B. Cartwright	Jan 01, 1954
12. Daniel T. Hunt	Mar 11, 1875	27. John G. Bittner	Jan 29, 1962
13. Valentine Fleckenstein	Jun 01, 1887	28. William E. Finn	Dec 29, 1969
14. Henry S. Hebbard	Feb 14, 1890	29. Charles H. Schubert	Aug 15, 1977
15. John A. Reynolds	Apr 05, 1890		



STAMPS OF LOCAL INTEREST

SUBJECT	DATE OF ISSUE	PLACE OF ISSUE
\$.03 "Handcar"	Mar 25, 1983	Rochester, NY
\$.15 Special Olympics	Aug 09, 1979	Brockport, NY
\$.18 Elizabeth Blackwell	Jan 23, 1974	Geneva, NY
\$.08 Post Rider	Jan 22, 1973	Rochester, NY
\$.05 Erie Canal	Jul 04, 1967	Rome, NY
\$.25 Frederick Douglass	Feb 14, 1967	Washington, DC
\$.05 City Mail Delivery	Oct 26, 1963	Washington, DC
\$.04 Pony Express Centennial	Jul 19, 1960	Sacramento, CA
\$.50 Susan B. Anthony	Aug 25, 1955	Louisville, KY
\$.03 George Eastman	Jul 12, 1954	Rochester, NY
\$.03 Clara Barton	Sep 07, 1948	Oxford, MA
\$.03 Susan B. Anthony	Aug 26, 1936	Rochester, NY
\$.02 Red Cross	May 21, 1931	Dansville, NY
\$.02 Sullivan	Jun 17, 1929	Canandaigua, Geneva, Perry, Geneseo, and Penn Yan, NY

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Postal Employees have long been known for their concern for the welfare of the community and those less fortunate. They have traditionally contributed time and money to support charitable organizations and individuals through fund raisers; donations of food, clothing and furniture; staffing telephones during "telethons"; and maintaining active membership in neighborhood organizations.

Today, Postal Employees continue the tradition and also many contribute to the "Combined Federal Campaign", the annual fund raiser of Federal Employees.

The nation-wide "Carrier Alert Program" is directed at elderly and "shut-in" persons living alone. An identifying sticker alerts carriers to those customers who have not removed their mail from mailboxes, possibly signaling the need for assistance.

Postal People Include

Postmasters and Supervisors
Clerks
Motor Vehicle Operators
Maintenance Employees

Letter Carriers
Rural Letter Carriers
Mail Handlers
Special Delivery Messengers

All Serving
YOU

