## **Highway Post Office**

by Jerry Eller

Due to the continual withdrawal of so many Railway Post Office (RPO) trains; the Post Office Department decided to experiment with the distribution of mail on large buses, equipped somewhat like the RPO cars.

On February 10, 1941, experimental service started on the Washington, D.C. & Harrisonburg, Virginia HPO. It was a success from the start, but due to World War II, expansion of this service was delayed for several years. After the war, the service increased rapidly, with more than 130 routes established between 1948 and 1955. As this service was somewhat enmeshed with the RPO service, its value decreased when RPOs were abolished.

The last service of this type to operate in the U.S. was the Cleveland, Ohio, & Cincinnati, Ohio HPO, which was discontinued in 1974.

## Post Office Department THIRD ASSISTANT POSTMASTER GENERAL Washington

## INAUGURATION OF HIGHWAY POST OFFICE SERVICE

The Post Office Department is establishing motorized highway post office service between Washington, D. C., and Harrisonburg, Va., to be inaugurated on February 10, 1941. This service is to supersede discontinued train service or supplant that which does not adequately supply postal patrons in a given area. Arrangements have been completed for the handling of philatelic mail on the first trip, for which a special cancelation has been provided. Collectors desiring first-trip cancelations of the motorized post office should send their addressed stamped envelopes prepaid at the first-class rate to the Postmaster, Washington, D. C., for the first south-bound run from Washington, D. C., to Harrisonburg, Va., which will be designated in the cancelation die as "Trip 1"; and similar covers may be sent to the Postmaster, Harrisonburg, Va., for the first north-bound run from Harrisonburg to Washington, D. C., which will be designated as "Trip 2," thus indicating the direction of dispatch. In each instance the words "First Trip" will appear between the cancelation bars.

Requests to the Postmasters indicated should be endorsed on the cover wrapper "For dispatch on the first trip of the highway post office February 10, 1941," and should be in the hands of the Postmaster at Washington, D. C., or the Postmaster at Harrisonburg, Va., as soon as possible—not later than noon of February 9, 1941.

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## That is a Little Weird.....

by Francis Ferguson



It is always entertaining to see what slips through the USPS system – and never gets nailed for postage due.

Let us examine these three examples in more detail.

**Figure B1**, A raffle ticket! Really that is what it is. This letter had to have been seen by more than one human. Not one recognized it for what it is. Sad.

**Figure** B2, This was mailed to me last year, by a member of the FSDA, who I would have thought knew that the cut out from airmail stamped an envelope (UC43 from 1971) – would not be considered legal usage. Again, all those that encountered this gem, failed to recognize it for what it is – illegal!



Figure B3, What can one

say about the use of United Nations stamps on general delivery from and to a United States address? If only



this was a legal use, many millions of dollars of mint UN stamps could have a purpose in life. Quoted from www.UNStamps.org

"United Nations stamps in United States denominations are valid for postage only if mailed at United Nations Headquarters in New York City. Stamps in Swiss franc

denominations are valid for postage only if mailed at the Palais des Nations, Geneva, Switzerland. Stamps in euro denominations are valid for postage only if mailed at the Vienna International Centre, Austria."