

History of Highway Post Office Service

Storm Lake, Truesdale, Rembrandt, Sioux Rapids
(Part of Des Moines-Sheldon Delivery Route)

Served Rembrandt

November, 1952 to November, 1961



Scrapbook of Newspaper Articles, Pictures, and Notes

Latest Update (May 25, 2017)

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(Part of Des Moines-Sheldon Delivery Route)

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History



1941 White Highway Post Office bus, part of the National Postal Museum's collection.

These brightly colored red, white and blue buses were common sights on American highways in the 1950s and 1960s. Clerks inside were hard at work sorting mail as the buses traveled between towns across the country. The system of sorting mail while in transit grew out of the Railway Mail Service, which Highway Post Office Service was created to replace. Buses helped fill the transportation void left by declining railroad traffic.

The first Highway Post Office bus was built by the White Motor Company of Cleveland, Ohio. On February 10, 1941, this vehicle inaugurated service between Washington, D.C., and Harrisonburg, Virginia, a distance of 149 miles. This bus is now part of the National Postal Museum collection. After the bus was decommissioned in the 1960s, a postal worker hid it in a succession of Post Office Department garages to keep it from being discarded as surplus. It was finally "discovered" and sold by the government. In 1961, it was purchased by the members of the United Federation of Postal Clerks (which later became the American Postal Workers Union), who donated it to the Smithsonian Institution and agreed to underwrite the cost of restoring the bus to its proper condition. The bus is currently on loan to the Crawford Museum of Transportation and Industry, Western Reserve Historical Society in Cleveland, Ohio.

President Roosevelt deposits a letter in the first Highway Post Office Bus. Shortly before the service began, the bus stopped at the White House where President Roosevelt was on hand to inspect the vehicle as well as to place the first letter on board for delivery.

The interiors of Highway Post Offices were largely indistinguishable from the Railway Post Offices they replaced. On the left side were the letter cases and the letter distributing table. On the right side of the bus was the paper distributing table and holders for mail sacks. Windows were barred on the outside in addition to being screened on the inside to provide security. Electric ceiling lights provided illumination for the clerks. The rear section of the bus had an average of 640 cubic feet of space which could hold an average of 150 mail sacks.



History

The expansion of the Highway Post Office system was postponed during World War II. A second route was not established until 1946. For roughly the next decade, as railway mail service shrank, highway mail service grew. In the period from 1960-1963 the railway mail service was replacing an average of 20 trains a month. Highway Post Office routes were organized on round trips which averaged about 150 miles each way. There was a very good reason for this, as the bus generally could only hold enough gas for about one 150 mile trip, and fuel stops meant losing valuable time. Furthermore, if a trip was too long, garages to service the vehicles had to be set up at both ends of the trip, doubling that cost.



Interior of the 1941 White Highway Post Office Bus

Highway mail routes generally served an average of 25 post offices directly and many others indirectly through Star Route and railway mail connections. The end of the Highway Post Office system was signaled by a major reorganization within the Post Office Department—the adoption of the sectional center concept. Under this reorganization, mail handling was divided into sections of the country. Mail was sent to a central location, where it was processed by high-speed sorting machines. On June 30, 1974, 33 years after the first experimental trip, the last Highway Post Office made its final run over the Cincinnati-Cleveland, Ohio route. Ironically, although Highway Post Offices were introduced to replace railway mail trains, Railway Mail Service outlasted Highway Post Office Service by three years.



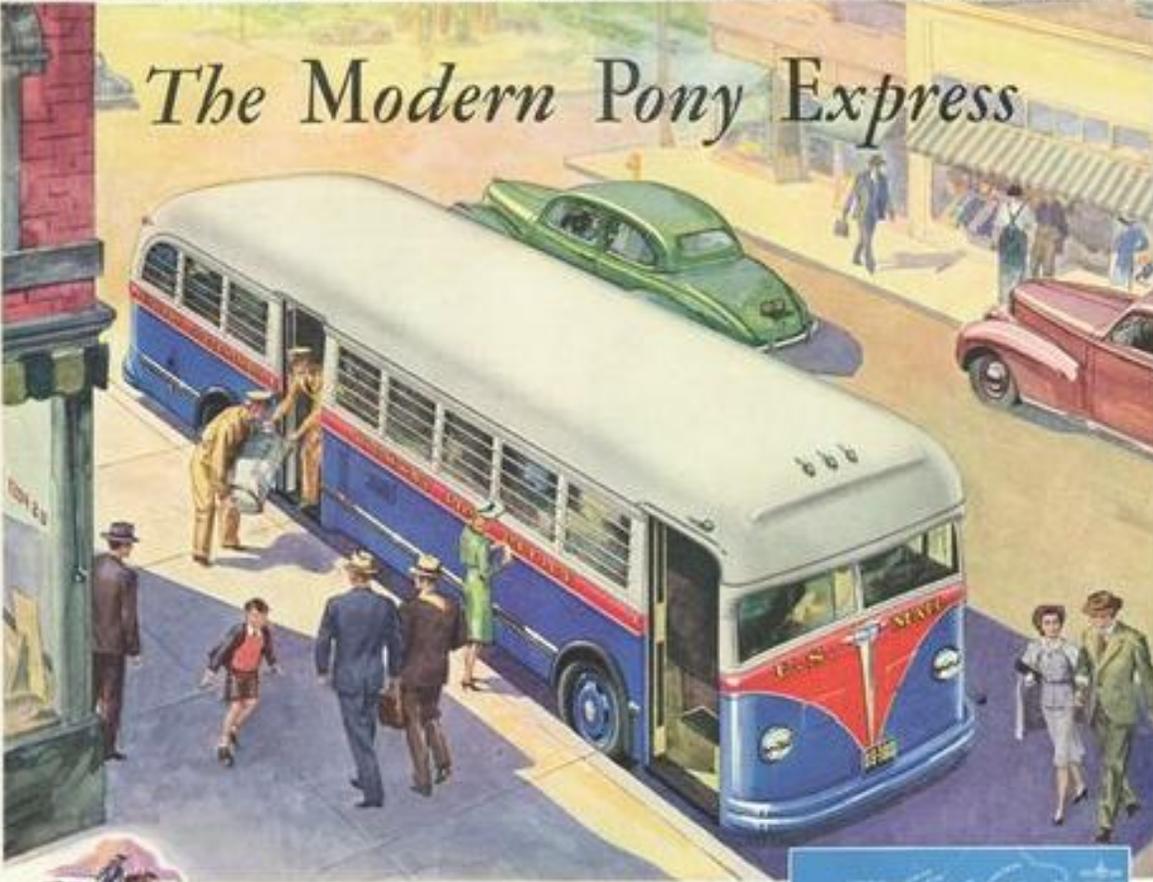
Clerk loads mailbags into a Highway Post Office bus.

History

THE SATURDAY EVENING POST

ANOTHER EXAMPLE OF WHAT A BETTER TRUCK CAN DO

The Modern Pony Express



A modern Pony Express has opened a new epoch in the colorful annals of the U. S. Mail Service. Soon, post offices that roll on rubber will be a familiar sight on the Main Streets and highways of America.

Recently in Washington, D. C., the first U. S. Post Office of the Highway inaugurated mail service between the nation's capital and Harrisonburg, Va. Mounted on a White Chassis, the new rolling post office is equipped with every facility for sorting, handling and dispatching all classes of mail. The first route serves 33 communities, all without rail service, on a daily round-trip schedule of 280 miles. Since there are more than 48,000 communities entirely dependent upon highways for their transportation, this unique



type of White is pioneering an improvement in mail service of nation-wide significance. Wherever there are highly specialized transportation tasks to be performed, Whites are found.

THE WHITE MOTOR COMPANY, CLEVELAND
Builders of the complete line of White Super Power Trucks,
City and Town-cars, Coaches, School Buses and the famous White Buses.

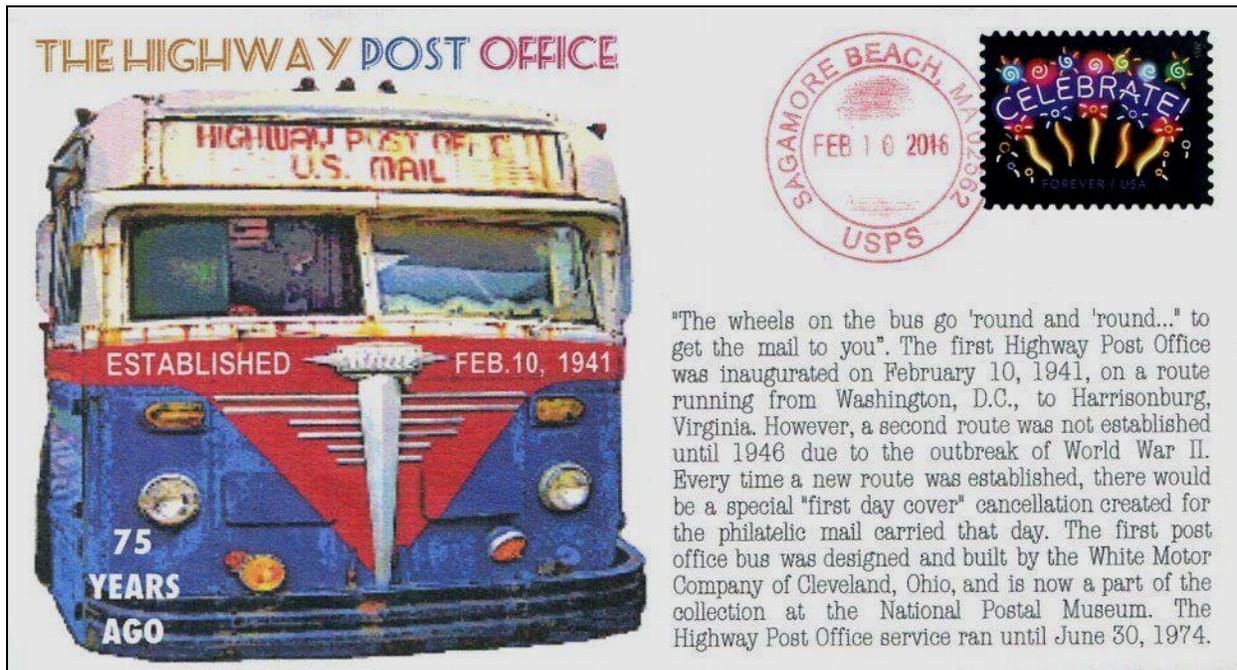


With an interior featured after that of a standard railroad mail car, the first U. S. Post Office of the Highway provides every facility for sorting and handling all classes of mail enroute.



FOR 40 YEARS THE GREATEST NAME IN TRUCKS

History



Highway Post Offices

Highway Post Offices are post offices on tires. They operate with a driver and one or more clerks who work letter mail and parcels en route. They carry all classes of mail—everything from first class letters to newspapers and magazines, parcels, and even perishables such as baby chicks in season.

Today the United States Post Office Department operates about 150 HPO vehicles. They provide mail transportation facilities direct to nearly 2,000 post offices in two-thirds of the States of the Union.

HPO schedules are established by the Post Office to provide solely for mail transportation. Thus HPO mail is frequently advanced in delivery by as much as 24 hours over the former transportation.

HPO service is in its twelfth year of operation. The first Highway Post Office route was established between Washington, D. C., and Harrisonburg, Virginia, on February 10, 1941.

Des Moines - Sheldon Mail Delivery Route

Sioux Rapids Bulletin-Press (July 24, 1952)

POSSIBILITIES OF HIGHWAY POST OFFICE STRONG

Sioux Rapids will be one of 32 towns to be directly affected by a proposed highway post office service, it was revealed Wednesday morning through Postmaster Nelle Cullen.

The postal department of Des Moines informed Miss Cullen that a survey had been completed on a proposed highway post office service through Sioux Rapids, which would improve transportation of mail to and from this town.

This proposed highway post office would exchange mail directly with 23 offices that have no railroad service, including six county seat offices, and for the entire route there will be direct exchange with 32 offices, including 10 county seat offices.

A telephone call to Des Moines revealed that the new service would extend from Des Moines to Sheldon and possibly to Sioux Falls, S. D. It will include such towns as Adel, Carroll, Sac City and Paullina. It will be an additional service with the truck stopping at 8 o'clock in the morning from the south and again at 3:55 in the afternoon from the north.

This survey, they stated, has been approved and recommended by local and division Postal Transportation officials, and is now being considered by the Post Office Department.

The Des Moines office informed Postmaster Cullen, that while it is not believed necessary, perhaps it would be helpful to the Post Office department if town merchants, newspaper publishers, commercial club and others, would voice their support of this service in the form of letters or telegrams to the Bureau of Transportation, Post Office Department, Washington, D. C.

Storm Lake Register (September 2, 1952)

NEW HIGHWAY MAIL SERVICE DRAWING NEAR

Improved mail service for citizens of northwest Iowa towns will be forthcoming if a proposed post office bus operation between Des Moines and Sheldon via Storm Lake is approve.

Advanced reports of the proposed new route were released thru the Storm Lake newspapers some days ago by Postmaster Edwin Hoch.

A decision by the post office department at Washington, D. C., on establishment of the new highway service may be made Tuesday, Postmaster Edith M. Johnson, Des Moines, has been advised.

Iowa is among several states competing for allocation of one of a limited number of the highway post offices available this year.

In the last five years, records show a total of nine trains serving various groups of communities in northwest Iowa have been dropped by the various railroads.

The projected Des Moines-Storm Lake-Sheldon highway post office bus would restore that direct service to many communities which lost it then and to others which have been without that service for longer periods.

Tentatively scheduled as intermediate stops are the following 31 towns: Waukee, Panors, Guthrie Center, Hamlin; Audubon, Gray, Templeton, Dedham, Carroll, Auburn, Lake City, Lohrvildie, Rockwell City, Lavins, Lyiton, Sac City.

Early, Nemaha, Storm Lake, Truesdale, Rembrandt, Sioux Rapids, Linn Grove, Peterson, Sutherland, Paullina, Gaza, Primghar and Sanborn,

The highway post office differs from the star route in that it offers mail sorting and dispatching along the way.

An application for approval of the Des Moines-Sheldon post office bus was filed 18 months ago.

Des Moines - Sheldon Mail Delivery Route

Storm Lake Register (September 9, 1952)

Highway Post Office Postponed Again; Gillette On Trail

The proposed highway postal bus, promised to provide better mail service between Des Moines and Sheldon via Storm Lake, has again been delayed. According to Washington, the powers-that-be are hesitating because of the expense. Figures indicate the cost will be \$50,000 to \$75,000 per year. Whether it will take in that much is declared uncertain.

Sen. Guy M. Gillette of Cherokee is working for the mail route. Likewise many telegrams from towns on the proposed route have gone in, so Postmaster Edwin Hoch declares.

More messages urging the new service would probably help since the postal department wishes to be certain the patrons are for it.

Storm Lake Pilot-Tribune (September 18, 1952)

Highway Post Office Expected To Be In Operation Before Christmas Rush

The Des Moines-Sheldon post office on wheels will be serving Storm Lake and some 30 other communities before the Christmas mail rush, it was announced Wednesday by the post office department in Washington, D. C.

Postmaster Ed Hoch, Storm Lake has received word that the post office department has approved the 233 mile route, which will improve mail service for dozens of northwest Iowa communities.

Bids for a postal bus to serve the route will be advertised in the near future, it was announced by Postmaster Edith Johnson of Des Moines. The bus is designed to permit sorting and dispatching of mail as it is picked up along the route.

Tentative route of the new bus would include the following stops:

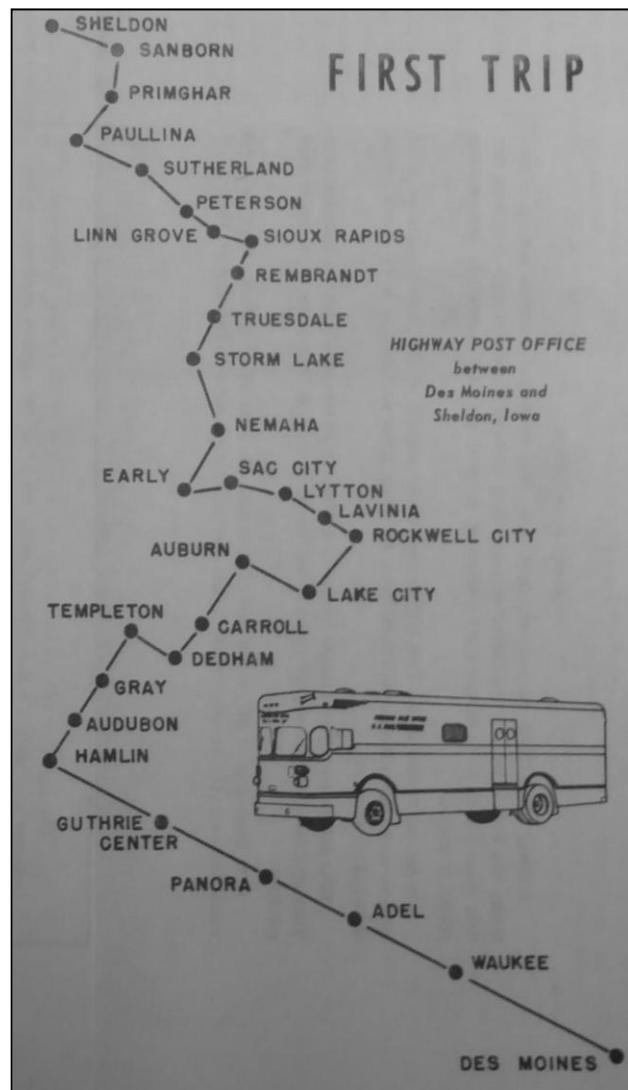
Waukee, Adel, Panora, Guthrie Center, Hamlin, Audubon, Gray, Templeton, Dedham, Carroll, Auburn, Lake City, Lohrville, Rockwell City, Lavinia, Lytton, Sac City, Early, Nemaha, Storm Lake, Truesdale, Rembrandt, Sioux, Rapids, Linn Grove, Peterson, Sutherland, Paullina, Gaze, Primghar and Sanborn.

Twenty-three of the communities have no railroad service. Mail reaches them over star routes operating out of other post offices.

Some communities in that area have been without train service for two years, as one branch railroad line after another was abandoned.

Intricate Schedules

Mail, as a result, has been received and dispatched by intricate schedules involving numerous transfers between star routes and trains (Mail is not sorted and dispatched along the way on a star route.)



Des Moines - Sheldon Mail Delivery Route

Storm Lake Pilot-Tribune (October 2, 1952)

Postmaster Hoch Tells Operation of Post Office

How the postal department and the Storm Lake post office function in the various divisions was explained by Postmaster Ed Hoch in a talk to the Storm Lake Rotary club Tuesday noon in Hotel Bradford.

He also spoke briefly in regard to the highway post office route which will be in operation thru Storm Lake by about December 1.

Rembrandt Booster (October 16, 1952)

NEW POST OFFICE ON WHEELS WILL BE IN OPERATION NOV. 1

The new Des Moines-Sheldon post office on wheels will be in operation and serving Rembrandt and some 30 other communities beginning November 1, it was revealed today by Congressman Charles B. Hoeven, from Washington, D. C. Some towns on the route are planning special doings, with band music and school turnouts.

Storm Lake Register (October 21, 1952)

Post Office on Wheels will be in Operation November 1

The new Des Moines-Sheldon post office on wheels will be in operation and serving Storm Lake and some 30 other communities beginning November 1, it was revealed today by Congressman Charles B. Hoeven in a telegram from Washington, D. C. to the Storm Lake Register.

Congressman Hoeven stated the post office department Monday awarded a contract to the Sedalia-Marshall-Booneville Stage Lines for operation of the highway post office.

Hoeven said that in northwest Iowa the line will serve Sac City, Early, Nemaha, Storm Lake, Truesdale, Rembrandt, Sioux Rapids, Peterson, Sutherland, Paulina, Primghar, Sanborn and Sheldon.

Postmaster Ed Hoch received word September 17 that the post office department had approved the 233-mile route.

Sorted and Dispatched

The highway post office bus will be designated to permit sorting and dispatching of mail as it is picked up along the route.

Some communities in the area to be reached by the postal bus have been without train service for two years, as on branch line after another was abandoned.

Intricate Schedules

Mail, as a result has been received and dispatched by intricate schedules involving numerous transfers between star routes and trains.

Under tentative schedule of the postal bus the highway post office will leave Des Moines at 12:05 a.m., reach Storm Lake at 7 a.m., and leave at 7:15 a.m., arriving at Sheldon at 11 a.m. On the return trip, the bus will leave Sheldon at 1:45, arrive in Storm Lake at 4:40 p.m., leave at 5:10 and arrive in Des Moines at 12:25 a.m.

Des Moines - Sheldon Mail Delivery Route

Storm Lake Pilot-Tribune (October 23, 1952)

Storm Lake to Greet Hi-way Postal Truck Bus will make First Visit to the City on November 1

The new Des Moines-Sheldon highway post office service will be given an official welcome by the Storm Lake Chamber of Commerce and other city and civic officials Saturday, Nov. 1, when the postal bus makes its inaugural trip to The City Beautiful.

Postmaster Ed Hoch announces that the first trip November 1 will be a special run carrying philatelic mails only. The bus will be rerouted over some parts of the line to visit towns that have not previously had opportunity to see the highway post office.

Since the bus will not be on regular schedule that day, the exact time of arrival in Storm Lake has not yet been learned by Postmaster Hoch. Announcement will be made the first of next week, however.

Dignitaries Coming

When the postal bus makes its first visit to Storm Lake it will be accompanied by postal department officials from Washington, D. C., post office inspectors, postmasters and postal transportation officials from this and adjoining divisions.

Because of some changes made in the routing of the bus between Des Moines and Sheldon, a new permanent schedule of arrival and departure times was issued today by Postmaster Hoch. Regular service will begin Monday, Nov. 1.

New Schedule

On the Des Moines-Sheldon run, the bus will leave Des Moines 1:35 a.m., Madrid 2:25 a.m., Boone 3:20 a.m., Dayton 4:20 a. m., Harcourt 4:30 a. m., Gowrie 4:40 a. m., Lohrville 5:15 a. m., Rockwell City 6 a.m., Lavinia 6:10 a.m., Lytton 6:20 a.m., Sac City 6:35 a.m., Early 6:55 a.m., Nemaha 7:05 a.m., Storm Lake 7:30 a.m., Truesdale 7:50 a.m., Rembrandt 6:10 a.m., Sioux Rapids 8:20 a.m., Linn Grove 8:35 a.m., Peterson, 8:45 a.m., Sutherland 9:05 a.m., Paullina 9:25 a.m., Primghar 9:45 a.m., Sanborn 10:10 a.m., arrive Sheldon 10:40 a.m.

Return Trip

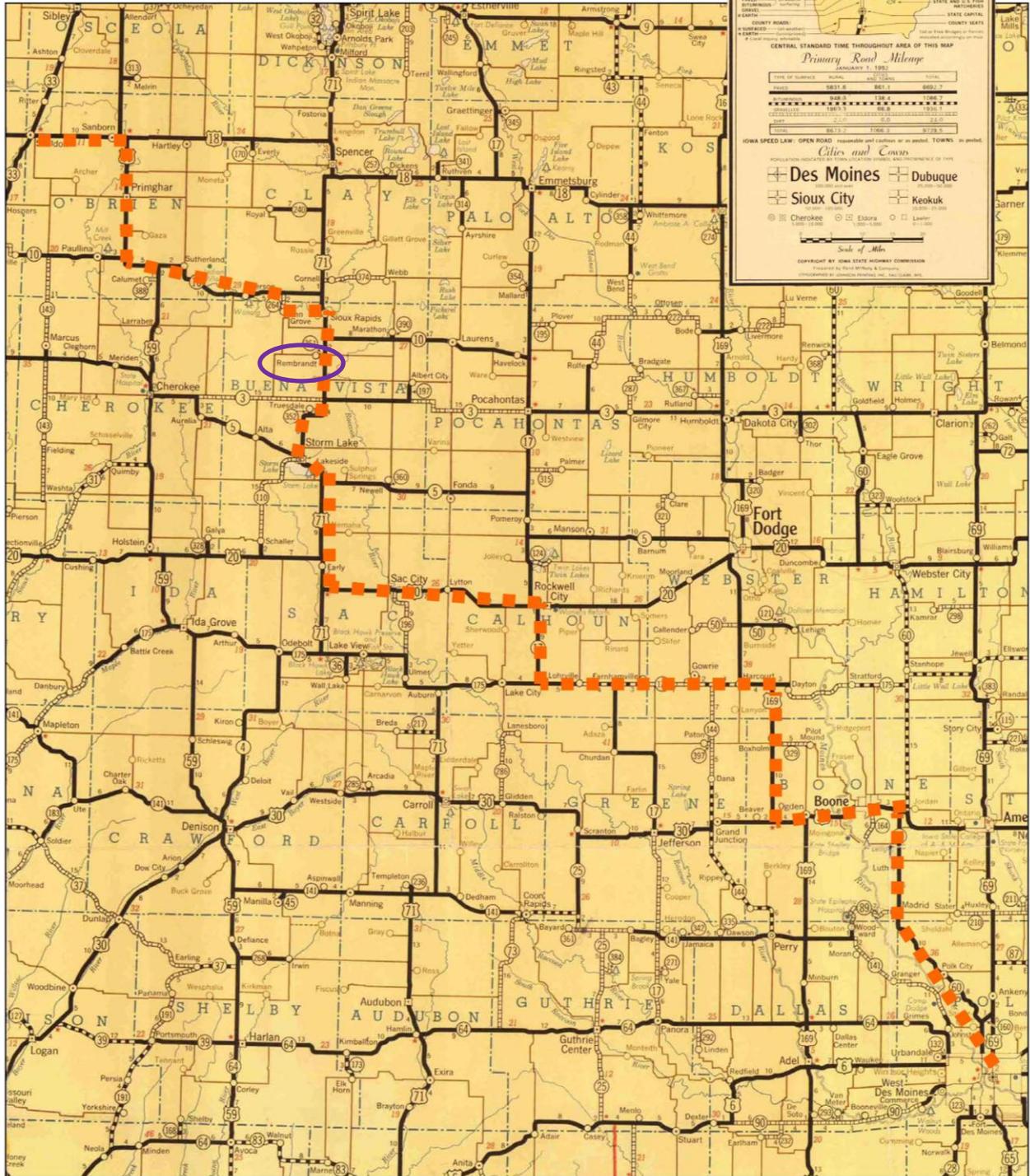
On the return trip to Des Moines, the bus will leave Sheldon at 2:05 p.m., Sanborn 2:30 p.m., Primghar 2:50 p.m., Paullina 3:10 p.m., Sutherland 3:30 p.m., Peterson 3:50 p.m., Linn Grove 4:05 p.m., Sioux Rapids 4:20 p.m., Rembrandt. 4:30 p.m., Truesdale 4:50 p.m., Storm Lake 5:05-5:10 p.m., Nemaha 5:30 p.m., Early 5:40 p.m., Sac City 6 p.m., Lytton 6:15 p.m., Lavinia 6:25 p.m., Rockwell City 6:40 p.m., Lohrville 7:35 p.m., Gowrie 8 p.m., Harcourt 8:15 p.m., Dayton 8:25 p.m., Boone 9:35-9:40 p.m., Madrid 10:20-10:25 p.m., arrive in Des Moines 11:20 p.m.

With the inaugural of the highway bus service, the Storm Lake, and Rockwell City star route, and the Storm Lake and Alton star route, Storm Lake to Paullina, will be discontinued.

Towns between Storm Lake and Sheldon to be served by the postal bus are Truesdale, Rembrandt, Sioux Rapids, Linn Grove, Peterson, Sutherland, Paullina, Primghar and Sanborn.

Des Moines - Sheldon Mail Delivery Route

Highway Post Office Des Moines - Sheldon Mail Route



Des Moines - Sheldon Mail Delivery Route

Sioux Rapids Bulletin-Press (October 23, 1952)

Congressman Hoeven says Highway Post Office Service to Begin Nov. 1

The operation of the recently proposed highway post office service through Sioux Rapids will begin on Nov. 1, it was announced Monday by Congressman Charles B. Hoeven of the Eighth district of Iowa.

The telegram sent to the Bulletin-Press by Rep. Hoeven stated that the post office department today (Monday) awarded the contract to Sedalia Marshall Booneville Stage Lines for operation of highway post office from Des Moines to Sheldon, beginning Nov. 1.

The new post office service will serve Sac City, Early, Nemaha, Storm Lake, Truesdale, Rembrandt, Sioux Rapids, Peterson, Sutherland, Paullina, Primghar, Sanborn and Sheldon, towns of this area.

Schedule

When the proposed service was first announced it was stated that the highway post office truck would arrive from the south in Sioux Rapids at 8 o'clock in the morning and again at 3:55 in the afternoon on it's trip back.

This service was scheduled to exchange mail directly with 23 offices that have no railroad service, including six county seat, offices for the entire route there will be direct exchange with 32 offices, including 10 county seal towns.

Mail picked up at the various towns will be sorted and dispersed from the highway truck.

Following the first announcement of such plans it was thought that such action would be indefinitely postponed, so the final approval came through faster than originally planned.

Officials on First Trip

On the first trip there will be Departmental Officials from Washington, D. C, Post Office Inspectors, Postmasters and Postal Transportation Officials from this and adjoining divisions.

Storm Lake Pilot-Tribune (October 30, 1952)

Postal Bus to Visit City at 1:05 Saturday

Storm Lake community is expected to turn out by the hundreds Saturday afternoon, when the new post office on wheels stops here on its Inaugural trip from Sheldon to Des Moines. Charles D. Brown, confidential assistant to John M. Redding, assistant postmaster general, will be among the post office department dignitaries aboard the bus when it arrives here at 1:05 p.m. Saturday

The highway post office will be welcomed by officials of the city of Storm Lake and the Storm Lake Chamber of Commerce. The Storm Lake high school band has been invited to play spirited music.

There will be a 20-minute program, after which the bus will be open for inspection for one hour, continuing on its run to Des Moines at 2:35 p.m.

North of Post Office

When the bus stops in the roped off section on the street north of the post office. Postmaster Ed Hoch will present F. F. Kallmer, president of the Chamber of Commerce, Dr. V. E. Herbert, former Storm Lake postmaster, and Attorney W. C. Edson, a personal friend of C. P. Hughlett, district superintendent of postal transportation.

Mayor Oscar J. Grau will convey greetings from Storm Lake.

Present Skipper Cap

Mr. Brown will speak to the assembled crowd, after which Secretary Ed Wixon of the Chamber of Commerce will present him with a skipper cap.

Des Moines - Sheldon Mail Delivery Route

Postmaster Hoch reveals that Jess Main, 201 Superior, a railway mail clerk on the Chicago-Sioux City run, will be clerk in charge of the new Des Moines-Sheldon post office bus.

The highway post office will go on regular schedule next Monday, Nov 3. It will arrive here on the Des Moines-Sheldon run at 7:30 a.m. and return here on the Sheldon-Des Moines trip at 5:05 p.m.

Sioux Rapids Bulletin-Press (October 30, 1952)

WELCOME FOR HIGHWAY P. O. SATURDAY A.M.

The inauguration services for the highway post office will be an event of Saturday morning from 11:25 to 11:45, it was announced by Postmaster Nelle Cullen. The public is cordially invited to attend and inspect the highway post office truck at this time.

A police escort will meet the highway post office at the highway intersection and bring it to the local post office. The ceremony will get underway with music by the Sioux Rapids high school band, under the directorship of Mrs. Ralph Nelson.

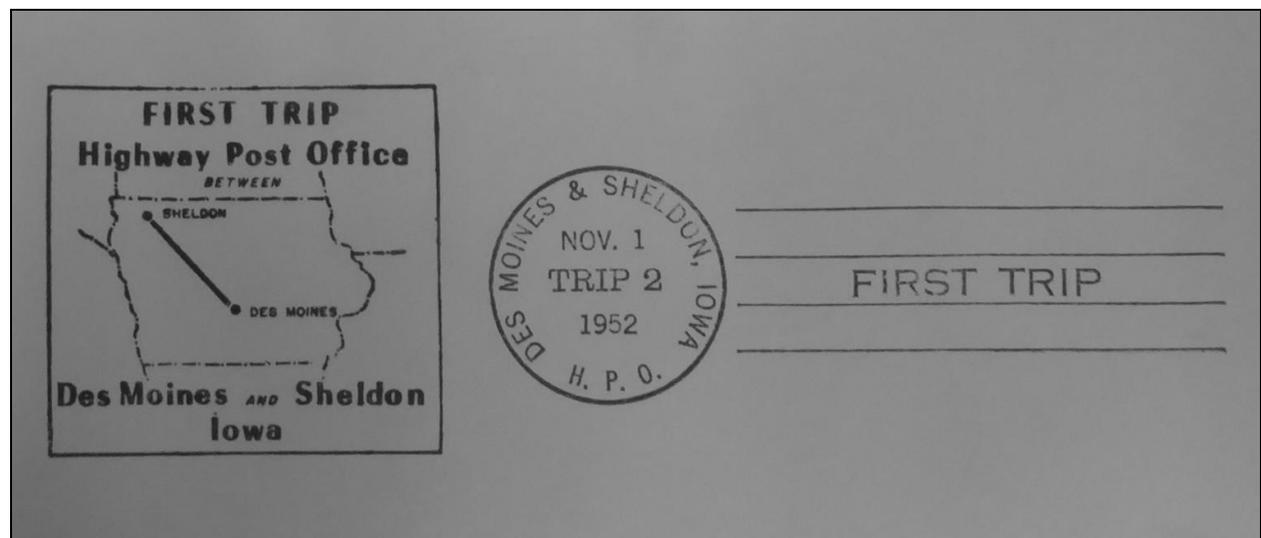
The highway post office will be under the leadership of Hon. Charles Brown, confidential assistant to Mr. Redding who is Supt. of Postal Transportation, Washington, D. C. He will introduce Postmaster Nelle Cullen of Sioux Rapids who will in turn introduce Mayor L. D. Williams. Mayor Williams will give a welcome talk and introduce other Sioux Rapids citizens who are the heads of various organizations, clubs and businesses who are interested in city advancement.

The initial trip of the highway post office on Saturday morning will not be a service trip but only for inspection by the citizens of various towns and cities that it will serve.

Starting Monday, Nov. 3, this highway post office truck will arrive in Sioux Rapids at 8:10 from the south and at 4:20 in the afternoon from the northwest. The route starts at Des Moines and ends at Sheldon. This highway post office will carry all classes of mail.

This new service will eliminate the star route from Storm Lake in the morning. The star route from Hartley will continue, however, it will leave Sioux Rapids at 9:45 in the morning and go to Spencer instead of Hartley as has been the schedule. The afternoon schedule for this star route will remain the same.

The Alton star route will arrive in Sioux Rapids at 11:30 and this will be the end of the line instead of Marathon, returning to Alton around 1:30.



Des Moines - Sheldon Mail Delivery Route

Storm Lake Pilot-Tribune (November 6, 1952)

Truesdale Greets Hiway Post Office

(By Mrs. H. Steinhilber)

TRUESDALE — Truesdale residents were out Saturday to greet dignitaries of the post office department and to be present on the inaugural trip of the highway post office bus which arrived here at 12:35 p.m. All had the opportunity of going through the post office on wheels.

Sioux Rapids Bulletin-Press (November 6, 1952)

REMBRANDT PEOPLE INSPECT POST OFFICE

Rembrandt - More than a hundred persons rushed to the post office Saturday noon when they heard the sound of the horn of the new Highway Post Office on its first trip from Sheldon to Des Moines. It parked in front of the Rembrandt post office and the accompanying dignitaries and postmasters were greeted by Postmaster Vira Fosmark.

A short program of greetings and explanation was given from the rear of the truck. Postmaster Fosmark spoke of the hope of making good mail service even better Mayor Skov, Rev. Grote and Editor Lyons spoke a few words of greetings. The accompanying postmasters and post office officials were introduced.



Des Moines - Sheldon Mail Delivery Route

The audience was invited to enter the front of the truck and proceed through it to inspect the layout. With the motor of the vehicle under the floor, the first compartment was occupied by the driver. The second space was equipped with racks holding mail sacks to receive the mail as it was sorted. A center section with doors on either side allowed for the delivery of the mail from or to the truck with space for temporary storing of sacks. The rear third of the post office provided carrying space for the bags of mail.

The Highway Post Office will arrive from Des Moines around eight o'clock in the morning on its way to Sheldon, and return southbound around 4:30 in the afternoon.

Mrs. Fosmark accompanied the Highway Post Office to Storm Lake and lunched with the party accompanying it on its initial run. Quite a number of letters were mailed out to receive the "First Trip" cancellation for benefit of those interested in philately.

Sioux Rapids Bulletin-Press (November 6, 1952)

Crowd Inspects New Highway Postal Truck

A fine representation of the public was present Saturday morning to welcome and inspect the new Highway Post Office truck which made its initial run on that day.

Arriving in Sioux Rapids around 11:30 from Sheldon, it was met by police escort and the high school band. Postmaster Nelle Cullen gave the welcome and introduced Mayor L. D. Williams who gave a short talk on the history of the Sioux Rapids post office and then introduced various citizens of Sioux Rapids to the audience.

The accompanying postmasters and post office officials were also introduced.

The truck was opened to the public for inspection. The truck was divided into three apartments. The front being the cab for the driver The second section was filled with racks for holding mail bags and wall boxes for the sorting of mail. The middle of the truck had doors on both sides for the loading and unloading of mail at the various towns and the rear section was for the storing of mail bags.

Saturday the Post office truck went as far as Rockwell City where they met a similar truck that had left Des Moines and started north. Regular service began Monday morning with the truck leaving Des Moines and going to Sheldon, making all appointed stops between.

Postmaster Nelle Cullen joined other postmasters of the route served, at Storm Lake and rode on the Highway Truck to Early. The entire group met at Rockwell City where all were entertained at the Rockwell City Hotel.

Postmaster Cullen stated that Sioux Rapids is now classified as a terminal point and that six mails will arrive and depart daily.

The Hartley star route will arrive at 8:05 in the morning and depart for Spencer at 8:25. The Hartley route will again arrive at 3:30 in the afternoon and leave direct for Hartley at 4 o'clock.

The Star Route truck, that handles the overload of the Highway Post Office truck and that stops at smaller towns from Des Moines to Sioux Rapids, arrives at 8:10 in the morning. This truck stays in Sioux Rapids and leaves for Des Moines at 4:20.

The Highway Post Office truck arrives at 8:20 in the morning from the south and returns to Sioux Rapids at 4:20 from Sheldon.

The Alton to Sioux Rapids Star route arrives about 11 o'clock and leaves about two o'clock with Sioux City and southwest mail. The Highway Post Office operates with a driver and two clerks, who work the mail enroute. They carry all classes of mail. This type of service has been in existence for 12 years.

Des Moines - Sheldon Mail Delivery Route

Sioux Rapids Bulletin-Press (November 6, 1952)

INSPECT POST OFFICE TRUCK



A number of local people were present Saturday morning to witness the first trip of the new Highway Post Office truck and to inspect the interior of the truck. The above Bulletin-Press photo shows a part of the crowd entering the front end of the truck. The inspection trip followed a short program, welcoming the new service to Sioux Rapids.

FINAL STAR ROUTE TRIP



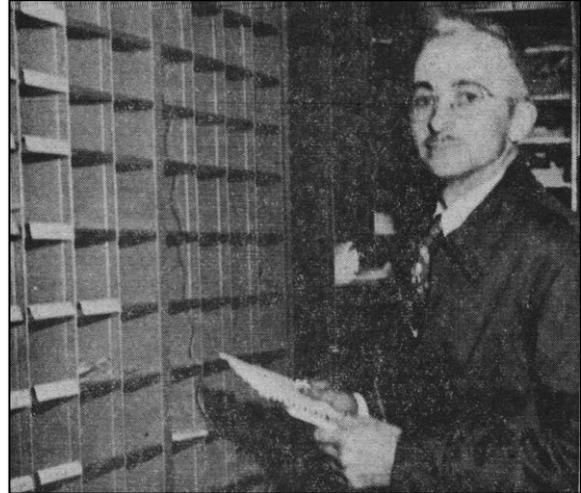
The final trip of the Star Route truck from Storm Lake to Sioux Rapids and other points northwest, was made Saturday morning by Wayne Steward of Storm Lake. The above photo shows Wayne as he is pulling out of the local post office with his last load on the final day. This route was cancelled by the government with the addition of the Highway Post Office truck.

Des Moines - Sheldon Mail Delivery Route

Storm Lake Pilot-Tribune (November 20, 1952)

Clerk in Charge of Postal Bus

Jess Main of Storm Lake is one of three postal employees who work in shifts as clerk in charge of the new highway post office operating between Des Moines and Sheldon via Storm Lake. He formerly was a railway mail clerk on the Fort Dodge-Sioux City run. Main was pictured sorting some mail during the inaugural trip of the post office on wheels Saturday, Nov. 1. Photo by Art Hough.



Sioux Rapids Bulletin-Press (December 11, 1952)

POSTOFFICE SERVICE ON SUN., DEC. 21

Postmaster Nelle Cullen received word from the postal department that the highway post office truck will operate on Sunday, Dec. 21, to enable quicker handling of the Christmas mail.

Miss Cullen stated that the local post office will be open on that Sunday morning for patrons to receive their mail and obtain any packages that might arrive for them.

Sioux Rapids Bulletin-Press (December 18, 1952)

POST OFFICES OPEN SUNDAY MORNING

Sioux Rapids post office patrons are reminded that highway post office truck operate this Sunday and the Sioux Rapids post office will be open Sunday morning to take care of incoming and outgoing mail. The windows will be open until noon for delivery of packages.

Violet Shirk, Linn Grove postmaster, stated that the post office in Linn Grove will also be open from 9 to 12 o'clock on Sunday.

Storm Lake Pilot-Tribune (April 23, 1953)

Highway Post Office Blown into Ditch by Last Week's Wind

Postmaster Ed Hoch reports that the Hiway Post office was literally blown off the hiway Wednesday of last week during the big wind. The big bus toppled over into a ditch 1-1/2 miles west of Sutherland, enroute from Storm Lake to Sheldon. Postmaster Hoch said there was three to six inches of ice and slush on the pavement at the time.

A hiway commission maintainer managed to get the hiway post office out of the ditch with little damage except for mud and scratches on one side. One of the postal employees received a leg gash but otherwise there were no injuries.

After regaining the pavement, the HiPO completed its run to Sheldon, changed crews and was back in Storm Lake by 7.30 p. m., about three hours behind schedule.

Des Moines - Sheldon Mail Delivery Route

Storm Lake Pilot-Tribune (December 17, 1953)

MAIL RUSH BREAKING RECORDS

High Peak of \$110,000 for '53 in Sight

Postmaster Hoch sees Business Running Ahead of 1952

"Indications are that the Storm Lake post office will hit the high peak of \$110,000 for the calendar year of 1953," Postmaster Ed Hoch predicted this morning as he surveyed the mail room piled high with gift parcels and holiday letters and greeting cards.

Last year the largest and only day over \$1M in postal receipts, fell on December 15, when \$1,231.67 was taken in. This year that mark has already been surpassed twice this week: Monday, Dec. 14, \$1,363.77, and Tuesday, Dec. 14, \$1,079.44.

Receipts of the post office between October 1 and December 15 were \$2,783.54 ahead of the same period in 1952. This year the total was \$27,329.99. Last year the total was \$24,546.45.

More Parcel Post

No count is kept of the number of parcel post packages handled at the Storm Lake post office, but Postmaster Hoch said it is evident that the number is larger than for the 'Christmas season' of 1952.

The post office is employing six extra men during the holiday rush, four city carriers and two clerks. These men are all veterans who were temporarily unemployed.

At Top Speed

Postal employees worked at top speed over the weekend at Christmas cards and gifts streamed thru the local post office. Now comes the mopping-up operation.

"There's still a big job to do," says Postmaster Hoch. "We figure the incoming mail will reach its peak before Saturday. Then we'll have the last minute rush of outgoing mail that never fails to come.

By Christmas

"I've been very pleased with the amount of early mailing this year. Now it's up to the late mailers. If they'll get it into the post office, we'll get it out and delivered by Christmas."

To meet this critical situation, service windows will be open from 8 a.m. to 6 p.m., including Saturday. Mail carriers will make as many daily deliveries as are necessary.

Time Running Out

Time is running out. Send your Christmas cards with first class postage to local addresses and those for out-of-town by air mail or special delivery. Air parcel post is recommended for any remaining gift packages going to other states.

Last year the biggest load of Christmas mail came on December 19. This year's record was reached on December 16, when 26,700 pieces of mail clicked through the canceling machine. The postmaster won't be surprised if both records are topped before the week is over.

Highway Post Office

Des Moines to Sheldon Highway Post Office will make its regular runs through Storm Lake Sunday, Dec. 20, to help handle the Christmas mailing rush, it was announced today by Postmaster Ed Hoch. However, the highway post office will not be in operation Christmas day.

There will be city carrier service in Storm Lake Sunday, Dec. 20, but the post office will not be open for business.

On Saturday, Dec. 19, the post office will be open from 8 a.m. until 6 p.m.

Des Moines - Sheldon Mail Delivery Route

Sioux Rapids Bulletin-Press (December 31, 1953)

Local Post Office Breaks Records in Stamp Sales

Stamp sales at the Sioux Rapids post office for the month of December through Christmas totaled over \$2100, it was announced by Kenneth Cate, acting postmaster.

This total represents the sale of 37,100 two-cent stamps and 22,500 three-cent stamps, the rest being the larger denominations used for parcel post. Sales for October and November were considerably over a year ago, partly due to early mailing of overseas packages.

"The Christmas mail moved smoothly through the office this year and was all sorted and cancelled each evening before we left the post office," Cate stated. "We wish to thank the many patrons who sorted their Christmas cards before mailing them, thus saving us much time and labor."

The service of the Highway Post Office and the Star trucks was very good this year, considering the heavy volume of Christmas mail. An extra truck accompanied the Highway Post Office from Des Moines to Storm Lake during the period from Dec. 12 to 23. The trucks were a little behind their regular schedules during the peak of the Christmas rush, but were always in Sioux Rapids in time for all the mail to be sorted and distributed. All Christmas packages left in the office were delivered on Christmas eve.

"We wish to take this opportunity to thank our patrons for the many courtesies and kindnesses shown us during the Christmas season. A special thank you to those who brought in Christmas treats. They were very much appreciated and enjoyed by all of the office force.

"We wish a very Happy and Prosperous New Year for each and every one of the patrons of the Sioux Rapids post office." Cate exclaimed.



Storm Lake Pilot-Tribune (February 18, 1954)

HIGHWAY POST OFFICE SERVICE

Sac Sun: Northwest Iowa has been enjoying the convenience of highway post office delivery for more than a year now, and the service is so much better since it has been introduced that there is no comparison with what it was previously. The people of Sac City seem happy that the new system has come into use here, and they have since been receiving excellent mail deliveries regularly.

Storm Lake Register (September 29, 1954)

IMPROVING THE MAIL SERVICE

Mail service out of Storm Lake via the highway post office will be noticeably improved when the new schedules are adopted and routings established October 1. Postmaster Edwin Hoch reveals.

Our news columns gave a brief summation of what it's all about the other day but you're going to be surprised and pleased when the final schedules are released which should be this week. The augmented service starts October 1.

We're saying that thus far the highway post office from Des Moines to Sheldon thru Storm Lake has been most satisfactory which probably explains why these overland motorized post offices have been increased.

Of course, the main reason is that so many trains have been taken off. It has become necessary for Postmaster General Summerfield & Co. to supply mail facilities. That is especially true at Estherville which has lost every mail train.

So the routing from Des Moines which runs thru Storm Lake for Sheldon will after October first change at Sioux Rapids. Instead of turning west there, the mail coaches will proceed north thru Spencer, Spirit Lake and over to Estherville, giving Storm Lake a much quicker morning outlet north. That will hold good also for arrival of mail from the north in the late afternoon.

Des Moines - Sheldon Mail Delivery Route

Points west of Sioux Rapids thru Peterson. Primghar and Sheldon will be handled by a new star route. Another change of interest to Storm Lake comes from the south. The mail bus from Des Moines under the new system will proceed from Sac City to Schaller and up 110 to Storm Lake. Same way on the return. That will give Storm Lake easy mail access to Schaller both ways.

Our comment is that we'll be greatly benefited - speaking from the newspaper standpoint. For we can get our papers into other points north and south more expeditiously. That advantage goes also for all other Storm Lake concerns and the general mailing public.

Sioux Rapids Bulletin-Press (December 30, 1954)

Local Post Office Breaks Records In Stamp Sales

Stamp sales at the Sioux Rapids post office for the month of December through Christmas totaled over \$2200, it was announced by Don Stanzel, Postmaster.

This total represents the sale of 31,200 two-cent stamps and 30,000 three-cent stamps, the rest being the larger denominations used for parcel post. The big increase was in three-cent stamps.

"The Christmas mail moved smoothly through the office this year and was all sorted and cancelled each evening before we left the post office," Stanzel stated. "We wish to thank the many patrons who sorted their Christmas cards before mailing them, thus saving us much time and labor."

The service of the Highway Post office and the Star trucks was very good this year, considering the heavy volume of Christmas mail. An extra truck accompanied the Highway Post office from Des Moines to Sioux Rapids during the period from Dec. 13 to 24.

The trucks were a little behind their regular schedules during the peak of the Christmas rush, but were always in Sioux Rapids in time for all the mail to be sorted and distributed. All Christmas packages left in the office were delivered on Christmas eve.

"We wish to take this opportunity to thank our patrons for the many courtesies and kindnesses shown us during the Christmas season. A special thank you to those who brought in Christmas treats. They were very much appreciated and enjoyed by all of the office force. We wish a very Happy and Prosperous New Year for each and every one of the patrons of the Sioux Rapids post office," Stanzel exclaimed.



Storm Lake Pilot-Tribune (March 1, 1956)

Highway Post Office Hit By Garbage Truck, Driver Pays \$10 Fine

Ernest Robertson, Storm Lake garbage collector, was fined \$10 and costs in Justice of Peace E. H. Betsinger's court Tuesday after Robertson's truck collided with the highway post office bus on West Railroad street and east of Geneseo.

Robertson pleaded guilty to a charge of illegal starting from a parked position. Police said Robertson backed his truck out of a parking space, colliding with the bus and tearing a hole in the federal vehicle's side.

Damage was estimated, at \$100 to the bus and \$25 to the truck.

Storm Lake Register (September 18, 1956)

Mail Delayed Some When Post Office Stalls On Highway

The U. S. mail arrived in Storm Lake a few minutes behind schedule this morning, after the highway post office broke down between here and Schaller and had to be towed in. Storm Lake mail was transferred from bus to post office while repairs were being made.

Des Moines - Sheldon Mail Delivery Route

Sioux Rapids Bulletin-Press (December 27, 1956)

Post Office Has Record Season

The local post office enjoyed another record year for the month of December through Christmas, with stamp sales again over previous years, it was announced by Don Stanzel, postmaster.

The sale of two cent stamps reached the all time high of 34,000 and the three cent stamps 33,000. This figure exceeded last year's by 3,000 each plus the usual amount of the larger denominations of stamps.

The fact that many people mailed earlier than usual this year and that many of them had their letters or cards tied and sorted, helped the post office force very much in handling the big Christmas rush.

The Highway Post Office and star routes were able to carry the load on their regular schedules with very little delay. During the time that the mail was the heaviest, an extra truck was dispatched with the Highway Post Office bus to help carry the parcel post matter.

"We wish to take this opportunity to thank our patrons for the many courtesies and kindnesses shown us during the Christmas season, for their patience and cooperation," Don Stanzel stated for the entire group of local post office employees.

Storm Lake Register (March 4, 1958)

Highway Post Office Whipped Into Ditch West of Airport

Mail delivery from the south via the highway post office was delayed about three hours Friday morning, when the big bus went into the ditch off highway 110 two miles west of the Storm Lake municipal airport.

Postmaster Ed Hoch said that at about 7 o'clock, when the mishap occurred, the blacktop was icy. The wind caught the rear of the highway post office and shipped the vehicle out of control.

The bus was not damaged and no one was injured. However it required considerable time and effort to extricate the vehicle from the soft mud with a big wrecker.

Storm Lake Pilot-Tribune (February 5, 1959)

Collision with Highway Post Office Kills Two

Two Doon brothers, Paul, aged 57, and William, aged 71, were killed when their car collided with a highway post office near Lake Mills. They were enroute home from Rochester, Minn.

Sioux Rapids Bulletin-Press (September 17, 1959)

NEW TIME FOR MAIL TRUCKS, HPO

"Much interest has been shown by our patrons in the new time schedule of the Highway Post Office and Star routes in arriving and departing from Sioux Rapids," it was stated by Kenneth Gate.

The new time schedule is as follows: Mail from Alton arrives at 7:30 a.m. and leaves at 7:45 a.m.; Sheldon leaves at 7:30 a.m. They hold for 15 minutes for other connections, if necessary,

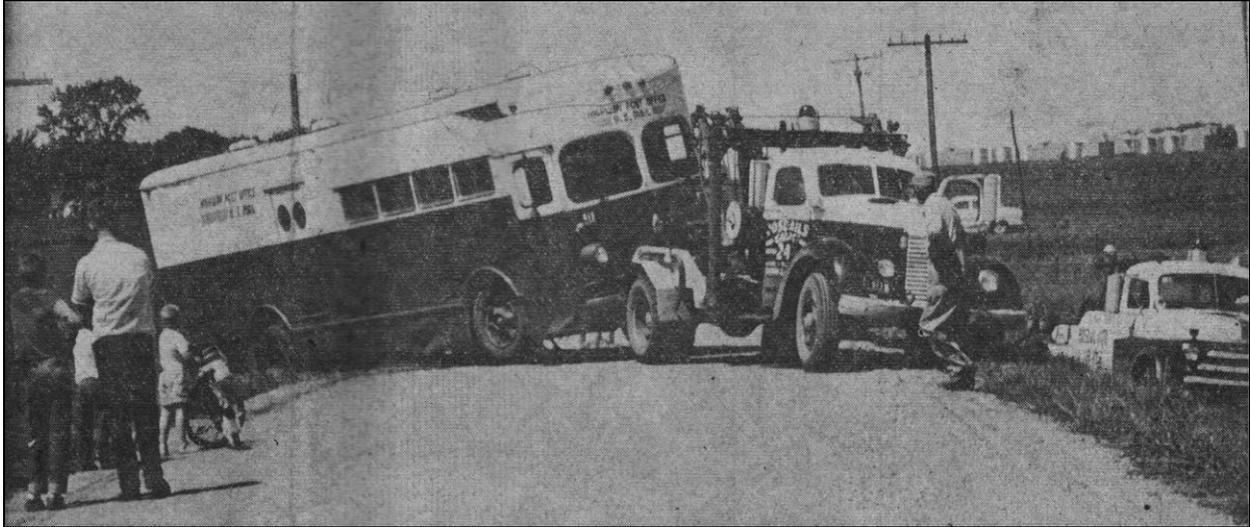
The Des Moines truck is due at 7:10 a.m. and the HPO at 7:15.

In the afternoon the star route from Alton arrives at 4:45 and leaves at 5:10 and will hold one hour for HPO, if necessary. Route from Sheldon is due at 5 o'clock. The Des Moines truck leaves at 5:15 and the HPO at 5:05 p.m.

Des Moines - Sheldon Mail Delivery Route

Storm Lake Pilot-Tribune (July 21, 1960)

Despite "Hypo" Upset, Uncle Sam's Mail Must Go Thru



Some mail was delayed Tuesday when the Spirit Lake-Des Moines highway post office truck upset in a ditch on the gravel road just northeast of Rembrandt. The accident at 7:15 spilled mail and clerks on the floor of the bus. Photograph was made as Rosdail wreckers from Storm Lake were pulling the truck back onto the road. Driver Claude Carriger, Des Moines, and clerks C. V. Hernik, Toledo, and W. M. Simpkins, Rose Hill, escaped injury. The 10-ton bus went over on its side after hitting a soft shoulder on the gravel road. The two wreckers got the bus back onto the road at shortly after 10 am. The star route bus from Sioux Rapids picked up mail destined for their stops. Photo by Art Hough.

Sioux Rapids Bulletin-Press (July 21, 1960)

Soft Shoulders Put Highway Post Office in Ditch Tuesday; None Injured in Road Mishap

Mail and clerks were sorted the hard way early Tuesday morning when the two were bounced and scattered around on the inside of the Highway Post Office truck as it went into the ditch and turned over on its side off the gravel road just north of Rembrandt.

The driver of the Spirit Lake-Des Moines highway post office truck, Claude Carriger of Des Moines, said he apparently hit the soft shoulder of the road and it gave way to the weight of the 10-ton truck.

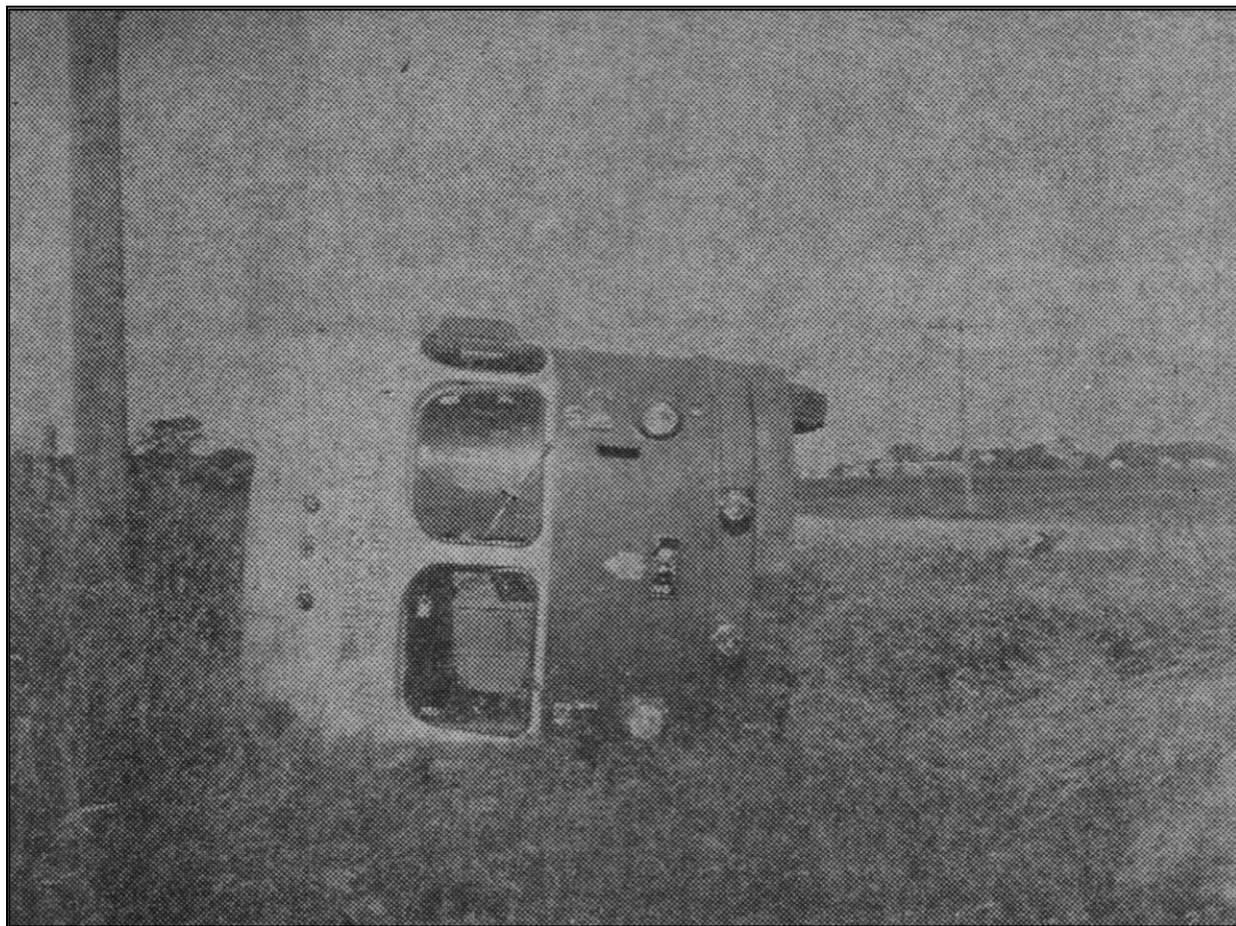
Neither the driver nor the two clerks sorting the mail were injured. A small blaze started when oil hit the hot exhaust pipe but it was quickly put out with an extinguisher carried in the truck.

While this picture was taken, the two clerks were continuing with their work, at a slight disadvantage, sorting mail. Having just made their Rembrandt stop, Star Route trucks and the Sioux Rapids post office department went to the scene and picked up the mail for the surrounding area.

A second bus was called from Des Moines to come up and complete the route to Spirit Lake. A wrecker from Storm Lake was called to get the Highway Post Office out of the ditch but could not complete the task without aid.

Des Moines - Sheldon Mail Delivery Route

Slight Delay in Mail Delivery



Storm Lake Pilot-Tribune (November 2, 1961)

Highway Post Office Stop in Rembrandt Ends

The Highway Post Office will not call in Rembrandt after Tuesday.

Sioux Rapids Bulletin-Press (November 2, 1961)

Star Route Replaces Highway Post Office at Rembrandt

Beginning on Wednesday of this week, mail from Rembrandt will be picked up by a star route carrier. Pick up will be made three times a day and delivery four times as the carrier makes two trips south and two trips north daily. Mail arrival and departure will be approximately the same as now.

The Highway Post Office will not call in Rembrandt after Tuesday.

Des Moines - Sheldon Mail Delivery Route

Rembrandt Booster (June 27, 1963)

ZIP Code New P. O. System of Mail Dispatch

Rembrandt's ZIP Code, the Post Office Departments revolutionary new system of improved mail dispatch and delivery, goes into effect nationally on July 1.

Our five-digit zip code number is 50576, "Everyone in Rembrandt will use this on all their correspondence to speed mail deliveries and reduce the chance of mis-sent mail."

Postmaster Fosmark stressed the importance of all citizens of Rembrandt, learning this city's ZIP Code and using it in their return address on all correspondence. In answering mail she said, ZIP Codes taken from return addresses on incoming mail should be used.

The ZIP Code is literally the last word in mail addressing, and it should follow the city and state in addresses.

She cited this example of the proper use of ZIP Code: V. Fosmark Postmaster, U. S. Post Office, Rembrandt, Iowa, 50576

The new ZIP Code plan, for the first time will permit the Post Office Department to short-cut repeated address reading.

"The address on mail must often be read as many as eight or ten times by postal employees, to get it to the proper destination," Mrs. Fosmark said. Each handling slows the process of mail dispatch and adds to the opportunity for human error.

With ZIP Code, a clerk needs only to glance at the code to know immediately to what national area, state and post office the letter is destined, and to send it on its way cutting up to 24 hours off the time between deposits and delivery.

When Zip Code is in full swing, the United States will have the most modern system of mail distribution and delivery in existence.



Vira Fosmark
Rembrandt Postmaster

Storm Lake Pilot-Tribune (January 20, 1966)

Long-time Postal Worker Honored

Jesse S. Main, left, 201 Superior, was honored last week for his long-time service in the Post Office Department. A citation and personal letter from Lawrence F. O'Brien, postmaster general, were presented to Main by Claire Tymeson, assistant postmaster in charge of the Storm Lake Post Office. The citation reads: "Honorary recognition is accorded Jesse S. Main for devotion to duty in the course of an honorable career in the United States Postal Service. This citation, tendered upon retirement from active duty, conveys official commendation from the Postmaster General and a cordial expression of the esteem from co-workers in the service."

Main worked on the highway post office 13 years before retiring December 30. Photo by Jim Walde.



Des Moines - Sheldon Mail Delivery Route

Storm Lake Pilot-Tribune (November 17, 1966)

Post Office Closed Thanksgiving Day

Post office department announced that the usual holiday hours will be observed by post offices on Thursday, Nov. 24, Thanksgiving Day.

No window service will be provided and no deliveries by city or rural carriers. Normal lockbox service will be given. All special deliveries will be delivered.

Mail will be dispatched on the usual holiday schedules, Highway Post Office at 4:30 a.m. and 8:00 p.m., Illinois Central, train II at 6:22 a.m. and train 12 at 8:00 p.m.

"The mailing public is also reminded that the Christmas mailing season is almost upon us," says Claire Tymeson, assistant postmaster in charge. "Throughout the year the post office tries to provide you with the best possible service. To a great extent the success they have in delivering the mail on time is due to the cooperation of the patrons.

"During this holiday season your postal service reminds you that the best way to help is by shopping early, mailing early and by using ZIP codes on letters and packages."

Storm Lake Pilot-Tribune (April 27, 1967)

Add Star Route In Mail Change

The much discussed change in transportation of mail between Sioux City and Fort Dodge via Storm Lake will take place Saturday and Sunday.

Acting Postmaster John Murray received notice of the change and a revised schedule for highway star routes which are supposed to maintain the present quality of mail service. Murray said the revision should make the service the same or better.

In the notice to Murray, the postal department said the sorting of mail on Trains No. 11 and 12 from Sioux City to Fort Dodge will be discontinued. Some "closed pouch" mail that does not need sorting may continue to move by rail.

Two Trains

Trains No. 11 and 12 brought mail into and out of Storm Lake at 8 a.m. and 5:15 p.m. Most mail will now move by star route with one new route being added.

The morning route leaves Fort Dodge at 5 a.m. arriving in Storm Lake at 6:40 a.m. It makes a swing thru several towns in this area and comes back to Storm Lake at 8:45 a.m., then returns to Fort Dodge.

The afternoon route leaves Fort Dodge at 2 p.m., arrives here at 3:50 p.m., swings thru other towns and back thru Storm Lake at 5:55 p.m.

Hypo Service

A highway post office truck on which mail is sorted enroute will continue to move mail north and south from Des Moines to Sheldon via Storm Lake. It arrives at 4:17 a.m. from Des Moines and returns at 8 p.m.

The mail collection box at the Illinois Central depot will be taken out, Murray said.

First class mail will move from Fort Dodge to Chicago by air and rail.

Des Moines - Sheldon Mail Delivery Route

Storm Lake Pilot-Tribune (December 7, 1967)

Post Office Gears for Huge Volume of Christmas Mail

The Post Office Department is not unlike most other businesses in the country. It has peak periods of business as well as periods of relatively low activity. And like many others, its busy season occurs at Christmas time.

Last December the Storm Lake Post Office cancelled 352,296 letter-size pieces of mail reports Acting Postmaster John Murray. This did not include parcel post (Christmas gift packages).

The big run of cancelled mail in December, 1966, came in the middle two weeks of the month according to figures compiled by Murray. In the second week there were 111,370 pieces that were machine cancelled, indicating a big flood of Christmas greeting cards. The third week saw 96,890 pieces machine cancelled.

After Holiday

The week beginning on Dec. 26 saw this volume slack off to 28,870 or to a more normal volume.

Murray's figures included three types of cancelling—machine cancelled, hand stamped and metered mail not needing processing. This figure swelled to 127,154 pieces in the second week of the month then fell to 109,231 in the third week to a more normal figure of 41,299 the week after Christmas.

Sectional Center

Since the Storm Lake post office is not a sectional center under the new setup, it does not handle mail from other towns, except Lakeside. The center serving this area is at Fort Dodge which has mail from 84 post offices coming in Sixteen star routes, plus highway post office trucks, trains and airplanes, then disperse the huge accumulation of mail.

The dividing line for the area served by the sectional centers is west of Storm Lake, so Alta mail for example, goes to the center at Sioux City.

Nationwide. 33,000 post offices and their numerous branches are bracing themselves for the anticipated avalanche of Christmas mail in 1967.

The Post Office Department represents the largest single governmental operation. It is the largest user of transportation in the country and uses the nation's largest vehicle fleet to speed the mail on its way.

"The Storm Lake Post Office is ready to handle the Christmas mail," Murray commented "Since last Christmas we have been planning new methods to handle this year's deluge of mail Nationwide and locally this is a complex job."

Tips on Mailing

Murray listed early mailing, the use of correct addresses and ZIP codes, and correct package wrapping techniques as the essential steps necessary to insure the mail will arrive on time.

The postmaster pointed out that mail is sorted by address rather than by name, making it essential that the address of each piece of mail is correct. A complete address he said, consists of the persons name, the house and street numbers, the name of the town, and the ZIP Code for that address.

Storm Lake Pilot-Tribune (October 10, 1968)

AIR MAIL SERVICE - END OF HIGHWAY POST OFFICE SERVICE May Bring End of Passenger Train

The air taxi service to move mail from Northwest Iowa to points east and south will bring the end of the highway post office truck (Hypo) in Storm Lake and may see the death of the last passenger tram thru this area.

A spokesman for the Illinois Central Railroad told the Sioux City Journal the IC may discontinue the Hawk eye passenger train service if the postal department stops using the Rail Post Office (RPO) on the train.

Des Moines - Sheldon Mail Delivery Route

"If the air service is approved, then I assume RPO will be discontinued" the JC spokesman said. The railroad revenue for the RPO each year is \$175,000. Loss of this revenue would hurt the train service he pointed out.

New Star Route

Storm Lake Postmaster John Murray said this week that he received notice that the Hypo truck would end its run from Sheldon to Des Moines thru Storm Lake on Oct. 31. The contract ends on that date. The Hypo has picked up evening mail at 7:50 p.m. and sorted it enroute.

A new star route which will pick up the evening mail at 12:45 a.m. will replace the Hypo. Since mail will not be sorted enroute, the last letter pickup in Storm Lake will be 45 minutes earlier or at 7 p.m. Some businessmen and salesmen use this late mail to send sales orders.

Connects at Early

The star route will connect at Early with a route out of Sioux City to Fort Dodge. It made a trial run Sunday morning Murray said.

The same firm that has held the contract for Hypo service has applied for providing the air mail transportation. The air taxi service is to begin Oct. 21 serving Des Moines, Fort Dodge, Sioux City, Dubuque, Burlington, Mason City, Cedar Rapids, Moline, Ill., Ottumwa, Waterloo, Spencer, Sheldon, Carroll, Decorah and Shenandoah. These are sectional centers.

Storm Lake Register (October 15, 1968)

Air Taxi Mail Service Starts to Northwest Iowa

St. Louis Regional Post Office Department announces inauguration of air taxi mail service will begin effective Monday, Oct. 21 between sectional center facility post offices in Iowa.

This speedier, more efficient, mail system requires sectional center post offices to have all the mail from their associate satellite post offices collected and processed for redistribution by approximately 9 p. m.

For Storm Lake postal patrons, this means that they should have their mail deposited in the Storm Lake post office by 5:15 p.m. in order that they can be assured of best connections.

Mail Early

The best dispatch of mail from the Storm Lake post office occurs at 5:55 p. m. and is sent to Ft Dodge which is the sectional center facility for Storm Lake and approximately 80 other associate satellite post offices in north-central Iowa.

Mail will continue to be accepted for outgoing distribution until 7:00 p. m. when the lobby closes and this will be the latest time that mail can bear a Storm Lake cancelling date.

New Star Route

The residue of outgoing mail that is deposited in the Storm Lake post office between approximately 5:15 p.m. and 7 p.m. will be picked up by a Ft. Dodge to Sioux City star route truck which will arrive in Storm Lake shortly after midnight.

This mail will not make the best connections and Storm Lake postal patrons are urged to mail earlier in the day.

The Sheldon to Des Moines highway post office truck which has collected mail from the Storm Lake post office at 7:50 p. m. on its way to Des Moines, will be discontinued effective Oct. 31, 1968, reports John F. Murray, acting postmaster.

Des Moines - Sheldon Mail Delivery Route

