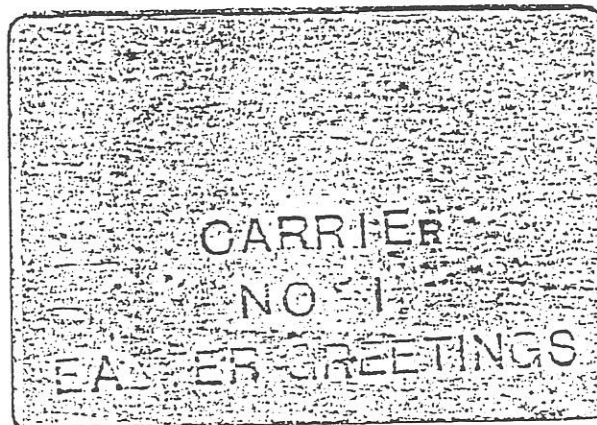
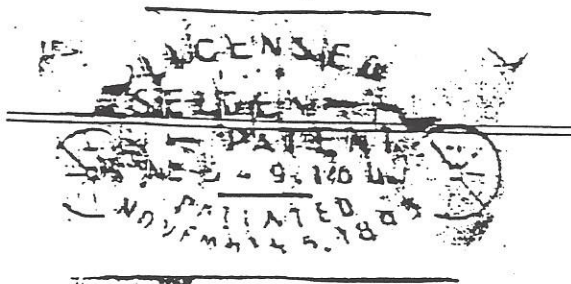


The Olds in about 1906. Elmer Vandermark, his daughter, Louise (Paul's grandmother), her friend Odessa and Elmer's wife, *Lena*

nee Parker



Elmer, like many early RFD carriers, established a very close relationship with the postal patrons on his route. This can be seen by the photograph of himself which he gave to each of the families on his route at Eastertime one year.



Licensed
Selden
Patent
No 54910900
Patented
November 9, 1893



Registered
in the office of
Secretary of State
of Indiana
Under the motor
Vehicle Law
No X 48

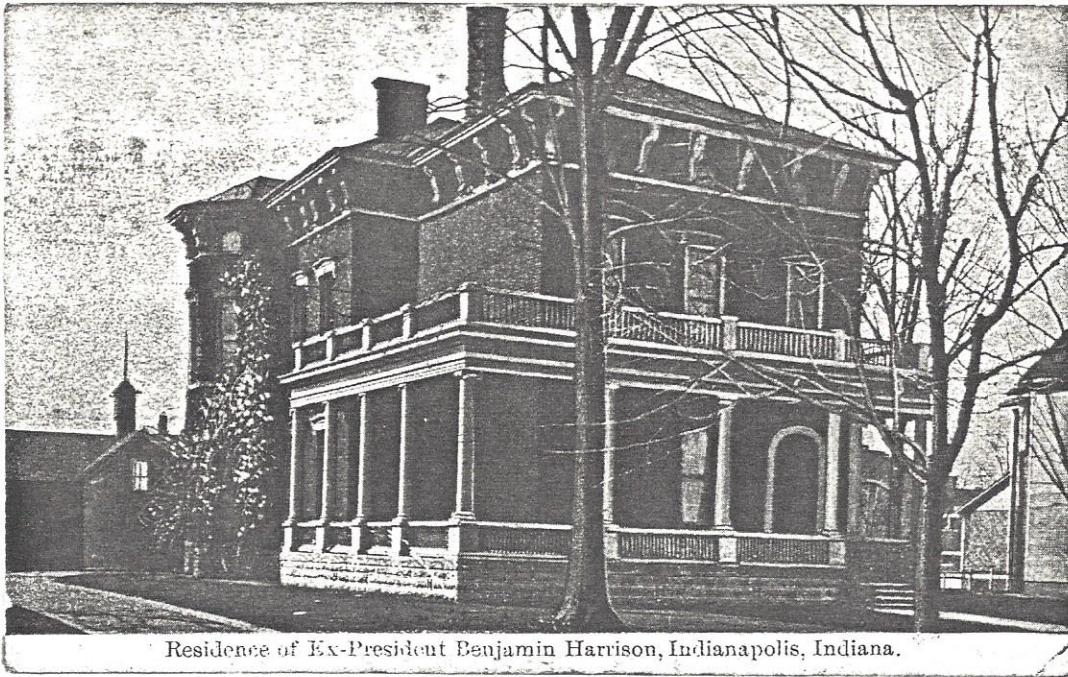
A rubbing of the registration tag on the Olds.

John B. Kalb,
Fort Wayne IN

1-800-777-
5413

Postcards
shared by
Hazel Linn

This resembles
the Horace Tucker
house

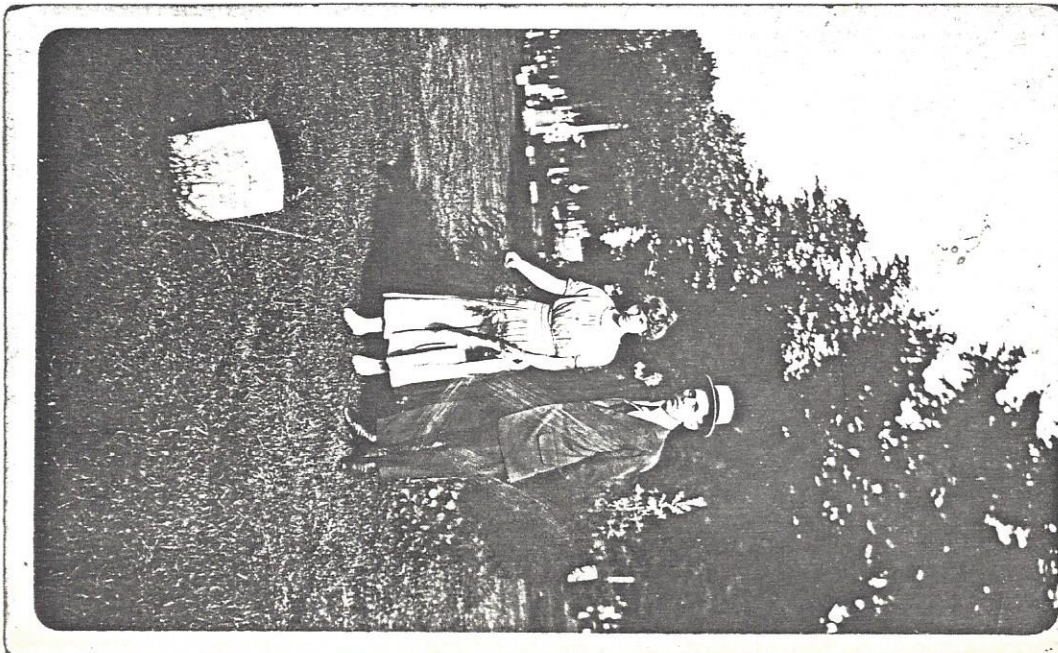


Residence of Ex-President Benjamin Harrison, Indianapolis, Indiana.

Fourth of July
at Burket



Mr. and Mrs. Wm.G.
Davis at Palestine
Cemetery



FIRST MOTORIZED VEHICLE USED TO DELIVER INDIANA MAIL

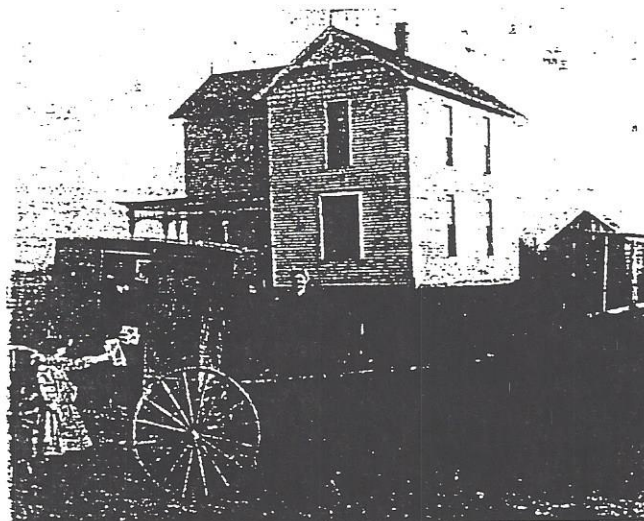
When Jerry DeTurk, postmaster at Winona Lake, IN was asked if we could take his photo for the records of the IPHS, he not only agreed to have his picture taken but he also referred us to Paul Summy who is the great-grandson of Elmer S. Vandermark who was the first RFD carrier operating out of the Burket, IN (not Burkett as in Baker) post office. Paul lives in Warsaw, IN and has ownership of the 1901 Oldsmobile that his great-grandfather used to deliver the mail in 1901. Vandermark wrote to the Postmaster General in 1901 asking for permission to use this vehicle in place of his horse-drawn mail buggy. He received a written reply allowing this use for "seven or eight months of the year - but they "did not think the idea was a practical one". Paul's mother or aunt have not found this letter but as Paul said "our family never throws anything away so it will show up sometime. We hope that we get a chance to see this letter soon.

Elmer went to Lansing, MI in 1901 to pick up his Olds at the Lansing factory. Only 425 were built there in 1901 and the cost was \$425.00. The Olds carries a registration tag which indicates that it was issued the 48th registration by the Office of the Secretary of State. We don't know if this was the 48th in 1901 or the 48th under the Motor Vehicle Law, but either way it was very early in the history of the automobile. The body of the unit was before "Body by Fisher" since another tag on the rear indicates that the body style was "Licensed by SELDEN Under Patent No. 549100 dated November 9, 1893.

This car has passed through four generations of the Summy family but Paul is only the second owner. It was first titled on August 5, 1936 and was transferred directly to Paul on August 16, 1983. Paul will have (or did have) the car in Lansing for the 100th Anniversary of the Oldsmobile August 21 through 24, 1997.

The Anthony Wayne Stamp Society has asked Paul to display this vehicle at the club's AWPEX'97 show at the Airport Holiday Inn on November 1st and 2nd, 1997. Come to Fort Wayne and see some Postal History that isn't on paper!

Can anyone come up with an Indiana postal delivery person who used a motorized car to deliver mail prior to 1901? Can anyone come up with an earlier use of motorized car or truck used in the USA to deliver the mail? If so, please let us know.



The horse-drawn mail buggy used by Elmer before the arrival of the Olds. The young lady is Louise at a younger age and her Mom stands behind the horse.