

The First Four Decades of U.S. Rail Road Contract Mails

This exhibit explores the development of the carriage of the mails by rail road within the U. S. during the first four decades of rail road mail service. The period covered by artifacts exhibited extends from the first use of an identifier showing carriage by rail road through to 1879 when the bulk of inter state mails were being handled by rail road sorting cars.

The first contracts were made with stage coach operators in 1832 who used the early portions of the Pennsylvania and the Baltimore & Ohio Rail Roads on their routes from Philadelphia to Lancaster and Baltimore to Wheeling. The former failed as the locomotive on the route was inadequate and wagons had to be pulled by horse. The latter succeeded but the operator had to take an action of Mandamus against the Postmaster General who had not paid them for four years.

Original research by the exhibitor at the National Archives and Research Administration in Washington has been used in the development of the exhibit. The exhibit is arranged regionally in eight Chapters as follows.

Chapter 1 Baltimore & Ohio Rail Road. One of the first routes to use date stamps indicating carriage by rail car. On their contracts between Baltimore, Wheeling, Parkersburg and Washington they employed the greatest number of Station Agent stamps of any rail road in the U.S.

Chapter 2 Washington to New York. A total of four contracts were used to carry the mails between the Capitol and the financial heart of the country in New York. A mixture of origin and terminal marks were used with some covers bearing Postmaster Provisional's and 1847 issue adhesives.

Chapter 3 Pennsylvania and New Jersey. These two States indicate how fragmented the rail roads were in the early years resulting in many contracts being required, even where mail cars were carried over adjoining companies tracks.

Chapter 4 New York State. New York State saw the greatest rail road battles being fought for control between Erasmus Corning, Cornelius Vanderbilt and Daniel Drew. The first route completed across the state being Albany to Buffalo involving, until 1853, as many as seven separate companies which Corning consolidated into the New York Central Rail Road in 1853.

Chapter 5 New England. The New England States enjoyed the highest density of contract mail routes by rail car in the whole of the

USA. In addition to the important Boston to New York route such lines as the much sought after Hoosatic Rail Road were utilised.

Chapter 6 Southern States Although it is claimed that the first contract in the South was with the South Carolina Rail Road & Canal Company no evidence for this can be found in the records. The first contracted route was in Alabama in 1838 between Decatur and Tusculumbia but it only lasted 4 months. The Civil War interrupted USPO routes in the south and an example of Confederate usage is shown.

Chapter 7 The Mid West The development of the rail road system was slower in the Mid West States and did not reach the eastern Rocky Mountains until the latter part of the sixth decade of the 19th century. A key location for access to the region was through Chicago and many routes radiated from that city. The first Railroad Post Office Sorting Cars were also introduced in this region from 1862.

Chapter 8 Western States. Although the Central Pacific did not connect east to west until the Golden Spike was struck at Promontory Point, Great Salt Lake, Utah in May 1869, contracts were already operating in California..

Note: Those covers bordered in red represent exceptional covers or those rated by Towle at rare to very rare or unique.



The importance of railways to commerce is illustrated by this advertising envelope from the Dollar Times of Cincinnati depicting a train as a printing press. Posted at the 1 cent printed matter rate to the Postmaster of Bradford in New Hampshire Jan 26, 1853.

Introduction of Steam Powered Rail Roads to the USA

Although Trevithick's locomotive in Wales hauled passengers and freight one mile from the Penydarren iron works in February 1804 it was not until 1825 with the opening of the Stockton & Darlington in September 1825 that commercial steam rail roads began.

Although interest was strong in the USA, as exhibited by this copy of the American Mechanics' Magazine of April 30, 1825, it was not until the first 6½ miles of the South Carolina Rail Road was completed in 1830 that any regular passenger service commenced in North America.

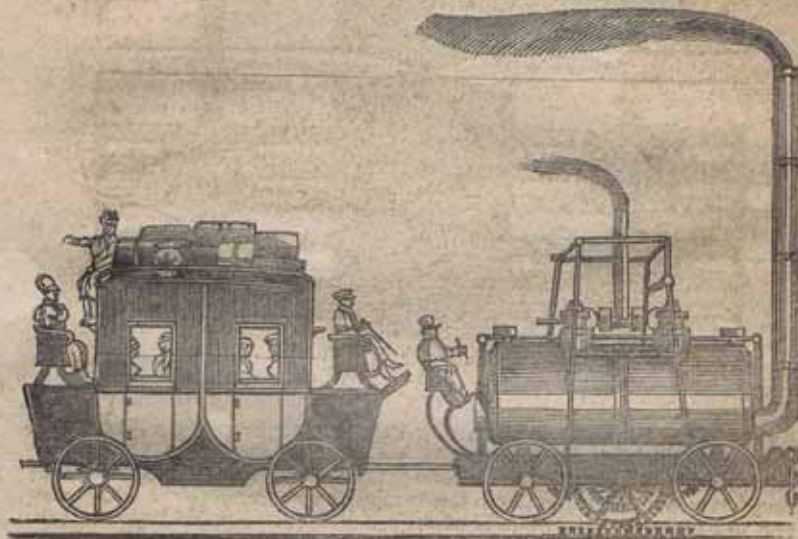
AMERICAN MECHANICS' MAGAZINE, Museum, Register, Journal and Gazette.

Come, bright Improvement! on the car of Time,
And rule the spacious world from clime to clime;
Thy handmaid Arts shall every wild explore,
Trace every wave, and culture every shore. — *Campbell.*

Vol. I.—No. 13.]

SATURDAY, APRIL 30, 1825.

[Price \$4 PER AN.



PROPOSITION FOR A GENERAL IRON RAIL-WAY, WITH STEAM-ENGINES, TO SUPERSEDE THE NECESSITY OF HORSES IN ALL PUBLIC VEHICLES.

Soon shall thy arm, unconquer'd Steam, afar
Drag the slow barge, or drive the rapid car;
Or on wide-waving wings expanded bear
The flying chariot through the fields of air.

DARWIN.

It has been remarked, that rail-ways have hitherto been confined almost exclusively to coal works and other mines, and that inventions whose only recommendations are simplicity and usefulness are often suffered to lie long in a state of public neglect, whilst others of less real utility, being pertinaciously blazoned forth by interested or blinded partisans, are readily adopted, and bask for a while in the sunshine of public favour.

REES' ENCYCLOPEDIA

Vol. I.

N

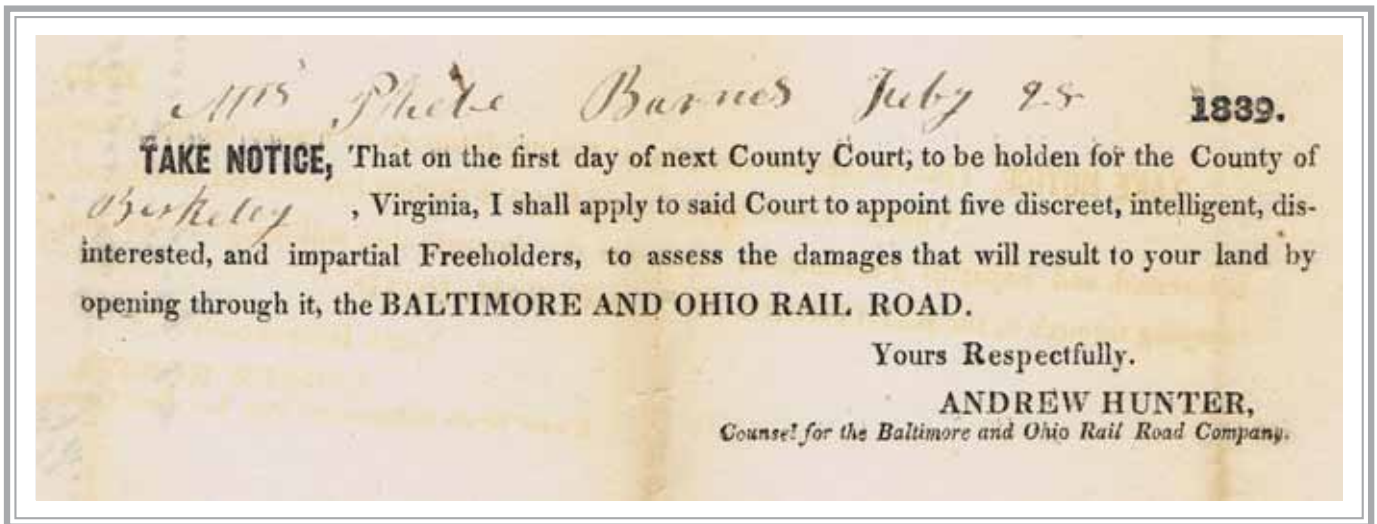
THE intention of the present scheme is to introduce a more economical and expeditious mode of conveyance than is now in use, for vehicles of every kind, whether employed in the transport of persons or merchandize. It is proposed to supersede entirely the necessity of horse power in all public wagons, stage and mail coaches, post chaises, &c. and to employ in its stead the more potent agency of steam. A careful examination of the drawings now presented to the public, as a plan of a general iron rail-way, will, it is hoped, clearly demonstrate the ease, safety, and celerity with which vehicles of every denomination, for the conveyance of goods and persons, may be propelled by mechanic power. The

Chapter 1. The Baltimore & Ohio Rail Road

Establishing Rights of Way on the Baltimore & Ohio

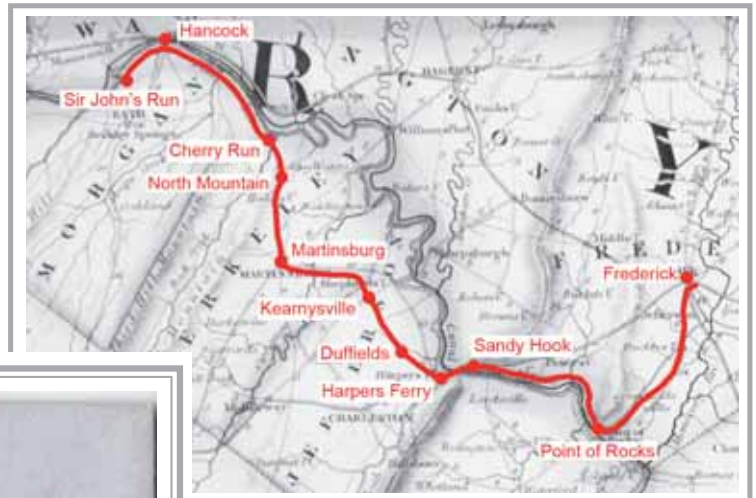
Although the first section of the Baltimore & Ohio was opened 15 miles from Baltimore to Ellicott's Mills in May 1830, it did not reach Wheeling until January 1853. In addition to the terrain being negotiated for the road, rights of way had to be established over privately held land holdings.

Major land holders were able to negotiate lucrative terms with the rail road companies, the majority of small holders had damages for use of their land assessed by five of their peers abjudicating at their local County Court. Such a notice of a hearing is shown below.



David Burr's map of 1839 showing the course that the Baltimore & Ohio Rail Road took through Berkeley County, Virginia and the adjoining Counties when completed.

The offices contracted to be served on Route 1903 contracted between Baltimore and Cumberland, Maryland in 1840 are shown.



BALT & OHIO RAIL RD / JUN 4

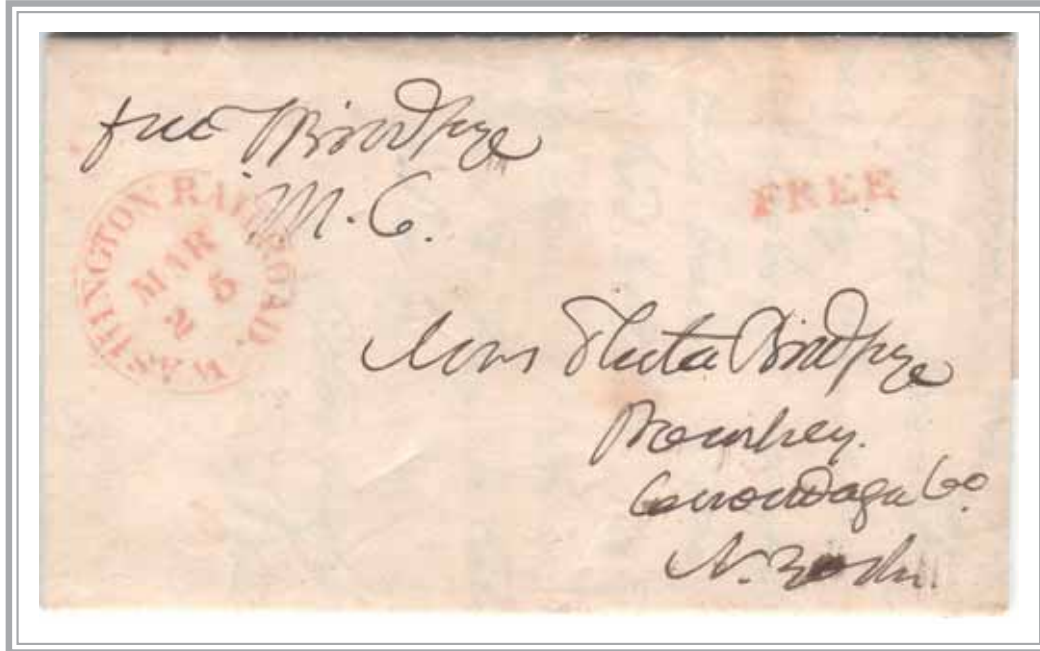
Folded letter dated "**Cumberland 4 June 1849**" to New York and carried the 179 miles to Baltimore on Route 1903 contracted in 1848 at \$42,812.50 for a daily service from Cumberland to Baltimore.

Rated at 10 cents for over 300 miles of July 1845. The Route Agents stamp (Towle 274-A-1) was applied by James M. Watt, the only Route Agent employed on the route between June 4, 1845 and June 20, 1849.

Baltimore & Ohio (Washington Branch) Route 1902

The First Washington to Baltimore contract by rail road was awarded to Williams & King, a stage coach operator, in 1836 for 12 trips a week at \$12,000 a year. The Baltimore & Ohio Rail Road Company whose line and baggage car was being used took over the 40 mile contract in January 1838 at the same rate which remained for the following 28 years.

In July 1840 Route 1902 became a daily trip and in the contract year 1848 was made twice daily.



WASHINGTON RAIL ROAD MAR / 25

Folded letter dated "**Washington 24. Mar. '42**" from Victory Birdsey (1807 - 1853), Congressman in the 2th Congress (1841 - 1842). Carried on Route 1902 to Baltimore to receive the Origin date stamp (Towle 239-X-1) and the "**FREE**".

Addressed to his wife at the family home at Pompey, New York with news of the events in Congress on the day of writing.



WASHINGTON RAIL ROAD / MAY / 9

Folded letter dated "**Washington May 8th 1849**" and put onto route 1902 the following day. Addressed to Concord, Massachusetts and franked 10 cents for over 300 miles.

The Origin date stamp (Towle 239-N-1) applied at Baltimore on transfer to the train for Philadelphia and the Scott 2 pen cancelled. **The Alexander Census only records two examples of the 10 cent stamp used with the Washington rail road mark, this being one of them.**

Baltimore & Ohio Rail Road Washington Branch

The Baltimore & Ohio carried the mails from Washington to Baltimore and on arrival at Baltimore for transfer to the Philadelphia cars an origin stamp was applied. Usually struck in black, blue or red, much more infrequently it is found in green as per the lower example on this sheet.

WASHINGTON RAIL ROAD MAY / 10

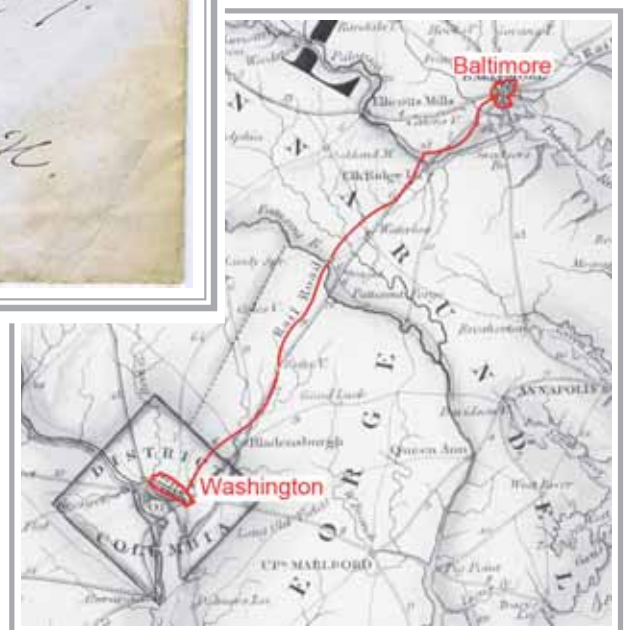
Folded letter dated "Washington City DC April 10th 1845" addressed to Buffalo. Carried on Route 1902 to Baltimore and transferred to Route 1901 for Philadelphia.

Routed onward by rail car via New York and Albany to Buffalo. Initially incorrectly rated at under 400 miles which was cancelled and up-rated to 25 cents.



WASHINGTON RAIL ROAD / FEB / 28

Envelope sent under the free frank of J.R. Reding to Jackson, New Hampshire circa 1845. Received the Origin date stamp (Towle 239-X-1 rarity VII) struck in dark green.



David Burr's map of 1839 showing the Baltimore & Ohio (Washington Branch) Rail Road.

Baltimore & Ohio Routes 1902 & 9852

The first contract awarded on the Baltimore & Ohio was to the stage coach company of Stockton & Stokes who held the contract for Baltimore to Wheeling by coach. They negotiated with the Post Office Department to carry the mails on the line when it reached Frederick in 1832. They were paid an additional \$2,046 a year on top of the \$40,000 already being paid for the complete route to Wheeling.

In 1836 the contractors had to take out a writ of Mandamus to compel the Postmaster General to pay \$122,000 plus \$35,000 in interest for the contract which the PMG had refused to release to the company. A writ of Mandamus compels a lower authority to carry out the instruction of a higher one, in this case the Senate



BALT & OHIO RAIL R^D / MAY / 16

Wrapper file noted "**Frederick Maryland May 16 1849**" addressed to The Commanding Officer Fort Moultrie, near Charleston S.C.

Rated at 10 cents for over 300 miles and carried on the 5 mile branch line from Frederick to Monocacy for transfer onto the main line to Baltimore. **The branch was part of the contract for Route 1902.**

Received the Route Agents stamp (Towle 274-A-1) when transferred to the car on the main line. The contractor was being paid \$42,812.50 a year for Baltimore to Cumberland at this date.



BALT & OHIO RAIL R^D / MAY 26

Wrapper put onto the Baltimore and Ohio on March 25th circa 1855 addressed to Bridgewater, Vermont. Franked 3 cents cancelled by the Route Agents date stamp (Towle 274-A-1). Carried to Baltimore for transfer on the rail car routes via Philadelphia and New York.

By 1853 the line was completed through to Wheeling on the Ohio River and the company was contracted at \$91,687.50 a year for a twice daily service on the 380 mile Route 9852.

Baltimore & Ohio Monrovia Station Agent Stamps

Station Agents, often also the local postmaster, were employed to be at the rail road depot half an hour before and after the mail car came through. The agents at Monrovia located 49 miles west of Baltimore used three different stamps between 1859 and 1870. Two examples are shown used on Route 3208 to Baltimore and transferred to Route 3901 for Washington.

**MONROVIA B. & O. R.R. Co.
JUL / 2 / 1859**

Envelope addressed to Washinton DC and put onto Route 3208 at Monrovia to receive the Station Agents stamp cancelling the 3 cent franking.

The make listed by Towle as 274-S-8b is given a rarity rating of IX (extremely rare).



MONROVIA B. & O. R.R. Co. / MAR / 19 / 1864

Envelope to Olney located 22 miles south west of Monrovia was however put onto Route 3207 where the 3 cent franking was cancelled by the Station Agents stamp (Towle 274-S-8). Carried to Baltimore for transfer on Route 3208 to Washington and post road north to Olney.

Baltimore & Ohio Adamstown & Muirkirk Station Agent Stamps

Adamstown located 64 miles west of Baltimore is reported to have used three different Station Agent stamps in the early 1860s. Muirkirk, 15 miles north east of Washington on the Baltimore and Washington branch was one of four stations on the branch to use such stamps.

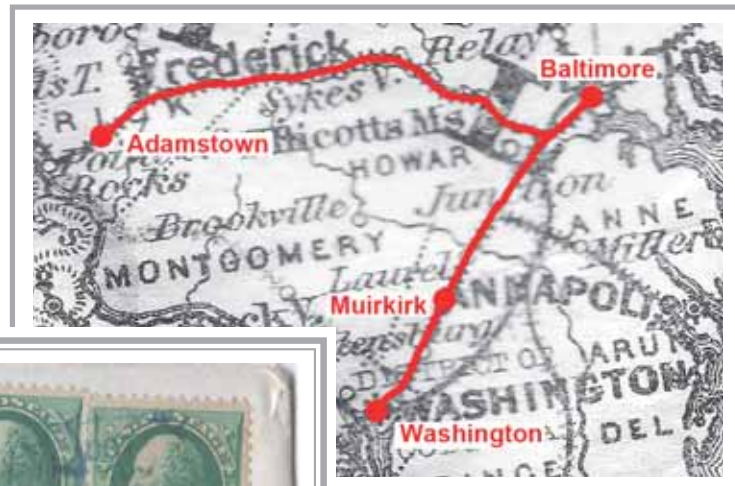
ADAMSTOWN B. & O. R.R. Co. JAN / 10 / 1862

Patriotic envelope (unlisted by Weiss with this verse) addressed to Philadelphia and carried from Adamstown to Baltimore on Route 3207. Transferred at Baltimore to Route 3201 for Philadelphia.

Struck with the Adamstown Station Agents stamp (Towle 274-S-10) cancelling the 3 cent franking and recorded in 1862.



G.W. Colton's map of 1873 showing the location of Adamstown and Muirkirk and the course of the routes to Baltimore.



MUIRKIRK B. & O. R.R. / OCT / 3 / 1879

Envelope put on at Muirkirk located on the Washington Branch of the B & O. addressed to West Point Military Academy. Carried through via Baltimore and New York for West Point. Received the Station Agents stamp (Towle 239-S-3) which also cancelled the double weight franking of 6 cents.

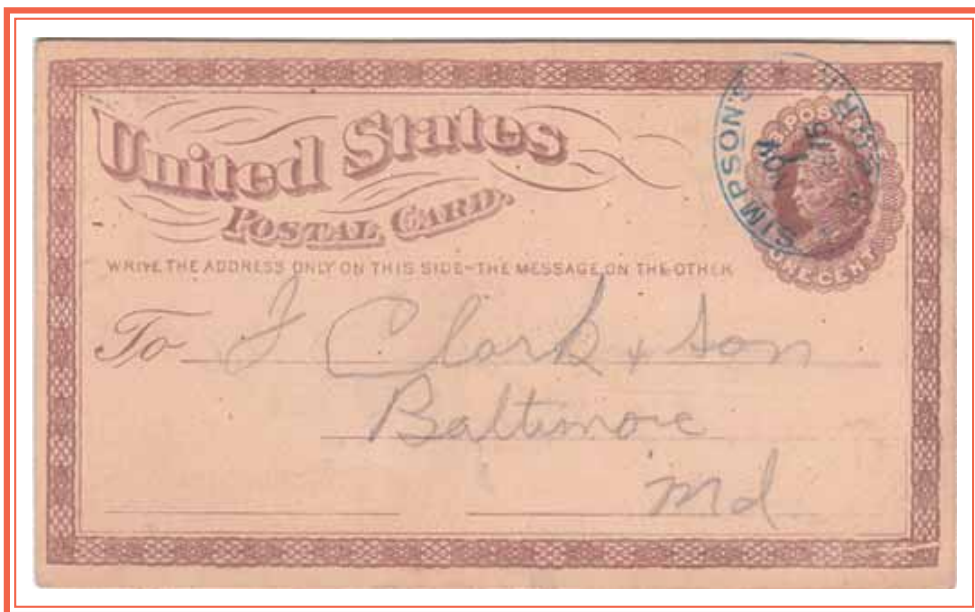
Baltimore & Ohio Simpson's & Green Spring Run Station Agent Stamps

The Station Agents stamp of Simpson's is unrecorded by Towle and appears to be a new find. The station was located 7½ miles west of Grafton on the branch line to Parkersburg. Green Spring Run was 14½ miles east of Cumberland, Maryland and the stamp is rated as Extremely Rare by Towle.

SIMPSON'S B. & O. R.R.
NOV / 1 / 1875

Postal card put onto the Baltimore & Ohio car running on Route 4102 at Simpson's and carried the 287 miles to Baltimore.

Cancelled by the unrecorded Station Agents date stamp before transfer to Route 3504 at Grafton. Note that the car would have run through from Parkersburg to Baltimore.



GREEN SPRING RUN B. & O. R.R.
MAR / 7 / 1873

Envelope put on at Green Spring Run to receive the Station Agents date stamp (Towle 274-S-32 rarity IX).

Addressed to Bruceton Mills, West Virginia and carried on Route 4102, Baltimore to Wheeling the 68½ miles west to Oakland for transfer to the post road to Bruceton Mills.



G.W. Colton's map of 1873 with the course of the Baltimore to Wheeling and Parkersburg routes and the locations of Simpson's and Green Spring Run.

Baltimore & Ohio Sir John's Run & Paw-Paw Station Agent Stamps

The Baltimore & Ohio followed the banks of the Potomac River for much of the 139 miles between Point of Rocks and Bloomington. Amongst the offices on this section of the route were Paw-Paw and Sir John's Run located 25 miles apart, both offices having used Station Agents stamps.

SIR JOHN'S RUN B. & O. R.R. DEC / 12 / 1862

Envelope put onto Route 3207 for the 128 miles west to Baltimore from Sir John's Run to receive the Station Agents stamp (Towle 274-S-2).

Franked as a Postmasters Free to Edward Stable, Postmaster at Sandy Spring, Maryland (1830 - 1883) from the Postmaster at Sir John's Run.

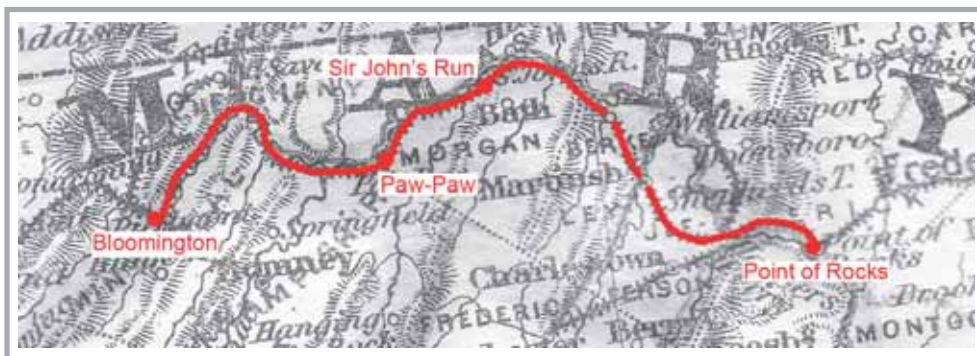
Stabler was an accomplished Seal maker having designed and produced the Presidential Seal in 1850 and many State and Departmental Seals.



B. & O. R.R. PAW-PAW JUN 4 / 1864

Envelope addressed to Bantam, Ohio and put onto Route 3207 for the 226 miles west to Wheeling to be routed via Columbus and Cincinnati for the 24 mile post road to Bantam.

Received the Station Agents stamp (Towle 274-S-20) with the 3 cent franking cancelled by his fancy obliterator.



G.W. Colton's map of 1873 showing the location of Sir John's Run and Paw-Paw on the Baltimore & Ohio Rail Road.

Baltimore & Ohio Hoods Mill & Sykesville Station Agent Stamps

Hoods Mill and Sykesville were located two miles apart on the Baltimore & Ohio Rail Road 34 and 32 miles west of Baltimore respectively. Towle records Hoods Mill as using three different date stamps between 1857 and 1871 with Sykesville using two between 1863 and 1871.



**B. & O. R.R. HOODS MILL
AUG 26 / 1864**

Envelope addressed to Baltimore and posted at Hoods Mill to receive the Station Agents stamp (Towle-S-6) used two years later than recorded. Carried on Route 3207 the 34 miles east to Baltimore.

**SYKESVILLE B. & O. R.R. Co.
MAR / 23 / 1864**

Envelope addressed to Baltimore and posted at Sykesville to receive the Station Agents stamp (Towle 274-S-4a). Also carried on Route 3207 the 32 miles to Baltimore.



David Burr's map of 1839 with the location of Hoods Mill and Sykesville stations on the Baltimore & Ohio Rail Road

Baltimore & Ohio Kerneysville & Watersville Station Agents Stamps

Station Agents stamps are recorded for Kearneysville located 5 miles west of Harper's Ferry and a late usage in 1880 for Watersville located 40 miles west of Baltimore.



KERNEYSVILLE B. & O. R.R. JUN 25 / 1872

Envelope addressed to Charlestown and put onto Route 2904 at Kerneysville to be carried 5 miles east to Harper's Ferry. Struck with the Station Agents stamp at Kerneysville (Towle 274-S-14) and the 3 cent franking cancelled by an unidentified obliterator.

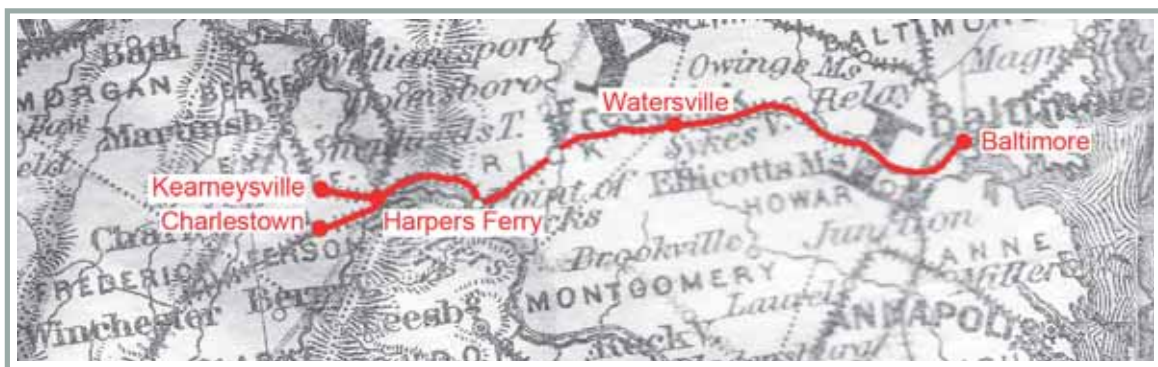
At Harper's Ferry transferred to Route 4101 to Strasbourg and dropped 10 miles down the line at Charlestown.

WATERSVILLE B. & O. R.R. FEB / 9 / 1880

Envelope addressed locally within Watersville and prepaid the 1 cent drop letter rate for local delivery.

Sender put the letter into the Watersville Station post office where it received the Station Agents stamp (Towle 274-S-28) which was also used to cancel the franking.

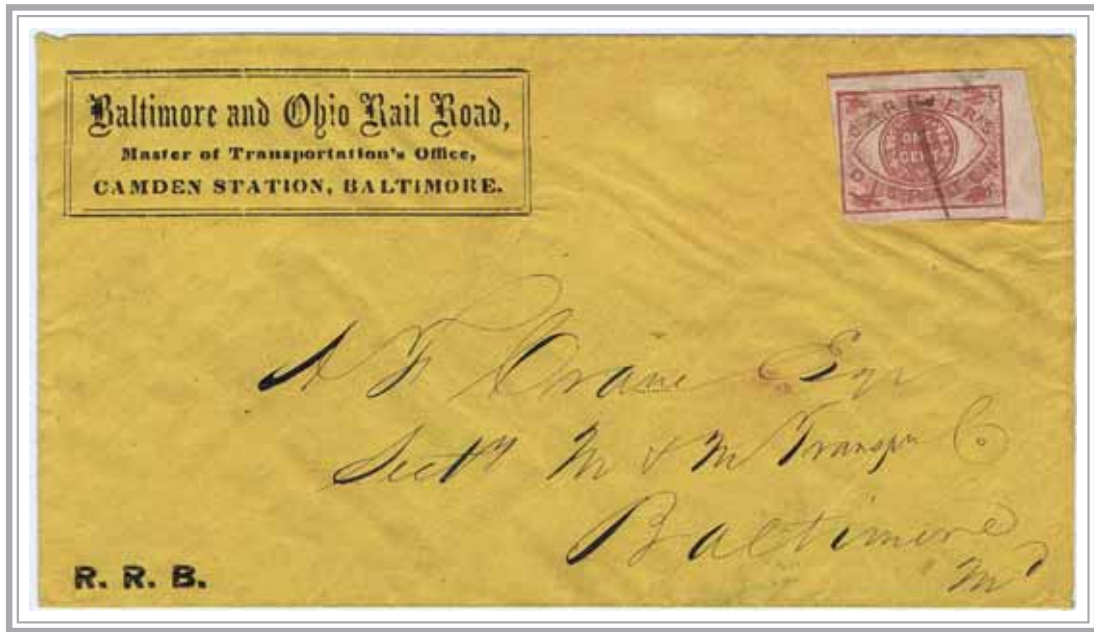
Usage of a Station Agents stamp on a local is unusual and none appeared in the William Wyer collection of 1,676 rail road lots at the Kelleher sale 531 in 1977.



G.W. Colton's map of 1873 with the locations of Kerneysville and Watersville on the B & O. R.R.

Baltimore & Ohio Rail Road Corner Card Envelopes

Rail Road Companies had their own stationary produce for use on Company related business. Examples shown include one used locally within Baltimore bearing a Carrier's Dispatch stamp. The other has the "R.R.B." (Rail Road Business) crossed out and must have been a private letter.



Baltimore & Ohio Rail Road Corner / Master of Transportaion Card circa 1858

Corner card envelope of the Transportation Office at Camden Station put into the Baltimore carriers office for local delivery. Franked with the one cent Carrier's Dispatch stamp (Scott 1LB7).



Baltimore & Ohio Rail Road Corner Card circa 1865

Corner card envelope posted at Baltimore December 28th addressed to Leitersburg, Maryland. Franked 3 cents cancelled by the Baltimore targeted duplex.

Probably carried on the Baltimore & Ohio to Frnklin and then post road via Hagerstown to Leitersburg located 7 miles north east of Hagerstown.

Chapter 2. Baltimore - Philadelphia - New York Routes

In 1838 origin date stamps started to be used on the routes running between Baltimore, Philadelphia and New York. It appears that these were applied on transfer at the route terminal, thus those bearing "Baltimore" were applied at Philadelphia and those bearing "Philadelphia" were applied at Baltimore.

In January 1837 Route 1371 was placed with the Philadelphia, Wilmington & Baltimore Rail Road at \$25,300 a year for 6 trips a week.

BALTIMORE RAIL ROAD / JAN / 11

Folded letter dated "*Balto. 1 Mo. 10. 1839*" (Quaker dating) to Ludlow, Vermont endorsed "single" and rated 25 cents. Put onto Route 1371 to receive the origin date stamp (Towle 239-D-1) on transfer at Philadelphia for New York.

This is the earliest recorded example of this particular stamp.



David Burr's map of 1839 with the course of Route 1371 and the offices contracted to be served

PHILADA RAIL ROAD JUN / 12

Wrapper file noted "*12th June 1839*" to Baltimore and rates as a single sheet at 12½ cents for the 97 miles on Route 1371 Philadelphia to Baltimore.

The date stamp (Towle 239-V-2) was applied on arrival of the car at Baltimore.



Philadelphia, Wilmington & Baltimore Rail Road Route 1901

Amongst the earliest contracted routes in 1836 was that between Baltimore & Philadelphia. From January 1st 1837 contracted with the Philadelphia, Wilmington & Baltimore Rail Road. At the introduction of the 1847 issue the contractor was running 13 trips a week for a payment of \$30,600 a year on the 97 mile route.

The "BALTIMORE R.R." stamp was applied at New York after the pouches from Baltimore arrived via Philadelphia for delivery in New York or onward transmission into New England.

BALTIMORE R.R.

Undated wrapper circa 1848 to the Merchant and Shipping company of Howland & Aspinwall in New York.

Franked at 5 cents and originating in Baltimore, on arrival in New York stamped with the origin stamp (Towle 239-C-1) and cancelled by the New York rate stamp "5" in circle.

Cover unrecorded in the Alexander Census.



BALTIMORE R.R.

Wrapper endorsed "Recd. Jan 4. 1851" to Boston franked 10 cents of over 300 miles. On arrival at New York that office applied its transit stamp for January 1st, the origin stamp (Towle 239-C-1) and the grid canceller to the stamp.

Addressed to the Reverend William Jenks D.D. (1778 - 1866), theological author and founder of the first sailors missions in the United States. Cover also unrecorded in the Alexander Census.

Washington to Philadelphia & New York

The important route between Washington and New York via Philadelphia saw a number of different styles of Route Agents stamps being used. The examples shown are the “WASH & PHILA R.R.” and the “WASH. & N.Y. P.R.W. CAR” being the abbreviation for the Washington & Philadelphia Postal Rail Way Car.



**WASH & PHILA. R.R.
SEP / 14**

Envelope addressed to Haddam, Connecticut and put onto Route 9851 at Washington to receive the Route Agents stamp (**Towle 239-O-1 Very Rare**).

Carried to Baltimore and transferred to Route 9850 for Philadelphia and onward to New York.



WASH. & N.Y. P.R.W. CAR / JUL / 22

Envelope bearing the free frank of Charles Sumner (1811 - 1874) addressed to Col. T. Wentworth Higginson at Newport, Rhode Island. Put onto the railway post office sorting car at Washington to receive the sorting clerks date stamp (Towle 289-E-1) circa 1868.

Both men were strong abolitionists and in the Civil War, Higginson (1823 - 1911) was Colonel of the first regiment of freed slaves initially called the 1st South Carolina Volunteers.

Baltimore Origin Stamps on Covers Going East and West

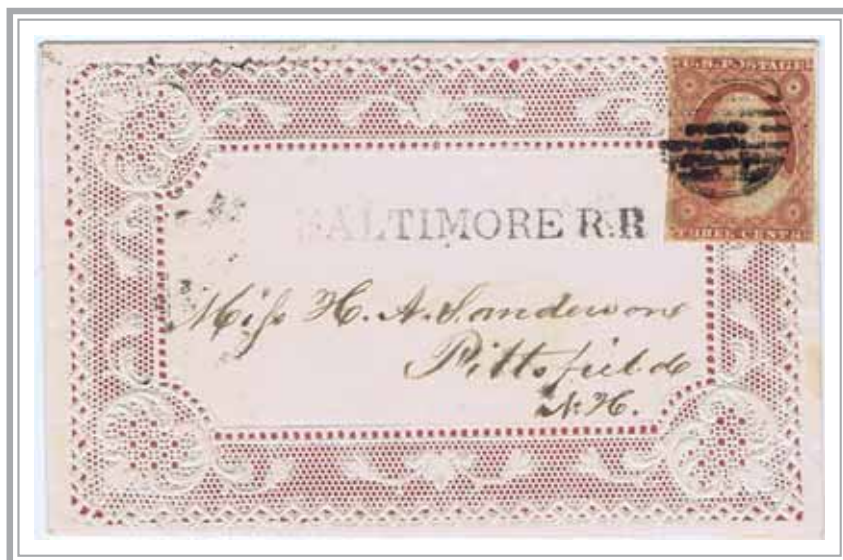
The Baltimore origin stamp was sometimes struck in black ink when arriving at or transitting New York. The “**BALTIMORE RAIL R^D**” origin stamp struck in blue was applied to mails put onto the cars at Baltimore for Washington.

BALTIMORE R.R.

Pierced “Lace” ladies envelope originating at Baltimore circa 1853 and addressed to Pittsfield, New Hampshire. Franked by the 3 cent 1851 adhesive cancelled by a New York grid with origin stamp (Towle 239-C-1).

Carried on Route 9850 to Philadelphia by the Philadelphia, Wilmington & Baltimore Rail Road for transfer to the Camden & Amboy Rail Road Route 1352 for New York.

Certificate



BALTIMORE RAIL R^D / MAR / 7

Folded letter dated “**Baltimore 7th March 50**” to Upper Marlboro, Maryland located 19 miles east of Washington. Carried on Route 1902 by the Baltimore & Ohio Rail Road for transfer for the post road to Upper Marlboro. Addressed to the Chief Justice, the Hon. William H. Tuck.

On departure from Baltimore the origin stamp (Towle 239-E-1) was applied together with the 5 cent charge mark.

Philadelphia Origin Stamps Used at Baltimore & New York

Two origin stamps were used to indicate Philadelphia as the origin station. The circular form with date being applies on the Philadelphia, Wilmington & Baltimore Rail Road terminal at Baltimore and the straight line form being applied on the Joint Companies routes through New Jersey at New York.

PHILAD^A RAIL ROAD SEP / 10

Folded letter dated "*Philadi sep. 8. 1841*" addressed Fredericksburg, Virginia and carried on Route 1901 to Baltimore where the origin date stamp (Towle 239-V-2). Posted "**PAID**" at Philadelphia.

Re-directed at Fredericksburg on September 12th to Clarksburg, Virginia, also prepaid.



PHILAD^A RAIL ROAD

Wrapper file noted "*Stuart & Bro. Philad 23 Decr. 1848*" and received the following day at New York. Franked by the 5 cent stamp both pen cancelled and with the New York "**PAID**". On arrival at New York the origin stamp (Towle 240-D-1) was applied.

In 1848 Route 1334 Philadelphia to New Brunswick and Route 1301 New Brunswick to New York were operated by the Philadelphia & Trenton R.R. and the New Jersey R.R. & Transportation Co. An alternative Route 1352 on the Camden & Amboy R.R. was also used. Both operated by the "Joint Company" providing 24 trips a week in total between the two cities.



Phelps' map of 1851 with the alternative contract routes between Philadelphia and New York

Chapter 3 Pennsylvania & New Jersey Rail Roads

The contracts for the routes between Philadelphia and New York were made with two of the companies operating in New Jersey. Letters travelling from New York to Philadelphia received either the “NY” origin stamp, or “NY” in manuscript as shown in these examples.

The use of the New York Postmasters Provisional stamps were intended for letters posted in that city. With few exceptions the use on letters posted outside New York resulted in them being disallowed for postage payment.



NY in manuscript

Envelope franked with two New York Postmaster Provisionals for over ½ Ounce addressed to Trenton, New Jersey. It is probable that the writer travelled to Jersey City, the port terminal of the New Jersey Rail Road Company who held the New York to New Brunswick contract, Route 1301. On arrival at the distribution office at Philadelphia the stamps were disallowed and the letter rated at “10” cents in blue manuscript. The letter was then sent north on Route 1301a to Trenton.

Certificate

NY

Wrapper file noted “**Jersey City 1845**” addressed to Washington and carried on Routes 1301 and 1301a to Philadelphia.

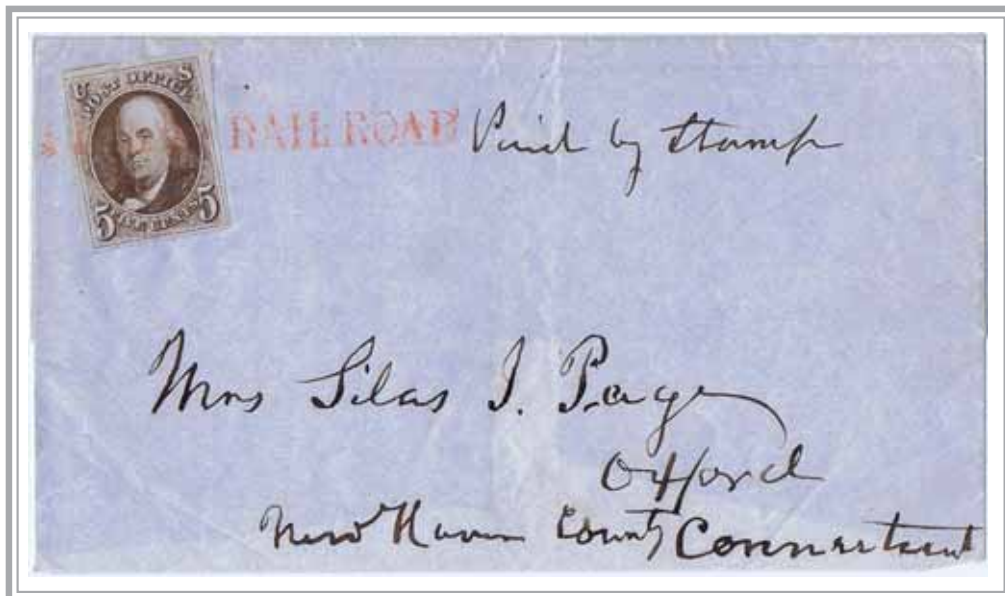
The “NY” and “5” stamps were applied at Philadelphia before the letter was transferred to Routes 1901 and 1902 for Philadelphia and Baltimore.

The “NY” is Towle 240-SP-3 having a rarity of V.



Philadelphia to New York Routes 1301 & 1334

In January 1836 the first contract was written up in Volume 14 Page 1 of the Bid Register for New Jersey. All the routes between Philadelphia and New York were then entered as being New Jersey as the greater part of those routes ran through that State.



PHILAD^A RAIL ROAD

Wrapper file noted "Oct 1848" franked 5 cents to Oxford, Connecticut. The Philadelphia Rail Road stamp (Towle 240-D-1) was applied in transit at New York to cancel the the franking.

Not listed in the Alexander Census.

Certificate



PHILAD^A RAIL ROAD

Envelope to Monson, Massachusetts put into Blood's office in Philadelphia and franked with the 1 cent carriers stamp issued 1850. Franked at 10 cents for over ½ ounce under 300 miles cancelled in transit at New York on October 22nd circa 1850 when the origin stamp (Towle 240-D-1) was struck.

Not listed in the Alexander Census, only one other Scott 2 is listed with the Philadelphia Rail Road stamp.

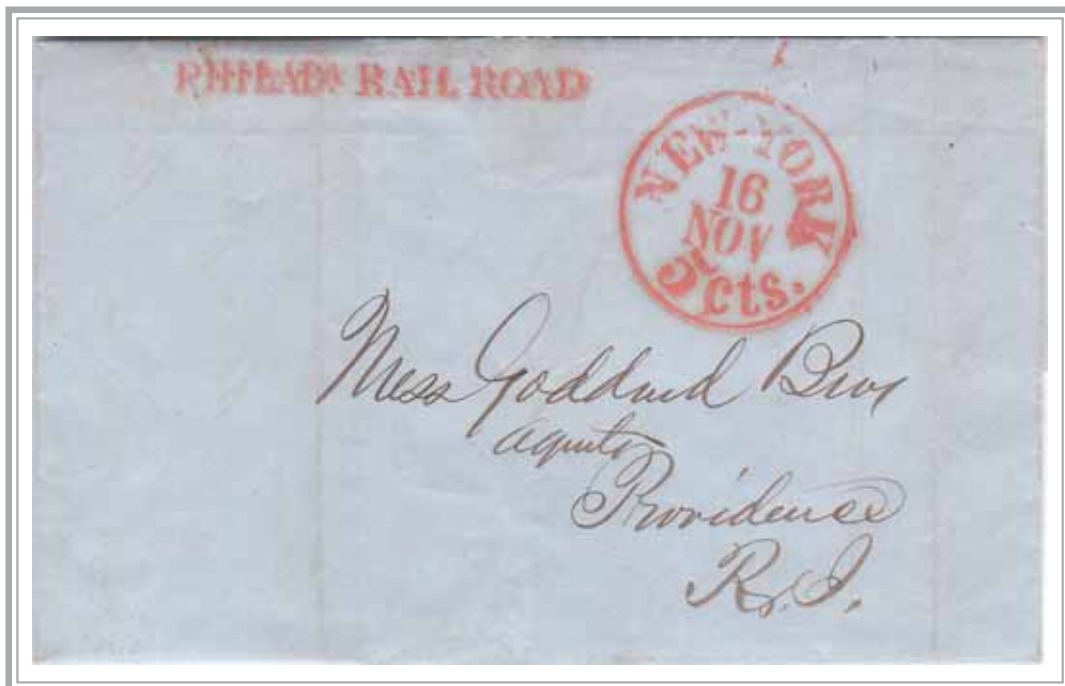
Certificate

The Joint Companies on the Philadelphia to New York Routes

The "PHILADA RAIL ROAD" (Towle 240-D-1) origin stamp was also used for mails carried on the Camden & Amboy Rail Road Between 1848 and 1852 this was contracted as Route 1352. The contract value for the 93 miles was \$9,800 a year including ferries across the Delaware and from South Amboy to New York.

PHILADA RAIL ROAD

Printed Sketch of Sales dated "Philadelphia November 14 1850" to Providence, Rhode Island. Routed via New York where the origin stamp (Towle 240-D-1) was applied together with the 5 cents due transit date stamp for November 16th.



PHILADA RAIL ROAD

Bill of Lading of the Camden & Amboy Rail Road and Transportation Company dated "Trenton July 8 1851" addressed to Naugatuck, Connecticut. Carried on the alternative route from Trenton via New Brunswick to New York, Route 1334 of the Philadelphia & Trenton Rail Road.

On transit through the New York office struck with the origin stamp (Towle 240-D-1) and the 5 cent due date stamp for July 11th.

New Jersey Rail Road & Transportation Company Routes 1301 & 1334

The circular terminal date stamps were used at New York on mails run on the Philadelphia via Trenton, New Brunswick and Jersey City Routes 1301 and 1334.

From July 1st 1848 Route 1301 New Brunswick Junction to New York of 36 miles was for a twice daily service and a single trip on Sundays at \$11,785 a year. Route 1334 Philadelphia to New Brunswick Junction of 54 miles was for a three times a day service (except Sundays) at \$17,200 a year.

NEW YORK & PHILA R.R. OCT / 18

Folded letter dated "Jones's Hotel Philadelphia Oct. 14th / 47" to Cambridge, Massachusetts. Put onto Route 1334 and struck with Route Agents samp (Towle 240-A-2) and his "5" charge stamp.



N. YORK & PHILA. R.R. / NOV / 10

Folded letter dated "New York Nov. 10 1851" and put onto Route 1301 on day of writing. The Route Agents stamp (Towle 240-B-1) was applied on the car and the Scott 10 cancelled by the Agents grid obliterator.

Addressed to New Orleans an carried in the Great Southern Mails via Washington, Richmond, Montgomery and Mobile.

Philadelphia's Rail Roads Circa 1863



Four page unused letter sheet with engraved view of Philadelphia by Charles Magnus circa 1863. The rail road running west from Front Street to the Schuylkill River and the covered rail road bridge by the city gas works can be clearly seen.



NEW YORK & PHILA. R.R. DEC / 19

Wrapper file noted "**1852 R.W. Darnlago Dec 19**" addressed to the gas light and architectural iron casting makers Cornelius & Baker in Philadelphia.

Put onto the New York to Philadelphia car at New York to receive the Route Agents stamp (Towle 240-A-5).

Philadelphia & Columbia Rail Road Route 1401

Built and owned by the State of Pennsylvania the track opened the first 27 miles from Philadelphia to West Chester in 1832. The stage coach contractors Slaymaker & Tomlinson were given permission to use the rail road for part of their contract between Philadelphia and Lancaster. The contract however failed as horse drawn cars were permitted to use the track limiting the speed of service.

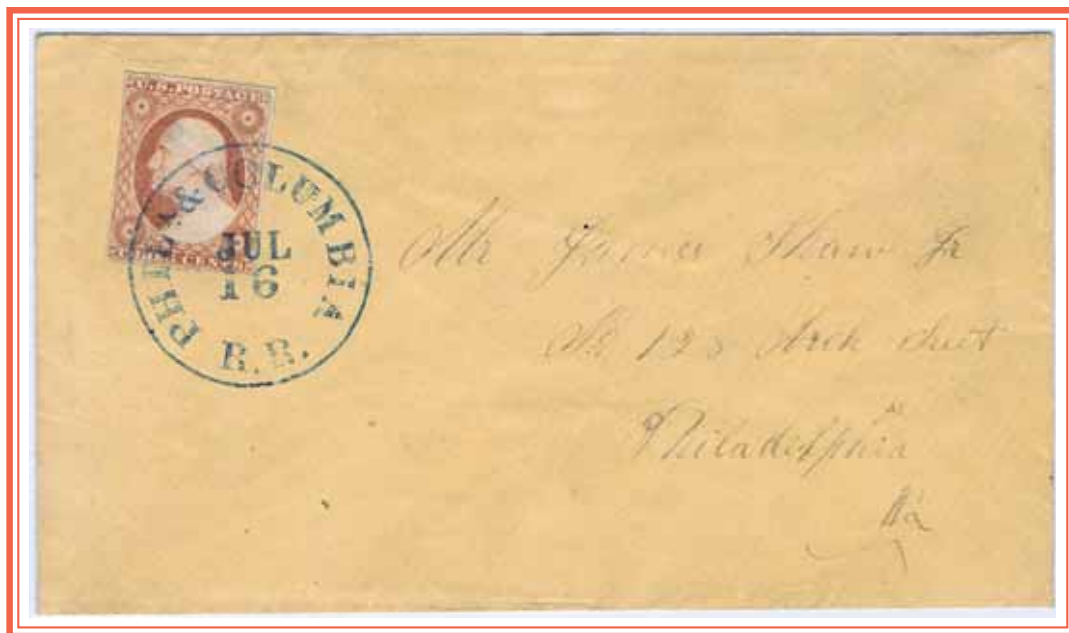
The contract was revived in 1836 and by 1848 was with Jacob Peters and John Rockfellow using their own cars on the 83½ mile route from Philadelphia to Columbia. In 1852 the Pennsylvania R.R. was contracted at \$14,000 a year for a twice daily service.

PHIL^A & COL^A R.R. / DEC / 15

Envelope probably originating at Columbia and carried on Route 1401 to Philadelphia for transfer to the rail car for New York

The terminal station stamp was struck by the Route Agent on December 15th circa 1852, also used to cancel the 3 cent franking.

(Towle 203-A-1 rated VIII very rare.)



PHIL^A & COLUMBIA R.R. JUL / 16

Envelope carried to Philadelphia on Route 1401 on July 16th circa 1852 with the Route Agent on the car cancelling the 3 cent franking with the terminal date stamp.

(Towle 203-B-1 rated IX extremely rare)



Map by David Burr of 1839 showing the Pennsylvania Rail Road between Philadelphia, West Chester and Columbia.

Philadelphia & Reading Rail Road Routes 1405 & 9210

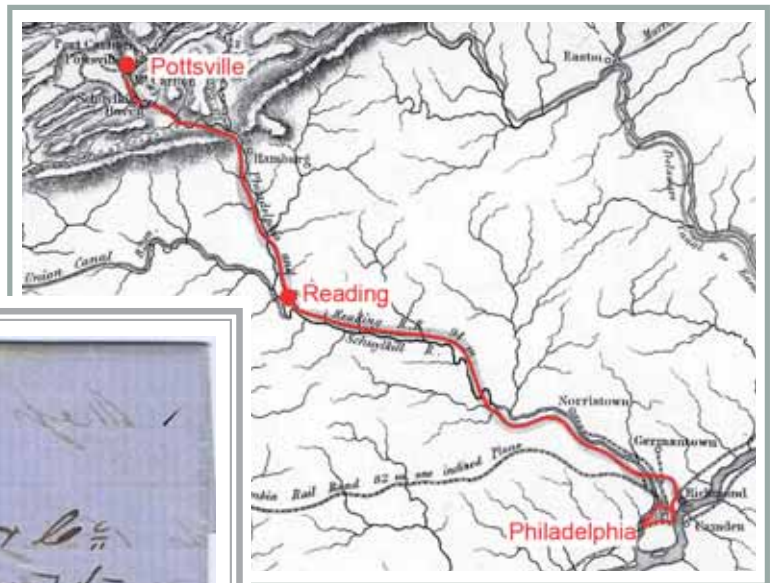
Built and owned by the State of Pennsylvania the 97 miles were used for Route 1405 contracted in 1848 to Jacob Peters running his own cars at \$11,106 a year. By the next contract round of 1852 the road had been sold to the Philadelphia & Reading Rail Road who were contracted for Route 9210 at \$14,218 a year for a twice daily service (excluding Sundays).

Towle lists four different Terminal date stamps used by the Route Agents, type 190-C-1 is shown below.

PHIL^A & POTTSVILLE R.R. JUN / 2

Folded letter dated “**Pottsville June 1st 1852**” from the anthracite miner Hammer & Co. to the manager of the Cornwall Anthracite Furnace in the Lebanon Valley.

Put onto Route 1405 to be taken 54 miles south to Reading for transfer to the 28 mile post road west to Cornwall.



Map by James Herron Civil Engineer of 1847 with the course of the Philadelphia & Reading Rail Road.



PHIL^A & POTTSVILLE R.R. / MAY / 8

Folded letter dated “**Pottsville May 8/54**” put onto Route 9210 that day for Philadelphia. Addressed to Cornelius, Baker & Co., the lamp and gas fixtures manufacturer with an order for glass lamp globes and holders.

Baltimore & Susquehanna Rail Road Route 1905

The Baltimore & Susquehanna was completed to York, Pennsylvania in 1838 to connect with the York & Maryland Rail Road which reached Wrightsville on the on the Susquehanna River opposite Columbia in 1840. The first contract in January 1840 was renewed every four years until the line was purchased by the Northern Central Rail Road in 1854.

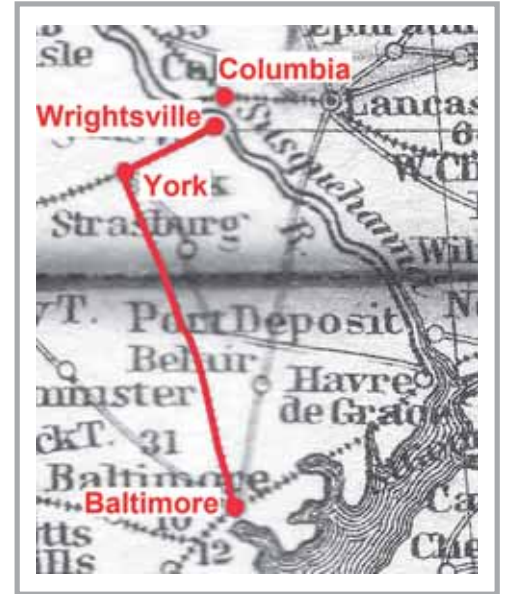
From July 1848 to June 1852 the contract for Route 1905 of 71 miles was at \$7,000 a year for a daily trip and the first Route Agent was appointed in May 1850.



BALT. & SUSQUEHANNA R.R. / JUN / 17

Part undated folded letter June 17th circa 1851 addressed to Wrightsville and probably carried on the full course of Route 1905. Franked 5 cents with an 1847 issue adhesive cancelled by pen and also with the Route Agents "5". The Route Agents stamp was also applied (Towle 195-C-1).

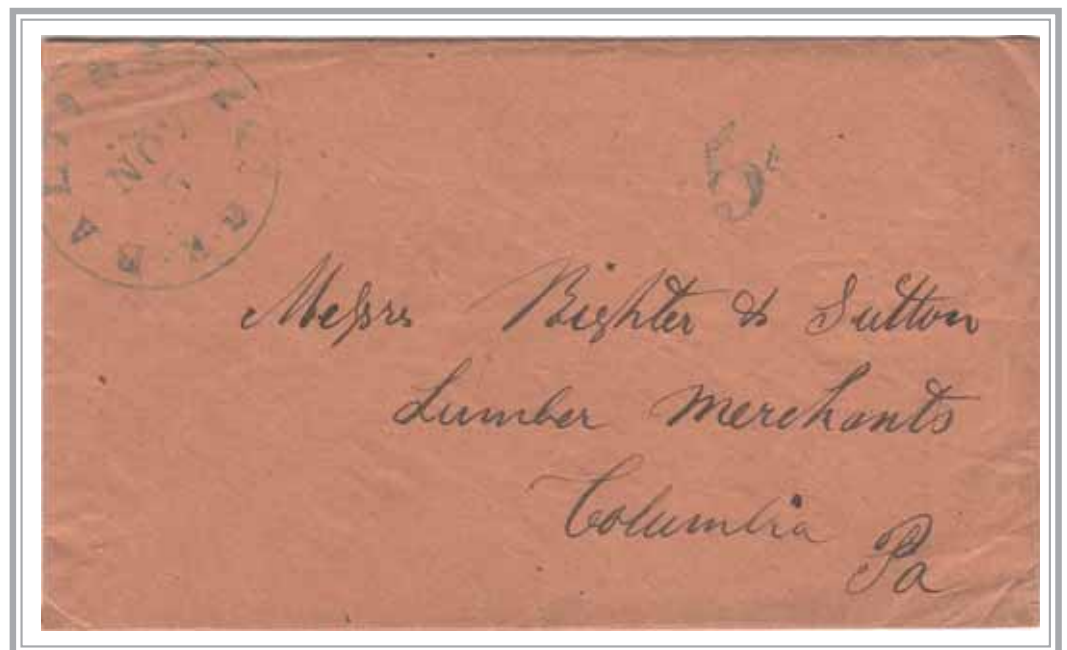
This is one of only four covers recorded in the Alexander Census with the 1847 issue used on this rail road, all are the 5 cent with no recorded use of the 10 cent.



Phelps' map of 1851 with the course of Route 1905.

BALT^o. & SUSQUH R.R. NOV / 5

Envelope posted November 5th circa 1851 carried to Columbia on Route 1905 to receive the Route Agents stamp (Towle 195-B-1) and his 5 cent charge stamp.



Cumberland Valley Rail Road Routes 2408 & 2773

The first contract for the Harrisburg to Chambersburg route was in July 1840 with an S. Moor in rail cars. From July 1844 contracts were made directly with the Cumberland Valley Rail Road. By 1862 the extended south to Hagerstown, Maryland and two contracts were in operation. Harrisburg to Chambersburg of 52 miles twice daily at \$5,200 a year and Chambersburg to Hagerstown of 22 miles at \$1,100 a year.



CUMB. VALLEY R.R. / MAR / 14

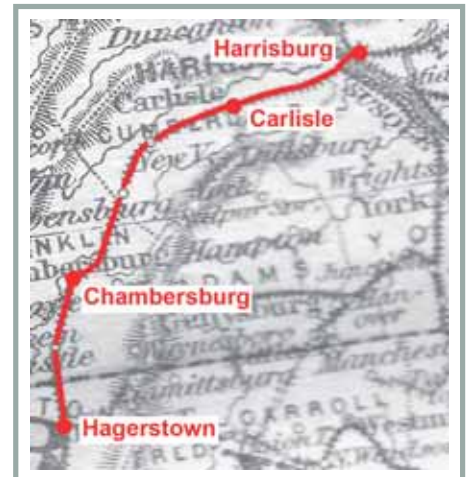
Envelope addressed to Carlisle, Pennsylvania located 18 miles west of Harrisburg on the Cumberland Valley Rail Road. Put onto Route 2408 to receive the Route Agents stamp (Towle 209-A-1) of March 14th circa 1863.

Rated VIII Very Rare



CUMBERLAND VALLEY R.R. / JUN / 23

Nesbitt Die 26 envelope addressed to Hagerstown June 23rd circa 1865 and carried south on Route 2773 to receive the Route Agents stamp (Towle 209-D-1)



G.W. Colton's map of 1873 with the Cumberland Valley Rail Road highlighted.

Philadelphia & Erie Wetmore Station Agents Stamp

The first contract on the line was Sunbury to Williamsport placed with the Sunbury & Erie Rail Road. It was not until 1868, four years after completion of the line to Erie that Route 1822 was contracted for the 288 miles Sunbury to Erie at \$24,600 a year for a three times a day service. By this time the Company had been renamed the Philadelphia & Erie.

Four stations on the line are recorded with Station Agent date stamps, Wetmore being 89 miles from Erie and 199 from Sunbury. The stamp (Towle 198-S-2) is recorded in 1871.



PHILA & ERIE R.R. / JUL 25 1871 / WETMORE

Envelope posted at Wetmore and addressed to Erie and franked with a Bank Note issue 3 cent unusually for this date, pencil cancelled.

8	4	2	Mls.	STATIONS.
A. M.				LEAVE ARRIVE
7 40	6 20 P. M.	12 30 P. M.	0	Philadelphia ..
				(Penn. Cen. R'way)
11 45	10 55 "	4 40+ "	106	Harrisburg ..
4 35	1 00 A. M.	6 50 "	163	Sunbury ..
4 45	1 10 "	7 00 "	165	Northumberland ..
5 03	1 30 "		172	Lewisburg ..
5 10			175	Catawissa Junction ..
5 15	1 41 "	7 25 "	176	Milton ..
5 28	1 54 "		180	Watsonstown ..
5 36	1 58 "		183	Dewart ..
5 47	2 10 "		187	Montgomery ..
6 00	2 20 "	8 00 "	191	Muncy ..
6 40	3 15 "	8 50+ "	203	Williamsport ..
6 46	3 20 "		205	Newberry ..
6 55	3 30 "		208	Linden ..
7 15	3 50 "	9 23 "	215	Jersey Shore ..
7 40			223	Wayne ..
7 55	4 30 "	10 00 "	228	Lock Haven ..
P. M.	5 15 "		243	Whetham ..
	5 50 "	11 05 "	255	Renovo ..
	6 27 "		267	Keating ..
	6 54 "		280	Sinnehoning ..
	7 02 "	12 12 A. M.	283	Driftwood ..
	7 23 "	12 34 "	292	Sterling ..
	7 30 "		296	Cameron ..
	8 00* "	12 56 "	301	Emporium ..
	9 00 "	1 49 "	323	St. Mary's ..
	9 15 "		328	Daguseabonda ..
	9 27 "	2 15 "	332	Ridgway ..
	10 02 "	2 58 "	347	Wilcox ..
	10 35 "	3 30 "	356	Kane ..
6	10 48 "		361	Wetmore ..
Acc.	11 16 "	4 11 "	371	Sheffield ..
A. M.	11 37 "		379	Stoneham ..
7 25	11 52 "	4 46 "	385	Warren ..
7 40	12 10 P. M.	5 00 "	390	Irvineton ..
7 48	12 17 "		393	Youngsville ..
7 58			396	Pittsfield ..
8 10	12 33 "		400	Garland ..
8 28	12 48 "		406	Spring Creek ..
8 43			411	Columbus ..
9 00	1 15 "	6 10 "	413	Corry ..
9 09			417	Lovell's ..
9 15			419	Concord ..
9 27	1 43 "	6 35 "	424	Union ..
9 45	2 02 "	6 53 "	432	Waterford ..
9 58	2 17 "		438	Jackson's ..
10 28	2 50 P. M.	7 40 A. M.	451	Arr. Erie...L'Ve



G.W. Colton's map of 1873 with the course of the Philadelphia & Erie Rail Road and the location of Wetmore shown.

Portion of the timetable of the Philadelphia & Erie Rail Road from Appletons' Railway & Steam Navigation Guide of July 1872 page 138.

Morris & Essex and Ohio & Pennsylvania Route Agents Stamps

The Morris & Essex Rail Road, named after the Counties the track ran through gained their first contract in 1844. In July 1854 they were contracted for Route 9003 of 63 miles from New York to Hackettstown at \$5,40 a year for a twice daily service.



MORRIS & ESSEX R.R. / APR / 31

Envelope carried on Route 2803 east to Newark, the first station on the line where the mails were taken by ferry from New York. The 3 cent 1857 issue franked by the Route Agents stamp (Towle 250-A-1)

The Ohio & Pennsylvania Rail Road between Pittsburg and Crestline, Ohio was completed in January 1852. Route 10330 was contracted in July 1852 at \$22,800 a year for a daily service on the 189 route. Two Route Agents stamps are recorded, that illustrated being Towle 560-C-2 rarity VII.



OHIO & PA. R.R. / AUG / 4

Envelope carried west to Crestline on Route 10330 to receive the Route Agent stamp for August 4th circa 1854. At Crestline routed via Columbus on the Cleveland, Columbus & Cincinnati to Columbus R.R.. To Xenia on the Columbus and Xenia R.R. and on to Cincinnati on the Little Miami R.R. for Locust Corner 18 miles east.

New Jersey Station Agents Stamps

Masonville Station located 16 miles east of Philadelphia on the Camden & Burlington County Rail Road was one of only two stations on Route 1293 recorded as using a Station Agents date stamp. The contract for the Philadelphia to Heightstown route was split between the C. & B. Co. R.R. and the Pemberton & Heightstown Rail Road at \$4,000 a year.



C. & B. CO. R.R. MASONVILLE / Apr 26 / 1873

Envelope posted at Masonville with the Station Agents stamp (Towle 243-S-1) cancelling the 3 cent franking. Carried the 16 miles west to addressee in Philadelphia

Whitings on the New Jersey Southern Rail Road located near Manchester, New Jersey and 42 miles east of Philadelphia. The station was on the 17½ mile portion of Route 1608 Whitings to Pemberton and contracted to the Rariton & Delaware Bay Rail Road using the New Jersey Southern's tracks.



WHITINGS & N.J.S. R.R.

Corner card envelope to Northfield, Vt. and put onto Route 1608 to receive the Whitings Station Agent date stamp for December 2nd 1872 (**unrecorded by Towle**). Routed via Pemberton to Sandy Hook for New York. The New Jersey Southern (N.J.S. R.R.) Route Agent stamp (Towle 241-E-1) applied on the Sandy Hook leg.

Northern Central Rail Road, Hanover Junction Station Agent Stamp

The Littlestown Branch of the Susquahanna, Gettysburg & Potomac Rail Road was opened July 1st 1858 connecting with the Northern Central at Hanover Junction. By 1868 a second line was completed from Hanover to Gettysburg. **The corner card envelope below is that of the President of the rail road, William McSherry.**

In 1868 the PMG's annual report shows two contracts, Route 1834 of 17½ miles Hanover to Gettysburg at \$875 a year and Route 1833 of 20½ miles Hanover Junction to Littlestown at \$1,020 a year. The contractor was listed as the Hanover Branch Rail Road with a twice daily service.



N.C. RAILWAY HANOVER JUNCTION / AUG / 11 / 1871

Corner card envelope reading (under stamp) **William McSherry, Littlestown, Adams Co.** addressed to Gettysburg. It is possible that the short line to Hanover Junction had no station agents and the mails were routed from Littlestown via Hanover Junction where they were stamped by the agent. The 3 cent franking cancelled by the Station Agents stamp at Hanover Junction (Towle 195-S-2).



SUSQUEHANNA, GETTYSBURG & POTOMAC RAILWAY.									
P.M.	P.M.	A.M.	M	LEAVE	ARRIVE	A.M.	P.M.	P.M.	
1 45	1 00	7 40	0	...Gettysburg..	10 30	12 30	6 00		
2 30	1 30	8 10	10	.....Oxford.....	9 45	12 00	5 25		
3 40	1 50	8 40	17	...Hanover ¹ ...	9 10	11 45	5 10		
4 10	2 15	8 58	22	.....Porter's.....	8 25	11 25	4 40		
4 55	2 34	9 20	30	Hanover Jun. ²	7 45	11 05	4 20		
P.M.	P.M.	A.M.		ARRIVE	LEAVE	A.M.	A.M.	P.M.	

Littlestown Branch.—A train leaves Hanover for Littlestown and Taneytown at 5 10 P.M. Leaves Taneytown at 7 00 A.M., and Littlestown at 8 00 A.M., arriving at Hanover at 8 30 A.M.

1 Connects with Littlestown Br. 2 Northern Central Railway.

Map by J.L. Anderson, Supt. of the Belvidere & Delaware Rail Road 1871 with the course of Route 1833 and 1834.

From Appletons' Railway Guide July 1872.

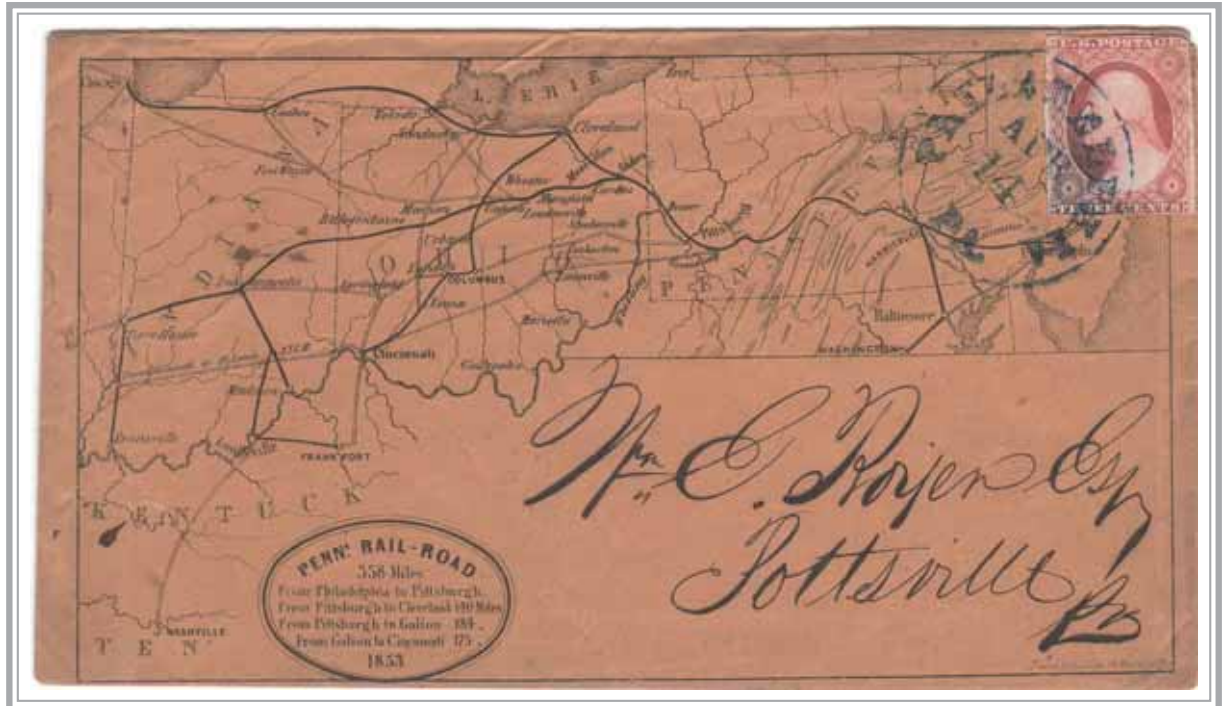
Advertising Envelopes of the Pennsylvania Rail Road

The Pennsylvania Rail Road Company was chartered in April 1846 and completed the 358 mile road between Philadelphia and Pittsburgh in November 1852. In 1853 they issued an envelope showing the route and lines connecting Pittsburgh with cities to the west.

As the rail roads gradually extended into the mid west a second envelope was issued circa 1856 showing the routes as far as Chicago, Indianapolis and Louisville.

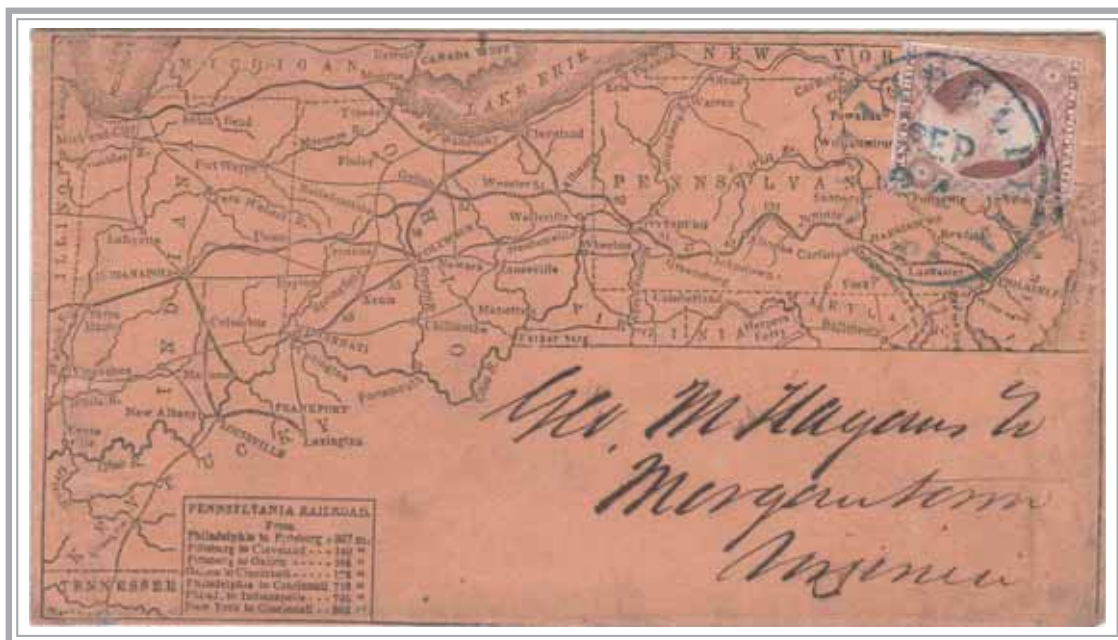


Reproduction of the cachet on reverse of envelope.



Envelope of 1853 posted at Philadelphia April 14th to Pottsville. Reverse bears the cachet of Bucknor, McCammon, tobacco commission merchants of Philadelphia.

Probably carried to Pottsville on Route 9210 by the Philadelphia & Reading Rail Road which was completed in 1842.



Envelope circa 1856 posted at Philadelphia September 24th addressed to Morgantown, Virginia.

Probably carried to Washington in the closed pouch for transfer west.

Chapter 4 Routes in New York State

Early Practice on Route 541

Although Route Agents were appointed on the Albany to Utica Route 541 by May 1837 the use of the first stamps indicating carriage by mail car was not until April 1838. The postmaster at Utica notated letters arriving loose on the car with "RR", the rate and also offices date stamp.

Examples of the manuscript "RR" are rare whilst all mails carried in the bags, throughout the history of the early contracts were either stamped at the departure or arrival offices.



Folded letter dated "Albany March 12. 1838" to Pitcher located 68 miles SW of Utica and carried on Route 541 by the Mohawk & Hudson Rail Road. On arrival at Utica on March 14th initially rated as a double letter for the 96 miles on the rail road plus post road mileage giving 2 x 18 $\frac{3}{4}$ cents. The rate was subsequently reduced to 20 cents being the double rate Utica to Pitcher only. The postmaster seems to have decided that the carriage by rail to Utica was not chargeable.

The contract with the Mohawk & Hudson was one of only two based entirely on the weight of mails carried per trip at $\frac{1}{2}$ cent per pound up to 200 lb per 10 miles and $\frac{1}{5}$ th cent for every additional 200 lb.

Wrapper file noted "1841 May 5" addressed to Albany and rated as a triple sheet at 3 x 12 $\frac{1}{2}$ with manuscript "37 $\frac{1}{2}$ " for the 96 miles applied at Utica on May 6th.

Bagged at Utica after the departure stamp was applied and put onto Route 541.



Albany to Buffalo Route Agents Stamps "RAIL ROAD"

During the period January 1837 to July 1843 the seven companies on the route advanced and joined their tracks between Albany and Buffalo. From January 1838 the Route Agents employed on the various sections of the route used a variety of different "RAIL ROAD" stamps on letters.



Folded letter dated "Chittenango July 2nd 1840" to Waterford located 11 miles north of Albany. Carried on Route 1004 to Utica and Route 541 to Albany. The mails ran in the same car on the two adjoining routes.

The Route Agent stamp "RAIL ROAD" applied on the car is Towle 114-B-2 rarity VIII.

Folded letter dated "Johnstown Feb 13. 1841" to Willimansett and posted the following day having being taken on the post road to Fonda Station to be put onto the Mohawk and Hudson Route 541 for Albany. Received the "RAIL ROAD" (Towle 114-B-2 rarity VII). Carried free as addressed to a postmaster.



Folded letter dated "Scottsville April 16th 1842" to Schoharrie and carried on the Tonawanda, Syracuse & Utica and the Mohawk & Hudson to Schenectady for Schoharrie. Route Agent stamp Towle 114-B-1 rarity VIII.



Albany to Buffalo Route Agents Terminal Stamps

From July 1843 a continuous 324 mile line of track had been laid between Albany on the Hudson River and Buffalo on Lake Erie. Although a mail cars was run the full distance of the route a total of seven rail road companies had to be contracted at a total of \$54,750 a year.

Towle recorded a total of seven different Route Agent terminal date stamps employed on the line. These were applied to all loose mails travelling all, or part of the routes.

ALBY. & BUFFALO R.R. SEP / 21

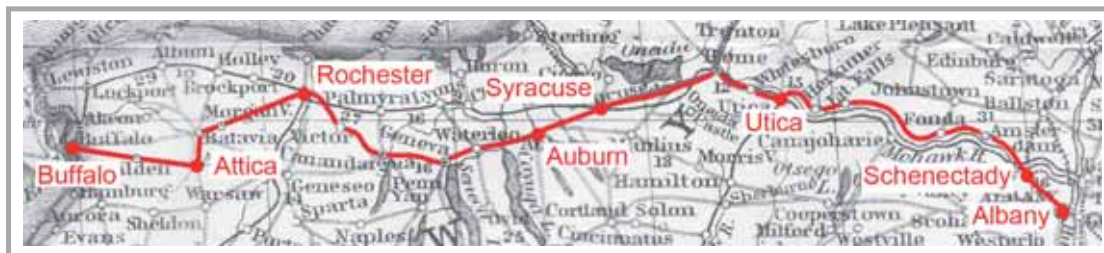
Folded letter dated "**Monday evening Sept 27th 1847**" to Fonda located on Route 969 Schenectady to Utica. Struck with terminal stamp (Towle 114-D-6) and the Agents "5" charge stamp.



ALBY. & BUFFALO R.R. FEB / 28

Folded letter dated "**Johnstown Feby 28th 1848**" and carried from Fonda the 44 miles east to Albany on Routes 964 & 921.

Rated manuscript "5" cents and struck with the terminal stamp (Towle 114-D-2)



Phelps' map of 1851 with the Albany to Buffalo contract portions of the complete route.

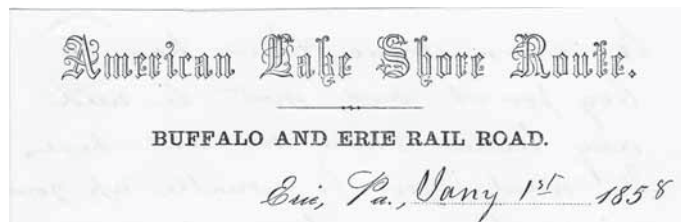
Buffalo & Erie and Buffalo & New York Route Agents Stamps

In 1857 contracts were made with the Buffalo & Erie Rail Road for Route 1315 Buffalo to State Line and with the Erie & North East Rail Road to Erie as Route 3448. In the same year the Buffalo, New York & Erie Rail Road was contracted for Route 1314 Buffalo to Hornellsville.



BUFFALO & ERIE R.R. / JAN / 1

Envelope with letter sheet dated "American Lake Shore Route / Buffalo & Erie Rail Road / Erie, Pa., **Jan 1st 1858**" addressed to Geneva. Carried on Route 3448 and 1315 to receive the Route Agents stamp (Towle 115-D-2). Transferred at Buffalo for the routes east to Geneva.



75% reduction of the letter heading. Letter from an employee of the rail road to his mother.

BUFFALO & N.Y. CITY R.R. 10 / JUN

Envelope addressed to Castile located 57 miles south of Buffalo and 34 miles north of Hornellsville to be carried on Route 1314.

From Buffalo the main line to New York ran 31 miles to Attica and then branched 60 miles to Hornellsville to form Route 1314. The 3 cent franking cancelled by the Route Agents stamp (Towle 125-G-2)



Buffalo to Erie Routes 1311 & 9601

In 1853 two contracts provided a route between Buffalo and Erie. Route 1311 to State Line at \$13,800 a year for twice daily service with one on Sundays with the Buffalo & State Line Rail Road on Standard Gauge track. Route 9601 Northville, Pennsylvania (on the State Line) to Erie at \$4,000 a year for thice daily except Sundays with the Erie and North East Rail Road on Broad Gauge track. **In 1854 a third rail allowed conversion of the Pennsylvania tracks so that cars ran through on the route.**

The conversion to Standard Gauge between Erie and State Line led to the 1854 "Erie Rail Road War" when the citizens and merchants of Erie blockaded the tracks fearing a loss of business when the trains were able to run from the east through Erie to Cleveland and Detroit without the need to change cars and locomotives.



BUFFALO & ERIE R.R. / MAR / 21

Envelope with letter sheet dated "Erie, Pa., **March 21st 1856**" addressed to Geneva. Carried on Routes 9601 and 1311 to receive the Route Agents stamp (**Towle 115-D-2 Very Rare, Rarity VIII**) cancelling the 3 cent franking. Transferred at Buffalo for the routes east to Geneva via Lockport and Canandaigua.

This is Charles Towles copy of this stamp illustrated in *U.S. Route & Station Agents Markings*.



G.W. Colton's map of 1873 with the course of the Erie to Buffalo Route.



Headed letter sheet contained within the envelope

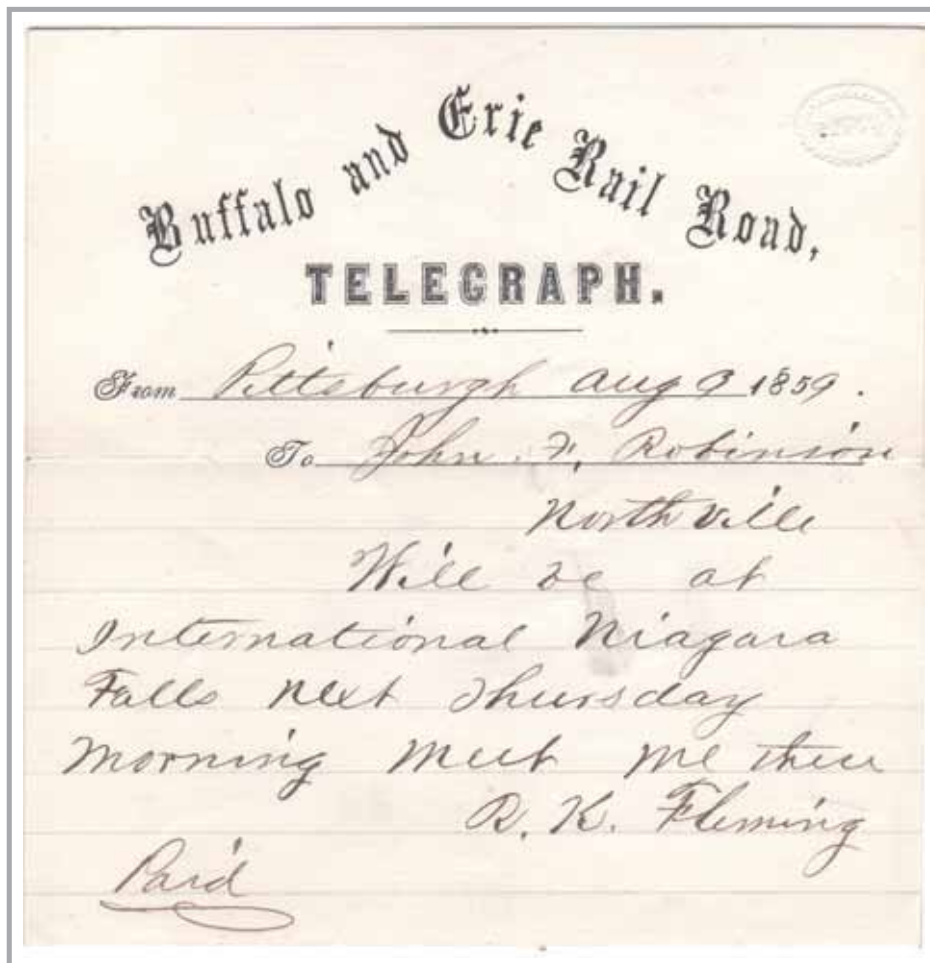
Buffalo & Erie R.R. Telegraph, Pittsburgh to Erie 1859

As rail road tracks were laid, so also were telegraph lines erected along the course of the tracks. This led to rail road companies installing telegraph offices at their stations.

Example of a telegraph below seems to have been received at Pittsburgh on August 9th 1859 but instead of being forwarded by telegraph to Northville via Erie it was posted. It is possible that at this time the telegraph was down and the company had to resort to the posts.



Envelope with telegraph form dated "Pittsburgh Aug 9 1859" and posted that day to Northville.



New York & Erie Rail Road Routes 815 & 813

Although chartered in 1832 the first contract for 45 miles from Piermont to Goshen commenced in October 1841, having reached Goshen the previous month. The first 25 miles of the route was by steamboat from New York on the Hudson River

As the rail head advanced the contract was amended and by January 1849 had reached Owego, 247½ miles from Piermont. In December 1849 Corning had been reached and the full 470½ mile route to Dunkirk on Lake Erie contracted in July 1850.



N.Y. & ERIE R. ROAD SEP / 16

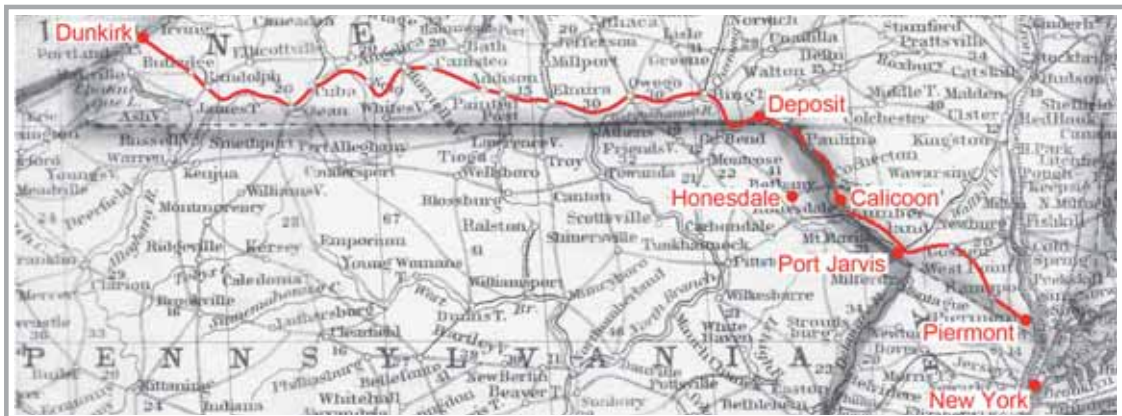
Envelope, letter and invoice dated "New York 16th Sept. / 48" and put onto Route 815 that day. Received the Route Agents date stamp (Towle 125-A-1) and the 5 cents unpaid rate stamp for under 300 miles.

Carried on the line 73 miles to Port Jarvis and then by post road the 42 miles to Honesdale in Pennsylvania.

N.Y. & ERIE R. ROAD MAR / 3

Wrapper file noted "L Gregory Letter Mch 3/51 Calicoon" and put onto Route 813 that day at Calicoon to receive the Route Agents date stamp (Towle 125-A-1).

Addressed to Deposit located 40 miles west of Calicoon on the rail road and rated at 5 cents, the unpaid rate for under 300 miles.



Phelps' map of 1851 with the course of the New York & Erie Rail Road

New York & Erie Rail Road Routes 815 & 813

The New York & Erie Rail Road reached Owego in January 1849 and Route 813 was contracted from July 1st at \$21,172 a year for a daily service, excluding Sundays on the 247 mile route.

In July 1850 Route 813 of 470½ miles was contracted between New York and Dunkirk at \$116,828 a year, also for a daily service excluding Sundays.



NEW YORK & ERIE R. R. APR / 16

Folded undated letter headed "New York. Thury. Morn" from Charles Ellery Washburn, Resident Physician at the City Hospital to his wife at Binghamton. Posted no later than 1849 as Washburn took up practice in Binghamton that year.

Carried on Route 813 from New York the 200 miles from Piermont to Binghamton located 22 miles east of Owego. Franked with a Scott 1 cancelled by the Route Agents "5" charge stamp, he also applied his date stamp (Towle 125-B-1).

Not recorded in the Alexander Census



Phelps' map of 1851 with the course of Route 813 New York to Owego via Piermont



NEW YORK & ERIE R.R. / SEP / 6

Envelope circa 1853 addressed to Locy Halsted, a future director of the First National Bank of Binghamton. Carried, probably from New York on the course of Route 813 and franked with a Scott 10 cancelled by the Route Agents date stamp (Towle 125-B-3) on September 6th.

New York & Erie Rail Road Route 1001 Agents Stamps

When the contract for Route 1001 was placed in July 1853 the 460 miles route from New York to Dunkirk required the services of five Route Agents. The contract ran three round trips each day excluding Sundays at \$92,772 a year.

A total of twelve different Route Agents date stamps have been recorded for the New York to Dunkirk route between 1848 and 1861.



N - Y & ERIE / JUN / 21

Ladies envelope with letter sheet dated "**Horseheads June 1853**" addressed to Chemung located 13 miles east of Elmira on Route 1003. A branch line from Horseheads running 6 miles south to Elmira was included in the contract for the route. The letter therefore was carried a total of 19 miles between Horseheads and Chemung.

On transfer to the main line the Route Agent struck his date stamp (Towle 125-C-1 Rarity VII) for June 21st.



NEW YORK & ERIE R.R. / JUN / 7

Nesbitt Die 2 envelope carried on Route 1001, probably to Dunkirk for routing to Pittsburgh via Erie. Received the Route Agents date stamp (Towle 125-B-1) for June 7th circa 1854.

Troy & Whitehall Rail Road Terminal Stamp on Route 929

The first contract to appear in the Bid Registers for the Rensselaer & Saratoga Rail Road was between Troy and Saratoga Springs via Ballston Spa. Contracted as Route 929 in July 1849 at \$3,200 a year for the 39 mile route.

The Saratoga & Washington Rail Road did not complete their track until December 1848 and no contract is recorded in the Bid Register or the Postmaster General's reports for their line until July 1853. **The use of a terminal date stamp in August 1849 indicates a local arrangement being in place for a car to run the 86 miles over the two companies tracks.**



TROY & WHITEHALL R.R. / AUG / 16

Envelope file noted "Aug 15 1849" addressed to Champlain and carried north to Whitehall partly on Route 929 and on what was to become Route 1100 in July 1853. Franked 5 cents with the Scott 1 pen cancelled.

At Whitehall the letter was transferred to the Champlain Transportation Company steamboat on the 95 mile Route 943 to Rouses Point. Final portion of route was the 4½ post road to Champlain.

The three strikes of the Terminal stamp (Towle 100-A-2) resulted from the first strike being made with the date slug set at "17". This was corrected to "16" and struck over the first impression to obliterate the incorrect date. Struck a third time to ensure the date was seen clearly.



Map No. 19 from Appletons' Railroad & Steamboat Companion published 1848.

Long Island Rail Road Routes 806 & 1007

The Long Island Rail Road was completed between Brooklyn and Greenport in July 1844. Intended to carry bulk mails between New York and Boston but never granted a contract for that service. In July 1845 contracted at \$9,722 a year for a daily trip except Sundays for Route 806 New York to Norwich with a steamboat owned by the rail road between Greenport and Norwich.

In the 1857 contract round Route 1007 Brooklyn to Greenport of 94 miles was contracted at \$7,735 a year for a twice daily service.

RAIL R.

Folded letter dated "New York April 24. 1846" addressed to Norwich and carried on the full course of Route 806 by combined rail road and steamboat.

Struck with the Route Agents stamp (Towle 112-L-1) by George W. Smith, agent from November 2nd 1844 to January 1st 1851. He also applied his "5" cent charge stamp.



LONG ISLAND R.R. / NOV / 4

Envelope and letter sheet dated "Patchogue Nov 4. 1859" addressed to Patchogue and carried 31 miles west to Medford for Patchogue situated 4 miles south.

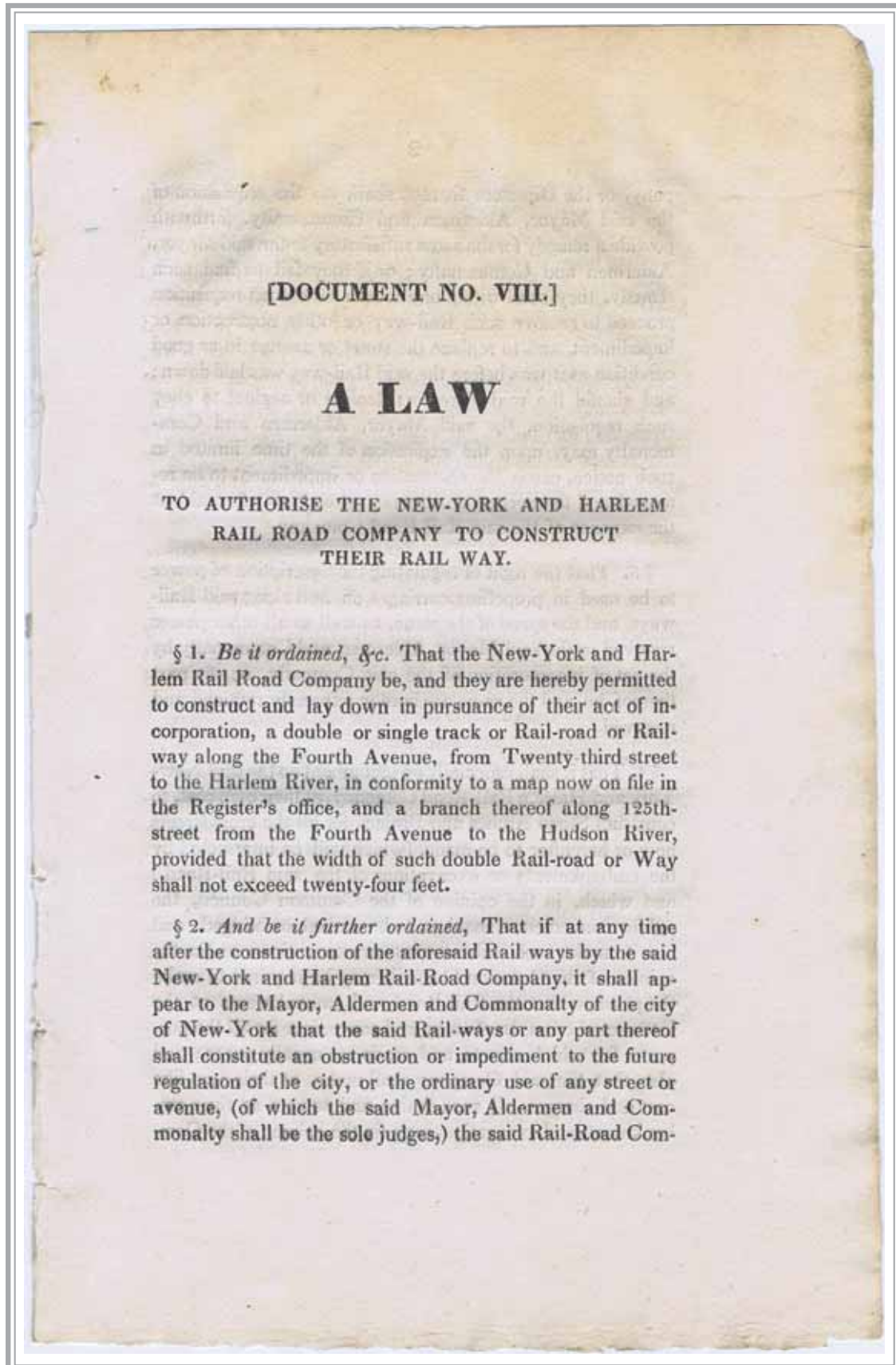
Received the Route Agents date stamp (Towle 112-B-2), the day slug being accidentally inverted.



Phelps' map of 1851 with the course of the Long Island Rail Road and the steamboat route to Norwich.

New York & Harlem Rail Road Enabling Law December 1831

When rail roads were first introduced into the the U.S.A. they were short in length and were regulated by State and in some circumstances by City Councils. The initial 4½ miles of the New York & Harlem Railr Road was authorized by an act approved by the Mayor of New York on December 22nd 1831.



New York & Harlem Rail Road Routes 810 & 1003

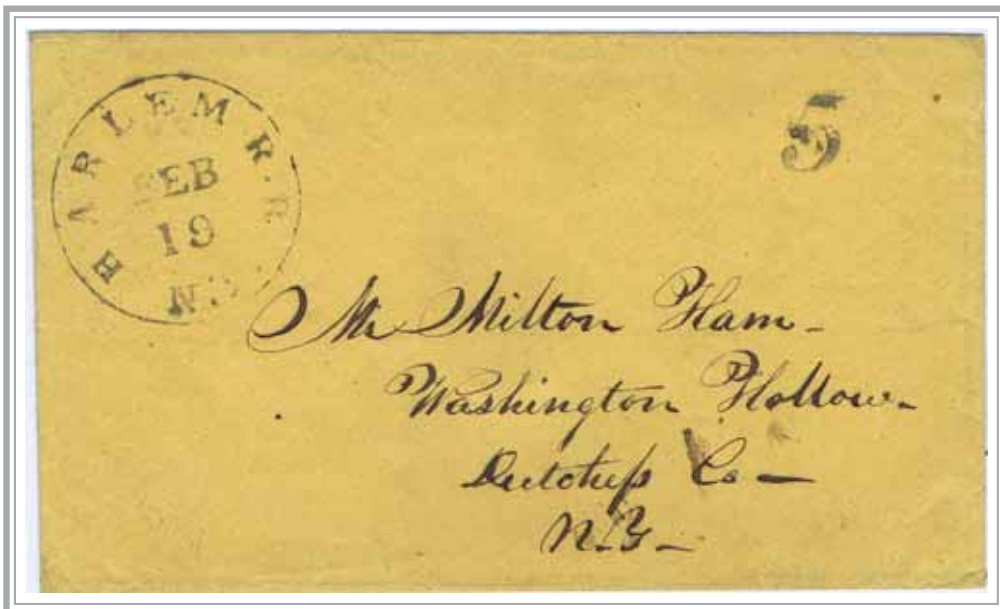
Initially opened in 1832 as a horse drawn rail road in New York City, its tracks gradually extended north to reach Chatham Four Corners in January 1852. Contracted as Route 810 in July 1852 at \$5,543 a year for a daily service excluding Sundays. Renewed in July 1853 for four years at \$5,593 a year.

The owners were required by the City Authority to use horses between Princes Street and 23rd Street, eventually the road was terminated at 42nd Street where Cornelius Vanderbilt erected the Grand Central Station.



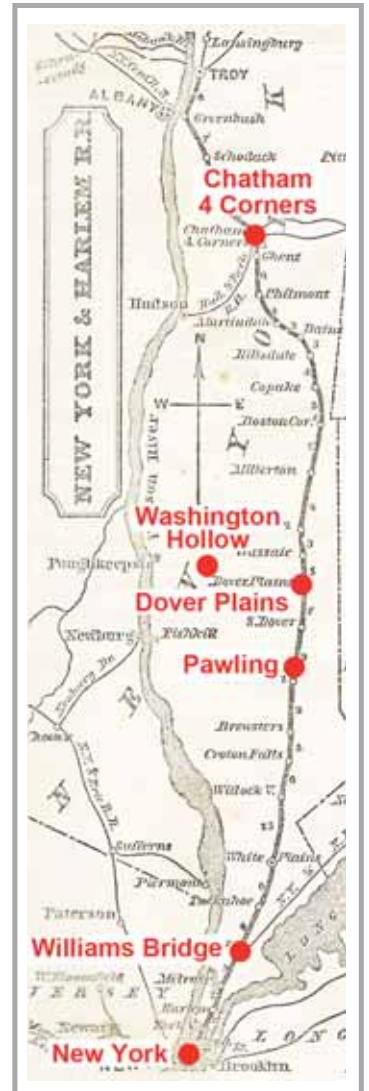
HARLEM R.R. N.Y. / APR / 15

Envelope file noted on reverse "**April 15th 1850**" addressed to New Haven, Connecticut. Carried on Route 810 to Williams Bridge for transfer to Route 710 on the New York & New Haven Rail Road. Struck with the Route Agents date stamp (Towle 108-B-1)



HARLEM R.R. N.Y. / FEB / 19

Envelope file noted on reverse "**Pawling FEB 18 - 1855**" and put onto Route 1003 for the 13 miles north to Dover Plains. Transferred to the road 12 miles west to Washington Hollow. Rated at 5 cents and struck with the Route Agents date stamp (Towle-B-1)



The course of the New York & Harlem Rail Road from page 84 of Appletons' Railway & Steam Navigation Guide of October 1860.

New York & Harlem Rail Road Route 810 Route Agent Stamp

The first contract on the New York & Harlem was made in July 1845 when the line had reached White Plains, New York. By 1848 the line totalled 83 miles to Dover and the contract for Route 810 of July 1849 was at \$3,557 a year for a daily trip excluding Sundays.

Two Route Agents were appointed in 1849, William K. Reynolds on June 13th and P.D. Crosby on July 3rd. A total of three Route Agents date stamps are recorded used on the route between 1849 and the Bank Note Issue.



N. YORK & HARLEM R.R. / OCT / 5

Envelope and letter sheets dated "New York Friday P.M. Oct 4 1850" addressed to Newcastle (Chapequa Station) 36 miles north on Route 810. Route Agents stamp (Towle 108-A-1 Rarity V11) struck together with his "5" rate stamp for under 300 miles.



N. YORK & HARLEM R.R. / OCT / 20

Ladies envelope to New Haven, Connecticut franked 3 cents cancelled by the Route Agents "III" when put onto Route 810. Also struck with the date stamp (Towle-A-1).

Carried from New York to Williams Bridge and transferred to Route 710 to New Haven.

New York & Harlem Rail Road Routes 6022 & 1524

In 1863 Cornelius Vanderbilt took full control of the New York & Harlem Rail Road installing sons William as Vice President and Cornelius Jnr. as Treasurer, the line by this time was extended to Albany.

In July 1878 the contract on the line was Route 6022 for the 130½ miles from New York to Chatham Village at \$12,949.70 a year. The Postmaster General's report states that this was for 11¼ trips a week and that \$500 was for transporting messengers to Fordham.



CHAT. VIL. & N.Y. AGT / SEP / 29

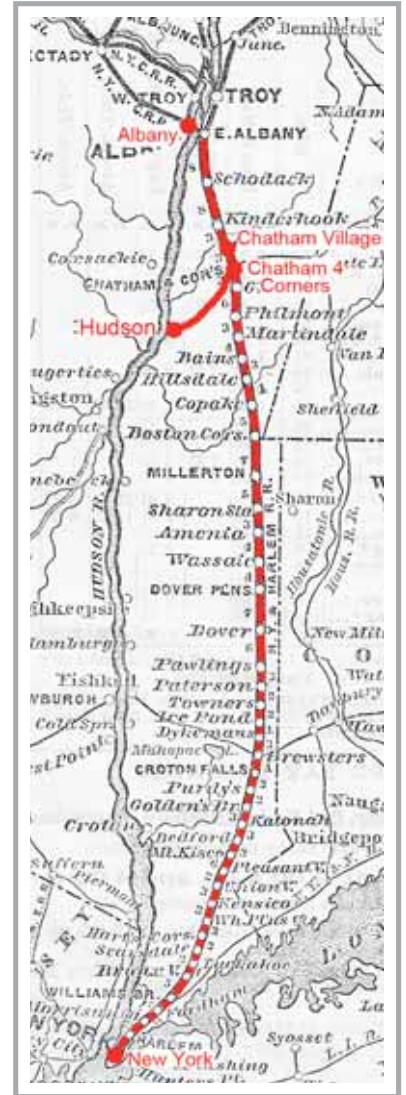
Envelope addressed to Hudson and carried north to Chatham Village for transfer to the Hudson & Boston Rail Road on Route 1261 for Hudson.

Struck with the Route Agents date stamp (Towle 108-D-1) for September 29th circa 1878.



HAR. EXT. R.R. / SEP / 22

Postal card dated "Factory Point Sept 22. 1873" addressed to East Dorset, Vermont and carried to Bennington on Route 1524 operated by the Harlem Extension Rail Road.



The course of the New York & Harlem Rail Road from page 108 of Appleton's Railway & Steam Navigation Guide of September 1869.

New York & Chicago Fast Mail RPO

In 1869 George Samuel Bangs (1826 - 1877) was appointed the General Superintendent of the Railway Postal Service. This was the year the service was officially inaugurated. In September 1875 Bangs introduced the "Fast Mail" service between New York and Chicago with a transit time of 27 hours 40 minutes for the 978 mile route.

The Fast Mail was routed from New York via Albany, Rochester, Buffalo, Cleveland and Detroit to Chicago using the tracks of Cornelius Vanderbilt's New York Central Rail Road. **This was the first use in the USA of a train made up entirely of mail cars.**



THE FAST MAIL MAR / 14 / WEST N.Y. & CHIC. R.P.O.

Envelope carried the full route from New York to Chicago on March 14th 1876 bearing on reverse a Chicago Carrier date stamp for the following day.

Corner card envelope of The Gilsey House Hotel at 1200 Broadway, J. H. Breslin being the hotel manager.

The RPO date stamp was applied (Towle 114-J-1) by one of the 48 clerks employed on the route.



THE FAST MAIL / DEC / 1 / 2 DIV / EAST / N.Y. & CHIC. R.P.O.

Reay Die 37 envelope and letter sheet dated "Executors' Office, Estate of Chas. M. Reed, dec'd. Erie, Pa., 12th decr. 1879". Addressed to Buffalo and carried 89 miles from Erie to Buffalo, probably on the same day although day slug not correctly set.. Received the R.P.O. stamp (Towle 114-J-2).

Rochester & Niagara Falls Rail Road Route 1264

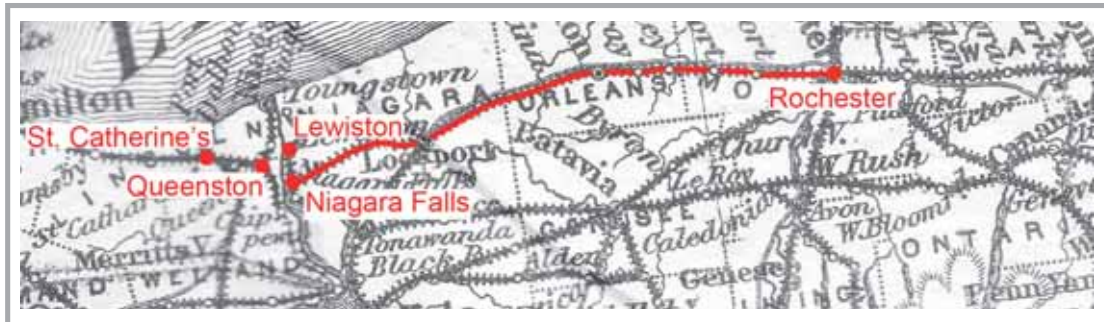
In 1853 Erasmus Corning purchased a number of railroads in New York State to form the New York Central Rail Road Co. One of them being the previously unsuccessful Lockport & Lewiston with a branch to Niagara Falls. In July 1853 the 76 mile Rochester to Niagara Falls Route 1264 was contracted at \$7,600 a year for a twice daily service excluding Sundays.



ROCHESTER & NIAGARA FALLS R.R. / NOV / 15

Envelope addressed to St. Catherine's located 10 miles west of the Queenston exchange office in Canada. Carried from the direction of Rochester on Route 1264 and stamped with the Terminal date stamp (Towle 115-B-1 Very Rare, Rarity VIII) on November 15th circa 1855.

The letter was stamped in the same ink with both the cross border "10" cents rate and the conversion to Canadian Pence with "UNITED STATES / 6^D". Routed from Niagara Falls via Lewiston and Queenston to St. Catherine's.



Phelps' map of 1851 with the course of Route 1264 and the location of addressee and exchange offices.

ROCHESTER, LOCKPORT & NIAGARA FALLS DIVISION OF N. Y. CENTRAL RAILWAY																	
ERASTUS CORNING, Pres., Albany.												J. COLLAMER, Asst. Supt., Buffalo.					
Standard of Time—CLOCK AT ROCHESTER DEPOT. [June 1																	
Rochester to Niagara Falls.								Niagara Falls to Rochester.									
Sun.	Exp.	Exp.	Acc.	Mail	Mail	Exp.	Mls.	STATIONS.		Mls.	Exp.	Exp.	Mail	Exp.	Acc.	Exp.	Sun
A. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.		LEAVE	ARRIVE		A. M.	A. M.	P. M.	P. M.	P. M.	A. M.	P. M.
*7 45	8 15	5 15	11 00	7 35	6 00	1 40		..Rochester ¹ ..	77	7 30	10 30	5 15	8 30	9 45	12 50	8 30	
8 15		5 47	11 27		6 35		5	....Gates.....	72	7 10	10 03	4 47		9 17		8 03	
8 28		5 55	11 35		6 42		10	....Spencerport..	67		9 55	4 40		9 10		7 55	
8 35	8 55	6 05	11 45	8 15	6 55	2 20	17	....Adams' Basin..	64	6 55	9 45	4 30	7 50	8 55	12 10	7 42	
8 45		6 15	12 00		7 07		21	....Holley.....	55		9 25	4 20		8 40		7 30	
8 55		6 25	12 15		7 20		25	....Murray.....	52		9 10	4 10		8 30		7 20	
9 10	9 17	6 40	12 30	8 50	7 35	2 50	31	....Albion.....	46	6 30	8 50	3 57	7 25	8 15	11 45	7 05	
9 25		6 50	12 45		7 50		36	....Knowlesville..	41		8 40	3 45		8 05		6 50	
9 35	9 35	7 05	1 00	9 05	8 05	3 10	40	....Medina.....	37	6 10	8 30	3 30	7 05	7 52	11 22	6 40	
9 45		7 20	1 10		8 20		45	....Middleport....	32		8 20	3 20		7 42		6 30	
10 00		7 30	1 20	9 30	8 35		50	....Gasport.....	27		8 05	3 10		7 30		6 15	
10 15	10 10	7 45	1 30	9 40	8 50	3 50	56	....Lockport.....	21	5 40	7 50	3 00	6 40	7 10	10 55	6 00	
			1 40				59	....Lockport Junction	18		7 40	2 50		7 00			
10 45		8 10	1 55		9 20		66	....Pekin.....	11		7 20	2 35		6 35	10 30	5 30	
11 05	10 30	8 30	2 15	10 15	9 45	4 30	75	Suspens'n Bridge ²	2	5 00	7 00	2 15	6 00	6 10	10 15	5 10	
11 15	11 00	8 40	2 25	10 25	10 00	4 40	77	Niagara Falls ²		4 45	6 50	2 00	5 40	6 00	10 00	5*00	
A. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	ARRIVE	LEAVE		A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.

Page 109 of Appletons' Railway & Steam Navigation Guide of June 1860 with the timetable for the Rochester to Niagara Falls route.

Northern Rail Road of New York Route 1252

The first contract with the Northern was Route 1252 awarded in June 1849 when the track had extended 45 miles from Rouse's Point west to Chataugay. The full 119 miles was completed to Ogdensburgh in September 185 and the contract was duly amended increasing to \$5,100 a year for a daily trip excluding Sundays.

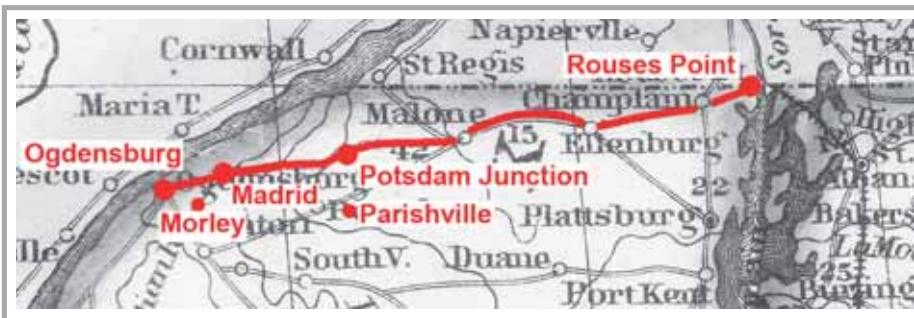
The first Route Agent, J.C. Roberts did not appear to have a date stamp when appointed and endorsed covers in manuscript. By October 1851 he is found using one.



Northern RR / July 26/51

Folded letter dated "**Parishville July 23 1851**" addressed to Morley located 14 miles east of Ogdensburgh.

Carried on Route 1252, probably from Potsdam Junction to Madrid, a distance of just 8 miles. Roberts must have endorsed the cover as soon as it was handed into the car.



Phelps' map of 1851 with the course of Route 1252 and locations of Parishville and Morley.

NORTHERN R.R. N.Y. OCT / 8

Envelope file noted "**Recd Oct 9 / 51**". franked with a Scott 11A experimental Orange Brown cancelled by the Route Agents date stamp (**Towle 101-B-1 Rarity VIII, very rare**).

Both Remele and Towle only saw examples with manuscript day of month instead of slugs.

Addressed to Vergennes on Lake Champlain and carried east to Rouse's Point on Route 1252. Probably routed south by steamboat on Route 1110 to Burlington and then 23 miles by post road south to Vergennes.



Rome, Watertown & Ogdensburg Rail Road Station Agent Stamps

First contracted in March 1851 as the Watertown and Rome Rail Road as Route 1256. In 1861 the Rome & Watertown merged with the Potsdam & Watertown Rail Road and the new company was contracted for Route 1199 Rome to Cape Vincent at \$8,329 a year for a twice daily service except Sundays.

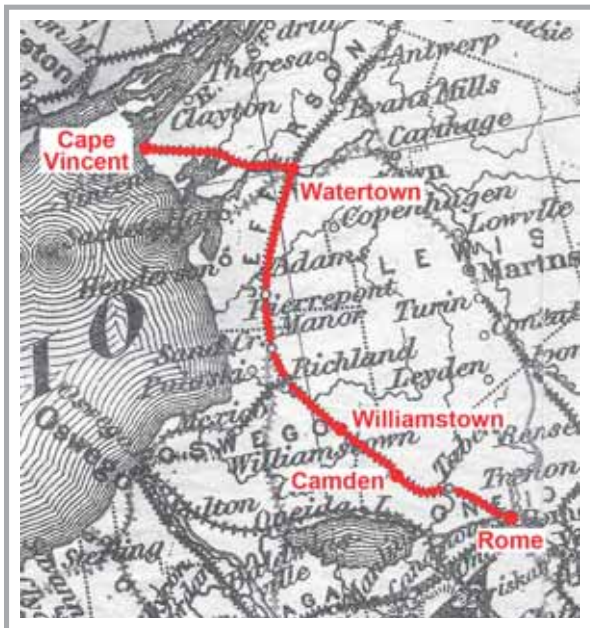
The only Station Agent stamp record by Towle on this route was for Kasoag, located 31 miles north of Rome. The cover shown has been struck with two unrecorded Station Agent date stamp for Camden and Williamstown, 18 and 28 miles respectively from Rome.



R.W. & O. R.R. Camden Agt. / NOV / 25 / 1865
R.W. & O. R.R. / No. 17 1865 / WILLIAMSTOWN.

Corner card envelope posted at Camden and carried 10 miles north on Route 1159 to Williamstown. One of the Agents clearly had an incorrect date slug in his stamp. Franked by a 2 cent Black Jack indicating postage as a printed circular.

Certificate



G.W. Colton's map of 1873 with the course of Route 1159 and the location of Camden and Williamstown.

116

**WATERTOWN, ROME & CAPE VINCENT,
WATERTOWN RAILWAYS.**

W. C. PIERREPONT, Pres., Pierrepont Manor, N. Y. ADDISON DAY, Supt.,
Gen. Ticket Agent, Watertown. G. B. BENSAMIN, Freight Agent

Rome to Cape Vincent.				STATIONS.		Cape Vincent to Rome.			
Mail.	Acc.	Frs.	Mis.			Mis.	Frs.	Mail.	Acc.
P. M.	A. M.			LEAVE	ARRIVE			A. M.	A. M.
4 15	7 09			.... Rome ¹	97	3 40		11 05	12 30
4 47	7 40	40	11	.... Taberg.....	86	3 00		10 35	11 50
4 53	7 48	45	13	.... McConellsville..	84	2 55		10 33	11 40
5 07	8 05	65	18	.... Camden.....	79	2 50		10 22	11 32
5 22	8 23	80	23	.... West Camden..	74	2 40		10 08	11 05
5 38	8 42	1 00	28	.... Williamstown..	69	2 45		9 55	10 46
5 47	8 53	1 10	31	.... Kasoag.....	66	2 30		9 47	10 35
6 00	9 12	1 30	37	.... Albion.....	60	2 10		9 33	10 15
6 14	9 33	1 50	42	.... Richland.....	55	1 55		9 20	9 57
6 27	9 55	1 05	47	.... Sandy Creek..	50	1 75		9 08	9 35
6 40	10 13	1 30	52	.... Mannsville...	45	1 60		8 58	9 18
6 55	10 25	1 50	54	.... Pierrepont M. ²	43	1 50		8 53	9 10
7 10	10 45	2 05	59	.... Adams.....	38	1 35		8 33	8 40
7 20	10 57	2 15	62	.... Adams' Centre.	35	1 25		8 25	8 27
7 50	11 35	2 50	72	.... Watertown..	25	90		8 00	8 00
8 05	11 50	3 05	75	.... Brownville..	21	75		7 42	7 35
8 15	12 03	2 50	80	.... Limerick.....	17	60		7 30	7 23
8 30	12 20	3 00	85	.... Chaumont...	11	40		7 15	7 05
8 40	12 35	3 10	89	.... Three Mile Bay.	8	30		7 03	6 55
9 00	1 00	3 40	97	.... Cape Vincent ³				6 40	6 30
P. M.	P. M.			ARRIVE	LEAVE			A. M.	P. M.

Appletons' Railway Guide of October 1860 page 116 showing the times of the mail trains.

Binghamton - Utica - Lowville Route 1025 & 1228

Utica was an important rail road hub and both the Utica & Black River and the Delaware, Lackawanna & Western Rail Roads operated routes from there in the 1870s.

Route 1025 was contracted to the Utica & Black River R.R. in 1868 at \$4,000 a year for the 59 miles daily (excluding Sundays) between Utica and Lowville. The D.L. & W. R.R. ran Route 1228 Utica to North Norwich, 48½ miles at \$2,525 a year for a daily service (excluding Sundays).



UTICA & B.R. R.R. / JAN / 9

Reay Die 37 envelope bearing the Trenton Iron Works cachet for **January 17th 1872** addressed to Hazardville, Connecticut. Put onto Route 1025 at Trenton for the 16 miles to Utica for transfer to the through route via Albany and Springfield. The Route Agent applied his date stamp for January 19th (Towle 104-A-1)



UTICA. & BING. AGT. / SEP / 6

Envelope circa 1873 to Philadelphia and put onto the course of Route 1228 for transfer via New York. Although the PMG's report of 1870 shows the route terminating at North Norwich the Route Agent clearly stayed with the car through to Binghamton. He applied his date stamp on September 6th (Towle 126-B-2).

UTICA & BLACK RIVER RAILWAY.									
JOHN THORN, Pres., Utica, N. Y. [July 5.									
Pass.	Pass.	Pass.	Mls.	STATIONS.		Pass.	Pass.		
P. M.	A. M.	A. M.		LEAVE	ARRIVE	A. M.	P. M.		
5 00	11 40	7 00	0	Utica	10 40	4 00			
5 18	11 58	7 18	6	Marey	10 20	3 40			
5 30	12 10	7 28	10	Sittville	10 10	3 27			
5 55	12 35	7 56	16	Trenton	9 40	3 05			
6 00	12 40	8 00	17	Trenton Falls	9 35	2 57			
6 05	12 45	8 10	13	Prospect	9 30	2 52			
6 20	1 00	8 25	21	Remsen	9 10	2 37			
6 35	1 15	8 40	27	Steuben	8 55	2 15			
6 40	1 20	8 55	28	Alder Creek	8 50	2 10			
7 00	1 45	9 15	35	Boonville	8 20	1 45			
7 15	2 00	9 25	39	Leyden	8 05	1 30			
7 25	2 10	9 35	42	Port Leyden	7 55	1 20			
7 35	2 20	9 50	45	Lyon's Falls	7 40	1 10			
8 15	3 00	10 30	59	Lowville	7 00	12 30			
				ARRIVE	LEAVE	A. M.	P. M.		

* An additional train leaves Lowville at 5 00 P. M., arriving at Utica at 8 15 P. M.
 1 Connects with New York Central, and Utica, Chenango & Susquehanna Railways.

Utica & Black River timetable July 5th 1870



Colton's map of 1873 with the course of Routes 1025 and 1228 and the location of Trenton.

Oswego & Syracuse Rail Road Route 1256

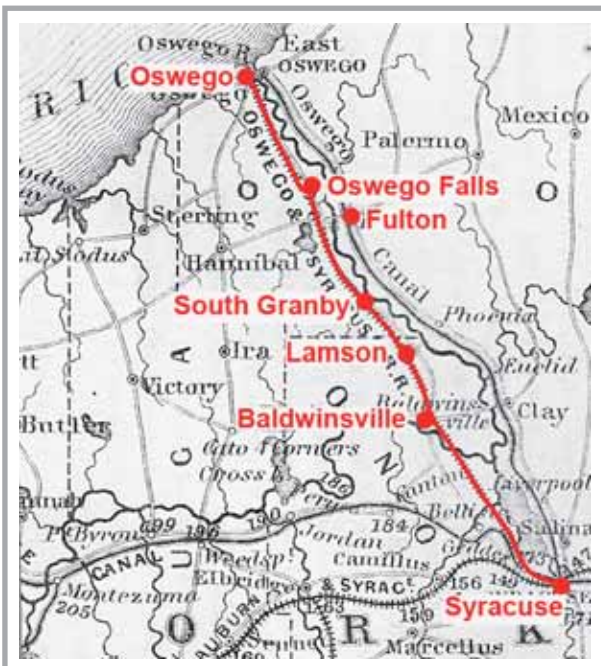
The Oswego & Syracuse Rail Road opened in May 1848 and was contracted in July 1850 as Route 1079 of 35½ miles at \$3,297 a year for a twice daily service with one trip on Sundays.

In 1872 the company passed to the management of the Delaware, Lackawanna & Western Rail Road and in July 1873 they were contracted for Route 1029 at \$2,662.50 a year. In 1874 the Route was 1256 with payment increased to \$3,550 a year and a three times a day service.



SYRA. & OS. R.R. / APR / 6

Plimpton Die 47 one cent envelope posted at Oswego by the millers, Hover & Mongin as a printed matter mailing to Syracuse. Posted on April 6th circa 1875 and put onto Route 1256 to receive the Route Agents stamp (Towle 127-B-1).



From Map 21 of Appletons' Rail Road & Steamboat Companion 1850 with the offices served on the Oswego & Syracuse Rail Road.

OSWEGO & SYRACUSE DIVISION.									
W. B. PHELPS, Superintendent, Oswego, N. Y.									
Pass.	Pass.	Pass.	Exp.	Mls	STATIONS.	Pass.	Pass.	Pass.	Exp.
P. M.	P. M.	A. M.	A. M.		L'VE	[ARR.]	A. M.	P. M.	P. M.
6 10	12 25	8 00	6 50	0	....Oswego S...	8 25	4 05	8 15	9 45
6 40	12 53	8 27	7 25	11	....Fulton.....	7 53	3 36	7 44	9 11
7 00	1 12	8 47	7 49	18	....Lamson's....	7 32	3 17	7 25	8 50
7 12	1 24	9 00	8 05	23	..Baldwinsville..	7 18	3 05	7 12	8 35
7 40	1 55	9 30	8 45	35	....Syracuse...	6 50	2 35	6 45	7 45
P. M.	P. M.	A. M.	A. M.		ARR.]	[L'VE	A. M.	P. M.	P. M.

Timetable of the Oswego & Syracuse Division of the Delaware, Lackawanna & Western Rail Road from page 103 of Appletons' Railway & Steam Navigation Guide July 1872.

Dunkirk, Warren & Pittsburgh Rail Road Route 1580

Although first proposed in 1833 and subscribed for in 1853 the short lived Dunkirk, Warren & Pittsburgh Rail Road did not reach Warren until 1871 when Route 1850 was contracted at \$2,790 a year for a daily service excluding Sundays on the 55¾ mile route.

In December 1872 the line was merged with the Warren & Venango to form the Dunkirk, Allegheny & Pittsburgh. A Route Agents was appointed initially for the Dunkirk to Warren route and the route was extended in 1873 to Titusville via Corey. The route having been increased to 91¼ miles payment became \$4,558 a year.



DUN. WAR. & PITTS. R.R. / 18 / FEB

Patterned envelope circa 1872 put onto Route 1580 and addressed to Sinclairville located 22 miles south of Dunkirk. Franked at 3 cents cancelled by the Route Agents date stamp (Towle 149-B-1) for February 18th and his obliterator.

DUNKIRK, WARREN & PITTSBURGH RAILWAY.									
Col. J. CONDIT SMITH, President, Fredonia, N. Y. AUGUSTUS SCHELL, Vice-President, New York. W.M. M. LESTER, Sec. & Asst. Treas., Fredonia, N.Y. D. THAYER, Gen. Supt., Fredonia, N. Y. [May 13.]									
Going South.					Going North.				
Pass.	Pass.	Mls.	STATIONS.		Mls.	Pass.	Pass.		
P. M.	A. M.		LEAVE	ARRIVE		A. M.	P. M.		
6 25	8 50	0	....Dunkirk ¹ ...	55	8 40	4 21			
6 40	9 02	8	....Fredonia....	52	8 26	4 06			
6 45	9 06	4	....Laona....	51	8 21	4 00			
6 52	9 15	7	....Norton's....	48	8 12	3 51			
			....Skidmore's....						
7 16	9 38	14	....Casadaga....	41	7 50	3 29			
7 29	9 50	18	....Moon's....	37	7 38	3 16			
7 41	10 02	22	....Sinclairville....	33	7 25	3 03			
7 57	10 17	26	....Vermont....	29	7 10	2 46			
			....Ross Mill....						
8 16	10 35	32	....Falconer's ²	23	6 50	2 26			
	10 40		A. & Gt. W. R. R. ³			2 21			
8 30	10 55	38	....Frewsburg....	17	6 30	2 04			
8 41	11 07	42	....Fentonville....	13	6 17	1 52			
8 51	11 14		....Ackley's....		6 10	1 45			
9 01	11 22	47	....Russelburg....	8	6 00	1 35			
			....Berries ⁴						
9 25	11 46	55	....Warren ¹	0	5 36	1 12			
P. M.	A. M.		ARRIVE	LEAVE		A. M.	P. M.		

¹ Connects with Lake Shore & Mich. Southern and Erie R'ways.
² Stages for Jamestown.
³ With Atlantic & Great Western Railway.
⁴ With Philadelphia & Erie Railway.



G.W. Colton's map of 1873 with the course of Route 1580 and the location of Sinclairville.

Timetable from page 139 of *Appletons' Railroad & Steam Navigation Guide July 1872.*

Rensselaer & Saratoga Rail Road Route 1221

A route was first contracted between Eagle Bridge and Rutland in July 1854 with the Rutland & Washington Rail Road. The route of 62½ miles remained in the Bid Registers until at least 1877 although before 1865 the line and rolling stock had been leased to the Rensselaer & Saratoga.

In July 1869 Route 1019 was contracted at \$9,374 a year for a twice daily service excluding Sundays. This was renewed as Route 1221 on the same terms in July 1873.

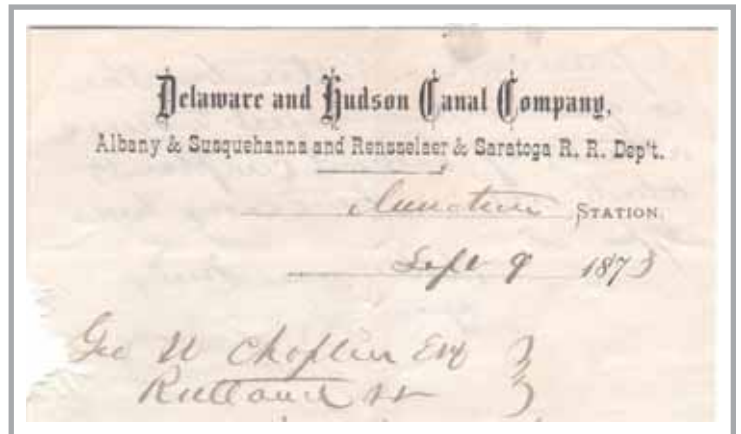


RENS. & SARA R.R. / SEP / 9

Envelope and letter sheet dated "*Junction Station Sept. 9. 1873*" on rail road headed paper to Rutland. Carried on Route 1221 to receive the Route Agents date stamp (Towle100-C-1) of the same day.



Map from Appleton's Railway & Steam Navigation Guide published July 1872 showing the course of Route 1221.



75% facimili of the letter sheet of the Delaware & Hudson Canal Company to Rutland. The Rensselaer & Saratoga Rail Road was owned and controlled by the Delaware & Hudson.

Chapter 5 Routes in New England

The Express Mail Route Between Boston & New York

The route connecting Boston and New York used a combination of rail road and steamboat service. In 1841 the Boston to Providence road was contracted and used with a contract in conjunction with the New Jersey Steam Navigation Co. taking mails by rail road from South Providence to Stonington and then Stonington to New York by steamboat.

In the contract year 1845 to 1849 the route was split as follows: Route 410 Boston to Providence of 44 miles 18 times a week at \$7,006 a year. Route 602 Providence to Stonington of 48½ miles 6 times a week at \$4,850. Route 801 Stonington to New York by steamboat 6 times a week at \$7,272 a year.



U.S. EXPRESS MAIL

N. YORK
JAN / 25
N.Y.

Folded letter dated "New York Jany 25. 1847" with an invoice from Wolcott & Slade addressed to the textile manufacturers Mason & Lawrence in Boston.

Posted unpaid at the pier to receive the Route Agents date stamp (Towle 73-B-4). Rated by the Agent at 5 cents for under 300 miles.



U.S. EXPRESS MAIL/ N. YORK / APR / 24 / N.Y.

Folded letter dated "New York 24th April 1850" to the ship owner William F. Parrot at Boston. Prepaid the single sheet rate with a Scott 1 and put into the box on the pier at New York for the Boston combined route. The Route Agents stamp applied on the steamboat (Towle 73-B-4).

The Express Mail Routes Between Boston & New York

The route was split into three separate contracts by 1845 and in 1849 were as follows: Route 406 Boston to Providence now of 48 miles with an 18 times a week service at \$7,006 a year. Route 602 Providence to Stonington of 50 miles 6 times a week at \$5,000 a year and Route 1110 Stonington to New York 6 times a week at \$7,272 a year.

Both the covers below were part of the extensive Ludlow Beebe & Co. of Boston and Philadelphia find. In total 13 covers bearing 5 cent Scott 1 (7 as pairs or multiples) and 184 bearing 10 cent Scott 2 (81 as pairs) were discovered. All routed from Boston via New York and bearing the Express Mail Boston Route Agents stamp.



U.S. EXPRESS MAIL / BOSTON / OCT / 26 Mass.

Wrapper circa 1848 posted October 26th at Boston and franked 10 cents for over 300 miles to Philadelphia. The Route Agents date stamp (Towle 73-A-1) applied for 26th October and the Agents grid canceller used on the pair of Scott 1's.



U.S. EXPRESS MAIL / BOSTON / MAY / 2 Mass.

Wrapper circa 1851 posted May 2nd and franked 20 cents for over ½ ounce to Philadelphia. Also received the Towle 73-A-1 date stamp.

Providence & Stonington Rail Road Route 802

The New York, Providence & Boston Rail Road opened their track between South Providence and the docks at Stonington in July 1837 and the first contract commenced in July 1839. In the contract year of 1857 the 30 mile line was contracted at \$7,500 a year for a twice daily service, excluding Sundays.

From 1840 the line was part of the New York to Boston through route by steamboat and rail road with the first Route Agents appointed in July 1842.

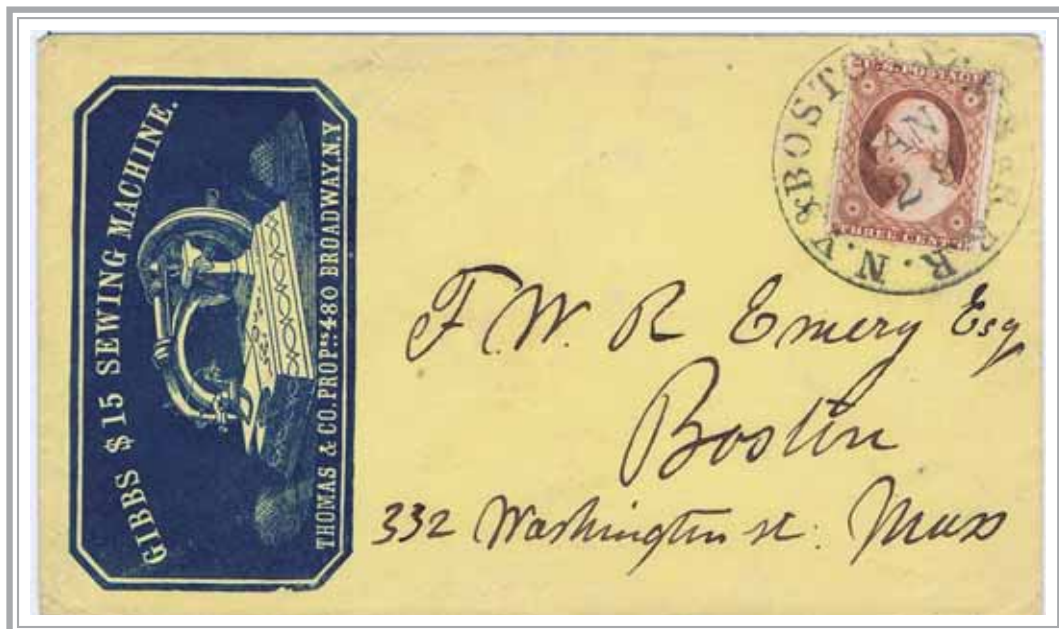


PROVIDENCE & STONINGTON R.R.

Envelope put onto Route 802 on July 7th circa 1858 addressed to Newport, Rhode Island. Carried north to Providence to receive the Route Agents stamp (Towle 70-B-1) cancelling the 3 cent franking. At Providence transferred to the steamboat Route 804 to Newport.



Map No. 14 from Appletons' United States Travellers Guide of 1851 with the course of Route 402.



BOSTON STMB. & R.R.R. / JAN / 29

Corner card envelope from Gibbs of New York to Boston put onto the through route to Boston on January 29th circa 1858 to receive the Route Agents date stamp (Towle 73-C-1) cancelling the 3 cent franking applied on Route 1074. Carried to Stonington for transfer to the Providence & Stonington line Route 802 and then from Providence to Boston on Route 608.

Boston to Albany Routes 407 & 476

A through route was contracted in July 1845 with the Boston & Worcester Rail Road for service between those cities and with the Western Rail Road between Worcester and Albany, New York. The former, Route 407 of 45 miles was for a 13 times a week service at \$6,429 a year whilst the latter, Route 476 of 155 miles 18 times a week was at \$20,186 a year.

A total of four different Route Agents Terminal date stamps are recorded for the through route, those on the covers below are Towle 53-B-1. In 1845 three Route Agents were employed on the route.



BOSTON & ALBANY R.R. SEP / 4

Folded letter dated "**Boston Sept. 3, 1848**" addressed to Millard Fillmore, the Comptroller for the State of New York at Albany. **The following year Fillmore was made Vice President and on Taylor's death in July 1850 became President.**

Letter carried from Boston on the full course of the route. The Route Agent applies his date stamp and cancelled the 5 cent franking with his "**PAID**" stamp.



BOSTON & ALBANY R.R. / SEP / 4

Wrapper addressed to John W. Brook, the Superintendent, Engineer and major shareholder of the Michigan Central Rail Road at their offices in Detroit. Put onto the car at Boston and prepaid 10 cents for over 300 miles. The Route Agent applied his terminal date stamp for September 4th circa 1848 and the "**PAID**", he also cancelled the franking with a grid obliterator.

The Alexander Census lists only two covers bearing a complete Scott 2 on this route, of which this is one.

Fall River & Old Colony Rail Roads and Cape Cod Branch

The Fall River Rail Road was completed to Boston in December 1846 but was only contracted for part of its length with mails being transferred at South Braintree Junction on the Old Colony Rail Road. A similar arrangement for mails to Hyannis was made with mails going to Middleboro for transfer onto the Cape Cod branch of the Old Colony Rail Road.



BOSTON & FALL RIVER R.R. MAY 26

Envelope file noted "1856" addressed to Grand Rapids, Michigan and carried on Route 634 either to Fall River for steamboat on Route 680 to New York or via South Braintree Junction for Boston.

Struck with the Route Agents Terminal date stamp (Towle 55-A-2) with his grid obliterator cancelling the 3 cent franking.



BOSTON & CAPE COD R.R. / MAY / 29

Envelope posted onto the Cape Cod Branch of the Old Colony Rail Road addressed to Boston. Carried on Route 665 Hyannis to Middleboro for transfer to Route 657 Fall River to South Braintree Depot and again at South Braintree Depot for transfer to Route 609 Plymouth to Boston.

In practice although the contracts were on a split basis, the cars from Fall River would have run through to Boston as would those from Hyannis.

On being put onto the car struck by the Route Agents date stamp (Towle 55-B-1) with the 3 cent franking cancelled by his bulls eye.



G.W. Colton's map of 1873 with the course of the routes to Fall River and Hyannis on Cape Cod with the transfer stations.

Boston to Springfield & Albany Routes 443 & 407/476

The section of the Boston to Albany route between Worcester and Springfield of 55 miles was completed in January 1840. Contracted from October 14th 1840 as Route 337 and from July 1st 1841 as Route 443 at \$4,000 a year for a daily service excluding Sundays. The Route Agents on this and the subsequent through route Boston to Albany used the distinctive “**RAIL ROAD CAR**” stamp.



RAIL ROAD CAR

Folded letter dated “**Springfield July 19. 1841**” addressed to Leicester located 6½ miles west of Worcester.

Put onto the car at Springfield for Route 443 and carried to Worcester where it received the transit stamp for the following day. Struck on the car with the Route Agents stamp (Towle 53-A-1) and incorrectly rated at 6 cents being for under 30 miles.

Believed to be the earliest recorded example of this stamp.



From map No. 7 of Appletons' United States Travellers Guide published 1850 with the course of Route 443 and the location of Leicester.

RAIL ROAD CAR

Folded letter dated “**Albany May 4 1846**” to Boston and carried on the combined Routes 407/476 via Worcester on the 200 mile through car Albany to Boston.

Rated at “**5**” cents in pencil for under 300 miles by one of three Route Agents employed in 1846 who also struck his stamp (Towle 53-A-2) and the “**PAID**”

The combination of the Route Agents stamp and his Paid stamp are unusual.



Boston & Maine Rail Road Route 402

In July 1845 the Boston & Maine was contracted for Route 402 between Boston and Dover with a 3 mile branch line to Great Falls. The 67 mile route was contracted at \$6,643 a year for a twice daily service excluding Sundays. The following year the line reached South Berwick Junction and the contract value increased by \$278 a year. The contract was renewed in July 1849 with the same route number and terms.

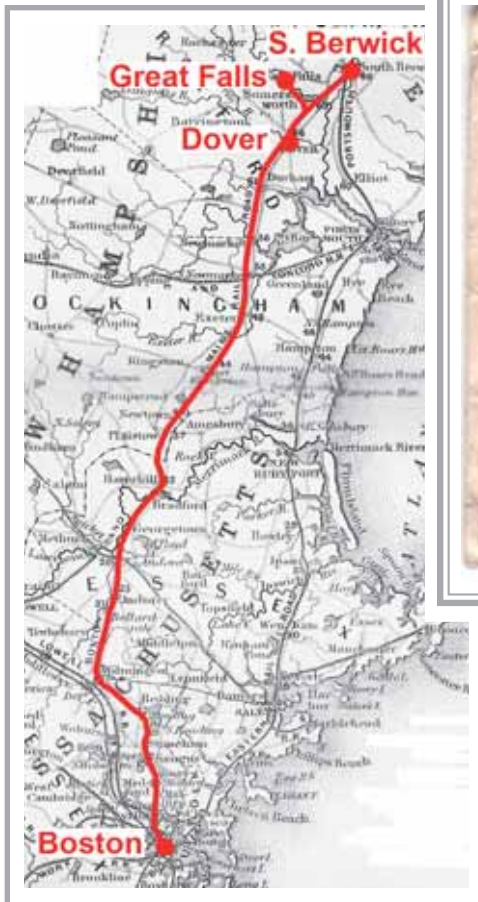


BOSTON & MAINE R.R. / 4 / MAY

Folded letter dated “**Great Falls May 4 1849**” to Franklin located 48 miles west of Dover. Franked by a Scott 1 cancelled by the Route Agents quartered circle obliterator and his date stamp (Towle 50-A-3).

Transferred at Dover for the post road west to Franklin.

Two Route Agents were appointed for the route on August 11th 1848.



Map from Appleton's United States Travellers Guide of 1851 with the course of Route 402.



BOSTON & MAINE R.R. / JUN / 9

Envelope and content dated “**Lawrence June 8th 1853**” to Hebron, Maine and put onto Route 402 at South or North Lawrence and carried through to Portland, Maine. Transferred to Route 97 on the Atlantic & St. Lawrence Rail Road to Mechanics Fall and 7 miles north to Hebron on the post road.

From a rail road worker stating “*Today I have been out to Boston to work fitting locks on cars. **The distance from Lawrence to Boston is 26 miles, you may think that is a great distance to go to work, but we went in about 40 minutes**”.*”

Main Central Rail Road Routes 2 & 34

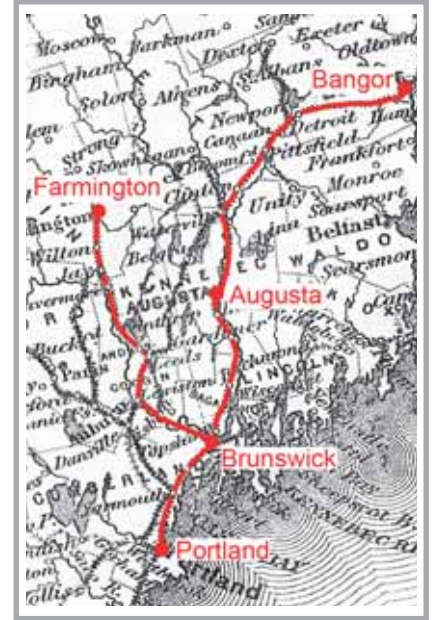
By 1861 the Androscoggin Rail Road had connected Brunswick with Farmington and held a contract for Route 154. In 1871 the Maine Central Rail Road leased the line and stock and in 1873 were contracted for Route 34 of 71½ miles at \$4,876.205 a year for a twice daily service.

In 1863 the Androscoggin & Kennebeck Rail Road operating to Bangor was absorbed into the Maine Central who then contracted for the Portland to Bangor route. In 1873 this was Route 2 of 128½ miles at \$25,199 a year for a daily service excluding Sundays.



AND. DIV. ME. CEN. R.R.

Corner card envelope from Farmington posted in the summer of 1874 addressed to Providence, Rhode Island. Carried on Route 34 to Brunswick by the Androscoggin branch of the Maine Central Rail Road. Franked 6 cents for a double weight letter cancelled by the Route Agents target obliterator and his undated stamp (Towle 7-J-1).



G.W. Colton's map of 1873 with the course of Routes 2 and 34 of the Maine Central Rail Road



ME. CEN. R.R.

Plimpton Die 57 envelope file dated on reverse "Decr. 11. 1875" addressed to Samuel Titcomb, one time Mayor of Augusta (1869 - 1870)

Carried on Route 2 to Augusta, from which direction on the line it is not known. Cancelled by an undated Route Agents stamp similar in size to the dated type (Towle 4-L-1).

For some reason the Route Agents on the Maine Central contracts seem to have removed the day and month slugs from their stamps.

Boston to Burlington Routes in 1853 and 1873

In July 1853 a through route was contracted with three rail road companies between Burlington, Vermont and Boston via Bellows Falls and Fitchburg. The companies were the Rutland & Burlington, the Cheshire and the Fitchburg Rail Roads respectively for a total 233½ miles at \$25,025 a year for a twice daily service excluding Sundays.

In 1873 the route was contracted to the Central Vermont, the Cheshire and the Fitchburg Rail Roads with a total book mileage of 234½ at \$38,989 a year and three trips a day excepts Sundays.



BOSTON & BURLINGTON R.R. / JAN / 1

Envelope file noted "**Boston / Feb 1, 1854**" addressed to Keen and put onto the through car on Route 61 and rated 5 cents with the Route Agents date stamp (Towle 41-C-1 rarity VII) of January 31st. Carried through to Keene, a total distance of 92¾ miles.

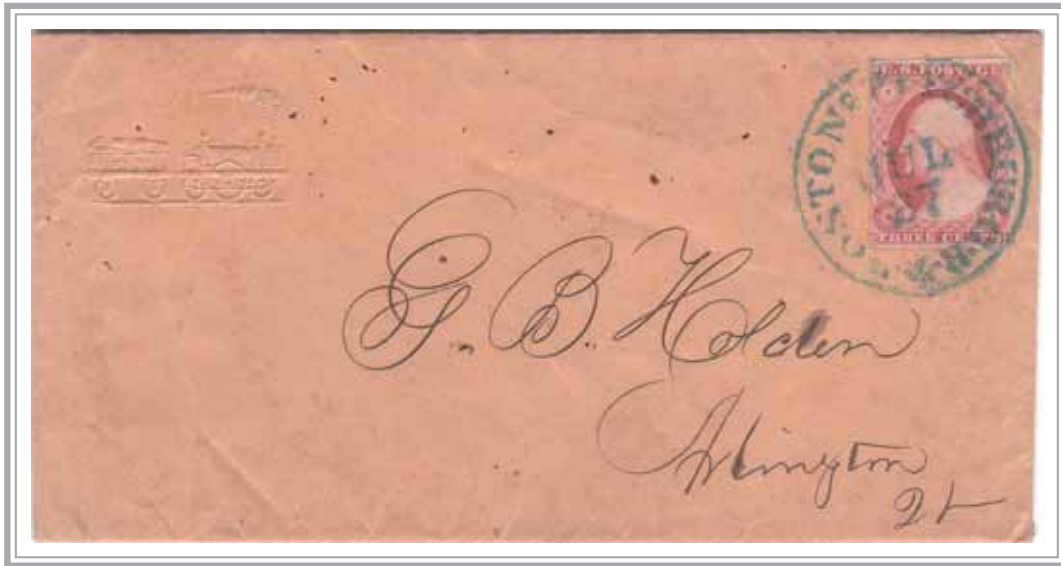


BOS & ESSEX JUNC. R.R. / AUG / 15

Postal card dated "**Middlebury Vt. Aug 15/74**" addressed to Rutland and put onto Route 406 the same day. The Route Agent who worked Boston to Essex Junction applied his date stamp (Towle 41-E-1 rarity VII) and his "N" for North obliterator. **Essex Junction was the Agent change over location for the through trains running from Montreal to Boston.**

Burlington - Fitchburg - Boston Routes

Where Terminal Route Agent date stamps are found such as the Boston & Fitchburg shown below. They were often applied on sections of a long route and not necessarily on that part of the route indicated by the stamp.



BOSTON & FITCHBURG R.R. / JUL / 27

Embossed envelope with content dated "*Burlington July 27 - 1852*" and put onto Route 377 Burlington to Bellows Falls the same day. Addressed to Arlington, Vermont and therefore carried only to Bellows Falls for transfer to the post road 50 miles west to Arlington.

The use of the Boston & Fitchburg Terminal stamp on the Rutland & Burlington section of the through route to Boston shows that the Route Agent had carried his stamp (Towle 41-B-1) through to Burlington for use on his return to Boston.



F.C. & R. & B.R. R.R. MAIL LINE / AUG / 23

Envelope addressed to Hartford and put onto the Cheshire Rail Road between Bellows Falls and Fitchburg on Route 693. The Route Agent cancelled the 3 cent franking with his date stamp (Towle 41-H-1) on August 23rd circa 1868. Letter transferred at Fitchburg to the car for Springfield and Hartford.

Rutland & Burlington Rail Road Station Agents Stamps

The Rutland & Burlington held the contracts for the Burlington to Bellows Falls routes for at least 26 years from 1853. Towle records the use of 13 different Station Agents stamps on the route covering 10 of the 31 offices served on the line.

Middlebury was located 34 miles south of Burlington and Gassetts 18 miles north of Bellows Falls.

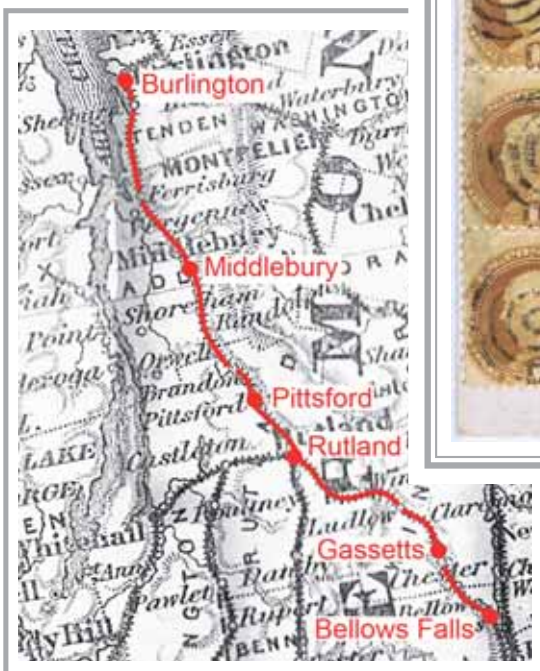


MIDDLEBURY R. & B. R.R. 1857 / DEC 12

Envelope sent as a Postmasters Free from H.L. Sheldon, Station Agent at Middlebury to Pittsford, 23 miles south on Route 472. As Station Agents were not Postmasters he had no right to a Free Frank but signed himself as "P.M. Otac City", a fictitious place. In December 1857 the Postmaster at Middlebury was William P. Russell.

The stamp (Towle 41-S-1 Rarity IX Extremely Rare) was struck with the same ink as Sheldon's business cachet.

The few covers recorded bearing this stamp are from the same correspondence.



G.W. Colton's map of 1873 with the location of the offices mentioned on the R & B routes.



GASSETTS R. & B. R.R. / SEP 1 / 1869

Envelope addressed to Harvard, Massachusetts and put onto Route 482 at Gassetts for the 18 miles south to Bellows Falls. The car would have continued through to Boston via Fitchburg and Worcester.

Franked with three Scott 112 stamps cancelled by the Station Agents target, he also struck his date stamp (Towle 41-S-9)

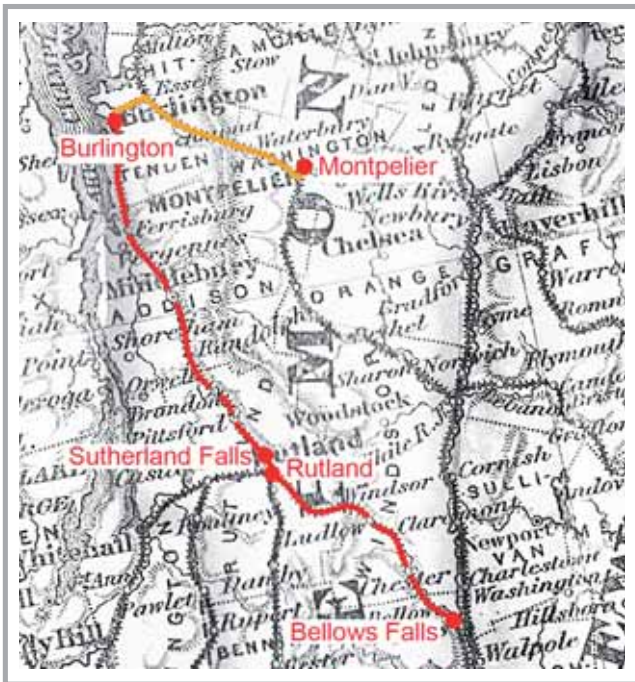
Rutland & Burlington Rail Road Station Agent Stamp

The station at Sutherland Falls was situated 61 miles south of Burlington and 58 miles north of Bellows Falls on Route 454. The Rutland & Burlington was contracted in July 1865 at \$19,400 a year for a daily trip excluding Sundays for the 119½ mile route.



SUTHERLAND FALLS R. & B. R.R. / NOV 18 / 1865

Envelope put into the Sutherland Falls Station on November 18th 1865 addressed to Montpelier and struck with the Station Agents date stamp (Towle 41-S-12 Rarity VII Rare). Carried on Route 454 north to Burlington for transfer onto Route 463 for Montpelier on the Vermont Central Burlington to Windsor route.



G.W. Colton's map of 1873 with the course of Route 454 (red) and 463 (orange) between Sutherland Falls and Montpelier.

RUTLAND & BURLINGTON RAILWAY.											
THOS. TRATCHER, President, Boston. E. A. CHAPIN, Supt., Rutland, Vt. Wm. A. BURNETT, Gen. Ticket Agent, Rutland. [No. 25.]											
Bellows Falls to Burlington.						Burlington to Bel. Falls.					
Pass.	Exp.	Mall.	Mxd.	No.	STATIONS.	Mis.	Par.	Mall.	Pass.	Exp.	
P. M.	P. M.	P. M.	A. M.		LEAVE	ARRIVE	A. M.	P. M.	A. M.		
					0	Bellows Falls	119	7 50	1 45		
					9	Burlington	110	7 20	1 17		
					18	Chester	106	7 15	1 04		
					18	Gassetts	101	7 04	12 52		
					22	Cavendish	97	6 54	12 39		
					24	Proctorsville	95	6 46	12 35		
					27	Ludlow	92	6 36	12 26		
					33	Healdville	86	6 22	12 12		
					34	Summit	82	6 18	12 09		
					37	Mount Holly	82	6 11	12 02		
					39	East Wallingford	80	6 03	11 54		
					43	Cuttingsville	79	5 56	11 45		
					40	Clarendon	79	5 42	11 36		
					59	Rutland	61	5 22	11 20		
					57	Sutherland Falls	61	11 00	12 20		
					57	Pittsford	57	10 34	12 04		
					60	Brandon	50	10 17	11 45		
					74	Whiting	45	10 02	11 32		
					79	Salisbury	40	9 50	11 20		
					85	Middlebury	34	9 33	11 02		
					93	New Haven	28	9 10	10 41		
					98	Vergennes	21	8 56	10 26		
					104	North Ferrisburgh	15	8 43	10 12		
					108	Charlotte	11	8 33	10 02		
					113	Shelburne	6	8 17	9 47		
					119	Burlington	0	8 00	9 30		

Through Fare, \$3 60. Way Fare, 3 cents per mile.
 1 Connects with Cheshire Railway, this page. Also with Sullivan and Vermont Valley Railways, below.
 2 Connects with Troy & Western Vermont Railway, p. 146; Rutland & Washington Railway, p. 146; and Sar. & Whitehall Railway, p. 104.
 3 Connects with Ver. Central & Canada Railway, p. 120. Also with Steamers to Plattsburg, con. there with Montreal & N.Y. R'way, p. 128.

From page 148 of Appletons' Railway & Steam Navigation Guide July 1862. Times of the up and down mail trains highlighted.

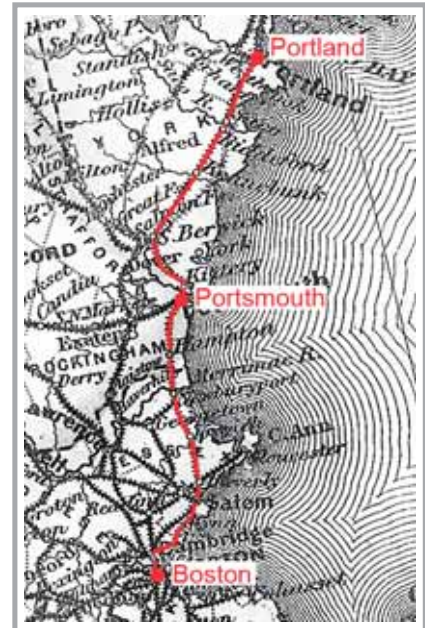
Eastern Rail Road Routes 401 & 92

The Eastern Rail Road were contracted for the 51 mile coastal route between Boston and Portsmouth in January 1840. In 1845 after leasing the Portland, Saco & Portsmouth line to Portland they operated two contracts. Route 401 Boston to Portsmouth at \$7,992 for 13 trips a week (one on Sunday) and Route 92 of 61 miles Portsmouth to Portland at \$7,492 a year and also 13 trips a week.



EASTERN R.R. / NOV / 7

Envelope put onto Routes 401 or 92 for Boston on November 7th circa 1848. Addressed to Worcester, Massachusetts and franked with a 5 cent Scott 1 cancelled by the Route Agents grid. The Agents date stamp (Towle 4-A-2) and his "PAID" stamp were also struck.



G.W. Colton's map of 1873 with the course of the Eastern Rail Road from Boston to Portland..



EASTERN R.R. M.S. / JUL / 29

Envelope to Manchester, Vermont put onto the Portland to Boston route circa 1857. **The mixed franking for over ½ Oz. made with a Scott 11A (Plate 5L) and a Scott 26 is unusual.** Cancelled by the Route Agents date stamp (Towle 4-B-1) containing "M.S." for Massachusetts.

Housatonic Rail Road Route 702 & 705

The first contract on the Housatonic Rail Road was between Bridgeport and the then rail head at New Milford in July 1842. By July 1845 the line had reached West Stockbridge and the 96 mile Route 702 was contracted at \$5,143 a year with a daily service excluding Sundays.

In July 1849 the tracks had reached the State Line to link with the Hudson & Berkshire although the terms of the contract remained the same for Route 705.



HOUSATONIC RAIL ROAD / 5

Envelope addressed to Stapleton, Staten Island circa 1846 and carried to Bridgeport on Route 702 and then by coach to New York. Received the Route Agents 5 cent due charge stamp (Towle 88-B1).



Map showing the course of the Housatonic Rail Road and the offices contracted to be served.



HOUSATONIC RAIL ROAD / 5

Envelope addressed to St. Albans, Vermont and put onto Route 705 circa 1850 for Bridgeport for transfer to Route 710 for New York and then north to Troy and St. Albans. The Route Agents 5 cent due charge stamp (Towle 88-B-2) was struck on putting onto the car.

Housatonic Rail Road Route 702 & 705

On the Housatonic Rail Road, in addition to the two ringed charge stamp a single ring variety was also introduced by 1847. This was then augmented on prepaid letters by the more conventional Route Agents date stamp.



HOUSATONIC RAIL ROAD / 5

Folded letter dated "New Preston Feb 5. 1849" to Bridgeport and carried to New Milford to be put onto the car for Bridgewater on Route 702. Received the 5 cent charge stamp of the Route Agent (Towle 88-B-3).



HOUSATONIC R.R. / FEB / 8

Wrapper file noted "L. Bassett & Co. Feby 7/51" addressed to New York and carried south to Bridgeport for transfer to Route 710 on the New York & New Haven Rail Road. Franked 5 cents using a Scott 1 with very light cancellation with the date stamp. Bears the Route Agents date stamp (Towle 88-B-7).

Housatonic Rail Road Station Agents Stamps

Out of eighteen offices served between Bridgeport and Pittsfield on the Housatonic eight are recorded as using Station Agent date stamps by Towle. Those of Merwinsville located 42 miles north of Bridgeport and Kent located 48 miles north are shown.



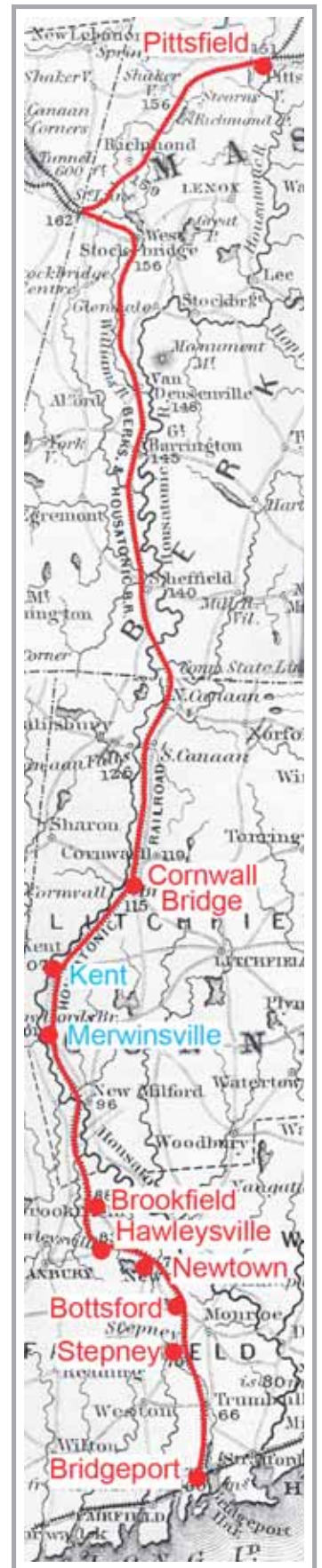
MERWINSVILLE HOUSATONIC R.R. / MAY / 20

Patriotic envelope (Weiss FR157) addressed to Albion, New York and put onto Route 194 circa 1862. Struck with the Station Agents date stamp (Towle 88-S-8a rarity VII) and routed south to Bridgeport. Routed via New York and Albany for Albion.



KENT HOUSATONIC R.R. / JUL / 22

Nesbitt Die 9 envelope addressed to Lacon, Illinois and put onto Route 194 July 22nd circa 1862 to receive the Station Agents date stamp (Towle 88-S-6a). Route via Bridgewater and New York for Dunkirk and west for Chicago and Lacon.



Maps 8 & 13 of Appleton's Railroad & Steamboat Companion of 1848 with the stations having Route Agents Stamps on the Housatonic.

New York & New Haven Rail Road Route 710

The New York & New Haven Rail Road was completed in late 1848 and the first contract commenced July 1st 1849 for the 78 miles of Route 710. Payment was \$13,132 a year for the twice daily service excluding Sundays.

The tracks of the New York & Harlem were used for the first 14 miles to Williams Bridge with the companies own tracks for the 63 miles east to New Haven.

N. YORK & N. HAVEN R.R. JUN / 9

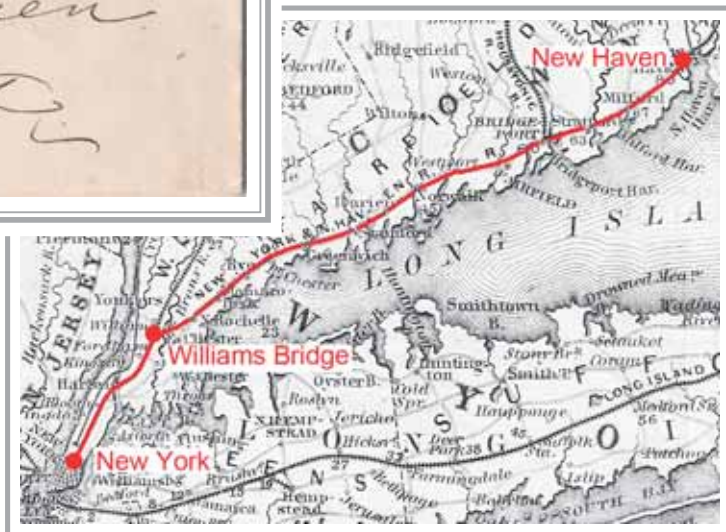
Envelope file noted "**June 8th 1852**" carried to New Haven on Route 710 and addressed to Vernon, Connecticut. At New Haven transferred to Route 687 on the New Haven & Springfield Rail Road to Hartford and then 14 miles on the post road east to Vernon.

The Route Agents Terminal stamp (Towle 70-D-1) struck for June 9th and the 3 cent franking cancelled by the Agents grid.



N. YORK & N. HAVEN / JUL / 5

Envelope carried on Route 710 on July 5th circa 1852 to New York franked 3 cents cancelled by the Route Agents Terminal date stamp (Towle 70-D-1).



Map 15 of Appletons' Railroad & Steamboat Companion of 1848 with the course of the New York & New Haven Rail Road.

Norwich & Worcester Rail Road Route 672

The initial 59 miles of track between Norwich and Worcester was completed in March 1840 and contracted as Route 482 for New York to Worcester with the steamboat portion contracted to the Connecticut Steamboat Co.

In 1847 the contract was split as Route 672 by rail Norwich and the Long Island Rail Road to Greenport then steamboat to Norwich. Route 672 was contracted at \$6,000 a year for a daily trip and Route 806 with the Long Island Rail Road at \$9,722 a year for a daily trip excluding Sundays.



NORWICH & WORCESTER R.R. / JUL / 5

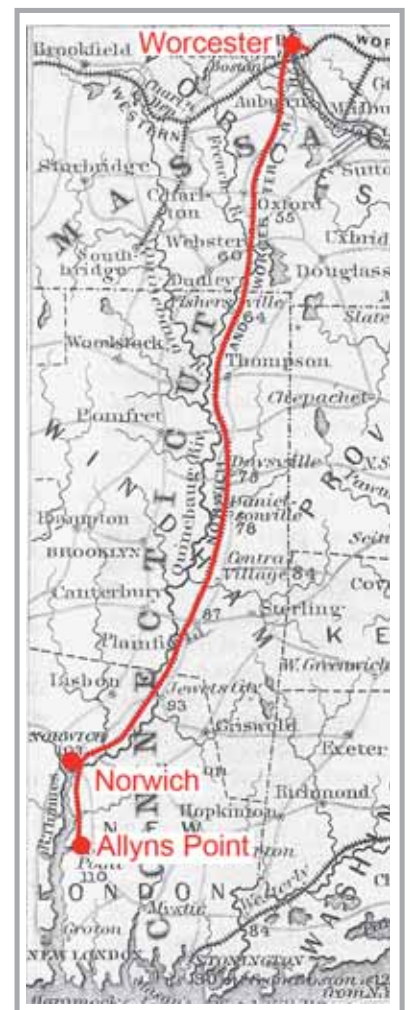
Undated folded letter to Worcester file noted **“Recd. 5th July 1848”** and posted on the course of Route 672. Franked 5 cents with pen cancelled Scott 1 and struck with the Route Agents Terminal date stamp (Towle 81-A-1).

Cover not included in the Alexander Census. Certificate



NORWICH & WORCESTER R.R. / MAR / 4

Envelope put onto Route 672 on March 4th circa 1848 addressed to Boston. Struck with the Route Agents Terminal date stamp (Towle 81-A-1) and his “5” rate stamp. Transferred to Route 407 of the Boston & Worcester Rail Road for Boston.



Map 14 of Appletons' Railroad & Steamboat Companion of 1848 with the course of the Norwich & Worcester Rail Road

Providence & Worcester Rail Road Route 610

Inspection for payment on redirection

The Providence & Worcester Rail Road completed their 46 mile road in October 1847 and the first contract for Route 489 was the same month. In July 1849 the contract for Route 610 was for \$2,862 a year for a twice daily service excluding Sundays.



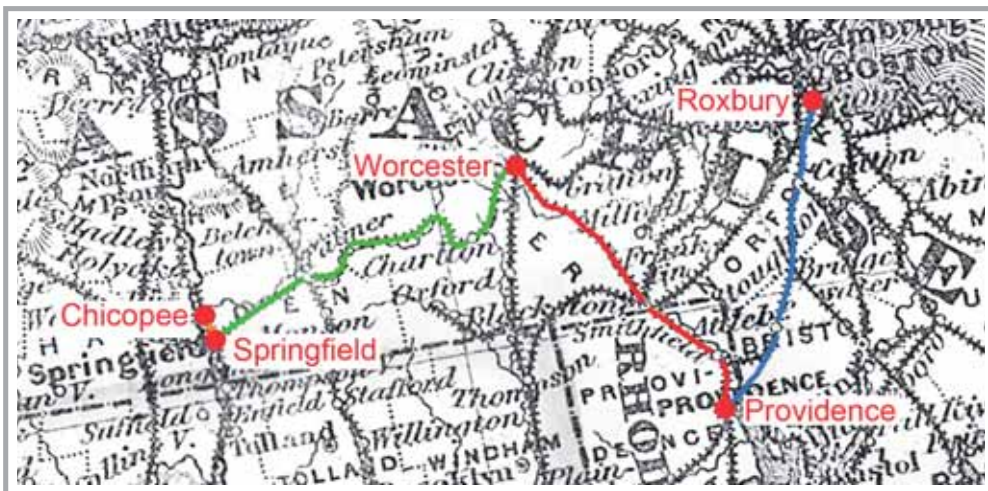
PROV. & WOR. R.R. / APR / 29

This unusual cover originated unpaid at Roxbury, Massachusetts on April 24th circa 1850 addressed to Providence. Carried on the Boston & Providence R.R. Route 406 (blue on map) to Providence and then redirected to Chicopee, Massachusetts with prepayment of the 5 cents using a Scott 1. Put onto the Providence and Worcester R.R. Route 610 (red on map) to receive the Route Agents Terminal date stamp (**Towle 72-C-1 extremely rare in blue, rarity VIII**). Franking cancelled by the Agents grid.

Transferred at Worcester to Route 478 (green on map) for Springfield on the Western Rail Road and then 3½ miles north to Chicopee on Route 504 (orange on map) of the Connecticut River R.R..

It appears that one of the Postmasters or Route Agents at Worcester, Springfield or perhaps Chicopee wanted to ensure that the initial postage had been paid and therefore tore back the Scott 1 to reveal the original charge mark.

Certificate



G.W. Colton's map of 1873 with the course of the letter.

Worcester & Nashua Rail Road Routes 685 & 961

Organized in 1845, the Worcester & Nashua completed the 46½ mile line in December 1848 with the first contract commencing in July 1849.

In 1857 Route 685 was contracted at \$4,625 a year for a daily service excluding Sundays. The contract was renewed as Route 691 on the same terms in July 1861.



WORCESTER & NASHUA R.R. Ms / JUL / 5

Envelope posted July 5th circa 1858 addressed to Boston and carried south to Worcester for transfer to the Boston & Worcester Rail Road Route 605. The Route Agents Terminal date stamp (Towle 21-A-1) was applied and also used to cancel the 3 cent franking. This stamp includes the State initials "Ms"

G.W. Colton's map of 1873 with the course of the Worcester & Nashua Rail Road.

WORCESTER & NASHUA RAILWAY.											
G. T. RICE, Pres., Worcester, Mass.											
G. W. BENTLEY, Supt., " " [April 2.											
Worcester to Nashua.						Nashua to Wor.					
Pas.	Pass.	Pas.	Frs.	M	STATIONS.	Pas.	Pass.	Pas.	Frs.	M	STATIONS.
P. M.	A. M.	A. M.			L'VE	ARR.	A. M.	P. M.	P. M.		
4 15	11 15	6 20			Worcester	9 00	2 00	6 55			
4 40	11 40	6 45	30	9	West Boylston	8 35	1 35	6 32			
4 45	11 45	6 50	35	10	... Oakdale...	8 20	1 25	6 27			
5 50	11 50	6 55	50	12	... Sterling...	8 25	1 25	6 22			
5 05	12 05	7 08	60	17	... Clinton...	8 14	1 13	6 10			
5 09	12 09	7 12	70	18	S. Lancaster	8 10	1 09	6 07			
5 13	12 13	7 18	70	19	... Lancaster.	8 06	1 06	6 04			
5 25	12 27	7 30	85	23	... Still River.	7 56	12 55	5 55			
5 30	12 32	7 35	95	25	... Harvard...	7 51	12 50	5 50			
5 44	12 45	7 45	1 05	28	... Groton Junc.	7 45	12 45	5 44			
5 53	12 55	7 55	1 15	31	Groton Centre	7 33	12 32	5 30			
6 05	1 10	8 08	1 30	36	... Pepperell.	7 22	12 22	5 19			
6 13	1 18	8 17	1 40	39	... Hollis....	7 13	12 13	5 11			
6 25	1 30	8 35	1 55	46	... Nashua...	7 00	12 00	5 00			
P. M.	P. M.	A. M.			ARR.	L'VE	A. M.	M.	P. M.		



WORCESTER & NASHUA R.R. / FEB / 14

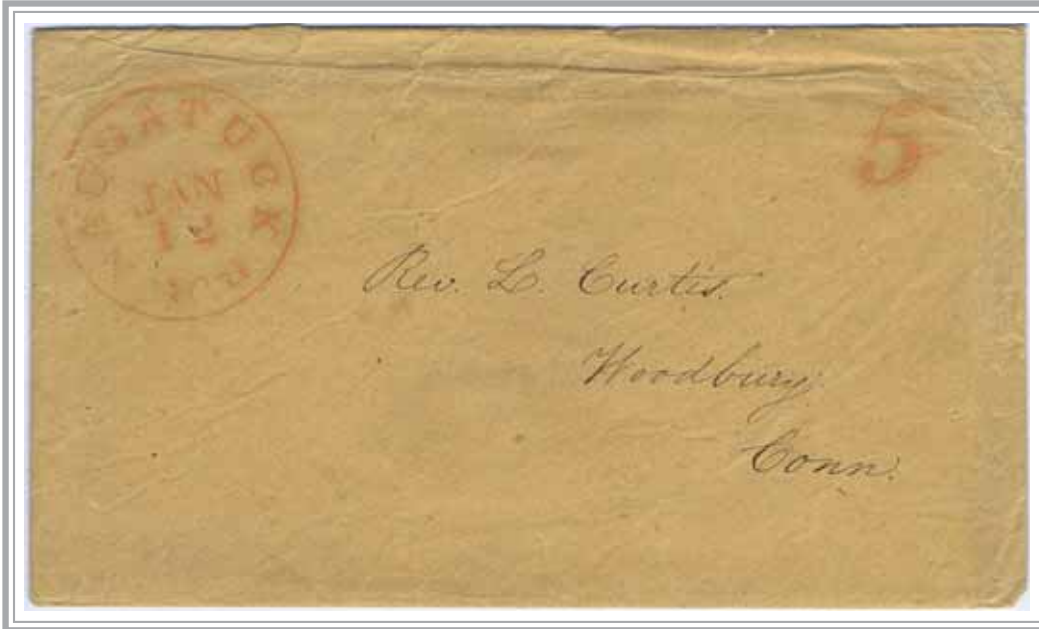
Timetable from page 137 of Appletons' Railway & Steam Navigation Guide of October 1860.

Envelope addressed to Ludlow, Vermont and carried north to Nashua for routing to the Rutland & Burlington Rail Road on Route 481. Ludlow being located 27 miles north of Bellows Falls. The Route Agents Terminal date stamp for February 14 circa 1862 (Towle 21-B-1) used to cancel the 3 cent franking.

Naugatuck Rail Road Routes 411 & 473

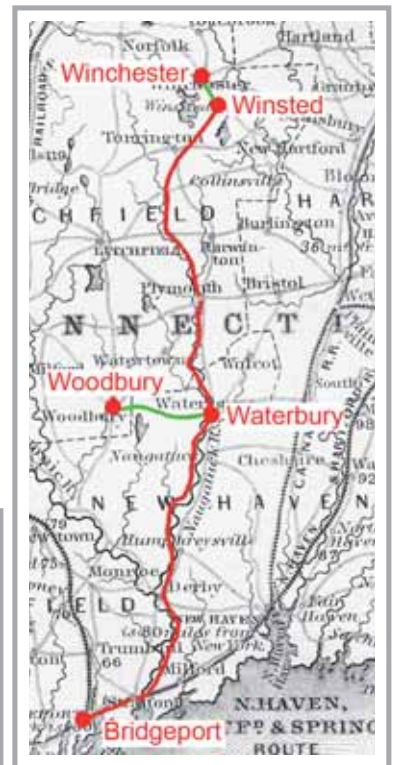
The 62 miles of the Naugatuck Rail Road was completed from Bridgeport to Winsted, Connecticut in September 1849. Route 411 was contracted that year at \$2,657 a year for a daily trip excluding Sundays. In 1853 payment was increased to \$3,125 for a twice daily service.

The contracted route was to Winchester but the rail road terminating at Winsted, the final two miles were by mail coach on the post road.



NAUGATUCK R.R. / JAN / 12

Envelope put onto Route 411 on July 12th circa 1850 addressed to Woodbury Connecticut and carried to Waterbury for the 9 mile post road west. Struck with the Route Agents date stamp (Towle 87-A-1) and his "5" cent charge stamp.



Map No. 13 from Appletons' United States Travellers Guide of 1850 with the course of the Naugatuck Rail Road.



NAUGATUCK R.R. / JUN / 20

Nesbitt Die 4 envelope circa 1854 from Waterbury to Winchester Centre, Connecticut and carried north 29 miles to Winsted on Route 473. Struck by the Route Agents date stamp (Towle 87-A-1).

New Haven to Springfield & New London Routes 685 & 937

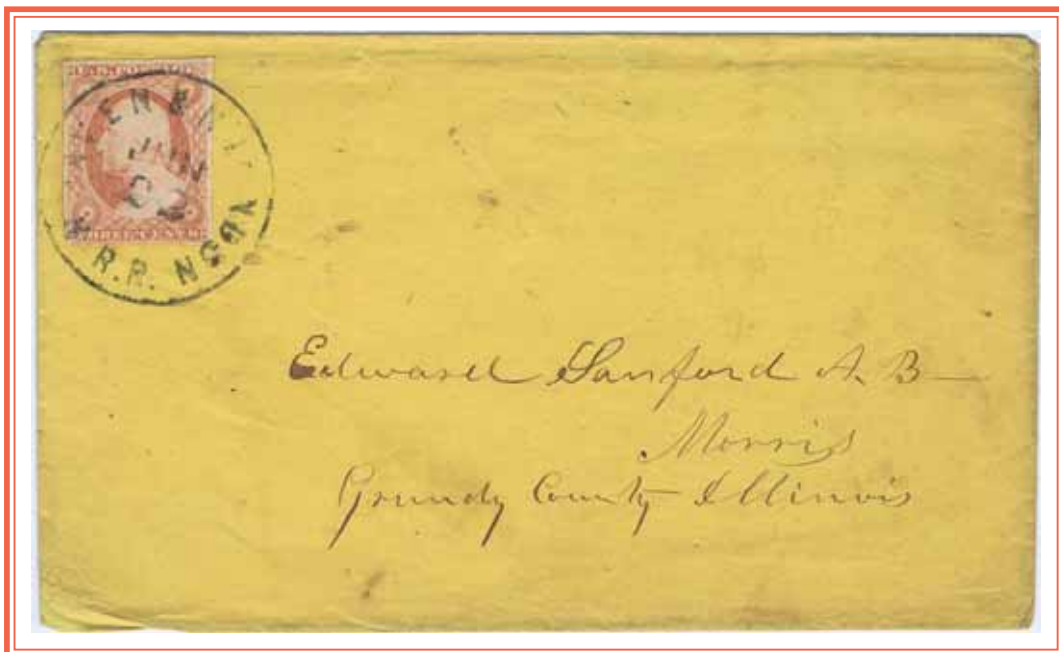
Route 685 New Haven to Springfield was contracted to the rail road of that name in 1845 at \$8,142 for a twice daily service excluding Sundays on the 63½ route.

Route 937 New Haven to New London was contracted to the rail road of that name in 1853 at \$4,285 a year, also for a twice daily service excluding Sundays on the 50 mile route.



N. HAVEN & SPRINGFIELD R.R. / NOV / 3

Wrapper file noted "**Geo. Beach Nov 4/48**" the then President of the Phoenix Bank of Hartford, Connecticut addressed to Boston. The letter was handed into the Hartford post office franked with the 5 cent Scott 1 pencil cancelled and the Hartford "**Pointing Hand PAID**" was applied. Handed loose to the Route Agent on the down train on Route 685 to New Haven who applied his date stamp (Towle 80-A-1).



N. HAVEN & N. LONDON R.R. / JUN / 22

Envelope posted June 22nd circa 1854 addressed to Morris, Illinois and put onto Route 937 between New London and New Haven. Franked with the 3 cent Scott 11 (Rose Red) issued (1853 - 1854) cancelled by the Route Agents date stamp (**Towle 70-C-1 Rarity V111 extremely rare**).

New Haven to Bellows Falls Route Agents Stamp

The route of 136½ miles was run on the course of four separate contracts with the mail car being run through. At various times some Route Agents worked the full route and others worked sections.

Between 1853 and 1857 the route consisted of: Route 939 New Haven to Springfield, 63½ miles on the New Haven & Hartford R.R. Route 632 Springfield to Greenfield, 36 miles on the Connecticut River R.R. Route 661 Greenfield to Brattleboro, 13 miles on the Vermont & Massachusetts R.R. and Route 469 Brattleboro to Bellows Falls, 24 miles on the Vermont Valley R.R.



N. HAV. & BELLOWS FALLS R.R. / FEB / 1

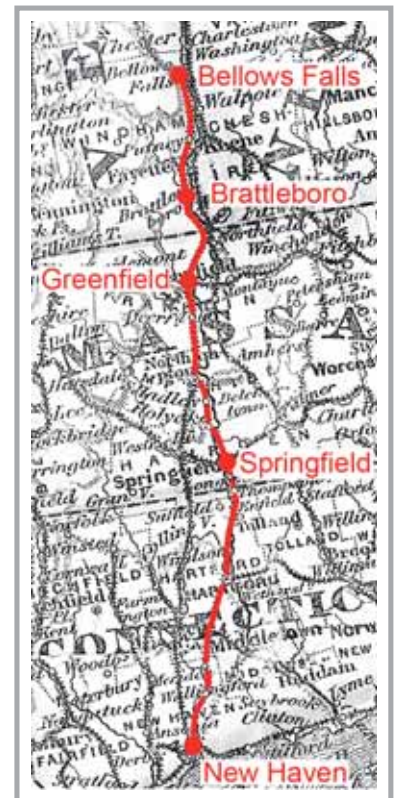
Envelope addressed to New Haven and carried south on February 1st circa 1858 on to receive the Route Agents Terminal date stamp (**Towle 35-D-1 Rarity VIII extremely rare**) cancelling the 3 cent franking.



N.H. & BELLOWS FALLS R.R. / 18 / MAY

Envelope addressed to Portland, Oregon file noted by addressee "May 18 1854" and franked at the 6 cents for over 3000 miles rate of 1851. Routed south to New Haven for New York and then via Panama and San Francisco.

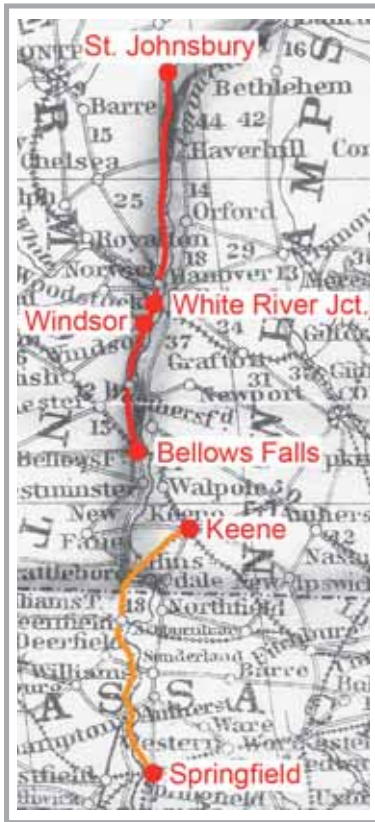
Franking cancelled by the Route Agents Terminal date stamp (Towle 35-B-1).



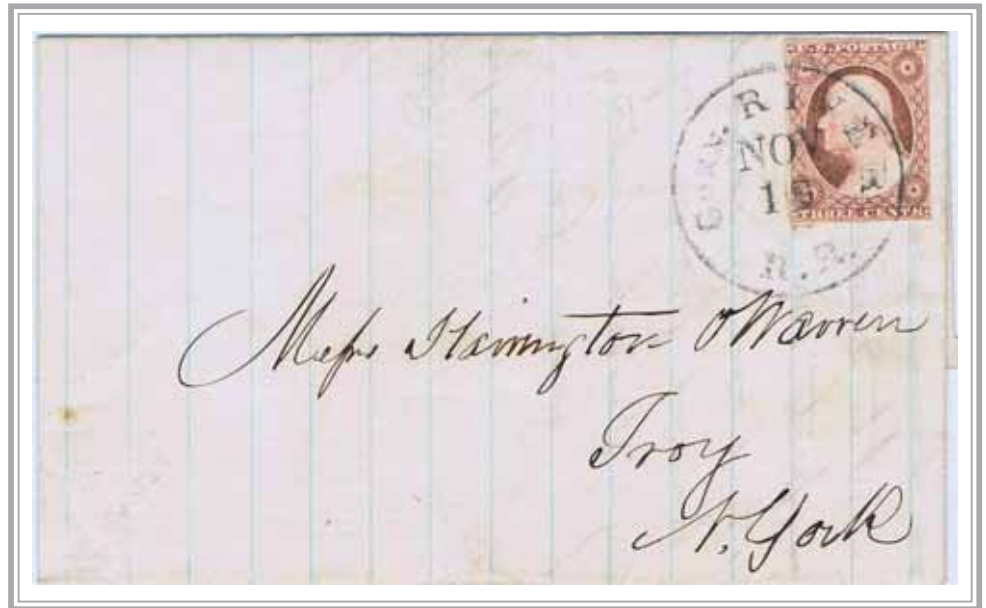
G.W. Colton's map of 1873 with the four sections of the route highlighted.

Sullivan & Pessmpsic and Connecticut River Rail Roads

The contract year 1853 included Route 692 with the Connecticut River R.R. from Springfield to Keene of 74 miles at \$6,200 a year for twice daily service excluding Sundays. Route 460 with the Sullivan R.R. from Bellows Falls to Windsor of 25 miles at \$2,500 a year, also for twice daily service. Route 456 with the Connecticut & Pessumpsic Rivers R.R. from White River Junction to St. Johnsbury of 61 miles at \$2,500 a year, also for twice daily service.



Phelps' map of 1851 with the course of Route 456 & 460 (red) and Route 692 (orange).



CONN. RIVER R.R. / NOV / 10

Folded letter dated "Royalston Nov 17/54" addressed to Troy and carried via Bellows Falls to Keene for Route 692 to Springfield and then routed west for Troy. The 3 cent franking cancelled by the Route Agents date stamp (Towle 35-A-1).

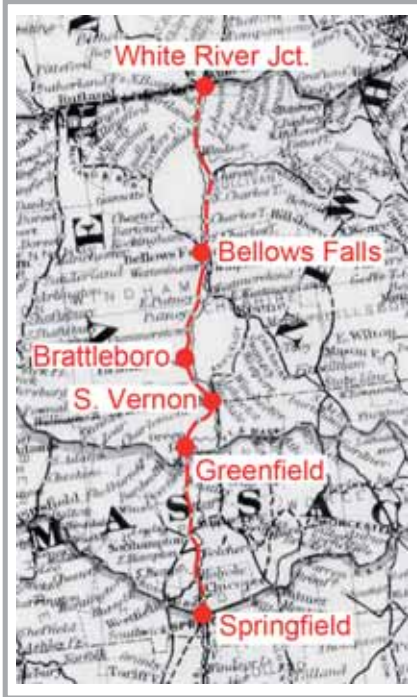


SULLIVAN & PASSUMPSIC R.R. / AUG / 20

Envelope file noted "August 19. 1853" addressed to Troy and carried on Routes 456 and 560 south to Bellows Falls and then on Route 692 to Springfield for Troy. The 3 cent franking cancelled by the Route Agents date stamp (Towle 35-F-1).

Springfield, Bellows Falls & White River Junction Route

From 1869 contracts with Connecticut River, Vermont Valley and the Connecticut and Passumpsic River Rail Roads provided a through route north from Springfield on which the mail cars ran. Route Agents used a variety of Terminal date stamps on this route depending on the distance over which their duties were performed.



Map by G.W. & C.B. Colton of 1872 with the Springfield to White River route highlighted.



S. & B.F. R.R. / APR / 3

Reay Die 37 corner card envelope posted April 3rd circa 1872 at Greenfield on Route 702 of the Connecticut River Rail Road to receive the Route Agents Terminal stamp (Towle 35-I-1). Carried south to Springfield and then routed via New York for Washington.



S. & W.R. JUNC. R.R. / JAN / 17

Corner card envelope also put on to Route 702 at Greenfield January 17th circa 1873 to receive the Route Agents Terminal date stamp (Towle 35-J-1). addressed to Deerfield 2 1/4 miles south on Route 702 to Springfield. Redirected to Belmont, 8 miles west of Boston. The 3 cent franking was cancelled by the date stamp and the "S" for South directional stamp.

Vermont & Massachusetts Rail Road Routes 472 & 661

The Vermont & Massachusetts Rail Road completed the 69¾ miles between Fitchburg and Brattleboro in April 1849 and the first contract commenced as Route 472 in July of that year. Contracted at \$4,066 a year for a daily service excluding Sundays. In 1853 Route 661 was contracted at \$4,637 a year with an 11 trips a week service.



VERMt & MASSts R.R. JUN / 26

Envelope addressed to Boston and carried on Route 472 east to Fitchburg on June 26th circa 1850. Transferred at Fitchburg for Boston via Worcester.

The Route Agent cancelled the 5 cent Scott 1 franking with his grid obliterator and struck his date stamp (**Towle 51-A-1 in Orange-Red, Rarity VIII very rare**).

One of seven of the 5 cent 1847 issue recorded used on this route in the Alexander Census.

VERMt & MASSts R.R. 23 / MAR

Envelope addressed to Chester Village, Massachusetts carried on Route 661 to receive the Route Agents date stamp (Towle 51-A-1) for March 23rd circa 1854.

Carried to Vernon on the Connecticut Valley Rail Road Route 74 south to Springfield and the post road to Chester Village.



From Map No. 9 of Appletons' Rail Road and Steamboat Companion of 1848.

Early Freight on the Hudson & Berkshire Rail Road

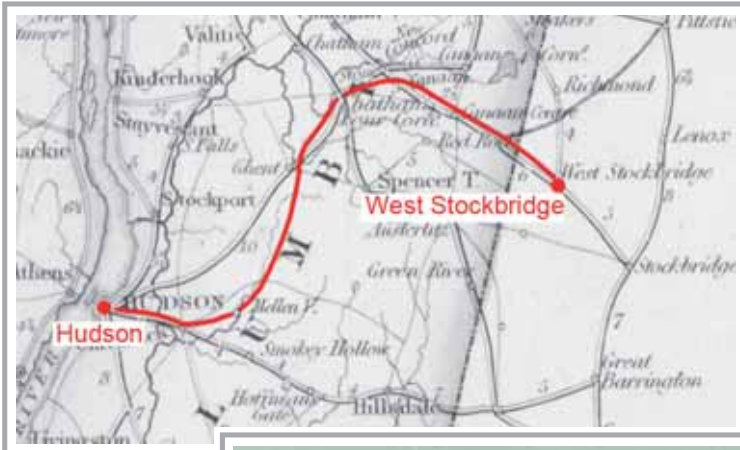
In 1835 the West Stockbridge Rail Road was incorporated and opened to the State Line in August 1838 connecting with the Hudson & Berkshire Rail Road. Freight was being hauled between Hudson and West Stockbridge at least two years before a mail contract was in place on the Hudson & Berkshire.

Manuscript "p Rail Road"

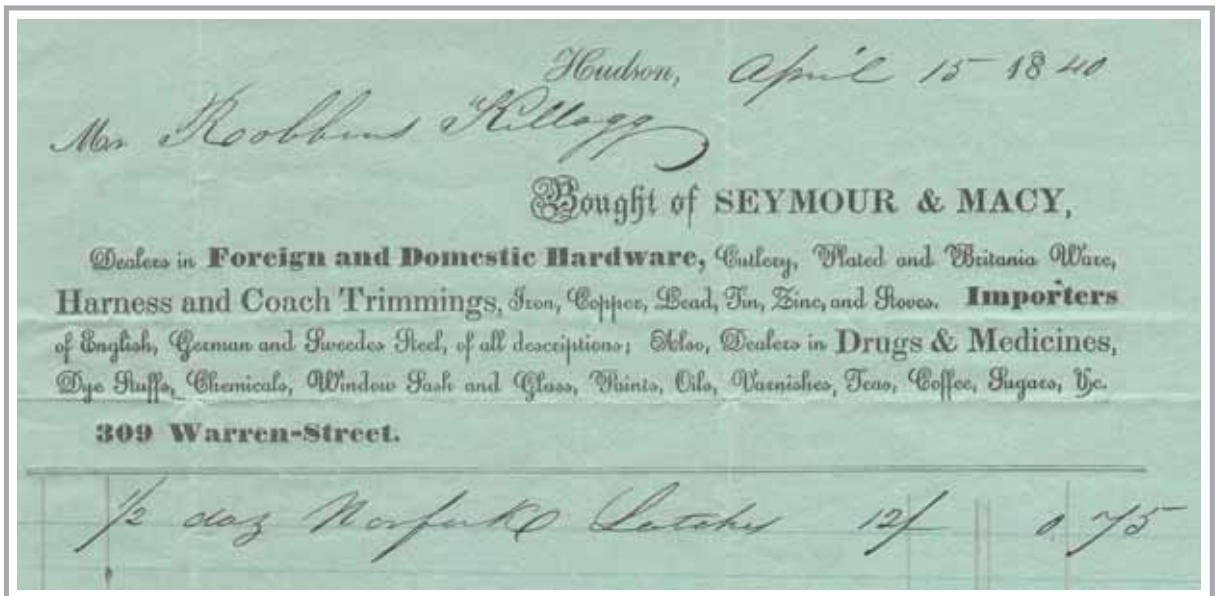
Bill of Lading dated "**Hudson April 15 1840**" for the supply of latches. Addressed to Robbins Kellogg, one of the three founders in 1835 of the West Stockbridge Rail Road.

The consignment with the Bill of Lading carried the full 35½ miles of the rail road to West Stockbridge.

An early example of the carriage of freight by the rail roads in America.



Map by David Burr of 1839 which showed the course of the Hudson & Berkshire Rail Road and the short track of the West Stockbridge Rail Road to the State Line.



Reproduction of the Bill of Lading's heading and the entry for the latches.

Troy & Rutland Rail Road Route 348

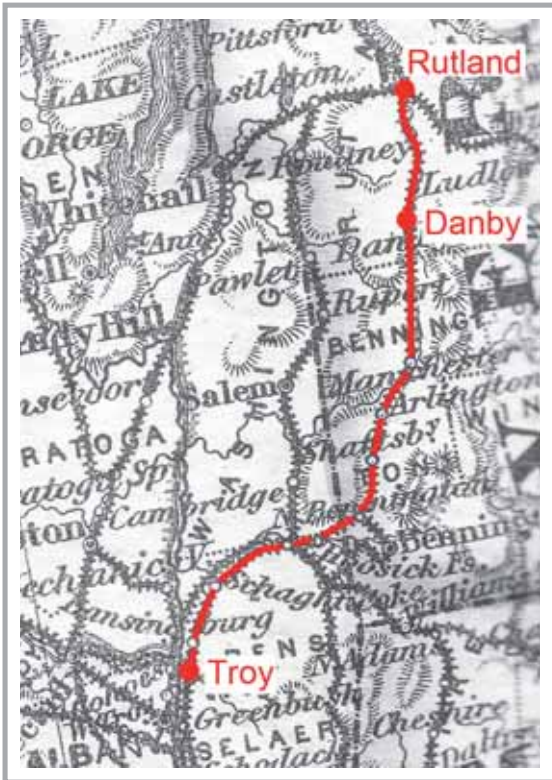
The Troy & Rutland Rail Road was chartered in April 1849 and completed their 83 mile route by July 1852. Contracted in that month at \$6,500 a year for a daily service excluding Sundays as Route 348.

The Prices Current below was posted at Boston and carried bagged through to Rutland where it was put loose onto the southbound mail car for Danby located 18 miles south.



TROY & RUTLAND R.R. / FEB / 7

Prices Current dated "*Boston, Friday, February 4, 1853*" addressed to Danby, Vermont and posted paid at the 1 cent rate on the following day. On transfer at Rutland to the Troy & Rutland Rail Road the Route Agent on Route 348 applied his Terminal date stamp (**Towle 40-A-1 Rarity VIII Very Rare**).



G.W. Colton's map of 1873 with the course of Route 348 and the location of Danby.

TROY & BOSTON, AND W. VERMONT R'WAY.															
D. T. VAIL, Pres., and I. V. BAKER, Supt., Troy, N. Y. [May 7.]															
Standard of Time—Clock at Machine Shop, Troy.															
Troy to Rutland.						Rutland to Troy.									
Exp.		Mail.		Exp. Acc.		M		STATIONS.		M		Acc. Mail.		Exp.	
P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	LEAVE	ARRIVE	A. M.	P. M.	P. M.	A. M.	P. M.	P. M.	A. M.	
10 50	5 10	12 20	8 00			Troy, River Str't	84	8 42	8 45	7 10	4 30				
	5 20		8 09	3		Lansingburg...	81	8 33	8 36	6 58					
	5 33		8 22	8		Junetion....	76	8 22	8 26	6 46					
11 21	5 44	12 46	8 32	12		Schaghticoke...	72	8 08	8 17	6 34	3 48				
	5 43		8 37	14		Pittstown....	70	8 03	8 14	6 28					
11 30	5 53	12 55	8 44	16		Johnsonville...	68	7 56	8 09	6 20					
	6 06		8 54	21		Buskirk's Bridge...	63	7 45	2 59	6 06					
11 45	6 12	1 10	9 00	23		Eagle Bridge ² ...	61	7 40	2 55	5 50	3 15				
	6 20		9 07	25		Hoosick Falls Junct.	59	7 30	2 50	5 37					
	6 25		9 18	26		Hoosick Falls...	20	7 26		5 29					
	6 30		9 30	30		Hoosick Corners...	17	7 18		5 14					
	6 37		9 40	32		Petersburg...	15	7 11		5 03					
	6 47		9 56	36		North Pownal...	11	7 01		4 48					
	6 54		10 10	38		Pownal....	9	6 54		4 37					
	7 06		10 30	43		Williamstown...	4	6 42		4 18					
	7 20		10 50	47		North Adams...		6 30		4 00					
	6 24		9 11			North Hoosick...	57	7 25		3 03					
	6 29		9 15	28		Walloomsac...	56	7 21		2 58					
	6 40		9 26	32		N. Bennington ³	51	7 10	2 34	2 44					
	6 46		9 32	35		South Shaftsbury...	49								
	6 58		9 45	40		Shaftsbury...	44								
	7 10		9 57	45		Arlington....	39		2 09	2 07					
	7 17		10 05	48		Sunderland....	36								
	7 37		10 24	54		Manchester...	30		1 50	1 38					
	7 49		10 36	59		East Dorset...	25								
	8 05		10 43	63		North Dorset...	22								
	8 15		10 53	66		Danby....	18		1 22	12 58					
	8 27		11 05	71		South Wallingford...	13								
	8 37		11 15	75		Wallingford....	9		1 03	12 39					
	8 44		11 22	78		Clarendon....	6								
2 20	9 00	3 35	11 36	84		Rutland ⁴		5 00	12 45	3 15	12 00				
A. M.	P. M.	P. M.	P. M.	A. M.		ARRIVE	LEAVE	A. M.	P. M.	P. M.	A. M.	P. M.	P. M.	A. M.	

Fares.—Through Fare, \$2 55; way fares, about 3 cents per mile.
¹ Connects at Troy by Railway and Steamboat for New York; also, with Renn. & Saratoga R'way (p. 104), and N. York Cent. R'way (p. 108).
² Con. with Rut. & Wash., and Albany, Ver. & Can. R'ways.
³ Branch Railway to Bennington, making close connections.
⁴ Connects with Rutland & Burlington Railway (p. 148) for Burlington.

Timetable from page 146 of Appletons' Railway & Steam Navigation Guide of October 1860.

Troy & Boston Rail Road Danby Station Agents Stamp

In July 1865 a contract was made in the Name of the Bennington & Rutland Rail Road Company at \$5,700 a year for Route 477. This was of 53½ miles between North Bennington & Rutland and a 3½ branch line from North Bennington to Bennington. The service was daily excluding Sundays.

Of the 15 stations on the route only Danby located 18 miles south of Rutland is recorded as using a Station Agents date stamp associated with the Troy & Boston Rail Road.



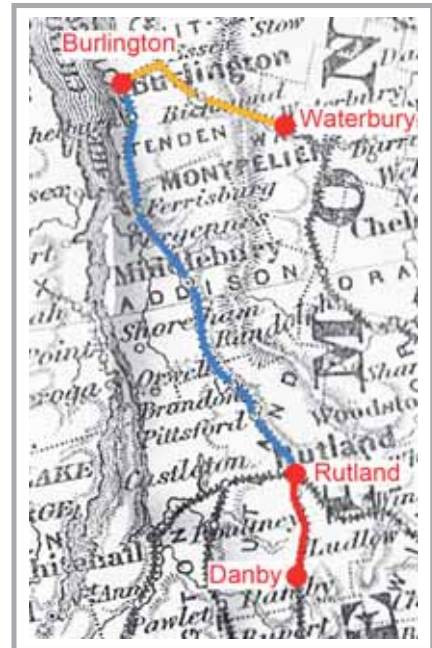
DANBY T. & B. R.R. / MAR 1866

Embossed envelope of the American Telegraph Company addressed to Waterbury Centre, Vermont and put onto Route 477 The 3 cent franking cancelled by the Station Agents date stamp (Towle 40-S-1) in March 1866.

Route north to Rutland (red) for transfer to Route 454 (blue) for Burlington and then a transfer to Route 463 (orange) on the Vermont Central Rail Road to Waterbury.



Enlarged highlighted reproduction of the embossing on the envelope.



G.W. Colton's map of 1873 with the route of the letter to Waterbury.

Suncook Valley Rail Road Route 262

Originally chartered in 1849, construction of the 20 mile route between Hooksett and Pittsfield, Vermont was not started until April 26th 1869. The first round trip on the line took place on December 6th of the same year.

Contracted in early 1873 as Route 262 at \$1,000 a year for an 11 times a week service. The cover below was carried on the route south to Hooksett and transferred to Route 255 on the Concord Rail Road south to Manchester.



SUN VAL. R.R. / APR / 3

Plimpton Die 57 envelope posted on April 3rd circa 1875 and addressed to Manchester, New Hampshire and stuck with the Suncook Valley R.R. Route Agents date stamp (Towle 27-A-1) and his target canceller.



Railroad map of New Hampshire accompanying report of the railroad commissioners, 1894 with the course of Route 262 (red) and 255 (orange)

Northern Rail Road Routes Coach Replacement & 269

The Northern Rail Road of New Hampshire completed its first 44 miles of track between Concord and Grafton by September 1847 and was used by the stage coach company to run the mails in cars on their route. In June 1848 the line had reached West Lebanon and was contracted at \$4,015 a year for the 69 mile route for a daily service excluding Sundays.

The examples below have the Route Agents date stamp (Towle 24-A-1) struck in green which Towle rated as Rarity VIII Very Rare in this colour.

NORTHERN R.R. / MAR / 18

Folded letter dated "Royalton Vermont Sept 22 / 49" to Boston. Put onto Route 301 to White River Junction for transfer at West Lebanon to Route 269 for Concord and Boston.

The 5 cent franking cancelled by an indistinct obliterator in the same ink as the date stamp for September 24th.

The mail cars by this date were running through from Burlington to Boston over a series of contract routes and the Route Agents seem to have used whatever date stamp they were carrying with them irrespective of where the letter was put onto the car.



NORTHERN R.R. / JUN / 18

Folded letter dates "Franklin May 31. 1848" to the future Governor of New Hampshire (1851), Erastus Fairbanks at St. Johnsbury. **The writer, Judge George Washington Nesmith, the then President of the Northern Rail Road discusses a reluctant seller of a Right of Way for the extension of the Rail Road to West Lebanon. Fairbank became President of the Passumpsic Rail Road in 1849.**

Carried from Franklin to Grafton on rail road and then by coach to West Lebanon and then north by coach to St. Johnsbury.

From Map No. 9 of Appleton's Rail Road and Steamboat Companion of 1848 with the course of the Northern Rail Road.

Northern Rail Road Route Agents Stamps

Three Route Agents were employed on the Northern Rail Road contract route between 1847 and 1853. They not only used their date stamps on the section running over the Northern's tracks but also on the through route between Burlington and Boston. It is also possible that a temporary assignment to the Rutland & Burlington caused the use of the stamp on that route.



NORTHERN R.R. / AUG / 31

Folded letter dated "**Concord Aug. 31, 1848**" and carried on Route 269 to receive the red Route Agents date stamp (Towle24-A-2).

In August 1848 no routes had been contracted on Vermont rail roads and the letter would have gone 51 miles by post road west from White River Junction via Woodstock and Rutland.

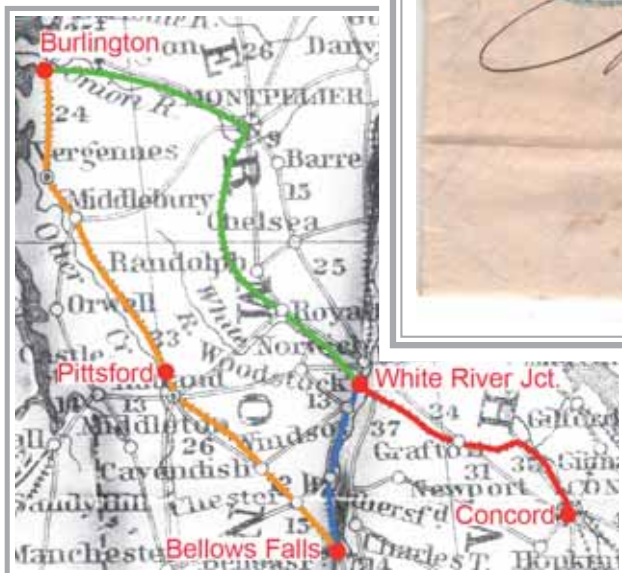
Letter addressed to the iron smelters and foundry of Granger & Hodges in Pittsford and rated at 5 cents for under 300 miles.



NORTHERN R.R. / JUL / 23

Folded letter dated "**Burlington 22 July 1851**", also addressed to Granger & Hodges in Pittsford. Franked 3 cents Scott 10 used in first month of issue cancelled by the Route Agents date stamp (Towle 24-A-2).

In July 1853 the direct route from Burlington to Pittsford was on Route 462 Burlington to Bellows Falls on the Rutland & Burlington Rail Road, a distance of just 57 miles south on the line. **The use of the Northern R.R. Route Agents date stamp indicates that the Agent was in fact operating on this route rather than his usual one between Burlington and Concord.**



Phelps' map of 1851 with the alternative routes that the letter from Burlington could have taken. Direct route Burlington to Pittsford (orange). Indirect route via White River Junction and Bellows Falls on the Vermont Central, the Connecticut River & Passumpsic (blue) and the Rutland & Burlington Rail Roads.

Boston, Lowell & Nashua Rail Road North Billerica Station Agents Stamp

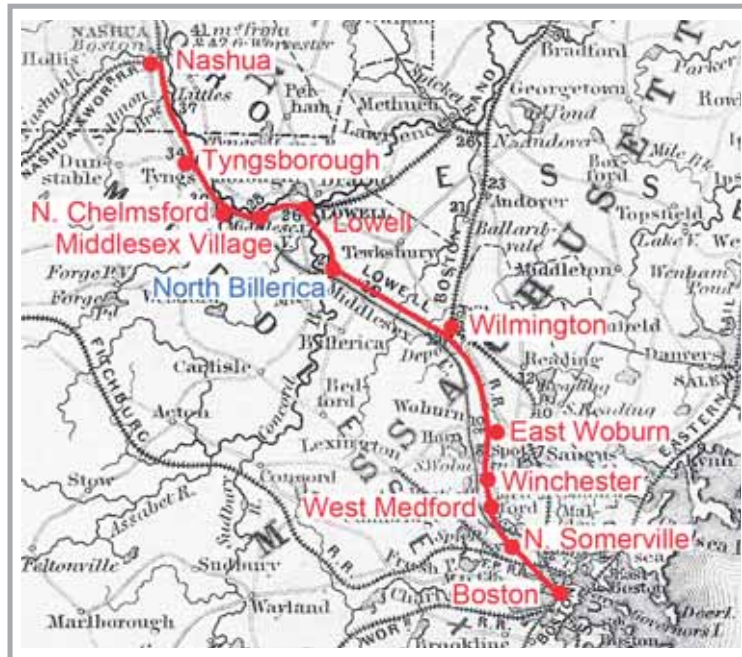
The Nashua & Lowell Rail Road was completed in 1838 between those two towns. In 1835 the Boston & Lowell Rail Road was completed and commenced passenger services in 1842. In 1857 the two companies, whilst keeping their individual corporate identities, agreed to operate as one rail road.

The contract for the 42 mile Route 603 for the Boston to Nashua in 1865 listed 11 offices to be served on the route. The station recorded as using a Station Agents date stamp was North Billerica located 22 miles north of Boston. The company was paid \$6,300 a year for a three times a day service excluding Sundays.



**BOSTON, LOWELL & NASHUA / RAILROAD
SEP 4 1867
NORTH / BILLERICA**

Ladies envelope addressed to Lowell and put into the North Billerica station to receive the Station Agents stamp (Towle 24-S-4). Franked 3 cents with the Scott 64 pen cancelled. Carried just four miles north on the route to Lowell.



From Map No. 4 of Appletons' Rail Road & Steam Boat Companion published 1848 with the course of the Boston, Lowell & Nashua Rail Road and 10 of the offices served on the route.

Knox & Lincoln Rail Road Route Agents Stamps

Named for the two Counties that the line ran through, construction commenced in 1867. Attempts were made to bridge the Kennebeck River (2,350 feet) but failed and the line opened in 1871 with ferriage between Bath and Woolwich. The first contract for Route 13 was in July 1873 on the 49 mile route at \$6,000 a year including \$1,000 for ferriage with a twice daily service except Sundays.



K . & L. R.R. / AUG / 30

Envelope carried by the Steamship **Ulysses**, the Clerk of the vessel striking the Name-of-Boat cachet on August 30th 1876. Landed at Rockland addressed to Gorham located 10 miles west of Portland.

Put onto Route 13 at Rockland for Bath to receive the Route Agents date stamp (Towle 8-B-1) and a crude canceller over the 3 cent franking. Routed south via Berwick and Portland and post road west to Gorham.

The **Ulysses** of 239 tons built in 1864 was stranded and lost at Rockland on October 1st 1878.



Map by William A. Allen for the Board of Railroad Commissioners 1899.



KNOX & LINCOLN R.R. / DEC / 6

Plimpton Die 57 envelope addressed to Vinal Haven and put onto Route 13 on December 6th circa 1876 to receive the Route Agents date stamp (Towle 8-A-1). Carried east to Rockford and then ferry to Vinal Haven located 15 miles east of Rockford.

Early Routes From Portland & Their Route Agents Stamps

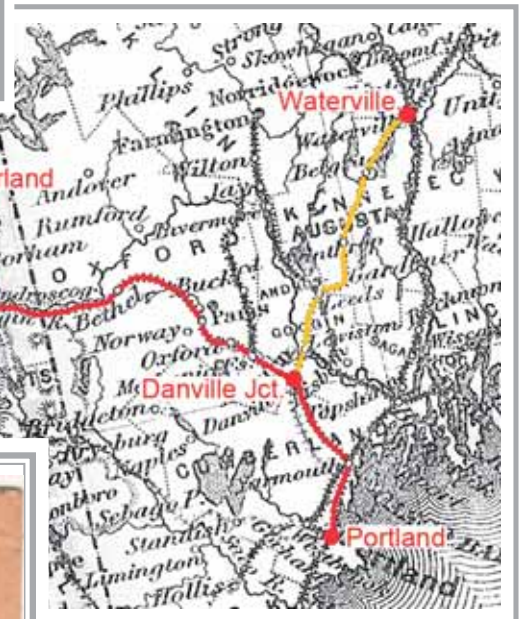
In July 1849 the Atlantic & St. Lawrence were contracted for the first section of their route to Montreal for the 48 miles Portland to Paris, Maine. By July 1852 the line had reached Northumberland, a distance of 122 miles and Route 97 was contracted at \$6,217 a year for a daily excluding Sunday service.

The Androscoggin & Kennebec were first contracted in July 1850 for Route 91 the 55 miles from Danville Junction Station to Waterville at \$3,472 a year, also for 6 trips a week. The cars however ran through to Portland from Danville Junction on the Atlantic & St. Lawrence tracks

A. & St. L. & A. & KENBk. R.R. JAN / 11

Folded letter dated "*Lewiston Jan'y 11 1853*" and addressed to Newburyport, Massachusetts and put onto Route 91 combined with Route 97 for Portland. Received the Route Agents date stamp (Towle 4-C-1) cancelling the 3 cent franking.

Transferred at Portland for the route via Portsmouth to Newburyport.



G. W. Colton's map of 1873 with the course of Routes 91 (orange) and 97 (red).

ATLANTIC & St. L. R.R. MAR / 1

Envelope and letter sheet dated "*Buckfield, Maine Feb 28th 52*" addressed to Bath. Carried on the post road 16½ miles south to Lewiston and put onto Route 97. Franked 3 cents cancelled by the Route Agents date stamp (Towle-A-1) after transfer at Danville Junction Station for Portland on Route 91.

Transferred at Portland to Route 99 north for Bath.



Boston, Concord & Montreal Rail Road Route Agents Stamp

The Boston, Concord & Montreal Rail Road chartered in 1844 reached Plymouth, 50 miles north of Concord in July 1849. The first contract, Route 206 ran from July 1st 1849 at \$2,393 a year for a daily service excluding Sundays. The line reached its final destination terminal, Wells River, by July 1853 with the contract renewed as Route 206 at \$7,125 a year for a twice daily service.

In July 1857 the contract for Route 253 was for \$10,000 a year but reduced to a single daily trip.

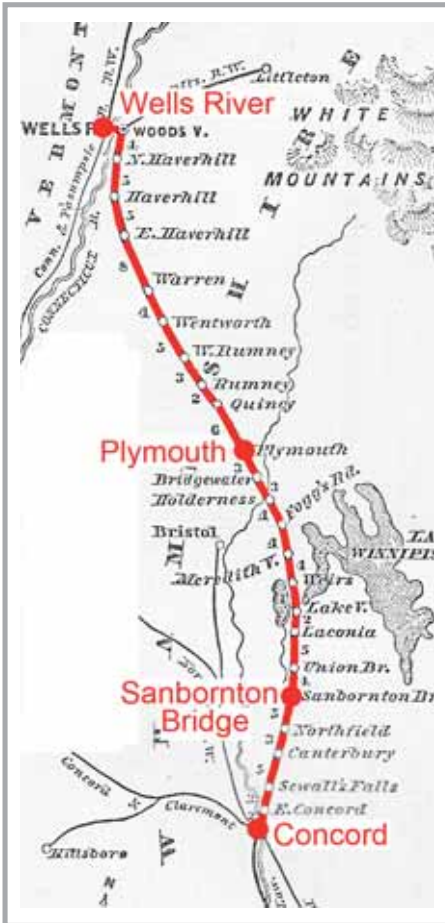
CONCORD & MONTREAL R.R. APR / 18

Folded letter dated “*Sanbornton Bridge April 18/50*” addressed to Salem and put onto Route 206 the same day. Franked 5 cents with a Scott 1, the Route Agent applying his date stamp (Towle 25-A-1) and cancelling the franking with his grid obliterator.

Routed 18 miles south to Concord for transfer via Lowell and Boston to Salem,



The Alexander Census records only five of the 5 cent 1847 issue used on this rail road of which this is one.



Map from page 123 of *Appletons' Railway & Steam Navigation Guide of August 1860* with course of the route.



CONCORD & MONTREAL R.R. FEB / 22

Envelope addressed to Dover, New Hampshire circa 1858 and carried south to Concord on Route 253. Franked with a 3 cent Scott 26 cancelled by the Route Agents date stamp (Towle 25-A-1).

At Concord transferred to Route 202 on the Portsmouth and Concord Rail Road to South New Market and the on Route 606 Boston to Dover on the Boston & Maine Rail Road.

Portland & Ogdensburgh Rail Road Route 12

Chartered in February 1867 the Portland & Ogdensburgh Rail Road reached Bartlett, New Hampshire in June 1873 and was contracted for Route 12 of 72¾ miles at \$4,371 a year for a twice daily service excluding Sundays. By July 1876 the tracks had reached Lunenburg and Route 12 was contracted for the now 116½ miles at \$15,734 a year for the same service.

The line was extended to St. Johnsbury by 1878 and the balance of the route to Ogdensburgh was created by leasing track from other existing rail roads.



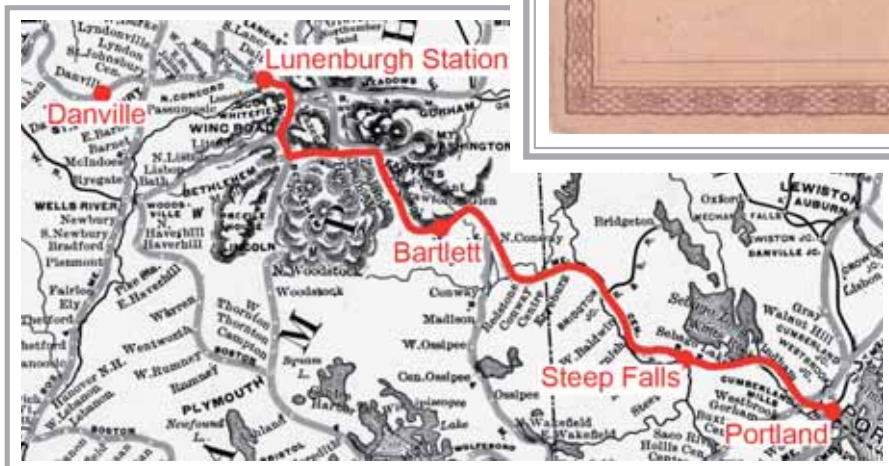
P. & O. R.R. / JUL / 10

Envelope addressed to Danville, Vermont located 23 miles west of Lunenburg. Carried to Lunenburg on Route 12 on June 10th circa 1877 to receive the Route Agents date stamp (Towle 11-B-1) with the 3 cent franking cancelled by the wedge obliterator.

PORT. & OG. R.R. / JUN / 1

Postal card dated "*Steep Falls June 1st 1874*" addressed to Portland. Put onto Route 12 to travel the 25 miles to Portland.

Cancelled by the Route Agents date stamp (Towle 11-A-1) on the day of posting.



Map by Rand McNally & Co. Boston 1898 with the route of the Portland & Ogdensburgh Rail Road.

Waterville to Bangor & Augusta to Skowhagen Routes

The Penobscot & Kennebec Rail Road completed their 54½ miles of track from Waterville to Bangor in September 1855 and were contracted for Route 17 from January 1866. They were paid \$5,475 a year for a twice daily service. Their track was leased by the Androscoggin & Kennebec in July 1857.

The Somerset & Kennebec Rail Road completed their 39 mile road from Augusta to Skowhagen in January 1856. They were contracted for Route 2 from July 1857 at \$3,434 a year for a daily service.

Both services excluded Sundays.



PENOBSCOT & KEN. SEP / 2

Embossed corner card envelope of the Grand Trunk Railway, Portland District addressed to Bangor circa 1857.

Carried on Route 17 from Waterville to Bangor to receive the Route Agents date stamp (Towle 4-I-1 Rarity VII) cancelling the 3 cent Scott 26.



Map by G.W. Colton published 1861 with the course of Route 17 (blue) and Route 2 (red).



SOMERSET & KENB. R.R. / JUL / 7

Envelope addressed to Winthrop, Maine located 10½ miles west of Augusta and put onto Route 2 on July 7th circa 1861. The 3 cent Scott 65 adhesive cancelled by the Route Agents date stamp (Towle 4-H-1 Rarity VIII Very Rare).

Lewiston to Bath Terminal Stamp on Route 5

The Maine Central Rail Road operated Route 5 from July 1873 between Portland and Augusta, Maine with a branch line of 9 miles from Berwick to Bath. The used the branch to Bath to run a mail car with a Route Agent from Lewiston to Bath which used the Route Agents Terminal date stamp (Towle 7-B-1).

Towle records this stamp in blue, but not in black as in the first example below.



LEWIS TO BATH R.R.

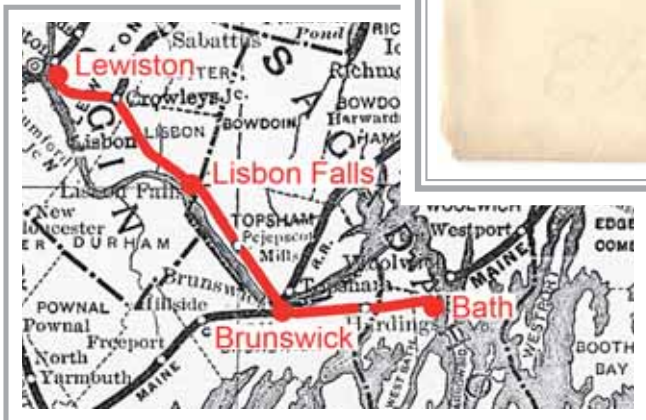
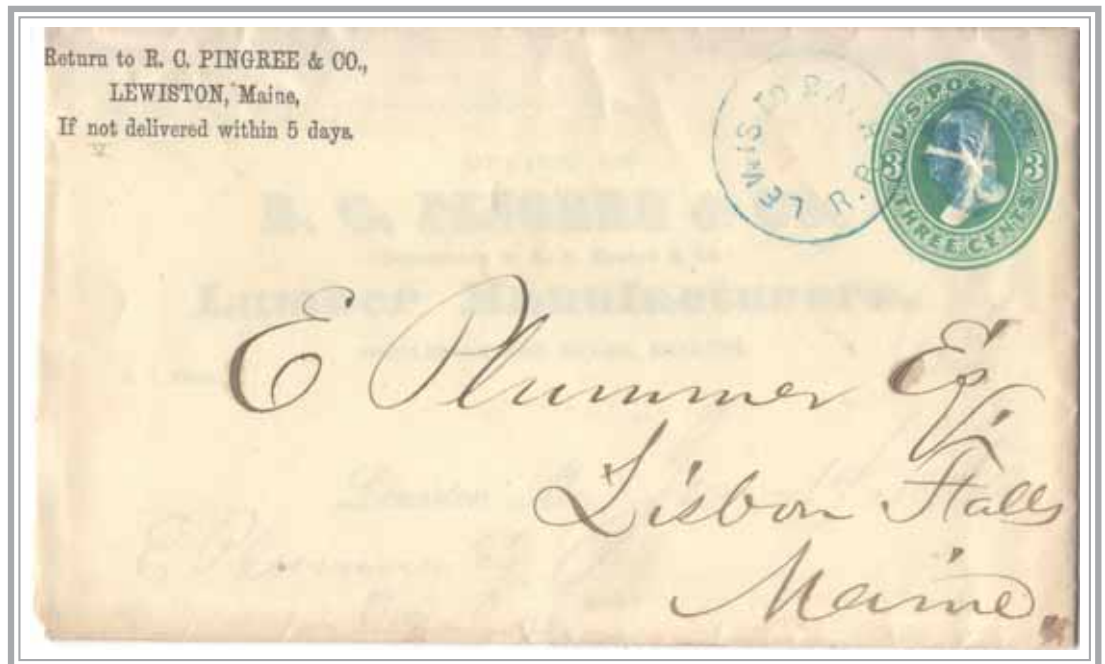
Advertising envelope of the Lewiston Journal put onto Route 5 at Lewiston circa 1877 to receive the Route Agents stamp in black.

Addressed to Janesville, Wisconsin and routed via Berwick to Boston and New York for the New York Central Rail Road to the West.

LEWIS TO BATH R.R.

Corner card envelope (Plimpton Die 57) and letter sheet dated "Lewiston Me., Jan. 14. 1876" of the lumber manufacturers R.C. Pingree addressed to Lisbon Falls and carried on Route 5 for just 11 miles.

Received the undated Route Agents Terminal stamp cancelling the envelope.



Map by G.W. & C.B. Colton published 1867 showing course of Route 5.

Portland to Canada Line Route 6 Postal Clerks Stamp

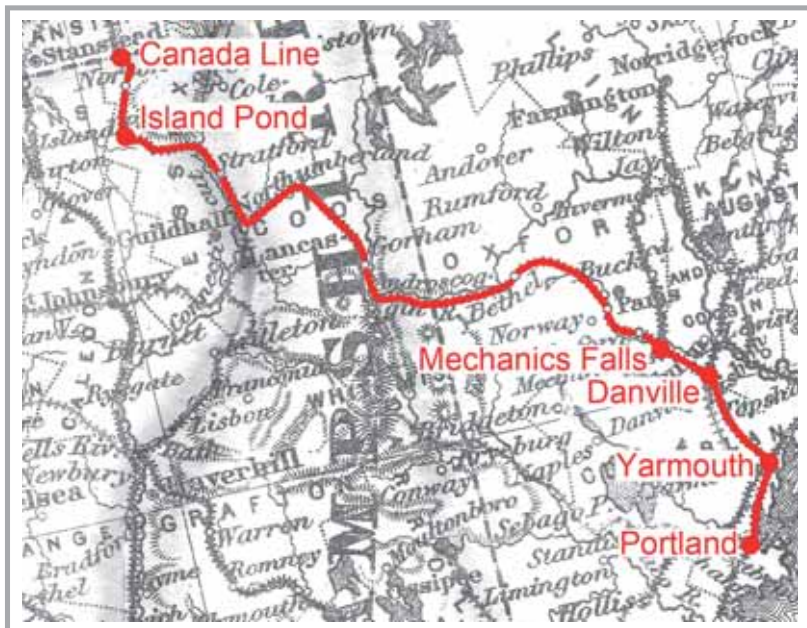
The Grand Trunk Rail Road of Canada leased the Atlantic and St. Lawrence Rail Road in 1853 to give them a direct route from Montreal to Portland. By 1873 Route 5 from Portland to Island Pond and Canada Line of 165 miles was contracted at \$22,770 a year for a twice daily service excluding Sundays using Railway Post Office Sorting Cars.



GRAND TRUNK R.P.O.

Corner card envelope originating at Mechanics Falls, Maine addressed to Portland. Carried 36 miles south on Route 5. Franked 3 cents cancelled by a clerks obliterator and the Railway Post Office undated stamp (Towle 9-F-1) was also struck.

The Denison Paper Manufacturing Company was founded in 1873 giving the cover a date of use of circa 1874. The reverse bears an arrival date stamp for August 20th.



Map by G.W. Colton published 1873 showing course of Route 5 and the location of Mechanics Falls on the down line to Portland.

Advertising Card for Summer Resorts in Maine

In the last quarter of the 19th century rail road companies promoted the increasing popularity of resorts and the ability to access them by train. This card and its reverse issued by the Boston & Maine Rail Road lists the resorts in Maine served by their routes.

The card bears the name of James T. Furber who in 1873 had just been made the General Superintendent of the Boston & Maine.



GRAND TRUNK R.P.O.

Card depicts passengers clamouring for tickets to the popular resorts whilst the reverse gives train times from Boston.

The most northerly resort in Maine was Mount Desert Island in Hancock County which became the haunt of such families as the Rockefellers, Morgans, Fords, Vanderbilts, Carnegies and Astors who built their "cottages" on large estates on the 108 square mile island.



Reverse of card reduced to 75%.



Map by G.W. Colton published 1873 showing the location of the resorts listed on the advertising card.

Chapter 6 Southern Routes

The Louisa & Virginia Central Rail Roads

The Louisa Rail Road completed the 70³/₄ mile tracks from the Junction of the Richmond, Fredericksburgh & Potomac R.R. to Charlottesville in 1839 when the first contract was awarded. By July 1849 Route 2426 was contracted between Richmond and Charlottesville at \$8,250 a year for a daily service.

In 1850 the Virginia Central Rail Road took control of the Louisa Rail Road and were contracted for Route 2429 Richmond to Staunton of 138 miles at \$13,815 a year, also for a daily service.

**LOUISA - R.R.
MAY / 16**



Wrapper put onto the car May 6th circa 1849 to the University of Virginia located one mile west of Charlottesville on Route 2426. The Route Agents date stamp (**Towle 303-A-1 Rarity VIII very rare**) was applied and his "5" cent charge stamp.

Addressed to Addison Maupin, one of the three University "Hotel Keepers". He owned the Dining Hall of Faulkner House (1849 - 1861).

G.W. Colton's map of 1873 with the course of Route 2429.



**VIRGINIA CENTRA R.R.
SEP / 16**

Wrapper put onto Route 2429 on September 16th circa 1852 addressed to Charlotte Court House located 82 miles south west of Richmond. Received the Route Agents date stamp (**Towle 303-B-2 Rarity IX Extremely Rare**) for September 16th circa 1852 cancelling the 3 cent franking.

Carried to Richmond for transfer to Route 2728 which had reached 55 miles to Burkesville. From their by post road 29 miles west to Charlotte Court House.

Richmond, Fredericksburg & Potomac R.R. Routes 2422 & 2401

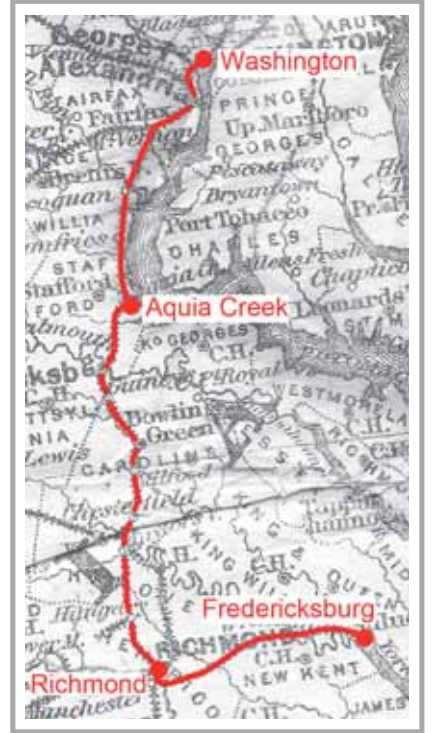
In July 1842 a contract was made with the Richmond, Fredericksburg & Potomac R.R. for Route 2422 of 75 miles from Richmond to Game Point on Aquia Creek at \$19,500 a year for a daily trip. The mails were transferred on to Washington by steamboat on Route 2401.

By July 1852 the road had reached Washington and the 130 mile Route 2401 was contracted at \$39,000 a year for a twice daily service.



RICHMOND Rail Road / OCT / 16

Folded letter dated "Richmond Oct. 15. 1845" addressed to Baltimore and carried from Richmond to Aquia Creek on Route 2422. Rated a 5 cents for under 300 miles, the letter was struck with the Route Agents date stamp (Towle 305-A-1).



G.W. Colton's map of 1873 with the route of the Richmond, Fredericksburg & Potomac Rail Road.



RICHMOND R.R. Va. / NOV / 1

Wrapper put onto Route 2401 on November 1st circa 1853 franked for a double weight cancelled by the Route Agents date stamp (Towle 305-B1). Addressed to Philadelphia and transferred at Washington to the rail road route via Baltimore to Philadelphia.

Potomac Postal Cars Washington to Richmond Route 4402

In July 1867 after restoration of the tracks between Washington and Aquia Creek the Richmond, Fredericksburg & Potomac Rail Road resumed service on the full route from Washington to Richmond. Route 4402 was contracted at \$19,960 a year for a twice daily service plus one trip on Sundays.

On resumption of the full service a new Route Agents stamp was introduced which lacked date slugs and used the wording "POTOMAC POSTAL CAR". **Towle stated that this stamp (Towle 305-V-1) was used on the steamboat from Aquia creek to Washington. The cover below refutes this assumption as clearly the cover originated in Richmond.**



POTOMAC POSTAL CAR

Nesbitt Die 26 envelope from the Dover Coal & Iron Company of Richmond addressed to New York and put onto Route 4402 at Richmond. Cancelled by a cork cross hatch obliterator and the Route Agents stamp.

The Dover Coal & Iron Company was incorporated in Richmond in 1866.

RICHMOND, FREDERICKSBURG & POTOMAC, RICHMOND & PETERSBURG, AND PETERSBURG & WELDON RAILWAYS.												
<p><i>Richmond, Fredericksburg & Potomac Railway.</i>—PETER V. DANIEL, President; S. RUTH, Supt. Trans.; and J. B. GENTRY, Gen. Ticket Agent, Richmond, Va. [April 15.]</p> <p><i>Richmond & Petersburg Railway.</i>—CHAS. ELLIS, President; THOS. H. WYNNE, Superintendent; and J. H. WOODCOCK, Gen. Ticket Agent, Richmond, Va. [May 2.]</p> <p><i>Petersburg & Weldon Railway.</i>—CHAS. F. COLLIER, Pres.; R. B. PEGRAM, Gen. Supt.; JAMES C. SPRIGG, Eng. & Asst. Supt.; and Wm. H. BROWN, Gen. Ticket Agent, Petersburg, Va. [May 2.]</p>												
Trains South.				STATIONS.				Trains North.				CONNECTIONS.
Ac.	Ac.	Pass.	Pass.	Mls.	Ms.	Pass.	Pass.	Ac.	Ac.			
		P. M.	A. M.		LEAVE			P. M.	A. M.			
		7 00	7 00	0	Washington ¹	216	6 45	6 10				
		10 50	10 40	55	Alexandria ²	208						
		11 13	11 01	63	Aquia Creek	161	3 15	12 45				
		11 42	11 23	70	Potomac Run	153	2 42	12 07				
		12 10	11 43	72	Fredericksburg ³	146	2 25	11 48				
		12 26	11 55	81	Summit	144	2 00	11 18				
A.M.		12 35	12 01	89	Guineas	135	1 49	11 04				
6 00		1 04	12 23	92	Woodford's	133	1 43	10 57		P.M.		
6 15	1	21	12 36	97	Millford	124	1 26	10 37		7 00		
6 36	1	42	12 52	105	Penola	119	1 08	10 18		6 46		
6 53	2	01	1 07	107	Chesterfield	111	12 52	10 00		6 27		
7 03	2	09	1 13	110	Junction	109	12 34	9 44		6 08		
7 22	2	32	1 30	115	Taylorville	106	12 26	9 36		6 00		
7 33	2	43	1 38	118	Ashland	101	12 12	9 21		5 42		
7 54	3	02	1 52	122	Kilby's	98	11 59	9 03		5 26		
P.M.	8	30	3 45	2 25	Hungary	94	11 46	8 51		5 08		
3 45	A.M.	4 00	2 37	130	Richmond ⁴	86	11 15	8 15	A.M.	4 30		
							11 00	8 05	S	5 50 P.M.		

Portion of page 292 of Appletons' Railway & Steam Navigation Guide of September 1869 with the timetable for the Richmond, Fredericksburg & Potomac Rail Road.

Atlantic, Mississippi & Ohio Rail Road Routes 4412, 4413 & 4414

In 1870 the Atlantic, Mississippi & Ohio was created from the merger of the Norfolk & Petersburg, the South Side and the Virginia & Tennessee Rail Roads to provide a 409½ mile route between Norfolk and Bristol. In July 1871 the company was contracted for three contracts covering the full route at a combined value of \$56,350 a year.

Service on the sections between Petersburg and Lynchburgh were on a daily basis excluding Sundays. That between Lynchburgh and Bristol was twice daily including Sundays.



AT/ MISS & OHIO R.R.
FEB / 11

Envelope put onto the through route and addressed to Lynchburgh from an unknown origin between Norfolk and Bristol on February 11th circa 1874.

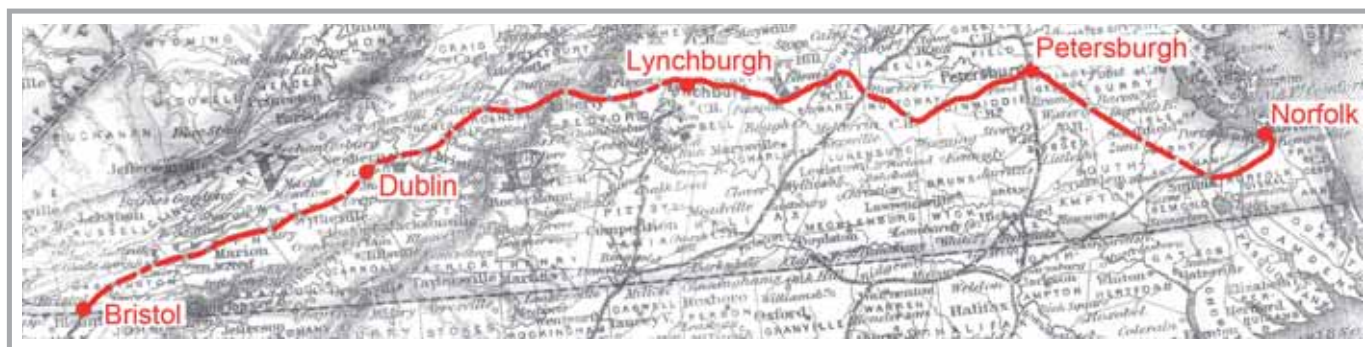
The Route Agents date stamp (Towle 311-F-1) was applied and the 3 cent franking cancelled with his single ring obliterator.

LYNCH. & BRIS. R.P.O. / SEP / 6

Postal card dated "*Bristol Ten. Sept. 6/73*" addressed to Dublin located 99 miles east of Bristol on Route 4414.

The Railway Post Office date stamp (day slug missing) was applied by a clerk on the car (Towle 311-J-2) and a worn bar obliterator cancelled the card.

Appletons' Guide of 1874 gives the mail train departing Bristol at 7.28 pm and arriving Dublin at 1.45 am. This gives an average speed of 15 miles an hour, slow due to the inclines on the route.



G.W. Colton's map of 1873 with the course of Routes 4412, 4413 and 4414 together with the location of Dublin.

Chesapeake & Ohio Rail Road Routes 4405 & 11005

The Virginia Central Rail Road was absorbed into the Chesapeake & Ohio in 1867 taking over Route 4405 Richmond to White Sulphur Springs. They were paid \$15,308 a year for the 227 mile route for a daily service.

In 1873 the Chesapeake & Ohio were contracted for the 421 mile Route 11005 between Richmond and Huntington, West Virginia at \$35,249 a year for a twice daily service excluding Sundays.



CHESP. & O. R.R. / JUN / 22

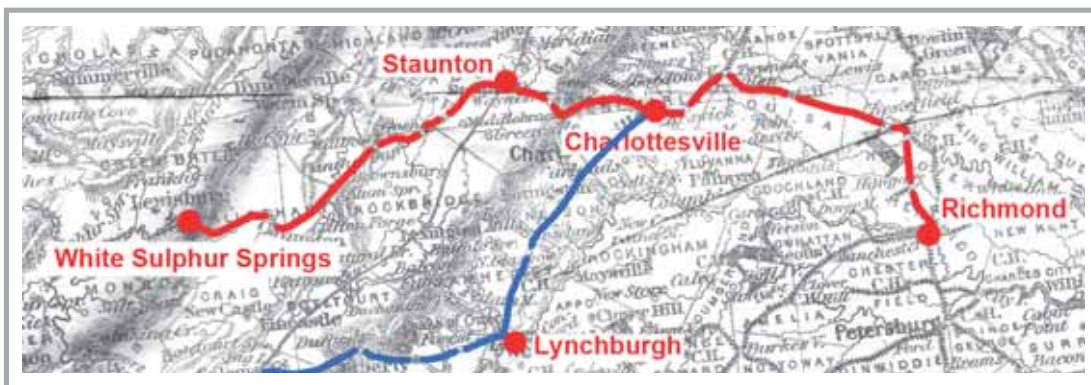
Nesbitt Die 26 envelope addressed to Shadwell, Virginia located on Route 4405 just 5 miles east of Charlottesville.

Received the Route Agents stamp (Towle 303-E-1) and cancelled by his wedge obliterator.

CHESA. & OHIO R.R. MAY / 20

Postal card dated "Staunton May 20/75" addressed to Cowan's Mills, Virginia and **endorsed "Via Lynchburg"**. Put onto Route 11005 to be taken 39 miles east to Charlottesville for transfer to Route 11013 on the Atlantic, Mississippi & Ohio R,R, to Blacksburg for Cowan's Mills.

Card cancelled by the Route Agents date stamp (Towle 303-D-3)



G.W. Colton's map of 1873 with the course of Routes 11005 (red) and 11013 (blue).

Virginia Central R.R. Cobham Station Union & Confederate Period

Those rail road companies operating in the seceded States continued their operations within the Confederacy and acted as contractors to the Confederate Post office. The hand stamps issued before secession are found in use during the Civil War.

This practice is illustrated by the use of the Cobham Station Agents date stamp before the Civil War on Route 4381 Richmond to Selma, Virginia and the same stamp being used during the conflict. Jacob M.F. Williams was the Cobham Postmaster until May 31st 1861, on September 30th 1861 he was the Station Agent for Cobham at \$300 a year employed by the Virginia Central Rail Road.



VA. C. R.R. COBHAM / 25 / MAY

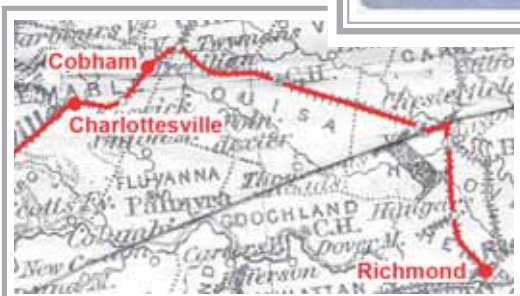
Envelope put onto Route 4381 at Cobham and addressed to Norfolk, Virginia to receive the Station Agents date stamp (Towle 303-S-2 Rarity VII) on May 25th circa 1860. Carried 83 miles east to Richmond for transfer via Petersburg on Route 4102 and to Norfolk on Route 4148.

Addressed to Dr. John C. Gordon, future Assistant Surgeon to the 38th Virginia Infantry.



VA. C. R.R. COBHAM / 2 / AUG

Envelope put into Cobham on August 2nd 1863 to the then Col. Alfred Landon Rives of the Engineer Bureau at Richmond. On August 13th 1863 Rives was promoted to Chief of Bureau thus setting the year of use. Letter received the same date stamp used pre May 1861.



Map by G.W. Colton 1873 showing the location of Cobham 14 miles east of Charlottesville and 83 miles west of Richmond.

Nashville & Chattanooga R.R. Smyrna Station, Union & Confederate Period

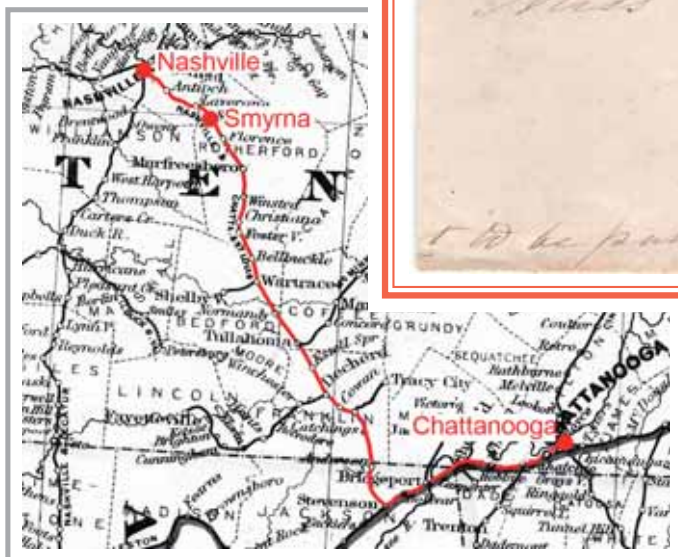
Although construction of the Nashville & Chattanooga Rail Road commenced in 1848 the 151 mile route was not completed until 1854. The first contract was placed in September 1854 and in July 1858 was renewed as Route 10006 at \$30,600 a year for a twice daily service.

The contract was annulled on May 31st 1861 and the Confederate Post Office contracted with the rail road in June. Towle lists 3 Station Agent stamps on the route of which 2 are recorded in the Confederate period, Smyrna not being one of them. **Smyrna (Towle 510-S-2 Rarity X Unique) is now known also used in the Confederate Period.**

SMYRNA N. & C. R.R. FEB 4 / 1859

Envelope addressed to South Glen's Falls, New York and put onto Route 10006 at Smyrna. The 3 cent franking cancelled by the Station Agents date stamp.

Routed 20 miles north to Nashville as the nearest Distribution Office and then east for New York.



Map by C.B. & G.W. Colton 1882 showing the location of Smyrna and the course of the Nashville to Chattanooga R.R.

SMYRNA N. & C. R.R. / DEC 21 / 1861

Envelope addressed to Nashville and posted at Smyrna for the 20 miles north. The CSA 1 Stone 1 franking cancelled by the Station Agents stamp which continued in use into the Confederate period.

Certificate

Wilmington & Raleigh Rail Road Route 2822

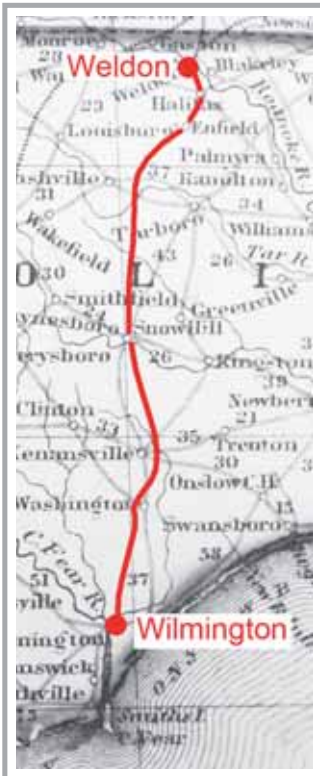
The Wilmington & Raleigh ran between Weldon and Wilmington with connection to Charleston by steamboat. The 166 miles of track were opened in December 1838 and the first contract commenced in January 1839 at \$40,000 a year for a daily service.

In July 1843 Route 2822 was contracted at \$75,000 a year for the full 328¾ miles of combined rail road and steamboat route with a daily service.

WILMINGTON & RALEIGH RAIL ROAD / DEC / 27

Folded letter dated "*Wilmington NC Decr. 26. 1844*" addressed to Philadelphia and rated at 25 cents for over 400 miles. Carried on the full length of the rail road Route 2822 to Weldon to receive the Route Agents Terminal date stamp (Towle 305-H-2).

Carried by rail road north from Weldon via Richmond, Washington and Baltimore to Philadelphia.



Map by Phelps of 1851 with the course of Route 2822.



WILMINGTON & RALEIGH RAIL ROAD / MAR / 25

Wrapper of unknown origin addressed to New Haven, Connecticut and carried on Route 2822 from either Charleston, on March 25th circa 1846 or put onto the route between Wilmington and Weldon. Received the Route Agents Terminal date stamp (Towle 305-H-1) in which "WILMINGTON" is in 2½ mm high type.

Addressed to New Haven, Connecticut and rated at 10 cents for over 300 miles as the July 1845 rate.

Raleigh & Gaston Routes 2801 & 13001 - Seaboard & Roanoke Route 11015

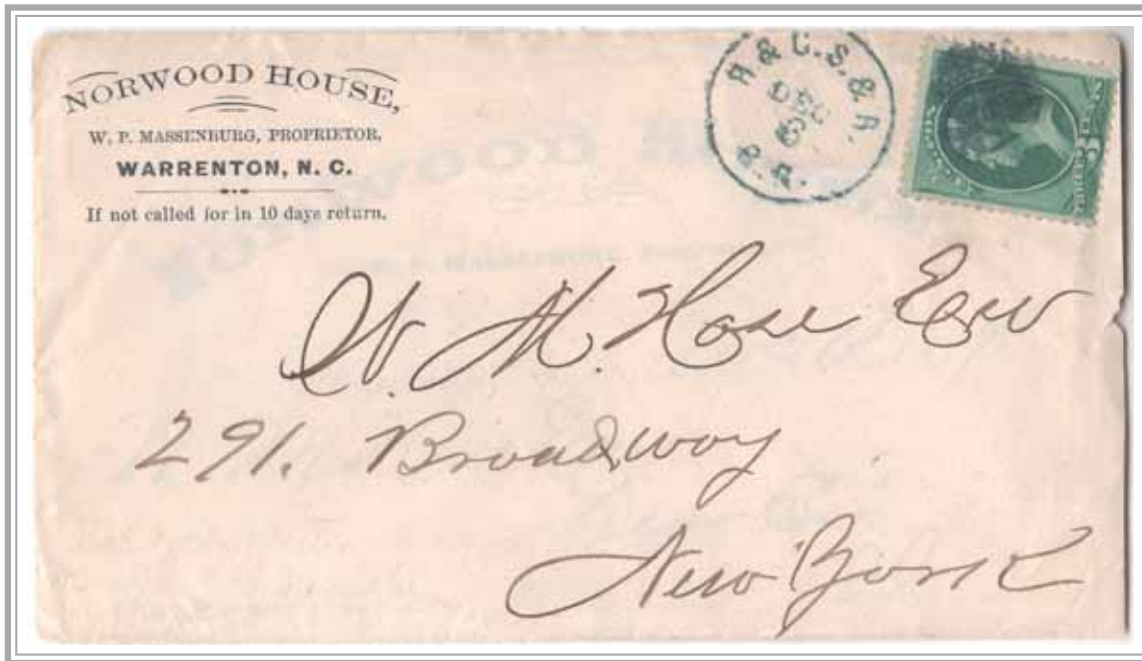
The Gaston & Raleigh Rail Road was completed to Gaston in March 1840 although a contract commenced whilst the line was under construction in 1839. In 1851 the 99 mile Route 2801 was contracted at \$9,900 a year for a daily service.

In 1871 a through car route was contracted between Raleigh and Plymouth, Virginia. In 1877 this was Route 13001 with the Raleigh & Gaston at \$5,672 a year and Route 11015 of 79¼ miles at \$3,997 a year with the Seaboard & Roanoke for a daily service.

RALEIGH & GASTON R.R. AUG / 6

Nesbitt Die 2 envelope put onto Route 2801 on August 6th circa 1853 addressed to Scotland Neck. The Route Agents Terminal date stamp (Towle 309-C-2 Rarity VIII very rare) was applied.

Carried Weldon for transfer to the post road 25 miles south to Scotland Neck.

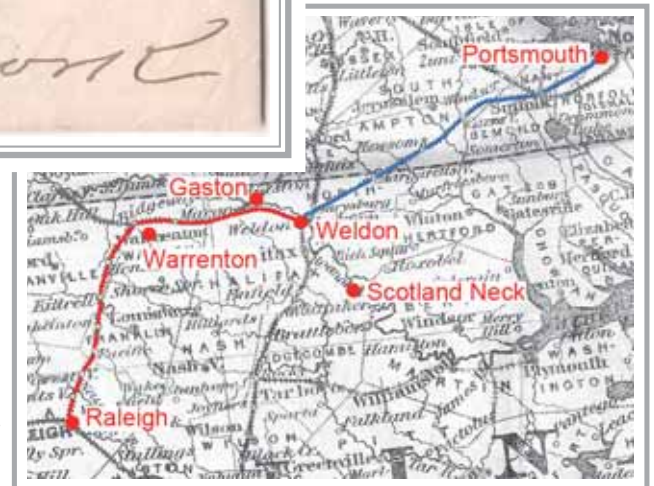


R. & G. S. & R. R.R. / DEC / 6

Corner card envelope from Warrenton located 61 miles west of Weldon with letter sheet dated "Warrenton N.C. Dec 6th 1877" addressed to New York. Carried on Route 13001 and Route 11015 to Portsmouth for the Bay Line steamboat contract to Baltimore.

Franked 3 cents cancelled by the Route Agents obliterator and his date stamp (Towle 309-F-1).

Map by G.W. Colton of 1873 with the course of Routes 2801 & 13001 (red) and Route 11015 (blue).



East Tennessee, Virginia & Georgia Rail Roads Routes 10001 & 10002

The East Tennessee, Virginia & Georgia Rail Road was a consolidation in 1869 of the East Tennessee & Virginia and the East Tennessee & Georgia Rail Roads. The route between Chattanooga, Knoxville and Bristol was run as two contracts, and a Railway Post Office sorting car was run through on the 243 mile route.

The "BRISTOL To CHATTANOOGA R.P.O." date stamp below is previously unrecorded.

BRISTOL TO CHATTA. R.P.O. DEC / 27

Envelope addressed to Blountville located 10 miles west of Bristol and put onto Route 10001 / 10002 December 27th 1869.

Carried to Bristol for the post road to Bountville. **This is the only reported example using the word "To" as opposed to an ampersand between the termini.**



BRISTOL & CHAT. R.P.O. / MAY /27

Postal card dated "Knoxville, Tenn., May 27 1874" to Columbiana, Alabama. Put onto the R.P.O. car at Knoxville for Chattanooga and transfer via Atlanta and Birmingham for Columbiana.

Cancelled by the Railway Post Office Terminal date stamp (Towle 500-G-2).



Map by G.W. Colton of 1873 with the course of the Bristol to Chattanooga Railway Post Office car on Routes 10001 & 10002.

East Tennessee, Virginia & Georgia Station Agents Stamp

Three stations on Route 10001 of the East Tennessee & Virginia section of the Chattanooga to Bristol Route are recorded as using Station Agents date stamps. On Route 10002 between Knoxville & Chattanooga only one prior to the Civil War is recorded.

That shown below is for Fullens located 47 miles west of Bristol on Route 10001.

FULLENS E.T. & Va. R.R. DEC / 9 / 1869

Envelope put onto Route 10001 at Fullens addressed to Rogersville. Franked with a Scott 114 Pictorial Issue 3 cent cancelled, probably on the mail car.

The Station Agents date stamp (Towle 500-S-1) was applied and the letter carried 14 miles west to Rogersville Junction for transfer to the 14 mile Route 10003 north to Rogersville.



CHAT. & BRISTOL R.P.O. / FEB / 12

Envelope circa 1879 put onto the Railway Post Office car on the course of Routes 10001 or 10002 between Chattanooga and Bristol. Received the R.P.O. date stamp (Towle 500-F-1) for February 12th with the 3 cent franking cancelled by the clerks target obliterator.

Addressed to Rhea Springs located 26 miles west of Sweetwater where it was transferred to the post road.



Appletons' map of 1869 with the course of the routes and locations of Fullens, Rogersville and Rhea Springs.

South Carolina Rail Road Routes 3131 & 5605

The South Carolina Rail Road & Canal Company was the first to carry fare paying passengers on 6½ miles of track from Charleston. By 1833 the 136 mile route between Charleston and Hamburg was completed although no contract is found until January 1839.

From 1854 the route was split into two sections under one contract for Route 3131 with Branchville as the transfer point where a branch went north to Kingsville. The same arrangement applied to Route 5605 of 1873, both routes enjoyed a daily service.

So Ca RR / April 19

Wrapper addressed to Aiken located 17 miles east of Augusta and 120 miles west of Charleston on Route 3131.

Put onto the car at an unknown location to receive the Route Agents manuscript "SoCa RR / April 19" circa 1854. Towle illustrates 5 different manuscript endorsements, but none use the "SoCo" short form, only "SC".

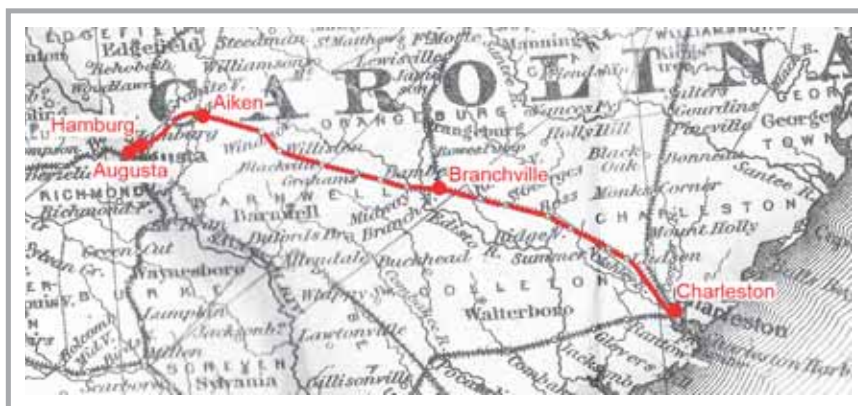


SOUTH CAROLINA R.R. DEC / 29

Envelope put onto Route 3131 on December 29th circa 1854 carried west to Augusta.

Posted unpaid to receive the Route Agents date stamp (Towle 336-D-2) and the "5" charge mark.

This example has, unusually for this mark, the date slugs inverted.



Map by G.W. Colton of 1873 with the course of Route 3131 and the location of Aiken.

South Carolina Rail Road Route 3131

In 1854 the South Carolina Rail Road was contracted at \$33,012 a year for Route 3131 totalling 396 miles consisting of the following routes. Charleston to Augusta of 139 miles; Kingsville to Augusta of 117 miles; Kingsville to Columbia of 27 miles; Kingsville to Camden of 39 miles; Charleston to Branchville of 64 miles.

The contract provided in practice between Charleston and Augusta a twice daily service, one as a through car and one with a change of car at Branchville.



SOUTH CAROLINA R.R. DEC / 11

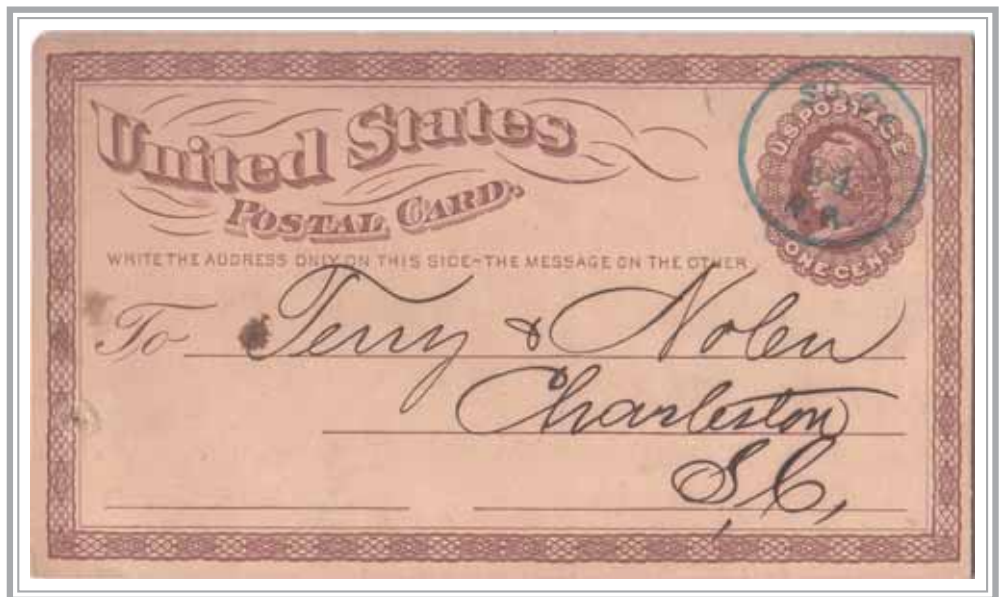
Envelope put onto Route 3131 on December 11th circa 1854 carried west to Charleston

Franked 3 cents cancelled by the Route Agents date stamp (336-D-2).

SO. CA. R.R. / 24

Postal Card dated "April 24th 1875" from an unknown origin and put onto Route 5605 to travel east to Charleston.

On putting onto the mail car the Route Agent struck his date stamp (Towel 336-E-1) with the "APR" month slug omitted.



Map by G.W. Colton of 1873 with the course of Routes 1313 and 5605.

North Eastern Rail Road Routes 5604 & 14005

The North Eastern Rail Road was completed between Charleston and Florence in November 1856. Contracted after the Civil War as Route 5604 in July 1866 for the 103½ mile route at \$7,772 a year for a daily trip.

In July 1873 contracted as Route 14005 at \$13,905 a year, also for a daily trip.

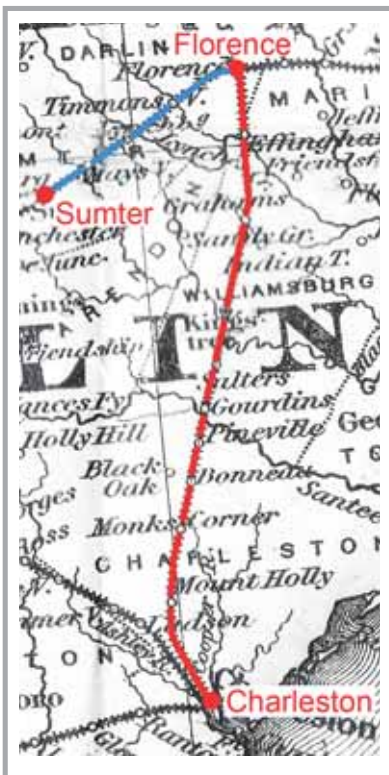


NORTH EASTERN R.R. DEC / 12

Envelope put onto Route 5604 on December 12th circa 1866 addressed to Sumter.

Carried north to Florence on Route 5604 and transferred to Route 5254 on the Wilmington, Charlotte & Rutherford Rail Road for the 39 miles to Sumter.

The 3 cent franking cancelled by a cog wheel obliterator with the Route Agents date stamp (Towle 340-C-1) also applied.



Map by G.W. Colton of 1873 with the course of Route 5604 & 14005 (red) and 5254 (blue).



NORTHEASTER R.R. / OCT / 12

Postal card dated "Florence S.C. Oct. 12/75" addressed to Charleston and carried the full 103½ miles south on Route 14005. Card cancelled by the Route Agents date stamp (Towle 340-C-2).

Greenville & Columbia Rail Road Route 6001

The Greenville & Columbia was chartered in 1845 and reached Newberry by December 1851 to be contracted for the 46¼ mile Route 3207. In July 1853 the contract was for Route 6001 from Columbia to Greenville, 147¼ miles at \$15,000 a year for a daily service excluding Sundays.



GREENVILLE & COLUMBIA R.R. FEB / 7

Nesbitt Die 3 envelope addressed to Monticello, South Carolina and carried on Route 6001 to Alston to receive the Route Agents Terminal date stamp (Towle 337-A-2) for February 7th circa 1854.

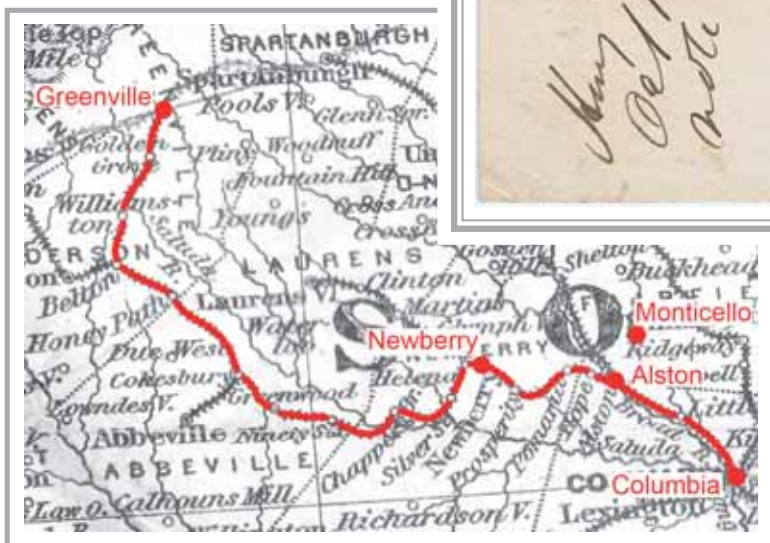
From Alston carried on the 10 mile post road north to Monticello.



GREENVILLE & COLUMBIA R.R. / OCT / 15

Nesbitt Die 3 envelope with letter sheet dated “**Alston Depo** (sic) **Oct 14th 1856**” and addressed to Newberry located 22 miles west of Alton on Route 6001.

The envelope was cancelled by the Route Agents Terminal date stamp (Towle 337-A-1).



Map by G.W. & C.B. Colton published 1873 showing the course of Route 6001.

Georgia Rail Road & Banking Routes 3299 & 6001

The first contract on the Georgia Rail Road & Banking tracks was made in 1839 when the route had reached Greensboro from Augusta. The full 172 mile route to Atlanta was not completed until 1845 and contracted as Route 3299 in July 1847 at \$35,521 a year for a daily service.

In July 1871 Route 6001 was contracted at \$21,458 for a twice daily service excluding Sundays.



AUGUSTA & ATLANTA R.R. FEB / 28

Folded letter dated "Augusta, Feby 28th 1851" addressed to Cassville and put onto Route 3299 the same day. Struck with the Route Agents Terminal date stamp (Towle 355-A-3) and his "5" charge stamp.

Carried through to Atlanta for transfer to Route 3366 on the Western & Atlantic R.R. Atlanta to Chattanooga car to be dropped 52 miles north at Cassville.

ATL. & AUG. R.P.O. JAN / 20

Envelope file noted on reverse "Hon. B.C. Yancey, Atlanta 1872" addressed to Crawfordville

Put onto the Railway Post Office car at Atlanta on Route 6001 and carried 106 miles east to Crawfordville. Received the clerks route date stamp (Towle 355-C-2) for January 20th.



Phelps' map of 1851 with the course of Routes 3299 and 6001 (red) and 3366 (black) and the locations of Cassville and Crawfordville.

Macon & Western Rail Road Route 6011

Originally chartered in 1833 as the Monroe & Banking Company which failed when the road reached Jonesboro in 1842. Purchased in foreclosure in 1845 and renamed the Macon & Western. The 103½ mile road was completed to Atlanta in 1846 and first contracted in 1847.

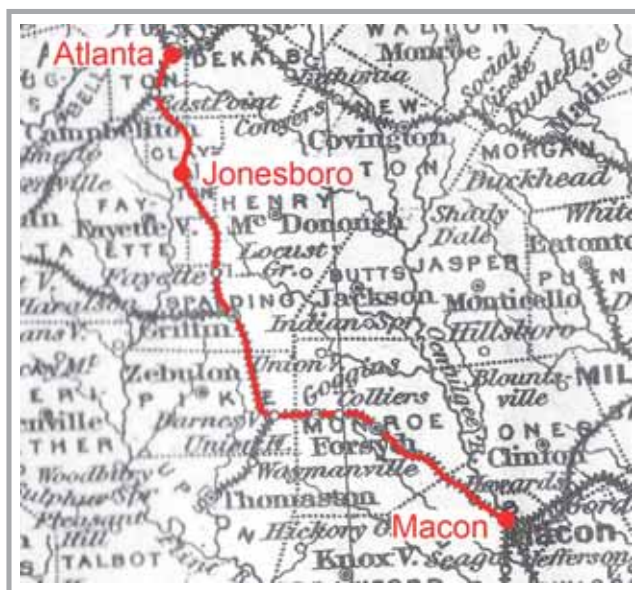
In July 1867 the company was contracted for Route 6011 for Macon to Atlanta at \$7,725 a year for a daily service.



MACON & WESTERN R.R. MAY / 7

Envelope pencil noted "**W.A. Woods wants office May 1868**" addressed to Atlanta and put onto Route 6011 probably at Macon. Addressed to the "**Ex Gov. J.E. Brown**", Joseph Emerson Brown (1821 - 1894) Governor of Georgia from 1857 to 1865.

Franked with a 3 cent National Bank Note issue Scott 68 E Grill cancelled by the Route Agents grid and his date stamp (Towle 352-B-1)



G. W. Colton's map of 1873 with the course of the Macon Western Rail Road Route 6011.

Macon & Western Rail Road Route 6145

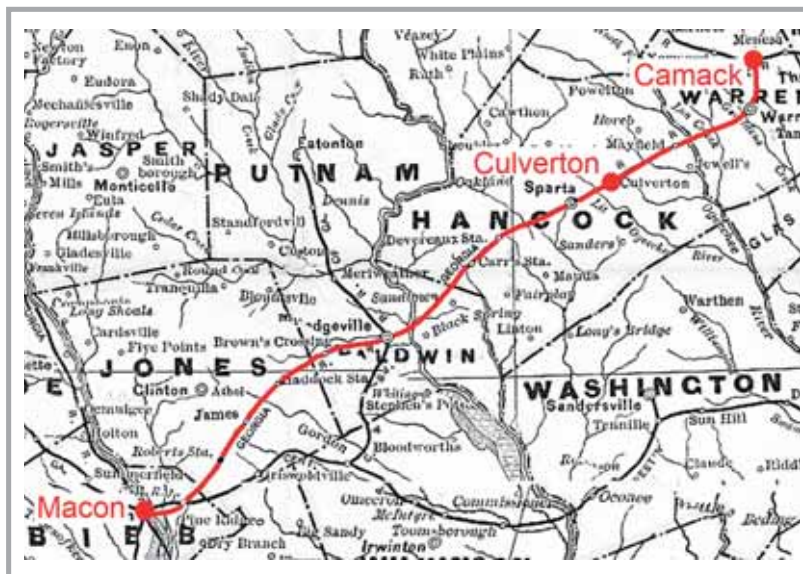
Chartered in 1859 this Macon & Western Rail Road was planned to connect Macon with Augusta but the Civil War intervened. The track did not reach Camack on the Central Rail Road & Banking route between Atlanta and Augusta until 1873. A contract commenced in July 1873 for the 79 mile Route 6145 at \$3,950 a year for a daily service excluding Sundays.

No Station Agent date stamps have previously been reported for the Macon to Camack route and that for Culverton shown is a new discovery. Unlike most other stamps of this nature it does not included the designation of the company but simply says "AGENT" and the station name.



**CULVERTON AGENCY
APR / 1 / 1874**

Envelope addressed to Tallahassee, Florida and posted at Culverton Station on April 1st 1874 for the 59½ mile on Route 6145 to Macon. Probably routed via Thomasville, Georgia for Tallahassee.



George Franklin Cram's map of Georgia 1883 with the course of Route 6145 and the location of Culverton.

Western & Atlantic Rail Road Route 6002

The Western & Atlantic was chartered in December 1836 as a State of Georgia owned rail road and the 138 mile double track line completed by 1845. The first contract was made for the 78 miles Atlanta to Cass in 1843.

From 1866 the contract was for Route 6002, initially at \$14,000 a year rising to \$17,250 in 1867 for a twice daily service with a single trip on Sundays. In 1873 the contract was for 138¾ miles at \$21,458 a year with one daily trip including Sundays.



**CHATT. To ATLANTA R.P.O.
FEB / 21**

Nesbitt Die 26 envelope posted onto the Railway Post Office car on Route 6002 at Atlanta on February 21st circa 1868. Addressed to Petersburg, Virginia and routed via Chattanooga, Knoxville, Bristol and Richmond

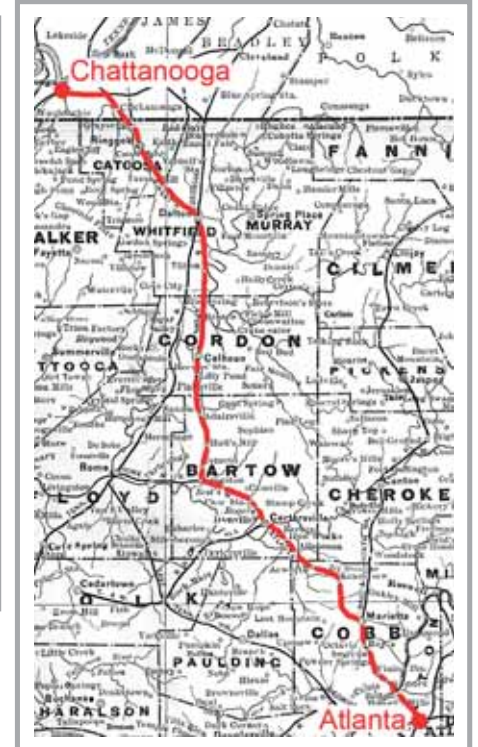
Received the R.P.O. date stamp (Towle 257-H-1) and the clerks target obliterator.



**AT. & CHAT. R.P.O.
APR / 16**

Postal card dated "Atlanta Ga. 16. April 1874" addressed to New York and carried on Route 6002 to receive the R.P.O. date stamp 357-G-1.

Routed via Chattanooga for Knoxville, Richmond and Washington.



Map by George F. Cram of 1883 with the course of Route 6002.

Jacksonville, Pensacola & Mobile Rail Road Route 6402

Formed in 1869 by consolidating the Pensacola & Georgia and the Florida, Atlantic & Gulf Central Rail Roads, Route 6402 was contracted in July 1871. In July 1874 the 215 mile route was contracted at \$20,070 a year for a daily trip excluding Sundays.



J.P. & M. R.R. / JAN / 17

Postal card dated "Jany 17th 1875" addressed to Live Oak located 82 miles west of Jacksonville and 111 miles east of Chattahoochee.

Put onto Route 6402 on January 17th to receive the Route Agents date stamp (Towle 381-B-1).

J.P. & M. R.R. / DEC / 29

Envelope put onto Route 6402 on December 29th circa 1876 addressed to Boston.

Franked 3 cents with a Scott 147 National Bank Note issue cancelled by the Route Agents date stamp (Towle 381-B-1).



Map by Columbus Drew of 1874 with the course of Route 6402 and the location of Live Oak.

Mobile & Ohio Rail Road Route 7004

In 1852 the first portion of the 472 mile route from Mobile to Columbus, Kentucky was opened to Citronelle and a contract placed for Route 5700b. The line gradually extended northward and the contracted route followed the rail head until the full line was completed in April 1861. After the Civil War in 1865 the line was contracted as Route 7007 for a daily service excluding Sundays. In 1877 the contract was for Route 18004 at \$28,223 a year for a daily service.

Although a number of circular Route Agents date stamps are recorded, the rectangular form of this example is not recorded by either Towle or in the publications of the Mobile Post Office Society.



M. O. R.R. / SEP 6 1878

Envelope addressed to Frankfort, Indiana and carried on Route 7004 north to Columbus. Franked with a 3 cent Scott 158 cancelled by the unrecorded Route Agents stamp.

The timetable shows in 1874 the train leaving Mobile at 7.00 pm arriving Columbus the next day at 9.15 pm. The average speed on the route therefore being 18 miles per hour.

Transferred by steamboat to Cairo for the route north via Centralia and Indianapolis to Frankfort.

Timetable of the Mobile & Ohio Rail Road from Appletons' Railway & Steam Navigation Guide of September 1874 page 216.

Going South.			(June 14, 1874.)			Going North.		
Express	Mail.	Mis.	STATIONS.			Mis.	Mail.	Express
(Daily.)	(Daily.)		LEAVE		ARRIVE		(Daily.)	(Daily.)
2 05 PM	1 30 AM		.....	Cairo ¹	.....	12 15 AM		
			(Steamer)					
7 20 PM	5 15 AM	0	.....	Columbus, Ky. ²	472	9 15 PM	11 30 AM	
8 05 "	5 55 "	13	.....	Moscow	459	8 31 "	10 40 "	
9 00 "	6 45 "	26	.....	Union City ³	446	7 50 "	9 50 "	
9 15 "	7 05 "	31	.....	Troy ⁴	441	7 30 "	9 26 "	
9 50 "	7 45 "	43	.....	Kenton	429	6 43 "	8 46 "	
11 10 "	9 40 "	79	.....	Humboldt ⁵	402	5 10 "	7 24 "	
11 35 "	10 05 "	79	.....	Carroll	393	4 26 "	6 33 "	
12 00 "	10 30 "	86	.....	Jackson, Tenn. ⁶	386	4 05 "	6 30 AM	
	11 00 "	100	.....	Pinson	372	3 26 "		
	11 41 "	114	.....	McNairy	358	2 44 "		
	11 58 "	120	.....	Bethel	352	2 27 "		
	1 20 PM	143	.....	Corinth, Miss. ⁷	329	1 25 "		
	1 53 "	156	.....	Rienzi	316	12 30 "		
	2 16 "	164	.....	Boonville	308	12 01 "		
	2 55 "	175	.....	Baldwyn	297	11 25 AM		
	3 26 "	185	.....	Saltville	287	10 49 "		
	3 56 "	193	.....	Tupelo	279	10 24 "		
	4 04 "	198	.....	Verona	274	10 09 "		
	4 45 "	211	.....	Okolona	261	9 27 "		
	5 09 "	218	.....	Egypt	254	9 05 "		
	5 53 "	231	.....	Hudson ⁸	240	8 23 "		
	6 20 "	240	.....	West Point	232	7 55 "		
	6 47 "	248	.....	Wayhew	224	7 27 "		
	7 25 "	252	.....	Artesia ⁹	220	7 10 "		
	7 55 "	261	.....	Crawford	211	6 20 "		
	8 45 "	274	.....	Macon	198	5 35 "		
	9 19 "	284	.....	Shuqulak	188	4 56 "		
	9 37 "	289	.....	Wahalak	183	4 38 "		
	10 39 "	308	.....	Narkeeta ¹⁰	164	3 35 "		
	11 10 "	319	.....	Lauderlale	153	3 03 "		
	11 28 "	325	.....	Lockhart	147	2 43 "		
	11 50 "	332	.....	Marion	140	2 21 "		
	12 15 AM	337	.....	Meridian ¹¹	135	2 03 "		
	1 05 "	352	.....	Enterprise	120	1 10 "		
	1 33 "	363	.....	Quitman	109	12 32 "		
	1 54 "	368	.....	De Soto	104	12 16 "		
	2 19 "	375	.....	Shubuta	97	11 50 PM		
	2 04 "	389	.....	Waynesboro	83	11 07 "		
	3 23 "	394	.....	Winchester	78	10 49 "		
	3 45 "	401	.....	Buckatanna	71	10 27 "		
	4 15 "	409	.....	State Line, Miss.	63	10 02 "		
Accom.	5 12 "	428	.....	Deer Park	44	9 02 "	Accom.	
6 45 AM	5 45 "	439	.....	Citronelle	33	8 30 "	6 15 PM	
7 15 "	6 05 "	446	.....	Beaver Meadow	26	8 09 "	5 45 "	
7 45 "	6 24 "	453	.....	Chunchula	19	7 50 "	5 16 "	
8 15 "	6 44 "	461	.....	Kushla	11	7 30 "	4 45 "	
8 40 "	6 59 "	467	.....	Whistler	5	7 15 "	4 20 "	
9 00 AM	7 15 AM	472	arr.	Mobile ¹²	0	7 00 PM	4 00 PM	
	4 00 PM		ARRIVE	.....		8 00 AM		
							

ABERDEEN BRANCH.—Leave Muldon for Aberdeen at 5 40 a.m. and 6 30 p.m. Leave Aberdeen 7 00 a.m. and 4 40 p.m. Distance, 9 miles; time, 1 hour.

COLUMBUS AND STARKVILLE BRANCH.—Leave Columbus, Miss., for Artesia and Sessons at 5 10 a.m. and 4 00 p.m. Leave Sessons for Columbus at 8 10 a.m. and 6 20 p.m.

GAINESVILLE BRANCH.—Leave Narkeeta for Gainesville at 5 00 a.m. Leave Gainesville 5 00 p.m., arr. Narkeeta 7 00 p.m. Distance, 21 miles.

CONNECTIONS.

- 1 At Cairo, with Illinois Central Railway for all points North, Northwest, and East, via Chicago; and for St. Louis, via Du Quoin.
- 2 At Columbus, with St. Louis & Iron Mountain Railway for St. Louis.
- 3 At Union City, with Nashville & Northwestern Railway.
- 4 At Troy, with Paducah & Memphis Railway.
- 5 At Humboldt, with Louisville & Memphis Railway for Louisville, Cincinnati, and all points East and Northeast, via Louisville.
- 6 At Jackson, with Mississippi Central Railway for Holly Springs, Oxford, Grenada, Canton, Jackson, Vicksburg, and New Orleans.
- 7 At Corinth, Miss., with Memphis & Charleston Railway for Memphis, Huntsville, Nashville, Louisville, Chattanooga, Richmond, Washington, Philadelphia, and New York.
- 8 Branch to Aberdeen.
- 9 Branch to Columbus and Sessons.
- 10 Branch to Ramsey's, McDow, and Gainesville, Ala.
- 11 At Meridian, with Alabama & Chattanooga, Alabama Central, and Vicksburg & Meridian Railways for Selma, Demopolis, Jackson, Vicksburg, and all points on the New Orleans, Jackson & St. Northern and Mississippi Central Railways.
- 12 At Mobile, with New Orleans, Mobile & Texas Railway.

¹³ This road is laid with a heavy Fish-Bar Rail, in every respect equal to a continuous rail, which prevents the rough, jarring, unpleasant motion and noise, experienced on other roads. It has been re-stocked with new and elegant Passenger Coaches, constructed with all the modern improvements, and new and comfortable Sleeping-Cars, with clean bedding, arc attached to all night trains. There are fewer changes of cars on this Route than on any other Line between the Gulf of Mexico and the Northern, Western, and Eastern Cities.

Through Tickets on sale at New Orleans, Mobile, and all the principal offices North, East and West, to all principal cities North, South, and East; and in Cairo, and on transit Steamer, to all points South.

Fare as low as by any other route.

¹⁴ This Road is being fully equipped with the Westinghouse Air-Brake.

see pages 214 and 215.

IO RAILWAY.

CHAS. L. FITCH, Gen. Fr'ht & Pass'r Agent, Mobile.
 A. L. WILLOUGHBY, Sec. & Treasurer, Mobile, Ala.
 OLIVER S. BEERS, Auditor, "
 ORIEL FLEMING, Supt, Ala. Division, "
 E. S. HOSFORD, Supt, Mississippi Div'n, Macon, Miss.
 M. M. MILLER, Supt, Tenn. & Ky. Div., Jackson, Tenn.

The only Pullman Palace Drawing-room Cars south of the Ohio River used by this Route.

New Orleans, Jackson & Great Northern R.R. Routes 8152 & 7001

By 1855 the N.O., Jackson & Great Northern had reached Osyka, 88 miles north of New Orleans. By June 1st 1856 the rail head was at Canton and the first contract for Route 8152 was awarded in July 1858 at \$41,600 a year for a twice daily service on the 208 mile route.

After the Civil War a Railway Post Office car was run between New Orleans and Humboldt working over two contracts. From 1873 the 206 miles of Route 8002 with the New Orleans, Jackson & Great Northern to Canton at \$41,200 a year for twice daily service and Route 7001 Canton to Cairo, Illinois of 343 miles at \$68,596 a year with the Southern Rail Road Association for a twice daily service.



N.O. J. & GREAT NO. R.R. / DEC / 21

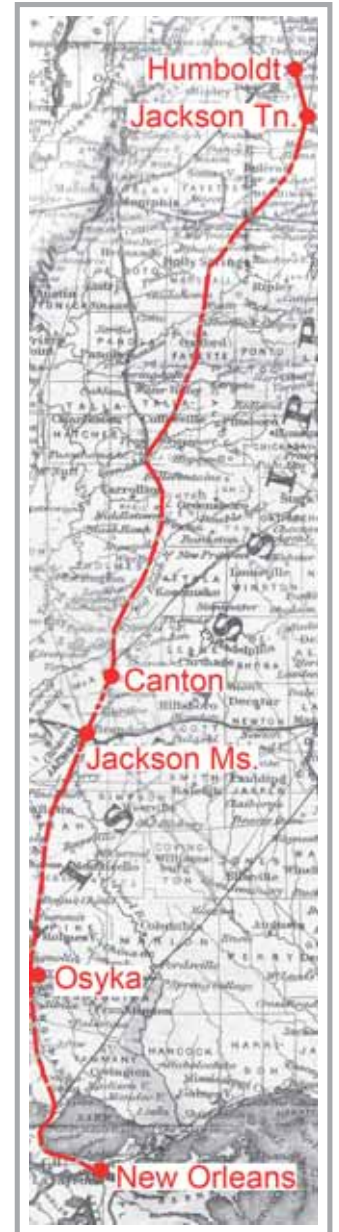
Envelope put onto Route 8152 for New Orleans on December 21st circa 1857 and franked with a Scott 25 cancelled by the Route Agents date stamp (Towle 421-B-1 Rarity X Unique).

The reverse is annotated "*Chase Sale*" and stated to be Dr. Carroll Chase' discovery copy.



N.O. & HUM. R.P.O / MAY / 13

Reay Die 37 envelope addressed to Albany, NY and entered the Great Southern Mail Route to be carried on the Railway Post Office car on the New Orleans to Humboldt portions of Routes 8002 and 7001. Received the R.P.O. date stamp (Towle 421-F-1).



G.W. Colton's map of 1873 with the course of routes between New Orleans and Humboldt.

New Orleans, Opelousas & Great Western R.R. Route 7808

The New Orleans, Opelousas & Great Western Rail Road was chartered in 1852 with construction beginning at Algiers later that year. By October 1855 the line had extended 68 miles west to Tigerville and Route 7808 was contracted at \$3,409 a year for a thrice a week service.

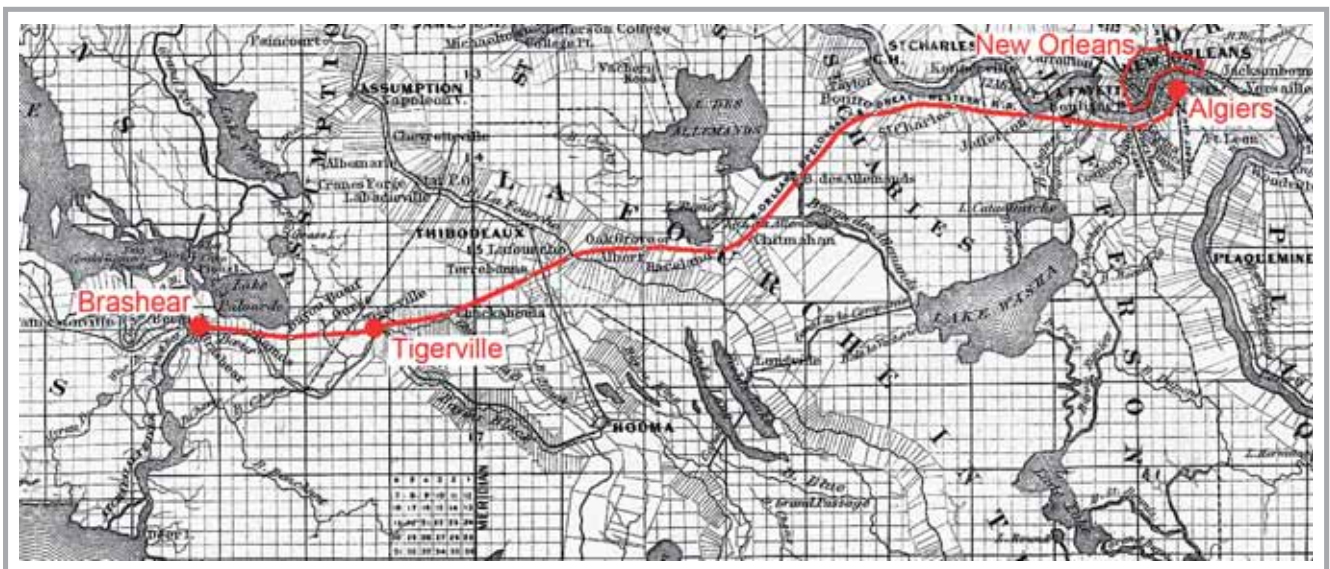
By May 1857 the track had reached Brashear City on the banks of Berwick Bay and Route 7808 was extended by 14 miles to 82 miles at \$12,300 a year for a daily trip excluding Sundays. The increased service and cost was to accommodate the carriage of the Galveston mails carried on Route 6201 by Harris & Morgan. Charles Morgan purchased the rail road in 1869.



N. ORLEANS, OPELOUSAS & G.W. / RAILROAD / CO.

Envelope carried on Route 7808 to arrive at New Orleans November 30th circa 1856. Put onto the route between Tigerville and Algiers and ferried across the Mississippi to New Orleans where the 3 cent franking was cancelled by that offices "STEAM".

The stamp (Towle 440-A-1 Rarity VIII Very Rare in blue green) is not considered to be that of a Route Agent but possibly applied on the line by an Agent of the Company.



J.H. Colton's map of 1883 with the course of Route 7808.

Selma, Rome & Dalton Rail Road Route 6610

The Selma, Rome & Dalton Rail Road Co. was chartered in 1848 as the Alabama & Tennessee River R.R. for Selma to Gadsden. In 1868 when the road had reached Blue Mountain it was decided to continue north to Rome and Dalton in Georgia reaching their in 1870.

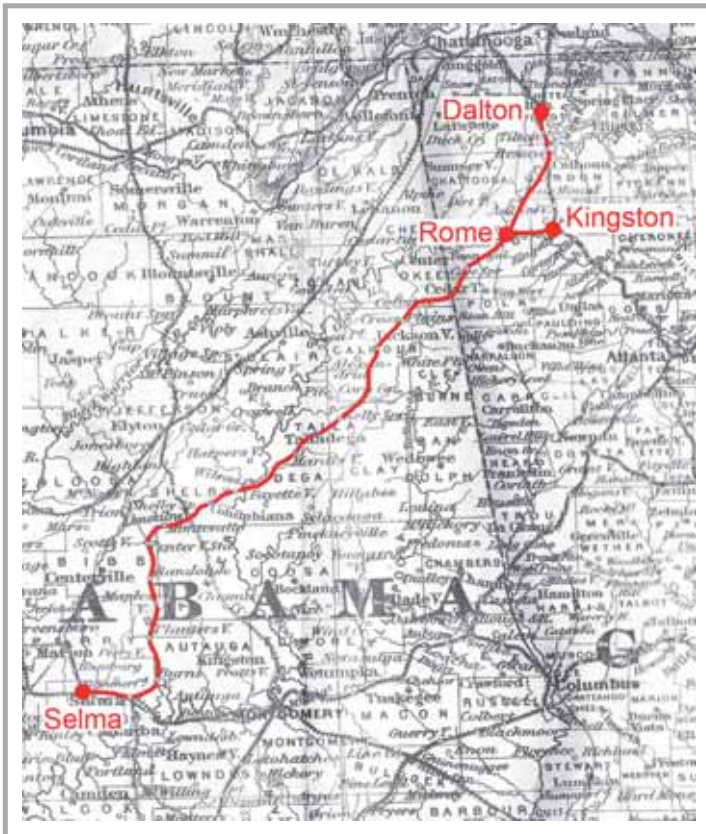
In 1870 the rail road was contracted for Route 6609 of 237½ miles at \$17,812 a year for a daily service. In July 1871 a new contract as Route 6610 commenced at \$23,750 for a daily service excluding Sundays which remained unaltered until 1876.



DALTON & SELMA AGT. / OCT / 13

Plimpton Die 57 envelope addressed to Edgefield Court House, South Carolina and put onto Route 6610 on October 13th circa 1874. Struck with the Route Agents Terminal date stamp (Towle 401-H-1) **not previously recorded in green.**

Letter of unknown origin carried to Dalton and probably transferred to Route 6002 for Atlanta and then Augusta for the 26 miles north to Edgefield.



Map by Columbus Drew of 1874 with the course of Route 6402 and the location of Live Oak.

Southwestern Rail Road Route 6016

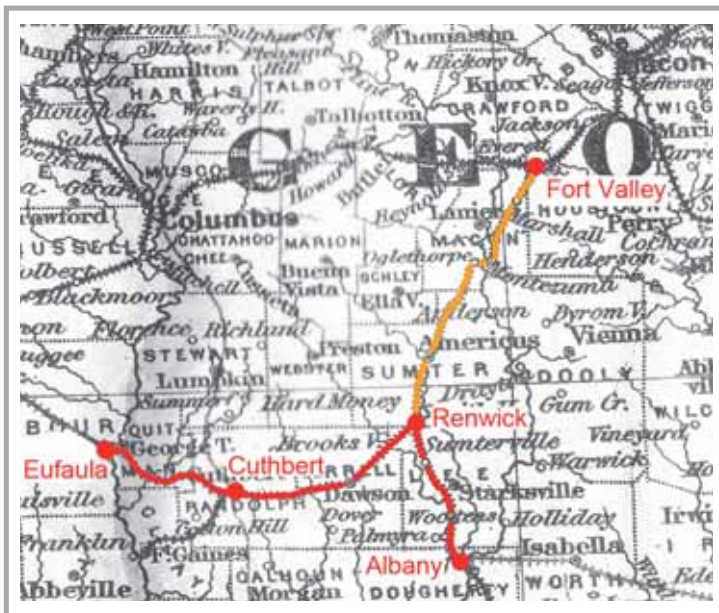
The Southwestern Rail Road Company was chartered in 1845 with construction between Macon and Oglethorpe completed in 1852. Growth by further expansion and acquisition saw, by 1860 routes to Albany, Butler, Fort Gains and Eufaula, Alabama.

In 1867 Route 6016 was contracted in two parts with Fort Valley to Eufaula of 115 miles at \$5,783 a year for a daily service and Albany to Renwick of 24 miles at \$1,200 a year, also with a daily service.

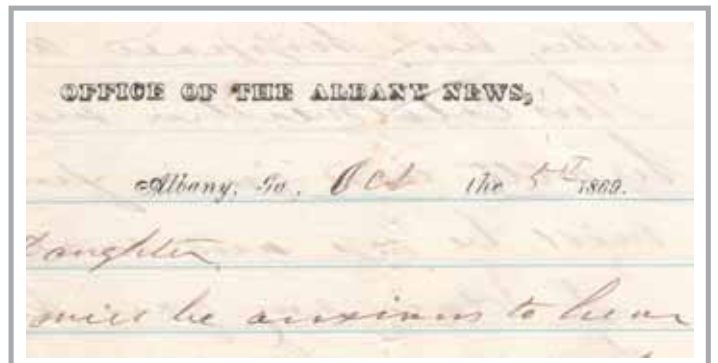


SO. WESTERN R.R. / OCT / 5

Envelope with printed letter sheet headed "Office of the Albany News - Albany, Ga. Oct the 5th 1869." and addressed to Cuthbert. Franked 3 cents with a Scott 114 Pictorial issue cancelled by the Route Agents target obliterator and his date stamp (Towle 360-E-1)



G.W. Colton's map of 1873 with the course of the letter on Route 6016 (red) and the balance of the Fort Valley to Albany route (orange)



Reproduction of letter head (reduced).

Chapter 7 Mid West Routes

Madison & Indianapolis Rail Road Routes 3904 & 14502

The Madison & Indianapolis Rail Road completed its 87 mile line in late 1847 and were contracted for Route 3904 from January 1st 1848 at \$3,792 a year for a daily service excluding Sundays.

From July 1857 the contract was for Route 14502 at \$4,350 a year for the same service.

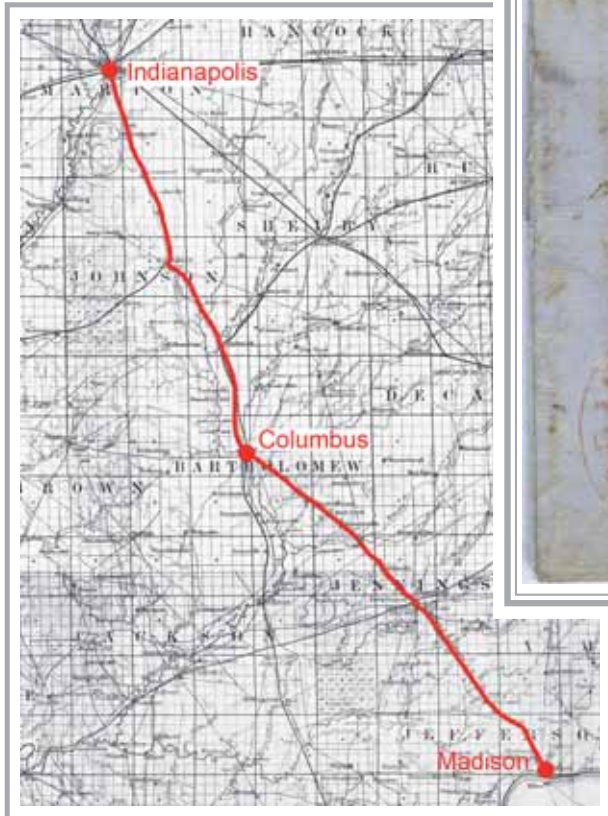


MADISON & INDNPLS R.R. JAN / 21

Folded letter dated "**Madison Ind. January 18th 1850**" addressed to Joseph Albert Wright (1810 - 1867), Governor of Indiana at the State Capitol.

Carried on Route 3904 and franked with a 5 cent 1847 issue pen cancelled. Struck with the Route Agents Terminal date stamp (Towle 654-B-3 Rarity VII).

The Alexander Census lists 66 examples of the Scott 1 as being used on Mid Western rail road routes. The Madison & Indianapolis route has a total of 22 examples recorded.



Map by S.D. King of 1852 published by J.H. Colton with the course of the Madison to Indianapolis Rail Road.



MADISON & INDNPLS R.R. / OCT / 14

Folded letter dated "**Strawtown, Hamilton Co. Ia. October 10th 1857**" to Cincinnati. The letter was carried outside the posts to Indianapolis and put onto Route 14502 four days after writing. Franked 3 cents pen cancelled and struck with the Route Agents Terminal date stamp (Towle 654-B-1).

Probably carried south to Madison on the route for transfer to Route 5032 by steamboat to Cincinnati.

Mad River & Lake Erie Rail Road Route 2206

Construction of the Mad River & Lake Erie between Springfield and Sandusky commenced in 1835 and parts of the incomplete track was used from 1845 by the stage coach contractors on the route.

The full 134 mile route was completed in 1848 and contracted from July 1st as Route 2206 at \$5,473 a year for a daily trip excluding Sundays.



MAD RIV & LAK. ERIE R.R. FEB / 25

Folded letter dated "**February 25th 1850**" from Sandusky addressed to Nacogdoches, Texas. Put onto Route 2206 the same day for transfer at Springfield to Route 2234 for Cincinnati.

Rated at "**10**" cents for over 300 miles with the Route Agents "10" and his date stamp (Towle 565-A-2 **Rarity VIII Very Rare**).

Routed from Cincinnati via steamboat to New Orleans and Shreveport for the overland route to Nacogdoches.



Map by G.W. Colton of 1873 with the course of Route 2206 and the location of Bellefontain on the line.



MAD RIV & LAK. ERIE R.R.

Folded letter dated "**Bellefontain Oct 28 1851**" addressed to Sandusky and franked 3 cents with a Scott 10 cancelled by the Route Agents "FREE". The Route Agents stamp (Towle 565-A-1 **Rarity VII**) but with both month and day slugs removed was struck on the car.

Carried from Bellefontain 97 miles north on Route 2206 for Sandusky.

Little Miami, Xenia & Columbus Rail Road Routes 2234 & 2139

The Little Miami Rail Road was incorporated in March 1836 and completed their 84 mile route to Springfield in August 1846. The first contract however was for the 65 miles to Xenia in 1846 as there was no through connection north of Springfield to Sandusky until 1848. In July 1848 Route 2234 at \$8,800 a year was contracted for a daily trip excluding Sundays.

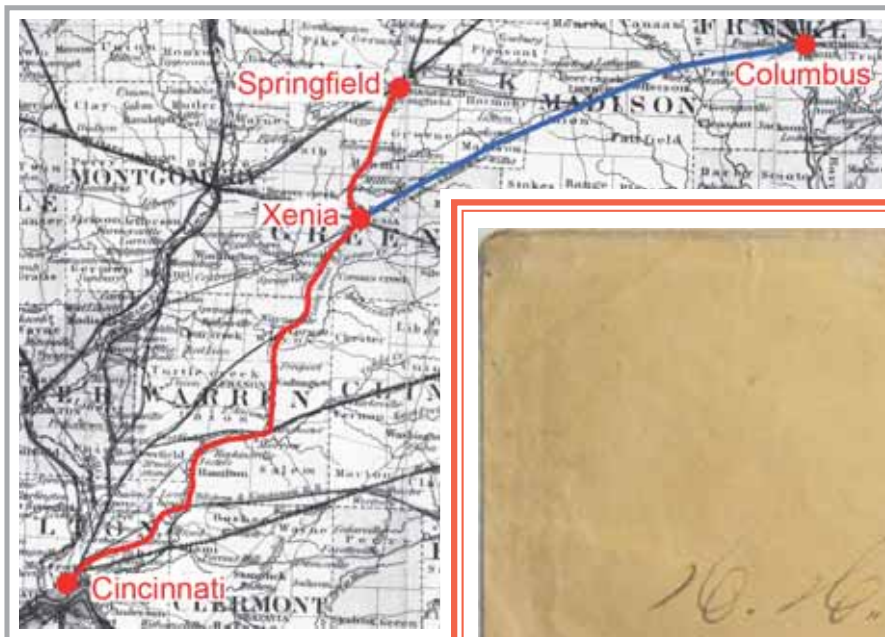
The Columbus and Xenia Rail Road was completed in March 1850 but a contract for Route 2139 of 54 miles was not transferred from the stage coach contractors until January 1851. The rail road was paid \$12,285 a year for a twice daily service. The Little Miami and the Columbus and Xenia combined their operations in 1853.



LITTLE MIAMI R.R. / JUL / 3

Folded letter dated "*Cincinnati July 2d.*" circa 1849 to Columbus and put onto Route 2286 for Xenia for transfer to the then Stage Coach Route 2139 for Columbus.

Put onto the car at Cincinnati on July 3rd to receive Route Agents date stamp 561-D-1 Rarity 7).



Map by J.H. Colton of 1854 with the course of Route 2234 (red) and 2139 (blue).



O. LITTLE M. X. & C. R.R.

Nesbitt Die 2 envelope addressed to St. Marys, Auglaize located 77 miles north of Xenia and put onto the Columbus to Xenia Route 2139 on June 18th circa 1854 for Xenia or transfer north via Springfield. Received the Route Agents date stamp (**Towle 561-V-1 Rarity IX Extremely Rare**).

Cleveland & Pittsburgh Rail Road Routes 2357, 9102 & 9052

The Cleveland & Pittsburgh Rail Road completed the 100 mile line to Wellsville on the Ohio River in 1852 and were contracted for Route 2357 at \$6,835 a year for a daily service excluding Sundays.

In 1860 Wellsville was connected to Pittsburgh through the completion of the River Divisions 95 mile track from Belle Air to Pittsburgh via Wellsville. Two routes were contracted, 9102 Cleveland to Wellsville at \$13,087 a year for two daily trips with one on Sundays and 9052 Belle Air to Pittsburgh at \$7,125 a year with a daily trip excluding Sundays. The 1860 timetable shows the mail cars running through from Cleveland to Pittsburgh.



CLEVELAND & PITTS^{BH} R.R. DEC / 4

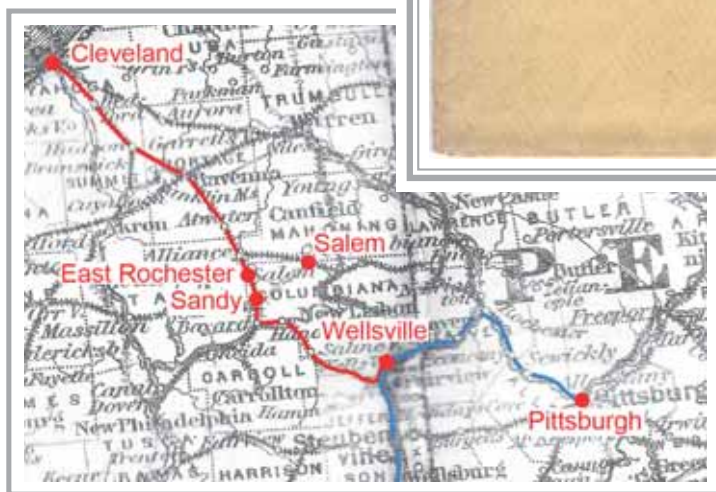
Envelope put onto Route 2357 on December 4th circa 1855 and addressed to Salem. Carried through to Alliance and then by road east to Salem as the branch line from Alliance was not then completed.

Received the Route Agents Terminal date stamp (Towle 554-B-1).



C. & P. R.R. / E. ROCHESTER / STATION JUL 18 1867

Envelope put onto Route 9102 at East Rochester to receive the Station Agents date stamp (Towle 554-S-7). Carried just 8 miles south to Sandy. The 3 cent franking cancelled by a manuscript "1867".



Map by G.W. Colton of 1873 showing the course of Routes 2357 and 9102 (red) and Route 9052 (blue).

Sandusky, Mansfield & Newark Rail Road Route 9142

Formed by the merger of the Mansfield & Sandusky and the Columbus & Lake Erie Rail Roads in 1856, the separate contracts linking Sandusky via Mansfield with Newark were consolidated as Route 9142 commencing July 1856. The 124 mile route at \$12,400 a year was for a daily trip excluding Sundays.



SANDUSKY & NEWARK JUL / 18

Envelope put onto Route 9145 on July 18th circa 1856 addressed to Independence. Carried on the route on either the 34 mile section north from Newark or the 75 mile section south from Sandusky.

The 3 cent franking cancelled by the Route Agents Terminal date stamp; (Towle 567-C-1).



Map by G.W. & C.B Colton of 1871 with the course of Route 9142 and the locations of Independence and Mount Vernon.



SM & N R R O OCT 2nd

Folded letter dated "Mount Vernon Oct 2nd 1857" addressed to Sandusky and put onto the mail car for the 91 miles north on Route 9142. Franked 3 cents cancelled in pen, the Route Agent in the absence of his date stamp endorsed the letter with his manuscript notation "S(andusky) M(ansfield) & N(ewark) R R O(hio) Oct 2nd".

This manuscript endorsement is unlisted by Towle.

Cleveland, Columbus, Cincinnati & Indianapolis R.R. Route 9046

In 1868 three rail roads were merged to form the Cleveland, Columbus, Cincinnati & Indianapolis Rail Road which, by leasing track between Cincinnati and Dayton was able to run through trains over the route between Cleveland and Cincinnati.

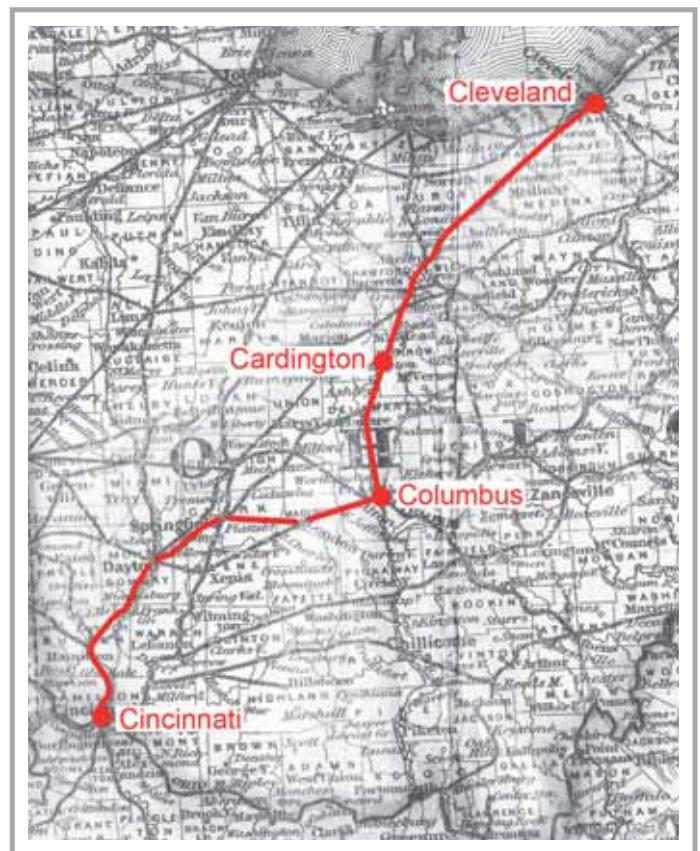
In July 1873 they were awarded a contract to run a Railway Post Office car on Route 9046 for \$55,181 a year for a twice daily service excluding Sundays.



**CLEV. & CIN. R.P.O.
25 / FEB**

Postal card dated *"Cardington Feb 25th 1874"* addressed to Buffalo and put onto the Railway Post Office sorting car 97 miles south of Cleveland running on Route 9046. Cancelled by the sorting clerk's obliterator and his R.P.O. date stamp (Towle 555-C-1).

At Cleveland transferred to the R.P.O. on Route 1241 running on the Lake Shore & Michigan Southern Rail Road between Chicago and Buffalo.



Map by G.W. Colton of 1873 with the course of Route 9046 and the location of Cardington.

Burlington & Southwestern Rail Road Route 11019

The Burlington & Southwestern Rail Road commenced construction at Viele in 1870 and a contract made in July 1871 for the 61 miles to the junction with the North Missouri Rail Road at Moulton. By July 1872 the line had reached Unionville, Missouri, a distance of 104¾ miles and the contract was for \$5,447 a year with a daily service excluding Sundays.

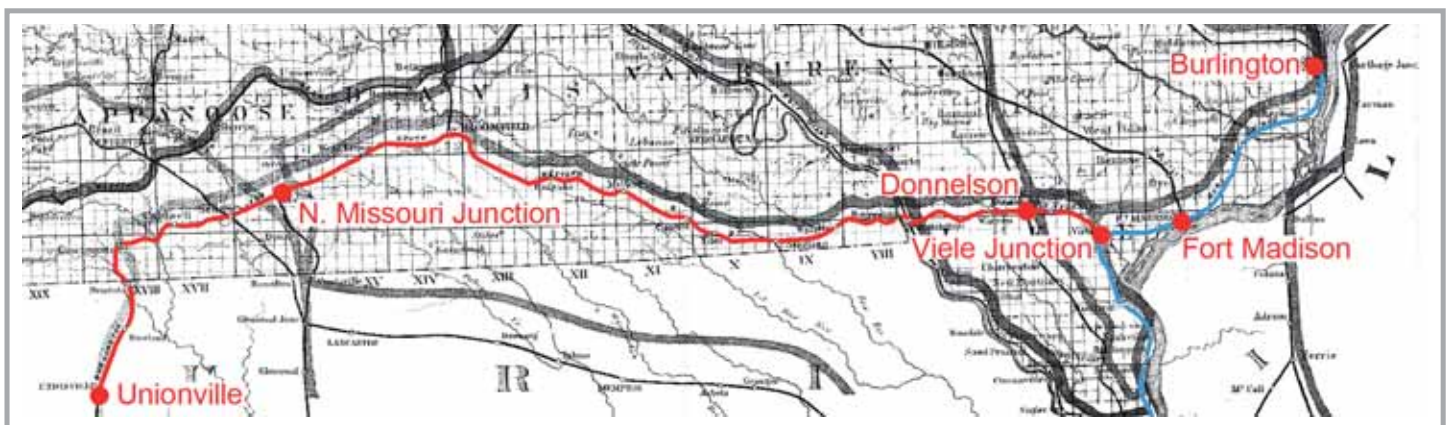
At Viele Junction the line met the Chicago, Burlington and Quincy Rail Roads route between Burlington and Keokuk which was contracted in 1873 for Route 11002 of 42¾ miles at \$3,420 a year for a daily service excluding Sundays.



B. & S.W. R.R. / APR / 18

Corner card of C.B. Stevens at the Post Office, Donnelson, Iowa located 7 miles west of Viele Junction. Content of two letters dated "**Donnelson, Iowa March 4th & March 17th 1874**" addressed to a pig breeder at Parkesburg, Pennsylvania.

Put onto Route 11019 and carried to Viele Junction and then on the course of Route 11002 to Burlington. The timetable of the Burlington & Southwestern showing that the trains ran through to Burlington on the line of the C. B. & Q. R.R.



Map by The Western Litho Co. for the Board of Rail Road Commissioners of Iowa 1881 with the course of Routes 11019 (red) and 11002 (blue).

BURLINGTON & SOUTHWESTERN R'WAY.						
R. F. HOSFORD, Gen. Supt., Burlington, Ia.						
P. M.	Mis.	LEAVE	ARRIVE	Mis.	A. M.	(July 26.)
4 15	0	... Burlington...	130	10 10		
5 35	19	... Ft. Madison...	111	9 05		
7 30	44	... Farmington ¹ ...	86	7 30		
9 33	85	... Bloomfield ² ...	45	4 55		
10 24	100	... Moulton ² ...	30	4 05		
12 15	130	... Unionville...	0	2 15		
A. M.		ARRIVE	LEAVE		A. M.	

¹ Connects with Des Moines Val. R'way. ² North Mo. R'way.
 Lexington & Kansas City Div.—A train runs between Laclade and Browning. Distance, 19 miles.

Timetable of July 1874 for the Burlington & Southwestern Railway showing that the route was from Burlington to Unionville. Taken from page 181 of Appletons' Railway & Steam Navigation Guide published September 1874.

Indianapolis & Cincinnati Rail Road Route 14500

Originally chartered as the Indianapolis & Lawrenceburg R.R. in 1836, the first 42 miles of line between Lawrenceburg and Greensburg opened in 1850 under the new name of the Indianapolis & Cincinnati Rail Road. The full 113½ mile route from Indianapolis to Cincinnati was not completed until 1856 although contracts operated on the line prior to that year.

In July 1856 the contract was for Route 14500 at \$11,350 a year for a twice daily service excluding Sundays.



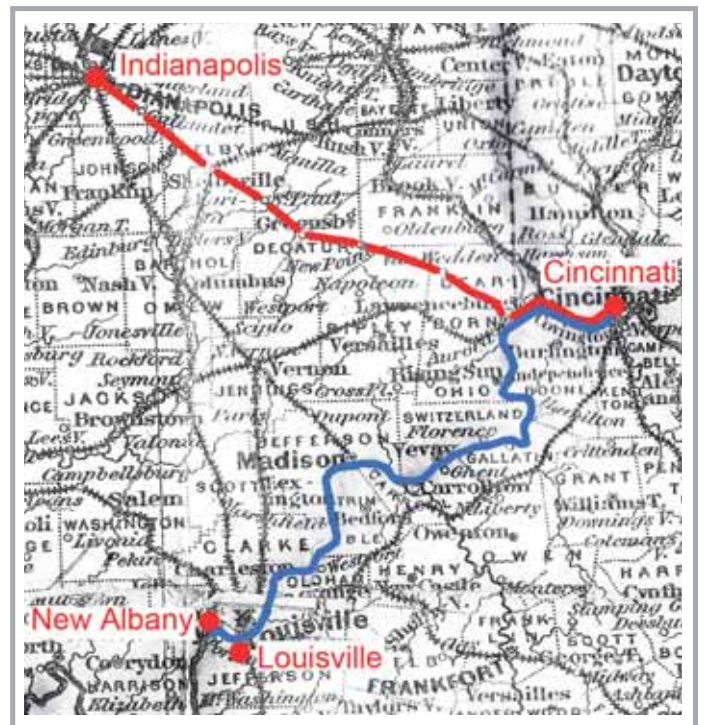
INDIANAPOLIS & CINCINNATI R.R. / DEC / 27

Envelope put onto Route 14500 on December 27th circa 1856 with the 3 cent franking cancelled by the Route Agents Terminal date stamp (Towle 653-A-1 Rarity VIII Very Rare).

Routed through the distribution office at Cincinnati for transfer to Route 5032 on the Ohio River for Louisville and then Route 5102 to New Albany.

Cincinnati to Indianapolis.					Indianapolis to Cincinnati.					
Chic. Exp.	Acc.	Chic. Mail.	Fares.	Miles.	STATIONS.	Miles.	Fares.	Acc.	Mail.	Chic. Exp.
P. M.	A. M.	A. M.			LEAVE ARRIVE	A. M.	P. M.	Night		
6 00	11 50	5 50			.. Cincinnati...	11 00	5 50	10 25	4 00	12 00
	12 00	6 00	85	10	.. Storrs...	108	5 50	10 15	3 50	11 50
	12 05	6 05			.. Culloma...	105		10 07	3 42	11 41
	12 30	6 30	35	10	.. Delhi...	100	3 99	9 55	3 30	11 23
	12 35	6 35	45	14	.. North Bend...	96	3 05	9 45	3 20	11 18
	12 48	6 48	17		.. Gravel Pit...	93		9 37	3 12	11 10
	12 50	6 50			.. O. & M. June...	89		9 27	3 02	11 00
7 00	12 55	6 55	*70	21	Lawrenceburg	82	2 50	9 25	3 00	10 50
	12 56	6 56			.. Newtown...	82		9 17	2 54	10 54
7 21	1 11	7 13	95	30	.. Guilford...	80	2 60	9 00	2 53	10 38
	1 26	7 32	1 15	32	.. Harmans...	72	2 40	8 43	2 32	10 23
	1 37	7 45	1 30	40	.. Van Weddens...	70	2 25	8 39	2 12	10 13
7 54	1 42	7 52	1 40	42	.. Sunman...	68	2 15	8 24	2 07	10 07
	1 47	7 57	1 45	44	.. Spades...	66	2 10	8 18	1 52	10 02
8 15	1 55	8 10	1 55	47	.. Morris...	63	2 00	8 10	1 55	9 55
	1 58	8 22	1 60	50	.. Ratesville...	60	1 95	7 50	1 37	9 47
8 27	1 59	8 37	1 80	56	.. New Point...	54	1 75	7 35	1 20	9 22
	1 59	8 42	1 95	58	.. Smith's Cross...	52	1 70	7 30	1 14	9 17
	1 59	8 49	2 00	61	.. McCoy's...	49	1 65	7 22	1 06	9 09
9 00	1 59	9 00	2 10	65	.. Greensburg...	45	1 50	7 13	12 55	9 00
	1 59	9 18	2 25	70	.. Adams...	40	1 30	7 01	12 42	8 45
9 23	1 59	9 25	2 40	75	.. St. Paul...	35	1 10	6 50	12 30	8 32
	1 59	9 32	2 50	77	.. Waldron...	33	1 00	6 44	12 22	8 25
	1 59	9 39			.. Prescott...			6 37	12 15	8 18
9 45	1 59	9 48	2 70	87	.. Shelbyville...	23	80	6 28	12 05	8 01
	1 59	10 05	2 95	89	.. Fairland...	21	60	6 18	11 49	7 50
	1 59	10 14	3 05	93	.. London...	15	50	6 04	11 38	7 40
	1 59	10 18	3 15	96	.. Brookfield...	14	45	6 01	11 34	
	1 59	10 23	3 20	98	.. Acton...	12	40	5 57	11 30	7 31
	1 59	10 32	3 30	101	.. Gallaudet...	9	30	5 48	11 21	
	1 59	10 40	3 40	105	.. Poplar Grove...	5	25	5 41	11 13	7 13
10 45	1 59	10 55	3 50	110	Indianapolis			5 39	10 55	7 00
P. M.	P. M.	A. M.			ARRIVE LEAVE	A. M.	A. M.	P. M.		

April 1860 timetable for the Indianapolis & Cincinnati Rail Road from page 197 of Appletons' Guide of August 1860.



Map by G.W. Colton of 1873 with the course of Route 14500 and the Ohio River route from Cincinnati to New Albany.

Illinois Central Rail Road Route 11407

In July 1866 the Illinois Central Rail Road was contracted for Route 11407 Chicago to Cairo of 365 miles at \$42,100 a year for a twice daily service excluding Sundays.

The contract included the requirement for the company to operate a Railway Post Office Office car on the 252 mile section of the route between Chicago and Centralia.



Map from Appleton's Guide of September 1869 with the course of Route 11407 Chicago to Cairo.



CHICAGO & CENT. R.P.O. / JUN / 2

Nesbitt Die 26 envelope originating in Chicago and put onto Route 11407 on June 2nd circa 1867. Addressed to South Pass located at Cobden, 71 miles south of Centralia. Cancelled by the distinctive arrow head obliterator and the Railway Post Office clerks date stamp (Towle 708-F-1).

Transferred at Centralia to the Dunleith to Cairo mail car for South Pass.



CHI. TO CENTRALIA R.P.O. FEB / 17

Envelope addressed to Ridgeway, New York and put onto Route 11407 on February 17th circa 1868 for Chicago and then east to New York.

The 3 cent franking cancelled by the R.P.O. clerks date stamp (Towle 708-C-1).

Illinois Central Rail Road Lostant & Carbondale Station Agents Stamps

Lostant was located on Route 11512 between Dunleith and Centralia whilst Carbondale was on Route 11507 Chicago to Cairo in the period July 1862 to June 1866. The total payment for the 708 miles on the two routes was \$76,300 a year with a daily service on 11507 and twice daily on 11512 excluding Sundays.

Towle records 18 Station Agent date stamps on the two routes in the 1860s.



Colton's map of 1873 with the location of Lostant and the branch line to Granville.



ILLINOIS CENTRAL / R.R. LOSTANT / Apr 6 1865

Envelope addressed to Granville and posted on April 6th 1865 to be carried 14 miles on the branch line running west to Hinnepen. Franked 3 cents cancelled by Station Agents date stamp (Towle 709-S-1).



Colton's map of 1873 with the location of Carbondale on the Chicago to Cairo Route 11507.



FROM CABONDALE. ILL. C. R.R. / MAR / 6

Envelope put onto Route 11507 at Carbondale addressed to Wooster, Ohio and carried the 308 miles through to Chicago on March 6th circa 1866. The 3 cent franking cancelled by the Station Agents target obliterator and his date stamp (Towle 708-S-6).

Chicago & Mississippi Rail Road Route 13264

In July 1853 the first portion of the Chicago to St. Louis line built by the Chicago & Mississippi Rail Road was contracted for 124 miles to Bloomington and the extended south to Springfield. In July 1854 the full 254 mile route was contracted as Route 13264 at \$24,500 a year for a twice daily service with one trip on Sundays. The final 25 miles from Alton to St. Louis was by steamboat.

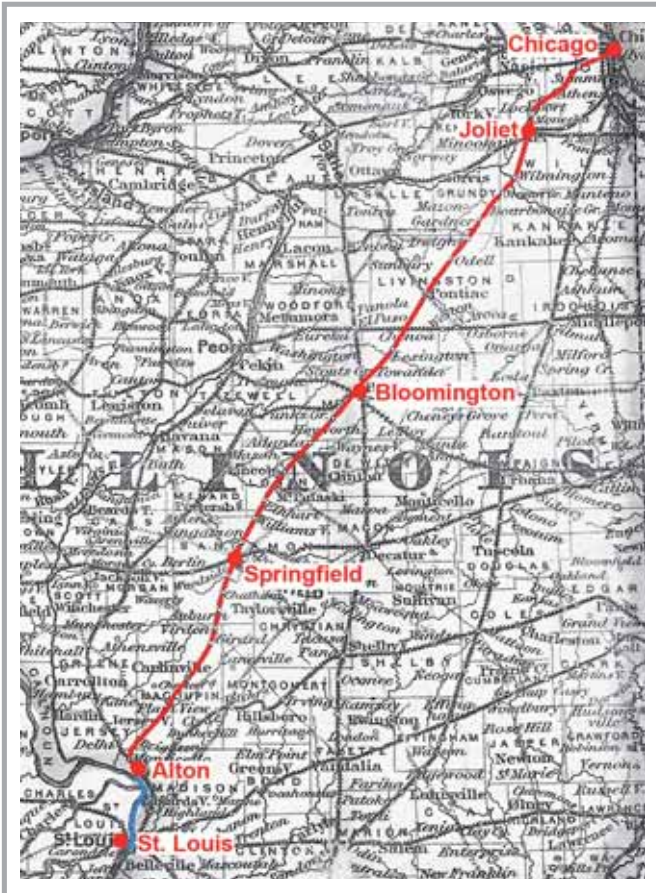
Towle records two Route Agent date stamps, a straight line type and this circular form (Towle 705-A-2 Rarity IX Extremely Rare). Used here with a missing day slug and manuscript "17" inserted.



CHICAGO & MISS. R.R.
MAY / 17

Envelope put onto the course of Route 13264 circa 1856 and addressed to St. Louis to be carried south to Alton and steamboat carriage to St. Louis. The Route Agents date stamp was used to cancel the 3 cent franking.

Timetable for the Chicago & Mississippi Rail Road of May 8th 1860 from page 177 of Appletons' Railway Guide August 1860.



Map by G.W. Colton of 1873 with the course of Route 13264 and the Mississippi steamboat portion.

Chicago to St. Louis.					St. Louis to Chicago.				
Pollet	Acc.	Night Exp.	Exp. Mail.	Miles.	STATIONS.	Miles.	Exp. Mail.	Night Exp.	Pollet
P. M.	P. M.	A. M.			LEAVE ARRIVE		P. M.	A. M.	A. M.
4 29	9 07	0 00		0	Chicago	291	7 20	6 20	5 00
4 37	9 07	0 00		1	Wayne Junction	290	7 15	6 20	5 23
4 39	9 14	9 11		3	Richmond	278	7 09	6 25	5 11
4 38	9 14	9 11		4	Wrighton Course	277	7 05	6 25	5 05
5 00	9 22	9 20		11	Summit	270	6 59	6 25	5 11
5 18	9 44	9 43		18	Willow Springs	264	6 35	6 14	5 12
5 36	10 09	9 57		24	Alton	257	6 21	6 08	5 11
6 05	10 16	10 12		32	Lockport	249	6 05	6 02	5 10
6 25	10 35	10 23		38	Joliet	245	5 54	6 00	5 10
6 55	10 57	10 49		44	Elwood	237	5 39	6 00	5 10
7 04	11 02	10 50		47	Hampton	234	5 32	6 00	5 14
7 20	11 13	11 06		51	Williamington	229	5 22	6 00	5 20
7 28	11 09	11 20		53	Stewart's Grove	224	5 16	6 00	5 23
7 40	11 30	11 30		62	Garfield	219	5 05	6 00	5 15
7 57	11 54	11 54		70	Owens	214	4 52	6 00	5 08
8 17	12 14	12 14		78	Odell	208	4 39	6 00	5 04
8 42	12 29	12 19		84	Cayuga	197	4 24	6 00	5 12
8 59	12 45	12 35		89	Pontiac	192	4 16	6 00	5 05
9 12	12 58	12 51		91	Oceola	187	4 09	6 00	5 11
9 24	1 12	1 02		100	Peoria Junction	181	4 06	6 00	5 07
9 46	1 23	1 23		107	Lackington	174	4 01	6 00	5 07
10 03	1 50	1 50		115	Townsend	166	3 55	6 00	5 04
10 23	2 09	2 09		122	L. C. R. Junction	159	3 49	6 00	5 03
10 36	2 22	2 22		124	St. Joseph's Sta	157	3 44	6 00	5 03
10 54	2 27	2 27		149	Highland Junction	145	3 22	6 00	5 03
11 20	2 40	2 40		151	Shelby	139	3 12	6 00	5 03
11 31	2 50	2 50		155	Funk's Grove	145	3 09	6 00	5 00
11 53	3 01	3 01		149	McLean	141	3 00	6 00	5 01
12 08	3 15	3 15		145	Atalusa	136	2 56	6 00	5 04
12 24	3 29	3 29		149	Lava Dale	132	2 46	6 00	5 05
12 41	3 42	3 42		155	Lincola	126	2 39	6 00	5 09
1 01	3 59	3 59		161	Broadwell	120	2 32	6 00	5 03
1 24	4 11	4 11		166	Elkhart	114	2 28	6 00	5 03
1 40	4 25	4 25		172	Williamsville	108	2 20	6 00	5 14
1 54	4 38	4 38		177	Sherman	104	2 15	6 00	5 08
2 09	4 53	4 53		179	Sammerton	102	2 11	6 00	5 15
2 23	5 00	5 00		184	Springfield	97	2 10	6 00	5 40
2 38	5 10	5 10		186	W. R. R. Junc.	95	2 00	6 00	5 31
2 53	5 20	5 20		190	Wood Side	91	2 00	6 00	5 02
3 08	5 30	5 30		194	Chatham	87	1 58	6 00	5 51
3 23	5 41	5 41		200	Antona	81	1 55	6 00	5 35
3 39	5 54	5 54		205	Virard	75	1 51	6 00	5 10
3 55	6 12	6 12		210	Virard	71	1 40	6 00	5 03
4 10	6 23	6 23		213	Niangua	68	1 35	6 00	5 00
4 26	6 42	6 42		222	Carrollville	59	1 30	6 00	5 20
4 43	6 57	6 57		228	Manassah	53	1 20	6 00	5 20
5 01	7 10	7 10		237	Pharview	48	1 05	6 00	5 10
5 18	7 25	7 25		257	Shipman	44	1 00	6 00	5 56
5 35	7 34	7 34		262	Providence	39	1 04	6 00	5 24
5 52	7 40	7 40		268	Brighton	36	1 00	6 00	5 38
6 09	8 00	8 00		285	Monticello	30	1 00	6 00	5 22
6 25	8 15	8 15		291	Alton	25	1 00	6 00	5 10
6 44	8 25	8 25		293	Rock St. Louis	23	1 00	6 00	5 00
A. M.	P. M.				ARRIVE LEAVE		A. M.	P. M.	

Through Fare, \$10 00. Way Fares, about 4 cents per mile.

Chicago, Milwaukee & St. Paul Rail Road Routes

The “Milwaukee Road” was initially created from the merger of companies with track in Wisconsin and Minnesota to form the Milwaukee & St. Paul Rail Road in 1867. In 1874 further consolidation created the Chicago, Milwaukee & St. Paul headquartered in Chicago.

The covers shown represent an example of one of the longer R.P.O. car routes between La Crosse and St. Paul and a shorter contract from Portage to Horicon.



LA. C. & ST. PAUL R.P.O. /JAN / 4

Plimpton Die 58 envelope addressed to Smith Creek, Pennsylvania and put onto the R.P.O. car on January 4th circa 1875 to receive the clerks Terminal date stamp (Towle 837-G-1) and the “E” for east canceller.

Carried on Routes 26013 St. Paul to Winona (104 miles) and 26011 Winona to La Crescent (25 miles) in the R.P.O. car for La Salle and then east on other C. M. & St. P. contract routes to Chicago for Philadelphia.



HOR. & PORT. R.R. / NOV / 1

Envelope with mixed 3 cent franking of November 1st circa 1871 put onto Route 13009 addressed to Milwaukee and carried east between Horicon and Portage 45¼ miles on the Milwaukee & St. Paul Rail Road. Transferred to Route 13005 at Portage for Milwaukee.

Chicago, Burlington & Quincy Rail Road Branch Route R.P.O. Stamps

The Chicago, Burlington & Quincy ran a number of short line Railway Post Office cars in north east Illinois in the late 1860s into the 1870s. In 1869 the Galva to New Boston route was contracted for Route 11405 of 50¾ miles and the car then ran south 6 miles to Keithsburg. The Peoria to Galesburg route of 54 miles was first contracted in 1858 and from 1862 was run as Route 11518 at \$5,400 a year. An R.P.O. car was put onto the route in about 1870.



GALVA & K. R.P.O. MAY / 3

Reay Die 37 envelope put onto the R.P.O. car on Route 11405 between Keithsburg & Galva addressed to Chester, Vermont.

Received the clerks Terminal date stamp for May 5th circa 1871 (Towle 698-A-1) and his "L" shaped canceller.

Transferred at Galva for the routes east via Chicago, Cleveland and Buffalo.

PEO. & GALES. R.P.O. JAN / 27

Envelope put onto the R.P.O. car on Route 11518 on January 27th circa 1871 addressed to Galesburg.

Received the clerks Terminus stamp (Towle 697-D-1) with the 3 cent franking cancelled by his "W" directional stamp, in this case incorrectly used as the car was travelling east.



G.W. Colton's map of 1873 with Route 11405 in red and Route 11518 in blue.



Peoria & Bureau Valley Rail Road Route 13394

The Peoria & Bureau Valley Rail Road completed its 47 mile line from Peoria to Bureau Junction in January 1855. On February 1st 1855 the Chicago & Rock Island Rail Road took control and contracted for Route 13394 for a through route of 62 miles from Peoria to La Salle at \$3,100 a year for a daily trip excluding Sundays.

Of the three recorded types of Route Agents stamps recorded for the route that shown below was considered by Towle to be unique with a Rarity rating of X. This example of Towle 703-A-1 is of a different date to his proving example so bringing the rarity down to IX (Extremely Rare).



BUREAU VALLEY R.R. / MAR / 17

Envelope put onto the course of Route 13394 on March 17th 1857 addressed to Chester, New Hampshire. Franked 3 cents with a Scott 11 Bright Purplish Claret issued in 1857. Fraanking cancelled by the Route Agents date stamp.

Carried to La Salle for transfer to the car for Chicago and then east to New Hampshire. Missent to Nashua where it received the transit stamp for March 23rd 1857. Redirected 18 miles north east to Chester.



Map by G.W. Colton of 1873 with the course of Route 13394.

Chic. to Iowa City.					STATIONS.	I. City to Chicago.				
Night Exp.	Joliet Accom.	Dy Ex. & Mail.	Miles.	Miles.		D. Exp. & Mail.	Joliet Accom.	Night Exp.		
1 20		12 55	84	.....	Ottawa.....	154	9 30		12 30
1 50		1 20	94	.....	Utica.....	144	9 07		12 40
2 05		1 35	95	.....	La Salle ⁴	140	1 55		11 45
2 15		1 45	100	.....	Peru.....	138	1 45		11 35
2 45		2 10	110	.....	Trenton.....	128	1 20		11 03
2 55		2 40	114	.....	Bureau.....	124	1 10		10 50
3 00		2 45			Bureau J. ⁵	47	12 45		10 30	
3 27		3 10	122		Snatchwite.....	39	12 20		10 00	
3 40		3 30	127		Henry.....	34	12 02		9 40	
4 15		3 50	134		Lacon.....	26	11 40		9 12	
4 48		4 15	142		Chillicothe.....	13	11 15		8 40	
4 52		4 20	145		Rome.....	15	11 05		8 30	
5 10		4 45	151		Mossville.....	10	10 45		8 05	
5 45		5 15	160		Peoria ⁶ ..	10	10 15		7 30	

Portion of April 1860 timetable from page 181 of the Chicago & Rock Island Railway from Appleton's Railway Guide of August 1860. The mail train times are bordered in red for that portion of the route covered by the tracks of the Bureau Valley Rail Road.

Louisville / Frankfort / Lexington Joint Rail Roads Route 5106

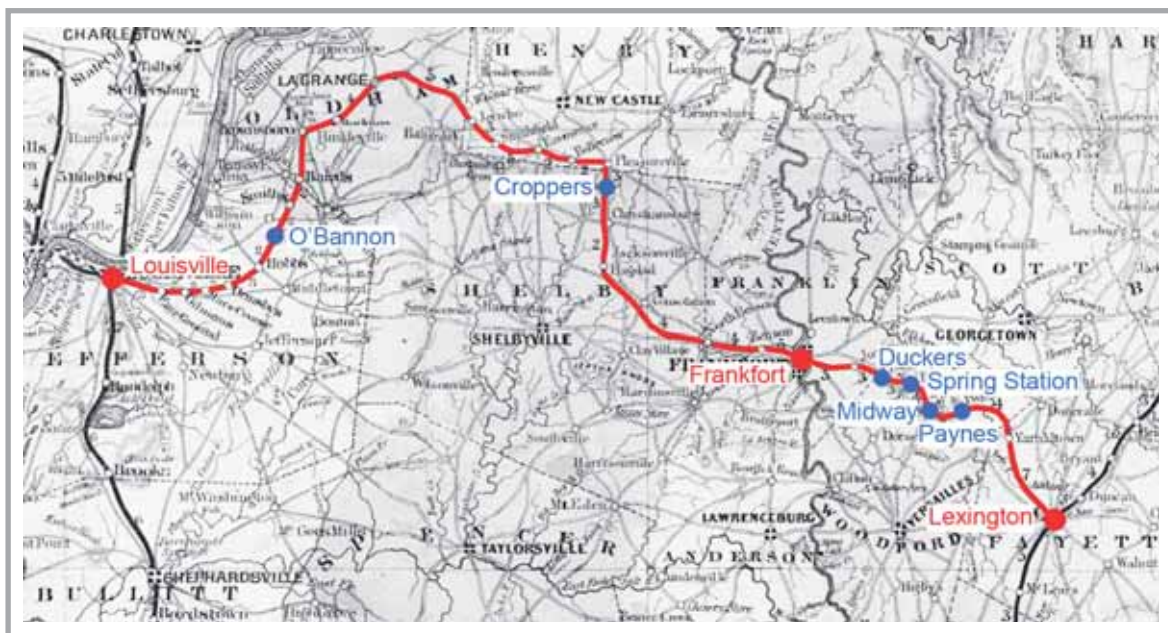
The track connecting Louisville on the Ohio River with Lexington was completed in two sections operated by the Louisville & Frankfort R.R. over its 65 miles and the Frankfort & Louisville over its 29 miles. Trains were run jointly over the two portions for the 94 miles and were not consolidated into the Louisville, Cincinnati & Lexington Rail Road until 1869.

Contracted as Route 5106 in July 1851 with the joint companies being paid \$8,840 a year for a twice daily service including Sundays. The Postmaster Generals Reports give the contractor as the Louisville & Frankfort until 1858 when both operators are credited with the contract for Route 9704 then at \$9,400 a year for a twice daily service excluding Sundays.



LOUISVILLE & LEXINGTON R.R. / APR / 10

Envelope put onto Route 5106 on April 10th circa 1853 addressed to Centerville located 10 miles southeast of Lexington. Carried eastward on the route to Lexington, the Route Agents Terminal date stamp (Towle 524-B-1) used to cancel the 3 cent franking.



J.T. Lloyd's map of 1863 with the course of Route 5106 between Louisville and Lexington. The stations shown in blue are those recorded as using Station Agents date stamps (see next sheet).

Louisville to Lexington Route 9704 Station Agent Stamps

Towle records a total of six Station Agents stamps as being used on the Louisville to Lexington rail road. Those of O'Bannon and Croppers were located on the Louisville & Frankfort Rail Road portion of the route whilst the balance were on the Frankfort to Lexington portion. See map on previous sheet for locations.

Both examples are rated as VII Rare by Towle.



LOU. & FRAN. & LEX. & FRAN. R.R.
OCT / 15
O'BANNON

Envelope put onto Route 9704 on October 15th circa 1861 at O'Bannon and carried 80 miles east to Lexington. The Station Agent applied his date stamp (Towle 524-S-4) cancelling the 3 cent Scott 64.

From Lexington carried on the post road 33 miles east via Winchester for Mount Sterling.



LOU. & FRAN. & LEX. & FRAN. R.R.
MAY / 7
CROPPERS

Envelope with letter sheets dated "*Mulberry Manse May 2nd Wednesday*" addressed to the University of Virginia at Charlottesville.

Put onto Route 9704 at Croppers located 7 miles from Mulberry where the Station Agents date stamp (Towle 524-S-1) for May 7th circa 1862 was applied cancelling the 3 cent franking. Forwarded to Warrenton on May 12th.

Nashville to Lexington Rail Road Routes 9504 & 9506

In 1862 two contracts were engaged on a route that connected Nashville through Louisville and Frankfort with Lexington. **Although this was prior to the introduction of Railway Post Office cars, the discovery of a Route Agents date stamp "LOU. NASH. & LEX. & FR. R.R." indicates that a through car was run through over the two contract routes during the Civil War.**

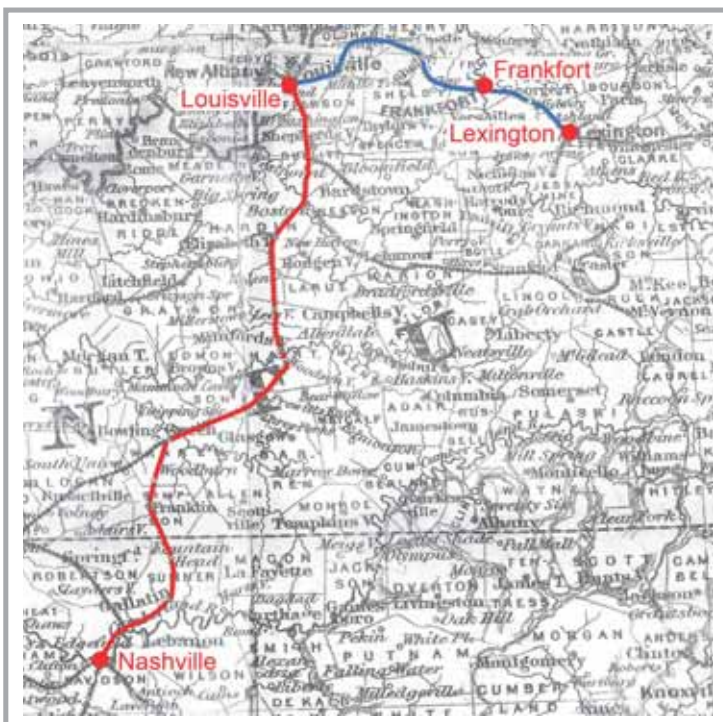
Route 9504 was contracted to the Louisville & Nashville Rail Road at \$27,750 a year for a daily service on the 185 mile route. Route 9506 was a combined contract with the Louisville & Frankfort and the Lexington & Frankfurt under common management for Louisville to Lexington at \$9,400 year for a daily service excluding Sundays on the 94 mile route.



LOU. NASH. & LEX. & FR. R.R. / JAN / 19

Patriotic envelope (Weiss FR-233^a) addressed to Afton, Minnesota and put onto the Lexington to Nashville combined route on January 19th circa 1863. **The Route Agent applied the previously unrecorded date stamp when the cover was put onto the car.**

The origin of the cover is not known but which ever leg of the combined route it entered the mails, it would have been routed through Louisville. Possibly carried on Route 9501 by steamboat to Cairo and then Route 10405, again by steamboat to St. Louis and a further steamboat route to Minneapolis for Afton.



G.W. Colton's map of 1873 with the course of Routes 9504 (red) and 9506 (blue).

Michigan Central & Southern Rail Roads Routes 3703 & 13018

The first contract with the Michigan Central Rail Road was in July 1841 for the first 30 miles of the route between Detroit and Ypsilanti. It was not until 1852 that the full 282½ miles was completed to Chicago and contracted as Route 3703 at \$28,250 a year for a daily service excluding Sundays.



MIC. CENTRAL R.R. / OCT / 4

Envelope addressed to Lockport, New York and put onto the Michigan Central on October 24th circa 1853 on the course of Route 3703 for Detroit. The 3 cent franking cancelled by the Route Agents date stamp (Towle 610-A-2 Rarity VII).

The first contract with the Michigan Southern Rail Road was in July 1848 on the 68 miles of completed track between Monroe and Hillsdale. By 1854 the line had merged with the Northern Indiana & Chicago and renamed the Michigan Southern & Northern Indiana Rail Road.

In July 1854 Route 13018 of 242 miles was contracted between Toledo and Chicago at \$36,300 a year for a twice daily service excluding Sundays. The Route Agents date stamps continued to be worded for the Michigan Southern.



MICH. SOUTHERN
JUN / 4

Envelope put onto Route 13018 on June 4th circa 1855 addressed to Elkhart, Indiana. Carried on the route to Elkhart located 101 miles east of Chicago and 143 miles west of Toledo.

Franked 3 cents cancelled by the Route Agents date stamp (Towle 559-C-1 Rarity VII).

Green Bay & Minnesota Rail Road Route 13395

Chartered in April 1866 the Green Bay & Lake Pepin Rail Road reached New London by July 1871 and East Winona on the Mississippi River in December 1873. In September 1873 it was renamed the Green Bay & Minnesota. The first contract to New London of 40¼ miles was for Route 13395 at \$2,015 a year for a daily service excluding Sundays.

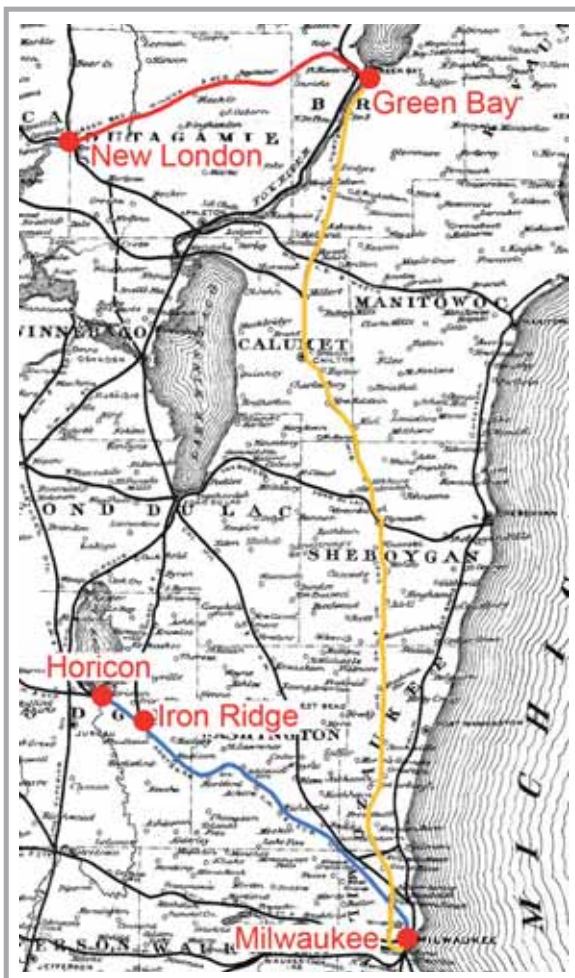
In December 1873 the contract for Route 13395 was for the full 216½ miles of the line at \$10,820 a year for a daily service excluding Sundays. Renewed as Route 25015 in July 1874 on the same terms.



G.B. & MINN. R.R. / OCT / 15

Envelope addressed to Iron Ridge, Wisconsin located on the Northern Division of the Chicago, Milwaukee & St. Paul Rail Road. Put onto Route 13395 for Green Bay on October 15th circa 1874 to be cancelled by the Route Agents grid obliterator and his date stamp (Towle 845-A-1).

Probably route from Green Bay on Route 13396 to Milwaukee and then 47 miles west on Route 13006 to Iron Ridge. Other routing was available via Fond du Lac to Horicon but would have meant a number of bag transfers on several different routes.



Map by W.L. Nicholson, Topographer to the Post Office Department July 1882 with the course of Route 13395 (red) to Green Bay. Route 13396 (orange) to Milwaukee and Route 13006 (blue) to Iron Ridge.

Detroit & Bay City Rail Road Route 24013

The Detroit & Bay City Rail Road completed its 111¼ of track between the two cities in 1872. In July 1873 they were contracted for Route 12529^a at \$7,557 a year for a daily service excluding Sundays.

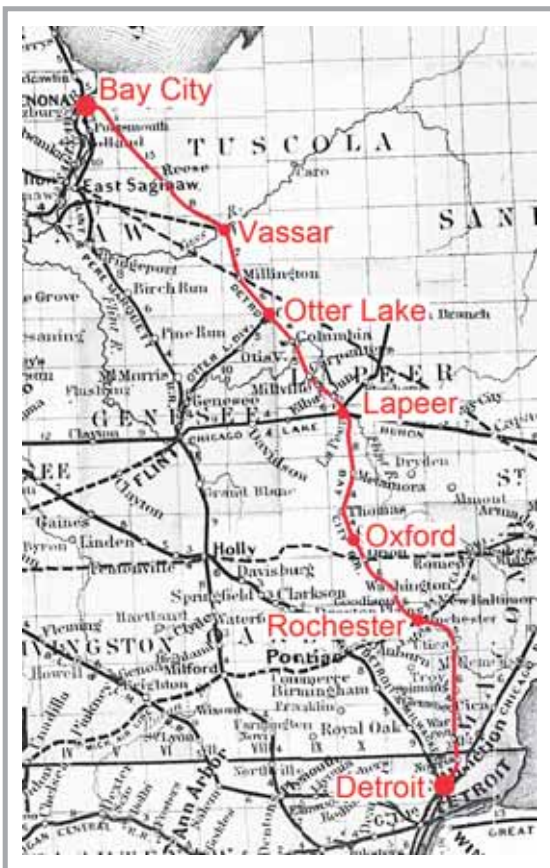
In July 1874 the contract was for Route 24013 of 109 miles at \$7,410 for a twice daily service excluding Sundays and in July 1875 payment was increased to \$9,262 for the same service.



BAY CITY & DET. AGT. SEP / 8

Plimpton Die 57 corner card envelope addressed to the provider of the envelope at Portville, New York. Put onto Route 24013 for Detroit on September 8th circa 1875 to receive the Route Agents Terminal date stamp (Towle 628-A-2).

From Detroit routed east for the New York Central route from Dunkirk to Portville located 70 miles east of Dunkirk.



Map by O.W. Gray for the Commissioner of Rail Roads 1876 with the course of Route 24013.

DETROIT & BAY CITY RAILWAY.									
JAMES F. JOY, President.					T. B. SARGEANT, Gen. Supt., and Gen. Ticket & Freight Agent, Detroit, Mich.				
[June, 1874.]									
Exp.	Exp.	Exp.	Mis	STATIONS.	Exp.	Exp.	Exp.		
P.M.	P.M.	A.M.		[L'VE]	[ARR.]	A.M.	P.M.	A.M.	
10 50	5 55	8 20	0	.....Detroit....	11 20	6 10	6 00		
1 10	7 05	9 30	31	...Rochester...	10 10	5 03	4 00		
2 05	7 34	10 02	44	.....Oxford....	9 44	4 37	3 05		
3 25	8 13	10 39	60	...Lapeer ¹ ...	9 08	4 00	1 51		
4 30	8 43	11 10	74	...Otter Lake...	8 33	3 25	12 50		
5 25	9 11	11 37	87	...Vassar....	8 06	2 57	12 00		
6 40	9 58	12 20	108	...Bay City ² ..	7 20	2 10	10 40		
A.M.	P.M.	P.M.		[ARR.]	[L'VE]	A.M.	P.M.	P.M.	

1 Connects with Chicago & Lake Huron Railway, and branch to Fish Lake. 2 With Michigan Central Railway.
Fish Lake Branch.—Leave Lapeer for Fish Lake at 7 00 a.m. and 4 20 p.m.; returning at 8 00 a.m. and 5 20 p.m. Distance, 5½ miles.

Timetable of the Detroit & Bay City Railway from page 176 of Appletons' Railway Guide of September 1874. The stations listed are shown on the map adjacent.

Dubuque & Sioux City Rail Road Route 10971

Originally incorporated as the Dubuque & Pacific Rail Road which reached Manchester, 47³/₄ miles west of Dubuque in 1858 and were contracted for that route. Sold in foreclosure to the newly incorporated Dubuque and Sioux City Rail Road in 1860 who took over the contract and extended the line to Cedar Falls by 1861.

In July 1865 the contract was for Route 10971 of 100 miles to Cedar Falls at \$5,000 a year for a daily service excluding Sundays. The following year the line had been extended by 50 miles to Iowa Falls and Route 11003 contracted at \$7,500 a year for a daily trip excluding Sundays.



DUB. & SIOUX CITY R.R. / AUG/ 15

Envelope addressed to Dubuque and carried east on Route 10971 on August 15th circa 1865 from an unknown origin. The Route Agents date stamp (Towle 759-C-1) was applied on the car and the 3 cent franking cancelled by his obliterator.



Map by The Western Litho Co. for the Board of Rail Road Commissioners of Iowa 1881 with the course of Route 10971 to Cedar Falls and the extensions made to the route between 1860 and 1868.

DUBUQUE & SIOUX CITY RAILWAY. (Formerly Dubuque & Pacific.)						
Edw. Stimson, Pres., and George Young, Supt., Dubuque, Iowa. [Dec. 2.]						
Westward Trains.			Eastward Trains.			
Pass.	Pass.	Mis.	STATIONS.	Mis.	Pass.	Pass.
	A. M.		LEAVE	ARRIVE		P. M.
	10 00	0	...Dubuque ¹ ...	111	2 20	
	10 40	10	...Julien.....	101	1 40	
	11 03	14	...Peosta.....	97	1 17	
	11 22	18	...Epworth....	93	12 58	
	11 40	23	...Farley ²	88	12 40	
	12 10	30	...Dyersville...	81	12 10	
	12 47	37	...Earlville ³ ...	74	11 36	
	1 05	41	...Delaware Center.	70	11 16	
	1 47	47	...Manchester..	64	10 46	
	2 18	54	...Masonville...	57	10 10	
	2 51	61	...Winthrop....	50	9 40	
	3 29	70	...Independence..	41	9 02	
	4 07	81	...Jesup ⁴	30	8 24	
	5 14	96	...Waterloo....	15	7 17	
	5 40	111	...Cedar Falls ⁵ ..	0	6 50	
	P. M.		ARRIVE	LEAVE		A. M.

Through Fare, \$2 90.

¹ Connects with the Illinois Central, and through it with the Galena & Chicago Union and Racine & Mississippi Railways to and from the East.

² Connects with Dubuque, Marion & Western Railway, below.

³ Stages for Strawberry Point, Fayette and West Union.

⁴ Stages for Waterloo, Cedar Falls, Fort Dodge, and all points West.

⁵ Stages to all important points in Northern Missouri.

Timetable of December 1861 for Dubuque to Cedar Falls.

IOWA DIVISION. [Nov. 1.]										
(Formerly Dubuque & Sioux City Railway.)										
Westward Trains.					Eastward Trains.					
Mxd.	Pass.	Mis.	STATIONS.		Mis.	Pass.	Mxd.			
P. M.	A. M.		LEAVE	ARRIVE		P. M.	A. M.			
8 10	10 20	0	...Dubuque ¹ ...	143	3 00	4 30				
9 00	11 00	10	...Julien.....	133	2 25	3 45				
9 30	11 25	15	...Peosta.....	128	2 00	3 20				
9 50	11 45	19	...Epworth....	124	1 40	2 55				
10 15	12 15	23	...Farley.....	120	1 15	2 30				
10 50	12 40	29	...Dyersville...	113	12 40	1 55				
11 30	1 05	37	...Earlville...	106	12 15	1 15				
11 50	1 20	41	...Delaware....	101	12 00	12 55				
12 25	2 00	47	...Manchester..	96	11 40	12 25				
1 05	2 20	54	...Masonville...	89	11 00	11 45				
1 45	2 40	61	...Winthrop....	82	10 40	11 10				
2 25	3 05	70	...Independence..	73	10 15	10 30				
3 05	3 20	78	...Jesup.....	63	9 40	9 50				
3 45	3 55	87	...Raymond....	56	9 20	9 10				
4 30	4 30	93	...Waterloo....	50	9 00	8 40				
		98	C. F. & M. Junct'n	45						
5 00	5 00	98	C. F. & M. Junct'n	41	8 05	8 10				
5 30	5 30	106	...Janesville...	33	7 35	7 35				
6 05	6 00	112	...Waverley....	27	7 05	7 05				
7 10	7 05	128	...Nashua....	11	6 00	5 50				
8 00	7 50	139	...Charles City..	0	5 10	5 00				
5 05	4 55	99	...Cedar Falls..	44	8 15	8 00				
5 50	5 35	109	...New Hartford..	34	7 35	7 20				
6 25	6 05	118	...Parkersburg...	25	7 05	6 45				
6 45	6 25	123	...Aplington....	20	6 45	6 25				
7 25	7 00	132	...Ackley.....	11	6 10	5 45				
8 10	7 40	143	...Iowa Falls... ARRIVE	0	5 30	5 00				
A. M.	P. M.		LEAVE		A. M.	P. M.				

¹ Connects with Main Line of Illinois Central Railway.

Timetable of November 1868 Dubuque to Iowa Falls.

Mississippi & Missouri Rail Road Routes 11007 & 11008

The Mississippi & Missouri was chartered in 1853 but was slow to build with only 86 miles between Davenport and Marengo including a branch to Washington, and 40 miles between Washington and Muscatine completed by the contract year 1858.

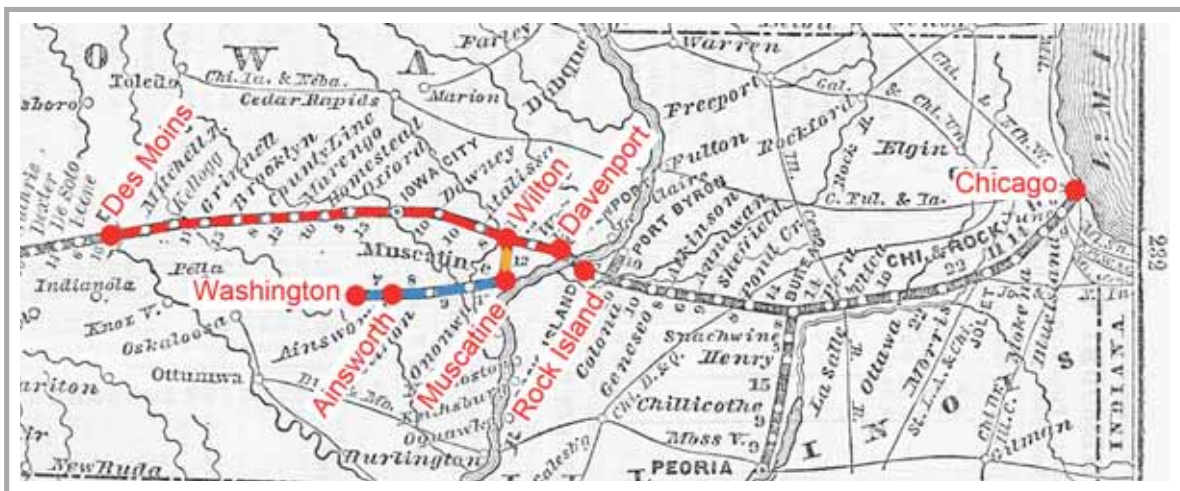
In July 1866 a contract was made for Davenport to Des Moines of 175¾ miles at \$8,878 a year including the 13½ mile branch to Washington as Route 11007. Route 11008 Washington to Muscatine of 37¾ at that time was at \$1,888 a year, both contracts for a daily service excluding Sundays. On July 9th 1866 the Chicago, Rock Island & Pacific Rail Road purchased the company.



MISS & MO R.R. SEP / 10 / 11

Envelope and letter sheet dated "Ainsworth, Iowa Sept 4, 1866" addressed to Fairview, West Virginia and put onto Route 11008 at Ainsworth for transfer at Muscatine to the branch line of Route 11007 for Wilton and Davenport.

Franked 3 cents cancelled by the Route Agents date stamp (Towle 702-K-1) with the 10 date slug pencil cancelled and "11" for the date substituted. Transferred to the Davenport, Iowa to Chicago Route 11404 thence east to Wheeling for Fairview.

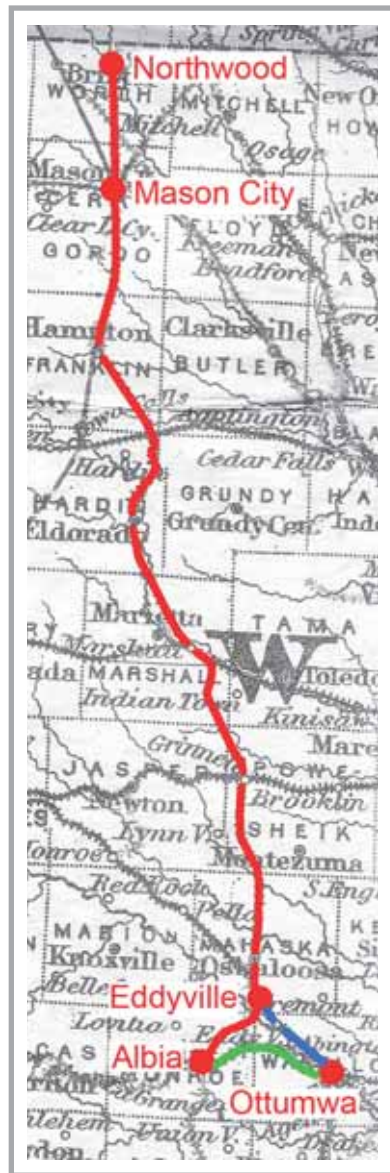


Map from Page 232 of Appletons' Railway & Steam Navigation Guide of September 1869 with the course of Route 11008 (blue), 11007 (red) and the Wilton to Muscatine branch of 11007 (orange).

Central Rail Road of Iowa Route 11008

Formed in 1870 by the acquisition of three existing rail road companies, the Central Rail Road Company of Iowa completed track between Albia and Northwood in 1873 and were contracted for the 189¼ mile Route 11008 at \$9,460 a year for a daily service excluding Sundays.

A Route Agent appears to have worked on a route between Mason City and Ottumwa with a car being carried on the Des Moines Valley Rail Road joining the Central of Iowa at Eddyville. An alternative being Ottumwa to Albia on the Burlington & Missouri River line transferring to the Central of Iowa at Albia.



M. CITY & OTTUMWA AGT. / SEP / 15

Envelope addressed to Marietta, Ohio and carried south on Route 11008 to Ottumwa. The Route Agents Terminal date stamp (Towle 751-C-2) used to cancel the 3 cent franking together with its wedge obliterator.

From Ottumwa carried east via Burlington, Indianapolis and Columbus for Marietta.

CENTRAL RAILWAY OF IOWA.							
C. C. GILMAN, Pres. & Gen. Supt., Marshalltown, Ia.							
Acc.	Mail.	Mis.	STATIONS.		Mis.	Pass.	Acc.
A. M.	A. M.		LEAVE	ARRIVE		P. M.	P. M.
9 00	6 30	0	..Mason City ¹ ..	171	7 00	4 00	
10 50	7 58	29	....Hampton....	142	5 48	2 05	
1 00	8 45	45	....Aekley ²	126	5 08	1 00	
2 32	9 33	61	....Eldora.....	110	4 25	10 50	
6 00	11 10	89	..Marshalltown ³ ..	82	2 50	8 00	
7 45	1 00	114	....Grinnell ⁴	57	1 25	5 10	
10 02	2 35	147	....Oskaloosa....	24	10 52	2 45	
10 45	3 05	157	....Eddyville ⁵	14	10 17	2 03	
11 45	4 25	171	....Albia ⁶	0	9 25	1 00	
P. M.	P. M.		ARRIVE	LEAVE		A. M.	A. M.

1 Connects with Mil. & St. Paul R'way. 2 Illinois Cen. R'way.
3 With Chicago & N. W. R'way. 4 Chic. R. I. & Pacific R'way.
5 With Des Moines Val. R'way. 6 Burl. & Missouri Riv. R'way.

CENTRAL RAILWAY OF IOWA.							
D. N. PICKERING, Gen. Supt., Marshalltown, Ia.							
P. M.	A. M.	Mis.	LEAVE	ARRIVE	Mis.	A. M.	P. M.
		0	..Northwood..	189			11 00
3 40	6 55	20	..Mason City ¹ ..	169	10 00	9 40	
5 45	9 19	65	....Aekley ²	124	7 48	7 26	
7 55	11 59	108	..Marshalltown..	81	5 40	4 55	
9 00	1 25	134	....Grinnell....	55	4 11	3 35	
10 28	2 57	165	....Oskaloosa....	24	2 35	1 40	
11 00	3 30	175	....Eddyville....	14	2 05	1 05	
11 45	4 20	159	....Ottumwa....	0	1 15	12 15	
P. M.	P. M.		ARRIVE	LEAVE		A. M.	NOON

1 Connects with Mil. & St. Paul R'way. 2 Illinois Cen. R'way.

Timetable of Mason City to Albia route in 1872 from Appletons' Guide of that year.

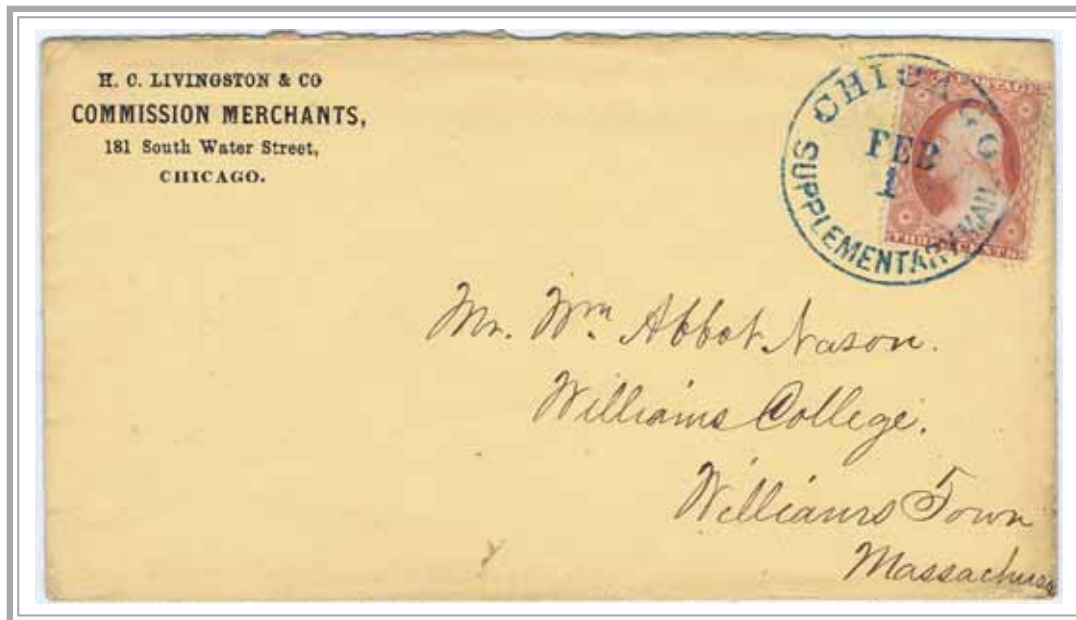
Timetable of Northwood to Ottumwa route in 1874 from the Guide of September 1874.

G.W. Colton's map of 1873 with the course of Route 11008 (red) and the alternative routing for the Mason City to Ottumwa car. Des Moines Valley in blue and Burlington & Missouri River in green.

Chicago Supplementary Mail Date Stamp

The Chicago Supplementary Mail Service was introduced at the Chicago post office as a no fee late delivery service for mails bound for eastbound destinations by rail road handed in up to half an hour after closure of the regular mails.

Although the service commenced in January 1860, no date stamps for late letters were introduced until August 1860. The date stamps shown below (Piskiewicz A-17) were first used with a grid canceller which was then replaced with the use of the date stamp to cancel. **This occurred in January 1861, the examples below are of 1861 before demonitization of the 3 cent issue of 1857.**



CHICAGO SUPPLEMENTARY MAIL / FEB / 1

Corner card envelope of H.C. Livingston of Chicago addressed to Williams Town, Massachusetts and put into the Supplementary mail box on February 1st 1861. Carried eastward on the Chicago, Fort Wayne & Pittsburgh Rail Road operating Route 9050 of 467 miles to Pittsburgh for transfer via Philadelphia and New York to destination.



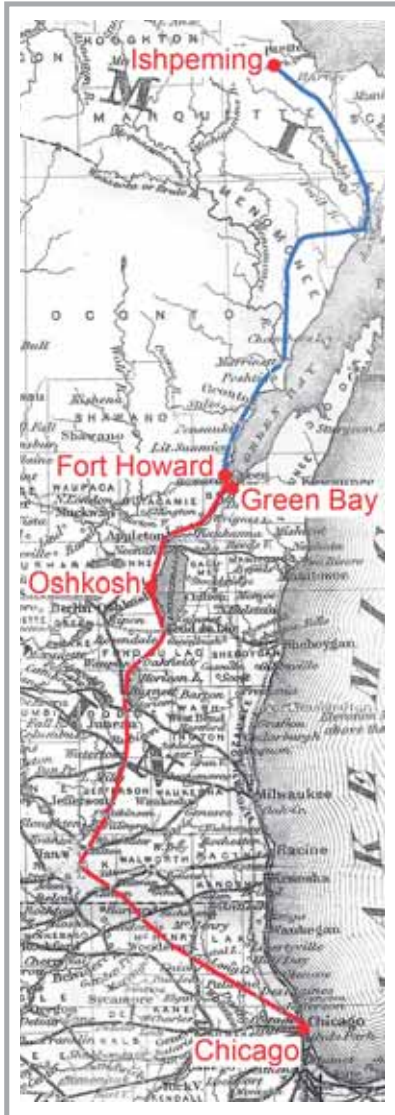
CHICAGO SUPPLEMENTARY MAIL / MAY / 9

Envelope put into the Supplementary Mail box on May 9th 1861 addressed to West Chester, Pennsylvania. Also carried on Route 9050 to Pittsburgh and then east to Philadelphia for West Chester.

Chicago & Northwestern Rail Road Routes 25009 & 24031

The Chicago & Northwestern was chartered in June 1859 to purchase the assets of the bankrupt Chicago, St. Paul and Fond du Lac Rail Road. Expansion through acquisition resulted in them running twelve different route contracts by 1874 covering four States.

One of the contracts was for Route 25009 Chicago to Green Bay of 245 miles at \$51,450 a year for a twice daily service with an R.P.O. for Chicago to Fort Howard. Another long route was Fort Howard to Ishpeming as Route 24031 of 181¼ miles at \$15,402 a year for a daily service excluding Sundays.



CHI. & FT. HOW. R.P.O. / OCT / 15

Corner card envelope from Oshkosh put onto Route 25009 for carriage south to Chicago on the Railway Post Office car running from Fort How to Chicago. Cancelled by the clerks "S" for South obliterator and his Terminal date stamp (Towle 839-B-3) on October 15th circa 1877.



ISHP. & FT. HOW. AGT / MAY / 8

Postal card dated "Ishpeming Mich May 6/76" addressed to the Organ, Melodeon and Piano maker George Wood at Cambridgeport, Massachusetts. Carried south on Route 24031 to Fort Howard and transferred to Route 25009 for Chicago. Received the Route Agents Terminal date stamp (Towle 630-A-1) and his "W" for West obliterator.

G.W. Colton's map of 1873 with the course of Route 25009 (red) and 24031 (blue) and the location of Oshkosh.

Chicago to Dunleith & Dubuque Railway Post Office Car

From 1865 a Railway Post Office car ran on the Chicago to Freeport route of the Chicago & Northwestern Rail Road and onto the Freeport to Dunleith and Dubuque portion of the Illinois Central Rail Road. The total distance covered was 188 miles.

In 1871 the Chicago to Freeport Route 11402 of 121 miles was at \$14,125 a year for a twice daily service on the Chicago & Northwestern R.R. and Freeport to Dunleith was a portion of Route 11421 of 67 miles on the Illinois Central. In 1876 the Route numbers were 23002 and 23020 respectively.

CHICAGO & DUN. R.P.O. MAY / 21

Envelope put onto the Railway Post Office car between Dunleith and Chicago on May 31st 1871. Addressed to Montreal and franked 6 cents cross border rate to Canada. Cancelled by the clerks "E" for east obliterator and his date stamp (Towle 690-D-2).

Routed via Chicago and Detroit for the Grand Trunk Rail Road of Canada through to Montreal arriving June 2nd (backstamped Montreal).



CHIC. & DUBU. / JUN / 3

Envelope addressed to Rudd, Iowa and carried in the R.P.O. car through to Dubuque. Franked 3 cents cancelled by the clerks "E" obliterator (incorrectly applied as the car was travelling west).

Received the R.P.O. date stamp (Towle 690-H-1) for June 3rd circa 1878.



G.W. Colton's map of 1873 with the course of the routes between Chicago & Freeport (red) and Freeport and Dunleith / Dubuque (blue).



Burlington & Missouri River R.P.O. Route 27005

The Burlington & Missouri River Rail Road was incorporated in 1852 and reached Ottumwa from Burlington by July 1869. Over the next ten years extended east via Osceola by 1868, East Plattsouth by 1869, Plattsouth by 1874 and extended from Pacific Junction to Council Bluffs by July 1875.

Although the Burlington & Missouri River R.R. had been purchased by the Chicago, Burlington & Quincy in 1872 contracts continued to be made under the former name. In July 1875 Route 27005 Burlington to Council Bluff was contracted at \$78,885 a year for the 293 mile route wit a daily service excluding Sundays.

A Railway Post Office car was running on the route from at least 1871.

BUR. & C. BLUFFS R.P.O. AUG / 9

Postal card dated "Corning Aug 9th 1875" and put onto Route 27005 to travel 14 miles west to Villisca.

Cancelled by the R.P.O. clerks cork obliterator and the Terminal date stamp (Towle 694-P-1).



B. & C. BLUFFS R.P.O. NOV / 22

Postal card put onto Route 27005 on November 22nd circa 1878 addressed to Albia located 100 miles west of Burlington and 195 miles east of Council Bluffs.

Cancelled by the R.P.O. clerks Terminal date stamp (Towle 924-0-1).



G.W. Colton's map of 1873 with the course of Route 27005 and the location of the lines extensions and the offices represented by the postal cards above.

Winona & St. Peter Rail Road Routes 26014 & 26015

The Winona & St. Peter Rail Road was incorporated in 1862 and constructed west from Winona across Iowa reaching Owattona by 1866 when the first mail contract was made. The tracks reached Waseca by July 1869 but the company had already been acquired by the Chicago & Northwester in 1867.

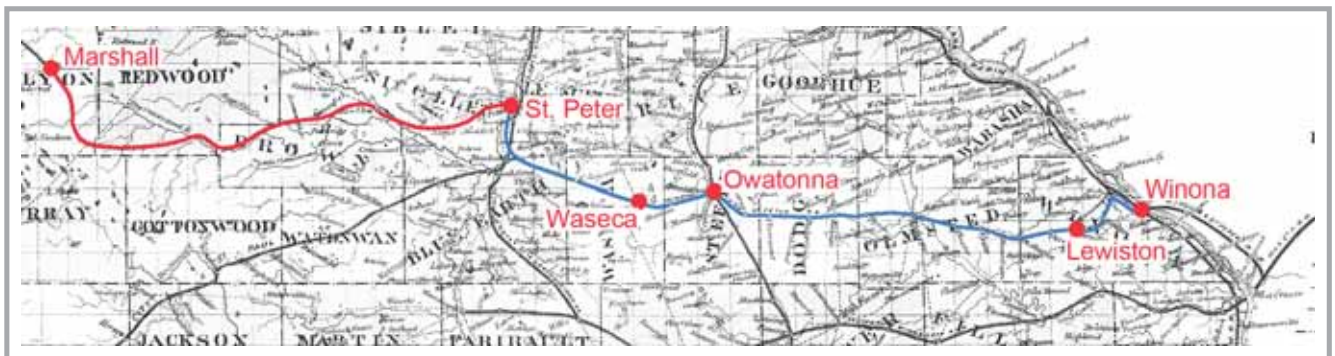
By 1876 the track had reached Marshall near the Dakota border and two contracts were awarded in that year. Route 26014 from St. Peter to Marshall of 109¾ miles at \$4,340 a year for a daily service on 80 miles of the route and three times a week on the balance. Route 26015 from St. Peter to Winona of 144¼ miles was at \$8,309 a year for a daily service excluding Sundays.



WINO. & ST. PETER R.R.

Postal card dated "*Lewiston Minn. Nov. 12th*" circa 1876 addressed to Winona and put onto Route 26015 for the short 18½ miles east to Winona.

Cancelled by the Route Agents obliterator and the Terminal undated stamp (Towle 866-B-1). The card is typical of this type of correspondence reading: "*Dear Sir, I send you today by Express 2 tubs Butter. Give me the market price, give me some prices of Oysters. Return tubs immediately.*"

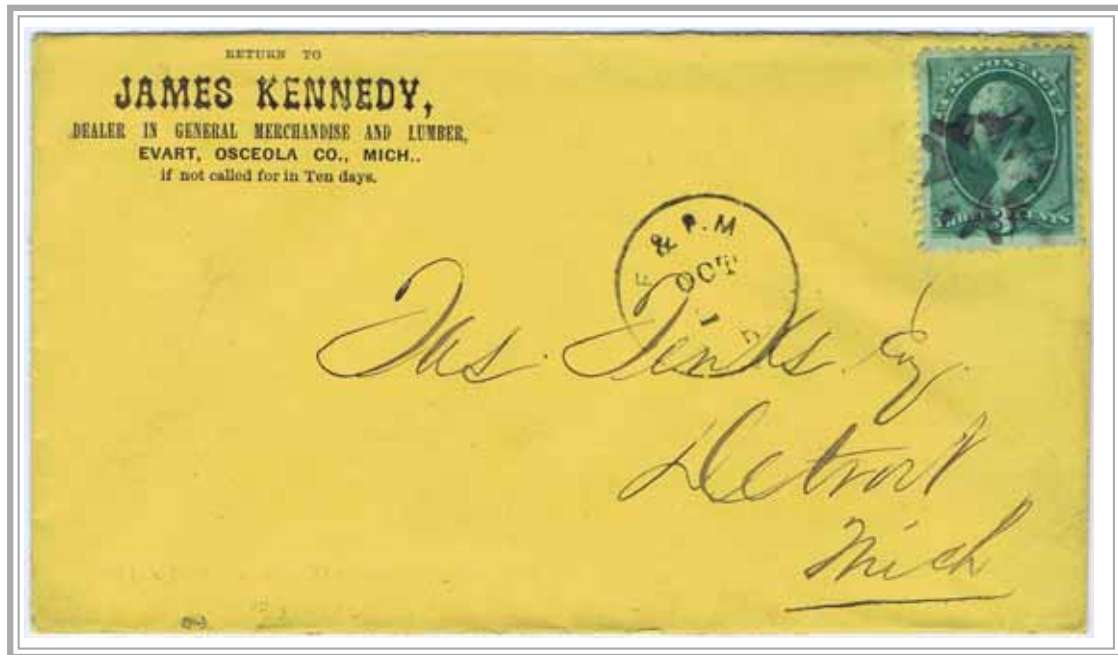


Map lithographed by A.J. Paul of St. Paul for the Minnesota Legislative Manual of 1874 showing the course of Route 26014 (red) and 26015 (blue).

Flint & Pere Marquette Rail Road Route 12516

The Flint & Pere Marquette Rail Road was chartered in January 1857 to serve the lumber industry between East Saginaw and Pere Marquette on Lake Michigan. The first track opened however was Bay City to Monroe and it was not until 1866 that work started on the westward route from East Saginaw. The track did not reach Reed City until December 1871 and Pere Marquette, renamed Ludington until 1873.

As the road advanced contracts were let from East Saginaw to Averill's Station, 26½ miles in 1868. 56½ miles to Farwell in 1870 and as Route 12516 to Reed City in 1872. The 90½ mile route being contracted at \$4,522 a year for a daily service excluding Sundays. The contract was not however renewed in July 1873.



F. & P.M. R.R. / OCT / 2

Corner card envelope of James Kennedy, founder of Evart addressed to Detroit with filing note on reverse "*James Kennedy Oct 3/72*". Put onto Route 12516 on October 2nd to receive the Route Agents date stamp (Towle 618-A-2). Carried 73½ miles east from Evart to East Saginaw for transfer to Route 12515 south for Detroit.

Towle states use on the Bay City to Monroe route for this mark but clearly it was used on the East Saginaw to Reed City Route initially until abandoned.



Map by O.W. Gray of 1876 prepared for the Michigan Commissioner of Railroads showing the course of Route 12516 and location of Evart.

Chapter 8 Western States

Panama Rail Road Company - The First East to West Rail Road

The first rail road to carry mails from the east to the west coast under contract to the Post Office Department was the 55 miles of the Panama Rail Road linking Aspinwall (Colon) to Panama City. Although William Aspinwall incorporated the Company in 1848, construction did not begin until 1850 with completion of the line in January 1855.

Mails were carried on the line under the contract awarded in 1848 commencing January 1849 with the Pacific Mail Steam Navigation Company for the San Francisco to Panama route.



Pr P.R.R. Co

Envelope file noted in pencil "**Feb 20, 1863**" and endorsed by sender most probably in Washington DC "**Pr P.R.R.Co**" for Pacific Rail Road Company. Addressed to Elisha Oscar Crosby, the United States Minister to Guatemala at that time.

The letter would have been carried to Aspinwall by the contract ship from New York and from Aspinwall the 55 miles to Panama City and then by steamboat for the port of San Jose. Carried 60 miles north to Guatemala City in the posts and charged 6 Real on delivery.



Stock certificate of the Panama Rail Road Company dated June 26th 1871 in the name of Brown Brothers as Trustee holders. From the exhibitors collection and reduced by 30%.

Central Pacific Rail Road Route

The desire for a transcontinental rail road between the west coast and the east is illustrated by the directional routing corner card envelope of 1860. It was not until May 1869 however that the Central Pacific and the Union Pacific Rail Roads completed the 1,775 mile route between Sacramento and Omaha

The first contracts for the full route commenced in May 1869 with Route 14834 of 742½ miles Sacramento to Ogden at \$180,075 a year with the Central Pacific. Route 14451 of 1,032¼ miles Omaha to Ogden was with the Union Pacific Rail Road at \$265,550 a year. Both operated a twice daily service excluding Sunday working.

Per Overland Mail, via Los Angeles

Corner card envelope by McNeil & Dudley of Napa City, California posted at Napa City on February 1st 1860 addressed to Denary, Illinois. Carried on the Southern Overland route via El Paso with arrival shown by the notation "**Recd March 6/60**", a total transit of 34 days.

Short paid with the 3 cent Scott 11 cancelled by the Napa CDS and therefore manuscript rated "Due 7" to make up the deficiency.

Believed to be one of only three known for this particular design.

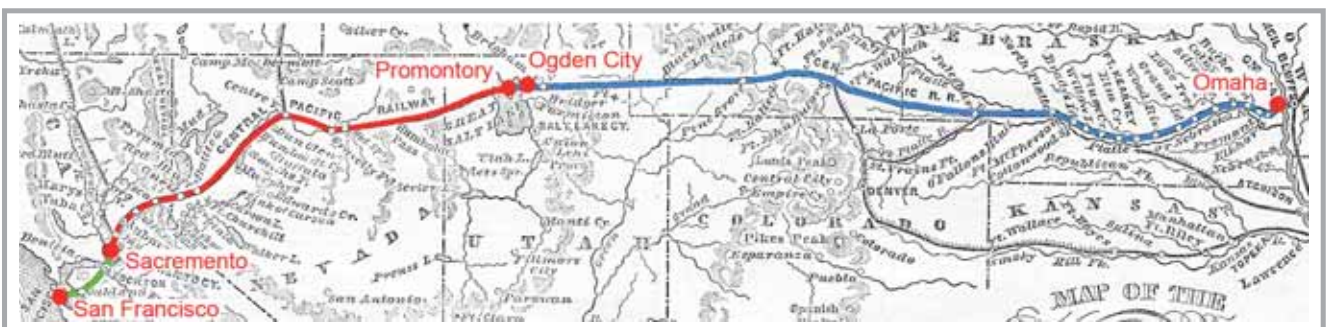


CENT. PACIFIC R.R. / DEC / 17

Nesbitt Die 26 envelope of the Pacific Union Express Company addressed to Conquest, New York and put onto Route 14834 on December 17th 1869.

Carried east for transfer to the Pacific Union Rail Road at either Promontory Point or Ogden. The total transit time from Sacramento to Omaha at this date was 96½ hours giving an average speed of 18.4 miles per hour.

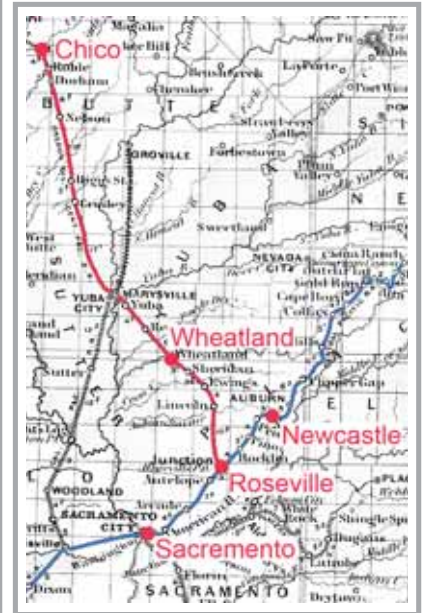
Map from Appletons' Railway & Steam Navigation Guide of September 1869 showing the course of the Central Pacific (red), the Union Pacific (blue) and the California Pacific (green) rail roads.



Central Pacific Rail Road & Oregon Division

The Oregon Division of the Central Pacific Rail Road reached Chico from its junction with the main line at Roseville by July 1870 allowing a contract for Route 14703 to be placed of 79 miles at \$5,925 a year for a daily service.

On the main line between Sacramento and Ogden a total of five of the stations are recorded as using Station Agents stamps. That of Newcastle being located 32 miles east of Sacramento on Route 14834.



CENT. PACIFIC R.R. / JUL / 18

Nesbitt Die 26 envelope and Wells Fargo overprint paid front and flap posted at the Wheatland Wells Fargo office on July 18th 1870. Addressed to Kingston, Canada and put onto Route 14703 for the 21 miles south to Roseville. Transferred to Route 14834 for Ogden and the east. Received the Central Pacific Route Agents stamp (Towle 976-B-1).

Reverse bears the Loughboro transit stamp of July 25th 1870 and Kingston arrival of the following day.

Map by Asher & Adams 1874 with the course of Route 14703 (red) and 14834 (blue) and the location of Newcastle on the Central Pacific.

NEWCASTLE C.P.R.R. MAR / 9 / 1871

Reay Die 37 envelope addressed to Sacramento City and put onto Route 14834 at Newcastle on March 9th 1871. Carried the 32 miles south on the route after receiving the Station Agents date stamp (Towle 976-5-4).

Rated at 3 cents for under 3,000 miles.



The Union Pacific Connection Via Omaha to Chicago

Mid West rail road companies were quick to pick up the advantages of their connection with those roads going west from the Missouri River. The advertising envelope of the Chicago, Burlington & Omaha with a through route to the Union Pacific at Omaha is an illustration of this.

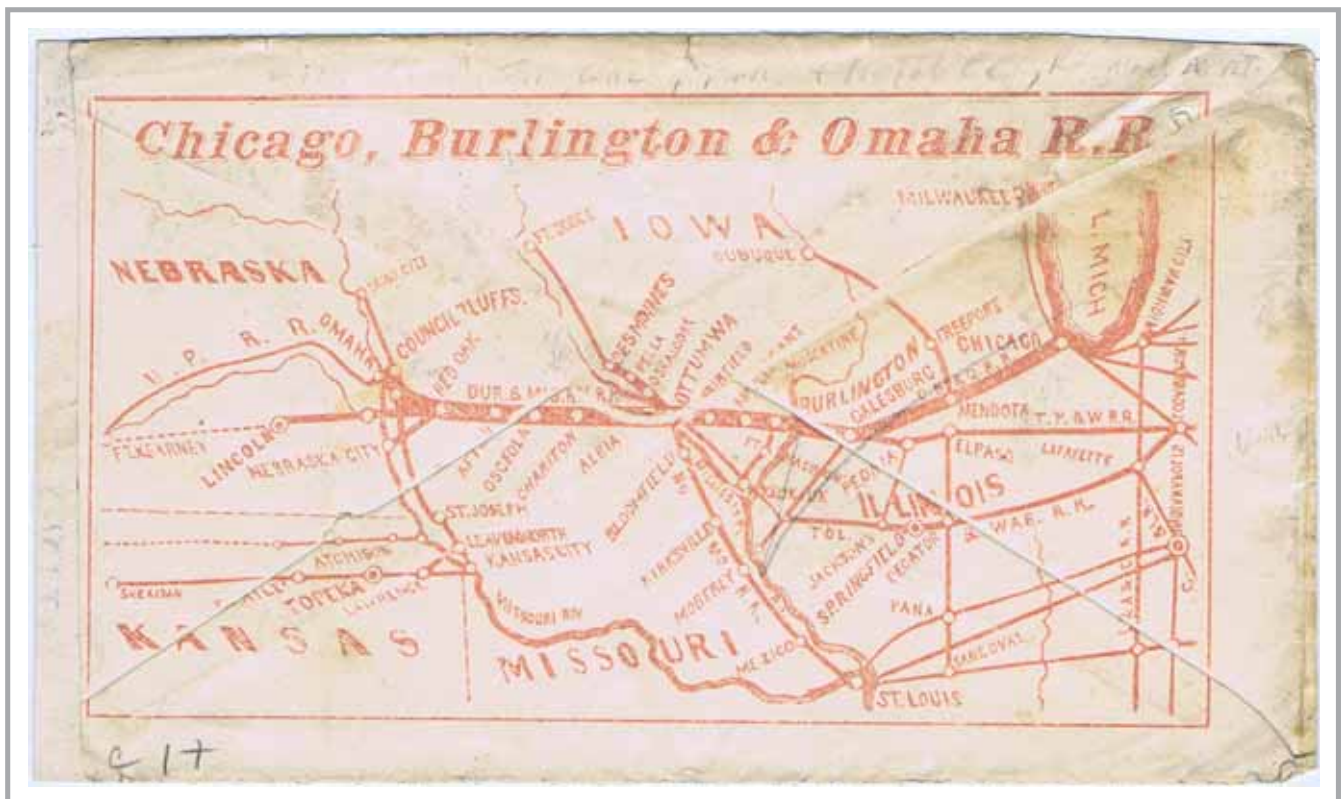
The envelope, although lacking any arrival date information, was probably bagged for the through route by rail road to Omaha for transfer at Council Bluffs for Chicago and the east.



Corner card envelope of the Brooklyn Hotel, San Francisco with a map on reverse of the Chicago, Burlington & Omaha Rail Road.

Posted on May 8th 1870 at San Francisco addressed to Emery Post Office, Virginia and franked with the 3 cent 1869 pictorial issue.

Bagged for Chicago and carried east on Route 14870 of the California Pacific, Route 14834 of the Central Pacific and 14451 of the Union Pacific Rail Roads to Omaha.



Reproduction of the reverse of the envelope increased 25% showing the route of the Chicago, Burlington & Omaha Rail Road between Chicago and Omaha.

Virginia & Truckee Rail Road Route 16419 and the Comstock Lode

The chance discovery of gold on Mount Davidson to the east of Lake Tahoe in 1858 by Mormons overwintering on their trail to California led in 1859 to first major find of silver ore in the USA. To be known as the Comstock Lode named after the owner of the first land claim.

The Virginia and Truckee was built as a means of carrying supplies from Reno and the Central Pacific Rail Road to Carson City and on to Virginia City at the heart of the mining area and ore from the mines. The 18 mile line from Virginia City to Carson City was opened in January 1870 and was contracted from July 1871 as Route 16419 at \$1,500 a year for a daily service excluding Sundays.

The extension from Carson City to Reno was completed in August 1872 when Route 16419 was contracted for the 51³/₄ miles at \$3,741 a year and became Route 45001 from 1874 onward.



RENO & V. CITY AGT. / NOV / 8

Envelope put onto the Virginia & Truckee Rail Road on Route 16419 on November 8th circa 1872 addressed to Orono, Maine. The Route Agent applied his date stamp (Towle 978-A-1) and cancelled the 3 cent franking with his target obliterator.

Transferred at Reno to Route 14834 on the Central Pacific for Ogdon and the east.



Map by Asher & Adams 1874 with the course of Route 16419

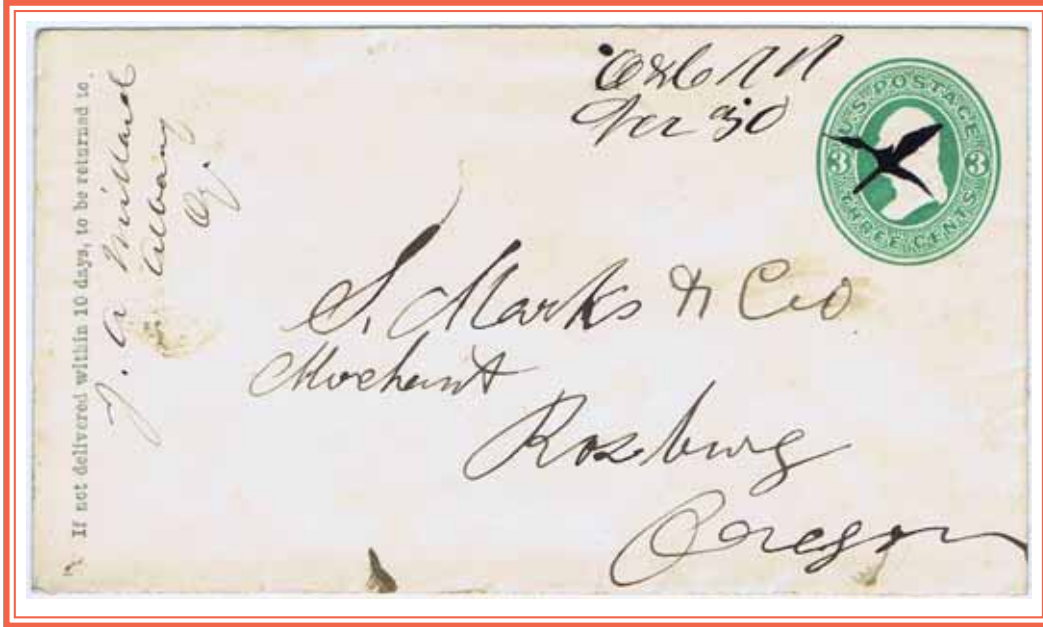


Map by Joseph Gorlinsky of 1868 for the Commissioner of the General Land Office. The blue areas are the silver ore deposits and the yellow gold ore.

Oregon & California Rail Road Route 44001

The Oregon & California Rail Road was incorporated in 1867 as the East Side Company and broke ground at Portland in April 1868. Under its President Ben Holladay it completed the 198¾ mile line to Roseburgh in November 1872.

The first contract for the route does not appear in the Postmaster Generals annual reports until 1874 as Route 44001 at \$19,881 a year for a daily service excluding Sundays. **Although this would have been for the 1873 contract year, it is clear that by December 1st 1872 mails were already being carried.**

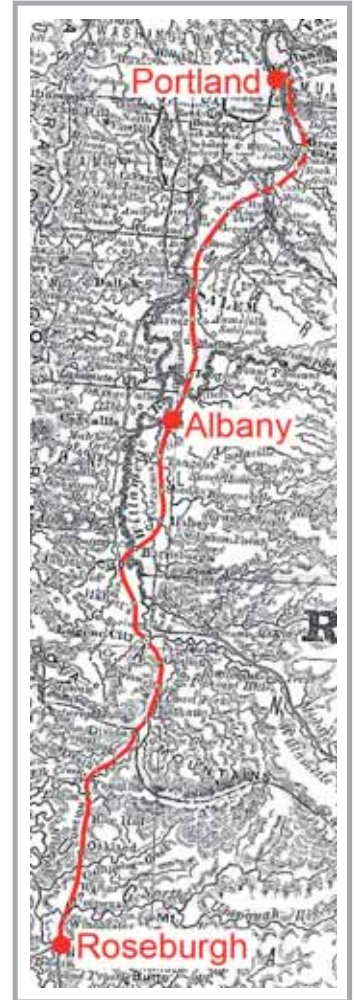


O & C R R / Apr 90

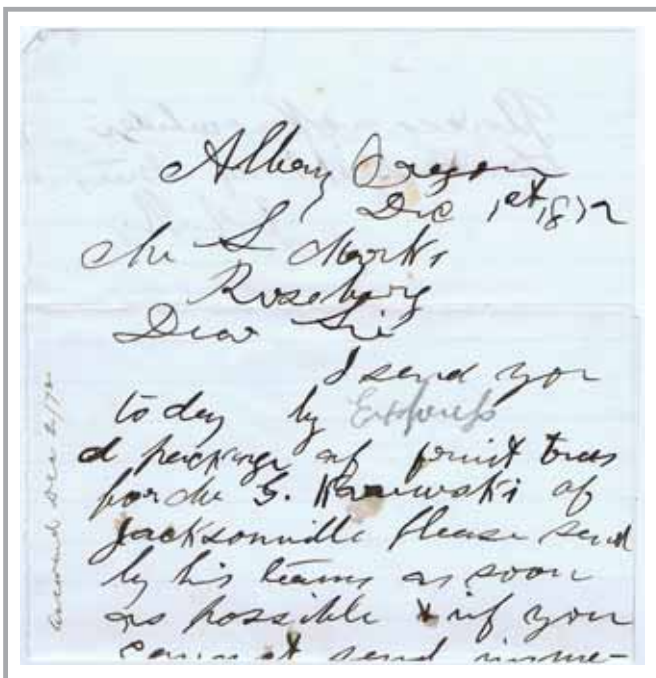
Reay Die 37 envelope with letter sheet dated **"Albany Oregon Dec 1st 1872"** addressed to Roseburg and endorsed in a different hand **"O & C RR Dec 30"** indicating that a Route Agent was already employed on the line from its opening.

Letter endorsed by sender **"Answered Dec 2/72"** indicating that it had arrived on the train leaving Albany at 11:38 am arriving Roseburgh at 7.10 pm same day.

This appears to be the earliest recorded carriage of a letter on the route.



Map by Rand McNally & Co. of Chicago 1876 with the course of Route 44001 and the location of Albany on the route.



Reproduction of part of letter enclosed (30% reduction) in which sender states he is sending a consignment of fruit trees by "Express" for a customer in Jacksonville, Oregon.

OREGON & CALIFORNIA RAILWAY.							
P. M.	A. M.	Mis.	LEAVE	ARRIVE	P. M.	A. M.	(Dec. 7.)
3 50	7 30	0 Portland....	4 15	10 05		
4 53	8 33	16	... Oregon City...	3 15	9 02		
7 05	10 20	53	.... Salem.....	1 24	6 47		
8 25	11 38	81	.... Albany.....	12 12	5 30		
	2 07	124	.... Eugene.....	9 45			
	7 10	200	... Roseburg ¹ ...	5 15			
P. M.	P. M.		ARRIVE	LEAVE	A. M.	A. M.	

¹ Stages for all points in Southern Oregon and North'n California.

Timetable of December 7th 1873 as published in Appletons' Railway Guide of September 1874.

Northern Pacific Rail Road Route 43001

Chartered to build a Transcontinental rail road, the Northern Pacific built extensive trackage in the east and in the west started constructing from Kalama to New Tacoma on Puget Sound intended as the western terminus of the route. This western section was completed by late 1873.

The first contract for Route 43001 was in operation by the end of 1873 at \$6,336 a year for the 105½ route for a daily service excluding Sundays. By July 1876 the line had been extended east to Wilkeson and the company was contracted at \$7,085 a year for the now 135¾ mile route.



NYRR 5/6/73

Letter dated **"Bush's Camp N.P.R.R. May 4th 73"** and carried over the graded line 20 miles south to Tenino to be put onto the car at the rail head. Addressed to a Masonic Brethren at Roseburg, Oregon and carried to Kalama for the post road south to Portland and put onto Route 44001 to Roseburg.

Although no contract appears in the Postmaster General's reports until 1874 for the year starting July 1873, it is clear that a contract was in operation from the railhead at Tenino with a Route Agent in attendance.

The manuscript endorsement is rated as VIII Very Rare by Towle but is not one of the two illustrated by him in U.S. Route Agent Postmarks.

The letter written by M.S. Bush, a construction manager on the line reads:

"I am here on the N.P.R.R. in charge of thirteen miles of clearing and expect to remain here all summer. I am located Twenty Miles from Tenino, the end of track and Twelve Miles from Steilacom which is the nearest point on the Sound that the RR will come until the final terminus is fixed which will be sometime yet. But whatever place is selected will certainly be a very large City in a very few years"

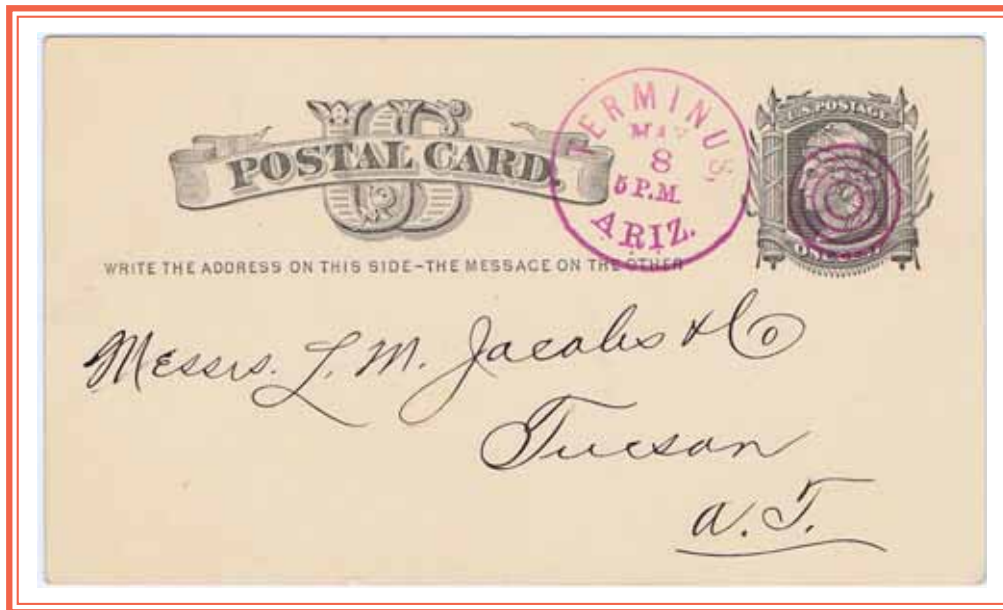
Colton's Township Map of Oregon & Washington circa 1880 with the course of Route 44001 and the locations (in blue) mentioned in the text of the letter.



Southern Pacific Rail Road Terminus Rail Car

The Southern Pacific Rail Road had by 1878 built and was operating track from San Francisco via Los Angeles to Yuma, Arizona. In 1878 under the companies President, Charles Crocker, commenced building their track from Yuma to Tuscon, Arizona. The 247¾ mile route was completed on March 20th 1880.

During the course of construction a Post Office Mail Car was attached to the train taking supplies and construction crew to the rail head. A date stamp was used by the Post Office Agent employed on the car worded "TERMINUS ARIZ." applied to letters carried back from the rail head or along the line from already completed locations. Neither Towle or the Mobile Post Office Society publications make reference to these marks.



TERMINUS ARIZ. MAY / 8 / 5 P.M.

Postal card dated "*Maricopa A.T. 5/8. 79*" from David Neahr to Lionel M. Jacobs at Tuscon. Put onto the mail car for carriage along the line to the rail head and then coach to Tuscon. Card reads "*Gentlemen your draft for \$1000⁰⁰ duly recd and placed to your credit*".

David Neahr of Yuba, Arizona contracted as Freight Forwarder for the construction company building the rail road and clearly travelled with the supply train from Yuba. His business involved freight coming into Yuba by steamboat.

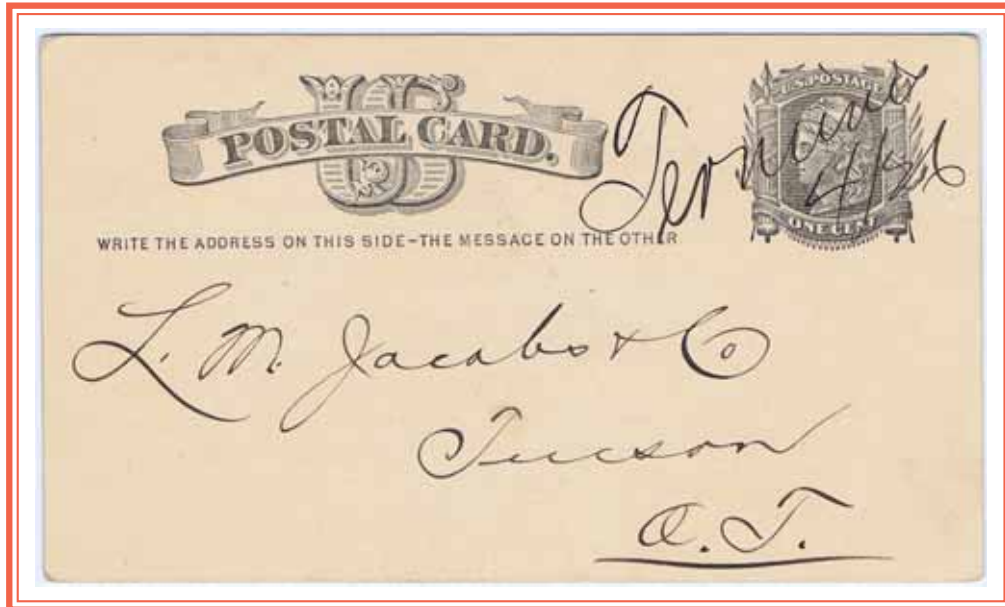
Lionel M. Jacobs set up a Merchenting business in Tuscon in 1867 and founded the Pima County Bank in 1879.



Map by Cram, George Franklin of New York 1887 showing the course of the Southern Pacific Rail Road and the location of covers put onto the Terminus Mail cars. See next sheet for other examples.

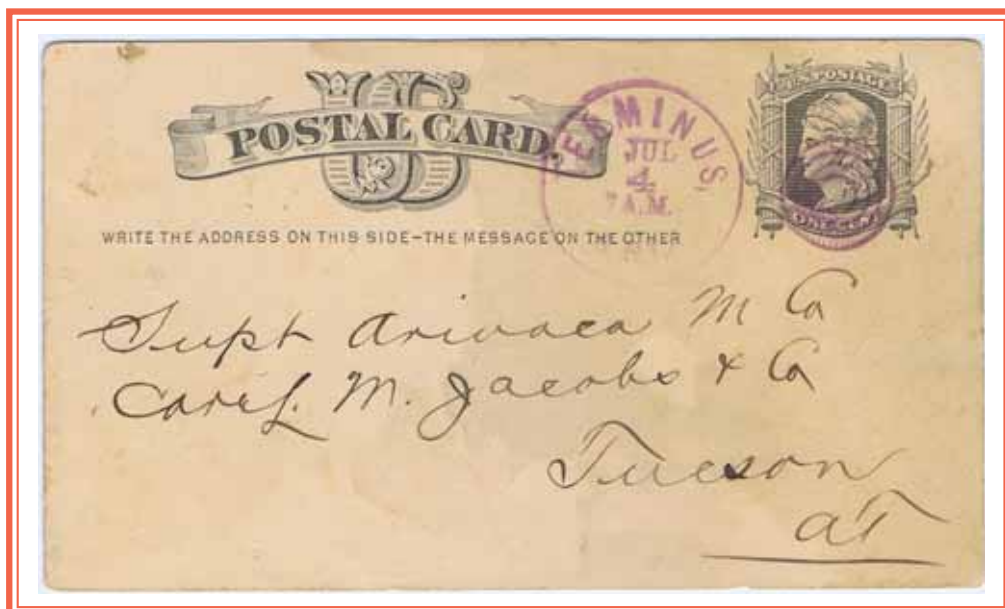
Southern Pacific Rail Road Terminus Rail Car

From the postal cards shown here it is clear that the Mail Car running on the unfinished route from Yuba to Tuscon was collecting, and probably delivering mails as far as the advancing rail head. These examples are also from David Neahr to Lionel Jacobs at Tuscon posted at Gila Bend and Casa Grande respectively.



Terminus 4 / 26

Postal card dated "**Gila Bend 4 / 25 . 79**" from David Neahr to Lionel M. Jacobs at Tuscon. Put onto the mail car for carriage along the line to the rail head and then coach to Tuscon. Card reads "Gentlemen your check for \$1000⁰⁰ duly recd & placed at your Cr: All your goods here to forward today."



TERMINUS ARIZ. / JUL / 4 / 7 A.M.

Postal card dated "**Casa Grande 7/4. 79**" from David Neahr to Lionel M. Jacobs at Tuscon. Put onto the mail car for carriage along the line to the rail head and then coach to Tuscon. Card reads "Please remit \$118.⁰⁰" to pay R.R. ch(ar)gs on M(a)ch(i)n(er)y here for Arivaea M(chinary) Co."

International & Great Northern Rail Road Route 31006

The International & Great Northern was created through a merger in September 1873 of the Houston & Great Northern and the International Rail Roads. The Houston to Long View route was started by the Houston & Great Northern in December 1870 building 94 miles from Houston to Trinity. In July 1871 Route 8683 was contracted at \$4,700 a year for a daily service excluding Sundays.

In 1872 the tracks had reached Tyler and the contract extended for the 224½ miles at \$8,925 a year. In July 1873 the International & Great Northern were contracted for Route 31006 whose track completed the route to Long View of 236 miles and were paid \$32,131 a year which included 53 miles of branch line. The contract continued under the same terms but with pay increased to \$34,491 a year by 1876.



LONG. & HOUSTON AGT. / JUN / 25

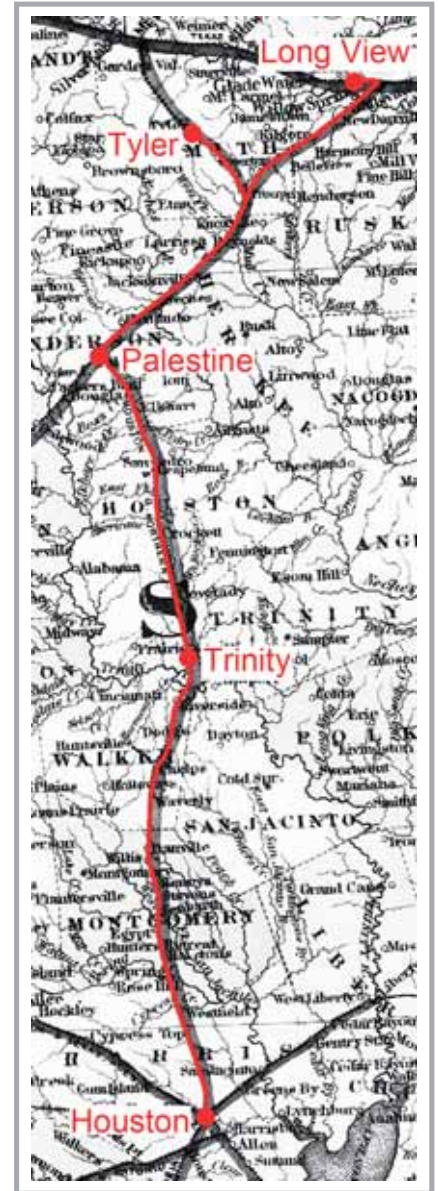
Envelope put onto Route 31006 on June 25th circa 1876 addressed to City Point, Virginia. Probably carried north to Long View and then east by rail road to Shreveport for steamboat to New Orleans and then the Great Northern Mails to Richmond, Virginia for City Point.

Received the Route Agents Terminal date stamp (Towle 485-A-1) with the 3 cent franking cancelled by his indistinct "N" obliterator.

INTERNATIONAL AND GT. NORTHERN RAILWAY.					
H. M. HOXIE, Gen. Supt., Houston, Texas.					
Mxd.	Mail.	Mls.	STATIONS.	Mls.	Mail, Mxd.
	P. M.		LEAVE	ARRIVE	P. M.
	2 00	0	.....Houston	295	2 15
	5 15	66	.....Phelps ¹	169	11 00
	9 23	151	.....Palestine	84	7 05
	A. M.		LEAVE	ARRIVE	P. M.
	9 40	0	.....Rockdale	205	6 00
	12 15	30	.....Hearne	175	3 30
	9 28	151	.....Palestine	84	6 48
	11 50	197	.....Troupe ²	38	4 30
	1 35	235	.....Longview	0	2 45
	A. M.		ARRIVE	LEAVE	A. M.

*Columbia Div.—Houston to Columbia (50 miles).
1 Branch to Huntsville (8 mls.) 2 Branch to Mineola (44 mls.)*

Timetable for the Houston to Long View Route 31003 with the only daily schedule shown as being a mail train.



Map by J.G.W. & B.C. Colton of 1873 with the course of Route 31006 and the places rail head locations on the route contracted between 1870 and 1878.