

Indianapolis, Cincinnati & Lafayette Railroad Sunmans Station Agent's CDS

Indianapolis, Cincinnati & Lafayette Railroad. Route 22003 of 113½ miles thrice daily. Contract value \$33,936 a year

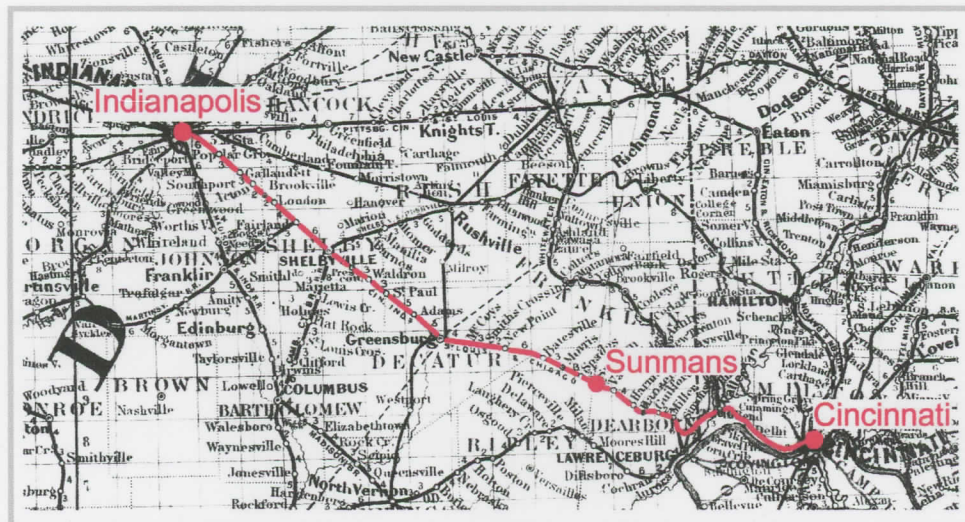


I.C. & L. R.R. SUNMANS

JUN / 2 / 1879

Envelope put onto Route 22003 to be carried 69 miles northeast to Indianapolis.

~~Previously unrecorded usage~~

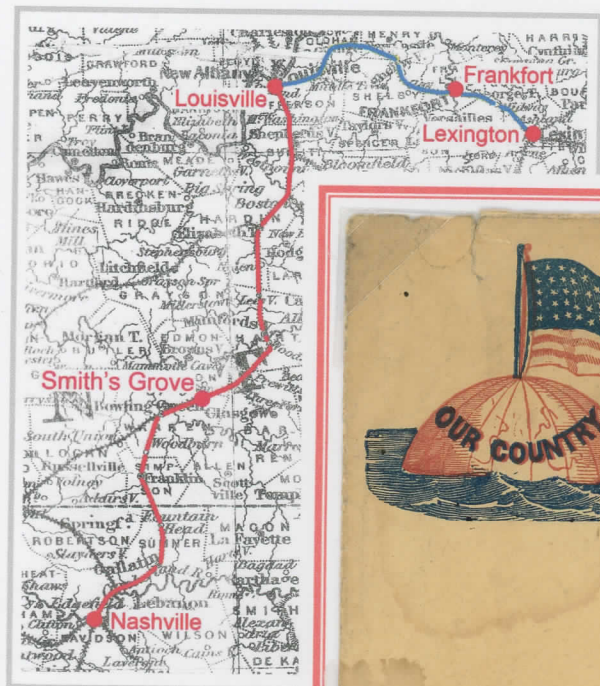


Map by Colton of 1881

Louisville, Nashville, Lexington & Frankfort Railroad Route & Station Agent's CDS

Louisville & Nashville Railroad. Route 9504 of 186½ miles once daily. Contract value \$27,750 a year.

Louisville & Nashville Railroad. Route 9504 of 186½ miles twice daily. Contract value \$32,655 a year



Map by Colton of 1873



LOU. NASH. & LEX. & FR. R.R. / JAN / 19

Patriotic envelope put onto Route 9504, probably carried 100 miles north to Louisville for onward carriage to Afton, Minnesota on January 19th circa 1863. **This CDS is unrecorded by Towle or the MPOS.**



SMITH'S GROVE / JUN / 13 / 1870 / L. & N. R.R.

Envelope put onto Route 9504 at Smith's Grove located 85 miles north of Nashville for forwarding via Chattanooga and Atlanta to Greenville, Alabama.

Chapter 7 Mid-West Routes

Madison & Indianapolis Railroad Route Agent's CDS

Madison & Indianapolis Railroad. Route 3904 of 87 miles once daily. Contract value \$3,629 a year
 Madison & Indianapolis Railroad. Route 14502 of 87 miles once daily. Contract value \$4,350 a year



**MADISON & INDNPLS
R.R. / JAN / 21**

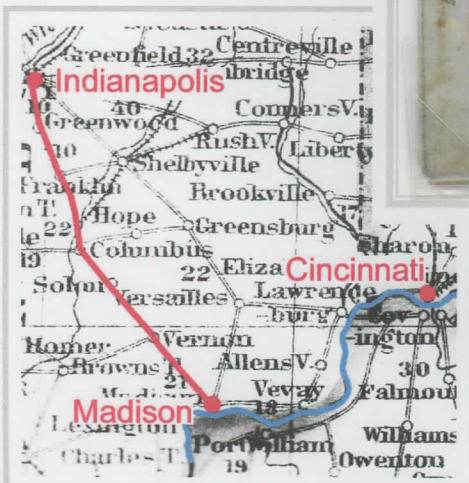
Folded letter date lined
*"Madison Ind. January
 18th 1850"* put onto Route
 3904 for Indianapolis.

To Joseph Albert Wright,
 Governor of Indiana
 (1849 -1857).



MADISON & INDNPLS R.R. / OCT / 14

Folded letter date lined *"Strawtown, Hamilton Co. Ia. October 10th 1857"*
 carried outside the post to Indianapolis. Put onto Route 14502 for transfer at
 Madison to the steamboat Route 5032 to Cincinnati.



Map by Phelps of 1851

Lexington & Covington Railroad Route Agent's CDS

Lexington & Covington Railroad. Route 8215 of 97¾ miles twice daily. Contract value \$9,766 a year.

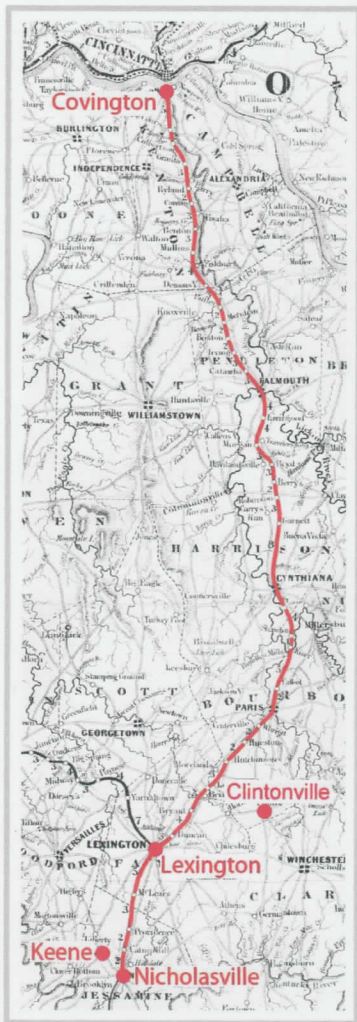
Lexington & Covington Railroad. Route 9524 of 109¾ miles twice daily. Contract value \$10,966 a year.

Known by the unofficial title of the Kentucky Central Railroad.



KENTUCKY CENTRAL R.R. / AUG / 1

Envelope put onto Route 8215 on April 20th circa 1855 carried south to Lexington for Clintonville.



Map by James T. Lloyd of
1863

KENTUCKY CENTRAL R.R. / APR / 20

Nesbitt Die 3 envelope put onto Route 9524 on April 20th circa 1859 carried south to Nicholasville for Keene.

Louisville to Mount Sterling Railroad Station Agent's CDS

Louisville, Cincinnati & Lexington Railroad. Route 9506 of 94 miles once daily. Contract Value \$9,400 a year.
 Louisville, Cincinnati & Lexington Railroad. Route 20017 of 34½ miles twice daily. Contract value \$2,222 a year.

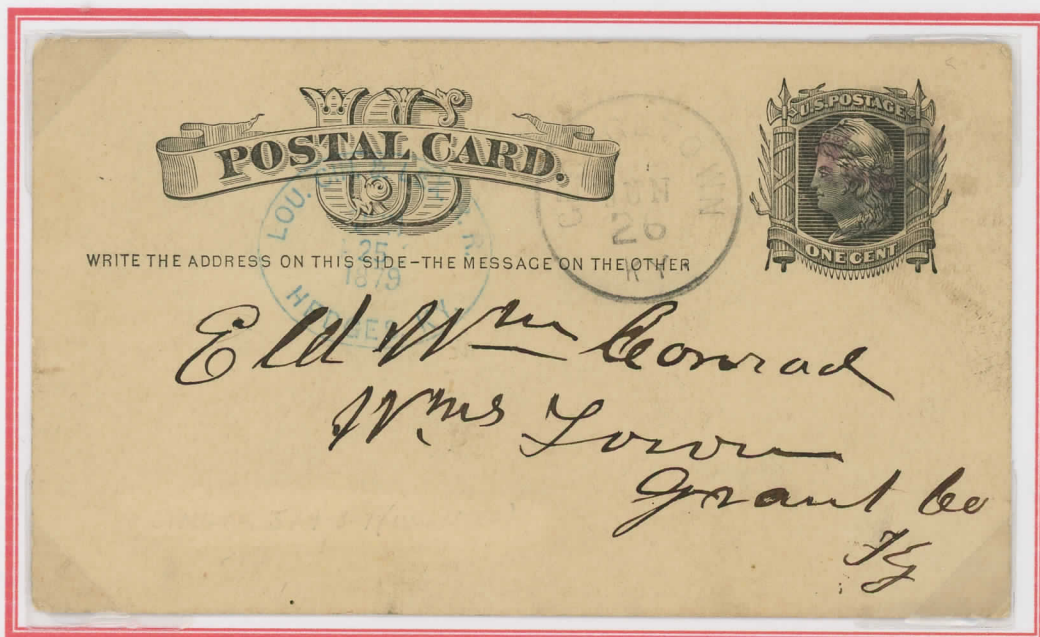
LOU. & FRAN. & LEX. & FRAN. R.R.

O'BANNON / OCT / 15

Envelope put onto Route 9506 at O'Bannon on October 15th circa 1868 and carried 71 miles west to Lexington. Transferred to the 35 mile post road east to Mount Sterling.

The tracks from Lexington to Mount Sterling had not been laid at this date.

E

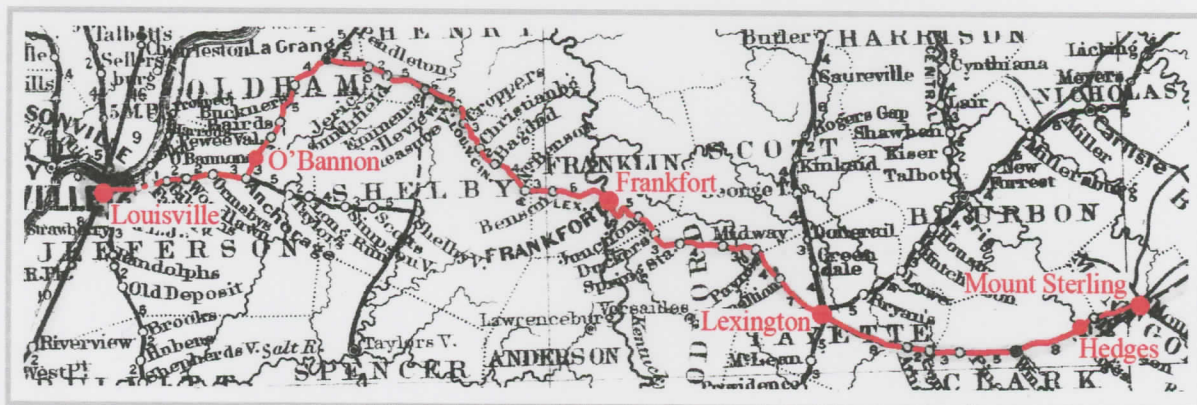


LOU. CIN & LEX. R.R.
 HEDGES, KY. / JUN / 25 / 1879

Postal card date lined "Hedges Clark Co. Ky June 24 1879" and carried on Route 20017 westward 29 miles to Lexington.

Transferred to Route 20002 for 63 miles north to Williamstown.

Unrecorded by Towle or the MPOS.



Map by Colton of 1881

Cleveland & Pittsburgh Railroad Route & Station Agent's Marks

Cleveland & Pittsburgh Railroad. Route 10329 of 100 miles twice daily. Contract value \$12,518 a year.

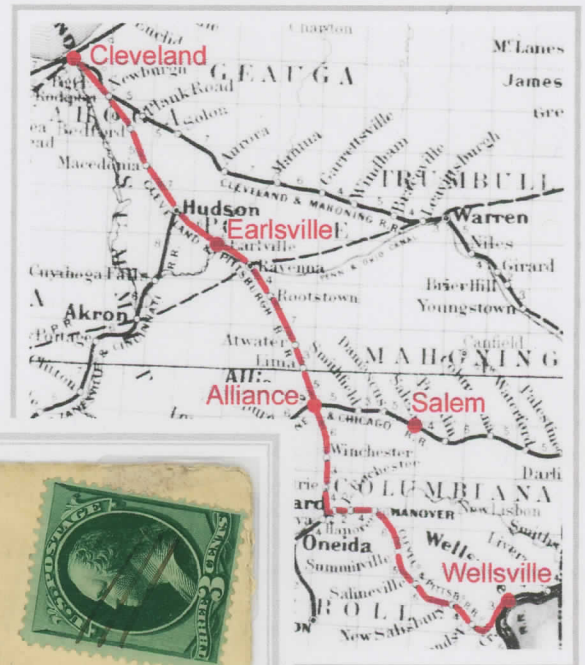
Cleveland & Pittsburgh Railroad. Route 9007 of 102 miles twice daily. Contract value \$15,559 a year.



CLEVELAND & PITT^{BH}. R.R.
DEC / 4

Envelope put onto Route 10329 on December 4th circa 1855 and carried to Alliance.

Transferred 13 miles to Salem on Route 10418 of the Pittsburgh, Fort Wayne & Chicago Railroad.



Map by Colton of 1860

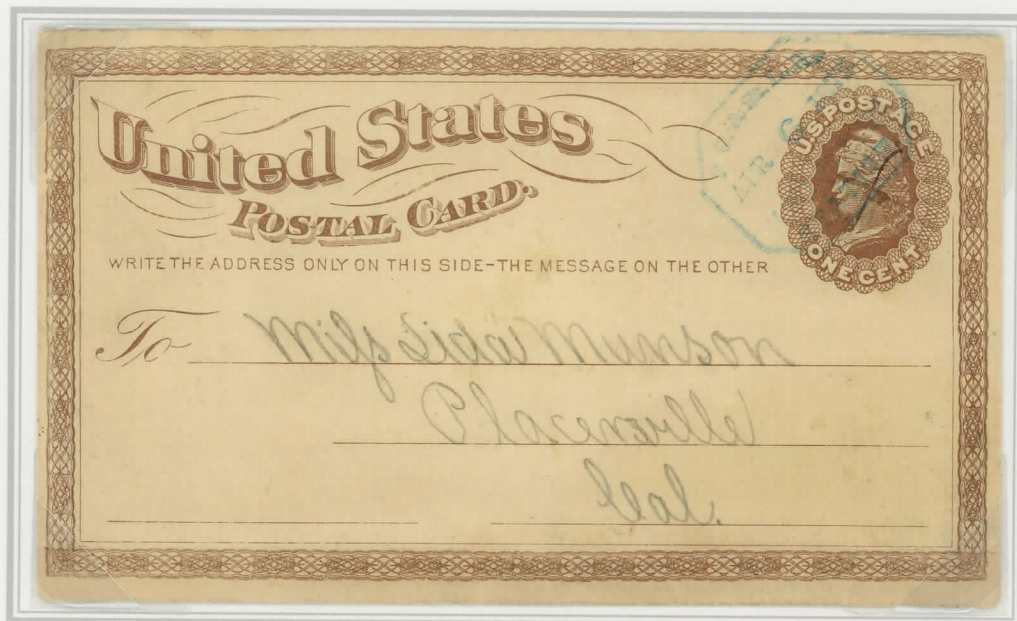


C & P R R / APR 8 1874 / EARLSVILLE / STATION

Envelope put onto Route 9007 at Earlsville and carried 32 miles north to Cleveland for transfer on the Lake Shore & Michigan Railroad 36 miles west to Vermillion.

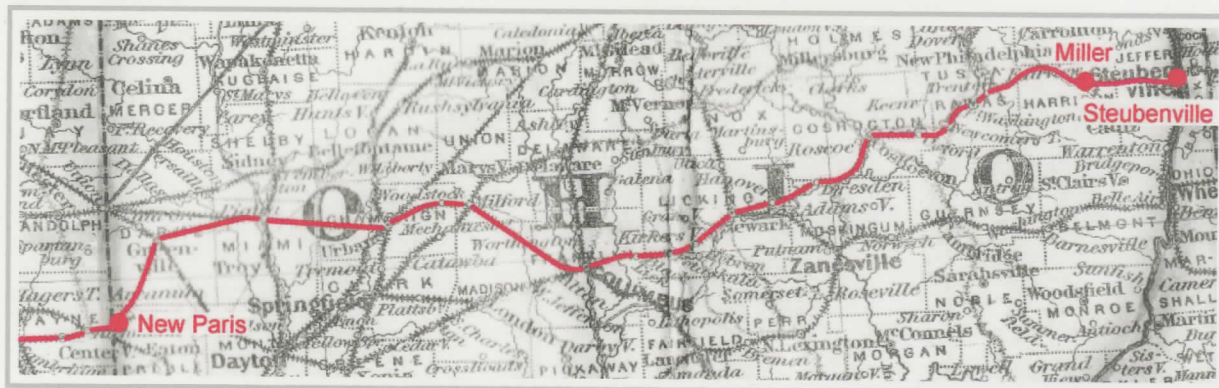
Pittsburgh, Cincinnati & St. Louis Rail Road Station Agents

The Pittsburgh, Cincinnati & St. Louis Rail Road was a consolidation of a number of companies formed in 1870 to give a continuous route between Pittsburgh and St. Louis. A total of eleven stations on the route are recorded as having Station Agent date stamps. Miller was located 23 miles west of Steubenville, Ohio and New Paris 5½ miles east of Richmond, Indiana.



P. C. & St. L. Ry.
APR 6 1875
MILLER / STATION

Postal card put onto the road at Miller on April 6th 1875 and addressed to Placerville, California to be carried west via St. Louis and the Union Pacific Rail Road.

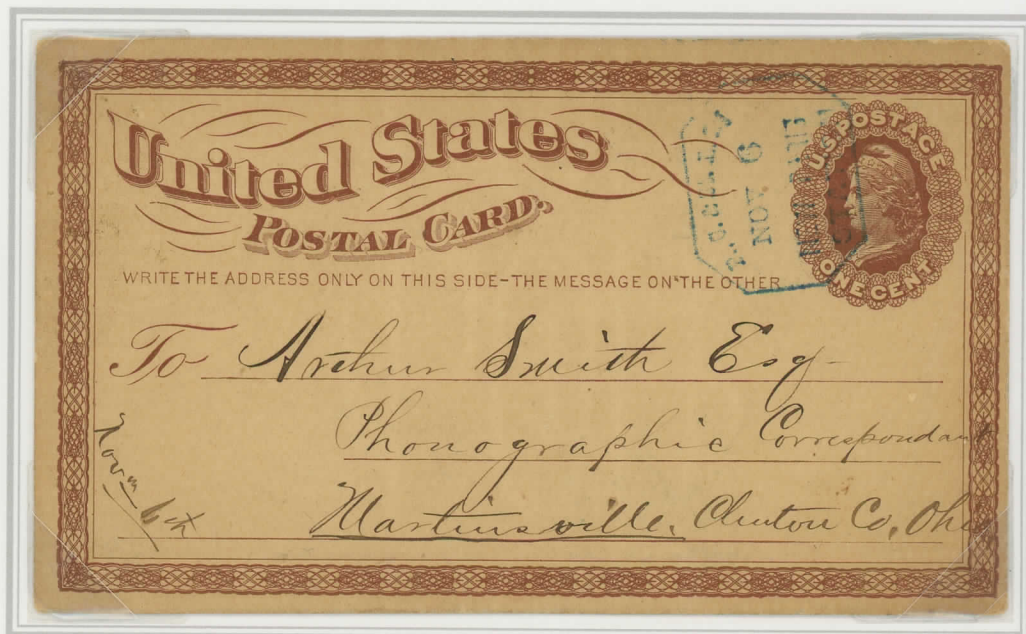


G.W. Colton's map of 1873 with the course of the Pittsburgh, Cincinnati & St. Louis Rail Road between Steubenville and Richmond and the location of the New Paris and Miller Stations.

P. C. & St. L. Ry
NOV 6
NEW PARIS / STATION

Postal Card dated "New Paris O Novm 5th" and addressed to Martinsville located 40 miles ENE of Cincinnati. Carried one station west to Richmond and then to Cincinnati for Martinsville.

Addressed to the Phonographic Correspondant and written entirely in the phonographic alphabet.



Cleveland & Pittsburg Railroad - Bayard Station Agent Date Stamp

The Cleveland & Pittsburg Railroad was chartered in 1836 and completed the line between those two cities in 1852. The line was intersected in 1852 at Alliance by the Pittsburg, Fort Wayne & Chicago which reached Ada, 56 miles west of Alliance in 1853.



C & P. R.R. / JAN 20 1880 / BAYARD

Envelope put into the Station Agent at Bayard on January 20th 1880 addressed to Ada. Carried north 12 miles to Alliance on Route 21006, Wellsville to Cleveland for transfer to Route 21002 for Ada contracted to the Pittsburg, Fort Wayne & Chicago Railroad.

In 1878 the Cleveland & Pittsburg was contracted at \$14,279 a year with the service split at 10½ times a week for 57 miles Cleveland to Alliance and 18 times a week Alliance to Wellsville.

[Item: 4906] # 65, fine, on fine, intact cover with very scarce ST. L. J. & C. R.R. railroad postmark (St. Louis, Jacksonville & Chicago, Towle 706-A-1). Corner card for Globe Hotel, Jacksonville, IL, at junction of this second railroad.



\$85

Towle 706-A-1
very scarce
4906

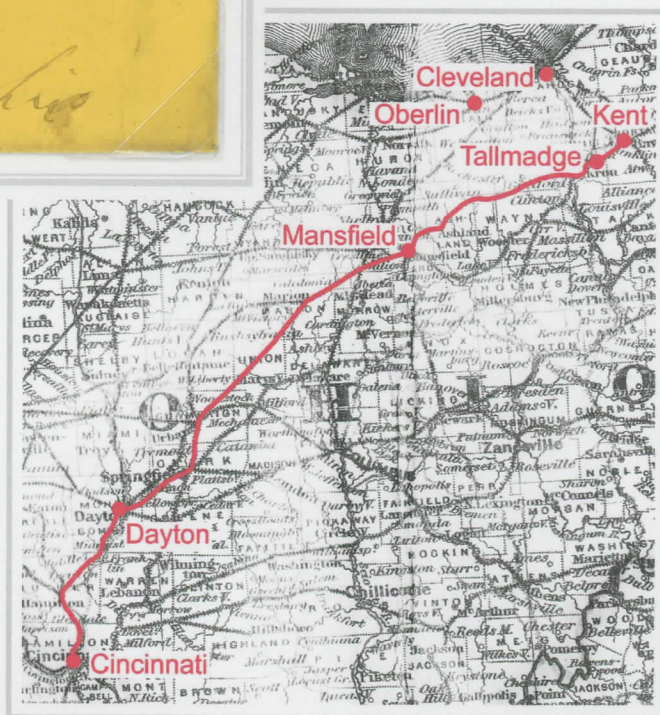
Cleveland, Columbus, Cincinnati & Indianapolis Railroad Route Agent's CDS

Cleveland, Columbus, Cincinnati & Indianapolis Railroad. Route 9046 of 145¼ miles twice daily. Contract value \$60,124 a year.
Cleveland, Columbus, Cincinnati & Indianapolis Railroad. Route 21042 of 109¾ miles thrice daily. Contract value \$54,704 a year.



KENT. & CIN. AGT. / JAN / 21

Envelope put onto Route 9046 to receive the Kent to Cincinnati Route Agents CDS. Dropped at Mansfield, 75 miles west of Kent.

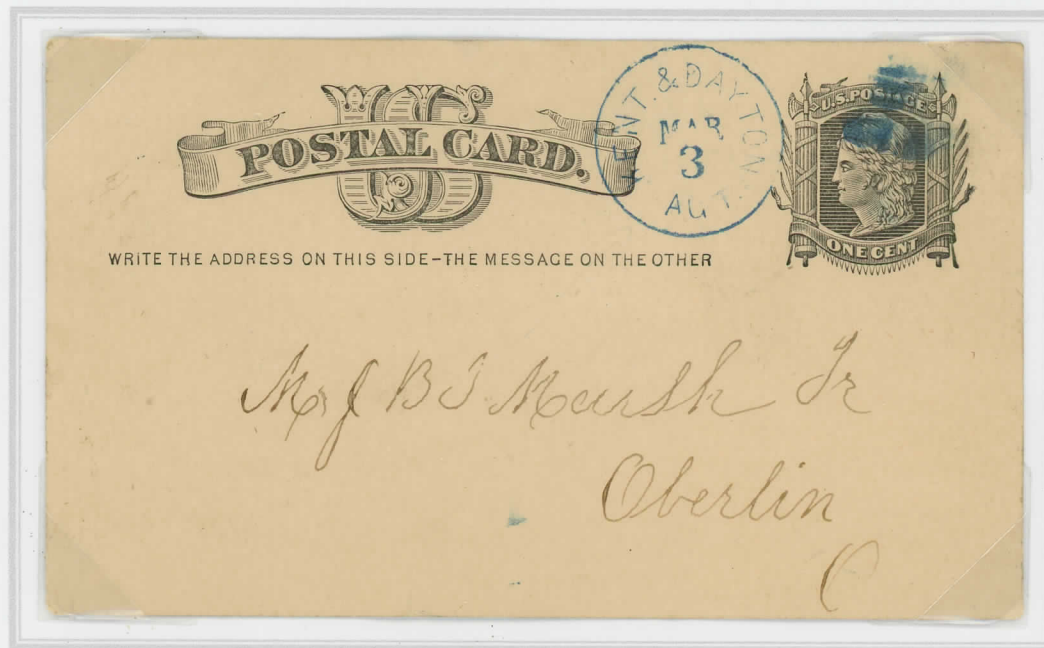


Map by Colton of 1873

KENT & DAYTON
AGT.

Postal card date lined "Tallmadge O Mar 1/79" and carried 6 miles east to Kent receiving the Dayton to Kent Route Agent's CDS.

Route via Cleveland to Oberlin.



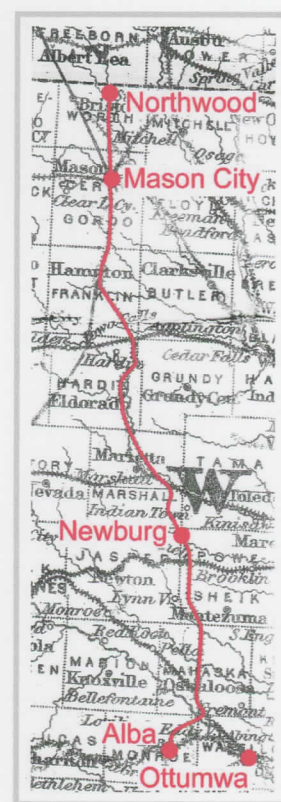
Central Railroad of Iowa Route Agent's CDS & Station Agent's Stamp

Central Railroad Company of Iowa. Route 11008 of 189¼ miles once daily. Contract value \$9,460 a year.
Contract operated between Northwood and Alba, Route Agent ran Mason City to Ottumwa.



M. CITY & OTTUMWA AGT. / SEP / 15

Envelope put onto Route 11008 on September 15th circa 1873 and carried south to Ottumwa via Alba. Transferred eastward to Marietta, Ohio.



Map by Colton of 1873



**CENTRAL IOWA RY.
NEWBURG**

Envelope put onto Route 11008 at Newburg located 62 miles north of Alba.

Chicago & Northwestern Railroad Route Agent & R.P.O. CDS's

Toledo, Wabash & Western Railroad. Route 9022 of 524 miles twice daily. Contract Value \$78,600.

475 miles between La Fayette, Ohio and Quincy, Illinois was serviced by a Railway Post Office car.



LAFAY. & QUINCY R.P.O.

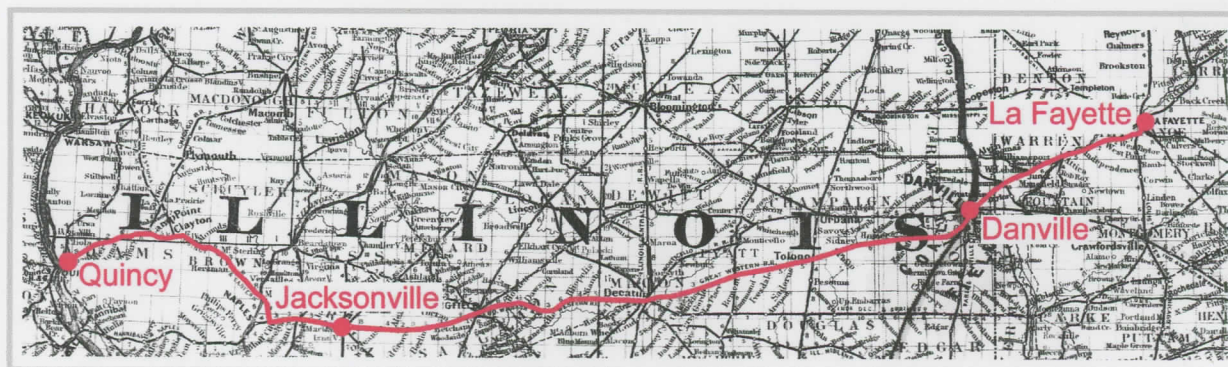
JUN / 4

Envelope carried on Route 9334 to Danville on June 4th 1869/70.

LAFAY. & QUINCY R.P.O.

APR / 18

Envelope carried on Route 933 to Jacksonville on April 18th circa 1871.



Map by Colton of 1873

Illinois Central Railway Post Office CDS

Illinois Central Railroad. Route 11407 of 356 miles twice daily. Contract Value \$42,100.
252 miles between Chicago and Centralia, Illinois was serviced by a Railway Post Office car.

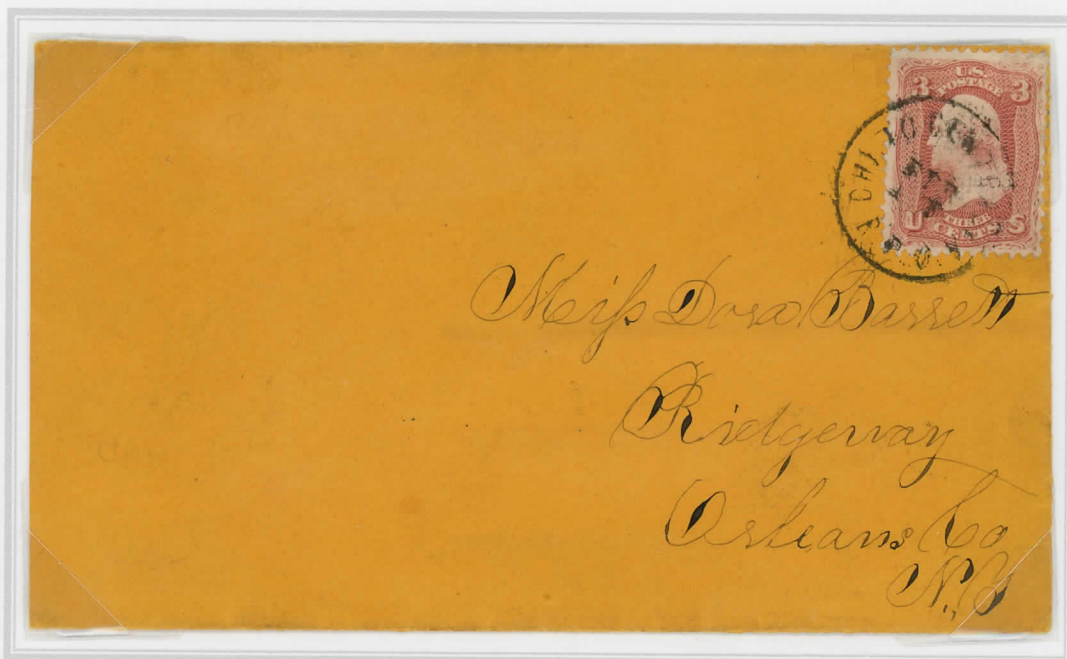


CHICAGO & CENT. R.P.O.
JUN / 2

Envelope carried on Route 11407 from Chicago
323 miles south to South Pass on June 2nd circa 1867.



Map by Appleton of 1869



CHI. TO CENTRALIA R.P.O. / FEB / 17

Envelope put onto Route 11407 on February 17th circa 1868 and
carried north to Chicago for transfer east to New York and Ridgeway.

Illinois Central Railroad Station Agent's Date Stamps

Illinois Central Railroad. Route 11512 of 342 miles twice daily. Contract Value \$34,200. (Lostant)
 Illinois Central Railroad. Route 11507 of 365 miles once daily. Contract Value \$25,300. (Carbondale)



ILLINOIS CENTRAL / R.R.

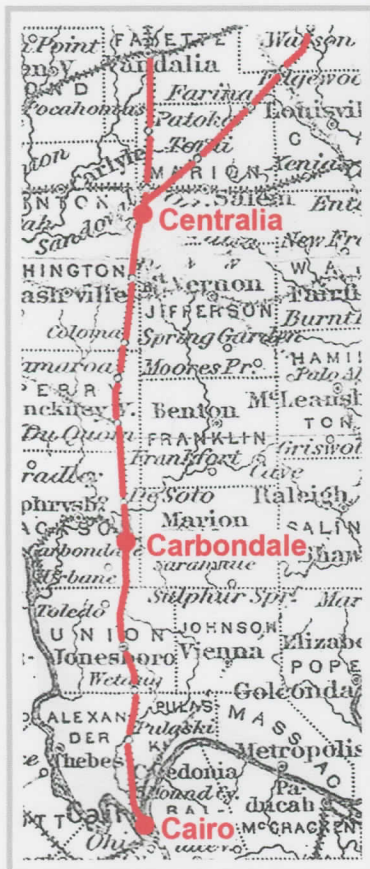
LOSTANT

Apl 6 1865

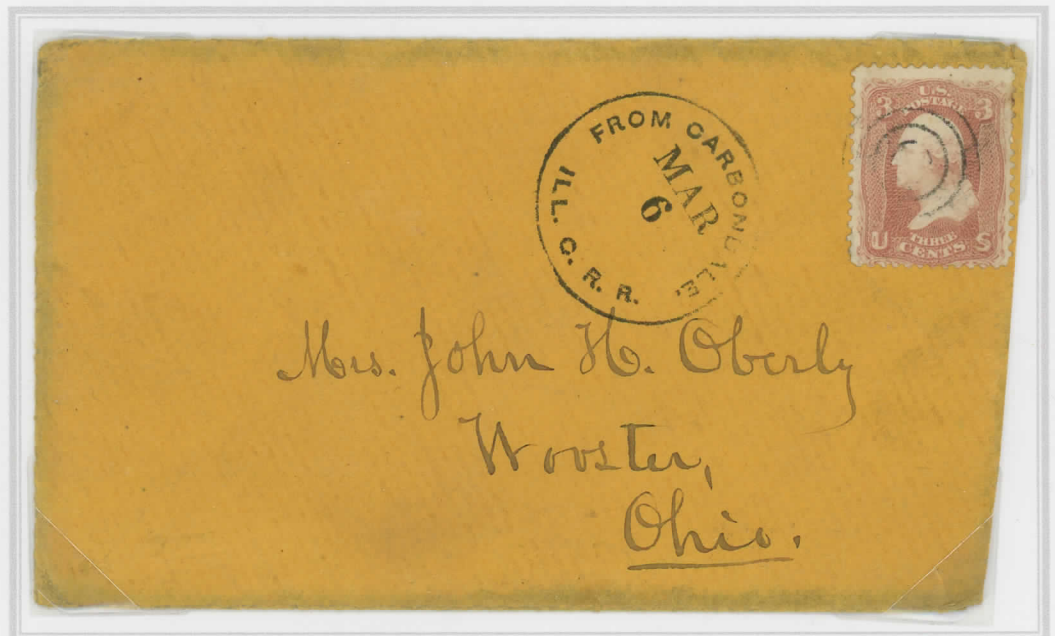


Map by Colton of 1873

Envelope carried on the Lostant to Hinnepen 21 mile branch line from Lostant to Granville. Part of the main Dubuque to Cairo contract for Route 11512.



Map by Colton of 1873



FROM CARBONDALE ILL. C. R. R. / MAR / 6

Envelope put onto Route 11507 and carried 308 miles north to Chicago on May 6th circa 1866. Transferred eastward for Wooster, Ohio.

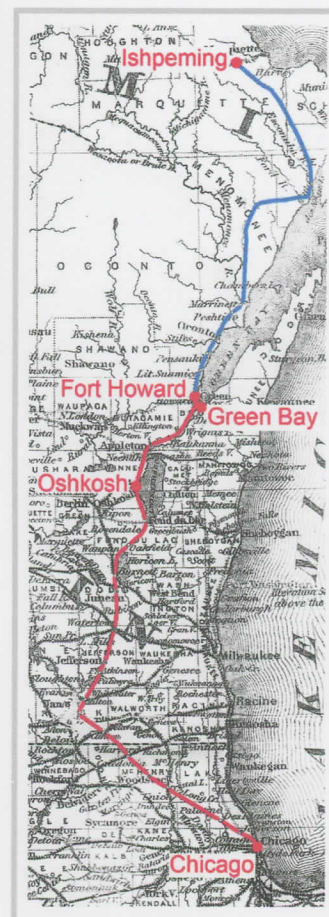
Chicago & Northwestern Railroad Route Agent & R.P.O. CDS's

Chicago & Northwestern Railroad. Route 25009 of 245 miles twice daily. Contract Value \$54,450.
Chicago & Northwestern Railroad. Route 24031 of 180¼ miles once daily. Contract Value \$11,683.

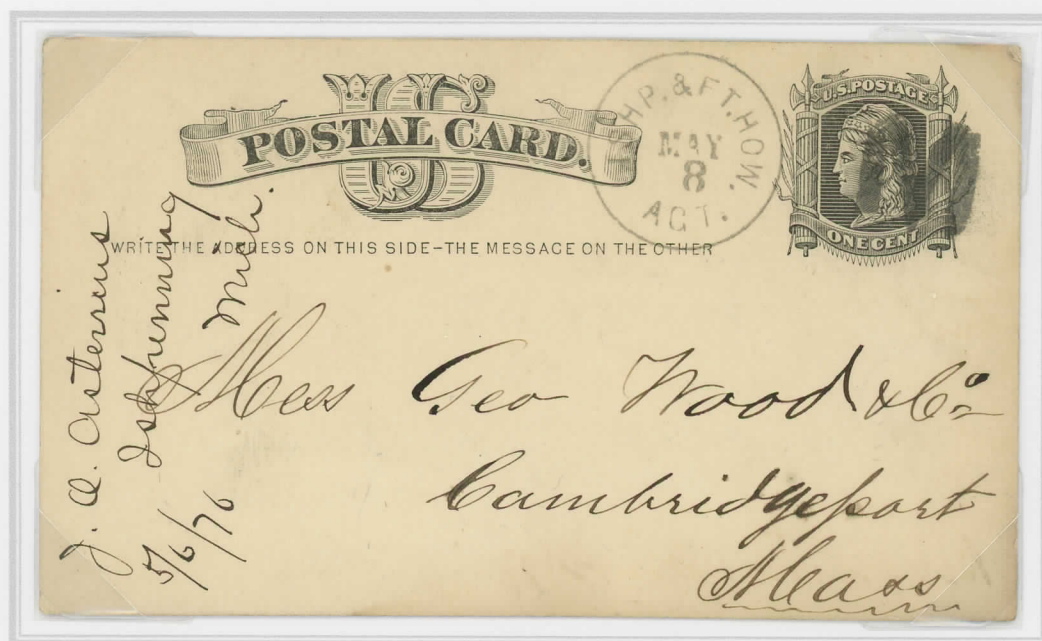


CHI. & FT. HOW. R.R. / OCT / 15

Reay Die 37 envelope put onto Route 25009 at Oshkosh on October 15th circa 1875 and carried 193 miles south to Chicago to receive the "S" for southbound sorting clerks canceller. Transferred east 150 miles to Fort Wayne.



Map by Colton of 1873



ISHP. & FT. HOW. AGT / MAY / 8

Postal card date lined "Ishpeming Mich May 6/76" and carried south on Route 24031 for transfer at Fort Howard to Route 25009 to Chicago. From there eastward to Boston for Cambridge, Massachusetts.

Chicago to Green Bay Route 13001

The Chicago & Northwestern Rail Road completed the 244 mile route between Chicago and Green Bay on January 1st 1863. In the contract round of 1866 the route was contracted as Route 13001 at £36,600 a year for a twice daily service excluding Sundays.



CHI. TO GREEN BAY R.P.O. / JUN / 18

Envelope carried on Route 13001 for transfer at an intermediate station to Belvidere in Boon County. Received the Sorting Clerk,s datestamp for June 18 1869.

Certificate



G.W. Colton's map of 1873 with the course of the Chicago & Northwestern Rail Road.

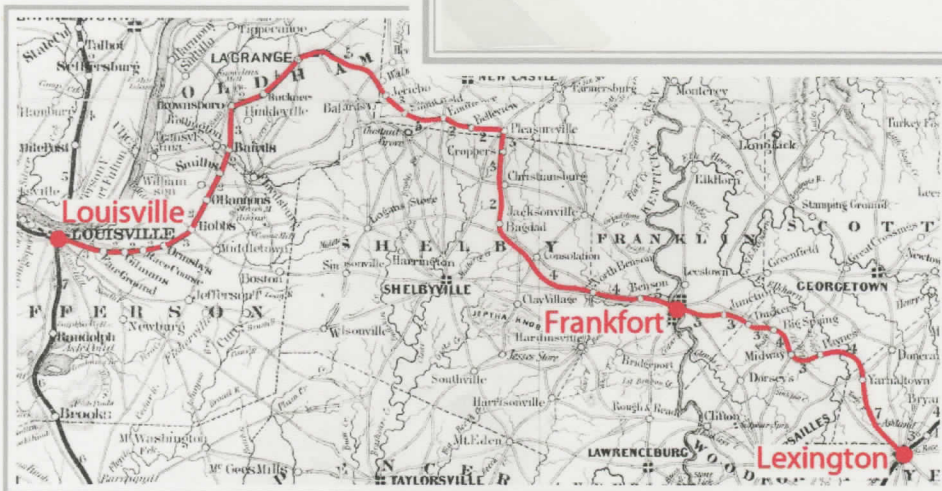
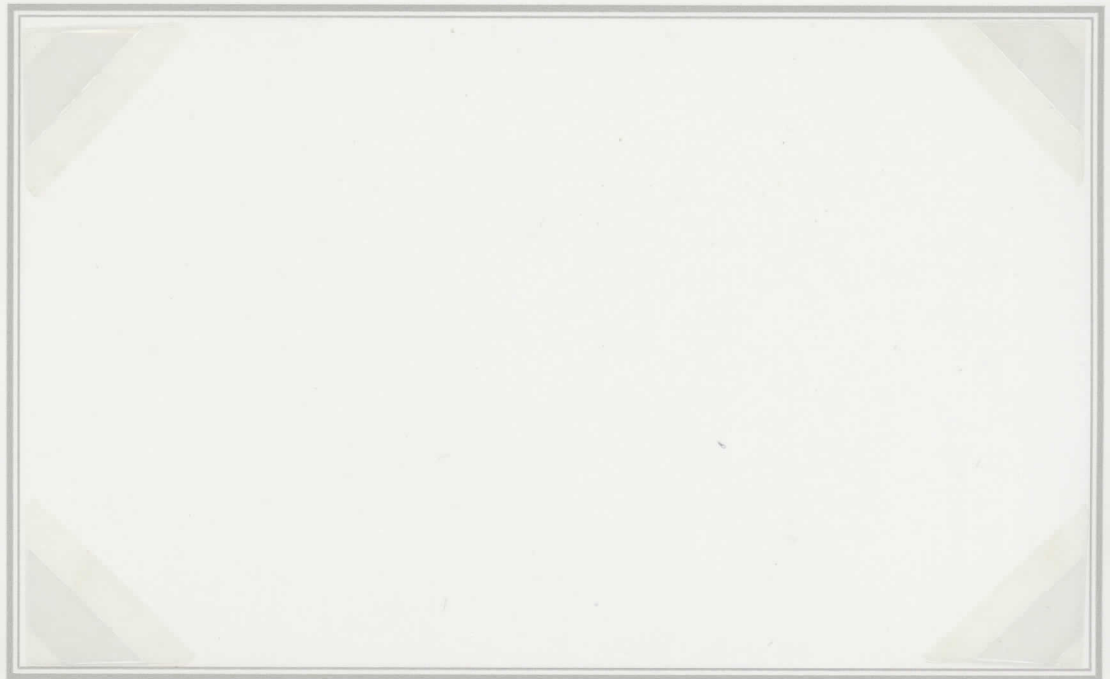
**CHI. TO GREEN BAY R.P.O.
AUG / 9**

Double weight envelope carried on Route 13001. The location oof Forestville is not known.



Louisville, Frankfort & Lexington Rail Roads, Route 8202

The first contract on the combined roads of 94 miles between Louisville and Lexington commenced on October 22nd 1851 as Route 5106 at \$9,400 a year for a twice daily service. The road was under the management of a common board consisting of the Louisville & Frankfort and the Frankfort & Lexington Rail Roads.



James T. Lloyd's map of 1863 with the course of the Louisville & Frankfort and the Frankfort & Lexington Rail Roads.

LOUISVILLE & FRANKFORT R.R. MAR / 13

Nesbitt Die 5 envelope put onto Route 8202 on March 13th circa 1854 and carried to Lexington for Paris located 17 miles to the northeast. Received the Route Agents date stamp (Towle 524-A-1).

LOUISVILLE & LEXINGTON R.R. SEP / ?

Envelope put onto Route 8202 in September circa 1854 and carried to Louisville for onward carriage into Iowa. Received the Route Agent's date stamp (Towle 524-B-1).



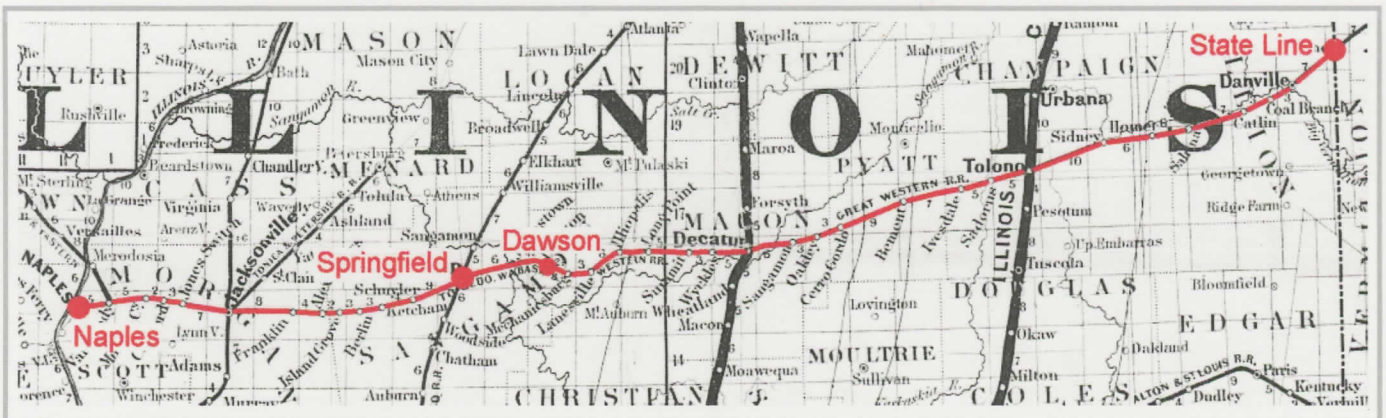
Great Western Rail Road Dawson Station Agent Date Stamp

Construction commenced in 1837 on a line which was to become the Great Western Rail Road and completed 182 miles of track between Naples and State Line in November 1856. Contracted as Route 13253 in April 1856 at \$12,657 for a twice daily service excluding Sundays. Three stations are record by Towle as using date stamps, being Alexander, Oaklley and Dawson which was located 11 miles east of Springfield.



DAWSON G.W. R.R.
APR / 5

Envelope put into the Station Agent at Dawson on April 5th circa 1858 and probably transferred south at Springfield for Summerfield, Alabama. Endorsed "*Misssent*" arriving April 9th.



G.W. Colton's map of 1861 with the course of the Great Western Rail Road.

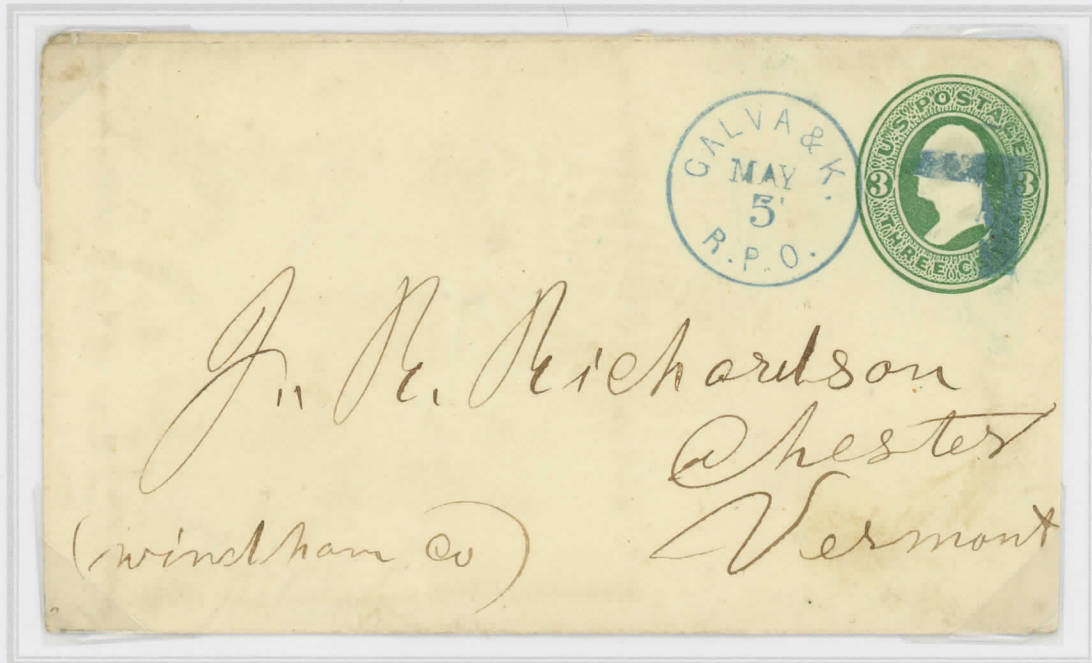
GREAT WESTERN (ILL.) RAILWAY.									
L. TILTON, Pres., Springfield, Ill. F. W. BOWEN, Supt., Springfield.									
C. A. WILSON, Gen. Ticket Agent, Springfield, Ill. [April 22]									
Westward Trains.				STATIONS.	Eastward Trains.				
Exp.	Mail.	Frs.	Mls.		Mls.	Frs.	Exp.	Mail.	
P. M.	A. M.			LEAVE			P. M.	A. M.	
1 35	3 13	2 45	81	.....Decatur ³	94 2 30	1 06	1 35		
2 06	3 51	2 80	93	.....Niantic.....	82 2 50	12 31	1 08		
2 17	4 03	2 95	97	.....Illioopolis.....	78 2 40	12 20	12 51		
2 41	4 29	3 20	105	.....Mechanicsburg.....	69 2 15	11 55	12 29		
2 49	4 38	3 39	108	.....Dawson.....	66 2 05	11 46	12 21		
3 01	4 51	3 45	113	.....Jamestown.....	62 1 59	11 34	12 09		
3 20	5 10	3 65	120 ar.	Spring- } lv.	55 1 70	11 15	11 50		
3 25	5 20		120 lv.	field } ar.					

Portion of Great Western Rail Road timetable from Appletons' Railway & Steam Navigation Guide of October 1860. Note the travel time of 32 minutes between Dawson and Springfield giving an average speed of 25 miles per hour over the 12 miles.

Chicago, Burlington & Quincy Railroad R.P.O. CDS

Chicago, Burlington & Quincy Railroad. Route 11415 of 54 miles once daily. Contract value \$5,400 a year.

Chicago, Burlington & Quincy (Keithsburg Branch) Railroad. Route 11405 of 66¼ miles once daily. Contract value \$3,312 a year.



PEO. & GALES R.P.O. / JAN / 7

Envelope put onto Route 11415 and carried west to Galesburg on January 27th circa 1871.



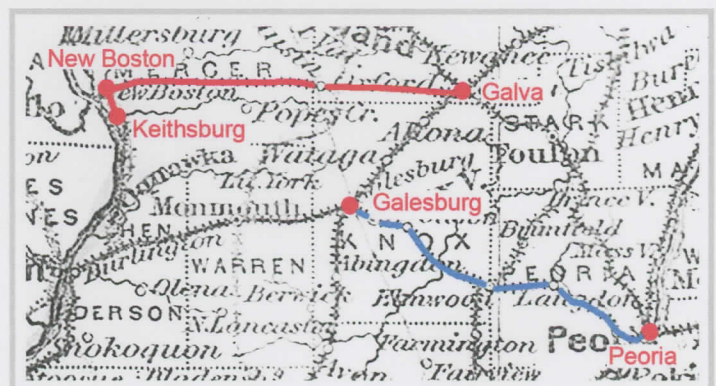
GALVA & K. R.P.O.
MAY / 5

Reay Die 37 envelope put onto Route 11405 and carried east to Galva for the main line to Chicago. Transferred east via New York for Chester, Vermont.

Map by Colton of 1873

Key

— Route 11415
— Route 11405



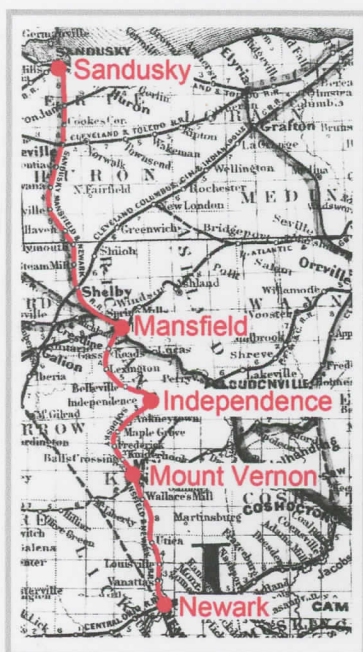
Sandusky, Mansfield & Newark Railroad Route Agent's CDS and Manuscript

Sandusky, Mansfield & Newark Railroad. Route 9142 of 124 miles twice weekly. Contract Value \$12,400.

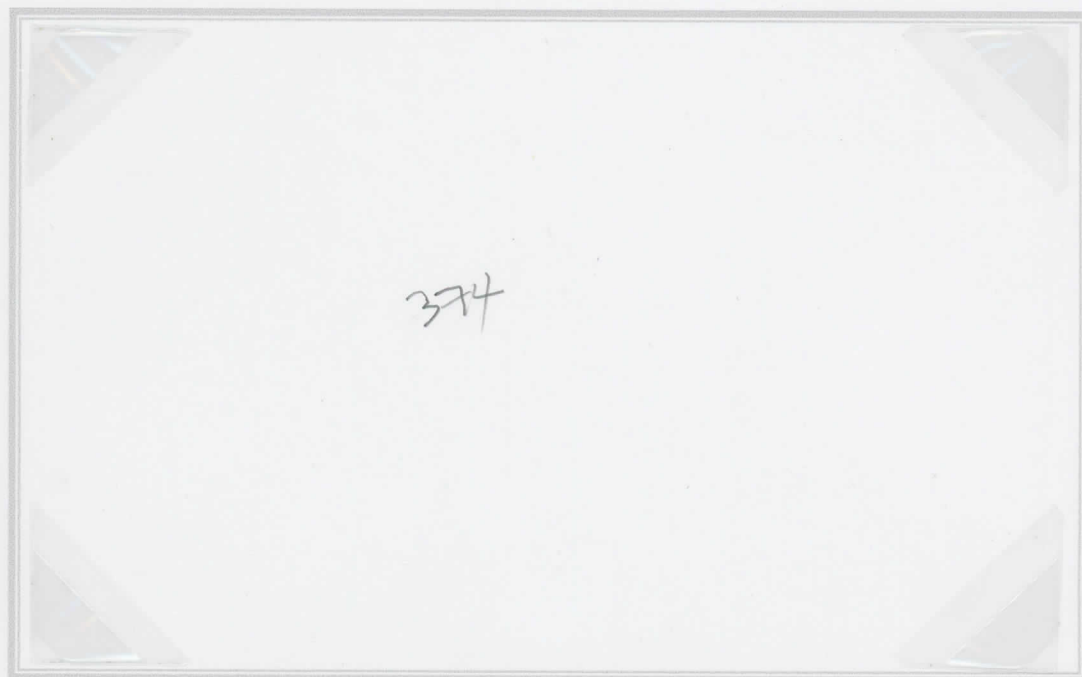


SANDUSKY & NEWARK R.R. / JUL / 18

Envelope put onto Route 9142 on July 18th circa 1856 and carried to Independence located 43 miles north of Newark.



Map by Colton of 1871



SM & NRRO
Oct 2nd

Folded letter date lined "Mount Vernon Oct 2nd 1857" and put onto Route 9142 to be carried 91 miles north to Sandusky.

Chicago Supplementary Mail CDS

In January 1860 the Chicago Post Office introduced a no fee service to take in letters going eastward up to half an hour after the close of the regular mail.

The CDS illustrated below was not introduced until August 1860, L. Piskiewicz gives use of the single circle form up to September 1863.



CHICAGO SUPPLEMENTARY MAIL / FEB / 1

Corner card envelope put into the Supplementary mail box on February 1st 1861 and carried eastward 467 miles on Route 9050 for Pittsburgh. Transferred via Philadelphia and New York to Williamstown.



CHICAGO SUPPLEMENTARY MAIL / MAY / 9

Envelope put into the Supplementary mail box on May 9th circa 1861, also carried east on Route 9050. Transferred at Pittsburgh for Philadelphia and West Chester.

Winona & St. Peters Railroad Route Agent's CDS

Winona & St. Peter Railroad. Route 26015 of 141¼ miles once daily. Contract value \$11,308 a year.

Winona & St. Peter Railroad. Route 26015 of 144¼ miles once daily. Contract value \$8,309 a year.



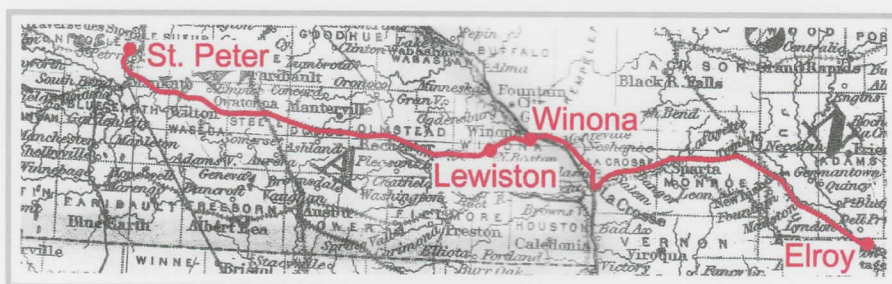
WINO. & ST. PETER R.R.

Postal card date lined "Lewiston Minn. Nov. 12th" circa 1876 put onto Route 16015 and carried 18 miles east to Winona.



ELROY & MARSH AGT. / AUG / 25

Envelope put onto Route 26015 file noted on reverse "Aug 27 / 77" and put onto Route 26015 to be carried to Winona. The Route Agent travelled on the mail car over three contract routes between Elroy and Marshall, a total distance of 330 miles.

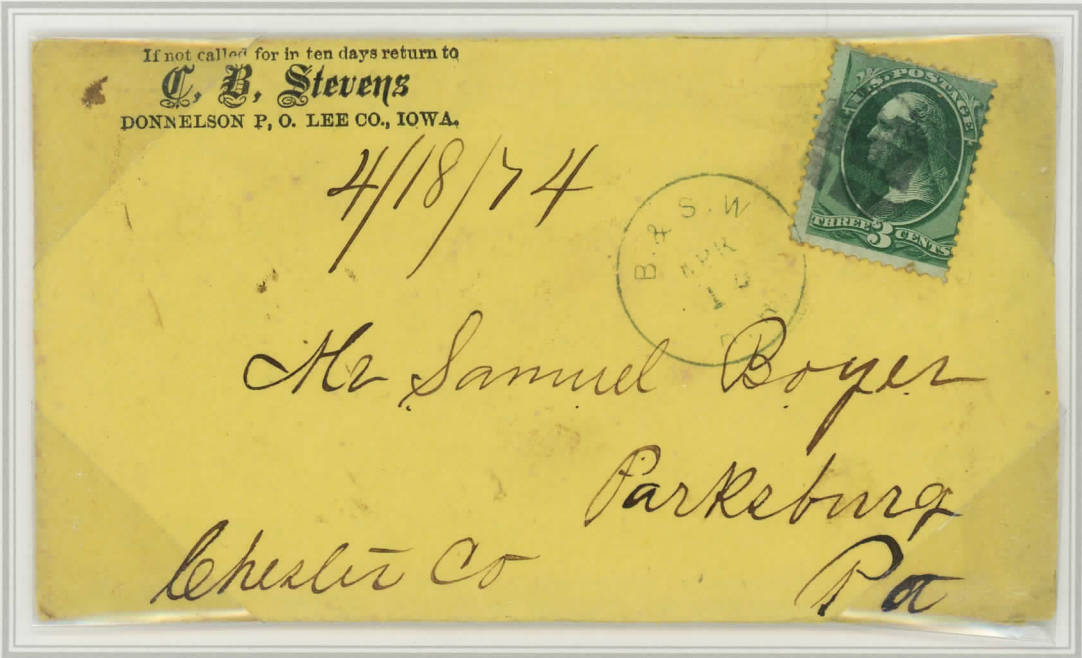


Map by Colton of 1873

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.

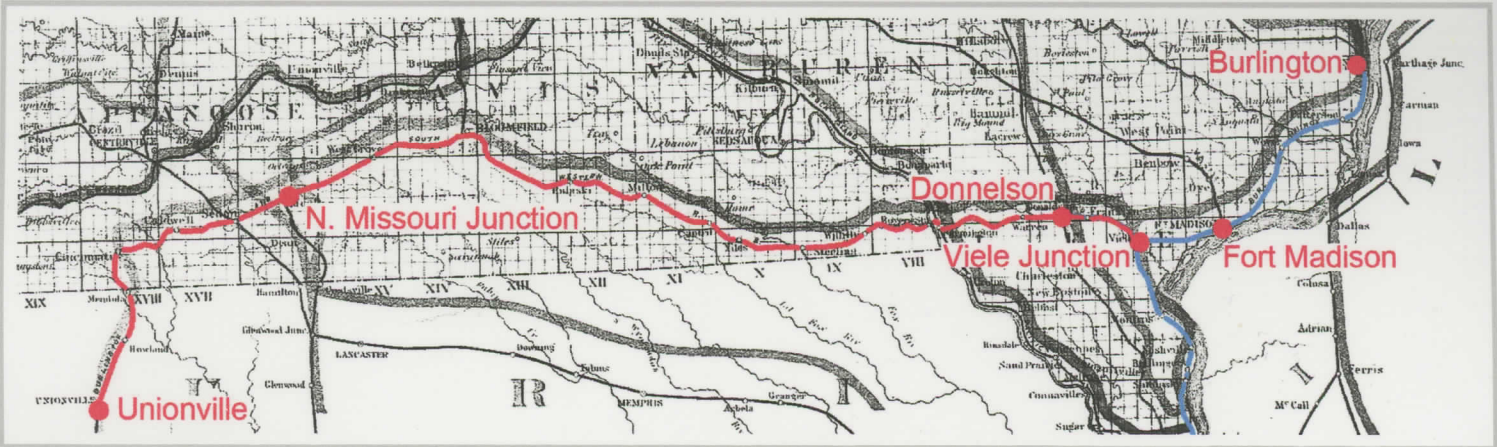
At Viele Junction the line met the Chicago, Burlington and Quincy Rail Road route between Burlington and Keokuk which was contracted in 1873 for Route 11002 of 42¾ miles at \$3,420 a year for a daily service excluding Sundays.



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.				
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						

1 Connects with Des Moines Val. R'way. 2 North Mo. R'way.
Lexington & Kansas City Div.—A train runs between Laclede and Browning. Distance, 19 miles.

(July 26.)

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.

Lake Shore & Tuscarawas Valley Rail Road Route 9045

The Lake Shore & Tuscarawas Valley Rail Road was organized in July 1870 and completed the 102½ mile line between Urichsville and the mouth of the Black River at Loraine on Lake Erie on August 1873. A contract for Route 9045 was made at \$5,122 a year for a daily service excluding Sundays.



LOR. & URICH. AGT. / FEB / 5

Envelope carried north on Route 9045 to receive the Loraine & Urichsville Route Agent's date stamp. Transferred at Elyria for Cleveland.



G.W. Colton's map of 1873 with the course of the Lake Shore & Tuscarawas Rail Road.

LAKE SHORE & TUSCARAWAS VAL. R. R.									
W. W. CARD, Supt., Cleveland, O. [May 25.]									
P. M.	A. M.	Mls.	[L'VE]	[ARR.]	Mls.	A. M.	P. M.		
4 10	7 05	0	..Black River..	100	10 15	8 50			
4 36	7 31	8	....Elyria.....	92	9 47	8 25			
5 20	8 15	16	....Grafton	84	9 20	7 30			
7 55	10 45	66	....Massillon	34	6 35	4 35			
9 05	11 50	90	..N. Philadelphia..	10	5 20	3 25			
9 30	12 15	100	..Urichsville..	0	4 55	3 00			
P. M.	P. M.		[ARR.]	[L'VE]		A. M.	P. M.		

Timetable of the Lake Shore & Tuscarawas Rail Road from page 120 of Appletons' Railway & Steam Navigation Guide published September 1874.

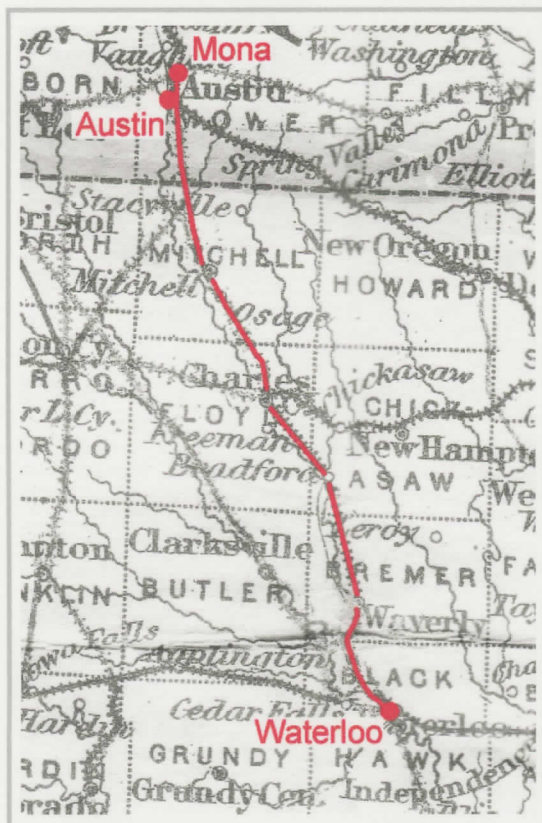
Illinois Central Rail Road Route 11010 Waterloo & Austin

First contracted to the Illinois Central Rail Road in 1870 running between Waterloo and Mona, 5 miles north of Austin, in 1871 the route was contracted as Route 11010 at \$4,000 a year for a daily service, excluding Sundays. The route is shown as 80 miles in PMG's Annual Report of 1872.



WATERLOO & AUSTIN R.R. / OCT / 6

Envelope addressed to Waterloo, Quebec Province, Canada franked at the 6 cent rate for cross border mail. Posted at the Waterloo, Iowa post office and then put loose onto the Illinois Central line north to Mona for transfer eastward via Chicago for Canada.



A.M.	A.M.	M.	L'VE	[ARR.]	P.M.	P.M.
12 25	11 55	0	.. Waterloo...	4 20	10 30	
1 16	12 50	12	... Janesville...	3 30	9 40	
1 45	1 35	18	... Waverly...	3 00	9 10	
2 20	2 15	27	... Plainfield...	2 15	8 30	
2 55	2 50	35	... Nashua...	12 55	7 45	
3 40	3 40	46	.. Charles City..	12 31	7 00	
4 55	5 10	63	... Osage...	11 10	5 50	
5 35	5 55	72	... St. Ansgar...	10 30	4 55	
†6 08	6 25	80	... Mona...	10 00	\$4 30	
A.M.	P.M.		ARR.]	[L'VE	A.M.	P.M.

Timetable from Appletons' Railway & Steam Navigation Guide from page 228 of the July 1872 issue.

G.W. Colton's map of 1873 with the course of the Illinois Central Rail Road between Waterloo and Mona

Green Bay & Minnisota 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 & Minnisota. The first contract to New London of 40¼ miles was for Route 13395 at \$2,015 a year for a daily service excluding Sundays.

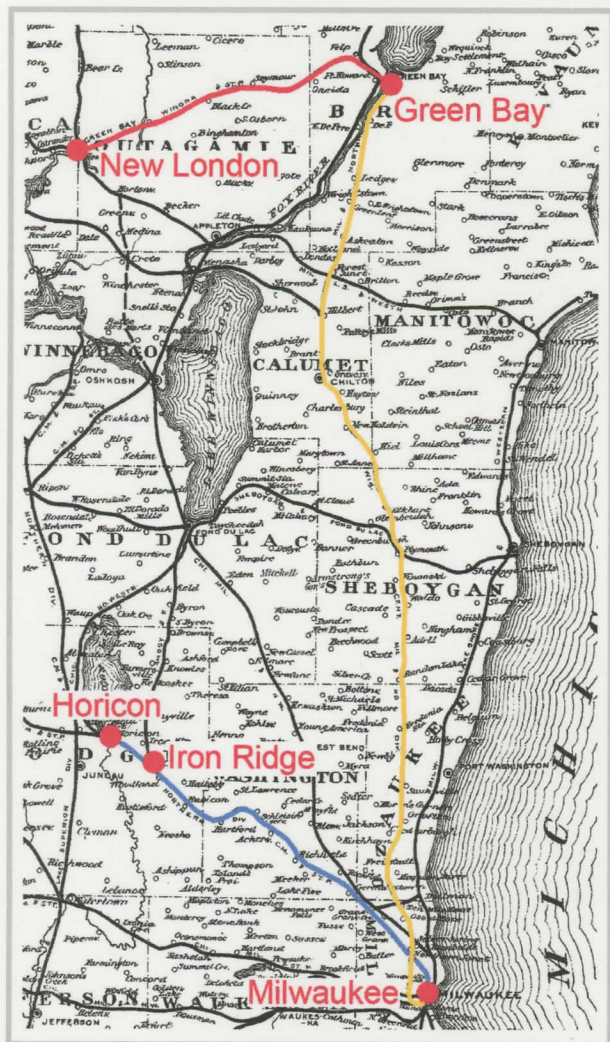
In December 1873 the contract for Route 13395 was for the full 216½ miles of the line at \$10,820 a year for a daily service excluding Sundays. Renewed as Route 25015 in July 1874 on the same terms.



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.

Probably routed from Green Bay on Route 13396 to Milwaukee and then 47 miles west on Route 13006 to Iron Ridge. Another routing was available via Fond du Lac to Horicon but would have meant a number of bag transfers on several different routes.

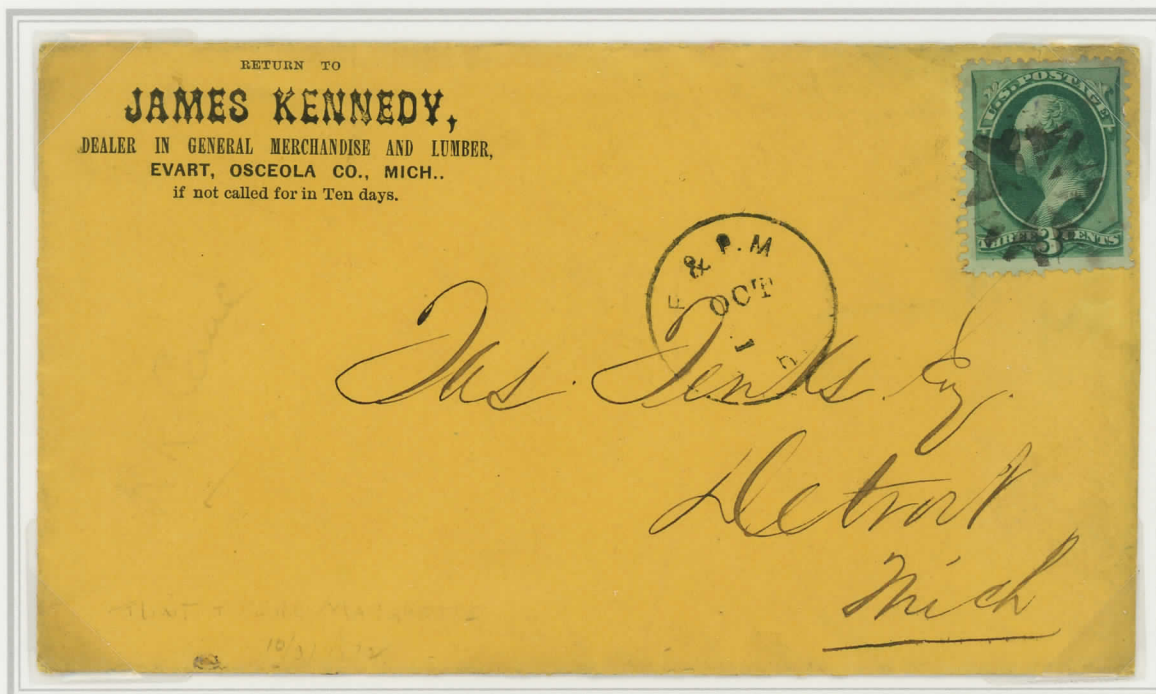


Map by W.L. Nicholson, Topographer to the Post Office Department July 1882 with the course of Route 13395 (red) to Green Bay. Route 13396 (orange) to Milwaukee and Route 13006 (blue) to Iron Ridge.

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.

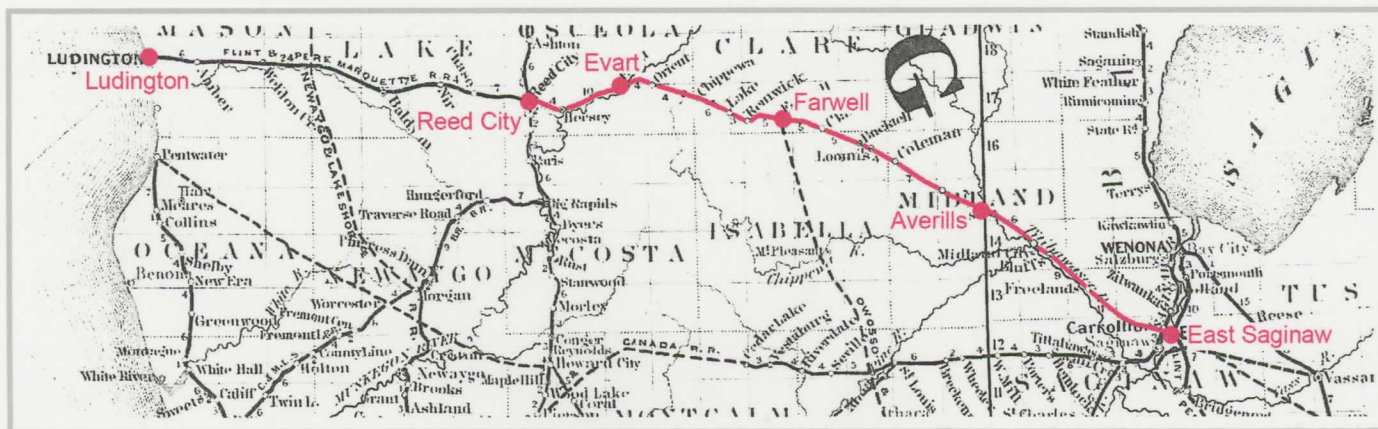
As the road advanced contracts were let from East Saginaw to Averill's Station, 26½ miles in 1868. 56½ miles to Farwell in 1870 and as Route 12516 to Reed City in 1872. The 90½ mile route being contracted at \$4,522 a year for a daily service excluding Sundays. The contract was not however renewed in 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 Agent's date stamp. 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.

Chicago to Freeport and Dubuque R.P.O Route

One of the early Railway Post Office service routes in 1865 was that between Chicago and Dunleith of 188 mile running on Route 11202 Chicago to Freeport on the Chicago & Northwestern road and Route 11512 Freeport to Dunleith on the Illinois Central Rail Road. In 1874 the contracts were for Routes 11402 and 11408 with the rate set at \$150 and \$100 per mile respectively.

CHICAGO & DUN. R.P.O. MAY / 31

Envelope addressed to Montreal, Canada and carried east to Chicago on the Railway Post Office car to receive the clerk's date stamp (Towle 690-D-2) for May 31st 1871.

Franked 6 cents cross border rate cancelled by the the R.P.O. clerk.



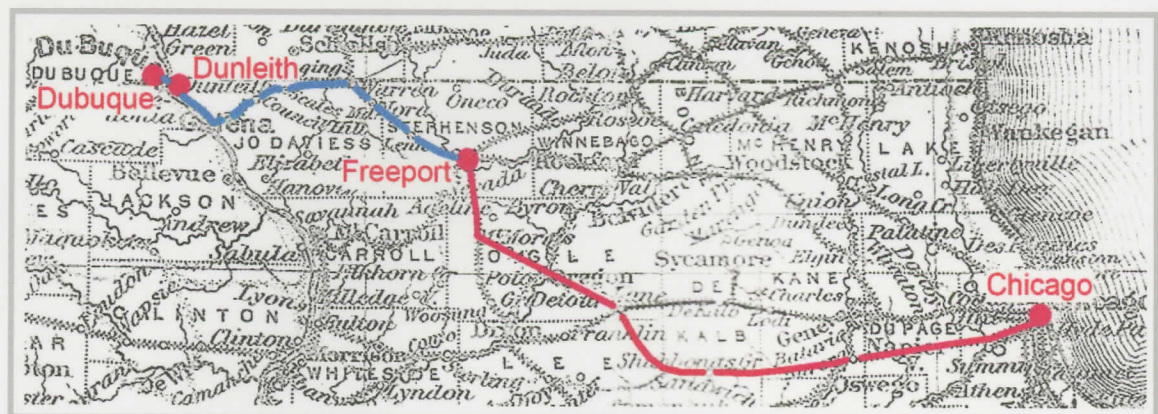
CHIC. & DUBU. R.P.O. JUN / 3

Envelope addressed to Rudd, Iowa and carried west on the R.P.O. car to Dubuque to receive clerk's date stamp (Towle 690-H-1) for June 3rd circa 1878.

The franking cancelled incorrectly by the clerk's "E" although the car travelled westward.



Map by G.W. Colton of 1873 with the course of the R.P.O. car from Chicago to Freeport (in red) and Freeport to Dunleith / Dubuque (in blue).



Chicago, Milwaukee & St. Paul Rail Road

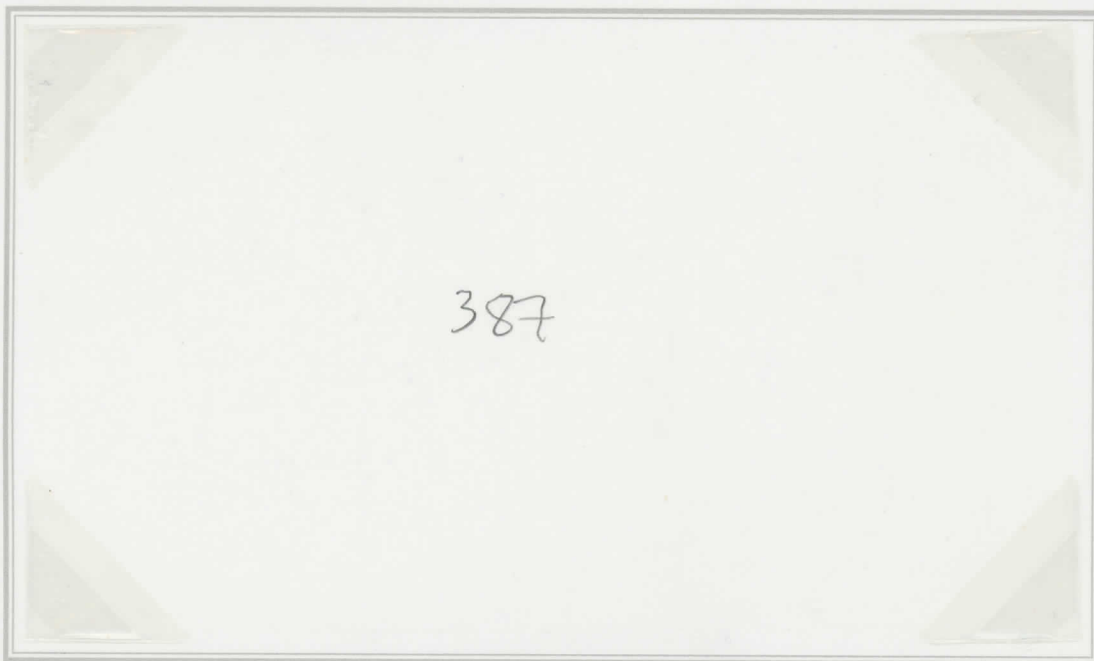
The "Milwaukee Road" was created from the merger in 1867 from the merger of established roads in Wisconsin and Minnesota to form the Milwaukee & St. Paul Rail Road. In 1874 further consolidation created the Chicag, Milwaukee & St. Paul headquartered in Chicago.



LA. C. & ST. PAUL R.P.O. / JAN / 4

Plimpton Die 58 envelope put onto the R.P.O. car on Route 26011 and 26013 on January 4th circa 1875 to receive the clerk's date stamp (Towle 837-G-1) and his "E" for East obliterator. Transferred via Chicago for Pennsylvania.

Route 26013 St. Paul to Winona of 104 miles contracted at \$21,495 a year and Winona to La Crescent of 25 miles at \$3,750 a year. for a twice daily service excluding Sundays.



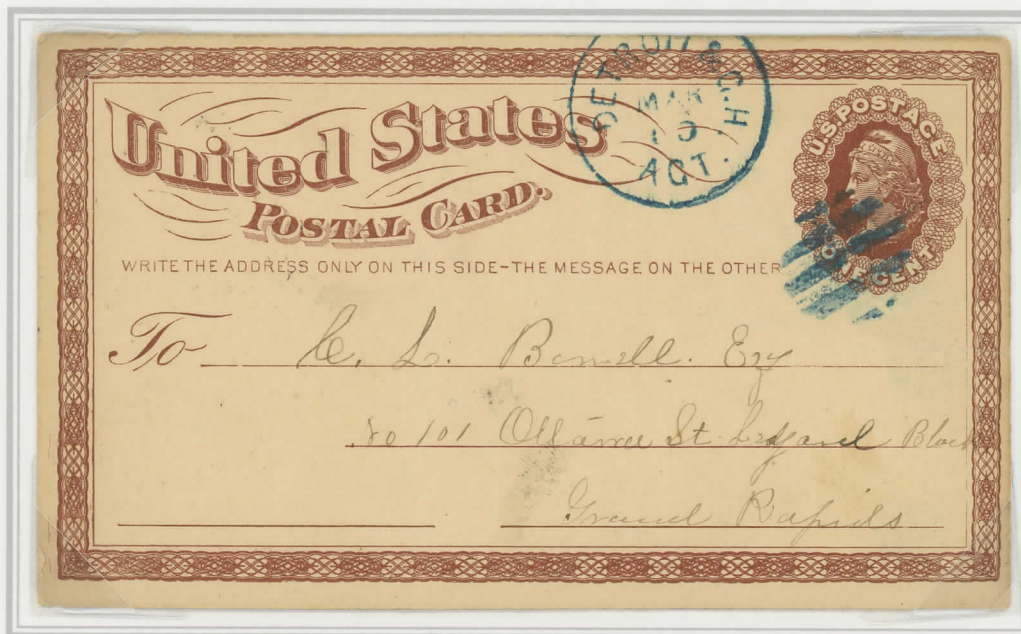
HOR. & PORT. R.R. / NOV / 1

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 and St. Paul Rail Road. Contracted between Horicon and Portage at \$3,394 a year for a daily service excluding Sundays.

Detroit & Milwaukee Rail Road Route 12507

The first 25 miles of the Detroit & Pontiac Rail Road was completed in 1843 becoming the Detroit & Milwaukee in 1855. The track was completed through Grand Rapids to Grand Haven and on January 1st 1859 was contracted for the 188 miles.

In July 1873 the contract was for Route 12507 of 190 miles at \$19,950 a year for a twice daily service excluding Sundays. Four Route Agents were employed on the route in 1874.

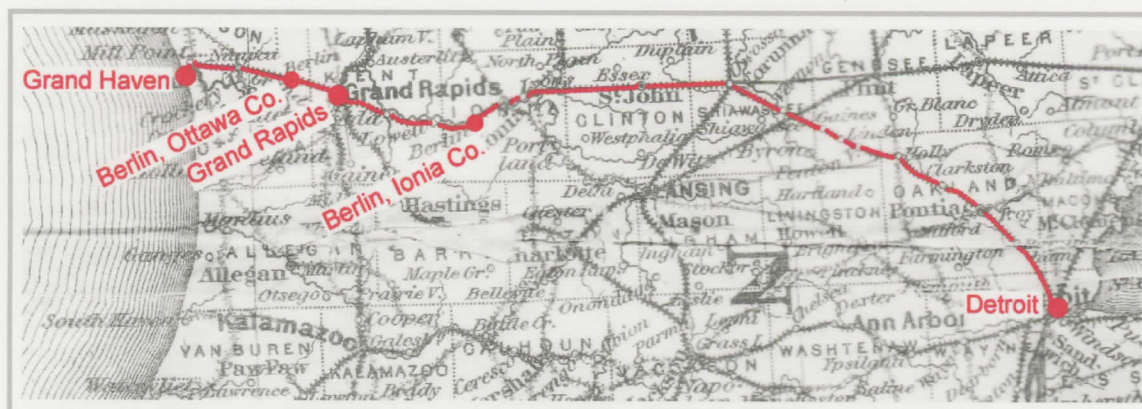


DETROIT & G.H. AGT. / MAR / 15

Postal card dated "Berlin March 15" circa 1875 and carried on Route 12507 from either Berlin in Ottawa County or Berlin in Ionia County. Both locations were on the Detroit & Milwaukee rail road route.

Timetable of the Detroit & Milwaukee Rail Road from page 176 of Appletons' Railway & Steam Navigation Gide published September 1874.

DETROIT & MILWAUKEE RAILWAY.								
A. WATSON, Gen. Supt., and ALFRED WHITE, Gen. Pass. & Fr't Agt., Detroit, Mich. [June 15.]								
Exp.	Acc.	Mail.	Mts	STATIONS.	Acc.	Mail.	Exp.	
P.M.	P.M.	A.M.		L'VE	ARR.	A.M.	P.M.	A.M.
10 35	5 40	10 25	0	...Detroit...	11 45	5 25	7 25	
11 55	6 50	11 45	26	...Pontiac...	10 35	4 10	6 00	
12 55	7 45	12 45	47	...Holly...	9 55	3 10	4 45	
1 10	7 55	1 00	50	...Fenton...	9 30	2 55	4 00	
2 30	9 15	2 20	78	...Owosso...	8 10	1 32	2 30	
3 35	10 20	3 40	98	...St. Johns...	7 00	12 20	1 20	
4 50		4 55	124	...Ionia...		11 05	12 00	
6 30		6 30	158	Grand Rapids.		9 35	10 10	
8 00		8 00	189	Grand Haven ²		8 00	8 30	
A.M.	P.M.	P.M.		ARR.	L'VE	A.M.	A.M.	P.M.
1 Connects with Flint & Pere Marquette Railway.								
2 Steamers to Milwaukee, and points on Lake Michigan.								



G.W. Colton's map of 1873 with the course of the Buda and Rushville branch line.

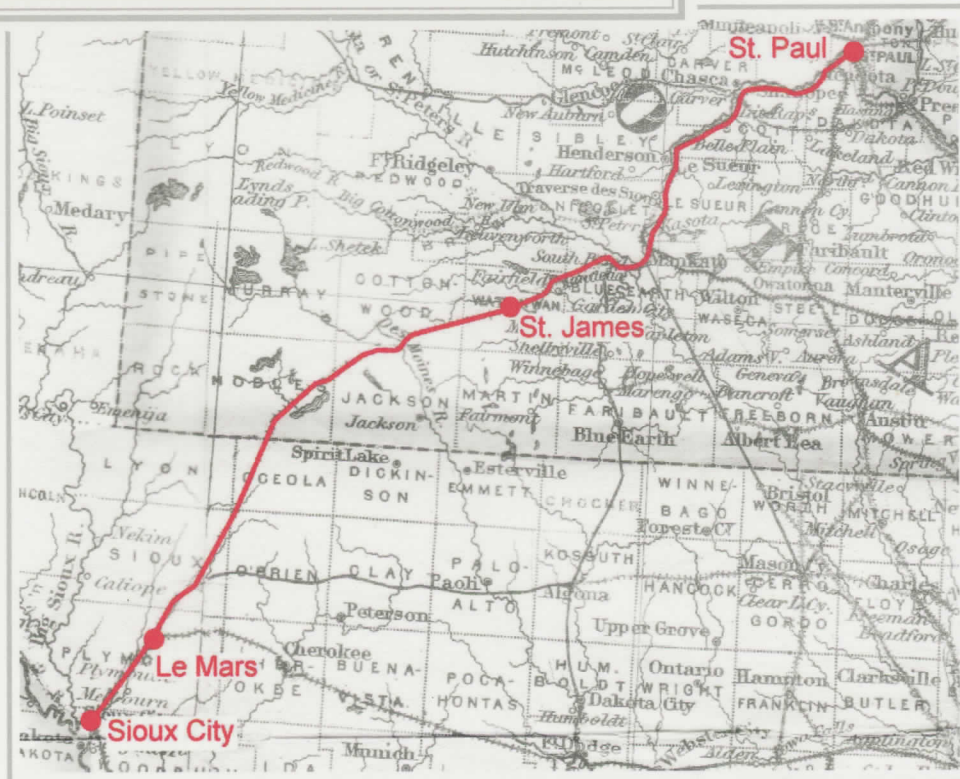
St. Paul & Sioux City Route 13505

Minnesota Valley Railroad Company was renamed the St. Paul and Sioux City Railroad Company on April 7th 1869, with the first contract of 113 miles between St. Paul and St. James made in July 1870. In 1872 the full route of 271 miles to Sioux City was contracted at \$12,250 a year for a twice daily service excluding Sundays.



ST. PAUL & S. CITY / DEC / 30

Envelope put onto Route 13505 on 30th December circa 1874 to receive the Route Agent's date stamp. Probably carried to St. Paul for onward carriage for the east coast.



G.W. Colton's map of 1873 with the course of the St. Paul & Sioux City Rail Road and Route 13505. Route Agent service was split between St. Paul and St. James and between St. James and Le Mars in 1874.

ST. PAUL & SIOUX CITY RAILWAY.

J. F. LINCOLN, Supt., St. Paul, Minn. [Ap. 26.]

P. M.	A. M.	Mls.	LEAVE	ARRIVE	Mls.	A. M	P. M.
3 50	8 00	0	.... St. Paul	269	11 15	7 00
5 25	9 32	25	....Shakopee....	241	9 35	5 28
7 10	11 14	63	....Le Sueur....	206	7 51	3 45
7 47	11 49	75	....St. Peter ¹	194	7 16	3 10
8 20	12 22	86	....Mankato....	183	6 45	2 37
	2 30	122	....St. James ...	147		12 15
	8 30	245	....Le Mars ²	24		6 40
	9 30	269	....Sioux City ...	0		5 30
P. M.	P. M.		ARRIVE	LEAVE		A. M.	A. M.

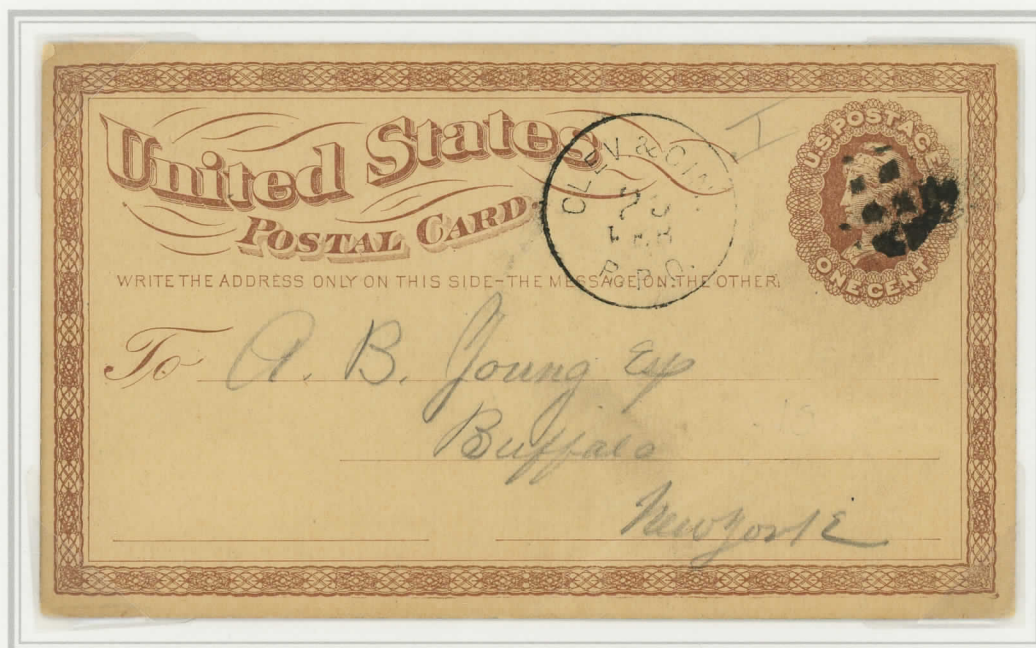
1 With Winona & St. Peter R'way. 2 Illinois Central R'way.

Timetable from Appletons' Railway & Steam Navigation Guide from page 187 published September 1874.

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.

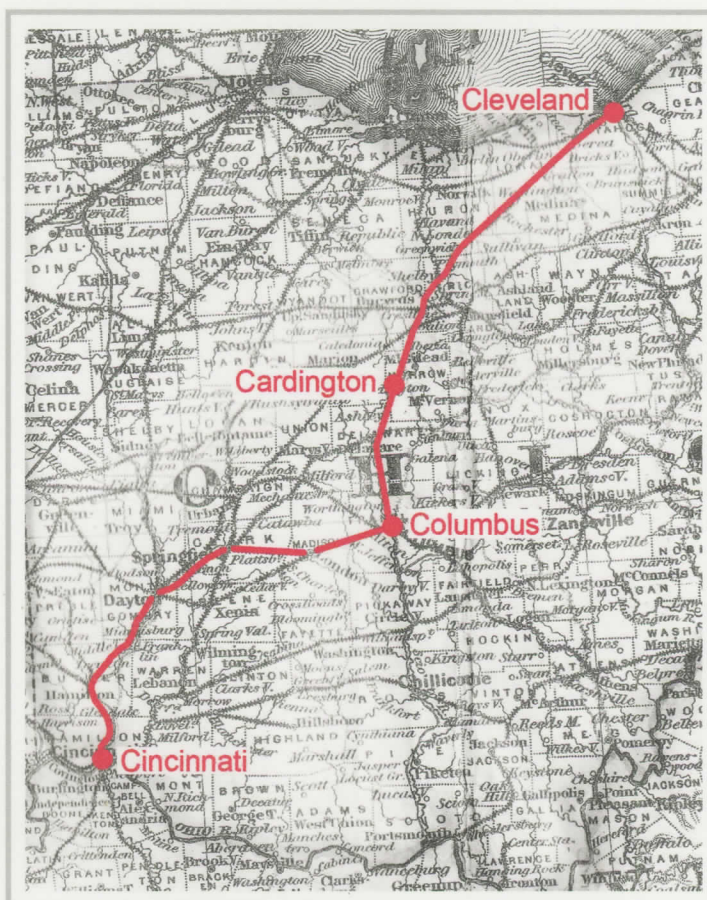
In July 1873 they were awarded a contract to run a Railway Post Office car on Route 9046 for \$55,181 a year for a twice daily service excluding Sundays.



**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 clerks obliterator and his R.P.O. date stamp.

At Cleveland transferred to the R.P.O. on Route 1241 running on the Lake Shore & Michigan Southern Rail Road between Chicago and Buffalo.

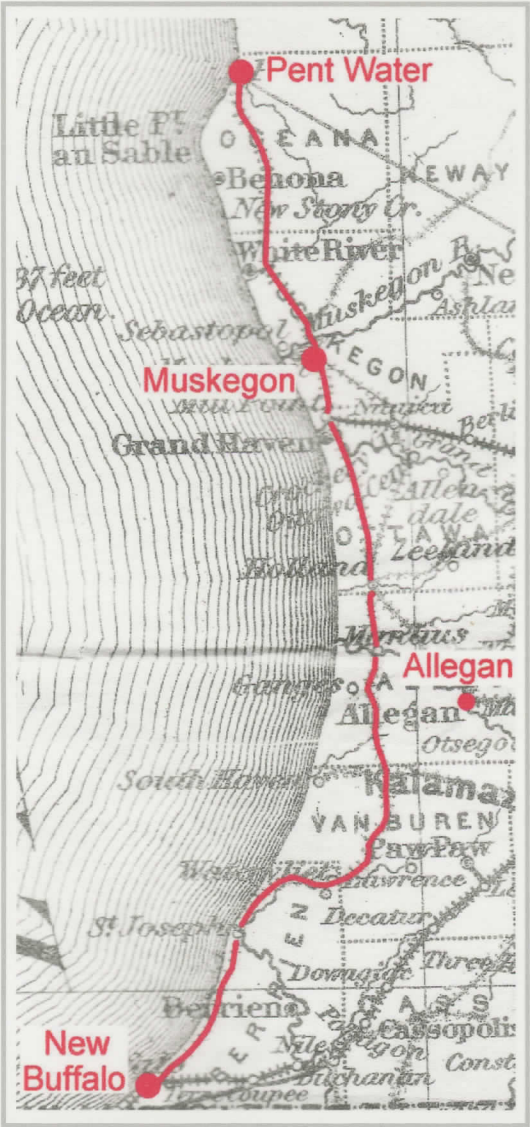
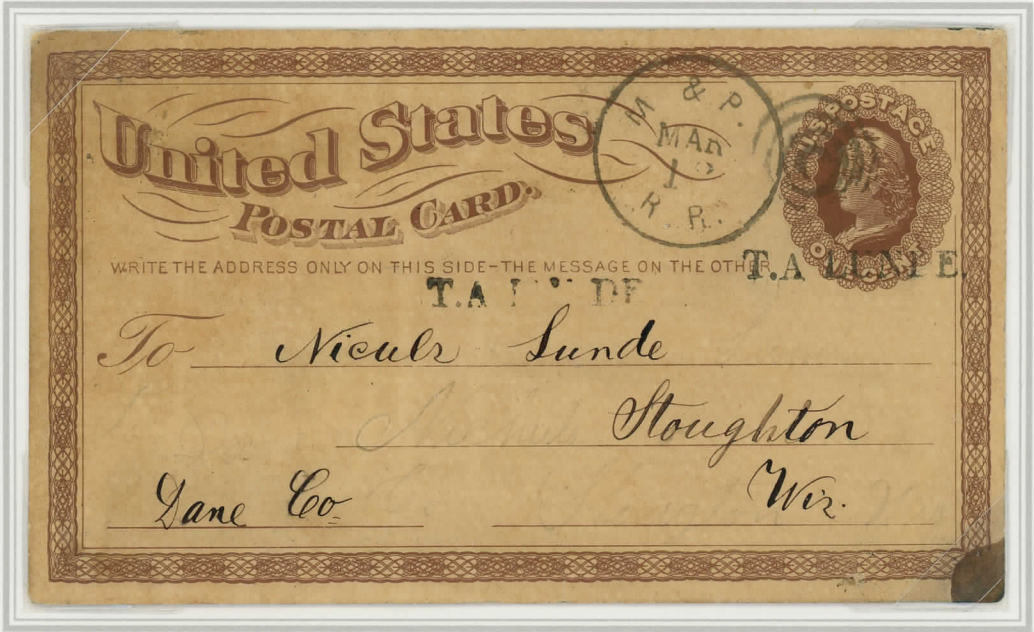


Map by G.W. Colton of 1873 with the course of Route 9046 and the location of Cardington.

Chicago & Michigan Lake Shore Rail Road Route 24021

The final section of the Chicago & Michigan Lake Shore Rail Road was completed between Montague and Pent Water on 1st January 1872. Contracted as Route 12521 for 165½ miles between New Buffalo and Pent Water from July 1st 1873 at \$14,223 a year for a twice daily service excluding Sundays.

From 1st July 1874 the contract was changed to Route 14021 of 170½ miles for the same offices at \$14,663 a year with an additional trip on Sundays. In 1873 three Route Agents were employed on the full route using either M. & P. R.R. or MUSK. & ALLEGAN R.R. date stamps



M. & P. R.R. / MAR / 12

Postal card put onto Route 14012 and dated "March 10 . 75" addressed to Stoughton, Wisconsin. Carried south to New Buffalo for transfer by rail road around Lake Michigan via Chicago and Milwaukee. Received the Muskegon & Pent Water Route Agent's date stamp.

CHICAGO & MICH. LAKE SHORE R. R.

JAS. F. JOY, Pres., Detroit, Mich. A. H. MORRISON,
Gen. Manager, St. Joseph, Mich. [May 24]

Ac.	Exp.	Mail	M.	STATIONS.	Mail	Exp.	Ac.
P.M.	P.M.	A.M.		[L'VE] [ARR.]	P.M.	A.M.	A.M.
3 35	9 10	9 00		.... Chicago.	5 00	6 00	10 20
6 35	12 15	11 30	0	New Buffalo ¹	4 55	3 05	7 25
8 00	1 40	1 00	27	.... St. Joseph	3 30	1 40	6 00
P.M.	2 47	2 08	47	.... Hartford	2 30	12 35	A. M.
	3 37	3 15	61	Grand Junction ¹	1 45	11 49	
	5 35	4 55	90	.... Holland	12 05	10 05	
	6 40	6 10	114	Grand Rapids	10 40	8 40	
	A. M.	P. M.		[ARR.] [L'VE]	A. M.	P. M.	
	7 10	6 10	110	.... Nunda ²	10 35	8 45	
	7 28	6 27	116	.... Fruitport	10 15	8 20	
	9 30	7 20	126	.... Muskegon	9 40	7 50	
	10 50	8 05	142	.... Whitehall	8 30	5 03	
	11 00	8 25	143	.... Montague	8 15	4 58	
	1 35	10 00	170	Pentwater	6 45	2 10	
	P. M.	P. M.		[ARR.] [L'VE]	A. M.	P. M.	

¹ Connects with Mich. Cent. R'way. ² Detroit & Mil. R'way.
Big Rapids Branch.—Leave Muskegon for Hol-
ton and Big Rapids at 8 40 a.m. and 7 10 p.m.
Leave Big Rapids 6 15 a.m. and 2 00 p.m., arr. at
Muskegon 9 20 a.m. and 7 00 p.m. Dist., 55 mls.

Timetable for the Chicago & Michigan Lake Shore Rail Road from page 176 of Appletons' Railway & Steam Navigation Guide of September 1875.

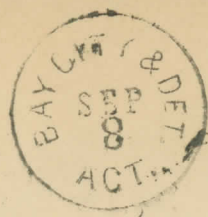
G.W. Colton's map of 1873 with the course of the Chicago & Michigan Lake Shore Rail Road.

Detroit & Bay City Rail Road Route 24013

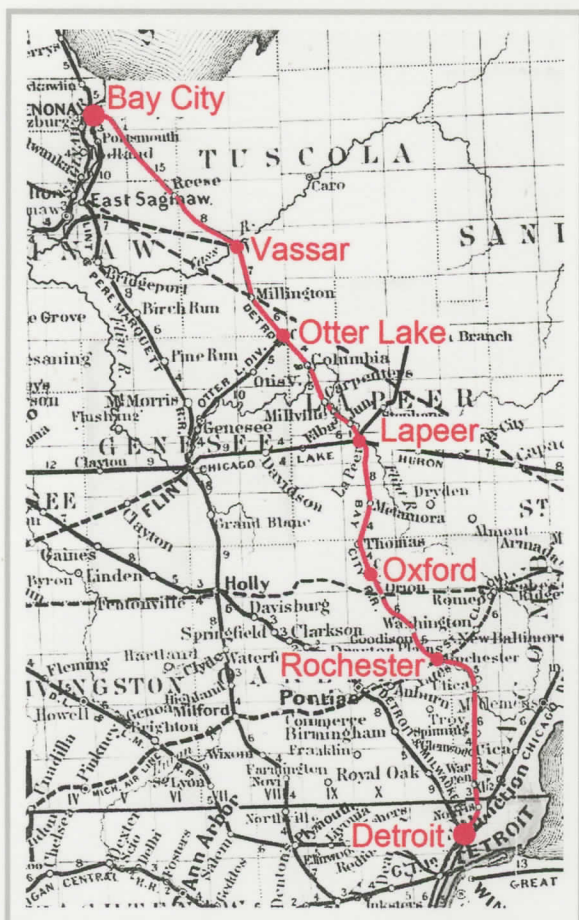
The Detroit & Bay City Rail Road completed its 111¼ miles of track between the two cities in 1872. In July 1873 they were contracted for Route 12529^a at \$7,557 a year for a daily service excluding Sundays.

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.

Return to WRIGHT WHEELER & CO.,
PORTVILLE, Oatt. Co., N. Y.,
If not delivered within 5 days.



*Mrs Wm J. Wheeler
Portville
Leatt. Co. N.Y.*



Map by O.W. Gray for the Commissioner of Rail Roads 1876 with the course of Route 24013.

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 Agent's date stamp.

From Detroit routed east for the New York Central route from Dunkirk to Portville located 70 miles east of Dunkirk.

DETROIT & BAY CITY RAILWAY.

JAMES F. JOY, President. T. B. SARGEANT, Gen.
Supt., and Gen. Ticket & Freight Agent, De-
troit, 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.

Illinois Central Rail Road Routes 13441 & 14007

A route between Chicago & Cairo via Centralia was completed in 1854 with Route 13441 connectin at Centralia with Route 13440 Cairo to Dunleith. From July 1862 the contract ran through 365 miles from Chicago to Cairo at \$25,300 a year.



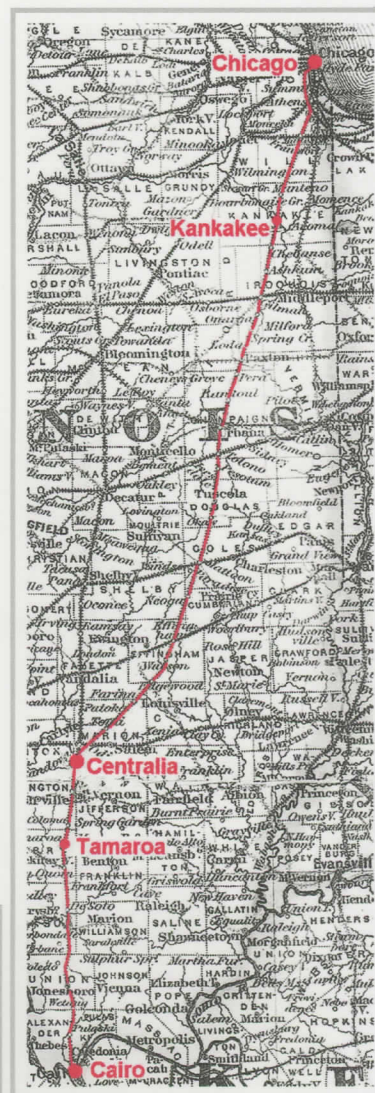
FROM TAMAROA / JUL / 27 / 1857 / ILL. C. R.R.

Envelope and letter sheet dated "Tamaroa July 25. 1857" and carried on Route 13441 north for transfer at Sandoval west to St. Louis and north to Carrollton. Received the Station Agents date stamp at Tamaroa.



CHIC. & CEN. R.P.O. / AUG / 12

Envelope file noted "Return to White Pidgeon", Illinois and carried east to Chicago to be put onto Route 14007 on August 12th circa 1871 for Kankakee.

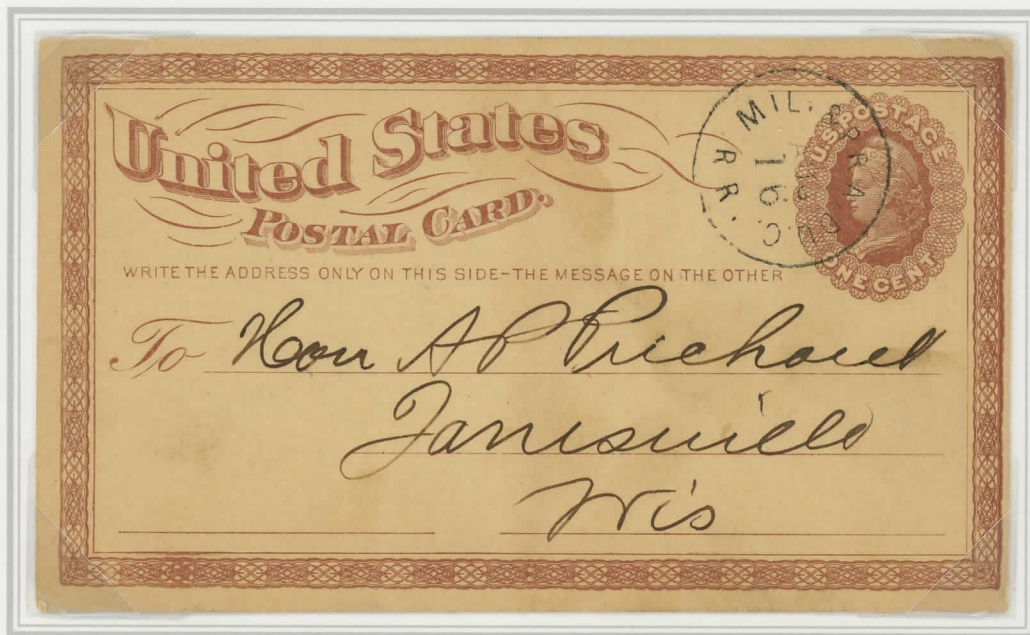


G.W. Colton's map of 1873 with the course of the Illinois Central Rail Road.

Milwaukee to Prairie du Chien (Route 25001) & Fond Dulac (Route 25013)

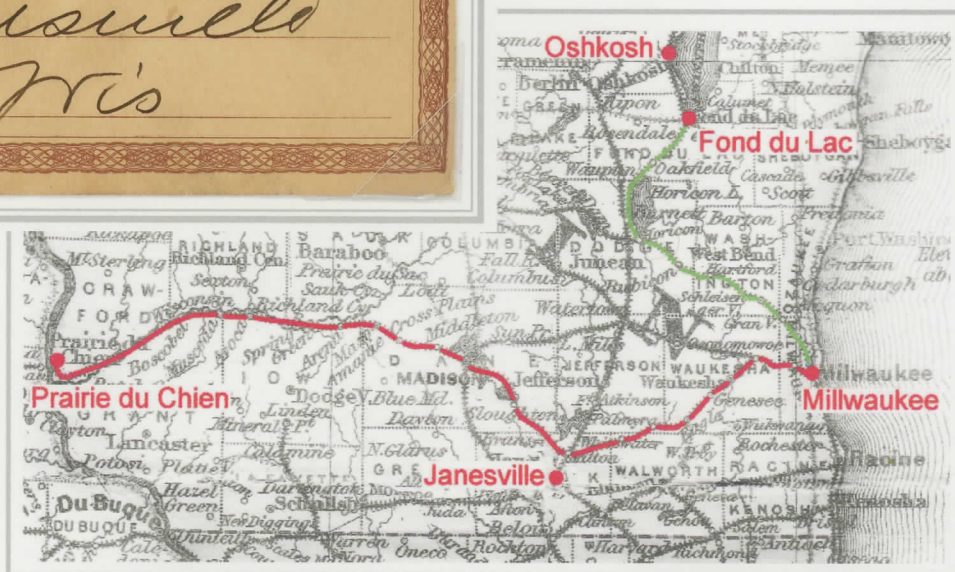
The first contract for the completed 195 mile route between Milwaukee and Prairie du Chien was awarded from July 1858. From 1874 the contract was with the Chicago, Milwaukee & St. Paul Rail Road of 197¼ miles to N. McGregor (opposite Prairie du Chien) for \$24,000 a year with a twice daily service excluding Sundays.

The Chicago & Northwestern Rail Road was first contracted in July 1874 for the 63½ mile Route 25024 between Milwaukee and Fond Dulac. In July 1875 it was changed to Route 25013 at \$4,320 a year for a daily service excluding Sundays.



**MIL. & PRA. DU.C.
AUG / 16**

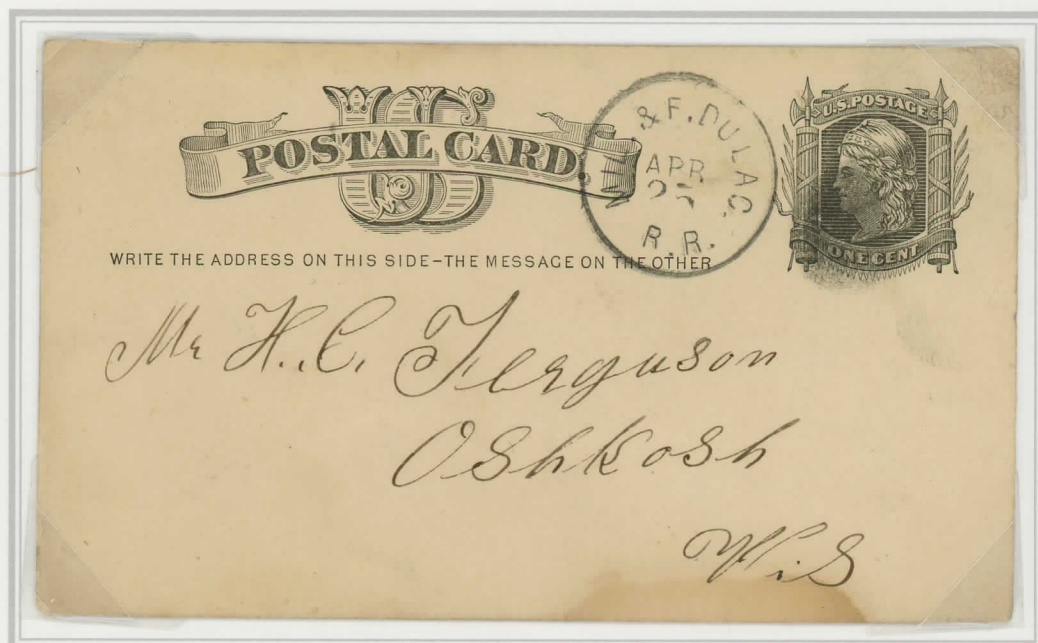
Postal card put onto Route 25001 on 16th August circa 1874 and carried to Janesville.



G.W. Colton's map of 1873 with the course of the Chicago, Milwaukee & St. Paul Rail Road (red) and the Chicago & Northwestern Rail Road (green).

**MIL. & F.DULAC R.R.
APR / 25**

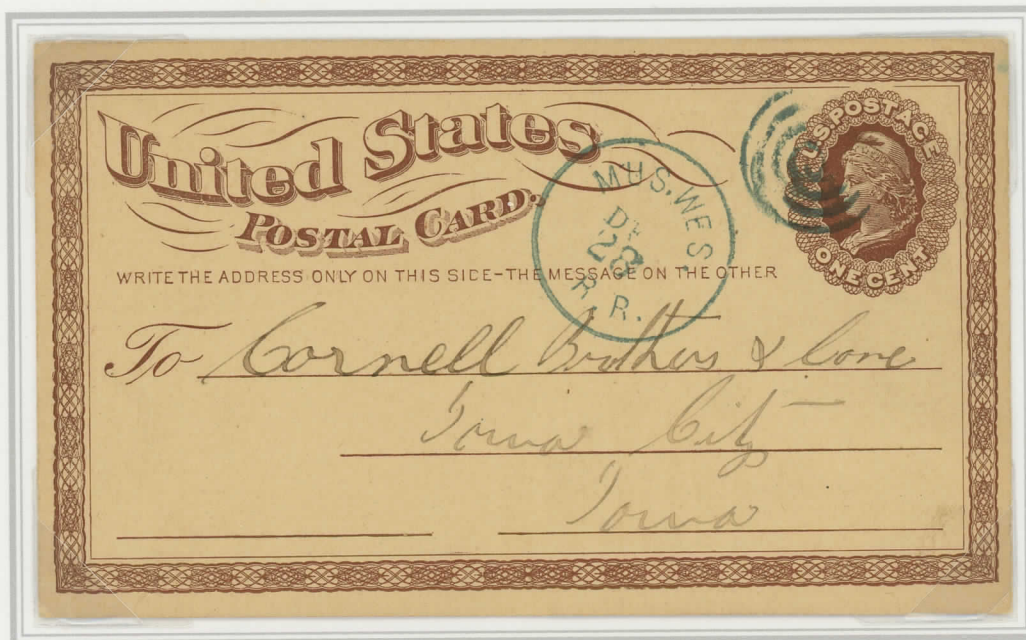
Postal card dated "Newcastle Wis. April 25. 1877" and put onto Router 25013 for Fond Dulac and transfer to Oshkosh.



Chicago, Rock Island & Pacific Rail Road Route 27014

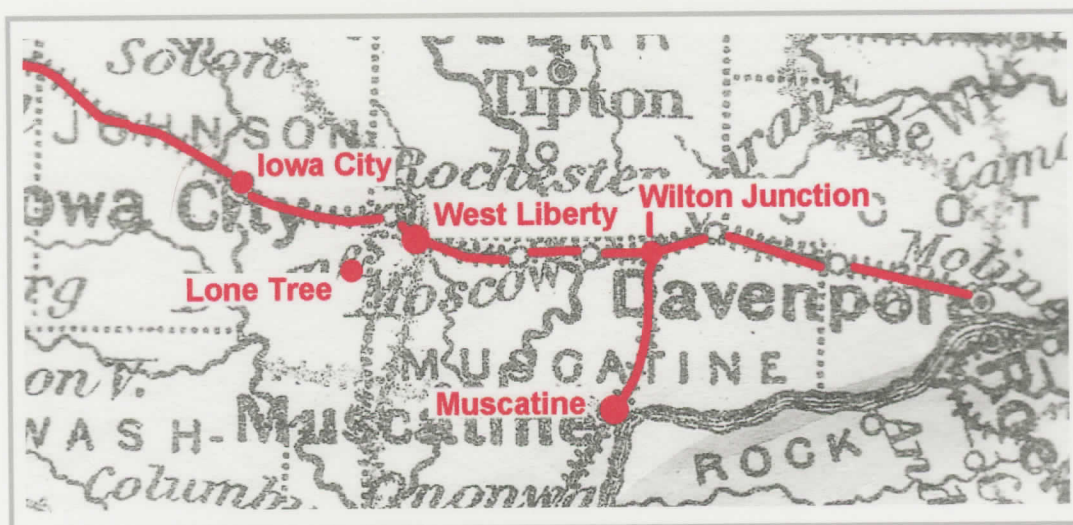
Originally the Mississippi & Missouri Rail Road, a 13½ mile branch line between Muscatine and the main line from Davenport was operated with a mail contract. In July 1866 the line was purchased by the Chicago, Rock Island & Pacific who then extended the route through to Council Bluffs. In 1874 the contract for Route 27014 Davenport to Council Bluff continued the branch line operation, the total contract was for 318 miles at \$80,850 a year for a daily service excluding Sundaays.

In 1874 a Route Agent stamp was in use on the branch line describing it as the Mus(catine) & Wes(t Liberty) Rail Road.



MUS. & WES. R.R. / DEC / 28

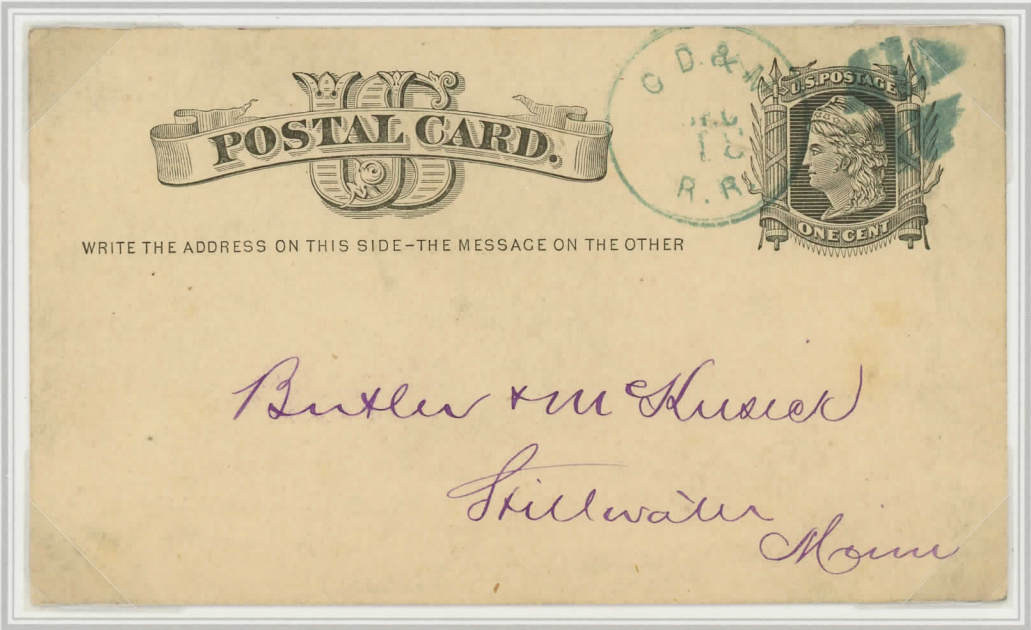
Postal Card headed "*Lone Tree Dec 28 - 74*" and carried on the line to Iowa City on Route 27014. It is assumed that the card was carried by road to West Liberty to be put onto the car from Muscatine that went westward to Iowa City.



G.W. Colton's map of 1873 with the course of the Muscatine to West Liberty route and its relationship to the main Davenport to Council Bluff line.

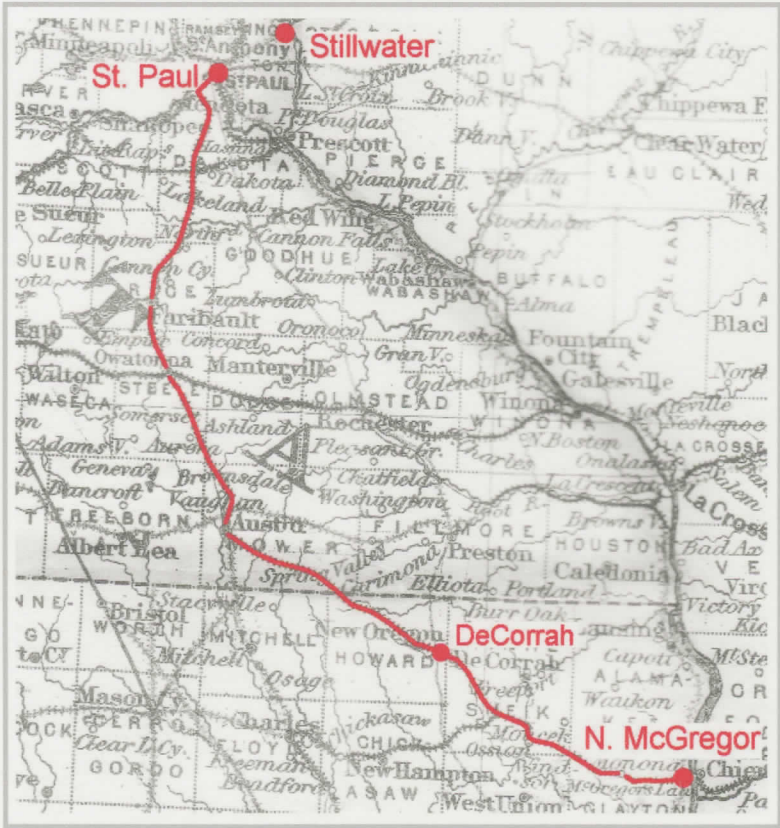
Chicago, Milwaukee & St. Paul Rail Road Routes 26009

The road between North McGregor and Miniapolis / St. Paul was completed by July 1868 and the contract for Route 13608 was made with the Milwaukee & St. Paul Rail Road. In July 1874 the contract was for Route 26009 of 215½ miles at \$18,647 a year for a daily service excluding Sundays. The contractor at this time was the Chicago, Milwaukee & St. Paul R.R.



C. D. & M. R.R. / DEC / 18

Postal card backstamped "GEN. FREIGHT OFFICE DUBUQUAE, IOWA / JO LINE / DEC / 12 / 1876" and carried outside the posts on the Mississippi River north to N. McGregor to be put onto Route 26009 for St. Paul. The Route Agent applied his Chicago, Dubuque & Minnesota date stamp.



G.W. Colton's map of 1873 with the course of the Chicago, Milwaukee & St. Paul Rail Road and Route 26009. Route split into two sections, N. McGregor to DeCorrah of 68 miles and DeCorrah to St. Paul of 147 miles.

	A.M.	P.M.	ARR.]	[L'VE	P.M.	A.M.
	A.M.		L'VE]	[ARR.	P.M.	
	7 35		194	N. McGregor.	6 00	
	9 10		220	Postville	4 18	
	9 45		231	Ossian.....	3 47	
	10 07		237	Calmar ⁶	3 30	
	10 20		240	Conover.....	3 10	
			249	Decorah..lv.		
	11 02		256	Cresco.....	2 25	
	11 35		267	Lime Springs...	1 55	
	12 08		279	Le Roy.....	1 18	
	1 40		305	Austin ⁷	12 05	
	1 50	Pas.	308	Ramsey ⁸	11 30	Pas.
	2 22	A.M.	320	Blooming Prairie.	11 00	P.M.
	3 12	5 45	338	Owatonna ⁹ ...	10 00	8 25
	4 00	6 30	353	Faribault.....	9 15	7 20
	4 28	7 00	364	Dundas.....	8 45	6 40
	4 38	7 10	367	Northfield....	8 35	6 25
	5 18	8 15	380	Farmington ¹⁰ ..	7 50	5 35
	6 40	9 40	400	Mendota Junction	6 35	3 18
	7 10	10 15	409	Minneapolis...	6 05	2 40
	6 50	10 05	406	St. Paul.....	6 15	2 50
	P.M.	A.M.	ARR.]	[L'VE	A.M.	P.M.
1	Connects with Railways and Steamers to and from Milwaukee.					
2	With La Crosse Division.					
3	With Western Union Railway.					
4	With Wisconsin Division of Chicago & Northwestern Railway.					
5	With Madison Line.					
6	With Iowa & Dakota Division and trains for Decorah.					
7	With Branch to Mason City.					
8	With Southern Minn. Railway.					
9	With Winona & St. Peter Railway.					
10	With Hastings & Dakota Railway.					

Timetable of the Chicago, Milwaukee & St. Paul Rail Road from page 203 of Appletons' Railway & Steam Navigation Guide published September 1874.

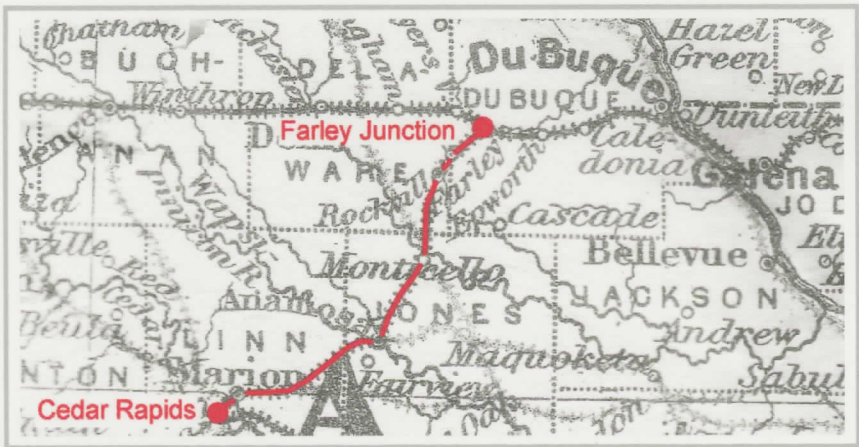
Dubuque & Southwestern Rail Road Route 27020

Initially built from Farley Junction to Anamosa as the Dubuque & Western Rail Road, by July 1862 the track had been completed to Cedar Rapids coming under the ownership of the Dubuque & Southwestern. In 1874 Route 27020 of 50¼ miles was contracted at \$2,768 a year for a daily service excluding Sundays.



D. & S.W. R.R. / MAR / 11

Envelope put onto Route 27020 on March 11th circa 1875 and carried via Farley Junction to Dubuque for onward transmission east to Granville, Ohio.



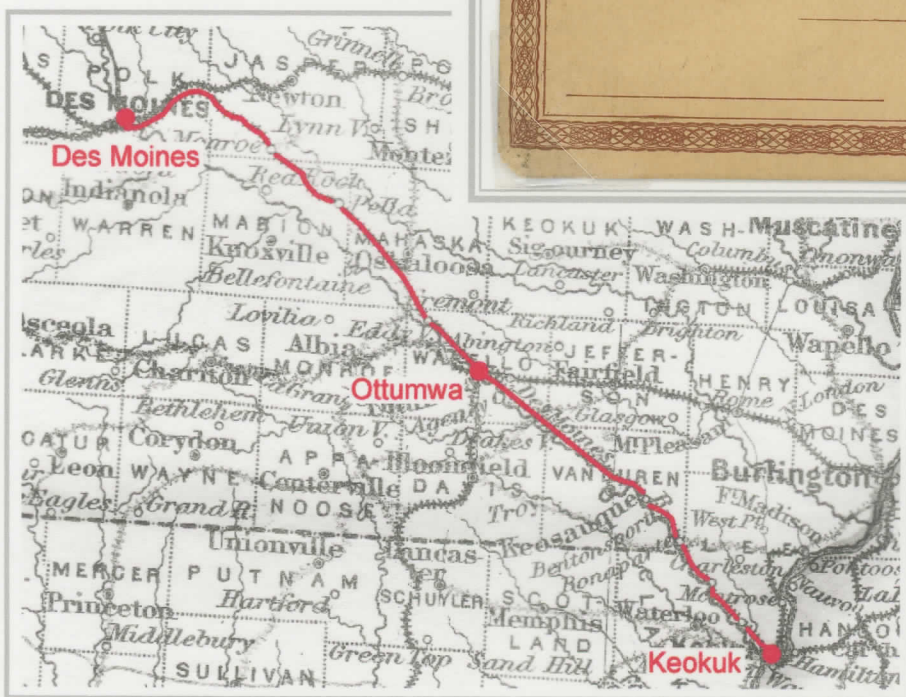
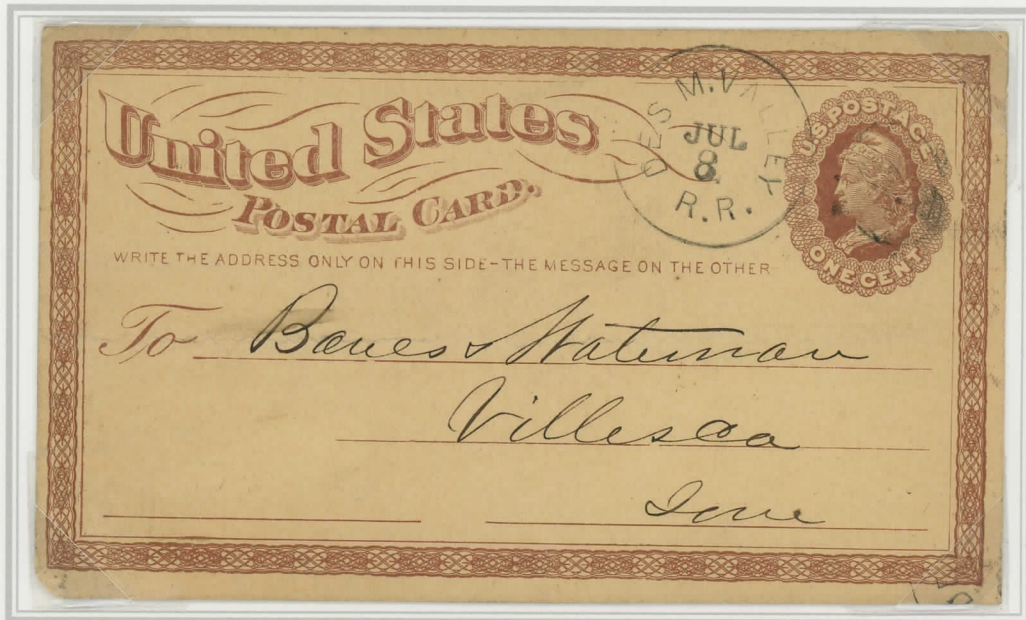
G.W. Colton's map of 1873 with the course of the Dubuque & Southwestern Rail Road.

DUBUQUE SOUTHWESTERN RAILWAY.									
J. P. FARLEY, Pres. & Supt., Dubuque, Iowa.									
A. M.	A. M.	Mls.	LEAVE	ARRIVE	Mls.	P. M.	P. M.		
9 10	7 15	0	....Dubuque....		79	12 50	9 30		
12 00	8 25	23	.....Farley.....		56	11 25	8 30		
2 20	10 40	54	.....Anamosa....		25	9 00	4 20		
4 40	1 00	79	.Cedar Rapids.		0	6 50	2 00		
P. M.	P. M.		ARRIVE	LEAVE		A. M.	P. M.		

Timetable of the Dubuque & Southwestern from page 187 of Appletons' Railway & Steam Navigation Guide published September 1874.

Keokuk & Des Moines Rail Road Route 27019

Although construction commenced at Keokuk on the Des Moines Valley Rail Road in 1856 with the first contract of 40 miles to Betonsport made from November 12th 1857, the line did not reach Des Moines until April 1866. By July 1875 Route 27019 of 163 miles was contracted at \$12,374 a year for a daily service excluding Sundays.

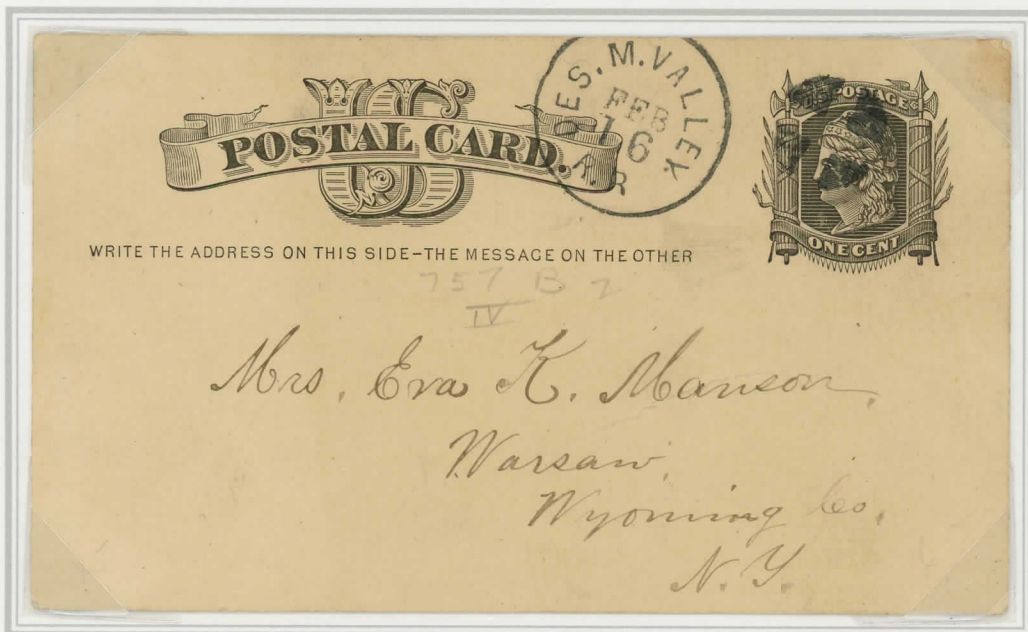


**DES. M. VALLEY R.R.
JUL / 3**

Postal card put onto Route 27019 and dated "July 7th 75" addressed to Villesca located 81 miles south west of Des Moines.

Transferred at Ottumwea to Route 27005 west to Villesca.

G.W. Colton's map of 1873 with the course of the Des Moines Valley Rail Road

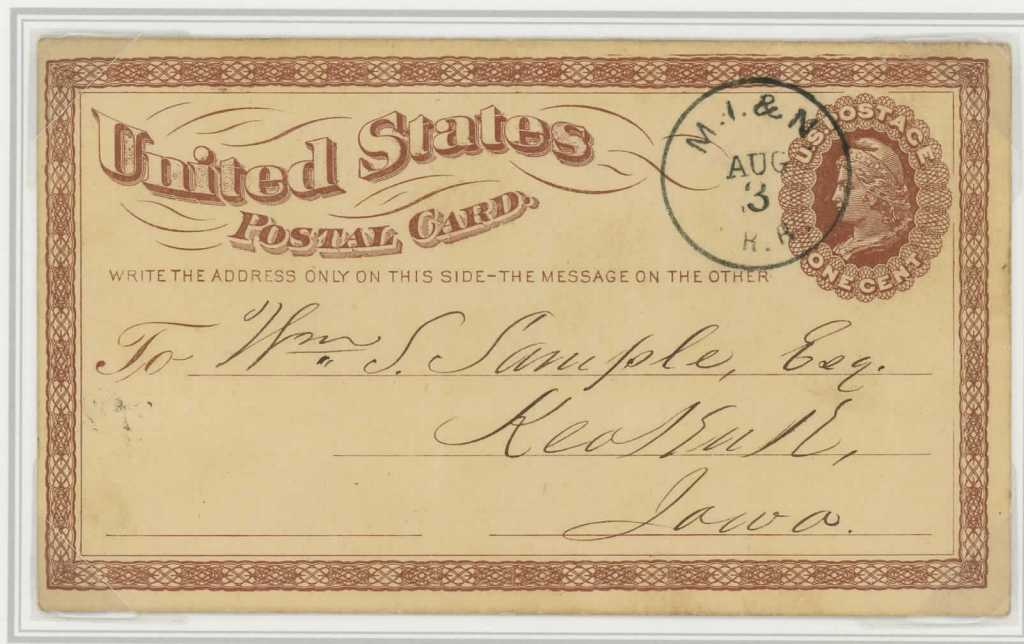


**DES. M. VALLEY R.R.
FEB / 16**

Postal card put onto Route 27019 and dated "Friday P.M. Feb. 16th 1877" and probably routed to Keokuk for transfer east via Chicago and Buffalo to Warsaw, New York.

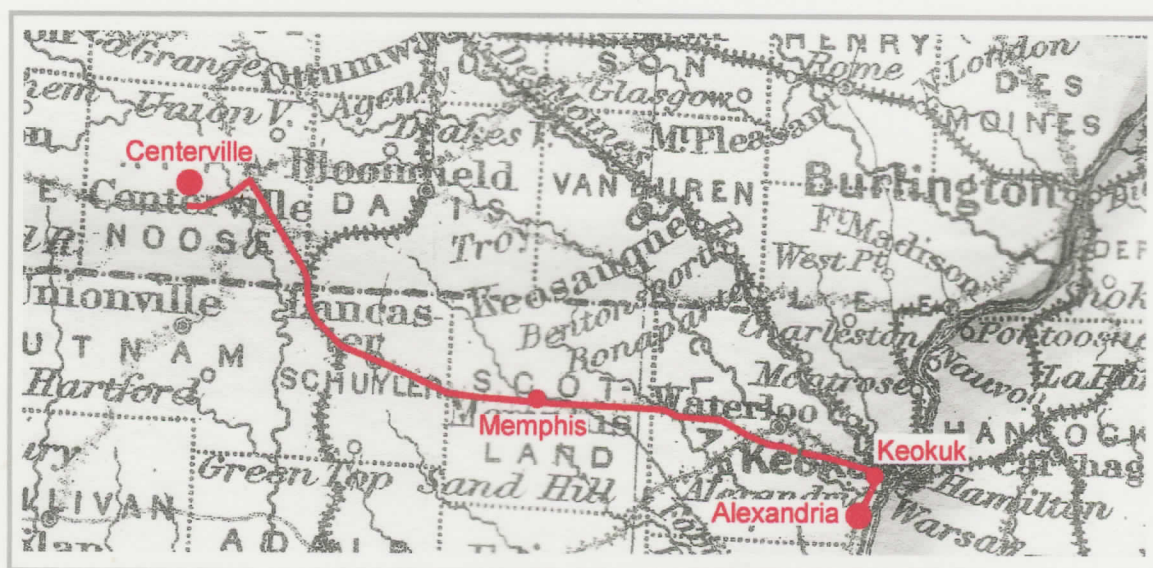
Missouri, Iowa & Nebraska Rail Road Route 28015

The Missouri, Iowa & Nebraska was consolidated from the Alexandria & Nebraska and the Iowa Southern in March 1870 before building the first 24 miles of track west from Alexandria. By March 1872 it had completed a further 60 miles to Centerville and by July 1873 had been contracted for Route 28015 at \$4,281 a year for the 85½ mile route with a daily service excluding Sundays.



M. I. & N. R.R. / AUG / 3

Postal Card dated "Memphis Mo Aug 3, '75" and put onto Route 28015 and carried 40 miles east to Keokuk receiving the Route Agent's date stamp.



G.W. Colton's map of 1873 with the course of the Missouri, Nebraska & Iowa Rail Road and the locations of Memphis and Keokuk.

Burlington & Missouri River R.P.O. on Route 27005

The Burlington & Missouri River Rail Road was opened to Ottumwa in July 1869, reaching Plattsmouth in 1874 and Council Bluffs in July 1875. Purchased by the Chicago, Burlington and Quincy in 1872 the contract for Route 27005 of July 1875 at \$78,885 a year for 293 miles and a daily service continued to be written to the original company name.

A Railway Post Office car was running on the line from 1871.

BUR. & C. BLUFFS R.P.O. AUG / 9

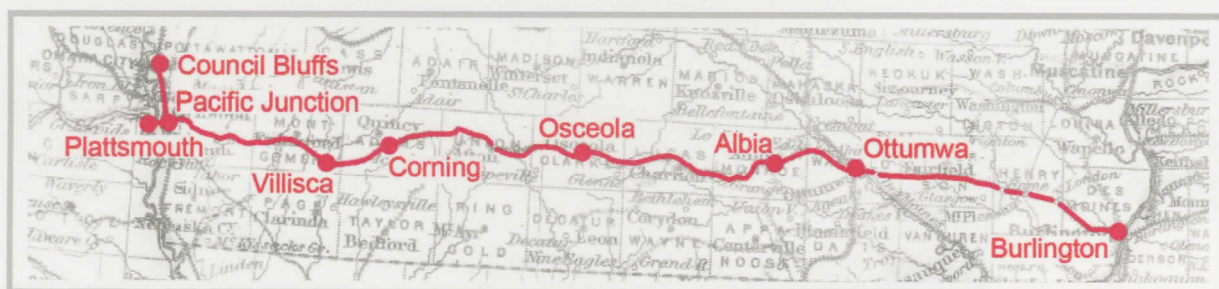
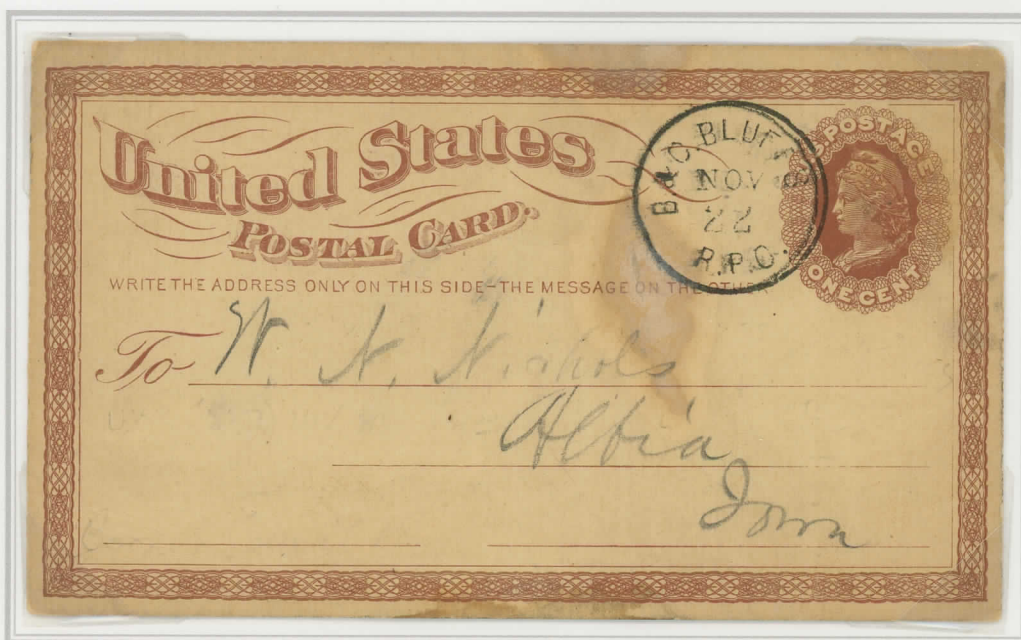
Postal card dated "Corning Aug. 9th 1875" and put onto Route 27005 for the 14 miles west to Villisca.

Cancelled by the R.P.O. clerks cork obliterator and the date stamp (Towle 694-P-1).



B. & C. BLUFFS R.P.O. NOV / 22

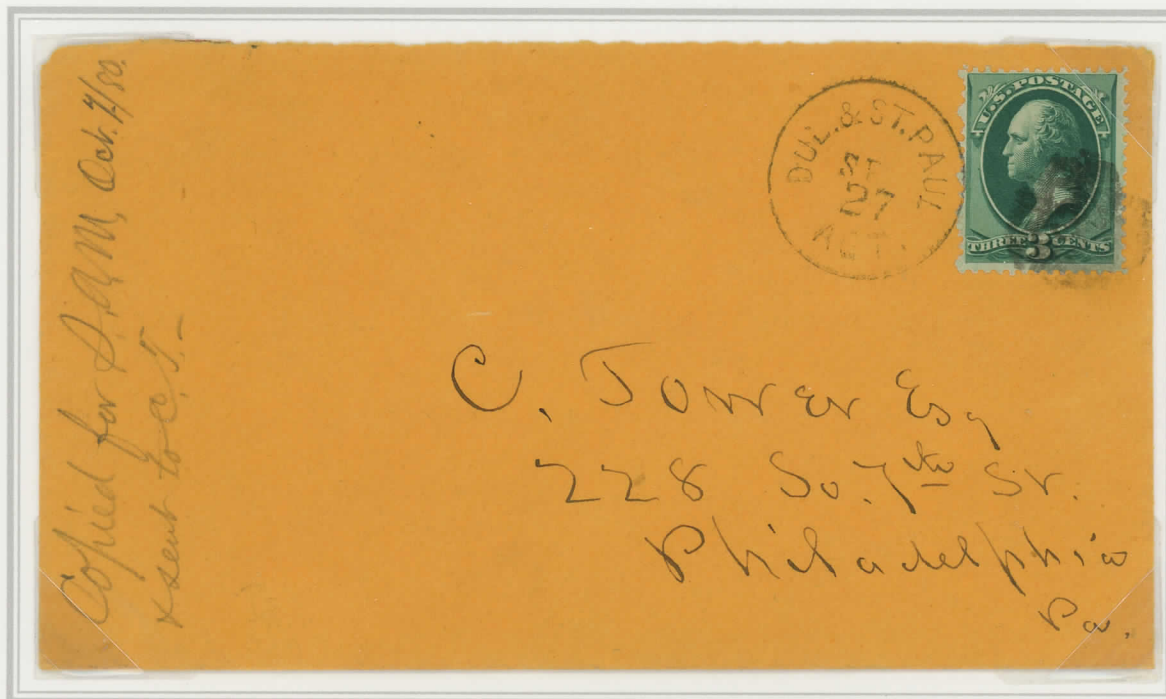
Postal card put onto Route 27005 on November 22nd circa 1878 addressed to Albia. Cancelled by the R.P.O. clerks date stamp (Towle 924-O-1)



Map by G.W. & C.B. Colton of 1873 with the course of Route 27005 and location of contract extensions and the offices represented by the postal cards above.

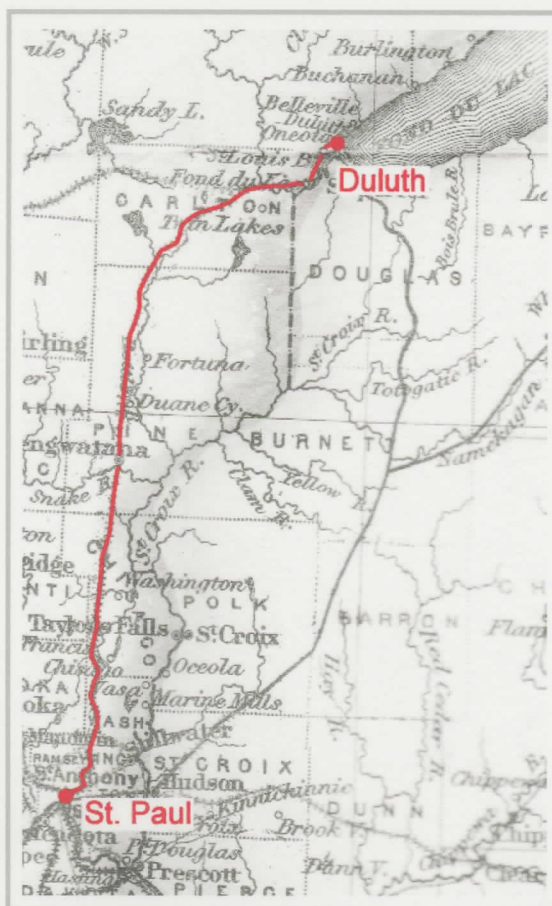
Lake Superior & Mississippi Rail Road Route 26007

The Lake Superior & Mississippi Rail Road was founded in 1863 and had reached Hinckley, 77 miles north of St. Paul, by 1870 when it was first contracted. In 1878 the contract was St. Paul to Duluth at 155¾ miles at \$9,979 a year with a twice daily service excluding Sundays.



DUL. & ST. PAUL AGT. / SEP / 27

Envelope put onto Route 26007 and carried to St. Paul on September 27th 1880 (file note on envelope), for onward carriage eastward for Philadelphia. Reverse bears an arrival stamp for September 30th at 7 A.M.

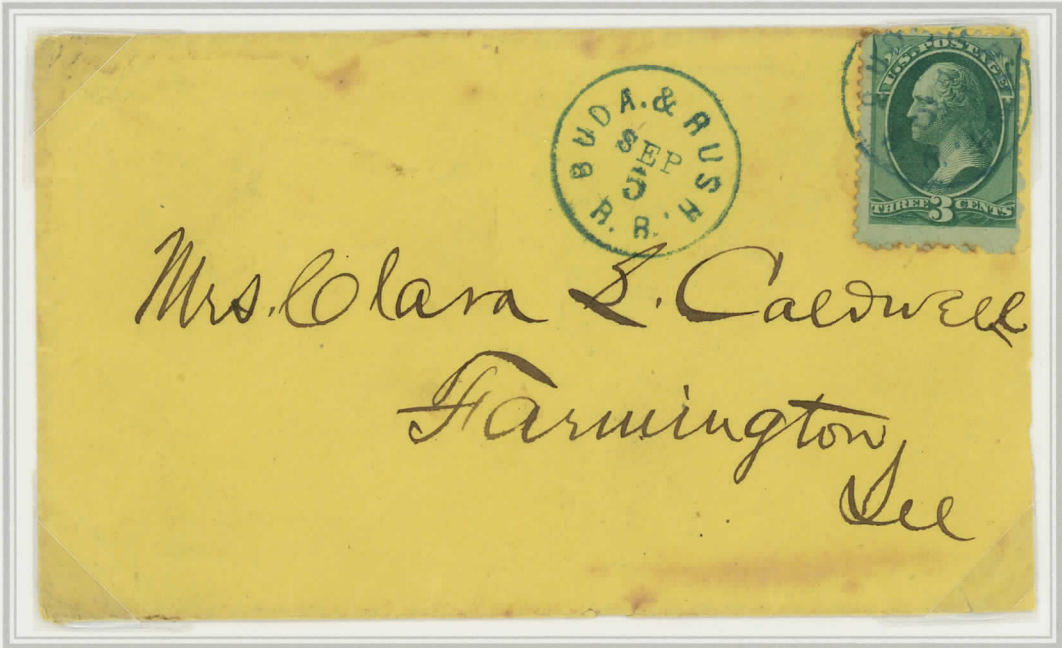


G.W. Colton's map of 1873 with the course of the Lake Superior & Mississippi Rail Road.

Chicago, Burlington & Quincy Rail Road Route 11409

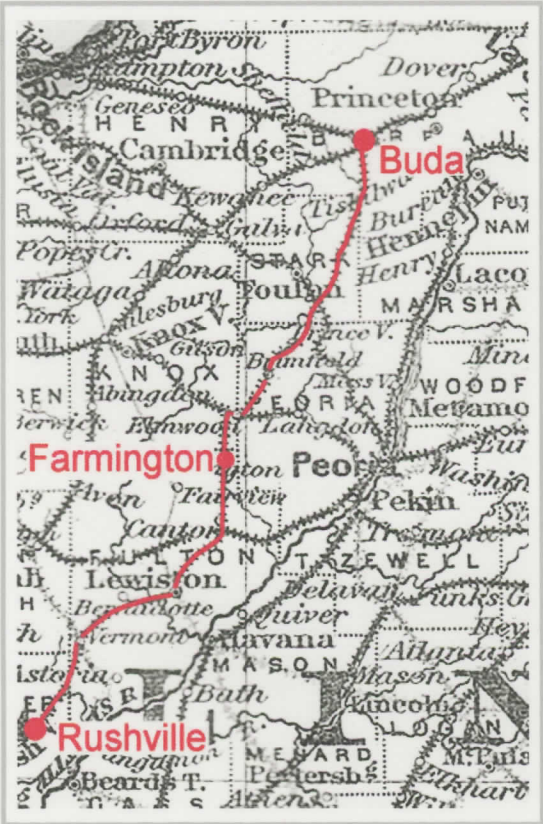
Initially built as a 31 mile branch line between Yates City and Lewiston opened in 1866. The Chicago, Burlington & Quincy leased the 44½ of tracks of the Dixon, Proria & Hannibal Rail Road between Buda and Elmwood in 1870 and completed the full 108¼ mile route between Buda and Rushville in April 1870.

By 1871 a contract for Route 11409 was in operation at \$5,412 a year for a daily service excluding Sundays.



BUDA. & RUSH. R.R.
SEP / 5

Envelope addressed to Farmington and carried there on Route 11409 on September 5th circa 1874.



G.W. Colton's map of 1873 with the course of the Buda and Rushville branch line.

BUDA AND RUSHVILLE TRAINS.

	P.M.	Mis	L'VE	[ARR.]	Mis	A.M.	
	3 10	0	.....	Buda.....	110	9 25	
	3 40	11	.....	Bradford.....	99	8 55	
	4 06	20	.....	Wyoming.....	90	8 25	
	5 00	38	.....	Brimfield.....	72	7 25	
A.M.	5 40	45	.....	Elmwood.....	65	7 05	P.M.
	9 10	50	47	...Yates City...	63	6 41	5 50
	9 24	6 07	53	...Farmington...	57	6 29	5 35
	9 55	6 45	64	.....Canton.....	46	5 56	5 05
	10 31	7 30	78	.....Lewiston.....	32	5 20	4 30
	11 00		88	.....Ipava.....	22	A.M.	4 00
	11 19		95	.....Vermont.....	15		3 42
	12 00		110	...Rushville...	0		3 00
M.				[ARR.]	[L'VE]		P.M.

Timetable of the Buda & Rushville Branch of the Chicago, Burlington & Quincy Rail Road from page 180 of Appletons' Railway & Steam Navigation Guide published September 1874.