

# **Boston to Burlington Route Agent's CDS**

Cheshire Railroad. Route 660 of 64 miles twice daily. Contract value \$6,400 a year.  
Central Vermont Railroad. Route 406 of 119½ miles once daily. Contract value \$20,449 a year.



**BOSTON & BURLINGTON R.R. / JAN / 31**

Envelope file noted "*Boston / Feb 1, 1854*" and carried west via Fitchburg to Keene on Route 660. The Route Agent stamp was used on the three contract route of 224¾ miles.



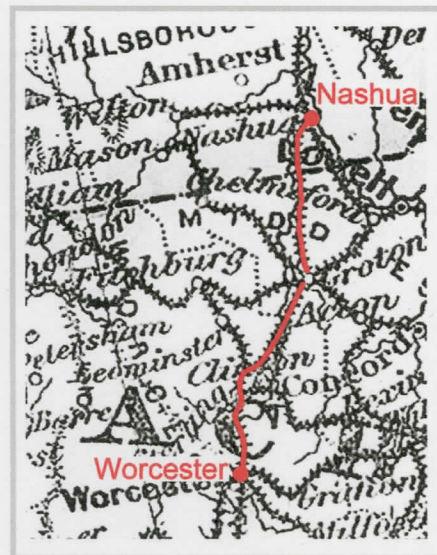
**BOS & ESSEX JUNC. R.R. / AUG / 15**

Postal card date lined "*Middlebury Vt. Aug 15/74*" and carried 32 miles north on Route 406. Cancelled by the Route Agent's "N" for north bound obliterator.

## Worcester & Nashua Railroad Route Agent's CDS

Worcester & Nashua Railroad. Route 685 of 46¼ miles once daily. Contract value \$4,625 a year

Worcester & Nashua Railroad. Route 691 of 46¼ miles once daily. Contract value \$4,625 a year



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

Map by Colton of 1873

Envelope put onto Route 685 on July 5th circa 1858 and carried south to Worcester for transfer east to Boston. The CDS includes "Ms" standing for Massachusetts.



### WORCESTER & NASHUA R.R. / FEB / 14

Envelope put onto Route 691 on February 14th circa 1862 and carried north to Nashua for routing via the Rutland & Burlington Railroad for Bellows Falls and Ludlow..



## Early Freight on the Hudson & Berkshire Rail Road

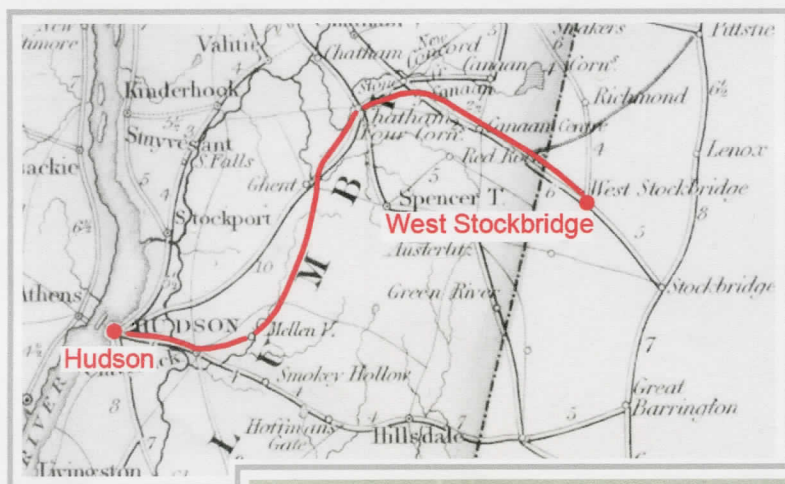
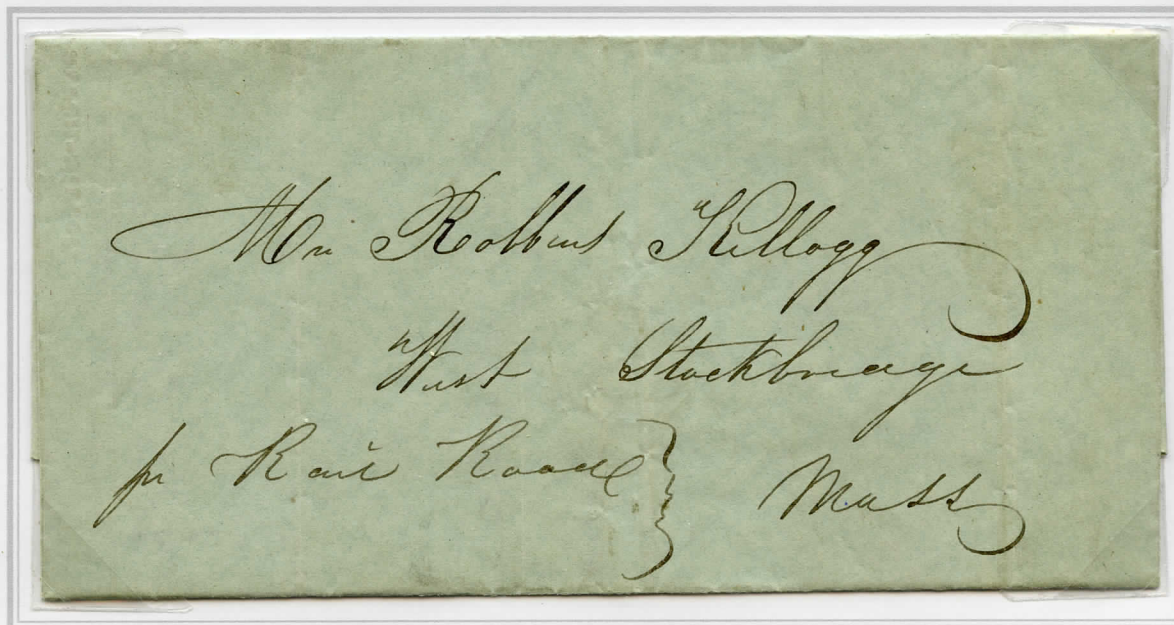
In 1835 the West Stockbridge Rail Road was incorporated and opened to the State Line in August 1838 connecting with the Hudson & Berkshire Rail Road. Freight was being hauled between Hudson and West Stockbridge at least two years before a mail contract was in place on the Hudson & Berkshire.

### Manuscript "p Rail Road"

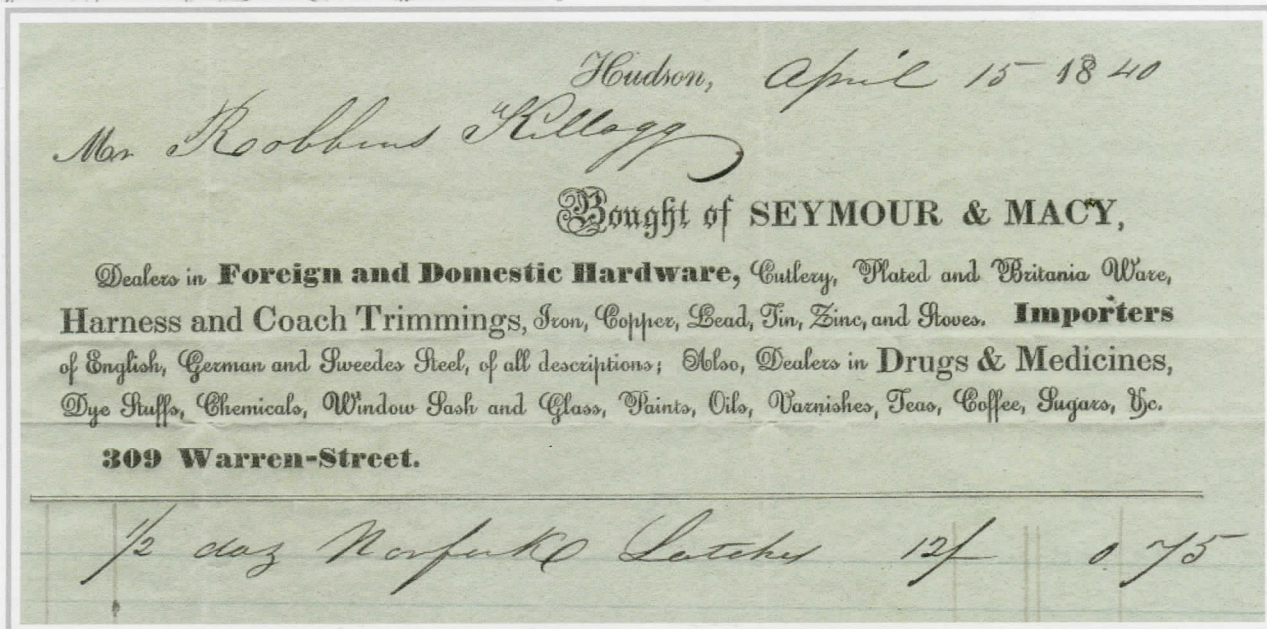
Bill of Lading dated "**Hudson April 15 1840**" for the supply of latches. Addressed to Robbins Kellogg, one of the three founders in 1835 of the West Stockbridge Rail Road.

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.



## 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 / 28

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 with his grid obliterator cancelling the 3 cent franking.



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 & CAPE COD R.R.

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. Date slug may be MAR / 26 circa 1865.

**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 with the 3 cent franking cancelled by his bulls eye.



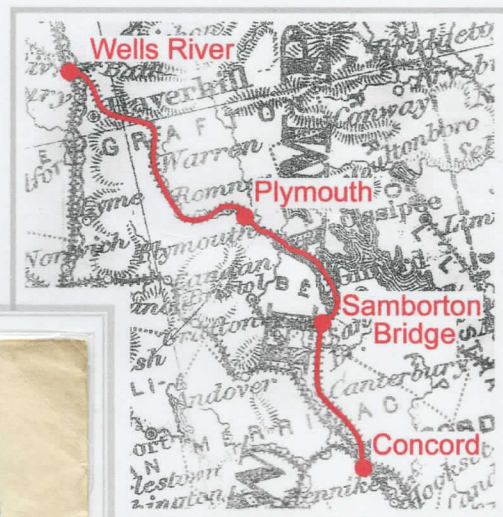
# **Boston, Concord & Montreal Railroad Route Agent's CDS**

Boston, Concord & Montreal Railroad. Route 206 of 50 miles once daily. Contract value \$2,393 a year.  
 Boston, Concord & Montreal Railroad. Route 253 of 93 miles once daily. Contract value \$1,000 a year.



## **CONCORD & MONTREAL R.R. / APR / 18**

Folded letter date lined "*Samborton Bridge April 18/50*" put onto Route 205 and carried 18 miles south to Concord. Transferred via Lowell and Boston to Salem.



Map by Colton of 1873



## **CONCORD & MONTREAL R.R. / APR / 18**

Envelope put onto Route 253 on February 22nd circa 1858 and carried south to Concord. Transferred for routing via South New Market and the Boston & Maine R.R. to Dover.



## Boston to New York Express Mail Route Agent's CDS

Boston & Providence Railroad. Route 410 of 44 miles three times daily. Contract value \$7,006 a year

New York & Providence Railroad. Route 602 of 50 miles once daily. Contract value \$4,850 a year.

New Jersey Steam Navigation Co. Route 801 of 125 miles once daily. Contract value \$7,272 a year.



**U.S. EXPRESS MAIL**  
**N. YORK**  
**JAN / 25**  
**N.Y.**

Folded letter date lined "New York Jany 25. 1847" Put onto Route 801 at the New York steamboat pier for Stonington.

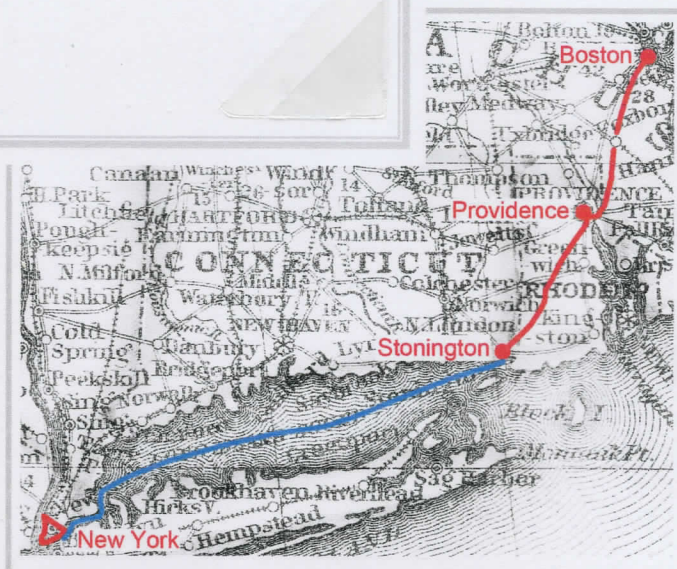
Rated at 5 cents for under 300 miles.



**U.S. EXPRESS MAIL Mass.**  
**BOSTON**  
**AUG / 17**

Wrapper circa 1851 put onto Route 410 franked 20 cents for over ½ Oz. double weight to Philadelphia.

From the extensive Ludlow Beebee archive.



Map by Phelps of 1847



## 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

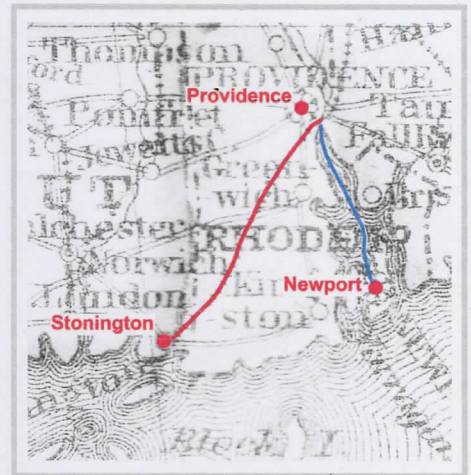
Plimpton Die 57 envelope posted on April 3rd circa 1875 and addressed to Manchester, New Hampshire and stuck with the Suncook Valley R.R. Route Agents date stamp and his target canceller.





### Stonington & Providence Railroad Route Agent's CDS

Stonington & Providence Railroad. Route 802 of 50 miles twice daily. Contract value \$7,500 a year



Map by Phelps of 1849

#### PROV & STONINGTON R.R. / JUL / 7

Envelope put onto Route 802 on July 7th circa 1858 and carried north to Providence. Transferred to Route 804 for steamboat to Newport.



#### N.Y. & BOSTON STMB. & R.R.R. / JAN / 29

Corner card advertising envelope from New York on January 29th circa 1858 carried on the combined steamboat and railroad route between New York and Boston. Part of the route used the Stonington & Providence Railroad.



## Northern Rail Road Routes 269 & 207

The Northern Rail Road of New Hampshire completed its first 54 miles of track between Concord and Canaan in September 1847 and was used by the stage coach contractor to run the mails in cars. 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 Connecticut River bridge in June 1849.

### NORTHERN R.R. / JUN / 1

Folded letter dates "*Franklin May 31. 1848*" to the future Governor of New Hampshire (1851), Erastus Fairbanks at St. Johnsbury. Put onto Route 269 for transfer at White River Junction for the post road north to St. Johnsbury.



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

### NORTHERN R.R. / SEP / 22

Folded letter dated "*Royalton Vermont Sept 22 / 49*" put onto Route 301 to White River Junction for transfer at White River Junction to Route 207 for Concord and Boston.

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



## Northern Rail Road Route 269

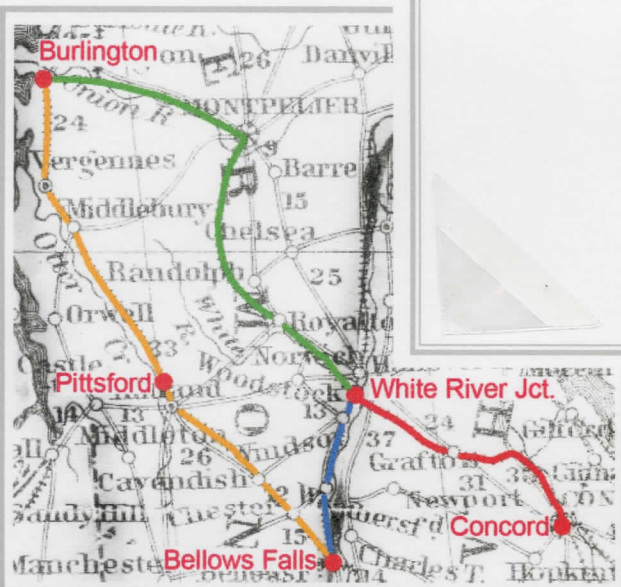
Three Route Agents were employed on the Northern Rail Road contract between 1847 and 1853 to run Burlington to Boston. **The apparent use of a Northern date stamp on the Burlington to Bellows Falls route suggests that one of the Agents was temporarily assigned to this route in 1851.**



### NORTHERN R.R. / AUG / 31

Folded letter dated "*Concord Augt. 31, 1848*" and carried on Route 269 to receive the Route Agent's date stamp (Towle 24-A-2).

In 1848 no contracts for rail road mails operated in Vermont and the letter would have been carried west to White River Junction for transfer to the post road for Pittsford. Rated at 5 cents for under 300 miles.



### NORTHERN R.R. / JUL / 23

Folded letter dated "*Burlington 22 July 1851*" to the same addressee, the iron smelters and foundry of Granger Hodges in Pittsford. The Route Agent's date stamp (Towle 24-A-2) cancelling the first month of use of the 1851 issue.

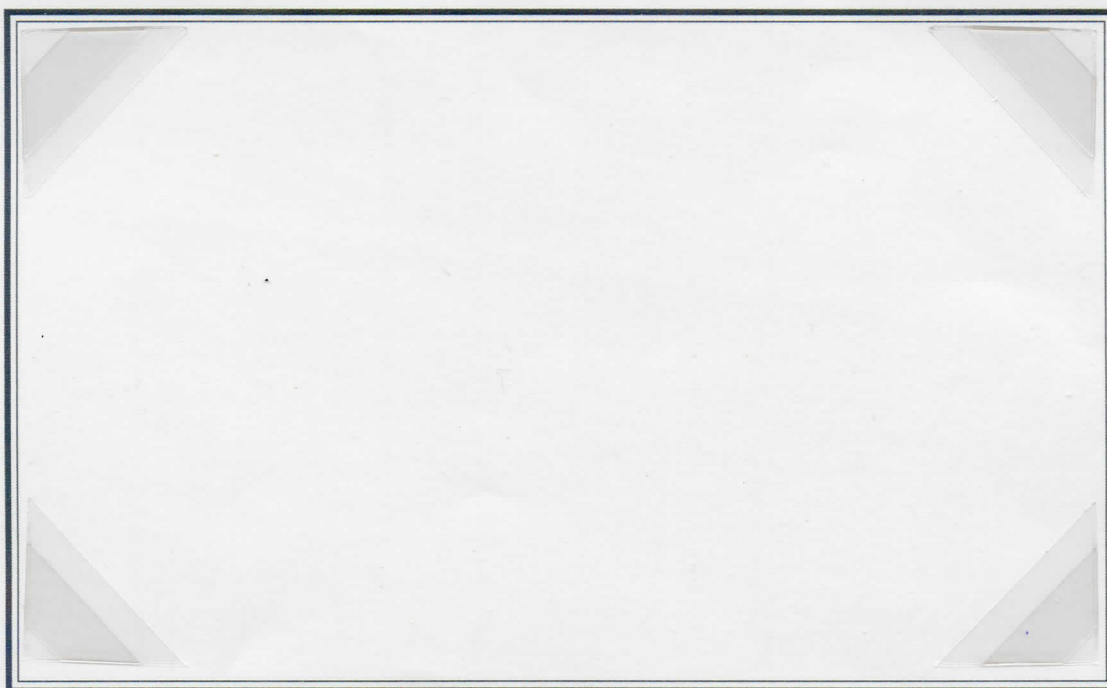
**In February 1850 a direct route from Burlington to Bellows Falls was contracted with the Rutland & Burlington Rail Road as Route 377 and it is probable that the letter was carried on this route indicating the Route Agent assigned to the Northern Rail Road was temporarily operating on this line.**

Map by Phelps of 1851 showing the Northern R.R. Route 269 (in red), the direct Burlington to Bellows Falls Route 377 (in orange) and an alternative route (green and blue) utilising the Northern Rail road route between Burlington and White River Junction.



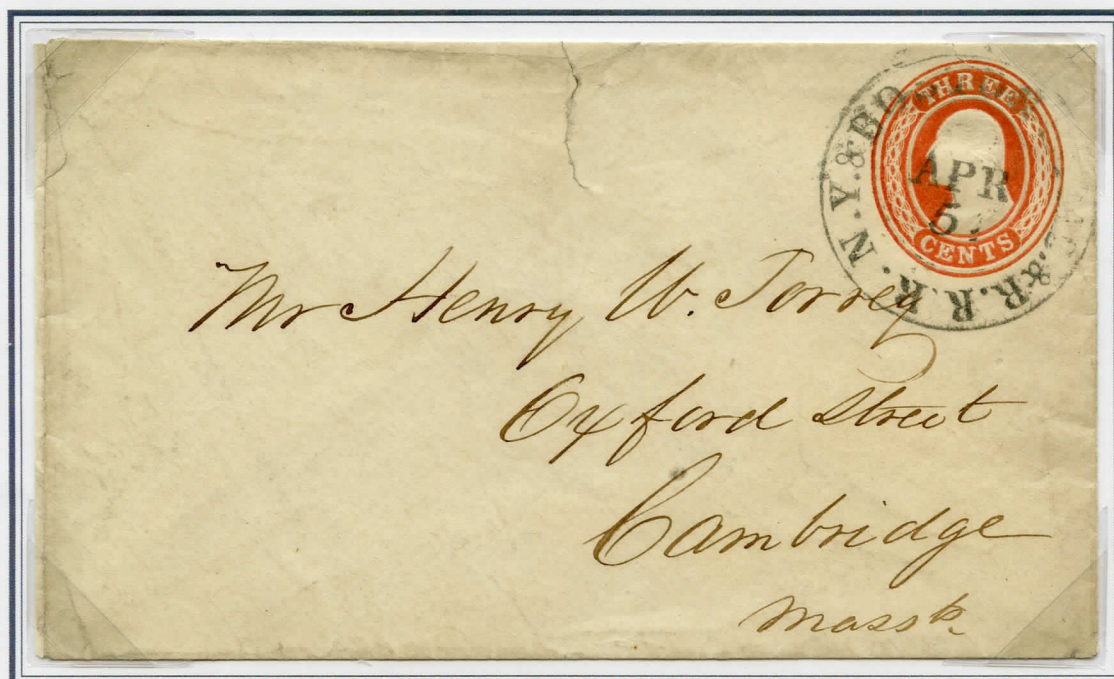
## ***New York to Boston Route Agents Stamps Route 931***

In July 1857 the Post Office Department contracted Route 931 as a joint steamboat and rail car route between New York and Boston. The New York to Stonington portion was by steamboat.



**N.Y. & BOSTON STMB & R.R.R.  
36mm Diameter Type 73-C-1**

Advertising envelope posted at New York addressed to Boston and carried on Route 931 on 29th January circa 1859.



**N.Y. & BOSTON STMB & R.R.R.  
37mm Diameter Type 73-C-3**

Nesbitt Die 5 enveloped addressed to Cambridge, Massachusetts and put onto the route on 5th April circa 1858.



## Boston & Worcester and the Western Rail Roads

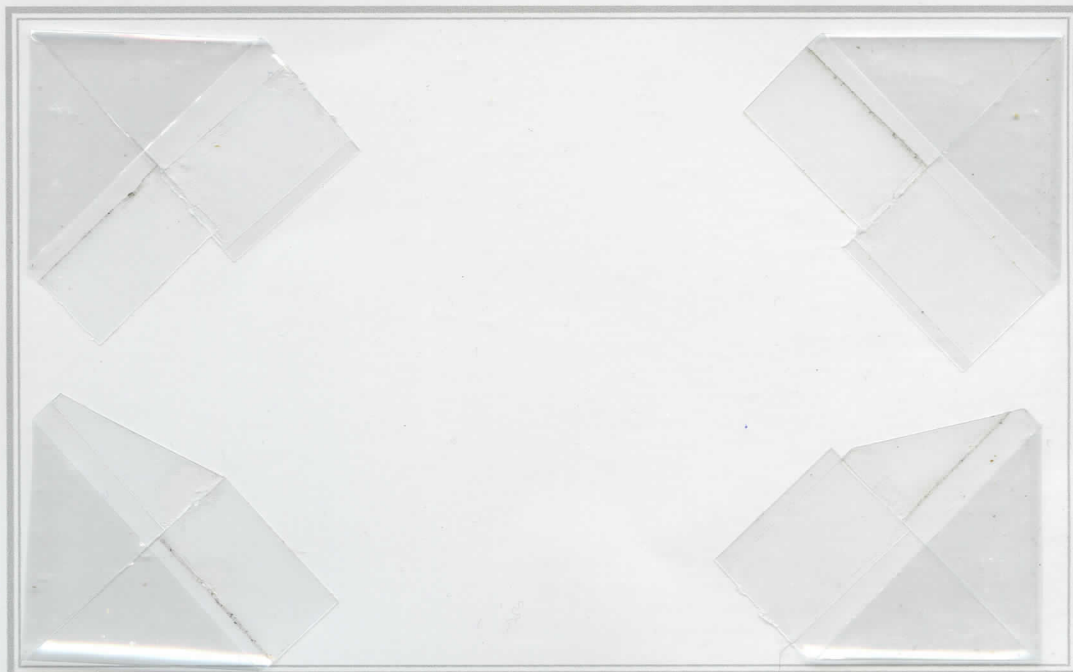
The "RAIL ROAD CAR" Route Agents stamp illustrated is found initially on the first route to be contracted in Massachusetts as Route 215 Worcester to Springfield in January 1840. The Boston & Worcester Rail Road connected to the east and the Western was completed to Albany by 1842.

The stamp was used from as early as 1842 dated from the cover to Palmer through to at least 1847. Examples are used on both portions of, and the complete route, from Boston to Albany.

### RAIL ROAD CAR

Entire dated "Springfield Sep 20, 1842" addressed to Palmer located 15 miles east of Springfield on the Western Rail Road. Carried on Route 215 to receive the Route Agents stamp (Towle 53-A-2).

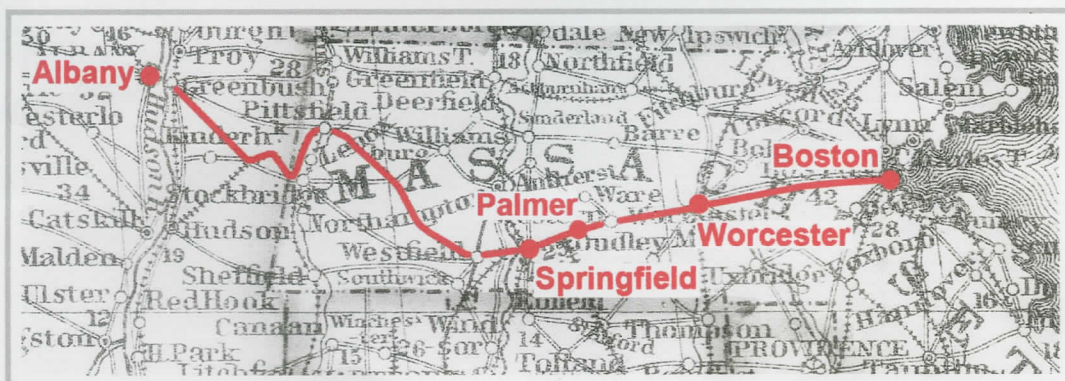
The rating is inexplicable and should have been 5 cents. If originating at either Springfield, New Hampshire or Vermont (neither on rail roads) a town departure stamp should have been applied.



### RAIL ROAD CAR

Entire dated "Worcester Dec 20 1845" to Ballston Spa situated 22 miles north of Albany in New York State.

Put onto Route 476 at Worcester and carried the full 155 miles to Albany. Rated at the 5 cents for under 300 miles in pencil by the Route Agent who also applied his "RAIL ROAD CAR" stamp (Towle 53-A-2).



Phelp's map of 1851 with the course of the Boston to Albany routes.



## Boston - Portsmouth Route Agents Stamp

Eastern R.R. Company

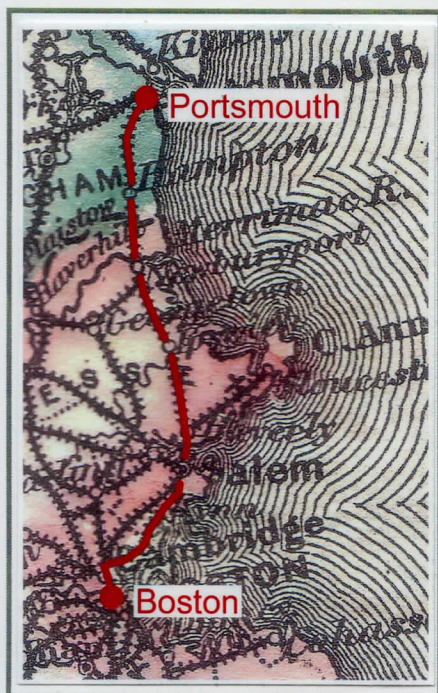
Construction commenced in August 1836 and the line was completed through to Portsmouth in 1840. Until 1852 the route terminated in East Boston requiring a ferry across Boston Harbour to the city of Boston. A new road via Chelsea and Somerville brought the line directly into the centre of Boston.

Examples of covers carried on the Boston and Portsmouth route to receive the route agents stamp (Remele E3-b) in red with "FREE" and in blue.

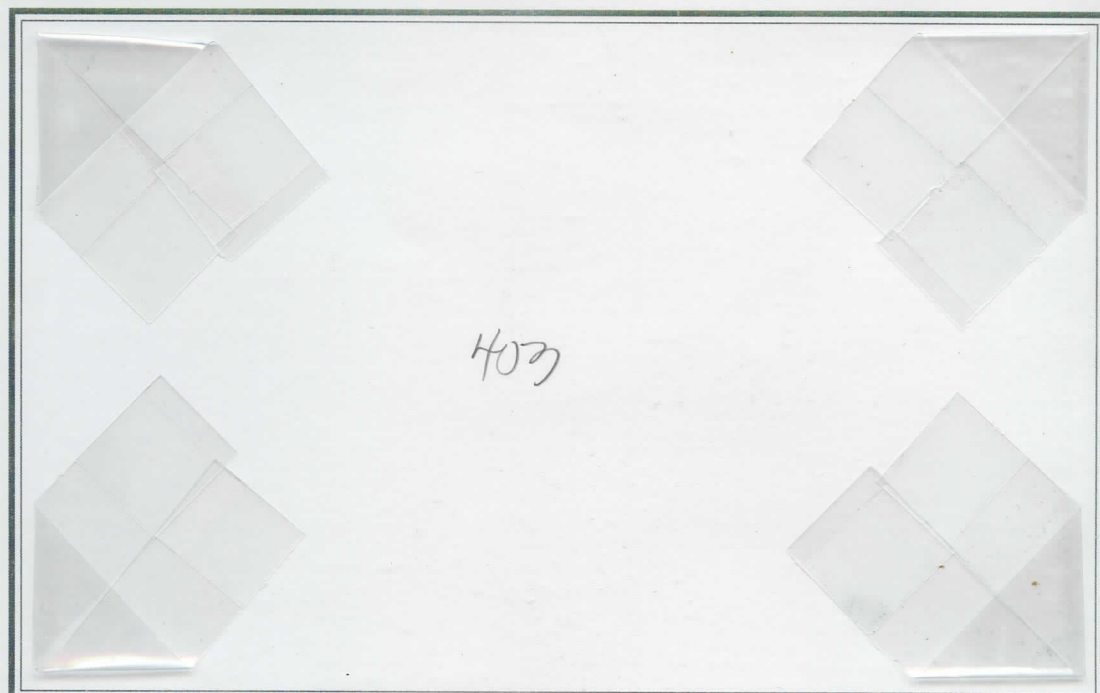


**EASTERN R.R. / JUN / 3**

Wrapper put onto the route at Boston to receive the route agents stamp and a "FREE" in the same ink addressed to Ossipee, New Hampshire and carried through to Portsmouth and then post road 50 miles north.



G.W. Coulton's map of 1873



**EASTERN R.R. / 10 / MAY**

Entire dated May 10 1853 addressed to Boston and prepaid 3 cents with a Scott 10 cancelled by the route agents stamp. Carried from Portsmouth to Boston on the day of writing.



## 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.



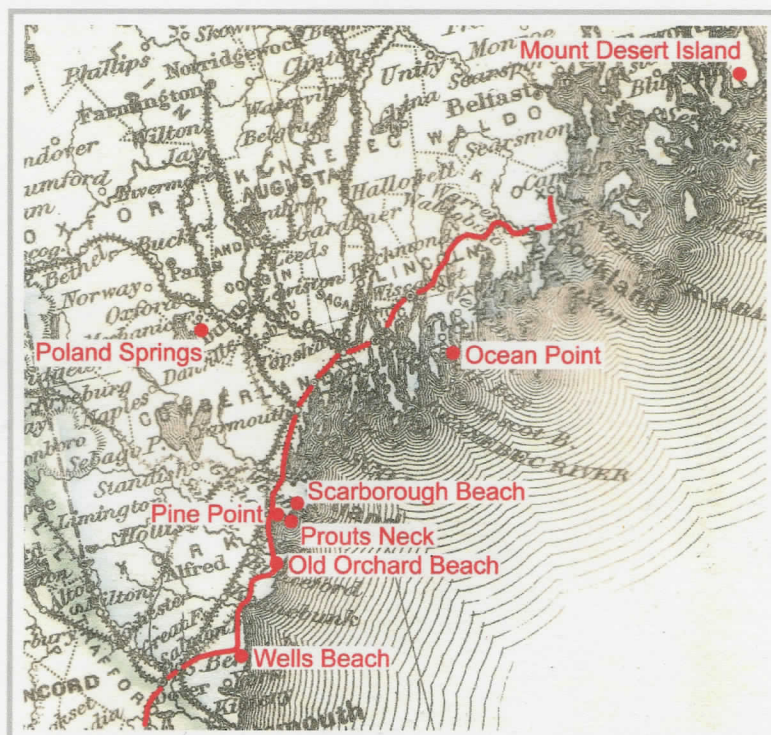
GRAND TRUNK R.P.O.

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%.

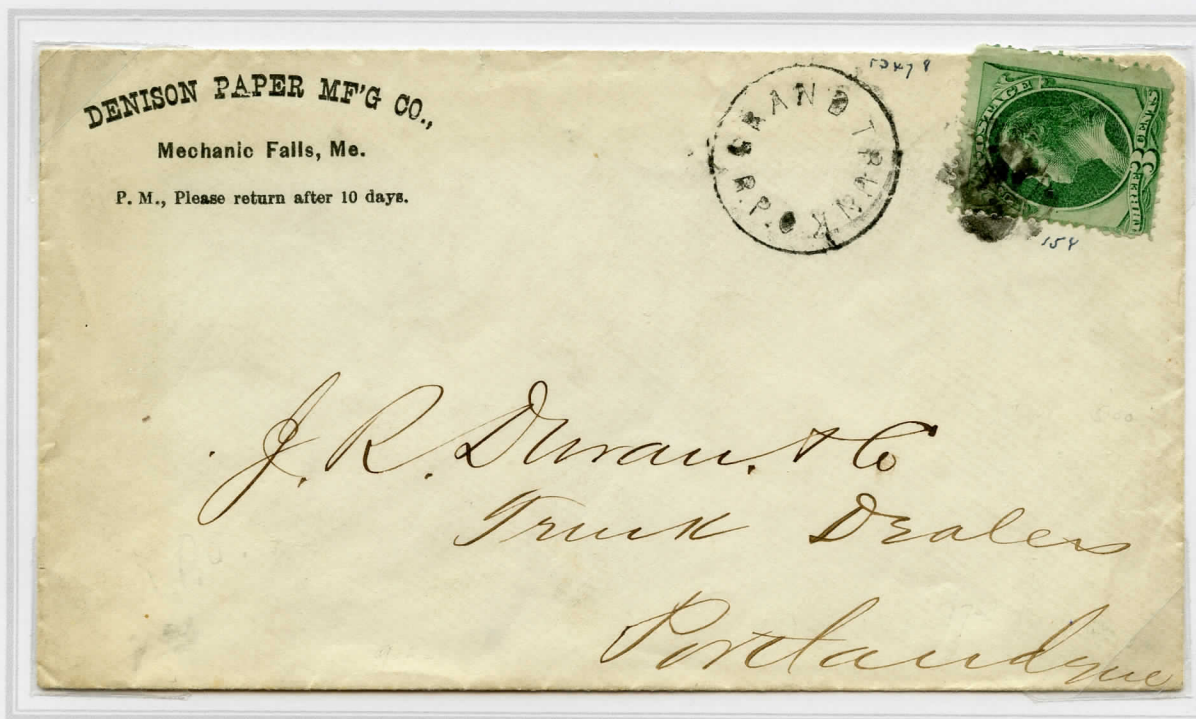


Map by G.W. Colton published 1873 showing the location of the resorts listed on the advertising card.



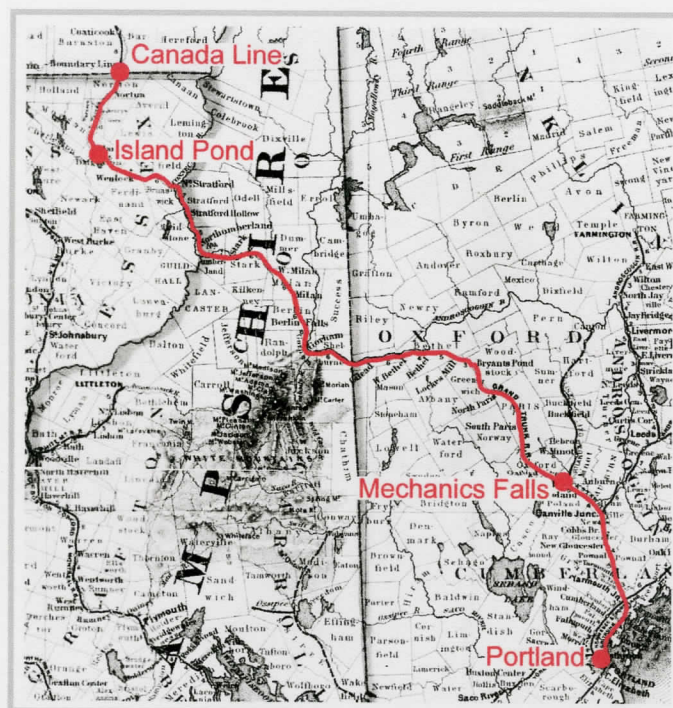
## Grand Trunk Railroad of Canada Route Agent's CDS

Grand Trunk Railroad. Route 6 of 165 miles twice daily. Contract value \$22,770 a year.



### GRAND TRUNK R.P.O.

Corner card envelope of the Denison Paper Manufacturing Company founded in Mechanics Falls in 1873. Put onto Route 6 and carried 36 miles south to Portland. Reverse bears a local carrier CDS for August 20th circa 1874.



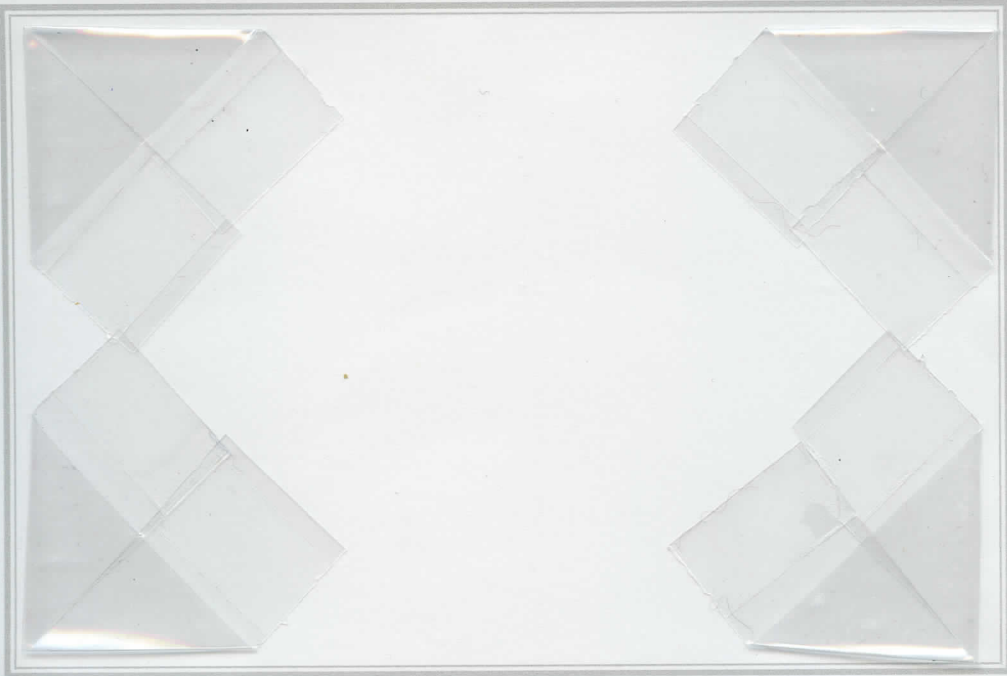
Map by Colton of 1860



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 service excluding Sunday.

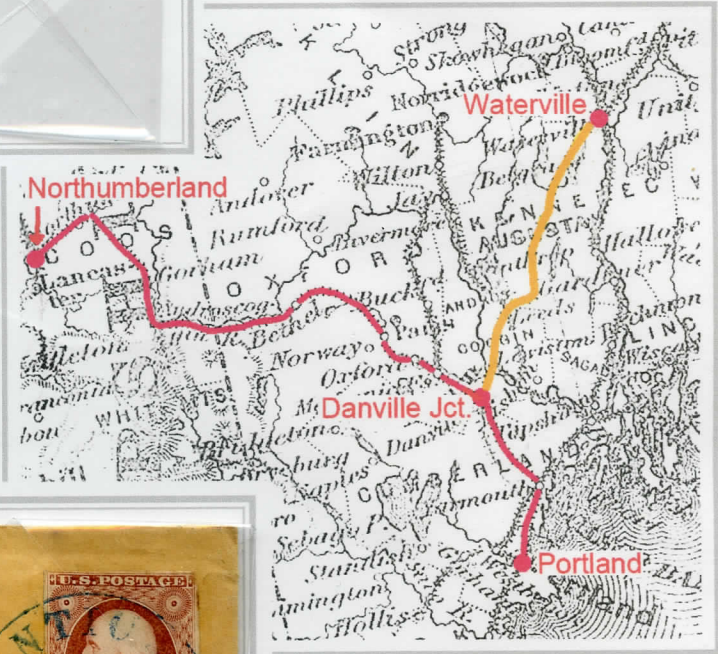
The Androscoggin & Kennebec were first contracted in July 1850 for Route 91 the 55 miles from Danville Junction Station to Waterville at \$3,472 a year, also for 6 trips a week. The cars however ran through to Portland from Danville Junction on the Atlantic & St. Lawrence tracks



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

Folded letter dated "**Lewiston Jany 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.

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.



## Portland & Ogdensburgh Rail Road Route 12

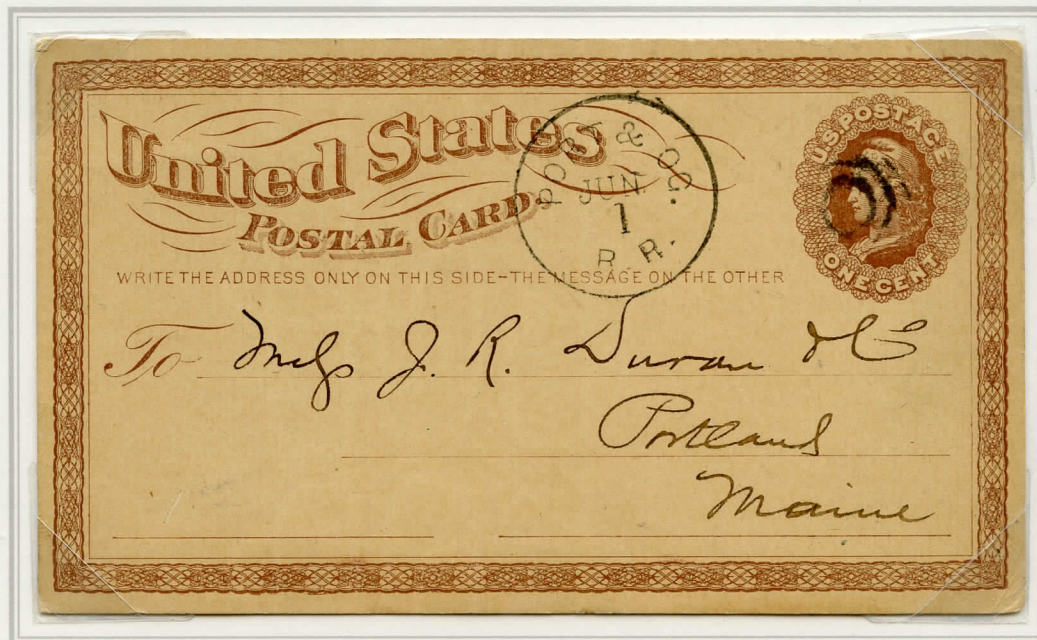
Chartered in February 1867, the Portland & Ogdensburgh reached Bartlett, New Hampshire in June 1873 and was contracted for Route 12 of 72¾ miles at \$4,371 a year for a twice daily service excluding Sundays. By July 1876 the track had reached Lunenburg and the contract amended to 116½ miles at \$15,734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

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



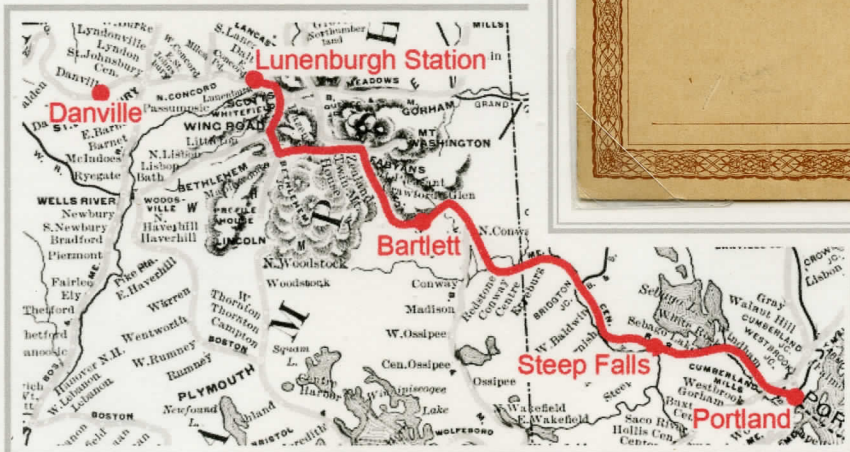
**P. & O. R.R.  
JUL / 10**

Envelope addressed to Danville, Vermont located 23 miles west of Lunenburg. Carried on Route 12 to receive the Route Agent's date stamp (Towle 11+-B-1) for July 10th circa 1877.



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

Postal card dated "Steep Falls June 1st 1874" to Portland. Put onto Route 12 for the 25 miles east to Portland. Cancelled by the Route Agent's date stamp (Towle 11-A-1) on the day of posting.



Map by Rand McNally & Co. of Boston 1898 with the course of Route 12 and the locations of Danville and Steep Falls.



## Maine Central Rail Road Routes 2 & 34

In 1861 the Androscoggin Rail Road completed their Brunswick to Farmington route of 71½ miles and were contracted for Route 154. In 1871 the Maine Central Rail Road leased the line and in 1873 were contracted for Route 34 at \$4,876 a year for a twice daily service.

In 1863 the Androscoggin & Kennebeck Rail Road between Brunswick and Bangor was absorbed by the Maine Central who were 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.

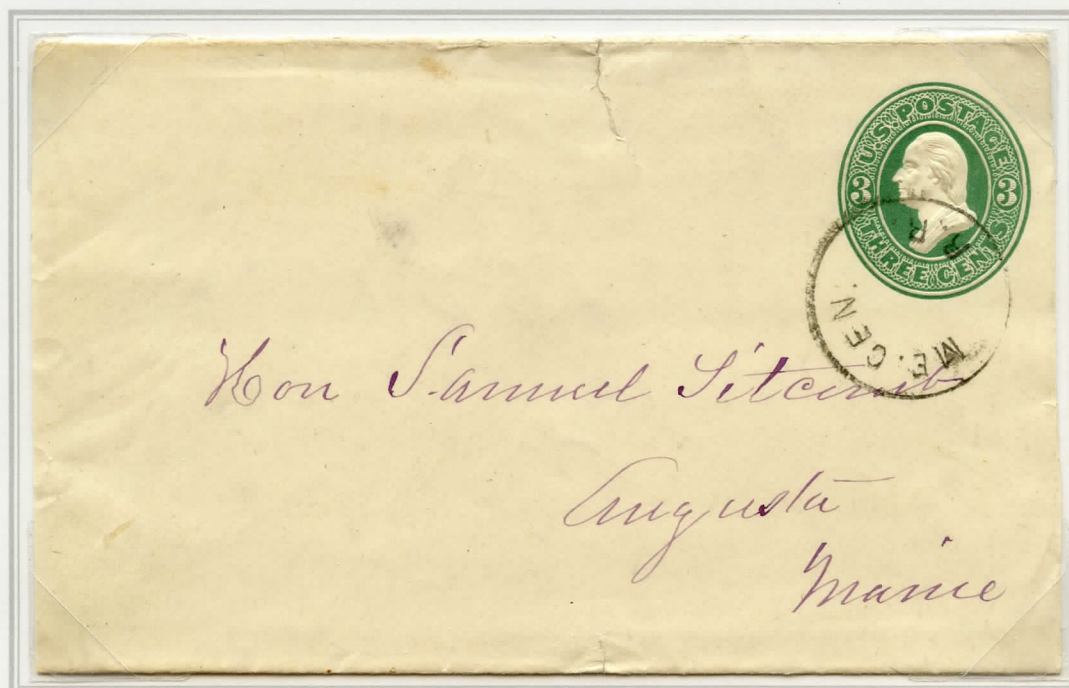


### AND. DIV. ME. CEN. R.R.

Corner card envelope put onto Route 34 at Farmington in the summer of 1874. Carried south to Brunswick on the car to receive the undated Route Agent's stamp (Towle 7-J-1).



Map by G.W. Colton of 1873 with the course of Route 2. Portland to Bangor, and Route 34 Brunswick to Farmington.



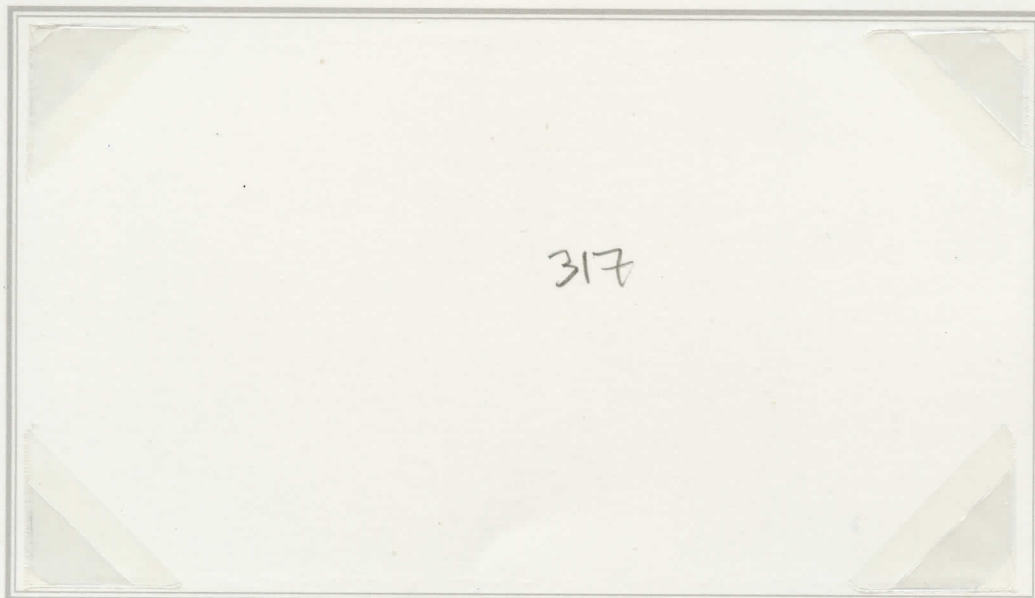
### ME. CEN. R.R.

Plimpton Die 57 envelope file dated on reverse "Decr. 11. 1875" addressed to the former Mayor of Augusta (1869 - 1870). Put onto Route 2 and cancelled by an undated Route Agent's date stamp (Towle 4-L-1).



## Knox & Lincoln Rail Road Route 13

Named for the two Counties that the road traversed, construction commenced on the 49 miles route in 1867 between Woolwich and Rockland. Completed in 1871, the first contract as Route 13 commenced July 1st 1873 at \$6,000 a year including ferriage between Bath and Woolwich with a daily service excluding Sundays.



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

Envelope initially carried by the "Ulysses" to Rockland, running Route 246 of 72 miles from Sullivan via Vinal Haven at 1 cent per letter.

Put onto Route 13 at Rockland for Bath to receive the Route Agent's date stamp (Towle 8-B-1). Transferred at Bath south to Portland for the post road west to Gorham.

**An unusual steamboat and rail road combination.** The "Ulysses" of 239 tons built in 1864 was stranded and lost at Rockland on October 1st 1878.



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



KNOX & LINCOLN R.R. / DEC / 6

Plimpton Die 57 envelope addressed to Vinal Haven and put onto Route 13 for Rockland on December 6th circa 1876. Received the Route Agent's date stamp (Towle 8-A-1) and transferred to Route 246 for Vinal Haven.



## Lewiston to Bath Route Agent's 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. They used the branch to Bath to run a mail car with a Route Agent from Lewiston to Bath which used the Route Agent's date stamp.

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



### LEWIS TO BATH R.R.

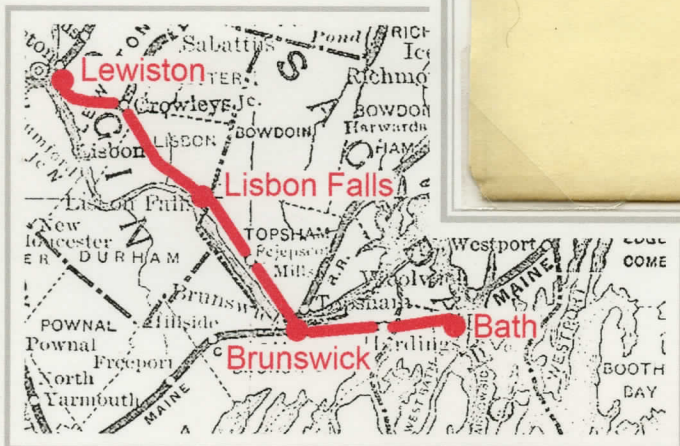
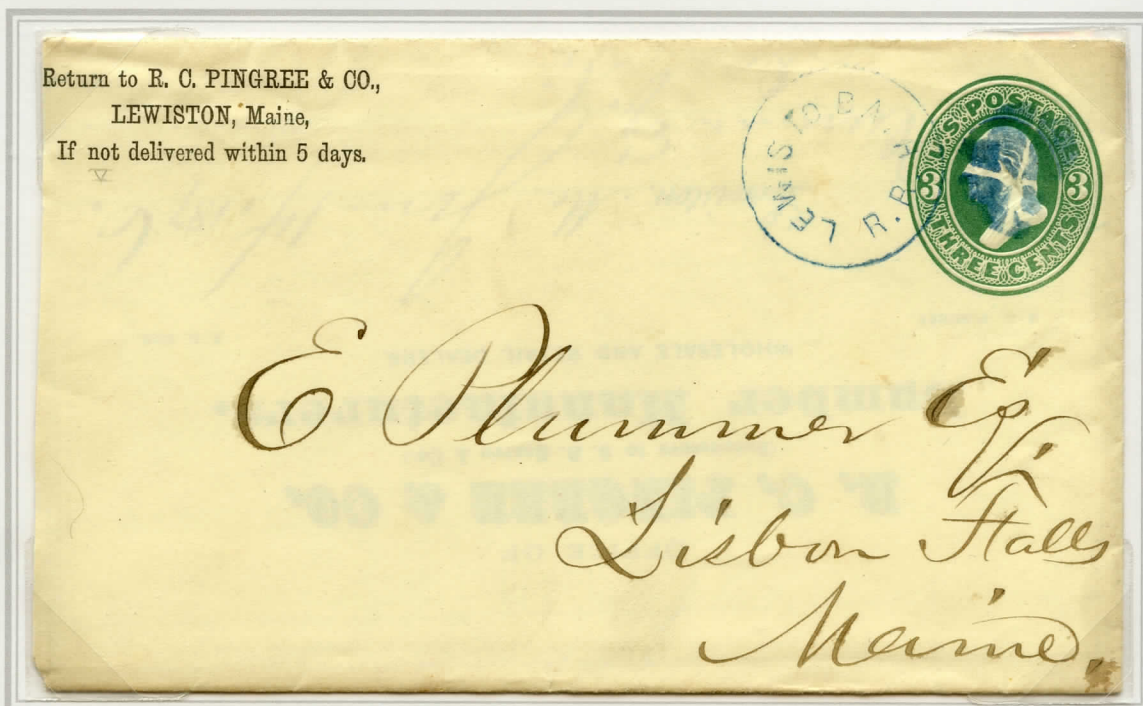
Advertising envelope of the Lewiston Journal put onto Route 5 at Lewiston circa 1877 to receive the Route Agent's stamp in black.

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 Agent's Terminal stamp cancelling the envelope.



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