

## Bellows Falls to St. Johnsbury Route Agents Stamp

### Sullivan Rail Road and Connecticut & Passumpsic Rivers Rail Road

The cars on this route were run jointly by the two companies, Sullivan running the track from Bellows Falls to Windsor and the C & P Rivers running from White River Junction to St. Johnsbury. The Windsor to White River Junction was run on Vermont Central track.

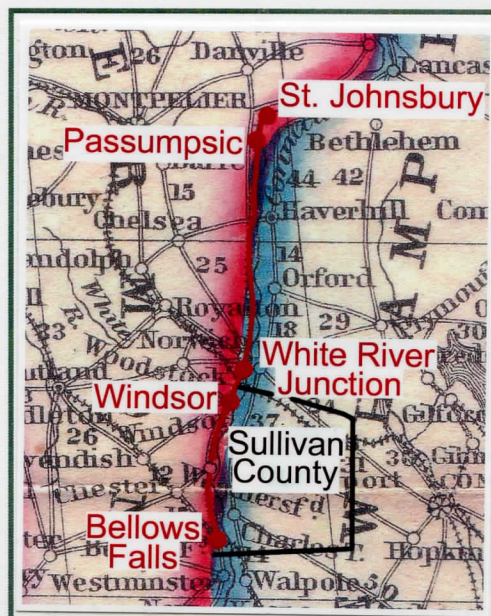
The line was completed in January 1851 and by 1857 the route was listed as two separate contracts for the 100 mile route. A total payment of \$7,729 for a twice daily service excluding Sundays.



#### SULLIVAN & PASSUMPSIC R.R. / AUG / 10

Corner card envelope of the Island House Hotel at Bellows Falls addressed to Jamaica on Long Island. Franked with a Scott 26 adhesive cancelled August 10th circa 1858.

If put on at Bellows Falls the route agents stamp would have been that of the Burlington, Vermont to Fitchburg, Massachusetts line. This indicates the letter being put on at a station north of Bellows Falls.



Phelp's map of 1851

## ***Introduction of Railway Post Office Sorting Cars***

Although route contracts required that a suitable car be provided for the mails and Route Agents, it was not until 1865 that \$150,000 was set aside to provide support for the supply and fitting out of these cars as part of the contract payment. In that year stamps bearing the letters "R.P.O." were introduced accompanying the names of the terminals that the cars ran between.

The examples shown are relatively early usage of these stamps applied in the 1860s.



### **B. To ROUSES POINT R.P.O.**

Envelope carried on Route 412 operated jointly by the Vermont Central and the Vermont & Canada Rail Roads between Rouses Point, New York and Burlington Vermont. The contractors received \$8,325 a year for two round trips a day on the 55½ mile route. Posted on the car on October 14th circa 1868 addressed to Bradford, New Hampshire.



# St. Johnsbury to Swanton Route Agents Stamp

## Vermont Division, Portland & Ogdensburgh Rail Road

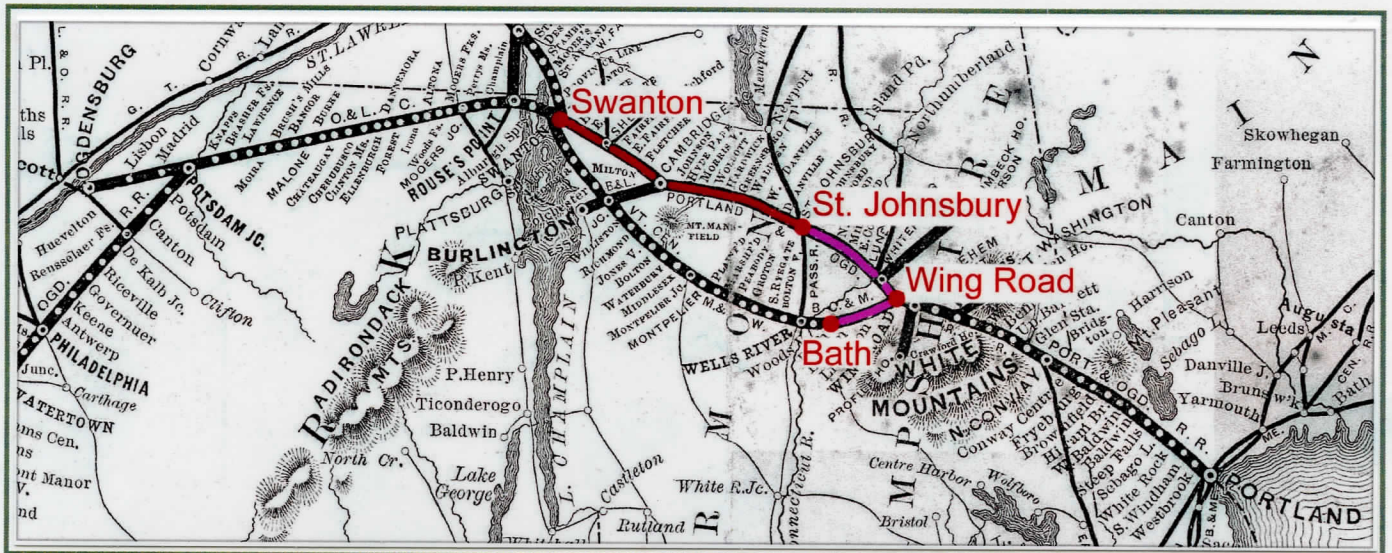
The track of the Vermont Division of the P & O was completed in 1877 to form a link with the lines running through Rouses Point to Ogdensburgh and thus competing a continuous route from the east coast at Portland to the St. Lawrence at Ogdensburgh.

The envelope shown addressed to Bath, New Hampshire was carried via St. Johnsbury to be put onto the Vermont Central Rail Road at Wing Road for Bath.



### VT. DIV. P. & O R.R.

Envelope (stamp removed) addressed to Bath, New Hampshire and struck with the route agents stamp (Towle 11-C-2). To receive the stamp the cover must have been carried east to St. Johnsbury, although it may have been taken on the Sullivan and Pessumpsic to Wells River, it is more probable that only one change of car was made at Wing Road.



Appleton's map of 1879



## Vermont Central, Cheshire & Fitchburg Rail Roads

By 1872 through cars were operating between Essex Junction, Vermont to Boston using 3 contracts for the 236½ mile route. Route 482 Burlington to Bellows Falls with the Vermont Central of 119½ miles at \$20,405 a year for twice daily service. Route 689 Bellows Falls to Fitchburg on the Cheshire of 64 miles at \$7,500 a year for three trips a day. Route 604 Fitchburg to Boston on the Fitchburg Rail Road of 52 miles at \$8,000 a year for three trips a day. All contracts excluded Sunday service.



BOS. TO ESSEX JUNC. R.R.  
JAN / 19

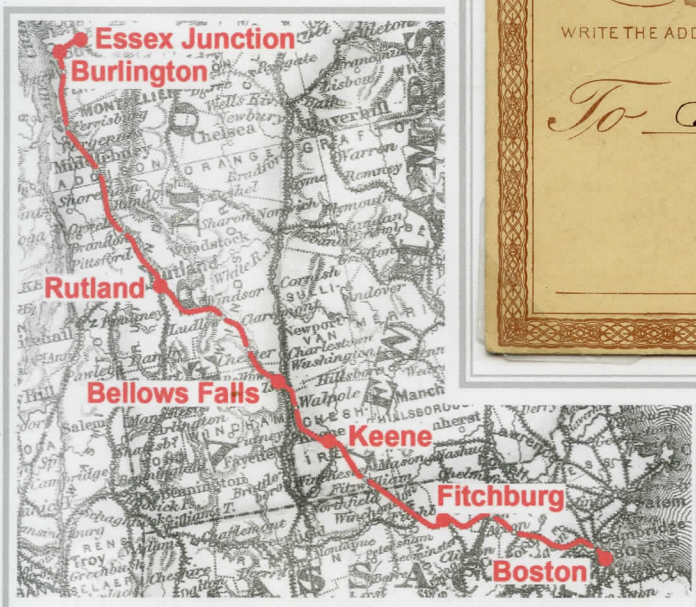
Envelope addressed to Providence, R.I. and put onto the route at a point west of Worcester addressed to Providence circa 1875.

The 3c Scott 158 franking cancelled by the Route Agents stamp (Towle 41-D-1) and his "E" bound directional canceller.



ESSEX JUNC. & BOSTON AGT. / OCT / 1

Postal card dated "Rut(lan)d. Vt. Oct 1st/75" to Sutherland Falls located just 6 miles north of Rutland, the next station on the line. Carried on the Vermont Central portion of the route to receive the Route Agents stamp (Towle 41-J-1).



G.W. Colson's map of 1873 with the three contract sections of the route shown.

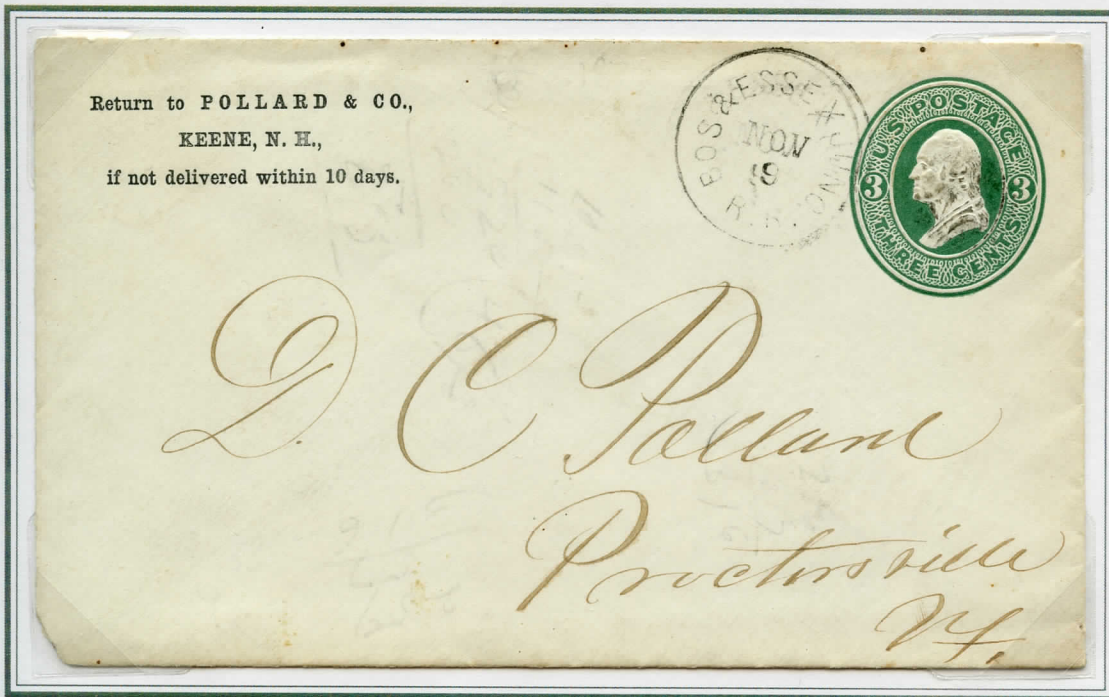


## Boston to Burlington Route Agents Stamp on Route 689

### Cheshire Rail Road

Although rail cars were able to run from Boston through to Burlington in Vermont, the route was split into three separate contracts. The route agents stamp (Towle 41-E-1) was used on the through car and applied to letters carried on shorter portions of the road.

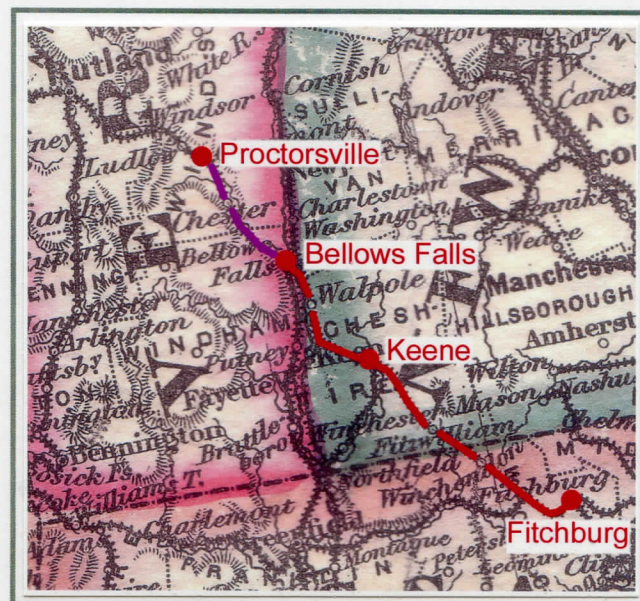
The example shown was carried on the 64 mile Fitchburg to Bellows Falls section of the route. Carried on the same car to Route 482 to be dropped off at Proctorsville, 24 miles from Bellows Falls.



### BOS & ESSEX JUNCTION R.R. / NOV / 9

Reay Die 37 envelope originating at Keene, New Hampshire to be put onto the Cheshire Rail Road portion of the route on November 9th circa 1874. Addressed to Proctorsville, Vermont.

Appletons' guide of July 1872 gives the mail train as leaving Keene at 10.49 am arriving Bellows Falls at 11.40 am and arriving Proctorsville at 12.40 pm. This give a total time of 1 hour 51 minutes for the 34 miles giving an average speed of 18 miles per hour.



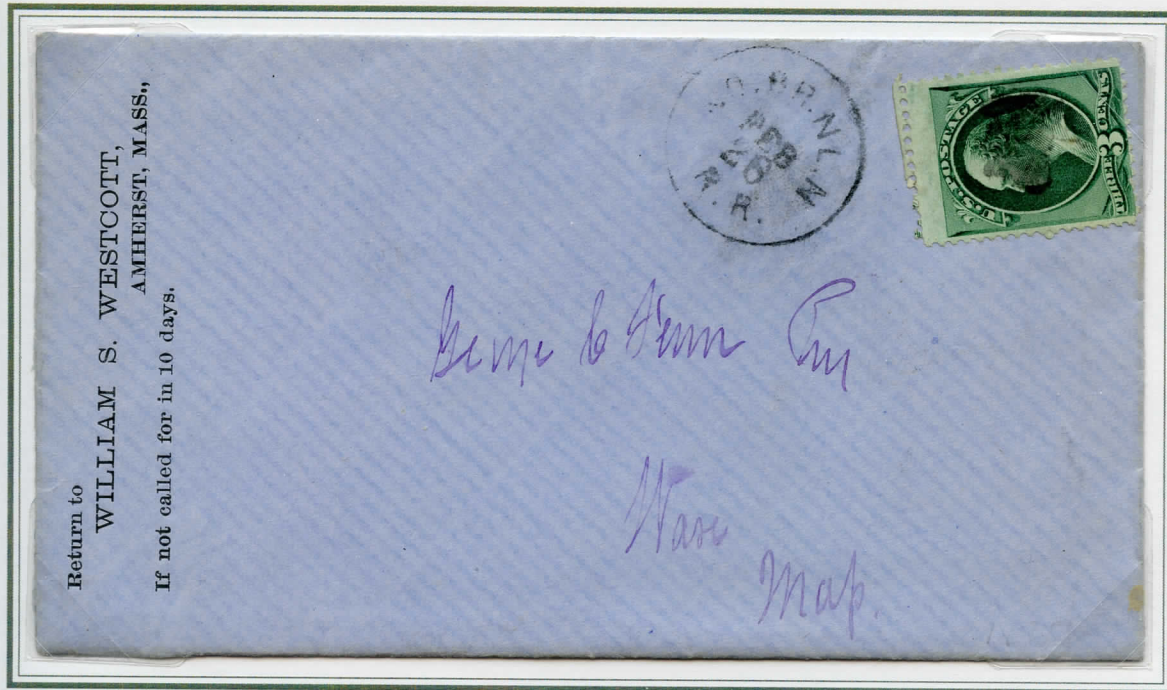
G.W. Colton's map of 1873



## Brattleboro to Palmer Route Agents Stamp

New London Northern Division of the Vermont Central Rail Road

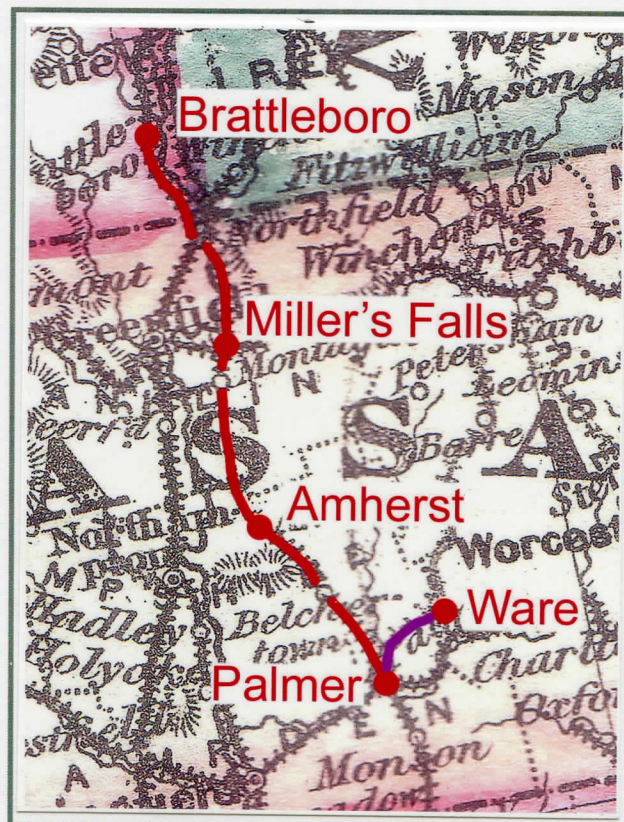
In June 1872 the Postmaster Generals report lists the Brattleboro to Palmer route as two separate contracts. From Brattleboro to Miller's Falls was a branch of Route 690 for a daily service (excluding Sundays) whilst from Miller's Falls to Palmer a twice daily service was operated at \$2,625 for the 35 mile Route 696.



NO. BR. NL. N. R.R. / FEB / 26

Envelope with letter sheet headed "Amherst Feby 22 1875" but not put onto the rail car until the 26th. Addressed to Ware situated on the Palmer to Gilbertsville branch of the New London Northern Rail Road.

Franked with a Scott 147 cancelled by a butterfly obliterator with the route agents stamp (Towle 37-A-1) at Amherst and carried to Palmer. Transferred to Route 733 for the rail car to Ware.



G.W. Colton's map of 1873