

Northern Central Rail Road, Hanover Junction Station Agent Stamp

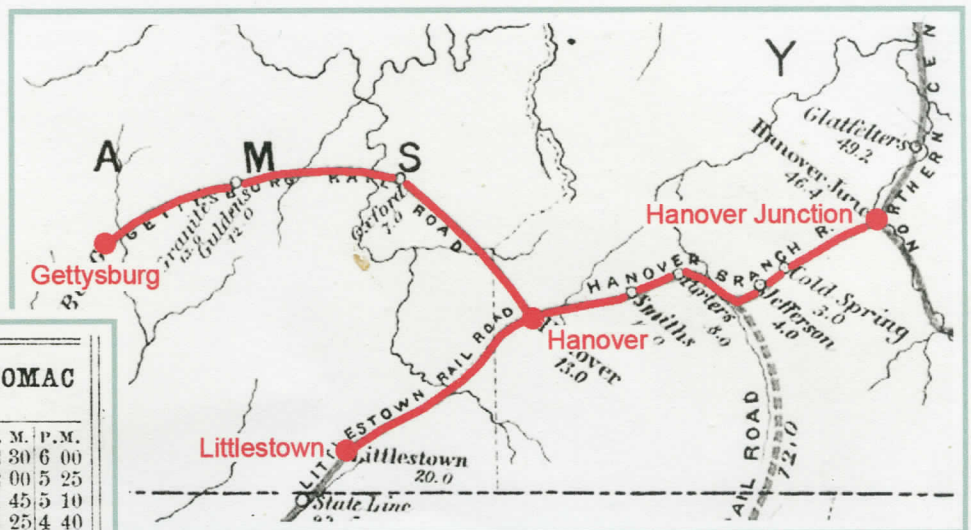
The Littlestown Branch of the Susquahanna, Gettysburg & Potomac Rail Road was opened July 1st 1858 connecting with the Northern Central at Hanover Junction. By 1868 a second line was completed from Hanover to Gettysburg. **The corner card envelope below is that of the President of the rail road, William 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.	P. M.
1 45	1 00	7 40	0	...Gettysburg..	10 30	12 30	6 00		
2 30	1 30	8 10	10Oxford.....	9 45	12 00	5 25		
3 40	1 50	8 40	17	...Hanover....	9 10	11 45	5 10		
4 10	2 15	8 58	22Porter'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.	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.

Northern Central Railroad Station Agent's Date Stamps

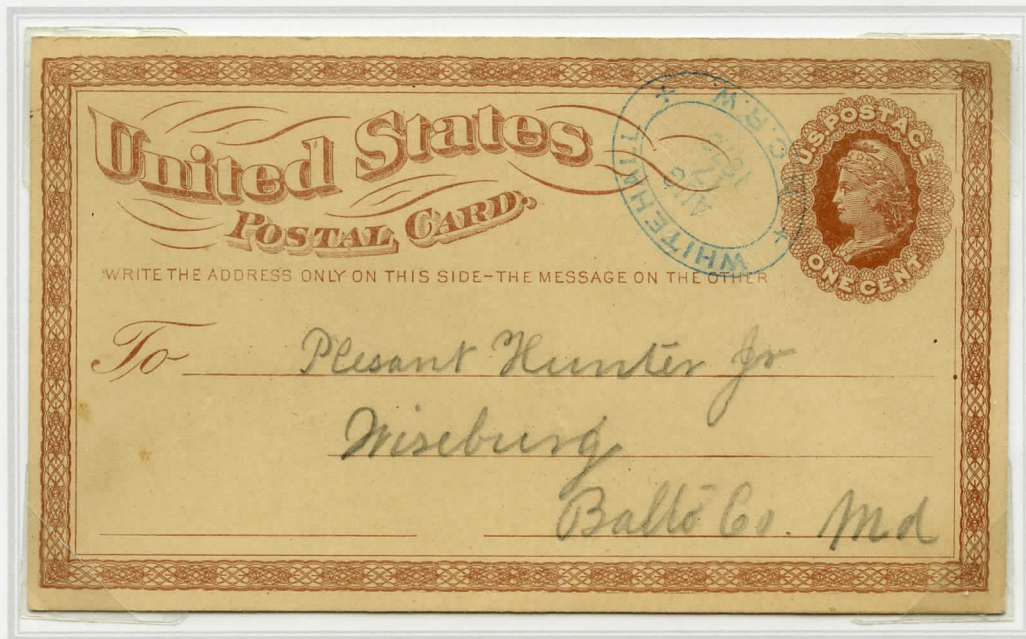
Northern Central Railroad. Route 2902 of 140 miles four times daily. Contract value \$25,345 a year.



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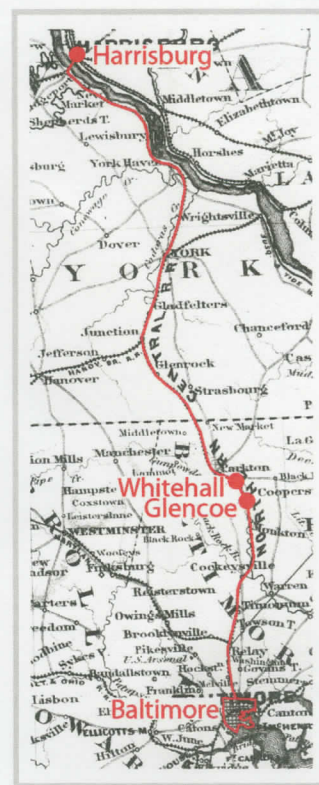
N.C.R.W. GLENCOE / APR / 12 / 1872

Envelope and letter sheet date lined "*Glen Haven, Glencoe, Baltimore County, April 12th 1872*" and carried 20 miles south to Baltimore. Transferred via Washington DC to Sandy Springs.



WHITEHALL N.C.R.W. / AUG / 17

Postal card date lined "*White Hall Aug 17th 1876*" and put into the Station Agent that day. Not however carried by the mail car as Wiseburg located only 1 3/4 miles west of Whitehall.



Map by Colton of 1869

Northern Central Rail Road Route 3502 & 10012 Station Agents

Route 3502 between Baltimore and Sunbury, Pennsylvania of 140¾ miles was contracted at \$28,702 a year for a three times a day service in 1872. In 1876 it was recontracted as Route 10012 at \$28,590 with service increased to four trips a day. A total of 12 Station Agent date stamps are recorded at locations between Baltimore and Harrisburg on this route.



WHITEHALL N.C. R.W.
JUN / 24 / 1875

Plimpton Die 56 envelope put onto Route 3502 at Whitehall and carried 30 miles north to York for the post road to Felton.

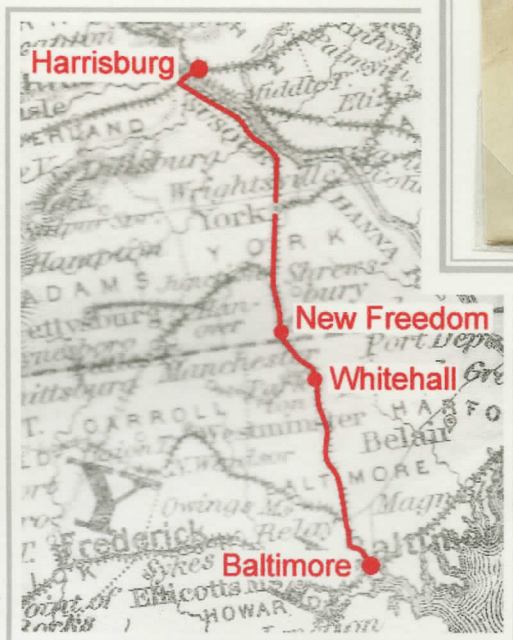
Received the Station Agents date stamp (Towle 195-S-7).



N.C. RAILWAY NEW FREEDOM
JUL / 9 / 1878

Envelope put onto Route 10112 at New Freedom and carried 48 miles north to Harrisburg for transfer to the Baltimore & Ohio Rail Road for Altoona. Franked at the double rate for over ½ Ounce.

Struck with the Station Agent's date stamp (Towle 195-S-5).



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