

Chapter 4

New York & New Haven Railroad Route Agent's CDS

The first contract for the 78 mile New York to New Haven route was for Route 710 on July 1st 1849 at \$13,372 a year for three daily trips excluding Sundays. From July 1st 1853 the contract was for route 941 at \$19,500 a year for the same service.



**N. YORK & N. HAVEN R.R.
APR / 8**

Wrapper put onto Route 710 on April 8th circa 1849 and carried the full length of the route to New Haven for transfer to Providence.

Received the Route Agent's CDS (Towle 70-D-1)



Map by G. Woolworth Colton of 1860 with the course of the New York & New Haven Railroad.

**N. YORK & N. HAVEN R.R.
JUN / 11**

Envelope put onto Route 941 and carried the 45 miles east to Norwalk to receive the Route Agent's CDS (Towle 70-D-1)

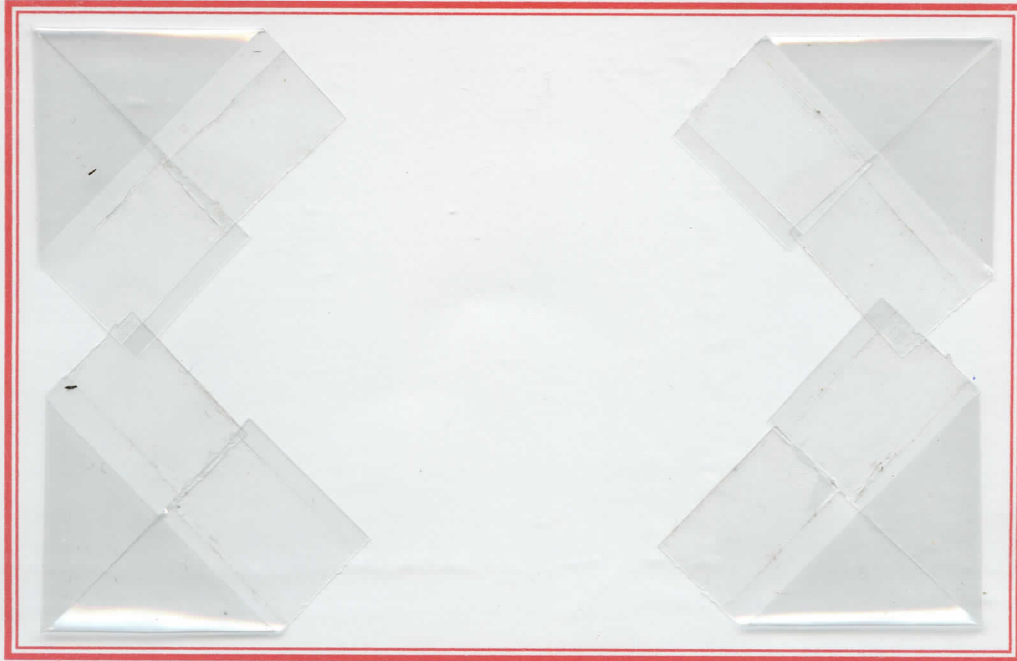


Chapter 4 Routes in New York State

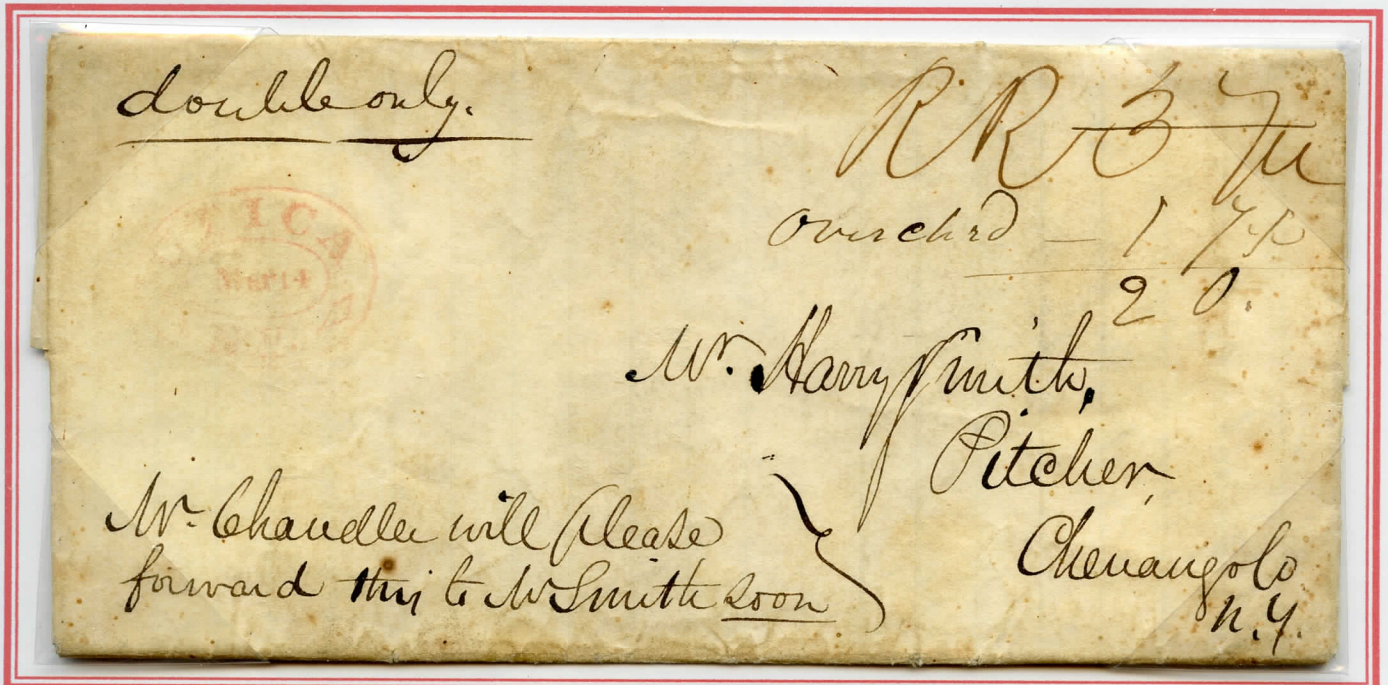
Early Practice on Route 541 Albany to Utica

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 the offices date stamp.

The letters below from the same correspondence show that the Utica Postmaster rated them differently, one correctly and the other as though for the post road for Utica to destination.



Folded letter dated "**Albany Feby : 18. 1838**" to Lincklaen located 51 miles south of Utica and carried on Route 541 by the Mohawk & Hudson Rail Road. The postmaster at Utica applied the town date stamp for February 20th and manuscript "**12½ R.R.**", the correct postage for 96 miles by rail road and 51 on the road to Lincklaen.



Folded letter dated "**Albany March 12. 1838**" to Pitcher located 58 miles south of Utica and also carried on Route 541 from Albany arriving Utica March 14th. Initially correctly rated "**R.R. 37½**" for a total distance of 154 miles as a double sheet. Subsequently re-rated for only the 58 miles on the post road Utica to Pitcher at 2 x 10 cents ignoring the rail road carriage.

Early Railroad Mails From Utica

Mohawk & Hudson Railroad. Route 541 of 96 miles once daily. **Contract value by weight of mails carried.**

The majority of mails were carried in locked pouches and received only an origin or arrival stamp.

Wrapper file noted "1841 May 5" and carried the 96 miles east from Utica to Albany. Rated at 37½ cents as a treble weight letter for 80 to 150 miles.



Syracuse & Utica Railroad. Route 1004 of 53 miles twice daily. Contract value \$9,275 a year.



RAIL ROAD UTICA

Undated wrapper circa 1842 and carried west via Syracuse to Geneseo. Rated 12½ cents for 80 to 150 miles.

One of two examples, the other used in March 1842.



Map by Burr of 1839.

New York & Erie Rail Road Routes 815 & 813

The New York & Erie Rail Road reached Owego in January 1849 and Route 815 was extended to a distance of 247 miles from Piermont at \$21,172 a year for a daily service excluding Sundays. New York to Piermont was by steamboat.

In July 1850 Route 813 was extended from Owego to Dunkirk on Lake Erie with a route distance of 470½ miles and payment of \$116,828 a year.

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 on April 18th 1849 prior to Washburn taking up a practice in Binghamton.

Carried on Route 815 the 200 miles from Piermont to Binghamton to be struck with the Route Agent's date stamp (Towle 125-B-1), his "PAID" stamp and "5" charge stamp cancelling the 5 cent franking.



Phelps' map of 1851 with the course of Route 815 and 813 to Owego.



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

Envelope put onto Route 813 on September 6th circa 1853 addressed to the future Director of the First National Bank of Binghamton. Carried, probably from New York with the Route Agent's date stamp (Towle 125-B-3) cancelling the 3 cent franking.

Northern Central Railway Starkey Station Agent's Date Stamp

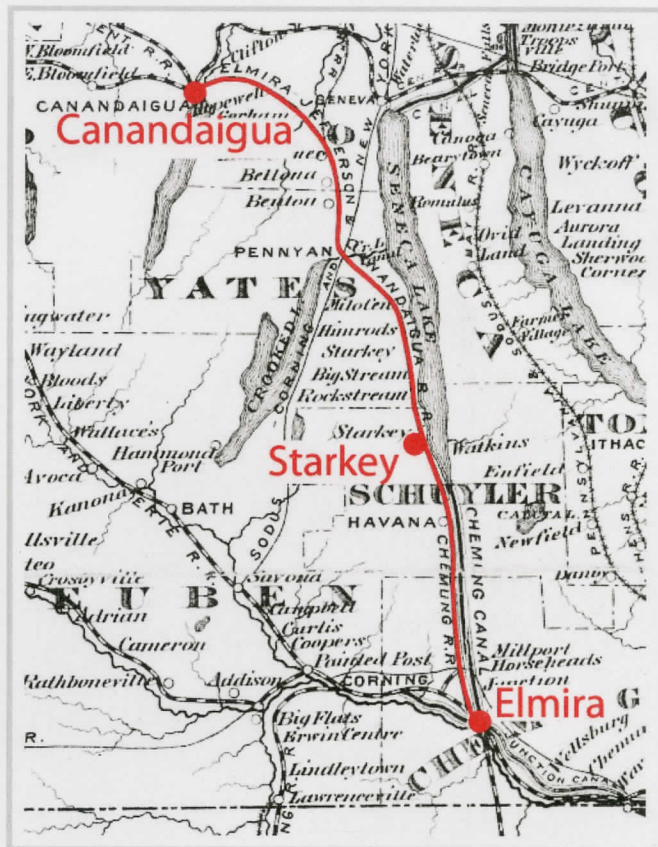
The Canandaigua & Elmira Railroad completed a broad gauge track of 68½ miles in September 1851 but was not contracted for a mail route until July 1857. Changes of ownership resulted in the Northern Central Railroad taking over Route 1278 from the Erie Railroad in 1866 at \$5,137 a year for a twice daily service except for Sundays.

Starkey was located 36 miles south of Canandaigua on Lake Seneca.



**N. C. RAILWAY
JUN / 21 / 1868
STARKEY**

Envelope put onto Route 1278 at Starkey to receive the Station Agent's date stamp (Towle 193-S-2). Carried north to Canandaigua for routing via Buffalo and Detroit to Pinkney, Michigan.



Map by Van R. Richmond & S.H. Sweet of 18770 with the course of the Northern Central Railway and the location of Starkey.

NEW YORK CENTRAL R.R.

FORERUNNER

New York & Harlem R.R.

Station Cancel of 1871

WOODLAWN, N.Y. (12 miles North of Grand Central)



108-S-4 V



Troy to Castleton Routes 1089 & 1100

The Rensselaer & Saratoga and the Saratoga & Washington Rail Roads

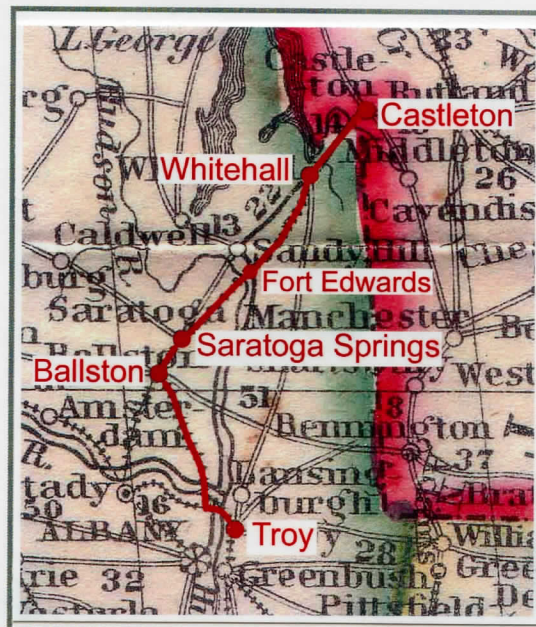
The road was opened from Troy to Ballston in 1836, it was not until 1848 that the Ballston to Whitehall section was completed. The extension through to Castleton, Vermont was completed in October 1850.

The route was contracted in two sections with service twice a day except Sunday. Troy to Saratoga as Route 1089 at \$3,381 a year and Saratoga to Castleton at \$5,400.



TROY & WHITEHALL R.R. / FEB / 23

Entire dated "Port Edward Feby 18. 1853" but not into the station at Port Edward until February 23rd. The Route Agents stamp cancelled a 3 cent Scott 10 and the letter was addressed to Wells, Vermont located 15 miles south of Castleton.

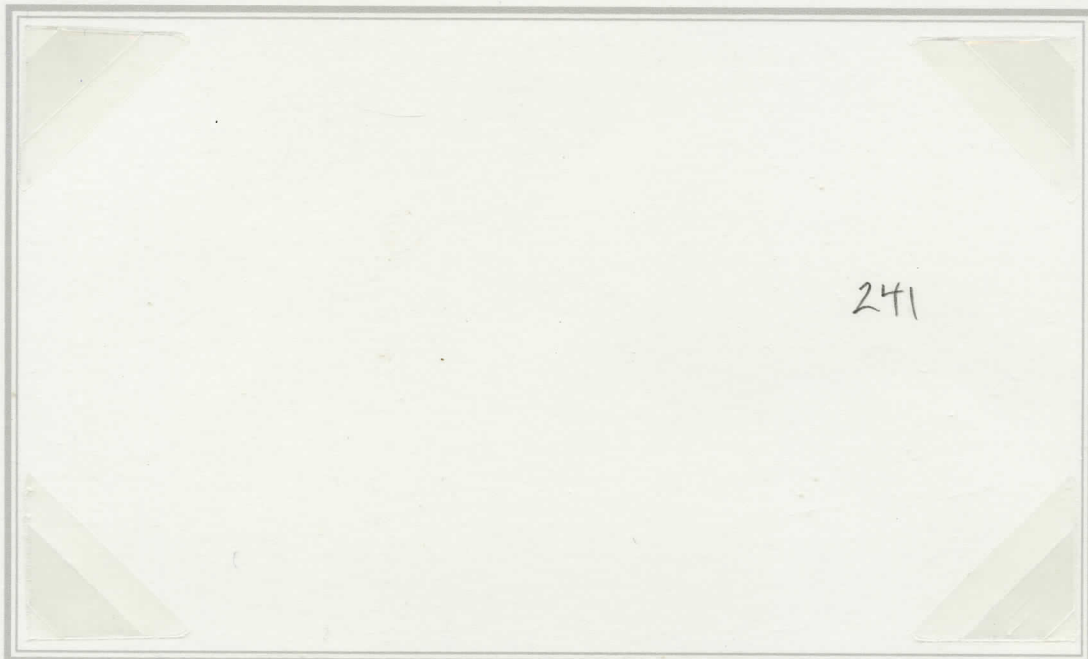


Phelp's map of 1853

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.



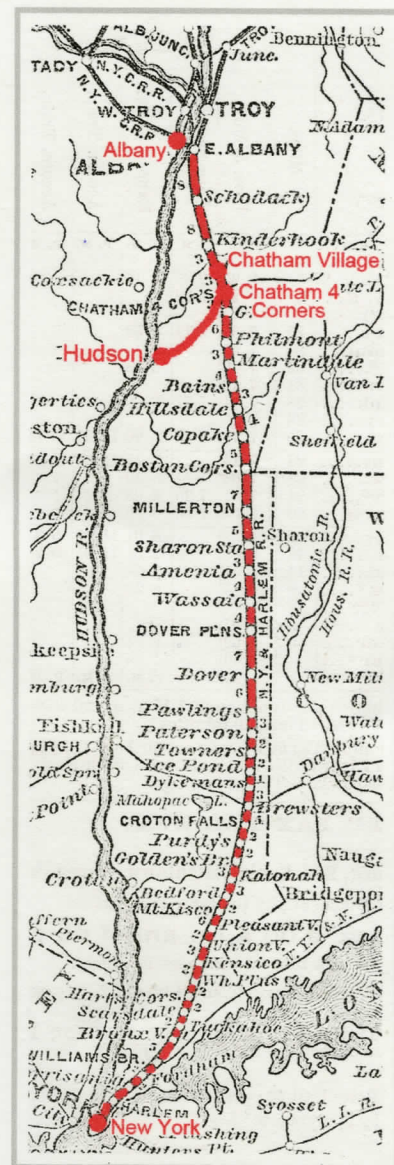
CHAT. VIL. & N.Y. AGT / SEP / 29

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 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 Appletons' Railway & Steam Navigation Guide of September 1869.

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 Agent was appointed initially for the Dunkirk to Warren route and the route was extended in 1873 to Titusville via Corry. The route having been increased to 91¼ miles payment became \$4,558 a year.

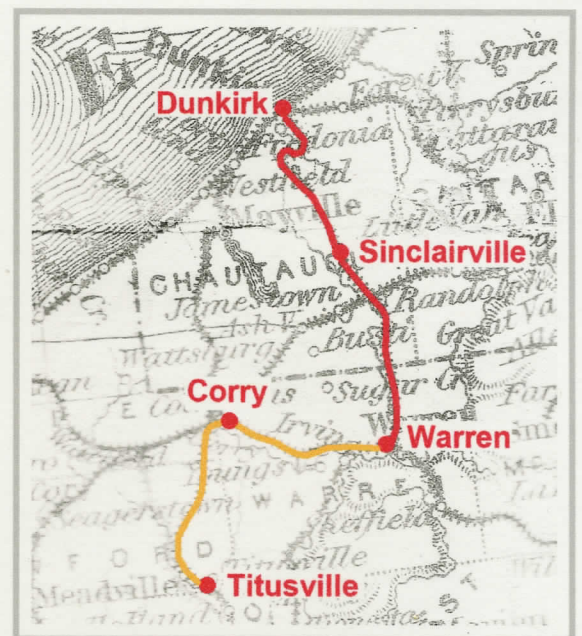


DUN. WAR. & PITTS. R.R. / 18 / FEB

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 for February 18th and his obliterator.

DUNKIRK, WARREN & PITTSBURGH RAILWAY.							
Col. J. CONDIT SMITH, President, Fredonia, N. Y.							
AUGUSTUS SCHELL, Vice-President, New York.							
WM. 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 ⁴ ...	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.

Buffalo & Erie and Buffalo & New York Route Agent's 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 date lined "*American Lake Shore Route / Buffalo & Erie Rail Road / Erie, Pa., Jany 1st 1858*" addressed to Geneva. Carried on Route 3448 and 1315 to receive the Route Agent's stamp. Transferred at Buffalo for the routes east to Geneva.



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 Agent's stamp.

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 car 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

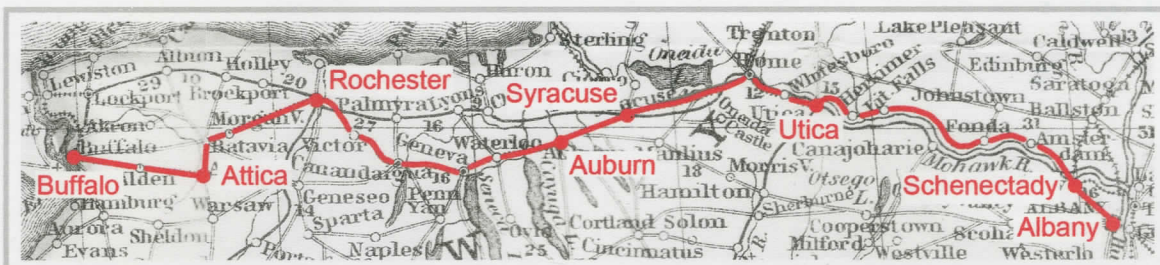
Folded letter dated "**Monday evening Sept 27th 1847**" to Fonda located on Route 969 Schenectady to Utica. Struck with terminal stamp (Towle 114-D-6) and the Agents "5" charge stamp.



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.

Binghamton - Utica - Lowville Route 1025 & 1228

Utica was an important raid 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 & BLACK RIVER RAILWAY.
JOHN THORN, Pres., Utica, N. Y. [July 5.]

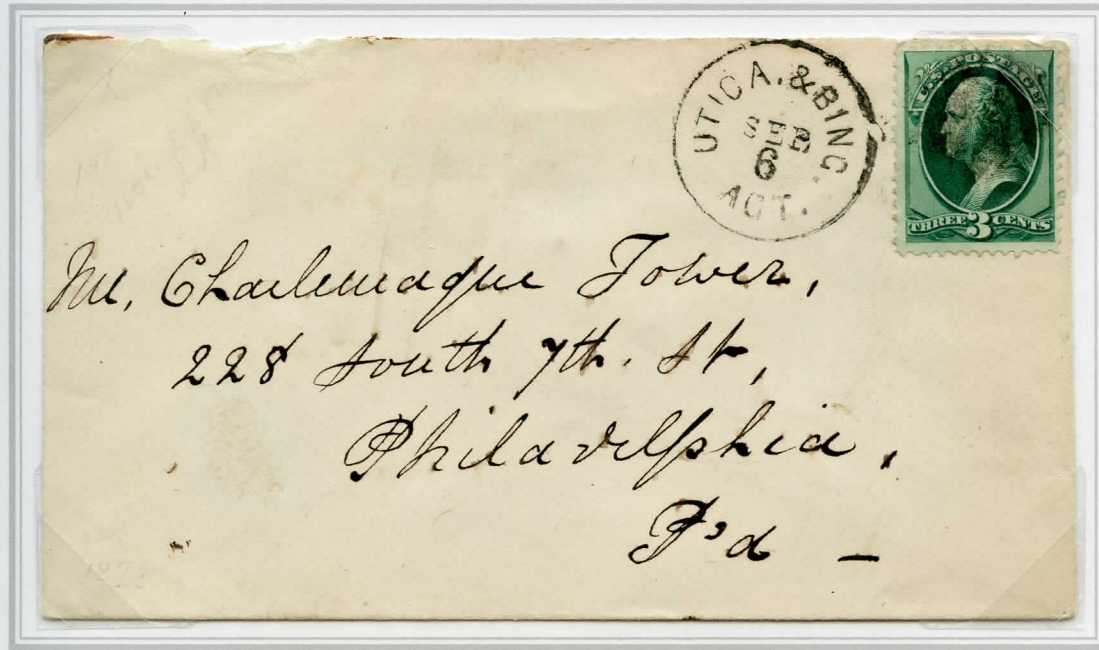
Pass.	Pass.	Pass.	Mls.	STATIONS.		Pass.	Pass.
P. M.	A. M.	A. M.		LEAVE	ARRIVE	A. M.	P. M.
5 00	11 40	7 00	0	Utica ¹		10 40	4 00
5 18	11 58	7 18	6	Marey		10 20	3 40
5 30	12 10	7 28	10	Stittville		10 10	3 27
5 55	12 35	7 56	16	Trenton		9 40	3 05
6 00	12 40	8 00	17	Trenton Falls		9 35	2 57
6 05	12 45	8 10	18	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
P. M.	P. M.	A. M.		ARRIVE	LEAVE	A. M.	P. M.

¹ 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 1869 from page 157 of Appletons' Railways & Steam Navigation Guide of September 1869.

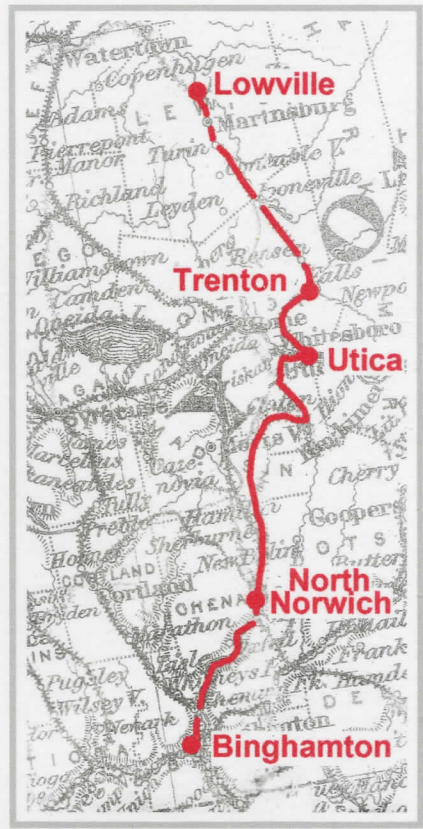
UTICA & B.R. R.R. / JAN / 9

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.



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.

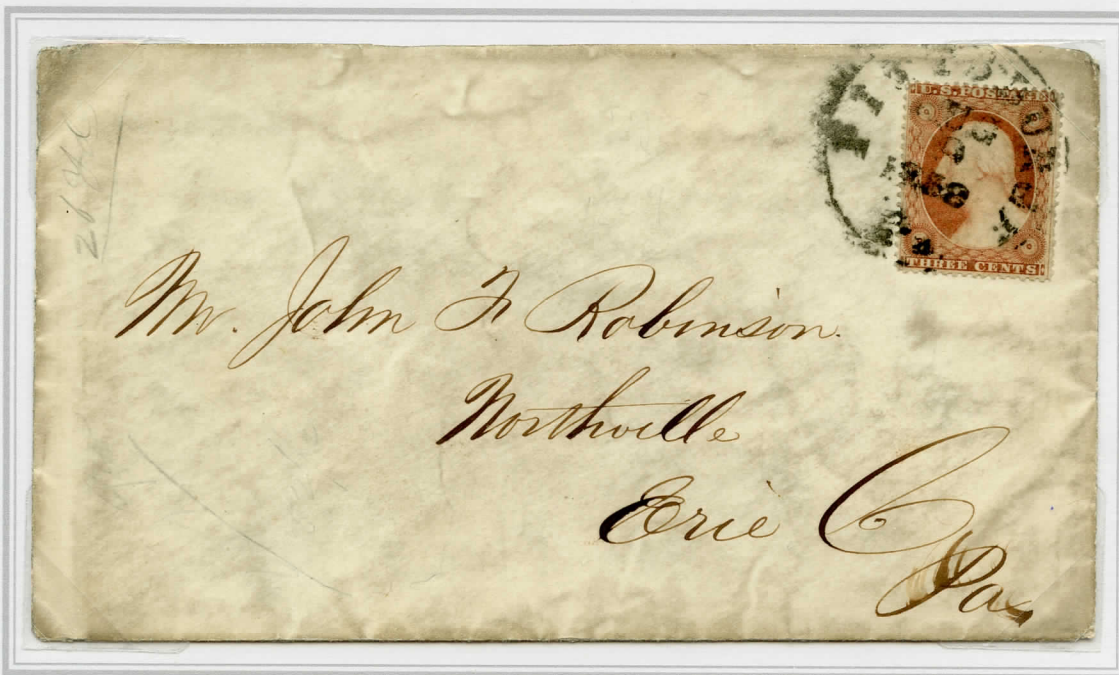


G.W. Colton's map of 1873 with the course of Routes 1025 and 1228 and the location of Trenton.

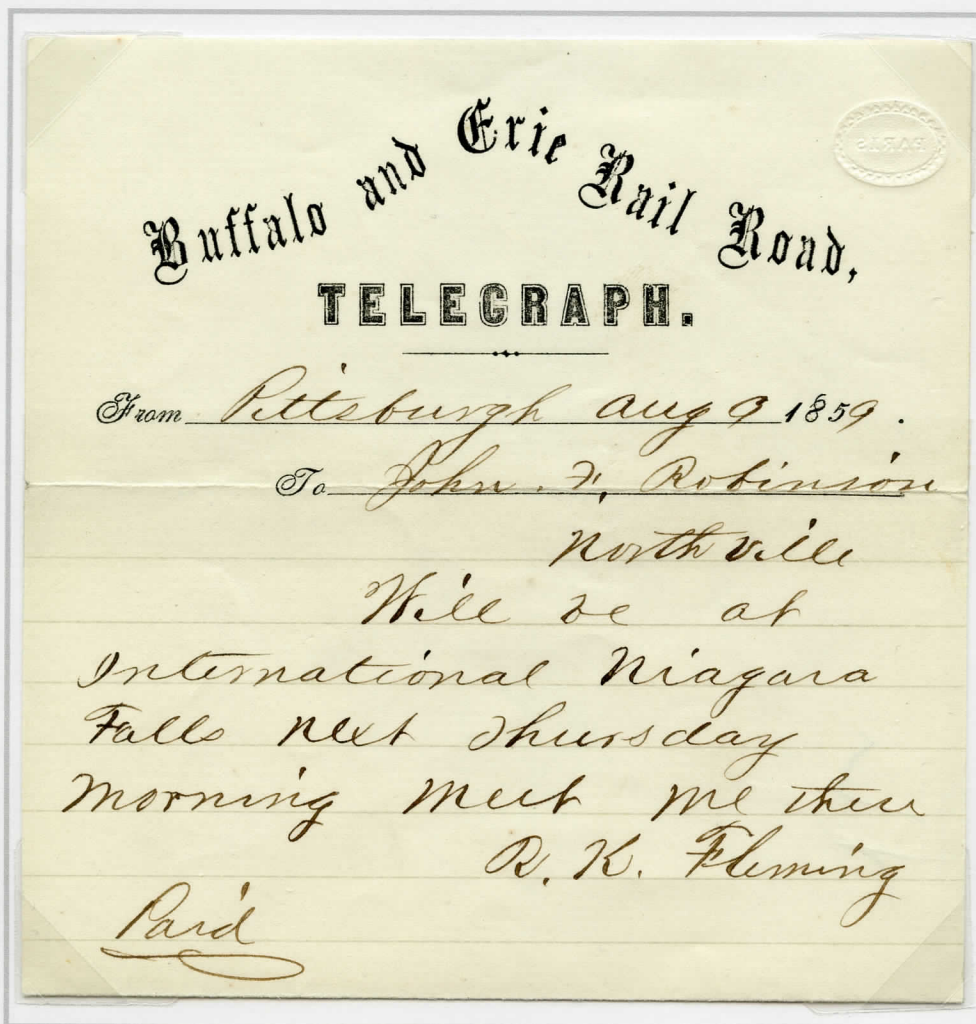
Buffalo & Erie R.R. Telegraph, Pittsburgh to Erie 1859

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.



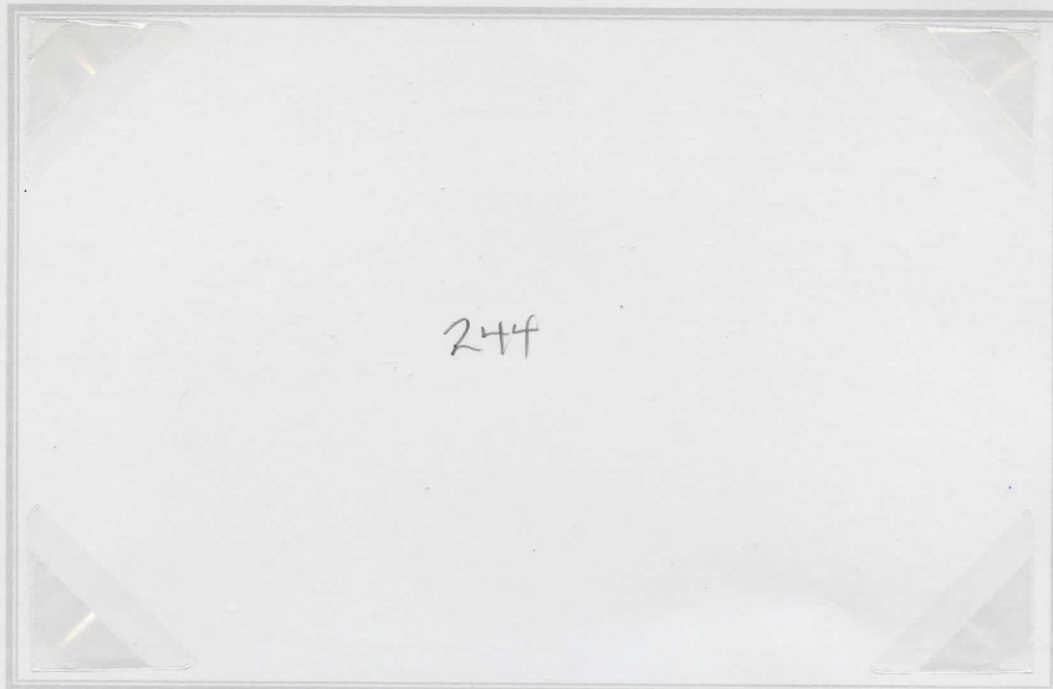
Envelope with telegraph form dated "Pittsburgh Aug 9 1859" and posted that day to Northville.



Albany to Buffalo Railroad Route Agent's CDS

The final portion of the track between Albany and Buffalo was completed in November 1841 being between Auburn and Canandaigua. A contract was not however made until July 1st 1845 on this section which allowed the 298 mile route to operate with a single mail car service.

From July 1845 the Route Agents on the line started using the Albany & Buffalo CDS.



E

ALBY. & BUFFALO R.R. / SEP / 12

Wrapper bearing the cachet "**FROM WESTERN HOTEL. OSBORN. BUFFALO**" date lined "*E Chastenet de Bordeaux Buffalo 12 Sept. 1848*". Carried through to Albany for New York.



ALBY. & BUFFALO R.R. / FEB / 28

Folded letter date lined "*Johnstown Feby 28th 1848*" and put onto Route 964 at Fonda for the 44 miles east to Albany.

Rochester to Niagara Falls Railroad Route Agent & R.P.O. CDS

New York Central Railroad. Route 1282 of 76 miles twice daily. Contract value \$11,400 a year.

New York Central Railroad. Route 1282 of 76 miles twice daily. Contract value \$19,000 a year.

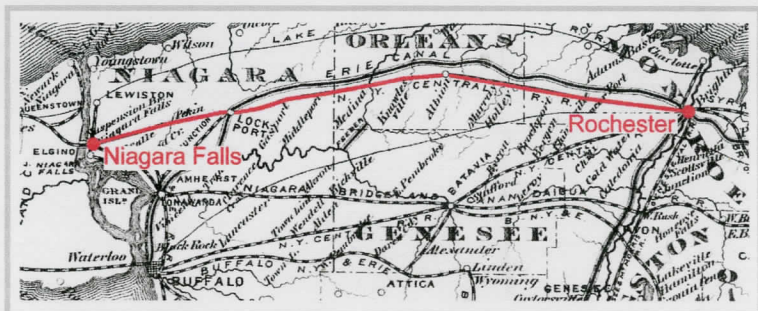


ROCHESTER & NIAGARA FALLS R.R. / OCT / 10

Turned envelope put onto Route 1282 on October 10th circa 1854 and carried Rochester for transfer via Buffalo, Chicago and Milwaukee to Watertown.

**ROCH. To N. FALLS R.P.O.
OCT / 10**

Nesbitt Die 26 envelope carried on Route 1282 with pencil notation "10/2/69". Carried to Niagara Falls for Buffalo and then south to Ellington.



Map by Van R. Richmond & S.H. Sweet of 1870.

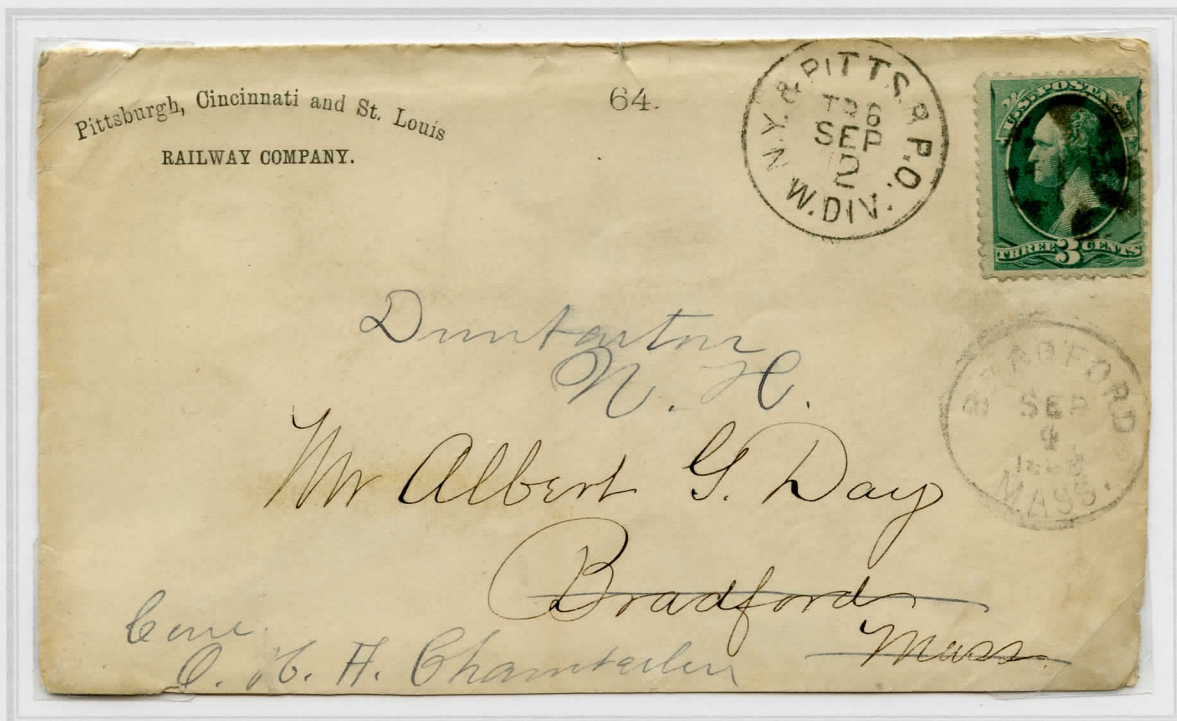
New York & Pittsburgh Railroad R.P.O. CDS

From 1867 Railway Post Office car was run between New York and Pittsburgh, The route was split between New York to Philadelphia (Eastern Division) and Philadelphia to Pittsburgh (Western Division).



N.Y. & PITTS. R.P.O. / E. DIV. / TR6 / AUG / 22

Reay Die 37 envelope put onto the New York to Philadelphia 6th train on August 22nd circa 1871. Carried through to Pittsburgh for onward carriage to St. Louis.



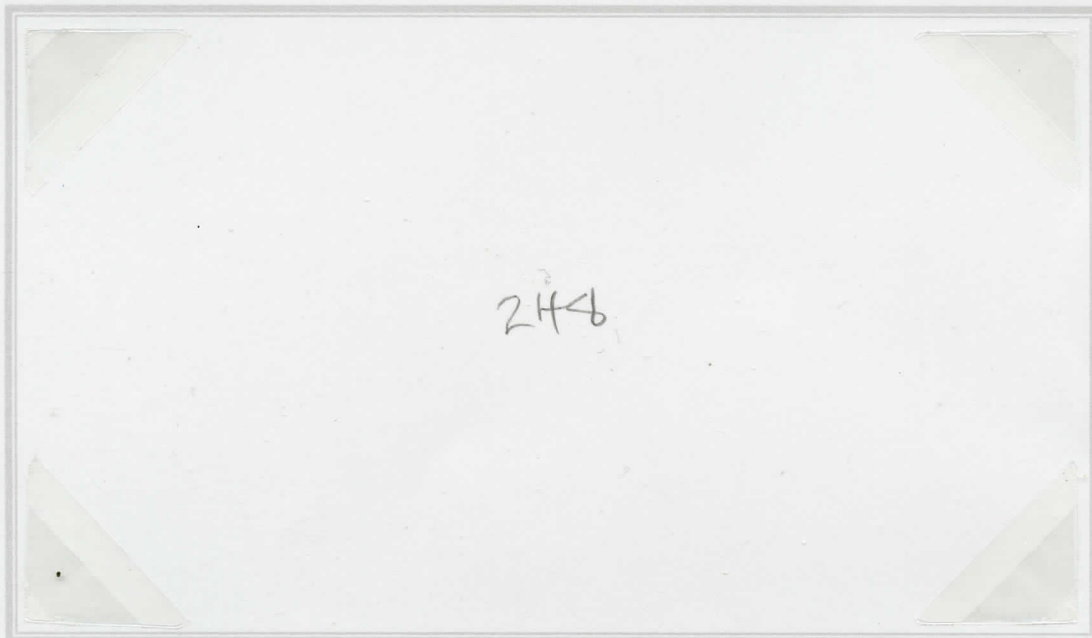
N.Y. & PITTS R.P.O. W. DIV. / TR6 / SEP / 2

Railroad corner card envelope of the Pittsburgh, Cincinnati & St. Louis Railroad put onto the Pittsburgh to New York car on September 2nd circa 1870. Carried through to New York for onward routing to Bradford, Massachusetts .

New York to Chicago Fast Mail RPO Clerk's CDS

In September 1875 George S. Bangs, the first General Superintendent of the Railway Postal Service introduced the first all RPO train . Operating the 978 mile route between New York and Chicago in 27 hours 40 minutes.

A total of 48 sorting clerks were employed on each train using West and East bound designating CDS.



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

Envelope carried New York to Chicago on March 14th circa 1876.

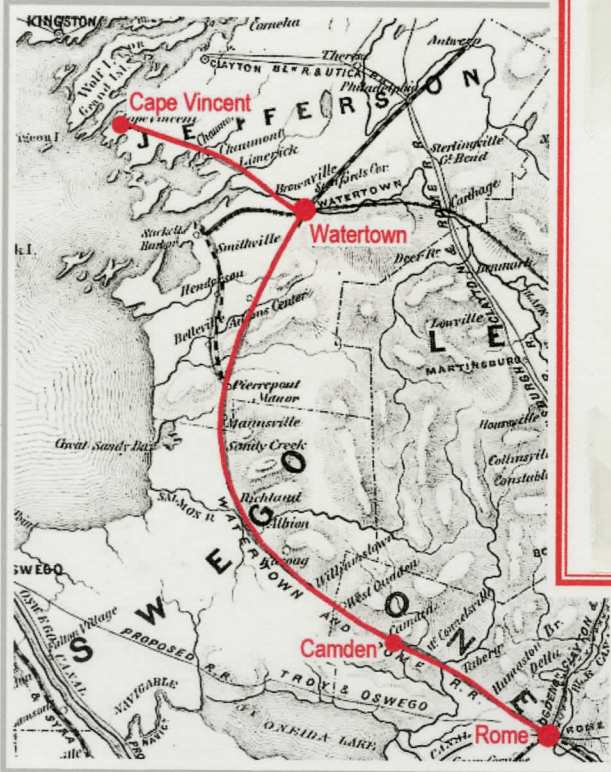


**THE FAST MAIL
DEC / 1 / EAST
N.Y. & CHIC. R.P.O.**

Envelope and letter sheet head lined "Executors' Office, Estate of Chas. M. Reed, dec'd, Erie, Pa., 12th Decr. 1879". Put onto the RPO at Erie and carried 89 miles to Buffalo.

Watertown & Rome Rail Road Routes 1256 & 1210

Although chartered in 1832 construction of the 97 mile route from Rome via Watertown to Cape Vincent was not started until November 1848. The first contract commenced on March 1st 1851 for 72 miles Rome to Watertown was made at \$3,650 a year for a daily service excluding Sundays.



Map by David Vaughn of 1856 with the course of the Watertown & Rome Rail Road and the location of Camden.



"W & Rome R R / Nov 29" in manuscript 1851

Folded letter dated "Camden Nov 29 / 51" detailing a consignment of 1,686½ lbs of butter addressed to New Haven. Carried on Route 1256 prior to issuing of a date stamp of the Route Agent. Listed by Towle, this is the only recorded example of a manuscript endorsement used on this route.

Carried 18 miles east to Rome for transfer to Route 1030 on the Syracuse & Utica Rail Road.



WATERTOWN & ROME R.R. / APR / 25

Envelope carried on Route 1210 contracted from July 1st 1857 between Cape Vincent and Rome at \$8,329 a year for a twice daily service on the 97 mile route. The franking cancelled by the Route Agent's date stamp for April 25th circa 1858, Transferred east via Albany for Glen's Falls in north east New York State.

Long Island Railroad Route Agent's Stamps

Long Island Railroad. Route 806 of 101 miles once daily. Contract value \$4,329 a year.

RAIL ROAD

Folded letter date lined "New York April 24. 1846" carried on the combined railroad and steamboat route between New York and Norwich.

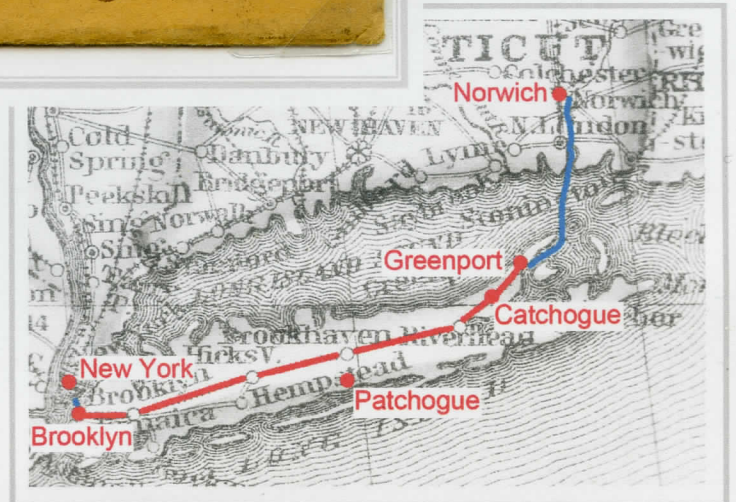


Long Island Railroad. Route 1007 of 94 miles twice daily. Contract value \$7,735 a year.



LONG ISLAND R.R. / NOV / 4

Envelope and letter sheet dated "Catchogue Nov 4. 1859" carried 31 miles east to Medford for Patchogue.



Map by Phelps of 1851

Albany to Buffalo Route Agent's "RAIL ROAD" Stamps



**Straight Line
RAIL ROAD**

Folded letter date lined "Chittenango July 2nd 1840". Carried on Routes 1004 and 541 to Albany for the 10½ mile post road north to Waterford

Arched RAIL ROAD

Folded letter date lined "Johnstown Feb 13. 1841" Put onto Route 541 at Fonda for Albany. Routed via Springfield for Willimansett, Massachusetts.



Circular RAIL ROAD

Folded letter date lined "Scottsville April 16th 1842" and carried on the five Routes 1165, 1119, 1036, 9275 and 969 to Schenectady for Schoharrie. Redirected for a further 6 cents to Fultonham.

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 Agent's stamp struck together with his "5" rate stamp for under 300 miles.



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

Envelope file noted on reverse "April 15th 1850" addressed to New Haven and transferred from Route 810 at Williams Bridge to the New York & New Haven Rail Road running Route 710. The Route Agent struck the more unusual date stamp used on Route 810 before transfer.



Map from Appletons' Illustrated Handbook of American Travel published 1857 with the course of the New York & Harlem Rail Road to Dover.

Black River & Utica Railroad Route & Station Agent's Stamps

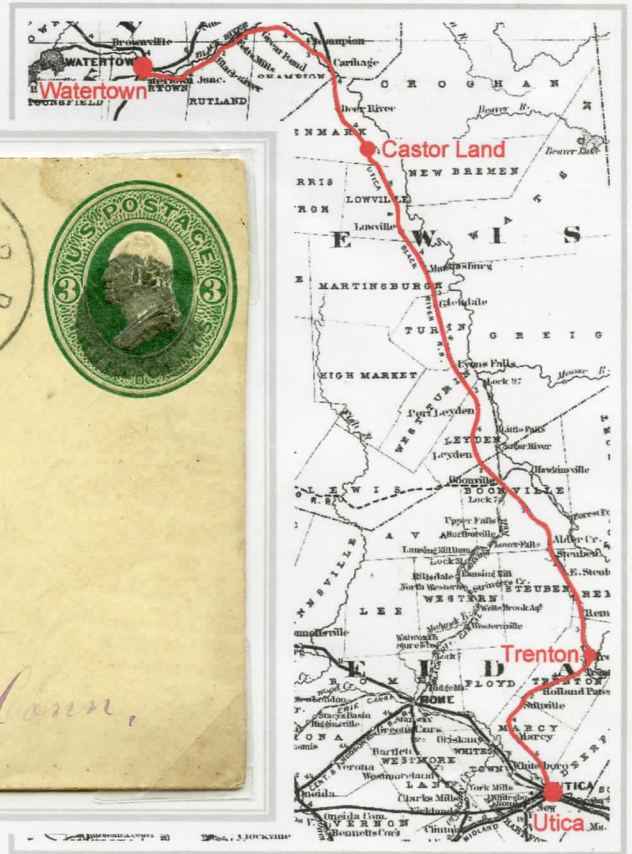
Black River & Utica Railroad. Route 1025 of 59 miles twice daily. Contract value \$4,000 a year.

Black River & Utica Railroad. Route 1283 of 99¼ miles twice daily. Contract value \$5,994 a year.



UTICA & B.R. R.R. / JAN / 19

Envelope put onto Route 1025 on January 19th 1872 and carried 16 miles south to Utica for transfer via New York to Hazardville, CT.



Map by G.W. Colton of 1873



UTICA & BLACK RIVER R.R. / CASTOR LAND / OCT / 15 / 1875

Postal Card dated "Castor Land, October 15 / 1875" and carried 25 miles west to Watertown for transfer to Potsdam.

Syracuse & Binghampton and Oswego & Syracuse Railroads Route Agent's CDS

Syracuse & Binghampton Railroad. Route 1463 of 80 miles once daily. Contract value \$3,429 a year.

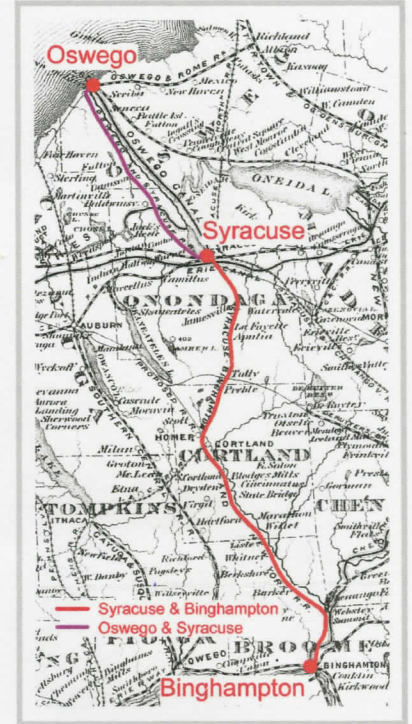
Oswego & Syracuse Railroad. Route 1256 of 35½ miles three times daily. Contract value \$3,550 a year.



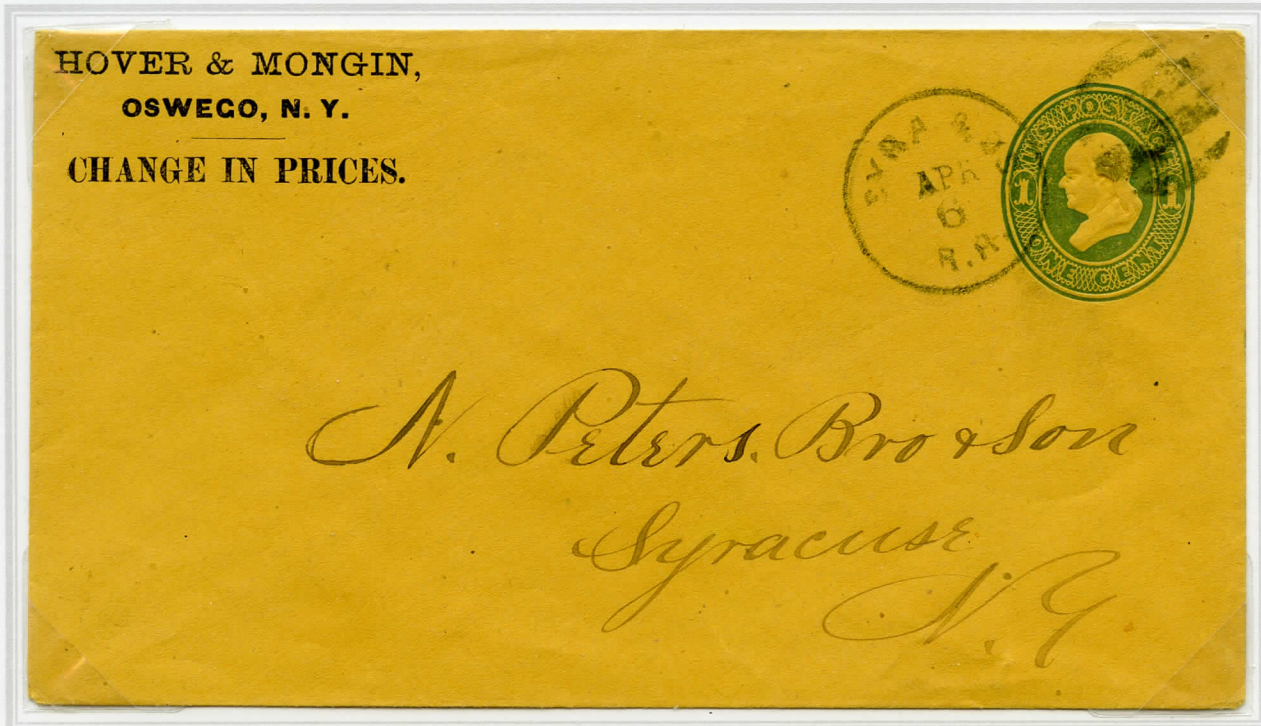
SYRA. & BINGHAMPT^N R.R. / NOV / 8

Envelope carried on Route 1463 south to Binghampton for westward carriage to Warren, Ohio.

Rated as unique by Towle, this is a second recorded copy making the CDS Extremely Rare.



Map by Richmond & Sweet 1870



SYRA & OS R.R. / APR / 6

Plympton Die 47 one cent envelope for printed matter put onto Route 1256 at Oswego for the 35½ miles south to Syracuse. Posted circa 1873.

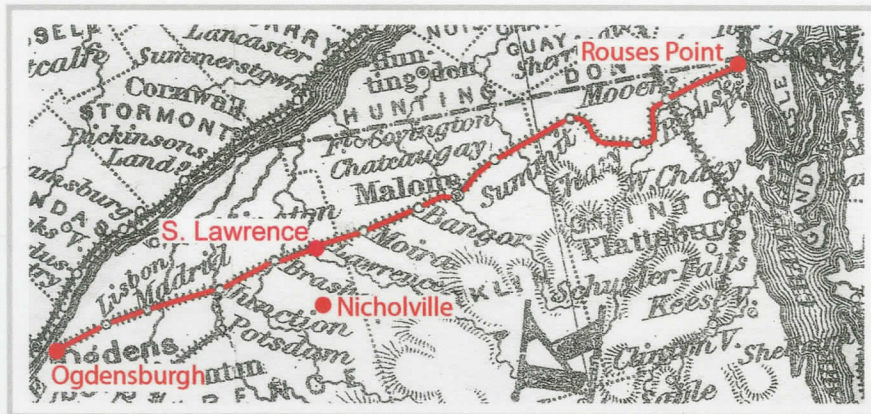
Ogdensburg to Rouses Point Railroad Route Agent's CDS

Northern (Ogdensburg) Railroad. Route 1123 of 119 miles once daily. Contract value \$9,700 a year
Ogdensburg & Lake Champlain Railroad. Route 1022 of 119 miles twice daily. Contract value \$10,710 a year.



OGDENSBURGH R.R.
DEC / 19

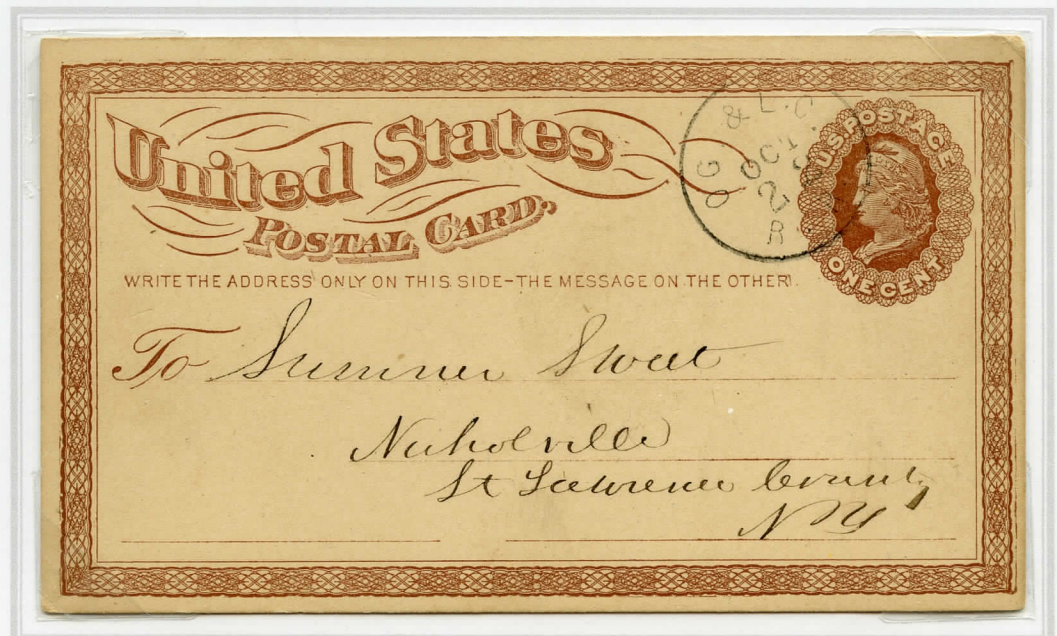
Patriotic envelope put
onto Route 1123 on
December 19th circa
1864.



Map by Colton of 1875

OG. & L.C. R.R.
OCT / 22

Postal card put onto Route
1022 on October 22nd circa
1873 and carried to North
Lawrence for the post road 7½
miles south to Nicholville.



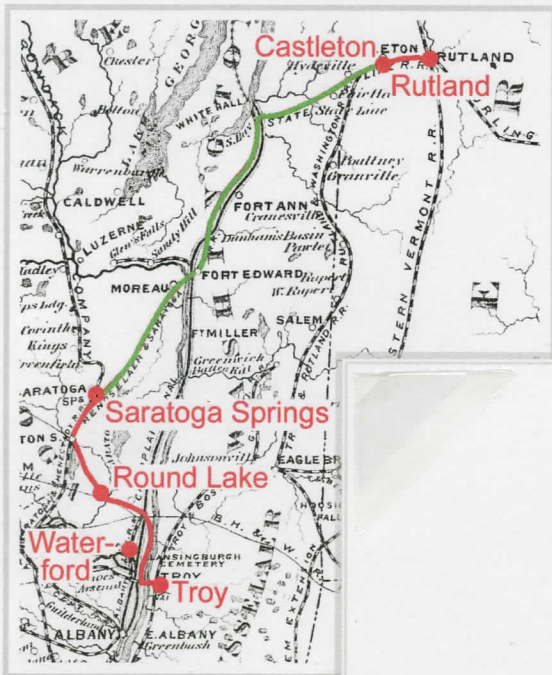
Rensselaer & Saratoga Railroad Route & Station Agent marks

Rensselaer & Saratoga Railroad. Route 1221 of 32¾ miles twice daily. Contract value \$4,921 a year.
Rensselaer & Saratoga Railroad. Route 1020 of 54 miles twice daily. Contract value \$8,100 a year.



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

Envelope and letter sheet date lined "*Junction Station Sept. 9. 1873*" and put onto Route 1221 at Troy (Junction Station). Carried through to Saratoga Springs and onward on Route 1020 to Castleton for Rutland.



Map Van. R. Richmond & S.H. Sweet of 1870.

Key

- Route 1221
- Route 1020

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**RENS. & SAR. R.R. ROUND LAKE
APR / 17 / 1875**

Envelope put onto 1221 at Round Oak Station and carried 17 miles south to Troy for transfer to Waterford.

Notice to the contractor of Route 1137, the Northern Ogdensburg R.R. Co. stating that a post office had been opened at Clinton Mills. Located 83 miles east of Ogdensburg and 35 miles west of Rouse's Point.

In the 1865—1869 contract round the company received \$10,710 a year for the 119 mile route. Clinton Mills was one of 27 offices served on the route.

RAILROAD SERVICE.

(No. 16 A.)

Post Office Department,

CONTRACT OFFICE,

WASHINGTON, *November 30*, 186*6*.

SIR:

The POSTMASTER GENERAL has established a Post Office by the name of *Clinton Mills*

in the County of *Clinton*, State of *New York*, on Route No. *1137* from *Rouse's Point*, to *Ogdensburg*, and appointed *A. M. Erwin* Postmaster.

Respectfully, &c., &c.,

E. S. Childs
for Second Assistant Postmaster General.

Harvey Rice Esqr
Supt, Northern (Ogdensburg) R.R. Co.
Ogdensburg.
St Lawrence Co.
N.Y.

Offer letter from the Mohawk & Hudson Railroad of May 28th 1832 to sell shares at par to shareholders in The Albany & Schenectady Turnpike. The proviso being that the purchasers would need to already hold an equivalent number of shares in the railroad. In practice the purchasers made a good profit whilst the Turnpike shares became worthless.

ALBANY, MAY 28, 1832.

SIR,

By an arrangement between the President, Directors and Company of **The Albany and Schenectady Turnpike**, and the **Mohawk and Hudson Rail Road Company**, made the twenty-fourth day of November last, (of which we presume you have already been apprised,) and by an Act of the Legislature, applied for and obtained in pursuance of such arrangement, entitled "*An act to authorize the Mohawk and Hudson Rail Road Company to construct a Branch Rail Road, and for other purposes,*" passed April 2, 1832, it was among other things provided, that the said Rail Road Company should, on certain conditions therein stated, (which have since been fulfilled,) increase their capital stock, by adding thereto the sum of one hundred thousand dollars, which said additional stock, when created, was to be divided into shares of one hundred dollars each: and it was expressly provided by the arrangement above referred to, and by the said Act of the Legislature founded thereon, that the said additional shares of Rail Road stock might be subscribed and paid for at par, by the stockholders of the Albany and Schenectady Turnpike Company, in proportion to the stock held by them respectively in said Turnpike Company, at the time of such subscription, in case they should elect to subscribe for such additional shares. And it was also further provided by the said arrangement and Act of the Legislature, that the said Rail Road Company should give due notice to the President and Directors of the said turnpike Company, of the time and place when and where the said additional shares of Rail Road stock were to be subscribed for, and the amount to be paid on each of said shares at the time of such subscription—that the President and directors of the said Turnpike Company should, on the day of such subscription, furnish to the Directors of the said Rail Road Company, a certificate under the seal of said Turnpike Company, stating the names of the stockholders in the said Turnpike Company, and the number of shares in the said additional stock in the said Rail Road Company, which each of the said stockholders should be entitled to subscribe for, and that in case any of the stockholders in the said Turnpike Company should, on the day appointed for the purpose, neglect to subscribe for such additional shares, as the said certificate should state him to be entitled to subscribe for, and to pay such instalment thereon as should be required by the Directors of the said Rail Road Company, the said shares which the person so neglecting to subscribe and pay for would be entitled to subscribe for, might be subscribed and paid for by the President, Directors and Company of the Albany and Schenectady Turnpike, to be distributed by them among the stockholders thereof, or otherwise disposed of, as the said President and Directors might see fit; and that if the said President and Directors of the said Turnpike Company should not, within ten days thereafter, subscribe and pay for the said shares, which they should thus become entitled to subscribe for, the said shares which should so remain unsubscribed for, should be distributed and disposed of by the Directors of the said Rail Road Company, in such manner as they might see fit.

Such are, substantially, the provisions of the arrangement between the two companies, and of the act of the Legislature founded thereon, so far as they are material to be specially communicated to you. The condition on which the additional \$100,000 of Rail Road stock was to be created, and on which the stockholders in the Turnpike company were to be entitled to subscribe for the same, having been fulfilled, the said Rail Road Company have adopted the necessary resolutions for carrying the provisions of the act into effect, (a copy of which is hereto subjoined,) and it now remains for the President and Directors of the Turnpike Company, to furnish a list of their stockholders, with the number of shares in the additional Rail Road stock which they are each entitled to subscribe for, and it will then remain for the stockholders to avail themselves of the right of such subscription, if they think proper so to do.

The list of stockholders in the Turnpike Company, with the number of shares in the Rail Road Company, which they will each be entitled to subscribe for, will be definitively settled at a meeting of the Directors of the Turnpike Company, to be held on Saturday next; and any stockholders who intend to dispose of their present turnpike stock, or make any changes in it, must do it before that day.

By the provisions of the act above referred to, the additional \$100,000 of Rail Road stock is to be divided into shares of one hundred dollars each, and will make one thousand shares to be subscribed for by the stockholders of the Turnpike Company, in proportion to the stock held by them respectively in said company.

Railroad mail contractors were required to arrange the supply of all post offices on their schedule that lay within 80 rods (¼ mile) of the station or depot with the offices location. Where the office is further away the Post Office Department had to make its own arrangement to transport letters from the station or depot.

Perrysburg was located 19 miles east of Dunkirk on Route 1001 of 460 miles from New York contracted in 1865 at \$126,500 year.

(No. 1.)

POST OFFICE DEPARTMENT,
CONTRACT OFFICE,

WASHINGTON, *November 15*, 186*6*

SIR:

The distance of your office from the Railroad Station being over eighty rods, relieving the Company from the duty of delivering the mails into it, and devolving the expense of such service on the Department, the Postmaster General authorizes and instructs you to advertise, from five to ten days, by public notice or otherwise, so as best to draw general attention, but without expense, for bids to carry the mails between your office and the nearest station on the

Errie ——— " ——— Railroad, *twelve*
times a week. All proposals thus received you will forward to this Office unopened, and all at the same time, with a report of your action in the matter.

No contract is required to be executed, but persons bidding must be honest and capable, not less than sixteen years old, and pledged to serve for at least one year at the price proposed.

No more than an amount equal to two-thirds of your salary can be allowed, nor more than a fair and reasonable compensation for the service.

These instructions should be published with your advertisement for bids.

N. B.—Postmasters and assistants cannot draw pay from the Department for such service.

Respectfully, &c., &c.,

Geo. W. Lellan
Second Assistant Postmaster General.

Postmaster

Perrysburgh

Cattaraugus Co

N. Y.