

Baltimore & Ohio Routes 1902 & 9852

The first contract awarded on the Baltimore & Ohio was to the stage coach company of Stockton & Stokes who held the contract for Baltimore to Wheeling by coach. They negotiated with the Post Office Department to carry the mails on the line when it reached Frederick in 1832. They were paid an additional \$2,046 a year on top of the \$40,000 already being paid for the complete route to Wheeling.

In 1836 the contractors had to take out a writ of Mandamus to compel the Postmaster General to pay \$122,000 plus \$35,000 in interest for the contract which the PMG had refused to release to the company. A writ of Mandamus compels a lower authority to carry out the instruction of a higher one, in this case the Senate



BALT & OHIO RAIL R^D / MAY / 16

Wrapper file noted "**Frederick Maryland May 16 1849**" addressed to The Commanding Officer Fort Moultrie, near Charleston S.C.

Rated at 10 cents for over 300 miles and carried on the 5 mile branch line from Frederick to Monocacy for transfer onto the main line to Baltimore. **The branch was part of the contract for Route 1902.**

Received the Route Agents stamp (Towle 274-A-1) when transferred to the car on the main line. The contractor was being paid \$42,812.50 a year for Baltimore to Cumberland at this date.



BALT & OHIO RAIL R^D / MAY 26

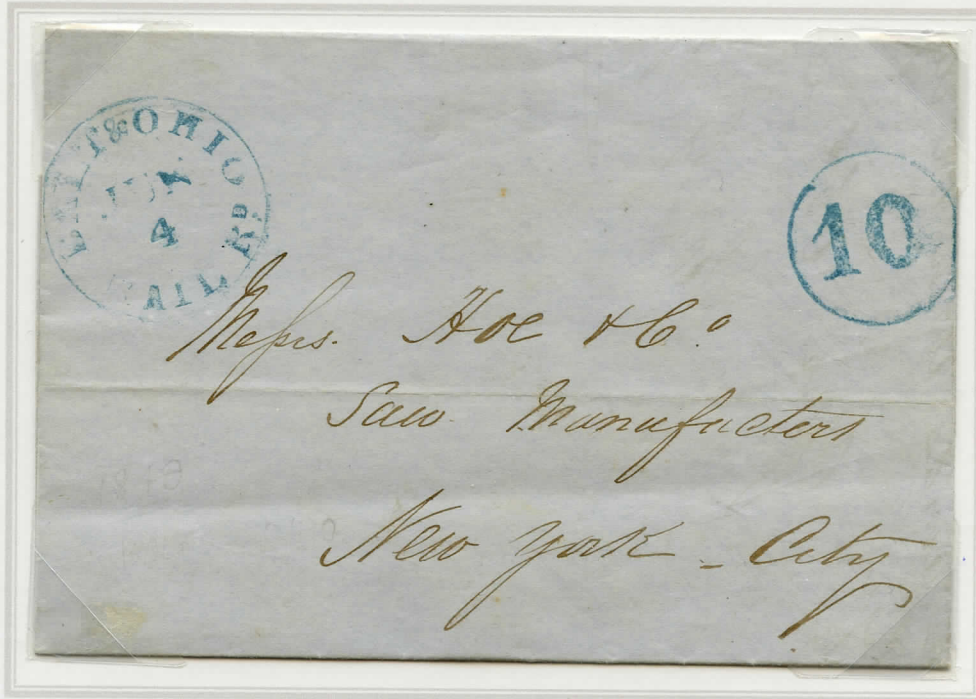
Wrapper put onto the Baltimore and Ohio on March 25th circa 1855 addressed to Bridgewater, Virginia. Franked 3 cents cancelled by the Route Agents date stamp (Towle 274-A-1). Carried to Baltimore for transfer via Washington DC south west to Bridgewater.

By 1853 the line was completed through to Wheeling on the Ohio River and the company was contracted at \$91,687.50 a year for a twice daily service on the 380 mile Route 9852.

Chapter 2. Baltimore & Ohio Railroad

Baltimore & Ohio Railroad. Route No. 1903. Length 179 miles daily. Contract Value \$42,812 a year.

Although a contract with the railroad was first made in July 1840, route agent CDS are not known until 1848.

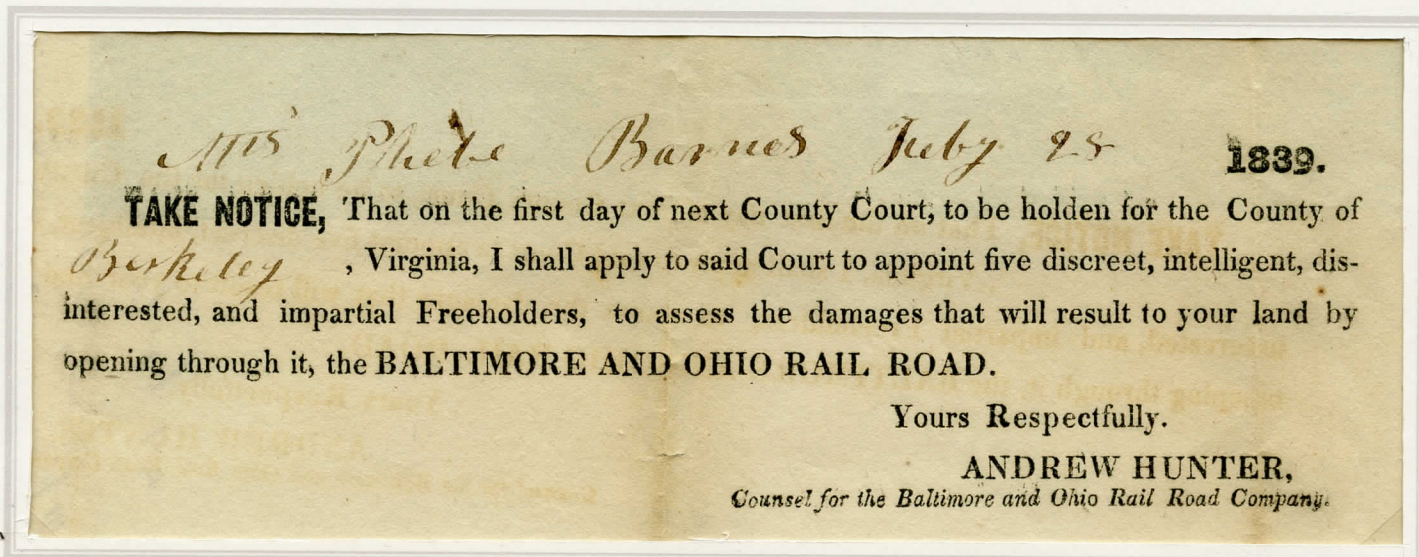


BALT & OHIO RAIL R^D / JUN / 4

Folded letter date lined "Cumberland 4 June 1849" rated at 10 cents for over 300 miles to New York. Carried 179 miles east to Baltimore for transfer to New York.



Map by Phelps of 1851



Summons to the Berkshire County Court for an assessment of compensation for a right of way for the B. & O. Railroad.

Baltimore Origin Stamps on Covers Going East and West

The Baltimore origin stamp was sometimes struck in black ink when arriving at or transiting New York. The circular “**BALTIMORE RAIL R^D**” origin stamp struck in blue was applied to mails put onto the cars at Baltimore for Washington.

BALTIMORE R.R.

Pierced “Lace” ladies envelope originating at Baltimore circa 1853 and franked by the 3 cent 1851 cancelled by a New York grid with origin stamp.

Carried on Route 9850 to Philadelphia by the Philadelphia, Wilmington & Baltimore Rail Road for transfer to the Camden & Amboy Rail Road Route 1352 for New York.

Certificate



BALTIMORE RAIL R^D / MAR / 7

Folded letter dated “*Baltimore 7th March 50*” and carried on Route 1902 by the Baltimore & Ohio Rail Road for transfer for the post road to Upper Marlboro. Addressed to the Chief Justice, the Hon. William H. Tuck.

On departure from Baltimore the origin stamp was applied together with the “5” cent charge mark.

Baltimore & Ohio Railroad Buckeystown Station Agents Date Stamps

Buckeystown situated 62 miles west of Baltimore in Frederick County is not listed by either Towle or the Mobile Post Office Society as having Station Agent date stamps.

The examples shown of two different styles are recent discoveries.



BUCKEYSTOWN B. & O. R.R.
FEB / 24 / 1870

Envelope put onto Route 2904 and carried four miles east to Monocacy for transfer to the three mile branch line to Frederick.

BUCKEYSTOWN B. & O. R.R.
JAN / 5 / 1876

Postal card date lined "Elm Tree Farm Jan 5th 1876" put onto route 10003 and carried the 62 miles east to Baltimore.



Map by Colton of 1869

Buckeyes Town to Harpers Ferry on Route 2904

Baltimore & Ohio Rail Road

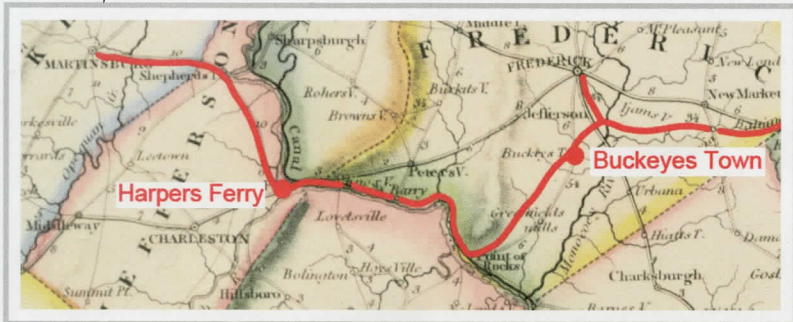
In 1868 the B. & O. were again contracted for the Baltimore to Wheeling route of 380 miles at \$93,900 a year. The full route to be undertaken twice a day except Sunday when one trip was required. An additional service of 179 miles between Baltimore and Cumberland was required on a daily basis.

A distance of 19½ miles separated the stations of Buckeyes Town in Maryland and Harpers Ferry in West Virginia. The cover shown travelled on that section of Route 2904 between those stations at a speed of just over 17 mph according to the 1869 timetable.



BUCKEYES TOWN B. & O. R.R. / MAR / 15 / 1870

Ladies envelope put onto Route 2904 at Buckeyes Town on March 15th addressed to Harpers Ferry on the Potomac River just over the State Line in West Virginia.



David Burr's map of 1839 with the course of the Baltimore & Ohio Rail Road between Buckeyes Town and Harpers Ferry.

Baltimore to Wheeling.						STATIONS.	
Acc.	Express.	Fast Exp.	Mail.	Mls.		LEAVE	ARRIVE
P. M.							
4 10	9 45 P. M.	4 00 P. M.	8 15 A. M.		0	... Baltimore ...	
4 30	10 05 "	4 20 "	8 36 "		9	... Washington Junc. ...	
4 46	10 21 "	4 34 "	8 53 "		15	... Ellicott's Mills ...	
5 00	10 35 "	4 45 "	9 07 "		20	... Elysiville ...	
5 21	10 54 "	5 01 "	9 27 "		27	... Marriottsville ...	
5 34	11 12 "	5 12 "	9 59 "		31	... Sykesville ...	
6 09	11 44 "	5 38 "	10 14 "		42	... Mount Airy ...	
6 30	12 05 A. M.	5 55 "	10 35 "		50	... Monrovia ...	
6 57	12 31 "	6 18 "	11 02 "		58	... Frederick Junc. ...	
					62	... Frederick ...	
7 27	12 59 "	6 36 "	11 32 "		69	... Point of Rocks ...	
8 06	1 26 "	6 56 "	12 05 P. M.		79	... Hagerstown Junc. ...	
8 09	1 30 "	6 59 "	12 08 "		80	... Sandy Hook ...	
8 13	1 34 "	7 02 "	12 22 "		81	... Harper's Ferry ...	
P. M.	1 52 "	7 14 "	12 40 "		87	... Duffields ...	
	2 06 "	7 24 "	12 55 "		92	... Kearneysville ...	
	2 27 "	7 42 "	1 17 "		100	ar } Martinsburg { lv	
	2 32 "	7 59 "	1 35 "		107	... North Mountain ...	
	2 54 "	8 15 "	1 57 "		118	... Cherry Run ...	
	3 10 "	8 27 "	2 14 "		117	... Sleepy Creek ...	
	3 21 "	8 35 "	2 25 "		123	... Hancock ...	
	3 35 "	8 45 "	2 39 "		128	... Sir John's Run ...	
	3 51 "	8 57 "	2 56 "		156	... L. Cacapon Siding ...	
	5 10 "	9 50 "	4 17 "		163	... Green Spring Run ...	
	5 25 "	10 12 "	4 33 "		170	... Patterson's Creek ...	
	5 42 "	10 26 "	4 51 "		175	... Cumberland ...	
	6 20 "	10 44 "	5 30 "		185	... Brady's Mill ...	
	6 43 "	11 00 "	5 48 "		206	ar } Piedmont { lv	
	7 40 "	11 43 "	6 46 "		214	... Frankville ...	
	7 44 "	11 47 "	6 51 "		223	... Altamont ...	
	8 09 "	12 10 A. M.	7 14 "		232	... Oakland ...	
	8 41 "	12 41 "	7 50 "		242	... Cranberry Summit ...	
	9 05 "	1 00 "	8 13 "		253	... Rowlesburg ...	
	9 32 "	1 20 "	8 39 "		266	... Tunnelton ...	
	10 06 "	1 54 "	9 15 "		279	ar } Grafton { lv	
	10 27 "	2 15 "	9 37 "		281	... Fetterman ...	
P. M.	11 23 "	3 10 "	10 40 "		287	... Valley Falls ...	
	4 30	3 20 "	10 45 "		297	... Benton's Ferry ...	
	4 34	3 24 "	10 49 "		302	... Fairmont ...	
	4 49	3 36 "	11 03 "		319	... Farmington ...	
	5 15	3 58 "	11 24 "		337	... Maanington ...	
	5 27	4 08 "	11 34 "		344	... Littleton ...	
	5 54	4 31 "	11 53 "		351	... Cameron ...	
	6 12	4 46 "	12 14 A. M.		365	... Moundsville ...	
	7 09	5 27 "	1 06 "		375	... Benwood ...	
	7 30	5 45 "	1 27 "		379	arr. Wheeling. l'Ve	
	7 51	6 01 "	1 51 "				
	8 37	6 39 "	2 41 "				
	8 55	7 05 "	3 10 "				
	9 15	7 25 A. M.	3 30 A. M.				

Westbound timetable Baltimore to Wheeling from Appleton's Railway & Steam Navigation Guide of September 1869 page 200.

North Mountain Station Agents Stamp on Route 3207

Baltimore & Ohio Rail Road

North Mountain in West Virginia was the only station on the Baltimore to Wheeling line for which the Station Agents stamp does not include day and month slugs. Several examples are recorded with manuscript month and day as in this example.

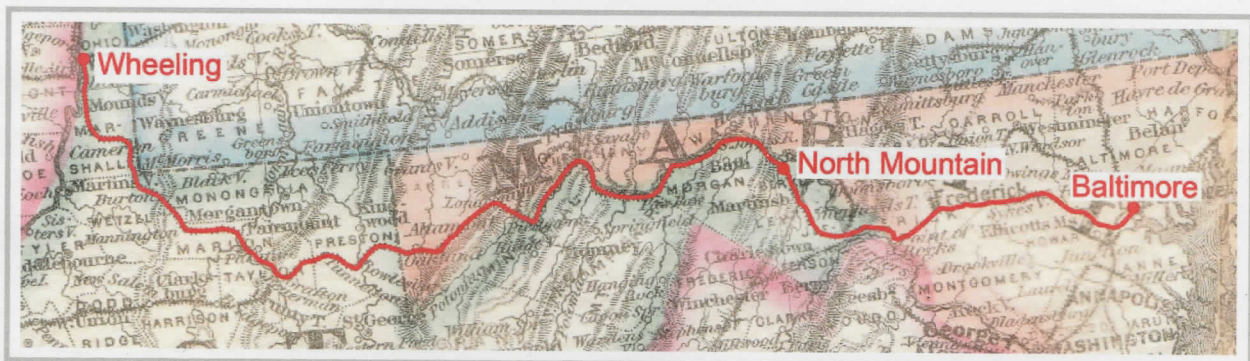
North Mountain is located 107 miles west of Baltimore and 272 miles east of Wheeling in Berkeley County, West Virginia.



NORTH MOUNTAIN B. & O. R.R. Co. | May 7

Envelope put onto Route 3207 at North Mountain circa 1865 to receive the Station Agents stamp (Towle 274-S-15). A double strike of the agents 3 cent charge stamp cancelled the Scott 65 adhesive.

Addressed to Scriba (Scribna) Corners in up state New York, carried on the route to Baltimore for transfer via Philadelphia, New York and Albany to Syracuse.



G.E. Colton's map of 1793 with the course of Route 3207 and location of North Mountain.



Envelope put onto Route 3207 at Hood's Mill and carried 34 miles east to Baltimore.



Envelope put onto Route 2904 at Hood's Mill and carried 5 miles west to Watersville.



#125-

If not delivered within... days, to be returned to

James B. Brady
Jan 27/66
10 Feb 1/66

up 1100 extra
175-2 white
165-2 yellow



D. B. Haden

Miller

65 70
130 140
31 31
162 171 white
987
1050
1112
1050
1112 & flour

U58 PEN CANCEL WITH BLUE OVAL "B. 7 O. R. R./JAN 27 1866/BRADY'S MILL" TOWLE 274-S-23 EX TOWLE

Baltimore & Ohio Railroad Station Agent's Date S



Envelope put onto Route 2904 at Mariottsville station and carried 27 miles east to Baltimore. Transferred to Route 2901 for the 37 miles east to Perryville for Hartford Furnace.



Envelope put onto Route 2904 at Mariottsville station and carried 27 miles east to Baltimore for transfer via Sunbury to Erie, Pennsylvania.



tamps, Marriottsville, Woodstock & Ilchester.



Envelope put onto Route 3207 at Woodstock station and carried 22 miles east to Baltimore. Franked 6 cents cross border rate to Prince Edward Island, Canada and carried via New York, Boston and St. John, New Brunswick to destination.

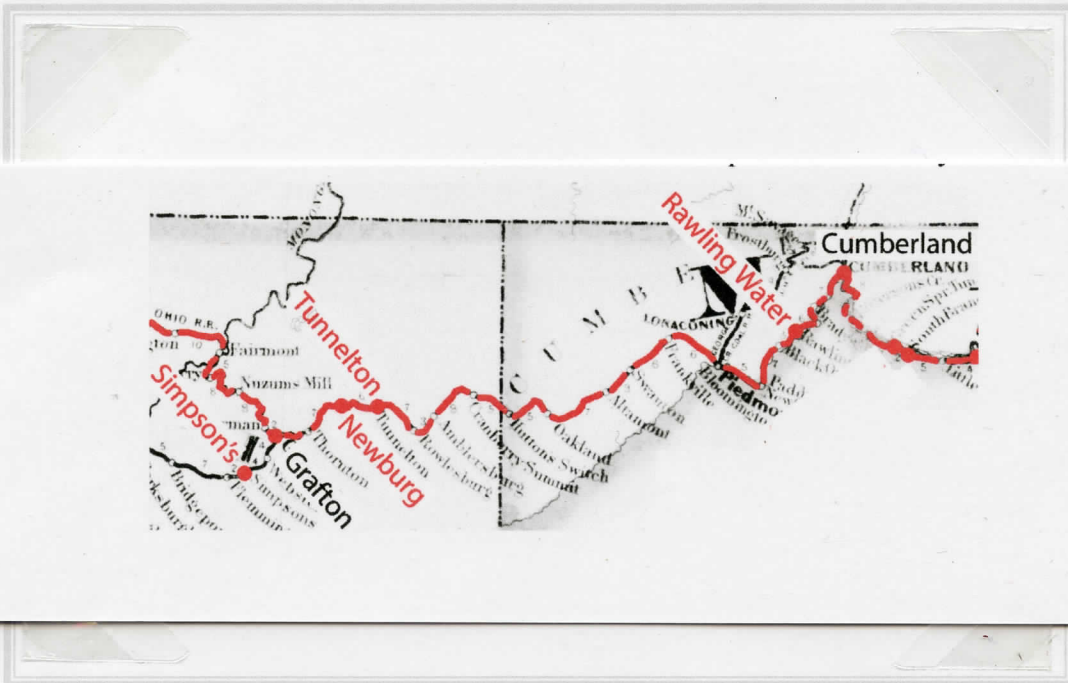


Envelope put onto Route 3207 at Ilchester station and carried 10 miles east to Baltimore. Transferred via Philadelphia, New York and Boston to New Gloucester, Maine.

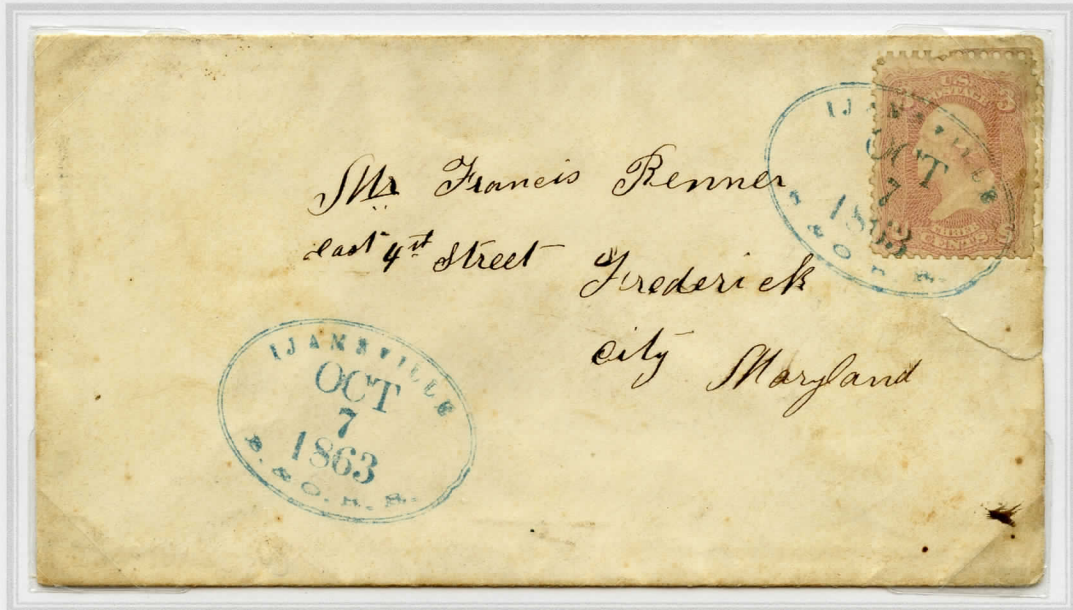
Stamps, Simpson's, Newburg, Tunnelton & Rawling Water.



Envelope put onto Route 3208 at Tunnelton station to be carried 260 miles east to Baltimore for transfer 57 miles to York on Route 3203 on the Northern Central Railroad.



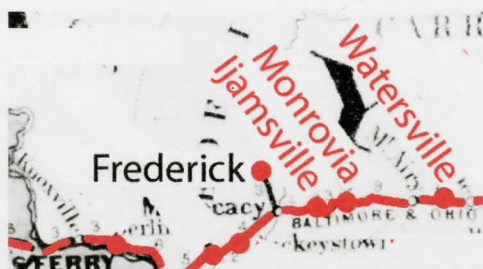
Envelope put onto Route 10003 at Rawling Water station and carried 191 miles east to Baltimore for transfer via Washington and Manassas to Strasburgh, Virginia.



Envelope put onto Route 3207 at Ijamsville and carried 4½ miles west to Monocacy for transfer onto the 3½ mile branch line to Frederick.



Envelope franked 1 cent for local delivery and put into the Watersville station office rather than the post office. It is probable that as the franking was cancelled by the station agent's date stamp the local postmaster was also acting as the station agent.



te Stamps, Ijamsville, Watersville & Monrovia.



Envelope put onto Route 3902 at Monrovia station and carried 50 miles east to Baltimore for transfer to Route 3901 for Washington DC.

Rated by Towle in this oval format as Extremely Rare.



Envelope put onto Route 3208 at Monrovia station and carried 50 miles east to Baltimore for transfer via Harrisburg to Tioga, Pennsylvania.

Baltimore & Ohio Railroad Station Agent's Date Stamps, Green



Envelope put onto Route 3504 at Green Spring Run station and carried 14 miles west to Cumberland for the 70 mile post road west to Bruceton Mills.

Rated by Towle as Extremely Rare.



*Col. Thos. P. Shallecrops.
Special Agent.
Washington
D. C.*

Envelope put onto Route 10002 at South Branch station to be carried 159 miles east to Baltimore. Transferred on the Washington Branch Railroad 41 miles to Washington D.C.



Baltimore & Ohio Railroad Station Agent's Date Stamp



Envelope put onto Route 3504 at Sleepy Creek Station and carried 63 miles east to Monocacy for the 4½ mile branch line to Frederick.



Envelope put onto Route 2904 at Kearneysville station and carried 11 miles south to Harper's Ferry for transfer to Route 4101 for 8 miles west to Charlestown.



In 1836 the Baltimore & Ohio Railroad Company ordered seven steam locomotives from Davis & Gartner of York, Pennsylvania. This letter dated 28th June 1837 from the Office of Transportation of the B & O is chasing for a delivery date on them. Phineas Davis designed and built in 1832 the "Atlantic" locomotive for B & O, the first commercially practical US built design to be put into operation in the USA.

Office of Transportation B&O R.R.
28th June 1837

Israel Gartner, Esqr.

Dear Sir

You would particularly oblige me by informing me, at your earliest convenience, of the date of delivery to this Company, of the following Locomotive Engines. *Per*

George Washington

John Adams

James Madison

Arabian

James Munroe

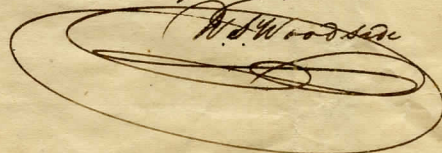
Thomas Jefferson

and Traveller.

The above information can be obtained from the Books of Davis & Gartner and would confer a particular favor on me

Very truly yours

W. Woodson





Mrs. Mary E. Hayes
Ellicott City
Howard Co
Md

VIII

WV
#200-



Mr. R. M. Lee
Berryville
Clarke Co
Virginia

#26, "DUFFIELDS/DEC 18 1860/B & O. R.R." WITH
ENCL TOWLE 274-S-13



Mrs. Elizabeth Poff
Canton
Bradford Co
Pa

KERNETSVILLE WV
#50-



Mr D H. Harrison
Jeffers Post. Box
Shepherdstown
W. Va.

"B & O RR/Tunnelton (WV)" to Cohasset, MA
6 Mar 1865. On mainline 42 miles west of Fairmont in
Preston Co. Towle 274-S-24 scarcity VII (rare)
OAX \$150



Wm Treat
Cohasset

Mark



G. F. Andrews Esq
Enfield Centre
N.H.