

# Philadelphia's Rail Roads Circa 1863



BIRDS EYE VIEW OF THE CITY OF PHILADELPHIA WITH ENVIRONS.  
PHILADELPHIA MIT UMGEBUNG AUS DER VOGELPERSPECTIVE

Four page unused letter sheet with engraved view of Philadelphia by Charles Magnus circa 1863. The rail road running west from Front Street to the Schuylkill River and the covered rail road bridge by the city gas works can be clearly seen.



**NEW YORK & PHILA. R.R.  
DEC / 19**

Wrapper file noted "1852 R.W. Darnlago Dec 19" addressed to the gas light and architectural iron casting makers Cornelius & Baker in Philadelphia.

Put onto the New York to Philadelphia car at New York to receive the Route Agents stamp.

## Pittsburgh & Connellsville Rail Road Route 1843

First contracted 60 miles between Pittsburgh & Connellsville in 1857, the route was extended to Uniontown in 1864 as Route 1843 of 72 miles at \$3,600 a year for a daily service excluding Sundays.



### PITTS. & CONNELLSVILLE R.R.

Envelope put onto Route 1843 circa 1871 to receive the Route Agent's date stamp (unreadable day and month slugs). Carried north to Pittsburgh and onward to Corry via the Oil Creek & Allegheny Rail Road.



G.W. Colton's map of 1873 with the course of Route 1843

**PITTSBURG, WASHINGTON & BALTIMORE RAILWAY.**  
(CONNELLSVILLE ROUTE.)  
W. ODEN HUGHART, President; E. K. HYNDMAN, Superintendent; and W. C. PENDLETON, Asst. Supt., Pittsburgh, Pa. [Nov. 20.]

Acc.	Mail	Exp.	Mis.	STATIONS.	Exp.	Mail	Acc.
P.M.	A.M.	A.M.	Mis.	[L'VE]	[ARR.]	P.M.	A.M.
3 10	6 50	5 30	0	.. Pittsburgh ..	11 00	6 10	9 50
3 53	7 36	7 00	9	.. Braddock's ..	10 37	5 28	9 05
4 14	7 55	7 20	14	.. McKeesport ..	10 29	5 10	8 38
4 51	8 29		24	.. Guffey's ..	9 55	4 28	8 08
5 25	9 05		33	.. West Newton ..	9 34	3 52	7 30
6 16	10 00	8 52	49	.. Miltenberger ..	8 52	2 55	6 46
6 37	10 21	9 07	55	.. Broad Ford <sup>1</sup> ..	8 36	2 30	6 26
6 45	10 35	9 20	57	.. Connellsville <sup>2</sup> ..	8 30	2 25	6 20
	11 30	10 01	74	.. Ohio Pyle ..	7 41	1 20	
	12 25	10 50	84	.. Confluence ..	7 15	12 50	
	1 20	11 32	100	.. Mineral Pt. Ju. <sup>3</sup> ..	6 05	11 32	
	2 35	12 37	123	.. Philson's ..	5 00	10 16	
	3 16	1 13	135	.. Bridgeport ..	4 22	9 35	
	4 00	1 55	150	.. Cumberland <sup>4</sup> ..	3 40	8 50	
P.M.	P.M.	P.M.		.. Baltimore ..	50		A.M.
			\$9 50 325	[L'VE]	[ARR.]		
				[ARR.]	[L'VE]		

§ 137 Trains marked thus (§) run daily.  
1 Connects with Mt. Pleasant Branch. 2 With Fayette Co. Br.  
3 With Somerset Branch. 4 With Baltimore & Ohio Railway.  
**Mt. Pleasant Branch.**—Trains leave Broad Ford for Mt. Pleasant at 10 30 a.m. and 6 40 p.m. Leave Mt. Pleasant for Broad Ford at 7 00 a.m., 1 30 p.m. Distance, 10 miles; time, 45 minutes.  
**Fayette County Branch.**—Trains leave Connellsville for Uniontown at 10 35 a.m., and 2 45, 5 50 & 6 50 p.m. Leave Uniontown for Connellsville at 5 20 & 7 20 a.m., and 1 15 & 4 10 p.m. Distance, 14 miles; time, 45 minutes.  
**Somerset Branch.**—Train leaves Mineral Point for Somerset at 1 30 p.m. Leave Somerset for Mineral Point at 10 20 a.m. Dist., 9 miles; time, 45 min.

Timetable from page 192 of Appetons' Railway & Steam Navigation Guide of September 1872. The times of the up and down trains are highlighted.

## Pittsburgh, Fort Wayne & Chicago Rail Road, Moravia Station Agent

Completed in August 1864, the New Castle & Beaver Valley Rail Road of 15¼ miles was leased in 1865 by the Pittsburgh, Fort Wayne & Chicago. First contracted as Route 2777a from October 1st 1864 at \$1,125 a year. In 1879 the contract was with the Pittsburgh, Fort Wayne & Chicago as Route 8029 at \$1,889 a year for a twice daily service.



P. FT. W. & CHIC. R.R.  
APR 17 1879  
MORAVIA  
STATION

Envelope put onto Route 8029 at Moravia to receive the Station Agent's date stamp (Towle 223-S-1a), being the discovery copy with the day inverted. Addressed to Tarentum located on the Alleghany River 16 miles northeast of Pittsburgh.

Carried south to Homewood for transfer via Pittsburgh to Tarentum on the Pennsylvania Rail Road.



G.W. Colton's map of 1879 with the course of the New Castle Branch Rail Road.

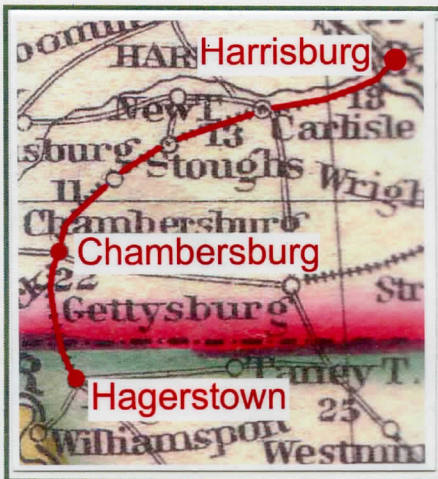
# Cumberland Valley R.R. Harrisburg to Hagerstown

## Cumberland Valley Rail Road Company

A road was opened between Harrisburg, Pennsylvania 52 miles to Chambersburg in November 1837 with a bridge to Harrisburg over the Susquehanna River completed in 1839. The route was extended 22 miles to Hagerstown, Maryland in 1841.

Examples shown were carried on the road to Chambersburg and Hagerstown in the mid 1860s with separate contracts operating for the two sections of the route.

Both covers received the route agents stamp (Towle 209-B-2).



Phelp's map of 1853



### CUMBERLAND VALLEY R.R. / JAN / 7

Ladies envelope addressed to Chambersburg and carried there on January circa 1863 prepaid using a 3 cent Scott 65 tied by the route agents stamp and the separate target obliterator.

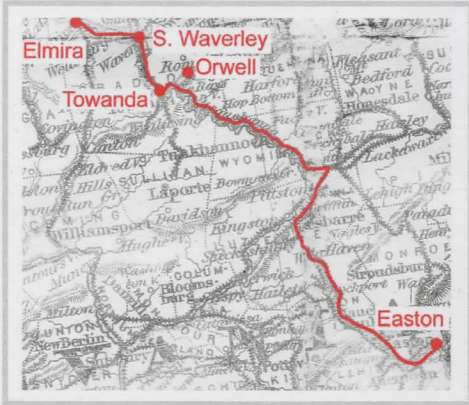


### CUMBERLAND VALLEY R.R. / JUN / 23

Nesbitt Die 26 issued 1863 addressed to Hagerstown and bearing the route agents stamp. It is possible that both covers originated at Harrisburg and the stamp was applied at that city before the letters were handed onto the rail cars.

**Lehigh Valley Railroad Route Agent's CDS**

Lehigh Valley Railroad. Route 2410 of 223 miles once daily. Contract value \$24,968 a year.



Map by Colton of 1873



**EASTON & ELMIRA AGT. / NOV / 15**

Postal stationary card circa date lined "South Waverly, PA. 11/15/1875" carried 20 miles south to Towanda for transfer to Orwell.

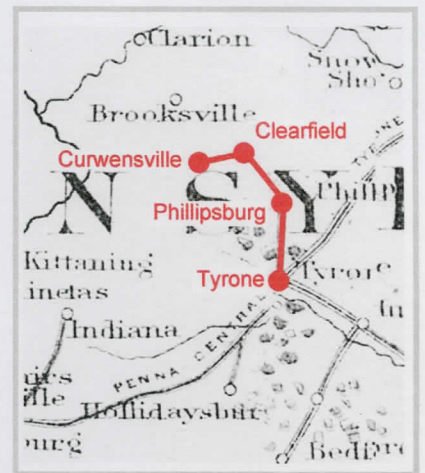
**Tyrone & Curwensville Railroad Route Agent's Date Stamp**

Operated by the Pennsylvania Railroad. Route 8013 of 59 3/4 miles once daily. Contract value \$3,818 a year.



**T. & C. R.R. / SEP / 8**

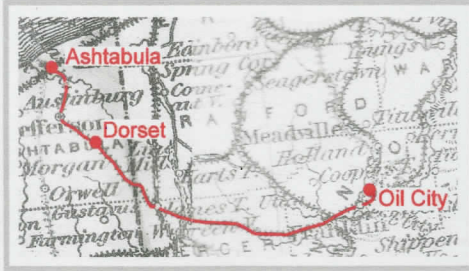
Envelope with letter sheet date lined "Philipsburg Pa. Sept 7. 1876" and carried 20 miles south to Tyrone for routing via Philadelphia and New York to Havana.



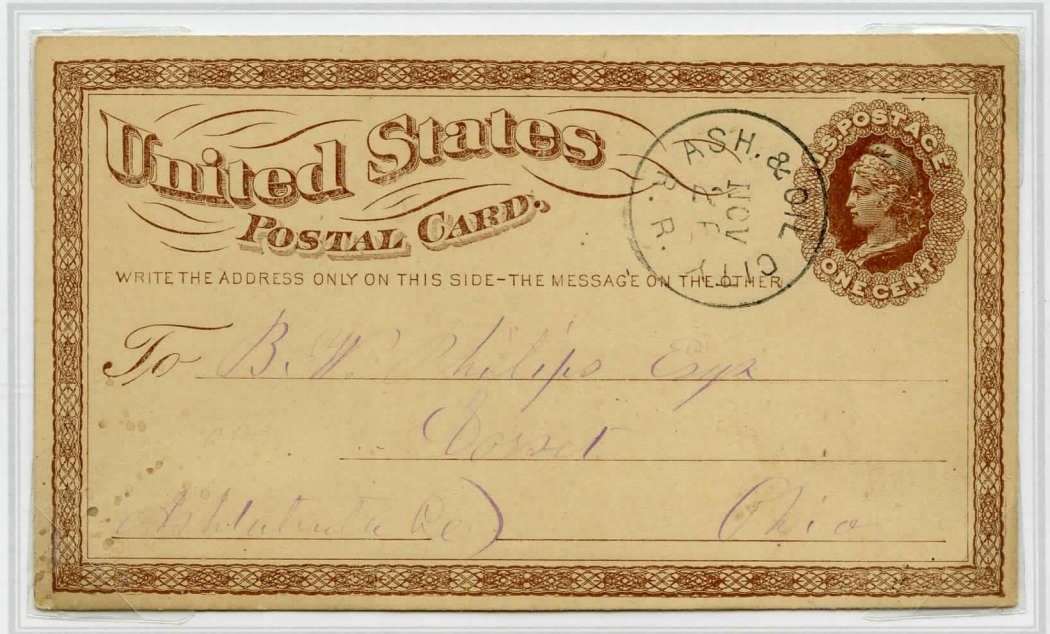
Map by Gorklinski of 1868

### Lake Shore & Michigan Southern Railroad Route Agent's Date Stamp

Lake Shore & Michigan S. Railroad. Route 2446 of 88 miles once daily. Contract value \$4,354 a year.



Map by Colton of 1873

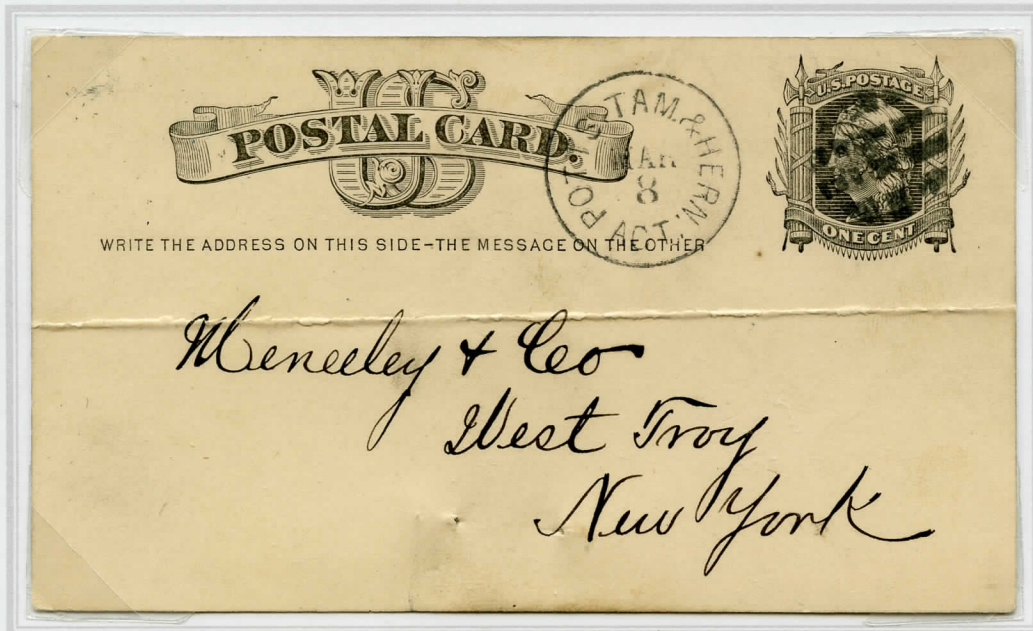


ASH. & OIL CITY R.R. / NOV / 26

Postal stationary card circa 1875 carried to Dorset located 15 miles south of Ashtabula.

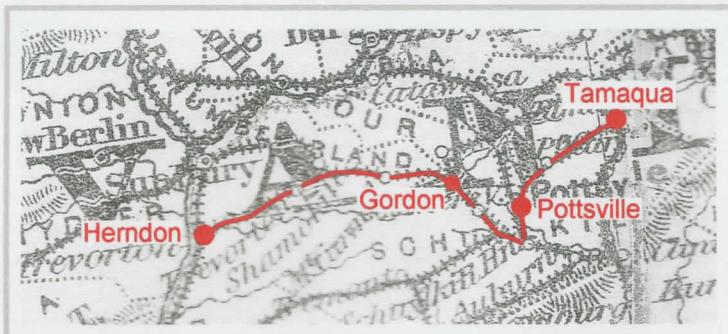
### Mine Hill & East Mahany Railroad Route Agent's Date Stamp

Operated by the Philadelphia & Reading Railroad. Route 8013 of 59 1/4 miles once daily. Contract value \$3,818 a year.



POTTS. TAM. & HERN. AGT.  
MAR / 8

Postal card date lined "Gordon 3-8-79" and carried 10 miles east to Pottsville for transfer via Philadelphia to New York.



Map by Colton of 1873

## New Jersey Station Agent's Stamps

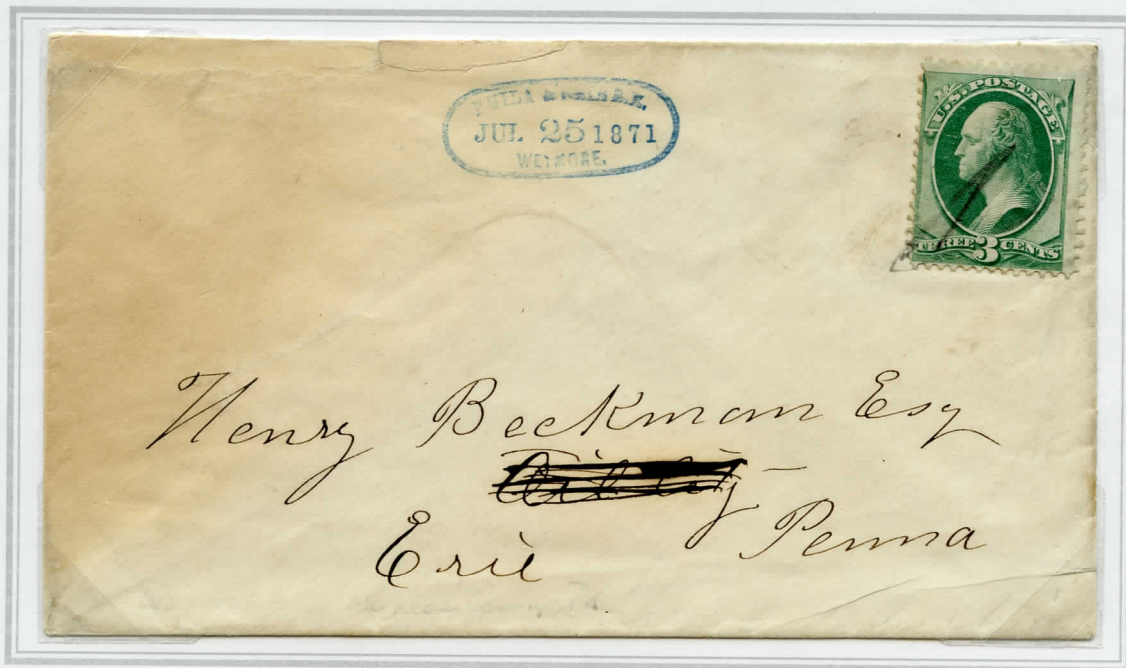
Masonville Station located 16 miles east of Philadelphia on the Camden & Burlington County Rail Road was one of only two stations on Route 1293 recorded as using a Station Agent's date stamp. The contract for the Philadelphia to Heightstown route was split between the C. & B. Co. R.R. and the Pemberton & Heightstown Rail Road at \$4,000 a year.



### C. & B. CO. R.R. MASONVILLE / Apl 26 / 1873

Envelope posted at Masonville with the Station Agent's stamp cancelling the 3 cent franking. Carried on Route 1293 16 miles west to Philadelphia

Wetmore was located on the Philadelphia & Erie Rail Road located 90 miles east of Erie and 198 miles west of Sunbury. The Company was first contracted in 1868 for Route 1822 at \$24,600 a year for three daily trips.



### PHILA & ERIE R.R. / JUL 25 1871 / WETMORE

Envelope posted at Wetmore and addressed to Erie and franked with a Bank Note issue 3 cent unusually for this date, pencil cancelled.