

Philadelphia, Wilmington & Baltimore Rail Road Route 1901

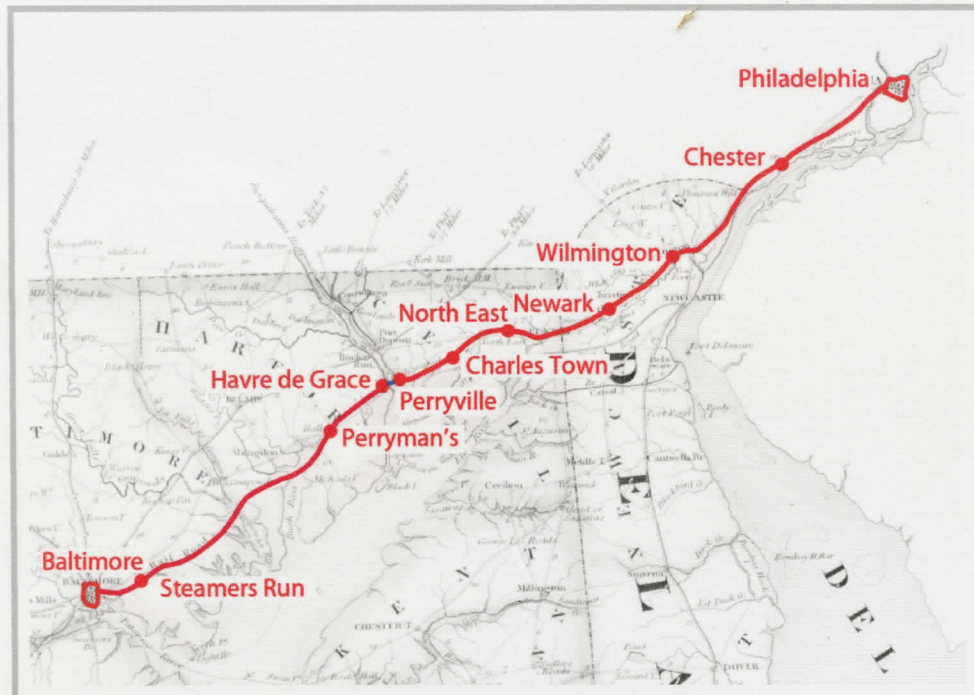
From February 1838 the Philadelphia, Wilmington & Baltimore Rail Road was contracted to carry the mails between Baltimore and Philadelphia. The Route Agents employed on the route were issued with circular date stamps, that rated by Towle as VIII (rare) is that worded “WILMINGTON Del. R.R.”

In the contract round of July 1844 the company was contracted for Route 1901 of 97 miles at \$30,600 a year for a twice daily service with one round trip on Sundays.



WILMINGTON Del R.R. DEC / 27

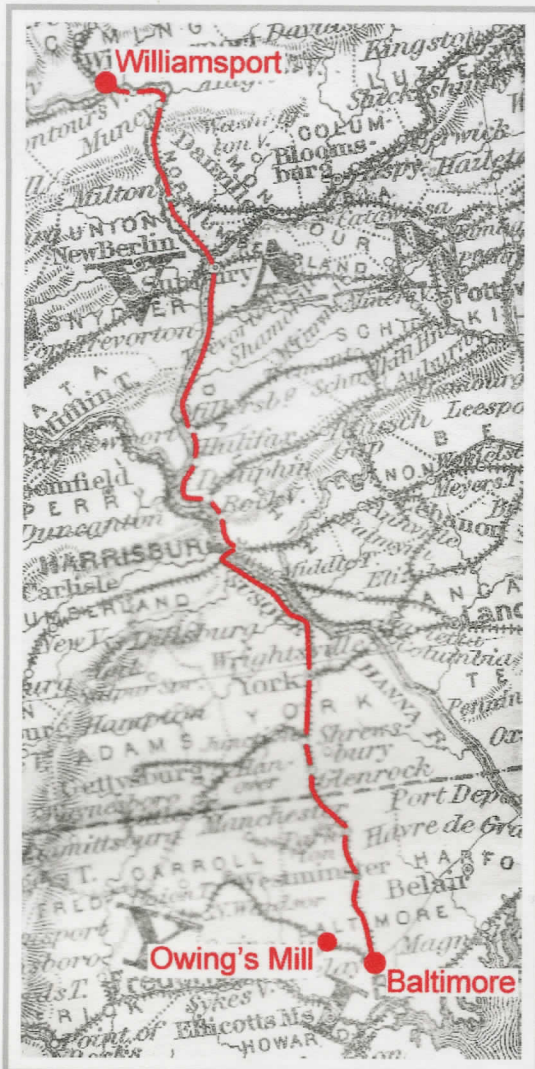
Folded letter dated “*Wilmington Decb. 27. / 47*” and handed onto the mail car on that day for Baltimore. Received the Route Agent’s date stamp of that day (Towle 239-R-2) and his 5 cent charge stamp.



David Burr's map of 1839 with the course of Route 1901 and the offices served on the first contract.

Western Maryland Rail Road Route 10006

The 90½ mile road between Baltimore and Williamsport was completed by the North Central Rail Road Company in December 1856. By 1876 the route came under the control of the Western Maryland Rail Road and was contracted as Route 10006 for \$6,194 a year for a twice daily service excluding Sundays.



WEST. MD. R.R. JUN / 15

Envelope put onto Route 10006 and carried south to Baltimore for transfer west to Owings' Mills. Received the Route Agent's date stamp (Towle 275-A-1).

Recipient file noted the envelope "June 15 1877".

WESTERN MARYLAND RAILWAY.									
J. M. Hood, Pres. & Gen. Manager, Baltimore, Md.									
A.M.	P.M.	A.M.	M	L	VE	[ARR.]	A.M.	P.M.	P.M.
10 00	4 00	8 00	0	..	Baltimore..		11 00	8 00	3 00
10 46	4 53	8 52	17	..	Glen Morris..		10 13	7 06	2 09
11 27	5 37	9 33	31	..	Westminster..		9 33	6 22	1 30
	6 30	10 30	46		Frederick June.		8 40	5 30	
	7 00	11 00	57		Mechanicstown.		8 13	5 03	
	8 10	12 10	84		Hagerstown ¹		7 00	3 50	
	8 30	12 30	90		Williamsport		6 40	3 30	
A.M.	P.M.	P.M.	[ARR.]	[L	VE	A.M.	P.M.	P.M.	

¹ Con. with Cumberland Valley and Washington Co. Railways.

Timetable from page 109 of Appetons' Railway & Steam Navigation Guide of September 1874.

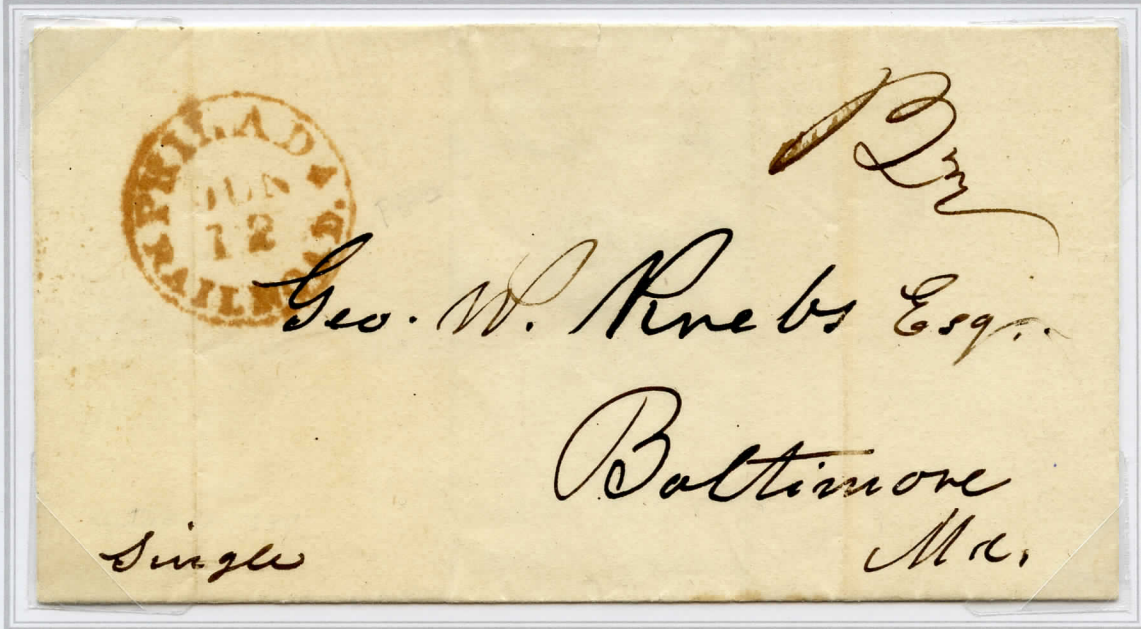
The average speed between Baltimore and Williamsport was 20 miles per hour in 1874.

G.W. Colton's map of 1873 with the course of Route 10006.

Philadelphia to New York & Baltimore Routes

From February 1838 the Philadelphia, Wilmington & Baltimore were contracted for the 97 mile Route 1371 at \$23,500 a year for a daily service excluding Sundays.

From July 1848 the two contracts making up the Philadelphia via New Brunswick to New York route was contracted to the Joint Companies at \$28,985 a year. The service was split twice a day Philadelphia to New Brunswick and three a day New Brunswick to New York.



PHILAD^A RAIL ROAD / JUN / 12

Wrapper file noted "12th June 1839" put onto Route 1371 for Baltimore and rated at 12½ cents for the over 80 mile rate of 1825. Struck with an early example of the Route Agents CDS.



PHILAD^A RAIL ROAD

Wrapper file noted "24 Dec. 1848 Stuart & Bro. Philada" and put onto Route 1334 / 1301 for New York. Franked 5 cents for the 90 mile route and stamped at the New York office with the origin stamp.

New York & Philadelphia Route Agent's Circular Date Stamps

New Jersey Railroad & Transportation Co. Route 1301. Length 36 miles twice daily. Contract value \$11,788 a year.
Philadelphia & Trenton Railroad. Route 1301a. Length 53 miles thrice daily. Contract value \$20,878 a year.



NEW YORK & PHILA R.R. / OCT / 18

Folded letter date lined "Jones's Hotel Philadelphia oct. 14th / 47" carried to New York charged 5 cents for unpaid with transfer at New York for Boston.

New Jersey Railroad & Transportation Co. Route 1301. Length 36 miles thrice daily. Contract value \$11,785 a year.
Philadelphia & Trenton Railroad. Route 1334. Length 54 miles thrice daily. Contract value \$17,200 a year.



N. YORK & PHILA. R.R. / NOV / 10

Folded letter date lined "New York Nov. 10 1851" carried south to Philadelphia for transfer via Washington to the Great Southern Mails for New Orleans. Franked 3 cents for under 3,000 miles.

Baltimore & Susquehanna Railroad Route Agent's CDS

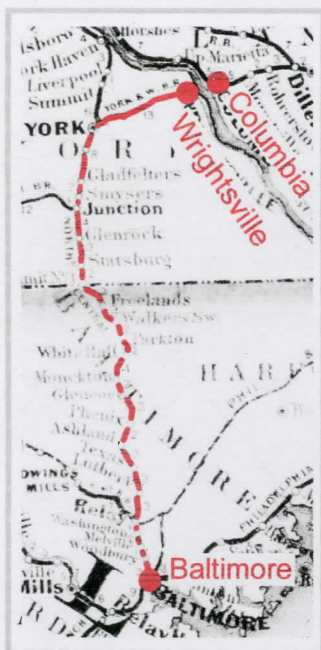
Baltimore & Susquehanna Railroad. Route 1905 of 71 miles twice daily. Contract value \$7,000 a year.



BALT. & SUSQUEHANNA R.R.
JUN / 17

Wrapper put onto Route 1905 on June 17th circa 1850 and carried north to Wrightsville.

One of only four 5 cent 1847 issue bearing this CDS recorded by Alexander on this route.



Map by Colton of 1865



BALT^O. & SUSQ^H R.R.

Envelope and letter sheet date lined "*Balt. Nov. 5 1850*" and put onto Route 1905 to be carried the 71 miles to Wrightsville for the ferry across the Susquehanna River to Columbia

Annapolis & Elk Ridge Rail Road Route

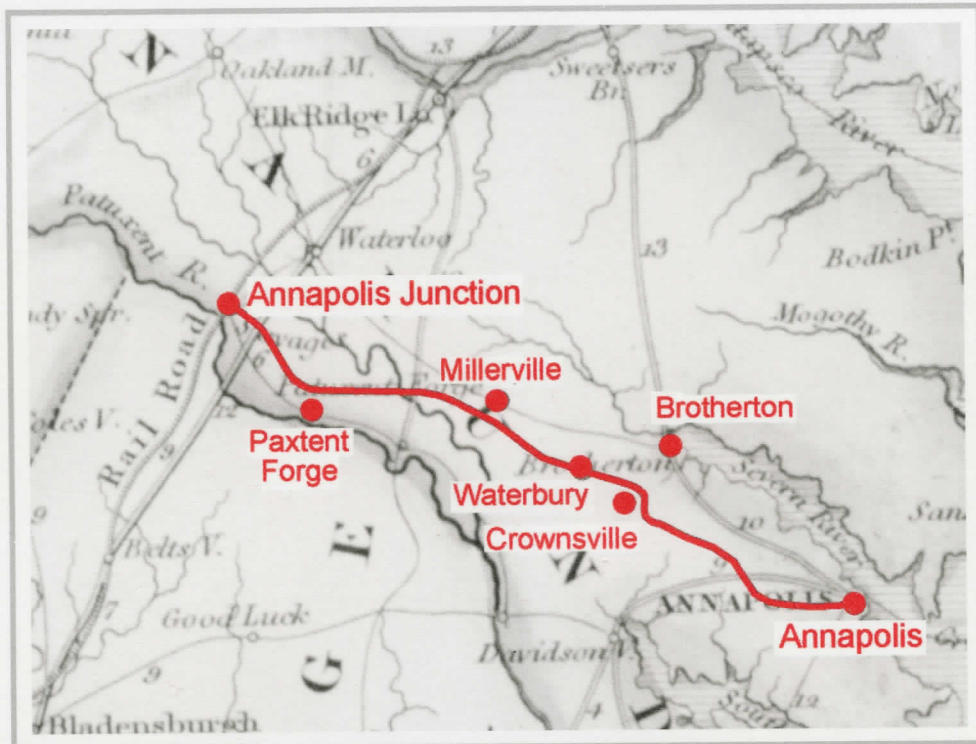
The Annapolis & Elk Ridge Rail Road was completed in 1841 and first contracted for the mails by July 1843. From July 1872 the contract was for Route 3508 of 20½ miles at \$1,538 a year for a twice daily service excluding Sundays.



A. & ELK RIDGE R.R.

Corner Card envelope of the "State of Maryland Treasury Department, Comptrollers Office" put onto Route 3508 on July 12th circa 1873 to receive the Route agent's date stamp (Towle 269-A-2).

Transferred to Route 3503 at Annapolis Junction for Washington and then 14 miles eastward to Upper Marlboro.



David Burr's map of 1839 with the course and offices served on the Annapolis & Elk Ridge Rail Road.

New York & Washington Railway Post Office

Railway Post Office sorting cars were put onto the New York to Washington route by 1865 operating a twice daily service from July 1865. By 1869 a total of 23 clerks were employed on the route which operated over three separate contracts. The cost to the Post Office Department amounting to \$86,450 a year in 1869/70.



P. & B. R.P.O.
FEB / 17

Envelope carried on the Philadelphia, Wilmington & Baltimore Rail Road, Route 2901 on February 17th 1870. **Received the unlisted R.P.O. date stamp.** Carried to Wilmington, Delaware for transfer to the post road south to Shiloh, New Jersey.



N.Y. & WASH. R.P.O.
N MAY / 9 L

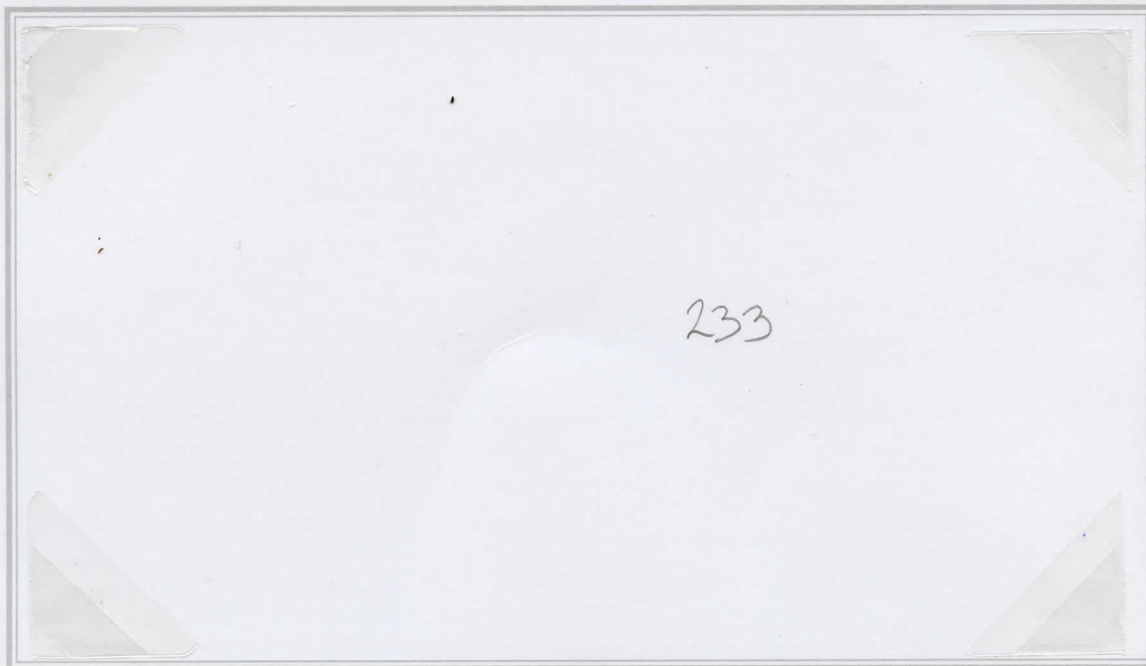
Envelope with content dated "*Washington May 9th 1879*" addressed to Philadelphia and carried on the Railway Post Office car. Received the clerks date stamp with the additional "N L" indicating night line service.

Chapter 3

Washington to Philadelphia Railroad Route Agent's CDS

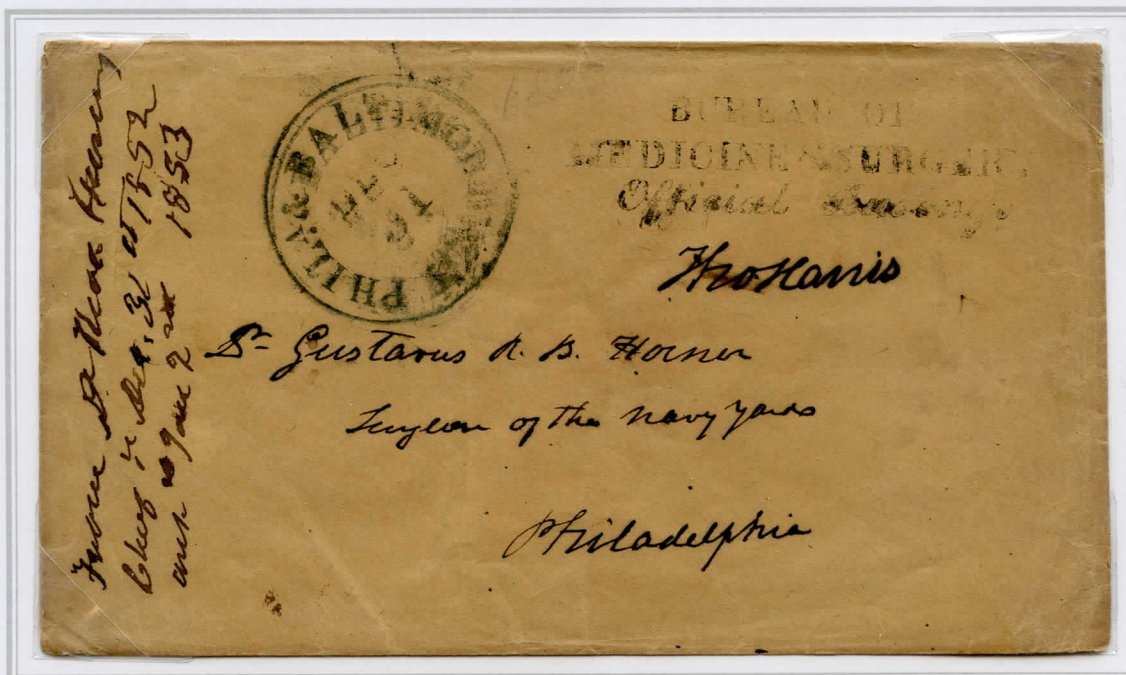
The Baltimore & Ohio Railroad was contracted as the Washington Branch Railroad in January 1838 at \$12,000 a year between Washington and Baltimore. From January 1840 Route 1902 was contracted at \$12,000 a year for the 40 mile route.

In 1852 to 1856 the Philadelphia, Wilmington & Baltimore were operating Route 9850 of 102 miles at \$37,500 a year for a twice daily service, with a single trip on Sundays.



PHILADA RAIL ROAD
NOV / 12

Undated folded letter put onto Route 9850 at Philadelphia on November 12th circa 1848 and carried through to Washington for the 19½ mile post road north to Sandy Springs. Franked 10 cents for a double weight letter.

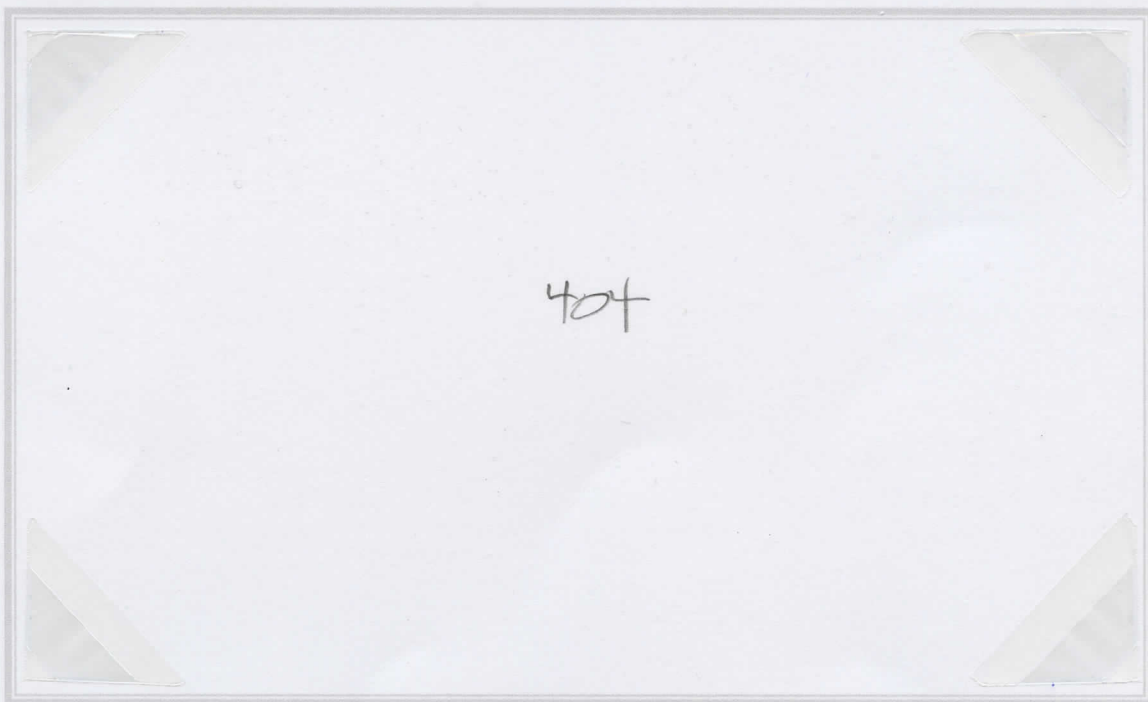


PHILA & BALTIMORE R.R.
DEC / 31

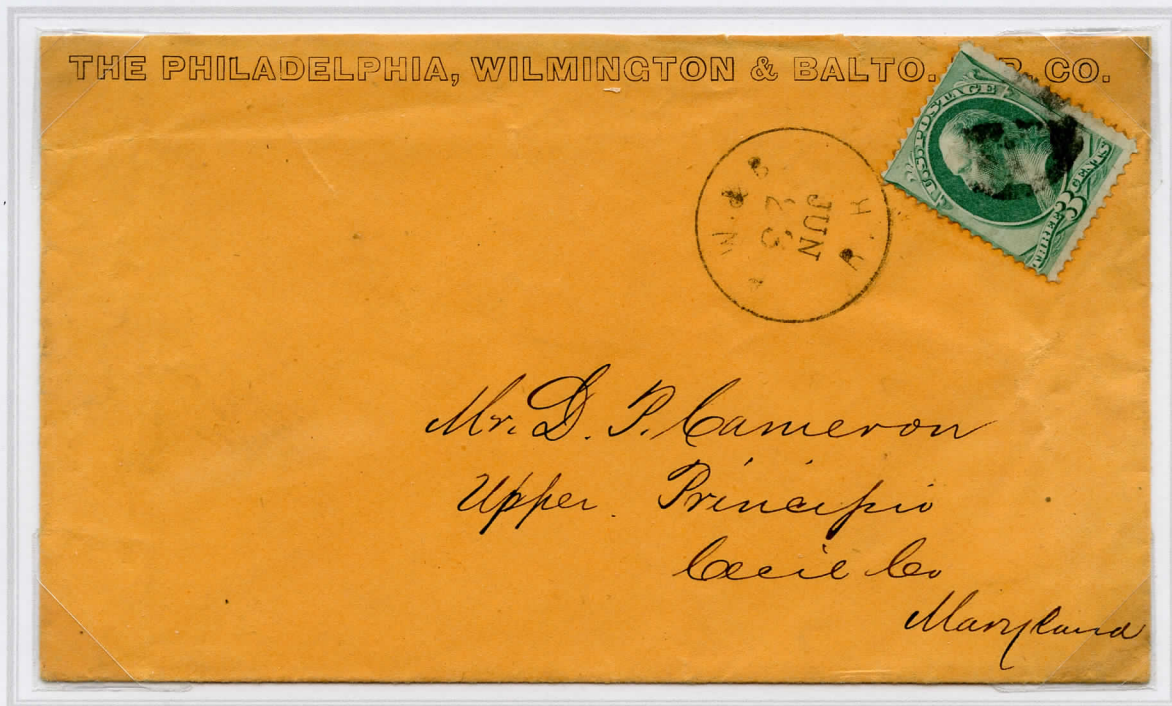
Envelope put onto Route 9851 originating from the Bureau of Medicine & Surgery, founded as a Department of the Navy establishment in Washington in 1842. Carried through to Philadelphia to receive the Route Agents CDS (Towle 239-K-1).

Addressed to Gustavus Richard Brown Horner (1806-1892), then acting as the Surgeon of the Philadelphia Naval Yard.

Railroad Stationery—Philadelphia, Wilmington & Baltimore Railroad Company



Corner card envelope posted at Philadelphia on January 4th circa 1852 and bagged for Baltimore to be carried west on Route 9850.



Envelope of the Philadelphia, Wilmington & Baltimore Railroad Company carried 61 miles east on Route 2901 on June 23rd circa 1871. Transferred at Perryville to the 4 mile branch line to Port Deposit.