

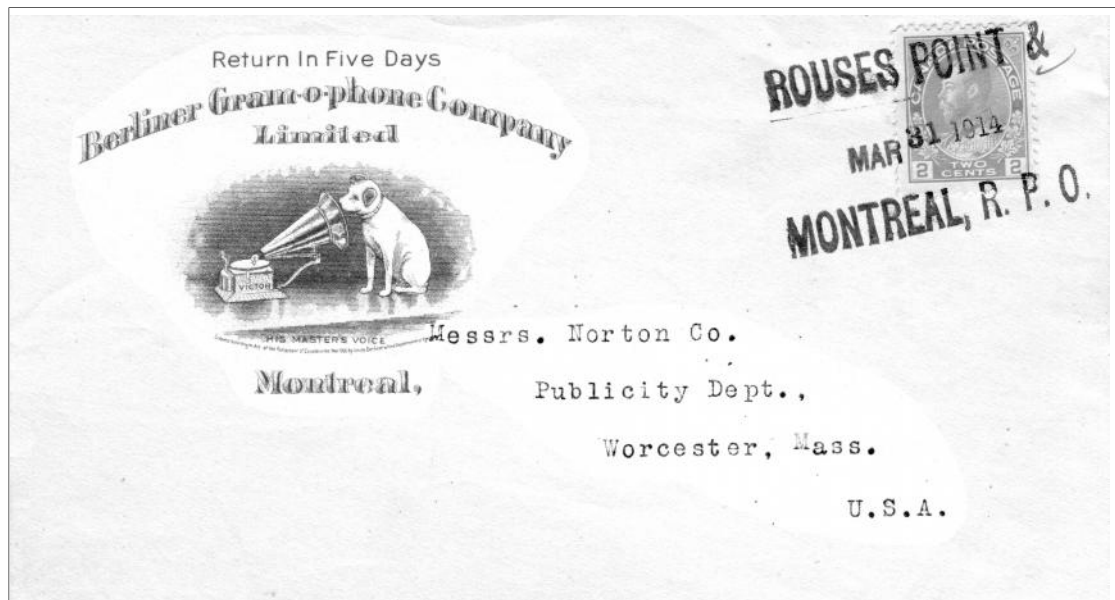
Q-264D dated April 12, 1911, struck in blue.

Delaware & Hudson Railroad - Montreal & Rouses Point

The postmark evidence shows that the Montreal & Rouses Point R.P.O. service was operating as early as June, 1901 and it is likely that this was a continuation of the American R.P.O. service between Rouses Point and Albany. The actual logistics of whether the R.P.O. was operated by Canadian or American clerks is unknown, although it is probable that the R.P.O. cars ran through.

Delaware & Hudson Railroad passenger trains operated between Rouses Point, N.Y. and Bonaventure Station in Montreal, over the Grand Trunk Railway, via St. Johns, until the opening of the more direct **Napierville Junction Railway**, owned by the Delaware & Hudson, in 1907. The railway ran between Rouses Point and St. Constant (*Later called Delson, a contraction of Delaware & Hudson*), where it connected to the Grand Trunk Railway for access to Bonaventure Station, via St. Lambert.

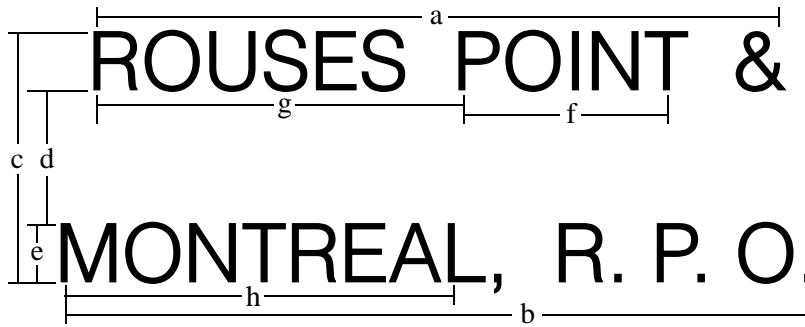
On October 1, 1917, Delaware & Hudson passenger trains began operating out of Windsor Station and transferred to the Canadian Pacific Railway at Delson. (*This change may have been due to the destruction by fire, of Bonaventure Station on March 1, 1916 and the poor temporary facilities in place afterward.*)



Q-264B, hammer VIII, dated March 31, 1914 struck in blue.

Delaware & Hudson Railroad - Rouses Point & Montreal

The first postmarks used for the run were straight line, rubber handstamps, listings **Q-264B** and **Q264D** (“*N.Y.*” instead of “&”). This is a study of the various devices, although it should be noted that the dimensions are not as precise as those possible with steel hammers.



Q-264B	a	b	c	d	e	f	g	h
I	32+	35-	21	13	4	10	17-	20
II	32	35.5	19	11	5?	10	17	20
III	32.5	?	21	13-	4	10	17	20.5+
IV	45	43.5	25	14.5	5	13.5	23	25+
V	?	?	27	16	5	12+	21.5	23.5
VI	44	44-	25	15-	5	13.5	23	25
VII	37.5	43.5	24.5	15	5	11.5	20	22
VIII	41	44	28	16	6	12	21.5	23.5
IX	38	43	21.5+	12	5	11.5	20.5	22
X	32	36	26+	18	4	9.5	16.5	18.5
XI	32	36.5	25.5	16	5	9.5	16.5	?
XII	32	?	26	17	5	10	16.5	19
XIII	32	34+	23.5	15.5	4	9.5	16.5	18
Q-264D		36	24	17	4	10	17	19.5

Listing	Hammer	Proof	ERD	LRD	Colour
Q-264B	I	unknown	1901/06/11	1910/09/26	violet,blue
Q-264B	II	unknown	1910/07/??	1910/09/13	violet,black
Q-264B	III	unknown	1910/11/21	1910/12/21	blue
Q-264D		unknown	1911/04/03	1911/04/12	blue
Q-264B	IV	1911/05/30	1911/06/14	1911/08/08	violet
Q-264B	V	unknown	191?/09/24	191?/09/24	violet
Q-264B	VI	unknown	1912/02/07	1913/03/03	blue,violet
Q-264B	VII	unknown	1913/04/29	1913/06/07	violet,black
Q-264B	VIII	unknown	1913/10/20	1914/03/31	violet,blue
Q-264B	IX	1914/12/29	1915/08/25	1916/01/19	violet
Q-264B	X	unknown	1918/08/02	1918/10/23	purple,violet
Q-264B	XI	unknown	1919/??/??	1919/??/??	green
Q-264B	XII	unknown	1921/??/27	1921/??/27	violet
Q-264B	XIII	1919/12/05	1920/04/29	1921/10/01	violet,blue
Q-264B	Listing		1901/06/11	1921/10/01	

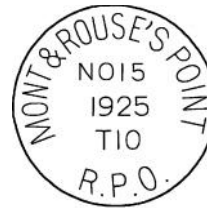
Delaware & Hudson Railroad - Rouses Point & Montreal

By 1914, various oval rubber handstamps were placed in use. In 1927, a steel U.S. style handstamp appeared and remained in use until 1936.

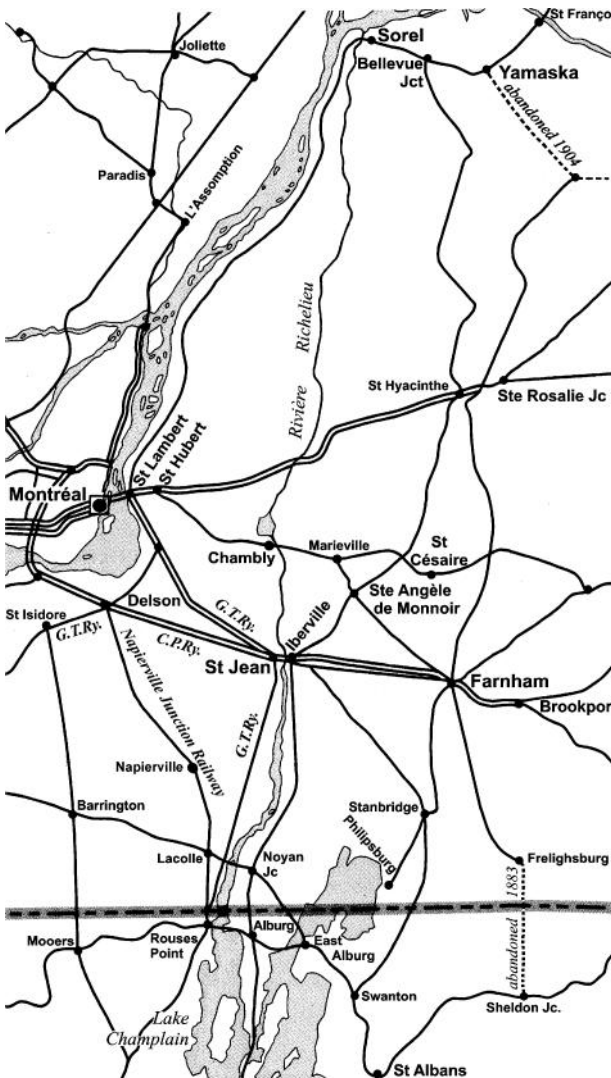
Listing	Hammer	Proof	ERD	LRD	Colour
Q-264E		1914/08/17	1914/09/03	1916/07/19	blue,violet
Q-264C ¹	I	1915/08/31	1916/09/29	1917/06/21	violet
Q-264C ²	II	1918/07/19	unreported	unreported	
Q-264C ³	III	unknown	1920/03/13	1921/01/04	purple,violet
Q-264A		unknown	1920/10/13	1922/10/13	?
Q-264F		unknown	1922/10/30	1922/12/13	black
Q-131		1925/11/15	1927/06/22	1936/01/14	black

Note ¹, Note ², Letters are about 3 mm tall. Note ³, Letters are about 3.5 mm tall.

Q-264C, H-II



Q-131
Indicia - T7, T10



Railways in 1917

Listing **Q-131A**, MONTREAL & ROUSES PT. RAILWAY P.O. / No., recorded between 1857/10/20 and 1858/07/13 is very rare. The R.P.O. operated over the Montreal & Champlain Railroad between St. Lambert and Rouses Point, NY, via St. Johns.

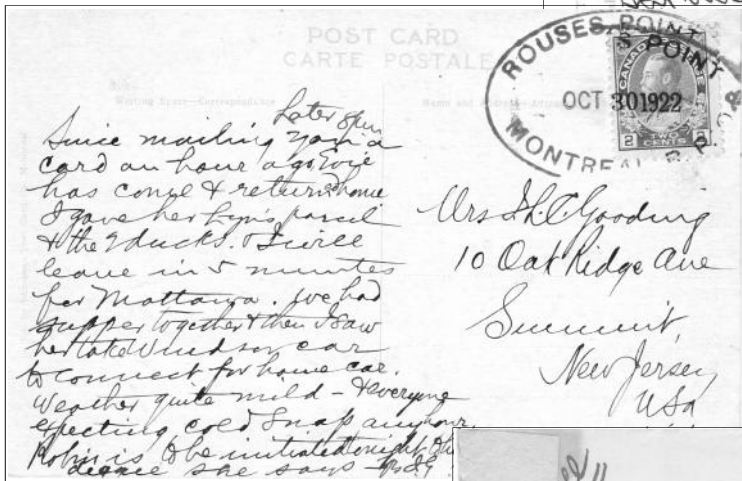
Listing **TS-120**, MONTREAL & CHAMP. R.R. / ROUSE'S POINT, recorded from 1860 to 1863, is a station ticket stamp, without postal significance.

Delaware & Hudson Railroad - Rouses Point & Montreal

All examples of postmarks of this run appear to have originated in Montreal, on mail posted by businesses to expedite delivery to the U.S. or on post cards from travellers. I have not seen any use on northbound trains.

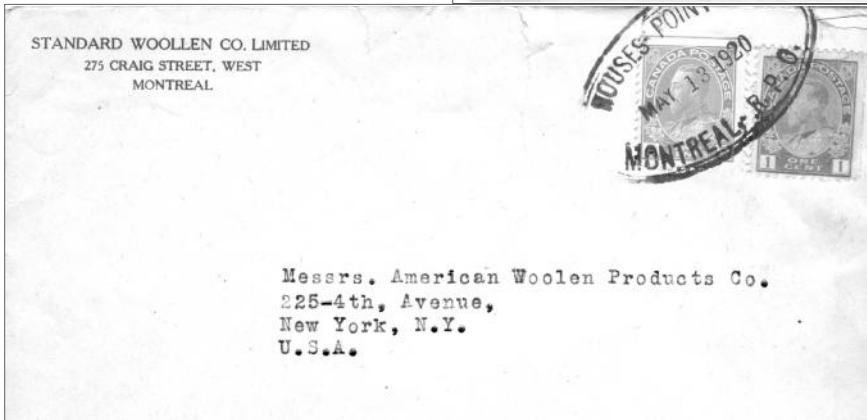
Four examples of the oval rubber handstamps are shown below.

Q-264E, SEP 3, 1914, in blue



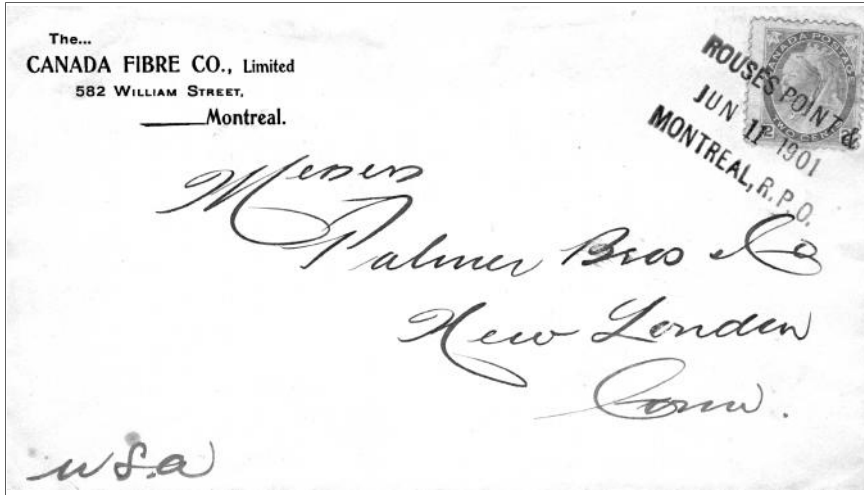
Q-264F, OCT 30, 1922, in black

Q-264C, hammer I, January 27, 1917, in violet.



Q-264C, hammer III, May 13, 1920, in violet.

Delaware & Hudson Railroad - Rouses Point & Montreal



*Q-264B, hammer I,
June 11, 1901, in blue.*

Nicolet & St. Hyacinthe

The Nicolet & St. Hyacinthe R.P.O. operated on the western section of the **Drummondville County Railway** beginning in 1894. The run ended in 1903, shortly after the **Intercolonial Railway** had purchased the railway.

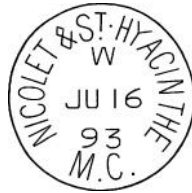
Q-182 Hammer Study



Hammer	Proof	ERD	LRD	Indicia	a	b	c	d
I	1893/06/16	1893/07/18	1903/06/16	E, W	8+	9+	6+	6 1/4
II	1894/12/21	1895/01/24	1902/09/18	E?, W	9	10	5	5 3/4
Listing		1893/07/18	1903/06/16	E, W				

* **Hammer I** has a mid-position dot between “S” and “Hyacinthe”; **hammer II** has no dot.

Hammer I



Hammer II



All seven strikes of hammer I in my collection, have the year slug and direction slug positions reversed, with the year at the top and the direction at the bottom.

Lyster Station & Deschailons

The **Lotbinière & Mégantic Railway** was chartered to build from St. Jean Deschailons, on the St. Lawrence River to Mégantic County. By 1896, 30 miles of track, all that would be built, was in place between St. Jean Deschailons and Lyster Station, on the **Grand Trunk Railway**. In 1920, the railway was purchased for **Canadian National Railways**.

The Lyster Station & Deschailons R.P.O. was initiated in 1909 and lasted until 1919.

*Q-53
Proof - 1908/08/21
ERD - 1908/11/28
LRD - 1919/04/30
Indicia - N, S*



*Q-53A
Proof - 1914/03/03
No reported use*



Canadian National Railways - Levis & Deschailions

This run operated between Deschailions and Levis via Villeroy. It was initiated in 1923, not long after the Lyster Station & Deschailions run ended in 1919, and lasted until 1951.

Q-41 Hammer Study

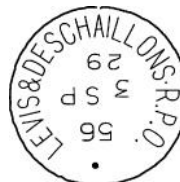
a- |-----c-----| |-----b-----|
LEVIS & DESCHAILIONS · R. P. O. /
 a-

Hammer	Proof	ERD	LRD	Indicia	a	b	c
I	1922/06/26	1931/07/11	1937/11/03	256, 356	5 1/4	10 1/2	7 1/2
II	unknown	1928/09/08	1929/10/08	55, 56	6+	12 1/4	6 1/2
Listing		1923/10/16	1951/01/20	E, 22, 55, 56, 255, 256, 258, 356			

Hammer I



Hammer II



New Reports

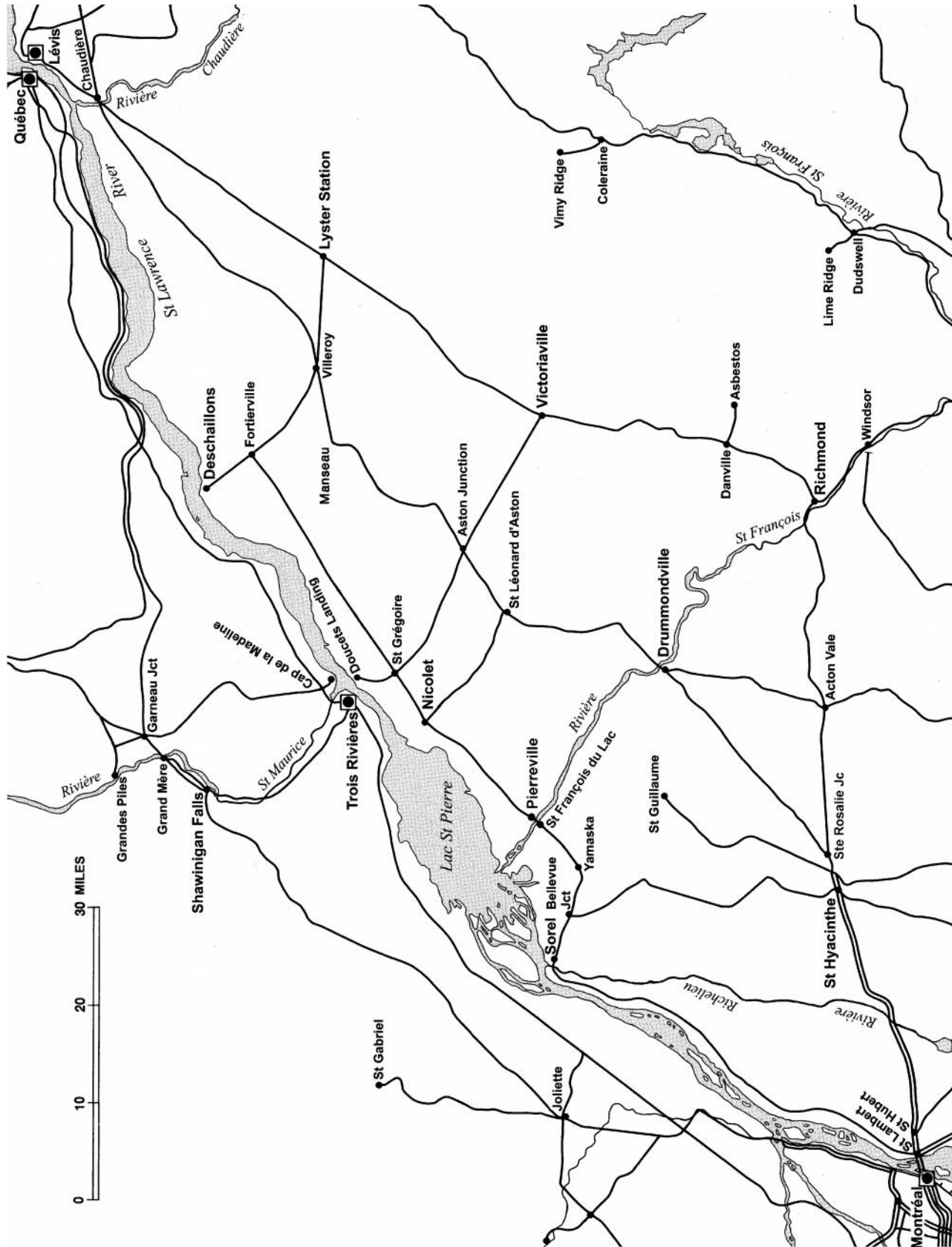


On this registered cover from Peel, New Brunswick to Kilmar, Quebec, we find a new early date for both the listing and **hammer I** of **MA-203**, SAINT JOHN & EDS - R.P.O. / . , 154, V 5, 56. Also we see a new late date for **hammer I** of **Q-11**, CALUMET & OTTAWA - R.P.O. / . , 421, MY 7, 56 and **hammer II** of **Q-72**, MONT. CAL. & OTT. / R.P.O., 421, V 7, 56. (See page 1971)

Newfoundland Update #3

Brian Stalker has published **Cumulative Update # 3** for his, "Travelling Post Office Postmarks of Newfoundland & Labrador". It will be available on the BNAPS website, www.bnaps.org by going via "The Hobby" heading to "BNAPS Exhibits", then "Resources and References" and finally "Post Publication Updates".

Quebec Railways 1917



Railway Histories

Drummondville County Railway

The western section of the **Drummondville County Railway** was completed from Ste. Rosalie, on the Grand Trunk Railway near St. Hyacinthe, to Nicolet Wharf, via Drummondville and St. Léonard d'Aston, in 1890. It was not until 1898, that the eastern section of the railway was completed between St. Léonard d'Aston and Chaudière Junction. In 1899, the Government of Canada purchased the railway on behalf of the **Intercolonial Railway**.

United Counties Railway

The **United Counties Railway** was completed between Bellevue Junction and Iberville, via St. Hyacinthe, on September 17, 1895. It had running rights over the **Montreal & Atlantic Railway** (Controlled by the C.P.Ry.) between Bellevue Junction and Sorel.

East Richelieu Valley Railway

The East Richelieu Valley Railway was organised in 1890, to construct a railway line along the east bank of the Richelieu River between a junction with the Grand Trunk Railway near St. Hyacinthe in the north and a connection with the Canada Atlantic Railway at Noyan in the south. Connections to the Central Vermont, Canadian Pacific and United Counties would be made at Iberville.

In 1895, the **United Counties Railway** acquired the **East Richelieu Valley Railway** and by 1898, the U.C.Ry. had a complete line between Sorel and Noyan.

Quebec Southern Railway

In 1900, the former **East Richelieu Valley Railway** and **United Counties Railway** were sold to the newly incorporated **Quebec Southern Railway**, which was controlled by the **Rutland Railroad**. In 1905, the Q.S.Ry. was sold to the **Delaware & Hudson Railroad**.

Montreal & Sorel Railway

The Montreal & Sorel Railway was completed from St. Lambert to Sorel in 1882, was briefly leased to the **South Eastern Railway** for a year and then struggled under financial difficulties until 1889, when it was leased to the **Great Eastern Railway**, before becoming bankrupt in 1894. It was sold to the **South Shore Railway** on July 7, 1894.

Great Eastern Railway

Chartered on May 17, 1882, this railway was intended to build from Dundee, in Huntingdon County, along the south shore of the St. Lawrence River, all the way to Lévis. Only two short sections were built, a 6 1/2 mile section from Yamaska East to St. François du Lac on the St. Francis River and a 6 3/4 mile section between Nicolet and St. Grégoire, which was situated on the Grand Trunk Railway line between Victoriaville and Doucets Landing. On December 6, 1899, the Great Eastern was sold to the **South Shore Railway**.

South Shore Railway

The South Shore Railway was chartered on January 8, 1894 to build a line from Lévis along the south shore of the St. Lawrence River, to Valleyfield. It took over operation of the **Montreal & Sorel Railway** on July 7, 1894. In 1899, the South Shore Railway purchased the **Great Eastern Railway** and in 1900, it purchased the former Richelieu, Drummond & Arthabaska Counties Railway - South Eastern Railway line between Sorel and Yamaska from the Montreal & Atlantic Railway.

By 1902 the railway was operating between Sorel and Pierreville. In 1905, the bankrupt line was sold to the **Delaware & Hudson Railroad**.

Quebec, Montreal & Southern Railway (Delaware & Hudson Railroad)

On July 13, 1906, the **Delaware & Hudson Railroad** reorganised the former East Richelieu Valley Railway, the United Counties Railway, the Great Eastern Railway, the Montreal & Sorel Railway, the Quebec Southern Railway and the South Shore Railway into a new corporation, the **Quebec, Montreal & Southern Railway**.

By 1909, the railway had been completed as far east as Fortierville, on the **Lotbinière & Mégantic Railway**, between Deschaillons and Lyster Station. No further construction took place and the Quebec, Montreal & Southern Railway was sold to **Canadian National Railways** in 1929.

Canadian National Railways - Victoriaville & Montreal

In 1929, the Delaware & Hudson Railroad sold the Quebec, Montreal & Southern Railway to Canadian National Railways. Shortly afterward, the Nicolet, Sorel & Montreal R.P.O. was replaced by the Victoriaville & Montreal R.P.O., which operated via St. Grégoire and lasted until 1957.

Q-315 Hammer Study



Hammer	Proof	ERD	LRD	Indicia	a	b	c	d
I	1930/06/02	1930/09/02	1937/02/05	137, 138	13 1/4	11 1/4	12 1/4	17 1/2+
II	unknown	1933/03/17	1934/03/01	138	12 3/4	12	11 3/4	17 3/4
III	1938/01/28	1939/??/??	1944/??/??		15	10-	13	16 1/2
IV	1938/01/28	1939/??/??	1944/??/??		15 1/4	9 3/4	13	17
V	unknown	1939/08/12	1949/03/29	137, 138	15 1/2	10	13	16
VI	1949/02/22	1952/07/09	1957/12/12	138	13 3/4	9 1/4	12 3/4	16 3/4
Listing		1930/09/02	1957/12/12	132?, 137, 138, 149, 150				



Hammer I



Hammer II



Hammer III



Hammer IV



Hammer V



Hammer VI

(Formerly Q-315A)

When I examined 3 examples from my collection, dated between 1943 and 1946, of what I had identified as catalogue listing **Q-315A**, VICT. & MONT. / R.P.O., I noticed that two different dates clearly had a constant doubling of the outer ring in the lower, left quadrant and to the left of the ampersand. Further inspection showed that the apparent “T” of “VICT” was actually a vertically elongated period with a doubling of the outer ring above it. Also notable is the position of the ampersand relative to the “C” and “M”.

This badly worn, battered and possibly repaired hammer, is a mystery. I thought that it might be one of the earlier identified hammers in a very worn state, but attempts at overlaying the images of the earlier hammers produced no match. Ludlow indicated that listing **Q-315A** had previously been identified as “**Q-315, Hammer IV**”. The hammer measurements of Ludlow’s earlier hammer study are not available and I am therefore unable to correlate all of the original data with the hammer designations in my study. There are gaps in our study of these hammers and I hope our group will study their collections and report their findings.

I am now content to recommend delisting Q-315A.



Q-315B

Proof - 1944/12/02

ERD - 1944/12/25

LRD - 1957/10/01

Indicia - 137

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