

THE R.P.O. NEWSLETTER
OF THE CANADIAN R.P.O. STUDY GROUP (BNAPS)

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Happy New Year! Hope all of you have a great one!

This will be a short newsletter to pass on Lew's study of the QUEBEC & CAMPBELLTON RAILWAY CANCELLATIONS. We got a preview of this material at Winnipeg, and here it is in full.

Am also including a couple of appropriate pages from exhibits of mine a couple of years ago.

Have gotten several responses on my cork study with several new additions and comments. Those who still have not responded still have time, even if it is only a tracing.

-- RAILWAY POST OFFICE CANCELLATIONS - QUEBEC CITY --

INTERCOLONIAL RAILWAY

QUE. & CAMPBELLTON/EXPRESS

Q-188 1891-1914



E
OC 17 91
Early



W
JA 16 92



E
MY 31 93



E
AP 5 97
Indicia inverted



W
42 AU 19
Date error



W
AP 12 -3
Date error



E
AU 21 00



W
DE 27 --
Year omission



W
NO 5 12
Late use

Riv. Du Loup
Station
(Squared Circle)



Que. & Campbellton
Express
(RPO)

Scarce combination

Si non réclamée sous dix jours
retournez à

Mad. NAP. AUBIN

MARCHAND-EPICIER

Spécialité: Fleur, Huile de Charbon et Chaux
en Gros et en Détail

STE-FLAVIE STATION R.P.O.



QUEBEC & CAMPBELLTON RAILWAY CANCELLATIONS - A Study - (Part I) - L. M. Ludlow

In previous work on the Maritime railway markings, we provided detailed hammer analyses of 28 different listings for Campbellton & Levis R.P.O.s (involving some 78 total different hammers) of the Intercolonial Railway, later the Canadian National Railway (C.N.R.). Today, we start exploration on one of the predecessors of the Campbellton & Levis segment, specifically the Quebec & Campbellton listings, i. e. - Q-186 to Q-198A, inclusive. These listings cover a span of almost 50 years, 1891 - 1929, and in use overlap their own replacement by the Campbellton & Levis listings, which were known 1905 - 1971, a 66 year period.

Our initial studies have been carried out on the EXPRESS listings of Quebec & Campbellton; these include Q-186 QUEBEC & CAMPBELLTON EXPRESS / ., Type 12, Q-190 QUE. & CAMPBELLTON EXPRESS / No. 8, Type 12B, and the eight hammers of Q-188 QUE & CAMPBELLTON / . EXPRESS Type 12D, along with the six analogues derived from Q-188, namely Q-195 (large figure "8" added left), Q-195A (intaglio "8" in bars added right), Q-195Ba ("OT" added bottom), Q-195Bb ("13" added bottom), the new Q-195Bc ("DB" added bottom) and Q-195C ("10" bas relief in bars added right).

The first of the Quebec & Campbellton listings was Q-188 for which the earliest reported date is May 13, 1891.

Q-188 QUE & CAMPBELLTON / . EXPRESS ., Type 12D
Eight Hammers - seven proofed May 2, 1891 and one unknown.

(The first seven hammers have mid-vertical side dots fore and aft of EXPRESS and no base period after QUE; for these two points, the eighth hammer is just the reverse and self-identifies. Identification of these eight hammers has particular importance, specifically with regard to externally attached clerical numerals and initials, and is somewhat difficult, particularly on partial strikes; accordingly, we detail the more significant rim and letter breaks which might aid in identification. All dates in this study are from our own collection unless otherwise indicated.)

Q-188 Hammer I

Proofed - May 2, 1891

Earliest - July 24, 1891

Latest - September 3, 1901.

Direction - E, W - common; blank - scarce

R.F. - 100 (8.4%)

Comments - We have a strike dated January 5, 1891, an impossible set before the proof date undoubtedly it is January 5, 1892. Inverted set in 1891, month & day unknown, is not normal for this hammer. No strikes have yet been identified for 1898 or 1899. On a 3¢ Small Queen, we have a blue-violet strike, W / JA 1 / ??, year unknown. A 1901 cover strike has a date error of "JY 23"; four other c.d.s strikes on this cover all have "JA" for January.

From 1895/96, the "A" of CAMPBELLTON loses its crossbar and is constant thereafter. The "T" of CAMPBELLTON is notably off-center in the proof strike and throughout use. On light strikes, the base horizontal bar of the first "E" of EXPRESS is broken, giving the appearance of a base period after this letter.

In this presentation, we will discuss the external clerk additions concurrently with their related hammer so that each may be studied as a total entity.

Q-195C QUE & CAMPBELLTON / • EXPRESS • / 10 (bas relief in bars added right), Type 21H
One Hammer

Proofed - Constructed from Hammer I, Q-188

Earliest - October 26, 1895

Direction - only E known

R.F. - 500*

Comments - IMPORTANT - note that the date above corrects the latest date in the R.P.O. catalogue from 1896 to 1895. For the earliest date in the catalogue, 1894, which we let stand at this time, there may be some question. From Q-188, Hammer I, we are sure that there was no external addition present on either September 20, 1895 or May 27, 1896, or on anything before or after these dates; however, some years ago we recorded a date of December 16, 1894 for this listing from the Shaw Collection, and this now needs to be rechecked. We have always assumed that this external addition was soldered on to the hammer some time in 1895, and then later removed some time in 1896; however, if the Shaw date is correct, it would indicate that this external attachment was removable. We have only ever seen three strikes of this listing, only two dated; obviously more material and data is required and we would appreciate hearing from anyone having strikes of Q-195C.

Q-188, Hammer II

Proofed - May 2, 1891

Earliest - to be advised; see comments

Direction - ~~probably~~ E, W

R.F. - 100 (2.7%)

Comments - We have eight strikes of Hammer II between March 30, 1895 and June 4, 1897 but NONE show the bottom area so that we can confirm the presence or absence of the external addition of Q-195Ba, "OT", and it is possible that any or all of these could be the latter listing. As of this writing, we have never seen Hammer II without external addition. Accordingly, we would be very appreciative to hear from anyone with Hammer II strikes, particularly if they are clear and clean on the bottom.

For this Hammer II, we have identified a major rim break over the "T" of CAMPBELLTON on the few strikes where this area of the cancellation is visible.

Q-195Ba QUE & CAMPBELLTON / • EXPRESS • / OT , Type 21C

One Hammer

Proofed - Constructed from Hammer II, Q-188

1st Stage - Uncracked "T"

Earliest - June 20, 1893

Latest - March 30, 1895 - J. S. Karr

Direction - W confirmed

2nd Stage - Cracked "T"

Earliest - February 23, 1896

Latest - September 30, 1896

Direction - E, W confirmed

R.F. - 435

Comments - Sometime between 1895 and 1896, there occurred a major crack in the "T" of "OT" diagonally from upper right to lower left; once seen, fully recognized. We hope our readers can narrow the gap of time now existing on when this break took place. We have a maddeningly irritating double strike on a pair of 1¢ Small Queens with just a touch of the "O" of "OT" showing, dated E / February 3, "9"; year and stage are not identifiable.

Q-188, Hammer III

Proofed - May 2, 1891

Earliest - March 20, 1892

Latest - July 16, 1914; see comments

Direction - W.1 - very scarce; W.2 - rare; E - scarce; W - common

Train - 33 - scarce; 34 - very scarce; 150, 199, 200 - rare

R.F. - 100 (27.9%)

Comments - This is the most common of the Q-188 hammers. For latest of Q-188, we have recorded October 23, 1914 from Frank Waite; it is probably Hammer III but needs to be confirmed. W.1 known only 1892/93 and W.2 only in 1899. Trains 33 & 34 are found only in 1911, 199 & 200 in 1913, and 150 in 1914. We have not yet seen strikes of this hammer 1903/06, 1908 and 1912. Regarding the earliest above, we have another March, 1892 strike with no day; the same is true for September, 1894. No year is present on May 5 on a 1¢ Small Queen. "5" for "95" on January 13 is not normal; however, "7" for "07" and "9" for "09" apply in full for each year. Inverted set on March 3, 1911 is an exception.

Like Hammer VI, the right leg of the "A" in CAMPBELLTON is short and missing on the proof strike and is constant throughout except on the heaviest strikes. From late 1892, there is a constant rim dent at 8:00 over the left side dot. From 1902 there is a constant break at the mid-point of the vertical in the second "L" of CAMPBELLTON.

In examination of over 80 strikes of Hammer III, we have found no evidence of external clerk numbers or initials.

Q-188, Hammer IV

Proofed - May 2, 1891

Earliest - May 13, 1891

Latest - June 20, 1896

Direction - W.1, earliest above; E.1 - May 14, 1891, both rare. E, W - equally common

R.F. - 100 (9.4%)

Comments - Earliest above is earliest for the Q-188 listing, eleven days after the proof date. This, with E.1 above, constitutes a complete trip. Although not present on the proof strike in early 1891, from 1892 the left leg of the "N" of CAMPBELLTON is short to missing. From late 1892, the bottom bar of the second "E" of EXPRESS is missing, giving the appearance of an "F". From mid-1893, there is a rim break under the "EX" of EXPRESS. Although perhaps related to the year set, from late 1892 the top of the "R" of EXPRESS is weak to missing.

In contrast to the uncertainties of Hammer II, Hammer IV presents a very positive picture throughout its use 1891 to mid-1896, it is clear that there were no external additions. Some time between June and December, 1896, Hammer IV was converted to Q-195Bb, which follows and no further strikes of Hammer IV are known without attachment.

Q-195Bb QUE & CAMPBELLTON / • EXPRESS • / 13 , Type 21C

One Hammer

Proofed - Made from Hammer IV, Q-188

Earliest - December 9, 1896

Latest - ----- --, 1900 - D. L. McKain

Direction - W - common; E - uncommon

R.F. - 390

Comments - Latest above does not have month or day available; previous latest is September 14, 1899. This is the most common of the external additions, with strikes confirmed in every year of the period, all easily identified as attached to Hammer IV. We hope that someone can give us firm dates in 1900.

Q-188, Hammer V

Proofed - May 2, 1891

Earliest - December 25, 1891

Latest - February 12, 1892

Direction - E, W equally

R.F. - 100 (2.0%)

Comments - The above two full dates are the only ones yet confirmed for Hammer V on which we are sure that there are no external additions. We also have a strike " W / JA 4" with the year blank; since this also has no attachments, the year should be 1892. There is a break in the top of the "R" of EXPRESS that is reasonably constant for Hammer V and its modifications; further, the left leg of the "N" of CAMPBELLTON is weak through all use.

In considering the external additions made to Hammer V, previously life and our understanding was quite simple; however, it has recently been made much more complicated by a marvellous discovery of E. Lerpiniere in the spring of 1983, described as follows:

Q-195Bc QUE & CAMPBELLTON / • EXPRESS • / DB , Type 21C

One Hammer

Proofed - Made from Hammer V, Q-188

Earliest - October 24, 1892 - one confirmed strike (E / 24 OC / 92)

Direction - only E known

R.F. - 500*

Comments - This original piece has been confirmed after thorough scrutiny and can be fitted into a reasonable scenario on the evolving progress of Hammer V. Clerk initials "DB", previously unknown, apparently were attached some time in 1892. These initials were not present on February 12, 1892 (current latest of Hammer V) and then they were probably removed and replaced by an intaglio "8" in bars by March 31, 1893, the earliest recorded date of Q-195A, which follows next; we say probably because our strike of this date shows the bars of the addition but not the intaglio "8". We have a strike of Hammer V dated " W / 22 DE / 92 " (same style as that above) that has just a trace of an external addition, a possible portion of the "B" of DB in proper position; however, due to the importance of this new discovery, we feel our strike is not sufficiently definitive. Much more needs to be found for Hammer V for the period of use February 12, 1892 to March 31, 1893 when Q-195A put in its appearance.

Q-195A QUE & CAMPBELLTON / • EXPRESS • / 8 (intaglio in bars added right), Type 21G

One Hammer

Proofed - Created from Hammer V, Q-188

Earliest - March 31, 1893

Latest - December 3, 1897 - J. S. Karr; see comments

Direction - E, W - common; W.1 - rare

R.F. - 365

Comments - Latest above is last full date confirmed; however, latter strikes can be expected since we have two confirmed partial, but undated, strikes on 3¢ Maple Leaf, first issued on January 15, 1898. Also, we have a Hammer V strike dated December 14, 1897 that is probably Q-195A, but the right side of the strike is not visible. W.1 is June 12, 1896 on a 3¢ Small Queen. This quite extraordinary cancellation is comparatively well known. Although full and meaningful strikes on stamp are difficult to obtain because of the size of the cancellation, at least two full strikes are known as clear backstamp transit marks on cover. We would appreciate seeing any dated strikes of Q-195A.

At this point, it is appropriate to comment on Q-195, QUE & CAMPBELLTON / • EXPRESS • / 8 , Type 21A, a large figure "8" attached to the left of one of the hammers of Q-188. In the 1982 R.P.O. Catalogue, Q-195 was listed as unconfirmed; however, as indicated in the 1983 Annex I, this strike has been confirmed from a photocopy submitted by Stanley Cohen of England. Unfortunately, this strike is undated and moreover only the "Q" of QUE and the first "E" of EXPRESS are visible; thus, we are unable to identify the base hammer from which Q-195A was made. We understand that another strike of Q-195 may exist in the United States and we are trying to chase this down so as to establish identification and fit Q-195 into the total Q-188 picture.

Q-188, Hammer VI

Proofed - May 2, 1891

Earliest - December 20, 1897

Latest - November 25, 1904

Direction - W - common; E - scarce

R.F. - 100 (19.8%)

Comments - We have no explanation of why it took six years after proofing to initiate the use of this hammer, and would not be surprised to see earlier dates. In 1901, all strikes have "1" for "01"; the same is true for 1902, "2" for "02", through April. From June 23, 1901 to April 22, 1902, the total set is inverted. There is a well known impossible year set of "19" from May to November, and we have nine strikes on 2¢ Victoria Numeral during this six month period. From deduction and elimination, we believe this year of use is 1902 since we have overt year dates in every other year of use of the Victoria Numeral except this period in 1902; however, this will have to be confirmed by cover strikes. "3" for "03" is used throughout, and "4" for "04" in January and February. February 9 (inverted set) to April 4 without year date on 2¢ Edward could be 1904 or 1905, cover strike needed to confirm.

Like Hammer III, the right leg of the "A" of CAMPBELLTON is short and missing in the of strike and throughout the use of the hammer. Depending on the strength of the cancellation, the middle horizontal bar of both "E"s of EXPRESS are short to missing. From 1901, the base bar of the "E" of QUE is broken, giving the appearance of a base period after QUE; care must be taken not to confuse this with Hammer VIII, which has no side dots. In examination of over 50 strikes of Hammer VI, we have found no evidence of any external additions.

Q-188, Hammer VII

Proofed - May 2, 1891

1st Period

2nd Period

Earliest - January 22, 1892

December 17, 1903

Latest - December 7, 1897

June 30, 1906

Direction - E.1, W.1 - rare; E - scarce; W - common

E - scarce; W - common

R.F. - 100 (10.7%)

Comments - Hammer VII appears to have been used in two periods, as above, and we think that there may have been a tie-in with Hammer VI; when this hammer ends its first period, Hammer VI begins and the single strike of Hammer VII on December 17, 1903 just overlaps the end of Hammer VI in early 1904. Finally, we have four strikes of Hammer VII in June, 1906, well after the finish of Hammer VI. Earliest above is in violet. Set is inverted in 1892, 1894, most of 1896 and all of 1897. On 3¢ Small Queen, year is blank on January 2.

In QUE, from at least 1894, "Q" is broken top and bottom and "E" has short top bar. The crossbar of the "A" in CAMPBELLTON is light to missing depending on the quality of strike.

In analysis of over 30 strikes of Hammer VII we have found no evidence of any external attachments of clerk numbers or initials.

Q-188, Hammer VIII

Proofed - Unknown

Earliest - July 9, 1897

Latest - March 19, 1905

Direction - E - uncommon; W - common; blank - rare

R.F. - 100 (19.1%)

Comments - This hammer is unique among eight and identifies itself by the absence of any side dots fore and aft of EXPRESS combined with a base period after QUE. Blank/XNO / "9" on cover is November 3, 1899 on reverse; also "9" for "99" on July 7. We have seen no strikes in 1900. "1" in "01" is faint but present on all strikes of 1901. "4" for "04" throughout and "5" for "05" for January to March. From 1901, in CAMPBELLTON, the middle juncture of the "B" is weak to missing and the top bar of the "E" is broken; both are constant.

In examination of over 50 strikes of Hammer VIII we have found no evidence of external additions of clerk numbers or initials.

SEPARATION OF Q-188 HAMMERS

For full strikes, the following steps will clearly identify each of the eight hammers of Q-188

- Step 1. Any strike without side dots and with a base period after QUE. is Hammer VIII. All of the remaining hammers, I - VII inc., have side dots before and after EXPRESS and no base period after QUE; however, care must be taken for the broken "E" of QUE of Hammer VI.
- Step 2. For Hammers I - VII, carefully measure the chordal distance between the side dots, center to center. If this distance is LESS than 15 mm, the strike is Hammer II, IV or VII; if the measurement is 15 mm or over, the cancellation is Hammer I, III, V or VI.
- Step 3. For Hammers II, IV or VII, determine the chordal distance from the lower left corner of the "E" of QUE to the bottom of the left leg of the "M" of CAMPBELLTON. A measurement of 7 1/2 mm identifies Hammer II; 8 mm, or a shade over, is Hammer IV; and a chord of a full 8 1/2 mm is Hammer VII.
- Step 4. For Hammers I, III, V or VI, carefully measure the distance between the upper left corners of the two "E"s of EXPRESS. A chord under 7 mm is Hammer V; Hammers I, III and VI all measure over 7 mm.
- Step 5. For Hammers I, III and VI, measure the distance from the lower left corner of the second "L" to the bottom of the left leg of the "N", both of CAMPBELLTON. A chord under 5 1/2 mm is Hammer III; Hammers I and VI both measure over 5 1/2 mm.
- Step 6. For Hammers I and VI, measure the distance between the legs of the "X" of EXPRESS, at the bottom. A chord of 1 3/4 mm is Hammer I; Hammer VI is a shade under 1 1/2mm.

The following physical characteristics are indicative of the hammers specified:

- Step 7. In QUE
 - a. Broken "Q", top and bottom - Hammer VII
 - b. Short top bar of "E" - Hammer VII
 - c. Broken base bar in "E" - Hammer VI
- Step 8. In or over CAMPBELLTON
 - a. Short or missing right leg of "A" - Hammers III and VI
 - b. Weak to missing crossbar of "A" - Hammers I and VII
 - c. Broken or weak middle juncture of "B" - Hammer VIII
 - d. Broken upper bar of "E" - Hammer VIII
 - e. Broken vertical, second "L" - Hammer III
 - f. Off-center "T" - Hammer I
 - g. Rim break over "T" - Hammer II
 - h. Short left leg of "N", weak to missing - Hammers IV and V

Step 9. In or under EXPRESS

- a. Broken base bar, first "E" - Hammer I
- b. Short to missing middle bars, both "E"s - Hammer VI
- c. Missing top of "R" - Hammers IV and V
- d. Missing bottom bar, second "E" (looks like "F") - Hammer IV
- e. Rim break under "EX" - Hammer IV

Step 10. Over left side dot

- a. Rim dent at 8:00 - Hammer III

While many other breaks do occur on all hammers, those listed here are reasonably constant.

Seven of the eight known hammers are very similar, and identification of partial strikes is demanding and difficult; however, the accompanying chordal chart for Q-188 will assist in identifying most known strikes.

We will now report on two additional listings which will then complete all of the Quebec & Campbellton Express listings known to date. Both are relatively simple, one hammer each, and both were used concurrently with several of the hammers of Q-188

Q-186 QUEBEC & CAMPBELLTON · EXPRESS / . . , Type 12

One Hammer

Proofed - Unknown

Earliest - December 21, 1900 - J. C. Lehr

Latest - April 9, 1905

Direction - E - scarce; W common

R.F. - 265

Comments - In contrast to Q-190, which follows, this hammer wore well. Indicia set always full and normal; we have found no exceptions.

Q-190 QUE. & CAMPBELLTON · EXPRESS / No. 8, Type 12B

One Hammer

Proofed - Unknown

Earliest - July 30, 1899

Latest - May 20, 1905

Direction - E - very scarce; W - common

R.F. - 265

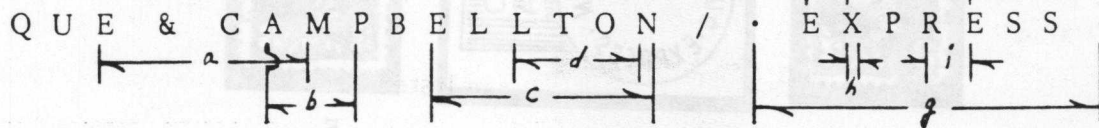
Comments - "96" for "99" confirmed by cover strike of October 1, 1899. No month for day "16" in 1903. Directions E.2 and W.2 were carried over to the new catalogue from Shaw; however, in more than 50 strikes we have been unable to confirm their existence. Accordingly, we have delisted these two marks but will re-enter either or both if they can be confirmed. In contrast to Q-186, the right side rim of Q-190 is damaged extensively in its later years of use.

SEPARATION OF Q-186 AND Q-190 HAMMERS

If the left side and bottom of the strike are missing, Q-186 and Q-190 appear remarkably similar. For such a strike, measure the distance from the lower right corner of the "N" of CAMPBELLTON to the lower left corner of the first "E" of EXPRESS. For Q-186, this chord is a full 2 mm, while for Q-190 it is only 1 1/2 mm, clearly 1/2 mm shorter than Q-186.

In our next installment, we will study and analyze the LOCAL sections of the Quebec & Campbellton listings, a rich and fertile field for the specialist.

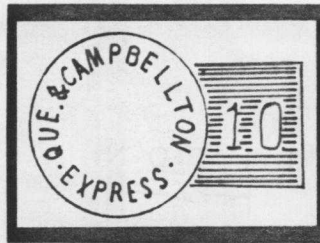
Q-188



	I	II	III	IV	V	VI	VII	VIII
a. E - M	$8\frac{1}{4}$	$7\frac{1}{2}$	8	$8^{(+)}$	$7\frac{1}{2}$	8	$8\frac{1}{2}$	$8\frac{1}{2}^{+}$
b. A - P	$4\frac{1}{2}$	$4\frac{1}{4}$	$4\frac{1}{2}$	$4\frac{1}{4}$	4	$4\frac{3}{4}$	$4\frac{1}{2}$	$4\frac{1}{2}^{-}$
c. E - N	10	$10\frac{3}{4}$	$9\frac{1}{2}$	10	$9\frac{3}{4}$	10	$9\frac{1}{2}$	10
d. L - N	$5\frac{3}{4}$	$6\frac{1}{4}$	$5\frac{1}{4}$	()	$5\frac{1}{2}$	$5\frac{3}{4}$	$5\frac{1}{2}$	$5\frac{3}{4}$
e. E - E	$7\frac{1}{2}$	7	$7\frac{1}{2}^{(-)}$	7	$6\frac{3}{4}$	$7\frac{1}{4}$	7	$7\frac{1}{2}$
f. X - E	$5\frac{1}{2}$	$5\frac{1}{2}$	$5\frac{3}{4}$	$5\frac{1}{2}^{+}$	5^{+}	$5\frac{1}{2}$	$5\frac{1}{4}$	$5\frac{1}{2}^{+}$
g. i - i	$15\frac{1}{2}^{+}$	$14\frac{3}{4}$	$15\frac{1}{2}^{+}$	$14\frac{1}{2}$	$15\frac{1}{4}$	$15\frac{1}{2}^{+}$	$14\frac{3}{4}$	X
h. X	$1\frac{3}{4}$	$1\frac{1}{2}^{+}$	$1\frac{1}{2}$	$1\frac{3}{4}$	$1\frac{1}{4}$	$1\frac{1}{2}$	$1\frac{3}{4}$	$1\frac{3}{4}$
i. R - E	$2\frac{1}{2}$	$2\frac{1}{2}$	3	3	$2\frac{1}{2}$	$2\frac{3}{4}$	$2\frac{1}{2}$	$2\frac{3}{4}$

INTERCOLONIAL RAILWAY

QUE. & CAMPBELLTON / EXPRESS / 10 Q-195C 1894-1896



Rare

E
Y 30
95

QUE. & CAMPBELLTON / EXPRESS / 13/OT Q-195B 1896-1900



NO 5
99

97

FE 5
97

00
Latest Recorded



W
JA 23
9

NO 12
96
Latest Recorded

QUE. & CAMPBELLTON / EXPRESS / 8 Q-195D 1893-1897



W
P 18
95

E
12 JU
94
Rare Complete

8
96

All above are welded on clerk numbers or initials.