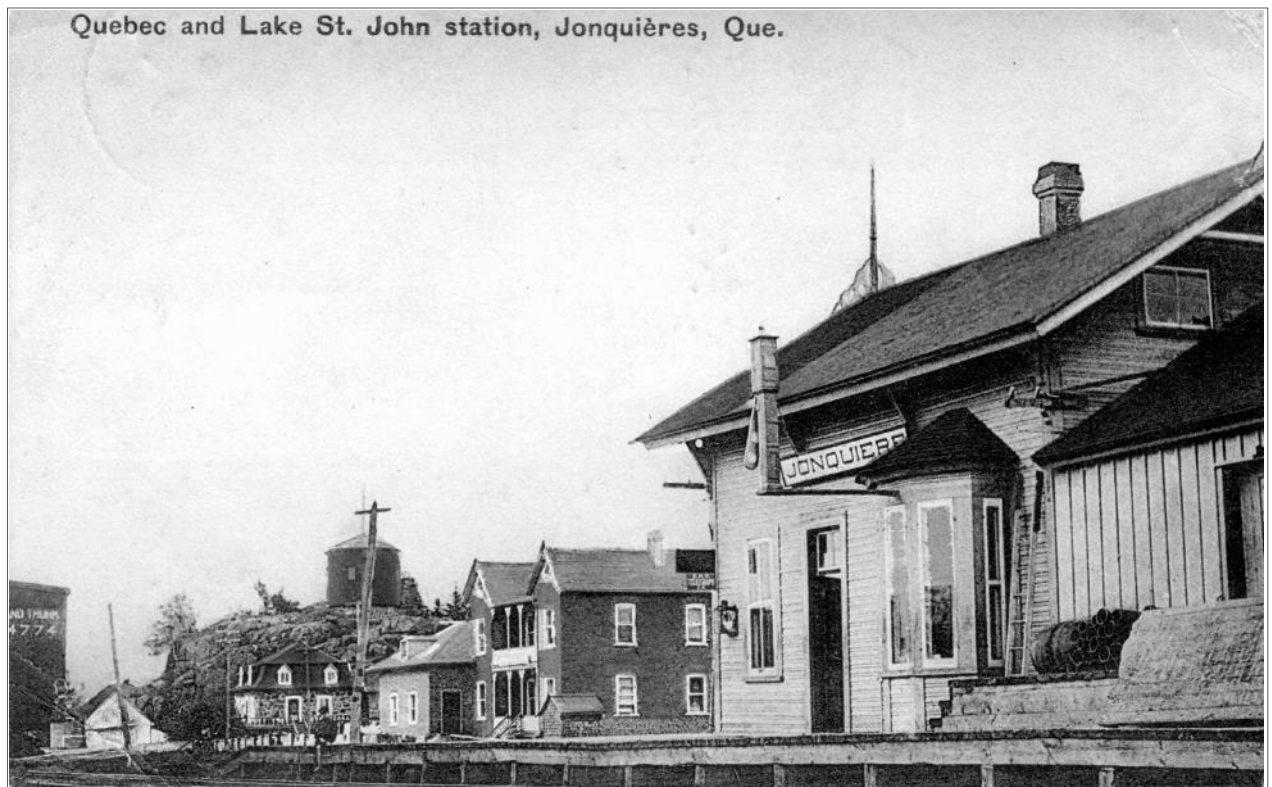




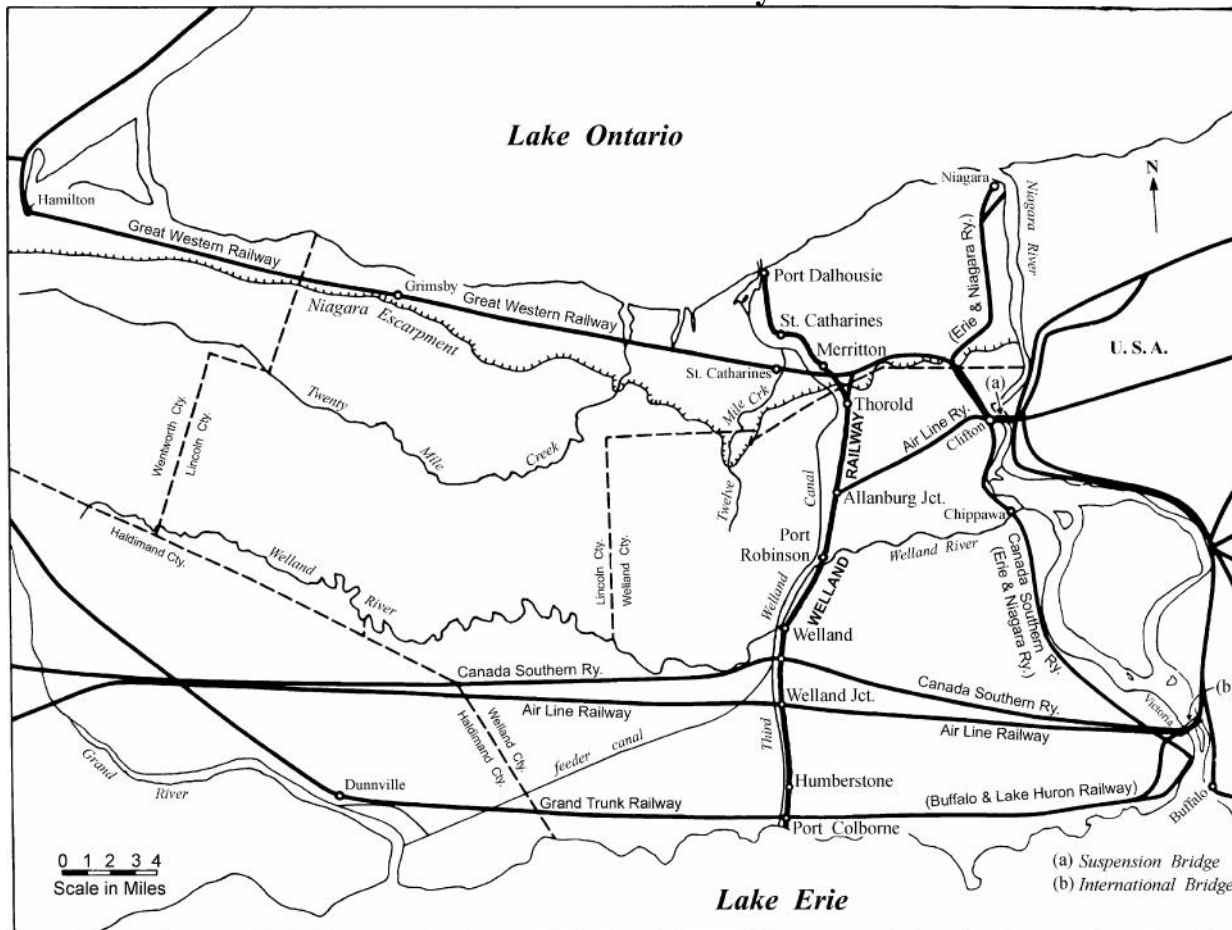
Port Robinson, Ontario G.T.Ry. Station circa 1908

In this issue we first examine the postmarks used on the **Welland Railway** in Ontario, including its successors, the Grand Trunk Railway and Canadian National Railways. Secondly, we go to Quebec and look at the cancellations from the **Quebec & Lake St. John Railway** and its successors, the Canadian Northern Railway and Canadian National Railways.



Jonquiere, Quebec & Lake St. John Ry. Station circa 1910

Welland Railway



Railway Lines in the Niagara Peninsula in 1876

In 1853, the Port Dalhousie & Thorold Railway Company was chartered to build a line between Port Dalhousie, at the north end of the Welland Canal, and a connection with the Great Western Railway at Thorold, but in 1857 the intended southern terminal became Port Colborne and the company name was changed to the **Welland Railway Company**. In 1859, 25 miles of track, parallel to the Welland Canal, were opened for service.

In 1878, the railway leased a 9 mile length of line between Welland Junction and Allanburg to the Great Western Railway's Canada Air Line to create a link with the G.W.Ry. main line and the Suspension Bridge at Clifton. A third rail was laid to accommodate 4' 8 1/2" standard gauge traffic since the Welland rail was still 5' 6" broad gauge.

When the Great Western Railway was purchased by the Grand Trunk Railway in 1883, the Welland Railway was also sold to the Grand Trunk, who wanted to avoid having the line falling under control of the Canada Southern Railway.

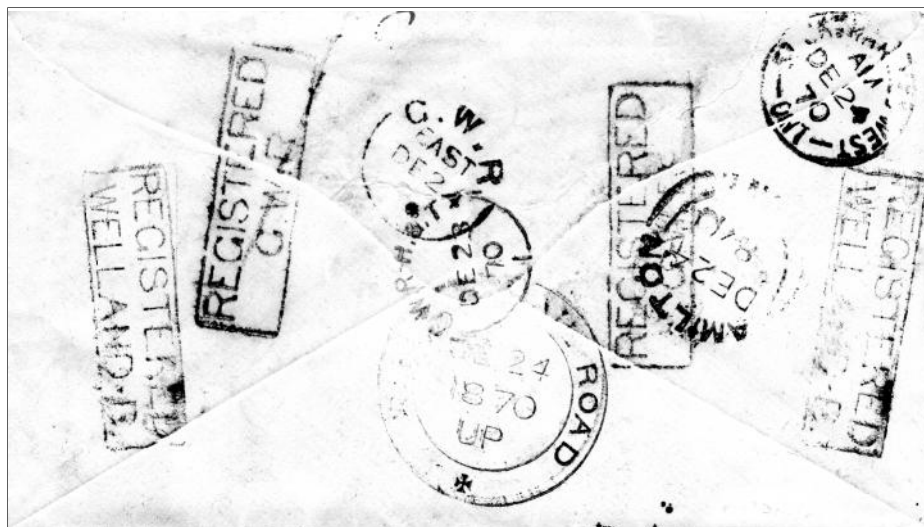
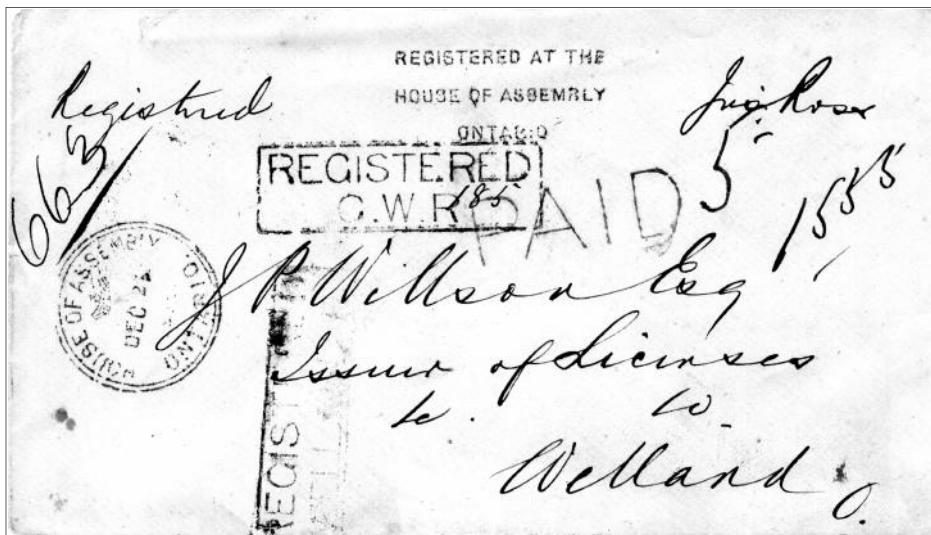
PORT DALHOUSIE AND PORT COLBORNE										PORT COLBORNE AND PORT DALHOUSIE									
Miles	STATIONS	51	53	55	57	59				Miles	STATIONS	52	54	56	58	60			
	Eastern Time	Pass.	Pass.	Pass.	Pass.	Pass.					Eastern Time	Pass.	Pass.	Pass.	Pass.	Pass.			
0	Port Dalhousie.....Leave	A.M.	A.M.	A.M.	P.M.	P.M.				0	Buffalo(Exc'geSt.)via In-ternational Bdge.(seep.54) } Black Rock.....	A.M.	A.M.	A.M.	P.M.	P.M.			
3.08	St. Catharines.....{ Arr	6 00	8 00	1 10	6 00	6 00				4.07	Welland Jct.....	7 00	7 10	7 20	7 30	7 40			
5.52	Merrittton.....{ Lve	6 08	8 30	1 40	6 06	6 06				0	Port Colborne.....Lve	5 15	8 10	8 15	8 20	8 25			
0.38	Merrittton (see page 48) Lve	6 11	8 38	9 21	6 12	6 12				1.07	Humberstone.....	5 18	8 13	8 18	8 23	8 28			
0.38	Niagara Falls " 46 " Lve	6 52	10 13	10 49	6 15	6 15				4.45	Welland Jct.....	5 26	8 23	8 28	8 33	8 38			
0.38	Suspension Bridge " 46 " Lve	7 30	10 45	11 15	6 50	6 45				7.40	Welland.....	5 34	8 34	8 39	8 44	8 49			
0.38	Buffalo.....									11.27	Port Robinson.....	5 42	8 46	8 51	8 56	9 01			
5.52	L.V.R.R. Depot.....Arr	8 50	12 30	12 30	5 05	8 00				13.66	Allanburg.....	5 50	8 51	8 56	9 01	9 06			
7.36	N.Y.C. & H.R.R. Depot.Arr	8 50	12 35	12 35	5 00	8 10				17.28	Thorold.....	6 03	9 00	9 05	9 10	9 15			
10.96	Merrittton.....Lve	6 54	10 50	11 20	6 52	6 52				19.10	Merrittton.....Arr	6 10	9 10	9 15	9 20	9 25			
13.35	Thorold.....	7 04	11 00	11 30	7 02	7 02				0	Buffalo	6 30	9 30	9 35	9 40	9 45			
17.22	Allanburg.....	7 14	11 10	11 40	7 12	7 12				0	N.Y.C. & H.R. Depot.Lve	5 35	8 35	8 40	8 45	8 50			
20.17	Port Robinson.....	7 19	11 15	11 45	7 17	7 17				0	Suspension Bridge (page 47) } Niagara Falls.....	5 50	7 30	7 35	7 40	7 45			
23.55	Welland Jct.....	7 27	11 25	11 55	7 25	7 25				0.38	Merrittton " " Arr	6 00	7 45	7 50	7 55	8 00			
24.62	Humberstone.....	7 34	11 33	12 03	7 33	7 33				9.73	Port Dalhousie.....Lve	6 17	8 00	8 05	8 10	8 15			
24.62	Port Colborne.....Arr	7 45	11 45	12 15	7 45	7 45				19.10	Merrittton.....Lve	6 55	9 10	9 15	9 20	9 25			
24.62	Black Rock.....Arr	7 45	11 45	12 15	7 45	7 45				21.54	St. Catharines.....{ Arr	7 03	9 15	9 20	9 25	9 30			
24.62	Buffalo(Exc'geSt.)via In-ternational Bdge.(seep.54) } Arrive	7 15	9 10	9 15	7 10	7 10				24.62	Port Dalhousie.....{ Lve	7 03	9 15	9 20	9 25	9 30			
		A.M.	P.M.	P.M.	P.M.	P.M.						A.M.	A.M.	A.M.	P.M.	P.M.			

Train signs are as follows: * Daily. † Daily except Sunday. ‡ Daily except Saturday. ¶ Daily except Monday. § Sundays only.
 tions pages 82 and 83. ▲ Refreshment Station. ▲▲ Lunch Counter. ¶ Stops on signal.

Grand Trunk Railway Public Timetable - 1910

Welland Railway

The first postmark was used from 1864 until 1876, with either UP (*southbound*) or DOWN (*northbound*) direction indicia. The wording of the postmark is improper, using RAIL ROAD instead of railway.



RR-72



RR-65



RR-181

Proof - unknown

ERD - 1864/10/13

LRD - 1876/07/21

Indicia - UP, DOWN



RG-39

Proof - unknown

ERD - 1869/06/21

LRD - 1880/11/10



RG-11

This registered cover originated at the Legislative Assembly post office in Toronto, December 23, 1870. It was put on board the train for Hamilton and received the G.W.R.- H.& T. / 1, DE 23, 70, (**RR-72**) transit backstamp. Postmarked, HAMILTON, ONT., DE 24, 1870, the following day, it was transferred to the G.W.R. main-line, confirmed by the G.W.R., EAST, DE 24, 70 (**RR-65**) backstamp, as well as the REGISTERED / G.W.R. (**RG-11**) postmark, both front and back. The ST. CATHARINES, ONT. AM, DE 24, 70, backstamp verifies receipt there in the morning. Then, it was transferred to the Welland Railway post office for Welland, where it received the WELLAND RAIL ROAD, DE 24, 1870, UP, (**RR-181**) backstamp and the REGISTERED / WELLAND - R. (**RG-39**), both front and back. There is no arrival backstamp.

Welland Railway

The next postmark to be used on the railway was proofed on April 12, 1876. Its use is recorded between 1876 and 1881, with either a NORTH or SOUTH direction indicium. Unlike the previous marking, the new one used the correct "RAILWAY", instead of "RAIL ROAD". It also changed its direction indication from UP (*STREAM*) and DOWN (*STREAM*) to compass directions.



RR-182

Proof - 1876/04/12

ERD - 1876/12/07

LRD - 1881/01/12

Indicia - NORTH, SOUTH



This post card was posted on the train at St. Catharines; the WELLAND, ONT. receiving backstamp confirms same day delivery.

Another postmark was proofed on February 25, 1881. Like its predecessor, it is also recorded with either a NORTH or SOUTH direction indicium. Its use is known from 1881 until 1885, well after the purchase of the Welland Railway by the Grand Trunk Railway in 1883.



RR-183

Proof - 1881/02/25

ERD - 1881/03/24

LRD - 1885/09/28

Indicia - NORTH, SOUTH

This post card was mailed on the train at Port Colborne. There is no Kincardine receiving backstamp.

It is interesting to note that there was an apparent interruption of railway post office service on the line between 1885 until 1892, when a new postmark was proof struck and put into use. It might have been that the Grand Trunk Railway was re-organising its operations during this period.

Grand Trunk Railway - Port Colborne & Port Dalhousie

When R.P.O. service resumed on the railway, the postmarks named the two terminals for the first time. Three cancellations were used until the northern end of the run was cut back to Merriton in 1920.



O-283

Proof - 1892/07/23

ERD - 1892/12/31

LRD - 1906/11/10

Indicia - NORTH, SOUTH (until 1903)

1, 2, 3, 4 (from 1904)



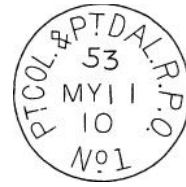
O-283A

Proof - unknown

ERD - 1906/02/02

LRD - 1907/12/06

Indicia - 1, 2, 3, 4



O-285

Proof - unknown

ERD - 1908/05/10

LRD - 1920/05/21

Indicia - 1,2,3 4 (until 1910)

52,53,56,57,58,59 (1910-1913)

130,132,134,135,136,139 (1914-1921)



O-285A

Proof - unknown

Only date - 1919/05/09

Indicium - 139

The only reported example of this large rubber handstamp is shown here. It is struck in blue and appears to be a transit marking on a small piece of the back of a registered cover.

G. T. Ry. / Canadian National Railways - Port Colborne & Merriton

In 1923, Canadian National Railways assumed control of the Grand Trunk Railway and three years later R. P. O. service on the line ended.



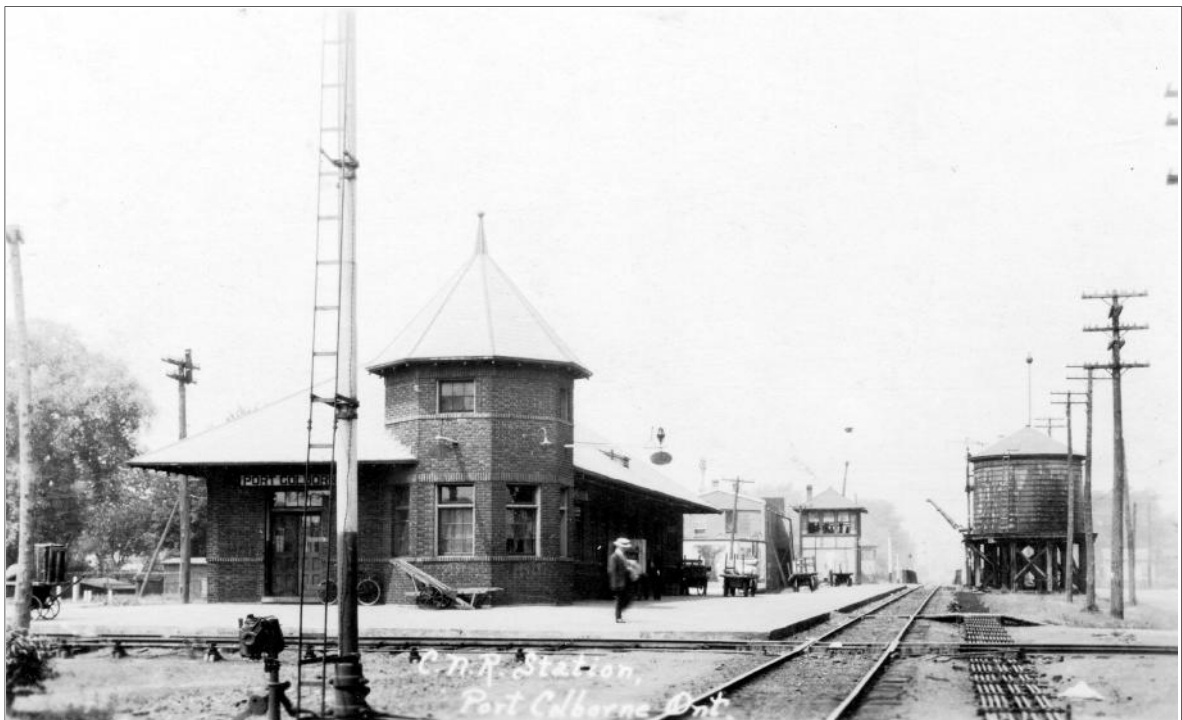
O-282

Proof - 1920/08/06

ERD - 1921/02/14

LRD - 1926/12/18

Indicia - 132, 134, 135, 136, 139



Port Colborne C.N.Rys. Station circa 1924

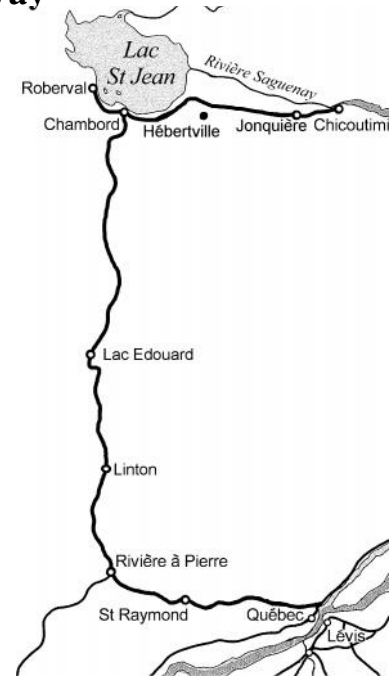
Quebec & Lake St. John Railway

In 1883, the Quebec & Lake St. John Railway began building north westerly from Quebec City towards Lake St. John and by November, 1884, 34 miles of line were opened for traffic to St. Raymond.

It was December, 1888, before the railway reached Roberval, on Lake St. John.

A 51 mile long branch from Chambord to Chicoutimi began operation in September, 1892.

One of the first postmarks used on the railway was proof struck on December 9, 1889. It is recorded used from September 5, 1890 until 1905, with either a N or S direction indicium.



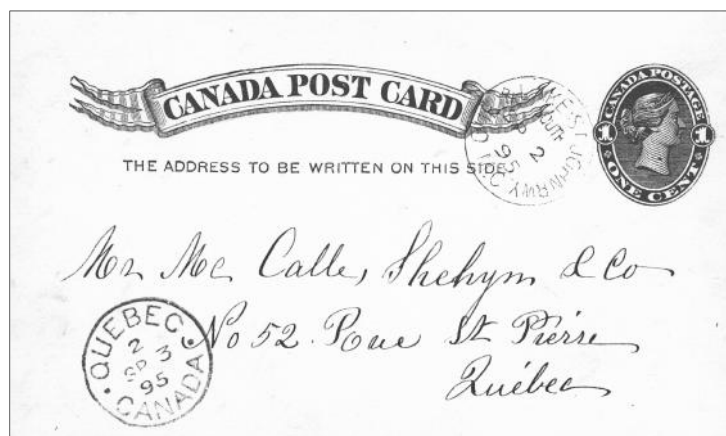
Q-213
Proof - 1889/12/09
ERD - 1890/09/05
LRD - 1905/04/14
Indicia - N, S

There is a New York transit backstamp dated July 19 and a Milford, New Jersey arrival backstamp, also dated July 19.

Another postmark is known used from October 10, 1890 until August 10, 1904. Initially the direction indicia used were NORTH or SOUTH; later N or S were used. There is no recorded proof strike.



Q-212
Proof - unknown
ERD - 1890/09/10
LRD - 1904/08/10
Indicia - NORTH, SOUTH, N, S



This postcard originated at Chicoutimi. The Québec arrival postmark is dated the following day.

Quebec & Lake St. John Railway

A third cancellation used on the line was proof struck on October 12, 1889. It is known from January 12, 1891 until August 11, 1893. It is scarce and only a S direction indicium has been reported.



Q-211
Proof - 1889/10/12
ERD - 1891/01/12
LRD - 1893/08/16
Indicium - S

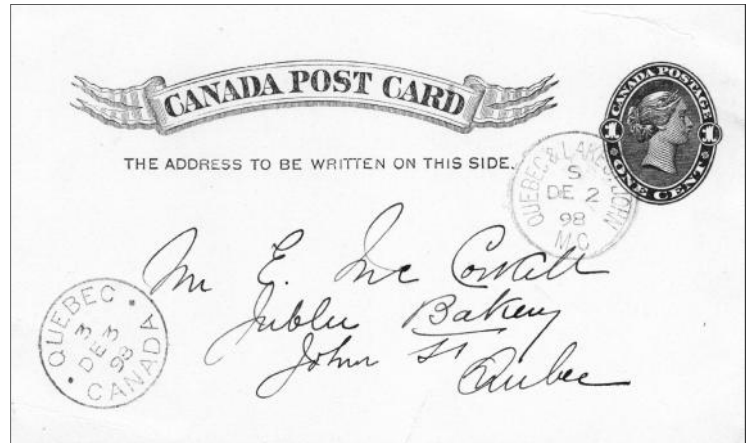
This postcard originated at Hebertville. There is no Quebec receiving postmark.

The first of two similar hammers of the next postmark to be used on this railway was proof struck on May 2, 1891; the second on August 12, 1893. The earliest reported date of use for the listing is March 13, 1893; the latest is November 10, 1904. Direction indicia used were N, S or W. (*The editor requests reports of Q-209 hammer I usage.*)

Q-209
Hammer I
Proof - 1891/05/02
ERD - 1893/03/13
LRD - unknown
Indicia - unknown



Q-209
Hammer II
Proof - 1893/08/12
ERD - 1894/08/10
LRD - 1904/10/20
Indicia - N, S, W



The latest of the five postmarks used on the line in the 19th Century is reported used as early as October 30, 1898 and as late as November 9, 1904. At first, NORTH or SOUTH were used as direction indicia; later N or S. No proof strike is known. The reason for the "21" at the base is unclear; there were not twenty other hammers in use on the railway at this time.



Q-210
Proof - unknown
ERD - 1898/10/30
LRD - 1904/11/09
Indicia - NORTH, SOUTH (1898-1902)
N, S (1903-1904)

The Quebec machine receiving postmark on the back is 8 AM, May 11.

Quebec & Lake St. John Railway - Quebec, Roberval & Chicoutimi

In 1907, the railway was purchased by the **Canadian Northern Railway**, which constructed a short branch from Linton to La Tuque, in anticipation of profiting from supplying construction materials for the National Transcontinental Railway. The N.T.Ry. was completed between Quebec and La Tuque in 1909 and therefore the branch fell into disuse.

In 1917, the line from Roberval was extended 18 miles along the western shore of Lake St. John, to St. Felicien.

In late 1918, the railway became part of **Canadian National Railways**.

Two hammers of **Q-242**, QUEBEC ROB'L. & CHIC'T'I . R.P.O. / + , the first postmark naming the stations of the line, have been identified on a preliminary basis. I suspect that there may be at least one other hammer.

Q-242

Hammer I

Proof - 1904/11/03

ERD - 1905/07/05

LRD - 1907/06/27

Indicia - N, S



Q-242

Hammer II

Proof - unknown

ERD - 1907/08/18

LRD - 1907/08/18

Indicia - N?, S

To differentiate between the two hammers, check the following characteristics;

- (a) Hammer I has two breaks in the rim in the lower right quadrant.
- (b) The "O" of "R.P.O." has a break on the left side on hammer I.
- (c) The distance between the top of the "R" and the top of the "P" of "R.P.O." is 3 mm for hammer I and 3 1/2 mm for hammer II.

The listing, Q-242, is reported used from November 11, 1904 until April 13, 1912, with indicia N, NO, SP, S and 164.

Canadian Northern Railway / Canadian National Railways Quebec, Roberval & Chicoutimi

I have identified 5 hammers for one of the next cancellations used for this run and invite study group members to review their collections and report additional information.

Q-241 Hammer Study

QUEBEC ROBERVAL & CHICOUTIMI • R. P. O. / •

Hammer	Proof	ERD	LRD	Indicia	a	b	c	d
I	1914/10/09	1916/09/11	1925/08/24	2, 22	9 1/2	5	2	9-
II	1915/03/03	1919/05/31	1933/11/29	22, 164	10 1/2-	6	2+	8 1/2
III	1920/01/06	1922/09/09	1925/07/05	blank, 21	8 3/4	5 1/2+	1 1/2+	8+
IV	1920/01/06	1929/09/23	1932/03/17	21, 164	8 1/4	4 1/2+	2	8 1/2-
V	unknown	1920/06/29	1935/05/11	24, 164	10	5 1/2+	2+	9
Listing		1914/12/20	1935/05/11	N, S, W, 2, 6, 21, 22, 23, 24, 163, 164				



Hammer I



Hammer II



Hammer III



Hammer IV



Hammer V

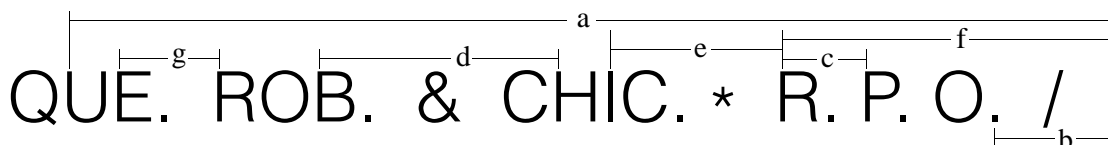
Notes: Only hammer I has a period after "QUEBEC". The illustration for the hammer is slightly distorted.

Canadian Northern Railway / Canadian National Railways

Quebec, Roberval & Chicoutimi

I have separated 8 hammers for another of the postmarks for this run and welcome study group members to participate and report their findings.

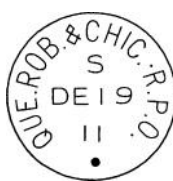
Q-243 Hammer Study



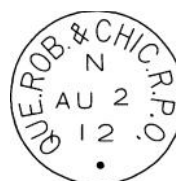
Hammer	a	b	c	d	e	f	g
I	9	5 1/4	4 1/2	12 1/4	5 1/2+	14 1/2	4
II	10 1/4	6-	4+	10	6 3/4	14 3/4	4-
III	9 3/4	6 1/4	4+	11-	6-	15 1/4	4
IV	10	5 1/2	4 1/4	10 1/2+	6 1/2+	14 3/4	4 1/4
V	9 1/2+	5 1/2+	5-	10 1/4	6 1/4	15 1/4	4
VI	10	6-	4 1/4+	11-	7 1/4	15 1/4	3 3/4
VII	7 1/4	5	4 3/4	11 1/4	6 1/2+	15 1/2	3 3/4
VIII	8 1/2	5+	4 1/2	11 1/2	6 1/2-	14 1/2	4 1/4



Hammer I



Hammer II



Hammer III



Hammer IV



Hammer V



Hammer VI



Hammer VII



Hammer VIII

Hammer	Proof Date	ERD	LRD	Indicia
I	1909/09/10	1912/09/08	1934/11/29	S, 164
II	1911/12/19	unreported	unreported	
III	1912/08/02	1923/09/24	1923/09/24	22
IV	1925/06/06	1935/03/02	1935/03/02	164
V	unknown	1916/08/24	1921/08/01	S, 24
VI	unknown	1925/08/10	1925/08/10	22
VII	unknown	1912/09/07	1912/09/07	S
VIII	unknown	1916/07/01	1925/10/17	2, 21, 22, 23, 24
Listing		1909/09/10	1935/03/23	N,S,W,NO,1,2,4,6, 20,21,22,23,24,56,101,164

Sometime after 1934, hammer VI was modified, removing the "ROB." to more accurately reflect its use on the more direct Quebec-Chicoutimi run.



Q-244 (Q-243, hammer VI with "ROB." removed)

ERD - 1937/05/17

LRD - 1958/10/08

Indicia - 163, 164

Canadian National Railways - Quebec & Chicoutimi

In 1935, Roberval was eliminated from the run and three new hammers were placed in use.

Q-201 Hammer Study



 QUEBEC & CHICOUTIMI · R. P. O. /

Hammer	Proof	ERD	LRD	Indicia	a	b	c	d	e
I	1935/05/09	1935/05/27	1954/06/29	163?,164	8	12 1/2	7 1/2	2 1/2	3 1/2
II	1935/05/09	1936/04/16	1955/05/19	163,164	8 1/2+	11 3/4	8	2 1/4	3 1/2
III	1935/05/09	1936/09/02	1958/04/30	64?,163?,164	8 1/4	12-	8-	2 3/4	3+
Listing		1935/05/27	1958/10/15	12? (error for Q-203?), 64, 154?, 163, 164, 165?					

Train 12 is likely an erroneous report of a poor strike of Q-203. Trains 154 and 165 are likely a misreading of 164 and 163 respectively. Train 64 is likely a error for a poorly struck 164.



Hammer I

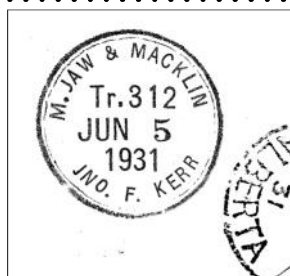


Hammer II



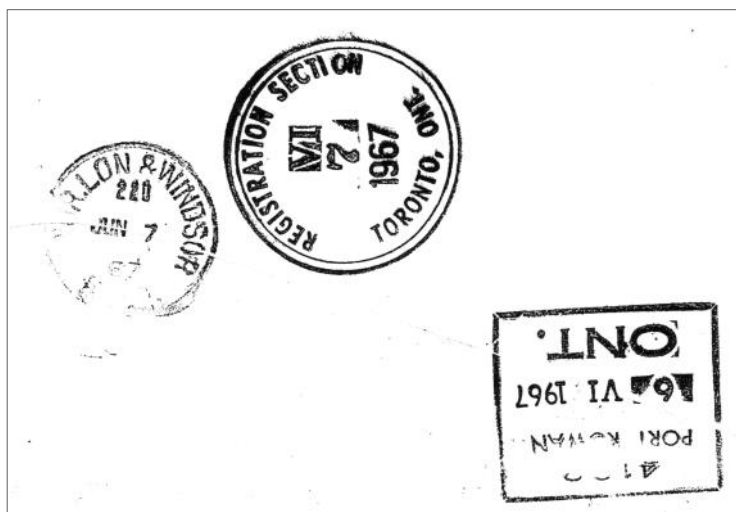
Hammer III

In the next issue, we complete our examination of the postmarks used on this line between Quebec and the Lake St. John area, including maps and timetables and a hammer study of **Q-203B**, QUEBEC & DOLBEAU / R. P. O.



John Watson reports a previously unlisted private clerk handstamp found as a transit marking on a registered cover from Edmonton to Morocco. The clerk is also known by another handstamp, **W-102J** N. PORTAL & M. JAW / JNO. F. KERR, used from 1934 to 1935 on train 13.

Jim Felton sends this report of a new late date for **O-356**, **hammer II**, TOR. LON. & WINDSOR / R.P.O., 220, JUN 7, 67, found as a transit backstamp on a registered cover from Port Rowan, Ontario to Toronto. It is also a the new **LRD** for the listing. (See page 1804 of the January-February, 2004 newsletter.)



Secretary's Report from Chris Anstead

Hugo Deshaye of Courcellette, Quebec has joined our group. Hugo collects "keyhole" registration markings. Welcome aboard!

Newsletter Editor -

Ross Gray, 33 George Street East, Lindsay, ON, K9V 1W6

Phone 705 324-6020

e-mail oshrr@sympatico.ca

Secretary-Treasurer,

Chris Anstead, R.R. #1, McDonald's Corners, ON, K0G 1M0

Newsletter Mailer, Catalogue Editor -

e-mail acropolis@superaje.com