

In this issue, we conclude our look at the postmarks from the Quebec & Lake St. John line, with maps, timetables and a hammer study of the last R.P.O. used on the railway. Then we travel to New Brunswick to examine two branch line railway post office services. Finally we include new reports and updates of previous hammer studies.



John Watson shares this lovely example of RR-45, Hammer I (See Newsletter Page 1834), on a post card to England from Kitwanga, BC, showing two railway workers and their dog. The card may have been sent by one of the men.



### A New Railway History Book Available

In 1982 and 1985, Railfare Enterprises published Volumes 1 and 2 of, **Railways of Southern Quebec** by Derek Booth. After a long wait, Volume 3 is available and the trilogy is complete.

#### Quebec Central Railway: From the St. Francis to the Chaudière

Derek Booth's story of the Quebec Central Railway, serving the upper St. Francis and Chaudière River valley regions of southern Quebec for over 130 years. The Quebec Central included links with Quebec City and Sherbrooke, providing through passenger service between those locations and points in the USA, including Boston. Quebec Central continued to provide passenger service between Sherbrooke and Quebec City until 1965.

The book tells the story of the railway from its earliest beginnings in the 1860s, when local business people in Quebec and Sherbrooke sought to implement rail service in their region. The largest of Quebec's regional rail carriers, the QCR was also, for some period of time, one of Canada's most profitable systems. After the Depression, the QCR entered a long decline culminating in its abandonment in 1994.

160 pages. More than 200 photos and illustrations.

Over 200 photographs cover all aspects of the operation of the railway. These photos illustrate not only details of QCR rolling stock and operational scenes, but also (through the extensive photographic archival holdings in the Eastern Townships) a full record of the regional economic and social impacts of the railway in relation to mining, agriculture, manufacturing, forest industries and urban growth.

ISBN: 978-1-897190-02-9 (paper) . . . \$39.95 — US\$36.95

ISBN: 978-1-897190-03-6 (Hard Cover\*) . . . \$59.95 — US\$56.95

Visit Railfare DC Books web site - <http://www.railfare.net/QuebecCentralRailway.html>

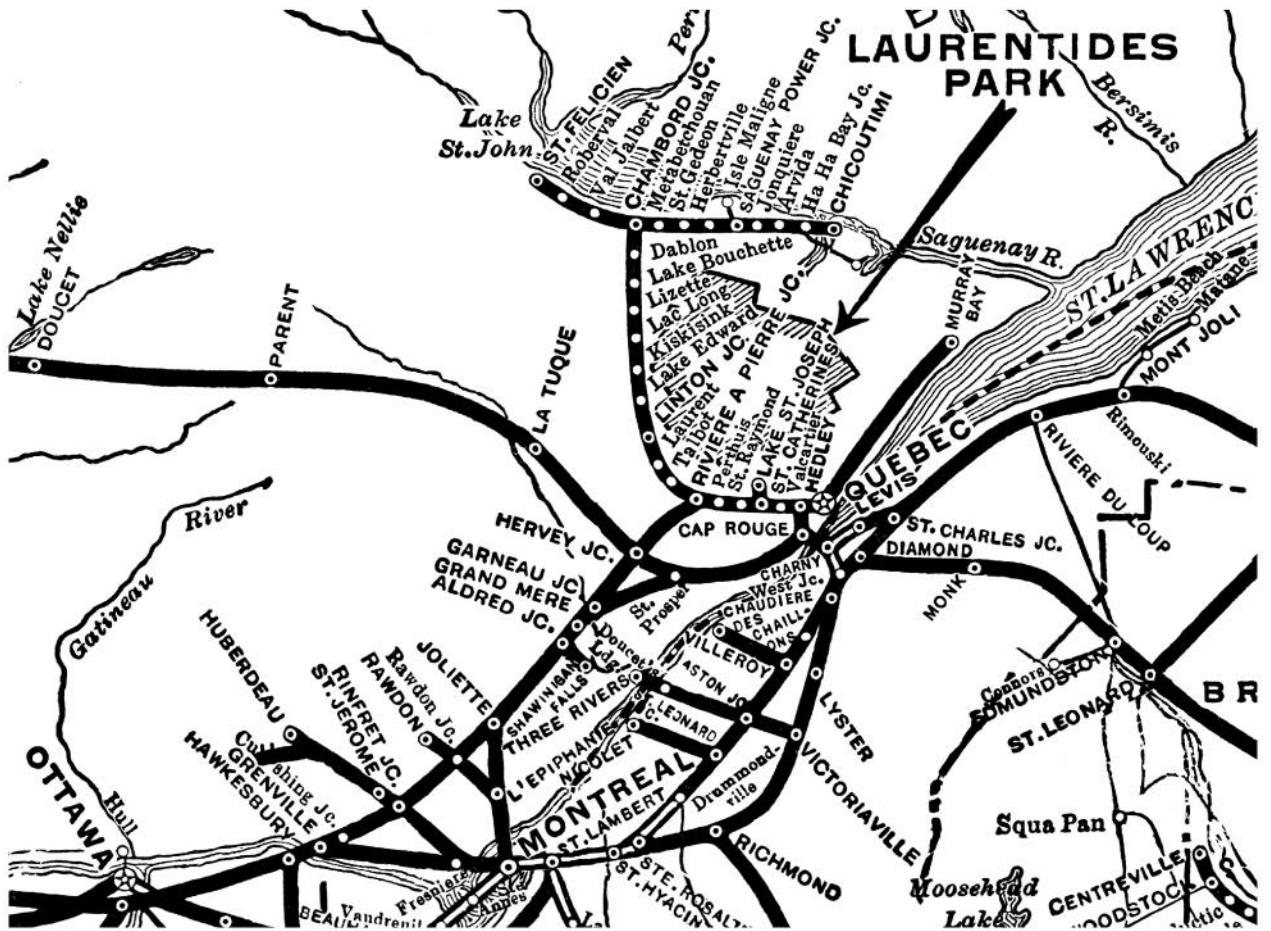
# Canadian National Railways - Quebec, St. Raymond & Chicoutimi

## QUEBEC, ST. RAYMOND AND CHICOUTIMI

Read Down—Lisez de Haut en Bas.								Miles	TABLE No. 64 (Eastern Time) (Heure du Méridien de l'est)	Read Up—Lire de Bas en Haut.							
29	25	155	153	27	151	23	21		Quebec, Que., Dep. 65, 66 (Parent St. Sta.) Ar.	22	24	26	28	154	152	30	
P.M. 5.19	P.M. 4.15	P.M. 12.45	P.M. 12.50	A.M. 11.15	A.M. 8.15	P.M. 10.10	A.M. 8.30	0.0	Dep. 6.10	P.M. 6.10	A.M. 6.45	A.M. 7.45	P.M. 1.40	P.M. 7.30	P.M. 9.15	P.M. 10.20	
								0.6	6.05	6.05	6.40	7.40	1.35	7.25	9.10	10.14	
								2.0									
								2.4									
f 5.26	4.27	12.58	12.58	11.26	8.28			3.5	f 5.56		7.33		7.15	9.00	10.06		
5.33	4.35	1.05	1.05	11.34	8.37			5.9	f 5.50	f 6.25	7.27	1.22	7.08	8.53	10.00		
5.43	4.43	1.14	1.14	11.42	8.47	10.34	8.56	8.6	5.43	6.17	7.20	1.14	7.00	8.44	9.52		
f 5.44	f 4.44		f 1.15	f 11.43				8.9		f 6.13	f 7.17	f 1.09	f 6.53	f 8.38	f 9.48		
								12.1									
f 5.53	f 4.53	1.26	1.26	f 11.53	f 8.59	10.43	f 9.05	13.1	f 5.31	f 6.06	7.10	f 1.02	6.46	8.31	f 9.41		
6.01	5.01	1.35	1.35	12.01	9.07	10.50	9.13	16.5	5.24	5.58	7.03	12.55	6.37	8.23	9.33		
6.11	5.11	1.46	1.46	12.11	9.18	10.59	9.23	21.0	5.14	5.48	6.53	12.45	6.25	8.13	9.23		
6.14	5.14	1.50	1.50	12.15	9.23			21.5				6.48	6.20	8.07	9.18		
f 6.22	f 5.22	f 1.57			f 9.30		f 9.28	22.8	f 5.08	f 5.43	f 6.42			f 7.59	f 9.07		
								24.8					Last Trip Aug. 29	Last Trip Aug. 29	f 7.48	f 8.56	
f 6.23	f 5.23	f 1.58			f 9.31		f 9.40	26.7	f 4.56	f 5.31	f 6.31			f 7.47	f 8.55		
f 6.35	f 5.35	2.09			f 9.43	11.14	f 9.40	27.7	f 4.50		f 6.24			f 7.40	f 8.49		
f 6.41	f 5.41	f 2.15			f 9.50		f 9.46	30.2	4.40	5.15	f 6.15			f 7.30	f 8.40		
6.50	5.50	2.25			10.00	11.30	9.57	34.3	Ar. St. Raymond Dep.					7.40	8.50		
								36.2									
								39.1	Jackson s.								
								42.2	St. Leonard	f 4.25	f 4.59					Last Trip Aug. 28	
								47.4	Allen's Mill	4.18	f 4.52						
								50.2	Lac Simon								
								53.2	Perthuis	3.58	f 4.29						
								56.5	Black River								
								0.0	Ar. Riviere a Pierre 65 Dep.	f 3.40	f 4.10						
								137.7	Dep. Montreal, (St. Cath. St. East) Ar.		+10.10						
									Ar. Riviere a Pierre Dep.		f 4.30						
									Dep. Riviere a Pierre, 65 Ar.	f 3.40	f 4.00						
									Talbot	f 3.17	f 3.39						
									Lemieux	f 3.06							
									Laurentides	f 3.02	f 3.22						
									Laurent	f 3.01	f 3.22						
									Miguick	f 2.48	f 3.08						
									Ar. Linton Dep.	f 2.41	f 3.00						
									Dep. Linton Ar.	f 2.41	f 3.00						
									Jacques Cartier Club	f 2.28							
									Beaudet	f 2.25	f 2.43						
									Lac Malouin	f 2.15	f 2.32						
									Iroquois Club	f 2.09							
									Stadacona	f 2.05	f 2.22						
									Sanford	f 1.52							
									Pearl Lake	f 1.46	f 2.02						
									Triton Club	f 1.32	f 1.47						
									Ar. Lac Edouard Dep.	f 1.20	f 1.35						
									Dep. Lac Edouard Ar.	f 1.10	f 1.25						
									Caribou	f 1.58							
									Summit Club	f 2.01							
									Summit	f 2.24							
									Brooks	f 2.27							
									Kiskisink	f 2.40							
									Van Bruysseles	f 2.44							
									Kondiarok	f 2.57							
									Lac Long	f 3.02							
									Lizotte	f 3.02							
									Commissioners Lake								
									Mink Lake								
									St. Andre								
									Lake Bouchette								
									Dillon								
									Bilodeau								
									De Quen								
									Blackburn								
									Ar. Chambord Dep.	f 10.30	f 10.45						
									Ar. St. Felicien Dep.	f 8.10	f 8.50						
									Dep. Chambord Ar.	f 12.40	f 12.15						
									Dep. Chambord Ar.	f 10.20	f 10.35						
									Desbiens	10.01	10.14						
									Metabetchouan	9.52	10.04						
									St. Gedeon	9.38	9.50						
									Hebertville	9.22	9.34						
									Ar. Saguenay Power 64B Ar.	9.16	9.29						
									Lv. Saguenay Power 64B Ar.	9.16	9.29						
									La Barre	f 9.10	f 9.24						
									Larouche	f 9.02	f 9.15						
									Moquin	f 8.55							
									Samson	f 8.50	f 9.03						
									Ar. Jonquiere Ar.	f 8.35	8.45						
									Lv. Jonquiere Ar.	8.35	8.45						
									Arvida	8.18	8.32						
									Ar. Ha Ha Bay 64C Ar.	8.15	8.30						
									Lv. Ha Ha Bay 64C Ar.	8.15	8.30						
									Le Bassin								
									Ar. Chicoutimi, Que. Dep.	f 8.00	f 8.15						

Read Down—Lisez de haut en bas				Miles	TABLE No. 64A (Eastern Time) (Heure du Méridien de l'Est)	Read Up—Lire de Bas en Haut			
247	243	241	245		246	242	244	248	
P.M. 10.50	P.M. 4.20	A.M. 10.40	A.M. 5.55	0.0	Dep. Chambord Ar.	f 5.35	f 10.10	f 3.50	f 10.25
11.08	4.40	11.02	6.13	6.7	Val Jalbert	5.12	9.42	3.22	10.00
11.23	5.05	11.30	6.28	12.1	Ar. Roberval Dep.	4.57	9.20	3.00	9.43
				15.7	Girard				
f 11.37	f 5.25	f 11.51	f 6.42	16.9	Pointe Bleue	f 4.40	f 8.55	f 2.35	f 9.27
11.50	5.40	12.06	6.55	22.2	St. Prime	4.26	8.35	2.15	9.12
				27.2	Riviere a l'Ours				
m 12.15	f 6.15	f 12.40	f 7.20	29.7	Ar. St. Felicien Dep.	f 4.05	f 8.10	f 1.50	f 8.50
A.M.	P.M.	P.M.	A.M.						

# Canadian National Railways - Quebec, St. Raymond & Chicoutimi



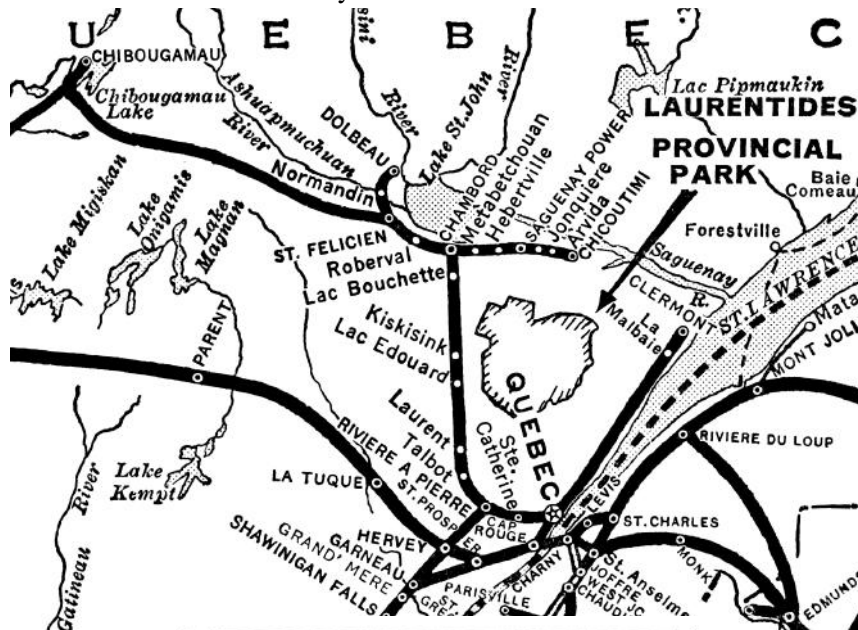
Canadian National Railways Public Timetable - 1926



St. Raymond, Quebec circa 1915

# Canadian National Railways - Quebec & Dolbeau

In 1958, the run was changed from Quebec & Chicoutimi, to Quebec & Dolbeau. This new run lasted less than a year before all R.P.O. service on the line was abandoned. I have identified 4 hammers and invite study group members to contribute to this study.



193		293		TABLE 51		196	
Ex. Sun.		Sun.		Miles Eastern Time		Daily	
De haut en bas		De haut en bas		Heure de l'Est		De bas en haut	
Dim. ex.	Dim.					Quot.	
A.M.	A.M.						P.M.
6.45	6.35	0.0	Ar	CHAMBORD, QUE. (49)	Ar	9.30	
f 6.58	f 6.48	6.6		Val Jalbert	f	9.12	
7.09	6.59	12.0		Roberval	f	9.01	
7.30	f 7.10	16.8		Pointe Bleue	f	8.51	
7.42	f 7.20	22.1		St. Prime	f	8.42	
7.57	f 7.34	29.5		ST. FELICIE (52)	f	8.30	
f 8.18	f 7.40	32.1		Triquet	f	8.22	
8.20	f 7.42	33.1		Ticouape	f	8.20	
8.40	8.01	42.7		Normandin	f	8.01	
f	f	44.8		Rang Nord	f		
f	f	45.9		Ruisseau Clair	f		
8.58	8.12	47.8		Albanel	f	7.50	
f 9.15	f 8.22	52.3		L'Afrique	f	7.39	
9.30	8.35	57.4	Ar	DOLBEAU, QUE.	Ar	7.30	P.M.
A.M.	A.M.						

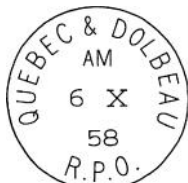
Canadian National Railways Public Timetable - 1959

## Q-203B Hammer Study

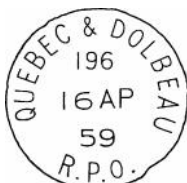
a ——— b ——— d ———  
**QUEBEC & DOLBEAU / R. P. O.**  
 a ——— c ———

Hammer	Proof	ERD	LRD	Indicia	a	b	c	d
I	1958/10/06	unreported	unreported		11 1/2	5 3/4	3 3/4	10 3/4
II	unknown	1959/01/05	1959/04/16	164, 196	11	5 1/2-	4	11
III	unknown	1959/03/12	1959/03/12	196	10 1/2+	6	3 1/2+	11 1/2
IV	unknown	1959/04/10	1959/04/10	196	11	5 3/4	4 1/2-	10 3/4
Listing		1958/11/03	1959/04/16	154?, 163, 164, 195, 196, 211**				

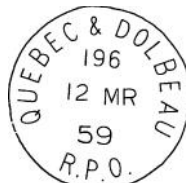
\*\*Train 211, used in 1958, was reported by the late Dr. Alex Campbell in the RPO Cowcatcher, Topics, January-February, 1993.



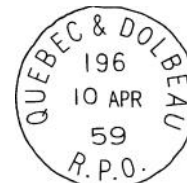
Hammer I



Hammer II

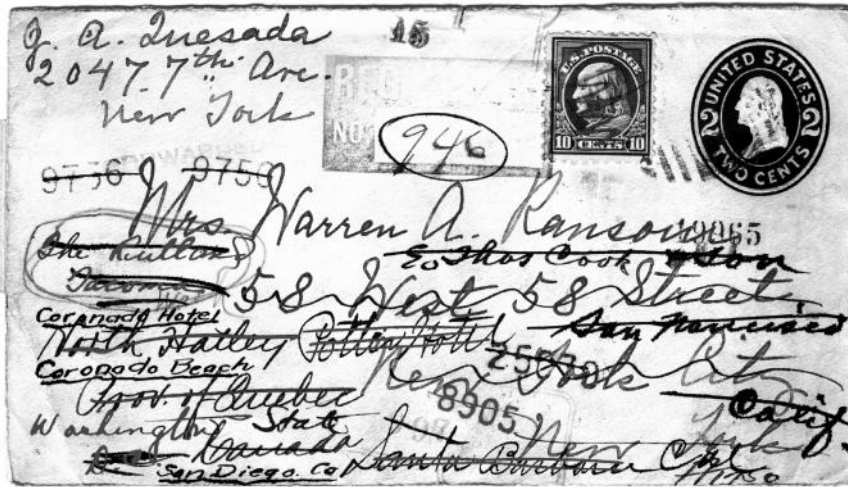


Hammer III



Hammer IV

## A New Private Clerk Handstamp Found on a Much Travelled Cover



Front of cover with added address label folded back.

Front of cover showing added address label.



This registered cover, which apparently originated in Oak Bluffs, Mass., on October 26, 1916, was addressed to New York city, where it was backstamped on arrival, on October 27, 1916 and then re-directed and postmarked again on October 28. The letter was re-directed six times before reaching its final destination in Coronado, California.

Re-addressed to North Hatley, Quebec, it travelled on the southbound Sherbrooke to Stanstead train and was backstamped in violet, with a previously unrecorded private clerk handstamp, SHER. & STANS. R.P.O. / A. L. VALLEE, Tr. 84, OCT 31, 1916. There is a North Hatley, P.Q. arrival stamp, also dated October 31 and a STANSTEAD & SHERBROOKE / R.P.O., N, OC 31, 16 (Q-301) transit backstamp.

Re-addressed to Washington, D.C., the letter arrived in Montreal on November 1 and in Washington, D.C. on November 2. There is a second Washington, D.C. backstamp, dated November 4.

Next, there is a November 9, Tacoma, Washington cancellation, two San Francisco cancellations dated November 12 and November 13, and two Santa Barbara cancellations, dated November 14 and November 17. By that time, there was no room left for an additional address and a label had to be added on the front of the envelope for its final destination. A Coronado, California arrival backstamp is dated November 18.

# C. N. Rys. - Tracadie & Bathurst, Newcastle & Fredericton



Read Down **FREDERICTON — MONCTON — NEWCASTLE** Read Up

TABLE 61		Atlantic Time	
338	28	Mis	27
A.M.	P.M.		P.M.
@ 9.10	† 6.20	0.0 Lv	† 12.30
9.20	6.40	1.0	12.14
9.25	6.47	1.7	12.04
9.34	6.58	3.8	11.56
9.44	7.09	8.6	9.43
9.48	7.14	13.5	9.38
9.58	7.24	15.5	9.34
		19.6	9.25
		21.8	9.24
10.08	7.35	23.9	9.15
10.14	7.42	26.2	9.10
		21.8	
		31.8	
		57.7	
		Ar Stanley	
		31.8	
		Upper Cross Creek	
		35.6	
		Ar McGIVNEY 58	
		35.6	
		Ar Clearwater	
		38.6	
		42.9	
		48.3	
		52.3	
		55.9	
		59.7	
		63.4	
		67.4	
		71.0	
		74.8	
		78.8	
		82.8	
		86.8	
		90.6	
		94.7	
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		1338.8	
		1342.8	
		1346.8	
		1350.8	
		1354.8	
		1358.8	
		1362.8	
		1366.8	
		1370.8	
		1374.8	
		1378.8	
		1382.8	

## C. N. Rys. - Tracadie & Bathurst, Newcastle & Fredericton

### Tracadie & Bathurst

Starting in 1894 and finishing in 1898, the **Caraquet Railway** was constructed in sections, from Gloucester Junction, on the Intercolonial Railway, to Stonehaven, Upper Caraquet, Pokemouche Junction and finally, Shippegan, a total length of 66 miles.

In 1897, the 17 mile long **Gulf Shore Railway** was completed from Pokemouche Junction to Tracadie.

In 1911, both railways amalgamated to become the **Caraquet and Gulf Shore Railway**, which was later incorporated into the Canadian National Railways system.

Only one postmark was used on this railway starting in 1946 and ending in 1955.

### Newcastle & Fredericton

In 1876, the 9 mile long **Chatham Branch Railway** began operations between Chatham, at the mouth of the Miramichi River, and Chatham Junction. In 1887, the 115 mile long **Northern & Western Railway** was opened for traffic between Chatham Junction and Fredericton. In 1889, both railways amalgamated to form the **Canada Eastern Railway**.

In 1904, the railway was purchased by the Dominion Government and became part of the Canadian Government Railways and then Canadian National Railways.

Only two postmarks were used for this run, which lasted from 1946 until 1960.

.....

### Catching Mail on the Fly

The following excerpt is from a guide published by the Post Office Department in 1948, titled, "**General Information for Postmasters in Charge of Post Offices on the Revenue Basis**". It explains the requirements for preparing special mail bags to be picked up "on the fly" by R.P.O. clerks.

#### CATCH POST SERVICE

**466. Special Bags** with rings and straps are to be used to despatch mail in cases where the post office is served by catch post service.

The contents of the bag are to be divided above and below the centre strap in such a manner that when the centre strap is well tightened the bag will have the general shape of an hour glass.

In view of the rough usage to which catch post bags are subjected, only bags in good condition should be used. Catch post bags which are not in good condition should be returned to the Mail Bag Depository.

**467. When the Quantity of Mail is Small** and not sufficient to cause the bag to bulge at each end as desired, the effect may be attained by placing all the mail below the strap, drawing the strap tight and then crumpling an old newspaper and stuffing it into the upper half of the bag before locking.

**468. Duty of Mail Contractor at Catch Post.**—The mail contractor (or his courier) should attend at the catch post and observe the making of the catch so that if the bag be hung too high or too low, he may make the necessary adjustment the next time.

The contractor is responsible for the safety of outgoing mails when on the catch post, and should be on hand to secure the bag despatched by the mail clerk.

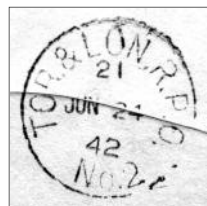
**469. Failure of Mail Clerk to Despatch or Receive Mail.**—Any failure of the railway mail clerk to put off the mail at a catch post point or to receive the outgoing mail is to be reported promptly to the District Inspector.

If the mail is damaged in the process of being put off or taken on a train at a catch post point a full report giving all particulars is to be sent promptly to the District Inspector.

## Updates from Hammer Studies in Previous Newsletters

Listing	Hammer	ERD	LRD	Indicia
MA-56	II	1916/01/24 <sup>1</sup>		
O-76	5			18 <sup>2</sup>
O-91	1a		1921/08/23 <sup>1</sup>	
O-107	II	1940/02/14 <sup>1</sup>		
O-111	II	1917/05/10 <sup>1</sup>		
O-119	II		1908/06/09 <sup>1</sup>	
O-152	I	1913/02/01 <sup>1</sup>		
O-152	II		1939/08/15 <sup>1</sup>	
O-169	II	1919/04/30 <sup>1</sup>		
O-236	I		1894/09/04 <sup>1</sup>	
O-251	II		1869/06/09 <sup>2</sup>	
O-272	<i>2nd period</i>	1942/02/23 <sup>1</sup>		
O-355	2b			21 <sup>2</sup>
O-356	II		1967/06/07 <sup>3</sup>	
Q-11	II	1914/07/10 <sup>1</sup>	1951/10/15 <sup>3</sup>	420 <sup>1</sup>
Q-68		1899/08/25 <sup>3</sup>		
Q-72	I	1933/12/12 <sup>1</sup>	1936/10/28 <sup>1</sup>	
Q-121	III	1946/06/29 <sup>1</sup>		
W-20	2a	1899/12/30 <sup>4</sup>	1917/05/24 <sup>4</sup>	
W-20	2b	1903/02/09 <sup>4</sup>		
W-20	2d		1948/12/02 <sup>4</sup>	
W-20	3a	1923/01/23 <sup>4</sup>		25 <sup>4</sup>
W-20	5a	1913/10/21 <sup>4</sup>		23 <sup>4</sup>
W-20	5b	1936/09/17 <sup>4</sup>		25 <sup>2</sup>
W-20	5c		1954/06/25 <sup>4</sup>	
W-20	6a		1917/02/27 <sup>4</sup>	
W-20	6b		1954/05/05 <sup>4</sup>	
W-20	7		1922/11/22 <sup>4</sup>	
W-21	4	1908/04/14 <sup>4</sup>	1911/10/31 <sup>4</sup>	25 <sup>4</sup>
W-22	4		1954/08/24 <sup>4</sup>	
W-125	1b	1913/11/28 <sup>2</sup>		
RR-99		1884/12/06 <sup>2</sup>		
RR-152	I		1898/08/18 <sup>1</sup>	
RR-152	III		1899/12/30 <sup>1</sup>	
RR-187	1b	1889/12/10 <sup>1</sup>	1889/12/10 <sup>1</sup>	S <sup>1</sup>
RR-187	4		1897/03/14 <sup>1</sup>	
RR-187	5		1897/11/30 <sup>5</sup>	
RR-189		1875/01/26 <sup>2</sup>		

Reporters - Warren Bosch <sup>1</sup>, Ross Gray <sup>2</sup>, Jim Felton <sup>3</sup>, Rick Parama <sup>4</sup>, eBay <sup>5</sup>



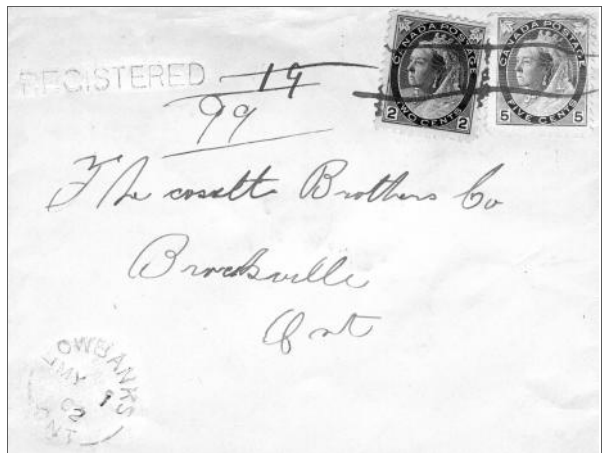
This first reported example of train **21** for hammer **2b** of listing **O-355**, is a transit backstamp on a registered cover from Ottawa to Galt.

A new **early date**, September 11, 1904, for **W-30j**, ornament #134 found on a Banff view card to Brunswick, Maine.





## Next Day Delivery in 1902



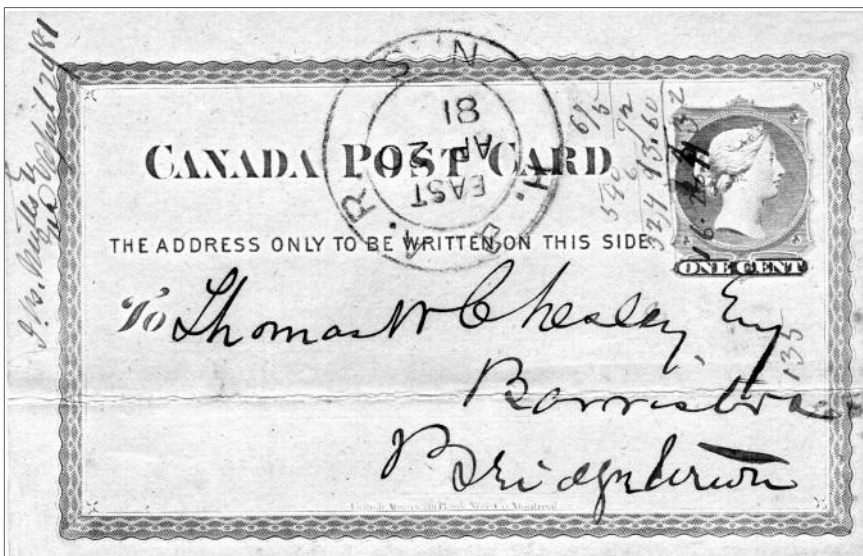
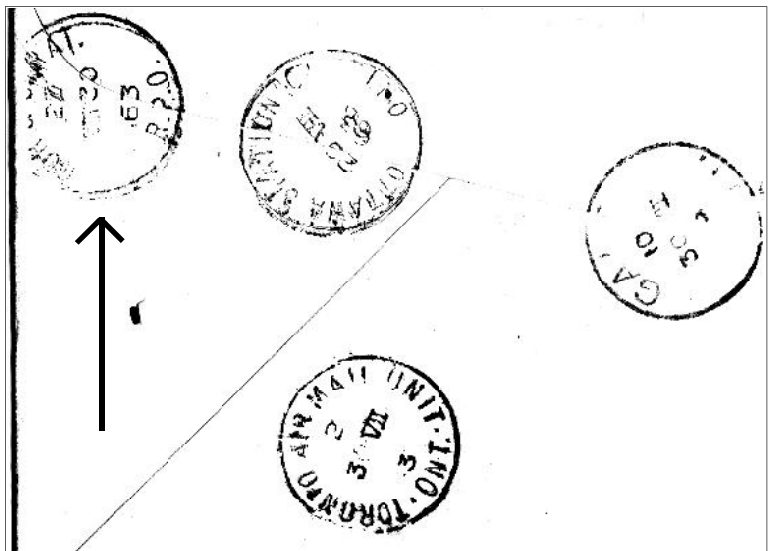
This registered cover originated at LOWBANKS / ONT., MY 1, 02, ( *Moulton Township, Haldimand County* ) where it was transferred aboard the eastbound Bridgeburg & Brantford R.P.O.. At Port Colborne, it was put on the northbound Port Colborne & Port Dalhousie mail car. At Merriton, it was transferred to the westbound Toronto and Niagara Falls mail car. In Toronto, it was put on the eastbound, night train for Montreal. The arrival postmark is BROCKVILLE / ONT., 6, MY 2, 02.

### New Reports

**Ross Gray** found this early example of **O-409A**, TOR. & STRAT. / R. P. O. , 27, VII 30, 63, as a transit backstamp on a registered cover from Ottawa, Station "C", addressed to Galt, Ontario.

Four other examples in my collection are also this same hammer, and are dated between October 4, 1963 and September 24, 1964, with train number 36. Train 27 is new for this listing and July 30, 1963 is the earliest reported date.

A similar cancellation was proof struck in May of 1963, but it appears to be a different hammer, which may have not have been used.



**Ross Gray** has found a new late date, April 20, 1881, for **RR-78**, which was used on the Halifax & Annapolis Railway. It cancels a one cent post card and is addressed to Bridgewater, where it was backstamped the same day. Interestingly, the year date is only two digits instead of four, as was usual with this postmark. The clerk probably lacked an 1881 slug and modified an old slug by removing two digits and inverting it.

## New Reports

**Ross Gray** reports a new indicium, **16**, for **DD-40**, MONCTON STATION / N.B.. This example of **hammer III** on a postcard to Wardsville, ON is dated July 10, 1931.

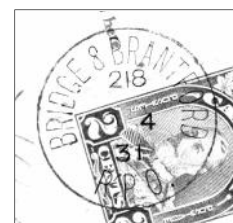


**Ross Gray** has found a new early date for **hammer III** of **MA-62**, HALIFAX & AMHERST / M.C., EAST, AP 15, 87. Previously, the ERD for this hammer was November 9, 1887.

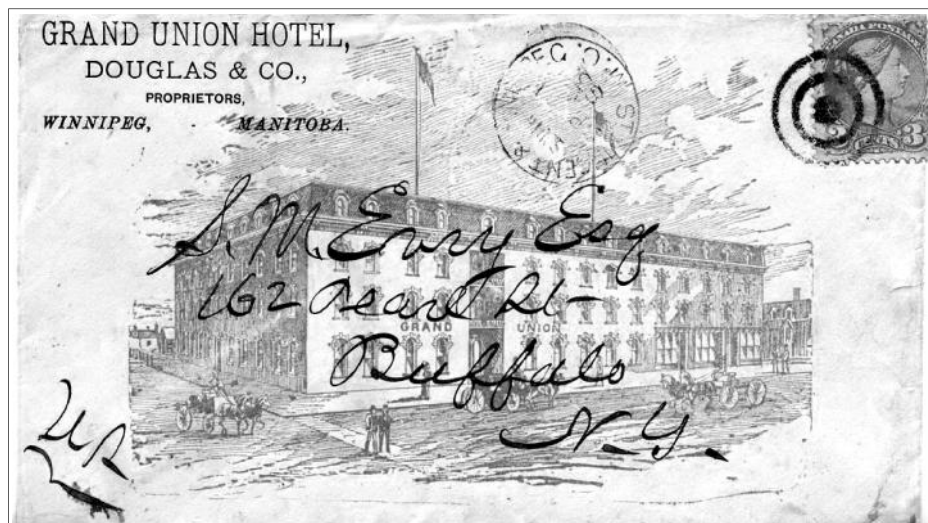


This nicely struck example of **hammer I** of **MA-64**, dated July 4, 1883, is a new early date for the hammer, which was proof struck on March 2, 1883 and was previously reported used as early as October 15, 1883. Its companion, hammer II, proof struck at the same time, is reported used as early as June 4, 1883.

**Ross Gray** found this example of **O-31**, BRIDGE & BRANTFORD / R.P.O. , 218, OC 4, 31, on a Dunnville picture post card addressed to Geneva, NY. It is the first report of train **218** for this rare cancellation, which was only used in 1931. Previously, trains 2 and 219 have been reported.



**Bob Lane** reports new early and late dates and a new direction indicium for **hammer III** of **W-174A**, S<sup>I</sup> VINCENT & WINNIPEG / M. C., SOUTH, SP21, 83 and S<sup>I</sup> VINCENT & WINNIPEG / M. C., SOUTH, JU 13, 85.



### Secretary's Report from Chris Anstead

At the next **BNAPEX** gathering in Calgary, the study group will meet on Saturday, September 1 at 3 pm. Hope to see you there!

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