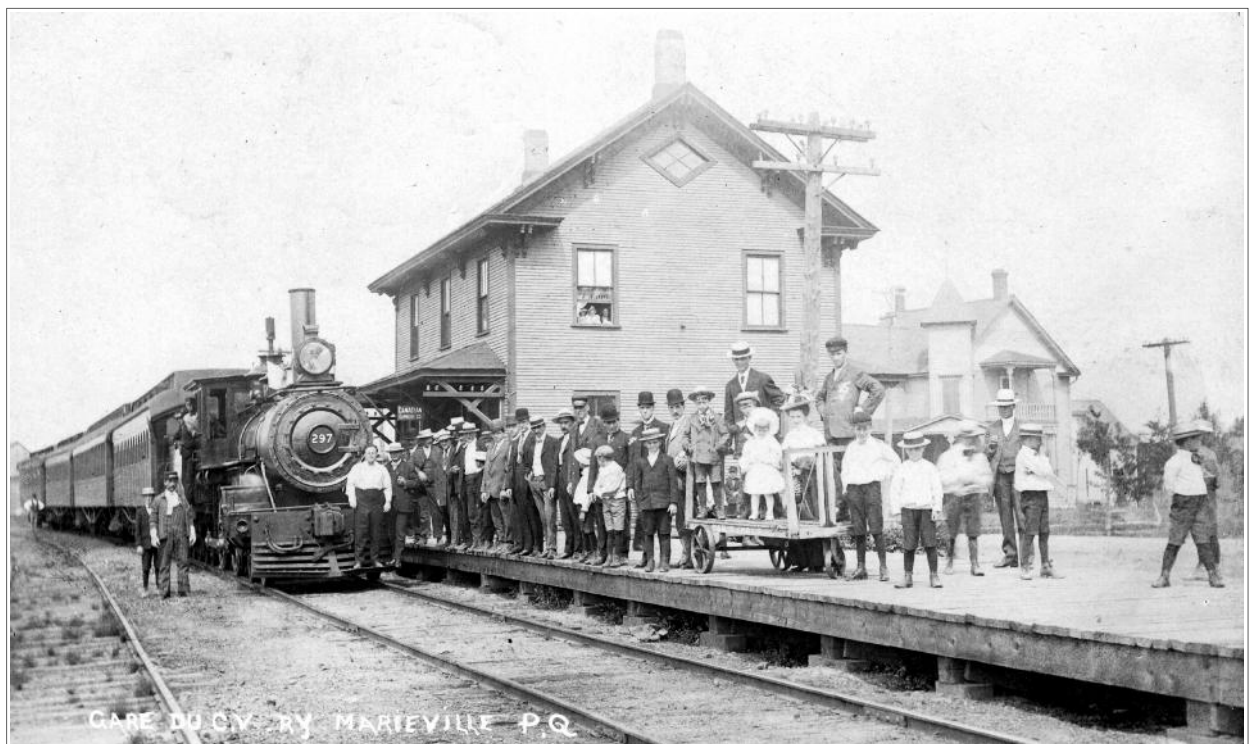


Railways in Southern Quebec circa 1896

In this issue, we examine a variety of the railway post offices which operated in south central Quebec. Unravelling the complicated history of the railways in this area has been very challenging.



Central Vermont Railway Station, Marieville, Quebec circa 1910

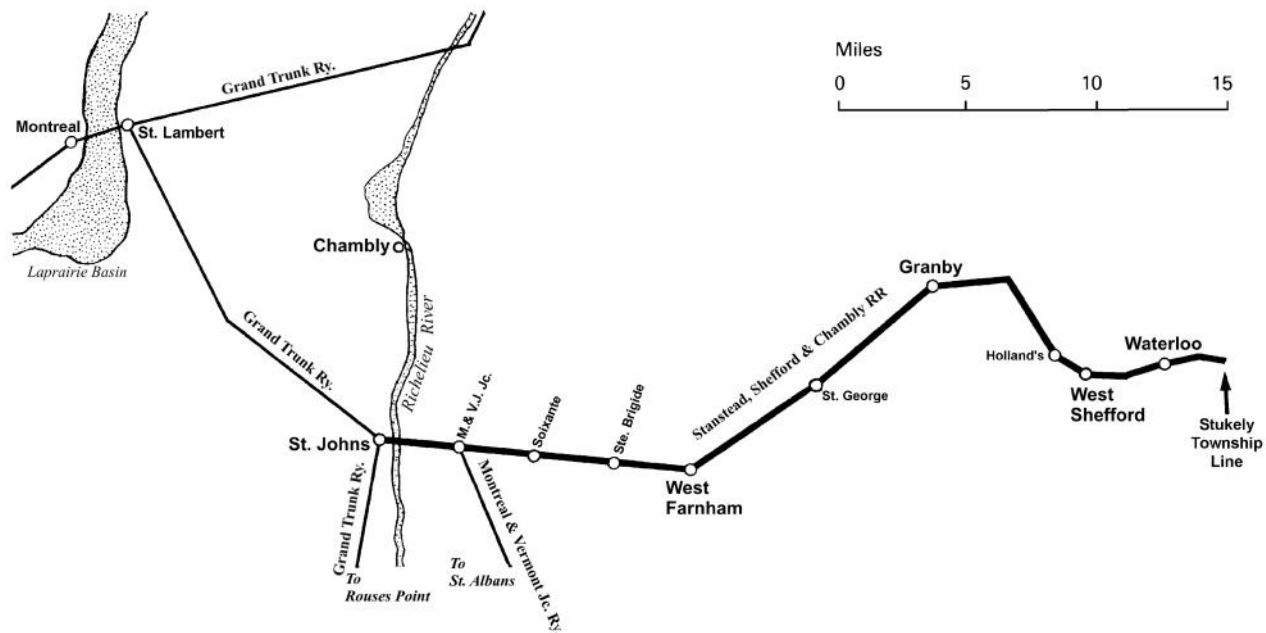
## Stanstead, Shefford & Chambly Railroad

The **Stanstead, Shefford & Chambly Railroad** was chartered on April 22, 1853, to build from Montreal to Stanstead, on the Quebec-Vermont border, east of Lake Mephrémagog. Eight years later, 43 miles of line had been completed between St. Johns and Waterloo. Access to Montreal from St. Johns, was via the **Champlain & St. Lawrence Railroad**, which was leased by the **Grand Trunk Railway** in 1864 and subsequently purchased by them.

The Stanstead, Shefford & Chambly Railroad had been controlled by the **Vermont Central Railroad** since 1858 and they had operated all train service on the railway. On February 22, 1867, the Vermont Central Railroad leased the line and assumed more formal control.

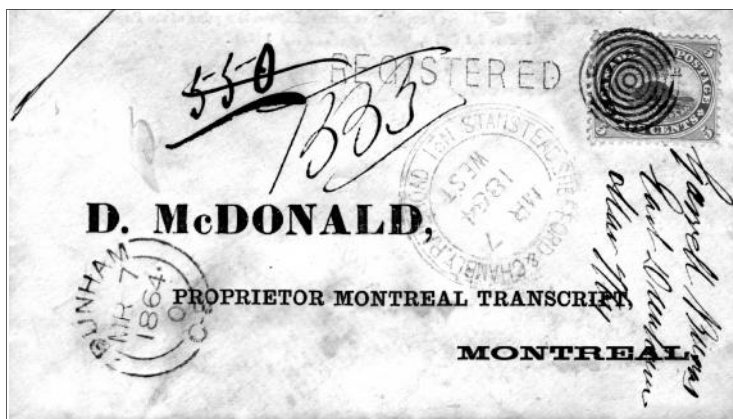
The **Montreal & Vermont Junction Railway**, controlled by the Vermont Central Railroad, ran from the Vermont border to a connection with the Stanstead, Shefford & Chambly Railroad, on the east side of the Richelieu River. It was opened for traffic in 1864.

On November 2, 1872, the **Vermont Central Railroad** name was changed to the **Central Vermont Railroad**. On May 1, 1899, the re-organised railway became the **Central Vermont Railway** and the property of the **Grand Trunk Railway**.



### Stanstead, Shefford & Chambly Railroad in 1865

Railway post office service on the Stanstead, Shefford & Chambly Railroad is known from 1862 until 1865 and does not reappear until 1885. It is likely that closed bag mail service over the railway continued in the interim.

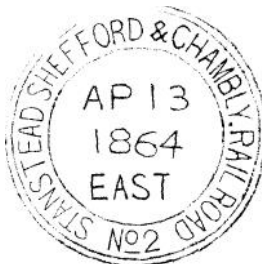


Q-300 Hammer 1  
Proof - unknown  
ERD - 1862/10/20  
LRD - 1864/05/31  
Indicia - WEST

The railway postmark appears as a transit marking on a registered cover which originated at DUNHAM, C.E., MR 7, 1864 and arrived in Montreal the same day.

## Stanstead, Shefford & Chambly Railroad

This registered cover, double rated, "PAID 10", originated at BEDFORD, C.E., AP 13, 1864 and has a WEST FARNHAM, L.C., AP 13, 1864, transit backstamp and a WATERLOO, C.E., AP 13, 1864 receiving backstamp.



Q-300 Hammer 2  
Proof - unknown  
ERD - 1864/04/13  
LRD - 1865/01/16  
Indicia - EAST

The latest reported date for the listing is February 4, 1865 but the hammer is not recorded.

After a 20 year interruption, railway mail service resumed in 1885, with a postmark simply reading, Shefford Railway M.C. Presumably, this cancellation was used over the original Waterloo-West Farnham-St. Johns-Montreal route. (At about the same time, railway mail service on the Montreal & Vermont Junction Railway was initiated. Both lines were operated by the **Central Vermont Railroad**.)

This cancellation is known to have two hammers; **hammer I** has a diameter of **22mm** and **hammer II** is **24mm**. The "Y" of **hammer I** is full height followed by a period, while the "Y" of **hammer II** is less than full height, with a period below it. The earliest date for the listing is March 28, 1885 and the latest date is June 10, 1891. Study group members are encouraged to examine their collections and expand our data.

RR-148 Hammer I  
Proof - unknown  
ERD - 1885/03/28  
LRD - ?????/??/??  
Indicia - blank



RR-148 Hammer II  
Proof - 1889/08/01  
ERD - ?????/??/??  
LRD - ?????/??/??  
Indicia - blank

## Central Vermont Railroad / Railway

The **Montreal, Chambly & Sorel Railway** built a line from St. Lambert to Chambly in 1873. The name was changed to the **Montreal, Portland & Boston Railway** in 1875, when it was reincorporated to include the Missisquoi Junction Railway (West Farnham to Sheldon Junction on the Missisquoi Valley Railway). In 1877 construction was completed from Chambly to West Farnham, via Marieville.

The **South Eastern Railway** leased the **Montreal, Portland & Boston Railway** from the Connecticut & Passumpsic Rivers Railroad, in 1879. It was completed between West Farnham and Sheldon Junction, which was located between St. Albans and Richford, on the Missisquoi Valley Railway, in 1882. A branch between Marieville and St. Cesaire was also opened in 1882.

## Central Vermont Railroad / Railway

In 1891, control and operation of the former Montreal, Portland & Boston Railroad was assumed by the **Central Vermont Railroad**. The Central Vermont Railroad then had access between Waterloo and St. Lambert via Chambly, without using the Grand Trunk Railway between St. Johns and St. Lambert.

A new railway post office service was then initiated between Montreal and Waterloo via Chambly, Marieville, Farnham and Granby.

### Montreal & Waterloo

In 1891, the first cancellation for the new run appeared in use. It was replaced in 1901.

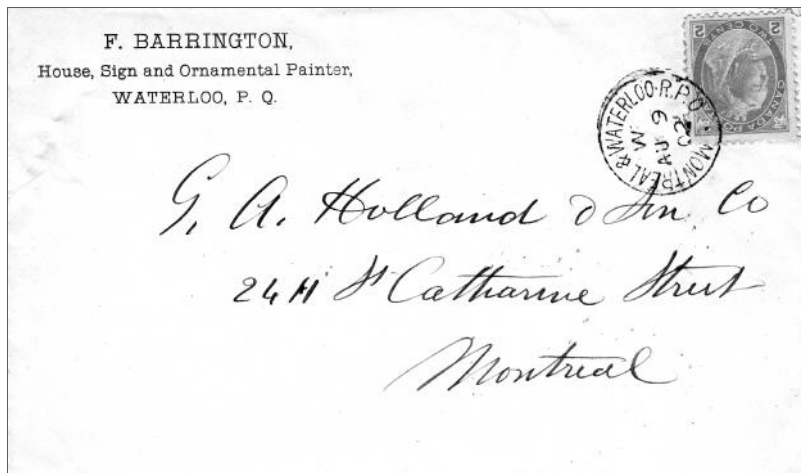
*Q-174*

*Proof - 1891/10/29*

*ERD - 1891/11/05*

*LRD - 1900/05/09*

*Indicia - E, W*



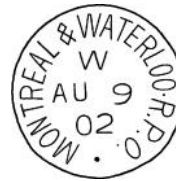
*Q-175*

*Proof - unknown*

*ERD - 1901/01/18*

*LRD - 1913/09/06*

*Indicia - E, W, DE*



The Montreal machine receiving cancellation on the back is dated the same day at 10:00AM.

*Q-316 Hammer I*

*Proof - 1913/09/16*

*ERD - 1913/11/12*

*LRD - 1918/10/15*

*Indicia - W*



*Q-316 Hammer II*

*Proof - 1918/12/06*

*ERD - 1919/01/06*

*LRD - 1925/04/09*

*Indicia - E, W, 350*

A 10 mile section of the Central Vermont Railway railway, between Farnham and St. Angele, was abandoned in 1927, two years after the Waterloo-Montreal R.P.O. service ended.



Central Vermont Railway Station, Angeline, Quebec circa 1910

# Central Vermont Railway

## CENTRAL VERMONT. RAILWAY

### Trains from Waterloo, Frelighsburg and St. Cesaire to Montreal.

STATIONS		Miles	Read Down			
			↑ 51-5 Mixd AM	↑ 1 Pass AM	↑ 45 Mixd AM	↑ 3 Pass. PM
Waterloo... C. V. Ry.....Lv		0	.....	6.30	.....	2.01
West Shefford....."		6	.....	6.45	.....	2.16
Granby....."		14	.....	7.05	.....	2.38
Angeline....."		22	.....	7.25	.....	2.59
Farnham.....Ar		29	.....	7.45	.....	3.14
Branch	Frelighsburg.....Lv	0	.....	.....	6.20	.....
	Stanbridge East....."	6	.....	.....	6.39	.....
	Riceburg....."	8	.....	.....	6.47	.....
	Stone....."	10	.....	.....	7.00	.....
	Durocher....."	12	.....	.....	7.15	.....
	Farnham.....Ar	18	.....	.....	7.40	.....
Farnham.....Lv		29	.....	7.45	7.45	3.14
St. Brigide Road....."		36	.....	8.02	8.02	3.32
St. Angele....."		39	.....	8.10	8.10	3.41
Marieville.....Ar		43	.....	8.22	8.22	3.53
Br'ch	St. Cesaire.....Lv	0	6.00	.....	.....	.....
	Rougemont....."	4	6.12	.....	.....	.....
	Marieville.....Ar	9	6.27	.....	.....	.....
	Marieville.....Lv	43	6.32	8.22	8.22	3.53
	Richelieu....."	47	6.46	8.33	8.33	4.05
	Chambly Canton....."	48	6.52	8.37	8.37	4.10
	Chambly....."	49	7.00	8.42	8.42	4.15
	St. Lambert....."	61	7.30	9.09	9.09	4.42
	Montreal... G. T. Ry.....Ar	68	7.50	9.30	9.30	5.03

### Trains from Montreal to Waterloo, Frelighsburg and St. Cesaire.

STATIONS		Miles	Read Down		↑ 4		↑ 2	↑ 48	↑ 6-52
					Pass.		Pass.	Mixd	Mixd
					AM		PM	PM	PM
Montreal . . . . G. T. Ry . . . . Lv		0	8.50			4.55	4.55	6.25	
St. Lambert . . . C. V. Ry . . . . "		7	9.12			5.15	5.15	6.47	
Chambly . . . . . "		19	9.40			5.35	5.35	7.12	
Chambly Canton . . . . . "		20	9.45			5.40	5.40	7.17	
Richelieu . . . . . "		21	9.48			5.45	5.45	7.22	
Marieville . . . . . Ar		25	10.00			6.00	6.00	7.32	
Br'ch	Marieville . . . . . Lv	25							7.32
	Rougemont . . . . . Ar	30							f 7.53
	St. Cesaire . . . . . Ar	34							8.20
	Marieville . . . . . Lv	25	10.00			6.00	6.00		
St. Angele . . . . . "		29	10.10			6.08	6.08		
St. Brigide Road . . . . . "		32	10.19			f 6.16	f 6.16		
Farnham . . . . . Ar		39	10.35			6.37	6.37		
Branch	Farnham . . . . . Lv	39					6.40		
	Durocher . . . . . "	45					f 6.56		
	Stone . . . . . "	47					f 7.06		
	Riceburg . . . . . "	49					f 7.13		
	Stanbridge East . . . . . "	51					7.17		
	Frelighsburg . . . . . Ar	57					7.50		
Farnham . . . . . Lv		39	10.35			6.37			
Angeline . . . . . "		46	10.54			f 6.50			
Granby . . . . . "		54	11.13			7.07			
West Shefford . . . . . "		62	11.34			f 7.25			
Waterloo . . . . . Ar		68	11.50			7.50			
			AM			PM	PM	PM	

### Trains between Waterloo, Frelighsburg, Farnham and St. Albans.

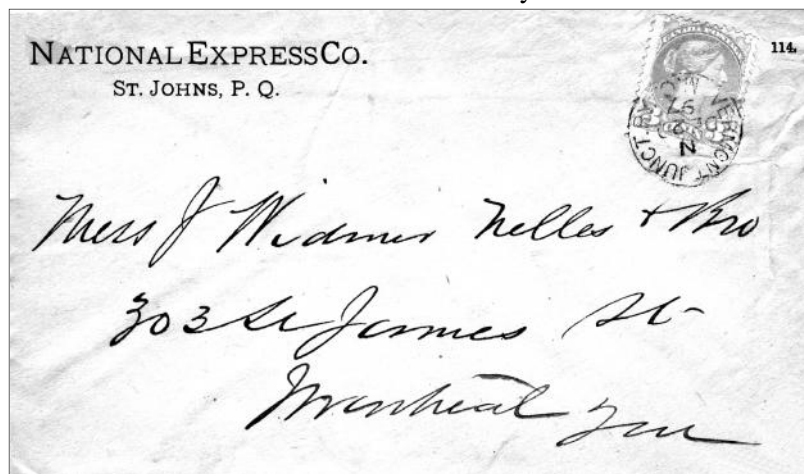
↑ 3-47	↑ 1	↑ 45	Miles	STATIONS		↑ 4-46	↑ 2	↑ 48
Mixed	Pass.	Pass.		Read Down	Read Up	Mixed	Pass.	Mixed
PM	AM	AM				AM	PM	PM
2.01	6.30		0	Lv... Waterloo.....Ar		11.50	7.50	
f 2.16	f 6.45		6	"... West Shefford.."		f 11.34	f 7.25	
2.38	7.05		14	"... Granby....."		11.13	7.07	
3.14	7.45		29	Ar... Farnham.....Lv		10.35	6.37	
		6.20	0	Lv... Frelighsburg Ar				7.50
		6.39	6	"... Stanbridge East "				7.17
		7.40	18	Ar... Farnham.....Lv				6.40
3.30	8.10		29	Lv... Farnham.....Ar		10.10	5.52	5.52
f 3.45	f 8.25	f 8.25	33	"... St. Brigide....."		f 9.52	f 5.37	f 5.37
f 4.01	f 8.37	f 8.37	36	"... Versailles....."		f 9.46	f 5.23	f 5.23
f 4.24	f 8.58	f 8.58	43	"... Iberville....."		f 9.27	f 5.01	f 5.01
4.30	9.02	9.02	44	Ar... St. Johns.....Lv		9.25	4.55	4.55
6.25	* 9.17		44	Lv... St. Johns.....Ar		* 6.35	12.45	
6.56	a 9.49		62	"... Stanbridge....."		6.01	12.14	
7.07	a 10.01		69	"... St. Armand....."		5.49	12.02	
7.45	* 10.32	AM	87	Ar... St. Albans.....Lv		* 5.20	11.25	PM

## Montreal & Vermont Junction Railway

In 1864, the 24 mile long **Montreal & Vermont Junction Railway** was completed between Iberville and the Quebec-Vermont border, near St. Armand. The line was a subsidiary of the **Vermont Central Railroad** and connected with another subsidiary, the Vermont & Canada Railway, south of the border.

The railway ran over the Stanstead, Shefford & Chambly Railroad, leased in 1864 by the Vermont Central Railroad, to cross the Richelieu River to St. Jean, where it used the former Champlain & St. Lawrence Railroad line of the Grand Trunk Railway for access to Montreal.

The first cancellation used on the railway is known from 1886 until 1898, with N or S direction indicia.



RR-178

Proof - unknown

ERD - 1886/02/01

LRD - 1898/04/06

Indicia - N, S

The Montreal receiving postmark is dated the same day.

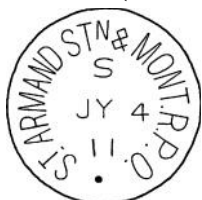
## Central Vermont Railway

After the reorganisation and re-naming of the railway in 1899, cancellations stating the terminals of the R.P.O. run were placed in use. It operated over the Grand Trunk Railway / Canadian National Railways line between Montreal and St. Jean.



St. Armand Station circa 1910

## St. Armand (Station) & Montreal



Q-270

Proof - unknown

ERD - 1899/07/07

LRD - 1914/08/11

Indicia - N, S



Q-269

Proof - 1913/02/26

ERD - 1913/06/16

LRD - 1914/07/10

Indicia - N, S, AM, PM



Q-268A

Proof - 1914/08/06

ERD - 1914/08/15

LRD - 1918/07/10

Indicia - N, S



# Central Vermont Railway

## St. Armand (Station) & Montreal

Q-268 Hammer I  
Proof - 1918/12/26  
ERD - 1919/01/30  
LRD - 1922/07/20  
Indicia - N, S



Q-268 Hammer II  
Proof - 1923/04/26  
ERD - 1924/06/16  
LRD - 1929/08/29  
Indicia - N, S?

This run ended in 1929, replaced by cross border runs between Montreal and St. Albans, Vermont, which began in 1927.

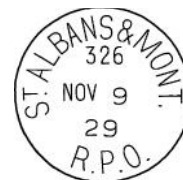
CENTRAL VERMONT RAILWAY									
MONTREAL & BOSTON via White River Junction.									
SOUTHBOUND—READ DOWN					NORTHBOUND—READ UP				
* 6 Night Express Daily PM	* 2 NewEng States Limited Daily AM	† 8 Mail Except Sunday AM	MILES FROM MONTREAL	STATIONS	† 5 Mail Except Sunday PM	* 3 NewEng States Limited Daily PM	* 1 Night Express Daily AM		
* 8.30	* 8.31	.....	0	Lv. Montreal. † G. T. Ry. ... Ar	† 8.40	* 10.10	* 7.25		
8.48	8.49	.....	7	" St. Lambert.....	8.20	9.52	7.06		
9.20	9.17	.....	27	" St. Johns... C. V. Ry. ... "	7.50	9.20	6.35		
f.....	f.....	.....	28	" Iberville.....	f.....	.....	f.....		
c.....	.....	.....	36	" St. Alexander.....	f.....	.....	f.....		
c.....	.....	.....	43	" Des Rivieres.....	f.....	.....	f.....		
c 9.51	a 9.49	.....	45	" Stanbridge.....	7.19	h 8.50	6.01		
c 10.03	a 10.01	.....	52	" St. Armand.....	7.07	f 8.40	5.49		
c.....	.....	.....	57	" Highgate Springs.....	f 6.51	.....	f 5.40		
10.19	10.17	.....	61	" East Swanton.....	f 6.41	8.25	f 5.33		
10.37	10.32	.....	70	Ar. St. Albans..... Lv	6.25	8.10	5.20		
10.46	10.39	† 7.00	70	Lv. St. Albans..... Ar	6.15	8.00	5.06		

Central Vermont Railway  
Public Timetable 1910

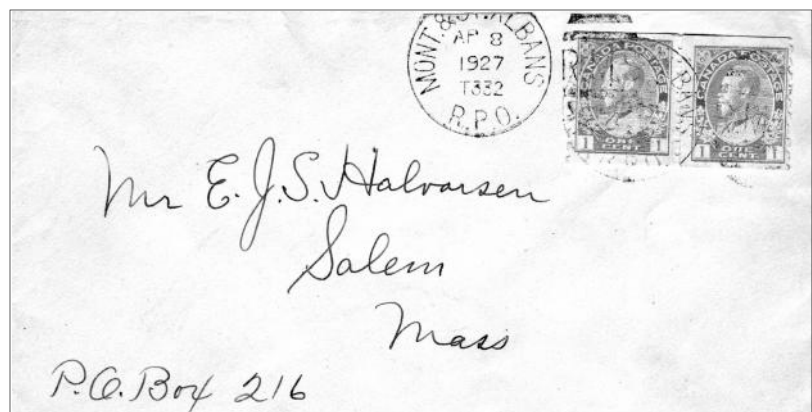
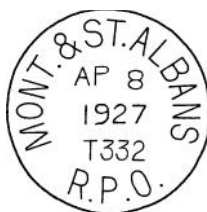
## Montreal & St. Albans

The first postmark used for the extended run to St. Albans is a U.S. style duplex. Because of its rarity, we are uncertain if it was in use until it was replaced with the short lived, scarce circular date stamp cancellation with the terminal names reversed.

Q-133  
Proof - 1926/09/29  
ERD - 1927/04/08  
LRD - 1927/04/08  
Indicia - T307, T332



Q-266  
Proof - 1929/11/09  
ERD - 1930/01/17  
LRD - 1931/01/01  
Indicia - 327



# Canadian National Railways / Rutland Railroad

## Montreal & Alburg

From 1929 until 1940, this R.P.O. service operated on **Canadian National Railways** trains 51 and 52 between Montreal and Rouses Point, New York, , via St. Jean and Cantic, and on the **Rutland Railroad**, between Rouses Point and Alburg, Vermont, where it connected with American R.P.O. services to Boston and New York.

With the rationalisation of services after the Great Depression, it appears that this R.P.O. replaced the Montreal-St. Armand-St. Albans run. Although it was used for over ten years, this postmark is much rarer than the RF indicates.



Q-61  
Proof - 1926/09/29  
ERD - 1929/06/17  
LRD - 1940/10/02  
Indicia - T52

## New Reports

This strike of **W-5, hammer 1**, BDRY LINE & WPG-R.P.O. / No. 1, dated May 7, 1965, on a 5¢ cover addressed to Brampton, Ontario is a new **late date**.



W-199 H-3

This transit backstamp of **W-199, hammer 3** (*proof date unknown*), WINNIPEG & PRINCE ALBERT R.P.O. / No 3, is a new **early date** for both the hammer and listing. It is on a large Dominion Lands Office cover from Prince Albert to Flett's Springs, Saskatchewan, which was returned after 30 days.



W-5 H-1

A transit backstamp on a registered cover addressed to Halifax and originating in Ottawa, gives us a new early date, February 16, 1916 for **hammer IV** of **Q-123**, TRAIN No / MONT. & OTT. R.P.O. Fortunately, other postmarks on the cover reveal the missing year date. (*See page 1973*)



Q-123 H-IV

On a philatelic cover to England, we have a new **late date** for **Q-310**, TRING & LAC MEGANTIC - R.P.O., 24, 25 NOV, 53. Previously, the latest reported date was February 16, 1952.



Q-170 H-14

On an Easter greeting post card addressed to Saskatchewan is this **early dated** strike of **Q-170, hammer 14**, MONT. & TOR. G. T. R. - R.P.O. / No 14, D.W, MY 13, 11. This hammer was proof struck on March 29, 1911.



Q-310



## New Reports



O-40 H-II

Observed on eBay is this **new early date**, April 13, 1887 for **hammer II** of **O-40**, BROCKVILLE & CARLETON PLACE M.C. / C. P. RY. on a 3¢ Small Queen.



Q-259

Also observed on eBay is this **new early date**, March 28, 1890, for **Q-259**, RIV. DU LOUP & CAMPBELLTON / M.C. on a 3¢ Small Queen.



RR-147

Observed on eBay is a **new early date**, June 14, 1890, for **RR-147**, ST<sup>I</sup> - L - & - O - RWY / M.C. on a 3¢ Small Queen.



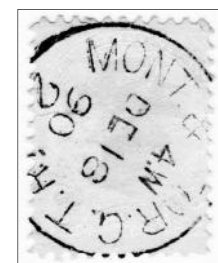
RR-123 H-I

Observed on eBay as well, is this **new early date**, December 15, 1885 for **hammer I** of **RR-123**, P. E. ISLAND / M.C. Previously the earliest reported date for the hammer, as well as the listing, was January 22, 1887.



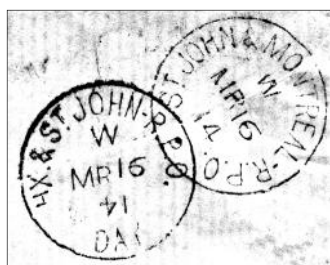
W-154 H-1

**Ross Gray** submits the first report of direction indicium “E” for **W-154**, STETTLER & LACOMBE R.P.O. / N<sup>o</sup> 1, E, JUL 12, 09 which is found on a small cut out from an envelope.



Q-165 H-2

**Ross Gray** has found a **new early date** for both the listing and **hammer 2** of **Q-165**, MONT. & TOR. G.T.R. / 2, 4.W, DE 18, 90. The hammer was proof struck on December 9, 1890.



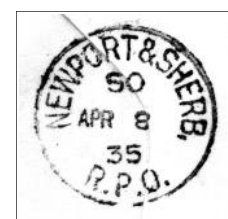
MA-126 + MA-210 H-VII

This strike of **MA-126**, HX. & ST<sup>I</sup> JOHN-R.P.O. / DAY, W, MR 16, 14 used as a transit backstamp on a registered cover from Sydney, Nova scotia to Hamilton, Ontario is a **new late date** for this scarce postmark. Previously the latest reported date was November 15, 1913. It is accompanied by hammer VII of MA-210.



Q-178

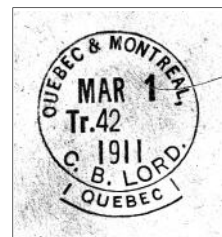
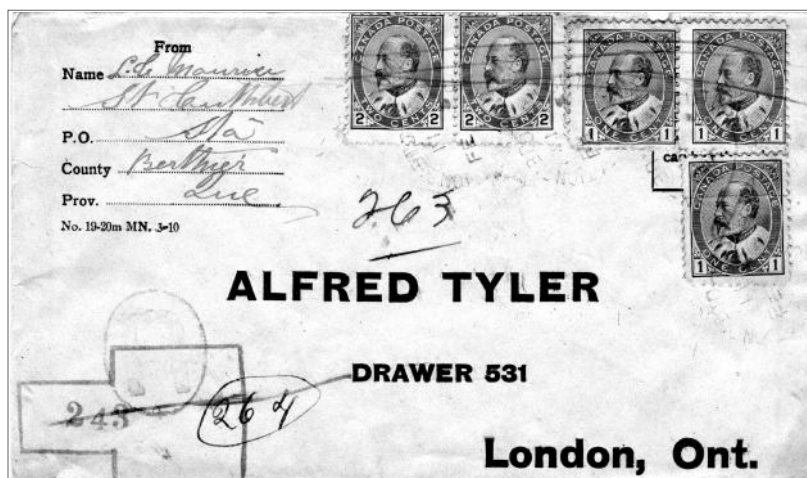
On the left, this light strike of **Q-178**, NEWPORT & SHERB. / R.P.O., 50, DEC 15, 33, on a picture post card of Sherbrooke, addressed to West Reading, Pennsylvania, gives a **new train number** to add to our study on page 2041 of the previous issue.



Q-178

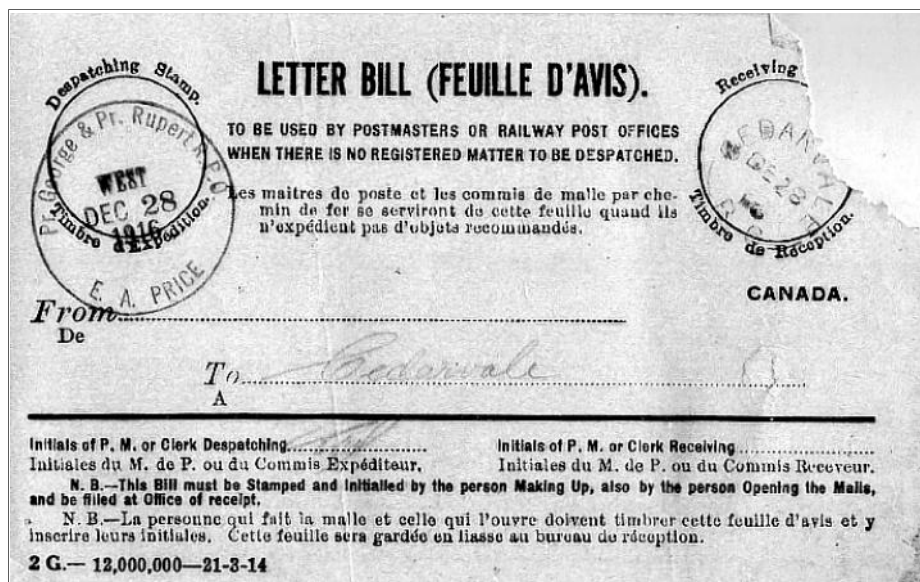
Coincidentally, a second example of **Q-278** with **train 50**, dated April 8, 1935, was acquired a few weeks later. It is a transit backstamp on a registered cover which originated at Bury, Quebec and was addressed to Rock Island, Quebec.

## New Reports



**Ross Gray** reports this previously unrecorded private clerk handstamp, QUEBEC & MONTREAL, / C. B. LORD / QUEBEC, MAR 1, Tr. 42, 1911, found as a transit backstamp lightly struck in violet, on a registered cover which originated at St. Cuthbert Station, Quebec. There is a Montreal transit backstamp dated March 1 at 7 PM and a London receiving backstamp dated March 2 at 1 PM.

Observed in a recent auction is this private clerk handstamp, Pr. George & Pr. Rupert R.P.O. / E. A. PRICE, WEST, DEC 28, 1916, used on a letter bill to Cedarvale, BC.



O-18 H-2

On a 2c Edward cover to New Hampshire, we find this **new early date** for O-18, BLACKWATER J'CT & MIDLAND R.P.O. / N° 2, S, MY 31, 06. This is an early date for both the listing and the hammer and the first report of the "S" direction indicium for hammer 2. There are no proof strikes on record for either of the two hammers.

This transit backstamp of Q-175, MONTREAL & WATERLOO - R.P.O. / ., DE, MY 22, 03 is the first report for this listing with December month slug being used as a direction indicator. (See page 2051)



Q-175

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