

THE TRAVELLING POST OFFICES  
OF  
BRAZIL -  
A PERSONAL RECORD

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## Preface

**B**razil is a very big country. When I set out to write this book my aim was to produce a record of all the cancellations used by the travelling post offices of Brazil. I still think that this is possible and that the book will one day be written. Now I know that it won't be by me.

Time is running out for me and I find that I lack the energy to carry on with the task. Therefore, it is right to make my researches available and hope that others will carry on the work to whatever degree of completeness may be possible. I have therefore titled this "A Personal Record" as it is not the definitive work but simply my record of all that I have found. I apologise for the incompleteness, but life is like that, especially philatelic research. There is certainly a huge mass of information for students to use and to hopefully build on. I wish them and my successors well and as much fun as I have had.

I have retained the copyright but I freely and happily grant the right to any student to use this information as they wish.

I am grateful to ArGe Brasilien and to the TPO & Seapost Society. My thanks to both these societies for their support and help.

My particular thanks to Barbara Wittig and to her brother, the late "Carlos" Wittig of ArGe Brasilien, both of whom have given me considerable support in their different fields, and to Julian Jones and Keith Morris of the TPO & Seapost Society who brought this to life.



# The Travelling Post Offices of Brazil – A Personal Record

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# Chapter 1

## Introduction

The travelling post offices of Brazil are in principle no different to the travelling post offices of other large countries. Every country in the world which has or had a railway system tended to use it for the carriage of mail, and basically, they all carried mail in bags either to be delivered intact or to be sorted en route. Nevertheless, there are individual differences in operation, and therefore a number of things to be thought about in the study of the cancellations of the travelling post offices of Brazil. Brazil had its own way of doing things.

### **The Travelling Post Office System**

The travelling post offices of Brazil are in two categories;-

Correio Ambulante  
Conductor (later Conductor)

The Correio Ambulante offices were proper travelling post offices. They took in mail both at the start of their journey and en route. They sorted and bagged the mail as they were travelling. They handed the mail to post office representatives at the stations along the route and to other lines or conductors where the lines met.

Conductors did not perform a sorting function. They travelled with the mail in sealed bags to be delivered at the destination or en route and they collected mail that was handed in to them. Their journeys tended to be shorter. As their responsibilities were less, their status and remuneration were lower. As an economy measure, many lines that started with Correio Ambulante offices were later converted to conductor operation.

### **Types of Travelling Post Offices**

There are several types of AMBULANTE or travelling post office:-

PEDESTRE - on foot  
TERRESTRE - on foot or horseback  
FLUVIAL - by river steamer  
FERROVARIO - by railway (but the term is not used in cancellations)

### **The Railways**

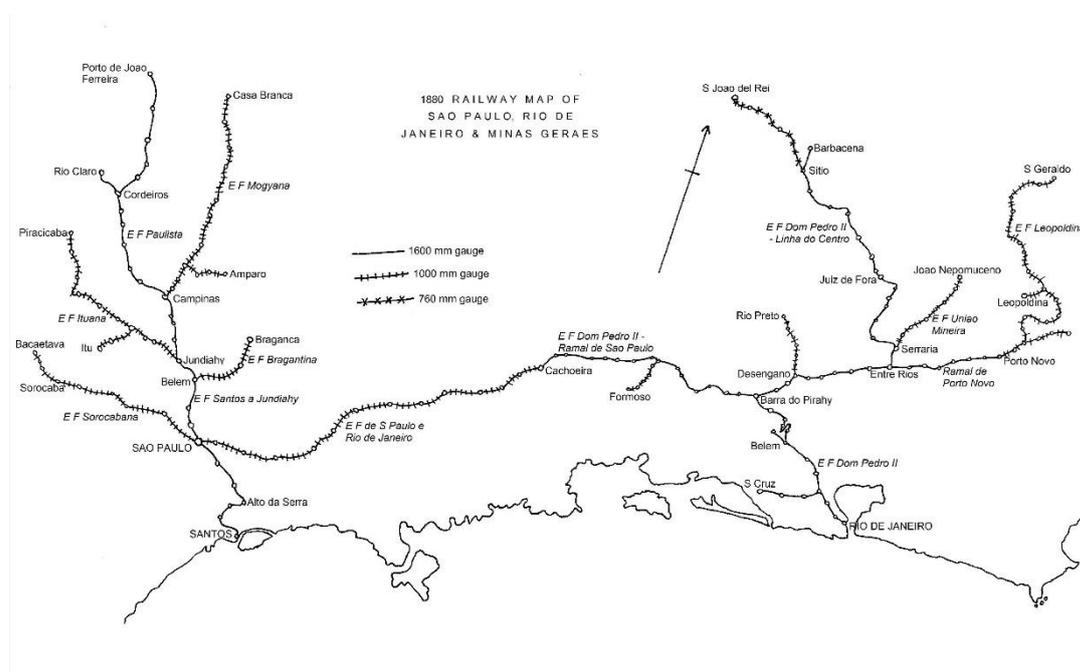
The first railway to be built in Brazil was the Mauá Railway or to give it its full name Imperial Companhia de Navegação a Vapor e Estrada de Ferro de Petrópolis or E F Mauá. (Estrada de Ferro is the Portuguese for railway – literally road of iron.) The E F Mauá was financed by the Baron Mauá (an enlightened man and a enthusiast for building railways) and ran 14.5 km from the port of Mauá on the Bay of Rio de Janeiro to Fragoso. It was opened in the presence of the Emperor on 30 April 1854, twenty months after the start of construction. It later became part of the E F Leopoldina having

been through changes of ownership and even of gauge, as happened to so many railways in Brazil.

Brazil was quick to realise the benefit of railways, and other lines were planned and constructed. The urgent need was to get crops and minerals from the interior to the coastal ports. Until the coming of the railways this was done by mule train, often in difficult and dangerous terrain. So, the first railways were built to get goods to the ports on the coast, and to carry people and supplies to the interior.

The major problem for the railway builders was the Serra do Mar. Most of São Paulo, Rio de Janeiro and Minas Geraes States are on a plateau 800m above sea level. At the Serra do Mar, which extends for hundreds of miles, the ground falls from this plateau to sea level, and much of that drop is abrupt and steep, with dense jungle at the foot. The story of how railways were built over that obstacle is a tale of human ingenuity and determination and some highly skilled engineers. When it was built using cable haulage to surmount the gradient problem, the São Paulo Railway became one of the railway wonders of the world.

From these beginnings a multitude of railways were built, mostly to serve local needs. Companies were formed, lines opened, bought, sold, gauges changed, closed, whatever. It is a huge task to record all the companies and their dealings and this paper does not attempt to try. It helps to understand the major companies that operated around São Paulo, and below is a map showing the railway situation in 1880. From this framework a labyrinthine network developed.



The railways were rundown after World War II and as happened in many countries, the State took over reorganisation. Over the years, there have been further reorganisations, and at the time of writing the railways are organised by geography and leased to private companies. They have developed very similarly to the United States of America. Apart from suburban services in the big cities of Brazil, passenger services have all but disappeared. The railways are there to carry freight. Brazil being a huge country and

growing fast economically, has recognised that the railways are needed for long haul freight; new railways continue to be built to meet the need. Railways have a big future in Brazil.

However, the travelling post offices have long gone.

### **The Gauge Problem**

Most of the early railways of Brazil were built to either 1600mm (5 foot 3 inch) gauge or 1000mm gauge, and these gauges predominated. Some railways were built to smaller gauges, such as the 760mm of the F C Oeste de Minas. Because it was cheaper to build and easier over difficult terrain, most of the railways of Brazil are of metre gauge.

Why 1600 mm was chosen is not understood to this day. Known as the Irish gauge, it was used in Ireland but hardly anywhere else. This has made it difficult to buy locomotives and rolling stock. If bought off the peg, they required conversion and hence were more expensive. This problem and the growth of industrial capacity have led to Brazil now building much of its own.

The industrial growth of Brazil has led to a need for trunk railways to link the States, which are often separated by huge distances. For this expansion the authorities chose 1600mm as it has the advantage that trains are bigger and can travel faster. The 1600mm gauge is spreading across Brazil.

### **The Portuguese Language**

When the European nations set out to explore and develop the New World, the Pope famously divided America into East and West with Spain getting the West and Portugal the East. That was the start of the political entity of Brazil, which somewhat miraculously has stuck together, and remains one mighty country to this day.

Inevitably the language in use is Portuguese. A complication for the student is that in 1940 the Academy of Science in Lisbon established reformed spelling. Brazil officially adopted this in 1942.

H was mostly abolished but not entirely. K and Y were totally abolished. As an example, the E F Santos a Jundiahy (The São Paulo Railway) became the E F Santos a Jundiaí. Other letters were sometimes omitted in simplification e.g. Conductor became Conductor. These changes caused a huge number of changes in place names.

The student is not helped in that many place names were changed for other, and no doubt good, reasons.

### **Useful Portuguese Terms**

Correio Ambulante means travelling post office. In cancellations this is often abbreviated to C.A., C. AMB., AMBULANTE, C<sup>O</sup> AMB, AMB<sup>E</sup>, AMB<sup>TE</sup>, AMB<sup>NTE</sup>, AMBUL or even more variations.

Conductor, later Condutor. Mail conductor. This too may be abbreviated in cancellations – COND., COND DE M., CON. AMB. etc.

Estafeta often abbreviated to EST. – this means courier and was sometimes used as another word for conductor. Beware. The abbreviation EST. is usually short for Estação or station. Station postmarks were widely used.

Nocturno or Noturno – night train.

Pernoite – by night or night train

Expresso – express train.

Rapido - fast or express train.

Tronco – trunk line

Trem – train

Turma – turn or crew or shift.

Seccão – section. The administration of the Post Office is split into sections, each with a defined function. TPOs are usually under the control of the 4<sup>th</sup> section, but in São Paulo, it is the 7<sup>th</sup>.

Directoria Regional – Regional administration. On some cancellations the regional administration code is found, usually abbreviated to DR with an abbreviation of the administration.

E F – Estrada de Ferro – railway,

Linha – line.

Ramal – branch.

Entroncamento – junction.

Malas – mails.

### **Identifying the TPO Cancellations**

Cancellations with the abbreviation C.A. or any of the other abbreviations in the preceding paragraph are TPO cancellations. Some cancellations include the word AMBULANTE but without that, any of the abbreviations will fit the bill.

Conductor cancellations often will include the word or an abbreviation. However, it is frequently lacking. Sometimes the EST. for estafeta is used but care must be taken not to confuse these cancellations with station cancellations. EST. will always be used with two place names, the termini of the route. Sometimes only the two termini will be shown separated by:, X, an ornament, or sometimes nothing at all. These are all conductor cancellations.

There is little point in trying to segregate corrieo ambulante and conductor cancellations. Both were TPO cancellations and sometimes a TPO changed status without the cancelling stamp being changed.

### **General Cancellations**

Some of the TPO cancellations bear no indication of where they were used. In very early cancellations, this was probably due to a lack of standardisation. However, in some cases, the Post Office appears to have adopted a policy of general cancellations that could be used anywhere. São Paulo had such a phase. Where these have not been identified to particular railways, they will be found in either the Chapters on General Cancellations or São Paulo Railways.

### **Turma and Trem**

Many of the TPO cancellations indicate the turma and/or the trem.

Turma means shift or crew or turn. On the busy lines, there were up to three crews at work, and the cancelling device indicated which one applied the stamp.

Trem means train and again, on the busy lines, there were up to three trains in service at any one time, and the cancelling device indicated on which train the item of mail was carried.

In both cases they were usually abbreviated on the handstamp to T with an accompanying numeral to indicate which shift or train. Fortunately, the numeral is always abbreviated to first, second or third, i.e., 1a, 2a or 3a Turma and 1o, 2o or 3o Trem. Turma is feminine and Trem is masculine and thus it is possible to establish whether the T means Turma or Trem.

### **Railway Stations**

The Portuguese word for railway station is Estação, which, in cancellations is usually abbreviated to EST. This can cause confusion with Conductor cancellations also inscribed EST.

Conductor cancellations will have the two termini following the EST. Railway stations will have the one place name following the EST. Confusion can arise and the student will be required to decide the status of individual cancellations.

Another word sometimes met is Entrocamento, which means junction, and therefore used where it is more appropriate than Estação.

Railway station cancellations are numerous and very collectable. However, they are not covered in this volume, which is restricted to the cancellations of the travelling post offices.

There is one other aspect of Brazilian cancellations of which the student should be aware. Brazil is a huge country and place names are often duplicated and indeed sometimes used several times. The way often chosen to distinguish them is that the place name will be at the top of the cancellation and an abbreviated railway name at the bottom. Thus for example, if a cancellation has E.F.C.B. (Estrada de Ferro Central do Brasil) at the base, this establishes that the place is on that railway and distinguishes it from a place of the same name on a different railway.

## Dates

Whilst the first railway ran in 1854, the date of the first travelling post office is not known. Cancellations have been found dated in 1881 and the Postmaster General's report for 1879/80 makes reference to the TPO service not being satisfactory. The likelihood is that the service began at some time in the late eighteen seventies.

When the service ceased is also not known. The probability is that it was in the 1960s or 1970s as passenger trains were withdrawn, being superseded by bus or aeroplane.

## Arrangement of the Chapters and the Cancellations

This book has been arranged by State or by large railway company working from South to North. State is more satisfactory for those states relatively sparsely served by railways, but, with the proliferation of lines and big companies in São Paulo, Rio de Janeiro and Minas Geraes States, these have been broken down into companies.

The author hopes that with the 1880 map in this chapter and those in the following chapter, it should not prove too difficult to decide where to look to discover a particular cancellation. A list of the States and their codes is set out below:-

Alphabetically by State				Alphabetically by Code
Alagôas	AL		AL	Alagôas
Amapá	AP		AM	Amazonas
Amazonas	AM		AP	Amapá
Bahia	BA		BA	Bahia
Ceara	CE		CE	Ceara
Distrito Federal	DF		DF	Distrito Federal
Espirito Santo	ES		ES	Espirito Santo
Goiás	GO		GO	Goiás
Maranhão	MA		MA	Maranhão
Mato Grosso	MT		MG	Minas Geraes
Mato Grosso do Sul	MS		MS	Mato Grosso do Sul
Minas Geraes	MG		MT	Mato Grosso
Pará	PA		PA	Pará
Parahyba	PB		PB	Parahyba
Paraná	PR		PE	Pernambuco
Pernambuco	PE		PR	Paraná
Rio de Janeiro	RJ		RJ	Rio de Janeiro
Rio Grande do Norte	RN		RN	Rio Grande do Norte
Rio Grande do Sul	RS		RS	Rio Grande do Sul
Santa Catharina	SC		SC	Santa Catharina
São Paulo	SP		SP	São Paulo
Sergipe	SE		SE	Sergipe

## Chapter 2

# Railway Maps

**T**o produce railway maps for this book has proved extremely difficult. Brazil, the fifth largest country in the world, is huge. The railways were built from its considerable coastline to enable goods to be brought to the ports and for services and people to be carried inland. In the more populous areas, railways proliferated. Railway lines opened and closed, different gauges were used and sometimes changed, companies were bought and sold, lines changed hands, and the process is still continuing. The network round the major cities of São Paulo and Rio de Janeiro is dense. How can this be compressed into intelligible maps for this record?

The short answer is that it can't. The solution that I have adopted is to use a commercial map of the 1920s, when TPOs were perhaps at their height, and produce maps outlining the system at that date. The space permits only the more important places served to be named. The convention that I have adopted is show 1600mm gauge lines as simple lines, 1000mm gauge lines with a line crossing the basic line and other gauges, mainly 760mm, by lines with Xs across them. Ownership is not indicated.

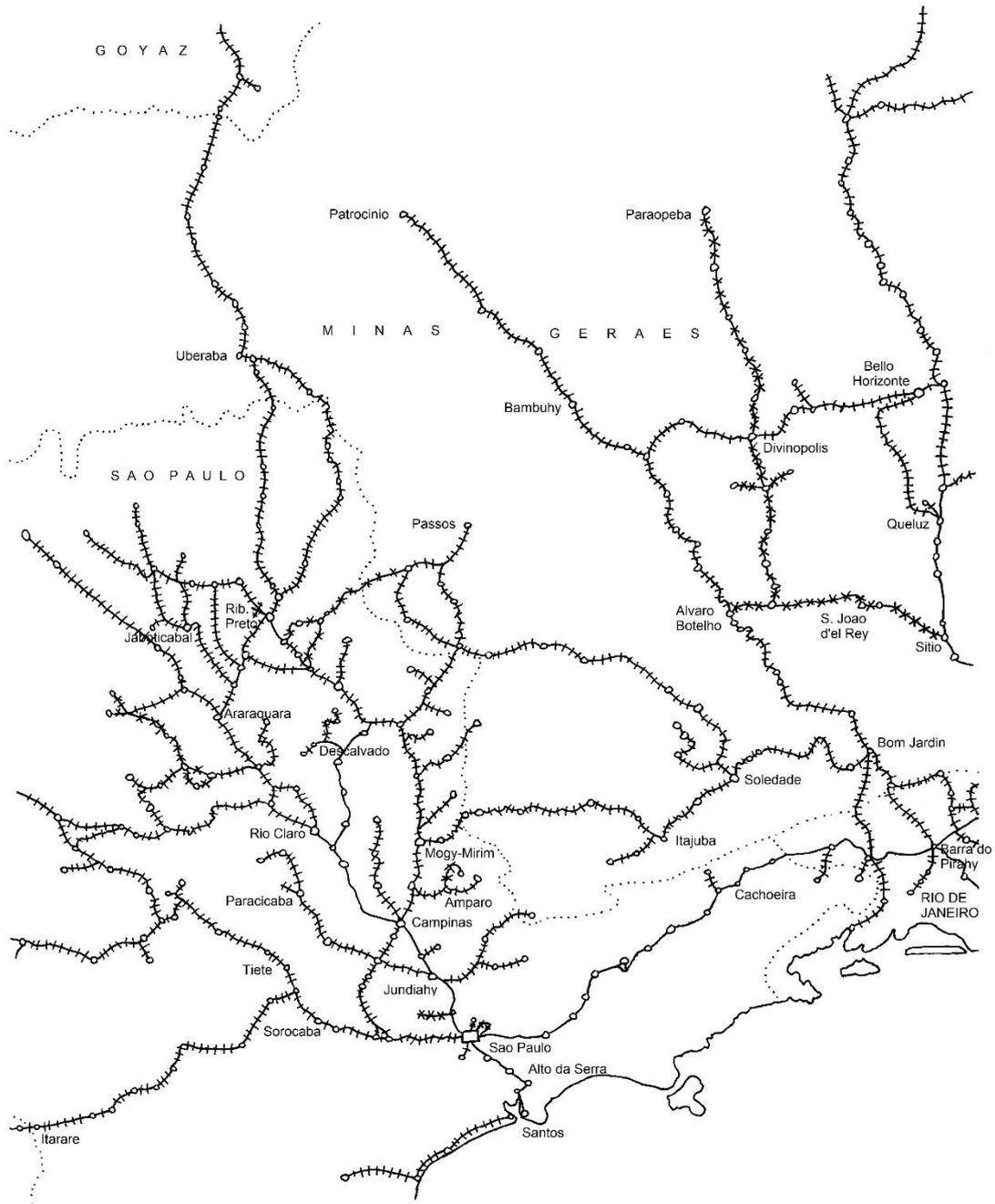
This is very basic and the information provided is relatively simple. For that I am sorry. Without expanding this into a railway atlas, I do not see how to do it better.

What every student of travelling post offices needs is good maps of the area being studied. Brazil underlines the truth of this statement. I wholeheartedly recommend that the student should equip him or herself with good quality maps. These are not easy to acquire. In England and Wales, the Royal Geographical Society in London is very helpful and has a huge library of good maps. For a nominal fee they will allow access and, if the map is out of copyright, are happy to provide full-size colour copies for a small fee. The Society is a valuable resource; no doubt other countries have their own facilities.

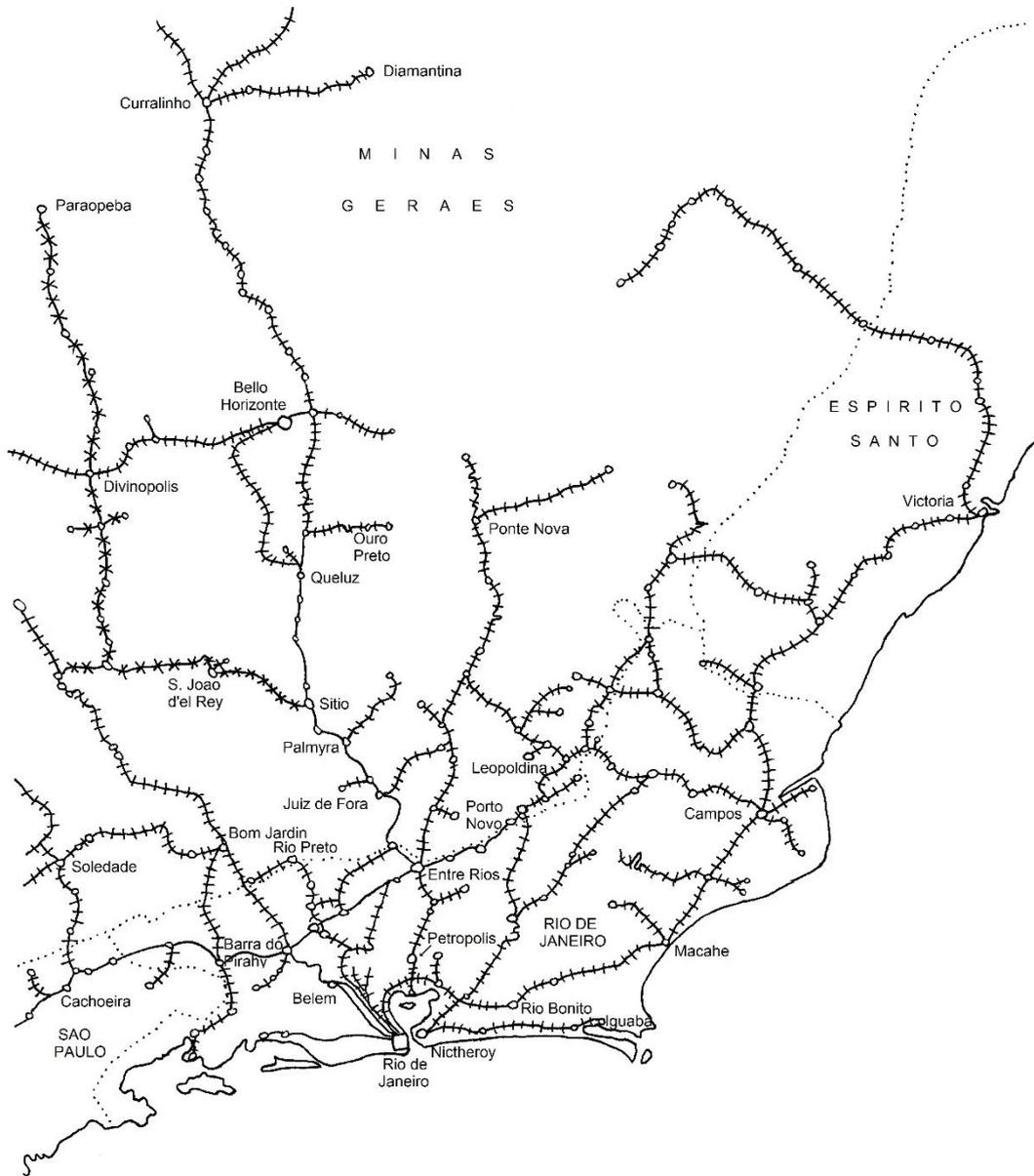
## Brazil – The South



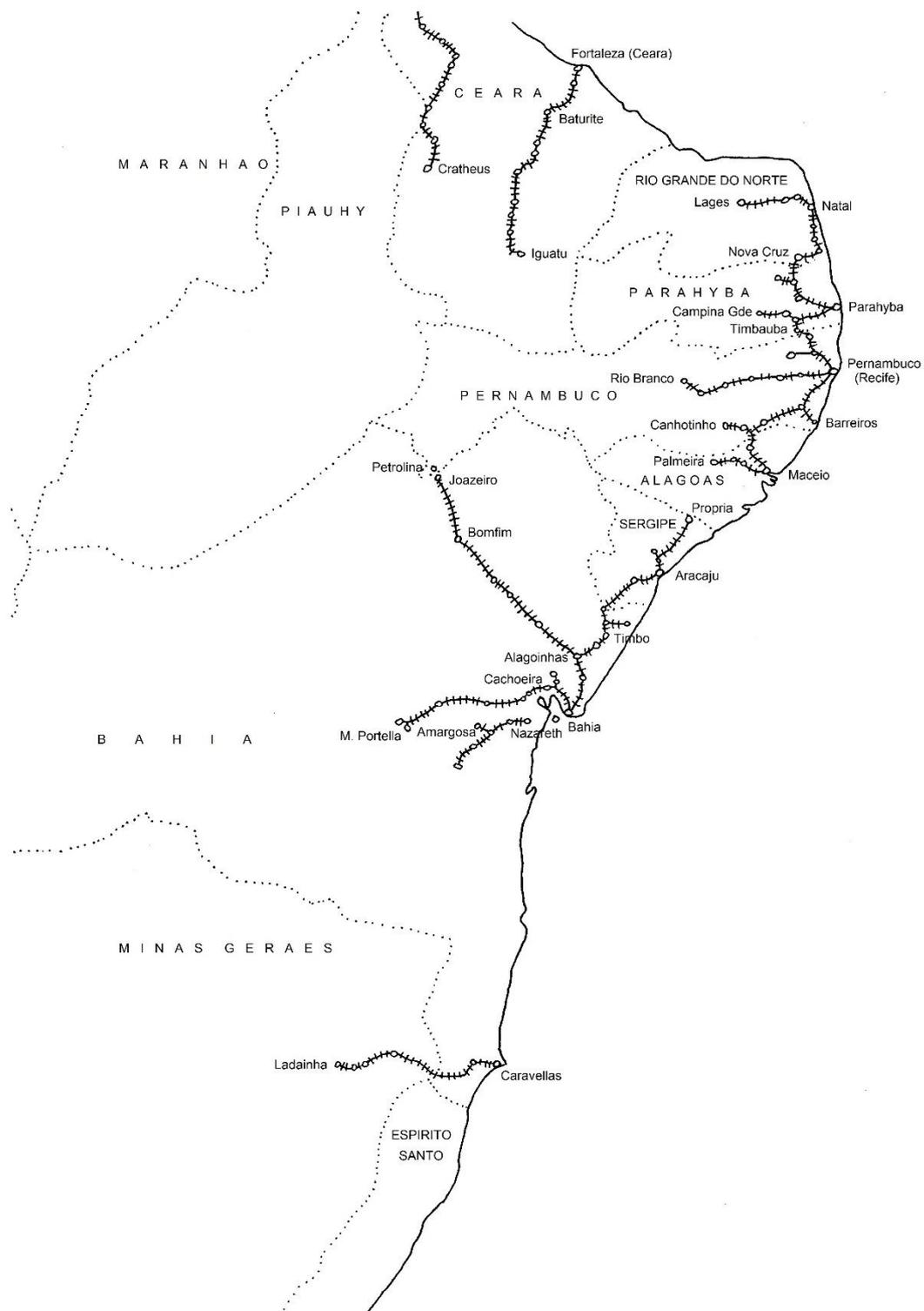
Brazil – The São Paulo Area



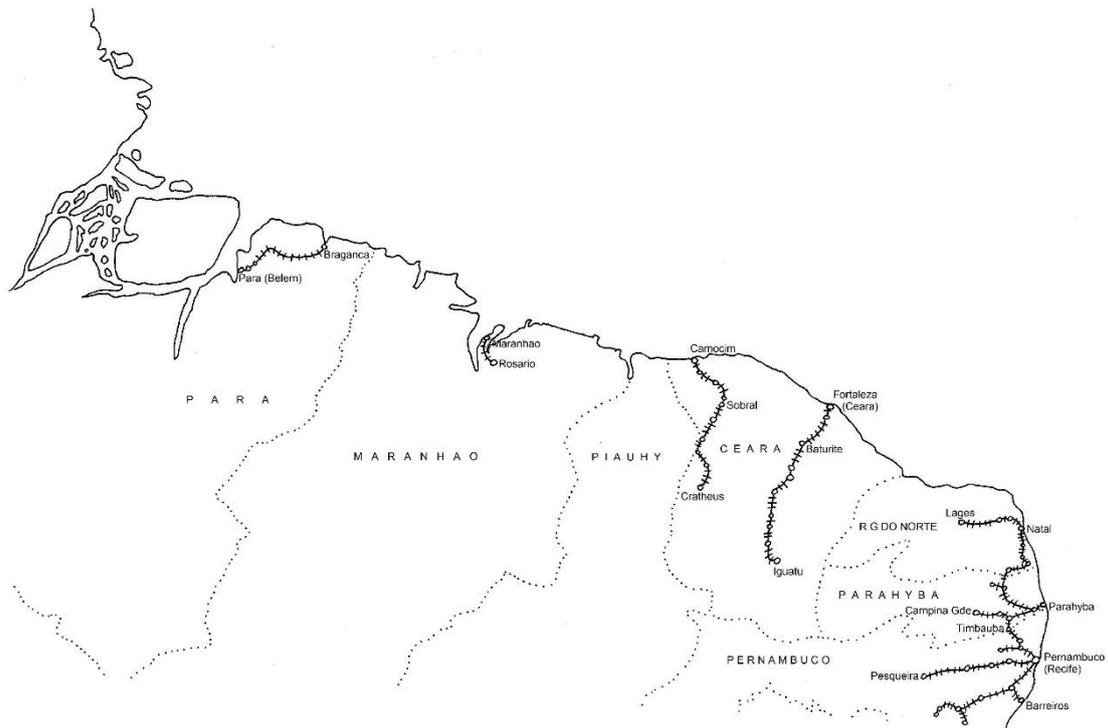
Brazil – The Rio de Janeiro Area



# Brazil – The North East

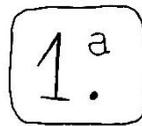


## Brazil – The North Coast



## Chapter 3 Cancellations not Specific to a Railway

There are a number of cancellations which do not have a railway identified as a part of the cancelling device and which have not been identified to specific railways.



*The 1a was struck on the same piece as the cancellation above and is probably an accompanying turma stamp.*



28/17 mm



29(?)/19 mm



*The three cancellations above are probably bag seals pressed into service as a temporary cancellation. Seen only on off cover on loose stamps. The second cancellation quite possibly has something in the centre but it is too confused to see.*



24/13 mm  
30 Jxx 1884



*(Note. The Turma number is not visible in the original)*

<i>Turma</i>	<i>Diameter</i>	<i>Dates</i>
	29?	18 Mar 1884

## Chapter 4

### Rio Grande do Sul

The railways, all metre gauge, of the State of Rio Grande do Sul were built to connect the interior to the ports on the Atlantic Coast and on the River Uruguay. The latter, once the rapids at Salto were circumvented, offered access to ocean going ships. In 1920 the Viação Ferréa Rio Grande do Sul was formed by the Federal Government to run the railways of the Rio Grande do Sul. The constituents included:-

- EF Porto Alegre a Novo Hamburgo, the first line built in the state. It reached São Leopoldo in 1874 and Novo Hamburgo in 1876.
- EF Uruguayana was built to link Porto Alegre and Uruguayana, thereby linking the Atlantic coast and the River Uruguay. It had two constituents, the EF Taquara á Cacequy and the EF Cacequy á Uruguayana. The section from Taquara to Cachoeira was opened in 1883, to Santa Maria in 1887 and Cacequy in 1900. Work on the western section from Uruguayana had been proceeding concurrently and the through line was open in 1900. There was a branch from Cacequy to Bagé.
- EF Cruz Alta, also known as the EF Santa Maria. This ran north from Santa Maria to Cruz Alta and then on to Passo Fundo, reached in 1898. The northern state border at Marcelo Ramos was reached in 1910, thereby establishing the rail link north to São Paulo.
- EF Quarahim a Itaquy ran from the Uruguayan border through Uruguayana to Itaquy. Begun in 1883, it was completed before 1900.

Bagé - São Sebastião



24/13 mm  
9 Nov 1904 - 20 June 1906

Bagé - Serro Chato (Cerro Chato)



26/13 mm  
14 Jan 1910

Ag. Carroio – Santa Maria



16 Mar 1935

Cacequy - Uruguayana



*(The original was incomplete)*

25/13 mm  
22 Jul 1924

Couto - Santa Cruz do Sul

*(Ponte do Couto (now Rio Pardo) – Santa Cruz do Sul)*



29 Nov 1906 - 29 Dec 1908

Cruz Alta – Ijuhy



14 Jul 1915

Cruz Alta – Passo Fundo



25/14 mm  
3 Nov 1903 - 29 Jul 1905



*(Fairly obviously much of the original cancellation is missing.)*

24/14 mm  
29 Aug 1908 or later

Cruz Alta – Santa Maria



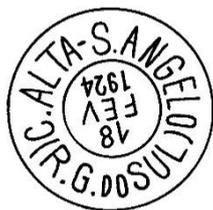
26/13 mm  
19 Nov 1912 – 19 Nov 1919

Cruz Alta – Santa Rosa



30/19 mm  
29 Nov 1948 – 7 May 1949

Cruz Alta – Santo Angelo



27/13 mm  
18 Feb 1924 – 24 Apr 1924

Cruz Alta – 14 Julho



31/19 mm  
20 Mar 1944 – 28 Dec 1950

Ijuhy – Cruz Alta



26/14 mm  
14 Jul 1914 – 12 Nov 1914

Livramento – Cacequi



28/14 mm  
29 Nov 1933

Novo Hamburgo - Taquara



25/14 mm  
5 July 1905 - 9 Oct 1907

Pelotas – Rio Grande



25/14 mm  
19 Feb 1914

Porto Alegre - Caxias



25/14 mm  
24 Sep 19xx

Porto Alegre - Novo Hamburgo



*(The ornament at the base was not clear in the originals and may have been drawn incorrectly.)*

28/18 mm  
1 Feb 1891 – 2 Nov 1901



24/14 mm  
2 March 1896 – 18 July 1906

Porto Alegre – Santa Maria



29/14 mm  
5 Dec 1936

Porto Alegre - Uruguayana



(Drawing taken from a loose stamp with an incomplete cancellation)  
6 Jan 1901

Porto Alegre - Uruguayana



Two sizes

<i>Diameter</i>	<i>Dates</i>
24/14	17 Nov 1896 – 15 Jul 1899
26/14	6 Jan 1901 – 26 Sep 1905



26/14 mm  
20 Oct 1932

Praias



47/27 mm

16 Jan 1958

Quarahy – Itaquy



24/13 mm  
19 Sep 1896 – 8 Apr 1897



26/15 mm  
30 Oct 1920

Rio Grande - Bagé



24/13 mm  
5 Feb 1895 – 16 Nov 1896

Rio Grande - Pelotas



24/14 mm  
29 Apr 1901 - 12 Dec 1924

Santa Maria



24/13 mm  
29 Jun 1909

Santa Maria – Bagé



*(Most of the bottom third of the original cancellation was missing. I suspect that this drawing is incorrect and that there should be a number before COND.)*

25/13 mm  
26 Nov 1918

Santa Maria – Cruz Alta



24/14 mm  
4 Nov 1901 - 17 Jun 1908

Santa Maria – Cruz Alta



25/13 mm  
22 Jan 1921

Santa Maria – Cruz Alta



25/14 mm  
8 Oct 1921 - 26 Jan 1935

Santa Maria – Marcelo Ramos



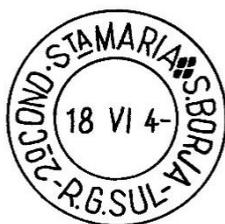
<i>Cond. No.</i>	<i>Diameter</i>	<i>Dates</i>
1		2 Jun 1927
4	27/13	3 Dec xxxx
6	27/13	17 Aug 1937

Santa Maria – Passo Fundo



19 Jul 19xx

Santa Maria - São Borja



18 June 1940

Santa Maria - São Gabriel



25/13 mm  
19 Sep 1903



25/13 mm  
7 Jul 1903 - 11 Apr 1907

Santa Maria - São Luiz Gonzaga



30/19 mm  
2 Mar 1949

Taquara – Porto Alegre



27/14 mm  
1 Dec 1910 - 5 Jan 1912

Uruguayana – Alegrete



*(Taken from a partial strike)*

24/15 mm  
10 Jan 1907

Uruguayana – Barra (de Quarahy)



25/13 mm  
16 Mar 1911



28/14 mm  
20 Dec 1958

Uruguayana - Cacequy



25/13 mm  
24 Jun 1912



25/13 mm  
22 Oct 1924

Uruguayana - Itaqui



25/14 mm  
25 Apr 1919

Urugaiana - São Borja



17 July 1933



31/19 mm ??  
4 June 1942

Original cancellations of too low quality to produce a drawing.

E.F. DE URUGUAYANA A P. ALEGRE / (C.A. - R.G. DO SUL)

<i>Diameter</i>	<i>Dates</i>
24/13	27 May 1902 - 8 July 1902

SANTA MARIA Á ITARARÉ / (C.A. R.G. DO SUL)

<i>Diameter</i>	<i>Dates</i>
24/13	4 Oct 1898

Unknown



31/19 mm  
7 May 1945

**General Railway Mail Usage**

This was probably used to cancel mail in a TPO on the line between Porto Alegre and Uruguayana.

Ferrovias



25/13 mm  
5 Oct 1897

### Fluvial

This river post service probably served the town of Porto Alegre. The town was built by the waters of an enormous bay into which the Rio Grande do Sul empties. A riverboat service would seem to be a very logical way to collect and deliver mail in such an environment.



24/13 mm  
21 Apr 1893 – 30 Sept 1896



24/13 mm  
6 May 1894 – 9 Apr 1901

### Urbana Terrestre



24/13 mm  
28 May 1900 – 11 Jul 1900  
This was probably used by a postman in Porto Alegre who collected mail on his walk.

## Chapter 5 Paraná and Santa Catharina

The main line of the States of Santa Catharina and Paraná ran from São Paulo to Rio Grande do Sul in the south. From this main line, branches ran to the major townships of the two states and the coastal ports. There were other small lines. All the major lines were metre gauge. The major companies were:-

- EF São Paulo a Rio Grande. This company built the line connecting the states of São Paulo and Rio Grande. The Sorocabana had built from São Paulo to Itararé in São Paulo State. In 1890 construction commenced from Itararé with the intention of reaching Santa Maria in Rio Grande do Sul State. However, a local company had been busy building north from Santa Maria, reaching Passo Fundo, in 1898. The link was not complete until after 1900. The company acquired other smaller companies.
- EF Paranaguá a Curityba. This railway built westward from Paranaguá reaching Curityba, 100 km away, in 1885. An extension to Ponta Grossa opened in 1894, connecting the railway with the EF São Paulo a Rio Grande.
- EF Santa Catharina. This isolated railway served the German settled town of Blumenau and ran to Hammonia. An extension was built to the coast at Itajahy.
- E F Doña Thereza Christina. Work started in 1880 on this isolated railway. It was built to carry the output of the local coal mines to the coast, and later to serve the Capivari power station near Tuberão.

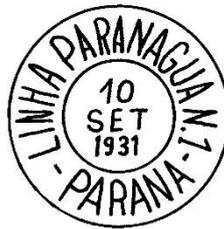


<i>Linha</i>	<i>Diameter</i>	<i>Dates</i>
1	24/13	29 Oct 1909
2	24/13	27 Apr 1909
5	24/13	6 May 1902 – 25 Jan 1906

### Linha Cancellations



28/13 mm  
22 Aug 1931



<i>Linha</i>	<i>Diameter</i>	<i>Dates</i>
1	29/14	27 Aug 1931 – 16 June 1933
2	29/14	16 June 1932 - 16 Oct 1934



29/14 mm  
20 Jan 1932



29/14 mm

2 July 1931 - 9 Aug 1931



3 May 1934



<i>No.</i>	<i>Diameter</i>	<i>Dates</i>
2	31/18	28 Mar 1938



<i>Turma</i>	<i>Diameter</i>	<i>Dates</i>
1	31/19	13 Mar 1938 - 14 Dec 1938
2	31/19	29 Dec 1933
3	31/19	28 Apr 1938

Curitiba – R(io) Branco



*(The right side of the cancellation was missing from the original.)*

27/15 mm  
xx Mar 1921

Morretes – Antonina



31/19 mm  
23 Feb 1938

Ponta Grossa - Porto União



*(The top of the original cancellation is missing and it may not be an x.)*

31/19 mm  
21 June 1938

Porto União – Marcelino Ramos



27/14 mm  
18 March 19xx

São Francisco do Sul – Porto União



*(The elevated A in S. CATH<sup>A</sup> is not clear in the original and may be incorrect.)*

26/13 mm

Undated

São Francisco do Sul – Rio Negro



26/13 mm

21 Jan 1911 – 27 Mar 1917

**EF Santa Catharina**



Blumenau – Hammonia



27/13 mm

This cancellation is often undated

Blumenau – Rio do Sul



*(Drawing courtesy of Karlheinz Wittig)*  
14 April 1944

Blumenau – Hammonia



*(Drawing courtesy of Karlheinz Wittig)*  
22 Sep 1944

**EF Doña Thereza Christina**

E.F.D. TH<sup>ZA</sup> CHRISTINA



26/14 mm  
2 June 1906

## Mail Steamers

Rio Itajahy Mail Steamer



*(Drawing courtesy of Karlheinz Wittig)*

## Chapter 6

### São Paulo Railway – E F Santos a Jundiahy

The São Paulo Railway is one of the railway wonders of the world. The railway was very much needed as, by the middle of the nineteenth century Brazil was the producer of most of the world's coffee which had to be carried from the plantations in São Paulo Province to the port at Santos for shipment overseas. Transport by mule through the jungle terrain was both incredibly arduous and very slow. A railway was the obvious answer and a consortium headed by the Baron de Mauá sought to bring the wish into reality.

The problem was the Serra do Mar. Most of São Paulo Province is on a plateau 800m above sea level. At the Serra do Mar, which extends for hundreds of miles, the ground falls from this plateau to sea level, and much of that drop is abrupt and steep. At the foot of the Serra do Mar is dense jungle, difficult to penetrate. How could a railway possibly be built over such impossible ground with such a steep rise?

After several false starts, the Scot, James Brunlees, was given the task and he appointed a young British engineer Daniel Fox to undertake the work in Brazil. Fox took some fifteen months fighting his way through the jungle trying to find a route. Eventually he found a valley less steep than the rest. His plan was to use this valley which gave him eight kilometres to raise the trains the 800m from sea level to the top. Such a gradient would be impossible for any conventional railway using adhesion. His solution was to build four severe inclines with a gradient of 10%, each with winding engines and cables to haul the trains up each incline. A similar solution had been used in England to take trains up Camden Bank from Euston Station, a task then too great for the early primitive steam locomotives.

Fox's plans, amazing as they were, were approved. Indeed, there was no other solution. Thus, with British engineers and British capital, a very British railway was built in the heart of Brazil. The inclines were built, there were winding engines and the trains were uncoupled into small sections and hauled up and down by cable with gripping brake cars holding the cable. Trains coming down counterbalanced trains coming up. Happily, for its future, despite the engineering difficulties, the railway was built to 1600mm gauge. The first train ran in 1866 and, although the procedure was cumbersome and relatively slow, the railway provided an essential service. Indeed, so successful was it and so great the traffic generated that a second set of inclines was engineered and built, coming into service in 1895.

The inclines have of course been the cause of delays in operation. There have been great efforts to find better ways of operating, electrification, rack etc, but the inclines remain and the railway is still a vital part of the transport system of São Paulo State.

The railway was built from the port of Santos to the city of São Paulo at Luz Station and then on to Jundiahy where it stopped. This was nowhere near far enough for the coffee barons but the tale of the extension belongs to the Paulista Company. Quite probably the directors of the São Paulo Railway felt that they had a very profitable enterprise on their hands and were content with that.

The São Paulo Railway also owned the metre gauge E.F. Bragantina which ran from Campo Limpo to Bragança, 54km away. It opened throughout on 15 August 1884.



25/13 mm  
13 Nov 1885



23/13 mm  
9 March 1886



25/13 mm  
22 Mar 1897 – 23 Oct 1889



25/13 mm  
6 Oct 1888 – xx Apr 1897

*The difference between the above two types is in the segments of the ornaments, six in the first type and four in the second. However, it is extremely hard to distinguish the two types, especially as the stamps became worn or were over-inked.*



24/13 mm  
5 July 1895 - 5 Sep 1907



24/13 mm  
3 Sep 1897 - 20 Jan 1898



24/13 mm  
2 Oct 1901 - 9 Oct 1906



<i>Trem</i>	<i>Diameter</i>	<i>Dates</i>
2	24/13	6 Sep 1901 - 14 Sep 1908
3	24/13	20 Feb 1906
4	24/13	26 Dec 1911



<i>Trem</i>	<i>Diameter</i>	<i>Dates</i>
3	24/13	13 Apr 1910



23/13 mm  
1 Dec 1910



<i>Trem</i>	<i>Diameter</i>	<i>Dates</i>
1	26/14	7 Apr 1902 - 8 Jun 1908

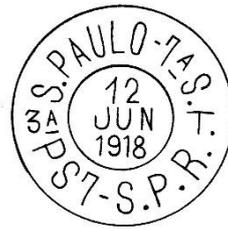
Alto da Serra



4 Apr 1913



25/14 mm  
19 May 1915 - 6 Mar 1919



<i>Trem</i>	<i>Turma</i>	<i>Diameter</i>	<i>Dates</i>
PS7	3	29/13	12 June 1918
P9	1		8 Dec 1917



*(Having viewed several examples, some are E.I.E.F. and some E.T.E.F.. These are quite clear but I remain unsure if there are two handstamps or one.)*

28/14 mm  
16 June 1931 – 16 Feb 1935

## **E.F. Bragantina**

Linha de Bragança



*(The bottom section is missing from the original. There is almost certainly an ornament at the base of the cancellation)*

15 Feb 18xx

Bragança – Campo Limpo



24/14 mm  
13 Nov 1893



27/16 mm  
23 Apr 1909 - 4 Sep 1912

Campo Limpo - Vargem



31/19 mm  
1 July 1948 - 25 July 1950

## Chapter 7

### São Paulo General Cancellations

There are a number of cancellations relating to São Paulo which prime facie are not specifically related to a particular railway. Whilst usage can relate individual cancellations to one railway, it will take further study to ensure that they were not also used elsewhere.



<i>Diameter</i>	<i>Dates</i>
20/12	21 Sept 1886 – 24 July 1890



<i>Diameter</i>	<i>Dates</i>
24/13	20 Apr 1895 – 22 Feb 1897



<i>Trem</i>	<i>Turma</i>	<i>Diameter</i>	<i>Dates</i>
1	1	24/13	20 Feb 1896
1	2	24/13	22 Aug 1896 - 21 Dec 1899
1	3	24/13	12 June 1896 - 20 Jan 1897
2	1	24/13	25 Nov 1895 – 27 Nov 1898
2	2	24/13	31 Jan 1896 – 9 Sep 1898
2	3	24/13	20 Jul 1898



<i>Turma</i>	<i>Diameter</i>	<i>Dates</i>
1	24/13	24 May 1904



<i>Diameter</i>	<i>Dates</i>
24/13	9 Jan 1898 - 24 Apr 1899



<i>Turma</i>	<i>Diameter</i>	<i>Dates</i>
1	27/14	8 May 1902 - 28 Dec 1902
2	27/14	1 Dec 1901 - 12 Feb 1905
3	27/14	17 Aug 1902 - 30 Nov 1908



<i>Trem</i>	<i>Turma</i>	<i>Diameter</i>	<i>Dates</i>
1	2	26/14	26 May 1905
2	1	26/14	6 Sep 1908
2	2	26/14	2 Nov 1902 - 8 Oct 1905
2	3	26/14	2 Nov 1905 - 26 Dec 1905
3	1	26/14	23 July 1904
3	2	26/14	8 Feb 1902 - 13 Oct 1908
3	3	26/14	26 Jun 1902 - 21 Jan 1906



<i>Turma</i>	<i>Diameter</i>	<i>Dates</i>
1	2/14	25 Jul 1906 – 11 Apr 1912
2	28/15	4 Nov 1910
2	26/14	28 Nov 1910
3	26/14	6 Sep 1910 - 29 Nov 1910

*AMBE NOTURNO has been definitely allocated to the EFCB São Paulo to Rio de Janeiro line q.v.*



<i>Turma</i>	<i>Diameter</i>	<i>Dates</i>
?	24/13	5 Jan 1902
2	24/13	8 Feb 1906
3	24/13	17 May 1904 - 18 Sep 1923

C.AMBULANTE / (4ª TURMA)

<i>Turma</i>	<i>Diameter</i>	<i>Dates</i>
4	24/13	9 March 1902



32/20 mm  
20 Oct 1936

*Where this was used is a mystery. VOLTA CENTRAL implies Linha do Centro but then it would not have São Paulo as the controlling office. Therefore, it has been included with the São Paulo General Cancellations.*

## Chapter 8 Sorocabana

The Sorocabana was founded in 1875 and grew to be one of the largest systems in the state of São Paulo. However, its beginnings were not auspicious as it was formed of two railways which for many years had separate identities and competed ferociously with each other.

The first in the field was the Ituana. This was of 0.96 metre gauge and built north west from Jundiahy. It was always cramped by the Paulista to the north and east and by the Sorocabana to the south and west. Money was short and railway building proceeded by fits and starts.

The Sorocabana was metre gauge. From its terminus, Julio Prestes, in São Paulo it aimed to open up the rich lands of the southeast of the State of São Paulo and in the course of time to provide a through road to the States of Paraná and Santa Catharina. However, from the start it was restricted by the Ituana, whose presence hampered expansion.

The solution was obvious. After years of fighting, and then after protracted negotiations a merger was agreed and on 24 May 1892 the companies became one. Part of the agreement was that they should be of one gauge, metre, and slowly and expensively the Ituana was converted to that gauge. The tables showing the opening of the first lines are set out below.

### ITUANA

<i>From</i>	<i>To</i>	<i>Date Opened</i>
Jundiahy	Itu	1873 April
Jundiahy	Piracicaba	1879
Capivary	Rio Tieté	
Piracicaba	São Pedro	1893
Porto Martins	Bocutatú	1888 July

### SOROCABANA

<i>From</i>	<i>To</i>	<i>Date Opened</i>
São Paulo	Sorocaba via São Roque	1875 July
Sorocaba	Ipanema	1879 October
Ipanema	Boituva	1882 July
Boituva	Tieté	1883 January
Boituva	Laranjal	1886
Laranjal	Bocutatú	1889 April (by stages)
Boituva	Tatuhy	1889

On 24 May 1892 the two companies were merged, eliminating competition between them and enabling extension to be properly planned.

### SOROCABANA (INCLUDING THE ITUANA COMPANY)

<i>From</i>	<i>To</i>	<i>Date Opened</i>	<i>Notes</i>
Itú	Mayrink	1897 July	Linking company lines

Porto Martins	São Manuel	1893	Linking company lines
São Manuel	Lençoes	1898 September	
Lençoes	Bom Jardim	1899 January	Baurú was the target

The merger was the key to a huge expansion of the business of the combined company. Whilst the Ituana lost business to the Sorocabana, the expansion in business of the whole merged company was considerable and the railway grew to be one of the great railways of São Paulo State. The Sorocabana covered most of the south east of the state, linking with the Noroeste Railway, which operated the line across the Matto Grosso to Corumbá on the Bolivian border. The Sorocabana met with the Paulista at several points, although at Campinas they had separate stations. At Campinas there was physical connection with the Mogyana.

The main line was double tracked from São Paulo to Sorocaba and beyond. It continued to Itararé where it met the EF São Paulo a Rio Grande on the trunk route to Rio Grande do Sul. With a base at its station in São Paulo at Julio Prestes, the company operated a considerable network of electrified suburban trains.

The Linha do Litoral, formerly owned by the Southern São Paulo Railway, was taken over by the company in 1914-15. This offered access to the docks at Santos and the São Paulo Railway, which it also met at Jundiahy.

### Terminal Ambulante Types

Piracicaba



24/13 mm ?  
20 Mar 1891





No.	Diameter	Dates
1	24/13	25 Oct 1894 - 13 Dec 1906
2	24/13	24 Feb 1898 - 15 Mar 1907



24/13 mm  
5 Aug 1906 - 2 Apr 1910

Tieté



*It is uncertain whether this cancellation was a railway terminal type or used on the river service.*

Diameter	Dates
24/14	30 Apr 1891 - 8 Mar 1903

Itu



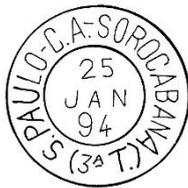
23/13 mm  
10 Dec 1908

São Pedro - Itaicy

DRAWING NEEDED

22 May 1919

### Main Line Cancellations



24/13 mm  
25 Jan 1894



24/13 mm  
15 Mar 1895



<i>Turma</i>	<i>Diameter</i>	<i>Dates</i>
1	24/13	17 Feb 1896 - xx Jan 1899
2	24/13	12 May 1896 - 23 Sep 1898
3	24/13	17 Aug 1895 - 16 Oct 1895



<i>Turma</i>	<i>Diameter</i>	<i>Dates</i>
1	26/14	9 Jun 1905 - 14 Aug 1905
2	26/14	5 Mar 1904 - 28 Sep 1904
3	26/14	2 Nov 1901 - 3 Jan 1905



<i>Turma</i>	<i>Diameter</i>	<i>Dates</i>
1	26/14	11 Apr 1910
2	26/14	19 Aug 1906 - 20 Dec 1928



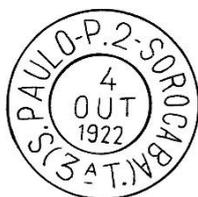
<i>Train</i>	<i>Turma</i>	<i>Diameter</i>	<i>Dates</i>
N2	3	28/16	26 Mar 1914
P2	1	28/16	25 Feb 1914
P2	2	28/16	1 Nov 1913



27/14 mm  
21 Nov 1912



<i>Base Code</i>	<i>Turma</i>	<i>Diameter</i>	<i>Dates</i>
P2	2		15 May 1916
SM8	2	29/13	5 June 1918



<i>Base Code</i>	<i>Turma</i>	<i>Diameter</i>	<i>Dates</i>
P2	3	25/13	14 Oct 1922



*(The bottom left quarter is not clear on the original and the D.R. may be incorrect.)*

26/13 mm  
14 Nov 1924



26/13 mm  
10 Dec 1923 – 8 Dec 1925



(The SE segment is not clear in the original and this may be a misrepresentation.)

Turma	Diameter	Dates
3	31/20	26 July 1938



(The SE segment is not clear in the original and this may be a misrepresentation.)

Turma	Diameter	Dates
1	31/19	13 Mar 1943



31/19 mm  
24 Dec 1969

### Named Terminals

Bernardino de Campos – Santa Cruz do Rio Pardo



*(The base of the cancellation is missing in the original. The missing section probably reads "S. PAULO" in or out of brackets.)*

26/14 mm  
9 June 1935

Botucatu – Bauru



No.	Diameter	Dates
1	27/13	xx Aug 1935
3	??	11 Jan 1939

Botucatu - Cerqueira Cezar



25/13 mm  
27 Sep 1895 – 4 Oct 1899



24/13 mm

11 Oct 1918 – 18 Jan 1931

Botucatú – Cerquilha



24/13 mm  
20 Feb 1898 – 29 Sep 1901

Botucatú – Mandury



27/14 mm  
2 Jun 19xx

Botucatú Nocturno



27/14 mm  
17 Mar 1918 – 10 Mxx 1921

Botucatú - Piraju



26/13 mm  
26 Feb 1916 - 14 July 1918

Botucatu - President Epitácio



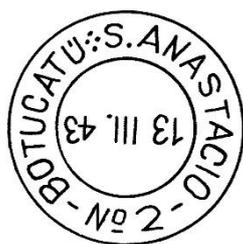
22 Jan 1940 - 18 Sep 1940

Botucatu - Santo Anastacio



*Obviously, something has been removed on the right side but the cancellation was used in this format.*

28/12 mm  
20 Jun 1930 – 12 Jun 1933



31/19 mm  
25 July 1934 - 21 Sep 1951

Botucatu – Santos



*(The original cancellation is of poor quality with much missing or illegible.)*

Dous Corregos – Piratininga



27/14 mm  
24 Feb 1907 – 9 Sep 1911

Itapetininga – Boituva



24/13 mm  
5 Aug 1910

Itatinga - Lóbo



27/13 mm  
25 Feb 1932 - 26 Oct 1933

Itú – Salto



25/13 mm  
28 June 1922

Jundiahy – Itaicy



24/13 mm  
22 Sep xxxx – 17 May 1897

Juquiá - Santos

The 179km line from Juquiá to Santos is known as the Linha do Litoral. It was built in 1914-15 by its former owner, the Southern São Paulo Railway.



25/13 mm  
12 Feb 1921 – 21 Oct 1924

Laranjal Paulista to Agudos



24/13 mm  
14 Jan 1905 - 30 Jul 1909

Mandury – Salto Grande



25/13 mm  
29 Aug 1914 – 30 Apr 1916

Marilia (via Baurú) - Pederneiras



28/14 mm  
5 Oct 1933 – 26 Jun 1934

Pederneiras to Pompéia



28/14 mm  
30 Jan 1936 - 9 July 1936



31/19 mm  
11 Apr 1949

P. Alves – Pirajui  
(Presidente Alves – Pirajui)



*(The original was far from clear and there may be mistakes in drawing.)*

28/14 mm  
22 xxx 1934

Santos to Juquiá

The 179km line from Juquiá to Santos is known as the Linha do Litoral. It was built in 1914-15 by its former owner, the Southern São Paulo Railway.



28/13 mm  
8 Apr 1939

São Paulo - Itararé



<i>Turma</i>	<i>Diameter</i>	<i>Dates</i>
2	26/14	1 Jan 1910

São Pedro to Itaicy



*(The year is not certain in the original)*

26/14 mm  
22 May 1919 - 20 Nov 1920

Tieté - Baurú



25/13 mm  
18 Feb 1910 - 28 Nov 1918

Tieté - Laranjal



24/13 mm  
24 Sep 1905 – 3 Aug 1912

## Chapter 9 Noroeste do Brasil

This metre gauge railway ran from Baurú, SP, where both the Paulista and the Sorocabana terminated. The aim of this railway was to provide access to the Matto Grosso, a strategic objective which had long been in the minds of railway promoters and legislators. The railway inched its way across the Matto Grosso and in 1952 reached the border with Bolivia at Corumbá on the River Paraguay.



19 Sep 1899

*The 2 at the base is unclear in the original. It may be a 2, possibly a Q or an ornament.*



24 May 1913



No.	Diameter	Dates
1	30/15	20 Nov 1917
2	30/15	30 Mar 1918 – 27 Dec 1922



26/13 mm  
22 Apr 1936 – 31 Mar 1944



31/19 mm  
22 Mar 1943

Baurú - Araçatuba



<i>No.</i>	<i>Diameter</i>	<i>Dates</i>
1	29/13	26 Sep 1931 – 17 June 1935
2	29/13	8 June 1933
3	29/13	28 Nov 1930



<i>No.</i>	<i>Diameter</i>	<i>Dates</i>
1	28/13	19 Mar 1936
2		
3	28/13	23 Aug 1925

Baurú – Tres Lagoas



<i>No.</i>	<i>Diameter</i>	<i>Dates</i>
3	29/13	27 Jul 1939 – 18 Sep 1949



30/18 mm  
25 Apr 1943 – 28 Mar 1944

Lins - Botucatu



29/13 mm  
19 Nov 1931

## Chapter 10 Paulista Railway

**B**aron de Mauá and the other coffee magnates were very pleased that the São Paulo Railway had come into being, but were astonished and annoyed when it built to Jundiahy but no further. That was not what they had in mind. They wanted a railway that would get supplies and workers deep into São Paulo State, and carry the coffee bags out. Jundiahy was a long way short of their expectations and needs. As the São Paulo Railway was evidently going no further, they put themselves behind a plan for an extension. The resulting railway was the Paulista, or to give it its full title Companhia Paulista de Estradas de Ferro.

The first section of line, 1600mm gauge, was from Jundiahy to Campinas, 44 km, opened throughout on 11 August 1872. Using the same gauge as The São Paulo Railway enabled through running to Santos. From Campinas the line was continued to Rio Claro, reached on 11 August 1876. The extension of the line from Rio Claro became a matter for dispute among the shareholders and a new company took over this section, building it to metre gauge and completing to San Carlos, and eventually to Araraquara, with an important branch to Jahú.

The Paulista found itself in an impossible position. The Mogyana had the concessions to the east, the Sorocabana to the south and west, and the Rio Claro Company to the North West. It was hemmed in on all sides with no space to expand. The Rio Claro too was in a difficult position as it had to pass traffic to the Paulista to get it to the coast. The logical remedy was for the two companies to sink their differences and merge, which they did in March 1892. This meant that the traffic could flow freely and the way to the North West was open.

The opening of the early main line and branches is set out in the following tables:-

### PAULISTA

<i>From</i>	<i>To</i>	<i>Date Opened</i>
Jundiahy	Campinas	1872 August
Campinas	Rio Claro	1876 August
Cordeiro	Mogy-Guassú	1880 January
Porto Ferreira	Descalvado	1881 November
Pirassununga	S. Veridiana	1893 February
Porto Ferreira	Santa Rita do Passa	1891
Descalvado	Aurora	1891

### LINES ACQUIRED IN 1891

<i>From</i>	<i>To</i>	<i>Date Opened</i>
Porto Ferreira	Santa Rita do Passa	1889-90
Descalvado	Aurora	1888

### RIO CLARO COMPANY

<i>From</i>	<i>To</i>	<i>Date Opened</i>
Rio Claro	Araraquara	1885 January
Itirapine	Jahú	1887 January

In March 1892 the Paulista bought the Rio Claro Company, opening the way to expansion to the North West.

#### PAULISTA (INCLUDING THE RIO CLARO COMPANY)

<i>From</i>	<i>To</i>	<i>Date Opened</i>
Araraquara	Jaboticabal	1893 May
	Água Vermelha	1893 September
São Carlos do Pinhal	Ribeirão Bonito	1894 May
Dous Corregos	Serra do Baharão	1899 July
Rincão	Rio Pardo	1901 December
Jaboticabal	Bebedouro	1902 December

The Paulista built to 1600mm gauge but unfortunately the Rio Claro Company built to metre gauge, creating a barrier to through running. There never was enough money to make gauge conversion possible. Some very minor lines were built to 600mm gauge. Many of the minor lines were closed in 1969.

The Paulista was largely built by British capital and was run very much according to British practice. The company was very progressive and a pioneer in several fields. It electrified many of its lines and introduced steel restaurant cars, Pullman cars and sleeping cars.

#### Terminal Ambulante Types

Rio Claro



29 Mar 1884



24/13 mm  
12 June 1884 - 3 July 1885



24/14 mm  
24 Dec 1891



24/13 mm  
7 Oct 1902 – 30 May 1904

Descalvado



*(The bottom ornament is not clear on the original and may not be drawn correctly.)*

24/14 mm  
14 May 1890



24/13 mm  
29 Mar 1894 - 22 May 1895



24/13 mm  
16 Oct 1890 – 18 Jan 1893



25/14 mm  
1 Feb 1897

Dous Corregos



24/13? mm  
3 Mar 1908

Jaboticabal



24/14 mm  
3 Jan 1893 – 31 Dec 1897



24/13 mm  
5 Oct 1893 – 1 Feb 1897

Jahú



*(Most of the left side was missing in the original; the drawing is an inspired guess.)*

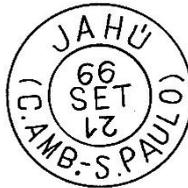
24/13 mm?

2 August 1890



24/14 mm

12 Jan 1893 - 26 Dec 1894



24/13 mm

20 Feb 1896 - 21 Sep 1899

Ribeirão Bonito



24/13 mm

18 Sep 1902 – 25 Sep 1906

(Santa Rita do) Passa Quatro



24/13 mm  
10 Feb 1897 – 6 July 1906

Santa Cruz das Palmeiras



24/13 mm  
10 Dec 1896 – 18 Dec 1904

Santa Eudoxia



24/14 mm  
9 June 1900 – 4 Sep 1906

### Main Line Cancellations



<i>Tren/Turma</i>	<i>Diameter</i>	<i>Dates</i>
1/2	24/13	28 Jul 1894



<i>Trem/Turma</i>	<i>Diameter</i>	<i>Dates</i>
3/2	24/13	19 May 1895



<i>Trem</i>	<i>Turma</i>	<i>Diameter</i>	<i>Dates</i>
1	2	26/14	26 May 1905
2	1	26/14	6 Sep 1908
2	2	26/14	2 Nov 1902 - 8 Oct 1905
2	3	26/14	2 Nov 1905 - 26 Dec 1905
3	1	26/14	23 July 1904
3	2	26/14	8 Feb 1902 - 13 Oct 1908
3	3	26/14	26 Jun 1902 - 21 Jan 1906



<i>Trem</i>	<i>Turma</i>	<i>Diameter</i>	<i>Dates</i>
1	1	26/14	18 Oct 1904
1	2	26/14	12 Jan 1902 - 19 Feb 1905
1	3	26/14	13 Jan 1902 - 24 Aug 1903
2	3	26/14	8 Oct 1908



<i>Trem</i>	<i>Turma</i>	<i>Diameter</i>	<i>Dates</i>
1	1	26/15	27 Aug 1906 - 8 Jun 1907
1	2	26/14	7 Jan 1907
1	3	26/14	24 Aug 1903 - 19 Feb 1907

2	3	26/14	6 July 1906
3	1	26/14	9 Jan 1907 - 15 June 1909
3	3	26/15	23 Jan 1907



Trem	Turma	Diameter	Dates
1	2	26/15	7 Jan 1907
2	2	26/15	22 Oct 1907 - 16 Jun 1909
3	2	26/15	4 May 1907



*Note. The P might be an R and the year is uncertain.*

Code	Turma	Diameter	Dates
P4	3	28/16	19 Dec 1911
P6	2	28/16	31 July 1913
P6	3	28/16	10 Sep 1914
P10	1	28/16	16 Apr 1917



Code	Turma	Diameter	Dates
P2	3	29/13	12 Mar 1919
P4	3	29/13	16 Jan 1918
P6	2	29/13	6 Nov 1919





26/14 mm  
14 Feb 1923 – 18 July 1933

Araraquara - Villa Adolpho



27/14 mm  
9 Jan 1912

Barretos – Colombia



29/19 mm  
28 Dec 1960

Campinas – Engenheiro Coelho



26/13 mm  
25 Feb 1921

Campinas – Pádua Salles



27/13 mm  
10 May 1933

Campinas – São Paulo



15 Oct 1911

Cordeiropolis - Descalvado



31/19 mm  
31 July 1944 - 22 May 1945

Cordeiropolis - Tambaú



31/19 mm  
1 Jan 1944

Descalvado - S. Bento



25/13 mm  
14 Mar 1904 - 3 Oct 1907

Itápolis - Trabiju



26/13 mm  
30 May 1918 - 11 Dec 1918

Jaboticabal – Rio Claro

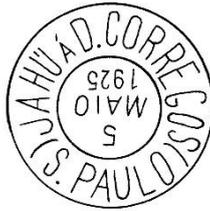


24/13 mm  
12 Apr 1902



25/13 mm  
27 Jan 1903

Jahú – Dous (Dois) Córregos



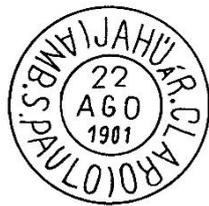
27/13 mm  
5 May 1925

Jahú – Itirapina



27/13 mm  
27 Mar 1930?

Jahú - Rio Claro



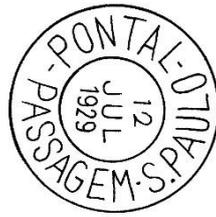
22 Aug 1901 – 17 Dec 1901

Jahú – Tyrapina



26/13 mm  
29 Jan 1919 - 4 Aug 1919

Pontal – Passagem



27/13 mm  
12 July 1929



31/19 mm ??  
26 Sep 1942

Ribeirão Bonito - Dourados



26/14 mm  
26 Dec 1916 – 18 Jan 1925

Rio Claro – Bariry



27/13mm  
1931

Rio Claro - Barretos



26/14 mm  
6 Aug 1911 – 23 Feb 1924



28/13 mm  
1931 - 1933

Rio Claro - Baurú



25/13 mm  
21 Apr 1919 – 4 Aug 1920



27/13 mm  
xx xxx 1933 - 17 Dec 1934

Rio Claro - Bebedouro



28/15 mm  
xx Apr 1902 – 23 Oct 1908

Rio Claro – Jahú



<i>Diameter</i>	<i>Dates</i>
23/13	xx xxx1906 - 10 Sep 1907
27/14	14 Dec 1907 – 29 Jul 1917

Rio Claro – Novo Horizonte



*(The southwest quarter was missing in the original and this estimate may be incorrect.)*

28/14 mm  
28 Aug 1942

Santa Rita do Passa Quatro - Porto Ferreira



17 Nov 1931 - 23 Aug 1937

São Carlos - Bariry



25/13 mm  
29 Nov 19xx - 23 Jan 1924

São Carlos - Campinas



25/13 mm  
1 July 1906 - 28 July 1907

São Carlos - Santa Eudoxia



24/13 mm  
15 July 1905 - 23 Aug 1929

Vassunungunga – Porto Ferreira



31/19 mm  
17 Oct 1951

**Transshipment Cancellation**

Baldeação translates as Transshipment

Limeira



29/14 mm  
1 Jun 1932 - 4 Sep 1933

## Chapter 11 Araraquara Railway

The Paulista built from Rio Claro to San Carlos, and eventually to Araraquara. From Araraquara the E.F. Araraquara built on to Ribeirãozinho (now Taquaritinga), then to Rio Preto, and finally it reached the Paraná River at Presidente Vargas. The line was originally built to metre gauge but was subsequently converted to 1600mm gauge.

Araraquara - Rio Preto



26/14 mm  
30 Dec 1927 – 1 Mar 1938

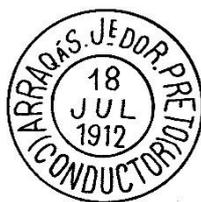


16 Sep 1912 – 4 Sep 1933



5 Feb 19xx

Araraquara - São José do Rio Preto



18 July 1912

Ribeirãozinho (now Taquaritinga) - Araraquara



27/14 mm  
4 May 1910

## Chapter 12

### Mogyana

The Companhia Mogyana de Estradas de Ferro e Navegação grew to be one of the largest railway companies in Brazil. It was formed to open up the north of São Paulo State and to get the agricultural produce, principally coffee, of the growers in that area to the markets of São Paulo and beyond. In the complicated railway systems of São Paulo State, the São Paulo Railway built to Jundiahy, the Paulista to Campinas, and from there the Mogyana claimed the north for its own.

The first section of the metre gauge Mogyana Railway was built in 1875 from Campinas to Jacquary, with a branch to Amparo, while the main line continued through Mogy-Mirim to Casa Branca, reached in 1878. The railway continued north to Ribeirão Preto, reached in 1883. From there the main line continued in stages north into Minas Geraes and Goyaz States. It spawned numerous branches.

Details of the early openings are shown in the table below.

<i>From</i>	<i>To</i>	<i>Date Opened</i>	<i>Notes</i>
Campinas	Mogy-Mirim	1875	
Jaguary	Amparo	1875	
Mogy-Mirim	Casa Branca	1878 January	
Mogy-Mirim	Penha do Rio do Peixe	1882 June	
Casa Branca	São Simão	1882 August	
São Simão	Ribeirão Preto	1883 November	
Cascavel	Poços de Caldas	1886 October	
Ribeirão Preto	Franca	1887 April	
Casa Branca	São José do Rio Pardo	1887	E F do Rio Pardo acquired by the Mogyana in 1888
Franca	Jaguára	1888	
Mogy-Guassú	Espirito Santo do Pinhal	1889 September	
Amparo	Monte Alegre	1890	
São José do Rio Pardo	Canôas	1891 April	
Itapira	Eleuterio	1891 October	
Amparo	Serra Negra	1892 March	0.6 m gauge
Uberaba	Araguary	1896 November	
Ribeirão Preto	Uberaba cut-off via Igarapava	1902/3	
Ribeirão Preto	Sertãozinho	Began 1896	
Engenheiro Gomide	Dôres do Cuaxupé	Began 1900	

The Mogyana was a very busy and prosperous railway. It opened up vast swathes of territory and encouraged settlers to move ever further inland and of course this meant more produce and more for the railway to carry. However the railway was built on the cheap, metre gauge, poor foundations, tight curves, steep gradients. As the business increased, time and money had to be spent to provide better track foundation to cope with the heavy weights being carried. Curves had to be straightened and gradients got

round, so that the original layout was frequently changing. Nonetheless the Mogyana proved itself to be a very successful railway.

### Terminal Ambulante Types

Amparo



24/14 mm  
5 July 1891



24/13 mm  
17 Jun xxxx



24/13 mm  
6 Apr 1896 - 21 Jun 1899

Araguary



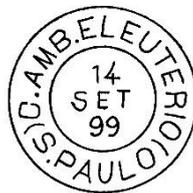
24/13 mm  
7 Dec 1897 - 21 May 1906

Caldas (Poços de Caldas)



24/13 mm  
2 Jan 18xx

Eleuterio



25/15 mm  
14 Sep 1899

Espirito Santa do Pinhal



24/13 mm  
23 Oct 1894 - 5 Nov 1895

Poços de Caldas



<i>Turma</i>	<i>Diameter</i>	<i>Dates</i>
1	24/13	19 Aug 1902 - 25 Apr xxxx

Ribeirão Preto



2 Aug 1898



<i>No.</i>	<i>Diameter</i>	<i>Dates</i>
2	24/13?	19 Jan 1891
3	24/14	22 Aug 1897 - 20 xxx 1898



23/13 mm  
15 Sep 1893



3 Feb 1905



25/14 mm  
7 Dec 1905

Rio Pardo



23/13 mm  
24 Jan 1893 – 30 Apr 1896

Serra Negra



24/13 mm  
29 Sep 1895 – 20 Mar 1900

### Main Line Cancellations



<i>Trem</i>	<i>Turma</i>	<i>Diameter</i>	<i>Dates</i>
1	1	26/14	17 May 1902 - 12 Mar 1906

1	2	26/14	1 May 1904 - 2 Nov 1906
1	3	26/14	31 Jan 1906

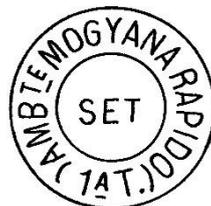


<i>Trem</i>	<i>Turma</i>	<i>Diameter</i>	<i>Dates</i>
1	1	27/14	30 Jul 1905



<i>Turma</i>	<i>Diameter</i>	<i>Dates</i>
1	25/14	16 Feb 1905 - 14 May 1905
2	25/14	6 Feb 1906
3		29 Apr 1906 - 13 Nov 1906

*I have a specimen with a very incomplete cancellation which would appear to read  
MOGYANA-RAPIDO / (S. PAULO)*



<i>Turma</i>	<i>Diameter</i>	<i>Dates</i>
1	27/14	31 Jan 1907
2	27/14	4 Aug 1908 - 20 Dec 1909
3	27/14	16 Nov 1908



24/14 mm  
5 Oct 1907 – 11 Jun 1908



<i>Trem</i>	<i>Turma</i>	<i>Diameter</i>	<i>Dates</i>
1	2	27/14	31 Jan 1907 – 14 Dec 1908



<i>Trem</i>	<i>Turma</i>	<i>Diameter</i>	<i>Dates</i>
1	1	27/14	8 Jan 1910
1	2	27/14	5 Mar 1924
1	3	27/14	5 Aug 1906





*(The 2<sup>A</sup> is unclear in the original and may be incorrect)*

Code	Turma	Diameter	Dates
2A	1	29/13	23 Mar 19xx
N2	1	?	13 Mar 1914
N2	3	29/13	27 Oct 19xx
P1	1	29/13	9 July 1910
P4	1	29/13	30 May 1913



*(The top of the cancellation is missing in the original.)*

28/16 mm  
5 Feb 1911



27/14 mm  
1 May 1917



27/13 mm  
14 July 1932



<i>Trem</i>	<i>Turma</i>	<i>Diameter</i>	<i>Dates</i>
2	5	31/21	6 Aug 1943
3	1	31/21	25 Sep 1937

### Named Terminals

Amparo – Jaguary



*(The bottom section of the cancellation is missing in the original.)*

28/14 mm  
8 May 1942

Amparo – Tyrapina



*(The base and the lower left quadrant were missing in the original and the drawing may be incorrect.)*

25/13 mm  
28 Jun 1919

Araxá - Ibia - Uberaba



28/13 mm  
1 Oct 1928 – 30 Sep 1940

Bebedouro - Nova Granda



28 July 1833

Bebedouro – Villa Olympia



27/13 mm  
28 June 19xx



27/13 mm  
3 Jan 1932 - 16 Mar 1932

Cajuru



29/13 mm  
24 Mar 1936 - 14 Nov 1938

Campinas – Funil



28/16 mm  
9 Jan 1908 - 22 Sep 1915

Campinas – Sapucaí (Sapucahy)



31/19 mm  
9 Nov 19xx

Canôas - Casa Branca



24/13 mm  
4 June 1905 – 22 Apr 1919

Canôas – Cascavel



24/13 mm  
7 Aug 1896 – 6 June 1897

Casa Branca – Canôas



24/13 mm  
29 Jan 1914 - 25 Aug 1918

Casa Branca – Guaxupe



31/19 mm  
19 Aug 1944 - 26 Mar 1945

Cascavel – Poços (de Caldas)



*(The bottom half of the original from which this drawing was taken was missing. It is probable that the missing wording is (S.PAULO).)*

24/13 mm  
29 Jan 1908 – 6 Sep 1908



27/12 mm  
11 Dec 1935



*(The SE corner of the original from which this drawing was taken was missing. It is probable that the missing section is either SP or MG)*

31/19 mm  
19 Nov 1950

Cravinho - Serrana



27/13 mm  
14 July 1932

Eleutério - Mogy-Mirim



28/15 mm  
6 Feb 1911

Espirito Santo do Pinhal - Campinas



27/14 mm  
12 Sep xxxx – 23 Sep 1918

Espírito Santo do Pinhal - Mogy-Guassu

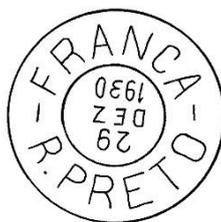


24/13  
15 Sep 1902 - 28 Mar 1912



31/19 mm  
29 Nov 1936

Franca – Ribeirão Preto



28/13 mm  
29 Dec 1930

Guaranesia - Uberaba



28/13 mm  
18 Aug 1924 - 4 Sep 1933

D(ôres) de Guaxupé - São José do Rio Pardo



24/13 mm  
19 Dec 1906 - 24 Nov 1907

Jaguary - Monte Alegre do Sul



25/13 mm  
29 Nov 1906 - 9 Nov 1911

Mogy-Mirim - Sapucahy



*(A large part of the original cancellation is missing.)*

4 Dec xxxx

Passagem – Terra Roxa



15 Sep 19xx

Passos - Uberaba



27/13 mm  
30 May 1927 – 14 Dec 1927

P(oços) de Caldas – Cascavel



*(The top of the cancellation is unreadable in the original)*

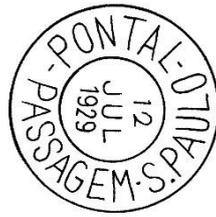
27/12 mm  
22 Aug 1936

Pontal – Morro Agudo



30/19 mm  
13 Apr 1956

Pontal – Passagem



27/13 mm  
12 July 1929

Ribeirão Preto - Pedregulho



27/13 mm  
1 Apr 1922 - 23 May 1922

Ribeirão Preto - Pontal



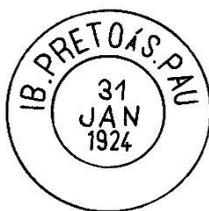
27/13 mm  
13 Apr 1930

Ribeirão Preto - São Joaquim da Barra



18 Sep 1919

Ribeirão Preto – São Paulo



*(The bottom section is not visible in the original)*

27/15 mm

31 Jan 1924

Ribeirão Preto – Uberaba



24/13 mm

7 Aug 1903 – 19 Aug 1908

Ribeirão Preto – Uberaba Tronco

*(Tronco translates as trunk line)*



26/13 mm

11 Aug 1913

Ribeirão Preto – Uberaba



27/14 mm  
12 Oct 1918

Ribeirão Preto – Uberaba via Franca



32/19 mm  
10 Dec 1932 – 7 Apr 1949

Ribeirão Preto – Uberaba via Igarapava



32/19 mm  
23 Apr 1932 – 13 Jan 1949

Santos Dumont – Cajuru



*(The original cancellation was missing the bottom section and so the word BRASIL is a reasonable guess.)*

30/19 mm  
20 Dec 1949

São João da Boa Vista to Poços de Caldas



28/14 mm  
25 Feb 1915

São José do Rio Pardo – Campos



31/19 mm ??  
15 Dec 1953

São Sebastião do Paraizo – São José do Rio Pardo



26/13 mm  
6 Dec 1913

Serra Negra – Amparo



28/14 mm  
19 May 1903 - 8 Nov 1910



27/13 mm  
15 Jan 1916

Socorro – Campinas



29/19 mm  
27 Sep 19x6

Socorro - Jaguary



22 Aug 19xx

Terra Roxa - Ibitiúva



28/13 mm  
28 June 1933



31/19 mm  
26 June 1957

Uberaba – Araguary



*(The drawing is a composite of two stamps and may be incorrect.)*

27/13 mm  
19 Sep 1922 19 Aug 1926

Uberaba - Araguari



28/14mm  
2 Dec 1933 - 22 Jun 1935

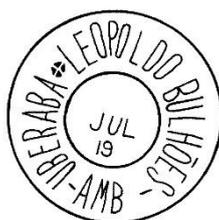
Uberaba – Goiandira



*(The bottom section containing CONDNR. was missing in the original and this may be an incorrect interpretation.)*

31/19 mm  
9 Aug 1946

Uberaba – Leopoldo Bulhões



*(The drawing is taken from two stamps which evidently were on the same envelope but slightly apart. Some vandal has taped them together, thus distorting the cancellation and possibly losing some characters in the vertical middle.)*

28/13? mm  
July 19xx

Uberaba – Minas

ORIGINAL INSUFFICIENT TO ENABLE A DRAWING

25/13 mm  
2 Jun 19xx

Uberaba – Patrocínio



28/14 mm  
16 Mar 1939

(Ramal da) Vargem Grande



27/13 mm  
6 Apr 1925

## Chapter 13 Goyaz

The E.F. Goyaz is essentially an extension of the Mogyana. The Mogyana reached Araguari in the north of Minas Geraes which was about as far as it wanted to go. The construction of the E.F. Goyaz began in 1907 and it slowly built on from Araguari into the remote State of Goyaz, eventually reaching the capital of Goiãna and Anápolis. In 1968 a branch was constructed to link the new national capital of Brazilia to the railway system.



25/14? mm  
1 May 1922 - 9 Feb 1928



*(As can be seen, much of the original was missing.)*

## Chapter 14

### EFCB - São Paulo to Rio de Janeiro

The railway between Brazil's two major cities, São Paulo and Rio de Janeiro was built as two railways. The EF Dom Pedro II, later the E F Central do Brazil, built north, the Linha do Centro, from Rio de Janeiro intending to reach Belo Horizonte. From a junction at Barra do Piraí, RJ, a branch was built in the direction of São Paulo which reached as far as Cachoeira, SP, in 1875. Meanwhile the E F São Paulo e Rio de Janeiro was building from São Paulo and reached Cachoeira in 1877. Thus, São Paulo and Rio de Janeiro were linked by railway.

However, this was less than satisfactory because, as so often in Brazil, the two railways were built to different gauges. The E F Central do Brazil was built to 1600mm gauge and the E F São Paulo e Rio de Janeiro was metre gauge. Thus, through running was not possible; passengers, goods and mail had to be transferred from one train to another. This problem was ultimately solved by the E F Central do Brazil taking over the EF São Paulo e Rio de Janeiro, and, between 1896 and 1908, converting the latter to 1600mm gauge.

There was therefore a history of mail train crews from each city working the mails between the two cities, and this continued after through running became possible. Cancellations can be divided into São Paulo cancellations and Rio cancellations. Crews from each city worked through to the other city. *Ida* (out) and *Volta* (return) cancellations can be found, and the city base of the crew will determine the meaning of the cancellation. Thus, an *Ida* cancellation by a Rio crew will mean it was used on a train to São Paulo but by a São Paulo crew will mean use on a train to Rio.

This line was an extremely busy one, the busiest in Brazil, carrying a vast quantity of mail. The cancellations, themselves numerous, tend to be those more frequently found.

#### Cancellations used by São Paulo crews



<i>Turma</i>	<i>Diameter</i>	<i>Dates</i>
1	34/21	6 Aug 1889



<i>Turma</i>	<i>Diameter</i>	<i>Dates</i>
1	24/13	23 Dec 1893



<i>Turma</i>	<i>Diameter</i>	<i>Dates</i>
2	24/13	20 Oct 189x



<i>Turma</i>	<i>Diameter</i>	<i>Dates</i>
3	24/13	24 May 1894 - 29 Nov 1897



<i>Turma</i>	<i>Diameter</i>	<i>Dates</i>
1	24/13	17 Oct 1895 – 7 Nov 1895
2	24/13	18 Oct 1895 – 13 Oct 1908
3	24/13	20 May 1900



<i>Diameter</i>	<i>Dates</i>
24/13	9 Jan 1898 - 24 Apr 1899



<i>Turma</i>	<i>Diameter</i>	<i>Dates</i>
1	27/14	8 May 1902 - 28 Dec 1902
2	27/14	1 Dec 1901 - 12 Feb 1905
3	27/14	17 Sep 1904 - 30 Nov 1908



<i>Turma</i>	<i>Diameter</i>	<i>Dates</i>
1	26/14	25 Jul 1906 - 11 Apr 1912
2	26/14	28 Nov 1910
3	26/14	6 Sep 1910 - 29 Nov 1910



<i>Turma</i>	<i>Diameter</i>	<i>Dates</i>
1	26/13	10 Jun 1906 - 11 Sep 1906
2	26/15	29 Jul 1906 - 18 Dec 1907
3	26/15	3 Nov 1908



<i>Turma</i>	<i>Diameter</i>	<i>Dates</i>
1	26/14	7 Oct 1901 - 6 Dec 1901
2	26/14	26 Oct 1906
3	26/14	1 Jan 1902 - 26 Apr 1908



<i>Train</i>	<i>Turma</i>	<i>Diameter</i>	<i>Dates</i>
L.P.2	1	28/16	29 Nov 19xx
L.P.2	2	28/16	1 Sep 191x
L.P.2	3	28/16	9 Jan 1916
R.P.1	3	28/16	28 July 1915



<i>Train</i>	<i>Turma</i>	<i>Diameter</i>	<i>Dates</i>
N.P.1	1	28/16	8 Jul 1911
N.P.2	1	28/16	23 Aug 1914
N.P.2	2	28/16	5 Aug 1913
N.P.2	3	28/16	14 Apr 1913



<i>Tren</i>	<i>Turma</i>	<i>Diameter</i>	<i>Dates</i>
P10	3	25/13	13 Nov 1914
P12	2		15 May 1932
P12	3	25/13	13 July 1912



26/13 mm  
22 Mar 1932



<i>Train</i>	<i>Turma</i>	<i>Diameter</i>	<i>Dates</i>
NP1	2	29/13	31 Aug 1918
NP1	3	29/13	30 July 1918
NP2	2	29/13	30 June 1918



<i>Trem</i>	<i>Turma</i>	<i>Diameter</i>	<i>Dates</i>
2	3	32/20	5 Sep 1935

### Cancellations used by Rio de Janeiro crews

#### Oval Cancellation CORREIO AMBULANTE CACHOEIRA

<i>Turma</i>	<i>Diameter</i>	<i>Dates</i>



<i>Turma</i>	<i>Diameter</i>	<i>Dates</i>
1	24/14	19 Nov 1888
2	24/14	20 Dec 1888 – 17 Jan 1890
3	24/14	



<i>Turma</i>	<i>Diameter</i>	<i>Dates</i>
2	24/13	3 Feb 1890 - 11 Mar 1890
3	24/13	28 June 1890 – 27 May 1891



<i>Turma</i>	<i>Diameter</i>	<i>Dates</i>
1	24/13	27 Apr 1894 - 24 Jan 1895
3	24/13	7 Jul 1894 - 18 Feb 1895



<i>Turma</i>	<i>Diameter</i>	<i>Dates</i>
2	24/13	14 May 1891 – 19 Apr 1894
3	24/13	20 Dec 1891 - 30 Sep 1892



24/13 mm  
5 Nov 1897



<i>Turma</i>	<i>Diameter</i>	<i>Dates</i>
1	29/15	14 May 1895 - 26 Nov 1897
2	29/15	5 July 1895 - 8 Mar 1897
3	29/15	23 Aug 1895 – 12 Mar 1897



<i>Turma</i>	<i>Diameter</i>	<i>Dates</i>
?	24/13	5 Jan 1902
2	24/13	8 Feb 1906
3	24/13	17 May 1904 - 10 xxx 1923



<i>Train</i>	<i>Turma</i>	<i>Diameter</i>	<i>Dates</i>
S.P.2	1	24/13	10 May 1898 - 11 Sep 1899
S.P.2.	2	24/13	24 Dec 1897 - 19 Jun 1899
S.P.2.	3	24/13	29 Jun 1898
S.P.2.	5	24/13	23 Aug 1899
S.P.4.	1	24/13	23 Oct 1897 - 21 May 1899
S.P.4.	2	24/13	6 Dec 1897 - 28 Nov 1898
S.P.4.	3	24/13	6 Jan 1898 - 21 May 1898
S.P.5.	2	24/13	23 xxx 1904
S.P.5	3	24/13	22 Sep 1906



*With large (5mm) turma numbers*

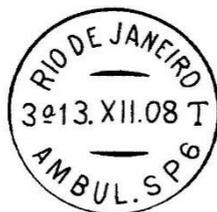
<i>Train</i>	<i>Turma</i>	<i>Diameter</i>	<i>Dates</i>
SP2	1	24/13	8 Jan 1902 - 17 July 1908
SP2	2	24/13	27 Feb 1900 - 26 Aug 1908
SP2	3	24/13	15 Sep 1901 - 20 Aug 1906
SP3	1	24/13	10 August 1905
SP4	1	24/13	15 May 1900 - 2 Sep 1902
SP4	2	24/12	19 Jan 1900 - 4 Sep 1900
SP4	3	24/13	13 Apr 1902 - 26 Aug 1902
SP5	2	24/13	28 May 1905
SP6	2	24/13	3 Aug 1895
SP6	3	24/13	17 Oct 1904



*With small (4mm) turma numbers*

<i>Train</i>	<i>Turma</i>	<i>Diameter</i>	<i>Dates</i>
SP1	3	24/13	27 Dec 1903 – 12 Sep 1908
SP3	2	24/13	14 Mar 1908
SP4	1	24/13	4 Dec 1906
SP4	2	24/13	12 Nov 1904 - 2 Dec 1907
SP4	3	24/13	26 May 1903 – 1 Feb 1907
SP5	2	24/13	1x Nov 1903 – 22 Mar 1905
SP6	1	24/13	9 Oct 1903 – 21 Dec 1905
SP6	2	24/13	28 Sep 1901 - 28 Nov 1905
SP6	3	24/13	30 Aug 1904 – 15 Dec 1908

Note. SP1 and SP4 cancellations have hyphens between S and P and P and 1/4 instead of full stops.



*These handstamps were manufactured by the firm of Güller & Cie of Huttikon in the Swiss Canton of Zurich. We have a copy of their proof sheets which show that they manufactured stamps for SP1 to S6, each with 3 turmas, making eighteen stamps in all.*

<i>Train</i>	<i>Turma</i>	<i>Diameter</i>	<i>Dates</i>
SP1	3	27	30 Aug 1908
SP2	1	27	2 April 1910 – 25 Jun 1910
SP2	3	27	16 April 1910
SP4	1	27	27 Sep 1908 – 2 Jan 1922
SP4	2	27	28 Sep 1908
SP4	3	27	20 Oct 1908
SP5	2	27	20 Sep 1910
SP5	3	27	19 Sep 1908 – 21 Apr 1909
SP6	1	27	26 Jul 1908 - 15 April 1911
SP6	2	27	30 Jun 1908 - 25 Aug 1910
SP6	3	27	27 Dec 1907 – 6 Jun 1909

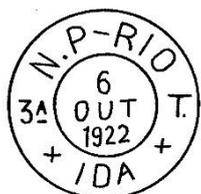


<i>Turma</i>	<i>Diameter</i>	<i>Dates</i>
2	25/13	29 May 1913 – Jan 1919



*Known with Ida and Volta*

<i>Turma</i>	<i>Diameter</i>	<i>Dates</i>
2	25/13	1 Feb 1912 – 31 Aug 1918
3	24/13	12 Jan 1917



<i>Turma</i>	<i>Diameter</i>	<i>Dates</i>
3	24/13	12 Dec 1919 - 6 Oct 1922



<i>Train</i>	<i>Ida/Volta</i>	<i>Turma</i>	<i>Diameter</i>	<i>Dates</i>
--------------	------------------	--------------	-----------------	--------------

NM	Ida	3	24/13	2 Sep 1925
NP	Ida	3	24/13??	18 Dec 1918
NP	Volta	2	24/13	17 Jan 1920
NP	Volta	3	24/13	25 Sept 1918 – 23 Oct 1920



<i>Train</i>	<i>Ida/Volta</i>	<i>Turma</i>	<i>Diameter</i>	<i>Dates</i>
NP 4	Volta	1	27/13	2 Apr 1922



<i>Train</i>	<i>Ida/Volta</i>	<i>Turma</i>	<i>Diameter</i>	<i>Dates</i>
NP 2	Volta	3	27/13	21 Sep 1924



<i>Train</i>	<i>Ida/Volta</i>	<i>Turma</i>	<i>Diameter</i>	<i>Dates</i>
NP 2	Volta	1	27/19	1 Feb 1932
NP 4	Volta	2	27/19	1 Feb 1929

### Associated Railways

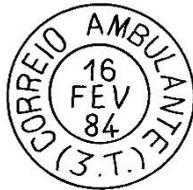
The metre gauge E.F. de Rezende a Arêas was intended to facilitate the movement of coffee from the growers to the coastal ports. Work began on 2 May 1875 and on 15 November 1877 the first section from Suruby (where it linked with the E.F. Dom Pedro II) was opened to Estalo. The line was extended to Formoso at km 28.336 on 8 January 1878. It was not extended to São José de Barreiros until 19 February 1892, making the line a total length of 38.81 km. The intention had been to reach Arêas and then loop back to Queluz, but that never happened. The line closed in 1928.



41/17 mm

## Chapter 15 EFCEB - Linha do Centro

The Linha do Centro was the main line of the EF Dom Pedro II. After the fall of the Empire, it was renamed the Estrada de Ferro Central do Brazil. It ran north from Rio de Janeiro heading towards Belo Horizonte. 1600mm gauge, it was a line with a great deal of traffic, being the major carrier for minerals from the State of Minas Geraes.



*Note. Where both this and the following cancellation were used has not been positively identified but the Linha do Centro is the most likely railway.*

<i>Turma</i>	<i>Diameter</i>	<i>Dates</i>
3	24/13	16 Feb 1884



*(Note. The Turma number is not visible in the original)*

<i>Turma</i>	<i>Diameter</i>	<i>Dates</i>
	29?	18 Mar 1884





<i>Turma</i>	<i>Sizer</i>	<i>Dates</i>
1	(29x24)/14	22 xxx 1889
2	(29x24)/14	22 May 1888
3	(29x24)/14	11 Jan 1887 - 28 May 1888



<i>Turma</i>	<i>Diameter</i>	<i>Dates</i>
1	34/22	2 Nov 1899 - 16 Mar 1890
2	34/22	5 Oct 1889 - 16 Nov 1890
3	34/22	19 Nov 1889

*Usually found struck on newspaper stamps*



<i>Turma</i>	<i>Diameter</i>	<i>Dates</i>
1	34/22	10 Nov 1891 – 10 Nov 1898

*Usually found struck on newspaper stamps*



<i>Turma</i>	<i>Diameter</i>	<i>Dates</i>
2	32/22	xx Aug 1891 - 15 Aug 189x

*Usually found struck on newspaper stamps*



<i>Turma</i>	<i>Diameter</i>	<i>Dates</i>
1	24/15	21 Sep 1889? – 13 Sep 1892
3	24/13	28 Feb 1890 - 22 Nov 1909?



<i>Turma</i>	<i>Diameter</i>	<i>Dates</i>
3	25/13	18 Mar 1889?



<i>Diameter</i>	<i>Dates</i>
	9 Jul 1891 – 20 Mar 1902



24/13 mm  
5 Jun 1890



<i>Turma</i>	<i>Diameter</i>	<i>Dates</i>
2		18 Oct 1891



<i>Turma</i>	<i>Diameter</i>	<i>Dates</i>
1	24/13	9 Jan 1896
2	24/13	20 Oct 1889 – 29 Aug 1891
6	24/13	20 Mar 09



<i>Turma</i>	<i>Diameter</i>	<i>Dates</i>
1	24/13	21 Nov 1892 – 14 July 1895
2	24/13	1 Feb 1894 - 24 Jul 1899



<i>Turma</i>	<i>Diameter</i>	<i>Dates</i>
2	24/13	20 Sep 1891 – 7 Dec 1892
3	24/13	3 Sep 1892 – 30 Jul 1893



<i>Turma</i>	<i>Diameter</i>	<i>Dates</i>
1	25/14	24 May 1888
2	25/15	16 Dec 1888 - xx Dec 1892
3	25/14	3 Nov 1888 - 16 Sep 1892



<i>Turma</i>	<i>Diameter</i>	<i>Dates</i>
1	24/14	9 Jun 1892 – 10 Sep 1892
2	24/14	11 May 1891 - 8 April 1892



<i>Turma</i>	<i>Diameter</i>	<i>Dates</i>
2	24/13	24 Aug 1892 – 26 Sep 1892
3	24/13	23 Dec 1892 – 11 Mar 1893

*The two preceding types are very similar but the difference lies in the spacing between the L and CENTRO.*



<i>Turma</i>	<i>Diameter</i>	<i>Dates</i>
1	24/13	5 Jun 1894
3	24/13	14 May 1894 - 19 Jun 1894



<i>Turma</i>	<i>Diameter</i>	<i>Dates</i>
1	29/14	14 May 1895 - 4 Mar 1897
2	29/14	8 May 1895 - 2 Jul 1897
3	29/15	5 Aug 1895 - 12 Jul 1898



<i>Train</i>	<i>Turma</i>	<i>Diameter</i>	<i>Dates</i>
S2	1	29/15	4 Apr 1898 - 23 Aug 1898
S2	2	29/15	16 July 1898

S2	3	29/15	18 Apr 1894 – 11 Nov 1898
S4	1	29/15	7 Nov 1895 – 24 Jun 1898
S4	2	29/15	25 May 1895 - 29 May xxxx
S4	3	29/15	4 Nov 1897 - 8 Apr 1900

*The S2 stamps do not have hyphens outside the S2 but the S4 cancellations do.*



29/15 mm  
5 Sep 1895 – 21 Feb 1897



*Turma number 5 mm high*

<i>Train</i>	<i>Turma</i>	<i>Diameter</i>	<i>Dates</i>
S2	1	24/13	22 Jul 1902
S2	2	24/13	3 July 1903 – 21 July 1904
S2	3	24/13	31 Oct 1902 - 22 Aug 1906
S4	2	24/14	23 Jun 1902 – 3 Jul 1903
S4	3	24/14	27 Dec 1902



*Turma number 6 mm high*

<i>Train</i>	<i>Turma</i>	<i>Diameter</i>	<i>Dates</i>
S4	1	24/13	4 Mar 1900
S6	1	24/13	17 Jan 1906
S6	2	24/13	25 Jan 1900 - 14 Nov 1906



<i>Train</i>	<i>Turma</i>	<i>Diameter</i>	<i>Dates</i>
2	2	24/13?	28 Aug 1904



<i>Turma</i>	<i>Diameter</i>	<i>Dates</i>
1	24/13 ??	11 Mar 1908
3	24/13	19 Nov 1902



25/14 mm  
4 Dec 1906



<i>Turma</i>	<i>Diameter</i>	<i>Dates</i>
1	24/13	2 Nov 1904
2	24/14	14 Oct 1901 - 3 May 1908
3	24/14	11 Oct 1904
4	24/14	31 Dec 1904 - 1 Feb 1905



<i>Turma</i>	<i>Diameter</i>	<i>Dates</i>
2	24/13	6 Aug 1905 – 2 Oct 1905

C. Ambulante Minas



25/14 mm  
4 Dec 1918



*Year in two numerals*



*Year in four numerals*

<i>Turma</i>	<i>Diameter</i>	<i>Dates</i>
1	24/13	9 Jan 1896
6	25/13	20 Mar 1909



*These handstamps were manufactured by the firm of Güller & Cie of Huttikon in the Swiss Canton of Zurich. We have a copy of their proof sheets which show that they manufactured stamps for S1 to S6, each with 3 turmas, making eighteen stamps in all.*

<i>Train</i>	<i>Turma</i>	<i>Diameter</i>	<i>Dates</i>
S2	2	27	13 Sep 1908 - 14 Jul 1910
S2	3	27	21 Sep 1909 - 27 Mar 1911
S3	2	27	13 Sep 1908
S4	1	27	20 Mar 1909 - 12 Nov 1909
S4	2	27	29 Jan 1908
S4	3	27	12 Feb 1910
S5	2	27	6 Nov 1908
S6	1	27	20 Jun 1908 - 25 Mar 1911
S6	2	27	24 Nov 1907 - 16 Mar 1910
S6	3	27	24 Jan 1908 - 9 Nov 1910



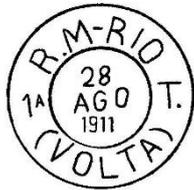
*This handstamp was manufactured by the firm of Güller & Cie  
27 mm  
11 Aug 1914 - 2 Oct 1914*



*The above cancellation is in the Güller proof sheets.*



<i>Train</i>	<i>Turma</i>	<i>Diameter</i>	<i>Dates</i>
Volta	1	25/13	24 Sep 1911
Volta	3	25.13	16 Nov 1912



<i>Train</i>	<i>Turma</i>	<i>Diameter</i>	<i>Dates</i>
Volta	1	26/13	28 Aug 1911 – 23 Sep 1911
Volta	2	24/13	9 Oct 192x
Volta	3	24/13	18 Jan 1921 - 21 Jan 1921

Turmas 2 and 3, the VOLTA has no brackets.



<i>Train</i>	<i>Turma</i>	<i>Diameter</i>	<i>Dates</i>
N1 Volta	1	27/13	31 May 1922

Double Ring N. M. RIO / (VOLTA) - see Scans ex eBay

<i>Turma</i>	<i>Diameter</i>	<i>Dates</i>
1	24/15 (?)	15 Oct 1912



25/13 mm  
8 Jun 1910

### Named Terminals

Belo Horizonte – Corinto



*(The handstamp seems to have acquired an unnecessary Q but the specimen seen is far from perfect. There was no date.)*

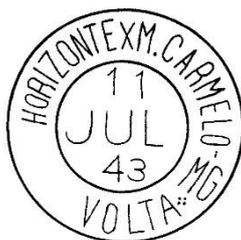
28/14 mm

Belo Horizonte - Curvello



<i>Diameter</i>	<i>Dates</i>
30/17	23 Aug 1919

Belo Horizonte – Monte Carmelo



*(The south eastern segment is missing in the original. It probably reads either BELO or B. with a turma number.)*

31/19 mm  
11 July 1943

Belo Horizonte – Patrocinio



27/13 mm

Currallinho (later Corinto) - Buenopolis



*(Only the top half of the original cancellation was visible)*

27/14 mm  
13 Jul 19xx

Juiz de Fora?



*(Much of the original cancellation was missing)*

27/14 mm ??  
24 Sep 1912

Minas Ambulante



<i>Turma</i>	<i>Diameter</i>	<i>Dates</i>
1	31/17	3 Aug 1933
2	31/19	17 Jul 1935 - 10 Oct 1940
3	31/19	26 May 1934 - 2 Apr 1941
4	31/19	24 Nov 1932 - 4 March 1941
5	31/20	21 Mar 1933 - 5 Oct 1940

*A specimen dated 1 Dec 1928 is known but the Turma number is not visible.*



<i>Turma</i>	<i>Diameter</i>	<i>Dates</i>
2	31/19	24 Oct 1938



<i>Turma</i>	<i>Diameter</i>	<i>Dates</i>
1	31/19	22 Mar 1939
3		



<i>Turma</i>	<i>Diameter</i>	<i>Dates</i>
2	31/19	13 Oct 1942



<i>Turma</i>	<i>Diameter</i>	<i>Dates</i>
2	30/19	28 Feb 1945 – 26 Oct 1947
4	30/19	1 June 1945



31/19 mm  
13 Apr 1952



<i>Turma</i>	<i>Diameter</i>	<i>Dates</i>
2	31/20	18 Feb 1959 - 11 Aug 1959

### Extensions and Branches

Diamantina



6 May 1910

Diamantina – Montes Claros



*(The CONDR. 1 is the best interpretation I can put on an unclear cancellation)*

27/13 mm  
5 Sep 19xx

Sabara – Caete



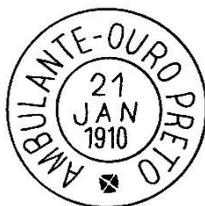
25/13 mm  
2 Dec 1913 – 30 June 1922

(Ramal de) Laranjeira



31/19 mm  
27 Jan 1941

Ouro Preto



26/13 mm  
19 – 21 Jan 1910

Ouro Preto – Marianna



10 Feb 1922

Pirapora



27/13 mm  
4 Aug 1925 - 9 Dec 1931

Ponte Nova - Belo Horizonte



28/13 mm  
14 Nov 1927 - 30 Oct 1933

Ambulante Central



24/13 mm  
30 Mar 1900 – 10 Feb 1908

Corinto – Pirapora



31/19 mm ??  
25 Aug 1950

Corinto Noturno



31/19 mm  
18 June 1947

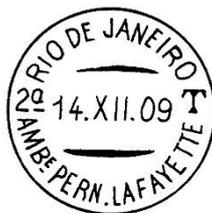
Miguel Burnier – Marianna



28/15 mm  
9 Oct 1918 – 6 Feb 1920

Pern. – Lafayette

*(This is a mystery. Pern., is an abbreviation which I do not recognise. The name of Queluz was changed to Conselheiro Lafaiete but not until 1934. There was a short line from Morro da Mina to Queluz, could this be it? The cancellation has all the look of a Güller product.)*



27 mm  
14 Dec 1909

(Ramal de) Santa Barbara



29/13 mm  
10 May 1927

São João do Paraiso - Rio Pardo de Minas



*(The characters are not clear in the original, especially at the left side of the cancellation.)*

27/13 mm  
2x June 19xx

## Chapter 16

### EFCB - Porto Novo Branch

The Porto Novo branch was an important 1600mm gauge branch of the Linha do Centro of Brazil's major railway, the EF Dom Pedro II, later the EF Central do Brazil. The branch left the main line at Entre Rios and ran to Porto Novo, Minas Geraes, where it met the E F Leopoldina. The Leopoldina later bought the branch from the Central do Brazil.



<i>Turma</i>	<i>Size</i>	<i>Dates</i>
1	29/24	3 Jan 1889 - 2 Feb 1890
2	29/24	7 Aug 1889



<i>Turma</i>	<i>Diameter</i>	<i>Dates</i>
2	24/13	7 Sep 1890 - 8 Aug 1894
3	24/13	3 Aug 18xx - 24 Aug 18xx



<i>Turma</i>	<i>Diameter</i>	<i>Dates</i>
1	24/13	22 Aug 1890 - 16 Jul 1892
2	24/13	4 Apr 1890 - 6 Jan 1892
3	24/13	4 July 1890



<i>Turma</i>	<i>Diameter</i>	<i>Dates</i>
2	24/13	6 Jan 1892 - 3 Aug 1892
3	24/13	20 May 1893



<i>Turma</i>	<i>Diameter</i>	<i>Dates</i>
1	24/13	14 Sep 1893 - 10 Dec 1893



<i>Turma</i>	<i>Diameter</i>	<i>Dates</i>
1	29/15	6 Aug 1895 - 8 Mar 1899
2	29/15	11 July 1895 - 24 Feb 1896
2	27/13	7 Nov 1909
3	29/15	26 Aug 1895 - 24 May 1898



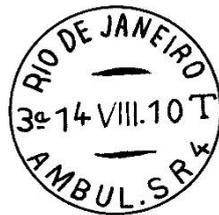
<i>Turma</i>	<i>Diameter</i>	<i>Dates</i>
1	29/15 ??	22 Nov 1898 - 8 Mar 1899



<i>Turma</i>	<i>Diameter</i>	<i>Dates</i>
2	24/13	7 Dec 1904



<i>Turma</i>	<i>Diameter</i>	<i>Dates</i>
2	24/13	9 May 1902 - 19 March 1906



*These handstamps were manufactured by the firm of Güller & Cie of Huttikon in the Swiss Canton of Zurich. According to their proof sheets, they manufactured stamps for only SR3 and SR4, each with 3 turmas, making six stamps in all.*

<i>Train</i>	<i>Turma</i>	<i>Diameter</i>	<i>Dates</i>
SR4	1	27	5 Dec 1908
SR4	2	27	18 Dec 1908
SR4	3	27	14 Aug 1910



<i>Turma</i>	<i>Diameter</i>	<i>Dates</i>
1	24/13	30 Nov 1891
2	24/13	1 Jun 1890 - 31 Aug 1890
3	24/13	25 Nov 189x

## Chapter 17

# Leopoldina

The E.F. Leopoldina grew to be a rather octopus like system of railways in the east of Rio de Janeiro State and the south east of Minas Geraes State. It was formed by a mixture of building, amalgamation or acquisition of most of the metre gauge railways in the area. As a company it began as a short line from the terminus of the EFCB branch to Porto Novo to Volta Grande, opened on 8 October 1874. The line continued northwest to Cataguazes, reached in July 1887. A branch was constructed from Vista Alegre to Leopoldina, connecting that town to the system. The main line continued north to Ubá and then on to Ponte Nova.

Among its constituents was the first railway in Brazil, the E F Mauá. Named after its promoter and financier, the Baron Mauá, construction started on 29 August 1852 under the direction of the British engineer, William Bragge the Emperor, using a silver spade, made the first cut. The first section of the line was from the port of Mauá to the station of Fargoso, and was opened ceremonially by the Emperor on 30 April 1854. The gauge was 1676mm, unlike anything else subsequently built in Brazil. The intention was to build to Petrópolis, an ambition not realised until 20 February 1883. When it came under Leopoldina control, it was converted to metre gauge. The company was then known as the Grão Pará e Norte.

Other constituents included:-

- E.F. do Cantagallo and Ramal de Cantagallo. This ran from the State capital Nictheroy to Macuco. The first section, 39km, from Porto das Caixas to Cachoeiras opened on 12 April 1860. The section from Nictheroy to Villa Nova opened on 18 August 1866 and the connection to the first section in 1868. The railway went through Nova Friburgo, Bom Jardim and Cordeiro, reaching Macuco on 16 September 1876. The Rio Bonito branch ran from Porto das Caixas via Rio Bonito to Macahé.
- E.F. Macahé e Campos. This connected these two towns and was opened on 13 June 1873.
- E.F. Santo Antonio de Padua. This ran west from S. Fidelis to Santo Antonio de Padua and extended to Miracema reached in 1883. This railway provided the link from Campos to Minas Geraes.
- E.F. Carangola. This railway ran north from Campos to Murundu where a branch continued north to Itabapoana in Espirito Sannto and eventually to Itapemirim. The main line continued west into Minas Geraes, eventually reaching Carangola in 1900.
- E.F. Sumidouro. This ran 34km south from Porto Novo.
- E.F. União Mineira. This company was taken over by the Leopoldina in 1884. Known as the Ramal da Serraria, this started from Serraria on the EFCB. It ran north connecting with the Leopoldina at Ubá. There were branches to Pomba

and Furtado de Campos. It linked in with the E.F. do Piauí, also known as the E.F. Juiz de Fora e Piauí.

- E.F. de Itaptinga, together with the E.F. Alto Muriahi. These companies, taken over by the Leopoldina, built north east via Recreio, eventually reaching Manhuassú.

There were numerous other branches and connections. It will be seen that the description of the Leopoldina as a writhing octopus is not unreasonable.



### Leopoldina



No.	Diameter	Dates
1	27/13	14 Aug 1884 – 1 Dec 1885
2	27/13	17 Dec 1891 – 23 Feb 1893



24/14 mm  
6 July 1895 – 27 Apr 1908

### Other Cancellations

Ramal Conde de Araruama



24/14 mm  
8 Feb 19xx

Conde de Araruama – Trajano de Moraes



29/14 mm  
9 Aug 1916 - 22 Oct 1917

E. F. Cachoeiro de Itapemirim



25/13 mm  
20 Jan 1906 – 22 Nov 1915

Cachoeiro de Itapemirim - Castelo



28/13 mm  
1 July 1922 - 10 May 1934

Cachoeiro de Itapemirim - Espera Feliz



28/13 mm  
15 May 1934 - 9 Aug 1938

Cachoeiro de Itapemirim - S. xx de Carangola



*(Much of the NW corner of the original was missing.)*

30/16 mm  
27 Mar 19xx

Campos - Miracema



24/13 mm  
2 Oct 1897 – 13 Jan 1910

Campos



24/13 mm  
3 Jan 1898



13 Sep 1906



<i>Turma</i>	<i>Diameter</i>	<i>Dates</i>
2	25/14	28 May 1912
5	25/14	15 Aug 1918

Campos – Rio (de Janeiro)



25/14 mm  
15 Aug 1916



<i>Train</i>	<i>Turma</i>	<i>Diameter</i>	<i>Dates</i>
Ida	2	27/19	21 Dec 1932

Campos – São João da Barra



24/14 mm  
6 Dec 1907

Cantagallo



24/14 mm  
11 July 1892



24/13 mm  
1 Jan 1899 – 26 Dec 1908



<i>No.</i>	<i>Diameter</i>	<i>Dates</i>
1	24/14	6 Jan 1905 - 8 Mar 1907
2	24/14	7 July 1905 – 16 Jun 1911



<i>Turma</i>	<i>Ida/Volta</i>	<i>Diameter</i>	<i>Dates</i>
1	Volta	25/14	18 Dec 1917



<i>Turma</i>	<i>Diameter</i>	<i>Dates</i>
3	31/19	23 Oct 1939



<i>Turma</i>	<i>Diameter</i>	<i>Dates</i>
2	24/13	12 July 1918
3	24/13	8 Apr 1933 - 6 Dec 1933

Linha Centro E.F. Carangola



<i>Expresso</i>	<i>Diameter</i>	<i>Dates</i>
2	24/13	9 Oct 1903 - 2 Oct 1908

(The number of the EX is unclear in the original and may be a 3)

Carangola - Manhuassu



6 Jan 1919 - 14 Nov 1927

Carangola - Muriaé



28 Aug 1945

Carangola L(inha) R(amal) 289



45/22 mm

Cysneiros – (unknown, possibly Recreio or Porciúncula)  
*(Much of the original is missing)*



5 Aug 192x

Diamantina



25/13 mm  
14 Dec 1912

Entre Rios – Ponte Nova



27/15 mm  
20 Apr 1925 - 22 Sep 1932



25/13 mm  
20 Aug 1933



Juiz de Fora – Entre Rios



25 Oct 1913 - 5 Oct 1914

Juiz de Fora – Furtado de Campos



29/14 mm  
5 Apr 1923

E.F. Leopoldina



*(Much of the original is missing.)*

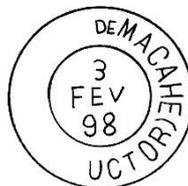
31/19 mm  
19 Nov 1939

Leopoldina – Vista Alegre



4 Oct 1913 - 31 Mar 1922

Macahe



24/13 mm  
3 Feb 1898

Mimoso



*(The SE segment of this cancellation was missing on the example seen. It is likely that this location is Mimoso do Sul in the State of Espirito Santo but what was on the cancellation is not known.)*

27/14 mm  
23 Sep 1906

Miracema



<i>No.</i>	<i>Diameter</i>	<i>Dates</i>
1	24/13	29 Sep 1896 – 15 Jan 1897
2	24/13	17 Oct 1895 – 31 Jul 1906



28/14 mm  
26 Jun 1933

Conductor de Malas Ramal de Mirahy



25/13 mm  
5 Apr 1922 – 25 Jan 1924

Nova Friburgo – Porto Novo



31/20 mm

23 Jun 1959 - 21 Apr 1960

Patrocínio – São Paulo de Muriahé



19 Aug 1910

Petropolis



24/13 mm

16 May 1904 – 29 Dec 1931



24/13 mm

24 Mar 1904 – 14 Dec 1916

Petropolis – Entre Rios



6 Dec 1907

Piau



23/13 mm  
6 Oct 1901 – 26 Aug 1906

Ponte Nova – Entre Rios



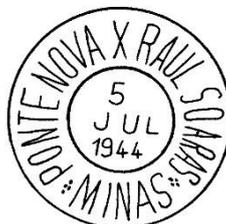
28/14 mm  
20 Feb 1938

Ponte Nova – Matipó

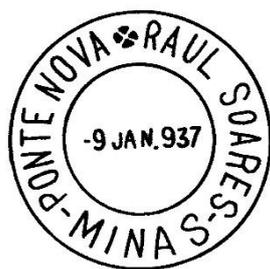
*(On the specimen I have too much of the cancellation is missing for the cancellation to be drawn.)*

27/13 mm  
16 July 192x

Ponte Nova – Raul Soares



29/14 mm  
5 Jul 1944



34/21 mm  
17 Jul 1933 – 2 Oct 1944

Porto Novo – São Geraldo



26/13 mm  
5 Dec 1908

Porto Novo - Uba



27/13 mm  
4 Jan 1939

Raul Soares - Caratinga



28/14 mm  
2 Mar 1933 – 12 Aug 1933

Recreio - Carangola



*(The bottom part of the cancellation was missing and an estimate has been made)*

\*\*\*THIS IS WRONG – BRACKETS INSTEAD OF CROSSES\*\*\*

25/13 mm  
xx Feb 1904 - 2 Mar 1907



26 Nov xxxx

Recreio – Santa Lusia



Code	Diameter	Dates
A	24/14	19 Oct 1899 – 26 Mar xxxx
B		7 Oct 1899

Rio de Janeiro - Victoria



<i>No.</i>	<i>Diameter</i>	<i>Dates</i>
2	26/14	3 Oct 1926 - 23 Sep 1933
2	28/14	2 Oct 1934
3	26/14	23 Jul 1937

Rio Novo – Furtado de Campos



?? mm  
11 Sep 1917

Santa Maria Magdalena



25/13 mm  
14 Jan 1927 – 20 Jan 1933

Serraria



24/13 mm  
2 Oct 1890 - 9 Mar 1891



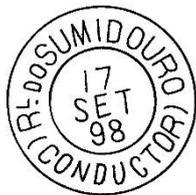
27/12 mm  
9 Sep 1927

Serraria – Ligação



19 Mar 1894 - 2 Dec 18xx

Sumidouro

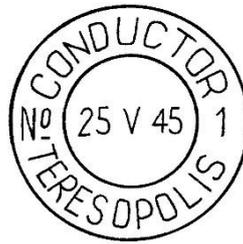


24/13 mm  
17 Sep 1898



24/13 mm  
13 Nov 1903 – 2 July 1907

Teresópolis



<i>Conductor</i>	<i>Diameter</i>	<i>Dates</i>
1	31/19	3 Apr 1945 - 25 May 1945

Victoria – Cachoeiro de Itapemirim



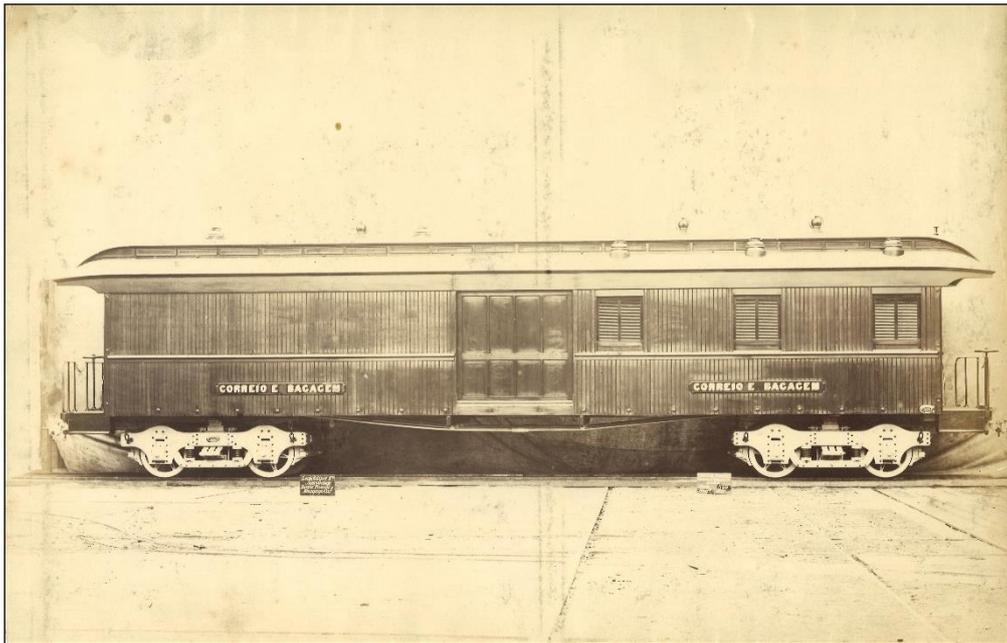
28/13 mm  
19 Oct 1922

**Railways taken over**

E.F. Sul do Espirito Santo



7 Jan 1905 – 8 Mar 1906



*A post and baggage van of the Leopoldina Railway*

## Chapter 18 Minas Geraes

**M**inas Geraes is the immensely rich source of much of the mineral wealth of Brazil. The name in English means General Mines. Because of the wish to extract this mineral wealth, promoters were keen to build railways into the state. However it is landlocked and borders over the states of São Paulo, Rio de Janeiro and Espírito Santo, all of which offer access to the sea. Consequently many access points were possible and more than a few railways were built into Minas Geraes resulting in a railway network which is complex.

The major lines that were built into Minas Geraes were the Central do Brazil, the Leopoldina and the Mogiana, with the Goyaz. The cancellations used on these lines have already been dealt with in preceding chapters.

The remaining major company not hitherto covered is the Rede Mineira de Viação. This company was formed by the gradual amalgamation of the following companies:-

E F Oeste de Minas  
E F Muzambinho  
E F Sapucahy  
E F Minas e Rio  
E F do Sul de Minas

Most of these companies' railways were built to 1000mm gauge but one of the more famous narrow gauge lines, the E F Oeste de Minas was built to 760mm gauge. Much of this line is closed but sections remain and are a very popular tourist attraction.

The cancellations used on these lines are listed below.

### **E F Oeste de Minas**

C. Ambulante (E. F. O. de Minas)



24/13 mm  
6 Aug xxx

Estafeta Amb. Oeste (C de Minas)



24/13 mm  
19 Mar 1900 – 2 July 1919

Belo Horizonte – Divinópolis (formerly Henrique Galvão)



26/14 mm  
27 Jul 1913 – 28 Oct 1920



28/14 mm  
22 Jan 1938

Belo Horizonte – Formiga





<i>Train</i>	<i>Diameter</i>	<i>Dates</i>
Ida	27/13	15 July 1921
Volta	27/13	27 May 1932 – 13 Sep 1932

(Dores de) Campos - Barbacena



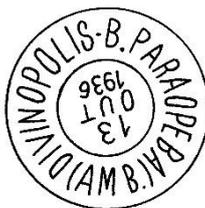
*(The original is far from clear. The second destination should read BARBACENA but there is only space for BARACENA. It may be that I have misinterpreted the original or that it was issued with a mistake. It needs another example to clarify the issue.)*

10 Jan 1899

Divinopolis - Indaya



Divinopolis – Paraopeba



27/13 mm

9 May 1935 - 26 Sep 1940

Divinópolis - Pitangui



27/13 mm

J.Mourto - Divinópolis



10 Jan 1919

Oliveira – H(enrique) Galvão (now Divinópolis)



24/13 mm

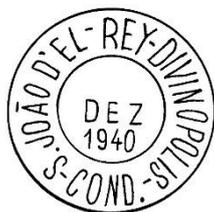
4 May 1898 - 27 Jan xxxx

Pará de Minas to Soledade



26/13 mm  
11 July 1925

São João d'el Rey – Divinópolis



*(The top quarter of the original cancellation was missing; the estimate may be incorrect.)*

27/14 mm  
xx Dec 1940

São João d'el Rey – M. Procopio



22 xxx 1932 - 18 Nov 1943

Sítio – São João d'el Rey



23 Nov xxx



20 Jan 1905



26/13 mm  
2 Dec 1910

### **E F Muzambinho**



24/14 mm  
24 Aug 1906 - 1 July 1913

### **E F Sapucahy**

Santa Rita is an earlier name for Sapucahy.

Linha de Santa Rita



24/13 mm  
6 Aug 1896 – 18 Aug 1908

Conductor de M. E. F. Sapucahy



27/16 mm  
3 Dec 1904 - 24 Aug 1906

C. Ambulante E. F. Sapucahy



24/13 mm  
19 Apr 1910 – 24 June 1912

Ambulante E. F. Sapucahy



26/13 mm  
19 Apr 1910 – 6 Feb 1911

Soledade – Caxanga



*(The date and the brackets round Minas are not clear in the original)*

Soledade – Ouro Fino

*The Travelling Post Offices of Brazil*

Jay Walmsley



24/13 mm  
10 Mar 1906 – 25 Sep 1907

### **E F Minas e Rio**

E. F. Minas e Rio



24/13 mm  
21 Jan 1896 - 2 Jan 1899

E. F. Minas e Rio Mixto



25/13 mm  
11 Feb 1910

Ambulante Minas e Rio



24/13 mm  
24 June 1912 - 17 June 1914

Ramal da Campanha



25/14 mm  
xx Nov 1910

Correio Ambulante Campanha



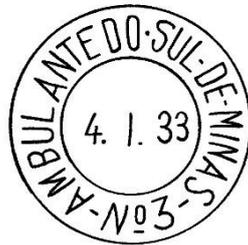
<i>No.</i>	<i>Diameter</i>	<i>Dates</i>
11	31/19	18 Jul 1942
28	31/19	?
43	?	?
47	?	2 Dec 1942

## E F do Sul de Minas

Ambulante do Sul de Minas



<i>No.</i>	<i>Diameter</i>	<i>Dates</i>
3	25/13	6 May 1916 - 1 May 1922
4	25/13	31 (sic) Apr 1921
5	25/13	9 Dec 1915
8	25/13	17 Feb 1918 – 29 Nov 1919
9	25/13	16 Oct 1915
10	25/13	2 Feb 1921 – 20 May 1921
11	25/13	1 Apr 1919
13	25/14	23 Jun 1919 - 12 Jul 1925
14	27/13	25 Nov 1932
15	25/13	26 Mar 1915
16	25/13	23 Oct 1920
17	25/14	27 May 1919
18	25/14	14 June 1919
19	25/14	5 May 1916
20	25/14	16 Dec 1919
27	25/13	3 May 1921



<i>No.</i>	<i>Diameter</i>	<i>Dates</i>
1	31/19	4 Jan 1933
3	31/19	30 Nov 1933
5	31/19	27 Dec 19xx

### Minas Cancellations not specific to a railway



24/13 mm  
2 Sep 1899

*Question. Is this a travelling post office cancellation?*

### **Rede Mineira de Viação**

Barra Mansa - Arantes



26/13 mm  
25 May 1932

Santa Rita de Jacutinga - Livramento



??/?? mm  
13 Apr 1905 – 9 Aug 1906

## Chapter 19

### Bahia

The railways of Bahia State are among the oldest in the country. Metre gauge, they were designed to open up the interior and to provide transport to the navigable rivers. The cancellations are among the more distinctive.

The E.F. da Bahia ao São Francisco was built with the intention of linking the city of Bahia, now called Salvador, to the São Francisco River. It ran north to Alagoínas (line opened on 13 February 1863), from where a branch ran to Timbó (the Ramal do Timbó) reached sometime between 1886 and 1900. The main line continued northwest, reaching Serrinha on 18 November 1880. It finally reached Joazeiro on the river between 1894 and 1896. The Ramal do Timbó continued north east, entering the State of Sergipe and reaching the capital, Aracaju. It eventually made its way to the São Francisco River at Propia.

The E.F. Central da Bahia was built in two parts. The Ramal da Feira was built north from Cachoeira on the north bank of the Paraguassú River to Feira, a distance of 45 km. It opened on 7 April 1875. The main line was built from São Felix on the south bank and ran generally westward into the diamond fields.

The E.F. de Nazareth. This ran south west from Nazareth with the first 8 km to Onha opened in 1875. It opened to Capella de Santo Antonio, 34 km, on 7 September 1880. The railway gradually extended, including a branch to Amargosa.

The E.F. Santo Amaro ran a short distance from that town.

The E.F. Bahia e Minas was in the far south of the State and opened on 9 November 1882. It was built from Caravellas on the coast and the Mucury River on the border with Minas Geraes State. It extended into Minas Geraes, reaching Theophilo Ottoni before 1900 and then continuing westward.

Amb(ulante) Cach(oeira)



24/12 mm  
3 Aug 1891 - 11 Jun 1892

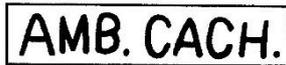
Amb(ulante) Prol(ongação) – (Extension)



24/12 mm

**Boxed Cancellations**

Cachoeira

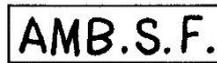


36 x 7.75 mm  
28 July 1894



32 x 5.25 mm

São Francisco



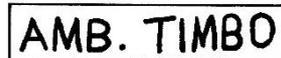
28 x 6.25 mm

Bomfim



39 x 6 mm

Timbó



36 x 6.25 mm

**Linha Cancellations**

Linha Alagoinhas



24/14 mm

14 Jan 1901 – 11 Feb 1907

Incomplete cancellation inscribed LINHA DE ALAGOINHAS

25/13 mm

13 Mar xxxx

Linha Amargosa



24/14 mm

22 Feb 1906

Linha Barracão



33 mm height

*(The corners may be rounded. They could not be seen in the original.)*

29 xxx 1925

Linha Cachoeira



25/14 mm

13 Nov 1904 - 15 May 1906



24/13 mm  
22 Nov 1904 - 3 Apr 1911

Linha Joazeiro/Joaseiro



24/14 mm  
5 Jan 1904 – 26 Feb 1906



24/14 mm  
28 Mar 1910

Linha Machado Portella



24/14 mm  
5 May 1904 - 7 Feb 1908



24/14 mm  
25 Sep 1914



41 mm base  
6 Dec 1922

Linha de Nazareth/Nasareth



24/13 mm  
15 Oct 1906 - 30 Jun 1909



24/14 mm  
3 Aug 1905

Linha do Rio São Francisco



27/14 mm  
23 Jan 1905 - 11 May 1908

Linha S(anto) Amaro



24/14 mm  
11 Dec 1905 - 4 Oct 1912

Linha de Santo Amaro



19 Oct 1911

Linha de Santo Amaro - Jacú



25/14 mm  
21 Dec 1912

## Named Terminal Cancellations

Bahia – Barracão



27/12 mm  
6 Mar 1934

Bahia – Bomfim



*(The SE segment is missing in the original and has been estimated.)*

31/19 mm  
25 April 1944

Bahia – Jequié



27/13 mm  
25 May 1935

Caravellas – Theofilo Ottoni



24/13 mm  
22 Dec 1918

Ramal Dr Miguel Calmon



25/14 mm  
5 Aug 1911

São Miguel – Areia



25/13 mm  
5 Mar 1908

Entrocamento

Entroncamento translates as Junction. Therefore, this might be a cancellation of a town with that name or it may be that the Junction cancellation played a part in the travelling post office system. I don't know and therefore this cancellation has been included so that students may be aware of it.



24/14 mm  
28 Nov 1901

## Chapter 20 Alagôas

The E.F. Central de Alagôas was built from the port and capital, Maceió, north and west to S. José da Lage and into the State of Pernambuco. There it connected with the E.F. Recife au São Francisco. The first section of the line opened on 3 December 1884. A branch line was built to Atalaia and on to Palmeira.

There was an isolated inland railway, the E.F. Paulo Affonso, named for the falls on the São Francisco River. It was built from Piranhas in Alagôas to Jatobá in Pernambuco. The objective was to provide a link for river traffic between the upper and lower São Francisco. Piranhas was served by a weekly steamer from Penedo on the coast.

### Ambulante Alagôas Terrestre



24/13 mm  
11 Nov 1892 - 16 Mar 1899

### Ambulante Alagôas Terrestre Expreso



26/14 mm  
23 Jul 1905 – 26 Sep 1931

## Chapter 21 Pernambuco

**M**ost of the railways of Pernambuco State were metre gauge lines centred on the capital Pernambuco, later renamed Recife. Many of these railways were acquired by The Great Western of Brazil Railway Company Ltd.

The E.F. Recife ao São Francisco built southwest with the intention of reaching the São Francisco River, which it failed to do. The first section from Recife to Cabo opened on 8 February 1858, and the railway reached Palmares on 30 November 1862. A continuation, often called the Palmares a Garanhuns, reached Garanhuns on 15 January 1885, with a branch to the E.F. Central de Alagôas.

The E.F. Recife a Caruarú, reaching Jaboatão 25 March 1885, Pombos by 1885 and Caruarú before 1900.

The E.F. Recife a Limoeiro ran from Recife to Limoeiro, with a branch north to Timbauba. The line to Limoeiro was opened on 20 February 1882.

The E.F. Recife a Caxangá opened on 12 August 1867, with a branch to Afflictos opened on 12 December 1871. This railway, 18 km long, became essentially a suburban line.

The E.F. Recife a Olinda e Beberibe was built from Recife to Olinda with a branch to Beberibe. The length of the line was 12 km and it was opened to Olinda on 24 July 1870 and the branch on 15 October 1871.

### Cinco Pontas



26/13 mm  
30 Aug 1908 – 21 Sep 1919



<i>Cond.</i>	<i>Diameter</i>	<i>Dates</i>
1	26/14	14 Dec 1922
2	26/14	28 Nov 1914



26/13 mm  
16 July 1928



26/14 mm ??  
6 Nov 1925

Glycerio



24/13 mm  
4 July 1909

Pernambuco



9 Jan 1912



<i>Cond.</i>	<i>Diameter</i>	<i>Dates</i>
3		30 Nov 1921
4		6 Nov 1925

Timbauba



24/13 mm  
30 Mar 1912



25/14 mm  
15 Aug 1918

**Terrestre**

Expreso Terrestre



24/13 mm  
23 Oct 1922

## Chapter 22

### Parahyba and Rio Grande do Norte

The E. F. Conde D'Eu built inland from the coast at Parahyba (later known as João Pessoa) with lines to Itabayanna, later extended to Timbauba in Pernambuco and to Campina Grande, and north to the Rio Grande do Norte border.

In Parahyba the E.F. Conde D'Eu ran from Parahyba, now called João Pessoa, to Molungú, opened on 7 September 1883. Branches were built to Pilar and Independencia. This railway remained entirely within Parahyba State until the 1900s when a connection was built to the E.F. Recife a Limoeiro from Pernambuco.

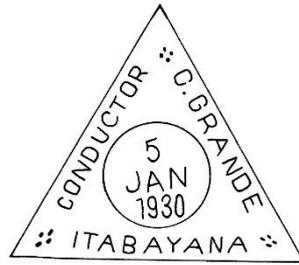
In Rio Grande do Norte, the E.F. Natal a Nova Cruz built south from Natal with the first section opened on 28 September 1881 and to Nova Cruz on 31 December 1882. This railway gradually extended and eventually linked up with the E.F. Conde D'Eu from Parahyba.



25/13 mm  
2 Sep 1905 – 21 Oct 1915



27/13 mm  
26 May 1918



38-14 mm  
5 Jan 1930 – 4 Mar 1930



27/13 mm  
15 Mar 1936



*(The characters I and A in the NW quadrant are not clear in the original and may be incorrect.)*

33 mm  
18 May 1939

## Chapter 23 Ceará

**T**here were two railways in the State of Ceará, both small lines built to carry produce to the coastal ports. The E.F. Sobral was built from Camocim on the coast to Sobral, reached in 1881. The line was then extended southward.

The second was the E.F. de Baturité. The first section from Fortaleza on the coast to Pacatuba opened on 30 November 1875. There was a branch to Maranguape. The line reached Baturité in 1882 and was slowly extended southward.



24/13 mm  
7 Mar 1895 – 21 Sep 1897



24/13 mm?  
8 Jan 1899



28/13 mm  
16 Jun 1895 – 11 Aug 1896



30/18 mm  
19 May 1916 – 11 March 1919

## Chapter 24 Piauhy

**T**here were no railways built in the State of Piauhy but there was a river steamer post office operating on the Rio Parnahyba. The river was the boundary between the states of Piauhy and Maranhão.



25/13 mm  
30 July 1913

## Chapter 25 Maranhão

**T**he first railway, the E.F Flores a Caxias, commenced from São José das Cajazeiras (renamed Flores) which is on the opposite bank of the Parahyba River to Therezina, the state capital of Piauí. On 9 July 1895 it reached Caxias. From there it was gradually built north east to the state capital of Maranhão on the coast.



27/13 mm  
19 Nov 1921 – 16 xxx 1923

## Chapter 26 Pará

**T**here was only one railway in the State of Pará, the E.F. da Brangança. This ran eastward from Pará, later called Belem. The first section to Benevides opened in 1884 and the line gradually extended to Brangança. In addition, there were river posts probably serving the Rivers Pará and Tocantina, and the Baia de Marajó.

Fluvial



24/14 mm  
8 Sep 1892 – 2 Oct 1892

## Chapter 27 Amazonas

The River Amazon and its tributaries provided the easiest and safest access to the interior of the Amazon rain forest. River steamers provided the main means of transport in the State of Amazonas, hence the majority of the TPOs were on river steamers.

However, one railway was built in Amazonas and this was the famous or perhaps infamous Madeira Mamoré Railway. This railway was built on the Madeira River at least ten days journey from the coast to provide a way round the rapids on the river and to enable rubber from the interior to be carried downriver to the coast. The first attempt to build the railway was in 1872 and failed miserably due to the green hell of the jungle, disease and attacks by snakes, alligators and piranha. The long supply line didn't help; the sinking of the supply ship caused much loss of life, with many of the starving workers failing to reach the coast. It was not until 1912 and after several attempts that the 360 km metre gauge line was complete between Porto Velho and Guajará-Mirim. It was completed just in time to be obsolete as rubber seeds had been smuggled out of Brazil and grown successfully in Malaysia, where the industry now centred. Known as the Mad Mary, it is said that the railway cost a life for every hundred sleepers laid. The line closed in 1971.

### River Steamers

Linha do Alto Jurua



27/13 mm  
1 Nov 1909

The drawing is incomplete at the base. The cancellation was used on a steamer operating on the upper reaches of the River Alto Jurua, one of the tributaries of the Amazon. I can find no reference anywhere to such a cancellation. It raises the possibility that similar cancellations were used on the services on other major tributaries of the Amazon.

Agente Embarcado



<i>No.</i>	<i>Diameter</i>	<i>Dates</i>
4	28/16	15 July 1913
5	28/16	25 Apr 1926

## Chapter 28 Coastal Steamers

**B**efore the coming of the railways, the only means of long distance transport was by water and indeed the coming of the railways never did totally change that. Most of the railways were built from coastal ports to the interior of the country and therefore the way to travel from one port to another was by coastal steamer. From the later part of the nineteenth century until well into the twentieth century coastal steamers were vitally important, especially on the north east coast.

Ponge and dos Santos (*River and Maritime Posts of Northern Brazil*) consider that this service was provided by the Lloyd Brasileiro line with an AMB BORDO cancellation known from 1893. They report that the cancellations shown below are known for numbers 1 and 2 from 1910 and 1909 respectively and that possibly no. 1 was used on the SS Pará and no. 2 on the SS Ceará.



25/13 mm  
8 Feb 1911

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THE TRAVELLING POST OFFICES OF BRAZIL - A PERSONAL RECORD  
INDEX TO THE PLACE NAMES IN THE CANCELLATIONS

Name	State	Railway	Chapter
14 Julho	Rio Grande do Sul	Viação Ferréa Rio Grande do Sul	Rio Grande do Sul
Agudos	São Paulo	Sorocabana	Sorocabana
Alagoinhas	Bahia	EF da Bahia	Bahia
Alegrete	Rio Grande do Sul	Viação Ferréa Rio Grande do Sul	Rio Grande do Sul
Alto da Serra	São Paulo	São Paulo Railway	São Paulo Railway
Alto Jurua	Amazonas	Fluvial	Amazonas
Amargosa	Bahia	EF de Nazareth	Bahia
Amargoza	Bahia	EF de Nazareth	Bahia
Amazonas	Amazonas	River steamer	Amazonas
Amparo	São Paulo	Mogyana	Mogyana
Antonina	Paraná		Paraná & Santa Catharina
Araçatuba	São Paulo	Noroeste do Brasil	Noroeste do Brasil
Arantes	Rio de Janeiro	Rede Mineira de Viação	Minas Geraes
Araraguary (Araguari)	Minas Geraes	Mogyana	Mogyana
Araraquara	São Paulo	EF Araraquara	Araraquara Railway
Araraquara	São Paulo	Paulista	Paulista
Araruama	Rio de Janeiro	Leopoldina	Leopoldina
Araxá	Minas Geraes	Mogyana	Mogyana
Arêas	São Paulo	EF Rezende a Arêas	EFCB - São Paulo to Rio
Areia	Bahia	EF de Nazareth	Bahia
Bagé	Rio Grande do Sul	Viação Ferréa Rio Grande do Sul	Rio Grande do Sul
Bahia	Bahia	EF Central da Bahia	Bahia
Bananeiras	Parahyba	EF Conde D'Eu	Parahyba & RG do Norte
Barbacena	Minas Geraes	EF Oeste de Minas	Minas Geraes
Bariry	São Paulo	Paulista	Paulista
Barra (de Quarahy)	Rio Grande do Sul	Viação Ferréa Rio Grande do Sul	Rio Grande do Sul
Barra Mansa	Rio de Janeiro	Rede Mineira de Viação	Minas Geraes
Barracão	Bahia	EF da Bahia	Bahia
Barretos	São Paulo	Paulista	Paulista
Baturité	Ceará	EF de Baturité	Ceará
Baurú	São Paulo	Noroeste do Brasil	Noroeste do Brasil
Baurú	São Paulo	Paulista	Paulista
Baurú	São Paulo	Sorocabana	Sorocabana
Bebedouro	São Paulo	Mogyana	Mogyana
Bebedouro	São Paulo	Paulista	Paulista
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Belo Horizonte	Minas Geraes	Leopoldina	Leopoldina
Belo Horizonte	Minas Geraes	EF Oeste de Minas	Minas Geraes
Belo Horizonte	Minas Geraes	Mogyana	Mogyana
Bernadino de Campos	São Paulo	Sorocabana	Sorocabana
Blumenau	Santa Catharina	EF Santa Catharina	Paraná & Santa Catharina
Boituva	São Paulo	Sorocabana	Sorocabana
Bomfim	Bahia	EF da Bahia	Bahia
Botucatu	São Paulo	Noroeste do Brasil	Noroeste do Brasil
Botucatu	São Paulo	Sorocabana	Sorocabana
Bragança	São Paulo	EF Bragantina	São Paulo Railway
Buenopolis	Minas Geraes	Central do Brasil	EFCB - Linha do Centro
Burnier	Minas Geraes	Central do Brasil	EFCB - Linha do Centro
Cacequi/Cacequy	Rio Grande do Sul	Viação Ferréa Rio Grande do Sul	Rio Grande do Sul
Cachoeira	Bahia	EF Central da Bahia	Bahia

Name	State	Railway	Chapter
Cachoeira	São Paulo	Central do Brasil	EFCB - São Paulo to Rio
Cachoeiro de Itapemirim	Espirito Santo	Leopoldina	Leopoldina
Caeté	Minas Geraes	Central do Brasil	EFCB - Linha do Centro
Caico	Rio Grande do Norte	EF Natal a Nova Cruz	Parahyba & RG do Norte
Cajurú	São Paulo	Mogyana	Mogyana
Campanha	Minas Geraes	EF Minas e Rio	Minas Geraes
Campina Grande	Parahyba	EF Conde D'Eu	Parahyba & RG do Norte
Campinas	São Paulo	Mogyana	Mogyana
Campinas	São Paulo	Paulista	Paulista
Campo Limpo	São Paulo	EF Bragantina	São Paulo Railway
Campos	Rio de Janeiro	Leopoldina	Leopoldina
Canôas	São Paulo	Mogyana	Mogyana
Canragallo	Rio de Janeiro	Leopoldina	Leopoldina
Capital Federal	Rio de Janeiro	Central do Brasil	EFCB - Linha do Centro
Carangola	Minas Geraes	Leopoldina	Leopoldina
Caratinga	Minas Geraes	Leopoldina	Leopoldina
Caravellas	Bahia	EF Bahia e Minas	Bahia
Carroio	Rio Grande do Sul	Viação Ferréa Rio Grande do Sul	Rio Grande do Sul
Casa Branca	São Paulo	Mogyana	Mogyana
Cascavel	São Paulo	Mogyana	Mogyana
Castelo	Espirito Santo	Leopoldina	Leopoldina
Caxanga	Minas Geraes	EF Sapucahy	Minas Geraes
Caxias	Rio Grande do Sul	Viação Ferréa Rio Grande do Sul	Rio Grande do Sul
Ceará	Ceará	EF de Baturité	Ceará
Cerqueira Cezar	São Paulo	Sorocabana	Sorocabana
Cerquilho	São Paulo	Sorocabana	Sorocabana
Cerro Chato	Rio Grande do Sul	Viação Ferréa Rio Grande do Sul	Rio Grande do Sul
Cinco Pontas	Pernambuco	EF Recife a São Francisco	Pernambuco
Colombia	São Paulo	Paulista	Paulista
Cordeiropolis	São Paulo	Paulista	Paulista
Corinto	Minas Geraes	Central do Brasil	EFCB - Linha do Centro
Couto	Rio Grande do Sul	Viação Ferréa Rio Grande do Sul	Rio Grande do Sul
Cravinho	São Paulo	Mogyana	Mogyana
Cruz Alta	Rio Grande do Sul	Viação Ferréa Rio Grande do Sul	Rio Grande do Sul
Curitiba (Curityba)	Paraná		Paraná & Santa Catharina
Curralinho	Minas Geraes	Central do Brasil	EFCB - Linha do Centro
Curvello	Minas Geraes	Central do Brasil	EFCB - Linha do Centro
Descalvado	São Paulo	Paulista	Paulista
Diamantina	Minas Geraes	Central do Brasil	EFCB - Linha do Centro
Diamantina	Minas Geraes	Leopoldina	Leopoldina
Diamantina	Minas Geraes	EF Victoria á Minas	Victoria á Minas
Divinopolis	Minas Geraes	EF Oeste de Minas	Minas Geraes
Dores de Campos	Minas Geraes	EF Oeste de Minas	Minas Geraes
Dôres de Guaxupé	Minas Geraes	Mogyana	Mogyana
Dourados	São Paulo	Paulista	Paulista
Dous (Dois) Corregos	São Paulo	Paulista	Paulista
Dous (Dois) Corregos	São Paulo	Sorocabana	Sorocabana
Dr Miguel Calmon	Bahia	EF Central da Bahia	Bahia
EFSC	Santa Catharina	EF Santa Catharina	Paraná & Santa Catharina
Eleutério	São Paulo	Mogyana	Mogyana
Engenheiro Coelho	São Paulo	Paulista	Paulista
Entre Rios	Rio de Janeiro	Leopoldina	Leopoldina
Espera Feliz	Minas Geraes	Leopoldina	Leopoldina

Name	State	Railway	Chapter
Espirito Santa do Pinhal	São Paulo	Mogyana	Mogyana
Espirito Santo do Pinhal	São Paulo	Mogyana	Mogyana
Figueiras	Minas Geraes	EF Victoria á Minas	Victoria á Minas
Formiga	Minas Geraes	EF Oeste de Minas	Minas Geraes
Franca	São Paulo	Mogyana	Mogyana
Funil	São Paulo	Mogyana	Mogyana
Furtado de Campos	Minas Geraes	Leopoldina	Leopoldina
Glycerio	Pernambuco	EF Recife a São Francisco	Pernambuco
Goiandira	Goyaz	Mogyana	Mogyana
Goyaz	Goyaz	EF Goyaz	Goyaz
Guaranesia	Minas Geraes	Mogyana	Mogyana
Guaxupe	Minas Geraes	Mogyana	Mogyana
Hammonia	Santa Catharina	EF Santa Catharina	Paraná & Santa Catharina
Henrique Galvão	Minas Geraes	EF Oeste de Minas	Minas Geraes
Ibia	Minas Geraes	Mogyana	Mogyana
Ibitiúva	São Paulo	Mogyana	Mogyana
Igarapava	São Paulo	Mogyana	Mogyana
Ijuhy	Rio Grande do Sul	Viação Ferréa Rio Grande do Sul	Rio Grande do Sul
Indaya	Minas Geraes	EF Oeste de Minas	Minas Geraes
Itabayanna	Rio Grande do Norte	EF Conde D'Eu	Parahyba & RG do Norte
Itaicy	São Paulo	Sorocabana	Sorocabana
Itajahy	Santa Catharina	EF Santa Catharina	Paraná & Santa Catharina
Itapetininga	São Paulo	Sorocabana	Sorocabana
Itápolis	São Paulo	Paulista	Paulista
Itaquy/Itaqui	Rio Grande do Sul	Viação Ferréa Rio Grande do Sul	Rio Grande do Sul
Itararé	Rio Grande do Sul	Viação Ferréa Rio Grande do Sul	Rio Grande do Sul
Itararé	São Paulo	Sorocabana	Sorocabana
Itatinga	São Paulo	Sorocabana	Sorocabana
Itirapina	São Paulo	Paulista	Paulista
Itú	São Paulo	Sorocabana	Sorocabana
J Mourto	Minas Geraes	EF Oeste de Minas	Minas Geraes
Jaboticabal	São Paulo	Paulista	Paulista
Jacú	Bahia	EF Santo Amaro	Bahia
Jaguary	São Paulo	Mogyana	Mogyana
Jahú	São Paulo	Paulista	Paulista
Jequié	Bahia	EF Central da Bahia	Bahia
Joazeiro/Joaseiro	Bahia	EF da Bahia	Bahia
Juiz de Fora	Minas Geraes	Central do Brasil	EFCB - Linha do Centro
Juiz de Fora	Minas Geraes	Leopoldina	Leopoldina
Jundiahy	São Paulo	Sorocabana	Sorocabana
Juquiá	São Paulo	Sorocabana	Sorocabana
Jurua	Amazonas	River steamer	Amazonas
Laranjal Paulista	São Paulo	Sorocabana	Sorocabana
Laranjeira	Minas Geraes	Central do Brasil	EFCB - Linha do Centro
Leopoldina	Minas Geraes	Leopoldina	Leopoldina
Leopoldina	Minas Geraes	Leopoldina	Leopoldina
Leopoldo Bulhões	São Paulo	Mogyana	Mogyana
Ligação	Minas Geraes	Leopoldina	Leopoldina
Limeira	São Paulo	Paulista	Paulista
Lins	São Paulo	Noroeste do Brasil	Noroeste do Brasil
Livramento	Minas Geraes	Rede Mineira de Viação	Minas Geraes
Livramento	Rio Grande do Sul	Viação Ferréa Rio Grande do Sul	Rio Grande do Sul
Lóbo	São Paulo	Sorocabana	Sorocabana

Name	State	Railway	Chapter
M Procopio	Minas Geraes	EF Oeste de Minas	Minas Geraes
Macahe	Rio de Janeiro	Leopoldina	Leopoldina
Machado Portella	Bahia	EF Central da Bahia	Bahia
Mandury	São Paulo	Sorocabana	Sorocabana
Manhuassu	Minas Geraes	Leopoldina	Leopoldina
Maranhão	Maranhão	EF Flores a Caxias	Maranhão
Marcelino Ramos	Santa Catharina		Paraná & Santa Catharina
Marcelo Ramos	Rio Grande do Sul	Viação Ferréa Rio Grande do Sul	Rio Grande do Sul
Marianna	Minas Geraes	Central do Brasil	EFCB - Linha do Centro
Marília	São Paulo	Sorocabana	Sorocabana
Matipó	Minas Geraes	Leopoldina	Leopoldina
Matto Grosso	Matto Grosso	Noroeste do Brasil	Noroeste do Brasil
Miguel Burnier	Minas Geraes	Central do Brasil	EFCB - Linha do Centro
Mimoso	Rio de Janeiro	Leopoldina	Leopoldina
Minas	Minas Geraes	Central do Brasil	EFCB - Linha do Centro
Minas (Belo Horizonte)	Minas Geraes	EF Victoria á Minas	Victoria á Minas
Minas Geraes	Minas Geraes	Central do Brasil	EFCB - Linha do Centro
Miracema	Rio de Janeiro	Leopoldina	Leopoldina
Mogy-Guassu	São Paulo	Mogyana	Mogyana
Mogy-Mirim	São Paulo	Mogyana	Mogyana
Monte Alegre do Sul	São Paulo	Mogyana	Mogyana
Monte Carmelo	Minas Geraes	Central do Brasil	EFCB - Linha do Centro
Montes Claros	Minas Geraes	Central do Brasil	EFCB - Linha do Centro
Moraes	Minas Geraes	Leopoldina	Leopoldina
Morretes	Paraná		Paraná & Santa Catharina
Morro Agudo	São Paulo	Mogyana	Mogyana
Muriaé	Minas Geraes	Leopoldina	Leopoldina
Muzambinho	Minas Geraes	EF Muzambinho	Minas Geraes
Natal	Norte	EF Natal a Nova Cruz	Parahyba & RG do Norte
Natividade	Minas Geraes	EF Victoria á Minas	Victoria á Minas
Nazareth/Nasareth	Bahia	EF de Nazareth	Bahia
Nova Friburgo	Rio de Janeiro	Leopoldina	Leopoldina
Nova Granda	São Paulo	Mogyana	Mogyana
Novo Hamburgo	Rio Grande do Sul	Viação Ferréa Rio Grande do Sul	Rio Grande do Sul
Novo Horizonte	São Paulo	Paulista	Paulista
Oliveira	Minas Geraes	EF Oeste de Minas	Minas Geraes
Otoni T.H.	Minas Geraes	EF Bahia e Minas	Bahia
Ouro Fino	Minas Geraes	EF Sapucahy	Minas Geraes
Ouro Preto	Minas Geraes	Central do Brasil	EFCB - Linha do Centro
Pádua Salles	São Paulo	Paulista	Paulista
Pará	Pará	River steamer	Pará
Pará de Minas	Minas Geraes	EF Oeste de Minas	Minas Geraes
Parana	Paraná		Paraná & Santa Catharina
Paranagua	Paraná		Paraná & Santa Catharina
Paraopeba	Minas Geraes	EF Oeste de Minas	Minas Geraes
Passa Quatro (Santa Rita do)	São Paulo	Paulista	Paulista
Passagem	São Paulo	Mogyana	Mogyana
Passagem	São Paulo	Paulista	Paulista
Passo Fundo	Rio Grande do Sul	Viação Ferréa Rio Grande do Sul	Rio Grande do Sul
Passos	Minas Geraes	Mogyana	Mogyana
Patrocínio	Minas Geraes	Leopoldina	Leopoldina
Patrocínio	Minas Geraes	Mogyana	Mogyana
Pederneiras	São Paulo	Sorocabana	Sorocabana

Name	State	Railway	Chapter
Pedregulho	São Paulo	Mogyana	Mogyana
Pelotas	Rio Grande do Sul	Viação Ferréa Rio Grande do Sul	Rio Grande do Sul
Pernambuco	Pernambuco	EF Recife a São Francisco	Pernambuco
Petropolis	Rio de Janeiro	Leopoldina	Leopoldina
Piau	Minas Geraes	Leopoldina	Leopoldina
Piauhy	Piauhy	River steamer	Piauhy
Piracicaba	São Paulo	Sorocabana	Sorocabana
Piraju	São Paulo	Sorocabana	Sorocabana
Pirajui (Pirajuhi)	São Paulo	Sorocabana	Sorocabana
Pirapora	Minas Geraes	Central do Brasil	EFCB - Linha do Centro
Piratininga	São Paulo	Sorocabana	Sorocabana
Pitangui	Minas Geraes	EF Oeste de Minas	Minas Geraes
Poços de Caldas	Minas Geraes	Mogyana	Mogyana
Pompéia	São Paulo	Sorocabana	Sorocabana
Ponta Grossa	Paraná		Paraná & Santa Catharina
Pontal	São Paulo	Mogyana	Mogyana
Pontal	São Paulo	Paulista	Paulista
Ponte Nova	Minas Geraes	Central do Brasil	EFCB - Linha do Centro
Ponte Nova	Minas Geraes	Leopoldina	Leopoldina
Portella M	Bahia	EF Central da Bahia	Bahia
Porto Alegre	Rio Grande do Sul	Viação Ferréa Rio Grande do Sul	Rio Grande do Sul
Porto Ferreira	São Paulo	Paulista	Paulista
Porto Novo	Minas Geraes	Central do Brasil	EFCB - Porto Novo Branch
Porto Novo	Espirito Santo	Leopoldina	Leopoldina
Porto União	Santa Catharina		Paraná & Santa Catharina
Praias	Rio Grande do Sul	Viação Ferréa Rio Grande do Sul	Rio Grande do Sul
Presidente Alves	São Paulo	Sorocabana	Sorocabana
Presidente Epitácio	São Paulo	Sorocabana	Sorocabana
Quarahy	Rio Grande do Sul	Viação Ferréa Rio Grande do Sul	Rio Grande do Sul
Raul Soares	Minas Geraes	Leopoldina	Leopoldina
Recreio	Minas Geraes	Leopoldina	Leopoldina
Rezende	Rio de Janeiro	EF Rezende a Arêas	EFCB - São Paulo to Rio
Ribeirãozinho	São Paulo	EF Araraquara	Araraquara Railway
Riberão Bonito	São Paulo	Paulista	Paulista
Riberão Preto	São Paulo	Mogyana	Mogyana
Riberão Preto	São Paulo	Paulista	Paulista
Rio Branco	Paraná		Paraná & Santa Catharina
Rio Claro	São Paulo	Paulista	Paulista
Rio de Janeiro	Rio de Janeiro	Central do Brasil	EFCB - Linha do Centro
Rio de Janeiro	Rio de Janeiro	Central do Brasil	EFCB - Porto Novo Branch
Rio de Janeiro	Rio de Janeiro	Central do Brasil	EFCB - São Paulo to Rio
Rio de Janeiro	Rio de Janeiro	Leopoldina	Leopoldina
Rio do Sul	Santa Catharina	EF Santa Catharina	Paraná & Santa Catharina
Rio Grande	Rio Grande do Sul	Viação Ferréa Rio Grande do Sul	Rio Grande do Sul
Rio Negro	Paraná		Paraná & Santa Catharina
Rio Novo	Minas Geraes	Leopoldina	Leopoldina
Rio Pardo	São Paulo	Mogyana	Mogyana
Rio Pardo de Minas	Minas Geraes	Central do Brasil	EFCB - Linha do Centro
Rio Preto	São Paulo	Araraquara	Araraquara
S. Bento	São Paulo	Paulista	Paulista
Sabara	Minas Geraes	Central do Brasil	EFCB - Linha do Centro
Salto Grande	São Paulo	Sorocabana	Sorocabana

Name	State	Railway	Chapter
Santa Angelo	Rio Grande do Sul	Viação Ferréa Rio Grande do Sul	Rio Grande do Sul
Santa Barbara	Minas Geraes	Central do Brasil	EFCB - Linha do Centro
Santa Cruz das Palmeiras	São Paulo	Paulista	Paulista
Santa Cruz do Rio Pardo	São Paulo	Sorocabana	Sorocabana
Santa Cruz do Sul	Rio Grande do Sul	Viação Ferréa Rio Grande do Sul	Rio Grande do Sul
Santa Eudoxia	São Paulo	Paulista	Paulista EFCB - Porto Novo Branch
Santa Izabel	Minas Geraes	Central do Brasil	Central do Brasil
Santa Lusia	Minas Geraes	Leopoldina	Leopoldina
Santa Luzia	Minas Geraes	Leopoldina	Leopoldina
Santa Maria	Rio Grande do Sul	Viação Ferréa Rio Grande do Sul	Rio Grande do Sul
Santa Maria Magdalena	Rio de Janeiro	Leopoldina	Leopoldina
Santa Rita	Minas Geraes	EF Sapucahy	Minas Geraes
Santa Rita de Jacutinga	Minas Geraes	Rede Mineira de Viação	Minas Geraes
Santa Rita do Passa Quatro	São Paulo	Paulista	Paulista
Santa Rosa	Rio Grande do Sul	Viação Ferréa Rio Grande do Sul	Rio Grande do Sul
Santo Amaro	Bahia	EF Central da Bahia	Bahia
Santo Anastacio	São Paulo	Sorocabana	Sorocabana
Santos	São Paulo	São Paulo Railway	São Paulo Railway
Santos	São Paulo	Sorocabana	Sorocabana
Santos Dumont	São Paulo	Mogyana	Mogyana
São Borja	Rio Grande do Sul	Viação Ferréa Rio Grande do Sul	Rio Grande do Sul
São Carlos	São Paulo	Paulista	Paulista
São Francisco do Sul	Santa Catharina	EF Santa Catharina	Paraná & Santa Catharina
São Gabriel	Rio Grande do Sul	Viação Ferréa Rio Grande do Sul	Rio Grande do Sul
São Geraldo	Minas Geraes	Leopoldina	Leopoldina
São João da Barra	Rio de Janeiro	Leopoldina	Leopoldina
São João da Boa Vista	São Paulo	Mogyana	Mogyana
São João d'el Rey	Minas Geraes	EF Oeste de Minas	Minas Geraes
São João do Paraíso	Minas Geraes	Central do Brasil	EFCB - Linha do Centro
São Joaquim da Barra	São Paulo	Mogyana	Mogyana
São José do Rio Pardo	São Paulo	Mogyana	Mogyana
São José do Rio Preto	São Paulo	EF Araraquara	Araraquara Railway
São Luiz Gonzaga	Rio Grande do Sul	Viação Ferréa Rio Grande do Sul	Rio Grande do Sul
São Miguel	Bahia	EF de Nazareth	Bahia
São Paulo	São Paulo	Central do Brasil	EFCB - São Paulo to Rio
São Paulo	São Paulo	São Paulo Railway	São Paulo Railway
São Paulo	São Paulo	Sorocabana	Sorocabana
São Paulo de Muriahé	Minas Geraes	Leopoldina	Leopoldina
São Pedro	São Paulo	Mogyana	Mogyana
São Pedro	São Paulo	Paulista	Paulista
São Pedro	São Paulo	Sorocabana	Sorocabana
São Sebastião	Rio Grande do Sul	Viação Ferréa Rio Grande do Sul	Rio Grande do Sul
São Sebastião do Paraíso	Minas Geraes	Mogyana	Mogyana
Sapucahy	Minas Geraes	EF Sapucahy	Minas Geraes
Sapucahy (Sapucaí)	São Paulo	Mogyana	Mogyana
Serra Negra	São Paulo	Mogyana	Mogyana
Serrana	São Paulo	Mogyana	Mogyana
Serraria	Minas Geraes	Leopoldina	Leopoldina
Serro Chato	Rio Grande do Sul	Viação Ferréa Rio Grande do Sul	Rio Grande do Sul
Sítio	Minas Geraes	EF Oeste de Minas	Minas Geraes
Sobral	Ceará	EF de Sobral	Ceará
Socorro	São Paulo	Mogyana	Mogyana
Soledade	Minas Geraes	EF Oeste de Minas	Minas Geraes

Name	State	Railway	Chapter
Soledade	Minas Geraes	EF Sapucahy	Minas Geraes
Sorocaba	São Paulo	Sorocabana	Sorocabana
Subida	Santa Catharina	EF Santa Catharina	Paraná & Santa Catharina
Sul de Espirito Santo	Espirito Santo	EF Sul de Espirito Santo	Leopoldina
Sul de Minas	Minas Geraes	EF Sul de Minas	Minas Geraes
Sumidouro	Rio de Janeiro	Leopoldina	Leopoldina
Tambaú	São Paulo	Paulista	Paulista
Taquara	Rio Grande do Sul	Viação Ferréa Rio Grande do Sul	Rio Grande do Sul
Teresópolis	Rio de Janeiro	Leopoldina	Leopoldina
Terra Roxa	São Paulo	Mogyana	Mogyana
Theofilo Ottoni	Minas Geraes	EF Bahia e Minas	Bahia
Tieté	São Paulo	Sorocabana	Sorocabana
Timbauba	Pernambuco	EF Recife a Limoeiro	Pernambuco
Timbó	Bahia	EF da Bahia	Bahia
Trabiju	São Paulo	Paulista	Paulista
Tres Lagoas	Matto Grosso	Noroeste do Brasil	Noroeste do Brasil
Tyrapina	São Paulo	Mogyana	Mogyana
Tyrapina	São Paulo	Paulista	Paulista
Uba	Minas Geraes	Leopoldina	Leopoldina
Uberaba	Minas Geraes	Mogyana	Mogyana
Uruguayana/Uruguaiana	Rio Grande do Sul	Viação Ferréa Rio Grande do Sul	Rio Grande do Sul
Vargem	São Paulo	EF Bragantina	São Paulo Railway
Vargem Grande do Sul	São Paulo	Mogyana	Mogyana
Vassununga	São Paulo	Paulista	Paulista
Victoria	Espirito Santo	Leopoldina	Leopoldina
Victoria	Espirito Santo	EF Victoria á Minas	Victoria á Minas
Villa Adolpho	São Paulo	Paulista	Paulista
Villa Olympia	São Paulo	Mogyana	Mogyana
Vista Alegre	Minas Geraes	Leopoldina	Leopoldina
Zona Noroeste	Matto Grosso	Noroeste do Brasil	Noroeste do Brasil