

**John Beddows**, a dealer and very active member of the North Bay, Ontario stamp club, requested your editor to provide clear illustrations of R.P.O. cancellations used on the Temiskaming & Northern Ontario Railway / Ontario Northland Railway. John is making preparations for a commemorative cover(s) for the club's March show.

I responded with the illustrated article in this newsletter, letting my work do double duty. Details on the cover(s) will be made available later.



Temiskaming & Northern Ontario Railway Station at Cochrane circa 1912

R. Gray Collection

**Bill Robinson** comments in response to Brian Stalker's speculation about Lew Ludlow having access to more proof strikes than those available in J. Paul Hughes', "Proof Strikes of Canada", Volume XVII. He says that Ludlow found additional proofs, possibly from the library of the Collectors' Club of New York.

Referring to Chris Anstead's article on J.R. Booth's Ottawa and Depot Harbor railway, Bill notes that he worked for J. R. Booth's grandson, J. R. Booth Coleman, when Mr. Booth was Superintendent of Banff National Park, and later Director of National Parks in the 1950's.

**Brian Stalker** contributes another hammer study for one of the former Great Western Railway, subsequently Grand Trunk Railway, runs and invites study group members to examine and report their strikes of **O-150**, the London & Niagara Falls Ry. P.O..

Brian e-mailed to say that as of November 11, **Kevin O'Reilly** and **Albert Govier** had contacted him regarding his Newfie hammer analysis.

**Gerald Carr** says that his hip fracture is mending and that he is now able to attend stamp shows within 50 miles of his home. **Jim Felton** notes that he and Jerry have exhausted the stocks of dealers in their area.

Our secretary-treasurer, **Chris Anstead** reports that Carl Cammarata has tendered his resignation. Other members, who have not responded, have been dropped.

Chris has compiled the current membership list contained in this issue. Thanks Chris.

## Railway Post Office Services on the Temiskaming & Northern Ontario Railway / Ontario Northland Railway



In 1902, the Ontario Provincial Government decided to construct a railway from North Bay to a point on Lake Temiskaming. In 1905, the first section of the line was opened between North Bay and New Liskeard, a distance of 114 miles. The following year, a railway post service was established between the two communities. The **North Bay & New Liskeard R.P.O.** remained in operation until the end of 1909. It was replaced by the **North Bay & Englehart R.P.O.**, which had started operation in 1908.

In 1907, the Temiskaming & Northern Ontario Railway was extended a further 140 miles north from New Liskeard, to Cochrane.

## Railway Post Office Services on the

### Temiskaming & Northern Ontario Railway / Ontario Northland Railway

The North Bay & Englehart R.P.O. ceased service with the establishment of the **North Bay & Cochrane R.P.O.** in 1911. This busy run saw a number of different cancellation hammers used, until it was discontinued in 1935.

In 1935, the **North Bay & Timmins R.P.O.** began operation. Like its predecessor, it required a number of different cancellation hammers, until it ended in 1964, having seen the name of the railway changed to the **Ontario Northland Railway** in 1946.

From 1945 until 1962, the **Porquis Junction & Hearst R.P.O.** operated over the T. & N.O. Railway / Ontario Northland Railway, between Porquis Junction and Cochrane and over Canadian National Railways, between Cochrane and Hearst.



O-195  
1906-09



O-189  
1908-11



O-188A  
1911-22



O-188  
1911-35



O-186  
1924-35



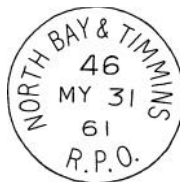
O-187  
1924-34



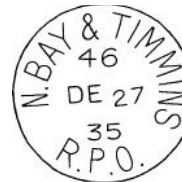
O-187A  
1935



O-202  
1935-64



O-203  
1935-64



O-204  
1948-64

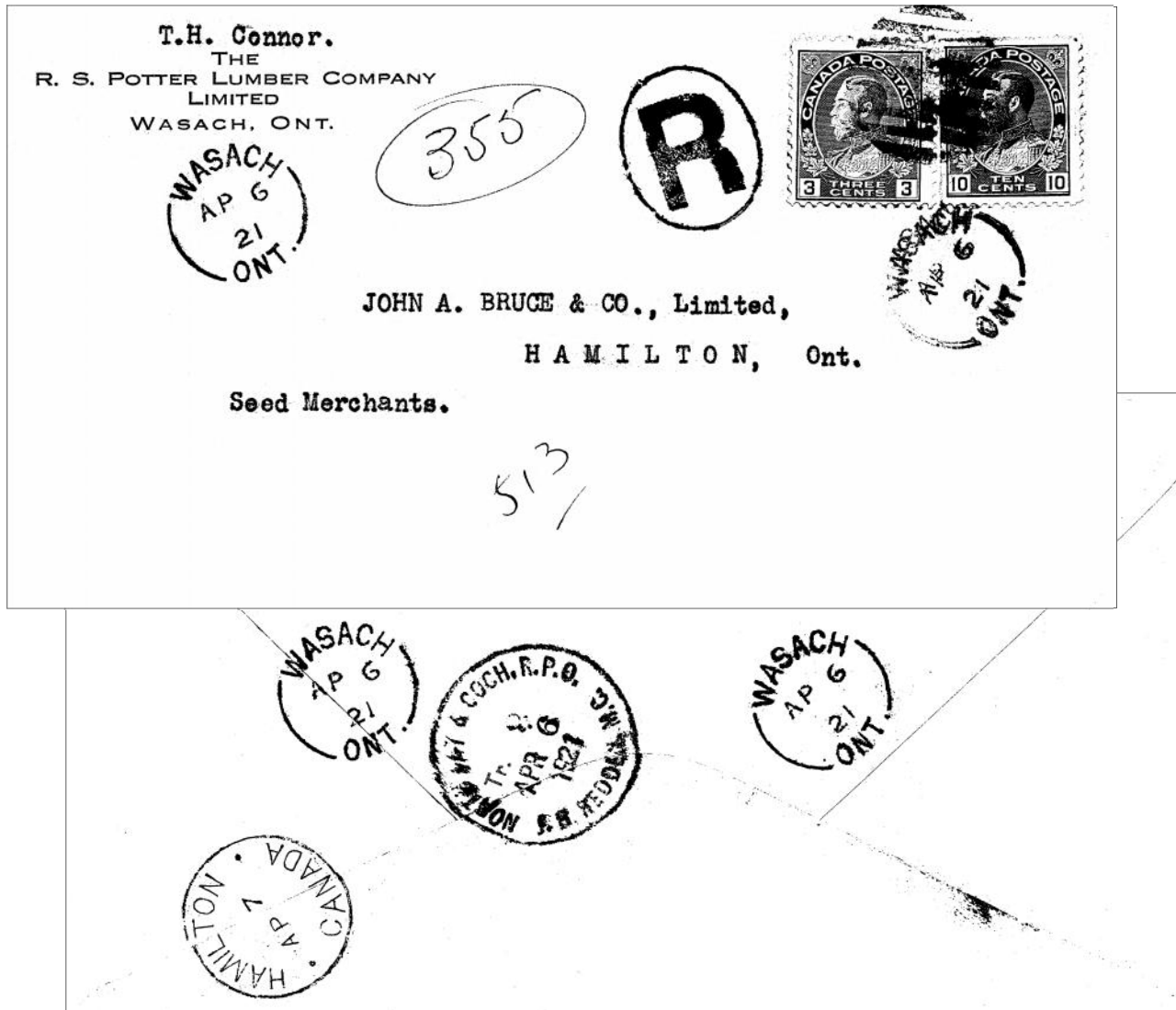


O-294L  
1945-62

Examples of all of the catalogue listings of the steel hammer cancellations used on the railway are shown here. The identification and separation of all of the hammers within the listings remains to be done and the dates shown are for the listing, not necessarily the particular hammers.

There were also rubber handstamp post marks used on the railway and we present three of them next.

**Railway Post Office Services on the  
Temiskaming & Northern Ontario Railway / Ontario Northland Railway**



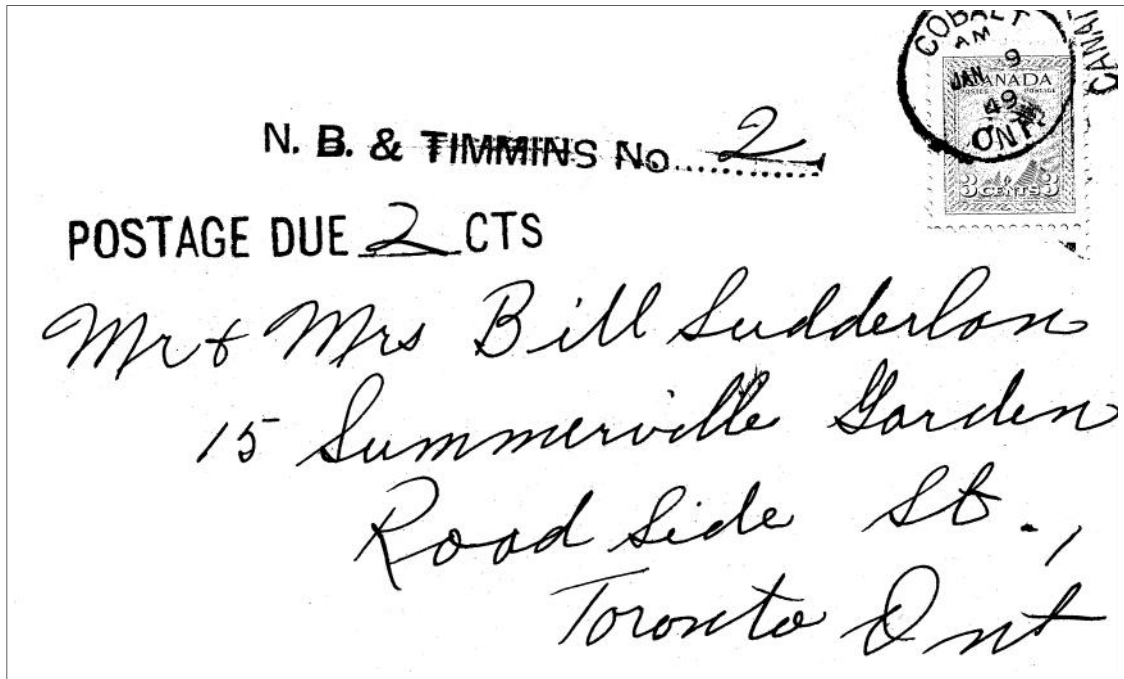
O-186A NORTH BAY & COCH. R. P. O. / J. B. REDDEN M. C., Tr. 8, APR 6, 1921



This registered cover originated at Wasach on April 6, 1921. Wasach (Carr Township, Timiskaming District) was a short lived post office. It opened on September 8, 1919 and closed on August 10, 1922. My references do not show how close it was to the railway.

It was transferred to southbound train #8 the same day, where the R.P.O. clerk applied his private rubber handstamp as a transit marking, which is struck in red. The letter arrived at Hamilton the following day.

**Railway Post Office Services on the  
Temiskaming & Northern Ontario Railway / Ontario Northland Railway**



O-204B                      N. B. & TIMMINS No. ....                      (JAN 9, 49)

This straight-line rubber handstamp was only intended for use on facing slips and other internal post office forms and documents. This example, struck in violet, was mistakenly picked up by the R.P.O. clerk instead of his straight-line postage due handstamp. After realizing his error, he crossed out the incorrect marking and re-stamped the short paid letter.



O-294M                      FROM POR. JCT. & HEARST R. P. O.                      (JUN 4, 45)

Like the straight-line rubber handstamp shown above, this postmark was intended only to be used on facing slips and other internal post office forms and documents. This favour strike is struck in red.

## Rail mail era vanishes with CPR weekend run

A chapter of British Columbia postal and railroad history will be closed this weekend when railway mail clerks on CPR trains 3 and 8 make their last runs between Calgary and Vancouver.

The post office department said removal of the railway postal cars is the result of a CPR streamlining operation which will cut "head end" equipment from passenger trains.

Railway mail clerks W. R. Ballantyne and R. H. Busch left Vancouver on the last trip at 8:10 p.m. (PST) yesterday. They will leave Calgary tomorrow on Train 3 and arrive at Vancouver CPR station with the last rail mail at 7 am. Saturday.

Employees of Canada Post Office who do the advance sortation of mail on trains, the clerks also prepare mail for each stop enroute and for distribution in and from terminal points, such as Calgary and Vancouver.

This method of handling mail will be replaced by a highway service.

The inaugural run of the highway service will depart Vancouver at 8:30 p.m. today and travel to Prince George via Ashcroft, with connections to Kamloops, Revelstoke and the Okanagan. Between 400 and 500 bags of mail are expected to leave Vancouver on this route each day.

The 26 railway clerks affected by the changeover will be employed at the same rate of pay on other postal duties in Vancouver, Calgary, Penticton and Kelowna.

Commencing tomorrow, mail service to and from Salmon Arm will be handled by a Kamloops trucking firm under contract to the post office department.

Under the new arrangement, all outgoing mail placed in the post office by 6:15 p.m. will be dispatched daily on the westbound truck.

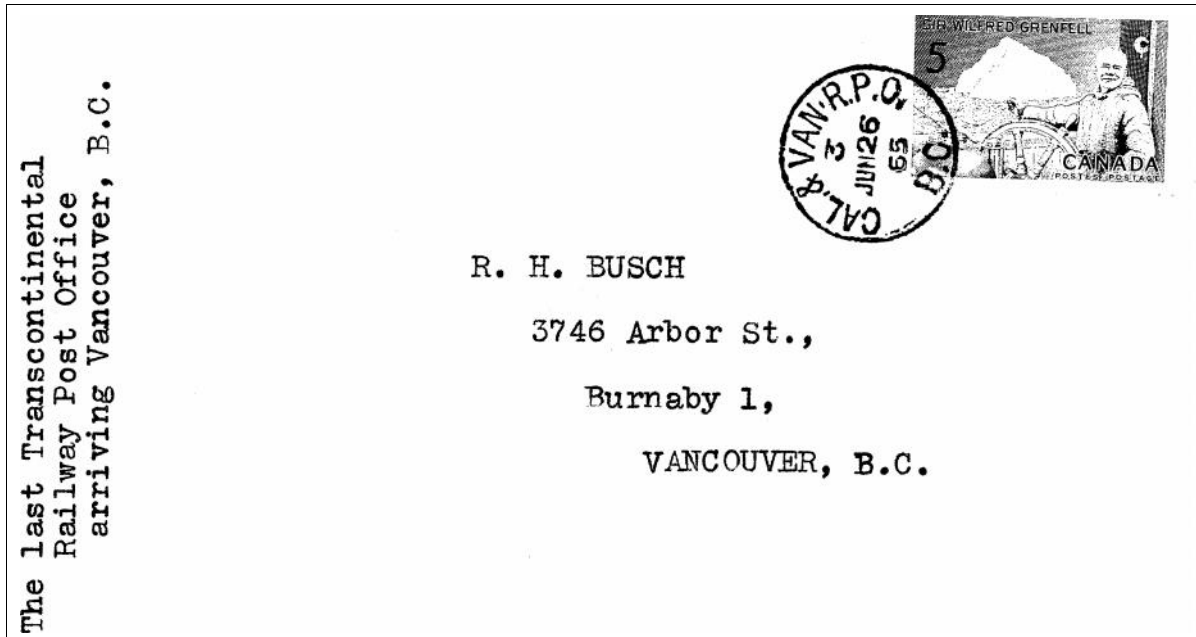
Postmaster E. R. Spence said business firms, in particular, should make note of the earlier closing time.

He made the request for early mailing as a means of avoiding last-minute congestion at the post office.

The change in service also means no mail will arrive from the east in the evening and postal personnel will not be required to remain on duty after 8 p.m.

After tomorrow the lock box lobby will close at 8 p.m.

From the Salmon Arm Observer, June 24, 1965 - contributed by Ken Ellison



A Last Day cover addressed to one of the R.P.O. clerks on the run that day

## O-150 Hammer Study from Brian Stalker

There are three strikes of this cancellation in the proof records, dated July 9, 87. All three of them are from the same hammer, which we have designated as hammer I. It is apparent from our study, that four hammers of this postmark were produced, probably at the same time.

The clearest differences between the four hammers are the spacing of the letters.



Hammer	Proof	ERD	LRD	Indicia	a	b	c
I	1887/07/09	1892/04/09	1892/04/09	T2W	0	1	3
II	unknown	1887/10/06	1897/10/26	T1W, T2E, T15W	1/2	1/2	3 1/2
III	unknown	1890/07/10	1898/02/02	T1W, T2E, E, W	1/2 -	1/2	2 1/2
IV	unknown	1889/07/15	1889/07/15	T1W	3/4	1/2	2

Direction indicia T1W, T2W, T2E and T15W were used until 1897, when E and W appeared on hammer III.



Hammer I  
Proof



Hammer I



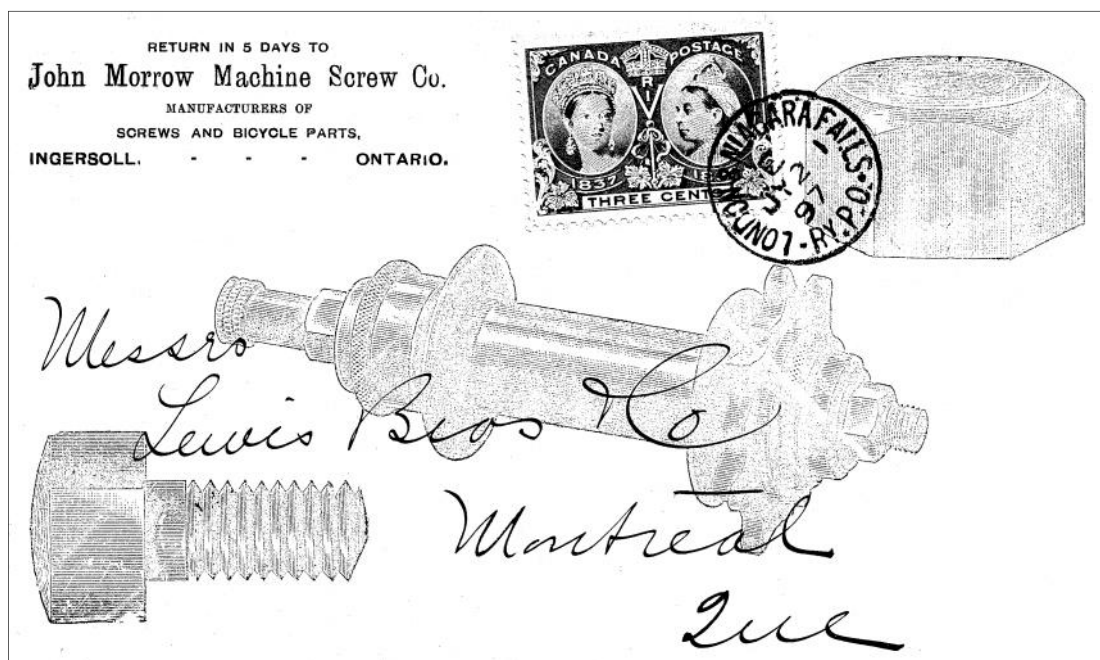
Hammer II



Hammer III



Hammer IV



O-150, Hammer III    LONDON & NIAGARA FALLS / R.Y.P.O.    E, JY 21, 97

The Montreal receiving backstamp is dated the following day.

## R.P.O. STUDY GROUP MEMBERSHIP 2001-2002

Member	Address	Postal Code	Dues Paid to September	
<b>UNITED STATES</b>				
Warren L. Bosch	Elgin Comm. College	Elgin, IL	60120	2002
Chas. F. Boubelik	Box 40	Canon City, CO	81215	2004
Edward H. Bowen	1623 Bulgarmarsh Rd.	Tiverton, RI	02878-2513	2002
Gerald C. Carr	12599 Coach Lane	South Lyon, MI	48178-9138	2002
Bruce R. Cobb	4773 Hwy. 22A	Addison, VT	05491-8907	2002
James Felton	P.O. Box 209	New Riegel, OH	44853	2002
Joseph M. Fishbein	1092 Humboldt Ave.	West St. Paul, MN	55118	2003
Horace W. Harrison	1802 Indian Head Rd.	Ruxton, ML	21204	2002
Stanley Kalabza	2310 S. 61st Ave.	Cicero, IL	60804-2608	2002
James C. Lehr	125 Kendal Drive	Kennett Square, PA	19348	Life
Rev. Elwood S. Poore	1910 Laurel Road	Gainesville, TX	76240-5118	2002
Clarence A. Stillions	2010 - 48th Street NW	Washington, DC	20007-1552	2002
Frank Waite	110 E. McMillan St.	Newberry, MI	49869	2002
William C. Walton	125 Turtleback Road	Califon, NJ	07830	2002
Ted Woodward	PO Box 2022	San Bernardino, CA	92406	2003

### OVERSEAS

J. M. Ayshford	129 Burges Road	Thorpe Bay, Essex	SS1 3JL	2002
Jonathan Cable	10 Bromwich Ave.	Highgate, London	N6 6QH	2002
Lionel F. Gillam	23 High Trees, Stag Lane	Rotherham, S. Yorks.	S60 3NR	Life
Albert R. Govier	13 Kilnford Dr., Dundonald, Kilmarnock, Ayrshire, Scotland		KA2 9ES	2003
Brian A. Hargreaves	87 Fordington Rd.	London	N6 4TH	2002
T. Malcolm Jones	14 Tullis Close,	Sutton Courtenay, Oxon.	OX14 4BD	2002
Colin Lewis	62 Graiglwyd Rd.	Cockett Swansea, Wales	SA2 OX4	2002
Rick Parama	6 Yamate Cho, Naka-Ku,	Yokohama, Japan	231-0862	2003
Brian T. Stalker	Little Boxgrove, Fox Hole Lane, Four Throws	Hawkhurst, Kent, England	TN18 5DT	2002
John Watson	Lyngarth, 106 Huddersfield Road	Penistone. Sheffield	S36 7BX	2003

### EX OFFICIO

Horace W. Harrison ( <i>President, BNAPS</i> )	1802 Indian Head Rd.	Ruxton, ML	21204	
Gini Horn ( <i>American Philatelic Research Library</i> )	Box 8000	State College, PA	16803	
Douglas Lingard ( <i>BNAPS Vice-President Study Groups</i> )	2425 Blackstone Cr.	Ottawa, ON	K1B 4H3	
Robert Lemire ( <i>BNAPS Study Group Columnist</i> )	PO Box 1870	Deep River, ON	K0J 1P0	
Cimon Morin ( <i>Postal Archives of Canada</i> ) ( <i>BNA PortraitS Editor</i> )	395 Wellington St. Vacant	Ottawa, ON	K1A 0N3	
Dr. David Handelman ( <i>BNA TOPICS Editor</i> )	University of Ottawa	Ottawa, ON	K1N 6N5	

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Richard Colberg	126 Crosswick Lane	Lancaster, PA	17601	
Dr. Frank Scheer	12 East Rosemont Ave.	Alexandria, VA	22301-2325	
Howard T. Moulton	204 Richards Ave.	Portsmouth, NH	03801-5264	



## R.P.O. STUDY GROUP MEMBERSHIP 2001-2002

Member	Address	Postal Code	Dues Paid to September
<b>CANADA</b>			
Christopher Anstead	R.R. #1	McDonald's Corners, ON	K0G 1M0 2002
Ronald Battersby	2184 Lafayette St.	Victoria, BC	V8S 2P1 2002
Douglas Birchill	R.R.#5	Orillia, ON	L3V 6H5 2002
Alex. D. Campbell	165 Queen St. N.	Kitchener, ON	N2H 2H8 2002
John Cheramy	P.O. Box 5214, Stn. B	Victoria, BC	V8R 6N4 2002
John F. Church	284 Tudor Court	Pointe Claire, QC	H9P 1Z5 2003
Gary Clarke	Box 53	Petersburg, ON	N0B 2H0 2002
Earle L. Covert	187 W. 200 S. Ave.	Raymond, AB	T0K 2S0 2002
Gordon Craig	PO Box 1180, 12151 - 224 Street	Maple Ridge, BC	V2X 7N5 2002
Wayne R. Curtis	P. O. Box 74, Station A	Toronto, ON	M5W 1A2 2002
Hugh P. Delaney	105 Pump Hill Landing, SW	Calgary, AB	T2V 5C4 2002
Keith J. Dowd	51 Castlethorpe Cres.	Ottawa, ON	K2G 5P9 2002
Peter Eggett	6826 Bilberry Drive	Orleans, ON	K1C 3R4 2002
Kenneth V. Ellison	#25 - 900 43rd Avenue	Vernon, BC	V1T 9C8 2002
Jean-Pierre Forest	4014 rue des Cedres	Cap-Rouge, QC	G1Y 3T5 2002
Donald Fraser	1183 Warsaw Ave.	Winnipeg, MB	R3M 1C5 2002
Ross D. Gray	33 George St. East	Lindsay, ON	K9V 1W6 2002
J. Douglas Hannan	#80-1120 Guisachan Rd.	Kelowna, BC	V1Y 9R5 2002
James S. Karr	536 - 49th Ave. SW	Calgary, AB	T2S 1G5 2002
Donald B. Kaye	17131 Coral Beach Road	Winfield, BC	V4V 1B9 2002
John Keenlyside	4590 Beverley Cr.	Vancouver, BC	V6J 4E6 2002
Melville C. Kertcher	#604 - 155 Navy St.	Oakville, ON	L6J 2Z7 2002
Keith Lauzon	71 Washington Cres. Apt. 401	Elliot Lake, ON	P5A 2L6 2002
Hugh Lawrence	64 Provincetown Road	Toronto, ON	M1C 5G6 2002
Robert A. Lee	#203 - 1139 Sutherland	Kelowna, BC	V1Y 5Y2 2002
Bill Longley	Box 620	Waterdown, ON	L0R 2H0 2002
Peter J. McCarthy	573 Griffith Street	London, ON	N6K 2S5 2002
D. McInnis	Box 2063	Sudbury, ON	P3A 4R8 2002
Randy Manuel	3340 Sandy Lane	Burlington, ON	L7M 3T2 2002
Jean-C. Michaud	Box 31248	Halifax, NS	B3K 5Y1 2002
James Miller	Box 3005, MPP	Kamloops, BC	V2C 6B7 2002
Ian Mowat	790 Cuaulta Cres.	Victoria, BC	V9C 3H3 2002
R. F. Narbonne	216 Mailey Drive	Carleton Place, ON	K7C 3X9 2002
Kevin O'Reilly	Box 444	Yellowknife, NT	X1A 2N3 2002
Alfred N. Peatman	437 Osborne Cres. NW	Edmonton, AB	T6R 2C3 2002
H. Alex. Price	#74 - 1201 Cameron Ave.	Kelowna, BC	V1W 3R8 2002
Charles Purdon	3025 Dogwood Road, RR#6	Duncan, BC	V9L 6R5 2002
William G. Robinson	301-2108 W. 38 Ave.	Vancouver, BC	V6M 1R9 Life
George F. Smalley	298 John St.	Gananoque, ON	K7G 1A7 2002
Carleton Smith	261 Thorner Drive	Hamilton, ON	L8V 2M6 2002
Joseph Smith	Box 1143	Rocky Mtn. House, AB	T4T 1A8 2002
J. Malcolm Smith	11 Abbey Rise	London, ON	N6G 1Y8 2002
Thomas Southey	5 Eastwood Place	St. Albert, AB	T8N 5T5 2002
Robert A. Spencer	4447 Cheviot Road	North Vancouver, BC	V7R 3T3 2002
William E. Topping	7430 Angus Drive	Vancouver, BC	V6P 5K2 2002
Jack M. Wallace	#802 - 670 Dallas Road	Victoria, BC	V8V 1B7 2002
J. Don Wilson	11 Elm Place	St. John, NF	A1B 2S4 2003

<b>Summary</b>	<b>Canada</b>	<b>47</b> Regular	<b>5</b> Ex-Officio	<b>52</b> Total
	<b>U.S.A.</b>	<b>15</b> Regular	<b>2</b> Ex-Officio	<b>17</b> Total
	<b>Overseas</b>	<b>10</b> Regular	<b>0</b> Ex-Officio	<b>10</b> Total
	<b>Totals</b>	<b>72</b> Regular	<b>7</b> Ex-Officio	<b>79</b> Total

## The Caboose

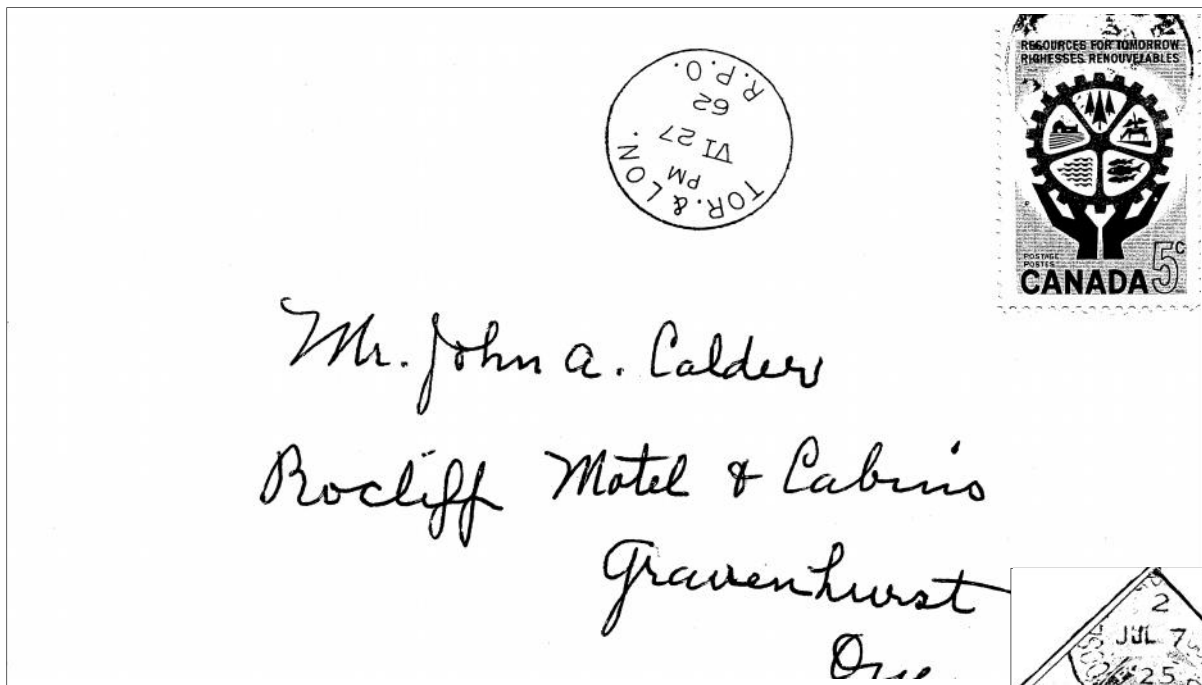
**Bill Robinson** reports a later strike of **MA-2** than the June 22, 1881 date reported by Claude Michaud in the last newsletter. Bill's is a light, partial strike on a post card to the Acadia Coal Company, dated November 11, 1881.

Bill also notes that there was a typographical error in the Ottawa & Depot Harbor article by Chris Anstead. The earliest reported date for **O-216** is March 18, 1919, not March 8.

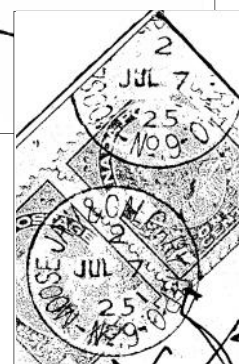
The new find, shown in Chris Anstead's article in the last newsletter (*Page 1663*), was originally discovered by **Doug Lingard**. It will be listed as **O-216A**, Type 5, Tr. 52, 1920/12/08, RF 500\*, Reporter 249, in Annex 21.



**Ross Gray** reports this new early date, June 27, 1962 and previously unknown time indicium, PM, for **O-354A**. The proof strike is dated June 21, 1962.



**Jim Felton** reports this new early date, July 7, 1925, for **W-86**, hammer **9c**. (Refer to page 1652)



**Jim Felton** also sends an update to his study of **W-91**. This example of hammer **3b**, dated October 1, 1948 replaces the previous LRD of September 15, 1947 and is the first report of train 319 for the hammer. (Refer to pages 1621 and 1637)

**Colin Campbell** reports a new train number, **3**, for **W-193**, dated March 20, 1938. The strike is on a post card addressed to Leroy, Saskatchewan. Unfortunately the strike is too light to reproduce clearly here.



W-193 Proof Strike

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