



Otterville, Ontario circa 1925

In this issue, we look at the postmarks of the **Georgian Bay and Lake Erie Railway**, including new indicia reports from **Bob Lane**. **Bill Robinson** has submitted additional information to lead us to revisit the **Wreck of the International Limited**. There are also interesting reports from **Colin Campbell** and **Keith Spencer**. A hammer study of **O-354A**, one of the late Toronto-London postmarks is included for hammer study buffs.

Our hard working Secretary-Treasurer, **Chris Anstead** presents his annual report of membership and money.

After 4 years of intense work, Brian Stalker is to be congratulated on the completion of his detailed study of the rail and sea transportation related postmarks of Newfoundland and Labrador. He has succeeded in creating a sound, ongoing detailed study of these cancellations. He started building upon the foundation of Lewis Ludlow's 1982 cataloguing and preliminary hammer analyses and consolidated earlier work done on the subject by the Meyerson brothers and a booklet published by Kidd & Cockrill in 1987. Many loose ends and discrepancies amongst these works were resolved or, in a few cases, noted as unresolvable.

With this information in hand, he proceeded to consult at length with his fellow specialist collectors, including members of the Study Group. The result of his effort is a giant leap forward in the documentation available to collectors of this specialty.

In spite of the fact that proof records prior to 1949 are not available and that complete, clear strikes of many of the cancellations are scarce, the author painstakingly copied and cleaned about 500 postmarks to illustrate the well organized book, which includes an update of C.R. McGuire's work on the Newfoundland Post Office Mail Assorting Office in North Sydney, Nova Scotia.

This work will now become the standard reference on the subject for many years and provides a firm basis for continuing study.

Thanks from everyone Brian!


TRAVELLING POST OFFICE POSTMARKS OF NEWFOUNDLAND & LABRADOR;

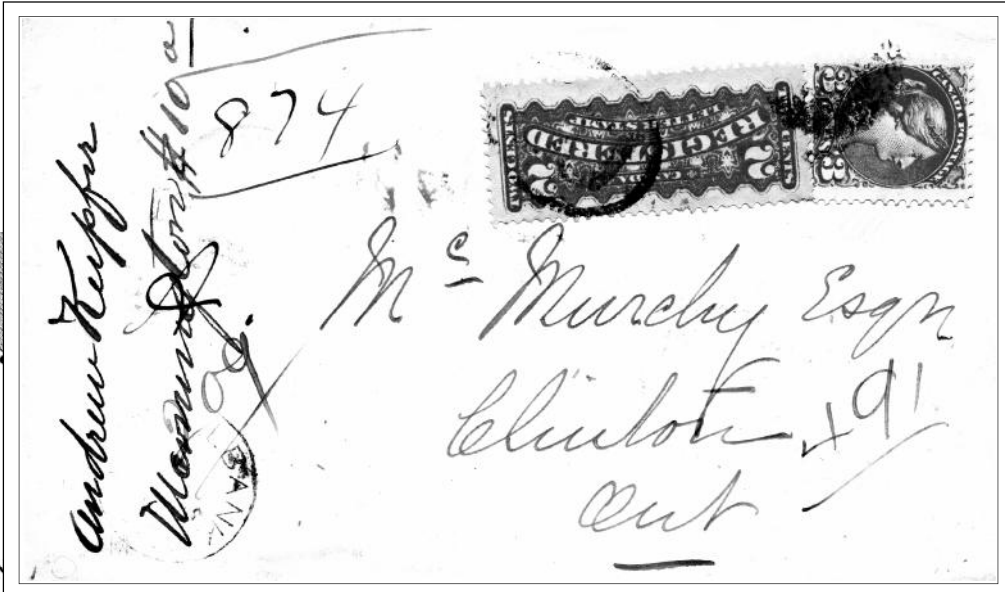
Brian Stalker, 2005, Spiral Bound, 115 pages, 8.5 x 11. ISBN: 0-919854-52-4. Published by the British North America Philatelic Society (BNAPS). Stock # 99016.1 - \$C34.95. Shipping is extra - for payment by cheque or money order add 10% in Canada, 15% to the US, 20% overseas; Credit card orders (Visa, Mastercard) will be billed for exact amount of postage plus \$2 per order. GST is payable for Canadian orders. No PST applies. **BNAPS members receive a 40% discount from retail prices.** BNAPS books are available from Ian Kimmerly Stamps, 112 Sparks Street, Ottawa, Ontario K1P 5B6, Canada; Phone: (613) 235-9119. Internet orders can be placed via <http://www.iankimmerly.com/books/>

Georgian Bay & Lake Erie Railway

In 1881, the **Port Dover & Lake Huron Railway** and the **Stratford & Huron Railway**, which had amalgamated in 1877, both amalgamated with the **Georgian Bay & Wellington Railway**. The entire system was then absorbed into the **Grand Trunk Railway**, under the title of the **Georgian Bay & Lake Erie Railway**, which completed the Palmerston to Durham line of the **G. B. & W. Ry** and extended the line from Listowel to Wiarton in 1882.

Later, a branch from Park Head to Owen Sound was added, as well as the 17 mile **South Norfolk Railway**, between Port Rowan and Simcoe.






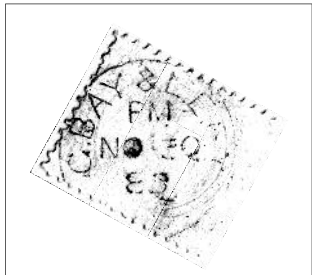
RR-48 G. BAY & L. E. RY / M. C. AM, JA 5, 88

The first postmark bearing the new railway's name was proof struck on July 12, 1882 and is reported from that year, until 1892, with AM, PM, N or S indicia.

It is found as a transit backstamp on this cover, which originated at MILLBANK, ONT., JA 5, 88 (*Mornington Township, Perth County*). It was transferred aboard the southbound Listowel to Stratford train and was backstamped by the mail clerk. It next received a STRATFORD, ONT, JA 5, 88, transit backstamp before being forwarded aboard a westbound, Stratford to Goderich train. It arrived at CLINTON, ONT, JA 6, 88.

Bob Lane found the first example of the "PM" time indicium on a 1 cent Small Queen, dated NO 30, 85.

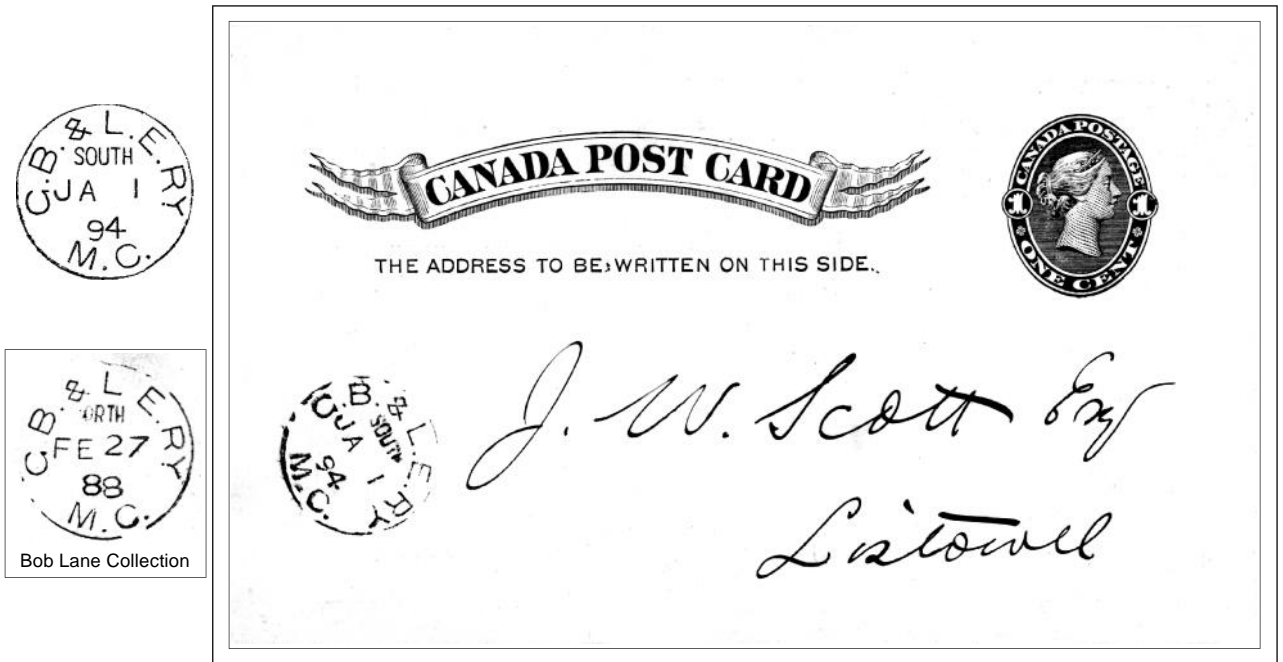




Bob Lane Collection

Georgian Bay & Lake Erie Railway

The second postmark bearing the G. B. & L. E. Railway name was proof struck on November 6, 1882. It is reported used between 1884 and 1894, with an "N", "NORTH" or "SOUTH" direction indicium. The "NORTH" has only recently been reported by **Bob Lane**, found on a post card to Owen Sound.

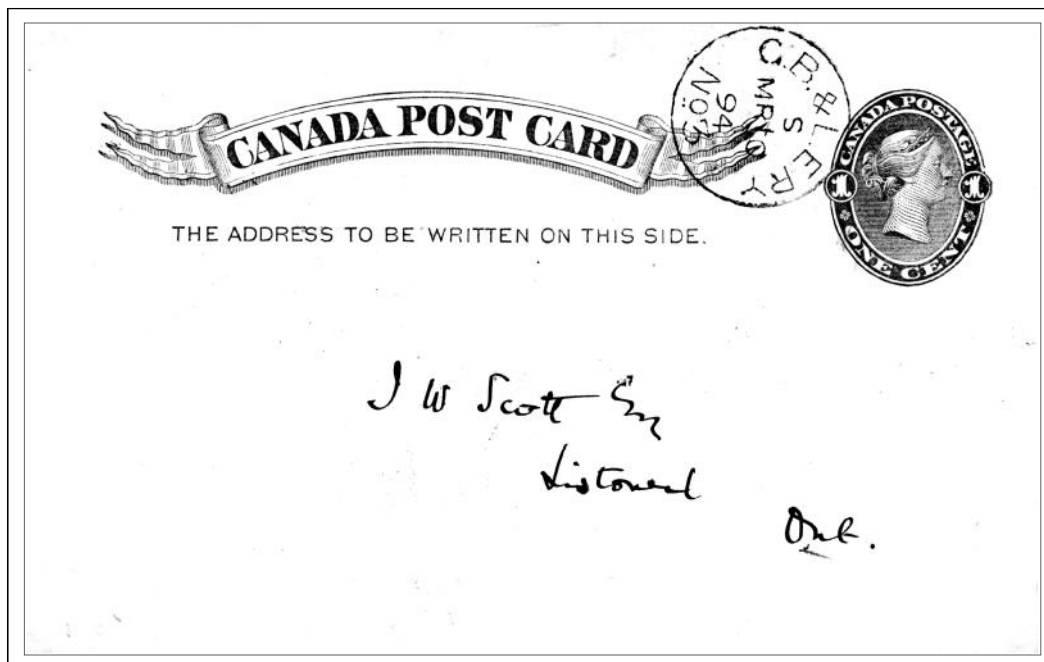


RR-49

G. B. & L. E. RY / M. C. SOUTH, JA 1, 94

Information on the back indicates that the card was posted aboard the train at Palmerston. There is no receiving backstamp to verify delivery at Listowel.

The next two cancellations used on the line, were proof struck on November 26, 1890. They have either "N^o 3" or "N^o 4" at their base and are known used from 1891 until 1897 with a "N", "S" or blank direction indicium.



RR-50

G. B. & L. E. RY / N^o 3 S, MR 10, 94

This card was posted aboard the train at Palmerston; there is no receiving backstamp.

Georgian Bay & Lake Erie Railway

Strikes of the hammer with "N^o 4" at its base are scarcer than the one with "N^o 3".



RR-50 G. B. & L. E. RY / N^o 4 S, DE 18, 94
 O-168 LONDON & WINGHAM / M. C. T1N, DE 19, 94



This cover originated at MILVERTON, ONT, DE 18, 94, which was located only about 3 Km west of the Listowel-Stratford section of the G. B. & L. E. Railway. It was transferred aboard the southbound Listowel to Stratford train and postmarked on the back by the R.P.O. clerk. Next, it was backstamped on arrival at STRATFORD, ONT., DE 18, 94 and forwarded to LONDON, CANADA, PM, DE 18, 94. At London, it was transferred aboard the northbound London, Huron & Bruce Railway mail car and postmarked by the R.P.O. clerk. It arrived at CLINTON, ONT., DE 19, 94.

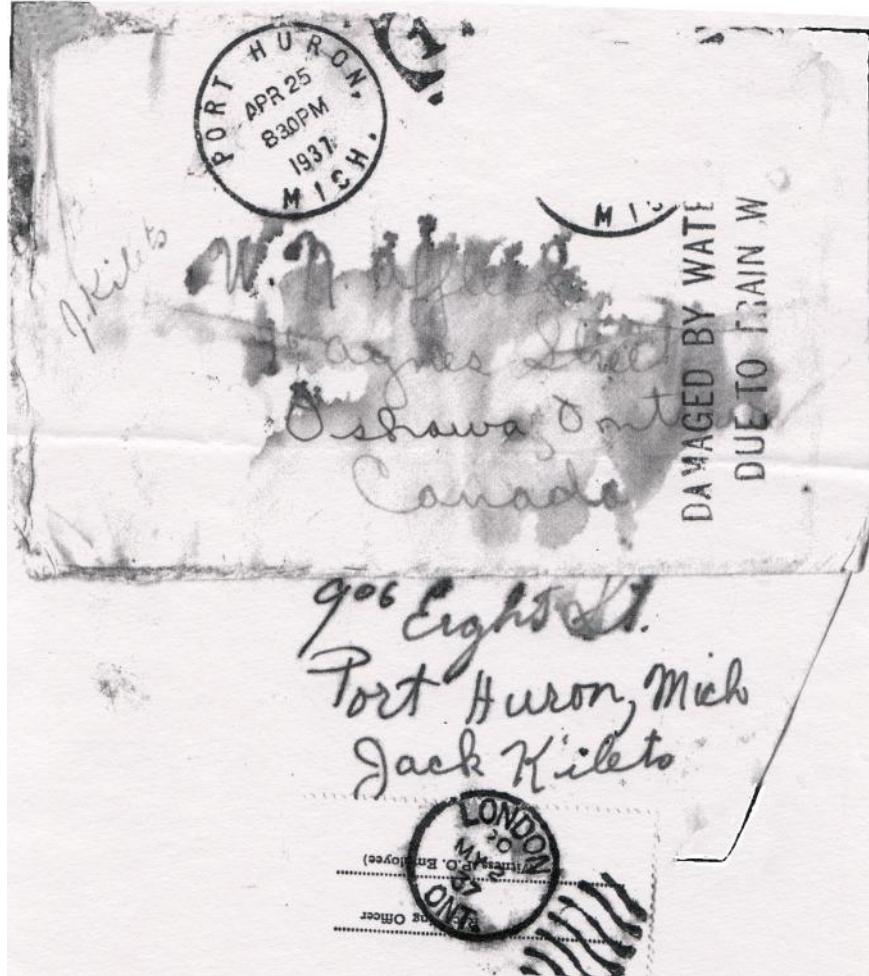
It is interesting that the cover was routed through London from Stratford, instead of being transferred aboard the next westbound Goderich train to Clinton. It may be that the more lengthy routing was the fastest.

The Wreck of the International Limited Revisited

In the previous newsletter, we looked at a straight line, damaged mail marking from the wreck of eastbound C.N.Rys. train #6, the International Limited, at Beachville, Ontario on April 26, 1937.

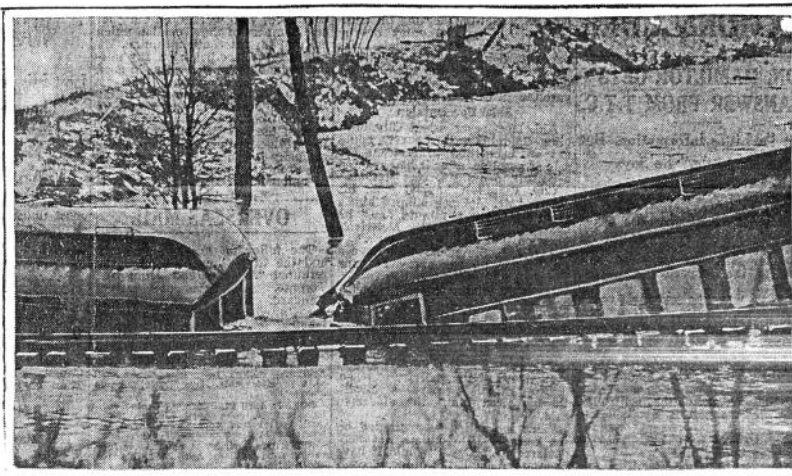
Bill Robinson has sent us a copy of a cover from his collection with the straight line, "DAMAGED BY WATER / DUE TO TRAIN WRECK" marking, which reveals that the damaged mail was returned to London for processing. The official repaired label is cancelled LONDON / ONT. 20, MY 2, 37.

Bill also included collateral material, a newspaper clipping from the Toronto Star.



DAILY STAR, TUESDAY, APRIL 27, 1937

RSO LL FLOOD WASHOUT WHERE FOUR KILLED



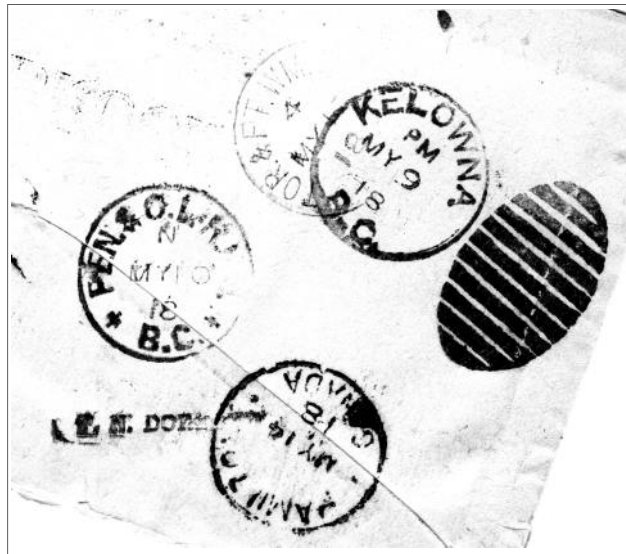
Two of the railway cars at the side of the embankment, partly immersed in the flood water which swirled part way up the embankment.

The accompanying article says, "A washout occurred on the C.N.R. mainline, about two miles east of Ingersoll, Ont. Flood waters and mud nearly covered the RR cars, which jumped over a ten foot embankment. Four lives were lost, including Engineer Malcolm Isbister and Fireman Norman Aitken."

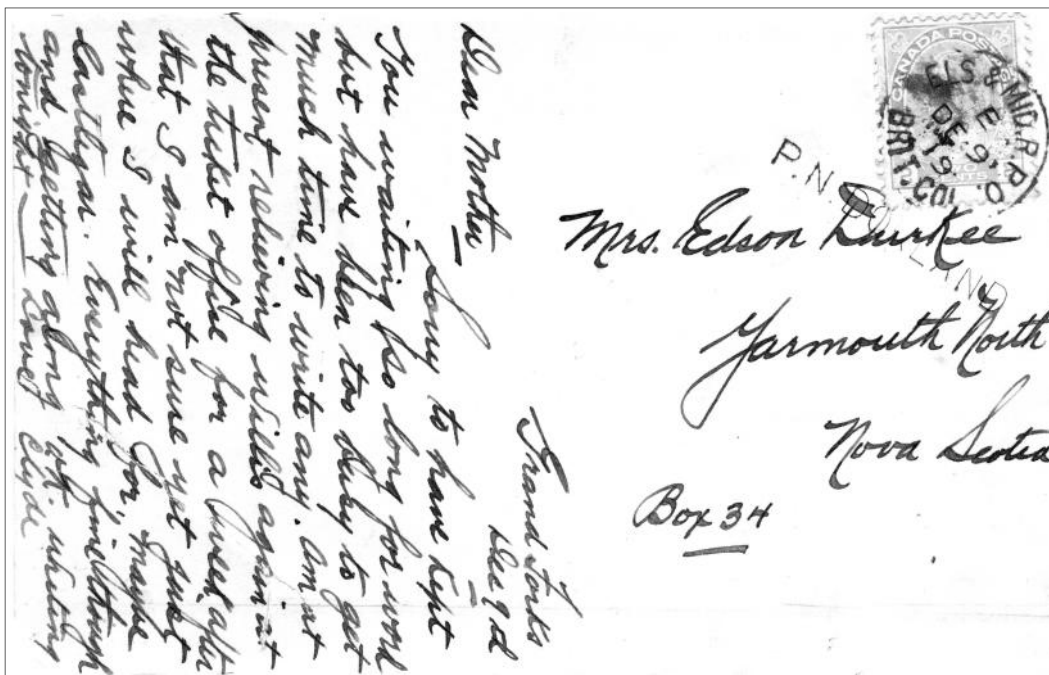
Western Clerk Attachments?

On the back of a registered cover, which originated in Kelowna, BC and was addressed to Hamilton, Ontario, we find a transit marking from the northbound Penticton & Okanagan Landing R.P.O. (W-106b) dated May 10, 1918. Below the C.D.S. is a straight line clerk name, **P. N. DORLAND**.

I believe that the clerk attached a straight line steel stamp to the handle of the hammer, unlike clerk name attachments found on some hammers from the Maritimes and Quebec, which had the names attached to the hub of the C.D.S. In order to support this theory, I would need to see a similar example with the same relative positions of the C.D.S. and the straight line stamp. It would also be helpful to verify this name on a railway mail clerk roster for the region.



The post card shown below, from Grand Forks, BC to Nova Scotia, was cancelled on the eastbound Nelson & Midway R.P.O., (W-98A) on December 9, 1919. Adjacent to the C.D.S., is the same clerk's name, **P. N. DORLAND**, on a larger straight line steel stamp. Again, I believe that this straight line stamp was attached to the handle of the hammer but I need to see another example with the same relative positioning of the two markings to support my theory.



O-354A Hammer Study

TOR. & LON. / R. P. O.

Chord “a” is measured from the tops of the letters. Chord “b” is measured from the bottoms of the letters.

Hammer	Proof	ERD	LRD	indicia	a	b	“N”
I	unknown ¹	1962/06/27	1964/09/17	PM, 18	9 1/2	4 3/4	period
II	1962/06/21	1965/08/07	1968/04/27	29, 49, 140, 148, 149	8 3/4	4 1/4	no period

The two illustrations in the proof records are both hammer II but the two hammers were probably proofed on the same date. ¹



Hammer I



Hammer II

According to timetable references, these train numbers were Canadian National Railways trains operating on the Toronto-Hamilton-London main line.

Railway Post Office Study Group (B.N.A.P.S.) - Treasurer's Report from Chris Anstead for the period 2003-09-01 through 2004-08-31

All accounting in Canadian \$
(Expenses through Volume 32 No. 6)

As of 2003-09-01	Assets	(Debt)	390.23
	Income		
	Membership	729.72	
	BNAPS support	174.00	
	Gifts	9.00	
	Back issue sales	11.34	
	Total Income		924.06
	Expenses		
	Postage	(359.59)	
	Printing	(319.19)	
	Stationery	(69.00)	
	Total Expenses		(747.78)
	Profit or (Loss)		176.28
As of 2004-08-31	Assets	(Debt)	566.51
	Prepayment of membership for future years		136.25
	Cash in Bank		702.76

Secretary-Treasurer's Report from Chris Anstead

CANADA Member	Address	Paid to Sept
Christopher Anstead	R.R. #1 McDonald's Corners, ON, K0G 1M0	2005
Ronald Battersby	2184 Lafayette St., Victoria, BC, V8S 2P1	2005
Douglas Birchill	R.R. #5, Orillia, ON, L3V 6H5	2005
J. Colin Campbell	# 303 - 1260 Raymer Avenue, Kelowna, BC, V1W 3S8	2005
John Cheramy	P.O. Box 5214, Station B, Victoria, BC, V8R 6N4	2005
Earle L. Covert	P.O. Box 1190, Raymond, AB, T0K 2S0	2006
Wayne R. Curtis	P. O. Box 74, Station A, Toronto, ON, M5W 1A2	2006
Hugh P. Delaney	105 Pump Hill Landing SW, Calgary, AB, T2V 5C4	2006
Keith J. Dowd	51 Castlethorpe Cres., Ottawa, ON, K2G 5P9	2006
Peter Eggett	6826 Bilberry Drive Orleans, ON, K1C 3R4	2005
Jean-Pierre Forest	4014 rue des Cedres, Cap-Rouge, QC, G1Y 3T5	2005
Donald Fraser	1183 Warsaw Ave., Winnipeg, MB, R3M 1C5	2005
Ross D. Gray	33 George St. East, Lindsay, ON, K9V 1W6	2005
J. Douglas Hannan	#80-1120 Guisachan Rd., Kelowna, BC, V1Y 9R5	2005
Donald B. Kaye	17131 Coral Beach Road, Winfield, BC, V4V 1B9	2005
John Keenlyside	4590 Beverley Cr., Vancouver, BC, V6J 4E6	2005
Robert Lane	12 Gilchrist Place, St. Albert, AB, T8N 2M3	2005
Hugh Lawrence	64 Provincetown Road, Toronto, ON, M1C 5G6	2005
Robert A. Lee	#203 - 1139 Sutherland, Kelowna, BC, V1Y 5Y2	2005
Douglas Lingard	2425 Blackstone Cr., Ottawa, ON, K1B 4H3	2005
Bill Longley	Box 620, Waterdown, ON, L0R 2H0	2005
Peter J. McCarthy	573 Griffith Street, London, ON, N6K 2S5	2005
D. McInnis	Box 2063, Sudbury, ON, P3A 4R8	2006
Ivan W. MacKenzie	#2411 - 420 Gloucester, Ottawa, ON, K1R 7T7	2005
Randy Manuel	3340 Sandy Lane, Burlington, ON, L7M 3T2	2009
Jean-C. Michaud	Box 31248, Halifax, NS, B3K 5Y1	2005
James Miller	PO Box 56571, Lougheed Mall P.O., Burnaby, BC, V3J 7W2	2007
Ian Mowat	790 Cuaulta Cres., Victoria, BC, V9C 3H3	2005
R. F. Narbonne	PO Box 102, McDonald's Corners, ON, K0G 1M0	2005
Kevin O'Reilly	Box 444, Yellowknife, NT, X1A 2N3	2006
H. Alex. Price	#74 - 1201 Cameron Ave., Kelowna, BC, V1W 3R8	2005
William G. Robinson	301-2108 W. 38 Ave., Vancouver, BC, V6M 1R9	Life
George F. Smalley	Unit 102, 50 Market Street, Gananoque, ON, K7G 2M3	2006
Joseph Smith	Box 1143, Rocky Mountain House, AB, T4T 1A8	2005
Murray Smith	1092 TBRS, Bluewater Beach, RR # 1, Wyevale, ON, L0L 2T0	2005
Robert A. Spencer	4447 Cheviot Road, North Vancouver, BC, V7R 3T3	2006
William E. Topping	7430 Angus Drive, Vancouver, BC, V6P 5K2	2005
Jack M. Wallace	#802 - 670 Dallas Road, Victoria, BC, V8V 1B7	2005
Scott Wiggins	77 Hemingway Cres., Unionville, ON, L3R 2S4	2005
J. Don Wilson	11 Elm Place, St. John's, NF, A1B 2S4	2005

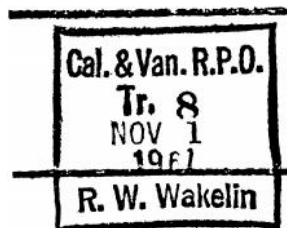
Secretary-Treasurer's Report from Chris Anstead

U.S.A. Member	Address	Paid to Sept
Dr. Warren L. Bosch	2029 Country Knolls Lane, Elgin, IL, 60123	2005
Chas. F. Boubelik	Box 40, Canon City, CO, 81215	2007
Gerald C. Carr	12599 Coach Lane, South Lyon, MI, 48178-9138	2005
Bruce R. Cobb	4773 Hwy. 22A, Addison, VT, 05491-8907	2005
James Felton	Box 128, Tiffin, OH, 44883-0128	2005
Stanley Kalabza	2310 S. 61st Ave., Cicero, IL, 60804-2608	2006
James C. Lehr	125 Kendal Drive, Kennett Square, PA, 19348	Life
Rick Parama	5511 Grosvenor Square, Houston, TX, 77069	2005
David Petry	PO Box 130, Reynoldsburg, OH, 43068-0130	2005
Rev. Elwood S. Poore	1910 Laurel Road, Gainesville, TX, 76240-5118	2005
William C. Walton	125 Turtleback Road, Califon, NJ, 07830	2006
OVERSEAS Member	Address	Paid to Sept
J. M. Ayshford	129 Burges Road, Southend-On-Sea, Essex, England, UK, SS1 3JL	2005
Jonathan Cable	10 Bromwich Ave., Highgate, London, England, UK, N6 6QH	2005
Albert R. Govier	13 Kilnford Dr., Dundonald, Kilmarnock, Ayrshire, Scotland, UK, KA2 9ES	2005
Brian A. Hargreaves	87 Fordington Road, London, England, UK, N6 4TH	2005
Colin Lewis	62 Graiglwyd Rd., Cockett, Swansea, South Wales, SA2 OXA	2005
Brian T. Stalker	Little Box Grove, Foxhole Lane, Hawkhurst, Cranbrook, Kent, England, UK, TN18 5DT	2005
John Watson	Lyngarth, 106 Huddersfield Rd., Penistone, Sheffield, England, UK, S36 7BX	2005
Walter J. Veraart	Pr. Mauritsstraat 13 1901, CL Castricum, The Netherlands	2005
EX-OFFICIO Member	Address	
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American Philatelic Research Library	100 Match Factory Place, Bellefonte, PA, 16823-1367	
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Cimon Morin (Postal Archives of Canada)	395 Wellington St., Ottawa, ON, K1A 0N3	
Victor L. Willson (BNA PortraitS Editor)	P.O. Box 10026, College Station, TX, 77842-0026	
Dr. David Handelman (BNA TOPICS Editor)	Mathematics Department, University of Ottawa, Ottawa, ON, K1N 6N5	
FRIENDS Member	Address	
Richard Colberg	126 Crosswick Lane, Lancaster, PA, 17601	
Joseph M. Fishbein	1092 Humboldt Ave. West, St. Paul, MN, 55118	
Clarence Hopkin	807 7th Street, Brandon, MB, R7A 3T8	
Robert F. Marriage	424 Park Avenue, Kelowna, BC, V1Y 5R1	
Dr. Frank Scheer	117 East Main Street, Boyce, VA, 22620-9639	
J. Malcolm Smith	11 Abbey Rise London, ON, N6G 1Y8	

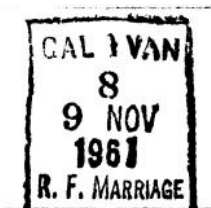
		Regular	Ex-Officio	Friends	Total
Summary	Canada	40	3	3	46
	U.S.A.	11	4	3	18
	Overseas	8	0	0	8
Totals		59	7	6	72

The Caboose

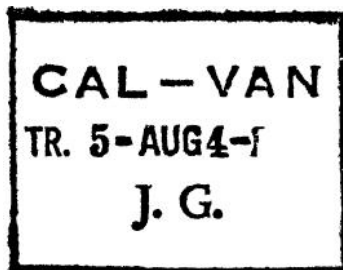
Colin Campbell has submitted the following Western Section clerk handstamps with new train number information. The strikes all appear on facing slips or cut outs from forms.



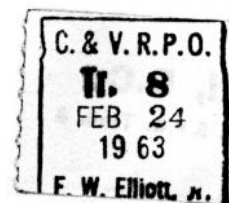
W-26Id
Trains #3, #7 listed
New train #8



W-27h
No train # listed
New train #8



W-27J
Train #6 listed
New train #5



W-28Ba
Train #3 listed
New train #8



W-167B

Bill Robinson has submitted a report from Keith Spencer, of a private clerk transit backstamp on a returned registered cover from Edmonton to Tofield. The letter was redirected to Kingman and finally back to Edmonton. This well struck example corrects listing **W-146Fa**, which was based on a partial strike. It turns out that it is a G.T.P. listing rather than with "SASK" at the beginning. Therefore **W-146Fa** has been delisted and the new item becomes listing **W-167B**. The 1912/08/22 date is the LRD and 1912/04/08 is the ERD. Both reports are train #2.



Ross Gray reports a new "E" direction indicium for the sole hammer of the rare Vanguard & Swift Current listing, **W-160E**. Previously only N, S and blank were known. The example with blank direction indicium is dated 1913/10/21 on a card to Ontario suggesting that the clerk did not have a "W" slug. In 1914, "N", and "S" direction indicators were used. The example shown here is a transit backstamp on a registered cover from Emsdale, Ontario to Vanguard.



SWIFT CURRENT and VANGUARD			
408	Mis	TABLE 102	407
37.30	0.0	L SWIFT CURRENT A	16730
...	0.9	... Eaman
8.10	8.6	... Dunelm ...	15.55
8.45	15.8	... Wymark ...	15.20
9.20	22.8	... Blumenhoff ...	14.50
9.40	28.3	... Neville ...	14.10
10.20	36.5	... Pambrum ...	13.30
11.00	44.0	Ar VANGUARD Lv	13.00

C.P.R. Public Timetable - 1914

The reason for this 44 mile long run on a C.P.R. spur line is a mystery. My guess that it was a way of subsidizing an unprofitable branch. The R.P.O. was terminated in 1914.

Newsletter Editor -

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