

THE R.P.O. NEWSLETTER

OF THE CANADIAN R.P.O. STUDY GROUP (B.N.A.P.S.)

Volume 24 - No.1

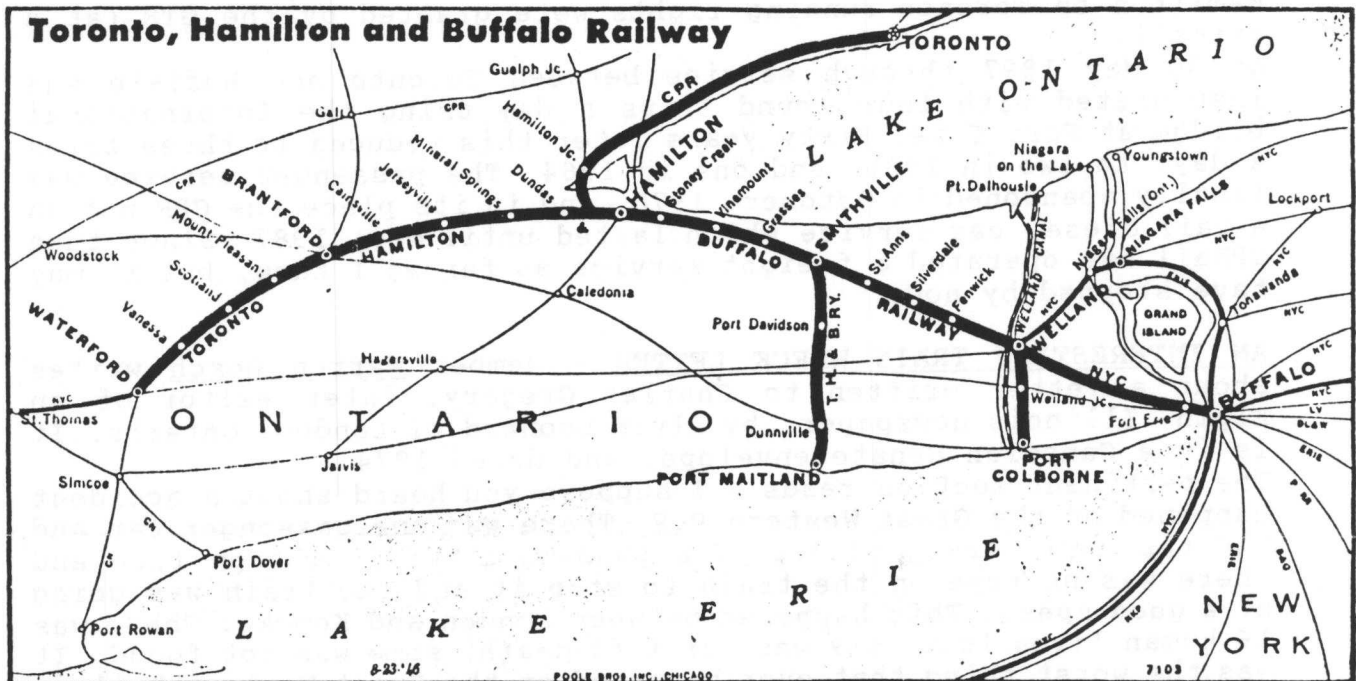
Whole No.120

November, 1995

BNAPEX '95 - Chairman Jim Lehr reports that eight members and three visitors attended our annual meeting at Edmonton. Hopefully, at least one of the visitors wishes to join the Group. There was no technical presentation this year because of various factors, but there were two single-frame exhibits on view from the Study Group. There was some discussion of a cover of Q-63 recently found by Gus Quattrocchi, of Perth, ON. This is dated April 1, 1856, and the run has been reported in use from January 11, 1856 to June 19, 1857. The replacement of Officers - Chairman Jim Lehr, and Secretary /Treasurer/Editor Bill Robinson was discussed, but no volunteers.

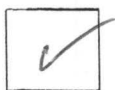
NEW MEMBER - We welcome Chris Anstead of RR#1, McDonalds Corners, ON, KOG 1MO, to membership.

THE T. H. & B. RY. IS EQUIPPED WITH CENTRALIZED TRAFFIC CONTROL AND AUTOMATIC BLOCK SIGNALS



Lionel Gillam was surprised to see the Toronto, Hamilton & Buffalo clerk handstamp reported on Page 6 of Newsletter No.118. He had never seen any indication of such a mail service - although the line certainly carried mail in closed bags. His report accompanying the above map is shown on Page 2.

1995-96 FINANCIAL YEAR - Annual Dues for 1995-96 are now due if the box below is checked. This will be the last issue received unless \$10 Cdn, \$9 US or 5 pounds sterling received by January, 1996. Please make cheques out to W.G.Robinson and mail to address shown.



W.G. Robinson
5830 Cartier St.
Vancouver, B.C.
V6M 3A7

.... /2

THE TORONTO, HAMILTON & BUFFALO RAILWAY -

Lionel Gillam reports - "The TH&B was incorporated in 1884 largely to break the Grand Trunk monopoly of traffic following its merger with the Great Western in 1882. The line was planned to run from Brantford via Waterford and Hamilton to Welland and Fort Erie where it would use the cantilever bridge to enter Buffalo. Here it would connect with the New York Central giving access to New York for passengers and freight.

However, there was no construction until September, 1892, following its amalgamation with the Brantford, Waterford and Lake Erie Railway which had been built between Brantford and Waterford - a line that had been completed on 1st. February 1892. At this time construction started to extend the line to Hamilton, but it soon halted owing to the depression year of 1893.

Later, on 9th July 1895, the CPR gained control of the project in alliance with the New York Central (which then controlled both the Canada Southern and the Michigan Central Railways). By this time the line had been extended from Waterford to Hamilton (24.5.95). On December 30, 1895, the Hamilton to Welland line was opened. From Hamilton to Toronto running rights were granted by the GTR (at a price!).

On 30 May 1897 through service between Toronto and Buffalo was inaugurated with four round trips a day using the International bridge at Fort Erie. Sixty years later this reduced to three trips a day, to two in 1961, and one in 1964. The passenger service was finally abandoned in October, 1970, and in its place the CPR put on a rail diesel car service which lasted until May, 1987. Since then CPRail has operated a freight service as far as I know, but it may have stopped by now.

AN INTERESTING TRAIN WRECK LETTER - Member Warren Bosch writes about a letter written to Charles Gregory, later editor of an Elgin, Illinois newspaper, by Alvin Leonard of London, Ontario. It is in a Canadian Senate envelope, and dated 1874.

The pertinent section reads - I suppose you heard about a accident happened on the Great Western R.R. There was one passenger car and the rest were freight cars. The passenger car caught on fire and there was no rope on the train to stop it and the train was going at a good speed. This happened between London and Komoka. There was 16 human lives lost. Six was burnt to death, some was not found. It was the worst thing that ever happened on the Great Western Railway ever before. It was a terrible thing. There is nearly every week something happens on the railroad. The trains go faster through the city then they do harm."

The spelling in the original is - to say the least - original, and somewhat difficult to decipher. For example, he refers to the "Grate Western".

Gregory apparently had an extensive correspondence with people all over the U.S.A. and north to Ontario. His descendants are now selling off large quantities of such letters through garage sales, and Warren has been picking up anything of philatelic interest. We're glad he shared this with us.

From Ross Gray;

It appears that when Lewis Ludlow's hammer analysis for MA-255 appeared in the July-August, 1979 issue of TOPICS, a gremlin crept in and reversed the chordal measurement given for the two hammers. Herewith is a clarification.

MA-255

TRURO & ST JOHN M.C. / .



	<u>chord "a"</u>	<u>Earliest</u>	<u>Latest</u>	<u>Indicia</u>
Hammer I	7 1/2	10/17/00	02/09/12	E, W
Hammer II	8	10/12/00	07/25/18	E, W

The ampersand is fully curved, top and bottom for hammer I and is curved on the top but angular on the bottom for hammer II. Since the difference in the ampersand is fairly subtle, I find the chordal measurement to be more reliable.



Hammer I



Hammer II



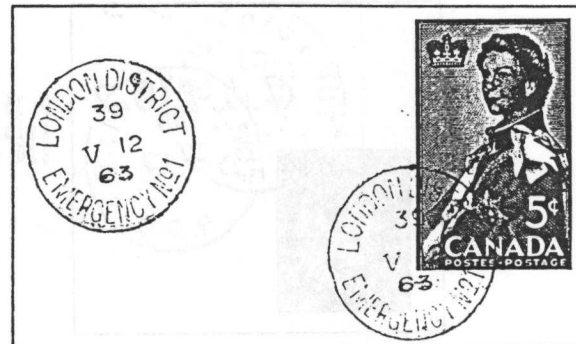
Hammer II

MA-110, Hammer III, HALIFAX & MONCTON / C.P.Ry
E, OC 3, 96 on a postcard to Montreal with an OCT 6
receiving cancellation. Previously the latest date for
this hammer was 09/28/96.



MA-211, Hammer IV, St. JOHN & MONTREAL / R.P.O. E, SP 30, 17
on a Farnham view postcard to Toronto. This is a new direction
marking for this hammer. Previously, W, 15, 39, 41 and 42 were
known.

E-35 LONDON DISTRICT / EMERGENCY No.1
39, V 12, 63 on a favour cover addressed to
London. This is the first reported use of a
train number indicium for this SECTION II
listing. During this period, O-409 and O-411
are recorded with this train number. Train
#39 ran from Toronto to London via Guelph.

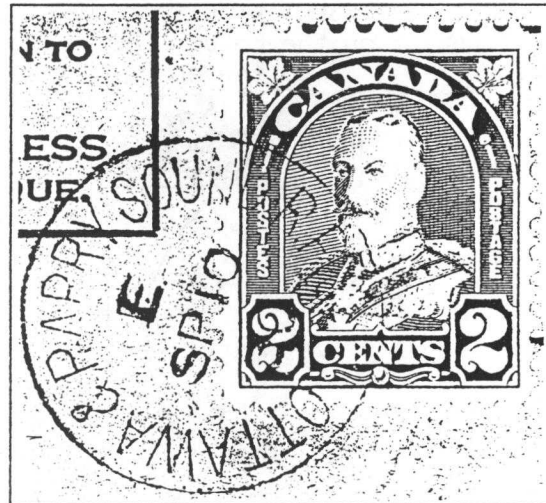


From Ross Gray

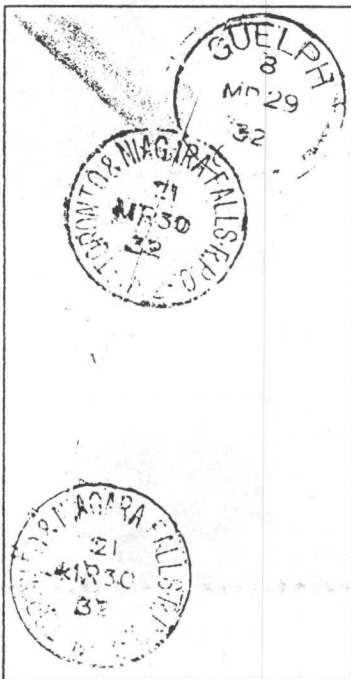
O-180 NIAGARA FALLS & LONDON R.P.O. 11, MR 29, 10 on a Niagara view post card to Fonthill, Ontario
This is a previously unreported train number for this listing which saw use from 1908 until 1913 and was only known with an "B" or "W" direction marking.



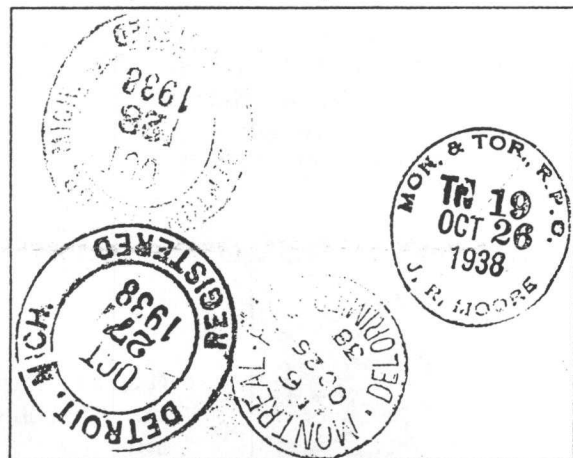
O-209 OTT. & B. BAY R.P.O. 170, JAN 5, 44, a partial strike on a cover addressed to Oakville, Ontario.
Before this discovery, only trains "89" and "90" were reported.



O-243 OTTAWA & PARRY SOUND R.P.O. E, SP 10, 30 on a cover from Colville, Ontario to Toronto.
Until now, trains 47, 52, 89, 90 and 92 were reported but no direction markings; does "W" exist?

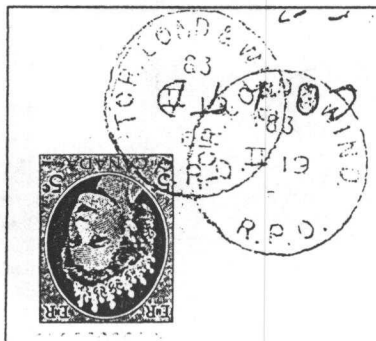


O-376 TORONTO & NIAGARA FALLS R.P.O. / No. 2 21, MR 30, 32 as a transit backstamp on a registered cover originating in GUELPH, ONT to St Catharines, Ontario. This is a previously unreported train number.



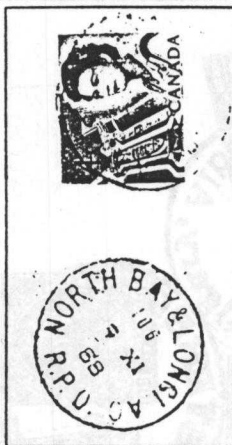
A new clerk's hand-stamp is shown here as a transit backstamp on a registered cover originating in Montreal and addressed to BENTON HARBOR, MICH. Struck in violet, it is MON. & TOR. R.P.O. / J. R. MOORE Tr. 19, OCT 26, 1938

Q-173Am - Type 17J - RF 500



O-356L TOR. LOND. & WIND. / R.P.O. 83, II 19, 62 on a cover to Aylmer, Ontario. This train is a new addition to 10, 18, 93, 219 and 220 which have been already reported.

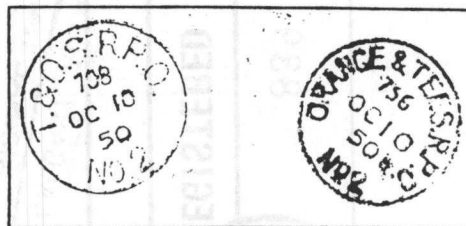
From Ross Gray:



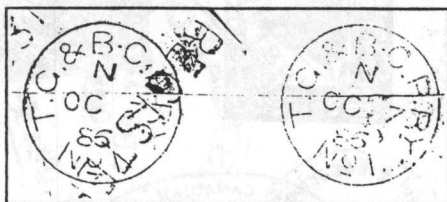
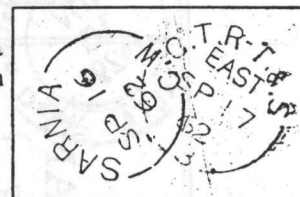
O-194 106, 9 XI, 68 on a favour card to Cincinnati, Ohio. A new train number for this listing.

O-207 ORANGE & TERS R.P.O. / No. 2 756, OC 10, 50 accompanied by O-393B T.& O.S. R.P.O. / No. 2 708, OC 10, 50 as transit backstamps on a registered cover from Harriston, Ont. to Winnipeg.

A new LRD for O-207.



RR-61 G.T.R.-T. & S. / 3 EAST, SP 17, 62 as a transit backstamp on a registered cover from Moore to Guelph. A new ERD for the hammer.



RR-155 T. G. & B - C.P.Ry / No. 1 N, OC 7, 86 as transit backstamps on a cover from Laurel, Ont. to Toronto. This is a new direction and the ERD for this listing.

The hammer was proofed 05/12/86.

O-426 WHITBY & MANILLA R.P.O. / . 52, JUL 14, 11 on a postcard to Lindsay, Ont. This is a new train number for this run.



Also discovered but impractical to photo-copy are the following items;

W-30t (Ornament #154) 8, JUN 12, 65 on a view postcard to Ottawa. This is a new late date for the hammer.

O-130 TRAIN No. / KING. & SH. LAKE R.P.O. 620, JUL 9, 14 on a greeting post card from Sharbot Lake to Kingston. A new train number for this listing.

O-362 TOR. & MIDLAND R.P.O. / No.2 23, AU 6, 06 on a view post card to Toronto. A new train number.

O-392 TOR. & OWEN SOUND / M.C. 15, SP 10, 06 on a view postcard to Craighurst, Ont. This is a new train number for the listing.

A brief look at

O-13 BEETON & COLLINGWOOD R.P.O. / No.

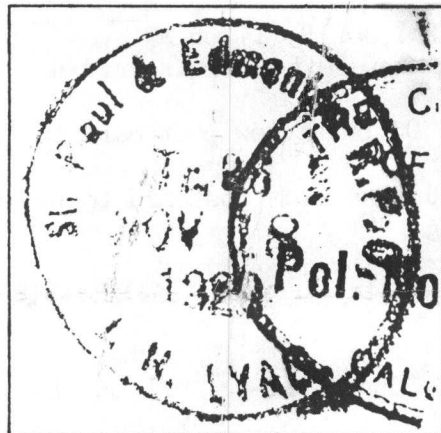
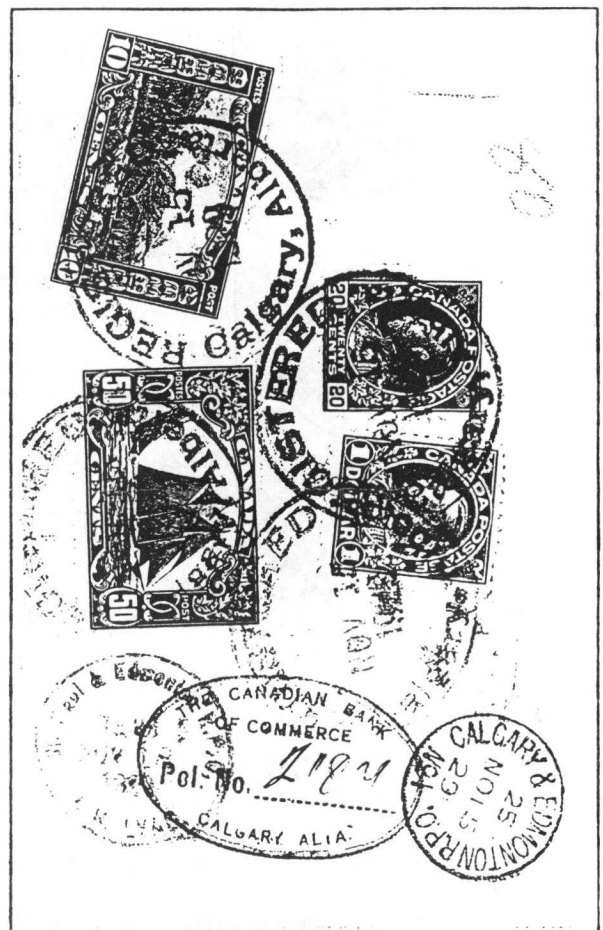
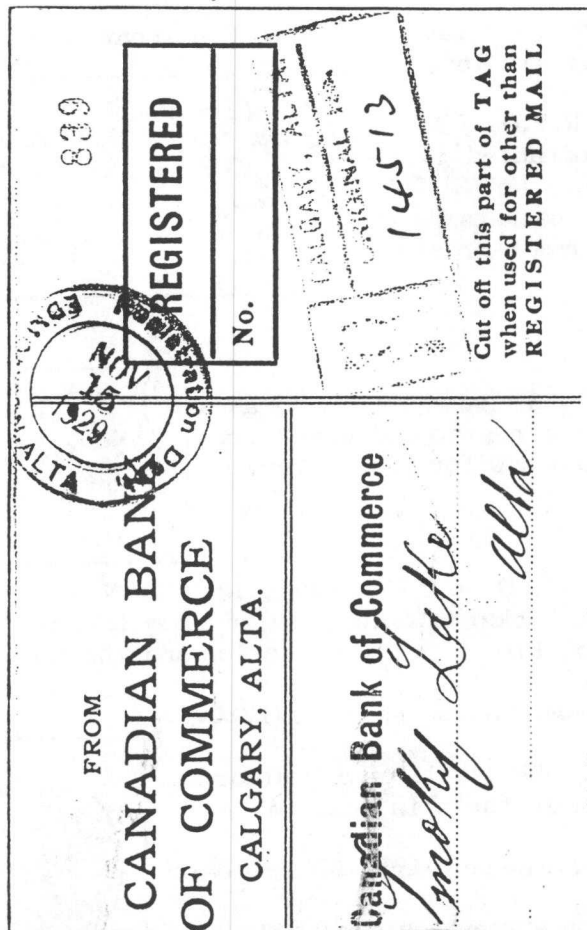
<u>HAMMER</u>	<u>Proofed</u>	<u>Earliest</u>	<u>Latest</u>	<u>Indicia</u>
No. 3 (a)	unknown	(1904)	03/29/43	N,S 30,391,392,393,394 (39 is listed)
No. 3 (b)	05/25/43	11/20/43	01/18/51	391,394
No. 4	10/06/04	unknown	unknown	unknown

Train number 39 seems unlikely and may be an error. The "N" direction is rare; I have not seen it.

Hammer 4 was probably never used.

Does anyone have earlier or later dates or other train numbers than the above?

From Ross Gray:



St. Paul & Edmonton R.P.O. / J. H. LYALL., Tr. 26, NOV 18, 1929 struck in black as a transit marking on a registered money bag tag from Calgary to Smoky Lake. This type 17J clerk's stamp was unrecorded until now. The new catalogue listing is W-132Z.

W-30d (Ornament #122) W, AU 6, 02 as a transit backstamp on a registered cover from Calgary to Banff. A new direction marking.



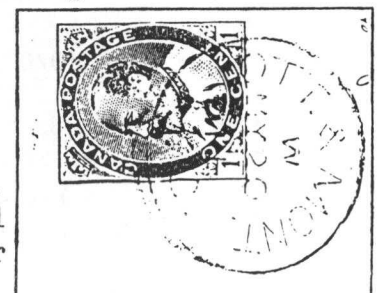
W-79 MED. HAT & NEL. R.P.O. / . W, OC 27, 09 on a postcard to Cranbrook. A new direction marking.



Q-23 IS. POND & MONTREAL R.P.O. / . 5, OC 11, 12 on a postcard from St Hyacinthe, Que. to Smithville, Ont. This is a new train number for the listing.



O-238 OTT. & MONT. / M.C. W, MY 20, 11 on a Montreal view postcard to Victoria, B.C. This is a new late date for the listing.



From Ross Gray;

There are two different strikes of W-134A, St. VINCENT & WINNIPEG / M.C., in the proof records. The first is dated JY 12, 82 and the second, AU 5, 83. Recently I was offered a cover with a fresh, clean strike dated AU 31, 83. Thinking that it might be an example of the later hammer, I measured the proof strikes and the 4 examples of W-134A in my collection. Unfortunately, the AU 31, 83 strike was not a different hammer but to my surprise, one of my 4 covers was a different hammer which does not appear in the proof records. This discovery led me to doing the following hammer analysis.

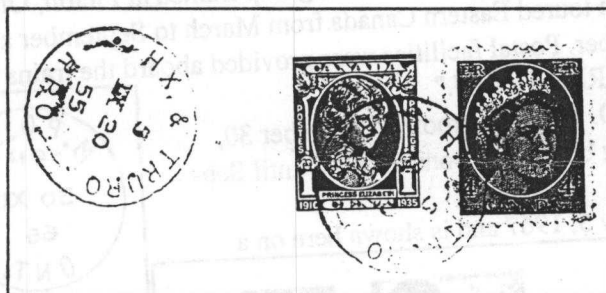
<u>Chord</u>	a	b	c	d	e	f
<u>Hammer</u>						
I	5	4 1/2	11 3/4	8	9	12 1/2
II	5	5 1/2-	12 1/2	9	8 1/2+	12 1/2-
III	(5 1/4+)	(6+)	(14 3/4)	(10)	(9+)	(13)

The bracketed measurements for hammer III are measurements made from the photo-copied proof and are therefore approximate.

Chord "c" is measured from the BOTTOM of the "E" to the BOTTOM of the left vertical of the "M". Chord "e" is measured from the left TOP of the "V" to the TOP of the left vertical of the "M".

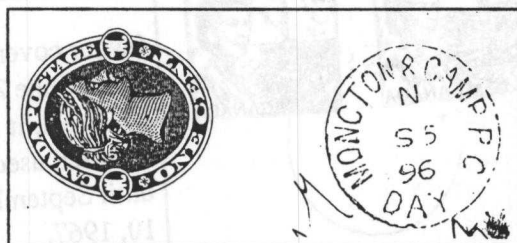
<u>Hammer</u>	<u>Proof</u>	<u>Earliest</u>	<u>Latest</u>	<u>Indicia</u>
I	07/12/82	08/23/82	12/26/83	SOUTH, blank
II	unknown	05/09/83	05/09/83	SOUTH
III	08/05/83	unknown	unknown	unknown

The catalogue indicates NORTH as a reported direction and a late date of 1886 for the listing.

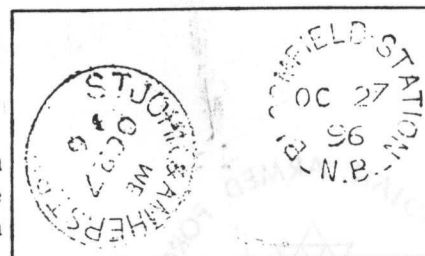


MA-134, Hammer II, 5, IX, 55 on a favour cover addressed to Illinois. The previous ERD for this listing and hammer was 03/18/57. It was proofed 02/26/55.

MA-153, INV. & POINT TUPPER R.P.O., E, FE 15, 10 on a 2c Edward cover. The previous ERD was 04/06/10. It was proofed 01/19/10.



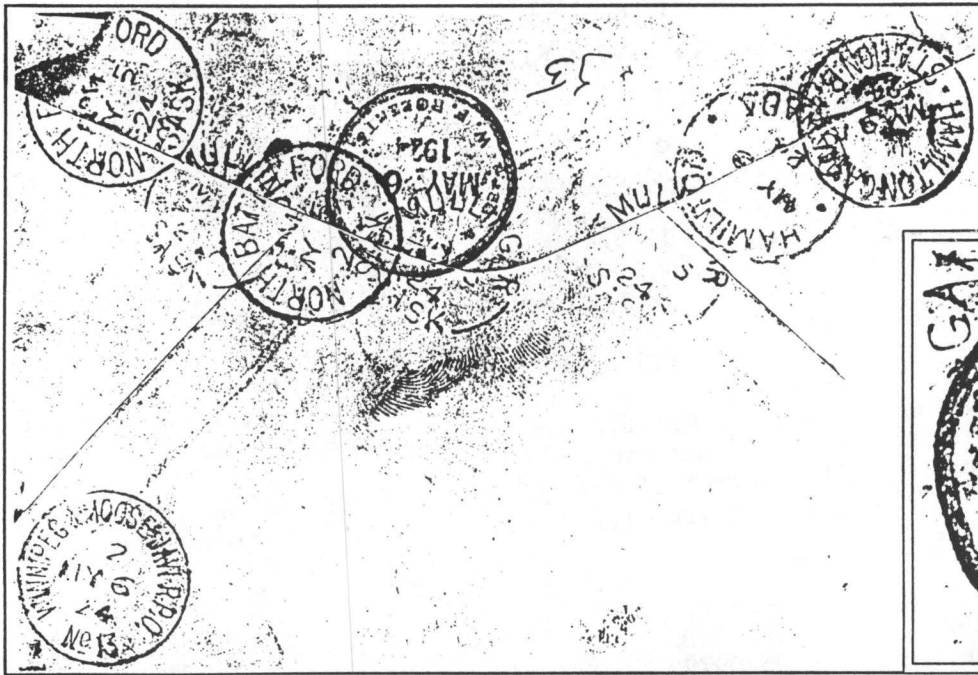
MA-170, N, S 5, 96, on a postcard from Rogersville to Chatham, N.B. This is an unusual use of an "S" direction slug for the month of September.



MA-197, Hammer I, St. JOHN & AMHERST. RY., WE, OC 27, 96 as a transit backstamp on a cover from BLOOMFIELD STATION, N.B. to FREDERICTON. This strange direction indicium is a previously unreported addition to the already known EAST, WEST and W.

From Ross Gray

Appearing as a transit backstamp, struck in violet, on a registered cover originating at MULLINGAR, SASK., MY 5, 24 and arriving at HAMILTON, CANADA, MY 9, 24 and HAMILTON-CANADA / STATION B, MY 9, 24 via NORTH BATTLEFORD / SASK., MY 5, 24, and W-191, WINNIPEG & MOOSE JAW - R.P.O. / N° 13, 2, MY 6, 24, is a previously unreported type 7B private clerk hand stamp, WPEG & N. BATT. R.P.O. / W. F. ROBERTS, 6, MAY 6, 1924.

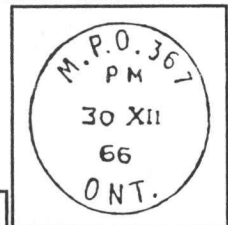


The Centennial Trains

I only recently became fully aware of the Centennial Trains. According to "THE CANADIAN MILITARY POSTS, VOLUME 3" by W.J. Bailey and E.R. Toop, "During Canada's Centennial Year, 1967, the Canadian Forces provided a Canadian Forces Tattoo that visited most cities in Canada. The group trained at Picton, Ontario and then moved their tour across Canada. A "Red" train toured Eastern Canada from March to September and a "Blue" train toured Western Canada from June to October. Postal facilities were provided aboard the trains with MPO 318 serving the BLUE TRAIN and MPO 367 the RED TRAIN."

The earliest of two circular date stamps of M.P.O. 367 was proofed December 30, 1966. Note the "ONT." at the base. It is listed as having been used from March 6 until September 6, 1967.

The second CDS of M.P.O. 367 was proofed May 5, 1967 and is shown here on a



TATTOO RED TRAIN

EXPO MONTREAL



favour cover dated June 21 at Montreal. It is reported used until September 10, 1967.



A similar CDS for M.P.O. 318, was also proofed on May 5, 1967. Two examples are shown on the following page.

The sole circular date stamp for M.P.O.318 is shown here, dated June 21, with "PM" indicium, from Montreal on a favour cover .



A May 16 date on another favour cover is also shown inset.


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In addition to the CDS's for the two M.P.O.'s, there are also M.O.O.N's and Registration stamps as shown in these proofs on card.

TATTOO BLUE TRAIN

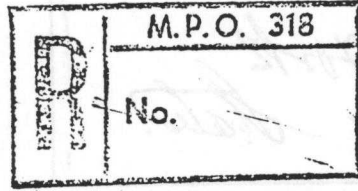
EXPO, MONTREAL








D.E. Burgin

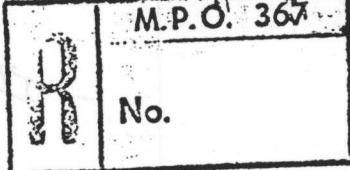


M.P.O. 318

3732
M.P.O. 318
11 X 1967

3732






M.P.O. 367

3731
M.P.O. 367


3731



Two more favour covers show Last Day use of M.O.O.N. 3731 and late use of M.O.O.N. 3732.


DEPARTMENT OF NATIONAL DEFENCE
MINISTÈRE DE LA DÉFENSE NATIONALE

O. H. M. S.
S. DE S. M.



3731
M.P.O. 367
10 IX 1967

3732
M.P.O. 318
6 X 1967



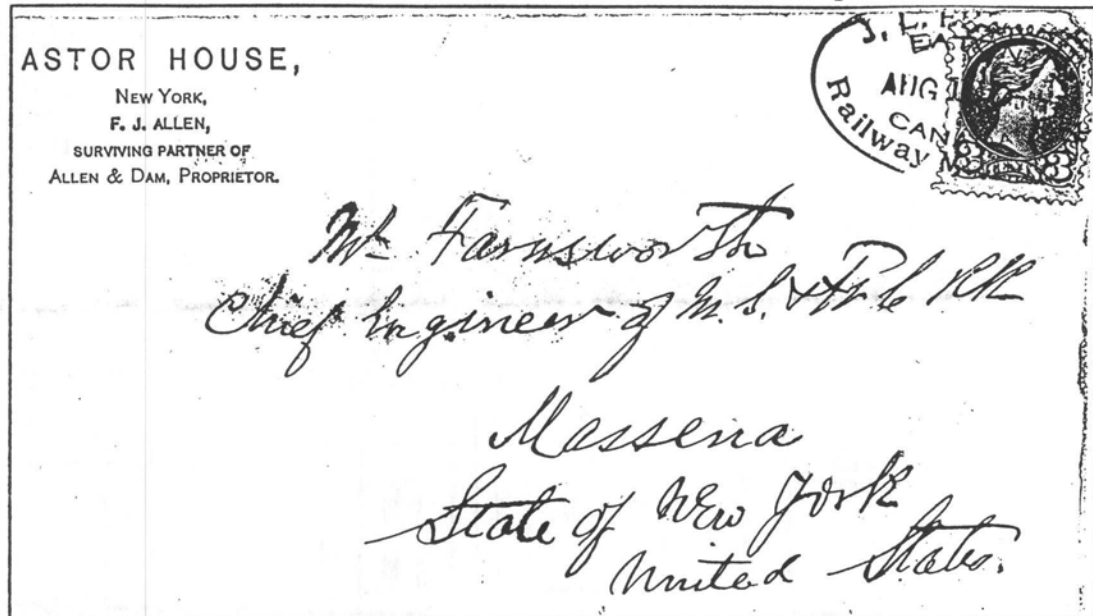
Jim Furneaux
RCAF Station
SIOUX LOOKOUT, Ontario

Should these items, which fall into a somewhat unique category, be listed?

Jim Furneaux
RCAF Station
SIOUX LOOKOUT, Ontario

From Ross Gray;

A previously unknown TYPE 3B clerk's private handstamp struck in violet and reading, "J. L. FRENCH, Railway Mail Clerk, EATON, CANADA, AUG 19 South". (Eaton is a small place about 5 km south of Cookshire, Quebec and is not on a rail line but was, presumably, the clerk's home.) There are no other postmarks on the cover. Enclosed is a letter which is railway related and allows us to determine the year date. The contents are reproduced as closely as possible below.



Astor House
Broadway and Vesey Street
New York, 19th August, 1886

My Dear Farnsworth,

Having been unavoidably detained here far beyond my expectations I shall not be able to reach Massena until next week.

Confidentially I am trying earnestly to arrange to have the road From Fort C to M S (Fort Covington to Massena?) completed under one transaction & we have reached a point to have you & Staat(?) Ross & Co. Engineer make estimates & to this end I wish when Staat(?) is ready you could join him & please notify Staat(?) at once that you are readyorders..... to join him to do this.

Get all the people stick to you & me & we will give them the Rail Road they want.

I will see you early hereafter and explain fully, in the meantime in the true faith,
always your friend
Porter

Farnsworth

P.S. to you & all our friends all along the line I wish to be kindly remembered
P

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Our sincere thanks to Ross Gray for his extensive research this month. It makes the Editor's job much easier when there are contributions like this available.

That's all for this time. Don't forget the 1995-96 Annual Subscription - \$10 Cdn, \$9 US or 5 pounds sterling.

All Aboard !

W.G. Robinson
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