

R. Gray Collection

In this issue, we take a look at the two cancellations used on the **Hereford Railway**, in southern Quebec, between 1908 and 1925. Included is an interesting misdirected and redirected registered cover.

The only listings for **crown wax seals** up to this time, were **O-254** and **W-29**. Now, a third discovery, used on the Montreal & St. John run in 1893, joins them. In addition, there is the only reported example of a R.P.O. cancelling hammer, **O-256**, used to impress a wax seal. Perhaps this Ottawa & Port Arthur mail clerk did not have a crown wax seal or it was not handy.

The Ticket Stamp section of the current catalogue probably contains more controversial items than any other section. We show one example of an out of place item, **TS-280**.

In a continuation of **Jim Felton's** hammer study of **W-91**, the Moose Jaw & Shaunavon run, we have an answer about late period train numbers.

In the February, 1999 newsletter, we published a hammer study of the **Moose Jaw & Calgary** run but the hammer illustrations were omitted. In this issue, we update that study, with 15 new ERD, 10 new LRD and 28 new direction or train number indicia from **Chris Anstead**.

Peter McCarthy reports a late and early date for **RR-65** and **O-168**, respectively.

Bill Robinson has written and added a number of new direction indicia and better dates for the **West of Winnipeg** hammer study published in the last newsletter. Before publishing an updated table, I shall wait for a few months and give other members an opportunity to review the material in their collections. Individuals wishing to have a revised copy immediately, may write or e-mail.

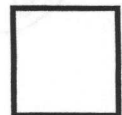
Bill also comments that he has an almost identical **E-15** cover to the the one shown in the last newsletter from Brian Hargreaves. He says that Bragg Creek post office used a split circle hammer until the 1930's and then used a full circle cancellation with large letters, the replacement probably having been necessitated by the flood.

Bill further notes that he has an **E-1** cover dated 1971/04/24/AM with no indication of origin. (*This was the last day of R.P.O. service in Canada.*)

Secretary / Treasurer's Report from Chris Anstead

Annual Membership Dues for the Study Group year 2001-2002 are now owing by those members who have not prepaid. Cheques or money orders should be payable to Chris Anstead for CAD\$10.00 in Canada, US\$9.00 for members in the U.S.A. or 5 pounds sterling for members in the U.K..

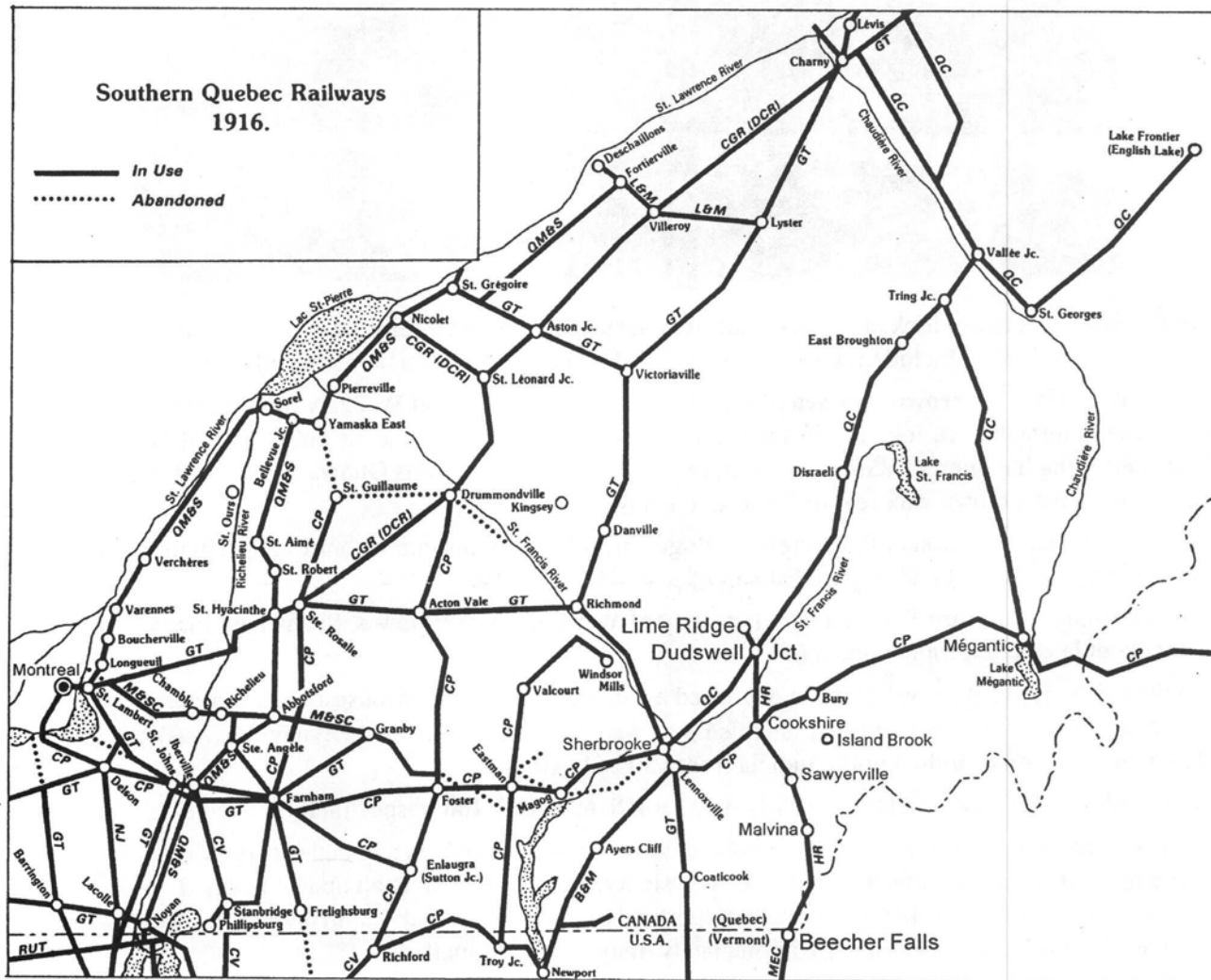
If the box is checked, your dues are now owing.



HEREFORD RAILWAY

In 1888, the 50 mile long **Hereford Railway** was opened between Dudswell Junction, on the Quebec Central Railway, and Beecher Falls, just south of Hereford, Vermont. In 1890, the railway purchased the Dudswell Junction to Lime Ridge line of the Dominion Lime Company and both railways were then leased to the **Maine Central Railway**, with which the Hereford Railway connected at Beecher Falls.

In 1927, the Hereford Railway was purchased by the **Canadian Pacific Railway**.



The first cancellation used on the line was proof struck on April 23, 1908. It was used from that year until 1918, with E or W direction indicia.



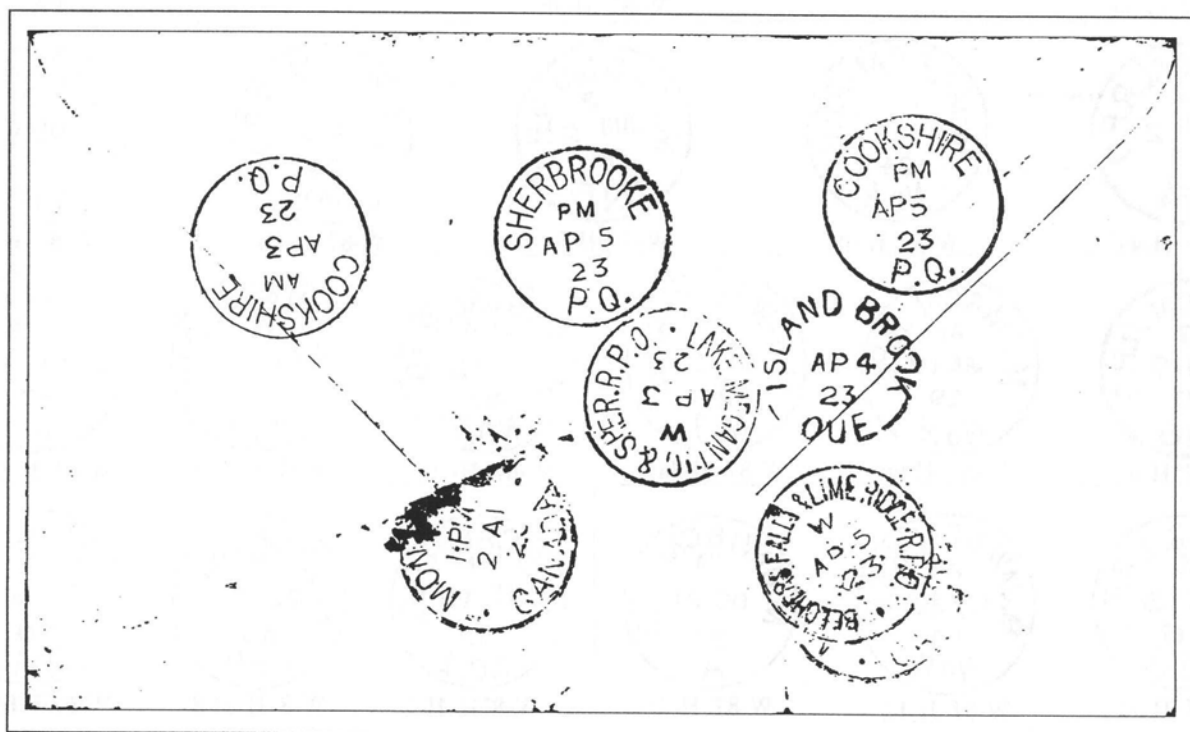
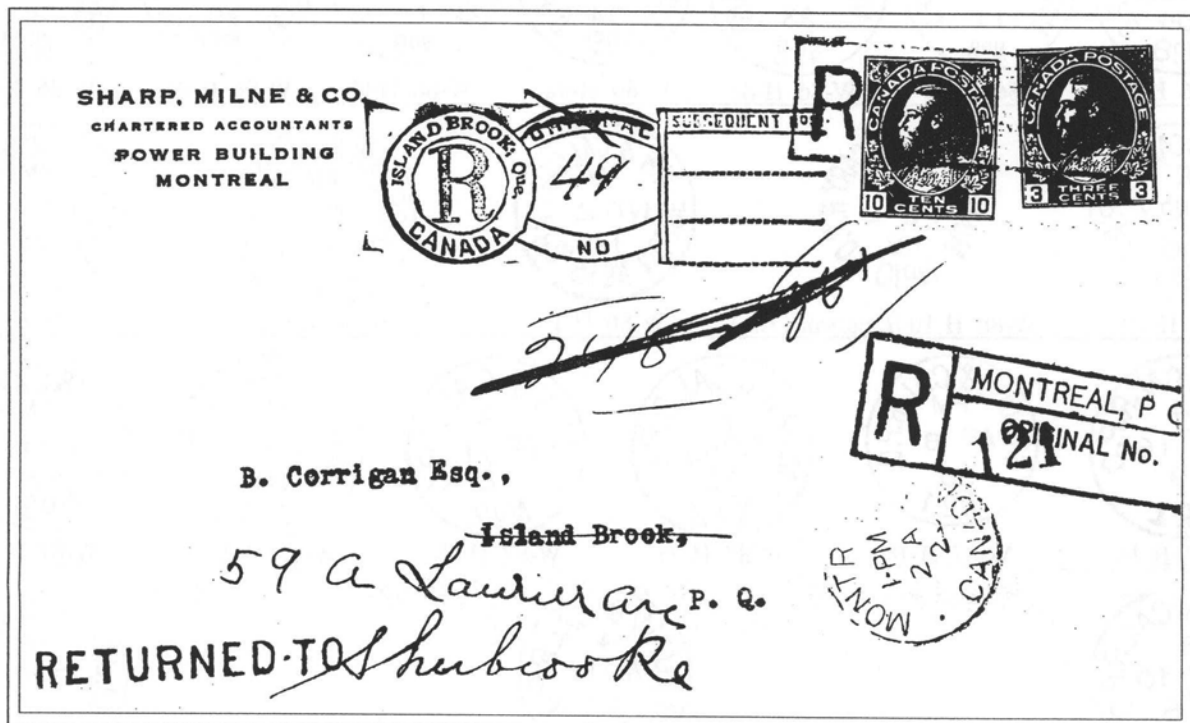
The second postmark used on the line was proof struck on April 26, 1918, to replace the first, when the run was extended beyond Dudswell Junction, to Lime Ridge. It was used from 1918 until 1925, with either E or W direction indicia.

Both postmarks had Beecher Falls misspelled as “Beechers Falls”.



HEREFORD RAILWAY

The second cancellation used on the railway is found as a transit backstamp on this registered cover, which originated at MONTREAL / CANADA, 1 PM, 2 AP, 23. Possibly travelling on the eastbound C.P.R. Montreal to St. John train in a sealed bag, it somehow arrived on board the westbound Lake Megantic & Sherbrooke R.P.O. on April 3 and was put off at COOKSHIRE / P.Q., AM, AP 3, 23. By road from Cookshire, it arrived at ISLAND BROOK / QUE, AP 4, 23, where it was redirected to Sherbrooke. Arriving back at COOKSHIRE / P.Q., PM, AP 5, 23 by road, it was transferred on board the westbound Beechers Falls & Lime Ridge R.P.O., for routing to Sherbrooke via Dudswell Junction. It arrived at SHERBROOKE / P.Q., PM AP 5, 23.



W-85, W-86, W-87 and W-87H Hammers



W-86 H-4a



W-86 H-4b



W-86 H-7a



W-86 H-7b



W-85 H-7c



W-86 H-8a



W-86 H-8b



W-86 H-8c



W-86 H-9a



W-86 H-9b



W-86 H-9c



W-86 H-9d



W-86 H-10



W-86 H-10 (Late; worn rim)



W-86 H-13



W-86 H-Aa



W-86 H-Ab



W-87 H-1a



W-87 H-1b



W-87 H-2a



W-87 H-2b



W-87 H-2c



W-87 H-2d



W-87 H-3a



W-87 H-3b



W-87 H-3c



W-87 H-4a



W-87 H-4b



W-87 H-5a



W-87 H-5b



W-87 H-5c



W-87 H-6a



W-87 H-6b



W-87 H-7a



W-87 H-7b



W-87 H-10a



W-87 H-10b



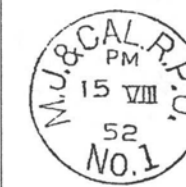
W-87 H-11



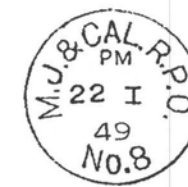
W-87 H-12



W-87 H-A



W-87H H-1



W-87H H-8



W-87H H-11

W-85, W-86, W-87 and W-87H Hammer Data

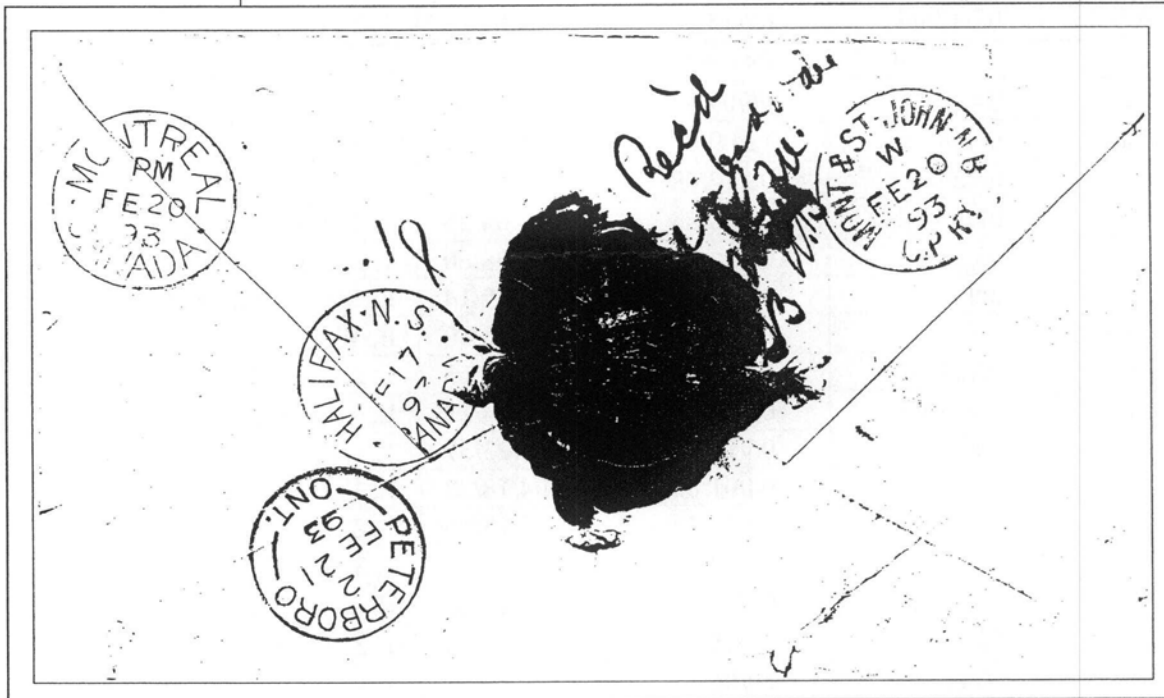
Listing	Hammer	Proof Date	ERD	LRD	Indicia
W-86	4 a	03/16/09	06/21/09	10/23/17	E , 2, 4, 13, 14
	4 b	03/26/19	07/02/23	10/13/57	1, 2, 3, 4, 5, 6, 17, 18
	7 a	05/26/04	11/26/05	08/30/11	2, 96, 97
	7 b	03/09/14	06/22/14	06/22/14	4
W-85	7 c	03/21/16	04/29/17	02/24/50	W, 1, 2, 3, 4, 8
W-86	8 a	05/26/04	07/24/05	07/06/11	W, 1, 2, 14, 96
	8 b	10/28/11	07/13/13	05/16/20	2, 3, 4, 13, 14
	8 c	04/06/23	06/01/23	11/25/48	1, 2, 3, 4, 8
	9 a	05/26/04	06/06/06	11/15/11	2, 14, 96, 97
	9 b	10/28/11	05/14/12	07/11/17	2, 3, 14
	9 c	02/02/20	03/19/30	09/01/63	1, 2, 3, 4, 8, 17
	9 d	02/06/20	09/26/20	03/19/21	3
	10	unknown	06/23/05	06/14/24	E, W, 1, 2, 4, 6, 13, 14, 96
	13	11/02/19	unknown	unknown	unknown
	A a	04/03/40	04/18/40	01/08/49	4, 8
	A b	02/12/49	02/13/52	05/01/65	1, 2, 6, 7, 8, 17
W-87	1 a	unknown	09/03/00	04/08/35	E, W, 1, 3, 4, 6, 13, 14, 96
	1 b	04/08/35	05/09/35	06/10/49	1, 2, 3, 4
	** 2 a	unknown	12/09/00	04/17/07	E, W
	2 b	unknown	08/12/08	03/02/18	1, 2, 4, 5, 7, 13, 97
	2 c	09/19/18	09/13/28	10/04/35	1, 2, 4
	2 d	03/18/37	05/23/37	09/08/60	1, 2, 7, 8, 18
	3 a	unknown	02/09/01	04/29/14	E, W, 2, 4, 62, 96, 97
	3 b	unknown	06/06/20	03/21/50	E, W, 1, 2, 4
	3 c	06/27/51	12/24/52	06/05/55	1, 2, 3, 8, 17, 18
	4 a	unknown	03/05/01	12/04/22	E, W, 1, 2, 3, 4, 14, 62
	4 b	10/02/24	05/16/31	05/23/57	1, 2, 3, 4, 6, 8, 17, 18
	5 a	unknown	04/01/02	04/18/28	E, 1, 2, 3, 4, 62
	5 b	10/02/24	10/27/32	08/15/46	1, 2, 3, 4
	5 c	06/08/50	04/08/53	03/06/56	1, 3, 6, 7, 18
	6 a	unknown	07/17/00	01/15/25	E, 2, 4, 13, 96, 97
	6 b	07/12/29	09/15/32	07/14/55	1, 2, 3, 4, 6, 8
	7 a	10/02/24	09/06/32	07/13/53	1, 2
	7 b	08/16/51	06/14/55	unknown	unknown
	10 a	12/21/18	09/27/20	06/08/52	1, 2, 3, 4
	10 b	02/14/53	01/31/59	12/14/63	5, 6, 8
	11	03/13/16	08/26/26	05/06/49	1, 2, 3, 4, 8
	12	05/29/19	11/12/32	10/19/62	2, 3, 4, 6, 7, 8, 17, 18
	A	10/21/32	04/12/33	03/04/40	2, 3, 4
W-87H	1	08/15/52	08/07/53	12/13/61	1, 2, 3, 6, 8, 17, 18
	8	01/22/49	10/27/49	01/21/65	1, 2, 3, 6, 7, 8, 18
	11	09/30/50	unknown	unknown	unknown

** Warren Bosch discovered hammer 2a of listing W-87

The data in this chart is derived from the collections of Warren Bosch, Jim Felton, Ross Gray and Bill Robinson. Dates and direction or train number indicia, which are in bold faced type, are contributed by Chris Anstead.

CANADIAN PACIFIC RAILWAY MONTREAL & ST. JOHN

Note the instruction on the upper left corner of the envelope, instructing the sender to enclose cash.



Q-138 MONT & ST-JOHN - N.B. / C.P.R. W, FE 20, 93

This registered cover originated at BURGEON, NEWF'D, FE 9, 93 and arrived at CHANNEL, NEWF'D, FE 15, 93. The next transit marking is HALIFAX - N.S., CANADA, FE 17, 93.

When the letter arrived on board the westbound Montreal & St. John railway post office, the clerk noted that the envelope was in damaged condition. He wrote "Rec'd in bad order", in indelible pencil, signed his initials, J.G.W. and had another clerk witness with his initials, A.B. He then postmarked the back, as usual, with his steel hammer, as well as using his seal to impress a red wax seal on the envelope flap. The Montreal transit stamp is dated the same day, February 20. Arrival at its Peterborough destination was the following day, February 21.

Part of the note written by the clerk is hidden under the wax seal.

Rec'd
in bad order
J.G.W.
A.B.

ST. JOHN N.B.
W
FE 20
93
C.P.R.

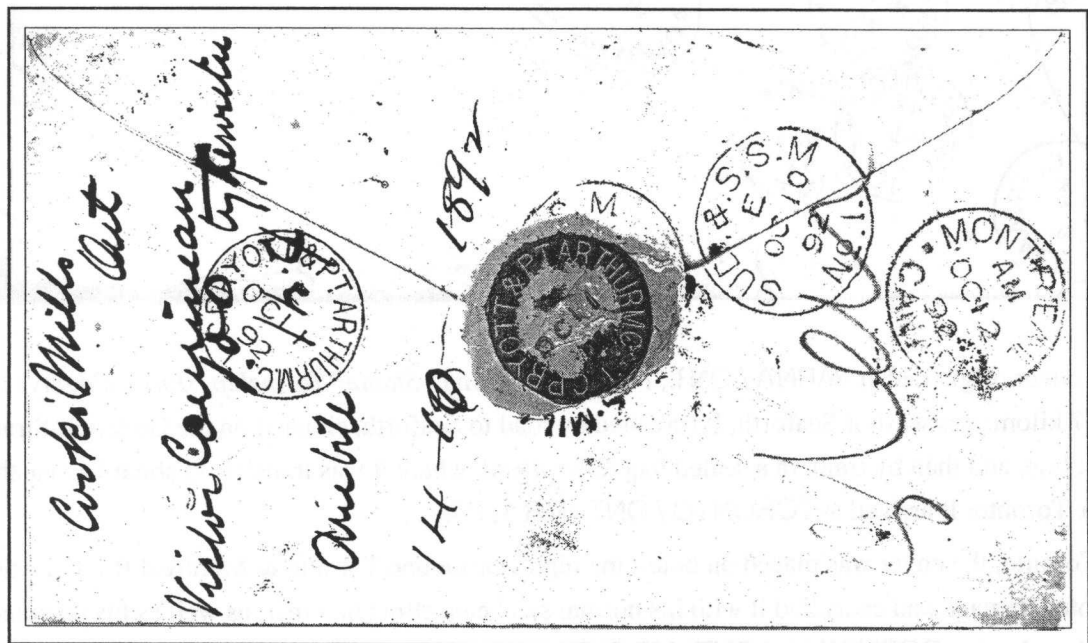


CANADIAN PACIFIC RAILWAY OTTAWA & PORT ARTHUR

Cook's Mills was located on the C.P.Ry line between Sault Ste. Marie and Sudbury. In 1896, the office name was changed to Spragge. This registered cover originated there, on October 9, 1892.

The following day, it was transferred aboard the eastbound, Sault Ste. Marie to Sudbury railway post office car and received a transit backstamp. After arrival in Sudbury, it was transferred aboard the eastbound, Port Arthur to Ottawa railway post office car, where the mail clerk noticed that the flap was unsealed. He applied sealing wax and used his cancelling hammer to impress it and then applied a transit backstamp in the conventional manner.

The letter arrived in MONTREAL / CANADA, AM, OC 12, 92. There are no further transit marks or arrival marking at Bolton Centre.

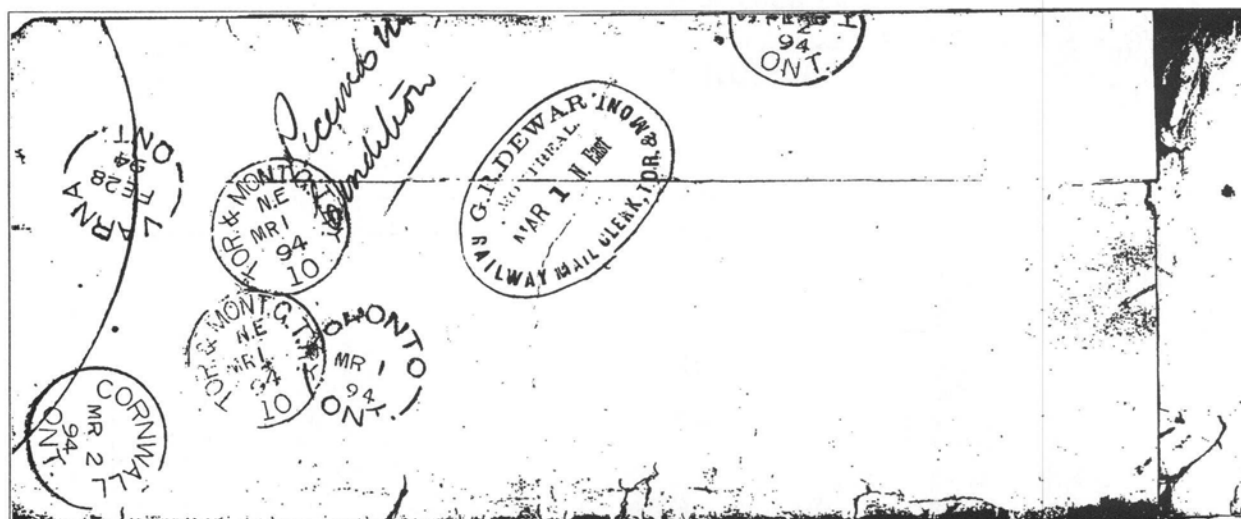
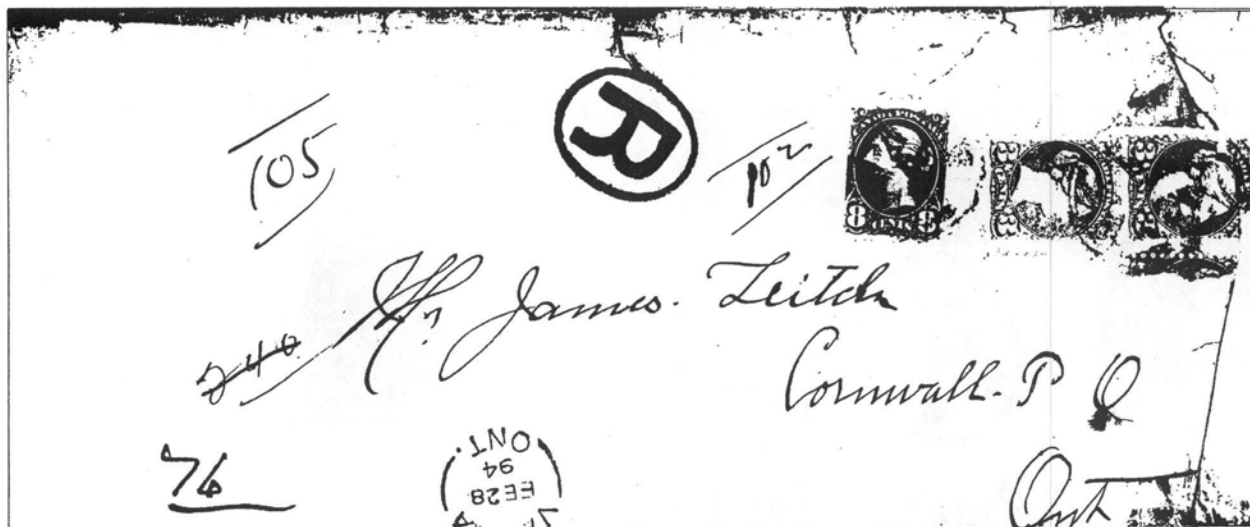


O-335B SUD. & S. S. M / No. 1. E, OC 10, 92
O-256 C. P. RY OTT. & PT ARTHUR - M. C. / I. E, OC 11, 92

A Ticket Stamp?



This Toronto & Montreal R.P.O. clerk's stamp is listed as TS-280. This example, which is probably unique, appears on the back of a partial, badly damaged, registered cover, in conjunction with a notation about the condition, written in indelible pencil. Also present are two strikes of O-369, TOR. & MONT. G. T. Ry / 10, N.E, MR 1, 94.



The cover originated at VARNA / ONT., FE 28, 94. Varna (*Stanley Township, Huron County*) is located about 17 kilometres west of Seaforth. It travelled by road to Seaforth, situated on the Goderich-Stratford G.T.Ry. line, and then by train, in a sealed bag to Stratford, where it was transferred aboard an eastbound train for Toronto. It arrived at TORONTO / ONT., MR 1, 94.

At Toronto, the cover was placed on board the night, eastbound Toronto & Montreal R.P.O., where the clerk noted damage and cancelled it with his normal steel cancelling hammer, as well as his personal clerk stamp. It arrived at CORNWALL / ONT., MR 2, 94.

Canadian Pacific Railway Moose Jaw & Shaunavon

MOOSE JAW—ASSINIBOIA—SHAUNAVON— LETHBRIDGE

READ DOWN		READ UP	
207 Tue. Th.Sa.	Miles	TABLE 96	208 Mo. We.Fr.
A.M.	0.00	Mountain Time	P.M.
..	0.23	Ly. MOOSE JAW] Ar	4.30
..	0.36	.. Archive ..	4.06
..	0.51	.. Buttress ..	3.52
..	1.04	.. Crestwynd ..	3.38
..	1.12	.. Dunkirk ..	3.24
..	1.25	.. Bishopric ..	3.15
..	1.44	.. Expanse ..	3.03
..	1.58	.. Mossbank ..	2.48
..	2.00	.. Vantage ..	2.28
..	2.13	.. Congress ..	2.16
..	2.30	.. ASSINIBOIA 100 Ly	2.00
..	2.43	.. Ly. ASSINIBOIA 100 Ar	1.30
..	2.52	.. Valor ..	1.11
..	3.05	.. Limerick ..	1.02
..	3.26	.. Melaval ..	12.43
..	3.40	.. La Fleche ..	12.31
..	4.02	.. Woodrow ..	12.15
..	4.26	.. Meyronne ..	12.04
..	4.39	.. Kincaid ..	1.49
..	4.53	.. Hazenmore ..	1.37
..	5.09	.. Aneroid ..	1.23
..	5.27	.. Ponteix ..	1.06
..	5.45	.. Gouverneur ..	0.53
..	6.15	.. Cadillac ..	0.41
M727	5.09	.. Crichton ..	0.27
Fri.	5.27	.. Admiral ..	0.14
A.M.	5.45	.. Scottsguard ..	0.00
10.00	5.59	.. Instow ..	9.47
10.45	6.15	.. SHAUNAVON ..	9.30
11.00	..	.. Dollard ..	2.40
12.30	..	.. South Fork ..	2.20
..	..	.. Eastend ..	1.20
..	..	.. Knollys ..	10.50
..	..	.. Ravenscrag ..	M 726
..	..	.. Pallsade ..	Tue. 9.30
..	..	.. Robart ..	9.00
..	..	.. Vidora ..	8.30
..	..	.. Consul 110 ..	A.M. 8.30
..	..	.. Notukeu 110 ..	8.20
..	..	.. Senate ..	A.M. 8.05
..	..	.. Govenlock ..	M 724
..	..	.. Altawan, Sask ..	7.45
..	..	.. Jaydot, Alta ..	7.25
..	..	.. Cressday ..	7.00
..	..	.. Bain ..	6.30
..	..	.. Craigower ..	P.M. 6.00
..	..	.. MAVERRIES ..	4.20
..	..	.. Orion ..	4.05
..	..	.. Pakowski ..	3.45
..	..	.. Etzikom ..	3.25
..	..	.. Nemiskam ..	2.40
..	..	.. Foremost ..	2.10
..	..	.. Legend ..	1.00
..	..	.. Skiff ..	12.30
..	..	.. Conrad ..	11.50
..	..	.. Wrentham ..	11.20
..	..	.. Judson ..	10.40
..	..	.. Stirling 127 ..	10.20
..	..	.. Wilson ..	9.30
..	..	.. LETHBRIDGE] Ly	A.M. A.M.

C.P.R. Public Timetable April 27, 1958 to October 25, 1958

In the January-February issue of the newsletter, we looked at **Jim Felton's** hammer study of W-91, which was used on the Moose Jaw-Shaunavon run. **Chris Anstead** then contributed some additional data, in the following edition.

There was some question regarding the existence of train numbers 207 and 208, although I reported two examples of train number 208, used on Hammer 3c, dated April 4 and September 19, 1958.

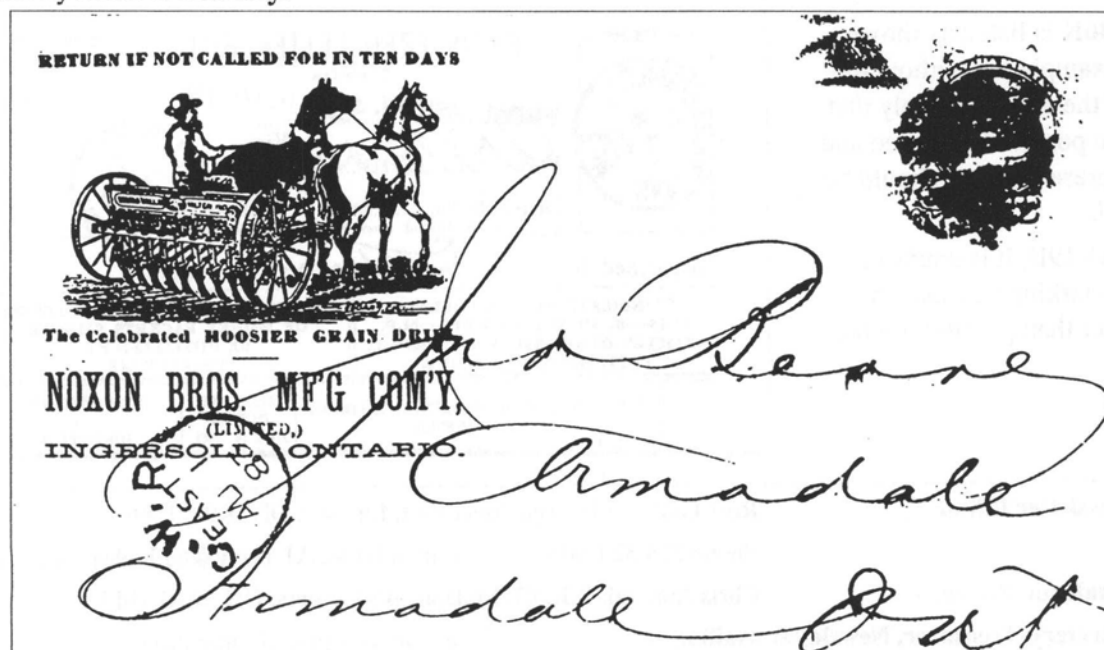
I did a lot of searching on the internet, looking for a 1958 C.P.R. timetable. Eventually, I found a timetable collector in Washington state, who had a web page with duplicate timetables for sale. Unfortunately, his e-mail address did not work and I had to send a letter by snail mail to contact him. (He had posted his e-mail address incorrectly on his web page.)

Three weeks and three U.S. dollars later, I acquired the desired item. It has a torn cover and is dog-eared, as described by the seller, but is perfectly useful as a reference.

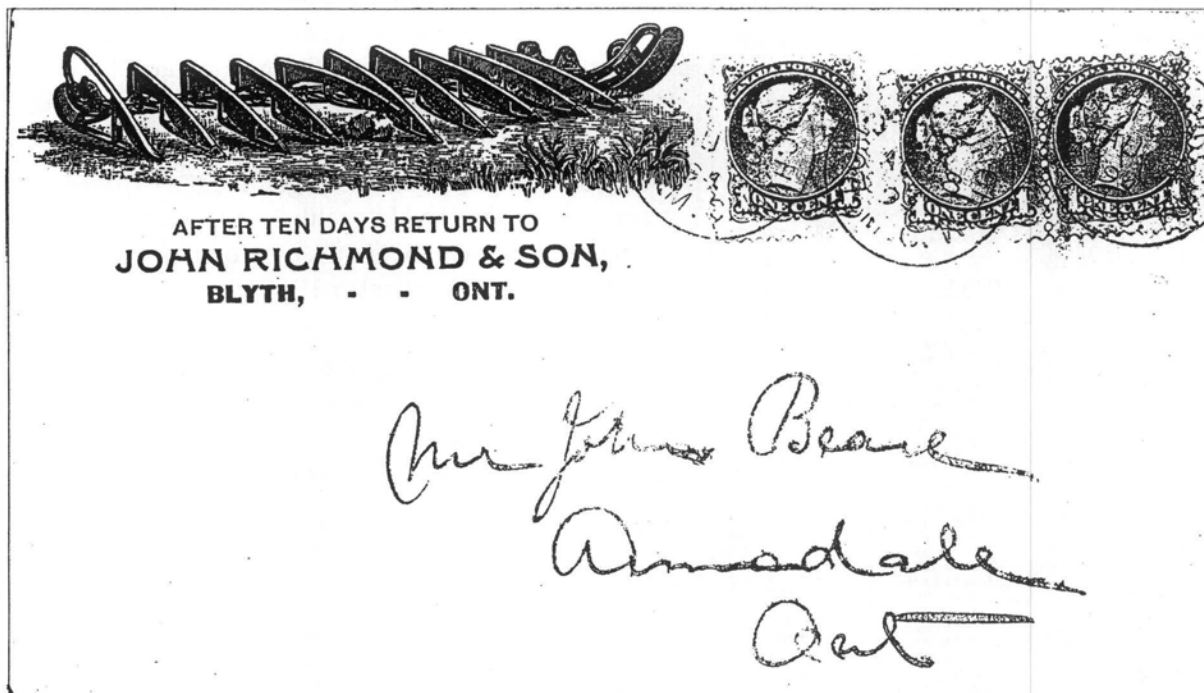
We can see that during this timetable period, Moose Jaw-Shaunavon passenger service had been reduced to 3 trains a week in each direction. My April 4 cover tells us that train 208 had already been scheduled in the previous timetable, probably late October, 1957 to April 26, 1958.

I have a later timetable for the period from April to October, 1959, showing that passenger service between Moose Jaw had been reduced to three mixed trains a week, which stopped overnight in Assiniboia.

A new late date for RR-65, August 1, 1883, is seen on this eastbound cover from Ingersoll to Armadale, submitted by **Peter McCarthy**.



Peter also sent a photo-copy of a beautiful Blyth, Ontario advertising cover, franked with three 1c Small Queens. The cancellation is O-168, LONDON & WINGHAM / M. C., T 1 S, AU 8, 94, a new early date.



B J * M 604
J.B. Smith

An example of listing O-19B used on part of a facing slip with O-19. This item was found in the collection of former study group member, A.H. Stokes.

It is unlikely that this postmark was used on mail, except possibly as a favour.

W-146K is listed as shown on this example but without the "TR." at the end. It is likely that this is the postmark reported and that the present listing should be corrected.

Like O-19B, it is doubtful that this marking saw use on mail, other than possibly favour items.

Dispatching Stamp		REGISTERED LETTER BILL		Receiving Stamp	
		CANADA			
FROM SASK. W. & ED. R.P.O. TR.		Via			
For Ireland		Train No.			
Dispatch No.		Lock or Seal No.			
(To be entered when Rotary Lock is used)					
Dispatched by					
<p>**INDICATE IN THIS COLUMN</p> <p>BAGS—B. MONEY PACKETS—M.P.</p> <p>ARTICLES OTHER THAN LETTERS—P.</p> <p>LETTERS—LEAVE BLANK</p>		<p>THE ENTRY DISPATCH AND RECEIPT</p> <p>OF MONEY PACKETS SHOULD</p> <p>BE INITIALED BY</p> <p>TWO CLERKS</p>			
**	NAME OF ORIGINAL MAILING OFFICE	MAILING OFFICE REG'N NO.	DISPOSITION — DISPATCH		

Newsletter Editor -

Ross Gray, 33 George Street East, Lindsay, ON, K9V 1W6

Phone 705 324-6020

e-mail (at work) rgray@hq.lindsayelec.com

Catalogue Editor, -

Chris Anstead, R.R. #1, McDonald's Corners, ON, K0G 1M0

Secretary-Treasurer, Newsletter Mailing

e-mail acropolis@superaje.com