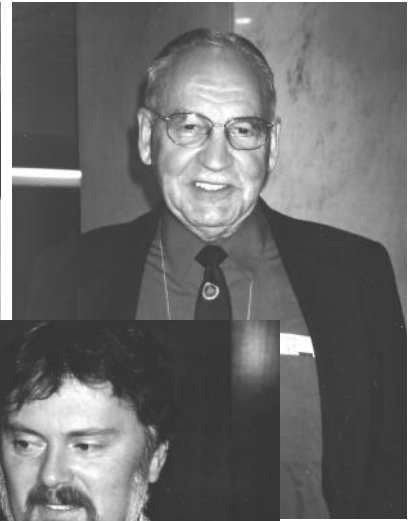




Ken Ellison



Cimon Morin



Wayne Curtis



Chris Anstead



Kevin O'Reilly

Bill Robinson sent these photos taken at **BNAPEx 2001** and submits the following report;

Twelve members attended the **Annual General Meeting at Ottawa** on the afternoon of Saturday, 1 September 2001. The annual election of officers resulted in the status quo. Treasurer, **Chris Anstead** provided a financial statement showing a year-end balance of \$109.11. He also gave an interim forecast of the costs for next year showing a deficit in mailing costs to Great Britain. As a result, the members voted to raise the overseas dues to seven pounds sterling per year, effective 1 September 2002. Chris collected some dues, and we appear solvent for the next few issues.

Bill Topping reported on the opening of a refurbished CPR mail car in the Railway Museum at Squamish, B.C. and showed first day covers.

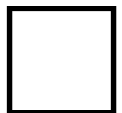
Chris Anstead gave a progress report on the new catalogue - slow at present.

Bill Robinson then gave a brief outline of his exhibit showing the Railway Mail Service through Ottawa in the 19th Century, which received a vermeil award. This showed examples of hammer wear on the Ottawa and Grenville steamer markings - and proposed de-listing of **0-227** and **O-228** as worn examples of **0-229**, and similar de-listing of **0-251** and **O-252** as worn examples of Ottawa and Prescott Railway, **0-250**. The meeting adjourned in time for the members to enjoy a visit to the National Postal Museum in Hull.

Secretary / Treasurer's Notice from Chris Anstead

Annual Membership Dues for the Study Group year 2001-2002 are now overdue from those members who have not already paid. Cheques or money orders should be payable to Chris Anstead, RR# 1 McDonald's Corners, ON, K0G 1M0, 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 in arrears and this will be the last newsletter sent.



Secretary's Report from Chris Anstead

Crew change - Bob Prince and Colin Troup are retiring from the study group.

Hugh Lawrence, 64 Provincetown Road, Toronto, ON, M1C 5G6, whose interest is the Queen Victoria Numeral issue, 1898-1903 is joining the group. Welcome aboard!

Western members on the move - **Ken Ellison**, #25 - 900 - 43rd Avenue, Vernon, BC, V1T 9C8; **Don Kaye**, 17131 Coral Beach Road, Winfield, BC, V4V 1B9 and finally **Thomas Southey**, 5 Eastwood Place, St. Albert, AB, T8N 5T5 has found an active stamp club in nearby Edmonton.

Treasurer's Report from Chris Anstead

RPO Study Group Financial Report for the year ending Aug 31, 2001

(All amounts in Canadian dollars)

Balance From WGR	2001/01/01	328.99
Tardy and new memberships		211.92
Gifts		3.00
BNAPS support		174.00
Printing and postage (4 issues)		(541.80)
		=====
Cash in bank		176.11
Financial position 2001/08/31		(7.61)
Prepayment of membership 2001-2002		162.79
Prepayment of membership 2002-2003		20.93
		=====
		176.11

Your editor was pleased to meet with **Brian Stalker** in Ottawa. Brian gave me a number of interesting hammer studies for Ontario R.P.O.'s which ran over former Great Western Railway lines, subsequently operated by the Grand Trunk Railway. You will see some of Brian's work in this and coming newsletters.

Brian has also submitted the following proposal;

Newfie Hammer Analysis, a proposed update from Brian Stalker

R.P.O. Study Group Newsletters published between February 1980 and April 1983 included Lew Ludlow's analysis of the various hammers of the Newfoundland RPO and TPO postmarks. Some of our long-standing members assisted Lew on that project and I, as a relative new-comer, have learned much from the published articles.

It is interesting to note Lew's prefatory comments in the February 1980 issue of the Newsletter:-

"In anticipation of putting out a specialized handbook on the Maritime R.P.O.s, which will include the individual hammer analysis of each Maritime run, it has been decided to include in this book, the T.P.O.s of Newfoundland....."

Time and events have moved on and last year saw the partial culmination of Lew's intent with publication of "The Railway Postmarks of the Maritimes", an excellent study prepared and edited by Ross Gray.

At the Study Group meeting held recently in Ottawa, I offered to co-ordinate an update of Lew's analysis of the Newfoundland runs, with the intention of preparing a companion volume to Ross's Maritimes. My offer was accepted by those attending the meeting; hence this note seeking support and assistance from the wider membership.

Newfie Hammer Analysis, a proposed update from Brian Stalker

If you are interested in participating please contact me by e-mail (freda.brian@virgin.net) or by post at: Little Boxgrove, Foxhole Lane, Hawkhurst, Cranbrook, Kent, UK, TN18 5DT.

I anticipate that the update will take some 18-24 months to complete and to start the ball rolling, I would circulate to interested members, a summary of earliest and latest dates compiled with Bill Robinson's assistance, in early 2002. That would be followed by batches of updated hammer analyses every two months or so, requesting comments, updates and feedback as we go along.

It would seem from Lew's analysis comments that he had access to more proof strikes than those appearing in Volume XVII of J.Paul Hughes' "Proof Strikes of Canada". Does anyone have information and/or copies of other proof strikes?

.....

O-55 Hammer Study from Brian Stalker

a ——— | CANFIELD · JUNC^I & S^I THOM'S · R^Y P. O. | ——— a
|————— b —————| |————— c —————|

Hammer	Proof Date	ERD	LRD	a	b	c	Indicia
I	unknown	1898/09/28	1913/12/27	6	8	7 +	E, W, 42
II	unknown	1898/11/15	1910/10/07	5 +	9	8 1/2	E, W



O-55 Hammer I



O-55 Hammer II

Editor's Note: My records show that Lew Ludlow identified two hammers some years ago. His study was probably done upon the request of a study group member and the measurements were not published. The early dates of that study were 1898/06/14 and 1898/07/29 and the late dates were 1910/09/28 and 1913/03/13, but we cannot relate his hammers I and II with Brian's study.

This Christmas greeting post card was posted on the day before Christmas, at **Hagersville** (Oneida & Walpole Townships, Haldimand County), which was located at the intersection of the Canada Southern / Michigan Central, Windsor-Fort Erie line and the Grand Trunk Railway, Hamilton-Port Dover line. Three days later, it received **O-55, Hammer I**, 42, DE 27, 13, as a transit marking, on its journey to **Nelles' Corners** (Rainham & North Cayuga Townships, Haldimand County).

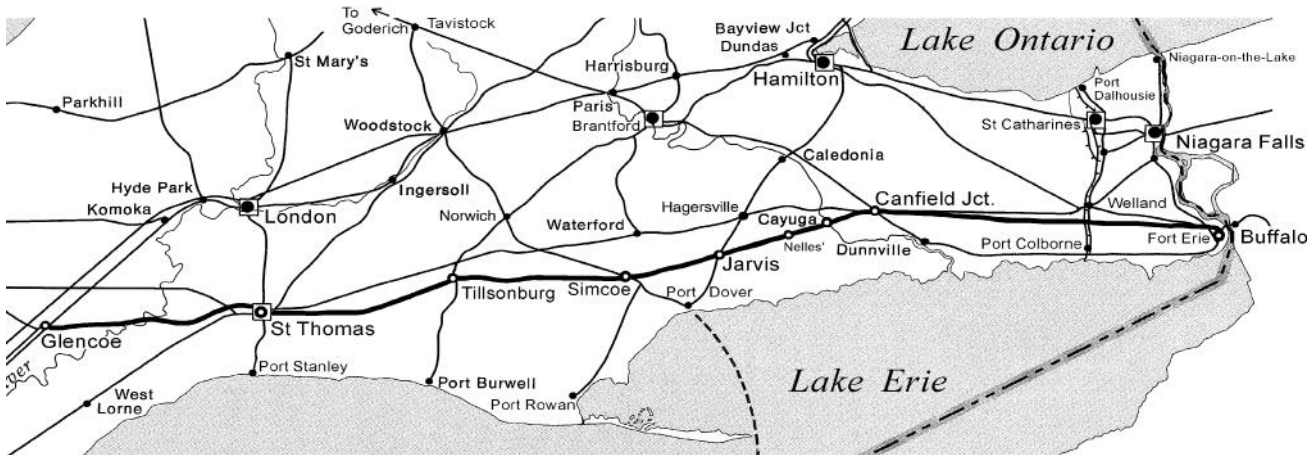
The card was probably put on board a south-bound Hamilton-Port Dover train at Hagersville in a sealed bag and transferred to the eastbound Canfield Junction & St. Thomas R.P.O. at Jarvis.

This is the latest reported use of O-55, Hammer I, as well as the listing and the first reported use of a train number indicia, 42.



R. Gray Collection

The Great Western Railway "Air Line"



Railway Map circa 1897 showing the former Great Western Railway "Air Line"

Note that the line between Port Dover and Jarvis was abandoned in 1935, affecting possible routing of the Port Rowan and Hamilton R.P.O.

The Great Western Railway completed the "Air Line" between Glencoe and Fort Erie in 1873. RR-69 was used on the route from late 1884 until 1887.



In 1884, the Great Western Railway amalgamated with the **Grand Trunk Railway**.

The following R.P.O.'s operated over portions of the Air Line, under G.T.Ry and then, Canadian National Railways ownership;

- London & Canfield Junction from 1887 until 1898

- Canfield Junction & St. Thomas from 1898 until 1924

- Jarvis & Canfield Junction from 1915 until 1924

- Hamilton & St. Thomas from 1926 until 1930

- Port Rowan & Hamilton from 1928 until 1956

- Simcoe & St. Thomas from 1931 until 1932

- Simcoe, St. Thomas & London from 1932 until 1938

BUFFALO, ST. THOMAS, GLENCOE AND KINGSCOURT JCT.									
23	71	21	Miles	STATIONS		22	72	24	
Acc'm	WayFt	Exp.				Exp.	WayFt	Acc'm	
P.M.	A.M.	A.M.		LEAVE	ARRIVE	P.M.	P.M.	P.M.	
+ 5 02	.....	+ 7 00	0	..Buffalo, Exchange St.	.....	+ 1 00	.....	+ 9 00	.....
5 15	.....	7 10	3.95	.....Black Rock.....	.....	12 45	.....	8 45	.....
5 22	.....	7 20	5.03	.....Bridgeburg.....	.....	12 35	.....	8 40	.....
.....	+ 6 45	.....	5.90	.....Fort Erie (L. L. Stn.).....	.....	+ 7 40	.....	.....	.....
.....	7 05	.....	13.23	.....Stevensville.....	.....	7 20	.....	.....	.....
.....	7 30	.....	19.79	.....Brookfield.....	.....	7 00	.....	.....	.....
.....	7 35	.....	22.53	arr } Welland Jc. { lve	arr } Welland Jc. { lve	6 50	.....	.....	.....
.....	8 00	.....	26.18	.....Feeder Siding.....	.....	6 00	.....	.....	.....
.....	8 10	.....	30.15	.....Marshville.....	.....	5 25	.....	.....	.....
.....	8 20	.....	30.15	.....Moulton.....	.....	5 11	.....	.....	.....
.....	8 45	.....	37.78	.....Diltz.....	.....	4 38	.....	.....	.....
.....	8 50	.....	39.68	.....Darling Road.....	.....	4 05	.....	.....	.....
.....	9 10	.....	45.83	.....Canfield Jc. { lve	.....	3 35	.....	.....	.....
.....	9 21	+ 9 10	47.71	lve } Canfield Jc. { arr	.....	8 44	.....	+ 6 35	.....
+ 7 05	9 21	+ 9 10	53.96	.....Cayuga.....	.....	8 35	3 15	6 22	.....
7 18	10 10	9 21	57.03	.....Decesville.....	.....	8 29	2 43	6 10	.....
7 23	10 26	9 26	59.53	.....Nelles' Corners { lve	.....	8 25	2 35	6 04	.....
7 28	10 50	9 32	67.60	arr } Jarvis { lve	.....	8 15	2 05	5 47	.....
7 45	11 35	10 30	73.62	lve } Renton { arr	.....	8 04	1 35	5 18	.....
7 55	11 55	10 45	77.18	arr } Simcoe { lve	.....	7 58	1 15	4 57	.....
8 05	1 15	11 00	79.27	lve } Simcoe Jct. { arr	.....	12 20	.....	.....	.....
.....	1 20	.....	82.74	.....Nixon.....	.....	7 47	12 05	4 41	.....
8 15	1 35	11 15	87.92	.....Delhi.....	.....	7 39	11 35	4 30	.....
8 25	2 20	11 35	94.78	.....Courtland.....	.....	7 30	11 03	4 17	.....
8 38	2 52	11 55	99.23	.....Tillsonburg { lve	.....	7 23	10 25	4 05	.....
8 46	3 15	12 10	100.99	arr } Tillsonburg { lve	.....	7 20	10 05	3 55	.....
.....	3 20	12 25	105.29	.....Jct. { arr	.....	.....	.....	.....	.....
8 50	3 48	12 33	113.55	.....Corinth.....	.....	7 10	9 50	3 48	.....
8 59	4 12	12 46	118.49	.....Aylmer.....	.....	6 56	9 25	3 36	.....
9 12	4 34	12 54	122.64	.....New Sarum.....	.....	6 45	8 45	3 26	.....
9 20	5 00	1 05	123.95	.....C. P. R. Crossing.....	.....	.....	.....	.....	.....
+ 9 30	+ 5 25	+ 1 05	123.95	ARRIVE St. Thomas LEAVE	.....	+ 6 35	+ 8 30	+ 3 15	.....
P.M.	A.M.	P.M.				A.M.	A.M.	P.M.	
25	27	75	73	STATIONS		74	26	28	
Pass.	Pass.	WayFt	WayFt			WayFt	Pass.	Pass.	
A.M.	P.M.	A.M.	A.M.	LEAVE	ARRIVE	P.M.	A.M.	P.M.	
.....	.....	+ 8 00	123.95	.....St. Thomas.....	.....	+ 7 15	.....	.....	.....
.....	.....	8 15	128.58	.....Paynes.....	.....	6 55	.....	.....	.....
.....	.....	8 17	129.28	.....M. C. R. Crossing.....	.....	6 48	.....	.....	.....
.....	.....	8 25	132.68	.....Bairds.....	.....	6 40	.....	.....	.....
.....	.....	8 40	136.17	.....Lawrence.....	.....	6 30	.....	.....	.....
.....	.....	8 45	138.46	.....Thames River.....	.....	6 23	.....	.....	.....
.....	.....	8 50	140.59	.....Middlemiss.....	.....	6 17	.....	.....	.....
.....	.....	9 05	146.16	.....Ekfrid.....	.....	6 00	.....	.....	.....
.....	+ 10 15	.....	151.59	arr } Glencoe { lve	.....	+ 5 44	.....	.....	.....
+ 7 25	+ 3 25	+ 10 30	157.64	lve } Ferguson's Crossing { arr	.....	+ 7 10	+ 3 15	.....	.....
7 34	3 34	10 43	162.44	arr } Alvinston { lve	.....	6 58	3 05	.....	.....
7 40	3 40	10 55	169.54	lve } Lawrence & Saunders Sg. { arr	.....	6 50	2 58	.....	.....
7 49	3 52	11 15	172.50	arr } Kingscourt Jc. { lve	.....	6 38	2 48	.....	.....
7 55	4 00	11 25	185.99	lve } Petrolia { lve	.....	6 30	2 40	.....	.....
+ 8 25	+ 4 30	+ 12 40	193.89	arr } Sarnia Tunnel { lve	.....	+ 6 00	+ 2 10	.....	.....
+ 9 35	+ 9 25	+ 12 30	193.89	ARR (See page 14) LVE	.....	.....	.....	.....	.....
A.M.	P.M.	P.M.	A.M.			P.M.	A.M.	P.M.	

Dummy Car Service between Black Rock, N.Y., and Bridgeburg, Ont., over the International Bridge, leaving each side about every forty minutes, first trip leaving Bridgeburg 7.00 a.m., last trip from Black Rock 6.20 p.m., or on arrival of last Belt Line train.

Grand Trunk Railway Public Timetable Dec 7, 1902

The Great Western Railway "Air Line"



O-141

Proof Date - 1887/06/09

Period 1887-1898



O-55 Hammer I

Proof Date - Unknown

Period 1898-1913



O-55 Hammer II

Proof Date - Unknown

Period 1898-1910



O-53

Proof Date - 1910/23/10

Period 1911-1924



O-54

Proof Date - 1914/10/29

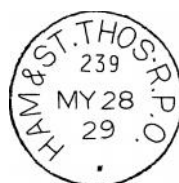
Period 1915-1924



O-124

Proof Date - 1914/03/14

Period 1915-1924



O-110A

Proof Date - 1926/09/26

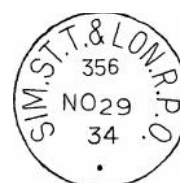
Period 1926-1930



O-318A

Proof Date - 1931/06/27

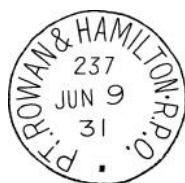
Period 1931-1932



O-319

Proof Date - 1932/12/17

Period 1932-1938



O-295

Proof Date - 1926/07/06

Period 1926-1949



O-295A

Proof Date - 1949/11/22

Period 1950-1956



O-55A

This private clerk stamp is found as a transit backstamp on a registered cover from Hong Kong to Walsingham Centre (*South Walsingham Township, Norfolk County; the post office was named Walsingham after 1914.*). It arrived in Toronto on December 24, where it was put on board the Toronto & London R.P.O., westbound Train 21, the following day. The next transit mark is this Canfield Junction & St. Thomas R.P.O. clerk's handstamp, eastbound Train 66, followed by a Port Rowan backstamp on Christmas morning, with arrival at Walsingham on Boxing Day.

Further studies may reveal multiple hammers for some of these listings, particularly O-141, in addition to the two hammers of O-55 identified by Brian Stalker.

There is also a very rare cancellation, **O-110 HAM. & PT. ROWAN / R.P.O.** , which is reported used in 1932. No proof date is known and no illustration is available.

The Story of Depot Harbor - illustrated with a new find

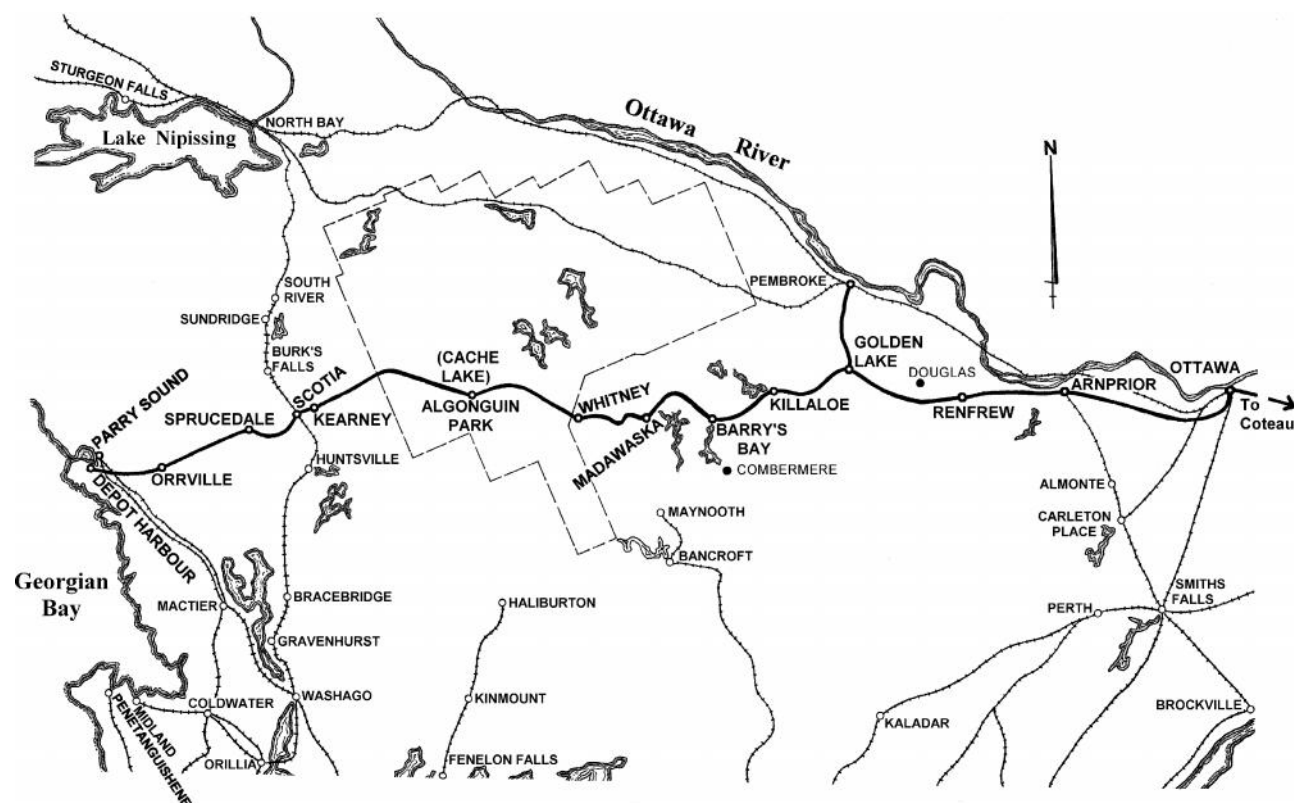
From Chris Anstead

Depot Harbor, the rail terminus for the Ottawa & Depot Harbor and the Ottawa & Parry Sound RPO postmarks is the creation of John Rudolphus Booth. The original "J.R.", he started life on a farm but guided by his vision and using some unconventional business practices he built a timber and rail empire. While operating a modest shingle mill he underbid the lumber barons and was awarded the contract for the timber used in the construction of the Parliament Buildings in Ottawa. He used horses rather than oxen to draw the timber for this contract - the first of his innovations.

Booth dressed as a labourer and attended an auction for an immense tracts of mature pine and with a prearranged wink of an eye won at a great price. His sawmill at the Chaudiere Falls on the Ottawa River (at the foot of Booth Street in Ottawa) was chosen for water power. To bring his wood to the mill and from there to markets he conceived of a railway linking Georgian Bay, the vast timber reserves of Algonquin Park, his mill in Ottawa and the Eastern seaport in Boston.

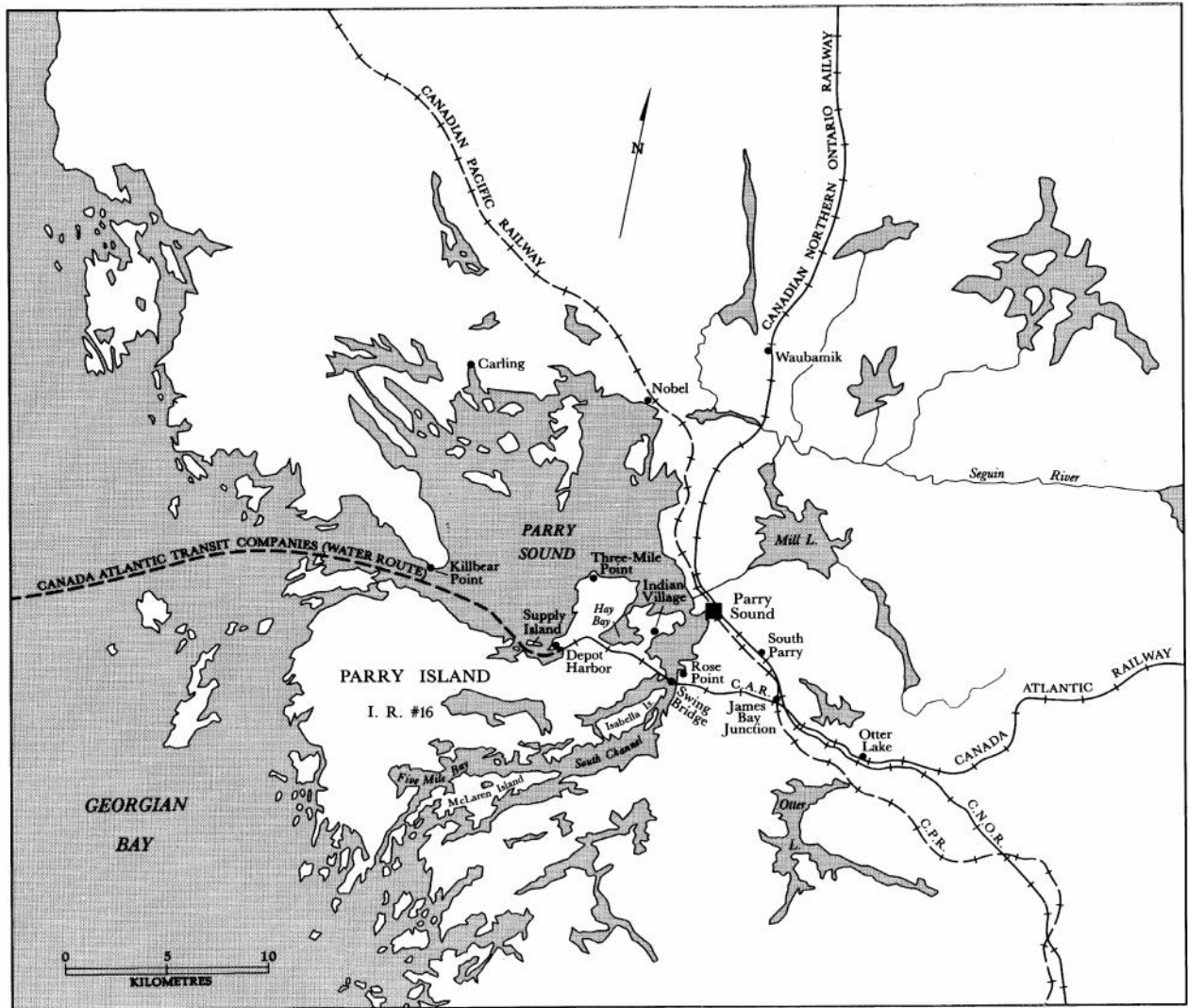
With innovative engineering and creative financing he first connected his mill in Ottawa with the Central Vermont Railroad, crossing the St. Lawrence River first at Coteau by ferry and later by bridge at Valleyfield.

To complete his vision, Booth turned his eye westward. His companies, Ottawa, Arnprior and Renfrew Railway Company, Ottawa and Parry Sound Railway Company and the Parry Sound Colonization Railway Company had constructed most of the line by 1894, but fell short of Georgian Bay by 3 miles. Land speculators in Parry Sound held out for exorbitant land prices which Booth refused to pay. He out-maneuvered them by building his terminus five miles southwest on Parry Island which was Indian Reservation No. 16. This was an excellent deep water harbour with enough vacant land for the planned town site of Depot Harbor, rail yards and grain elevators.



The full line became operational on December 22, 1896. Upon completion, Booth amalgamated his whole system - from Georgian Bay to the Vermont border with access to the eastern seaboard as the Canada Atlantic Railway (CAR). In 1898 Booth set up the Canada Atlantic Transit Company to operate a fleet on the upper Great Lakes. In 1904 at the age of 77, Booth sold his rail and shipping interests to the Grand Trunk Railway for 14 million dollars and "retired" to running his mill operations for another 20 years.

The Story of Depot Harbor - illustrated with a new find From Chris Anstead



DEPOT HARBOR, PARRY ISLAND, PARRY SOUND AND AREA, 1905-1908.

A 1908 Grand Trunk timetable shows that westbound passengers could reach Parry Sound by transferring to the Canadian Northern Ontario Railway for a short ride to Parry Sound. This 3 mile line had been purchased by William Mackenzie and Donald Mann in 1901 as their first acquisition in eastern Canada. More would be acquired in building their Canadian Northern Railway. By 1925 the connection to Parry Sound for passengers was made in a bus.

In the end the Ottawa and Depot Harbor line could not match the industry of the beaver. In 1933 flooding from a beaver dam washed out a section of rail. These problems continued and the rail line between Depot Harbor and Ottawa was broken when a section closed in 1940.

Railway Mail service between Ottawa & Depot Harbor and Ottawa & Parry Sound

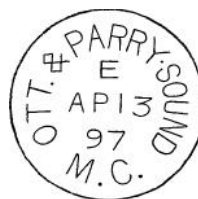
O-244 OTT. & PARRY SOUND / M.C.

Proof: 1894/02/02

ERD: 1894/02/28

LRD: 1906/08/31

Directions: E, W



This postmark was prepared and used before Georgian Bay had been reached. The intention was to have the terminus in Parry Sound. Prior to 1896/12/22 the route was under construction.

The Story of Depot Harbor - illustrated with a new find
From Chris Anstead

O-218 TRAIN N^o / OTT. & DEPOT H'B'R. R.P.O.

Proof: ?

ERD: 1907/04/18

LRD: 1920/12/01

Trains: 9, 47, 51, 52, 53, 60



With this postmark the RPO run is corrected to reflect the actual route followed.

O-216 OTTAWA & DEPOT HARBOR · R.P.O. / .

Proof: 1919/01/09

ERD: 1919/03/08

LRD: 1921/01/12

Trains: 47, 51, 52



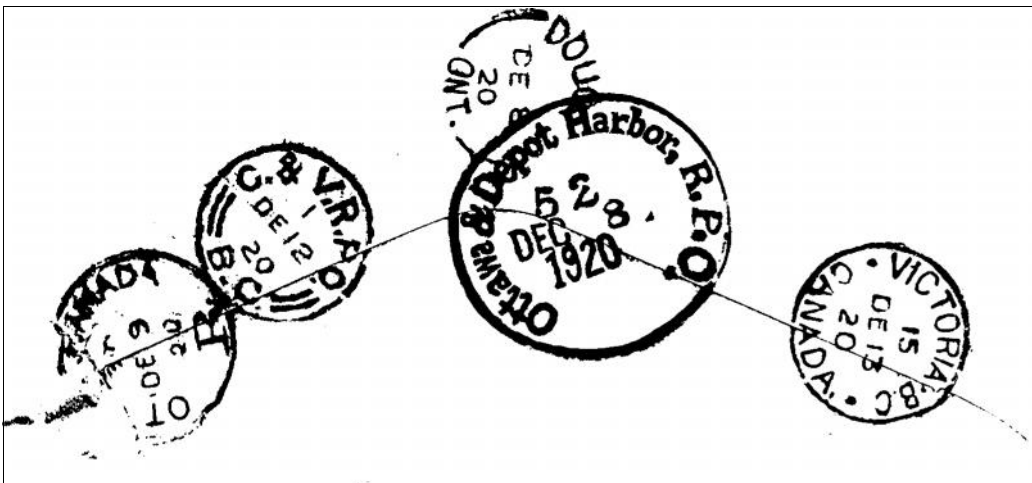
Ottawa & Depot Harbor, R. P. O.

New Report: no number assigned

Proof: ?

Only known Date: 1920/12/08

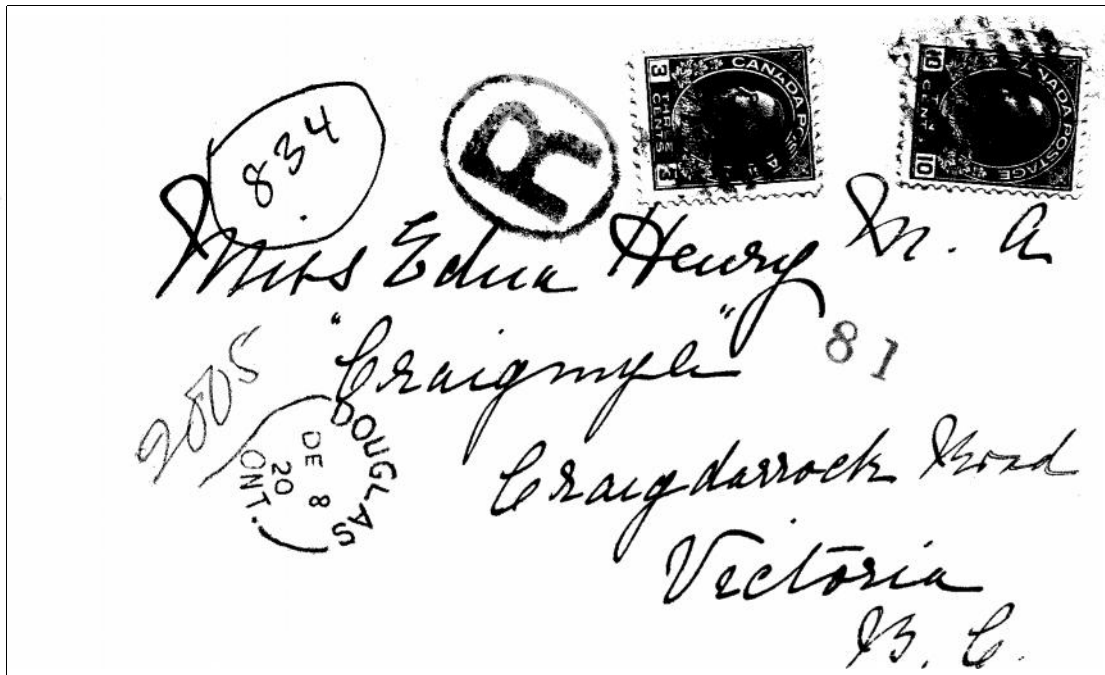
Train: 52



This registered cover was posted DEC 8, 1920 from Douglas, Ontario. This town, a station near the railway, was the site of one of J. R. Booth's sawmills. On its way to Victoria, BC, the cover first headed east on train 52, receiving a large rubber stamp "Ottawa & Depot Harbor R.P.O." This is the first report of this postmark. Similarly sized rubber datestamps were proofed for this R.P.O. in 1919 but they have different text and have not yet been seen on mail.

Transit marks of Ottawa - Canada Registered, dated the next day and Calgary & Vancouver R.P.O., DEC. 12, Train 1 (W-30o), show the routing on the way to receipt in Victoria DEC. 13.

The Story of Depot Harbor - illustrated with a new find
From Chris Anstead



O-243 OTTAWA & PARRY SOUND R.P.O. / .

Proof: 1921/01/25

ERD: 1921/02/25

LRD: 1942/06/14

Direction/Trains: E, 47, 52, 89,
90, 92



The change to Parry Sound may signal better mail connections between the Depot Harbor and Ottawa line and the short run into Parry Sound.

By 1921 the Canadian Northern Railway and the Grand Trunk Railway were being consolidated into Canadian National Railway. This may have prompted a change in the RPO routing. A 1925 timetable shows passengers bound for Parry Sound transferring to a bus. Further research might reveal how the mail and the mail clerks travelled. By 1934 service between Ottawa and Parry Sound was discontinued. The mail run was limited to the eastern portion only (trains 89, 90, 92).

O-209 OTT. & B. BAY R.P.O. / .

Proof: 1942/06/22

ERD: 1942/07/01

LRD: 1958/10/03

Trains: 89, 90, 169, 170



Service was further reduced with the RPO operating between Ottawa and Barry's Bay.

O-232 Ott. & Madawaska R.P.O. / J. A.EAN



One of two private clerk stamps used on the railway is this partial strike in red. It is found as a transit backstamp on a registered cover, which originated at Combermere, Ontario on May 4 and was addressed to Peterborough, Ontario. It was probably transferred to the eastbound train at Barry's Bay, the following day and arrived in Ottawa on May 5. Arrival in Peterborough was on May 6.

**The Story of Depot Harbor - illustrated with a new find
From Chris Anstead**



J. R. Booth

.....

The Caboose

Claude Michaud reports a new late date, June 22, 1881 for listing **MA-2**.



Peter McCarthy comments on an item in the last newsletter, as follows;

The Hereford Rwy. page 1650. The routing explained does not make sense. I think what happened is quite simple. Received Montreal April 2 and put aboard the Montreal - St. John eastbound. The postal clerk didn't change the direction on his hammer as so often happened. The letter was left at Cookshire the early morning of the 3rd. Upon forwarding to Island Brook, which was and still is an extremely small community, the postmaster learning of Mr. Corrigan's move to Sherbrooke, re-addressed the letter, backstamped it and sent it off to Cookshire, being received the following day and put on the first train, which was the Hereford Rwy to Dudswell, where it was no doubt transferred to the Q.C.'s train to Sherbrooke. I doubt very much the letter went to Lake Megantic as might be presumed by the direction of the initial R.P.O. hammer.

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