



In this issue, we look at what I believe to be the shortest Canadian R.P.O. run. It briefly ran for a distance of less than 15 miles, between Galt and Waterloo, Ontario, before being extended northward beyond Waterloo, to Elmira.

Then we move east to New Brunswick for a study of the Albert Railway.

Bill Topping has sent a short article about the opening to the public, of a restored R.P.O. railway car at the West Coast Railway Heritage Park at Squamish, B.C., which took place on August 26, 2001. The article was first published in the British Columbia Postal History News Letter, edited by Bill. In exchange, he is reprinting the article by R.F. Marriage, which appeared in the January-February issue of this newsletter.

Upon invitation, your editor entered 6 issues of the newsletter, from March-April, 2001 to January-February, 2002, in the Sixth National Philatelic Literature Exhibition held in Ottawa on May 4-5, 2002. It was awarded a **Silver-Bronze**. I hope our readers think more highly of our efforts than did the judges!

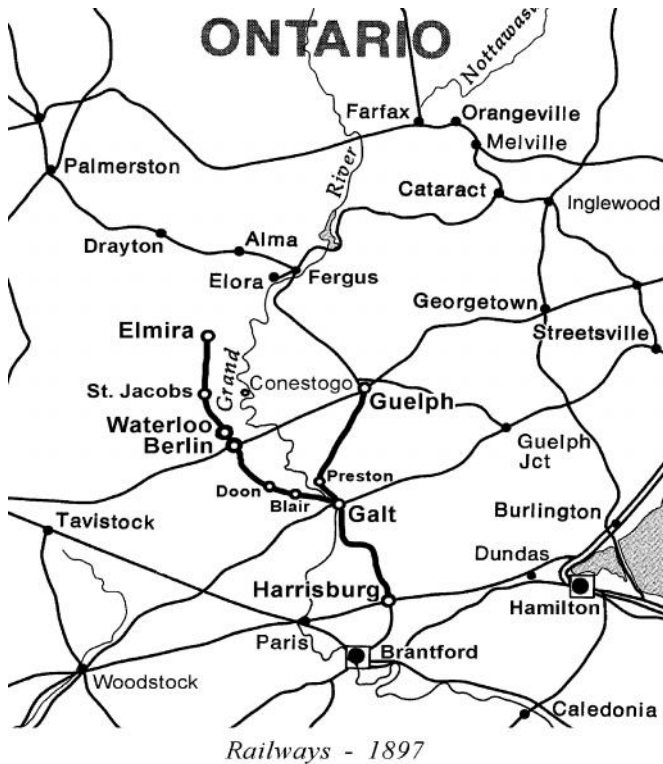
Jim Felton writes as follows, about his book mentioned in the previous newsletter (*Page 1697*).

"Yes, I did the U.S. Narrow Gauge monograph. It has been doing moderately well with the narrow gauge rail-fan crowd. I sent out some review copies to publications in this field. Haven't heard how MPOS has done other than automatic distribution to sustaining members, etc. A few people have sent updates so the revised edition is already in the works, as well as a companion work getting into greater detail — long time down the road, however."

"Besides the satisfaction of putting such a list together, another true pleasure has been spending time with Bob Richardson, 91 year old co-founder of Colorado RR Museum, etc, etc, who got a national gold back in the 1930s, with his narrow gauge RPO exhibit — and was thus invited to write a piece for the 2nd Congress book per the Richard Graham review in Linn's."

"Anyway, if any of the R.P.O. Study Group members are interested, I have a few more copies I would sell for the equivalent of \$10 U.S. plus postage which means \$11.50 for U.S. addresses or \$12.50 for Canadian addresses. Anyone interested can contact me at my roster address, Box 209, New Riegel, OH 44853 (since that's where my extra copies are)."

Grand Trunk Railway Galt & Waterloo

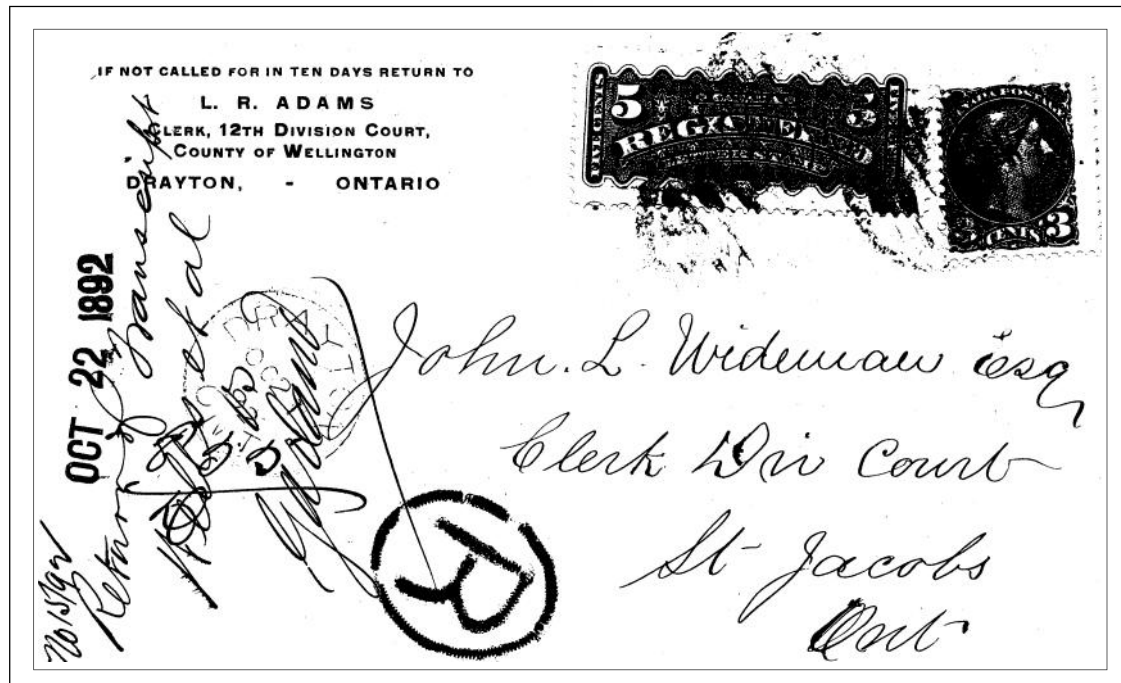


In 1855, the **Great Western Railway** completed a 15 mile long branch line from Harrisburg, via Galt, to Preston. Two years later, two extensions were built from Preston, one to Guelph and the other to Berlin. Shortly afterward the southern end of the line from Preston to Berlin was rerouted to the south of Preston. These short lines became part of the **Grand Trunk Railway** in 1884, when it merged with the Great Western Railway.

In 1891, the line to Berlin was extended 12 miles northward, through Waterloo, to Elmira.

The earliest railway post office service began in 1892, between Galt and Waterloo. In 1893, the run was extended to Elmira.

The branch between Preston and Guelph saw its first railway post office car in 1893, when a Harrisburg-Southampton service was initiated, via Guelph and Palmerston.



O-79

GALT & WATERLOO / • M. C. • N, OC 22, 92

This registered cover originated at DRAYTON, ONT., OC 21, 92. The next day, it was put on board the southbound, Wellington, Grey & Bruce Railway post office car, where it received a transit backstamp and was placed in a sealed bag for Berlin. It was likely transferred to a westbound G.T.Ry. train at Guelph. At Berlin, the letter was put on board the northbound, Galt & Waterloo mail car, backstamped and placed in a bag for St. Jacobs, where it arrived on October 22.



RR-187

Proof Date

February 9, 1892

ERD 1892/05/23

LRD 1893/03/07

Grand Trunk Railway Galt & Elmira

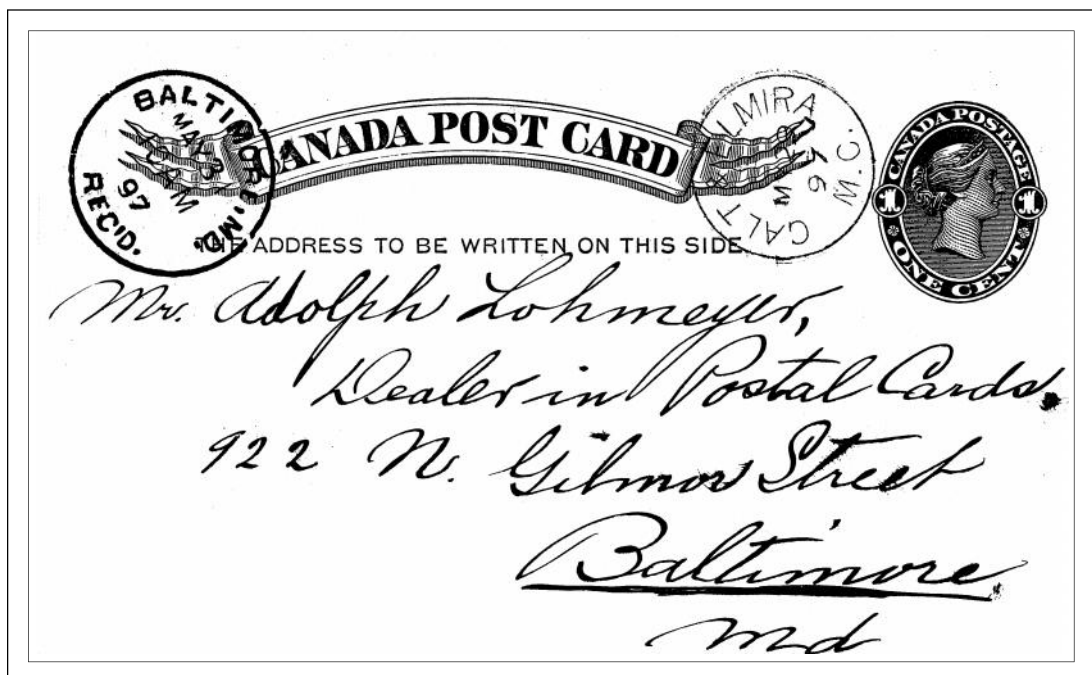
BRANTFORD AND GALT TO ELMIRA									
TABLE No. 107		51	53	55	57	59	61		
Eastern Time		Pass.	Pass.	Pass.	Pass.	Pass.	Pass.		
Miles	Leave	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.		
0	Brantford.....			† 8.55		† 4.05			
7.40	Harrisburg..... ▲▲			† 9.35		† 4.30			
19.23	Galt (W.G. & B. Stn.)... Arr			† 10.05		† 4.55			
	Omnibus Transfer								
	Galt (W.G. & B. Stn.)... Lve			† 10.20		† 5.05			
	Galt (G. & E. Stn.)... Arr			† 10.30		† 5.15			
0	Galt (G. & E. Stn.)... *Lve	† 7.20		† 10.35		† 5.30			
4.03	Blair.....	7.30		10.45		5.40			
6.03	Doon.....	7.35		10.50		5.45			
8.84	German Mills.....	f 7.41		f 10.57		f 5.52			
12.90	Berlin..... { Arr	† 7.50		11.10		6.05			
	{ Lve		† 9.10	11.30	† 3.40	6.20	† 9.18		
14.59	Waterloo.....		9.20	11.40	† 3.50	6.26	9.24		
18.72	Heidelberg.....			11.50		f 6.36	f 9.34		
20.54	St. Jacobs.....		9.30	11.55		6.40	9.38		
24.63	Elmira.....		† 9.45	† 12.05		† 6.50	† 9.48		
	Arrive	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.		

Train signs are as follows: *Daily. †Daily except Sunday. f Stops on signal
 •Junction points. ▲Refreshment Station. ▲▲Lunch Counter.

G.T.Ry. Public Timetable November 26, 1912

The timetable shows that the Galt-Waterloo run was less than 15 miles long and that the later Galt-Elmira run was less than 25 miles long.

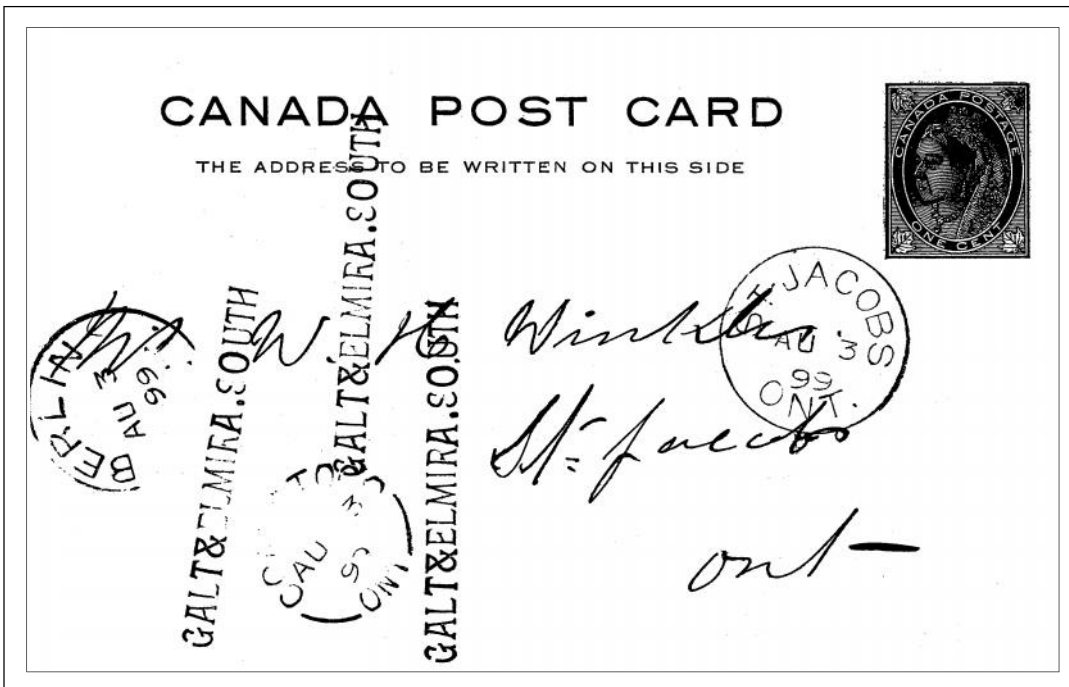
The first cancellation, for the extended run to Elmira, was proof struck on April 20, 1893 and is reported used from December 11 of that year, until January 20, 1913, with either a N or S direction indicator.



O-77 GALT & ELMIRA / M. C. S, MY 29, 97

This post card from Waterloo was received at Baltimore at 10 AM on May 31.

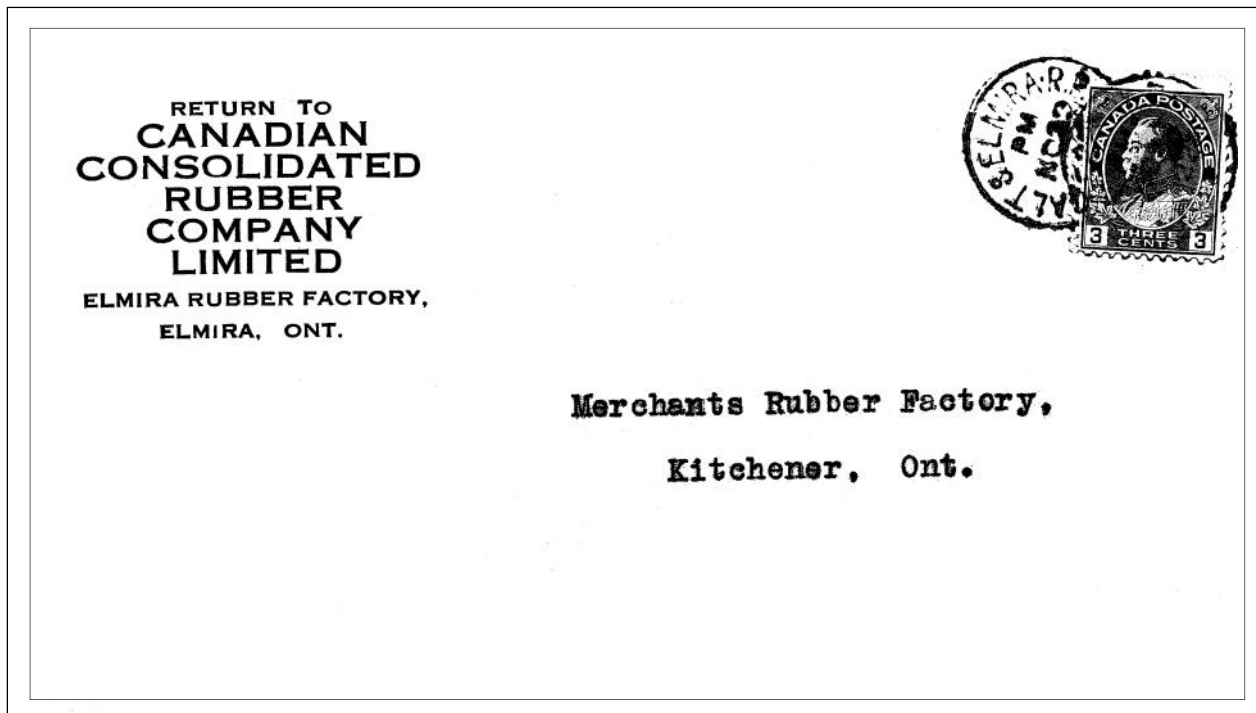
Grand Trunk Railway Galt & Elmira



O-77A GALT & ELMIRA . SOUTH (AUG 3, 99)

This post card, from Conestogo to St. Jacobs, was apparently misdirected to the southbound, Galt & Elmira mail car, where the clerk postmarked it three times, with a straight-line device normally intended only for facing slips and internal post office forms. It arrived at Berlin before being returned north, to St. Jacobs and arrived there the same day.

GALT & ELMIRA . SOUTH



O-78 GALT & ELMIRA . R. P. O. / . PM, NO 29, 22

On August 29, 1913 a new cancellation to replace O-77 was proof struck. It is reported used from October 14, 1913 until May 2, 1924, with direction indicium S or time indicium PM.

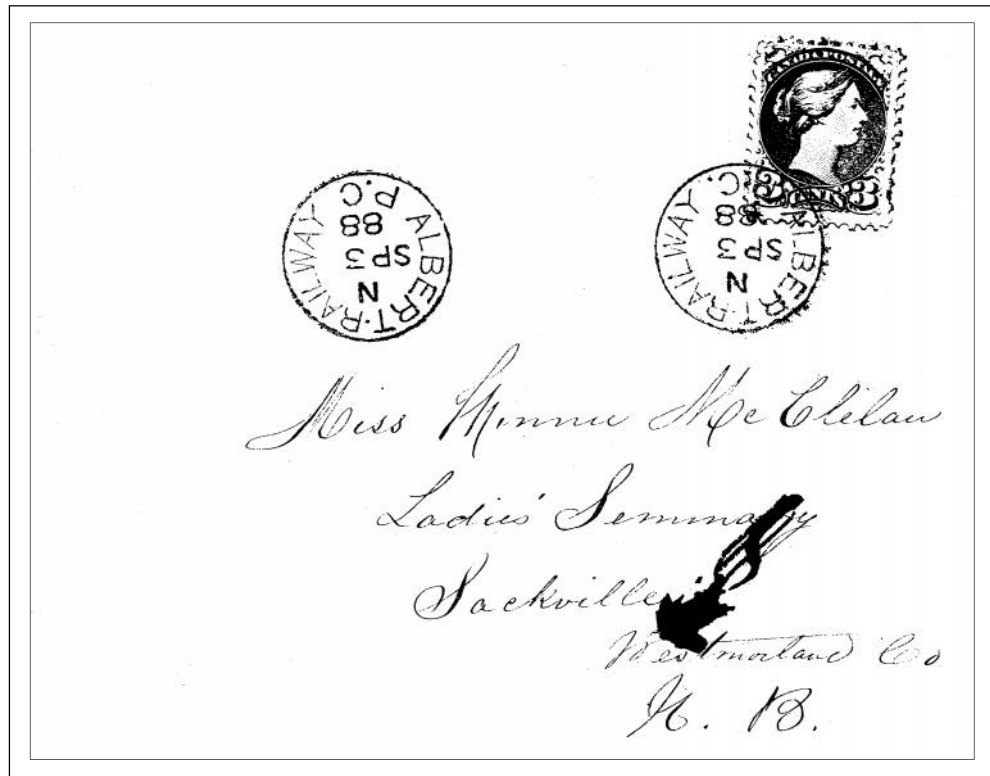
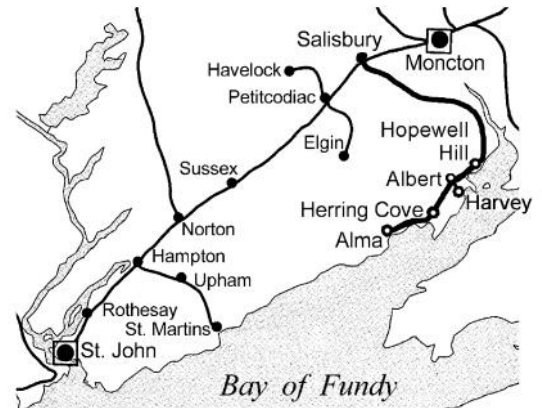


ALBERT RAILWAY

Named for the County of Albert, New Brunswick, through which it ran, the **Albert Railway** opened for traffic on October 4, 1877, between Albert and Salisbury. At Salisbury, it connected with the Intercolonial Railway. By 1891, the railway had defaulted and come under new ownership and was renamed the **Salisbury & Harvey Railway**, to recognize an extension to Harvey.

The extension from Albert to Harvey had been completed in 1880 and was known as the **Harvey Branch Railway**. The extension from Albert to Herring Cove was completed in 1888 and a further extension from there to Alma was opened in 1891. These extensions were known as the **Albert Southern Railway**. In 1900, the Albert Southern Railway was abandoned.

The first cancellation appearing on the line, is reported used from June 27, 1885 until December 26, 1893. Both N and S direction indicia were used.



RR-1

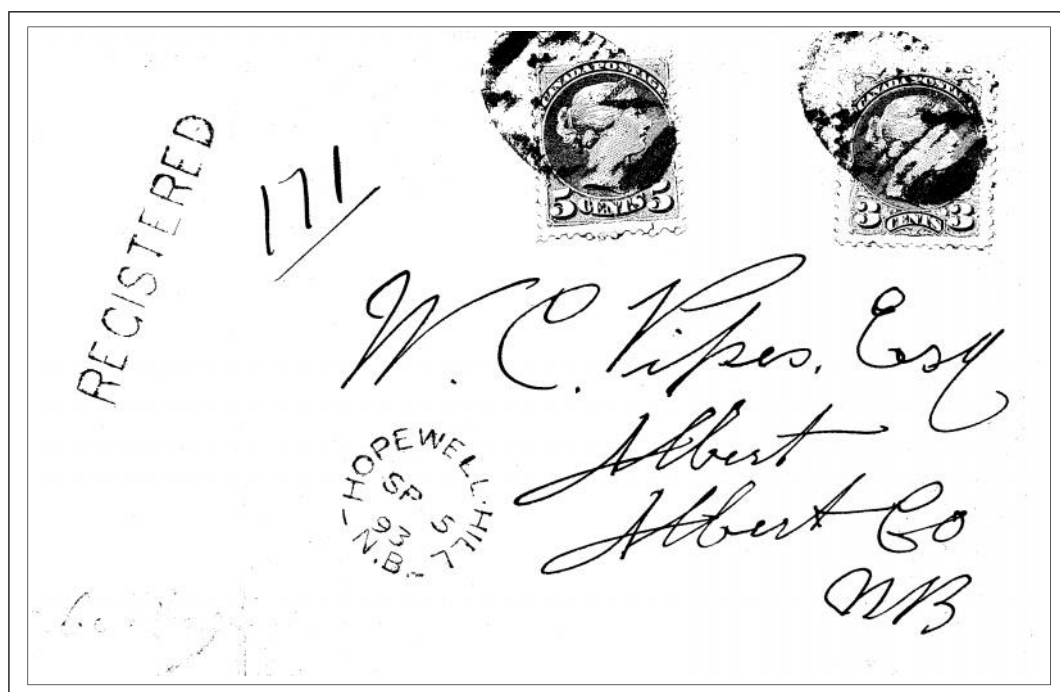
ALBERT RAILWAY / P. C. N, SP 3, 88

The Sackville receiving backstamp is dated the same day.

It is often the case with R.P.O. cancellations, that examples used in one direction are much scarcer than the other. Letters travelling toward major centres were often posted at the station and addressed to business concerns, which filed and retained the correspondence. Eventually some of these hoards fell into collectors' hands and survived to be studied. Letters travelling outward on the railway from larger communities had already been cancelled before being handled by the R.P.O., which then only applied transit markings to registered mail.

The following cover has **the first reported example** of RR-1 with the rare "S" direction indicium.

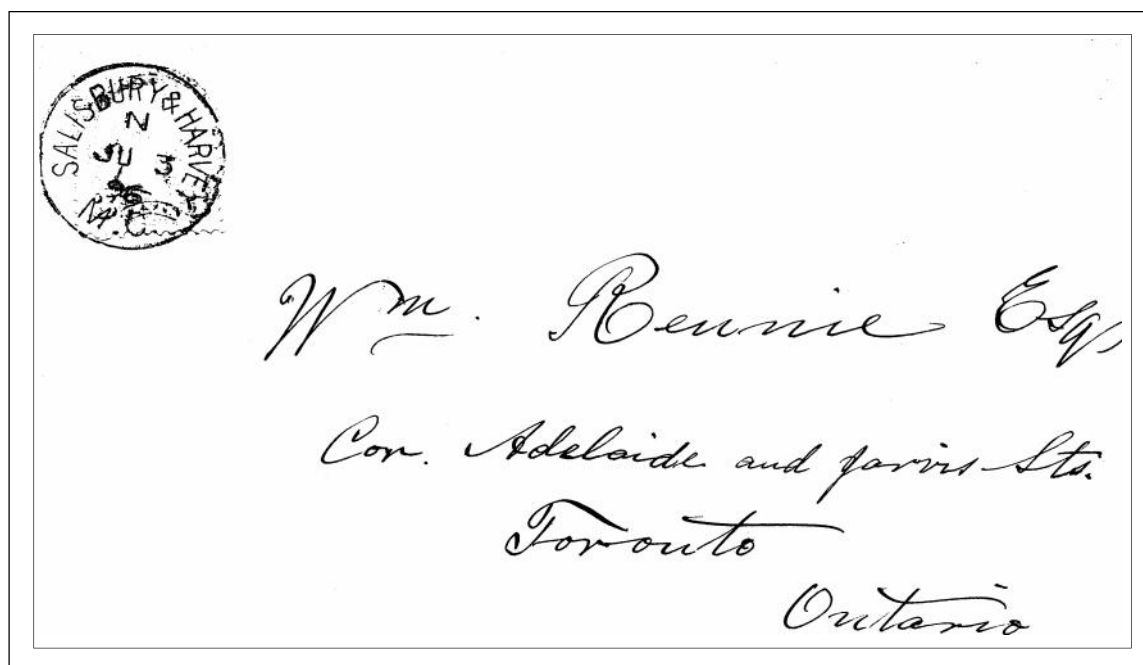
SALISBURY & HARVEY RAILWAY



RR-1 ALBERT RAILWAY / P. C. S, SP 5, 93

The Albert receiving backstamp is also dated September 5.

The second cancellation used on this line was proof struck on July 26, 1894. The earliest reported date of use is August 16, 1894; the latest reported date is March 24, 1913. Direction indicia used were N, NO (*November month slug used as a substitute for N*) and S. Southbound examples are much scarcer than northbound.



MA-237

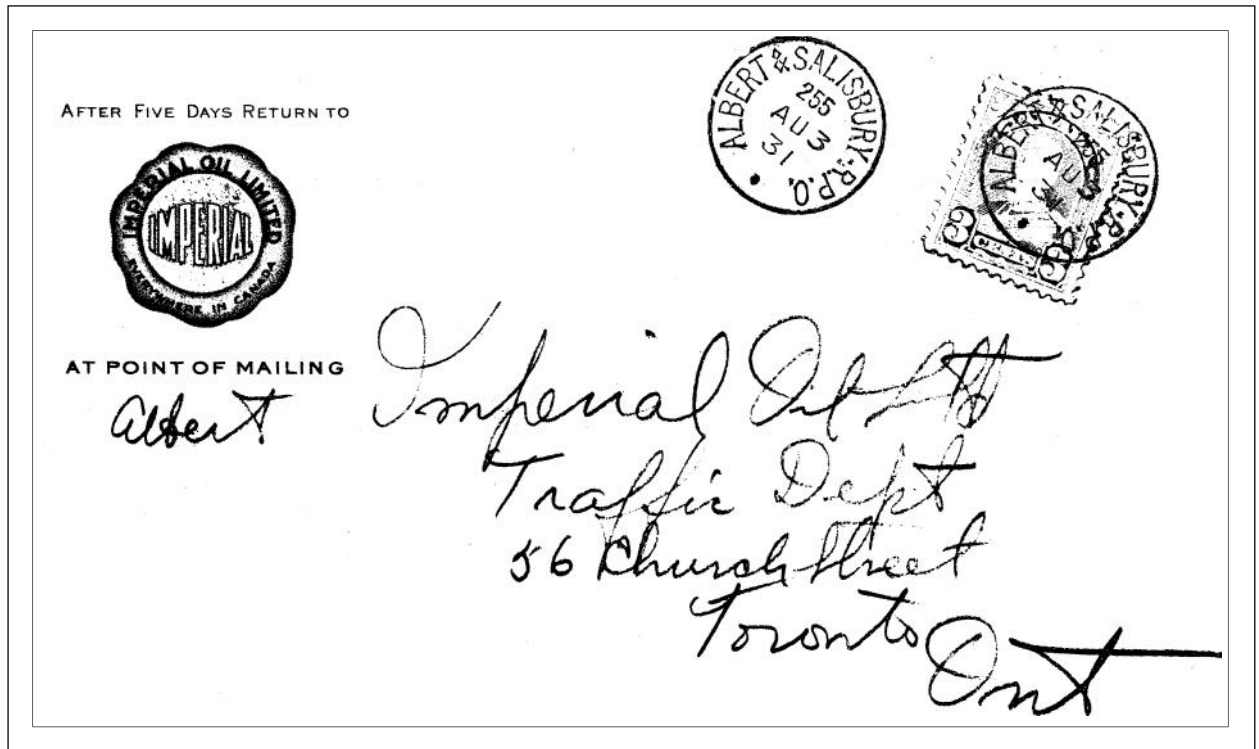
SALISBURY & HARVEY / M. C. N, JU 3,
96

The Toronto receiving backstamp is dated June 5, 1896.



SALISBURY & ALBERT RAILWAY

The Salisbury & Harvey Railway changed its name to the **Salisbury & Albert Railway** in 1909. In 1918, the federal government acquired the bankrupt operation and turned it over to the **Canadian Government Railways**. Shortly thereafter, the line became the Albert Subdivision of **Canadian National Railways**.



MA-1 ALBERT & SALISBURY · R. P. O. / . 255, AU 3, 31

The last postmark for the line was proof struck on December 5, 1912, to replace MA-237. The earliest known date of use is July 10, 1913; the latest date is June 9, 1938. N or S direction indicators were used until about 1930, followed by train numbers 255 and 256. The S direction and train 256 are scarce.

SALISBURY AND ALBERT				
256 P.M.	Miles	TABLE No. 48 Atlantic Time	255	
		Lv. Ar. A.M.		
†12.01	0.0	Salisbury, N.B.	†9.45	
12.12	2.9	Price	9.33	
12.17	4.1	Coverdale	9.28	
12.42	9.7	Turtle Creek	9.03	
12.57	13.7	Baltimore	8.50	
1.07	16.8	Stoney Creek	8.40	
1.20	17.8	Water Tank	8.25	
1.27	19.7	Salem	8.18	
1.35	21.7	Weldon	8.10	
2.05	24.3	Ar. Hillsboro	7.55	
2.20	28.7	Lv. Hillsboro	7.39	
2.25	30.0	Albert Mines	7.34	
2.38	32.8	Woodworth	7.21	
2.40	34.9	Curryville	7.13	
2.58	37.6	Cape	7.01	
3.12	42.0	Daniel	6.47	
3.25	44.0	Hopewell Hill	6.34	
3.30	44.7	Riverside	6.30	
		Albert, N.B.		
		Lv. A.M.		

Canadian National Railways Public Timetable 1924

Today, only the portion of the line between Hillsborough and Baltimore remains. It is owned by a division of the Canadian Railroad Historical Association, which operates tourist trains during the summer, as the Salem & Hillsborough Railroad.



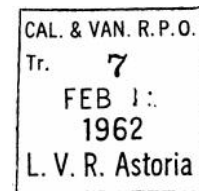
Restored C.P.R. Railway Mail Car 3704

On August 26, 2001, the newly restored Canadian Pacific Railway Mail Car 3704 was officially opened to the public at the West Coast Railway Heritage Park at Squamish, B.C. The rail car has been completely restored by the Vancouver Fraser Heritage Club and Canada Post employees living in the Vancouver area. Fred Danells, the former Vancouver Mail Processing Plant manager, organized the restoration project. He was assisted by many active and retired postal employees, as well as members of the West Coast Railway Association. A special "CAL. & VAN. R.P.O." handstamp, dated August 26, 2001, was provided by Canada Post to commemorate the event.



Rail Car 3704 was manufactured in Montreal in 1949 and served on the Vancouver-Calgary route from 1963, until the R.P.O. service ended in 1965. Thanks to the assistance of former R.P.O. mail clerks, the interior of the car has been fully restored and includes the original Open Dump and Cull Table, the First Class Sortation section, the 2nd and 3rd class Bundle Sortation and the 4th class Parcel Post Bag Sortation areas. The original pigeonhole Paper Sortation and A6 despatch areas have been completely restored, as well as the Registration Operations area. The Catch Arm System, as well as an original Catch Arm and Catch Post have been installed. Also restored are the original Rail Mail Clerk locker, rest room facilities and a drinking fountain. There is even an Accuracy and Efficiency Sortation Practice Case for visitors who wish to try their hand at sorting mail. Thanks to the assistance of Canada Post, there is an ample supply of mail, facing slips and bag tags on display, making the visitors feel that the car is still in use.

The opening was planned to honour all those who had served as Railway Mail Clerks in British Columbia and ten retired mail clerks were in attendance. Among those present were two who are known to R.P.O. collectors, as their names appear of facing slips; they are Louie Astoria (**W-26Ja**) and Ralph Spence (**W-26Fe**). Mr. Spence would like to know if any R.P.O. collector has a cover bearing his handstamp.



W-26Ja

Period 1962-1965



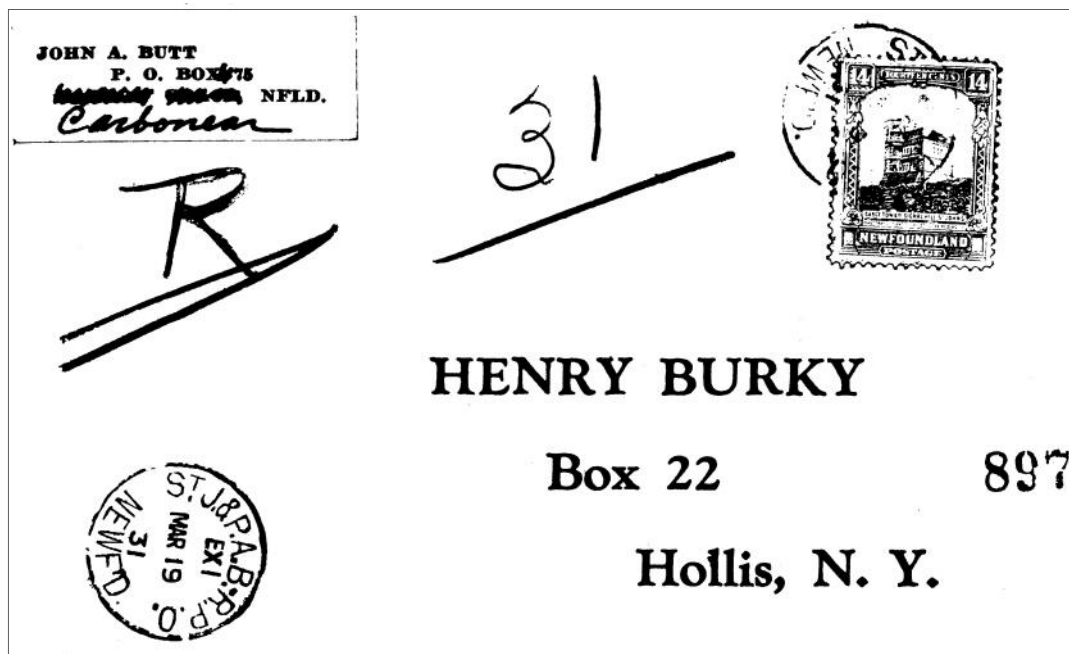
W-26Fe

Period 1959-1965



A Newfoundland Registered Cover

This unusual registered cover originated on the **St. John's & Port Aux Basques R.P.O.** The R.P.O. clerk did not have a registration postmark and therefore used a blue pencil to write a large "R" and registration number, "31". The stamp is tied with the **N-100, hammer I**, R.P.O. cancellation, in addition to the free strike below the "R". The Hollis, New York arrival backstamp is dated March 25, 1931.



A Hammer Study for O-349 from Brian Stalker

In 1898, the London, Hamilton & Toronto postmarks were replaced by the following two hammers;



Hammer I



Hammer II

TOR. HAM. & LONDON · R^Y P. O.

Diagram showing the layout of the text with dimensions:

- 'b' is the width of "TOR.".
- 'a' is the width of "HAM. & LONDON · R^Y P. O.".
- 'c' is the width of "R^Y".

Hammer	Proof Date	ERD	LRD	Indicia	a	b	c
I	unknown	1898/06/07	1908/08/31	E, W	6 1/2 +	4 1/2	5 +
II	unknown	1898/06/08	1942/04/11	E, W, 4, 12, 15, 16, 77, 79, 87, 94	5 1/2	5 +	6 1/2

There is a mid-position dot between R^Y and P.O. on hammer II that is absent on hammer I.

The Caboose



Ross Gray has found a previously unreported train #34 for **hammer III of MA-80** on a picture post card addressed to Toronto. The postmark is dated DE 6, 15. (Train 34 has previously been reported for the basic listing, MA-80 but the hammer is currently unknown.)

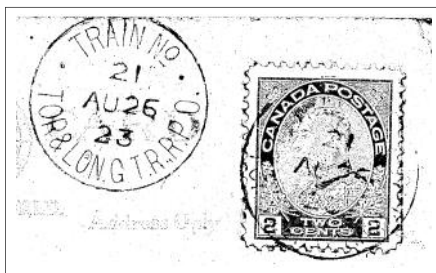
Jim Felton reports a new late date for **MA-232**. Jim's find is a partial strike dated E, OC 27, 96, on a 2c postal stationery post card, from St. Stephen, NB to Vienna, Austria. The previous LRD was May 22, 1895.

A real hammer study enthusiast, Jim reports finding an earlier date, E, AU 6, 98 for **O-181, hammer II**. The previous ERD was November 22. (See page 1695)

Jim also has found a match for the ERD, June 28, 1930 for the sole hammer of listing **W-9**. His example also has the scarce train number 133.

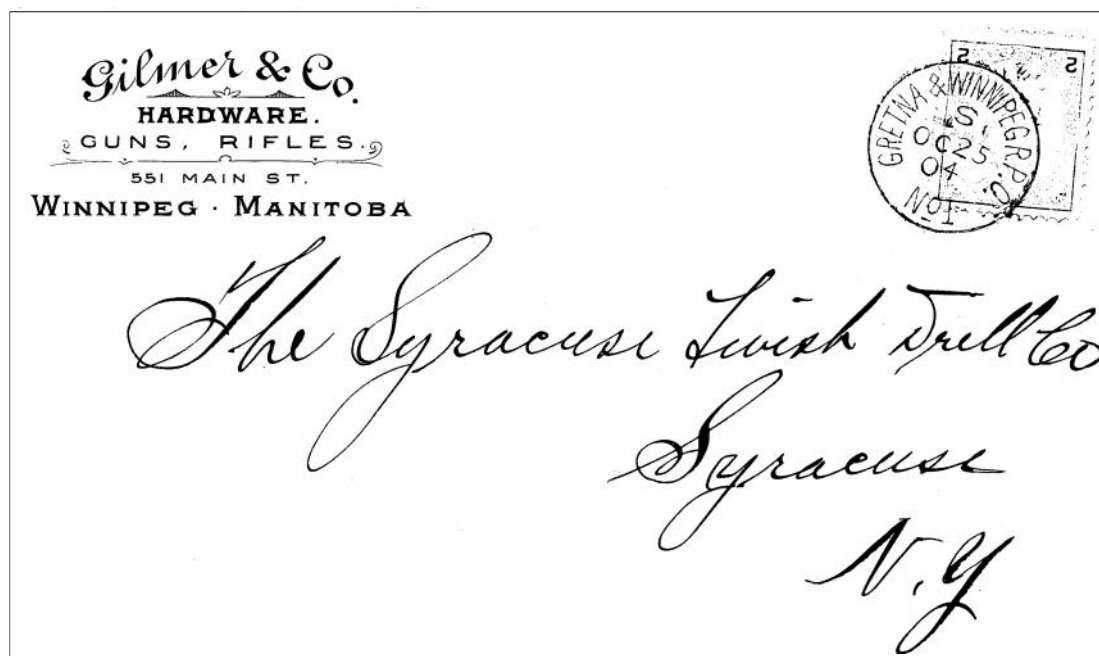


W-9 Proof Strike



Found by **Ross Gray**, on a Toronto view, picture post card, addressed to Indiana, is this new earliest reported date, AU 26, 23 for **O-355C, TRAIN N^o / TOR. & LON. G.T.R. R.P.O.**, which was proof struck on January 19, 1923. The latest reported date is February 8, 1924. Only train 21 is known.

Another find by Ross, is this nice Winnipeg corner card, 2 cent Edward cover to Syracuse with **W-53, GRETNA & WINNIPEG R. P. O. / N^o 1, S, OC 25, 04**. This is the first report of an S direction indicium and a new early date for the listing. The hammer was proof struck on June 2, 1904.



WANTED - P.E.I. R.P.O.s on cover, piece or stamp: MA-33, MA-34, MA-37, MA-40, MA-41, MA-46A, MA-46B, MA-50A, MA-238, RR-121, TS-22a, TS-76 and E-53. If you have any of these for sale, please e-mail or write **Ivan MacKenzie** at: ivan.mackenzie@dfait-maeci.gc.ca or 2411-420 Gloucester Street, Ottawa, ON K1R 7T7.

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