



Pere Marquette Railroad Station at Dresden, Ontario - 1908

The message written on the back of this post card addressed to England reads, "This is a picture of the station here where I arrived. It isn't like England at all is it?"

In this issue, we look at the R.P.O.s used on the **Pere Marquette Railway** and its various predecessors in south western Ontario.

The **Pere Marquette Railroad** was formed in 1900, by a merger of Chicago & West Michigan, Flint & Pere Marquette and the Detroit, Grand Rapids & Western railroads. In January, 1903, it acquired the Lake Erie & Detroit River Railway.

In 1914, its lease of the London & Port Stanley Railway ended, although it apparently continued to have running rights to London. In 1917, after a foreclosure sale, the company name changed to the **Pere Marquette Railway**.

In 1929, the Chesapeake & Ohio Railroad acquired controlling interest and in 1947 it was merged with that company.

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Brian Stalker and his "merry band of few" are soldiering on with the Newfie hammer study. Brian has distributed the second hammer group, covering listings **N-20** through **N-38A**. The next batch of analysis will cover the "Labradors" and should be out within the next month.

New member **David Petry**, PO Box 130, Reynoldsburg, OH 43068-0130 is interested in Ontario R.P.O. postmarks and keeps an eye open for RPO cancellation hammers. Welcome aboard David!

Secretary / Treasurer's Report from Chris Anstead

Annual Membership Dues for the Study Group year 2002-2003 are now owing by those members who have not prepaid. 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 7 pounds sterling for members in the U.K..

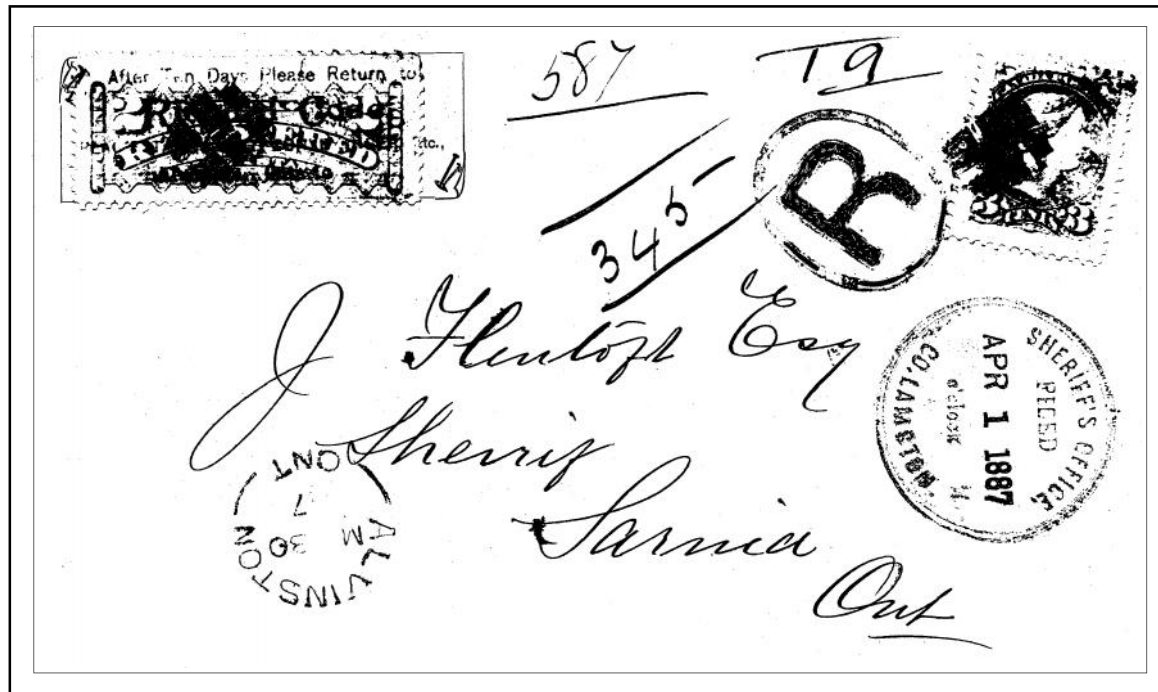
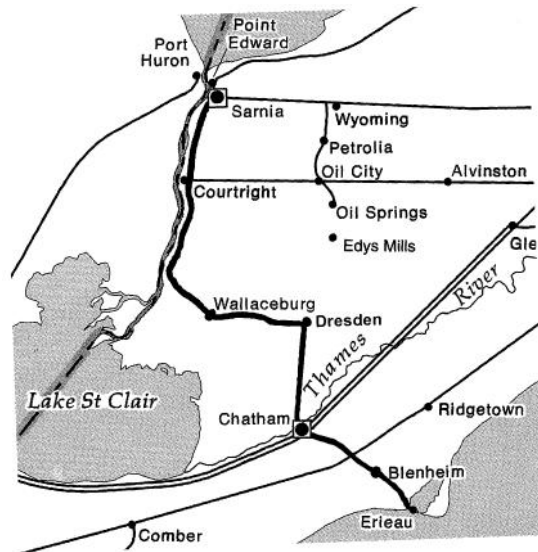
If the box is checked, your dues are now owing.

☐

ERIE & HURON RAILWAY

In 1883, the railway was opened for traffic between Erieau, on Lake Erie, to Dresden. Three years later, the line had been extended northward, through Wallaceburg, to Sarnia.

The first postmark used on the line was proof struck on January 2, 1884 and erroneously had the name of the railway as the Huron & Erie Railway. In spite of the error, the cancellation was used from 1884 until 1887 and is known with either an AM time indicium or blank.



RR-141
RR-87

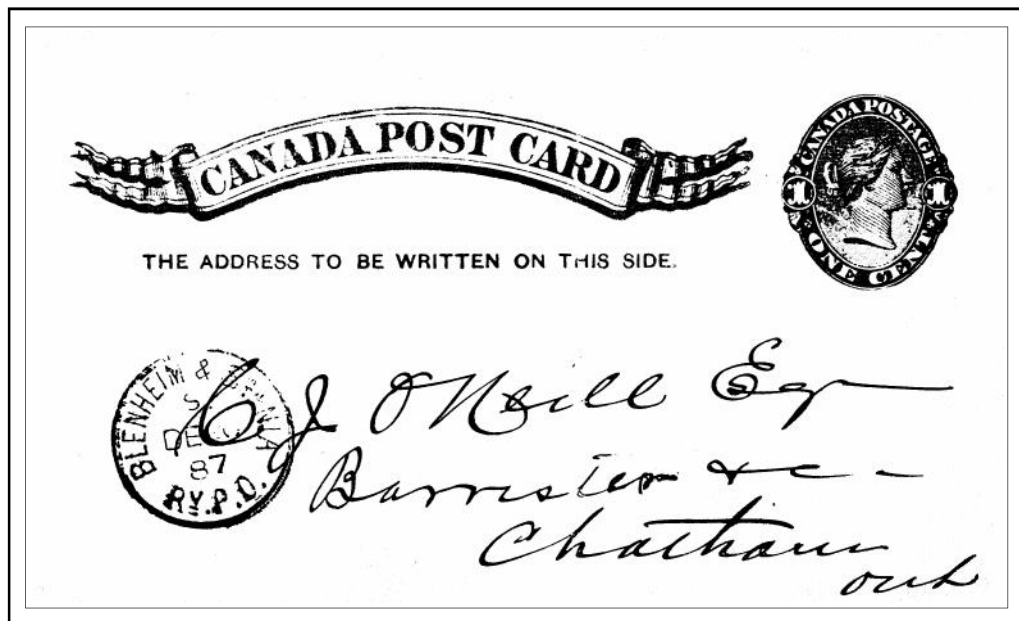
ST CLAIR - BRANCH / C. S. RAILWAY MR 30, 87
HURON & ERIE - R.WY. / M. C. MR 31, 87



This cover originated at ALVINSTON, ONT, MR 30, 87, where it was transferred to the west-bound Canada Southern Railway, St. Clair Branch (St. Thomas-Courtright) train and arrived at COURTRIGHT, ONT, MR 30, 87. From there, it was transferred to the north-bound Erie & Huron Railway train. It arrived in SARNIA, ONT., CANADA, MR 31, 87.

ERIE & HURON RAILWAY

The second postmark used on the railway was proof struck on June 9, 1887. This example is the earliest recorded date. It remained in use until October 7, 1903, with a N or S direction indicator.



O-25 BLENHEIM & SARNIA / R.Y. P. O. S., DE 20, 87
There is no Chatham receiving mark present.

The first cancellation used on this run, after the Erie & Huron amalgamated with the **Lake Erie & Detroit River Railway**, is reported from 1902 until 1914, with N, NO or S direction indicators.



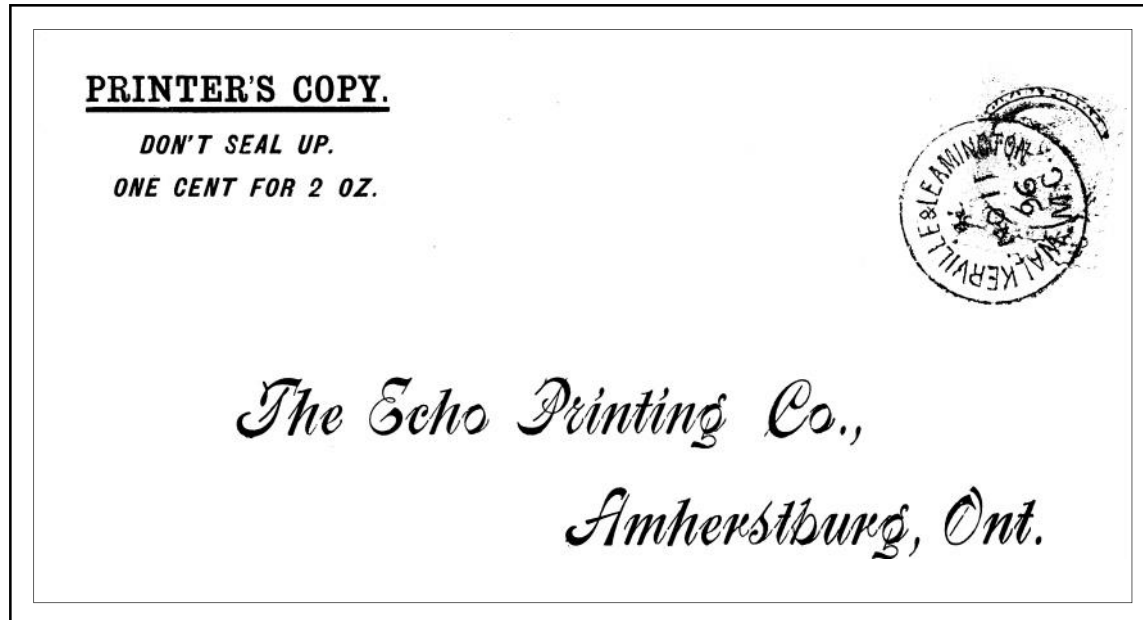
O-24 BLENHEIM & SARNIA R. P. O. / • S, MR 31, 03
The Sombra receiving backstamp is dated the same day.

There is no proof strike on record for this hammer but a second, similar hammer was proof struck on August 19, 1910. The first hammer was badly worn by that time and the second replaced it by October, 1910.

LAKE ERIE & DETROIT RIVER RAILWAY

The Lake Erie & Detroit River Railway was completed between Walkerville and Leamington in 1889. In 1893, it was extended eastward, to Blenheim and Ridgeway. In 1901, the Lake Erie & Detroit River Ry. amalgamated with the **Erie & Huron Railway**. The following year, the line was extended further eastward, from Ridgeway to St Thomas.

The railway then leased the London & Port Stanley Railway, providing access to both London and Port Stanley. In January, 1903 both the Lake Erie & Detroit River Railway and the Erie & Huron Railway were leased to the **Pere Marquette Railroad**.



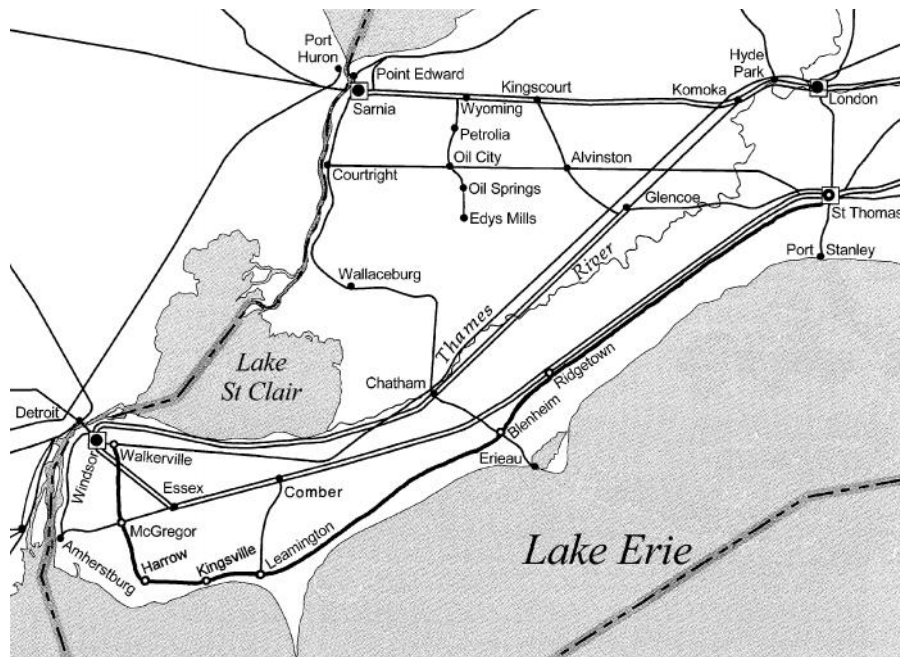
O-424 WALKERVILLE & LEAMINGTON / M. C. W, NO 11, 96

The Amherstburg arrival backstamp is dated the following day.



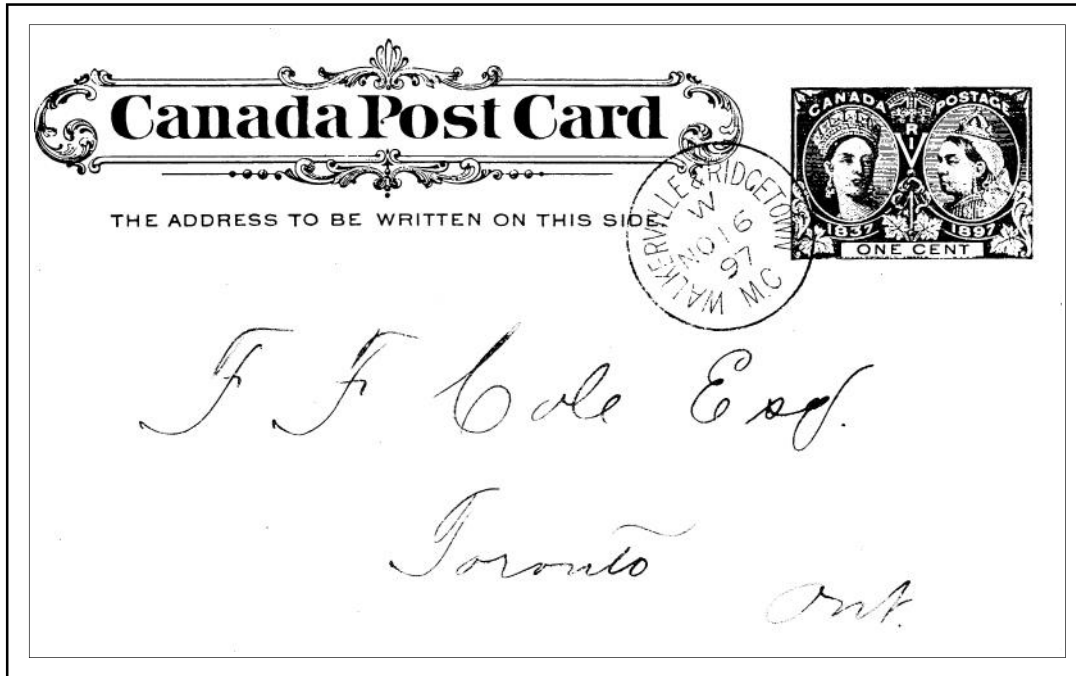
The first postmark used on the Lake Erie & Detroit River Railway, is known from 1892 until 1897. Initially, NORTH, N, and SOUTH direction indicia were used, later followed by E or W.

There is a similar, earlier hammer in the proof records, which is dated June 2, 1890.



LAKE ERIE & DETROIT RIVER RAILWAY

After the eastward extension to Ridgetown was completed, the Walkerville & Leamington run was replaced with the Walkerville & Ridgetown run.



O-425 WALKERVILLE & RIDGETOWN / M. C W, NO 16, 97

The postcard originated at Kingsville. There is no Toronto receiving mark.

No proof strike is recorded for this cancellation, which is only known used in 1897 and 1898, with either E or W direction indicia.

The second cancellation for the run was used from August 2, 1898 until October 21, 1901, with either E or W direction indicia.

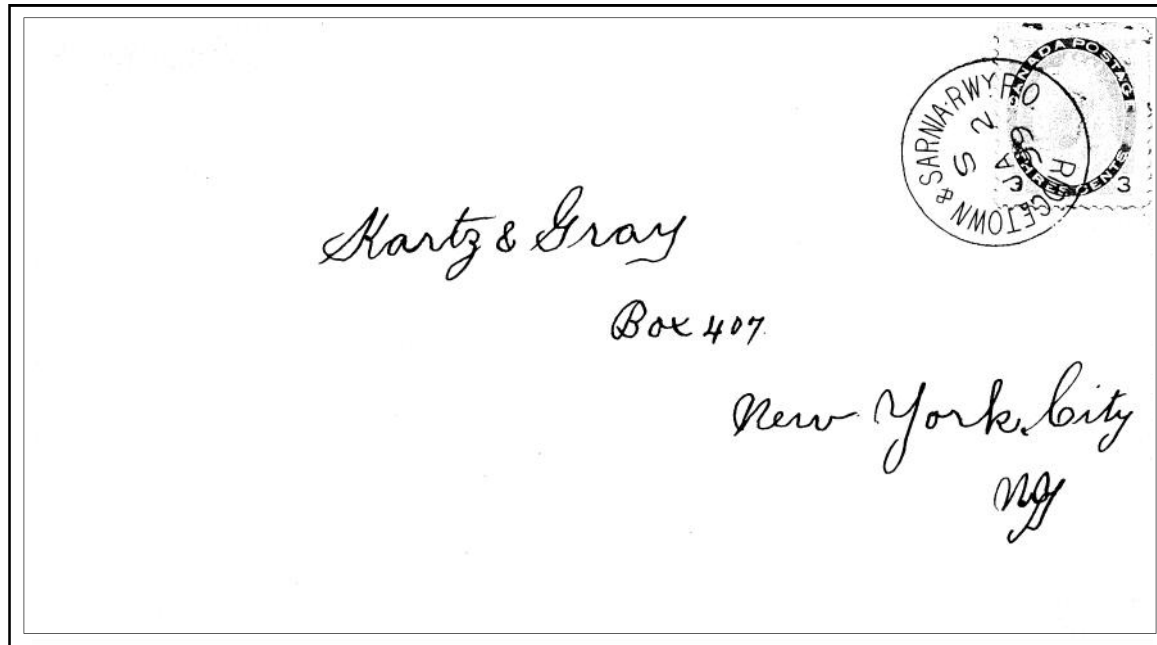


O-301 RIDGETOWN & WALKERVILLE - RY P. O / . W, AU 2, 98

The post card originated at Kingsville. The Harrow arrival stamp confirms same day delivery.

ERIE & HURON RAILWAY LAKE ERIE & DETROIT RIVER RAILWAY

In the fall of 1898, two new railway post office runs were initiated over routes, which ran over sections of both railways. The establishment of these two runs suggests that there was a close working relationship between the two lines, well before their amalgamation in 1901 and subsequent lease by the **Pere Marquette Railroad**.

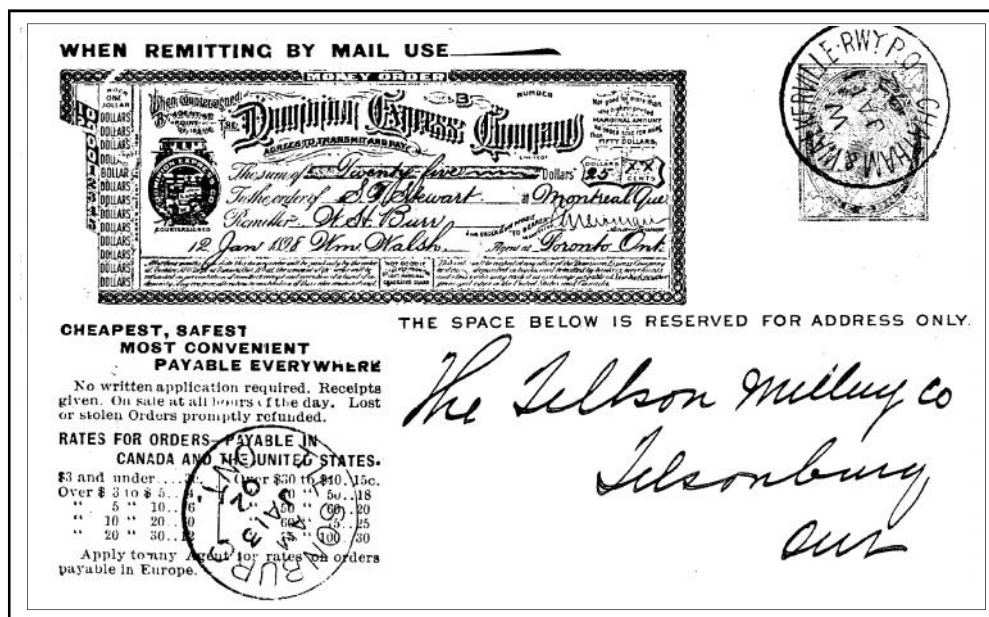


O-302 RIDGETOWN & SARNIA - RWY P. O. S, JA 2, 99



The New York city arrival backstamp is dated the next day.

No proof strike is on record for this cancellation. It is known to have been used from September 11, 1898, until the same date in 1901, with N or S direction indicia. The route ran between the then eastern terminus of the Lake Erie & Detroit River Ry. and the northern terminus of the Erie & Huron Ry.



O-60 CHATHAM & WALKERVILLE - RWY P. O. W, JA 11, 02

The Tillsonburg receiving mark is dated the morning of January 13.

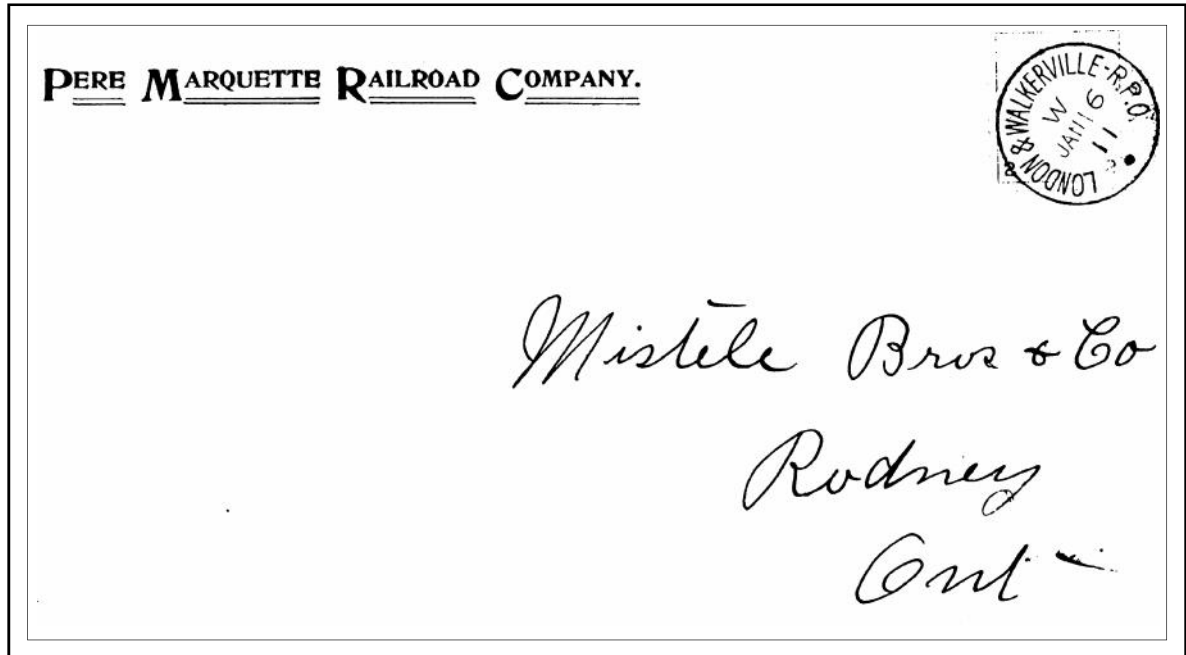


No proof strike is on record for this cancellation. It is known to have been used from October 12, 1898, until November 7, 1904, with E or W direction indicia. The route ran between the western terminus of the Lake Erie & Detroit River Ry. and Chatham, on the Erie & Huron Ry.

PERE MARQUETTE RAILROAD

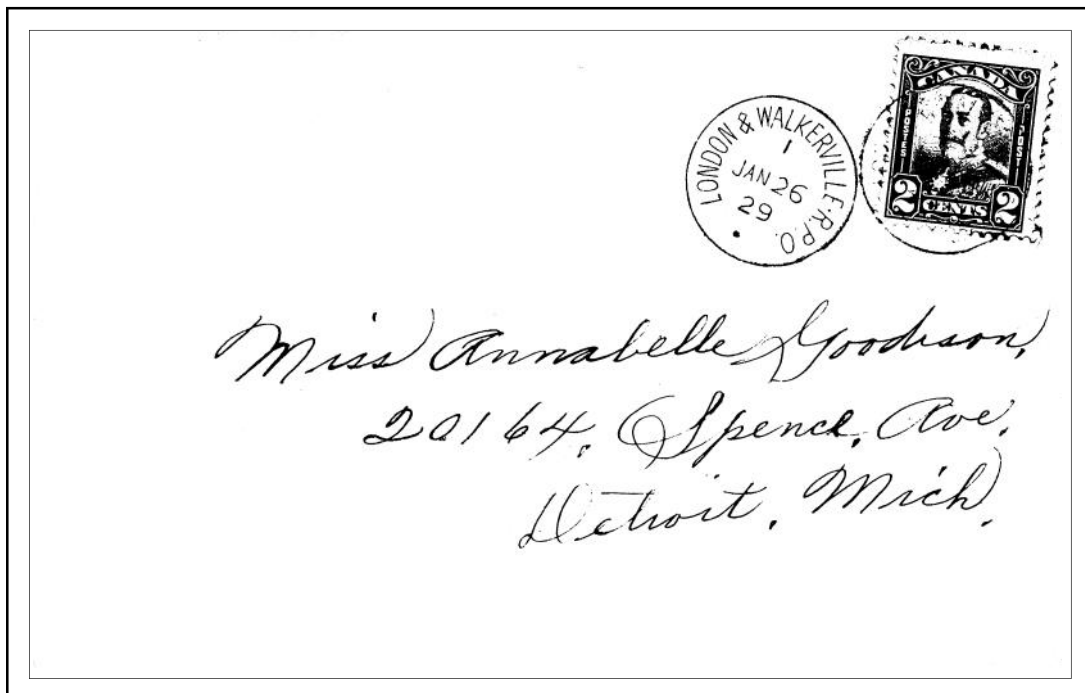
In 1905, a new run between London and Walkerville was initiated. It operated over the London & Port Stanley Railway between London and St. Thomas and over the Pere Marquette Railroad between St. Thomas and Walkerville. This service appears to have been interrupted in 1912 until a second period starting in 1921, with a new cancellation, **O-162**. (See page 1716.)

A new **O-161** hammer appeared in use in 1929 and is only known in that year. The second hammer used train number indicia 1 and 4, whereas the first hammer had used direction indicia E and W.



O-161 LONDON & WALKERVILLE - R. P. O. / • W, JAN 16, 11

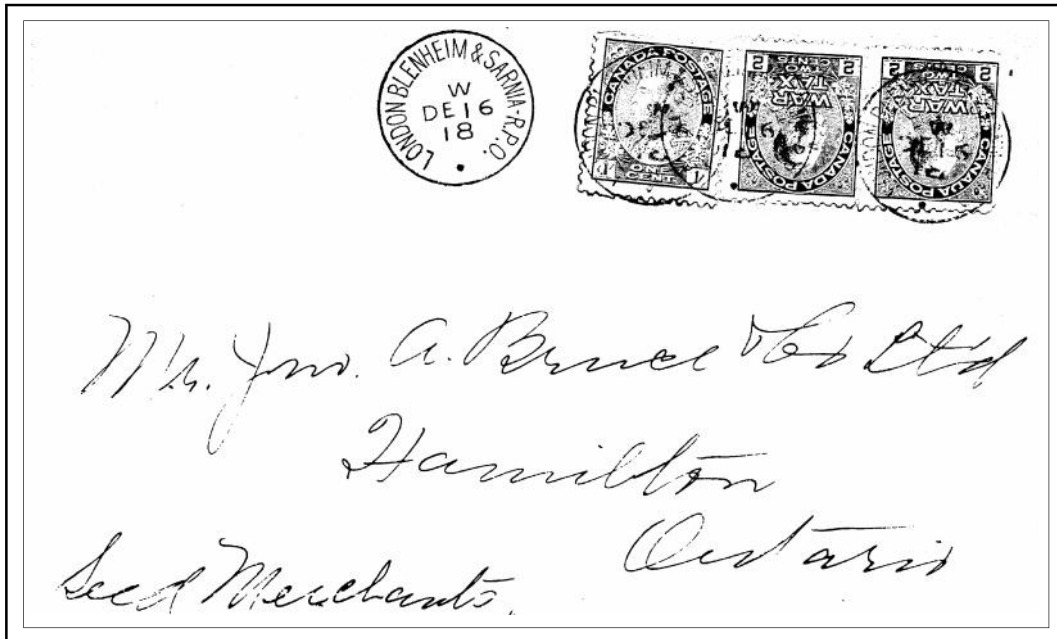
There is a Rodney receiving backstamp dated the morning of the following day.



O-161 LONDON & WALKERVILLE - R. P. O. / • 1, JAN 26, 29

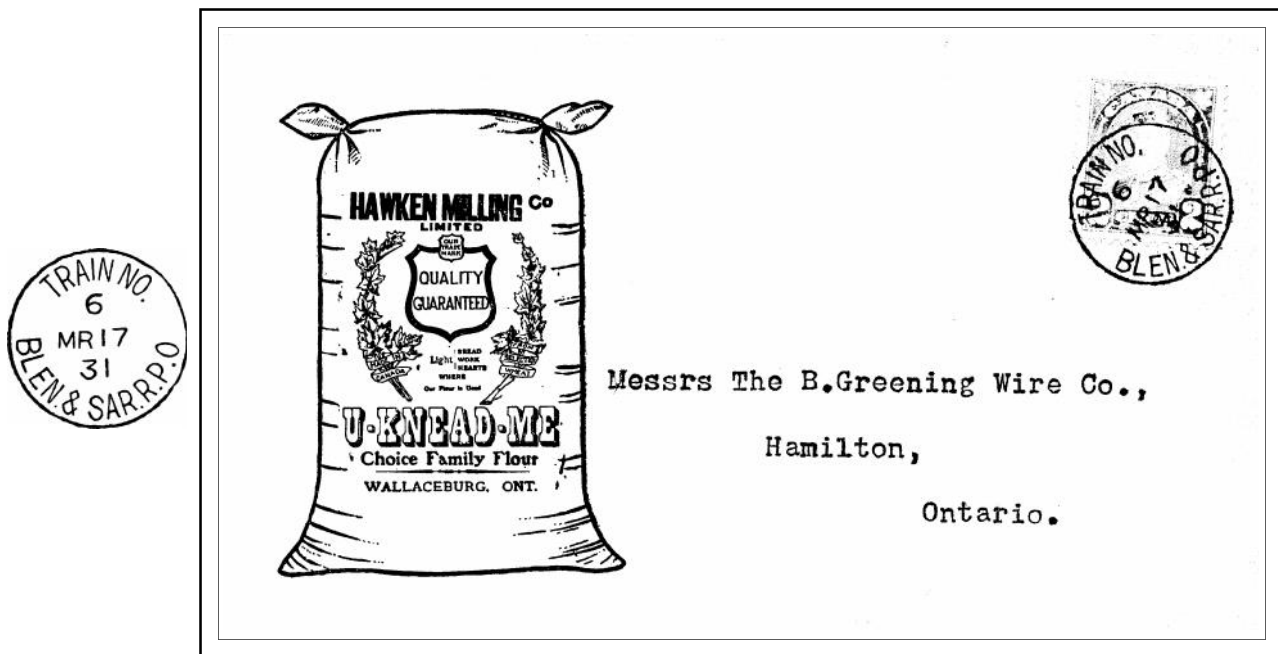
PERE MARQUETTE RAILWAY

A hammer for a new run between London and Sarnia was proof struck on January 27, 1915. Operation was over the London and Port Stanley Railway between London and St. Thomas and over the Pere Marquette Railroad / Railway between St. Thomas and Sarnia, via Blenheim. This service lasted until 1921 and used E or W direction indicators.



O-140 LONDON-BLENHEIM & SARNIA - R. P. O. / • W, DE 16, 18

A hammer was proof struck for a shorter run between Blenheim and Sarnia on July 6, 1921. AM and PM time indicators were used from 1921 until 1928, followed by train number indicators 6 and 7 until 1931. Train numbers 12 and 33 are listed in the catalogue but have not been verified.

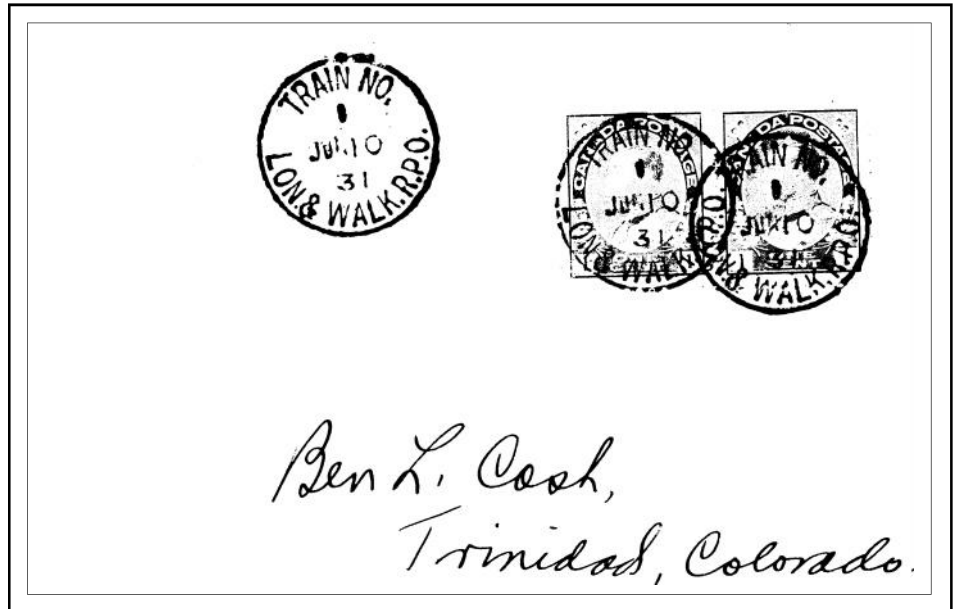


O-26 TRAIN NO. / BLEN. & SAR. R. P. O. 6, MR 17, 31

PERE MARQUETTE RAILWAY

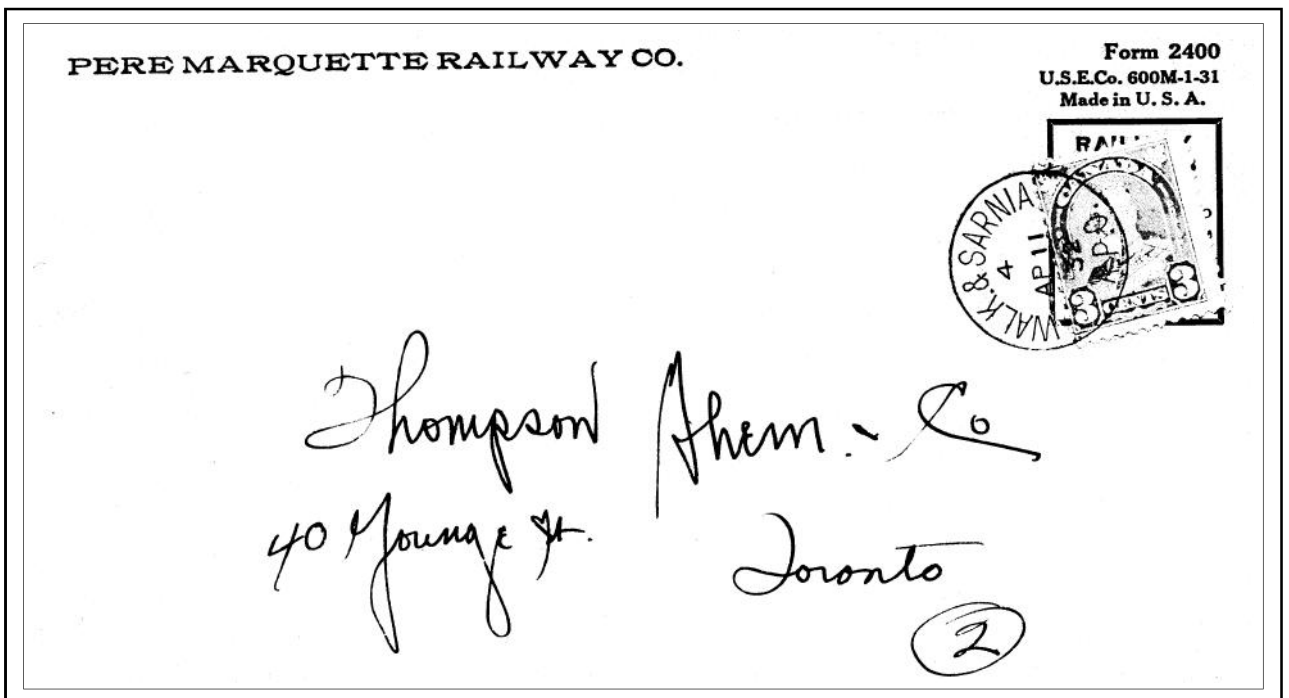
On July 6, 1921, the second cancellation used for the London-St. Thomas-Blenheim-Walkerville run was proof struck. It was used from 1921 until 1931, with train number indicators 1 and 4.

Brian Stalker has identified two hammers which can be easily differentiated by chordal measurement.



O-162 TRAIN NO. / LON. & WALK. R. P. O. 1, JUN 10, 31

In 1932, a Walkerville-Blenheim-Sarnia run was initiated. There is no proof strike known for the cancellation, which was used from 1932 until 1934, with train number indicia 1, 4, 6, 16, 17, 18 and 19.

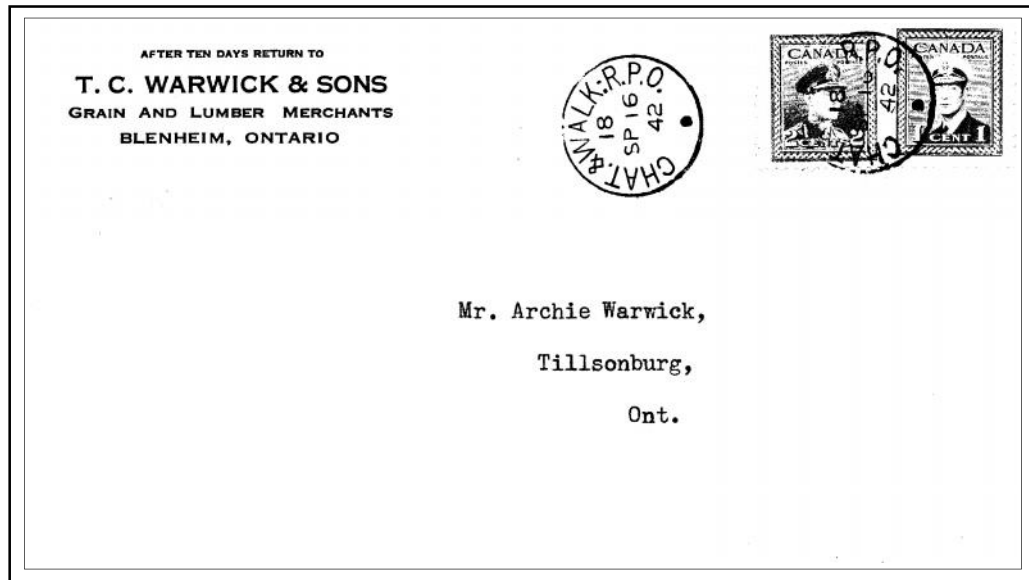


O-425A WALK. & SARNIA / R. P. O. 4, AP 11, 32



PERE MARQUETTE RAILWAY

No proof strike is known for the longest lived cancellation used on the Pere Marquette Railroad / Railway. It served the Chatham-Blenheim-Walkerville run from 1915 until June, 1947 and the Chesapeake & Ohio Railroad merger. Direction indicators E and W were used until 1921. Afterwards, train number indicators 1, 8, 9, 16, 17, 18 and 19 were used. There appears to be a gap in usage between 1921 and 1936.



O-61 CHAT. & WALK : R. P. O. / • 18, SP 16, 42

Railway versus Railroad

Rail came to Middle English from the Old French term for “iron rod” (*reille*), which in turn is based on the Latin word for “rule” or “straight stick” (*regula*). Way was carted into Old English from the German and Dutch terms for “move or carry” (*weg*). Road is an Old English term for journey by horseback (*rad*), which is related to the verb “ride” (*ridan*).

These words have been closely tied since the 19th century, and nobody - not even journalists at **Canadian Press** or the **CBC** - can railroad you into picking one term over the other. Both news organizations prefer railway. So does the **Globe and Mail's** Style Book, which boldly states that "Railway is the Canadian term."

Oxford's Guide to Canadian English Usage is a little less rigid: "Canadians say both railway and railroad, but railway is much more common, as in the company name, **Canadian National Railways**. Railway is also preferred in Britain. Railroad is more common in the United States."

Proper nouns can be tricky, and many news outlets warn writers to make sure they get a company's name correct - for example, some firms use Railway, others Railroad, and still others Rail Road. So while the U.S.-based **Associated Press** tells its journalists to write "railroad" in all second references, it also advises them to look up the actual names of railroads first. Which manual does AP recommend? The "Official Railway Guide," which has been published in the United States for more than a century.

If having Americans consult a “railway” guide for the names and locations of “railroads” seems peculiar, brace yourself for something just as odd north of the border. The Canadian Railway Museum, south of Montreal, invites people to visit what it calls the largest collection of railway equipment in the country. Who runs it? The Canadian Railroad Historical Association, of course.

While some people rail against using “road” or “way,” it often boils down to convention and individual preference. Does “rail against” have anything to do with locomotives? Rail, in this case, is actually an alteration of the Latin word for “to bellow” (*rugire*). But we’re getting way off track, now, and should probably hit the road. (Author unknown, thanks to Phil Jago)

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