



Whitby Junction Station circa 1915

This issue is largely devoted to the completion of the study of R.P.O.s associated with Lindsay, Ontario, which we started in the previous issue. It deals with the postmarks used on the **Midland Railway**, the **Toronto & Nipissing Railway**, the **Victoria Railway**, the **Whitby, Port Perry & Lindsay Railway** and the **Grand Junction Railway** and their successor lines, the Grand Trunk Railway and Canadian National Railways.

We also update a hammer study of the Malone-Montreal and Montreal-Dundee-Fort Covington R.P.O.s which appeared in the March-April issue, including a report of a very remarkable earliest possible date from **Bill Robinson**.

Study group members' attention is directed to the **dues notice** appearing on the back page, from our Secretary-Treasurer, **Chris Anstead**.



Midland Railway - Toronto & Nipissing Railway

In 1901, the Toronto-Peterborough-Lindsay-Toronto run was revived and continued to operate until 1958.



O-293 PORT HOPE & TORONTO - R. P. O. / No 1 W, FE 19, 03



O-293 Hammer 1
Proof unknown
Period 1901-1930
Indicia E, W, 21, 24,
92, 93, 94



O-293 Hammer 2a
Proof unknown
Period 1901-1927
Indicia E, W, 21, 24,
93, 94



O-293 Hammer 2b
Proof 1929/03/09
Period 1931
Indicia 23, 94



O-293 Hammer 3a
Proof unknown
Period 1907-1929
Indicia 22, 23, 92, 95



O-293 Hammer 3b
Proof 1926/11/02
Period 1930-1935
Indicia 89, 92, 95



O-293 Hammer 4
Proof unknown
Period 1907-1909
Indicia 22, 23



O-293 Hammer 6
Proof unknown
Period 1908-1923
Indicia 22, 23, 92, 95



O-294 Hammer 1a
Proof 1932/05/27
Period 1933-1945
Indicia 92, 95



O-294 Hammer 1b
Proof 1946/06/14
Period 1954-1958
Indicia 92, 95



O-294 Hammer 2
Proof 1932/05/27
Period 1933-1958
Indicia 92, 95



O-294 Hammer 6
Proof 1926/07/02
Period 1927-1947
Indicia 89, 92, 95

Midland Railway - Toronto & Nipissing Railway

The Blackwater Junction-Midland run ceased in 1890 and was revived in 1906, lasting until 1958.

TABLE No. 148					TABLE No. 149				
Eastern Time					Eastern Time				
Miles		3	5-67		Miles		4	28	62-2
		Mail	Mail				Mail	Mxd.	Mail
		ex.Su.	ex.Su.				ex.Su.	ex.Su.	ex.Su.
	Leave	A.M.	P.M.			Leave	P.M.		
0	Blackwater Jct.	10.10	7.30		0	Midland	3.00	5.45	
2.07	Sunderland	10.18	7.35		1.30	Tiffin	3.05	5.50	
7.89	Cannington	10.30	7.47		3.25	Tay	3.10	5.56	
12.02	Woodville	10.40	7.56		7.61	Victoria Harbor	3.19	6.05	
13.72	Lorneville Jct.	10.45	8.01		11.05	Sturgeon Bay	3.25	6.11	
21.05	Beaverton	10.47	8.03		11.25	Tanners	3.26		
25.52	Gamebridge	11.04	8.20		13.35	Waubashene	3.32	6.16	
28.94	Brechin	11.13	8.28		15.49	Fesserton	3.35	6.20	
32.11	Schepeler	11.23	8.36		17.56	Coldwater	3.45	6.25	
36.38	Uptergrove	11.30	8.45		19.47	Tait	3.50		
37.90	Atherley Jct.	11.40	8.55		22.32	Foxmead	3.54	6.33	
40.98	Orillia Jct.	11.45	8.59		25.21	Unthoff	4.01	6.38	
44.97	Silver Creek	11.51	9.06		29.13	Silver Creek	4.10	6.45	
48.89	Unthoff	11.58	9.07		33.12	Orillia Jct.	4.20	7.00	
51.78	Foxmead	12.09			36.20	Atherley Jct.	4.40	7.50	
53.31	Tait	12.18	9.27		37.72	Uptergrove	4.50	8.00	
56.54	Coldwater	12.26	9.33		41.99	Schepeler	4.55	8.06	
58.61	Fesserton	12.36	9.44		45.16	Brechin	5.07	8.15	
60.75	Waubashene	12.41	9.49		48.58	Gamebridge	5.17	8.24	
62.85	Tanners	12.47	9.57		53.05	Beaverton	5.27	8.32	
63.05	Sturgeon Bay	12.51			60.38	Lorneville Jct.	5.40	8.44	
66.49	Victoria Harbor	12.52	10.01		62.08	Woodville	5.57	9.07	
70.85	Tay	12.53	10.18		66.21	Cannington	6.00	1.10	
72.90	Tiffin	1.07	10.18		72.03	Sunderland	6.06	1.20	
74.10	Midland	1.12	10.23		74.10	Blackwater Jct.	6.18	1.55	
	Arrive	P.M.	P.M.			Arrive	6.35	2.25	
							6.45	2.35	

G. T. Ry Public Timetable 1912



O-18 Hammer 1

Proof unknown

Period 1906-1919

Indicia S, 2, 3, 4, 104



O-18 Hammer 2

Proof unknown

Period 1907-1919

Indicia 2, 4, 5, 103, 104



O-20 Hammer 1

Proof 1912/04/30

Period 1912-1922

Indicia 1? 2?, 102, 103?, 105



O-20 Hammer 2

Proof 1912/04/30

Period 1912-1922

Indicia 1?, 2, 102, 104, 105

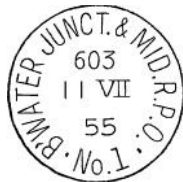


O-19 Hammer 1a

Proof 1922/03/26

Period 1922-1931

Indicia 102, 103, 104, 105



O-19 Hammer 1b

Proof 1954/09/28

Period 1954-1956

Indicia 603, 604

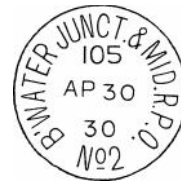


O-19 Hammer 2a

Proof 1922/03/26

Period 1922-1941

Indicia 102, 103, 104, 105
603, 604



O-19 Hammer 2b

Proof 1930/04/30

Period unreported

Indicia unreported



O-19 Hammer 2c

Proof 1946/06/14

Period 1948-1958

Indicia 603, 604

A **Toronto-Midland** run was established in 1900, using the former Midland Railway line between Midland and Orillia and the Grand Trunk / C.N.Rys line from Orillia, via Barrie, Allandale and Newmarket to Toronto. Apparently it did not operate between 1920 and 1943 and then continued until 1955.



O-362 Hammer 1

Proof unknown

Period 1900-1910

Indicia N, S, 22?, 23?



O-362 Hammer 2

Proof unknown

Period 1900-1906

Indicia N?, S, 22?, 23



O-361 Hammer 1

Proof 1912/04/03

Period 1912-1919

Indicia S, 42, 45?, 46, 62



O-361 Hammer 2

Proof 1912/04/03

Period 1912-19??

Indicia 42?, 45?, 46?, 62



O-361A

Proof 1939/06/06

Period 1943-1955

Indicia 4?, 42, 45

In the period from 1931 until 1942 an abbreviated run operated between Midland and Allandale, via Orillia. In 1943 the full Midland-Toronto run was restored.



O-7 Hammer 1

Proof 1931/10/31

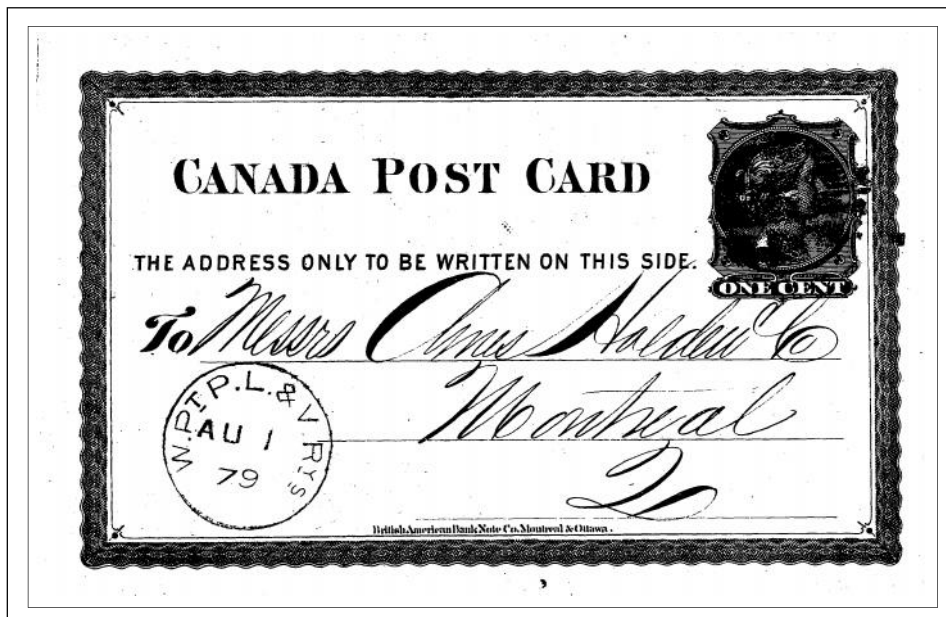
Period 1931-1942

Indicia 24 (error), 42, 45

Whitby, Port Perry & Lindsay Railway

The 20 mile long Port Whitby & Port Perry Railway was opened for traffic in July, 1871. The line was extended a further 26 miles to Lindsay and opened for traffic under its new name, the Whitby, Port Perry & Lindsay Railway, on August 1, 1876. The first postmark used on this railway was proofed November 25, 1878. The earliest reported date is January 29, 1879; the latest date is April 2, 1889. No direction, time or train number indicia are known.

Although the cancellation stands for Whitby, Port Perry, Lindsay and Victoria Railways, it was only used on the Whitby-Lindsay run and **RR-179** was used on the Victoria Railway between Lindsay and Haliburton.



RR-194

W. P^I P. L. & V. RY^S

AU 1, 79



RG-43

REGISTERED / W. P^I P. L. & V. RY^S (NO 15, 79)



Proof 1878/11/??

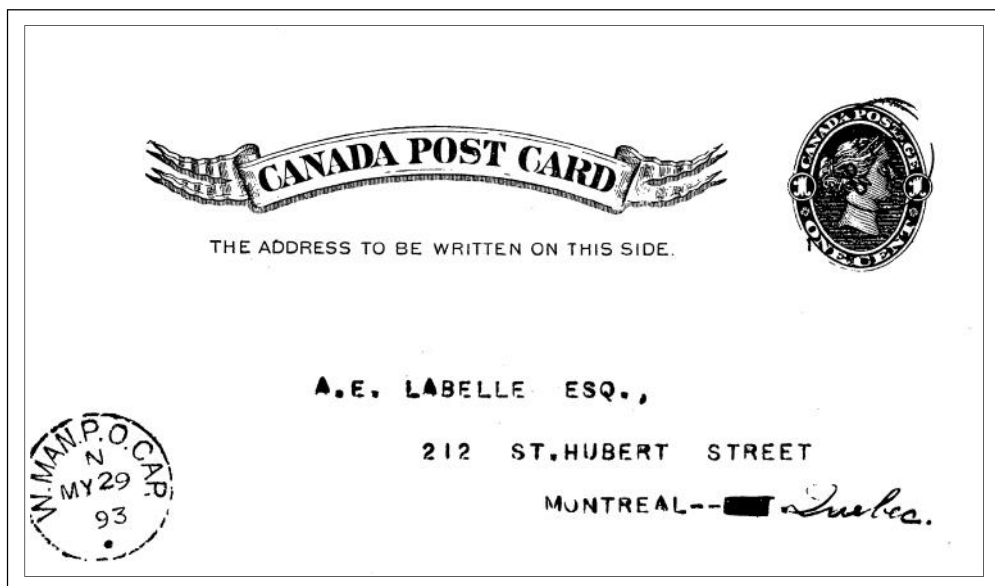
Period 1879-1884

This registered cover originated at Atherley, where it was transferred to the southbound Midland Railway train and received a transit backstamp. At Lindsay, it was transferred to the southbound Whitby, Port Perry, Lindsay & Victoria Railway train and received the registered transit backstamp.

Whitby, Port Perry & Lindsay Railway

The next postmark used on the railway appeared in use in 1890 and lasted until 1900, using N or S direction indicia.

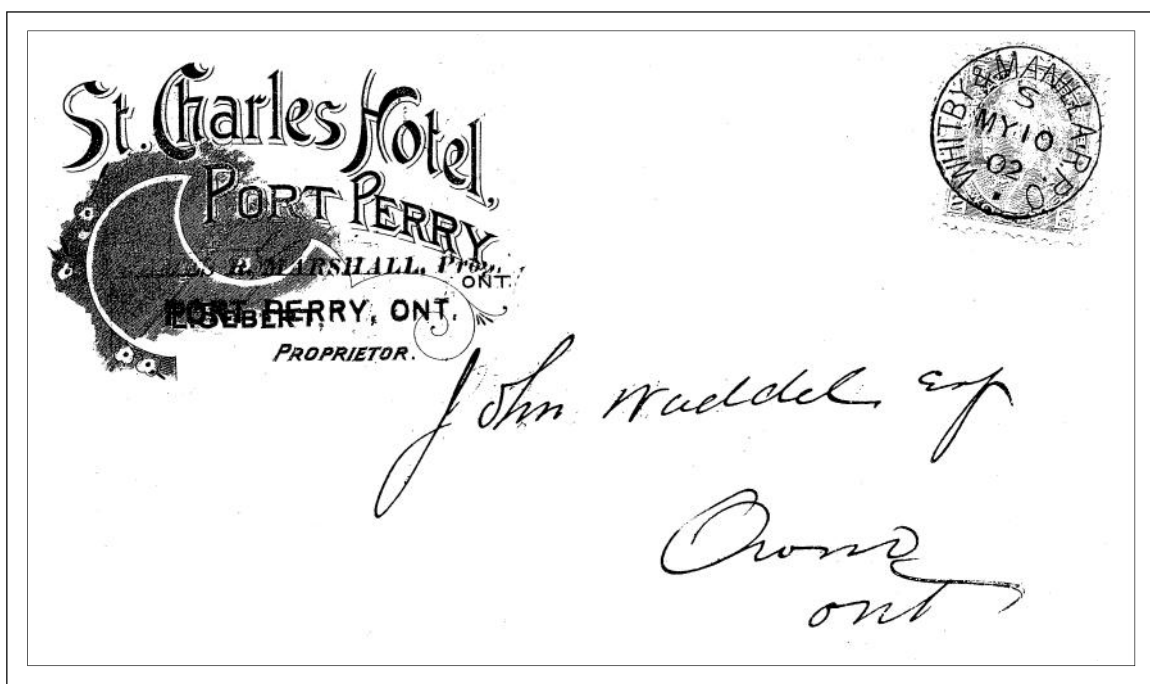
This post card is from a philatelist in Brooklin, Ontario to a stamp dealer in Montreal, regarding a missing sheet of stamps paid for but not received.



RR-191

W. MAN. P. O. CAR / . N, MY 29, 93

In 1900, a new cancellation was introduced to replace the previous one and in 1924, a new hammer replaced the first.



O-426

WHITBY & MANILLA - R. P. O. / . S, MY 10, 02



O-426 Hammer I

Proof unknown

Period 1900-1924

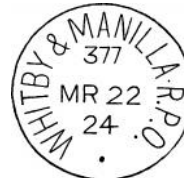
Indicia N, S, 52, 53, 198, 377

O-426 Hammer II

Proof 1924/03/22

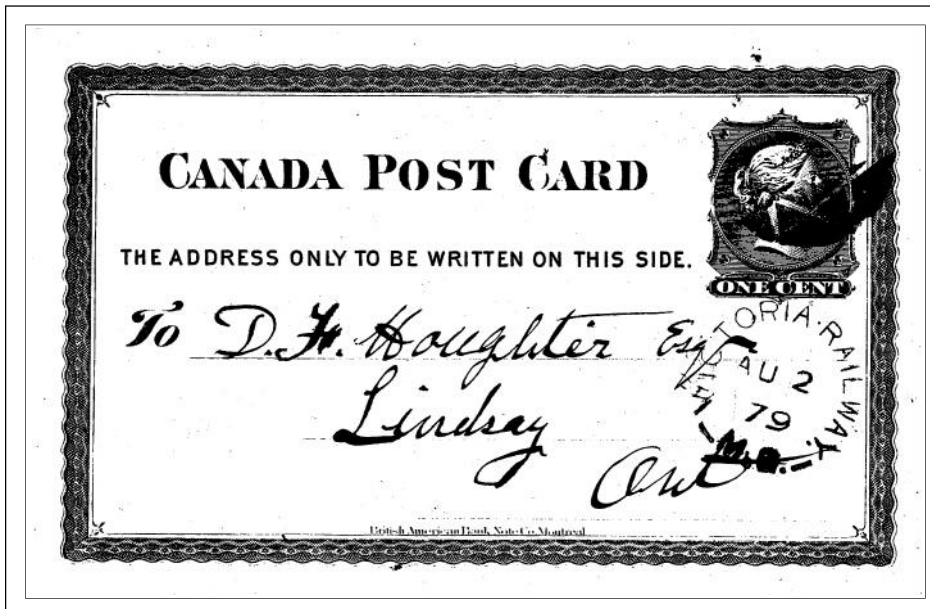
Period 1924-1929

Indicia 377



Victoria Railway

The 55 mile long Victoria Railway was completed between Lindsay (*Victoria County*) and Haliburton in 1878. This is the earliest example of the first postmark used on the line. The period of use was 1879 to 1885. There are no known direction, time or train number indicia.



RR-179

Proof unknown
Period 1879-1885
Indicia blank

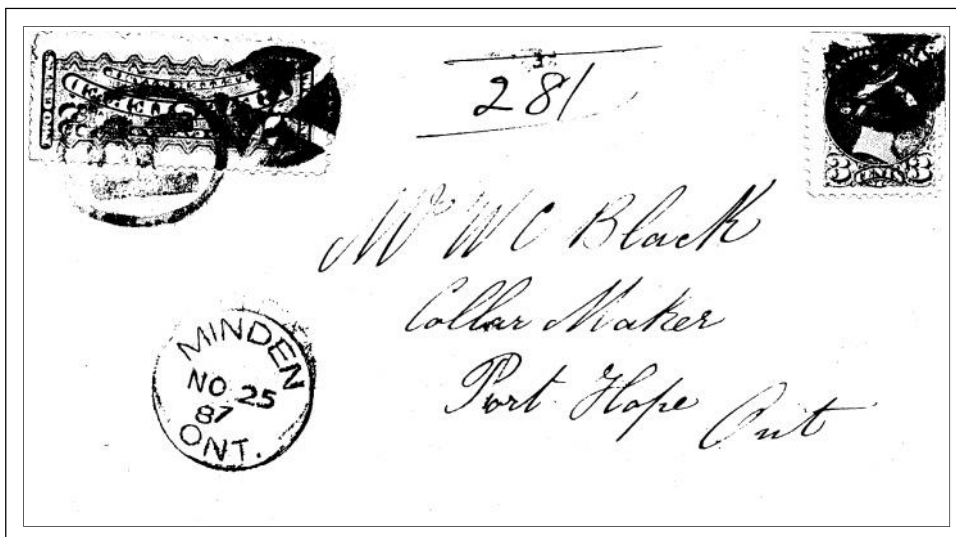
RR-179

VICTORIA RAILWAY / M. C.

AU 2, 79

This postcard was posted aboard the train at Minden Station. The message concerns the availability of Huckleberries at \$1.00 a pail because of the scarcity. The LINDSAY receiving backstamp confirms same day delivery.

The second cancellation used on the railway was proof struck on August 9, 1883 and is reported used until December 31, 1894, using NORTH or SOUTH direction indicia. The example shown was used as a transit backstamp on a registered cover from Minden to Port Hope, where it arrived the following day.



RR-180

VICTORIA - RAILWAY / R. P. O.

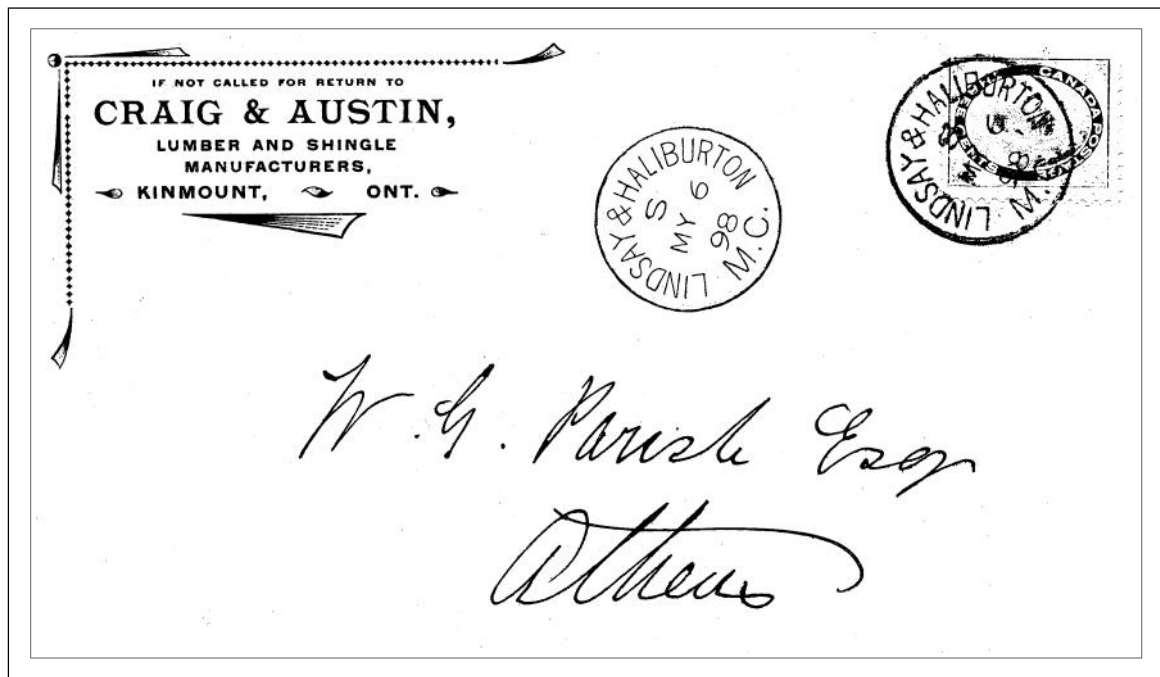
NO 26, 87



RR-180

Proof 1883/08/09
Period 1883-1894
Indicia NORTH, SOUTH

Victoria Railway



O-136 LINDSAY & HALIBURTON / M. C. S, MY 6, 98



The third cancellation was long lived. Proof struck on December 28, 1894. It is known used from January 14, 1895 until as late as May 15, 1929. Initially N or S direction indicators were used, followed by train numbers 389 or 388.

The last two postmarks for the run which ended in 1949, appeared in 1930 and 1932.

It is likely that the Bancroft-Howland trains carried closed bag mail for transfer to the Lindsay-Haliburton R.P.O. at Howland and the Trenton-Bancroft-Maynooth R.P.O. at Bancroft.



O-136A Hammer 2
Proof 1930/03/12
Period 1930-1949
Indicia 388, 389, 395



O-137 Hammer 2
Proof 1926/03/29
Period 1932-1948
Indicia 389, 390, 391, 490?

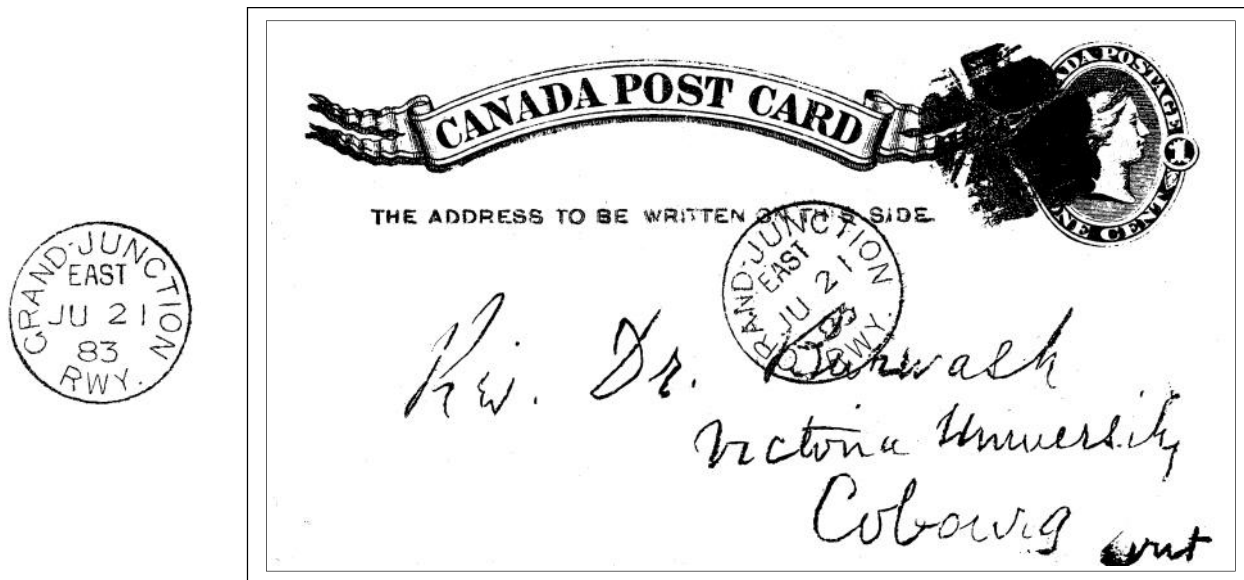
HALIBURTON, BANCROFT AND LINDSAY

Read Down			Read Up		
323	388	Miles	TABLE No. 155 (Eastern Time)	324	395
A.M.	A.M.			P.M.	P.M.
.....	0.0	Lv Haliburton, Ont. Ar	.....	.....
.....	2.5	Gould's	.....	.....
.....	5.1	Donald	.....	.....
.....	8.7	Lochlin	.....	.....
.....	12.7	Geert	.....	.....
.....	15.0	Lv Bancroft Ar	.....	.....
.....	18.0	York River 156	.....	.....
.....	22.1	Hughes	.....	.....
.....	26.5	Baptiste	.....	.....
.....	30.8	Highland Grove	.....	.....
.....	34.4	Mumford	.....	.....
.....	38.0	Wilberforce	.....	.....
.....	41.5	Monmouth Road	.....	.....
.....	45.0	Tory Hill	.....	.....
.....	48.5	Gooderham	.....	.....
.....	52.0	Maxwells	.....	.....
.....	55.5	Irondale	.....	.....
.....	59.0	Furnace Falls	.....	.....
.....	62.5	Howland, Ont. Ar	.....	.....
.....	66.0	Lv Howland Ar	.....	.....
.....	69.5	Kinmount	.....	.....
.....	73.0	Watsons	.....	.....
.....	76.5	Burnt River	.....	.....
.....	80.0	Fell	.....	.....
.....	83.5	Fenelon Falls	.....	.....
.....	87.0	Hall's	.....	.....
.....	90.5	Cameron	.....	.....
.....	94.0	McKenzie's Crossing	.....	.....
.....	97.5	Lindsay, Ont. Ar	.....	.....
.....	101.0	145, 149, 150	.....	.....

C.N.Rys Public Timetable 1935

Grand Junction Railway

On January 1, 1880, the Grand Junction Railway was opened from Peterborough to Belleville, where it connected with the Montreal-Toronto, Grand Trunk Railway line. In 1881, this 62 mile long line amalgamated with the 22 mile long, **BELLEVILLE & NORTH HASTINGS RAILWAY**, which ran from North Hastings Junction (later known as Madoc Junction) via Madoc to Eldorado. It had also been opened in 1880. In 1882, the consolidated lines were amalgamated with the **MIDLAND RAILWAY**.



RR-51

GRAND - JUNCTION / R.WY.

EAST, JU 21, 83

This postcard was posted on the eastbound train to Belleville, at Campbellford. At Belleville, it was probably transferred on board a westbound Grand Trunk Railway train to Cobourg. There are no other transit or arrival markings. The cancellation is known from 1882 until December 17, 1889, with EAST, WEST or blank direction indicia. No proof strikes have been found in the records.

There is a strike of a boxed, registered postmark in the proof records, dated February, 1882. It is catalogued as RG-6. The only recorded date of use is October 16, 1885.

REGISTERED
GRAND JUNCTION R.WY.



O-15 Hammer I

Proof 1889/12/09

Period 1890-1892

Indicia blank, E, W



O-15 Hammer II

Proof 1892/10/31

Period 1893-1931

Indicia E, W, 9, 12, 100, 101



O-14

Proof 1883/01/05

Period 1885-1909

Indicia blank, S, 1, 2



O-14A

Proof unknown

Period 1908-1920

Indicia N, S, 366

In 1931, a new run between Belleville and Toronto, via Peterborough and Lindsay was created, using the former Grand Junction Railway, a portion of the former Midland Railway and a portion of the former Toronto & Nipissing Railway.

O-17 Hammer 1

Proof 1931/07/15

Period 1931-1958

Indicia 11, 12, 93, 94



O-17 Hammer 2

Proof 1931/07/15

Period 1931-1959

Indicia 11, 12, 93, 94

Hammer Study Update

In the **March-April, 2003** edition of the newsletter, I presented a hammer study of two of the R.P.O. runs used in south western Quebec. Thanks to reports from several of our more active members, we can provide a fuller view of the hammer history.

Q-54 MALONE & MONTREAL - R. P. O. / .

Hammer	Proof Date	ERD	LRD	Indicia
I	1908/07/03	1912/07/08	1912/07/08	S
II	1913/05/19	1915/12/02 ¹	1922/04/06 ¹	N
III	1917/12/12	1921/03/21 ⁶	1948/04/10	N ¹ , S, 2, 3, 33
IV	1923/11/09	1928/09/03	1937/07/16	N, 3, 20, 33
V	1949/04/09	1950/12/26 ¹	1950/12/26 ¹	3
All		1909/01/29	1951/02/28	N, S, 2, 3, 20, 33

Q-79, Q-78, Q-77, Q-82 MONTREAL - DUNDEE - FORT COVINGTON

Listing	Hammer	Proof	ERD	LRD	Indicia
Q-79	I	unknown	1903/07/04 ¹	1918/09/17 ⁶	N, S
Q-79	II	1920/01/29	1920/11/20 ¹	1925/04/2? ⁶	N, S ¹
Q-79	All		1903/07/04 ¹	1925/04/2? ⁶	N, S
Q-78	I	unknown	1908/10/20 ⁷	1914/09/05 ⁶	52, 55, 57, 85 ⁶
Q-78	II	1916/03/16	1916/05/26 ¹	1916/10/06	80 ¹ , 85
Q-78	All		1908/06/23 ³	1916/10/16 ³	52, 53, 55, 57, 80, 85
Q-77	I	1916/11/16	1916/12/07	1924/06/04 ⁷	80, 85
Q-77	II	unknown	1926/12/01 ¹	1929/07/29	81, 82 ¹ , 91 ¹
Q-77	All		1916/12/07	1929/07/29	N,40,41,42,55,65,80,81,85,91
Q-77A		1925/07/12	unreported	unreported	unreported
Q-82	I	1929/11/09	1930/01/10 ³	1933/12/01 ⁴	80
Q-82	II	1929/11/28	1930/05/28	1938/11/22	81, 82
Q-82	III	1939/05/10	1939/05/10 ⁴	1950/06/01	79, 80, 81, 82, 184
Q-82	IV	1951/01/24	1951/02/27 ¹	1957/03/04 ⁵	79, 80
Q-82	All		1930/01/10 ⁴	1957/03/04 ⁵	31, 79, 80, 81, 82, 85, 184

Reporters - C. Anstead ¹, T. Shaw ², L. Ludlow ³, W. Robinson ⁴, J. Dalpe ⁵, W. Bosch ⁶, J. Felton ⁷

Chris Anstead comments, "Special attention is drawn to Q-79 Hammer I ERD. I have 2 copies with "93" as the year. The earlier is on a 2c numeral, the other on a 2c Edward. All this leads to the conclusion of 1903 being the year of use".

Despatching Stamp

LETTER BILL (FEUILLE D'AVIS)

TO BE USED BY POSTMASTERS ON RAILWAY POST OFFICES WHEN THERE IS NO REGISTERED MATTER TO BE DESPATCHED.

Les maîtres de poste et les commis ambulants doivent se servir de cette feuille quand ils n'expédient pas d'objets recommandés.

Timbre du bureau de départ

From
De

Initials of P.M. or Clerk Receiving

Initials of P.M. or du commis du bureau de départ

Initials of P.M. or Clerk Receiving

Initials of P.M. or du commis du bureau d'arrivée

N.B.—This Bill must be Stamped and Initialed by the person Making Up, also by the person Opening the Mails and be filed at Office of receipt.

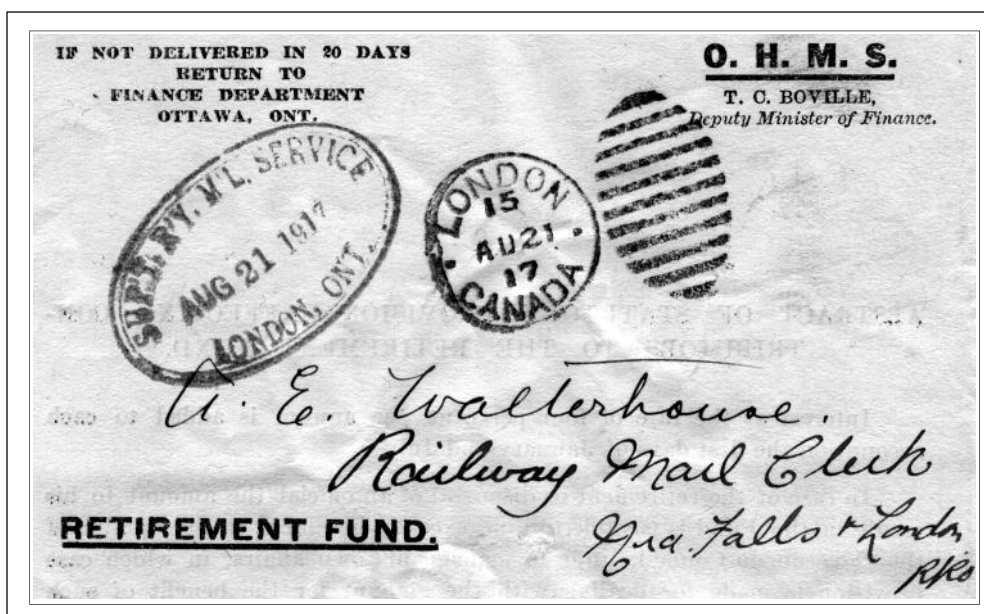
N.B.—La personne qui confectionne les dépêches et celle qui les dépeuille doivent timbrer cette feuille d'avis et y inscrire leurs initiales. Cette feuille sera gardée dans les archives du bureau d'arrivée.

2 G.—10,000,000—8-1-38

Bill Robinson submitted the ultimate early date for **Q-82, Hammer III**. It is found on a Letter Bill, used the same day that it was proof struck. Bill says that train 82 left Montreal at 4:55 PM and there would just be time for the hammer to be proofed at Ottawa in the early morning, be put on a train to Montreal, be delivered by the R.M.S. there, to the Clerk-In-Charge of the Fort Covington run and be used on train 82.

The Caboose

Chris Anstead submits the following report.



This “ticket stamp” issued on dispatch confirms that the free postage “O.H.M.S.” is legitimate.

Six oval and one rectangular handstamps with text similar to “SUP’T. R’Y. M’L. SERVICE / LONDON ONT.” may be found in proof book but none match this one. None have been recorded in use. Once in the mail system the cover received a London, Ontario, duplex (DON-916) with an unrecorded timemark “15”.

Perhaps the most unusual feature of this cover is its destination. It is addressed to A. E. Walterhouse, Railway Mail Clerk, Nia Falls and Lond. RPO. The contents of the letter outlines the terms of the Civil Service Retirement Fund and Mr. Walterhouse’s credit balance.

Secretary’s Report from Chris Anstead

The RPO Study Group has lost a friend. Howard Moulton of Portsmouth, New Hampshire is remembered as a keen RPO collector and an excellent correspondent. His time spent as a railroad post office mail clerk gave him insights and contacts that helped with his hobby. Over the past couple of years he had generously handed over his collection and literature to members of the study group.

When attending the BNAPS convention in London, plan to come to the RPO Study Group meeting on Saturday afternoon at 3pm. Bill Robinson will be present to chair the meeting. After the business is conducted your secretary will present an electronic Postal History of the Kingston and Pembroke Railway. Hope to see you there!

Secretary / Treasurer’s Report from Chris Anstead

Annual Membership Dues for the Study Group year 2003-2004 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.

☐

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