



Central Ontario Railway Bridge over Papineau Creek, north of Maynooth, circa 1910

This issue is largely devoted to a study of the R.P.O. service on the **Central Ontario Railway**, including its predecessor, the **Prince Edward County Railway** and its successors, the Canadian Northern Railway and Canadian National Railways.

We also have an article dealing with a remarkable discovery made by **Bob Lane**, concerning two of the **West Of Winnipeg** cancellation hammers.

Bob also advises us that the **BNAPS web site** now has a section about RPOs in the "Specialized Philately" section (www.bnaps.org). He asks us to please have a look and send suggestions/comments/corrections, etc. to, Bob Lane (webmaster@bnaps.org). This is "a work in progress".

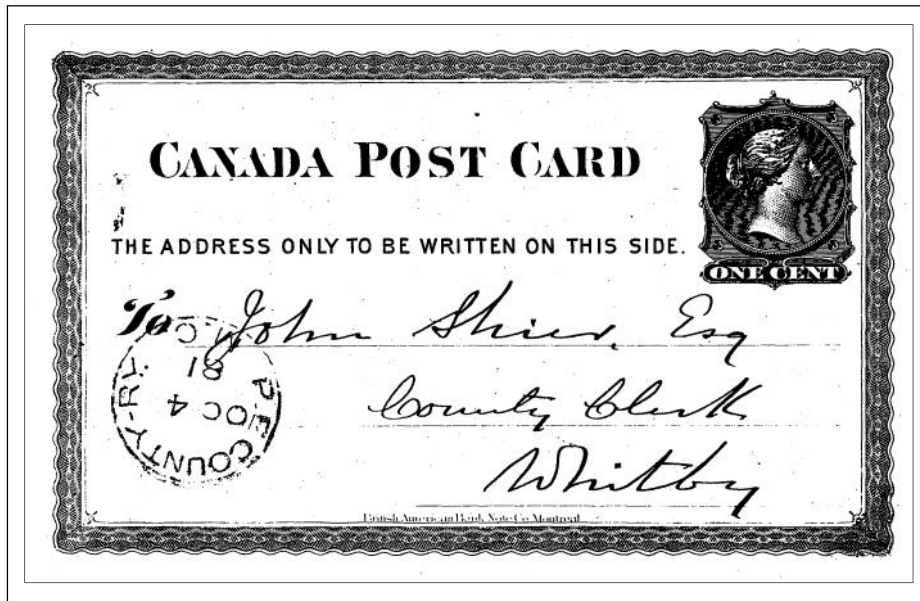
Doug Lingard, our newest study group member, writes that the theme for next year's **ORAPEX** is the 150th anniversary of the arrival of the first railway, the Bytown and Prescott Railway, into Ottawa. He says, "OK, one of you might argue that it actually stopped at New Edinburgh in 1854 and did not cross the Rideau River into Ottawa until 1855, but nevertheless, Ottawa will apparently be celebrating the arrival of the railway into the city next year".

"ORAPEX will be held at the RA Centre in Ottawa on May 1 and May 2. In view of the theme of the show, I thought that some study group members might be interested in entering an RPO exhibit or an exhibit relating to Canadian railways (eg. corner card covers). We expect to have two show cancels, one depicting a very old steam locomotive and a second one depicting a modern locomotive. If any member wishes an exhibitor entry form, they are available from me at lingardd@istar.ca or (613) 737-4864 or at 2425 Blackstone Crescent, Ottawa, ON K1B 4H3".

Prince Edward County Railway

In 1879, the Prince Edward County Railway was opened for a distance of 32 miles, from Picton, in Prince Edward County, to Trenton Junction on the Montreal-Toronto line of the Grand Trunk Railway.

In February or March, 1882, the line was renamed the **Central Ontario Railway**.



RR-120 P. E. COUNTY - RY. / M. C. OC 4, 81

This postmark was proof struck May 1, 1880 and is known used until 1882, without direction, time or train number indicia.

Central Ontario Railway

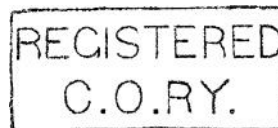
In 1884, the line was extended a further 72 miles, to Coe Hill after which no further construction took place until 1896, when a 9 mile spur was built from Belmar to Cordova.

No proof strike is recorded for the first cancellation using the new name of the line and I have no example for illustration. It is listed as **RR-33**, C. O. RY. / M. C. and is only reported in 1881, which suggests a year date error.

The following registered cover originated at BLOOMFIELD, ONT., OC 8, 86, 4.2 miles northward from the south terminus of the railway at Picton. Since it arrived TOO-LATE to be dispatched in that day's mails, it was placed on board the railway post office car the following day and was postmarked on the back, with the rare, CENTRAL ONT. RWY., NORTH, OC 9, 86 and the unique, REGISTERED / C.O. RY. It was transferred aboard the west-bound, Grand Trunk Railway, Kingston to Toronto train, receiving the G.T.R. T. & K. / R.P.O. No 2, WEST, OC 9, 86. On arrival at its destination, it was cancelled with the oval, - REGISTERED - / TORONTO - CANADA, OC 10, 86.



Proof date unknown
Period 1886-88
Indicia N, NORTH



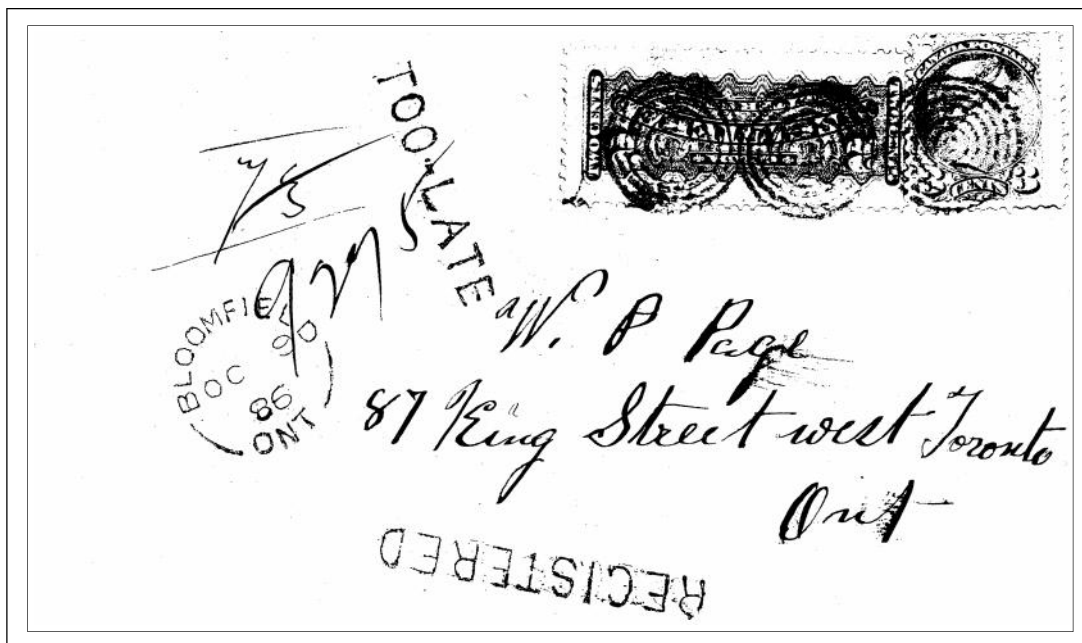
Proof date unknown
Only date OC 9, 1886



Proof August 9, 1883
Period 1883-90
Indicia EAST, WEST



Central Ontario Railway



RG-5 REGISTERED / C. O. RY.

RR-31 CENTRAL ONT. RY. NORTH, OC 9, 86

RR-59 G. T. RY T. & K. / R. P. O. NO 2. WEST, OC 9, 86



RR-32 CENTRAL - ONT. RY. / M. C. S, AP 22, 87

The final cancellation using the Central Ontario Railway name was proof struck on August 2, 1886. It is found as a transit backstamp on this registered cover, which originated at BOULTER, ONT. AP 20, 87 (Carlow Township, Hastings County) and travelled via L'AMABLE, ONT., AP 21, 87 (Dungannon Township, Hastings County). It was placed on board the south-bound Central Ontario Railway mail car and probably transferred to the west-bound Grand Trunk Railway train at Trenton Junction, before arriving in TORONTO, CANADA, AP 22, 87.



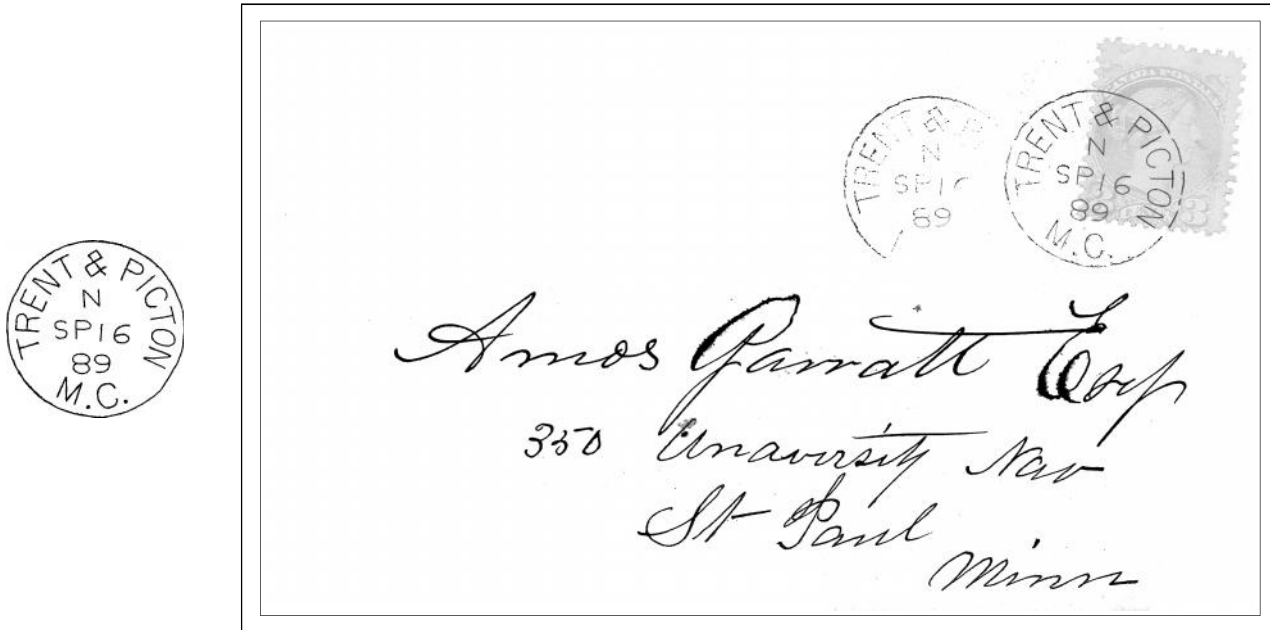
Period Of Use

1887-90

Indicia N, S

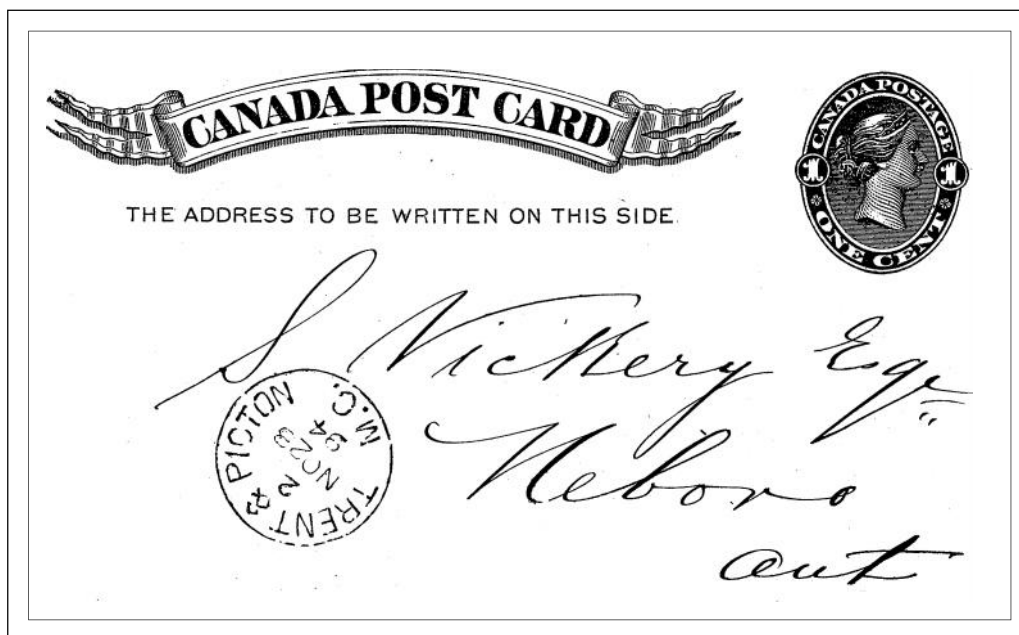
Central Ontario Railway Trenton & Picton

On October 26, 1888, a cancellation was proof struck, which named the two terminals of the southern division run. The earliest reported date of use is February 5, 1889; the latest reported date is November 28, 1900. Initially N or S direction indicia were used. By 1894, train numbers 1, 2 or 4 replaced the direction indicia.



O-422 TRENT & PICTON / M. C. N, SP 16, 89

The St. Paul, Minnesota receiving backstamp is dated September 19.

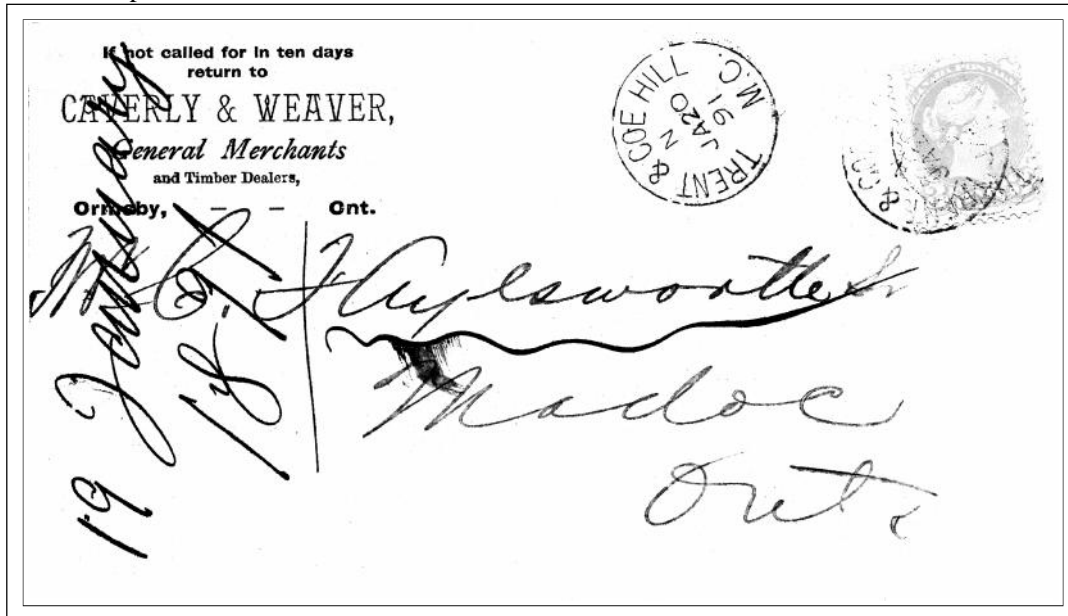


O-422 TRENT & PICTON / M. C. 2, NO 28, 94

The Newboro receiving backstamp is dated the following day.

Central Ontario Railway Trenton & Coe Hill

On October 26, 1888, a second cancellation was also proof struck, naming the two terminals of the northern division run between Trenton & Coe Hill. The earliest reported date of use is November 10, 1888; the latest reported date is November 28, 1900. A N or a backwards S direction indicia were normally used, although E has been reported.



O-419 TRENT & COE HILL / M. C. N, JA 20, 91
The Madoc receiving backstamp is dated the same day.



O-418 TRENTON & COE - HILL - R. P. O. / . S, SP 7, 00

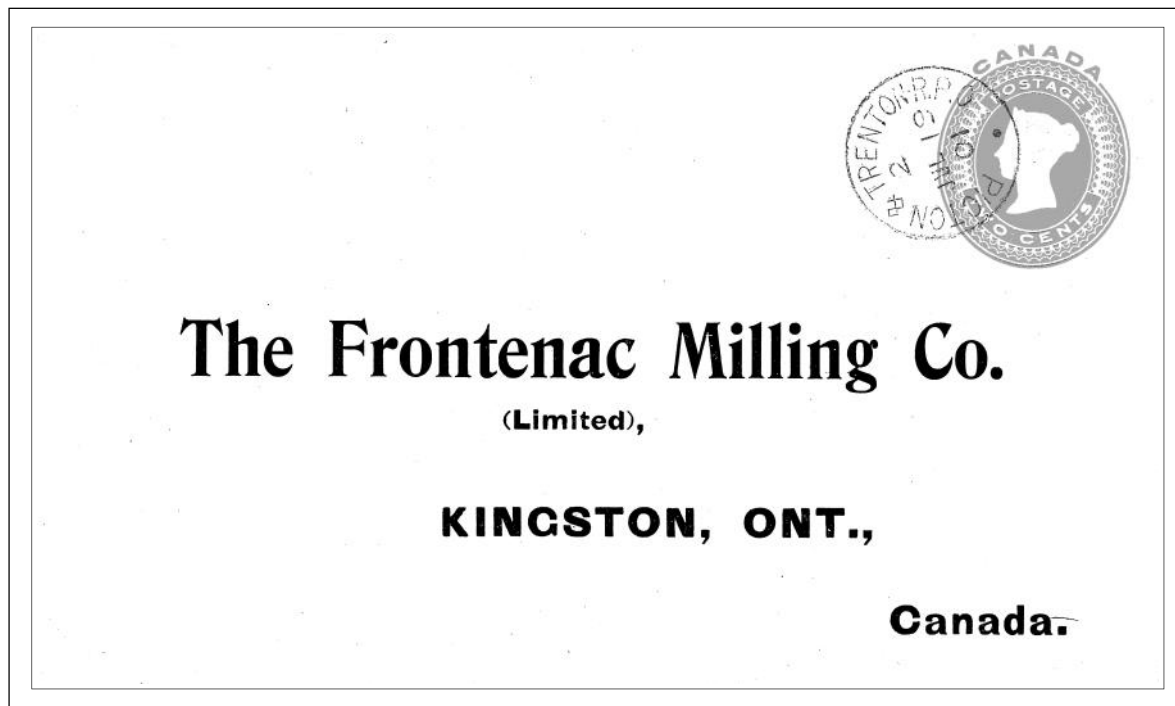


No proof strike is recorded for the run's second postmark, which is only known used in 1900, with either N or S direction indicia. It became redundant when the Trenton & Coe Hill run was replaced by the Trenton & Bancroft Run.

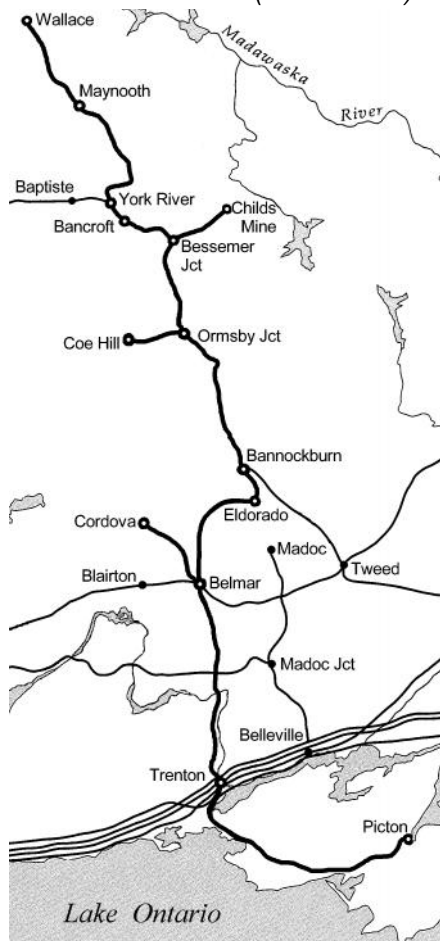
This cover originated at BANCROFT / ONT., SP 7, 00. It was transferred aboard the south-bound R.P.O. and received this transit backstamp. Arrival in Toronto was late the same day.

Central Ontario Railway Picton & Trenton

This postmark is known from 1901 until 1921. No proof strike is recorded for the first hammer but a second hammer was proof struck on July 29, 1908. Numerous train number indicia were used; 1, 2, 3, 4, 5, 6, 7, 8 or 9 until 1914; 53, 54, 55 or 56 thereafter.



O-278 (hammer I) PICTON & TRENTON - R. P. O / . 2, JUL 19, 01



Except for a 9 mile spur built from Belmar to Cordova, in 1896, there had been no construction on the railway, since its completion to Coe Hill, in 1884.

In 1900, the railway was extended 20 miles north to Bancroft, from Ormsby Junction. The first passenger train left Bancroft for Trenton, on November 1 of that year.

In 1907, another 16 miles was added from Bancroft to Maynooth and four years later, a final northward 16 mile extension was completed to Wallace. The railway had been purchased by the **Canadian Northern Railway** in 1909.



O-278, Hammer II
Proof Struck 1908/07/29

Central Ontario Railway Trenton & Bancroft

The Trenton & Bancroft run replaced the Trenton & Coe Hill run in 1901, just as it would be replaced by the Trenton & Maynooth run, 10 years later. No proof strike is on record for run's only cancellation, which was used between 1901 and 1910. N or S direction indicia were replaced with train number indicia 6 or 7 in the last couple of years of its existence.

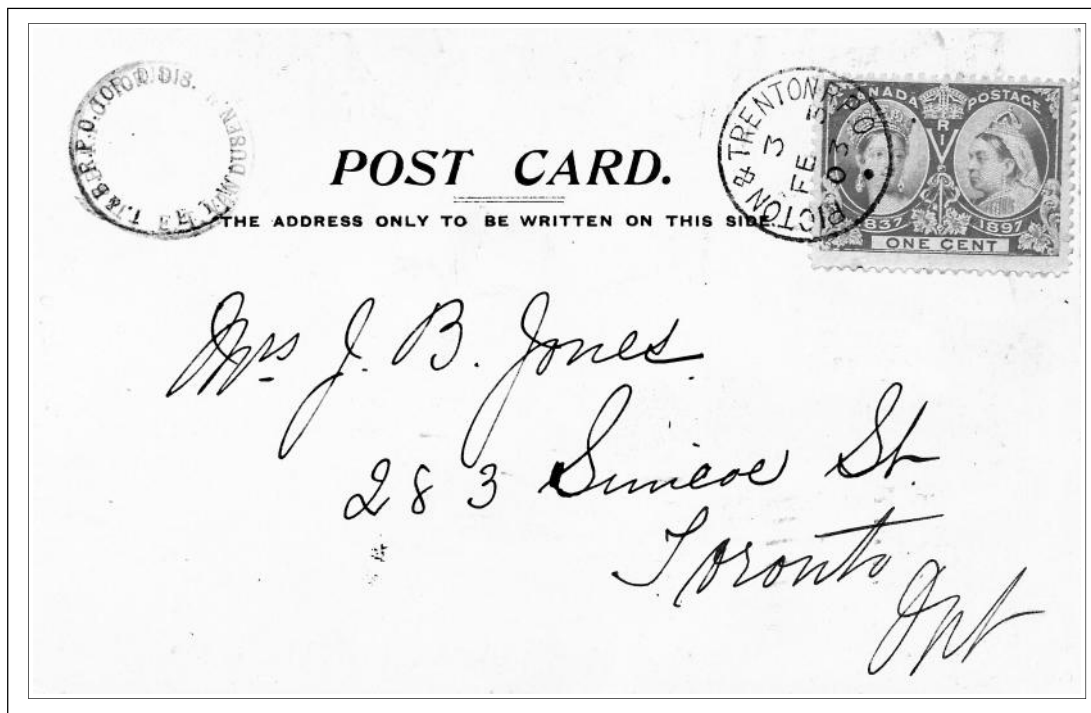


O-417

TRENTON & BANCROFT - R. P. O. / .

S, MY 6, 03

The Hamilton arrival backstamp is dated May 7.



O-278 PICTON & TRENTON R. P. O. / . 3, FE 3, 03

O-335T T. & B. R. P. O. TOR. DIS. / E. T. VANDUSEN.

The Toronto machine receiving mark is dated February 3 at 11:30 PM.

This is the only example of this Trenton & Bancroft R.P.O. clerk's handstamp. The card was transferred from the Picton & Trenton R.P.O. to the northbound Trenton & Bancroft R.P.O., at the Trenton station. It then travelled 1.6 miles to Trenton Junction, where it was likely transferred aboard the westbound, Montreal & Toronto R.P.O.

Central Ontario Railway Picton & Trenton

O-279

Proof Date 1917/02/09

Period 1917-1931

Indicia 52, 53, 54, 55



The last hammer for the Picton-Trenton run was proof struck February 9, 1917 and remained in use until the end of R.P.O. service on the line's southern division in 1931.

Trenton & Maynooth

In 1910, the Trenton-Bancroft run was extended further north, to Maynooth. R.P.O. service on the northern division of the line ended in 1939.



O-420

Proof Date 1910/06/10

Period 1910-1929

Indicia 1, 4, 6, 7,

61, 62, 63, 64, 68,

264, 314



O-421

Proof Date 1915/02/03

Period 1915-1932

Indicia 60, 61, 62, 63, 64,

264, 313, 314



O-421A

Proof Date unknown

Period 1930-1939

Indicia 61, 313, 314

PICTON, TRENTON AND TRENTON JCT.												
● Motor Trains handle passengers and hand baggage only.												
319	309	55	305	53	301	Miles	TABLE No. 109 (Eastern Time)	52	304	54	308	310
P.M.	P.M.	P.M.	P.M.	A.M.	A.M.			A.M.	Noon	P.M.	P.M.	P.M.
10:50	7:40	+3.00	+12.55	+10.10	+6.25	0.0	Lv Picton 86 ...Ar	9:45	11:59	+1.55	7:30	+10.30
11:00	7:50	3.10	1.05	10.20	6.35	4.2	Bloomfield.....	9.30	11.50	1.41	7.20	10.20
11:08	7:58	3.18	1.12	10.28	6.43	7.6	Hallowell.....	9.22	11.40	1.30	7.12	10.12
11:17	8:07	3.27	1.20	10.37	6.52	11.0	Wellington.....	9.13	11.30	1.20	7.03	10.03
11:26	8:16	3.36	1.28	10.46	7.01	14.9	Niles Corners.....	9.04	11.21	1.03	6.54	9.53
11:30	8:20	3.40	1.33	10.50	7.05	16.5	Hillier.....	9.00	11.17	1.00	6.50	9.49
11:41	8:31	3.51	1.44	11.05	7.16	21.3	Consecon.....	8.49	11.05	12.49	6.39	9.39
11:49	8:39	3.59	1.51	11.13	7.24	24.9	Gardenville.....	8.41	11.07	12.41	6.31	9.31
11:51	8:41	4.01	1.53	11.15	7.26	25.6	Carrying Place.....	8.39	11.05	12.39	6.29	9.29
11:55	8:45	4.05	1.57	11.19	7.30	27.0	Canal.....	8.35	11.02	12.35	6.25	9.25
12:05	8:55	+4.15	+2.10	+11.25	+7.40	30.6	Ar Trenton 86 Lv	8.25	+10.45	+12.25	+6.15	+9.15
A.M.							Ar Toronto ...Lv		+7.00			+6.00
	+9.40	+5.15	+3.03	+12.17	+8.10		Ar Belleville ...Lv	+7.45	+10.10	+11.45	+5.50	
	10:33	+6.11	+3.40	+12.51	+9.10		Ar Napanee ...Lv	+7.01	+9.16	+10.54	+5.02	
	11:35	+7.15		+2.02			Ar Kingston ...Lv	+6.00		+9.45	+3.35	
	307								56			306
	P.M.								P.M.			P.M.
	+5.30	+4.25	+2.25	+11.30		30.6	Lv Trenton 86 Ar		+5.15	+12.20	+6.00	+3.15
	+5.40	+4.30	+2.30	+11.35		32.2	Ar Trenton Jct. Lv		+5.05	+12.10	+5.55	+3.10
							86					
				+5.30	+7.35		Ar Montreal ...Lv				10:00	
	+8.30	+8.30	+5.40	+3.45			Ar Toronto ...Lv		+1.25	+9.20	+11.25	+12.10
	P.M.	P.M.	P.M.	P.M.	P.M.			A.M.	P.M.	A.M.	P.M.	P.M.

TRENTON AND MAYNOOTH TABLE No. 106 (Eastern Time)										
271	265	263	61	Miles		266	62	264	272	
P.M.	P.M.	A.M.	P.M.			A.M.	A.M.	P.M.	A.M.	
	3:00	9:00	12:30	0.0	Lv Trenton, Ont., 86, 109, Ar	11:15	11:15	4:25		
	3:10	9:10	12:40	1.6	Trenton Jct.....	11:05	11:05	4:18		
	3:15	9:15	12:45	4.8	Glen Miller.....	10:50	10:56	4:05		
	3:30	9:35	12:55	7.9	Frankford.....	10:45	10:51	4:00		
	3:45	9:53	1:07	13.2	Glen Ross.....	10:23	10:38	3:45		
	4:00	10:05	1:15	15.4	Ar Anson.....	10:15	10:32	3:30		
	4:00	10:15	1:15	15.4	Lv Anson.....	10:10	10:32	3:30		
	4:15	10:30	1:25	19.9	Wellman.....	9:53	10:20	3:10		
	4:25	10:37	1:32	22.8	Springbrook.....	9:43	10:13	3:00		
	4:40	10:50	1:40	25.0	Bonarlaw.....	9:35	10:07	2:52		
					Belmar.....					
	5:00	11:10	1:55	30.5	Marmora.....	9:15	9:52	2:30		
	5:20	11:25	2:08	36.4	Malone.....	8:55	9:36	2:10		
	5:35	11:40	2:20	40.7	Eldorado.....	8:40	9:26	1:55		
	5:55	11:55	2:30	45.7	Ar Bannockburn (Lv	8:20	9:13	1:40		
	6:10	12:08	2:40	50.1	107 Ar	8:20	9:13	1:40		
	6:20	12:20	2:50	55.2	Millbridge.....	8:02	9:02	1:25		
	6:30	12:30	3:05	59.7	McDonalds.....	7:46	8:49	1:10		
	6:40	12:40	3:12	62.6	Gilmour.....	7:32	8:37	1:05		
	6:55	12:55	3:20	66.4	St. Ola.....	7:22	8:30	1:05		
	7:10	1:00	3:30		Ormsby Jet.....	7:10	8:22	12:30	7:40	
	7:25									
	7:30	7:35	3:30	68.9	Ormsby.....	7:00	7:30		7:30	
	7:45	7:55	3:45	73.6	Ar Coe Hill 107...Lv	6:45	7:15		7:15	
P.M.	P.M.					A.M.			A.M.	
		1:05	3:25	67.9	Lv Brinklow.....Ar		8:18	12:25		
		1:25		70.5	Wood's Lake.....			12:05		
		1:30	3:35	73.2	Egan Creek.....					
		1:45	3:50	74.6	Turiff.....		8:03	11:55		
		2:00	4:00	78.8	Detlor.....		7:53	11:45		
		2:05	4:05	82.2	Bronson.....		7:44	11:31		
		2:15	4:15	85.9	Ar Bancroft.....		7:35	11:20		
		2:25	4:25	88.4	York River.....		7:22	10:40		
		2:35	4:30	89.7	Bird's Creek.....		7:18	10:35		
		2:45	4:45	95.8	Hybla.....		7:01	10:10		
		2:55	4:50	99.0	Graphite.....		6:52	9:50		
		3:00	5:00	101.7	Ar Maynooth...Lv		6:45	9:45		
P.M.	P.M.					A.M.	A.M.			

A Missing Link between RR-28 and RR-27 ? by Robert K. Lane

For several decades, it has been accepted that the well-known Railway Post Office mark: **C. P. Ry WEST OF WINNIPEG** exists in four major formats:

RR-27	C.P. Ry WEST OF WINNIPEG R.P.O. / .
RR-28a	C.P. Ry WEST OF WINNIPEG R.P.O. / # (28 mm diameter)
RR-28b	C.P. Ry WEST OF WINNIPEG R.P.O. / NQ (23 mm diameter)
RR-29	C.P. Ry WEST OF WINNIPEG / LOCAL #
RR-30	C.P. Ry WEST OF WINNIPEG C. /

The most common of these, **RR-28**, exists in two sizes, and studies (e.g. Ludlow, R.P.O. Newsletter, July 1985 and May, 1989 and Gray, R.P.O. Newsletter, May-June, 2001,) have enabled further distinctions within the hammers of all major formats.

It now appears that **RR-27, Hammer I** is an evolution from **RR-28b, hammer XII**. The D is followed by a dot. A dot at the base, without a letter, has been a distinctive characteristic of RR-27. A comparison of Gray's **RR-28b, Hammer XII**, with a **RR-27, Hammer I** and with an example of a mark that shows a partial D, suggests that these are examples of the evolution to RR-27 through deterioration or a deliberate modification for reasons unknown, of the letter D in that RR-28 hammer..



RR-28b, Hammer XII
from R. Gray collection



RR-27, Hammer I or RR-28b, Hammer XII from R. Lane collection showing remnant of "D" and period at base.



RR-27, Hammer I from R. Gray collection showing only period at base.

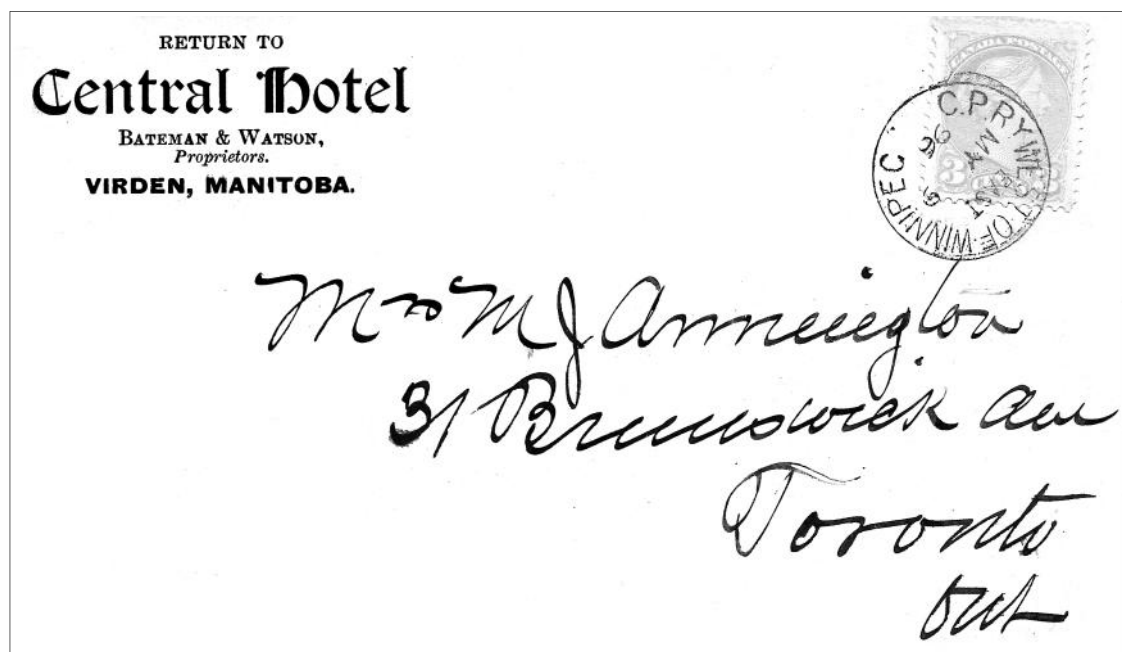


RR-27, Hammer I from Gray Scrimgeour collection showing possible remnant of "D" at base.

The date ranges provided by Lew Ludlow's and Ross Gray's studies support this theory. The D. hammers are not known past 1892. RR-27 hammers first appear in 1896.

Ross suggests that now there is also a question about the origin of the second RR-27 hammer (RR-27 H-II), which also has no proof. The author has no examples.

Study Group members are asked to advise either the author, or Ross Gray, of evidence they have that would support or reject this theory.



The Caboose

Colin Campbell reports a new late date, E, MR 12, 07 for listing **O-310**, S^I THOMAS & WINDSOR / M. C. . The previous LRD was 1906/06/26. Colin's example is used to cancel a 1^c Edward on a post card with a Dutton, Ontario receiving postmark dated the morning of the same day.

Dave Hanes, a friend of the study group reports a new train number, 14, for **W-25Z**. The cancellation is on a picture post card addressed to Connecticut, which fortunately was dated by the writer, giving the year as 1919.



A Puzzle



On the back of this cover from the Canadian Bank of Commerce in Toronto to the Bank of Nova Scotia in St. Andrews, New Brunswick, we find two excellent strikes of a scarce R.P.O., **MA-230**. The cover was cancelled May 25, 1893 and backstamped on arrival in St. Andrews on May 27. It was then backstamped on the eastbound St. John & Vanceboro R.P.O. on May 30 and finally backstamped in St. Andrews again on June 2. What is the explanation?

Newsletter Editor -

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

Phone 705 324-6020

e-mail oshrr@sympatico.ca

Secretary-Treasurer,

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

Newsletter Mailer, Catalogue Editor -

e-mail acropolis@superaje.com