

Streetsville Station circa 1915

This issue is largely devoted to the R.P.O. service on the **Credit Valley Railway** lines including operations by its successor, the Canadian Pacific Railway.

Our “puzzle” on page 1787 of the September-October newsletter attracted two study group member responses as follows;

Doug Lingard writes “The cover was originally addressed to St. Andrews Nova Scotia and not St. Andrews NB. The “S” in N.S. is crossed out and replaced with a “B” in what seems to be a different hand writing and ink. Also the two St. Andrews cancels are different and I suspect the MY 25 split ring is actually a St. Andrews NS cancel with an overinked “S” in NS that looks like a “B”.

So I think the answer is that it was sent to St. Andrews NS and as there was no Canadian Bank of Nova Scotia in that village, it was redirected to St. Andrews NB via the MA-230 RPO. Since the Nova Scotia PM received it on Saturday, May 27, he/she probably did not redirect it until Monday May 29, which resulted in it receiving a May 30 MA-230 marking on its way to the correct town. In any case, it got to the correct location on June 2.

Alternatively, the NS postmaster tried to return the cover to Toronto and someone in the postal system realized it should have gone to St. Andrews NB and redirected it to that town as it was going back to Toronto. If this is the answer, would that account for the two strikes of the MA-230? Correct me if I am wrong, but I thought RPO staff did not normally b/s non-registered mail?” (*Editor’s note: They also postmarked mis-directed mail.*)

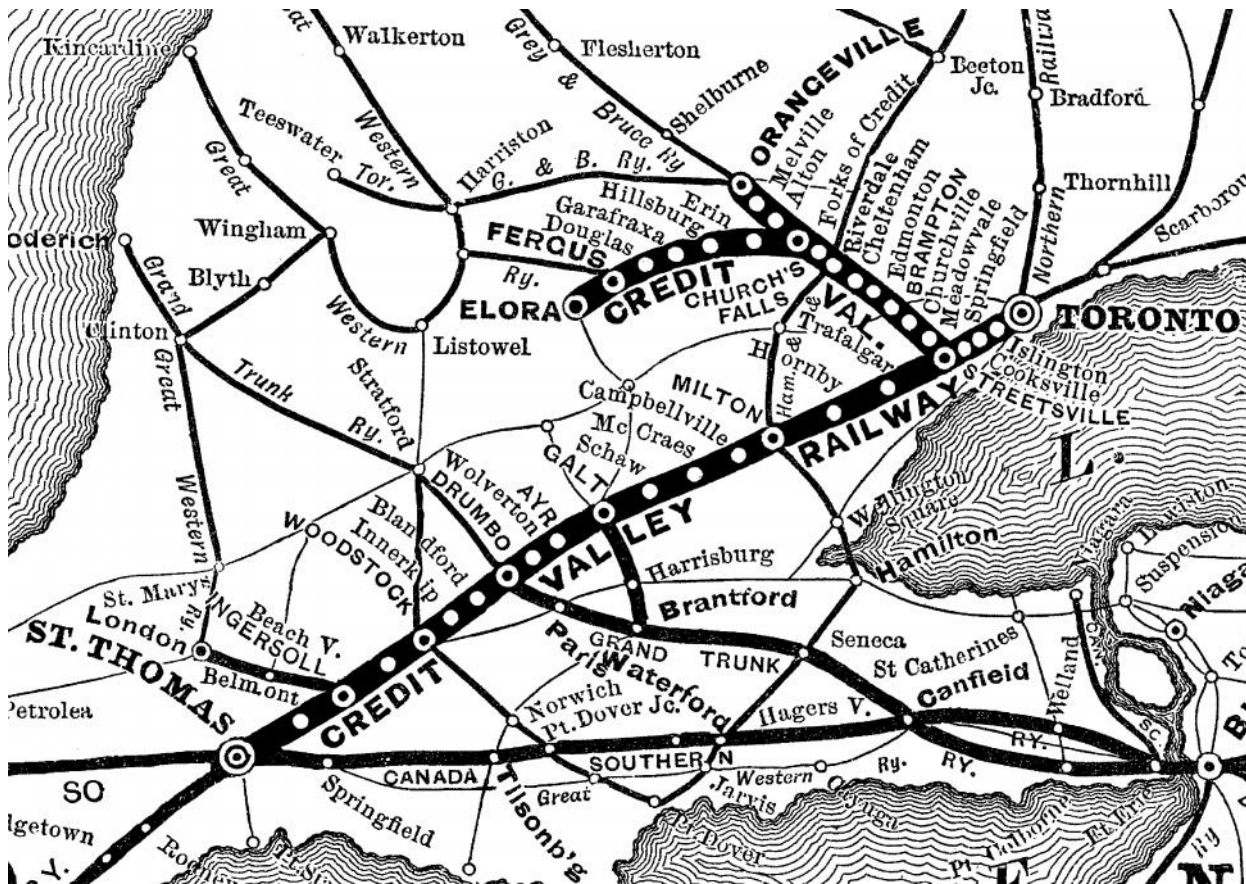
Bill Robinson writes re the puzzle; “I noted that the cover had been addressed to St. Andrews, Nova Scotia, and re-addressed to St. Andrews, New Brunswick. It appears logical that the split circle back-stamp dated May 27 is actually from the Nova Scotia office, and that the full circle marking of June 2 is from the final arrival in New Brunswick.”

Your editor, with the advantage of examining the actual cover, believes the two St. Andrews receiving backstamps, although obviously different hammers, are both definitely New Brunswick, not Nova Scotia. My theory is that the cover was received at the bank in St. Andrews, N.B. on May 27 and became mixed in with outgoing registered mail on May 30. The R.P.O. clerk backstamped the cover and then checked the front, backstamped it a second time (note the different orientation of the strikes) and returned it to St. Andrews, N.B.

Credit Valley Railway

The Credit Valley Railway was incorporated in 1870, to build from Toronto to Orangeville, via the Credit River valley and Streetsville. In 1879, the main line between Toronto and St. Thomas, as well as a branch line, from Cataract Junction (Church's Falls) to Elora, were completed. Another branch from Cataract Junction to Orangeville was also completed at the same time.

In 1884, the line was leased to the **Canadian Pacific Railway**.



Two hammers, of the postmark used on the main line, were proof struck on August 5, 1882. Use is recorded between 1883 and 1892, with "EAST", "WEST" or "E" direction indicia.



RR-35

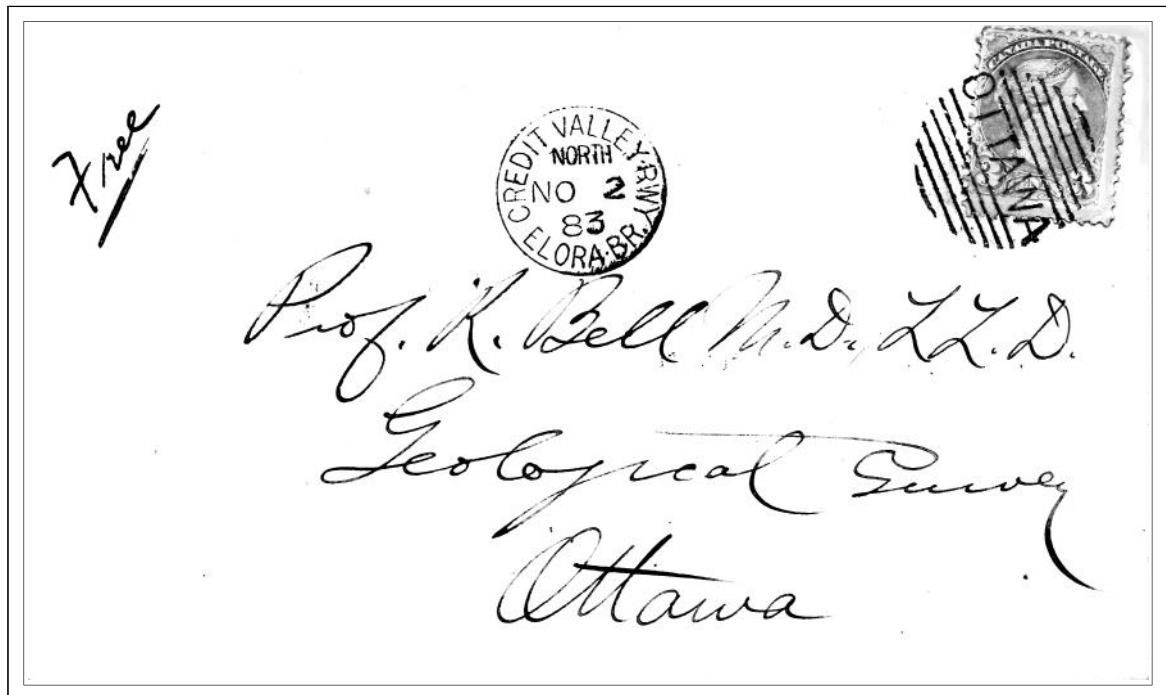
CREDIT - VALLEY - RWY / MAIN - LINE EAST, SP 18, 83

The Hamilton receiving mark is dated the following day.

Credit Valley Railway

Elora Branch

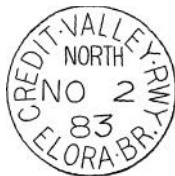
The postmark used on the **Elora Branch**, was proof struck on the same date as its main line counterpart. Use is reported from 1883 until 1890, with "NORTH", "SOUTH" or "S" direction indicia.



RR-34

CREDIT - VALLEY - RWY / ELORA - BR.

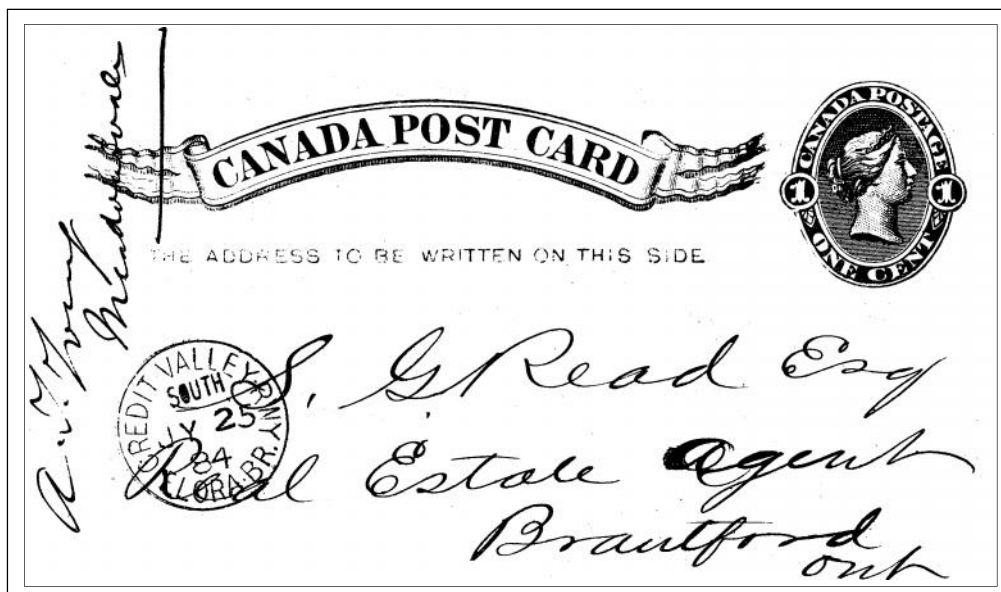
NORTH, NO 2, 83



The Ottawa receiving backstamp is dated the following day. The stamp was added and cancelled in Ottawa because the letter was not eligible for free transmission.



imprint on flap



RR-34

CREDIT - VALLEY - RWY / ELORA - BR.

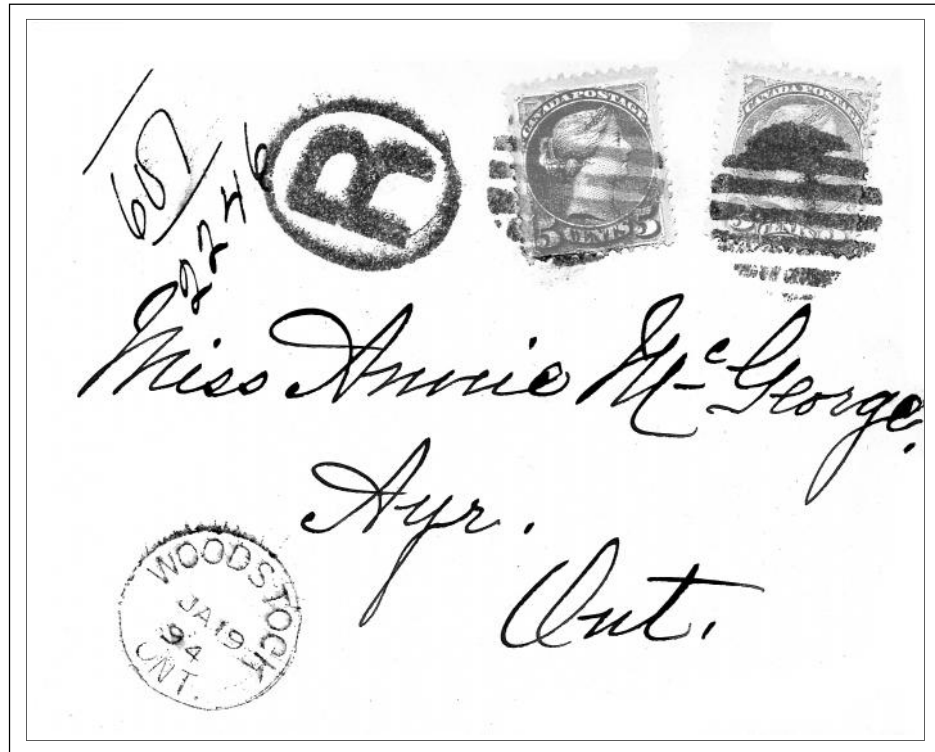
SOUTH, JY 25, 84

There is no Brantford receiving postmark present.

Canadian Pacific Railway Toronto & St. Thomas

In 1884, the **Credit Valley Railway** was leased to the Canadian Pacific Railway. On May 19, 1890, three hammers of a new cancellation for the main line, between Toronto and St. Thomas, were proof struck.

This postmark is reported used from 1890 until 1898, with either E or W direction indicia. The run was discontinued after that time.



O-400

TOR. & ST. THOS - M. C / 1 E, JA 19, 94

This example of hammer #1 is used as a transit backstamp on a registered cover from WOODSTOCK / ONT., JA 19, 94 to AYR / ONT., JA 19, 94.



O-400

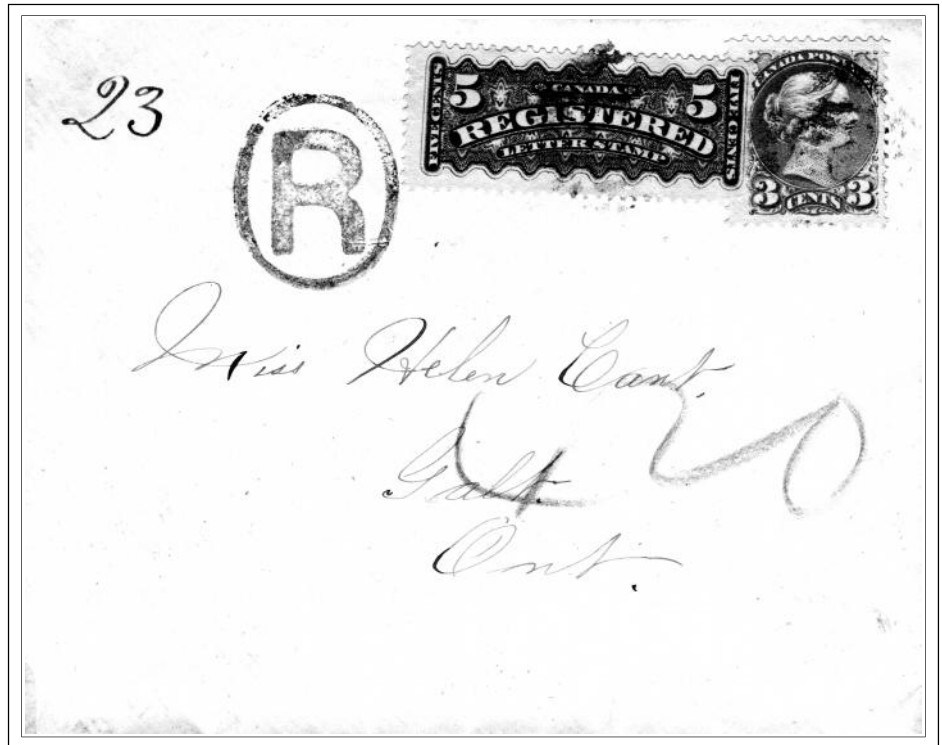
TOR. & ST. THOS - M. C. / 2 E, NO 21, 93

There is no Toronto receiving mark present.

Canadian Pacific Railway

Toronto & St. Thomas

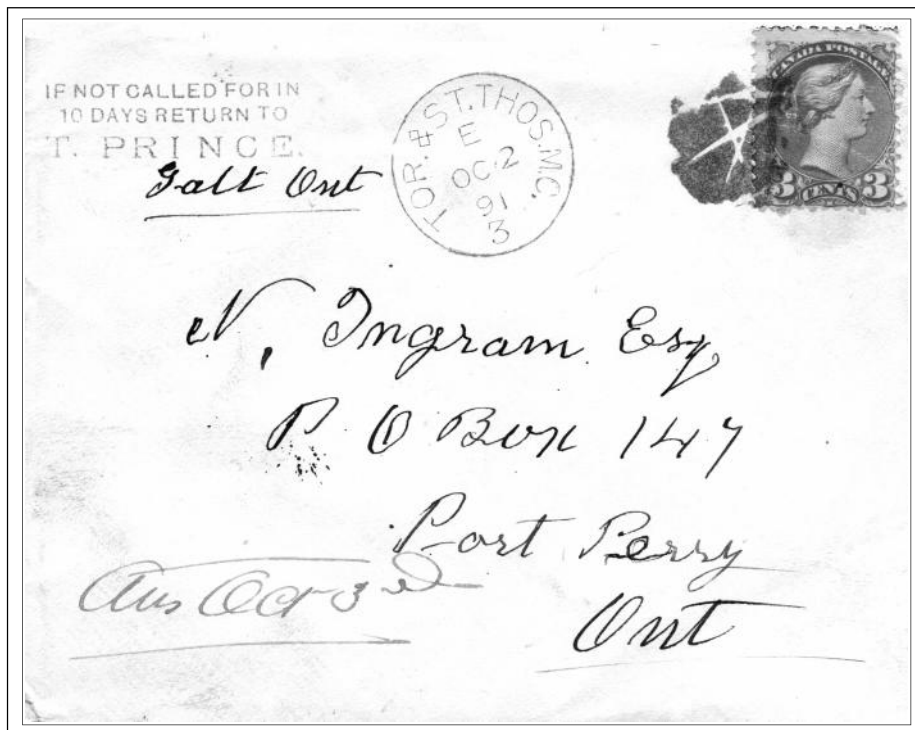
This example of hammer #3 is found as a backstamp on a registered cover, which apparently originated on the westbound railway mail car. The clerk wrote the registration number, "420", on the front, in blue pencil, and stamped the front once and the back 5 times with a, "®", in blue ink. The stamps were obliterated with blue ink as well. After arrival at Galt, the registration number, "23", was written in ink, on the front and the back was cancelled with the Galt circular date stamp.



O-400

TOR. & ST. THOS. M. C. / 3

W, JA 16, 91



O-400

TOR. & ST. THOS. M. C. / 3

E, OC 2, 91

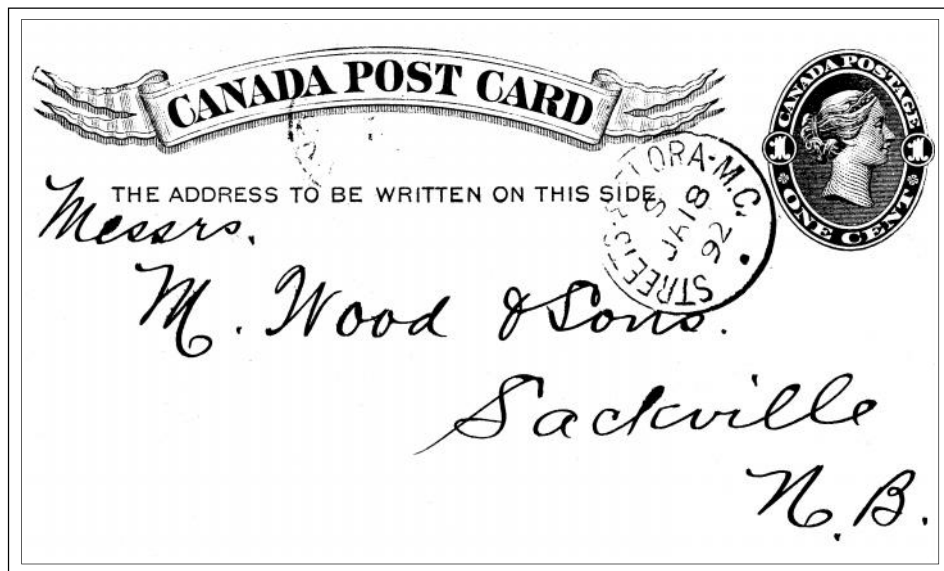
The Port Perry receiving backstamp is dated the next day.

The Newsletter of the Canadian R.P.O. Study Group (B.N.A.P.S.)

Page 1792

Canadian Pacific Railway Streetsville & Elora

The first postmark used on the former **Credit Valley Railway, Elora Branch**, which named the two terminals of the run, was proof struck on March 26, 1890. Its span of use was from 1892 until 1895, with either N or S direction indicia.

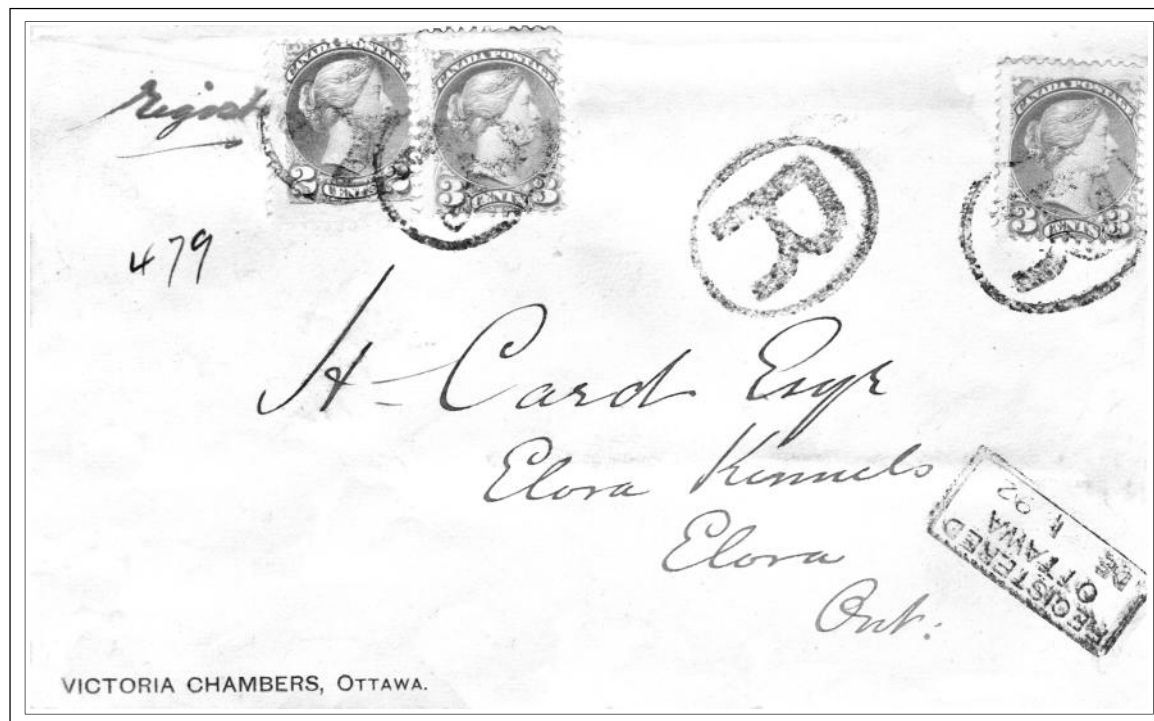


O-330A

STREETS - & ELORA - M. C. / .

S, JA 18, 92

There is no Sackville arrival marking present.



O-330A

STREETS - & ELORA - M. C. / .

N, DE 2, 92



The much scarcer north direction indicium is found on this transit backstamp, on a registered cover, which originated at Ottawa on December 1. There is no Elora arrival marking present.

Canadian Pacific Railway Streetsville & Elora



The next postmark used on this run has been reported as early as November 3, 1895 and as late as September 4, 1901, with N or S direction indicia. No proof strike is known.

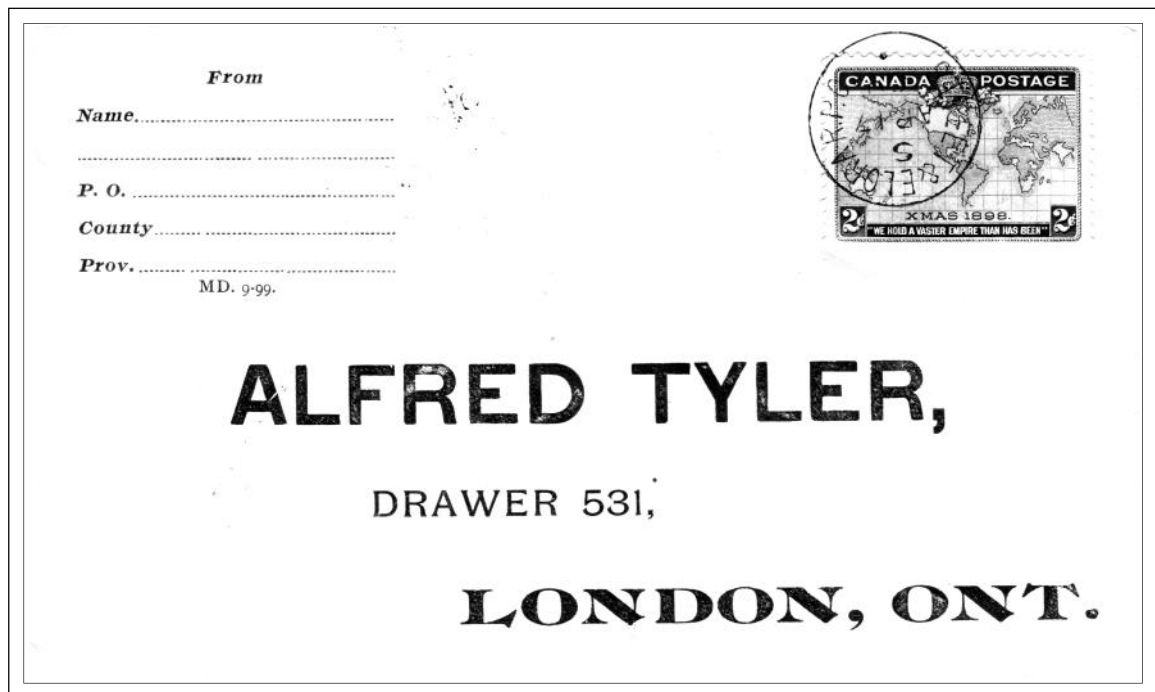


O-330

STREET & ELORA / M. C.

S, DE 18, 99

The Picton receiving backstamp is dated the following day.



O-330B

STREET & ELORA R. P. O. / .

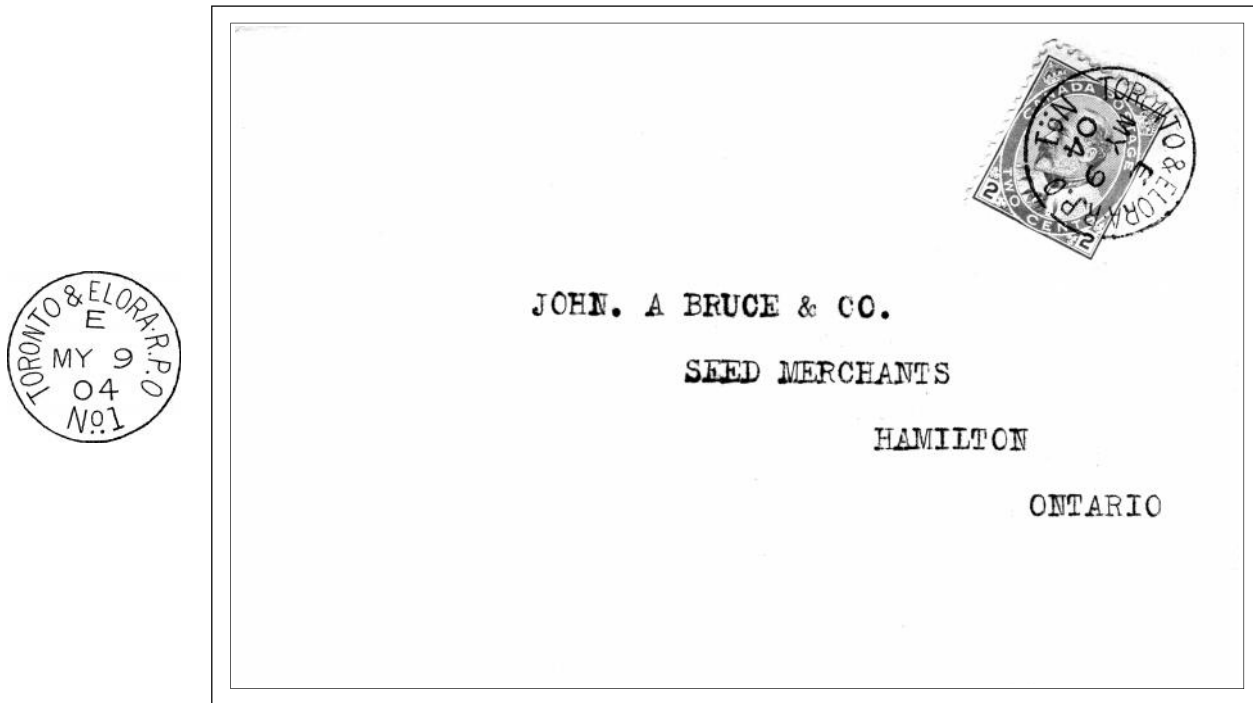
S, AP 17, 00



Streetsville was the junction between the branch line to Elora and the main line between Toronto and St. Thomas. The final cancellation used on the Streetsville-Elora run is only known used in 1900 and 1901 and only the S direction indicium has been reported.

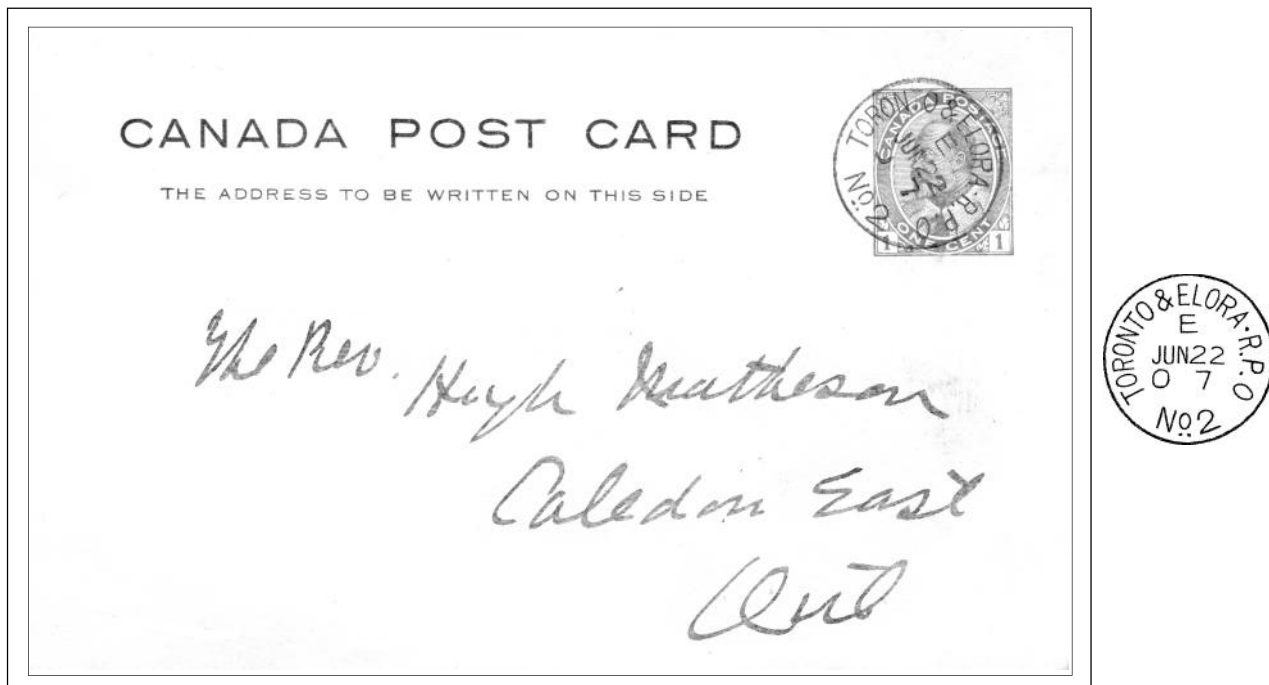
Canadian Pacific Railway Toronto & Elora

In 1901, the Streetsville & Elora run was replaced with the Toronto & Elora run. No proof strikes are on record for the two hammers, which were used between 1901 and 1915. The most common direction indicia were E or W but N, as well as train numbers 21 and 24 are also known.



O-337 TORONTO & ELORA - R. P. O / No 1 E, MY 9, 04

The Hamilton machine receiving cancellation, on the back, is dated May 10 at 2 AM.



O-337 TORONTO & ELORA - R. P. O / No 2 E, JUN 22, 07

There is no Caledon East receiving mark on this card, which was posted from Cheltenham.

Canadian Pacific Railway Toronto & London

On September 29, 1894 the first three of a series of hammers were proof struck for use on the line between Toronto and London, via Galt and Woodstock. This run lasted until 1957.



O-354 Hmr 1
Proof 1894/09/29
Period 1894-1917
Indicia blank, E, W,
5, 21, 22, 629



O-354 Hmr 2
Proof 1894/09/29
Period 1894-1903
Indicia E, W



O-354 Hmr 3a
Proof 1894/09/29
Period 1899-1957
Indicia E, 21, 22,
629, 632



O-354 Hmr 3b
Proof 1926/05/09
Period unreported
Indicia unreported



O-355 Hmr 1
Proof 1932/05/27
Period 1932-1957
Indicia 21, 632



O-355 Hmr 2a
Proof unknown
Period 1908-1930
Indicia E, W,
5, 6, 21, 22, 629, 632



O-355 Hmr 2b
Proof 1938/07/21
Period 1939-1942
Indicia 632



O-355 Hmr 4
Proof 1932/05/27
Period 1932-1939
Indicia 632

Cataract Junction & Elora

TORONTO, BRAMPTON, ELORA, ORANGEVILLE, WINGHAM AND TEESWATER									
	755	753	Mts.	TABLE 70		754	756		
	P.M.	A.M.		(Eastern Time)		P.M.	P.M.		
	4.45	7.40		Lv. North Toronto..Ar	12.40	8.45			
	5.05	8.00	4.5	West Toronto	12.20	8.25			
	5.45	8.42	21.	Streetsville Junc. Ar	11.36	7.50			
	5.49	8.48	23.	Meadowdale	11.28	7.45			
	5.54	8.53	25.	Churchville	11.21	7.40			
	6.05	9.03	28.	Brampton O	11.14	7.33			
	6.16	9.13	33.	Snelgrove	10.56	7.18			
	6.28	9.23	38.	Cheltenham	10.45	7.08			
	6.37	9.30	41.	Inglewood	10.35	7.00			
	6.50	9.40	45.	Forks of Credit	10.25	6.50			
	7.02	9.55	47.8	Ar. Cataract	10.15	6.40			
	7.10	10.25	47.8	Lv. Cataract	9.50	6.00			
	7.23	10.50	52.3	Erin	9.38	5.40			
	7.33	11.15	56.0	Hillsburg	9.28	5.55			
	7.44	11.40	60.5	Orton	9.17	5.35			
	7.55	12.01	65.4	Belwood	9.06	5.15			
	8.02	12.10	68.2	Spier	8.58	5.00			
	8.13	12.30	72.	Fergus O	8.48	4.50			
	8.20	12.40	75.	Ar. ELORA O	8.40	4.30			
	7.02	9.33	47.8	Lv. Cataract	10.15	6.30			
	7.10	10.05	50.9	Alton	10.05	6.23			
	7.15	10.12	53.0	Melville	9.58	6.15			
	7.22	10.20	55.8	Ar. ORANGEVILLE O	9.50	6.07			
	7.35	10.42	59.9	Lv. Fraxa	9.20	5.40			
	7.52	11.01	59.9	Amaranth	9.13	5.32			
	7.57	11.06	65.9	Waldemar	9.08	5.26			
	8.06	11.14	68.1	Grand Valley	9.03	5.20			
	8.28	11.36	79.5	Arthur O	8.39	4.58			
	8.41	11.49	86.4	Kenilworth	8.24	4.43			
	9.00	12.08	94.2	Mount Forest O	8.09	4.28			
	9.22	12.28	104.0	Harriston O	7.45	4.04			
	9.38	12.44	112.4	Fordwich	7.27	3.47			
	9.48	12.52	116.4	Gorrie	7.17	3.37			
	9.55	12.58	118.4	Wroxeter	7.11	3.31			
	10.20	1.22	129.3	Ar. Wingham	6.45	3.05			
	10.40	1.37	129.3	Glenannan	6.30	2.50			
	10.55	1.50	130.2	Ar. TEESWATER O	6.20	2.40			
	P.M.	P.M.			A.M.	P.M.			

On June 19, 1914, two hammers were proof struck for the branch between Cataract Junction and Elora. They were used from 1914 until 1923 and are reported with train numbers 719, 722, 735, 738 and 748.



O-58 Hmr 1
Proof 1914/06/19
Period 1914-1923



O-58 Hmr 2
Proof 1914/06/19
Period 1914-1923

The Caboose

Brian Hargreaves reports a lovely example of the rare **RR-111, hammer 1** on a 3c small queen and suggests that the punctuation as listed is incorrect. Brian's example reads, "N. R - T. & C / 1, JU 4, 72". Your editor's example of the companion **hammer 2** is punctuated similarly, including a period after the ampersand and no period after the "R" or the "C".



The only other date previously reported for hammer 1 is 1873/04/1?, making Brian's 1872/06/04 report, the ERD. Hammer 2 is reported from 1862/03/09 to 1863/08/12. No direction or train number indicia are known for either hammer.

The cancellation was used on the Northern Railway between Toronto and Collingwood, via Allandale.



MA-217

1st Period

1928/04/16 - 1928/10/06

Indicia 15

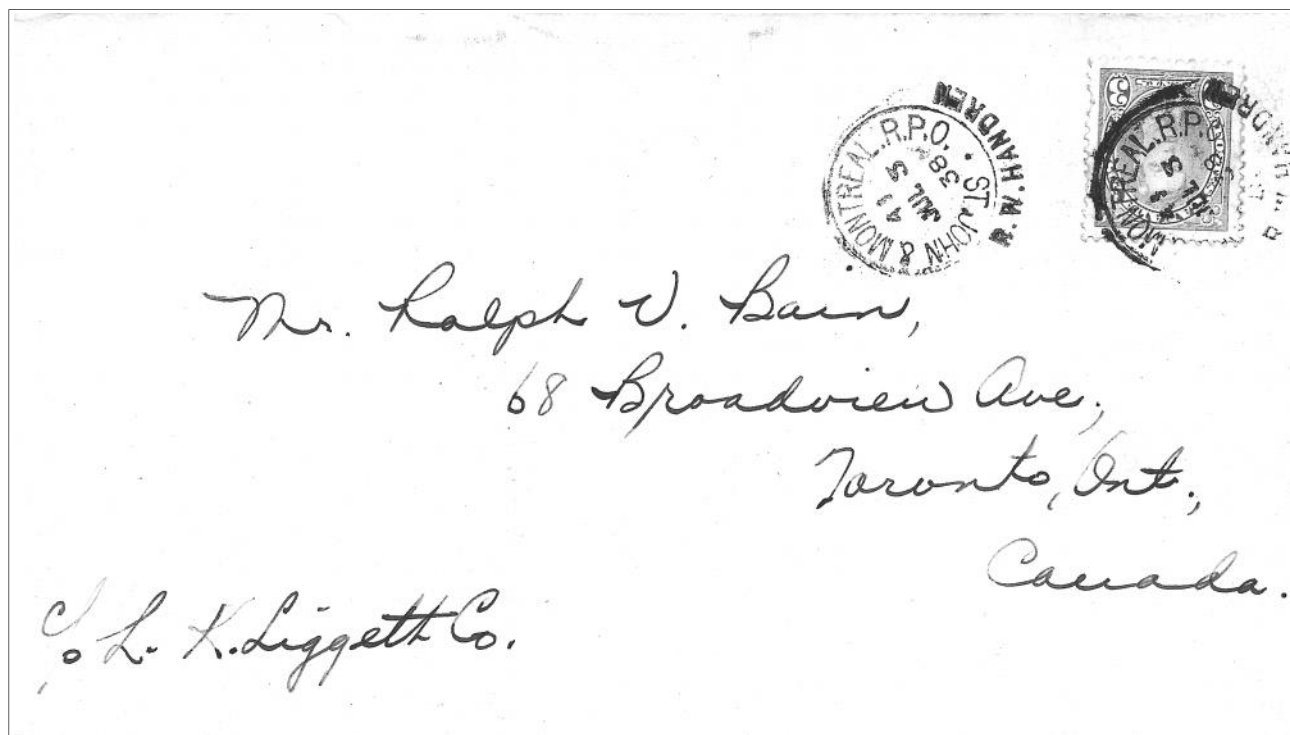
2nd Period

1938/07/03 - 1950/07/17

Indicia 39, 41, 42

In the January-February, 2003 newsletter, page 1745, **Bill Robinson** queried members about clerk name additions to steel hammers. Recently, your editor acquired his first example of **MA-217**. Here we have confirmation that the name was attached to the hammer (**MA-210, Hammer XXI**). The first strike, on the stamp, was heavily inked and reveals the ring attaching the name to the outside of the hub. The second strike, clear of the stamp shows the sharp impression of steel letters, not rubber, on the last 4 letters of the clerk name. The position of the clerk name relative to the cancellation is identical on both strikes.

This example is a new early date for the second period of use and a new train number for the listing.



Colin Campbell has a short list of moderately priced, duplicate RPO cancellations on cover and card for sale. Interested members should contact Colin directly at #303 - 1260 Raymer Avenue, Kelowna, BC, V1W 3S8.

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