



We were deeply saddened to learn of the passing of **Lionel F. Gillam** on October 16, 2004 at the age of 89, in Yorkshire, England. A schoolmaster by profession, he pioneered the study of the relationship between Canadian railway history and the postmarks associated with those railways, leaving us with a solid foundation for our continuing research.

His first book, **A History of Canadian R.P.O.s**, was published in 1967 and reprinted in 1981 and 1983. In 1985, a second book, **Canadian Rail by Mail, 1836-1867** followed. A third volume, **The Story of Canada's First Railway, the Champlain & St. Lawrence Railroad**, was published in 1993.

Lionel served as Editor of *Maple Leaves*, the journal of the Canadian Philatelic Society of Great Britain, from 1962 until 1984. On September 13, 2003, he was presented with the Order of the Beaver Lifetime Achievement Award.

In this issue we study the cancellations which were used on the **Ontario, Simcoe & Huron Railroad** and its successor lines, the **Northern Railway** and branches and the **Northern & North Western Railway**, up to their absorption into the Grand Trunk Railway in 1888.

In the next issue, we shall continue the study with a look at those postmarks from the Hamilton & Lake Erie Railway and the Hamilton & North Western Railway which became part of the Northern & North Western Railway system in 1881.



Meaford, Ontario circa 1910

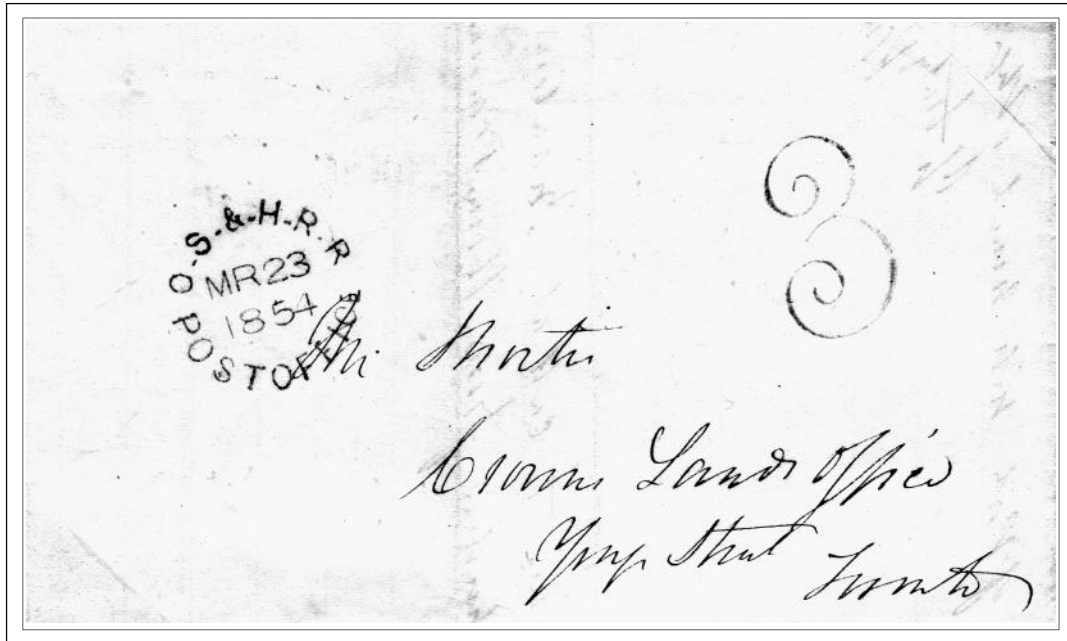
Bob Lane is continuing his research on the use of the **C.P.R. West of Winnipeg** hammers and poses the following questions;

1. Has it been shown that West of Winnipeg hammers were ever used west of Calgary?
2. Has it been shown that West of Winnipeg hammers were ever used on a C.P.R. branch line prior to issuance of branch-specific RPO hammers?
3. Has it ever been explained why the post office switched from numbers to letters on the RR-28b, and why no "A"?
4. What was the background to RR-30? Why the C. / ?? Someone ventured that the letters were intended for divisional use, in divisions west of Winnipeg but I haven't picked that up in my examples.

Study group members are invited to examine their holdings, particularly those items which suggest origins and routings, in a effort to shed further light on this interesting research.

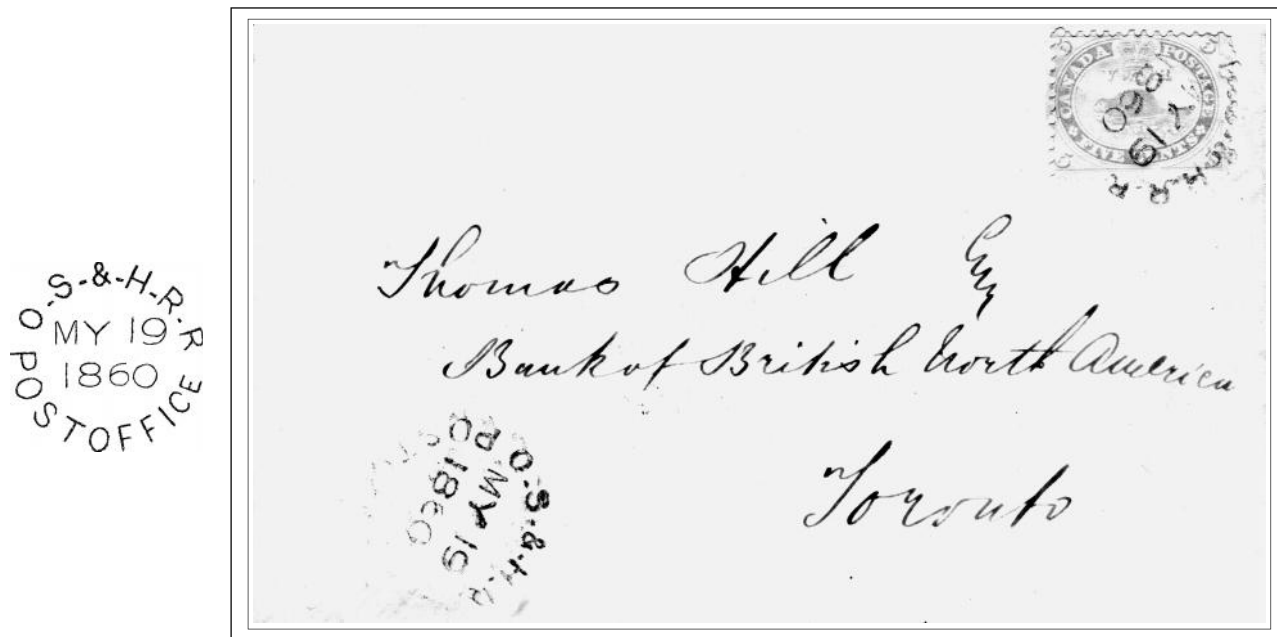
Ontario, Simcoe & Huron Railroad

In 1849, the Toronto, Simcoe & Huron Union Railroad was incorporated to link Lake Ontario and Lake Huron via Lake Simcoe. The name of the railway had been changed to the Ontario, Simcoe & Huron Railroad by May 16, 1853, when the first thirty miles from Toronto to Machell's Corner (Aurora) were opened for traffic. By October 11, 1853, the line had been extended to Allandale.



RR-115 O - S - & - H - R - R / POST OFFICE MR 23, 1854

This is the earliest known example of the first postmark used on the line. It appears on a folded letter from Holland Landing to Toronto. The Toronto arrival backstamp is dated the same day.



RR-115 O - S - & - H - R - R / POST OFFICE MY 19, 1860

This is the latest known use of this cancellation. The arrival backstamp is illegible.

No direction, time or train number indicia are known to have been used with this postmark.

Ontario, Simcoe & Huron Railroad

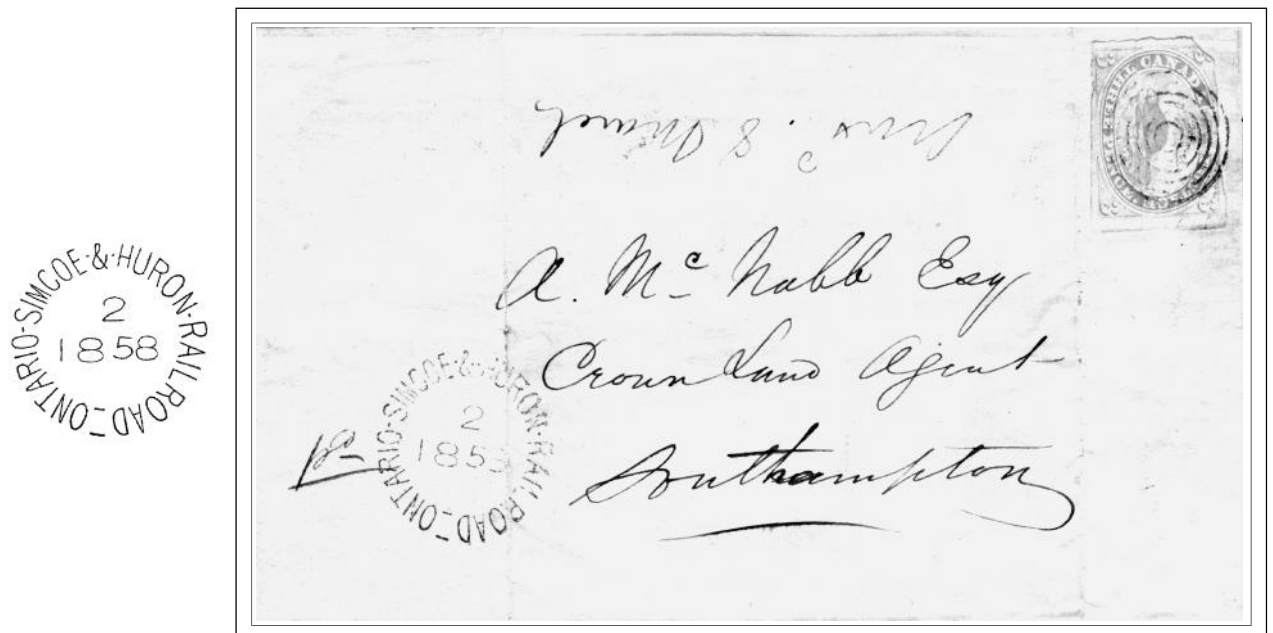
On June 2, 1855, the 31 mile extension from Allandale to Collingwood was opened. In 1858, the railway's name was changed to the **Northern Railway**.

The second cancellation used on the line is first known used on August 18, 1855 and last known on June 30, 1860. Two examples are shown below, both with incomplete date indicia as usual. Complete dating of most examples requires the presence of other postmarks or written dates on the cover or enclosure.



RR-114 ONTARIO - SIMCOE - & - HURON - RAILROAD / = AU, 20 (1857)

The receiving backstamp is BARRIE, C.W. C, 20, AUG, 1857.



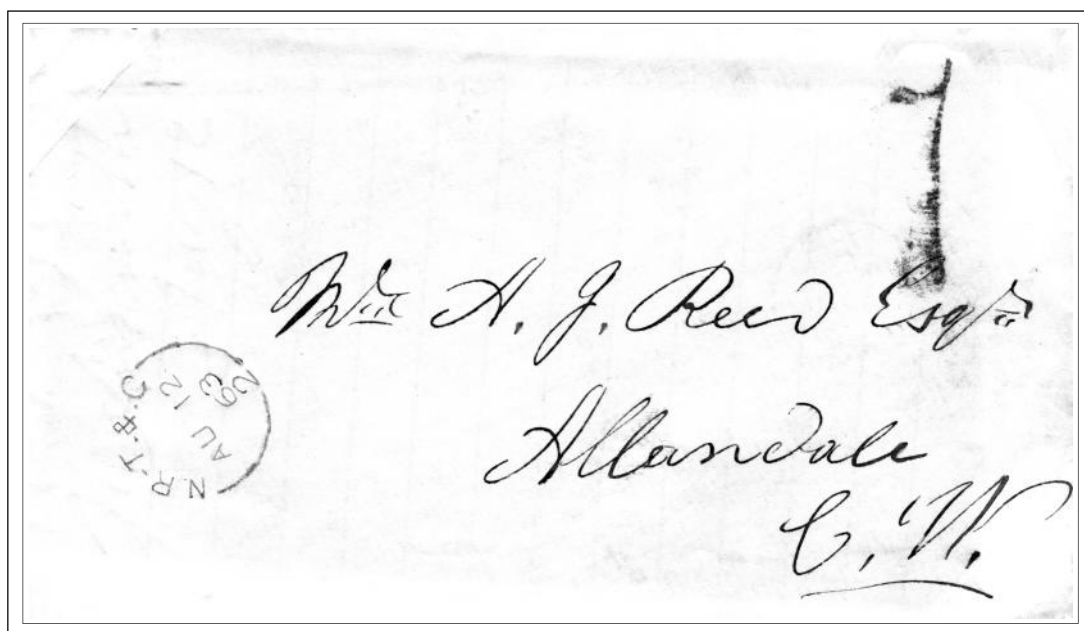
RR-114 ONTARIO - SIMCOE - & - HURON - RAILROAD / = (MAR) 2, 1858

There are two transit backstamps, OWEN SOUND and COLLINGWOOD HARBOR, the latter dated MAR 2.

Northern Railway

The **Ontario, Simcoe & Huron Railroad** changed its name to the **Northern Railway** in 1858 but continued to use two postmarks, RR-114 and RR-115, with the old name, until June 30, 1860. and May 19, 1860 respectively. A new postmark, reading, N. R - T. & . C , short for Northern Railway, Toronto & Collingwood, is known as early as 1862.

There are two hammers reported, one with the numeral "1" at its base and the other with the numeral "2". Hammer 1 is known from June 4, 1872 (*Brian Hargreaves, Page 1797*) until April ?1, 1873. Hammer 2 is known between March 9, 1862 and August 12, 1863. No direction or time indicia have been reported.

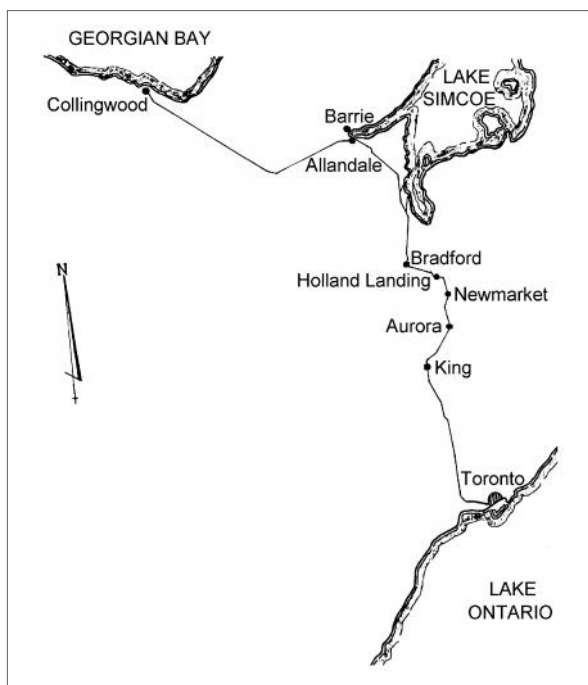


RR-111

N. R - T. & C / 2

AU 12, 63

The enclosed letter in this cover originated in Collingwood, suggesting that it was posted aboard the south-bound train to Allandale, where it arrived the same day, as verified by the receiving backstamp.



Northern Railway

The following cancellation was used on the railway between 1875 and 1882. There are two hammers, with either "Nº 1" or "Nº 2" at their base; both NORTH and SOUTH direction indicia are known.



RR-109

NOR - RAILWAY / Nº - 1

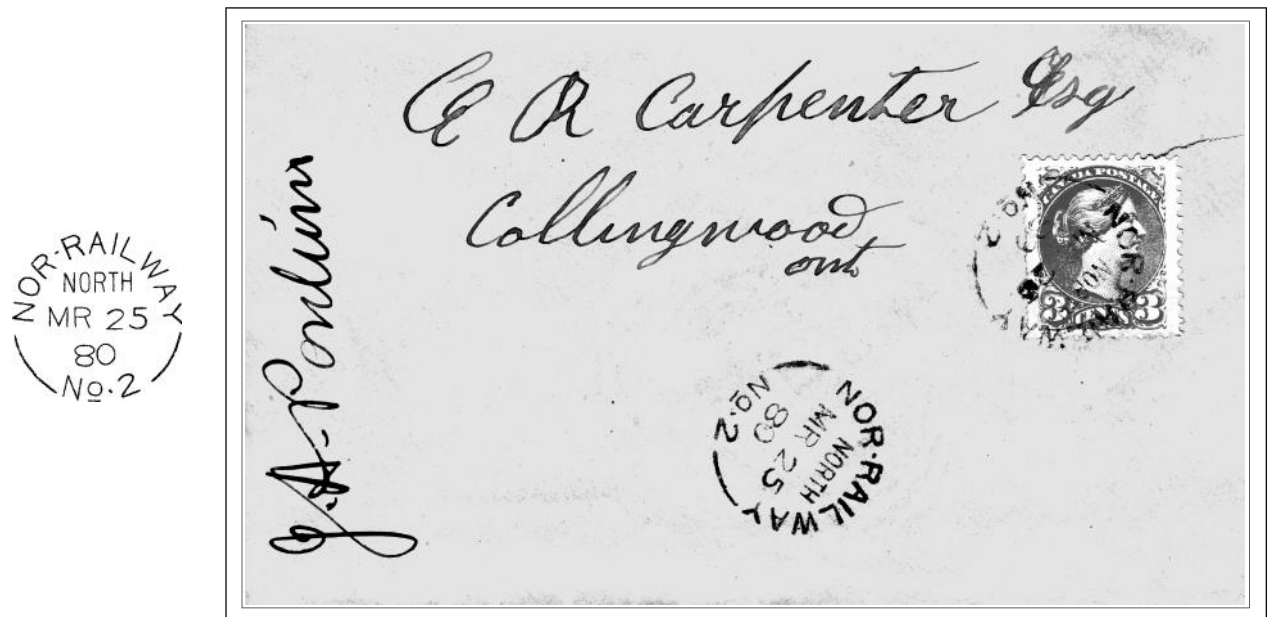
NORTH, NO 2, 77

RR-109

NOR - RAILWAY / Nº - 1

SOUTH, JY 15, 79

Both post cards were received the same day as they were posted as confirmed by the receiving backstamps.



RR-109

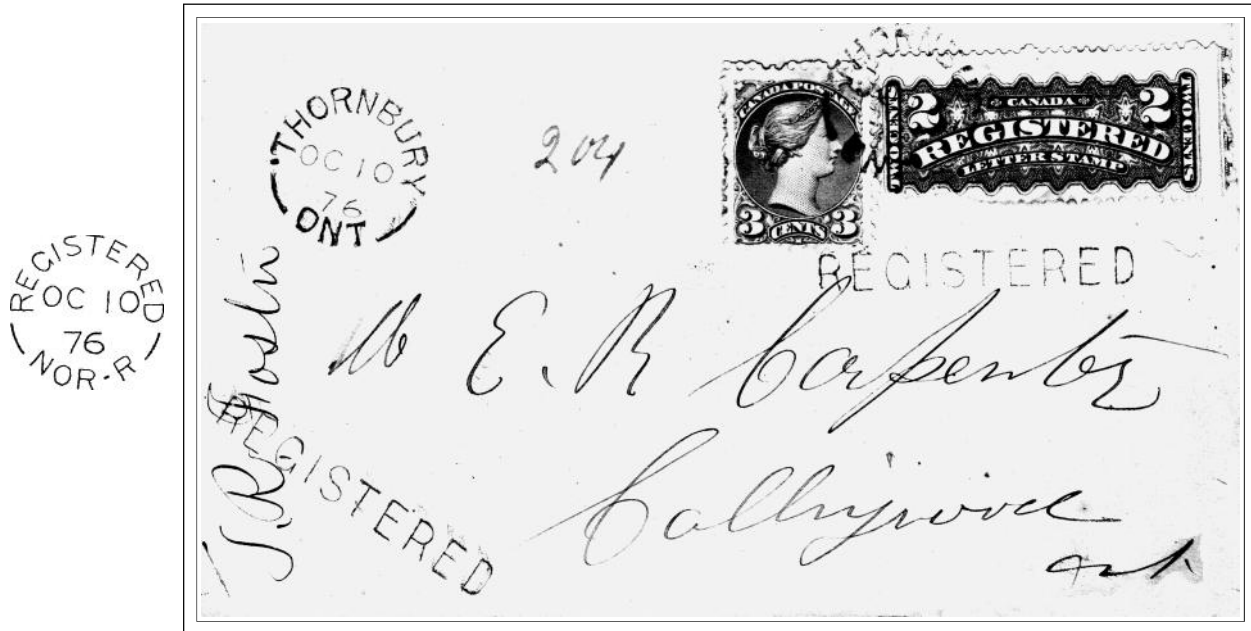
NOR - RAILWAY / Nº - 2

NORTH, MR 25, 80

The COLLINGWOOD, ONT. receiving backstamp is dated the same day.

Northern Railway

The first of two registration postmarks used on the railway's main line was used between September 15, 1875 and November 8, 1877. Here it appears as a transit backstamp on a registered cover, which originated at THORNBURY, ONT., OC 10, 76 and arrived at COLLINGWOOD, ONT., the same day. Thornbury was situated on the railway between Meaford and Collingwood.

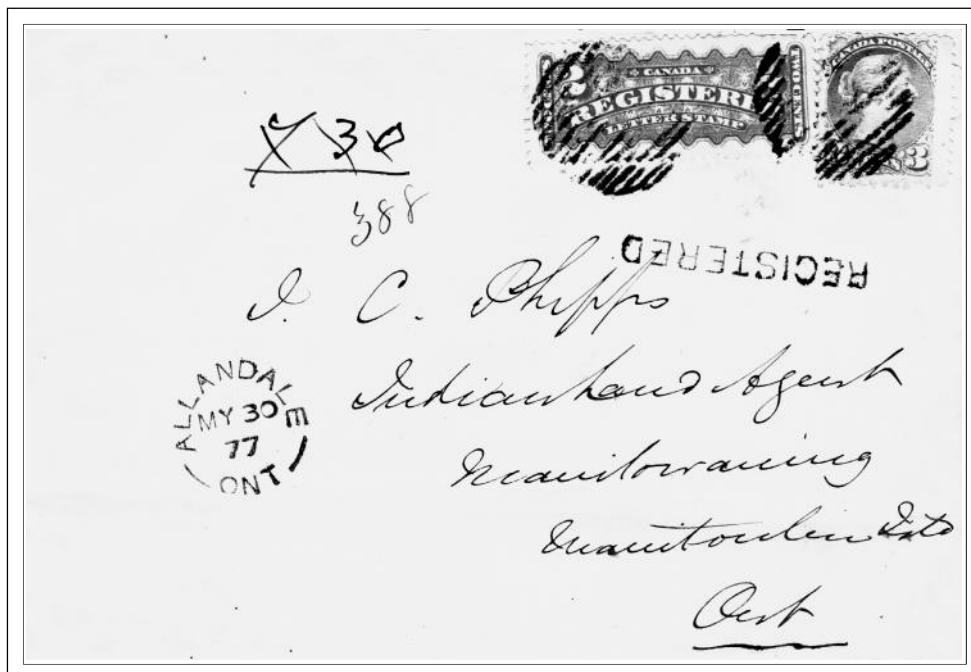


RG-26

REGISTERED / NOR - R

OC 10, 76

The second registration postmark for the main line is only reported between February 9 and May 30, 1877. This example is used as a transit backstamp, in conjunction with one of the regular circular date stamps in use at the time. The registered cover originated at ALLANDALE / ONT, MY 30, 77, where it was transferred to the northbound train for Collingwood, arriving there the same day. The Manitowaning - Lake Huron arrival date was June 1.



RG-27

REGISTERED / N. R

REGISTERED
N. R



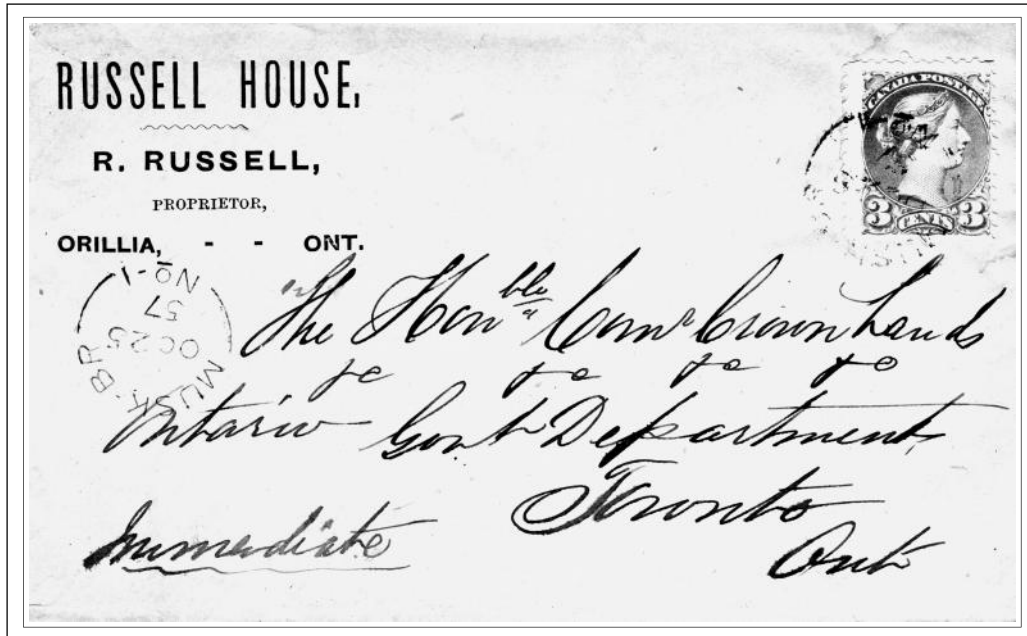
RR-109

(Hmr 1)

Northern Railway - Muskoka Branch

On April 1, 1872, the Northern Railway opened an extension from Collingwood to Meaford. Another extension, the **Muskoka Branch**, between Barrie and Gravenhurst, was opened in August, 1875. A two mile spur from Gravenhurst to Muskoka Wharf opened in November of the same year.

The earliest example of the cancellation used on this branch is shown here; the proof date is unknown. Later examples are known until 1885, with a NORTH or SOUTH direction indicium. Although the "No. 1" at the base suggests more than one hammer may have been made, no others have been reported.

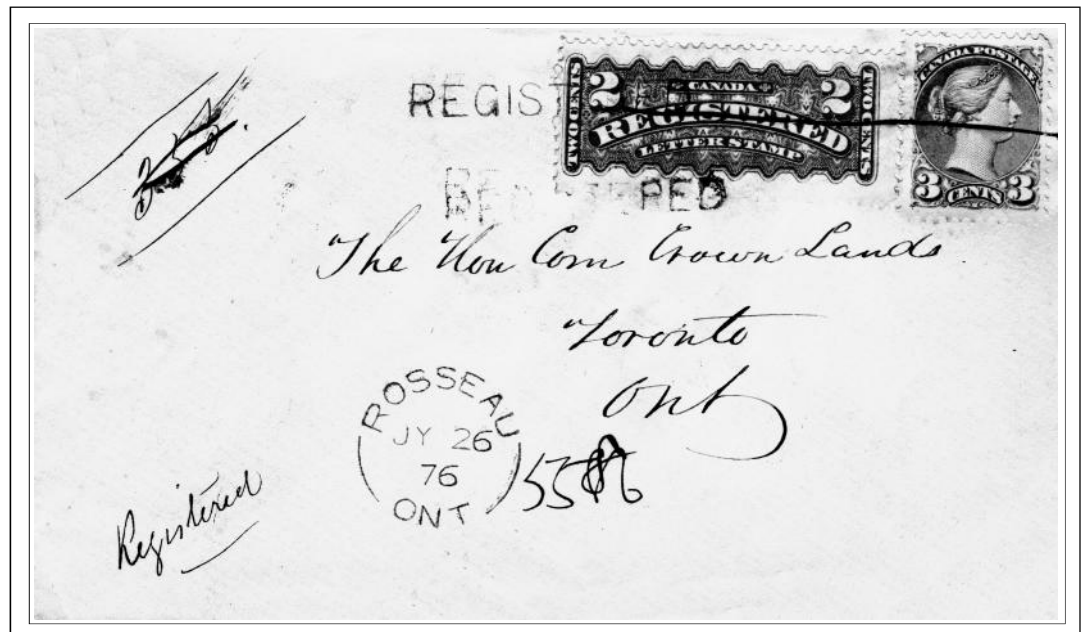


RR-106

MUSK - BR / NO - I

OC 25, 57 (error for 75)

Arrival backstamp - TORONTO, ONT. NT, OC 25, 75



RG-25

REGISTERED / MUSK - BR

JY 27, 76

This registration postmark for the branch appears, as usual, as a transit backstamp, on a registered cover, which originated at ROSSEAU, ONT JY 26, 76 and arrived in TORONTO, ONT. NT, JY 27, 76. It is known from August 9, 1875 until August 14, 1877.

Northern & North Western Railway

In 1881, the Northern Railway joined with the Hamilton & North Western Railway to operate as the Northern & North Western Railway. Both lines were absorbed by the Grand Trunk Railway in 1888.

ONTARIO SIMCOE & HURON RAILROAD

Toronto - Aurora	May 16, 1853
Aurora - Bradford	June, 1853
Bradford - Allandale	October, 1853
Allandale - Collingwood	1855

In 1858, the O. S. & H. R. R. became the

NORTHERN RAILWAY

Allandale - Barrie	1859
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The Northern Railway expanded by leasing three other lines, the

NORTH GREY RAILWAY

Collingwood - Meaford	April 1, 1872
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and the

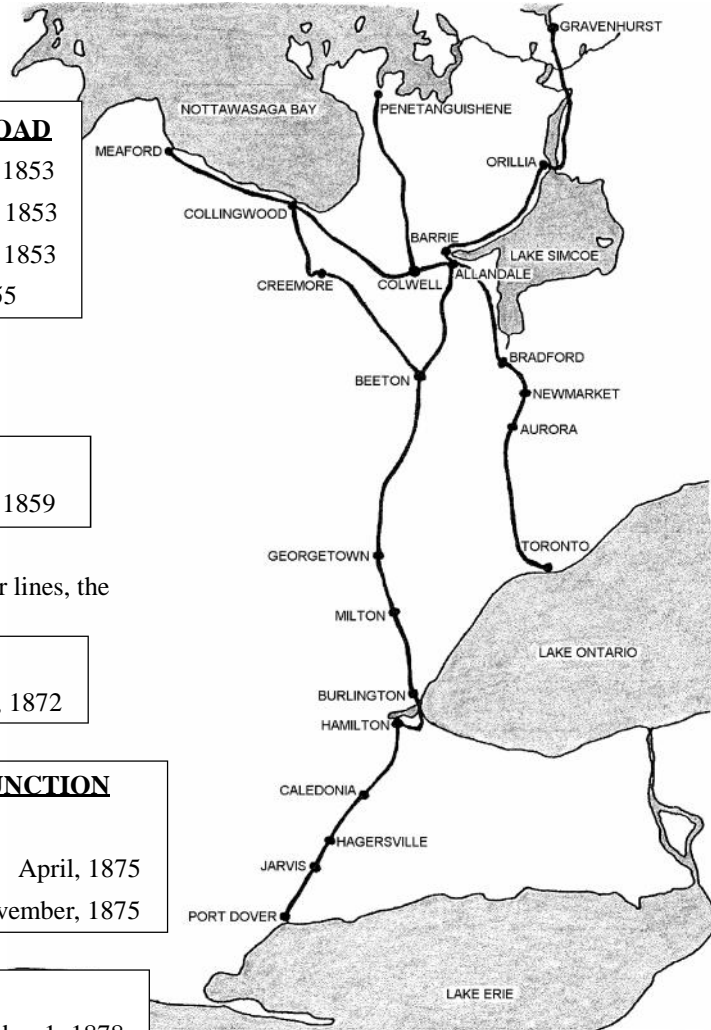
TORONTO, SIMCOE & MUSKOKA JUNCTION RAILWAY

Barrie - Gravenhurst	April, 1875
Gravenhurst - Muskoka Wharf	November, 1875

and the

NORTH SIMCOE RAILWAY

Colwell - Penetanguishene	December 1, 1878
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Northern & North Western Railway - 1881

HAMILTON & LAKE ERIE RAILWAY

Hamilton - Jarvis	1875
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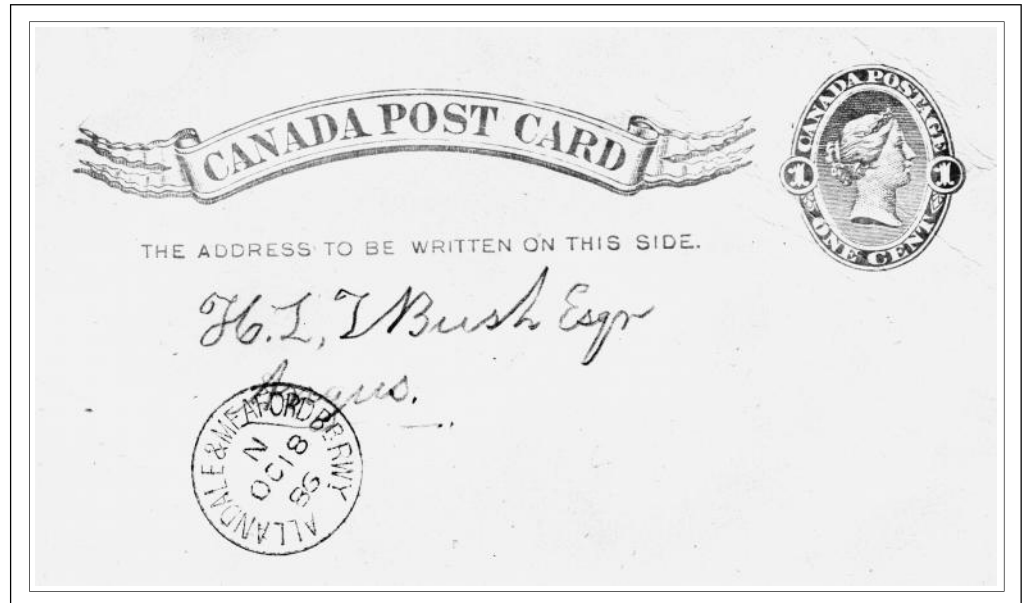
In 1875 the H. & L. E. Ry. amalgamated with the

HAMILTON & NORTH WESTERN RAILWAY

Hamilton - Georgetown	1876
Georgetown - Barrie	1877
Jarvis - Port Dover	1878
Beeton - Collingwood	1879

Northern & North Western Railway Allandale & Meaford

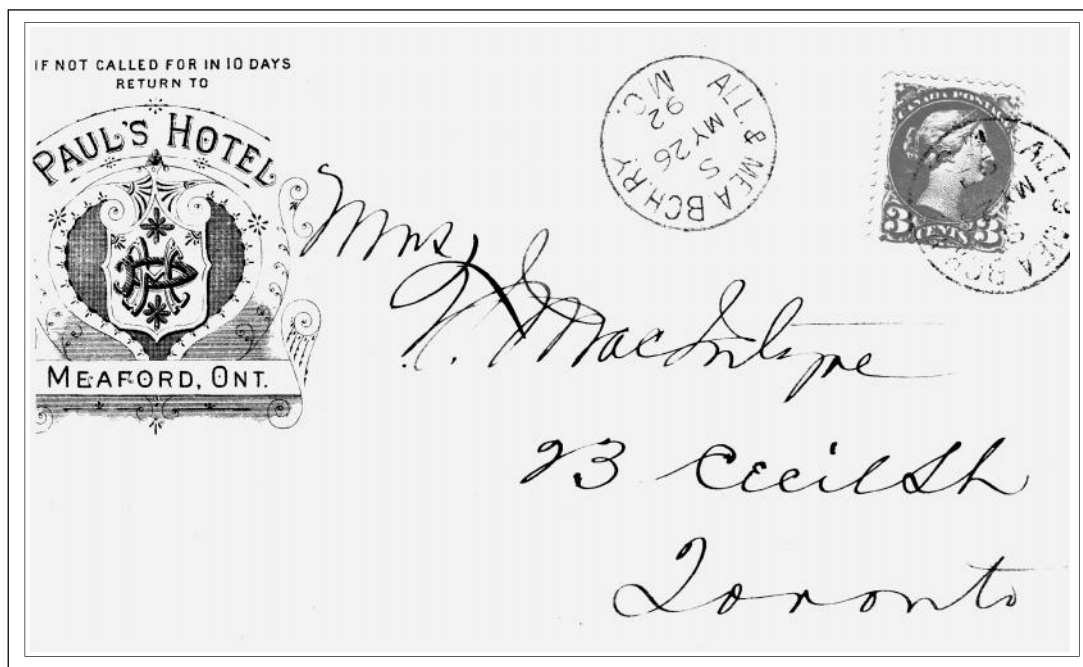
In 1886, two years prior to the absorption of the N. & N. W. Railway by the **Grand Trunk Railway**, a railway post office run was established between Allandale and Meaford. No proof strike is known for the first postmark used; it remained in use until 1890 and used either a N or S direction indicium. Later strikes are in blue or violet ink.



O-2 ALLANDALE & MEAFORD B^R RWY N, OC 18, 86

The Angus receiving backstamp is dated the same day.

The second cancellation for the run was proof struck on May 26, 1890. It was used from that year until 1894, employing either a N or S direction indicator and was always struck in violet ink.



O-3 ALL. & MEA. BCH. RY / M. C. S, MY 26, 92

The Toronto receiving backstamp is dated the same day.

North Simcoe Railway

On December 1, 1878, the **Northern Railway** opened a 34 mile line from Colwell, 5 miles west of Allandale, to Penetanguishene, on Georgian Bay. Although the line was officially known as the **North Simcoe Railway**, the first postmark includes the term, "BRANCH".

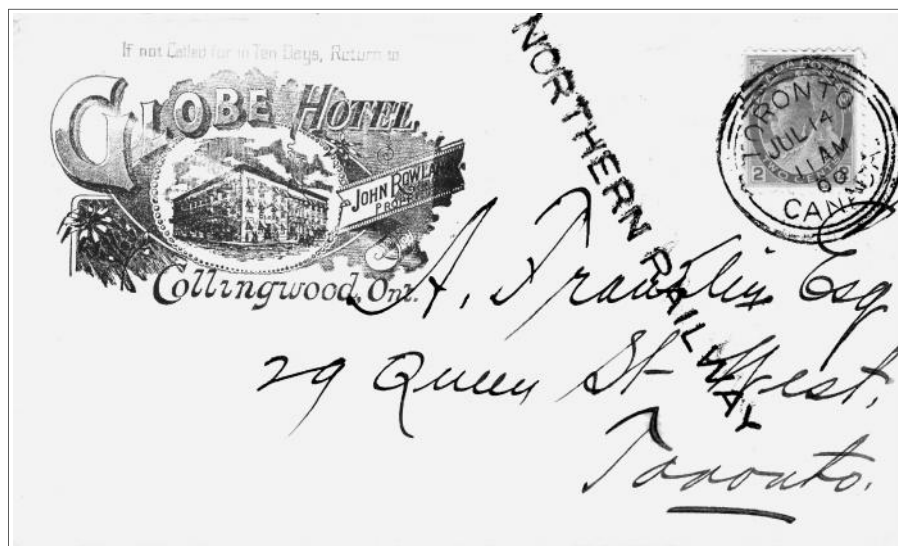
This postmark, proofed on September 9, 1979, is reported from April 8, 1880 until 1891, without any direction or time indicia.



RR-113 NORTH SIMCOE - BRANCH - RWY. / M. C. AP 8, 80

The YORKVILLE, ONT. arrival backstamp confirms same day delivery.

This straight line post-mark was apparently used at Toronto Union Station, to mark mail which had been received on board the Toronto bound train from Collingwood. Its purpose was to show that the mail had not originated in Toronto. It is always accompanied by one of a variety of Toronto cancellations, usually with an 11:00 AM time mark. The Northern



RR-108 NORTHERN RAILWAY (JUL 14, 00)

Railway had ceased to exist under that name in 1881, however this postmark was used between 1896 and 1902. Usage suggests that it should be listed in the "Depot" group.

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