

In this issue, we travel west and examine in detail, the hammers used on the **Esquimalt and Nanaimo Railway** on Vancouver Island, over the 65 year long period of railway mail service on that line, between 1887 and 1952. Then we present hammer studies of the first three cancellations used on the Canadian Pacific Railway between Calgary and Vancouver from 1886 until 1901, listings **RR-23**, **RR-24** and **RR-25**.

AWARDS AT BNAPEX 2005, September 2-4, 2005, Edmonton, Alberta

*Vermeil*: Brian Stalker - Mail by Rail in 19th Century Newfoundland

*Silver-Bronze*: Robert Lane - Mail by Rail on Both Sides of the Manitoba/USA Border

*Siverts Award for Best Newsletter* - Ross Gray

**CANADIAN PACIFIC RAILWAY.**  
(BRITISH COLUMBIA.)

Mail going \_\_\_\_\_

Date \_\_\_\_\_ 188

Mail for *Ashcroft* TOTAL \_\_\_\_\_

No. \_\_\_\_\_ Letters Unpaid.....

No. \_\_\_\_\_ REGISTERED LETTERS.

No.	NAME.	PLACE.
1	<i>A J Stephens</i>	<i>Ashcroft</i>
2		
3		
4		
5		
6		
7		
8		
9		
10		

BAGS SENT HEREWITH.

No.	LABELLED FOR	No.	LABELLED FOR

5,000-20 3-88.

Clerk in Charge.

**RAILWAY MAIL CLERK'S LETTER BILL.**

TO be used by Mail Clerks when there are NO REGISTERED LETTERS ON PARCELS.

POST-CAR

No. \_\_\_\_\_ train going \_\_\_\_\_

Date \_\_\_\_\_ 188

Mail for *Ashcroft*

UNPAID POSTAGE. CLERK'S STATEMENT. POSTMASTER'S STATEMENT.

BAGS SENT HEREWITH.

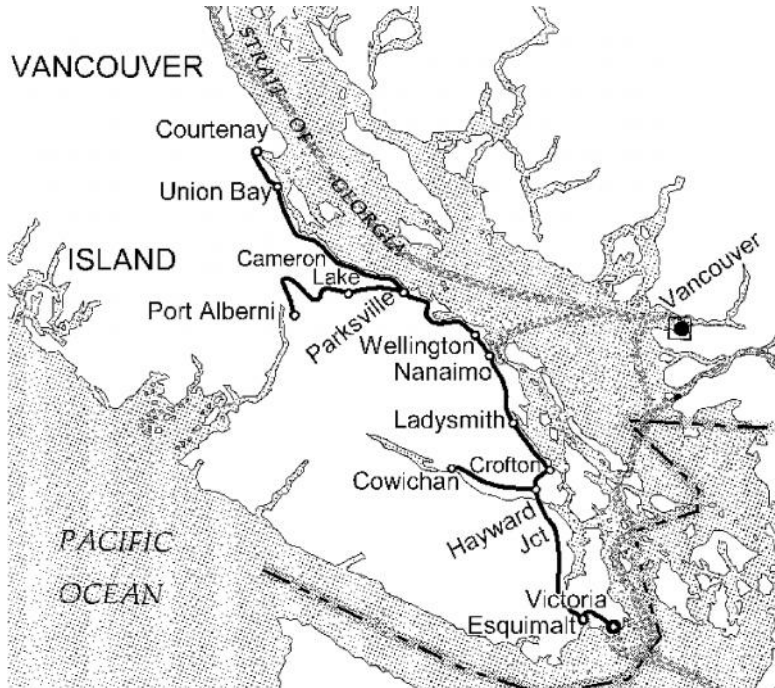
No.	LABELLED FOR

Clerk in Charge.

The Postmaster receiving this Bill will keep it on file but need not acknowledge it.

117 A -15,000-4-88

## Esquimalt & Nanaimo Railway



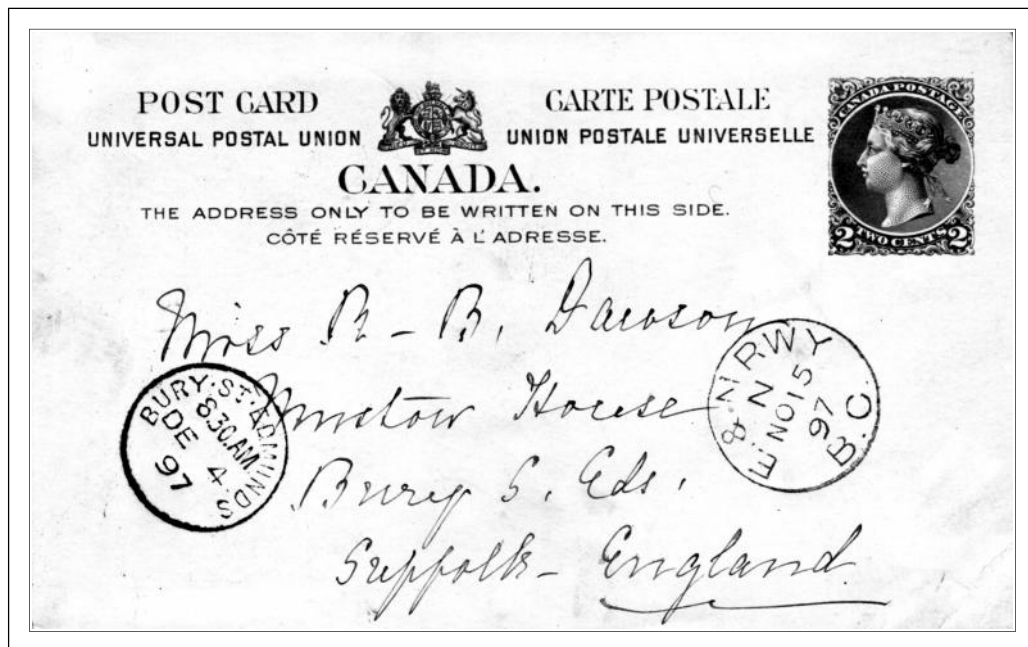
The Esquimalt & Nanaimo Railway was completed between the two communities, in September of 1886. The following year, the line was extended north to Wellington, a further 4 1/2 miles.

In 1888, the construction of a new swing bridge permitted entry into Victoria.

In 1909, an extension from Wellington to Parksville was completed, followed by a continuation to Cameron Lake in 1910 and to Port Alberni in 1911. A 19 mile branch to Cowichan was also built in 1911.

In 1912 the railway was leased to the **Canadian Pacific Railway**. Two years later, the main line was extended 45 miles northward, from Parksville to Courtenay.

The first cancellation used on the railway was proof struck on September 9, 1886. Use is known from September 26, 1887 until April 12, 1901, with either N or S direction indicia.



RR-46

E. & N. RWY / B. C.

N, NO 15, 97

The Nanaimo transit backstamp is dated the same day. The Bury - St. Edmonds arrival postmark on the front is dated December 4.

## Esquimalt & Nanaimo Railway - Victoria & Wellington

There is no proof strike on record for the two hammers of the second cancellation used on the railway and the first, which was specifically worded for the extended run. It is reported used between 1901 and September 2, 1913. Direction indicia N or S were used until near the last year, when they were replaced with train numbers 1, 4 or 6.

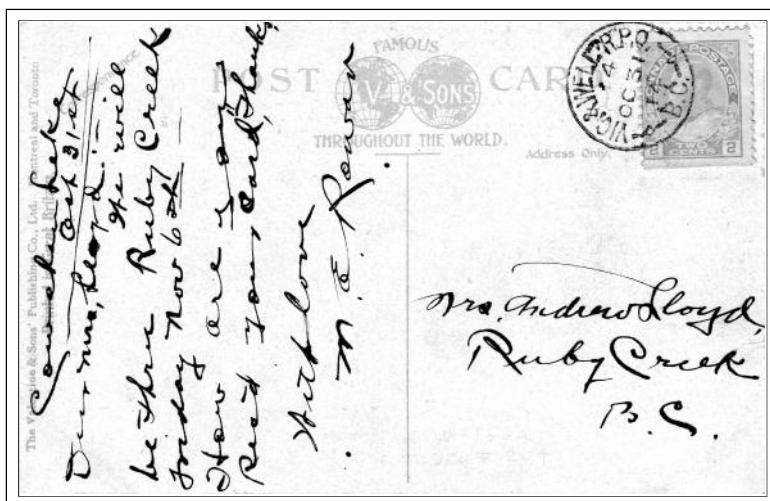


W-164 (hammer I)

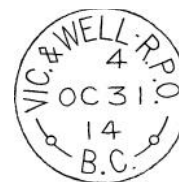
VIC. & WEL. R. P. O. / B. C.

N, JUN 20, 04

The Union Bay, B.C. receiving backstamp is dated the following day.



Two new postmarks for the run were proof struck on April 26, 1912. Both of these hammers were distinguished by the inclusion of ornaments. The use of the first hammer shown on this post card, spanned 1912 to 1916 and used train number indicia 1, 2, 3, 4 or 6.



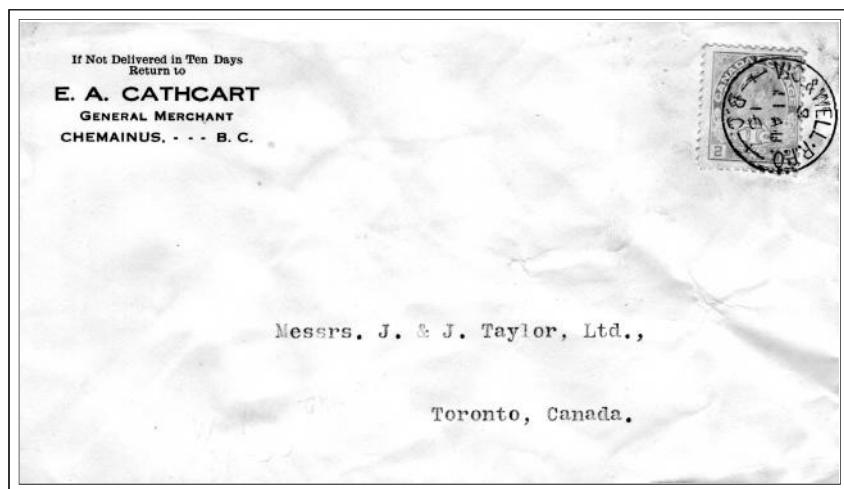
W-166a

VIC. & WELL - R. P. O. / B. C.

4, OC 31, 14

There is no Ruby Creek receiving postmark present.

Use of the other ornamented hammer spanned 1912 to 1924 and used direction indicium S or train number indicia 2, 3, 4, 7 or 8. It was in turn, replaced by a third, similarly ornamented hammer (W-166c) until 1926.



W-166b

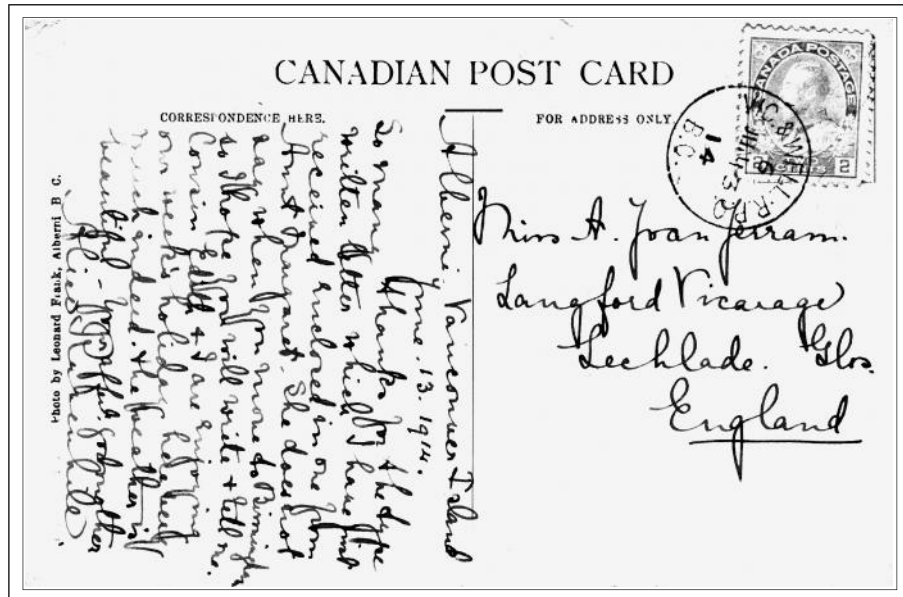
VIC. & WELL - R. P. O. / B. C.

S, 11 AU, 16

There is no Toronto receiving postmark present.

# Esquimalt & Nanaimo Railway - Victoria & Wellington

Two hammers of one of the other cancellations for the run were proof struck on November 11, 1913. At least one of these hammers was used between 1914 and 1916, with direction indicium S or train number indicia 2, 4, 6 or 8. Perhaps our study group members will find use of the second hammer after comparing their holdings against the study details which follow.



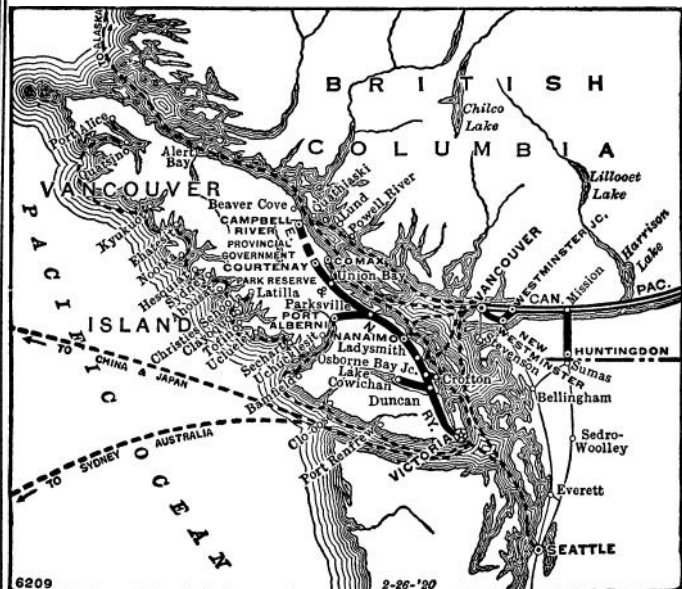
W-165 (hammer I)

VIC. & WELL - R. P. O. / B. C.

6, JUN 13, 14

No receiving mark was applied in England.

ESQUIMALT AND NANAIMO RAILWAY											
7	5	3	1	Miles	TABLE 129	4	2	6	8		
P.M.	P.M.	P.M.	A.M.		(Pacific Time)	P.M.	P.M.	P.M.	A.M.		
3.00	9.00	3.03	9.03	0.0	Lv. ... VICTORIA (C) ... Ar.	12.05	5.00				
3.12	9.12	3.14	9.14	0.8	... Russell's ...	12.00	4.55				
3.22	9.22	3.24	9.24	3.7	... Esquimalt ...	12.05	4.46				
3.29	9.29	3.31	9.31	5.1	... Palmer ...	12.10	4.43				
3.35	9.35	3.37	9.37	7.9	... Colwood ...	12.15	4.36				
3.40	9.40	3.42	9.42	10.7	... Goldstream ...	12.20	4.29				
3.45	9.45	3.47	9.47	17.0	... 17 Mile Post ...	12.25	4.08				
3.50	9.50	3.52	9.52	20.0	... Melahat ...	12.30	4.00				
3.55	9.55	3.57	9.57	22.0	... Fitzgerald ...	12.35	3.55				
4.00	10.00	4.02	10.02	25.0	... Cliffside ...	12.40	3.45				
4.05	10.05	4.07	10.07	26.2	... Strathcona Lodge ...	12.45	3.41				
4.10	10.10	4.12	10.12	27.8	... Shawigan ...	12.50	3.37				
4.15	10.15	4.17	10.17	31.2	... Cobble Hill ...	12.55	3.27				
4.20	10.20	4.22	10.22	34.1	... Hillbank ...	1.00	3.18				
4.25	10.25	4.27	10.27	35.5	... Cowichan ...	1.05	3.15				
4.30	10.30	4.32	10.32	38.1	... Kokilah ...	1.10	3.09				
4.35	10.35	4.37	10.37	39.7	... Duncan (C) ...	1.15	3.05				
4.40	10.40	4.42	10.42	42.6	Lv. ... Cowichan Lake ...	1.20	3.00				
4.45	10.45	4.47	10.47	44.4	... Somenos ...	1.25	2.55				
4.50	10.50	4.52	10.52	46.8	... Tyee ...	1.30	2.50				
4.55	10.55	4.57	10.57	49.8	... Westholme ...	1.35	2.44				
5.00	11.00	5.02	11.02	51.2	... Chemainus (C) ...	1.40	2.32				
5.05	11.05	5.07	11.07	54.5	... Seltair ...	1.45	2.23				
5.10	11.10	5.12	11.12	56.0	... Blainey's ...	1.50	2.20				
5.15	11.15	5.17	11.17	58.4	... Ladysmith (C) ...	1.55	2.02				
5.20	11.20	5.22	11.22	61.6	... Brenton ...	2.00	1.55				
5.25	11.25	5.27	11.27	64.7	... Cassidy ...	2.05	1.48				
5.30	11.30	5.32	11.32	67.2	... So. Wellington ...	2.10	1.44				
5.35	11.35	5.37	11.37	69.2	... Stark's ...	2.15	1.35				
5.40	11.40	5.42	11.42	72.5	... Nanaimo ...	2.20	1.15				
5.45	11.45	5.47	11.47	74.9	... Northfield ...	2.25	1.10				
5.50	11.50	5.52	11.52	77.3	... Wellington ...	2.30	1.05				
5.55	11.55	5.57	11.57	86.8	... Nanose ...	2.35	1.00				
6.00	12.00	6.02	12.02	92.0	... Craig ...	2.40	1.00				
6.05	12.05	6.07	12.07	95.2	Lv. ... Parkville Junc. ...	2.45	1.00				
6.10	12.10	6.12	12.12	101.8	... Quaticum Beach ...	2.50	1.00				
6.15	12.15	6.17	12.17	105.0	... Dunsuir ...	2.55	1.00				
6.20	12.20	6.22	12.22	110.0	... Bowser ...	3.00	1.00				
6.25	12.25	6.27	12.27	115.0	... Mud Bay ...	3.05	1.00				
6.30	12.30	6.32	12.32	121.5	... Fanny Bay ...	3.10	1.00				
6.35	12.35	6.37	12.37	125.2	... Union Bay (C) ...	3.15	1.00				
6.40	12.40	6.42	12.42	130.0	... Royston ...	3.20	1.00				
6.45	12.45	6.47	12.47	134.0	Lv. ... COURTENAY ...	3.25	1.00				
6.50	12.50	6.52	12.52	95.2	Lv. ... Parkville Junc. ...	3.30	1.00				
6.55	12.55	6.57	12.57	100.0	... Coomb's ...	3.35	1.00				
7.00	1.00	7.02	1.02	102.8	... Hillier's ...	3.40	1.00				
7.05	1.05	7.07	1.07	108.0	... Cameron Lake ...	3.45	1.00				
7.10	1.10	7.12	1.12	117.2	... Arrowsmith ...	3.50	1.00				
7.15	1.15	7.17	1.17	127.0	... Bainbridge ...	3.55	1.00				
7.20	1.20	7.22	1.22	132.0	... Alberni ...	4.00	1.00				
7.25	1.25	7.27	1.27	134.0	Lv. ... PORT ALBERNI (C) ...	4.05	1.00				



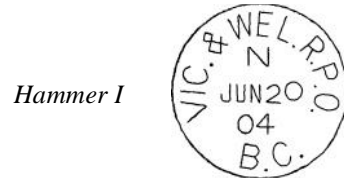
1924 Canadian Pacific Railway Public Timetable

# Esquimalt & Nanaimo Railway - Victoria & Wellington

## W-164 Hammer Study

a — | — c — | — d —  
 a — VIC. & WEL. R. P. O. / B. C. — b —

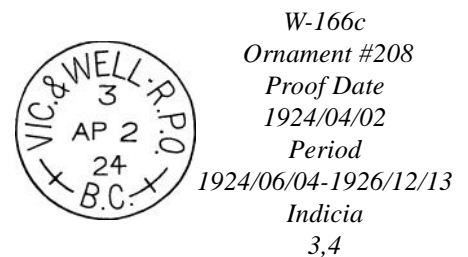
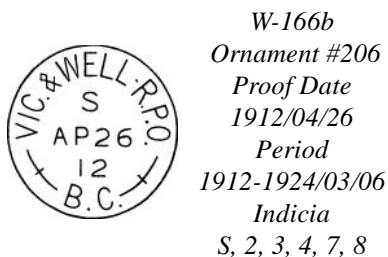
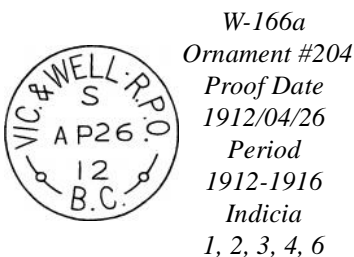
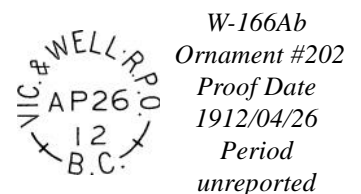
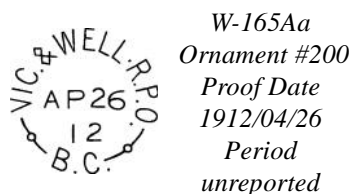
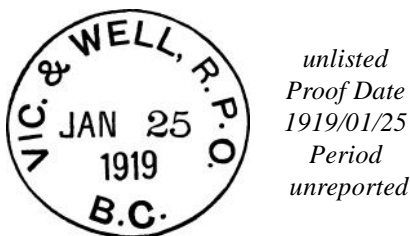
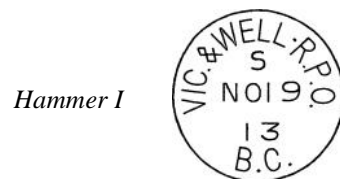
Hammer	Proof Date	ERD	LRD	Indicia	a	b	c	d
I	unknown	1904/06/20	1912/01/04	N, S	9 1/4	8 1/4	7 3/4	4 1/2 -
II	unknown	1906/10/24	1913/01/23	N, S, 6	8 -	9	7 1/4	5
Listing		1901/??/??	1913/09/02	N, S, 1, 4, 6				



## W-165 Hammer Study

a — | — c —  
 a — VIC. & WELL · R. P. O. / B. C. — b —

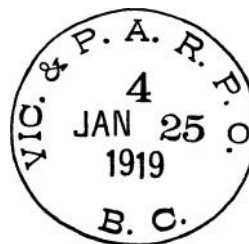
Hammer	Proof Date	ERD	LRD	Indicia	a	b	c
I	1913/11/19	1914/06/13	1916/08/05	4, 6	10 -	7	9 1/4
II	1913/11/19	unreported	unreported	unreported	9 -	7 3/4	10 1/4
Listing		1914/??/??	1916/??/??	S, 2, 4, 6, 8			



## Esquimalt & Nanaimo Railway - Victoria & Port Alberni

The Victoria-Port Alberni run lasted about 5 years, from 1917 until 1922. Only a single hammer is known to have been used on this short lived route.

W-162  
Proof Date - 1916/12/20  
Period - 1917/05/02 -1922  
Indicia - N, S, 3, 4



unlisted  
Proof Date  
1919/01/25  
Period  
unreported

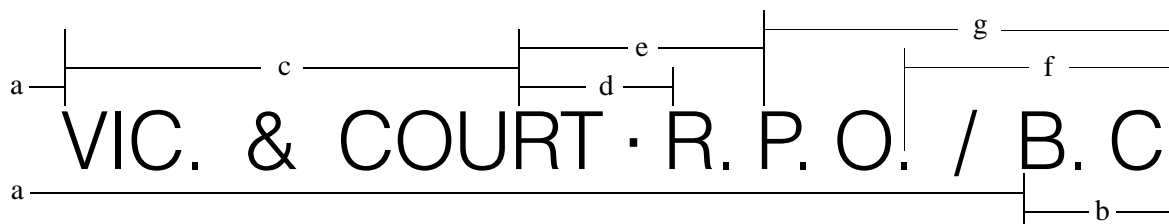
## Esquimalt & Nanaimo Railway - Victoria & Courtenay

The Victoria-Courtenay run spanned a period of 36 years, starting in 1916 and lasting until September 30, 1952.



unlisted  
Proof Date  
1919/01/25  
Period  
unreported

### W-161 Hammer Study



Hammer	a	b	c	d	e	f	g	T * R
I	9 3/4	7 1/4	17 1/2	6 3/4	10 -	8 1/2 +	14 3/4	hyphen
II	10 -	7 1/2	17 3/4 +	7 -	11	7 1/2 -	14 1/2	period
III	8 1/4	8 -	19	7 1/2 -	11	5 1/2	11 3/4	hyphen
IV	10	8	18 1/2	6 1/2	10	7 1/2 -	13 3/4	hyphen
V	8 1/4	7 1/2	18 1/2 +	7	10 1/2	5 3/4	12 1/4	hyphen



Hammer I



Hammer II



Hammer III



Hammer IV



Hammer V

Hammer	Proof Date	ERD	LRD	Indicia
I	1916/12/20	1922/08/25	1936/07/11	N, S, 1, 2
II	1920/07/12	1921/08/11	1940/08/06	S, 2
III	1924/06/06	1927/09/27	1951/05/23	N, 2
IV	1933/07/05	1943/09/25	1952/09/30	blank, 1, 2
V	1948/12/22	1951/??/31	1951/??/31	2
Listing		1917/??/??	1952/09/30	blank, N, S, 1, 2

## Canadian Pacific Railway - British Columbia

Many years ago, I purchased a lot of 209 assorted railway post office forms, which apparently had been saved from destruction at Ashcroft Station, BC. (*The editor would be interested in knowing the story behind this great "find" if anyone knows the details.*) Most of these forms were postmarked with RR-23 or RR-24 hammers and signed or initialled by the railway post office clerk. The original owner had separated the forms by clerk and placed a selection of different forms in separate envelopes, with dates ranging from 1886 until 1891.

The clerks, as noted on the lot envelopes were;

**"Cox"** RR-23, hammer I, 1887/02/04 to 1887/08/03 and RR-24, hammer I, 1887/03/30 to 1892/01/19

**"F. R. Dougall"** RR-24, hammer III, 1890/04/02 to 1891/01/30

**"R. F. Drummond"** RR-23, hammer X, 1886/04/12 to 1886/05/22 and 1886/06/19 to 1891/01/27

**"R. Y. Ellis"** RR-24, hammer II, 1887/02/10 to 1892/01/18 and TS-65, 1887/05/09 to 1887/06/03

**"John O. MacLeod"** RR-24, hammer IV, 1887/03/29 to 1892/01/16

**"D. R. McLean"** RR-23, hammer IV, 1889/08/01 to 1891/01/14

**"John Rooney, who was postmaster at Granville, B.C., when the name was changed to Vancouver, B.C.; also senior railway mail clerk in B.C."** RR-23, hammer X, 1886/06/01 to 1886/06/18, RR-23, hammer IV, 1887/03/03 to 1887/09/24

**"J. H. Thain"** RR-23, hammer I, 1887/09/22 to 1891/02/01 and RR-24, hammer III, 1887/07/30 to 1887/09/04

The use of this material has aided me greatly in preparing the hammer studies for RR-23 and RR-24. The RR-25 study is based solely on the proof strikes since I have no actual strikes in my collection.

**Lewis Ludlow** originated the RR-23 hammer study, which was originally published in the newsletter in 1988. His text follows, with my chordal letter assignments added.

### RR-23 Hammer Study

#### Separation of RR-23 Hammers

1. Examine the strike for side dots, fore and aft of BRITISH COLUMBIA. Hammers I-VI (Group A) have no side dots; on the other hand, Hammers VII-X (Group B) do have side dots on either side of BRITISH COLUMBIA.

##### Group A:

2. Measure the straight line chordal distance from the upper left corner of "B" of BRITISH to the bottom of the "P" of C. P. Ry. (**chord a**); a chord of 6 1/2 mm identifies Hammer III.

3. Determine the chordal distance from the bottom of the left leg of the "R" of C. P. Ry. to the bottom of the right leg of the "M" of M. C. (**chord b**); a chord of 7 3/4 mm will identify Hammer II and one of 6 1/2 mm fixes Hammer IV. The remaining three hammers fall between 7+ and 7 1/2- mm.

4. Measure the chord between the bottom of the "P" and the bottom of the left leg of the "R", both of C. P. Ry. (**chord c**); a chord of 3 mm identifies Hammer I. The remaining two are 4 mm or almost 4 mm.

5. Take the chordal distance from the bottom of the left leg of the "R" to the bottom of the second "I", both of BRITISH (**chord d**); A chord of 6 mm is Hammer V, while 6 1/2 mm is VI.

##### Group B:

6. Repeat step #2 above (**chord a**). A 7+ mm chord identifies Hammer X. The remaining three are less than 6 1/2 mm.

7. Measure the straight line distance from the bottom of the right leg of the "M" of M. C. to the top of the "I" of COLUMBIA (**chord e**). A chord of 8 1/2 mm is Hammer IX, while the remaining two hammers are only 7 mm.

8. Repeat step #3 above (**chord b**). A chord of 6+ mm identifies VIII; Hammer VII is a full 6 1/2 mm.

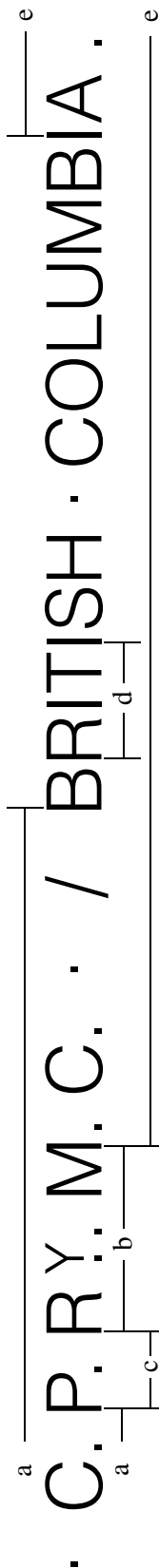
9. In Group A, the presence of a base period after the "A" of COLUMBIA is definitive for Hammers I and IV; the absence of this period is indicative of Hammers II, III, V and VI. This does not apply to Group B which has no side dots.

10. All Group A hammers have a mid-vertical dot between the "H" and "C" of BRITISH COLUMBIA. This dot is not present on Hammers VII and VIII. The presence or absence of this dot has not been established for Hammers IX and X.

11. For Hammer X, the "Y" of C. P. RY. is a full capital letter with a following base period. For the other nine hammers, this "Y" is a small, elevated capital letter, with a period underneath the "Y".



# RR-23 Hammer Study



Hammer	Proof Date	ERD	LRD	Indicia	Side Dots	A.	H-C	R <sup>Y</sup>	a	b	c	d	e
I	unknown	1887/02/04	1899/01/25	E, W	No	period	dot	R <sup>Y</sup>	< 6	7-7 1/2	3	--	--
II	unknown	1895/03/14	1899/02/01	E, W	No	none	dot	R <sup>Y</sup>	< 6	7 3/4	--	--	--
III	1893/01/06	1894/10/29	1898/12/08	E, W	No	none	dot	R <sup>Y</sup>	6 1/2	-----	--	--	--
IV	unknown	1887/01/12	1897/11/20	E, W	No	period	dot	R <sup>Y</sup>	< 6	6 1/2	--	--	--
V	unknown	1895/05/19	1898/12/31	E, W	No	none	dot	R <sup>Y</sup>	< 6	7-7 1/2	4	6	--
VI	unknown	1894/12/05	1898/12/08	E, W	No	none	dot	R <sup>Y</sup>	< 6	7-7 1/2	4	6 1/2	--

VII	unknown	1895/08/01	1899/02/26	E, W	Yes	NA	no dot	R <sup>Y</sup>	< 6 1/2	6 1/2	--	--	7
VIII	unknown	1896/05/11	1899/03/16	E, W	Yes	NA	no dot	R <sup>Y</sup>	< 6 1/2	6 +	--	--	7
IX	unknown	1898/08/23	1898/11/14	E	Yes	NA	?	R <sup>Y</sup>	< 6 1/2	--	--	--	8 1/2
X	unknown	1886/04/12	1892/11/11	E, W	Yes	NA	dot	R <sup>Y</sup>	7 +	--	--	--	--

Earliest recorded date for the listing is 1885/12/24. Latest recorded date for the listing is 1899/03/16.



Hammer I



Hammer II



Hammer III



Hammer IV



Hammer V

No Illustration  
Available

Hammer VI



Hammer VII

No Illustration  
Available

Hammer VII



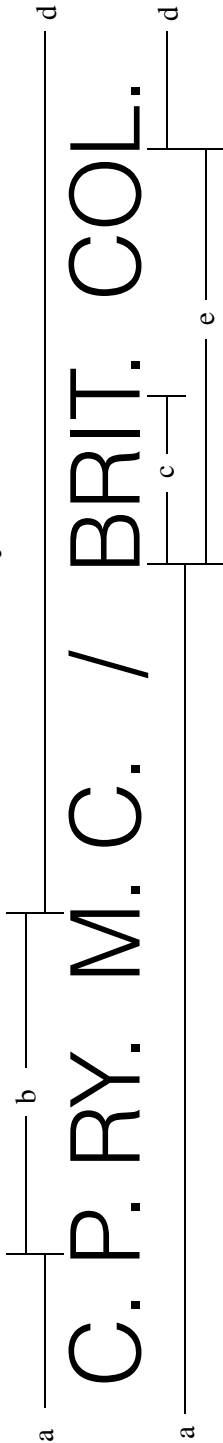
Hammer IX

No Illustration  
Available

Hammer X

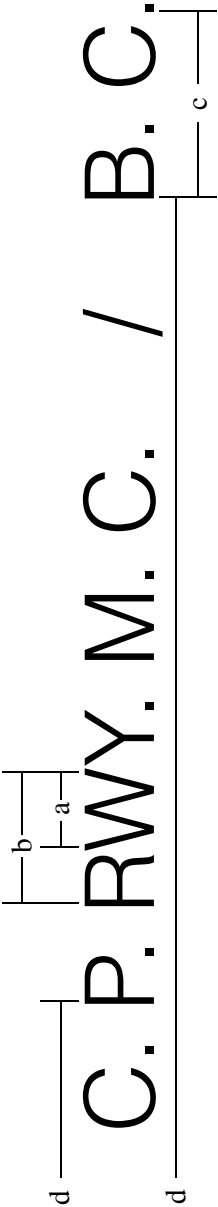


RR-24 Hammer Study



Hammer	Proof Date	ERD	LRD	Indicia	a	b	c	d	e
I	1886/08/02	1887/03/30	1892/01/19	E, W	10 1/2	15	10 1/2	13	18 1/2 +
II	1886/08/02	1887/02/10	1892/01/18	E, W	10 3/4	15 1/2	10	12 3/4	18 1/2 +
III	1886/08/02	1887/07/30	1891/01/30	E, W	10 1/2	15 3/4	10 3/4 -	12 1/2	18 1/2 +
IV	1886/08/02	1887/03/29	1892/01/16	E, W	11	16	11	12 3/4	19
Listing		1886/09/07	1898/09/24	E, W					

RR-25 Hammer Study



Hammer	Proof Date	ERD	LRD	Indicia	a	b	c	d
I	1890/03/20				4 3/4	9 -	11 1/4	15 +
II	1890/03/26				4 -	7 1/2 -	10	16 1/4
III	1890/03/26				4 1/2	8 3/4	11 1/4	15 3/4
Listing		1890/??/??	1901/07/12	E, W				



RR-24 Hammer I



RR-24 Hammer II



RR-24 Hammer III



RR-24 Hammer IV



RR-25 Hammer I

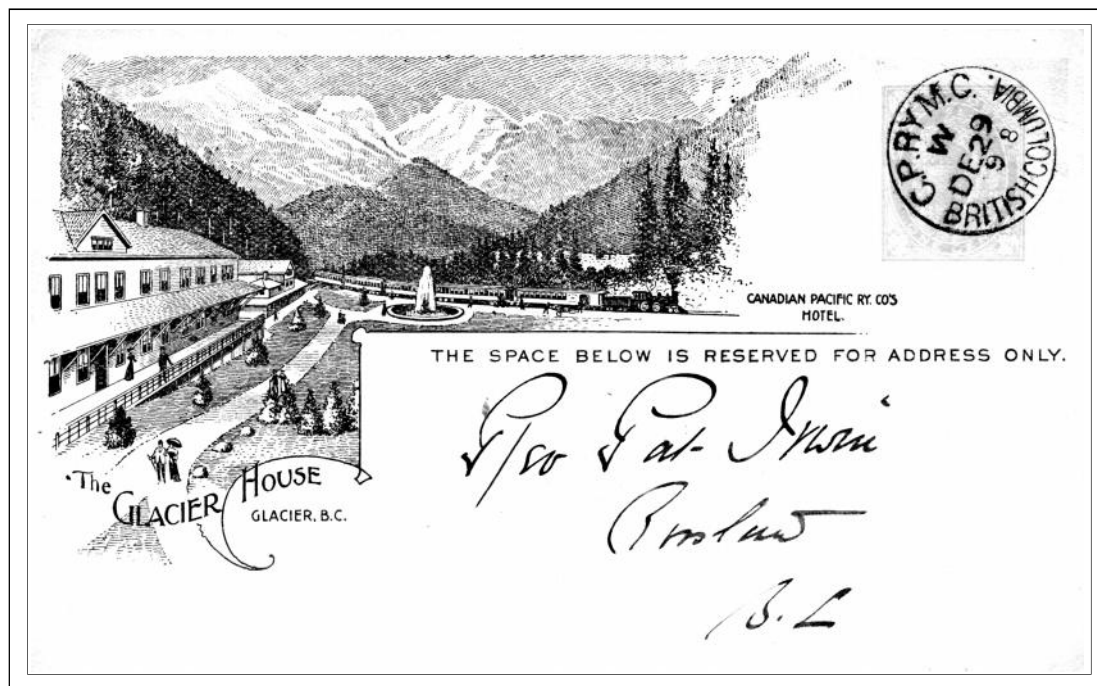


RR-25 Hammer II



RR-25 Hammer III

## Canadian Pacific Railway - British Columbia



RR-23 (hammer I) C. P. RY M.C. / BRITISH COLUMBIA W, DE 29,98

The ROSSLAND / B.C. receiving backstamp is dated NT, DE 31, 98

### The Caboose

In response to the article on the Ottawa & Prescott listings in the previous newsletter, **Brian Stalker** reports the following;

**O-250** I have this dated JUL 7 1864 without indicium, very much an 'outline' strike;

**O-251 hammer II**, I have, MY 16, 1868, NORTH.

**O-251 hammer III**, I have JY 26, 1872, SOUTH.

**O-296** I am not able to report a W or PM but I do have **551**, OC 5, 32, **552**, JUL 31, 53 and **564**, AP 30, 28 to add to the list of train numbers.

**Ross Gray** has found this nice transit backstamp of **MA-44, hammer I**, 40, DE 12, 28, on a registered cover from Providence, Rhode Island to Charlottetown, P.E.I.. It is both, a new train number and a new late date for the hammer, previously known until 1928/10/06, with indicia W or 41.



**Ross Gray** reports a new early date and an unrecorded train number 62, for listing **W-114B**, found on piece. Previously this rare cancellation, used between Regina and Canora, was known from 1958/07/25 until 1959.

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