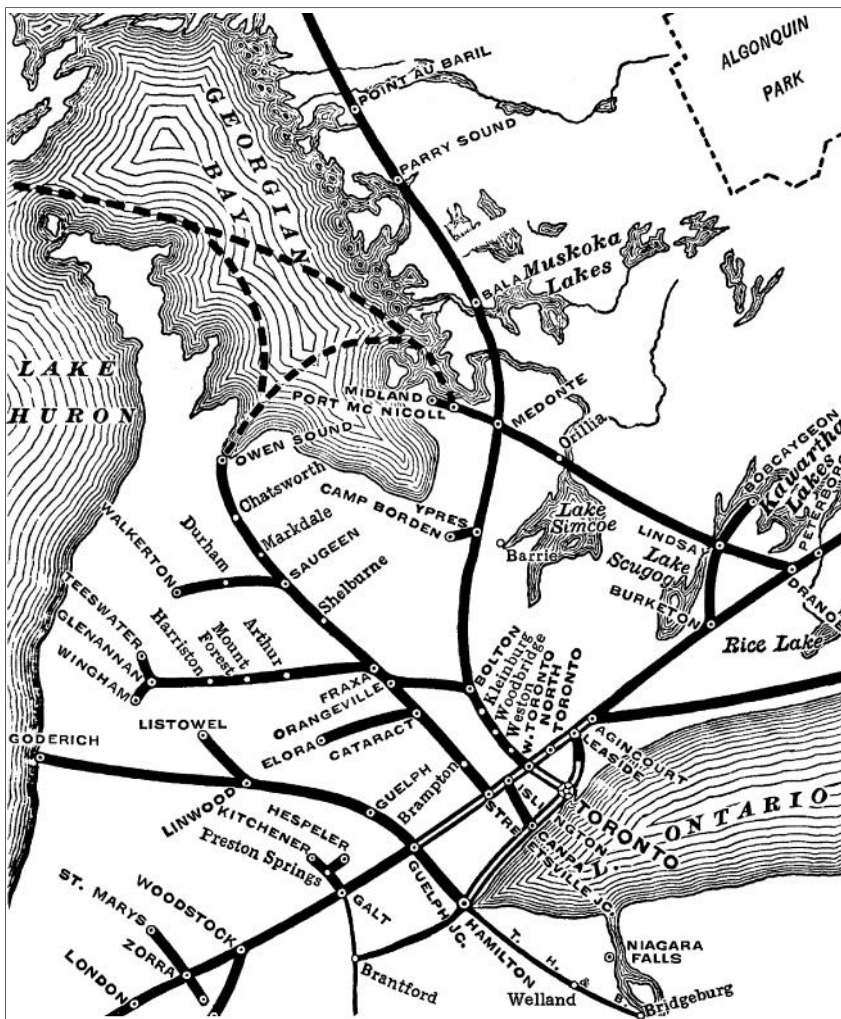




Owen Sound Harbour circa 1910 with C.P.R. Station on the left.



Canadian Pacific Railway Lines in 1929

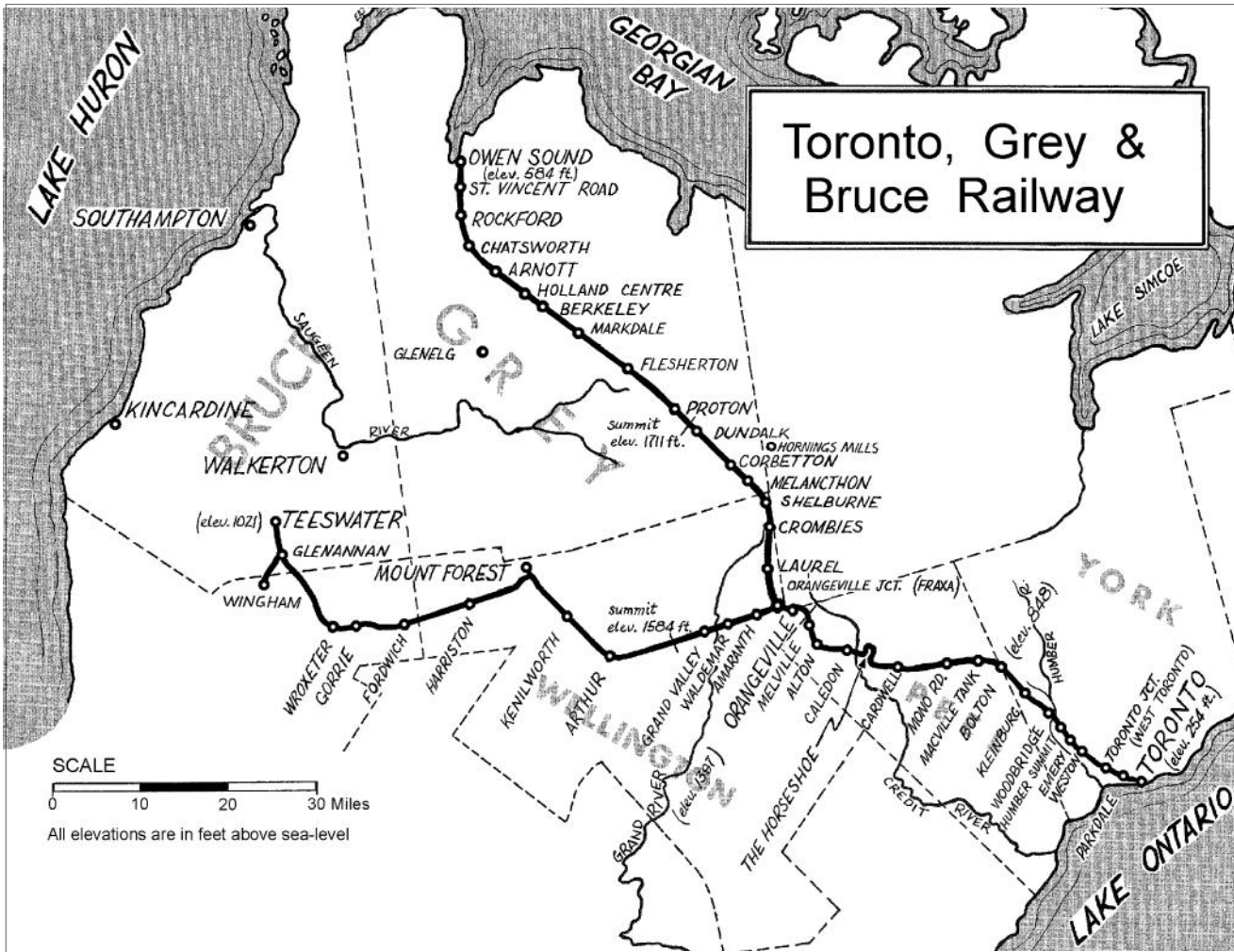
In this issue, we study the post-marks used between Toronto and Owen Sound and Toronto & Teeswater, on the **Toronto, Grey & Bruce Railway** and its successor, the **Canadian Pacific Railway**.

The C. P. Ry. assumed control of the T. G. & B. Ry. in 1883 and thus, was able to route its trains between Toronto and Orangeville, through Bolton on the original T. G. & B. Ry. or over part of one of its other acquisitions, the **Credit Valley Railway**, via Streetsville and Brampton.

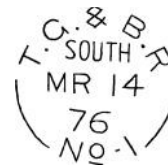
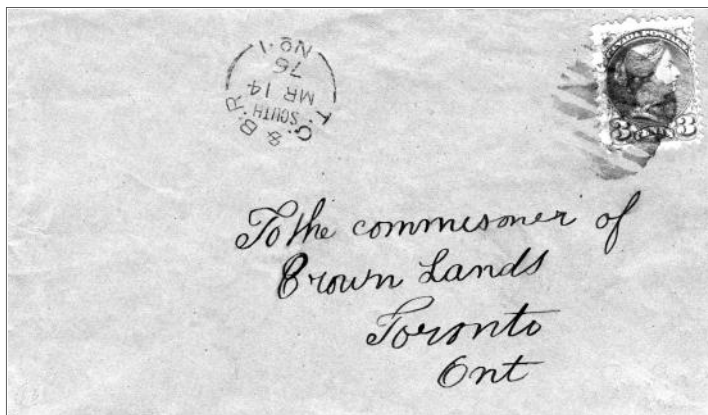
The C. P. Ry. constructed a 38 mile branch from Saugeen to Walkerton in 1908 but apparently this branch did not see any R.P.O. service. In 1933, the 19 mile length of line between Bolton and Melville Jct., just south of Orangeville, was abandoned, forcing all traffic to then be routed via Streetsville and Brampton.

Toronto, Grey & Bruce Railway

In August, 1873, a 121 mile length of the **Toronto, Grey & Bruce Railway** was opened from Toronto to Owen Sound (Grey County), via Orangeville. In November, 1874, a 68 mile long branch line (the “**Western Extension**”) was completed from Fraxa Junction, near Orangeville, to Teeswater (Bruce County). In 1883, the T. G. & B. Ry. was leased to the **Canadian Pacific Railway**, which constructed a 3.6 mile spur between Glenannan and Wingham (Huron County), under the original T. G. & B. Ry. charter.



There were two hammers, with “N^o 1” or “N^o 2” at their base, for the first postmarks used on the main line. They are listed as **RR-153**, which is reported from December 31, 1875 until February 24, 1885, with either a NORTH or SOUTH direction indication.



RR-153 Hammer 1
Proof Date - unknown
ERD - 1876/03/14
LRD - 1879/02/11
Indicia - NORTH, SOUTH

The TORONTO receiving backstamp is dated the same day.

Toronto, Grey & Bruce Railway



RR-153 Hammer 2
Proof Date - unknown
ERD - 1876/08/05
LRD - 1877/02/16
Indicia - SOUTH



The card was posted aboard the southbound train at Flesherton. There is no receiving backstamp.

A registration cancellation was used on the main line from 1875 until 1878 and is seen here as a transit backstamp on a registered cover, which originated at **Flesherton** on September 26, 1876. The letter was transferred on board the south bound train the same day and after a trip of 22 miles, the train arrived at Shelburne. It was then taken by road to **Horning's Mills**, arriving there the following day. The addressee refused the letter, as noted by the postmaster's manuscript marking on the front. Lacking a return address, it was forwarded to the **Dead Letter Office**, where it was postmarked on October 16. Presumably the letter was then returned to the sender under cover.



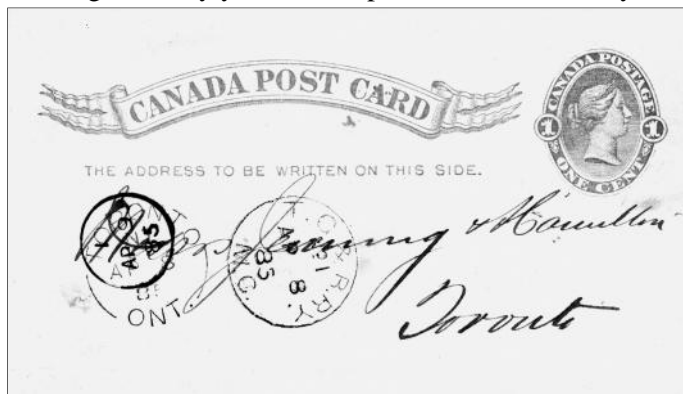
RG-35
Proof Date - unknown
ERD - 1875/08/18
LRD - 1878/02/26
Indicia - blank



The next postmarks used on the main line retained the T. G. & B. Ry. name, although the **Canadian Pacific Railway** had assumed operation in 1883.

No proof strike is known for the first of two hammers, which is reported from April 8, 1885. The "No 1" indicium is unusual and appears to have been used during the early years of the postmark, followed by N or S indicia later.

RR-154 Hammer 1
Proof - unknown
ERD - 1885/04/08
LRD - 1896/04/10
Indicia - No 1, N, S



The Toronto receiving postmark is dated the same day.

Toronto, Grey & Bruce Railway

The next postmark used on the main line was proof struck on May 12, 1886 and incorporated both the T. G. & B. Ry. and the C. P. Ry. initials. It remained in use until 1890, with either a N or S direction indicium.

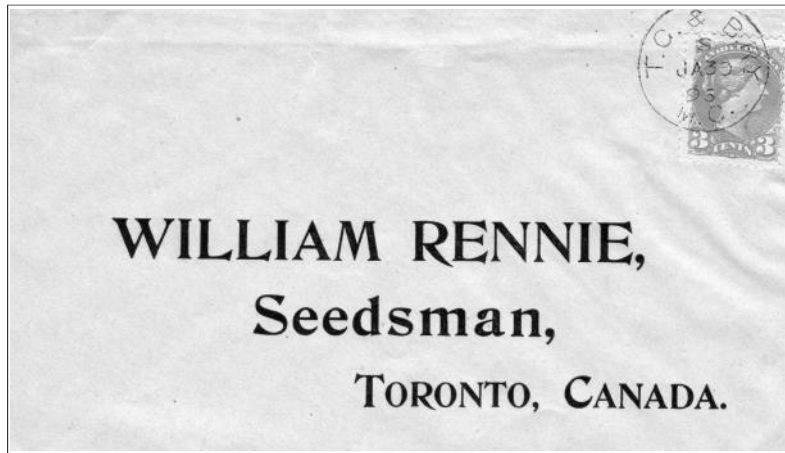


RR-155
Proof Date - 1886/05/12
ERD - 1886/10/07
LRD - 1890/??/??
Indicia - N, S

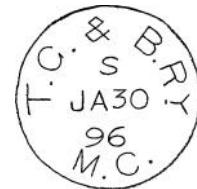
The Guelph receiving backstamp is dated September 9, a Monday.



The second hammer of listing **RR-154**, was proof struck on November 3, 1890. The only date of use known is shown here. Readers are encouraged to report other dates.



RR-154 Hammer II
Proof - 1890/11/03
ERD - 1896/01/30
LRD - 1896/01/30
Indicia - N?, S



The Toronto receiving postmark is dated the same day.



Chatsworth circa 1915

Toronto, Grey & Bruce Railway - Western Extension

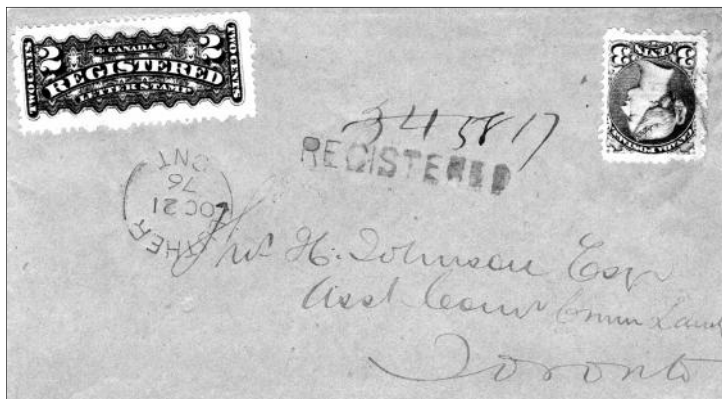
The first cancellation used on the “**Western Extension**” of the Toronto, Grey & Bruce Railway, between Fraxa Junction, near Orangeville, and Teeswater (*Bruce County*), is known from August 3, 1875 until August 14, 1881. There was only one hammer; it had “N^o - 1” at its base. Both EAST and WEST direction indicators were used. Although current data indicates E and W have been recorded, your editor feels that these reports may be erroneous.

RR-156
 Proof Date - unknown
 ERD - 1875/08/03
 LRD - 1881/08/14
 Indicia - EAST, WEST, E?, W?



The EASTWOOD / ONT. receiving backstamp on this cover is dated the same day.

The first registration postmark used on the “**Western Extension**”, a circular date stamp, appears as a transit backstamp on this cover, which originated at LUTHER, ONT, OC 21, 76 (*East Luther Township, Dufferin County; became Grand Valley in 1885*). There is no Toronto arrival backstamp.



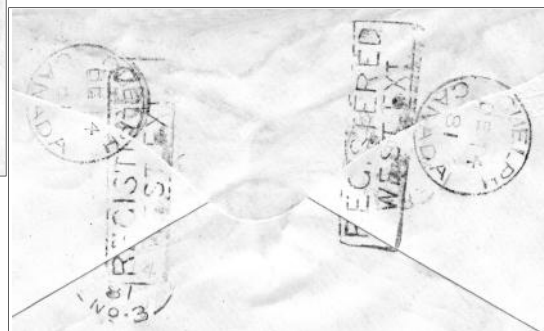
RG-36
 Proof Date - unknown
 ERD - 1875/08/03
 LRD - 1876/10/23
 Indicia - blank

This registered cover originated at GUELPH, CANADA, DE 14, 81 and was transferred aboard the north bound **Wellington, Grey & Bruce Railway** post office car, as indicated by a faint transit backstamp. It was probably transferred to the T. G. & B. Ry., Western Extension, railway post office at Harriston, the crossing of the two railways. On its eastward journey, it received this rectangular, transit backstamp, proofed on October 16, 1876 and used from 1877 until 1882.



RR-185 Hammer 3
 Proof - unknown
 ERD - 1876/07/21
 LRD - 1884/03/12
 Indicia - NORTH, SOUTH

RG-42
 Proof - 1876/10/16
 ERD - 1877/01/30
 LRD - 1882/02/04



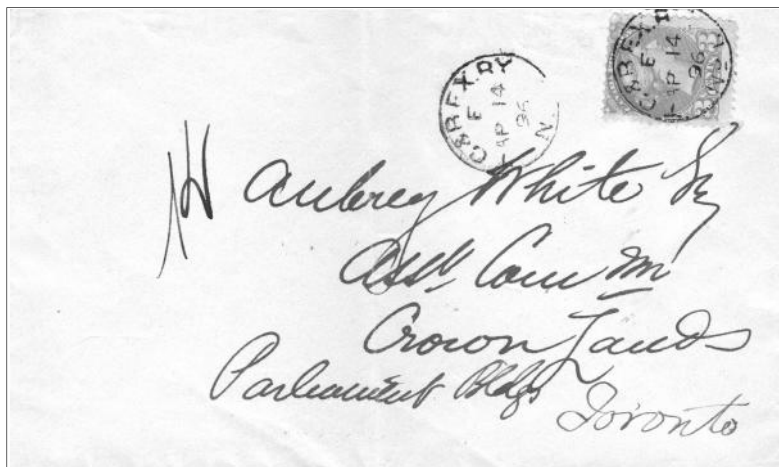
Toronto, Grey & Bruce Railway - Western Extension

The next circular date stamp postmark used on the branch is reported from August 1, 1878 (*The editor feels this date may be an error, possibly for 1887*) until January 13, 1899, with blank, E or W direction indicia. No proof strike is known.

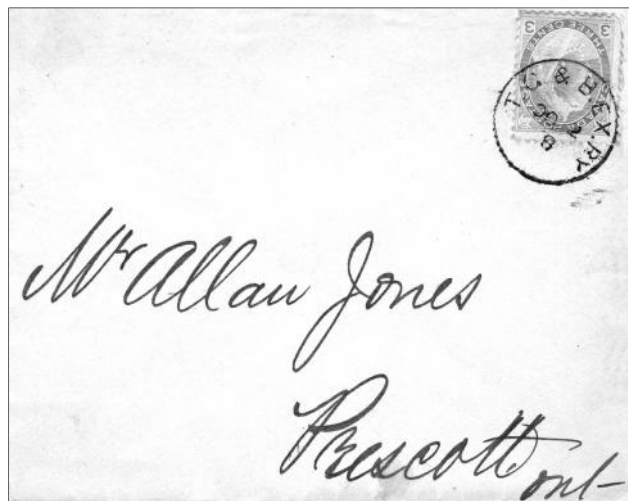


RR-158
 Proof - unknown
 ERD - 1878/08/01?
 LRD - 1899/01/13
 Indicia - E, W, blank

The Toronto receiving backstamp is dated late the same day.



The last circular date stamp, with the original railway name, used on the branch, is known from March 27, 1889 until June 12, 1899, with either blank, E or W direction indicia. No proof strike is known.



RR-157
 Proof - unknown
 ERD - 1889/03/27
 LRD - 1899/06/12
 Indicia - E, W, blank



The Prescott receiving backstamp is dated the following day, October 23, 1898.



Arthur circa 1915

Canadian Pacific Railway - Toronto & Owen Sound

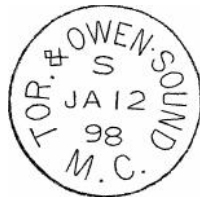
The two hammers of the first postmark naming the two terminals of the former **Toronto, Grey & Bruce Railway** main line are reported as early as May 8, 1896 and as late as December 31, 1914. Direction indicia N or S were usual until about 1907, when they were replaced by train numbers. No proof strike is known for either hammer.



O-392 Hammer I
 Proof - unknown
 ERD - 1898/01/12
 LRD - 1914/12/31
 Indicia N, S, 705, 706?, 708

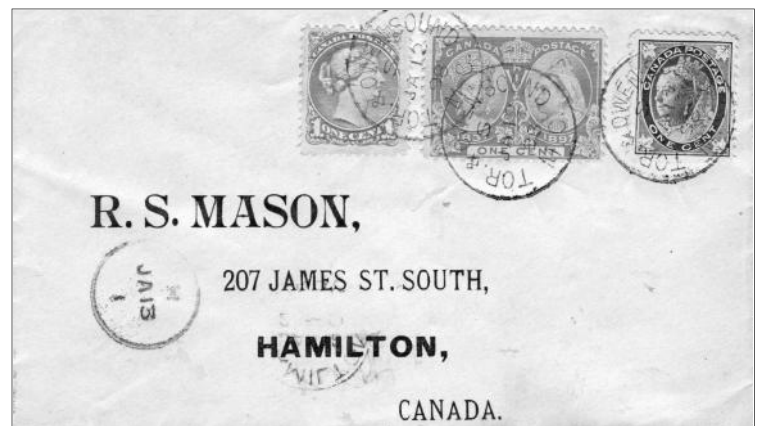


There is no receiving backstamp on this cover.



O-392 Hammer II
 Proof - unknown
 ERD - 1898/03/22
 LRD - 1908/07/29
 Indicia N, S, 15, 20

The Hamilton receiving backstamp is dated the same day.



O-392 Hammer Study

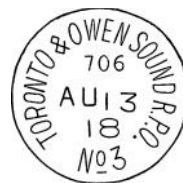
TOR. & OWEN · SOUND / M. C.

Hammer	Proof	ERD	LRD	Indicia	a	b	c	d
I	unknown	1898/01/12	1914/12/31	N,S,705,706?,708	5 1/4	6	6 3/4	12
II	unknown	1898/03/22	1908/07/29	N,S,15,20	4 3/4	5 1/2+	6 1/4	12 1/2
Listing		1896/05/08	1914/12/31	N,S,15,20,705,706?,708				

The earliest reported date for listing **O-391** is January 23, 1905 and the latest date is 1955.



O-391 Hammer 2
 Proof - 1915/10/02
 ERD - 1915/11/30
 LRD - 1943/04/25
 Indicia - 705, 706, 708



O-391 Hammer 3
 Proof - 1904/10/06
 ERD - 1905/01/23
 LRD - 1952/06/03
 Indicia - S, 16, 19, 706, 707



O-391 Hammer 4
 Proof - 1904/10/06
 ERD - 1905/04/28
 LRD - 1949/07/15
 Indicia - S, 16, 19, 61, 706, 707

Canadian Pacific Railway - Toronto & Owen Sound

The earliest reported date for listing **O-393** is April 30, 1910 and the latest date is September 3, 1958. Reported indicia are PM, 15, 20, 700, 701, 702, 703, 704, 705, 706, 707, 708 and 710.



O-393 Hammer 1a
Proof - 1910/04/06
ERD - 1910/04/30
LRD - 1916/03/14
Indicia - 20, 705, 708



O-393 Hammer 1b
Proof - 1917/05/16
ERD - 1918/07/06
LRD - 1947/06/11
Indicia - 705, 708



O-393 Hammer 1c
Proof - 1949/04/30
ERD - 1949/11/02
LRD - 1958/09/03
Indicia - 705, 708



O-393B
Proof - 1947/06/03
ERD - 1947/07/04
LRD - 1958/10/07
Indicia - 705, 708



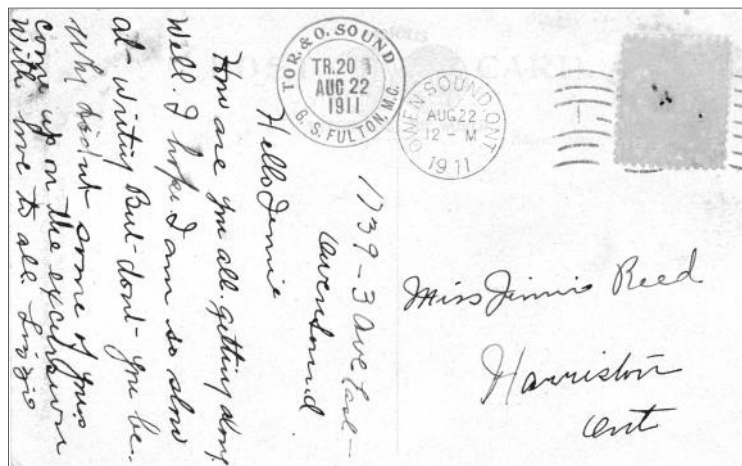
O-393A
Only reported example



This large, cut down, registered cover originated at **Calgary** on March 15, 1907. It travelled eastward by rail, in a sealed bag, via Winnipeg, to Fort William, arriving there on March 18. At Fort William, it was transferred to the **Ottawa & Fort William R.P.O.**, on eastbound train 96 and was sorted into a sealed bag, which was likely transferred to a south bound train for Toronto at North Bay. In Toronto, on March 19, the sealed bag was illogically put on board the **Toronto & Owen Sound R.P.O.**, on north bound train 19. The following day, it travelled

back south on the **Toronto & Owen Sound R.P.O.**, on train 16 and received R. E. Curran's private handstamp. There are no other postmarks to show us how and when it arrived at its destination.

This picture post card, posted in Owen Sound on August 22, 1911, was addressed to Harriston, Ontario. G. S. Fulton, the clerk on the south bound, Toronto & Owen Sound R.P.O., applied his private handstamp for no apparent reason. The card was probably transferred to the west bound, Orangeville & Teeswater R.P.O. at Orangeville.



O-393C
Only reported example

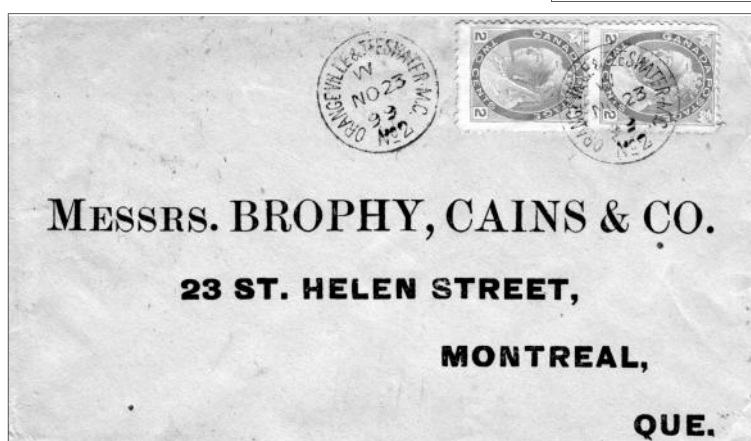
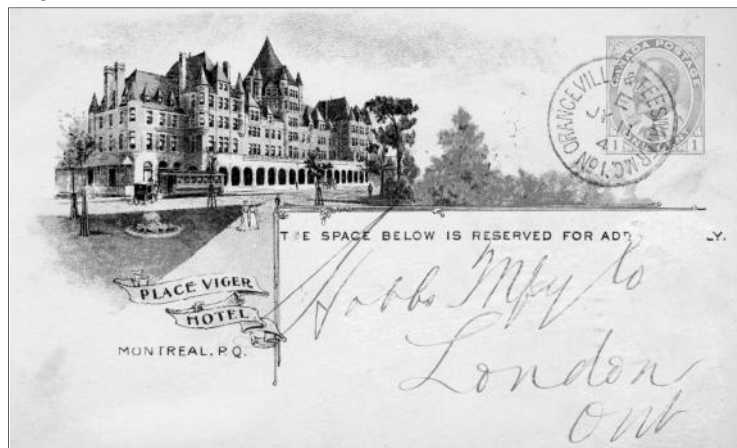
Canadian Pacific Railway - Orangeville & Teeswater

There are two hammers of the first postmark which named the two terminals of the former **Toronto, Grey & Bruce Railway, Western Branch**. The first was proof struck June 9, 1894 but no proof is recorded for the second hammer. The **O-205** listing is recorded as used from 1894 until 1913.



O-205 Hammer 1
Proof - 1894/06/09
ERD - 1894/10/13
LRD - 1913/10/11
Indicia - E, W

This freight advice card originated at Teeswater. The London receiving backstamp is dated the same day.



O-205 Hammer 2
Proof - unknown
ERD - 1899/11/23
LRD - 1913/08/27
Indicia - E, W, 21, 22, 24, 712, 714



The Montreal receiving backstamp is dated the following day.



O-206
Proof - 1916/03/03
ERD - 1916/04/18
LRD - 1951/08/29
Indicia - blank, 4?, 712, 753, 754, 755, 756



O-207 Hammer 2
Proof - 1917/11/29
ERD - 1927/07/07
LRD - 1950/10/10
Indicia - 753, 754, 755, 756



O-207 Hammer 3
Proof - 1908/05/23
ERD - 1908/09/11
LRD - 1915/08/05
Indicia - 21, 22, 23, 24, 712, 713, 714

Canadian Pacific Railway - Toronto & Teeswater

In 1914, an extended run between Toronto and Teeswater was inaugurated and lasted until 1931. Trains 12 and 755 are also reported for listing O-416, hammer unknown.



O-416 Hammer 1
Proof - 1914/06/19
ERD - 1914/11/24
LRD - 1931/02/19
Indicia - 711, 714, 756



O-416 Hammer 2
Proof - 1914/06/19
ERD - 1915/04/14
LRD - 1931/03/18
Indicia - 714, 753, 756



unlisted
Proof - 1919/04/22
No reported use

Canadian Pacific Railway

Toronto & Owen Sound Toronto & Teeswater

Toronto, Orangeville and Owen Sound											
READ DOWN				Mls.	TABLE 66	READ UP					
703	707	709	705			26	704	706	710	708	
P.M.	P.M.	P.M.	A.M.		Lv	A.M.	A.M.	A.M.	P.M.	P.M.	
† 6.05	† 5.15	† 1.00	† 7.50	0.0	Lv Toronto	† 7.50	† 9.55	† 11.15	† 12.45	† 7.55	
6.13	5.23	1.08	7.58	2.3	.. Parkdale	7.42	9.47	11.05	12.36	7.47	
6.23	5.35	1.18	8.08	4.7	.. West Toronto	7.34	9.39	10.55	12.28	7.37	
6.32	5.44		8.17	8.5	.. Weston	7.25	9.30	10.44		7.26	
6.38			8.24	12.5	.. Emery	7.22				7.19	
6.48	6.00		8.34	16.5	.. Woodbridge	7.12	9.15	10.28		7.12	
6.53			8.39	18.8	.. Elder		9.10			7.05	
7.00	6.11		8.45	21.4	.. Kleinburg	7.02	9.05	10.16		7.00	
† 7.10	6.23	1.57	8.57	26.3	.. Bolton Lv	6.52	8.56	10.06	11.53	6.50	
	6.36		9.10	32.2	.. Mono Road			9.54		6.36	
	7.00		9.34	40.7	.. Caledon			9.34		6.18	
	7.10		9.43	45.4	.. Melville Jct.			9.25		6.10	
	7.15		9.48	48.2	A } Orangeville {			9.20	11.12	6.05	
	7.25	2.45	9.58	52.2	L } {			9.08		5.56	
	7.36		10.09	55.3	.. Fraxa Junction			8.58		5.46	
	7.42		10.15	59.7	.. Laurel			8.50		5.39	
	7.50		10.23	64.2	.. Crombies			8.42		5.31	
	8.03		10.37	67.7	.. Shelburne			8.34		5.23	
	8.09		10.43	71.5	.. Melancthon			8.23		5.13	
	8.16		10.51	75.5	.. Corbetton			8.16		5.06	
	8.26		11.01	80.5	.. Dundalk			8.07		4.57	
	8.37		11.12	82.5	.. Proton			7.56		4.46	
	8.43		11.18	85.9	.. Saugeen Jc.			7.50		4.40	
	8.53		11.28	92.3	.. Flesherton			7.43		4.33	
	9.06		11.41	97.5	.. Markdale			7.31		4.20	
	9.16		11.51	101.7	.. Berkeley			7.20		4.08	
	9.26		12.01	108.6	.. Holland Centre			7.11		4.00	
	9.39		12.14	113.7	.. Chatsworth			6.57		3.47	
	9.49		12.24	121.1	.. Rockford			6.47		3.37	
	† 10.05	† 4.50	† 12.40		.. Owen Sound			† 6.30	† 8.50	† 3.20	
P.M.	P.M.	P.M.	P.M.		Ar	Lv	A.M.	A.M.	A.M.	P.M.	
Nos. 709 and 710—Parlor Cars between Toronto and Owen Sound.											
Toronto, Brampton, Elora, Orangeville, Wingham and Teeswater											
				Mls.	TABLE 68						
713	711					712	714				
P.M.	A.M.				Lv	P.M.	P.M.				
† 4.50	† 7.20	0.0		Lv Toronto	† 12.10	† 8.50					
5.00	7.28	2.3		.. Parkdale	12.01	8.40					
5.08	7.38	4.7		.. West Toronto	11.53	8.30					
5.50	8.23	21.6		.. Streetsville Junc.	11.12	7.45					
5.54	8.26	23.5		.. Meadowvale	11.08	7.41					
6.00	8.31	25.8		.. Churchville	11.02	7.36					
6.11	8.42	29.0		.. Brampton	10.55	7.30					
6.21	8.53	33.7		.. Snelgrove	10.41	7.16					
6.32	9.04	38.6		.. Cheltenham	10.30	7.06					
6.40	9.11	41.2		.. Inglewood Junc.	10.22	7.00					
6.50	9.22	45.5		.. Forks of Credit	10.10	6.50					
7.02	9.35	48.1		.. Cataract Junc.	10.00	6.38					
7.10	10.10	48.1		Lv Cataract Junc.	9.30	6.10					
7.22	10.35	52.6		.. Erin	9.18	5.50					
7.31	10.55	56.3		.. Hillsburg	9.09	5.25					
7.41	11.15	60.8		.. Orton	8.59	5.05					
7.52	11.35	65.7		.. Belwood	8.48	4.35					
7.58	11.40	68.5		.. Spier	8.40	4.15					
8.08	12.20	73.0		.. Fergus	8.32	4.05					
8.15	12.30	75.4		.. Elora	8.25	3.30					
7.02	9.35	48.1		Lv Cataract Junc.	10.00	6.38					
7.10	9.45	51.2		.. Alton	9.45	6.11					
7.15	9.50	53.2		.. Melville Junc.	9.35	6.05					
7.20	9.55	56.0		Ar } Orangeville {	9.30	6.00					
7.36	10.09	60.0		Lv } {	9.18	5.46					
7.47	10.20	60.0		.. Fraxa Junc.	9.08	5.36					
7.53	10.25	63.6		.. Amaranth	9.01	5.29					
7.58	10.30	65.9		.. Waldemar	8.56	5.24					
8.06	10.38	68.1		.. Grand Valley	8.50	5.19					
8.27	10.58	79.5		.. Arthur	8.29	4.58					
8.40	11.10	86.4		.. Kenilworth	8.14	4.43					
9.01	11.30	94.2		.. Mt. Forest	7.59	4.29					
9.22	11.49	101.7		.. Harriston	7.35	4.04					
9.40	12.05	110.1		.. Fordwich	7.19	3.48					
9.48	12.13	114.0		.. Gorrie	7.11	3.40					
9.53	12.18	116.0		.. Wroxeter	7.05	3.35					
10.17	12.41	126.9		.. Wingham	6.43	3.13					
10.37	1.02	122.8		.. Glenannan	6.25	2.55					
10.50	1.15	127.8		.. Teeswater	6.15	2.45					
P.M.	P.M.			Ar	Lv	A.M.	P.M.				
Explanation of Signs. *Daily, †Daily, except Sun. \$ Sundays only. ‡ Refreshment Stations. @ Postal mail box on Station Platform. d Daily except Sunday and Friday. f Flag Stations. & Daily except Wednesday and Friday.											

Canadian Pacific Railway Public Timetable - 1911

Secretary's Report from Chris Anstead

We are sad to learn that **Keith Dowd**, a study group member for 11 years, has passed away. His R.P.O.s were a source of pleasure in recent years.

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