



Campbell's Bay station on the C.P.Ry. line between Ottawa and Waltham, circa 1930

This issue contains an article by **Brian Stalker**, examining three cancellations used on the **Sarnia Branch** of the **Great Western Railway**, in the period between 1859 and 1887. Brian requests input from other study group members regarding their holdings.

In another article, we review the postmarks used on two lines north of Ottawa, which ultimately became part of the Canadian Pacific Railway. They ran between **Ottawa and Waltham** and **Ottawa and Maniwaki**.

We also have a short piece reprinted from the Bytown Railway Society journal, Branchline, about some problems with dispatching and collecting mail "on the fly", in the Ottawa Valley.

Finally, we devote three pages to assorted new reports received over the past several months from study group members and other sources.

.....
Congratulations to two of our study group members on their exhibit awards at the Edmonton Spring National 2006 held March 24-26, 2006, as follows;

Robert Lane, "*Railway Post Office Postmarks used in Southern Manitoba*" received a SILVER and the Best BNA "Two 'n Four" Award (for a BNA exhibit between 2 and 4 frames).

Robert Lane, "*The "West Of Winnipeg" RPO Hammers*" received a VERMEIL and the Postal History Society of Canada (PHSC) Award for best postal history exhibit.

William G. (Bill) Robinson, "*Ontario Railway Post Offices: Southwestern Ontario to 1867*" received a SILVER.

.....
Secretary's Report from Chris Anstead

Study group member **Robert A. Lee** has moved to #333 - 2365 Stillingfleet Road, Kelowna, BC, V1W 4X5.

.....
Bob Lane advises us as follows;

The **BNAPS Internet Study Group**, under the leadership of **Greg Spring**, has successfully established a web site that includes study group forums. There is one for R.P.O. collectors, temporarily hosted by Bob Lane (someone please volunteer!). Collectors can leave their messages, questions, etc. There is also a FAIR forum where you can leave your want lists or for trade/sale lists. Go to: <http://143.167.160.1/bnapsig/index.asp>

The Great Western Railway Sarnia Branch Postmarks from Brian Stalker

Recent examination of my strikes of the GWR Sarnia Branch postmarks (Ludlow Numbers RR-75, RR-76 and RR-77) revealed that seven strikes of RR-75 with direction 'EAST' all came from one hammer and three strikes with direction indicia 'WEST' came from another hammer. This, of course, prompted two questions: (i) Was this constant throughout the period of use of RR-75? and (ii) Does this also apply to RR-76 and RR-77?

Unfortunately my holding of RR-76 and RR-77 strikes is insufficient to draw even a tentative conclusion so I am seeking input from fellow members of the Study Group to broaden the scope of this analysis.

RR-75 G.W.R. / SARNIA - BRANCH

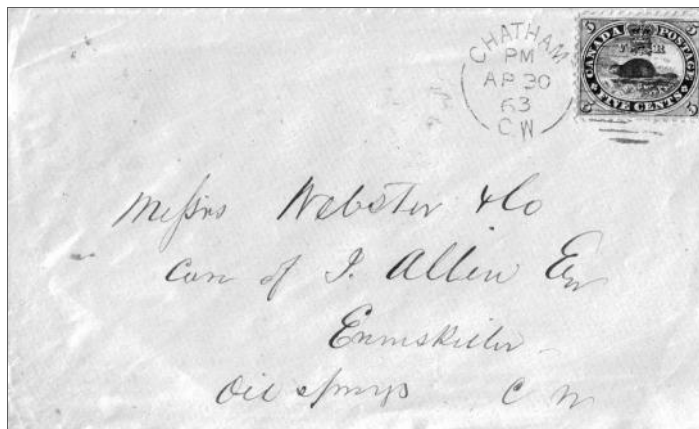
Two hammers were ordered from D. G. Berri, Esq., Engraver, London, England, on 9th September 1859, the order requiring, "Two... dated steel stamps...with moveable dates, are to be adapted for and supplied with the words cut in moveable steel type, respectively, "East" and "West".

No proof strikes of these hammers have been found, but identification of the two hammers is possible from chordal measurement (dimensions in mm), as follows;

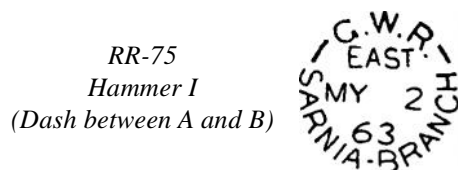
G. W. R. / SARNIA - BRANCH

Hammer	a	b	ERD	LRD	Indicia
I	2 3/4	3	1859/11/08 ²	1875/06/02 ²	EAST
II	3	2 3/4	1860/02/27 ²	1864/04/20 ¹	WEST
Listing			1859/11/08	1875/09/07	EAST, WEST

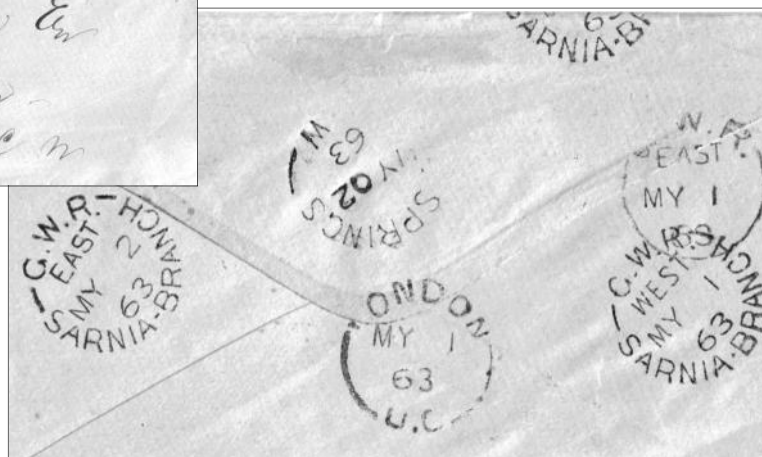
Reporter - Brian Stalker ¹, Ross Gray ²



RR-75
Hammer II
(Dot between A and B)



RR-75
Hammer I
(Dash between A and B)



From Chatham to Oil Springs (Enniskillen Township), approximately 30 miles due north as the crow flies.

It is unusual and interesting, to find such a combination of transit postmarks on ordinary, non-registered mail, particularly with strikes from Hammers I and II on the same cover.

April 30 1863 Posted 'PM' at Chatham.

May 1 From Chatham to London, **East** on the **GWR main line (RR-65)**, taken to and sorted at London Post Office, returned to railway station for **GWR Sarnia Branch, West-bound** train, possibly arrived at Wyoming too late for transfer to the Petrolia / Oil Springs courier? (Perhaps the courier did only one return trip a day, south in the morning and north in the afternoon?) or it may have been omitted from the Petrolia / Oil Springs bag?

Held over-night in the R.P.O. at Sarnia.

The Great Western Railway Sarnia Branch Postmarks from Brian Stalker

May 2

Returned **East** by **GWR Sarnia Branch** to Wyoming, transferred to Petrolia / Oil Springs courier. Received at Oil Springs.

Total distance travelled approximately 150 miles, two days in transit.

RR-76 G. W. RY / SARNIA • BRANCH

Two (less than perfect) proof strikes are known dated MR 5, 81 and both with direction 'WEST' but spacing variations confirm the existence of two hammers.

I have only two strikes, both are 'bounced' but appear to be Hammer I, dated AP 7 81 EAST and SP 7 86 WEST. (*Editor's Note: All eight examples in my collection, six EAST and two WEST, are hammer I.*)

Hammer I Proof



Hammer II Proof



G. W. RY / SARNIA • BRANCH

|-----b-----|
|-----c-----|

-|a|-

Hammer	a	b	c	ERD	LRD	Indicia
I	1 1/2	5 1/2-	4 1/2+	1881/04/07 ¹	1887/02/15 ²	EAST, WEST
II	2	6	4	unreported	unreported	unreported
Listing				1881/04/07	1887/02/15	EAST, WEST

Reporter - Brian Stalker ¹, Ross Gray ²

RR-77 G. W. R / S • BRANCH

No proof strike(s) has been found for this listing and, although I have several East and West-bound strikes, none of them are sufficiently sharp to make accurate chordal measurements or to distinguish more than one hammer. My East-bound strikes date from MR 6 77 to NO 10 80, and West-bound from SP 4 79 to SP 23 79. Ludlow listed the period of use as 1874/06/05 -1881/03/03. (*Editor's Note: All seven examples in my collection, six EAST and one WEST, are the same hammer.*)



"Cleaned" scan of early usage from R. Gray collection

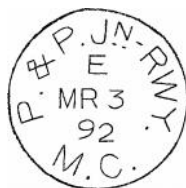
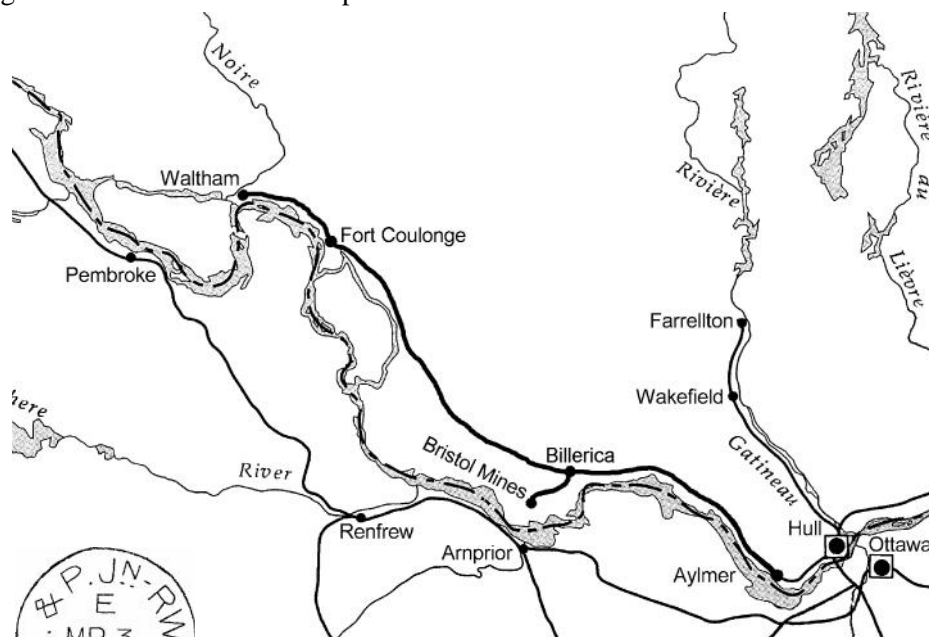


Ross Gray Collection

Pontiac & Pacific Junction Railway

In 1880, the Pontiac & Pacific Junction Railway was incorporated to build from Hull to a point in Pontiac County, where a crossing could be made to Pembroke.

In 1887, the line was opened from Aylmer, where it connected with the Canadian Pacific Railway, to Fort Coulonge. In 1895 the line was completed to Waltham.



RR-133

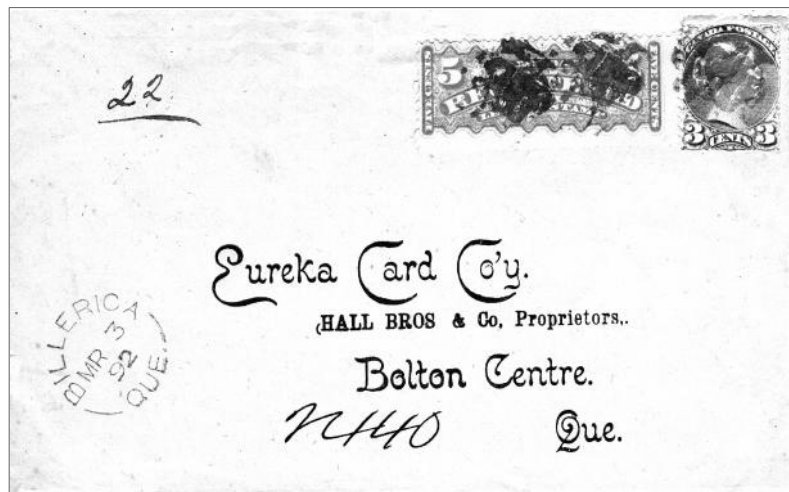
Proof - 1888/08/09

ERD - 1890/10/25

LRD - 1893/03/27

Indicia - E, W

This postmark is used as a transit backstamp on a registered cover from BILLERICA, QUE. (became Wyman in 1905) to Montreal. The Montreal receiving backstamp is dated the following day.



In 1901, the railway amalgamated with the **Ottawa & Gatineau Railway**, under the name of the **Ottawa, Northern & Western Railway**, which was then leased to the **Canadian Pacific Railway** in 1902.

A new cancellation naming the terminals of the run was placed in use in 1893 and it was replaced in 1910, the replacement remaining in use until 1917, when the run was extended to Waltham.



O-219

Proof - 1893/04/29

ERD - 1893/05/05

LRD - 1909/12/15

Indicia - E, W



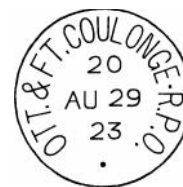
O-220

Proof - 1910/03/21

ERD - 1910/04/15

LRD - 1917/10/30

Indicia - 112, 113, 540, 541, 542, 543



O-220A

Proof - 1923/08/29

No reported use

Canadian Pacific Railway - Ottawa & Waltham

The Ottawa & Waltham run lasted until 1959, using only two cancellations.



O-264

Proof - 1917/11/09

ERD - 1917/12/15

LRD - 1938/03/02

Indicia - 12?, 542, 543



unlisted

Proof - 1919/01/21

No reported use



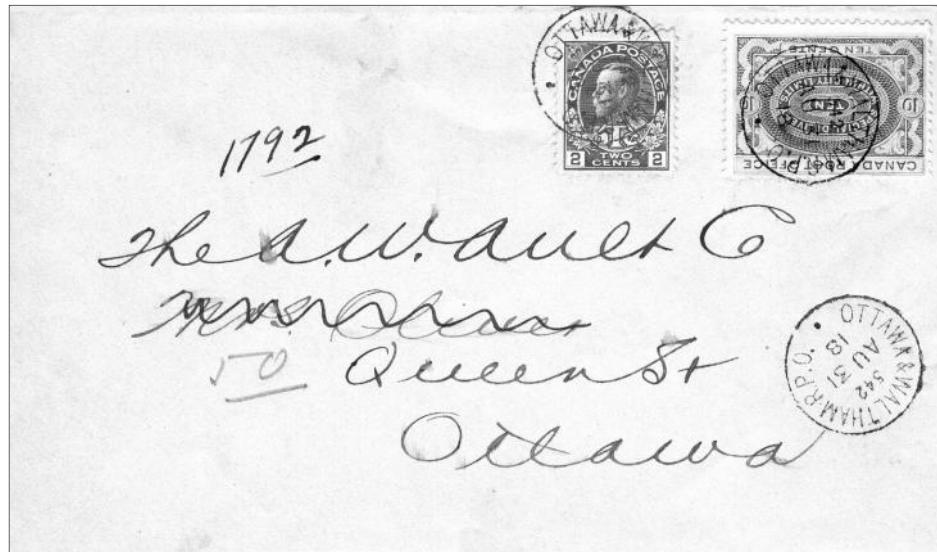
O-265

Proof - 1936/10/23

ERD - 1937/02/06

LRD - 1959/03/06

Indicia - 542, 543, 544, 545, 547, 642, 643



OTTAWA AND WALTHAM									
543	541	Miles	TABLE 41				542	544	
P.M.	A.M.		(Eastern Time)				A.M.	P.M.	
† 4.00	8.05	0.0	Lv.	OTTAWA	Ar	† 9.50	3.30		
4.07	8.12	1.7		Hull		9.42	3.22		
4.10	8.15	2.4		Hull West		9.38	3.18		
4.22	8.27	7.4		Deschene		9.25	3.05		
4.30	8.35	10.0		Aylmer		9.17	2.57		
4.49	8.59	17.8		Breckenridge		8.59	2.39		
4.55	9.05	20.7		Lusk		8.54	2.34		
5.01	9.11	23.2		Eardley		8.48	2.28		
5.07	9.17	25.4		Parker		8.43	2.23		
5.15	9.25	29.4		Mohr		8.34	2.14		
5.23	9.33	33.2		Guyon		8.27	2.07		
5.31	9.41	36.3		Wyman		8.18	1.58		
5.43	9.51	40.5		Maryland		8.09	1.49		
5.50	9.57	43.1		McKee		8.03	1.43		
6.04	10.11	47.1		Shawville		7.52	1.32		
6.17	10.24	53.0		Lawn		7.37	1.17		
6.21	10.28	54.4		Morehead		7.33	1.13		
6.33	10.39	58.2		Campbell's Bay		7.23	1.03		
6.43	10.49	62.6		Vinton		7.11	12.51		
7.00	11.04	69.7		Fort Coulonge		6.56	12.36		
7.05	11.09	71.6		Davidson		6.50	12.30		
7.17	11.21	76.9		Devonshire Park		6.40	12.20		
7.30	11.35	80.2	Ar	WALTHAM	Lv	6.30	12.10		

C. P. Ry. Public Timetable - 1924

Ottawa & Gatineau Valley Railway

Incorporated in 1871 to build from Hull to Maniwacki, the **Ottawa & Gatineau Valley Railway** saw its first regular passenger service starting in 1892, between Hull and Wakefield. In 1894, the line was incorporated as the **Ottawa & Gatineau Railway Company**.

In 1901, the railway amalgamated with the **Pontiac & Pacific Junction Railway**, under the name of the **Ottawa, Northern & Western Railway**, which was then leased to the **Canadian Pacific Railway** in 1902. The C.P.R. continued northward construction of the former Ottawa & Gatineau Railway, finally reaching Maniwaki in 1904.

Ottawa & Gatineau Valley Railway

The first cancellation for the run, O-235, was replaced by hammer I of O-233, in 1917. Sometime between 1918 and 1928, hammer II replaced hammer I. Reported train numbers for listing O-233 are 532, 533, 534, 535 and 537. Readers are requested to report their dates and train numbers for these two hammers.



O-235
Proof - 1893/05/16
ERD - 1893/06/27
LRD - 1917/03/24
Indicia - E, W, N, S, 252, 532, 534, 535



O-233 Hammer I
Proof - 1917/05/16
ERD - 1917/06/11
LRD - 1918/07/31
Indicia - 534, 535



O-233 Hammer II
Proof - unknown
ERD - 1928/05/25
LRD - 1937/06/04
Indicia - E, 532, 533, 535



unlisted
Proof - 1919/01/21
no reported use



unlisted
Proof - undated
no reported use



O-234
Proof - 1937/08/12
ERD - 1937/08/18
LRD - 1957/05/04
Indicia - 23, 534, 535, 537, 539



OTTAWA AND MANIWAKI											
READ DOWN			Mis.	TABLE 44			READ UP			Mis.	
535	531			534	536	538					
P.M.	A.M.			A.M.	P.M.	P.M.					
4.30	9.05	0.0		11.00	5.50	9.15					
4.36	9.12	1.7		10.52	5.40	9.05					
4.43	9.19	4.7		10.41	5.32	8.55					
4.58	9.34	8.2		10.29	5.23	8.42					
5.05	9.41	10.6		10.19	5.14	8.32					
5.10	9.48	11.9		10.14	5.10	8.27					
5.16	9.51	12.7		10.11	5.08	8.24					
5.19	9.54	14.2		10.06	5.05	8.20					
5.25	10.02	15.7		10.02	5.02	8.16					
5.31	10.07	17.7		9.57	4.57	8.11					
5.38	10.13	20.6		9.50	4.50	8.04					
5.46	10.20	21.4		9.43	4.43	7.57					
5.56	10.29	24.6		9.33	4.33	7.47					
6.05	10.38	29.1		9.22	4.22	7.37					
6.08	10.41	29.8		9.19	4.19	7.34					
6.15	10.49	33.1		9.11	4.10	7.25					
6.20	10.53	35.0		9.07	4.05	7.21					
6.36	10.57	41.1		8.54	3.53	7.07					
6.43	11.04	44.1		8.48	3.47	7.00					
6.47	11.08	45.7		8.44	3.43	6.56					
6.50	11.14	47.1		8.40	3.40	6.52					
6.57	11.31	48.8		8.31	3.32	6.46					
7.10	11.42	53.1		8.20	3.20	6.35					
7.18	11.50	56.1		8.13	3.13	6.28					
7.22	11.54	57.9		8.09	3.08	6.25					
7.27	11.59	59.3		8.03	3.02	6.20					
7.39	12.11	63.8		7.51	2.50	6.08					
7.48	12.20	67.3		7.42	2.41	5.58					
7.51	12.23	67.9		7.37	2.37	5.53					
7.54	12.26	68.7		7.35	2.35	5.50					
7.56	12.28	69.4		7.33	2.33	5.48					
7.59	12.30	70.2		7.31	2.31	5.46					
8.02	12.33	70.8		7.28	2.28	5.43					
8.06	12.37	71.8		7.25	2.25	5.40					
8.16	12.47	75.7		7.17	2.17	5.32					
8.35	1.05	82.4		7.00	2.00	5.15					
P.M.	P.M.			A.M.	P.M.	P.M.					

C. P. Ry. Public Timetable - 1924

Ottawa Valley Mail Crane Problems by Colin Churcher

From the **Renfrew Mercury**, June 23, 1899: "A rather good joke is told on the Almonte people who gathered on Sunday afternoon to see the new Imperial Limited C.P.R. train pass that station to the west. There is always a good crowd at that station, and this day was no exception. Now Almonte is not to be a stopping place for the Imperial, but the mail bags are to be picked up from a crane by an attachment at the side of the mail car. The old mail carrier hitched his mail-bag to the crane, and the Chief of Police importantly told the crowd to "move back;" that there would be a mail bag thrown from the train. The crowd of course moved back. The train came thundering along - and passed by, without so much as throwing out a mail-bag or even deigning to gather up the bag which the mail carrier had hung up! The old man took down the bag, and said that he did not believe that there was anybody on that train!"

It seems that there were problems not only at Almonte but at Arnprior as well. From the **Renfrew Mercury**, July 27, 1900: "The apparatus on which is suspended the mail-bag for the Imperial Limited to take on the fly is faulty in that the wind sometimes knocks off the bag. Messrs. J.H. Hopewell and Sylvester Grace have invented a contrivance which sets at naught the wind's playfulness and they hope to make some filthy lucre out of it." - **Arnprior Chronicle**.

This is a follow up from the **Renfrew Mercury** of November 4, 1904: "From the **Cobden Sun**. The engineers on the C.P.R. have served notice on the company that they will not drive engines if the cranes used for delivering mail bags to moving trains are not removed. The fireman on the Winnipeg train going east one day last week was struck by the one here. The train was not moving very fast but his cap was removed very suddenly and the mail bag was knocked from its position. The post office department should make it a point to see that these cranes are removed and trains carrying mails are made to stop. In the past few years several mail bags and their contents have been destroyed here by throwing them off and attempting to take them on moving trains."

*Reprinted from the January, 2006 edition of **Branchline** published by the Bytown Railway Society*

Updates from Hammer Studies in Previous Newsletters

Listing	Hammer	ERD	LRD	Indicia
RR-29	III	1899/06/21 ¹		
RR-30	II	1895/04/30 ¹		
RR-153	2		1879/10/23 ²	blank ²
RR-154	2	1894/10/11 ³		
W-37	4	1943/06/14 ³		
W-37	5	1943/08/30 ³	1959/02/23 ¹	
W-37	6	1943/07/14 ³		
W-37	7	1945/09/26 ³	1958/07/17 ³	
W-38	1	1935/08/21 ³		W ¹
W-38	2	1935/07/21 ³	1959/03/02 ³	
W-38	3	1938/02/18 ³	1959/03/30 ⁴	
W-44	1	1924/01/05 ³		E ³
W-46	1		1935/01/26 ³	
W-46	2	1928/12/14 ¹		
W-46	3		1935/06/19 ³	N ³
O-64	3			23 ²
O-391	2		1946/06/06 ³	
O-391	4			20 ³
O-393	1c	1949/09/20 ³		
O-416	2	1914/12/21 ³		

Reporters - Brian Stalker ¹, Ross Gray ², Warren Bosch ³, eBay ⁴

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

Page 1934

New Reports

Joel Stern sends us a report of a new **late date**, March 4, 1939 for listing **O-157**, LONDON & SARNIA / R.P.O. This scarce hammer was proof struck on January 24, 1931 and was previously only reported used until 1938. It is interesting to note that it was in rather battered shape by this time.

The registered cover originated in Kitchener at 6:00 PM on March 3. The following morning it was put on board the westbound Toronto, Stratford & Goderich R.P.O., train 29 (**O-411**) and at Stratford, it was transferred to the southbound London & Southampton R.P.O., train 170 (**O-160**). When it arrived in London, it was then put on board the westbound London & Sarnia R.P.O., train 17, (**O-157**) to be sorted into a closed bag for California, arriving in Vallejo on March 7.



Ross Gray reports a new **direction** indicium, **W**, for listing **W-3A**. The cancellation is on a picture post card of Vancouver, sent to Great Falls, Montana, where it arrived two days later.

Found as a transit backstamp struck in violet, on a registered cover from Kingston, Jamaica to Ladysmith, BC, is this **early second period date** of **W-30A** and previously **unreported train number 3**.

W-30A

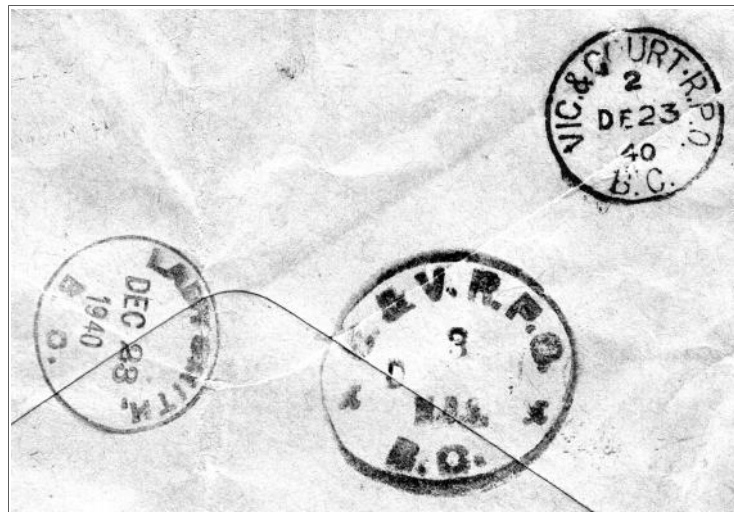
Proofs - 1919/01/24, 1919/01/25

1st Period Date - 1919/02/18

2nd Period ERD - 1940/12/22

2nd Period LRD - 1943/10/25

Indicia - 1,2,3,4



New Reports

This cover, cancelled with **E-35**, was apparently used on the **Fort Erie North & St. Thomas R.P.O.**, train #2, on December 23, 1941. Although there is no return address, the destination, Brownsville, Ontario, was situated on the Michigan Central Railroad line between Fort Erie and St. Thomas. There was probably an extra R.P.O. clerk on board to help handle the heavy Christmas mail.



E-35
Proof - unknown
ERD - 1927
LRD - 1963
Indicia - AM, 2, 39, 218

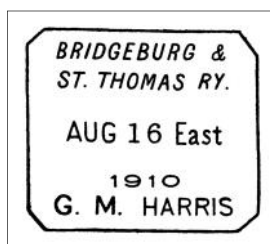


Normal cancellation was
O-70
Proof - unknown
ERD - 1932
LRD - 1951
Indicia - 2, 3, 5, 365, 366



From **Ross Gray**, we have a **new train number** and **early date** for **W-77D**, dated April 5, 1912 on train # 514, as a violet transit backstamp on a registered cover, which originated in France on March 11, 1912 and was addressed to Frank, Alberta, where it arrived on March 26. It was re-directed to Winnipeg on April 5, arriving there on April 7.

Peter McCarthy sends us a new early date, Feb 20, 1931 for **Q-82A**. The earliest date in supplement 2 is April 9, 1931. It is struck in blue on a Letter Bill.



John Cheramy submits this previously unreported private clerk handstamp. It is struck in violet on the back of a Valentine picture post card, captioned "Talbot Street looking East, St. Thomas, Ont., Canada". The card is otherwise unmarked and may have been mailed under cover by the clerk.



Observed on e-bay, a new **late date** for **W-134**, August 11, 1883, used as a transit marking on a cover to Rat Portage.

O-392 Hammer Study Correction

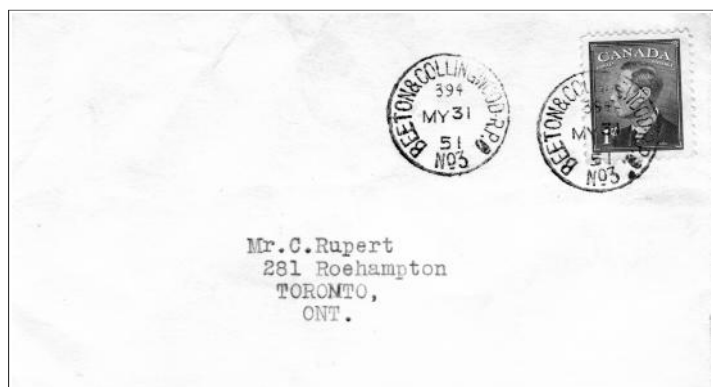
Thanks to **Warren Bosch** for noticing that the two ERDs from the the O-392 hammer study in the previous newsletter were reversed. Below is the corrected chart.

Hammer	Proof	ERD	LRD	Indicia	a	b	c	d
I	unknown	1898/03/22	1914/12/31	N,S,705,706?,708	5 1/4	6	6 3/4	12
II	unknown	1898/01/12	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				

New Reports

Observed in a dealer's stock, **W-26Pb**, From CAL. & VAN. R.P.O. / E. JONES, as a transit backstamp, Tr. 4, dated JUL 2, 35. No date was reported previously and only train # 3 was recorded.

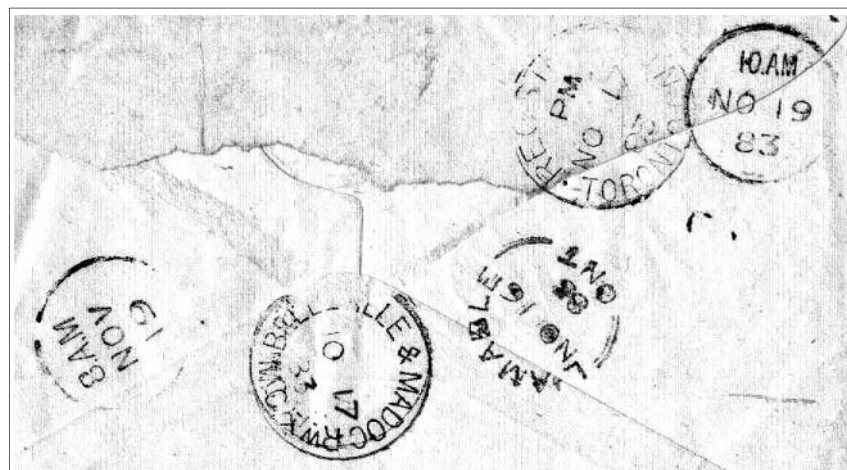
Ross Gray has found **W-134A, Hammer I**, NORTH, AP 6, 86, on a post card from Emerson to Winnipeg. This is a **new direction** and **late date** for the hammer and possibly a late date for the listing.



This favour cover has a new **late date**, probably the last day of operation, for **O-13, hammer 3b**. The previous LRD was January 18, 1951.



Colin Campbell sent this report of **W-30k, ornament #136**, train **62**, dated August 9, 1913, found on a picture post card of Mt. Bonney, Glacier, BC and sent to Orleans, France, where it arrived on August 23. This is the first report of the scarce train number for this hammer.

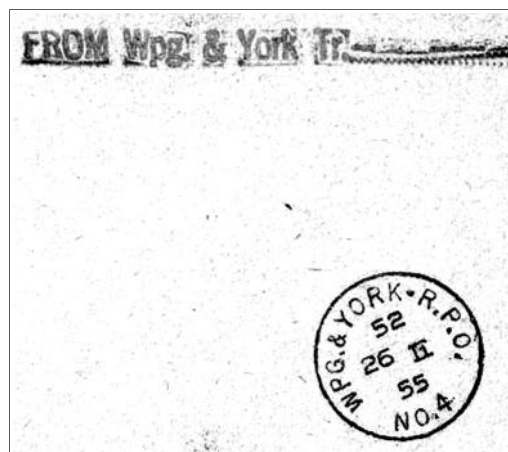


Observed on e-bay, a registered cover originating at Boulter, via L'Amable, to Toronto with **O-14**, as a transit backstamp, dated November 17, 1883. This is a new **early date** for the hammer, which was proof struck on January 5, 1883.

This example from **Bob Lane** of **W-211B** on a facing slip, accompanied by W-211A, Hammer 4, dated February 26, 1955, is a new **early date**. The latest reported date is July 2, 1959.



Ross Gray reports a new **late date**, April 17, 1951 for listing **Q-288**. The postmark is used as a transit marking on the back of a registered cover from Sherbrooke, Quebec to Starbuck, Manitoba.



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