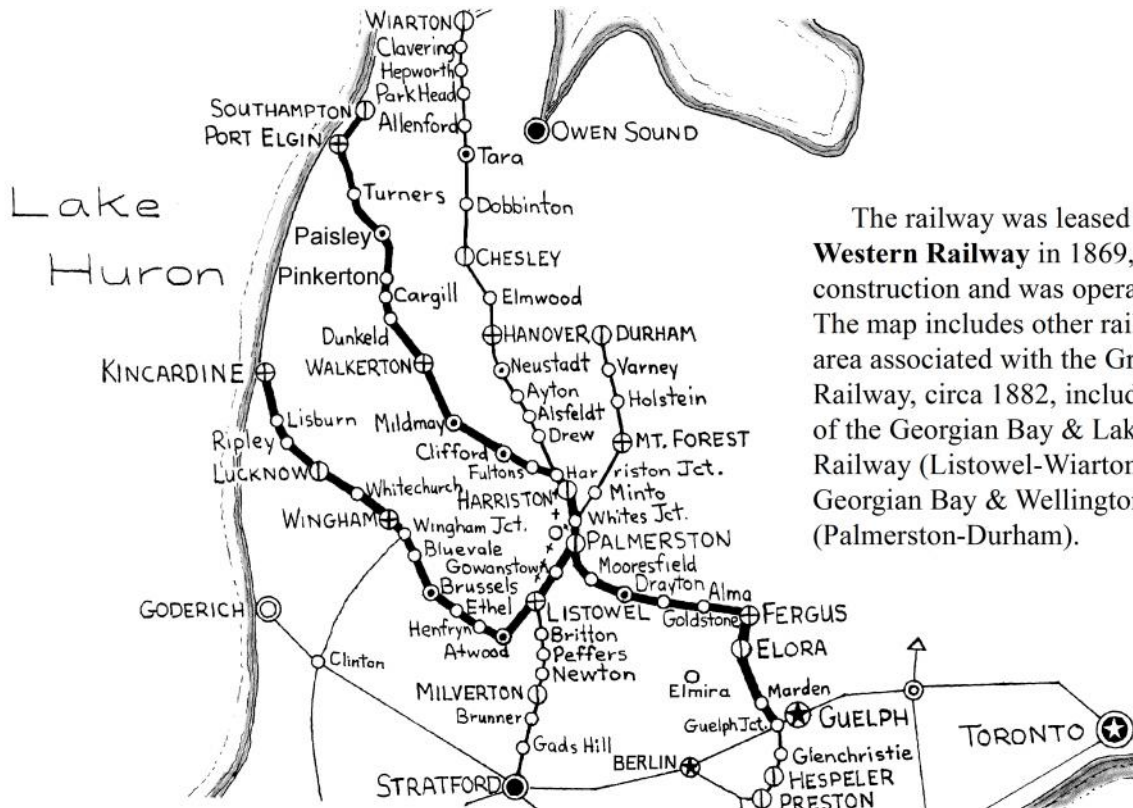




Grand Trunk Ry. Station at Palmerston circa 1910

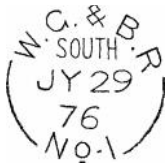
In 1872, the **Wellington, Grey & Bruce Railway** was opened from Guelph (*Wellington County*) to Southampton (*Bruce County*), a distance of 102 miles. Two years later, a 67 mile long branch line was completed between Palmerston and Kincardine (*Bruce County*); it was known as the **Southern Extension**.



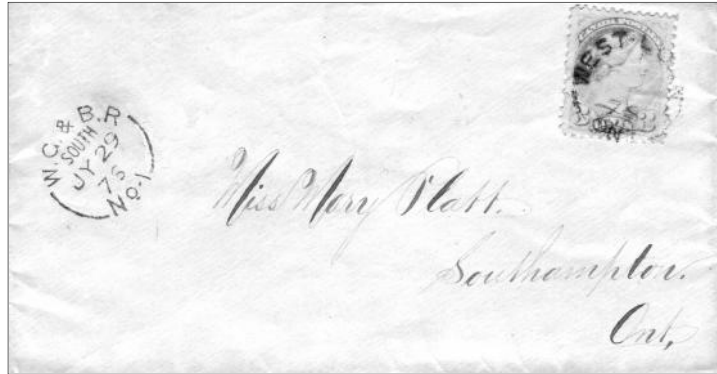
The railway was leased to the **Great Western Railway** in 1869, prior to its construction and was operated by them. The map includes other railways of the area associated with the Great Western Railway, circa 1882, including a portion of the Georgian Bay & Lake Erie Railway (Listowel-Wiarton) and the Georgian Bay & Wellington Railway (Palmerston-Durham).

## Wellington, Grey & Bruce Railway

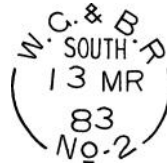
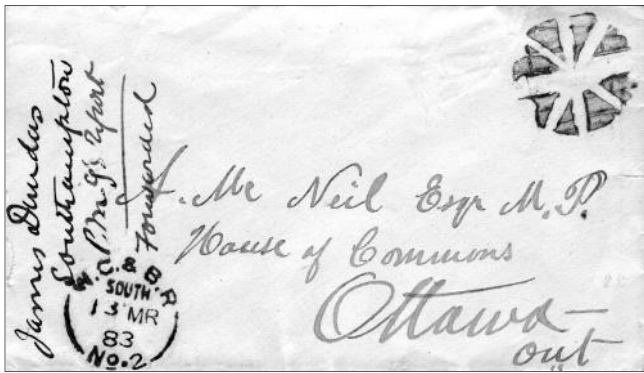
The first postmark used on this railway had four hammers with either “N<sup>o</sup> - 1”, “N<sup>o</sup> - 2”, “N<sup>o</sup> - 3” or “N<sup>o</sup> - 4” at their base. They are reported used from 1876 until 1884, with either a “NORTH” or “SOUTH” direction indication.



RR-185 Hammer 1  
Proof - unknown  
ERD - 1876/07/29  
LRD - 1884/04/03  
Indicia - NORTH, SOUTH



This postmark is used as a transit marking on the front of a cover, which originated at WEST LORNE, ONT. (Aldborough Township, Elgin County), where the stamp was cancelled. It is addressed to Southampton but there is no arrival backstamp.



RR-185 Hammer 2  
Proof - unknown  
ERD - 1876/12/15  
LRD - 1883/03/13  
Indicia - SOUTH

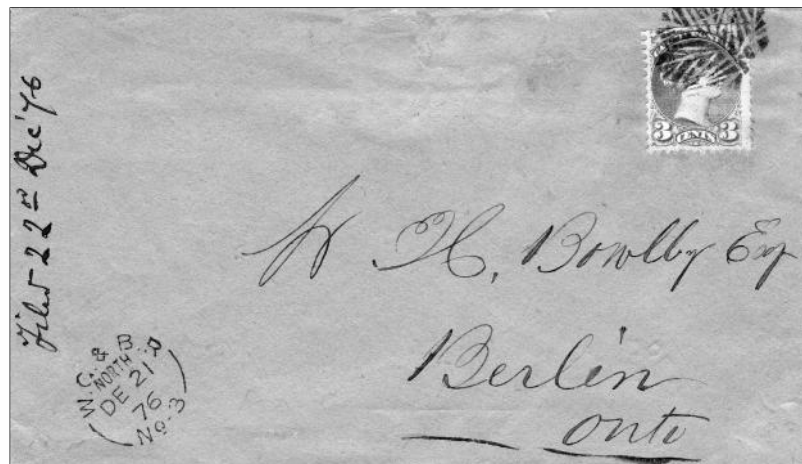


Arrival backstamp

Although there was no stamp to cancel because the letter was free, having been addressed to a M.P., the R.P.O. clerk applied a “cork” obliterator where the stamp might have been. According to the written filing notation, the letter originated at Southampton, . (See an interesting use of the same obliterator on page 80 of Horace Harrison’s, “19th Century Registered Postmarks of Canada’s Railway Post Offices”, BNAPS Exhibit Series No. 31.)

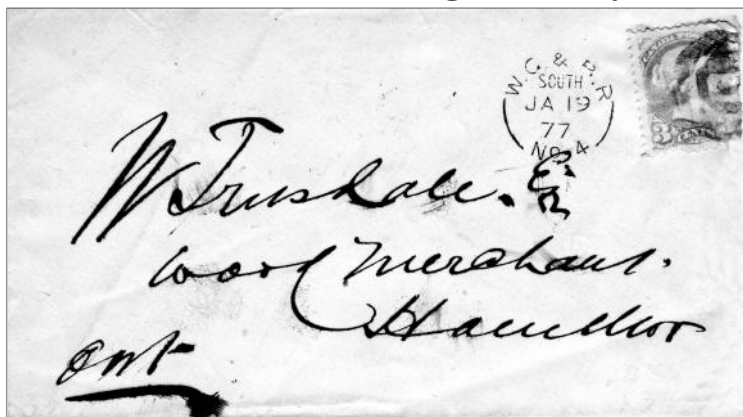


RR-185 Hammer 3  
Proof - unknown  
ERD - 1876/12/21  
LRD - 1884/03/12  
Indicia - NORTH, SOUTH?



This cover with a fancy “leaf” obliterator cancellation travelled to Guelph, where it received a transit backstamp, dated the same day. There it was likely transferred to a westbound G.T.R. train for Berlin, where the arrival backstamp was applied the following day.

## Wellington, Grey & Bruce Railway



RR-185 Hammer 4  
 Proof - unknown  
 ERD - 1877/01/19  
 LRD - 1877/01/19  
 Indicia - SOUTH

The Hamilton arrival backstamp is dated the same day.

The next postmark used, was similar to the first four, differing from them by the use of "RY" instead of just "R" for railway and having "NO - 4" at its base. As far as I know, this is the only hammer for the listing.



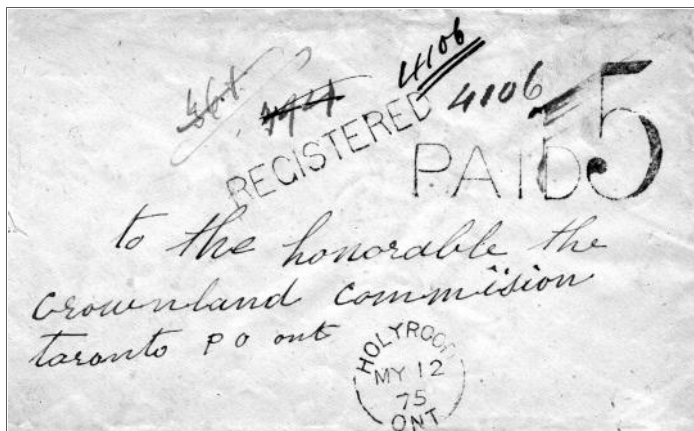
RR-186 Hammer 4  
 Proof - 1877/05/09  
 ERD - 1878/01/12  
 LRD - 1884/04/28  
 Indicia - NORTH, SOUTH



The writer of the card indicates that he is in Galt, suggesting that this R.P.O. cancellation may have been used on other Great Western Railway operated lines which were not part of the original W.G. & B. Ry. system. The HESPELER, ONT. arrival backstamp is dated the same day.

## The "Southern Extension"

The first postmark used on the branch between Kincardine and Palmerston is known from 1875 until 1883, with either EAST or WEST direction indicia. No proof strike is recorded.



RR-189  
 Proof - unknown  
 ERD - 1875/05/14  
 LRD - 1883/05/08  
 Indicia - EAST, WEST

This registered cover originated at HOLYROOD, ONT, MY 12, 75 (Kinloss Township, Bruce County). From there, it travelled 8 kilometers south, by road, to Lucknow, where it was transferred aboard the eastbound train to Palmerston. There are no other transit postmarks and no Toronto arrival marking.

## Wellington, Grey & Bruce Railway - Southern Extension

This registered cover originated at KINCARDINE, ONT., MY 11, 76 and travelled to Palmerston on the "Southern Extension" of the W. G. & B. Ry., which had opened for traffic in 1874. From Palmerston, it continued on its journey to GUELPH, ONT. and then, westward from Guelph to Stratford, probably on the Grand Trunk Railway. There is no arrival marking at Stratford.



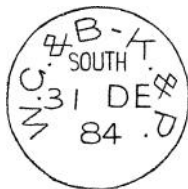
RG-34A  
Proof - unknown  
ERD - 1875/08/18  
LRD - 1876/05/11  
Indicia - blank

The registered postmark, used as a transit marking on the reverse of this cover, is only known by three examples. One of those three covers was shown on page 1629 of the newsletter, indicating that the cancellation was also used on the main line of the railway. There is no proof strike on record. It was quickly replaced with **RG-34**.



RG-34  
Proof - 1876/10/16  
ERD - 1877/03/12  
LRD - 1880/05/22

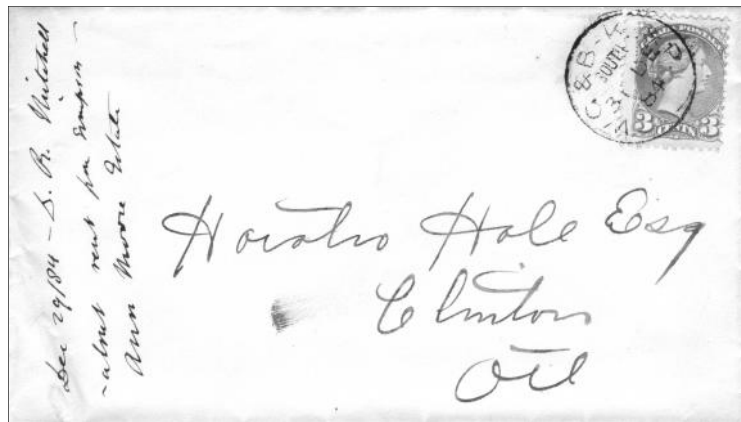
The second regular postmark used on the branch between Palmerston and Kincardine is known from this earliest date, New Year's Eve, 1884 until 1889, when it was replaced with a new hammer. Direction indicia used were NORTH, SOUTH or EAST. No proof strike is known.



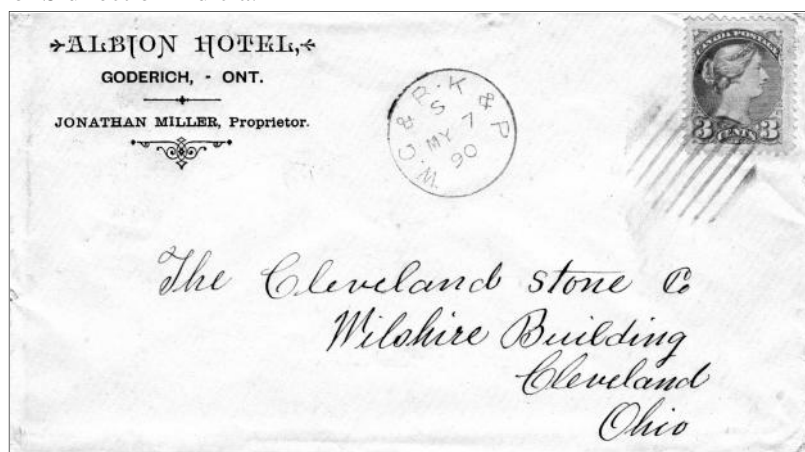
RR-190 Hammer I  
Proof - unknown  
ERD - 1884/12/31  
LRD - 1889/01/04

Indicia - NORTH, SOUTH, EAST?

The Clinton receiving backstamp is dated the same day.



The second hammer was proof struck on August 26, 1889. It was used from 1889 until 1896, with either N or S direction indicia.



RR-190 Hammer II  
Proof - 1889/08/26  
ERD - 1889/??/??  
LRD - 1896/02/04  
Indicia - N, S

The Cleveland, Ohio receiving backstamp is dated 2 AM, May 8.



## Wellington, Grey & Bruce Railway

The first of two registration postmarks used on the main line of the W. G. & B. appears as the **originating postmark** on this cover to Toronto, where it arrived the same day. This type of railway registration marking is almost always found only as a transit marking. Recorded use is from October 13, 1875 until August 8, 1876.

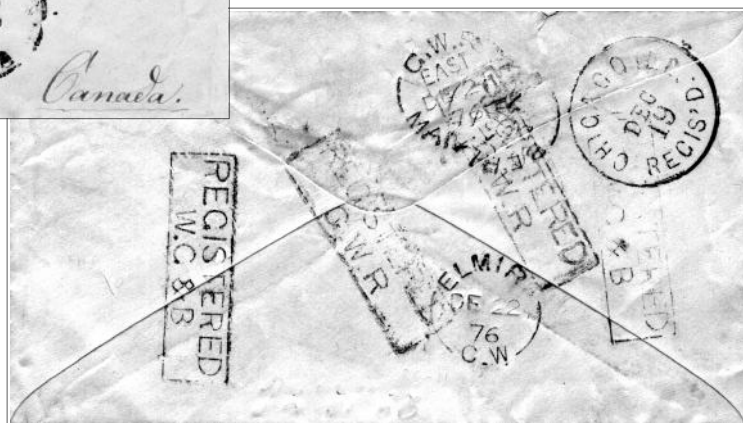
There are two additional strikes of the registration cancellation on the back as well as a Toronto receiving mark dated the same day.



RG-41  
Proof - unknown  
ERD - 1875/10/13  
LRD - 1876/08/07



RG-40  
Proof - 1876/10/16  
ERD - 1876/12/22  
LRD - 1880/04/29



The second registration postmark created for the main line was proof struck on October 16, 1876 and is reported used between December 22, 1876 and April 29, 1880. As usual, this example is a transit backstamp and is found on a registered cover from **HASTINGS, IOWA, DE 16**, addressed to Elmira, Ontario, where it arrived on December 22, 1876. It travelled via Chicago and the eastbound **G.W.R. / MAIL LINE (RR-73)** railway post office, on which it also was also stamped **REGISTERED / G.W.R.** (RG-11). The letter probably continued its journey on the G.W.Ry. main line, as far east as Harrisburg, where it would have been transferred to a northbound G.W.Ry. train. It then may have either travelled to Galt, to be transferred to a northbound G.T.Ry. train for Berlin or continued north to Guelph, to be transferred to a westbound G.T.Ry. train for Berlin. Either routing suggests that the W. G. B. R. registration postmark was used on the line between Guelph and Harrisburg. From Berlin, it completed its journey by road to Elmira.

## Wellington, Grey & Bruce Railway

Between 1884 and 1897, a group of closed ring, circular date stamp postmarks, with numbers 1 through 5 at their base, was used on the main line, between Guelph and Southampton. Except for a second hammer, with N<sup>o</sup> 1 at the base, which was apparently not used, no other proof strikes are known. Direction indicia reported for the group are N, S, NO, NORTH and SOUTH.

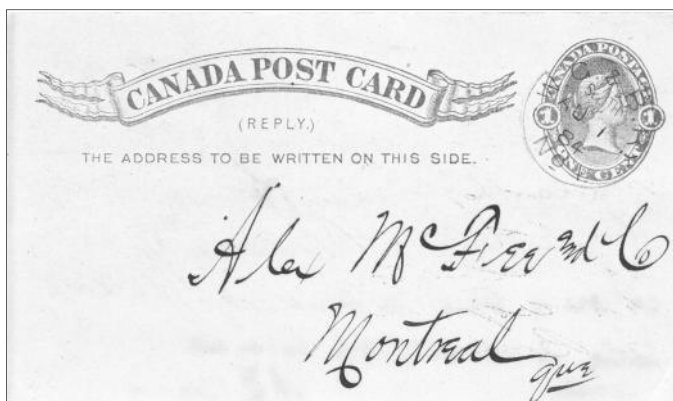
RR-187 Hammer 1a

Proof - unknown

ERD - 1884/08/01

LRD - 1888/01/17

Indicia - NORTH?, SOUTH



RR-187 Hammer 1b

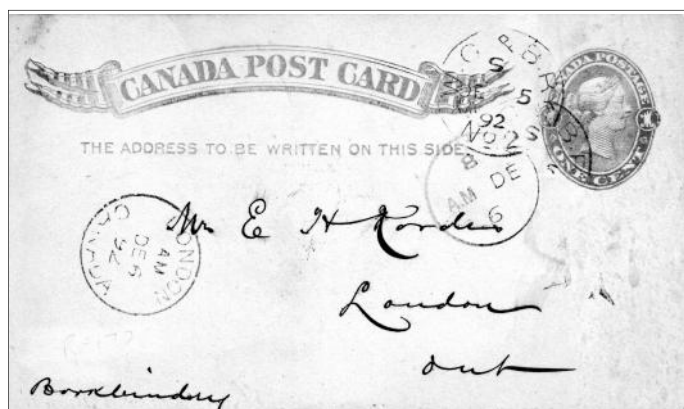
Proof - 1889/02/23

ERD - unreported

LRD - unreported

Indicia - unreported

This reply post card was posted aboard the train at Paisley. There is no Montreal receiving mark.



RR-187 Hammer 2

Proof - unknown

ERD - 1891/12/12

LRD - 1892/12/05

Indicia - N, S

The London receiving postmark shows delivery there, on the morning of the following day.

RR-187 Hammer 3

Proof - unknown

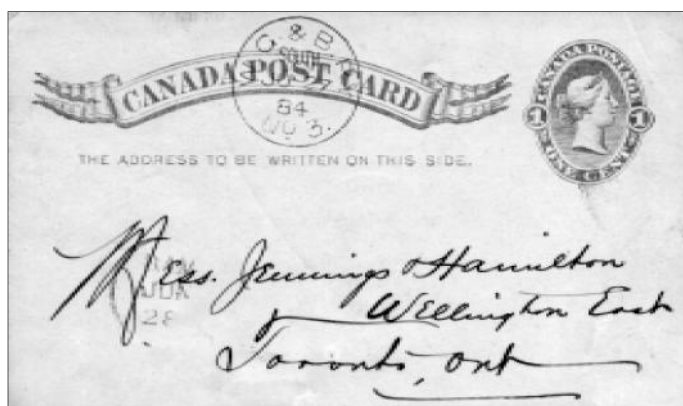
ERD - 1884/06/27

LRD - 1890/08/11

Indicia - NORTH?, SOUTH, S

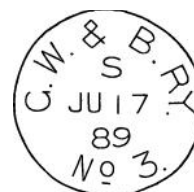


This card was posted aboard the train at Palmerston. According to the Toronto receiving mark, it arrived the following morning.

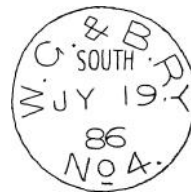


On June 17, 1889 a hammer was proof struck with the "W" and "G" reversed. It may have been intended as a replacement for the first "N<sup>o</sup> 3" hammer.

RR-188  
Proof - 1889/06/17  
No reported use



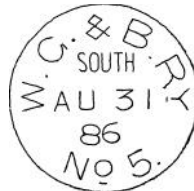
## Wellington, Grey & Bruce Railway



RR-187 Hammer 4  
 Proof - unknown  
 ERD - 1886/07/19  
 LRD - 1896/05/12  
 Indicia - NORTH, SOUTH,  
 N?, S

The enclosed letter indicates that it was posted aboard the train at Elora. There are three transit backstamps; HAMILTON, CANADA, 12 PM, JUL 19, 86, then BUFFALO, N.Y. JUL 19, 10 PM and finally PHILADELPHIA, PA., JUL 20, 1886, 12 PM. There is no Wayne, Pennsylvania arrival marking.

RR-187 Hammer 5  
 Proof - unknown  
 ERD - 1885/06/22  
 LRD - 1897/10/20  
 Indicia - NORTH, NO, SOUTH, S



The Hamilton receiving backstamp is dated the same day, at 6 PM.



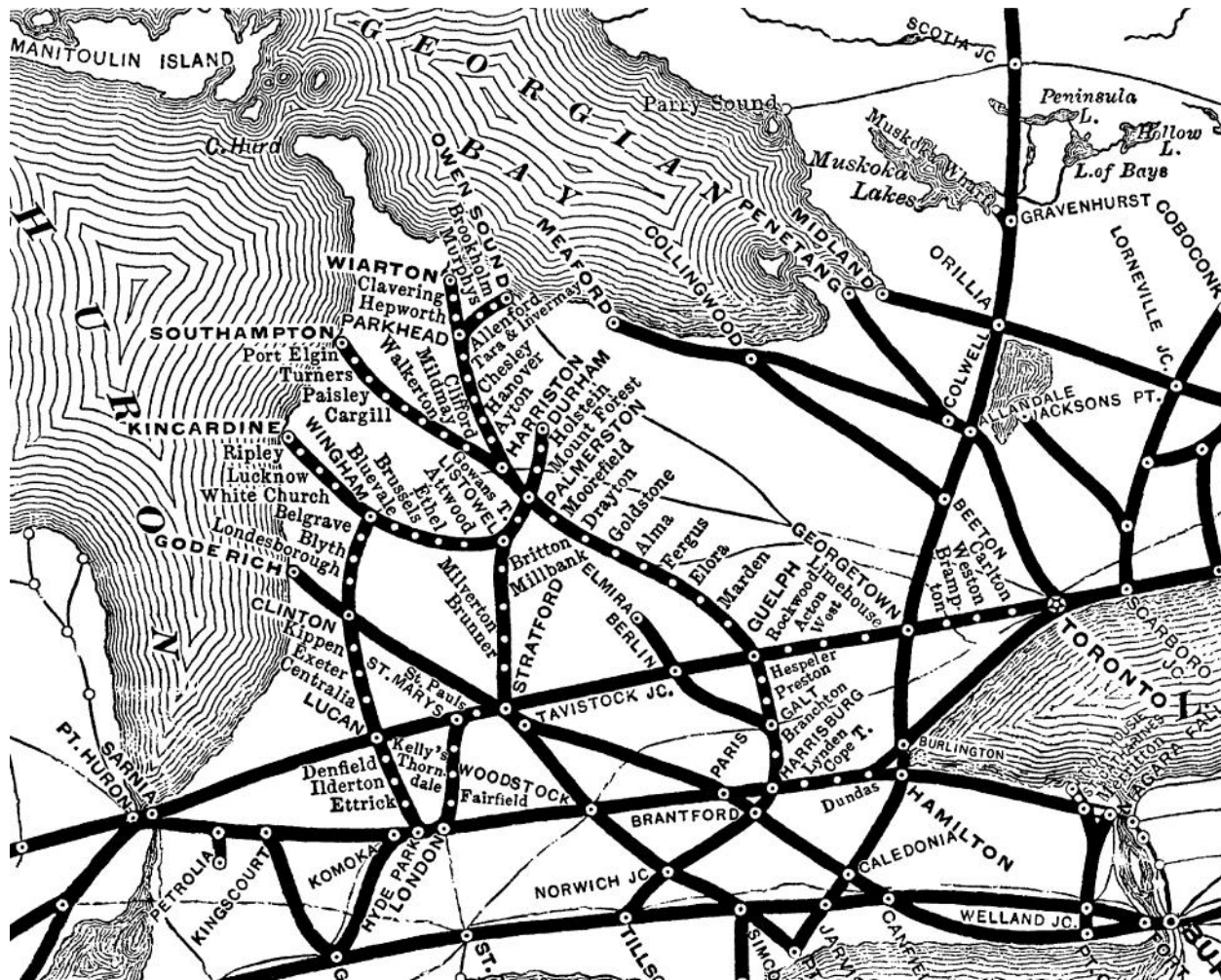
Although the Wellington, Grey & Bruce Railway, as well other lines in the region which had been operated by the Great Western Railway, was absorbed into the Grand Trunk Railway in 1882, postmarks bearing the former railway's initials continued in use as late as 1897 and may have been used on other connecting routes in the area before being discontinued.

An understanding of the evolution of the region's R.P.O. routes will be aided by an examination of the history and routing of the various Grand Trunk Railway and Great Western Railway predecessors. The accompanying map is derived from one in a 1902 G.T.Ry. public timetable.

The cancellations which follow, have been organized into two groups, the first which operated on some of the original W. G. & B. Ry system, particularly to Southampton, Kincardine and/or Palmerston and the second group, which operated through Palmerston, to Wiarton or Owen Sound over sections of the former W. G. & B. Ry. (*The line to Wiarton opened on August 1, 1882 and the branch to Owen Sound from Park Head was opened in 1894.*) It should also be noted that the tracks which had been laid between Listowel and Harriston by the Georgian Bay & Lake Erie Railway and which closely paralleled those of the W. G. & B. Ry., were removed in September, 1882.

Finally, we shall examine the postmarks from the **London, Huron & Bruce Railway**. The postmarks used on the **Georgian Bay and Lake Erie Railway** were already discussed previously on pages 1859, 1860 and 1861 of the newsletter.

## Grand Trunk Railway



Grand Trunk Railway Lines in 1902

### The Great Western Railway Group

- The **Great Western Galt Branch** was opened from Harrisburg, located on the G. W. Ry. main line, to Galt on August 21, 1854.
- The **Galt and Guelph Railway** was completed between its namesake communities in 1857, with operations assumed by the G. W. Ry..
- The **Wellington Grey and Bruce Railway** main line, between Guelph and Southamptown, via Palmerston, was opened on December 7, 1872. The G. W. Ry. assumed operation of the branch between Palmerston and Kincardine on December 17, 1874.
- The **London, Huron and Bruce Railway**, between Hyde Park and Wingham, operated by the G. W. Ry, opened on January 4, 1876.

On August 12, 1882, the entire Great Western Railway system became part of the Grand Trunk Railway.

### The Grand Trunk Railway Group

- The **Port Dover and Lake Huron Railway** saw traffic commence over the 62 miles between Port Dover and Stratford on January 1, 1876.
- The **Stratford and Huron Railway**, with the intention of building a line to Wiarton and in association with the P.D. & L.H. Ry., completed a 43 mile line between Stratford and Harriston, via Listowel and Palmerston, in 1877. The two railways amalgamated in 1879 as the **Georgian Bay & Lake Erie Railway**, followed by amalgamation with the Georgian Bay & Wellington Railway, under the title of the **Grand Trunk, Georgian Bay & Lake Erie Railway** in 1881, all of which was then absorbed by the G. T. Ry..
- The **Georgian Bay and Wellington Railway** constructed a line from Palmerston to Durham, which opened November 7, 1881, after an amalgamation with the P. D. & L. H. Ry. and the G. B. & L. E. Ry. to become the Grand Trunk, Georgian Bay & Lake Erie Railway.



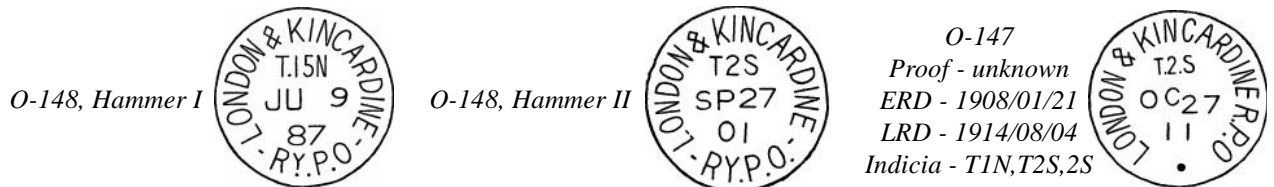
# Grand Trunk Railway / Canadian National Railways

## LONDON - KINCARDINE 1889 - 1914

Reported in use in early 1889, Ludlow **O-148** is the first of a long series of cancellations, which were used over sections of the original W. G. & B. Ry. and other connecting lines of the Grand Trunk Railway / Canadian National Railways system. The run operated London-Hyde Park-Wingham-Kincardine, including the entire length of the former **Lake Huron & Bruce Railway**. A second hammer appears to have replaced the first between 1894 and 1901. A new postmark, **O-147** was placed in use in 1908.

## LONDON & KINCARDINE / - R. Y. P. O. -

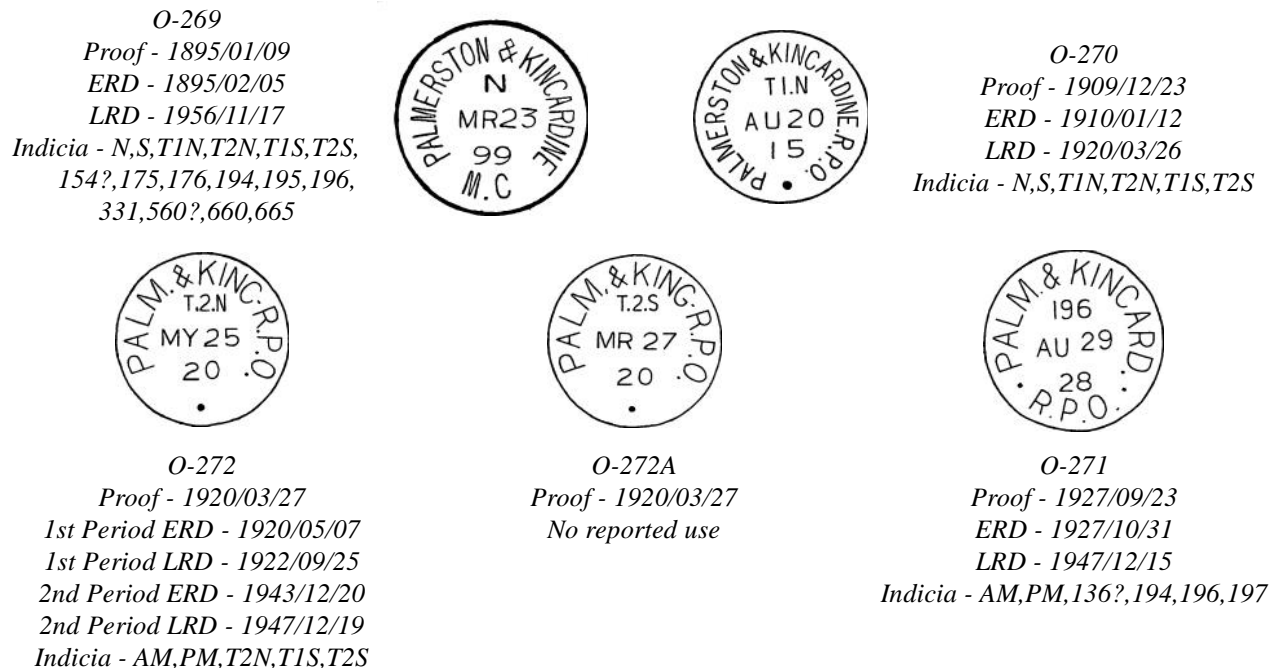
Hammer	Proof	ERD	LRD	Indicia	a	RYPO
I	1887/06/09	1889/02/15	1894/06/25	TIN, T2S	8	RY . P. O
II	unknown	1900/10/27	1914/05/17	T1N, T2S	8 1/2	RY.P.O.
Listing		1889/02/15	1914/05/17	T1N, T2S		



*NOTE: The train number / direction indicia used with these hammers and some of those which follow, may have various periods or hyphens between the letters and / or numbers. This article will ignore those variations such that "T.2.S" will be shown as "T2S" etc.*

## PALMERSTON - KINCARDINE 1895 - 1956

This long lived run operated over the former "Southern Extension" of the Wellington, Grey & Bruce Railway.



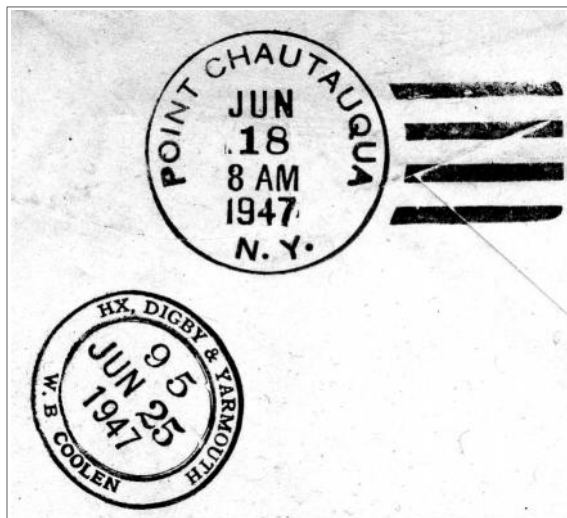
**The remainder of this article is continued in the next newsletter**

## Acknowledgement

The editor thanks **Mr. Peter Bower** for his kind permission for the use of the map of the W. G. & B. Ry shown on the front page, which the editor modified from one shown in Mr. Bower's excellent book, "Two Divisions to Bluewater, The Story of the CNR to the Bruce" published by Boston Mills Press in 1983. This book is highly recommended to anyone interested in the railway history of the area.

## New Reports

Reported by an anonymous contributor, "K.Q.", we show two new private clerk handstamps, used on the back of two different philatelic covers. The type 12A, "WINNIPEG DIST / R. Stenhouse" is struck in blue and the type 6E, "HX, DIGBY & YARMOUTH / W. B COOLEN" is struck in red.



**Bob Lane** reports this previously unknown train number **34** for hammer 2 of listing **W-201**, WPG. & REG. R.P.O. / No 2, dated February 20, 1935 and found on piece. Contemporary timetables show no such train number was used on the route and it may be that the clerk substituted the previous year slug, "34" for train 54.

**Ross Gray** found this example of **O-259**, W, SP 28,1, on a North Bay picture post card addressed to Sault Ste. Marie. It is the first report for the **W** indicium.



Ross also reports a new train number, **182** for **hammer I** of **O-107**. The cancellation was used as a transit backstamp on a registered cover, which originated in Hespeler, Ontario and was addressed to Galt, Ontario.

Ross submits this example of **O-383**, **hammer 4b** on a philatelic cover, addressed to Omaha, Nebraska. It is a **new train number 641**, for both the listing and hammer as well as the LRD for both.



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