



Grand Trunk Ry. Station at Park Head circa 1910

In the May-June newsletter, we began our study of the postmarks used on the Grand Trunk Railway / Canadian National Railways lines to Lake Huron and Georgian Bay. In this issue we complete that work and include some updates from earlier hammer studies as well as new reports.

John Watson has discovered a remarkable new, early private clerk handstamp used on the Calgary & Camrose run, dated 5 years before the first steel cancellations were implemented on the route.



Grand Trunk Ry. Station at Harrisburg circa 1908

Grand Trunk Railway / Canadian National Railways

HARRISBURG - SOUTHAMPTON 1897 - 1917

This run operated between Harrisburg and Southampton, via Galt, Guelph and Palmerston.

O-120
 Proof - 1893/09/19
 ERD - 1893/10/22
 LRD - 1897/12/17
 Indicia - N,NO,S



O-118
 Proof - unknown
 ERD - 1897/06/??
 LRD - 1906/09/18
 Indicia - T1N,T2N,T1S,T2S

HARRISBURG & SOUTHAMPTON / M. C.

Hammer	Proof	ERD	LRD	Indicia	a	b	C.
I	unknown	1897/12/25	1917/05/01	T1N,T1S,T2S	9 1/2 +	2 1/2	No Period
II	unknown	1897/12/25	1907/04/08	T1S,T2N,T2S	9 1/4	2 3/4	Period
Listing		1897/11/05	1917/05/01	T1N,T2N,T1S,T2S			

O-119 Hammer I



O119 Hammer II



O-121 Hammer I
 Proof - unknown
 ERD - 1905/04/17
 LRD - 1910/09/07
 Indicia - T1N,T2N,T1S,T2S



O-121 Hammer II
 Proof - 1910/01/26
 ERD - 1910/04/27
 LRD - 1914/09/22
 Indicia - T1N,T2S



To separate the two hammers of O-121, measure the distance between the top of the R and the top of the P of R.P.O.
 This measurement is 3 1/4 mm for hammer I and 2 1/2 mm for hammer II

O-122
 Proof - 1911/03/16
 ERD - 1911/04/04
 LRD - 1914/12/18
 Indicia - T2N,T1S



O-123
 Proof - 1911/02/02
 No reported use



PALMERSTON - SOUTHAMPTON First Period 1914

O-273A
 Proof - 1914/02/02
 ERD - 1914/11/13
 LRD - 1914/11/13
 Indicia - ??



Grand Trunk Railway / Canadian National Railways

PALMERSTON - SOUTHAMPTON Second Period 1926 - 1941

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

PALM & S'HAMPTON - R. P. O. / .

Hammer	Proof	ERD	LRD	Indicia	a	b	c
I	1925/12/05	1926/04/05	1939/08/14	S,168,178,329,330,650,652	10 1/2+	5 1/2+	10
II	unknown	1932/01/27	1940/12/05	168,181,329,330	10-	6 1/2-	9+
Listing		1925/12/26	1941/05/12	S,138,163,168,178,179,181,329,330,650,652			

O273 Hammer I



O-273 Hammer II



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HAMILTON - SOUTHAMPTON 1914 - 1931

This run operated Hamilton-Harrisburg-Galt-Guelph-Palmerston-Southampton.

|----- a -----|
|----- b -----|

HAMILTON & SOUTHAMPTON - R. P. O. / .

Hmr	Proof	ERD	LRD	Indicia	a	b
I	1914/12/16	1915/04/15	1921/02/25	N,S,T1S,T2N	5 1/4	9 1/4
II	1917/04/25	1917/07/11	1924/11/24	T1N,T2S	4 1/4	10
Listing		1915/04/15	1925/??/??	N,S,T1N,T1S,T2N,T2S		

O-111 Hammer I



O-111 Hammer II



O-113
 Proof - 1921/04/12
 ERD - 1921/05/09
 LRD - 1925/10/01
 Indicia - 162,182,187



O-114
 Proof - 1927/09/23
 ERD - 1927/10/01
 LRD - 1931/06/27
 Indicia - 174,181,182,184,186,
 187,188,650,652



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GUELPH - SOUTHAMPTON 1914 - 1917

This run operated Guelph-Palmerston-Southampton.

O-93
 Proof - 1914/12/16
 ERD - 1914/12/25
 LRD - 1917/02/13
 Indicia - N,S



Canadian National Railways

HAMILTON - KINCARDINE 1925 - 1927

This short lived run operated Hamilton-Harrisburg-Galt-Guelph-Palmerston-Kincardine.



O-102

Proof - 1925/12/05

ERD - 1925/12/28

LRD - 1927/09/15

Indicia - 162,181,182,185,187,188,

194,196,657,660,662

TORONTO - SOUTHAMPTON 1930 - 1931

This very short lived run operated Toronto-Brampton-Guelph-Palmerston-Southampton.

a ——— |—————| b
TOR. & SOUTH / R. P. O.
 a ——— |—————|

Hmr	Proof	ERD	LRD	Indicia	a	b
I	1930/04/24	1930/10/28	1930/12/11	182,184	11 1/2	10 1/2
II	1930/04/24	1930/08/01	1931/01/06	182,184	12 1/4	9 1/2
Listing		1930/07/25	1931/01/06	182,184,189		

O-408 Hammer I



O-408 Hammer II

LONDON - SOUTHAMPTON 1931 - 1956

This run operated London-Stratford-Palmerston-Southampton.

—————|—————| a
LON. & SOUTH / R. P. O.
 |—————|—————| b

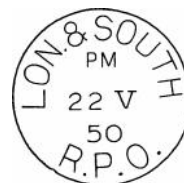
Hmr	Proof	ERD	LRD	Indicia	a	b
I	1931/01/08	1931/02/10	1956/08/28	blank,168,169,170,171,178,330,530	8	11 1/4
II	1941/08/14	1941/09/11	1956/08/08	PM,168,171,329,330	8 1/2+	12 1/2
III	1950/05/22	1950/08/07	1954/10/18	170,178	9 1/4	13
Listing		1931/02/10	1956/08/28	blank,PM,29,168,169,170,171,178,329,330,530		



O-160 Hammer I



O-160 Hammer II



O-160 Hammer III

Grand Trunk Railway / Canadian National Railways

STRATFORD - WIARTON 1893 - 1914

This run operated Stratford-Listowel-Palmerston-Wiarton.



O-329

Proof - 1893/02/20

ERD - 1893/02/27

LRD - 1905/02/20

Indicia - blank, N, S, NO,
T2N, T2S



O-327

Proof - unknown

ERD - 1897/07/07

LRD - 1907/09/17

Indicia - blank, TIN, TIS



O-328 Hammer I

Proof - 1907/09/25

ERD - 1907/10/17

LRD - 1912/10/07

Indicia - N, S



O-328 Hammer II

Proof - 1912/10/02

ERD - 1912/10/21

LRD - 1914/12/02

Indicia - N, S

STRATFORD - PALMERSTON 1906 - 1914

This run operated Stratford-Listowel-Palmerston.



O-323

Proof - unknown

ERD - 1906/04/20

LRD - 1914/03/30

Indicia - N, S

STRATFORD - OWEN SOUND 1911 - 1913

This run operated Stratford-Listowel-Palmerston-Owen Sound.



O-322

Proof - 1911/05/19

ERD - 1911/09/27

LRD - 1913/01/18

Indicia - TIS, TIN

LONDON - OWEN SOUND 1913 - 1936

This run operated London-Stratford-Listowel-Palmerston-Owen Sound.

O-152 Hammer I

Proof - 1913/01/15

ERD - 1913/02/06

LRD - 1939/09/06

Indicia - N, S, 170, 171, 172, 174



O-152 Hammer II

Proof - 1918/12/16

ERD - 1918/12/23

LRD - 1939/03/01

Indicia - S, 170, 171, 172

Indicia for the listing are N, S, 2, 168, 170, 171, 172, 173 and 174.
The period after the "O" of RPO is missing on most strikes of both hammers.

Grand Trunk Railway / Canadian National Railways

LONDON - WIARTON 1915 - 1931

This run operated London-Stratford-Listowel-Palmerston-Wiarton.

O-164 Hammer I
Proof - 1914/12/16
ERD - 1915/02/12
LRD - 1923/01/11
Indicia - NO,S



O-164 Hammer II
Proof - 1923/06/16
ERD - 1923/09/01
LRD - 1931/01/05
Indicia - N,S,168,169,174,334

Indicia for the listing are N,NO,S,168,169,174,334,603

GUELPH - PALMERSTON - WIARTON 1931

O-92A Hammer I
Proof - 1931/06/27
No reported use



O-92A Hammer II
Proof - 1931/06/27
No reported use

TORONTO - PALMERSTON - WIARTON 1931

This very short lived run operated Toronto-Brampton-Guelph-Palmerston-Wiarton.

O-394L Hammer I
Proof - 1931/01/08
ERD - 1931/01/23
LRD - 1931/09/18
Indicia - 184,189



O-394L Hammer II
Proof - 1931/01/08
No reported use

LONDON - PALMERSTON 1931 - 1959

This run operated London-Stratford-Listowel-Palmerston.

a ———— b ————
LONDON & PALM. / - R. P. O. -
 a ————

Hmr	Proof	ERD	LRD	Indicia	a	b
I	1931/06/27	1931/08/12	1941/03/10	W,169,174	8 1/2-	8 1/2
II	1931/06/27	1935/11/06	1959/04/03	29,168,169,170	9	7 1/2
Listing		1931/08/12	1959/04/03	W,29,168,169,170,174		

O-153 Hammer I



O-153 Hammer II



Canadian National Railways

GUELPH - OWEN SOUND 1932 - 1947

This run operated Guelph-Palmerston-Owen Sound.

O-92 Hammer I
Proof - 1932/06/04
ERD - 1932/07/25
LRD - 1947/09/12
Indicia - NO,172,175,184,189



O-92 Hammer II
Proof - 1932/06/??
No reported use

TORONTO - PALMERSTON - OWEN SOUND 1932

This run operated Toronto-Brampton-Guelph-Palmerston-Owen Sound.

O-394 Hammer I
Proof - 1931/12/03
ERD - 1932/05/12
LRD - 1932/05/12
Indicia - 184

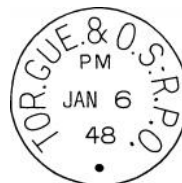


O-394 Hammer II
Proof - undated
No reported use

TORONTO - GUELPH - OWEN SOUND 1948 - 1959

This run operated Toronto-Brampton-Guelph-Palmerston-Owen Sound.

O-342A Hammer I
Proof - 1948/01/06
ERD - 1948/02/16
LRD - 1959/04/29
Indicia - 172,175



O-342A Hammer II
Proof - 1948/01/06
No reported use

HAMILTON - OWEN SOUND 1939 - 1954

This run operated Hamilton-Harrisburg-Galt-Guelph-Palmerston-Owen Sound.

|-----a-----|
|-----b-----|
HAM. & O' SOUND / R. P. O.

Hmr	Proof	ERD	LRD	Indicia	a	b
I	1939/12/07	1939/12/21	1949/02/25	173,174,182	9 1/2-	9
II	1939/12/07	1940/04/30	1945/09/21	173,174	10-	7 1/2-
Listing		1939/12/11	1954/08/24	134?,172?,173,174,182		

O-107 Hammer I



O-107 Hammer II



O-107A
Proof - 1945/11/06
ERD - 1945/12/18
LRD - 1959/02/21
Indicia - blank,173,174



O-107B
Proof - 1949/03/10
ERD - 1949/03/21
LRD - 1959/02/24
Indicia - 173,174,175

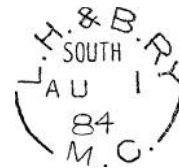
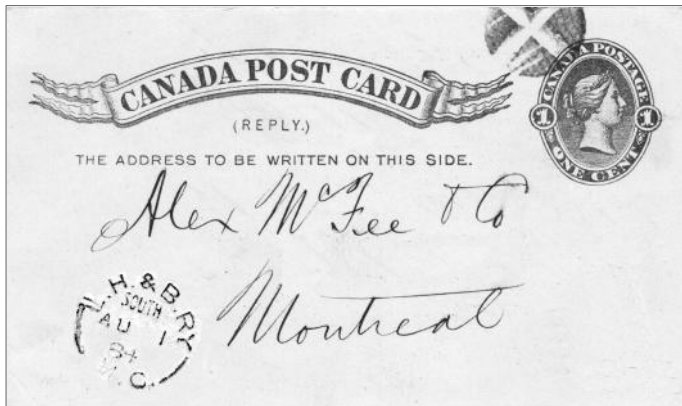
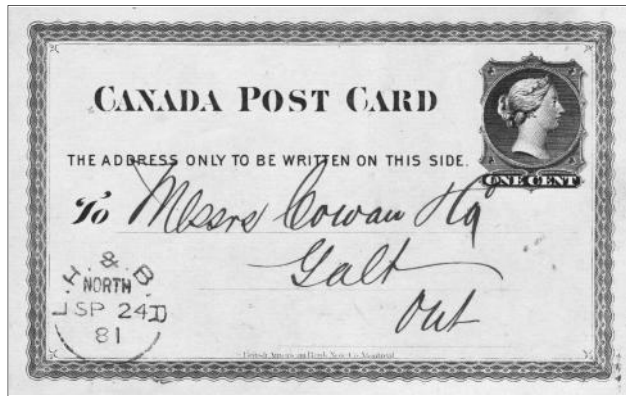


London, Huron & Bruce Railway

Leased to the Great Western Railway before construction, this 74 mile line was opened for traffic on January 4, 1876. It ran from Hyde Park, located on the G.W.R Sarnia Branch, 5 miles west of London, to Wingham, located on the Kincardine Branch of the Wellington, Grey & Bruce Railway.



RR-94
 Proof - unknown
 ERD - 1878/10/10
 LRD - 1882/02/11
 Indicia - NORTH,SOUTH



RR-95 Hammer I
 Proof - 1881/03/05
 ERD - 1882/06/08
 LRD - 1892/02/15
 Indicia - NORTH,SOUTH



* RR-95 Hammer II
 Proof - 1881/03/05
 No reported use

* Illustration is approximate due to the poor condition of the proof strike



RG-22
 Proof - unknown
 ERD - 1878/11/27
 LRD - 1880/12/01



RG-23 Hammer I
 Proof - 1881/03/??
 ERD - 1881/07/04
 LRD - 1886/11/01



RG-23 Hammer II
 Proof - 1881/03/??
 Unlikely to have been used.

LONDON AND WINGHAM											
Mls.	STATIONS	31		33		Mls.	STATIONS	32		34	
		Pass.	Pass.	Pass.	Pass.			Pass.	Pass.		
	Leave	A.M.	P.M.				Leave	A.M.	P.M.		
0	London	8 30	4 30			0	Wingham	6 35	8 30		
4.17	Hyde Park Jct.	8 39	4 50			1.26	Wingham Jct. } Arr	6 38	8 33		
5.05	Hyde Park Crossing	8 41	4 52				Wingham Jct. } Lve	6 38	8 33		
7.70	Etrick	8 50	5 00		6.94	Belgrave	6 50	8 44			
11.24	Ilderton	9 00	5 10		13.42	Blyth	7 04	8 56			
15.50	Denfield	9 10	5 20		17.45	Londesborough	7 13	9 04			
18.71	Lucan Crossi'g (see note)	9 20	5 30		24.71	Clinton Jct.	7 29	9 18			
20.44	Claudeboye	9 25	5 34		25.34	Clinton Jct. } Arr	7 33	9 23			
26.32	Centralia	9 40	5 43			Clinton Jct. } Lve	7 59	9 23			
31.14	Exeter	9 53	5 54		24.71	Clinton Jct.	7 55	9 28			
36.95	Hensall	10 08	6 05		30.98	Brucefield	8 12	9 39			
39.27	Kippen	10 16	6 11		34.98	Kippen	8 23	9 47			
43.27	Brucefield	10 30	6 19		37.30	Hensall	8 32	9 52			
49.54	Clinton Jct.	10 45	6 32		43.11	Exeter	8 48	10 05			
50.17	Clinton Jct. } Arr	10 50	6 35		47.93	Centralia	9 00	10 15			
	Clinton Jct. } Lve	11 00	6 35		53.81	Claudeboye	9 13	10 28			
49.54	Clinton Jct.	11 04	6 40		55.54	Lucan Crossi'g (see note)	9 20	10 30			
56.80	Londesborough	11 13	6 52		58.75	Denfield	9 27	10 37			
60.83	Blyth	11 27	7 00		63.01	Ilderton	9 36	10 46			
67.31	Belgrave	11 40	7 13		66.55	Etrick	9 41	10 54			
72.99	Wingham Jct. } Arr	11 50	7 25		69.20	Hyde Park Crossing	9 50				
	Wingham Jct. } Lve	11 50	7 25		70.08	Hyde Park Jct.	9 52	11 00			
74.25	Wingham	11 54	7 25		74.25	London	10 00	11 10			
	Arrive	A.M.	P.M.			Arrive	A.M.	P.M.			

G. T. Ry. Public Time Table - 1910

Grand Trunk Railway / Canadian National Railways

LONDON - WINGHAM 1894 - 1941

Four hammers were proof struck on June 9, 1894 but only two of the four are known to have been used. Chordal measurements for the four hammers are shown here but due to the poor condition of the proof strikes, the measurements for hammers III and IV are only approximate, as are the illustrations for these hammers.



Hammer	a	b	c	d	e
I	9 1/2-	8 1/2	10+	8 1/2	8 1/4
II	9 1/4	9 1/4+	10+	8 1/4	8 1/2
III	9 1/4	9-	11	8 1/4	8 1/4
IV	8 3/4	8 1/2	10 1/2	8 3/4	9 1/2+

The earliest reported use for listing **O-168** is December 16, 1899 and the latest for the listing is June 20, 1931. Reported indicia for the listing are SOUTH, T1N, T1S, T2N, T2S, 162, 165. The editor requests confirmation of SOUTH from readers.



O-168 Hammer I
Proof - 1894/06/09
ERD - 1899/02/27
LRD - 1930/08/30
Indicia - T1N?, T1S,
T2N, T2S?, 165



O-168 Hammer II
Proof - 1894/06/09
ERD - 1894/12/16
LRD - 1929/07/01
Indicia - T1N, T1S,
T2N?, T2S, 162



O-168 Hammer III
Proof - 1894/06/09
No reported use



O-168 Hammer IV
Proof - 1894/06/09
No reported use

The latest reported year date for listing **O-169** is 1941. Although train number 153 is listed, the editor feels that this may be an error for 163. Readers are requested to confirm train numbers with question marks.

O-169 Hammer I
Proof - 1914/12/16
ERD - 1915/11/25
LRD - 1939/05/25

Indicia - T1N?, T2S, 5?, 7?, 163,
164?, 603, 604, 694?



O-169 Hammer II
Proof - 1918/07/06
ERD - 1920/02/13
LRD - 1941/03/17
Indicia - T1N, T2S, 5?, 7?, 163?,
164, 603?, 604, 694?

LONDON - CLINTON 1941 - 1960

On April 26, 1941, the last passenger train operated over the Wingham Junction-Clinton section of the line and it was abandoned shortly thereafter. Accordingly, the R.P.O. run was shortened.

O-142
Proof - 1941/04/24
ERD - 1941/05/10
LRD - 1950/02/27
Indicia - 603, 604



O-143
Proof - 1950/03/30
ERD - 1950/05/30
LRD - 1960/??/??
Indicia - 603, 604, 343, 344

New Reports

John Watson submits this example of a previously unreported Calgary & Camrose R.P.O. private clerk handstamp, which he discovered as a transit backstamp, struck in purple, on a registered cover from Big Valley, Alberta to England. The year date is confirmed by several other cancellations on the cover. John's discovery is particularly remarkable because the first three steel hammers for this run, listing W-17, were not proof struck until May 15, 1924 and the ERD for them is February 2, 1925!



Ross Gray has found this new early date for **hammer II** of listing **MA-165**, on a 3c Small Queen cover to Moncton, NB. The Moncton receiving backstamp, dated the following day, confirms the year. The previous ERD for the hammer was April 19, 1894.

Bob Lane reports a new **ERD** of May 10, 1923 for **W-51**, EMERSON & WINNIPEG R.P.O. / ., used as a transit backstamp on a registered cover from Ninette, to Oakland, California. The hammer was proof struck on March 16, 1923.

Updates from Hammer Studies in Previous Newsletters

Listing	Hammer	ERD	LRD	Indicia
O-205	I			24 ¹
O-207	2	1924/05/29 ¹		
O-233	I		1920/07/16 ²	
O-233	II	1922/06/01 ²	1937/06/11 ²	534 ²
O-392	I	1897/12/30 ¹		
O-392	II	1896/10/07 ¹	1908/10/05 ¹	5 (inverted) for S ¹
O-393	1a		1916/06/12 ¹	
W-46	1		1935/01/29 ³	
RR-153	1		1881/04/20 ¹	
RR-153	2		1879/12/13 ¹	blank ¹
RR-158			1899/06/16 ¹	
RG-35		1875/08/18 ¹		

Reporters - Brian Stalker ¹, Warren Bosch ², John Watson ³

Following the editor's Pere Marquette Railway article in BNA Topics, Whole Number 507, Volume 63, Number 2, **Brian Stalker** reports a confirmation of train **12** for **O-26**, TRAIN NO. / BLEN. & SAR. R.P.O., dated June 19, 1929.

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Secretary's Report from Chris Anstead

A tip of the engineer's cap goes to study group member **Doug Lingard**. At the BNAPEX gathering in Sudbury, Doug's exhibit, "The 1939 Royal Train Postal Markings and Their Majesties' Tour of North America" was awarded **gold**. The ten frame presentation was also selected for the **Grand Reserve award**. Well done, Doug!

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