



Sydenham Station circa 1908

The **Napanee, Tamworth & Quebec Railway** was incorporated in 1879, to build from Napanee to Renfrew County and the Ottawa Valley. Twenty eight miles of line between Napanee and Tamworth, via Yarker, were completed on August 4, 1884. The first railway post office cancellation used (*O-175*) is reported as early as February 16, 1886.

In 1889, the line was extended another 20 miles northward, from Tamworth to Tweed, where it connected with the Montreal-Toronto **C.P.Ry.** main line. A seven mile branch, eastward from Yarker to Harrowsmith and a connection there to the **Kingston & Pembroke Railway** were also completed. Running rights over the track of the K. & P. Ry, between Harrowsmith and Kingston, were granted to N.T. & Q. Ry. trains February 9, 1889. In 1890, the Tweed-Kingston R.P.O. (*O-423*) was established.

On April 24, 1890, the name of the railway was changed to the **Kingston, Napanee & Western Railway**. A four mile eastward extension, from Harrowsmith to Sydenham, opened November 2, 1893.

On January 1, 1897, the railway amalgamated with the **Bay of Quinte Railway and Navigation Company** that ran between Deseronto and Napanee, to form the **Bay of Quinte Railway**. A 20 mile extension northward, from Tweed to Bannockburn, where it connected with the Central Ontario Railway, was completed December 21, 1903.

On June 1, 1910, Mackenzie & Mann of the **Canadian Northern Railway** assumed control. With the inauguration of through service between Ottawa and Toronto on June 5, 1914, the Bay of Quinte Railway Deseronto-Sydenham line became a link in the Canadian Northern Railway's Toronto-Ottawa main line.

On September 6, 1918, the **Canadian Northern Railway** was nationalized and became part of **Canadian National Railways**. It is likely at this time that the routing of the Kingston-Tweed R.P.O. changed from Kingston-Harrowsmith-Tweed to Kingston-Napanee-Tweed.

# Bay of Quinte Railway

For the government of employees, the Company reserving the right to alter or annul.

## BAY OF QUINTE RAILWAY COMPANY.

Eastern Standard Time.

**TIME TABLE No. 25.**

Taking Effect June 13, 1904.

DOWN TRAINS GOING SOUTH					MILES	STATIONS.	Telegraph Calls					
No. 40	No. 6	No. 4	No. 2	No. 12								
P. M.	P. M.	P. M.	A. M.	A. M.								
L4 30					0	Bannockburn	BN					A12 40
4 45					5	Allans	N					12 30
5 00					8	Queensboro	QO					12 10
5 20					14	Bridgewater	WA					11 50
A5 45					20	Tweedw	MA	A7 35			A11 15	L11 30
	L3 25			L6 40	23	Stoco	SY	7 25			11 00	
	3 33			6 50	27	Larkins	A	7 15			10 45	
	3 45			7 05	33	Marlbank	MB	6 55			10 25	
	4 05			7 25	37	Erinsville	RN	6 45			10 10	
	4 20			7 40	40	Tamworthw	W	6 35	A1 53		10 00	
	4 35	L2 20		A7 50	46	Enterprise	PE	6 12	1 35		9 35	
	4 53	2 40		L8 00	51	Moscow	OS	6 00	1 20		9 20	
	5 08	2 52		8 15	55	Yarker	KY	L5 50	L1 05		L9 00	
A5 23	A3 05			8 30	62	Harrowsmith	SD	L5 00				
				A8 45	67	Murvale		4 45				
				L8 55	71	Glenvale		4 33				
				9 10	79	Kingston Junction		4 10				
				9 22	81	Kingston	KS	L4 00				
				9 32	0	Sydenham	DE			A6 40		
				9 50	4	Harrowsmith				L6 15		
				A10 00	11	Yarker			A1 05	A5 25	A8 45	
	L5 35	L3 05		L9 05	15	Camden East	CA		12 50	5 10	8 30	
	5 48	3 18		9 15	17	Newburgh	B		12 40	4 50	8 15	
	5 58	3 25		9 30	19	Strathcona	NA		12 30	4 40	8 05	
	6 08	3 35		9 45	25	Napanee	HB	L12 15	L4 25	L7 50	A7 20	
A6 30	A3 50	A10 00			32	Deseronto	GF			L7 00		
L6 40												
7 00												
								P. M.	P. M.	P. M.	A. M.	A. M.
								No. 11	No. 3	No. 5	No. 1	No. 41
UP TRAINS GOING NORTH												

### Local Time Table.

### DESERONTO TO NAPANEE.

For Employees.

	Local Train	Local Train	Local Train	Through Train	Local Train	Local Train	Local Train	Through Train	Local Train	Local Train		
	A. M. No. 9	A. M. No. 13	A. M. No. 15	A. M. No. 1	A. M. No. 17	A. M. No. 19	A. M. No. 21	P. M. No. 25	P. M. No. 27	P. M. No. 29		
Deseronto, Napanee,	*12 50 1 10	*2 50 3 10	6 00 6 20	7 00 7 20	7 20 7 40	9 55 10 15	*11 45 12 05	3 50 4 10	6 10 6 30	7 40 8 00		
With G. T. Railway going	East and West	West	Local	Tweed and Kingston	East	West	East and West	West Tweed and Sydenham	East	West		

### NAPANEE TO DESERONTO.

	Local Train	Local Train	Local Train	Through Train	Local Train	Through Train	Local Train	Through Train	Local Train	Local Train		
	A. M. No. 10	A. M. No. 14	A. M. No. 16	P. M. No. 6	A. M. No. 18	A. M. No. 20	P. M. No. 22	P. M. No. 26	P. M. No. 28	P. M. No. 30		
Napanee, Deseronto,	*2 15 2 35	*3 35 3 55	6 35 6 55	6 40 7 00	8 00 8 20	10 35 10 55	1 10 1 30	4 30 4 50	6 55 7 15	8 15 8 35		
With G. T. Railway from	West and East	East	Local	Tweed and Kingston	West	Tweed, Sydenham and G.T.R. East	West and East	East and Tamworth	West	East		

\*Daily. All other trains run daily (Sundays excepted).

/ Trains stop on signal.

R. C. CARTER, General Manager.

H. B. SHERWOOD, Superintendent.

This map illustrates the rail network in Ontario, Canada. Major cities and towns are marked with dots, including Whitney, Madawaska, Wallace, Maynooth, Baptiste, York River, Childs Mine, Wilberforce, Bessemer Jct, Coe Hill, Ormsby Jct, Cordova, Lakefield, Peterborough, Cobourg, Port Hope, Trenton, Belleville, Picton, Deseronto, Napanee, Kingston, Gananoque, Gananoque Jct, Harrowsmith, Sydenham, Yarker, Tamworth, Arden, Sharbot Lake, Tichborne, Westport, Prescott, Brockville, Watertown, Smith's Falls, Perth, Carleton Place, Lavant, Mississippi, Maberly, Glen Tay, Eganville, Payne, Renfrew, Arnprior, Hull, Aylmer, and Ottawa. Rivers shown include the Madawaska River, York River, Salmon River, and Cataraugus River. The Great Lakes (Lake Ontario, Lake Erie, Lake Huron, Lake Michigan, and Lake Superior) are labeled. The word "ONTARIO" is prominently displayed in the center of the map.

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CANADIAN NORTHERN RAILWAY

71	75	MIs	TABLE 58	76	72
A.M.	P.M.			A.M.	P.M.
.....	†2.45	0.0	Lv... <b>Kingston</b> ...	Ar	10.10
.....	3.13	10.2	.....		9.42
.....	3.25	14.1	.....		9.32
.....	3.40	18.6	.....		9.20
† 7.15	2.35	0.0	Lv... <b>Deseronto</b> ...	Ar	10.45
7.45	2.50	6.3	.....		10.35
8.00	3.07	11.0	.....		9.50
8.10	3.13	12.9	.....		9.40
8.15	3.20	14.5	.....		9.30
† 8.25	3.28	24.9	Lv... <b>Yarker 55</b> ...	Lv	9.15
8.50	4.30	34.0	.....	Ar	8.25
9.00	5.40	28.5	.....		8.10
9.10	5.15	32.6	.....		7.55
9.25	5.45	38.4	.....		7.30
9.35	6.00	41.4	.....		7.15
9.45	6.20	45.4	.....		6.55
10.00	6.50	51.3	.....		6.30
10.10	7.10	55.5	.....		6.13
10.20	7.20	58.5	.....		6.00
10.40	P.M.	63.7	.....		A.M.
11.10	69.5		.....		2.50
11.25	73.1		.....		2.40
†11.45	77.6		Ar... <b>Bannockburn</b> ...	Lv	† 1.05
A.M.					P.M.

**BANNOCKBURN, TWEED, YARKER, NAPANEE  
AND KINGSTON**

6-74	272	70-171	Miles	TABLE No. 107 (Eastern Time)	170-69	271	73-5
P.M.	A.M.	A.M.		Lv <b>Coe Hill, Ont.</b> 106	P.M.	P.M.	P.M.
	7 15	.....	0.0	Lv <b>Bannockburn, 106</b>	.....	@ 3.45	.....
	9 15	.....	0.6	Allans.	.....	1.40	.....
	9 30	.....	0.6	Queensboro.	.....	1.25	.....
	9 45	.....	8.5	Actinolite.	.....	1.10	.....
	10 05	.....	14.0	<b>Tweed</b>	.....	12.50	.....
	10 @ 25	↑ 7.00	19.9	Stoco.	↑ 8.55	12 @ 30	.....
	A.M.	↑ 7.07	22.5	Larkins.	↑ 8.46	P.M.	.....
	↑ 7.18	26.7	Marbank.	↑ 8.34	.....	8.15	.....
	↑ 7.37	33.3	Erinsville.	↑ 8.03	.....	7.55	.....
	↑ 7.48	37.8	Tamworth.	.....	7.36	.....	.....
	7.56	39.3	Enterprise.	.....	↑ 7.23	.....	.....
	8.15	46.0	Moscow.	.....	↑ 7.10	.....	.....
	8.27	50.1	Ar <b>Yarker, 93</b>	Lv	.....	.....	.....
	8.40	54.5	Lv <b>Yarker 93</b>	.....	.....	.....	.....
	.....	.....	60.8	Lv <b>Harrowsmith, 93</b>	.....	.....	.....
	.....	.....	65.3	Murvale.	.....	.....	.....
	.....	.....	69.2	Glenvale.	.....	.....	.....
	.....	.....	79.4	Ar <b>Kingston</b>	Lv	.....	.....
↑ 4.07	.....	.....	54.5	Lv <b>Yarker, 93</b>	.....	.....	.....
↑ 4.37	.....	.....	60.8	Lv <b>Harrowsmith, 93</b>	.....	.....	.....
↑ 4.49	.....	.....	65.3	Murvale.	.....	.....	.....
↑ 4.59	.....	.....	69.2	Glenvale.	.....	.....	.....
↑ 5.25	.....	.....	79.4	Ar <b>Kingston</b>	Lv	.....	.....
P.M.	↑ 8.45	.....	54.5	Lv <b>Yarker, 93</b>	.....	.....	.....
	8.54	58.4	Camden East.	.....	↑ 7.05	.....	.....
	9.00	60.9	Newburgh.	.....	7.00	.....	.....
	9.05	62.9	Stratheona.	.....	6.55	.....	.....
	↑ 9.15	68.2	Ar <b>Napanee, 86</b>	Lv	6.50	.....	.....
	↑ 9.30	68.2	Lv <b>Napanee</b>	.....	↑ 6.40	.....	.....
	↑ 9.40	73.3	Fredericksburg.	.....	↑ 6.30	.....	.....
	9.48	79.0	Ernestown.	.....	6.20	.....	.....
	10.02	86.6	Collins Bay.	.....	6.11	.....	.....
	10.15	94.0	Kingston Jct.	.....	5.58	.....	.....
	↑ 10.30	96.2	Ar <b>Kingston, Ont. 86</b>	.....	↑ 5.45	.....	.....
	A.M.	.....	.....	.....	↑ 5.30	.....	.....

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## Postmark Summary

It may have been that **O-175** was used on a Napanee-Yarker-Tamworth routing until about 1889 and then a Napanee-Yarker-Harrowsmith routing until 1893 and a Napanee-Yarker-Harrowsmith-Sydenham routing until 1907. It was replaced by **O-176** for the Napanee-Yarker-Sydenham route, which ended in 1915.

### **O-175**

*Proof Date - unknown*

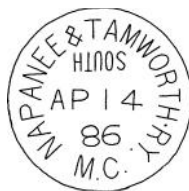
*ERD - 1886/02/16*

*LRD - 1907/06/28*

*Indicia - NORTH, SOUTH, S?*

*1, 2, 3, 4*

*(Reports of "S" are requested)*



### **O-176**

*Proof Date - unknown*

*ERD - 1907/04/01*

*LRD - 1915/01/15*

*Indicia - 1, 2, 3, 4, 11, 12*

The Tweed-Kingston route used a single hammer between 1890 and 1902. In 1903, a new hammer with the terminals reversed was placed in use, followed by two replacement hammers which were proof struck in 1912.



### **O-423**

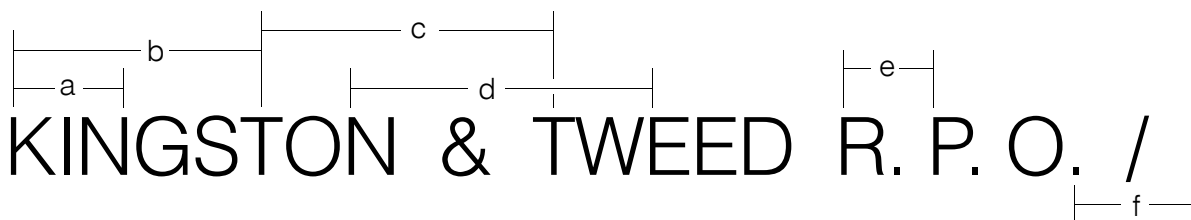
*Proof Date - 1889/12/09*

*ERD - 1890/12/09*

*LRD - 1902/06/30*

*Indicia - 1, 2*

## O-135 Hammer Study



Hammer	a	b	c	d	e	f
I	6 -	12 1/4	11 3/4	13 -	4 1/4	4 1/2
II	5 1/2 +	12 1/2	10 3/4	11 3/4	3 3/4	4 3/4
III	5 -	11 +	10	11 1/2 -	3 3/4	6 1/2 +

Hammer	Proof Date	ERD	LRD	Indicia
I	unknown	1903/06/30	1911/04/03	N,S
II	1912/10/21	1913/05/03	1941/04/22	11,12,68,69,73,75,81,82,329,690,697,699
III	1912/12/16	1917/12/24	1923/03/26	14,19,69,70,73
Listing		1903/06/30	1941/04/22	N,S,11,12,14,18,19,68,69,70,71,73,75,76 81,82,88,325,329,330,604,690,697,699



**O-135**  
*H - I*



**O-135**  
*H - II*



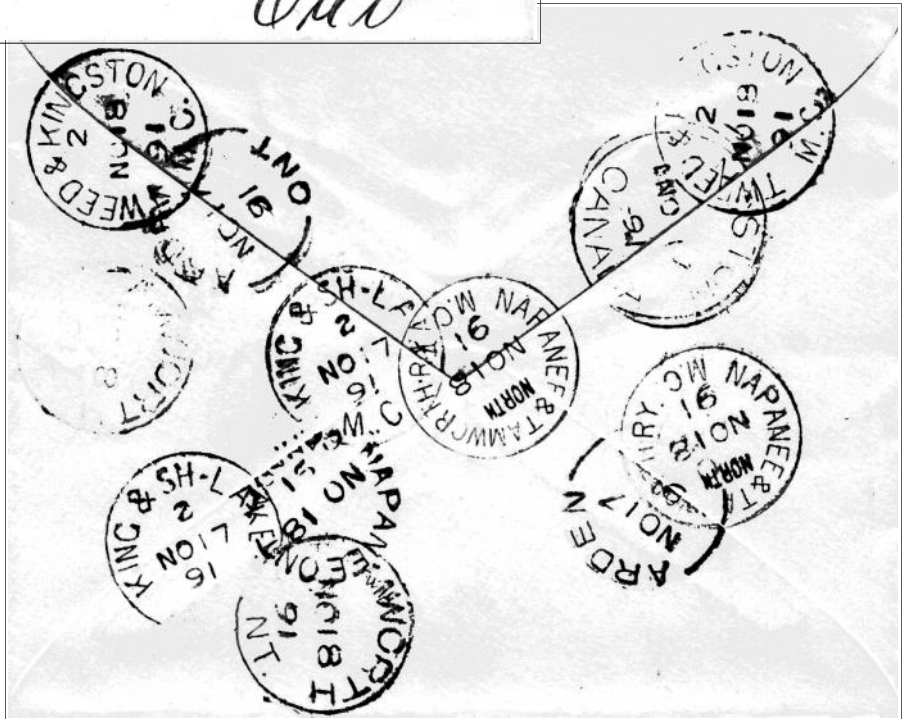
**O-135**  
*H - III*

## Kingston Napanee & Western Railway

Chris Anstead has submitted the following four registered covers from his collection which provide an interesting view of the routings of the postmarks used on this railway system.



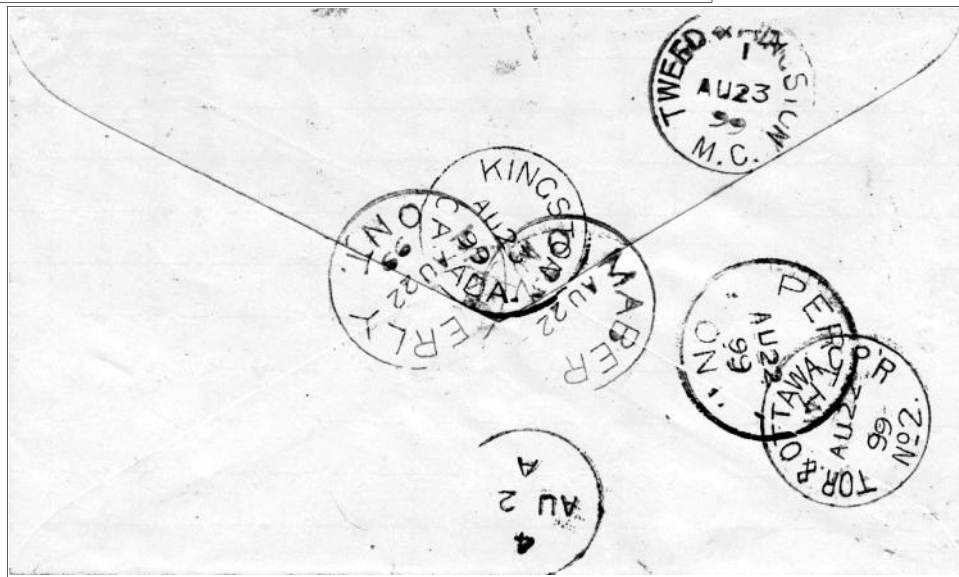
Chris Anstead Collection



This registered cover originated at ARDEN / ONT., NO 17, 91 and travelled by road or by east-bound C.P.Ry. train in closed bag, to Sharbot Lake, where it was transferred aboard the southbound KING & SH-LAKE / M.C. S, NO 17, 91 and arrived in KINGSTON / ONT. NO 17, 91. The following day, it travelled westbound, in closed bag, on the next Grand Trunk Ry, Montreal to Toronto train, arriving at NAPANEE / ONT. NO 18, 91. There, it was transferred to the northbound train to Sydenham and postmarked NAPANEE & TAMWORTH Ry. / M.C. NORTH, NO 18, 91. At Yarker, it was put on the northbound TWEED & KINGSTON / M.C. 2, NO 18, 91 and arrived at TAMWORTH / ONT. NO 18, 91.

*(Note that the 20th Century convention of Canadian railways to use even numbers for southbound and east-bound trains and odd numbers for northbound and westbound trains was not yet in effect during this period.)*

## Bay of Quinte Railway



Chris Anstead Collection

This registered cover originated at MABERLY / ONT. AU 22, 99 and travelled by road or in closed bag on an eastbound C.P.Ry train to PERTH / ONT. AU 22, 99, where it was put on board the westbound Ottawa to Toronto train and postmarked, TOR. & OTTAWA C.P.R. / No. 2 W, AU 22, 99. At Tweed, the letter was transferred to the southbound TWEED & KINGSTON / M. C. 1, AU 23, 99. Arrival was in KINGSTON / ONT. AU 23, 99.





## Bay of Quinte Railway



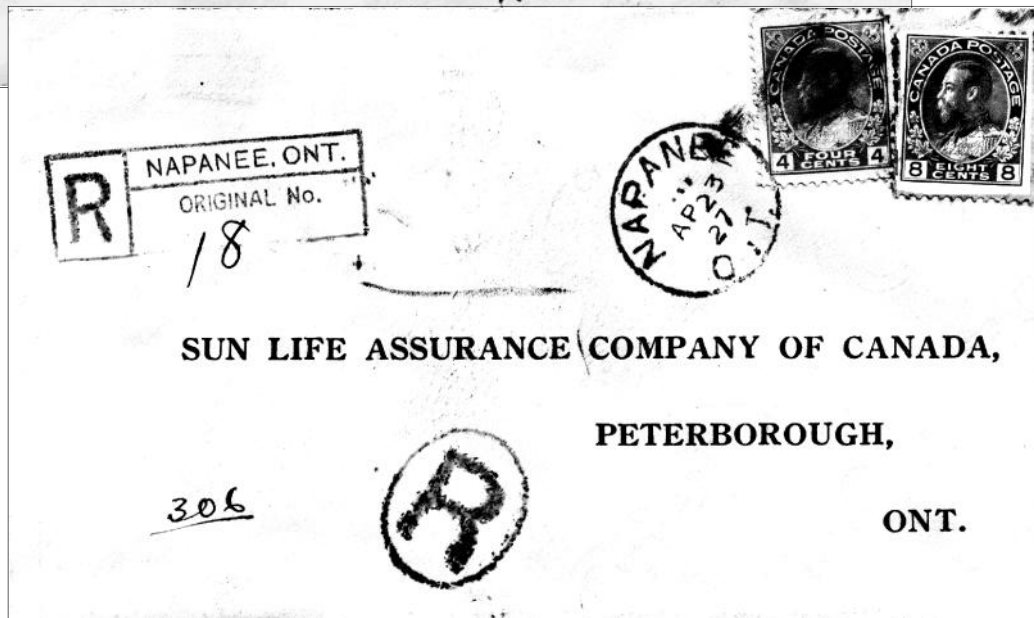
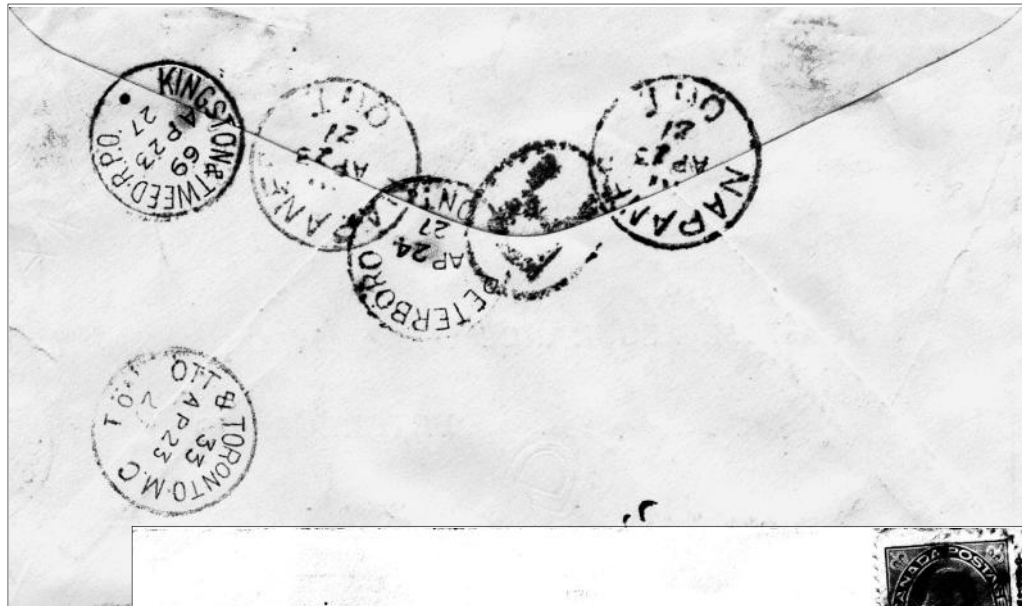
Chris Anstead Collection

This battered and torn registered cover, addressed to Carthage, N.Y., originated at TAMWORTH / ONT. 0, DE 22, 04. It was transferred aboard the southbound KINGSTON & TWEED R.P.O. / . S, DE 23, 04 and arrived in KINGSTON / ONT. DE 23, 04. The next marking is the arrival backstamp, CARTHAGE, N.Y. / REC'D DEC 26, 10 AM, 1904.

Remarkably, there is a written notation on the front, "Opened by...(piece missing).... through mistake. John Coughlin". There is a straight line, **UNCLAIMED** and a **RETURNED TO SENDER** marking, as well as a Carthage, N.Y. registration marking, dated FEB 11, 1905. (*Did the addressee not like the contents and refused the letter after accepting and opening it? Why would the postmaster allow this to happen?*)

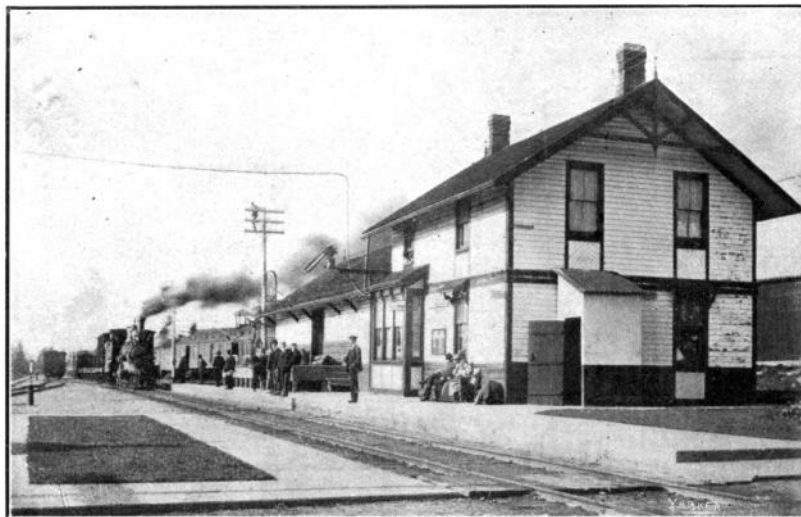
The returning letter arrived at **Ogdensburg, N.Y. FEB 11, 1905** and crossed into Canada at **PRESCOTT / ONT. FE 13, 05** and was put on board the night, westbound **MONT. & TOR. G.T.Ry. / 1 N.W., FE 13, 05**. It arrived at **NAPANEE / ONT. FE 14, 05**. The next day it travelled north on the **NAPANEE & TAMWORTH - RY. / M.C. 1, FE 15, 05** to Yarker, where it was transferred to the **KINGSTON & TWEED R.P.O. / . N, FE 15, 05**. It arrived back in **TAMWORTH / ONT. 1, FE 15, 05**.

## Canadian National Railways



Chris Anstead Collection

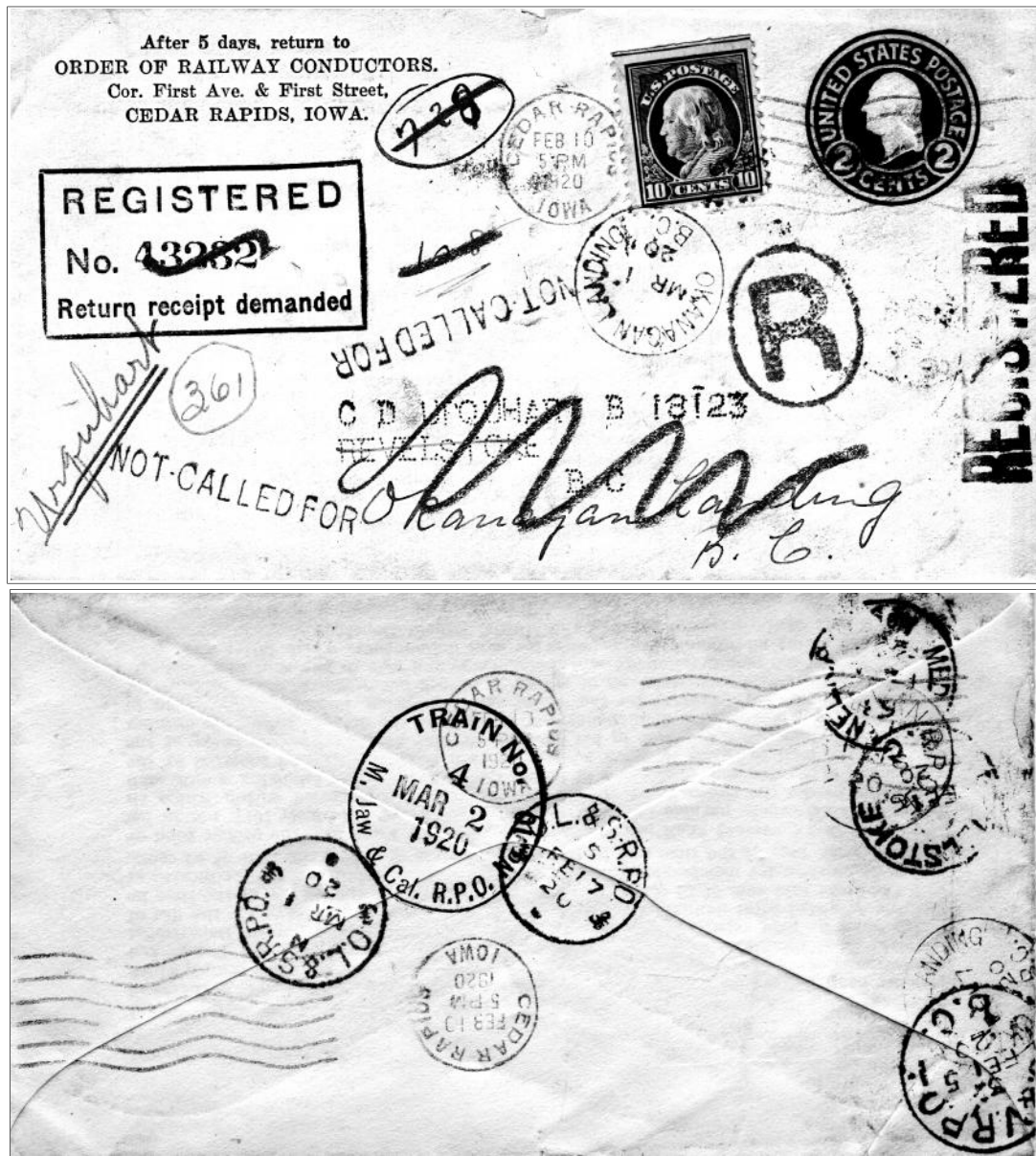
This registered cover originated at NAPANEE / ONT. AP 23, 27. It travelled north on the KINGSTON & TWEED R.P.O. / . 69, AP 23, 27, which had come from Kingston on the Montreal-Toronto C.N.Rys. main line and proceeded north to Tweed, where it was transferred to the OTT. & TORONTO M.C. / No. 1 33, AP 23, 27 running westbound on the C.P.Ry. line. Arrival was PETERBORO / ONT. AP 24, 27.



RAILWAY STATION, YARKER, ONT.



## A New Western Discovery



This registered letter was addressed to C D URQUHART, B 18123, REVELSTOKE BC. It originated at CEDAR RAPIDS / IOWA, FEB 10, 5 PM, 1920, receiving a machine cancellation on the front and two more on the back plus a purple boxed **REGISTERED / Return receipt demanded** postmark and a purple straight line **REGISTERED** postmark.

The letter arrived in Canada and was transferred to the eastbound **W-77 MED. HAT. & NEL. R.P.O. / N<sup>o</sup> 9, 68, FE ??, 20** and was probably sorted into a closed bag for Calgary. At Calgary it was transferred on to the westbound **W-30c (Ornament #120) C. & V. R.P.O. / B.C. , 3, FE 15, 20** and arrived in REVELSTOKE, B.C., FE 16, 20 , where it was re-addressed to Okanagan Landing.

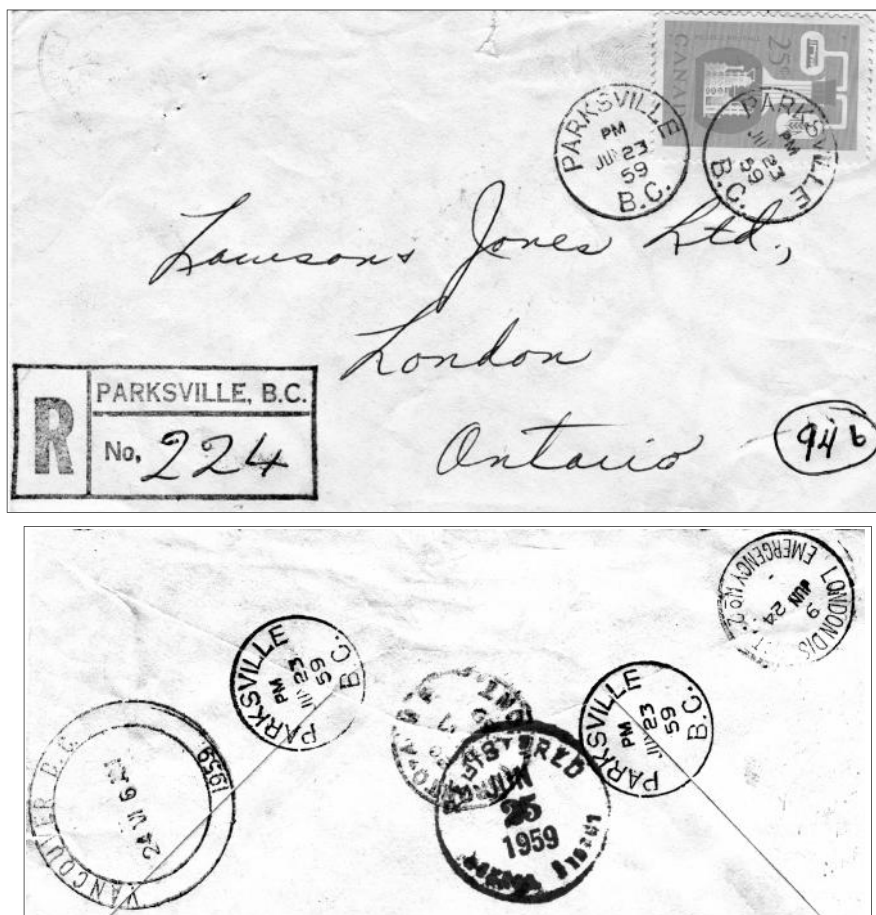
It then travelled westward on **W-25A (Ornament #104) CAL. & VAN. R.P.O. / . , 1, FE 16, 20**, to Sicamous where it was transferred to the southbound **W-102X (Ornament #172) O. L. & S - R.P.O. / . , S, FE 17, 20** and arrived in OKANAGAN LANDING / B.C., FE 17,20.

At OKANAGAN LANDING / B.C. , MR 1, 20, it was marked **NOT-CALLED FOR** and transferred to the northbound **W-102X (Ornament #172) O. L. & S - R.P.O. / . , N, MR 1, 20**.

It then travelled to Calgary in closed bag mail, where it was transferred to the eastbound, **TRAIN No. / M. Jaw & Cal. R.P.O. No. 10 , 4, MAR 2, 1920** for forwarding back to Iowa.

A similar cancellation, except No.12 instead of No.10, is dated June 3, 1919 in the proof records. There is no reported use.

## A New Emergency Hammer Use



This registered cover originated at Parksville, BC on June 23, 1959, in the afternoon, and arrived in Vancouver the next day, where it was transferred to a Toronto bound flight. It arrived at the Toronto AMF at 8 PM the same day. From there it was transferred to the Toronto, London & Windsor R.P.O. on C.N.R. train 9 which departed Toronto at 11:55 PM and arrived in London at 3:40 AM. For some unknown reason, the R.P.O. clerk used an emergency hammer, **E-35**, LONDON DISTRICT / EMERGENCY No 2 , 9 JUN 24, - .

.....

“We regret to inform that one of the few surviving Canadian RPO clerks, **Clarence Hopkin**, has passed away in Brandon, MB, in his 90s. Clarence and I met a few years ago when I was visiting Brandon. He knew my father as a railway man but Clarence never collected stamps or postal history. Nevertheless, his recollections of RPO car procedures were very educational to me and I will miss our chats. The runs he worked included: Brandon & Estevan, Brandon & Regina, and Brandon, Bulyea and Regina.(See page 1816)

Until his passing, Clarence received issues of the RPO Study Group Newsletter, which a staff member at his residence would read to him. They were always kept in a binder beside his bed.” - Bob Lane

### Secretary's Report from Chris Anstead

Joining the group are **Jim Carde** of Brantford, **Michael Barber** of Toronto, **Ron Barrett** of Kingston and **Raymond Villeneuve** of Ottawa. Welcome aboard!

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