

This issue contains an article about the unique Toronto, Hamilton & Buffalo R.P.O. by the editor and an analysis of the Great Western Railway accountancy postmarks from **Brian Stalker** and **Stéphane Cloutier**.

Also included is a new hammer study and an update of an earlier study as well as new reports from **Morris Beattie**, **Jack Brandt**, **Brian Copeland**, **Neil Donen**, **Ross Gray**, **Murray Smith**, **Brian Stalker** and **Gary Steele**.

.....  
A New Early Date for RY-42



Ross Gray collection



This registered letter originated somewhere between Madoc and Belleville and was received on southbound R.P.O. **ON-19**, BELLEVILLE & MADOC R<sup>WY</sup> / M.C. , blank, AP 24, 85 . It arrived in Belleville the same day, where it was cancelled with the rare oval · REGISTERED · / BELLEVILLE ONT. CANADA , AP 24, 85 postmark (*a new early date*). Travelling in closed bag registered mail on the next eastbound GTR train, the letter arrived in Trenton the following day. There it was put on board R.P.O. **RY-41**, CENTRAL · ONT. RY. / M.C. , SOUTH, AP 25, 85 and was additionally postmarked with the boxed **RY-42**, REGISTERED / C. O. RY. This is only the **second recorded example** of RY-42 and the **earliest date**. Arrival in Wellington was the same day.



## A New Late Date for ON-609

We are grateful to **Neil Donen** for reporting this new **late date** and only the second example of **ON-609**, TOR. HAM. & BUF. / M. P. TUMMON , Tr. 82, MAY 7, 1935 , with permission of the owner. The cover was included as part of an article in the journal of the King George V 1935 Silver Jubilee Study Circle, 'The Flagstaff'.

The correct postal rate was 33¢ i.e. 3¢ postage; 10¢ registered mail and 20¢ special delivery. The total on the cover is 34¢ so it is overpaid by 1¢.



It is likely that the cover, the top one in a bundle with a facing slip attached, was intended to travel by air but for reasons unknown, was forwarded by rail because it was the fastest route.

## Toronto, Hamilton & Buffalo R.P.O.

This unique R.P.O. was on a CPR express train which travelled between Toronto to Hamilton using running rights over CNR tracks. At Hamilton, it was routed over the Toronto, Hamilton & Buffalo Ry (Jointly owned by the CPR and NYCRR) and at Welland it was routed over the NYCRR to Fort Erie and travelled over the CNR International Bridge to Buffalo.

Most conventional R.P.O.s, i.e. those that regularly received, sorted and dispatched mail en route, operated over the CNR between Toronto and Niagara Falls via Hamilton.

A member of the R.P.O. study group, the late Dr. John McCrea, knew the clerk Mr. Tummon as a neighbour and told the editor that this unusual R.P.O. was mainly intended for securing high value registered mail between Toronto and New York and was attended by an R.P.O. clerk. The usual operations of receiving and dispatching mail en route was not normally done.

All trains Toronto depart from and arrive at Union Station—connection by subway with Royal York Hotel.

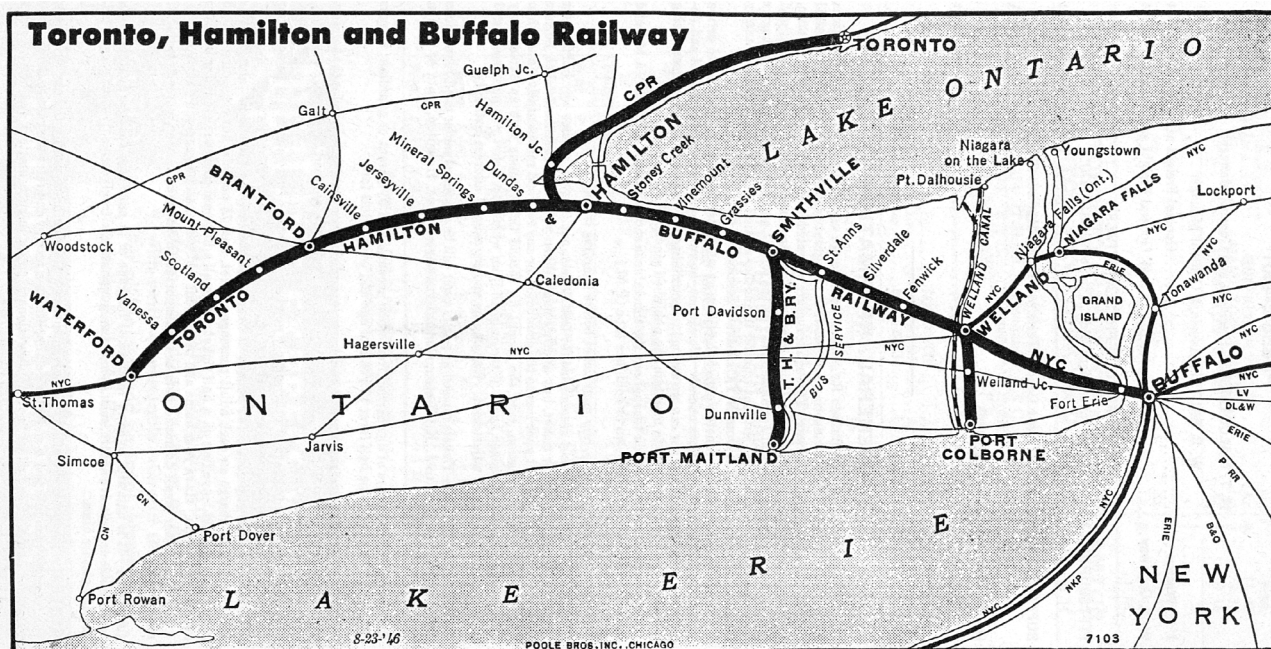
Table 56

TORONTO, HAMILTON, NIAGARA FALLS, BUFFALO																				
READ DOWN									READ DOWN											
TABLE 56									TABLE 56											
		Miles	RY.	721	741	761	801	821	763			Miles	RY.	712	732	752	792	832	762	
				A.M.	P.M.	P.M.	P.M.	P.M.	P.M.					A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	
Eastern Time										Eastern Time										
TORONTO.....	Lv	0.0	C.P.R.	* 7.30	* 12.15	* 4.15	* 6.01	8.11	9.30	Buffalo Cent. Term.....	Lv	0.0	M.C.R.	* 4.55	* 8.00	* 1.50	* 5.30	.....		
Sunnyside.....	Ar	3.5	"	7.39	12.26	4.26	6.08	8.19	9.38	Buffalo Terrace Stn.....	Lv	1.7	"	"	* 8.12	* 2.01	* 5.41	.....		
HAMILTON.....	Ar	40.0	"	8.25	* 1.15	* 5.15	6.50	9.00	* 10.20	Black Rock, N.Y.....	Ar	4.5	"	* 5.17	8.20	2.12	5.51	.....		
Hamilton.....	Lv	0.0	T.H. & B.	"	† 2.00					Fort Erie, Ont.....	Ar	5.5	"	5.25	8.30	2.21	5.59	.....		
Brantford.....	Ar	25.0	"	"	2.50					Welland.....	Ar	22.8	"	5.55	9.00	2.50	6.30	.....		
Waterford.....	Ar	43.0	"	"	† 3.35					Niagara Falls, N.Y.....	Lv	0.0	M.C.R.	"	* 8.00	* 2.50	* 6.30	.....		
HAMILTON.....	Lv	40.0	T.H. & B.	8.30	† 1.20		6.55	9.05		Suspension Bridge.....	Lv	1.7	"	"	* 8.12	* 2.01	* 5.41	.....		
Smithville.....	Ar	60.0	"	* 9.03	† 1.53		* 7.28			Niagara Falls, Ont.....	Lv	2.4	"	"	* 8.20	* 2.12	* 5.51	.....		
Dunnville.....	Ar	75.0	"	* 10.10	† 4.05					Victoria Park, Ont.....	Lv	3.6	"	"	* 8.30	* 2.21	* 5.59	.....		
Welland.....	Ar	78.0	"	9.35	2.25		7.55	10.05		Welland.....	Ar	16.1	"	"	* 8.30	* 2.21	* 5.59	.....		
Welland.....	Lv	0.0	M.C.R.	* 9.40	* 2.30		* 8.00			Welland.....	Lv	22.8	T.H. & B.	5.55		9.00	2.50	6.30		
Victoria Park, Ont.....	Lv	12.5	"	* 10.10	* 3.00		* 8.25			Dunnville.....	Lv	55.8	"	"	† 8.15	† 2.25				
Niagara Falls, Ont.....	Lv	3.7	"	* 10.20	* 3.10		* 8.35			Smithville.....	Lv	40.8	"	"	* 9.26	* 3.20	* 6.57			
Suspension Bridge.....	Lv	14.4	"	"	* 3.25		* 8.50			HAMILTON.....	Ar	60.8	"	6.55		10.05	4.00	7.40		
Niagara Falls, N.Y.....	Ar	16.1	"	"	* 3.30		* 8.55			Waterford.....	Lv	0.0	T.H. & B.	"	"	† 11.40	* 3.55			
Welland.....	Lv	78.0	M.C.R.	9.35	2.25		7.55	10.05		Brantford.....	Ar	18.0	"	"	"	† 12.15	* 4.30			
Fort Erie, Ont.....	Lv	95.3	"	* 9.59	* 2.48		* 8.18	* 10.28		Hamilton.....	Ar	43.0	"	"	"	† 1.05	* 5.20			
Black Rock, N.Y.....	Lv	96.3	"	"	10.05	2.54	"	8.24	10.34	HAMILTON.....	Lv	0.0	C.P.R.	"	7.00	* 8.30	* 10.10	* 4.05	* 7.45	* 9.30
Buffalo Terrace Stn.....	Lv	100.8	"	"	10.19	3.13	"	8.39	10.54	Sunnyside.....	Lv	97.3	"	* 7.49	9.19	10.59	4.54	* 8.47	* 10.19	
Buffalo Cent. Term.....	Ar	100.8	"	* 10.30	* 3.25		* 8.50	* 11.05		TORONTO.....	Ar	100.8	"	* 8.00	* 9.30	* 11.10	* 5.05	* 8.47	* 10.30	
Terrace Station, Buffalo, near Principal Business and Shopping Sections, Leading Hotels.																				
For connections east and west of Toronto, see Table 50.																				

Terrace Station, Buffalo, near Principal Business and Shopping Sections, Leading Hotels.

For connections east and west of Toronto, see Table 50.

C.P.R. Public Timetable - June 24, 1934



Toronto, Hamilton & Buffalo Railway - 1946

**Kevin Leddy**, a member of the Toronto, Hamilton & Buffalo Railway Historical Society, advises us that, "Even though the TH&B handled a healthy amount of mail and express traffic, RPO's were not part of the trains consist. This traffic was handled in bulk and often an extra TH&B brakeman was assigned to handle it. TH&B train 71 which became CPR 712 between Hamilton and Toronto had a single TH&B baggage car for baggage, mail and express. CPR 821 which became TH&B train 82 at Hamilton was for the most part the return train for 71 and had a similar consist of a single TH&B baggage car."



## Toronto , Hamilton & Buffalo R.P.O.

It is likely that the two hammers of listing **ON-875**, WELL & HAM R.P.O. / N<sup>o</sup> # , were prepared for use on R.P.O.s over the Toronto, Hamilton & Buffalo Railway between Welland and Hamilton but were never used.



Ross Gray collection



This registered cover originated at Clarksburg, situated near the C.N.R. line between Meaford and Collingwood. It was transferred to **ON-169.01**, HAMILTON & MEAFORD · R.P.O. / N<sup>o</sup> 1 ,62, JAN 31, 34. At Allandale, it was transferred to **ON-744.02**, TOR. & N. BAY R.P.O. N<sup>o</sup> 2 / . , 44, JAN 31, 34 . After arrival in Toronto, it was transferred to the Toronto, Hamilton & Buffalo R.P.O. for unknown reasons and postmarked by the clerk with **ON-609**, TOR. HAM. & BUF. / M. P. TUMMON , Tr. 82, JAN 31, 1934. Normally this letter would have been sorted into closed bag registered mail for the U.S.A. in Toronto.



## Toronto , Hamilton & Buffalo R.P.O.



*Ross Gray collection*



**ON-608, Tor. H. & B / E. A. Frost , Tr. 71, Feb 16, 1933**

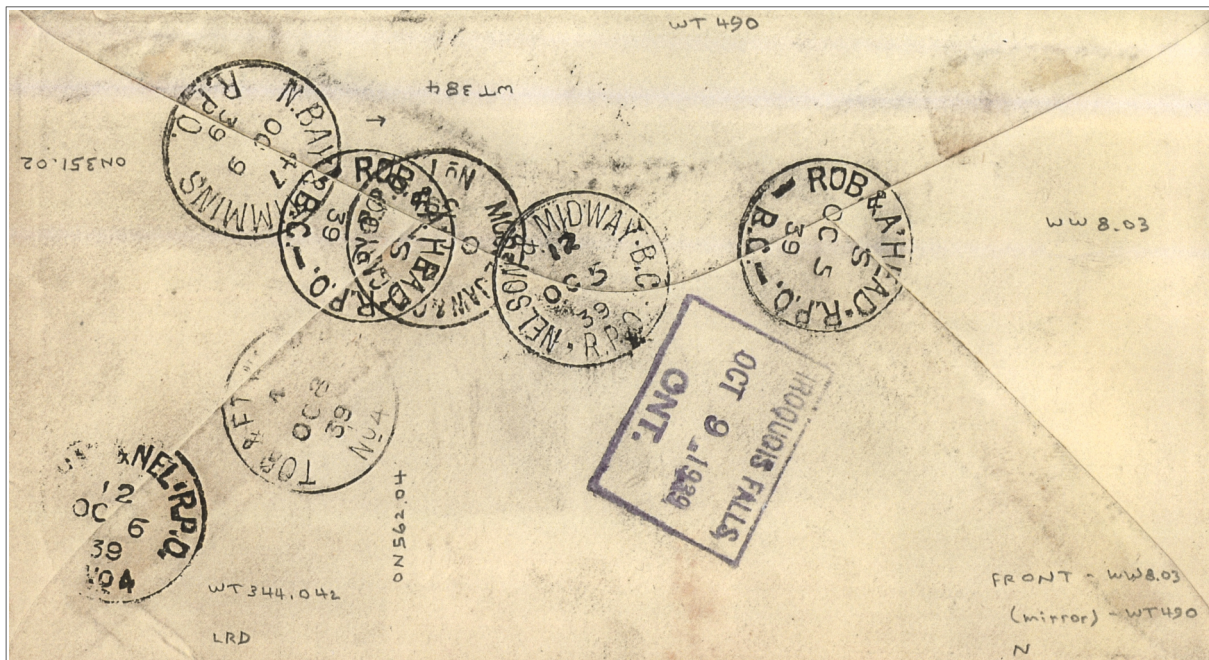
This registered cover from Cleveland, Ohio to Grimsby, which is located on the Niagara Falls, Hamilton & Toronto C.N.R. main line, was misdirected to the Toronto, Hamilton & Buffalo R.P.O. at Buffalo. The R.P.O. clerk, E. A. Frost, redirected the letter to Hamilton, where it was transferred to the next Toronto & Niagara Falls R.P.O. and received at Grimsby the same day as being posted.



**Brian Stalker** reports a new **late date** for **RY-124**, REGISTERED / \_ NOR - R \_ , DE 29, 71 , used as a transit backstamp on a registered cover from Thornbury to Collingwood.



## New Reports from Jack Brandt



The journey of this spectacular registered favour cover can be traced by the many postmarks applied on its travels. It originated on **WW-8.03**, ROB. & A'HEAD · R.P.O. / – B.C. – , S, OC 5, 39 , where the clerk added a straight line, S. S. MINTO (William Topping listing 01-L1) and a hand drawn, boxed **R / R + A / 7** . At Robson it was transferred to **WT-490**, NELSON & MIDWAY · B.C. / · R.P.O. · , 12, OC 5, 39, at Nelson to **WT-344.042**, MED. HAT. & NEL · R.P.O. / N<sup>o</sup> 4 , 12, OC 6, 39 (a new **late date** for the hammer) and at Moose Jaw to **WT-384**, MOOSE JAW & GALGARY · R.P.O. / N<sup>o</sup> 7 , 4, OC 7, 39 , where it was sorted into closed bag registered mail for Fort William. At Fort William it was transferred to **ON-562.04**, TOR. & FT. WM. R.P.O. / N<sup>o</sup> 4 , 4, OC 8, 39 and then at North Bay to **ON-351.02**, N. BAY & TIMMINS / R.P.O. , 47, OC 9, 39. It arrived at Iroquois Falls, Ont. Oct 9, 39



## Great Western Railway Accountancy Postmarks

In the 2015 edition of the catalogue we listed 2 oval postmarks, **RY-65** and **RY-66**, which were known to have been used on letters posted by the Great Western Railway Company at the Hamilton post office to indicate that postage had been paid and charged to the company's account.

At the time of publishing it was suggested that an additional oval mark reading , PAID. / 123 , had also been used for the G.W.R. but no evidence was available.



**RY-65**, PAID. / 140 , and HAMILTON / U.C. , JY 6, 1855 . There are no backstamps or contents.  
( Ross Gray collection, ex Dorothy Sanderson collection. )



**RY-66**, PAID. / G. W. R. , and HAMILTON / C.W. , MAY 4, 1857 .

Woodstock receiver on the back dated the following day. ( Ross Gray collection )

The letter is a printed form from the G.W.R. offices in Hamilton regarding the offering of stock shares.

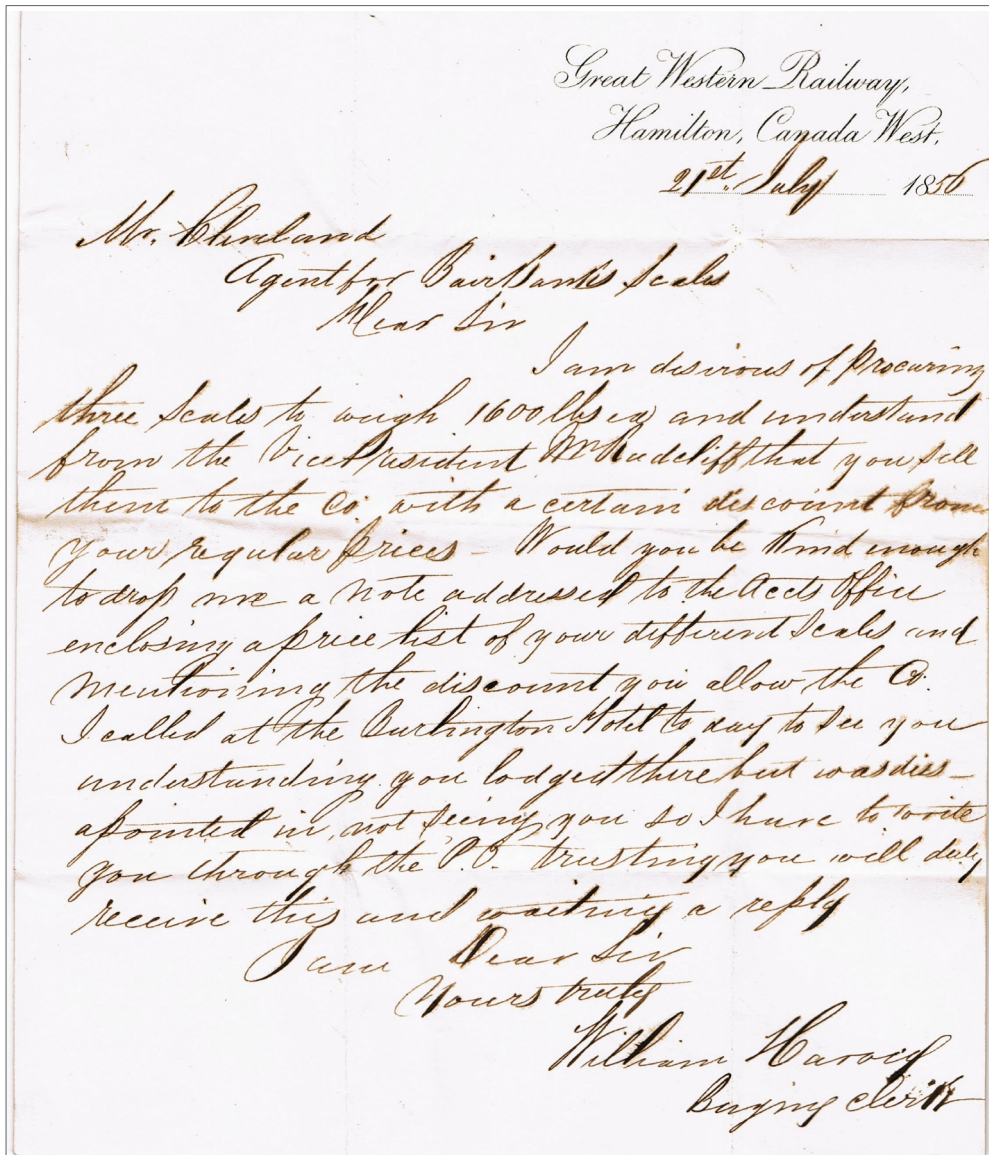
Recently **Stéphane Cloutier** reported the following folded letter on the G.W.R. letterhead with the PAID. / 123 oval mark thus proving its relationship to the railway. We have now listed it as **RY-66.5**, PAID. / 123 , Type OV1 , period 1856/03/13-1858/01/30, R.F. - G .



# Great Western Railway Accountancy Postmarks



RY-66.5, PAID. / 123 , and HAMILTON / U.C. , JY 22, 1856 .  
( Brian Stalker collection )





## Great Western Railway Accountancy Postmarks

**Brian Stalker** and **Stéphane Cloutier** are collaborating on a project to further investigate and document these interesting early postmarks, particularly to identify where the oval handstamps were applied (by the GWR or at Hamilton post office?) and why there were several account numbers. It is hoped that those readers holding any unrecorded examples will contribute additional information to the following list of recorded use. It would be helpful to receive colour scans of covers and contents.

### Inventory of GWR account markings.

Marking	Date	Related information	Comment
Paid 140 manuscript	NO 16 1853		observed on Ebay
Paid 140 manuscript	JU 17 1854	GWR corner cover to London, Ont	same handwriting as address
PAID / 140 oval	DE 7 1854		observed on Ebay
Pay 22 manuscript	JA 18 1855	GWR Engineers Office to Scotland	lighter ink than address
PAID / 140 oval	FE 9 1855	GWR cc to Buffalo	from Dorothy Sanderson exhibit
PAID / 127 oval	MY ? 1855	<i>see note</i> <sup>2</sup>	illustrated in Jarrett p461
PAID / 140 oval	MY 18 1855	to Col Gourlay, Barton Lodge	same ink as Hamilton datestamp
PAID / 140 oval	JU 1 1855	to Buffalo	same ink as Hamilton datestamp
PAID / 140 oval	JY 6 1855	to Buffalo	
PAID / 140 oval	JY 14 1855	GWR shares receipt to Woodstock <i>see note</i> <sup>3</sup>	same ink as Hamilton datestamp
PAID / 140 oval	NO 20 1855		latest date recorded by Ross Gray ( <i>Maresch</i> #290-92)
PAID / G.W.R.	FE 1 1856		earliest date recorded by Ross Gray ( <i>Ludlow-Robinson records</i> )
PAID / 123 oval	MR 13 1856	<i>see note</i> <sup>1</sup>	from Fred Stulberg exhibit
PAID / 123 oval	AP 13 1856	GWR corner cover to Auburn, NY	reported by Rob Leigh
PAID / 123 oval	JY 22 1856	GWR 'buying clerk' to Hamilton	darker ink than Hamilton datestamp
PAID / G.W.R.	MY 4 1857	GWR to Woodstock, stockholders notice	same ink as Hamilton datestamp
PAID / G.W.R.	MY 7 1857	GWR cc to Col Gourlay, Barton Lodge	same ink as Hamilton datestamp
PAID / G.W.R.	MY 16 1857	GWR printed circular to Albany, NY	same ink as Hamilton datestamp
PAID / G.W.R.	JA 8 1858	GWR cc to Toronto	from Lewis Ludlow exhibit
PAID / G.W.R.	JA 21 1858	to Col Gourlay, Barton Lodge	same ink as Hamilton datestamp
PAID / G.W.R.	JA 30 1858	GWR cc registered to Toronto	same ink as Hamilton datestamp
			latest date recorded by Ross Gray ( <i>Maresch</i> )

*note* <sup>1</sup> - based on a photo copy of a poor strike and therefore questionable

Initial observations:

Manuscript markings may have been applied by sender.

Oval handstamps are predominantly in the same ink and similar strength of strike as the Hamilton datestamps suggesting that both were applied at Hamilton post office.

There tends to be discrete periods of use, but some overlap indicates concurrent use – might different GWR departments have had separate account numbers?

The following departments appear to have operated from Hamilton –

Directors / accounts / audit / finance / secretarial / paymaster

Engineering / drawing office

Traffic Superintendent / Freight department / Passenger department / Fuel

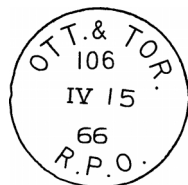
Purchasing and stores

*note* <sup>2</sup> - The editor is skeptical of the **PAID / 127** report, considering that it is unique and from such an early undetailed and not always reliable reference source. Readers are especially encouraged to report any examples.

*note* <sup>3</sup> - *BNAPS Topics*, October 1963, page 239

## ON-428 Hammer Study


  
 OTT. & TOR. / R. P. O.
   

ON-428.01

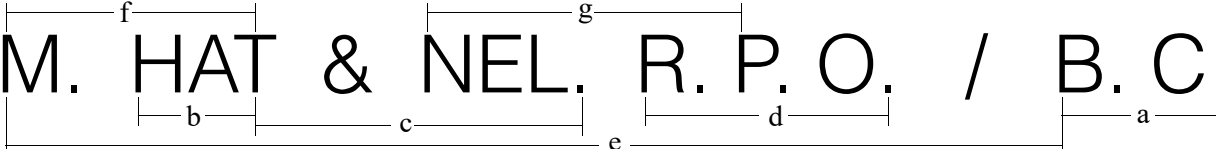


ON-428.02

Hammer	Proof	ERD	LRD	Indicia	a	b
ON-428.01	1965/11/03	1966/04/15	1971/04/23	49,106,213,214	11 ¾	4 ½
ON-428.02	unknown	1969/04/23	1971/02/11	48,49*,213	11	5 ¼
Listing		1966/04/15	1971/04/23	48,49,106,213,214	<i>Jack Brandt *</i>	

## WT-340 Hammer Study Update

We originally published a study for this listing in the July-August, 2007 issue of the newsletter. Recently I acquired an example of a 5th, previously unrecognized hammer and am now able to update the earlier study.



Hammer	a	b	c	d	e	f	g
WT-340.01	8 ½ -	5 ¼	10 ¾	8 +	6 ½	11 ¾	13 ½
WT-340.02	9	4 ¾	10	8 ½ +	6 ¼	11 ¼	13 ½
WT-340.03	9 -	5	10 ¼	7 ¾	6 ½	11 ½ +	12 ¼
WT-340.04	8 ¼	5 +	10 ½ -	8 +	7 -	11 ½	12 ½ +
WT-340.05	9 ½	5	10 ¼	8	6 ¾	12 -	12 ¾



WT-340.01



WT-340.02



WT-340.03



WT-340.04



WT-340.05

Hammer	Proof	ERD	LRD	Indicia
WT-340.01	unknown	1900/12/24	1909/11/12	E,W
WT-340.02	unknown	1901/01/28	1910/05/11	E,W
WT-340.03	unknown	1900/10/31	1909/10/27	E
WT-340.04	unknown	1905/12/12	1910/08/09	E,W
WT-340.05	unknown	1906/10/08*	1910/03/22	E,W
Listing		1900/10/31	1910/08/09	E,W

*Jack Brandt \**



## New Reports from Ross Gray



**MT-22.04**, CAMP. & LEVIS · R.P.O. / . ,  
62, 29 JUL, 64 , is the first report of **train 62**  
for the hammer.



**MT-198.01**, HALIFAX & YARMOUTH R.P.O. / . ,  
E, NO 16, 22 , is a new **late date** for the hammer.



**MT-296.13**, ST JOHN & MONTREAL · R.P.O. / . ,  
15, JUN 16, 23 , is a **new early 2nd period date** for  
the hammer.

**QC-118.01**, MALONE & MONTREAL R.P.O. / . ,  
N, FE 20, 11 and N, FE 21, 10 , are the first reports  
of an 'N' **direction indicium** for the hammer.

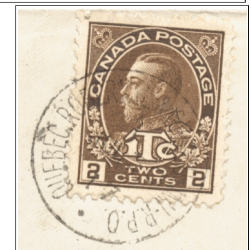


**QC-261.02**, MONT. & S. FALLS / R.P.O. , 29, 10 II, 51 , is a new  
**early date** for the hammer.

**QC-298.02**, MONT. & TOR. G.T.R. - R.P.O. /  
Nº 2 , 19, MR 2, 15 , is a new **early date** for the  
hammer.



**QC-452.05**, QUEBEC ROBERVAL & CHICOUTIMI · R.P.O. / . ,  
1, JUL 3, 17 , is a new **early date** and first report of **train 1** for the  
hammer.



**ON-315.07**, NORTH BAY & FORT WILLIAM / . ,  
18, FE 6, 56 , is a new **late date** and the first report of  
**train 18** for the hammer.

**ON-501**, ST. THOMAS & PETROLIA · R.P.O. / . ,  
102, JAN 11, 36 , is a new **late date**.



**WT-91.124**, C. & V. R.P.O. / N.B.C.N.,  
6, AU 21, 10 , is the first report of **train 6**  
for the hammer.



**WT-502**, N. BATT. & EDM : R.P.O. / Nº 4 ,  
5, OC 29, 57 , is a new **late date**.

## New Reports from Ross Gray



**WT-64.023**, CALGARY & EDMONTON · R.P.O. / Nº 2 , 24, JAN 1, 30 , is a new **late date** for the hammer and **WT-192.011**, COR. & LAC · R.P.O. / Nº 1 , 29, JAN 1, 30 , is the first report of **train 29** for the hammer. Both are transit backstamps on a registered cover from Castor, AB to Boston.

**RY-30.122**, C. P. RY. WEST · OF · WINNIPEG / , 96, JUL 1, 05 , is a new **late date** for the modified hammer with the 'B' removed.



**SN-49.01**, UNION STATION / · SAINT · JOHN · N.B. · , PM, OC 13, 31 , is the first report of a 'PM' indicium for the hammer.

## New Reports

**Morris Beattie** reports a new **late date** for hammer **WT-91.140**, C. & V. R.P.O. / \* B.C. \* , 1, JUL 27, 28 . The similar hammer, WT-91.158, which was proof struck on November 5, 1928 and is reported used as early as June 30, 1929, replaced it.

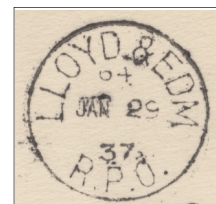


**RY-22.03**, C. P. RY. M.C. / BRIT. COL. , W, JY 25 9(1) , is a new **late date** for the hammer is reported by **Jack Brandt**.



**Murray Smith** reports a new **early date** for **WT-196.06**, EDM. & DAWSON CREEK · R.P.O. Nº 6 / . , 2, JUN 19, 43 .

**Murray Smith** notes that there is no period after 'EDM' for listing **WT-315**. The catalogue has been corrected accordingly.





## A New Crown Wax Seal Report!



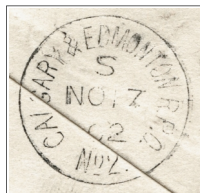
We are grateful to **Gary Steele** for sharing this remarkable registered cover with a previously unknown R.P.O. Crown Wax Seal which has now been listed as,

**MT-268.5** , OXFORD & PICTOU / M.C. , Type CWS, Period 1898/06/04, R.F. - G

The cover originated on the Oxford & Pictou Mail Car and is cancelled with **MT-268**, OXFORD & PICTOU / M.C. , W, JU 4, 98 . The originating registration number and address are both written with the same indelible pencil, suggesting that the cover may have been sent by the R.P.O. clerk himself.

This report is the sixth listing of a Crown Wax Seal and the first in the Maritimes section, the others being, QC-252, QC-413.55, ON-418, WT-93 and RY-32.51. Most of the other known Crown Wax Seal examples were used for in transit repairs on the R.P.O., making MT-268.5 particularly notable.

## New Reports from Brian Copeland



Found as a transit backstamp on a registered cover from Ponoka, AB to Toronto, is a new **early date** for hammer **WT-64.022**, CALGARY & EDMONTON R.P.O. / N<sup>o</sup> 2. , S, NO 17, 02 .

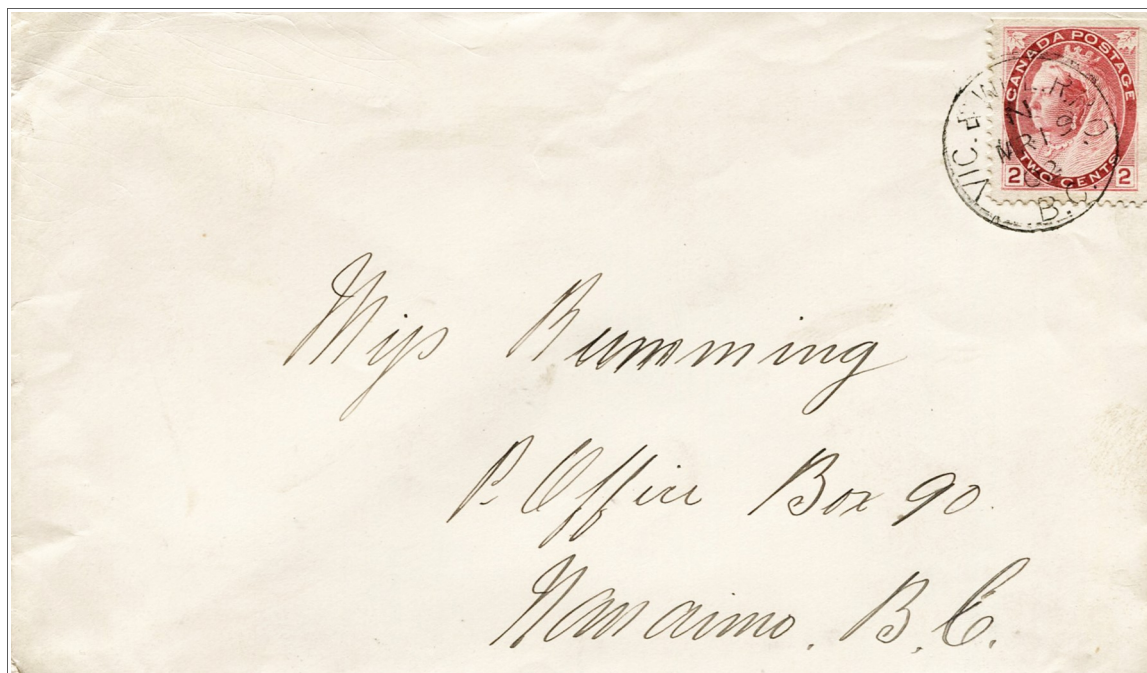
**WT-383.081**, MOOSE JAW & CALGARY R.P.O. , 97, JUL 1, 05 , cancelling a cover addressed to Moose Jaw, is a new **early date** for the hammer. Received July 2, the cover has a Moose Jaw hotel corner card but the handwritten return address is Kincorth, Assa. Inside is a letter on CPR stationery with the return address also indicated as Kincorth Station. It is from someone who says he came out 2 days ago on a work train - he is working on the cable. He also notes that they had a bad accident - an engine was "blown to pieces". A report of this incident appears in the Oct. 1905 publication, "The Locomotive" - it reports that a boiler of a locomotive on a CPR freight train exploded at Kincorth on July 1, 1905. ["The Locomotive" was published by the Hartford Boiler Inspection and Insurance Co. Among other things it has long lists of accidents. Seems like boilers were exploding quite often!]



I was also interested to see that the Kincorth post office did not open until Aug. 1, 1905, which is consistent with this being posted on the railway.



**WT-811.05**, VIC. & COURT · R.P.O. / B.C. , 2, 20 XI, 49 , a new **early date** for the hammer.



**WT-827.01**, VIC. & WEL. R.P.O. / B.C. , N, MR 19, 02 is a new **early date** for the hammer.

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