

This issue features a short article about the history of Fort Erie and Bridgeburg.

There is also a new hammer study for listing **ON-613**, which has now been recognized as having two hammers and a much shorter period of use than previously thought. There are also hammer study updates for **ON-631** and **ON-648**.

A rare train number has been found for QC-306.

We also have new reports from **Jack Brandt**, **Ross Gray**, **Wayne Shnarr** and **Simon Taylor-Young**.



### Fort Erie or Bridgeburg?



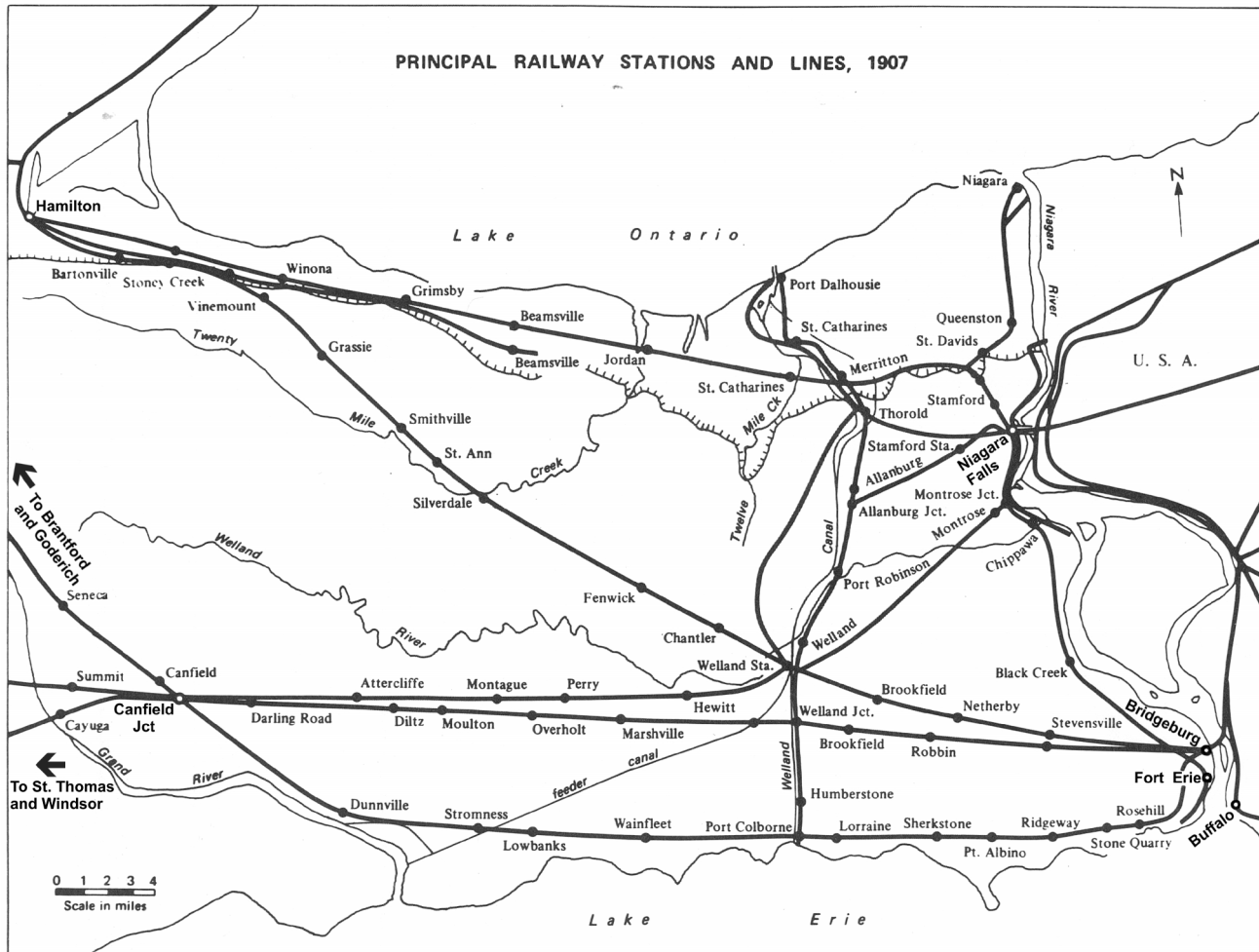
*G. T. R. Station, Bridgeburg, Ontario.*

*Grand Trunk Railway station, Bridgeburg, Ontario circa 1910*



*The International Railway Bridge across the Niagara River looking from the U.S. side.  
It was completed in 1873 and modified in 1900.*

# Fort Erie or Bridgeburg?



Map adapted from "Railways in the Niagara Peninsula"

Strategically located across the Niagara River from Buffalo, where there was access to the Erie Canal and several major American railways, Fort Erie was an obvious terminal location for railway construction.

The Buffalo & Lake Huron Railway was completed between Goderich and Fort Erie, via Stratford, Paris and Brantford, in 1858. It amalgamated with the Grand Trunk Railway in 1864. The R.P.O. postmarks used on the line continued to use the B. L. H. & R. initials as late as 1888.

The Canada Southern Railway was completed between Amherstburg (about 15 miles south of Windsor) and Fort Erie via St. Thomas and Essex, in 1873. A connection from Essex to Windsor was completed in 1883.

The Great Western Railway completed its "Air Line" branch between Glencoe, on the Windsor-London-Hamilton main line and Fort Erie, via St. Thomas, in 1873. In 1884, the Great Western Railway amalgamated with the Grand Trunk Railway.

The Grand Trunk Railway built the International Railway Bridge in 1873, bringing about a new town, originally named Victoria and subsequently renamed to **Bridgeburg**, north of the original settlement of **Fort Erie**.

On January 1, 1932, Bridgeburg and Fort Erie amalgamated into a single town called Fort Erie.



RY-5



RY-6.02

RY-35



RY-33



ON-40.03



ON-93.01

# ON-613 Hammer Study



Hammer	a	b	c	d	ERD	LRD	Indicia
ON-613.01	12	18 ½	16	16 ¾	1927/04/16	1931/10/21 <sup>1</sup>	9,16
ON-613.02	12 ¾	18	15 ¼	17 ½	1928/04/09	1931/10/02 <sup>1</sup>	9,16
<i>Brian Stalker</i> <sup>1</sup>	ON-613				1925/05/22	1931/10/21	9,16

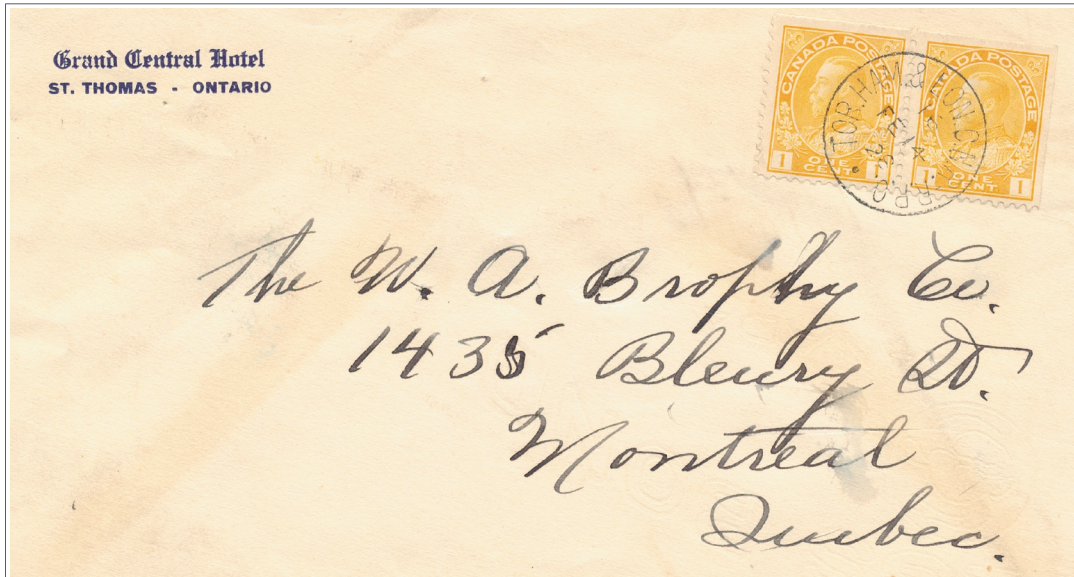
The catalogue listed a late date of 1950/02/24. I believe that this was an error from the old records and has now been changed.



ON-613.01

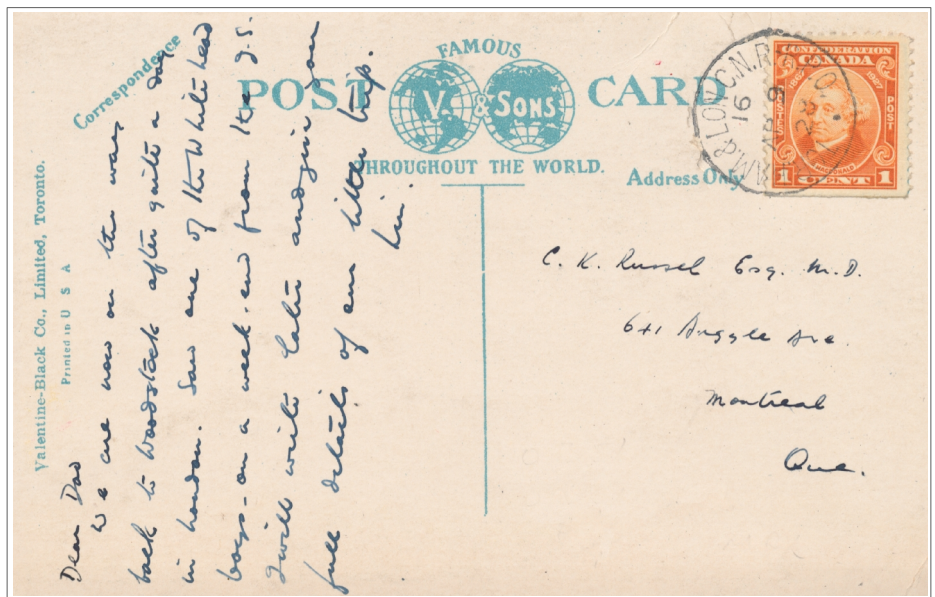


ON-613.02



ON-613.01

ON-613.02



# A Rare Train for the Montreal & Toronto R.P.O.

MONTRÉAL — (OTTAWA) — KINGSTON — TORONTO													
50		La Salle	Pool	25	Holiday	International	Pool	31	Pool	Inter-City	19		
Miles	Eastern Standard Time	Pool	105	Ex. Sun.	Special	Pool	9	Ex. Sun.	119	Pool	Ex. Sun.		
.Milles	Heure normale de l'Est	5	105	Dim. exc.	des	15	Ex. Sun.	& Mon.	Sun. Dim.	17	Dim. et		
		Ex. Sun.	Dim.	Dim. exc.	Fêtes	Quotidien	Dim. exc.	Dim. et lun. exc.	Dim.	Quotidien	lun. exc.		
0.0 Dp	Montréal, Qué. Central Station C.N. Gare Centrale C.N. Ⓜ	A.M. 9.30	A.M. 9.30	A.M. 9.45	P.M. 3.30	P.M. 4.30	..	A.M. ..	P.M. 10.40	P.M. 11.00	A.M. ..	..	
0.0 Dp	Windsor Station C.P. Gare Windsor C.P. Ⓜ	..	..	..	..	4.37	..	Checked baggage not handled	..	11.07	..	..	
2.0	Westmount C.P.	..	..	..	..	4.44	..	..	..	11.15	..	..	
4.7	Montréal West (Montréal-Ouest) C.P. Ⓜ	..	..	..	..	4.57	..	..	..	11.20	..	..	
11.8	Dorval	▲ 9.55	▲ 9.55	▲ 10.10	..	..	..	..	▲ 11.05	11.35	▲ 12.29	1.02	
22.3	Ste-Anne-de-Bellevue	..	..	0.20	..	..	..	..	11.20	11.35	12.40	1.17	
39.3	Coteau (35) Qus.	..	..	0.41	..	..	..	..	11.40	..	1.02	1.37	
55.4	Lancaster, Ont.	..	..	0.51	..	..	..	..	..	..	..	..	
69.5	Corwall	10.50	10.50	1.11	..	5.51	..	Ne transporte pas de bagages enregistrés	12.15	..	1.33	2.27	
94.1	Morrisburg	..	..	1.40	..	..	..	..	12.41	..	..	2.54	
101.7	Iroquois	..	..	1.50	..	..	..	..	12.49	..	..	..	
106.3	Cardinal	..	..	1.58	..	..	..	..	12.55	..	..	..	
115.3	Prescott	..	..	2.12	..	..	..	..	1.10	..	..	..	
127.1	Ar Brockville	11.25	11.30	12.12	5.40	6.45	..	..	1.30	..	..	..	
0.0 Dp	Ottawa, Ont. Carleton Place C.P.	DAYLINER 9.35	..	..	..	4.35	..	..	..	..	..	P.M. 11.35	
31.6 Dp	Kingston C.P.	10.25	..	..	..	5.25	..	..	..	..	..	12.50	
48.7 Dp	Smiths Falls C.P.	10.45	..	..	..	5.50	..	..	..	..	..	1.00	
76.2 Ar	Brockville	11.25	..	..	..	6.30	..	..	..	..	..	..	
127.1 Dp	Brookville	11.43	11.48	12.42	5.45	6.55	..	12.27	1.40	..	3.00	3.57	
139.8	Mallorytown	..	..	..	..	..	..	..	2.20	..	..	4.25	
148.0	Lansdowne	..	..	..	..	..	..	..	2.35	..	..	4.40	
155.4	Gananoque Jct.	12.05	12.10	1.16	6.34	7.50	..	1.12	3.05	..	4.00	5.22	
174.5 Ar	Kingston	12.38	12.43	1.40	..	..	..	..	3.40	..	4.30	6.09	
200.4	Napanee	1.06	1.11	2.10	7.22	8.37	..	2.07	4.10	4.02	4.55	6.32	
222.2 Ar	Belleville	1.30	1.38	2.35	7.25	8.40	P.M. 5.05	2.20	4.20	4.02	5.05	6.52	
234.3 Dp	Trenton Jct.	1.48	1.53	P.M. ..	..	..	5.25	..	4.40	..	..	7.15	
243.4	Trenton C.P.	..	..	..	..	..	..	..	..	4.50	..	7.30	
251.0	Brighton	..	1.20	..	..	..	5.40	..	4.55	..	..	8.06	
257.6	Colborne	..	..	..	..	..	5.50	..	..	..	..	..	
265.5	Grafton	..	..	..	..	..	6.00	..	..	..	..	..	
272.2	Cobourg	2.18	2.29	..	..	..	6.15	..	5.22	5.30	5.48	7.56	
287.6	Fort Hope	..	..	..	..	9.26	6.30	..	5.35	5.38	5.58	8.06	
292.3	Newcastle	..	..	..	..	..	6.50	..	..	..	..	..	
302.0	Bowmanville	..	..	..	..	..	7.00	..	..	..	..	..	
306.4	Oshawa	3.00	3.10	..	..	10.01	7.40	..	6.10	6.19	6.42	9.00	
313.0	Whitby	..	..	..	..	..	7.50	..	6.16	..	..	9.05	
319.0	Pickering	..	..	..	..	..	8.17	..	..	..	..	9.11	
326.5	Port Union	..	..	..	..	..	8.27	..	..	..	..	..	
330.1	Scarboro	..	..	..	..	..	..	..	..	..	..	..	
335.3 Ar	Danforth	3.32	3.42	..	..	10.33	8.45	..	..	7.10	..	6.55	
	Leaside C.P.	..	..	..	..	..	..	..	..	..	..	7.05	
	Don C.P.	..	..	..	..	..	..	..	..	..	..	7.15	
	Toronto, Ont. Ⓜ	3.45	3.55	..	9.15	10.45	8.55	4.30	7.00	7.30	7.30	9.45	
		P.M.	P.M.	..	P.M.	P.M.	P.M.	A.M. Ex. Sun. & Mon. Dim. et lun. exc.	A.M. Mon. Lun.	A.M.	A.M.	A.M.	A.M.

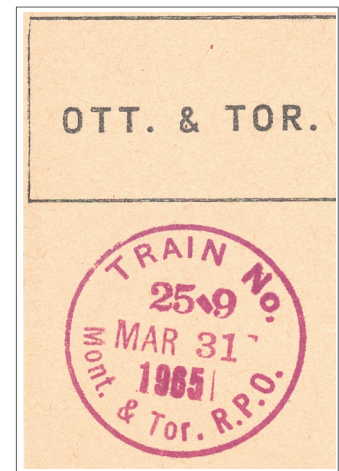
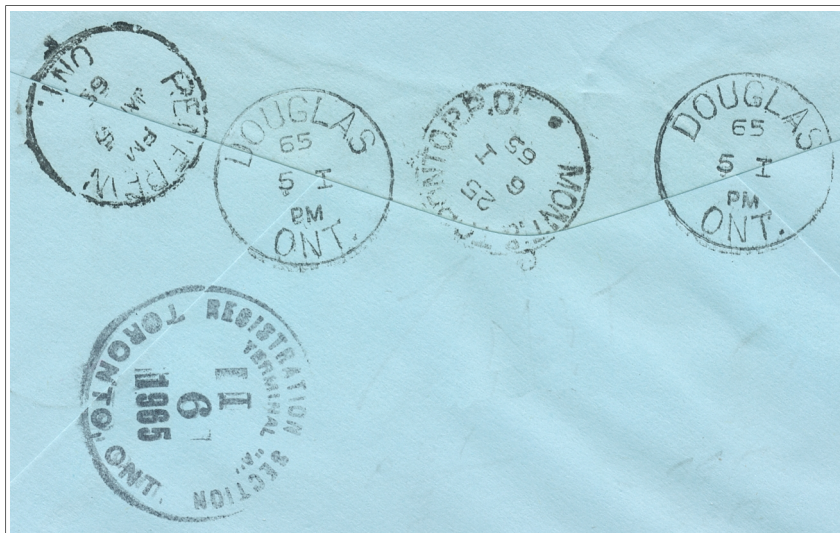
Canadian National Railways public timetable October, 1964 - April, 1965



This registered cover originated in Douglas, Ontario in the afternoon of January 5, 1965 and travelled 14 miles east to Renfrew, where it was sorted into closed bag registered mail for transfer to the Montreal & Toronto R.P.O. at Brockville, about 100 miles south, the following day.

The QC-306, MONT. & TORONTO. R.P.O. / . , 25, 6 1, 65, transit backstamp is the first report of train 25 for the listing.

## A Rare Train for the Montreal & Toronto R.P.O.



QC-305

Train 25 was short lived and very unusual because this west bound train terminated at Belleville, Ontario. Apparently the R.P.O. then continued west to Toronto on train 9, 2½ hours later. We see evidence of this dual train operation by the 25/9 indicium used with **QC-305**, TRAIN No. / Mont. & Tor. R.P.O. , 25\9, MAR 31, 1965.



### ON-648 Hammer Study Update



Hammer	a	b	c	d	Proof	ERD	LRD	Indicia
ON-648.01	7	8 -	11 ½	10 ½	unknown	1967/07/19	1970/05/09	155,158
ON-648.02	6	7 ¼	10 ¼	9 ½	unknown	1967/07/03	1970/05/30	155,158
ON-648.03	6 ½ +	8	9 ¾	10	1967/06/27	1967/08/20	1970/04/23	155,158
ON-648						1967/07/03	1970/05/30	155,158



ON-648.01



ON-648.02



ON-648.03

Train #	158	155
Toronto	23:10	23:10
Brantford	↑	00:21
Guelph	21:57	↓
London	Dp 20:10 Ar 19:55	Ar 01:20 Dp 01:25
Sarnia	19:00	02:20

Train #155 operated via Brantford between Toronto and London and Train #158 operated via Guelph between Toronto and London.

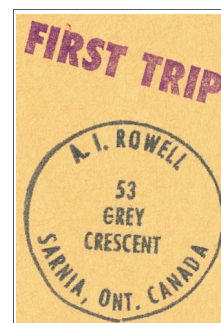
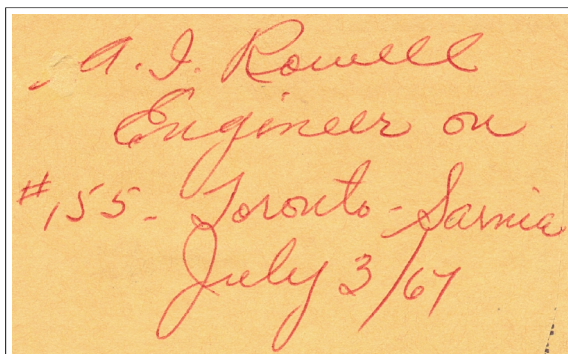
## ON-648 Hammer Study Update



**ON-648.01**, TOR. LON. & SAR. / R.P.O. , 155, 27 V, 68 , commercially used as an originating cancellation. Most recorded examples are found as transit backstamps on registered mail. I have not seen any favour use covers of this hammer.



**ON-648.02**, TOR. LON. & SAR. / R.P.O. , 155, VII 3, 67 , a favour cover, used on the first trip of train 155. It was created by A. J. Rowell, a C.N.R. engineer from Sarnia.



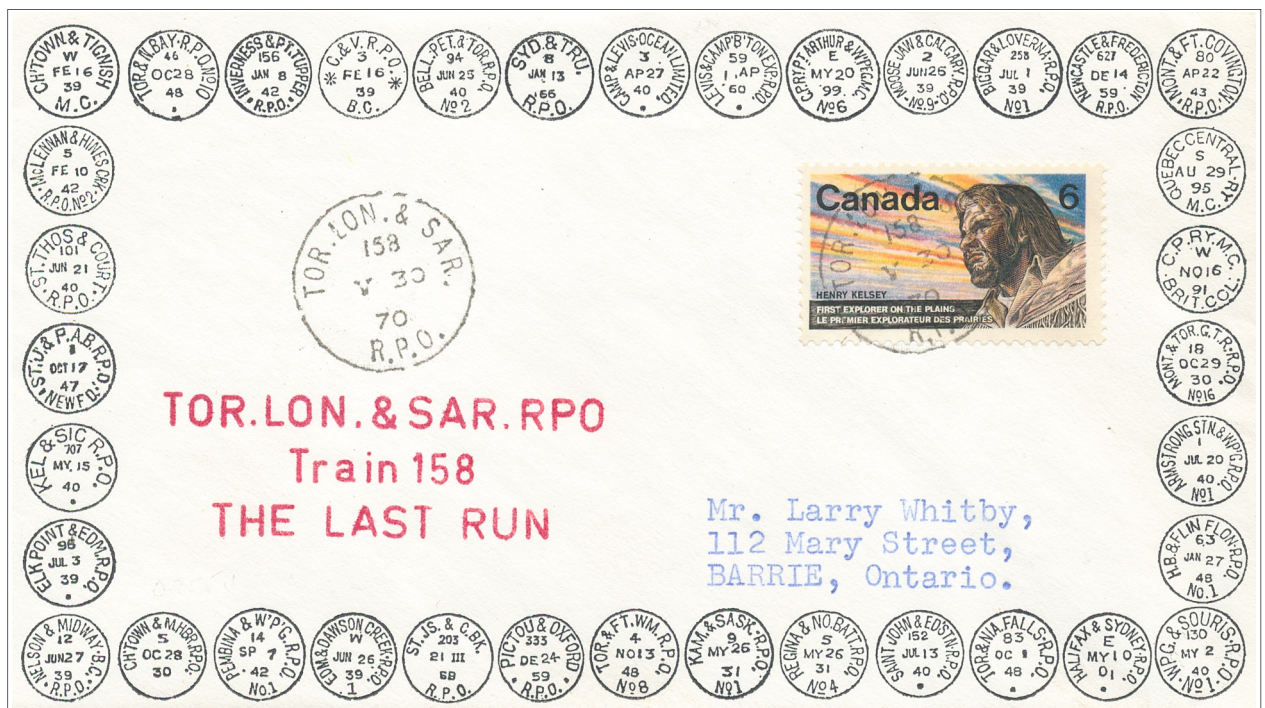
*Signature and return address on the back of the cover*

# ON-648 Hammer Study Update



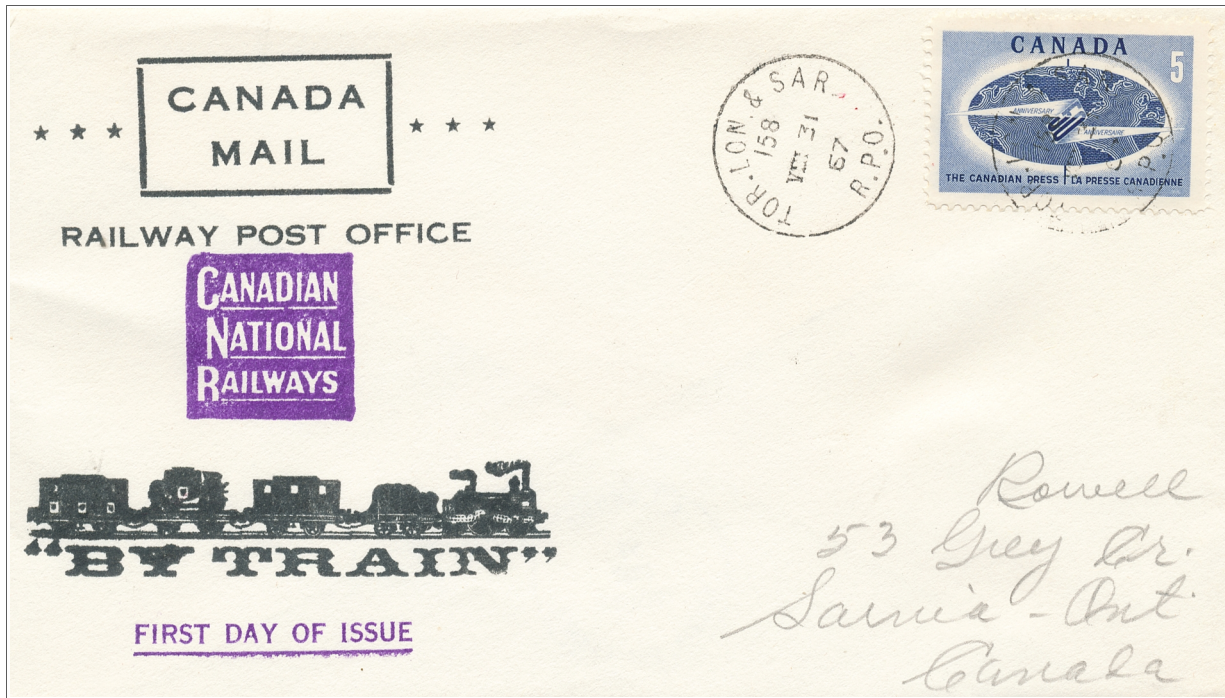
**ON-648.02**, TOR. LON. & SAR. / R.P.O. , 155, V 29, 70 , a favour cover, used on the last run of train 155. This cover and the one below were created by Michael Millar, a philatelist who served as an R.P.O. clerk on the Toronto & Montreal R.P.O. and the Toronto & Capreol R.P.O.

This hammer is frequently found on similar favour covers as well as transit backstamps on commercial registered mail.



**ON-648.02**, TOR. LON. & SAR. / R.P.O. , 158, V 30, 70 , a favour cover, used on the last run of train 158. This cover and the one above were created by Michael Millar, a philatelist who served as an R.P.O. clerk on the Montreal & Toronto R.P.O. and the Toronto & Capreol R.P.O.

## ON-648 Hammer Study Update



**ON-648.03**, TOR. LON. & SAR. / R.P.O. , 158, VIII 31, 67 , a “Rowell” favour cover.

This hammer is usually found as a transit backstamp on commercial registered mail and less often on favour covers. It is significantly scarcer than the other two hammers.

### New Reports from Simon Taylor-Young

**MT-21.01**, CAMP & LEVIS · OCEAN LIMITED / . , 31, MR 4, 29 , is the first report of **train 31** for both the hammer and the listing as well as a new **late 1st period date** for the hammer.



**MT-243.01**, MONCTON & CAMP P.C. / DAY , S, SP 10,14 , is a new **late date** for both the hammer and the listing.



**MT-267.01**, NEW · GLASGOW & POINT · TUPPER / · M.C. . , ?, JU 6, 93 , is a new **early date** for both the listing and the hammer, which was proof struck on May 18, 1893.



**QC-192**, MONT. & KING. / M.C. , 1, JA 4, ?? , is the first report of **train 1** for the listing.



**QC-392**, QUE. & CAMP. LOCAL · R.P.O. · / . / H G , 150, AU 12, 11 , is a new **early date**.



**QC-451.01**, QUE. ROB. & CHIC. R.P.O. / . , 163, 11 AP, 34 , is the first report of the rare northbound **train 163** for the hammer.





## ON-631 Hammer Study Update

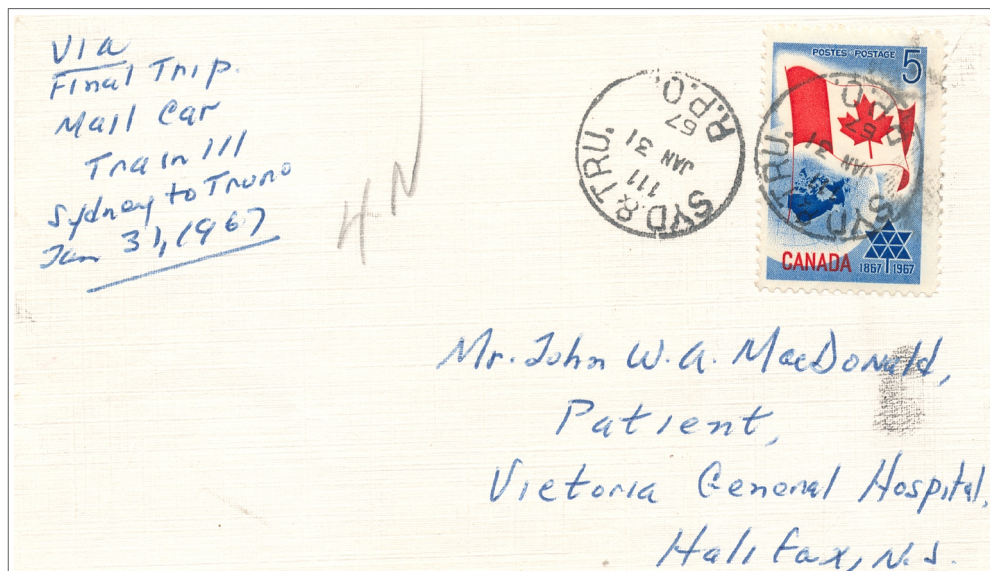
# TOR. & KING. / P. O. CAR

Hammer	a	b	c	d	Proof	ERD	LRD	Indicia
ON-631.01	4 ½ -	6 -	16 ¼	7 ¾	1880/04/20	1880/05/20	1881/12/17	EAST, WEST
ON-631.02	5 ½ -	6 ½	16	8 ½	1881/05/12	no reports	no reports	
ON-631.03	6 ¼	7 ¼	17 ½	9 ¼	1882/04/26	no reports	no reports	
ON-631.04	5 +	6 ¾	17 ¼	9	1882/04/26	1883/07/13	1889/05/14	EAST, WEST
ON-631.05	5 +	7 ¾	18	9 ¾	1882/04/26	no reports	no reports	
ON-631.06	4 ½ -	5 ¼	15	7	unknown	1880/05/11	1880/11/09	EAST
ON-631						1880/04/23	1890/07/28	EAST, WEST



ON-631.04, TOR. & KING. / P.O. CAR, WEST, MY 14, 89.

### A New Maritime Late Date



**MT-336**, SYD. & TRU. / R.P.O., 111, JAN 31, 67, is a new **late date** for the hammer and the run.

## New Reports from Jack Brandt

**MT-22.03**, CAMP. & LEVIS. R.P.O. / . ,  
2, 22 SP, 61 , is the first report of **train 2** for  
the hammer.



**MT-350.01**, TRURO & POINT · TUPPER / M.C. , W, JU 2, 97 ,  
is a new **early date** for both the hammer and the listing.

**ON-102.55**, FT. FR(N). & WPG.. / CHAS. HAFHT , Tr. 20, MAR 3, 1933 ,  
Type CC3R, R.F. - G , is a **new listing**.



**WT-250.05**, HUMBOLDT & EDMONTON · R.P.O. / No 5 ,  
E, OC 17, 14 , is a new **late date** for the hammer.



**WT-381.071**, M. JAW & CAL · R.P.O. / No. 7 , 8,  
12 VII, 63 , is a new **late date** for the hammer.



**WT-523.012**, NOR. PORT. & M. JAW R.P.O. / No 1 ,  
14, JUL 15, 59 , is a new **late date** for the hammer.

**WT-625.02**, REG. & N. BAT. R.P.O. / No. 2 , 6, 3 XII, 57 ,  
is a new **late date** for the hammer.

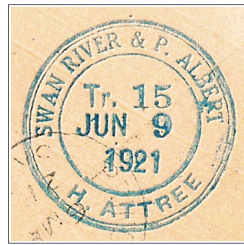


**WT-714.012**, SASKATOON & ESTON · R.P.O. / No. 1 ,  
28, MR 1, 55 , is a new **late date** for the hammer.

## New Reports from Jack Brandt

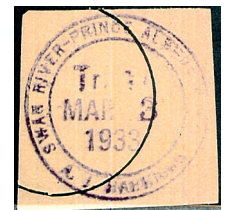


**WT-758.55**, SASK. WAIN. & ED. R.P.O. / S. R. GILES , Tr. ?, MAR 4, 1932 , Type CC3R, R.F.- G , is a **new listing**.



**WT-796**, SWAN RIVER & P. ALBERT / H. ATTREE , Tr. 15, JUN 9, 1921 , **corrects the catalogue text**, because there is no "R.P.O." after the run and **WT-796**, SWAN RIVER & P. ALBERT / H. ATTREE , 1933, MAR 2, Tr. 16 , is a **new late date**.

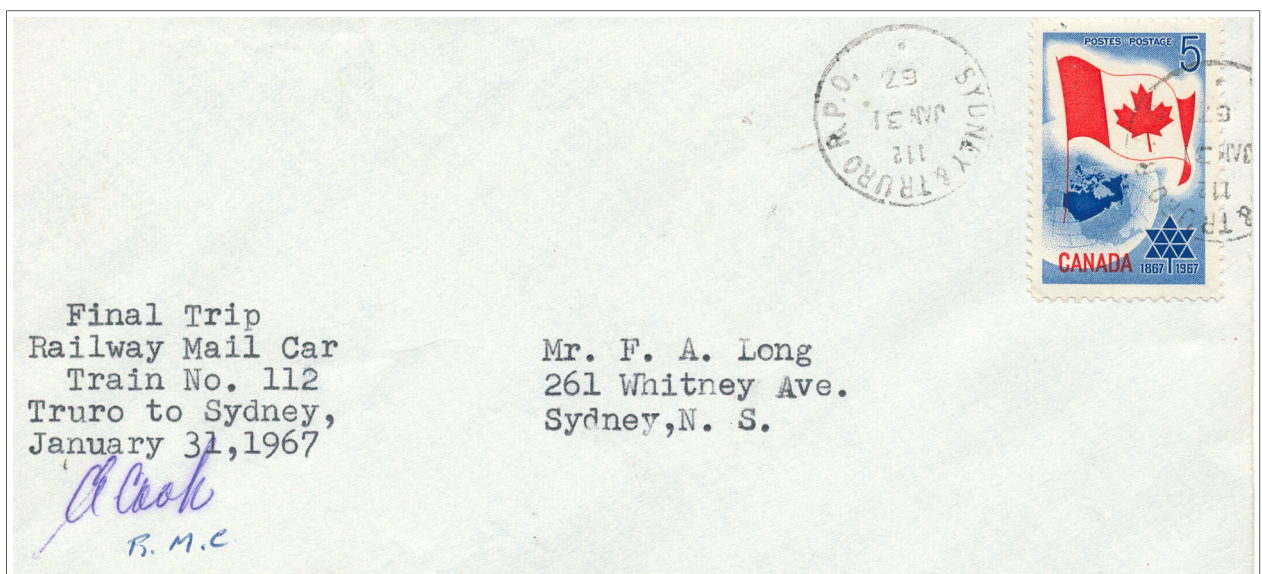
**WT-797.55**, SWAN RIVER - PRINCE ALBERT R.P.O. / A. J. HARRIGAN , Tr. 16, MAR 3, 1933 , is a **new, previously unreported** Type DC1R clerk handstamp.



**WT-994.03**, YORK & SASK R.P.O. / NO. 3 , 42, 28 IV, 60 , is both a **new late date** and the first report of **train 42** for the hammer.

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### A New Maritime Late Date



**MT-333.05**, SYDNEY & TRURO R.P.O. / . , 112, JAN 31, 67 , is a **new late date** for the hammer, the listing and the run, signed by the R.P.O. clerk, A. Cook.

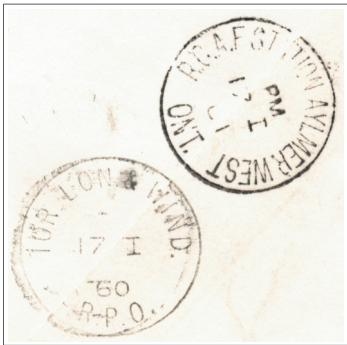
## New Reports from Ross Gray



**MT-296.03**, ST JOHN & MONTREAL · R.P.O. / . , 16, MR 14, 22 , is a new **late date** and the first report of **train 16** for the hammer.



On a favour cover addressed to Iowa is **QC-212.02**, MONTREAL & NORTH BAY / · R.P.O. · , 5, 19 XI, 66 . This is the first confirmation of **train 5** as recorded in the old database and now associates it with a specific hammer.



Found as a transit backstamp on a registered cover from R.C.A.F Station, Aylmer West, ON, addressed to Edmonton, is a new **early date** for hammer **ON-659.04**, TOR. LON. & WIND. / R.P.O. , ??, 17 I, 60 (*The correct year date is 61.*), which was proof struck on December 27, 1960.

Found as a transit backstamp on a registered cover from Winnipeg to Verigin, SK which was then returned to Winnipeg after not being called for, is a new **late date** and the first report of the **W direction** indicium for hammer **WT-262.021**, KAM. & N. BAT.- R.P.O. / N<sup>o</sup> 2 , W, DE 13, 18.



**WT-877.03**, WINNIPEG & ESTEVAN R.P.O. / N<sup>o</sup> 3 , W, OC 17, 05 , is a new **early date** for the hammer.

## New Reports



**Wayne Schnarr** reports the first example of **train 8** for **ON-555**, TORONTO & CAPREOL / R.P.O. , 8, XI 3, 67 .



Observed on Ebay is a new **late date** and first report of a **blank** indicium for hammer **ON-900.01**, MUSKOKA LAKES · STR. N<sup>o</sup> 1. / . , blank, JUL 24, 17 .

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