

This is the first issue of your newsletter with a new editor, in a new millennium, from a new location. The station shown here was located a short distance from where this introduction is being written. The station and tracks are now but a memory but the postmarks applied to mail posted along the lines radiating from here and terminating in Port Hope, Belleville, Whitby, Toronto, Midland and Haliburton remain as evidence of the significance of the service provided.



G.T.R. Station

Lindsay, Ontario

We in the study group are greatly indebted to **Bill Robinson** for 16 years of interesting, informative newsletters, in addition to his wise and effective leadership as Editor of the catalogue and Secretary-Treasurer of the group, during that time. It is noteworthy that two people are assuming almost all of the jobs that Bill was doing single handed. We all continue to look forward to enjoying his Cowcatcher columns in Topics, as well as his knowledgeable counsel and warm friendship.

One of my first goals as editor is to improve the technical quality of your newsletter, including clarity of illustrations, through the use of a laser printer and scanned images. These pages are being composed using Adobe Pagemaker 6 software. Images are scanned on an Agfa high resolution, flat bed scanner and modified with Corel Photopaint 8 software. I encourage contributors to submit illustrations as graphic files of full colour scans. Graphics and text files may be e-mailed, if the individual file size is under 1.44MB. However, I realize that many of you may not have the facilities to make submissions in this ideal form and certainly do not want to discourage your contributions in any convenient way. At a minimum, clear photocopies are necessary to provide reproducible images.

Your ideas and criticisms are welcome. This is your newsletter and I shall endeavour to compose it to exceed your expectations.

.....  
**Jim Felton** writes in response to my comments in the last newsletter regarding his views toward reorganization of the catalogue. He correctly points out that the majority of catalogue users are not as intensely specialized as the few of us who are working on the next edition. Most collectors have a more general interest and should find the catalogue useful, without being overwhelmed.

Jim is also an active member of the Mobile Post Office Society and has compiled a list of nearly 400 US narrow gauge R.P.O.'s, of which about 170 are known to have had cancels. The Mobile Post Office Society plans on publishing his work early this year.

.....  
Appearing later in this newsletter is Jim's **W-91 hammer study**, including a map and timetable.

.....  
**Keith Dowd** sends his comments on the new catalogue, saying that he would prefer a vertical, "portrait" page format rather than the horizontal "landscape" page format.

He adds, "I rather like the Dewey Decimal-like numbering system because it tends to be more open-ended than what we have, and certainly is more informative once you know the system. The separation into various geographical areas should not be a problem for anyone in Canada. Decisions about including certain ticket-stamps and other items need to be based on the fact that we are collecting postage stamps that are cancelled because of their passage through a railway post office."

.....  
**Horace Harrison** (a.k.a. El Supremo) is wrapping up information on the **Registered R.P.O. postmarks**; chiefly those used in the 19th Century, in preparation for publishing a new reference work. I have prepared a table of currently reported early and late dates. Please compare this information with material in your collections and report any new earlier or later dates.

## Horace Puts Us on the Right Track

Horace has reached an interesting conclusion about the significance and use of a pair of registered R.P.O. postmarks. It had long been assumed that the "E" and "W" of **RG-8** and **RG-10** were direction indications. However, after seeing a number of covers, which had travelled in both eastern and western directions, between Toronto and Montreal, with **RG-8** transit marks, it seemed apparent that the "E" stood for the eastern division of the Grand Trunk Railway between those two major points.

**RG-10**, with only two recorded strikes, is much scarcer than **RG-8**. Horace has the ERD cover, showing use on the Grand Trunk Railway western division, between Toronto and Sarnia.

This ERD cover originated at Hawksville (*became Hawkesville in 1878*) and was received at Guelph, via Berlin, on November 18, 1875. It received **RG-10** as a transit backstamp on the trip between Berlin and Guelph and was then forwarded to Fergus, arriving there the same day.

Brian Stalker's LRD cover, originated at St. Mary's on February 22, 1876 and was addressed to Guelph. It travelled eastward to Guelph, receiving **RG-10** as a transit backstamp and arrived at its destination the same day.



## RAILWAY POSTMARKS of the MARITIMES

I have discovered a few errors in the handbook, one with the help of eagle-eyed Jim Felton. There is also the recognition of a second hammer for MA-229. A page with the corrections and addition is included later in this newsletter.

As of January 6, about 21 of the 100 copies printed had been sold and another 8 given out as complimentary.

## Additional New Reports for the Maritime Section

**MA-11, Hammer II** - A new train number for the hammer, 15. This discovery is a transit backstamp on a registered cover from Morais, N.B. and is dated July 13, 1967.



**MA-36** - A new late date, March 18, 1911, replacing the previous LRD, January 26, 1911. The cancellation is on a picture post card from Millview, P.E.I to Treesbank, Manitoba.

**MA-65, Hammer II** - A new early date, January 13, 1954, replacing the previous ERD, October 4, 1954. This cancellation is on a 4c commercial cover addressed to Woodstock, Ontario.

**MA-131a, Hammer V** - A previously unreported direction, W. E and blank were previously known. The cancellation is on a Valentine greeting post card addressed to Dartmouth.

**MA-138, Hammer XIV** - A new early date, May 10, 1920 on a 3c cover to Hamilton. The previously only known date of January 29, 1926 becomes the new LRD.



A new late date for **MA-221**, June 18, 1955 replaces the previous LRD of April 24, 1955. This strike of the badly worn hammer is on a favour cover addressed to Hamilton, Ontario.

## Additional New Reports for the Maritime Section

A new train number, **9**, for **MA-241, Hammer IX**, dated July 24, 1954, on another favour cover addressed to Major R.M. Roy, Hamilton, Ontario.



**RR-26, Hammer II** - A new direction indicator, **W** and a new early date for the hammer, April 1, 1891 is found on a three 1c Small Queen cover addressed to Victoria, Carleton County, New Brunswick. Previously only E was reported, with the only known date, February 12, 1892, which now becomes the LRD.

## Other New Reports

**Peter McCarthy** reports a new **early date** for **RR-49**, G. B. & L. E. RY / M.C., SOUTH, AP 18, 83. The postmark is found on the front of a 1c post card from Tara to Walkerton. Although there are no other postmarks present, the writer of the card has written the same date on the back, and the strike has the fine, crisp quality of a new, little used hammer. The previous ERD was 08/05/84 and the proof date is 11/06/82.



A new **late date** for Brian Stalker's study of the Hamilton-Meaford group of cancellations. Your editor had previously reported a late date of September 26, 1919 for **O-104, Hammer I**. Now, I have found this example, dated July 6, 1922, used as a transit backstamp on a registered cover from Alliston to Sarnia. The hammer is badly deteriorated, ready for replacement. (*Also see Chris Anstead's comments on O-105 following*)

Also of interest to Brian, who specializes in the Great Western Railway postmarks, is this new **early date** for **RR-67**. It is used as a transit backstamp in conjunction with RG-12, on a registered cover, which originated at Petrolea, Ont. on May 25, 1880 and was addressed to Caledonia, where it arrived the following day.



A new train number for **O-278**, on a 2c+1c tx cover to Prescott, Ontario, **52**, AP 11, 17.



A new train number, **61** and a new **early date**, April 26, 1915 for **O-421**. This cancellation is used on an express cover from Bancroft to Toronto. It was proof struck on February 3, 1915.

The R.P.O. clerk cancelled the 2c stamp on a cover addressed to Eston, Saskatchewan and obligingly applied a second nice strike, clear of the stamp, of **W-140, Hammer 1a**. This is the first report of the **W** direction indicium; E is already known. Sometime between 1927 and 1930, direction indicia were replaced by train number indicia 27 and 28.

Two hammers were proof struck on April 2, 1917, the one shown here and a second with No. 2 at its base. I am unaware of any examples of the second hammer being used. A second hammer with No. 1 at its base was proof struck on January 25, 1940, apparently replacing the first.



## W-91 Hammer Study by Jim Felton

Jim Felton has submitted the following hammer study of the Moose Jaw-Shaunavon run. Other study group members are encouraged to submit information from material in their own collections and expand the periods of use or direction / train number indicia currently known.

He notes that it would be interesting to determine when the change from using directions to train numbers took place. Such a change probably involved the whole division at the same and not just this run. Secondly, with only two trains, how were the hammers assigned?

Hammer	Proof Date	ERD	LRD	Direction / Train	Characteristics
1a	AU 15 / 17	04/11/18 <sup>3</sup>	12/25/22 <sup>1</sup>	E	angular ampersand
1b	FE 16 / 23	09/10/31 <sup>2</sup>	02/08/37 <sup>1</sup>	319, 320	rounded ampersand?
1c	MR 12 / 37	03/30/37 <sup>3</sup>	04/15/57 <sup>2</sup>	319, 320	rounded ampersand
2a	AU 15 / 17	04/12/22 <sup>1</sup>	02/02/35 <sup>1</sup>	E, 320	angular ampersand
2b	JUN 25 / 35	11/05/35 <sup>2</sup>	06/14/54 <sup>2</sup>	319, 320	rounded ampersand, JAW.
2c	15 VI / 54	06/25/54 <sup>2</sup>	03/20/57 <sup>1</sup>	319, 320	small, rounded ampersand
3a	OC 29 / 18	06/29/20 <sup>4</sup>	10/19/37 <sup>3</sup>	E, W, 319, 320	angular ampersand
3b	FE 24 / 38	05/02/38 <sup>3</sup>	09/15/47 <sup>1</sup>	320	rounded ampersand
3c	12 II / 49	12/04/51 <sup>1</sup>	09/19/58 <sup>1</sup>	208, 319, 320	large, rounded ampersand

Reporters    <sup>1</sup> = R. Gray    <sup>2</sup> = J. Felton    <sup>3</sup> = W. Bosch    <sup>4</sup> = W. G. Robinson



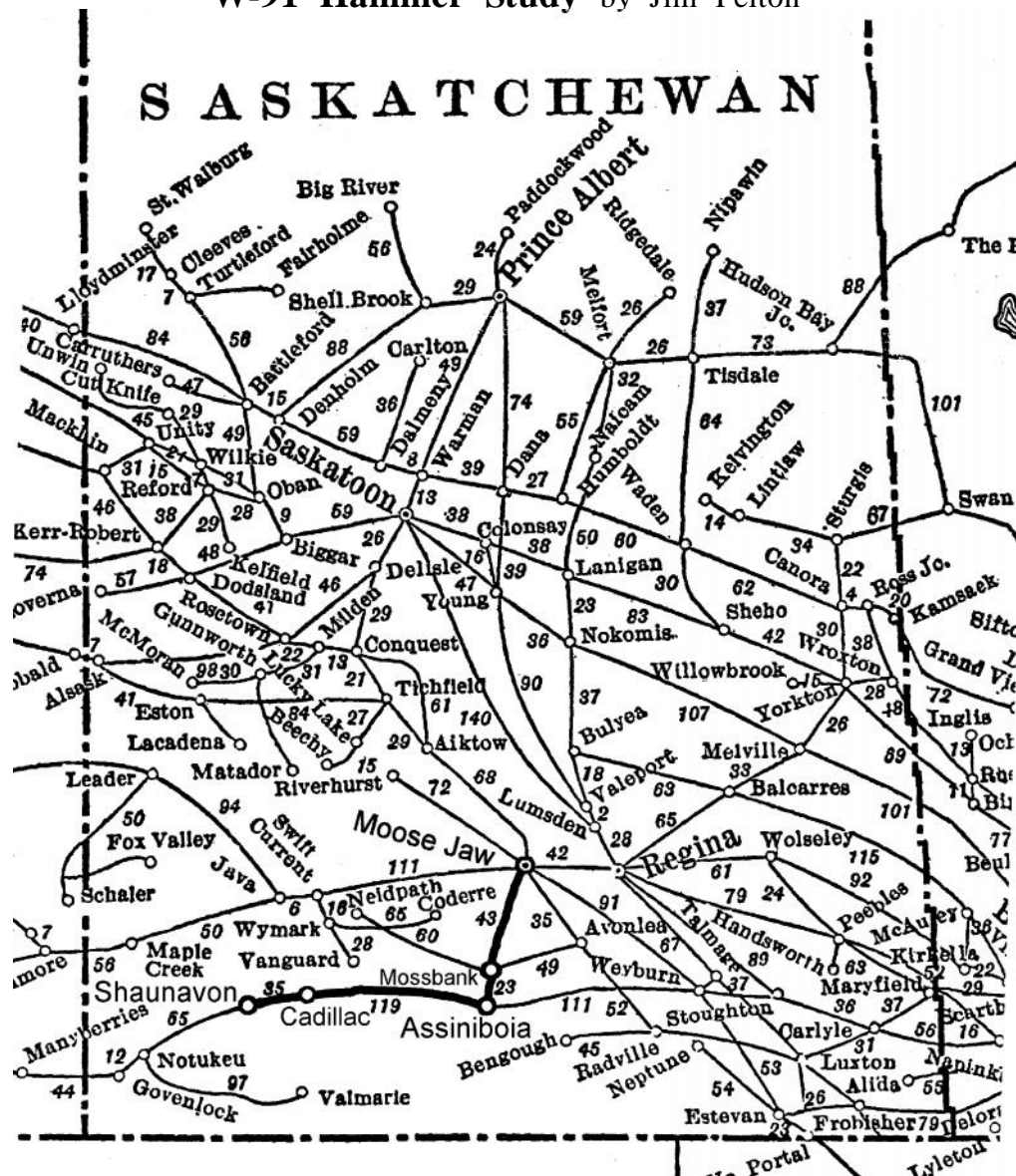
**Bill Robinson** comments; “I am very doubtful of the reports of trains 207 and 208 – these were Manitoba mixed trains which didn’t carry mail. They went from Molson to Great Falls on Wednesdays as 208, and returned on Thursdays as 207. 318 is also very doubtful – I think it is a mis-reading of a poor strike of 319. There wasn’t a train 318 that I can find. In general, branch line trains in the Manitoba District were numbered in the 100s, and mixed trains in the- 200s. Saskatchewan had 300s and 400s, Alberta 500s and 600s, and B.C. 700s and 800s. Numbers below 100 usually denoted main line or principal branch line passenger and mail trains.

I am missing hammer 1a, and have only some pieces of Hammer 3b. The others I have reasonable covers. The RF for the whole run seems reasonable, but some hammers are definitely scarce. Perhaps one was kept in reserve and used infrequently while the other two were on 319 and 320.”

**Ross Gray** responds; I have two examples of hammer 3a, train 208 dated April 4 and September 19, 1958. Both are 5c commercial covers addressed to Toronto, the first with a Aneroid, Sask. return address. The last digit of the train number on the first falls on the stamp perforation and may be disputable but the “20” is clear. The later cover is clearly struck and the train number definitely 208.



Does anyone have a 1958 timetable, which might help us figure this one out?



Train No. 319	Miles from Moose Jaw.	Time Table No. 36.	Train No. 320.
R.P.O.		May 15 1927	R.P.O.
Dy			Dy
R 9.40	0	B.....MOOSE JAW.....P	D 16.45
E 10.08	10.9	.....Archive.....	E 16.04
E 10.22	16.0	.....Buttress.....	E 15.31
E 10.41	23.1	.....Crestwynd.....	E 15.11
E 11.58	29.4	.....Dunkirk.....	E 14.58
E 11.16	36.6	.....Expanse.....	E 14.38
E 11.32	43.5	.....Mossbank.....	E 14.21
E 11.51	51.8	.....Vantage.....	E 13.30
E 12.07	58.0	.....Congress.....	E 13.15
E 12.30	67.5	B.....Assiniboia.....	E 12.57
E 13.15	73.6	.....Valor.....	E 12.34
E 13.34	80.2	.....Limerick.....	E 12.16
E 13.58	89.2	.....Melaval.....	E 11.58
E 14.11	94.9	.....Lafèche.....	E 11.42
E 14.32	101.8	.....Woodrow.....	E 11.23
E 14.49	107.3	.....Meyronne.....	E 11.09
E 15.10	114.7	.....Kincaid.....	E 10.49
E 15.28	120.8	.....Hazenmore.....	E 10.28
E 15.49	128.3	.....Aneroid.....	E 10.13
E 16.12	137.1	.....Ponteix.....	E 9.58
E 16.27	143.7	.....Gouverneur.....	E 9.42
E 16.42	150.2	.....Cadillac.....	E 9.26
E 16.57	156.9	.....Crichton.....	E 9.10
E 17.14	163.7	.....Admiral.....	E 8.54
E 17.32	170.6	.....Scotsguard.....	E 8.30
E 17.50	177.5	.....Instow.....	
D 18.10	185.7	B.....SHAUNAVON.....	

## TRANSFER LIST FOR R.P.O. TRAINS 319 AND 320

Receipt on Trip East				Despatch on Trip East			
Station	Train No. 320	Via	From	Station	Train No. 320	Via	For
	Dy				Dy		
Assiniboia.....	R 13.30	.....	Wey. & Assa.	Assiniboia.....	D 13.30	.....	Wey. & Assa.
Valor.....	R 13.15	.....	M.J. & Sh. 319	Valor.....	D 13.15	.....	M.J. & Sh. 319
				Moose Jaw.....	D 16.45	2	Regina
				"	D 16.45	2	Winnipeg
				"	D 16.45	.....	W. & M. J. 2
				"	D 16.45	.....	N.P. & M. J. 14
Receipt on Trip West				Despatch on Trip West			
Station	Train No. 319	Via	From	Station	Train No. 319	Via	For
	Dy				Dy		
Moose Jaw.....	R 9.40	8-304	Saskatoon	Assiniboia.....	D 12.30	.....	Wey. & Assa.
"	R 9.40	1	Winnipeg	Valor.....	D 13.15	.....	M.J. & Sh. 320
"	R 9.40	304	Regina				
"	R 9.40	.....	W. & M. J. 1				
"	R 9.40	.....	W. & M. J. 3				
Assiniboia.....	R 12.30	.....	Wey. & Assa.				
Valor.....	R 13.15	.....	M.J. & Sh. 320				
Moose Jaw.....	R 9.40	3	Regina				

## Registered R.P.O. Data Table

Catalogue	Hammer	DATE	COMMENTS	Catalogue	Hammer	DATE	COMMENTS
RG- 1	I	06/24/69	EARLIEST DATE	RG-24		02/15/76	EARLIEST DATE,LEE #94,195
RG- 1	I	01/30/75	LATEST DATE	RG-24		03/20/78	LATEST DATE HH
RG- 1	II	02/10/75	EARLIEST DATE	RG-25		09/26/75	EARLIEST DATE
RG- 1	II	08/04/78	LATEST DATE	RG-25		08/14/77	LATEST DATE
RG- 2		07/01/78	PROOF DATE	RG-26		09/15/75	EARLIEST DATE HH
RG- 2		05/08/78	EARLIEST DATE HH	RG-26		08/11/77	LATEST DATE
RG- 2		01/16/88	LATEST DATE	RG-27		09/02/77	EARLIEST DATE
RG- 3		01/25/81	EARLIEST DATE HH	RG-27		02/23/77	LATEST DATE HH
RG- 3		11/29/90	LATEST DATE	RG-28	I	12/02/79	PROOF DATE 2 HAMMERS?
RG- 4		04/08/75	EARLIEST DATE	RG-28	II	/ /81	PROOF DATE
RG- 4		09/15/93	LATEST DATE	RG-29		07/01/78	PROOF DATE
RG- 5		09/10/86	EARLIEST DATE	RG-29		08/23/82	EARLIEST DATE
RG- 5		09/10/86	LATEST DATE	RG-29		06/11/85	LATEST DATE HH
RG- 6		02/01/82	PROOF DATE	RG-30		03/09/80	EARLIEST DATE
RG- 6		10/16/85	ONLY DATE HH	RG-30		11/11/80	LATEST DATE HH
RG- 7		04/12/69	EARLIEST DATE	RG-31		08/30/76	EARLIEST DATE HH
RG- 7		08/30/76	LATEST DATE	RG-31		08/12/77	LATEST DATE HH
RG- 8		09/14/75	EARLIEST DATE	RG-33		11/27/78	EARLIEST DATE
RG- 8		06/18/79	LATEST DATE	RG-33		11/22/83	LATEST DATE
RG- 9		06/03/77	EARLIEST DATE	RG-34		10/16/76	PROOF DATE
RG- 9		01/24/78	LATEST DATE	RG-34		12/03/77	EARLIEST DATE
RG-10		11/18/75	EARLIEST DATE HH	RG-34		05/22/80	LATEST DATE
RG-10		02/22/76	LATEST DATE	RG-34A		11/05/76	EARLIEST DATE
RG-11		04/22/69	EARLIEST DATE	RG-34A		11/05/76	LATEST DATE
RG-11		03/03/79	LATEST DATE	RG-35		08/18/75	EARLIEST DATE
RG-12		08/21/75	EARLIEST DATE	RG-35		02/26/78	LATEST DATE
RG-12		11/22/82	LATEST DATE	RG-36		03/08/75	EARLIEST DATE
RG-13		02/04/76	EARLIEST DATE	RG-36		10/23/76	LATEST DATE
RG-13		10/26/80	LATEST DATE	RG-37		03/08/75	EARLIEST DATE
RG-14		07/01/78	PROOF DATE	RG-37		09/26/78	LATEST DATE
RG-14		03/19/79	EARLIEST DATE	RG-38		10/16/76	PROOF DATE
RG-14		12/05/80	LATEST DATE	RG-38		08/19/78	EARLIEST DATE
RG-15		03/01/81	PROOF DATE	RG-38		04/29/80	LATEST DATE
RG-15		05/10/83	EARLIEST DATE HH	RG-39		06/09/69	EARLIEST DATE
RG-15		05/10/83	LATEST DATE HH	RG-39		10/11/80	LATEST DATE
RG-16		07/09/75	EARLIEST DATE	RG-40		10/16/76	PROOF DATE
RG-16		06/24/78	LATEST DATE HH	RG-40		12/22/76	EARLIEST DATE
RG-17		01/28/75	EARLIEST DATE	RG-40		04/29/80	LATEST DATE
RG-17		12/07/78	LATEST DATE	RG-41		10/13/75	EARLIEST DATE HH
RG-18		03/16/79	PROOF DATE, 2 HAMMERS	RG-41		07/08/76	LATEST DATE
RG-18		01/03/80	EARLIEST DATE	RG-42		10/16/76	PROOF DATE
RG-18		01/18/82	LATEST DATE HH	RG-42		01/30/77	EARLIEST DATE HH
RG-19		08/17/78	EARLIEST DATE HH	RG-42		04/02/82	LATEST DATE
RG-19		04/29/81	LATEST DATE HH	RG-43		11/01/78	PROOF DATE
RG-20		09/22/75	EARLIEST DATE	RG-43		11/15/79	EARLIEST DATE
RG-20		10/18/76	LATEST DATE	RG-43		08/13/84	LATEST DATE HH
RG-21		10/16/76	PROOF DATE	RG-52	Indicia		6,7,8,18,19,26
RG-21		07/04/77	EARLIEST DATE HH	RG-52	Hammer?	04/08/19	EARLIEST DATE
RG-21		02/11/81	LATEST DATE	RG-52	Hammer?	03/12/31	LATEST DATE
RG-22		11/27/78	EARLIEST DATE	RG-52	I	02/16/18	PROOF DATE
RG-22		01/12/80	LATEST DATE HH	RG-52	II	07/15/18	PROOF DATE
RG-23		03/01/81	PROOF DATE 2 HAMMERS	RG-53	Indicia		18,19
RG-23		04/07/81	EARLIEST DATE	RG-53		10/08/16	PROOF DATE
RG-23		01/11/86	LATEST DATE HH	RG-53		01/09/16	EARLIEST DATE
				RG-53		12/05/18	LATEST DATE

HH = Reported by Horace Harrison



## Changes on the K & P from Chris Anstead

The **Kingston and Pembroke Railway** mail system for many years was efficiently run, much like a modern airline. From 1884, the K&P northbound and southbound trains met and paused at Sharbot Lake. The schedule was designed to meet the CPR Montreal - Smith Falls - Toronto train. There was time to transfer mail, express and passengers between the two Sharbot Lake stations. Sharbot Lake was the hub for the Kingston and Pembroke Railway. The Jan 1, 1913 merger between the K&P and the CPR formalized close ties between the two railways.

During the stop at Sharbot Lake the railway postal clerks changed trains and, carrying their hammers with them, boarded the other train to return to their home base. ( A Kingston clerk left Kingston in the morning and changed at Sharbot Lake and returned to Kingston that afternoon; the Renfrew clerk likewise returned to his base the same day. )

The relevant postmarks are:

**O-130** TRAIN No. / KING. & SH. LAKE R.P.O. 1911/09/12 - 1946/11/18

**O-316** TRAIN No. / SHARBOT LAKE & RENFREW R.P.O. 1910/11/03 - 1958/01/20

*( Earlier K&P postmarks before merger with CPR are not discussed here. )*

One problem was to cause changes in the mail system. The maximum grade between Sharbot Lake and Peterborough on the main CPR line was over three percent. This steep a gradient meant larger engines hauling fewer cars. By constructing a new track from Glen Tay to Belleville, freight could be moved along a track with a maximum incline of one and a half percent. The new line was opened in 1913, crossing the K&P track at Tichborne, eight and a half miles south of Sharbot Lake. It may not seem far but remember that the "Kick and Push" was not known for its speed. It took about eight hours to travel the 103.6 miles between Kingston and Renfrew. Passenger service continued on the CPR line through Sharbot Lake servicing the communities that had formed around the stations.

In time, the schedules were altered so that the northbound and southbound K&P trains met at Tichborne. A timetable from 1930 is shown. New hammers Kingston & Tichborne and Tichborne & Renfrew were never ordered. By shifting the meeting place to Tichborne, the Renfrew crew was away from home base over 12 hours while the Kingston crew was away under four hours. I suspect that steps were taken to rectify these differences. Railway clerks would travel the entire distance and overnight at the end of their day. Two new hammers were ordered, proofed on April 15, 1933 and put into service.

**O-126** KINGSTON & RENFREW / R.P.O. 1933/05/27 - 1934/02/16

The overnight trips would not have been popular with clerks accustomed to being home every night. The experiment was a failure and the runs were changed back to Kingston & Tichborne and Tichborne & Renfrew. The original hammers were retrieved and put back in service as if nothing had ever happened.

The current listings do not reflect the two distinct periods of use. My research puts the known usage of the two periods as -

**O-130** TRAIN No. / KING. & SH. LAKE R.P.O.

First Period 1911/09/12 - 1931/12/14; Second Period 1937/06/21 - 1946/11/18

**O-316** TRAIN No. / SHARBOT LAKE & RENFREW R.P.O.

First Period 1910/11/3 - 1932/12/31; Second Period 1934/12/11 - 1958/01/20

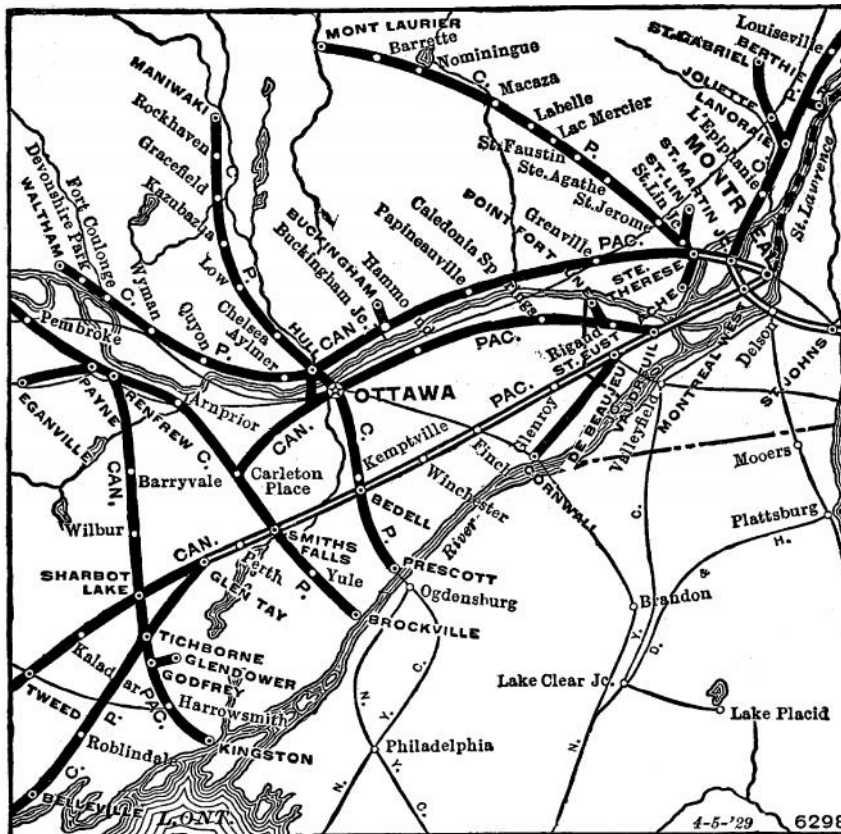
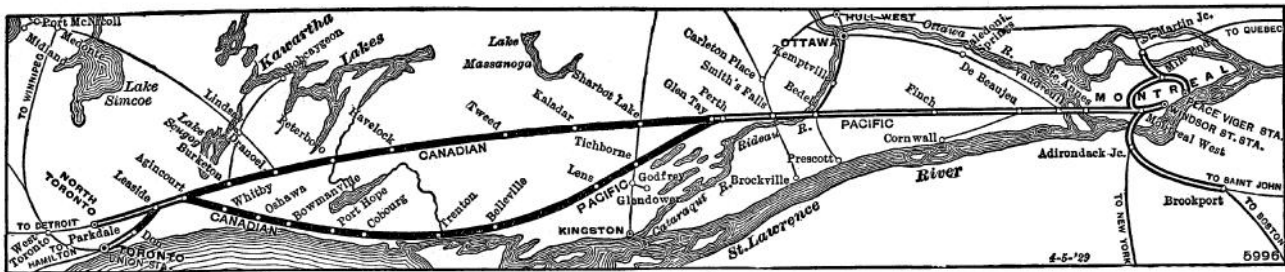
Please examine your latest first periods and earliest second periods for better dates. I suspect there are better dates out there.



# Changes on the K & P from Chris Anstead

## KINGSTON AND RENFREW

READ DOWN				Miles	TABLE 51	READ UP			
617	615	613	611			618	612 614	614	616
P.M.	P.M.	A.M.	A.M.		(Eastern Time)	A.M.	P.M.	P.M.	P.M.
11.00	4.00	11.45	10.00	0.0	Lv KINGSTON, ONT 47,48 Ar	8.40	3.10	5.45	7.10
11.25	4.14	12.01	10.16	5.8	Cataraqui	8.10	2.53	5.28	6.53
11.40	4.22	12.10	10.25	10.2	Glenvale	7.50	2.43	5.19	6.44
11.55	4.30	12.18	10.33	14.1	Murvale	7.35	2.35	5.11	6.35
12.12	4.38	12.28	10.43	18.6	Harrowsmith	7.20	2.25	5.02	6.25
12.24	4.43	12.34	10.49	21.5	Hartington	6.57	2.19	4.56	6.19
12.40	4.50	12.43	10.58	25.0	Verona	6.45	2.12	4.50	6.12
12.55	5.00	12.52	11.07	29.4	Godfrey	6.28	2.03	4.42	6.03
1.05	5.07	12.58	11.13	32.2	Hinchinbrooke	6.18	1.57	4.37	5.57
1.25	5.20	1.10	11.25	38.3	Ar Tichborne 47, 48.. Ar	6.00	1.45	4.25	5.45
2.00		1.50	11.30	38.3	Lv Tichborne 47, 48.. Ar	5.35	12.45	3.30	P.M.
2.15		2.00	11.40	42.1	Oconto	5.22	12.34	3.20	
A.M.		2.15	11.55	46.8	Lv SHARBOT LAKE 47,48 Lv	5.10	12.20	3.07	
		3.19	A.M.	50.1	Lv SHARBOT LAKE 47,48 Ar	A.M.	12.10	P.M.	
		3.20		55.1	Oso				
		3.30		59.9	Clarendon				
		3.38		61.3	Mississippi				
		3.42		67.4	Snow Road				
		3.53		69.2	Wilbur				
		4.02		71.4	Lavant				
		4.14		76.2	Folger				
		4.21		78.2	Clyde Forks				
		4.43		87.3	Flower				
		4.48		89.2	Barryvale				
		4.58		93.3	Calabogie				
		5.12		99.1	Ashdod				
		5.20		102.3	Opeongo				
		5.30		103.6	Renfrew Junc.				
					Ar RENFREW 6.. Lv				



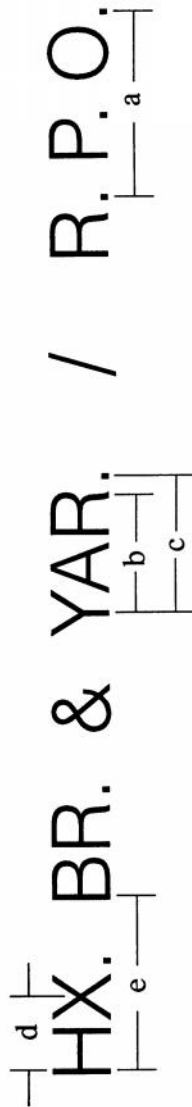


# RAILWAY POSTMARKS OF THE MARITIMES - Corrections

## MA-69 and MA-70 Hammer Data

PAGE 30

- Chord "b" extends from the bottom of the "Y" to the bottom of the "R" of "YAR."
- Chord "c" extends from the bottom of the "Y" to the period immediately after the "R" of "YAR."



## MA-138 Hammer Data

PAGE 61

- On the chordal chart for MA-138, Hammer XIV, chord "d" should be 10 1/2.

## MA-203 Hammer Data

PAGE 75

- Chord "b" extends from the bottom of the "E" to the period immediately after the "R" .

SAINT JOHN & EDS - R. P. O. / .

## MA-229 Hammer Data

- PAGE 82      There are two "DAY" hammers for this listing as shown here.

Listing	Hammer	Proof Date	ERD	LRD	Indicia
MA-229a	DAY, I	unknown	07/05/87	08/18/88	E, W
MA-229a	DAY, II	unknown	05/03/90	09/25/12	E, W
MA-229b	NIGHT	07/09/94	08/17/94	05/24/95	W



Hammer I



Hammer II



## The Caboose

In an earlier newsletter, I reported the discovery of **O-316A**. It appears as a transit backstamp struck in purple, on a registered cover originating at NAPANEE / ONT. DE 12,31 and addressed to Sharbot Lake. It travelled via **O-372**, TOR. & MONT. G.T. R. P. O. / N<sup>o</sup> 5 18, DE 12, 31 to KINGSTON / CANADA DE 14, 31, where it was placed aboard **O-130**, TRAIN N<sup>o</sup> / KING. & SH. LAKE R.P.O., 613, DE 14, 31 and received at SHARBOT LAKE, ONT. AM, DE 14, 31.



At the time it was not clear to me, why the clerk of the next leg of the train's trip, i.e. Sharbot Lake to Renfrew, would stamp the cover. Chris's theory about crew changes taking place south of Sharbot Lake, at Tichborne, during this time, would explain the use of the marking on this cover, which ended its journey at Sharbot Lake.

Previously I reported an early example of listing **E-15**, CALGARY DISTRICT / EMERGENCY N<sup>o</sup> 1 14, MAR 15, 48, found cancelling a 4c cover addressed to Hamilton, Ontario. The printed return address on the envelope flap is TROCHU, ALTA., which is situated on the Calgary-Edmonton C.N.Ry. line through Mirror. Recently, I found an earlier example on a cover with a return address, THREE HILLS, ALTA., also located on the same line. This example has train number indicium, 13.

Two hammers for the Calgary-Mirror-Edmonton R.P.O. were proof struck on March 9, 1948. This Emergency hammer was used on the R.P.O. between January 4 and March 15, because the normal hammers were not available. Only one of the two hammers of W-24 is known used, the ERD being 03/20/48. Reported train numbers are 13 and 14.

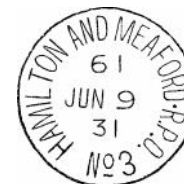


### Follow up on the Hamilton and Meaford R.P.O. from Chris Anstead

I enjoyed Brian Stalker's excellent analysis of the Hamilton and Meaford hammers published June 2000 ( pages 1583 -1584 ). It inspired me to examine my accumulations. I found dates that would suggest revision to **O-105, ( Hammer 2 )** HAMILTON AND MEAFORD R.P.O. / No. 3

The article documents two periods of use:

Period 1	1923/02/21 - 1942/06/17
Period 2	1951/08/31 - 1956/09/29



Four strikes I found of 1943/06/04; 1947/04/10; 194(8 or 9)/02/02 and 1949/10/22 suggest that the hammer was in continuous use and I recommend the two periods be combined.

An additional strike on a 4 cent orange Mackenzie stamp of 1958/12/11 ( DE 11 inverted, train 661 ) appears to be a **new late date** for the hammer as well as for O-105.

### Secretary's Report from Chris Anstead

**MEMBERSHIP** - The Secretary reports that half of those tardy with their membership dues have paid and will be reading this issue. Others have been dropped from membership.

On the positive side, Joe Fishbein, 1092 Humboldt Avenue, West St. Paul, MN 55118 has rejoined the study group. Welcome back.

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