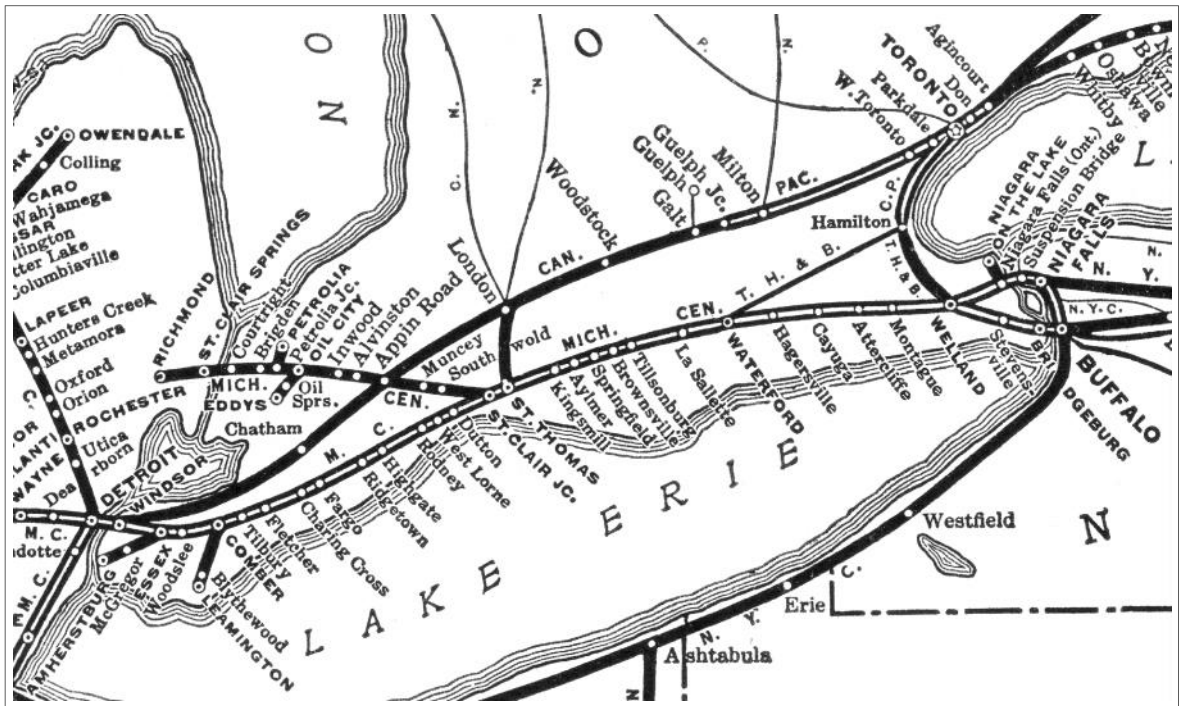




The M.C.R.R. (double track main line, Windsor-Fort Erie) and G.T.R. (single track line, Port Dover-Hamilton) crossing diamond and tower at Hagersville, Ontario, circa 1920. The M.C.R.R. station is at the right and the G.T.R. station is in the background.

This issue is devoted to the postmarks used on the **Canada Southern Railway** including its successor operators, the **Michigan Central Railroad** and **New York Central Railroad**, from the beginning of R.P.O. service on the lines in 1874 to the end of service in 1952.



Michigan Central RR Public Timetable - 1929

Secretary's Report from Chris Anstead

Earle L. Covert has changed his address to P.O. Box 1190, Raymond AB, T0K 2S0. And welcome back to Texas (from Australia and Japan) to our globetrotter, **Rick Parama**!

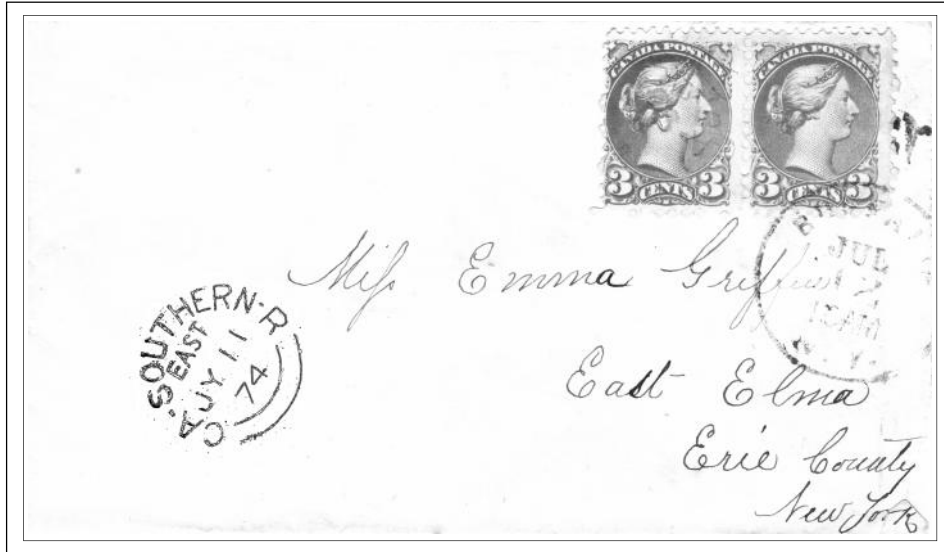
Canada Southern Railway

The 229 mile long Canada Southern Railway line, between Fort Erie and Amherstburg, was opened for traffic on November 15, 1873. At the same time, a 67 mile long branch, known as the **St. Clair Branch**, was also opened from St. Clair Junction (west of St. Thomas) to Courtright, on the St. Clair River. In 1875, through purchase of the Erie & Niagara Railway (Niagara to Fort Erie), access was gained to Niagara Falls.

In 1883, a line from Essex to Windsor was constructed and became part of the main line while the section between Essex and Amherstburg became secondary.

In 1904, the system was leased to the **Michigan Central Railroad** and in 1929 this lease was transferred to the **New York Central Railroad**.

The first cancellation used on the railway is known from 1874 until 1886, with either an EAST or WEST direction indicium.

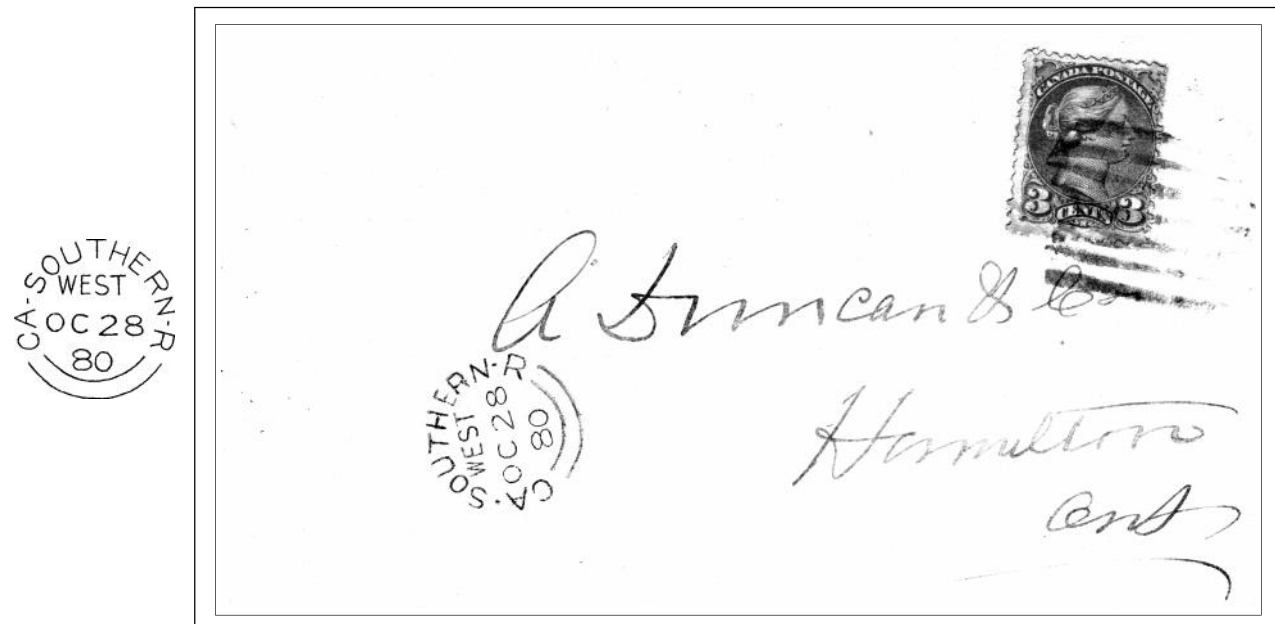


RR-15

CA - SOUTHERN - R

EAST, JY 11, 74

This early example is struck in red. The Buffalo transit stamp on the front is dated the following day at 10 AM. There is no arrival backstamp.



RR-15

CA - SOUTHERN - R

WEST, OC 28, 80

Arrival backstamp - HAMILTON, CANADA, OC 28, 80

Canada Southern Railway

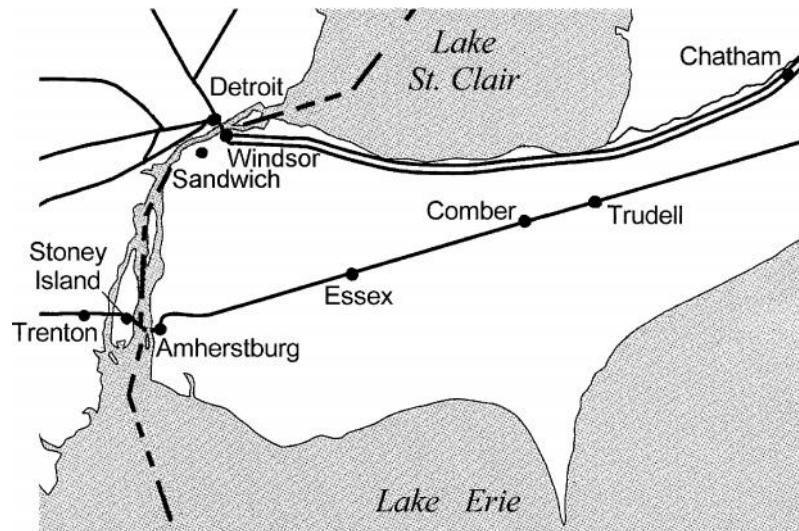
The first of two registered postmarks used on the main line of the Canada Southern Railway is reported used from August 4, 1875 until September 15, 1893.



RG-4 REGISTERED / C. S. R.
RR-15 CA - SOUTHERN - R WEST, JY 5, 81

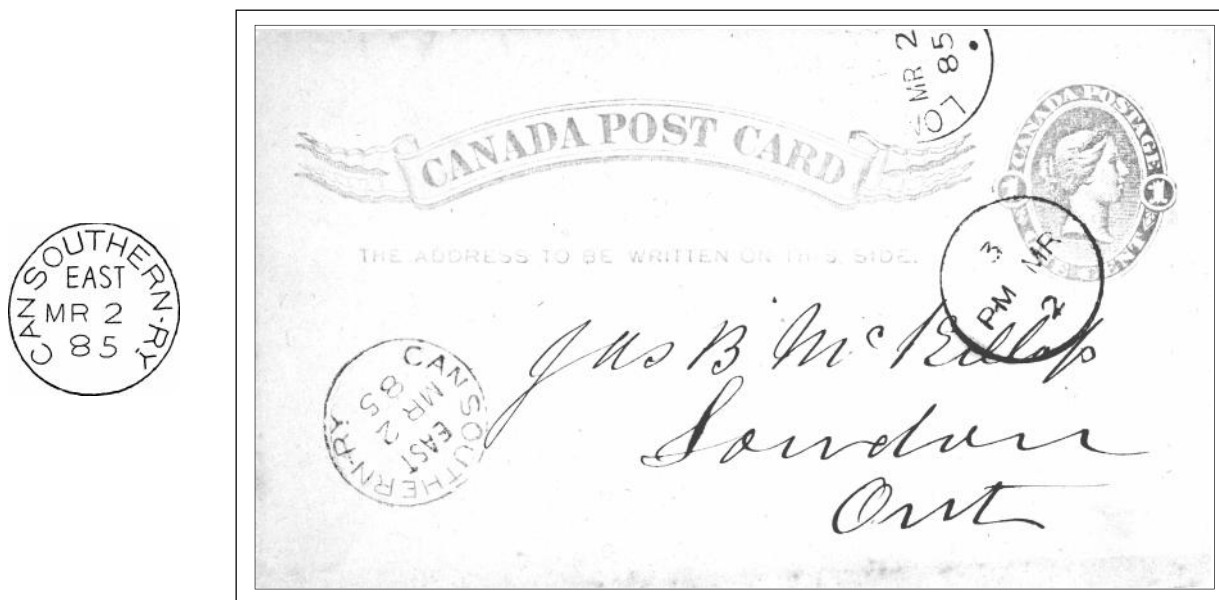


This cover originated at TRUDELL, ONT, JY 5, 81 (*Essex County, Tilbury West Township, 1862-1888*). It was transported by road to COMBER, ONT., JY 5, 81 (*purple transit backstamp*), where it was transferred aboard the railway mail car. On board the railway post office, it was stamped front and back with the rectangular registration postmark and backstamped with the circular date stamp. It was probably taken off the train at Essex or Amherstburg and travelled by road to WINDSOR, ONT., AM, JY 6, 81. The Sandwich receiving backstamp is illegible.



Canada Southern Railway

The second circular date stamp postmark used on the main line of this railway was proof struck on April 6, 1879. It is known used from 1881 until November 26, 1888, with either an EAST or WEST direction indicium.

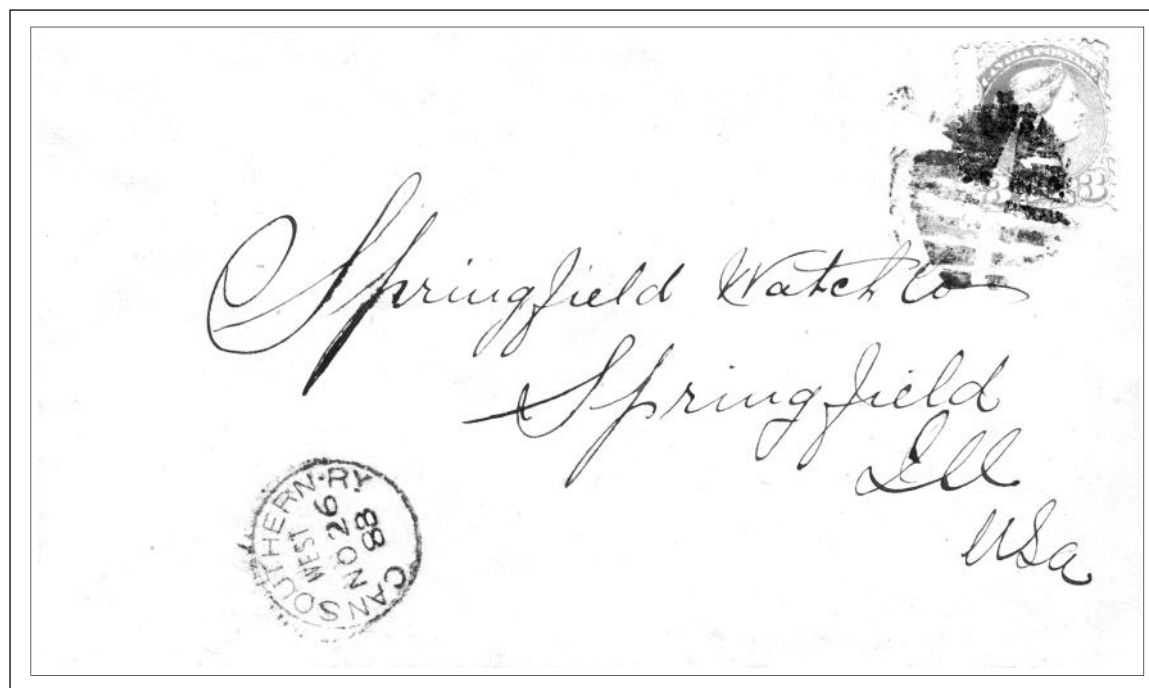


RR-16

CAN SOUTHERN - RY

EAST, MR 2, 85

This postcard originated at Rodney and arrived in London the same day.



RR-16

CAN SOUTHERN - RY

WEST, NO 26, 88

The Springfield, Illinois receiving backstamp is dated the following day at 5 PM.

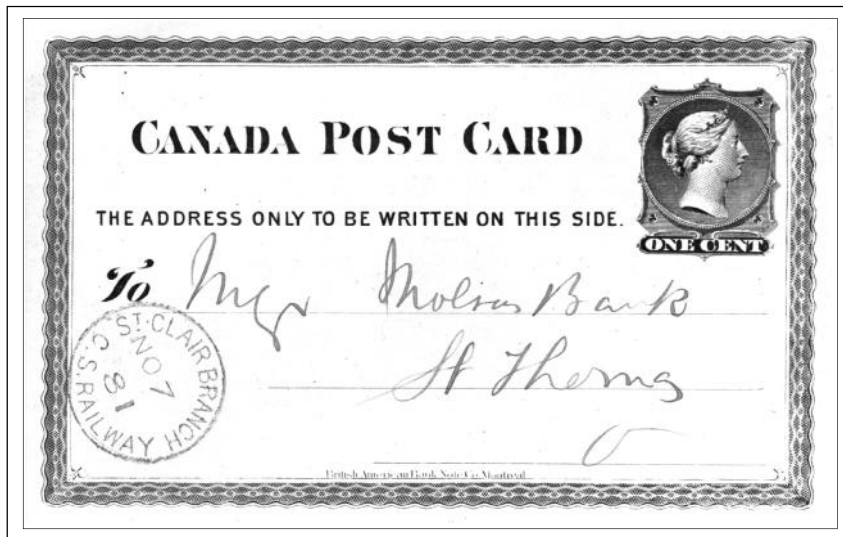


Canada Southern Railway - St. Clair Branch

The first postmark used on the St. Clair Branch was proofed October 25, 1878. It is recorded from early 1879 until 1887. No direction or time indicia are known.



This post card was posted aboard the train at Alvinston, arriving in St. Thomas the same day, as confirmed by the receiving backstamp.



RR-141 SI - CLAIR BRANCH / C. S. RAILWAY NO 7, 81

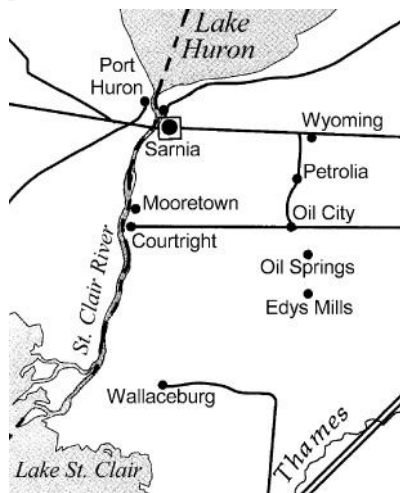


This registered cover originated at Oil Springs and travelled by road to Oil City, where it was transferred to the C. S. Ry. train to Petrolia. In Petrolia, it was transferred to the G.W.Ry. train for Sarnia. After arrival in Sarnia, it was transported by road to Mooretown. There is no arrival backstamp.

RG-33 REGISTERED / SI CLAIR BRANCH
RR-141 SI - CLAIR BRANCH / C. S. RAILWAY OC 16, 83

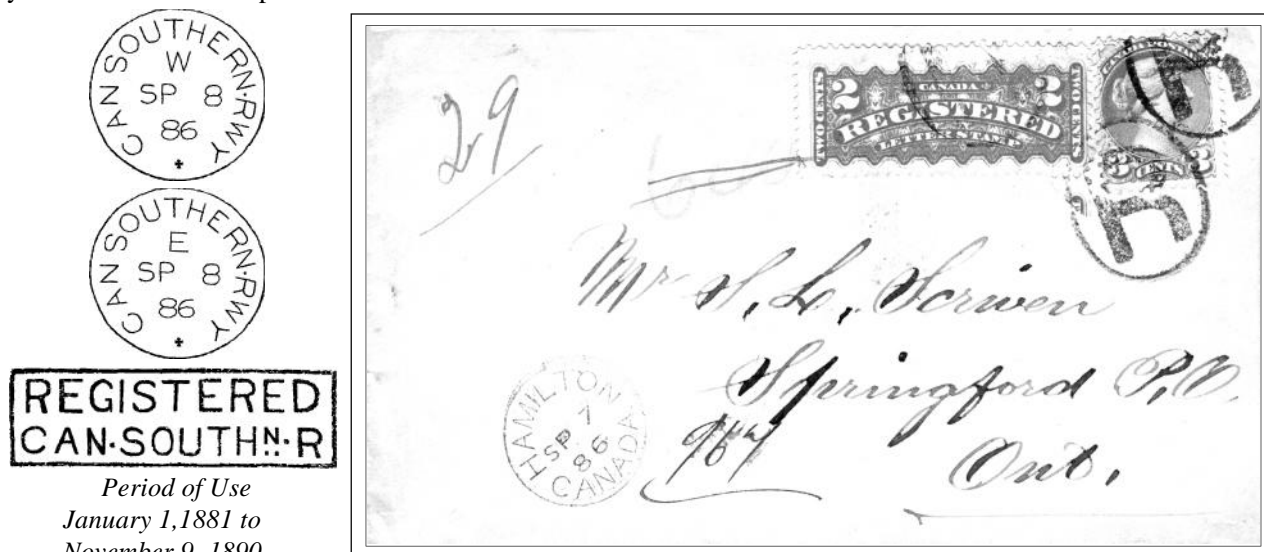
The registration postmark used on the branch is recorded from November 27, 1878 until November 22, 1883.

It would have been a more direct route to send the letter to Courtright and then by road to Mooretown. Perhaps the train schedules were such that this longer distance routing was faster.



Canada Southern Railway

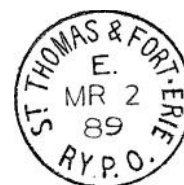
The third circular date stamp to be used on the railway and the last bearing the railway name, was proof struck on June 9, 1886. The two transit backstamps on this cover are the earliest recorded use; the latest use is April 11, 1887. The second registered postmark used on the line also appears as a backstamp. The cover originated at HAMILTON, CANADA, SP 7, 86 and arrived at SPRINGFORD, ONT., SP 8, 86, as confirmed by the arrival backstamp.



RR-17 CAN SOUTHERN - RWY / . W, SP 8, 86 E, SP 8, 86
RG-3 REGISTERED / CAN - SOUTH^N - R



Proof Date
May 9, 1887
Period of Use
1887-1897
Indicia E, W

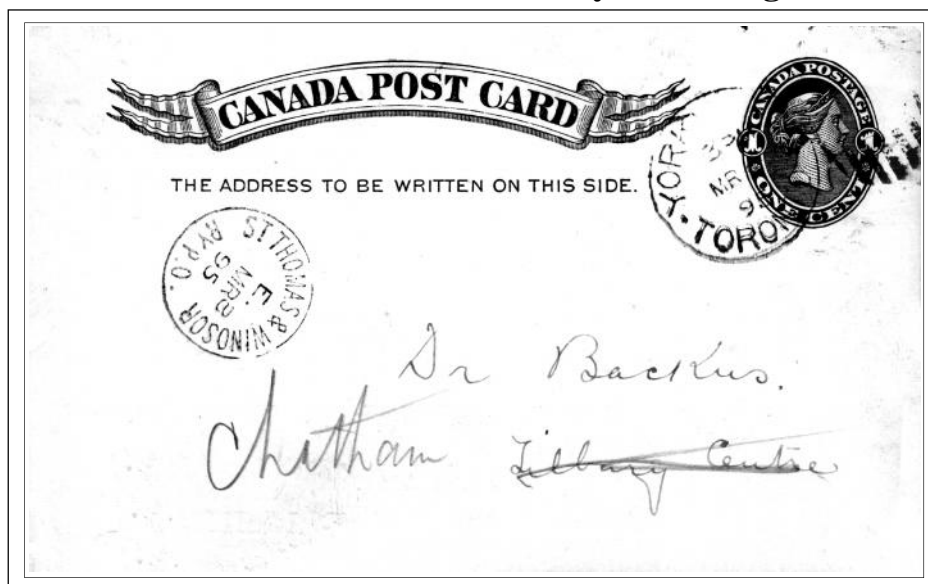


Proof Date
May 9, 1887
Period of Use
1887-1898
Indicia E, W

O-312 ST THOMAS & WINDSOR / RY P. O. E., MR 2, 89
RG-3 REGISTERED / CAN - SOUTH^N - R
O-308 ST THOMAS & FORT ERIE / RY. P. O. E., MR 2, 89

This cover originated at AMHERSTBURG, ONT., MR 01, 89, where it was transferred aboard the east-bound Windsor-St. Thomas mail car. At St. Thomas, it was transferred to the eastbound St. Thomas-Fort Erie mail car, having travelled the entire length of the main line in Canada. It was backstamped in transit at Buffalo, the same day and on arrival in New York, the following day.

Canada Southern Railway - Michigan Central Railroad



Proof Date
unknown
Period of Use
1888 - 1909
Indicia E, W

O-312A ST THOMAS & WINOSOR / RY P. O. E., MR 8, 95

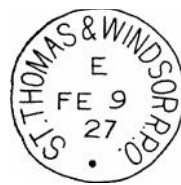
This post card, addressed to Tilbury Centre, originated in Toronto on March 6. It was backstamped at Tilbury on March 8 and was redirected to Chatham. It received the R.P.O. postmark in transit and was backstamped on arrival at Chatham on March 9.



O-310
Proof Date - unknown
Period - 1897 to 1907
Indicia - E, W



O-311
Proof Dates - 1909/06/19, 1920/11/02
Period - 1909 to 1948
Indicia - E, W, 2, 3, 5, 11, 12, 23, 127, 134



O-312C
Backstamp on favour cover, struck in red



O-67
Proof Date - Unknown
Period - 1898 to 1901
Indicia - E, W



O-37
Proof Dates - unknown, 1915/05/03
Period - 1901 to 1927
Indicia - E, W, 31



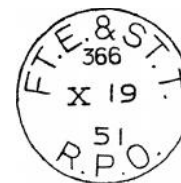
O-38
Proof Date - 1928/02/02
Period - 1928 to 1931
Indicia - 2, 5, 25



O-70
Proof Date - undated
Period - 1931 to 1951
Indicia - 2, 3, 5, 365, 366

FT. E. & ST. THOS. 5
NOV 4
HAROLD L. ELDER

O-67B
Backstamp on a favour cover with the O-70 illustrated at the left, on the front of the cover, showing year to be 1942



O-67A
Proof Date - 1951/08/28
Period - 1951 to 1952

Canada Southern Railway - Michigan Central Railroad St. Clair Branch

The first postmark naming the two terminals of the branch run, saw its first use in 1887. There are two interesting varieties, catalogued as **O-306Aa** and **O-306Ab**, in which the names of the postal clerks are included in the indicia set of the otherwise normal **O-306** hammer. Only a single example of each is recorded. **O-306Ab** has the clerk name COYNE and is dated April 23, 1906. Apparently this short lived experiment by the two clerks was impractical or was quickly discouraged by postal inspectors.



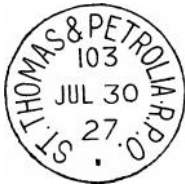
O-306
Proof Date - 1887/06/09
Period - 1887 to 1919
Indicia - E, W, NE?



O-306Aa
Only Date - 1906/02/19



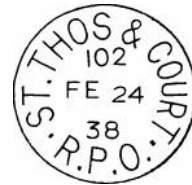
O-305
Proof Date - 1919/08/09
Period - 1919 to 1926
Indicia - E, W



O-308A
Proof Date - 1927/07/30
Period - 1928 to 1935
Indicia - 101



O-307
Proof Date - 1925/01/29
Period - 1930 to 1940
Indicia - 101, 102, 103, 104, 106



O-306B
Proof Date - 1938/02/24
Period - 1938 to 1940
Indicia - 101, 106



Lionel Gillam suggested that **O-36A**, the Bridgeburg (Fort Erie) - London R.P.O. may have been a M.C.R.R. run but timetable references indicate that trains 218 and 219 were **Canadian National Railways** trains, which operated between London and Fort Erie via Brantford.

Michigan Central Railroad

Main Line—CHICAGO and DETROIT to NIAGARA FALLS and BUFFALO

Table 9	Mls.	2	56	46	102	36	108	2	30	44	10	8	12	48	4	14	26	42	20	40	6	16
		Ex. Su.	Daily	Daily	Ex. Su.	Daily	Daily	Ex. Su.	Daily	Daily	Daily	Daily	Ex. Su.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
Lv Chicago (Gen. Stat.) (Michigan Ave. and Roosevelt Road)	0.0	AM	12.05	1.50	PM	PM	PM	6.45	8.00	9.00	10.30	11.00	PM	PM	PM	12.00	3.00	3.30	5.10	5.40	9.00	11.45
Ar Detroit (Cent. Time)	283.5	7.20	9.30	11.00	3.10	4.35	2.00	3.15	5.30	4.45	6.00	8.35	10.35	9.30	12.10	1.10	6.10	7.10	10.00	11.45	PM	PM
Lv Detroit (East. Time)	283.5	8.20	10.30	12.00	4.10	5.35	3.00	4.15	6.30	5.45	7.00	9.35	11.35	10.30	1.30	1.40	7.10	8.10	11.00	12.45	PM	PM
Lv Detroit (East. Time)	283.5	6.05	8.35	PM	2.30	2.45	3.05	4.28	6.45	5.55	4.45	7.00	11.58	12.05	1.30	1.40	7.10	8.10	11.00	12.45	PM	PM
Windsor	286.3	6.20	8.50	PM	2.45	3.20	3.20	4.43	7.00	5.55	4.45	7.15	12.05	1.30	1.40	7.10	8.10	11.00	12.45	PM	PM	
Maldstone	296.2	6.36	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	
Essex	300.7	6.43	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	
Woodslee	306.2	6.52	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	
Ruscomb	310.2	6.59	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	
Comber	315.2	7.08	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	
Tilbury	321.0	7.19	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	
Fletcher	328.7	7.31	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	
Buxton	332.7	7.39	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	
Charing Cross	339.1	7.48	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	
Fargo	344.4	8.00	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	
Mull	346.4	8.10	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	
Ridgeway	352.2	8.20	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	
Highgate	357.9	8.20	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	
Mulrirk	360.0	8.24	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	
Taylor	362.9	8.29	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	
Rodney	366.0	8.35	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	
West Lorne	370.4	8.43	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	
Dutton	376.9	8.54	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	
Iona	382.9	9.04	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	
Shedden	388.8	9.11	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	
St. Thomas	395.9	9.30	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	
Lv St. Thomas	410.9	10.55	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	
Lv London (L. & P.S. Ry.)	410.9	1.20	10.10	PM	3.15	4.15	5.20	6.15	7.15	8.15	9.15	10.15	11.15	12.15	1.15	2.15	3.15	4.15	5.15	6.15	7.15	
Lv London (L. & P.S. Ry.)	410.9	1.20	10.10	PM	3.15	4.15	5.20	6.15	7.15	8.15	9.15	10.15	11.15	12.15	1.15	2.15	3.15	4.15	5.15	6.15	7.15	
St. Thomas	395.9	2.30	10.45	PM	4.47	5.47	6.47	7.47	8.47	9.47	10.47	11.47	12.47	1.47	2.47	3.47	4.47	5.47	6.47	7.47	8.47	
Kingsmill	403.8	2.40	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	
Aylmer	406.6	2.45	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	
Springfield	409.1	2.51	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	
Brownsville	414.5	3.12	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	
Tillsonburg	420.3	3.12	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	
La Salette	432.1	3.31	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	
Windham	436.2	3.37	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	
Waterford	442.8	3.50	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	
Villa Nova	447.7	3.58	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	
Hagersville	455.5	4.15	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	
Cayuga	465.4	4.25	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	
Attercliffe	479.2	4.48	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	
Montague	484.9	4.58	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	
Perry	487.4	5.05	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	
Welland	496.3	5.30	12.31	PM	6.35	7.35	8.35	9.35	10.35	11.35	12.35	1.35	2.35	3.35	4.35	5.35	6.35	7.35	8.35	9.35	10.35	
Fraser	505.0	5.45	12.45	PM	7.45	8.45	9.45	10.45	11.45	12.45	1.45	2.45	3.45	4.45	5.45	6.45	7.45	8.45	9.45	10.45	11.45	
Falls View	508.2	5.50	12.54	PM	7.50	8.50	9.50	10.50	11.50	12.50	1.50	2.50	3.50	4.50	5.50	6.50	7.50	8.50	9.50	10.50	11.50	
Lv Falls View	508.2	Fort	12.54	PM	7.50	8.50	9.50	10.50	11.50	12.50	1.50	2.50	3.50	4.50	5.50	6.50	7.50	8.50	9.50	10.50	11.50	
Ar Victoria Park, Ont.	509.3	Div.	1.01	PM	8.01	9.01	10.01	11.01	12.01	1.01	2.01	3.01	4.01	5.01	6.01	7.01	8.01	9.01	10.01	11.01	12.01	
Niagara Falls, Ont.	510.5	Div.	1.01	PM	8.01	9.01	10.01	11.01	12.01	1.01	2.01	3.01	4.01	5.01	6.01	7.01	8.01	9.01	10.01	11.01	12.01	
Suspension Bridge	511.2	Table	1.10	PM	8.10	9.10	10.10	11.10	12.10	1.10	2.10	3.10	4.10	5.10	6.10	7.10	8.10	9.10	10.10	11.10	12.10	
Niagara Falls, N. Y.	512.9	39	1.25	PM	8.25	9.25	10.25	11.25	12.25	1.25	2.25	3.25	4.25	5.25	6.25	7.25	8.25	9.25	10.25	11.25	12.25	
Tonawanda	514.1	6.00	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	
Bridgeburg	514.1	6.00	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	
Black Rock	530.7	6.06	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	
Buffalo Terrace Sta.	530.7	6.25	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	
Buffalo Exch. St. Sta.	530.7	6.30	2.10	PM	7.30	8.30	9.30	10.30	11.30	12.30	1.30	2.30	3.30	4.30	5.30	6.30	7.30	8.30	9.30	10.30	11.30	
Ar Buffalo Cent. Term.	535.2	6.40	2.20	PM	7.40	8.40	9.40	10.40	11.40	12.40	1.40	2.40	3.40	4.40	5.40	6.40	7.40	8.40	9.40	10.40	11.40	

For Explanation of Reference Marks, see page 35.

For Parlor, Sleeping and Dining Car Service, see pages 13 to 18

For Explanation of Reference Marks, see page 35.

For Parlor, Sleeping and Dining Car Service, see pages 13 to 18

Michigan Central Public Timetable - 1929

St. Clair Branch.

Table 36

145	143	141	103	Mls.	STATIONS	104	102	140	142
PM	PM	AM	Mixed		Eastern Standard Time	Mixed	AM	PM	PM
			7.15	0.0	Lv. St. Thomas	Ar. 5.00			
			7.30	4.3	" St. Clair Junction	Lv. 4.45			
			7.34	5.3	" Air Line Crossing	" 4.36			
			7.43	9.4	" Southwold	" 4.30			
			7.53	13.5	" Muncey	" 4.20			
			8.05	19.3	" Melbourne	" 4.10			
			8.13	22.3	" Can. Nat'l Cross.	" 4.02			
			8.27	25.8	" Appin Road	" 3.54			
			8.36	29.9	" Walkers	" 3.48			
			8.50	35.3	" Alvinston	" 3.40			
			9.20	41.0	" Inwood	" 2.24			
			9.30	42.3	" Weidman	" 1.47			
			9.40	43.8	" Glen Rae	" 1.40			
			9.48	45.0	" Holmesdale	" 1.35			
4.35	12.20	8.13			Lv. Eddys	Ar. 8.12	12.13	4.31	
4.42	12.32	8.25			Ar. Oil Springs	Lv. 8.06	12.01	4.19	
4.50	12.42	8.35	10.15	48.2	Ar. Oil City	Lv. 1.25	8.01	11.50	4.09
4.50	1.20	8.35	10.40	48.2	Lv. Oil City	Ar. 1.20	8.01	10.35	4.09
4.55	1.35	8.43	10.48	50.2	Lv. Petrolia Junction	Lv. 1.15	7.58	10.25	4.01
	1.39	8.49	11.05		Ar. Corey	Lv. 1.11	10.21	3.55	
	1.50	9.03	11.10		Lv. Petrolia	Ar. 1.00	10.10	3.40	
5.08				58.6	" Bridgen	" 7.47			
5.16				59.8	" Kimballs	" 7.40			
5.30				65.8	Lv. Courtright Junction	Ar. 7.28			
5.35				66.4	Ar. Courtright	Lv. 7.25			

Michigan Central RR Public Timetable - 1929

The Caboose

Warren Bosch reports the following for our **O-357 hammer study** on page 1804; he has O-357, Hammer II, 16/AP 20/48, a new LRD for the hammer and O-357, hammer III, 10/25 X/64, confirming train 10 for hammer III.



Jim Felton reports **O-361, hammer 2** with a new train #67 for the hammer and listing. Jim also reports a new late date for the scarce **MA-136**, 603, V, 25, 62. In addition, Jim's example of **W-7A, hammer 2**, 59, OC 29, 55 is probably the ERD for the listing and hammer since it is only 11 days after the proof date.



Jon Cable sends a scan of a beautiful strike of **O-256, hammer 6**, dated 1915/11/03 which is likely the LRD for the hammer and the listing.

Bill Robinson corrects our information on **TS-184p**, Heart's Content, reported in the previous issue. Bill showed a 1931 example in his TS listing of 2000, as the only date. Murray Smith's 1923/12/19 report will be shown as the new ERD, reporter 313.

Following up Jon Cable's report on page 1817, Bill also notes that there are 3 hammers for listing **O-121; hammer I** (24.5 mm diameter), reported from 1898/01/17 until about 1906, **hammer II** (23 mm diameter), reported from about 1906 until 1911/02/03 and **hammer III** (23.5 mm diameter), reported from 1912/12/12 until 1915/08/03. Direction markings for each hammer are not recorded.

REGISTERED LETTER BILL		POSTES CANADA POST		LISTE DES OBJETS RECOMMANDÉS					
<small>DESPATCHING STAMP TIMBRE DU BUREAU DE DÉPART</small> 		<small>FROM DE</small> MTL & TOR, 58 <small>TO A</small> Cardinal <small>DESPATCH NO. DÉPÊCHE N°</small> <small>V TRAIN - TRAIN I RT - VOL A H.S. - S. ROUTIER</small> <small>DESPATCHED BY EXPÉDIÉ PAR</small> AWJ SAUNDERS		<small>RECEIVING STAMP TIMBRE DU BUREAU D'ARRIVÉE</small> 					
THE DESPATCH OR RECEIPT OF MONEY PACKETS SHOULD BE INITIALED BY 2 CLEKS 2 COMMISS DOIVENT APPoser LEURS INITIALES À L'EXPÉDITION ET À L'ARRIVÉE DES PAQUETS D'ARGENT.									
<small>INDICATE TYPE OF ARTICLE IN WHEN OTHER THAN LETTER</small>		<small>OFFICE OF ORIGIN BUREAU D'ORIGINE</small>	<small>REGISTRATION NO. N° DE RECOMMANDATION</small>	<small>DISPOSITION OR DESPATCH TRAITEMENT OU EXPÉDITION</small>					
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 5%; text-align: center;">1</td> <td style="width: 95%;">Toronto</td> </tr> <tr> <td style="text-align: center;">2</td> <td></td> </tr> </table>		1	Toronto	2		46065 18		✓	
1	Toronto								
2									

Your editor expressed skepticism about listing **Q-172** being one handstamp after showing an example submitted by **Jon Cable**. **Bill Robinson** sends this earlier date with precisely the same alignment and spacing between the two lines, demonstrating that it was indeed, one device and not two.

In the previous issue, your editor showed a favour cover with **MA-106, hammer IX**, dated August 14, 1956 and with a rubber stamped cachet, stating that this was, "Last Day of Postal Service on this Train, August 14, 1956, TRAIN NO. 98". **Bill Robinson** reports **MA-106, hammer X** dated 1958/11/07 and **MA-106, hammer XI** dated 1958/09/23 and 1959/03/05, all with train 98. From this information, it is obvious that the cachet is incorrect. I believe that the error may have been inspired by the change from heavy weight rolling stock to rail diesel car equipment for the run at the time, causing the creator of the cover to assume that R.P.O. service would be ending.

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