



G. T. Ry. Station, St. Thomas, Ontario with the L. & P. S. Ry. tracks crossing in the foreground.

In this issue, we look at two interesting covers from Chris Anstead, examine the Reston & Wolseley R.P.O., get a glimpse of one R.P.O. clerk's personal life and see a large group of new early and late dates.

**Bob Lane** has placed two of his excellent R.P.O. exhibits on the "Exhibits" page of the BNAPS web site. He encourages other R.P.O. study group members to consider submitting short exhibits to add to this area. Your editor heartily recommends that you have a look at Bob's interesting work.

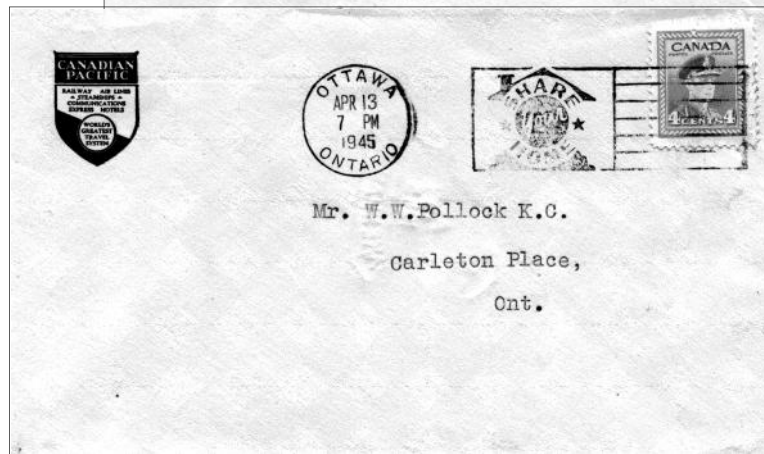
Congratulations to **Brian Stalker**, whose recently published book, *Travelling Post Office Postmarks of Newfoundland & Labrador*, received a Vermeil award in Canada's Seventh National Philatelic Literature Exhibition - C7NPLE, which was held in conjunction with STAMPEX 2005 in Toronto, in October. There were 175 entries in the literature exhibition; Brian's volume was included in the 'Handbooks, Monographs, Pamphlets and Studies' category. About 100 copies of this important work have now been sold.



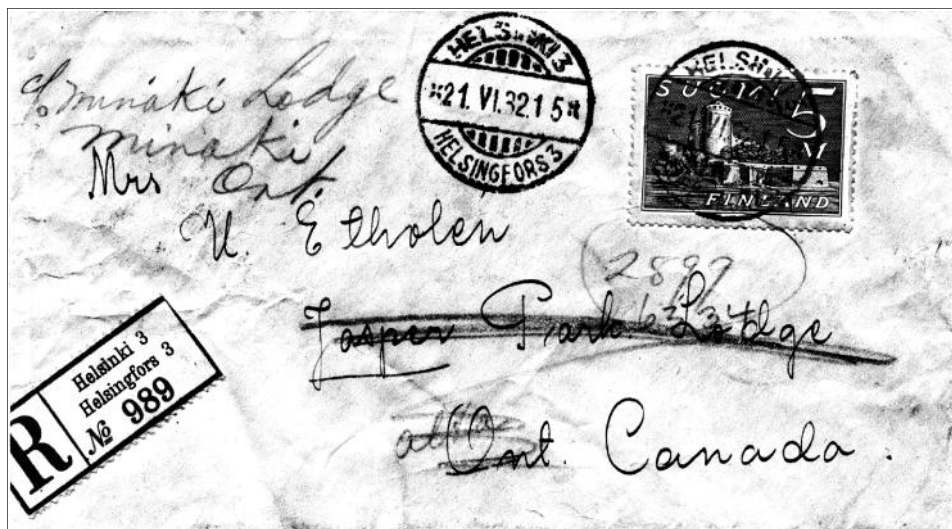
C. N. Rys. Station, Minaki, Ontario, near Minaki Lodge  
The Newsletter of the Canadian R.P.O. Study Group (B.N.A.P.S.)

## A Ticket Stamp Provides Clue to a Puzzle by Chris Anstead

This cover, addressed to a Carleton Place lawyer, was cancelled on April 13 at 7 PM in Ottawa. It probably was bagged for the C.P.Ry. train # 555 leaving Ottawa the next morning at 8:20 AM, to be sorted by the westbound Ottawa & Pembroke R.P.O.. Perhaps the letter did not get sorted prior to the train's arrival in Carleton Place an hour later and was put off at the next stop - Pakenham. The letter was handed to the station agent rather than being delivered to the post office. The agent gave it a strike of his ticket stamp (still with the prior day's date) before placing it on the next eastbound train.

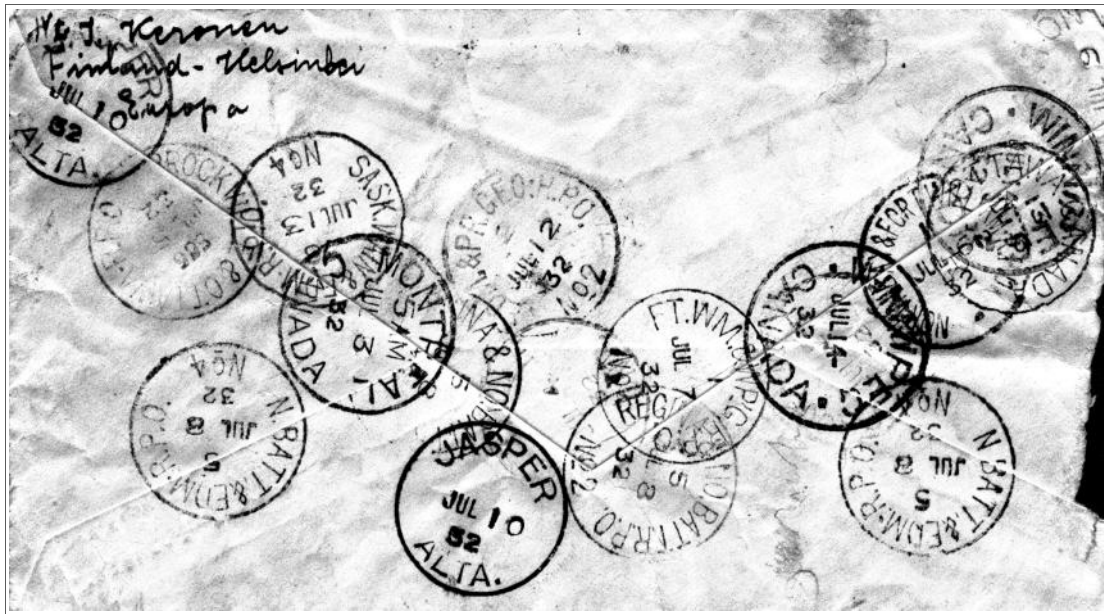


## A Well-Travelled Cover by Chris Anstead



Minaki Lodge

## A Well-Travelled Cover by Chris Anstead



Originating in Helsinki, Finland, the cover is franked with a 5 Mark stamp paying the international rate and registration and sent on its way on 21 June, 1932. Addressed to Jasper Park Lodge, Ontario, Canada, when the letter arrived in Canada, it was dispatched to Brockville and onto the northbound Brockville & Ottawa R.P.O. - the normal routing for mail destined for Jasper, Ontario.

- July 3    Montreal
- July 4    Brockville, Ont
- July 5    Brockville & Ottawa R.P.O., Train 566 (**O-45**)

The letter was redirected to Jasper, Alberta by the R.P.O. clerk and its western journey began.

- July 5    Ottawa Registered
- July 5    North Bay & Fort William R.P.O., Train 1 (**O-192**)
- July 7    Fort William & Winnipeg R.P.O. No. 4, Train 1 (**O-76**)
- July 8    Regina & North Battleford R.P.O. No. 2, Train 5 (2 strikes) (**W-120**)
- July 8    North Battleford & Edmonton R.P.O. No. 4, Train 5 (2 strikes) (**W-100**)
- July 9    Edmonton
- July 10   Jasper, Alberta (2 strikes)

During the 1930s, many Finns would have been employed on construction of large wilderness resorts such as Jasper, Alberta and Minaki, Ontario. The addressee was probably known in Jasper and the letter redirected to Minaki Lodge, Minaki, Ontario.

- July 12   Edmonton & Prince George R.P.O. No. 2, Train 2 (**W-43**)
- July 13   Saskatoon, Wainwright & Edmonton R.P.O. No. 4, Train 78 (**W-146**)
- July 14   Winnipeg (2 strikes)

The postal markings fail to record the last miles of the journey. Minaki is a stop on the Canadian National and the letter would probably have been placed in a closed bag for the last leg of its Canadian travel.

Altogether the cover received 13 different Canadian postmarks, including 7 different R.P.Os.

## Canadian Pacific Railway - Reston & Wolseley

“**Butch**” Pearson of Winnipeg, a friend of the study group, recently contacted Bob Lane with the following information about the beginning of railway service between Reston, Manitoba and Wolseley, Saskatchewan .

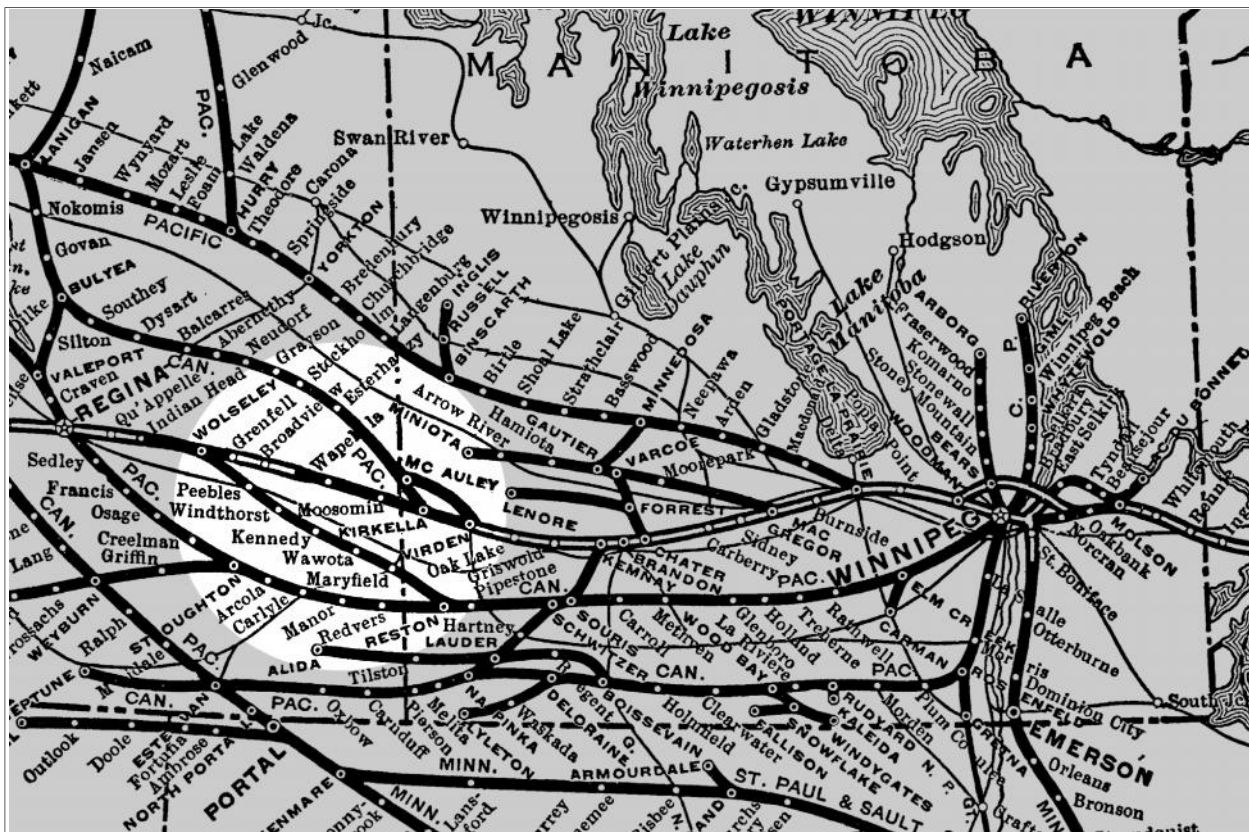
He writes, “My wife’s family is from the Reston/Sinclair area and, being bored to tears while visiting one time, I was reading the local paper, The Reston Recorder. In a section labeled, “70 Years Ago”, I noticed an article from November 5, 1908, that read, “Direct train service between Reston and Wolseley was inaugurated on Monday, with the train leaving at 9:30 a.m. A regular mail car will be earned by the trails commencing next Monday with **Mr. Dow** ( *editor’s note; This clerk would be J. N. Dow, known by his private handstamp which is listed as **W-125B*** ) as mail clerk.” I pulled out my perpetual calendar and found that November 5, 1908 was a Thursday and November 2, 1908 was a Monday and **the inaugural date for the mail run, November 9, 1908**, was the following Monday.”

Bob Lane found a 24 page booklet, titled, “Reston-Wolseley, C.P.R. - 1906 - 1961, “The Peanut”” by Gilbert McKay, privately published by the author and printed by World-Spectator Print, year unknown. This work chronicles the story of “The Peanut”, the affectionate name for the train, which people along the line adopted, during its 53 year existence. We learn that the train made its last run on August 31, 1961, although R.P.O. service had ceased in 1951, replaced by closed bag service. The tracks were torn up shortly thereafter.

Note that the community name of Peebles was changed from Kaiser, in 1916, during World War I.

RESTON AND WOLSELEY									
	245	Miles		TABLE 91				246	
				(Central Time)					
P.M.	4.05	0.0	Lv.	RESTON (Table 75) ... Ar	1.35				
	4.28	8.1		Ewart	1.05				
	4.52	16.6		Ebor, Man.	12.35				
	5.22	27.7		Maryfield, Sask.	11.55				
	5.42	35.5		Fairlight	10.50				
	6.02	42.0		Walpole	10.20				
	6.32	51.6	Lv.	Wawota	10.20	Ar			
	6.52	59.0		Dumas	9.45				
	7.18	68.7		Kennedy	9.15				
	7.48	77.9		Bender	8.35				
	8.18	84.2		Neelby	8.00				
	8.40	91.4	Lv.	Windthorst	7.30	Ar			
	9.10	98.1		Peebles	6.45				
	9.32	105.5		Baring	6.22				
	9.55	110.9		Deveron	6.05				
	10.17	116.7		Adair	5.48				
	10.37	122.4	Ar	WOLSELEY (Table 8) Lv	5.30				
	11.00								

Canadian Pacific Railway Public Timetable - 1926



## Canadian Pacific Railway - Reston & Wolseley



W-125B  
The only reported example

This registered covered originated at Rossetti, Saskatchewan (1895-1917) on April 16, 1910 and travelled by road to Fairlight Station, where it was transferred on board the R.P.O. car on the east-bound, Wolseley to Reston train #134. There, the R.P.O. clerk, J. N. Dow, applied his private handstamp instead of the normal steel hammer postmark. At Reston, the bag was transferred to an eastbound Regina to Winnipeg train and at Winnipeg to an eastbound, Winnipeg to Fort William train. At Fort William, the bag was placed on board the R.P.O. car on the eastbound Fort William to Ottawa train #94, where it was opened on April 17 and the R.P.O. clerk applied his steel hammer and placed the cover in a closed bag for Hamilton. The closed bag likely would have been transferred to a southbound train at North Bay and a westbound train at Toronto. The letter's remarkably fast, two day journey ended in the morning, on April 18, with its arrival in Hamilton.

## Canadian Pacific Railway - Reston & Wolseley



W-125A  
Proof Date - 1908/10/19  
Period - unreported  
*This hammer was probably rejected  
because Wolseley is misspelled*

unlisted  
Proof Date - 1919/02/12  
Period - unreported



W-125 Hammer 1a  
Proof Date - 1908/10/29  
Period  
1908/??/?? - ???/??/??



W-125 Hammer 1b  
Proof Date - 1911/07/16  
Period  
1915/07/01 - 1919/06/16  
Indicia - E, W



W-125 Hammer 1c  
Proof Date - 1923/12/15  
Period  
1924/05/28 - 1951/??/??  
Indicia  
E, W, 245, 246, 247



W-125 Hammer 2  
Proof Date - 1911/07/22  
Period - unreported



**Bob Lane** submits this example of **W-125, Hammer 1c**, on piece, dated February 5, 1937. The train number indicium is clearly **247**, even though this train number, according to contemporary timetables, never existed on the line between Reston and Wolseley. As Bob points out, the train number does not appear to exist for any other R.P.O. in the catalogue either.

## RR-25 Hammer Study Update

On page 1896 of the previous newsletter, we presented a hammer study of the rare RR-25, C. P. RWY. M.C. / B. C. Veteran study group member **Warren Bosch**, an expert in hammer analysis, has discovered a fourth hammer, whose proof date is unknown, on a Map stamp.



Hammer	Proof Date	ERD	LRD	Indicia	a	b	c	d
I	1890/03/20				4 3/4	9 -	11 1/4	15 +
II	1890/03/26				4 -	7 1/2 -	10	16 1/4
III	1890/03/26				4 1/2	8 3/4	11 1/4	15 3/4
IV	unknown	1899/09/20	1899/09/20	E	4 -	7	10 -	15 1/2
Listing		1890/??/??	1901/07/12	E, W				

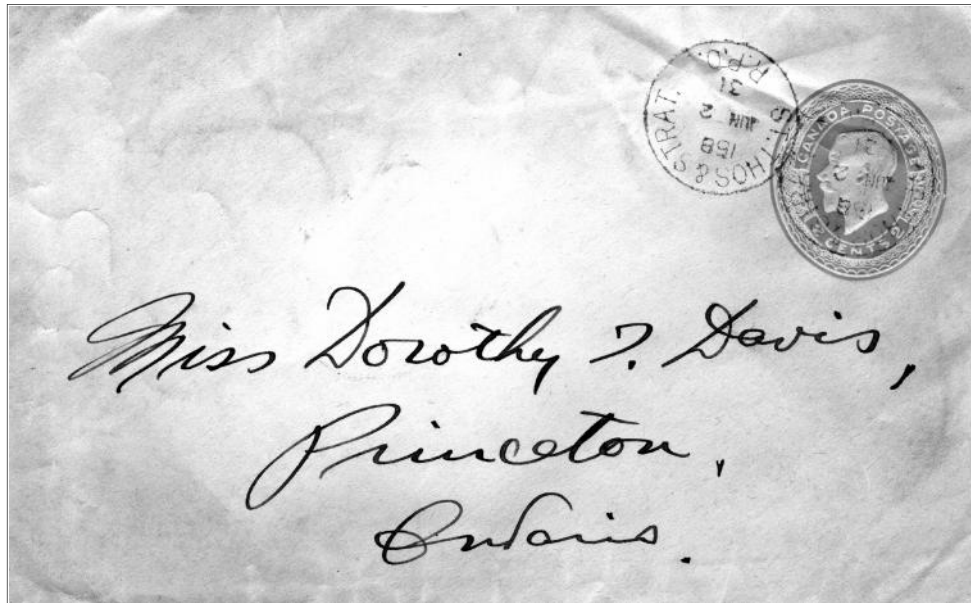
Warren also reports the following for the **Victoria & Courtenay study** as follows;

**W-161 Hammer II:** I have a virtually complete strike of 2/MY28/42 on a 3-cent red KGVI issue (civilian clothing). It is easily identified as to hammer by having the baseline period after “COURT”, something the other hammers lack. This would be a new late date by 1.75 years. I also have one or two other strikes after your listed LRD but no more as late as the one described above.

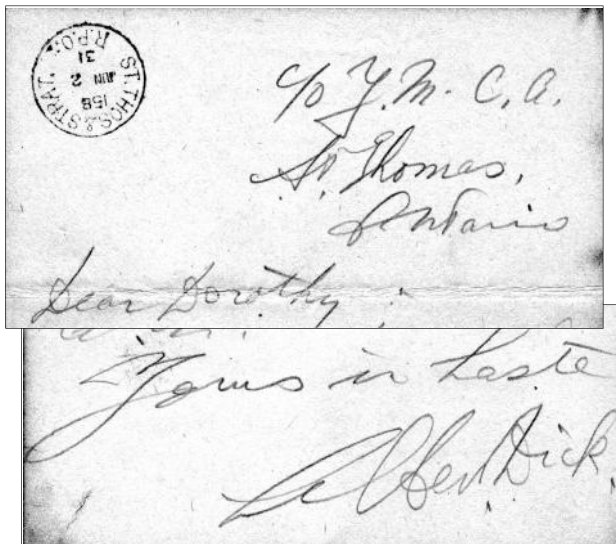
**W-161 Hammer V:** I have a virtually complete strike reading 2/11 VII/50 on a 4-cent red KGVI “postes postage” issue. The extreme roundness of the ampersand identifies the hammer beyond doubt. I guess this would have to be, for the nonce, a new earliest date of usage.

## Canadian National Railways - St. Thomas & Stratford

When I first saw this postal stationery envelope with a nice strike of a rare R.P.O. and with a previously unreported train number indicium, I was pleased. When I examined the contents, I was even more so. There was a 3 page note inside, written in indelible pencil, on soiled, poor quality paper, from the R.P.O. clerk to his girl friend and he had used his steel hammer on the letter head.



O-309  
Proof Date - 1930/06/10  
ERD - 1931/03/11  
LRD - 1931/06/09  
Indicia - 156,157,158,159



c/o Y.M.C.A.  
St. Thomas,  
Ontario

Dear Dorothy

Nearly three weeks and you haven't kept your promise about writing to me after as nice as you were that night.

Please excuse this dirty note. I am writing in haste on duty so that you will get this tonight.

I can't get off on Saturday but I expect to go on Friday to the Brantford Air Meet and I was wondering if you would like to go early afternoon. If so drop me a line to the above address or better still write anyway.

Dobson's invited me to go with them on Saturday but I can't and I'm sorry.

Will look for a line from you on Thursday or Friday.

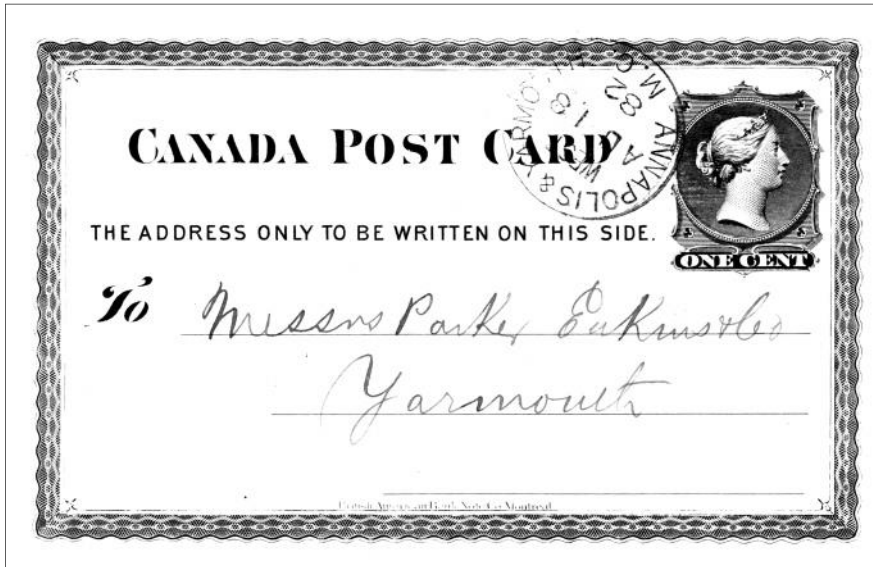
Yours in haste

Albert Dick

The St. Thomas & Stratford R.P.O. is rare, having lasted less than a year. The single hammer was proof struck on June 10, 1930 and is reported used between March 11, 1931 and June 9, 1931. Train numbers previously known are 156, 157 and 159. Now we have train 158.

I believe that this run operated between St. Thomas and Simcoe over the former Great Western Railway "Air Line" and between Simcoe and Stratford, via Woodstock, over the former Port Dover & Lake Huron Railway. Alternatively, it may have operated between St. Thomas and Canfield, over the former Great Western Railway "Air Line" and between Canfield and Stratford, via Brantford, over the former Buffalo & Lake Huron Railway. I am searching for an early 1931 C.N.Rys. timetable to find the correct routing.

## New Reports



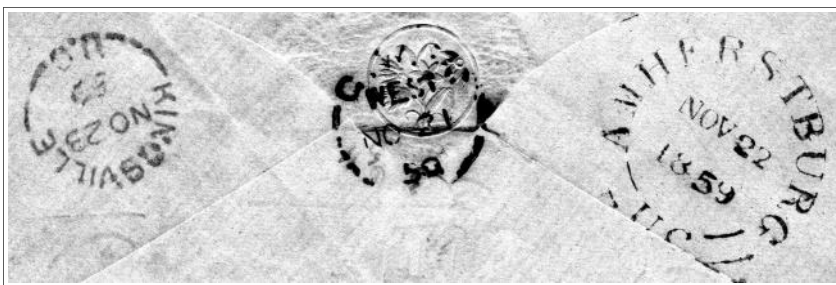
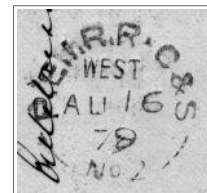
**MA-4, Hammer I, WEST,** AU 18, 82 on a card from Meteghan River to Yarmouth. This is a new early date for both the hammer and the listing. The previous ERD was August 22, 1883, also Hammer I.

**MA-164**, a new early date, used a transit marking on the back of a registered cover from Breadalbane, NB to St. John, NB. Previously the ERD was December 15, 1897. (This is MA-163 with a "W" attached to the rim.) The location of the "W" is identical to another in the editor's collection.



**MA-236, hammer I**, dated 2, JUN 20, 11. This partial strike on a Florenceville, NB picture post card addressed to Southport, Maine, has a previously unreported train #2, both for the hammer and the listing. The reverse direction train #3 has been previously reported for the same hammer.

This **RR-125, hammer 2, WEST**, AU 16, 79 appearing as a transit backstamp on a post card from Charlottetown to West Troy, NY (*There is no arrival postmark.*) confirms a report of WEST for the listing. We now have EAST and WEST direction indicia reported for hammer 2 and only blank for hammer 1.



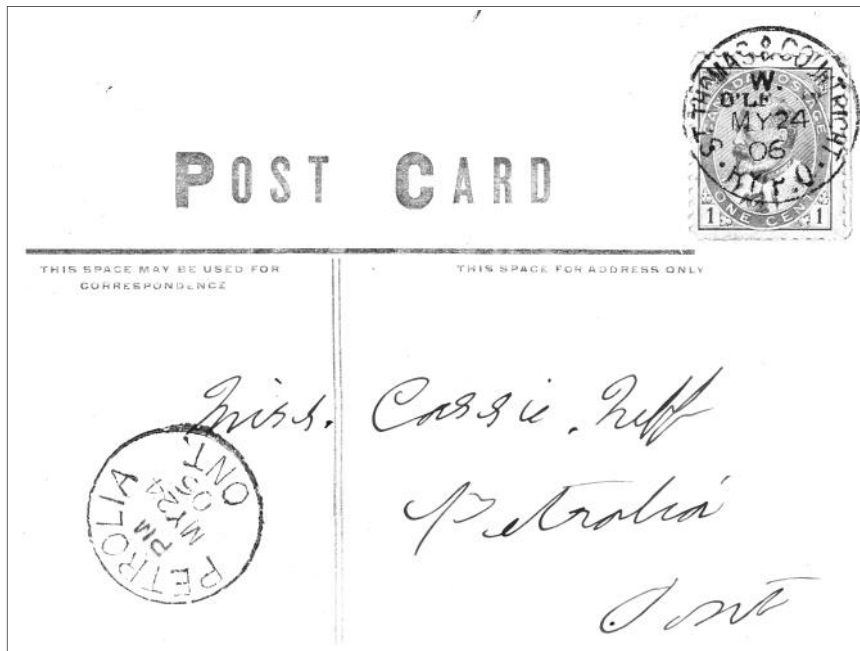
This poorly struck **RR-65, WEST, NO 21, 59**, as a transit backstamp on a cover of unknown origin to Kingsville via Amherstburg, is an early date.

**O-175**, dated February 16, 1886, both NORTH and SOUTH directions, is a new early date for this run. They are transit backstamps on a registered cover which originated at Enterprise, the previous day and was addressed to Centreville. There is a Napanee transit marking also dated February 16 but no Centreville arrival mark.



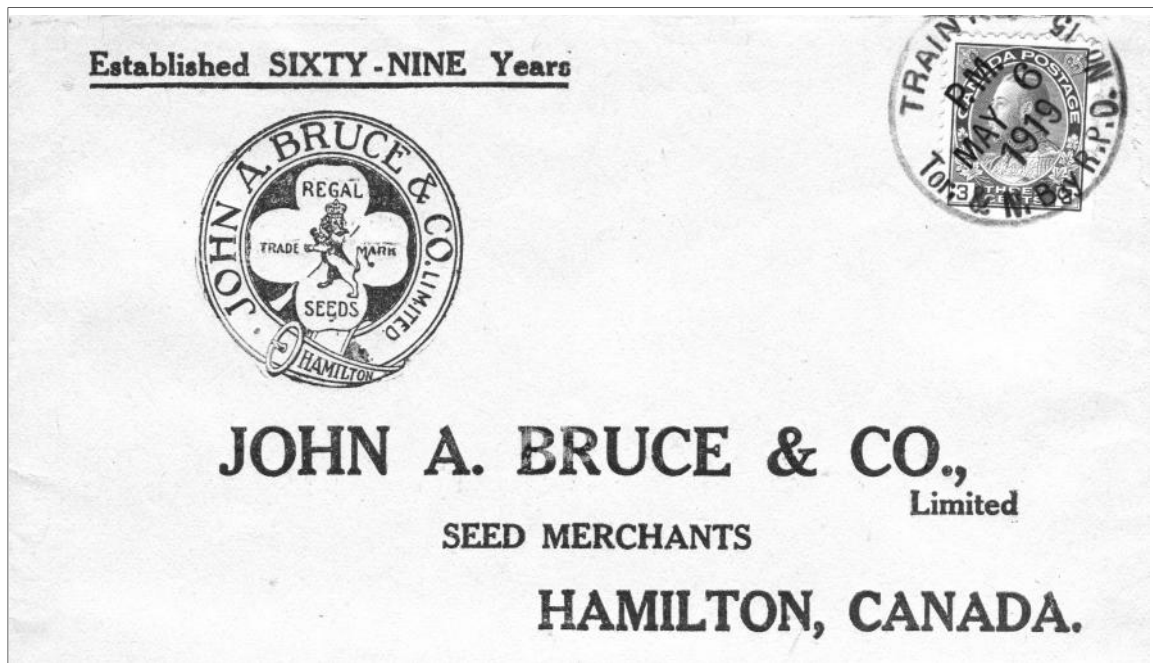
**O-370** as a transit backstamp on a registered cover from North View, NB to Hamilton, ON. This is the first report of train #7 for this listing.

## New Reports



O-306Aa  
Period  
1906/02/19 - 1906/05/24  
Indicia - W.

Listing **O-306Aa** (See page 1825), which is O-306 with the clerk's name, O'Leary, added between the direction indicium and the month date, was only previously reported used on February 19, 1906. With the discovery of a second example on a St. Thomas view post card sent to Petrolia, we have a late date of May 24, 1906 and the original date becomes the ERD.



This example of listing **O-384L**, TRAIN No. / Tor. & N. Bay R.P.O. No. 15, P.M., MAY 6, 1919, struck in black, is a new early date and the first report of the P.M. time indicium. The LRD is March 20, 1920, with train number indicium, 46. There is no Hamilton receiving mark on the cover.

These large rubber handstamps were intended for facing slips and other internal post office documents, not as cancellations.

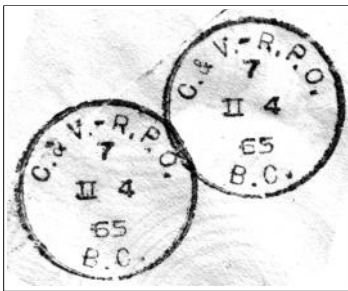
## New Reports



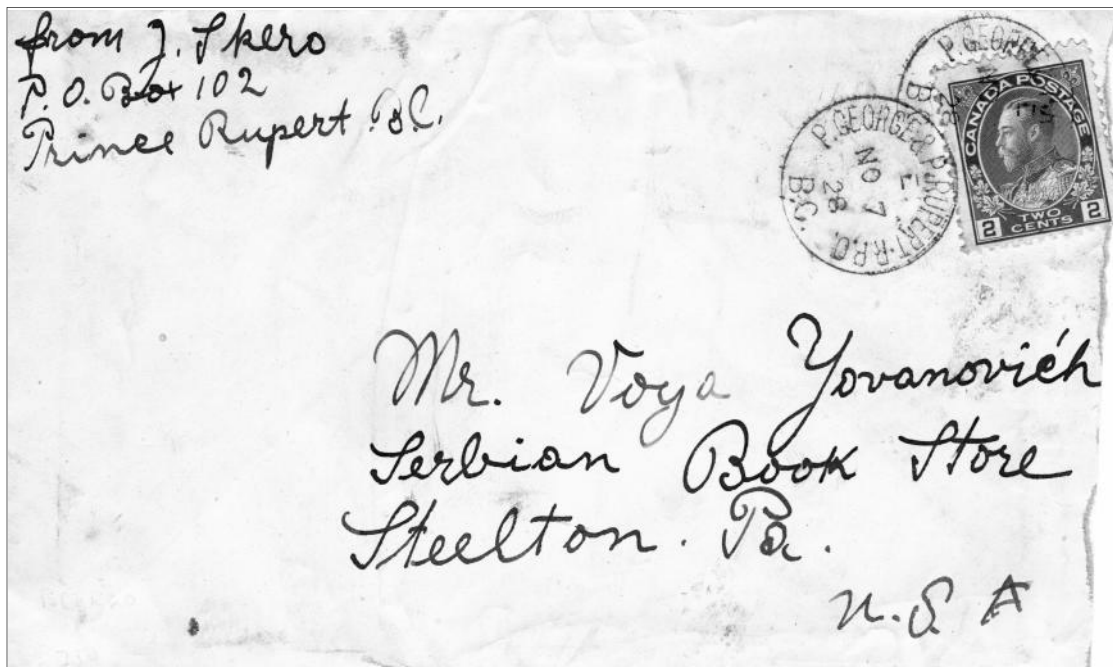
**O-189**, 2, JUL 29, 8 on a greeting card to Tweed, Ontario. This is an early date for this hammer which was proof struck on July 16, 1908.



**W-25**, a late date, with the roman numeral "V" (month slug for May) used for the 1965 year date, found as a transit backstamp on a registered cover from Revelstoke to Penticton.



**W-28**, a late date, used as a transit mark on the back of a registered cover from Revelstoke to Penticton. ( The last Calgary & Vancouver R.P.O. arrived in Vancouver on June 25, 1965.)



This cover is only the second report of **W-111A**. November 7, 1928 now becomes the ERD for this mysteriously rare hammer and the first report of the E direction indicium. The original report, credited to the late C. F. Waite, is dated December 19, 1928, with a W direction indicium. It was proof struck on January 26, 1928.

### Secretary's Report from Chris Anstead

**Alexander Forde**, 26 - 567 Ward, Nelson, BC, V1L 1T1 with interests in Ontario and Western postal history and the 1859 5-cent beavers joins our group. As does **Rick Hills**, PO Box 33535, Dundurn Street PO, Hamilton, ON, L8P 1A0 with his interest in philatelic literature. Welcome aboard!

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