

This issue has **Update #4** information for the Newfoundland and Labrador listings from **Brian Stalker** and requests for assistance in his research in specific areas.

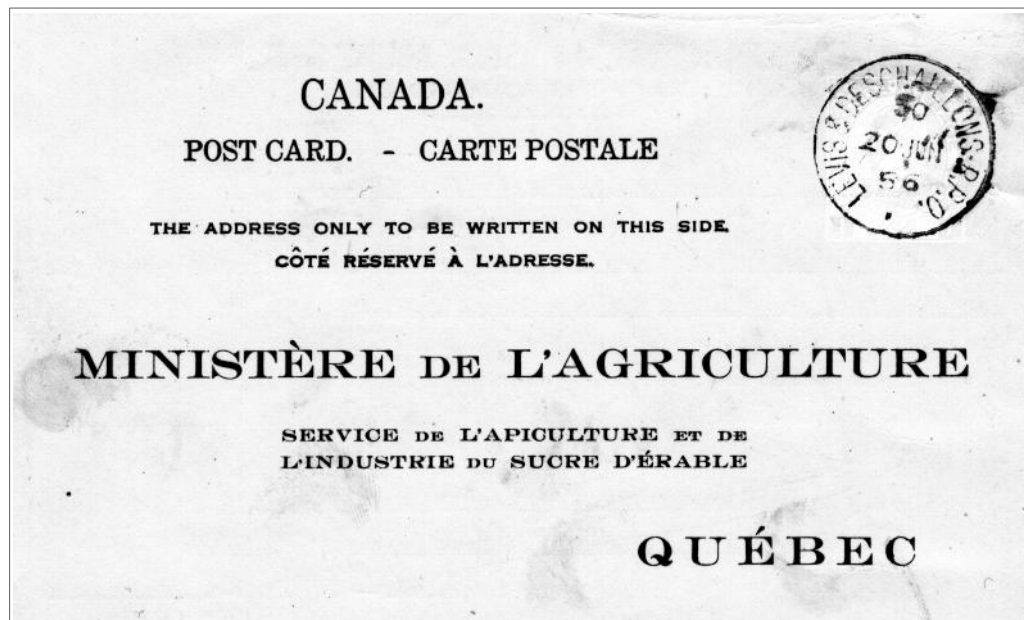
We also have many new reports and updates from **Ron Barrett**, **Hugo Deshaye**, **Joe Fishbein**, **Ross Gray**, **Jim Miller** and **Sean Weatherup**.

.....  
**New Reports**



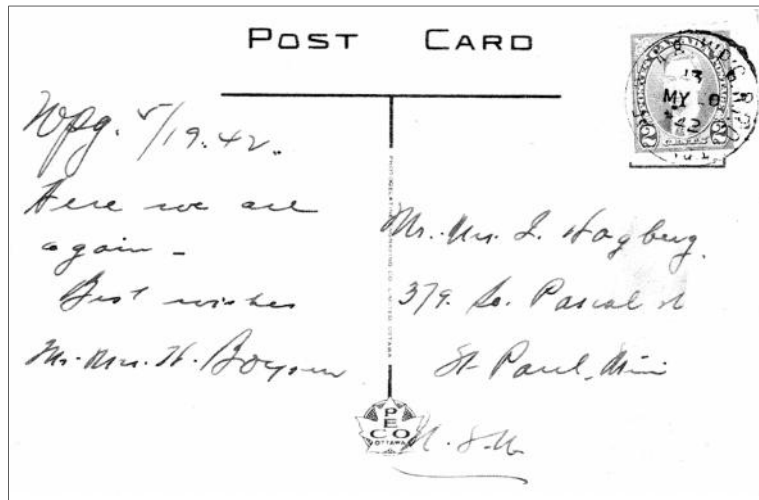
MT-281.01  
Proof - unknown  
ERD - 1885/01/20  
LRD - 1900/07/24  
Indicia - EAST, WEST,  
W, WE

This post card was mailed at the Sackville station to St. John and then redirected to Ottawa, arriving there on January 23. It was lightly cancelled with **MT-281.01**, **ST JOHN & AMHERST. RY. , WEST, JA 20, 85**. This is a **new early date for the listing and the hammer**, which was previously reported only as early as 1885/04/15.

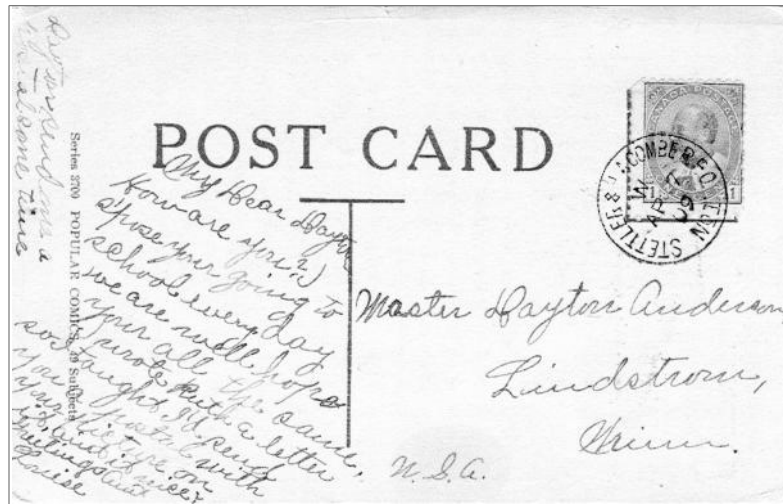


There are two hammers for the Levis & Deschaillon listing and they were used consecutively. The postmark on this card is **QC-67.01**, **LEVIS & DESCHAILLONS - R.P.O. / . , 30, 20 JUN, 56** (*The train number and year slugs are in reversed positions.*). It is a **new early date for this hammer**, which was previously known from 1931/07/11 as well as the **first report of train 56** for the hammer. The first hammer used, **QC-67.02**, is reported as late as 1929/10/18. (*See page 2073.*)

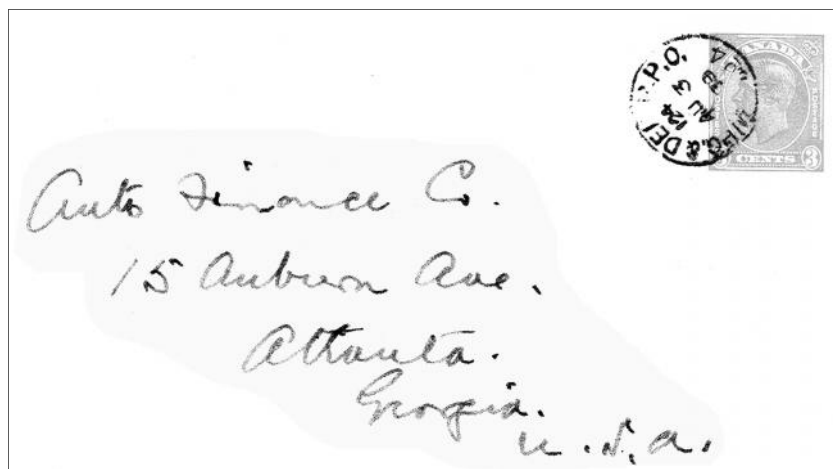
## New Reports from Joe Fishbein



On a post card addressed to St. Paul, Minnesota, is this **new early date** for the scarce **WT-555.01**, PEMBINA & W'P'G R.P.O. / No. 1, 13, MY 20, 42. The two hammers for the listing were proof struck, only 11 days earlier, on May 9, 1942.



This nicely struck example of the sole hammer of **WT-791**, STETTLE & LACOMBE R.P.O. / No. 1, W, AP 7, 09 on a post card to Lindstrom, Minnesota is a **new early date**. Proof date was October 26, 1908.

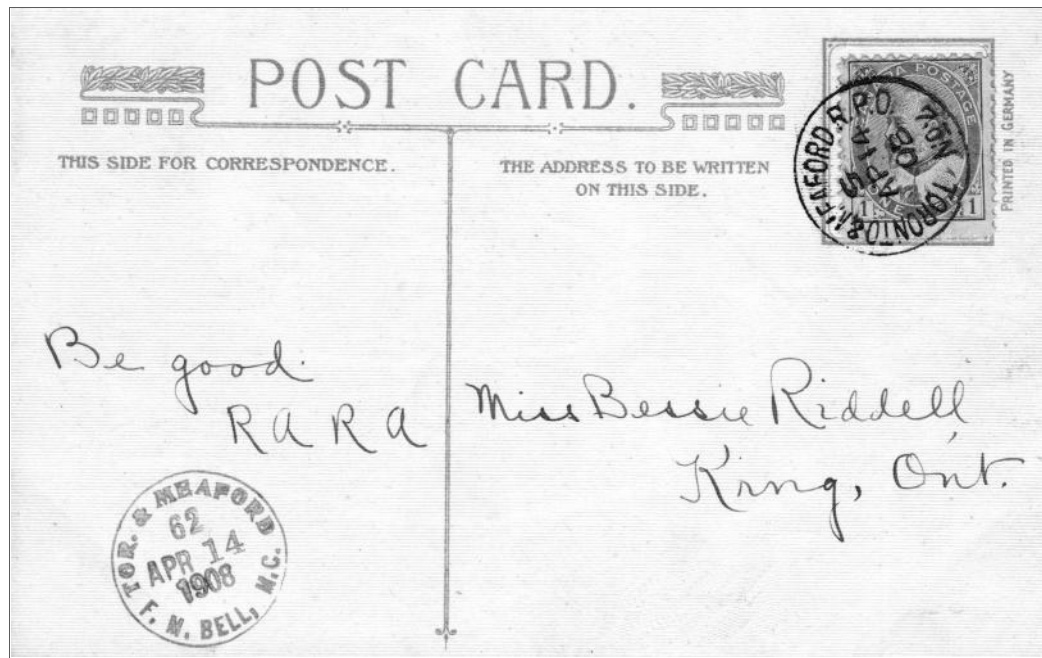


The **first report of train 124** for this hammer, **WT-870.04**, WPG. & DEL. R.P.O. / No. 4, 124, AU 3, 39 is found on this 3 cent envelope to Atlanta, Georgia.

Joe also reports a **new late date** for **QC-255.01**, MONT. & SHER. C.P.R. / M.C., E, JY 23, 06, on a post card to Lisbon, New Hampshire with a receiving mark dated the following day.

## Two Clerk Handstamps from Ross Gray

Normally we do not attempt to differentiate different rubber hammers within a listing because of their variable nature but in the case of this private clerk handstamp we find two obviously different hammers, the later almost certainly a replacement for the earlier one.

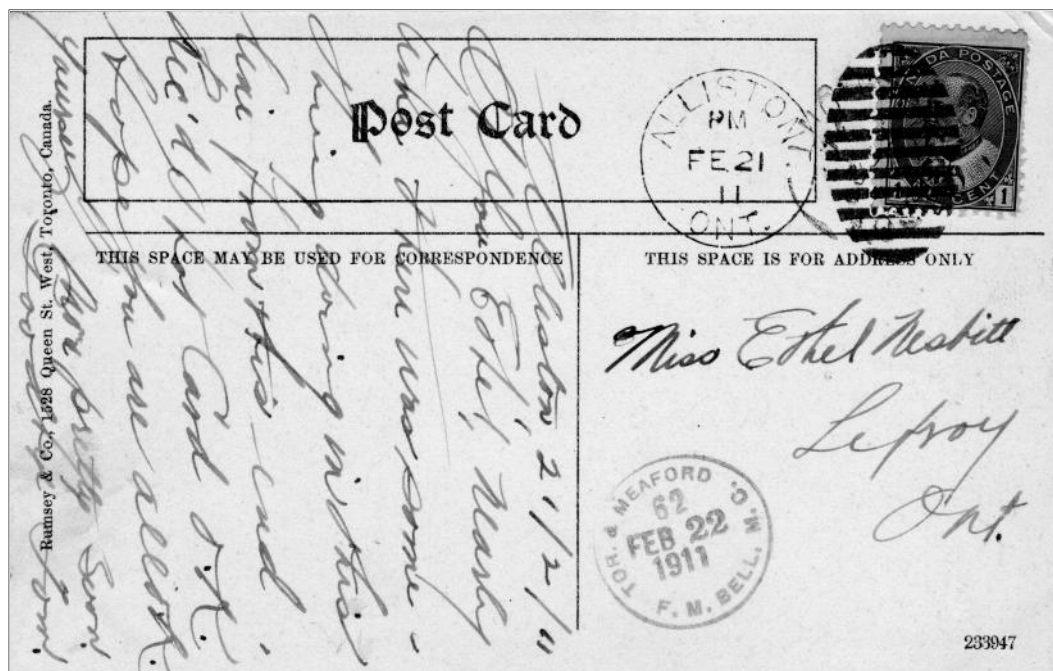


It appears that the clerk was sending this card to an acquaintance and used his official steel hammer to cancel the stamp and his personal handstamp, struck in red, to indicate the sender.

ON-712.01  
ERD - 1907/10/03  
LRD - 1908/04/14  
Indicia - 62,67

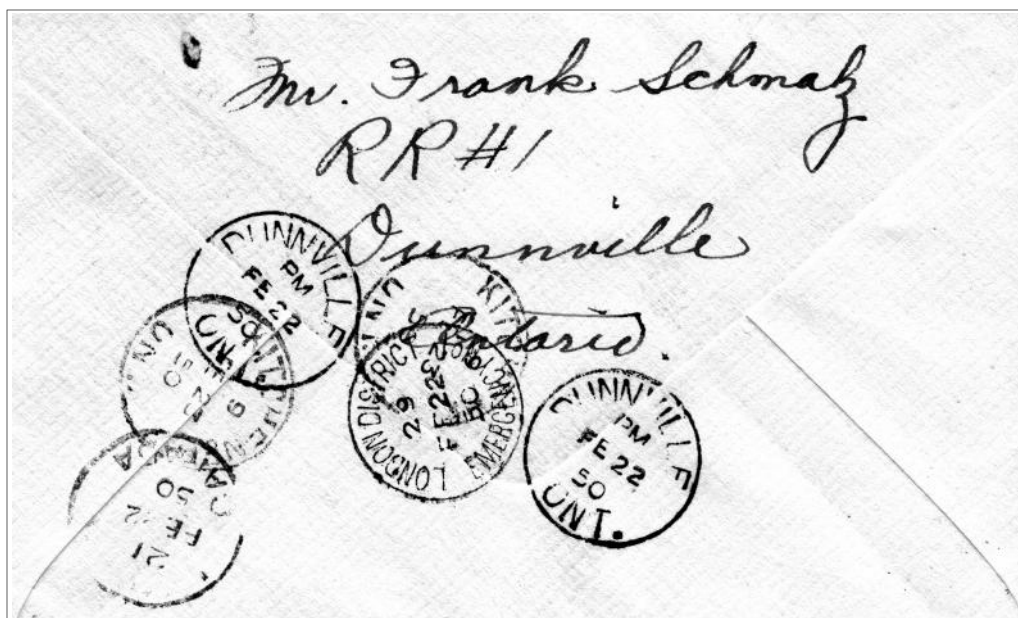


ON-712.02  
ERD - 1911/02/22  
LRD - 1911/03/06  
Indicia - 62



In this example, the clerk noticed that the in transit post card was addressed to an acquaintance and added his handstamp, struck in green, as a greeting.

## A New Emergency Hammer Use Discovery from Ross Gray



This registered cover originated at Dunnville, Ontario in the afternoon of February 22, 1950. It then travelled by road and/or rail to Hamilton, arriving there at 21:00 hours. From there, it probably travelled by rail in a sealed bag to Toronto, where the bag was transferred to the Toronto, Stratford & London R.P.O. on C.N.Rys. westbound train 29, and received a transit backstamp, **E-35.01**, LONDON DISTRICT / EMERGENCY NO 1, 29, FE 22, 50. It is likely that the date is incorrect because the train left Toronto at 8:05 AM on February 23. The timetable indicates that arrival in Kitchener should have been at 10.01 AM. The timemark on the February 23, Kitchener arrival backstamp is "9", probably the beginning time of the shift.

This is the third reported use of this hammer on a R.P.O. and the fourth reported R.P.O. use for the two hammers of the listing.

# A New Emergency Hammer Use Discovery from Ross Gray

TORONTO—GUELPH—KITCHENER—STRATFORD—LONDON—GODERICH—SARNIA																	
Toronto—Stratford—London									READ UP								
39 Ex. Sun.	139 Sun. only	37 Ex. Sun.	175 Ex. Sun.	11 Ex.Sa. & Sun.	111 Sat. only	29 Ex. Sun.	137 Sun. Only	27 Ex. Sun.	Miles	TABLE 178 Eastern Time MONTREAL, QUE. 120, 123 Central Station . . . . . Windsor Station. . . . .	10 Daily	28 Ex. Sun.	172 Ex. Sun.	34 Ex. Sun.	36 Ex. Sun.	138 Sun. only	40 Daily
3.30	3.30	9.15	9.15	..	..	10.59	10.59	10.59	335.4	..	5.45	..	..	1 6.30	1 6.30	7.30	7.30
P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.			A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
11.55	11.15	6.15	5.35	4.35	12.10	8.05	7.30	7.20	0	Lv TORONTO, ONT. . . . .	7.10	9.50	11.00	7.30	8.35	9.30	11.00
12.05	11.25	6.25	5.44	4.45	12.20	8.15	7.40	7.31	2.4	Parkdale . . . . .	7.01	9.42	10.52	7.20	8.27	9.20	10.52
12.15	11.35	6.35	5.52	4.52	12.30	8.23	7.48	7.39	5.0	West Toronto . . . . .	6.52	9.35	10.45	7.12	8.18	9.12	10.45
12.23	11.43	6.44	6.01	5.01	12.39	..	7.56	7.48	6.6	Weston . . . . .	6.43	..	10.36	..	8.10	9.02	..
12.33	11.55	6.57	..	..	12.51	..	8.05	8.00	15.3	Malton . . . . .	6.30	..	10.26	..	8.00	8.55	..
12.46	12.06	7.12	6.22	5.22	1.05	8.47	8.16	8.16	21.3	Brampton . . . . .	6.20	9.14	10.16	6.50	7.50	8.46	10.23
..	..	..	..	..	..	..	..	..	26.9	Norval . . . . .	..	..	..	..	..	..	..
1.03	12.23	7.23	6.37	5.36	1.21	9.02	8.30	8.26	29.3	Ar GEORGETOWN 174. . . . .	6.08	9.02	10.04	6.37	7.27	8.31	10.11
1.03	12.23	7.30	6.37	5.36	1.21	9.02	8.30	8.33	32.5	Lv Limehouse . . . . .	6.08	9.02	10.04	6.37	7.20	8.31	10.11
1.17	12.39	7.44	6.50	..	1.36	..	8.43	8.48	35.6	Acton . . . . .	..	..	9.57	..	7.15	8.24	..
1.25	1.03	7.53	..	..	1.46	..	8.51	8.58	41.2	Rockwood . . . . .	5.55	..	9.52	..	7.00	8.19	..
1.42	1.03	8.06	7.13	6.10	2.01	9.30	9.05	9.07	48.8	Ar GUELPH 182. . . . .	5.37	8.31	9.30	6.10	6.50	8.07	9.45
..	..	8.17	..	..	2.12	..	9.16	9.16	53.9	Lv Mosborough . . . . .	5.37	8.31	A.M.	6.03	6.38	7.59	9.45
..	..	8.22	To	..	2.18	9.53	9.21	..	58.4	Breslau . . . . .	..	8.15	From	5.46	6.17	7.39	..
2.04	1.24	8.28	Owen	6.38	2.30	10.01	9.30	9.36	62.7	Ar KITCHENER 189. . . . .	5.12	8.04	Owen	5.40	6.10	7.32	9.20
2.14	1.34	8.35	Sound	6.45	2.30	10.01	9.30	9.43	69.2	Lv Petersburg . . . . .	5.12	8.04	Sound	5.27	5.44	7.18	9.14
2.24	1.48	8.45	See	..	2.42	10.11	9.42	9.54	72.5	Baden . . . . .	..	7.50	See	5.20	5.36	7.09	..
2.28	1.51	8.50	Table	..	2.48	10.15	9.46	10.00	75.0	New Hamburg . . . . .	4.52	7.38	Table	5.16	5.32	7.06	..
2.31	..	8.58	..	..	2.54	10.20	9.49	10.06	82.1	Shakespeare . . . . .	..	7.28	..	5.06	5.21	6.55	..
2.39	2.10	9.13	182	7.20	3.06	10.28	9.58	10.15	88.6	Ar STRATFORD 183, 203. . . . .	4.34	7.17	182	4.55	5.10	6.45	8.40
2.50	..	9.25	171	..	3.18	10.38	10.10	..	..	..	..	..	170	..	..	..	..
..	..	..	Ex.Su.	..	..	..	..	..	88.6	Lv STRATFORD. . . . .	4.30	7.10	Ex.Su.	7.28	..	..	8.35
3.00	2.15	..	6.00	7.28	3.23	10.45	..	..	93.9	St. Pauls . . . . .	..	6.59	..	7.18	..	..	..
..	..	..	6.10	..	3.33	..	..	..	98.8	St. Marys Jct. . . . .	..	..	..	..	..	..	..
3.17	2.33	..	6.21	7.45	3.43	11.03	..	..	99.7	St. Marys . . . . .	4.12	6.50	..	7.07	..	..	8.16
..	..	..	6.30	..	3.53	..	..	..	105.7	Kellys . . . . .	..	6.35	..	6.54	..	..	..
..	..	..	6.42	..	4.00	11.18	..	..	110.7	Thorndale . . . . .	..	6.27	..	6.42	..	..	..
..	..	..	6.54	..	4.10	11.29	..	..	118.5	Pottersburg . . . . .	..	..	..	6.34	..	..	..
3.50	3.05	..	7.05	8.25	4.20	11.40	..	..	121.4	Ar LONDON 120, 123, 127, 128, 198	3.40	6.10	..	6.25	..	..	7.45
A.M.	A.M.	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.				A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Ex. Mo.	Ex. Mo.	..	..	..	..	..	..	..			..	..	..	..	..	..	..

Canadian National Railways Public Timetable - September 25, 1949

## A New Direction Report



Ross Gray found this return envelope which shows the first report of the "E" direction indicium for ON-392.02, C.P.R. OTTAWA & MONTEBELLO / M.C., E, JU 1, 95. The St. John arrival backstamp is dated after noon on June 3.

## New Reports from Ron Barrett

CANADA

**LETTER BILL (FEUILLE D'AVIS)**

TO BE USED BY POSTMASTERS OR RAILWAY POST OFFICES WHEN  
THERE IS NO REGISTERED MATTER TO BE DISPATCHED.  
Les maîtres de poste et les commis ambulants doivent se servir  
de cette feuille quand ils n'expédient pas d'objets recommandés.

**TOR.SIMP.SUB.125**

**To** .....

**From** **TOR. & FT. WM.**

**VIA** **TRAIN — TRAIN**  
**FLT. — ENVOLEE**  
**M.V.S. — AUTO**

Initials of P. M. or Clerk Dispatching ..... Initials of P. M. or Clerk Receiving .....

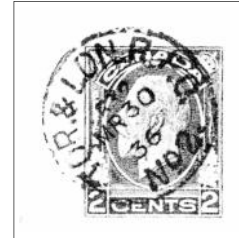
N.B. This Bill must be stamped and Initialled by the person Making Up, also by the person Opening the Mails and be filed at Office of receipt.

N.B.—La personne qui confectionne les dépêches et celle qui les dépouille doivent timbrer cette feuille d'avis et y inscrire leurs initiales. Cette feuille sera gardée dans les archives du bureau d'arrivée.

2 G.—8,000,000-4-5-51.

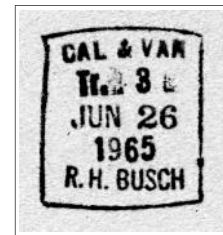
This example of **ON-564**, TOR. & FT. WM., struck in green on a letter bill from the Toronto & Fort William R.P.O. to Simpsons in Toronto, has a **late date**, June 6, 1955 and **new train number 6**. The hammer number at the base of the accompanying ON-562 is illegible.

This **new late date** for **ON-635.021**, TOR. & LON. R.P.O. / N<sup>o</sup> 2. , 632, MR 30, 36, is used on a picture post card addressed to Detroit.



A **new early date** for **ON-859**, TORONTO & WASHAGO / R.P.O. , 54, V 27, 64 appears on a facing slip. The previous ERD was 1964/05/31.

This is the first reported example of **train 3** and a new **late date** for **WT-178**, CAL & VAN / R. H. BUSCH, Tr. 3, JUN 26, 1965 and is on an otherwise blank facing slip, struck in blue. Also noted is that there is no period after "CAL" or "VAN" as shown in the current catalogue.

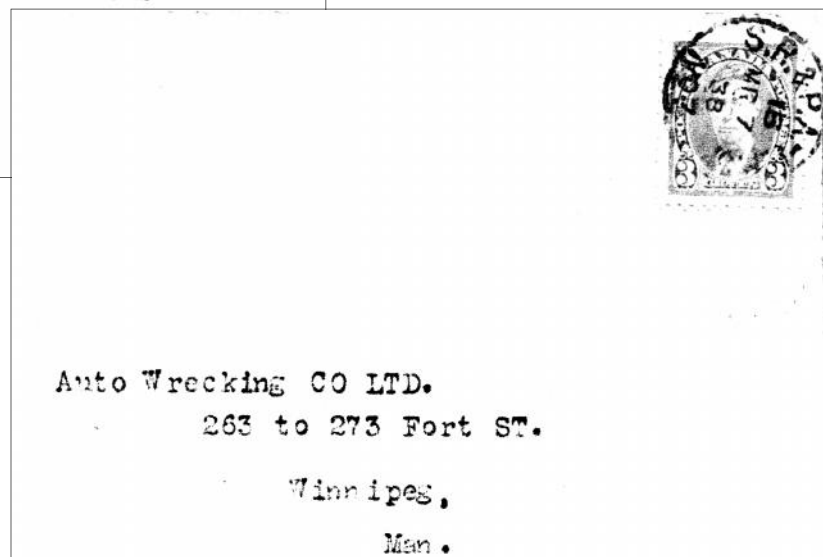


This was the last day of R.P.O. service in western Canada.



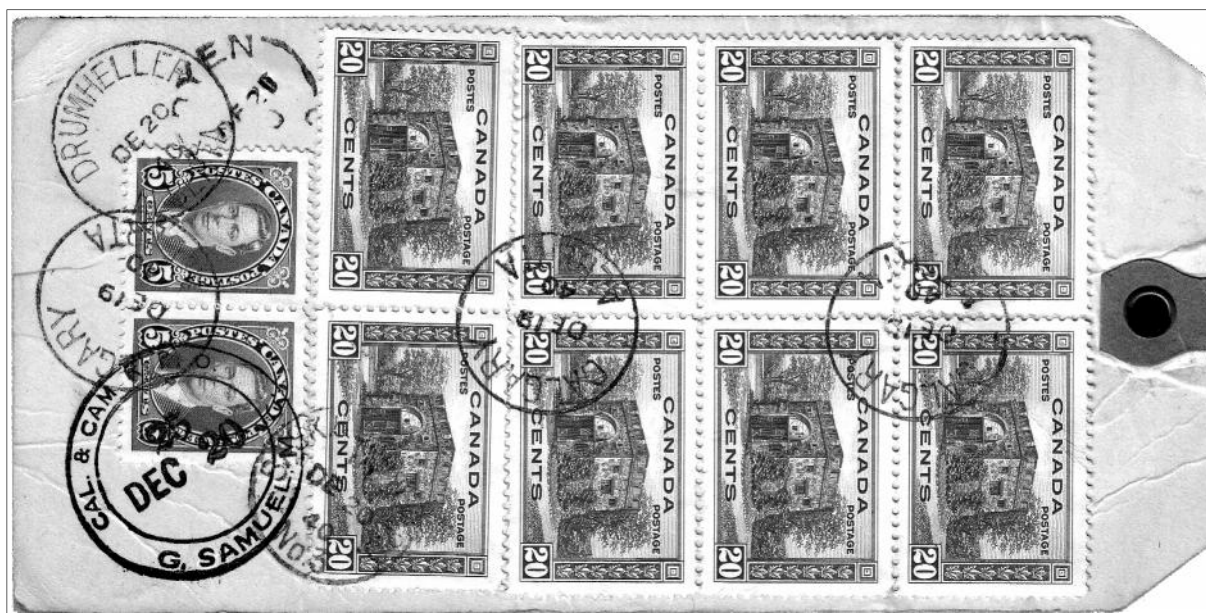
Previously the **LRD** for **WT-267.021** was 1947/07/14. Now we find this later use of KAM. & SASK.- R.P.O. / N<sup>o</sup> 2, 10, JUL 28, 47 on a cover to Northbranch, Kansas.

This cover has a **new LRD** for **WT-793.031**, S. R. & P. A.- R.P.O. / N<sup>o</sup> 3, 16, MR 7, 38. Previously the latest date recorded was 1938/01/29.





## A New Western Clerk Discovery from Hugo Deshaye



**Hugo Deshaye** reports this new private clerk handstamp, CAL. & CAM. R.P.O. / G. SAMUEL, M.C., 25, DEC 20, (40), struck in violet on registered money packet tag with a scarce multiple usage of 8 of the 1938 20¢ Pictorial Issue. It is a type DC1R and will be listed as **WT-61.55**.

The tag originated at Calgary on December 19, 1940 and was transferred the following morning, to the Calgary & Camrose R.P.O. on C.N.Rys. train 25, where the clerk, G. Samuels, applied his handstamp. Train #25 was scheduled to leave Calgary at 7:30 AM and arrive in Drumheller at 10:50 AM, where it was transferred to the post office and postmarked. In the evening, it was put on board the Saskatoon & Drumheller R.P.O. on C.N.Rys. train #10, which was scheduled to leave Drumheller at 11:25 PM. It was postmarked with **WT-691.03**, SASK. & DRUM · R.P.O. / No. 3, 10, DE 20, 40 and scheduled to arrive arrive at Oyen at 3:53 AM the following morning. The Oyen receiving postmark is still dated December 20 in error.

## A Western Hammer Update



In the new catalogue, the **latest reported date** for **WT-885.032** is 1950/02/21. Observed on eBay, this registered cover originated in Poland on March 29, 1952 and was addressed to Mikado, Saskatchewan. It arrived at Montreal, Air Mail Facility at 4 AM on April 3 and in Winnipeg the same day.

In Winnipeg it was transferred to the Winnipeg & Kamsack R.P.O. and stamped with **WT-885.032**, W'PEG. & KAM · R.P.O. / No 3, 9, AP 3, 52. ( Train 9 was scheduled to leave Winnipeg at 9:00 PM and arrive at Kamsack at 8:25 AM the following morning. ) This is a **new late date** and the **first report of train 9 for the hammer**.

At Kamsack, the letter was transferred to the Kamsack & Saskatoon R.P.O. and stamped with **WT-267.022**, KAM. & SASK. R.P.O. / No 2, 9, AP 4, 52. ( Train 9 was scheduled to leave Kamsack at 8:40 AM and arrive at Mikado at 9:12 AM. ) The Mikado receiving backstamp is dated in the morning of that day.

This is remarkably fast service by air and rail. I wonder how long a similar trip would take today.



## Travelling Post Office Postmarks of Newfoundland & Labrador : Update #4

By Brian T Stalker

Annual Update #4 was completed in August 2009 and paper copies were handed out to interested members attending BNAPEX in Kingston; it will also be available via the bnaps.org web-site, going via 'The Hobby' to 'BNAPS Exhibits, Resources and References'. Members without electronic access and wishing to receive a paper copy should contact me at 29 The Piazza, Eastbourne, East Sussex, England BN23 5TG. A donation of £1.50 or \$3 Can or US in cash or mint stamps (UK or Canadian) towards the cost of printing and mailing would be appreciated.

As previously, Update #4 provides a cumulative listing, now of about 200 updates (and a few corrections) to data published five years ago. The inclusion of thirty new updates demonstrates a continuing interest in this topic. Jack Brandt (a non-member), Albert Govier and Murray Smith continue to supply regular feedback and have contributed well over half of the data to each of the four updates; John Walsh has contributed to three, and half a dozen others have sent in data from time to time. To all of you, thank you very much...your continuing support is greatly appreciated.

With two exceptions, Ross Gray's new catalogue incorporates all data in Update #4, so we have a common starting point for the future. Unfortunately, when assisting Ross to compile the Newfoundland & Labrador section of the new catalogue I omitted to provide data for the Mail Assorting Office, North Sydney...the interchange office between Canada's Intercolonial Railway (later CNR) and Newfoundland's steamer service across the Cabot Strait...an essential RPO / TPO link. That omission has now been remedied and Ross will decide how best to incorporate the additional data. The other exception relates to 'named steamer' markings, an area that Bill Topping is currently working on and where something new should be published later in 2010.

It is my intention, should there be sufficient interest, to compile one more cumulative update for publication towards the end of 2010. By then, Ross will have his updating procedure and process well-established, Bill Topping will have published his 'steamer' catalogues, and there will no longer be a need for me to continue with separate updates. In the meantime, Ross and I will have regular exchanges of data to try to ensure that nothing falls overboard or between the buffers!

### For this coming year I would appreciate input and feedback in three particular areas:

1. **NL-191** (Ludlow N-116): STRAITS & N.E. COAST / \_ NEWF'D. \_

I suspect that **two hammers** were produced for this listing but I have only partial strikes which makes identification difficult. I would appreciate scans / photocopies of any strikes.

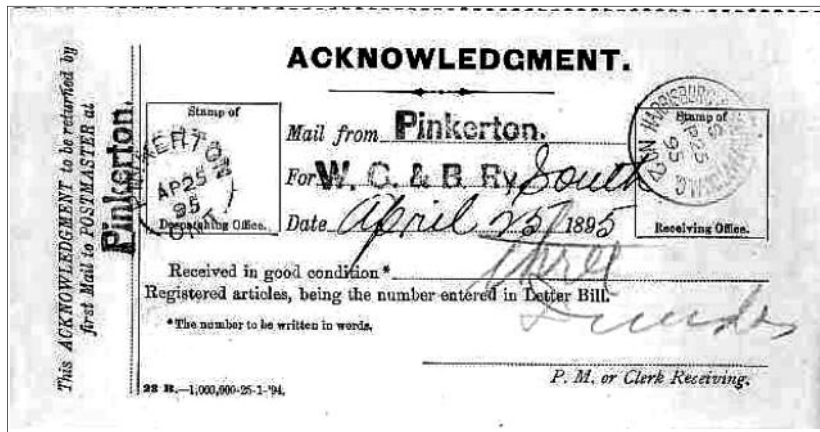
2. I believe that all of Newfoundland & Labrador's Coastal Steamer TPO services were withdrawn towards the end of 1968 but I have yet to track down any documentation to confirm that. Relevant information may be held in The Library and Archives in Ottawa but the files have not yet been 'cleared' for public viewing. Does anyone have copies of relevant documents or newspaper reports?

3. I have built up a reasonably comprehensive listing of coastal steamer TPO routes, steamer names and Mail Officer names on a year by year basis for Newfoundland & Labrador, covering the period 1888-1968, but I have only sparse data for Mail Officer names from 1932 onwards. With present sensitivities about releasing personal information it might not be possible to obtain the data but it would be helpful to know where (and who) to ask.

Any help with those particular areas of research will be much appreciated and acknowledged. Contributions, comments and feedback by regular mail or by e-mail to [brianstalker63@sky.com](mailto:brianstalker63@sky.com).

Thank you.

## New Reports



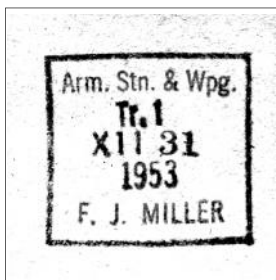
**Jim Miller** reports a new late date, April 25, 1895 for straight line listing **RY-216**, W. G. & B. Ry., previously only known as late as February 23, 1894. The listing was first reported by **Brian Stalker**, just prior to completion of the new catalogue. It has only been found on post office forms to date.

Found on a post card mailed at Perth, Ontario to South Qu'Appelle, Saskatchewan, **Sean Weatherup** reports a **new late date** for **ON-781.02**, TOR. & OTTAWA · C.P.R. / N<sup>o</sup> 2, W, MY 8, 09. The previous LRD was March 27, 1908.



After Sean reported his late example, **Ross Gray** found this **later** strike of **ON-781.02**, TOR. & OTTAWA · C.P.R. / N<sup>o</sup> 2, W, JU 17, 09, on a post card addressed to Philadelphia, PA. The very apparent wear on this hammer explains its much earlier end of use compared with the companion hammer ON-781.01, which remained in use for ten more years.

The first Number 4 hammer of listing WT-886 was known used as late as January 6, 1949 and its replacement, the second Hammer 4 for the listing is reported as early as October 20, 1949. This transit backstamp of **WT-886.041**, WPG. & KAM. R.P.O. / No. 4, 10, AP 9, 49 on a registered cover from Roblin, Manitoba to Buffalo, NY, narrows the gap in the transition period.



**Ron Barrett** sent us this scan of an Armstrong Station & Winnipeg clerk stamp on a facing slip cut out. It is **ON-13**, Arm. Stn. & Wpg. / F. J. MILLER, Tr. 1, XII 31, 1953. We can now correct the text for this "no report" listing in the catalogue and add the date and train number.

## Secretary-Treasurer's Report from Chris Anstead

This issue of the newsletter is the last of the study group's fiscal year. **Members should check for an enclosed dues notice.**

**Newsletter and Catalogue Editor**

Ross Gray, 33 George Street East, Lindsay, ON, K9V 1W6

Phone 705 324-6020

e-mail oshrr@sympatico.ca

**Secretary-Treasurer, Newsletter Mailer**

Chris Anstead, R.R. #1, McDonald's Corners, ON, K0G 1M0

Phone 613 268-2008

e-mail acropolis@superaje.com