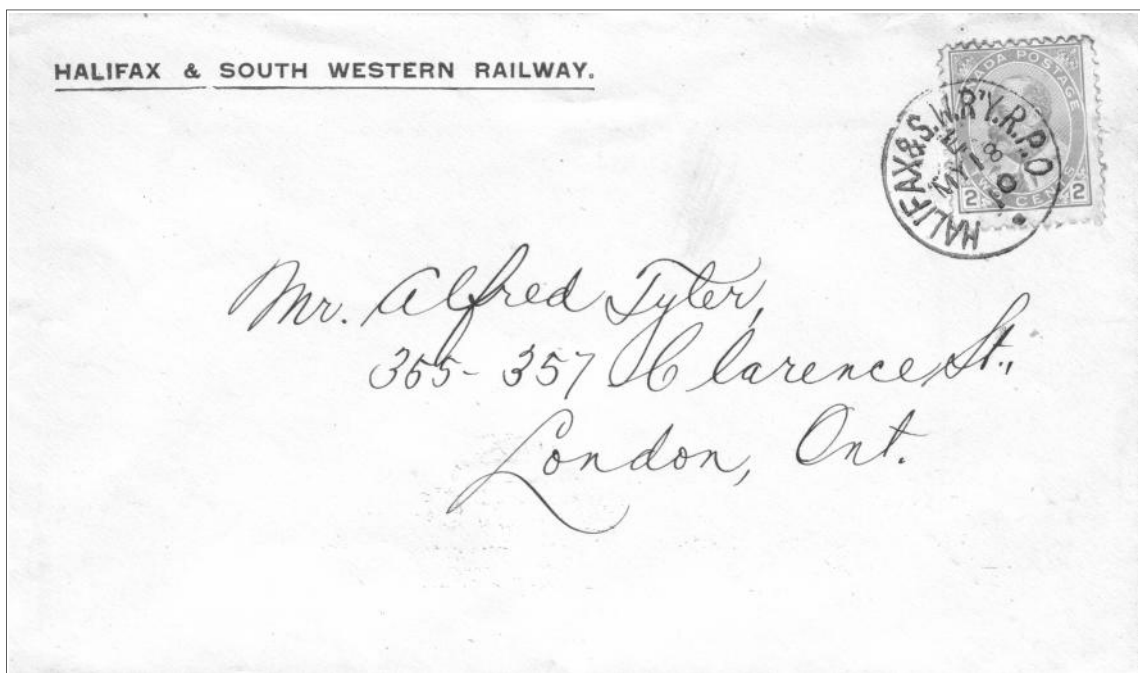




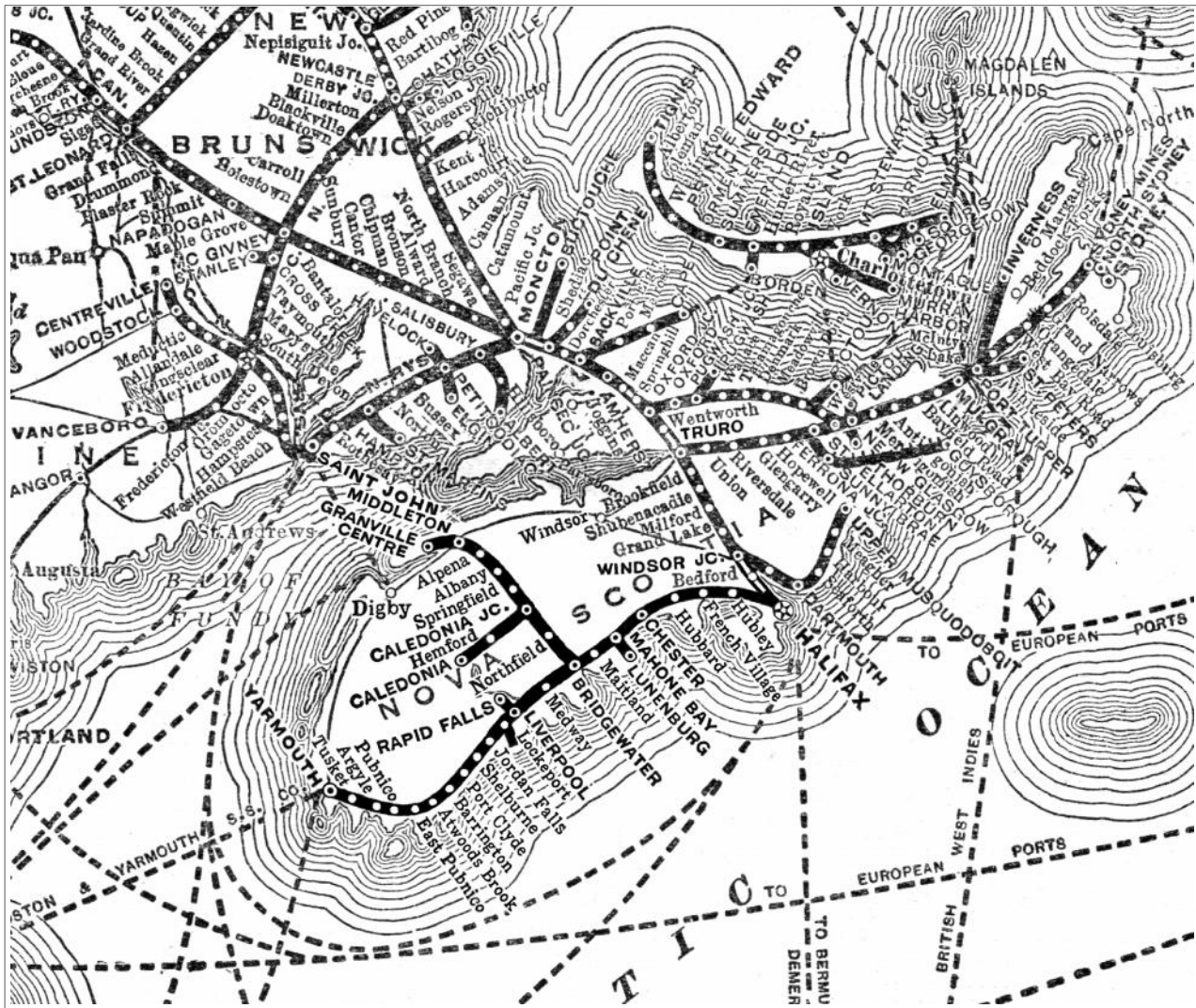
The **Halifax & South Western Railway**, owned by the **Canadian Northern Railway**, opened for through traffic between Halifax and Yarmouth, via Bridgewater, on December 19, 1906. It also included the former Central Railway of Nova Scotia, which ran between Bridgewater and Middleton and had been purchased by the Canadian Northern Railway in 1903.

In 1918 the CNoR went bankrupt and operations of the railway were taken over by **Canadian National Railways**.



This nicely struck example of **RY-87.02**, HALIFAX & S. W. R.Y. R.P.O. / . , E, MY 18, 10 is on company stationery. The London receiving backstamp is dated May 21 at 7 AM.

# The Halifax and South Western Railway



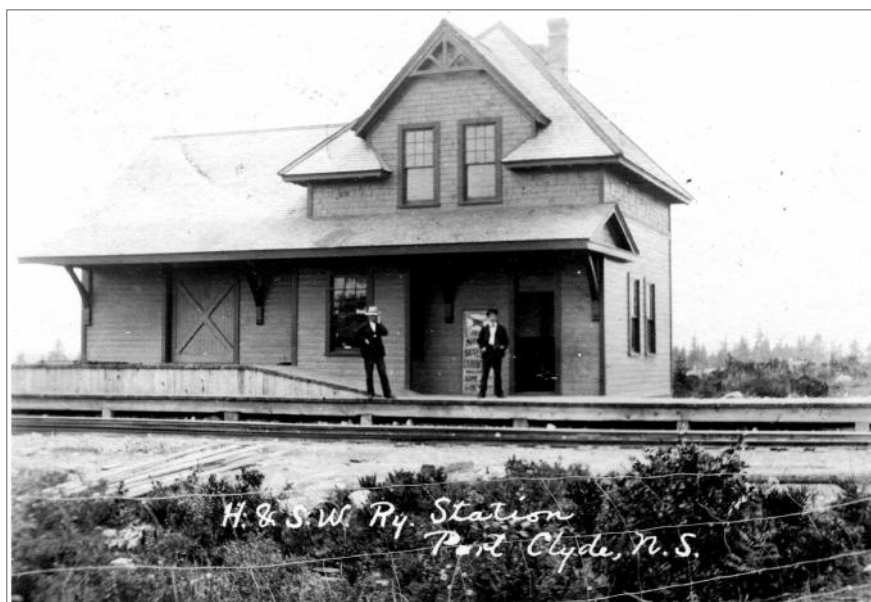
LUNENBURG, BRIDGEWATER, CALEDONIA, MIDDLETON AND GRANVILLE CENTRE									
Read Down			Miles	TABLE No. 52		Read Up			
	257	253		(Atlantic Time)		258	254	256	
	P.M.	A.M.		Lv.	Ar.	A.M.	P.M.	P.M.	
	↑ 1.50	.....	0.0	Lv. Lunenburg, N.S.	Ar. ....	↑ 11.00	.....	.....	
	2.15	.....	7.0	Mahone Bay	.....	10.35	.....	.....	
	f 2.20	.....	8.4	Blockhouse	.....	f 10.16	.....	.....	
	f 2.27	.....	12.0	Maltland	.....	f 10.07	.....	.....	
	↑ 2.40	.....	18.2	Ar. Bridgewater	Lv. ....	↑ 9.35	.....	.....	
	↑ 3.25	↑ 8.00	0.0	Lv. Bridgewater	Ar. ....	↑ 9.05	u 5.05	a 7.15	
	3.30	8.05	1.1	Bridgewater Jct.	51	9.00	5.00	7.10	
	f 3.44	f 8.17	5.7	Mossman	.....	f 8.48	f 4.44	f 6.55	
	f 3.53	f 8.24	8.4	Northfield	.....	f 8.40	f 4.36	f 6.45	
	4.00	8.30	11.0	Pinehurst	.....	8.30	4.30	6.35	
	4.12	8.40	15.4	Caledonia Jct.	.....	8.15	4.18	6.20	
	4.15	↑ 8.50	16.5	Ar. New Germany	Lv. ....	8.10	u 4.15	a 6.15	
	4.35	.....	17.6	Caledonia Jct.	.....	8.01	.....	.....	
	5.00	.....	22.7	Hemford	.....	7.43	.....	.....	
	f 5.19	.....	25.0	Colpton	.....	f 7.26	.....	.....	
	f 5.28	.....	30.0	Pleasant River	.....	f 7.19	.....	.....	
	5.40	.....	32.5	Brookfield Mines	.....	7.10	.....	.....	
	5.52	.....	36.2	South Brookfield	.....	6.57	.....	.....	
	↑ 6.05	.....	39.5	Ar. Caledonia	Lv. ....	↑ 6.45	.....	.....	
	P.M.	↑ 8.50	16.5	Lv. New Germany	Ar. ....	A.M.	u 4.15	a 6.15	
	.....	9.13	23.1	Cherryfield	.....	.....	3.43	6.45	
	.....	9.26	26.4	Springfield	.....	.....	3.33	6.24	
	.....	9.35	29.2	Ridge Road	.....	.....	f 3.23	f 5.13	
	.....	f 9.49	32.9	Dalhousie	.....	.....	f 3.10	f 5.00	
	.....	f 10.13	39.6	Squirreltown	.....	.....	f 2.50	f 4.32	
	.....	f 10.25	42.9	Albany	.....	.....	f 2.38	f 4.20	
	.....	f 10.32	44.8	Alpena	.....	.....	f 2.32	f 4.13	
	.....	10.57	50.8	Nictaux	.....	.....	2.00	3.53	
	A.M.	11.15	54.2	Middleton Jct.	.....	.....	1.45	3.40	
	11.40	↑ 11.20	54.8	Middleton	.....	.....	1.40	3.35	
	11.45	A.M.	55.3	Middleton Jct.	.....	P.M.	.....	3.10	
	f 12.03	.....	60.4	Elliott	.....	.....	f 2.50	.....	
	12.20	.....	63.7	Clarence	.....	.....	.....	2.35	
	12.45	.....	69.0	Bridgetown	.....	.....	.....	2.15	
	1.05	.....	75.0	Belleisle	.....	.....	.....	1.30	
	1.15	.....	77.7	Ar. Granville Centre	Lv. ....	.....	.....	a 1.20	
	P.M.	.....		N.S.	Lv. ....	P.M.	.....	.....	

Canadian National Railways Public Timetable - 1930

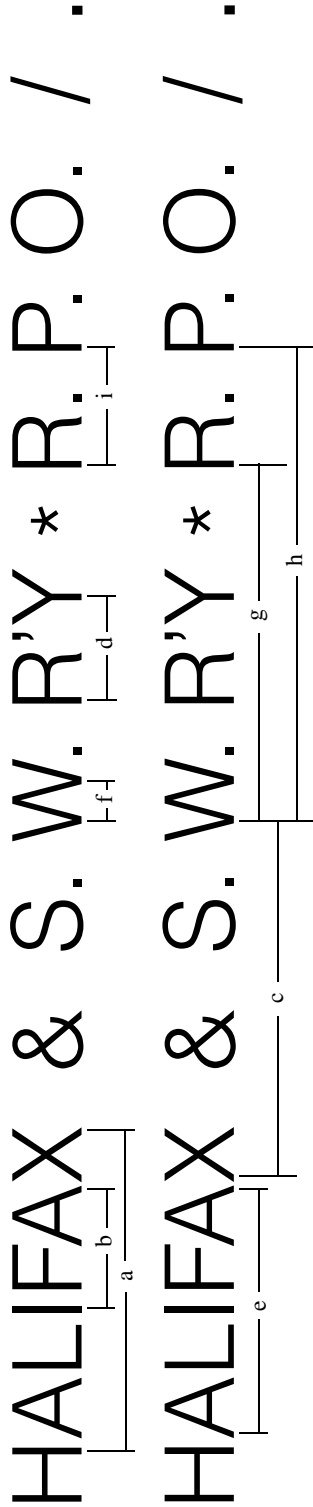
# The Halifax and South Western Railway

HALIFAX, YARMOUTH, BOSTON AND NEW YORK											
Read Down								Read Up			
				283	85	Miles	TABLE No. 51 (Atlantic Time)	86	284		
				P.M.	A.M.		Lv. <b>Halifax N.S.</b> Ar.	P.M.	A.M.		
				↑ 2.45	↑ 7.00	0.0	Ar. <b>Halifax N.S.</b> Lv.	↑ 6.15	↑ 11.35		
				2.53	7.10	3.5	Ar. <b>Southwestern Jct.</b> Lv.	8.05	11.20		
				3.05	7.10	4.4	Ar. <b>Bowser</b> Lv.	8.10	11.20		
				f 3.32	f 7.29	12.2	Ar. <b>Hubley</b> Lv.	f 5.40	f 10.56		
				f 3.43	f 7.38	16.5	Ar. <b>French Village</b> Lv.	f 5.30	f 10.46		
				3.55	7.50	21.4	Ar. <b>St. Margaret's Bay</b> Lv.	5.20	10.33		
				f 4.06	f 7.58	24.8	Ar. <b>Ingramport</b> Lv.	f 5.08	f 10.26		
				4.20	8.10	30.1	Ar. <b>Hubbard</b> Lv.	4.58	10.14		
				4.45	8.25	36.4	Ar. <b>East River</b> Lv.	4.45	9.50		
				f 5.07	f 8.45	44.2	Ar. <b>East Chester</b> Lv.	f 4.28	f 9.30		
				f 5.25	f 8.59	50.5	Ar. <b>Chester</b> Lv.	f 4.14	f 9.14		
				5.31	9.07	52.6	Ar. <b>Merriott's Cove</b> Lv.	4.08	9.07		
				f 5.35	9.20	54.4	Ar. <b>Chester Basin</b> Lv.	3.53	8.50		
				5.45	9.28	58.1	Ar. <b>Western Shore</b> Lv.	f 3.45	f 8.40		
				f 5.55	f 9.35	61.8	Ar. <b>Martins River</b> Lv.	f 3.36	f 8.28		
				f 6.07	9.50	65.8	Ar. <b>Mahone Bay 52</b> Lv.	↑ 3.25	↑ 8.10		
				↑ 6.25	↑ 9.50	71.1	Ar. <b>Lunenburg</b> Lv.	↑ 2.50	↑ 7.35		
				573	277	7.0	Lv. <b>Lunenburg</b> Ar.	↑ 3.55	↑ 8.40		
				↑ 6.55	↑ 10.25	0.0	Lv. <b>Mahone Bay 52</b> Ar.	↑ 3.25	↑ 8.10		
				↑ 7.05	↑ 10.30	82.3	Lv. <b>Bridgewater</b> Ar.	3.00	7.40		
				↑ 7.30	↑ 10.30	82.3	Lv. <b>52</b> Ar.	2.50	7.10		
				5.05	10.35	83.4	Ar. <b>Bridgewater Jct.</b> Lv.	2.45	7.05		
				f 5.30	f 1.03	90.7	Ar. <b>Conquerall</b> Lv.	f 6.48	f 2.42		
				f 5.45	f 1.11	93.7	Ar. <b>Italy Cross</b> Lv.	f 2.23	f 6.39		
				f 5.58	f 1.22	97.0	Ar. <b>Middlewood</b> Lv.	f 6.29	f 2.23		
				f 6.02	f 1.33	100.6	Ar. <b>County Line</b> Lv.	f 2.06	f 6.18		
				f 6.18	f 1.52	104.9	Ar. <b>Medway</b> Lv.	1.54	6.07		
				6.45	2.05	111.9	Ar. <b>Brooklyn</b> Lv.	1.36	5.50		
				f 7.10	f 2.20	113.5	Ar. <b>Liverpool</b> Lv.	↑ 1.32	↑ 5.45		
				↑ 7.20	↑ 2.45	121.1	Ar. <b>Hunts Point</b> Lv.	↑ 1.12	↑ 5.15		
				↑ 8.10	↑ 2.45	125.8	Ar. <b>Port Mouton</b> Lv.	1.02	5.05		
				8.25	2.50	134.9	Ar. <b>Wilkins</b> Lv.	1.02	5.05		
				9.20	3.55	142.2	Ar. <b>Sable River</b> Lv.	↑ 12.20	↑ 11.55		
				↑ 9.45	↑ 4.15	148.7	Ar. <b>Lockeport</b> Lv.	↑ 12.05	↑ 11.20		
				↑ 10.55	↑ 4.38	156.4	Ar. <b>East Jordan</b> Lv.	↑ 11.55	↑ 11.20		
				↑ 12.20	↑ 4.45	159.0	Ar. <b>Jordan Falls</b> Lv.	↑ 11.35	↑ 10.47		
				↑ 12.30	↑ 4.50	164.4	Ar. <b>Shelburne</b> Lv.	↑ 11.28	↑ 10.40		
				↑ 1.00	↑ 5.20	171.3	Ar. <b>Birchtown</b> Lv.	↑ 11.15	↑ 10.09		
				↑ 6.25	↑ 5.37	176.0	Ar. <b>Gunning Cove</b> Lv.	↑ 10.57	↑ 9.51		
				↑ 6.40	↑ 5.49	179.6	Ar. <b>Roseway</b> Lv.	↑ 10.47	↑ 9.37		
				↑ 6.53	↑ 5.59	184.5	Ar. <b>Greenwood</b> Lv.	↑ 10.41	↑ 9.28		
				↑ 7.08	↑ 6.14	187.2	Ar. <b>Port Saxon</b> Lv.	↑ 10.31	↑ 9.14		
				↑ 7.20	↑ 6.24	189.5	Ar. <b>Port Clyde</b> Lv.	↑ 10.19	↑ 9.06		
				↑ 7.40	↑ 6.30	196.7	Ar. <b>Barrington</b> Lv.	↑ 10.04	↑ 8.39		
				↑ 8.10	↑ 6.51	200.1	Ar. <b>Barrington Passage</b> Lv.	↑ 9.55	↑ 8.26		
				↑ 8.40	↑ 7.00	202.7	Ar. <b>Atwoods Brook</b> Lv.	↑ 9.48	↑ 8.18		
				↑ 8.55	↑ 7.16	205.8	Ar. <b>Shag Harbor</b> Lv.	↑ 9.41	↑ 8.08		
				↑ 9.05	↑ 7.20	208.3	Ar. <b>Woods Harbor</b> Lv.	↑ 9.36	↑ 7.59		
				↑ 9.36	↑ 7.29	212.0	Ar. <b>Upper Woods Harbor</b> Lv.	↑ 9.30	↑ 7.45		
				↑ 9.50	↑ 7.39	215.2	Ar. <b>Lower East Pubnico</b> Lv.	↑ 9.19	↑ 7.37		
				↑ 10.00	↑ 7.53	217.7	Ar. <b>D'Entremonts</b> Lv.	↑ 9.09	↑ 7.26		
				↑ 10.10	↑ 7.53	219.4	Ar. <b>East Pubnico</b> Lv.	↑ 8.56	↑ 7.11		
				↑ 10.15	↑ 7.53	222.1	Ar. <b>Pubnico</b> Lv.	↑ 8.50	↑ 7.00		
				↑ 10.35	↑ 8.12	225.7	Ar. <b>Lower Argyle</b> Lv.	↑ 8.43	↑ 6.52		
				↑ 10.47	↑ 8.25	228.2	Ar. <b>Central Argyle</b> Lv.	↑ 8.31	↑ 6.37		
				↑ 10.57	↑ 8.32	231.1	Ar. <b>Belleville</b> Lv.	↑ 8.25	↑ 6.30		
				↑ 11.07	↑ 8.43	236.6	Ar. <b>Tusket</b> Lv.	↑ 8.10	↑ 6.25		
				↑ 11.22	↑ 9.05	239.4	Ar. <b>Pleasant Lake</b> Lv.	↑ 8.00	↑ 6.15		
				↑ 11.32	↑ 9.10	245.3	Ar. <b>Arcadia</b> Lv.	↑ 7.55	↑ 6.00		
				↑ 11.34	↑ 9.16	250.1	Ar. <b>Yarmouth, N.S.</b> Lv.	↑ 7.35	↑ 6.00		
				↑ 11.55	↑ 9.35	250.5	Ar. <b>Lovitt Street</b> Lv.	↑ 7.35	↑ 6.00		
				↑ 12.05	↑ 9.50	250.5	Ar. <b>Yarmouth, N.S.</b> Lv.	↑ 7.35	↑ 6.00		
				P.M.	A.M.		Ar. <b>Boston Mass. (E.T.)</b> Lv.	↑ 4.30	↑ 4.30		
				↑ 6.30	↑ 8.30		Ar. <b>Yarmouth, N.S.</b> Lv.	↑ 4.30	↑ 4.30		
				↑ 8.30	↑ 10.30		Ar. <b>New York, N.Y.</b> Lv.	↑ 4.30	↑ 4.30		

Canadian National Railways Public Timetable - 1930



RY-87 Hammer Data



Hammer	R'Y	Y*R	&	a	b	c	d	e	f	g	h	i
1	apostrophe	base period	rounded	10 1/4 -	4 1/2	8	3 1/2 -	8 1/4	1 +	7 3/4	9 1/2	2 1/2 -
2	apostrophe	base period	rounded	10	4 1/2	7 1/4	3	8 +	1 +	7 1/2	10	3 +
3	apostrophe	base period	rounded	10	4	7	3 +	7 1/2 +	3/4 +	7 1/2 -	10	3 1/4
4	no apostrophe	colon	sharp	10 -	4	7 1/2 +	3 -	7 1/2 +	1 1/2 -	7 1/2 -	9 3/4	3 -
5	no apostrophe	colon	sharp	10 1/4 +	4 1/4	8 +	3	8 +	1 1/4	8	10 +	3 -
6	no apostrophe	colon	rounded	10 +	4 1/2	9	3	8 +	1 1/2 -	8	10 1/4	3 1/4 -
7	no apostrophe	colon	rounded	10 1/4	4 1/4	8 1/4	3 -	8 +?	1 1/2	7 3/4	10	3
8	no apostrophe	colon	rounded	10 +	4 1/4 +	8 1/4	2 3/4	8	1 1/2 -	7 1/2	9 3/4	3 -

Hammer	Proof Date	ERD	LRD	Indicia
1	unknown	1907/11/16	1918/10/09	E, W
2	unknown	1907/08/10	1920/07/08	E, W, blank
3	unknown	1913/01/01	1920/11/04	E, W
4	1919/02/21	1920/07/22	1928/05/21	E, W
5	1919/02/21	1919/05/27	1929/05/20	E, W
6	1920/07/06	1920/08/02	1928/08/09	E, W
7	1920/07/06	1924/08/07	1928/06/19	E, W
8	1920/07/06	1928/08/26	1928/08/26	W

This study is based on one done by Lewis Ludlow. I have been unable to locate proof strike copies for hammers IV, V and VII.



RY-87.01



RY-87.02



RY-87.03



RY-87.04



RY-87.05



RY-87.06

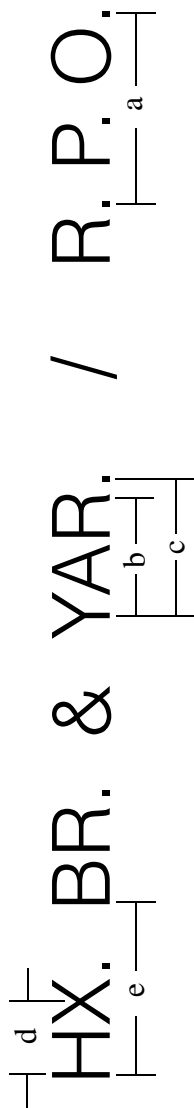
Proof Strike  
Copy Not  
Available

RY-87.07



RY-87.08

## MT-87 Hammer Data



Hammer	a	b	c	d	e	Proof Date	ERD	LRD	Indicia
1	8	6	6 3/4	3 1/2	5 1/2	1929/02/16	1932/01/25	1949/10/26	86, 88
2	7 1/2 -	5	6	3 1/2 +	6	unknown	1929/12/31	1961/02/28	85, 87, 285
3	8	5 1/4 +	6 1/2	4 -	5 1/2 +	unknown	1929/10/02	1952/02/15	E, 86, 87, 88
4	7 1/2 -	5 1/2	6 1/2 -	4 -	6 +	unknown	1930/01/20	1951/01/12	85, 86, 87, 88
5	10 +	6 +	7 +	4 +	6 +	1950/06/01	1952/08/30	1971/01/09	88, 244, 285, 286
6	8 1/2 +	6 -	7 1/4	3 1/2 +	6 1/2 -	1953/03/12	1955/10/08	1967/02/24	243, 244, 286

Chord "d" is measured from the intersection of the horizontal bar with the left leg of the "H" to the intersection of the two legs of the "X".

The **destruction order** for hammer 4 is dated on or about August 1, 1968; the indicia set was 243, AP 29, 67.

The **destruction order** for hammer 6 is dated March 12, 1969; the indicia set was 244, April 28, 67.



MT-87.01



MT-87.02



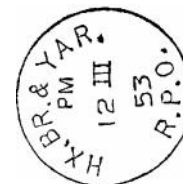
MT-87.03



MT-87.04



MT-87.05



MT-87.06

This study was originated by Lewis Ludlow and published in the October and November, 1974 issues of BNA TOPICS.

## Halifax, Bridgewater & Yarmouth R.P.O.



MT-88

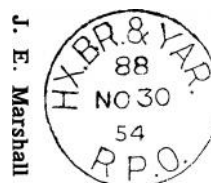
This 3¢ cover from Mill Village, Nova Scotia to Toronto has the only reported strike of listing **MT-88**, HX. BR. & YAR. / R.P.O. / J. C. HILL , 85, AU 5, 35. Note the partial second strike at the top edge of the envelope.

The clerk, J. C. Hill, attached his name to the hub of **MT-87.04**.

### A Newly Discovered Clerk Name Attachment



**Sean Weatherup** has just reported this new clerk attachment on the hub of **MT-87.05**. It was found on a facing slip cut out. It will be listed as **MT-87.057**, HX. BR. & YAR. / R.P.O. / J. E. MARSHALL , 88, NO 30, 54 , (Type CC3A, RF-G)



MT-87.057

### MT-89 Hammer Data

This listing is a large diameter **rubber hammer** with a double frame outer circle, type CC5, reading HFX. B'WATER & YAR.. The only reported date is 1937/07/02 and the proof date is unknown. We have no illustration available and do not know if use was on mail or postal forms. No train number is recorded.

### MT-90 Hammer Data



MT-90

Proof Date	ERD	LRD	Indicia
1946/07/11	1950/07/31	1961/06/23	88, 286



# Halifax, Bridgewater & Yarmouth R.P.O.

## MT-91 Hammer Data

Hammer	Proof Date	ERD	LRD	Indicia
1	1952/04/25	1953/10/02	1953/10/02	87
2	1953/10/30	1954/01/13	1971/01/09	87, 243, 285, 286
3	1953/12/18	unknown	unknown	unknown



MT-91.01



MT-91.02



MT-91.03

## MT-92 Hammer Data

This listing is one of the three hammers of MT-91, likely MT-91.02, with the clerk's name, J. N. MARSHALL, attached to the hub. Only one date, 1959/02/20 and train 285 is reported. Whether use was on mail or a postal form, is unknown.

## MT-93 Hammer Data



MT-93

This listing is a large diameter **rubber hammer** with a double frame outer circle, type CC5R, reading HFX. BRI. YAR. / R.W.S.. The ERD is 1954/11/04; the LRD is 1955/02/10. No proof date is known.

## MT-94 Hammer Data

Proof Date	ERD	LRD	Indicia
1961/05/08	unknown	unknown	unknown

It is unlikely that this hammer was ever used.



MT-94

There are only two **private clerk handstamps** recorded for this busy, long lasting run, aside from the clerk name attachments to official steel hammers.

They are **MT-95**, FROM HAL. B'WTR. & YAR. / S. A. AMIRAULT , Type SL0R, dated 1935/11/06 with train 85 and **MT-95.5**, FROM HX. BR. W & YAR / C. A. FRY, also Type SL0R, dated 1964/04/25 with train 285.

The last day of Yarmouth-Bridgewater-Halifax passenger service was **October 25, 1969**. Apparently the R.P.O. continued to operate in a combination express/mail car on trains 243 and 244 until **January 9, 1971**. The editor is attempting to verify such an arrangement.

## Halifax & Liverpool



MT-158



MT-159

There has been no reported use of these two unusual hammers which included train numbers in their permanent lettering and whose original proof strike date is unknown.

The **Destruction Order** for **MT-158** is dated May 27, 1970 and that for **MT-159** is November 7, 1969. The indicia set in MT-158 was dated July 30, 1969 and that for MT-159 was July 30, 1968. These dates may be the original proof dates and the hammers may never have been used.

## Lunenburg & Middleton



The only hammer of **MT-231** was proof struck on December 26, 1903. The earliest reported use is 1904/03/15 and the latest reported use is 1910/09/01. Both N and S direction indicia were used.

The single hammer of **MT-232**, which was proof struck on March 6, 1911, replaced MT-231. Earliest reported use is 1911/04/07 and latest reported use is 1923/01/05. Again, both N and S direction indicia were used.



**MT-233** is a new listing. It is a large rubber handstamp, type CC1R, which was proof struck on January 13, 1919. There is no reported use.

## Bridgewater & Middleton

**MT-6** was proof struck on March 9, 1923. It replaced MT-232 when the run was shortened and the southern terminal became Bridgewater instead of Lunenburg. The earliest reported date is 1924/02/18 and the latest recorded use is 1932/03/24. N and S indicia were used.



## Travelling Letter Box to Halifax

*RY-193*

**THIS MAIL WAS CARRIED IN  
TRAVELLING LETTER BOX TO HALIFAX, N.S.**

Listing **RY-193** is a straight line rubber stamp, struck in red, that was applied in Halifax to mail received from trains and which had not been cancelled. The postage stamp is cancelled with a Halifax / Canada cds with a 13 or 14 timemark. Its purpose was to identify that the letter had not originated in Halifax. The reported period of use is 1950/01/30 to 1951/11/08.

One of the 3 covers in my collection has a Mahone Bay return address suggesting that it arrived on a Bridgewater-Halifax train.

*RY-194*

**THIS MAIL WAS CARRIED IN TRAVELLING  
LETTER BOX TO HALIFAX, N. S.**

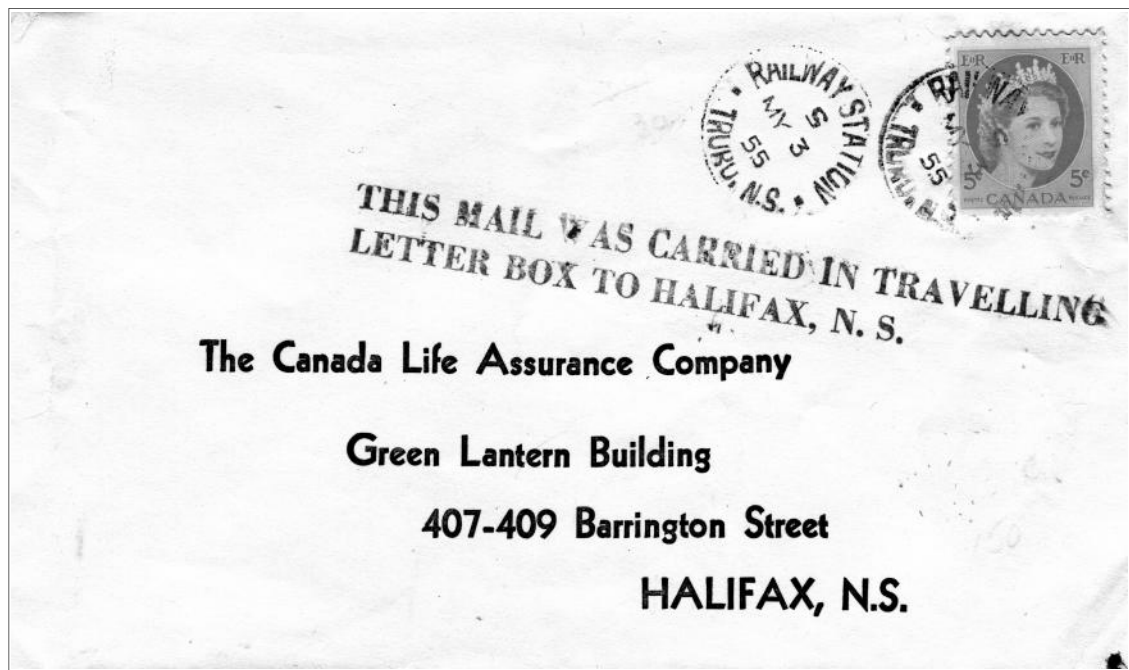
RY-193 was replaced with **RY-194** and was also struck in red. The time marks of the accompanying Halifax cds are 5,7,9,13 and 14 and the known period of use is 1951/12/18 to 1956/03/13.

I have covers with return addresses of Bridgewater and Chester, suggesting that they travelled on a Bridgewater-Halifax train. I also have a cover with a Kentville return address, suggesting that it travelled on a Yarmouth-Digby-Halifax train.

The following cover which was cancelled at the Truro station begs for an explanation.

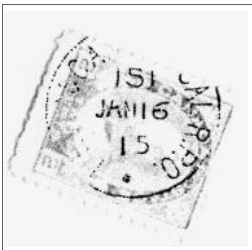


## Travelling Letter Box to Halifax



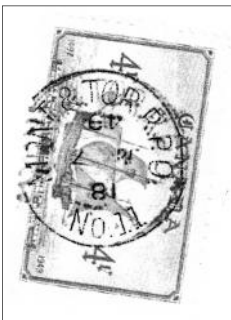
This is the only example which I have seen of **RY-194** , THIS MAIL WAS CARRIED IN TRAVELLING / LETTER BOX TO HALIFAX, N.S. , where the stamps are cancelled with a postmark other than a Halifax / Canada cds, in this case **SN-60.02**, RAILWAY STATION / · TRURO. N.S. · , 5, MY 3, 55.

### New Reports from Ron Barrett



**QC-57**, LEVIS & CAMP. LOCAL - R.P.O. / . , 151, JAN 16, 15, is a previously **unreported train number 151**.

**QC-59**, LEVIS & CAMP'B'TON EXP.- R.P.O. / . , E, MR 24, 15 is a **new early date**. The previous ERD for this hammer, which was proof struck on December 24, 1914, was 1915/04/15.

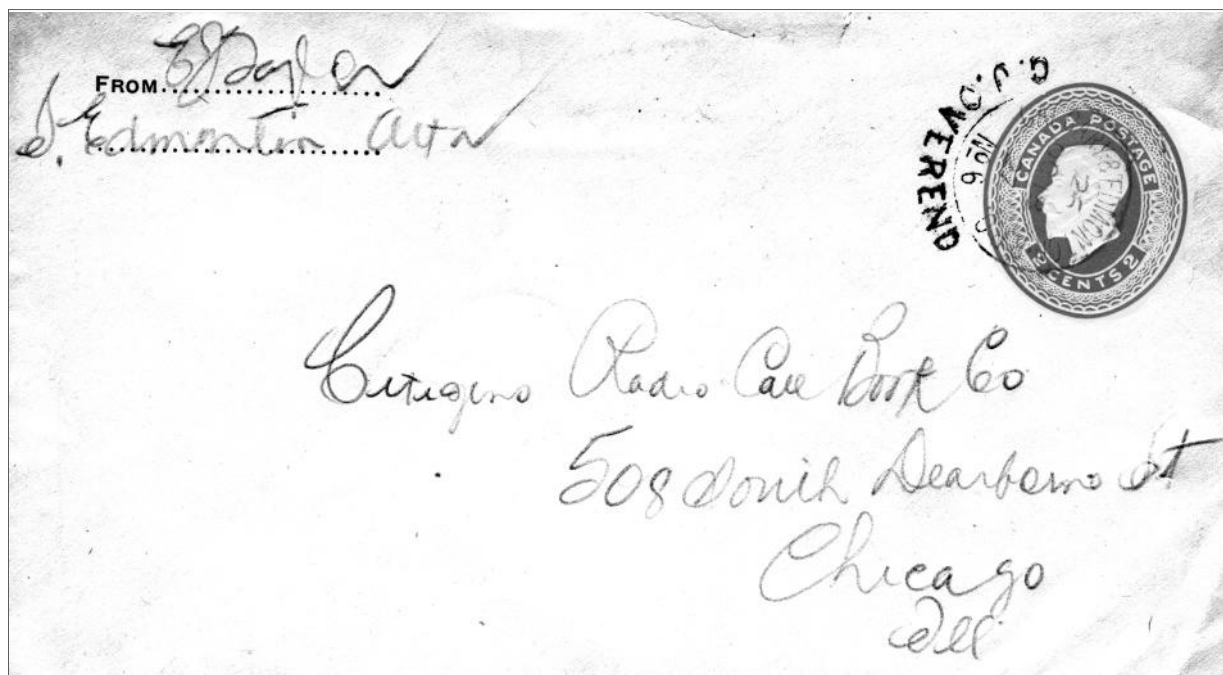


**QC-296.113**, MONT. & TOR. R.P.O. / No. 11 , 18, ?? 7, 49, is a **new early date** for this hammer, which was proof struck on November 16, 1948. (*The 4¢ stamp was issued on April 1, 1949.*) The previous ERD for this hammer, which was proof struck on November 16, 1948, was 1950/04/18.

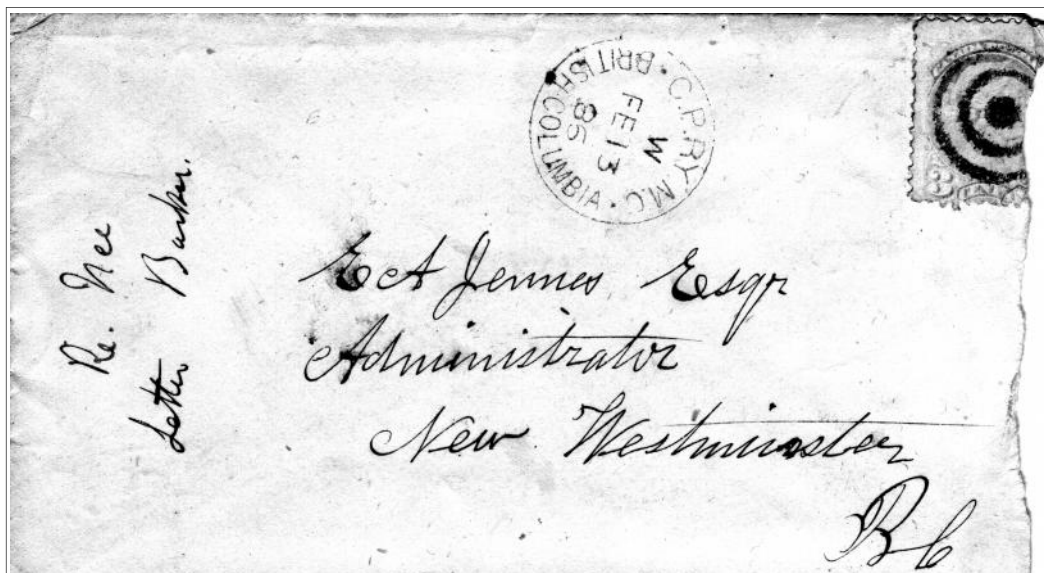


**QC-391**, QUE. & CAMP. LOCAL R.P.O. / . , 32, MR 23, 16 is a previously **unrecorded train number 32** for this listing.

## New Reports from Ross Gray



Many clerk name or number attachments have been discovered for the Maritimes and Quebec sections of the catalogue but they are rarely found in the Western section. This new discovery will be listed as **WT-64.0621**, CALGARY & EDMONTON · R.P.O. / N<sup>o</sup> 6 / G. J. OVEREND , 26, OC 18, 27 , Type CC3A, RF-G. There is no Chicago arrival backstamp on this 2¢ postal stationery envelope with a South Edmonton return address.



This rough 3¢ Small Queen cover is postmarked with a **new early date** for **RY-21.10** (hammer 10), C. P. RY. M.C. / · BRITISH · COLUMBIA · , W, FE 13, 86. Previously the ERD for this hammer was 1886/04/12. The proof date is unknown.

The ERD for the listing is 1885/12/24, hammer unknown. (*See page 1895.*)

**Newsletter Editor, 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

Timetable Date / Train Number	85	85/86	87	87/88	87-M285/88-M286	M87/M88	M285/M286	M243/M244
January 6, 1929		H-Y						
June 23, 1929		H-Y		H-Y				
September 29, 1929		H-Y						
March 2, 1930		H-Y						
September 28, 1930		H-Y						
January 11, 1931		H-Y						
June 28, 1931		H-Y						
March 10, 1935		H-Y	H-Y					
June 26, 1938		H-Y		H-Y				
June 23, 1940		H-Y		H-Y				
April 27, 1941	H-Y			H-Y				
September 24, 1944						H-Y		
February 24, 1946				H-Y				
September 29, 1946						H-Y		
June 22, 1947				H-Y				
November 28, 1948				H-Y				
November 26, 1950				H-Y				
June 24, 1951				H-Y				
November 25, 1951				H-Y				
April 27, 1952				H-Y				
November 30, 1952				H-Y				
April 26, 1953					H-Y			
April 25, 1954					H-Y			
September 26, 1954					H-Y			
April 24, 1955							H-Y	
September 25, 1955							H-Y	
April 29, 1956							H-Y	
September 30, 1956							H-Y	
April 28, 1957							H-Y	
October 27, 1957							H-Y	
April 27, 1958							H-Y	
April 26, 1959							H-Y	
October 25, 1959							H-Y	
April 24, 1960							H-Y	
April 30, 1961							H-Y	
April 29, 1962							H-Y	
October 28, 1962							H-Y	
October 27, 1963							H-Y	
April 26, 1964							H-Y	
October 25, 1964							H-Y	
April 25, 1965							H-Y	
April 24, 1966								H-Y
October 30, 1966								H-Y
April 30, 1967								H-Y
October 29, 1967								H-Y
April 28, 1968								H-Y
October 27, 1968								H-Y
April 27, 1969								H-Y

H-Y = Halifax -Yarmouth Trains

Prefix "M" indicated a "MIXED" or combined passenger / freight train