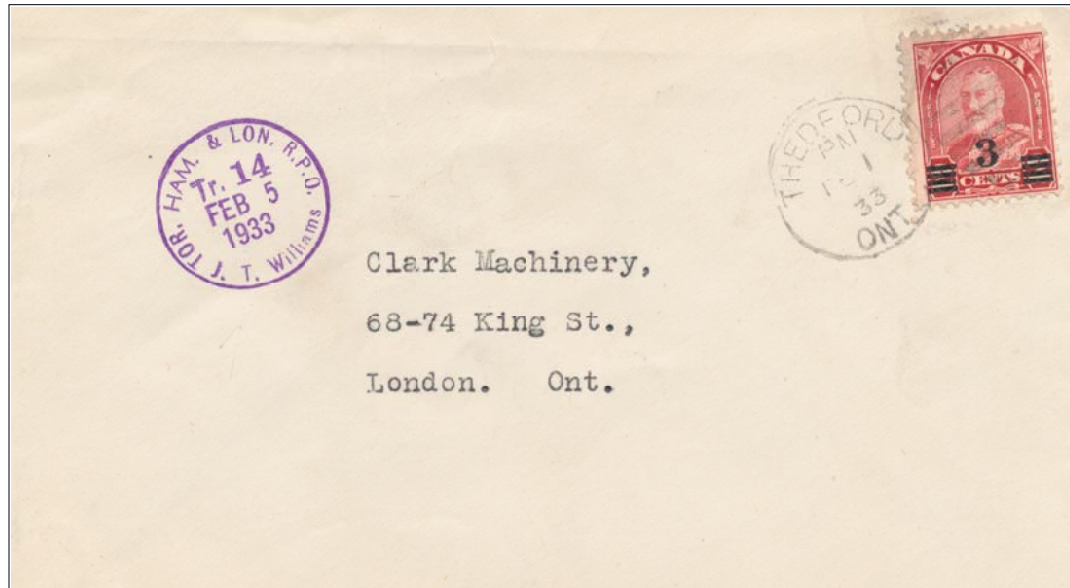
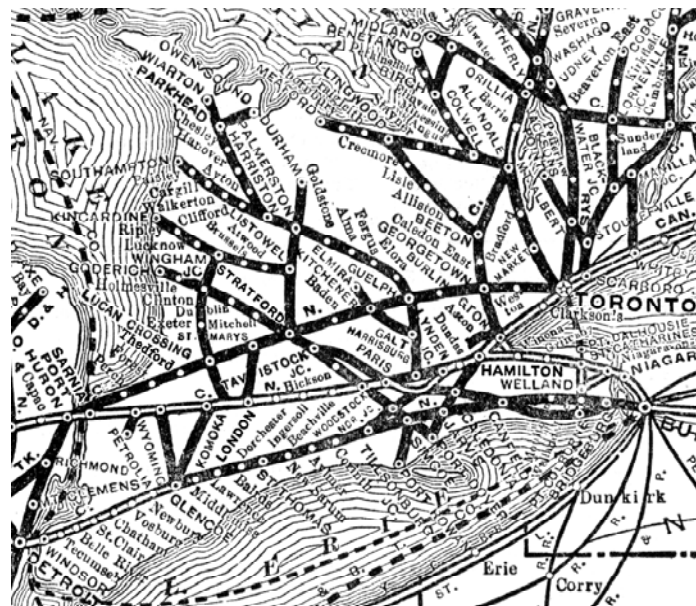


This issue is again mostly devoted to new reports suggesting that there is still much to be revealed about RPOs. We thank **Jack Brandt**, **Colin Lewis** and **Rick Parama** for their contributions. Your editor includes a new hammer study of the multiple “Nº 1” hammers of listing WT-961 used for the Winnipeg & Regina R.P.O., as well as presenting a previously unreported clerk stamp from Ontario.

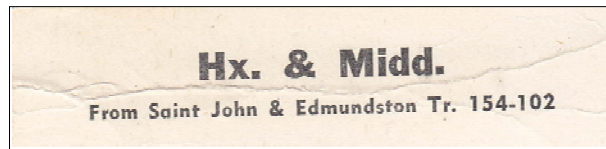


Perfectly struck on the front of this commercial cover from Thedford to London, is a previously unreported clerk handstamp, now catalogued as **ON-617.65**, TOR. HAM. & LON. R.P.O. / J. T. Williams , Tr. 14, FEB 5, 1933 , Type CC3R, R.F. G.

Why did the clerk on the eastbound Toronto, Hamilton & London R.P.O. postmark this cover four days after it was posted? A 1935 CNR public timetable shows that only two daily except Sunday passenger trains served Thedford. Eastbound train 600 from Sarnia to Stratford stopped at 5:59 AM and westbound train 601 from Stratford to Sarnia stopped at 6:10 PM. It is likely that the letter was transferred to train 601 in the evening of Wednesday, February 1 and arrived in Sarnia at 7:10 PM. Eastbound daily train 14, the International Limited, from Chicago to Montreal, via Sarnia, London, Hamilton and Toronto arrived in London at 5:27 AM and departed at 5:41 AM. There is no London receiving stamp to reveal the delivery date. My guess is that the letter was left in the bottom of a bag and later discovered on the R.P.O.



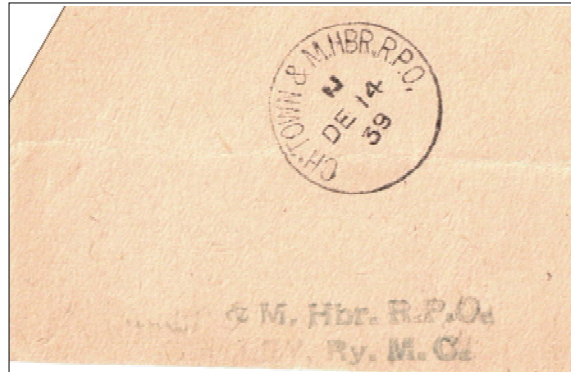
New Reports from Colin Lewis



Colin enquired about this label. I showed it to **Michael Millar**, a retired R.P.O. clerk who worked on the Toronto & Montreal R.P.O. as well as other R.P.O.s out of Toronto. He responded as follows; "**It's a bag tag** to the Halifax & Middleton RPO from the Saint John and Edmundston southbound trip. I expect the bag came across on the ferry to Digby for onward transmission."

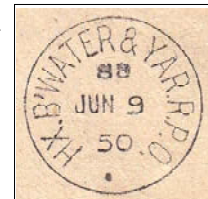


MT-41, CHAR'TOWN & MONCTON / R.P.O. , 39, SP 18, 39 , is a new **late date** and only the second report for this rare hammer which was proof struck on September 6, 1939.



MT-49, Ch'town & M. Hbr. R.P.O. / W. A. ALLEY, Ry. M.C. , is a new **early date**, December 14, 1939, for this clerk rubber handstamp

MT-90, HX. B'WATER & YAR. R.P.O. / . , 88, JUN 9, 50 , is a new **early date** for this hammer which was proof struck on July 11, 1946.



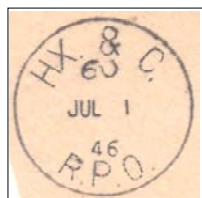
MT-91.01, HALIFAX BR. & YAR. / R.P.O. , 87, MR 6, 53 , is a new **early date** for this rare hammer which was proof struck on April 25, 1952.



MT-103.03, TRAIN NO / 59, DE 19, 41 , is a new **early date** for the hammer, which was proof struck December 21, 1939, and the first report of **train 59** for the hammer and the listing.



MT-110.01, HX. & C. / R.P.O. , 60, JUL 1, 46 , is a new **early date** for the listing and hammer, which was proof struck on June 14, 1946.



MT-113.01, HALIFAX - CAMPBELLTON / R.P.O. , 60, XII 26, 56 , is a new **early date** for both the hammer and the listing. The proof date for both hammers was November 23, 1956.



MT-151.01, HAL DIGBY & YAR. / R.P.O. , 95, 23 X, 55 , is a new **late date** for the only hammer reported used.



New Reports from Colin Lewis



MT-164.03, HALIFAX & ST JOHN / M.C. , 14, DE 30, 36 , is a new **late 2nd period date** for the hammer and listing.



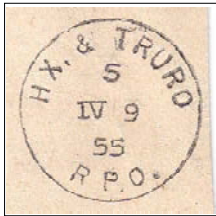
MT-169, HALIFAX & ST. JOHN - DAY - R.P.O. / . , 14, DE 18, 46, is a first **2nd Period late date** and the first report of **train 14** for that period. (The hammer may have been briefly revived for the busy Christmas season.)



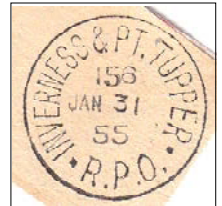
MT-178.01, HALIFAX & SAINT JOHN / R.P.O. , 42, DE 23, 41 , is the first report of **train 42** for the hammer and the listing.



MT-195, HX. & T. R.P.O. / . , 6, DE 27, 46 , is a new **early date** for this hammer which was proof struck on July 11, 1946.



MT-196.02, HX. & TRURO / R.P.O. , 5, IV 9, 55 , is a new **early date** for the only hammer of the three hammers in the listing which has been reported used. It was proof struck on February 26, 1955.



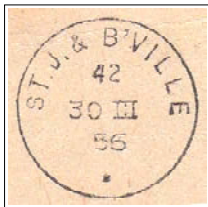
MT-229.03, INVERNESS & PT. TUPPER / . R.P.O. . , 156, JAN 31, 55 , is a new **late date** for both the hammer and the listing.



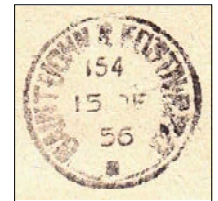
MT-240.02, MONCTON & CAMPBELLTON / M.C. , 26, DE 16, 41 , is a new **early 2nd Period date**.



MT-259.02, MONCTON & ST JOHN · R.P.O. / . , FE, DE 27, 39 , shows the substitution of the **February month slug** for the normal "E" indicium.



MT-283.01, ST. J. & B'VILLE / . , 42, 30 III, 56 , is a new **early date** for the listing and the hammer, which was proof struck on February 25, 1956.



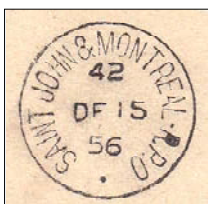
MT-286.02, SAINT JOHN & ED'STN · R.P.O. / . , 154, 15 DE, 56 , is a new **late date** for both the hammer and listing.



MT-296.13, ST JOHN & MONTREAL · R.P.O. / . , 41, DE 12, 56 , is a new **late date** for both the hammer and the listing.



MT-296.21, ST JOHN & MONTREAL . R.P.O. / . , 42, NO 18, 55 , is a new **late date** for the hammer.



MT-302.0x, SAINT JOHN & MONTREAL - R.P.O. / . , 42, DE 15, 56 , is a new **late date** for the listing. (A hammer separation study for this listing remains to be done owing to the lack of available strikes.)

New Reports from Rick Parama



This registered money bag tag from Regina to Laird, Sask., via Saskatoon, has a new **early date** for **WT-629, REGINA & N. BATT. / N. ST. JOHN , Tr. 5, JUL 15, 1937.**



This registered money bag tag from Regina to Meadow Lake, Sask. has a new **late date** for **WT-632, REG. & N. BATT. / A. N. WETTON , Tr. 5 SEP 6 (47).**

New Reports from Rick Parama



This parcel tag from Regina to Meadow Lake, Sask. has a new **early date** for WT-634, REG. & N. BAT., R.P.O. / B. C. SHAW, Tr. 5, MAR 5, 1949.

WT-961.01 Hammer Study from Ross Gray

There are four images in the proof records for WT-961.01. Careful measurement shows that there are 3 different hammers and two images of one of the hammers with different placement of the indicia set. (*I electronically superimposed the two images of WT-961.013 and they match exactly except for the indicia set positioning.*) We can only guess at the reason for producing three hammers with the same number at the base and why one of the hammers had the same indicia re-inserted for a second strike.

I only found one example of WT-961.012 in my collection and it has heavy rim damage below "No 1". WT-961.013 has rim damage at "P.O." in 1935.

a ————— b ————— c ————— d
W'P'G. & REG. R.P.O. / No 1
 a ————— d

Listing	ERD	LRD	Indicia	a	b	c	d
WT-961.011	1928/08/17	1950/05/11 ¹	53,54	7 +	13 +	11 ½	16 ¾
WT-961.012	1928/07/27	1928/07/27	54	6 ¾	12 ¼	11 ¾	18 +
WT-961.013	1928/04/17 ¹	1946/12/21 ¹	53,54,57,58	7 ½	12 ½ -	11 ¾	17 ¼
WT-961.01	1928/04/17	1951/05/29	53,54,57,58	Note ¹ - Jack Brandt			



WT-961.011



WT-961.012



WT-961.013



WT-961.013



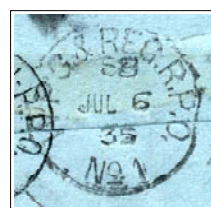
WT-961.011 LRD



WT-961.012



WT-961.013 ERD



WT-961.013



WT-961.013 LRD

New Reports from Jack Brandt

MT-229.03, INVERNESS & PT. TUPPER / · R.P.O. · , 157, JUL 4, 44 , is a new **early date** for the hammer.



This **MT-257.02**, MONCTON & QUEBEC / M.C. , W, OC 28, 97 , transit backstamp on a registered cover from Maria, Quebec to Montreal is a new **late date** for the hammer and the listing.



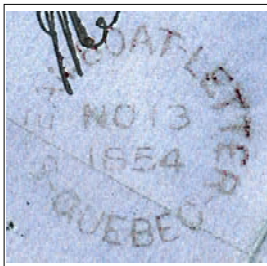
QC-53.02, LAKE MEGANTIC & SHER · R.P.O. / · , W, MR17, 24 , is the first report of a **W** direction indicium for the hammer.



QC-75, LEVIS & MONTREAL R.P.O. / · / J. A. DIONNE , 2, JUL 7, 22 , is a new **late date**.



QC-128, MATAPEDIA & PASPEBIAC · R.P.O. / · , MY (inverted), JA 28, 00 , is an example of the May month indicator slug being substituted for W.



On a 3d stampless folded letter from Quebec to Montreal is a new **late second period date** for hammer **QC-707.01**, STEAM - BOAT - LETTER / - QUEBEC - , blank, NO 13, 1854 . It is also a new **late date** for the listing. The Montreal receiving postmark is dated the following day.



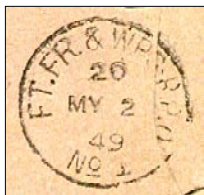
ON-21.02, BELLEVILLE & PETERBORO / M.C. , E, AP 28, 93 , is a new **early** hammer date for this cancellation which was proof struck on October 31, 1892.



ON-29.023, B'WATER JUNCT & MID. R.P.O. / N^o 2 , 604, DE 10, 46 , is a new **early** hammer date. The proof strike is dated 1946/06/14.



ON-72, CANFIELD J. & ST THOMAS / R.P.O. , E, JAN 19, 11 , is a new **early date** for this hammer which was proof struck on December 23, 1910.



This transit backstamp of **ON-102.01**, FT. FR. & WPG. R.P.O. / N^o 1 , 20, MY 2, 49 , is the first report of **train 20** for the hammer.



ON-109.09, FT. WM. & WPG. R.P.O. / N^o 2 , 3, NO 17, 55 , is a new **late date** for the hammer.

New Reports from Jack Brandt

ON-215, HARRISBURG & SOUTHAMPTON / R.P.O. , T1S, MR 28, 11 , is a new **early date** for this hammer which was proof struck only 12 days earlier, on March 16.



ON-281.01, LONDON & WIARTON · R.P.O. / . , S, JAN 27, 15 , is a new **early date** for both the listing and the hammer which was proof struck on December 16, 1914.



ON-415.04, C.P.R. OTT. & P. ARTHUR · M.C. / 4. , W, AU 14, 89 , is a new **early** hammer date.



ON-461.01, C.P.R. OTT. & P. ARTHUR · M.C. / 1. , E, NO 24, 90 , is a new **early** hammer date.

This new **late date** for hammer **ON-461.02**, C.P.R. P. ARTHUR & W. PEG. M.C. / 2. , E, MR 12, 07, cancels a post card from Winnipeg to Fredericton, N.B.



ON-473.02, PORT · HOPE & MIDLAND · M.C. / N^o 2 , S, SP 27, 94 , is a new **early** hammer date.



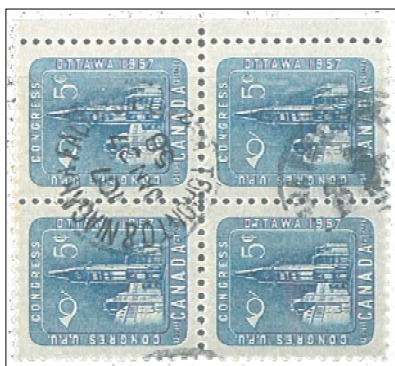
ON-632.04, G. T. R. T. & K. / R.P.O. N^o 4 . , WEST, JY , 84 , is a new **early** hammer date.



ON-716.09, TOR. & MONT. G.T.R. / 9 , N.E, DE 4, 99 , is a new **late** hammer date.



ON-730.011, TORONTO & NIAGARA FALLS · R.P.O. / N^o 1 , W, FE 15, 07 , is a new **early** hammer and listing date.



ON-730.02, TORONTO & NIAGARA FALLS · R.P.O. / · N^o 2 · , 107, JAN 27, 58 , is a new **late date** for the hammer and listing.



ON-740.01, TORONTO & NORTH · BAY · R.P.O. / N^o 1 , 51, AP 7, 07 , is the first report of **train 51** for the hammer.



New Reports from Jack Brandt

ON-740.022, TORONTO & NORTH BAY R.P.O. / N^o 2, N, FE 27, 04 , is a new **early date** as well as a previously unreported “N” direction for this short lived, rare hammer. No proof strike is known.



WT-8.02, BLAINE & VANCOUVER · R.P.O. / . , 356, AU 31, 49 , is a new **late hammer date**.

WT-9, BLAINE & VANCOUVER / R.P.O. , NO, 2 MY, 2? , is the first report for the hammer substituting the “**NO**” November month indicium slug for the direction.



WT-196.04, EDM. & DAWSON CREEK · R.P.O. N^o 4 / . , 2, AP 21, 43 , is a new **early date** for the hammer.

WT-212.031, EDM. & PR. GEORGE · R.P.O. / N^o 3 , 198, FE 13, 37 , is a new **late date** for the hammer, narrowing the gap in the transition between this hammer and its replacement.



WT-212.032, EDM. & PR. GEORGE · R.P.O. / N^o 3 , 197, JUL 17, 37 , is a new **early date** for the hammer, which was proof struck on July 9, 1937.

WT-213.04, EDM. & PR. GEO. R.P.O. / · No. 4 · , 190, NO 5 48 , is a new **late date** for the hammer.



WT-214, ED. & PR. GEO. R.P.O. / N^o 1 , 6, JUL 19, 34 , is the first report of **train 6** for the listing.

WT-227.02, EDM'N & SPIRIT RIV : R.P.O. / N^o 2 , W, OC 4, 28 , is the first report of “**W**” for the hammer and a new **late date** for the hammer and the listing.



New Reports from Jack Brandt

WT-228.01, EDMONTON & WEMBLEY · R.P.O. / 1 , W, JUN 26, 31 , is the first report of “**W**” for the hammer.



WT-228.02, EDMONTON & WEMBLEY · R.P.O. / 2 , S, FE 9, 31 , is a new **late date** for the hammer.



WT-228.03, EDMONTON & WEMBLEY · R.P.O. / 3 , 4, MY 22, 31 , is the first report of **train 4** for both the hammer and the listing.



WT-381.11, M. JAW & CAL · R.P.O. / N^o 11 , 2, MY 20, 16 , is a new **early date** for the hammer which was proof struck on March 13, 1916.



WT-381.12, M. JAW & CAL · R.P.O. / N^o 12 , 7, AP 8, 65 , is a new **late date** for both the hammer and the listing.



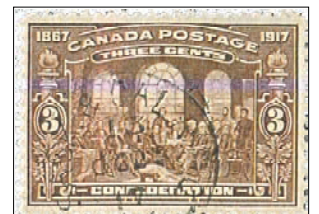
Cancelling a post card from Medicine Hat to Sussex is this new **early** hammer date for **WT-383.041**, MOOSE JAW & CALGARY R.P.O. / N^o 4 , 2, MY 13, 09 , cancels , N.B.



WT-660.01, RIV. & S' TOON / R.P.O. No. 1 , 4, 25 VI, 64 , is the first report of **train 4** and a new **late date** for the hammer.



WT-678.03, RIVERS & WATROUS · R.P.O. / N^o 3 , W, MY 28, 28 , is a new **late date** for the hammer.



WT-689.0?, SASK. & CAL. R.P.O. / N^o ? , 13, OC 25, 17 , is the first report of **train 13** for the listing.



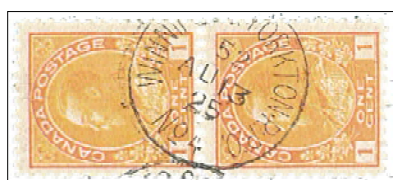
WT-852.04, WPG. & BINS · R.P.O. / N^o 4 , 52, NO 20, 26 , is a new **early date** for the hammer.

New Reports from Jack Brandt



On a post card to St. John, N.B. is a new **late** hammer date for **WT-961.05**, WPG. & REG. R.P.O. / No 5 , 58, JUL 17, 45.

WT-986.02, WINNIPEG & YORKTON R.P.O. / No 2 , blank, JU 2, 04 , is the first report of a **blank indicium** for both listing and hammer.



WT-986.04, WINNIPEG & YORKTON R.P.O. / No 4 , 52, AU 13, 25 , is the first report of **train 52** for the hammer as well as a new **late date** for both the hammer and the listing.

WT-989.06, WPG. & YORK · R.P.O. / No. 6 , 42, 31 III, 59 , is a new **early date** for the hammer which was proof struck on November 7, 1958.



The **earliest confirmed hammer date** for **RY-126.021**, NOR. RAILWAY / No 2 , NORTH, SP 15, 82 , is used as a transit stamp on a registered cover from New Lowell, Ontario to Collingwood.

Editor's Change of Address

Please note that your editor has moved from Lindsay, where there are no longer any rails, to Peterborough, the "Lift Lock City", where there are still the occasional sounds of steel wheels squealing when trains haul car loads of grain to Quaker Oats and some talk of restoring passenger service to Toronto.

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