

A New Western Discovery from Ross Gray



This registered money bag tag addressed to Vancouver, originated at Ottawa on June 10, 1925. It travelled by rail in closed bag mail to Winnipeg where it was transferred to C.P.R westbound train 1 and cancelled with **WT-897.09**, WINNIPEG & MOOSE JAW R.P.O. / N^o 9 , 1, JUN 12, 25. At Moose Jaw the bag was transferred to the Moose Jaw & Calgary R.P.O. and cancelled in violet with a previously unreported oval rubber hand-stamp simply reading, M. JAW & CAL. , 1 JUN 13 , 25. At Calgary it was transferred to the Calgary & Vancouver R.P.O. and cancelled with **WT-91.144**, C. & V. R.P.O. / = B.C. = , 1, JUN 14, 25.

The new hand-stamp will be listed as **WT-388.55** , M. JAW & CAL. , Type OV1R, R.F. - G .

An Interesting Journey on Three R.P.O.s from Ross Gray



This registered cover addressed to St. Louis, Missouri, originated at Blair, Ontario on April 15, 1940. The following morning, it travelled about 4 miles by road to Galt, where it was transferred to the Hamilton & Owen Sound R.P.O. on northbound train 173, receiving cancellation **ON-179.02**, HAM. & O'SOUND / R.P.O. , 173, AP 16, 40.

When it arrived at Guelph, the letter was transferred to the Toronto, Stratford & Goderich R.P.O. on train on westbound train 29 for London, receiving cancellation, **ON-827**, TOR. STRAT. & GODERICH · R.P.O. / . , 29, AP 16, 40 .

On arrival at London, the cover was transferred to the London & Sarnia R.P.O. on westbound train 17 for Sarnia and cancelled with **ON-261**, LONDON & SARNIA / R.P.O. , 17, AP (1)6, 40 . On the R.P.O., it was sorted into closed bag registered mail for Chicago and forwarding to its destination, St. Louis, arriving there on April 17.

April 16, 1940 is a **new late date for ON-261**, which was previously only reported used until September 8, 1938.

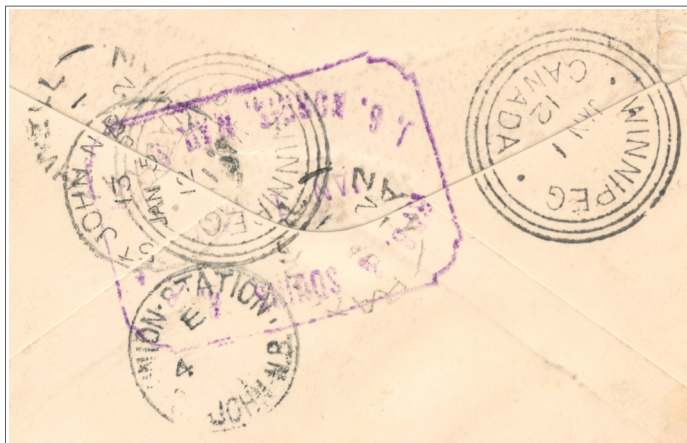
An Interesting Journey on Three R.P.O.s from Ross Gray

HAMILTON, TORONTO, GUELPH, LONDON, PALMERSTON, OWEN SOUND						
Read Down		Miles	TABLE No. 182 Eastern Time		Read Up	
175	173		172	174	172	174
	A.M.	0.0	Lv HAMILTON 129	Ar	P.M.	
	6.35	6.6	Dundas	Ar	7.41	
	6.49	6.6	Copetown	Ar	7.27	
	6.57	11.3	Lynden	Ar	7.15	
	7.05	13.2	Ar HARRISBURG	Lv	7.12	
	7.19	21.1	St. George	Ar	7.04	
	7.19	21.1	Lv BRANTFORD 187	Ar	6.54	
	7.27	23.0	HARRISBURG	Ar	6.45	
	7.39	29.2	Branchton	Ar	6.34	
	7.58	34.8	GALT	Ar	6.26	
	8.08	38.9	Preston	Ar	6.19	
	8.16	42.3	Hespeler	Ar	6.04	
	8.21	44.8	Glenchristie	Ar	5.52	
	8.21	44.8	Guelph Jct.	Ar	5.45	
	8.40	51.3	Ar GUELPH 178, 179	Lv	5.30	
	7.30	0.0	Lv TORONTO, ONT.	Ar	6.08	
	7.20	48.7	Ar GUELPH, ONT.	Lv	5.52	
	7.30	51.3	Lv GUELPH, 178, 179	Ar	5.16	
	7.56	56.2	Marden	Ar	5.11	
	8.03	65.6	Elora	Ar	5.00	
	8.14	68.2	Fergus	Ar	4.47	
	8.14	74.3	Alma	Ar	4.35	
	8.23	80.0	Goldstone	Ar	4.30	
	8.30	83.4	Drayton	Ar	4.20	
	8.38	87.6	Moorefield	Ar	4.10	
	8.50	94.6	PALMERSTON, ONT.	Ar	4.00	
	7.00	0.0	Lv LONDON 183	Ar	3.50	
	7.30	69.4	Ar PALMERSTON	Lv	3.40	
	9.05	94.6	Lv PALMERSTON, ONT.	Ar	3.27	
	9.15	100.4	Harriston	Ar	3.17	
	9.22	105.4	Drew	Ar	3.07	
	9.26	108.0	Alsfeldt	Ar	2.57	
	9.31	110.2	Ayton	Ar	2.47	
	9.38	114.3	Neustadt	Ar	2.37	
	9.53	120.6	Hanover	Ar	2.27	
	10.07	126.8	Elmwood	Ar	2.17	
	10.18	131.3	Chesley	Ar	2.07	
	10.32	138.5	Dobblinton	Ar	1.97	
	10.42	144.1	Tara	Ar	1.87	
	11.00	153.7	Allenford	Ar	1.77	
	11.00	158.3	Ar PARKHEAD 184	Lv	1.67	
	11.05	160.5	Shallow Lake (See Note A)	Ar	1.57	
	11.15	162.1	Murphys	Ar	1.47	
	11.25	166.0	Benallen	Ar	1.37	
	11.25	166.0	Ar OWEN SOUND, ONT.	Lv	1.27	

Canadian National Railways Public Timetable - April 28, 1940

TORONTO, GUELPH, STRATFORD, GODERICH, LONDON (WINDSOR) AND SARNIA									
Miles	TABLE No. 178 Eastern Time		29	111	11	37	Note 139	SPLS. Sat. June 29 and Aug. 3	
	A.M.	P.M.							
	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	P.M.	
333.8	10.59	9.15	10.59	9.15	9.15	9.15	3.00	3.00	
0.0	7.30	5.20	7.30	5.20	5.20	5.20	3.30	3.30	
2.4	7.38	5.28	7.38	5.28	5.28	5.28	3.38	3.38	
5.0	7.47	5.35	7.47	5.35	5.35	5.35	3.45	3.45	
8.6	7.54	5.59	7.54	5.59	5.59	5.59	3.52	3.52	
15.3	8.04	6.11	8.04	6.11	6.11	6.11	4.00	4.00	
21.3	8.16	6.26	8.16	6.26	6.26	6.26	4.08	4.08	
26.9	8.34	6.45	8.34	6.45	6.45	6.45	4.16	4.16	
29.2	8.48	6.56	8.48	6.56	6.56	6.56	4.24	4.24	
35.2	8.56	7.00	8.56	7.00	7.00	7.00	4.32	4.32	
41.2	9.06	7.00	9.06	7.00	7.00	7.00	4.40	4.40	
48.8	9.15	7.09	9.15	7.09	7.09	7.09	4.48	4.48	
53.9	9.27	7.18	9.27	7.18	7.18	7.18	4.56	4.56	
58.4	9.37	7.27	9.37	7.27	7.27	7.27	5.04	5.04	
62.7	9.44	7.36	9.44	7.36	7.36	7.36	5.12	5.12	
69.2	9.52	7.45	9.52	7.45	7.45	7.45	5.20	5.20	
72.5	9.58	7.54	9.58	7.54	7.54	7.54	5.28	5.28	
75.0	10.04	8.03	10.04	8.03	8.03	8.03	5.36	5.36	
88.6	10.25	8.30	10.25	8.30	8.30	8.30	5.52	5.52	
88.6	10.40	8.40	10.40	8.40	8.40	8.40	6.00	6.00	
93.7	10.52	8.55	10.52	8.55	8.55	8.55	6.08	6.08	
101.8	11.06	9.10	11.06	9.10	9.10	9.10	6.16	6.16	
107.0	11.14	9.26	11.14	9.26	9.26	9.26	6.24	6.24	
109.3	11.19	9.37	11.19	9.37	9.37	9.37	6.32	6.32	
134.4	11.30	9.50	11.30	9.50	9.50	9.50	6.40	6.40	
21.7	11.45	9.57	11.45	9.57	9.57	9.57	6.48	6.48	
125.5	12.05	10.15	12.05	10.15	10.15	10.15	6.56	6.56	
134.5	12.05	10.15	12.05	10.15	10.15	10.15	7.04	7.04	
88.6	10.35	8.05	10.35	8.05	8.05	8.05	6.00	6.00	
93.9	10.52	8.26	10.52	8.26	8.26	8.26	6.08	6.08	
98.8	11.05	8.35	11.05	8.35	8.35	8.35	6.16	6.16	
99.7	11.13	8.45	11.13	8.45	8.45	8.45	6.24	6.24	
105.7	11.23	8.55	11.23	8.55	8.55	8.55	6.32	6.32	
184.4	11.33	9.05	11.33	9.05	9.05	9.05	6.40	6.40	
19.9	11.45	9.15	11.45	9.15	9.15	9.15	6.48	6.48	
21.2	11.57	9.25	11.57	9.25	9.25	9.25	6.56	6.56	
0.0	11.57	9.00	11.57	9.00	9.00	9.00	7.04	7.04	
10.1	12.10	9.10	12.10	9.10	9.10	9.10	7.12	7.12	
11.4	12.25	9.20	12.25	9.20	9.20	9.20	7.20	7.20	
103.3	12.00	9.50	12.00	9.50	9.50	9.50	7.28	7.28	
14.2	12.00	9.50	12.00	9.50	9.50	9.50	7.36	7.36	
18.7	12.00	9.50	12.00	9.50	9.50	9.50	7.44	7.44	
116.4	12.00	9.50	12.00	9.50	9.50	9.50	7.52	7.52	
121.3	12.00	9.50	12.00	9.50	9.50	9.50	8.00	8.00	
29.0	12.00	9.50	12.00	9.50	9.50	9.50	8.08	8.08	
37.7	12.00	9.50	12.00	9.50	9.50	9.50	8.16	8.16	
46.5	12.00	9.50	12.00	9.50	9.50	9.50	8.24	8.24	
52.0	12.00	9.50	12.00	9.50	9.50	9.50	8.32	8.32	
57.7	12.00	9.50	12.00	9.50	9.50	9.50	8.40	8.40	
60.3	12.00	9.50	12						

A Unique Use of a Station Cancellation from Ross Gray



This registered cover addressed to West Quaco, New Brunswick, originated at the Rathwell, Manitoba post office, located on the C.P.R. line between Souris and Winnipeg, on New Year's Day, 1912 and was transferred to an eastbound train to Winnipeg. It was backstamped by the R.P.O. clerk with the only reported use of **WT-971**, WPG. & SOURIS R.P.O. / J. G. NORRIS, MAIL CLERK, JAN 1, 1912, and again on arrival at Winnipeg, where it was cancelled and placed in closed bag mail for New Brunswick.

It arrived at St. John Union Station on January 4, where the station post office clerk cancelled it with **SN-48.01**, UNION · STATION / · ST - JOHN · N.B. · , E, 4. This example of the postmark is the only report of it being used with an "E" direction indicium instead of the usual, 10, 11, 12 or 21 time marks. The date has only day "4", without the month or year. The letter was transferred to the main St. John post office the following day and was postmarked there at 13:00 hours before travelling about 27 miles east by road to its destination. There is no arrival cancellation.

Even more remarkable than the strange indicia set, is the fact that this station cancellation was used as a transit backstamp on a piece of registered mail. Normally station offices only cancelled regular mail deposited at the station mail boxes and secured and transferred mail from and to the arriving and departing R.P.O.s. They only handled closed bag registered mail and did not process individual items and postmark them. **I have never seen similar transit use from any other station office nor any with a direction indicium.**

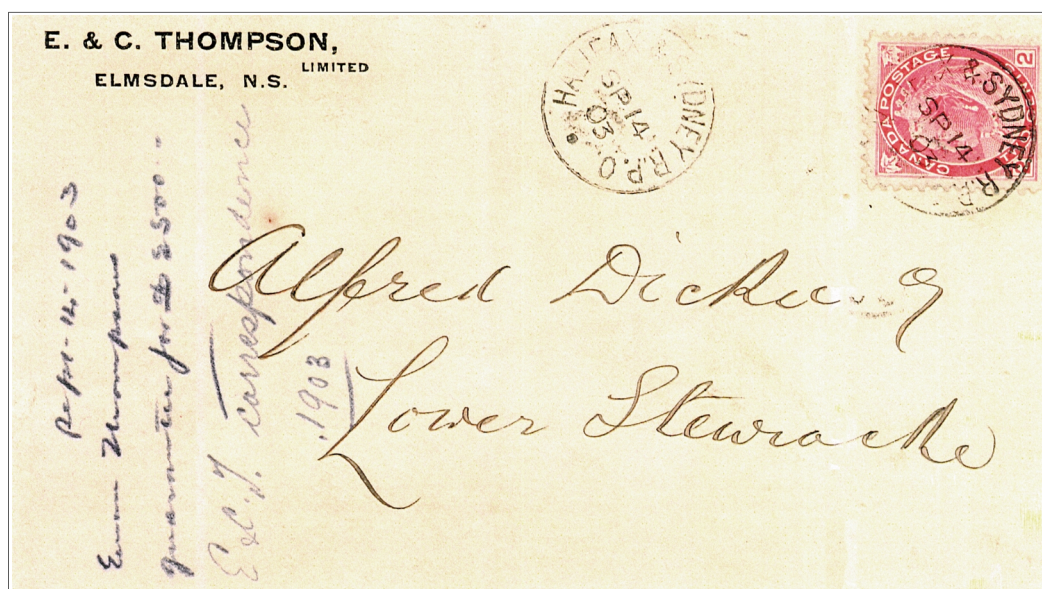
New Reports from Jack Brandt



MT-298.05, ST JOHN & MONTREAL / R.P.O. , W, MY 11, 11 ,
is a new **early date** for the hammer.



MT-333.04, SYDNEY & TRURO - R.P.O. / . , 604, OC 5, 61, is the first report of **train 604** for both the hammer and listing and a new **late date** for the hammer. It is interesting to also note that there was a destruction order for this hammer dated February 13, 1961 with the same train number. Either the year date on the destruction order was incorrect or the hammer received a reprieve. I think the former is more likely than the latter.



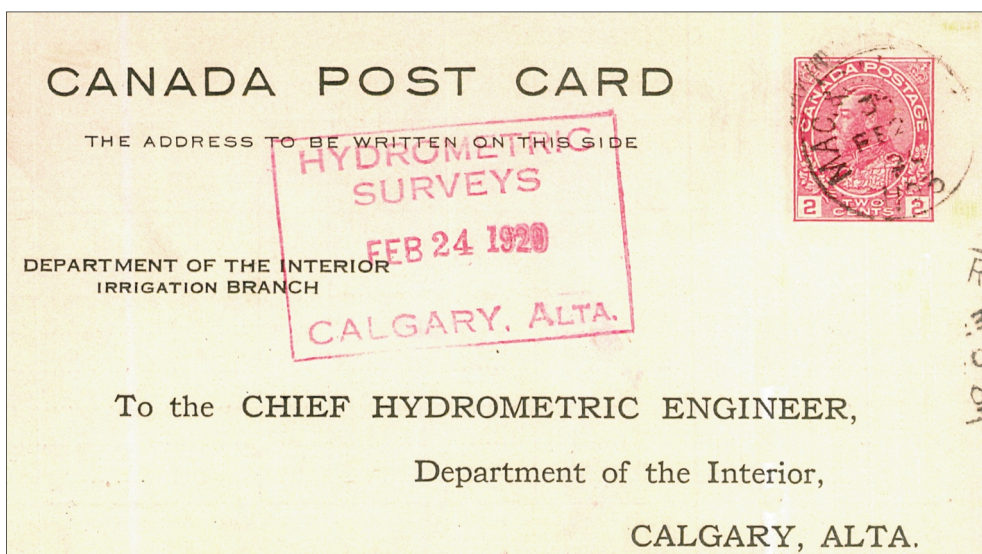
MT-185.04, HALIFAX & SYDNEY R.P.O. / . , blank, SP 14, 03 , is the first report of a **blank** indicium for both the hammer and listing.

ON-415.112, C.P.R. OTT. & P.I. ARTHUR M.C. / 11. , 01, DE 2, W , is a new **late date** for the hammer.



WT-267.032, KAM. & SASK. R.P.O. / No. 3 , 9, DE 4, 48 , is a new **early date** for the hammer. Our records indicate that the latest date for **WT-267.031**, the first "3" hammer is 1950/05/15 and I suspect that this may be an error. The editor requests that study group members review their holdings to confirm or deny that the two "3" hammers usage overlapped.

New Reports from Jack Brandt



WT-319.031, MAC. & CAL. R.P.O. / N^o 3 , 39, FE 23, 20 , is a new **late date**.



WT-344.053, MED. HAT. & NEL. R.P.O. / · N^o 5 · , 12, OC 30, 54 , is the first report of **train 12** for the hammer.



WT-383.10, MOOSE JAW & CALGARY R.P.O. / N^o 10 , 6, SP 12, 10 , is the first report of **train 6** for the hammer.



WT-440.022, M. JAW & MACKLIN · R.P.O. / N^o 2 , 312, JUN 21, 55 , is a new **late date** for the hammer.



WT-501.022, NORTH B'FORD & EDN · R.P.O. / N^o 2 , 6, NO 30, 45 , is a new **early date** for the hammer.



WT-592.03, REG. & CAN : R.P.O. / No. 3 , 62, IX 29, 58 , is a new **late date** for the hammer.

New Reports from Jack Brandt

WT-643.03, REG. & S.R : R.P.O. / No. 3 , 66, IX 11, 58 , is a new **late date** for the hammer.



WT-691.041, SASK. & DRUM · R.P.O. / No. 4 , 10, AU 5, 59 , is a new **late date** for the hammer.



WT-783, SQUAMISH & QUESNEL · R.P.O. / B.C., 3, JU 3, 39 , is the first report of **train 3** for the listing.



WT-805.012, S. C. & EMP. R.P.O. / No 1 , 66, SP 1, 56 , is a new **late date** for both the hammer and listing.



WT-963.02, WINNIPEG & RIVERS R.P.O. / · No 2 · , 4, JUL 19, 42 , is a new **late date** for the hammer.



WT-970.02, WP'G. & SOURIS · R.P.O. / No 2 , 56, AU 8, 44 , is a new **late date** for the hammer.



WT-972.01, WPG. S. & REG · R.P.O. / No. 1 , 55, VI 5, 57 , is a new **late date** for the hammer.



WT-972.04, WPG. S. & REG · R.P.O. / No. 4, 56, NO 27, 46 , is a new **early date** for the hammer.

New Reports from Jack Brandt



WT-975.012, W'PEG. & SWAN RIVER · R.P.O. / · N^o 1 · , 65, SP15, 58 , is almost **4 years later** than the previously reported late date for the hammer and listing, as well as the first report of **train 65** for the hammer.



WT-975.04, W'PEG. & SWAN RIVER . R.P.O. / N^o 4 , 16, OC 2, 29 , is a new **late date** for the hammer.

WT-984.01, WPG. & VIRDEN R.P.O. / · N^o 1 · , 17, OC 24, 58 , is a new **late date** for both the hammer and listing.



WT-989.04, WPG. & YORK · R.P.O. / No. 4 , 42, 9 V, 60 , is a new **late date** for the hammer.

WT-1039, MOOSE JAW DIV. / S. RIVERS , Tr. 13, MAY 23, 1952 , is a new **early date** and the first report of **train 13**.



SN-18.03, CAN. NAT'L RY. STN. / · LONDON · ONT. · , 19, AU 11, 40 , is a new **late date** for this rare hammer which was proof struck August 25, 1939 and used for less than a year.



SN-18.06, CAN. NAT'L RY. STN. / LONDON. ONT. , 7, V 17, 54 , is the first report of a "**7**" **time mark** for the hammer.

New Reports from Jack Brandt



SN-18.06, CAN. NAT'L RY. STN. / LONDON. ONT. , 9, III 16, 54 , is the first report of a "9" time mark for the hammer.

New Reports from Ross Gray



MT-298.05, ST JOHN & MONTREAL / R.P.O. , 15, MR 22, 29 , found as a transit backstamp on a registered cover from St. Andrews, N.B. to Peterborough, Ontario, is a new **late date** for the hammer.



QC-451.08, QUE. ROB. & CHIC. R.P.O. / . , N, NO 4, 15 , is the first report of the "N" direction indicium for the hammer.

Found as a transit backstamp on a registered cover from Toronto to Rodney, is a new **early date** for ON-279.01, TRAIN NO. / LON. & WALK. R.P.O. , 1, AU 15, 30 .



WT-340.02, M. HAT & NEL. R.P.O. / B.C. , E, MY 11, 10 , is a new **late date** for the hammer.



WT-639.033, REGINA & PRINCE ALBERT · R.P.O. / N^o 3 , N, AU 15, 19 , is a new **late date** and first report of the "N" direction for the hammer. It is a transit backstamp on a returned registered cover from Prince Albert to Portage La Prairie.

New Reports from Ross Gray



This lightly struck **WT-951.022**, WINNIPEG & NAPINKA R.P.O. / No 2 , E, AU 11, 09 , on a post card from Morden, MB to Vandalia, ND , is a new **early date** for the hammer.



Cancelling this Canadian National Railways freight advice post card from Manilla Junction to Lynden is a new **early date** for **ON-475.022**, PORT HOPE & TORONTO R.P.O. / No. 2 , 93, SP 5, 30. This very scarce hammer was proof struck on March 9, 1929. The latest reported use is July 7, 1931 and it may have been replaced by ON-476.02.

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From the Editor

Work on the new catalogue is progressing well, assisted greatly by the detailed proof reading contributions of **Brian Stalker** and **Jack Brandt**, which are invaluable in creating a more accurate and complete reference.

In consultation with Brian, we have decided to publish the new Newfoundland & Labrador section of the catalogue as a separate, much more detailed volume. This decision was made because of the substantially increased number of pages required by the new catalogue and because there is little cross over of collectors who are interested in both areas.

Due to the difficulty with having sufficient material to complete this issue, the editor is considering that it may be necessary to reduce the newsletter to a quarterly cycle instead of bi-monthly.

Study group members are welcome to comment as always.

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