

This 16 page issue has contributions from **Chris Anstead, Jack Brandt, Ross Gray, Bill Longley** and a friend of the study group, **Simon Taylor-Young**.

Sean Weatherup provides part 2 of **Gary Steele's** find of railway mail clerk private handstamps with even more to follow in future.

There is a new hammer study for **ON-47** and another showing that there are 2 hammers for listing **ON-740.01**, as well as an updated hammer study for **ON-787**.

Readers are asked to note the editor's **new postal address** on the back page.



A New Early Date for RY-144.08



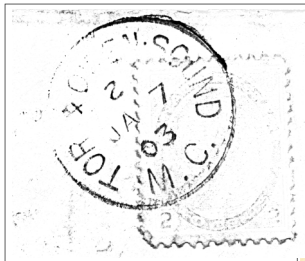
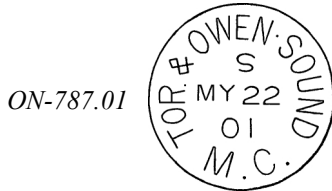
Ross Gray Collection

Found as a transit backstamp on this registered cover from Marshfield, P.E.I., via Little York, P.E.I., to London, **RY-144.08**, P. E. ISLAND / M.C. , blank, JY 10, 91 , is a new **early date** for the hammer. The letter also travelled via **QC-294.01**, MONT. & TOR. G.T.R. / 1 , 4.W, JY 12, 91.

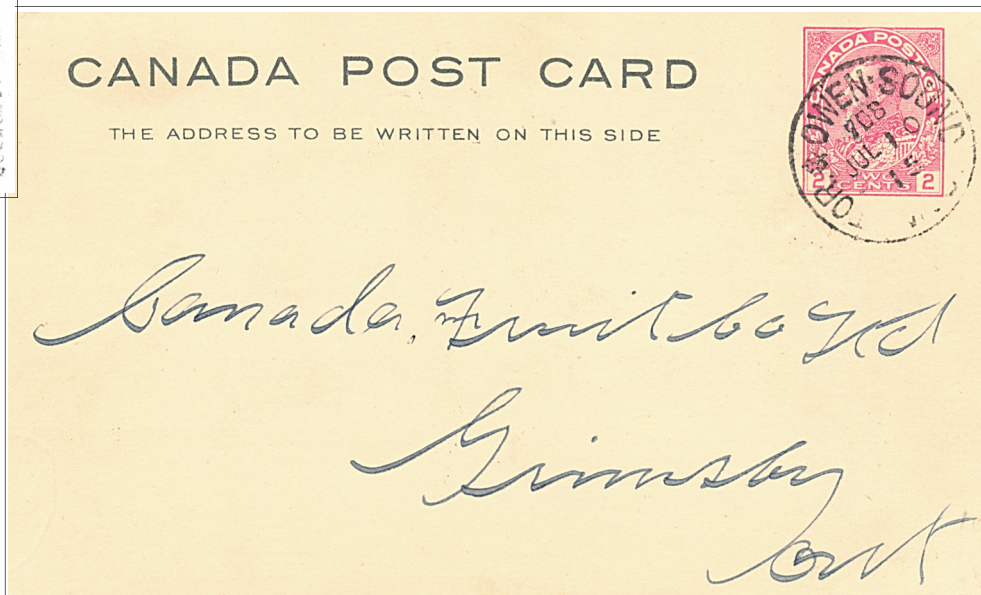
ON-787 Hammer Study Update

TOR. & OWEN · SOUND / M. C.

Hammer	Proof	ERD	LRD	Indicia	a	b	c	d
ON-787.01	unknown	1897/12/30	1915/07/10	N,S,20,705,708	5 ¼	6	6 ¾	12
ON-787.02	unknown	1896/10/07	1908/10/05	N,S,S backwards,15,20	4 ¾	5 ½ +	6 ¼	12 ½
ON-787		1896/05/08	1915/07/10	N,S,S backwards,15,20,705,708				



Unique backwards “S” used with hammer ON-787.02.



ON-787.01, TOR. & OWEN SOUND / M.C. , 708, JUL 10, 15 , is a new late date for both the hammer and the listing.

AN EXCEPTIONAL HORDE of RPO’s from GARY STEELE - Part 2 by Sean Weatherup

Every collector dreams of finding an untouched hoard of material. If we are lucky we come across such things once in a blue moon. I have found good caches within fairly organized groups of RPO covers acquired at auction in the past. Many of us have come across bundle-ware that has not seen the light of day since the mid or even early 1900’s. An acquaintance of mine purchased a lot of 1000 3c small queens. They were virtually all CDS cancels with a healthy amount of fancy cancels. Among the cancels were about 200 rpo’s from the 1800’s.

So fellow members, when you are seeking out rpo’s, do not limit yourself to those items you may have on a want list. Keep your eyes peeled for the large lots at auctions and dealer tables. A cursory look will tell you a lot. They could be an oldtime collection, that may contain just about anything. It may be bundles, and if the price is right, you just may come up with a few surprises. They could be a bundle of covers to one destination, and while that may seem less than average, it could form the basis of a hammer study. Opportunities abound, and as you are all aware, as evidenced in the newsletters that have come out since Ross Gray’s first edition of the new catalogue, the number of new discoveries just keep on coming.

Part 2 continues presenting material discovered in the parcel Gary Steele has so graciously allowed me to study. I hope you enjoy perusing the scans in the following pages as much as I enjoyed researching it. Keep your eyes peeled for Part 3 coming in the near future.

An Exceptional Horde of RPO's from Gary Steele - Part 2

Saskatoon, Hardisty & Edmonton



WT-732, SASK. HARD. & ED. R.P.O. / A. SKENE ,
Tr. 41, JAN 14, 1959 , is a new **late date**.

WT-735, SASK., HARD. & ED. R.P.O. / W. Woodhead ,
Tr. 52, JAN 24, 1959 , is a new **late date** and the first report
of **train 52**.



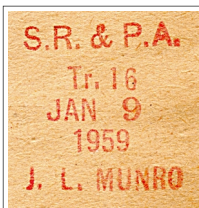
WT-736, Sask. Hard. & Ed. R.P.O. / J. B. PALMER ,
41, OCT 11, 1958 , is a new **late date** and the first report
of **train 41**.



Previously unrecorded and is now listed as **WT-738.55**,
SASK., HARD & ED. / W. KNECHTEL , TR 42, OCT 23, 1958 ,
and **WT-738.55**, SASK., HARD & ED. / W. KNECHTEL ,
TR 41, DEC 28, 1958 , type CC5R, R.F.- G.



Swan River & Prince Albert



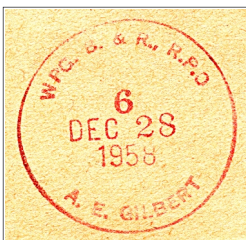
Previously unrecorded and is now listed as **WT-802.55**,
S. R. & P. A. / J. L. MUNRO , Tr. 16, JAN 9, 1959 ,
type SL0R, R.F. - G.

Weyburn & Assiniboia

WT-848, WEY. AND ASSA., R.P.O. / L. E. LAWRENCE , Tr. 632, JAN 22, 1959 ,
is a new **late date**.



Winnipeg, Brandon & Regina



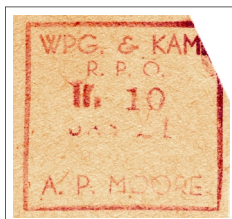
WT-863, WPG. B. & R., / A. E. GILBERT ,
6, DEC 28, 1958 , is the first report of **train 6**.

WT-864, WPG., B. & R., R.P.O. / G. W. FLETT ,
Tr. 5, NOV 15, 1958 , is a new **late date**.



An Exceptional Horde of RPO's from Gary Steele - Part 2

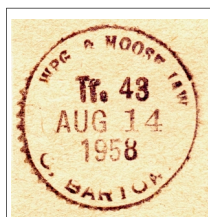
Winnipeg & Kamsack



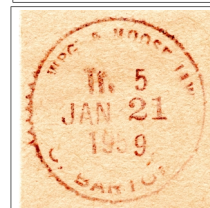
WT-894, WPG. & KAM. / R.P.O. / A. P. MOORE ,
Tr. 10, JAN 21 , is a **second date**.

Winnipeg & Moose Jaw

WT-910, WPG. & M. JAW R.P.O. / W. T. LEE , Tr. 43, JAN 23, 1959 , is a
new **late date** and the first report of **train 43**.

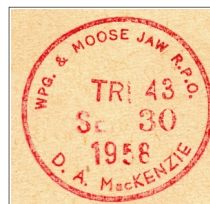


WT-922, WPG. & MOOSE JAW / C, BARTON , Tr. 43, AUG 14,
1958 and **WT-922**, WPG. & MOOSE JAW / C, BARTON , Tr. 5,
JAN 21, 1959 are the first reports of **train 43** and **train 5**.

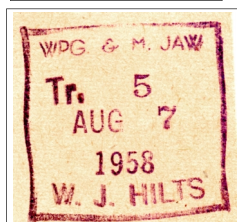


WT-923, Wpg. & Moose Jaw R.P.O. / W. SMITH ,
Tr. 43, JUL 13, 1958 , is a new **late date** and the first
report of **train 43**.

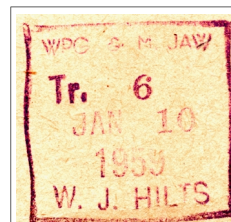
WT-926, WPG. & MOOSE JAW R.P.O. / D. A. MacKENZIE ,
TR 43, Sep 30, 1958 , is the first report of **train 43**.



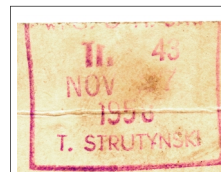
WT-927, W. N. STEWART / WPG. & M. JAW, R.P.O. , Tr. 43, JAN 20, 1959 ,
is the first report of **train 43**.



WT-930, WPG. & M. JAW / W. J. HILTS , Tr. 5, AUG 7, 1958 ,
is the first report of **train 5** and **WT-930**, WPG. & M. JAW /
W. J. HILTS , Tr. 6, JAN 10, 1959 , is the first report of **train 6**
and a new **late date**.



WT-932, WPG. & M. JAW / T. STRUTYNSKI , Tr. 43, NOV 7, 1958 , is a
new **late date** and the first report of **train 43**.



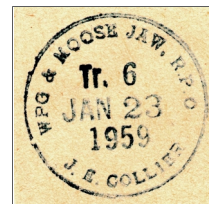
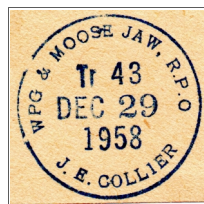
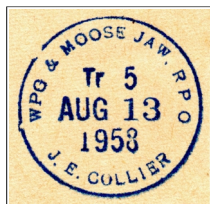
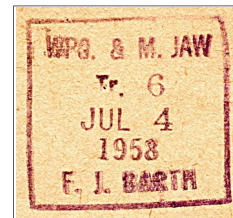
WT-933, WPG. & MOOSE JAW R.P.O. / E. KRENTZ , Tr. 43, AUG 22, 1958 ,
is the first report of **train 43**.

An Exceptional Horde of RPO's from Gary Steele - Part 2



WT-939, WPG. & MOOSE JAW R.P.O. / J. F. PIERI ,
Tr. 6, AUG 7, 1958 , is the first report of **train 6**.

Previously unrecorded and is now listed as **WT-943.55**,
WPG. & M. JAW / F. J. BARTH , Tr. 6, JUL 4, 1958 ,
type BX1R, R.F. - G



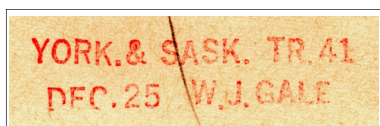
Previously unrecorded and is now listed as **WT-943.65**, WPG & MOOSE JAW, R.P.O. / J. E. COLLIER ,
Tr 5, AUG 13, 1958 , and **WT-943.65**, WPG & MOOSE JAW, R.P.O. / J. E. COLLIER , Tr 43, DEC 29,
1958 and **WT-943.65**, WPG & MOOSE JAW, R.P.O. / J. E. COLLIER , Tr 6, JAN 23, 1959 , type CC3R,
R.F. - G

Winnipeg & Virden



WT-984.02, WPG. & VIRDEN R.P.O. / · No 2 · , 18, OC 2, 58 , is a new **late date** for the hammer.

Yorkton & Saskatoon



WT-1004.55, YORK. & SASK. TR. 41 / W. J. GALE , DEC. 25 ,
is the first report of **train 41** and a second month / day date.

Fort Frances & Winnipeg

Previously unrecorded and now listed as **ON-105.55**, FT. FRANCES & WPG. /
H. CLAYDON , Tr. 33, JUL 3, 1958 , type CC6R, R.F. - G



An Exceptional Horde of RPO's from Gary Steele - Part 2

Fort William & Winnipeg

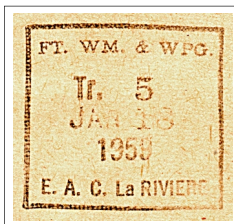


ON-129.75, FT. WM. & WPG. R.P.O. / T. McKAY , Tr. 5, AUG 23, 1958 , is a **second date** and the first report of **train 5** and **ON-129.75**, FT. WM. & WPG. R.P.O. / T. McKAY , Tr. 5, NOV 15, 1958 , is a new **LRD**.



ON-133, FT. WILLIAM & WPG. / W. J. MACDONALD , Tr. 5, SEP 7, 1958 , is a new **late date** and the first report of **train 5** .

ON-134, FT. WM. & WINNIPEG / J. I. HUSTON , Tr. 5, OCT 2, 1958 , is a new **late date** and corrects the catalogue text.



ON-138, FT. WM. & WPG.. / E. A. C. La Riviere , Tr. 5, JAN 18, 1959 , is a new **early date** and the first report of **train 5**.

Previously unrecorded and is now listed as **ON-140.55**, FT. WM. & WPG. R.P.O. / H. B. RUSSELL , Tr. 5, JUN 24, 1958 , type CC6R, R.F. - G.

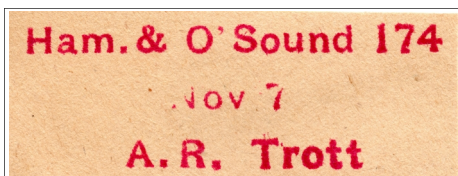


Hamilton & Meaford



Previously unrecorded and is now listed as **ON-174.65**, HAM. & MEA. / H. E. KERR , Tr 62, JUL 21, 1959 and **ON-174.65**, HAM. & MEA. / H. E. KERR , Tr 62, JAN 22, 1959, type CC6R , R.F. - G.

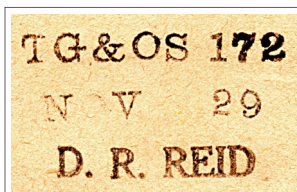
Hamilton & Owen Sound



Previously unrecorded and is now listed as **ON-195.55**, Ham. & O'Sound 174 / A. R. Trott , Nov 7 , type SL0R, R.F. - G.

An Exceptional Horde of RPO's from Gary Steele - Part 2

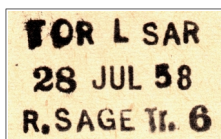
Toronto, Guelph & Owen Sound



Previously unrecorded and is now listed as **ON-602.55**,
T G & O S 172 / D. R. REID , NOV 29 , type SL0R, R.F. - G.

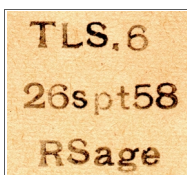
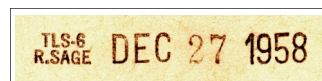
Toronto, London & Sarnia

ON-657.55, TOR. LON. & SAR. / C. J. DOBBS , Tr.6, AUG 23, 1958 , is
a new **early date**.



Previously unrecorded and is now listed as **ON-657.60**,
TOR L SAR / R. SAGE Tr. 6 , 28 JUL 58 , type SL0R, R.F. - G.

Previously unrecorded and is now listed as **ON-657.65**,
T L S - 6 / R. SAGE , DEC 27 1958 , type SL0R, R.F. - G.



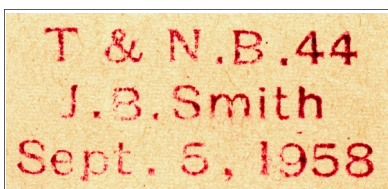
Previously unrecorded and is now listed as **ON-657.67**,
T L S . 6 / R. Sage , 26 spt 58 , type SL0R, R.F. - G.

Toronto, London & Windsor

ON-688, TOR. LON & WIND. / A. K. COPELAND ,
TR. 10 14, NOV 15 1958 , is a new **late date**.

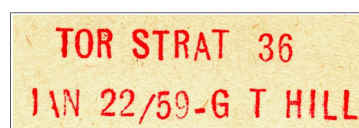
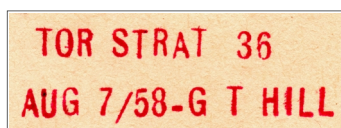


Toronto & North Bay



ON-761, T & N.B. 44 / J. B. Smith , Sept. 5, 1958 ,
is the first report of **train 44**.

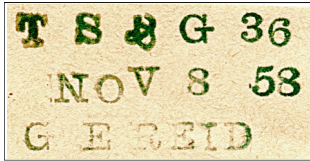
Toronto & Stratford



Previously unrecorded and is now listed as **ON-824.55**, TOR STRAT 36 / G T HILL , AUG 7 /58 ,
and **ON-824.55**, TOR STRAT 36 / G T HILL , JAN 22 /59 , type SL0R, R.F. - G.

An Exceptional Horde of RPO's from Gary Steele - Part 2

Toronto, Stratford & Goderich



Previously unrecorded and is now listed as **ON-839.55**,
T S & G 36 / G E REID , 36, NOV 8 58 , type SL0R,
R.F. - G.

Toronto, Stratford & London

Previously unrecorded and is now listed as **ON-846.55**,
TOR. STRAT. & LON. / R. T. ELGIE , TR. 40, JUN 11,
19?? , type CC3R, R.F. - G.



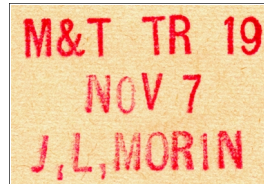
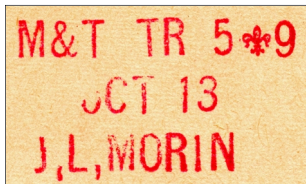
Montreal, Smiths Falls & Toronto



QC-278, MONT- S - FALLS & TOR. / W. R. RING-ADE ,
35, JUL 16, 1958 , is a new **late date**.

Montreal & Toronto

QC-337, MONT. & TOR. / H. WHITE , Tr. 5-9, OCT 28, 59 , is a new **late date**
and the first report of **train 5-9**.



Previously unrecorded and is now listed as **QC-354.55**, M & T TR 5-9 / J, L, MORIN , OCT 13 ,
and **QC-354.55**, M & T TR 19 / J, L, MORIN , NOV 7 , type SL0R, R.F. - G.

ON-47 Hammer Study



Hammer	a	b	c	d	ERD	LRD	Indicia
ON-47.01	13 ½	9 ¼	8 ¼	14	1931/07/15	1931/09/17*	219
ON-47.02	12	8 ¼	7 ¾	13	no report	no report	

* Jack Brandt

ON-47.01 proof



ON-47.02 proof



New Reports from Simon Taylor-Young

NL-176, ST. J. & HOPEDALE / T.P.O. , 24, ?? AU, 55 , is the first report of a “24” route indicium and a new **late date**.



MT-71.03, CONNORS & RIV. DU LOUP · R.P.O. / . , 3, OC 30, 46 , is the first report of **train 3** for both the hammer and the listing.



MT-260, MONCTON & SAINT JOHN / R.P.O. , 44, XI 9, 54 , is a new **late date**.



QC-55, LAKE MEGANTIC & TRING / M.C. , ?, ?? 24, 04 , is a new **late date**.



QC-170, MONT. & I. POND RY. / M.C. , DE, NO 21, 19 , is a new **2nd period late date**.



QC-191, G. T. RY / _ MONT. & KING. _ , EAST, DE 3, 3 , is the first report of **train 3**.



QC-232, MONT & OTT / R.P.O. , 604, AU 15, 42, is the first report of **train 604** for both the listing and the run. *(The editor has been unable to find a timetable reference for this train but the date fell on a Saturday and 604 may have been a special weekend train.)*



QC-383, QUE & CAMPBELLTON / · LOCAL · , 165, SP 29, 13 , is the first report of **train 165** for both the listing and the run.



QC-495, STE. SABINE & BEAUCE JCT. · R.P.O. / . , 33, OC 19, 17 , is a new **early date**.



ON-5, ALL. & PENETANG · R.P.O. / . , S, JUN 4, 01 , is a new **early date**.



ON-281.01, LONDON & WIARTON · R.P.O. / . , S, JAN 1?, 15 , is a new **early date** for both the hammer and the listing. *(The second digit of the day date is illegible and will be assumed to be 9.)*



New Reports from Simon Taylor-Young



ON-296, NAPANEE & TAMWORTH · R.P.O. / . , 77, NO 24, 14 , is the first report of **train 77** for both the hammer and the run.

ON-344.01, NORTH BAY & SOO / R.P.O. , 31, SP 11, 55 , is the first report of **train 31** for the hammer.



ON-360.01, ORANGEVILLE & TEESWATER · M.C. / N^o 1. , 712, SP 17, 15 , is a new **late date** for both the hammer and the listing and narrows the use gap between this hammer and its replacement, ON-362, which was proof struck on March 3, 1916.

ON-403, OTT. & PARRY · SOUND / M.C. , E, FE 5, 94 , is a new **early date**, just 3 days later than the proof date.



ON-630.02, G. T. R - T. & K / _ N^o 2 _ , WEST, DE 3, 75 , is a new **early date** for the hammer and is apparently struck through cloth.

ON-707.01, TOR. & LORN. M.C. / . , N, DE 29, 91 , is a new **early date** for the hammer.



ON-783.03, TOR. & OTT. C.P.R. M.C. / N^o 3 , 33-21, MY 15, 14 , is a new **late date** and the first report of **combined trains 33-21** for the hammer.

WT-344.07, MED. HAT. & NEL. R.P.O. / N^o 7 , 12, AU 8, 16 , is the first report of **train 12** for the hammer.



WT-383.092, MOOSE JAW & CALGARY · R.P.O. / N^o 9 , ??, MR 19, 18 , is a new **late date** for the hammer.

New Reports from Chris Anstead



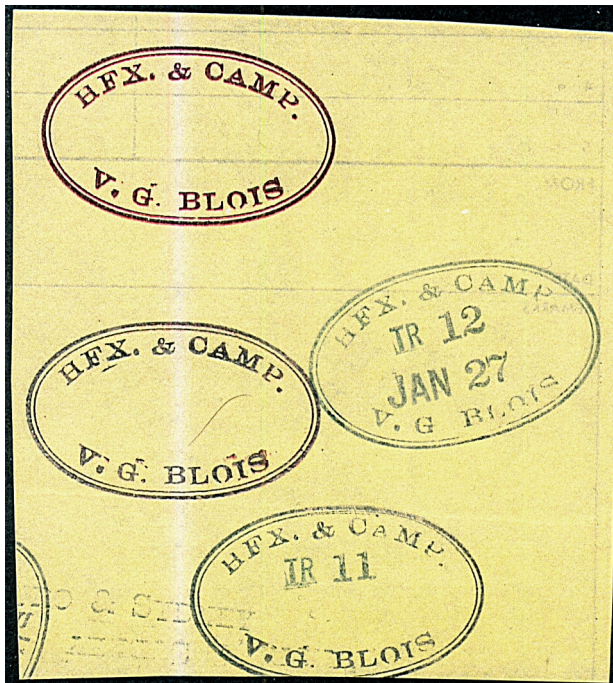
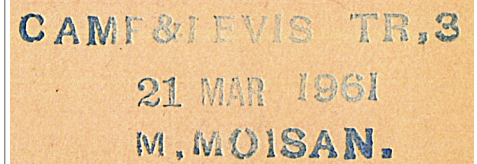
ON-21.02, BELLEVILLE & PETERBORO / M.C. , E, DE 9, 92 , is a new **early date** for this hammer which was proof struck on October 31, 1892.

ON-21.02, BELLEVILLE & PETERBORO / M.C. , blank, JU 7, 13 , is the first report of a **blank** train number indicium for this hammer.



New Reports from Jack Brandt

MT-38, CAMP & LEVIS TR, 3 / M. MOISAN. ,
21 MAR 1961 , corrects the catalogue text.



MT-139, HFX. & CAMP. / V. G. BLOIS,
TR 12, JAN 27 , is the first report of **train 12**
and **MT-139**, HFX. & CAMP. / V. G. BLOIS,
TR 11, is the first report of **train 11**.

MT-347.01, TRURO & GLASGOW / M.C. , W, JA 10, 96 ,
is the first report of an **inverted M** being substituted for the W
direction indicium. (Other 1896 and 1897 dates have been
observed.)



MT-354.04, TRURO & ST JOHN · R.P.O. / . , EAST, DE 23, 00 ,
is a new **early date** for the hammer.

MT-355.02, TRURO & ST JOHN · M.C. / . , W, SP 24, 02 ,
is the first report of an **inverted M** being substituted for the W
direction indicium.



QC-150, TRAIN N^o / MONT. COT. & OTT. R.P.O. ,
47, NO 20, 17 , is the first report of **train 47**.

QC-399.06, QUEBEC & COCHRANE / R.P.O. ,
11, JAN 11, 29 , is the first report of **train 11** for the
hammer.



QC-495, STE. SABINE & BEAUCE JCT. · R.P.O. / . , 35, MY 9, 29 ,
is a new **late date**.

New Reports from Jack Brandt

ON-73, CANFIELD J. & ST THOMAS R.P.O. / . ,
W, OC 10, 25 , is a new **late date**.



ON-167.05, HAMILTON & MEAFORD · R.P.O. / N^o 5 ,
63, DE 13, 29 , is a new **late date** for the hammer.

ON-197.01, HAMILTON & PALMERSTON · R.P.O. / . ,
N, JAN 16, 17 , is a new **late date** for the hammer.



ON-250.01, LONDON & OWEN SOUND · R.P.O. / . ,
173, OC 6, 31 , is the first confirmed report of **train 173**
for both the hammer and the listing.

ON-323.01, N. B. & FT. WM. / R.P.O. , 2, MR 11, 55 ,
is a new **late date** for the hammer.



ON-351.01, N. BAY & TIMMINS / R.P.O. , 200, DE 15, 39 ,
is a new **early date** and the first confirmation of **train 200** for
both the hammer and the listing.

ON-524.01, STRAT. & SAR. R.P.O. / . , 601, DE 15, 37 ,
is a new **late date** for the hammer.



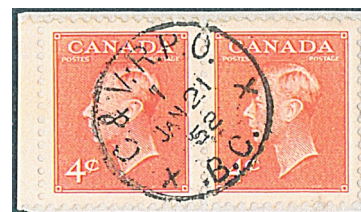
ON-549.02, TRAIN N^o / SUD. & S. S. MARIE · R.P.O. ,
28, MY 27, 16 , is a new **early date** for the hammer.

ON-549.02, TRAIN N^o / SUD. & S. S. MARIE · R.P.O. ,
26, OC 14, 18 , is the first report of **train 26** for the hammer.



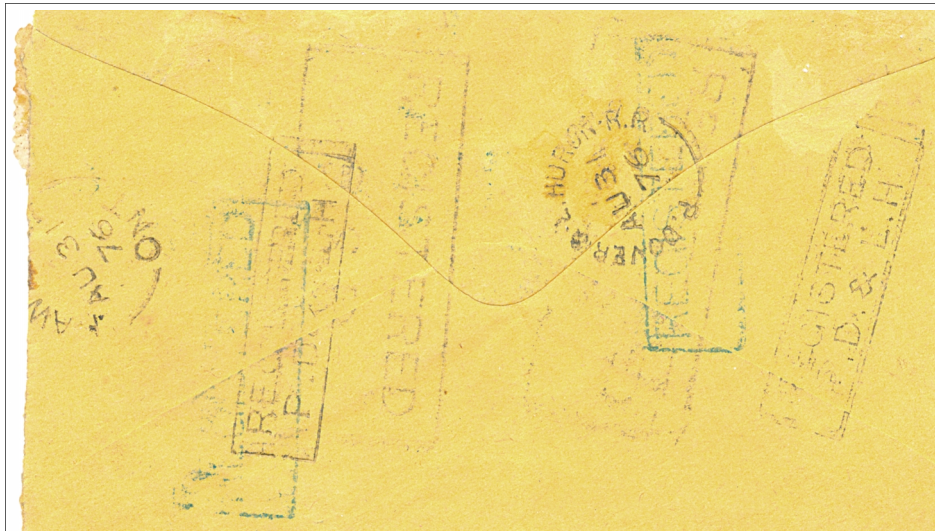
WT-91.128, C. & V. R.P.O. / ✕ B.C. ✕ , 7, FE 16, 56 ,
is a new **late date** and the first report of **train 7** for the
hammer.

WT-91.156, C. & V. . R.P.O. / X B.C. X ,
1, JAN 21, 52 , is a new **late date** for the
hammer.



WT-231.01, C. N. RW'Y. EMERSON & WINNIPEG · R.P.O. / N^o 1 , N, AP 21, 05 ,
is the first report of an "N" **direction** indicium for the hammer.

An Interesting Use of RY-69.5



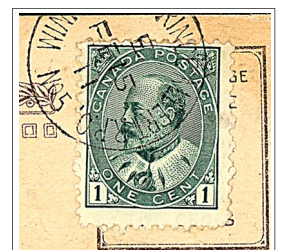
Ross Gray Collection

This registered cover addressed to Simcoe, originated at Windsor, Ontario on August 30, 1876, where it was postmarked with the split ring Windsor circular date stamp and **RY-69.5**, REGISTERED / blank , before being put on board an eastbound Canada Southern Railway train. The R.P.O. clerk stamped the envelope front and back with **RY-34**, REGISTERED / C. S. R. , . It arrived at Hawtrey, Ontario the following day (*The Canada Southern Railway and the Port Dover & Lake Huron Railway crossed each other at Hawtrey.*) and was transferred to a southbound Port Dover & Lake Huron Railway train to Simcoe on which it was postmarked with **RY-133**, P. DOVER · & · L. HURON · R. R / . , blank, AU 31, 76 and **RY-134**, REGISTERED / P. D. & L. H . There is no Simcoe receiving cancellation.

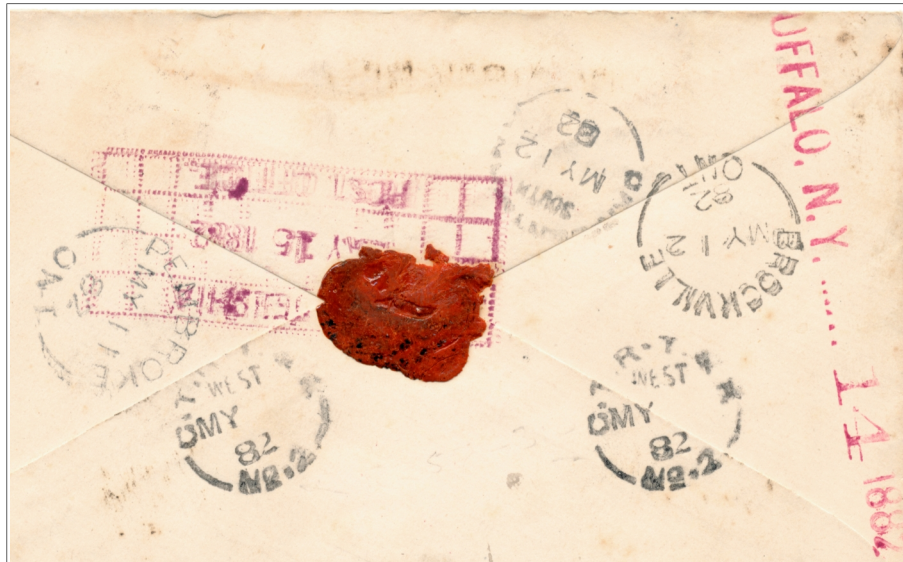
Like the cover shown on page 2647 of the January-March, 2019 newsletter, the Windsor post office clerk used the blank space left by the removal of “G.W.R” at the bottom of RY-69.5 to enter the originating tracking number.



Bill Longley reports a new **early date** for hammer **WT-957.05**, WINNIPEG & PRINCE ALBERT · R.P.O. / N^o 5 , E, FE 15, 11. This hammer was proof struck on December 10, 1910.



A New Late Date for RY-16



Ross Gray Collection

This cover originated at Point Alexander, Ontario and was addressed to Philadelphia. It travelled on **RY-16**, CAN - CENTL - RWY / _ , SOUTH, MY 12, 82 , to Pembroke, where it was sorted into closed bag mail for Brockville. It was received there the same day and transferred aboard the westbound Kingston-Toronto train and postmarked with **ON-630.02**, G.T.R - T. & K / _ NQ - 2 _ , WEST, MY , 82 , and sorted into closed bag mail for Buffalo. It was received in Buffalo on May 14 and in Philadelphia on May 15. May 12, 1882 is a new **late date for RY-16** which was very badly worn by that time.

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Two Hammers for ON-740.01

Hammer	Proof	ERD	LRD	Indicia
ON-740.011	unknown	1899/12/20	1903/04/06 ¹	N,S,blank
ON-740.012	unknown	1903/06/05 ¹	1927/11/10	N,S,41,44,46,47,50,51,61,64,68,69,blank

Brian Stalker¹



ON-740.011



ON-740.012

Former Mail Clerk Remembers the Canadian Railway Mail Service

from the Strathroy Age Dispatch Published on: May 14, 2019

Many have heard of the famous Pony Express, an American postal service that operated for 18 months delivering mail, newspapers, and personal messages across the United States, but what about its much longer-standing Canadian counterpart? Unlike the Pony Express, which ran between 1860 and 1861, the Canadian Railway Mail Service (or RMS) made the rounds for 117 years beginning in 1854. At the time, a letter delivered by traditional means — horseback, canoe, snowshoe, or on foot — from Quebec City to Windsor Ont. might take 10-and-a-half days. But the new railway post office system allowed mail to be sorted en route, drastically improving delivery times.

Strathroy resident **Norm Giffen** recently reminisced with me about his 10 years on the RMS from 1956 to 1966. He worked as a mail clerk mainly on the Toronto to Windsor and Toronto to Sarnia runs, but said he once made it all the way to British Columbia. “It was not an easy job,” Giffen recalled. “We worked in cramped spaces and slept on bags of mail as we were travelling across the country ... the mail cars were always right behind the engine and the cars themselves came in 15-, 30-, or 72-foot lengths.”

Railway cars were constructed with a small mail slot so senders could deposit their mail when the train stopped in their town. In places where the train didn’t stop, mail clerks would snatch bags of mail waiting for pick up as they sped along the tracks. The bags were hanging on catchposts and were retrieved with an iron bar and hook contraption attached to the train. Mail headed in the opposite direction was tossed in locked mailbags from the racing train for local delivery.

These methods of collecting and distributing mail were not easy feats to accomplish. Railway mail clerks needed an encyclopedic memory of every rail line, every train, and all the stops and connections along their routes. If that wasn’t difficult enough, they were also expected to have memorized the many mail-sorting slots inside the railway cars. “We had to memorize where each letter should be slotted and none of them were labelled,” Giffen remembered. “Sometimes our boss would inspect our mail-sorting, and rarely did he find any errors in our work.” On average, a mail clerk could sort 1,500 letters per hour into over 100 mail slots.

Mail clerks also had to pass yearly exams on all the railway stations in Ontario with a mark above 97 per cent. Giffen remembers receiving 98.8 per cent on his first exam, a “satisfactory” mark, according to his instructor, who expected perfection. “I was also qualified to sort the Windsor city mail on Toronto, London and Windsor trains,” he said. “But the quarters were cold, hot, humid, noisy, the air was heavy with fumes from the engine, the floors were always swaying, and work was a constant race against time before we got to the next stop.”

The Railway Mail Service ceased operation on April 24, 1971. The final runs of the mail train included, among others, Train No. 48 from Toronto to Ottawa, No. 58 from Toronto to Montreal, and No. 123 from Campbellton, New Brunswick to Lévis, Quebec. The RMS was by far the best organized and most efficient branch of the postal service Canada has seen, thanks to the intensive training and the discipline of annual exams, with each mail clerk responsible for his own work in difficult conditions. After 1971, the mail was moved by truck, bringing the era of the mail train to an end.

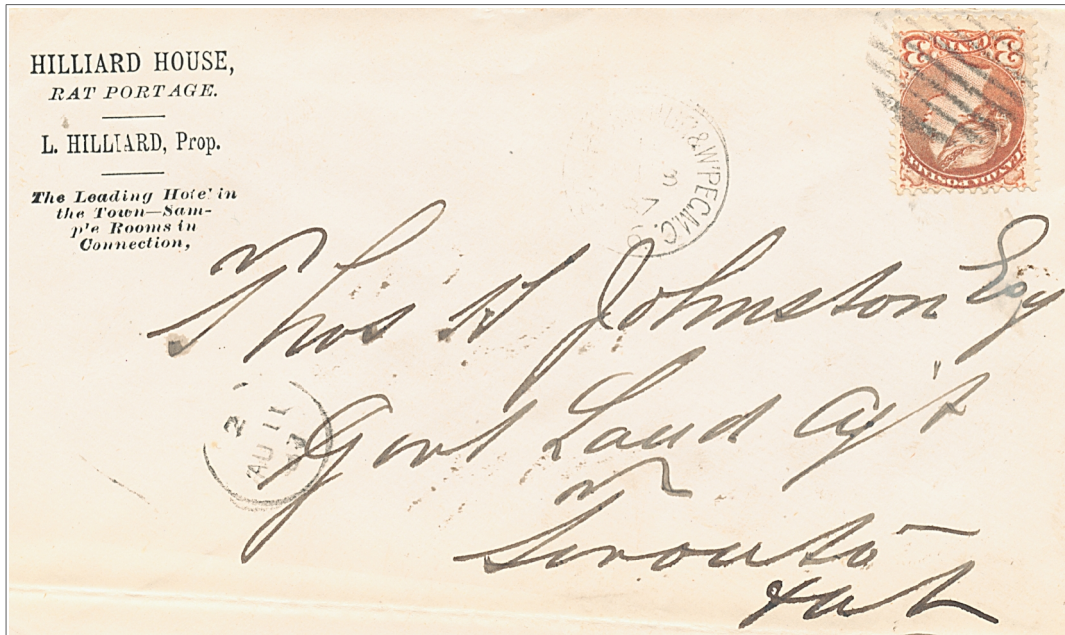


A New Late Date for MT-345.01

Bill Longley reports a new **late date** for hammer **MT-345.01**,
TRURO & ANNAPOLIS R.P.O. / . , E, JUL 20, 21 .



New Reports



Ross Gray Collection

ON-461.061, C.P.R. P^r ARTHUR & W'PEG M.C. / 6. , E, AU 8, 87 , is a new **early date** for the hammer. The Toronto receiving backstamp and carrier stamp on the front are both dated August 11.

**RAILWAY POST OFFICE
LETTER BILL.**

Stamp of

Stamp of

BRANTFORD
M.C.
GODERICH
W. OC 26
97

Despatching Clerk.

From _____

For _____

Date _____ 18

Stamp of

PARIS
OC 26
97

Receiving Office.

Unpaid _____ Cents.

No. _____ Registered Articles.

Clerk in Charge.

Registered No.	NAME.	PLACE.	WHERE SENT BY RECEIVING CLERK.

Bill Longley reports a new **late date** for ON-149.01, GODERICH / & / BRANTFORD , accompanied by ON-150, GODERICH & BRANTFORD / · M.C. · , W, OC 26, 97. This new date narrows the transition period between ON-149.01 and ON-149.02.

Newsletter Editor, Catalogue Editor	Ross Gray, 282 Burnham Street, Peterborough, ON, K9H 1T3 Phone: (705) 748-0247 e-mail: oshrr@sympatico.ca
Secretary-Treasurer, Newsletter Mailer	Sean Weatherup, 29 Hallmark Avenue, Lower Sackville, Nova Scotia, B4C 3P7 Phone: (902) 865-1361 e-mail: sweatherup@eastlink.ca