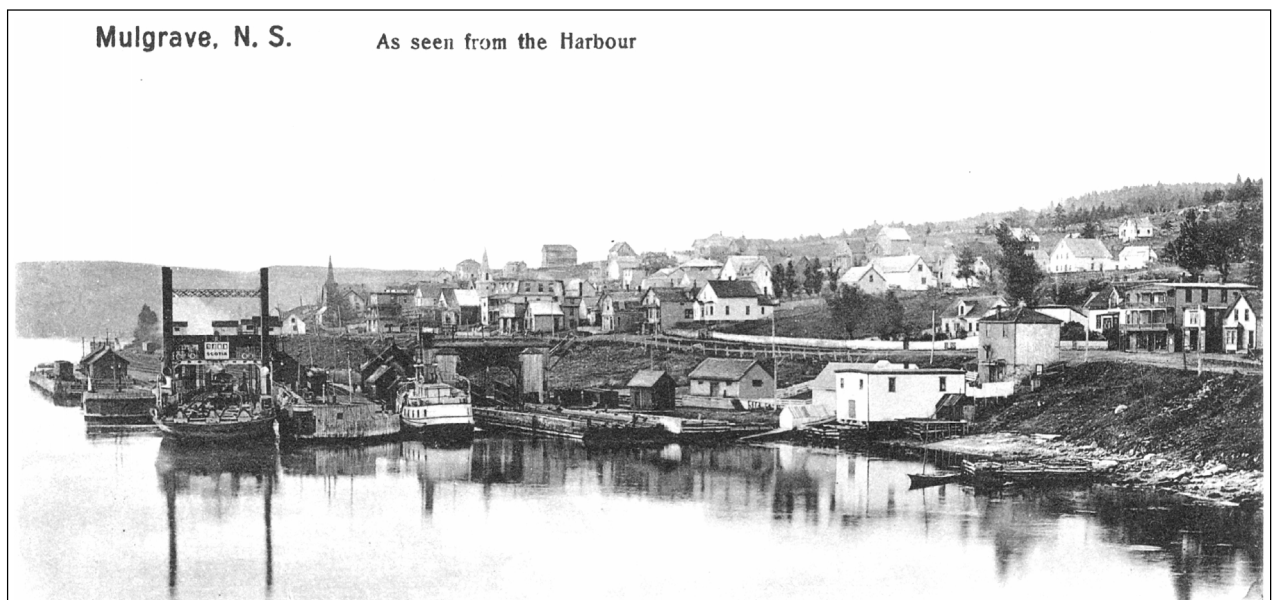


I began editing the R.P.O. Study Group newsletter with the January-February, 2001 issue, 20 years and 1135 pages ago. During that time it has been a pleasure corresponding with many fellow R.P.O. and other postal history enthusiasts, from both within and outside the study group. They have greatly contributed to our continually expanding database by their much appreciated participation.

My working desk copy of the 2015 catalogue now has numerous pencilled notations, updates and corrections on nearly every page. Is it time for a new edition of the catalogue yet? Please let me know your views and suggestions for improvements in a future edition.

In this issue we welcome reports from **Morris Beattie, Jack Brandt, Brian Copeland, Cec Coutts, Ross Gray, Brian Stalker** and **Simon Taylor-Young**. Our Secretary-Treasurer, **Sean Weatherup**, presents his annual report.

Featured is a look at the history of R.P.O. service between Sydney and Halifax via Truro. There are also three new hammer studies for **QC-547, ON-337** and **WT-260** as well as an update of a previous study for **ON-728** because of the recognition of a formerly unrecognized third hammer by **Brian Stalker**.



Congratulations

Congratulations are extended to **Ross Gray**, for twenty years of editorship of the Railway Post Office Study Group of the British North America Philatelic Society. The backbone of any study group is the editor of its newsletter and Ross has done outstanding work over the past twenty years. An editor's job is really to gather information and put it together in an interesting fashion. Ross, like most study group editors, has gone beyond that and supplied much of his own material. In addition to the newsletter, Ross has put together two catalogues; 2009 and 2015. We look forward to many more years of leadership.

Thank you Ross.

Peter McCarthy, Chairman of the BNAPS RPO Study Group

R.P.O. Service to Sydney

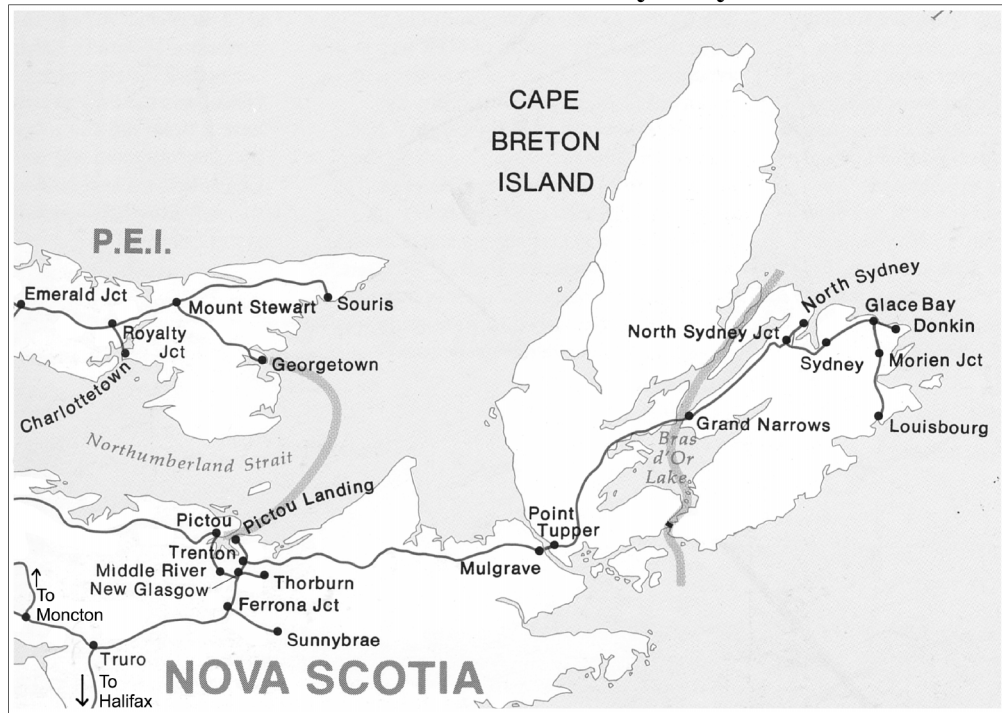
In the September-October and November-December, 2008 newsletters, we discussed the early R.P.O. services in Nova Scotia, including service as far eastward as Port Hawkesbury and Point Tupper just across the Strait of Canso on Cape Breton Island.

The Intercolonial Railway line between Point Tupper and Sydney was completed in 1891. Initially railway cars were moved across the Strait between Mulgrave and Point Tupper on a barge attached to a tug or ferry, until 1901 when the *Scotia* railway car ferry arrived. A sister ship, *Scotia II*, augmented the service in 1915 and both vessels remained in use until the completion of the Canso Causeway in 1955.

Mls.		19		17		79		21		55		101		77		65	
		Exp.	Exp.	Exp.	Exp.	Mxd.	Mxd.	Mxd.	Mxd.	Mxd.	Mxd.	Mxd.	Mxd.	Mxd.	Mxd.	Mxd.	Mxd.
STATIONS		A.M.	P.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
0	HALIFAX...Dep	7 00		15 00													
0.8	Richmond			15 03													
4.1	Rockingham	7 09		5 10													
8.7	Bedford	7 19		5 22													
12.5	Lake View	7 27		5 32													
18.9	Windsor Jct.	7 30		5 36													
21.8	Wellington	7 45		5 52													
23.1	Grand Lake	7 49		5 55													
24.8	Oakfield	7 52		5 58													
27.7	Enfield	8 00		6 05													
30.1	Elmsdale	8 07		6 13													
36.4	Milford	8 20		6 27													
40.1	Shubenacadie	8 30		6 37													
44.6	Stewiacke	8 40		6 49													
49.1	Alton	8 52		7 01													
53.8	Brookfield	9 05		7 13													
57.4	Hilden	9 16		7 22													
61.8	TRURO...Arr	9 25		7 30													
	ST. JOHN...Dep	11 30	12 40														
61.8	TRURO...Dep	19 40	18 30			15 00											
66.5	Valley	9 50	8 42			15 38											
70.8	Union	10 00	8 53			16 00											
74.7	Riversdale	10 09	9 03			16 04											
82.6	West River	10 26	9 19			16 27											
85.6	Gordon Summit	10 32	9 25			16 40											
90.3	Glengarry	10 42	9 35			16 57											
96.8	Hopewell	10 57	9 49	16 15	17 20	7 26				16 30							
99.1	Ferrous Jct.	11 02	9 53	6 21	7 26	7 44				16 37							
102.7	Stellarton	11 20	10 10	6 30	7 40	8 30				14 45	6 45	17 40					
116.6	PICTOU...Arr	12 10	10 50	8 30													
	Dep	10 20	6 45	6 45													
104.8	NEW GLASGOW	11 30	10 20	6 38	7 50	9 20				4 50					7 45		
110.7	Woodburn	11 45				9 46											
115.1	W. Merigomish	11 55	10 47			10 06											
118.5	Merigomish	12 04	10 56			10 21											
123.3	Piedmont	12 16	11 09			10 43											
127.0	Avondale	12 25	11 19			11 00											
129.0	Barney's River	12 30				11 07											
133.0	Marshy Hope	12 40	11 36			11 20											
136.8	James River	12 50	11 46			11 33											
140.9	Brierley's Brook	12 58				11 47											
146.8	Antigonish	1 09	12 10			1 20											
151.4	South River	1 22				1 38											
156.2	Pomquet	1 33				1 57											
158.4	Heatherton	1 40	12 39			2 07											
160.8	Bayfield Road	1 47				2 20											
162.2	Afton	1 51				2 27											
166.8	Tracadie	2 02	12 58			2 45											
170.9	Linwood	2 15				3 05											
175.0	Har. au Bouche	2 25	1 19	105		3 35											
184.9	Mulgrave...Arr	2 55	1 45	Mxd.		4 15											
184.9	Pt. Tupper...Dep	3 40	2 40			14 00											
186.0	Inverness Jct.	3 44		14 06													
189.8	Mines Road	3 53		4 16													
192.8	MacIntyre's L.	4 00		4 26													
193.9	West Bay Road	4 15		4 52													
206.2	River Denys	4 31	3 27	5 22													
214.2	Orangedale	4 48	3 44	5 50													
219.1	Alba	4 59		6 09													
225.0	McKinnon's Har.	5 11		6 30													
230.4	Iona	5 24	4 20	6 50													
231.1	Grand Narrows	5 50	4 26	6 56													
239.7	Shenacadie	6 08		7 32													
243.5	Boisdale	6 26		8 38													
254.8	Barrachois	6 40	5 02	9 01													
259.7	George's River	6 53		9 21													
263.5	North Sydney Jct.	7 15	5 40	9 50		17 45											
267.9	North Sydney Arr	7 25	5 50	10 05													
270.6	Sydney Mines Arr	7 40	6 05	10 55		8 05											
	St. John's, Nfld.	112 00															
266.0	Leitch's Creek	7 21		9 57													
276.4	SYDNEY...Arr	7 45	6 10	10 35													

† Daily, except Sunday. ‡ Daily, except Monday.
A Arrive.
f Trains stop only when signalled or when there are passengers to set down.
i Steamer "Bruce," leaving North Sydney after arrival of No. 19, Tuesday, Thursday and Saturday, makes connection with train reaching St. John's at 12.00 a.m. (Newfoundland time).—23 hours after arrival at Port aux Basques.
No. 17. Sleeping car Halifax to Sydney.
No. 19. Observation parlor car Halifax to Sydney. Dining car Halifax to Antigonish. Buffet service Antigonish to Sydney to those holding parlor car seat tickets.

R.P.O. Service to Sydney



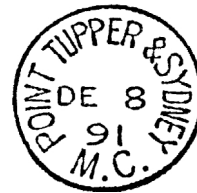
Railways in 1897 (map modified from "Lines of Country")

Point Tupper & Sydney

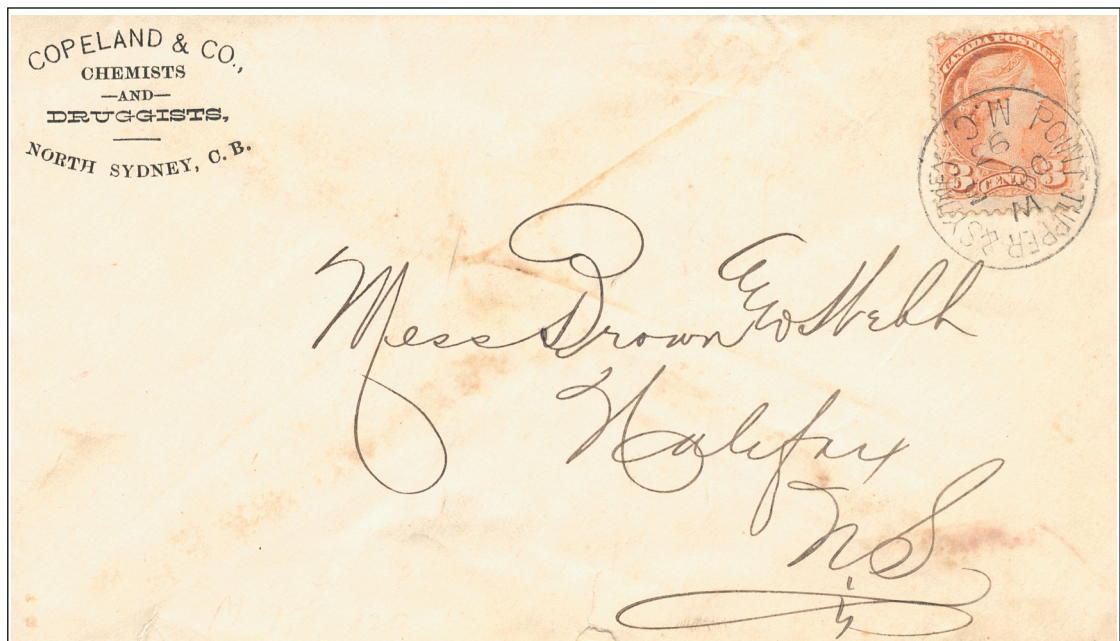
On November 24, 1891, **MT-275** was proof struck but never used because of the spelling error. The replacement and first hammer to be used on the run to Sydney, **MT-276**, was proof struck on December 8, 1891. It is known used from July 29, 1892 until July 21, 1900 with E or W direction indicia.



MT-275 proof



MT-276 proof



MT-276, POINT TUPPER & SYDNEY / M.C. , W, OC 3, 93. Halifax receiving backstamp dated same day.

R.P.O. Service to Sydney

Halifax & Sydney

There is only one reported **first period** date of the extended Halifax-Sydney run using hammer **MT-185.01** (*proof date unknown*) on June 12, 1892 until the same hammer is recorded again, used on August 28, 1900. It might have been that the early car ferry service between Mulgrave and Point Tupper was found to be unreliable or possibly inadequate to allow an extra car for the R.P.O. to be regularly transported.

The Halifax-Sydney run operated via Truro until 1932 and then was briefly reinstated in 1962, using MT-193.



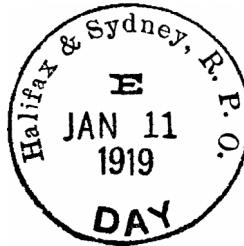
MT-185.01



MT-186.02



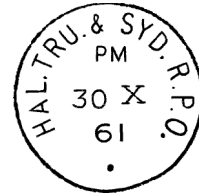
MT-187.01



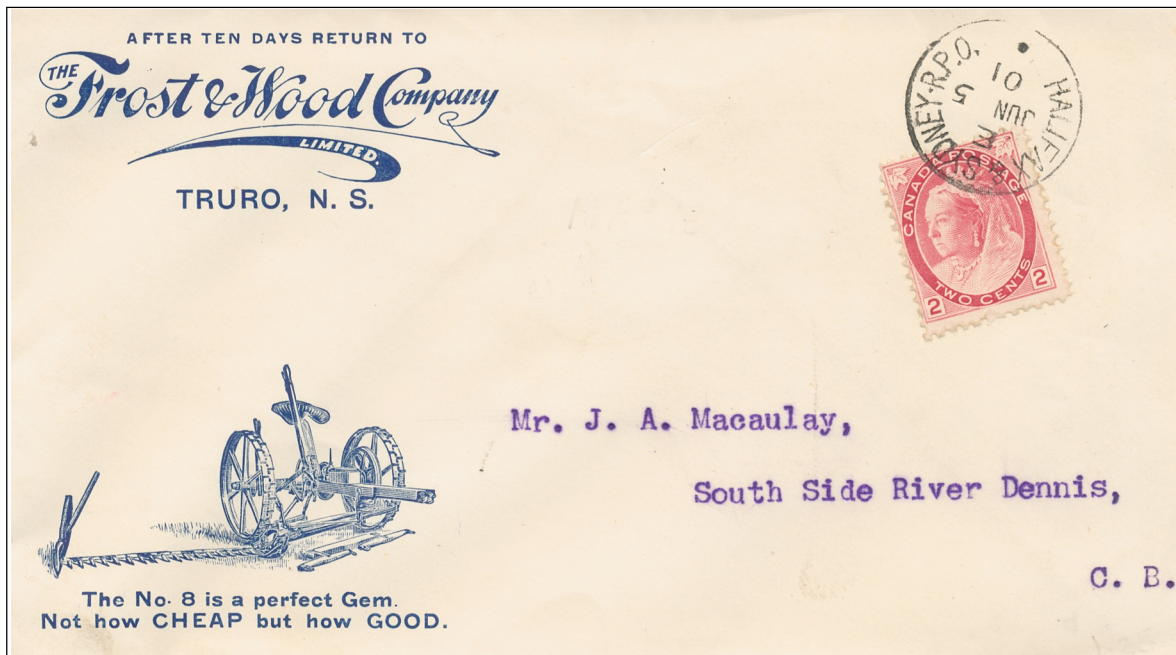
MT-188



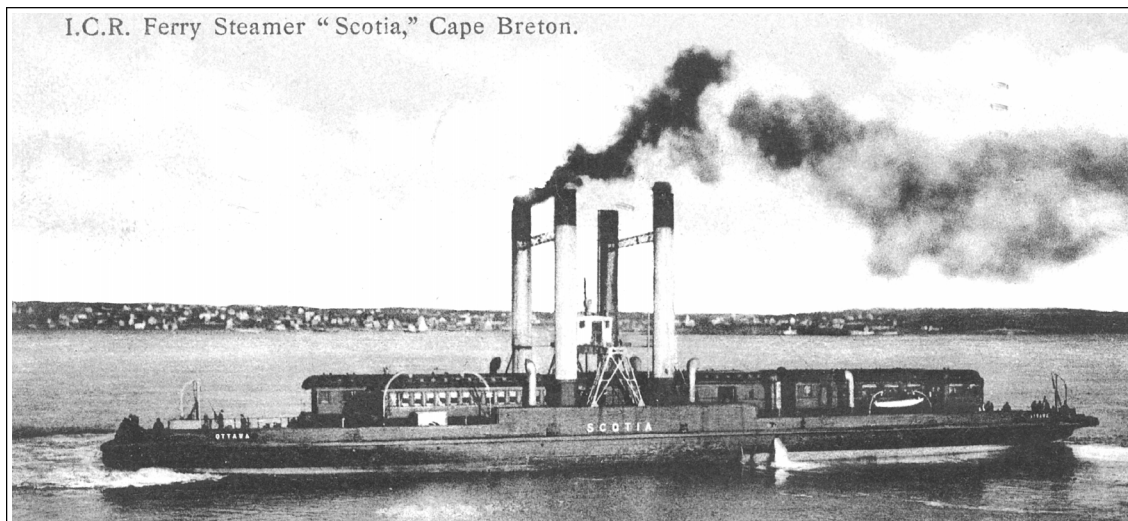
MT-189.02



MT-193



MT-185.01, HALIFAX & SYDNEY · R.P.O. / . , E, JUN 5, 01



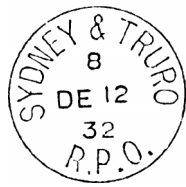
R.P.O. Service to Sydney

Sydney & Truro

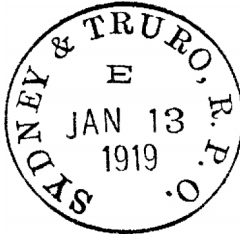
The shorter Sydney-Truro run began in 1914 and ended in 1967. At Truro, mail could be exchanged with the very busy Halifax-Moncton-Campbellton R.P.O. services. (Exchange facilities at Truro used postmarks SN-60 and SN-61 from 1927 until 1970.)



MT-333.03



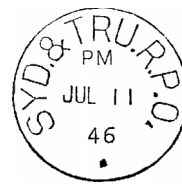
MT-334.07



MT-335



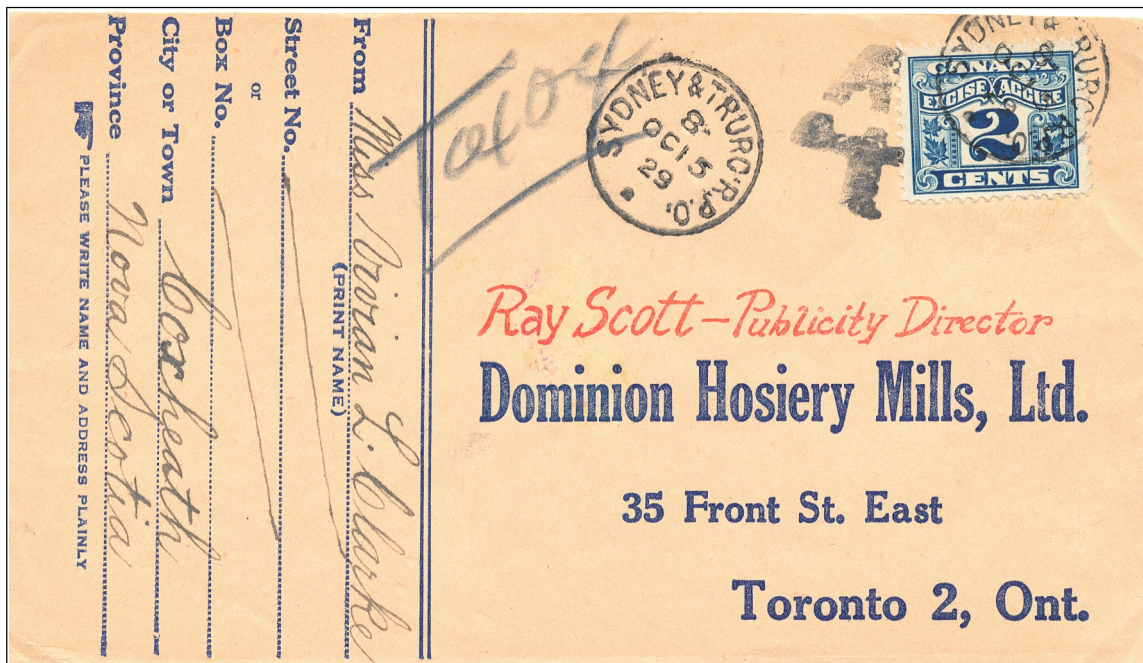
MT-336



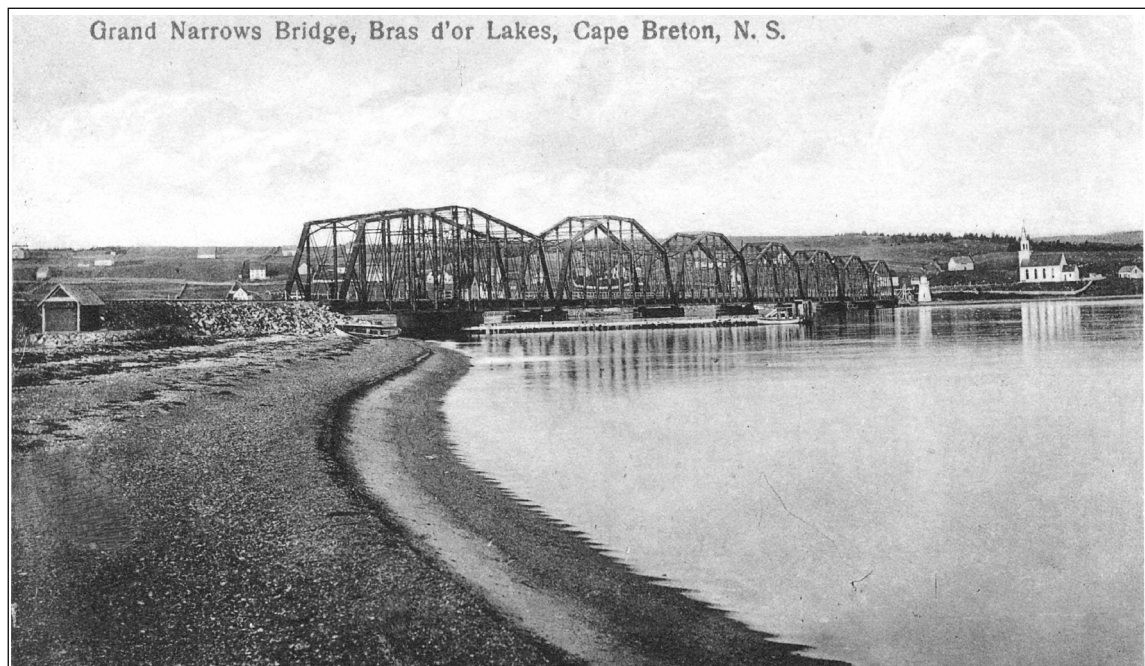
MT-337



MT-361



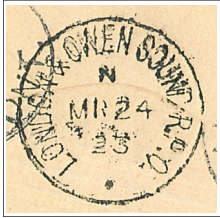
MT-333.01, SYDNEY & TRURO · R.P.O. / . , 8, OC 15, 29



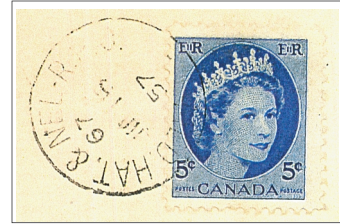
Grand Narrows Bridge, Bras d'or Lakes, Cape Breton, N. S.

New Reports from Jack Brandt

ON-250.02, LONDON & OWEN SOUND · R.P.O. / . , N, MR 24, 23 ,
is the first report of an "N" direction indicium for the hammer.



WT-343.02, MED. HAT. & NEL · R.P.O. / . ,
67, JUL 15, 57 , is a new **late 2nd period date**
for both the hammer and the listing.



WT-344.061, MED. HAT. & NEL. R.P.O. / N^o 6 , E, NO 22, 10 ,
is a new **early date** for this hammer which was proof struck on
October 20, 1910.



WT-343.02, MED. HAT. & NEL · R.P.O. / . , 12, JAN 14, 55 , is the first report of a **train 12** indicium
for both the hammer and the listing.

ACKNOWLEDGMENT.

Stamp of *Pinkerton.* Mail from *Pinkerton.* Stamp of *W. G. & B. Ry. NORTH JY 10 93*

For *W. G. & B. Ry. North*

Despatching Office. *93* Date *July 10 1893* Receiving Office.

Received in good condition * _____

Registered articles, being the number entered in Letter Bill.

* The number to be written in words.

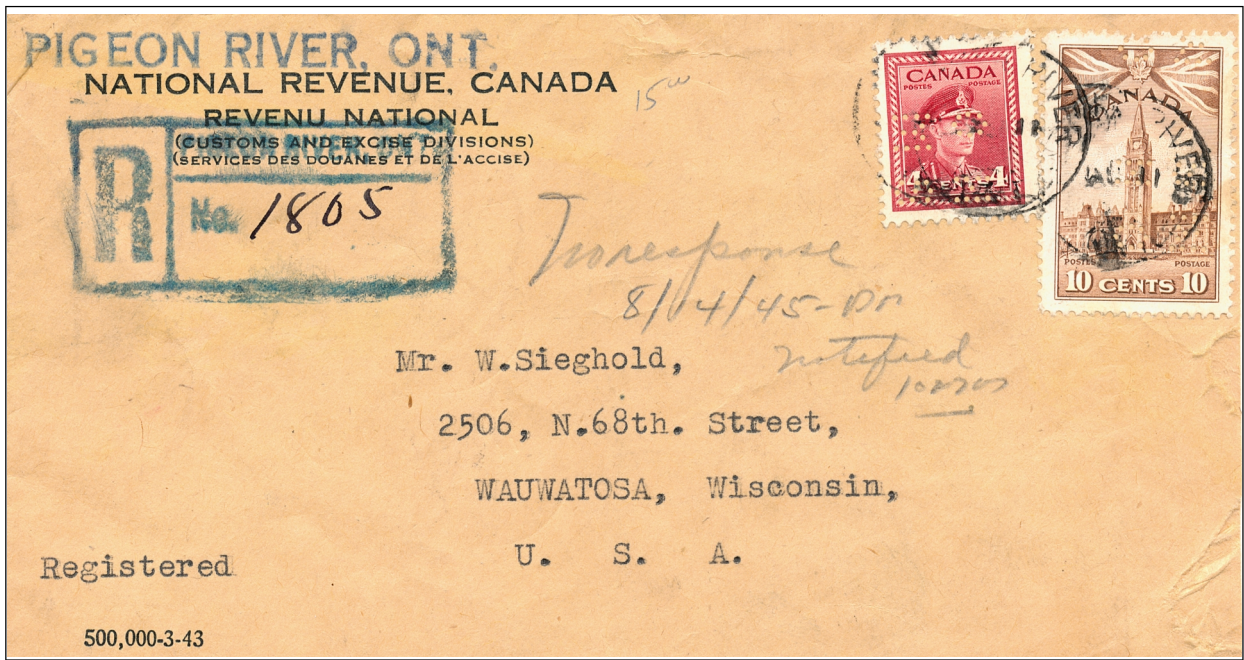
P. M. or Clerk Receiving.

23 B.—1,000,000-16-11-'92.

This ACKNOWLEDGMENT to be returned by first Mail to POSTMASTER at

RY-216, W. G. & B. Ry. , is a new **early date** for this straight line rubber stamp which is only recorded
on this Post Office form. It is accompanied by **RY-214.05**, W. G. & B. Ry. / N^o 5 , NORTH, JY 10, 93.

New Reports from Ross Gray



This registered cover to Wauwatosa, Wisconsin, originated at Pigeon River, Ontario on August 11, 1945. It travelled by road to Port Arthur where it was transferred to westbound

ON-315, NORTH BAY & FORT WILLIAM · R.P.O. / . , 1, AU 12, 45 .

At Fort William, it was transferred to westbound

ON-109.07, FT. WM. & WPG. R.P.O. / N^o 7 , 1, AU 12, 45 . Arrival in Winnipeg was the same day, where it was transferred to southbound

WT-555.02, PEMBINA & W'P'G. R.P.O. / No. 2 , AU 13, 45 . This is only the **second reported use** of this rare hammer and now the **LRD. Train 14** has not been previously reported for the hammer.

It arrived in Wauwatosa, via Milwaukee, on August 14.



MT-257.03, MONCTON & QUEBEC / M.C. ,
E, OC 8, 97 , is a new **late date** for the hammer.

QC-547 Hammer Study



Hammer	a	b	c	d	e	f
QC-547.01	6	6 +	11 ½ +	11 ½	14	8
QC-547.02	5 -	6 ¾	12 ¼	11 ½	14 ½	6 ¾
QC-547.03	5 ½	6 +	13	11	15 -	7 ½ +



QC-547.01



QC-547.02 proof



QC-547.03 proof

Hammer	Proof		ERD	LRD	Indicia
QC-547.01	1914/03/03		1916/08/02	1928/01/02	15,22
QC-547.02	1916/03/13		OPK	OPK	
QC-547.03	1916/03/13	1st period	1933/02/04	1933/02/04	21
		2nd period	1956/01/18 ¹	1956/01/18	5
QC-547		1st period	1914/04/01	1935/10/24	NO,S,15,21,22,24,25
		2nd period	1956/01/18	1957/02/13	5

Brandt¹

.....

ON-337 Hammer Study



Hammer	a	b	c	d	e	ERD	LRD	Indicia
ON-337.01	13 ½	5	8 ½	12 ¾	9 ½ -	1906/04/13	1909/12/30	1,2,4
ON-337.02	12 ½ -	4 ½	7 ½	13 ¾ -	10	1906/05/05	1907/09/30	1,2,4
ON-337						1906/03/24	1909/12/30	1,2,4

Proof dates are unknown for both hammers



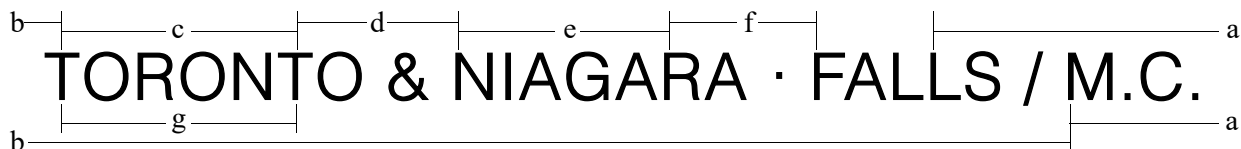
ON-337.01



ON-337.02

ON-728 Hammer Study Update

Brian Stalker has identified a third, previously unrecognized hammer for listing ON-728. He found that an additional chord “g” is useful in separation and notes that from about 1898 the bottom of both T's of hammer ON-728.01 were damaged, which gives rise to misleading chordal dimensions



Hammer	a	b	c	d	e	f	g
ON-728.01	14 -	5 +	12	8 -	10 ½	6 +	8 ¾
ON-728.02	15 ½	5 ¾	11 ¼	7 ½	9 ¾	5 ¼	8 ½ -
ON-728.03	13 ¼	5 ½	10 ½	8 ½	10 ¾	6 +	7 ½

Hammer	Proof	ERD	LRD	Indicia
ON-728.01	1893/04/09	1893/06/30	1901/10/09	E,W
ON-728.02	unknown	1897/11/10	1948/12/17	E,W,2,11,11-20,18,19,19-96,22,29 76,84,91,92,97-20,101,102,107,108
ON-728.03	unknown	1895/03/06	1897/08/16*	E,W
ON-728		1893/06/30	1948/12/17	E,W,2,11,11-20,18,19,19-96,22,29 76,84,91,92,97-20,101,102,107,108

*Brian Stalker **



ON-728.01



ON-728.02



ON-728.03



ON-728.03, TORONTO & NIAGARA · FALLS / M.C. , W, AU 11, 96. The Windsor transit and Amherstburg receiving postmarks are both dated August 12.

More Hammers Struck Through Cloth

We discussed various steel hammer RPO postmarks which were struck through cloth and illustrated the device used on page 2563 of the July-September, 2017 issue of the newsletter. Here are two more examples.



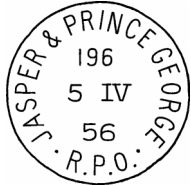
Cancelling a 3¢ Small Queen cover to Grand Rapids, Michigan is **QC-294.09**, MONT. & TOR. G.T.R. / 9 , D.W, JU 23, 98 , **struck through cloth.**



This registered cover originated at Fitzroy Harbour on Friday, July 10, 1896 and travelled about 5 miles by road to Galetta, where it was transferred to **ON-403**, OTT. & PARRY SOUND / M.C. , E, JY 10, 96 . At Ottawa, it was transferred to **RY-14**, CANADA · ATLANTIC / M.C. , E, JY 10, 96. At Coteau Junction, it was transferred to **QC-294.11**, MONT. & TOR. G.T.R. / 11 , N.W, JY 10, 95 (*struck through cloth*). Postmarked on arrival at Prescott on Saturday, July 11, it completed its journey by rail northward to Spencerville in closed bag mail. There is no Spencerville arrival postmark to show when it arrived.

It would have travelled a shorter distance if it had been routed south at Ottawa on the CPR Ottawa-Prescott railway but depending on train schedules, the longer routing may have been faster.

WT-260 Hammer Study



WT-260.01



WT-260.02

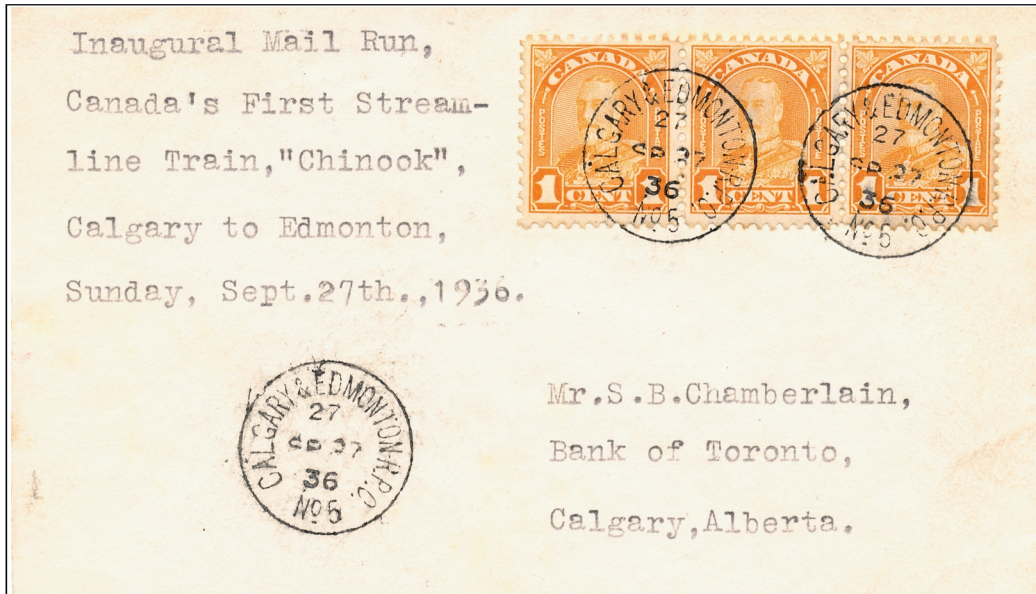
Hammer	Proof	ERD	LRD	Indicia	a	b	c	d
WT-260.01	1955/09/09	1955/10/22 ¹	1958/10/21	195,196	6 -	10 +	11 ¼	10 ½ +
WT-260.02	1955/09/09	1957/03/22	1964/04/29 ¹	195,196	5 ¼	10 ½ +	11 ½	11 ¾
WT-260		1955/10/01	1965/08/01 ¹	5?,6?,195,196	Brian Stalker ¹			

Trains 5 and 6 first operated on May 25 and May 26, 1964 respectively. Trains 195 and 196 last operated on May 23, 1964.

JASPER — PRINCE GEORGE — PRINCE RUPERT																							
5		195		92		196		6		M206		M290		11		RAILINER AUTORAIL 695		93		RAILINER AUTORAIL 696		12	
Ex. Sun.	Dim. exc.	Ex. Sun.	Dim. exc.	Miles	Pacific Standard Time	Ex. Mon.	Ex. Mon.	Mon.	Wed. Fri.	Mon. Mer. Ven.	Wed. Fri.	Mon. Mer. Ven.	Miles	Pacific Standard Time	Altitude	Mon. Mer. Ven.	Wed. Fri.	Sun. Dim.	Mer. Ven.	Mer. Ven.	Mer. Ven.	Dim.	Mer. Ven.
A.M.		P.M.				A.M.		P.M.		A.M.		P.M.		A.M.		P.M.		A.M.		P.M.		A.M.	
9.00		9.00		0.0	DP JASPER, ALBERTA (4)	7.30	3.00	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
9.36		9.40		21.8	Lucerne, B.C.	6.45	2.19	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
10.15		10.25		43.7	Red Pass Jct.	6.10	1.45	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
				58.0	Emperor	5.20	1.03	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
10.44		10.56		68.8	Swiftwater	4.54	7.12	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
11.10		11.21		73.8	Tete Jaune	4.43	7.12	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
11.19		11.31		81.1	Shere	4.27	7.12	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
11.34		11.49		87.3	Croydon	4.15	7.11	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
11.50		12.03		93.9	Dunster	4.00	7.11	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
12.06		12.19		94.9	Raush Valley	3.49	7.11	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
12.16		12.30		107.3	Eddy	3.25	7.11	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
12.45		1.00		112.7	Ar McBride	3.20	7.10	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
12.55		1.10		120.4	Lamming Mills	3.09	7.10	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
1.09		1.24		123.9	Legrand	2.56	7.10	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
1.25		1.40		128.8	Lamco	2.40	7.10	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
1.35		1.51		132.8	Rider	2.28	7.10	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
1.49		2.07		143.6	Maurice Balcaen	2.12	7.09	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
2.04		2.27		152.3	Galt River	1.55	7.09	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
2.18		2.43		154.9	Crescent Spur	1.42	7.09	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
2.23		2.50		162.9	Loos	1.33	7.20	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
2.30		2.56		165.0	Uring	1.26	7.17	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
2.44		3.11		168.7	Rock Pit	1.12	7.05	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
2.55		3.29		172.9	Eagle Lake Sawmills	1.01	7.05	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
3.12		3.49		176.8	Kidd	1.01	7.05	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
3.27		3.55		184.7	Dome Creek	1.01	7.05	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
3.35		4.04		198.0	Bend	1.01	7.05	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
3.50		4.20		199.5	B.C. Spruce Sales Ltd.	1.01	7.05	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
3.55		4.25		201.1	Guilford	1.01	7.05	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
4.07		4.38		205.6	Penny	1.01	7.05	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
4.20		4.51		207.5	Longworth	1.01	7.05	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
4.35		5.08		211.3	Hutton	1.01	7.05	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
4.43		5.19		214.6	Sinclair Mills	1.01	7.05	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
4.57		5.38		216.1	Dewey	1.01	7.05	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
5.05		5.48		218.9	Cornel	1.01	7.05	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
5.15		6.00		225.4	Church Sawmills	1.01	7.05	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
					Hansard	1.01	7.05	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
					Upper Fraser	1.01	7.05	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
					Trick Lumber Co.	1.01	7.05	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
					Alexa Lake	1.01	7.05	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
					Fitchner Lumber Co.	1.01	7.05	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
					Newlands	1.01	7.05	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
					Giscome	1.01	7.05	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
					Willow River	1.01	7.05	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
					Shelley	1.01	7.05	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
					Foreman	1.01	7.05	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
					Ar PRINCE GEORGE (94)	1.01	7.05	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

The Chinook

In 1936, Canadian Pacific introduced "high speed rail" with 'The Chinook', a specially-designed inter-city light passenger train between Calgary and Edmonton, reducing travel time to 4-1/2 - 5-1/4 hours at speeds up to 90-100 mi/hr with up to 22 stops along the line.



WT-64.052, CALGARY & EDMONTON · R.P.O. / N^o 5 , 27, SP 27, 36. (The clerk apparently lacked a "527" train number slug.)

CALGARY, EDMONTON											
51	The Chinook		523	521	Miles	TABLE 138	The Chinook		526	522	52
	527	525					524	528			
A.M.	P.M.	P.M.	A.M.	A.M.		Mountain Time	P.M.	P.M.	P.M.	A.M.	A.M.
.....	5.25	5.00	8.50	12.40	0.0	Lv CALGARY 6..... Ar	1.15	3.15	6.35	6.35	.....
.....	.....	.....	9.11	1.10	10.2	Beddington.....	12.53	.....	.....	.....	.....
.....	5.59	5.34	9.29	1.20	15.0	Balzac.....	12.46	.....	76.01	.....	.....
.....	6.15	5.50	9.47	1.37	20.4	Airdrie.....	12.38	2.38	5.51	75.50	.....
.....	6.31	6.06	10.06	1.56	30.3	Crossfield.....	12.23	2.23	5.33	5.30	.....
.....	6.42	6.17	10.19	2.09	40.8	Carstairs.....	12.07	2.07	5.15	5.10	.....
.....	6.57	6.32	10.37	2.27	47.8	Didsbury.....	1.56	1.56	5.02	4.55	.....
.....	7.14	6.49	10.56	2.46	57.9	Olds.....	1.41	1.41	4.43	4.33	.....
.....	7.26	7.01	11.12	3.00	68.0	Bowden.....	1.24	1.24	4.23	4.11	.....
.....	7.39	7.14	11.32	3.15	76.2	Innisfail.....	1.12	1.12	4.09	3.55	.....
.....	7.55	7.30	11.52	3.45	94.9	Penhold.....	10.59	12.59	3.53	3.38	.....
.....	8.05	7.40	12.10	4.00	94.9	Ar RED DEE 144..... Lv	10.45	12.45	3.35	3.20	.....
.....	8.23	7.58	12.33	4.21	106.7	Lv RED DEE 11..... Ar	10.35	12.35	3.20	3.10	.....
.....	8.33	8.10	12.49	4.35	132.2	Blackfalds.....	10.15	12.15	2.59	2.41	.....
.....	8.47	.....	1.05	.....	122.5	LACOMBE 139, 141.....	10.03	12.06	2.47	2.25	.....
.....	8.57	8.36	1.20	5.07	129.8	Morningside.....	9.46	11.52	2.30	.....	.....
.....	.....	.....	1.31	.....	135.1	Ponoka.....	9.36	11.42	2.18	1.56	.....
.....	.....	.....	1.42	.....	141.6	Menalk.....	9.26	.....	.....	.....	.....
.....	.....	.....	1.49	.....	146.5	Hobbema.....	9.19	11.24	1.56	.....	.....
.....	.....	.....	2.05	5.55	152.0	Navarre.....	.....	.....	.....	.....	.....
15.35	9.31	9.07	2.25	6.11	161.7	WETASKIWIN 102.....	9.06	11.09	1.40	1.18	12.09
25.51	9.47	9.22	2.37	6.27	167.9	Millar.....	8.49	10.54	1.18	12.59	11.51
.....	.....	.....	2.49	6.32	174.0	Kavanagh.....	8.41	.....	.....	.....	.....
.....	.....	.....	2.58	.....	179.1	Leduc 141.....	8.33	10.36	12.58	12.37	11.29
.....	.....	.....	3.20	7.00	191.9	Nisku.....	.....	.....	.....	.....	.....
6.40	10.30	10.05	3.30	7.10	194.1	So. Edmonton 102, 145.....	8.10	10.10	12.25	12.05	11.00
16.50	10.40	10.15	3.30	7.10	194.1	Ar EDMONTON 102..... Lv	8.00	10.00	12.15	11.55	10.50
A.M.	P.M.	P.M.	P.M.	A.M.			A.M.	A.M.	P.M.	P.M.	P.M.

Trains 525, 527 and 524, 528 "The Chinook" are semi-streamlined and completely air-conditioned, with light buffet service.
EQUIPMENT—521 and 522 Sleeper, 12 Sec., D.R., Calgary and Edmonton.
523 and 526 Buffet Parlor, Calgary and Edmonton.
Sleepers Calgary and Edmonton open 9.00 p.m., occ. until 8.00 a.m.

CPR Timetable January 3, 1937

New Reports

WT-829.204, VIC. & WELL · R.P.O. / —o— B.C. —o— , N, JUL 31, 12 , is the first report of the "N" direction indicium for both the listing and the hammer. Reported by Brian Copeland.

Simon Taylor-Young reports a new early date for hammer RY-51.04, G. B. & L. E. RY / N^o 4 , S, DE 30, 91 , which was proof struck on November 26, 1890.



New Reports from Cec Coutts



This registered cover originated at Hosmer, BC on April 21, 1913 and was transferred to the eastbound Medicine Hat & Nelson R.P.O. where it was backstamped with **WT-344.061**, MED. HAT. & NEL. R.P.O. / N° 6 , 14, AP 21, 13 and clerk handstamp **WT-353**, MED. HAT & NEL. / O. T. DEAN , Tr.14 APR 21 . This is only the **second report** and now the **LRD** for the handstamp as well as the first report of **train 14**.



WT-344.051, MED. HAT. & NEL R.P.O. / N° 5 , 13, AU 17, 14 ,
is the first report of **train 13** for the hammer.

Morris Beattie reports a new **late date** for hammer **WT-829.204**, VIC. & WELL · R.P.O. / —o— B.C. —o— , 2, DE 20, 16 , cancelling a cover to Ladysmith, BC. The Ladysmith receiving backstamp is clearly dated December 20, 1916, thus confirming the date. The letter was "NOT CALLED FOR" and was again postmarked on the front at Ladysmith on February 2, 1917 before being returned.



Treasurer's Report December 31, 2020 from Sean Weatherup

RPO Study Group Bank Account

2019 Balance		1601.90
Incoming Monies 2020	+	431.78
	Total	2033.68
Expenditures 2020	-	510.71
	Balance	1522.97

Notes

Last year's report was made in the December Newsletter and reflected the bank account as of October 23, 2019. This year's report shows the bank balance as of December 31, 2020, thus income and expenditures include amounts from November and December 2019 (reflecting the printing of five (5) newsletters).

The balance above includes the below amounts held in the William G. Robinson Award Fund

Details....

Forwarded Balance from 2019		199.23
Incoming Donations	+	24.88
	Total	224.11

Notes

The unfortunate events of 2020 resulted in the cancelling of major exhibitions across the country. Because of this the RPO Study Group did not present any awards this past year and as such there were no expenditures withdrawn from the Robinson Award fund. We have received donations and these are greatly appreciated and always welcomed. Ongoing support is still encouraged, as this fund could rapidly be depleted depending on how many (and how often) awards go out in the future. If you would like to support the award with a small contribution, you may send a cheque to me at the address at the bottom of the page. Maintaining the Robinson Fund is an important endeavor of the study group. Presentation of this award at national level shows raises awareness of both BNAPS and our own RPO Study Group, while at the same time we are able to pay tribute to Mr. William Robinson.

Observations and Outlook for 2021

We are currently in a very healthy state with regards to our bank account. Hopefully in 2021 we will see a return of shows to enhance our collecting interests and exhibiting endeavors. It will be nice to meet up with old acquaintances, to socialize with them and to meet new friends. While membership is down slightly, hopefully we will have an opportunity to encourage new members over the upcoming year.

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