

The Newsletter of the Canadian R.P.O. Study Group (B.N.A.P.S.)

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Whole No. 274

July - September, 2024

This issue features two articles, the first about the Lunenburg & Middleton R.P.O. service in central Nova Scotia, and the second, examining the change of railway and route for the Toronto & Ottawa R.P.O. in central Ontario.

We welcome the contributions of **Jack Brandt, Neil Cooper, Ross Gray, Paul Guilfoyle, Peter McCarthy, Murray Smith and Sean Weatherup**.



QC-378, QUE & CAMPBELLTON / · EXPRESS · / O T, W, NO 25, 92 , is a new **early date** for hammer QC-376.02 with the clerk's initials, **O T** (Octave Zephirin Talbot), attached.

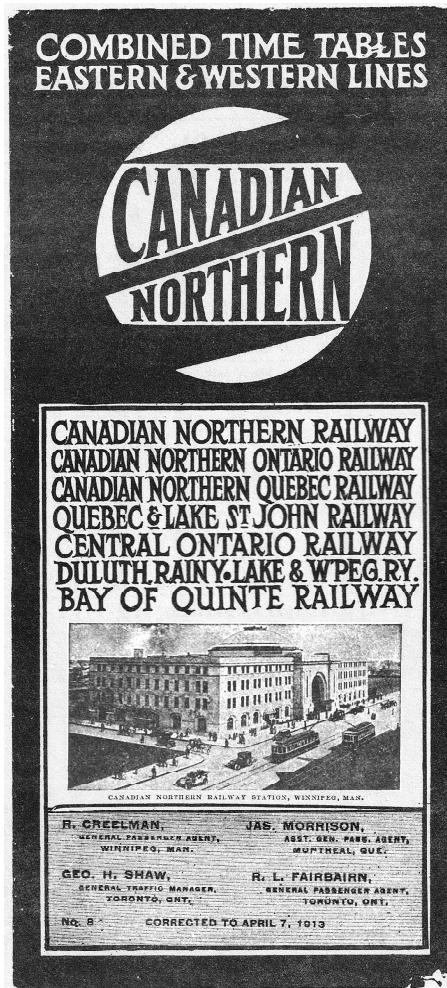


Halifax & South Western Ry station, Middleton, Nova Scotia circa 1907

Lunenburg & Middleton R.P.O.

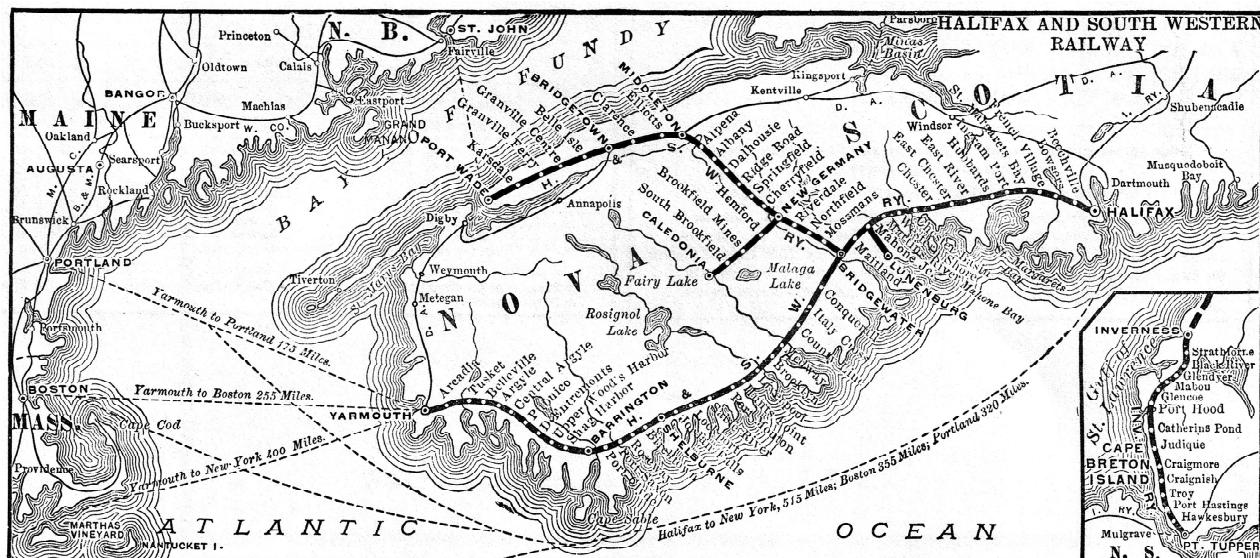
In the November-December, 2009 newsletter, we examined the Halifax-Bridgewater-Yarmouth R.P.O. hammers used on the main line of the **Halifax & South Western Railway**, which was owned by the **Canadian Northern Railway** until 1918, when it became part of the **Canadian National Railways** system.

In this article we examine the branch line between Lunenburg & Middleton.



HALIFAX AND SOUTH-WESTERN RY. THE OCEAN SHORE ROUTE											
APRIL 7, 1913						HALIFAX AND YARMOUTH					
READ DOWN						READ UP					
15	13	5	3	1	Mi. from Halifax	TABLE 21	2	4	6	14	16
A.M.	P.M.	P.M.	A.M.	A.M.			P.M.	P.M.	A.M.	P.M.	A.M.
2.20	6.00	g.7.25	0.0	0.0		Lv. Halifax . . . Ar	7.45	7.45	11+15		
3.32	6.53	8.33	19.8			French Village	6.55	6.55	10.08		
4.04	7.16	8.58	28.5			Ingram Port	6.32	6.33	9.36		
4.28	7.32	9.15	34.8			Hubbards	6.14	6.17	9.16		
5.40	8.12	10.05	51.0			Chester	5.28	5.35	8.12		
6.05	8.26	10.22	56.7			Chester Basin	5.05	5.20	7.43		
7.00	9.00	10.57	69.8			Ar. Mahone Jet. . . Lv	4.25	4.43	7.00		
							3.50	3.50	6.30		
							Note 7.55	11.20			
							4.25	4.43	7.00		
							3.50	4.15	6.25		
							3.35	4.05	6.10		
							2.29	3.08	4.57		
							2.05	2.47	4.30		@
							2.00	2.47			11.40
							1.17	2.18			10.48
							12.28	1.40			9.43
							12.10	1.25			9.20
							11.55	1.10			9.05
							11.10	12.26			8.10
							9.57	11.27			6.25
							9.35	11.10			6.00 L6.00
							9.25	11.02			6.43 @
							9.08	10.49			6.20
							9.01	10.43			6.10
							8.40	10.27			5.40
							8.20	10.10			5.18
							8.10	10.02			5.05
							7.54	9.48			4.45
							7.30	9.28			4.15
							7.00	9.00			3.20
							A.M.	A.M.	A.M.	P.M.	A.M.

NOTE.—Monday and Friday, train arrives Lunenburg 9.20 p.m. Tuesday and Thursday, arrives 7.55 p.m.



Canadian Northern Railway Public Timetable - 1913

Lunenburg & Middleton R.P.O.

ATLANTIC STANDARD TIME

Canadian National Railways

Read Down				HALIFAX and YARMOUTH				Read Up			
	83 Mxd	85 Pass	Miles	TABLE No. 30					84 Mxd	96 Pass	80 Pass
		PM	AM	0 Lv. Halifax Arr.	B 0.55	7.10	AM	AM	PM	AM	AM
	† 3.08	† 7.13	12.0	Beechville.....	f 10.12	16.44			f 6.23	f 7.58	
	† 3.34	† 7.33	19.6	Hubley.....	f 9.47	16.23			f 7.33		
	3.49	7.45	24.1	French Village.....	9.30	6.10				7.20	
	† 4.00	† 7.54	27.6	St. Margaret's Bay.....	f 9.16	6.01			f 7.10		
	4.18	8.08	32.8	Ingram Port.....	8.55	5.47				6.55	
	4.38	8.72	39.0	Hubbard.....	8.27	5.31				6.41	
	† 5.32	† 9.10	52.2	East Chester.....	f 7.38	4.51			† 6.04		
	5.46	9.26	52.9	7.31	4.45				5.59	
	6.00	9.26	61.0	Chester Basin.....	f 7.13	4.30				5.43	
	† 6.12	† 6.58	64.6	Western Shore.....	f 7.07	4.21			f 5.33		
	6.50	9.59	74.1	Mahone Junction, Lv.	6.32	3.50				5.08	
	† 7.35	10.45	81.1	Arr. Lunenburg Dep.	B 6.00	3.10			E 4.25		
	6.15	9.30	81.1	Arr. Lunenburg Dep.	B 7.25	4.25			E 6.00		
	6.50	9.59	74.1	Lv. Mahone Junction Arr.	6.32	3.50				5.08	
73	† 7.10	† 10.13	78.8	Maitland.....	f 6.18	3.37			† 4.55		
Mxd	7.30	10.30	85.0	Arr. Bridgewater Lv.	6.00	3.20			4.40		
	Mon						Mxd				
	7.45	10.40	85.0	Lv. Bridgewater Arr.	5.45	3.10	Tue.				
	& Fri.	8.55	11.40	107.0	Medway.....	4.41		Thu.			
	† 9.15	† 11.58	114.0	Brooklyn.....	f 4.20	† 1.51	& Sat.				
	AM								PM		
	6.00	9.20	12.03	116.0						E 3.10	
	6.43		12.33	128.6							
			137.7								
77	† 7.50		145.7								
Mxd	8.15										
	8.45										
	† 9.25										
	AM										
	6.10	10.20									
	† 6.31	10.37									
	6.45	† 1.03									
	6.56	† 1.10									
	† 7.11	† 1.35									
	7.20	11.50									
	7.27	12.05									
	7.49	12.32									
	8.00	12.45									
	8.18	1.10									
	8.29	1.23									
	8.57	1.51									
	8.75	† 2.02									
	8.93	† 2.22									
	9.19	2.27									
	9.35	2.45									
	9.51	3.15									
	10.07	3.40									
	10.15	3.55									
	† 10.22	4.04									
	† 10.34	4.20									
	10.50	4.40									
	AM	PM	PM								

Read Down BRIDGEWATER, MIDDLETON & PORT WADE Read Up

	55 Mxd	53 Mxd	53 Mxd	Miles	TABLE No. 31				54 Mxd	56 Mxd	
					Ex. Sun.	Wed. Only	Wed. Only	PM	Ex. Sun.	Wed. Only	
					AM				AM		
					8.45	0.0	Lv. Bridgewater Arr.		5.00	9.15	
					f 8.13	8.5	Bridgewater.....		f 4.28	8.42	
					8.22	11.0	Northfield.....		f 4.18	8.32	
					8.45	16.5	Riversdale.....		3.59	8.15	
					9.15	23.0	New Germany.....		3.30	7.45	
					9.30	24.9	Cherryfield.....		3.15	7.30	
					9.40	26.2	Hastings Jct.....		3.07	7.24	
					f 10.04	32.9	Springfield.....		f 2.39	7.00	
					f 10.39	42.9	Dalhousie.....		f 1.59	6.20	
					10.46	44.8	Alpina.....		1.51	6.13	
					11.05	50.7	Nictaux.....		1.31	5.58	
					11.25	54.8	Arr. Middleton Lv.		1.15	5.40	
					f 12.20	59.4	Elliott.....		5.00		
					12.44	68.1	Bridgeport.....		f 4.39		
					1.55	81.4	Granville Ferry.....		4.10		
						93.6	Arr. Port Wade Lv.		3.25		
									2.45		
	PM	AM	PM						PM	PM	

Read Down BRIDGEWATER AND CALEDONIA Read Up

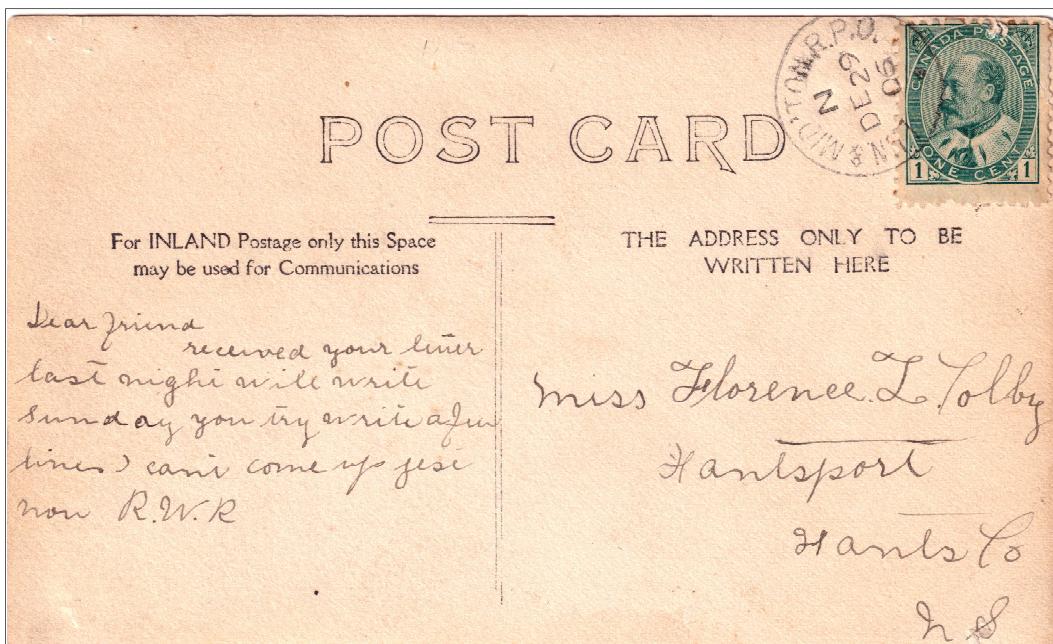
	57 Mxd	55 Mxd	53 Mxd	Miles	TABLE No. 32				58 Mxd	
					PM	AM	AM	AM	AM	
					† 3.35	0.0	Lv. Bridgewater Arr.		† 10.15	
					3.38	11.0	Riversdale.....		9.15	
					4.40	16.5	New Germany.....		8.42	
					5.15	20.5	Hemford.....		8.06	
					5.56	30.3	Brookfield Mine.....		7.00	
					6.13	34.0	South Brookfield.....		7.12	
					f 6.30	37.5	Arr. Caledonia Lv.		7.00	
									AM	
					PM				AM	

Read Down LUNENBURG AND MAHONE JUNCT. Read Up

	67 Mxd	65 Mxd	63 Mxd	61 Mxd	69 Mixed	Mls	TABLE No. 33				70 Mxd	62 Mxd	64 Mxd	66 Mxd	68 Mxd
	PM	PM	AM	AM	AM	AM	0 Lv. Lunenburg Arr.		AM	AM	AM	AM	AM	PM	PM
	† 6.15	† 3.10	9.30	B 6.00	E 4.35	7.0	Arr. Mahone Jct. Lv.	E 5.35	B 7.25	f 10.45	f 4.25	f 7.35			
	† 6.40	† 3.35	9.55	B 6.25	E 5.00				E 5.35	B 7.00	f 10.20	f 4.00	f 7.10		

†—Daily except Sunday. C. Except Wednesday and Sunday. B Daily except Sunday and Monday. E Monday only.

Lunenburg & Middleton R.P.O.



MT-231, LUN. & MID'TON. R.P.O. / ., N, DE 22, 06



MT-232, LUNENBURG & MIDDLETON / R.P.O. , S, JUN 5, 18

The Lunenburg to Middleton line began as the **Nova Scotia Central Railway**. Construction began in 1877 and was completed in 1889, after considerable financial difficulties. In 1893, the name changed to the **Central Railway**. The new line was sustained by growing lumber traffic and iron ore shipments from Torbrook Mines. It was purchased by William Mackenzie and Donald Mann in 1903 as part of their creation of the **Halifax and Southwestern Railway**, becoming the **Middleton Subdivision** running from Bridgewater Junction to Middleton.

A second, larger, Middleton station was built in 1890 as a union station to serve both the **Dominion Atlantic Railway** and the **Halifax & South Western Railway** line which went south to Bridgewater and west to Port Wade. That station was destroyed in a disastrous fire on 21st June 1916. The station master, Henry Jacques and his family plus two men who were asleep in the rest room, narrowly escaped. A nearby locomotive still had its "steam up" from earlier switching duties so it was able to move the rolling stock away from the station.

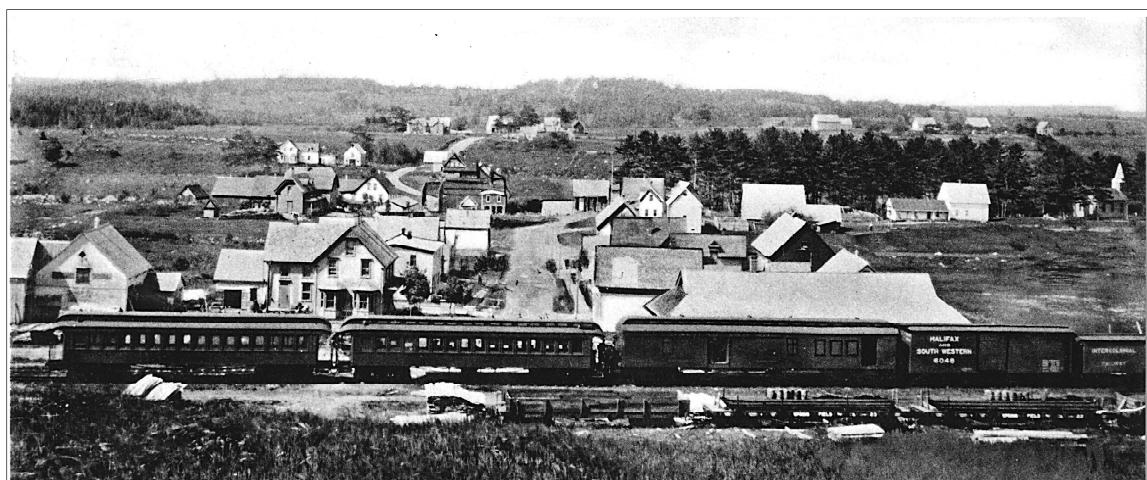
Lunenburg & Middleton R.P.O.



Bridgewater



An excursion train at Wentzell's Lake between Bridgewater and New Germany



New Germany

A Change of Route for the Ottawa-Toronto R.P.O.

The Ottawa-Toronto R.P.O. service was established in 1891 and operated on the C.P.R. between Ottawa and Toronto via Smiths Falls and Peterborough until 1965, at which time, passenger train service was downgraded from heavy weight cars to an RDC (Rail Diesel Car) equipment. Although some RDC cars did have a small R.P.O. compartment, such was not the case for this route.

In 1965, the Ottawa & Toronto R.P.O. was rerouted over the C.N.R via Smiths Falls & Napanee.

There is no reference to passenger service in the October 31, 1965 to April 23, 1966 C.N.R public timetable but the October 31, 1965 employee timetable shows **train 105**, daily except Saturday and **train 106**, daily except Sunday on the Ottawa-Smiths Falls-Forfar-Sydenham-Newburgh-Strathcona-Napanee-Toronto route. The April-October, 1966, C.N.R. public timetable shows that **trains 213 and 214** operated between Ottawa and Toronto via Smiths Falls and Napanee as "The Capitol". In the 1969 timetable "The Capitol" is shown as **trains 48 and 49**.

An earlier service which operated between Montreal and Toronto via Ottawa, Smiths Falls and Peterborough, had been established in 1884 and operated until 1893.

QC-291.01	MONTREAL & TORONTO - C. P. RWY. / 1.	EAST,WEST	1889/07/07-1893/04/18
QC-291.02	MONTREAL & TORONTO - C. P. RWY. / 2.	EAST,WEST	1888/08/11-1890/08/14
QC-291.03	MONTREAL & TORONTO - C. P. RWY. / 3.	EAST,WEST	1884/11/26-1890/09/10
QC-292	MONTREAL & TORONTO C. P. RY/ N° 2	W,NW	1889/11/20- 1890/10/10

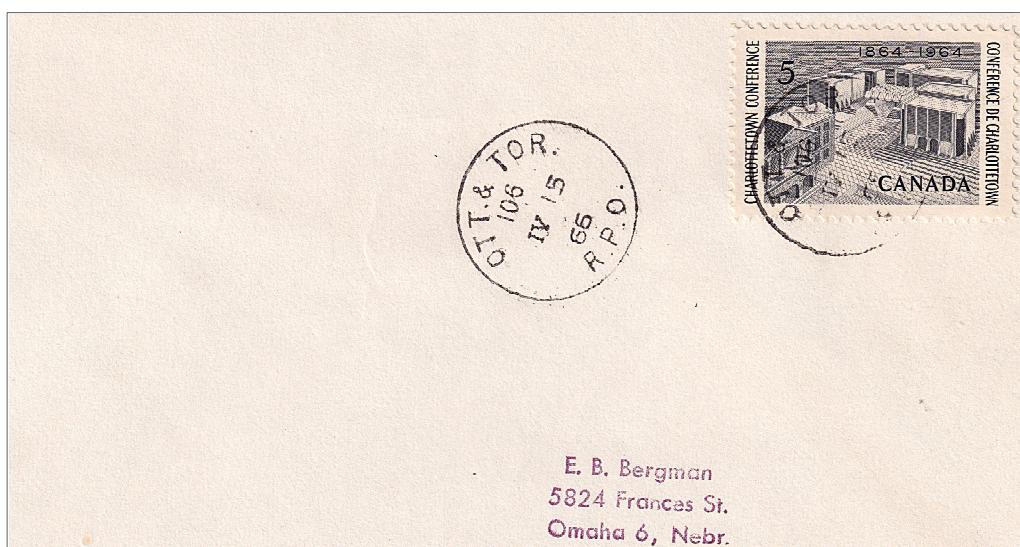
Ottawa & Toronto

ON-423.01	OTT · & TORONTO · M.C. / N° 1	E,W,21,22,23,33,34, 48,49,213,214	1893/08/29-1965/06/22 1967/06/22-1971/04/23
ON-423.04	OTT · & TORONTO · M.C. / N° 4	E,33,34	1895/11/01-1965/05/30
ON-428.01	OTT. & TOR. / R. P. O.	49,106,213,214	1966/04/15-1971/04/23
ON-428.02	OTT. & TOR. / R. P. O.	48,49,213	1969/04/23-1971/02/11

Toronto & Ottawa

ON-783.04	TOR. & OTT. C.P.R. M.C. / N° 4	W,5,21,23,24,33,33-21,34	1894/11/07-1965/10/21
ON-785	TOR. & OTT. C.P.R. R.P.O. / N° 3	E,21,23,24,33,33-21,34	1915/05/10-1965/09/10

In 1913, the C.P.R. opened an alternate Smiths Falls-Toronto line from Glen Tay, just west of Perth, via Belleville to Toronto, "The Ontario Short Line". That line had reduced grades and smoother curves and it provided Canadian Pacific with direct access to the larger towns along the shore of Lake Ontario, which up to that point had been served exclusively by the Grand Trunk Railway.



ON-428.01, OTT. & TOR. / R.P.O. , 106, IV 15, 65 .

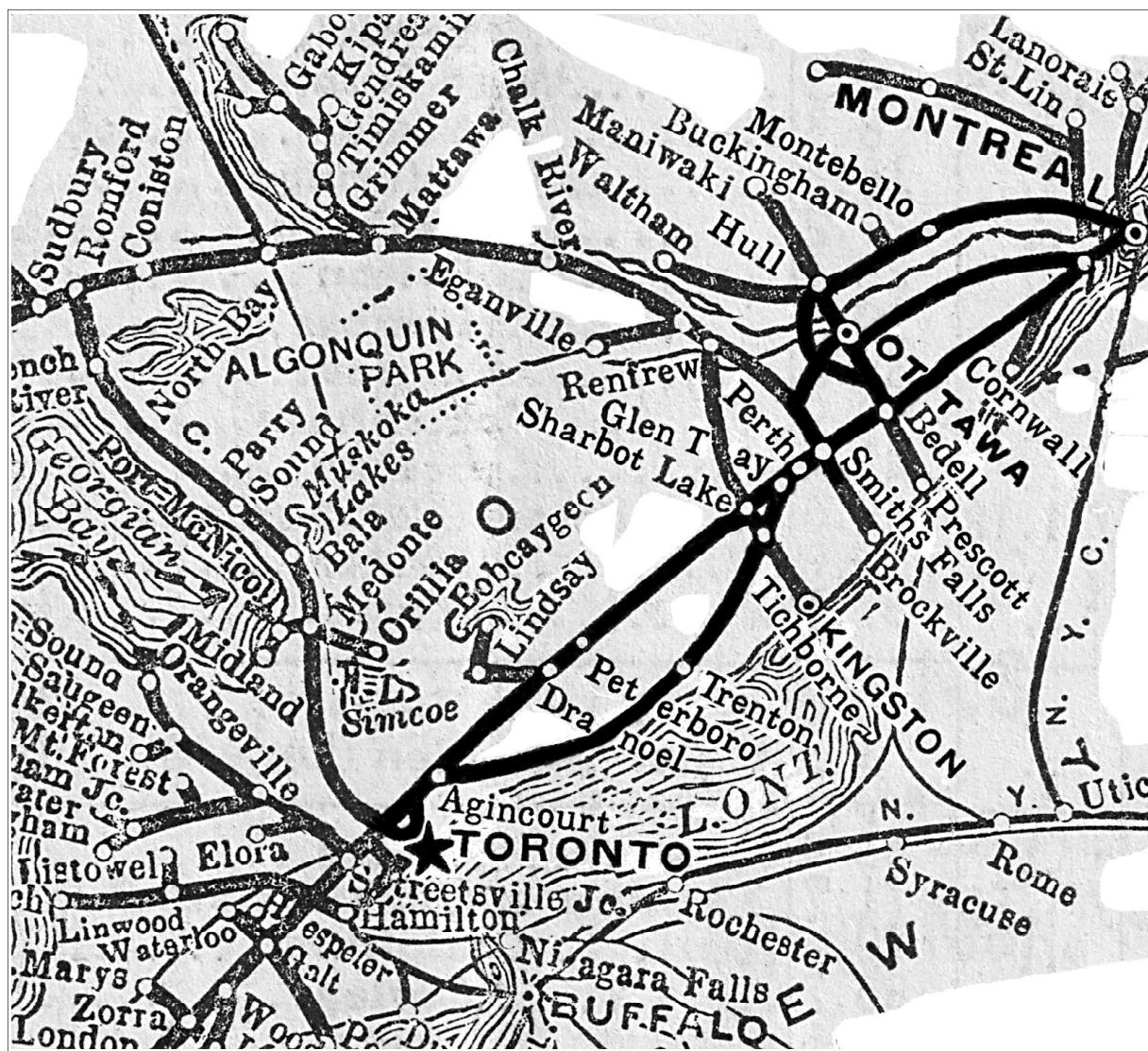
A Change of Route for the Ottawa-Toronto R.P.O.

MONTREAL—OTTAWA—TORONTO—HAMILTON

TABLE 20

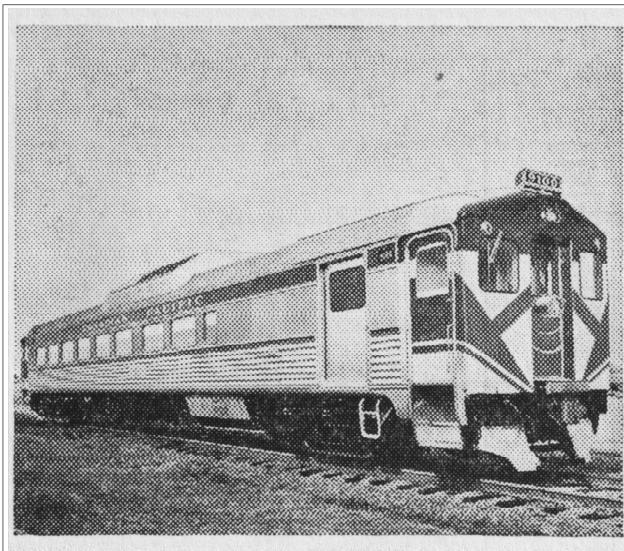
CPR Public Timetable April 25, 1965 to October 30, 1965

A Change of Route for the Ottawa-Toronto R.P.O.



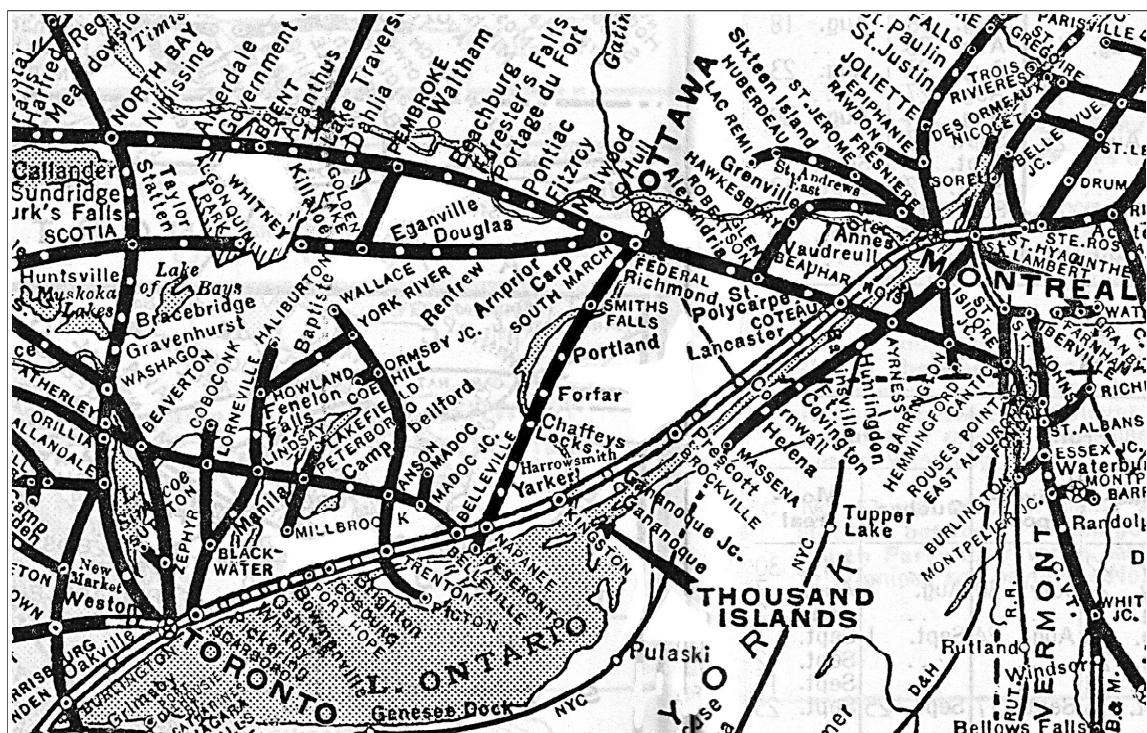
OTTAWA — TORONTO

AUTORAIL ▼33 Quotidien	Miles	TABLEAU 19	AUTORAIL ▼34 Quotidien
A.M.			P.M.
9.00	0.0	Dp. OTTAWA via Bedell (M) Ar	2.15
..	13.6	Manotick	1.52
21.4	21.4	Osgoode	1.43
9.38	30.0	Kemptville	1.33
	31.7	BEDELL	
✓ 9.52	43.4	Merrickville	1.18
10.10	52.3	SMITHS FALLS (M) Dp	1.05
10.15	52.3	Dp. SMITHS FALLS Ar	1.00
10.30	63.9	Perth	12.45
11.08	89.1	SHANDOT LAKE	12.08
✓ 11.26	103.9	Ardendale	11.51
✓ 11.43	114.0	Kaladar	11.43
12.01	130.2	TWEED	11.28
12.09	139.5	Ivanhoe	11.19
✓ 12.18	148.1	Bonarlaw	11.10
12.35	161.4	Havelock	10.50
✓ 12.47	167.5	Norwood	10.43
1.10	165.7	Peterboro	10.20
✓ 1.31	206.8	Pontypool	9.58
	215.7	Burketon	9.49
✓ 1.48	225.0	Myrtle	9.41
	233.9	Clarendont	9.32
✓ 2.03	241.4	Locust Hill	9.25
✓ 2.12	249.3	Agincourt	9.18
2.20	256.7	Leaside	9.10
2.24	260.2	Don	
2.30	262.2	Ar. TORONTO (M) Hotel Royal York Dp	9.00
P.M.			A.M.



CPR Public Timetable October 31, 1965 to April 23, 1966

A Change of Route for the Ottawa-Toronto R.P.O.



C.N.R. Map

A Second Report for SN-49.55

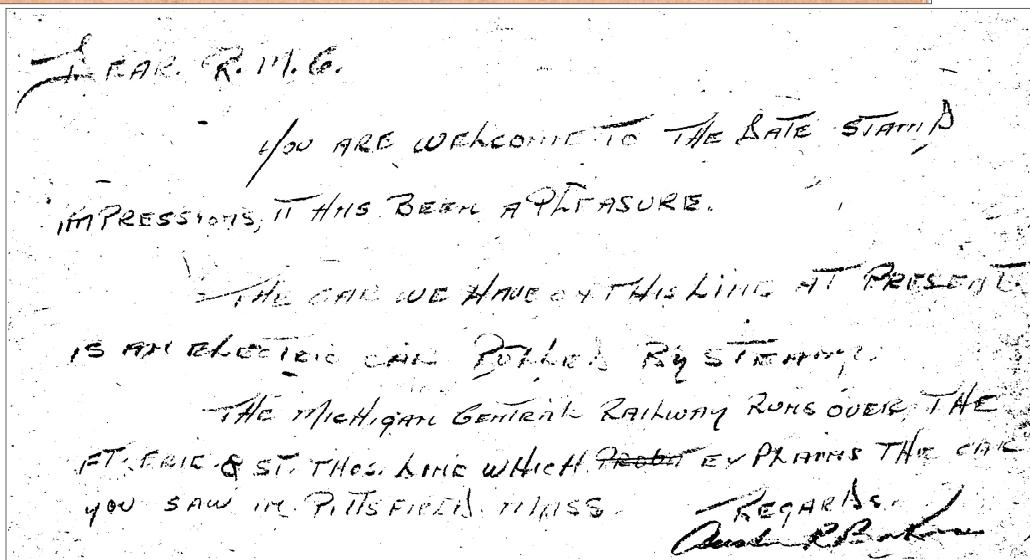
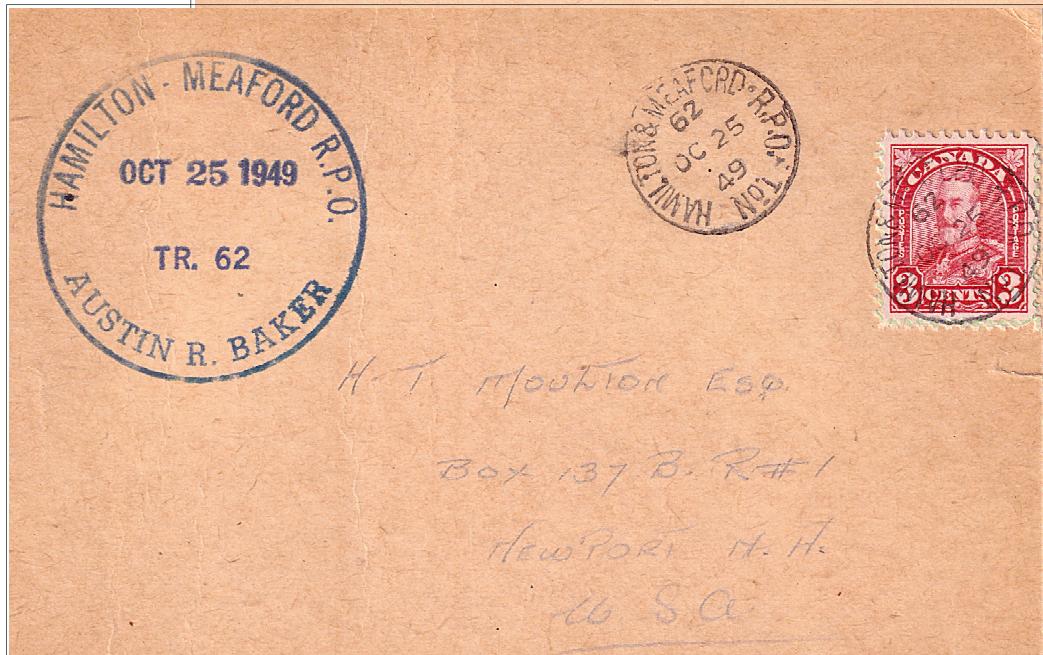


Ross Gray Collection



This registered letter from Leicester, England to Sackville, NB was cancelled in transit with SN-49.55, RAILWAY MAIL SERVICE / ST. JOHN, N. B. , DEC 25, 1917. This is only the **second report**, and now the **ERD** for this rare cancellation, which was proof struck on November 11, 1916. The letter arrived at Sackville the following day.

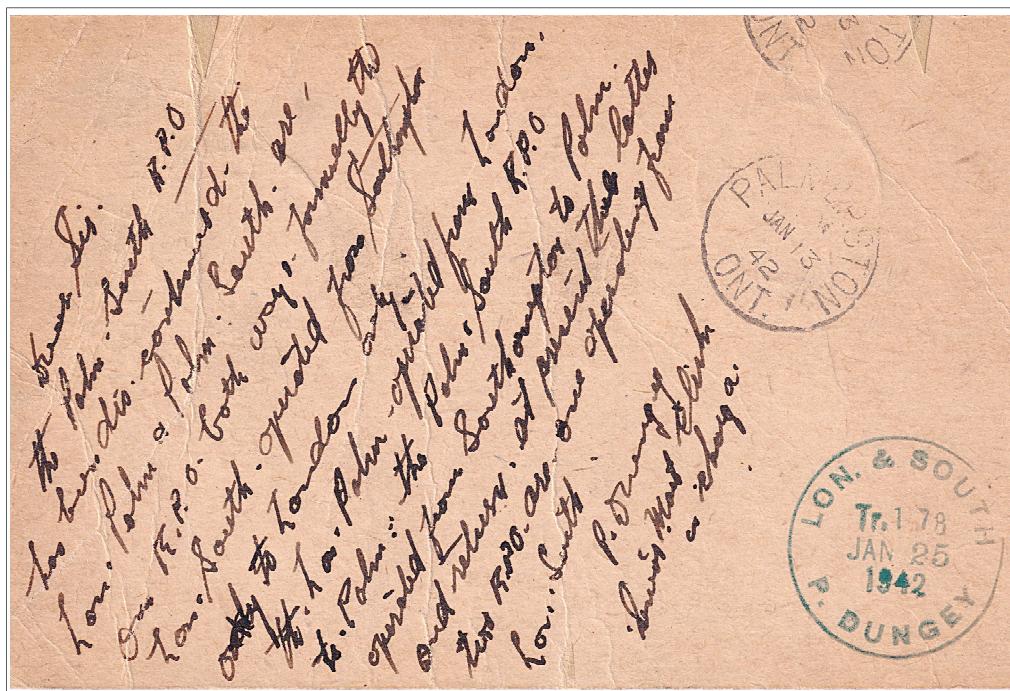
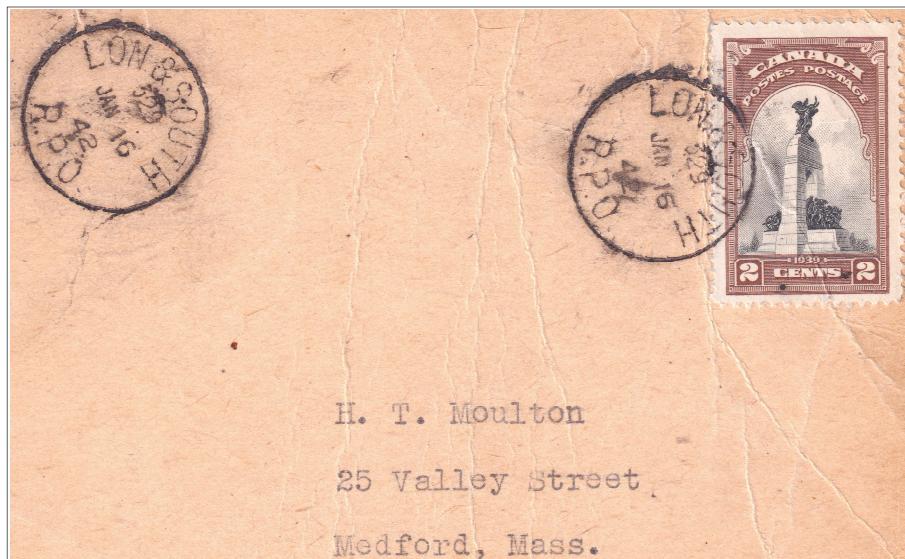
New Reports from Jack Brandt



These two favour cards are postmarked with a new early date and the first train number reports for **ON-176**, HAMILTON-MEAFORD R.P.O. / AUSTIN R. BAKER, OCT 25, 1949, TR. 61 and TR. 62. The message reads, "Dear R.M.C., You are welcome to the date stamp impressions, it has been a pleasure. The car we have on this line is an electric car pulled by steamer. The Michigan Central Railway runs over the Ft. Erie and St. Thos. line, which ~~passes~~ ^{crosses} the plains the car you saw in Pittsfield, Mass., Regards, Austin R. Baker."

This clerk handstamp is extraordinarily large, at 43 mm in diameter. As a result I have modified the Type CC1 definition to have a maximum diameter of 45 mm.

New Reports from Jack Brandt



This favour card apparently arrived in Palmerston on January 13, 1942 and was transferred to **ON-266.02**, LON. & SOUTH / R.P.O., 329, JAN 16, 42 and was eventually postmarked with **ON-275**, LON. & SOUTH / P. DUNGEY, Tr. 178, JAN 25, 1942. This is a new **early date** and the first report of **train 178** for ON-275.

The R.P.O. clerk, P. Dungey, responded to Howard Moulton as follows;

“Dear Sir:

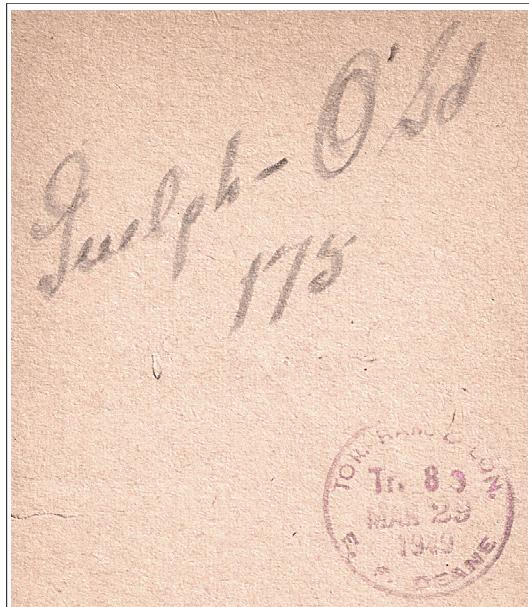
The Palm - South R.P.O. has been discontinued. The Lon - Palm & Palm - South are one R.P.O. both ways. Formerly the Lon - South operated from Southampton to London only. The Lon - Palm operated from London to Palm. The Palm - South R.P.O. operated from Southampton to Palm and return. At present the latter two R.P.O. are one, operating from Lon - South., P. Dungey, Senior mail clerk in charge.”

New Reports from Jack Brandt

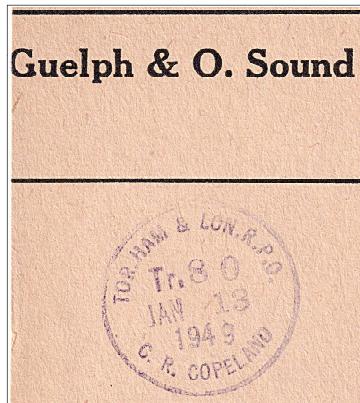
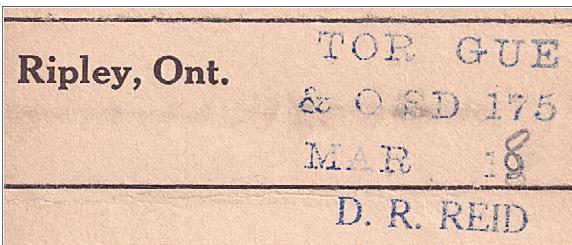


ON-599, TOR. GUELPH & O. SOUND / J. T. WEIR, Tr. 175, JAN 8, 1949, is the first report of **train 175** and the **ERD**.

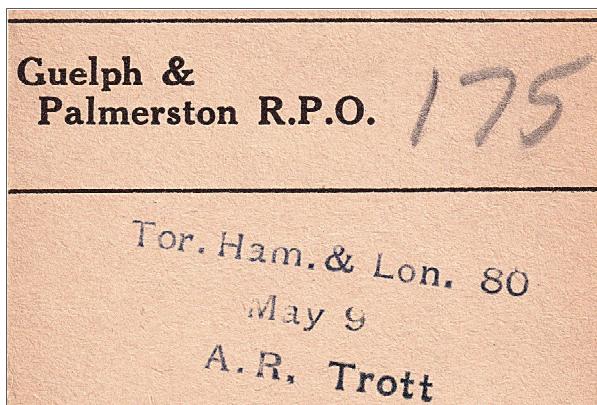
ON-602, TOR GUE / & OSD 175 / D. R. REID, MAR 18, is the first report of **train 175** and a new date. (Based on other dates in the group, the year date is probably 1949.)



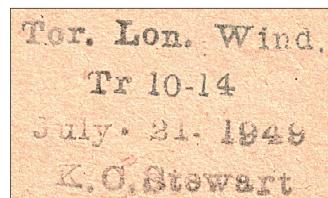
ON-620, TOR. HAM. & LON. / E. F. DEANE, Tr. 80, MAR 29, 1949, is a new **late date**.



ON-622, TOR. HAM. & LON. R.P.O. / C. R. COPELAND, Tr. 80, JAN 13, 1949, is the first report of **train 80** and the current LRD for the handstamp.



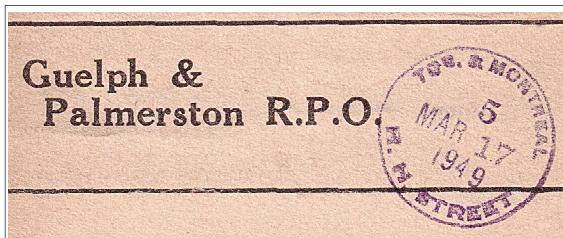
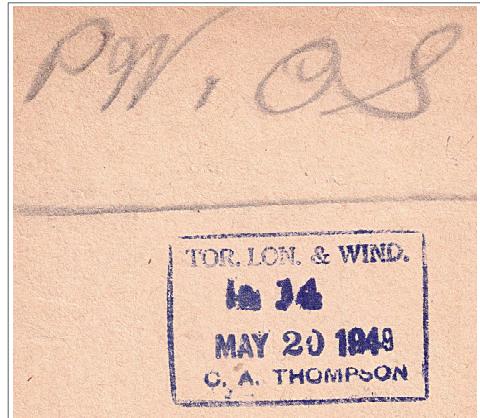
ON-628, Tor. Ham. & Lon. 80, A. R. Trott, May 9, is a second date. (Based on other dates in the group, the year date is probably 1949.)



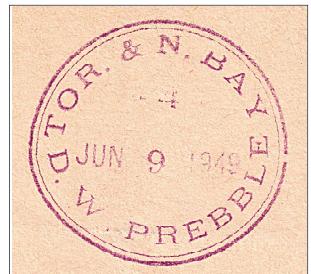
On an otherwise blank facing slip, **ON-671**, Tor. Lon. & Wind. / K. C. Stewart, Tr 10-14, July 21, 1949, is a new **late date** and the first report of **trains 10-14**.

New Reports from Jack Brandt

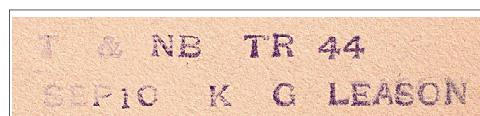
ON-676, TOR. LON. & WIND. / C. A. THOMPSON , Tr. 14, MAY 20, 1949 , is a new **late date** and the first report of **train 14** only.



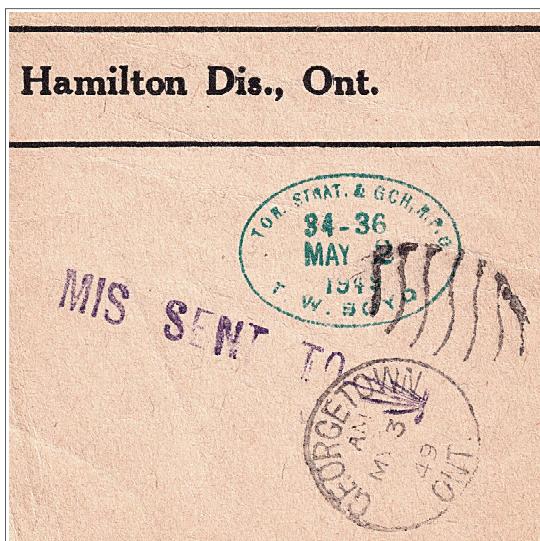
ON-726, TOR. & MONTREAL / H. H. STREET, 5, MAR 17, 1949 , is a new **late date**.



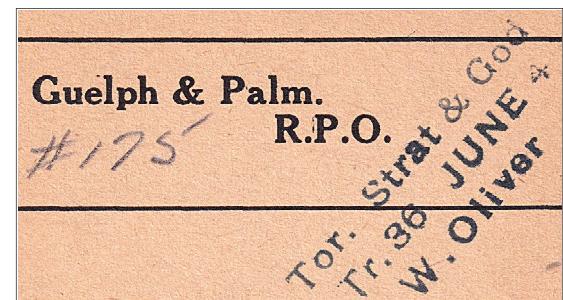
Found on an otherwise blank facing slip, **ON-762**, TOR. & N. BAY / D. W. PREBBLE , 44, JUN 9, 1949, is a new **early date**.



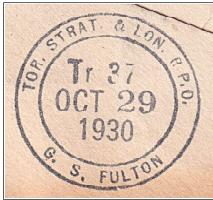
Found on an otherwise blank facing slip is a **new listing**, **ON-778.55**, T & NB TR 44 / K G LEASON , SEP 10. (Based on dates in this group, the year date is probably 1949.)



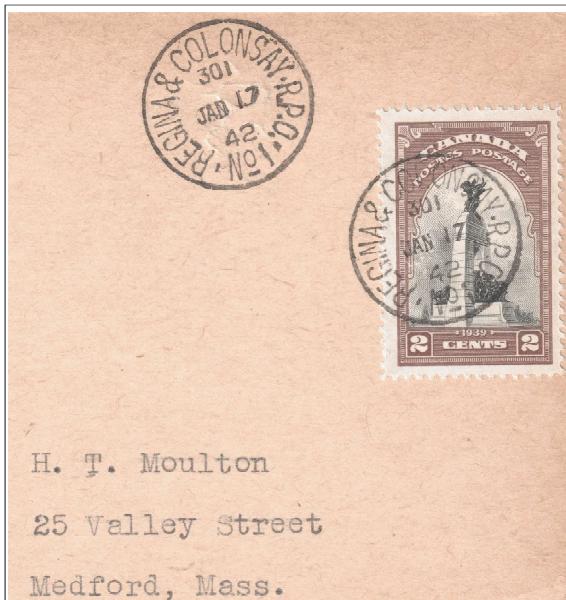
ON-835, Tor. Strat & God / W. Oliver, Tr. 36, June 4 , is a **new date** for the clerk handstamp. (The year is probably 1949 based on the other year dates in the group of facing slips.)



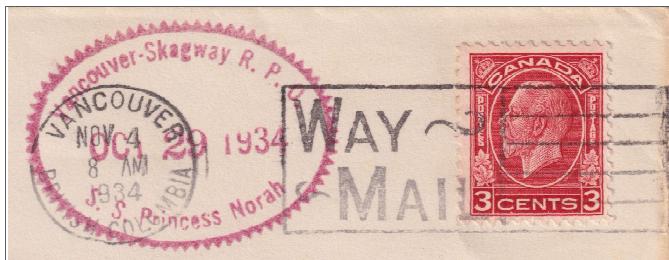
New Reports from Jack Brandt



On the back of a "Ben Cash" favour cover with the stamps removed and cancelled with **ON-841.01**, TOR. STRAT. & LON · R.P.O. / ., 37, OC 29, 30, is a new **early date** for **ON-842.55**, TOR. STRAT. & LON. R.P.O. / G. S. FULTON, Tr 37, OCT 29, 1930.



On the back of a favour post card to Howard Moulton, an American R.P.O. clerk, is a new **early date** for **WT-603**, REG. & COL. R.P.O. / C. F. GOODRIDGE, Tr. 302, JAN 17, 1942. The front of the card is cancelled with, **WT-599.012**, REGINA & COLONSAY · R.P.O. / · N° 1 ·, 301, JAN 17, 42.



On a favour cover addressed to a Michigan collector, which originated on the Vancouver - Skagway R.P.O. and was postmarked with the Ludlow catalogue # S-28, is a new **late date** for **WW-23.01**, WAY~ / ~ MAIL, NOV 4, 1934.



Peter McCarthy reports the first example of time mark indicium 19 for **SN-13.02**, KITCHENER / ONT. / 19, AU 5, 41.

New Reports from Paul Guilfoyle



NL-12.02, C.B. RAILWAY T.P.O. / NEWF'D. , B, JA 24, 21 is a new **late date**. This is probably an exceptional use, therefore the date will be listed as the only **second period date**. The first period use for the hammer is 1904/04/16 to 1915/04/15.
(The hammer was verified using the overlay method)



QC-196, MONT. & MALONE · N. Y. / M.C. , SOUTH, JA 19, 97 , is the first report of the **SOUTH** direction for this rare hammer.



QC-210, MONT. & NORTH BAY · R.P.O. / . / J. M. EDWARDS, 502, NO 22, 40 , is a new **early date** for hammer QC-209.06 with the clerk name attachment. (No use of this hammer without the attachment has been reported.)



ON-164, HAM. & KINCARD · R.P.O. / . , 205, FE 23, 26 , is the first report of **train 205**.

PALMERSTON AND KINCARDINE

204- 205	202- 203	Miles	TABLE No. Eastern Time 21	194- 195	196- 197
P.M.	A.M.		A.M. P.M.		
+ 5.02	+ 6.45		Lv Toronto, Ont. Ar	+ 1.00	+ 0.25
+ 3.25	+ 0.15		Lv Hamilton. . . . Ar	+ 8.08	+ 4.20
+ 8.10	+ 10.30	0.0	Palmerston. . . . E	7.56	4.07
8.22	10.42	5.71	Gowanstown. . . .	7.50	4.01
8.30	10.50	8.83	Ar } Listowel. . . . E { Lv	7.50	4.01
8.30	10.50		Atwood. . . . Ar	7.35	3.48
8.43	11.03	14.80	Ethel. . . .	7.25	3.37
8.52	11.11	18.85	Henfry. . . .	7.18	3.29
9.00	11.18	21.87	Brussels. . . .	7.06	3.18
9.11	11.29	27.43	Bluevale. . . .	+ 6.51	+ 3.04
+ 9.25	+ 11.45	34.25	Lv London 128. . . . Ar	+ 9.57	+ 6.20
+ 4.45	+ 9.00	110.17	Wingham Jct. . . .	+ 11.51	+ 2.57
+ 9.31	+ 11.51	37.18	Wingham. . . . E	6.40	2.54
9.37	12.15	38.44	Whitechurch. . . .	6.22	2.34
9.50	12.27	43.80	Lucknow. . . . E	6.09	2.21
+ 10.08	12.42	50.05	Ripley. . . . E	5.50	2.04
+ 10.32	12.59	58.20	Ar Kincardine Ont. E	+ 5.30	+ 1.45
+ 10.40	+ 1.15	66.54	Lv		

C.N.Rys. Public Timetable 1925

TORONTO, GUELPH, ELMIRA, MILVERTON AND GODERICH											
READ DOWN					Miles	STATIONS	READ UP				
219	97	205	207	91		Lv	A.M.	A.M.	P.M.	P.M.	P.M.
P.M.	P.M.	A.M.	A.M.			Ar	A.M.	A.M.	P.M.	P.M.	P.M.
+ 7.20	15.45	14.00	+ 0.00	18.00	0.0	Toronto 19	11.25	13.50	16.40	19.20	
17.28	16.53	14.08	+ 8.08	18.08	2.3	Parkdale. . . .	11.16	13.42	16.30	19.11	
18.50	17.20	15.15	+ 10.30	19.25	39.21	Guelph Jc. a	19.00	19.53	12.38	16.06	17.53
18.58	17.28	15.23		19.31	43.0	Monat. . . .	18.51	19.45		17.57	
19.06	17.38	15.30		19.40	46.0	Corwihin. . . .	18.49	19.40		17.52	
19.15	17.48	15.37		19.47	49.9	Arkell. . . .	18.38	19.33		17.45	
+ 19.25	+ 17.55	5.50	+ 11.05	19.58	54.1	Guelph 123	+ 18.30	9.25	+ 2.05	4.38	7.15
		6.01		10/10	60.4	Weissenburg. . . .		19.10		4.25	
		7.09		10/18	66.5	West Montrose. . . .		10.01		4.17	
		6.14		10.23	70.4	Elmira. . . .		8.56		4.12	
		6.22		10.32	74.5	Wallensteln. . . .		8.46		4.05	
		6.32		10.45	79.5	Linwood Junc. . . .		8.35		3.57	
		6.42		10.56	85.1	Millbank. . . .		8.22		3.46	
		6.50		11.03	89.2	Milverton. . . .		8.14		3.38	
		7.04		11.17	97.9	West Monkton. . . .		8.00		3.28	
		7.14		11.27	104.1	McNaught. . . .		7.50		3.18	
		7.25		11.37	110.6	Walton. . . .		7.41		3.08	
		7.36		11.48	118.0	Blyth. . . .		7.30		2.55	
		7.46		11.58	124.0	Auburn. . . .		7.20		2.48	
		7.55		12.07	129.1	McGaw. . . .		7.11		2.38	
		7.05		12.15	133.0	Meneset. . . .		7.02		2.27	
		18.10		12.20	134.7	Goderich. . . .		7.00		2.25	
P.M.	P.M.	A.M.	P.M.	Ar	Lv	A.M.	P.M.	P.M.	P.M.	P.M.	

C.P.R. Public Timetable July 1, 1910



ON-154.011, G'LPH. & G'RCH. R.P.O. / NO 1, 98, AP 21, 08 , is the first report of **train 98** , for both the hammer, and the listing.

The Town of Guelph has had a railway since July, 1856, when the Grand Trunk Railway was built from Toronto enroute to Sarnia, via Stratford. They also had a Great Western Railway branch from Harrisburg, east of Paris, on the Niagara Falls-Hamilton-London-Windsor GWR mainline. This branch ran through Galt to Guelph, where it connected with another GWR line, the Wellington, Grey and Bruce Railway, which ran to Southampton and Kincardine. In 1882, the Great Western railway was taken over by the Grand Trunk Railway, resulting in Guelph then having only one railway company to serve the growing traffic of Guelph.

Eager to be free of this monopoly, in 1884, Guelph incorporated the Guelph Junction Railway to build 15 miles south to connect with the CPR Toronto-London-Windsor main line at Guelph Junction. In May, 1887, it was leased to the CPR and opened on August 20, 1888. Once again Guelph had competition!

The CPR completed an extension line from Guelph to Goderich on August 26, 1907. The Guelph & Goderich R.P.O.s operated between Guelph Junction and Goderich via Guelph.

The closest dated timetable which I have, shows a train 97 but not a train 98 in the opposite direction. It is likely that train 98 was short lived, as was train 97. This postmark is dated only 19 days later than the ERD for ON-154.011.

New Reports from Ross Gray



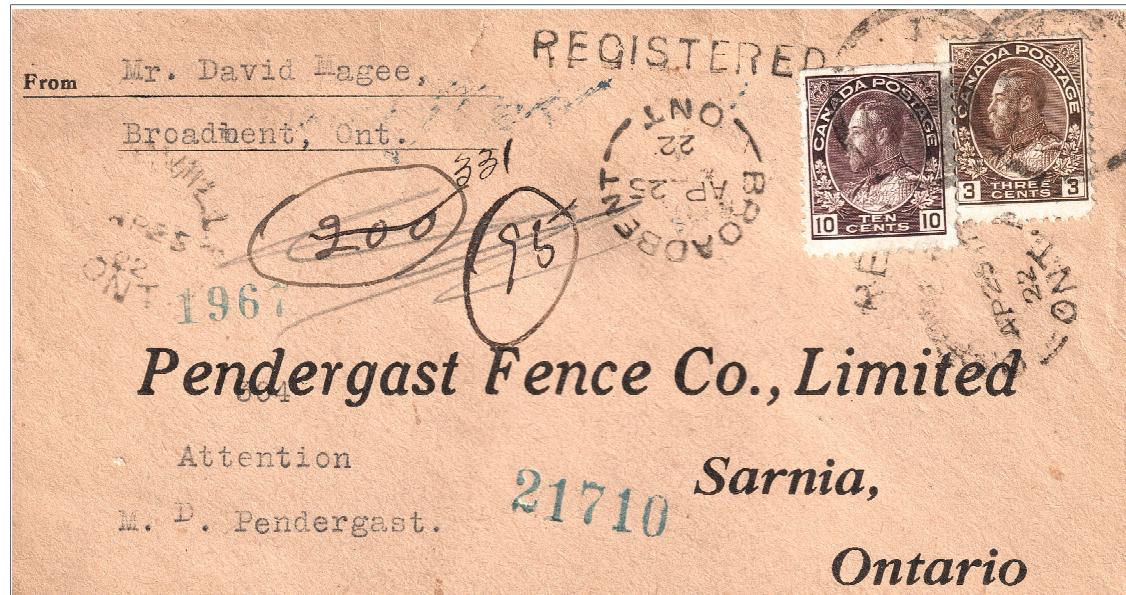
This registered cover to California, originated at Courtright on December 16, where it was transferred to the northbound Blenheim & Sarnia R.P.O. on the Pere Marquette Railway and cancelled with **ON-34**, TRAIN NO. / BLEN. & SAR. R.P.O. , 23, DE 16, 30 . It arrived in Sarnia the same day and was sorted into closed bag registered mail. It then travelled west through the St. Clair Tunnel by Canadian National Railways / Grand Trunk Western Railway and arrived in Chicago the next day. Arrival in Beverly Hills was on December 21. This is the first reported example of train 23 for **ON-34** ,as well as the Blenheim-Sarnia run.



Pere Marquette Ry Station, Blenheim

The Newsletter of the Canadian R.P.O. Study Group (B.N.A.P.S.)

New Reports from Ross Gray



This registered cover originated at **Broadbent** and travelled about 5 miles south to Orrville. From there it was taken back a mile north to Edgington, the nearest station on the Ottawa-Parry Sound GTR/CNR line and put on the westbound **ON-404.01**, OTTAWA & PARRY SOUND · R.P.O. / ., 47, AP 25, 22. Sorted into closed bag mail for Toronto, it arrived there the following day and was put on westbound **ON-611.01**, TOR. HAM. & LON. R.P.O. / ., 11, AP 27, 22, arriving at London the same day, and sorted into mail for Sarnia.

This is the first report of **train 47** for hammer **ON-404.01**.



ON-519, SMITHS FALLS & MONT. / M.C. , E, AP 13, 93 , is a new **late date** for this rare hammer which was proof struck on January 9, 1893.



ON-804.03, TOR. & ST. THOS · M.C. / 3 , E, JY 13, 94 , is a new **late date** for the hammer.



RY-186, T. G. & B EX. RY. / NQ 1. , E, 1 DE, 85 , is a new **early date**.

New Reports from Murray Smith



NL-123, FOGO DIST T.P.O. / _ NEWF'D _, DE 25, 25., is a new **late date**.



WT-256.01, HUNT. & VAN. R.P.O. / ., W, JUN 22, 03, is a new **early date**.



WT-639.011, REGINA & PRINCE ALBERT · R.P.O. / № 1 , S, MY 24, 05, is a new **early date** for the hammer.



RY-154.0X, QUEBEC CENTRAL / · M.C. · , 2, SP 5, 95., is the first report of **train 2 (inverted)** for the listing.



Neil Cooper reports the first example of direction/train number indicium, **E.1**, for listing **QC-380**, QUEBEC & CAMPBELLTON / · EXPRESS · / 8, E.1, 16 MR, 94.



Observed on Ebay, **ON-811.04**, TOR. & SAR. M.C. / № 4 , E, NO 13, 97, is a new **early date** for the hammer.



Observed on Ebay, **RY-178.02**, TEMISCOUTA · RY / M.C. , blank, MR 10, 94, is a new **early date** for the hammer and the first report of a **blank direction** indicium for both the hammer and the listing.



BNAPEX KINGSTON

Congratulations go out to study group members Peter McCarthy and Sean Weatherup. Both won **GOLD** medals at the recently held BNAPEX in Kingston, Ontario. Peter showed his newest version of "Identifiable Mail to and From Canadian Naval Personnel During World War II, 1939 – 1945". This exhibit has undergone a variety of changes and additions and has been expanded to an eight frame exhibit. Sean Weatherup showed a two frame exhibit " Halifax – Yarmouth Clerk Cancels and Related Paperwork". His exhibit also received the **William G. Robinson Award** for best RPO exhibit. As the title suggests, the exhibit deals exclusively with Clerk Cancels. Sean stated "Half the exhibit was garnered from a previous 5 frame exhibit on Halifax – Yarmouth while the remainder came from material obtained in the past 5 years. There are a number of items in this new material that will be shown in upcoming editions of the newsletter".

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