THE R.P.O.NEWSLETTER

OF THE CANADIAN R.P.O.STUDY GROUP (B.N.A.P.S.)

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BNAPEX '87 - The Annual Meeting of the R.P.O.Study Group was held at Charlottetown, P.E.I., on Saturday, September 19,1987. Twelve members and eight visitors were present, and two of the visitors have become members -

Dr. J.J.MacDonald, FRPSC
58 Hawthorne St.
Antigonish, N.S. B2G 1A4

Irvine N.Rosborough
708 Victoria Ave. West
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- We welcome them both and hope they enjoy their membership. The Chairman gave a brief report and mentioned on-going research into R.P.O.s on Map Stamps (See Page 3), RR-23, the C.P.Ry.M.C./ BRITISH COLUMBIA series, W-87 by Jim Karr, and the specialized handbook on the Newfoundland and Maritimes runs which is under way. The Treasurer's report printed in the last Newsletter was approved, and it was decided to set the 1987-88 dues at $6.00 Canadian ($5.00 U.S. will be accepted also). A one-time assessment of $ 2.00 per member will also be levied to cover the cost of the extra Newsletters last year. The Secretary and Editor gave a report as summarized in the last Newsletter, and thanked the membership for the many contributions and large amount of reports and other feed-back which had necessitated the extra issues of the Newsletter. The last item of business was the re-election of the present officers (railroading ?) for another term.

BNAPS member Douglas Murray of Charlottetown, an Architect by profession, and Director of Provincial Parks for P.E.I., a postal historian of note - and Director of the PHSC, then gave an illustrated talk on the history of the Prince Edward Island Railway. It was opened May 12, 1875, with service to six stations, and soon extended to 40 or so more. In the early years there were two trains daily from Charlottetown to Summerside - one of which went on to Tignish, at the west end of the Island - and two daily from Charlottetown to Georgetown, one of which went on to Souris, at the east end of P.E.I. The earliest known cancel is TRAV.P.O. - C.& S. known on July 2, 1875. P.E.I.R.R.-C.&S. cancels are known from October 20,1875 to about 1880. P.E.I.Ry./MC were used 1881-5, and P.E.I.Rly./ M.C. 1885-90. Later cancels show the terminal points of the runs rather than the railway name. P.E.ISLAND M.C. cancels of various types were used on the route to the early ferries at Cape Traverse, and these end in 1918 when the Borden to Cape Tormentine train ferries started and the Charlottetown and Sackville R.P.O. came into use. Doug was warmly thanked for his interesting presentation which went into the politics of Confederation and how the Railway was deeply involved.

BNAPEX '87 EXHIBITION - The 60-frame exhibition was by invitation, with a maximum of two frames per entry. The Study Group entered two frames of "The Travelling Post Offices of P.E.I." which was awarded a plaque as the most popular exhibit by vote of those viewing the exhibits. It was the only exhibit with local flavour, photos of train wrecks, and early mail boats stuck in the ice, so it was a natural. The best in show was early Nova Scotia by Dr.J.J.MacDonald.

CLASSIFIED AD - Gary Arnold, Editor of the Squared Circle Study Group Newsletter, submits the following request which we are glad to run as a courtesy -

> WANTED - Souris & Winnipeg M.C.No.1 - squared circle cancel, Admiral period - use dated after January 1, 1912. Contact Gary Arnold, 10533 Countryside Drive, Grand Ledge, MI 48837, U.S.A.

FROM THE MEMBERSHIP - Brian Stalker reports from England the following R.P.O.s on Special Deliveries - on E-1 - O-34, T2E NO 12/12, on E-2 - Q-169, 9 / OC 26 / 26, on E-5 - W-138, 9 / FE 2 / 37, On E-6 - W-138, 9 / JUN 22 / 38, on E-7, Q-203, 198/ AU 4 / 39, on E-10, Q-156 - 19 / MY 26 / 47, O-92, 172 / JAN 15 / 47, W-62 - 11 IV 49; on E-11 - MA-240 - 6 / FE 1 / 50, MA-241 6 / JAN 14 / 47, O-209 - 90 / AP 10 / 51, O-354 - 632 / AP 15/ 48, O-356 B - 17 / AP 12 / 49, on CE1 - O-357 - 16 / MR 29/43. Brian also reports a few on airmail stamps - On C-6 - DD38 - AM / OC 26 / 41, on C-7 - Q-208 - NO 17 / 42, on C-8 - DD-38 - AM / DE 23 / 44, Q-116 - 452 / 21 JAN /46, O-107 - 174 / SP 15 / 47, O-247 - 557 / JAN 17 / 46, W-30q - 3 / JUL 8 / 45, on C-9 - Q-208 - 109 / AU 15 / 50, O-262 - 34 / NO 29 / 46, O-357 - 16 / AP 25 / 47. Doug Hannan reports - on C-6 - W-127 - 3 / OC 13 / 41, RR-37 - PM / AU 14 / 41, on C-7 - Q-16A - 35 / MR 1 / 43, on C-8 - W-12 - 6 / JUL 15 / ?, MA-241 - 8 / MY 10 / 44. Doug also reports on Map Stamps - O-327 - T.1.S / MR 14 / 99, and O-286 - DE 23 / 98. He also reports nothing new in Jubilees. Alex Price asks about the meaning of the No.__ at the bottom of Type 17A cancels.He wonders whether it is the train number. No, Alex, it's just a reference number used by the Railway Mail. Service to keep track of which clerk was using wh.ch hammer.

NEWFOUNDLAND MIXED TRAIN - During our recent visit to Newfie, we found a curious train in the station at Deer Lake. It consisted of two diesel locomotives, an open livestock car, a passenger car, and a caboose. We had been assured by Don Wilson in St. John's that there were no passenger trains still operating on the Island, so we hastened to the station to find out just what this apparition from the past was. It appears that mixed train M-203 operates daily from Bishops Falls to Corner Brook, with M-204 going in the opposite direction. Don had forgotten about this one which services isolated communities without road access through the Gaff Topsails area - the so-called roof of Newfoundland. Just how much longer it will operate is doubtful - because the C.N.R. has applied to the Board of Transport Commissioners to discontinue the service, which lost $ 176,971 in 1983, $ 200,877 in 1984, and $ 205,443 in 1985. The submission was dated June 24, 1987, and submissions opposing it were requested within 30 days. Unfortunately, no R.P.O. operates there. We also tried to get ship markings from the Sydney and Argentia and Sydney and Port Aux Basques ferries with minimal success.

RAILWAY MUSEUMS - Many of the railway lines and Stations in the Maritimes are now disused, and several stations have been transformed into Railway Museums or tourist information offices. Whit Bradley and I both stumbled independently into the Louisbourg, N.S. station which is now a fine museum of the Sydney & Louisbourg Railway - which operated from 1895-1968. It was open, with a knowledgeable curator on site. See page 10.

LEWIS M. LUDLOW
5001 - 102 Lane N.E., Kirkland, Washington 98033, U.S.A.

The following is the beginning of a joint project between the Map Study Group and the R.P.O. Study Group, namely to establish a list of possible - as well as known -

R.P.O. CANCELLATIONS ON THE MAP STAMP

Herewith is a roster of R.P.O. cancellations, known or predicted based on existing periods of use, by listing - and by hammer, where such have been segregated and identified. The specific period of use that has been established for the normal usage of the Map Stamp is from December 7, 1898 to January 31, 1900 and it will be noted that each of the following periods of use overlap this date span. Data presented in **bold type** mean that such information has already been confirmed on the Map Stamp. Where hammer identification is involved, all Maritime hammers have been identified in Topics in the period roughly from 1972 to 1977. R.P.O. specialists are familiar with this information, but Map specialists may find hammer identification a new experience. If there is any question of hammer identification, the writer will be glad to identify any hammer for which there is a question. Please note that this list is not yet complete for hammers, since only part of the Quebec, Ontario and Western Section listings have been separated into hammers; however, others can be added as hammer identifications are made. Thus, this is a roster in transition. Reporters = W. L. Bradley - 267; W. G. Robinson - 151; and L. M. Ludlow - 16.

Lewis M. Ludlow
August 10. 1987

Listing #	Earliest-Latest	Dir./Tr.	Reporter
MARITIMES			
MA-48 1st Per	3/ 5/95- 2/17/02	blank	
MA-52	Two Hammers		
H-I 1st Per.	2/17/97- 7/24/08	**blank**	151
H-II	1/29/97- 8/23/04	blank	
MA-62	Two Hammers		
H-II	?/13/82- 3/ 6/00	W	
H-III	7/20/88- 6/13/00	**EAST, WEST**	151
MA-109	Three Hammers		
H-II 2nd Per	3/23/97- 8/ 3/01	E, W	
H-III	10/10/89- 5/31/00	EAST, WEST	
H-IV	11/21/82- 7/19/01	EAST, WEST	
MA-115	Five Hammers		
H-I	11/ 4/95- 7/26/00	E, W	151
H-II	11/26/95- 5/12/10	E, W	16
H-III 1st P	9/ 5/95- 5/29/11	E, W	151
H-IV	3/18/97- 5/17/07	E, W, EAST	16, 151
H-V	3/19/97- 6/ 2/02	E, W	

MA-137	Two Hammers		
H-I	6/ 9/97- 8/24/04	E, W	151
H-II	6/ 4/97- 3/29/02	E, W	
MA-160	One Hammer		
H-I	6/ 8/81- 3/ 1/99	NORTH, SOUTH	
MA-161	Two Hammers		
H-I	3/10/85- 1/28/02	N, S	
H-II 1st Per	3/27/95- 8/ 2/19	N, S	
MA-162	3/11/97- 6/15/01	N, S	
MA-163	1/30/94-12/29/00	N, S	
MA-164	12/15/97- 5/27/01	N, S	
MA-165	One Hammer		
H-I	5/23/88- 7/18/01	N, S	267
MA-166	9/ 6/82- 7/ 9/10	NORTH, SOUTH	
MA-170	Two Hammers		
H-I	12/13/90- 1/26/11	N, S	16
H-II 1st P.	11/10/92-11/26/04	S only	
MA-173a	8/17/93- 5/12/03	NORTH, S	151, 267
MA-173b	6/30/96- 8/11/99	N, S	
MA-184	1/26/92- 8/19/16	E, W	267
MA-191	11/19/92- 6/26/00	E, W	267
MA-196	One Hammer		
H-I	4/ 2/92-11/16/99	E, W, EAST	151
MA-197	One Hammer		
H-I	4/15/85- 7/24/00	EAST	267
MA-205	1/17/95- 9/11/03	E, W	267
MA-229a	2/27/99- 9/25/12	E, W	
MA-230	8/ 5/93-11/ 7/02	E, W	
MA-237	8/16/94- 2/ 4/13	N, S	267
MA-251	Two Hammers		
H-I	6/23/97- 8/13/00	E, W	151
H-II	7/15/97- 7/21/00	E, W	
MA-262	Two Hammers		
H-I	8/24/88- 7/13/03	N, S	
H-II	10/23/85- 8/ 4/03	N, S	151

Totals	**Potential Maritime Listings**	**39**
	Already Confirmed	**18 - 46.2%**

QUEBEC

Q-4	3/ 4/92- 2/14/99	N, S	
Q-6	4/17/99- 2/13/19	N, S	267
Q-21	10/ 7/98-12/ 3/18	NE, NW, DE, DW	151, 267, Hammers
Q-35	12/ 5/96-12/23/01	N, S	
Q-44	12/28/98- 8/18/11	EAST, WEST	
Q-51	12/14/96-12/28/00	N, No, SP	
Q-57	7/ 8/95-11/ 7/07	E, W	267
Q-58	4/26/99-12/ 4/08	E, W	151
Q-67	9/ 7/96-12/11/29	EAST, WEST, E	151, 267
Q-68	7/ 6/99-12/ 2/13	E, WEST	267
Q-76	4/21/93- 6/ 6/03	N, S	
Q-90	1/28/97- 4/22/16	E, W	Multiple Hammers
Q-94	5/ 2/85-11/12/19	E, W	

Q-102B	3c S.Q.- 2c V.N.	DAY, NIGHT, E	
Q-112	11/ 2/93- 2/26/00	N, S	267
Q-121A	2/21/96- 2/22/99	E, W	
Q-137	5/ 6/96- 7/ 7/13	E, W	151, 267
Q-138	7/ 1/92- 5/15/18	E, W	267
Q-142	11/ 6/95- 6/26/07	E, W	267
Q-165	Twelve Hammers		
H-I [1]	4/ 1/91-10/ 3/21	NW, DW	
H-II [2]	8/ 1/91- 2/ 3/13	NW, DW, blank	
H-IIIa [3]	6/22/91-12/31/17	NW, DW	151
H-IVa [4]	1/27/91- 2/14/17	NW, DW	
H-V [5]	6/17/92- 9/ 3/13	NW, DW	
H-VI [6]	9/ 7/91- 3/19/03	NW, DW	
H-VII [7]	2/15/91- 8/27/02	NW, DW	
H-VIII [8]	6/10/91- 9/ 4/02	NW, DW	
H-IX [9]	2/24/91-10/19/28	NW, DW	
H-Xa [10]	6/15/92- 2/ 5/15	NW, DW	
H-XI [11]	10/15/91- 9/29/11	NW, DW	151
H-XII [12]	4/ 1/95- 5/31/15	NW, DW, WN	16
Q-174	11/ 5/91- 5/ 9/00	E, W	
Q-182	7/18/93- 6/16/03	E, W, E rev	267
Q-188	Four Hammers		
H-I	7/24/91- 9/ 3/01	E, W	
H-III	3/20/92-10/23/14	E, W	
H-VI	12/20/97-11/25/04	E, W	151
H-VIII	7/ 9/97- 3/19/05	E, W	
Q-189	Four Hammers		
H-I	7/18/91- 8/10/09	E, W	
H-II	11/20/91- 6/13/13	E, W	
H-V	7/30/92- 2/23/09	E, W	
H-VI	8/14/94-10/ 7/13	E, W	
Q-190	7/30/99- 5/20/05	E, W	
Q-195A	3/31/93- 4/ 7/99	E, W	
Q-195Bb	12/ 9/96- ?/??/00	E, W	
Q-197	Two Hammers		
H-1 [No. 5]	11/ 2/94-10/13/11	E, W	
H-IIc[No.20]	6/ 1/98- 1/16/00	E, W	
Q-209	3/13/93-11/10/04	N, S	
Q-210	2/22/99-11/ 9/04	NORTH, SOUTH	
Q-212	10/10/90- 8/10/04	NORTH, S	
Q-213	9/ 5/90- 4/14/05	N, S	
Q-217	7/19/97- 7/15/58	E, W	267, Hammers
Q-224	12/23/95- 8/13/00	EAST, W	
Q-230	11/12/91- 8/30/05	E, W, DW	267
Q-231	1/16/90- 8/ 6/05	E, W	267
Q-238	4/10/90- 3/30/05	E, W	
Q-238A	9/30/90-12/22/03	E, W	
Q-270	7/ 7/99- 8/11/14	N, S	
Q-277	4/13/92-12/ 3/03	E, W	267
Q-290	1/18/96- 9/15/10	N. S	
Q-297	6/10/95- 2/21/12	N, S	151, 267

Totals	Potential Quebec Listings	60
	Already Confirmed	20 - 33.3%

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ONTARIO

O-4	8/12/91- 5/26/43	N, S	267
O-10	10/21/92- 9/20/04	NORTH, SOUTH,N	16, 151, 267
O-12	12/ 5/99- 1/30/26	N, S	267
O-14	8/11/94- 6/29/09	S only	
O-15	2/ 4/90- 6/11/31	E, W	151, 267
O-25	11/28/89-10/ 7/03	N, S	
O-29	Two Hammers		
H-I	2/ 6/99- 9/17/04	E, W	16
H-II	2/20/99- 6/ 6/06	E, W	16
O-49	4/ 3/96-11/ 3/08	E, W	
O-55	Two Hammers		
H-I	6/14/98- 9/28/10	E, W	
H-II	7/29/98- 2/ 3/13	E, W	
O-60	10/12/98-11/ 7/04	E, W	267
O-65	8/13/98- 7/ 9/01	E, W	267
O-67	8/29/98- 5/29/01	E, W	151, 267
O-77	10/ 3/94- 1/20/13	N, S	267
O-84	9/11/94- 4/ 3/00	N, S	151, 267
O-85	4/ 4/94-11/ 2/99	N, S	151, 267
O-94	11/15/92-11/15/99	NORTH, SOUTH N, S, Blank	267
O-103	11/ 6/99- 1/ 4/12	N, S	267
O-118	6/??/97- 6/26/06	T1S	267
O-119	11/ 5/97- 5/ 1/17	T1N, T2S	151, 267
O-129	11/20/91- 6/ 5/11	N, S	267
O-136	1/14/95- 5/15/29	N, S	267
O-148	2/16/89-12/31/07	T1N, T2S	267
O-156	10/ 5/89- 2/??/12	E, W	267
O-166	6/27/87-11/ 2/08	E, W	151, 267
O-168	12/27/94- 6/20/31	T1N, T1S, T2N, T2S	267
O-175	4/28/87- 8/28/06	1, 3, 4	267
O-181	6/29/98- 1/25/11	E, W	151, 267
O-199	4/ 7/96- 9/ 2/08	E, W	16, 267, Hammers
O-205	10/13/94-10/11/13	E, W, Blank	151
O-210	11/18/95- 2/ 9/03	N, S	267
O-211	12/17/95- 5/23/06	N, S	151, 267
O-213	9/30/90-12/12/04	N, S	
O-214	12/20/94- 9/29/13	E, W	267
O-219	5/ 5/93-12/15/09	E, W	
O-235	12/ 9/93- 3/10/17	E, W	267
O-236	8/18/86- 9/15/13	E, W	
O-244	4/11/94- 8/31/06	E, W	267
O-246	9/13/82- 7/18/03	E, W	16, 151, 267
O-253	12/14/92-12/19/22	N, S	267
O-256	Seven Hammers		
H-I [1]	8/18/91- 5/22/06	E, W	16
H-III [4]	6/15/92- 7/11/08	E, W	151, 267
H-IV [5]	8/31/91- 8/17/08	E, W	16

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H-V [6]	6/21/87- 3/19/12	E, W	16, 267
H-VI [7]	12/24/91- 6/22/08	E, W	267
H-VIII [10]	4/23/90- 7/ 1/01	E, W	267
H-X [12]	8/24/90- 8/16/14	E, W	
O-257 [No. 8]	5/25/92- 9/18/14	E, W	16, 267
O-258 [No. 3]	7/21/94- 1/ 8/15	E, W	
O-261	1/ 2/93-10/ 5/03	E, W	151, 267
O-262	1/ 1/94- 4/23/71	E, W	151, 267, Hammers
O-269	2/ 5/95-11/17/56	N, S	151, 267
O-280	12/23/86-10/ 5/07	E, W, E rev.	16, 267, Hammers
O-283	12/31/92-11/10/06	NORTH, SOUTH	151, 267
O-286	9/11/98- 8/25/25	N, S	267
O-290	6/16/98- 2/18/13	N, S	267
O-292			
H-I	9/ 1/94- 4/19/01	N, S	16, 267
H-II	2/18/95- 4/22/01	N, S	151, 267
O-298	8/22/96-10/11/10	N, S	267
O-301	8/30/98-10/21/01	E, W	
O-302	9/11/98- 9/11/01	N, S	267
O-306	10/ 6/87-10/15/19	E, W	267
O-310	7/ 3/97- 6/26/06	E, W	267
O-312A	4/12/88- 6/14/09	E, W	
O-327	7/ 7/97-12/22/06	T1N, T1S T2N, T2S	16, 151, 267
O-329	2/27/93- 2/20/05	N, S	267
O-330	11/ 3/95- 9/ 4/01	N, S	267
O-340	5/??/91-11/ 6/02	N, S	16, 267, Hammers
O-341	5/17/92- 1/23/16	N, S	151, 267
O-344	11/ 9/96-10/ 5/06	E, W	
O-346	11/ 1/89- 3/20/18	E, W	
O-349	8/30/98- 4/11/42	E, W	267
O-354	11/ 2/94- 3/16/57	E, W	151, 267, Hammers
O-358	?/??/94-12/ 6/00	N, S	151
O-365	7/ 1/99- 7/ 6/20	NE, DE	
O-367	8/ 9/97-11/11/99	blank	
O-369	Nine Hammers		
H-Ib [No. 1]	1/31/95- 3/ 6/11	NE, DE	
H-III [3]	2/11/91- 7/25/10	NE, DE	
H-IV [4]	6/25/91- 3/18/25	NE, DE	
H-V [5]	6/18/92- 1/27/10	NE, DE	
H-VII [7]	9/26/91- 6/26/01	NE only	
H-VIII [8]	3/13/93- 6/10/18	NE, DE	267
H-IX [9]	8/28/91-14/ 4/99	NE, DE	151, 267
H-Xa [10]	6/ 4/92- 1/20/09	NE, DE	
H-XI [11]	2/15/95-10/ 4/11	NE, DE	267
O-374	6/30/93-12/17/48	E, W	16, 267
O-382	4/ 3/95-12/ 4/41	N, S	151, 267
O-383	10/11/98- 7/30/64	N, S	267, Hammers
O-387	6/ 2/91- 6/24/18	E, W	16, 267, Hammers
O-389	11/ 7/94-10/21/65	E, W	267, Hammers
O-392	5/ 8/96-10/14/14	N, S	267
O-397	8/ 4/98- 5/ 1/24	E, W	16, 151, 267
O-404	8/30/93- 8/ 6/23	E, W, E rev	16, 151, 267
		Blank	Multiple Hammers

O-419	11/10/88-11/28/00	N, S	151	
O-422	4/17/89-11/28/00	N, S, 4	267	
O-423	8/ 8/92- 6/30/02	blank		
Totals	Potential Ontario Listings			96
	Already Confirmed			74 - 77.1%

WESTERN

W-19	5/24/94- 1/ 4/06	N, S	151, 267	
W-94	Two Hammers			
H-I [No. 1]	1/26/94- 1/ 7/07	EAST, WEST		
H-II [No. 2]	2/ 2/94- 6/12/07	EAST, WEST		
W-150	Two Hammers			
H-I [No. 1]	1/26/94- 2/ 5/12	EAST, WEST		
H-II [No. 2]	6/21/95- 9/14/08	EAST only		
W-174	10/26/92- 1/ 5/05	E, W	151, 267	
W-184	5/ 1/91- 2/14/99	E only		
W-185	1/23/89-12/14/03	N, S	267	
Total	Potential Western Listings			8
	Already Confirmed			3 - 37.5%

Ornaments

W-30a	4/20/99- 9/23/08	E, W		
W-30b	4/ 1/99- 8/24/12	E, W		
W-30c	4/15/99- 7/15/41	E, W	151	
W-30d	4/21/99-10/25/44	E only	151	
W-30f	4/16/99-12/13/24	E, W	151	
W-30g 1st P.	10/31/99-11/27/18	E, W		
W-30h	7/??/99- 7/ 5/10	E only		
Totals	Potential Ornament Listings			7
	Already Confirmed			3 - 42.9%

RAILROADS

RR-10	3/ 9/94- 1/14/04	E, W	267	
RR-23	12/24/85- 3/16/99	E, W	151, 267, Hammers	
RR-25	6/25/90- 9/20/99	E, W		
RR-27	One Hammer			
H-1 1st P.	3/24/96- 4/16/99	EAST, WEST		
RR-28a	Two Hammers			
H-I [1]	12/ 2/82- 6/18/00	EAST, WEST	151	
H-II [2]	2/24/83- 5/11/00	EAST, WEST, E		
RR-28b	Six Hammers			
H-I [No. 3]	8/12/82-10/24/03	E, W		
H-II [B]	9/16/93- 8/24/00	EAST, WEST		
H-III [B]	5/26/84- 6/22/05	E only		
H-V [C]	7/23/94- 2/23/99	EAST only		
H-VIII [C]	2/18/92- 2/19/99	E only		
H-X [C]	1/ 8/87- 4/27/00	E, W		

RR-29	Two Hammers		
H-I [1]	9/22/99-10/13/99	E only	
H-III [3]	7/26/99- 8/15/10	E, W	
RR-30	One Hammer		
H-I	11/22/97- 7/ 7/99	E, W	151
RR-46	9/26/87- 4/12/01	N, S	16, 151, 267
RR-97	10/18/97- 9/ 5/01	S only	
RR-99	2/ 5/85- 5/ 6/02	E only	
RR-100	12/31/86- 4/26/01	E, W	267
RR-108	11/ 2/96-11/19/02		
RR-123	1/22/87- 4/16/18	Blank	
RR-128	5/27/96-12/ 6/04	Blank	
RR-135	8/17/96-10/14/03	N, S	
RR-136	9/ 3/85- ?/??/12	N, S	
RR-137	9/11/91-10/20/04	N, S	
RR-138b	4/21/93- 1/11/00	N, S	
RR-138c	5/ 5/97- 1/21/04	N, S	151
RR-139	4/21/98-11/18/03	N, S	267
RR-149	11/ 3/94- 4/23/01	N, S	267
RR-150	4/24/93-10/13/08	E, W	151, 267
RR-151	12/ 9/93-11/ 5/03	E only	
RR-152	1/19/93-11/ 1/04	N, S	267
RR-158	8/ 1/78- 1/13/99	E, W	267
RR-191	7/ 7/90- 6/ 6/00	N, S	267

Totals	Possible Railroad Listings	34
	Already Confirmed	13 - 38.2%

TICKET STAMPS

TS-60q	3/20/99 only
TS-61g	9/ 8/99 only
TS-93b	8/ 2/89- 8/14/99

Totals	Probable Ticket Stamp Listings	3
	Already Confirmed	0 - 0.0%

STEAMERS

S-116b	11/17/99 only
S-117	5/16/99 only
S-203	9/27/97- 5/14/00
S-269	7/30/99 only
S-280	1/19/99 only

Total	Possible Steamer Listings	5
	Already Confirmed	0 - 0.0%

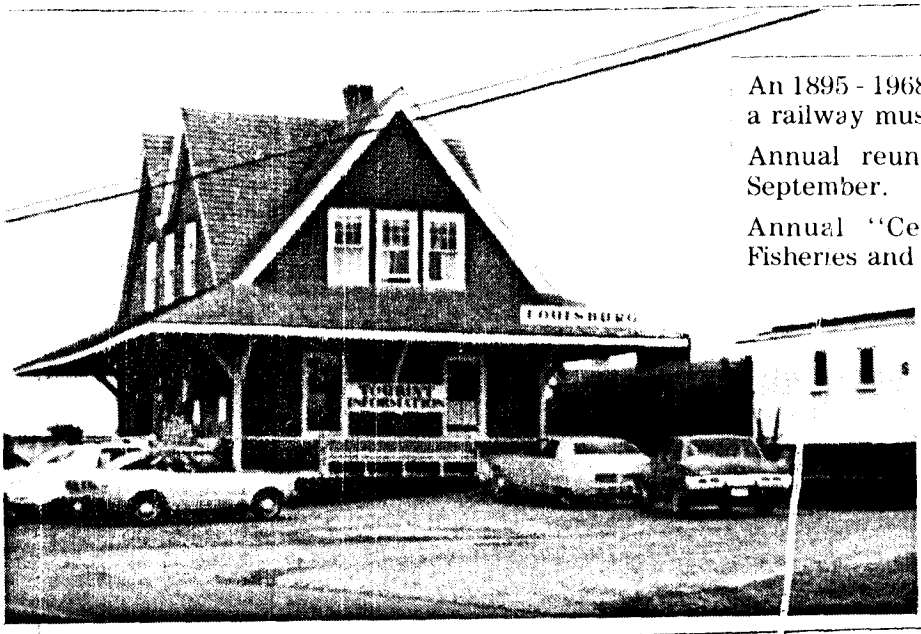
DEPOTS

DD-18	1/12/91- 6/ 4/26	AM, PM	267
DD-26	12/19/92- 1/31/03	AM, PM	151, 267
DD-82	10/14/99- 4/23/29	PM, blank	Multiple Hammers

..../10

DD-96	7/27/99-11/23/00	151	
DD-98	7/27/99- 6/ 8/01		
Totals	Possible Depot Listings	5	
	Already Confirmed	3	- 60.0%
Grand Total	Possible Map Stamp Railway Listings	257	
	Already Confirmed	134	- 52.1%

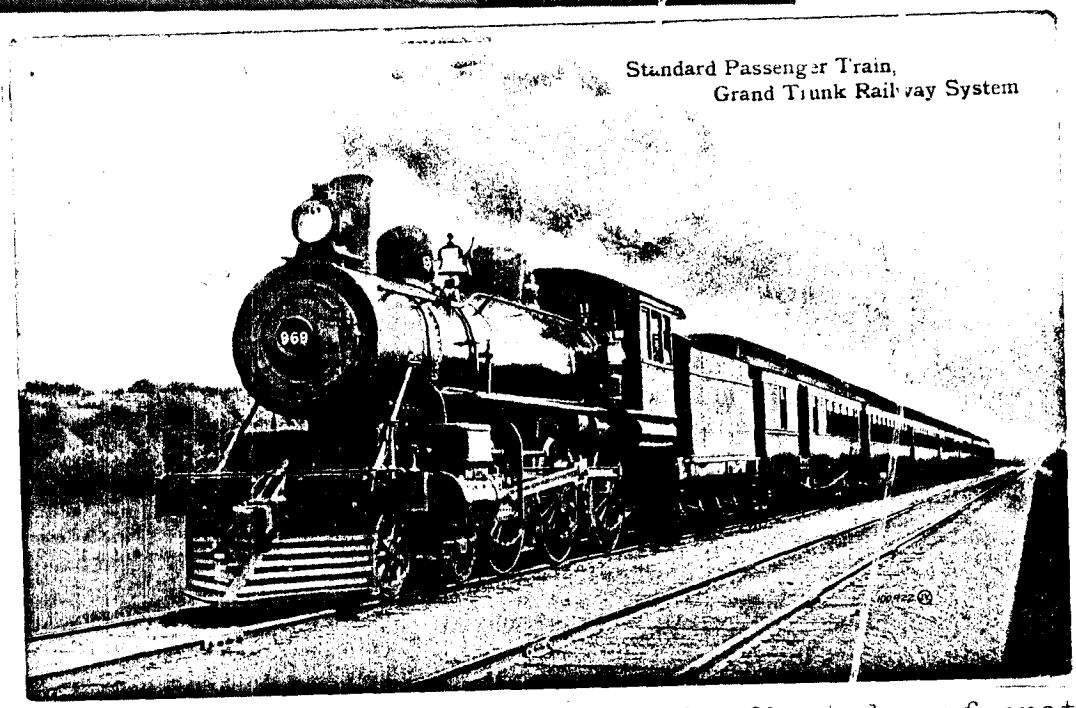
RAILWAY MUSEUMS - continued from Page 2 - Herewith photo of the Louisbourg Railway Station. Whit and I also found another Museum (closed) at the Elmira, P.E.I. Station - the end of the eastern line of the P.E.I.R.R., and an information bureau at the Montague, P.E.I. Station.



An 1895 - 1968 railway station restored to a railway museum.

Annual reunion - second Sunday in September.

Annual "Ceilidh" during the C.B. Fisheries and Marine Exhibition.



POSTAL STRIKE - This is being typed on the first day of another Canadian postal strike - so I hope this reaches you.

Bill