



Medicine Hat, Alberta circa 1910

In this issue, we look at the postmarks used over the Crow's Nest Pass route of the Canadian Pacific Railway, between Medicine Hat, Alberta and Nelson, British Columbia, via Lethbridge and Cranbrook. Continuing west from Nelson, we then examine the Nelson & Midway R.P.O. cancellations.

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In 1882, the **North Western Coal & Navigation Company** was incorporated to build from Medicine Hat, N.W.T., to the Company's coal mines on the Belly River, with an extension to Fort Macleod. In 1885, it constructed a 108 mile long narrow gauge railway to transport coal from Lethbridge, to the C.P.R. main line at Dunmore, near Medicine Hat. A second narrow gauge line was built from Lethbridge to the United States border to ship coal to the smelters of western Montana.

In 1891, the line was purchased by the **Alberta Railway & Coal Company**, which was in turn, leased to the **Canadian Pacific Railway** in 1893. The C.P.Ry. converted the railway to standard gauge.

In 1897, the line was extended westward to Macleod and the Crow's Nest Pass. From there, it used the charter of the **British Columbia Southern Railway** to build to Nelson. The railway reached Kootenay Landing, at the south end of Kootenay Lake, in 1898, where lake boats completed the connection to Nelson.

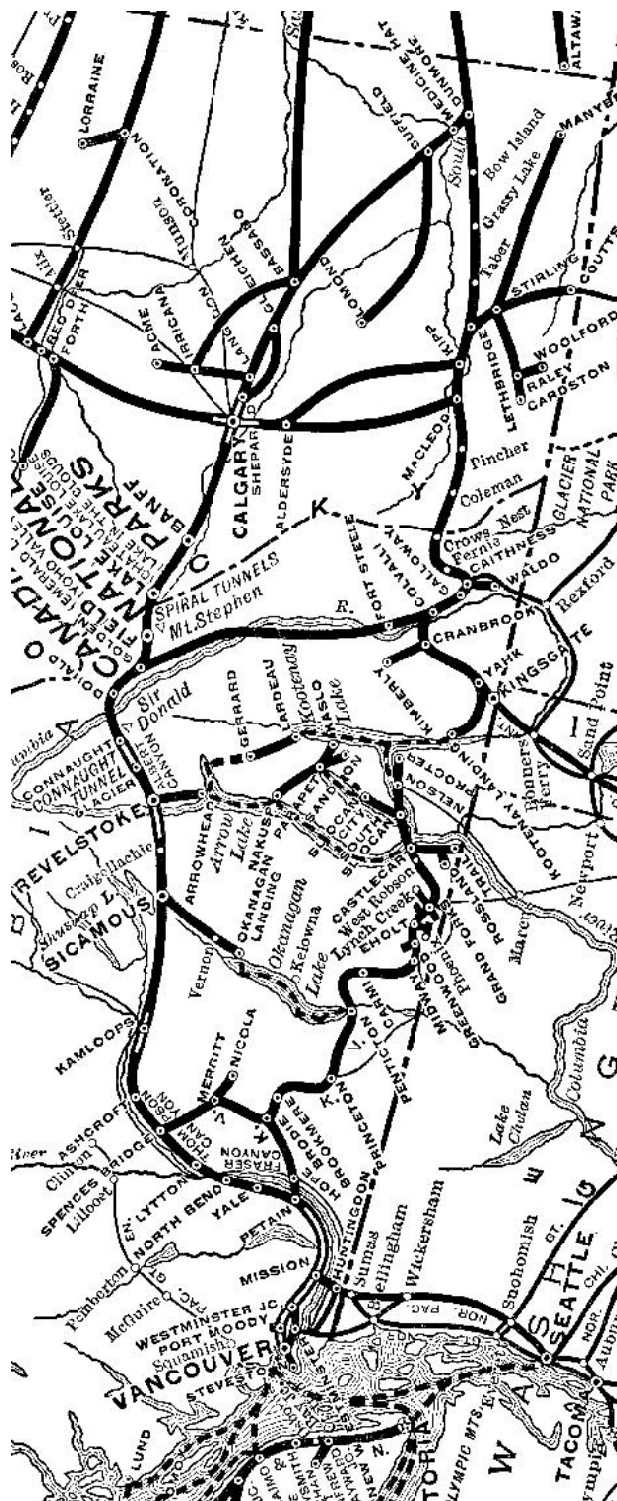
A 20 mile rail link eastward from Nelson to Procter, which was usually an ice free port on Kootenay Lake in winter, was completed in 1901.

The missing rail link between Procter and Kootenay Landing was not completed until 1931. Prior to that time, freight, passengers and mail depended on bridging the gap by lake boat.

It would be interesting to find out the details of how the mail was handled between Kootenay Landing and Nelson during this thirty year period, since the Medicine Hat & Nelson R.P.O. car only ran as far as west as Kootenay Landing.

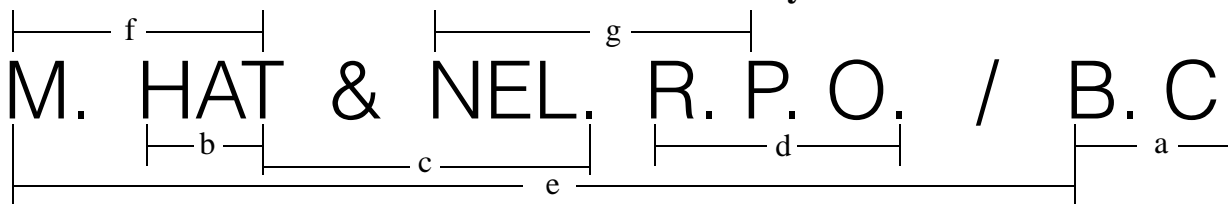
The Medicine Hat & Nelson R.P.O. service began in 1901 and ended in 1957. There were also two short-lived runs, one between **Medicine Hat & Lethbridge** from 1949 and 1952 and another, between **Medicine Hat & Cranbrook**, from 1952 until 1954.

C. P. Ry. - Medicine Hat, Kootenay Landing and Nelson



MEDICINE HAT, KOOTENAY LANDING AND NELSON (Via Crownsnest Pass)									
READ DOWN			Mis.	TABLE 122	Altitude	READ UP			
539	511	67				68	512	538	
P.M.	P.M.	P.M.				A.M.	P.M.	P.M.	
12.50	10.55	.....		Lv.(CT) WINNIPEG	767	7.20	8.20	.....
5.00	3.05	.....		Lv.(CT) BRANDON	.....	3.30	4.10	.....
.....	1.00	.....		Lv.(C.T.) ST. PAUL	.....	6.50	.....	.....
.....	1.45	.....		Ar.(C.T.) MINNEAPOLIS	.....	6.10	.....	.....
11.25	11.05	.....		Lv.(M.T.) MEDICINE HAT	.....	6.25	7.05	.....
.....	11.50	11.35	0.0	(Mountain Time)					
.....	12.12	.....	7.6	Lv. DUNMORE	2399	6.05	6.40	.....
.....	12.17	.....	9.5	Dauntless	2385	.....	6.18	.....
.....	12.34	12.18	17.4	Bull's Head	2400	.....	6.14	.....
.....	12.54	12.38	25.1	Seven Persons	2469	5.25	5.58	.....
.....	1.09	12.53	32.4	Whitla	2737	5.09	5.40	.....
.....	1.27	1.11	41.0	Winnifred	2715	4.54	5.25	.....
.....	1.42	1.26	47.9	Bow Island	2612	4.35	5.06	.....
.....	1.58	1.42	56.0	Burdett (C)	2568	4.20	4.50	.....
.....	2.16	1.59	64.8	Grassy Lake	2644	4.06	4.31	.....
.....	2.46	2.26	70.1	Purple Springs	2618	3.49	4.11	.....
.....	2.57	2.36	76.5	Fincaisle	2631	.....	4.00	.....
.....	3.06	2.45	81.8	Taber	2663	3.29	3.45	.....
.....	3.16	2.57	86.6	Barnwell	2726	.....	3.33	.....
.....	3.33	3.12	90.3	Neidpath	2777	.....	3.23	.....
.....	3.55	3.30	98.8	Chin	2821	2.42	3.16	.....
P.M.	4.20	4.08	.....	Coaldale	2976	2.20	3.01	.....
.....	4.53	4.23	.....	LETHBRIDGE (C)	.....	.....	2.40	.....
.....	5.08	4.55	40.0	Lv. Calgary	.....	8.00	.....	.....
.....	5.25	5.05	40.0	Lv. Lethbridge	.....	2.00	2.30	.....
P.M.	5.40	5.15	40.0	Kipp	3053	1.40	2.12	.....
.....	5.55	5.30	40.0	Monarch	3097	1.24	1.57	.....
.....	6.20	5.45	40.0	Pearce	3093	.....	1.42	.....
.....	6.40	5.65	40.0	MACLEOD (C)	.....	12.50	1.25	.....
.....	6.55	5.80	40.0	Lv. Peigan	3109	12.40	.....	.....
.....	7.10	5.95	40.0	Chokio	3314	12.20	.....	.....
.....	7.25	6.10	40.0	Brocket	3426	12.09	.....	.....
.....	7.40	6.25	40.0	Crowley	3505	11.57	.....	.....
.....	7.55	6.40	40.0	Pincher	3764	11.37	.....	.....
.....	8.10	6.55	40.0	Cowley	3834	11.06	.....	.....
.....	8.25	7.10	40.0	Lundbreck	3910	10.51	.....	.....
.....	8.40	7.25	40.0	Burmis	3997	10.43	.....	.....
.....	8.55	7.40	40.0	Passburg	4114	10.34	.....	.....
.....	9.10	7.55	40.0	Hillcrest	4205	10.27	.....	.....
.....	9.25	8.10	40.0	Frank (C)	4228	10.19	.....	.....
.....	9.40	8.25	40.0	Blairmore (C)	4305	10.09	.....	.....
.....	9.55	8.40	40.0	Coleman, Alta.	4444	9.45	.....	.....
.....	10.10	8.55	40.0	Crows'nest, B.C. (Mtn. Time)	.....	8.35	.....	.....
.....	10.25	9.10	40.0	A } Crows'nest, B.C. (Pac. Time)	.....	8.10	.....	.....
.....	10.40	9.25	40.0	McGillivray	4165	7.42	.....	.....
.....	10.55	9.40	40.0	Michel (C)	3861	7.04	.....	.....
.....	11.10	9.55	40.0	Natal	3775	7.35	.....	.....
.....	11.25	10.10	40.0	Hosmer	3451	7.04	.....	.....
.....	11.40	10.25	40.0	FERNIE (C)	3306	6.48	.....	.....
.....	11.55	10.40	40.0	Morrissey	3132	6.24	.....	.....
.....	12.10	10.55	40.0	Elko	3082	6.05	.....	.....
.....	12.25	11.10	40.0	Caithness	2847	5.49	.....	.....
.....	12.40	11.25	40.0	Galloway	2842	5.39	.....	.....
.....	12.55	11.40	40.0	Jaffray	2697	5.25	.....	.....
.....	1.10	11.55	40.0	Colvill	2652	5.11	.....	.....
.....	1.25	12.10	40.0	Wardner	2484	4.55	.....	.....
.....	1.40	12.25	40.0	Mayook	2704	4.42	.....	.....
.....	1.55	12.40	40.0	Rampart	2686	4.34	.....	.....
.....	2.10	12.55	40.0	CRANBROOK (C)	.....	4.15	.....	.....
.....	2.25	1.10	40.0	Lv. Fassiferne	3013	4.00	.....	.....
.....	2.40	1.25	40.0	Wattsburg	3257	3.46	.....	.....
.....	2.55	1.40	40.0	Jerome	3230	3.39	.....	.....
.....	3.10	1.55	40.0	Moyie	3050	3.23	.....	.....
.....	3.25	2.10	40.0	Aldridge	3045	3.10	.....	.....
.....	3.40	2.25	40.0	Tochty	3051	3.05	.....	.....
.....	3.55	2.40	40.0	Ryan	2964	2.45	.....	.....
.....	4.10	2.55	40.0	Yahk	2897	2.35	.....	.....
.....	4.25	3.10	40.0	Lv. Yahk	2817	2.20	.....	.....
.....	4.40	3.25	40.0	Glenlily	2740	2.05	.....	.....
.....	4.55	3.40	40.0	Kingsgate (C)	2638	1.50	.....	.....
.....	5.10	3.55	40.0	EASTPORT (S.I.Ry.)	.....	1.20	.....	.....
.....	5.25	4.10	40.0	Bonnars Ferry	.....	11.35	.....	.....
.....	5.40	4.25	40.0	Sand Point	.....	10.15	.....	.....
.....	5.55	4.40	40.0	Grand Junc.	.....	8.28	.....	.....
.....	6.10	4.55	40.0	Ar } SPOKANE (Union Depot)	.....	7.35	.....	.....
.....	6.25	4.70	40.0	Lv } (Pacific Time)	.....	6.50	.....	.....
.....	6.40	4.85	40.0	Ar } PORTLAND, ORE.	.....	7.00	.....	.....
.....	6.55	5.00	40.0	Lv. Yahk	2817	2.05	.....	.....
.....	7.10	5.15	40.0	Goatfell	2940	1.50	.....	.....
.....	7.25	5.30	40.0	Cadorna	2435	1.20	.....	.....
.....	7.40	5.45	40.0	Canyon	2087	12.55	.....	.....
.....	7.55	5.60	40.0	Erickson	2106	12.48	.....	.....
.....	8.10	5.75	40.0	Creston	1983	12.35	.....	.....
.....	8.25	5.90	40.0	Sirdar	1802	11.51	.....	.....
.....	8.40	6.05	40.0	Ar } KOOTENAY LANDING	1768	11.40	.....	.....
.....	8.55	6.20	40.0	Lv } (Pacific Time)	.....	.....	.....	.....
.....	9.10	6.35	40.0	Ar } Kootenay Landing	.....	11.00	.....	.....
.....	9.25	6.50	40.0	Boswell	.....	8.00	.....	.....
.....	9.40	6.65	40.0	Procter	.....	.....	.....	.....
.....	9.55	6.80	40.0	Balfour	.....	.....	.....	.....
.....	10.10	6.95	40.0	Nelson (C)	.....	6.30	.....	.....
.....	10.25	7.10	40.0	.....	.....	.....	.....	.....
.....	10.40	7.25	40.0	.....	.....	.....	.....	.....
.....	10.55	7.40	40.0	.....	.....	.....	.....	.....
.....	11.10	7.55	40.0	.....	.....	.....	.....	.....
.....	11.25	8.10	40.0	.....	.....	.....	.....	.....
.....	11.40	8.25	40.0	.....	.....	.....	.....	.....
.....	11.55	8.40	40.0	.....	.....	.....	.....	.....
.....	12.10	8.55	40.0	.....	.....	.....	.....	.....
.....	12.25	9.10	40.0	.....	.....	.....	.....	.....
.....	12.40	9.25	40.0	.....	.....	.....	.....	.....
.....	12.55	9.40	40.0	.....	.....	.....	.....	.....
.....	1.10	9.55	40.0	.....	.....	.....	.....	.....
.....	1.25	10.10	40.0	.....	.....	.....	.....	.....
.....	1.40	10.25	40.0	.....	.....	.....	.....	.....
.....	1.55	10.40	40.0	.....	.....	.....	.....	.....
.....	2.10	10.55	40.0	.....	.....	.....	.....	.....
.....	2.25	11.10	40.0	.....	.....	.....	.....	.....
.....	2.40	11.25	40.0	.....	.....	.....	.....	.....
.....	2.55	11.40	40.0	.....	.....	.....	.....	.....
.....	3.10	11.55	40.0	.....	.....	.....	.....	.....
.....	3.25	12.10	40.0	.....	.....	.....	.....	.....
.....	3.40	12.25	40.0	.....	.....	.....	.....	.....
.....	3.55	12.40	40.0	.....	.....	.....	.....	.....
.....	4.10	12.55	40.0	.....	.....	.....	.....	.....
.....	4.25	1.10	40.0	.....	.....	.....	.....	.....
.....	4.40	1.25	40.0	.....	.....	.....	.....	.....
.....	4.55	1.40	40.0	.....	.....	.....	.....	.....
.....	5.10	1.55	40.0	.....	.....	.....	.....	.....
.....	5.25	2.10	40.0	.....	.....	.....	.....	.....
.....	5.40	2.25	40.0	.....	.....	.....	.....	.....
.....	5.55	2.40	40.0	.....	.....	.....	.....	.....
.....	6.10	2.55	40.0	.....	.....	.....	.....	.....
.....	6.25	2.70	40.0	.....	.....	.....	.....	.....
.....	6.40	2.85	40.0	.....	.....	.....	.....	.....
.....	6.55	3.00	40.0	.....	.....	.....	.....	.....
.....	7.10	3.15	40.0	.....	.....	.....	.....	.....
.....	7.25	3.30	40.0	.....	.....	.....	.....	.....
.....	7.40	3.45	40.0	.....	.....	.....	.....	.....
.....	7.55	3.60	40.0	.....	.....	.....	.....	.....
.....	8.10	3.75	40.0	.....	.....	.....	.....	.....
.....	8.25	3.90	40.0	.....	.....	.....	.....	.....
.....	8.40	4.05	40.0	.....	.....	.....	.....	.....
.....	8.55	4.20	40.0	.....	.....	.....	.....	.....
.....	9.10	4.35	40.0	.....	.....	.....	.....	.....
.....	9.25	4.50	40.0	.....	.....	.....	.....	.....
.....	9.40	4.65	40.0	.....	.....	.....	.....	.....
.....	9.55	4.80	40.0	.....	.....	.....	.....	.....
.....	10.10	4.95	40.0	.....	.....	.....	.....	.....
.....	10.25	5.10	40.0	.....	.....	.....	.....	.....
.....	10.40	5.25	40.0	.....	.....	.....	.....	.....
.....	10.55	5.40	40.0	.....	.....	.....	.....	.....
.....	11.10	5.55	40.0	.....	.....	.....	.....	.....
.....	11.25	5.70	40.0	.....	.....	.....	.....	.....
.....	11.40	5.85	40.0	.....	.....	.....	.....	.....
.....	11.55	6.00	40.0	.....	.....	.....	.....	.....
.....	12.10	6.15	40.0	.....	.....	.....	.....	.....
.....	12.25	6.30	40.0	.....	.....	.....	.....	.....
.....	12.40	6.45	40.0	.....	.....	.....	.....	.....
.....	12.55	6.60	40.0	.....	.....	.....	.....	.....
.....	1.10	6.75	40.0	.....	.....	.....	.....	.....
.....	1.25	6.90	40.0	.....	.....	.....	.....	.....
.....	1.40	7.05	40.0	.....	.....	.....	.....	.....
.....	1.55	7.20	40.0	.....	.....	.....	.....	.....
.....	2.10	7.35							

W-81 Hammer Study



Hammer	a	b	c	d	e	f	g
I	8 1/2 -	5 1/4	10 3/4	8 +	6 1/2	11 3/4	13 1/2
II	9	4 3/4	10	8 1/2 +	6 1/4	11 1/4	13 1/2
III	9 -	5	10 1/4 -	7 3/4	6 1/2	11 1/2 +	12 1/4
IV	8 1/4	5 +	10 1/2 -	8 +	7 -	11 1/2	12 1/2 +

Hammer	Proof Date	ERD	LRD	Indicia
I	unknown	1902/03/03	1909/04/08	E, W
II	unknown	1901/03/12	1909/03/26	E, W
III	unknown	1902/04/23	1909/10/27	E
IV	unknown	1905/12/12	1910/08/09	E, W
Listing		1901/01/26	1910/10/27	E, W



Hammer I



Hammer II

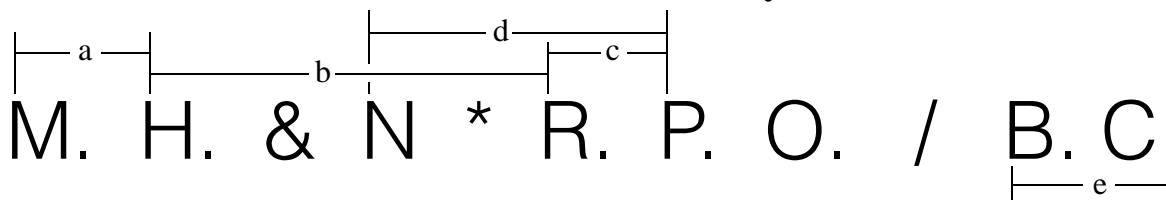


Hammer III



Hammer IV

W-83 Hammer Study



Hammer	*	a	b	c	d	e
I	base line period	(5 3/4)	(15 1/2)	(6 1/2 -)	(12 +)	(9 -)
II	base line period	6 1/2	15	5 1/4	10 3/4	9
III	base line period	5 1/2 +	15 1/2	6 -	11 1/2	9
IV	mid-horizontal dash	6 1/4	13 3/4	5 +	10	9 -

Bracketed measurements are made from a copy of the proof strike and are therefore approximate.

Hammer	Proof Date	ERD	LRD	Indicia
I	1904/08/03	unreported	unreported	
II	unknown	1905/08/09	1909/01/21	E, 22
III	unknown	1906/12/29	1910/06/22	E, W
IV	1909/11/13	1909/12/01	1910/10/16	W
Listing		1905/01/23	1910/10/16	E, W, 21, 22



Hammer I



Hammer II



Hammer III



Hammer IV

W-73, W-73A, W-74, W-76, W-77, W-79 and W-80 Hammer Data

W-73	Hammer	Proof	ERD	LRD	Indicia
	1	1952/04/04	1952/05/20	1954/11/01	11, 12
	2	1952/04/04	1952/09/02	1954/09/23	11, 12
	3	1952/04/04	1952/11/17	1954/07/08	11, 12
	4	1952/04/04	1953/03/09	1954/03/09	11, 12
	Listing		1952/05/18	1954/11/01	41?, 42?, 512?
W-73A		Proof	ERD	LRD	Indicia
		1949/10/15	1949/11/12	1952/04/19	511, 512
W-74	Hammer	Proof	ERD	LRD	Indicia
	3	1931/06/18	1931/08/13	1957/05/26	E, W, 11, 12, 67, 68
W-76		Proof	ERD	LRD	Indicia
		unknown	1906/07/18	1910/07/26	E, W, 63?
W-77	Hammer	Proof	ERD	LRD	Indicia
	1a	1910/10/20	1911/08/14	1924/06/10	E, 14, 67, 68
	1b	unknown	1928/09/02	1957/08/12	11, 12, 67, 68
	2	1910/10/20	1911/06/07	1921/11/23	E, W, 13, 14, 67, 68
	3a	1910/10/20	1911/08/19	1915/11/05	E, 11, 12, 13, 67
	3b	1916/03/21	1917/01/03	1927/12/22	12, 14, 67, 68
	4a	1910/10/20	1911/10/21	1918/06/11	E, W, 13, 14, 67
	4b	1918/03/09	1918/03/12	1938/08/02	11, 12, 67, 68
	5a	1910/10/20	1910/11/22	1924/07/29	E, W, 14, 67, 68
	5b	1927/03/05	1929/03/28	1939/10/17	E, W
	5c	1940/05/31	1940/08/13	1957/08/28	E, W, 11, 67, 68
	6a	1910/10/20	1911/03/10	1922/12/08	E, W, 14, 67, 68
	6b	1925/05/15	unreported	unreported	
	7	1910/10/20	1911/11/28	1925/03/27	E, W, 14, 67, 68
	8	1910/10/20	1912/09/22	1947/09/04	11, 12, 13, 14, 68
	9a	1910/10/20	1911/11/29	1925/06/12	E, 13, 14, 67, 68
	9b	1926/05/23	1927/03/07	1951/08/17	11, 12, 67, 68
	10a	1910/10/20	1912/09/06	1922/06/09	12, 13, 14
	10b	1927/02/07	1932/04/04	1957/09/30	11, 12, 67, 68
	11a	1920/11/21	unreported	unreported	
	11b	1924/10/02	1925/11/18	1957/08/29	11, 12, 67, 68
	12	1924/10/02	1927/08/11	1950/10/31	6, 11, 12, 67, 68
	13	1925/05/15	1941/01/30	1957/08/27	11, 12, 67, 68
	Listing		1910/11/08	1957/09/16	9?, 69?, 511, 512
W-79	Hammer	Proof	ERD	LRD	Indicia
	I	unknown	1906/02/01	1909/10/27	E, W
	II	1926/05/05	1954/02/19	1957/08/25	12, 67, 68
	Listing		1906/02/01	1957/08/25	11
W-80	Hammer	Proof	ERD	LRD	Indicia
	2	1924/06/06	unreported	unreported	
	8	1924/06/06	1924/10/19	1957/08/28	11, 12, 67, 68
	Listing		1924/10/19	1957/08/28	E, W

Indicia for "Listing" only includes those directions or train numbers not otherwise shown for individual hammers.

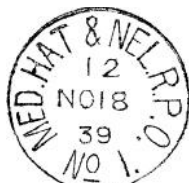
The data presented here is derived from the collections of Chris Anstead, Warren Bosch, Ross Gray, Bill Robinson and Bill Topping.

W-73, W-73A, W-74, W-76, W-77, W-79 and W-80 Hammers

W-77 Hammers



Hmr 1a



Hmr 1b



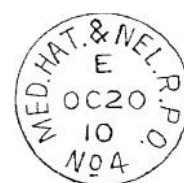
Hmr 2



Hmr 3a



Hmr 3b



Hmr 4a



Hmr 4b



Hmr 5a



Hmr 5b



Hmr 5c



Hmr 6a



Hmr 6b



Hmr 7



Hmr 8



Hmr 9a



Hmr 9b



Hmr 10a



Hmr 10b



Hmr 11a



Hmr 11b



Hmr 12



Hmr 13



W-74 Hmr 3



W-76



W-79 Hmr I



W-79 Hmr II



W-80 Hmr 2



W-80 Hmr 8



W-73 Hmr 1



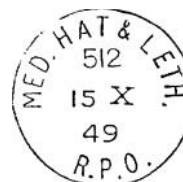
W-73 Hmr 2



W-73 Hmr 3



W-73 Hmr 4



W-73A

Canadian Pacific Railway - Medicine Hat & Nelson

A solitary example of listing **W-76Z**,

TRAIN No. / Med. Hat & Nel. R.P.O. No. ,
Type 51, dated June 20, 1919, train 67, was reported by
K. Alton. We are unable to illustrate it here and have no
information regarding its use.



unlisted
Proof Date - 1920/06/15
No reported use



W-77Db
Proof - unknown
ERD - 1912/04/05
LRD - 1913/09/01
Indicia - 513, 514

This registered cover originated in Edmonton on June 19, 1912. It probably travelled south by rail in closed bag mail, to Calgary, where it may have been either transferred to a train for Medicine Hat or MacLeod and then to the westbound Medicine Hat & Nelson R.P.O. and was cancelled on the back with the clerk's private handstamp. The letter arrived in Nelson, B.C. on June 21 and at its destination, Spokane, Washington, the following day.



W-77 Hammer 6a

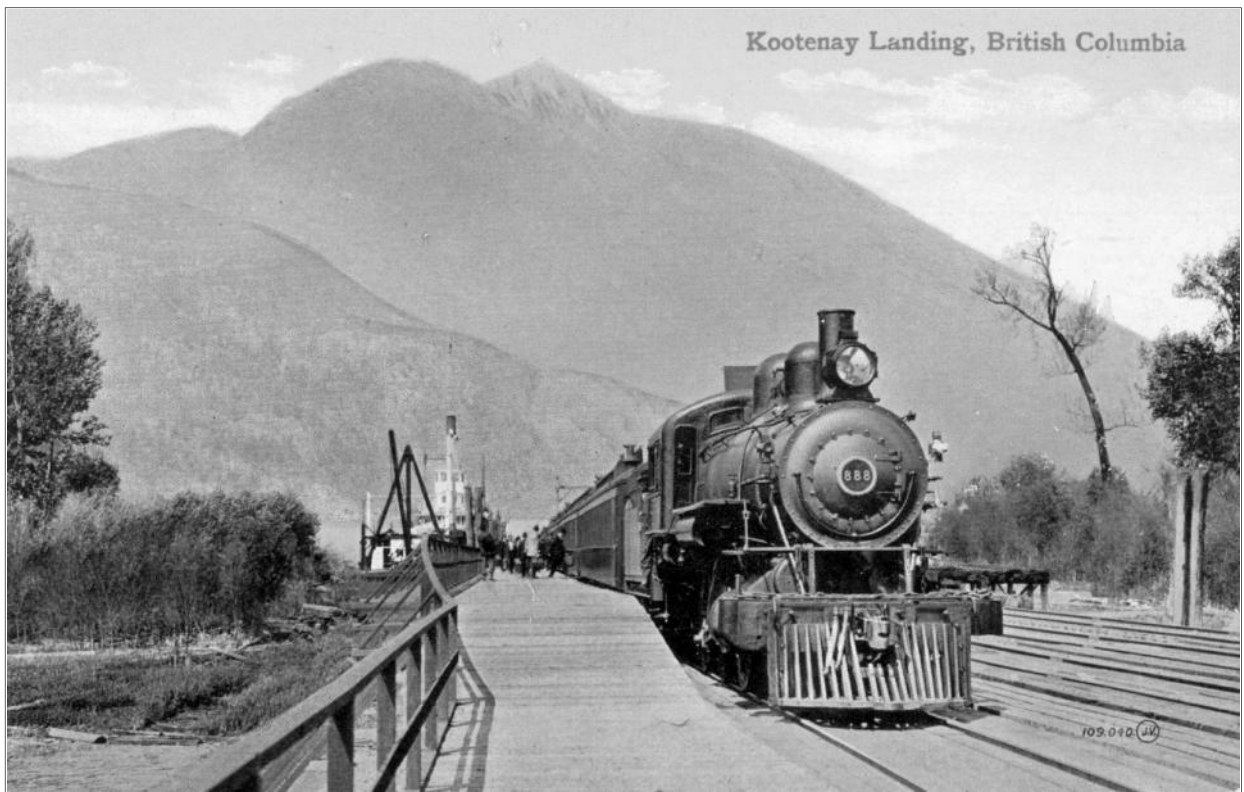


W-83K
Proof - unknown
Only date - 1921/05/13
Indicium - 68

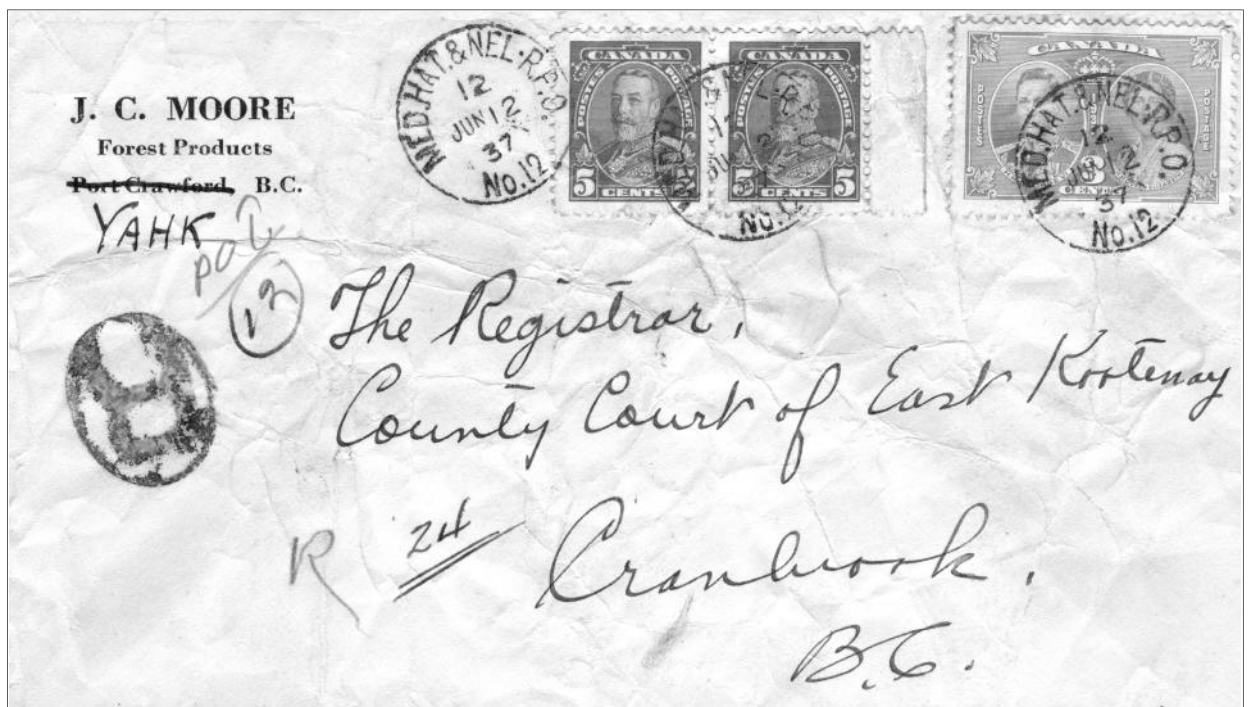
This private clerk handstamp, struck in dark blue, was used by the R.P.O. clerk, Cosman, to tie a repair label to a registered cover which had become torn. He also cancelled the back twice with his normal steel hammer.

The cover originated at Fort Steele, BC on May 13 and arrived in New York on May 17.

Canadian Pacific Railway - Medicine Hat & Nelson



Kootenay Landing, British Columbia circa 1910



This registered cover originated on the eastbound Medicine Hat & Nelson R.P.O.. The clerk wrote "POT." (*Posted On Train*) and used the train number, "12" as the tracking number. He may have also added the written "R". The circled R handstamp and "24" were probably added at Cranbrook. There is a Cranbrook arrival backstamp which is dated the same day.

Canadian Pacific Railway - Medicine Hat & Nelson



Canadian Pacific Railway - Nelson & Midway

In 1891, the Canadian Pacific Railway completed the **Columbia & Kootenay Railway**, between Nelson and Sproats Landing, across the Columbia River from the present Castlegar. A short extension to Robson and a rail barge slip was finished later. This line linked Nelson with the C.P.Ry. main line at Revelstoke, via Arrowhead, using the navigable Arrow Lakes.

In 1898, the Canadian Pacific Railway purchased the **Columbia & Western Railway**, which had been built from Rossland to West Robson. The railway was then constructed westward and opened as far as Grand Forks, the following year. By 1900, it had reached Midway. Initially, barges across the Columbia River were used to connect the **Columbia & Kootenay Railway** at Robson, with the **Columbia & Western Railway** at West Robson. A bridge replaced the barge service in 1902.

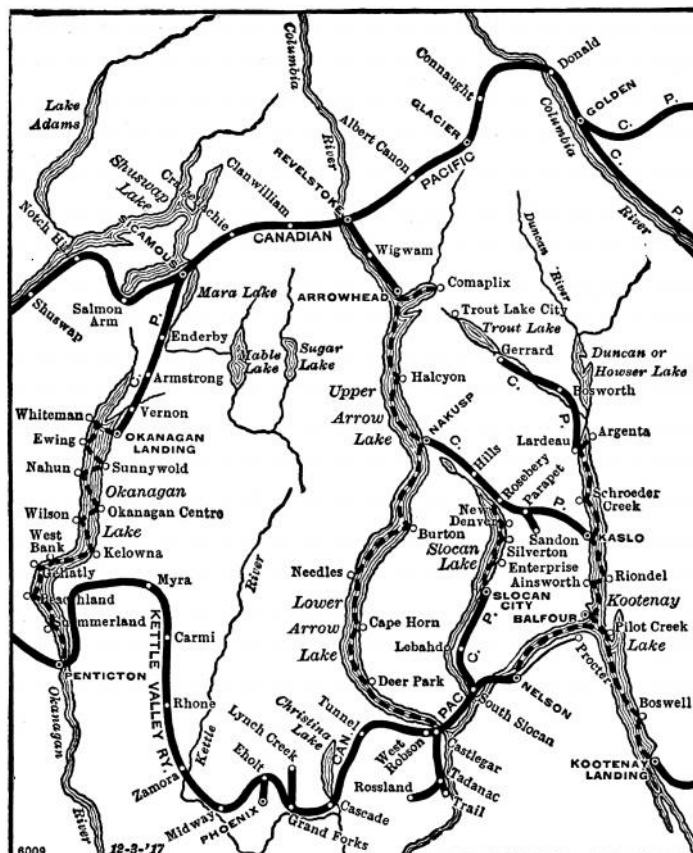
The Nelson & Midway R.P.O. service began in 1903 and lasted until 1957.

NELSON AND MIDWAY									
836	9	Mls.	TABLE 129	10					
P.M.	A.M.		(Pacific Time)	P.M.					
* 7.15	0.0		INELSON (C) (C) a	* 10.45					
8.30	25.7		Castlegar...	9.35					
8.35	27.4		West Robson.	9.25					
8.41	30.1		Westley ..	9.20					
8.47	32.4		Labarthe ..	9.15					
9.10	39.0		Shields ..	8.57					
9.25	43.6		Coykendahl ..	8.43					
9.50	50.2		Tunnel ..	8.25					
10.20	58.0		Farron ..	8.00					
10.34	62.4		Paulson ..	7.39					
10.46	66.4		Coryell ..	7.23					
10.58	70.6		Lafferty ..	7.07					
11.06	73.3		Christina ..	6.56					
11.17	77.0		Fife ..	6.43					
11.30	81.9		Cascade ..	6.22					
11.33	83.0		Billings ..	6.19					
11.43	87.2		Gilpin ..	6.11					
11.57	93.5		Cuprum ..	5.58					
12.00	94.8		Gr'd Frks (C) (C)	5.53					
12.25	100.4		Fisherman ..	5.35					
12.40	105.4		Hodges ..	5.20					
* 12.55	108.8		Ar .. Eholt .. Lv	* 5.05					
† 74.55	† 1.15	11.0	Coltern ..	† 3.30					
† 5.14	† 1.30	13.7	Silica ..	† 3.17					
† 5.34	† 1.49	16.3	Hartford ..	† 3.03					
† 5.50	† 2.05	18.5	A PHOENIX (C) L	† 2.55					
* 1.20	17.3		GREENWOOD (C)	* 4.40					
† 1.35	121.1		Boundary F'ls	† 4.25					
* 1.55	126.6		A MIDWAY (C) L	* 4.05					
P.M.	P.M.			P.M.					

9 and 10 Standard Sleeper and Cafe Observation
Parlor Car Nelson and Vancouver.

For Explanation of Signs see Table 124

C. P. Ry. Public Timetable - 1918



Canadian Pacific Railway - Nelson & Midway

W-95 Hammer Study



Hammer	a	b	c	d	e	f	g
I	8 1/2	5	6 1/2 -	8 1/2 -	9 1/2	6 1/4	7
II	9 3/4	6 -	5 1/4	9 3/4	10 1/2 -	7	5 1/2 -
III	8 1/4	5 +	6	8 1/2	10 1/2	6 3/4	5 1/2

Chords "a", "d" and "f" are measured from the **BOTTOMS** of the letters and chords "b", "c", "e" and "g" are measured from the **TOPS** of the letters.

Hammer II has a maltese cross instead of a period at the base of the run. It wears to a period in later strikes. The catalogue also lists train #42 for W-95. Reports are requested.



W-95 Hmr I
Proof - unknown
ERD - 1903/09/21
LRD - 1906/02/27
Indicia - E



W-95 Hmr II
Proof - 1909/01/29
ERD - 1913/09/19
LRD - 1930/12/30
Indicia - E, W, 11, 12



W-95 Hmr III
Proof - unknown
ERD - 1905/11/15
LRD - 1905/11/15
Indicia - E



W-95A
Proof - 1931/05/06
ERD - 1938/08/15
LRD - 1949/04/08
Indicia - 11, 12



W-96
Proof - 1927/06/29
ERD - 1931/10/10
LRD - 1957/06/30
Indicia - 11, 12, 13, 38?, 67, 68



W-97
Proof - 1949/02/18
ERD - 1949/03/09
LRD - 1957/09/13
Indicia - blank, 11, 12, 67, 68

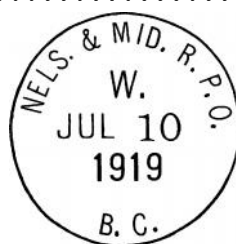
W-98a
Proof - 1908/12/29
ERD - 1909/01/08
LRD - 1910/04/13
Indicia - E, W



W-98b
Proof - 1913/12/03
ERD - 1927/11/18
LRD - 1957/09/30
Indicia - 11, 12, 67, 68



W-98c
Proof - 1919/01/25
Only Date - 1920/04/30
Indicia - 12



unlisted
Proof - 1919/07/10
No reported use



W-98A
Proof - 1908/04/23
ERD - 1908/08/13
LRD - 1926/03/13
Indicia - E, W, 11, 12, 61?

New Reports



Ross Gray reports a new late date for **MA-154**, LUNENBURG & MIDDLETON / R. P. O. , N, JAN 25, 23, used as a transit backstamp on a registered cover from Wentzell's Lake, NS to Philadelphia, PA.

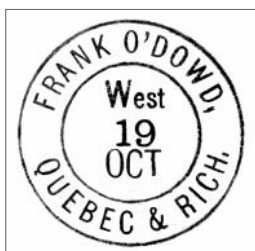


Ross Gray has found a new early date for **MA-246, hammer I**, TRURO & ANNAPOLIS R. P. O. / . , E, DE 10, 20, used as a transit backstamp on a registered cover from Windsor, NS to Cheverie, NS. The latest reported date is May 16, 1921. Two hammers were proof struck on November 16, 1920. The second hammer was probably never used.



Warren Bosch has reported a new late date for **Q-309C**, Tourville & Québec R.P.O. / J. L. R. PAGE. His example is struck in red-purple on Scott #254 and is dated JUL 2, 48 with train number 52. Warren remarks that the date could also be twenty something and that the the clerk's third initial is uncertain.

I closely examined this example in my collection, which is struck in blue on a favour cover and concluded that the third initial is "R" not "E". It is likely that another listing for the same clerk, **Q-309B**, may also be incorrect. Other reports are requested.



Ross Gray has found this previously unreported private clerk handstamp, struck in violet on a post card which may show the clerk himself. Presumably it was posted under cover and there is no year date. The "AZO" stock used, dates between 1905 and 1909.



Secretary's Report from Chris Anstead

This issue of the newsletter is the last for the study group's fiscal year. Members should check for an inserted dues notice.

The R.P.O. Study Group meeting will take place at the annual BNAPS convention in Calgary, on Saturday, September 1 at 3:00PM.

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