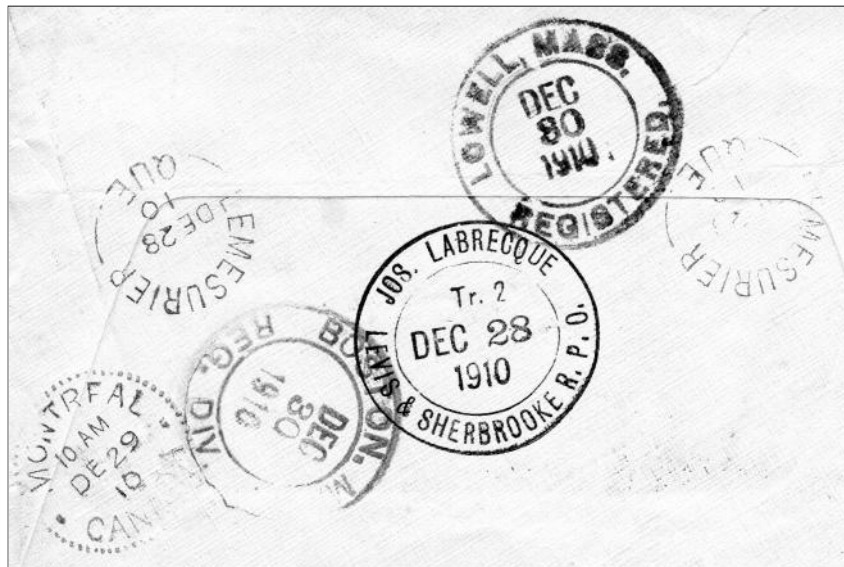
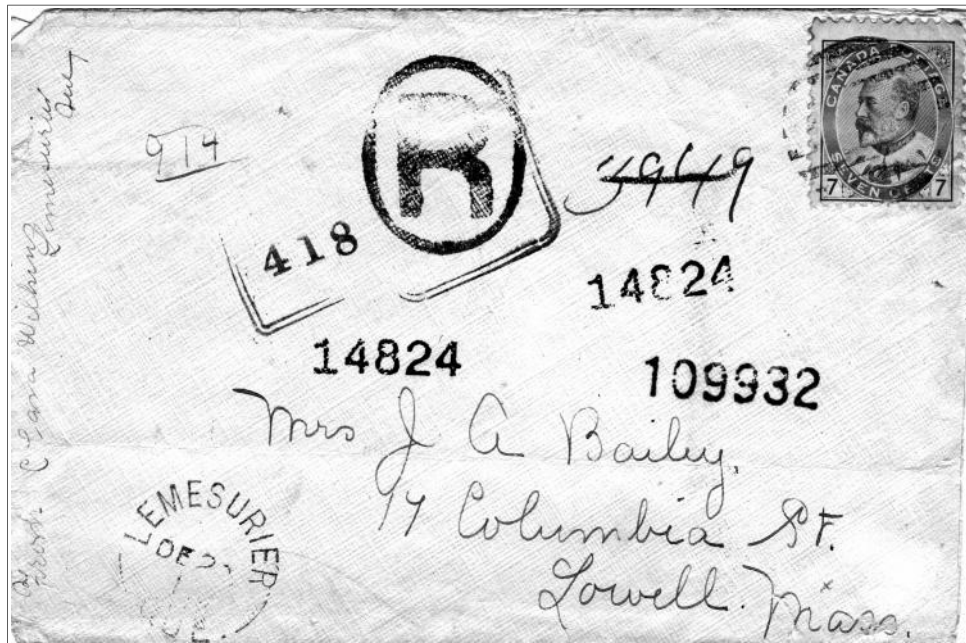


New updates continue to pour in. In this issue we have reports from **Ron Barrett, Colin Lewis, Peter McCarthy, Jim O'Connor, Kevin O'Reilly, Rick Parama, Alex Price, Murray Smith and Ross Gray.**

.....



Ross Gray found this example of **QC-104**, **JOS. LABRECQUE / LEVIS & SHERBROOKE R.P.O.** , Tr. 2, DEC 28, 1910 . It is struck in violet as a transit marking on a cover from Lemesurier, Quebec to Lowell, Massachussetts and is **the first reported example of train 2..**

.....

Attendees at BNAPEX will have an opportunity to view the award-winning Canadian postal history collections of **Mr. William G. Robinson OTB**, which will be offered for sale in the bourse. Collections include: Canadian Contingents Anglo-Boer War 1899-1902, WWI Prisoner-of-war Internment Mail, WWI 'Canada Militia' postmarks, Canadian Expeditionary Force in Siberia 1918-1920, Canadian North Russia Expeditionary Force 1918-1919, WWI R.A.F.-Canada, and **Various Railway Post Office collections.**

MacLeod & Calgary R.P.O. Train Numbers from Rick Parama

On page 2144 of the September-October, 2009 newsletter Ross Gray reported a new train number “40” for **WT-319.031**, MAC. & CAL. R.P.O. / N^o 3 , 40, AU 22, 18. There is a short explanation that the clerk only had a “40” train number slug. No doubt this was true. The following offers an explanation (albeit somewhat winded):

It seems that the CPR renumbered the trains running in Alberta branch lines by September 4th 1911. Trains were numbered in the 500 or 600 series, 500 seems to more or less conform to north-south routes and 600 series to east and west. I believe this applied to branch line service as I have no evidence that this was applied to the transcontinental mainline. I do not know what the impetus was of the CPR to make the change; but the rapid growth of branch lines in Alberta probably had a role. The date of September 4th 1911 is derived from the earliest CPR timetable I have seen with the three digit train numbers. This series of numbers was used and expanded on until well after RPO service was terminated on the CPR in Alberta. For example at the peak of CPR passenger railway service between Calgary and Edmonton ca. 1937, there were 5 each of north and south bound trains, numbering 521 to 528; 527 and 528 running only on Sundays (and likely did not have RPO service). Many of the 600 series trains carried mail but by baggage car service only.

The POD was slower to make the change to three digit numbers. In 1923 the Canadian National Railway (CNR) was operating two lines between Calgary and Edmonton. One of these was the old Grand Trunk Pacific GTP) line via Mirror and the other was the old Canadian Northern Railway (CNoR) via Camrose, Stettler and Drumheller. The latter was used for the Calgary & Camrose RPO which was hauled by trains 25 and 26. Up until about 1930 only “W” or “E” slugs were used and apparently, no train numbers were needed. In about 1930 the slugs “25” and “26” began being used, but it seems the train service was only three times a week in each direction. About this same time or shortly thereafter, the POD decided that on the CPR routes, three digit indicia would be ordered for all new or replacement date stamps issued on the Calgary & Edmonton RPO. The evidence for this can be seen in the proof record for Calgary & Edmonton RPO hammers. One wonders why they did this as old date stamps that were not replaced still used 2 digit train slugs. Thus for a period of time both were used depending on the specific date stamp in use.

In about 1950, the POD decided to “correct” the indicia in those old date stamps that were issued prior to 1930 and still in use, and issued replacement three digit train number slugs. The timing of this seems to coincide the POD policy change to use Roman numeral indicia for months. Most if not all postmarks on the Calgary & Edmonton RPO dated after 1950 are found with three digit train numbers and Roman numeral month indicia.

This all appears to be rather logical and orderly, but the charm of collecting is that there are exceptions. My notes show I have in my collection an example of **WT-319.031**, MAC. & CAL. R.P.O. / N^o 3 , 9, NO 19, 18 , on a card sent to Calgary. The use of indicia “9” for the train is much more perplexing to say the least. The post card originated at Stand-Off, south of Macleod, and the sender seemed to be in the habit of posting these cards at the Macleod railway station.

.....

New Reports from Rick Parama

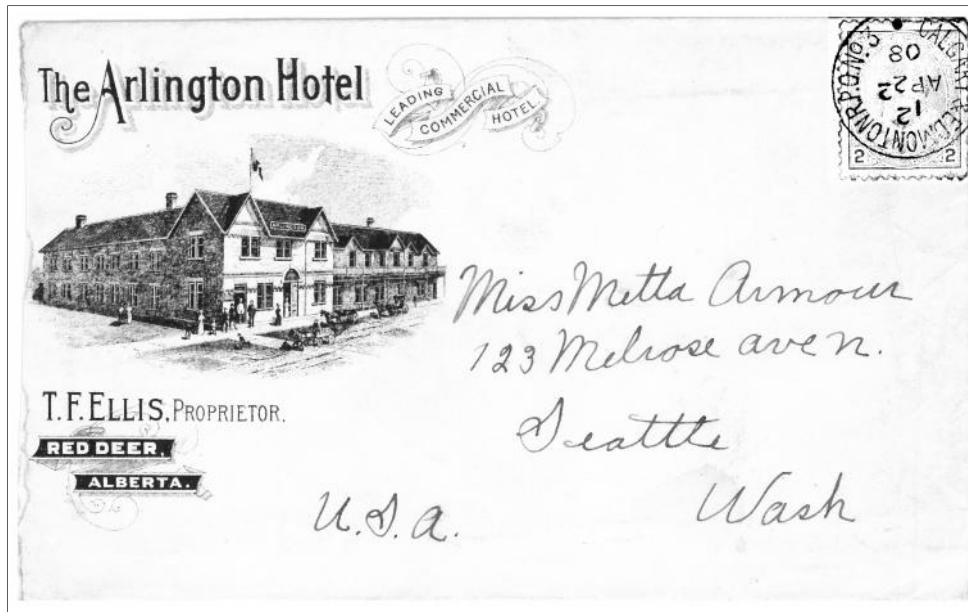


Rick Parama reports a **blank train indicium** for **WT-14**, BON. ST. P. & ED. R.P.O. / No. 1 , blank, AP 29, 46 found on a cover to Toronto, from the Bonnyville, St. Paul and Edmonton R.P.O..



On a post card to Worcester, Mass., he discovered this new **early date** for **WT-64.051**, CALGARY & EDMONTON R.P.O. / N^o 5 , 26, SP 15, 12 , which was proof struck on March 9, 1911.

New Reports from Rick Parama



A new **early date** for **WT-65.03**, CALGARY & EDMONTON R.P.O. N^o 3 / . , 12, AP 22, 08 , is on this lovely Red Deer, Alberta illustrated hotel cover. The Seattle receiving machine postmark on the reverse is dated April 24 at 6 PM.



This fair strike of **WT-805.012**, S. C. & EMP. R.P.O. / N^o 1 , 66, DE (28), 37 , on a post card from Lancer to Cabri, Saskatchewan, is a new **early date for the hammer**. The day date of the postmark is illegible but the manuscript date of the message on the back is December 27.

Too lightly struck to show here, on an Edmonton view to Winnipeg, Rick reports a new **early date** for **WT-876.03**, WINNIPEG & EDMONTON R.P.O. / N^o 3 , E, AU 13, 06.

New Reports from Ron Barrett



QC-67.02, LEVIS & DESCHAILLONS - R.P.O. / . , 56, 2 SP, 28 , is a new **early date** for this hammer.

QC-261, MONT. & S. FALLS / R.P.O. , 29, 7 III, 56 , is a new **late date**.



QC-509, SHER. & MONT. / R.P.O. , 39, I 29, 53 , is a new **early date**.

ON-29.021, B'WATER JUNCT. & MID · R.P.O. / N^o 2 , 604, MR 16, 45 , is a new **late date** for the hammer.



New Reports from Ron Barrett



ON-38, BRIDGEBURG & BRANTFORD · R.P.O. / . ,
W, AU 27, 04 , is a new **late date**.



ON-102.01, FT. FR. & WPG. R.P.O. / N^o 1 , 33,
MR 11, 59 , is a new **late date** for the hammer.



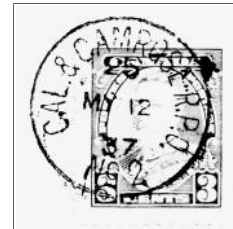
ON-226, KINGSTON & SHARBOT LAKE · R.P.O. / . ,
613, 12 IV, 49 , is a new **early date** for the last hammer for
the run. It was proof struck March 4, 1949.



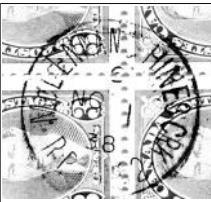
ON-457, PICTON & TRENTON R.P.O. / . , 53, DE 9, 21 ,
is a new **late date**.



ON-631, TOR. & KING. / P.O. CAR , WEST, JY 28, 90 , is a new **late date**
for the listing.



WT-59.022, CAL. & CAMROSE · R.P.O. / N^o 2 , 25, MY 12, 37 , is a
new **early date** for the hammer.



WT-327.02, McLENNAN & HINES CRK / · R.P.O. N^o 2 · , 6, NO 1, 38 , is a
new **early date** for both the listing and the hammer.



WT-344.032, MED. HAT. & NEL · R.P.O. / N^o 3 , 14, AP 17, 17 , is a new
early date for the hammer.



WT-435.022, M. JAW & EMP. R.P.O. / N^o .2 , 65, DE 16, 53 , is the **first**
report of use of this hammer, which was proof struck on April 26, 1923. It is also a
new **late date for the listing**.



WT-639.022, REGINA & PRINCE ALBERT · R.P.O. / N^o 2 , S, JUL 2, 12 ,
is a new **early date** for the hammer.



WT-714.011, SASKATOON & ESTON · R.P.O. / N^o 1 , 28, DE 26, 39 ,
is a new **late date** for the hammer.



WT-793.02, S. R. & P. A. R.P.O. / No. 2 , 15, 11 VI, 55 , is the **first report of**
a train 15 indicium.

New Reports from Ron Barrett

WT-804, S. CURR. & EMP. R.P.O. / N^o 1. , 66, OC 26, 37 , is a **new second period date** for this scarce hammer, which was previously reported from 1915/08/07 to 1918/01/09. It is possible that this hammer was temporarily revived, awaiting WT-805.012 which was proof struck on October 29, 1937 in order to replace a missing or damaged WT-805.011.



WT-994.022, YORK & SASK. R.P.O. / NO. 2 , 51, 30 I, 54 , is a new **early date** for this hammer.

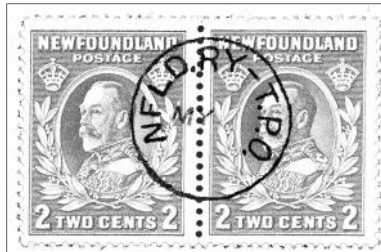


New Reports from Jim O'Connor



NL-10, CLAR. & BON. / R.P.O. , 2, 22 XI, 56 , is the **first report of a train 2** indicium for the sole hammer of this listing.

NL-18.03, CON. BAY R.P.O. / NFLD. , NOV, 23, 1948 , is a new **early date** for the third hammer of this listing.



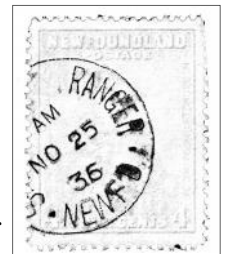
This **NL-27**, NFLD. RY - T.P.O. , ?, MY ?, ?? , report is perplexing. It is much smaller than the two known hammers of the listing and is used more than 14 years later. There is no known proof strike. The thickness of the lettering suggests that it is rubber, unlike the two known metal hammers, NL-27.01 and NL-27.02.

We strongly encourage readers to report any similar examples. In the interim, it will be catalogued as **NL-27.5**, NFLD. RY - T.P.O., Type CC3R, Period - 2 ¢ Resources issue, RF - G.



NL-39.0?, N. & W. RAILWAY T.P.O. / NEWF'D , ?, JA 10, 19 , is a **new late date for the listing** and probably hammer 7.

NL-114, S. S. NORTHERN RANGER / · NEWF'D · , AM, NO 25, 36 , is the **first report of an AM time indicium**. Kevin O'Reilly reports a **new ERD, 1935/05/21** with a **PM** indicium.



NL-120, COASTAL SOUTH · T.P.O. / . , blank, AP 17, 20 , is a new **early date**.

The “**N**” **direction indicium** has not been reported until now for **QC-9**, BEAUCE JCT. & STE. SABINE . R.P.O. / . , N, 30 AU, 17.



This **new late date** for **QC-19**, DRUM & SUTTON - R.P.O. / QUE. , S, SP 23, 22 , replaces the previous LRD of 1922/07/23 by almost two months and further throws into doubt the 1922/07/24 reported early date for the replacement hammer, QC-20.



New Reports from Jim O'Connor



This **QC-95**, LEVIS & RICHMOND R.P.O. / DAY. , 122, FE 28, 19, is the **first report of train 122** for this listing.



Here we have a **new late date** for **QC-171.03**, MONT. & IS'D. NIGHT / N° 3, W, JU 20, 98.



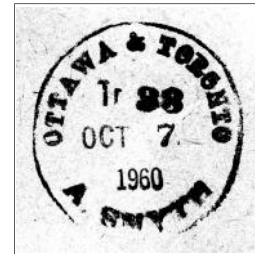
This partial strike of **QC-191**, G. T. RY / MONT. & KING. , 9, ?? 9, ?1, is the first report of an **"E" direction indicium** for this scarce listing.



QC-259, TRAIN N° / MONT. & S. FALLS R.P.O. , 25, MY 19, 05, is a **new early date** for this listing.



QC-389, QUEBEC & CAMPBELLTON EXPRESS / , W, NO 23, 00, is a **new early date** for this scarce listing.



On page 2160 of the January-February newsletter, we showed an example of **ON-432**, OTTAWA & TORONTO / A. SMYTH, from Richard Hautala, which differed from the catalogue text, showing a middle initial, "S" in the clerk's name. This second example, without the middle initial, supports the likelihood that the listing was erroneous and it will now be corrected.



SN-18.02, CAN. NAT'L RY. STN. / LONDON · ONT. , AM, JUL 31, 37, is the **first report of an AM time indicium for the hammer**.

SN-18.03, CAN. NAT'L RY. STN. / LONDON · ONT. , 19, AP 7, 40, is a second and **later date** than the single November 16, 1939 which we had recorded, for this short lived hammer. It is also the **first report of time indicium 19**.



SN-18.05, CAN. NAT'L RY. STN. / LONDON · ONT. , 12, OC 21, 48, is a new **late date for the hammer**.

SN-23.04, MONCTON STATION / N.B. , 15, JUL 31, 41, is the **first report of time indicium 15 for this hammer**.



RY-21.10 Update

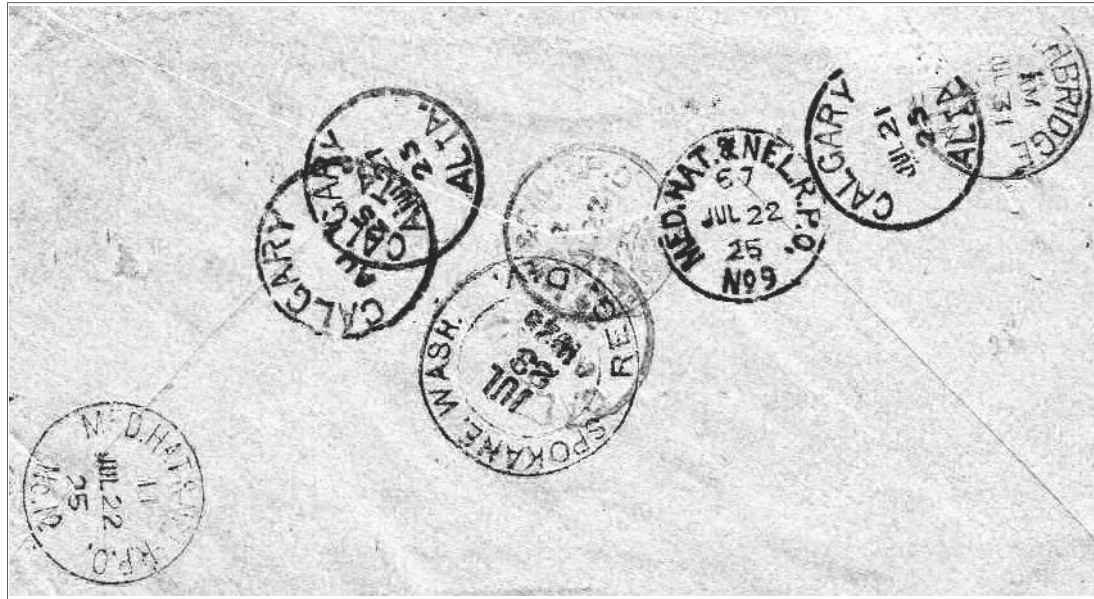
On page 2157 of the November-December, 2009 newsletter, we reported a new early date for **RY-21.10**, C. P. RY. M.C. / BRITISH · COLUMBIA , W, FE 13, 86.

Alex Price advises us that the **earliest reported date for RY-21, December 24, 1885, is hammer 10**. It is on a 2 cent post card from Nicola Lake, BC, addressed to the postmaster in Victoria and was originally in Gerry Wellburn's collection. The present owner is unknown.

New Reports from Colin Lewis



Colin Lewis sends this **first report of a W direction indicium for the hammer, WT-44.04**, BRANDON & SASKATOON · R.P.O. / N^o 4 , W, NO 17, 23. It is used as a transit backstamp on a registered cover which originated at Govan, Saskatchewan on November 17, 1923 and was addressed to Aabhus, Denmark, where it arrived on December 5.



On the back of this returned, registered cover from Calgary to Conda, Idaho, is a faint but clearly legible transit backstamp of a **new late date** for **WT-381.061**, M. JAW & CAL. R.P.O. / N^o 6 , 2, JUL 22, 25. The **WT-344.091**, MED. HAT. & NEL. R.P.O. / N^o 9 , 67, JUL 22, 25 , is also a **new late date** for that hammer.



QC-77 FAKE

New Reports from Peter McCarthy

This is a first report of a **faked QC-77**, LEVIS & MONTREAL R.P.O. / . / P. E. ROY, undoubtedly from the same creator of similar fakes discussed on page 1637 of the February-March, 2001 newsletter and page 1767 of the May-June, 2003 newsletter.



QC-77

Peter advises us of a correction to the text of **QC-183**, MONT. & ISL. POND R.P.O. / - M. J. E. BLAIS - , Tr 11, FEB 7, 1924 , found on a small cut out. This is also a new **early date** for the listing.

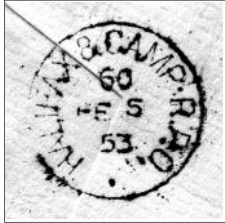


Peter reports the **first example of eastbound train 50** for **QC-305**, TRAIN No. / Mont. & Tor. R.P.O. , 50, OCT 1, 1968 , on a facing slip cut-out.

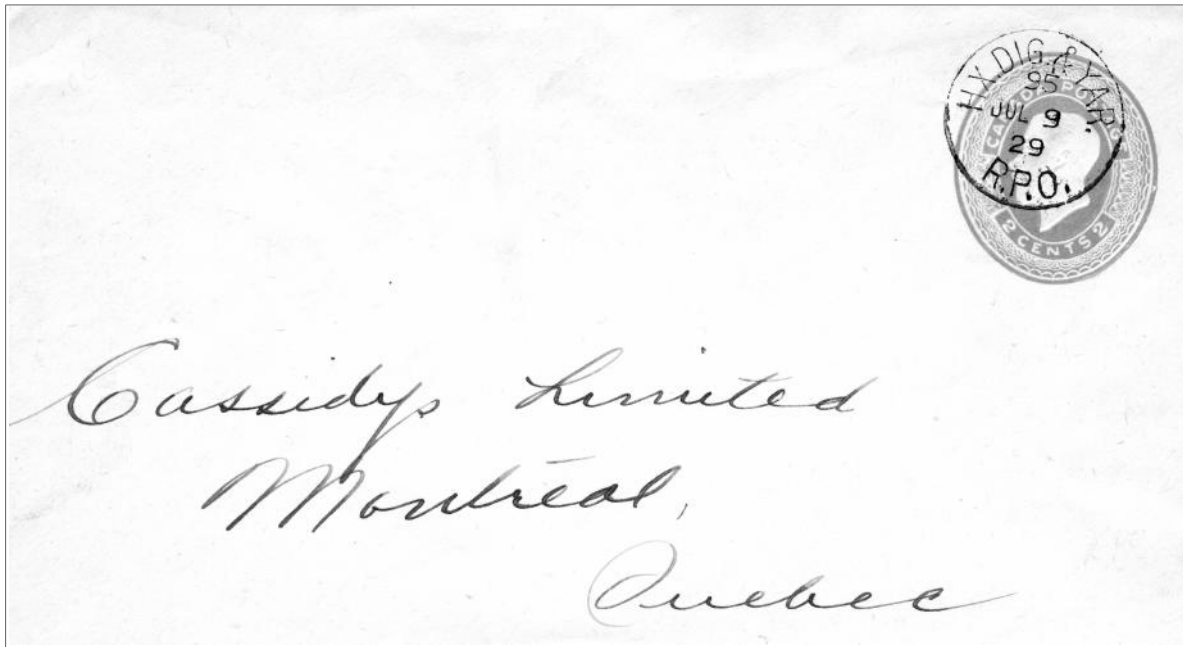
This example of **QC-543**, TOURVILLE & QUEBEC R.P.O. , 21, JAN 27, 34 , is the **first report of a "21" train number indicium**. It is likely an error for train 51 because the clerk misread the slug or misplaced his "51" slug.



New Reports from Ross Gray

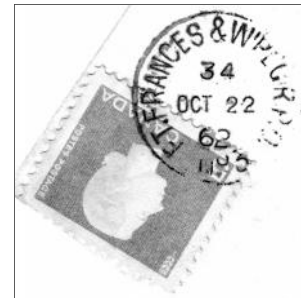


This new **early date** for hammer 24 of **MT-99.24**, HALIFAX & CAMP · R.P.O. / . , 60, FE 5, 53 , is found as a transit backstamp on a registered cover from Parrsboro, NS to Halifax. Previously, the ERD was May 23, 1953.



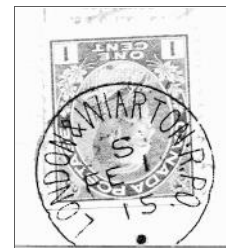
This postal stationery envelope has a new early date for **MT-146.02**, HX. DIG. & YAR. / R.P.O. , 95, JUL 9, 29 replacing the previous ERD of 1929/08/09.

A new **late date for both the very worn hammer and the listing**, **ON-101.032**, FT. FRANCES & W'PEG. R.P.O. / N^o 3 , 34, OCT 22, 62 , is found on a 5¢ cover from Barwick, Ontario to Aylmer, Ontario.



Found as a transit backstamp on a registered cover from Toronto to Petrolia, Ontario, is this new **early date** for **ON-261**, LONDON & SARNIA / R.P.O., 111, MY 9, 31. It is also the **first report of the rare train number 111** for this hammer, which was proof struck on January 24, 1931.

This **ON-281.01**, LONDON & WIARTON · R.P.O. / . , S, FE 1, 15 , is on a greeting card addressed to Ayton and redirected to Neustadt, where it was received the same day. It is a new **early date** for the first hammer of the listing.

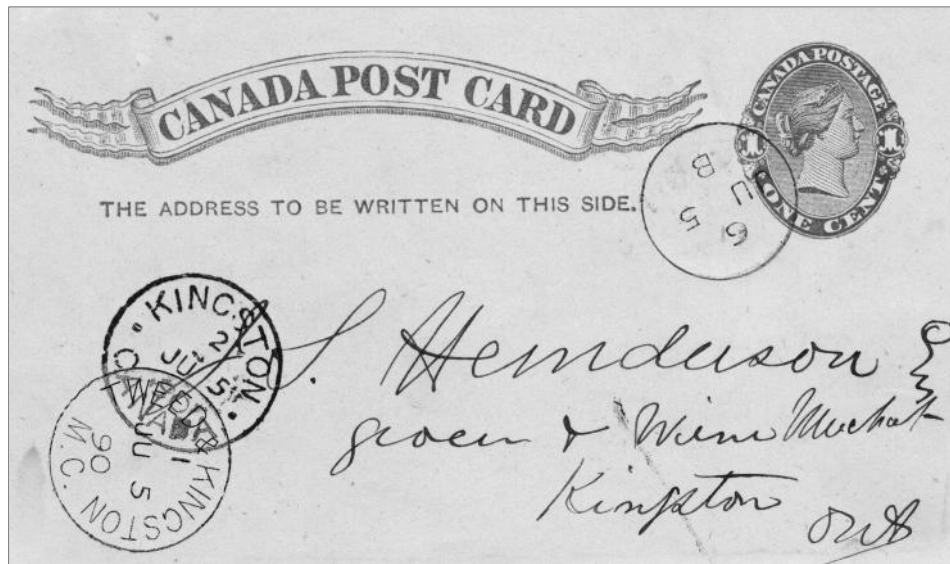


This new **early date** for **ON-475.06**, PORT HOPE & TORONTO R.P.O. / N^o 6 , 22, MY 11, 07 , is used to cancel a cover to Hamilton, where it arrived at 7 PM on the same day.

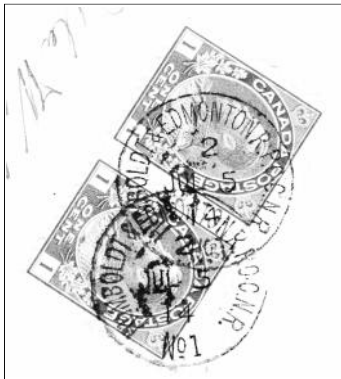
WT-91.126, C. & V. R.P.O. / B.C. , 13, AU 5, 18 , is **the first report of train 13** for this hammer on a Banff view addressed to San Francisco.



New Reports from Ross Gray



A new **early date** for **ON-870**, TWEED & KINGSTON / M.C. , 1, JU 5, 90 , is the originating postmark on this post card from Marlbank to Kingston.



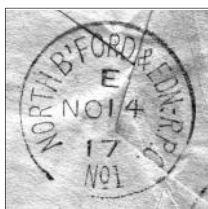
This example of **WT-250.01**, HUMBOLDT & EDMONTON R.P.O. · C.N.R. / N^o 1, 2, JUL 5, 14 , on a greeting card from North Battleford to Sweden, is a new **late date for the hammer**.



This **WT-344.07**, MED. HAT. & NEL. R.P.O. / N^o 7, E, JUN 16, 11 , on a Fernie, BC view to Bond Head, Ontario, is a new **early date** for this hammer.



On a greeting post card from Mortlach to Meskanaw, Saskatchewan is the **first reported example of train 14 for the hammer**, **WT-381.051**, M. JAW & CAL. R.P.O. / N^o 5, 14, AP 3, 14 .



This **first report of an E direction indicium** for **WT-501.011**, NORTH B' FORD & EDN : R.P.O. / N^o 1, E, NO 14, 17 , is found as a transit backstamp on a registered cover which originated at Islay, Alberta and is addressed to Ottawa, where it arrived on November 18.

Used as a transit backstamp on a registered cover to Moose Jaw, which originated at Pangman, Saskatchewan, is this example of **WT-841.012**, WEY. & ASSA · R.P.O. / No. 1, 310, APR 13, 43. This is a new **late date** for the hammer, which was previously only known used until 1939/04/13.

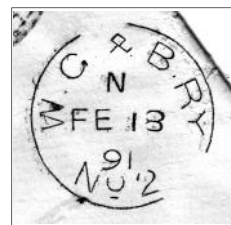


This **WT-885.01**, W'PEG & KAM · R.P.O. / N^o 1, 2, JUN 4, 16 , on a St. Boniface, Manitoba view to Liverpool, England, is the **first report of train 2** for this hammer.

New Reports from Ross Gray



This **RY-50.03**, G. B. & L. E. RY / N° 3 , S, JU 11, 97 , on a 3 cent postal stationery cut out, is a new **late date** for the hammer.



This transit backstamp on a registered cover from Paisley, Ontario to Port Elgin is a new **early date** for **RY-214.02**, W. G. & B. RY / N° 2. , N, FE 18, 91 .



Found on a registered window envelope from the Swiss Philatelic Service in Bern is this transit backstamp of **E-35.01**, LONDON DISTRICT / EMERGENCY N° 1 , 39, 2 V, 63. It is dated **5 days earlier than another reported example used on train 39**, which travelled between Toronto and London via Guelph. There is a faint Guelph receiving postmark with an illegible date. A customs clearance stamp is dated May 3.

Newfoundland and Labrador Section Updates via Brian Stalker

From **Kevin O'Reilly** we have;

NL-114, new ERD 1936/05/21

NL-175, new ERD 1956/10/14

From **Murray Smith** we have;

NL-36.01, new ERD for hammer and listing 1897/09/08

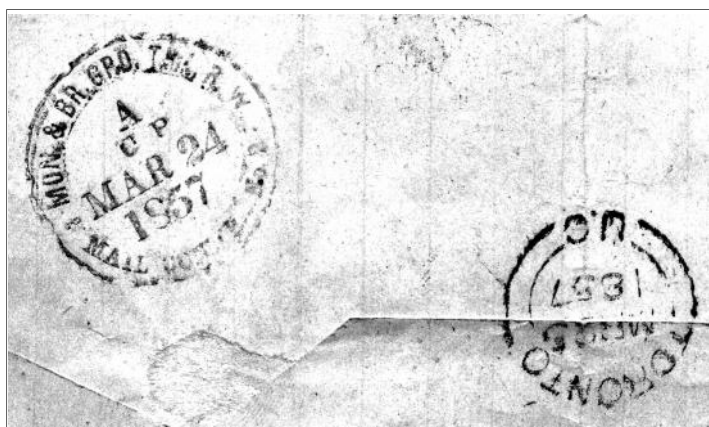
NL-121, new LRD 1915/11/17

NL-166, new LRD 1930/08/04

NT-4bs, new LRD 1916/05/09

NT-4ca, new LRD 1918/??/??

NL-154, the **correct LRD** is 1949/07/04 **not** 1948/07/04 on page 19 of the catalogue, a typographical error.



This transit backstamp of **QC-135.02**, MON. & BR. GRD. TRK. R. W. / : MAIL COND'R No. 2 : , A, UP, MAR 24, 1957 , reported by **Bill Longley**, is a new **late date for the hammer**.

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