

This issue includes many new updates from **Jack Brandt** and **Ross Gray**, as well as two new hammer studies, one for the first Welland Railway cancellation and another for the latest Great Western Railway postmark, used well after that line had been absorbed by the Grand Trunk Railway in 1884.

Michael Millar contributes information about the 1973 Royal Train souvenir postmark.

Ross Gray has found a previously unreported registration postmark from the Swan River & Prince Albert R.P.O. and traces its long and winding route from Cranberry Portage, Manitoba to Adelaide, South Australia, via Vancouver.



Canadian National Railways Station at The Pas, Manitoba circa 1930

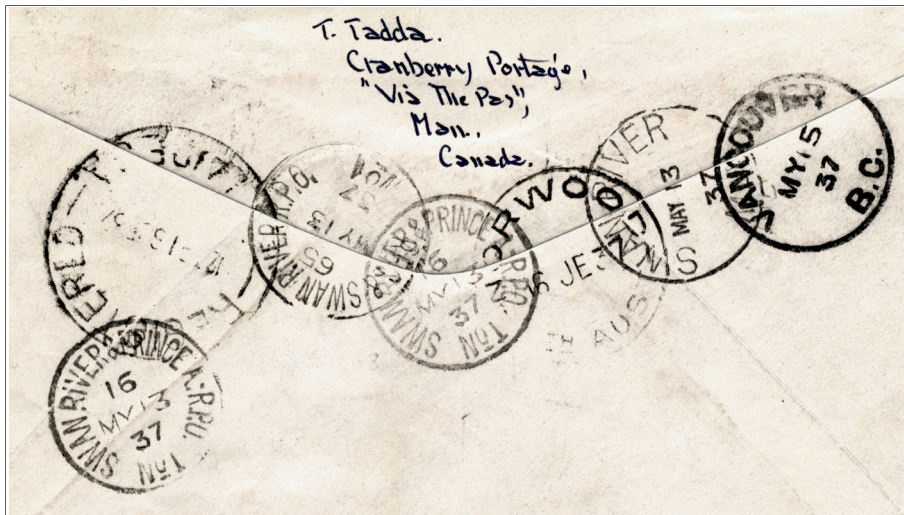
A New Western Registered Postmark

When I first saw this cover, I thought that it was probably a favour item but as I traced the routing, I learned that it was a practical makeshift effort by the R.P.O. clerk to register the item in transit.



WT-795.55, FROM SWAN R. & P.A. R.P.O. TR. / R ####

A New Western Registered Postmark



WT-792.01, SWAN RIVER & PRINCE A : R.P.O. / N^o 1 , 16, MY 13, 37

SWAN RIVER / MAN. , MAY 13, 37

WT-642.012, REG. & SWAN RIVER . R.P.O. / N^o 1 , 65, MY 13, 37

VANCOUVER / B.C. , MY 15, 37

The cover was cancelled at Cranberry Portage, Manitoba on Monday, May 10, in the afternoon, apparently too late to catch the Monday train. It was then placed in regular closed bag mail and transferred to southbound train 244 from Flin Flon to The Pas at 1:30 PM on Wednesday, May 12, arriving at The Pas at 4:00 PM.

At 7:00 PM, the closed bag mail was transferred to train 64 from The Pas to Hudson Bay Junction, arriving there at 10:40 PM. At 11:35 PM, the mail bag was put on board the Swan River & Prince Albert R.P.O. on train 16. The R.P.O. clerk realized that there was sufficient postage on the cover to pay for registration and used a rubber straightline marking, "FROM SWAN R. & P.A. R.P.O. TR." plus a large rubber "R" and wrote a tracking number in pencil, "7733". (This new marking will be listed as **WT-795.55**, FROM SWAN R. & P.A. R.P.O. TR. / R #### , Type RB2, R.F. - G.) The clerk then backstamped the cover with his regular steel hammer, **WT-792.01**, SWAN RIVER & PRINCE A : R.P.O. / N^o 1 , 16, MY 13, 37.

The registered cover arrived in Swan River, Manitoba at 3:45 AM on Thursday, May 13 and was backstamped at the post office there before being transferred to the Regina & Swan River R.P.O. on train 65 at 7:45 AM and was backstamped, **WT-642.012**, REG. & SWAN RIVER . R.P.O. / N^o 1 , 65, MY 13, 37 and sorted into the registered mail for Vancouver, where it arrived on May 15.

Arrival at Adelaide, South Australia was on June 16.

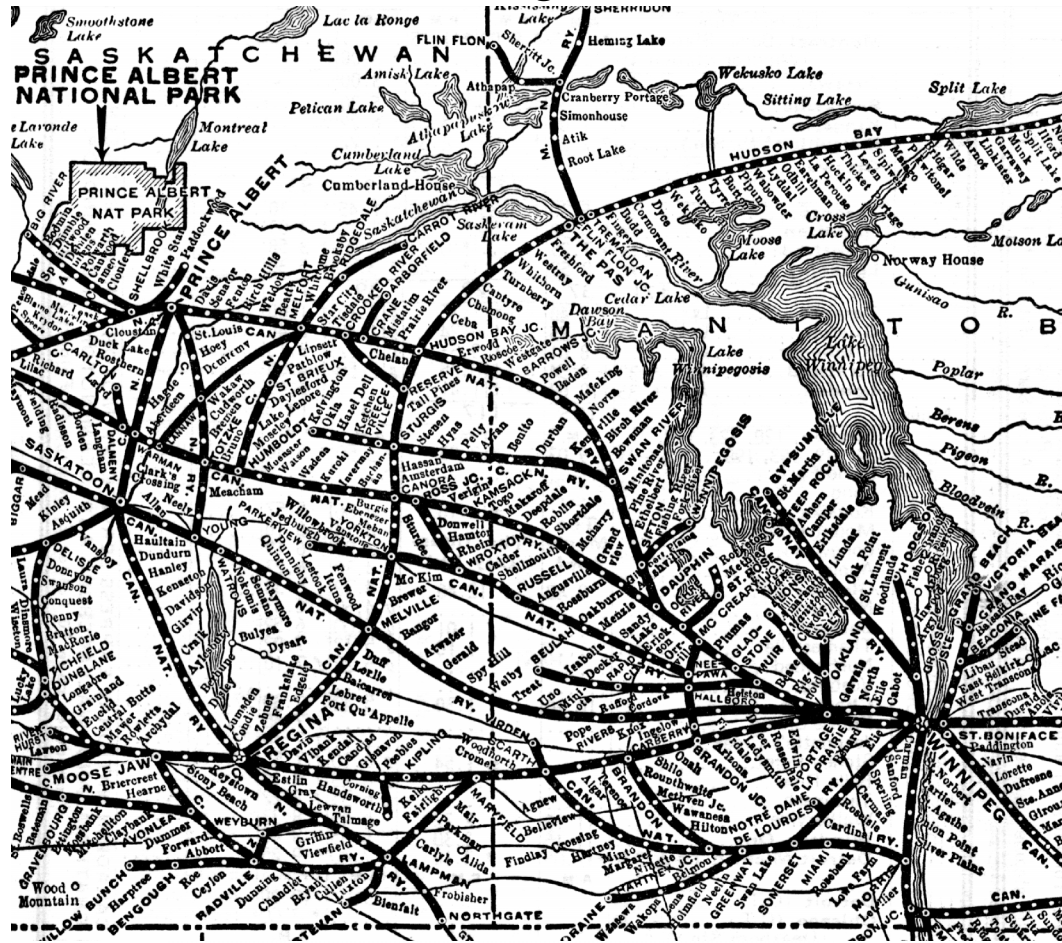
HUDSON BAY JCT. AND THE PAS			
63	Miles	TABLE 259	64
(Central Time)			
A.M.		Ly Hudson Bay Jct.,	P.M.
3.30	0.0	Sask. 246.....	@10.40
3.56	9.0	Wachee.....	10.14
4.15	18.0	Coba.....	9.55
4.36	27.3	Chemong.....	9.35
5.01	35.1	Otosque.....	9.10
5.20	43.0	Cantyre, Sask.....	8.50
5.39	50.5	Turnberry, Man.....	8.31
6.04	60.4	Whithorn.....	8.07
6.23	68.2	Westray.....	7.47
6.46	77.9	Freshford.....	7.24
7.10	88.1	Ar The Pas, Man. 261	@ 7.00
A.M.			P.M.

CNRys Public Timetable - March 10, 1935

REFERENCE MARKS—Tables 251 to 268 inclusive			
*Daily.	Monday and Friday.	pThursday and Saturday.	
†Daily except Sunday.	Monday and Friday.	rMon. only. rThur. only.	
‡Daily except Monday.	Monday and Friday.	sTues. only. sWed. only.	
@Mon., Wed. and Fri.	Monday and Friday.	uFri. only.	
pTues., Thurs. and Sat.	Monday and Thursday.	▲Restaurant or Lunch C'nter.	
sSunday only.	Tuesday and Thursday.	⊙Postal Mail Box.	
aSee footnote "A" table 262.	Saturday only.	⊙Motor Trains.	
bMonday and Wednesday.	Tuesday and Saturday.	Light-face figures a.m. time	
cMon., Tues., Thur., Sat.	Wednesday and Friday.	Dark-face figures p.m. time.	
dMon., Tues., Wed., Fri.	Wednesday and Saturday.		

THE PAS, SHERRIDON, FLIN FLON					
245	243	Mls.	TABLE 261	244	246
(Central Time)					
A.M.	A.M.		Ly The Pas, Man. Ar	P.M.	P.M.
6.00	9.00	0.0	259, 262	@4.00	r 5.45
6.15	9.15	4.2	Flin Flon Jct.....	3.45	5.30
6.30	9.30	10.0	Prospector.....	3.20	5.15
6.50	10.00	17.7	Root Lake.....	3.00	4.55
7.15	10.25	26.5	Wanless.....	2.40	4.35
7.35	10.50	34.5	Atik.....	2.20	4.15
8.00	11.25	45.2	Simonhouse.....	1.55	3.50
8.25	12.00	55.3	* Cranberry Portage.....	@1.30	r 3.25
A.M.	NOON				
8.25		55.3	Ly Cranberry Portage.....	Ar	r 3.25
9.00		62.9	Jowsey.....		r 2.45
9.30		71.2	Optic Lake.....		r 2.15
10.05		79.1	Heming Lake.....		r 1.40
10.40		88.2	Fay Lake.....		r 1.05
11.15		97.3	* Sherridon, Man. Ly (Sherritt-Gordon Mine)		r 12.30
A.M.	A.M.				P.M.
12.30	55.3		Ly Cranberry Portage.....	Ar	@1.30
12.50	61.8		Payuk.....		r 1.05
1.15	70.2		Athapap.....		r 12.40
1.55	79.4		Schist Lake.....		r 12.15
2.30	86.1		Channing.....		r 11.50
3.00	91.3		* Flin Flon, Man. Ly		@1.30
P.M.	P.M.				A.M.

A New Western Registered Postmark



Read Down				Read Up			
5	9	15	Miles	TABLE 246 (Central Time)	16	10	6
				(Fort Garry Hotel)			
P.M. 9.00	P.M. 9.45	A.M. 10.30	0.0	Winnipeg, Man. (Ar)	P.M. 17.30	A.M. 8.10	
				between Winnipeg and Muir, se			
				Portage la Prairie. (Ar)			
				Muir 235			
				Mayfield			
				Heiston			
				Lobbville			
				Hummerston			
				Carberry Jct.			
				Hallboro 265			
				Osprey			
				Neepawa 256, 265, 266			
				Neepawa			
				Russell			
				Neepawa 256, 265, 266			
				Rosburn Jct. 266			
				Eden			
				Birnie			
				Riding Mountain			
				Kelwood			
				Norgate			
				McCreary Jct.			
				McCreary			
				Laurier			
				Makinak			
				Oohre River 255			
				Paulson			
				Dauphin			
				235, 255, 265			
				Valley River			
				Sifton 255			
				Ukraina			
				Ethelbert			
				Garland			
				Pine River			
				Solater			
				Cowan			
				Renver			
				Mintonas			
				Sevick			
				Swan River 267			
				Bowsman			
				Birch River			
				Novra			
				Bellaite			
				Mateking			
				Baden			
				Powell			
				Barrows			
				Westgate, Man.			
				Roscoe, Sask.			
				Erwood			
				Hudson Bay Jct. 254, 259			
				(Central Time)			

A New Western Registered Postmark

REGINA, MELVILLE, YORKTON, CANORA, KELVINGTON, SWAN RIVER, THE PAS									
Read Down					Read Up				
66 Miles					65 Miles				
TABLE 267									
(Mountain Time)									
Lv					Ar				
Regina, Sask. 240, 268					P.M.				
Victoria Plains					P.M.				
Zehner					P.M.				
Frankslake					P.M.				
Edenwold					P.M.				
Avonhurst					P.M.				
Edgeley					P.M.				
Muscow					P.M.				
Ft. Qu'Appelle (Fort San)					P.M.				
Lebret					P.M.				
Hugonard					P.M.				
Balcarres					P.M.				
Gillespie					P.M.				
Lorlie					P.M.				
Finnie					P.M.				
Duff					P.M.				
Colmar					P.M.				
(Mountain Time)					(Central Time)				
Lv					Ar				
Melville 21					P.M.				
Brewer					P.M.				
McKim					P.M.				
Othton					P.M.				
Enfin					P.M.				
York Lake					P.M.				
Lv					Ar				
Yorkton 266					P.M.				
Young's Siding					P.M.				
Meham					P.M.				
Ebenezer					P.M.				
Gorlitz					P.M.				
Burgis					P.M.				
Lv					Ar				
Canora 235, 266					P.M.				
Amsterdam					P.M.				
Tadmor					P.M.				
Hassan					P.M.				
Lv					Ar				
Sturgis					P.M.				
Lv					Ar				
Lady Lake					P.M.				
Hinchliffe					P.M.				
Endeavour					P.M.				
Usherville					P.M.				
Tailpines					P.M.				
Reserve					P.M.				
Kakwa					P.M.				
Clemenceau					P.M.				
Etomami					P.M.				
Hudson Bay Jet. 259					P.M.				
Lv					Ar				
Sturgis					P.M.				
Preeceville					P.M.				
Ketchen					P.M.				
Hazel Dell					P.M.				
Okla.					P.M.				
Lintlaw					P.M.				
Nut Mountain					P.M.				
Lv					Ar				
Kelvington					P.M.				
Lv					Ar				
Sturgis					P.M.				
Stenen					P.M.				
Hyas					P.M.				
Norquay					P.M.				
Pelly					P.M.				
Arran, Sask.					P.M.				
Benito, Man.					P.M.				
Durban					P.M.				
Kenville					P.M.				
Lv					Ar				
Swan River 246					P.M.				
Lv					Ar				
Swan River 246					P.M.				
Lv					Ar				
The Pas, Man. 259					P.M.				

259-263		256		251		270		247	
A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
6.30	6.30	6.30	6.30	6.30	6.30	6.30	6.30	6.30	6.30
6.55	6.55	6.55	6.55	6.55	6.55	6.55	6.55	6.55	6.55
7.12	7.12	7.12	7.12	7.12	7.12	7.12	7.12	7.12	7.12
7.27	7.27	7.27	7.27	7.27	7.27	7.27	7.27	7.27	7.27
7.42	7.42	7.42	7.42	7.42	7.42	7.42	7.42	7.42	7.42
7.45	7.45	7.45	7.45	7.45	7.45	7.45	7.45	7.45	7.45
8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00
A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
10.15	10.15	10.15	10.15	10.15	10.15	10.15	10.15	10.15	10.15
12.45	12.45	12.45	12.45	12.45	12.45	12.45	12.45	12.45	12.45
1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21
1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30
1.43	1.43	1.43	1.43	1.43	1.43	1.43	1.43	1.43	1.43
1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46
2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
2.20	2.20	2.20	2.20	2.20	2.20	2.20	2.20	2.20	2.20
2.30	2.30	2.30	2.30	2.30	2.30	2.30	2.30	2.30	2.30
2.43	2.43	2.43	2.43	2.43	2.43	2.43	2.43	2.43	2.43
2.72	2.72	2.72	2.72	2.72	2.72	2.72	2.72	2.72	2.72
2.82	2.82	2.82	2.82	2.82	2.82	2.82	2.82	2.82	2.82
3.02	3.02	3.02	3.02	3.02	3.02	3.02	3.02	3.02	3.02
3.18	3.18	3.18	3.18	3.18	3.18	3.18	3.18	3.18	3.18
3.40	3.40	3.40	3.40	3.40	3.40	3.40	3.40	3.40	3.40
4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
4.20	4.20	4.20	4.20	4.20	4.20	4.20	4.20	4.20	4.20
4.37	4.37	4.37	4.37	4.37	4.37	4.37	4.37	4.37	4.37
4.47	4.47	4.47	4.47	4.47	4.47	4.47	4.47	4.47	4.47
5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00
5.15	5.15	5.15	5.15	5.15	5.15	5.15	5.15	5.15	5.15
1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35
1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50
2.20	2.20	2.20	2.20	2.20	2.20	2.20	2.20	2.20	2.20
2.45	2.45	2.45	2.45	2.45	2.45	2.45	2.45	2.45	2.45
3.15	3.15	3.15	3.15	3.15	3.15	3.15	3.15	3.15	3.15
4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
4.05	4.05	4.05	4.05	4.05	4.05	4.05	4.05	4.05	4.05
4.20	4.20	4.20	4.20	4.20	4.20	4.20	4.20	4.20	4.20
4.40	4.40	4.40	4.40	4.40	4.40	4.40	4.40	4.40	4.40
5.10	5.10	5.10	5.10	5.10	5.10	5.10	5.10	5.10	5.10
5.45	5.45	5.45	5.45	5.45	5.45	5.45	5.45	5.45	5.45
P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
247	247	247	247	247	247	247	247	247	247
5.45	5.45	5.45	5.45	5.45	5.45	5.45	5.45	5.45	5.45
6.20	6.20	6.20	6.20	6.20	6.20	6.20	6.20	6.20	6.20
6.50	6.50	6.50	6.50	6.50	6.50	6.50	6.50	6.50	6.50
7.45	7.45	7.45	7.45	7.45	7.45	7.45	7.45	7.45	7.45
8.15	8.15	8.15	8.15	8.15	8.15	8.15	8.15	8.15	8.15
8.40	8.40	8.40	8.40	8.40	8.40	8.40	8.40	8.40	8.40
9.00	9.00	9.00	9.00	9.00	9.00	9.00	9.00	9.00	9.00
P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
247	247	247	247	247	247	247	247	247	247
5.30	5.30	5.30	5.30	5.30	5.30	5.30	5.30	5.30	5.30
5.52	5.52	5.52	5.52	5.52	5.52	5.52	5.52	5.52	5.52
6.07	6.07	6.07	6.07	6.07	6.07	6.07	6.07	6.07	6.07
6.26	6.26	6.26	6.26	6.26	6.26	6.26	6.26	6.26	6.26
6.56	6.56	6.56	6.56	6.56	6.56	6.56	6.56	6.56	6.56
7.18	7.18	7.18	7.18	7.18	7.18	7.18	7.18	7.18	7.18
7.37	7.37	7.37	7.37	7.37	7.37	7.37	7.37	7.37	7.37
7.49	7.49	7.49	7.49	7.49	7.49	7.49	7.49	7.49	7.49
8.08	8.08	8.08	8.08	8.08	8.08	8.08	8.08	8.08	8.08
8.30	8.30	8.30	8.30	8.30	8.30	8.30	8.30	8.30	8.30
241	241	241	241	241	241	241	241	241	241
241	241	241	241	241	241	241	241	241	241
4.31	4.31	4.31	4.31	4.31	4.31	4.31	4.31	4.31	4.31
A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
241	241	241	241	241	241	241	241	241	241
4.31	4.31	4.31	4.31	4.31	4.31	4.31	4.31	4.31	4.31
A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
241	241	241	241	241	241	241	241	241	241
4.31	4.31	4.31	4.31	4.31	4.31	4.31	4.31	4.31	4.31
A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
241	241	241	241	241	241	241	241	241	241
4.31	4.31	4.31	4.31	4.31	4.31	4.31	4.31	4.31	4.31
A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
241	241	241	241	241	241	241	241	241	241
4.31	4.31	4.31	4.31	4.31	4.31	4.31	4.31	4.31	4.31
A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
241	241	241	241	241	241	241	241	241	241
4.31	4.31	4.31	4.31	4.31	4.31	4.31	4.31	4.31	4.31
A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
241	241	241	241	241	241	241	241	241	241
4.31	4.31	4.31	4.31	4.31	4.31	4.31	4.31	4.31	4.31
A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
241	241	241	241	241	241	241	241	241	241
4.31	4.31	4.31	4.31	4.31	4.31	4.31	4.31	4.31	4.31
A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
241	241	241	241	241	241	241	241	241	241
4.31	4.31	4.31	4.31	4.31	4.31	4.31	4.31	4.31	4.31
A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
241	241	241	241	241	241	241	241	241	241
4.31	4.31	4.31	4.31	4.31	4.31	4.31	4.31	4.31	4.31
A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
241	241	241	241	241	241	241	241	241	241
4.31	4.31	4.31	4.31	4.31	4.31	4.31	4.31	4.31	4.31
A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
241	241	241	241	241	241	241	241	241	241
4.31	4.31	4.31	4.31	4.31	4.31	4.31	4.31	4.31	4.31
A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
241	241	241	241	241	241	241	241	241	241
4.31	4.31	4.31	4.31	4.31	4.31	4.31	4.31	4.31	4.31
A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
241	241	241	241	241	241	241	241	241	241
4.31	4.31	4.31	4.31	4.31	4.31	4.31	4.31	4.31	4.31
A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
241	241	241	241	241	241	241	241	241	241
4.31	4.31	4.31	4.31	4.31	4.31	4.31	4.31	4.31	4.31
A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
241	241	241	241	241	241	241	241	241	241
4.31	4.31	4.31	4.31	4.31	4.31	4.31	4.31	4.31	4.31
A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
241	241	241	241	241	241	241	241	241	241
4.31	4.31	4.31	4.31	4.31	4.31	4.31	4.31	4.31	4.31
A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
241	241	241	241	241	241	241	241	241	241
4.31	4.31	4.31	4.31	4.31	4.31	4.31	4.31	4.31	4.31

CNRys Public Timetable - March 10, 1935



New Reports & Updates from Jack Brandt

MT-351.02, TRURO & PORT · HAWKESBURY · RY / _ M.C. _ , AM, DE 15, 81 , is a new **late date**.

QC-137, MONT. & BROCK · R.P.O. / . , 26, 9 VIII, 58 , is a new **late date** for the hammer and the run.

QC-294.031, MONT. & TOR. G. T. RY / 3 , 18, JAN 9, 23 , is a new **late date** and **train** for the hammer.

QC-298.16, MONT. & TOR. G. T. R. - R.P.O. / N^o 16, 18, JUL 22, 32 , is a new hammer **late date**.

ON-151.02, GODERICH & FT · ERIE / RY. P.O. , E, MY 25, 92 , is a new **early date** for the hammer.

ON-494.02, S^t THOMAS & COURTRIGHT / · RY P.O. · , W, MR 18, 18 , is a **new late** hammer date.

ON-500.01, S^t THOMAS & FORT · ERIE / RY.P.O., E., AP 23, 98 , is a new **late hammer date**.

ON-500.02, S^t THOMAS & FORT ERIE / RY.P.O., E., JU 23, 98 , is a new **late hammer date**.

WT-39, BRANDON & REGINA · R.P.O. N^o 2 / . , 5, JUN 7, 46 , is the first report for **train 5**.

WT-91.126, C. & V. R.P.O. / ≠ B.C. ≠ , 3, SP28, 25 , is a new **late date** for the hammer.

WT-91.136, C. & V. R.P.O. / ⌘ B.C. ⌘ , 2, AU 18, 04 , is a new **early date** for the hammer.

WT-318.022, MACLEOD & CALGARY · R.P.O. / · N^o 2 , 542, MR 17, 34 , is a new **early date** and **train**.

WT-755.031, SASK. WAIN. & EDM · R.P.O. / N^o 3 , 78, SP 30, 32 , is a **new train** for the hammer.

WT-755.04, SASK. WAIN. & EDM · R.P.O. / N^o 4 , 3, JAN 17, 35 , is a **new train** for the hammer.

WT-841.022, WEY & ASSA. R.P.O. / N^o 2 , 310, FEB 26, 32 , is a new **early date** and **train**.

WT-861.02, WPG. B. & R - R.P.O. / No. 2 , 5, NO 22, 46 , is a new **early hammer date**.

WT-897.13, WINNIPEG & MOOSE JAW · R.P.O. / N^o 13 , 43, JUN 24 , is a **new train** for the hammer.

WT-898.03, W'PEG. & M. JAW (LOCAL) R.P.O. / N^o 3 , 54, JUN 19, 25 , is a new **late hammer date**.

WT-961.02, WPG. & REG. R.P.O. / N^o 2 , **34**, FE 20, 33 , is likely a **clerk's error** for train 54.

WT-975.011, W'PEG. & SWAN RIVER · R.P.O. / N^o 1, 15, FE 24, 41, is a new **late date** for the hammer.

RY-79.01, G. W. RWY. / ACCOM. , EAST, MR 30, 92 , is a new **late date** for the hammer and listing.

RY-79.02, G. W. RWY. / ACCOM. , EAST, DE ??, 8(8) , is a new **early date** for the hammer.

RY-93, COLLINGWOOD · BRANCH. / · H & N. W. RY. · , blank, MR 23, 81 , is a new **late date**.

RY-95.03, BEETON · BRANCH / _ H. & N. W. RY. _ , 2, JU 1, 92 , is a new **late date** for the hammer.

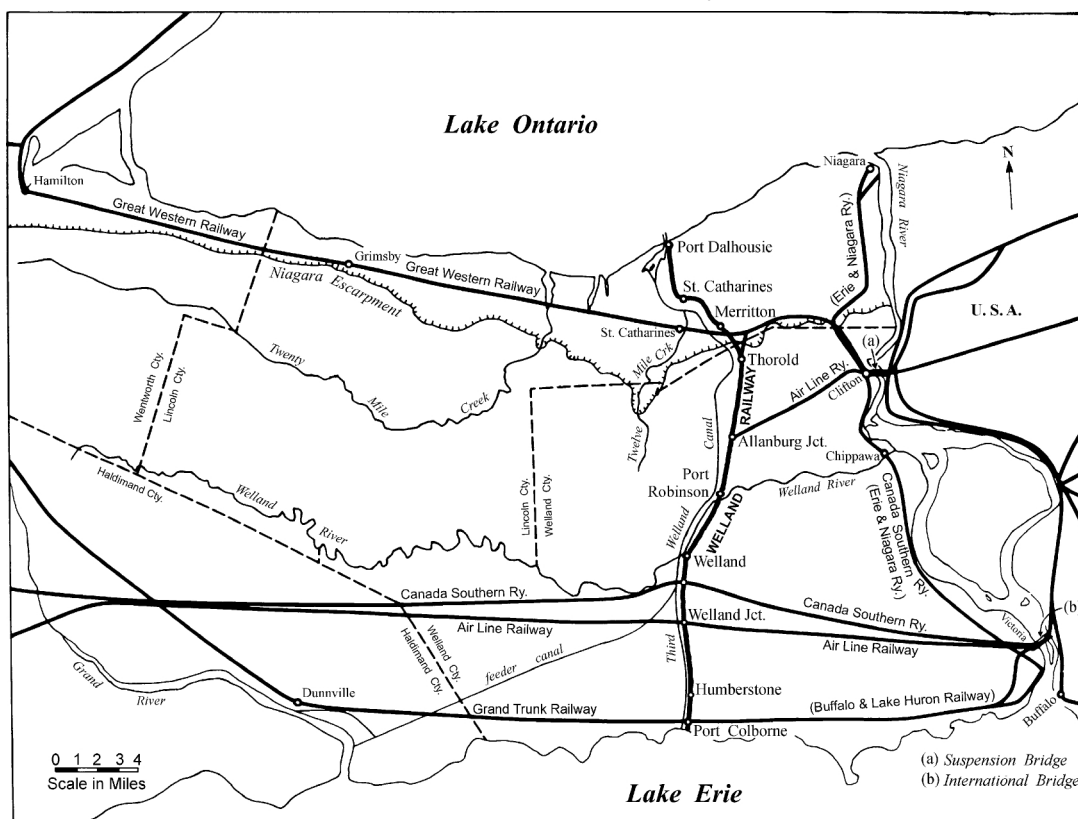
RY-177.02, SHEFFORD · RY / M.C. , blank, JY 4, 91 , is a new **late date**.

RY-214.02, W. G. & B. RY / N^o 2. , SOUTH, ?8 JY, 89 , is a new **early date** and **indicium** for the hammer.

RY-214.032, W. G. & B. RY / N^o 3. , blank, AU ? , 90 , is a new **late date** for the hammer.

TKS-18, INTERCOLONIAL RY. / CAUSAPSCAL , SEP, 15, 1888, is a new **early date**.

The Welland Railway

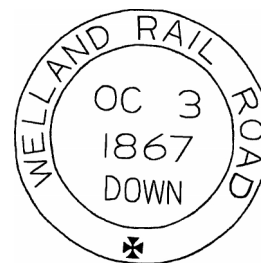


Railway Lines in the Niagara Peninsula in 1876

The 25 mile long Welland Railway, built parallel to the Welland Canal, was completed on June 27, 1859. It ran from Port Colborne, on Lake Erie, to Port Dalhousie, on Lake Ontario.

The first postmark was used from 1864 until 1876, with either an UP or DOWN direction indicia. The wording of the postmark is improper, using RAIL ROAD instead of railway.

Two handstamps were ordered by the Post Office Department from D.G. Berri on August 5, 1864. No proof strike is known. Jack Brandt pointed out a noticeable difference in strikes in his collection, prompting this study which shows the two hammers being used consecutively.



RY-203.01

RY-203 Hammer Study

WELLAND RAIL ROAD / ✠

Listing	a	b	c
RY-203.01	9 ¾	12 ¼	8 ½
RY-203.02	11	13 ¼	7 -

Listing	Order Date	ERD	LRD	Indicia
RY-203.01	1864/08/05	1865/04/15 ¹	1870/04/27 ¹	UP, DOWN
RY-203.02	1864/08/05	1870/12/24 ²	1876/09/30 ³	UP, DOWN
RY-203		1864/10/13	1876/09/30	UP, DOWN

Note ¹ - Jack Brandt Collection, Note ² - Ross Gray Collection, Note ³ - Brian Stalker Collection

New Reports from Ross Gray

Cancelling a 2 cent Admiral on a Christmas greeting card, we find a new **late first period date** for **MT- 354.06**, TRURO & ST JOHN . R.P.O. / . , W, DE 21, 15 .



3 RIV & GR MERE
Tr 379 AP 27 1934
C.H. MERCIER

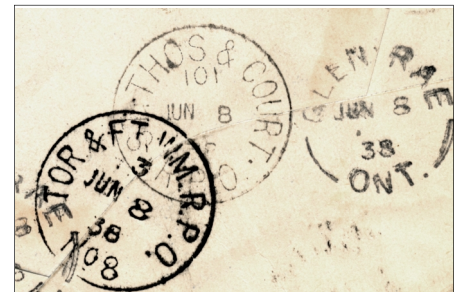
This straight line, violet backstamp on a philatelic cover is a **new clerk listing**, **QC-536.55**, 3 RIV & GR MERE / C. H. MERCIER , Tr 379 AP 27 1934 , type SL0R, R.F. - G. The front is cancelled with **QC-534**, TROIS RIVIERES & GRAND MERE . R.P.O. / . , 384, AP 26, 34.

This sharp strike of **ON-48.03**, BRIDGEBURG & ST THOMAS R.P.O. / . , W, JUL 21, 15 , on a greeting post card from Springfield to Lyon, Ontario, is a new **early date for the hammer**, which was proof struck on May 3, 1915.



On a May, 1936 Royal Visit commemorative post card addressed to Mull, Ontario, is a **new early date** for hammer **ON-76.05**, CAPREOL & ARMSTRONG STN. / R.P.O. , 2, SP 23, 39.

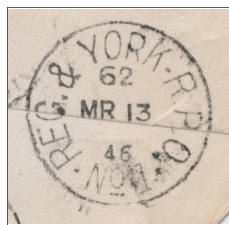
ON-499, ST. THOS. & COURT. / . R.P.O. . , 101, JUN 8, 38 , used as a transit backstamp on a registered cover from Glen Rae, Ontario to Winnipeg is a new **early date** for this hammer which was proof struck on February 24, 1938.



A pair of one cent Numerals on a small piece is cancelled with a new **early date** for hammer **ON-634.031**, TOR. & LON. M.C. / N^o 3 , W, FE 1, 99. This is also the **first report of the "W"** direction indicia. This R.P.O. operated over the C.P.Ry.

New Reports from Ross Gray

On a cover from Heming Lake, Manitoba via Cranberry Portage to Winnipeg, is a new **early date** for the scarce **second period** use of, **WT-642.02**, REG. & SWAN RIVER · R.P.O. / · N^o 2 · , 62, 17 VI, 57.



WT-644, REG. & YORK · R.P.O. / · N^o 1 · , 62, MR 13, 46, is a new **late date** used as a transit backstamp on a registered cover from Melville, SK to Dahinda, SK.



A 5¢ cover to a puzzle contest in Toronto bears a new **early date** for the rare **WT-691.042**, SASK. & DRUM R.P.O. / N^o 4, 10, NO 13, 60.



The first report of **train 10** for hammer **WT-693.04**, S'TOON & DRUM. / R.P.O. No. 4, 10, OC 19, 61, is found on a cover from Hanna, Alberta to Toronto

This new **early date** for hammer **WT-712.03**, SASK. & ED. R.P.O. / N^o 3 C.P.R. , E, 24 MY, 10, cancels a picture post card to Grantham, England.



On a philatelic cover to Waukegan, Illinois, we find a new **late date** for hammer **WT-714.012**, SASKATOON & ESTON · R.P.O. / No. 1, 28, FE 10, 55.

A partial strike of hammer **RY-87.02**, HALIFAX & S. W. R' Y. R.P.O. / , E, JUL 26, 07, on a picture post card of Middleton, N.S. addressed to Springfield, N.S., is a new **early date** for both the hammer and listing. No proof date is known for this hammer.



Used as a transit postmark on the back of a registered cover from Charlottetown to Mount Forest, Ontario is a new **early date** for hammer **RY-144.04**, P. E. ISLAND / M. C. , blank, SP 22, 93.

RY-79 Hammer Study

Jack Brandt sent photo copies of two examples of RY-79 in his collection, one of which was a new late date for the listing. He noted that there was a difference in letter spacing between the two, prompting your editor to create this new study.

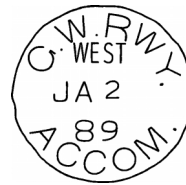
Perhaps one of our readers will be able to report which hammer the ERD for the listing is.

a ————— b ————— c —————
G. W. RWY. / ACCOM.
 a —————

Listing	a	b	c
RY-79.01	15 ½	8 -	6 ¼
RY-79.02	14 ½	7	5 ½ -



RY-79.01



RY-79.02

Listing	Proof Date	ERD	LRD	Indicia
RY-79.01	unknown	1886/05/11 ²	1892/03/30 ¹	EAST, WEST
RY-79.02	unknown	1886/11/30 ³	1891/11/02 ³	EAST, WEST
RY-79		1885/04/16	1892/03/30 ¹	EAST, WEST

Note ¹ - Jack Brandt Collection, Note ² - Ross Gray Collection, Note ³ - Brian Stalker Collection

The Great Western Railway was absorbed by the Grand Trunk Railway in 1884 but this cancellation was used long afterward. Accomodation trains were local trains which made frequent stops.



RY-79.01, G. W. RWY. / ACCOM. , EAST, MY 1, 91

1973 Royal Train Postmark

It's a long way from the old railway mail cars to the plushness of a Royal Train, but for two former Railway Mail Clerks, the job was the same - get the mail out, on time.

Walter Judson of Toronto and Walter Gale of Ottawa were both aboard the special train carrying Queen Elizabeth and Prince Phillip on the tour of Southern Ontario June 27 and 28.

By their own estimate, they cancelled, by hand, some 18,000 pieces of mail during the Royal Tour, including many letters sent in by stamp collectors who wanted the special Royal Train cancellation.

"But," said Mr. Judson, "it was surprising how much mail the Royal Train itself generated. We were up each day from 6:30 in the morning until 11 at night."

In addition to cancelling and dispatching mail, the two former RMCs sold \$175 worth of stamps and 100 of the special Royal Tour envelopes. Another 400 envelopes were given away.

"Everyone in the Queen's entourage wanted a first day cover to send home," Mr. Judson said, "and there was a lot of interest among the RCMP officers in their special stamps."

(Three stamps commemorating the RCMP's 100th anniversary were issued shortly before the Royal Tour.)

Never met

Although the two mail clerks were on the Royal Train with the Queen for almost three days they never did meet her.

"She was supposed to take a walk through the train Thursday night, but the tour was two hours late," Mr. Judson said.

Life on the Royal Train wasn't all that hard, however. "The meals were fabulous," Mr. Judson recalled. "We had sirloin steak that just melted in your mouth."

It was a far cry from the Toronto-to-Montreal mail runs he worked for more than 30 years until they were phased out in April, 1971.

"Those were 72-foot cars, with a crew of up to four City and seven Forward sorters," Mr. Judson said. "And at Christmas, they'd throw on anything they had. They even used old horse cars, with no heating or light, and you'd work in your overshoes with mailbags wrapped around your feet to keep warm."

"Now I wonder how the hell we stood it."

Mr. Judson now works in Central District's customer service branch, but he finds his railway experience is still valuable.

"One night I was riding home on the train," he said, "and it was a particularly rough night. I was just standing there, but everyone else was falling all over the place."

"I guess I still have my sea legs."

CENTRAL POST, JULY 1973 PAGE 3



Ludlow RV-20

Michael Millar, a well known philatelist and retired railway post office clerk, kindly sent this clipping from an in-house P. O. D. newspaper, *Central Post*, July 1973 edition, which describes the application of the souvenir postmark on the 1973 Royal Train by two former R.P.O. clerks. (Michael had worked under the supervision of Walter Judson who was a Clerk-In-Charge on the Montreal & Toronto R.P.O.)

The railway car used for the Royal Train souvenir covers was a modified baggage car since there were no longer any R.P.O. cars available, the last runs having taken place over two years earlier, on April 24, 1971.

Although the train operated for "almost three days" (June 27 and June 28) in southern Ontario, the postmark has a fixed single date, June 28, 1973. Apparently it made stops in London, Kitchener and Kingston.

This cancellation was not included in the 2009 catalogue because the editor did not feel that the marking of these souvenirs constituted a fully functional post office, unlike those on the Royal Trains in 1939 and 1951, which had received and dispatched mail for passengers on the train, including registered mail.



QC-353

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