

This issue contains several remarkable new discoveries as well as many new early and late dates and train directions or train numbers. We thank Sioux Allen, Jack Brandt, Rick Parama, Stephen Sacks and Mike Street for their contributions.

The editor apologizes for this issue being late due to personal circumstances.

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A Crown Wax Seal Used on the C.P.Ry. West of Winnipeg R.P.O. !



This return envelope containing cash was mailed at Calgary on March 16, 1891. On board the eastbound C. P. Railway West of Winnipeg R.P.O., the clerk noticed that the flap was unsealed and that there was \$3 enclosed. He applied his steel hammer, **RY-30.22**, C.P.R^y WEST · OF · WINNIPEG / C. , EAST, MR 17, 91 , to the back and wrote in ink, "Recd open contents \$3.00". He then sealed the flap with his crown wax seal.

This new crown wax seal discovery will be listed as **RY-32.51**, C.P.R. M.C. WEST OF W'PEG. / C-I .

First Reported Use of ON-299



This registered cover originated at St. Catharines on June 13, 1913, where it was transferred to the short lived Niagara Falls & Hamilton R.P.O., which operated over a distance of only 44 miles. On board the R.P.O., the clerk backstamped the cover with his large rubber handstamp, **ON-299**, TRAIN No. / N. Falls & Ham. R.P.O. , ?W. , JUN 13, 1919 , in violet ink. This postmark had been proof struck only 10 days earlier, on June 3.

It was received in Hamilton the same day and forwarded to Toronto, where it was sorted into a closed bag for Chicago, arriving there on June 15. It arrived in Portland, Oregon on June 18.

A New Train and Early Date for WT-753



We are grateful to **Stephen Sacks** for sharing scans of his cover with this much earlier date for **WT-753**, SASK. & PR. ALBERT R.P.O. / E. S. HENDERSON , Tr. - 60 , DE 29, 27 , and to **Mike Street** for noticing it in Stephen's exhibit in Charlottetown. The clerk's stamp is a transit backstamp, struck in black, on a registered cover from Duck Lake, Saskatchewan to Springfield, Massachusetts. Previously only a January 31, 1942 date and train 7 had been reported.

The early strike is also remarkable for the **unique train number 60**, which is unknown for all of the other listings in the Saskatoon & Prince Albert R.P.O. group. Six different regular steel hammers are known used on the run between 1920 and 1964 and these either have direction indicia "N" or "S" on strikes until 1932 or train "7" or "8" until late 1964, when the R.P.O. was discontinued.

A New Train and Early Date for WT-753

REGINA, SASKATOON, PRINCE ALBERT									
5	59	7	Miles	TABLE 258		8	60	6	
A.M.	P.M.	P.M.		(Mountain Time)		A.M.	A.M.	P.M.	
10.20		11.55	0.0	Regina, Sask. 237, 265		6.15		6.20	
4.40		6.15		Saskatoon 237		11.57		12.00	
5.35		7.20	161.9	Clark's Crossing		4.50		11.45	
	6.40	7.40	170.3	Warman		4.31		11.25	
	6.50	7.50	175.5	Oster		4.22		11.15	
	7.01	7.58	179.4	Hague		4.14		11.03	
	7.25	8.20	190.6	Arma		3.56		10.44	
	7.38	8.33	196.6	Rosethorn		3.44		10.32	
	7.53	8.47	201.7	Leckford		3.35		10.21	
	8.06	9.00	207.8	Duck Lake		3.24		10.05	
	8.24	9.15	213.2	Roddick		3.14		9.54	
	8.42	9.33	222.0	MacDowall		2.39		9.17	
	9.03	9.50	230.4	Clouston		2.21		8.58	
	9.23	10.10	239.6	Prince Albert 241, 267		2.00		8.35	
	9.45	10.30	249.0						
	P.M.	A.M.				P.M.	A.M.		

EQUIPMENT

Nos. 15-263 and 264-16—Standard Sleeper..... Winnipeg—The Pas
 Nos. 7 and 8
 Standard Sleeper (may be occupied 9.00 p.m. until 8.30 a.m.)... Regina—Saskatoon
 Buffet Sleeper (may be occupied Regina after 9.00 p.m. and
 until 8.30 a.m.)... Regina—Prince Albert
 Nos. 59-60: Buffet-Parlor Car..... Saskatoon—Prince Albert
 Nos. 65 and 66: Cafe-Parlor Car (Mon., Wed., Fri.)... Regina to Swan River
 Cafe-Parlor Car (Tues., Thur., Sat.)... Swan River to Regina

REFERENCE MARKS—Tables 245 to 258 inclusive:

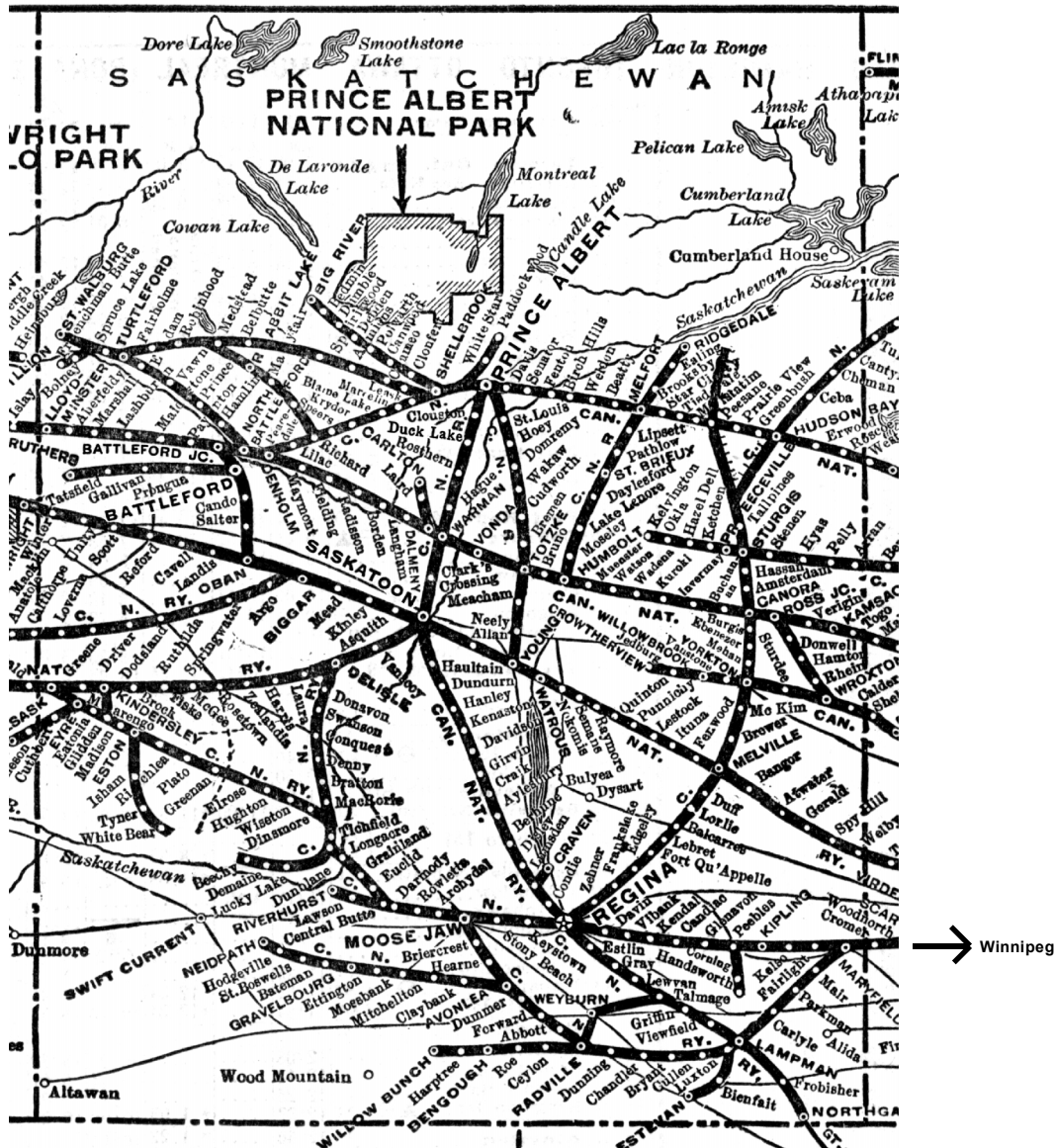
* Daily.
 † Tuesday except Sunday.
 ‡ Daily except Saturday.
 § Daily except Monday.
 ¶ Daily ex. Sat. Sun.
 Ⓢ Daily ex. Sun. Mon.
 Ⓢ Mon., Wed. and Fri.
 Ⓢ Tues., Thur. and Sat.
 Ⓢ Stops on signal.
 Ⓢ Tues., Wed., Thur., Fri.
 Ⓢ Tues., Wed., Thur., Fri.
 Ⓢ Wednesday only.

Monday and Friday.
 Tuesday and Friday.
 Tuesday and Saturday.
 Sunday only.
 Monday only.
 Tuesday only.
 Thursday only.
 Friday only.
 Saturday only.
 Wednesday only.

▲ Restaurant or Lunch Counter.
 ⊕ Postal Mail Box on station platform.
 Light-face figures denote A.M. time.
 Dark-face figures denote P.M. time.
 ■ Motor trains, limited baggage accommodation.

Numbers following certain stations refer to Tables showing connecting trains.

Canadian National Railways Public Timetable - January 6, 1929



A New Train and Early Date for WT-753

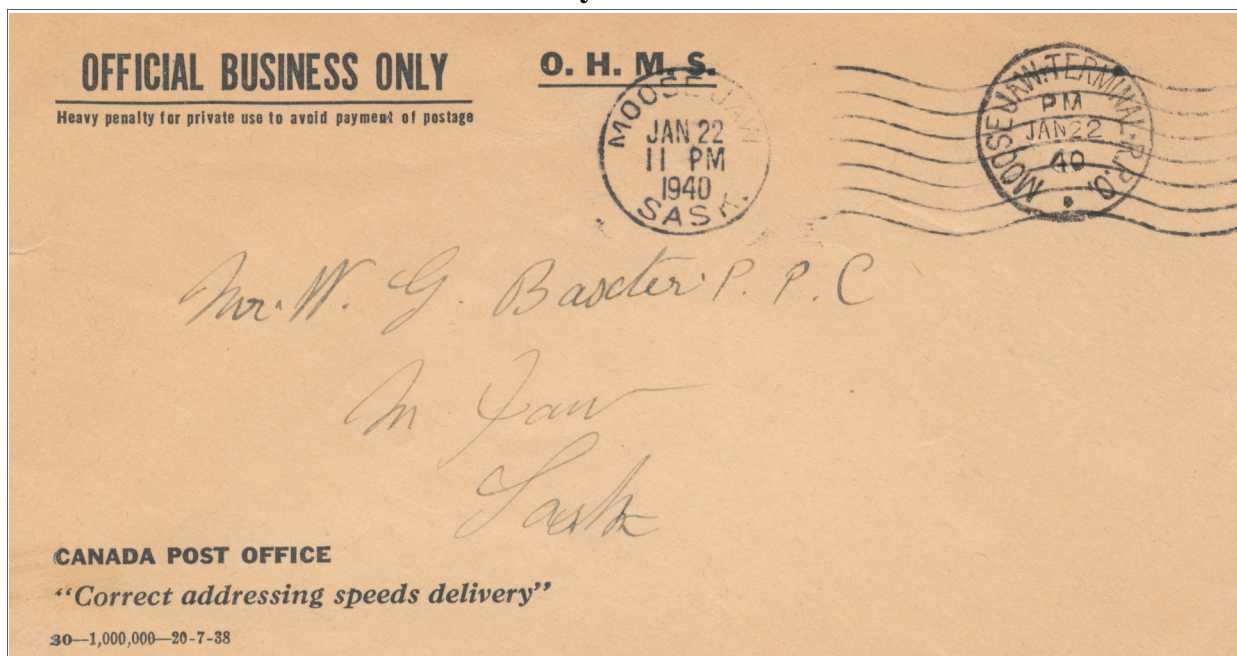
The cover originated at Duck Lake, Saskatchewan on Tuesday, December 27, 1927, according to the postmark. Either the Duck Lake postmaster forgot to change the date or perhaps severe winter weather caused a disruption in train service, because E. S. Henderson's clerk handstamp is dated 2 days later, on Thursday, December 29. The letter would have normally travelled south to Saskatoon on daily train 8.

Arriving in Saskatoon at 11:45 AM, the letter was transferred to southbound train 6 from North Battleford to Regina. On board the REGINA & NO. BATT. R.P.O. / NO. 6, DE 29, 27 (WT-623.0?), it was sorted into a closed bag for transfer to an eastbound train at Regina and arrived in Winnipeg on December 30. The Springfield, Massachusetts arrival cancellation is dated January 2, 1928.



C.N.R. Station, Saskatoon, Saskatchewan circa 1919

A New Early Date for SN-43



This cover which contained internal post office correspondence provides us with a **new early date** for SN-43, MOOSE JAW TERMINAL · R.P.O. / . , PM, JAN 22, 40 , and a clue as to why this cancellation is so rare (*the R.F. has been increased to "F"*). It is the first example that the editor recalls having seen. I suspect that it may have only been used for internal post office business. We would be interested in seeing any other examples to help verify that theory. It was proof struck on April 26, 1915.

A Surprising New Early Date for QC-291.03

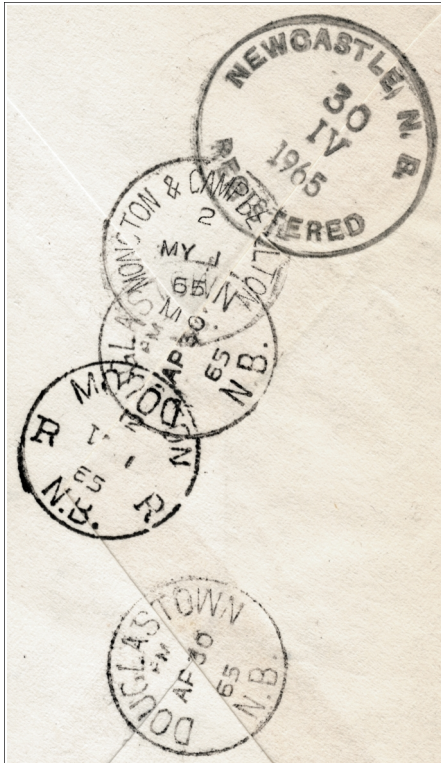


In the current catalogue, I added the following note after the three hammers of QC-291, “*The C.P. Ry. line between Toronto & Smith’s Falls was completed in 1884 but the remainder between Smith’s Falls and Montreal was not completed until August 15, 1887. It is possible but unlikely that the R.P.O. initially operated between Montreal and Smith’s Falls via Calumet and Ottawa. The editor would appreciate readers reporting dates earlier than 1887.*”

To my surprise, Sioux Allen kindly sent me scans of a registered cover from Norwood to Ireland, which has a transit backstamp of **QC-291.03**, MONTREAL & TORONTO - C. P. RWY. / 3. , EAST, NO 26, 84. Needless to say, the note will not appear in the 2014 edition of the catalogue now being prepared.

New Reports from Ross Gray

This is the first example of **train 1** for **MT-104.01**, HX. & CAMP. R.P.O. / . , 1, AP 2, 21 . It is used as a transit backstamp on a registered cover from Edwardsville, NS to Hamilton.



On the back of a registered cover from Douglastown, NB to Moncton, we find the **first reported example of train 2** for **MT-240.02**, MONCTON & CAMPBELLTON / M.C. , 2, MY 1, 65.

A new **late date** for hammer **QC-253.07**, MONTREAL & ST JOHN / M.C. , W, JU 16, 08 , is used to cancel a New Glasgow, NS post card to Newmarket, ON.



This transit backstamp on a registered cover from Peterborough to London, ON, is a new **late date** for hammer **QC-291.02**, MONTREAL & TORONTO - C. P. RWY. / 2. , WEST, AU 14, 90 .

Well struck on a 2¢ red Admiral, is the first reported example of the “E” direction for **QC-469**, RIV. A PIERRE & GARN. JUN. R.P.O. / . , E, AP 16, 14 .



On a commercial cover to Toronto is a new **late date** for **QC-473**, RIV. A PIERRE & MONT / R.P.O. , 113, 5 MY, 61.

New Reports from Ross Gray

This new **late date** for hammer **ON-106.03**, FORT WILLIAM & WINNIPEG R.P.O. / N^o 3 , 3, AP 23, 27 , cancels a picture post card to Winnipeg.



This new **late date** for **ON-243**, LONDON · HAMILTON & TORONTO / M.C. , E, MY 23, 98 , cancels a postcard from Ingersoll to Woodstock.



On an "N. Smith Belting" C.O.D cover from Otterville to Toronto, is a new **early date** for **ON-471.01**, PT. DOVER AND STRATFORD · R.P.O. / . , N, AP 18, 21. The scarce cancellation was proof struck only 12 days earlier, on April 6, 1921.

Lightly struck on a 2 cent post card from Stratford to Woodstock is **QC-486**, PT. ROWAN & STRAT . R.P.O. / . , 160, MR 29, 26. This is a new **early date** for this rare cancellation, which is only known used from this date until May 6, 1926, as well as the **first report of train 160**. The date is illegible and we are relying on the sender's written date on the back of the card.



Combination train number indicia are known used on three of the Toronto & Niagara Falls R.P.O. postmarks, ON-728, ON-730 and ON-731 between 1913 and 1915. This is the first example of **ON-728**, TORONTO & NIAGARA FALLS · R.P.O. / M.C., 11-20 , DE 6 , 13 , with the **trains 11 and 20 combination**. It was previously only known for ON-731.

This transit backstamp on a registered cover from Waterford to Peterborough is the first report of **train 97** for the specific hammer, **ON-730.02**, TORONTO & NIAGARA · FALLS R.P.O. / · N^o 2 · , 97, MR 18, 29.



On a Calgary picture post card to the Isle of Wight is a new **early date** for hammer **WT-37.01**, BRANDON & REGINA · R.P.O. / N^o 1 , E, SP 2, 12 .

New Reports from Ross Gray



This new **early date** for **WT-64.04**, CALGARY & EDMONTON · R.P.O. / N^o 4 , 22, JUL 24, 20 , is on an Edmonton view post card to Grenoble, France.

On a post card from Cranbrook, BC to Stirling, ON, we find a new **early date** for hammer **WT-344.07**, MED. HAT & NEL. R.P.O. / N^o 7 , E, MY 18, 11 .



We are indebted to earlier R.P.O. collectors who sent favour covers to clerks requesting cancellations. In some cases the rarer postmarks are only known used from their efforts. This cover to Howard Pentelow in Waukegan, Illinois has a new **late date** for both the listing and hammer, **WT-604.03**, REG. & GRON. R.P.O. / No. 3 , 327, MY 31, 55.



On a returned Prince Albert, Saskatchewan Dominion Lands registered cover to Moose Range are two notable transit backstamps. **WT-639.032**, REGINA & PRINCE ALBERT R.P.O. / N^o 3 , N, JAN 24, 15 , is a new **late date** for the hammer. **WT-792.03**, SWAN RIVER & PRINCE A : R.P.O. / N^o 3 , W, DE 22, 14 , is a new **early date** for both the hammer and the listing.



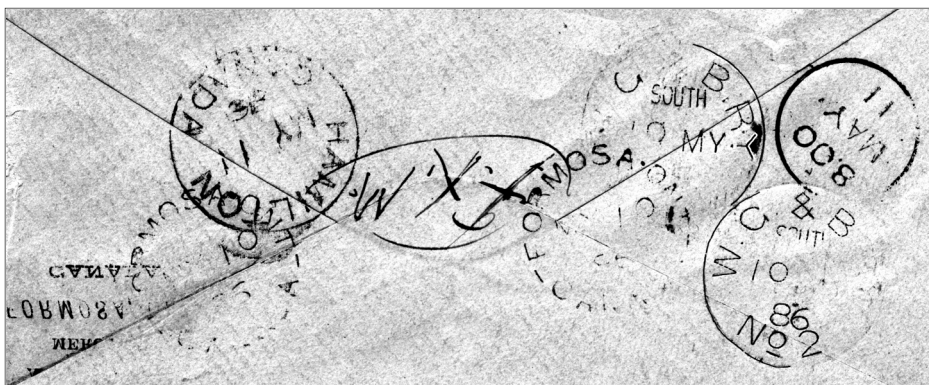
A new **early second period date** for **WT-642.02**, REG. & SWAN RIVER · R.P.O. / · N^o 2 · , 66, 8 VI, 57 , cancels a cover from Arran, SK to Toronto. It was brought back into use from 1957 until 1959 after being unused since 1929.

A picture post card is cancelled with a new late date for hammer **WT-876.08**, WINNIPEG & EDMONTON R.P.O. / N^o 8. , 2, JAN 5, 10.

It travelled to Ada, SK via Moose Jaw, Harrison and Lake Johnston.



A New Early Date for RY-214.02



The back of this registered cover from Formosa, Ontario to Hamilton has two very light backstamps of a new **early date** and the first report of a “**SOUTH**” indicium for hammer **RY-214.02**, W. G. & B. R^y / N^o 2. , SOUTH, 10 MY, 86. I thought that it might be an earlier hammer with “2” at the base but overlaying the two partial strikes with the reference illustration shows otherwise.

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More New Reports



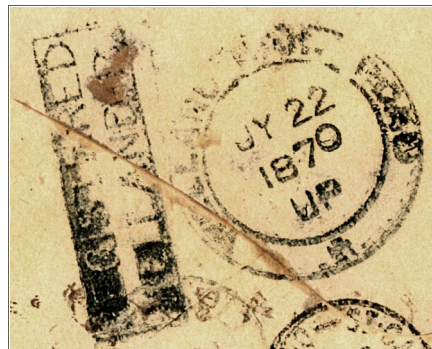
Rick Parama recently acquired the LRD for WT-166 and observed that the name appears to be DERRETT not DENNETT and that the “Tr” is probably permanent. Accordingly, the listing has been corrected to, **WT-166**, CAL. - VAN. R.P.O. / Tr. # / E. W. DERRETT

Rick also submits another rare clerk stamp and comments as follows, “WT-434 is noted in the catalogue that it needed to be confirmed. The year indicia is interesting as it is a mixture of sanserif and serif numbers. I suspect it is 1944. E. O. Anderson used another date stamp (WT-404) of a different configuration from 1946 to 1951”.

Because of this report and another observation, the listing has been corrected to, **WT-434**, M. J. & CAL. R.P.O. / E. O. ANDERSON / Tr #, Type CC5R, Indicia 1,8 , Period 194?/05/25-???/12/13, R.F. - G.



Jack Brandt sends us a new **early date** and first report of an N indicium for **ON-596.02**, TOR. & GRAVENHURST · R.P.O. / N^o 2, N, OC 30, 01. It is a transit backstamp on a registered cover.



Jack also found a new **late date** for hammer **RY-203.01**, WELLAND RAIL ROAD / a , JY 22, 1870, UP , as a transit stamp accompanied by RY-204.

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