

This issue has more new reports and updates from **Jack Brandt**, **Ross Gray**, **Colin Lewis** and **Wayne Schnarr**. **Rick Parama** has illuminating comments to share about the WT-753 Duck Lake cover.

In addition, **Peter McCarthy** provides an interesting analysis of the back and forth routing of an 1860 stampless cover to Waterloo, Quebec, which was not what it seemed at first glance and your editor looks at another cover which travelled on more trains than necessary to reach its destination.

A Longer Than Necessary Trip from Ross Gray



This registered cover, addressed to Clinton, Ontario, originated at Chepstow, Ontario on Thursday, April 5, 1888 and was put on board the evening northbound Wellington, Grey & Bruce Railway train to Kincardine. It was transit backstamped with **RY-214.011**, W. G. & B. RY / N^o 1., NORTH, 5 AP, 88 and the following morning, backstamped with **RY-214.011**, W. G. & B. RY / N^o 1., SOUTH, 6 AP, 88 (*A new LRD for the hammer.*). It was cancelled on arrival in Guelph later the same day and transferred to closed bag mail for Goderich. Probably it then travelled westward to Stratford on the next G.T.R. train and at Stratford, it was transferred to the Goderich train. It was cancelled on Saturday, April 7 in Goderich and put on board the morning eastbound train and postmarked with **ON-151.02**, GODERICH & FT · ERIE / RY.P.O. , E, AP 7, 88 (*A new ERD for the hammer.*). It finally arrived in Clinton later that morning after having passed through there the previous day on the way to Goderich.

New Reports from Wayne Schnurr

WT-91.126, C. & V. R.P.O. / ⌘ B.C. ⌘, 14, AU 29, 12, is the first report of **train 14** for the hammer.



WT-91.138, C. & V. R.P.O. / ⌘ B.C. ⌘, 61, JU 22, 13, is the first report of **train 61** for the hammer.



WT-91.144, C. & V. R.P.O. / = B.C. =, 97, FE 12, 10, is a new **early date** for the hammer.



WT-91.144, C. & V. R.P.O. / = B.C. =, 6, OC 18, 10, is the first report of **train 6** for the hammer.



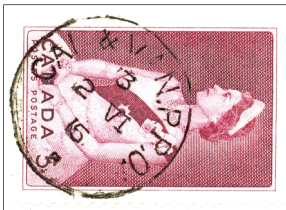
WT-91.152, C. & V. R.P.O. / ⌘ B.C. ⌘, 1, 7 FE, 54, is a new **late date** for the hammer.



WT-91.154, C. & V.- R.P.O. / ⌘ B.C. ⌘, 8, JUN 22, 65, is a new **late date** for both the hammer and listing.



WT-103, CAL. & VAN. R.P.O. / ., 3, 2 VI, 15, is a new **late date** for the listing. The clerk lacked a "65" year date slug and substituted a "15" day slug.



WT-103, CAL. & VAN. R.P.O. / ., 18, JUN 6, 55, is the first report of **train 18** for the listing.



WT-103, CAL. & VAN. R.P.O. / ., 7, 7 II, V, where the clerk substituted the roman numeral month slug for the year 1965. (The editor has a similar example dated 1965/03/10.)



A new **late date** for **WT-501.021**, NORTH B'FORD & EDN : R.P.O. / N 2, 5, MY 1, 45, is used as a transit backstamp on a registered cover from FPO 280 (3rd Canadian Infantry Division) to North Edmonton, Alberta



This is the first reported example of **train 12** for **WT-982.01**, WINNIPEG & VIRDEN · R.P.O. / N 1, 12, AU 11, 24.



New Reports from Ross Gray



A favour cover has a new **late date** for hammer **MT-22.06**, CAMP. & LEVIS - R.P.O. / . , 16, III 27, 68. It is accompanied by **MT-22.03**, CAMP. & LEVIS. R.P.O. / . , 17, 27 MR, 68.



On a post card from Tormentine, NB to Kinross, PEI, is a new **late date** for **MT-50.01**, CH'TOWN & SACKVILLE · R.P.O. / . , 42, SP 18, 33 , as well as the first report of **train 42** for the hammer.

On a pair of facing slips, one to Kentucky and the other to Texas, we find a new **early date** for hammer **MT-114.03**, HALIFAX & CAMPBELLTON / · R.P.O. · , 3, JUL 14, 58. The proof date was 1957/03/21.



A new **late date** for the listing and hammer **MT-176.01**, HALIFAX & ST JOHN · NIGHT / . , W, JUL 3, 22 , is used as a transit backstamp on a registered cover from Halifax to Fredericton.



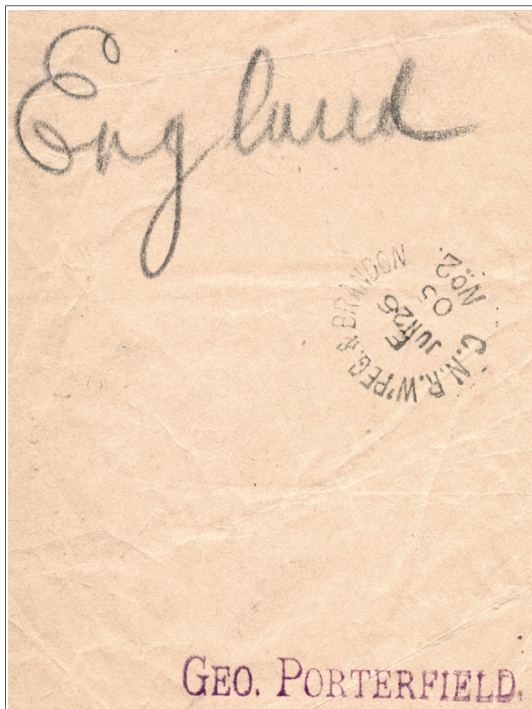
A "Pentelow" favour cover to Waukegan has a new **late date** for hammer **MT-178.01**, HALIFAX & SAINT JOHN / R.P.O. , 44, FE 25, 55 , as well as being the first reported example of **train 44** for the run, listing and hammer.

This new **late hammer date** for **ON-211.022**, HARRISBURG & SOUTHAMPTON M.C / N^o 2 , S, NO 23, 97 , is on a 3¢ Small Queen cover from Clifford, Ontario to Toronto.

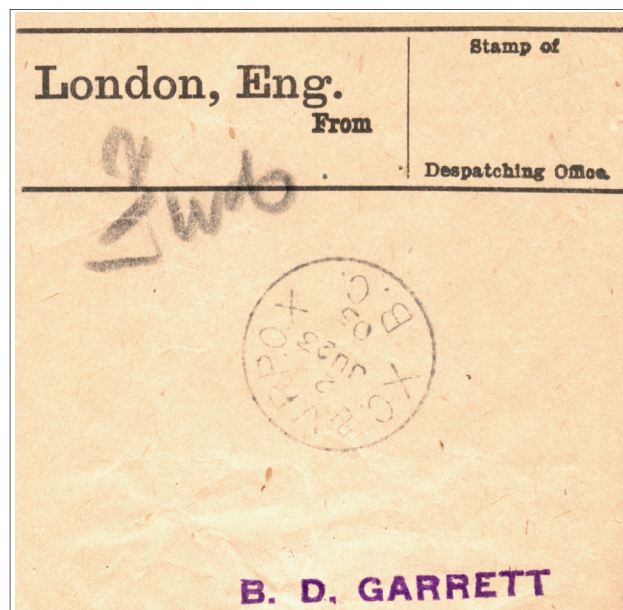


A new **late date** for **WT-344.07**, MED. HAT. & NEL. R.P.O. / N^o 7 , 68, OC 25, 27 , is used on a picture post card from Taber, AB to Belgium.

New Reports from Ross Gray



On a facing slip from the Canadian Northern Railway Winnipeg & Brandon R.P.O. to England is a new straight line clerk handstamp which will be listed as **WT-860.55**, GEO. PORTERFIELD. , Type SL0R, R.F. G . It is used with, **WT-858.02**, C.N.R. W'PEG. & BRANDON / No 2 , E, JUN 26, 05 , its rim almost invisible from wear in spite of its brief use.



On a facing slip to England from the Calgary & Vancouver R.P.O., struck in violet, is a new straight line clerk handstamp, **WT-105.55**, B. D. GARRETT, Type SL0R, R.F. G , accompanied by **WT-91.118**, C. & V. R.P.O. / X B.C. X , 2, JU 23, 05 .

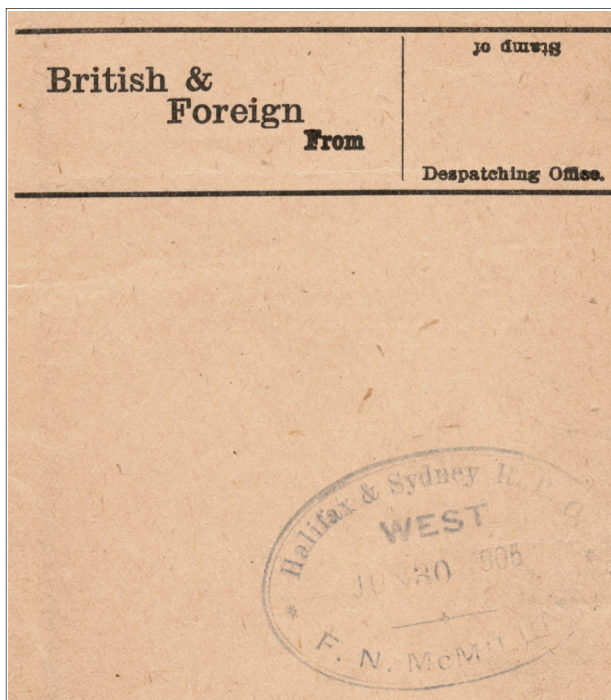


On a facing slip to England from the Calgary & Vancouver R.P.O., struck in black, is a new straight line clerk handstamp, **WT-105.65**, W. F. TRANT, Type SL0R, R.F. G , accompanied by **WT-91.134**, C. & V. R.P.O. / # B.C. # , 96, JU 26, 05 .

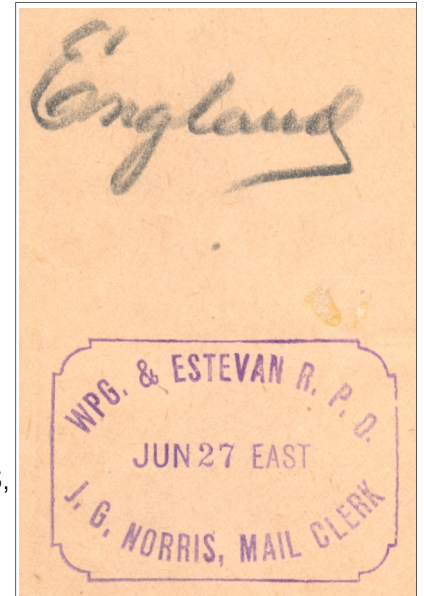
This new **late date** for **SN-49.01**, UNION STATION / SAINT JOHN - N.B. , 20, 15 VIII, 69 , is used on an unaddressed first day cover.



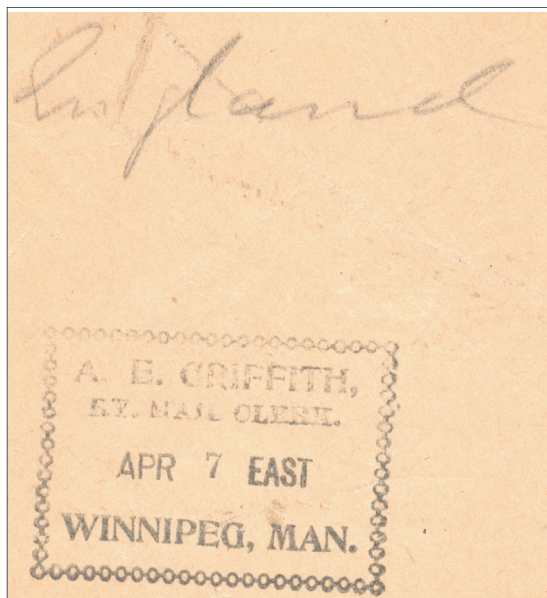
New Reports from Ross Gray



On a facing slip for mail addressed to British and foreign destinations from the Halifax & Sydney R.P.O., we find a previously unreported clerk handstamp struck in blue, now listed as **MT-189.55**, Halifax & Sydney R.P.O. / * F. N. McMILLAN * , WEST, JUN 30 1905, Type OV2R, R.F. G .



Struck in violet on a facing slip for mail addressed to England is this new **late date** for **WT-878**, WPG. & ESTEVAN R.P.O. / J. G. NORRIS, MAIL CLERK , JUN 27 EAST . The year date is assumed to be 1905 because this item was included in a group of other completely dated R.P.O. facing slips which are from that year.

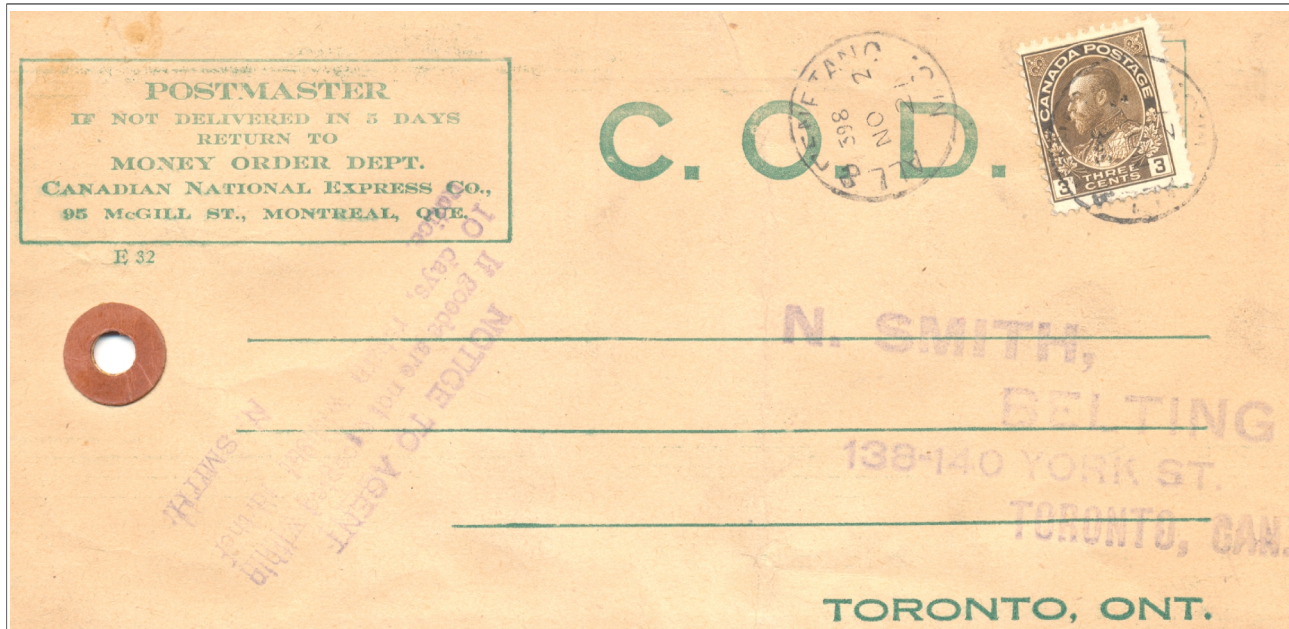


Struck in black on a facing slip for mail addressed to England is this new railway mail clerk stamp, **WT-1080.90**, A. E. GRIFFITH, / RY. MAIL CLERK. / WINNIPEG, MAN. , APR 7 EAST , Type SPXR , R.F. G. The year date is assumed to be 1905 because this item was included in a group of other completely dated R.P.O. facing slips which are from that year.



Only the **second reported and new early date** for **WT-482.03**, NELSON & MIDWAY · B.C. R.P.O. / . , E, JUN 23, 05 , is found on this facing slip. The proof date of the hammer is unknown. Accompanying it is a straight line clerk handstamp which will be listed as **WT-491.55**, Russell M. Burns. , Type SL0R, R.F. G .

New Reports from Ross Gray



A very worn **ON-4.01**, ALL. & PENETANG / M.C. , 398, NO 2, 21 , on a C.O.D. cover from Wyevalle, Ontario to Toronto is a **new, 2nd period date** for this hammer, which was proof struck on March 4, 1891 and was previously only reported used from March 25, 1891 until May 3, 1901. It is also the first report of **train 398** for the hammer. (A second hammer, ON-4.02 was proof struck on May 5, 1926.)

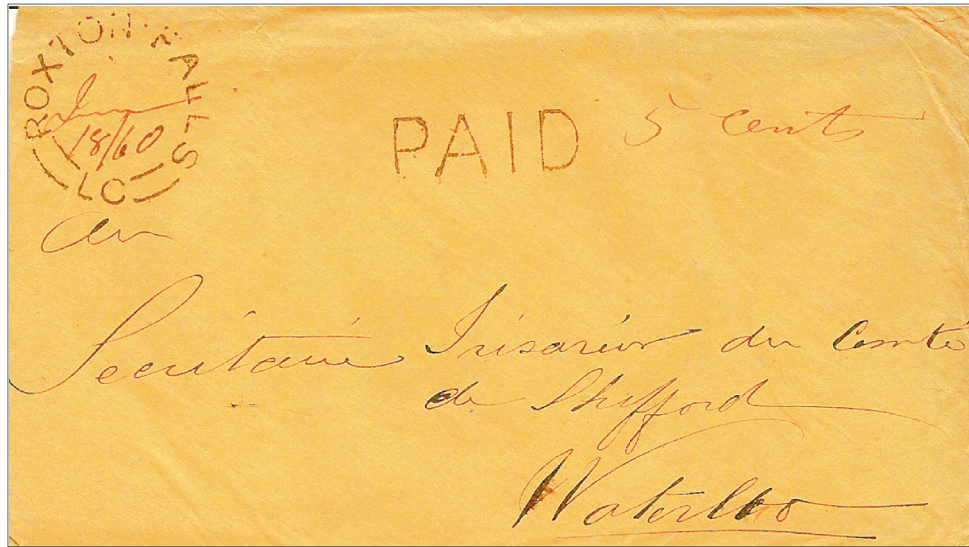


On a post card from Winnipeg to Lancaster, Mass. is this nicely struck new **early date** for the listing and hammer, **WT-231.01**, C.N.R.W'Y. EMERSON & WINNIPEG · R.P.O. / N^o 1, S, AP 12, 05. There is no proof record for either of the two hammers of the listing.



This example of **RY-214.032**, W. G. & B. RY / N^o . 3 , NORTH, OC 31, 89 , on a post card from Galt to Hespeler is a new **early hammer date** and the first report of NORTH for the hammer.

At First Glance by Peter McCarthy

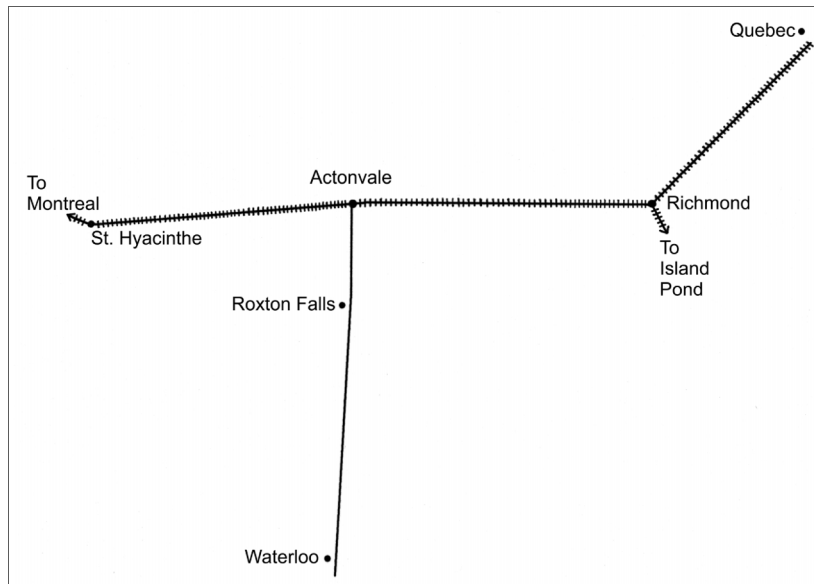


At first glance it would appear from the front of this cover, that it was posted to **Waterloo, C.E.** from **Roxton Falls, L.C.** However, on turning the cover over, we see four transit markings, **Actonvale**, a very faint **St. Hyacinthe**, **Waterloo** and a R.P.O., **QUEBEC AND RICHMOND G.T.R. WAY / No. 2** (QC-424). It was listed for sale as it looked, sent from Roxton Falls to Waterloo via Actonvale and St. Hyacinthe with a R.P.O. marking. There is something very wrong with the described routing and it was purchased knowing so.

Looking at the map, there would be absolutely no reason for this cover to have travelled to Actonvale and St. Hyacinthe when Waterloo is only about thirty miles directly south of Roxton Falls.

What most likely happened is that the cover was taken directly to a station between Quebec and Richmond and put aboard the morning train. The R.P.O. clerk applied the transit marking and put it in the closed bag for St Hyacinthe. This can be confirmed by the fact it travelled on the "UP" direction train and is dated January 17, 1860. The bag was then transferred to the westbound Island Pond & Montreal R.P.O. and put off at St. Hyacinthe. The post office at St. Hyacinthe applied a date stamp which is very faintly dated January 17, 1860 and sent it eastward to Actonvale by rail, where it was dated as received January 17, 1860 and then sent by road to Waterloo via Roxton Falls. It finally arrived in Waterloo January 18, 1860.

At First Glance by Peter McCarthy



WT-753 and Duck Lake cover

Rick Parama sends his comments regarding the article about **WT-753** originally published in the September-October, 2013 newsletter and subsequently reprinted in the Q-2 2014 edition of Topics

“I have a few observations on the cover shown in the recent Cowcatcher Column in Topics.”

“I believe that the 60 is telling us that the RPO was attached to train 59 and 60 in 1927. There are a few reasons be it somewhat indirect. One is that in the steel date stamps in this period only N or S strikes are found. The use of the letters are normal for those RPOs on which there was only one possible train in each direction. Numbers began to appear when it was necessary to differentiate postal cars. (in later years letters seemed to have been dropped altogether). Secondly I believe this is one of those clerk’s date stamps in which the “Tr” is fixed. I also think the indicia selection was limited to a train number and not N or S. The third is the schedule itself. Train 8 ran in the early hours of the morning through Duck Lake and was not a logical choice for hauling the RPO mail car. Train 60 made stops between Saskatoon and Prince Albert during normal working hours of the post offices along this route in 1929.”

“By May 1948 the same trains were running, but the times for trains 7/8 were much later in the day and in the realms of possibility. The May 1948 schedules for Western Canada are available on line in a copy of Waghorn’s Guide. These guides are very useful for western train schedules. I found these very useful in rationalizing tran numbers for my Alberta material. I also found train schedules were constantly changing in Alberta and these changes often explain which some train numbers appear in a limited year range.”

New Reports from Jack Brandt



ON-10.02, ARMSTRONG STN. & WP’G. R.P.O. / N^o 2 , ??, OC 29, 54 , is a new **late date** for the hammer.

ON-76.07, CAPREOL & ARMSTRONG STN. / · R.P.O. · , 4, 11 XI, 58 , is a new **early date** for the hammer. Proof date is 1958/09/30.



New Reports from Jack Brandt



WT-196.07, EDM. & DAWSON CREEK · R.P.O. N^o 7 / . , 2, MY 4, 44 , is a new **early date** for the hammer.



WT-213.021, EDM. & PR. GEO : R.P.O. / N^o 2 , 2, FE 23, 16 , is a new **early date** for the hammer, which was proof struck on February 2, 1916.



WT-337.04, M. H. & CRAN · R.P.O. / No. 4 , 11, 8 X, 52 , is a new **early date** for the hammer.



WT-440.021, M. JAW & MACKLIN · R.P.O. / N^o 2 , 312, JUN 12, 29 , is the first report of **train 312** for the hammer.



WT-440.031, M. JAW & MACKLIN · R.P.O. / N^o 3 , E, FE 16, 22 , is a new **late date** for the hammer.



WT-723.04, SASK. HARD. & EDMONTON · R.P.O. / · N^o 4 · , E, NO 6, 24 , is a new **early date** for the hammer.



WT-773.022, SOURIS & REGINA . R.P.O. / · N^o 2 · , 56, JUL 20, 46 , is a new **late date** for the hammer.

On a 1¢ dark green Admiral is a new **early date** for hammer **WT-885.02**, W'PEG. & KAM · R.P.O. / N^o 2 , 2, OC 7, 16 .

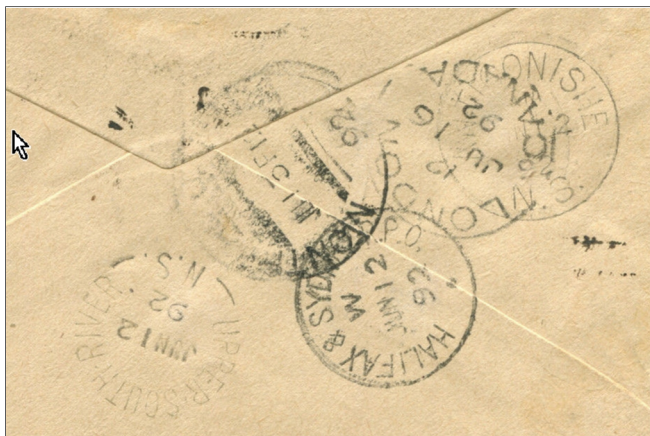
WT-897.13, WINNIPEG & MOOSE JAW · R.P.O. / N^o 13 , 18, DE 8, 55 , is the first report of **train 18** for the hammer.



WT-961.02, WPG. & REG. R.P.O. / N^o 2 , 53, JAN 24, 47 , is the first report of **train 53** for the hammer.

New Reports

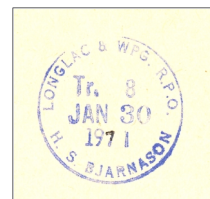
Joe Smith found this interesting **faked** example of **MT-59.01**, P.E.I R.R. - C & S / _ N^o 1 _ , OC 15, ?? , socked on the nose on a 2¢ Jubilee stamp. The strike is convincingly recreated except for being applied to the much too late, out of period stamp and is only about 90% of the original size of the genuine cancellation.



Observed on eBay is this remarkable **new early date for both the listing and hammer, MT-185.01**, HALIFAX & SYDNEY R.P.O. / . , W, JUN 12, 92. It is a transit backstamp on a registered cover from Upper South River, N.S. to London, Ontario via Antigonish and Montreal.

Previously the earliest reported date for both the hammer and listing was August 28, 1900!

Wayne Schnarr sends this example of **ON-293**, LONGLAC & WPG. R.P.O. / H. S. BJARNASON , Tr. 8, JAN 30, 1971. It is the first report of **train 8**.



Colin Lewis found a new **late date** for hammer **WT-590.02**, REGINA & CANORA. R.P.O. / N^o 2 , S, JUL 23, 23 , used as a transit backstamp on a registered cover from Yorkton, Saskatchewan to Chicago.

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