

This issue has an article examining the R.P.O.s used on the Oxford Branch of the ICR/CGR/CNR in Nova Scotia, another article on the St. Paul & Edmonton, Elk Point & Edmonton and Bonnyville & Edmonton R.P.O.s. and a third about the R.P.O.s operated over the London & Port Stanley Railway. There are also new reports from **Jack Brandt**, **Ross Gray** and **Sean Weatherup**, as well as the Secretary-Treasurer's report from Sean Weatherup.

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ON-637.02, TOR. & LON. G.T.R. R.P.O. / N^o 2 , 7, FE 23, 19 , is the first report of **train 7** for the hammer.



I.C.R. Station - Oxford Junction, Nova Scotia

Oxford & Pictou R.P.O.

The Oxford & Pictou R.P.O. actually operated between Oxford Junction & Pictou, via Oxford.

ATLANTIC STANDARD TIME						
INTERCOLONIAL RAILWAY						
PICTOU LANDING BRANCH						
Mls.	STATIONS	78 Mixed A.M.	100 Mixed A.M.	22 Mixed P.M.		
0.	PICTOU LAND'G. Dep	.....	18 40	15 35	.....	.....
7.0	Trenton	18 45	8 57	5 55	.....	.....
8.0	New Glasgow	8 50	10 50	6 00	.....	.....
10.1	STELLARTON Arr	7 00	11 00	6 10	.....	.....
		79	21	101		
0.	STELLARTON Dep	18 30	17 40	14 45	.....	.....
2.1	New Glasgow	8 38	8 00	4 50	.....	.....
3.1	Trenton	8 42	8 03	4 55	.....	.....
10.1	PICTOU LAND'G. Arr	.....	8 20	5 15	.....	.....
		A.M.	A.M.	P.M.		

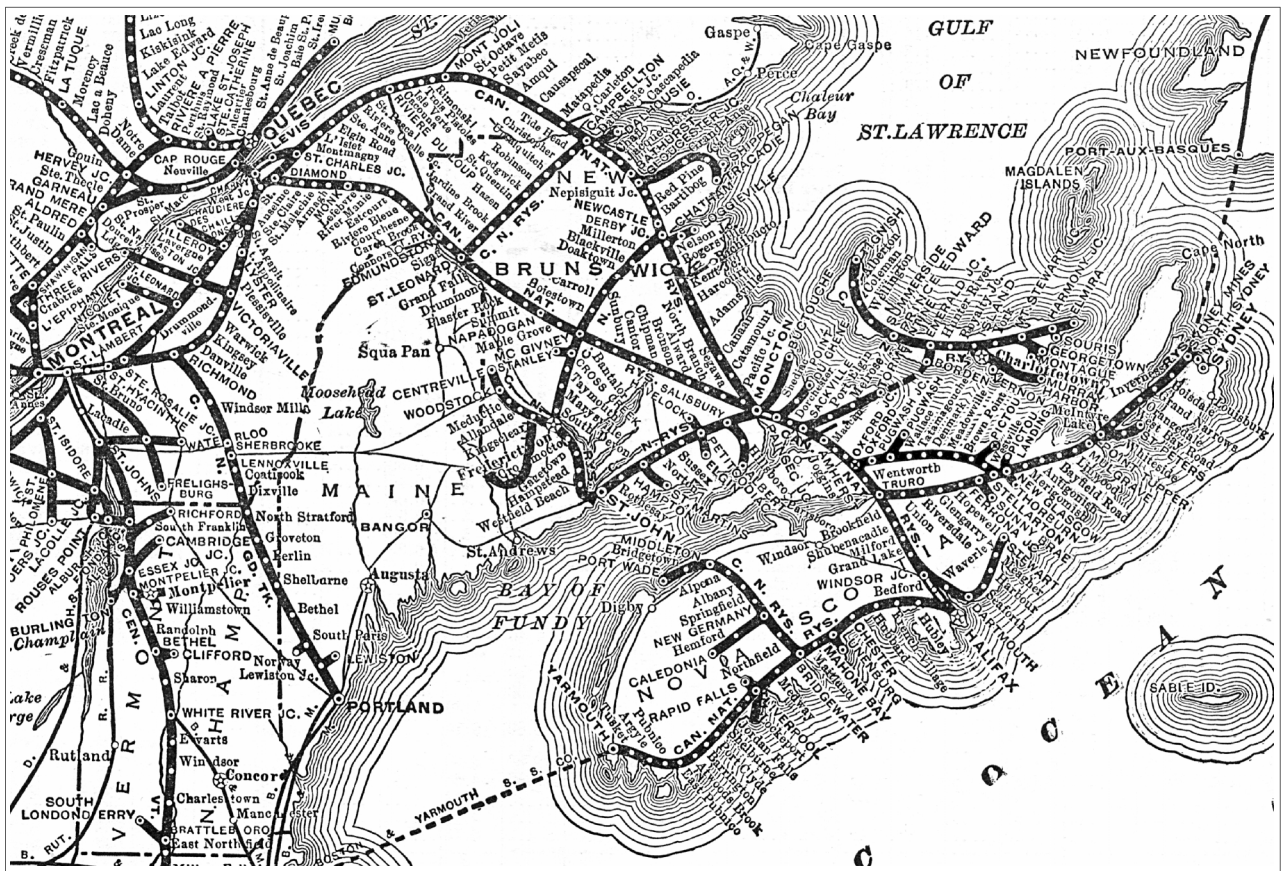
PICTOU BRANCH						
Mls.	STATIONS	61 Express A.M.	27 Mixed A.M.	139 Mixed P.M.	65 Mixed P.M.	
0.	PICTOU Dep	18 45	110 20	12 20	18 45	.....
1.7	Brown's Point	8 51	10 25	2 25	6 51	.....
3.4	Lochbroom	8 56	10 31	2 29	6 56	.....
6.2	Sylvester	17 04	110 41	12 38	17 06	.....
8.1	Alma	17 11	110 46	12 43	17 13	.....
10.8	Westville	7 20	10 55	2 51	7 25	.....
13.9	Stellarton	7 30	11 20	3 00	7 40	.....
16.0	NEW GLASGOW Arr	7 40	11 25	.....	7 45	.....
		62 Mxd.	28 Mxd.	140 Mxd.	66 Exp.	
0.	NEW GLASGOW Dep	17 20	110 50	13 00	19 55	.....
2.1	Stellarton	7 45	11 25	3 20	10 10	.....
5.2	Westville	7 55	11 35	3 40	10 18	.....
7.9	Alma	8 04	11 44	3 50	10 27	.....
9.8	Sylvester	8 10	11 50	3 57	10 32	.....
12.6	Lochbroom	8 19	11 59	4 07	10 40	.....
14.3	Brown's Point	8 25	12 05	4 15	10 45	.....
16.0	PICTOU Arr	8 30	12 10	4 20	10 50	.....
		A.M.	N'ON	P.M.	P.M.	

OXFORD BRANCH						
Mls.	STATIONS	90 Mixed A.M.	88 Express P.M.			
0.	OXFORD JCT Dep	15 10	12 30	.....	.....	.....
2.9	Oxford	5 30	2 37	.....	.....	.....
11.4	Conn's Mills	6 00	2 56	.....	.....	.....
15.7	Pugwash Jct.	6 15	3 05	.....	.....	.....
20.4	Pugwash Arr	6 30	3 18	.....	.....	.....
20.4	Pugwash Dep	6 40	3 18	.....	.....	.....
15.7	Pugwash Jct.	6 55	3 34	.....	.....	.....
20.2	Wallace Bridge	17 11	13 47	.....	.....	.....
28.2	Wallace	7 24	3 55	.....	.....	.....
27.5	Malagash	17 41	4 10	.....	.....	.....
35.1	Tatamagouche	8 11	4 30	.....	.....	.....
41.8	Denmark	8 38	4 47	.....	.....	.....
47.2	River John	9 09	5 00	.....	.....	.....
55.2	Meadowville	9 37	5 20	.....	.....	.....
60.2	Scotsburn	9 57	5 33	.....	.....	.....
64.9	Lyon's Brook	10 14	5 44	.....	.....	.....
67.4	Brown's Point	10 25	5 50	.....	.....	.....
69.1	PICTOU Arr	10 30	5 55	.....	.....	.....
		87 Express	89 Mixed			
0.	PICTOU Dep	18 20	11 00	.....	.....	.....
1.7	Brown's Point	8 25	1 05	.....	.....	.....
4.2	Lyon's Brook	8 31	1 15	.....	.....	.....
8.9	Scotsburn	8 42	1 33	.....	.....	.....
13.9	Meadowville	8 53	1 51	.....	.....	.....
21.9	River John	9 09	2 20	.....	.....	.....
27.3	Denmark	9 20	2 40	.....	.....	.....
34.0	Tatamagouche	9 35	3 03	.....	.....	.....
41.6	Malagash	9 52	3 29	.....	.....	.....
45.9	Wallace	10 00	3 55	.....	.....	.....
48.9	Wallace Bridge	10 07	4 06	.....	.....	.....
53.4	Pugwash Jct.	10 15	4 22	.....	.....	.....
58.1	Pugwash Arr	10 30	4 37	.....	.....	.....
58.1	Pugwash Dep	10 30	4 47	.....	.....	.....
53.4	Pugwash Jct.	10 40	5 02	.....	.....	.....
57.7	Conn's Mills	10 50	5 20	.....	.....	.....
66.2	Oxford	11 07	6 00	.....	.....	.....
69.1	OXFORD JCT Arr	11 12	6 15	.....	.....	.....
		A.M.	P.M.			

† Daily, except Sunday.
A Arrive.
f Trains stop when signalled or when there are passengers to set down.

The Intercolonial Railway completed the 67 mile line from Oxford Junction to Brown's Point on July 15, 1890, as well as a 4.5 mile spur to Pugwash. At Brown's Point, the line connected with the Pictou-New Glasgow branch which had been completed in 1887.

Oxford & Pictou R.P.O.



OXFORD JUNCTION AND PICTOU									
TABLE No. 39									
Atlantic Time									
	34	290	Mis			33	289		
	P.M.	A.M.		Lv.	Ar.	A.M.	P.M.		
.....	↑ 3.35	♢ 5.25	0.0	Oxford Jct., N.S.	⊙	↑ 11.27	♢ 6.20	.....	.....
.....	3.41	5.34	2.8	Oxford	⊙	11.15	6.10	.....	.....
.....	3.58	6.00	11.3	Conn. Mills .....	.....	10.54	5.40	.....	.....
.....	4.08	6.16	15.6	Pugwash Jct. ....	.....	10.46	5.17	.....	.....
.....	4.23	6.31	20.3	Ar. Pugwash	Lv.	10.30	4.51	.....	.....
.....	4.37	6.46	15.6	Pugwash Jct. ....	.....	10.14	4.37	.....	.....
.....	.f.	.f.	18.9	Van Buskirks .....	.....	.f.	.f.	.....	.....
.....	.f.	.f.	19.0	Fountain Rd. ....	.....	.f.	.f.	.....	.....
.....	4.47	6.58	20.3	Wallace Bridge .....	.....	10.05	4.22	.....	.....
.....	4.56	7.05	23.2	Wallace .....	.....	9.59	4.09	.....	.....
.....	5.05	7.18	27.5	Malagash	⊙	9.46	3.48	.....	.....
.....	.f.	.f.	30.4	McCallums .....	.....	.f.	.f.	.....	.....
.....	5.25	7.35	35.1	Tatamagouche .....	.....	9.27	3.20	.....	.....
.....	.f.	.f.	38.7	Fergusons .....	.....	.f.	.f.	.....	.....
.....	5.41	7.50	41.8	Denmark .....	.....	9.13	3.00	.....	.....
.....	.f.	.f.	43.5	Wilson .....	.....	.f.	.f.	.....	.....
.....	5.56	8.05	47.2	River John .....	.....	9.01	2.43	.....	.....
.....	.f.	.f.	52.2	Rogers .....	.....	.f.	.f.	.....	.....
.....	.f.	.f.	53.5	MacDonalds .....	.....	.f.	.f.	.....	.....
.....	6.15	8.43	55.3	Meadowville .....	.....	8.43	2.18	.....	.....
.....	6.29	9.00	60.3	Scotsburn .....	.....	8.30	2.03	.....	.....
.....	6.44	9.18	64.9	Lyon Brook .....	.....	8.19	1.48	.....	.....
.....	7.05	9.35	67.4	Brown Point	⊙	8.10	1.40	.....	.....
.....	↑ 7.15	♢ 9.40	69.2	Pictou, N.S.	⊙	↑ 8.05	♢ 1.35	.....	.....
.....	P.M.	A.M.		Ar.	Lv.	A.M.	P.M.	.....	.....

Canadian National Railways Timetable - 1925



MT-268
 Proof date - 1891/11/24
 ERD - 1892/01/26
 LRD - 1917/07/25
 Indicia - E,W



MT-269.01
 Proof date - unknown
 ERD - 1906/01/20
 LRD - 1915/07/02
 Indicia - E,W

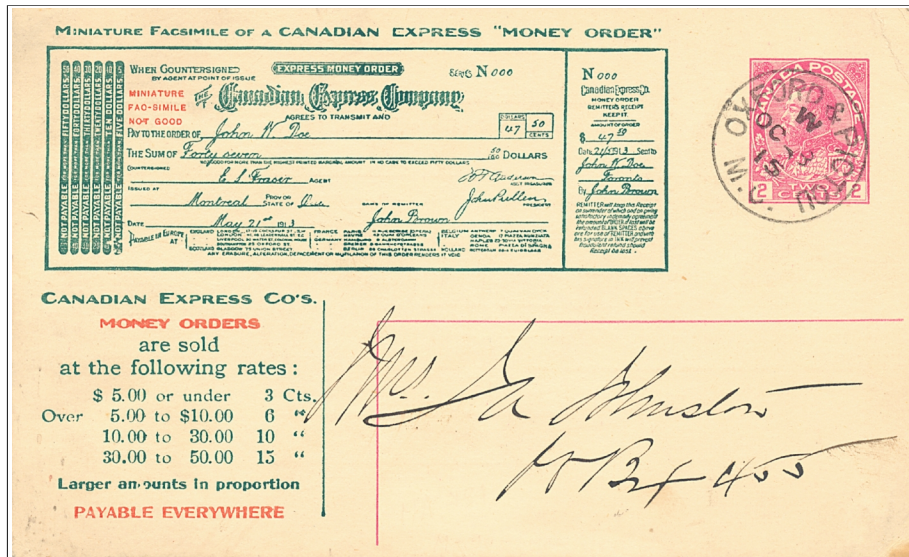


MT-269.02 proof
 ERD - 1917/10/22
 LRD - 1925/01/26
 Indicia - E,W

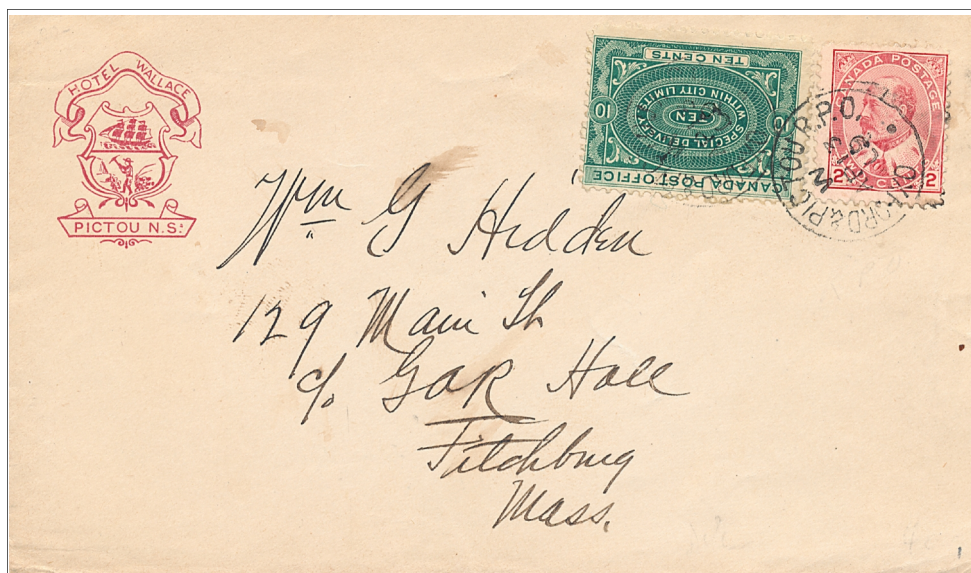


MT-271 proof
 ERD - 1935/12/02
 LRD - 1944/09/06
 Indicia - 333, 334

Oxford & Pictou R.P.O.



MT-268, OXFORD & PICTOU / M.C. , W, OC 8, 15



MT-269.01, OXFORD & PICTOU R.P.O./ . , W, AP 13, 09



MT-269.02, OXFORD & PICTOU R.P.O./ . , E, JUL 22, 20

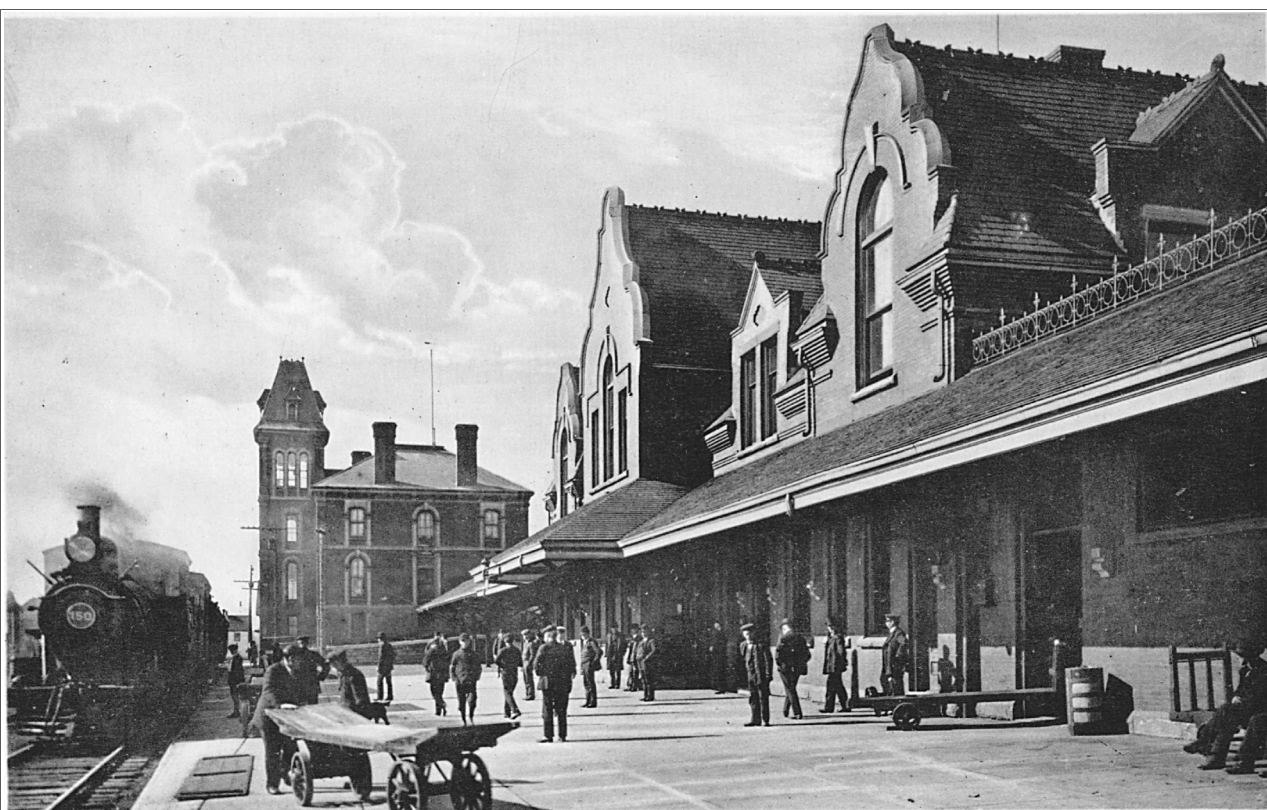
Pictou & Oxford R.P.O.



MT-272 proof
ERD - 1925/05/11
LRD - 1935/11/08
Indicia - E,W,33,34

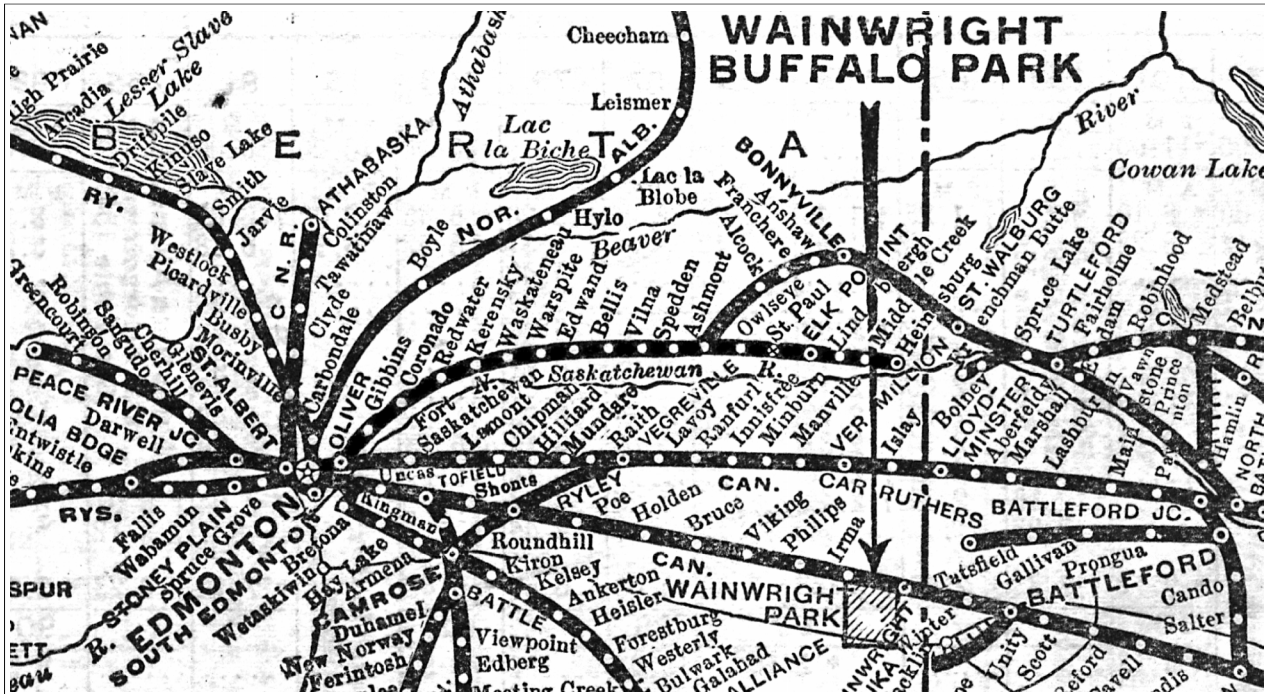


MT-273 proof
ERD - 1943/03/13
LRD - 1960/06/10
Indicia - 333,334,633



I.C.R. Station - Pictou, Nova Scotia

St. Paul de Metis & Edmonton R.P.O.

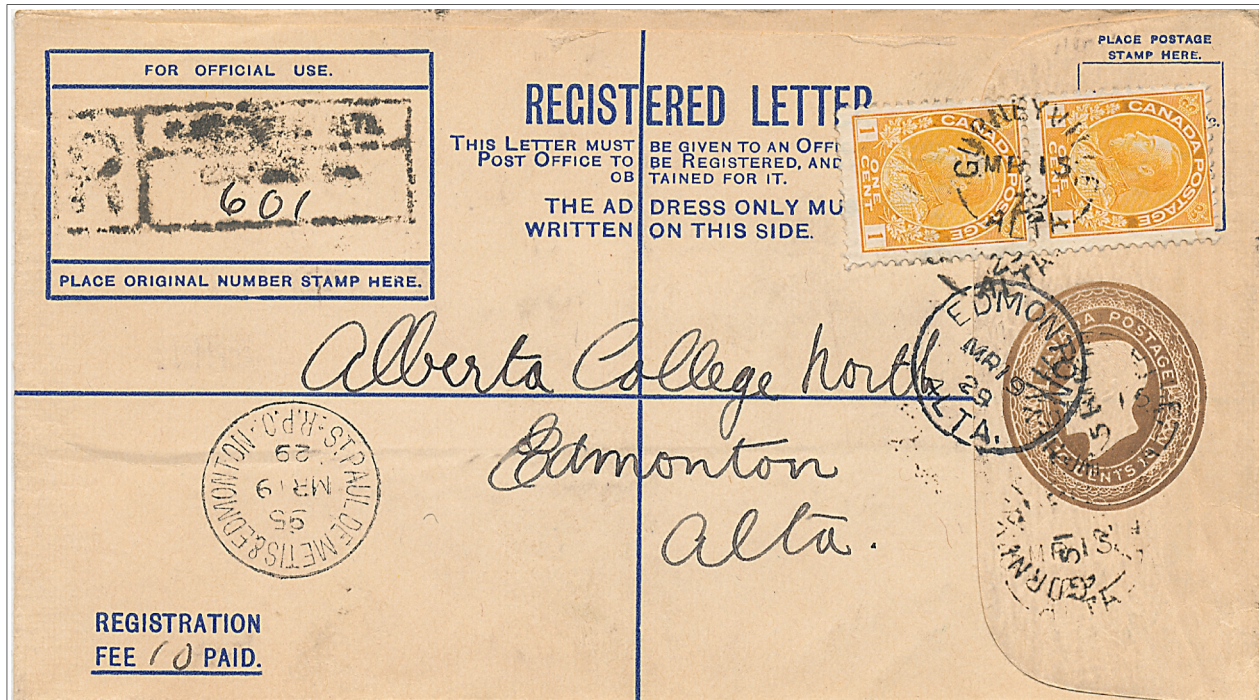


Canadian National Railways public timetable March 2, 1930

The Canadian National Railways branch line from St. Paul Junction, 6 miles east of Edmonton, was completed as far as Spedden in 1919 and reached St. Paul de Metis in 1920. In 1926 the line was extended further eastward to Elk Point and reached Heinsburg in 1928.

Proof struck on December 6, 1928, **WT-683**, **ST PAUL DE METIS & EDMONTON / R.P.O.**, was the first postmark used on the line. Its use was very brief and is only known between January 8 1929 and June 6, 1929. St. Paul de Metis became known simply as St. Paul in 1929 and a new replacement hammer, **WT-684**, **ST PAUL & EDMONTON R.P.O. /**, was proof struck on September 13, 1929. It was also only very briefly used from November 12, 1929 until April 24, 1930.

The R.P.O. run was extended further east to Elk Point in 1930 and used **WT-229.01**, **ELK POINT & EDM. R.P.O. /**, which had been proof struck on April 24, 1930. Known use is from September 8, 1930.

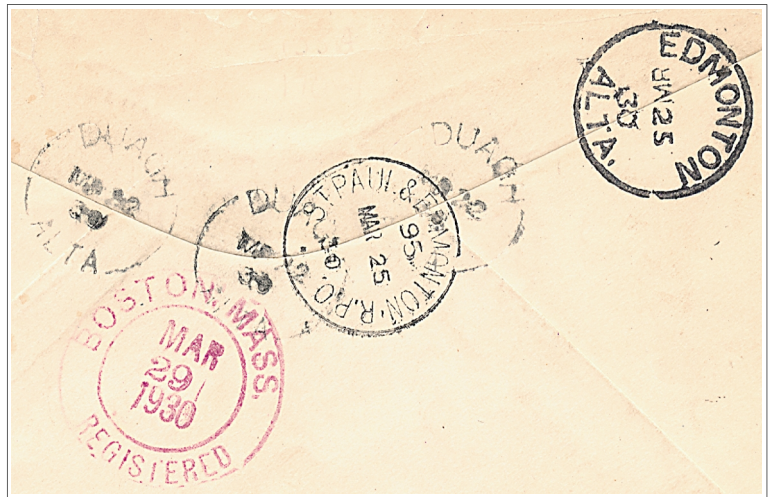


WT-683, **ST PAUL DE METIS & EDMONTON / R.P.O.**, 95, MR 19, 29

St. Paul & Edmonton R.P.O.



EDMONTON, HEINSBURG		
96	TABLE 277	95
Mountain Time		
P.M.	(Macdonald Hotel)	P.M.
11 @00	0 Lv Edmonton @ Ar	2 @15
11.10	3 North Edmonton.	2.02
11.17	6 St. Paul Jct.....	1.53
11.34	14 Duagh.....	1.36
11.54	22 Gibbons.....	1.15
12.07	27 Coronado.....	1.02
12.29	36 Redwater.....	12.40
12.41	41 Kerensky.....	12.27
1.00	49 Radway.....	12.07
1.16	56 Waskateau.....	11.50
1.30	63 Warspite.....	11.33
1.48	71 Smoky Lake.....	11.14
2.10	81 Edwand.....	10.49
2.26	86 Bellis.....	10.36
2.49	96 Vilna.....	10.14
3.07	105 Spedden.....	9.55
3.22	111 Ashmont.....	9.40
@3.35	115 Ar Abilene..... Lv	9 @30
@3.35	115 Lv Abilene..... Ar	9 @30
3.49	119 Owiesye.....	9.11
4.10	127 Ar St. Paul.....	8.30
4.32	136 Lv Edouardville.....	8.06
4.45	141 Armistice.....	7.53
5.05	146 Elk Point.....	7.40
5.13	149 Murltel.....	7.30
5.26	156 Lindberg.....	7.17
5.40	161 Middle Creek.....	7.04
@6.00	166 Ar Heinsburg..... Lv	6 @50
P.M.		A.M.



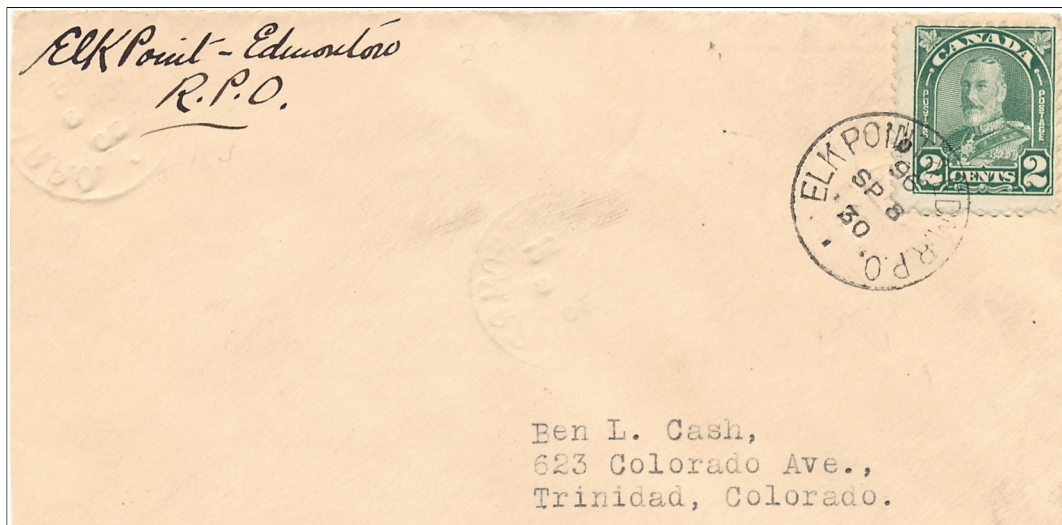
WT-684, ST PAUL & EDMONTON · R.P.O. / . , 95, MAR 25, 30

CNR Timetable - 1931



WT-685, St. Paul & Edmonton R.P.O. / J. H. LYALL , 26, NOV 18, 1929

Elk Point & Edmonton R.P.O.

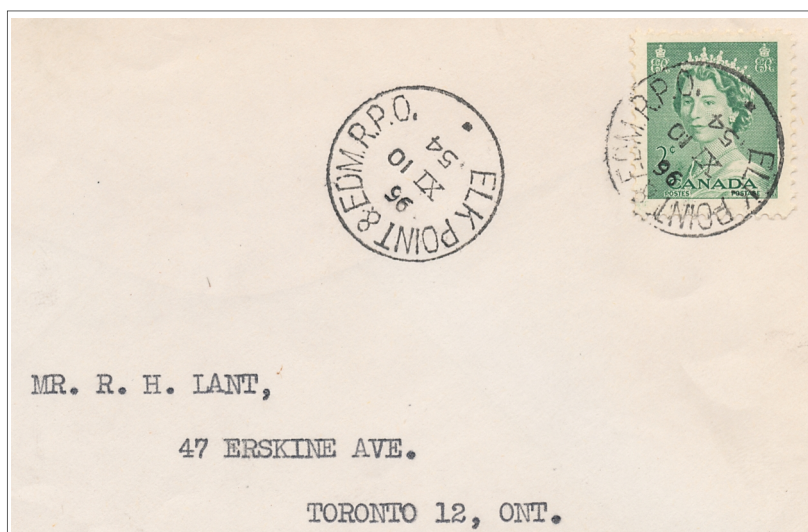


WT-229.01, ELK POINT & EDM. R.P.O. / . , 96, SP 8, 30 (*the ERD*)

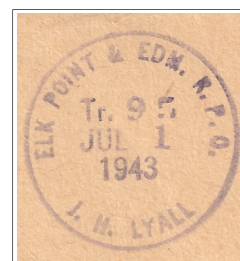
This favour cover is addressed to **Ben Cash**, an American R.P.O. clerk, with whom the editor corresponded briefly in the 1970s. He created many similar favour covers for other Canadian R.P.O.s.



WT-229.01, ELK POINT & EDM. R.P.O. / . , 95, FE 13, 36



WT-229.02, ELK POINT & EDM. R.P.O. / . , 96, XI 10, 54



WT-230

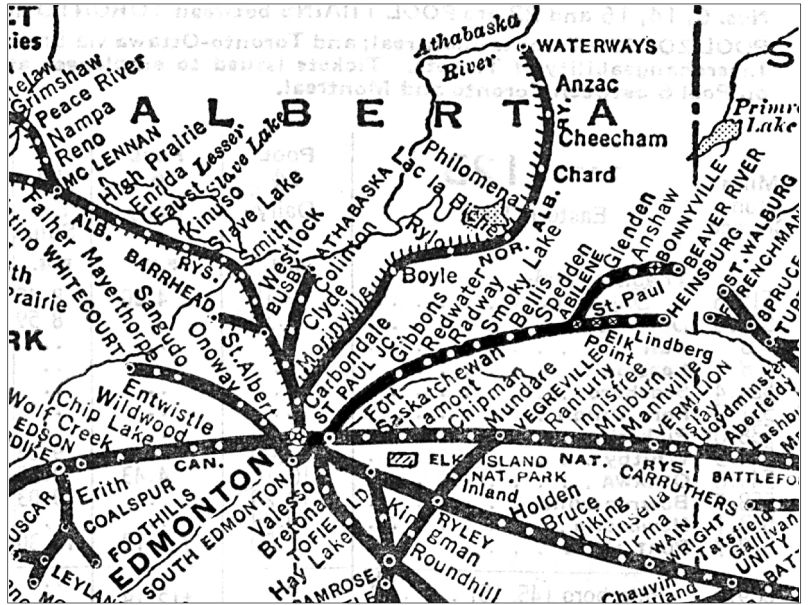
ELK POINT & EDM. R.P.O. /
J. H. LYALL , Tr. 95, JUL 1, 1943
(*Hautala collection*)

Bonnyville, St. Paul & Edmonton R.P.O.

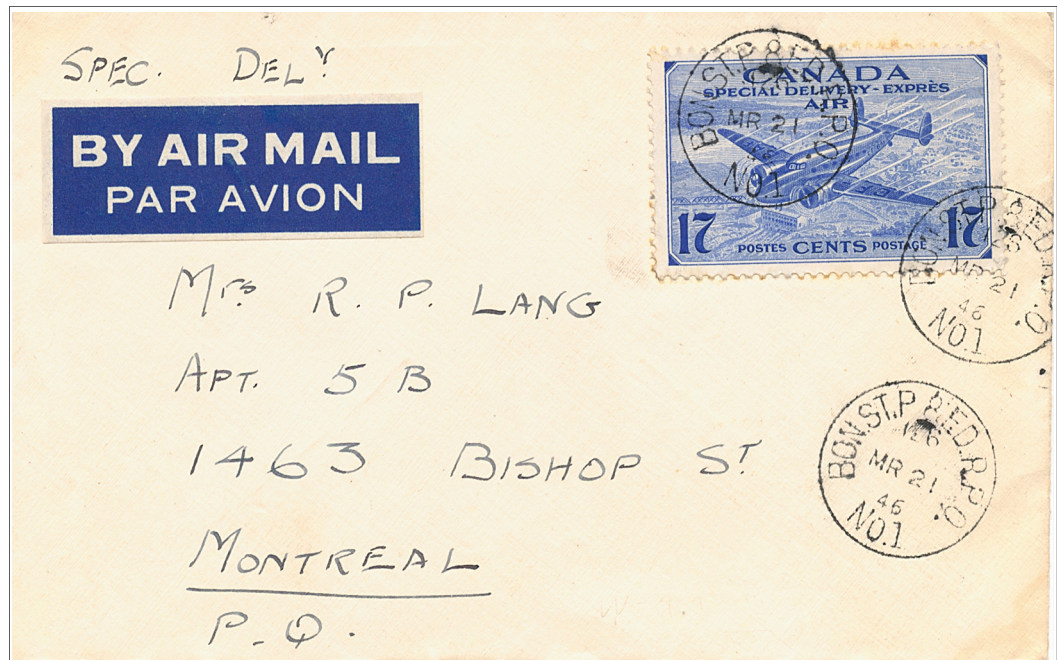
A line from Abilene to Bonnyville was completed in 1928, extended to Beaver River in 1930, and completed to Grand Centre in 1951.

The Bonnyville, St. Paul & Edmonton R.P.O. was initiated in 1946 and used **WT-14** until the run ended in 1955, when the Elk Point & Edmonton R.P.O. was also discontinued.

EDMONTON—ST. PAUL— BONNYVILLE—HEINSBURG— BEAVER RIVER			
Read Down		Read Up	
96 Daily x Sat.	Miles	TABLE 291 Mountain Time	95 Daily ex Sun
P.M. 12.30	0.0 Lv	EDMONTON . . . Ar	P.M. 2.00
12.42	3.1	North	1.45
12.50	6.8	Edmonton 241	1.35
1.12	14.0	St. Paul Jct.	1.12
1.28	22.4	Gibbons . . .	1.17
1.38	27.4	Coronado . .	12.47
1.57	36.4	Redwater . . .	12.28
2.08	41.7	Kerensky . . .	12.18
2.28	49.9	Radway . . .	12.03
2.48	56.9	Waskatenau .	11.50
3.08	63.8	Warspite . . .	11.38
3.29	71.4	Smoky Lake .	11.22
3.50	81.5	Edward . . .	10.57
4.10	96.6	Bellis . . .	10.40
4.32	105.0	Vilna . . .	10.20
4.52	115.3	Spedden . . .	10.02
5.05	115.3	Ashmont . . .	9.50
5.20	115.3	ABILENE . . . Lv	9.40
125 Daily x Sun.			126 Daily ex Sat
A.M. 9.50	5.35	115.3 Lv ABILENE . . . Ar	P.M. 9.25
10.00	5.45	119.6 Owlseye . . .	9.14
10.15	6.00	27.0 Lv ST. PAUL . . . Ar	9.00
A.M. 6.40	6.40	27.0 Lv	8.50
7.00	36.2	Edouardville .	8.31
7.10	41.0	Armistice . . .	8.21
7.25	46.4	Elk Point . . .	8.10
7.35	49.8	Muriel . . .	8.02
7.47	56.2	Lindbergh . .	7.50
7.57	61.3	Middle Creek .	7.40
8.10	66.8	HEINSBURG . . Lv	7.30
126 Daily x Sat.			125 Daily ex Sun.
P.M. 5.35	115.3 Lv	ABILENE . . . Ar	P.M. 9.25
5.43	119.4	Boscombe . . .	9.15
5.59	125.4	Mallig . . .	9.00
6.14	130.3	Therien . . .	8.48
5.30	34.4	Glendon . . .	8.38
5.43	39.7	Franchere . .	8.26
7.00	46.8	Anshaw . . .	8.12
7.15	52.2	BONNYVILLE . Lv	A.M. 8.00
P.M. 7.45	52.2 Lv	BONNYVILLE . Ar	A.M. 7.40
8.03	58.5	Fort Kent . . .	7.25
8.18	63.8	Ardmore . . .	7.10
8.35	70.0	Le Goff . . .	6.53
8.45	72.8	BEAVER RIVER Lv	6.45
P.M.		ALTA.	A.M.



C.N.R. Timetable - 1950



WT-14, BON. ST. P. & ED. R.P.O. / No.1 , 126, MR 21, 46.

The hand written enclosure from A. R. Osterman in this favour cover says that it is the first day of operation for the R.P.O. The hammer was proof struck only 3 days earlier, on March 18.

Bonnyville & Edmonton R.P.O.

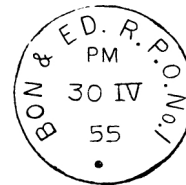
In 1955, the Bonnyville, St. Paul & Edmonton R.P.O. was replaced with the Bonnyville & Edmonton R.P.O. until it was discontinued in 1957.



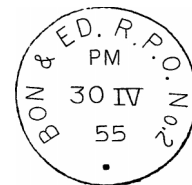
WT-13.01, BON. & ED. R.P.O. No. 1 / . , 85, VII 29, 55 .

WT-13.02, BON. & ED. R.P.O. No. 2 / . , 95, XII 30, 55 .

EDMONTON—ST. PAUL—BONNYVILLE— HEINSBURG—GRAND CENTRE			
Read Down		Read Up	
96	95	TABLE 204	
Ex. Sat.	Ex. Sun.	Miles	Mountain Time
P.M. 3.15	P.M. 1.15	0.0Lv	EDMONTON Jr (135) Ⓞ
3.27	1.00	3.1	North Edmonton 146
3.35	12.50	6.8	St. Paul Jct.
3.47	12.38	14.0	Duagh
4.00	12.25	22.4	Gibbons
4.08	12.15	27.4	Coronado
4.24	11.59	36.4	Redwater
4.33	11.49	41.7	Kerensky
4.50	11.35	49.9	Radway
5.08	11.21	56.9	Waskatenau
5.22	11.08	63.8	Warspite
5.43	10.52	71.4	Smoky Lake
6.01	10.30	81.5	Edward
6.21	10.14	86.8	Bellis
6.41	9.54	96.6	Vilna
6.57	9.36	105.0	Spedden
7.09	9.23	111.5	Ashmont
7.21	9.15	115.3Ar	ABILENE Lv
126 Ex. Sun.	159 Ex. Sat.	115.3Lv	ABILENE . . .
A.M. 9.40	A.M. 9.05	119.6	Owseye . . .
M342 Ex. Sat.	M341 Ex. Sun.	127.0 Ar	ST. PAUL Lv
10.05	8.40	136.2	Edouardville . . .
P.M. 8.35	8.20	41.0	Armistice . . .
10.25	6.15	146.4	Elk Point . . .
		149.8	Muriel . . .
		156.2	Lindbergh . . .
		161.3	Middle Creek . . .
		166.8Ar	HEINSBURG Lv
		115.3Lv	ABILENE Ar
		7.30	Boscombe . . .
		7.37	Mallaig . . .
		7.52	Therien . . .
		8.03	Glendon . . .
		8.18	Franchere . . .
		8.34	Anshaw . . .
		8.48	Bonnyville . . .
		9.15	Fort Kent . . .
		9.32	Ardmore . . .
		9.46	Le Goff . . .
		10.00	Beaver River . . .
		10.12	GRAND CENTRE
		10.25	ALTA. Lv



WT-13.01 proof
ERD - 1955/06/30
LRD - 1957/08/27
Indicia - 85,95



WT-13.02 proof
ERD - 1955/05/14
LRD - 1957/07/29
Indicia - 95

C.N.R. Timetable September, 1956

New Reports from Ross Gray



This across the country registered cover from Vancouver to Kentville has a new **early date** for hammer **MT-146.03**, HX. DIG. & YAR. / R.P.O., 98, JUN 13, 29 .

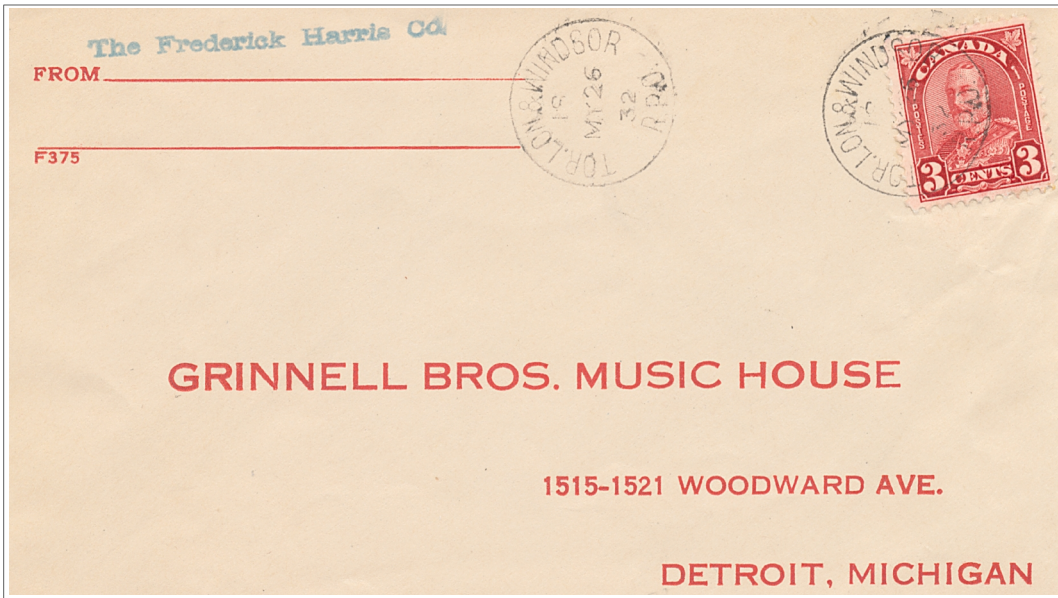


QC-118.04, MALONE & MONTREAL . R.P.O. / . , S, OC 13, 27 , used as a transit backstamp on a registered cover from Ottawa to Berwick, PA., is the first report of an “S” **direction** indicium for the hammer.

ON-506.01, ST THOMAS & WINDSOR. R.P.O. / . , E JU 21, 18 , is a new **late date** for the hammer.

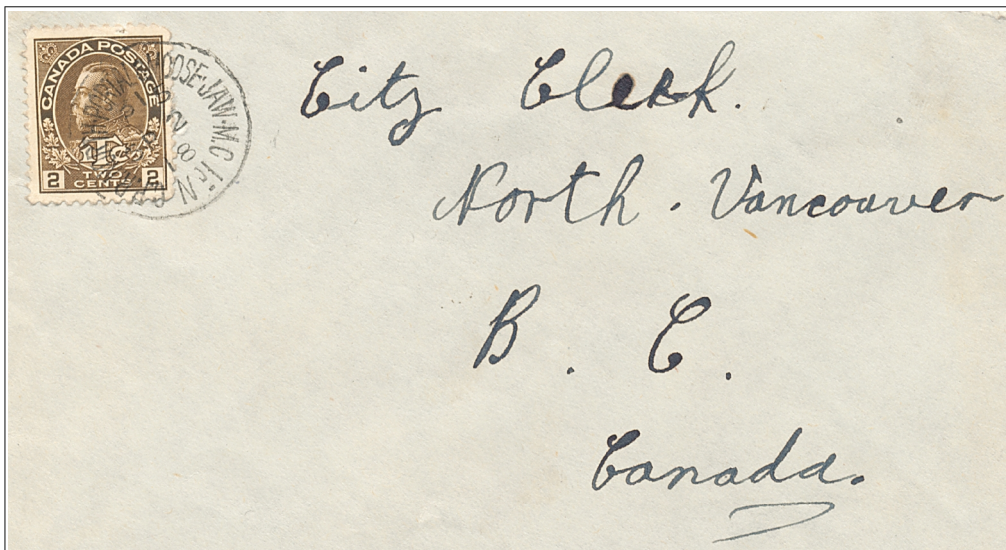


New Reports from Ross Gray



ON-658.01, TOR. LON. & WINDSOR / R.P.O. , 18, MY 26, 32 , is a new **early date** and the first report of **train 18** for the hammer.

WT-212.031, EDM. & PR.GEORGE . R.P.O. / N^o 3 , 8, OC 19, 35 , is the first report of **train 8** for the hammer.



WT-522.01, C.P.R. NORTH · PORTAL & MOOSE · JAW · M.C. / N^o 1 , 315, SP 2, 18 , is the first report of **train 315** for the hammer.

The London & Port Stanley Railway

The 24 mile **London & Port Stanley Railway** was an independent railway controlled by the City of London, from when it officially opened on October 28, 1856, until it became part of Canadian National Railways on January 1, 1966.

Due to financial problems, it was leased to the **Great Western Railway** for 20 years in September, 1872. During that time, the only R.P.O. bearing the railway's name, **RY-110**, L. AND - P. S. R. R. , was used on G.W.R. trains. In 1884, the G.W.R. merged with the **Grand Trunk Railway**, and the lease continued until 1893.

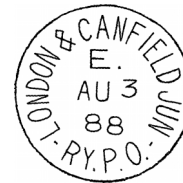
RY-110 used on G.W.R. trains
 Period 1874/08/10 to 1884/01/07
 Indicia - NORTH, SOUTH



In 1893, the **Lake Erie & Detroit River Railway** leased the railway. In 1903, the lease was assumed by the **Pere Marquette Railway**, which had leased the Lake Erie & Detroit River Railway. The P.M.R. lease ended on January 1, 1914, when the City of London assumed full control of the line. Electrification of the line was completed in July, 1915.

Between 1887 and 1938 the London & Port Stanley Railway provided an important link between London and St. Thomas for trains operated by the G.T.R., C.N.R., L.E. & D.R.R. and P.M.R., including R.P.O. services.

ON-234 used on G.T.R. trains
 Period 1887/07/12- 1898/05/07
 Indicia - E, W



R.P.O. Services used on P.M.R. trains



ON-278.01
 Period 1905/08/03- 1914/11/12
 Indicia - E, W



ON-278.02
 Period 1928/12/27- 1929/09/05
 Indicia - 1, 4, 6



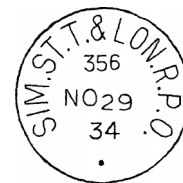
ON-233
 Period 1915/03/01- 1921/06/07
 Indicia - E, W

ON-279.01
 Period 1930/08/15- 1931/06/23
 Indicia - 1, 4



ON-279.02
 Period 1921/08/15- 1931/11/04
 Indicia - 1, 4

ON-518 used on C.N.R. trains
 Period 1932/12/29- 1938/01/18
 Indicia - 355, 356



New Reports from Jack Brandt



ON-506.02, ST THOMAS & WINDSOR R.P.O. / . ,
365, MY 15, 48, is a new **late date** for both the hammer
and the listing.

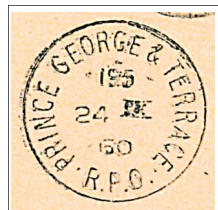


ON-827.03, TOR. STRAT. & GODERICH · R.P.O. / . ,
27, 27 VII, 56 , is a new **late date** for the hammer.



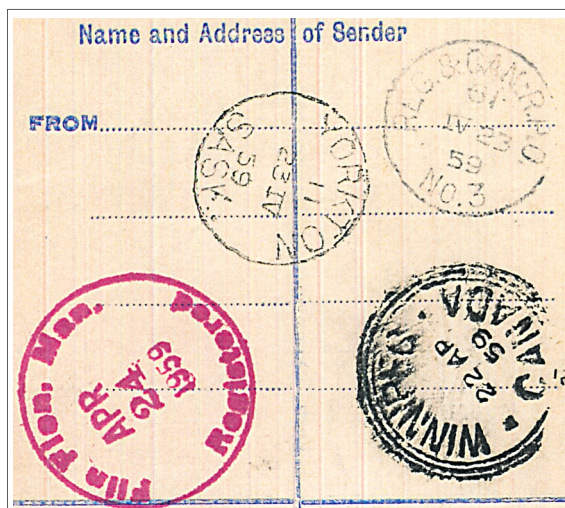
WT212.031, EDM. & PR. GEORGE · R.P.O. / N^o 3 , E, NO 18, 28 ,
is the second report of this unusual indicium. The editor previously
observed a July 21, 1932 date in an on-line auction.

WT-267.011, KAM. & SASK.- R.P.O. / N^o 1 ,
E, AP 8, 22, is a new **early date** for the hammer.



WT-589.02, PRINCE GEORGE & TERRACE / · R.P.O. · ,
195, 24 IX, 60 , is a new **early date** and first report of **train**
195 for the hammer, as well as a new **early date** for the listing.

WT-592.03, REG. & CAN : R.P.O. / No. 3 ,
61, IV 23, 59 , used as a transit stamp on a
registered cover from Lower Harlech, G.B. to Flin
Flon, is a new **late date** for the hammer.



WT-640.55, REGINA & P. ALBERT R.P.O. / JNO. CADDEN, M.C. , TRAIN S, SEP 13 1909 , type
OV2R, is a **new**, previously **unreported clerk handstamp** and was used as a transit backstamp on a cover
from Nutana, SK to Yorkton.

New Reports from Jack Brandt



WT-748.012, SASK & PR. ALBERT . R.P.O. / N^o 1 , N, DE 1, 25 , is a new **early date** for this hammer, which was proof struck on November 29, 1924. It is used as a transit stamp on a registered letter from Newcastle, England to MacDowall, SK.

WT-773.011, SOURIS & REGINA R.P.O / N^o 1 , 56, MY 22, 29 , is a new **late date** for the hammer and narrows the time gap between it and the replacement hammer, WT-773.012. It is also the first report of **train 56** for the hammer.



WT-876.02, WINNIPEG & EDMONTON R.P.O. / N^o 2, E, AP 26, 07 , is a new **early date** for the hammer.

WT-957.06, WINNIPEG & PRINCE ALBERT · R.P.O. / N^o 6 , E, SP 9, 14, is a new **late date** for the hammer.



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Another 2nd Period Late Date for WT-879



On page 2809 of the previous issue, we saw Sean Weatherup's cover with a new **late 2nd period date** for **WT-879**, C.P.R. WINNIPEG & GLENBORO / 1 , E, FE 16, (9)9. Now, a second cover with the same date has appeared. The 2 day delay between the originating office at Hartney and the R.P.O. terminal, a distance of 62 miles, lends credence to the theory of bad weather or an accident being the cause of the very brief 2 day revival of this R.P.O.

New Reports



Sean Weatherup reports this example of **QC-303.03**, MONTREAL & TORONTO . REG'D / . , 19 JUL 8, 2(3?), which is a new **late date** and first report of **train 19** for the hammer.

Observed in a recent Weeda Auction, **WT-987**, W'PEG & YORKTON R.P.O. / N^o 1 , 106, MY 12, 19 , is the first report of **train 106** for the listing.



Secretary-Treasurers Report

There are currently 7 members who are in arrears for 2022 Study Group Membership. Please contact me (*info at bottom of page*) as soon as possible to ensure your newsletter delivery is not disrupted.

On a positive note, there has been an overwhelming response from members with regard to the **New Newsletter Index** which covers Vol 28, No. 1, (Sept. 1999) to Vol 49, No. 4 (Oct.-Dec. 2021) or pages 1538 to 2807. Everyone who has contacted me thus far has had a most favourable review. Thank you to **Brian Stalker** and **Richard Cromwell** for putting this together.

Thanks also to **Ross Gray** who has found and uploaded Bill Robinson's original index which covers Vol. 1, No. 1, (Nov. 1973) to Vol. 27, No. 6 (August 1999).

There are a few members without e-mail who have been contacted postally to make them aware of the indexes, and how to acquire one. The best and most efficient method would be to either download the index from the One-Drive site or you can go through the BNAPS website to find a downloadable version. That said, while we are able to make printed copies of the NEW INDEX available to members. The cost of printing and mailing is rather hefty, in the neighbourhood of \$20.00 in Canada and \$25.00 to the USA. If you would like to request a printed copy, contact me and I will let you know the exact cost.



Recently observed in two on line auction sites, is an apparent **forgery** of **MT-59.01**, P. E. I. R. R - C & S / _ N^o 1 _ , blank, OC 15, 72. No proof date is known, but the earliest reported date for the hammer is 3 years after this date and the lettering of the impression is broadened, as happens with wear.

Although the example on the blue stamp is much more difficult to read, it is the same date. Presumably, both are attempts to increase the value of the stamps.

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