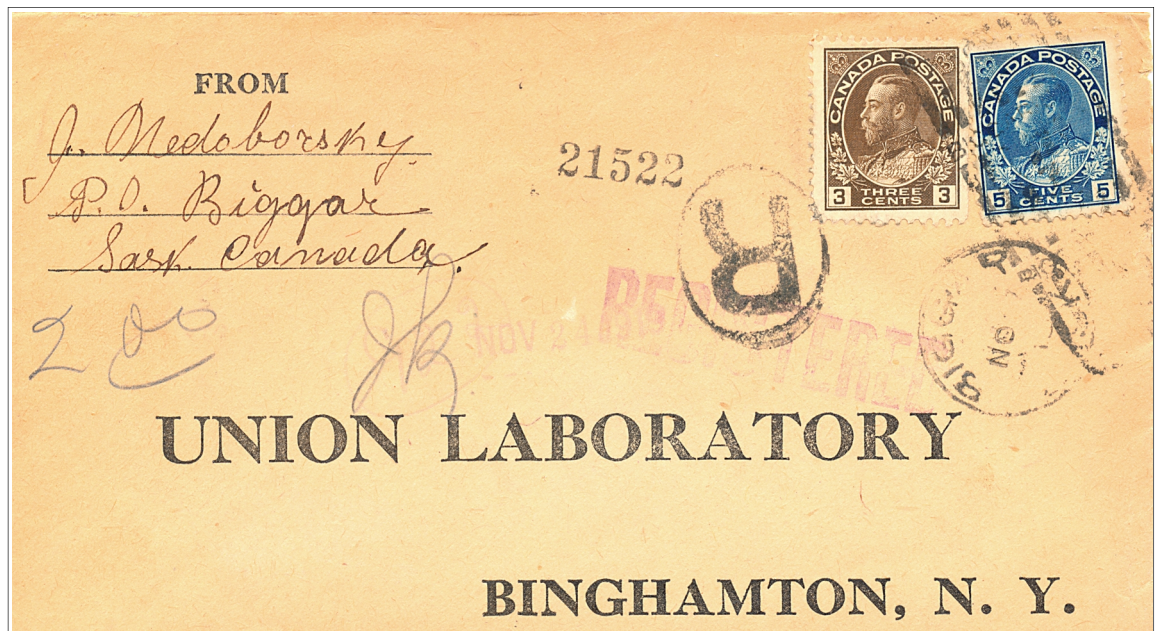


In this issue, we look at the R.P.O.s established on the **Grand Trunk Pacific Railway** in the **central prairies region, west of Winnipeg and east of Edmonton and Calgary** and the subsequent runs over its lines after incorporation into the **Canadian National Railways** system. *(Readers will find a previous article on the whole Grand Trunk Pacific Railway system in the July-August, 2004 newsletter.)*

Contributing new reports in this issue are **Jack Brandt, Ross Gray and Wayne Schnarr.**

Sean Weatherup, our Secretary-Treasurer, reports on activities at this year's convention in Halifax



WT-756.02, TRAIN NO / Sask. Wain. & Edm. R.P.O. No. 2 , 2, NOV 17, 1919 , is used as a transit backstamp on this registered cover from Biggar, Saskatchewan to Binghamton, NY.

Grand Trunk Pacific Railway / Canadian National Railways

The **Grand Trunk Pacific Railway**, a joint venture between the Grand Trunk Railway and the Government of Canada, began construction westward from Winnipeg in 1905. The first section was opened to Portage la Prairie on July 30, 1908. By October 1, 1908, it ran to Watrous. The first train entered Edmonton, Alberta on August 13, 1909 and regular service was operating between there and Winnipeg by June, 1910.

On March 7, 1919, the Grand Trunk Railway defaulted on the repayment of construction loans to the federal government and was nationalized. In 1923, the G.T.P. Ry was absorbed into the Canadian National Railways system.

Grand Trunk Pacific Railway - Main Line

Winnipeg (Mile 0) - Construction started 1905.

Portage La Prairie (Mile 54) - Traffic began July 30, 1908.

Rivers (Mile 142) - R.P.O. service established to Winnipeg in 1909.

Melville (Mile 279)

Watrous (Mile 408) - Reached by October, 1908

Young (Mile 422)

Saskatoon (Mile 467)

Biggar (Mile 527) - R.P.O. service to Rivers established in 1909.

Oban (Mile 539)

Wainwright (Mile 667) - R.P.O. service to Rivers replaced the Biggars-Rivers run in 1910.

Tofield (Mile 752)

Edmonton (Mile 793) - First train arrived August 13, 1909. Regular service in effect by June, 1910

Grand Trunk Pacific Railway - Branches

Melville - Canora, 55 miles long, completed 1911

Melville - Regina, 98 miles long, completed 1911. R.P.O. service established 1913.

Regina - Moose Jaw, 40 miles long, completed 1911.

Oban - Battleford - Carruthers, 48 miles + 46 miles in length, completed 1912-1915

Biggar - Loverna, 104 miles long, completed 1913. R.P.O. service established in early 1920.

Bickerdike (*near Edson*) - Lovett, 58 miles long, completed 1913

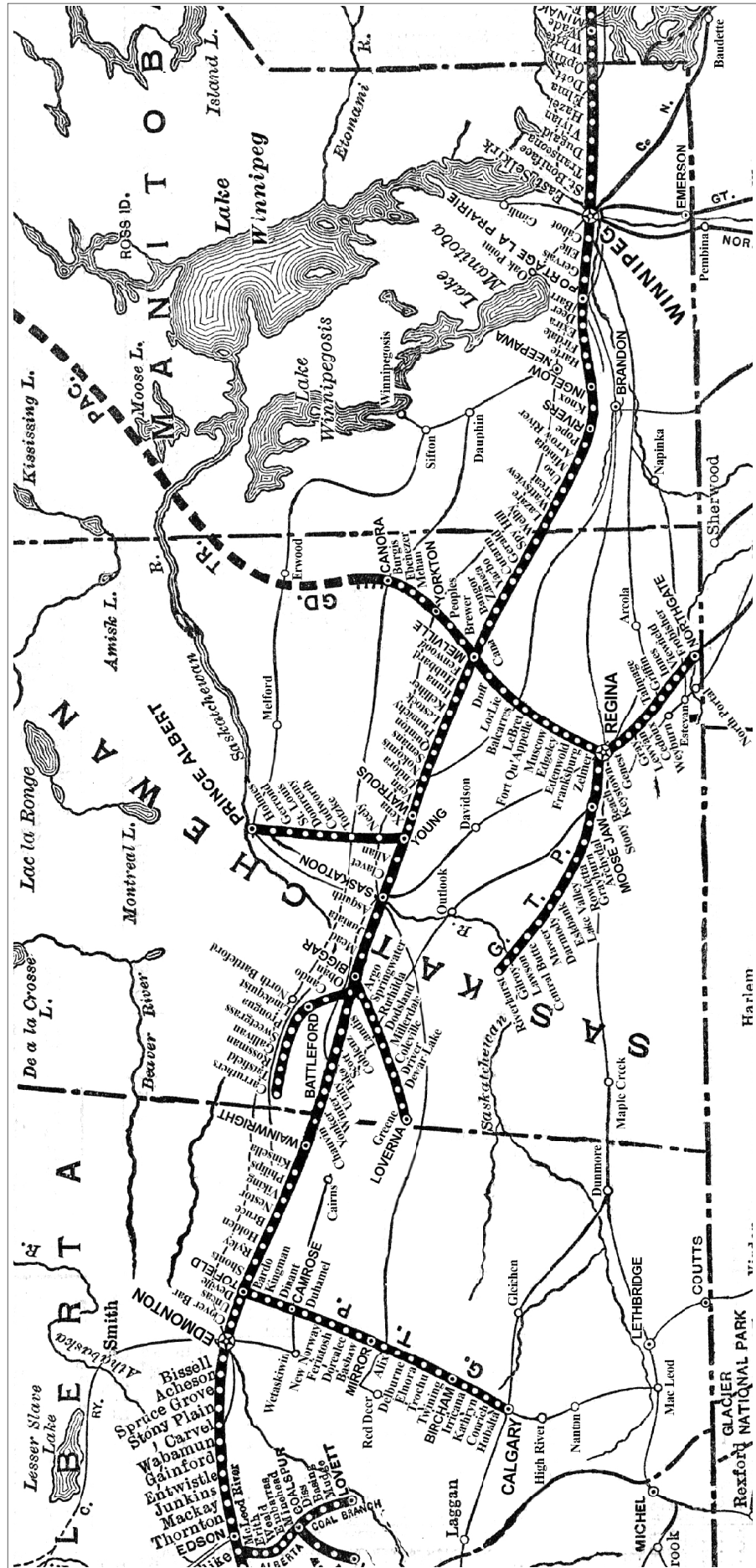
Tofield - Camrose - **Mirror** - **Calgary**, 202 miles long, completed 1913

Moose Jaw - Mawer - Gilroy - Riverhurst, 47 miles + 20 miles + 6 miles in length, completed 1913-1916.

Regina - North Gate, 154 miles long, completed 1913

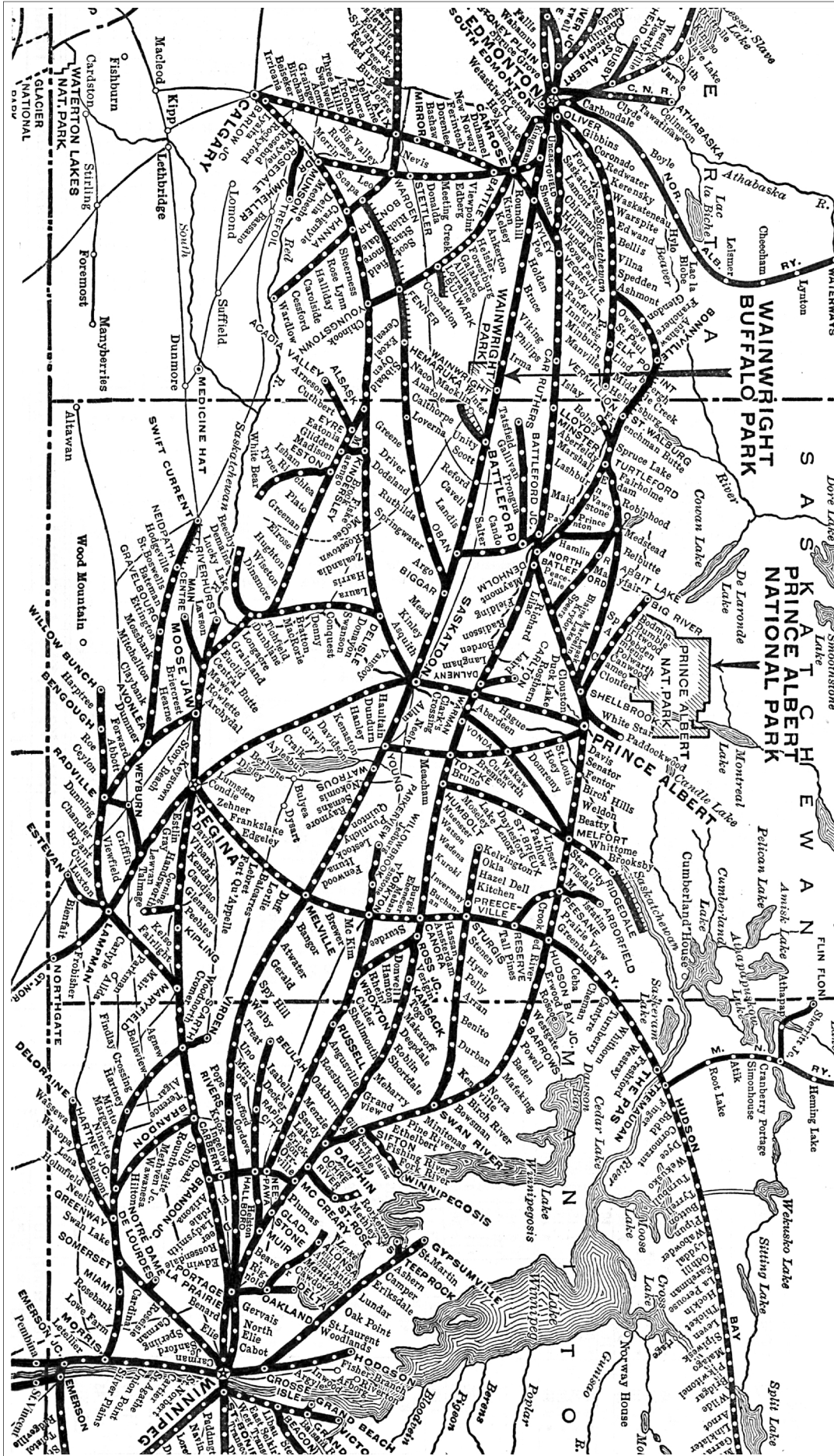
Young - Prince Albert, 111 miles long, completed 1917

Grand Trunk Pacific Railway / Canadian National Railways



Map of the Grand Trunk Pacific Railway in 1917

Grand Trunk Pacific Railway / Canadian National Railways



Canadian National Railways Public Timetable - 1931

Grand Trunk Pacific / Canadian National Railways

Winnipeg - Rivers - Melville - Watrous - Saskatoon - Biggar - Wainwright - Edmonton

Winnipeg & Rivers

WT-962.01, G.T.P. WINNIPEG & RIVERS R.P.O. / N ^o 1	E,2,4,29,30,blank	1909/08/05-1935/02/28
WT-962.02, G.T.P. WINNIPEG & RIVERS R.P.O. / N ^o 2	E,1,2,3,4,29,30	1910/10/14-1935/02/24
WT-963.01, WINNIPEG & RIVERS R.P.O. / · N ^o 1 ·	3,4,11,12,103,104	1935/07/13-1965/12/09
WT-963.02, WINNIPEG & RIVERS R.P.O. / · N ^o 2 ·	4	1935/09/22-1942/07/19
WT-963.03, WINNIPEG & RIVERS R.P.O. / N ^o 3	3,4,11,12,104	1924/08/16-1966/02/15
WT-964, WINNIPEG & RIVERS / · R.P.O. N ^o 2 ·	3,4,12,103,104	1961/01/27-1966/04/23



WT-962.01, G.T.P. WINNIPEG & RIVERS R.P.O. / N^o 1, E, AU 5, 06 (error for "09"), the **earliest reported date**, used on a post card written by the R.P.O. clerk.



WT-962.02, G.T.P. WINNIPEG & RIVERS R.P.O. / N^o 2, 2, FE 1, 16, on GTP stationery.

Grand Trunk Pacific Railway / Canadian National Railways

Winnipeg & Rivers



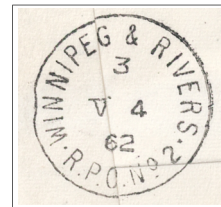
WT-963.01



WT-963.02 proof



WT-963.03



WT-964

Rivers & Biggar

WT-654.01, RIV. & BIG. R.P.O. / N^o 1

E,W

1909/06/25-1910/05/30

WT-654.02, RIV. & BIG. R.P.O. / N^o 2

E,W

1909/07/24-1910/05/09



WT-654.01



WT-654.02

Rivers & Wainwright

WT-677.01, RIV. & WAIN. R.P.O. / N^o 1

E,W

1910/08/24-1918/05/30

WT-677.02, RIV. & WAIN. R.P.O. / N^o 2

E,W,1,2

1910/06/22-1916/11/30

WT-677.03, RIV. & WAIN. R.P.O. / N^o 3

E,W

1910/07/27-1917/02/02

WT-677.041, RIV. & WAIN. R.P.O. / N^o 4

E,W

1910/07/07-1914/02/23

WT-677.042, RIV. & WAIN. R.P.O. / N^o 4

E

1916/11/03-1917/07/20

WT-677.05, RIV. & WAIN. R.P.O. / N^o 5

E,W

1910/06/19-1916/11/13

WT-677.06, RIV. & WAIN. R.P.O. / N^o 6

E,W

1912/10/16-1917/04/12



WT-677.01



WT-677.02



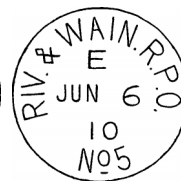
WT-677.03



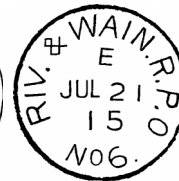
WT-677.041



WT-677.042



WT-677.05



WT-677.06

G.T.P. West of Wainwright

RY-62.01, G.T.P. W. OF WAINWRIGHT R.P.O. / N^o 1

E,W,1,2

1910/01/06-1918/12/01

RY-62.02, G.T.P. W. OF WAINWRIGHT R.P.O. / N^o 2

1,2

1910/08/05-1919/04/05



RY-62.01



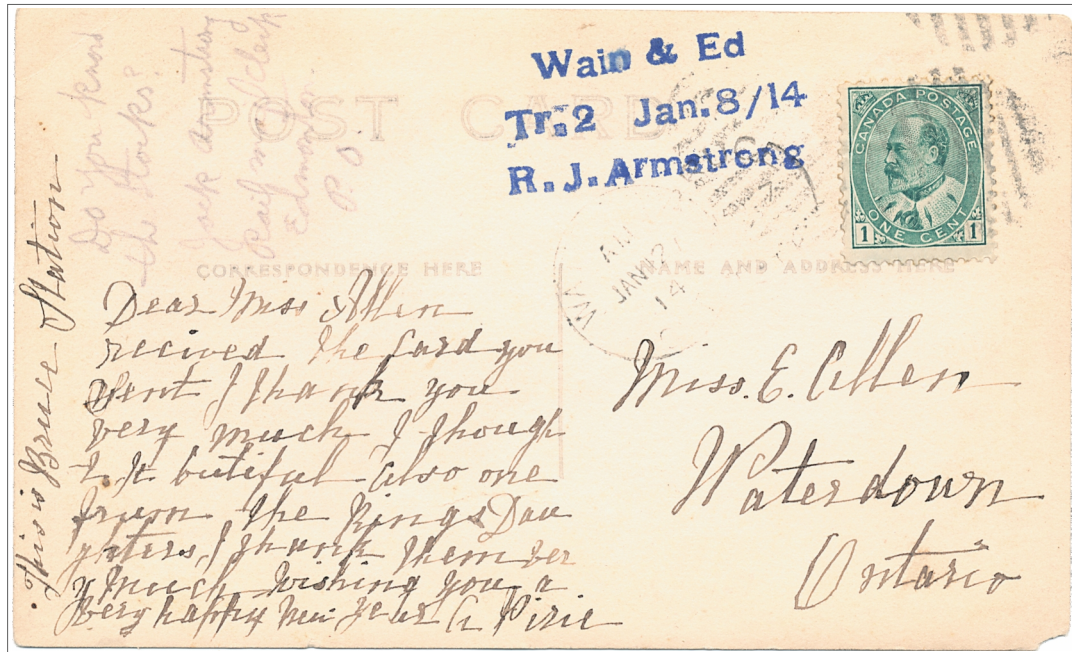
RY-62.02

Grand Trunk Pacific Railway / Canadian National Railways

Wainwright & Edmonton

There are no steel hammers for this run. The three clerk rubber handstamps are listed below.

WT-836, G.T.P. WAIN. & EDM R.P.O. / A. Stuermer	2	1912/08/22
WT-837, Wain & Ed / R. J. Armstrong	2	1914/01/08
WT-838, G.T.P. Wainwright & Edmonton R.P.O. / A. Stuermer	1	1915/05/27



WT-837 is found on a real photo post card of the Bruce, Alberta G.T.P.R. station at mile 726. Apparently this R.P.O. clerk came from Waterdown, Ontario or had connections there, because he added a message to the addressee in violet indelible pencil, "Do you know the Stocks?, Jack Armstrong, Railway Mail Clerk, Edmonton P.O." and stamped it with his personal handstamp. The card arrived at Waterdown on January 12.



WT-838 was used as a transit backstamp on a 2¢ postal stationery envelope from Faribault, Minnesota, dated May 25, 1915 and addressed to Fort George, BC, where it arrived on May 29.

Grand Trunk Pacific Railway / Canadian National Railways

Rivers & Watrous

WT-678.01 , RIV. & WATROUS · R.P.O. / N ^o 1	E,W,3,4	1917/12/16-1928/12/12
WT-678.02 , RIV. & WATROUS · R.P.O. / N ^o 2	E,W	1917/08/20-1928/09/04
WT-678.03 , RIV. & WATROUS · R.P.O. / N ^o 3	E,W	1918/10/01-1928/05/28



WT-678.01 proof



WT-678.02 proof



WT-678.03 proof

Watrous & Wainwright

WT-839.01 , WATROUS & WAINWRIGHT · R.P.O. / N ^o 1E		1919/04/05
WT-839.02 , WATROUS & WAINWRIGHT · R.P.O. / N ^o 2E		1918/10/19-1919/03/24
WT-839.03 , WATROUS & WAINWRIGHT · R.P.O. / N ^o 3W		1917/08/26-1919/01/21



WT-839.01 proof



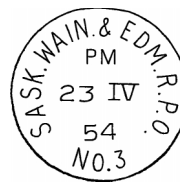
WT-839.02 proof



WT-839.03 proof

Saskatoon, Wainwright & Edmonton

WT-755.01 , SASK. WAIN. & EDM · R.P.O. / N ^o 1	E,W,3,4,11,12,77,78,91,92	1923/09/06-1957/09/20
WT-755.02 , SASK. WAIN. & EDM · R.P.O. / N ^o 2	E,W,1,2,3,4,11,12,77,78,91,92	1922/06/21-1957/08/29
WT-755.031 , SASK. WAIN. & EDM · R.P.O. / N ^o 3	E,W,2,3,4,11,12,77,78,91	1921/10/04-1954/03/20
WT-755.032 , SASK. WAIN. & EDM · R.P.O. / No. 3	91,92	1954/05/10-1957/05/20
WT-755.04 , SASK. WAIN. & EDM · R.P.O. / N ^o 4	E,3,4,11,12,77,78,91,92	1920/06/27-1955/08/03



WT-755.01 proof *WT-755.02 proof* *WT-755.031 proof* *WT-755.032 proof* *WT-755.04 proof* *WT-755.05 proof*



WT-756.01 proof



WT-756.02 proof



WT-756.04 proof

WT-756.01 was used to cancel a post card from Edmonton to St. Paul, Min. on June 27, 1919. **WT-756.02** was used as a transit backstamp on a registered cover from Biggar to Binghampton, NY, on November 17, 1919 and **WT-756.04** was used as a transit backstamp on a registered cover from Winnipeg to Edmonton on December 14, 1920.

Grand Trunk Pacific / Canadian National Railways

Rivers & Saskatoon

WT-655 , RIVERS & SASKATOON - R.P.O. / No. 4	E,W,3,4,11,12,29,30	1920/02/15-1961/06/21
WT-657.011 , RIV. & SASK. R.P.O. / No. 1	E,3,4,11,12,29,30	1923/09/19-1959/09/18
WT-657.012 , RIV. & SASK. R.P.O. / No. 1	4,11,12	1923/09/19-1959/09/18
WT-657.02 , RIV. & SASK. R.P.O. / No. 2	E,3,4,11,12,29,30	1929/03/14-1955/12/04
WT-657.03 , RIV. & SASK. R.P.O. / No. 3	3,4,11,12,29,30	1929/08/04-1961/07/05
WT-659.02 , RIV. & SASK. R.P.O. No. 2 / .	3,4,11,12	1956/05/30-1961/06/05
*WT-659.03 , RIV. & SASK. R.P.O. No. 3 / .	12	1959/09/18
WT-660.01 , RIV. & S'TOON / R.P.O. No. 1	3,4,11	1961/09/09-1964/06/25
WT-660.02 , RIV. & S'TOON / R.P.O. No. 2	3,4,11	1962/09/05-1965/08/17
WT-660.03 , RIV. & S'TOON / R.P.O. No. 3	3,4,9,11,12,104	1961/07/29-1966/02/08
WT-660.04 , RIV. & S'TOON / R.P.O. No. 4	3,4,12,103	1961/08/21-1966/04/15



WT-655



WT-657.011



WT-657.012 proof



WT-657.02



WT-657.03



WT-659.02



WT-660.01



WT-660.02



WT-660.03



WT-660.04



Examining a very high resolution scan, enlarged 5X, revealed that the only cancellation identified as hammer **WT-659.03** was actually an over-inked example of **WT-659.02**.

Accordingly, hammer **WT-659.03** has been **DELISTED**.

Grand Trunk Pacific / Canadian National Railways
Regina - Melville - Canora

Regina & Melville

WT-620,

REGINA & MELVILLE, R.P.O. / N^o 1

N,S

1913/02/04-1921/01/10



WT-620, REGINA & MELVILLE, R.P.O. / N^o 1, S, JUL 27, 14.



WT-620, REGINA & MELVILLE, R.P.O. / N^o 1, N, MY 5, 13.



G.T.P. / C.N.R. Station at Melville, Saskatchewan

Grand Trunk Pacific / Canadian National Railways

Regina & Canora

WT-590.01	REGINA & CANORA. R.P.O. / No 1	N,S,61,62	1921/03/17-1931/05/04
WT-590.02	REGINA & CANORA. R.P.O. / No 2	N,S	1921/02/14-1923/07/23
WT-592.01	REG. & CAN. R.P.O. / No. 1	61,62	1952/05/14-1959/10/07
WT-592.02	REG. & CAN. R.P.O. / No. 2	62	1952/10/15-1959/03/13
WT-592.03	REG. & CAN. R.P.O. / No. 3	61,62	1952/11/14-1959/04/03
WT-593	REG. & CAN. R.P.O. /	62	1957/11/15-1959/06/02

The CNR 1928 timetable shows trains 61 and 62 only operating between Regina and Yorkton but not to Canora, suggesting that the R.P.O. run only operated between Yorkton and Regina, not as far as Canora at times. The 1955 timetable, shows trains 61 and 62 operating between Regina and Canora on alternate days except Sunday.



WT-592.01

CNE-5315

FLIN FLON, MAN.

OFFICE _____

DATE **APR 13 1954**

ARTICLE **1 Pa**

SHIPPED BY YOU **Apr 8** (DATE)

ADDRESSED TO **A. McCheson**

ACCRUED CHARGES TO PAY, \$ **3.38**

REASON FOR NON-DELIVERY:
Still on Hand.

CANADIAN NATIONAL EXPRESS

1c **3c**

Triangle Auto stores
263-273 Fort st
Winnipeg
man

WT-592.01



WT-592.03



WT-593

Grand Trunk Pacific / Canadian National Railways

Biggar - Loverna

Biggar & Loverna

WT-4, BIGGAR & LOVERNA · R.P.O. / N^o 1 E,W,68,257,258 1920/02/18-1957/09/28

The CNR 1928 timetable shows trains 285 and 286 operating daily west beyond Loverna to Hemaruka and the CNR 1931 timetable shows trains 267 and 268 operating west beyond Loverna to Hemaruka on Fridays and Saturdays, suggesting that the R.P.O. sometimes might have operated as far as Hemaruka.



WT-4, BIGGAR & LOVERNA · R.P.O. / N^o 1, W, MY 27, 31, on a Ben Cash favour cover.



WT-4, BIGGAR & LOVERNA · R.P.O. / N^o 1, 68, AP 9, 31, with the only reported **train 68** indicium.



Grand Trunk Pacific / Canadian National Railways

Calgary - Mirror - Edmonton

Calgary, Mirror & Edmonton

WT-87,

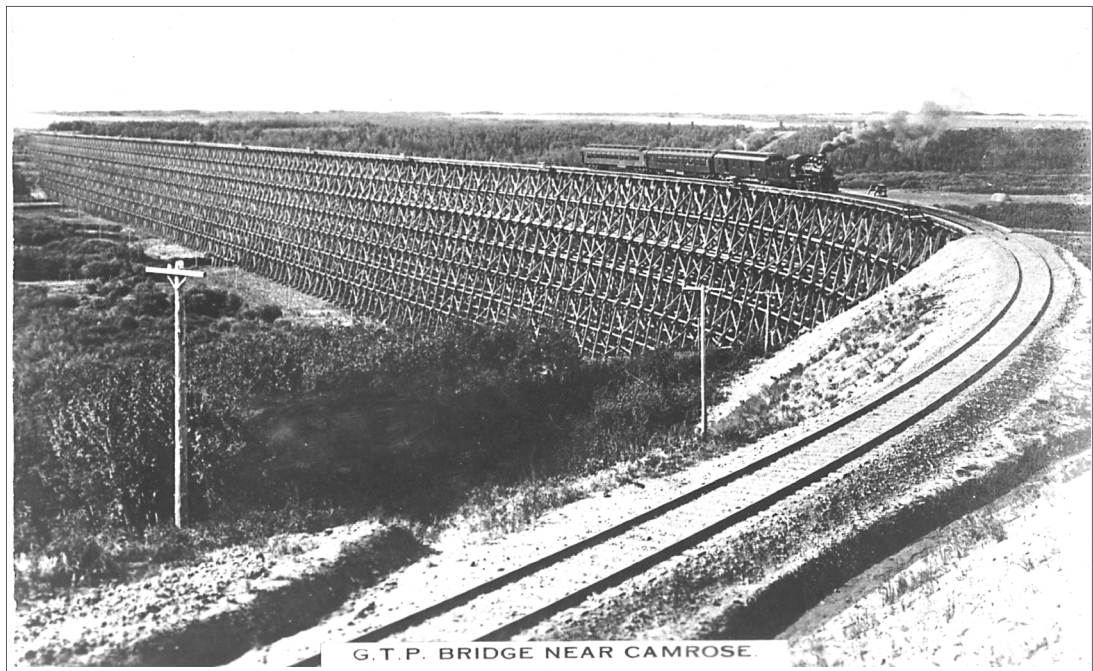
CAL : MIRROR & ED. / R.P.O.

13,14

1948/03/20-1953/07/27

EDMONTON—CAMROSE— MIRROR—CALGARY							
Read Down			Read Up				
M338	14		TABLE 295			13	M337
Tues.	Mon.		Mountain Time			Tues.	Mon.
Thur.	Wed.	Miles				Thur.	Wed.
Sat.	Fri.					Sat.	Fri.
	A.M.		(The Macdonald Hotel)			P.M.	
..	8.30	0.0	Lv EDMONTON, Alta.	Ar	8.40	..	
..	8.42	3.1	N. Edmonton 241	..	8.28	..	
..	8.47	6.4	Bretville Jct.	..	8.22	..	
..	f 9.08	16.3	Bretona	..	f 8.01	..	
..	9.20	23.4	Looma	..	7.48	..	
..	9.35	31.1	New Sarepta	..	7.33	..	
..	9.48	37.7	Hay Lake	..	7.21	..	
..	10.01	44.7	Armena	..	7.08	..	
		52.3	Barlee Jct.	..			
A.M.	10.20	54.6	Ar CAMROSE 294,		6.50	A.M.	
11.20	10.40	Lv	296, 300	..	6.25	10.25	
f 11.40	f 10.52	60.2	Battle	..	f 6.23	10.05	
11.45	10.54	60.7	Ferlow Jct.	..	6.10	9.40	
12.05	11.08	66.2	Duhamel	..	6.04	9.25	
12.25	11.18	69.5	New Norway	..	5.50	9.00	
12.55	11.37	77.0	Ferintosh	..	5.39	8.35	
1.20	11.48	82.2	Dorenlee	..	5.24	8.10	
2.00	12.09	90.7	Bashaw	..	f 5.09	f 7.40	
f 2.31	f 12.29	99.1	Lamberton	..	Lv	7.30	
2.40	12.35	101.5	Ar MIRROR	..	Ar	4.40	A.M.
P.M.	1.00	Lv		..	4.25	..	
..	1.14	107.6	Alix	..	f 4.10	..	
..	f 1.24	112.8	Heatburg	..	3.59	..	
..	1.35	117.9	Ardley	..	3.45	..	
..	1.49	122.9	Delburne	..	3.30	..	
..	2.03	129.4	Lousana	..	3.10	..	
..	2.24	139.3	Elnora	..	2.58	..	
..	2.36	144.9	Huxley	..	2.44	..	
..	2.53	152.0	Trochu	..	f 2.36	..	
..	f 2.59	155.5	Equity	..	2.24	..	
..	3.15	161.7	Three Hills	..	2.03	..	
..	3.32	168.4	Twining	..	1.50	..	
..	3.46	174.7	Swalwell	..	1.36	..	
..	3.58	180.9	Grainger	..	1.26	..	
..	4.09	186.2	Bircham	..	1.14	..	
..	4.23	193.0	Beiseker	..	1.02	..	
..	4.35	199.0	Irricana	..	12.46	..	
..	4.53	208.0	Kathryn	..	12.36	..	
..	5.03	213.5	Delacour	..	12.27	..	
..	f 5.14	219.2	Conrich	..	f 12.19	..	
..	f 5.24	224.8	Hubalta	..	12.14	..	
..	5.31	227.5	Barlow Jct. 236	..	12.00	..	
..	5.45	232.1	Ar CALGARY, ALTA.	..	NOON	..	
			236	Lv			

C.N.R. Timetable - 1951



G. T. P. BRIDGE NEAR CAMROSE.

This impressive structure across the Battle River, near Camrose, was completed in 1910 and dismantled only 15 years later, when the line was rerouted by Canadian National Railway to use a nearby trestle on a line built by the Canadian Northern Railway.

New Reports from Jack Brandt



WT-4, BIGGAR & LOVERNA · R.P.O. / N^o 1, 268, JUN 10, 33, used as a transit backstamp on a returned registered letter from Dewar Lake, Saskatchewan to Brandon, Manitoba, is the first example of **train 268** for the hammer and listing. Train 268 operated from Biggar to Hemaruka, Alberta via Loverna. This discovery suggests that the Biggar-Loverna R.P.O. might have operated beyond Loverna to Hemaruka.

BIGGAR, HEMARUKA					
257	267	Miles	TABLE 276 1/2	268	258
A.M.	A.M.		(Mountain Time)	P.M.	P.M.
10:25	10:50	0.0	Lv Biggar 273 ▲	2:35	2:35
11:20	11:10	7.0	Ar Argo	2:10	2:05
11:45	11:27	13.2	Duperow	1:51	1:40
12:10	11:45	19.5	Springwater	1:32	1:15
12:35	12:03	26.6	Ruthilda	1:12	12:45
12:55	12:13	30.7	Downe	12:50	12:10
1:15	12:29	36.9	Ava	12:35	11:50
1:22	12:34	39.6	Spur	12:17	11:27
1:27	12:37	40.9	Adine	12:06	11:15
1:42	12:46	44.0	Wallisville	11:55	11:00
2:20	12:56	48.0	Doddsland	11:30	10:28
2:35	1:04	51.3	Whitepool	11:23	10:10
2:50	1:11	54.3	Millersdale	11:07	9:50
3:10	1:27	60.7	Beaufield	10:51	9:32
3:35	1:44	67.4	Coleville	10:35	9:05
4:00	2:00	73.7	Driver	10:20	8:45
4:30	2:14	79.5	Smiley	9:59	8:15
4:55	2:31	86.6	Dewar Lake	9:47	7:55
5:15	2:42	91.4	Hoosier	9:33	7:35
5:35	2:57	97.5	Greene	9:15	7:15
6:00	3:15	104.5	Lv Loverna	8:50	7:15
P.M.	P.M.		Sask. Ar	A.M.	
4:30	111.6		Calthorpe, Alta.	8:25	
4:55	116.8		Esther	8:05	
5:25	121.9		Anatole	7:45	
6:00	127.1		New Brigden	7:20	
6:35	135.2		Sedalla	6:30	
7:45	141.6		Naco	6:10	
8:00	149.4		Littlegem	5:50	
8:45	155.0		Ar Hemaruka	5:30	
P.M.			Alta.	A.M.	

(The GTP/CNR line from Biggar to Loverna was completed in 1913, from Loverna to Hemaruka in 1925 and from there to Scapa in 1937.)

C.N.R. Public Timetable - 1931
Train 257 operated Monday and Wednesday
Train 258 operated Tuesday and Thursday
Train 267 operated Friday only
Train 268 operated Saturday only

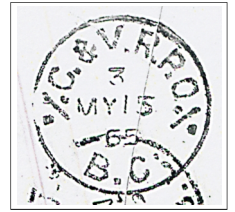
WT-91.116, C. & V. R.P.O. / + B.C.+ , 2, SP 21, 25, is a new **late date** for the hammer.



WT-91.124, C. & V. R.P.O. / :N.B.C.N, 14, FE 3, 16, is the first report of **train 14** for the hammer.

New Reports from Jack Brandt

WT-91.138, C. & V. R.P.O. / % B.C. %, 3, MY 15, 65, is a new **late date** for the hammer.

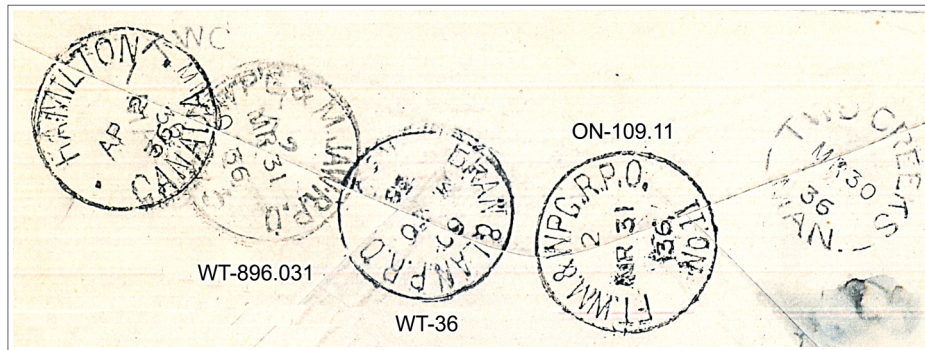


WT-91.158, C. & V. R.P.O. / * B.C. * , 5, MY 6, 56, is a new **late date** and the first report of **train 5** for the hammer.

WT-724.042, SASK. HARD. & ED. R.P.O. / N^o 4, 41, 1 III, 59, is the first report of **train 41** for the hammer.



Found as a transit backstamp on a registered cover from England to Rosenfeld, Manitoba, **WT-880.01**, WINNIPEG & GRETNA - M.C / 1 , S, JY 2, 02 , is a new **late date** for the hammer.



Used as a transit backstamp on a registered cover from Two Creeks, Manitoba to Hamilton, Ontario, is a new **late date** for **WT-896.031**, W'P'G. & M. JAW · R.P.O. / N^o 3 , 2, MR 31, 36 .



WT-896.041, W'P'G. & M. JAW · R.P.O / N^o 4 , 3, DE 14, 18 , used as a transit postmark on the back of a registered letter from Toronto to Indian Head, Saskatchewan, is a new **late date** and first report of **train 3** for the hammer.

New Reports from Wayne Schnarr



ON-159.01, GUELPH & OWEN SOUND / R.P.O. , 184, JUL 4, 32 , is a new **early date** for the hammer.



ON-300.01, NIAG'A · FALLS & LONDON · R.P.O. , W, SP 16, 07 , is a new **late date** for the hammer.



WT-599.012, REGINA & COLONSAY · R.P.O. / · N^o 1 · , 411, NO 16, 56 , is a new **late date** for both the hammer and the run.

WT-604.03, REG. & GRON. R.P.O. / No. 3 , 328, JUN 1, 55 , is a new **late date** for the hammer.



WT-623.01, REGINA & NO. BATT. R.P.O. / N^o 1 , 6, SP 14, 49 , is a new **late date** for the hammer.

WT-625.03, REG. & N. BAT. R.P.O. / No. 3 , 6, 4 XI, 57, is a new **late date** for the hammer.



WT-639.011, REGINA & PRINCE ALBERT · R.P.O. / N^o 1 , S, MY 31, 10 , is a new **late date** for the hammer.



WT-639.021, REGINA & PRINCE ALBERT R.P.O. / N^o 2 , S, JAN 3, 05 , is a new **early date** for the hammer.



WT-639.021, REGINA & PRINCE ALBERT R.P.O. / N^o 2 , S, DE 5, 11 , is a new **late date** for the hammer.



WT-639.032, REGINA & PRINCE ALBERT R.P.O. / N^o 3 , S, MY 17, 11 , is a new **early date** for the hammer.



New Reports from Wayne Schnarr

WT-689.03, SASK & CAL · R.P.O. / N^o 3 , 9, JAN 1, 24 , is the first report of **train 9** for both the hammer and the listing.



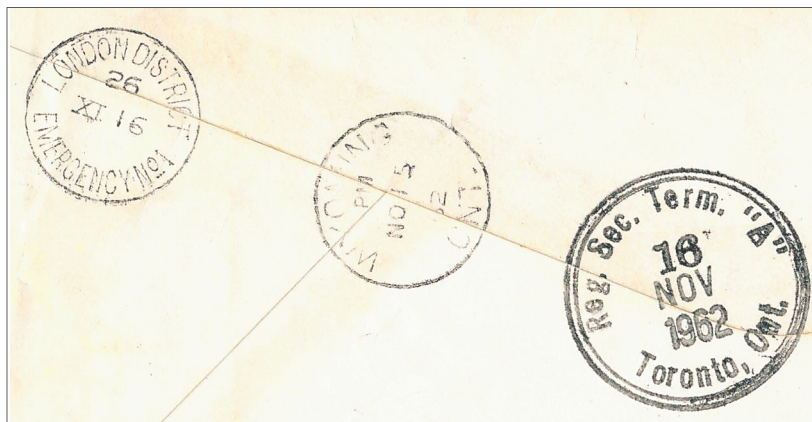
WT-724.03, SASK. HARD. & ED. R.P.O. / No. 3 , 41, 23 IV, 60 , is a new **late date** and first report of **train 41** for the hammer.

WT-773.021, SOURIS & REGINA R.P.O. / N^o 2 , W, AP 4, 18 , is a new **late date** for the hammer.



WT-849.03, WEY. & LETH · R.P.O. / N^o 3 , E, FE 26, 17 , is a new **late date** for the hammer.

WT-994.011, YORK. & SASK. R.P.O. / N^o 1. , E, OC 9, 19 , is a new **late date** for the hammer.



Used as a transit backstamp on a registered cover from Wyoming, Ontario to Toronto, **E-35.01**, LONDON DISTRICT / EMERGENCY N^o 1 , 26, XI 16, blank , is a **second** and the **earliest date** for this hammer with **train 26**, which operated from London to Toronto, via Stratford.



ON-410, TRAIN N^o / OTT. & PEMB. R.P.O. , 559, JUL 2, 13 , is the first report of **train 559** both for the listing and the run.
Reported by **Ross Gray**

BNAPEX 2023 HALIFAX by Sean Weatherup

This year's annual BNAPEX convention held in Halifax, Nova Scotia was a resounding success on all sides despite the forces conspiring against the event. As many of you know the event was originally scheduled for 2020 and of course covid put an end to that. After two years of restrictions, as more local events from weddings to trade shows vied for space, it became difficult to find a venue to suit the needs of BNAPEX. The organizers finally secured the venue back in January of 2023 and the push was on to get the event under way. I was on the organizing committee and chaired exhibits and awards. As soon as the prospectus came out I had about a dozen exhibits entered back in March and it steadily progressed to 47 exhibits encompassing 142 frames. Then Mother Nature decided to take a kick at us. In late spring the massive wildfire which ripped through the suburbs of Halifax forced two committee members and their family's to evacuate. Show chair Gary Steele was put on standby, and the fire was within five miles of my home. Fortunately none of the members were among the 150 homes destroyed. Two months later a freak storm dropped 200mls of rain on the province resulting in extensive flooding. Crews are *still* busy rebuilding washed out bridges, culverts and roadways.

When the day finally arrived to commence the show Hurricane Lee made its presence known. Heavy rains preceeding Lee slowed the setup on Thursday but everything was set up to go by 10pm and the judging was well underway. A fortunate lull on Friday allowed the Lobster Supper to go off without a hitch. A terrific time was had by all who attended. There were mounds of mussels for appetizers, then a nice salad bar accompanied by two lobsters for everyone. As it happened this was the same venue BNAPEX used 52 years ago during the 1971 convention. There were even half a dozen in attendance who were at that show and lobster dinner. Lee showed his teeth Saturday and everyone pretty much remained on site (so the dealers were happy!).

We held an RPO study group meeting Saturday but only had four people in attendance. **Geoff Meyer**, presented maps and research on early mail routes between Quebec and the Saguenay area, of which his ancestors were a part. He is currently looking at RPO routes in the area. **Sean Weatherup** showed the Halifax Digby Yarmouth hammer he acquired last year, and a large ink pad used by the clerks, a 6 inch circular rubber mat encasing a large absorbant pad in which liquid ink was infused, and everyone played with it a bit. Sean also showed a mail clerks practice case which they used to hone their sorting skills. As you know, for a clerk to work for the railway post office, they had to have a very high score on what was known as the "case examinations" and in the early days were required to accurately sort 1,000 pieces of mail in an hour. This number was reduced to 500 in the 1960's. Also in attendance was **George Lafontaine** who joined our group last winter and **Peter MacDonald** who dropped by to see what we were about.

George Lafontaine presented his exhibit "**The Railway System of Prince Edward Island**" which was awarded a Vermeil Medal. The exhibit showcased two cancels known only by one strike, 2 ERD's and 4 LRD's, as well as 2 different clerk cancels that were each 1 of only 2 known, plus a discovery strike.

Robert Lighthouse showed an exhibit which was mainly on the map stamp but a large portion of the exhibit was dedicated to RPO strikes on the map stamp. Robert, a first time ever exhibitor, received a silver-bronze.

If you go to the BNAPS website and click on the 2023 show, select "exhibits" from the box on the left then click on the tab view exhibits. There you will find synopsis and title pages for these two exhibits.

The event was capped off Sunday with an outstanding buffet style Awards Banquet. At the banquet **George Lafontaine** was awarded the **William G. Robinson Award**. Congratulations George!

We were very sad to hear that **Rick Parama** passed away on January 31, 2023, aged 74. He was a very long time member of the study group, and contributed significantly to our knowledge of western R.P.O. services. Our sincere condolences are extended to his family and friends.

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