

### MORE NEW TRACK



Graham Noble

Our intrepid researcher Graham Noble, Reporter 136, has come up with a fine new find on a relatively modern issue, the illustrated new listing W-65L, N.A.R. EXPRESS/Tr. 24 OCT 15 1954/H.C. ATKEY - A/Lac La Biche Waterways Alta., Type 23B. For us this was a most interesting report since we had never heard of either of these two towns; reference to the official Schedule of Mail Trains of June, 1954, Time Table 38, confirmed Train 24 on this 172 mile, 9½ hour run.

### AND STILL MORE



Doug Murray

Out of the east comes a marvelous discovery from one of our newest reporters, #213, Doug Murray. This is new listing RR-177, TRAV-P.O-C & S/-, Type 4D, backstamped on a cover from MONTREAL/C.E., June 29, 1875 to Charlottetown, P.E.I. RR -177 is the only other postal marking on the cover. It is dated July 2, 1875, a three day transit but date of arrival in Charlottetown is unknown. We speculate that the "C & S" is abbreviation for Charlottetown & Sackville.

### AND YET MORE

This one comes from our veteran-and prolific - reporter, Ross Gray, #142. Previously known only from its proof strike, Gray has unearthed \*W-133A (formerly W-133B), ST. PAUL & EDMONTON R.P.O./., Type 17, backstamped on cover from DAUGH/ALTA, registered to Boston, Massachusetts. This strike, dated March 25, 1930, Train 95, is currently the only postally used copy. Who will be next?



Ross Gray

### LAST TRAIN TO ST. JOHN'S

We were delighted to hear from Don Wilson on what may have been—at least for the time being—the last R.P.O. to function in Canada. Previously, the last official railway mail car was taken out of service in late January, 1971.

In commemoration of 100 years of the Railway in Newfoundland, under the auspices of Terra Transport and the Newfoundland Transport Historical Society, a Centennial Train left Channel-Port aux Basques on August 10, 1981 bound for St. John's. It arrived there on August 14, 1981, after making intermediate stops at Corner Brook, Grand Falls, Bishop Falls, Clarenville and Whitbourne. This Centennial Train included a special mail car, and during the trip George LeDrew, a former Railway Post Office official, applied official cacheted cancellations at each stop during the four day journey, after which the seven hammers were sent to the National Postal Museum in Ottawa. All seven cancellations were the same as that illustrated for St. John's, except for the date and the change of name at the bottom of the strike. We are advised that a total of some 2,300 covers and 1,000 other items were cancelled along the route, the quantity varying with each town, any of which would be nice adjunct to a R.P.O. collection.



Don Wilson