



When the Grand Trunk Railway absorbed the Great Western Railway in 1882, the town of Guelph, Ontario was left with only one railway company serving it. In order to break the monopoly, the town's citizens incorporated the **Guelph Junction Railway** in 1884, to provide a connection south from Guelph to the **Credit Valley Railway**. The line opened for traffic in September, 1888, under **Canadian Pacific Railway** management and was leased by the C.P.R. for 99 years in 1891.

In 1904, the Guelph Junction Railway chartered the **Guelph & Goderich Railway Company** to be built from Guelph to Goderich, on Lake Huron. An agreement was made with the C.P.R. to construct and operate the line, which was completed in August, 1907. A branch from Linwood to Listowel was opened in July, 1908.

The catalogue states that the earliest year of use of the first cancellation used on the line, **O-91**, is 1903. Such an early date is highly improbable and may have been a misreading of a 1908 date or a clerk's error.

It is likely that the Guelph & Goderich R.P.O.s actually operated between Goderich and **Guelph Junction**, 15 miles south of Guelph, where connections with main line C.P.R. trains were made and facilities to store equipment and accomodate crews were located.

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For those with a special interest in western Canada, we present a hammer study of the many **Calgary & Edmonton steel hammers**, which was previously only circulated on a limited basis. We recently became aware of an additional hammer, missed in the original study and also have a recent report from **Rick Parama**, of the use of one of the hammers, which was previously known only from its proof strike.

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For those interested in the Maritime runs, we look at the R.P.O.s used on the **Temiscouata Railway** and its successor, Canadian National Railways. While little new information has arisen since most of the hammer analyses were published in my book, "Railway Postmarks of the Maritimes", I have added an additional hammer for **MA-57** and a new early date for hammer II of **RR-152**.

| TORONTO, HAMILTON, GUELPH, LISTOWEL AND GODERICH | | | | | | | | | | | | | | | | |
|--|------------|------------|-------|-------|------------|------|-------|-------------------|--|------------|-----------|------------|------------|------------|------------|------------|
| READ DOWN | | | | | | | Miles | TABLE 63 | | READ UP | | | | | | |
| 19 649 | 653 647 | 651 647 | 645 | 637 | 629 643 | 643 | | (Eastern Time) | | 642 652 | 20 644 | 630 646 | 634 648 | 640 654 | 632 646 | 636 650 |
| P.M. | P.M. | P.M. | A.M. | A.M. | A.M. | A.M. | | Lv TORONTO Ar | | A.M. | A.M. | A.M. | P.M. | P.M. | P.M. | P.M. |
| 6:25 | 3:20 | | | 7:40 | 6:55 | 0.0 | | Union Stn ★ (C) | | 18.25 | 11:45 | 11:45 | 4:15 | 16.20 | 9:00 | 9:00 |
| 6:35 | 3:30 | | | 7:50 | 7:05 | 2.3 | | Parkdale | | 8.15 | 11:55 | 11:55 | 4:35 | 6.10 | 8.50 | 8.50 |
| 6:45 | 3:40 | | | 7:58 | 7:15 | 4.6 | | West Toronto (C) | | 8.05 | 12:05 | 12:05 | 4:55 | 6.08 | 4.00 | 4.00 |
| 7:44 | 4:50 | | | 9.00 | 8:30 | 39.2 | | Ar GUELPH JCT Lv | | 7.12 | 10:20 | 10:20 | 3:28 | 14.50 | 7:13 | 7:13 |
| 6:45 | 5:55 | 4:00 | 10:50 | | 7:25 | 0.0 | | HAMILTON (C) Ar | | 18.15 | 11:10 | 11:10 | 4:15 | 15.35 | 8:15 | 8:15 |
| 6:53 | 6:03 | 4:10 | 11:00 | 9:25 | 7:35 | 2.3 | | Hamilton Jct. | | 8.05 | 10:05 | 10:05 | 4:15 | 8.07 | 8.07 | 8.07 |
| 7:05 | 6:20 | 4:22 | 11:18 | 9:37 | 7:47 | 7.7 | | Waterdown So. | | 79.48 | 7:53 | 10.49 | 3:54 | 15.17 | 7.58 | 7.58 |
| 7:08 | 6:24 | 4:25 | 11:23 | 9:45 | 7:50 | 7.6 | | Waterdown No. | | 79.45 | 7:50 | 10:47 | 3:52 | 15.16 | 7.57 | 7.57 |
| 7:13 | 6:32 | 4:30 | 11:31 | 9:50 | 7:55 | 9.8 | | Millgrove | | 79.39 | 7:47 | 10:42 | 3:47 | 15.11 | 7.51 | 7.51 |
| 7:20 | 6:40 | 4:37 | 11:42 | 9:58 | 8:03 | 13.1 | | Flamboro | | 79.37 | 7:35 | 10.36 | 3:41 | 15.05 | 7.45 | 7.45 |
| 7:30 | 6:55 | 4:47 | 11:58 | 10:10 | 8:15 | 18.5 | | Ar GUELPH JCT. Lv | | 79.23 | 7:20 | 10:25 | 3:30 | 14.55 | 7:13 | 7:13 |
| For Main line connections see Table 15 | | | | | | | | | | | | | | | | |
| 7:48 | 5:05 | | 10:25 | 7:19 | 8:40 | 39.2 | | Lv Guelph Jct. Ar | | 77.05 | 10:10 | 10:10 | 3:15 | 14.48 | 7:16 | 7:16 |
| 7:55 | 5:12 | | 10:33 | 7:28 | 8:47 | 43.0 | | Moffat | | 76.57 | 10:02 | 3:07 | 4.39 | 7.07 | 7.07 | 7.07 |
| 8:01 | 5:18 | | 10:40 | 7:35 | 8:53 | 46.0 | | Corwin | | 76.50 | 9:52 | 3:00 | | 7.01 | 7.01 | 7.01 |
| 8:08 | 5:25 | | 10:48 | 7:44 | 9:00 | 49.9 | | Arkell | | 76.42 | 9:44 | 2:52 | | 6.53 | 6.53 | 6.53 |
| 8:13 | 5:30 | | 10:54 | 7:49 | 9:05 | 52.4 | | Speedwell | | 76.35 | 9:38 | 2:45 | 14.19 | 6.45 | 6.45 | 6.45 |
| 8:20 | 5:35 | | 11:00 | 7:57 | 9:10 | 54.4 | | GUELPH (C) Ar | | 76.30 | 9:30 | 2:40 | 4.14 | 6:40 | 6:40 | 6:40 |
| | | | | 10:10 | | 60.5 | | Arliss | | | | | | 3.56 | 3.56 | 3.56 |
| | | | | 10:22 | | 66.5 | | West Montrose | | | | | | 3.44 | 3.44 | 3.44 |
| | | | | 10:32 | | 70.4 | | ELMIRA (C) | | | | | | 3.36 | 3.36 | 3.36 |
| | | | | 10:44 | | 74.5 | | Wallenstein | | | | | | 3.25 | 3.25 | 3.25 |
| | | | | 10:55 | | 79 | | | | | | | | | | |

Canadian Pacific Railway - Guelph & Goderich



O-91 Hammer 1a

Proof - unknown

ERD - 1908/11/26

LRD - 1921/02/15

Indicia - 92,635,638,640,641



O-91 Hammer 1b

Proof - 1922/01/20

ERD - 1922/04/23

LRD - 1927/07/03

Indicia - 640



O-91 Hammer 2

Proof - unknown

ERD - 1909/04/19

LRD - 1953/05/05

Indicia - 92,637,638,640

As stated earlier, the catalogue shows an early date of 1903 for O-91. Since the line was not opened until August, 1907, the earliest use was probably in 1908.



O-89

Proof - 1927/11/19

ERD - 1927/12/15

LRD - 1955/04/06

Indicia - 2?,600?,637,640



O-91A

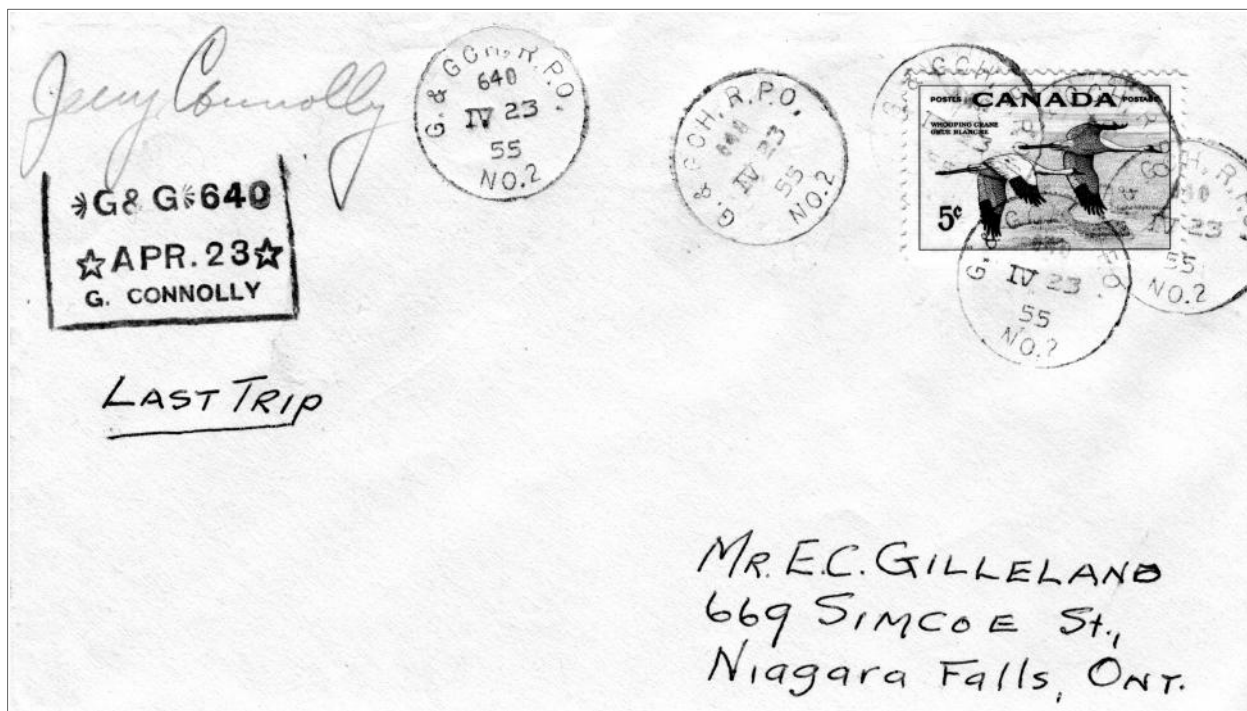
Proof - 1953/10/06

ERD - 1953/11/25

LRD - 1955/04/23

Indicia - 637,640

The clerk private handstamp, **O-91B**, is found on this philatelic "Last Trip" cover addressed to Niagara Falls.

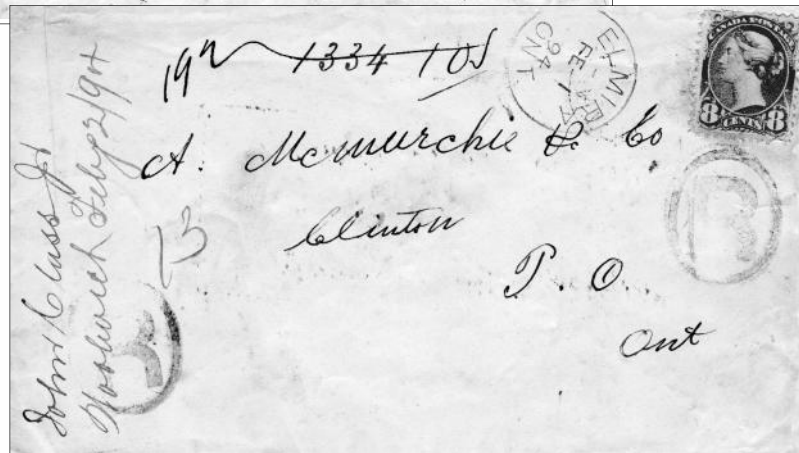
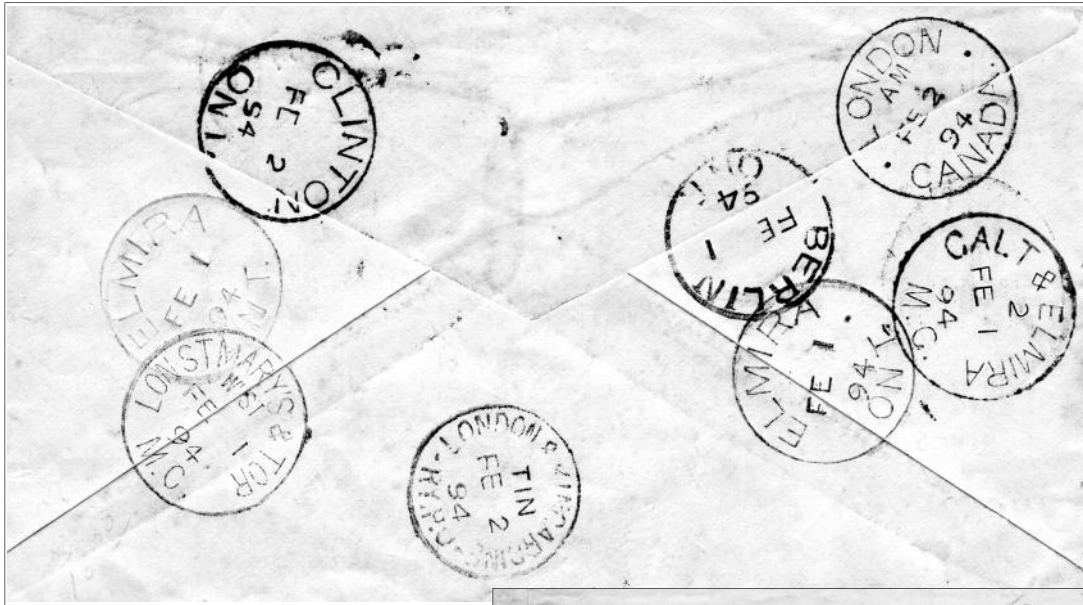


New Reports

This registered cover, addressed to Clinton, originated at Elmira, Ontario on February 1, 1894 and was put on board the southbound Galt & Elmira mail car, where it was cancelled with a transit backstamp. The cancellation is an early example of **O-77** (Period from 1893/12/11 to 1913/01/20) with a previously unreported **train number 2**.

On arrival at Berlin, the letter was taken to the post office, postmarked and then returned to the station, where it was transferred to the westbound London, St. Mary's & Toronto mail car (**O-159**). When it arrived in London it was taken to the post office, cancelled the next morning and then returned to the station for transfer to the northbound London & Kincardine R.Y.P.O.. The cancellation is a late date for **hammer I** of **O-148**, which has only been reported used until June 25, 1894.

The cover arrived in Clinton on February 2, 1894.



On a cover addressed to Toronto, we find this example of **W-60B**, JASPER & PRINCE GEORGE R.P.O. / ., 195, 13 IX, 62. This is the first report for train number **195**. Trains 5, 6 and 196 were previously known

Found on a picture post card addressed to Lansing, Michigan, is the first report of **train number 14** for **W-25A** (ornament # 104), dated July 19, 1919.



On another picture post card from Glacier, B.C. to New Hampshire, is the first report of **train number 6** for **W-26Ba** (ornament # 108), dated August 30, 1910.

Calgary & Edmonton Railway

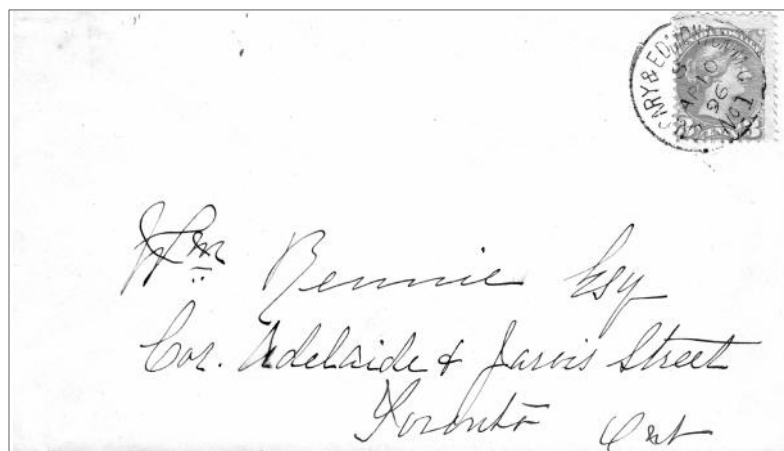
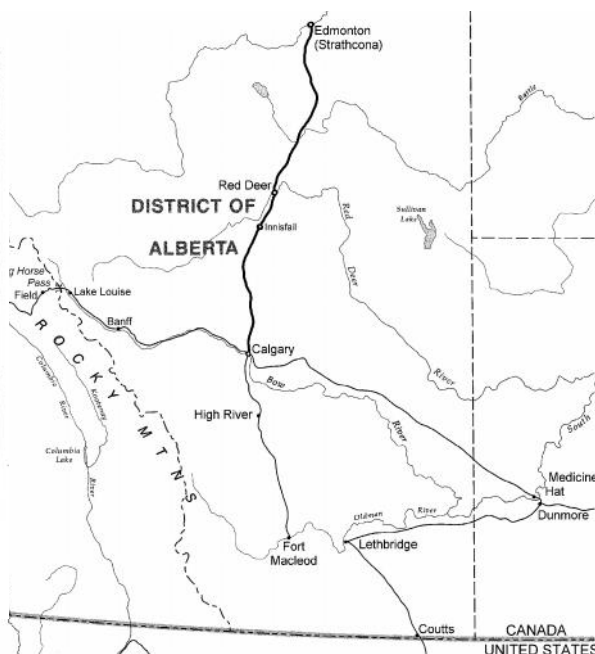
The Calgary & Edmonton Railway opened for traffic between Edmonton and Calgary in 1891. In 1904, the line was leased to the **Canadian Pacific Railway**.

The first cancellation for the railway, **W-19**, was proof struck on April 9, 1894. Reported use is from May 24, 1894 until October 5, 1907. At first, N or S direction indicia were used, followed by train numbers 14 or 28 in the hammer's last years.

| CALGARY AND EDMONTON | | | | | | | | | | |
|----------------------|--------|--------|-------|-------|----------------|--------|--------|--------|--------|--|
| 521 | 525 | 523 | 51 | Mls. | TABLE 100 | 522 | 524 | 526 | 52 | |
| † 1.00 | †15.00 | * 8.00 | ..... | 0.0 | Mountain Time | 8.10 | †16.00 | *22.00 | ..... |  |
| ..... | ..... | ..... | ..... | 1.2 | Lv Calgary | 8.05 | 15.55 | 21.55 | ..... |  |
| ..... | ..... | ..... | ..... | 10.0 | Calgary Junc. | ..... | ..... | ..... | ..... |  |
| d 1.49 | 15.52 | 8.49 | ..... | 20.3 | Beddington | 7.22 | 15.10 | 21.17 | ..... |  |
| d 2.10 | 16.13 | 9.10 | ..... | 30.2 | Airdrie | 6.58 | 14.47 | 20.57 | ..... |  |
| d 2.37 | 16.37 | 9.36 | ..... | 40.7 | Crossfield | 6.36 | 14.22 | 20.32 | ..... |  |
| d 2.54 | 16.53 | 9.53 | ..... | 47.7 | Carstairs | 6.22 | 14.04 | 20.17 | ..... |  |
| d 3.16 | 17.14 | 10.15 | ..... | 57.8 | Didsbury | 6.00 | 13.40 | 19.58 | ..... |  |
| d 3.40 | 17.33 | 10.39 | ..... | 68.5 | Olds | 5.36 | 13.16 | 19.31 | ..... |  |
| d 3.59 | 17.52 | 10.58 | ..... | 76.5 | Bowden | 5.16 | 12.56 | 19.10 | ..... |  |
| ..... | 18.11 | 11.16 | ..... | 85.1 | Innisfail | ..... | 12.36 | 18.51 | ..... |  |
| 4.40 | 18.30 | 11.38 | ..... | 94.8 | Penhold | 4.40 | 12.14 | 18.30 | ..... |  |
| 4.50 | 18.40 | 11.48 | ..... | ..... | Ar Red Deer | 4.30 | 12.04 | 18.20 | ..... |  |
| ..... | 19.06 | 12.17 | ..... | 106.6 | Lv Red Deer | ..... | 11.37 | 17.57 | ..... |  |
| 5.38 | 19.21 | 12.35 | ..... | 113.2 | Blackfalds | 3.47 | 11.22 | 17.40 | ..... |  |
| 6.14 | 19.37 | 12.50 | ..... | 122.4 | Lacombe | ..... | 11.01 | ..... | ..... |  |
| ..... | 19.52 | 13.05 | ..... | 129.7 | Morningside | 3.09 | 10.44 | 17.06 | ..... |  |
| ..... | 20.18 | 13.28 | ..... | 141.5 | Ponoka | ..... | 10.20 | 16.42 | ..... |  |
| 6.58 | 20.43 | 13.53 | *5.10 | 151.8 | Hobbema | 2.24 | 9.58 | 16.22 | *23.05 | |
| f 7.19 | 21.03 | 14.18 | ..... | 161.7 | Wetaskiwin | d 2.03 | 9.35 | 16.00 | ..... |  |
| ..... | 21.23 | 14.43 | ..... | 168.2 | Millet | ..... | 9.21 | ..... | ..... |  |
| 7.40 | 21.43 | 14.65 | ..... | 173.9 | Kavanagh | d 1.38 | 9.09 | 15.37 | ..... |  |
| ..... | 21.54 | 14.85 | ..... | 179.2 | Leduc | ..... | 8.57 | ..... | ..... |  |
| ..... | 22.00 | 15.00 | ..... | 185.6 | Nisku | ..... | 8.44 | ..... | ..... |  |
| ..... | ..... | ..... | ..... | 191.8 | Ellerslie | ..... | 8.30 | 15.00 | *22.00 | |
| ..... | ..... | ..... | ..... | ..... | A Strathcona L | 1.00 | ..... | ..... | ..... |  |
| ..... | ..... | ..... | ..... | ..... | (So. Edmonton) | ..... | ..... | ..... | ..... |  |

Nos. 521 and 522 Standard Sleeping Cars and Coaches between Calgary and Strathcona.
Nos. 524 and 525 Conch s and Cafe Parlor Cars.
Nos. 523 and 526 Coaches, Dining and Parlor Cars.

C.P.R. Public Timetable - 1911



W-19 CALGARY & EDMONTON - M. C / N^o 1 S, AP 10, 96
The Toronto receiving backstamp is dated April 14.

A Study of the Calgary & Edmonton Hammers

Rick Parama recently discovered the first reported use of **W-20, hammer 1b**. It is dated September 24, 1920, on train **24**, and was used as a transit backstamp on a registered cover originating at Markerville, Alberta, on September 23, addressed to Nanaimo, British Columbia, where it arrived on September 27. The cover would have been carried by road to Innisfail, located on the Calgary-Edmonton C.P.R. line.

Interestingly, both hammers **1b** and **1c** were proof struck on the same day. It is odd that the post office made two "N^o 1" hammers simultaneously and that the first was used only very briefly. The successor hammer, **1c**, is known from March 20, 1921 until February 12, 1948, with train numbers 22, 23, 24, 25 or 26.

I only recently recognized that there is a second "No 3" hammer, which is undated in the proof records and I have designated it as hammer **3b**.

W-19, W-20, W-21, W-22, W-22A, W-23 and W-23E Hammers

| Listing | Hammer | Proof | ERD | LRD | Indicia |
|---------|--------|------------|------------|------------|--------------------------------------|
| W-19 | 1 | 1894/04/09 | 1894/05/24 | 1907/10/05 | N, S, 14, 28 |
| W-20 | 1a | unknown | 1909/07/16 | 1912/03/14 | 11, 12, 14, 26 |
| | 1b | 1920/02/06 | 1920/09/24 | 1920/09/24 | 24 |
| | * 1c | 1920/02/06 | 1921/03/20 | 1948/02/12 | 22, 23, 24, 25, 26 |
| | 2a | unknown | 1900/06/09 | 1916/01/12 | S, 23, 24, 26 |
| | ** 2b | unknown | 1903/03/02 | 1911/08/14 | N, S, 12, 27 |
| | 2c | 1917/06/23 | 1921/03/25 | 1927/09/20 | 21, 22, 23, 24 |
| | 2d | 1931/01/17 | 1931/02/14 | 1948/12/01 | 23, 24, 25, 26 |
| | 2e | 1950/06/08 | unknown | unknown | |
| | 3a | 1918/03/26 | 1923/03/09 | 1954/03/31 | 23, 24, 26, 28, 524, 525 |
| | 3b | undated | unknown | unknown | |
| | 4 | 1917/06/23 | 1922/09/05 | 1933/06/01 | 24, 525 |
| | 5a | 1911/03/09 | 1913/12/03 | 1917/02/24 | 24, 26 |
| | 5b | 1918/03/09 | 1937/05/03 | 1947/05/15 | 24, 25, 28 |
| | 5c | 1923/04/06 | 1937/05/03 | 1954/04/23 | 24, 525, 526 |
| | 6a | 1912/01/03 | 1912/04/27 | 1915/11/11 | 23, 24, 25, 26 |
| | 6b | 1923/04/06 | 1925/01/02 | 1953/10/22 | 24, 25, 26, 525, 526 |
| | 7 | 1912/01/03 | 1913/08/07 | 1920/03/01 | 21, 22, 23, 24, 26 |
| | 8 | 1923/04/06 | 1925/10/05 | 1952/10/28 | 23, 24, 25, 26, 524, 525, 526 |
| W-21 | 3 | unknown | 1908/06/12 | 1914/08/01 | 12, 13, 14, 24, 25, 26 |
| | 4 | unknown | 1908/04/17 | 1911/09/20 | 11, 12, 13, 14, 26 |
| | 5 | unknown | 1908/09/23 | 1910/03/21 | S, 12, 14 |
| W-22 | 4 | 1931/07/18 | 1931/08/14 | 1954/08/16 | 23, 25, 27, 524, 525, 526 |
| W-22A | 1 | 1935/08/14 | unknown | unknown | |
| W-23 | 7 | 1924/10/02 | 1933/07/07 | 1954/03/31 | 6, 23, 24, 25, 27, 28, 523, 524, 525 |
| W-23E | 8 | 1953/02/14 | unknown | unknown | |

To differentiate between hammers **1b** and **1c** of **W-20**, measure the distance between the period after the “O” of “R.P.O.” and the top of the “1” of “N^o 1”. This distance for hammer **1b** is 1 3/4 mm and for hammer **1c**, it is 2 3/4 mm. **Rick Parama** has reported the only date of use for Hammer **1b**.

To differentiate between hammers **2a** and **2b** of **W-20**, measure the width of the bottom of the first “A” of “CALGARY”. This distance for hammer **2a** is 1 mm and for hammer **2b**, it is 1 1/2 mm.

To differentiate between hammers **3a** and **3b** of **W-20**, measure from the top left of the “Y” across the ampersand to the top of the first “D”. This distance for hammer **3a** is 7 1/2+ mm and for hammer **3b**, it is approximately 8 1/2 mm. (*Measurements and the illustration for hammer **3b** are approximate due to the poor condition of the proof strike.*)

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* Hammer 1c of W-20 was discovered by **Warren Bosch**, who first recognized the subtle differences between hammers 1b and 1c.

** Hammer 2b of W-20 was discovered by **Warren Bosch**. This hammer wore badly and by 1908 strikes are poor, with numerous breaks and voids.

The information presented here is derived from the collections of Warren Bosch, Jim Felton, Ross Gray, Rick Parama and Bill Robinson.

W-19, W-20, W-21, W-22, W-22A, W-23 and W-23E Hammers



W-19 H-1



W-20 H-1a



W-20 H-1b



W-20 H-1c



W-20 H-2a



W-20 H-2b



W-20 H-2c



W-20 H-2d



W-20 H-2e



W-20 H-3a



W-20 H-3b



W-20 H-4



W-20 H-5a



W-20 H-5b



W-20 H-5c



W-20 H-6a



W-20 H-6b



W-20 H-7



W-20 H-8



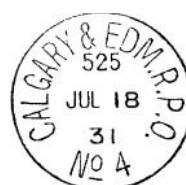
W-21 H-3



W-21 H-4



W-21 H-5



W-22 H-4



W-22A H-1

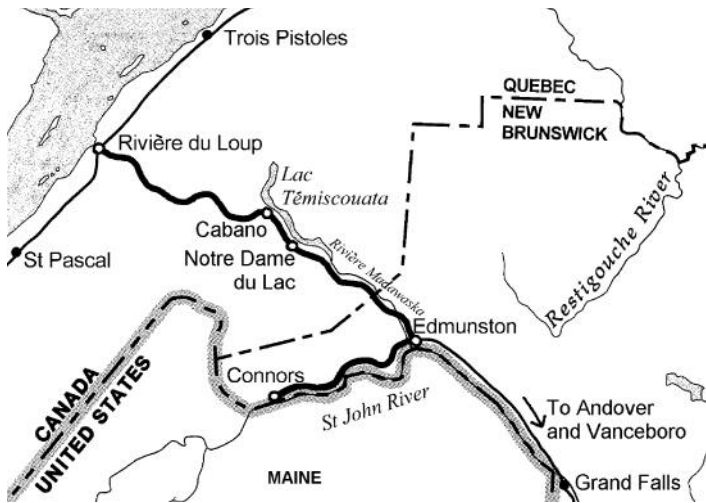


W-23 H-7



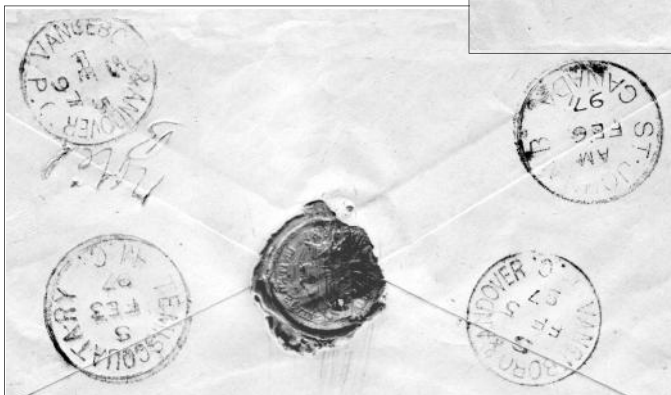
W-23E H-8

Temiscouata Railway



On January 1, 1889, the railway was opened for traffic between Rivière du Loup and Edmundston. In 1891, an extension between Edmundston and Connors was completed.

The first cancellation used was proof struck on September 2, 1892, followed by similar hammers on January 6, 1893. Three different hammers have been identified and reported used between January 19, 1893 and November 1, 1904, with either a N or S direction indicator.



RR-152 (Hammer I) TEMISCOUATA - RY / M. C. S, FE 3, 97
MA-262 (Hammer II) VANCEBORO & ANDOVER / P. C. S, FE 5, 97

This cover was registered at the post office at NOTRE-DAME-DU-LAC, QUE, FE 3, 97. It was then transferred aboard the southbound train for Edmundston. The railway mail clerk wrote (*Rec'd in bad condition*) on the front and cancelled both the front and back of the envelope. It probably travelled south from Edmundston in a closed bag on the C.P.Ry. line to Andover. At Andover, it was transferred aboard the southbound, Vanceboro & Andover mail car, where the postal clerk applied two transit backstamps. The letter was then placed in a closed bag and transferred to the eastbound C.P.Ry., probably at McAdam. The St. John receiving backstamp is dated the morning of February 6.

There is a red wax seal on the envelope flap, which is impressed with an 1881 U.S. one cent coin.

**Temiscouata Railway
RR-152 Hammer Data**

TEMISCOUTA · RY / M. C.

| Hmr | Proof | ERD | LRD | Indicia | "Y" | a | b | c |
|---------|------------|------------|------------|---------|-----|---------|-------|---------|
| I | 1892/09/02 | 1895/07/26 | 1897/07/08 | N, S | Y | 10 1/4 | 7 + | 7 - |
| II | 1893/01/06 | 1897/10/18 | 1898/12/15 | N | Y | 9 3/4 + | 7 1/2 | 6 1/2 - |
| III | unknown | 1896/12/22 | 1896/12/22 | N | Y | 9 1/2 | 7 1/2 | 7 + |
| Listing | | 1893/01/19 | 1904/11/01 | N, S | | | | |



Hammer I



Hammer II



Hammer III

MA-56 Hammer Data

CONNERS & RIVIERE - DU - LOUP - R.P.O. / .

Chord "a" is measured from the middle bar of the "E" to the middle of the vertical of the "D"; chord "b" is measured from the bottom of the "N" to the bottom of the "R".

| Hammer | a | b | Proof Date | ERD | LRD | Indicia |
|--------|-------|---------|------------|------------|------------|------------|
| I | 2 1/2 | 8 1/2 + | 1914/03/03 | 1915/06/23 | 1922/11/24 | 1, 2 |
| II | 2 - | 9 1/2 | unknown | 1916/02/06 | 1948/11/27 | 1, 2, 3, 4 |



MA-56, H-I



MA-56, H-II

MA-57 Hammer Data

CONNORS & RIV. DU LOUP * R.P.O. / .

| Hmr | a | b | c | -P * R- | Proof | ERD | LRD | Indicia |
|---------|--------|---------|-------|---------|------------|------------|------------|---------------|
| I | 7 1/2- | 10- | 6 3/4 | no dot | unknown | 1904/11/08 | 1919/03/29 | N, S, 1, 2 |
| II | 6 3/4 | 10 1/2- | 6 | no dot | unknown | 1904/12/10 | 1916/01/22 | N, S, 1, 2 |
| III | 7 1/2- | 10 | 7 | dot | 1919/03/26 | 1919/12/23 | 1948/12/02 | 1, 2, 4 |
| IV | 6 1/2+ | 11+ | 6- | no dot | 1904/11/03 | unreported | unreported | |
| Listing | | | | | | 1904/11/08 | 1948/12/02 | N, S, 1, 2, 4 |



Hammer I



Hammer IV



Hammer II



Hammer III

Temiscouata Railway

MA-57 Hammer Data

In the original hammer study of this set of hammers, it was indicated that the proof strike in the records was a badly damaged example of **hammer II**, possibly with the “DU” retouched as “DE”. Subsequent closer examination indicates that the proof strike is a different hammer and it is now designated as **hammer IV** in order to maintain continuity with the earlier study. The proof date for hammer II is now regarded as unknown.

MA-58 Hammer Data

| Proof Date | ERD | LRD | Indicia |
|------------|------------|------------|---------|
| 1925/11/06 | 1925/12/02 | 1925/12/02 | 1, 2 |



This hammer is found in the proof strike records. It is not listed and has never been reported used. Interestingly, the proof date is the same as the proof date of MA-58.

MA-59 Hammer Data



Chord “a” is measured from the top of the “R” to the bottom of the “E”; chords “b” and “c” are measured from the bottoms of the letters.

| Hammer | a | b | c | Proof | ERD | LRD | Indicia |
|--------|---------|-------|-------|------------|-------------|------------|----------|
| I | 4 | 7 3/4 | 7 3/4 | 1948/12/09 | 1948/12/16 | 1949/02/01 | 2 |
| II | 4 1/2 + | 7 1/2 | 7 1/2 | 1948/12/09 | 1948/11/29? | 1949/01/?? | blank, 2 |

MA-59 H-I



MA-59 H-II

Lewis Ludlow originally published his study of this run in the September, 1974 issue of BNA Topics. I have been unable to locate a copy of the Hammer II proof strike. The Hammer II illustration shown here, is from **Jim Felton** and is alone on a facing slip. The date of this strike precedes the proof date, suggesting an error in one or the other or the existence of a third hammer.

Secretary's Report from Chris Anstead

Congratulations to member **Bob Lane** for the gold medal awarded in the Single Frame Class for “The West of Winnipeg Hammers” at the VANPEX 2006 show!

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