

Jack Brandt of Calgary, who has just joined our study group and **Doug Lingard**, one of our long time members, contribute a large number of important new reports in this issue.

Ross Gray illustrates an interesting registered cover which originated on the Trenton & Maynooth R.P.O. at the Bannockburn station.

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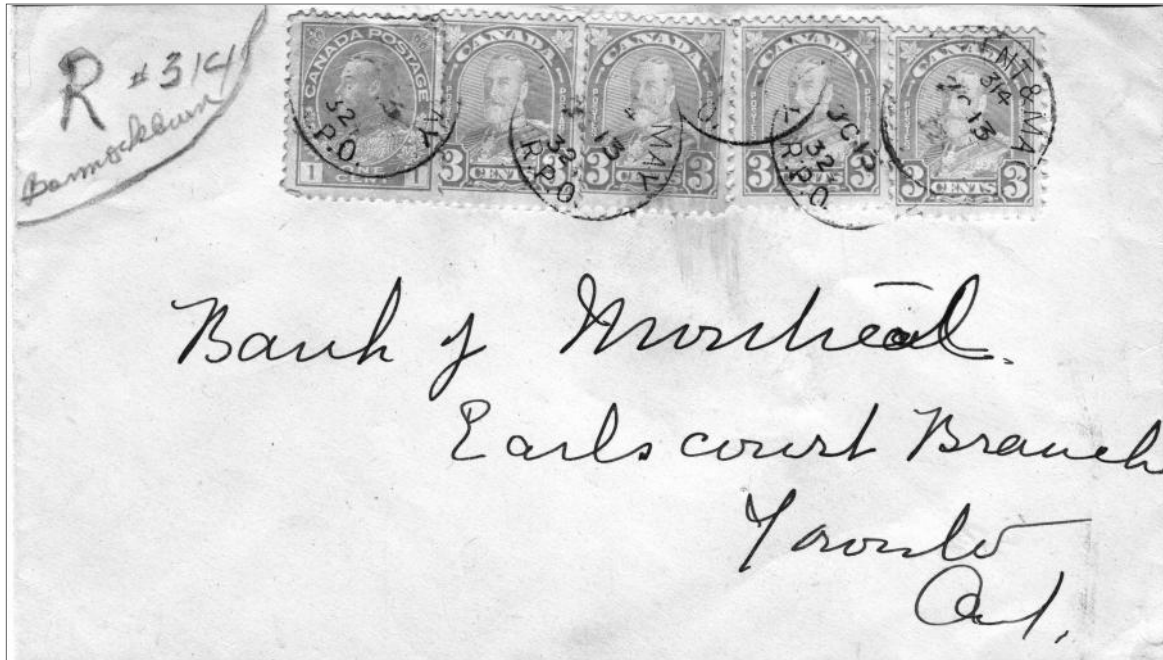


This **QC-191**, G. T. RY / MONT. & KING. , WEST, JA 24, 4 , is a **new early date** for this listing. As is usual with this cancellation, the "4" in the normal year date position is the train number. Only the KINGSTON / CANADA , AM, JA 25, 81 , transit backstamp reveals the year date.



On this foxed cover to Germany, we find the first confirmation of **train 2** for **WT-639.012**, REGINA & PRINCE ALBERT · R.P.O. / N^o 1, 2, FE 14, 11. There is no receiving postmark to show the arrival date.

A Registered Cover from the Trenton & Maynooth R.P.O.



This registered cover originated on the southbound Trenton & Maynooth R.P.O. The clerk wrote a large "R # 314 / Bannockburn" in the upper left corner with an violet indelible pencil, using the train number as the tracking number. He cancelled the stamps with his regular steel hammer, **ON-868**, TRENT & MAY / R.P.O., 314, OC 13, 32 , and added two more strikes to the back. This is the first time I have seen the station stop indicated on this type of cover.



A Registered Cover from the Trenton & Maynooth R.P.O.

TRENTON AND MAYNOOTH										
319	317	61	313	Miles	TABLE No. (East. Time)	156	62	318	314	320
P.M.	P.M.	P.M.	A.M.		Lv	Trenton, Ont.	A.M.	A.M.	P.M.	A.M.
		12.30	11.45	0.0		120, 123, 159. Ar	11.05		2.35	
		12.40	12.01	1.6		Trenton Jct.	10.55		2.25	
				4.8		Glen Miller				
		12.55	12.25	7.9		Frankford	10.40		2.00	
		1.07	12.40	13.1		Glen Ross	10.25		1.35	
		1.15	12.48	15.4	Ar	Anson	10.20		1.25	
		1.25	12.58	19.9	Lv	151	10.18		1.13	
		1.32	1.05	22.8		Wellman	10.06		12.58	
		1.40	1.15	25.0		Springbrook	10.00		12.35	
						Bonarlaw	9.54		12.30	
						Belmar				
		1.55	1.40	30.4		Marmora	9.40		12.00	
		2.08	2.00	36.4		Malone	9.25		11.40	
		2.20	2.15	40.6		Eldorado	9.15		11.25	
		2.30	2.30	45.6	Ar	Bannock (Lv	9.05		11.07	
		2.40	2.45	50.0	Lv	burn 157 (Ar	9.05	11.40	11.07	8.55
		2.50	3.05	55.2		Millbridge	8.55	11.20	10.57	8.43
		3.05	3.25	59.7		McDonalds	8.44	10.50	10.30	8.28
		3.12	3.45	62.5		Gilmour	8.32	10.35	10.15	8.13
		3.20	4.00	66.3		St. Ola	8.25	9.37	9.57	7.55
						Ormsby Jct.	8.17	9.25	9.45	7.40
		3.40	4.35	68.8		Ormsby	7.30	9.15	9.15	7.30
		3.55	4.50	73.5	Ar	Coe Hill 157 Lv	7.15	9.00	9.00	7.15
P.M.	P.M.	P.M.	P.M.		Lv	Brinklow	8.13		9.40	
		3.37	4.20	73.2		Egan Creek	8.01		9.25	
				74.6		Turiff				
		3.50	4.50	78.8		Detlor	7.48		9.00	
		4.00	5.05	82.1		Bronson	7.39		8.30	
		4.15	5.20	85.9	Ar	Bancroft (Lv	7.30		8.20	
		4.25	6.00	88.7	Lv	York River 155	7.18		7.40	
		4.30	6.10	89.7		Bird's Creek	7.15		7.35	
		4.45	6.35	95.6		Hybla	7.00		7.10	
				99.0		Graphite				
		5.00	7.00	101.7	Ar	Maynooth	6.45		6.45	
						Ont.	A.M.			

C.N.Rys. Public Timetable - 1931

New Reports from Ross Gray



On a greeting card addressed to Middleton, NS, is this second reported example of QC-253.05, MONTREAL & ST. JOHN / M.C. , E, SP 4, 06. It is now the latest date and also the first report of the "E" direction indicium for the hammer.



This early strike of ON-549, TRAIN NO / SUD. & S. S. MARIE R.P.O. , 26, AU 6, 12, found on a post card view of the Sault Ste. Marie locks addressed to Waterdown, ON, is a confirmation of train 26 for the listing. An August 1, 1912 C.P.R. public timetable shows this daily eastbound train leaving Sault Ste. Marie at 3:50 PM and arriving at Sudbury at 10:30 PM.

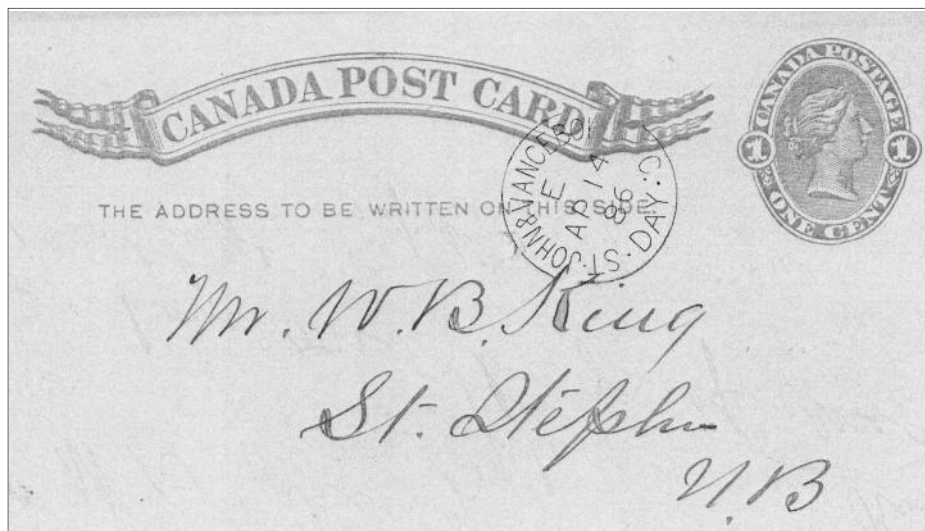
Boston, Montreal, St. Paul, Minneapolis & Duluth													
WESTBOUND				Through Car Route				EASTBOUND					
801	19	27	Miles	TABLE 13				802	20	26			
† 6.25	x 9.20		360.0	Lv.	North Bay	○	Ar	† 10.00	8.10				
7.18	† 10.01		383.3		Sturgeon Falls	○		9.17					
9.18	† 11.35		439.2	Ar	Sudbury	○	Lv	† 7.35	6.00				
† 9.45	x 9.00	9.00		Lv	Toronto, Un. St.	○	Ar	† 5.10	8.00	† 8.00			
† 3.14	x 2.22	2.22		Lv.	Parry Sound	○	Ar	† 11.37	2.22	† 2.22			
† 7.10	x 5.50	5.50		Ar	Sudbury	○	Lv	† 7.45	† 10.45	† 10.45			
9.25	† 11.45	7.00	439.2	Lv.	Sudbury	○	Ar	† 7.20	x 6.50	† 10.30			
9.40	10.11	5.55	7.10		Copper Cliff			7.10	5.41	10.18			
10.00		7.23	450.3		Naughton			6.53		10.00			
10.20	† 12.20	7.38	457.5		White Fish			6.33	x	9.44			
10.30	12.29	7.45	461.1		Victoria Mine			6.25	5.08	9.37			
10.38		7.52	464.3		Worthington			6.14		9.29			
† 9.46		8.00	467.5		Turbine			6.05		9.20			
11.00	x	8.10	471.8		Nairn			5.55	x	9.11			
11.20		8.26	481.0		Espanola			5.34	x	8.53			
† 11.40	1.30	8.45	487.5		Webbwood	○		† 5.16	4.16	8.35			
P.M.	1.50	9.04	497.6		Massey			A.M.		8.47			
	x	9.19	505.5		Walford				x	7.62			
	x	9.29	510.8		Spanish				x	7.40			
	2.28	9.39	516.6		Cutler				3.10	7.29			
		9.42	517.6		Kenabutch					7.25			
907		9.52	522.6		Serpent					7.15			
A.M.	x	9.59	526.6		Sprague			P.M.		7.07			
† 6.00	x 3.05	10.16	534.3		Algoma			† 9.15	x 2.37	6.49			
6.16	3.20	10.32	541.6		Blind River			9.00	2.25	6.32			
76.24			545.8		Mississauga			8.50					
6.36	3.38	10.52	552.0		Dean Lake			8.40	2.10	6.12			
76.51		11.07	561.1		Dayton			8.22		5.54			
77.01		11.17	565.9		Livingston			8.12		5.44			
77.19	4.10	11.27	569.6		Thessalon			8.05	1.45	5.37			
77.24		11.35	574.2		Nestorville			7.51		5.23			
77.40	4.35	11.55	582.3		Glen Otter			7.43		5.15			
77.52		12.08	588.6		Bruce			7.33	x 1.20	5.05			
77.57	4.53	12.14	590.4		Portlock			7.16		4.50			
78.14		12.29	597.3		Desbarats			7.12	1.06	4.42			
78.19		12.34	599.6		Isbester			7.00		4.30			
8.29	x 5.13	12.45	603.5		Bar River			6.56		4.26			
8.43	5.22	12.57	609.9		Ekoba			6.48	x	4.18			
9.00	5.35	1.15	618.5		Garden			6.36	x	4.06			
9.12		1.20	619.7		S.S. Marie, Ont. ○			6.20	12.20	3.50			
† 8.25	* 4.52	† 12.35	622.4	Ar	S.S. Marie, Mich. ○	○	L	† 4.55	† 10.59	† 2.30			
					(E.T.)	Steeleton (E.T.)	(East. Time)						
					(C.T.)	Steeleton (C.T.)	(Cent. Time)						

Nos. 19 and 20 Solid through trains between Montreal and St. Paul and Minneapolis First and Second Class Coaches. Standard Sleeper Boston and Minneapolis Standard Sleeper Montreal and Cobalt, South Porcupine. Standard Sleeper S.S. Marie and Duluth. Cafe Car Boston and Montreal. Dining Car Mattawa and St. Paul and Minneapolis; and Sault Ste. Marie and Duluth. Standard Sleeper Toronto and Sudbury.

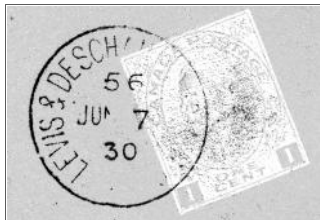
Nos. 26 and 27 Standard Sleeper Toronto and Sault Ste. Marie daily except Saturday from Toronto, and Sunday from S.S. Marie; Cafe Coach Sudbury and S.S. Marie.

Explanation of Signs * Daily. † Daily, ex. Sun. ‡ Daily, ex. Sat. ¶ Refreshment Stations. © Postal Mail Box on Station Platform. / Flag Stations. Arrives Sunday 9.35 p.m. c6.30 p.m. † Flag for passengers to points West of Webbwood. ‡ Tues. Thurs. Flag for passengers from Ottawa or East. nFlag for passengers for or from East of Algoma. r Mon., Wed., Fri. zFlag for passengers for or from beyond Carleton Place or Soo, Mich.

New Reports from Jack Brandt



Advancing the earliest reported date by more than a year, this **new early date** for **MT-320.01**, ST · JOHN & VANCEBORO · M.C. / · DAY · , E, AP 14, 86 , brings the use of this hammer closer to its companion, MT-319. Proof dates for both are unknown.

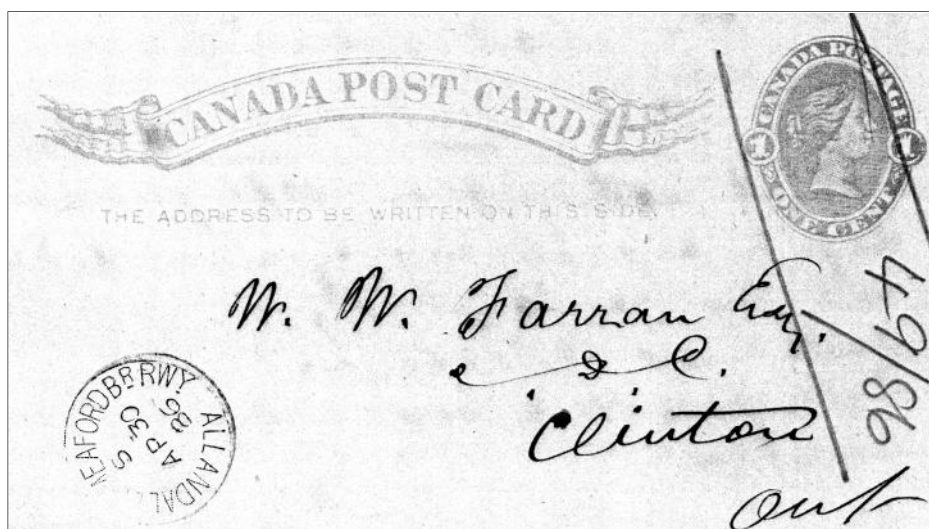


QC-67.01, LEVIS & DESCHAILLONS - R.P.O. / . , 56, JUN 7, 30 , is a **new early date** and the second report of train 56 for the hammer.



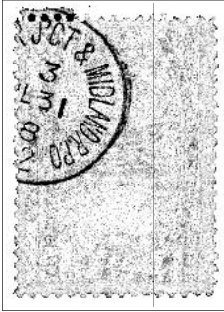
QC-255.01, MONT. & SHER. C. P. R. / M.C. , E, AU 30, 07 , is a **new late date** for both the hammer and listing.

QC-308.04, MON. & TOR · R.P.O. / 4 , 10, DE 14, 25 , is a **new early date** for the hammer and the listing.



This example of **ON-1**, ALLANDALE & MEAFORD B.B. RWY , S, AP 30, 86 , is a **new early date** for this hammer whose proof date is unknown.

New Reports from Jack Brandt



ON-28.02, BLACKWATER J'CT. & MIDLAND R.P.O. / N^o 2 , 3, JUL 31, 08 , is the **first report of train 3 for this hammer**.

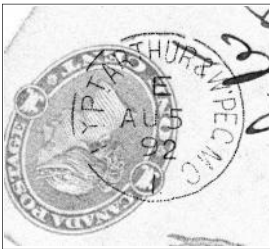


ON-29.021, B'WATER JUNCT. & MID . R.P.O. / N^o 2 , 604, SP 7, 45 , is a **new late date** for the hammer.



ON-109.05, FT. WM. & WPG. R.P.O. / No. 5 , 4, JUL 17, 39 , is the **first report of train 4 for the hammer**.

Found on a 4 cent orange George VI with "POSTES POSTAGE" stamp, which was issued November 8, 1951 is this partial strike of **ON-232**, LIN. & HAL · R.P.O. / N^o 2 , 390, MR 6, (52). Although the year date is not visible, it could be no earlier than 1952 and is a **new late date** for the listing.



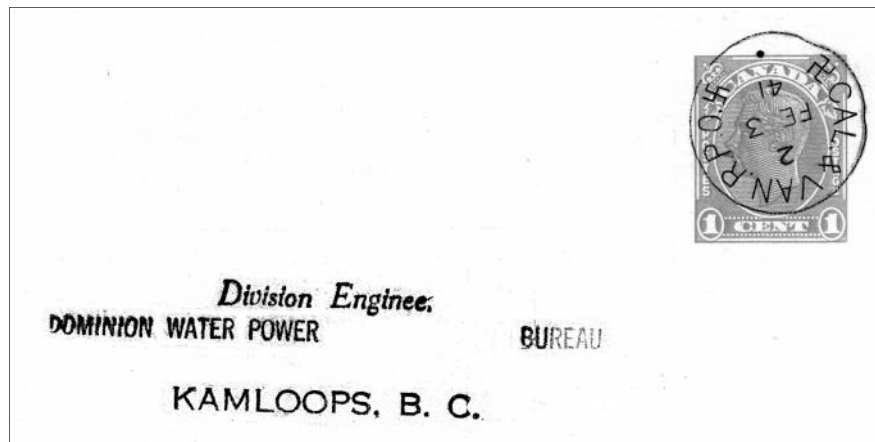
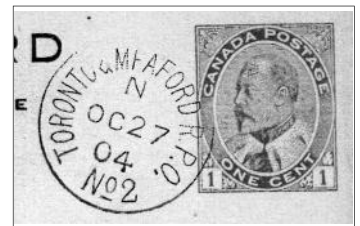
This **ON-461.01**, C.P.R. PI ARTHUR & W'PEG. M.C. / 1. , E, AU 5, 92 , is a **much earlier date than previously recorded for the hammer**.

ON-471, PT. DOVER AND STRATFORD · R.P.O. / . , N, SP 15, 25 , is **3 days later than previously reported**. It is one of the few hammers not to use an ampersand.



ON-562.07, TOR. & FT. WM. R.P.O. / N^o 7 , 6, JAN 26, 56 , is a **new late date for the hammer**.

ON-710.021, TORONTO & MEAFORD R.P.O. / N^o 2 , N, OC 27, 04 , is a **new early date for both the hammer and the listing**. This hammer was proof struck only the day before, on October 26, 1904!

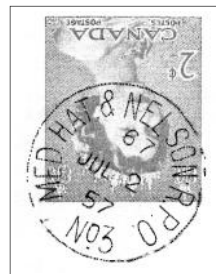


On a post card is this **much later** and the **first second period date** for **WT-101.104**, CAL. & VAN. R.P.O. / 卅. 卅 , 2, FE 3, 41.

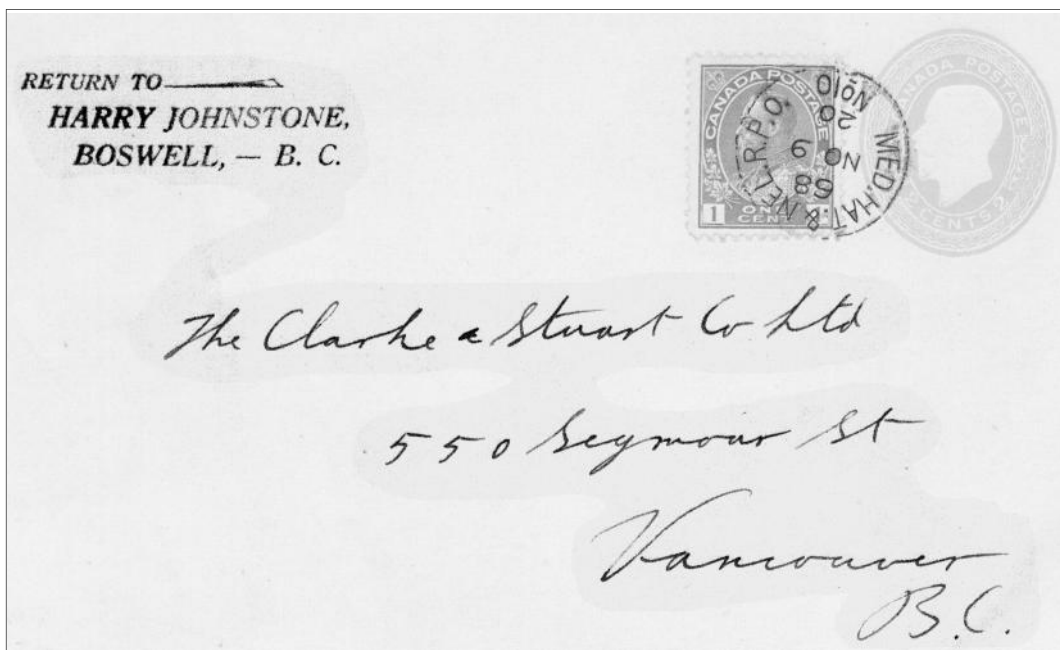
New Reports from Jack Brandt



WT-267.022, KAM. & SASK. R.P.O. / No. 2 , 9, 10 V, 61 , is a **new late date for this hammer**, not long before being replaced by the WT-272 group of hammers. The RF changes to "D"



WT-348, MED. HAT. & NELSON & NELSON · R.P.O. / No 3 , 67, JUL 2, 57 , is a **new late date** for the sole hammer of the listing.



This attractive cover from Boswell to Vancouver has the **first report of train 68 for this hammer**, **WT-344.101**, MED. HAT. & NEL. R.P.O. / No 10 , 68, NO 9, 20.

ACKNOWLEDGMENT OF RECEIPT AVIS DE RÉCEPTION		STAMP OF OFFICE OF ORIGIN Timbre du bureau expéditeur
<p>"ORIGINAL REGISTERED No." 251</p> <p>DATE OF POSTING December 28th., 1925.</p> <p>RETURN TO Messrs. Curtin & Grant,</p> <p>201 Nay & James Block,</p> <p style="text-align: center;">Regina, Saskatchewan.</p> <p>PLACE — Endroit</p> <p style="text-align: center;">COUNTRY — Pays</p>		
<p>POST OFFICE DEPARTMENT, CANADA. Administration des postes, Canada.</p> <p>39 B-150,000-20-11-24.</p>		

This **WT-440.011**, M. JAW & MACKLIN · R.P.O. / No 1 , W, DE 29, 25 , is the **first report of a "W" direction indicium for this hammer**.

New Reports from Jack Brandt

CANADA POST CARD



Occidental Coal Ltd.,
759 Grain Exchange,
Winnipeg, Man.

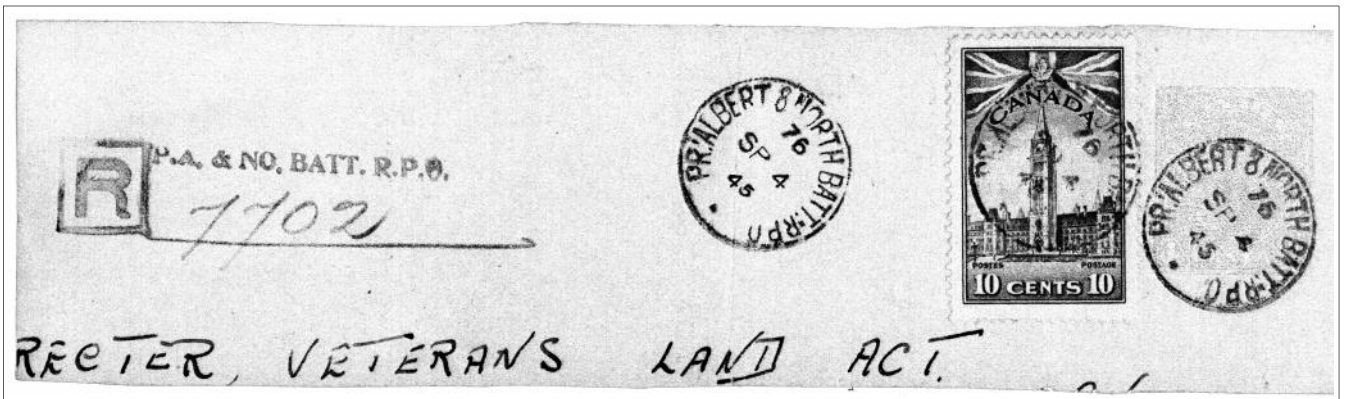
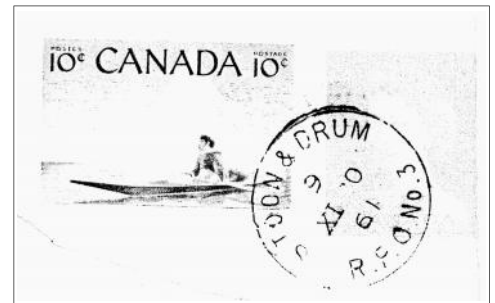
WT-523.042, NOR. PORT & M. JAW · R.P.O. / No 4 , 13, FE 7, 38 , is a **new late first period date** for this hammer.



WT-557, PR. ALBERT & NORTH BATT : R.P.O. / . , 75, NO 12, 49 , is a **new late date**.

This piece is the **second report** for **WT-693.03**, SASK. & DRUM / R.P.O. No. 3 , 9, XI ?0, 61. This November 20

or possibly November 30 date is more specific than the first report with the 1961 year date but the month not legible.



When the catalogue was published, we only knew the year date for **WT-560**, [R] / P. A. & NO. BATT. R.P.O. / 7702 . This piece with **WT-557**, PR. ALBERT & NORTH BATT : R.P.O. / . , 76, SP 4, 45 , reveals a complete date, although the registration number suggests that it was applied on train 77.



WT-748.013, SASK. & PR. ALBERT . R.P.O. / No 1 , 8, DE 31, 49 , is a **new late date** for both the hammer and listing.

WT-793.01, S. R. & P. A. R.P.O. / No.1 , 16, 22 II, 49 , is a **new early date** for this hammer, which was proof struck on December 22, 1948.

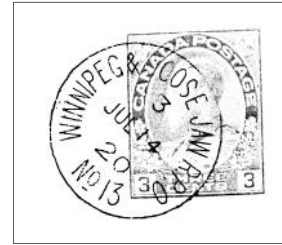


New Reports from Jack Brandt

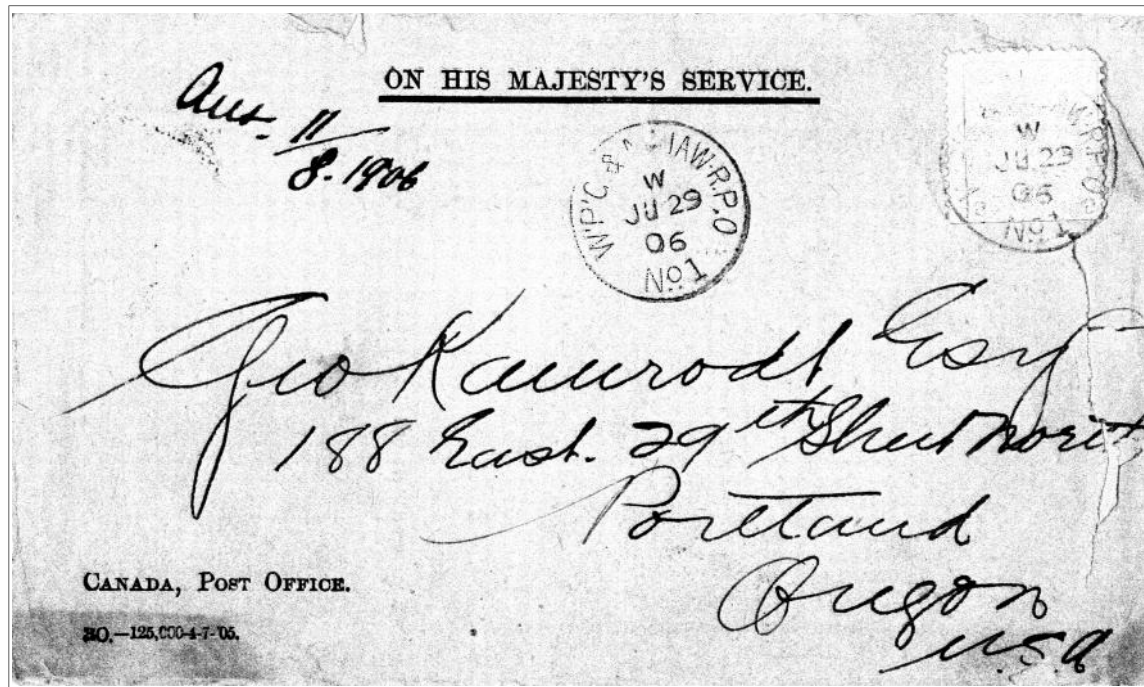


This piece with one stamp removed and two partial strikes of **WT-852.05**, WPG. & BINS · R.P.O. / N^o 5 , 106, OC 16, 26 , is a **new early date for the hammer**, which was proof struck on June 6, 1925.

WT-897.13, WINNIPEG & MOOSE JAW · R.P.O. / N^o 13 , 3, JUL 14, 20 , is a **new early date** for this hammer, which was proof struck on March 27, 1920.



This **WT-951.023**, WINNIPEG & NAPINKA · R.P.O. / N^o 2 , 122, AP 10, 25 , is **only the second report** and **new latest date** for this scarce hammer, which was also reported with a 1924/10/07 date by **Bob Lane**.



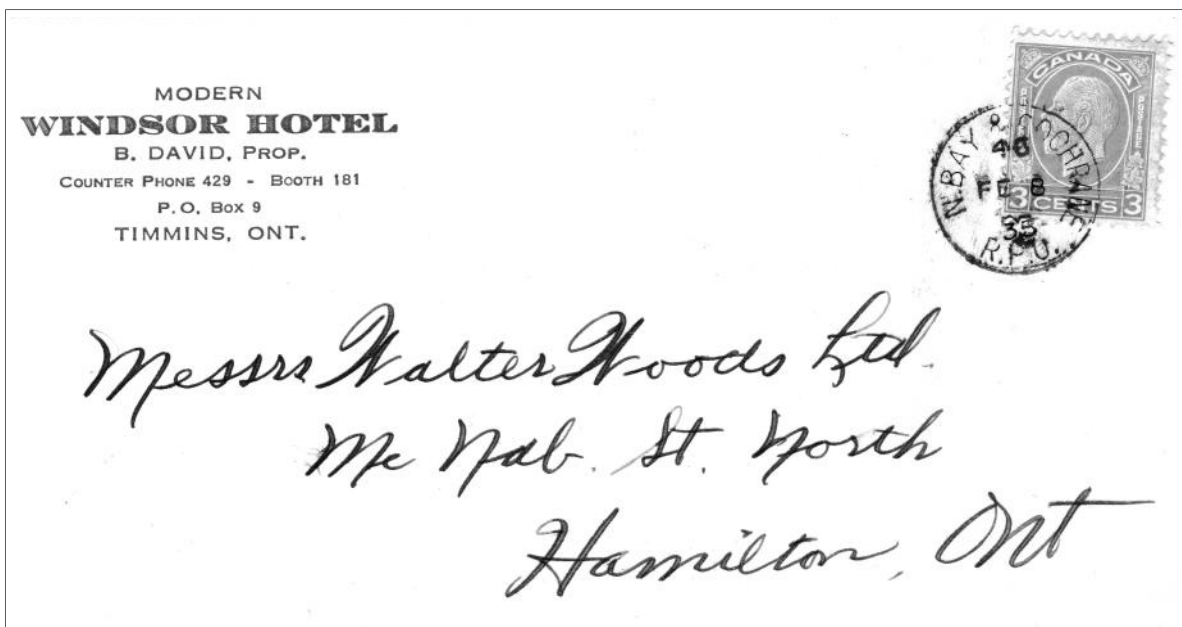
On this 2 cent Edward cover to Portland, Oregon, is the **first report of the “W” direction** indicator for **WT-896.01**, W'P'G. & M. JAW · R.P.O. / N^o 1 , W, JU 29, 06 .

On the back is a **previously unreported** private clerk handstamp, G. GLEESON / WPEG. & MOOSE JAW R.P.O. , JUN, 29, 1906 , struck in violet. This type CC6R rubber stamp will be listed as **WT-904.55** with a RF-G. This is the earliest private clerk postmark for this run by 4 years!

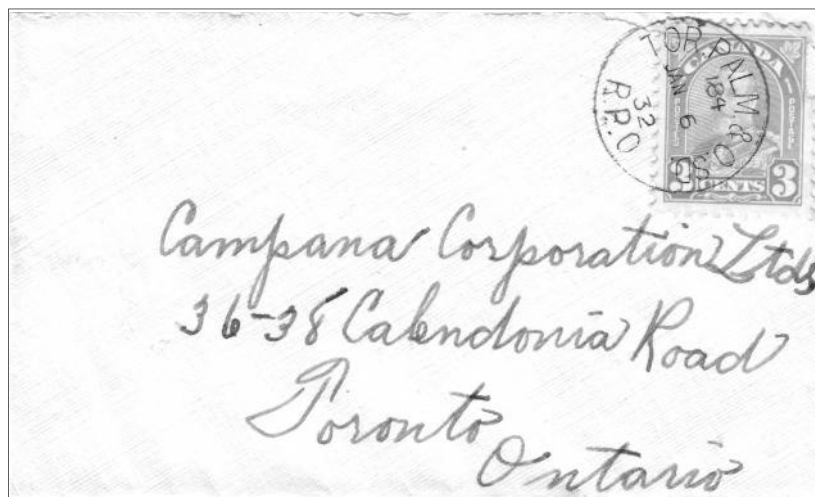
This **RY-51.04**, G. B. & L. E. R^y / N^o 4 , - , JU 10, 95 , has an interesting **dash** in the direction indicator slot of the hammer. There are no reports of an “N” indicium yet. Perhaps this is what the clerk used in the north direction because he lacked a proper slug.



New Reports from Doug Lingard

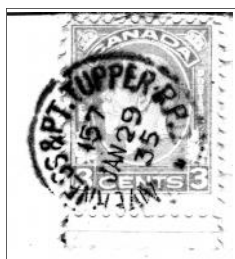


This cover is a **new late date** and the third report for the rare **ON-310**, N. BAY & COCHRANE / R.P.O. , 46, FE 8, 35. The earliest use is January 11, 1935. The hammer was only used briefly before the North Bay & Cochrane run was replaced by the North Bay & Timmins R.P.O. .



Two similar hammers for the Toronto, Palmerston & Owen Sound R.P.O. were proof struck on December 3, 1931 but only one is reported used. This petite cover has a **new early date** for **ON-793.01**, TOR. PALM. & O. SD. / R.P.O. , 184, JAN 6, 32 .

The RPO clerk kindly applied another strike on the back of a 3 cent Arch issue cover as well as cancelling the stamp with **MT-187.01**, HALIFAX & SYDNEY . R.P.O. / DAY , 5, FE 5, 32. This is the **first report of a train 5 indicium** and a **new late date for both the hammer and the listing**, which includes 5 hammers.



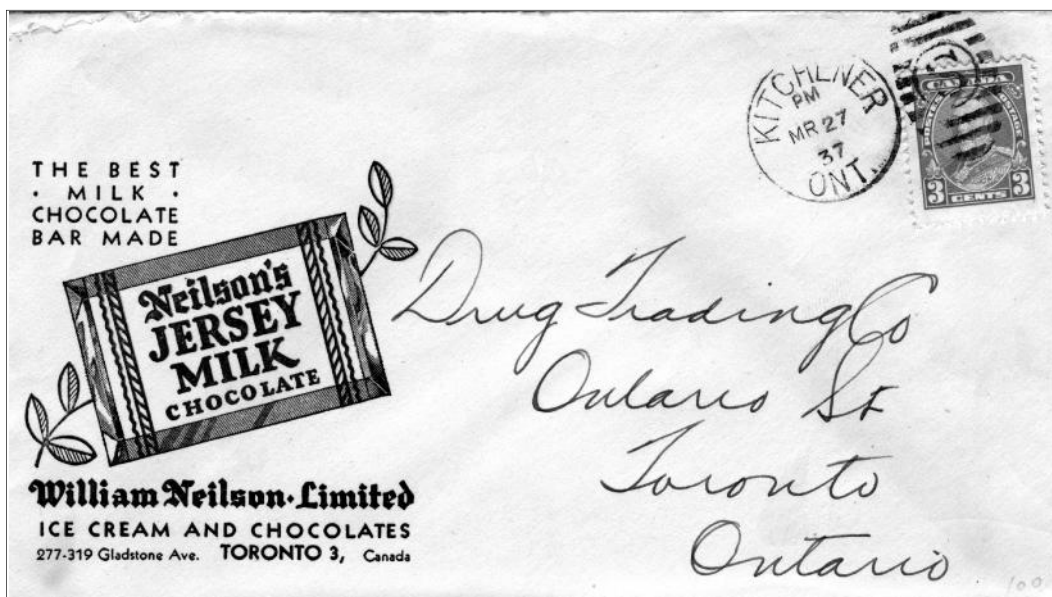
On a 3 cent Medallion issue cover from Hawthorne, Cape Breton to Toronto, is a **new late first period date** for **MT-226**, INVERNESS & PT. TUPPER · R.P.O. / . , 157, JAN 29, 35. Although the hammer was badly worn, it was briefly used again from March 17 until November 19, 1941.

New Reports from Doug Lingard



This **new early date** for **RY-195**, THIS MAIL WAS CARRIED BY / TRAVELLING LETTER BOX / TO TORONTO , FEB 17, 9³⁰ AM, 1935 , is on an orange Drug Trading Company return envelope without a return address. The machine cancellation was applied at Toronto Union Station, to uncanceled mail received from trains.

Four covers in the editor's collection have return addresses from Cochrane, Swastika, Kirkland Lake and Englehart, all located on the Temiskaming & Northern Ontario Railway, suggesting that the mail was posted on a T. & N. O. Ry. train between Cochrane and North Bay. It may have been that this mail was collected from platform letter boxes and/or a mail slot on the mail car and placed in a bag for Toronto.



On an attractive advertising cover is this **new early date** for **SN-13.02**, KITCHENER / ONT. , PM, MR 27, 37 , which was proof struck on September 18, 1936 and was a replacement for the first hammer of the listing, which has been reported used until 1936/08/07.

Amendment to Steam-Boat Article in March-April Newsletter

Brian Stalker apologises for the following omission from his Steam-Boat article in Whole No. 207.

On page 2170, the line immediately below Figure 3 should read:-

‘Allan Steinhart noted significant spacing differences (PHSC Journal #52) which facilitate identification of the individual hammers by direct observation, as illustrated’.

Secretary-Treasurer's Report from Chris Anstead

Welcome aboard to **Jack Brandt** of Calgary, who has just joined the study group and contributed a number of new reports and updates.

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