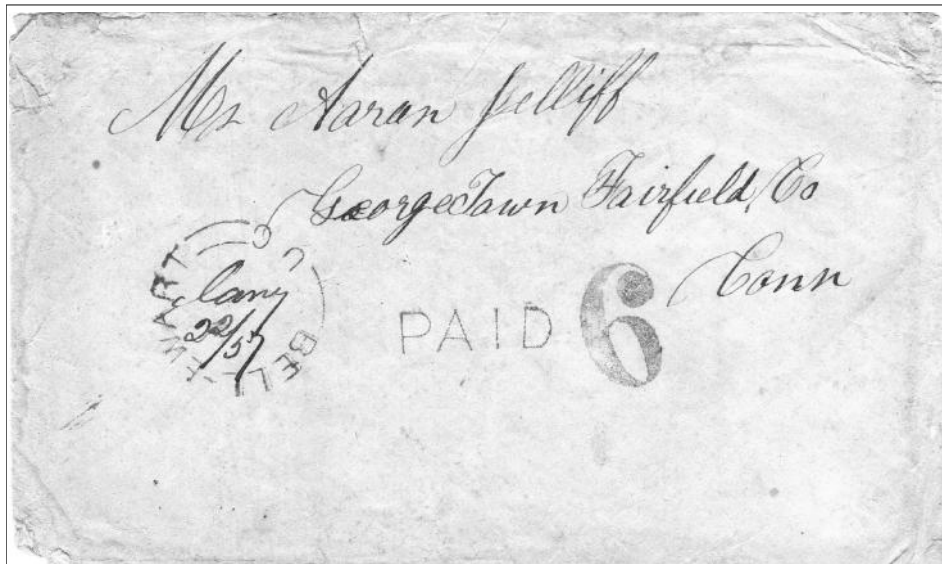
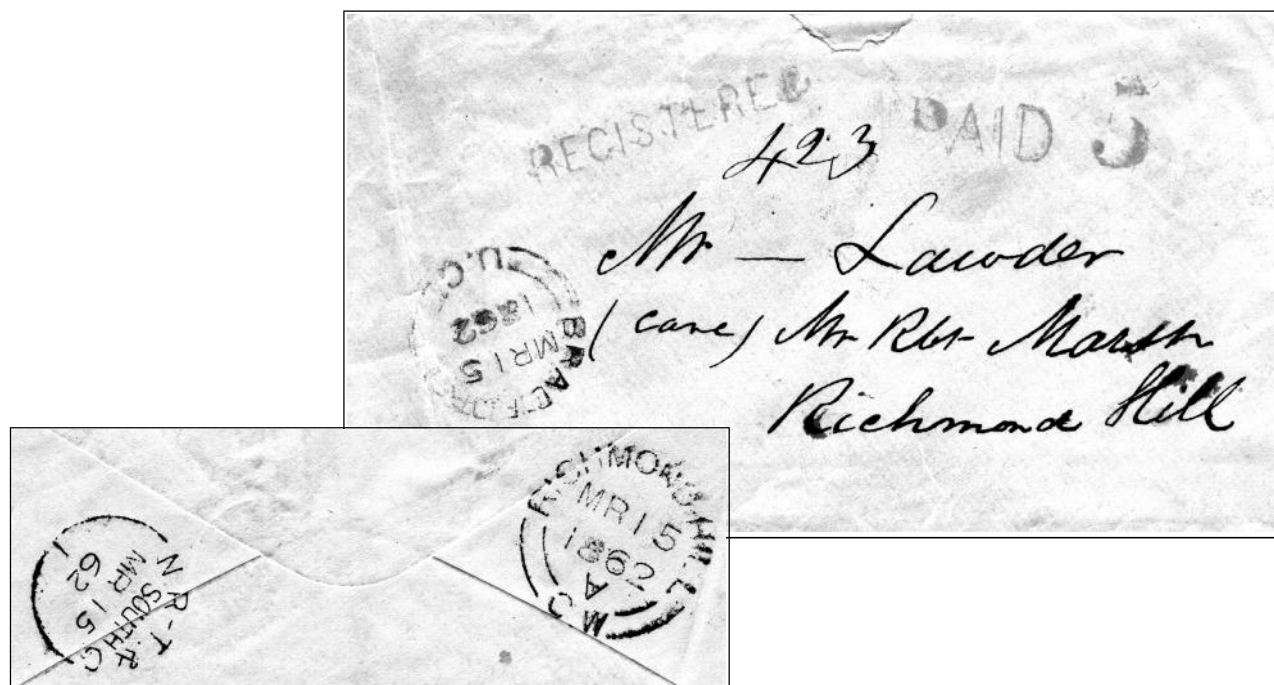


This issue continues to show more of the large number of new reports coming in from our study group members. Contributors this time are **Ron Barrett, Jack Brandt, Brian Copeland, Hugo Deshaye, Ross Gray, Peter McCarthy, David Oldfield, Brian Stalker and Roger Waivio.**



The second confirmed example of **RY-131.01**, ONTARIO - SIMCOE - & - HURON - RAILROAD / = . JA, 22 , appears as a transit backstamp on this cover from BELL - EWART / U.C. , January 22, 57 , to Connecticut. It is the **new late for the hammer.**



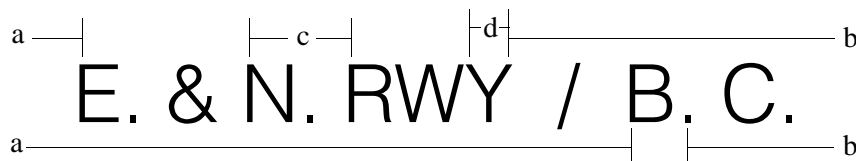
This transit backstamp, on a registered cover from Bradford to Richmond Hill, **ON-560.01**, N. R - T. & C / _ 1 _ , SOUTH, MR 15, 62 , is a **new early date for the hammer** and the **first report of a SOUTH direction indicium for both the listing and the hammer.**

It is only the second example on cover of this surprisingly rare cancellation which the editor has seen. The other known cover has the second hammer of the listing.

RY-47 Hammer Study

One of our newest members, **Brian Copeland**, has discovered that there are two hammers for listing RY-47 and he has provided scans and data from his collection which have enabled the following hammer study to be done. Brian observes that in a sample of about 40 examples, use of the two hammers is distributed equally but that the “S” indicium is about three times as common as the “N”.

We encourage other study group members to examine their holdings and contribute any additional information.



Hammer	Proof	ERD	LRD	Indicia	a	b	c	d
RY-47.01	1886/09/09 ¹	1890/10/07	1900/05/03	N,S	9 1/2	12 3/4	6 3/4	4 -
RY-47.02	1886/09/09	1891/10/09	1901/08/16	N,S	10	13 1/2	6	3 +
Listing	RY-47	1887/09/26	1901/08/16	N,S				

¹ The two illustrations in the proof records are both hammer 2. It is likely that the two hammers were made at the same time.



RY-47.01



RY-47.02

A Calgary & Vancouver Clerk Correction



Another of our newer study group members, **David Oldfield**, provides this cropped scan of the back of a registered cover from Slocan to Vancouver, with a beautiful violet strike of the only reported example of **WT-109**, CAL. & VAN. R.P.O. / W. A. CRIGHTON , Tr. 13, APR 16, 1912 , thus **correcting the spelling error** in the catalogue.

This correction suggests that listings **WT-114** and **WT-116** may also be incorrectly spelled. Any readers who may have either of these two clerk stamps are requested to advise the editor.

David has a particular interest in this postmark because the clerk was his great uncle!

A Classic Indiciu Variety from Peter McCarthy

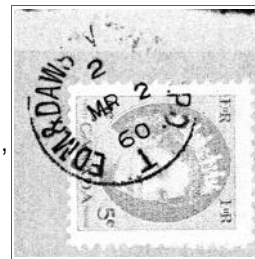
Peter McCarthy shows us this example of a transit backstamp **QC-190**, MON. & KINGS. GD. TRK. R.W. POST OFFICE / No. 2. , A, blank, NOV 7, 1861 from one of his exhibit covers. It is the **first report of a blank direction indicium** for the sole hammer of this listing.



New Reports from Jack Brandt



WT-195.01, EDM. & DAWSON CREEK · R.P.O. / 1 , E, AU 10, 35 , is a **new early date**.



WT-195.01, EDM. & DAWSON CREEK · R.P.O. / 1 , 2, MR 2, 60 , is a **new late date**.



WT-195.02, EDM. & DAWSON CREEK · R.P.O. / 2 , 2, AU 4, 59 , is a **new late date**.



WT-195.03, EDM. & DAWSON CREEK · R.P.O. / 3 , 2, MY 25, 59 , is a **new late date**.



WT-196.05, EDM. & DAWSON CREEK · R.P.O. N^o 5 / . , 2, MR 24, 59 , is a **new late date**.



WT-196.06, EDM. & DAWSON CREEK · R.P.O. N^o 6 / . , 2, NO 25, 59 , is a **new late date**.



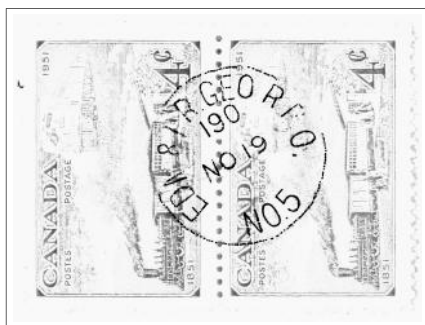
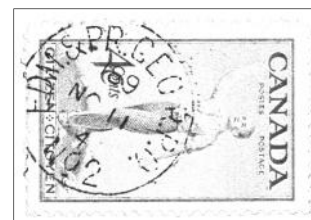
WT-211, ED. & EDSON / R.P.O. , AM, V 21, (54) , is the **first report of an AM time indicium** and a **new early date**. (Although the year is absent, the editor is comfortable assuming that it is an early use before the train number indicia slugs were available as seen in a number of other contemporary examples with the briefly used AM indicium. This hammer was proof struck on May 5, 1954.)

WT-212.031, EDM. & PR. GEORGE · R.P.O. / N^o 3 , 198, FE 11, 36 , is the **first report of train 198** and a **new late date**.



WT-213.021, EDM. & PR. GEO : R.P.O. / N^o 2 , 190, AU 11, 43 , is a **new late date** for this hammer and considerably narrows the known gap between this hammer and its replacement, WT-213.022.

WT-213.022, EDM. & PR. GEO. R.P.O. / N^o 2 , 189, NO 11, 47 , is the **first report of train 189** for this hammer.



WT-213.05, EDM. & PR. GEO. R.P.O. / N^o 5 , 190, NO 19, 51 , is the **first report of train 190** for the hammer.



WT-229.01, ELK POINT & EDM. R.P.O. / . , 95, NO 27, 51 , is a **new late date** for the first of two hammers of this listing.

New Reports from Jack Brandt

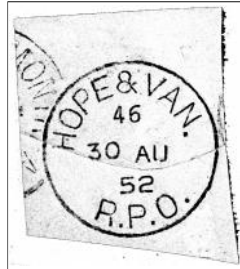


WT-235.02, EST. & M. JAW · R.P.O. / N^o 2 , 315, SP 30, 33 , is a **new late date** and **first report of train 315** for the hammer.



WT-237.012, GRETN & WINNIPEG R.P.O. / N^o 1 , S, AU 5, 08 , is the second report of the **S direction indicium** for this hammer.

WT-238.011, HARD. & WET. R.P.O. / N^o 1 , W, SP 11, 08 , is a **new early date** for this hammer.



Jack observes that these two examples of **WT-240**, HOPE & VAN. / R.P.O. , are obviously **different hammers** for this listing, which awaits a hammer analysis.



WT-262.01, KAM. & N. BAT.- R.P.O. / N^o 1 , E, MR 17, 20 , is a **new late date** for the hammer.



WT-262.021, KAM. & N. BAT.- R.P.O. / N^o 2 , E, SP 10, 18 , is a **new late date**. The RF will change to "E".



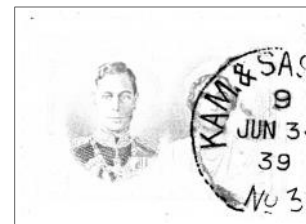
WT-262.021, KAM. & N. BAT.- R.P.O. / N^o 2 , 2, AP 28, 16 , is the first report of **train number indicium 2** for the hammer.



WT-262.03, KAM. & N. BAT. R.P.O. / N^o 3 , W, MY 28, 15 , is a **new early date** for this hammer.



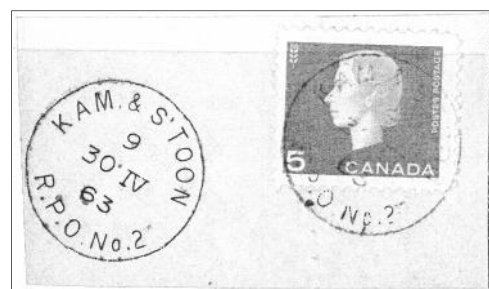
WT-267.031, KAM. & SASK.- R.P.O. / N^o 3 , 9, JUN 3, 39 , is the first report of **train number 9** for the hammer.



WT-267.022, KAM. & SASK. R.P.O. / No. 2 , 9, 20 VI, 50 , is a **new early date** for the hammer.



WT-272.02, KAM. & S'TOON / R.P.O. No. 2 , 9, 30 IV, 63 , is a **new late date** for this scarce hammer.



WT-294, KEL. & SIC . R.P.O. / . , 707, AU 8, 49 , is a **new late date**.



New Reports from Jack Brandt



WT-316.02, LLOYD & ED. R.P.O. / No. 2 , 63, OC 19, 53 , is a **new late date** for the hammer.



WT-327.02, McLENNAN & HINES CRK / R.P.O. No 2 , 6, MY 23, 59 , is a **new late date** for both the hammer and listing. The RF changes to "B".



WT-337.04, M. H. & CRAN · R.P.O. / No. 4 , 12, 11 VIII, 54 , is a **new late date**.



WT-344.032, MED. HAT & NEL · R.P.O. / No 3 , 14, JUL 29, 16 , is a **new early date** and the **first report of train 14** for the hammer.



WT-344.032, MED. HAT & NEL · R.P.O. / No 3 , E, MY 12, 31 , is a **new late date** and **first report of an "E"** for this hammer.



WT-344.041, MED. HAT & NEL. R.P.O. / No 4 , W, AP 26, 11 , is a **new early date**.

WT-344.051, MED. HAT. & NEL R.P.O. / No 5 , 67, 26 DE, 24 , is a **new late date** and **first report of train 67** for the hammer.

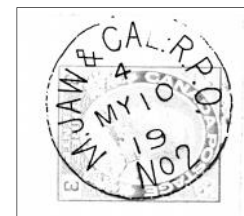


WT-343.02, MED. HAT. & NEL - R.P.O. / . , E, JUN 6, 31 , is a **new early date** and **first report of an "E" indicium** for this hammer which was proof struck on May 5, 1926 and was only previously recorded between 1954/02/19 and 1957/07/10 which will be catalogued as the second period. This new date will be catalogued as the **only first period date** with a R.F. - G.

WT-381.023, M. JAW & CAL : R.P.O. / No 2 , 4, MY 10, 19 , is a **new early date** for the hammer, which was proof struck on September 19, 1918.



WT-381.061, M. JAW & CAL. R.P.O. / No 6, 2, SP 13, 25 , is a **new late date** for the hammer.



WT-383.041, MOOSE JAW & CALGARY R.P.O. / No 4 , 2, JUN 6, 09 , is a **new early date** for this hammer.



WT-383.042, MOOSE JAW & CALGARY · R.P.O. / No 4 , 8, OC 6, 51 , is the **first report of train 8** for this hammer.

WT-383.082, MOOSE JAW & CALGARY · R.P.O. / No 8 , ? , MR 11, 12 , is a **new early date** for this hammer, which was proof struck on October 28, 1911.



New Reports from Jack Brandt



WT-440.011, M. JAW & MACKLIN · R.P.O. / N^o 1 ,
E, AP 21, 17 , is a **new early date**.



WT-440.011, M. JAW & MACKLIN · R.P.O. / N^o 1 ,
W, OC 26, 28 , is a **new late date** and **first report of W**
direction indicium.



WT-440.031, M. JAW & MACKLIN · R.P.O. / N^o 3 ,
E, NO 26, 17 , is a **new late date** for the hammer.

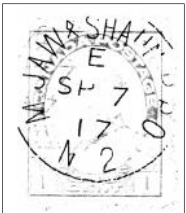
Correcting the erroneous early date in the catalogue,
WT-440.032, M. JAW & MACKLIN · R.P.O. / N^o 3 ,

E, DE 22, 27, is a **new early date** and the **first report of an E** direction
indicium for this hammer, which was proof struck on June 5, 1926.



WT-459.012, M. JAW & SHAUN · R.P.O. / N^o 1 ,
E, OC 13, 24 , is a **new early date** for this hammer,
which was proof struck on February 16, 1923. The R.F.
becomes "D".

WT-459.012, M. JAW & SHAUN · R.P.O. / N^o 1 ,
W, MR 24, 28 , is the **first report of a W** direction
indicium.



WT-459.021, M. JAW & SHAUN · R.P.O. / N^o 2 , E, SP 7, 17 ,
is a **new early date** for the hammer, which was proof struck on
August 15, 1917, and is a new early date for the listing as well.



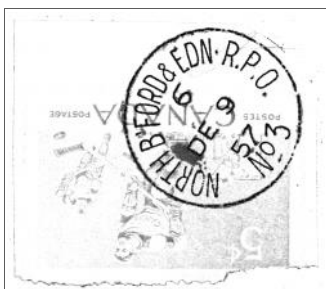
WT-501.011, NORTH B'FORD & EDN : R.P.O. / N^o 1 ,
E, SP 26, 15 , is a **new early date** for the hammer.

WT-501.022, NORTH B'FORD & EDN · R.P.O. / N^o 2 ,
5, MY 29, 58 , is a **new late date** for both the hammer and
the listing.

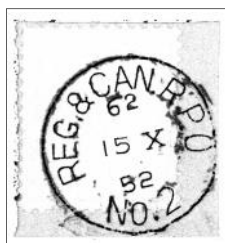


WT-501.031, NORTH B'FORD & EDN : R.P.O. / N^o 3 ,
E, JUN 28, 15 , is a **new early date** for this hammer.

WT-501.032, NORTH B'FORD & EDN · R.P.O. / N^o 3 ,
6, DE 9, 57 , is a **new late date** for this hammer.



WT-523.012, NOR. PORT. & M. JAW
R.P.O. / N^o 2 , 201, MR 29, 59 , is a **new late**
date for the hammer.



WT-592.02, REG. & CAN. R.P.O. / No. 2 ,
62, 15 X, 52 , is a **new early date**.

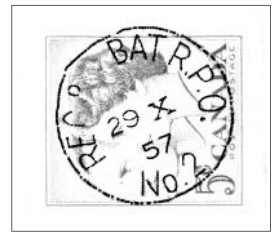
WT-592.02, REG. & CAN. R.P.O. / No. 2 ,
62, III 13, 59 , is a **new late date**.



New Reports from Jack Brandt



WT-599.011, REGINA & COLONSAY · R.P.O. / N^o 1 ,
S, MY 15, 19 , is a **new early date** for the hammer and the
listing and the first confirmation of the “S” indicium. The
R.F. will change to “C”.



WT-625.02, REG. & N. BAT. R.P.O. / No. 2 , ? , 29 X, 57 ,
is a **new late date** for the hammer.

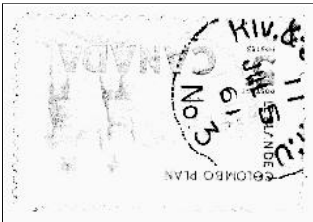


WT-639.012, REGINA & PRINCE ALBERT · R.P.O. / N^o 1 ,
8, MY 25, 18 , is a **new late date** and **first report of a train
number 8** indicium for this hammer.



WT-639.021, REGINA & PRINCE ALBERT · R.P.O. /
N^o 2 , S, AP 18, 05 , is a **new early date** for this hammer.

WT-642.011, REG. & SWAN RIVER · R.P.O. /
· N^o 1 · , 65, FE 6, 30 , is the **first report of train
65** for this hammer.



WT-657.03, RIV. & SASK. R.P.O. / No. 3 , 11, JUL 5, 61 , is a
new late date, both for the hammer and the listing.

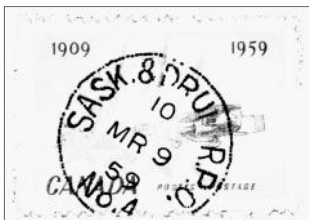
WT-659.02, RIV. & SASK. R.P.O. No. 2 / . ,
3, DE 27, 60 , is the **first report of train 3** for
the hammer.



WT-659.02, RIV. & SASK. R.P.O. No. 2 / . ,
4, DE 14, 60 , is the **first report of train 4** for
the hammer.



WT-689.01, SASK. & CAL. R.P.O. / N^o 1 ,
E, OC 4, 27 , is a **new late date** for the
hammer. The R.F. becomes “C”.



WT-691.041, SASK. & DRUM · R.P.O. / No. 4 ,
10, MR 9, 59 , is a **new late date** for this hammer.



WT-691.042, SASK. & DRUM R.P.O. / N^o 4 , 9, NO 17, 60 ,
is a **new early date** and **first report of train 9** for this rare hammer,
which was proof struck on July 12, 1960.



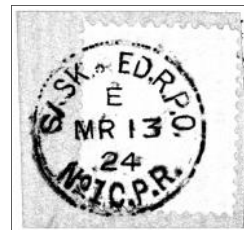
WT-693.02, S'TOON & DRUM. / R.P.O. No. 2 , 10, 26 IV, 62 ,
is a **new late date** and **first report of train 10** for this briefly used
hammer.

New Reports from Jack Brandt



WT-693.03, S'TOON & DRUM. / R.P.O. No. 3 , 10, 24 VII, 61 , is a **new early date** and **first report of train 10** for another briefly used hammer, which was originally omitted from the catalogue. It is also currently reported as late as 1961/11/20 and with train 9.

WT-712.01, SASK. & ED. R.P.O. / N^o 1 C.P.R. , E, MR 13, 24 , is a **new late date** for both the hammer and the listing. The R.F. will now be "C".



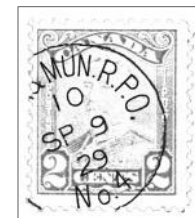
WT-714.012, SASKATOON & ESTON · R.P.O. / No. 1 , 28, AP 28, 42 , is a **new early date** for this hammer. The R.F. is now "C".

WT-744.02, SASK. & MUN. R.P.O. / No. 2 , 10, SP 27, 29 , is a **new early date** for the hammer.



WT-744.03, SASK. & MUN. R.P.O. / No. 3 , 10, NO 21, 35 , is a **new late date** for the hammer.

WT-744.04, SASK. & MUN. R.P.O. / No. 4 , 10, SP 9, 29 , is a **new early date** for the hammer.



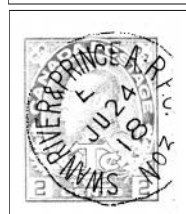
WT-755.01, SASK. WAIN. & EDM · R.P.O. / N^o 1 , 77, SP 16, 31 , is the **first report of train 77** for this hammer.

WT-755.04, SASK. WAIN. & EDM · R.P.O. / N^o 4 , 4, JUN 27, 20 , is a **new early date** for the hammer.



WT-773.012, SOURIS & REGINA - R.P.O. / No. 1 , 56, SEP 21, 29 , is a **new early date** for this hammer.

WT-773.022, SOURIS & REGINA · R.P.O. / · No. 2 · , 56, NO 6, 43 , is a **new late date** for this hammer.



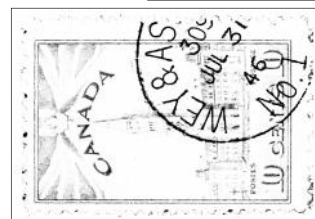
WT-792.03, SWAN RIVER & PRINCE A : R.P.O. / N^o 3 , E, JU 24, 18 , is a **new late date** for this scarce hammer.

WT-804, S. CURR. & EMP. · R.P.O. / N^o 1. , 66 , OC 21, 37 , is a new **2nd Period early date** for the sole hammer of this listing. The current 2nd Period latest date is October 26, 1937, only 5 days later.



WT-805.012, S. C. & EMP. R.P.O. / N^o 1 , 66, AU 10, 55 , is a **new late date** for the hammer.

WT-841.013, WEY. & ASSA · R.P.O. / No.1 , 309, JUL 31, 46 , is a **new early date** for this hammer.



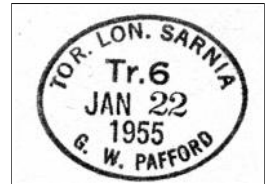
WT-852.03, WPG. & BINS · R.P.O. / N^o 3 , 52, OC 4, 53 , is a **new late date** for the hammer and the **first report of train 52**.

New Reports from Brian Stalker



Brian Stalker reports the **first example of train 94** for ON-610, TOR. HAM. & LONDON · R.P.O. / . , 94, JU 10, 30. It is accompanied by **ON-611**, TOR. HAM. & LON. R.P.O. / . , 78, JUN 10, 30 , found on a C.O.D envelope addressed to Toronto.

In black on a facing slip, is the **first example of train 6** for ON-657, TOR. LON. SARNIA / G. W. PAFFORD, Tr. 6, JAN 22, 1955.



ON-730.011, TORONTO & NIAGARA FALLS · R.P.O. / N^o 1 , W, AU 9, 07 , is a **new early date** for this briefly used hammer.



ON-730.012, TORONTO & NIAGARA FALLS · R.P.O. / N^o 1 , 20, AP 20, 16 , is the **first report of train 20** for this hammer, although the hyphenated dual train number 97-20 is known.

*Toronto, Hamilton & Niagara Falls trains **changed train numbers at Hamilton**. The Toronto to Hamilton westbound trains had odd numbers and the Hamilton to Niagara Falls southbound trains had even numbers. Niagara Falls to Hamilton northbound trains had odd numbers and Hamilton to Toronto eastbound trains had even numbers.*



ON-732, TOR. & NIA. FALLS. R.P.O. / . , 51, SP 21, 27 , is the **first report of train 51 for the listing and for the Toronto-Niagara Falls run**. A search through several contemporary timetables shows no evidence of this train number, which may have been very short lived or simply an error.



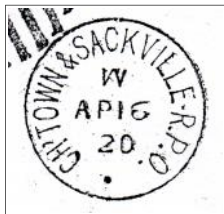
ON-733, TORONTO & NIAGARA FALLS / R.P.O. , 101, IV 1, 49 , is a new **early date**.

A Maritime Indicum Variety from Peter McCarthy



Peter McCarthy shows this pretty mourning cover with the **first example of a blank direction indicium** for MT-163, H & P. R / = N. S. = , blank, MA 24, 73. The receiving backstamp is dated MR 24, 1873, suggesting that the R.P.O. clerk used the wrong month slug.

New Reports



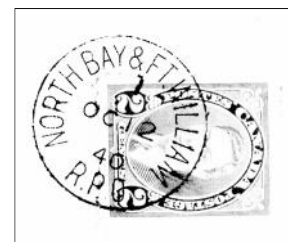
A new member, **Roger Waivio**, reports a **new early date** for **MT-50.04**, CH'TOWN & SACKVILLE . R.P.O. / . , W, AP 16, 20 , found as a transit backstamp on a registered cover from Kensington to Hamilton. The previous ERD for this hammer was 1933/03/23.



Roger also has found the first example of **train number indicium 1** for **MT-60**, CH'TOWN & SOURIS / M.C. , 1, DE 13, 95. It is a transit backstamp on a registered cover from Charlottetown to New York, via St. John, N.B.



This new **early date** and previously **unrecorded train number / direction indicium** for the hammer, **QC-294.101**, MONT. & TOR. G.T.R.Y / 10 , 2W, JA 2, 91 , is reported by **Hugo Deshay** on a 3 cent Small Queen stamp.

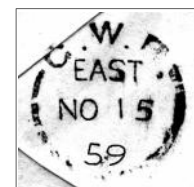


Ron Barrett reports a new early date for **ON-322**, NORTH BAY & FT. WILLIAM / R.P.O. , 1, OC 12, 40. The hammer was proof struck on July 7, 1938.



This transit backstamp, **ON716.04**, TOR. & MONT. G.T.R.Y / 4 , 9, JUL 10, 24 , is on a registered cover from Maple Leaf, ON to Chicago. Found by **Ross Gray**, it is the **first report of train 9 for the hammer**.

Ross also found this new **early date** for **RY-68**, G. W. R. / _ , EAST, NO 15, 59 , used as a transit backstamp on a registered cover from St. George to Toronto. Although the proof strike is unknown, we do know that 8 hammers were ordered from the manufacturer, D. G. Berri, on September 9, 1859.



Reported by **Ross Gray**, this transit backstamp, **RY-186**, T. G. & B. EX. R.Y , E, DE 31, 88 , on a registered cover from Teeswater, ON to Clinton, ON, is a new **early date** and **corrects the listing text**.

Catalogue Corrections

On page 42, Delete **MT-180** which duplicates MT-165. For **MT-165** the R.F should read **B-4**.

On page 47, **MT-259.02**, MONCTON & ST JOHN . R.P.O. / . , change train indicium 24 to **44**. The **new LRD**, observed on eBay, is now 1951/10/02, both for the hammer and the listing.

On page 54, **MT-363**, should read, "TRURO and SYDNEY R.P.O. / EDWIN CROWE".

On page 80, **QC-294.08**, MONT. & TOR. G. T. R.Y / 8 , change **LRD** to 1900/02/09 and R.F. to "**B**".

On page 108, **ON-41**, should read, "BRIDGEBURY & GODERICH . R.P.O. / . (error)"

On page 133, **ON-317**, should read, "North Bay & Fort William R.P.O. / No. # "

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