

In this issue is a second report of the "H.G." clerk stamp on a repaired cover from **John Cheramy**, a description of another registered cover repaired on an R.P.O., a report of a new early date and direction for a rare Western hammer and three new Ontario hammer studies from **Ross Gray**. **Brian Stalker** contributes an interesting look at Case Examinations, a discussion of the Newfoundland Coastal T.P.O.s and Update 7.2 for the Newfoundland & Labrador listings. **Jack Brandt** has sent us another batch of updates and **Daniel Tremblay** reports a new important late date for a Western hammer.



John Cheramy reports a second example of a new clerk handstamp first reported in the March-April newsletter, **QC-570**, H. G. / TR. # . **Ferdinand Belanger** subsequently identified the clerk as **H. Garant**.

This registered cover originated in St. Johns, Newfoundland on June 6. It travelled in closed bag mail by rail and boat to North Sydney and then continued on the C.N.R. , via Truro, Campbellton and Levis to Montreal Bonaventure station, where it was transferred to the westbound Montreal, Coteau & Ottawa R.P.O. (C.N.R. train 1). When the clerk, H. Garant discovered that it was torn, he repaired it and tied the repair with his handstamp. In Ottawa it was transferred to a westbound C.P.R. train to Calgary in a closed bag. In Calgary, it was transferred to the westbound Calgary & Vancouver R.P.O. and received a transit backstamp, **WT-91.158**, C. & V. R.P.O. / * B.C. * , 3, JUN 13, 35 . The New Westminster receiving backstamp is dated June 14.

William G. Robinson Award

Congratulations to **Sean Weatherup** as the second recipient of the William G. Robinson Award. Sean was awarded a vermeil for his exhibit, "The Railway Post Office in 20th Century Nova Scotia" at Novapex held in Dartmouth, NS in September.

Another Registered Cover Repaired by an R.P.O. Clerk



This registered cover from Dartmouth and addressed to the Doubleday One Dollar Book Club in Toronto may have contained loose coins which resulted in tearing. The Halifax & Campbellton R.P.O. clerk on C.N.R. westbound train 1 discovered the damage when he applied his steel hammer, **MT-99.09**, HALIFAX & CAMP : R.P.O. / , 1, JAN 15, 48. He repaired the tear with the gummed flap from a manilla envelope and tied the repair with his hammer and his signature, **L. J. Young**.

Case Examinations

Brian Stalker has submitted the following brief article and illustrations about Case Examinations, which R.P.O. Clerks were regularly required to complete.

'Using a special sorting case, clerks were tested on their ability to direct mail to the appropriate point in the postal network. The objective of the examination was to test the clerk's ability to sort each of the thousand cards printed with a name of a post office into the slot which corresponded to the card's correct distribution point. Clerks were given one hour to complete the examination. The only way to learn the distribution points of a district was to memorize the contents of the Distribution Book for that region.

If a clerk failed repeatedly to pass the case examination with a minimum ninety per cent grade, he would lose his salary increase and could be discharged altogether... Senior clerks on the main lines were not only required to score at least ninety-seven per cent on the case examination, they were tested on the distribution points for two to three different districts.

... Upon the creation of the **Railway Mail Service Department** in 1897, statistics on case examination scores began to be published in the annual report of the Postmaster General and, from that year on, a clerk's score became a factor when he was being considered for promotion.'

Statement of Case Examinations for D H Evans, Acting Railway Mail Clerk, Moose Jaw District.

Despite being classed as 'Acting' in 1940 and 'Temporary' in 1942 Mr. Evans appears to have performed commendably in his annual Case Examination ... a process described in Susan McLeod O'Reilly's book '*On Track – The Railway Mail Service in Canada*' published by the Canadian Museum of Civilization (1992), ISBN 0-660-90559-0:-

STATEMENT OF CASE EXAMINATION	
POSTAL SERVICE	
P.O.	Dist <i>Moose Jaw</i>
of Mr.	<i>D. H. Evans</i>
Class title	<i>Acting R.M.C.</i>
Date	<i>June 20 - 1940</i>
Area	<i>Main East</i>
Case Plan Number	<i>2</i>
No. of separations called for	<i>100</i>
No. of separations made	<i>100</i>
No. of cards used	<i>1000</i>
No. correctly sorted	<i>974</i>
No. not known	<i>9</i>
No. wrong	<i>17</i>
No. not sorted	<i>0</i>
Percentage correct on sortation	<i>97.4%</i>
Time	<i>13.59 - 14.46 - 55 min</i>
Despatch and connections	Value..... Obtained.....
Instructions to employees	Value..... Obtained.....
Postal Guide	Value..... Obtained.....
Percentage correct on questions	
Examined by	<i>John T. Kerr</i>
Action taken	<i>Commended</i>
<i>J. J. McLeod</i> Dist. Dir. of Postal Services	

STATEMENT OF CASE EXAMINATION	
POSTAL SERVICE	
P.O.	Dist <i>Moose Jaw</i>
of Mr.	<i>D. H. Evans</i>
Class title	<i>Temp. Postal Clerk</i>
Date	<i>May 14 - 1942</i>
Area	<i>Main East</i>
Case Plan Number	<i>3</i>
No. of separations called for	<i>100</i>
No. of separations made	<i>100</i>
No. of cards used	<i>1000</i>
No. correctly sorted	<i>978</i>
No. not known	<i>9</i>
No. wrong	<i>13</i>
No. not sorted	<i>0</i>
Percentage correct on sortation	<i>97.8%</i>
Time	<i>9.25 - 10.11 - 46 min</i>
Despatch and connections	Value..... Obtained.....
Instructions to employees	Value..... Obtained.....
Postal Guide	Value..... Obtained.....
Percentage correct on questions	<i>91%</i>
Examined by	<i>John T. Kerr</i>
Action taken	<i>Commended</i>
<i>J. J. McLeod</i> Dist. Dir. of Postal Services	

A New Early Date and Direction for WT-986.04

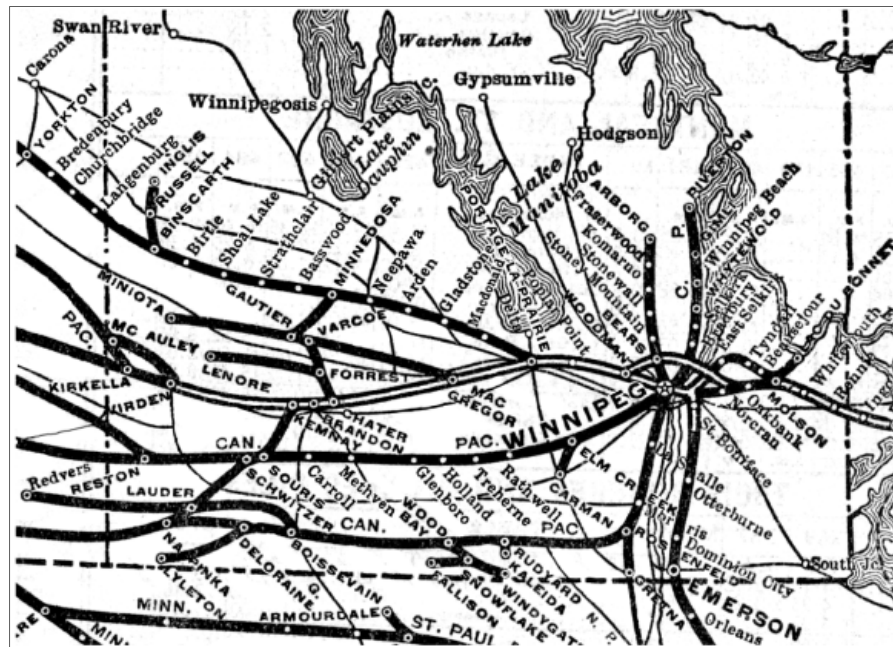
Judging from the unusual and colourful combination of out of period stamps used on this registered cover from Neepawa to Cypress River, Manitoba, it was sent from one philatelist to another.

It was mailed from the Neepawa post office after noon on Wednesday, June 18 and transferred to eastbound train 52 early the following morning. The clerk used **WT-986.04**, WINNIPEG & YORKTON · R.P.O. / N^o 4, S, JUN 19, 24, as a transit backstamp. This is a new **early date** for the scarcest of the four hammers of the listing (Proof struck on June 29, 1921) and the **first report of an "S" direction** for the hammer, the listing and the run.

The cover should have arrived in Winnipeg at 7:00 AM, if the train was on time, and would have been transferred to westbound train 55 on which the R.P.O. clerk backstamped it with **WT-969.011**, WINNIPEG & SOURIS R.P.O. / N^o 1, 55, JUN 20, 24. Either train 52 was late arriving in Winnipeg and missed the connection with train 55 that day or the Winnipeg & Souris R.P.O. clerk used the wrong date. Unfortunately there is no Cypress River arrival postmark to reveal the answer.



A New Early Date and Direction for WT-986.04



WINNIPEG, RUSSELL AND INGLIS									
READ DOWN			Miles	TABLE 73		READ UP			
	51	105		(Central Time)		106	52		
	P.M.	A.M.				P.M.	A.M.		
.....	*11.30	8.45	0.0	Lv. WINNIPEG	Ar. Port. la Prairie	5.15	7.00	.....
.....	1.00	10.35	55.6	Lv. Port. la Prairie	Ar. Genest	3.25	5.25	.....
.....	1.17	10.57	61.7	.....	.....	3.10	.....	.....
.....	1.29	11.12	65.5	.....	.....	3.02	4.08	.....
.....	1.49	11.35	68.4	.....	.....	2.46	4.08	.....
.....	1.57	11.52	70.5	.....	.....	2.23	4.37	.....
.....	2.11	12.10	78.8	.....	.....	2.04	4.23	.....
.....	2.25	12.28	107.1	.....	.....	1.46	4.08	.....
.....	2.44	12.50	116.6	.....	.....	1.27	3.52	.....
.....	3.15	1.19	125.8	.....	.....	1.07	3.34	.....
.....	3.45	1.50	134.2	.....	.....	12.45	3.15	.....
.....	3.59	2.15	144.2	.....	.....	12.20	2.50	.....
.....	4.25	2.42	152.3	.....	.....	1.30	2.15	.....
.....	4.40	3.02	161.8	.....	.....	0.59	1.38	.....
.....	4.58	3.21	170.6	.....	.....	0.33	1.19	.....
.....	5.12	3.39	178.8	.....	.....	0.15	1.00	.....
.....	5.29	3.55	185.4	.....	.....	0.01	12.47	.....
.....	5.37	4.10	193.4	.....	.....	9.39	12.27	.....
.....	5.57	4.31	201.0	.....	.....	9.22	12.11	.....
.....	6.13	4.50	210.7	.....	.....	9.00	11.52	.....
.....	6.32	5.10	215.9	.....	.....	8.50	.....	.....
.....	.....	5.25	221.7	.....	.....	8.35	.....	.....
.....	.....	5.40	228.5	.....	.....	8.15	.....	.....
.....	.....	6.15	234.6	.....	.....	7.30	.....	.....
.....	.....	6.45	.....	.....	.....	7.00	.....	.....
.....	.....	7.15	.....	.....	.....	.....	.....	.....
.....	A.M.	P.M.	.....	.....	.....	A.M.	P.M.	.....

CPR Timetable - 1924

WINNIPEG, ARCOLA AND REGINA									
READ DOWN			Miles	TABLE 75		READ UP			
	119	55		(Central Time)		56	120		
	P.M.	A.M.				P.M.	A.M.		
.....	5.15	8.30	0.0	Lv. WINNIPEG	Ar. Murray Park	8.40	11.55	.....
.....	5.34	8.42	7.0	.....	.....	8.23	11.35	.....
.....	5.49	8.59	13.3	.....	.....	8.12	11.21	.....
.....	6.06	9.16	20.7	.....	.....	7.58	11.07	.....
.....	6.22	9.28	26.8	.....	.....	7.46	10.51	.....
.....	6.41	9.45	34.5	.....	.....	7.32	10.34	.....
.....	6.57	9.58	40.7	.....	.....	7.19	10.20	.....
.....	7.13	10.10	45.3	.....	.....	7.13	10.10	.....
.....	7.42	.....	51.3	.....	.....	.....	9.24	.....
.....	8.05	.....	57.5	.....	.....	.....	9.00	.....
.....	.....	10.10	45.3	.....	.....	7.13	.....	.....
.....	.....	10.29	54.5	.....	.....	6.53	.....	.....
.....	.....	10.42	61.0	.....	.....	6.39	.....	.....
.....	.....	11.01	70.1	.....	.....	6.20	.....	.....
.....	.....	11.17	77.0	.....	.....	6.07	.....	.....
.....	.....	11.35	85.6	.....	.....	5.50	.....	.....
.....	.....	11.45	90.0	.....	.....	5.41	.....	.....
.....	.....	11.56	95.6	.....	.....	5.29	.....	.....
.....	.....	12.16	104.6	.....	.....	5.11	.....	.....
.....	.....	12.36	112.3	.....	.....	4.55	.....	.....
.....	.....	12.51	120.1	.....	.....	4.38	.....	.....
.....	.....	12.56	127.7	.....	.....	4.33	.....	.....
.....	.....	1.02	135.9	.....	.....	4.27	.....	.....
.....	.....	1.14	143.8	.....	.....	4.14	.....	.....
.....	.....	1.32	151.2	.....	.....	3.57	.....	.....
.....	.....	1.42	158.3	.....	.....	3.46	.....	.....
.....	.....	1.55	165.6	.....	.....	3.35	.....	.....
.....	.....	2.15	.....	.....	.....	3.20	.....	.....
.....	P.M.	A.M.	.....	.....	.....	A.M.	P.M.	.....

C.P.R. Timetable - 1924

ON-40 Hammer Study from Ross Gray

This group of hammers was used on the **Grand Trunk / Canadian National Railways** line between Bridgeburg (a.k.a. Fort Erie) and Goderich. The railway was built by the **Buffalo & Lake Huron Railway** and saw railway post office service as early as 1857.



BRIDGEBURG & GODERICH R.P.O. / .

Hammer	a	b	c	d	e	f
ON-40.01	15 ³ / ₄	6	12 ¹ / ₄	13 -	10	7 ³ / ₄
ON-40.02	16	5 ¹ / ₂	11 ¹ / ₄	11 ¹ / ₂ +	10 +	8 ¹ / ₄
ON-40.03	15 ³ / ₄	6	12 -	12 ¹ / ₂	10 ¹ / ₂ +	8 +
ON-40.04	15 ¹ / ₂	6 +	12 ¹ / ₂	11 ¹ / ₂	10 +	8 ¹ / ₂ -
ON-40.05	13 -	6 ³ / ₄	13 ¹ / ₄	13 +	11 ¹ / ₄	9

Listing	Proof	ERD	LRD	Indicia
ON-40.01	unknown	1904/12/06	1910/08/23	E,W,T1E,T2E,T2W
ON-40.02	unknown	1905/02/28	1911/06/09	E,W,T1E,T2E,T1W,T2W
ON-40.03	unknown	1909/04/12	1925/12/24	T1E,T2E,T1W,T2W
ON-40.04	unknown	1911/06/12	1918/02/07	T1E,T2E,T1W,T2W,37
ON-40.05	1911/01/21	1911/08/02	1926/03/12	blank,T1E,T2E,T1W,T2W,T1W,219,220
ON-40		1903/02/13	1926/03/12	blank,E,W,T1E,T2E,T1W,T2W, T1W,34,37,219,220



ON-40.01



ON-40.02



ON-40.03



ON-40.04



ON-40.05

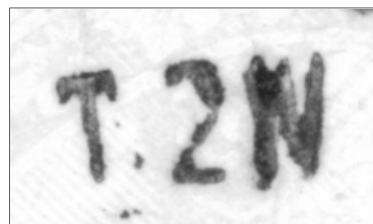
ON-40.05 is the only hammer with punctuation between GODERICH and R.P.O.



Brian Stalker reports this very interesting “T II W” indicia variety for **ON-40.05**, dated DE 26, 14. The “II” may have been intended as a Roman numeral 2 or less likely, as train 11. **Jack Brandt** reports a later date, 1915/02/20, with the same “T II W” indicia. **Ross Gray** has another example of the same hammer dated 1915/05/26 with a **blank** indicium.

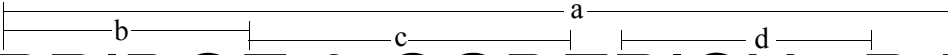


ON-40.03, T1E, JUN 29, 15, showing severe rim damage which occurred sometime between 1913/06/13 and 1913/09/10



7X Enlargement
ON-40.05, T2W, AU 12, 15 which appears to be T2.N

ON-44 Hammer Study from Ross Gray



BRIDGE & GODERICH · R.P.O. / .

Hammer	a	b	c	d
ON-44.01	14 $\frac{3}{4}$	13 +	13 $\frac{1}{2}$ +	10 $\frac{3}{4}$
ON-44.02	13 $\frac{3}{4}$	12 $\frac{1}{2}$ -	14 $\frac{1}{4}$ -	11 $\frac{3}{4}$

Listing	Proof	ERD	LRD	Indicia
ON-44.01	1926/03/21	1926/04/16	1931/06/10	28,37,218,219,220
ON-44.02	1926/03/21?	1930/08/05	1931/06/17	28,37,218,219
ON-44		1926/03/29	1931/06/17	2,28,37,218,219,220

Only the proof date for ON-44.01 is recorded but the editor believes that both hammers were likely produced at the same time.

ON-44.01 proof



ON-44.02

ON-48 Hammer Study from Ross Gray

This group of hammers was used on the **Michigan Central Railroad** line between Bridgeburg (a.k.a. Fort Erie) and St. Thomas. The line was built in 1873 as the **Canada Southern Railway** between Fort Erie and Amherstburg, including a branch from St. Thomas to Courtright. Railway post office service is recorded from 1874. In 1883, another branch was built between Essex and Windsor.



BRIDGEBURG & ST THOMAS R.P.O. / .

Hammer	a	b	c	d
ON-48.01	14 $\frac{1}{4}$	9 -	14 -	12
ON-48.02	11 $\frac{1}{4}$	12 +	15 $\frac{1}{2}$	11 $\frac{3}{4}$
ON-48.03	13 $\frac{3}{4}$	10 $\frac{1}{2}$ -	14	12 $\frac{1}{2}$

Listing	Proof	ERD	LRD	Indicia
ON-48.01	unknown	1901/08/14	1907/07/01	E,W
ON-48.02	unknown	1908/02/27	1924/03/22	E,W
ON-48.03	1915/05/03	1916/01/05	1927/04/18	E,W
ON-48		1901/08/14	1927/04/18	E,W,31?



ON-48.01



ON-48.02



ON-48.03

New Reports & Updates from Jack Brandt

MT-353.02, TRURO & PORT · HAWKESBURY / M.C. , WEST, MY 12, 93 , is a new **late date**.

ON-146, GALT & ELMIRA · R.P.O. / . , N, JUN 10, 16 , is the first report of the **N direction**.

ON-279.01, TRAIN NO. / LON. & WALK. R.P.O. , 1, JAN 20, 31 , is a new **late date** for the hammer.

ON-303.04, N. B. & CHAP / R.P.O. , 7, MR 24, 64 , is the first report of **train 7** for the hammer.

ON-323.01, N. B. & FT. WM. / R.P.O. , 2, OC 19, 52 , is a new **late date** for the hammer.

ON-340.03, NORTH BAY & S. S. MARIE · R.P.O. / . , 18, JUL 13, 16 , is a new **early date**.

ON-340.04, NORTH BAY & S. S. MARIE · R.P.O. / . , 28, NO 30, 32 , is a new **early date**.

ON-340.04, NORTH BAY & S. S. MARIE · R.P.O. / . , 18, JAN 29, 32 , is a new **train** for the hammer.

ON-340.04, NORTH BAY & S. S. MARIE · R.P.O. / . , 6, MR 17, 33 , is a new **train** for the hammer.

ON-340.05, NORTH BAY & S. S. MARIE · R.P.O. / . , 17, JAN 29, 27, is **early** and a new **train** for the hammer.

ON-340.05, NORTH BAY & S. S. MARIE · R.P.O. / . , 28, JUN 20, 39 , is a new **late date**.

ON-340.06, NORTH BAY & S. S. MARIE · R.P.O. / . , 28, JUN 19, 37 , is a new **early date**.

ON-398.01, OTTAWA & NORTH BAY R.P.O. / 6, 10, IV 24, 59, is an **early date** and **new train** for the hammer.

ON-473.02, PORT · HOPE & MIDLAND · M.C. / N^o 2 , S, OC 15, 94 , is a new **early date**.

ON-716.06, TOR. & MONT. G.T.R.Y / 6 , NE, OC 4, 97 , is a new **late date** for the hammer.

ON-720.06, TOR. & MONT. G. T. R. P. O. / 6 , DE, NO 10, 17 , is a new **late date** for the hammer.

ON-740.05, TORONTO & NORTH BAY R.P.O. / N^o 5 , 50, AU 20, 07 , is the first report of **train 50**.

ON-798.02, TOR. & PI - H. / N^o 2 , E, AU 4, 94 , is a new **late date** for the hammer and listing.

WT-381.053, M. JAW & CAL · R.P.O. / No. 5 , 1, XI 27, 51 , is a new **early date** for the hammer.

WT-646.011, REST. & WOL. R.P.O. / N^o 1 , E, FE 26, 10 , is a new **late hammer date**.

WT-724.052, SASK. HARD. & ED. R.P.O. / N^o 5 , 51, 7 VII, 53 , is a new **early date** for the hammer.

RY-62.02, G.T.P. W. OF WAINWRIGHT R.P.O. / N^o 2 , 2, AU 5, 10 , is a new **early date**.

WT-724.051 Report Request

After reviewing the database for listing WT-724, the editor believes that the period range of 1948/10/30 to 1955/04/01 for **WT-724.051** is unreliable. The hammer was proof struck on April 24, 1948. There have been no train number indicia reported and the editor has never seen an example used.

Study group members are requested to review their collections and report details. In the interim, the catalogue has been revised to show the hammer as “OPK”.



WT-724.051 proof



WT-724.052 proof

Newfoundland Coastal TPO North by Coastal TPO West?

SS Virginia Lake operated Newfoundland's Coastal TPO North service during the 1899 season which commenced in mid-May and ended with a final run north in mid January 1900. However, both of the covers illustrated below show COASTAL TPO WEST (NL-116.03) transit date-stamps on northern mail.

Virginia Lake often relieved SS Grand Lake on the Coastal West service along Newfoundland's south coast during the winter when northern navigation was closed so it was not unknown for the wrong date-stamp to be used after the changeover of duties, but to be used during the last four months of the northern season suggests that the 'WEST' hammer might have been used on the northern route throughout the 1899 season. That suspicion is reinforced in that I have not yet seen a COASTAL TPO NORTH date-stamp (NL-110.03 or NL-110.04) dated between May 1899 and January 1900.

I would be pleased to receive feedback from members to the following:-

1. Details of any strikes of COASTAL TPO NORTH date-stamps (NL-110.03 and/or NL-110.04) dated between May 1899 and January 1900.
2. Details of any other strikes of COASTAL TPO WEST date-stamp (NL-116.03) dated between May 1899 and January 1900.

Scans or photocopies would be appreciated.

Brian Stalker, 7 Larch Close, Heathfield, East Sussex, England TN21 8YW or
e-mail to brianstalker63@sky.com.



Newfoundland & Labrador Update 7.2 collated by Brian Stalker

(1 May to 25 October 2012)

Reporters: Jack Brandt (JB), Ross Gray (RG), Albert Govier (AG), Murray Smith (MS) and Brian Stalker (BS)

JB	NL-18.03	New LRD	1949/07/14
RG	NL-26.01	New indicium	2
RG	NL-27.01	New ERD	1913/10/13
RG	NL-27.02	New indicium	1
MS	NL-33.01	New ERD	1922/09/02
JB	NL-46	Early use on COD cover dated	1949/11/11
BS	NL-48.03	New LRD	1952/11/11
JB	NL-58.103	New ERD	1949/08/17
JB	NL-58.103	New indicium	16
JB	NL-59.301	First confirmed strike,	203 1965/10/02
BS	NL-110.03	New ERD	1894/10/04
#	NL-129	Separate into two periods of use:	
		Period 1:	1914/06/14 to 1914/12/07*
		Period 2:	1922/06/06 to 1922/10/28
		* second digit of year is indistinct, 1914 assumed.	

compiled from data already held plus contributions from JB, AG, MS and BS

JB	NL-140	New ERD	1949/07/26
MS	NL-151	New ERD	1916/06/25
JB	NL-154	New LRD	1949/07/18
BS	NL-162	New ERD	1938/09/14
JB	NL-174	Indicia 'PM' on stamp dated	1955/09/26
MS	NT-4fd	New Listing	FERRYLAND 1919/04/23

Updates 7.1 and 7.2 are included in Cumulative Update #7 which can be downloaded from the BNAPS website, www.bnaps.org and going via 'Publications' and 'Book Updates'.

New Reports



This **new late second period date** for **ON-445**, PALM. & KINC · R.P.O. / , blank, DE 15, 50 , is found on an otherwise blank facing slip. It is also the first report of a **blank indicium**. Reported by **Ross Gray**.

Daniel Tremblay reports a new **late date** for **WT-459.021**, M. JAW & SHAUN · R.P.O. / N^o 2 , 320, JUN 8, 35 , which he found on a 3¢ Medallion Issue. This date narrows the gap in the conversion to the replacement hammer, WT-459.022, which is currently reported as early as 1935/08/13.



Newsletter Editor, Catalogue Editor

Ross Gray, 33 George Street East, Lindsay, ON, K9V 1W6
Phone 705 324-6020 e-mail oshrr@sympatico.ca

Secretary-Treasurer, Newsletter Mailer

Chris Anstead, 3258 Elphin Maberly Road,
McDonald's Corners, ON, K0G 1M0
Phone 613 278-1428 e-mail acropolis@superaje.com